

PAWLET TOWN PLAN

TABLE OF CONTENTS

TABLE OF CONTENTS	1
I. INTRODUCTION.....	2
II. OBJECTIVES	2
III. PHYSICAL CHARACTERISTICS	4
IV. LAND USE and RELATED RESOURCES	6
V. POPULATION.....	12
VI. AGE STRUCTURE, EMPLOYMENT, and INCOME.....	17
VII. HOUSING	21
VIII. EDUCATION and CHILD CARE.....	28
IX. TRANSPORTATION	33
X. UTILITIES and FACILITIES	38
XI. NATURAL, SCENIC, and HISTORIC RESOURCES.....	46
XII. ENERGY	53
XIII. REGIONAL and SURROUNDING TOWN COMPATIBILITY	57

Appendices:

A. Data Tables and Sources

B. Maps

1. Base Map

2. Future Land Use

3. Transportation, Education, and Community Facilities

4. Natural Resources

a. Map 1- wetlands, habitat, slopes, etc.

b. Map 2- waters, soils, conserved lands, etc.

I. INTRODUCTION

The Pawlet Planning Commission has prepared this Pawlet Town Plan under the authority of the Selectboard and will submit this Plan for formal approval to the Rutland Regional Planning Commission.

This Plan is prepared pursuant to VSA 24, Chapter 117: *Municipal and Regional Planning and Development*. The Pawlet Town Plan is devised to be compatible with that Statute, with the Rutland Regional Plan, and with approved plans from adjoining communities.

This Plan seeks to reflect the objectives and needs of Pawlet's citizens and may be used as a guide to the future growth and development of the Town. In preparing this Plan, a special effort has been made to consider:

- all types of uses in the Town—including farming, residential, commercial, and industrial;
- all types of residents—including young and old, working and retired, seasonal and year-round; and
- all socioeconomic levels.

II. OBJECTIVES

PURPOSE

The purpose of this Plan is to guide development in terms of the following objectives:

1. Promote the health, safety, and general welfare of all the inhabitants of the Town.
2. Protect and conserve the value of property.
3. Conserve and encourage the value of community, as reflected in the examples of:
 - volunteerism,
 - neighborhood cohesion,
 - spontaneous assistance offered by townspeople to each other,
 - social supports provided by churches, schools, scouts, 4-H, and other formal and informal groups.
4. Maintain the integrity of Pawlet and West Pawlet as respective villages within the framework of the Town.
5. Achieve the best possible quality of environment for the Town's residents.

6. Provide appropriate sites in the Town for residences that will be required by population growth in the foreseeable future, including accommodating the need for inexpensive housing.
7. Minimize the tax burden on property owners by maintaining a community that operates efficiently and economically.
8. Encourage agriculture to continue, in areas where soil and land are appropriate, by favorable zoning, tax policies, and other means, in recognition of the fact that agriculture is an important part of the Town's economic base and its historic character.
9. Permit, where appropriate, commercial and industrial enterprises that provide gainful employment for Town residents and augment the tax base of the Town.
10. Encourage home and cottage industries in the Town to continue and new ones to develop, as a means of enhancing the Town's community character.
11. Control residential development required for anticipated population in order to minimize both the need for additional roads in the Town and the costs of servicing them.
12. Keep the rugged and poorly accessible mountain and forest areas free from development, reserving them for forestry and other uses appropriate to their wilderness character.
13. Develop long range plans for recreation and education in cooperation with other towns and the region. Acquire sites for these facilities before development makes acquisition more difficult and costly.
14. Develop long range plans for public water supply and sewage disposal systems for village areas. In areas not served by the public systems, require a population density low enough to insure the permanent feasibility of private water supply and sewage disposal.

IMPLEMENTATION

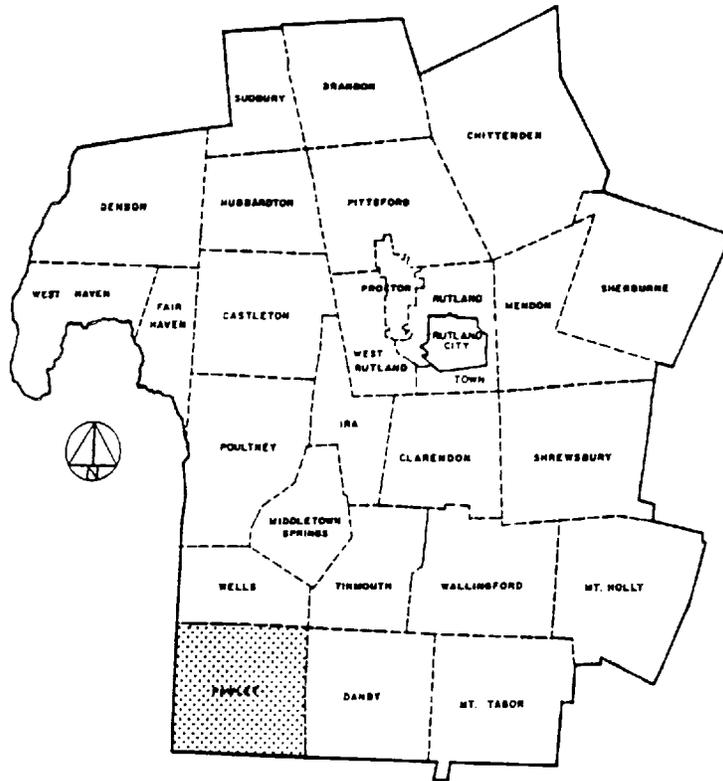
This Plan describes for property owners, businesses, and officials the community's objectives and makes specific recommendations for actions that can be undertaken at the municipal level. The 2010 Pawlet Town Plan will be implemented through (1) changing and adopting zoning regulations and other land use controls, (2) inclusions in the capital improvements budget as part of the Town's financial planning process, (3) cooperation with other government agencies, and (4) further studies. Surveys and additional data gathering that are currently ongoing will be used to develop a revision of this Plan on a shortened cycle.

III. PHYSICAL CHARACTERISTICS

LOCATION

Pawlet is located 25 miles southwest of Rutland on Vermont's western boundary. The closest urban concentration is the Village of Granville, just across the New York State line to the west. Adjacent towns to Pawlet are Wells on the north, Danby on the east, Rupert to the south and Granville and Hebron, New York, to the west.

Location of Pawlet in the Rutland Region



POPULATION DISTRIBUTION

The Town is rural in nature with several population concentrations. The two major population centers are Pawlet Village, located at the junction of Routes 30 and 133, and West Pawlet, located at the junction of Route 153 with Railroad Street and Egg Street, close to the Town border with Granville, New York. The Town offices are located in Pawlet Village. West Pawlet developed around the former railroad depot and the slate industry, which operated numerous quarries in the vicinity.

Smaller concentrations of population are located at Spruce Gum (east of West Pawlet) North Pawlet, Spanktown (north of Pawlet Village), the Town Hill development (east of Pawlet Village), and Jockey Street (south of Pawlet Village). The area on Route 149 adjacent to the New York State border town of Granville has historically been a thickly settled area of mixed use—housing, commercial, and industrial. It is also the site of recent development. Other concentrations of residential development are beginning to form in the area of Blossom's Corners, located at the junction of Routes 30 and 149, and in the vicinity of Edgerton Hill, in the northeast quadrant of the town.

MAJOR HIGHWAYS

The principal highway in the Town, Route 30, follows a northwesterly direction through the town, connecting eventually to Route 7 in Middlebury. The other major highway in the Town, Route 133, begins at the intersection with Route 30 in Pawlet Village, heads easterly less than a mile and runs northeasterly to end in West Rutland.

TOPOGRAPHY

A ridge of mountains, the most significant physical characteristic of the Town, runs through it in a northerly direction. The highest elevation on it is Bald Mountain at 2,088 feet. A parallel ridge lies to the east, its peaks just beyond the borders of the Town. The slopes of this latter range within the southeastern Town borders rise over 2200 feet, up toward the peak 3110-foot peak of Woodlawn Mountain in Danby. The lowest elevation in the Town, 421 feet, occurs in the Mettawee River Valley, which runs through the Town from southeast to northwest, on the eastern side of the principal mountain ridge. The Valley, in its breadth, is both a significant feature of the Town and a notable topographic feature in comparison to narrow valleys in much of the rest of the State. The Mettawee River, flowing through the Valley, links most of the settlements in the Town and lessens the impact of the natural barrier of mountains that separate Pawlet Village from West Pawlet. A second major river, the Indian River, flows from south to north near the western border of the Town and into New York State, where it joins the Mettawee, which ultimately flows into Lake Champlain.

The Mettawee River Valley, primarily, and the Indian River, to a lesser extent, provide Pawlet with broad level land that contributes to the persistence of farming in Pawlet when it has generally ceased in the hilly regions of Vermont, where it is no longer economically viable. Climactically, Pawlet is the southernmost town to experience the effect of Lake Champlain, which moderates temperatures and provides a longer growing season for Pawlet than for locations to the south and east. This is another benefit for farming in Pawlet.

The lowlands to the west of the principal mountain ridge in the Town extend north through the towns of Wells and Poultney. The most populated areas of those towns lie in that extended lowland.

(See also *Section XI, Natural, Scenic, and Historic Resources*, for further comments on settlement patterns and natural features.)

SOILS AND SLOPE CONDITIONS

Good soils for agriculture occur in the central portion of the Town, in the Mettawee River Valley and in the Indian River Valley. At the higher elevations and some of the lower elevations in the Town, soils have limited capacity to carry a burden of septic effluent. Severe limitations for septic effluent burden characterize a strip of land running along the Town's western boundary. The settlement of West Pawlet lies in this area.

Slope conditions reinforce and extend the pattern of land favorable and unfavorable for development. Slopes of 3-8% are in the range most amenable to development. The most productive farmland also exhibits slopes of 3-8%. Land with slopes of 8-15%, which can be developed with careful planning, is found to the east of Pawlet village. Most of the remaining land has slopes greater than 15% and, generally speaking, should not be developed.

IV. LAND USE and RELATED RESOURCES

LAND USE PATTERNS and CURRENT ZONING

Land Use

Agriculture, especially dairy farming, constitutes the most prominent land use in the Town. The lands in the valleys of the Mettawee River, Flower Brook, and the Indian River and along the Route 133 corridor are used extensively for farming and dairying. Some of these lands have been protected from development by inclusion in the Mettawee Valley Conservation Project. Clustering development or putting it in wooded areas may afford other protection of agricultural and open lands.

The industrial uses in the Town are principally quarrying and processing of slate, trucking, manufacture of wrought iron products, bulk fuel storage, lumber milling, and design and manufacture of clothing products. There are self-employed tradespersons, foresters, and loggers, and there are numerous cottage industries, including bookbinding, weaving, pottery, cabinetry, cut and pierced lampshades, jewelry, sewing, illustration, graphic design, publishing, and computer and World Wide Web services. Several commercial establishments are also present in the Town, including ones that provide retail and professional services.

Residential development is dense in the West Pawlet and Pawlet villages, with approximately 75 residences in Pawlet Village and 133 in West Pawlet. Commercial establishments are interspersed with residential development in both villages.

Older housing is located in a linear pattern along the roads of the Town, in the historic New England manner. Newer housing is generally located away from roads, partly in clustered developments, which permits less and more efficient roadways and fosters a sense of community within the cluster.

Current Zoning

The current zoning regulations of the Town define the following districts:

1. Highland (H). The Highland District consists of all land in the Town above 1500 feet elevation. The purpose of this District is to protect the forest resources, the natural beauty, the purity of the watershed headwaters, and the more delicate ecological balance of these areas.
2. Flood Plain (FP). The Flood Plain District consists of the areas of the Town, directly adjoining streams, which have been covered with water during flood periods. The purpose of this District is to protect the health, safety, and property of the residents and to preserve the areas for farming and limited recreational purposes.
3. Forest and Agriculture (FA). The Forest and Agriculture District consists primarily of land below 1500 feet elevation which has slopes of more than 15%. The purpose of this District is to limit residential use therein to a sufficiently low density to preserve water purity and insure safe and adequate sewage disposal.
4. Industrial (I). The Industrial District is in the western part of the Town adjacent to and including the present location of quarrying operations. The purpose of this District is to promote the general welfare and the sound economic development of the Town and to encourage the best use of land in areas most appropriate for the location of suitable industrial establishments, but not to exclude agricultural use.
5. Village and Commercial (VC). The purpose of the Village and Commercial District is to combine residential use with compatible commercial establishments in the traditional village pattern in order to provide pleasant living conditions and to promote convenient shopping and service facilities.
6. Agriculture and Rural Residential (ARR). The purpose of the Agriculture and Rural Residential District is to insure the preservation of the natural resources and the rural and scenic qualities of areas that are planned to be predominantly agricultural and residential in character.

These definitions apply to the various areas of the Town according to the zoning map preserved in the office of the Town Clerk.

Recommendations for Land Use and Zoning

To implement the objectives cited by this Plan, the following recommendations are made respecting zoning and land use:

- Town Regulations regarding Flood Plains must be kept updated to reflect state and federal regulations. This will ensure that properties within the affected areas are eligible for insurance, loans, emergency funds, etc.
- Within the Forest and Agriculture (FA) District any development should be encouraged to be cluster development. The cluster development should not exceed the currently designated 25-acre density. However, clustering of any development should be encouraged to: (1) avoid development on the most steeply sloped land, (2) avoid erosion of the thin soils, (3) minimize the amount of roadway and the slope of road grades in the District, (4) protect important farmland, (5) protect important forest land, and (6) provide easy access for fire and other emergency vehicles.
- Industrial zoning, presently a single district, should be discriminated into two types of districts, heavy and light. Locations of these districts and the kinds of activities allowed in each should take into account existing uses and issues such as noise, site safety, materials storage, operating hours, site lighting, and parking.
- In the Pawlet and West Pawlet village and commercial (VC) districts, the relatively high density, small lot pattern should be extended in the future to allow suitable growth of both residences and appropriate commercial establishments. The village boundaries should be limited, however, to areas that can be served by sewer districts and their possible extensions.
- The parking problem in the Pawlet and West Pawlet village and commercial (VC) districts should be remedied. Many of the smaller, pre-existing commercial lots have inadequate areas for parking. In such cases, common-parking areas should be developed, or areas for overflow parking should be identified.
- Within the present village and commercial (VC) districts, the exclusively residential areas should be placed in a new zoning category as Village Residential Districts that would preserve the residential character of these areas and would prevent encroachment of commercial uses and traffic on them.
- Development of moderate cost housing should be facilitated in appropriate locations.

RESOURCES

In addition to the treatment here, resources including these are variously addressed as well in the sections *Transportation, Utilities and Facilities, Natural, Scenic, and Historic Resources, and Energy.*

Water

The Town is favored in its water resources. It has adequate supplies for the personal use of its residents, as well as rivers, streams, and wetlands that provide recreation and natural beauty. The latter aspect of water resources is addressed here, and in *Section XI, Natural, Scenic, and Historic Resources.* The former aspect of water resources is addressed in *Section X, Utilities and Facilities.*

The Town should continually seek to protect its water resources—rivers, streams, marshes, and other wetlands. To insure the full protection of these resources by federal and state laws, the Town should seek to make their designation especially clear in these areas:

- along the Mettawee and Indian Rivers and the streams in their watersheds,
- in the adjoining marshes and wetlands, and
- in the marshes and wetlands along the Town's northern and southwestern borders.

As scientific understanding of streams and waters continues to develop, continual steps should be taken to preserve the quality of these resources within the Town.

Wildlife

It is critically important in the planning process to appreciate the impact of land use on the existence and viability of wildlife ecosystems. Wildlife is plentiful within the Town. Particularly notable are animal populations of deer, wild turkey, and bear. Besides animal wildlife, several areas of notable ecology are present in the Town. Policy and planning considerations regarding these resources are treated in *Section XI, Natural Areas, Scenic and Historic Resources.*

Highways

The highways of the Town represent an important resource for the mobility of its residents and its visitors. They are also important because they facilitate emergency services. Their safety and adequacy is critical.

Highways are treated extensively in *Section IX, Transportation.* This section discusses the significance of highways for land use. One of the historic influences of the automobile has been the tendency for strip development. Strip development has many negative impacts, including traffic congestion, threats to safety, and visual ugliness. The highway corridors—Routes 30, 133, 149, and 153—should be preserved from

purely linear development at least by limiting curb cuts. Development should also be encouraged to take place in clusters away from these highway corridors by limiting road access to these corridors.

Any new private road construction in the Town should be done by and at the expense of the owners or developers of the subject lands. Such roads should be constructed according to the appropriate Town or State road standards, even though the Town is not obligated to accept them as Town roads. It is especially important that these roads afford easy access for emergency vehicles.

The mileage of roads the Town must maintain and remove snow from should be kept to a reasonable minimum to stabilize the Town's highway costs.

Minerals

Sand and Gravel

Sand and gravel deposits are abundant throughout the Town. Many of these deposits are actively being extracted. Most pits lie within Agricultural and Rural Residential (ARR) districts and represent conditional uses therein. Existing zoning regulations govern these uses.

The primary concern of the Town is that extraction shall not: reduce a site to waste land; disrupt water tables; nor produce other effects, such as silting, which damage adjoining property. If extraction is done in phases, as is often required by Act 250 requirements, reclamation should be completed for each phase before a new phase is undertaken.

Clay

Though none is extracted presently, deposits of clay that may be commercially viable are found in the Town.

Slate

The vein of colored slate found in the western part of Pawlet is unique in the world. The vein runs for about 25 miles from Rupert, Vermont, to north of Castleton, Vermont. A mile at its greatest width, it straddles the Vermont–New York border. The slate in this vein is unique for the variety of its colors—green, gray, purple, red—in combination with the strength of the material. Companies mining this slate are small and family-owned, with one exception. Some of the companies and their milling operations are based in Vermont, others in New York, but they may draw from quarries in either state.

The major products of slate are flooring and roofing tile. Some large structural pieces such as countertops are produced, as well as a variety of specialty items. “Flagging” stone for walks, terraces, and the like is produced from slate that usually cannot be worked more finely. Some waste slate is also crushed to produce a more durable and attractive

surface material for driveways than gravel. Unprocessed waste is readily available for fill, for only the trucking cost.

Ceramic tile is the major competitive material for applications that slate most often fills. Because of the far greater aesthetic variety of ceramic tile, it dominates most competitive applications. Slate has achieved some favor recently, however, because of its natural quality.

The mining and processing of slate represent two relatively distinct phases. In the last two decades the proportion of labor required for the mining phase has diminished markedly, because modern heavy equipment has been introduced into the quarries (or “pits”). In former times much of the processing also was done at the side of the pit. Now the raw slate from several pits may be trucked to one mill. With the new use of machinery, rubble is no longer deposited in the tall piles that may still be seen on the local horizon. Instead it is dumped in low piles more suited to the operations of trucks. Also, since only a small portion of the slate that reaches the mill actually becomes finished product, waste that would previously have been produced near a pit is moved farther from it.

The mining and finishing of slate is largely non-polluting. Blasting is relatively minor, compared to other types of rock mining, because slate is fragile, and there is a premium on the extraction of as large pieces as possible. Finishing slate requires large amounts of water for lubrication and for cooling cutting and grinding processes. Water is readily obtained from currently unused pits, which fill from ground water. The water is recycled.

Slate mining differs in at least two important respects from other types of mining and resource extraction:

1. Quarries tend to remain in operation for a long time—even more than a century—without a substantial increase in size. The amount of value added by the labor of finishing is extremely high in proportion to the value of a quantity of the material itself. The mining itself represents a minor operation compared to the processing of slate.
2. Slate that has frozen cannot be worked into a finished product. Because of this, extraction can only be done in small quantities at a time in winter. Pits that are not actively worked are allowed to fill with water to protect the remaining slate.

The areas of slate quarrying and processing in Pawlet have been delegated by the Zoning Ordinance to the existing Industrial District (I) in order to forestall conflict with residential uses. While such conflict may be forestalled, recent criticisms of quarrying center on the waste piles from old quarries and the “abandoned” quality of quarries that are not currently used.

Several years ago State legislation enabled owners to register and henceforth bring their quarries under a grand fathering protection that

importantly simplifies regulatory requirements for them. Act 250, the State's primary law governing commercial development, which had been coincidentally enacted during a period when the slate industry was at an historic ebb, became onerous when the industry experienced its recent revival. Traditionally, quarries had been opened and closed depending on commercial demands generally and particularly on demand for one or another color of slate. When old quarries were reopened to service the current revived demand, Act 250 came to be applied as if the use were new. The legislation established registration as a means of maintaining a legally active status for intermittently closed quarries.

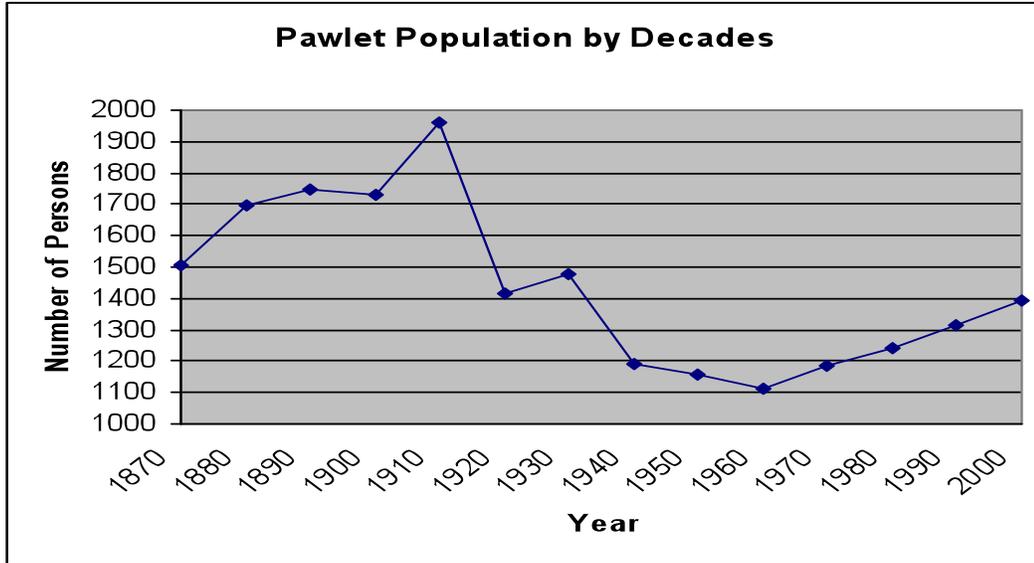
Major impetus for the legislation came from a recommendation of the Pawlet Town Plan prior to this revision, which urged inventory and ownership identification of apparently abandoned quarries. The plan recognized that a significant number of quarries had been closed when slate demand fell off simply because they became uneconomic to work with the methods in use at an earlier time. Because of a revival of demand capital resources have now become available. The capital finances modern operations that have revived quarrying, transforming sites people had come to regard as useless back into assets and sources of employment.

The consideration remains, however, that it is highly unlikely resources could ever be mustered to fill in all old quarry pits. On the other hand, reopening some quarries has led to reclamation of old waste piles for use as fill. Whatever the present state of affairs, inventory and ownership identification is a logical first step toward creative use of these sites, as well as toward taking further advantage of Pawlet's unique slate resource.

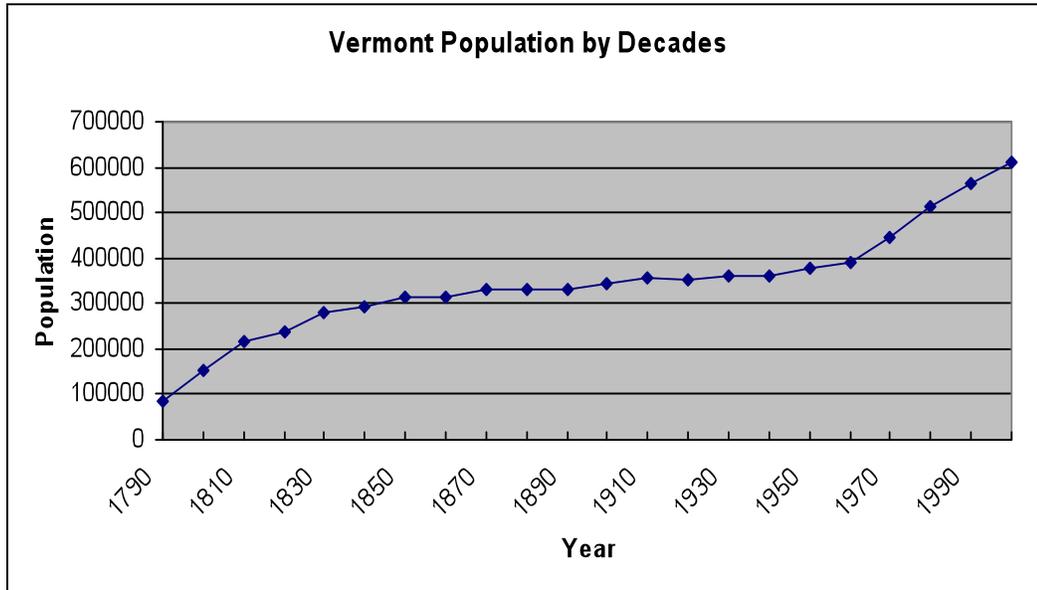
V. POPULATION

GENERAL GROWTH PATTERN

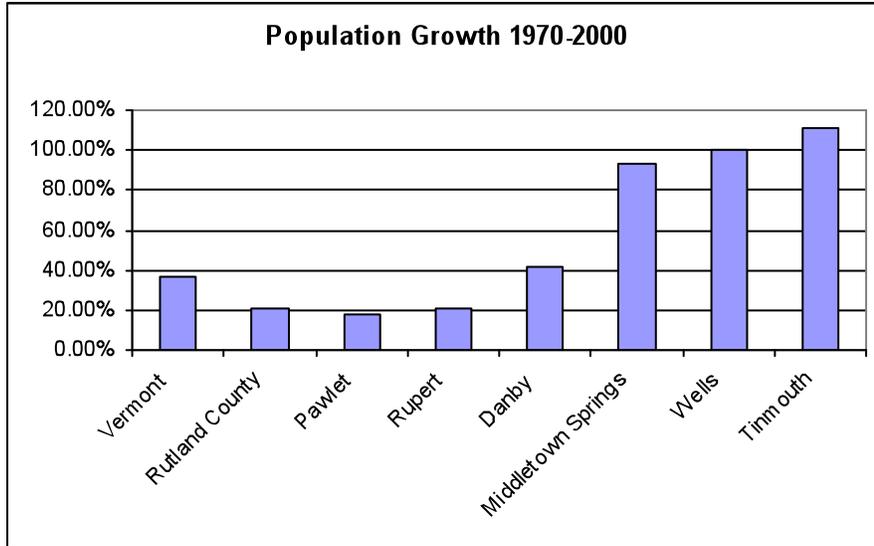
Pawlet is a small, rural community with an economy that was traditionally focused on agriculture, quarrying, and trade. The population of the community is charted below from the turn of the century until the 2000 Census. The most dramatic change occurred between 1910 and 1920, when the population declined dramatically from 1,959 people to 1,413 in a decade, and then decreased more gradually to a low in 1960 of 1,112. Since this point, the population has increased at a steady rate. The traditional economy is only a part of the current one, which comprises a broad service sector and significant employment of residents commuting to work outside the Town.



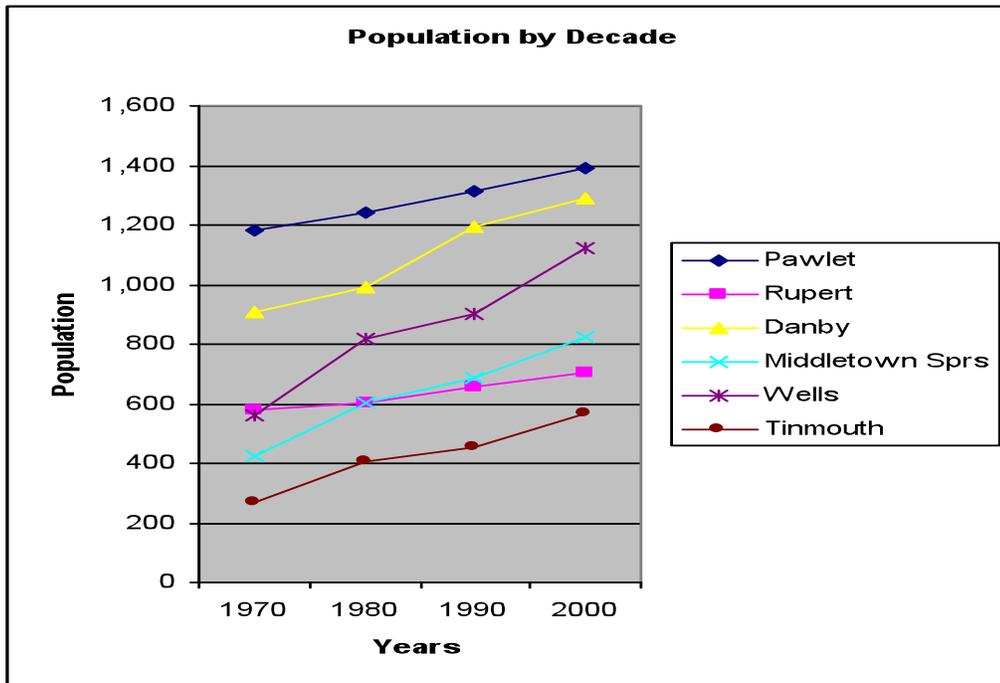
Pawlet's growth is erratic historically compared to the state of Vermont as a whole, but its steady increase since 1960 parallels the State's growth.

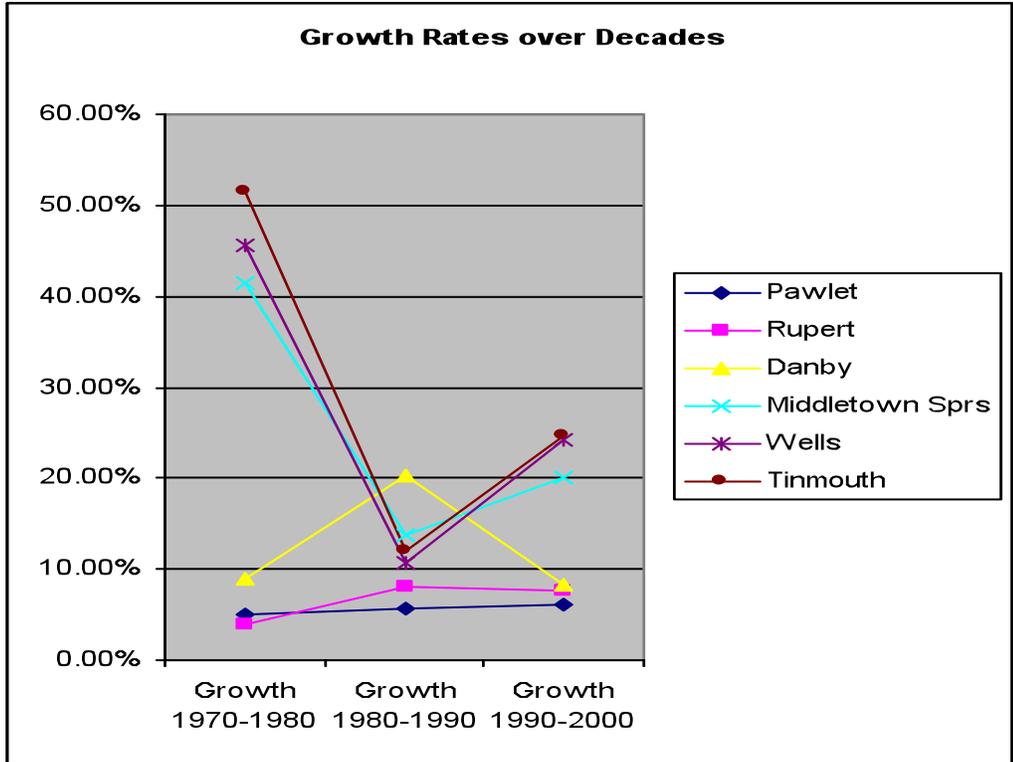


The next chart compares population growth from 1970 to 2000 in Rutland County, the State of Vermont, Pawlet, and its surrounding towns.



The next two charts compare population growth and growth rates for recent decades between Pawlet and its surrounding towns:



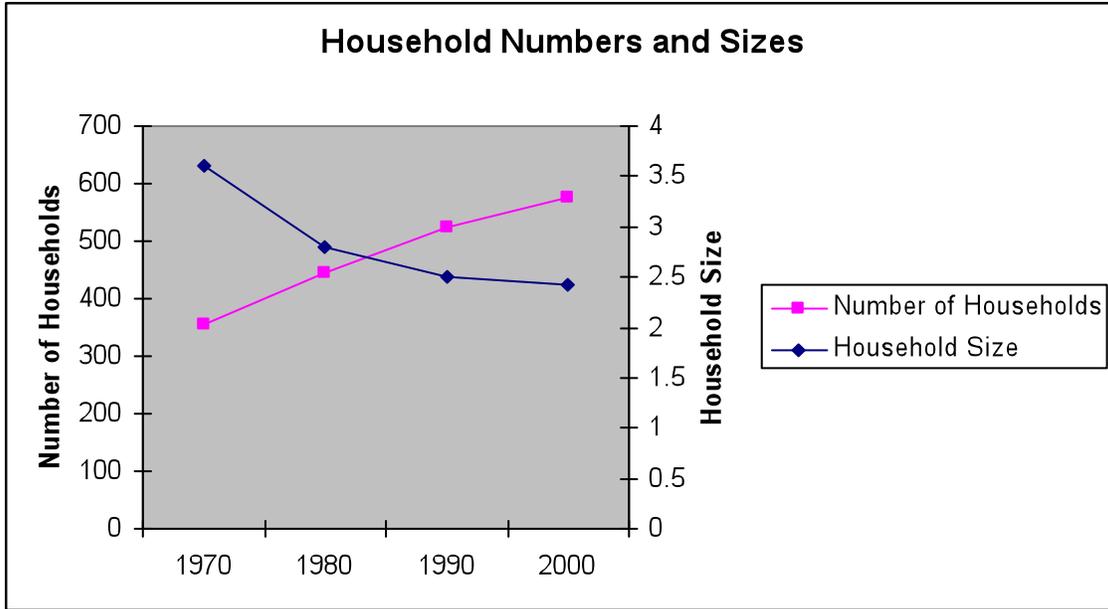


Population seems destined at least to increase steadily in Pawlet. The precipitous increases in surrounding towns suggest a need to investigate what pressures they create on Pawlet and how the Town might sustain this Plan’s objectives (Section II) in the face of them.

HOUSEHOLD COMPOSITION

Changes in household composition amplify population impacts. The decrease in household size, shown in the following chart, means the number of households is growing over and above the growth of the population. Infrastructure and other needs the Town has to service tend to grow in proportion to the number of households, not simply in proportion to population numbers. A four-person household, for instance, may have only two vehicles, but a two-person household may also have two vehicles. Ultimately therefore, a two-person household may require practically as much from Town in terms of roads, other infrastructure, and services and as a four-person household.

The following chart shows that household sizes and numbers have trended consistently since 1970. In 1970 the average household had 3.6 persons. In 2000 the average is down to 2.42. While the decrease was greatest from 1970 to 1980, household size continues to decline. Aging of the population is the major factor.



The growth trend in the number of households has edged off only slightly since 1990, compared to the previous 20 years. New households have followed a trend of decreasing size.

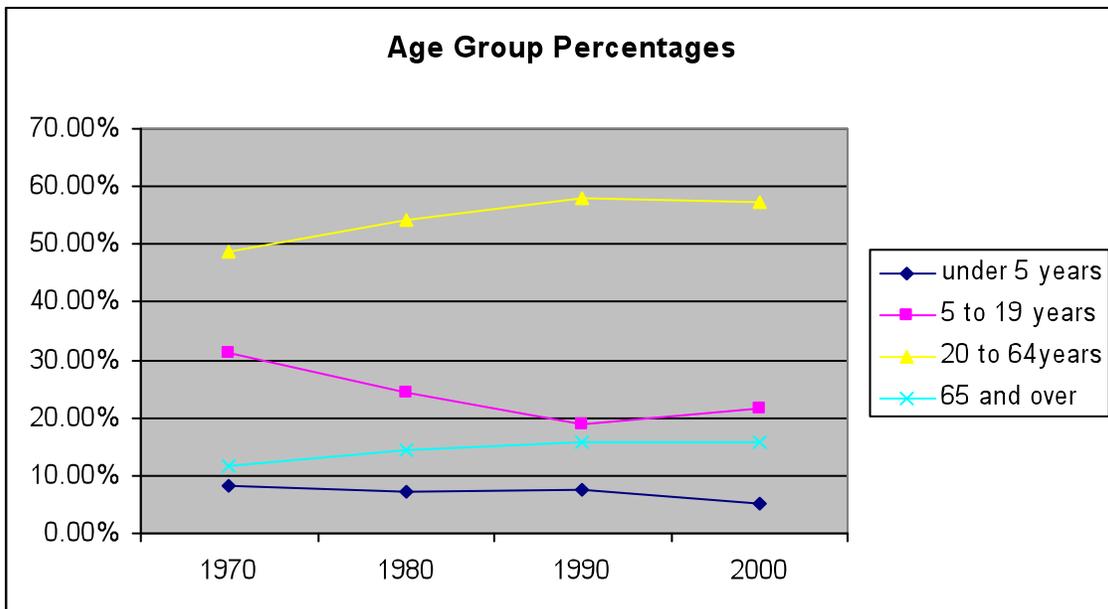
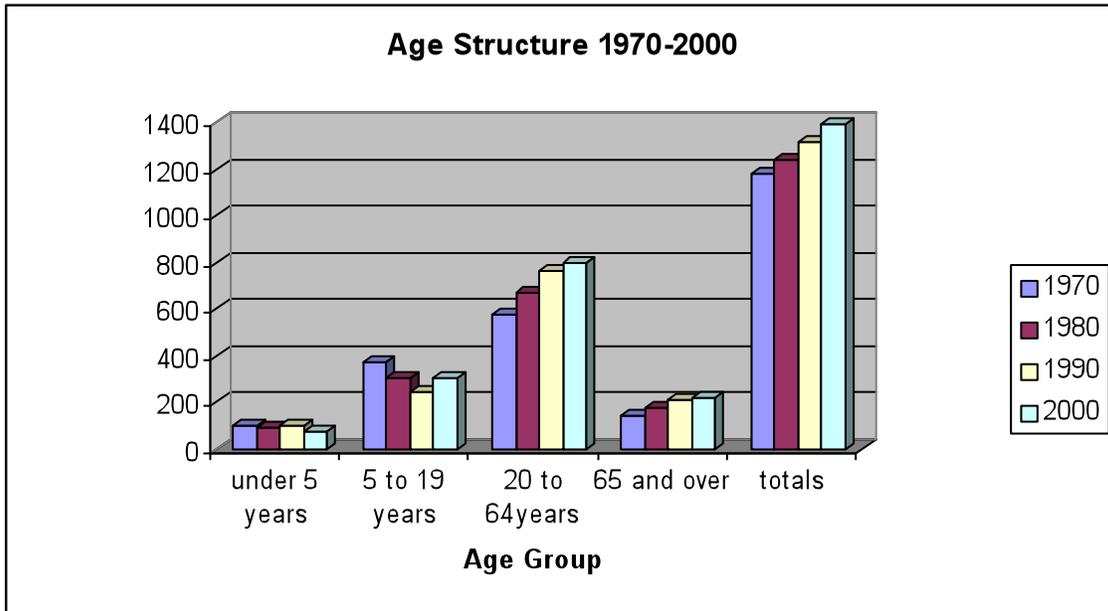
Summing up Pawlet Growth:

- Steady growth since 1960.
- Surrounding towns' growth is faster and erratic.
- Possible factors:
 - No zoning in Danby, Middletown Springs, or Wells.
 - Weak zoning in Tinmouth until recently.
 - Strong septic rules in Rupert.
 - Valley vs. hill farms.
 - Schools.
 - Proximity to Rutland or Manchester.
- Household size amplifies population impact.

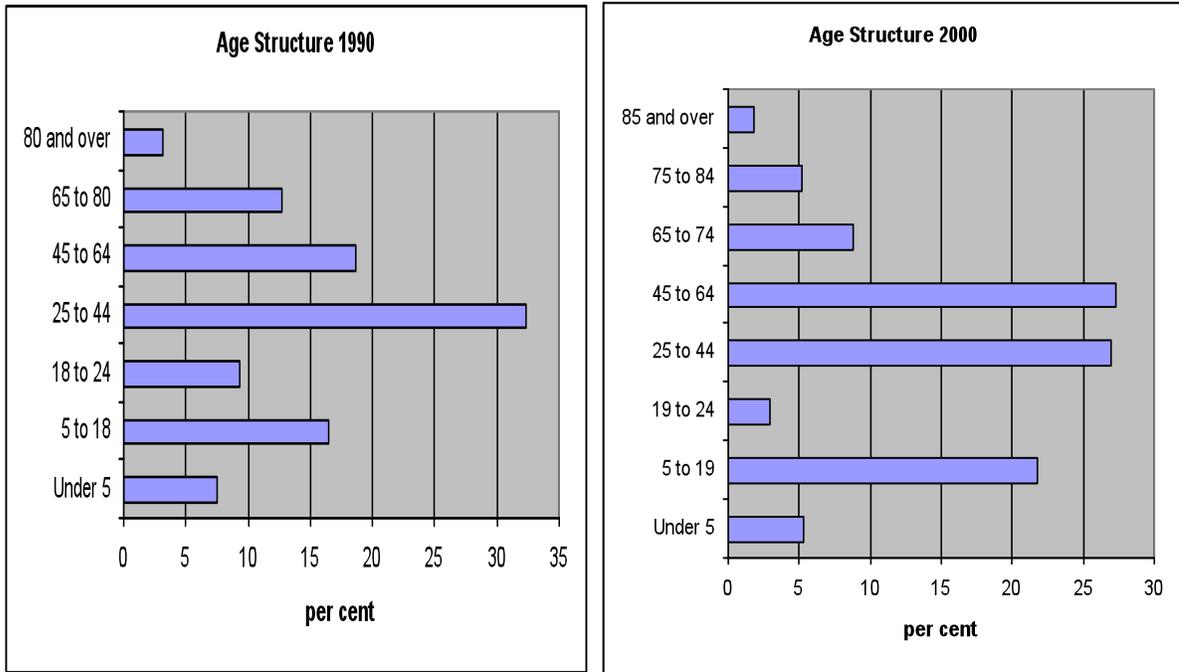
VI. AGE STRUCTURE, EMPLOYMENT, and INCOME

AGE STRUCTURE

The following two charts show the changing age structure in the Town:



The overall phenomenon of note is the decrease in the number of young children compared to the increase in the number of elderly. A finer comparison of data from the two most recent censuses shows the situation more pointedly:



The following are notable:

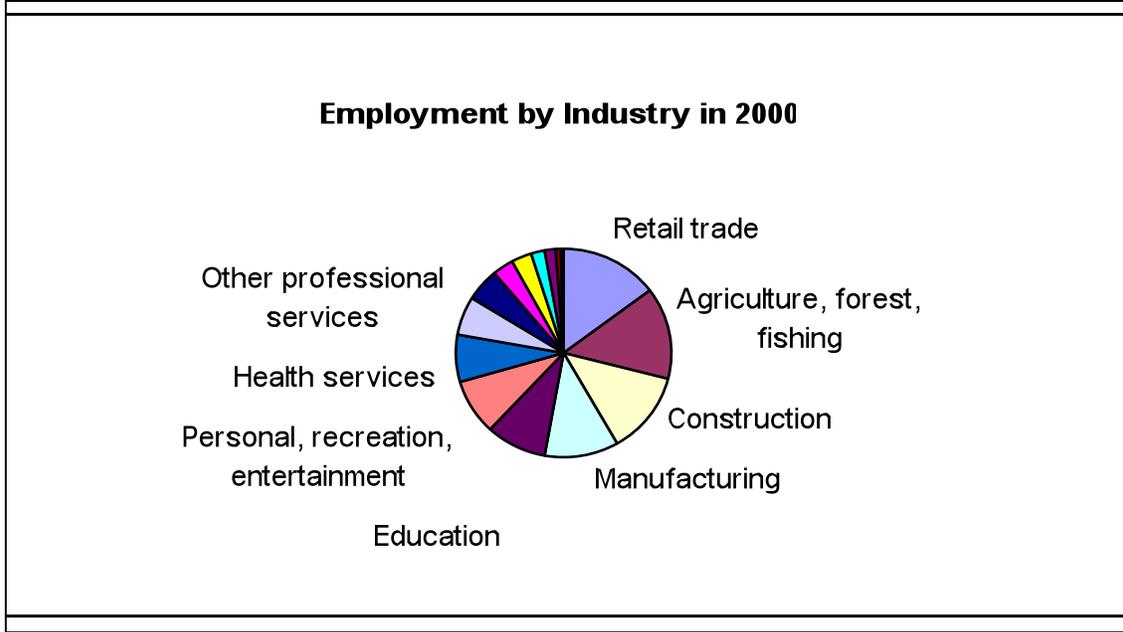
The bulk of the working age group has shifted from the 25 to 44 age group to the 45 to 64 age group.

The elderly age group has grown significantly, and a very elderly population has become pronounced.

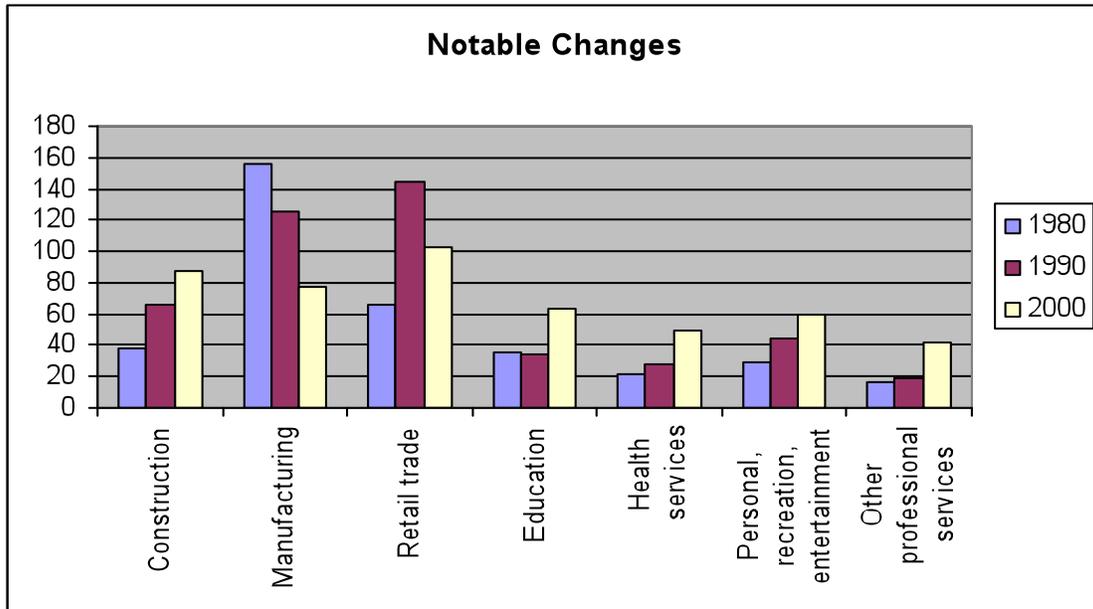
The youngest age group and the immediately post high school group of young adults are both shrinking.

EMPLOYMENT

The following chart shows current relative proportions of some employment sectors for Pawlet residents (with several small sectors too small to label):



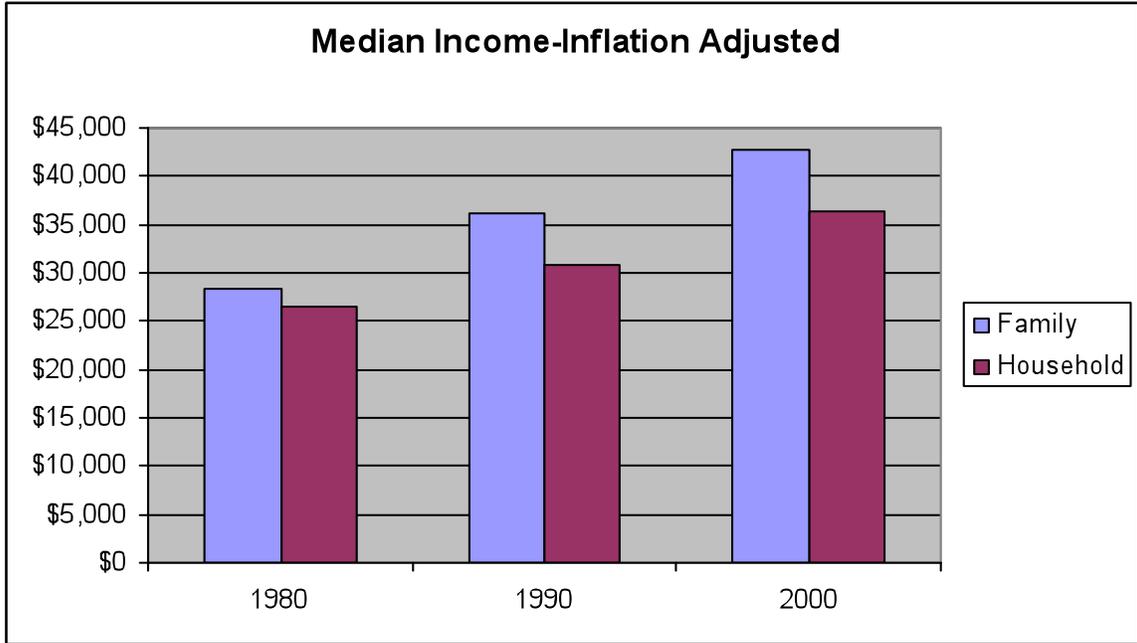
The following chart shows numbers of people employed in selected sectors at successive census times. The sectors are selected to show notable internal shifts and the shifts between industries:



These shifts in employment have occurred largely independent of overall employment figures, which are shown in the following table:

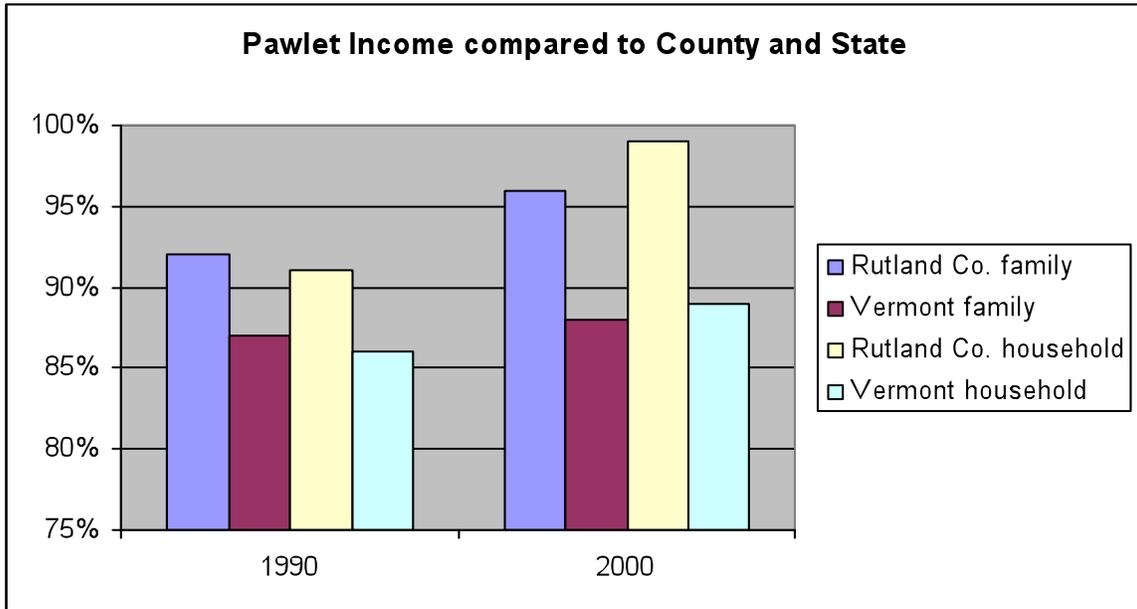
	1970	1980	1990	2000	
Employed	430	552	688	688	
Unemployed	n/a	31	34	21	INCOME

Median income, both absolutely, and adjusted for inflation, has increased over the last three censuses, both for families and for households:



(Household income tends to be slightly less than family income, because a household may have just one person.)

Not only has Pawlet seen real income increase, its income levels have also gained relative to both Rutland County and to the State of Vermont as a whole, as the next chart indicates:



Income for families in Pawlet rose from 92% of income for families in Rutland County in 1990 to 96% in 2000. Household income showed a larger gain. Relative to the entire State, though smaller, there were still gains for both families and households.

Summing up Age, Income, and Employment:

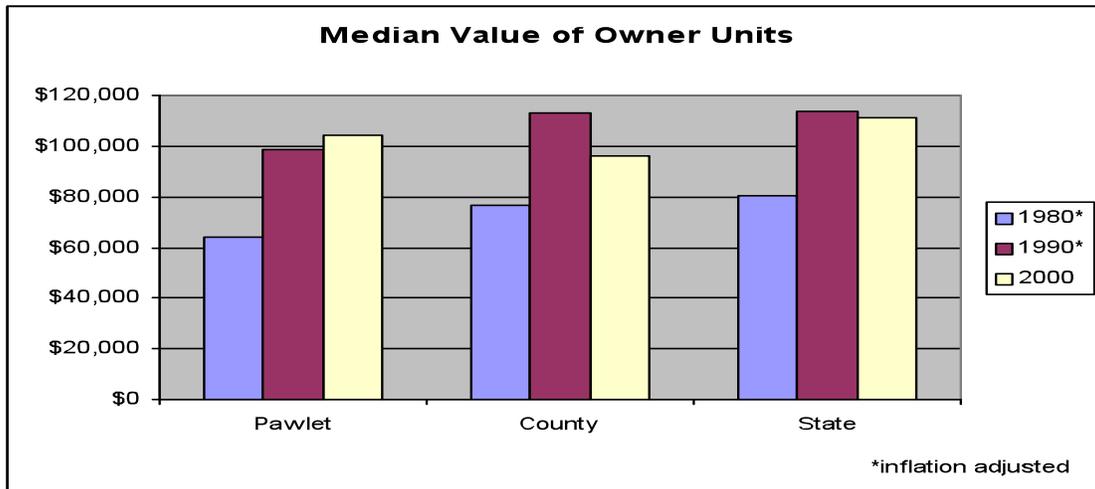
- An aging population: fewer children, more elderly, an older work force.
- Declining manufacturing and retail sector employment; increasing employment in construction and in education, health, and other services.
- Increasing inflation-adjusted income, as well as income relative to both Rutland County and Vermont.

VII. HOUSING

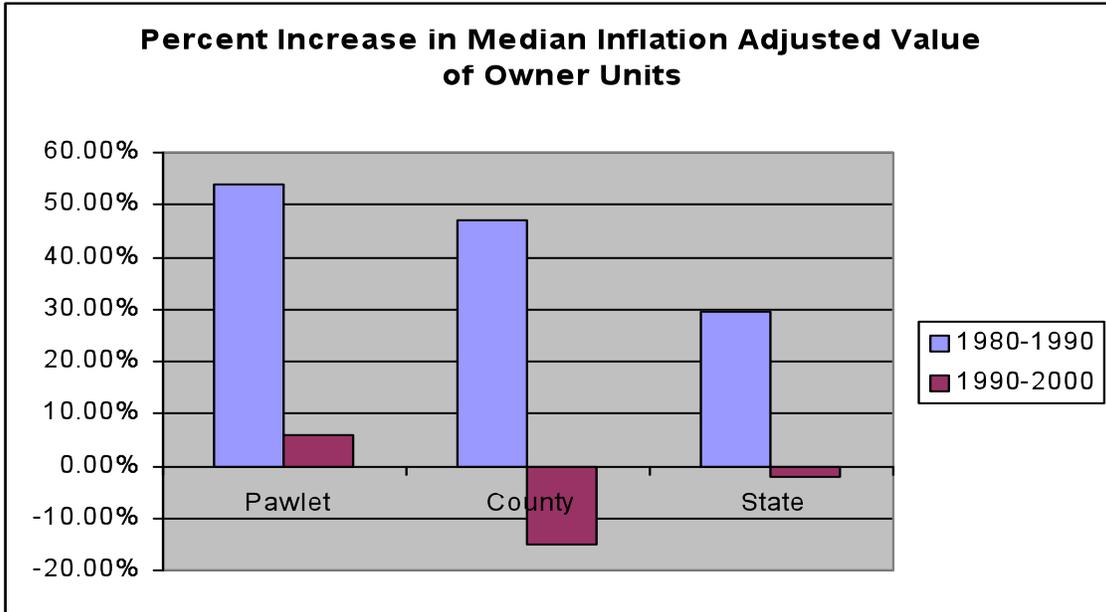
Housing requires examination from perspectives of value, cost, and availability.

HOUSING VALUES

The inflation adjusted median value of owner-occupied housing in Pawlet in the above chart has increased at a much lower rate from 1990 to 2000 than from 1980 to 1990 (6% vs. 54%). The increase from 1990 to 2000 is nonetheless dramatic in comparison to Rutland County and the State as a whole. The inflation adjusted median value of owner-occupied housing in Pawlet has also overtaken and surpassed that of Rutland County as a whole, and it has significantly diminished the gap with State values that existed in 1980. (Note that because census values are only estimates their usefulness, as here, is for comparisons.)

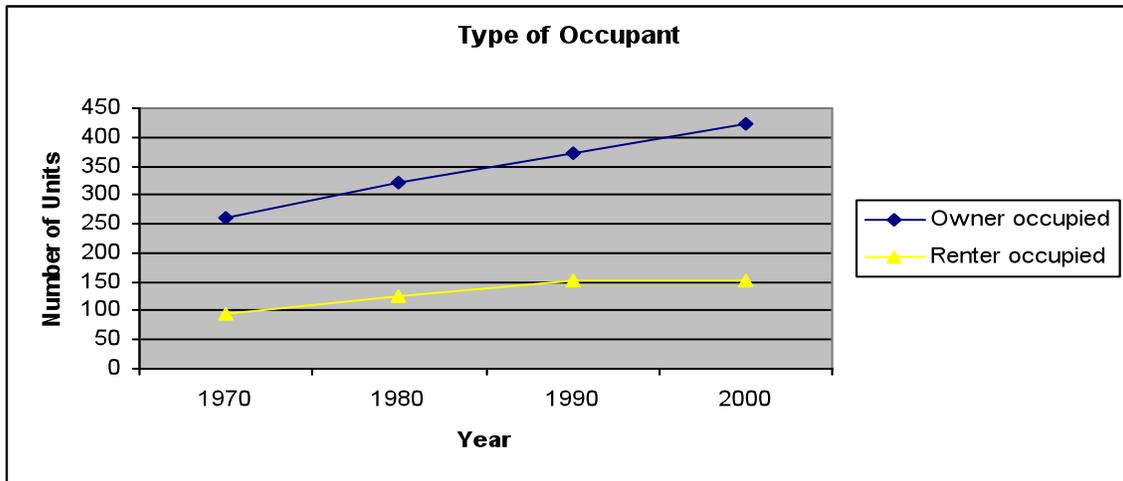


Pawlet has also shown a higher percentage increase in median inflation adjusted value of owner units in each of the last two decades than either the County or the State. In the last decade, in fact, only Pawlet has shown an actual increase, while the County and state values have actually decreased:



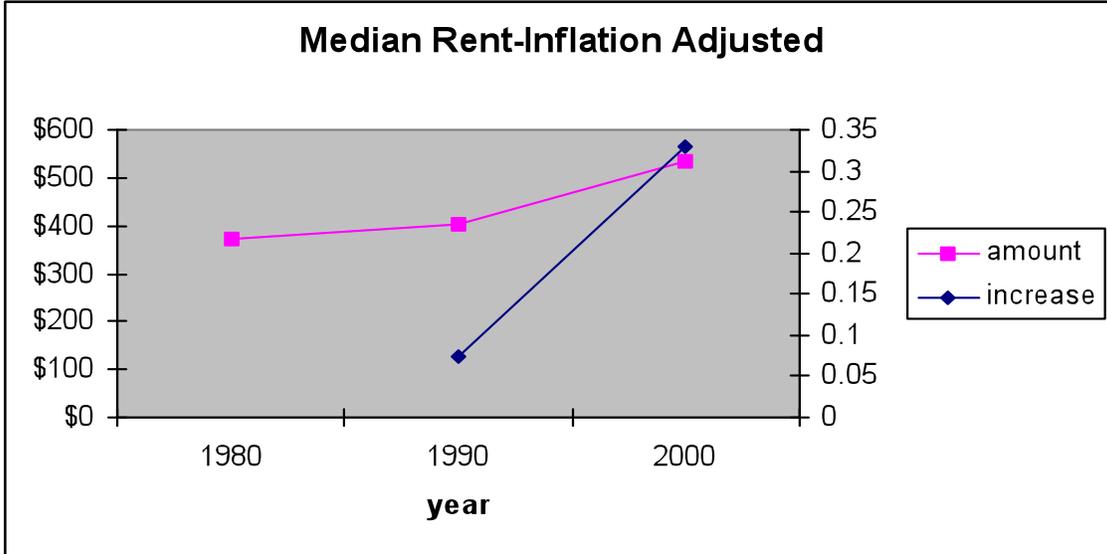
NUMBER AND AVAILABILITY OF HOUSING UNITS

The number of owner-occupied housing units in Pawlet has increased steadily since 1970. The number of renter-occupied units increased more slowly, and then did not increase at all from 1990 to 2000.

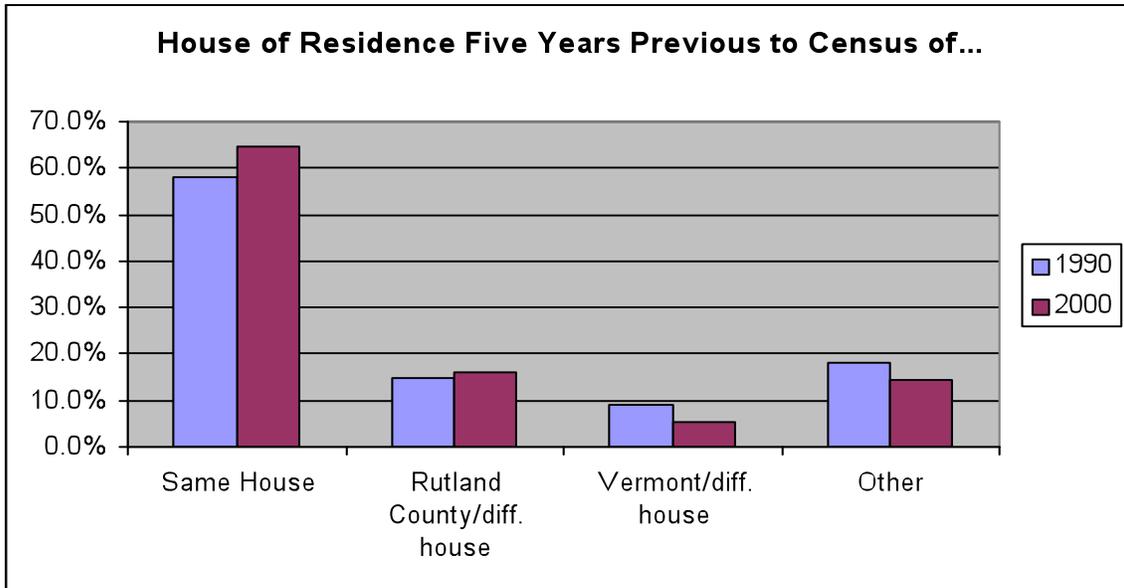


In 2000, few if any rental units were vacant, and the occupancy rate of owner units was at a high.

The inflation adjusted median rent in Pawlet is notable especially for its dramatic percentage increase from 1990 to 2000 compared to that of 1980 to 1990 (33% vs. 7%):

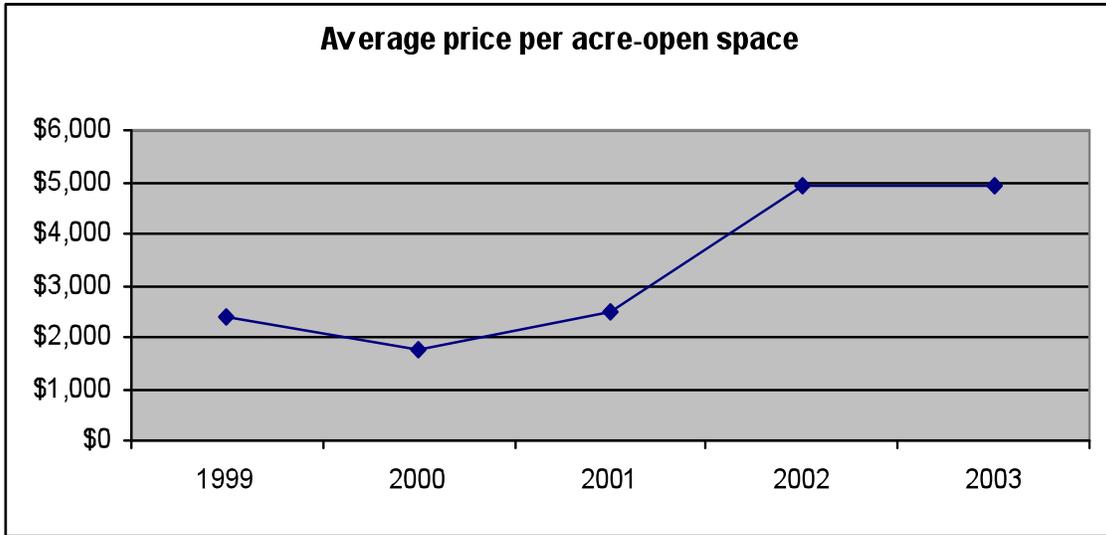
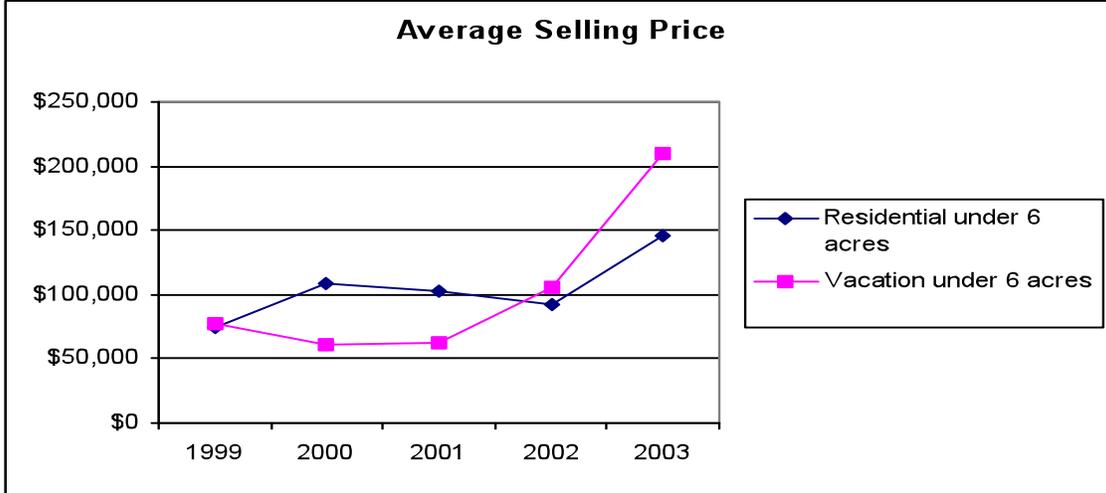


The low vacancy rate in Pawlet is reflected in the increasing percentage of people who report in the Census that they live in the same house as they did five years ago:



COSTS OF HOUSES AND LAND

The most immediate and dramatic evidence of housing costs in Pawlet comes from records of recent sales prices. The following charts show recent sales prices of the residential property and open land:



HOUSING AFFORDABILITY

The question of housing affordability in Pawlet is complicated by the demographic and value trends of the last decade. Median income data is fundamental to addressing the question. The data is represented in two charts in the *Section VI, Age Structure, Employment, and Income* above.

The following table reports figures for that chart data:

Median Income-Inflation Adjusted		
	Family	Household
1980	\$28,268	\$26,525
1990	\$36,167	\$30,750
2000	\$42,750	\$36,429

Offered next are two possible sets of considerations for estimating affordability of housing in Pawlet--

A-Median rent or owner cost vs. yearly income:

- Affordable Housing, according to Federal agencies, is housing that costs a household no more than 30% of its monthly income.
- The median monthly rent of \$534 is 30% of a yearly income of \$21,360.
- Approximately 34% of rental units in Pawlet rent for \$534 or less.
- Median monthly owner cost of \$955 is 30% of a yearly income of \$38,200.
- Approximately 30% of owner units in Pawlet require less than \$955 per month in costs.

B-Median income vs. median rent or owner cost

	Median yearly Income	30% of median monthly income	Cash rental units costing < 30% of median monthly income	Housing units with mortgage* costing < 30% of median monthly income
Family	\$42,750	\$1069	100%	62%
Household	\$36,429	\$911	98%	41%

*45.5% of owner housing units are not mortgaged

Affordability of housing in Pawlet needs to be considered in light of the statutory requirement that the municipal plan shall include ..."A housing element that shall include a recommended program for addressing low and moderate income persons' housing needs as identified by the regional planning commission ...the program should account for permitted accessory dwelling units, as defined in subdivision 4412(1)(E) of this title, which provide affordable housing." (Ch 117, Title 24, Section 4382(a)(10))

Although technically there seems to be affordable housing in Pawlet, some demographic and related factors that may notably affect Pawlet's population and growth need to be considered:

- The construction of a new elementary school has made Pawlet more attractive to families who would previously have chosen Dorset or Manchester on the basis of school quality. Additionally, the impact of the recently implemented Act 60 is anticipated to equalize educational quality between towns.
- The September 11, 2001 terrorist disaster has spurred an exodus of a wealthy population from the New York City area that has particularly affected Southern Vermont.
- Pawlet real estate prices are relatively low compared to those of Dorset and Manchester.
- The age structure of Pawlet, Rutland County, the State, and the Country is undergoing a dramatic shift due to aging population.

It seems prudent in respect of these points that the Town should attend earnestly to its ordinances, regulations, infrastructure, and capital structure in order not to be overwhelmed demographic and related changes.

The trend to smaller household size, along with changes in age structure and other changes to household composition and distribution holds greater significance for the Town than does population growth by itself.

Once, the numbers of children made educational services a singular focus for the Town. Now that focus has increasing competition from other municipal and personal services that are required by smaller households and older residents.

Smaller households, for instance, tend to have more vehicles per capita, which results in more miles driven per capita and more wear and tear on highways. Older households tend to require more social services, but tend to feel tax burdens more heavily. These burdens can require them to liquidate land holdings, leading in turn to development, greater population density, and increased impact on environmental quality. In the final turn, greater density tends to require increased taxes, in the classic, vicious cycle of development.

In order to address these circumstances, the Town should consider modification of its regulatory tools and provision of non-regulatory tools to encourage availability of affordable housing in light of foreseeable development.

The Town of Pawlet at present adequately offers affordable housing, according to all the established federal and State metrics. It allows accessory apartments and multifamily dwellings in appropriate zoning districts and under approved conditions.

Nonetheless, in light of the increasing pace of development, the Town is undertaking special efforts to get ahead of the curve with respect to affordable housing. A major project, supported by successive Municipal

Planning Grants, has been undertaken. A prime focus of the project is housing. Pursuant to that focus the project has undertaken an extensive review of data bearing on housing from the trends of property prices to age structure. The project has assembled focus groups and has conducted a town-wide survey of residents' attitudes. The initial analysis of that data suggests that the Town should consider modification of its regulatory tools and provision of non-regulatory means to encourage availability of affordable housing in light of foreseeable development.

Accordingly, the following specific steps are recommended:

1. Regarding the possible sale of land originally intended for landfill expansion that has become surplus since use of the landfill was terminated--the Town should consider developing at least part of that land at a density that will permit economic provision of affordable housing for lower income people. This land is contiguous to existing Town sewage that serves West Pawlet Village, which could permit denser development than septic regulations might allow.
2. The Town should review density requirements in its two village centers with an eye to adjustments that could facilitate development of affordable housing. This review should consider the possibilities of developing sewage infrastructure for Pawlet Village.
3. The Town should consult in regard to the above with a regional organization that provides expertise in matters of affordable housing.

Summing up Housing:

- Owner Unit value grew faster than County or State from 1980 to 2000.
- No new rental units from 1990 to 2000.
- Median rent increased 33%.
- House/land prices doubled or more 1999-2003.
- Prior residence rate increased 58% to 65.5%

VIII. EDUCATION and CHILD CARE

OVERVIEW

The Town of Pawlet joined with the adjacent Town of Rupert to form the Pawlet/Rupert Union Elementary School District by Articles of Agreement, ratified November 21, 1995. A Union School Board, comprising nine members, governs the district. Members are elected to the board by each town in proportion to its population. The District built a new facility to school all elementary students from both towns. The new school, which opened in September 1998, replaces the previous facilities in both towns.

An Early Education Program offers an inclusive preschool program for all 4-year-old children, 3-year-old children with disabilities/developmental concerns, and 3 and 4 year olds who are identified as being at high risk due to socioeconomic stresses. The program combines regular education, special education, Head Start, and serves as a shared location for the Success by Six program. The program offers early literacy, mathematics, exploratory science activities, and social skills education, using developmentally appropriate preschool practices, as defined by the Federal council on Early Childhood Education.

Special education programs include individualized educational plans for students with disabilities. Services are provided by teams variously comprising teachers, teacher assistants, a learning specialist, a speech and language pathologist, parents, occupational and physical therapists and other support personnel.

Transportation is provided by a bus company contracted by the Pawlet and Rupert School Boards. The buses serve students in grades pre-kindergarten through 12 in Pawlet and Rupert. High school students are transported to Granville and Salem.

FACILITIES

The new school facility is located in North Pawlet on Route 153, close to its intersection with Route 30. It is a one story, wood frame structure with 14 classrooms for grades Pre-K through 6. It includes a combination gymnasium and auditorium that seats 600 people, a music room, library with computer center, an art room, and a modern kitchen. The kitchen services a breakfast/hot lunch program.

The notable material educational resources include:

- a library and computer lab, with a book collection that combines both schools' former libraries and adds new titles,
- Macintosh computers, available for both students and faculty use in each classroom as well as special subject rooms such as art and music
- a computer network,
 - a wireless mobile lab of 20 netbooks
 - upper grade classrooms equipped with 1:1 netbook capacity for every student provided through the school's selection as a pilot school for the Vermont School Modernization Project, as well as through grant funding
- a variety of peripherals, including scanners and a laser disk, projectors, Elmos, portable carts equipped with a projector and laptop computer, and Alpha Smart 3000 portable keyboards that let students enter and edit text, then transfer it easily to a Macintosh or PC for formatting and printing, thereby multiplying computer access for students,
- Grade and curriculum appropriate software programs as well as multimedia programs,
- A T3 line into the school allowing for broadband, high-speed internet
- phones in each room, providing both internal and external calling.

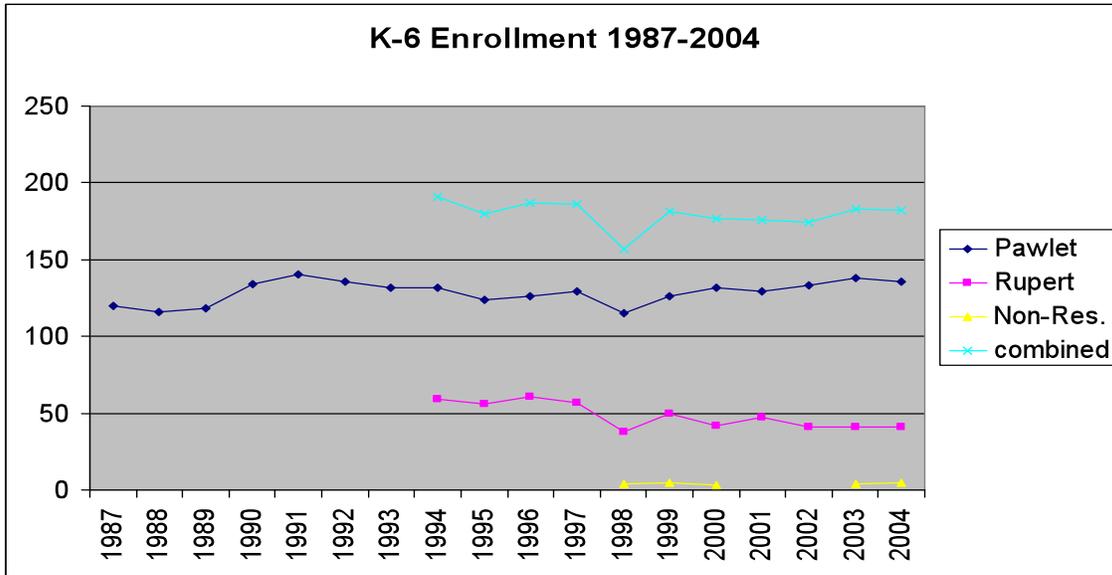
Safety issues, which were critical with the previous facilities, have been obviated by construction of the new building. The School administration lists its major achievements over the last five years as:

- Student performance on Assessments, both Vermont and National.
- Grant acquisition.
- Recognition by Vermont Department of Education.
- Parent/Community Involvement and Support.
- Courteous, respectful learning environment.
- Curricular as well as Nutritional Connections to our Local Farms and Agricultural Heritage.

ENROLLMENT K-6

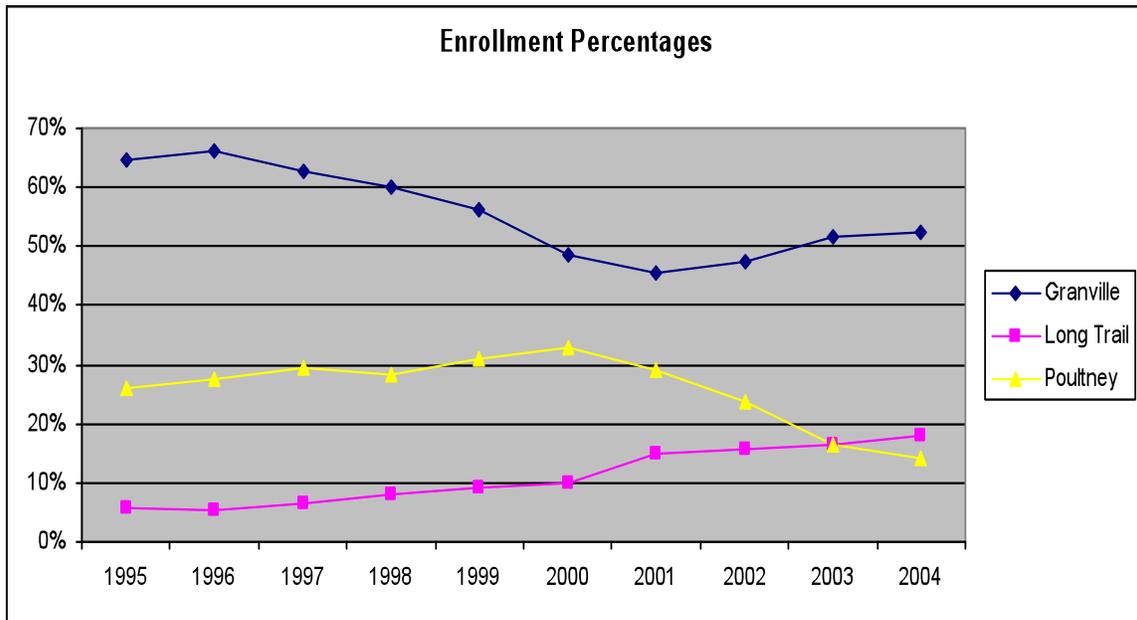
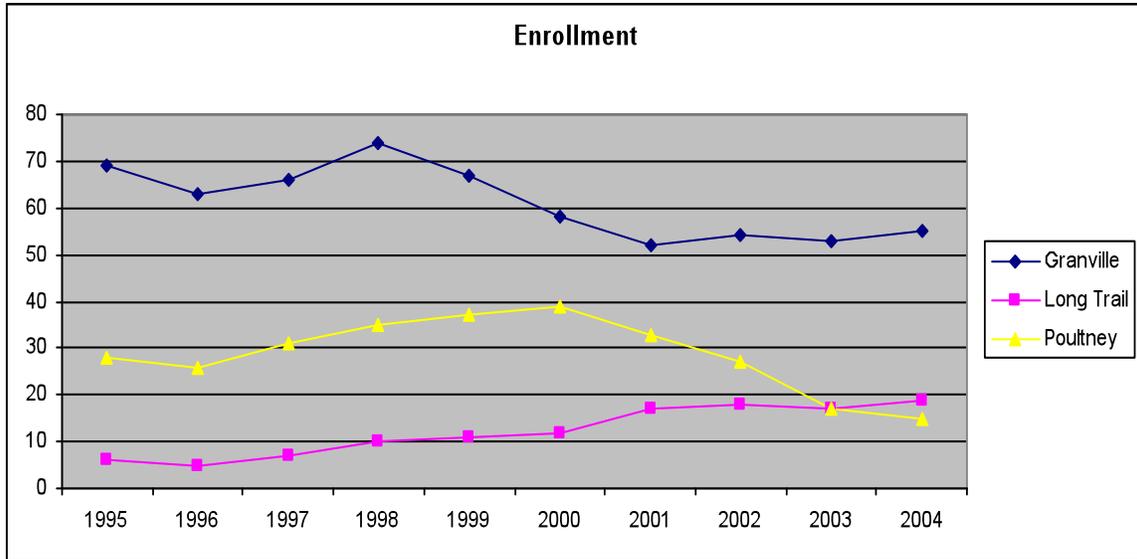
The following chart shows K-6 enrollment for Pawlet alone since 1987, for Rupert alone since 1994, and for both towns combined since 1994. The actual combination in the new school facility began in 1998.

Occasionally students from outside Pawlet and Rupert are enrolled in the Mettawee School.



ENROLLMENT 7-12

Students in grades 7-12 for both Rupert and Pawlet attend a variety of mostly local high schools. Granville, New York is the designated high school for Pawlet, and Salem, New York is the designated high school for Rupert. Besides Granville the major enrollment of Pawlet students is at Poultney or Long Trail School (a private school). The following charts break down numbers and percentages of Pawlet students according to which of these three schools they attend:



Summing up School Enrollment

- Elementary school enrollment dipped slightly in 1995-99.
- Secondary school enrollment peaked slightly at the same time.
- As a proportionate destination of Pawlet students since 1995, Granville declined and Long Trail School increased.

CHILD CARE

Currently Pawlet has five regulated child care providers. Mettawee Early Education Center is a registered provider, able to care for 20 children ages 3 to 5 years.

According to the 2000 U.S. Census Pawlet has 96 children age 5 or under.

The following table shows the breakdown between Infant/Toddler and Pre-School children and changes over the last decade:

Age	1990	2000	Change
Infant/Toddler (0-2 years)	56	41	-26%
Pre-School (3-5 years)	64	55	-14%
<i>Totals</i>	120	96	-20%

It is not clear from currently available data how adequately current facilities for child care serve the needs of the community. Pawlet households seek child care at facilities outside the Town as well as in it. Also, there is no account of informal child care arrangements, including those for after school for older children.

Cultural developments and economic necessities have made child care increasingly important. Households with single parents or with both parents working similarly require child care for the welfare of both children and their families. And to be fully effective, child care hours must extend over parents' hours of work.

Another important aspect of child care is the possibility to incorporate early education, which has proved to confer a significant advantage for children's accomplishment later in their educational careers.

The Town undoubtedly could benefit from explicit study of the child care situation. Although the above chart, together with age structure data, indicates a decrease in both the number and the population proportion of young children, this should not obscure the fact that its children are fundamentally important to the Town's future. Detailed study would provide a basis for encouraging optimum provision of child care.

ADULT EDUCATION

Pawlet is relatively unique in having a private endowment fund, originally established by a civic-minded resident, which provides scholarship assistance for adult residents. The Pawlet Scholarships Committee provides grants for any post-high school education, including college and vocational training. Recent high school graduates, as well as adults of any age from Pawlet are eligible. Awards are made annually. Grants

from the fund have been awarded not only to help with tuition for college, but also auto repair school, computer science training, baking school, and training in herbal remedies.

The fund is administered by an independent board of directors. The Committee supplements its endowment by sponsoring an annual dinner event, traditionally on Ground Hog Day, and an art show and sale, held annually on Labor Day weekend.

IX. TRANSPORTATION

INTRODUCTION

This section describes the Transportation Plan adopted by the Town of Pawlet. The purpose of the Town Transportation Plan is to provide guidance for the maintenance and necessary development of roads and other ways to facilitate travel that benefits the inhabitants of the Town respecting their commerce, safety, and leisure, while preserving the rural character of the Town. The road system of the Town is shown on the Base Map, available in Appendix B.

EXISTING ROADS

Pawlet has four distinct classifications of roads: Rural Minor Arterials, Rural Major Collectors, Rural Minor Collectors and Local Roads. Presently these roads are adequate for Pawlet's needs.

There are three highways of major importance to the Town: State Highways 30, 133, and 149. Classified as Rural Minor Arterials, they provide the primary transportation connections within the Town and to the rest of the region.

Definitions

Rural Minor Arterials move large volumes of traffic from one part of town to another. Off-road access is a secondary function of arterials, and curb cuts therefore are limited.

Rural Major Collectors carry traffic from local roads to arterials.

Rural Minor Collectors are similar to rural major collectors, except they carry less traffic volume.

Local Roads provide access to property abutting the public right-of-way. Local roads are not intended for use by through traffic.

Inventory

Rural Minor Arterials

Route 30 runs southeast to northwest through the Town. It follows the Mettawee River Valley from Dorset to East Rupert and passes into Wells.

Route 30 provides the major connection for Pawlet to Manchester in the south and Poultney and Middlebury in the north. Except for the portion between Route 153 and the Wells Town line, which is rated fair, the road has been given a good sufficiency rating for the length of Pawlet. The road is wide, with good shoulders and good passing sight distances. Through most of Pawlet the road has a somewhat widened paved shoulder for bicyclists. Traffic volumes on Route 30 have increased significantly in recent years.

Route 133 runs northeast from Pawlet Village to Middletown Springs and thence to West Rutland. This road is a major route to and from Rutland for all towns through which it passes.

Route 149 connects Route 30 with routes 22 and 22A in New York State, which are major arteries for travel to the South and North. Route 22 connects with routes for New York City. Route 22A, after running briefly through New York State, provides an important route north to Burlington from this part of Vermont. Route 149 also connects to the Lake George area of New York State.

Rural Major Collectors

One numbered State Aid road passes through the Town, Route 153. It serves a collector function. Within the Town, Route 153 connects the Village of West Pawlet with Route 30 and points north, and with the Village of Rupert to the south.

Rural Minor Collectors

River Road, a paved road (Town Highway #1) runs parallel to the Mettawee River from Butternut Bend on Route 30 to an intersection with Route 153. It is an important shortcut connector between the villages of Pawlet and West Pawlet, which are the two major clusters of population in the Town.

The Danby-Pawlet Road, a paved road, runs from its intersection with Route 133 to Danby Four Corners. Though technically only a minor collector, it in fact carries a very large volume of through traffic, and especially truck traffic. Recent traffic counts indicate that the volume of truck traffic it carries is approximately double the State average for its class of road.

North Road, a paved road, runs from an intersection with Route 30 in North Pawlet north to Wells, VT. It is a principal route into Wells and a shortcut alternative where Route 30 makes a bulge to the west.

The Button Falls Road, a paved road, is a principal route from Pawlet into Granville, NY, in addition to Route 149, described above.

Local Roads

With the exception of a few short, paved streets in the villages of Pawlet and West Pawlet, all local roads have only gravel surfaces. Most traffic on

them is only for local access, although the roads differ considerably in the amount of traffic that they bear.

Developments

- As part of the statewide Enhanced 911 program, the Town of Pawlet in 1998 officially adopted names for all of its roads, over and above the numeric designation that was the sole official designation previously.
- The intersection of Route 30 with North Road (Town Highway #5) has been marked with warning signs on both roads, subsequent to a serious accident there in 1993. North Road is a short cut across a bow in Route 30, and it therefore carries an excess of traffic for a local road.
- The intersection of Routes 30 and 149 at Blossom's Corner has been improved by changed alignment of Route 149, but visibility problems remain when approaching it along Route 30 because of trees that grow in the line of sight across a slight bow Route 30 makes at the intersection.

Issues

Road Safety

- Route 30 contains several hazardous sections. The first is located in Pawlet Village, where a curve over the Flower Brook Bridge coincides with the angled intersection of Route 133 and two local roads. The Town should work with the State to:
 - have crosswalks painted from the market to the Post Office, from the Masonic temple to the Green, and at the intersection of Route 133 with Route 30,
 - have yield-to-pedestrians signs posted, and
 - have the speed through the Village reduced to 30 mph, and have a traffic light installed.
- A second hazardous location on Route 30 is just east of Butternut Bend. Westbound vehicles moving at excessive speed on this curve may leave the roadway. A fatal accident occurred in 1988 at this location when a vehicle left the road and struck a girl mowing a lawn. Guard cables have been installed in this area subsequent to the accident, but speeding vehicles still represent a problem.
- Another hazardous portion of Route 30 is the Jockey Street area south of Pawlet Village. Speeds increase there as the vehicles leave the Village, and there is poor visibility in the passing zone. Speeds should be reduced, and the passing zone should be eliminated.

- Still another hazardous area is the intersection of Route 30 and River Road (Town Highway #1) at the base of Butternut Bend. This intersection is hazardous due to the angle of the intersection, as well as the angle and elevation of the curve on Route 30. Caution signs and reduced speed limits may be appropriate here.
- More careful signing of the intersection of Route 153 with Route 30 will be necessary as traffic volumes on Route 153 increase. The construction of the new Mettawee Community School on Route 153 near this intersection makes consideration of this situation important.
- On Route 133, about 1/2 mile east of Pawlet Village, semi-trailer trucks entering and exiting a trucking company pose a dangerous situation because the entrance/exit is just around a curve that is blind and descending for vehicles proceeding toward the Village.
- Inadequate provision for slow moving farm vehicles, prevalent because of the extensive farming in Pawlet, creates dangers on the local highways. More extensive warning of such vehicles is required, as well as places for these vehicles to pull off the highways to allow other vehicles to pass.

Maintenance and Improvement

The State Agency of Transportation undertook a new approach to transportation issues in 1993 with the establishment of regional transportation bodies. Pawlet is a member of the Rutland Region Transportation Council, which resulted from this initiative. As the regional transportation bodies became established, the Agency now turns to the regional bodies for some prioritization of highway projects. The Agency has also begun to avail the regional bodies to vet a variety of local assistance and grant projects.

The longstanding system of State aid processes and categories remains the greatly preponderant means of major funding for local roads and bridges, but the Town now works in a more complicated transportation situation. Currently, towns large enough to employ managers have an edge in that situation because those managers include securing grants and funding as part of their jobs. Small towns such as Pawlet may lose out if they cannot adequately monitor new transportation developments. The attention required taxes traditional volunteer resources.

While the Town must continue its traditional pattern of relations to the Agency of Transportation and the transportation districts, and its concern for proper layout of highways and implementation of efficient flow of traffic on its highways, it must also begin to see beyond the traditional "asphalt, gravel, and concrete" perspective. A world in which information often becomes more important than physical resources means that a database on a computer may become as important as a quarry for gravel.

The maintenance of road surfaces, bridges, and the like will become progressively intertwined with the maintenance of databases. This will facilitate development of schedules for maintenance and improvement.

Development

Pawlet has no plans to construct any new highways at the expense of the Town. Any new roads constructed by a private individual in the course of development or subdivision must meet the Town's road specifications or the Town's subdivision road specifications so that they will be eligible, upon petition, for acceptance and maintenance by the Town.

The focus of development in the future, rather than resting exclusively on construction of roads and bridges, needs to expand to include development of information systems such as databases of road and bridge information that will facilitate management and maintenance, especially in interaction with both ongoing State programs and special grant programs.

OTHER

Delaware and Hudson ROW

The former Delaware and Hudson Railroad right-of-way has been deeded to the State Agency of Transportation and is administered by the Department of Forests and Parks. No wheeled vehicles are allowed, other than bicycles, and no new residential crossings are permitted. Existing crossings and farm crossings are still permitted. This 'trail' is a significant recreation resource.

Bicycles

Bicycle traffic, especially as tour groups, increases each year. The Town should see that shoulders on State roads are widened to provide for cyclists when other improvements are made. The Town should also consider bicyclists' safety in designing improvements to State Aid and local roads as well, and might consider working with tour group offices to identify the better routes through Town.

PLANNING

This new orientation of the State Agency of Transportation has a two-fold significance for the Town. First, it means that the Town must pursue an activist role to move its transportation concerns forward. Second, it gives the Town a significant voice in respect to transportation matters in the region generally.

In both regards, it is very important that the Town send effective representation to the Rutland Region Transportation Council and to the Rutland Regional Planning Commission. If the Town sends different representatives to each of these bodies, the representatives must

coordinate closely in order to be effective. Effectiveness also requires that representatives acquire extensive knowledge of State policies, regulations, rules, and procedures.

X. UTILITIES and FACILITIES

WATER

Present Supply

Significant numbers of driven wells, dug wells, and springs provide water in the eastern section of the Town and in Pawlet Village. Drilled wells are increasingly used for newly constructed residences. In Pawlet Village, the Lathrop Spring, located below Cemetery Hill, provides water to three single-family dwellings, three rental units, and four commercial establishments. Another spring, near the Masonic Hall, is not currently in use.

In the far western area of town, 75% of homes draw their water from drilled wells averaging 200 feet in depth. These wells penetrate an underground slate ridge underlying much of the area.

Nitrate contamination has begun to be a problem at least in some shallow wells in North Pawlet. Though a lesser health problem, the presence of sulfur in the water degrades the quality of some wells in the Town.

Future planning

The rural areas of the town should continue to rely on individual sources for domestic water. This is eminently feasible, provided that residential density remains low in these areas. For this reason, it is important that the restrictions on density imposed by the conditions of Agricultural and Rural Residential (ARR) and Forest and Agricultural (FA) zones be strictly maintained. Even beyond these restrictions, care must be taken to see that traditional definitions of the activities permitted in these zones are adhered to, so that new definitions promulgated by governmental entities other than the Town of Pawlet do not distort the original intent of these zoning restrictions.

The villages of Pawlet and West Pawlet presently have no great problem obtaining domestic water on an individual basis, except that wells must often be very deep. Despite the present availability of water, investigation and planning for potential municipal water sources should begin so that such sources can be identified and protected from contamination. Any planning for municipal water supply should include provision of adequate water for fire protection as well as for domestic use.

The recharge areas for major springs should be identified and protected from contamination. Groundwater resources should be located and protected in a similar manner. Compilation of well log records and GIS or

similar mapping should be used to help identify aquifers. A health ordinance governing water and sewage should be sought as a first step in protecting present and future water supplies.

Regular testing of wells by their owners through available State and other programs should be encouraged. Compilation of data from such tests could provide a valuable resource for future Town planning.

As the problems of sewage sludge and septage disposal become more acute for urban and other localities, places like Pawlet with extensive agricultural lands will likely become targets for such programs as "beneficial reuse." These programs attempt to redefine wastes as fertilizer, even though those wastes contain heavy metals and organic contaminants.

The Town ultimately averted one such threat when it incorporated its zoning ordinances by amendment into the regional solid waste plan devised by the Solid Waste Alternatives Communities/Joint Municipal Survey Committee (SWAC/JMSC). That plan is currently under revision by the Solid Waste Alliance Communities, the successor to SWAC/JMSC. The town should insure that the revised solid waste plan mitigates against such threats in the future and consider developing specific ordinances to prevent exploitation of agricultural lands for waste disposal, because of the potential threat such exploitation poses to domestic and potential municipal water supplies.

SEWAGE

Present Conditions

Sewage throughout most of the town is disposed of on the lots of the individual or multifamily housing units that generate it. The units use septic tanks and drywells or leach fields for treatment and disposal.

According to the Wastewater Disposal Systems Analysis prepared by Dufresne & Henry, Engineers, there are areas in Pawlet Village where storm drainage and raw sewage may be combined in the same system, with outfall directly into Flower Brook or the Mettawee River. Although the report is not conclusive, it should be noted that there may be potential for contamination of these streams.

In West Pawlet, a municipal sewage system has been installed and is in operation. There are about 130 users (hook-ups) for this system. Maximum capacity for the system is approximately 200 users.

Operation of the sewage system in West Pawlet has proven to be difficult and costly beyond original expectations. One difficulty, disposing of sludge generated by the treatment plant, has been solved, and the sludge is regularly taken to the Washington County facility in Hudson Falls, New York for incineration.

Future Planning

The rural areas of the Town should continue to rely on individual on-site subsurface means for sewage disposal, and residential densities should be kept low enough to allow such disposal without problems to adjacent neighbors or water supplies. Newly adopted State septic regulations provide important protection for the Town. These regulations, however, have an extended phase-in. Enforcement is indirect: Compliance with the regulations is mostly left to scrutiny as part of the property transfer process. State approval of new or redone septic systems is now recorded as part of town property records.

Efforts should continue in Pawlet to solve the problems of inadequate or non-existent systems in the Village. The problems of sewage disposal in Pawlet Village identified in the Wastewater Disposal Systems Analysis prepared by Dufresne & Henry, Engineers also should be considered. The Study identified several potential sites for a treatment plant in Pawlet and recommended a preferred site for its location.

Future planning for sewage and treatment systems in the Town should explore options that have become feasible as alternatives to traditional chemical/mechanical methods. Such alternatives include biological treatment methods and other methods that do not generate sludge that poses potentially difficult disposal problems.

The Town should also anticipate problems that may occur in the future due to requirements for septage disposal and seek to encourage methods such as dewatering and composting that will facilitate the disposal of septage with minimal or no risk to public health.

SOLID WASTE

In the spring of 1999, the Town closed its long-time landfill for solid waste disposal on the outskirts of West Pawlet because the facility had reached capacity. For disposal of solid waste, the Town now directs its residents to use one of the public transfer stations in the region. The Washington County transfer station in Granville, New York is available and easily accessible for most residents. Other major transfer facilities are available in Rutland, Vermont. The Town maintains a schedule of hazardous waste disposal days for residents to rid themselves of items not disposable as ordinary transfer station waste.

In 1993 the Town adopted a Solid Waste Plan on a model devised by the Solid Waste Alternatives Communities/Joint Municipal Survey Committee (SWAC/JMSC) of the Rutland Region. Pawlet's adoption of the Plan was subsequently ratified by the State. Although several communities working together devised the Plan, it was crafted to allow each community to modify and adopt it separately. Pawlet, in adopting the Plan, amended it to make it conform to the Town Zoning Ordinances. By adopting the Plan, the Town became, in effect, a municipal solid waste district. That plan is currently under revision by the Solid Waste Alliance Communities

(SWAC), successor to SWAC/JMSC. The Town will need to attend carefully to that revision, especially referencing septage as noted above.

FIRE

Pawlet is served by two volunteer fire departments, located respectively in West Pawlet and in Pawlet Village. The Washington County (New York) Mutual Aid Organization supplements the service. All dispatch is now subsumed under the Enhanced 911 system, described below. By virtue of common dispatch, the Pawlet fire departments can call upon other departments to provide such assistance as the jaws of life device, air bag lifting devices, vans with pumps to refill firefighters' air tanks, and supplemental water tank trucks. Mutual aid support is also available from Rutland and Bennington County organizations.

If, in the future, the Granville, New York water mains are extended further into Vermont and/or the villages of Pawlet and West Pawlet install municipal water supplies, provision should be included for approved hydrants. Any future housing development in the Town should provide for hydrants. If that is not possible, an adequate fire pond or access to another acceptable water supply for the fire departments should be provided. The USDA Soil Conservation Service has information and personnel to advise landowners on pond size and construction regarding the gallonage requirements of the fire departments.

A major issue raised by the fire departments regards difficulties they have accessing properties due to improperly designed and constructed roads or poor road maintenance and snow removal. Improper roads may have steep grades, sharp curves, or space inadequate for turning around. The Town should consider adopting regulations to insure that all public and private roads are constructed and maintained to allow easy access at all times by fire and other emergency vehicles.

The Town fire wardens direct protection from forest fires.

POLICE

Police protection is provided by the Town constables and by the State Police, currently from a headquarters in Castleton, contacted by calling Rutland or by dialing 911. Response time for State Police is extended because they usually must cover some distance and because State Police personnel are limited.

Police protection from the Rutland County Sheriff has been tried on a trial contractual basis.

The Town constables are required to complete specified hours/courses of training in order to maintain their certifications.

HEALTH

A clinic for the practice of family/general medical practice is located on Route 149 in northwestern Pawlet. The clinic also provides minor emergency medical services. Previously operated under the auspices of the Rutland Regional Medical Center, the clinic now operates in concert with clinics in Castleton and Brandon. The three clinics, now jointly the "Rutland Region Community Health Centers," are a charitable corporation governed by an independent board of directors. The Corporation will become a Federally Qualified Health Center (FQHC) as of December 2005. FQHC status is highly coveted and sparsely awarded. For health care clients it means sliding scale fees and ready acceptance of Medicare and Medicaid. This increased health care access is mandated by FQHC status, but it is made possible by financial benefits and grant opportunities that accrue to FQHC status. FQHC status will yield readily available, affordable health care for the community and an enhanced system for delivery of health care.

The Town is served by the Rutland County and the Dorset Nursing Associations and by the rescue squad from Granville, New York. Other rescue squads provide backup for the Granville squad. They are summoned through the Enhanced 911 system. Rutland Regional Medical Center and the Medical Center in Bennington offer major medical services within a reasonable distance of the Town. Volunteers help provide transportation and other support services for patients and their families at these medical centers.

ENHANCED 911

A unified system for obtaining emergency services, Enhanced 911 is now in place for the entire state of Vermont. To support this system, all roads have been given street names and all buildings have had street numbers assigned to them. Building locations are listed in a comprehensive database that emergency dispatchers use to dispatch fire, police, and emergency medical personnel. Whenever anyone dials 911 from a stationary telephone, the address of the building where the telephone is located immediately shows on an information screen at the appropriate emergency dispatch center. The dispatcher thereby knows where an emergency situation exists even if the caller is incapable of identifying the location.

TELECOMMUNICATIONS and INFORMATION TECHNOLOGY

Digital technology has become the primary mode for citizen access to federal and state resources that span the spectrum of information to interactions involving government services. The Internet has become a more important means of information and citizen-government communications than the print media or postal services ever provided.

Pawlet is fortunate that broadband internet connections are largely available throughout the Town via landlines. Cellular service is spotty, but paging services largely cover the Town.

There are numerous aspects of wireless that the Town can take advantage of. Most obvious is provision of public access wireless in the area of the Town Hall, Library and Green. The Town could make this available easily and inexpensively by piggybacking on the existing network in Town Hall, without compromising the integrity of the network connecting the computers of the Clerk, Treasurer and Listers.

Pending this, the Town could make available a port in the public meeting area so that the Internet can be used to provide the Town boards and committees access during meetings to statutes, grant information, the Town ordinances and Town Plan.

The meeting area should also be outfitted with a projector and screen. This would provide general visibility and allow persons to make information presentations easily at meetings. Additionally it would facilitate working meetings that produce materials collaboratively.

TOWN ADMINISTRATION

The legislative body of the Town, its Selectboard, administers the Town, assisted by the Town Clerk and the Town Treasurer. Other Town officials include the Listers, the Planning Commission, the Zoning Board of Adjustment, the Zoning Administrator, the Auditors, and the Constables. The office of Road Commissioner has been abolished. The Town highway workers are now under the supervision of a foreman, who is an appointee of the Selectboard.

The Town Clerk and Treasurer have enhanced their capacity to provide services by becoming proficient users of two computers the Town has acquired. They have also progressively upgraded their capabilities by training and by adding new software. With appropriate computers, software, and training, the Town can get more and more productive use of its financial and human resources.

The implementation of Act 60, which governs education taxation for the State, has imposed significant requirements upon the Town for communication with the State Department of Taxes. The requirements necessitate computer-assisted telecommunication. The Town listers have developed computer management of the grand list as an aid to their interface with the State. Implementation of Parcel ID's is an integral part of this process.

Town maps accompanying this Plan are stored on computers in the Rutland Regional Planning Commission in a standardized format called GIS, which allows easy modification as geographic information is updated. Additional information, such as digitized ortho-photographs, is also available. Software and training provided to the Town by the Regional

Planning Commission will potentially make this material available for use on Town computers. It will be important to provide computers of suitable power and capacity to take advantage of this information.

In a major project, pursuant to suggestion in previous Town plans, the Listers have obtained property tax maps, which allow them notably more accuracy and efficiency in their work. Such maps also greatly assist the Planning Commission, the Zoning Board of Adjustment, and the Zoning Administrator as well. Constables, police, fire, and other emergency personnel may also find them helpful. The Historical Society and other community groups benefit from these maps as well. The value of these maps may be enhanced in the future by the availability of their data for combination with the other digital resources mentioned above. For example, the digital combination of parcel data with topographic data will enable field checks that establish boundaries to much better represent relations to zoning districts and flood plains. Digitized data will make three-dimensional modeling of the Town possible so that, for instance, the precise visual impact of proposed development can be evaluated.

As the Town grows and of government requirements increase in complexity digitized information systems provide one way to address demands on Town administration and services. Other means of addressing growth and increased complexity also need to be developed.

CAPITAL BUDGET

A capital budget allows for planned efficient use of limited financial resources. It can also serve as a basis for establishing impact fees, which could fund the reserve account for acquisitions or upgrades.

The Town should begin to develop a capital budgeting program. This effort should be undertaken in cooperation with other service providers such as the school district, the fire districts, the nursing associations, and the rescue squads. This budgeting program would inventory the present condition of all public facilities such as roads, the sewer plant, Town and school buildings, fire and rescue vehicles, etc. It would project and plan for replacement, maintenance, upgrading, expansion, or whatever else might be anticipated for each facility. It would estimate the cost, and devise some method of building a reserve fund gradually so that no sudden, emergency increase in taxes would occur.

The Town owns a number of buildings and associated property, principally the Town Hall, located in Pawlet Village, and the Town Garage, located on the Pawlet-Danby Road, about a mile east of the Village, and the sewage treatment plant in West Pawlet. Both the Town Hall and the Town Garage stand in need of major repairs. Costing for part of the repairs to the Town Hall is in process, but costing for additional Town Hall repairs and for the Town Garage still remains to be undertaken.

The Town has not had a program for systematic evaluation and maintenance of its buildings. Consequently, the need for substantial expenditures arises suddenly. This situation suggests strongly the need for a program of systematic attention to the Town's facilities. It also underlines the need for a capital budget.

RECREATION and OPEN SPACE

School playgrounds, the former Delaware and Hudson right of way, fishing on the Mettawee, and the hiking on the conserved lands accessing Haystack Mountain comprise the main public facilities for recreation in the Town. The West Pawlet Fish and Game Club has a private reserve off Route 153. Just south of the Pawlet-Rupert town line is the Mettawee Valley Community Center (MVCC), a 13.5-acre site located off Route 30. A private volunteer board oversees the facility. The Board consists of three members each from Rupert, Pawlet and Dorset.

The MVCC is centered on a multipurpose recreational field that provides playing space for youth baseball and adult softball and short field soccer or football. The facility includes a volleyball court, horseshoe pits, a paddle tennis court, a playground, and picnic facilities. There is also a parking area. Future plans anticipate fire pits for the picnic area and electricity to the site. There are hopes for tennis courts, a multi-purpose building, and possibly a pond. Also envisioned are camping facilities for youth organizations such as Scouts.

Construction of the MVCC has represented significant volunteer efforts, including donations of equipment time. National Guard engineers also contributed substantial efforts of personnel and equipment. There have been substantial donations of gravel for fill and grading, as well as monetary contributions.

Other recreational opportunities in the Town include fishing, hunting, hiking, and cross-country skiing. These activities often take place on private lands with permission of the owner. Of concern to local sportsmen is the increasing amount of land that is posted and owned by persons residing out of the State. Obtaining permission to hunt and fish on lands that have previously been available has become increasingly difficult, either because the absence of the owner makes it so, or because of the reluctance of an owner who is not familiar with local attitudes and customs. This situation results in decreased recreational opportunities.

Establishment of a Town Forest could allow general public access for recreation, provide open space, and preserve significant scenic resources. Recent conservation acquisitions in North Pawlet by The Nature Conservancy provide a significant opportunity to establish a Town Forest. The conservation acquisitions by The Nature Conservancy that provide this opportunity are discussed in detail in Section XII, Natural Areas, Scenic and Historic Resources.

In the future, as part of approval of subdivisions, especially large ones, regulations could be adopted requiring a developer to donate a portion of land for recreational purposes, or to contribute fees in lieu of land to an open space fund.

Before future growth makes it difficult, if not impossible, provision should be made for open space and recreational needs by adopting a land use policy that supports the farming economy, and public acquisition of land for the development of recreation facilities.

Year-round residents are also posting lands to a greater extent than previously because of problems created by hunters not familiar with traditional etiquette. Those hunters and fishermen may not realize the seriousness of leaving a gate open or damaging a section of fence. Such actions cause farmers to feel they must control access in order to protect livestock and prevent substantial labor and material costs for repairs.

The Town might wish to work with State officials to promulgate hunter safety and etiquette instruction for those from out of the State who wish to obtain a hunting or fishing license.

XI. NATURAL, SCENIC, and HISTORIC RESOURCES

Natural Heritage and Ecology

The Town, as a matter of policy, seeks to preserve its natural heritage and its scenic and historic resources. The Town also recognizes that the abundance of wildlife in the area depends critically on the health of the natural ecology.

Ecologically significant natural communities and habitats within the Town have been identified in a report entitled "Biological Natural Areas of Western Rutland County," prepared by the Nongame and Natural Heritage Program of the Vermont Department of Fish and Wildlife. A copy of the Report as it pertains to Pawlet is maintained in the Town Clerk's Office.

The report identifies three statewide and four local areas in Pawlet:

Statewide

1. North Pawlet Hills
2. The Pattern
3. Pawlet Sycamore Forest

Local

4. Tadmer Hill
5. Indian Hill
6. Highgo Hill
7. Sprucetop

The report suggests guidelines for managing these areas to preserve their value. The Town should seek to keep landowners whose property includes these areas informed of their value and encourage them to observe the suggested guidelines to preserve them.

In the North Pawlet hills approximately two thousand acres of unbroken forest survives, undeveloped and practically unimpacted by any human use since its beginnings after the glaciers retreated at the end of the last ice age. The forest is home to two unique natural communities, one of hickory-hop hornbeam and the other of dry elfin oak, both found on the south-facing aspects of the hills. These unique communities also appear on the south-facing aspects of hills collectively named "The Pattern" that define the west side of the Mettawee Valley. The Pattern also notably comprises a wilderness that extends for fifteen miles, crossed in one place only by an active Town road.

Another unique forest community, this one of sycamore, lies in to the southwest of River Road, the connector between Pawlet and West Pawlet.

Hunting opportunities abound, from birds to deer and even bear. Since Pawlet became the point for reintroduction of the wild turkey to Vermont more than fifty years ago, its habitat has proved ideal nurture for increasing flocks.

Besides excellent hunting, Pawlet offers many opportunities to observe wildlife. The ubiquitous margins of wood and meadow afford great variety for the bird watcher. Attention at dawn or dusk will uncover dozens of species. Hawks are never absent from the summer skies, drawn along with owls and other raptors to the bountiful prey of field and wood. Ponds and wetlands attract the majestic Blue Heron. Long V's of geese cross the skies in spring and fall.

The habitat supports numerous four-footed creatures besides those that mainly interest hunters. Beaver, mink otter, raccoons, and muskrat populate the riverine environment. An observer can also glimpse foxes, fishers, bob cats, and all the smaller land creatures. The other-worldly song of coyotes rings clear on a still night.

CONSERVATION

Town Forest Possibilities

One means of preserving some of the natural and wildlife resources of the Town might be to establish a Town Forest, an endeavor that has been undertaken by a number of Vermont towns. This might be a way, for instance, of preserving the unspoiled character of Haystack Mountain as an important physical feature of the Town.

In 1998, the owner of over 200 acres of forestland north of Haystack Mountain, including the summits of Middle Mountain and Bald Mountain, placed conservation easements on the land and sold the development rights to the Vermont Land Trust who in turn sold the property to The

Nature Conservancy. The Nature Conservancy's interest in the property includes preserving the unique natural communities contained wholly or in part within the parcel's boundaries, as well as maintaining the traditional uses of the property for recreation and public access. In addition, the Vermont Land Trust purchased approximately 129 acres of land southeast of and contiguous to the Middle and Bald Mountain property. The Land Trust subsequently transferred ownership to The Nature Conservancy, retaining a conservation easement. This land offers frontage on the abandoned Tunkett Meadow Road and thus provides a permanent route for a trail to the summits of the Three Sisters.

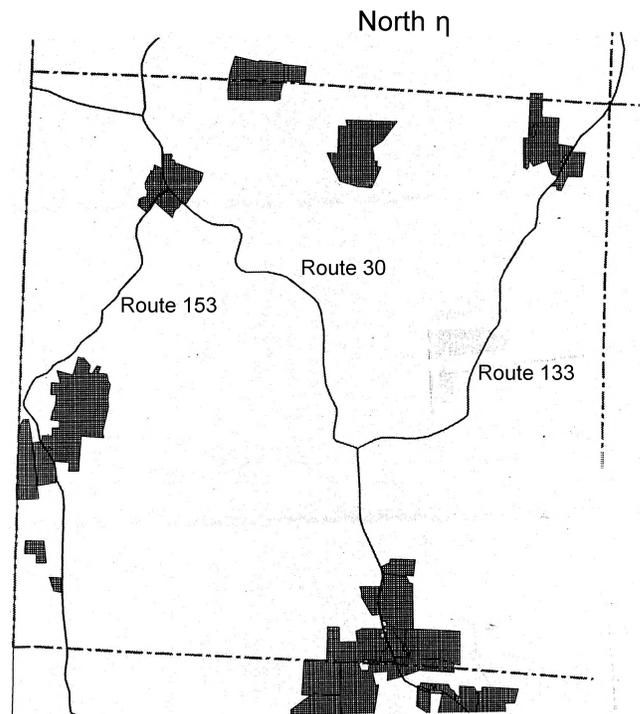
While these lands are not publicly owned as a Town Forest, protection of their natural and wildlife resources is ensured through the conservation easements. Public access for recreation, while not guaranteed by The Nature Conservancy's ownership, is presently allowed with some limitations. Further acquisition of conservation easements will ensure protection of the scenic and natural resources in the North Pawlet Hills area.

Establishment of a Town Forest in this area, or in any of the other six areas recognized as having statewide and/or local significance, would guarantee future public access to these valuable natural resource areas.

Other Conservation Resources

The Vermont Land Trust facilitated the North Pawlet conservation just described. More directly, The Vermont Land Trust has conserved a significant number of farm properties in Pawlet and the larger Mettawee Valley region by the purchase of development rights through its Southwest Vermont & Mettawee [sic] Valley Conservation Project. The purpose is to ensure that the lands involved will continue to be available for farming into the foreseeable future. Information about The Vermont Land Trust and the properties it has conserved can be found on the World Wide Web at <http://www.vlt.org>.

The map to the right shows some properties in Pawlet under conservation as of April 1999. The Vermont Land Trust and other



Key Dark patches are conserved parcels;
Dashed lines are Town boundaries.
Map courtesy of Spatial Analysis Lab at UVM.

conservation organizations have conserved the lands indicated. A total of 2136 acres have been conserved, of which 1560 acres are conserved as farmland. (Note: This conserved land may be privately owned and is not necessarily open to the public.)

A database of conserved lands in the State of Vermont has been developed by the Spatial Analysis Laboratory is a research facility located in the School of Natural Resources at the University of Vermont. Information about it and a map of conserved parcels can be found on the World Wide Web at <http://www.snr.uvm.edu/vtcons.html>

AIR

Air is ubiquitous and invisible, but it is critical to the function of life and all the natural systems of the planet, as well as the cultural and industrial capacity of humanity. As a rural town, without the substantial workplace and industrial facilities of urban environs, Pawlet's potential for negative impact on air quality is minimal. The output of vehicles within its borders provides the primary negative impact on air quality. Some localized pockets of smoke pollution develop occasionally during the winter months from household wood burning. With respect to global climate change, methane releases incident to dairy farming may have some impact.

On the other hand, Pawlet's extensive forestation exerts a positive impact far in excess of the negative impacts just noted. Forests play a major role in cleaning air, in addition to their extremely important beneficial effects on water quality and their powerful hydrologic function.

A further significant impact on air quality is the sequestration of carbon provided by forests. Carbon dioxide is a major driver of global climate change. Trees remove it from the air, incorporate its carbon into the very material they are made of, and return its oxygen to the air in vast quantities.

While Pawlet's forests are and have been valuable for the production of timber products, they are perhaps ultimately more valuable for their protection of the earth's environment. There are now even opportunities beginning to develop to sell carbon credits based on forestation.

It behooves the Town to attend to means of keeping and encouraging its forest resource.

HISTORIC RESOURCES

The Vermont Division for Historic Preservation has authored and issued a publication, "The Historic Architecture of Rutland County," Curtis B. Johnson, Editor, 1988, which details historic resources that the Town should preserve.

The Town of Pawlet was chartered in 1762. Although the separate villages of Pawlet and West Pawlet tried to split the Town in 1886, they remain united, together with a number of small, and still largely distinct, hamlets. Pawlet Village is the hub of the Town, located at the intersection of Routes 30 and 133 and on Flower Brook, near its confluence with the Mettawee River. West Pawlet Village, the Town's other major settlement, stands at a five-corner intersection of Route 153 and roads that lead immediately into New York State. The old roadbed of the Delaware & Hudson Railroad, converted now to a trail, runs through the West Pawlet Village center, and the Indian River flows nearby before joining the Mettawee.

The two villages and various hamlets provide varied historic interest. Both villages and the hamlet Spruce Gum, an extension of West Pawlet, are National Register designated districts. These three districts contain seventy-eight sites listed on the National Register. Over seventy sites in addition to these districts bring the Town's total to more than one hundred and fifty.

Pawlet's many pre-1850 homes offer visitors pictures of 19th century charm, while providing living shelter for their residents. The rich architectural history is displayed by well-maintained structures that exhibit a variety of styles, including Colonial, Greek Revival, Italianate, and Queen Anne. This architectural landscape of exceptional beauty and diversity sits against a landscape that varies dramatically from the broad, intensely-farmed Mettawee Valley to the abrupt hills of North Pawlet.

The Town Hall, in Pawlet Village, is a two story Victorian Italianate structure. It has served Town government continuously since it was built in 1881. Though rearranged inside, its exterior is untouched. Across from the Town Hall, on a small green, stands the former Village School. It is a Queen Anne-Colonial Revival structure, built in 1911. Superseded by a new school in North Pawlet, recent careful restoration has converted it to a beautiful Town library.

Also in the Village, Mach's General Store sells items from groceries to hardware and provides an informal meeting place for the local populace. Built by Joseph Fitch in 1808, this was the first brick building erected in Pawlet. Fitch's Tavern and Inn is not only historic, but unique in construction that extends it over the Flower Brook Gorge. A portal in the center of the store allows visitors to look directly down into the Gorge to

the brook below. It may be the only indoor fishing hole in Vermont. The building today remains largely as constructed in 1808. In addition to the store and apartments, an annex holds a stone oven and organic pizza bakery.

The West Pawlet Village retains much of its character from the heyday of the slate industry. That industry had declined to only a vestige by the 1970's, impacted substantially by manufactured roofing materials. Toward the end of the twentieth century the industry greatly revived, fed by a Japanese appetite for natural building material and the consequences of the Berkeley, California fire, which spawned regulations that shifted the high-end housing market from cedar shingles to fireproof, slate roofing.

The revival employs contemporary industrial methods, but the vestiges of Victorian methods remain in evidence. Although the quarry poles that supported networks of cables for hauling slate from the pits have largely rotted and fallen, the massive piles of waste slate, often carefully stacked against encroachment on roads and parts of the West Pawlet Village, remain. Quarries extend all along the twenty-five mile vein that is the largest deposit of colored slate in the world. Most are small, independent operations. The Slate Valley Museum in nearby Granville, New York has displays, exhibits, presentations, and important photographic documentation about all aspects of the history, current operations, and science of slate quarrying in the area.

Several one-room schoolhouses survive in the Town. One schoolhouse in West Pawlet was constructed in 1880. The Pawlet Historical Society, founded in 1973, owns two of these one-room brick schoolhouses and has begun to renovate them extensively. The Society publishes a newsletter three times a year with articles of local interest, including the winning historical essays written annually by the sixth grade school children. It arranges four programs a year for the membership and the general public.

Only two churches remain standing from those built during Pawlet's history, West Pawlet's Baptist Church from 1881 and Pawlet Village's Methodist Church from 1841. The Methodist church is Gothic Revival structure built to replace a former church that burned. The replacement church also suffered a fire that destroyed its original steeple. The Church made do with an inferior substitute steeple for many years. Years of fund-raising suppers and supportive donations allowed the Church to commission a new steeple that replicates the original one. It was finally erected in 2004.

Besides the history revealed in structures, several cemeteries in the Town provide historic interest.

SCENIC RESOURCES

Despite more than a century's changes, farming and quarrying remain the heart of the Town's economy and its most visible activities. They are the shapers of landscape. The quarries on the west side of town display the drama of mining, opening portals into the earth's ancient geology. Broad farm fields open vistas of valley against the rising hills. The height of cornstalks measures the passage of summer. Patches of bright green smaller fields punctuate the forests on the hills. Cows and sheep animate the meadows, and hawks soar in the wide skies.

Old pictures of the Town reveal a landscape largely clear of forest, which had been cut for fuel and potash. The massive return of forest since the late nineteenth century testifies to Nature's resilience. The logging that once more contributes to the local economy now proceeds with care so as not to mar the landscape.

Pawlet actively seeks to preserve its rural and natural character. To support the always hard-pressed farming economy it has supported extensive conservation easements by such means as purchase and sequestration of development rights devised by The Nature Conservancy and the Vermont Land Trust.

The Mettawee River flows through many scenic vistas from southeast to northwest across almost the entire diagonal of Pawlet. One of its particularly striking scenic features is the Mettawee River gorge that extends from below Cole Bridge for approximately 1/2 mile. Button Falls in North Pawlet roars with its volume.

The Mettawee grows in size as it gathers from numerous tributaries and wetlands that support varied wildlife. It provides swimming and boating recreation, and excellent fishing. The largest tributary, Flower Brook, issues into a scenic mill pond in Pawlet Village. Flower Brook has its own large tributary, Beaver Brook. These two, and numerous other tributaries to the Mettawee, offer many additional fishing opportunities.

Everywhere rises a backdrop of hills. Woodlawn Mountain, Pawlet's highest, lies to the east, its three peaks rising even taller across the Town line into Danby. To the west lies the long line of The Pattern. Haystack Mountain, the Town's distinctive natural emblem, rises abruptly from the valley in North Pawlet. Conserved land, it offers an easy trail to its summit. Climbing it yields the reward of a view that is very great in proportion to the small effort the trail requires.

There are no compilations that detail Pawlet's scenic resources. The Town should identify them formally to facilitate their preservation.

FUTURE

The scenic beauty of the Town's environs is immediately apparent to anyone who raises their eyes to the hills or settles him or herself beside a stream. Also, the historic character of the Town is written against its scenic setting. All these resources increase steadily in worth compared to

their loss from the world beyond this precious place. It is the interest of the Town to seek ways to maintain these resources.

XII. ENERGY

A. ENERGY USES

1. Town of Pawlet

- The Town energy consumption for Town-owned properties is relatively small owing to the small number of Town-owned buildings.
- The lack of energy conservation incentives within the Town currently hinders advancement within this important ecological and environmental area.
- The Town of Pawlet Select Board has established the Town of Pawlet Energy Committee (TPEC).

2. Private Residential

- Many homes in the Town are still heated with wood and some residents use wood-burning heating systems as a way of avoiding dependence on fossil fuels.
- The VT State Legislature has passed Act 94, which allocates money to home-owners who will replace old, inefficient, polluting OWBs with new low polluting models.
- Passive solar products have been installed on several residential properties, some recent installations as a result of federal, state and local tax incentives.
- The Town of Pawlet exempts solar collectors from property taxation.

3. Commercial/Industrial

- There exists one small hydroelectric generator in the Town that is currently inoperative.
- Water from the Mill Pond dam on the Flower Brook in Pawlet Village used to supply power to this generator, installed in 1983 and operational until 2003, which supplied electricity to Mach's General Store. New technology, using improved load synchronizers and in-stream turbines, makes this option more viable than previous technologies.

- In the past there have been 13 mills within the town that drew water power from the Mettawee and Indian Rivers and the Flower and Wells Brooks.
- The Army Corp of Engineers has sole jurisdiction over the development of rivers and the Vermont Agency of Natural Resources will not allow any new dams to be built.
- Any method of electrical power generation, which will feed into the public power grid, requires approval of the Public Service Board.

4. Agricultural

- Farm work today is very dependent on fuel-burning equipment.
- Heavy uses of gasoline, kerosene, fuel oil, propane and other fuels, as well as electricity, are common, even on the relatively small-scale farms of the Town of Pawlet.
- The cost of operations, especially fuel consumption, seriously affects farm profitability.

B. ENERGY OPPORTUNITIES

1. US Department of Energy

- The US DOE has established a program which provides funding to communities for the creation and implementation of energy efficiency and energy conservation programs.
- Funds can be used by communities for a wide range of programs from building energy audits to establishing and enforcing energy related building codes to material conservation programs, such as source reduction and recycling to the reduction and capture of methane and greenhouse gases.
- Such programs are well within the reach of agrarian towns like Pawlet.

2. Energy Incentives

- Within the State of Vermont individuals and communities alike are concerned with economical, non-polluting and renewable methods of producing the energy required to power their homes, public buildings and industry.
- At the time of this writing Vermont Yankee nuclear power plant is responsible for 30% of Vermont's electrical energy production. If VY

is decommissioned in 2012 alternative means of generating this power will be required.

3. Public Awareness

- Due to world-wide interest in global warming the public is now better informed than ever before about the effect our energy consumption has had and continues to have on the environment.

C. COUNTY & LOCAL INITIATIVES

1. Rutland County Energy Summit

- An energy summit workshop hosted by Neighbor Works of Western Vermont, the Town of West Rutland, the Rutland Regional Planning Commission and Green Mountain College was held in West Rutland Town Hall on September 23, 2009. This meeting kicked off the 10-10-10 initiative and generated a series of follow-up meetings to discuss how to implement the initiative.
- The Town of Pawlet was represented at this county-wide meeting, the result of which was the proposal to implement a public awareness campaign to reduce energy consumption.
- The proposed project, called 10-10-10, has the goal to reduce energy use by 10% in 10% of the homes and commercial buildings throughout the county by the end of 2010.

2. Rutland Regional Planning Commission

- Funding from the Vermont Clean Energy Development Fund and the U.S. Department of Energy is available for financing the audit of one municipal building in each town.
- The RRPC has established a Steering Committee for the Rutland County Energy Challenge to promote renewable energy generation throughout the County.
- The RRPC is promoting public education programs to help the County residents and businesses become better informed about energy conservation issues.

3. Town-Sponsored Programs

- At this point in time the Town of Pawlet exempts solar collector construction from property taxation. The text of this local ordinance is available at Pawlet Town Hall, Listors.

- Wind speed data was collected at locations within the Town as far back as the 1940's, which might indicate the potential for wind power generation. The location of this documentation is unknown.
- There is a marked paucity of Town-sponsored programs dealing with energy-related issues that affect or have the potential of affecting the Town and the residents of Pawlet.

D. RECOMMENDATIONS

The Town of Pawlet Planning Commission believes that the Plan should focus on programs for the conservation of energy within the Town for the foreseeable future and that education of the residents and business owners within the Town on energy conservation issues be promoted.

1. The PPC recommends that the Town of Pawlet participate in the Rutland County 10-10-10 Initiative to bring awareness to the Town residents of the need for energy conservation.
2. The PPC recommends that a joint project between the PPC and the TPEC should be undertaken to research how the town can encourage the use of energy efficient design when applications are made for the construction of new residential and commercial buildings within the town.
3. Recommendations for future Town of Pawlet Energy Committee projects:
 - Develop strategy for the responsible implementation of wind generated electric power.
 - Develop town-wide plan for geothermal energy sites, as well as an overall policy for implementation of the plan;
 - Develop a strategy for the responsible development of the Flower Brook Mill Pond for hydroelectric power generation.
 - Open a public dialogue on the potential of "harvesting" farm by-products to develop a Town-based energy cooperative.
4. The PPC recommends that the TPEC work with the Selectboard to create a comprehensive list of programs that can be implemented over the next five years.
5. The PPC recommends that the TPEC energy coordinator stay in touch with other neighboring town energy committees to share information and resources.
6. The PPC recommends that the TPEC become the prime public awareness body on energy issues for the Town of Pawlet.

7. The PPC recommends that the Town of Pawlet Selectboard implement the evaluation of energy usage of Town buildings and create an energy budget for those buildings.
8. The PPC recommends that the Town boards and commissions:
 - Put mechanisms in place to stay up to date on developments in energy conservation and non-polluting energy production, such as new models of OWBs, and foster the awareness of the Town residents on these issues;
 - Put mechanisms in place to stay up to date on Federal, State and regional programs which may assist Town residents in upgrading antiquated energy-generating equipment.

XIII. REGIONAL and SURROUNDING TOWN COMPATIBILITY

REGIONAL PLAN COMPATIBILITY

This Plan is extensively compatible with the Rutland Regional Plan. Some differences of emphasis occur, mainly due to the more rural and agricultural character of Pawlet compared to the urban and suburban parts of the Region, the relative size of Pawlet's population and economy, and Pawlet's mostly residential habitation.

It shares the Regional Plan vision of providing a place where residents enjoy a high quality of life, particularly deriving the benefits of rural life and character; a place with a well cared-for environment; and a place with a vigorous economy, particularly informed by the sorts of local business, cottage industry, and creative endeavor that enhance the rural character of the Town.

SURROUNDING TOWNS

Pawlet is notable among its surrounding towns in Rutland County for its longstanding Zoning Ordinances, which have effectively moderated the Town's development. By virtue of their long standing the Ordinances inform the understanding of the Town and provide a solid basis for building the Town's future.

This Plan shares with the plans of its neighboring Rutland County towns a concern that land use patterns maintain their rural character. The territories on both sides of the borders Pawlet shares with these towns notably exhibit continuity of rural character.

Pawlet has direct road connections with Wells and Danby. The Wells connection is mostly via State Route 30, but a Town road in North Pawlet provides a shortcut across a bow in Route 30, which makes it subject to an excess of traffic.

The road connection between Pawlet and Danby is of much greater concern, however. The towns connect to each other via a heavily used road maintained over its respective extent by each town. In the year 2001 the state located a traffic counter on the Danby part of the road. Counts indicated that between 9.4% and 11.4% of all vehicles were trucks. All but a very small amount of that truck count is necessarily through traffic, so the count is also an index for truck use on the Pawlet part of the road. The intensity of traffic on the road can be seen by noting that the State average for truck use on that class of road in the year 2000 was 5.7%. Truck traffic on that road is thus about double the State average for a road of its class. The severity of truck wear on that road can be gauged by noting that by transportation engineering rule of thumb the impact of one truck on road wear is more than the combined impact of thousands of cars. The provenance of this road is a major mutual concern for both towns.

The Bennington County towns of Rupert and Dorset, adjacent to Pawlet, share in their plans a concern for maintaining rural character in land use patterns. The territories on both sides of the borders Pawlet shares with these towns do notably exhibit continuity of rural character.

Rupert and Pawlet are visually seamless agriculturally in the Mettawee Valley and on the western part of their border. In between they share a range of forested hills.

Rupert and Pawlet now share a union school district for their elementary students.

Very little agriculture survives in Dorset: It has become heavily residential. The scarcity of land remaining for development has shifted significant potential for development north to Pawlet. Only a small part of Rupert separates Pawlet from Dorset along the region's main highway, Route 30.

The border Pawlet shares with Granville, NY, is partly in agricultural use, partly industrial use, and partly the border abuts the Village of Granville. The industrial use areas of both towns largely share contiguous border areas, as do the agricultural areas. Presently there are no significant cross border use discrepancies between the two towns. Granville, in New York State however, looks to a different set of planning and development guidelines than Vermont. The situation consequently holds some potential for difficulty and therefore merits consequent awareness.

Relationships between Pawlet and Granville share a long history. Granville was traditionally a market center for Pawlet. That role has eroded with the development of modern transportation, but it is still the most immediate source for everyday needs for many residents of Pawlet. Pawlet calls upon Granville for rescue squad services, as does Wells, Vermont. Granville secondary schools have been Pawlet's designated secondary schools for decades. They have only recently begun to slip as a destination for Pawlet students.

Appendix A

Data

- **Population of Surrounding Towns by Decades**
- **Population Growth Rates of Surrounding Towns**
- **Growth Rates 1970-2000**
- **Property Transfers 1999-2003 parcel and price data**
- **Industries with Notable Employment Changes**
- **Income Comparison Narrative**

This presentation and its supporting research have been funded by a Municipal Planning Grant awarded by the Agency of Commerce and Community Development, Department of Housing and Community Affairs.

Data Sources

- United States Census Bureau
- Rutland Regional Planning Commission
- Pawlet Community Data Profile, March 1994
- Vermont Department of Taxes

Population of Surrounding Towns 1970-2000

Location	1970	1980	1990	2000
Vermont	444,731	528,850	562,758	608,827
Rutland County	52,637	58,347	62,142	63,400
Pawlet	1,184	1,244	1,314	1,394
Rupert	582	605	654	704
Danby	910	992	1,193	1,292
Middletown Springs	426	603	686	823
Wells	560	815	902	1,121
Tinmouth	268	406	455	567

Population Growth Rates of Surrounding Towns

	Growth 1970- 1980	Growth 1980- 1990	Growth 1990- 2000
Vermont	18.91%	6.41%	8.19%
Rutland County	10.85%	6.50%	2.02%
Pawlet	5.07%	5.63%	6.09%
Rupert	3.95%	8.10%	7.65%
Danby	9.01%	20.26%	8.30%
Middletown Springs	41.55%	13.76%	19.97%
Wells	45.54%	10.67%	24.28%
Tinmouth	51.49%	12.07%	24.62%

Growth Rates 1970-2000

	Growth 1970- 2000
Vermont	36.90%
Rutland County	20.45%
Pawlet	17.74%
Rupert	20.96%
Danby	41.98%
Middletown Springs	93.19%
Wells	100.18%
Tinmouth	111.57%

Property Transfers 1999-2003 parcel and price data

Property Transfers (1999-2003)

Type	1999	2000	2001	2002	2003
Residential under 6 acres	25	33	20	18	20
Vacation under 6 acres	4	5	11	4	4
<i>subtotals</i>	<u>29</u>	<u>38</u>	<u>31</u>	<u>22</u>	<u>24</u>
Residential 6 or more acres	13	9	18	10	20
Vacation 6 or more acres	2	2	2	8	3
<i>subtotals</i>	<u>15</u>	<u>11</u>	<u>20</u>	<u>18</u>	<u>23</u>
Open Land	26	14	22	26	15
<i>totals</i>	70	63	73	66	62

Total Amount

Type	1999	2000	2001	2002	2003
Residential under 6 acres	\$672,600	\$1,747,590	\$1,228,500	\$1,012,999	\$1,596,750
Vacation under 6 acres	\$1,535,000	\$122,785	\$313,700	\$318,750	\$630,150
Residential 6 or more acres	\$839,000	\$1,855,700	\$1,706,000	\$86,500	\$3,075,000
Vacation 6 or more acres	\$52,000	\$1,128,000	\$257,500	\$1,830,660	\$487,500
Open Land	\$403,550	\$351,020	\$637,000	\$1,295,821	\$601,460
<i>totals</i>	<u>\$3,502,150</u>	<u>\$5,205,095</u>	<u>\$4,142,700</u>	<u>\$4,544,730</u>	<u>\$6,390,860</u>

Average Selling Price

Type	1999	2000	2001	2002	2003
Residential under 6 acres	\$74,733	\$109,224	\$102,375	\$92,091	\$145,159
Vacation under 6 acres	\$76,750	\$61,392	\$62,740	\$106,250	\$210,050
Residential 6 or more acres	\$209,750	\$371,140	\$284,333	\$86,500	\$307,500
Vacation 6 or more acres	\$52,000	\$564,000	\$257,500	\$305,110	\$243,750

Average price per acre

open space	1999	2000	2001	2002	2003
	\$2,390	\$1,777	\$2,480	\$4,912	\$4,945

Industries with Notable Employment Changes

Industry	1980	1990	2000
Construction	38	66	88
Manufacturing	156	125	77
Retail trade	66	144	103
Education	36	34	63
Health services	21	28	50
Personal, recreation, entertainment	29	45	59
Other professional services	16	19	42

Income Comparison Narrative

- Pawlet median household income increased
 - from 91% of Rutland County median in 1990 to 99% in 2000,
 - from 86% of Vermont median in 1990 to 89% in 2000.
- Pawlet median family income increased
 - from 92% of Rutland County median in 1990 to 96% in 2000,
 - from 87% of Vermont median in 1990 to 88% in 2000.

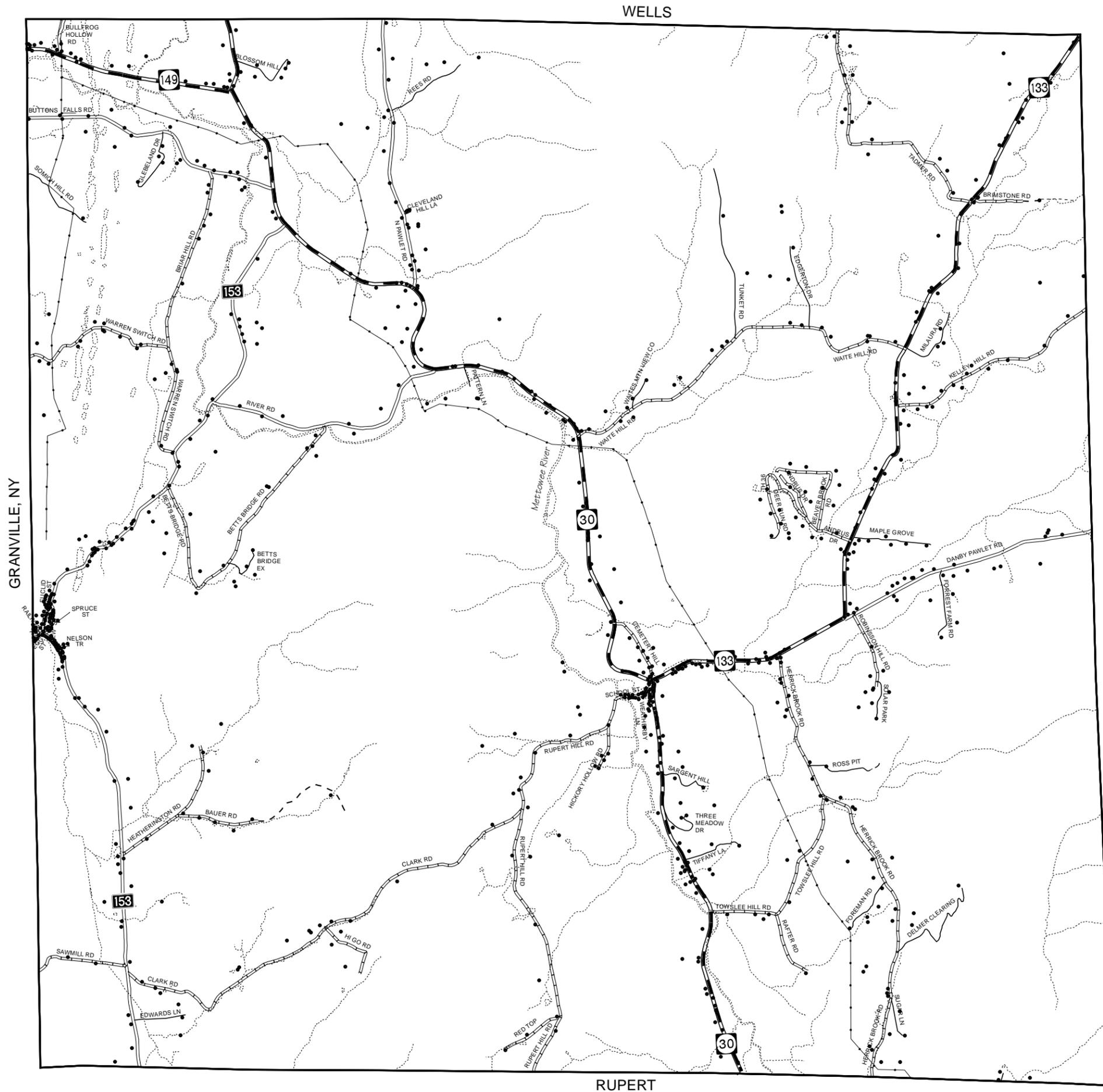
Appendix B

Maps

- 1. Base Map**
- 2. Future Land Use**
- 3. Transportation, Education, and Community Facilities**
- 4. Natural Resources**
 - a. Map 1- wetlands, habitat, slopes, etc.**
 - b. Map 2- waters, soils, conserved lands, etc.**

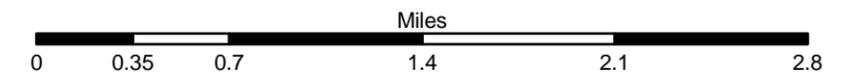
PAWLET, VERMONT

BASE MAP

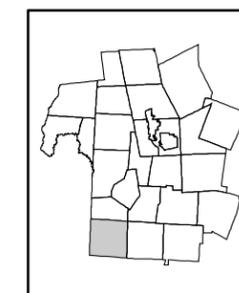


Legend

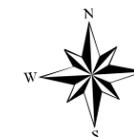
- State Highway
- Class 2 Town Road
- Class 3 Town Road
- Class 4 Town Road
- State Forest Road
- Private Road
- Other Road
- Surface Water
- Power Lines
- Structures



LOCATION MAP

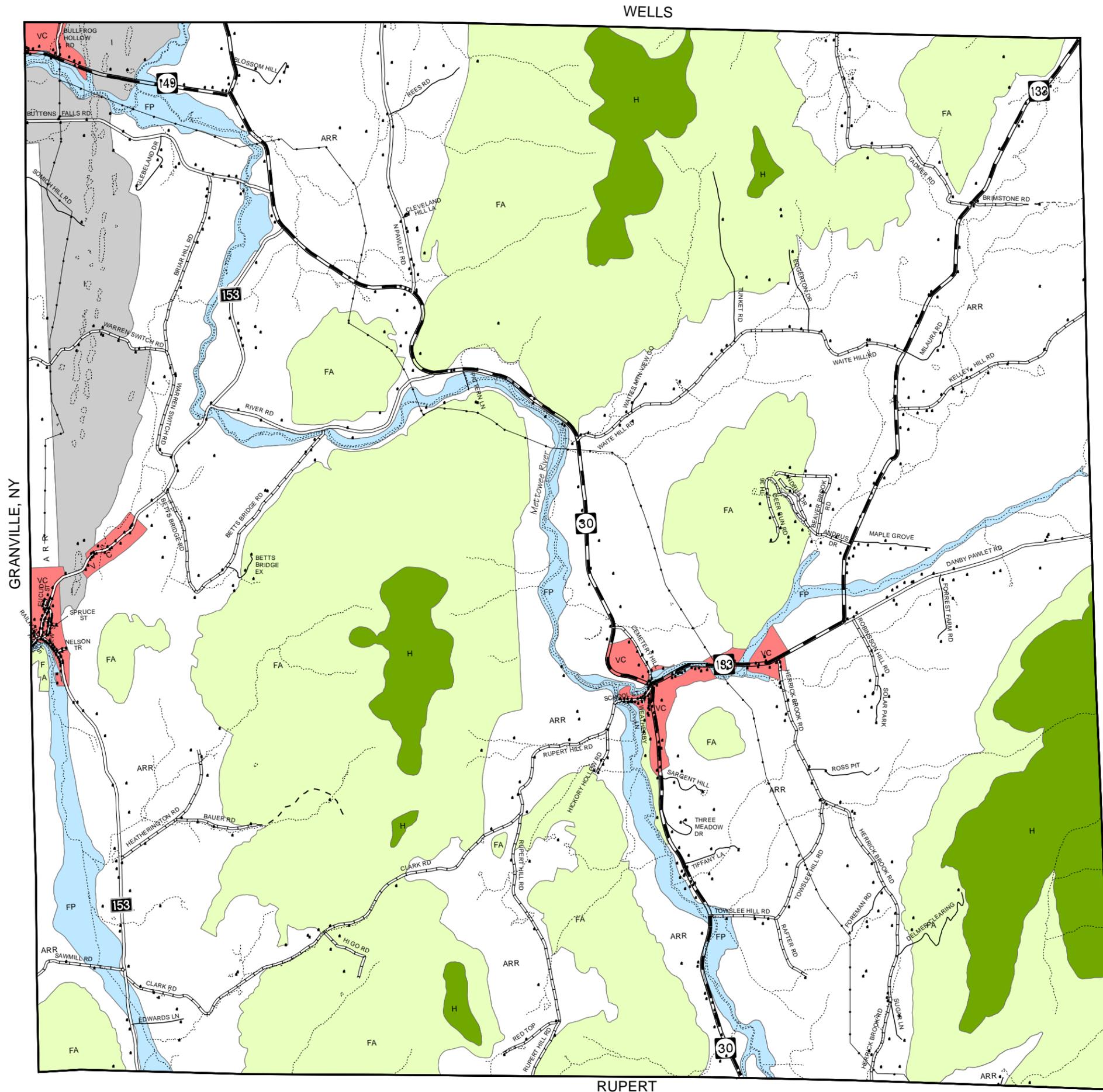


Copyright Rutland Regional Planning Commission
This map (D:\RRPC\PAWLET\Base Map.mxd)
was produced on 8/3/2005



PAWLET, VERMONT

FUTURE LAND USE



Legend

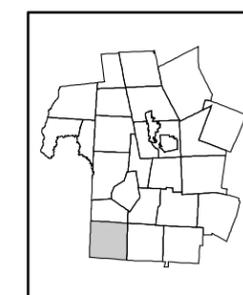
- State Highway
- Class 2 Town Road
- Class 3 Town Road
- Class 4 Town Road
- State Forest Road
- Private Road
- Other Road
- Surface Water
- Power Lines

LAND USE DISTRICT

- HIGHLAND
- FLOODPLAIN
- FOREST & AGRICULTURE
- INDUSTRIAL
- VILLAGE & COMMERCIAL
- AGRICULTURE & RURAL RESIDENTIAL



LOCATION MAP



Copyright Rutland Regional Planning Commission
 This map (D:\RRPC\PAWLET\FLU Map.mxd)
 was produced on 8/8/2005



PAWLET, VERMONT

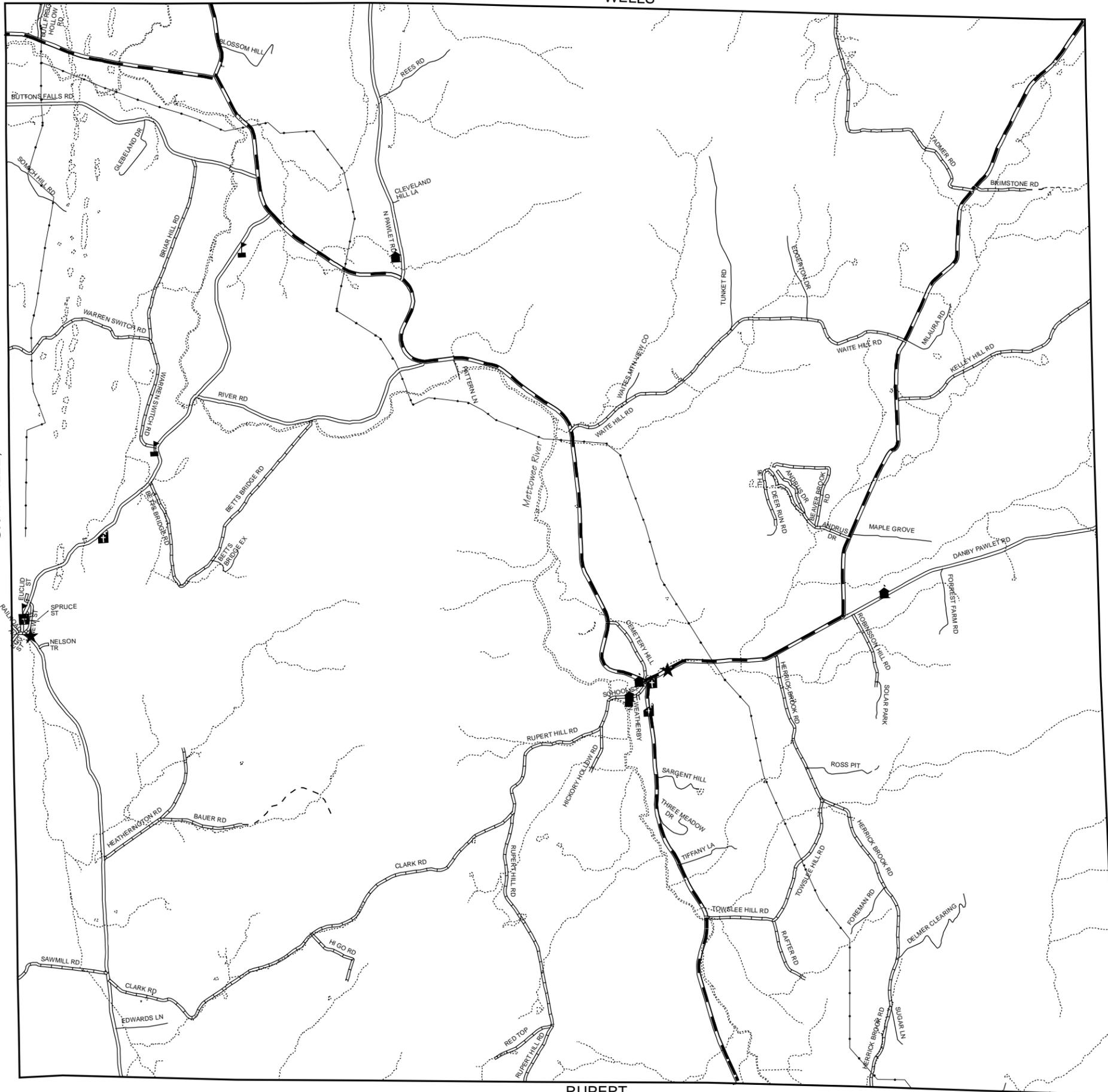
Transportation, Education and Community Facilities

GRANVILLE, NY

WELLS

DANBY

RUPERT

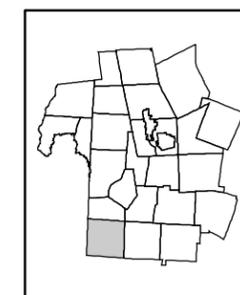


Legend

- State Highway
- Class 2 Town Road
- Class 3 Town Road
- Class 4 Town Road
- State Forest Road
- Private Road
- Other Road
- Surface Water
- Power Lines
- Government
- Church
- School
- Fire



LOCATION MAP



Copyright Rutland Regional Planning Commission
 This map (D:\RRPC\PAWLET\commfac.mxd)
 was produced on 7/29/2005



Natural Resources

Pawlet Map 1 of 2



Copyright Rutland Regional Planning Commission
This map (D:\RRRPC\PAWLET\NatRes map1.mxd)
was produced on 8/2/2005

Location Map



Map intended for planning purposes only.

For more information, please contact:
Rutland Regional Planning Commission
PO Box 965, The Opera House, Third Floor
Rutland, VT 05702 (802)775-0871

- | | | |
|-------------------------|--|---------------------------|
| — US Highway | — Railroads | ■ Slopes 6 - 10 % |
| — State Highway | — Electric Lines | ■ Slopes 10 - 14 % |
| — Class 2 Town Road | — Surface Waters | ■ Slopes 14 - 20 % |
| — Class 3 Town Road | ■ Frequently Flooded Areas and Flood Plain | ■ Slopes 20 - 24 % |
| - - - Class 4 Town Road | ● Rare Plant/Animal Sites | ■ Bear Production Habitat |
| — State Forest Road | ■ NWI Wetland Areas | ■ Seasonal Bear Habitat |
| — Private Road | ■ Deer Wintering Areas | |
| - - - - Other Road | | |

POLITICAL BOUNDARIES: 1:24,000 USGS Quadrangles, VCGI, 1991.

ROADS: VT Enhanced 911 project 1996 -1998.

SURFACE WATER: Interpreted from 1:5,000 orthophotos using USGS 7 1/2' quadrangles and 1:20,000 color infrared aerial photography as additional source material.

NWI WETLANDS: USFWS NWI used 1:80000 color infrared aerial photos (flown between 1975 and 1978), USGS topo sheets and other mapped and text data to interpret locations of wetlands. 3 acre mapping unit. Two-thirds of the wetlands were hand digitized from 1:24000 mylars. The remainder was scanned from 1:24000 or 1:25000 mylars. These mylars were created by transferring wetland polygon boundaries from 1:25000 NWI mylars to 1:24000 base maps. Wetlands for planning purposes only. Refer to the VANR-DEC, Water Quality Division, Wetlands Section for official wetlands determinations. (802) 241-3770.

BLACK BEAR HABITAT: Vermont Fish and Wildlife Department, "Black Bear Habitat in Vermont, 1989"

FLOOD PLAIN: Digitized from FEMA Flood Insurance Rate Maps. Floodplains for planning purposes only. Refer to the VANR_DEC, Water Quality Division, Floodplain coordinator for official floodplain determinations. (802) 241-3759.

DEER WINTERING AREAS: 1:24000 AND 1:25000, VANR, 1994.

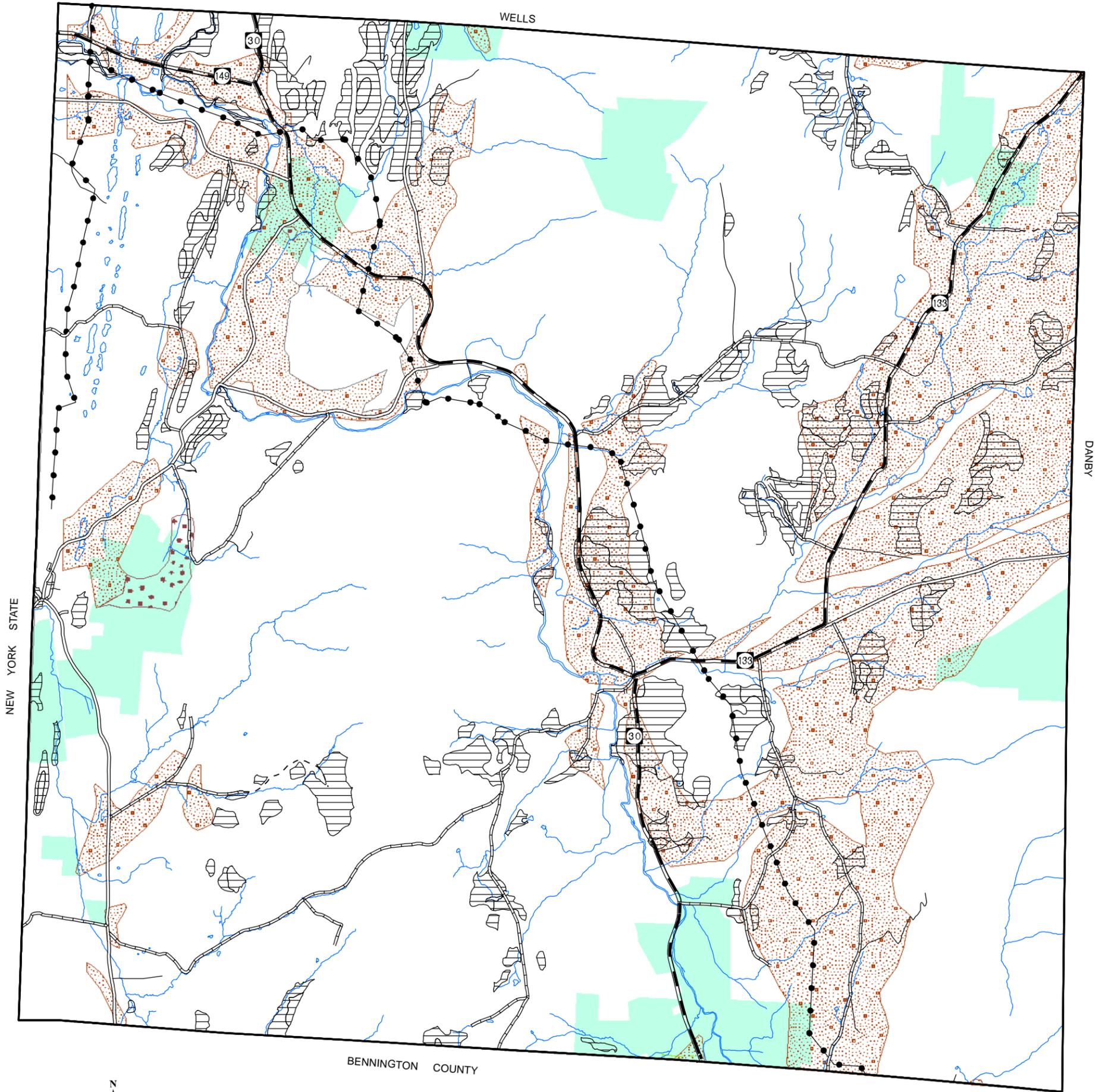
RARE PLANT/ANIMAL SITES: Rare, Threatened and Endangered Species & Significant Communities, 1:24000, Vermont Nongame and Natural Heritage Program, VANR, 1997.

SLOPE: Slopes generated from USGS NED based DEM24 data. Slope was calculated for 30 by 30 meter pixel, 2002.



Natural Resources

Pawlet Map 2 of 2



Copyright Rutland Regional Planning Commission
This map (D:\RRRPC\PAWLET\NatRes map2.mxd)
was produced on 8/2/2005

- | | | |
|-------------------|----------------|----------------------------------|
| US Highway | Private Road | Prime Agricultural Soils |
| State Highway | Other Road | Potential Sand Deposits |
| Class 2 Town Road | Railroads | Potential Sand & Gravel Deposits |
| Class 3 Town Road | Electric Lines | Conserved Lands |
| Class 4 Town Road | Surface Waters | Public Lands |
| State Forest Road | | |

Location Map



Map intended for planning purposes only.

For more information, please contact:
Rutland Regional Planning Commission
PO Box 965, The Opera House, Third Floor
Rutland, VT 05702 (802)775-0871

POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

ROADS: VT Enhanced 911 project 1996 - 1998.

SURFACE WATER: Interpreted from 1:5000 orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material.

SOILS: (Prime and Statewide Ag without Hydric): Optically scanned from 1:20,000 USDA-NRCS soil maps, 1981

PUBLIC/CONSERVED LANDS: Vermont Conserved Lands Database 1:5000 parcel data,UVM-SNR-SAL, 1999.

SAND AND GRAVEL: The classifications of sand and gravel resources are based on information developed by USDA Natural Resources Conservation Service. Soil data are accurate to a resolution of three acres, unmapped "inclusions" up to three acres may exist in some areas. This information is generalized. It should not be used for the evaluation of individual sites. Soils shown are based on national USDA-NRCS criteria and have good potential for sand and gravel deposits.

