

2008 MUNICIPAL DEVELOPMENT PLAN
FOR
TOWN OF BARTON
BARTON VILLAGE & ORLEANS
VILLAGE



Planning Commission Hearings:

1/17/08

Select Board Hearings: 5/22/08,

7/21/08, 9/25/08

Town Vote:

11/04/08

Barton Municipal Development Plan
Table of Contents

A. EXISTING Land Use	3
B. Municipal Development Plan	3
C. Statement of Goals	5
LAND USE DISTRICTS	
1. Remote Land	5
2. Low Density	6
3. Medium Density	6
4. High Density	7
5. Commercial	7
6. Industrial	8
7. Shore Land	8
8. Floodplains	10
9. Wetlands	10
D. RARE AND IRREPLACEABLE, HISTORIC AND NATURAL AREAS	11
E. TRANSPORTATION PLAN	12
1. Existing Transportation	12
2. Proposed Transportation	13
F. COMMUNITY FACILITIES, UTILITIES & SERVICES	14
1. Existing	14
a. Municipal Building	14
b. Police Department	14
c. Fire Department	14
d. Ambulance/Rescue Squad	16
e. Recreation and Open Space	16
f. Public Works	17
g. Libraries	17
h. Water & Sewer Systems	17
i. Energy	20
j. Schools	22
k. Solid Waste Disposal	23
l. Medical Services	24
m. Museums	24
n. Wireless Telecommunications	24
2. Objectives/Recommendations	25
a. Municipal Office Buildings	25
b. Police Protection	25
c. Fire Protection	25
d. Energy Sources & Uses	26
e. Public Recreation & Open Space	26
f. Schools	27
G. POPULATION DATA	27

Table 1: Population Trends 1890 – 2000	28
Table 2: Detailed Age/Sex Data	29
Table 3: Places of Work	29
Table 4: Labor Force Status	29
Table 5: Household Income Levels	29
Table 6: Educational Attainment	30
Table 7: Housing Occupancy	30
Table 8: Renter Occupied Units by Gross Rent	30
H. MUNICIPAL DEVELOPMENT PLAN IMPLEMENTATION	30

MAPS

A. EXISTING LAND USE

The Town of Barton reflects stream valley development of roads and railroads along the Barton River, Crystal Lake and southeasterly along the Willoughby Brook, which currently defines U.S. Highway 5 and the route of the Northern Vermont Railroad (formerly Canadian Pacific Railroad). Major topographic features which have historically limited development include the areas with steep slopes to the east along the northeastern shore of Crystal Lake. Barton Mountain, in the northern central area of the Town, and Stillwater Swamp, to the east of the mountain have also had an impact on how the land in Barton has been developed. Generally, the Town is characterized by rolling topography with numerous small streams draining through the area into the Barton and Willoughby Rivers.

Currently used agricultural land is spread out generally throughout the Town, although conversion of some farm land to residential uses has substantially increased over the last decade. The ongoing trend of dairy farm consolidation continues to decrease the number of farming units while at the same time average farm size has increased. The number of dairy farms in Orleans County has steadily decreased from 649 in 1997 to 583 in 2002. During the same time period, the number dairy cows has also declined decreasing from 24,349 head in 1997 to 22,794 head in 2002. Likewise the number of dairy operations within the Town has decreased from 23 in 1990 to just 14 in 2000.

Residential units are clustered in single, two and multi-family structures primarily within the two village areas. The vast majority of these units are of older construction varying in age between 50 to 150 years old. Single family residential units, interspersed with farming operations, are strung out along local town roads, State Highway 16 and U.S. Highway 5, with some of these units being seasonal in nature.

Crystal Lake has been developed for recreational uses in the form of seasonal units along the north, eastern and western shores, a State and local park to the north and recreational oriented accommodations, (year-round and seasonal) units along U.S. Highway 5. The State's Vermont Vacation Home Survey for 1968 reported sixty vacation homes within the Town, forty-two of which were owned by out of state residents. Current information on file with the Town of Barton Listers Office indicates that there are now approximately 160 vacation homes in the Town of Barton.

Current industrial Land Use is concentrated in the Orleans Village area. Current industry in this area is limited to Orleans Manufacturing which is a division of Ethan Allen, Inc.

B. MUNICIPAL DEVELOPMENT PLAN

Town Planning should begin first by evaluating the specific and philosophical goals of the townspeople. This should include an overall evaluation of what the townspeople wish the town to "look" like 5 to 10 years from now. The MUNICIPAL

DEVELOPMENT PLAN should attempt to address current development problems as well as plan for orderly growth to the economic and environmental benefit of all. Many citizens of the town feel that “planning and regulation”, in general, have developed too strong a grip on the community and on the individual property rights of its citizens. Therefore, it is critical that the planning effort address those issues which are, in fact, of serious concern to the citizens of the town of Barton, and to maintain sensitivity to preventing the adoption of frivolous or overly subjective regulations which do not promote the “goals” of the town. Regulations should be the minimum necessary to promote and protect the interests of the town and, more importantly, should incorporate FLEXIBILITY so that all proposals may be considered on their own merits.

Planning is the basic art of deciding what goes where and how much of it in any given location. Existing land use is the starting point! Present and planned uses should be compatible with each other and, in addition, those uses should be supported by both existing topographic conditions as well as necessary manmade utilities. An inventory and analysis of existing land use patterns, soils and their capabilities, topography, building and environmental conditions, transportation, community facilities, utilities and the economy is contained in this Plan.

The MUNICIPAL DEVELOPMENT PLAN discusses several different districts. Each district is described based on its’ historic and/or current land use and natural features. The MUNICIPAL DEVELOPMENT PLAN should identify what the land use requirements will be in the future in that there must be sufficient land area in each district to support reasonable future projected populations.

The MUNICIPAL DEVELOPMENT PLAN also acts as a guide to the District Environmental Commission and the Public Service Board to ensure that state permits do not contradict the planning goals approved by the townspeople. Before the District Commission grants a permit, it must find that the proposed land development is in conformance with a duly adopted MUNICIPAL DEVELOPMENT PLAN as approved by the Town.

The MUNICIPAL DEVELOPMENT PLAN is, therefore, simply a policy and “goals” document.

The actual document used in the implementing these “goals” is called the ZONING BYLAW. The ZONING BYLAW sets forth the specific rules for accomplishing and achieving the “goals” as defined in the MUNICIPAL DEVELOPMENT PLAN. The ZONING BYLAW may also incorporate “performance standards” to be utilized as an option where flexibility and latitude can promote the town “goals” more efficiently than the so-called “standard requirements” of a district.

Municipal SUBDIVISION REGULATIONS may be incorporated into the BYLAW to provide guidance for the division of land into multiple lots and parcels.

Finally, public education and awareness is essential for the success of any plan. The citizens of Barton have a vested interest in staying involved with the direction of planning for their town.

C. GENERAL STATEMENT OF TOWN GOALS

The Town of Barton Planning Commission is comprised of members appointed by the Selectmen and is charged with the duty of formulating a MUNICIPAL DEVELOPMENT PLAN AND TOWN BYLAWS. The following basic goals are believed to represent the wishes of the majority of town's residents.

IT IS THE GOAL OF THE TOWN TO:

1. Promote compatible land uses within the various districts of town and to protect the value and integrity of existing land uses and natural resources including water bodies, significant wildlife and fish habitat; but with extra caution given to those structures and uses which by their nature may have an adverse negative impact on the scenic character of some of these areas.
2. Allow all reasonable land uses with minimal regulatory delay.
3. Maintain the current Town character, yet encourage the economic and cultural growth of the community.
4. Provide fair and equitable guidelines for promoting town goals and to treat all citizens equally in the administration of its by-laws.
5. Provide a mechanism for flexibility when strict compliance with adopted standards does not promote the overall goals of the town.

LAND USE DISTRICTS

1. "REMOTE LAND"

This category includes land generally characterized by poor access, poor soil, steep topographic conditions and remoteness from existing concentrated settlement. The development of lands in this category could cause undue damage to the environment by the extension of roads and public utilities necessary to serve the area. Further, the burden of road or public utility maintenance could become an undue expense to the owner, future owner, public utility and the town. For this reason, standard lot size in this district will be larger than any other district. The remote district also includes a large majority of the towns' wildlife habitat, forestry resources, source protection areas (i.e. wellheads), including headwaters of high quality streams and brooks. All of these natural resources are best preserved by minimized development.

While the general development of land characterized by limitations as defined for “remote” areas is discouraged, it is recognized that isolated areas may exist, within this zoning district, which may be better suited for development, (including natural topographic features, adequate soils, and reasonable access to public utilities and roads) than the balance of the property. The town should encourage the landowner to utilize these areas (by permitting higher density development,) if the proposed development results in less environmental impact and utilities burden than what would result if the land were developed within the normal dimensional requirements of the district.

The suitability of these areas for increased density development must be demonstrated by the landowner through meeting reasonable performance development standards for this district as reviewed through either conditional use review or the “Planned Unit Development” (PUD) procedure.

The utilization of the “PUD” should be at the landowner’s discretion. Once this option is utilized, however, the balance of any undeveloped land in this district that does not meet development standards should remain undeveloped.

The remote land category includes most of the southeastern part of the Town, including the steeply sloped land along U.S. Highway 5, some areas along Crystal Lake’s northeast shore and the May Hill - Wheeler Mountain area. Barton Mountain and the Stillwater Swamp are classified as remote land.

2. Low Density

This area is designed for agriculture, forestry, residential and other non-intensive uses of the land. Low density areas are designated where dwelling units will be placed on lots of at least 2 acres and will not be provided with municipal sewer or water in the foreseeable future. Development in this district will be buffered by existing trees and topography, so as to promote the current rural setting while at the same time providing an atmosphere of privacy within a reasonable distance to the central more populated areas of the Town.

The low density district is the largest category of land use in the Town. It includes most of the central western and northern parts of Barton.

3. Medium Density

The designation of medium density hinges primarily upon current availability and the designation of feasible (future) extensions of sewer and water utilities. The existing settlement patterns and the transportation network bear strong relevance to any proposal for this density.

The medium density area will contribute towards the growth of built up sections which have already been developed.

The areas proposed for this category are those in which Municipal sewer and water facilities are most feasible. Compact development is by far the most economical method for providing these municipal type services. Currently, these types of services are limited to the Village areas of Town except for Glover Village which is connected to the Barton system which runs along Route 16. Aside from plans to eventually connect West Glover Village to the system in the near future, there are currently no known plans for providing any additional services outside “Village” limits. There has been in the past, however, some limited discussion amongst Village and Town Officers regarding the feasibility of merging Town and Village governing bodies in the interest of economizing on both management and road maintenance cost as well as other potential benefits. This concept is relatively new and is therefore expected to take considerable time to weigh the relative merits.

Regulation of Planned residential developments (PRD’s) and planned unit development (PUD’s) were incorporated into the zoning bylaw in 1996 in order to allow flexibility in density and flexibility in types of land uses permitted.

Medium density districts are limited to lands located entirely within the limits of Orleans Village and Barton Village as these areas are the only land areas served by existing municipal sewer and water. Land areas outside the limits of either Orleans or Barton Village are not currently legally eligible for access to Municipal Sewer and Water. Annexing of Town Land to Village Limits has been exercised by some Town property owners as a method of gaining access to Municipal sewer and water facilities.

Land generally surrounding the central business area of Orleans and Barton Village is included in this medium density category.

4. High Density

High density areas are designed to be the location for the most intense level of development in the Town. Again, this is limited to the Village areas. It is contemplated that new multi-unit and two unit structures will be located in this area as well as some commercial development. Sewer and water utilities are available and the central business district is nearby.

5. Commercial

Commercial areas are designated to provide for a reasonable level of commerce in the Town. Commercial areas are focused upon the vicinity of the two villages where this type of land use should occur. Commercial development along U.S. Route 5 will be limited to the area between Barton and Orleans Villages and not allowed on Route 58 or along Route 16 east of Route 5. Commercial development should be encouraged in designated commercial areas in or adjacent to the built up areas of Barton and Orleans Villages.

A commercial area is established bordering Route 5 between Barton Village and Orleans Village and an area bordering Route 16 south of the Barton Village limits to the Glover Town line.

Commercial areas include the existing central business area, land between the Barton River and U.S. Route 5 and land north of State Highway 5 in the eastern part of Orleans Village.

Commercial areas include the existing central business area of Barton Village, land long Main Street (Route 5) and Church Street (Route 16).

6. Industrial

Industrial areas are designated in the Town based on existing settlement patterns, facilities and services. It is important that industry be located so as to optimize positive aesthetic effects and minimize emission effects upon other land uses such as residential areas. In allocating land for industrial use, the benefit to the area must be weighed against the effects industrial development can have upon the economic balance and character of the community.

An industrial area is located east of the Interstate 91 interchange with State Highway 16 for the servicing of State Highway Department vehicles.

The existing industrial area in Orleans Village is classified industrial. There should be no further industrial expansion northward within the Village limits because of the existing patterns of residential and commercial development. A continuation of the Village industrial district is located south of the Orleans Village Limits. An expansion of the existing Orleans Village industrial area is established abutting the village on the south and east of the railroad tracks.

The Orleans industrial park, located south and west of Route 5 is designated within the industrial area. The park is approximately 28 acres in size. Almost twenty years since its inception, only two established businesses have set up operations within the park. The vast majority of acreage available within the park (22.8 acres) remains vacant. It is generally recognized that the park has good commercial potential since it borders upon, and has easy access to Interstate 91, and is within close proximity of an established railway system which runs through Orleans Village. Since the park is located approximately one mile west of the center of the village, it is not contiguous with any residential concentrations within the village. The Town should increase its efforts to encourage the commercial development of this under-utilized asset.

7. Shore Land

This district governs land uses around one of Barton's most valuable natural

resources; its lakes and ponds. As these areas generally follow the shoreline, this zoning district tends to form long but relatively narrow strip zones with the shoreline forming one boundary of this zone. The depth of this district is determined generally by the topography and existing land uses which tend to define the extent of shoreline related activity. For the continued enjoyment and use of these resources, by its' residents and the public, the town has a vested interest in preserving water quality, essential for swimming, fishing and recreation, by preventing and eliminating pollution and by encouraging responsible and compatible development. Accomplishing this task requires a delicate balance between establishing standards for development and preserving the rights of individual property owners to make reasonable use of their property. It is recognized that both land values and property taxes have increased dramatically in this district in the last decade.

The town should also encourage the elimination of existing and potential pollution sources. This is important for all lakes and ponds and is of critical importance for bodies of water which serve as municipal water supply sources.

Pre-existing undeveloped lots in this district should be developed with optimum planning with respect to water supply, wastewater disposal and the prevention of undesirable surface run-off resulting from erosion or unstable soils.

New lots created within the "shore land" district by compliance with the required minimum basic dimensional standards, (lacking detailed environmental impact review) shall be sufficiently large to protect neighboring properties and general water quality to the extent possible through the simple control of development densities. These basic standards include shoreline and stream setbacks to subsurface wastewater disposal fields. As of July 1, 2007, all new subsurface wastewater disposal systems and replacements are subject to regulation by the Vermont Agency of Natural Resources.

Reasonable shoreline setbacks also serve to create a vegetated buffer between developed land (or plowed land) and the stream bank in order to provide better habitat for the fish, to trap sediment and nutrients before they reach the water, and to provide habitat and wildlife access to the shoreline. Permitted use in this district will be primarily permanent or seasonal residential development. Some commercial uses will also be permitted depending on compliance with review standards in the zoning bylaw and compatibility with existing land uses in a given area of the district.

Existing developed property owners in this district should be encouraged to eliminate existing pollution or to upgrading existing inadequate environmental facilities. Owners of developed properties will have an opportunity of utilizing the "performance standard" approach, providing the existing development meets, or can be modified to meet, standards established for the district.

It must be emphasized that development in this district will border valuable natural public resources. Development requirements must be sensitive to protecting the

landowners property values while at the same time balancing the environmental concerns of the public.

The shore areas of Crystal lake, May Pond, and Baker Pond are included in the shore land category.

It is noted that significant protected wetland areas may exist within this district that cannot be adequately delineated on the zoning mapping. Landowners within this district should verify these locations prior to proposing land development which might impact these protected areas.

8. Floodplains

Development in flood hazard areas can be regulated but not prohibited unless the development is to be located within the floodway itself. Unregulated development in these areas can be hazardous and detrimental to all property owners and to the floodplain areas as well. In addition, unless the Barton Zoning Bylaw contains flood hazard area regulations, owners of existing and proposed structures will be unable to obtain flood insurance for their property. Consequently, in 1996, flood hazard area regulations, modeled after the regulations prepared by the Vermont Department of Water Resources, were added to the Bylaw.

The floodplain classification refers to lands designated flood hazard areas on current floodplain maps.

9. Wetlands

Wetlands are those lands where the water table is at or near the surface of the land or the land is actually covered by shallow water. To be defined as a wetland, and the area much have one or more of the following attributes: (1.) at least periodically the land supports significant vegetation or aquatic life which depends on saturated or seasonally saturated soils conditions for growth and reproduction; (2) the substrate is predominately un-drained hydric soil; and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year. Among other things, wetlands store floodwater which reduces flood levels, they purify water by breaking down nutrients and pollutants, they provide critical habitat for fish spawning and feeding, they provide habitat for ducks and other waterfowl, they provide habitat for mammals, amphibians and reptiles, they provide recreational and educational opportunity as well as contribute to the open spaces and general beauty of the landscape.

A number of wetland areas in the Town of Barton are on the national Wetlands Inventory Mapping. The Army Corps of Engineers has control over discharge of dredged or fill material into certain designated wetlands under their jurisdiction.

The Vermont Agency of Natural Resources has control of Class I and Class II

wetlands including 100 and 50 ft (respectively) buffer zones along their defined perimeters.

Class III wetlands are unprotected wetlands which are not Class I or II and have not been determined to have sufficient value for protection under Class I or II. A class III wetland may be petitioned for reclassification under specific procedures for upgrade to I or II.

The Town Plan proposes no additional protection to wetlands beyond that provided by the State and Federal Regulatory Agencies.

It is the intent of the Town plan to notify the citizens of Barton to be generally aware of wetland regulations and to obtain the proper state/federal determinations before filling or dredging a possible wetland area. It is, however, recommended that zoning districts be defined with appropriate regard for designated, mapped and protected wetland areas. Copies of National Wetlands Inventory Mapping is available for viewing at the Town Clerk's office.

It is also noted that significant protected wetland areas may exist that is not fully or correctly delineated on the national Wetland Inventory Mapping. Landowners should verify these locations prior to commencing any land development which might impact these protected areas. State and Federal Laws provide for severe fines for unlawful filling, dredging or harmful alteration of protected Wetlands.

D. NATURAL RESOURCES, PUBLIC LANDS, RARE AND IRREPLACEABLE NATURAL AREAS, SCENIC AND HISTORIC FEATURES AND RESOURCES.

Overview:

It is clear that the Town's natural resources serve as a strong tourist and recreational attraction. Tourism will likely serve as one of the Town's leading economic industries for the foreseeable future. For this industry to survive, the Town's natural resources must survive. These resources include Crystal Lake, Baker Pond, May Pond, Wheeler Mountain, May Hill, Barton Mountain, the Lee Emerson Memorial Forrest, and Crystal Lake State Park (listed on the National Registry of Historic Places), all of which contribute to the unique scenic beauty of the area. Forestry abuses and man-made pollutants can threaten these resources. The town's residents should have a general awareness of how these resources are critical to the town's economy and environment.

The town residents and general public utilize and access the town's natural resources in a number of ways. It is important to identify these resources and measures implemented to provide access to them. The state Fish and Wildlife Department has taken steps over the years to provide public access to public waters. These include developed boating access on Crystal Lake, and May Pond, and undeveloped boating access on Baker Pond, one developed angler parking area on the Barton River, one at the

confluence of the Willoughby and Barton Rivers, and one at Willoughby Falls. Over 130 acres of Willoughby Falls Wildlife Management Area are in Barton. Also, during the 1950's and '60's, the Department of Fish and Wildlife acquired significant amount of stream bank land to provide fishing access and create a greenbelt along certain rivers. These include both banks of the Barton River for about 40% of its stream length in the Town, one bank of the Barton for over 10% of its Town's stream length, both banks of the Willoughby Falls are also in State ownership. It is well established that the Willoughby Falls springtime fishing contributes significantly to the local economy.

Several designated rare plants, animals and natural areas are in the larger remote areas of town or are to some extent located in designated wetland areas. One of Barton's primary natural resources are its' water bodies. These bodies are protected through floodplain management, buffer zones and setbacks.

Historic structures have been identified by state and federal agencies. Owners of these properties will be encouraged to preserve these structures when economically and functionally appropriate, although there will be no specific requirement to do so without sufficient economic incentive or assistance.

E. TRANSPORTATION PLAN

1. Existing Transportation

Currently the main highways for transportation to and through Barton are U.S. Route 5 and Interstate 91 linking the Town with Newport to the north and Lyndonville and St. Johnsbury to the south. State Highway 16 links Barton with Montpelier and State Highway 58 provides access to Irasburg and Brownington. Railroad tracks carrying freight trains run through Barton along the Route 5 corridor through the built-up areas of both Villages. Historically, traffic levels have shown a gradual increase along Route 5 especially at the Interstate 91 interchanges. At the northern end of Barton (Orleans Village/I-91 area), average daily traffic on Route 5 increased from 2,170 vehicles in 1990 to 4,000 in 2006. At the southern end of Barton (south of Barton Village), traffic on Route 5 increased from 610 vehicles in 1990 to 640 in 2006. According the Vermont Agency of Transportation, as of 2006 the average daily traffic flow off Exit 26 (Orleans Village) was 5,700 vehicles and off Exit 25 (Barton Village) 4,700 vehicles.

For the past 150 years, the Town has been a throughway area for railroad traffic with one of the State's major railways passing through both villages. Over the years this access to rail contributed to the economic development of the Town. More recently, availability and frequency of rail service has steadily declined as greater emphasis was placed on trucking to satisfy time-sensitive delivery of freight. However, with the recent escalation in energy costs, this decline has begun to reverse itself and increased usage of rail is expected in the foreseeable future. The railway is currently owned and operated by the State of Vermont through the Agency of Transportation.

2. Proposed Transportation

The transportation plan for Barton basically recommends the upgrading or maintaining of roads to meet certain standards which are commensurate with the 1990 classification of highways by the State Transportation Agency. U.S. Route 5, State Highway 16 (south of the Village of Barton) and State Highway 58 (west of Orleans Village) are classified as rural major collectors. Roads classified as major collectors are designated to handle traffic between counties and the population centers which are not served by higher classification roads, and to link population centers with other traffic generators. Town Highway #1 (a.k.a. State Highway 16 east) north of Barton Village, State Highway 58 (east of Orleans Village, Town Highway 2, and Roaring Brook Road are classified as rural minor collectors. These roads are designed to link local roads with major collectors, tie them in with smaller settled areas and link important local traffic generators with rural areas.

Gravel roads should be paved as traffic volumes dictate. Approval of new projects which have immediate impact on unpaved connector roads should include reasonable cost sharing between the Town and the two Villages for paving and other upgrading expense in some reasonable proportions without unduly discouraging or jeopardizing otherwise reasonable development.

The Road Commissioner and the Select Board should develop a priority list and repair schedule for roads most in need of repair or upgrade. This planning process should include requests to the Department of Transportation for future shoulder widening along Route 16 and Route 5 to improve safety for cyclists and cycling tours.

Interstate 91 has had an initial impact of relieving through traffic loads from U.S. Route 5 as well as diverting local traffic. The Highway 16 and Highway 5 interchanges can be expected to generate some commercial activity as provided for in the proposed land use plan. The needs of users seeking access to commercial areas and the interchanges, must be met with roads in a condition and classification commensurate with their use.

In light of escalating gas prices, environmental concerns, and with more town residents working outside of the town, "Park and Ride" areas have been established at the junction of U.S. Route 5 and VT Route 58 in Orleans Village, and at the U.S. Route 5 and I-91 interchange in Barton Village, to facilitate car and van pooling which has experienced a significant increase in recent years. This activity not only conserves energy but also reduces Vermont's carbon footprint and should be encouraged going forward. In addition, Rural Community Transport (RCT) provides valuable shuttle service for area senior citizens and the disabled adding to the benefits of group transportation.

F. COMMUNITY FACILITIES, UTILITIES & SERVICES

1. EXISTING FACILITIES, UTILITIES & SERVICES

a. Municipal Building

The Town offices, which basically consist of the Town Clerk's office, Listers office, and the Zoning Administrator's office, are located at 34 Main Street in the Village of Barton. These offices were originally located on the second floor of The Howard Bank Building but were moved to a separate, newly renovated building at the south end of Main Street in 1999.

The Village of Barton has a centrally located, two-story, brick municipal building, called the Memorial Building. Built in 1931, the building appears to be in good condition and provides adequate space. The left side of the building houses the Villages offices on the first floor, the American Legion Hall, with kitchen facilities, on the second floor; while the right side of the building is a 400-seat auditorium with movie facilities, a stage for theatrical productions, and a new elevator for handicapped access. There is a small meeting hall, with kitchen facilities, for various groups and organizations along with storage spaces for village vehicles on the ground level. The basement is used as a meeting hall for various groups and organizations. A renovation of the auditorium is currently underway and is expected to be completed in 2008.

The Orleans Municipal building is a brick, three story building build in 1929. On the first floor are the village municipal offices, reception hall and kitchen facilities. The second floor is a 440-seat auditorium with movie facilities and a stage for theatrical productions. The Masonic Order and the Order of the Eastern Star, with dining and kitchen facilities, share the third floor. The basement serves as a repair shop for the municipal electrical department and a municipal garage. In recent years, the building has benefited from an ongoing renovations project which has included new kitchen facilities, new paint, new bathrooms, and the addition of air conditioning and ceiling fans for the first floor reception area, plus a new elevator for handicapped access to the theater. The building appears to be in good condition.

b. Police Department

The Villages of Barton and Orleans and the Town are currently served by both county and state police agencies.

c. Fire Department

Complete 911 service is in operation in the Town of Barton. Started in 1997 and completed for existing residences in 1998, 911 is answered by the State Police and is for fire, ambulance, and police emergencies. They forward all calls to their respective dispatches. Town residents were informed of their new 911 locatable addresses in 1998

and the addition of new homes and addresses is ongoing.

In addition, the Town is a member of the Local Emergency Planning Commission (LECP) for district 10. The LECP focuses on planning for a variety of disasters that may affect the community including floods, hazardous material spills, wildfires, natural disasters, and even acts of terrorism. Currently, the Town is participating in a joint process with Federal and State planners in the development of an "All-Hazards" plan that would prepare Vermont towns for any type of disaster.

The Village of Barton has a fire department manned by volunteers, including a fire chief. The Village has a public alarm system and one fire alarm box.

The fire department is housed in a two story frame building, which is in good condition. Recent renovations include a updated heating system and building expansion to the north. The first floor is a garage that houses three engines and a van. The second floor is a meeting room with kitchen facilities. In 2007, an additional 30' x 30' two bay garage was constructed adjacent to the existing fire station adding much needed storage space for the department.

The Barton Fire Department is continually upgrading its equipment. A quick response vehicle was put into service and is a 1993 Ford F350 (4x4) mini pumper with a 750 gallon per minute pump. It has storage capacity for 250 gallons of water but with the Class A foam, the capacity is equal to 1250 gallons of water. The Fire Department also has a Van, a 1971 International pump truck with a 1,000 gallon capacity, a 1980 International 1500 gallon tanker, portable pumps and generators, a resuscitator, thermal imaging camera, and other minor equipment. Engine 1, a 1962 Ford 750 gallon per minute pumper, is presently being restored as a show piece. The Fire Department also has a Van, a 1971 International pump truck with a 1,000 gallon capacity, a 1980 International 1500 gallon tanker, portable pumps and generators, a resuscitator, thermal imaging camera, and other minor equipment.

Both of the Village fire departments serve the surrounding towns and mutual aid is working very well.

Orleans Fire Department is also manned by volunteers including a chief. The department is notified via 911 and phone alarm system.

The fire department was recently relocated to a new 80' x 60' fire station building on Main Street in 1998. Space at the original fire station on Irasburg Street was inadequate for its growing equipment needs. The new fire station consists of four bays with room enough for two vehicles each and a training room with kitchen. The building should be adequate for the department's equipment needs for the foreseeable future. The Orleans Fire Department has the following equipment:

1 - 2000 International 4-door pumper with a 5-man cab, 1250 gallon per minute pump

and a 1000 gallon tank.

1 - 2006 International pumper with 1500 gallon per minute pump and a 1000 gallon tank.

1- 1987 Freightliner Tanker with a 3,000 gallon tank.

1 - 1987 Freightliner Van

1-1974 International with a 1250 gallon per minute pump with 1000 gallon tank.

1 – 1985 Ward LaFrance Ladder/Tower Truck

1-1938 International with a 500 gallon per minute pump

The Orleans Fire Department equipment is available to the Barton Fire Department any time they request it. The tanker is on automatic response to any fire in the Town of Barton.

d. Ambulance/Rescue Squad

The Barton Ambulance squad consists of 14 volunteers on call 24 hours a day. The squad moved into a new facility located at the north end of Elm Street in 2001. The building has two stalls, a training room, an office, and a kitchen. The squad has two ambulances: one 1989 Ford Van and one 1999 Ford box style.

Orleans also has an all-volunteer ambulance/rescue squad known as the Orleans Emergency Unit. The squad is currently housed at the Orleans fire station on Main Street, however, construction began in 2007 on a new 48' x 92' facility on U.S. Route 5 just south of the Village. Construction is anticipated to be complete by 2008. The unit currently uses two ambulances: one 1999 Chevrolet box style and one 1997 Ford F-350 Heavy Rescue Unit equipped with the "jaws of life." The squad uses the phone system for notification and offers 24 hour service, with State Police dispatch.

e. Recreation and Open Space

The community has several publicly owned recreation areas or open spaces. The existing public recreation areas include the school playgrounds which in Orleans Village includes a ball field and skating rink.

Barton Village has a separate ball field and a park, Pageant Park on the shores of Crystal Lake. Also located in Barton is a State Beach on the north shore of Crystal Lake. The Lee Emerson Memorial Forest is located off Route 16, and the recently established Barton River Green in Barton Village, are available for hikes and nature walks. The State of Vermont provides additional open spaces as discussed under Section C above.

f. Public Works

The maintenance work in all municipalities is done by both contract with private concerns which use their own equipment and by municipal employees and municipal equipment. The town of Barton voted in 1993 to purchase road maintenance equipment to provide these services directly by the town.

g. Libraries

The Barton Public Library is located in Barton Village on Church Street. It is a two-story brick building constructed in 1928 with a new addition in 1984 and contains 3840 square feet of space. The library contains a collection of approximately 16,344 volumes and served over 7,900 patrons in 2006. Circulation for 2006 was about 9,000 volumes. The library is staffed by one full-time librarian and two part-time aides. Library hours are 2:00 p.m. to 7:00 p.m. on Monday, 9:00 am to 11:00 and 2:00 pm to 7:00 pm on Wednesday, 2:00 pm to 5:00 pm on Friday and 9:00 am to 1:00 pm on Saturday.

There is a meeting room downstairs, with kitchen facilities, that is available to educational, cultural and civic organizations and groups for occasional meetings and special events. Three personal computers are available to the public and are equipped with internet access. The library is more than adequate for its present use.

The Barton Public Library and its Board of Trustees endorse the Library Bill of Right and offers its services to all groups regardless of beliefs and affiliations.

The Jones Memorial Library located in the Village of Orleans is housed in a two-story brick building constructed in 1950 with a new addition added in 1989. The 4,864 square feet provide adequate space for the collection of 27,717 volumes. The library served approximately 4,300 patrons in 2006 and about 18,300 volumes were circulated in that same year. Two personal computers are available to the public and are equipped with internet access. The basement provides the village with some meeting space which is used by the Book and Thimble Club. The library is staffed by one full-time librarian and two part-time aides.

The Jones Memorial Library and its Board of Trustees endorse the Library Bill of Right and offers its services to all groups regardless of beliefs and affiliations.

h. Water and Sewer Systems Utilities:

Orleans and Barton Villages each have "Public Community" water systems which serve their respective built-up areas. In addition to these two major water sources in the Town, there are several smaller "Public Community" and "Public Non-Community" Water systems which serve one or more privately owned public buildings. These smaller

systems including: Lake Region Union High School, Maple Lane Nursing Home, The Candlepin Restaurant, and the B&W Snackbar.

Under Federal laws, (administered by the State Agency of Natural Resources) existing Public Community water supplies are required to identify Source Protection Areas (“SPA,” formerly known as Well Head Protection Area or WHPA). These areas define the ground and surface areas which are believed to supply water to a source well. In many cases these areas can involve hundreds or even thousands of acres of surrounding land.

The development of new Public water supplies requires close evaluation and control of potential pollution sources within the SPA. Public hearings are required to obtain public comment as the ultimate use of private properties will be affected. A defined SPA will be considered in permit applications processed by the Department of Environmental Conservation and may be considered in Act 250 and Zoning deliberations. If activities are proposed in an approved SPA which could constitute a threat to the public drinking water supply, the applicant may be asked to modify the proposal, conditions may be placed in the permit, or a permit may be denied for the activity. Actions taken by the State of Vermont consistent with Vermont regulations do have the potential of affecting permitted activities on private property. Property owners within established SPA’s should contact the State Water Supply Division before initiating a new project which might threaten established Public water sources. (Note: A map of current Public Water Supply locations and SPA’s is located at the end of this plan.)

Orleans Village has established a Source Protection Plan in compliance with requirements set forth by the Environmental Protection Agency and the Vermont Department of Environmental Conservation. This plan will consist of two to three protective zones surrounding the Village well head which embody the well’s recharge aquifer. Development and use of the land within these zones will be restricted in order to minimize both chemical and organic contamination of the Village water supply. The water supply for Barton Village is May Pond which is protected as a water source through the Shoreland Buffer Zone regulations of the zoning bylaw; however designation of a specific source protection area surrounding the pond should be considered in the near future.

The essence of a Source Protection Plan is to establish rules for monitoring and controlling land uses within a defined protection zone. These zones can extend thousands of feet from the well source. A portion of the Orleans Village protection zone extends into the Town of Brownington. It is expected that many sources of potential pollution such as fuel storage, service stations or hazardous waste product storage will be controlled or prohibited within the zone. The Town may wish to consider adopting its own regulations, through the operation of the Zoning Bylaw, in order to control development within these areas. Town residents should closely follow any public hearings to insure proper public input. This input will be necessary to promote reasonable regulation of these “after the fact” established protection zones. Since such regulations

could have significant adverse impact on land values which fall within these protection zones, and since protecting the water supply of both Villages is in the public interest, the Town Villages may have to consider purchasing land or development rights at some point in the future in order to ensure a clean water supply.

Both Villages have been active in the past in improving the quality and quantity of their existing water supply, however management plans should be developed for Source Protection Areas by the Villages to mitigate the threat of potential sources of contamination.

The Orleans Village sewage treatment system, when completed in 1982 included 16,000 feet of sewer mains, five pump stations, and a treatment facility with a maximum capacity of 190,000 gallons per day which includes a current reserve capacity of 80,000 gallons per day. The facility utilizes biological and filtration processes to remove solids, phosphates and ninety percent of the organic matter on an average of 82,000 gallons day. Seasonal changes in flow rates were minimized at the time of construction by separating the sewer mains and storm drainage system. In 1989, the Orleans Industrial Park was connected to the system with the addition of a sixth pump station which was upgraded in 2001 to a capacity of 10,000 gallons per day. Major improvements to the system took place in 1995 at which time four streets were upgraded with new pipe bringing the total sewer main footage to 19,000 feet. Additional improvements were also made to the treatment facility's filter system and it's seasonal flow capacity. The Village also completed storm drain and water main upgrades in 2002. Additional upgrades are planned for the near future if funding is available.

Barton Village has a sewage treatment system consisting of two pumping stations and a treatment facility jointly owned and used by the Village of Glover. The treatment facility is designed to treat 240,000 gallons a day at maximum capacity through a physical-chemical-filtration process including the removal of solids, phosphates and coliform bacteria. Currently the plant usage averages approximately 70% of capacity. This is expected to increase in the near future with the eventual connection of West Glover Village to the system. This connection is currently in the planning phase.

A major sewer/storm water separation project was completed in the fall of 1993 in the Village of Barton. This was an effort to reduce or eliminate substantial infiltration and inflow during storms and spring run-off periods. The project has had a positive effect in eliminating infiltrations, although some increase in flow is noted during wet periods.

The capacities of both the Barton Village and Orleans Village sewage treatment systems appear to be adequate at the present time.

i. Energy

Barton's energy needs are currently being met. There are no known scarcities of energy resources in the Town. Overall, energy costs are comparable to those of

surrounding towns. However, increasing gas and oil prices are putting a financial strain on area residents and businesses. There do not appear to be any immediate chronic problems with resource scarcity, although continuing volatility in the world oil market could alter that situation in the foreseeable future.

Historically, most residents use either fuel oil or propane to heat their homes in the winter time, although many residents have supplemented or replaced those sources with wood. Some newer homes have employed radiant heat as an efficient heating source. Most of the Town's municipal and commercial buildings are heated with oil.

Car and van pooling by residents has increased in recent years as more and more residents are working outside of the Town. "Park and Ride" areas have been established at the junction of U.S. Route 5 and VT Route 58 in Orleans Village, and at the U.S. Route 5 and I-91 interchange in Barton Village, which have helped to facilitate this trend. Utilization of the park and ride area by local residents is expected to increase over the near term as gas prices continue to rise.

To meet the electrical needs of the Town and to supplement necessary reserves on hand, the two electrical departments for both Orleans and Barton Villages have drawn on the New England power grid. Both departments received public approval in 1991 to undertake long term power purchases from Hydro-Quebec. Barton Village also meets much of its current power needs from its own power generation facility in West Charleston (several attempts by Barton Village to sell the West Charleston facility in the 1990's were unsuccessful). Barton Electric recently completed improvements and repairs to the facility as well as improvements on its transmission lines. Plans to repair or replace an older second generator at the facility, are currently underway. Upgrades and repairs to existing infrastructure are ongoing in both Villages.

In the past, both Barton and Orleans Electric have experienced high line losses due to the poor condition of the distribution system. However, over the past several years many new power lines and poles have been installed to combat this problem. Most recently, Barton and Orleans are in the process of upgrading the 25 45 kV transmission line between the two systems. The cost of these ongoing improvements may be higher than the ratepayers are willing to pay. Maintaining sufficient capital improvements is an ongoing problem, especially for small-scale systems. The result has been higher residential electric bills. Because of their small customer base, the per customer cost of regulatory compliance for both Barton Electric and Orleans Electric is high. As regulatory requirements grow, a disproportionate amount of compliance cost will be passed on to the residential customer relative to the larger utilities (CVPS, GMP, VEC, etc.) which have greater economies of scale and a more diversified customer base. This will continue to be an ongoing problem for both electric companies for the foreseeable future. Hydro Quebec, although a fairly new contracted source of power, has also experienced rate increases over the last few years. If that contract is subsequently cancelled, the Town could face a serious supply shortage of power in the near future.

Both Orleans and Barton Electric are members of the Vermont Public Power Supply Authority (VPPSA). The VPPSA assists its members with power supply purchase contracts necessary to meet municipal needs, and also with financial monitoring and billing services.

The Planning Commission recognizes the importance of renewable energy resources and recommends their development and use within the Town. These would include the use of wood and solar heat, solar electricity, small residential wind generating facilities, bio-based energy, and small hydro electric production. At the time of this writing, many towns across Vermont are re-visiting the feasibility of small hydro electric production. Pursuant to this, the Planning Commission encourages Barton Village to investigate the feasibility of installing small hydro at Crystal Lake Falls to supplement its current generating capacity.

Industrial wind power companies have recently identified areas in northern Caledonia County as optimum locations for the development of commercial wind power generation facilities. These designated areas are located in the neighboring towns of Sheffield and Sutton which border the Town of Barton to the south. In 2007, the Public Service Board approved the construction of 16 wind towers in Sheffield. Plans for additional wind towers in Sutton have been withdrawn. The Town of Barton has been a participant in the Public Service Board's Section 248 review process.

Future plans for the development of large-scale commercial wind generating projects within the Town are unknown at this time. The State of Vermont Wind Resources Map depicts the greater Wheeler Mountain and May Hill areas as being conducive to commercial wind power development with "Class 7" wind speeds of up to 18 to 26 mph. Likewise, smaller areas to the north around Barton Mountain are also considered to be favorable with Class 6 and Class 5 wind speeds.

Given the current climate of energy problems or shortage thereof today and the economic atmosphere of today, the Town needs and should try to maximize the amount of energy and tax revenue that it can possibly collect while respecting natural resources and the environment. Therefore, all options need to remain on the table regarding the commercial development of renewable forms of energy within the Town.

j. Schools

The Barton graded school is a four story brick building which at one time also served as the high school (Barton Academy). The school has an average enrollment of between 250-280 pupils in kindergarten through grade eight, instructed by 18 teachers. The school has 16 classrooms including a library. A new wing was completed in 1982 which includes a gymnasium, cafeteria and kitchen facilities. The gymnasium is available for community activities and is frequently used as the site for the Town's Town Meeting.

St. Paul's Parochial School is also located in Barton Village. It is a private catholic school with a current enrollment of approximately 56 area students. There is an all-day kindergarten class and grades 1-8. The school is small but provides instruction in computer literacy, physical education, art and music. St. Paul's is currently staffed by 7 full time teachers, a principal, a secretary, and a custodian. The school also benefits from the involvement of parent volunteers. The school has seven classrooms, a library and hot lunch program. An all-day pre-school program for 3-4 year olds and an after school program is also available. It is anticipated that student enrollment will increase to 75 students in the near term.

The Orleans Elementary School is a 90 year old brick structure located on School Street in Orleans Village. Like Barton, the graded school once served as a high school for the village. The school has kindergarten through 8th grade and an enrollment of between 160-200 pupils. Presently the school is staffed by approximately 13 teachers, with an additional part-time teaching staff that provides music instruction, physical education, computer technology instruction, special education, student assistance and guidance assistance. The building consists of 10 classrooms, a library, laboratory, and a gymnasium, but a recent addition in 1993 more than doubled the available space and eased congestion. Internal improvements and remodeling have taken place within the past few years and are ongoing. The building is available for community access such as adult gymnasium use, fire department training programs, and organized summer activities for students. The current building facilities are considered to be adequate for the foreseeable future. The school recently received a grant under the "Safe Route to School" program and is currently working with the Village to improve walking routes for students.

The Lake Region Union High School serves the Town of Barton, both villages, and five surrounding towns. The all-brick structure is located between the two villages on Lake Region Road in Barton. The current enrollment is approximately 400 pupils in the ninth through twelfth grades, with an average student/teacher ratio of 10 to 1. The facilities include 23 classrooms, an Academic Achievement Center (formerly the Lecture Hall), a 70 pupil library, 5 laboratories, an industrial arts room, a vocational/agriculture room, a drafting room, a music room, a gymnasium, fitness and weight room, and a cafeteria with a seating capacity of 450. The cafeteria kitchen has a feeding cycle capacity of 150-175 people. The school is staffed by approximately 40 teachers, 3 guidance counselors, 1 nurse, 5 teacher's aides, 3 secretaries, 3 cooks, 4 custodians, a principal and an assistant principal. Outdoor recreational facilities available to the general public include: tennis courts, basketball court, baseball/softball diamonds, a cross country course, and soccer fields.

The Wheeler Mountain School located on Church Street in Barton Village was established in 2004 and is operated by the Northeastern Family Institute. It provides alternative educational and support services for children and teens in the elementary to high school grade levels. Current enrollment is approximately 20 students.

The Central Orleans Family Education Center located on Kinsey Road in Barton was built in 2003. This 10,000 sq. ft. facility provides pre-school education programs as well as adult educational and training programs to area residents. Also, several owner operated daycare service providers are available in both Villages.

k. Solid Waste Disposal

In 1992, the Town of Barton closed its landfill operation on May Farm Road. The town monitors the landfill in the spring and fall of each year. The town received its post closure certification from the State of Vermont Agency of Natural Resources, Waste Management Division, in 2002. This certification is renewed by the State every five years provided that test results at the site remain satisfactory. The town voted to leave the Northeast Kingdom Solid Waste District and, since 1992, has utilized the lined solid waste disposal facility at Waste USA in Coventry, Vermont. Residents can either self-haul or contract individually to transport waste to the Coventry facility. Household hazardous waste is collected twice per year at pre-selected sites within the town. Recycling facilities are available at the old town landfill location on every Saturday of each month.

Provisions for inclusion and enforcement of bylaws for the regulation of junkyards is necessary and was implemented by the town in 2005. Also, the Town has worked and obtained an approved Solid Waste Improvement Plan (“SWIP”) that benefits its residents with reduced waste rates while allowing for recycling and household hazardous waste (“HHW”) collection.

l. Medical Services:

The Orleans Medical Clinic is located on East Street in Orleans Village. The privately owned clinic was established in the 1950’s and provides general practice medical services to the local and surrounding communities. The clinic currently has 3 doctors plus support staff.

A medical building is located at the intersection of Elm St. and Kinsey Road in Barton Village. The facility is owned by North Country Hospital and provides various medical services to both residents and non-residents of the Town. The lower floor of this facility is used by North Country Hospital’s Physical Therapy Department.

m. Museums/Historical Sites:

The Crystal Lake Falls Historical Association operates a museum located off Water Street in the Village of Barton.

The Pierce House, historic ca. 1820 home on Water Street, services as the Crystal Lake Historical Association Museum for Barton’s Education and Industry. The Museum adjoins an historic park in the “Brick Kingdom” Mill Hill site, where factories and mills

once operated from about 1797 to 1952. In the museum is a model of Mill Hill, created by Lake Region High School students. The museum is open on selected afternoons in the summer and by calling members for access. CLFHA works with the schools and provides slide lectures and exhibits and prepares oral histories and photographic and research material. There is no admission charge.

There are also a number of historic sites within the Town worth noting including: the Henry Leland monument at the Barton Public Library; the Barton Landing site and marker on the River Road in Orleans; and historic cemeteries such as the Welcome O. Brown, St. Paul's, Heath, and North and South cemeteries in Barton, and the Maple Street, Pleasant View, and St. Theresa's cemeteries in Orleans.

n. Wireless Telecommunications

The Town is currently served by only one wireless telecommunications service provider: UniceL. UniceL's antennae array is located on an existing platform near the southern summit of Barton Mountain. The facility is approximately 10 years old and does not provide sufficient coverage for the Town of Barton, particularly within the limits of the two villages. Verizon Wireless is considering sites on Ingersoll Lane and Burton Hill, but those proposed locations are still in the planning phase at the time of this writing. Wireless internet services are available in some areas of the Town and are currently provided by Kingdom Connection and Great Auk.

During the 1990's the use of cellular and wireless communications proliferated nationally. The exponential growth and evolution of this technology has continued into the 21st century and now includes internet access, e-mail, and text messaging services. As a result, demand for this technology has increased every year as more of the town's citizens, businesses, and visitors utilize cellular communications for their personal and business needs. Despite this growth in demand, the Town of Barton has seen little or no progress in increasing the local availability of this technology for its citizens or tourists who visit the area. Telecommunications companies have added, or attempted to add, additional facilities throughout northeastern Vermont in order to increase service area coverage. However in some instances, this expansion in infrastructure has been met with stiff local opposition resulting in the delay or the termination of some projects. These facilities generally consist of towers either erected on existing structures or placed on mountaintops which raise concerns among some citizens regarding local aesthetics and intrusion on ridgelines and natural areas. Nevertheless, future requests for the placement of towers within the Town are a certainty. Although the Telecommunications Act of 1996 prevents municipalities from prohibiting these towers, towns can control how the towers are placed and located. Pursuant to this, and to help guide the expansion of this technology within the Town, the Town adopted a telecommunications bylaw in early 2005 as part of the Joint Zoning Bylaw.

2. COMMUNITY FACILITIES, UTILITIES & SERVICES - OBJECTIVES/RECOMMENDATIONS

a. Municipal Office Buildings

Both villages currently own and use municipal office buildings of a similar nature. The town offices are housed in their own building on upper Main Street in Barton Village. If the two villages and the town were to consolidate into one political entity, the Town Office could conceivably serve as the central administrative office center with either the Orleans or Barton Village municipal office buildings serving ancillary purposes.

b. Police Protection

Police protection needs of the Town of Barton and both Barton and Orleans Village should continue to rely on State and County resources. An office in the town for police service is encouraged.

c. Fire Protection

Population projections indicate only small to moderate growth envisioned for Barton, therefore, the current fire station locations in Orleans and Barton Village should be adequate through this planning period.

d. Energy Sources and Uses

As mentioned above, Barton Electric's production capabilities help both to mitigate costs and to make it attractive for purchase by larger systems. A sale would be a Village decision. Manpower costs for small systems tends to be relatively high.

The Planning Commission reiterates its earlier recommendation that power generation potential of Crystal Lake falls outlet be investigated to determine if and when this resource could be developed for small hydro generation purposes. It is recommended that the historic value of these falls be preserved to the extent possible in any future planning.

The other large energy use in Barton is for heating. Fuel Oil and Propane are the major sources for heating and the costs of these sources can be little affected by one town. As technologies improve, a somewhat lower reliance on petroleum based sources could be gained through the suggested use of alternative sources of energy. Further reductions might be gained by instituting and enforcing energy efficient building codes, but the Planning commission is not recommending this now because it feels Barton does not have the capacity to monitor and enforce such codes at present. Taking advantage of weatherization programs and grant money currently available through Efficiency Vermont and other State programs would also help to reduce local heating and electric costs.

Wood heats many homes totally or partially, and it is a renewable and maintainable resource. Both Villages sit in valleys so wood smoke pollution could be problem, but continued improvement in wood stove design and the gradual replacement of older units with those incorporating catalytic converters or similar pollution reducing technologies should help to alleviate pollution by wood burning.

Maintaining concentrated growth centers in Barton Village and Orleans Village helps to keep electric transmission costs down. Such growth also helps to minimize car and truck traffic, thus saving on fuel costs.

Car pooling and van pooling are available and should be utilized. As mentioned above, park and ride areas are available in both Barton and Orleans Villages.

e. Public Recreation and Open Space

With additional growth, the two built-up areas within Barton should each have play areas to serve children in residential sections. These tot lots would augment the recreational facilities which are adjacent to the schools in the area.

A tot lot should be one-quarter to one-half acre and be provided with suitable equipment. Each area should be easily accessible, within walking distance of the residential area it is designed to serve.

Playfield facilities of the regional high school should be available for use by area residents in lieu of or supplementary to a town facility. There are several privately owned or run recreational facilities in the Town of Barton including: a playfield provided by Ethan Allen, the Orleans Country Club, the Barton Golf Club, the Orleans County Fair Grounds, a snowmobile trail network and a rod and gun club. The public use and cooperation of these private facilities should be encouraged.

The municipal buildings in Barton or Orleans could serve as a year-round recreation center(s) for all ages in the community. The village should plan open spaces which are aesthetically and physically beneficial to the community.

Barton's extensive water resources, lakes, ponds, rivers, streams, offer many forms of recreation. Besides these resources being of obvious natural value, they are of great economic value because of tourists, fishermen, boaters, swimmers, and hikers. Every effort should be made to maintain and improve water quality.

Consideration should continue to be given to greater utilization of school properties, municipal buildings and other suitable existing facilities for both indoor and outdoor recreation activities. Efforts to provide for tennis, skating and ski facilities should be encouraged.

f. Schools

Population data and projections of growth would indicate that the present educational facilities of Barton and Orleans Elementary Schools, and Lake Region High School, should be adequate for the needs of the town over the next five years. The Vermont Department of Education projects that state-wide student enrollment will actually decline over the long term.

G. HOUSING STATEMENT AND POPULATION DATA:

The population of the Town of Barton declined over the last ten years from 2,967 persons in 1990 to 2,780 in 2000. In 1999, the average annual income for the Town was \$20,845 (adjusted for inflation). More recently, the average annual income for employed residents in 2006 was \$26,306.

The need for housing can be approximated by comparison of population change verses the number of vacant or/available housing units. As the population for Barton has decreased, the number of vacant and available housing units for sale has also increased from 265 units in 1990 to 285 units in 2000. The number of available rental units has decreased somewhat from 46 units in 1990 to 37 units in 2000. In the rental category, most rental units are in the \$500 to \$700/month rate range. In the mobile home category, although the number of mobile homes has doubled, the total number of rental mobile homes as stayed approximately the same. Conventional homes have not increased in number.

Based upon the foregoing analysis, the Planning Commission believes that adequate rental unit numbers are currently available without additional planning. In addition, the numbers of conventional homes have increased which further indicates that there is no need for minimal or special growth planning to respond to increased rental housing needs. In 2005, as part of the State required Chapter 117 revisions, the Town adopted special treatment for multi-family housing a part of the Joint Zoning Bylaw.

The following is a population report for the Town of Barton. The U.S. Bureau of Census data has been inventoried and analyzed in the Town for the years 1980, 1990, and 2000. It should be noted that the changes in population are projections of certain assumptions about birth, death, and migration. These assumptions are stated and utilized in a quantitative sense, thereby making it possible for the projections to be updated as the basic assumptions become obsolete due to currently unforeseeable economic or social changes. Basic assumptions that must be considered in making population projections are natural change, due to births and deaths, and the change due to migration patterns. Recent federal census statistics indicate that there are approximately 9 live births per every 1000 females between the ages of 14 and 45. Additionally, there are approximately 10 deaths per 1000 population in Vermont.

Note: More specific population and demographic data on the Town is available to the general public at the following websites: www.census.gov or www.nvda.net.

Table 1: Town of Barton, Population Trends, 1890 - 2000

Year	Population	Change	Percent Change
1890	2217	-----	-----
1900	2790	573	25.8
1910	3346	556	19.9
1920	3506	160	4.8
1930	3469	-37	-1.1
1940	3371	-98	-2.8
1950	3298	-73	-2.2
1960	3066	-232	-7.0
1970	2874	-192	-6.3
1980	2957	83	2.9
1990	2967	10	0.3
2000	2780	-187	-6.0

Source: Vermont Facts & Figures, U.S. Census Bureau 1980 - 2000

Table 2 : Town of Barton, Detailed Age & Sex Data

Age Group	1970	1980	1990	2000
Under 5	234	271	198	132
5 to 9	248	198	240	191
10 to 14	322	244	255	220
15 to 19	266	224	193	207
20 to 24	176	245	160	123
25 to 34	144	216	173	305
35 to 44	120	231	260	415
45 to 54	338	261	241	421
55 to 59	133	175	140	142
60 to 64	172	125	125	113
65 to 74	255	217	268	234
75 plus	183	241	229	185
Total	2874	2955	2961	2688
Male	-----	-----	-----	997
Female	-----	-----	-----	1094

Source : U.S. Census Bureau 1970 - 2000

Table 3: Town of Barton, Places of Work

	1980	1990	2000
Worked in Barton	794	771	629
Worked Out-of-Town	302	452	567
Mean Commute Time	13.2 min.	16.7 min.	20.2 min.

Source : U.S. Census Bureau 1980 - 2000

Table 4: Town of Barton, Labor Force Status

	1980	1990	2000
Employed	1200	1277	1215
Unemployed	79	108	85
Other	920	840	891

Source : U.S. Census Bureau 1980 – 2000

Table 5: Town of Barton, Household Income Levels

Income	1980	1990	2000
\$5,000 – 9,000	268	198	191
\$10,000 – 14,999	228	135	128
\$15,000 – 24,999	297	232	185
\$25,000 – 34,999	53	241	199
\$35,000 – 49,999	33	146	244
\$50,000 – 74,999	2	74	134
\$75,000 – 99,999	7	36	39
\$100,000 – 149,999	No Data	No Data	18
\$150,000- 199,999	No Data	No Data	8
\$200,000 or more	No Data	No Data	7
-----	-----	-----	-----
Median	\$11,736	\$22,388	\$28,797

Source : U.S. Census Bureau 1980 - 2000

Table 6: Town of Barton, Educational Attainment

Education Level	1980	1990	2000
Less than 9 th Grade	478	307	199
9 th to 12 th (no diploma)	277	216	289
High School Graduate	629	784	796
College (no degree)	202	391	259
College Graduate	186	220	167

Source : U.S. Census Bureau 1980 - 2000

Table 7: Town of Barton, Housing Occupancy

	1990	2000
Occupied Units	1,003	1,153
Vacant	265	285
Seasonal Units	150	163
Total	1,382	1,438

Source : U.S. Census Bureau 1990 - 2000

Table 8: Town of Barton, Renter Occupied Units by Gross Rent

Gross Rent	1980	1990	2000
No Cash Rent	24	12	24
Less than \$200	213	80	48
\$200 – 299	103	70	40
\$300 – 499	5	178	152
\$500 – 749	5	17	70
\$750 – 999	-----	-----	7
\$1,000 – 1,499	-----	-----	2
\$1,500 or more	-----	-----	0
-----	-----	-----	-----
Median Rent	\$211	\$318	\$404

Source : U.S. Census Bureau 1980 - 2000

H. MUNICIPAL DEVELOPMENT PLAN IMPLEMENTATION

Under 24 VSA §4385(a) and (c), in towns of under 2500 persons, a municipal development plan is adopted after public hearings by the town voters. In towns over 2500 persons, and in cities and incorporated villages, the selectmen and/or trustees adopt a plan after public hearing or through Australian ballot. Because Barton has a population over 2500, its citizens voted in 1992 to act as a “rural town” to allow adoption or rejection of a proposed MUNICIPAL DEVELOPMENT PLAN or AMENDMENT by Australian ballot.

PROPOSED IMPLEMENTATION SCHEDULE FOR THE TOWN PLAN, OBJECTIVES & RECOMMENDATIONS

Item	Proposed Implementation Date
Town Plan Approval (Planning Commission/Select Board)	April/May 2008
Transportation Plan (Planning Commission/Select Board)	2009-2010
Hazardous Waste Policy (Select Board)	2008-2009
Membership in NEKWMD (Select Board)	2008-2009
Small Hydro Feasibility Study (Barton Village)	2008-2009

STATEMENT OF IMPACT OF TOWN PLAN ON SURROUNDING TOWN PLANS
AND THE REGIONAL PLAN

Barton is the most populous and developed of those town whose borders it shares. The historical status of Barton as a retail and industrial hub of its immediate surroundings is well established but may change in the foreseeable future due to increased retail development in the Newport/Derby area and the current decline of manufacturing in the immediate area. The Planning Commission feels that the overall affect of adoption of the plan on surrounding towns, and plans they have, will be positive. The seven surrounding towns are: Albany, Brownington, Glover, Irasburg, Sheffield, Sutton, and Westmore. The intentions and goals outlined in this plan are compatible with the regional plan.

NOTE OF MAPS

All maps are reduced versions of maps available at the Town Clerk's Office.