Agenda for the Selectboard Meeting Wednesday, February 14, 2018 at 6:30 PM

(Times Are Approximate)

1) Approval of Agenda (Action Item) 5 minutes

2) Public Comments (Discussion Item) 10 minutes

3) Approval of Minutes: 12/6/2017, 12/13/2017, 1/10/18, 1/17/18, 1/20/18-1/23/18, 1/24/2018, and 1/29/2018 Selectboard meetings (Action Item) 5 minutes

4) Prudential Committee – Request to Appoint Barbara Currier (Discussion/Action Item) 5 minutes

5) Climate Change & Sustainability Resolution (Discussion/Action Item) 10 minutes

6) Board to Sign Accounts Payable/Warrants (Action Item) 5 minutes

7) Town Manager Report (Discussion Item) 10 minutes

8) Elisabeth Gordon Request to Present Play at Town Meeting (Discussion/Action Item) 10 minutes

9) Town Plan: Process & Next Steps (Discussion/Action Item) 30 minutes

10) Approve and Sign Certificate of Highway Mileage (Discussion/Action Item) 5 minutes

11) Correspondence (Discussion/Action Item) 5 minutes
   a) Tracey Kawecki (2 items)
   b) Pam Smith
   c) Marcia Calloway
   d) Calli Guion (2 items)
   e) Chris Katucki (2 items)
   f) Lindsay Putnam
   g) Ernie Ciccotelli
   h) Charlotte Metcalf (3 items)
   i) Tracey Hayes
   j) Omer Trajman
   k) Colin Calloway
   l) Chris Moore
   m) Upper Valley Haven
   n) Stuart Richards
   o) Kris Clement
   p) Buff McLaughry

12) Selectboard
   a) Town Manager Evaluation – possible executive session (Discussion/Action Item) 30 minutes
   b) Review of Next Agendas (Discussion/ Action Item) 10 minutes

13) End of Meeting Debriefing – if needed (Discussion Item) 10 minutes

Next Meeting – February 28, 2018 at 6:30 PM

To receive email notices of Selectboard meetings and hearings, agendas, minutes and other notices, send an email to manager-assistant@norwich.vt.us requesting to be placed on the Town Email List.

(3)

DRAFT Minutes of the Special Selectboard Meeting of
Wednesday, January 17, 2018 at 5:30 pm

Members present: Mary Layton, Chair; Linda Cook; Stephen Flanders; John Langhus; John Pepper; Herb Durfee, Town Manager.

There were about 8 people in the audience.

Also participating: Stuart Richards, Marcia Calloway, Charlotte Metcalf, Frank Manasek, Carolyn Frye, Jeff Goodrich.

Layton opened the meeting at 5:36 pm.

1. Approval of Agenda (Action Item): The Selectboard agreed to proceed with the agenda as drafted, with added commentary by Town Manager on Audit Update. It is not yet known if the audit report will be ready in time for the Town Report.

2. Public Comments (Discussion Item): Stuart Richards shared concerns about the survey and Route 5 development, and asked that the edited version of the Town Plan he and others have worked on be submitted for the public to review. Marcia Calloway asked again about receiving documentation of 3 years of public participation leading up to the receipt of the Town Plan, citing due process requirements. She asked the Board to understand and be mindful of the 12 criteria and finally wanted to learn details about the feasibility study for the Dyke property as cited in the NY Times advertisement.

3. Town Plan Process – Board Deliberation: Flanders opened by reaffirming that 3 of the 5 Board Members (Flanders, Pepper, Langhus) had previously favored an advisory vote on the Town Plan at the March Town Meeting. Langhus agreed but indicated that objective itself should not drive the timeline. Discussion led to the proposal that after the 2-part Public Hearings on January 20 and January 23, the Board would have more information and could decide on appropriate timing after that, to be discussed at the regular Selectboard Meeting on January 24. Linda Cook emphasized that the public needs to be better educated and would not support an advisory vote in March.

   Board discussion regarding the agenda for the 1/20 and 1/23 meetings led to following decisions on hearing structure: i. Overall Summary (Langhus – 2-3 minutes) and then for each "Chapter" of the Town Plan: ii. Key Changes since 2011 and End of Chapter Summary (3 minutes) and iii. Public Comment. Each Chapter will be dealt with separately so as to stay organized.

   Break-out group sign-ups by Town Plan Chapter will have sign-up sheets for people who want to learn more outside of the formal hearings.

Linda Cook and John Pepper are in charge of the "PR Committee" to attempt to give notice to as many residents of Norwich as possible, including seniors and those who don't use technology regularly.

Public Comment: Jeff Goodrich discussed his long history and reminded the board that of Norwich's role in the regional "designated growth center". Charlotte Metcalf asked the Board to update Map 11 related to Hamlets and to better understand a law that she believes will eliminate development on highway exit areas like Route 5. Carolyn Frye suggested that the comments by the public at the upcoming hearings be limited to one Chapter at a time. Stuart Richards shared further thoughts before moving onto the proposed Survey.

4. Town Plan Survey – Continued Discussion: Linda Cook indicated she does not support the survey as drafted. She felt that the missing components are tax implications for each of the questions to help residents filling out the survey understand possible implications of their answers on their own financial standing. With discussion and minor suggestions, Pepper, Flanders, and Layton all agreed that the survey should continue forward. Langhus supported it as-is with no suggested changes.

   Public Comment: Frank Manacek suggested the questions "Why did you move here?" and "What causes you to stay here?". Stuart Richards talked about affordability as a key part of the survey. Frank Manacek suggested "Do you think you are getting good value for your tax dollars in Norwich?" Carolyn Frye suggested that in addition to the reasons you choose to stay in Norwich, it could be helpful to know "What don't you like about Norwich?" "What could cause you to leave Norwich?"

At 7:37pm, Cook moved (2nd Flanders) to adjourn. Motion passed unanimously. Meeting adjourned at 7:37pm.

By Mary Layton, Selectboard Chair

Approved by the Selectboard on_____.

Mary Layton
Selectboard Chair
Next Meeting – January 24, 2018 at 6:30 PM

PLEASE NOTE THAT CATV RECORDED THIS SPECIAL MEETING OF THE NORWICH SELECTBOARD.

(3)

DRAFT Minutes of the First Town Plan Public Hearing (1A & 1B)
Saturday, January 20, 2018 at 3:00 pm
Tuesday, January 23, 2018 at 7:00pm

First Town Plan Public Hearing 1A
Saturday, January 20, 2018 at 3:00 pm

Members present: Mary Layton, Chair; Linda Cook; Stephen Flanders; John Langhus; John Pepper; Herb Durfee, Town Manager.

There were about 65 people in the audience.

Also participating: John Carroll (moderator and timer), Jeff Lubell (PC), Pam Smith, Tracey Kewecki (in writing), Sue Pitiger, Kelly _____, Ernie Cicotelli, Charlotte Metcalf, Dean Seibert, Claudette Brochu, Anna Adachi-Mejia, Marsha Calloway, Frank Manasek, Mike Novek, Liz Adams, Ann McGowan, Sarah Reeves, Colin Calloway, Anne Seibert, Stuart Richards, John Farrell, Robert Cuer, Ann Foley, John Feldie, Chris Moore, Warren _____, Kris Clement, Charyl _____

Layton made a motion to open the meeting at 3:07pm. Flanders second.

INTRODUCTORY REMARKS:

1. Layton reviewed the basic agenda and ground rules of the Public Meeting. Questions would be documented and answered at a later date. The emphasis was to spend as much time listening to public comment and questions as possible in the 120 minute period.

2. Jeff Lubell of the Norwich Planning Commission (PC) presented for approximately 5 minutes with a brief set of slides. Lubell discussed that the historical 5 year between Town Plan updates had been too tight and Norwich had often made major updates every 10 years with minor updates every 5. The last major update was in 2011. The 2017 was considered a minor update.

   Lubell emphasized a few points regarding the plan: the 2017 Town Plan does not contemplate mixed use, hamlets, etc. in the Route 5 South or River Road districts due to feedback from public during 2017. The document the PC is proposing is very much an edit of the current plan which is responsible for the town we all currently experience.

3. John Langhus spoke for approximately 3 minutes emphasizing that this hearing represents the official hand off of the Town Plan to the Selectboard. He reviewed that there are two required Public Hearings. The hearing today and on Tuesday 1/23 comprise parts 1 and 2 of the 1st Official Public Hearing. He reminded the public of the informal nature of the hearing, offering that people could review the action plans of each chapter which were posted on the walls, etc. Questions by the public were not to be answered during the meeting.

PUBLIC COMMENTARY:

1. Pam Smith shared that there was lots of opposition from the public from all corner of Norwich. She pointed out Map #11 as most striking showing what she estimated to be a 100%+ increase in the size of the Village Center.
   CLARIFICATION NEEDED: She asked that the Town Plan be put on the Town Warrant.
2. Tracey Kewecki, via Pam Smith, based on the public gathering at the NPL on January 19, suggests that the Selectboard reject the proposed Town Plan and send it back to the Planning Commission to start over. She also suggests that more collaboration take place in the next round.

3. Sue Pitiger asked a question about the Housing section and wanted to know if anyone could summarize the key changes in that section between 2011 vs. 2017.

4. Kelly **(LAST NAME)** talked about Norwich being seen as expensive, snobbish and elitist. Development will only add to taxes, especially given increases necessary to cover utilities, sewage, etc. If "indiscriminate development" is allowed, Norwich will "lose our town". She requested that one year be spent seeking further contributions from the public.

5. Ernie Cicotelli first clarified the versions of the plans and talked about the words used in the proposed plan specifically related to sustainability and sustainable development. Referenced "Our Common Future" and feels the proposed TP will be miscontstrued and lead to conflict and law suits. Suggests the TP must either be pro-growth or sustainable, but cannot be both.

6. Charlotte Metcalf asked questions about the impact of the TRORC regional plan. She discussed the "feasibility" study as well as a PC member's previous suggestion that 150 units or more in the Route 5 South area was the only way to make development financially viable. She shared statistics on tax impact of development, summarizing that "undeveloped land is the fiscal winner".

7. Dean Seibert shared the lens of asking whether the vision of the proposed TP moves the Town forward or does it cause harm. He suggested that parts of it do cause harm and that the Selectboard should weigh those issues carefully. He also shared his disappointment that hamlets had been removed from the TP. He concluded by noting that the most fragile section of our town is the Village Center (anchored by Dan & Whits, etc.).

8. Claudette Brochu pointed out what she feels was an error in that the town is not growing as the TP indicates. She also felt that the PC did not meet statutes because they had not included enough public comment.

9. Anna Adachi- Mejia discussed affordable housing and asked how could we achieve our goals using the stock we already have.

10. Marsha Calloway discussed lack of but requirement of citizen participation throughout the process. She pointed out that she has been waiting for answers to some of her questions on participation for over 5 weeks. She feels that zoning can be changed with the Town Plan and that it wouldn't take much to have open-ended development and change our town forever.

11. Frank Manasek discussed the difference between claims of "hard work" and "outcomes" and shared that he wanted to focus on outcomes and not the hard work put into producing a Town Plan. He requested that the Selectboard remove and replace the entire Planning Commission.

12. Mike Novek listed six substantial changes in the 2017 proposed TP versus the 2011 TP and commented that zoning changes must follow the Town Plan.

13. Liz Adams said that she is not opposed to growth. Housing in Norwich is increasingly hard for families to reach. New students are critical. Young families bring vibrancy to our town, and we may be at risk of "loving Norwich to death".

14. Ann McGowan restated that Jeff Lubell clearly indicated that development has been removed. She said that potential residents who make a good living cannot necessarily afford to live here.

15. Sarah Reeves discussed the need to add affordable housing in a reasonable way, but Route 5 South just is not the right location. Keep Route 5 South a Gateway that is beautiful.

16. Colin Calloway supports affordable housing but believes the TP opens the way for unrestricted development which he does not support.

17. Anne Seibert showed a map that was "floating around" (which was from the TRORC Regional Plan apparently). She did an informal inventory and counts 50 affordable housing units along Route 5 South that would be removed when the land became more valuable after development is permitted.

18. Stuart Richards sees an effort by the PC to suburbanize Norwich and that the TP leaves the door open to unlimited development. He suggests caps on size and time, and feels it would be a mistake to enable mixed use on Route 5.

19. John Farrell talked about "landscape amnesia" – the slow and gradual building of infrastructure such that nobody really notices it. He is pro affordable housing but against "massive" development.

20. Robert Cuwer felt the TP is more like a wish list. Affordable housing is getting more expensive to build. Noted that these plans have no teeth to allow people to move forward.

21. Charlotte Metcalf (2) talked about the new TP designating Route 5 South and River Road as the extension of the Village Center. She cited the recent articles in the Rutland Herald and regulations passed related to building at interchanges.

22. Ann Foley commented on the Town Plan.

23. Jeff Lubell (2) reemphasized that the TP does not proposed development on Route 5. Period. It reflects a great deal of feedback received during the past year.

24. Marsha Calloway (2) had questions regarding Map 11. She asked again why not include the public before the PC submitted the TP to the Selectboard and not after.

25. Stuart Richards (2) disagreed with Jeff Lubell's comments. He pointed out that Map 11 designates a place where intense development will take place and "leaves the door open" for wrong kind of development.

26. Ernie Cicotelli (2) shared that the TP cannot contain any conflicts or it will lead to hostility, law suits, etc.

27. John Feldie talked about how it is very hard for parents to attend Selectboard meetings and Public Hearings like these.

28. Chris Moore wants to understand the link between the TRORC Regional Plan and the Town Plan? Which parts are which?

29. Marsha Calloway (3) made TRORC comments and a comment on Map 11.

30. Warren _____ made comments on the process and shared his disappointment when the integrity of those serving in elected office is questioned.

31. Robert Cuer (2) expressed concern about the "green dessert" that is the area leading to the river on 10A. Shared an idea to expand the Village Center long 10A instead of doing so in another area like Route 5 South.

32. Claudette Brochu (2) questioned whether the stats in the Regional info were up to date... WRJ, Leb, etc.

33. Stuart Richards (3) asked that SB and PC set a clear goal for actual amounts of affordable housing.

34. Kris Clement asked for the definition of an advisory vote. John Langhus responded.

35. John Langhus made closing remarks.

36. Cherryl _____ asked what exact zoning had been worked on by the PC that had been mentioned previously.

Linda Cook, John Pepper, Steven Flanders and Mary Layton each made brief concluding remarks.

Linda Cook moved to continue the First Town Plan Public Hearing until 7pm Tuesday, January 23, 2018. Flanders 2nd. All in favor 5-0.

Session 1A concluded at 4:58pm to be continued as Session 1B at 7pm on Tuesday 1/23/18.

First Town Plan Public Hearing 1B
Tuesday, January 23, 2018 at 7:00pm

Members present: Mary Layton, Chair; Linda Cook; Stephen Flanders; John Langhus; John Pepper; Herb Durfee, Town Manager.

There were about 70 people in the audience.

Also participating: John Carroll (moderator and timer), Jeff Goodrich (PC), Kathleen Shephard, Paul Manello, Buff McLaughry, Harry Roberts, Ann Foley, Omer Trajman, Daniel Johnson, Chris Ashley, Elizabeth Howard, Tracey Kewicki, Priscilla Vincent, Jenny Levy, Tracy Hayes, Ralph Hybels, Clay Adams, Colin Calloway, Charlotte Metcalf, Frank Manasek, Marcia Calloway, Callie Guyon, Stuart Richards, Ernie Cicotelli, Dean Seibert, Ann Seibert, Roger Arnold, Maggie Pepper, Kris Clement, Chris Moore.

Layton made a motion to continue the meeting at 7:08pm. Flanders second.

INTRODUCTORY REMARKS:

1. Layton reviewed the basic agenda and ground rules of the Public Meeting similar to 1/20.

2. Jeff Goodrich of the Norwich Planning Commission (PC) presented for approximately 5 minutes with a brief set of slides. Goodrich said that the 2017 proposed TP was a re-adoption of the 2011 TP, with revisions based on public comment. He highlighted the red-line version available on line.

3. John Carroll introduced himself as a glorified timekeeper, but then retracted that saying he was "just" a timekeeper ☺

4. John Langhus spoke for approximately 3 minutes repeating the introduction he had made on 1/20.

PUBLIC COMMENT

1. Kathleen Shepherd has lived in Norwich for 40 years and supports efforts to increase diversity, add school children and to be fair in decision-making. She supports the idea of the listening sessions to hear from a large swath of people.

2. Paul Manello, affordable housing subcommittee, said there was little to show for so many years of work on his and others' part. Moving here today he said he could not support the home they live in now. He sees nothing objectionable about the proposed TP.

3. Buff McLaughry shared data related to real estate in Norwich, as well as median income statistics around the region (Leb, Hanover, Hartford, etc.) demonstrating need for affordable housing. Lowest inventory of housing since 2007 – the Upper Valley is short 5,000 housing units. In 2017 7 homes in Norwich sold for less than $250K, and 10 homes sold for less than 300.

4. Harry Roberts discussed the Grand List and its 1312 single-family dwellings.

5. Ann Foley talked about the trend of affordable housing being purchased and then renovated, expanded, and no longer being affordable. She said the TP is "ok", but very vague, and the door is open for distasteful, big development which won't add to Norwich but will take away from Norwich.

6. Paul Manuello (2) shared that he is tired of the Listserve accusations of individuals servings on boards and committees.

7. Omer Trajaman is broadly supportive of the proposed TP and submitted notes to the TM. Appreciated the updates to energy and focus on sustainable growth.

8. Daniel Johnson, former chair of PC during 2011 TP, discussed the transparency at that time and shared that it was fundamentally flawed to throw it out and start from scratch. "Documents learn over time", and felt changes are headed in the right direction.

9. Chris Ashley supported the TP in the spring and continues to support it. Encourages an advisory vote and talked about Norwich relying on Upper Valley and not just on itself.

10. Elizabeth Howard shared concerns about keeping Norwich affordable for those already here.

11. Tracey Kawecki reiterated her statement from 1A and worries that the TP includes all of the ingredients that allow an exemption of Act 250. She suggests the SB reject the TP outright.

12. Priscilla Vincent shared thoughts on challenges of water and sewer.

13. Jenny Levy supports plan as redlined – shared a stat that both at Hypertherm and DHMC the average person commutes 24 miles.

14. Tracy Hayes shared two concerns: internet and utilities need to be addressed in the TP, and cannabis must be included especially given recent legalization.

15. Ralph Hybels urged the List Serve contributors to be more positive and noted that developers are not clamoring to do work here in Norwich.

16. Clay Adams encourages the adoption of the TP as redlined. Discussed issue of employees in UV not being able to get work near home.

17. Colin Calloway supports affordable housing but is concerned with intent and content as evidenced by meetings of November 8 and December 13. Suggests removal of Map 11 and restart process.

18. Charlotte Metcalf noted that a "top-down approach" could lead to 150 units to make the 35 acre Dyke property viable for a developer. Reiterated from 1A, and suggested taxpayers need to know affect on taxes if TP is adopted.

19. Frank Manasek talked about a priest and a nun going into a bar before sharing that he might boycott the proposed PC-led listening meeting unless there was a quorum and proper minutes taken.

20. Ralph Hybels suggested that people attend Affordable Housing Committee meetings.

21. Chris Ashley made comments on the Development Review Board.

22. Marcia Calloway discussed concerns about Map 11, cited pages 12-9 and 11-23, lack of public participation in PC meetings leading up to proposed TP, questioned who authorized the feasibility study, and said she has no trust in the current PC.

23. Frank Manasek discussed breakout groups and John Langhus briefly clarified their structure.

24. Charlotte Metcalf worries that the listening sessions will have no public record.

25. Callie Guyon pointed out the issues of planning vs. planning & zoning.

26. Stuart Richards made comments opposing the TP.

27. Ernie Cicotelli discussed community involvement in affordable housing projects ("barn raising") and experimental $20,000 homes.

28. Dean Seibert concerned about the lack of balance in the TP... what is the impact of such a development? Suggests the SB require an impact assessment and questioned why Regional Commission has flipped so dramatically on their Route 5 stance. Asks SB to find out why the change?

29. Ann Seibert repeated inventory of affordable housing and suggests that in the long run having commercial development along a river will be considered very bad judgment.

30. Stuart Richards stated that the TP will increase our taxes, reiterated lack of Caps in the town plan, and emphasized that Norwich does not need to bring jobs – this is a bedroom community. No sewage, spend less.

31. Roger Arnold pointed out that the TP says no action is to be taken with respect to zoning or development and supports that. He discussed wealth disparity.

32. Maggie Pepper agreed with Roger Arnold and asked for his number and if he might have coffee with her sometime. Selectboard member John Pepper visibly grimaced and made note of the situation.

33. Colin Calloway restated that his opposition to the TP is not opposition to affordable housing. Asked to explore alternatives.

34. Kris Clement questioned the "rush" to adopt the plan. Emphasized need for more compromise.

35. Ralph Hybels restated that the TP does not govern, its merely a vision.

36. Marcia Calloway commented on the TP (NO NOTES_____)

37. Harry Roberts NO NOTES_____)

38. Chris Moore NO NOTES_____)

39. Stuart Richards reiterated that the TP doesn't establish goals, for example what % of our housing should be affordable. Currently there are no limits, open-ended.

40. Ralph Hybels reiterated that Norwich needs "significant" affordable housing.

Linda Cook, John Pepper, Steven Flanders, Mary Layton and John Langhus each made brief concluding remarks.

Steven Flanders moved to adjourn. John Langhus second. All in favor 5-0.

Public Hearing adjourned at 8:58pm.

By Mary Layton, Selectboard Chair

Approved by the Selectboard on_____.

Mary Layton
Selectboard Chair
Next Selectboard Meeting – February 14, 2018 at 6:30 PM

PLEASE NOTE THAT CATV RECORDED BOTH PUBLIC HEARINGS OF THE NORWICH SELECTBOARD.

Herb Durfee

From: psmith4203@gmail.com
Sent: Sunday, January 28, 2018 7:37 AM
To: Miranda Bergmeier
Cc: Herb Durfee
Subject: Draft Minutes from Selectboard Town Plan Hearing

Miranda,

Please correct the minutes of the first Town Plan public hearing as follows:

"CLARIFICATION NEEDED - She asked that the Selectboard put the issue of Village Center expansion on the Town Warrant for a decision by the voters of the Town."

You will see that this is the wording from the statement that I read. The minutes seem to imply that I am in favor of putting the Town Plan on the Town Warrant as an advisory vote, which I do not support.

Thanks....Pam Smith

(3)

DRAFT Minutes of the Special Selectboard Meeting of
Wednesday, January 24, 2018 at 6:00 pm

Members present: Mary Layton, Chair; Linda Cook; Stephen Flanders; John Langhus; John Pepper; Herb Durfee, Town Manager.

There were about 16 people in the audience.

Also participating: Dean Seibert, Kris Clement, Lily Trajman, Pam Smith, Colin Calloway, Charlotte Metcalf, Marcia Calloway, Stuart Richards, and Jeff Goodrich.

Layton opened the meeting at 6:02 pm.

1. Call to Order – 6:00 PM. Layton explained that the Selectboard would be going into executive session regarding the union contract, and planned to return to public session at about 6:30 PM.

2. Union Contract: Pending Negotiations (Discussion Item). Flanders **moved** (2nd Langhus) to find that premature public knowledge would clearly place the public body at a substantial disadvantage. **Motion passed unanimously.** Flanders **moved** (2nd Langhus) to enter executive session to discuss the union contract, pursuant to 1 VSA sec. 313(a)(1)(B) and to include the Town Manager and the town's attorney by teleconference. **Motion passed unanimously.** At 6:05 PM, the Selectboard moved into executive session.

Flanders **moved** (2nd Langhus) to enter public session. **Motion passed unanimously.** The Selectboard moved into public session at 6:38 PM.

3. Approval of Agenda (Action Item). Stuart Richards asked the Selectboard to move agenda item #10 to an earlier point in the meeting. The Selectboard decided to move agenda items #6 and #10 so they would occur in that order, following #4 "Public Comments."

4. Public Comments (Discussion Item). Dean Seibert read aloud from written remarks regarding development and the Town Plan. Kris Clement asked if the Town Meeting Warning agenda item would include discussion about holding an advisory vote on the proposed Town Plan. The Selectboard answered that yes, it would.

5. Alcohol Policy Waiver Request – Norwich Women's Club (Discussion/Action Item). Lily Trajman, a member of the Norwich Women's Club, said that the Spring Gala is being held at Tracy Hall and they would like to be able to serve beer and wine, as per usual. This event traditionally has raised a large amount of money for community grants. Flanders **moved** (2nd Langhus) to waive the Town ordinance regulating the possession and consumption of alcohol so that the Norwich Women's Club may serve alcohol via a properly licensed caterer in Tracy Hall on the evening of March 24, 2018 during its Spring Gala. **Motion passed unanimously.**

6. Town Plan: Hearing Follow-up & Next Steps (Discussion/Action Item). Layton said that now the Selectboard has started to hear from the public and the Selectboard needs to decide its next steps. Layton acknowledged there is fear among the public concerning large-scale development. She suggested that perhaps the Planning Commission should come to a Selectboard meeting to explain the Town Plan (TP) draft and have another working session so that the Selectboard can hash out ideas. Langhus suggested that the Town should hold an advisory vote during Town Meeting and have break-out sessions to work on specific sessions of

the plan. Flanders said he has looked at the proposed TP and doesn't find anything in it that would make large-scale development happen. Pepper said that he has been listening to people's concerns about mega-development happening in Norwich, and he thinks there is not sufficient reason here in Norwich to bring in big development. Pepper thanked residents for putting time and effort into their input about the TP. Cook wants to organize the questions and comments from the public in order to set up further break-out sessions to work on the TP. Cooks suggested that we need to make sure Norwich is affordable for everyone. Langhus said that he thinks that things from outside the TP document have come into the TP discussion. Langhus appreciates all of the work and input by residents. Langhus said the TP is a framework for the town to address issue that come before the town. Without a TP, we can't do any zoning – with or without any development. Also, the Village Center designation is to allow a town greater local control. Langhus said he takes due process very seriously and he doesn't see any fatal flaws in this TP. The Selectboard is not planning to stop conversations about the TP, even if they decide to have an advisory vote. Layton asked the Selectboard if they'd like to proceed with organizing the comments coming from the public and answering the questions that have been raised. Flanders suggested a list of written questions from the public, with answers provided by the Selectboard. Langhus suggested that a two-person committee from the Selectboard could draft answers and then at the next meeting the Selectboard could approve those. The Selectboard members agreed that Cook and Pepper will sort and compile all the public's questions, then Langhus and Flanders will draft FAQs and answers. At the February 14, 2018 Selectboard meeting, the Selectboard will review the proposed FAQs and vote. Selectboard members then discussed options for informing the public about the upcoming break-out session meetings and FAQs. The Selectboard agreed to schedule information sessions (aka break-out sessions) on Saturday, February 3, 2018 3:00-5:00 PM and Tuesday, February 6, 2018 7:00-9:00 PM. At these sessions, Affordable Housing and Land Use will be discussed. Flanders then read a proposal for a town warning article that would call for an advisory vote on the proposed TP. Langhus asked if it is possible to edit the TP after the Selectboard votes to approve the warning article. Durfee said that yes, it is possible, but he does not advise putting the TP question on the Town Meeting warning. Pam Smith said that a survey is a better way to gauge the voters' support for the proposed TP, rather an advisory vote. Colin Calloway said that this has been an eye-opening process and he is concerned about development on Route 5 South. Charlotte Metcalf said she has been talking about 150 units being built because a study was done at some point showing a possible plan for building 150 units on Route 5 South. Metcalf read from her letter posted to the listserv and said she is concerned that TP process will be skewed. Marcia Calloway reiterated her previous comments expressing concern with due process in forming the proposed TP, referenced Map 11. Kris Clement said that the public is concerned about what is not in the TP, not only what is in the TP. Clement asked the Selectboard to bridge the divide between the public by incorporating the public's suggestions. Dean Seibert said that this town is resilient and has weathered a lot of controversy, and we will be OK. Seibert spoke about the town-wide survey and said that the regional planning commission may have suggested parameters for a survey. Seibert said he wants impact assessment included in the TP. Stuart Richards said that he is submitting written edits to the proposed TP and he wants the Selectboard to put out a survey. Richards is concerned about his taxes going up, commercialization, suburbanization, municipal sewer, and village character. Jeff Goodrich said the Planning Commission has had open discussions on multiple occasions. Goodrich expressed dismay with the ad hominem attacks he has seen in public discussion about the TP. Cook stated that she has no ownership interest in the Route 5 South property. Flanders said that it is true that the Planning Commission's initial proposal was upsetting, but that proposal is dead; one option is to put the proposed TP up for an advisory vote and get public input that way.

7. Town Meeting Warning / Sign Warning (Discussion/Action Item). Durfee said that the

Selectboard needs only to approve the town portion of the warning. The amounts for the school are not yet determined. Durfee said that the July 1 storm damage is now estimated at $4.3 million and borrowing of $4.0 million is proposed in order to cover expenses before the anticipated FEMA reimbursement is made to the town. Langhus questioned the amount of borrowing. Durfee said that borrowing that amount keeps the storm cost separate from ordinary budget expenses. Durfee explained that Article 30 of the warning is a requested appropriation for a new organization, and RSVP is not requesting an appropriation in this year's warning. Article 11 is asking about an alternate method of distributing the Town Report. The Selectboard members agreed not to include an article calling for an advisory vote on the Town Plan. Flanders **moved** (2nd Langhus) to approve the Town portion of the 2018 Town Meeting Warning, excluding any article referring to a Town Plan advisory vote. **Motion passed unanimously.**

8. Selectboard Town Report (Discussion/Action Item). Flanders **moved** (2nd Pepper) to approve the draft FY17 Selectboard submission for publication in the FY17 Town Report. **Motion passed unanimously.**

9. Board to Sign Accounts Payable/Warrants (Discussion/Action Item). Flanders **moved** (2nd Langhus) to approve check warrant #18-16 for Police Station Fund in the amount of $504.25; for Police Special Equipment Fund in the amount of $6,613.80; for Fire Station Fund in the amount of $1,239.45; for Public Safety Facility Fund in the amount of $110.00; and for General Fund in the amount of $116,305.02. **Motion passed unanimously.**

10. Town Manager Report (Discussion Item). Durfee said that the audit report should be received by Roberta Robinson tomorrow. Union contract negotiations will begin very soon. Construction will be restarting on the DPW garage project, and the Public Safety Building (PSB) interior is being finished, with a Certificate of Occupancy visit by the Fire Marshall next Tuesday. The PSB exterior is finished and the apparatus building exterior construction work has been suspended while budget concerns regarding the Grange water line and fees for permitting and engineering are addressed. If the project continues to be over budget, then Durfee would probably ask the Selectboard to pay that overage – expected to be less than $20,000 – from the fund balance. Durfee is looking for cost cuts where possible. The PSB is on schedule to open at the beginning of February; an official grand opening will happen in Spring 2018 when the weather is better. The second February Selectboard meeting may be held in the meeting room at the PSB; a building tour could be part of that meeting.

11. Langhus suggested that the Selectboard defer agenda item #11 to another meeting, and the other Selectboard members agreed.

12. Correspondence (Discussion/Action Item). Flanders **moved** (2nd Langhus) to receive correspondence from Will Smith regarding the Town Plan; from Patricia Derrick regarding Illsley Road; from Lynn McCormick and Richard Adams regarding the Board of Listers; from Marcia Calloway regarding the Dyke Property and Town Plan; from John Pepper regarding the Board of Listers; from Charlotte Metcalf regarding the Town Plan; from Ernie Ciccotelli regarding the Board of Listers; from Chris Moore regarding the Town website; from Henry Scheier regarding the Board of Listers; from Stuart Richards regarding the Town Plan; from Cheryl Lindberg regarding the 1/10/2018 draft Selectboard minutes; and from the Norwich Planning Commission regarding compliance with Act 171 related to Forestry for the Town Plan. **Motion passed unanimously**.

13. Selectboard: a) Approval of Minutes (Discussion/Action Item). Selectboard members agreed to defer this item for the next regular meeting.

b) Review of Next Agendas (Discussion/Action Item). Selectboard members agreed to the following agenda items for their next meeting:

Approval of Meeting Minutes
School Board / Selectboard Interaction
Climate Change & Sustainability Resolution
Illsley Road Discussion

14. Town Manager Evaluation (Discussion/Action Item). Langhus suggested the Selectboard schedule a special meeting for the sole purpose of providing the Town Manager with an evaluation. Selectboard members agreed to schedule the special meeting for 4:00 PM on Monday, January 29, 2018.

At 9:57 pm, Flanders **moved** (2nd Langhus) to adjourn. **Motion passed unanimously**.

Meeting adjourned at 9:57 pm.

By Miranda Bergmeier

Approved by the Selectboard on_____.

_____
Mary Layton
Selectboard Chair

Next Special Meetings – January 29, 2018 at 4:00 PM
February 3, 2018 at 3:00 PM
February 6, 2018 at 7:00 PM

Next Regular Meeting – February 14, 2018 at 6:30 PM

PLEASE NOTE THAT CATV RECORDS ALL REGULAR MEETINGS OF THE NORWICH SELECTBOARD.

(3)

DRAFT Minutes of the Special Selectboard Meeting of Monday, January 29, 2018 at 4:00 p.m.

Members present: Mary Layton, Chair; John Pepper, Vice-Chair; Linda Cook; Steve Flanders; John Langhus; and, Herb Durfee, Town Manager (at 5:40 p.m.)

1. **Call to Order**. At 4:07 p.m., Layton called the meeting to order.

2. **Town Manager Evaluation**. At 4:08 p.m., Layton **moved to enter executive session to discuss the Town Manager's evaluation, pursuant to 1 VSA §313(a)(3), and to possibly include the Town Manage**r. Seconded by Flanders. Motion carried 5-0-0.

   At 5:40 p.m., Layton **moved to enter public session**. Seconded by Flanders. Motion carried 5-0-0. No additional action taken.

3. **Sign Accounts Payable/Warrants**. Durfee explained that the single payable related to payment for the FYE 2017 audit. Durfee reported that, according to the auditor, the final audit would not be released until payment was made. Durfee indicated he would be having follow-up discussion with the auditor for reasons previously explained to members of the Board. At 5:45 p.m., Layton **moved to approve check warrant #18-1 for General Fund in the amount of $9,200.00**. Seconded by Flanders. No further discussion. Motion carried 5-0-0.

4. **Next meetings' agendas**. For clarity, the Board indicated that continued discussion on the Town Manager's evaluation should be on the 2/14/18 agenda as an executive session item with discussion/action. They also agreed for the upcoming special meetings (breakout sessions) on the Town Plan that Flanders and Langhus will continue to work on preparing draft responses to questions on the Town Plan asked, to date (and, probably, including new ones raised at the breakout sessions), and Pepper and Cooke will continue to work on their "PR" efforts.

5. **Adjournment**. At 5:51 p.m., Layton **moved to adjourn**. Seconded by Langhus. Motion carried 5-0-0. Meeting adjourned.

Respectfully submitted,

Herbert A. Durfee, III, Town Manager

APPROVED:

_____ _____

Mary Layton, Chair Date

(4)

Herb Durfee

From: Norwich Fire District <norwichfiredistrict1@myfairpoint.net>
Sent: Monday, January 29, 2018 3:28 PM
To: Herb Durfee
Cc: Miranda Bergmeier
Subject: select board agenda
Attachments: 2018122Resignation Letter.docx; 2018122NFD Minutes.docx; Norwich Selectboard agenda request .docx

Hi Herb,

We would like to be added to February 14th select board meeting agenda in regards to appointing Barbara Currier to finish out Jonathan Vincent last year on the prudential committee. Does anybody from the prudential committee have to attend?

Thanks,

Sam

Norwich Fire District Water Department
PO Box 777
Norwich, VT 05055
(802) 649-5424

Norwich Selectboard,

At the Norwich Fire District's annual meeting, Alicia Groft was elected to a three-year term. At the subsequent Fire District meeting, Jonathan Vincent resigned from the Prudential Committee, with one year remaining on his term. The Prudential Committee would like to request that the Selectboard appoint Barbara Currier to fill Jonathan's position on the Prudential Committee.

Thank you for assistance,

Alicia Groft

Michael Goodrich, chair

JANUARY 22, 2018 NORWICH FIRE DISTRICT MEETING MINUTES

Present: Prudential Committee Chair Jonathan Vincent, Prudential Committee Members Michael Goodrich and Alicia Groft, Tim Cronan, Barbara Currier, Sam Eaton, Deirdre Goodrich, Treasurer Cheryl Lindberg and Auditor Priscilla Vincent.

The meeting was called to order at 7:50 p.m. in the Multi-purpose Room at Tracy Hall, following the Norwich Fire District's 2018 Annual Meeting.

1. Michael Goodrich was unanimously elected Chair of the Norwich Fire District.

2. Jonathan Vincent gave the Prudential Committee his resignation with one year still remaining on his elected Prudential Committee position.

3. Prudential Committee members Michael Goodrich and Alicia Groft accepted his resignation.

2. Vincent offered to serve in the unfilled position of Fire District Clerk.

3. Michael Goodrich, Chair, and Alicia Groft appointed Vincent as the new Fire District Clerk.

4. Barbara Currier graciously agreed to serve on the Prudential Committee for the one remaining year on Vincent's term, subject to approval by the Norwich Select Board.

5. It was agreed that Vincent's letter of resignation and the recommendation that the unfilled position be filled by Barbara Currier be presented to the Norwich Select Board prior to their next scheduled meeting on February 14, 2018.

6. The next regular Norwich Fire District meeting was scheduled for February 26, 2018 at 5:30 p.m. in the small Conference Room at Tracy Hall.

7. The meeting was adjourned by unanimous consent at 7:56 p.m.

Respectfully submitted,

Jonathan Vincent, Clerk

JONATHAN S. VINCENT
267 MAIN STREET
NORWICH, VT 05055-0220

January 22, 2018

To: The Prudential Committee of the Norwich Fire District

Re: Resignation from the Prudential Committee

Dear Michael and Alicia:

After having served on the Prudential Committee for twenty-one years, nineteen of which I was Chair, it is time for me to step down and let others carry on the responsibility. My current term expires in 2019, so a substitute will be needed for the one year remaining.

Since I still care about the Fire District, and a Clerk was not nominated at the 2018 Annual Meeting, I would be happy to serve in that capacity instead.

Sincerely,

Jonathan Vincent

5

Herb Durfee

From: Linda Gray <linda.c.gray@gmail.com>
Sent: Monday, January 29, 2018 2:44 PM
To: Miranda Bergmeier
Cc: Herb Durfee; Miranda Bergmeier; norwichconservationcommission@gmail.com; Phil Dechert
Subject: for Selectboard agenda
Attachments: Memo to SB re Climate Coalition Resolution.doc; VT Climate Pledge Coalition resolution.doc

Attached are a memo outlining the recommendation from the Norwich Energy Committee, Norwich Conservation Commission, and Norwich Planning Commission that the Selectboard join the Vermont Climate Pledge Coalition, and a draft resolution on this action.

The three committees would like this recommendation and possible action to be added to the agenda for your next meeting, if possible.

Please let me know if you need other information or have questions.

Thank you,
Linda Gray
chair, Norwich Energy Committee

(5)

MEMO January 29, 2018
TO Norwich Selectboard FROM Norwich Energy Committee
RE: Resolution on joining the Vermont Climate Pledge Coalition

The Norwich Energy Committee, Norwich Conservation Commission, and Norwich Planning Commission recommend that the Selectboard approve a resolution to join the Vermont Climate Pledge Coalition and to direct the Town Manager to work with town departments, committees, and residents reduce greenhouse gas emissions.

The Coalition is committed to meeting US obligations in the Paris Climate Agreement, which are to reduce greenhouse gas (GHG) emissions by 26% to 28% from 2005 levels, by 2025.

WHY?

- The effects of greenhouse gas emissions are costly and dangerous for all of us.
- Similar or more stringent goals are already in place at town and state levels:
  - the Vermont Comprehensive Energy Plan (more stringent goals)
  - the Selectboard Strategic Plan (similar goals)
- Given the short time frame we have for effective action on global warming and the scale of the problem, it is important that we join with others to magnify our actions.

WHAT IS THE COALITION?

From the coalition website http://vermontclimatepledge.org/:
On June 20th, 2017, Mayor Miro Weinberger, Governor Phil Scott, and other community leaders launched a statewide coalition – the Vermont Climate Pledge Coalition – to help Vermont achieve the goals set by the United States in the Paris Climate Agreement. ... All Vermont municipalities, non-profits, colleges and universities, and businesses are invited to join the Coalition and do all they can to reduce carbon emissions in an effort to help Vermont meet the U.S. commitment to reduce greenhouse gas emissions levels from 2005 by 26-28 percent by 2025. The Coalition will also work to achieve the goals set by the state of Vermont in its 2016 Comprehensive Energy Plan "of meeting by mid-century 90% of Vermont's energy needs from renewable sources while virtually eliminating reliance on oil."

Member municipalities:

Bennington	S. Burlington
Burlington	St. Albans City
Montpelier	plus VLCT

WHAT DOES "JOINING" INVOLVE?

From the coalition website ...*the Coalition has partnered with Energy Action Network to update and improve its* Community Energy Dashboard *for use by Coalition members. In order to become a member of the Coalition, participants will add pledges and actions to the* Coalition's campaign page *on the Dashboard, and* formally register as a member *on the Coalition's website.*
Examples of Actions:

- purchased renewable electricity through a Power Purchase Agreement
- installed electric vehicle (EV) charging station(s)
- completed a professional energy audit of its building(s)
- installed occupancy sensors/controls for lights and equipment
- built a new building to a green building-certified standard
- completed a town energy plan or updated the energy chapter in its master plan

5

Norwich Selectboard Resolution on Climate Change

WHEREAS, human greenhouse gas (GHG) emissions are increasing global temperatures at an unprecedented rate, and continued GHG emissions will results in further destabilizing local and global climate systems; and,

WHEREAS, detrimental changes to the climate systems upon which all living creatures depend and upon which human societies depend will cause catastrophic impacts for the people of Norwich, Vermont; the United States; and countries around the globe; and,

WHEREAS, the United States has withdrawn from the United Nations Climate Change Conference's Paris Agreement, an international agreement to begin to deal with our collective GHG emissions; and a variety of state, municipalities, organizations, and businesses are stepping in to show the world that people in the United States are committed to tackling the looming climate crisis.

NOW, THEREFORE, the Selectboard of the Town of Norwich hereby:

1. Joins the State of Vermont and other communities and businesses in the Vermont Climate Pledge Coalition, and in so doing, pledges to meet or exceed the obligations for the United States in the Paris Agreement; and,
2. Directs the Town Manager to work with municipal departments, town committees, and the public to develop and implement strategies and actions to effectively minimize GHG emissions.

APPROVED this ____ day of ____, 2018.

_____
Mary Layton, Chair

_____
John Pepper, Vice Chair

_____
Linda Cook

_____
Steve Flanders

_____
John Langhus

5

Herb Durfee

From: Linda Gray <linda.c.gray@gmail.com>
Sent: Monday, January 22, 2018 3:29 PM
To: Herb Durfee
Cc: John Pepper; johnlanghus@gmail.com; lcook2825@gmail.com; marydlayton@gmail.com; Miranda Bergmeier; stephen.n.flanders@gmail.com; Phil Dechert
Subject: Re: 2018 Town Meeting Warning (Draft)
Attachments: VT Climate Pledge Coalition resolution.doc; Memo to SB re Climate Coalition Resolution.doc

Herb -- regarding something from the Energy Committee, we are not proposing an article for Town Meeting, rather we are developing a recommendation from us, the Conservation Commission, and the Planning Commission that the Selectboard approve a resolution to join the Vermont Climate Pledge Coalition.

The resolution for Selectboard action has been approved by the 3 groups. The Conservation Commission has approved the draft cover memo, the Energy Committee will review it at our meeting tomorrow, and the Planning Commission will review at their meeting on Thursday.

We will forward it for inclusion on a Selectboard agenda after that. Not to be mysterious about it, however, I attach both the resolution and the DRAFT cover memo with this email.

Linda

On Mon, Jan 22, 2018 at 11:27 AM, Herb Durfee <HDurfee@norwich.vt.us> wrote:

Board Members,

Attached is an updated draft of the 2018 Warning for Town Meeting. Changes since last Friday's packet include the following:

1. Article 10 – changed "$0,000,000" to "$4,000,000".
2. Article 30 – changed "#" to "$".

Additional information to know:

1. The School District has not yet acted on their articles (essentially, Articles 5 & 6).

2. The Energy Committee may have a non-binding article for your consideration. It would be offered via Public Comment on Wednesday (either via Linda Gray, or me, on her behalf). If I obtain the text of the proposed article in advance of the meeting, I'll forward it to you.

3. Based on the outcome of tomorrow's public hearing on the Town Plan, and as mentioned previously by Steve, he may suggest a non-binding article be put on the Warning related to the adoption of the current version of the Town Plan (11/16/17) (i.e., the plan as forwarded by the Planning Commission verbatim), or as you may opt to change no later than during this Wednesday's meeting (e.g., the PC version including the recently received Forestry section recommended by the PC).

That's all I'm aware of at this point.

Herb

Herbert A. Durfee, III

Town Manager

Town of Norwich

PO Box 376

Norwich, VT 05055

802-649-1419 ext. 102

802-698-3000 (cell)

802-649-0123 (fax)

5

MEMO
January 18, 2018
To the Norwich Selectboard
From the Norwich Energy Committee, Norwich Conservation Commission, and Norwich Planning Commission
Re: Resolution on joining the Vermont Climate Pledge Coalition

Recommended Action by the Selectboard: approve a resolution to join the Vermont Climate Pledge Coalition (which pledges to meet US obligations in the Paris Agreement) and to direct the Town Manager to work with town departments, committees, and residents to work to reduce greenhouse gas emissions.

WHY?

- The effects of greenhouse gas (GHG) emissions are costly and dangerous for all of us.
- Similar goals are already in place at town and state levels:
  - the Vermont Comprehensive Energy Plan calls for a 40% reduction in GHG below 1990 levels by 2030, 80-95% reduction by 2050
  - the Selectboard Strategic Plan calls for a 25% reduction from municipal 2012 levels by 2026, 50% by 2038, and 75% by 2050
- Given the short time frame we have for effective action on global warming and the scale of the problem, joining with others helps to magnify our actions.

WHAT IS THE COALITION?

From the coalition website http://vermontclimatepledge.org/:
On June 20th, 2017, Mayor Miro Weinberger, Governor Phil Scott, and other community leaders launched a statewide coalition – the Vermont Climate Pledge Coalition – to help Vermont achieve the goals set by the United States in the Paris Climate Agreement.

The Coalition will work to mitigate the impact of the Federal government's recent withdrawal from the Paris Agreement. All Vermont municipalities, non-profits, colleges and universities, and businesses are invited to join the Coalition and do all they can to reduce carbon emissions in an effort to help Vermont meet the U.S. commitment to reduce greenhouse gas emissions levels from 2005 by 26-28 percent by 2025. The Coalition will also work to achieve the goals set by the state of Vermont in its 2016 Comprehensive Energy Plan "of meeting by mid-century 90% of Vermont's energy needs from renewable sources while virtually eliminating reliance on oil."

Member municipalities:

Bennington	Dorset	Johnson	St. Albans City	Winooski
Burlington	Essex	Montpelier	Waitsfield	VLCT
Charlotte	Hinesburg	S. Burlington	Waterbury	

WHAT DOES "JOINING" INVOLVE?

From the coalition website
...the Coalition has partnered with Energy Action Network to update and improve its Community Energy Dashboard *for use by Coalition members. In order to become a member of the Coalition, participants will add pledges and actions to the* Coalition's campaign page *on the Dashboard, and* formally register as a member *on the Coalition's website.*

Examples of Actions:

- purchased renewable electricity through a Power Purchase Agreement
- installed electric vehicle (EV) charging station(s)
- completed a professional energy audit of its building(s)
- installed occupancy sensors/controls for lights and equipment
- built a new building to a green building-certified standard
- completed a town energy plan or updated the energy chapter in its master plan

5

Norwich Selectboard Resolution on Climate Change

WHEREAS, human greenhouse gas (GHG) emissions are increasing global temperatures at an unprecedented rate, and continued GHG emissions will results in further destabilizing local and global climate systems; and,

WHEREAS, detrimental changes to the climate systems upon which all living creatures depend and upon which human societies depend will cause catastrophic impacts for the people of Norwich, Vermont; the United States; and countries around the globe; and,

WHEREAS, the United States has withdrawn from the United Nations Climate Change Conference's Paris Agreement, an international agreement to begin to deal with our collective GHG emissions; and a variety of state, municipalities, organizations, and businesses are stepping in to show the world that people in the United States are committed to tackling the looming climate crisis.

NOW, THEREFORE, the Selectboard of the Town of Norwich hereby:

1. Joins the State of Vermont and other communities and businesses in the Vermont Climate Pledge Coalition, and in so doing, pledges to meet or exceed the obligations for the United States in the Paris Agreement; and,
2. Directs the Town Manager to work with municipal departments, town committees, and the public to develop and implement strategies and actions to effectively minimize GHG emissions.

APPROVED this ____ day of ____, 2018.

_____
Mary Layton, Chair

_____
John Pepper, Vice Chair

_____
Linda Cook

_____
Steve Flanders

_____
John Langhus

Submitted by
John Langhus

5

Norwich Selectboard Resolution on ~~Climate Change~~Sustainability

WHEREAS, the continuing consumption of fossil energy sources is fundamentally unsustainable; and

WHEREAS, ~~human~~ anthropogenic greenhouse gas (GHG) emissions pose an unacceptable risk of ~~are increasing global temperatures at an unprecedented rate, and continued GHG emissions will results in further destabilizing~~ destabilizing local, regional and global climate systems; and,

WHEREAS, detrimental changes to the climate systems upon which human society has evolved over the past 10,000 years and upon which all living creatures depend ~~and upon which human societies depend will cause~~threaten catastrophic impacts for the people of Norwich, Vermont and our collective values of environmental conservation and the wise nurturing of human potential~~; the United States; and countries around the globe~~; and,

WHEREAS, the United States has withdrawn from the United Nations Climate Change Conference's Paris Agreement, an international agreement to begin to address anthropogenic climate change through voluntary commitments supporting prevention and mitigation~~deal with our collective GHG emissions~~; and

WHEREAS, a variety of states, municipalities, non-governmental organizations, and businesses are offering an alternative voice and message that the ~~stepping in to show the world that~~ people in the United States are committed to ~~tackling the looming climate crisis~~shifting to sustainable lifestyles and patterns of development;~~.~~

NOW, THEREFORE, the Selectboard of the Town of Norwich hereby:

1. Joins the State of Vermont and other Vermont communities and businesses in the Vermont Climate Pledge Coalition, and in so doing, pledges to meet or exceed their proportionate obligations for the United States in the Paris Agreement; ~~and,~~
~~1.~~2. Joins other organizations and citizens by pledging to embrace sustainable land use and lifestyle principles and practices;
3. Directs the Town Manager to work with municipal departments, town committees, third-party contractors and other organizations and the general ~~and the~~ public to develop and implement strategies and actions to effectively minimize GHG emissions derived from Town activities and spending, and to embrace sustainable principles through Town policies, regulations, strategic and other plans, and other means that may be available.

Formatted: Outline numbered + Level: 1 + Numbering Style: 1, 2, 3, … + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Tab after: 0.5" + Indent at: 0.5"

Formatted: Indent: Left: 0.5"

Formatted: Indent: Left: 0.5", No bullets or numbering

APPROVED this ____ day of ____, 2018.

Mary Layton, Chair

John Pepper, Vice Chair

Linda Cook

Steve Flanders

John Langhus

Check Warrant Report # 18-18 Current Prior Next FY Invoices For Fund (HIGHWAY GARAGE FUND)

(6)

All Invoices For Check Acct 03(General) 02/14/18 To 02/14/18

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
COMMBANK	COMMUNITY BANK	02/06/18	FEMA GRANT ANTICIPATION 1160126666	08-2-001120.00 GRANT ANTICIPATION LOAN	82368.00	--------	--/--/--
COMMBANK	COMMUNITY BANK	02/06/18	FEMA GRANT ANTICIPATION 1160126666	08-5-700324.00 LOAN INTEREST	599.48	--------	--/--/--
			Report Total		82967.48		

To the Treasurer of Town of Norwich, We hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ ****82,967.48
Let this be your order for the payments of these amounts.

FINANCE DIRECTOR _____
Roberta Robinson

TOWN MANAGER: _____
Herb Durfee III, Town Manager

SELECTBOARD:

_____ John Langhus

_____ Linda Cook

_____ Stephen Flanders

_____ John Pepper

_____ Mary Layton, Chair

6

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
MUNEMER	MUNICIPAL EMERGENCY SERVI	01/12/18	FD-BOOTS 3 PAIR IN1193459	26-5-555322.00 FIRE EQUIPMENT	1046.46	--------	--/--/--
ZOLL	ZOLL MEDICAL CORP.	01/26/18	FD-AED 2631515	26-5-555322.00 FIRE EQUIPMENT	1560.98	5897	02/14/18
			Report Total		2607.44		

To the Treasurer of Town of Norwich, We hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ *****2,607.44
Let this be your order for the payments of these amounts.

FINANCE DIRECTOR Roberta Robinson

TOWN MANAGER: Herb Durfee III, Town Manager

SELECTBOARD:

John Langhus

Linda Cook

Stephen Flanders

John Pepper

Mary Layton, Chair

6

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
WRIGHTCON	WRIGHT CONSTRUCTION CO.,	02/01/18	PUBLIC SAFETY FACILITY 1/31/2018	47-5-575622.00 CONSTRUCTION COSTS	99256.27	5896	02/14/18
	Report Total				99256.27		

To the Treasurer of Town of Norwich, We hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ ****99,256.27
Let this be your order for the payments of these amounts.

FINANCE DIRECTOR Roberta Robinson

TOWN MANAGER: Herb Durfee III, Town Manager

SELECTBOARD:

John Langhus

Linda Cook

Stephen Flanders

John Pepper

Mary Layton, Chair

6

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
COMMBANK	COMMUNITY BANK	02/06/18	FEMA GRANT ANTICIPATION 1160126666	07-2-001120.00 GRANT ANTICIPATION LOAN	97723.27	--------	--/--/--
COMMBANK	COMMUNITY BANK	02/06/18	FEMA GRANT ANTICIPATION 1160126666	07-5-700324.00 LOAN INTEREST	703.73	--------	--/--/--
			Report Total		98427.00		

To the Treasurer of Town of Norwich, We hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ ****98,427.00
Let this be your order for the payments of these amounts.

FINANCE DIRECTOR Roberta Robinson

TOWN MANAGER: Herb Durfee III, Town Manager

SELECTBOARD:

John Langhus | Linda Cook | Stephen Flanders | John Pepper | Mary Layton, Chair

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-425322.00 REC FIELD CARE	10.44	--------	--/--/--
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-555528.00 FIRE TRK R & M	33.10	--------	--/--/--
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-703403.00 PARTS & SUPPLIES	28.48	--------	--/--/--
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-703403.00 PARTS & SUPPLIES	1756.70	--------	--/--/--
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-703405.00 PETROLEUM PRODUCTS	145.06	--------	--/--/--
ADVANCE	ADVANCE AUTO PARTS	02/07/18	DPW,FD, REC-DEC CHARGES DECEMBER 17	01-5-703513.00 TOOLS	55.17	--------	--/--/--
AIRGAS	AIRGAS USA, LLC	01/15/18	DPW-WINTER GLOVES 9071691984	01-5-703311.00 UNIFORMS	27.28	--------	--/--/--
BAYSTATE	BAY STATE ELEVATOR CO.	01/01/18	TH-ELEVATOR MAINT AGREEMN 463503	01-5-706107.00 ELEVATOR MAINTENANCE	244.93	--------	--/--/--
BEAURO	RON L. BEAULIEU & COMPANY	02/06/18	FIN-FINAL AUDIT PAYMENT 18024	01-5-200322.00 INDEPENDENT AUDIT	400.00	5838	02/14/18
BENS	BEN'S UNIFORMS	01/29/18	PD-UNIFORMS ARMORSKIN 75294	01-5-500582.00 UNIFORMS	124.00	--------	--/--/--
BLAKTOP	BLAKTOP INC	01/15/18	DPW-.10 TON GREEN PATCH 23948	01-5-703211.00 ASPHALT PRODUCTS	11.20	--------	--/--/--
BLAKTOP	BLAKTOP INC	01/25/18	DPW- .21 TON COLD PATCH 31366	01-5-703211.00 ASPHALT PRODUCTS	23.52	--------	--/--/--
BLODGETT	BLODGETT SUPPLY CO	12/14/17	TH-REPAIR PART 1502778	01-5-706113.00 REPAIRS & MAINTENANCE	2.17	--------	--/--/--
BROOK	BROOK FIELD SERVICE	01/18/18	DPW-GENERATOR REPAIRS 28679	01-5-703401.00 OUTSIDE REPAIRS	390.43	--------	--/--/--
BROWN	CHARLIE BROWN'S	10/10/17	DPW-CHAINSAW REPAIR 2786059	01-5-703401.00 OUTSIDE REPAIRS	384.37	5839	02/14/18
BUSINESS	BUSINESS CARD	02/06/18	PD COMCAST SET UP 2/6/18 COMCA	01-5-500535.00 VIBRS	414.88	5840	02/14/18
CASELLA	CASELLA WASTE SERVICES	12/26/17	TS-CFC RECOVERY 0379371	01-5-705305.00 RECYCLING	250.00	--------	--/--/--
CENTEQCNY	CENTRAL EQUIPMENT OF CNY,	01/10/18	DPW-HOLDER PARTS 3776	01-5-703403.00 PARTS & SUPPLIES	189.10	5841	02/14/18
CINTAS	CINTAS CORPORATION	01/25/18	TH-MEDICAL CABINET 5009896920	01-5-706109.00 BUILDING SUPPLIES	46.15	5842	02/14/18
CINTAS	CINTAS CORPORATION	01/25/18	DPW=MEDICAL CABINET 5009896921	01-5-703515.00 ADMINISTRATION	185.58	5842	02/14/18
COMCAST	COMCAST	01/10/18	PD-TEMP INTERNET SERVICE 1/10/18	01-5-500535.00 VIBRS	105.75	5843	02/14/18
COTT	COTT SYSTEMS INC	02/01/18	TC-MONTHLY HOST 120144	01-5-100613.00 SOFTWARE	241.00	--------	--/--/--
CRICKET'S	CRICKET'S PAINT & AUTO PA	01/17/18	DPW-ANTI-FREEZE 700051	01-5-703507.00 SUPPLIES	47.94	5844	02/14/18
CRICKET'S	CRICKET'S PAINT & AUTO PA	01/24/18	DPW-CABLE TIES, LUBRICANT 700642	01-5-703403.00 PARTS & SUPPLIES	92.44	5844	02/14/18
CRYSTAL	CRYSTAL ROCK, LLC	12/31/17	DPW-TS WATER & RENTAL 12/31/17	01-5-705515.00 ADMINISTRATION	39.75	--------	--/--/--

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
CRYSTAL	CRYSTAL ROCK, LLC	12/31/17	DPW-TS WATER & RENTAL 12/31/17	01-5-703515.00 ADMINISTRATION	12.00	--------	--/--/--
D&W	DAN & WHIT'S GENERAL STOR	01/02/18	REC-RICE CAKES 5334906	01-5-425220.00 SPECIAL EVENTS /SUPPLIES	2.39	5845	02/14/18
D&W	DAN & WHIT'S GENERAL STOR	01/16/18	REC-SKATING PARTY 5345564	01-5-425220.00 SPECIAL EVENTS /SUPPLIES	13.33	5845	02/14/18
D&W	DAN & WHIT'S GENERAL STOR	01/19/18	REC-SKATING PARTY 5347931	01-5-425220.00 SPECIAL EVENTS /SUPPLIES	30.94	5845	02/14/18
DATAMANN	DATAMANN, INC	01/29/18	GEN ADMIN-SWAP DRIVE 36093	01-5-275632.00 SERVER MAINTENANCE	37.50	5846	02/14/18
DAVISAUTO	DAVIS AUTO SALES & RECOND	01/12/18	DPW- #9 CLEANING 6916	01-5-704401.00 OUTSIDE REPAIRS	250.00	5847	02/14/18
DEADRIVER	DEAD RIVER COMPANY	01/16/18	FD-459.7 GAL #2 FUEL 11535	01-5-550234.00 HEATING	879.28	5848	02/14/18
DEADRIVER	DEAD RIVER COMPANY	01/16/18	TH-187 GAL #2 FUEL 21089	01-5-706103.00 HEATING	333.27	5848	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-005125.00 DENTAL INSURANCE	116.32	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-100125.00 DENTAL INSURANCE	131.60	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-200125.00 DENTAL INSURANCE	65.80	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-350125.00 DENTAL INSURANCE	65.80	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-425125.00 DENTAL INSURANCE	34.96	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-500125.00 DELTA DENTAL	232.36	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-555126.00 DENTAL INSURANCE	34.96	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-704125.00 DENTAL INSURANCE	34.96	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-703125.00 DENTAL INSURANCE	414.48	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-300125.00 DENTAL INSURANCE	-42.46	5849	02/14/18
DELTA DEN	DELTA DENTAL	01/16/18	DELTA DENTAL FEBRUARY FEBRUARY	01-5-200125.00 DENTAL INSURANCE	-73.86	5849	02/14/18
DIMMICK	DIMMICK SERVICES	01/10/18	TS-PORT A POTTY 3749686	01-5-705500.00 PURCHASED SERVICES	92.70	5850	02/14/18
DINGEE	DINGEE MACHINE COMPANY	01/29/18	FD-LADDER TRUCK REPAIRS 8252	01-5-555528.00 FIRE TRK R & M	1355.10	5851	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-005531.00 ADMIN TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-100531.00 TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-200531.00 TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-275531.00 TELEPHONE	64.16	5852	02/14/18

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-300531.00 TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-350531.00 TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-425127.00 TELEPHONE	39.17	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-705505.00 TELEPHONE	35.18	5852	02/14/18
EARTHLINK	EARTHLINK BUSINESS	02/01/18	FEBRUARY TELEPHONE 13678610	01-5-703505.00 TELEPHONE	45.88	5852	02/14/18
ECONO	ECONO SIGNS, LLC	01/05/18	REC-SIGNS 10-942242	01-5-425324.00 HNTLY LINE MARKING	132.98	5853	02/14/18
EVANSMOTO	EVANS GROUP, INC.	01/12/18	DWP-159.2 GAL DIESEL 628726	01-5-703405.00 PETROLEUM PRODUCTS	426.06	--------	--/--/--
EVANSMOTO	EVANS GROUP, INC.	01/16/18	DPW-402 GAL DIESEL 628994	01-5-703405.00 PETROLEUM PRODUCTS	1095.22	--------	--/--/--
EVANSMOTO	EVANS GROUP, INC.	01/22/18	DPW- 500 GAL DIESEL 629402	01-5-703405.00 PETROLEUM PRODUCTS	1305.75	--------	--/--/--
EVANSMOTO	EVANS GROUP, INC.	01/29/18	DPW-403 GAL DIESEL 629855	01-5-703405.00 PETROLEUM PRODUCTS	1080.60	--------	--/--/--
FAIRPOINT	FAIRPOINT COMMUNICATIONS,	01/30/18	FD-TEMP TELEPHONE 1/30/2018	01-5-550235.00 TELEPHONE & INTERNET	34.90	5854	02/14/18
FIFIELD	FIFIELD ELEC.FIRE SYSTEMS	01/11/18	TH-ALARM BATTERY 320	01-5-706113.00 REPAIRS & MAINTENANCE	279.55	5855	02/14/18
FIRESTORE	THE FIRE STORE	01/19/18	FD-PIKE POLE E1682835	01-5-555422.00 FIRE TOOLS & EQUIPMENT	56.13	--------	--/--/--
FIRETECHS	FIRETECH SPRINKLER CORP	12/31/17	TH-NEW COMPRESSOR 42540	01-5-706113.00 REPAIRS & MAINTENANCE	843.00	--------	--/--/--
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-005531.00 ADMIN TELEPHONE	9.37	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-100531.00 TELEPHONE	1.99	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-200531.00 TELEPHONE	0.69	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-275531.00 TELEPHONE	0.12	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-300531.00 TELEPHONE	4.74	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-350531.00 TELEPHONE	2.01	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-425127.00 TELEPHONE	3.82	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-705505.00 TELEPHONE	0.95	5856	02/14/18
FIRSTLIGH	FIRSTLIGHT FIBER	01/15/18	LONG DISTANCE CALLS 39386973	01-5-703505.00 TELEPHONE	11.63	5856	02/14/18
FOGGS	FOGG'S HARDWARE AND BUILD	12/15/17	DPW-GAS CAN 816773	01-5-703403.00 PARTS & SUPPLIES	22.99	5857	02/14/18
FOGGS	FOGG'S HARDWARE AND BUILD	01/03/18	FD-RIVETS 817808	01-5-555530.00 EQUIPMENT MAINTENANCE	4.99	5857	02/14/18

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
FOGGS	FOGG'S HARDWARE AND BUILD	01/16/18	DPW-TARP, MOUSE TRAP 818592	01-5-703507.00 SUPPLIES	2.99	5857	02/14/18
FOGGS	FOGG'S HARDWARE AND BUILD	01/16/18	DPW-TARP, MOUSE TRAP 818592	01-5-703403.00 PARTS & SUPPLIES	74.98	5857	02/14/18
FOGGS	FOGG'S HARDWARE AND BUILD	01/19/18	DPW-PAINT BRUSHES 818829	01-5-703403.00 PARTS & SUPPLIES	9.99	5857	02/14/18
FOGGS	FOGG'S HARDWARE AND BUILD	01/29/18	DPW-CLEANING SUPPLIES 819385	01-5-703507.00 SUPPLIES	18.35	5857	02/14/18
FREIGHTNH	FREIGHTLINER OF NEW HAMPS	01/12/18	DPW-#4 4 WHEEL DRIVE LR36389	01-5-703401.00 OUTSIDE REPAIRS	483.50	5858	02/14/18
GALLS	GALLS, AN ARAMARK COMPANY	01/15/18	PD-FIRST AID KIT 009130528	01-5-475301.00 SUPPLIES	239.95	--------	--/--/--
GMPC	GREEN MOUNTAIN POWER CORP	01/30/18	DPW-JANUARY ELECTRIC 04695JAN	01-5-703501.00 ELECTRICITY	359.69	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/16/18	DPW-STREETLIGHTS 051192JAN	01-5-703307.00 STREETLIGHTS	46.39	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	TS-ELECTRICITY 14695JAN	01-5-705501.00 ELECTRICITY	148.80	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/29/18	DPW-STREETLIGHTS 24926JAN	01-5-703307.00 STREETLIGHTS	959.16	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-BEAVER MEADOW SIGN 24966JAN	01-5-500204.00 SPEED SIGNS	16.26	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/30/18	TH-ELECTRIC JANUARY 34966JAN	01-5-706101.00 ELECTRICITY	705.23	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/25/18	EMERG-TOWER POWER 35066JAN	01-5-575233.00 TOWER POWER	52.13	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-MAIN ST SIGN 45726JAN	01-5-500204.00 SPEED SIGNS	18.81	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-CHURCH ST SIGN 55726JAN	01-5-500204.00 SPEED SIGNS	15.88	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-RTE 10A SIGN 65726JAN	01-5-500204.00 SPEED SIGNS	17.53	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	FD/PD-ELECTRICITY 70966JAN	01-5-550233.00 ELECTRICITY	992.72	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-TURNPIKE SIGN 75726JAN	01-5-500204.00 SPEED SIGNS	16.04	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	PD-UNION VILL SIGN 85726JAN	01-5-500204.00 SPEED SIGNS	16.54	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/30/18	TH-EVCHARGING STATION 92150JAN	01-5-706115.00 BANDSTAND & SIGN ELECTRIC	25.26	5859	02/14/18
GMPC	GREEN MOUNTAIN POWER CORP	01/24/18	TH-BANDSTAND 95726JAN	01-5-706115.00 BANDSTAND & SIGN ELECTRIC	70.47	5859	02/14/18
GRANGLASS	GRANITE STATE GLASS	02/05/18	FD-WINDSHIELD E0020459	01-5-555528.00 FIRE TRK R & M	1274.00	5861	02/14/18
HANOVERTO	TOWN OF HANOVER	01/11/18	FD- 1-1 6-30-18 DISPATCH 5162	01-5-555632.00 DISPATCH SERVICE	4741.50	--------	--/--/--
HANOVERTO	TOWN OF HANOVER	01/12/18	FD-JAN TO MARCH AMBULANCE 5174	01-5-555901.00 AMBULANCE CONTRACT	30301.70	--------	--/--/--
HAUN	HAUN WELDING SUPPLY, INC.	01/15/18	DPW-WINTER GLOVES 5380209	01-5-703311.00 UNIFORMS	66.50	--------	--/--/--

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
HOMEDEPOT	HOME DEPOT CREDIT SERVICE	01/25/18	B&G-TH-TOOLS, WOOD 3023819	01-5-704413.00 TOOLS	56.89	5862	02/14/18
HOMEDEPOT	HOME DEPOT CREDIT SERVICE	01/25/18	B&G-TH-TOOLS, WOOD 3023819	01-5-706113.00 REPAIRS & MAINTENANCE	74.48	5862	02/14/18
HOMEDEPOT	HOME DEPOT CREDIT SERVICE	01/30/18	TH-PAINTING SUPPLIES 8050240	01-5-706113.00 REPAIRS & MAINTENANCE	53.67	5862	02/14/18
INNOVATIV	INNOVATIVE MUNICIPAL PROD	01/16/18	DPW-PROMELT 4499 GAL INV41771	01-5-703201.00 SALT & CHEMICALS	4948.90	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/22/18	DPW-414.3 GAL PROPANE 27965	01-5-703503.00 PROPANE	501.30	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/25/18	DPW-128.6 GAL PROPANE 346148	01-5-703503.00 PROPANE	155.61	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/30/18	DPW-200.4 GAL PROPANE 854239	01-5-703503.00 PROPANE	242.48	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/11/18	TS-75.8 GAL PROPANE 942966	01-5-705503.00 PROPANE	91.72	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/11/18	TS-29.1 GAL PROPANE 943177	01-5-705503.00 PROPANE	35.21	--------	--/--/--
IRVINGOIL	IRVING ENERGY DISTRIB. &	01/11/18	DPW-404.2 GAL PROPANE 943334	01-5-703503.00 PROPANE	489.08	--------	--/--/--
JORDAN	JORDAN EQUIPMENT CO.	01/23/18	DPW-CARBIDE PLATES P29390	01-5-703403.00 PARTS & SUPPLIES	364.64	5863	02/14/18
KEYCOMM	KEY COMMUNICATIONS INC	01/26/18	PD-TEMP TELEPHONE 909684	01-5-475238.00 ADMIN TELEPHONE	103.80	--------	--/--/--
LUCKYS	LUCKY'S LEASE, INC.	01/12/18	DPW-TRAILER RENTAL RB31488	01-5-703511.00 REPAIRS & MAINTENANCE	135.00	5864	02/14/18
LUCKYS	LUCKY'S LEASE, INC.	01/12/18	DPW-TRAILER RENTAL RB31489	01-5-703511.00 REPAIRS & MAINTENANCE	135.00	5864	02/14/18
MAYER	MAYER & MAYER	02/08/18	EMPLOYEE JUDGEMENT ORDER JANUARY 2018	01-2-001120.00 EMPLOYEE JUDGEMENT ORDER	75.00	5865	02/14/18
MIS 2	BRAM LITVINOFF	01/22/18	REC-TOOLS TO LOWER BB 1/22/2018	01-5-425206.00 COACHING MATERIALS	199.93	5866	02/14/18
MIS1	MARY JANE MITCHELL	01/24/18	REFUND OF TAX PREPAYMENT REFUND PREPA	01-2-003010.00 PREPAID TAXES	6500.00	5867	02/14/18
MIS3	CITY OF CLAREMONT	02/08/18	ENTRY FEE BB TOURNEY 2/8/2018	01-5-425216.00 ENTRY FEE	125.00	5868	02/14/18
MOMAR	MOMAR, INC.	01/15/18	DPW-CLAMPS & CRIMPS PSI216441	01-5-703513.00 TOOLS	279.05	--------	--/--/--
MOMAR	MOMAR, INC.	01/19/18	DPW-WIRE CONN & REPAIRKIT PSI217121	01-5-703403.00 PARTS & SUPPLIES	501.30	--------	--/--/--
MOORAD	ADAM MOORE	02/03/18	B&G-MILEAGE 1/31/2018	01-5-704405.00 PETROLEUM PRODUCTS	31.39	--------	--/--/--
MORTON	MORTON SALT	01/09/18	DPW-97.33 TON SALT 5401481431	01-5-703201.00 SALT & CHEMICALS	6616.49	5869	02/14/18
MORTON	MORTON SALT	01/09/18	DPW-32.72 TON SALT 5401481432	01-5-703201.00 SALT & CHEMICALS	2224.30	5869	02/14/18
MORTON	MORTON SALT	01/10/18	DWP-98.77 TON SALT 5401483440	01-5-703201.00 SALT & CHEMICALS	6714.39	5869	02/14/18
MORTON	MORTON SALT	01/11/18	DPW-31.95 TON SALT 5401485315	01-5-703201.00 SALT & CHEMICALS	2171.96	5869	02/14/18

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
MORTON	MORTON SALT	01/26/18	DPW-161.33 TON SALT 5401504727	01-5-703201.00 SALT & CHEMICALS	10967.21	5869	02/14/18
NORFIREDI	NORWICH FIRE DISTRICT	01/23/18	TH-WATER BILL 30070 1/23	01-5-706100.00 WATER USAGE	161.80	5870	02/14/18
NORFIREDI	NORWICH FIRE DISTRICT	01/23/18	PD- WATER BILL 44015 1/23	01-5-475232.00 WATER USAGE	178.20	5870	02/14/18
NORFIREDI	NORWICH FIRE DISTRICT	01/23/18	REC-WATER BILL 51160 1/23	01-5-425332.00 WATER USAGE	126.60	5870	02/14/18
NORHISTOR	NORWICH HISTORICAL SOCIET	01/16/18	2ND QUARTER ALLOCATION 1/16/2018	01-5-800315.00 NORWICH HISTORICAL SOC.	2000.00	--------	--/--/--
NORHISTOR	NORWICH HISTORICAL SOCIET	02/01/18	OLD HOUSE WORKSHOP 2/1/2018	01-5-350408.00 HISTORIC PRES COMM.	100.00	--------	--/--/--
NORHISTOR	NORWICH HISTORICAL SOCIET	02/01/18	OLD HOUSE WORKSHOP 2/1/2018	01-5-005701.20 ENERGY COMMITTEE	100.00	--------	--/--/--
NORNURSE	NORTHERN NURSERIES	01/25/18	TH-ICE MELT 622000017571	01-5-706109.00 BUILDING SUPPLIES	145.00	5871	02/14/18
NORSCHOOL	NORWICH SCHOOL DISTRICT	01/26/18	17-18 SCHOOL TAX 17-18 TAX #4	01-2-001123.00 SCHOOL DISTRICT TAX	1500000.00	5872	02/14/18
NOTT'SEXC	NOTT'S EXCAVATING, INC.	01/31/18	FEMA-CONCRETE BARRIER BEAVER MDW#4	01-5-703703.00 FEMA GRANT	1380.00	5873	02/14/18
NOTT'SEXC	NOTT'S EXCAVATING, INC.	01/31/18	FEMA-CONCRETE BARRIER BEAVER MDW#5	01-5-703703.00 FEMA GRANT	2070.00	5873	02/14/18
NOTT'SEXC	NOTT'S EXCAVATING, INC.	01/12/18	FEMA-TIGERTOWN #2 TIGERTOWN#2	01-5-703703.00 FEMA GRANT	183552.50	5873	02/14/18
PATHWAYS	PATHWAYS CONSULTING, LLC	12/31/17	FEMA-ENGINEERING ASSIST 20461	01-5-703703.00 FEMA GRANT	23649.71	5874	02/14/18
PBA	NEW ENGLAND PBA, INC	02/08/18	JANUARY UNION DUES JANUARY 18	01-2-001117.00 UNION DUES PAYABLE	552.00	--------	--/--/--
PETTY	CASH	01/22/18	PD-PETTY CASH PD 1/22/2018	01-5-500501.00 ADMINISTRATION	89.88	5875	02/14/18
PETTY	CASH	01/30/18	TH-PETTY CASH TH 1/30/18	01-5-005610.00 OFFICE SUPPLIES	7.32	5876	02/14/18
PETTY	CASH	01/30/18	TH-PETTY CASH TH 1/30/18	01-5-300538.00 POSTAGE	13.81	5876	02/14/18
PETTY	CASH	01/30/18	TH-PETTY CASH TH 1/30/18	01-5-555618.00 POSTAGE	40.61	5876	02/14/18
PETTY	CASH	01/30/18	TH-PETTY CASH TH 1/30/18	01-5-275538.00 POSTAGE	6.26	5876	02/14/18
PETTY	CASH	01/30/18	TH-PETTY CASH TH 1/30/18	01-5-275538.00 POSTAGE	24.70	5876	02/14/18
POSTMASTE	POSTMASTER NORWICH	02/05/18	TOWN REPORT POSTAGE BULK RATE18	01-5-005310.00 TOWN REPORT	1500.00	5877	02/14/18
RACEMETAL	RACE METALSMITHS	01/23/18	DPW-#1 DRIVESHAFT 367282	01-5-703401.00 OUTSIDE REPAIRS	345.26	5878	02/14/18
RADIO	THE RADIO NORTH GROUP INC	01/16/18	FD-PROGRAM RADIOS 24139225	01-5-555532.00 RADIO MAINTENANCE	285.00	5879	02/14/18
RADIO	THE RADIO NORTH GROUP INC	01/16/18	DPW- #5 RADIO REPAIR 24139226	01-5-703401.00 OUTSIDE REPAIRS	113.00	5879	02/14/18
RICHARDSO	TAD RICHARDSON	02/01/18	GEN ADMIN-SERVER MAINT. 1532	01-5-275632.00 SERVER MAINTENANCE	766.00	--------	--/--/--

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
RIVERROAD	RIVER ROAD VETERINARY CLI	01/18/18	PD-CAT CARE 326486	01-5-500201.00 ANIMAL CONT/LEASH LAW	282.00	5880	02/14/18
ROGERSFAB	ROGER'S FABRICARE, LLC	12/31/17	PD-DRY CLEANING DEC CLEANING	01-5-500583.00 UNIFORMS CLEANING	72.50	--------	--/--/--
SABIL	SABIL & SONS INC	01/02/18	DPW-FUEL FILTERS BACKHOE 31655	01-5-703403.00 PARTS & SUPPLIES	147.00	5881	02/14/18
SABIL	SABIL & SONS INC	01/03/18	DPW-FUEL ADDITIVE 31667	01-5-703405.00 PETROLEUM PRODUCTS	78.60	5881	02/14/18
SABIL	SABIL & SONS INC	01/10/18	DPW-STROBE KIT 31746	01-5-703403.00 PARTS & SUPPLIES	96.86	5881	02/14/18
SABIL	SABIL & SONS INC	01/10/18	DPW-CREDIT 31748	01-5-703403.00 PARTS & SUPPLIES	-96.86	5881	02/14/18
SABIL	SABIL & SONS INC	01/12/18	DPW-STROBE LIGHTS 31769	01-5-703403.00 PARTS & SUPPLIES	181.12	5881	02/14/18
SABIL	SABIL & SONS INC	01/16/18	DPW-STROBE KIT 31807	01-5-703403.00 PARTS & SUPPLIES	96.86	5881	02/14/18
SABIL	SABIL & SONS INC	01/16/18	DPW-CREDIT FOR STROBE 31808	01-5-703403.00 PARTS & SUPPLIES	-181.12	5881	02/14/18
SABIL	SABIL & SONS INC	01/19/18	DPW-MIRROR 31846	01-5-703403.00 PARTS & SUPPLIES	21.64	5881	02/14/18
SABIL	SABIL & SONS INC	01/27/18	DPW-PAGER BATTERIES 31917	01-5-703403.00 PARTS & SUPPLIES	12.72	5881	02/14/18
SABIL	SABIL & SONS INC	01/05/18	DPW-MOVING FROZEN TRUCKS 80185	01-5-703401.00 OUTSIDE REPAIRS	200.00	5881	02/14/18
SABIL	SABIL & SONS INC	01/18/18	DPW-RECOVERY BOWEN HILL 80491	01-5-703401.00 OUTSIDE REPAIRS	650.00	5881	02/14/18
SAFETYKLE	SAFETY-KLEEN SYSTEMS, INC	01/11/18	DPW-MOTOR OIL 75540645	01-5-703405.00 PETROLEUM PRODUCTS	463.24	5882	02/14/18
SANEL	SANEL AUTO PARTS INC	01/08/18	DPW-HYDRAULIC FITTING 05EU0226	01-5-703403.00 PARTS & SUPPLIES	5.22	5883	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/13/18	FD-TH-MOP,OFFICE SUPPLIES 8048230242	01-5-555536.00 COMPUTER MAINTENANCE	14.99	5884	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/13/18	FD-TH-MOP,OFFICE SUPPLIES 8048230242	01-5-555630.00 OFFICE SUPPLIES	18.98	5884	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/13/18	FD-TH-MOP,OFFICE SUPPLIES 8048230242	01-5-706109.00 BUILDING SUPPLIES	57.38	5884	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/20/18	PD-FIN-INK & ENVELOPES 8048331139	01-5-500501.00 ADMINISTRATION	79.35	5884	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/20/18	PD-FIN-INK & ENVELOPES 8048331139	01-5-200610.00 OFFICE SUPPLIES	91.49	5884	02/14/18
STAPLELNK	STAPLES BUSINESS ADVANTAG	01/27/18	PD- 3 COMPUTERS 8048427988	01-5-500501.00 ADMINISTRATION	1763.85	5884	02/14/18
SWISH	SWISH WHITE RIVER, LTD	01/26/18	DPW-HAND TOWELS W228855	01-5-703507.00 SUPPLIES	144.80	5885	02/14/18
TASCO	TASCO SECURITY INC	02/01/18	PD-ALARM MONITORING 122807	01-5-475303.00 ALARM MONITORING	36.00	--------	--/--/--
TENCO	TENCO INDUSTRIES, INC	01/18/18	DPW- PARTS 6415 TRACTOR 6065179	01-5-703403.00 PARTS & SUPPLIES	1130.52	--------	--/--/--
TRUSSELL	BEN TRUSSELL	02/03/18	B & G-JAN MILEAGE JAN 2018	01-5-704405.00 PETROLEUM PRODUCTS	54.83	--------	--/--/--

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
UNIFIRST	UNIFIRST CORPORATION	12/25/17	DPW-B&G-UNIFORMS 035 4209886	01-5-703311.00 UNIFORMS	179.61	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	12/25/17	DPW-B&G-UNIFORMS 035 4209886	01-5-703515.00 ADMINISTRATION	17.90	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	12/25/17	DPW-B&G-UNIFORMS 035 4209886	01-5-704311.00 UNIFORMS	35.36	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	12/25/17	DPW-B&G-UNIFORMS 035 4209886	01-5-703507.00 SUPPLIES	2.45	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/01/18	DPW-B&G-UNIFORMS 035 4212171	01-5-703311.00 UNIFORMS	179.61	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/01/18	DPW-B&G-UNIFORMS 035 4212171	01-5-703515.00 ADMINISTRATION	13.50	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/01/18	DPW-B&G-UNIFORMS 035 4212171	01-5-703507.00 SUPPLIES	2.45	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/01/18	DPW-B&G-UNIFORMS 035 4212171	01-5-704311.00 UNIFORMS	35.36	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/08/18	DPW-B&G-UNIFORMS 035 4214497	01-5-703311.00 UNIFORMS	179.61	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/08/18	DPW-B&G-UNIFORMS 035 4214497	01-5-703507.00 SUPPLIES	2.45	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/08/18	DPW-B&G-UNIFORMS 035 4214497	01-5-703515.00 ADMINISTRATION	13.50	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/08/18	DPW-B&G-UNIFORMS 035 4214497	01-5-704311.00 UNIFORMS	35.36	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/15/18	DPW,B&G-UNIFORMS 035 4216819	01-5-703311.00 UNIFORMS	179.86	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/15/18	DPW,B&G-UNIFORMS 035 4216819	01-5-703507.00 SUPPLIES	13.00	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/15/18	DPW,B&G-UNIFORMS 035 4216819	01-5-703515.00 ADMINISTRATION	17.90	--------	--/--/--
UNIFIRST	UNIFIRST CORPORATION	01/15/18	DPW,B&G-UNIFORMS 035 4216819	01-5-704311.00 UNIFORMS	35.36	--------	--/--/--
VALLEYNEW	VALLEY NEWS	01/23/18	PD-ADVERTISEMENT 01272902	01-5-500501.00 ADMINISTRATION	310.72	5886	02/14/18
VERMONTEM	VERMONT EMS DISTRICT #9	01/27/18	FD-EMR/EMT NCCP DAYS 2018 7001	01-5-555340.00 EMS EDUC/TRNG	180.00	5887	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-005126.00 VT RETIREMENT	847.44	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-100126.00 VT RETIREMENT	667.57	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-200126.00 VT RETIREMENT	427.51	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-350126.00 VT RETIREMENT	427.51	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-425126.00 VT RETIREMENT	453.77	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-500126.00 VT RETIREMENT	286.90	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-703126.00 RETIREMENT	2546.50	5888	02/14/18

Vendor		Invoice Date	Invoice Description / Invoice Number	Account	Amount Paid	Check Number	Check Date
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-704126.00 RETIREMENT	611.97	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-5-500126.00 VT RETIREMENT	1791.26	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-2-001111.00 VEMRS GRP B PAYABLE	5556.75	5888	02/14/18
VMERS	VMERS DB	02/08/18	RETIREMENT JANUARY JAN 2018	01-2-001113.00 VEMRS GRP C PAYABLE	2470.72	5888	02/14/18
VPA	VERMONT PLANNERS ASSOCIAT	01/22/18	PLAN-2018 DUES 2018 DUES	01-5-350615.00 DUES/MTGS/EDUC	50.00	5889	02/14/18
VTASSO	VT ASSOCIATION OF CHIEFS	01/18/18	PD-ANNUAL DUES 2018 DUES	01-5-500581.00 DUES/MTGS/EDUC	50.00	5890	02/14/18
VTFRAN	VERMONT DEPT. OF TAXES	02/06/18	TS-4TH QTR FRANCHISE TAX 4TH QTR 2017	01-5-705517.00 VERMONT FRANCHISE TAX	498.40	5891	02/14/18
VTHEALTH	VERMONT DEPARTMENT OF HEA	02/07/18	TC-VITAL RECORD PAPER 2/7/2018	01-5-100610.00 OFFICE SUPPLIES	5.00	5892	02/14/18
VTTRANS	VT AGENCY OF TRANSPORTATI	02/06/18	DPW-REGISTER F550 FORD REG	01-5-703515.00 ADMINISTRATION	47.00	5893	02/14/18
WAVECOMM	WAVECOMM PAGING	01/05/18	DPW-REPLACEMENT PAGER 1973-101493	01-5-703515.00 ADMINISTRATION	59.95	5894	02/14/18
WBMASON	W.B. MASON CO., INC.	01/16/18	TC-FIN-ADDRESS LABELS I51503825	01-5-100610.00 OFFICE SUPPLIES	23.49	--------	--/--/--
WBMASON	W.B. MASON CO., INC.	01/16/18	TC-FIN-ADDRESS LABELS I51503825	01-5-200610.00 OFFICE SUPPLIES	23.49	--------	--/--/--
WBMASON	W.B. MASON CO., INC.	01/17/18	FIN-CHECK ENVELOPES I51538665	01-5-200610.00 OFFICE SUPPLIES	41.75	--------	--/--/--
WRCOA	WHITE RIVER COUNCIL ON AG	01/25/18	1/2 ANNUAL APPROPRIATION 1/25/2018	01-5-800372.00 WHT RIVR COUN ON AGING	2650.00	5895	02/14/18
			Report Total		1843037.37		

To the Treasurer of Town of Norwich, We hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ *1,843,037.37
Let this be your order for the payments of these amounts.

FINANCE DIRECTOR Roberta Robinson

TOWN MANAGER: Herb Durfee III, Town Manager

SELECTBOARD:

John Langhus

Linda Cook

Stephen Flanders

John Pepper

Mary Layton, Chair

8

Herb Durfee

From: Bonnie Munday
Sent: Monday, January 29, 2018 9:11 AM
To: Herb Durfee; John Langhus; John Pepper; Linda Cook; Mary Layton; Stephen N. Flanders
Subject: FW: another play!

From: Elisabeth Gordon [mailto:elisegordon49@gmail.com]
Sent: Friday, January 26, 2018 8:47 PM
To: Bonnie Munday
Subject: another play!

Hi Bonnie: I would like to present a second installment of "The Dogwalker" before the start of this year's Town Meeting. Do I need to once again get the permission of the Norwich Select board and the School Board? If so, shall I write another letter explaining what I'm doing, send a draft script, etc?

The format would be exactly the same as last year, a ten-minute reading with the same cast of characters, with one addition.

Thanks for your help!

Elisabeth

--
elisabeth gordon
art & design consultant

90 broadway, apt 3c
boston ma 02116
603 443 1101 | elisabethgordonart.com

(9)

Miranda Bergmeier

From:	Stephen Flanders <stephen.n.flanders@gmail.com>
Sent:	Wednesday, February 07, 2018 4:21 PM
To:	Herb Durfee
Cc:	Miranda Bergmeier; Layton Mary
Subject:	Items for February 14 Packet: This e-mail, Revised Markups to the Town Plan for Saturday SB Packet, & DRAFT Revised Town-Wide Survey
Attachments:	Proposed markups of Town Plan 2018-02-07.docx; ATT00003.htm; Memo suggesting survey 2018-02-07b.docx; ATT00004.htm

Dear Colleagues,

In the Proposed markups of the Town Plan attachment, I have attempted to make a few key changes that are targeted at the nervousness that townspeople have about future zoning that may occur, despite explicit language that emphasizes a change in zoning is not a recommendation of the plan. I have discussed this with several people, who are familiar with planning and feel that the amendments add value over what is in the current draft.

I have attempted to do the following:

- Provide clarity on what degree of development would raise property taxes through a proposed study.
- Emphasize working within the current zoning ordinance.
- Emphasize striving for tax neutrality in new development.
- Propose incentives that increase the viability of low-income housing.
- Establish a study committee to better define the relationship between school-age population and school property taxes to better inform decisions about housing.
- Provide incentives to donate property with bodies of water that may serve as a replacement town pool.
- Provide for constraints on sewer hookups with adjacent communities that don't currently exist.
- Change Map 11 to reflect retaining the west side of Rte. 5 south as zoned rural residential—its current status.

I don't believe that any of the above changes the status quo on the prospects for affordable housing in a negative way, other than the option to have it ride on mixed-use development on the west side of Rte. 5, a concept that appears to have strong vocal opposition. I look forward to your insights at our upcoming meetings.

Proposed Markups of November 2017 DRAFT Norwich Town Plan

Current	Proposed
Supporting Text: *Community Facilities & Services*	
P. 8-7: To ensure that growth levels are moderate and to limit Norwich's potential financial exposure, it may be possible to place limits on the number of housing units that can attach to the sewer system of a neighboring town.	P. 8-7: ~~To ensure that growth levels are moderate and to limit Norwich's potential financial exposure, it may be possible to place limits on the number of housing units that can attach to the sewer system of a neighboring town.~~ *To prevent growth beyond desired or sustainable levels and to limit Norwich's potential financial exposure, it is recommended that, through additional study by the Planning Commission and others, the town clarify the financial effects of different types of development on property taxes; review and if necessary adjust current policies and procedures to discourage (or offset cost impacts from) development that is predicted to otherwise increase the combined rate of municipal and education property taxes; and place appropriate limits on the number of housing units that may attach to the sewer system of a neighboring town and conditions under which these attachments may take place.*
Goals, Objectives, Actions: *Town Profile* (P. 4-11)	
Goal A: Protect the town's fiscal health by guiding the location, form and pace of development to make best use of existing facilities and service **Objective A1** Limit the rate of residential and commercial development to not exceed the capacity of existing and planned municipal infrastructure, facilities, and services. **Action A1a** Enact a capital budget so that the pace of residential development can be tied to reasonable expansions of, and improvements to, service systems. **Action A1b** Utilize capital planning and budgeting to minimize future tax increases and maintain a predictable fiscal situation for the town and its	**Goal A: Protect the town's fiscal health** ~~**by guiding the location, form and pace of development to make best use of existing facilities and service**~~ ***integrating the town's capital and operational budgetary planning with the policies that stem from the town plan*** **Objective A1** ~~Limit the rate of residential and commercial development to not exceed the capacity of existing and planned municipal infrastructure, facilities, and services.~~ *Identify and address the potential effects on property taxes that would be caused by residential and commercial development of different types and amounts, in various locations.*

Current	Proposed
taxpayers. **Action A1c** Continue to explore the possibility of providing municipal sewage disposal and municipal water systems to support any development, while being mindful not only of original costs but also the costs of maintenance and improvements and the need for protections to keep population growth at moderate levels.	**Action A1a** ~~Enact a capital budget so that the pace of residential development can be tied to reasonable expansions of, and improvements to, service systems.~~ *Identify tipping points in demand from additional development in town that would trigger the need for additional town staff, capital equipment or facilities in service of that development.* **Action A1b** ~~Utilize capital planning and budgeting to minimize future tax increases and maintain a predictable fiscal situation for the town and its taxpayers.~~ *Identify the added costs that would occur with the added staff, equipment or facilities that would be weighed against the value of the types of added developed property to determine whether such development is tax neutral or represents a greater or lesser burden to existing properties.* **Action A1c** ~~Continue to explore the possibility of providing municipal sewage disposal and municipal water systems to support any development, while being mindful not only of original costs but also the costs of maintenance and improvements and the need for protections to keep population growth at moderate levels.~~ *Review (and adjust if necessary) the town's policies and procedures to discourage (or provide offsetting fee revenue from) development that is predicted to otherwise increase combined the rate of municipal and education property taxes.* **Action A1d** *Maintain existing levels of municipal services and personnel, until further analysis indicates needed changes, as recommended by planning commission, through the town manager, and agreed upon by the selectboard after public discussion and input.* **Action A1e** *Develop, after proper analysis, regulations that establish appropriate limits on the number of permissible connections to any adjacent municipal wastewater system and protect the town from financial liability for any such connections.*

Current	Proposed
Supporting Text: *Housing Plan*	
P. 5-9 How can Norwich ensure that growth happens at a moderate pace and scale? While Norwich residents generally favor the development of affordable housing, some are concerned that development will take place at too rapid a pace and too large a scale. Through the planning process, the town will consider options for regulating growth to ensure it remains at the moderate level desired.	P. 5-9 How can Norwich ensure that growth happens at a ~~moderate~~ pace and scale *in keeping with town values*? While Norwich residents generally favor the development of affordable housing, some are concerned that development will take place at too rapid a pace and too large a scale. Through the planning process, the town will consider options for regulating growth to ensure it remains at the ~~moderate level~~ desired *level*.
Goals, Objectives, Actions: (P. 5-10)	
Goal B: Provide for sustainable housing for residents of all income levels and ages. **Objective B3** Allow growth in the housing stock to occur at a rate that is consistent with the town's ability to provide services in a fiscally sound manner. **Action B.3.a** Determine future housing density in different areas of the town based on proximity and access to town facilities and services, including roads, public transportation, schools, and emergency services.	**Goal B: ~~Provide for sustainable housing for residents of all income levels and ages.~~ *Facilitate housing for residents of all income levels and ages that is economically and environmentally sustainable*** **Objective B3** ~~Allow growth in the housing stock to occur at a rate that is consistent with the town's ability to provide services in a fiscally sound manner~~. *Establish procedures designed to ensure that future growth does not significantly increase the combined rate of municipal and education taxes.* **Action B.3.a** *Retain the potential housing density and patterns supported by the zoning ordinance in effect as of January 2018.* **Action B.3.b** *Consider tax-neutral incentives that encourage the increase in housing capacity for lower-income people of all ages.*

Proposed Markups of November 2017 DRAFT Norwich Town Plan

Current	Proposed
Objective B6 Participate in regional solutions for affordable housing. **Action B.3.a** Determine Norwich's "fair share" of the regional housing need for households of low and moderate income. **Action B.3.b** Coordinate affordable housing programs with neighboring towns and share support services such as maintaining covenants for perpetual affordability of properties.	**Objective B6** ~~Participate in regional solutions for affordable housing.~~ *Develop solutions for maintaining and increasing the availability of affordable housing in Norwich.* **Action B.3.a** ~~Determine Norwich's "fair share" of the regional housing need~~ *Develop objectives and mechanisms* for *increasing the amount and proportion* of households of low and moderate income *in the Town of Norwich, as well as preserving the existing stock of such housing.* **Action B.3.b** *Continue to work with the Three Rivers-Ottauquechee Regional Commission to identify the affordable housing needs for Norwich and its surrounding region.* **Action B.3.c** Coordinate affordable housing programs with neighboring towns and share support services such as maintaining covenants for perpetual affordability of properties.

Current	Proposed
Supporting Text: *Land Use*	
P. 12-4 Demand for residential housing, high property taxes, and the poor economic return from farming and forestry apply constant pressure for developing open land in Norwich. The housing demand is mostly created by regional economic factors (see Chapter 5, Housing Plan) but, as long as the town maintains its attractive rural character, *good schools* and town services, this demand will most likely continue.	(No change. *See emphasis.*)
Goals, Objectives, Actions: *Education* (P. 7-7)	
Goal D Provide cost-effective educational facilities suitable for supporting quality education for Norwich students. (Propose new Objective D.3)	**Goal D Provide cost-effective educational facilities suitable for supporting quality education for Norwich students.** **Objective D.3** *Identify the relationship between school-age population and school property taxes in order to make informed decisions about promoting the increase of housing stock for families with school-aged children.* **Action D.3.a** *Establish a study committee to:* *a. identify break points in adding school-aged population that trigger additional staffing in the Marion Cross School and additional taxpayer costs for students attending the Dresden School District* *b. identify the arrival and departure patterns together with the median residency period of parents during and after the attendance of their children in school* *c. identify those factors that affect Norwich education taxes that are independent of student population, including economies of scale and state taxation policy.* *d. Identify the degree to which increases in education taxes increase the rate of turnover of town residents of all income levels.* **Action D.3.b** *Monitor state legislative initiatives on school funding for their impact on Norwich property taxes and work with legislators and the Vermont League of Cities and Towns to ensure that Norwich is treated fairly.*

Current	Proposed
Supporting Text: *Community Facilities & Services*	
P. 8-13 The town's recreation facilities include: • Huntley Meadow, with four tennis courts and six fields: two baseball diamonds, two full-size fields and two ¾-size fields. Three of these fields were added over the last six years. • The Norwich Green, with small fields for lacrosse, soccer and baseball. • Two gyms: Marion Cross School and Tracy Hall. • The Norwich Pool. • Barrett Meadow, with a small field for limited activities. • Indoor space at Marion Cross School for summer circus camp and other classroom programs. P. 8-13 The Connecticut and Ompompanoosuc rivers also offer recreation for Norwich residents. There are two access locations to the rivers for launching boats, one along River Road owned by the town and one in Pompanoosuc owned by the state. There is no shoreline location along the river easily available to Norwich residents for swimming.	P. 8-13 The town's recreation facilities include: • Huntley Meadow, with four tennis courts and six fields: two baseball diamonds, two full-size fields and two ¾-size fields. Three of these fields were added over the last six years. • The Norwich Green, with small fields for lacrosse, soccer and baseball. • Two gyms: Marion Cross School and Tracy Hall. • ~~The Norwich Pool.~~ • Barrett Meadow, with a small field for limited activities. • Indoor space at Marion Cross School for summer circus camp and other classroom programs. P. 8-13 The *loss of the Norwich Pool, as a result of Tropical Storm Irene, left only the* Connecticut and Ompompanoosuc rivers ~~also offer recreation~~ *as publicly accessible, but undeveloped, swimming opportunities* for Norwich residents. There are two access locations to the rivers for launching boats, one along River Road owned by the town and one in Pompanoosuc owned by the state. There is no shoreline location along the river easily available to Norwich residents for swimming.

Proposed Markups of November 2017 DRAFT Norwich Town Plan

Current	Proposed
Goals, Objectives, Actions: (P. 8-14)	
Goal E Provide a full range of community services and facilities in a cost-effective, environmentally sound manner without creating an undue burden on local taxpayers.	**Goal E Provide a full range of community services and facilities in a cost-effective, environmentally sound manner without creating an undue burden on local taxpayers.**
Objective E.1 Update the capital improvement program and budget based on projections of the needs of specific facilities and services consistent with a moderate amount of new growth and development in Norwich appropriate for a town of 3,400 residents at the core of a designated Micropolitan Area.	**Objective E.1** Update the capital improvement program and budget based on projections of the needs of specific facilities and services consistent with ~~a moderate amount of new growth and development~~ *planned development patterns* in Norwich, *as* appropriate for a town of 3,400 residents at the core of a designated Micropolitan Area.
Objective E.7 Provide recreation facilities and programs for all residents. Special emphasis should continue on programs for youth with volunteer coaches or instructors from the community.	**Objective E.7** Provide recreation facilities and programs for all residents, *regardless of age*. ~~Special emphasis should continue on programs for youth with volunteer coaches or instructors from the community.~~
(New Action E.7c)	**Action E.7c** *Study incentives for landowners to bequeath or donate property with existing bodies of water, suitable for swimming, to the town as future recreation areas.*

Proposed Markups of November 2017 DRAFT Norwich Town Plan

Current	Proposed
Supporting Text: *Introduction & Land Use*	
P. 1-7 The Planning Commission is studying the Route 5 corridor in Norwich to determine whether it would be a suitable location for compact development, while recognizing that a lack of wastewater disposal capacity continues to be a limiting factor to development in this area.	P. 1-7 The Planning Commission is studying the Route 5 corridor in Norwich to determine whether *or not* it would be a suitable location for compact *housing* development *under existing planned unit development (PUD) zoning regulations for that area*~~, while recognizing that a lack of wastewater disposal capacity continues to be a limiting factor to development in this area~~.
P. 12-9 Planning Commission began investigating the possibility of developing a new zoning district to make compact development more feasible in these areas and to increase the incentives in these areas for the development of affordable housing. A number of important considerations were raised in a public forum in 2017 about this concept, and the commission is presently considering how best to respond to and incorporate public input. As the commission wishes to give further consideration to public input as well as the nuances of this important topic, this town plan does not propose any zoning changes for these areas.	P. 12-9 Planning Commission began investigating the possibility of developing a new zoning district to make compact development more feasible in these areas and to increase the incentives in these areas for the development of affordable housing. A number of important considerations were raised in a public forum in 2017 about this concept, and the commission is presently considering how best to respond to and incorporate public input. As the commission wishes to give further consideration to public input as well as the nuances of this important topic, this town plan does not propose any zoning changes for these areas*, until further analysis indicates needed changes that are agreed to by the selectboard after public discussion.*

Current	Proposed
Goals, Objectives, Actions: ***Land Use*** (P. 12-11)	
Goal K: Maintain and enhance Norwich's historic settlement pattern of compact village and rural countryside while accommodating growth at a sustainable rate.	**Goal K: Maintain and enhance Norwich's historic settlement pattern of compact village and rural countryside while accommodating growth at a sustainable rate.**
Objective K2 Direct new development to those locations best suited to accommodate it, particularly areas that are easily accessible to good roads, town services, schools and public transportation.	**Objective K2** Direct new development to those locations best suited to accommodate it, particularly areas that are easily accessible to good roads, town services, schools and public transportation.
Action K2e Consider, as part of a long-term public town planning process, whether to develop wastewater treatment for areas without adequate on-site, soil-based wastewater treatment capacity that are otherwise suitable for compact development or connect to adjacent municipalities where capacity exists. Alternatives, subject of course to considerations of feasibility and cost-effectiveness, may include a new municipal system, connections to existing systems in neighboring towns, decentralized community systems, or use of new on-site treatment technologies. Consider both initial costs and the long-term costs of system operation and maintenance for all alternatives, as well as appropriate protections to ensure a moderate level of growth.	**Action K2e** Consider, as part of a long-term public town planning process, whether to develop *alternative* wastewater treatment *technologies* for areas without adequate on-site, *conventional* soil-based wastewater treatment capacity that are otherwise suitable for compact development or connect to adjacent municipalities where capacity exists*, in accordance with community-established goals and limits.* Alternatives, subject of course to considerations of feasibility and cost-effectiveness, may include ~~a new municipal system,~~ *controlled and limited* connections to existing systems in neighboring towns~~,~~ decentralized community systems, or use of new on-site treatment technologies. Consider both initial costs and the long-term costs of system operation and maintenance for all alternatives, as well as appropriate protections to ensure ~~a moderate~~ *the desired* level of growth.

Proposed Markups of November 2017 DRAFT Norwich Town Plan

Current	Proposed

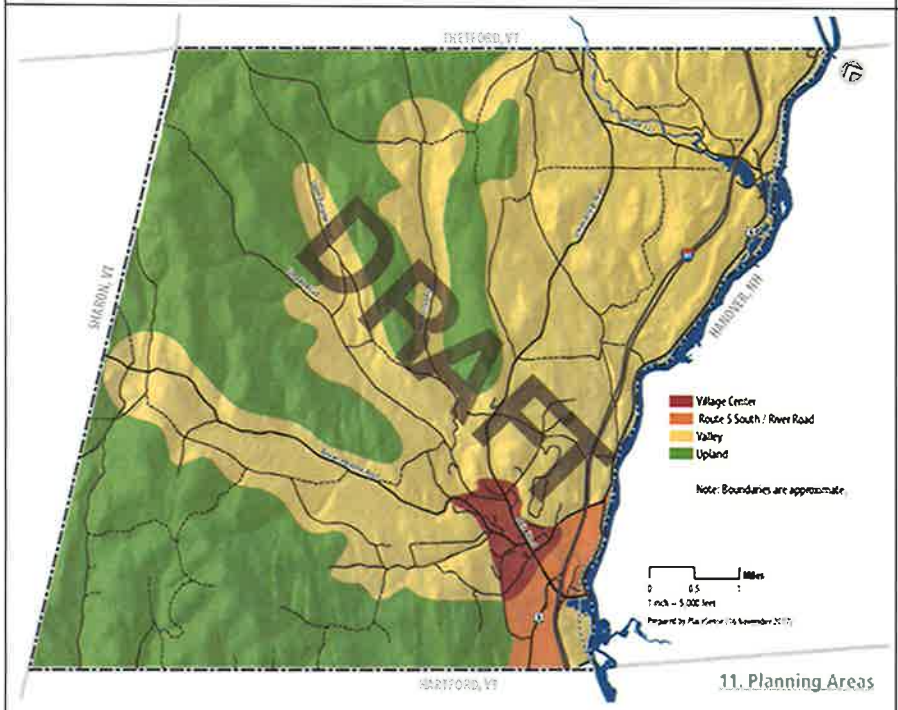
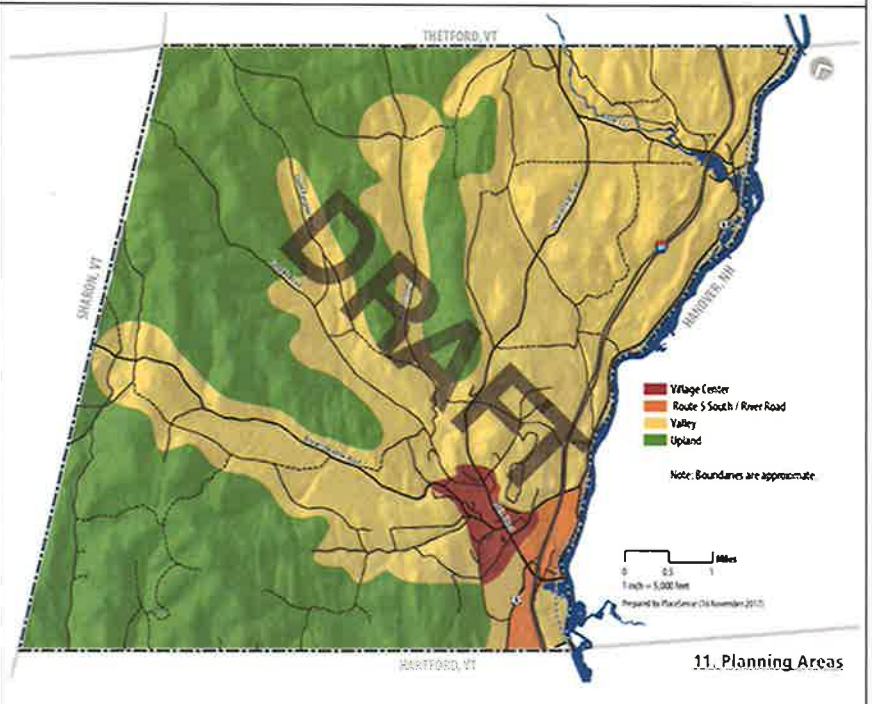

	

Figure 11. Planning Areas	Figure 11. Planning Areas[1]

[1] *West side of Rte. 5 South remains Rural Residential.*

(9)

MEMORANDUM

TO: NORWICH SELECTBOARD
FROM: STEPHEN N. FLANDERS
SUBJECT: TOWN PLAN SURVEY IDEAS (REVISED)
DATE: FEBRUARY 7, 2018
CC: TOWN MANAGER

1. *Summary* – The draft town plan received by the Norwich Selectboard on 6 December 2017 appears to be unsupported by a town-wide survey. Such a survey could help the selectboard inform its decisions on what changes to make, if any. Here are some ideas that use plane language and common understanding of principals to arrive at a sense of the town's priorities at a basic-level. This memo reflects input from Dean Seibert.

2. *Mediums* – I recommend that the survey be conducted with an on-line utility, such as SurveyMonkey, supplemented by paper copies that could be made available at the town clerk's office and the public library. Paper submissions would then be entered into the on-line utility manually. The survey might be structured, as follows:
    a. *Demographics* – Resident? Work in town? Residence direction from village?
    b. *Aspirations* – Growth? Sustainability? Affordable housing?
    c. *Approaches* – Sewer? Distribution of affordable housing? Distribution of businesses?

Draft questions for the survey follow:

1. *About you* – Please tell us something about your connections to Norwich.
    a. Are you a resident? (Y or N)
    b. Are you a property owner? (Y or N)
    c. Do you work in town? (Y or N)
    d. What best describes the location of where you live?
        - In the village
        - North of the village
        - East of the village
        - South of the village
        - West of the village
        - Elsewhere_____

2. *About your values* – Please tell us something about your values connected to Norwich's future by picking the option that best matches your preference.

   a. With respect to growth of the town's *population*, would you like to see it grow over the next ten years by:
      - More than 5%
      - 5% or less
      - Not at all
      - It should shrink
      - (Something else)_____

   b. With respect to growth of the town's *businesses*, would you like to see it grow over the next ten years by:
      - More than 5%
      - 5% or less
      - Not at all
      - It should shrink
      - (Something else)_____

   c. With respect to growth of the town's *affordable housing stock*, would you like to see the following categories grow over the next ten years by:

Growth rate	Student	Workforce	Elderly
More than 5%			
5% or less			
Not at all			
It should shrink			

      - (Something else)_____

   d. With respect to *sustainability*[1] *and growth*, in general, would you emphasize:
      - Strongly *growth* over sustainability
      - Somewhat *growth* over sustainability
      - Neutral/Don't know
      - Somewhat *sustainability* over growth
      - Strongly *sustainability* over growth
      - (Something else)_____

[1] Sustainability defined as: "meeting our needs in the present without compromising the ability of future generation to meet their needs".

e. With respect to Norwich's *responsibilities to the greater community* of the Upper Valley with regard to social issues and their solutions do you feel that the town should:
   - Take a prominent role
   - Be involved somewhat
   - Focus on its own issues
   - (Something else)_____

3. *About your priorities* – Please tell us something about your priorities that would affect Norwich's future by picking the option that best matches your preference.
   a. With respect to future housing development, how would you rate the desirability of each of the following (5 = most, 1 = least):
      - Wide dispersal (multi-acre lot sizes per residence)
      - Medium dispersal (one-acre lot sizes per residence)
      - Low dispersal (less-than-one-acre lot sizes per residence)
      - Concentrations of housing units, surrounded by substantial open space
      - (Something else)_____
   b. With respect to *sewers and septic systems in a new development*, do you favor:
      - Connections to municipal sewer in certain areas that allow more buildings on a parcel
      - Septic systems that limit the number of buildings on a parcel
      - Don't want new developments
      - No opinion/don't know
      - (Something else)_____
   c. With respect to the *availability of new affordable housing in town*, do you believe the supply in the following categories:

Supply	Student	Workforce	Elderly
Should be decreased			
Is adequate in town or nearby			
Should be increased slightly			
Should be increased substantially			
No opinion/don't know			

      - (Something else)_____

d. With respect to the *distribution of new affordable housing in town*, do you recommend:
   - It should be concentrated in a few places
   - It should be distributed throughout town
   - No opinion/don't know
   - (Something else)_____

e. To promote the following types of affordable housing, would you be willing to have your municipal taxes or rent be higher by (check each that applies):

Municipal tax increase	**Student**	**Workforce**	**Elderly**
More than 5%			
Up to 5%			
No increase			
Reduce			

   - (Something else)_____

f. Are you concerned whether *new retail business development* outside the village might compete with in-town businesses? (Revised from before)
   - Strongly concerned
   - Concerned
   - Neutral/don't know
   - Not very concerned
   - Not at all concerned
   - (Something else)_____

g. What other concerns or suggestions do you have?

_____

9

9

Town of Norwich, Vermont

CHARTERED 1761

Frequently Asked Questions

About the Norwich Town Plan

February 2018

FAQs - GLOSSARY

- Plan as a "Guide": A Town Plan informs policy and limits policy, because any new town policy must be consistent with the Plan. It does not, however, make any specific policies itself.
- "Sustainability" is defined as meeting our needs in the present without compromising the ability of future generation to meet their needs.*
- "Affordable Housing": The State of Vermont defines housing as being affordable if households with incomes at or below 80 percent of the county median family income spend no more than 30 percent of their incomes on housing costs. "Affordable Housing" can be subsidized or purely market-driven.
- "Subsidized Housing" is housing that benefits from unusual public spending such as tax abatements, grants for land acquisition, rent supports or any other fiscal support not available to home owners generally.

* ***World Commission on Environment and Development. Our Common Future*** (Oxford University Press, 1987), page 8.

FAQs - GLOSSARY

- "Sprawl": Any uncontrolled development patterns whether they be residential or commercial.
- "Hamlet": Term used to describe a residential concentration that is smaller than a "village" within Norwich. Synonymous with "neighborhood" for all intents and purposes.
- "Reasonable": Of a nature that would be consistent with the expectations and values of most Norwich citizens, at any given time.

* ***World Commission on Environment and Development. Our Common Future*** (Oxford University Press, 1987), page 8.

FAQs

Question: **How Does the Plan Propose to Change Norwich?**

Answer: **Changes are Proposed that tend towards Sustainability. Also proposes discussion of Potential Changes.**

- Page "The Norwich Town Plan is a guide that does not create mandates, but rather reflects a vision of the town going forward."
- The Town Plan has continued to change over the years to propose change that reflects our ongoing learning, knowledge, technology, etc.
- The Plan does propose change to embrace sustainable principles and move away from the sprawl that has characterized our recent development.
- The Plan does NOTHING to effect such changes. Only fosters more discussion.

FAQs

Question: **Will the Town Plan increase taxes?**

Answer: **NO**

- The Town Plan offers a vision, not any actual policies.
- Town taxes are a function of the budget/grand list.

School taxes are a function of cost/pupil.

- See Goals A and F: Provide a full range of community services and facilities in a cost-effective, environmentally sound manner *without creating an undue burden on local taxpayers*.
- Fiscal impacts are examined at the end of the "Town Profile" Chapter in the Plan.

FAQs

Sub-Question: **Do we expect property values to increase?**

Answer: **Yes**

- Property values have consistently increased in Norwich. Nothing in the Plan is intended to change this.

Sub-Question: **How does Town Plan consider CoCS study regarding commercial development and increase in taxes?**

Answer: **As an aide but not a set of answers**

- There are many references to this study in the Plan, but it is an analysis of general trends, not a study of Norwich and so is not necessarily predictive of any particular outcome.

Sub-Question: **How does Town Plan consider long-time residents ability to continue to own their property?**

Answer:

- While the Plan makes mention in several places that policy needs to consider the impact of policy changes on tax burden, it does not currently address ***maintaining affordability*** for current residents.

FAQs

Question: **What new business will be enabled outside of the business district?**

Answer: **No Change Proposed**

- The town plan does not suggest any change in current zoning, regarding business.
- While the Planning Commission made a proposal to re-zone Rte 5 South and River Rd. to allow mixed-use development, following from previous work by past Commissions and past Selectboards.
- Such a change is not facilitated by the Plan and would require a change to the Plan to effect.
- The Plan recognizes the need to make deliberate choices about where new business development is appropriate and where it not.
- Rte 5 South has long been recognized as the area with most ready access to existing services and infrastructure.

FAQs

Question: **What about sewage hook-up and other infrastructure issues?**

Answer: **No Change Proposed**

- The available soils in Norwich for septic systems are poor, with fewer suitable locations all the time. **Any growth at all must address this fact.**
- The Plan encourages further discussion of the potential for a hook-up to neighboring towns, but in no way contemplates a Norwich municipal waste treatment facility (the "$20 million sewer system").
- The Plan says:

  It may be possible to place limits on the number of housing units that can attach to the sewer system of a neighboring town.
- Cites a report:

  There is no area-wide failure of existing systems that would indicate a need for a municipal system.

  A conventional municipal wastewater treatment system would be ***prohibitively expensive***.
- No proposals for any changes to municipal sewage treatment are included in the Plan.

FAQs

Question: **What about putting a limit (cap) on the size, annual number and scale of new developments?**

Answer: **Plan does not seek to make policy**

- The town plan doesn't speak to this idea at all, nor have previous Plans.
- It might be difficult to find a community consensus on what those parameters might be.
- Any individual development must go through Act 250 approval if over 9 units.
- The Plan reports that Norwich is currently adding 6 new homes per year on average, down from 10-15 from 1990-2010 and down from about 30 per year in the 1970s and 1980s.
- All new construction in Norwich is well above the median home value, constantly raising the average home price in town.

FAQs

Question: **What about the Village Center not being subject to Act 250 Review?**

Answer: **This limited exemption is intended to reward local planning and provide deference to local decisions**

- The Vermont Village Center Designation Program says:
  - For areas within 1/4 mile from the Designated Village Center, ***qualified*** projects are exempt from ***some*** Act 250 regulations and the land gains tax.
  - These exemptions are very limited in scope and apply to things such as allowing a fee for ag soil impacts in lieu of a study and exemptions from certain 9L sprawl restrictions.
- The town plans to reapply for its Village Center designation (it lapsed in 2011 because the Town Plan did not specifically support the designation)
- For context, Norwich is the third largest town in our Region and has the smallest village center (of 30 town)

FAQs

Question: **What about changing the rural historic character of Norwich to a more suburban character?**

Answer: **The Plan is fully supportive of maintaining the Town's rural character and scenic beauty as a fundamental policy premise.**

- Past Plans have consistently protected the rural character of Norwich as does this Plan.
- In early 2000s, the Town, Planning Commission and Selectboard made a dramatic decision about the rural character when we changed zoning regulations to allocate the acres per unit ***on average*** from 1 to 10 (e.g., 14,500 potential units reduced to 1450 potential units) with a desire to promote future growth *only* where infrastructure currently exists.
- The Plan makes 34 specific references to Norwich's "rural character" each of which in support of that character. There is one reference to "suburban" in a discussion of what wildlife one finds in developed sections of Norwich.
- The character of the built landscape is currently controlled by the town's zoning regulations and the review procedures of the Development Review Board, the Regional Planning Commission and the State under Act 250.
- The town plan suggests *studying* "compact development".

FAQs

Question: **Does the plan promote a new, high density zoning district (Map 11)?**

Answer: **No. It does promote further discussion of one.**

- Map 11 recognizes that the Village Center and Rte. 5 South are unique and distinct parts of the Town.
- The town plan says of Map 11:
  - "For the purpose of describing the desired future land use patterns in Norwich, the town has been divided into land use planning areas as shown on Map 11."
  - Rte 5 South: "As the commission wishes to give further consideration to public input as well as the nuances of this important topic, this town plan does not propose any zoning changes for these areas."

FAQs

Question: **How much affordable housing does Norwich plan?**

Answer: **None**

- There is no specific amount in the Plan. It suggests the Town:
  - Determine Norwich's "fair share" of the regional housing need for households of low and moderate income.
  - Maintain updated statistics on demographic trends and housing for the town and the region to better evaluate the actual housing needs of seniors in the community on an ongoing basis.
- The Plan cites current studies for estimates of affordable housing demand
- There is no number imposed on Norwich by the Plan or by the Regional Planning Commission or any other body.

FAQs

Question: **Why have people voiced concerns about transparency, due process, and outdated statistics?**

Answer:

- Some people have argued that the Planning Commission failed to follow due process in their preparation of the Plan.
- Due Process consists of **Predictablity, Notice and the Opportunity to be Heard.**
- **24 VSA § 4384(a)**: "At the outset of the planning process and throughout the process, planning commissions shall solicit the participation of local citizens and organizations by holding informal working sessions that suit the needs of local people."
- The PC held Special Hearings plus many PC meetings, each of which are open to the public. Written comments were also solicited and provided. Also, the draft itself was changed significantly in response to public input.

FAQs

Question: **What grants does Norwich have access to with an adopted Town Plan?**

Answer:

- The State of Vermont rewards planning by municipalities
- State and Regionally-administered grants such as for historic preservation, municipal planning, VTrans and community development rarely are awarded to Towns that do not have an adopted Town Plan.
- Without an adopted Town Plan, Norwich can make no zoning changes nor any changes to other Town By-Laws.

FAQs

Question: **What are Norwich's top goals?**
Answer: **Overriding Goals Underpin the Plan**

- Ensuring that we leave a positive legacy for future generations.
- Making decisions that balance environmental, social, cultural and economic trade-offs over at least a 50-year time frame (while recognizing the difficulty in predicting Norwich's needs and the changes both internal and external that will occur over 50 years).
- Reducing our ecological footprint by using our land, resources and energy efficiently.
- Encouraging all residents to be actively involved in their community.

9

Miranda Bergmeier

Subject: Sarah Reeves letter to the Planning Commission

From Sarah Reeves

February 23, 2017

To the Planning Commission

Re: Proposal for Change in Zoning Regulations for Rte. 5 South and River Road

Thank you for the thoughtful public hearing on February 2, 2017.

I expressed appreciation, then, as I do now, for your work to plan for future growth in Norwich, and for the desire to accommodate more affordable housing, taking into account issues for our town and the region.

I asked myself a question, which you have undoubtedly asked yourselves:

What does Norwich contribute now to our region, and, specifically, what does Route 5 South in Norwich contribute now to our region?

Now: Rte 5 South in Norwich offers:

- A scenic drive. One noted as such: It's part of the Connecticut River National Scenic By-Way, the only one in our state.* (See below.) It's part of the national Silvio Conte National Fish and Wildlife Refuge, protecting the entire watershed of the Connecticut River. The river's designated an American Heritage River.

- King Arthur Flour – A popular destination for us residents, our neighbors throughout the region, and visitors from throughout the nation. and beyond. The King Arthur Trail links it to the Dresden Fields and the Farmers' Market.

- Norwich Farmers' Market -Where we shop for local fruits, veggies, flowers, and crafts, where neighbors throughout the region come, as well as our visitors.

- Killdeer Farm Stand --Again a place for us and many throughout the region, looking for fresh produce, picked today-corn, flowers, bedding plants, pots, etc. The Guests' legacy will continue under Tim and Janet Taylors' ownership and stewardship.

- Dresden Athletic Fields – Open fields which are mainly athletic fields and a trail to King Arthur Flour. A place for our kids from Norwich and Hanover, as well as all the competing teams to practice and play soccer, baseball, softball. There are also walks and trails for hikers and dog walkers.

- The Unitarian/Universalist Congregation of the Upper Valley, with its handsome meeting house and trails linking to other local trails.

- Other buildings of value to various constituents of the region, such as the Family Place and Events Center.

These offerings are consistent with other attractions right around a corner or two:

- Follow Rte 5 into town, regional neighbors and national visitors find an historic village, the Norwich Historical Society, the Green, often with kids playing, The Norwich Square with the Café, Bookstore, Wine and Spirits, Zuzu's etc., and Post Office; further on, Dan & Whit's, and The Norwich Inn, offering food and drink and lodging.

- Nearby, the Montshire Museum of Science offers us and the nation an outstanding place to explore science inside and outside with 100 acres along the Connecticut River.

The current offerings on Rte. 5 South contribute significantly to our region and nation. **Adding dense development on Route 5 South would be detrimental to the scenic, rural character and current attractions that bring Norwich residents, regional neighbors and visitors from the nation and beyond to our town's part of a national scenic by-way.**

* The Connecticut River National Scenic by-way, . . . *is over 500 miles of state roads bordering the Connecticut River in both Vermont and New Hampshire. The Byway links the two states,* ***focusing on the authentic New England experience - historic villages,*** *mountain views, working farms, home grown crops and crafts, and outdoor pastimes like fishing, boating, wildlife observation, and hiking.* http://www.crjc.org/pdffiles/Nat'l%20scenic%20byway.pdf

Dense settlement would also contribute negatively to congested commuter traffic, creating more of a back-up from Ledyard Bridge.

In conclusion, it does not seem wise to change zoning designations, but instead, to encourage development in harmony with what is already there.

I hope other opportunities can be found for affordable housing in another area of the town. Tthe large properties on Rte 5 North which are already designated "commercial" might well accommodate more density in a way that would not change significantly the character of our town or scenic quality of the view along the Connecticut River.

Sincerely,

Sarah Reeves

9

1/16/18

Amendment to 11-16-17 Draft Town Plan:

Compliance with Act 171 related to Forestry

Required to address

The Draft Town Plan as prepared already supports the goals and policies of Act 171 as it relates to municipal plans. Compliance with Act 171 may be accomplished with relatively few changes to the proposed draft.

The attached proposed changes have been prepared by Brandy Saxton of PlaceSense, who assisted the Planning Commission in the preparation the original 2011 Town Plan. She has also assisted several other towns with Act 171 compliance.

****

Proposed Amendments to Norwich Town Plan Draft (2017-11-16) to Comply with Act 171

Form
Form

[The act amends municipal and regional planning goals to encourage management of forestlands to improve forest blocks and habitat connectors and encourage the use of locally grown forest products. The act amends the land use element of regional and municipal plans to require the plan to indicate those areas that are important as forest blocks and habitat connectors and to plan for land development in those areas to minimize forest fragmentation and promote forest health and ecological function.]

Natural & Historic Resources

See attached:
Page 11-13 to 11-15 Land Cover, Habitat and Wildlife: Forestland
Includes Figure 11-3: Impact of Forest Fragmentation on Wildlife Species
Existing language with no changes

Page 11-25 Changes - ***Added language***

Objective I.9. Conserve significant wildlife habitats, especially the habitats of rare and endangered species, protect core blocks of forest and maintain forest connectivity between blocks.

Action I.9.a. Define, identify, map and document Norwich's significant wildlife and plant habitats, including forest blocks and habitat connectors.

Action I.9.b. Map larger blocks of contiguous forest land and potential travel corridors between those blocks in Norwich and neighboring towns.

Action I.9.c. Review subdivision and site plans to assess their effects on forest blocks, habitat connectors and significant wildlife habitats in order to encourage their protection.

Action I.9.d. Require new development to be located and configured in a manner that minimizes adverse impacts on forest blocks and critical wildlife habitat, including travel corridors, deer wintering areas and natural areas to the greatest extent feasible.

Action I.9.e. Require buffers between new development and significant wildlife habitats.

Action I.9.f. Use the town's zoning and subdivision regulations to protect the habitats of rare and endangered species.

Action I.9.g. Promote the protection of rare and endangered species, and their habitats, by the town's landowners.

Land Use

Page 12-10 - *Added language*

Upland. Forested uplands dominate the western side of Norwich. Beyond the narrow stream valleys that extend up into the hills from the lowlands along the Connecticut River Valley, the terrain is steep and soils are shallow. Few roads bisect these areas with the result being large, unbroken tracts of forestland as shown on Map 10. Their physical character, value as wildlife habitat, fragile ecology and inaccessibility make these lands generally ill-suited for development other than low-impact recreation and sustainable forest uses. The ecological benefits of maintaining large blocks of unfragmented forest and wildlife habitat are discussed in the Natural and Historic Resources chapter of this plan on pages 11-13 through 11-15.

~~Low-density and~~Low-impact development that has been carefully sited and designed may be appropriate within the town's upland areas, but the overall density of development should remain very low. Impacts to be minimized include tree clearing, disturbance of steep slopes, fragmentation of important wildlife habitat, and increased stormwater runoff and/or decreased water quality in upland streams. Recreational and forestry uses should be supported to the extent that they are undertaken in a sustainable manner that protects environmental quality. Scenic resources, such as views of prominent ridgelines and hillsides from public roads, may be protected by directing development to less visible sites or maintaining an appropriate level of vegetative screening.

See Attached Pages for Original Text

in stream corridors in an attempt to resolve or avoid conflicts between fluvial systems and the built environment. A geomorphic assessment is currently underway on Blood Brook in Norwich and the town is considering limiting development within identified fluvial erosion hazard areas in a manner similar to current regulations within flood hazard areas.

The Blood Brook Watershed Corridor Plan of March 2008 is the result of a three-phase study by the Norwich Conservation Commission, the Two-Rivers Ottauquechee Regional Commission, and the Vermont Agency of Natural Resources, Department of Environmental Conservation, River Management Program. The purpose of that plan is to assess the underlying causes of channel instability and encourage the stream's return to equilibrium conditions. The plan outlines management efforts directed toward long-term solutions that help curb escalating costs and minimize the danger posed or damage caused by storm-swollen streams. Such efforts can help reduce flood and erosion hazards along the river corridor, improve water quality and aquatic habitat, and enhance aesthetic and recreational values of the stream.

Land Cover, Habitat and Wildlife

Forestland

Forest is the most common land cover type in Norwich accounting for nearly 22,000 acres or approximately 76 percent of Norwich's land. Forest resources provide a number of benefits, including an economic return for local landowners, water quality, wildlife habitat, recreation opportunities for town residents and visitors, and an important visual backdrop to the town's scenic views and vistas. Most of Norwich's forestlands are in private ownership, but remain in tracts 50 acres or larger. The largest single forest parcel is the 450 acres along the Appalachian Trail owned by the National Park Service. The Norwich Fire District owns a 330-acre parcel off Beaver Meadow Road.

Forests are a permanently renewable resource if managed properly. Sound forest management results in a stable economic return for landowners, local resources to support local industry, and perhaps most importantly, an incentive for keeping large tracts of land free of development and available to the public for recreation, wildlife and scenic enjoyment. However, poor forest management can result in the degradation of biological diversity and can damage scenic landscapes. Forest management can be accomplished in a manner that does not create erosion or adversely impact scenic areas and wildlife. Generally, a sound forest management plan should be based on a number of objectives, including sustainable timber production, the protection of water quality, maintaining a diversity of wildlife habitat, and aesthetic enhancement. Whatever the objectives of a forest property owner, developing and implementing a forest management plan is the best means of managing a forest parcel for long-term, sustainable forest production.

The majority of the town's forest land is privately owned. While much of the private forest is made up of large parcels associated with single-family residences, many undeveloped parcels under forest management also exist. Of the privately owned forestland in town, more than 11,000 acres are currently enrolled in the state's current use program, and are therefore managed in accordance with a forest management plan approved by the county forester (see Figure 11-4).

Wildlife

In addition to its 3,400 human residents, Norwich is home to a variety of animal species. To survive, these animals require substantial acreage, preferably in large, solid blocks interconnected by undisturbed corridors for seasonal movement. The preservation of a diverse array of species requires more than protection of identified deer wintering areas or bird nesting sites. Certain species such as black bear that require large contiguous habitat areas, which also support a variety of other species, serve as

indicators of the health and diversity of local wildlife populations.

In Norwich, forested upland areas are home to bear, deer, bobcat, moose and coyote. The Connecticut River and its tributaries support natural and stocked populations of brook, brown and rainbow trout. The Connecticut River is also a major route for bird migration. The marshes and other wetlands along the Connecticut River provide migrating songbirds and raptors with food, water and shelter. Numerous species of waterfowl, including ducks, egrets and blue herons, occur along the river. Non-game small mammals such as beavers and otters that need continuous access to water abound along the river. Wetlands also provide critical habitat for a variety of species such as mink, otter, beaver, black bear, grey fox, moose, ducks, herons, other wading birds and shore birds and other species.

Special natural areas contribute to the quality of life in Norwich, promoting species diversity, aesthetic enjoyment, recreation and education. Natural areas in Norwich include orchid swamps, peat bogs, vernal pools, , fall-line gorges, estuaries and deer yards. Natural areas can be identified and graded in order of their uniqueness or significance. Such an assessment would provide direction for conservation efforts. Important natural areas can be protected through purchase, through encouraging landowners to seek permanent conservation protection, and through careful review of proposed development.

The main threat to wildlife habitat is fragmentation. Figure 11-3 illustrates the impacts of land subdivision and fragmentation of large tracts of forestland on wildlife populations in northern New England. The left-hand column identifies expected species in large tracts of undeveloped forest, while each subsequent column depicts the species likely to be lost as the land is subdivided into smaller parcels for scattered development.

In order to maintain habitat for animals that have large home ranges, such as bear, bobcat, fisher, and moose, and other animals that are sensitive to human

FIGURE 11-3: Impact of Forest Fragmentation on Wildlife Species

UNDEVELOPED FOREST	BLOCKS 500+ ACRES	BLOCKS 100-499 ACRES	BLOCKS 20 - 99 ACRES	BLOCKS <20 ACRES
Small Rodent, Squirrel, Cottontail, Raccoon, Skunk, Muskrat, Red Fox	Small Rodent, Squirrel, Cottontail, Raccoon, Skunk, Muskrat, Red Fox	Small Rodent, Squirrel, Cottontail, Raccoon, Skunk, Muskrat, Red Fox	Small Rodent, Squirrel, Cottontail, Raccoon, Skunk, Muskrat, Red Fox	Small Rodent, Squirrel, Cottontail, Raccoon, Skunk, Muskrat, Red Fox
Woodchuck, Beaver, Hare, Porcupine, Weasel	Woodchuck, Beaver, Hare, Porcupine, Weasel	Woodchuck, Beaver, Hare, Porcupine, Weasel	Woodchuck, Beaver, Hare, Porcupine, Weasel	
Mink, Deer	Mink, Deer	Mink, Deer		
Moose	Moose			
Fisher, Bobcat, Coyote, Black Bear				
Song Birds	Song Birds	Song Birds	Song Birds	Song Birds
Sharp-Shinned Hawk, Broad Winged Hawk, Cooper's Hawk, Osprey, Turkey Vulture, Horned Owl, Barred Owl	Sharp-Shinned Hawk, Broad Winged Hawk, Cooper's Hawk, Osprey, Turkey Vulture, Horned Owl, Barred Owl	Sharp-Shinned Hawk, Broad Winged Hawk, Cooper's Hawk, Osprey, Turkey Vulture, Horned Owl, Barred Owl		
Red-Tail Hawk, Goshawk, Raven, Bald Eagle	Red-Tail Hawk, Goshawk, Raven, Bald Eagle			
Reptiles, Amphibians	Reptiles, Amphibians	Reptiles, Amphibians	Most Reptiles, Most Amphibians	Most Reptiles, Most Amphibians
Garter Snake, Ring-Neck Snake	Garter Snake, Ring-Neck Snake	Garter Snake, Ring-Neck Snake	Garter Snake, Ring-Neck Snake	
Wood Frog	Wood Frog	Wood Frog		

SOURCE: A Response to Sprawl: Designing Communities to Protect Wildlife Habitat and Accommodate Development and Conserving Wildlife in Maine's Developing Landscape, July 1997.

disturbance, such as wood thrushes, larger blocks of forest or meadowland, or wetland habitat need to be conserved. Blocks up to 20 acres are home to species typical of urban and suburban landscapes (e.g., raccoons, skunks, and squirrels). Moose, bald eagles, goshawks and similar species usually require 500 to 2,500 acres, while blocks of more than 2,500 acres may hold the full complement of species expected to occur in this region of Vermont.

Within Norwich, a number of large, unfragmented blocks of forest remain, including:

- 2,600 acres between Beaver Meadow and Turnpike Roads, which continues into the Town of Sharon
- 2,000 acres south of Bragg Hill Road
- 1,500 acres between Upper Turnpike Road and New Boston Road
- 1,400 acres between Turnpike Road and Upper Turnpike Road, which continues into the adjoining towns of Sharon, Strafford and Thetford
- 1,000 acres between New Boston Road & Bradley Hill Road

Maintaining contiguous forested lands within Norwich, as well as between Norwich and neighboring towns, protects wildlife habitats found in core forests and provides corridors that connect larger blocks of forest.

While many residents enjoy hunting, fishing, wildlife viewing and have extensive knowledge of local wildlife and fisheries, the information has not been documented. Most of the town's important wildlife habitats have not been inventoried or mapped. The extent of documented knowledge about wildlife habitat in Norwich is surprisingly limited, in part because of the amount of fieldwork and mapping needed to document local populations. For this reason, site-specific evaluations may be required to determine the potential impacts to wildlife and important habitat associated with a particular subdivision or development proposal.

FIGURE 11-4: Current Use

YEAR	PARCELS	TOTAL ACRES	TAXES SAVED
1993	83	8,138	
2003	125	11,587	$679,322
2005	127	11,934	$306,852
2006	130	12,193	$300,763
2007	129	12,165	$378,045
2008	128	12,198	$394,843
2009	131	12,322	$415,761
2010	136	12,846	$469,835
2009	131	12,322	$415,761
2010	136	12,846	$469,835
2011	136	12,808	$476,636
2012	139	12,812	$488,490
2013	141	12,999	$695,516
2014	146	13,401	$765,408
2015	145	13,530	$775,742
2016	148	13,701	$759,681

SOURCE: VT Department of Taxes

Scenic Resources & Rural Character

Norwich is appreciated by most of its residents as a quiet community for rural living. Commercial development is limited to retail and service establishments on Main Street and Route 5. The many small businesses and offices that residents operate from their homes remain inconspicuous. The green in the center of Norwich village and the historic homes along or near Main Street are a visual reminder of the community's heritage. Abandoned cellar-holes and granite posts mark former homesteads of the town's founding families and their descendants.

Norwich is no longer primarily an agricultural town, but retains a few moderately-sized farms and much rural character. Open country and meandering roads that follow lively brooks between forested slopes lead to small hamlets with names like Beaver Meadow, Union Village, Pompanoosuc and Podunk. The Connecticut River with its tributary, the Ompompanoosuc, open fields and remaining patches of pasture add to the variety and beauty.

Yet, as the town's landscape continues to change, residents recognize that Norwich's rural character is threatened. The views from the roads, fanning like fingers of a hand from Norwich village, are changing as more homes are built, so that passersby are required to look between houses to glimpse the view beyond. This section of the plan describes the main elements of Norwich's rural character – its

NO CHANGE

Objective I.8 **Preserve the functions and prevent the loss of the town's wetlands.**

- Action I.8.a Identify and assess the town's wetlands.
- Action I.8.b Complete the identification and mapping of Norwich's wetlands.
- Action I.8.c Petition the state to reclassify wetlands that the town considers of national importance to Class I status to ensure a higher level of protection.
- Action I.8.d Maintain provisions in Norwich's zoning and subdivision regulations to minimize the loss of wetlands to development.
- Action I.8.e Educate landowners about the function and value of wetlands, including their role in storing water during storm events and reducing the severity of downstream flooding.
- Action I.8.f Require construction of compensatory flood storage if wetlands that provide flood storage will be lost or adversely affected by proposed development so as to achieve no net loss of the affected wetland's flood storage function.

SEE CHANGES

Objective I.9 **Conserve significant wildlife habitats, especially the habitats of rare and endangered species, protect core blocks of forest and maintain forest connectivity between blocks.**

- Action I.9.a Define, identify, map and document Norwich's significant wildlife and plant habitats.
- Action I.9.b Map larger blocks of contiguous forest land and potential travel corridors between those blocks in Norwich and neighboring towns.
- Action I.9.c Review subdivision and site plans to assess their effects on significant wildlife habitats in order to encourage their protection.
- Action I.9.d Require new development to be located and configured in a manner that minimizes adverse impacts on critical wildlife habitat, including travel corridors, deer wintering areas and natural areas to the greatest extent feasible.
- Action I.9.e Require buffers between new development and significant wildlife habitats.
- Action I.9.f Use the town's zoning and subdivision regulations to protect the habitats of rare and endangered species.
- Action I.9.g Promote the protection of rare and endangered species, and their habitats, by the town's landowners.

NO CHANGE

Objective I.10 **Encourage the conservation of working forestlands and the use of management practices that enhance forest health and long-term productivity.**

- Action I.10.a Promote landowner participation in the state's current use program for forestlands.
- Action I.10.b Manage town forests and other forested public land in accordance with best practices in order to conserve and maintain them as a long-term resource.
- Action I.10.c Require forestry practices that minimize erosion and damage to watercourses.

12-10

demand for and value of their property for residential development. Norwich, however, desires to maintain the rural character of its valley lands created through more than two centuries of productive use and retain a base of working farm and forest land for future generations.

The town has recognized that it needs to be creative and consider innovative techniques to achieve these goals. In order to preserve rural character while accommodating reasonable amounts of growth, Norwich should promote use of cluster development on these valley lands; clustering is a development technique that groups allowed development together on smaller lots with a significant amount of the original parcel set aside as open space or productive land.

Even well-planned development on rural lands often requires trade-offs. Is it better to protect scenic views by placing new development within a wooded area or are homes on open fields preferable to protect forested wildlife habitat? Are designs that place homes located near existing roads to minimize the need for costly infrastructure superior to those that place homes at the end of long access drives out of view of travelers on the public roads? The complexity of rural planning is that there is no right or wrong that can be applied town-wide. Each piece of land needs to be considered and assessed individually. The town's land use regulations should provide the flexibility to develop a rural parcel in the manner best suited to that particular piece of land and location.

Commercial development in the rural areas should be limited to businesses that will have a very low impact on town services or infrastructure and will not adversely affect rural character and residential or agricultural use. The level and type of commercial activity should be compatible with existing residential uses and sensitive to natural resources in the area such as the Connecticut River. Businesses oriented towards recreation or tourist amenities may be the best fit for this part of town, as well as those on working farms where operators need to expand upon traditional agricultural activities so their businesses can remain economically viable.

Upland. Forested uplands dominate the western side of Norwich. Beyond the narrow stream valleys that extend up into the hills from the lowlands along the Connecticut River Valley, the terrain is steep and soils are shallow. Few roads bisect these areas with the result being large, unbroken tracts of forestland. Their physical character, value as wildlife habitat, fragile ecology and inaccessibility make these lands generally ill-suited for development.

Low-density and low-impact development that has been carefully sited and designed may be appropriate within the town's upland areas. Impacts to be minimized include tree clearing, disturbance of steep slopes, fragmentation of important wildlife habitat, and increased stormwater runoff and/or decreased water quality in upland streams. Recreational and forestry uses should be supported to the extent that they are undertaken in a sustainable manner that protects environmental quality. Scenic resources, such as views of prominent ridgelines and hillsides from public roads, may be protected by directing development to less visible sites or maintaining an appropriate level of vegetative screening.

SEE CHANGES

(9)

Miranda Bergmeier

From:	Mary Layton <marydlayton@gmail.com>
Sent:	Wednesday, February 07, 2018 11:22 AM
To:	Herb Durfee; Stephen Flanders (stephen.n.flanders@gmail.com); John Langhus; Linda Cook; John Pepper
Cc:	Miranda Bergmeier
Subject:	Memorandum for February 14th packet

Memorandum

To: Norwich Select Board

From: Mary Layton

CC: Herb Durfee, Miranda Bergmeier

Date: February 7, 2018

Subject: Town Plan Discussion/Action for 2/14 SB Meeting

Hello All

Here is my perspective on what actions to take to move the Town Plan Draft forward. The first section is my perception of where we are in the process and how we should move forward. The second section is suggestions for specific actions.

I think we should move forward to approve this Town Plan Draft with minor edits. I agree with Steve Flanders suggestion at our last Special Meeting that we move to support those of the twelve elements that we agree are non-controversial, such as the "historic" element, with some minor edits if needed. After fifteen months and a considerable amount of public input and study I think it is important to approve a Town Plan that halts consideration of increased density and mixed use development in the Route 5 South and River Road planning areas. I think these are important considerations that should be thoroughly studied for possible amendments for a future Town Plan in that increasing density near core services reduces energy and infrastructure costs. Robust conversation on this topic as well as affordable housing and enhanced energy planning will help to improve our plan in the long run. I see no advantage to the Town in the Select Board spending months sorting these topics out with an expired plan. I also think that in our final version of the Town Plan clarity is important, that our intentions should be clearly stated. Text and maps should mirror each other. This will help our citizens understand the intent and should also provide clarity in legal and judicial matters such as Developmental Review Board decisions. I think further education and other actions are needed by the Planning Commission to reassure the public that their voices are heard, and to make it clear which part of the Planning Process is a conversation about what is desirable, as contrasted with the actionable part of the process in which changes are adopted. It would be a shame not to have open and robust conversation about controversial matters. It also is

beneficial to the Town to have a level of trust in Town government, and in the frameworks provided by the Vermont Statutes. Perhaps we all can consider thinking about what it takes to live up to the Vermont motto: Freedom and Unity.

Here are some specific edits which I think will be important to take to modify the Town Plan Draft before adoption.

- Review markups: Adopt Chris Katucki's "proposed edits" to language intended to remove consideration of multi-use development and high density development in the Route 5 South and River Road Planning Areas on page 12-9. Review Steve Flanders markups dated 1/31/18. I agree with some changes but not all. I think the SB should discuss and possibly vote to change or not. There may be other markups pending from other SB members.

- Incorporate the Forest Fragmentation update

- Discuss whether to add language about installation of Telecommunication Towers and Solar Installations, or whether that would be best left to the amendment process. The relevant section in the plan is E-3 on page 8-14

- Incorporate a Glossary, possibly as an Appendix. For the terms that we have identified so far use statutory definitions as the default. Use attribution when quoting a source. Remove "reasonable" from our list of definitions as it is not a specific enough term. Ask that the Glossary be a controlling element of the text of the plan. Terms should be definitive and used consistently in the text.

- In Emergency Services page 8-15 under "resilience" I would like to add language to encourage neighborhood communication, response and preparedness in emergencies. This could include encouraging citizens to install generators, checking in on neighbors, and sheltering neighbors. There should be clarity on when it is reasonable to expect a centralized shelter to be established, and when it is not.

Mary Layton

VERMONT

RECEIVED
JAN 2 2018

10

State of Vermont
Division of Policy, Planning and Intermodal Development - Mapping Section
1 National Life Drive
Montpelier, VT 05633-5001
http://vtrans.vermont.gov

Agency of Transportation
Telephone: 802-828-5363
Fax: 802-828-2334
Email: kevan.grimaldi@vermont.gov

Chair, Selectboard
Norwich, c/o Town Clerk
PO Box 376
Norwich, VT 05055

January 2018

TO: TOWN / CITY / VILLAGE CLERK AND SELECTBOARD / ALDERMEN / TRUSTEES

Enclosed is your 2018 **Certificate of Highway Mileage.** This Certificate must be completed in order to determine your town's share of state aid for town highways for Fiscal Year 2019, and to ensure that your Town Highway Map remains current. Please note there will be no additional opportunities to submit town highway changes before the 2018 statutory deadline for mapping all Class 1, 2, 3 and 4 Town Highways and Legal Trails, as specified in 19 V.S.A. § 305(c).

Changes in mileage or highway classification, including any additions, alterations, or discontinuances made by your selectboard this past year, should be entered on this certificate. If there are changes that occurred before this past year that we have not shown on the Town Highway Map, please let us know so we can update our maps.

In filling out the Mileage Certificate, it is important to:

>> Enter mileage and classification changes on PART I and PART II of the Certificate.
>> Provide supporting documentation sufficient for the Mapping Section to:
- Map the change
- Verify the mileage
- Demonstrate the change was made according to State statute

>> If you have no changes, you may simply check the box in PART II of the Certificate.
>> Always sign Part III - Town Clerk, Selectmen, etc.

Please refer to the enclosed instructions, checklist, and guidelines as needed. We have also included a reduced size copy of your current Town Highway Map and a Certificate of Completion and Opening should you need it to document new town roads. Additional information and copies of these enclosures can be found online: http://vtrans.vermont.gov/planning/maps/mileage-certificates.

To effectively process all the mileage certificates in a timely manner and to assure the completion of the mileage summaries, it is important that towns submit the certificates on time. **Certificates must be postmarked on or before February 20, 2018. Certificates that are postmarked after February 20, 2018 may not be processed.**

After the Agency has approved and signed the certificate, we will send you a copy. Please contact me if you have any questions.

Sincerely,

Keven Grimaldi

Kevan Grimaldi
Mileage Certificate Specialist

Enclosures

VTrans Working to Get You There
Vermont Agency of Transportation

District 4
Certcode 1411-0

CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2018

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2018 to: Vermont Agency of Transportation, Division of Policy, Planning and Intermodal Development, Mapping Section One National Life Drive, Montpelier, VT 05633.

We, the members of the legislative body of NORWICH ***in*** WINDSOR ***County on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 305, added 1985, is as follows:***

PART I - CHANGES TOTALS - Please fill in and calculate totals.

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000				0.000
Class 2	14.550				0.000
Class 3	61.22				5.220
State Highway	18.341	0.026			0.000
Total	**94.111**				**5.220**
* Class 1 Lane	0.000				
* Class 4	19.13				0.000
* Legal Trail	2.76				

** Mileage for Class 1 Lane, Class 4, and Legal Trail classifications are NOT included in total.*

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

1. ***NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".***

2. ***DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).***

3. ***RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting).***
   US-5 mileage increased by 0.026 from 8.290 to 8.316

4. ***SCENIC HIGHWAYS: Please attach a copy of order designating/discontinuing Scenic Highways.***

IF THERE ARE NO CHANGES IN MILEAGE: Check box and sign below. [ ]

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures: _____

Town Manager

T/C/V Clerk Signature: _____ ***Date Filed:*** _____

Please sign ORIGINAL and return it for Transportation signature.

AGENCY OF TRANSPORTATION APPROVAL:

Signed copy will be returned to T/C/V Clerk.

APPROVED: _____ ***DATE:*** _____

Representative, Agency of Transportation

Vermont Statutes Annotated

19 V.S.A. § 305. Measurement and inspection

§ 305. Measurement and inspection

(a) After reasonable notice to the selectboard, a representative of the agency may measure and inspect the class 1, 2, and 3 town highways in each town to verify the accuracy of the records on file with the agency. Upon request, the selectboard or their designee shall be permitted to accompany the representative of the agency during the measurement and inspection. The agency shall notify the town when any highway, or portion of a highway, does not meet the standards for its assigned class. If the town fails, within one year, to restore the highway or portion of the highway to the accepted standard, or to reclassify, or to discontinue, or develop an acceptable schedule for restoring to the accepted standards, the agency for purposes of apportionment under section 306 of this title shall deduct the affected mileage from that assigned to the town for the particular class of the road in question.

(b) Annually, on or before February 10, the selectboard shall file with the town clerk a sworn statement of the description and measurements of all class 1, 2, 3, and 4 town highways and trails then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.

(c) All class 1, 2, 3, and 4 town highways and trails shall appear on the town highway maps by July 1, 2015.

(d) At least 45 days prior to first including a town highway or trail that is not clearly observable by physical evidence of its use as a highway or trail and that is legally established prior to February 10, 2006 in the sworn statement required under subsection (b) of this section, the legislative body of the municipality shall provide written notice and an opportunity to be heard at a duly warned meeting of the legislative body to persons owning lands through which a highway or trail passes or abuts.

(e) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of any surveys of the affected highway or trail, minutes of meetings at which the legislative body took action with respect to the changes, and a current town highway map with the requested deletions and additions sketched on it. A survey shall not be required for class 4 town highways that are legally established prior to February 10, 2006. All records filed with the agency are subject to verification in accordance with subsection (a) of this section.

(f) The selectboard of any town who are aggrieved by a finding of the agency concerning the measurement, description, or classification of a town highway may appeal to the transportation board by filing a notice of appeal with the executive secretary of the transportation board.

(g) The agency shall provide each town with a map of all of the highways in that town together with the mileage of each class 1, 2, 3, and 4 highway, as well as each trail, and such other information as the agency deems appropriate.

Excerpt of *19 V.S.A. § 305 - Measurement and inspection* from Vermont Statutes Online located at – https://legislature.vermont.gov/statutes/section/19/003/00305

December 2017

Certificate of Highway Mileage
Instructions

Towns use this certificate to update mileage of town highways and trails, incorporating any changes made before February 10, 2018. Changes in highway classification, additions of new highways or trails, alterations, or discontinuances must include documentation of Selectboard action, such as minutes of meetings when action was taken.

PART I

Previous Mileage – This shows mileage as of completion of last year's certificate.

Added Mileage – Enter the total mileage of any new legally accepted Class 3 or 4 highways or trails, and any highways reclassified from Class 3 to 4 or vice versa, or highways reclassified to or from trails.

Subtracted Mileage – Enter the total mileage of discontinued highways or trails, and the total mileage of any highways reclassified from Class 3 to 4 or vice versa, or highways reclassified to or from trails.

Total – Enter total, same as last year if no changes. Enter a new total if there were changes reported.

Scenic Highways – Use this only if town has designated highways as official 'Scenic Highways' in accordance with 19 VSA 2502.

PART II

Enter details needed for identification of New, Discontinued, Reclassified, or Scenic Highways.

If there are no changes in Town Highway or Trail mileage, simply check box on last line in PART II.

PART III

Board members and Town Clerk sign here.

A sample certificate with an example on how to fill it out is available online at:
http://vtransmaps.vermont.gov/Maps/Publications/MileageCertificates/Cert_Sample.pdf

Additional guidance is provided in the enclosed document "Vermont Agency of Transportation Guidelines - Certificate of Highway Mileage".

Return completed certificate, using enclosed envelope. If needed, use a larger envelope with same address as on the enclosed envelope.

Certificates must be postmarked on or before February 20, 2018. Certificates that are postmarked after February 20, 2018 may not be processed.

12/2017

Vermont Agency of Transportation
Guidelines - Certificate of Highway Mileage

These guidelines are intended to assist municipalities and insure the changes submitted on the mileage certificates are processed completely and without delay. The statutory definitions and processes related to Town Highways can be found in the Vermont Statutes Annotated (V.S.A.), Title 19 (Highways), Chapters 3 (Town Highways) and 7 – (Laying Out, Discontinuing, and Reclassifying Highways).

Certificate of Highway Mileage and the General Highway Maps
Each year, the Vermont Agency of Transportation (VTrans) Mapping Section processes the Certificate of Highway Mileage for each municipality and compiles the totals of State Highways, Class 1, 2, 3, and 4 Town Highways, and Legal Trails into a summary. The highway mileage information is used in the formula for the appropriation of State Aid for Town Highways. The Certificate of Highway Mileage and supporting documentation of changes also provides the VTrans Mapping Section with information to make the necessary changes to the General Highway Maps, also referred to as the Town Highway Maps.

This process is defined in 19 V.S.A. § 305 (Measurement and Inspection):

> *(b) Annually, on or before February 10, the selectboard shall file with the town clerk a sworn statement of the description and measurements of all class 1, 2, 3, and 4 town highways and trails then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.*

Documentation of Legal Establishment
VTrans requires proper documentation that shows the legal establishment of town highways and trails before they may be added to the Town Highway Map. There has been a significant amount of case law following the passage of Act 178 of 2006 and Act 158 of 2008 that clarified the need for proper documentation showing legal establishment of highways through the statutory process or "dedication and acceptance".

A defining case raising the bar on documentation is *Austin v. the Town of Middlesex*, 2009 VT 102, which dealt with a road that VTrans had been mapping as class 4 town highway for over 40 years. The Vermont Supreme Court determined the road was not a town highway, which resulted in VTrans' removing this road from the map. This case, as well as others, has prompted a higher requirement for documentation for highways and trails before they may be added to the town highway maps. Additional cases include the following Vermont Supreme Court Decisions – *Merritt v. Daiello* (2010) (entry order; three-justice panel) and *Kirkland v. Kolodziej*, 2015 VT 90. Also, there is the Washington Superior Court decision in *Virginia Houston and Jean Damon v. Town of Waitsfield* (2010). In summary, a town highway needs the appropriate level of documentation as

evidence to legal establishment, either through the statutory process or through "dedication and acceptance" for inclusion on the VTrans produced general highway maps.

Required Supporting Documentation
To accept the changes submitted by a municipality in the mileage certificate, we need the following supporting documentation:

- A description of the affected highway or trail.
- A current town highway map with the requested deletions and additions sketched on it.
- A copy of the minutes of meetings at which the legislative body took action with respect to the changes.
- A copy of the notices and hearings described further below associated with reclassifications and discontinuances.
- A copy of the Certificate of Completion and Opening for new or altered highways.
- A copy of any surveys of the affected highway or trail.

19 V.S.A. § 305 (Measurement and Inspection) includes, in part, the following language:

((b) … When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.

(e) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of any surveys of the affected highway or trail, minutes of meetings at which the legislative body took action with respect to the changes, and a current town highway map with the requested deletions and additions sketched on it. A survey shall not be required for class 4 town highways that are legally established prior to February 10, 2006. All records filed with the agency are subject to verification in accordance with subsection (a) of this section.

Clear description of location
Please include a clear description of the section of highway or trail to be added, reclassified, or discontinued.

For example: the reclassification of TH-50 (Example Dr) from Class 4 to Class 3 starts at a point 500 feet south of TH-28 (Sample Hill Rd) and extends for 0.3 miles southerly from there.

The location shall be marked on a copy of the General Highway Map. The map can be an 8 ½" X 11" copy of the map, or a photocopied section of the full size General Highway Map. A copy of the most current General Highway Map (in an 8 ½" X 11" format) will be provided with the mileage certificate supplied by the Vermont Agency of Transportation.

If CADD, GPS, or GIS data layers exist that document the change, this information can be forwarded to VTrans to assist in the mapping process.

Notice and hearing of reclassification or discontinuance
The legislative body shall promptly appoint a time and date for examining the premises and hearing the persons interested, and give thirty days notice to the petitioners, and to persons owning or interested in lands through which the highway may pass or abut, of the time when they will inspect the site and receive testimony.

The legislative body shall also:

- Give notice to any municipal planning commission in the town.
- Post a copy of the notice in the office of the town clerk.
- Cause a notice to be published in a local newspaper of general circulation in the area not less than ten days before the time set for the hearing.

The notice shall be given by certified mail sent to the official residence of the person(s) required to be notified. (19 V.S.A. § 709)

Additional notice of discontinuance
The legislative body shall notify the commissioner of forests, parks and recreation when it has filed a petition to discontinue a highway under this subchapter. (19 V.S.A. § 775)

When submitting a reclassification or discontinuance with your municipality's mileage certificate, please include evidence of these notices and hearings.

Survey of new or altered highway
When the legislative body accepts, lays out, or alters a highway, it shall cause a survey to be made. The survey shall describe the highway and the right-of-way by courses, distances and width, and shall describe the monuments and boundaries. (19 V.S.A. § 704)

The minimum standard for a Class 3 highway
A Class 3 highway is negotiable under normal conditions all seasons of the year by a standard manufactured pleasure car. (19 V.S.A. § 302(a)(3(B))

Legal Trail Mileage
The municipality will need to provide information related to trails and their mileage on the certificate, similar to the reporting of highway additions, reclassifications, or discontinuances.

Additional information regarding Town Highways
There are many online resources that can assist a municipality in the process of adding, reclassifying, or discontinuing town highways. Several Internet links are listed below.

Current Town Highway Maps online at the VTrans Mapping Section website - http://vtrans.vermont.gov/planning/maps/town-maps

Archived Town Highway Maps online at the VTrans Map Archive website - http://vtrans.vermont.gov/planning/maps/archive

VTrans Orange Handbook for Town Officials – http://vtrans.vermont.gov/sites/aot/files/operations/TheOrangeBook.pdf

Town Highway Aid Rates and Mileage - http://apps.vtrans.vermont.gov/THGProgram/currentrates.aspx

For those difficult Town Highway Questions, an opinion may be available from the Secretary of State - https://www.sec.state.vt.us/municipal/opinions-newsletters.aspx

The Vermont Local Roads Program has information regarding town highways at - http://www.vermontlocalroads.org

The Vermont Statutes Online, Title 19: Highways - http://legislature.vermont.gov/statutes/title/19

Contact Information
Vermont Agency of Transportation
Policy, Planning and Intermodal Development Division (PPID) - Mapping Section
1 National Life Drive
Montpelier, VT 05633-5001

(802) 828-2600

Town Highway/Legal Trails Addition/Reclassification/Discontinuance Checklist

The following includes a checklist of the documentation to be supplied to the Vermont Agency of Transportation (VTrans) when adding / reclassifying / discontinuing highways and trails. The documentation is subject to verification by VTrans.

Check the box ☑ if the information is included as part of the documentation submitted.

☐ A description of the affected highway or trail
Vt. Stat. Ann. tit. 19, § 305(e)

☐ A current town highway map with the requested deletions and additions sketched on it
Vt. Stat. Ann. tit. 19, § 305(e)

☐ Minutes of meetings at which the legislative body took action with respect to the changes (include copies of the meeting minutes) Vt. Stat. Ann. tit. 19, § 305(e)

☐ Evidence of written notice to adjoining landowners
(include a copy of the newspaper notice and a copy of the letter sent to adjoining landowners)
Vt. Stat. Ann. tit. 19, § 709

☐ A copy of any surveys of the affected highway or trail
Vt. Stat. Ann. tit. 19, § 305(e) Vt. Stat. Ann. tit. 19, § 704

☐ For Class 3 or Class 4 town highway additions
A Certificate of Completion and Opening
While not required by statute, a Certificate of Completion and Opening form is a helpful document for the record.

All records filed with the agency are subject to verification in accordance with 19 V.S.A. § 305 (a) and 19 V.S.A. § 305 (e).

Vermont Agency of Transportation
Division of Policy, Planning and Intermodal Development, Mapping Section
1 National Life Drive, Montpelier, VT 05633-5001

County-Town Code: 1411

NORWICH, WINDSOR COUNTY - 2016

TOWN HWY. No.	LENGTH IN MILES CLASS 3	CLASS 4
7	1.16	
8	1.33	(1.20)
9	2.52	
10	1.80	
11	1.46	
12	7.21	
13	0.86	(0.84)
14	0.28	
15	4.51	(0.71)
17	2.77	(1.63)
18	0.67	
19	0.30	
20	1.89	(0.06)
22	0.70	(1.44)
23	0.18	
24	2.30	
25	0.70	(0.40)
26	0.15	
27	1.75	
28	0.20	
29		(0.17)
30	0.83	(0.22)
33	0.10	(0.80)
34	0.86	
35	1.36	(0.72)
36	0.88	
37	0.26	(0.35)
38	0.06	(0.35)
39	0.60	
40	1.73	(0.21)
41	0.40	
42	0.10	
43	0.12	
44	3.83	(0.66)
45		(0.15)
46		(0.30)
47		(1.25)
48		(2.70)
49	0.30	(0.76)
50		(0.35)
51		(0.30)
52	2.90	
53	1.07	(0.12)
54	0.56	
55	0.30	(0.57)
56	0.39	(0.33)
57	0.18	
58	1.29	
59	0.68	(0.25)
60	0.81	
61	0.38	
62	0.09	
63	0.32	
64	0.41	
65	0.13	
66	0.07	
67		(0.53)
68	0.41	
69	0.14	
70		(0.06)
71		(0.90)
72	0.12	
73	0.25	
74	0.21	
75	0.34	
76	0.09	
77	0.16	
78	0.21	
79	0.24	
80	0.12	
81	0.15	
82	0.30	
83	0.07	
84	0.28	
85	0.09	
86	0.25	
87	0.30	
88	0.15	
89	0.50	
90	0.19	
92	0.35	
93	1.86	
94	0.47	
95	0.30	
97	0.12	
98		(0.36)
TOTAL	61.22	18.69

MILEAGE SUMMARY

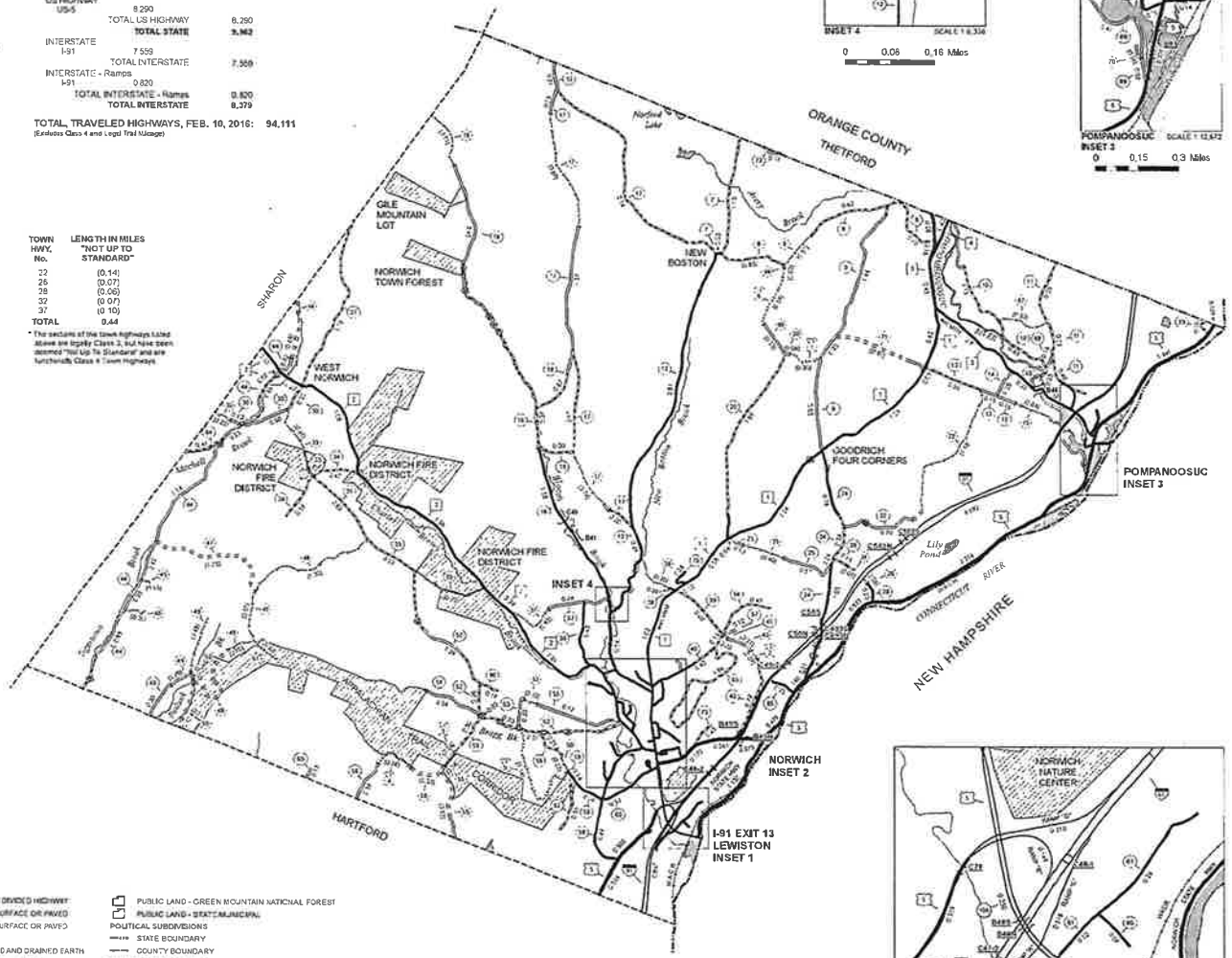
CLASS 2		
TH-1	5.690	
TH-2	5.630	
TH-3	2.830	
TH-4	0.400	
TOTAL CLASS 2		14.550
CLASS 3		
TOTAL CLASS 3		61.22
TOTAL TOWN		**75.770**
STATE HIGHWAY		
VT-10A	0.522	
NSHNSH	1.150	
TOTAL STATE HIGHWAY		1.672
US HIGHWAY		
US-5	8.290	
TOTAL US HIGHWAY		8.290
TOTAL STATE		**9.962**
INTERSTATE		
I-91	7.559	
TOTAL INTERSTATE		7.559
INTERSTATE - Ramps		
I-91	0.820	
TOTAL INTERSTATE - Ramps		0.820
TOTAL INTERSTATE		**8.379**

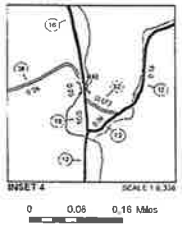
TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2016: 94.111
(Excludes Class 4 and Legal Trail Mileage)

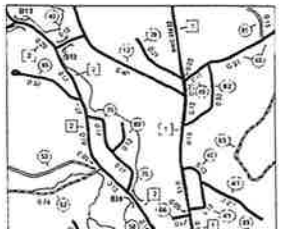
LEGAL TRAIL No.	LENGTH IN MILES LEGAL TRAIL
1	(0.30)
2	(0.08)
3	(0.26)
4	(0.38)
5	(1.14)
6	(0.59)
TOTAL	2.76

TOWN HWY. No.	LENGTH IN MILES "NOT UP TO STANDARD"
22	(0.14)
26	(0.07)
28	(0.06)
32	(0.07)
37	(0.10)
TOTAL	0.44

* The sections of the town highways listed above are legally Class 3, but have been deemed "Not Up To Standard" and are functionally Class 4 Town Highways.







Vermont State Plane Coordinate System
North American Datum of 1983
SPCS_Zone_Identifier 4400
Geodetic Reference System 80
4,000-meter grid, Easting - Northing

HIGHWAYS
- INTERSTATE
- U.S. ROUTE
- STATE ROUTE
- CLASS 1
- CLASS 2
- CLASS 3
- CLASS 4
- LEGAL TRAIL

- INTERSTATE OR DIVIDED HIGHWAY
- STATE - HARD SURFACE OR PAVED
- TOWN - HARD SURFACE OR PAVED
- GRAVEL
- SOIL OR GRADED AND DRAINED EARTH
- UNIMPROVED OR PRIMITIVE
- IMPASSABLE OR UNTRAVELED
- LEGAL TRAIL
- DISCONTINUED
- HIGHWAY CLASS CHANGE
- RAILROAD
- INACTIVE RAILROAD
- NFR NATIONAL FOREST ROAD
- SFH STATE FOREST HIGHWAY
- P PARK AND RIDE

- PUBLIC LAND - GREEN MOUNTAIN NATIONAL FOREST
- PUBLIC LAND - STATE/MUNICIPAL

POLITICAL SUBDIVISIONS
- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWN BOUNDARY
- VILLAGE BOUNDARY
- URBAN COMPACT BOUNDARY

BRIDGE OR CULVERT
- WATER BODY
- STREAM OR BROOK
- BRIDGE OR CULVERT > 20'
- BRIDGE OR CULVERT 6' - 20'
- VOBCIT BRIDGE
- VOBCIT CULVERT > 6'
- R04+S34 STATE BRIDGE OR CULVERT IDENTIFIER
- B34+C34 TOWN BRIDGE OR CULVERT IDENTIFIER

FEDERAL CLASSIFICATION IDENTIFIER
- FAU URBAN ARTERIAL OR COLLECTOR
- MA MINOR ARTERIAL
- MAC MAJOR COLLECTOR
- MNC MINOR COLLECTOR
- PA PRINCIPAL ARTERIAL

DISCLAIMER
The untravelled highways (land-out town highways), discontinued highways, and legal trails hereon are those of which the Agency of Transportation has record, others may exist.

Highway and bridge data by the Agency of Transportation. Town short structures are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOBCIT) database. All other data from the Vermont Center for Geographic Information. Only named streams are shown.

VERMONT
GENERAL HIGHWAY MAP

Town of Norwich

WINDSOR COUNTY

Transportation District #4

Prepared by the
Vermont Agency of Transportation
Division of Policy, Planning and Intermodal Development
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

Mileage as of February 10, 2016
Map prepared July 29, 2016

SCALE 1:31,680

0.5 0 0.5 1 1.5 2
Miles
0.5 0 0.5 1 1.5 2
Kilometers

For more information contact: Vermont Agency of Transportation, Division of Policy, Planning & Intermodal Development - Mapping Section, 1 National Life Drive, Montpelier, VT 05633-5001 Telephone: 802-828-2600

This map was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The representation of the authors expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

11a

psmith4203@gmail.com

From: Tracey Kawecki <traceykawecki@gmail.com>
Sent: Saturday, January 20, 2018 12:59 AM
To: Marcia Calloway; Pamela Thompson Smith
Subject: Thank You

Hi Marcia, Pam,

It truly was a pleasure meeting you both. I can't attend the meeting tomorrow and wonder if you could help relate my requests of the selectboard. See below...

Thank you and good night.
Tracey

MY HOPES:
I hope the Selectboard would
1. **Reject the current draft plan immediately** (editing a plan with major problems is a huge mess at best, and very risky. This does not mean I'm against development, but rather it removes the urgency to do so).

2. **Collaborate with residents to create a new town plan.** I have seen this collaboration in action tonight between residents and selectboard members, and I am convinced it can be done.

--

(116)

TO: Norwich Selectboard

FROM: Pamela Smith

RE: Proposed Town Plan

DATE: January 20, 2018

As you know, there is a great deal of opposition to the proposed Town Plan, as received from the Planning Commission in December 2016. The opposition is not from a minority group of NIMBYs. It is opposed by residents who reside throughout the Town. Kudos to John Pepper and John Langhus who attended the informational meeting organized by Tracey Kawecki at the Norwich Public Library last night. It was important for them to hear the concerns of citizens and answer some questions that came up during the course of the discussion.

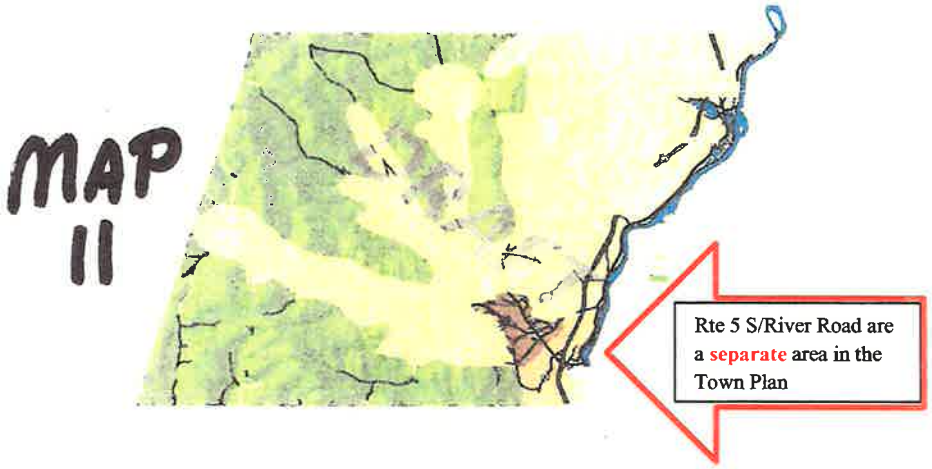
Today, the Selectboard is holding this public hearing as a way to fulfill their legislative responsibilities, and hopefully, to truly listen to the voices of those who have concerns about not only the proposed Town Plan, but the process by which it was developed.

As I look at this plan, the most striking aspect of it for me is Map #11, which depicts expanding the "Village Center" by at least 100% and perhaps more! In my opinion, this is not a decision that should be made by a handful of people. This decision will have huge and lasting consequences for Norwich. I am here to ask the Selectboard to remove this map from the proposed Town Plan and put the issue of Village Center expansion on the Town Warrant for a decision by the voters of the Town. If we are truly interested in a democratic process by which our Town is governed, this is the only way to be assured that this is the wish of the townspeople.

Thank you.

Norwich residents need to know

- the significance of a Town Plan and
- what is really being proposed for Norwich.



Why is a Town Plan important?

It is "The one document essential to defining and implementing a community's vision …. The plan provides a framework toward attaining community aspirations through public investments, land use regulations, and other implementation programs such as a state-designated downtown or village center, business improvement districts, or land conservation programs. It can also qualify the community for state grants to fund improvements or receive specialized technical assistance."[i]

How is a Town Plan related to zoning?

"The plan serves as the foundation for zoning and subdivision regulations and bylaws to protect shorelands and flood-hazard areas from development. It underpins the official town map and guides local regulatory decisions."[ii]

Why are the contents and format of a Town Plan important?

"Vermont Law requires the inclusion of 12 elements in any adopted municipal plan. If these elements are missed, there is a chance that the plan, if challenged, might not be considered legally valid. If this determination were made in court, …[the town] would not be able to use the plan to influence Act 250 or Public Service Board Section 248 Proceedings. It also could not be used as a basis for local zoning."[iii]

"The future land use map is not a zoning map, but it does establish the basis for a zoning map."[iv]

"…a major function of the plan is to recommend changes to the zoning bylaws."[v]

"Most municipalities adopt some form of land regulations … that involve identifying districts or zones that have a different set of uses, dimensional requirements, and standards for development."[vi]

The Norwich Town Plan suggests making a separate zone for Route 5 South/River Road

Map 11 in the Town Plan, shown above, is titled "Planning Areas."

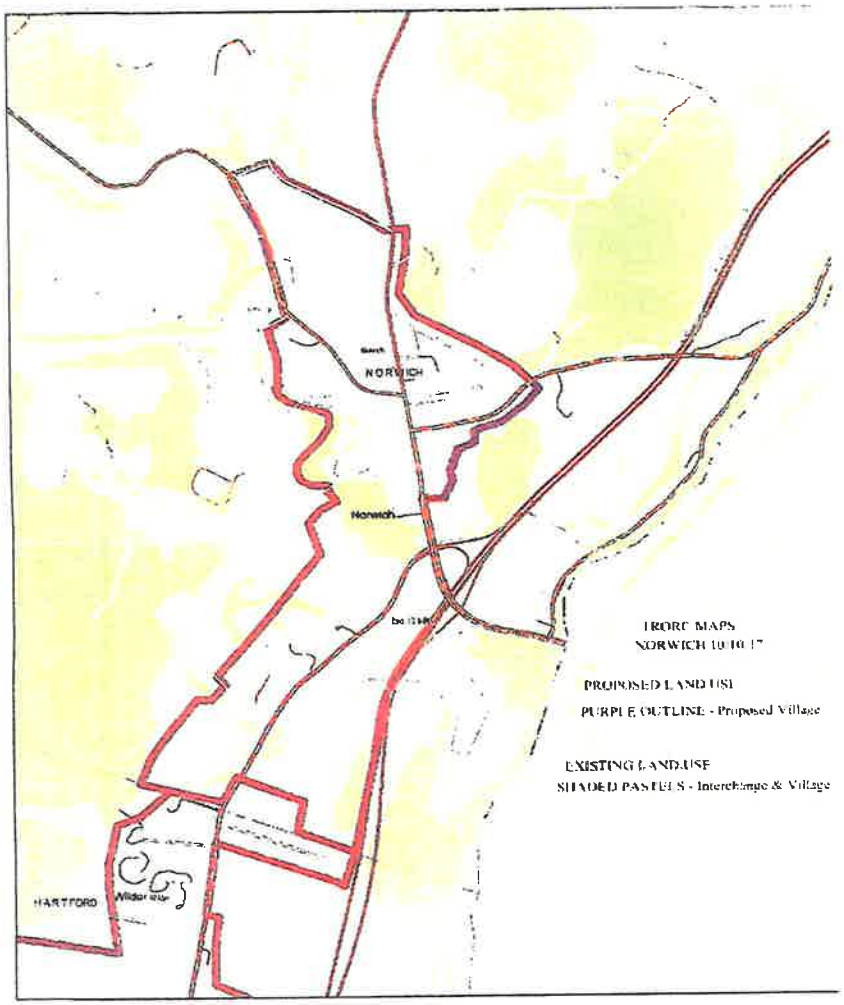
If the Town Plan is approved with Map 11 as shown above, the Zoning Administrator and Planning Commission can proceed with plans to rezone the Route 5 South/River Road land. The Zoning Administrator has reported to the Planning Commission that he is working on that.

Why worry about a Town Plan if the Planning Commission says proposed zoning requires an amendment to the Town Plan?

Handout Marcia Calloway 1/20/18

11c

Should Norwich be expanded to the Hartford Town line?
The Regional Commission proposes this:



Why would it matter if the Village of Norwich was expanded to the Hartford town line?

- **A Village Center PLUS**
- **A Designated Neighborhood Development Area immediately encircling the Village Center PLUS**
- **A Priority Housing Project**

→ **NO ACT 250 & Minimum 4 houses per acre**

- "Village Center" can be approved by the state if the town has a Town Plan that is approved by the Regional Commission.[ix]

  The TRORC: "…communities that seek to join the Vermont Downtown or Village Designation Program (a program that encourages revitalization through tax credits and incentives for commercial businesses) must have approved plans."[x]

  Route 5 South and River Road are not urban areas in need of revitalization.

- Designated Neighborhood Development Area. Communities with Designated Village Centers may also apply for Neighborhood Development Area designation for areas **within ¼ mile from the Designated Village Center**.[xi]

  "Application requires among other things an ADOPTED AND APPROVED town plan and planning process AND MINIMUM NET RESIDENTIAL DENSITIES WITHIN THE NEIGHBORHOOD DEVELOPMENT AREA OF GREATER THAN OR EQUAL TO FOUR SINGLE-FAMILY DETACHED DWELLING UNITS PER ACRE, EXCLUSIVE OF ACCESSORY DWELLING UNITS."[xii]

- Priority Housing Projects. "Qualified projects are Exempt from Act 250 regulations and the land gains tax." [xiii]

  "The exemption from Act 250 that designated village centers (that are also a designated Neighborhood Development Area) enjoy, generally, is limited to certain types of developments (priority housing projects -- which are defined at 10 VSA 6001(35)."[xiv]

- the targeted zone titled "Route 5 South/River Road" as shown on Map 11 in the Town Plan, and
- any and all references to areas designated or suitable for High Density/Higher Density/Mixed Use/Commercial Development.

---

[i] Vermont Department of Housing & Community Develop Planning Manual Module 1, page 7, emphasis added.
[ii] Id., emphasis added.
[iii] Id. at 22, emphasis added.
[iv] Id. at 65, emphasis added.
[v] Id. at 78.
[vi] Id.
[vii] Id. at 86, emphasis added.
[viii] TRORC Enhanced Consultation: Town of Norwich 2013, Page 3, Land Use – this document was found on the Planning Commission website.
[ix] http://accd.vermont.gov/sites/accdnew/files/documents/CD/CPR/CPR-VC-Designation-Benefits.pdf
[x] http://www.trorc.org/town-plan-approvals/
[xi] 24 VSA 76A section 2793e
[xii] 24 VSA 76A section 2793e
[xiii] http://accd.vermont.gov/sites/accdnew/files/documents/CD/CPR/CPR-VC-Designation-Benefits.pdf
[xiv] Gregory Boulbol, General Counsel, Vermont Natural Resources Board.
[xv] 24 VSA 4384(a).
[xvi] Vermont Department of Housing & Community Development Planning Manual Module 1, page 93,
[xvii] http://www.trorc.org/wp/wp-content/uploads/2015/10/HousingNeedsinEastCentralVermont2013_3-21-14.pdf
[xviii] Valley News, December 28, 2016, "New England Population is Trouble Spot"

(11d)

Norwich Select Board and Planning and Zoning Commission. 1/20/2018

Thank you all for the time and energy you have volunteered for the benefit of Norwich. I know that not only do you contribute to meetings, but you must carry a great deal with you as you go about your life outside of meetings. You serve a necessary role in the governance of this town for its growth and nurturance. Your commitment is recognized.

Norwich has taken a good deal of heat recently as snobbish and elitist, an expensive place to live. I believe that housing and property taxes are what define the affordability of this town. How does a 32 acre lot on Rt 5S, assessed at under $200k get on the market in NYC for $1.5M? This takes the land right out of the hands of Norwich residents. I have lived in Norwich since 1996. Our house was sold to us for $186,000 dollars and taxes were $3000. The house is now assessed at over $400,000 and our taxes are just under $10,000. The house is a simple two bedroom on two acres.

I believe that expansion of the town center to facilitate commercial growth and high density housing will only exacerbate taxes. I also believe it will stretch the social fabric of the town. There is no reasonable geographic link to define the land south of the interstate intersection as part of a town center. The conserved land on the east side of the road and the Blood Brook ravine on the west side create a natural break from the town center. The walk from Hopson Road to the intersection at the highway is unpleasant and complicated to navigate once at the intersection.

Increasing costs in infrastructure such as roads, lights, sidewalks and most importantly, water and septic management and disposal will surely in future demand more of the general public through taxation.

The Ledyard Bridge is a one lane crossing to NH. Recently rebuilt, it would be a considerable financial effort to rebuild again to accommodate more commuter traffic for business and our dependence on the Hanover schools. At what point might we need to build our own middle and high schools? Again a taxation burden that keep Norwich unaffordable to many.

Affordable housing is necessary but not as a segregated nod. We need a visionary view of inclusion and development towards a functional, sustainable goal for Norwich.

We are obligated to contribute to the health of the Connecticut River and its watershed. My in laws live on Lake Champlain in the Champlain Islands. There are many restrictions in place to protect the lake from runoff and erosion. I see none of those concerns voiced here for the river. I have lived in this watershed/ wetland district for 24 years and am well aware of the challenges to human development here, as well as, the stress to the environment by our development. We have many environmental assets here in Norwich that I believe will only become more valuable to future generations if maintained. Otherwise, they will be a burden and a very challenging problem to grapple with- perhaps irreparable.

We are obligated to maintain and sustain what currently defines our social fabric. That would include all that makes up our center of town: The Marion Cross School, The Norwich Library, Tracy Hall and other municipal buildings (police, fire), Dan and Whit's, The Norwich Inn, The Norwich Bookstore and other commercial concerns in that development, The US Post Office, and numerous small businesses in town. These are all within walking distance of one another and are invaluable to the nature of this town. Commercial growth on Rt 5S would draw away from our core commercial district.

I would like to see continued venues for dialogue among residents for the future of the town.

I believe Norwich residents have great power to be more self determining with a more contributive attitude than hastily built housing and commercial interests initiated by outside developers.

Respectfully submitted,

Calli Guion
Please make this document available for public record.

Norwich Select Board and Planning and Zoning Commission.

Thank you all for the time and energy you have volunteered for the benefit of Norwich. I know that not only do you contribute to meetings, but you must carry a great deal with you as you go about your life outside of meetings. You serve a necessary role in the governance of this town for its growth and nurturance. Your commitment is recognized.

Norwich has taken a good deal of heat recently as an expensive place to live, characterized as snobbish and elitist. I believe that housing and property taxes currently define the affordability of this town.

I believe that expansion of the town center to facilitate commercial growth and high density housing will only exacerbate taxes.

Increasing costs in infrastructure such as roads, lights, sidewalks and most importantly, septic management and disposal, will surely demand more of town residents through taxation. Through zoning changes that invite indiscriminate development, we are handing over the future to developers who do not have the interests of the local community in mind.

Affordable housing is necessary and possible, but not as a segregated nod. We need a visionary view of inclusion, integration and development towards a functional, sustainable goal for Norwich.

We are obligated to contribute to the health of the Connecticut River and its watershed.

We are obligated to maintain and sustain what currently defines our social fabric. That would include all that makes up our center of town: The Marion Cross School, The Norwich Library, Tracy Hall, Dan and Whit's, The Norwich Bookstore and other commercial concerns in that development, The US Post Office, and numerous small businesses in town.

I would like to see continued venues for dialogue among residents for the future of the town.
I would request a year of public reflection and conversation to revisit town definitions next year at this time.
I believe Norwich residents have great power to be more self determining with a more contributive attitude than hastily built housing and commercial interests initiated by outside developers.

Thank you. Calli Avion

Please make these comments public record.

11e

Miranda Bergmeier

From: Christoph Katucki <kals95@startmail.com>
Sent: Monday, February 05, 2018 6:10 PM
To: Miranda Bergmeier; Herb Durfee; Phil Dechert
Cc: Jeff Lubell; Miranda Bergmeier
Subject: A Minor Edit To 'Fix' The Town Plan RE: Route 5 South

Selectboard members, Herb and Phil:

Please include this email as public comment on the Town Plan.

There has been discussion about what the proposed Town Plan does or does not allow regarding Route 5 South. My modest proposal is to change the last sentence in the discussion of "Route 5 South/River Road" at pages 12-8 through 12-9 so as to make crystal clear that the Route 5 South area can not be rezoned under the proposed Town Plan. In the past, Planning Commission member Jeff Lubell, speaking for himself, has said that a new zoning district is not authorized. However, the wording in the Town Plan could be cleaner and some residents are concerned.

The last sentence of "Route 5 South/River Road" section at page 12-9, currently reads:

> *As the commission wishes to give further consideration to public input as well as the nuances of this important topic, this town plan does not propose any zoning changes for these areas.*

My suggestion is to change the last sentence to read:

> *The commission wishes to give further consideration to public input as well as the nuances of this important topic. Because such a zoning district is not presently authorized under this town plan, its creation would require a future change to the town plan.*

This will clarify that adoption of mixed use district requires further changes to the plan and eliminate any fear of a secret agenda.

I ask Jeff by email about this change and he said he had no objection. I have cc'd him on this email.

Thanks for considering my suggestion.

Sincerely,
Chris Katucki

Herb Durfee

From: Christoph Katucki <kals95@startmail.com>
Sent: Monday, January 22, 2018 10:59 AM
To: Miranda Bergmeier; Herb Durfee; Phil Dechert
Cc: Miranda Bergmeier
Subject: comment on Town Plan; Telecommunications and Broadband

Selectboard members, Herb and Phil:

Below is my comment to and proposed language regarding the second paragraph of the Telecommunications and Broadband section of the Town Plan at page 8-7 (pdf page 71) .

Other than eliminating an obvious error, the Telecommunications and Broadband section of the draft 2017 Town Plan was not updated from the 2011 version. This is regrettable for two reasons. First, the Planning Commission anticipates rewriting in 2018 the zoning regulations regarding telecommunication facilities. Thus, it is important the Planning Commission have some guidance on this issue. Second, although the Vermont PUC has fast track authority over siting decision for towers, the PUC is nevertheless required to give "substantial deference" to the Town Plan. If Norwich wants to protect areas or set standards, it must be in the Town Plan, lest the State and Telecoms decide what is best for Norwich.

I have no expertise on this topic, although I served on the DRB when it approved the Upper Loveland cell tower and looked into the proposal by Verizon Wireless to place a small cell antenna on the Norwich Green.

I propose striking the second paragraph of the Telecommunications and Broadband section at page 8-7 (pdf page 71), replacing it with the following:

> Norwich has one 87-foot-high cell tower above Upper Loveland Road with antennas for two providers. Due to hilly terrain and the limited number of towers, cell service in Norwich is spotty and, in some areas of town, nonexistent. The current zoning regulations permit towers only in the Rural Residential District. Although this limitation remains appropriate for towers, antenna can now be installed on utility poles, buildings, and other structures. Zoning regulations need to be updated to allow for newer and alternative technologies, while making sure that the visual impact is minimized and that obsolete and unused infrastructure is removed. Ridge line and scenic areas, as designated in zoning regulations, should also be protected from siting. In addition, the Town may want to investigate whether it can earn revenue by licensing the use of right of ways to telecommunication companies.

Please check with Phil to see if "ridge line and scenic areas" is the appropriate terminology in reference to Norwich zoning regulations.

Thank you in advance for considering my proposal.

Sincerely,
Christopher Katucki
47 Old Coach Road
Norwich, VT 05055
802-649-7224

11f

Miranda Bergmeier

From: Lindsay D. Putnam <Lindsay.D.Putnam@dartmouth.edu>
Sent: Monday, January 22, 2018 9:47 AM
To: Miranda Bergmeier
Subject: development of Rt 5 south

Thank you to John Farrell who encouraged folks who have not been to Selectboard meetings to share their opinions on Rt 5 S zoning. I understand that the earlier proposed development has been taken out of the plan, but personally I see nothing wrong with a mixed use development going in there, as long as it accommodates some significant amount of low/middle income housing. It is rather shameful that Norwich, with all our resources, has not accomplished this basic infrastructure need by now. I understand that there is some problem with wetlands. I assume, being part of the permitting process with the State, that would be addressed. Other developments on that road have managed to do so. I expect we can be creative if we ever get past the vitriol. I also think there is a need, in terms of compliance with State regulations, grants, etc to have a current Town plan in place, yes? I would vote to go with the proposal which has been researched and recommended by the people we voted to represent us. i.e. you folks. Thank you.
Lindsay Putnam
2844 Chapel Hill
Norwich

11g

Subject: A Proposed Solution to Norwich's Affordable Housing Problem
From: Ernie <erniecicotelli@gmail.com>
Date: 1/23/2018 5:46 PM
To: norwich@lists.vitalcommunities.org

Hi, All,
Instead of making another critique of the Town Plan and the Affordable Housing issue, I would like to make a proposal that could be a basis for finding an appropriate way for making housing affordable in our rural environment. I doubt this proposal is the end all and be all of the solution. There are important details I have considered that I have not included so that others will not be overwhelmed by my tendency to dwell on details, and deter someone else from coming up with something better but that still preserves the rural nature of Norwich. The proposal is below my name.
Ernie
****

A Proposed Solution to Norwich's Affordable Housing Problem
January 23, 2018

The primary objection to the Proposed Town Plan is the inclusion of affordable housing proposals by the Norwich Planning Commission that incorporate or refer to a plan to rezone a portion of the Town to allow large scale development of housing and commercial uses in the rezoned area. The rezoning is intended to provide incentive to developers to build market valued developments that will incorporate affordable housing. To many Town's people, such a plan is an invitation to degrade the rural nature of the Town, and replace it with a suburban style of living that many born or raised in the Town reject, and others who have come to Norwich wish to avoid.

The ideas for solving the affordable housing problem put forth and receiving the most attention by the Planning Commission are based on approaches to the problem as it exists in urban areas, which have social and economic characteristics completely different from those of Norwich. Solutions to the problem in urban environments are completely inappropriate to the problem in a rural environment like that of Norwich.

The proposal I want to make is as follows:
There are two basic divisions to affordable housing – rental or purchased – which are addressed separately.

For rental, the Town would modify its land use regulations to permit those property owners with enough space on their own property, to build one affordable unit per dwelling used by the owner. The town would change its taxation regulations so that the valuation of the owner's overall property would not include the value of the affordable housing built thereon so that the affordable housing does not negatively impact the owner's economic situation. The owner would rent the affordable housing at a rate that allows the owner to pay off any debt incurred in building the housing, and taxes and other financial burdens of keeping and maintaining the housing.

For purchase, the Town would modify its land use regulations to permit those property owners with enough land to allow the subdivision of one 2 acre (the minimum size lot in the rural residential areas) if such subdivision can occur without violating the Town's current density regulation nor invoke a petition for a planned unit development or waiver of the current density regulation.

which is a very good tool for urban land use planning

As a means of getting such housing built, it should be possible that barn raising types of events could be arranged with volunteers to lessen the cost of building such houses. Additionally, the houses could be built using designs and principles that are considered experimental or alternative, such as the so-called $20,000 House that the author here circulated in the recent past.

CHARLOTTE HOTCHKISS

11h

Section EIGHT

As we consider this plan , we should ask ourselves if we want to determine our share oof affordable housing by a regional standard of "what is fair" or if we would prefer to create a reasonable number of housing opportunities, owned or rented that can be woven it to our community. It has been estimated that if we use a top down approach, we may have to build 4 times the number of mixed use units as are actually required for affordable housing.

As an example, the Planning Commission conducted a feasibility study of a 35 acre parcel that is available on Route 5 South. Jeff Goodrich has told his committee that to make this purchase viable one would have to build 150 mixed-use (commercial and residential) units.

It seems an understatement to read in Section 2 that "existing zoning and subdivision regulations may need to be revised".

(Sections 4.9 and 4.10) inform us that "residential land uses break even on the municipal side, but when school costs are considered they require $1.14 for every $1.00 in taxes" and that "undeveloped land is actually the fiscal winner"

If the select board approves this plan it should be able to tell residents how the plan will affect their taxes. How will the addition of 150 or more units affect the operation of the fire, police and public safety departments? What additional personnel will be required to maintain the infrastructure, cope with additional traffic on I 91 and the Ledyard Bridge and respond to emergency calls? If the Ledyard Bridge has only a 62.8 % sufficiency rating today, how will a proposed "roundabout keep traffic moving?" (9.3 and 9.11)

How much will Norwich taxpayers be tithed for being aligned with the Hartford wastewater system and how much will it cost over time to maintain our physical link to the system?? If as Jeff Lubell has said there is no plan to rezone Route 5S is it possible to remove this link to Hartford from the proposal and spare the residents of Historic Harford, also in the TRORC region, of living in the shadows of such a development?.

Do we want a developer to determine how many units of affordable housing we will get, or do we want to commit ourselves to finding out how many we really need and to working hard to find a way for Norwich?

11h

Hi Kathleen,

I would like to see Norwich plan its own AH development(s) rather than break our necks and ruin it with TRORC. I think we may resurrect this plan if we remove the Hartford component. If we dont do a major development we may be able to find enough space to have a few affordable homes around that field as you suggest. The price went up because they saw us coming with that feasibility study. Perhaps something could be worked out with conserving the fields but having a few houses around the rim..

Ann Seibert has said there are already a number of AH rentals on Route 5 South. Rather than take statistics out of a book I think the AH coommittee needs to see how many AH units there are already in town. I also think it is pretty sad that TRORC would encourage this development at the end of Hartford's Historic district and in such a beautiful Gateway. How will those residents feel about a massive, 150 unit development on their doorstep??

Anyway, if Jeff Lubell , Jeff goodrich and Phil Dechert would remove "wastewater" from the picture for 5 years, I think that might placate quite a few people. Either that property is buildable or not, and our efforts to make it affordable and beautiful might work if the owners were approached by a group of residents who care about both. So far they have been approached by the head of an engineering firm and an urban planner
What do you think??

See you later
c

Thanks so much. Charlotte. This is helpful to see. What do you think will happen with this parcel under alternate outcomes of the planning commission plan? Thasover.net> wrote:

This is the NYTimes link. I have not contacted the realtor , but I know Marcia probably has some of the feasibility studies.
Best
Charlotte
https://www.nytimes.com/real-estate/usa/vt/norwich/homes-for-sale/00-route-5-south/2836-v69lex

CHANGES BY SECTION

SECTION 4 Fiscal Impact:

Keep A1. "Limit the rate of residential and commercial development to NOT EXCEED the capacity of exiting and planned municipal infrastructure, facilities and services.

Remove A 1c Explore muni sewage to support development while being mindful…original costs but also the costs of maintenance and improvements and the need for protections to keep population growth at moderate levels.

SECTION 5 Sustainable housing for all

Remove and rewrite B4 and B4a. Remove the word region and require the statistics of : current affordable housing units in Norwich to better evaluate the actual housing needs of the community on an ongoing basis

Add : Ensure that the scale or rate of development does not exceed the town's ability to provide facilities and services, or increase costs for current taxpayers.

Remove or change B.5a -- dislike having these benefits, bonuses for developers—especially 5a 5.inclusionary zoning and 5a 6 "removing unnecessary provisions in land use regulations that may limit affordable housing" This sounds a lot like Act 250 provisions to me

Remove B.6 regional solutions for affordable housing and coordinate affordable housing programs with neighboring towns

Remove B.6a "fair share"

Remove B 7., B8a. B8b unless willing to show statistics on new Senior housing in Hartford and how it will fill a need. This plan is not up to date.

SECTION 6- Economic - objectives

Keep C4!!!

SECTION 8 Facilities and Services

8.6 in the text refers to sewage treatment studies

8.14 Goal E
Keep "Community services and facilities cost effective and environmentally sound manner w/out creating an undue burden on the local taxpayers.

Are we "updating" the plan every year?

8.16 Goal F
Question, Remove F3a. wastewater treatment would facilitate "concentrated patterns of development. Is concentrated what we want?

Impossible- Remove F3b. … municipal or community septic systems to serve Planned Unit Developments.. at the expence of the developer. Norwich will own the system for maintenance in perpetuity

Goal G
G3a. Remove "major change in land use or ZONING" based on the available capacity

G4.a ??? use "roundabout where feasible to keep traffic moving and to avoid widening roads or installing traffic signals

G7. How does Norwich's Scenic Road ordinance affect Hartford's Historic District right next to the route 5 S property

SECTION 12 Land Use

How does this plan help us achieve goals to protect resources, ensure "compact development through Planned Unit Developments balanced by conservation of open space?" when a developer needs 150 units on Route 5 S to make the Dyke property viable?

Remove ---K2.e calls for a study that was already completed… whether to develop our own wastewater treatment.. or connect to adjacent communities where capacity exists.

Question ---K3.a performance standards should allow type of commercial development … for 3 categories
a. outlying neighborhood services i.e "mixed use" on route 5 South

b. village businesses Dan and Whit's etc

REMOVE!! C. REGIONAL COMMERCIAL development

Building on success

Commentary

Rutland Herald | January 13, 2018

Sandra LEVINE , Senior Attorney, CLF Vermont

At a time when political malaise, overwork and ever-expanding reliance on electronics threatens positive community life, celebrating and building on successes becomes more important than ever. The recent protection of land at Exit 4 in Randolph is just such a local success. Two years ago, a massive, sprawling big-box commercial development was proposed to overtake the open farmland that borders the Interstate in Randolph. An outpouring of support arose from across the state and the region when community members joined farmers and environmental advocates to first highlight the travesty of this proposal in the Act 250 proceedings, and then purchase the land. Instead of commercial development, it will be permanently protected and in the hands of farmers.

The Act 250 process earned its mettle when testimony showed that paving farmland to foster sprawl by the interstate should be a nonstarter. Farmers testified about the value of the land for growing food and crops. The protection of the land means that Randolph will not see the sprawling blight that exists at Tafts Corners outside Burlington, and along many other highways throughout New England. Instead, the community, and not developers' profits, will decide the future of this iconic landscape at the gateway to Randolph.

The challenge now is how to build on this success. Across Vermont, sprawling development still threatens communities, farms and forests. The threats are particularly strong along Vermont's two interstate highways, where the exits continue to be highly attractive to big-box and retail development. When left unchecked, these developments along the interstates burden community services, like water and sewer, and force us all to pick up the tab when additional lanes and traffic signals are required to accommodate the new rush of cars and trucks.

Fortunately, there are some good resources to turn to. When Howard Dean was governor, he issued an executive order that highlighted the threats to communities from sprawl by the interstates, and directed state agencies to put policies in place to avoid this blight and to support development in downtown areas. Building on this, when Jim Douglas was governor, his administration produced design guidelines for planning and development at Vermont interstate interchanges. Both these resources provide valuable information and guidance and highlight how communities can provide for protecting land while also supporting commerce.

Fast-forward a little more than a decade and the Vermont Legislature now has a bill to put many of these good policies into law. The bill would limit sprawl development at interstate interchanges. It would prioritize conserving farmland in these areas, as well as protecting other scenic, natural and historic features. It would also prioritize the investment in safe travel to avoid the high cost of new development causing highway congestion and expensive rebuilds. And it would support development in downtown areas to foster stronger communities.

Tight budgets mean making sure we spend money wisely. Climate change means growing more food closer to home, keeping more natural features intact to foster resilience, and supporting commerce in our downtowns where people can live, work and shop nearby.

Bill on INTERCHANGE Protection

To become effective in July 2018

Handout
1/24/2018

CM

From: **Charlotte Metcalf** smetcalf@sover.net
Subject: "turning the light on the planning process" FOIA emails
Date: January 24, 2018 at 12:27 PM
To: norwich@lists.vitalcommunities.org

After reading today's listserv postings, I realize that I may need to leave the high road I have tried to follow in arguing the case against the 2017 Town Plan. Generally, I have said that our taxes will necessarily increase and we will lose control of the project to a developer if we adopt this plan. I realize that the case I have made assumes there is still a large development contemplated for route 5 South, and that many residents prefer to trust the Planning Commission and Affordable Housing volunteers to work toward goals they can espouse, those which reduce or eliminate alarming "mega-development" fears.
I wish it were possible for me to believe that our volunteers approach their tasks with " good will and open minds." in Corlan Johnson's words. Unfortunately after reading the emails which were produced in accordance with the Freedom of Information Act , it has been impossible for me to assume that is true. When I read the emails last November, I was alarmed. I believe the Select Board should have been as well. I contacted a lawyer who has worked on this kind of case involving TRORC, whose name was given to me by Sandy Levine of the Conservation Law Foundation. He kindly agreed to read over some materials and offer his free opinion of the case we might have.

I sent him a number of documents which included a letter from me to the SB and PC last July stating four reasons I could not support the plan and including the 15 or more egregious emails that were in the SB packet on Nov 8. With regard to those emails he suggested that " if this scheme is being cooked up through a process that does not withstand the light, then by all means turn the light on."
Now, with great reluctance, I am turning up the dimmer because I believe it unfair that the people who have alluded to the emails are being unfairly accused of mal-intent.

Jeff Lubell assured us last Saturday that the 2011 plan has been carefully expunged of alarming wording about zoning, mixed use and mega development. That it has for the most part . Yet in an email he says to Phil Dechert and Jeff Goodrich:
" Any changes that we make that people think could be facilitating those zoning changes could be targeted...could hold up approval"... "I assume we already have ample authority under the existing town plan to pursue those zoning changes" "Please get back to me."
On September 27, Phil Dechert wrote to TRORC members, Jeff Goodrich and Herb Durfee saying "high density housing on Route 5 South has been removed and will continue to be 'studied' "
Meanwhile TRORC produced a map on October 10 2017, which shows the village center extending from the current village all the way to Hartford. Somehow these inconsistencies will be worked out . Phil Dechert wrote to PC members:
"If changes are needed in the town Plan later to support proposed re-zoning, they can be presented for adoption along with the zoning changes...have discussed this with Chris Sargent at TRORC. This is an option for consideration."

When alluding to these emails last night, Frank Manasek was interrupted several times by someone behind him who said "not true " as Frank spoke. A man behind me moaned as Marcia Calloway spoke her truth. We were asked by the chair if we would like to take advantage of roundtable discussions offered by the Planning Commission. Two of us spoke up to say we would be uncomfortable if not mistrustful in a meeting which was not open as a town hearing is with the Select Board. It is the Select Board which now must approve the Town Plan or return it to the PC with changes. The PC had its time to call roundtables and receive genuine input over the past year..

Last night John Langhus asked me if I would attend PC roundtables. He did not ask me why I said I would not, but this would have been my answer.
Jeff Lubbell to Susan Brink,Jeff Godrich and Phil Dechert:" I'd like to work a reaffirmation that we'll take all comments seriously...I like the idea of asking people outside the current PC so long as they are prepared to focus on the benefits of the town plan rather than its shortcomings... I'd be worried about having people talk about current events.. we haven't updated the plan to reflect those events"..
This is the type of controlled discussion which I fear will take place at those "roundtables" One session was held when many of us were away on July13. You can view it at this site http://catv.cablecast.tv/CablecastPublicSite/show/6382?/channel=1.

When it comes to calling a vote of the towns people Phil Dechert had this to say:

"If the Town Plan passes, voting on every revision or amendment to the town plan may work if the vote is scheduled for Town Meeting or a major election... Holding a special vote for a single town plan ballot item will draw very few voters and probably those with a special interest."
It is my hope that all of us will have a special interest in getting this plan right.

Please write me directly if you have questions or would like to see more light shed on the process
Charlotte Metcalf

11h

Herb Durfee

From: Charlotte Metcalf <smetcalf@sover.net>
Sent: Wednesday, January 24, 2018 4:54 PM
To: Mary Layton; linda cook; John Langhus; John Pepper; Stephen Flanders
Cc: Herb Durfee; Miranda Bergmeier
Subject: Fwd: "turning the light on the planning process" FOIA emails

I have been urged to send you this letter before the meeting tonight so that what I have to say does not come out of left field.
Thank you

Begin forwarded message:

From: Charlotte Metcalf <smetcalf@sover.net>
Subject: "turning the light on the planning process" FOIA emails
Date: January 24, 2018 at 12:27:49 PM EST
To: norwich@lists.vitalcommunities.org

After reading today's listserv postings, I realize that I may need to leave the high road I have tried to follow in arguing the case against the 2017 Town Plan. Generally, I have said that our taxes will necessarily increase and we will lose control of the project to a developer if we adopt this plan. I realize that the case I have made assumes there is still a large development contemplated for route 5 South, and that many residents prefer to trust the Planning Commission and Affordable Housing volunteers to work toward goals they can espouse, those which reduce or eliminate alarming "mega-development" fears.
I wish it were possible for me to believe that our volunteers approach their tasks with " good will and open minds." in Corlan Johnson's words. Unfortunately after reading the emails which were produced in accordance with the Freedom of Information Act , it has been impossible for me to assume that is true. When I read the emails last November, I was alarmed. I believe the Select Board should have been as well. I contacted a lawyer who has worked on this kind of case involving TRORC, whose name was given to me by Sandy Levine of the Conservation Law Foundation. He kindly agreed to read over some materials and offer his free opinion of the case we might have.

I sent him a number of documents which included a letter from me to the SB and PC last July stating four reasons I could not support the plan and including the 15 or more egregious emails that were in the SB packet on Nov 8. With regard to those emails he suggested that " if this scheme is being cooked up through a process that does not withstand the light, then by all means turn the light on."
Now, with great reluctance, I am turning up the dimmer because I believe it unfair that the people who have alluded to the emails are being unfairly accused of mal-intent.

Jeff Lubell assured us last Saturday that the 2011 plan has been carefully expunged of alarming wording about zoning, mixed use and mega development. That it has for the most part . Yet in an email he says to Phil Dechert and Jeff Goodrich:
" Any changes that we make that people think could be facilitating those zoning changes could be targeted…could hold up approval"... "I assume we already have ample authority under the existing town plan to pursue those zoning changes" "Please get back to me."

On September 27, Phil Dechert wrote to TRORC members, Jeff Goodrich and Herb Durfee saying "high density housing on Route 5 South has been removed and will continue to be 'studied' "
Meanwhile TRORC produced a map on October 10 2017, which shows the village center extending from the current village all the way to Hartford. Somehow these inconsistencies will be worked out . Phil Dechert wrote to PC members:
"If changes are needed in the town Plan later to support proposed re-zoning, they can be presented for adoption along with the zoning changes…have discussed this with Chris Sargent at TRORC. This is an option for consideration."

When alluding to these emails last night, Frank Manasek was interrupted several times by someone behind him who said "not true " as Frank spoke. A man behind me moaned as Marcia Calloway spoke her truth. We were asked by the chair if we would like to take advantage of roundtable discussions offered by the Planning Commission. Two of us spoke up to say we would be uncomfortable if not mistrustful in a meeting which was not open as a town hearing is with the Select Board. It is the Select Board which now must approve the Town Plan or return it to the PC with changes. The PC had its time to call roundtables and receive genuine input over the past year..

Last night John Langhus asked me if I would attend PC roundtables. He did not ask me why I said I would not, but this would have been my answer.
Jeff Lubbell to Susan Brink,Jeff Godrich and Phil Dechert:" I'd like to work a reaffirmation that we'll take all comments seriously…I like the idea of asking people outside the current PC so long as they are prepared to focus on the benefits of the town plan rather than its shortcomings…I'd be worried about having people talk about current events.. we haven't updated the plan to reflect those events"..
This is the type of controlled discussion which I fear will take place at those "roundtables" One session was held when many of us were away on July13. You can view it at this
site http://catv.cablecast.tv/CablecastPublicSite/show/6382?/channel=1.

When it comes to calling a vote of the towns people Phil Dechert had this to say:

"If the Town Plan passes, voting on every revision or amendment to the town plan may work if the vote is scheduled for Town Meeting or a major election… Holding a special vote for a single town plan ballot item will draw very few voters and probably those with a special interest." It is my hope that all of us will have a special interest in getting this plan right.

Please write me directly if you have questions or would like to see more light shed on the process
Charlotte Metcalf

11i

January 23, 2018

Town Manager
Town Staff
Select Board Members
Residents
Norwich VT

Dear Officials and fellow residents of Norwich,

Thank you for all the time and dedication to drafting the latest "Town Plan".

I have two concerns that I am not sure if they are addressed in the Town Plan as it stands now.

1. Internet and other utilities adding to the infrastructure. The Town Plan C.2 addresses a goal of access for all residents and businesses. However, I think there should be added language to make the utility optional for those that do not want serves and are sensitivities such as EMF sensitivities. Also, utilities should have to gain permission of landowners or neighbors before placing equipment on neutral ground in front of their property. Suggestion: add language such as C.3 " the extent that they do not affect the quality of life nor health of their neighbors nor business workers nor unduly burden community infrastructure such as cell phone towers or antennas. Also, these service be provided in a way that is optional not obligated."
2. Marijuana/ Cannabis (smoking, vaping, selling paraphernalia and marijuana (CBD, THC, Hemp) products also selling edibles with CBD and THC locally. CBD (supposed non-hallucinogenic affect from CBD, Cannabis) are is still a schedule 1 drug by the FDA as well as THC (hallucinogenic related Cannabis). Please consider Town Planning goals that limit public use, access and normalizing for our children as well as opening the door for Head shops and other businesses that support Cannabis businesses.
   Model Planning Weathersfield – zoned limited development of adult only products and social clubs that provided items that only adults can legally purchase and use.
   Hartland – planning that limit public use of Cannabis in any form on Town property and land.

Please consider these recommendations.

Sincerely,

Tracey Hayes, 31 Carpenter St., Norwich VT

Chapt 11j

UVTMA is to provide leadership and education to promote planning, development, and implementation of transportation initiatives to mitigate traffic congestion and reduce reliance on single-occupant vehicle commuting. The UVTMA provides information about alternative transportation, researches transportation issues, and works with towns and businesses on transportation issues and solutions.
Of regional concern to Norwich is traffic generated in other towns that flows onto Norwich roads and particularly through Norwich village. Over time, growth in Sharon, Strafford or Thetford could seriously affect traffic in Norwich village and on Route 132.

Pedestrian and Bicycle Paths

Safe and convenient pedestrian and bicycle paths connecting Norwich village, Hanover, playing fields and recreation areas, and outlying population centers would provide for alternative modes of transportation. Although portions of the village have sidewalks and there are some existing trails and Class 4 roadways, generally pedestrians and bicyclists share the roads with cars. U.S. Route 5 North has become a major regional bicycle route. Ideally, bicycle lanes should be available along roads for experienced and faster riders, and on separate paths for inexperienced or casual riders and pedestrians.
The Trails and Transportation Committee has been identifying potential bicycle paths and trails, and sources of funding. It has also been working with groups from other towns within the region to coordinate a network of regional trails and bicycle paths. A path connecting Huntley Meadow with the Village Green has been a high priority. An Upper Valley Loop Trail connecting Norwich, Hanover, Lebanon and Hartford is a long-term project supported by the towns and the Upper Valley Trails Alliance. A connection from Dothan Brook School in Hartford to Route 10A in Norwich is a significant gap that needs to be planned and completed.

Norwich Corridor Project

What plans are there to improve pedestian and bicycle safety on class 2 and 3 roads?

The Norwich Corridor Project was conceived and planned in 1999-2000 as a major enhancement of the roadway connecting the newly rebuilt Ledyard Bridge through the village to Turnpike Road. The master plan reflects the desire of the community to redesign this corridor from its current form, a typical 1960s interstate highway access road, to a form more appropriate to its role as a connection between two New England villages by slowing traffic, providing pedestrian and bicycle lanes, and planting street trees and other landscaping. The implementation of this plan has moved slowly over the years, with limited portions incorporated in a 2009 state paving project. Despite the setbacks, the town should retain the vision of this plan for future improvements in the corridor.

What plans are there to move this forward?

Development Review

All new development in Norwich should recognize and accommodate the transportation issues identified in this plan. Access to all modes of transportation should be considered in the adoption of new regulations and the review of specific proposals. Using the UVTMA Mobility Checklist will identify many of the features of walkable, smart growth communities that are pedestrian, bicycle, healthy-lifestyle and energy-conservation friendly.

Omer Trajman

accepting ownership of private roads based on the density of housing on the road and other uses of the road, such as connecting with other town roads or accessing public lands. Farrell Farm Road, which provides access to more than 20 homes, is the only private road to be accepted as a town highway recently. The landowners paid to have the road improved to town highway standards prior to the town's acceptance in 2008.

~~In the future, there may be a need for additional town roads for any of the following reasons: to reduce congestion on existing roads by creating alternative routes, to create alternative routes for emergency access to outlying areas of the town, or to allow a specific type or level of land use in a specific area.~~

Norwich Village. Norwich village, like many Vermont town centers, has been experiencing increased traffic as the number of homes in outlying rural areas and neighboring towns has continued to increase. Norwich's topography and road network has amplified this effect, as often the only way to travel from one place to another within town is to pass through the village. Additionally, the majority of the town's employed population commutes through Norwich village to reach I-91 or cross the bridge to Hanover. At the same time, parents and buses are converging on the village to transport children to and from school.

Given that such a large percentage of Norwich commuters are headed to one of several major employers, public transit should be able to reduce the number of people commuting in their own cars. In fact, bus service between Norwich village and Hanover has existed for decades. The lack of parking within the village, however, prevents many commuters from choosing to ride the bus. Development of park-and-ride lots has been considered for a number of years. An appropriate location has yet to be acquired that would eliminate the need for most commuters to drive through Norwich village, although the recent development of a park-and-ride lot at Huntley Meadows has attracted increasing use. Concerns have also been raised that out-of-town residents would drive into Norwich, park their cars and take the bus, thus increasing traffic entering town from the south or east.]- have these concerns been validated by data?

In addition to periods of heavy traffic, limited parking and pedestrian access discourage walking and limit the growth potential of downtown businesses. What data do we have to inform development of park-and-ride?

Scenic Roads

Norwich has many beautiful rural road corridors that provide pleasant travel and vistas for residents and visitors alike. In 1977, legislation was passed by the state that provides towns with the authority to designate roads as scenic. In 1989, the town enacted its own Scenic Road Ordinance in order to keep the designation local and not listed in state tourism publications. A total of 5.2 miles of roadway, including Bragg Hill Road, Jericho Street and Goodrich Four Corners Road, have been designated as scenic. The Scenic Road Ordinance does not actually protect the "scenic vistas," but it does regulate the maintenance and removal of features within the road right-of-way (usually 50 feet wide) such as trees and stone walls in order to preserve scenic character. Changes during the 2000s~~Recent changes~~ in the zoning and subdivision regulations have offered some protection to scenic vistas along many of these and other roads.

Private Roads and Driveways

Private roads in Norwich range in length from short driveways serving individual homes to long shared drives accessing many houses. These private roads are maintained either by an individual landowner, a group of landowners, or a landowner or condominium association. The town has four primary concerns with private roads:

That the intersections of private roads with town roads are designed to be safe and not cause damage to the town roads;

That roads are designed, built, and maintained so that emergency vehicles are able to reach residences;

That new roads and drives are designed, built and maintained using appropriate stormwater management techniques and infrastructure to minimize run-off, sedimentation and flooding of downslope infrastructure, property and waterways;

That new roads are built with minimum impact on significant natural resources and scenic views; and

That private roads are built and maintained to standards appropriate for their intended use in order to avoid the

Action K 2.d Maintain other protection areas such as steep slopes and ridgeline areas which may need additional evaluation on a site-specific basis prior to development. These areas should be clearly delineated on maps, and specific criteria and conditions for development should be established.

Action K.2.e Consider, as part of a long-term public town planning process, whether to developdeveloping wastewater treatment for areas without adequate on-site, soil-based wastewater treatment capacity that are otherwise suitable for compacthigher density development or connect to adjacent municipalities where capacity exists. Alternatives, subject of course to considerations of feasibility and cost-effectiveness, may include a new municipal system, connections to existing systems in neighboring towns, decentralized community systems, or use of new on-site treatment technologies. Consider both initial costs and the long-term costs of system operation and maintenance for all alternatives, as well as appropriate protections to ensure a moderate level of growth.

Limit commercial development through performance standards to a type, scale and design that is compatible with the character of the town and the neighborhood.		

Objective K.3 Limit commercial development through performance standards to a type, scale and design that is compatible with the character of the town and the neighborhood.

Action K.3 a Use performance standards to allow the type of commercial development appropriate for each of three categories: (a) Outlying neighborhood services; (b) Village businesses; (c) Regional commercial development.

Action K.3.b Re-evaluate performance standards on an ongoing basis to determine their effectiveness and make changes as needed.

Action K 3 c Support the ability of Norwich residents to work from home or operate businesses on their residential property to the extent that the activity is compatible with surrounding land uses and does not adversely impact neighbors' quality of life.

Action K.3.d Allow for appropriate business/services needed in the community.

Action K 3 e Consider allowingAllow small businesses in outlying hamlets and PUDs, particularly those that primarily provide services to local residents.

Action K.3.f Create criteria and performance standards for commercial uses in the rural residential areas to allow low-impact uses that will not adversely affect residential and agricultural uses.

Action K.3 g Investigate whether it would be desirable to create anthe creation of additional commercial or mixed use districts on River Road, and Route 5 North that isare compatible with existing residential uses and sensitive to natural resources in the area.

Consider not calling out specific areas. Each PUD may be considered in its own with existing use.

Action K.3.h Ensure that commercial development provides public spaces such as seating for public use, picnic tables, flower beds or a small park.

Preserve and protect the character of Norwich village.		

Objective K.4 Preserve and protect the character of Norwich village.

Action K 4.a Review the boundaries of the Village Business District and the nature of commercial development allowed in the district so as not to significantly exceed the current level.

This area of inundation is called the Special Flood Hazard Area (SFHA). FIRMs may also show expected base flood elevations (BFEs) and floodways (smaller areas that carry more current).
There are approximately 50 homes and a small number of non-residential structures currently located within the mapped special flood hazard area in Norwich. None of the town's critical facilities (ex., fire station) are located in floodplains and there are no repetitive loss properties in Norwich as identified by FEMA.
Norwich has adopted flood hazard area regulations to limit development within flood hazard areas, as required for municipal participation in the federal flood insurance program. These regulations are intended to protect life and property, and to allow property owners to obtain flood insurance and mortgages at relatively affordable rates. The town needs to continue strictly restricting development within its floodplains to protect public health and safety.
FIRMS are only prepared for larger streams and rivers. Recent studies have shown that a significant portion of flood damage in Vermont occurs outside of the FEMA mapped areas along smaller upland streams, as well as along road drainage systems. Since FEMA maps are only concerned with inundation, and these other areas are at risk from flash flooding and erosion, these areas are often not recognized as being flood-prone. Property owners in such areas outside of SFHAs are not required to have flood insurance. Flash flooding along smaller streams can be extremely erosive, causing damage to road infrastructure and to topographic features including stream beds and the sides of hills and mountains, and creating landslide risk.

River Corridors

~~Fluvial Erosion~~ I should be study potential impact of expanding prevention protection and insurance requirements for non FIRMS area?

In addition to the risks associated with inundation, there is the related hazard posed by storm-swollen streams and rivers, which may unexpectedly jump their banks and cut new channels. Due largely to human influences, many stream and river channels are no longer stable, especially in upland areas. Their instability creates an erosion hazard during major storms, which as noted elsewhere in the plan, are becoming more common as a result of climate change. Fluvial erosion hazards are often in locations that are unlikely to be inundated with flood waters and are therefore not protected through existing regulations that limit development in floodplains. Eroding stream banks are also a significant source of sediment and polluting nutrients entering major rivers and lakes, which decreases water quality.
The Vermont Agency of Natural Resources has developed river corridor maps that show the areas subject to erosion. In these areas, the lateral movement of the river and the associated erosion is a greater threat than inundation by floodwaters. As with the FEMA FIRMs, the smaller streams have not been mapped and a default 50-foot corridor of concern is defined from the top of bank of these streams. There are approximately 15 homes currently located with the state-mapped river corridor areas, outside the special flood hazard area, in Norwich.
Fluvial geomorphology seeks to explain the physics of flowing water, soils and land use in relation to various land forms. It analyzes physical, chemical, biological and land use data to explain the historic causes of the problems currently being experienced in stream corridors in an attempt to resolve or avoid conflicts between fluvial systems and the built environment. A geomorphic assessment is currently underway on Blood Brook in Norwich and the town is considering limiting development within identified fluvial erosion hazard areas in a manner similar to current regulations within flood hazard areas.
The Blood Brook Watershed Corridor Plan of March 2008 is the result of a three-phase study by the Norwich Conservation Commission, the Two-Rivers Ottauquechee Regional Commission, and the Vermont Agency of Natural Resources, Department of Environmental Conservation, River Management Program. The purpose of that plan is to assess the underlying causes of channel instability and encourage the stream's return to equilibrium conditions. The plan outlines management efforts directed toward long-term solutions that help curb escalating costs and minimize the danger posed or damage caused by storm-swollen streams. Such efforts can help reduce flood and erosion hazards along the river corridor, improve water quality and aquatic habitat, and enhance aesthetic and recreational values of the stream.

Handout 1/23/18 (11k)

January 23, 2018

Toward the end of Saturday's meeting a gentleman in a blue shirt expressed disappointment that people should impugn the integrity of town officials. I couldn't agree more.

There are two related issues here. One is the concern many of us have about the content and intent of the proposed town plan. The other is the lack of trust in the town planning commission and a zoning administrator who displays a bias toward development and a dismissive and offensive attitude towards people who pay his salary. If you read the e-mails in the Selectboard packets for November 8 and December 13 submitted by Marcia Calloway and Charlotte Metcalf on the website:
[http://norwich.vt.us/wp-content/uploads/2017/12/Packet-121317.pdf12/; and
http://norwich.vt.us/wp-content/uploads/2017/11/SB-Packet-110817.pdf) } and which are now appearing on the listserve, you will not be surprised that when a member of the planning commission reassures us there are no plans for rezoning and developing Rte 5 South because certain language has been tweaked and some sections have been removed from the proposed town plan, we are **not** reassured.

At the end of Saturday's meeting Jeff Lubell, ostensibly in an effort to "clarify misperceptions," said something I found deeply disturbing. Don't get hung up on the notion of **village**, he said; **village** can mean something to one person and something different to someone else. In fact, according to the State of Vermont Neighborhood Development Area Designation Program, the term **village** really does matter, because within ¼ mile of a designated **village center**, qualified "mixed income" projects are exempt from Act 250 regulations and land gains taxes.

I find it hard to believe that someone who works professionally in the world of urban planning, is not aware of this. If he is, why cloud the issue by suggesting that **village** can mean whatever we want it to mean? If he is not aware of it, what is he doing on the planning commission?

John Langhus has articulated the challenges the Selectboard faces in trying to balance different and sometimes conflicting interests and concerns. Unfortunately, you have another challenge. The Selectboard appointed the town planning commission; we did not elect them. The Selectboard's stated principles include transparency. Since you know about, shall we say, the irregularities in the planning commission's conduct of the town plan process (review the above cited e-mails), and the citizens of Norwich know you know, what you decide to do with this proposed plan will not only shape the future of Norwich, it will also send a message to the voters of Norwich about the nature of governance in their town.

I ask the Selectboard to reject the town plan and start the process afresh with full, and fully informed, citizen participation from the beginning, and with a planning commission and zoning administrator the people of Norwich can trust.

At the very list, you should remove Map 11 that shows Rte 5 South/River road as a separate area from the rest of Norwich, together with any and all references to commercial

development and to "studying" the area for future development. If Jeff Goodrich's cover letter to the proposed plan, and Jeff Lubell's repeated and emphatic statements are true, and there are indeed no plans for rezoning and developing Rte 5 South, and there is no hidden agenda, this should not be a problem.

Colin Calloway

Class Code	Description	2017 Grand List*	Residences Available for Median HOUSEHOLD Income	% Total Residences	Residences Available for Median HOUSEHOLD Income	% Total Residences	Residences Available for Median FAMILY Income	% Total Residences	Residences Available for Median FAMILY Income	% Total Residences
		Number	Assessed <= $220K	n=1375	+10% ($242K)	n=1375	Assessed <= $320K	n=1375	+10% ($354k)	n=1375
R1	Residence on less than 6 acres	809	64	4.65%	93	6.76%	224	16.29%	317	23.05%
R2	Residence on 6 acres or more	491	15	1.09%	21	1.53%	54	3.93%	71	5.16%
MHU	Mobile Home Un-landed	2	2	0.15%	2	0.15%	2	0.15%	2	0.15%
MHL	Mobile Home Landed	12	11	0.80%	11	0.80%	11	0.80%	11	0.80%
S1	Seasonal on less than 6 acres	4	4	0.29%	4	0.29%	4	0.29%	4	0.29%
S2	Seasonal on 6 acres or more	13	6	0.44%	7	0.51%	9	0.65%	9	0.65%
CA	Commercial Apartments (4+ units ea.)	7	0	0.00%	0	0.00%	0	0.00%	0	0.00%
O	Other (Condos, Senior & Low Income)	27	10	0.73%	16	1.16%	21	1.53%	22	1.60%
F	Farm	10	0	0.00%	0	0.00%	1	0.07%	1	0.07%
C	Commercial property	45								
I	Industrial	0								
UE	Utilities Electric	3								
UO	Utilities Other	0								
W	Woodland	0								
M	Miscellaneous (Vacant Land)	137								
E	Exempt Property	51								
PC	Cable Television & data networks	1								
	Total Residential Units	1375	112	8.15%	154	11.20%	326	23.71%	437	31.78%
	Target (20% of Total) vs. Needed	275	163		121		-51		-162	

* Chris Moore from 2017 Grand List data file

DOES NOT INCLUDE NON-COMMERCIAL APARTMENT UNITS AVAILABLE COUNT = ???

DOES NOT INCLUDE SOME CONTRACT RESIDENTIAL UNITS COUNT = ~3

DOES NOT INCLUDE COMMERCIAL (CA) APARTMENT UNITS AVAILABLE COUNT = Minimum 28

Assessed value figures = Purchase price will "Comfortably Fit Budget" according to Zillow with following assumptions:

120% of Median Windsor Co. **Household** Income of $53k = $63.6k

120% of Median Windsor Co. **Family** Income of $70k = $84k

30 year Fixed @ 4%

$20k Down Payment

Additional monthly debt of $500

112

Chris Moore

Upper Valley Haven

Creating a community where people find hope & discover possibility

11m

December 31, 2017

Norwich Town Clerk
300 South Main Street
Norwich, VT 05055

Dear Friends,

Thank you for your gift of 57 pounds of peanut butter and other food to support the Food Shelf.

This year was the 5th anniversary of the *19 Days*, the amazing brainchild of Dan Fraser of Norwich's Dan & Whit's. What started as a wonderful gesture to match a customer's purchase of food for the Haven's Food Shelf during December has grown to a community-wide effort in support of the several Upper Valley organizations in addition to the Haven, including the Upper Valley Humane Society, The Good Neighbor Health Clinic and the Red Cross. The *19 Days* also encourages us all to "keep it local" in Dan's words, in order to shop close to home during the holidays.

The deepest part of the winter is upon us, and it takes a lot of energy and determination for people to find their way through our doors. With your help, the Haven remains a place of hope for individuals and families trying to manage complicated situations in their lives. The shelters remain full every night. Together staff and volunteers welcome people to every part of the campus with respect and warmth. Faces brighten just a bit and heads are held higher as people find supplemental healthy food, help with a heating bill, warm socks and gloves, or a cup of coffee and something hot and nourishing to eat in the Café.

We thank you most for giving the gift of *hope*. Through the Food Shelf, shelter programs, education for children and adults, and problem solving services, the Upper Valley Haven offers the promise of possibility to all in need.

With warm regards,

Jennifer Fontaine
Director of Operations

For IRS purposes, your gift was not in exchange for any goods or services. It is the responsibility of the donor to determine the value of an in-kind gift. The Haven is not permitted by the IRS to assign values to donated items.

713 HARTFORD AVENUE WHITE RIVER JCT., VT 05001 802.295.6500 802.296.5055 fax WWW.UPPERVALLEYHAVEN.ORG

(11n)

Miranda Bergmeier

Subject: FW: A Better Town Plan
Attachments: A Better Town Plan 1-24-18.docx

From: Stuart Richards [mailto:srichards@globalrescue.com]
Sent: Wednesday, January 24, 2018 11:20 AM
To: Mary Layton; Linda Cook; John Pepper; John Langhus; stephen.n.flanders@gmail.com
Cc: Deborah L. Nichols; Andrew J. Friedland; Herb Durfee; Colin.G.Calloway@dartmouth.edu; psmith4203@gmail.com; kclemwp6@gmail.com; office@fmanasek.com; David.R.Sargent@valley.net; Marcia.S.Calloway@dartmouth.edu; calliope54@aol.com; cbrochu30@gmail.com; smetcalf@sover.net; ckatucki@outlook.com; dangoulet53@gmail.com; ernie.ciccotelli@gmail.com; jjtwister@gmail.com; wsmith4203@gmail.com; miriam.l.richards@gmail.com; Dean.J.Seibert@dartmouth.edu; csittle@gmail.com; smetcalf@sover.net; nkmccampbell@gmail.com; ecblanchard4@gmail.com; usmcbirthdayball@gmail.com; nhmargolis@gmail.com; onita.connington@gmail.com; stephaniebinvt@hotmail.com; traceykawecki@gmail.com
Subject: A Better Town Plan

Dear Selectboard Members,

A group of concerned citizens who have felt that the proposed Town Plan has not properly promoted affordable housing and was more directed to mega development projects have edited the attached Town Plan. The edits are in red and green and the formatting is unfinished. The blue edits are from the Planning Commission. Given the amount of controversy surrounding the proposed Town Plan and the many comments you have received I really hope that you will offer "A Better Town Plan" as an alternative to the one proposed by the Planning Commission. It's important to note that many concerned citizens feel that the Planning Commission has not addressed their concerns in their proposed draft plan although they have claimed otherwise.

A partial list of concerns of many citizens with regard to the Planning Commission Plan are the following:

1. Increased Taxes
2. Enabling commercial development outside the central business district
3. Enabling municipal sewage either by hook-up to an adjacent municipal system or by a town municipal system
4. Allowing an unlimited amount of development in Norwich without caps as to the the size, scale and number of units for any development in a single year
5. Village Center designation without Act 250 review
6. Changing the rural historic character of Norwich to a more suburban character
7. New high density zoning districts
8. There are in addition, a number of factual errors that have hopefully been corrected.

Please make this email and attachment a part of the Selectboard's official correspondence file.

Many thanks in advance for your careful review of the attached document,

Stuart L. Richards

introduction

1. The Norwich Town Plan provides a framework to guide decision-making related to the possible future growth or diminishment of development that takes into account: existing conditions, trends and resources within the town; the local, regional and global forces that may affect the town both in the near- and long-term future; the vision of a sustainable future for the town; and the goals and objectives of town residents while. enhancing the viability of the community in a manner that maintains the social and physical fabric of the community.

Stuart Richards 12/11/2017 1:20 PM
Deleted: and

Stuart Richards 12/5/2017 1:41 PM
Deleted: will

About Our Town

Norwich is a town in Windsor County, Vermont with a population of around 3,400 people. Norwich lies on the western bank of the Connecticut River (Vermont's boundary with New Hampshire) and has close ties with its neighboring town, Hanover, New Hampshire. The Ledyard Bridge connects the two communities. Norwich is part of the bi-state Upper Valley region, which includes towns along the Connecticut River in Vermont and New Hampshire.

Norwich is approximately 45 square miles in area. The Ompompanoosuc River flows into the Connecticut River in the northeastern part of the town. The level floor of the river valley is fairly narrow and most of the town's landscape is hilly and wooded uplands.

Major transportation routes, which run in parallel through the Connecticut River valley, include Interstate 91, U.S. Highway 5 and the former Boston and Maine Railroad right-of-way, now owned by the State of Vermont. Other important routes run southeast toward Boston along Interstate 89. In addition, local commuting routes include town roads such as Beaver Meadow Road, New Boston Road and Route 132. These commuting corridors are entirely maintained by the towns through which they pass.

Comparison 11/21/2017 11:02 AM
Deleted: 8

About Our Plan

Purpose and Authority

This plan for the Town of Norwich states the community's goals and objectives, and offers recommendations for future action to achieve those aims. The plan will help the Selectboard, Planning Commission, Conservation Commission, and Norwich residents define and direct the future growth and development of Norwich over the next five to ten years and will serve as the foundation for revising the town's land use regulations. It is a guide and a resource for any proposed community development programs, and for the direction and content of other local initiatives.

The plan may be used by Vermont's District Environmental Commission for review of development projects in Norwich under the jurisdiction of Act 250. It will also be a source of information and a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community.

The Vermont Municipal and Regional Planning and Development Act, Title 24 of the Vermont Statutes Annotated, Chapter 117, enables Vermont municipalities to establish Planning Commissions and to prepare municipal plans. Through the Act, the Planning Commission is empowered to implement the plan once the Town of Norwich legally adopts it.

Planning History and Process

This town plan builds on previous planning efforts that involved considerable public input over the course of the past 40 years.

1968: First Town Plan adopted
1971: Zoning Regulations adopted
1975: Town Plan adopted
1975: Zoning Regulations adopted
1980: Town Plan adopted
1981: Zoning & Subdivision Regulations adopted
1986: Town Plan adopted
1990: Zoning & Subdivision Regulations adopted
1992: Zoning & Subdivision Regulations amended
1996: Town Plan adopted
2001: Town Plan re-adopted
2002: Subdivision Regulations adopted
2006: Town Plan re-adopted
2008: Zoning Regulations adopted
2009: Zoning Regulations amended
2011: Town Plan adopted

Norwich first adopted a plan in 1968, which was revised and readopted four times over the next 18 years. In 1989, the town embarked on a project to redraft the plan, largely from scratch. The process took seven years and resulted in the 1996 adoption of a new town plan. In 2005, Norwich again tackled the challenge of re-examining its plan, resulting in the adoption of this 2011 town plan. These two planning processes are described in greater detail here.

Comparison 11/21/2017 11:02 AM
Deleted: most

Comparison 11/21/2017 11:02 AM
Deleted: recent

1996 Plan. The process for preparing Norwich's fifth Town Plan began in 1989 with the formation of seven committees to create a vision statement, gather information, make inventories, and propose goals, objectives, policies, and recommended actions. The committees were Land Use, Transportation, Community Facilities, Town Services, Community Development, Environmental and Natural Resources, and Capital Budget. More than 200 Norwich residents participated on these committees, attending regular meetings and spending many hours collecting data and researching issues.

In 1990, a four-page questionnaire was distributed to Norwich residents to determine their attitude towards various town growth issues. There were 546 responses, which helped guide the work of the planning committees. The final reports and inventories of the committees were presented to the Planning Commission in 1991. The Planning Commission began an evaluation of the reports in conjunction with committee chairpersons.

In the process of evaluating this information, particularly regarding growth and property tax issues, the Planning Commission decided more information and research were needed and retained Douglas Kennedy & Associates to prepare a report utilizing 1990 U.S. Census data and other data that had not been available to the committees. Several chapters in the plan were based on that report, while the others were based on the reports of the Town Plan committees.

2011 Plan. In 2005, the Norwich Planning Commission began the process of updating the 1996 plan by distributing another survey to residents addressing a range of planning and growth issues in town. The results were overwhelming, with 990 surveys returned. Summaries of the survey results were used throughout the plan. One important question that was asked related to growth and development was what residents wanted the population to be in the future. 54% of respondents stated that they preferred to have the population of Norwich "remain relatively stable" or decrease while 44% said they would like to see the population increase. The complete results are available from the town's Planning Office. Also in 2005, the town held a charrette attended by a small number of residents (design workshop) to explore residents' preferences and concerns related to mixed-use development. The input from the charrette was used to develop preliminary design guidelines for consideration as the land use section of this plan was revised. In addition in 2005 there was a Sewer Committee that studied the costs and feasibility of creating a municipal sewage system for Norwich and the costs and feasibility of hooking into the municipal sewer systems in Hanover and Hartford.

Comparison 11/21/2017 11:02 AM
Deleted: are found

Comparison 11/21/2017 11:02 AM
Deleted: is

Comparison 11/21/2017 11:02 AM
Deleted: , and the

Comparison 11/21/2017 11:02 AM
Deleted: and on the town web site

Stuart Richards 1/4/2018 3:27 PM
Deleted: .

In 2006, Norwich again sought assistance from Douglas Kennedy's firm, LandVest, to collect and present updated demographic, housing, economic, land use and fiscal statistics for use in the town planning process. In 2007, the town contracted with PlaceSense to facilitate a series of public workshops and assist the Planning Commission in gathering all the data and input into a first draft of the revised plan. The Planning Commission then distributed the draft plan to various town committees, staff and organizations, as well as to a series of working groups made up of interested citizens. The recommendations of these groups and individuals were used by the Planning Commission to develop the 2011 plan.

2017 Plan The 2017 Town Plan represents a minor update to the 2011 Town Plan, rather than a comprehensive rewrite such as occurred in 2011. This continues the longstanding practice in Norwich of alternating between comprehensive rewrites and minor updates of prior town plans, and helps manage the substantial workload associated with comprehensive revisions.

The 2017 Town Plan builds on the past efforts of the Planning Commission, including many years of public outreach, particularly beginning in 1996. In the late 1990s, the commission created two subcommittees that ultimately facilitated significant changes to the plan and regulations to reduce potential development in areas that lack infrastructure and are expensive for the town to serve, and focus it where infrastructure exists and services are more easily provided.

Pursuant to legislative requirements, the Two Rivers-Ottauquechee Regional Commission (TRORC) provided an Enhanced Consultation in 2013 with a summary memorandum listing recommendations for additions to the 2011 Town Plan to more thoroughly address current state planning goals. The Planning Commission believes it has addressed these recommendations in the 2017 Town Plan even though the same concerns that were expressed related to enlarging the central village and recommending commercial development on Route 5 South have been postponed but not necessarily discarded. No final review has been conducted at this time.

Stuart Richards 1/1/2018 1:09 PM
Comment [1]: This is highly questionable

As described in more detail in the Land Use section, the Planning Commission prepared a 2015 study and

conducted public forums related to development options for the Route 5 South/River Road corridors. The Planning Commission also worked closely with the Norwich Energy Committee to make updates to the energy section of the plan. The commission plans to consider further updates to the energy section to keep pace with the evolution of state and legislative requirements.

The Planning Commission conducted a public hearing on July 13, 2017 to seek public comment about the latest Town Plan draft. The June 6, 2017, draft of the updated Town Plan was distributed to adjacent towns, TRORC, the state, and made available to the public prior to the July 13 public hearing. Approximately 80 people attended the hearing and approximately 20 people spoke. A number of changes to the draft plan were made in response to **public input**. In addition, there was a February, 2017 public meeting to gauge public sentiment for a new zone on Route 5 South. Approximately 100 people attended and based on the many speakers and negative comments the Planning Commission decided to postpone consideration but not necessarily eliminate discussion and implementation of new zoning districts.

Stuart Richards 1/4/2018 3:32 PM
Comment [2]: There should be reference to the February, 2017 public meeting and to the length of time spent on Zoning for Route 5 South by the Planning Commission when they should have been working on the Town Plan.

Format of the Town Plan

The plan is organized into chapters, which include the statutorily required elements of a town plan. A summary of goals, objectives and actions is included at the end of most chapters. The use of these terms is defined as:

Goals. Statements of aspirations that have an attainable end.

Objectives. Specific, measurable targets for accomplishing goals within prescribed periods of time.

Actions. Ongoing activities consistent with courses of action set forth in policy statements and designed to achieve specific objectives.

About Our Neighbors and Region

Introduction

The Town Plan expresses a vision for the future of the Town of Norwich. Although many issues are within the control of the town through its town meeting, elected and appointed officials, and private groups, others are dependent on outside regional events and forces and may need regional solutions. The town has participated in regional decision-making whenever possible. Some areas of regional cooperation have included transportation, solid waste disposal, mutual aid fire protection, recreation, protection of natural resources, and transportation.

Comparison 11/21/2017 11:02 AM
Deleted: Norwich

Comparison 11/21/2017 11:02 AM
Deleted: by the residents of Norwich

Comparison 11/21/2017 11:02 AM
Deleted: their town

Region

Norwich is a member of the Two Rivers-Ottauquechee Regional Commission (TRORC). The Regional Planning Commission creates a Regional Plan and coordinates transportation planning in addition to offering planning support services to the 30 Vermont member towns.

The Two Rivers-Ottauquechee Regional Plan was most recently adopted in May 2007. The land use section of the Regional Plan and this plan are compatible. The Regional Plan recognizes Norwich Village as a town center in the region. Both plans call for guiding growth towards traditional settlement areas, encouraging quality development along main highway corridors, protecting natural resources and preserving open space, working lands and environmental quality in outlying rural areas. In the recent past development near the Randolph and Quechee state highway interchanges have been eliminated as either not conforming to town plans or not being in accordance with state guidelines which discourages development at or near state highway interchanges. Development at or near state highway interchanges can have detrimental impacts on Vermont's scenery, environment, and traditional downtowns, endangering the quality of life that defines Vermont. Most recently the town of Dummerston conserved a 61 acre parcel adjacent to Rte 91 to eliminate the possibility of development near the interstate highway. Proposals to develop Route 5 South should be

Stuart Richards 12/5/2017 2:12 PM
Comment [3]: This is a highly questionable practice and is discouraged by the State.

Stuart Richards 12/31/2017 9:27 PM
Deleted: ~~at interchanges and~~

viewed as contrary to state guidelines.

Although Norwich is a Vermont town, due to its location on the border, there is significant interaction with New Hampshire Upper Valley towns. Norwich is one of the four core Upper Valley towns along with Hartford, Lebanon, and Hanover. Norwich, being smaller - population of 3,400 versus 10,000 to 13,500 in the other towns - and primarily residential, relies on these larger towns for employment opportunities, services, and cultural events. As reflected in the following list, there is cooperation between Vermont and New Hampshire towns in emergency response, transportation, recreation, education and cultural events.

Other regional planning and mutual aid groups with which Norwich participates include:

Upper Valley Regional Emergency Services Association. A fire and rescue mutual aid system for surrounding towns.

Local Emergency Planning Committee District 12 (LEPC 12). A multi-town group to support emergency planning in each community.

Vermont Ambulance District 9. Provides EMS training.

Orange and Windsor Counties Public Works Emergency/Non Emergency Mutual Aid. A compact to provide a framework through which nine municipalities assist each other in times of extraordinary need or emergency circumstances.

Greater Upper Valley Solid Waste District (GUVSWD). A 10-town municipal district that provides solid waste management authority, services, and planning to its member towns in Vermont.

Upper Valley Recreation Association (UVRA). A 16-town bi-state association that schedules games, organizes coaching clinics, sets rules, and coordinates any other issues related to youth sports.

Upper Valley Trails Alliance. Advocates for the use, maintenance and development of trails in the region to connect communities.

Linking Lands Alliance. A 14-town project sponsored by the Vermont Agency of Natural Resources that is mapping wildlife habitat blocks, corridors, and crossings.

Connecticut River Joint Commission. A bi-state commission created to preserve and protect the resources of the Connecticut River (Norwich is represented at the Upper Valley Subcommittee).

Dresden School District. A bi-state school district consisting of Hanover and Norwich, and providing facilities for middle and high school students and administrative support for all grades, including elementary.

Vital Communities. A regional nonprofit organization based in White River Junction, VT, that works to engage citizens, organizations, and communities in creating solutions to our region's challenges.

Upper Valley Transportation Management Association (UVTMA). A bi-state partnership of five upper valley municipalities, major employers and regional planning commissions that works to mitigate traffic congestion and reduce reliance on single occupant vehicle commuting.

Upper Valley Lake Sunapee Regional Planning Commission. A regional planning commission serving 27 municipalities in western New Hampshire including Hanover and Lebanon (although Norwich is no longer a member town, we participate with UVLSRC in many transportation and planning programs).

Neighboring Towns

There appear to be no significant conflicts between this plan and municipal plans either adopted or proposed in neighboring towns. At this time, there appears to be some growth in neighboring towns that could impact Norwich, in addition to slow, incremental development which could effect Norwich over time, such with increased traffic on Norwich's roads or increased stormwater run-off and water quality degradation from developed land.

Hartford. Hartford has a Municipal Plan, most recently adopted in June of 2007. Hartford classifies the land near the boundary with Norwich primarily as rural, except for the land near U.S. Route 5 planned for commercial/industrial use. Further, some land along the town line in Hartford is protected from development through conservation easements or public ownership. The protected and rural lands in Hartford are very

Comparison 11/21/2017 11:02 AM
Deleted: 5

Stuart Richards 1/21/2018 7:39 AM
Deleted: 000

Stuart Richards 1/21/2018 7:41 AM
Deleted: are

Stuart Richards 1/21/2018 7:42 AM
Deleted: no

Stuart Richards 2/12/2018 1:09 PM
Deleted: major

Stuart Richards 1/21/2018 7:43 AM
Deleted: is planned

Stuart Richards 1/21/2018 7:43 AM
Deleted: would

Stuart Richards 1/21/2018 7:44 AM
Deleted: although

Stuart Richards 1/21/2018 7:45 AM
Deleted: have effects

Stuart Richards 1/21/2018 7:46 AM
Deleted: as

compatible with this plan's vision for Norwich's outlying lands. The significant changes to Hartford's zoning made in the mid-2000s have increased compatibility with the changes that Norwich made several years earlier, as both towns have reduced residential development densities in their rural areas and increased protection of natural resources in their development review processes.

The land near Route 5 in Hartford is already substantially developed, and the 2010 designation of a growth center in Hartford suggests that much of the town's growth over the next 20 years will be focused on the areas in and around the villages of Wilder, Hartford and White River Junction, south of the town line with Norwich. The Planning Commission is studying the Route 5 corridor in Norwich to determine whether it would be a suitable location for compact development that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units. However, it is unlikely based on the input received at a February, 2017 public meeting that further study and public input will support development on Route 5 South, near an interstate exit nor does it appear that expanding the central village will have public support. To date there is significant opposition to this development on the large scale it has been proposed and it appears not to comply with Vermont's planning regulations and policies.

Comparison 11/21/2017 11:02 AM
Deleted: This plan envisions

Comparison 11/21/2017 11:02 AM
Deleted: as

It is recognized that a lack of wastewater disposal capacity continues to be a limiting factor to development in this area. Hartford recognized this and after building a substantial municipal system Hartford has seen a dramatic increase in development, especially in White River Junction with the addition of two mixed use projects, a senior housing complex, and two workforce housing projects.

Comparison 11/21/2017 11:02 AM
Deleted: higher-density or -intensity uses, including commercial activities

Stuart Richards 12/31/2017 9:48 PM
Deleted: while recognizing

This plan recognizes that Hartford, Hanover and Lebanon will continue to be the employment and service centers of the Upper Valley. With respect to increasing the jobs to residents ratio in Norwich, many people do not want to see Norwich as more than a rural bedroom community with jobs located in surrounding towns. The assumption that an increased jobs/residents ratio is desirable is not necessarily born out by public opinion. Increased commercial development which would provide more jobs does not seem to be indicated since the unemployment rate is only 2.1% in Norwich.

Stuart Richards 12/31/2017 9:49 PM
Deleted:

Stuart Richards 12/31/2017 9:49 PM
Deleted: While Norwich desires a more sustainable future, including increasing the town's jobs-to-residents ratio and decreasing miles driven for daily activities, the goal is not self-sufficiency at the town level

Stuart Richards 1/21/2018 7:51 AM
Deleted: different

Sharon. Sharon's town plan was most recently adopted in February of 2010. Sharon does not have zoning regulations, but it does have subdivision regulations. In its plan, Sharon continues to classify land near the Norwich boundary as rural residential or forest reserve. Sharon's land use plan is compatible with this plan. However, as Sharon does not have zoning in place, its ability to implement its plan is constrained. Currently, the rate of development in Sharon is relatively low and what growth occurs causes little impact on Norwich. However, if conditions were to change dramatically, substantial development in Sharon would affect Norwich, particularly in the form of increased traffic on Norwich roads.

Comparison 11/21/2017 11:02 AM
Deleted: local

Thetford. Thetford's town plan was most recently adopted in March 2007, and the town has had zoning and subdivision regulations since 1974. With the exception of a small village residential area in Union Village, the land in Thetford abutting Norwich is envisioned for traditional rural and low-density residential uses. Future development and population growth will be focused in Thetford's growth centers, which include five residential villages and two hamlets. Thetford's plan is compatible with this plan.

Comparison 11/21/2017 11:02 AM
Deleted: , which also recognizes the traditional settlement area of Union Village as a potential rural hamlet

Strafford. Strafford is a rural town that experienced rapid growth in the 1980s and relatively slow growth recently. The town has had subdivision regulations since 1970 and zoning regulations since 1978. Strafford's town plan was most recently adopted in March of 2008. The plan calls for growth management and preservation of open

space. The area of Strafford near the Norwich town line is designated for rural residential uses in their plan, which is compatible with this plan.

Hanover. Hanover, as a developed town with limited land available for new construction compared to most communities in the Upper Valley, has experienced slow growth in recent years. Zoning is restrictive and the major employer, Dartmouth College, has been stable or growing at a slow rate in recent years. Hanover is a source of employment, educational facilities, cultural activities, retail stores, and professional services for Norwich residents, while Norwich is home for many of those employed by Hanover businesses and institutions.

Lebanon. The City of Lebanon, largest of the municipalities in the Upper Valley with a population of approximately 13,500, is a major employment and growth center with a daytime population of approximately 30,000. Lebanon is the home to many of the Upper Valley's and Nhew Hampshire's largest employers including Dartmouth Hitchcock Medical Center with 9,000 employees, Hypertherm and other high tech companies, large retail stores, and service companies that provide employment and important services to Norwich residents Lebanon is also experiencing an increase in housing projects with two new developments planned for Centerra as well as other proposed projects along Route 10 N and Mechanic Street (golf course development with several hundred units proposed). Lebanon is also facing the prospect of needing to expand their sewage capacity owing to increasing demand from major projects.

About Our Future

Sustainability

Over the next 50 years, the Town of Norwich will likely experience local forces of change such as population growth or shrinkage and changing demographics, and global forces of change such as rising commodity prices and climate change. The current trend in Norwich and the state of Vermont is for outward migration and the overall aging of the population. There has been not only a significant decline in the overall population but a significant decline in the number of school children statewide. Therefore, we recognize the need to plan for a sustainable future for Norwich. Sustainability can be defined as meeting our needs in the present without compromising the ability of future generation to meet their needs. At the same time it is extremely unlikely that accurate predictions can be made far in advance for the needs of future generations.

Sustainability is a philosophy that involves long-term thinking and balanced decision-making to the extent possible. Now, and in future years, we want Norwich to be a community with the following characteristics:

- Strong municipal leadership, strong citizen involvement in government, and transparency in government decision-making promoted by strictly following the Open Meeting Law and Right to Know Law; Recommending that there be diversity of opinion on all appointed commissions and boards utilizing term limits and that whenever possible no individual serve on more than one board nor be appointed to a representative position on behalf of Norwich if they serve on a board or commission
- Meaningful and productive partnerships with adjoining towns, regional organizations and other stakeholders;
- The ability to attract and retain a diverse and healthy mix of residents;
- Viable local employment options within the existing business districts;
- Opportunities for involvement in cultural and recreation activities;
- Clean air, land and water including reduced greenhouse gas emissions;
- A high degree of walkability and alternative modes of transport besides personal passenger vehicles to the extent possible given currently existing development patterns;
- Protected natural features and a compact settlement pattern that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units.

Stuart Richards 12/31/2017 9:51 PM
Deleted: ~~continue~~

Stuart Richards 12/13/2017 3:44 PM
Deleted: to

Stuart Richards 1/4/2018 4:08 PM
Deleted:

Stuart Richards 12/31/2017 9:51 PM
Deleted: ~~50~~

;

Strong social ties and a common identity;
Solid investments in infrastructure; and
Affordable places to live.

It is not Norwich's intent to strive for self-sufficiency, but to join with its neighbors in the region to work toward a sustainable future together. A number of formal and informal regional efforts are already underway that are improving sustainability in the region – Advance Transit, Upper Valley Transportation Management Association (TMA), Local First Alliance, Upper Valley Localvores, Valley Food and Farm, Upper Valley Land Trust, the regional planning commissions and other organizations, governments, employers and individuals are taking part. This plan focuses on specific actions for Norwich as a town, but it must be recognized that achieving our vision for a sustainable future will involve both individual and coordinated regional action.

To achieve our vision of a sustainable community, we need to ensure that sustainable decision-making is supported across the town. Therefore, we commit to incorporate the following considerations during the implementation of this plan:

Ensuring that we leave a positive legacy for future generations.
Making decisions that balance environmental, social, cultural and economic trade-offs which can be foreseen.,
Reducing our ecological footprint by using our land, resources and energy efficiently.
Encouraging all residents to be actively involved in their community.

Stuart Richards 12/31/2017 9:57 PM
Deleted: ~~over at least a 50-year time frame (while recognizing the difficulty in predicting Norwich's needs and the changes both internal and external that will occur over 50 years).~~

Smart Growth

Central to achieving a sustainable future is the need to change our land use development practices and patterns. Smart growth describes a pattern of land development that uses land efficiently, reinforces community vitality and protects natural resources and respects the existing pattern of development. Smart growth is about ensuring that each development be carefully reviewed to ensure that it is good for the economy, community, the environment, the good of Norwich and that developments are consistent with the size, scale and number of units in existing developments the largest of which is 24 units. This plan acknowledges a bias toward growth per se which for the foreseeable future may not be desirable and may not occur.

Stuart Richards 1/4/2018 4:13 PM
Deleted: is

Stuart Richards 1/1/2018 1:18 PM
Deleted: and

.

The concept of smart growth establishes principles for a more sustainable community that include:

Revitalization of, and directing of new development towards, existing settlement areas.
Mixed land uses within the central business district
Compact building design that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units.
A range of housing opportunities and choices.
Walkable neighborhoods which respects the existing pattern of development.
A variety of transportation choices.
Distinctive, attractive communities with a strong sense of place.
Preserved open space, farmland, natural beauty and critical environmental areas.
Predictable, fair and cost-effective development review and decision-making process.
Community and stakeholder collaboration in development decisions, while maintaining the rural character of

the town.

It must at the same time be recognized that smart growth will be limited by those who are financially able and who wish to live in rural parts of town. These individuals or families will have the ability to live where they chose regardless of the zoning and subdivision regulations that may be used to control growth in rural parts of town and in spite of efforts to redirect growth to the village center or other areas closer to the village center.

Our land use plan for Norwich, as presented in Chapter 12, incorporates these smart growth principles. The land use plan establishes the framework for Norwich's land use regulations and this plan includes recommendations of changes to better support the smart growth and sustainability principles outlined above.

Comparison 11/21/2017 11:02 AM
Deleted: recommended

Comparison 11/21/2017 11:02 AM
Deleted: to those regulations

Themes

Each chapter of this plan ends with a series of goals and objectives. To achieve a sustainable future for Norwich, these policies need to be considered as a whole, rather than taken individually, with an understanding of the connections and potential conflicts that exist between them. The following over-arching themes provide a framework for understanding the relationships between the goals and objectives of this plan and our vision for a sustainable future:

	Protecting our land and natural environment.
	Improving how we get around.
	Minimizing our use of resources.
	Supporting a diverse, multi-generational population.
	Strengthening our economy within the existing central business district and appropriately sized and located home businesses.
	Enhancing our recreation and cultural opportunities.
	Reinforcing our sense of community by reinforcing existing patterns of development.

Each of the goals and objectives of this plan support one or more of these sustainability themes. These relationships are highlighted through the keyed symbols associated with each theme that appear in the policy section at the end of each chapter of this plan. The sustainability themes are also woven into the Implementation Program, which follows this section and which is organized around four focus areas: sustainability, housing, natural and historic resources, and energy efficiency.

implementation program

The Norwich Town Plan is a guide that does not create mandates, but rather reflects a vision of the town going forward. This vision of the town is reflected in the goals, objectives, and policies of this plan, and will be realized by implementing the recommended actions listed at the end of each chapter. As conditions change, the implementation process must remain flexible and determined by the citizens of Norwich.

Existing zoning and subdivision regulations in Norwich may need to be revised in accordance with the wishes of the citizens to reflect the plan's objectives and policies. Other regulations governing roads, traffic, sewage disposal, health, etc. primarily governed by the State but possibly strengthened by town regulations., may also need to be revised. Non-regulatory implementation programs may include capital budgeting, public facilities planning, and natural resource inventories. Programs combining public and private activity may include housing, land conservation, historic preservation, and economic development. Decisions will be made on the priorities of recommended actions; some programs may demand immediate attention, others may not. Some changes to regulations should and can be made immediately; others may need more research and discussion within the community.

While the Planning Commission, Conservation Commission, ad hoc committees, and other public and private groups including the Fire District Prudential Committee, may take an active role in the implementation of the Town Plan by drafting changes in regulations or creating specific programs, decisions involving town funds or changing regulations will be made by the voters of Norwich, either directly at a Town Meeting or special town meeting vote or by their elected representatives on the Selectboard or School Board.

Comparison 11/21/2017 11:02 AM
Deleted: *make decisions or*

Comparison 11/21/2017 11:02 AM
Deleted: . *The*

Stuart Richards 1/10/2018 9:54 AM
Deleted: ~~long-term~~

Comparison 11/21/2017 11:02 AM
Deleted: ,

Comparison 11/21/2017 11:02 AM
Deleted: *a*

Comparison 11/21/2017 11:02 AM
Deleted: Efficiency

historic perspective

It is necessary to know where we have been and where we are now in order to determine where we should be headed in the future. This basic principle applies to charting our future course not only as individuals, but also as a town. The following is a brief sketch of Norwich's history, which provides insight into how the town arrived at its current situation.

18th Century

Formation and Founders

Norwich is one of four adjoining towns in the Upper Connecticut River Valley to receive charters granted on July 4, 1761, by Governor Benning Wentworth. The other towns are Hanover and Lebanon, New Hampshire, and Hartford, Vermont. Norwich's first settlers came, as did those of the other towns, principally from north-central Connecticut. They traveled northward almost 200 miles up the Connecticut River and, in many cases, named their new towns for their previous ones.

Generally, the men whose names appear on the charters – the grantees or proprietors – were not the ones who settled the new land, but were the older and more established inhabitants of their Connecticut towns. The younger men, those with the strength and skills to be pioneers, to build sawmills and gristmills, to clear the forests, were the ones to undertake the hardships of the move. In 1763, a few settlers came to Norwich and located close to the river and in the Pompanoosuc area. The first clearing in the township was made by John Fenton and Ebenezer Smith, both proprietors, and Fenton's nephew, John Slafter, son of proprietor Samuel Slafter.

The exploration and "sizing up" of the chartered township, which was "to contain six miles square, and no more" began in 1764. Jacob Burton of Preston, encouraged by the proprietors in Connecticut, made the journey north. He had the knowledge and the ability to build and operate a mill, take the measure of the region and survey the town. He determined suitable spots on Blood Brook for a sawmill and a gristmill. The location of roads and lots needed to be planned, and there were other conditions laid out in the Norwich town charter with which the settlers would have to comply. Burton's own permanent dwelling was constructed in 1767.

Among other early comers to Norwich were Samuel and John Hutchinson, who arrived in 1765. They cleared an island in the Connecticut River, planted corn on it, then returned to Connecticut; the next year they came to stay. Nathan Messenger also arrived in 1765. His cabin is thought to have been located near the Norwich end of the Ledyard Bridge.

Historic Settlement Areas

The confluence of the Ompompanoosuc and the Connecticut Rivers came to be known as Pompanoosuc. Union Village in the northeastern part of the town is also on the Ompompanoosuc. By 1795, a gristmill had been established there. Beaver Meadow (West Norwich), now a small community, had its beginning in 1780 when its first settler, Conant B. Sawyer, came from Hebron, Connecticut.

Lewiston, of which little remains, was located near the west end of the Ledyard Bridge. Dr. Joseph Lewis settled here near the bank of the Connecticut River in 1767 and owned much of the surrounding land. It was here that an early ferry provided transportation to the Hanover side of the river. John Sargeant, the original operator (at least as early as 1771 and probably in 1770) had a continuing conflict with Dartmouth College founder Eleazar Wheelock over the ferry, and because Sargeant's tavern apparently provided liquor for Wheelock's students. Lewiston's demise came with the construction of the Wilder Dam in 1950 and Interstate 91 in 1968.

Norwich Center must be remembered for several reasons. It was here, on Meeting House Hill, that Peter Olcott built his first house and barn in 1773. Olcott was a leading citizen of the town, serving in various town and state offices, including that of lieutenant governor; he was also a trustee of Dartmouth College. The first church in Norwich was built at the Center on land given by Olcott. Begun in 1778, it was finally finished in 1785. For about two weeks that same year, the Center Church served as the meeting place of the Vermont legislature. All that remains now of Norwich Center is the burial ground on Meeting House Hill and whatever archeological evidence remains of some 10 homes, shops, and offices.

Union Village, Pompanoosuc, Beaver Meadow and Lewiston are all rather clearly defined places, but in addition there are settlements that did not develop business or commercial places. Rather, they are distinctive and more nearly neighborhoods: Podunk, New Boston and Tiger Town.

Population and Migration

Norwich now has a population of about 3,400 people. Historically, the growth of the town reflects trends elsewhere in the state and in the New England region, and has been influenced by events throughout the country. Norwich grew quickly from the early settlers to a peak population of 2,316 in 1830. After that date population slowly declined to a low of 1,092 in 1920. The 1830 figure was not reached or surpassed again in a decennial census until 1980 when a count of 2,398 people was registered. (See Chapter 4)

While Norwich was becoming increasingly settled, land in the northern part of the state was being opened up to development. The movement that brought settlers from Connecticut to the region we now know as "the Upper Valley" was repeated, as residents of Norwich set out to settle new lands further north. The movement actually began quite early; for example, in 1803, after having lived in Norwich for some 20 years, Captain Benjamin Burton with his family moved on to Irasburg in Orleans County.

Though they might not have always moved, Norwich residents were also active in organizing other towns. Thus, we find that the proprietors of Randolph, Vermont, were in large part from Hanover and Norwich. A History of Norwich, Vermont (1905) by M. E. Goddard and H.V. Partridge notes that (p. 135) "the evidences of depopulation and disappearance of houses in Norwich seem to be especially marked at Beaver Meadow, and along the 'turnpike,'…"

In the earlier portion of the 19th century, agricultural and forestry practices shared in creating the conditions that made people living in Norwich seek new and unused lands. The importance of good resource management had not yet been realized to any extent either locally or nationwide. In 1840, for example, more than 13,000 sheep grazed in Norwich. Sheep are close croppers and can quickly reduce the value of a hillside. Just as local people left the town for places further north in the state, so residents were enticed by the opening of the West with its vast natural resources. Jasper Murdock set out as early as 1801 with his family, including his father-in-law, the Reverend Lyman Pottaer, who had been the town's first settled Congregational minister, to journey to Ohio (then the Northwest Territory). The move of settlers westward whether into New York State, Pennsylvania or beyond continued into the early-20th century and to such an extent that emigrant aid societies were frequently formed and guidebooks were published for those undertaking the trek.

Education

Looking at Norwich's 200 years of history, a concern for education can be identified from the beginning. The Vermont Constitution of 1777 had specified that each county should have a grammar school. Windsor County built the first in 1785, located in Norwich. Between 1785 and 1841, 20 school districts were formed and these can still be identified on maps such as the one in the Beers' Atlas of Windsor County (1869). Some of the old schoolhouses survive as present-day dwellings.

In 1819, Captain Alden Partridge, a graduate of the U.S. Military Academy at West Point and its superintendent from 1815 to 1817, returned to his native town of Norwich and established the American Literary, Scientific and Military Academy. From 1825 to 1829, Partridge moved the school to Middletown, Connecticut, where he hoped to find a greater potential and larger financial base; the school, however, returned to Norwich.

In 1834, it was incorporated as Norwich University. During the next 30 years, the university had its ups and downs for apparently Partridge was not as good a businessman as educator; he also quarreled with Truman B. Ransom, who succeeded him as president. Then, in 1866, the South Barracks building was destroyed by fire. When the Town of Northfield, Vermont offered both a location and buildings, the university accepted the invitation to move there.

The Norwich Classical and English Boarding School, a relatively short-lived enterprise, occupied the North Barracks after the university's departure. It operated from 1867 to 1877. The North Barracks burned in 1898, thus ending a dominating presence on the Norwich Green.

Comparison 11/21/2017 11:02 AM
Deleted: more than

Comparison 11/21/2017 11:02 AM
Deleted: 5

Economy

Industry was supported by natural resources in Norwich. Business partnerships developed along the river; the trade of timber and its by-product, potash, in exchange for rum, molasses and sundries was especially lucrative between Norwich landowners and merchants in Springfield, Massachusetts and Hartford, Connecticut.

As merchantable lumber dwindled, however, emphasis shifted to agriculture based on wheat and other grains. In 1810, merino sheep were brought to Vermont and, by 1830, Norwich, like many other New England towns, was raising them by the thousands. The wool and the breeding stock itself were eagerly sought and easily transported elsewhere; wool commanded high prices, particularly during the Civil War when the supply of cotton was cut off and armies had to be clothed. During this time, wool was valued at $1.00 per pound versus today's value of about 25¢ per pound. That boom was over in the late 1860s, complicated by tariff manipulations and unbeatable competition, first from western states, then from Australia.

When dairy herds were introduced at the end of the century, the pastures yielded new productivity. Though not clean sweepers like sheep, cattle demanded more silage (thus more hay fields) and larger barns. The growth of the milk industry was gradual in the late 1800s, but, once secure, it caused a visual revolution in the landscape and helped slow down the rate of population decline. A typical mid-19th century Norwich farm consisted of about 150 acres, of which 125 were cleared and 25 forested.

Railroad

The Connecticut and Passumpsic Railroad, finished in 1848, connected the Upper Connecticut River Valley to tracks across the country. When White River Junction became the region's principal railhead, Norwich farmers and merchants had a faster means of transporting their produce and wares, by boxcar rather than wagon load. The railroad replaced the Connecticut River as a trade route, eliminating the disadvantages of seasonal transportation.

The sharply increasing demand of growing cities for fresh milk, cream, and butter brought prosperity for those who had successfully shifted from shearing sheep to milking cows. Already established communities like Lewiston and Pompanoosuc grew around railroad depots. The former boasted its own store, post office, and coal and lumber yards.

20th Century

Education

In 1963, Norwich and Hanover joined together in the first interstate school district in the country, forming the Dresden School District. Its first annual report noted that the two towns had "been impelled by common difficulties toward a cooperative solution of school problems." The district was established as an interstate compact by Public Law 88-177.

Infrastructure

In the 20th century, two technological advances affected the history of Norwich: construction of the Wilder Dam and Interstates 91 and 89.

Wilder Dam, built south of town in 1950, is part of a network of water power dams that altered farming patterns along the Connecticut River and its tributaries. Many of Norwich's fertile flood plains were submerged, including those in Pompanoosuc.

Perhaps the building of Interstates 91 and 89 most dramatically influenced the course of Norwich history. Completed in the late-1960s, the four-lane highways connected Norwich overnight to the entire East Coast and to the rest of the country. Travel time between Norwich and Boston or New York City was cut in half. Dilapidated or abandoned houses quickly became summer and retirement homes (a trend already evident in Beaver Meadow in the 1940s), replacing working farms but rescuing some rural architecture.

Land Use

The second half of the 20th century saw Norwich transition from an agricultural to a bedroom community. In 1940, it is estimated that one-half of the town's land was cleared. The trend away from agriculture is reflected by the fact that currently less than 30 percent of the land is cleared.

Only a few people in town can remember seeing cattle being driven down Main Street to their barns from pastures further out. While Norwich did exist for many years as a quiet farming community, longtime residents have seen it change into a bedroom community for nearby employment centers.

Those who work elsewhere choose to live in Norwich because of the town's good school and its proximity to Hanover, Dartmouth College, and the Dartmouth-Hitchcock Medical Center. They come here for the kind of life that has disappeared elsewhere and which they perceive can be found here. The Dartmouth presence is strong and the college and its library have long drawn both summer people and permanent residents. Academics from other institutions have been coming here since the 1940s, and many of them settled in the Upper Valley after fleeing Europe during World War II. Others see Norwich as a place for retirement; frequently these are alumni of Dartmouth College. All of these trends are agents of change for Norwich.

21st Century

Education

The Interstate school system has placed an increased financial burden on Norwich which sends fewer students to the Dresden system. In addition, as part of the Interstate school system, the Norwich school district is not required to follow Vermont law limiting spending increases. There has been a significant drop in the number of students at the Marion Cross school accompanied by a significant rise in budgetary costs.

town profile

With an understanding of recent growth trends, current community makeup, and likely future change, a planning effort can better respond to residents' needs, and better account for the impacts and opportunities of growth or population decline. To develop a realistic set of growth or declining projections, a community profile accomplishes the following:

1) it documents the growth trends that have brought the town to its current situation;
2) it assesses the current makeup of the town from demographic, economic and social perspectives; and
3) it assesses the range of demographic factors affecting the town.

In addition, the pace and form of land development has a great deal of significance to the fiscal health of communities. Virtually any form of land development has two related effects:

1) the generation of additional revenues in the form of property taxes; and
2) the generation of need for additional community services, which have associated costs.

Accordingly, this chapter presents a variety of data that profile Norwich's residents and provide a basis upon which to move forward with planning efforts. It also provides background on the town's recent and current fiscal situation, and provides a basis upon which to project Norwich's fiscal future based on development trends.

Community Demographics

Historic Population Change

A review of historic population data for Norwich indicates that the period between 1970 and 2000 was one of strong growth for the town, as a factor of both in-migration and natural increase. Since 2000, however, Norwich population has declined from 3,544 in 2000 to an estimated 3,393 in 2015. Figures 4-1 and 4-2 trace Norwich's population from the first federal census in 1791 through the 2010 Census.

After a strong period of growth between 1791 and 1830, when the town reached a population of more than 2,300 residents, a long period of population decline occurred. In 1920, Norwich reached a low population point of fewer than 1,100 residents. After some slow growth in the 1930s and '40s, population levels have increased at a rapid pace. Between 1960 and 2000, Norwich's population nearly doubled, but growth has declined since 2000, suggesting that as Norwich has become more affluent it has become a less affordable place to live for those less affluent. Clearly, the past 50 years have been a time of tremendous change in the town.

Recent Population Trends

For the 30 years from 1970 to 2000, Norwich's growth rate outpaced state and regional averages as shown in Figure 4-3. It was during the 1980s that Norwich experienced its greatest absolute population growth but growth remained strong through much of the 1990s. Since 2000, however, Norwich's population has declined by an estimated 4.3 percent, while the population of the Lebanon NH-VT micropolitan NECTA region has grown by an estimated 3.7 percent, indicating that Norwich's population is not keeping up with regional growth. Norwich's school population has also declined significantly. At the same time the general population and school population of Norwich has been declining the municipal budget and school budget have been growing.

The 2012 Upper Valley Lake Sunapee Regional Housing Needs Assessment estimates that by 2030 more than one-third of the region's population will be age 65 or older and nearly half of all households will be headed by someone age 65 or older. Many seniors will want to "age in place" but they will face challenges because the homes they are occupying today may not meet their long-term accessibility, mobility and/or affordability needs. There is an inadequate supply of housing located, designed and priced to meet future demand.

Components of Population Growth. Population growth in any geographic area can be broken down into two major components: natural increase and net migration. Natural increase can be calculated by subtracting the number of resident deaths during any period from the number of births to town residents. Net migration can be calculated by comparing the number who move into a town with the number who move out of a town during any period. These two components of Norwich's recent population growth are shown in Figure 4-6. During periods of rapid growth, in-migration is typically the dominant factor, while during periods of slower growth natural increase usually accounts for the larger share. Overall, Norwich's recent population growth occurred primarily in response to net migration (new people moving into town).

Age Distribution. Distribution of the population by age group helps us to understand more about the demographics of a town. Figures 4-7 and 4-8 contain a graphic comparison of the distribution of Norwich's population by age group, as well as data showing absolute changes in each of these age groups.

Looking at how the town's age profile has changed in recent decades suggests one major factor in Norwich's growth trends. The echo baby boom, which spurred population growth beginning in the 1970s, peaked in the 1980s and ended in the 1990s. This is evidenced by the large cohorts of children counted in the 1980 and 1990 census, and the town's vital statistics. The large baby boom generation has passed out of its childbearing years and boomers are reaching retirement age, as shown in the 2010 Census. The generations that have followed the boomers are smaller, are having fewer children and are waiting longer to start families.

Comparison 11/21/2017 11:02 AM
Deleted: growth in

Comparison 11/21/2017 11:02 AM
Deleted: past few decades has surpassed that of any previous

Comparison 11/21/2017 11:02 AM
Deleted: . The 1960s, '70s

Comparison 11/21/2017 11:02 AM
Deleted: '80s, in particular, were periods

Comparison 11/21/2017 11:02 AM
Deleted: This is shown in

Comparison 11/21/2017 11:02 AM
Deleted: , which

Comparison 11/21/2017 11:02 AM
Deleted: 6

Comparison 11/21/2017 11:02 AM
Deleted: . Figure 4-4 shows recent population figures for the town. Trends indicate that the rate of

Comparison 11/21/2017 11:02 AM
Deleted: , which slowed during

Comparison 11/21/2017 11:02 AM
Deleted: , has continued that trajectory and has actually declined in the last decade.

Comparison 11/21/2017 11:02 AM
Deleted: recent growth trends mirror those

Comparison 11/21/2017 11:02 AM
Deleted: state and

Comparison 11/21/2017 11:02 AM
Deleted: , which

Comparison 11/21/2017 11:02 AM
Deleted: driven by economic

Comparison 11/21/2017 11:02 AM
Deleted: demographic factors

Comparison 11/21/2017 11:02 AM
Deleted: 5

Comparison 11/21/2017 11:02 AM
Deleted: beginning to reach

Comparison 11/21/2017 11:02 AM
Deleted: 0

The current age distribution in Norwich is a clear reflection of the aging of the baby boomers, as well as the type of household that has migrated to Norwich over the years. In many instances, new Norwich households are well-established families, with two parents and older children. This is a reflection of Norwich's attraction to families, as well as the economic requirements of purchasing a home in town.

Households

For planning purposes, growth trends in households are more relevant than population change. It is households, rather than individual residents, that drive the need for housing, infrastructure and services. Norwich, like many communities around Vermont, has experienced a declining household size in recent decades, coupled with population increases. This has led to a growth rate for households that exceeds the population growth rate. At the same time, the population in the Lebanon NH-VT micropolitan NECTA region has increased, indicating the continued demand for housing in the region.

Household Size. In 1970, the average household size in Norwich was approximately three people. That average had declined to 2.46 people per household by 2010. Average household sizes in Norwich have consistently been larger than those in the region or state. However, given the aging of the town's population, average household sizes should be expected to decline further in future years unless there are changes in the housing and economic factors that are currently preventing younger couples from moving into Norwich. The share of the Norwich population that is 62 or older has increased from 13 percent in 2000 to an estimated 22.5 percent in 2011-15.

Household Composition. The composition of households provides additional evidence that Norwich is an attractive place for families to raise children. In 2010, 30 percent of Norwich's households had children under age 18 at home. By comparison, only 25 percent of households in Windsor County had children under age 18 in the home. However, this statistic stood at about 41% in Norwich in 2000, so it has declined since then. This trend is consistent with the aging of Norwich's population.

Household Income. An investigation of income levels in Norwich suggests that the town is home to relatively high-income households. Figure 4-12 shows that between 1980 and 2015, the median household income in Norwich more than doubled to nearly $100,000 after adjusting for inflation, while the Windsor County and statewide median household income rose by around $10,000. Figure 4-11 illustrates the income profile of Norwich households as documented by the U.S. Census Bureau.
During the 1990s, both the actual numbers and percentage of households in the lower income brackets living in Norwich declined. The percentage of households in the middle income brackets remained stable, while the town added households in the upper income brackets. Between 2000 and 2011-15, this trend largely continued, with a decline in the population of households in the lower income brackets and a large increase in the population of households with incomes above $150,000. This reflects the cost of land and housing in Norwich, which is prohibitively expensive for lower-income and many moderate-income households. It also reflects the tax burden in Norwich which has grown significantly as school and municipal expenditures have increased. Norwich continues to spend more each year per capita for each person living in Norwich in spite of declines in the overall population and school population.

Growth Projections

Norwich's profile is incomplete without an estimate of potential future growth or shrinkage in the town. In a small community like Norwich, population and growth projections can be difficult. The migration of new residents to Norwich has clearly ebbed and flowed in concert with the regional economy and other factors. Recent projections suggest that Norwich's population will decline slightly over the next several decades. As detailed above, the demographic composition of residents is trending older, so substantial population growth

Comparison 11/21/2017 11:02 AM
Deleted: 59

Comparison 11/21/2017 11:02 AM
Deleted: 0

Comparison 11/21/2017 11:02 AM
Deleted: current age distribution

Comparison 11/21/2017 11:02 AM
Deleted: 2000, approximately one-third

Comparison 11/21/2017 11:02 AM
Deleted: were married couples with

Comparison 11/21/2017 11:02 AM
Deleted: This percentage has been largely stable since the 1980 Census.

Comparison 11/21/2017 11:02 AM
Deleted: 20

Comparison 11/21/2017 11:02 AM
Deleted: are married couples with

Comparison 11/21/2017 11:02 AM
Deleted: . Nationally, households composed of married families with children have

Comparison 11/21/2017 11:02 AM
Deleted: as a percentage of the total during the past few decades. Windsor County and Vermont as a whole have reflected this

Comparison 11/21/2017 11:02 AM
Deleted: .

Comparison 11/21/2017 11:02 AM
Deleted: Between

Comparison 11/21/2017 11:02 AM
Deleted: 00

Comparison 11/21/2017 11:02 AM
Deleted: 80

Comparison 11/21/2017 11:02 AM
Deleted: in

Comparison 11/21/2017 11:02 AM
Deleted: less than

Comparison 11/21/2017 11:02 AM
Deleted: in

Comparison 11/21/2017 11:02 AM
Deleted: In recent decades, Norwich has become a popular place for families to build or purchase a home. This

Comparison 11/21/2017 11:02 AM
Deleted: Nevertheless, it is reasonable to project that people will continue to find Norwich an attractive place to live. It is the pace at which this migration to the town will occur that is difficult to estimate.

Comparison 11/21/2017 11:02 AM
Deleted: Over the long term, the

Comparison 11/21/2017 11:02 AM
Deleted: grow at an average annual rate of less than one percent a year. However, [1]

Comparison 11/21/2017 11:02 AM
Deleted: below the 2000 level, making [2]

due to natural increase is not anticipated in the near term. Changes in the regional economy, however, could quickly and dramatically change the anticipated rate of growth in town through in- or out-migration.

The projection in Figure 4-13 breaks population growth out by age group, based on the assumption that fertility and migration rates will remain at the rates in effect when the projections were developed, using data from 2010-2014. The projection shows the demographic profile of town residents shifting, as a larger proportion of the population will be age 65 or older in each period. These trends will not change unless the factors, most notably the high cost of housing, that are discouraging younger couples from choosing to live in Norwich change.

Comparison 11/21/2017 11:02 AM
Deleted: their current rates.

Comparison 11/21/2017 11:02 AM
Deleted:

Fiscal Impacts of Growth

As state tax and education policies in Vermont have changed over time, the fiscal impacts of residential and business development on municipalities, school districts and taxpayers have also shifted. This fact complicates any assessment of whether specific types of development are fiscal "winners" or "losers" – that is, whether they bring more tax revenue into the municipality than they cost in services, especially over the long term. Vermont's ongoing efforts to equitably fund education across the state have, over the past decade, significantly changed the property tax system from one in which commercial development was commonly perceived to reduce residential tax bills to one in which some municipalities are encouraging family-friendly residential development as a way to lower school taxes. Acts 60 and 68 changed Vermont's school funding formula and implemented a statewide system to redistribute education tax revenue based on spending per pupil. Under the current education funding system, the argument can no longer be made that commercial development will result in tax benefits for residential property owners.

Town and School Budgets

Town and school budgets continue to increase as the general population and school population decrease, as shown in Figure 4-14. Not surprisingly, municipal and educational expenditures have reflected population and housing growth trends. Increases in budgets have been accompanied by real increases in the tax burden carried by Norwich property owners, as shown in Figure 4-15, though the increase between 2010 and 2016 was smaller than that of previous period.

While budgets have increased, the distribution of municipal expenditures has remained relatively stable. Approximately one-third of the town budget pays for highways. Public safety costs, as a percentage of the total budget, have slowly risen over the past 20 years and currently represent about one-quarter of the municipal expenses. Much of the increase in the municipal budget is directly linked to increases in personnel-related costs such as (health) insurance, which are difficult to contain at the local level. Employee costs have impacted school budgets similarly. Consideration should be given to town employees shouldering a greater portion of their health care to reduce costs and be more closely aligned with how towns of Norwich's size share health care costs with their employees. For further discussion of Norwich's education system, see Chapter 7.

Cost of Community Services

Despite the future uncertainty of the state education funding formula, the fiscal implications of growth can be assessed based on current budgets, land uses and tax policies. A Cost of Community Services (CoCS) study analyzes the financial demands of public services and shows how much it costs to provide these services to residential, commercial and industrial, working lands and open space, and public land uses.

Such a study, using the methodology developed by the American Farmland Trust (AFT), was completed for Norwich based on the town's 2007 Grand List and actual FY2007 budget. CoCS studies in rural communities around the country have consistently shown that residential development costs municipalities more in services than it pays in taxes while working lands and open space pay more than they require in services. As shown in Figure 4-16, residential land uses in Norwich break even on the municipal side of the budget, but when school costs are considered they require $1.14 in services for every $1 in taxes paid. This figure is close

to AFT's national average of $1.09 in services for every $1.00 reported in their 2006 Cost of Community Services Studies Fact Sheet. Norwich's open lands are a fiscal "winner" for the town for both municipal and school budgets.

This CoCS study could be further refined by a detailed analysis of town revenues and expenditures in order to more accurately allocate them between land use categories. Where revenues or expenditures could not be directly attributed to a single land use (e.g., recreation to residential land uses), they were allocated based on the percentage of the town's total real property value in each land use category. The results of a CoCS analysis are only a single-year snapshot. The study can be repeated on a regular basis to track changes in the fiscal impacts of land use changes within the town. Further analysis that examines the location of residential uses would also be desirable, as homes located close to the village center and accessible by main roads generally cost less for the town to service than homes in more remote parts of town.

Fiscal Impact Assessment

A common approach to assessing the fiscal impact of development relies on cost averaging, which assumes that each new increment of growth will have the same costs as existing development of the same type in the town. While useful as a general planning tool, this method does not reflect the reality of how budgets are impacted by development. Most municipal or school costs if graphed against population growth would look more like a set of stairs than a straight line. Facilities and services are generally able to accommodate some additional demand at their current size, staffing or funding level. Then a significant increase in expenditure, such as to put an addition on a school or hire more police officers, is needed to accommodate further growth. It is often assumed that any development that does not increase the number of school-age children living in town will be a fiscal winner. However, as the CoCS study shows, that is an over-simplification of the fiscal impact of new development. Non-residential development generally does not pay its own way on the municipal level, due to secondary impacts that vary depending on the characteristics of the use. Non-residential uses may create substantial traffic, which would increase highway expenses, or may require increased public safety expenditures. Uses that create jobs may draw more residents. Under current state education tax policies, an increase in a limited number of school-age children may have a positive effect in lowering the education tax rate so long as it does not require physical expansion or additional services of school facilities such as additional teachers, school buses, administrators, etc. by lowering the average per pupil expenses used in calculating Norwich's tax rate. Finally, as noted above, the location of residential development affects the costs to the town of serving it.

The CoCS study suggests that undeveloped land is a fiscal winner as shown in the Vermont Land Trust study: http://www.farmlandinfo.org/sites/default/files/Land_Conservation_and_Property_Taxes_in_Vermont_1.pdf

While in relative terms undeveloped land does not contribute much in revenues, it generates very little demand for services. Undeveloped land is an important aesthetic asset contributing to the quality of life. Thus, it is important to consider the fiscal implications of the future use of undeveloped land. It may be more fiscally prudent to retain undeveloped land, particularly when land is remote, or would require expensive extensions of service systems were development to occur. The 2007 CoCS study also suggests that increased residential development causes an increase in taxes due to more residents generally creating an increasing demand for services. Moreover, the notion that growth per se is good and that big growth is even better for either residential or commercial development is currently under challenge at: https://vtdigger.org/2018/01/01/rosanne-greco-myth-growth-good/. The message is that for the good of the planet and for the good of Norwich we should exercise great care in avoiding large scale development.

Stuart Richards 1/1/2018 1:56 PM
Deleted: ~~may not pay~~

Stuart Richards 1/1/2018 1:54 PM
Deleted: would ~~generally~~

Comparison 11/21/2017 11:02 AM
Deleted: affect on

Comparison 11/21/2017 11:02 AM
Deleted: especially with under-utilized

Comparison 11/21/2017 11:02 AM
Deleted: increasing

Comparison 11/21/2017 11:02 AM
Deleted: payments

Comparison 11/21/2017 11:02 AM
Deleted: from the state education fund

Comparison 11/21/2017 11:02 AM
Deleted: As shown in the

Comparison 11/21/2017 11:02 AM
Deleted: ,

Comparison 11/21/2017 11:02 AM
Deleted: the real

Goals, Objectives and Actions

Goal A **Protect the town's fiscal health by guiding the location, form and pace and size of development to make best use of existing facilities and services.**

Limit the rate of residential and commercial development to not exceed the capacity of existing and planned municipal infrastructure, personnel, facilities, and services.			

Action A.1.a Enact a capital budget so that the pace of residential development can be tied to reasonable expansions of, and improvements to, service systems.

Action A.1.b Utilize capital planning and budgeting to minimize or eliminate future tax increases and maintain a predictable fiscal situation for the town and its taxpayers.

Action A.1.c It should be noted that the level of growth and development should be at levels that are consistent with the size, scale and number of units in existing developments the largest of which is 24 units without utilizing municipal sewage. The need and desirability of municipal sewage disposal for Norwich has been studied and restudied. The 2005 Sewer Study highlighted that Norwich Village due to generally good soils did not require a $20 million dollar expenditure and that the cost of hooking up to neighboring systems and the cost of improvements was likely to be a multi-million dollar enterprise coupled with a loss of control of the system itself.

Action A.1.d Incorporate fiscal impact assessment into the review and permitting of development projects to determine the appropriateness of a project within the context of overall planning for the town.

• *Constrain development to that which will have a neutral or positive effect on town and school taxes.*			

Action A.2.a Use the town's land use regulations to guide future growth toward responsible and sustainable development in suitable locations where it can make use of existing facilities and services.

Action A.2.b Determine what forms, in what locations, and at what scale non-residential development if any is appropriate for Norwich and whether voters support an increase in non-residential development which would increase taxes.

Comparison 11/21/2017 11:02 AM
Deleted:

Comparison 11/21/2017 11:02 AM
Deleted: ... [3]

Stuart Richards 12/31/2017 5:32 PM
Deleted: Continue to explore the possibility of providing municipal sewage disposal and municipal water systems to support any development, while being mindful not only of original costs but also the costs of maintenance and improvements and the need for protections to keep population growth at ~~moderate levels~~within the fire district area to support a more concentrated pattern of development

Stuart Richards 1/3/2018 10:28 AM
Deleted: Encourage development patterns that will minimize or eliminate expected future tax increases for Norwich's taxpayers

Comparison 11/21/2017 11:02 AM
Deleted: Objective A.2 · Encourage development patterns that will minimize expected future tax increases for Norwich's taxpayers.

Comparison 11/21/2017 11:02 AM
Deleted: and

Action A.2.c Enact regulations to encourage reasonable amounts of non-residential development appropriate in scale for Norwich.. Development should be consistent with the existing size, scale and character of existing developments and should be located in the existing central business district or in appropriately sized home occupations.

Action A.2.d Take measures to guide the location, form and pace of residential growth in order to encourage housing to be located in areas that are easily accessible to good roads, town services, schools and public transportation recognizing that development needs to be consistent with the existing size, scale and number of units in existing developments the largest of which is 24 units.

.

Action A.2.e Recognize that Norwich does not need to grow by establishing growth centers.

Action A.2.f Support development that can feasibly utilize existing service systems, including small extensions, in preference to development that would require new or greatly expanded infrastructure.

Action A.2.g Support increasing the supply of affordable and workforce housing suitable for families with school-age children in a manner that minimizes or eliminates any related increases in the aggregate rate of Norwich education and municipal taxes and is consistent with the existing size, scale and number of units in existing developments the largest of which is 24 units.

Encourage the preservation of land in agricultural, wooded, or undeveloped state, particularly in areas of town not well connected to service systems.

Action A.3.a Use tax reduction techniques, such as 24 V.S.A. 2741, to stabilize and reduce taxes on agricultural land.

Action A.3.b Recognize the reduced value of conserved lands by ensuring their assessments reflect the fact that they will not be developed in the future.

Stuart Richards 1/1/2018 2:05 PM
Deleted: to occur in designated areas

Stuart Richards 12/31/2017 5:45 PM
Deleted: ~~Consider designatingDesignate growth centers, such as the existing village and potential outlying hamlets, as locations where moderatehigher-density growth and concentrated patterns of development couldwill be encouraged~~ to occur.

Comparison 11/21/2017 11:02 AM
Deleted: extensions

Comparison 11/21/2017 11:02 AM
Deleted: ti

Comparison 11/21/2017 11:02 AM
Deleted: - ... [4]

housing plan

This section presents a perspective on current and future housing in Norwich. Housing markets and related issues change over time, along with the economy and other external factors; however, people will always need sadequate shelter. It will be important to consider the housing needs of residents of all ages, financial situations, and life-styles. Concerns about climate change, renewable energy, and sustainability are also considerations in planning for the future housing stock in Norwich. Regional economic forces will continue to play an important part in the housing market in Norwich. No matter how active the town may be in housing issues, it is unlikely to make any significant change in the prevailing market. However, by recognizing local housing needs, Norwich can play a small role consistent with a town size of 3,400 residents in providing a housing stock for a variety of population groups. Norwich and other nearby towns should be mindful of the needs of their own residents first and foremost.

Stuart Richards 1/21/2018 9:30 AM

Deleted: dominate

Stuart Richards 1/4/2018 4:33 PM

Deleted: and regional

Stuart Richards 1/1/2018 2:10 PM

Deleted: ~~an appropriatea~~

Stuart Richards 1/4/2018 4:31 PM

Deleted: an adequate

Housing Profile

Housing Construction Trends

Norwich's housing trends directly reflect population growth or lack of growth trends. Because Norwich is a primarily residential town that, in large part, serves as a bedroom community for nearby job centers, the town's housing stock is focused on single-family homes, used on a year-round basis. The town also has a small, but active, rental housing market that includes both single-family and multi-family homes. Finally, there are some seasonal and second homes in the town.

Since the first Census count of dwellings in 1940, the number of homes in Norwich has more than doubled. The post-war housing boom and interstate highway construction fueled demand in the 1950s and '60s. Over the next several decades, the region's growing economy drew new residents to Norwich, many of them young couples starting families. The 1970s and 1980s saw more than 650 homes built. The pace of development slowed in the 1990s, when less than 125 homes were added to the town's housing stock. Between 2000 and 2010, the town issued permits for 114 additional dwelling units. Since then, housing starts have slowed to an average of about 6 per year.

Housing Types and Tenure

Norwich's housing stock is strongly oriented toward single-family homes, as shown in Figures 5-3 and 5-4. According to the 2011-15 American Community Survey, nearly 84 percent of homes in Norwich are single-family, detached units as compared to 68 percent of homes in Windsor County. When compared with the county and state, Norwich has fewer housing units in multi-unit buildings and mobile homes.

Figure 5-4 is based on a sample of Norwich homes surveyed by the U.S. Census Bureau. The Norwich grand list reports somewhat different numbers, indicating that there were 1,295 detached single-family homes and 15 mobile homes in Norwich in 2016.

Approximately 70 percent of Norwich's homes were owner-occupied, according to the 2010 Census. The town's owner-occupancy rate has been higher than state and regional averages for many years. As shown in Figure 5-5, Norwich added rental units during the 1980s, but there was actually a small decrease in the number of rentals during the 1990s, followed by a small increase between 2000 and 2015. Norwich's location near Dartmouth College in Hanover and the Dartmouth-Hitchcock Medical Center in Lebanon, both of which generate a substantial number of transient residents, suggests that there may be unmet demand in the rental market.

Housing Values

Housing value is a good indicator of the dynamics of a town's housing stock, and the kind of activity that occurs within the housing market. As shown in Figure 5-7, a much larger percentage of Norwich's homes are high-value as compared to the larger region. With more than half of its owner-occupied units having values exceeding $250,000, Norwich's housing stock is clearly in a high price range when compared with regional and statewide averages. Further, less than 10 percent of owner-occupied units in town were valued at less than $100,000, according to the 2000 Census. Norwich has an image as an expensive place to live. Housing data confirms that this image is accurate.

Home Sales. The dynamics of the local housing market can also be summarized by a review of numbers of sales and average sale values. Figure 5-7 shows the number of sales of primary residences each year and the median value of those transactions. Primary residences include single-family homes, condominiums and mobile homes with land where the seller had 100 percent interest in the property, with transactions that were not deemed to be arm's length (such as transfers between family members) excluded.

Trends in Norwich's housing market over the past two decades have been similar to those throughout the northeast. The strong market in the mid- to late 1980s gave way to a weak housing market in the early '90s.

Comparison 11/21/2017 11:02 AM
Deleted: Figure

Comparison 11/21/2017 11:02 AM
Deleted: 2000 Census, more than 85

Comparison 11/21/2017 11:02 AM
Deleted: 67

Comparison 11/21/2017 11:02 AM
Deleted: regionally or statewide. During the 1990s, the town experienced a reduction

Comparison 11/21/2017 11:02 AM
Deleted: the number of attached dwellings and mobile homes as shown in Figure 5-5.

Comparison 11/21/2017 11:02 AM
Deleted: or in

Comparison 11/21/2017 11:02 AM
Deleted: 0

Comparison 11/21/2017 11:02 AM
Deleted: .

Comparison 11/21/2017 11:02 AM
Deleted: 8

Housing prices began to rise sharply in the mid- to late-1990s in response to a tight market. During 2006, the period of escalation in housing values ended as the national economy began slowing and serious problems in the mortgage market started to emerge. Since 1988, the median sale price of a primary residence in Norwich has increased about $50,000 after adjusting for inflation. The decrease in housing prices seen in 2009 was a reflection of the economic and real estate crisis and sale prices have generally returned to pre-recession levels.

Housing Market Conditions

In assessing housing issues, it is important to maintain a regional perspective. In this region, the housing stock and pricing can vary significantly from town to town. However, no community is a closed system, where future housing needs can be projected based on an analysis of the current population alone. Housing markets can be regional in nature; regional demographic trends and in-migration/out-migration will affect demand levels and pricing in Norwich. The town is part of a regional market, as many Norwich residents commute out of the town for employment. Norwich is part of the Hartford-Hanover-Lebanon labor market area (LMA), which includes 25 municipalities in Vermont and New Hampshire.

The housing statistics presented above document that the town's housing stock is heavily weighted toward higher-priced, single-family homes when compared to some but not other neighboring towns. Figure 5-8 contains a comparison of the reported assessed values of owner-occupied homes in Norwich and the Lebanon NH-VT NECTA region.

Not surprisingly, Norwich's owner-occupied housing stock is more expensive than the region's. This reflects the predominance of expensive homes. Norwich's housing stock contains a small percentage of mobile homes, which offer an affordable housing option. Condominiums, which offer an affordable housing option in other parts of the state, are also not well represented in Norwich's housing stock.

From a real estate sales perspective, sales of single-family homes dominate the Norwich market. In some cases, homes are marketed as investment units to serve the rental market created by employees and students of nearby Dartmouth College and the medical center.

Housing Needs

The demographics of a regional housing market can be used to assess general housing needs. While a range of factors including individual preferences affect housing needs, housing market analyses have made clear that age and income tell us quite a bit about the kind of housing people want. With data regarding the current and projected mix of households by age of household head and income, it is possible to make broad assessments about housing needs.

For instance, a household with a head aged between 25 and 34 years, and an annual income of $40,000 to $60,000, will probably be seeking, or have recently purchased, its first home. Markets with a substantial number of households in this category will need affordable starter homes. Similarly, most households with incomes below $40,000 are most likely to be renters, while households with incomes of $60,000 or more are likely to be established single-family homeowners.

As shown in Figure 5-9, the percentage of households earning $100,000 or more is substantially greater across all age groups than in the region as a whole. This is, in part, a factor of housing availability. These are the only households that can afford the kind of housing typically available in Norwich.

Given the high costs of housing in Norwich, many employees who work in Norwich cannot afford to live here. In addition, some area businesses note that the high costs of housing makes it difficult to attract workers to the region

Since only a segment of all households will be seeking housing at any time, it is helpful to assess the propensity to move of those in age/income categories, to estimate the size of housing markets. Households in various age and income groups have markedly varied propensities to move within the course of a year. Most significantly, the propensity to move declines with increasing age and income. Younger, lower-income households are the most likely to move, while older, higher-income households are the least likely.

Comparison 11/21/2017 11:02 AM
Deleted: Over the past 20 years

Comparison 11/21/2017 11:02 AM
Deleted: more than $140

Comparison 11/21/2017 11:02 AM
Deleted: plummet

Comparison 11/21/2017 11:02 AM
Deleted: is

Comparison 11/21/2017 11:02 AM
Deleted: current

Comparison 11/21/2017 11:02 AM
Deleted: at that level are not expected

Comparison 11/21/2017 11:02 AM
Deleted: be sustained

Stuart Richards 1/21/2018 11:27 AM
Deleted: are always

Comparison 11/21/2017 11:02 AM
Deleted: While these homes tend to be owner-occupied, there is also an active rental market.

Comparison 11/21/2017 11:02 AM
Deleted: Norwich's housing stock with similar data for

Comparison 11/21/2017 11:02 AM
Deleted: larger

Comparison 11/21/2017 11:02 AM
Deleted: the local

Comparison 11/21/2017 11:02 AM
Deleted: Recently, however, there are more frequent examples of these homes being

Comparison 11/21/2017 11:02 AM
Deleted: In Norwich

Comparison 11/21/2017 11:02 AM
Deleted: largest age/income household category is that with heads aged 35 to 54 years, with an income

Comparison 11/21/2017 11:02 AM
Deleted: $50

Stuart Richards 1/4/2018 4:41 PM
Deleted: i

Comparison 11/21/2017 11:02 AM
Deleted: In contrast, the region's mix of households is more diverse, as shown in Figure 5-9.

Affordability of Housing

The State of Vermont defines housing as being affordable if households with incomes at or below 80 percent of the county median family income spend no more than 30 percent of their incomes on housing costs. Housing costs for homeowners include mortgage costs, property taxes, and property insurance. Housing costs for renters include rent and utilities (heat, hot water, trash removal and electric).

The county median family income is set annually by the federal Department of Housing and Urban Development (HUD) along with income limits for households of various sizes (see Figure 5-10). HUD further classifies income levels for its housing programs as follows:

Extremely low income = 30% or less of the median

Very low income = >30% to 50% of the median

Low income = >50% to 80% of the median

Moderate income = >80% to 100% of the median.

The 2015 plan for East Central Vermont, What We Want, states that "We must address the lack of affordable housing near jobs and service centers. By 'affordable' we're talking about more than subsidized housing for low-income residents; we're talking also talking about housing for skilled workers and professionals whose talents we need for a thriving community." More than 1 out of 3 households in the region have a high housing cost burden (more than 30% if their income) and nearly 1 out of 6 households have a severe housing cost burden (more than 50% of their income).

Home Ownership. Figure 5-10 calculates affordable monthly housing costs and the amount of affordable homes available in town based on the assessed value of residential properties and the state's methodology for determining affordability. In 2016, around 10 percent of Norwich's residences would be affordable to a four-person household who earned the median annual income for Windsor County of $72,310. Even for households earning twice the median income, a large percentage of the town's homes would be unaffordable. Housing affordability affects not only those trying to purchase a home, but households who have already bought or own a home outright, especially when escalating sale prices result in higher assessments of residential properties. According to the 2011-15 American Community Survey, 27 percent of Norwich's home-owning households had housing costs that consumed 30 percent or more of their income. While this is down considerably from 2000, this apparent improvement is likely related to the increase in incomes of Norwich homeowners. Among Norwich homeowners with incomes below $50,000, nearly 64 percent had housing costs that consumed 30 percent or more of their income in 2011-15.

It's important to note that according to the 2016 Norwich Grand List the number of residences in Norwich that could be considered affordable for workforce housing or moderate income residents as defined by the state according to assessed value are:

Residences assessed at $175,000 or less:	59 or 5% of all residences
Residences assessed at $200,000 or less:	81 or 6% of all residences
Residences assessed at $225,000 or less:	113 or 9% of all residences
Residences assessed at $250,000 or less:	155 or 12% of all residences
Residences assessed at $275,000 or less:	208 or 16% of all residences
Residences assessed at $300,000 or less:	265 or 20% of all residences

In order to determine how much affordable housing or moderate income housing is desirable for Norwich there should be studies done to see what voters want and what is typical for other

Comparison 11/21/2017 11:02 AM
Deleted: Home Ownership. Based on the state's definition, affordable housing levels for Norwich have been determined as shown in Figure 5-10.

Comparison 11/21/2017 11:02 AM
Deleted: . Currently, less than

Comparison 11/21/2017 11:02 AM
Deleted: earning

Comparison 11/21/2017 11:02 AM
Deleted: 61,600

Comparison 11/21/2017 11:02 AM
Deleted: 2000 Census, 35

Comparison 11/21/2017 11:02 AM
Deleted: exceeded

towns of similar size to Norwich and most importantly how much affordable housing and moderate income housing Norwich should have as determined by voters. It should be noted that states like Massachusetts, Connecticut and others mandate 10% affordable housing in communities.

Rentals. While housing costs for renters in Norwich are considerably lower than for owners, Norwich rents nevertheless substantially exceed those in the broader region. According to the 2011-15 American Community Survey, the median gross rent in Norwich was $1,214. By contrast, the median gross rent for Windsor County was $868. About 25 percent of Norwich's renting households had housing costs that consumed 30 percent or more of their income. Among Norwich renters with incomes below $35,000, however, 72 percent spent 30 percent or more of their income on housing.
Regional studies have found that rental housing affordable those earning entry-level wages ($9-$20 per hour) in the area is virtually non-existent in the private, unsubsidized market. They suggest that a larger share of future housing construction will need to be rental and multi-family for the region to attract the necessary younger workers and to serve an increasing demand from seniors for down-sized, more affordable or more accessible housing units. The 2015 What We Want plan calls upon towns to identify land in core areas and on transit routes that is suitable for development of new, energy-efficient housing.

Comparison 11/21/2017 11:02 AM
Deleted: little data exists on current rents

Comparison 11/21/2017 11:02 AM
Deleted: , the pool of rental units is small and the regional demand for rental housing is strong. Given these facts, rents

Comparison 11/21/2017 11:02 AM
Deleted: likely not affordable

Comparison 11/21/2017 11:02 AM
Deleted: low-income households. The fair market rent for a one-bedroom apartment

Comparison 11/21/2017 11:02 AM
Deleted: Windsor County in 2007 was $650 per month, which would be unaffordable to many of the households seeking such units.

Comparison 11/21/2017 11:02 AM
Deleted: 2000 Census, 37

Comparison 11/21/2017 11:02 AM
Deleted: exceeded

Future Housing

Diversity of Housing

A diversity of housing types, styles, and sizes meeting the needs of residents of all ages, financial situations, and life-styles may require flexibility in land use regulations. Housing types may include single-family homes, duplexes, multi-unit buildings, accessory apartments, accessory or guest houses, and planned unit developments that utilize concentrated patterns of development consistent with the size, scale and number of units in existing developments the largest of which is 24 units. Smaller homes, such as bungalows and cottages, built at higher densities can provide moderate and lower-priced housing. Such building can be economically situated throughout the town. Open space and resource protection incorporated into the site plan designs for multi-unit developments will balance the need for compact housing with maintenance of the rural character of Norwich.

Comparison 11/21/2017 11:02 AM
Deleted: with higher-density housing.

Comparison 11/21/2017 11:02 AM
Deleted: higher-density

Comparison 11/21/2017 11:02 AM
Deleted: maintaining

Energy-Efficient Housing

Energy-efficient homes may cost more to build but will lower the cost of ownership and consume fewer resources over time. Using energy-efficient building materials and techniques, and incorporating of renewable energy sources for heat and power should be encouraged and, in some cases mandated, for new homes. These concepts are discussed more fully in the Energy Chapter.

Accessibility of Future Housing to Services

As discussed in the Land Use Chapter, most new housing should be easily accessible to town facilities and services, including good roads and public transportation. Norwich's land use regulations currently allow for more concentrated development in areas more accessible to these services and facilities. Not only is this more convenient for residents, it lowers energy consumption for transportation.

Comparison 11/21/2017 11:02 AM
Deleted: Land

Comparison 11/21/2017 11:02 AM
Deleted: should

Comparison 11/21/2017 11:02 AM
Deleted: higher density housing

Future Affordability of Housing

Housing in Norwich is too expensive to purchase and maintain for many working individuals and families who have traditionally lived and worked in town. "Moderate-priced housing," also known as "workforce housing" (120% or less of median income in Windsor County), and "affordable housing" (80% or less of median income in Windsor County) are both in short supply.

The town recognizes the need for a range of housing to meet demand at all income levels, including those families earning below the county median income. Provisions for increases of both workforce and affordable housing are critical given the housing market and related rise in property values over the last decade. In addition, maintaining a supply of affordable housing suitable for families with school-age children will benefit all taxpayers based on current state education funding policies as long as Norwich does not need to expand its school building to accommodate its school-age children or to supply additional teachers, school buses and drivers or have other additional costs which might outweigh the benefits of having a small number of additional school children.

Increasing the supply of affordable housing in Norwich will not be accomplished by town regulations alone. Although regulations allowing some flexibility in housing types, site design and density in the appropriate areas are critical, additional non-regulatory action supporting affordable housing funding through grant programs, public-private partnerships, and other innovative programs are necessary due to the high cost of land and construction in the town.

Stuart Richards 1/22/2018 7:53 AM
Deleted: mixed uses,

Affordable Housing Planning Process

In order to increase the affordability of housing in Norwich, the Planning Commission plans to launch an affordable housing planning process beginning in late 2017. This process will solicit resident input and develop a plan to address the following questions:

- What goals should Norwich establish for the development of affordable housing? As a small, rural town, Norwich is not seeking to meet the needs of the broader region's needs for affordable housing. At the same time, Norwich is a bedroom community at the periphery of several larger towns, located near jobs in Hanover, Hartford and Lebanon with an excellent school system, consistent with Norwich's size of 3,400 residents and consistent with not increasing the tax burden for current residents. Determination of the actual number and location of additional new units will be part of this planning process so that voters can understand what the future may hold.
- What approaches should Norwich consider for increasing the affordability of housing? There are many options to consider, and no one approach will contribute to additional affordable and moderate income housing on its own. Through the planning process, the town will identify a range of options and develop a comprehensive approach to achieving its affordable housing goals once those goals have been determined for both rental and purchase through an extensive planning process.
- How can Norwich ensure that growth happens at a slow pace and small scale? While Norwich residents generally favor the development of affordable housing, some are concerned that development will take place at too rapid a pace and too large a scale and impose a financial burden. Through the planning process which will include significant public input including town wide public meetings, the town will consider options for regulating growth to ensure it remains at the level desired by residents and that it is consistent with the existing size, scale and number of units in existing developments the largest of which is 24 units. Moreover the town should consider ways to enable affordable housing within its existing housing stock.

Stuart Richards 1/2/2018 12:49 PM
Deleted: ~~full scope~~

Stuart Richards 1/2/2018 12:49 PM
Deleted: ~~the center of the micropolitan area~~

Stuart Richards 1/2/2018 12:49 PM
Deleted: ~~well~~

Stuart Richards 1/2/2018 12:50 PM
Deleted: . These factors reinforce the importance of Norwich ~~meeting its fair share of the regional housing need~~

Stuart Richards 12/31/2017 5:41 PM
Deleted: ~~solve the problem~~

Stuart Richards 1/3/2018 11:28 AM
Deleted: moderate

Stuart Richards 12/31/2017 5:41 PM
Deleted: ~~moderate~~

Housing for Seniors

Many older residents, wishing to continue to live in Norwich, look for housing that is affordable and meets their changing needs. Considerations for senior housing, in addition to cost, are locations that are easily accessible to basic services, stores, and public transportation. Ownership options may include rentals,

condominiums, “shared-housing,” accessory houses and apartments, and smaller single-family homes such as bungalows and cottage style housing. All of these may be designed to be more cost-efficient and meet the needs of older residents. The existing HUD-funded 24-unit Norwich Senior Housing near the Norwich Public Library on Dorrance Drive is an example of successful lower-cost housing in Norwich that is accessible to public transportation and village services and stores. There is a long waiting list for Norwich Senior Housing, confirming the need for more affordable options in Norwich for this growing demographic.

Goals, Objectives and Actions

Goal B Provide for sustainable housing for residents of all income levels and ages.

- *Objective B.1 Constrain housing types and number of units to that which will have a neutral or positive effect on town and school taxes.*

Objective B.1 To the extent possible encourage a diversity of housing types to accommodate a variety of ages, financial situations, and life-styles.

- Action B.1.a *Adopt land use regulations that constrain housing types to those currently permitted in town.*

Action B.1.b Attempt to maintain a supply of affordable housing suitable for families, older adults and Norwich workers.

Action B.1.c Implement a planning process to develop affordable housing goals once these goals can be identified, identify solutions, and ensure appropriate protections are in place to ensure town growth remains at levels which do not exceed the rate of growth specified in Goal K.

Stuart Richards 1/3/2018 10:30 AM
Deleted: Encourage a diversity of housing types to accommodate all ages, financial situations, and life-styles.

Stuart Richards 1/21/2018 1:56 PM
Deleted: all

Stuart Richards 1/3/2018 10:34 AM
Deleted: Adopt land use regulations that recognize and allow for a diversity of housing types to meet the needs of all ages, financial situations, and life-styles.

Stuart Richards 1/2/2018 12:55 PM
Deleted: Maintain

Comparison 11/21/2017 11:02 AM
Deleted: with school-age children

Stuart Richards 12/31/2017 5:42 PM
Deleted: ~~moderate~~

Stuart Richards 1/21/2018 1:57 PM
Deleted: Encourage safe, energy-efficient housing

Objective B.2 Encourage safe, energy-efficient housing.

Action B.2.a Consider adopting local building codes to maintain energy efficiency, personal safety, and sustainability.

- *Objective B.3 Adopt land use regulations that constrain future housing development to have a neutral or positive effect on town and school taxes* Allow growth in the housing stock to occur at a rate that is the town's ability to provide services in a fiscally sound manner and that is consistent with the existing size, scale and number of units in existing developments the largest of which is 24 units.

Objective B.3 Allow growth in the housing stock to occur at a rate that is consistent with the town's ability to provide services in a fiscally sound manner.

Action B.3.a Determine future housing density in different areas of the town based on proximity and access to town facilities and services, including roads, public transportation, schools, and emergency services.

Comparison 11/21/2017 11:02 AM
Deleted: specific

Stuart Richards 1/3/2018 11:33 AM
Deleted: Quantify the need for additional affordable housing in Norwich by categories: "subsidized," "affordable," and "workforce."

Objective B.4 Quantify the need for additional affordable housing in Norwich by categories: "subsidized," "affordable," and "work-force."

Action B.4.a Maintain updated statistics on demographic trends and housing for the town and the region to better evaluate the actual housing needs of the community on an ongoing basis.

Facilitate the creation of different types of affordable housing as needed.

Comparison 11/21/2017 11:02 AM
Deleted:

Action B.5.a Explore and evaluate multiple strategies for encouraging the creation of affordable housing including, but not limited to:

Comparison 11/21/2017 11:02 AM
Deleted: ... [5]

1. Density bonuses for PUDs with affordable units.

Comparison 11/21/2017 11:02 AM
Deleted: Higher density

2. Mixed-use development in the existing commercial district such as commercial/retail first floor with apartments on upper floors.
3. Density incentives for smaller houses, bungalows, or cottages, and accessory apartments or houses in or adjacent to existing houses.
4. Innovative construction techniques to reduce costs.
5. Inclusionary zoning requiring developers to devote a specified number of affordable housing units to any new development of a certain size.
6. Removing unnecessary provisions in the land use regulations that may limit affordable housing.
7. Support of public and private programs to provide financial support for affordable housing.
8. Finding funds for affordable housing through grants, government funding, and private partnerships.
9. The creation of an affordable housing trust fund funded through graduated impact fees, real estate transfer taxes or other means. (Some such approaches may require new authorizing legislation from the state.)
10. Work closely with Twin Pines Housing, Housing Vermont and other state and local organizations to facilitate affordable and moderate income housing.
11. Facilitate infill for affordable housing by providing town tax relief for affordable housing whether apartment units or houses, whether pre-existing or new.

Participate in regional solutions for affordable housing.			

- Action B.6.a Determine what is in Norwich's best interest for the creation of low, workforce and moderate income housing, while identifying and promoting opportunities for additional affordable housing to fit into the fabric of the town's existing housing stock.
-

Action B.6.b Determine if coordination of affordable housing programs with neighboring towns is desirable and possible and possibly share support services such as maintaining covenants for perpetual affordability of properties.

Quantify the need for additional senior housing in Norwich.			

Action B.7.a Maintain updated statistics on demographic trends and housing for the town and the region to better evaluate the actual housing needs of seniors in our community on an ongoing basis.

Make provisions for and facilitate the creation of different types of senior housing as needed.			

Action B.8.a Accommodate more housing for seniors near the Village Center or in other areas accessible to services, public transit, and stores if possible.

Action B.8.b Provide waivers in land use regulations for parking and density that reflect the needs of seniors.

Action B.8.c Allow for varying forms of ownership for senior housing: apartments, condominiums, "shared housing" (single-family home shared by unrelated residents), or single-family homes.

Action B.8.d Find funds for senior housing through grants, government funding, and private partnerships.

Comparison 11/21/2017 11:02 AM
Deleted: ... [6]

Stuart Richards 12/31/2017 1:46 PM
Deleted: Norwich's "fair share" of the regional housing need for households

Comparison 11/21/2017 11:02 AM
Deleted: ... [7]

Comparison 11/21/2017 11:02 AM
Deleted: for

Comparison 11/21/2017 11:02 AM
Deleted: of

Stuart Richards 1/2/2018 1:12 PM
Deleted: the

Comparison 11/21/2017 11:02 AM
Deleted: ... [8]

economic development

A local economy can be viewed in two ways:

1) What economic activities occur within the town; and
2) In what local or regional economic activities are the town's residents involved?

While Norwich is often regarded as a bedroom community, the data make it apparent that there is local economic activity. However, it does not appear that the business community has experienced much growth during recent years.

Labor Force

In 2017, the Vermont Department of Labor reported an unemployment rate for Norwich of 2.1 percent (well below the state average of 3.2 percent). According to the Census Bureau, 80 percent of the local labor force was composed of private wage and salary workers, 9 percent worked for government and 11 percent were self-employed or business owners.

The percentage of Norwich residents who are self-employed was slightly higher than in the county or state as a whole. Over the years, home businesses have been started in Norwich only to outgrow their locations and then move to one of the nearby communities where suitable locations and the infrastructure needed to support larger business are more readily available. It should be noted that as businesses grow the tax situation in neighboring New Hampshire, the overall business climate and lack of personal income tax can be factors affecting where businesses are best able to grow.

Norwich residents are a part of the regional economy, and find jobs in a variety of industries and occupations. Figure 6-2 compares the distribution of Norwich residents' employment by industry and occupation with similar breakdowns for Windsor County and Vermont.

Clearly, Norwich residents' jobs show a different distribution by industry than county and state averages. These differences reflect the importance of Dartmouth College and the Dartmouth-Hitchcock Medical Center as sources of employment for Norwich residents. Additionally, a high percentage of town residents work in a professional specialty.

Employment

The analysis of employment trends that follows is based on employment data provided by the Vermont Department of Labor; however, the department only reports information on jobs covered by unemployment insurance, which excludes the self-employed, most business owners and some farm employees. As a result, the "covered employment" numbers underestimate the total number of jobs in town.

Employment trends in Norwich have largely mirrored regional economic cycles. Figure 6-1 shows comparative "covered employment" increases in Norwich, Windsor County, and Vermont between 1980 and 2016. Note that the figures refer to the number of people employed in each of these geographic areas, rather than employed residents.

Between 1980 and 2000, the total number of establishments (employers) in Norwich increased substantially. Since then, the number of employers has remained at levels similar to 2000, with some annual fluctuation, but the number of people employed in Norwich has risen. In 2016, there were 122 private businesses and five public sector employers and a total of 950 people employed in Norwich. While accounting for a small percentage of employers, the public sector provides more than 10 percent of the jobs in town. The private businesses in Norwich are generally very small, with an average of seven workers. Most of these private businesses are in the service sector, reflecting the importance of the retail stores, professional and business services in the village area. Norwich does not have any single large employer. However, through physical expansion and enhanced onsite customer amenities, King Arthur Flour has added jobs, serves as a community gathering place, become a national tourist destination, and increased tax revenues for Norwich.

While Norwich does maintain a healthy employment base, the town is not a significant regional job center. Three local communities (Hartford, Hanover and Lebanon) provide a substantial amount of employment. A substantial number of Norwich residents commute to these other communities for their jobs. As shown in Figure 6-5, only about 10% (159 out of 1,617) of Norwich residents who work do so in Norwich. Given the extremely low unemployment rate of 2.1% of Norwich resident it seems unlikely that there are more jobs needed in Norwich and whether residents want to change Norwich from its current status as a bedroom community.

Comparison 11/21/2017 11:02 AM
Deleted: The

Comparison 11/21/2017 11:02 AM
Deleted: that 2,070 Norwich residents were in the labor force in 2008 and the

Comparison 11/21/2017 11:02 AM
Deleted: was

Comparison 11/21/2017 11:02 AM
Deleted: 4.5

Comparison 11/21/2017 11:02 AM
Deleted: 2000

Comparison 11/21/2017 11:02 AM
Deleted: , 60

Comparison 11/21/2017 11:02 AM
Deleted: 19

Comparison 11/21/2017 11:02 AM
Deleted: 21

Comparison 11/21/2017 11:02 AM
Deleted: higher than in the county or state as a whole. According to the 2000 Census, 31 percent of Norwich households reported earning self-employment income, compared to 20 percent of county residents. The number and percentage of town residents who were self-employed increased during the 1990s and has likely continued to increase during the 2000s.

Comparison 11/21/2017 11:02 AM
Deleted: Therefore, it is likely that

Comparison 11/21/2017 11:02 AM
Deleted: by 25 to 35 percent

Comparison 11/21/2017 11:02 AM
Deleted: Job creation was strong during the early-1980s and from the mid-1990s through the early 2000s. The recent recession has had a significant impact in Vermont.

Comparison 11/21/2017 11:02 AM
Deleted: 7

Comparison 11/21/2017 11:02 AM
Deleted: 0

Comparison 11/21/2017 11:02 AM
Deleted: Over the past 30 years

Comparison 11/21/2017 11:02 AM
Deleted: has more than doubled.

Comparison 11/21/2017 11:02 AM
Deleted: 2008, this included 123

Comparison 11/21/2017 11:02 AM
Deleted: .

Comparison 11/21/2017 11:02 AM
Deleted: 13

Comparison 11/21/2017 11:02 AM
Deleted: six

Comparison 11/21/2017 11:02 AM
Deleted: (see Figure 6-4).

Wages

Wages paid by Norwich employers (see Figure 6-1) have increased at a greater rate than state and county averages over the past 35 years and have become higher than those averages in recent years.

Livable Wage. Given the income levels of Norwich families, as documented by state income tax returns and Census data, very few are dependent on a single wage-earner earning average wages (see Figure 6-4). Because living costs are generally higher in Norwich in part due to the high cost of housing the town has a responsibility to hold school and general budgets down so that the tax burden doesn't increase any further than it already has. The school and municipal budgets have caused taxes in Norwich to rise and caused many people to leave town to find less costly places to live. However, there is growing concern in the state regarding the ability of full-time workers to earn an income sufficient to meet a family's basic needs, commonly referred to as a "livable wage."

The Vermont Joint Fiscal Office reported that an annual livable wage for a family of four with two working parents in 2015 was around $85,000, while for a single person with no children it was around $33,000. In all cases, the livable wage is higher than the state's minimum wage. Given that these numbers are based on state averages, the cost of housing in Norwich would result in a higher livable wage locally.

Focusing economic development activities on the creation of well-paying jobs is especially critical in Norwich to ensure that residents can meet their basic needs, especially in light of local housing costs discussed in Chapter 5 and other costs like health care, food and energy that are anticipated to increase in future years.

Business Receipts

In addition to employment and wages, another useful measure of economic activity may be found in the receipts generated by local businesses. Figure 6-3 shows total tax receipts reported by Norwich businesses for each fiscal year between 2000 and 2016. Gross receipts are for all reported retail sales, including those that are not subject to the Vermont sales tax (e.g., groceries, medicine, etc.). Gross business receipts have increased incrementally after adjusting for inflation reflecting slow but sustained growth in the local economy.

Sustainable Development

If residents support additional commercial development it should be done in a sustainable way without imposing additional tax burden on residents. Sustainable economic development may be characterized by activities and industries that:

- Maximize use of local resources in a manner that does not deplete those resources;
- Are energy efficient, and emphasize the use of local renewable energy sources;
- Maintain high standards of environmental health and don't degrade the quality of our water, air and soils or the viability of native wildlife populations;
- Provide goods and services that are needed by Norwich, and provide an alternative to goods produced outside of our community or region;
- Reinforce traditional settlement patterns;
- Employ local residents and pay a livable wage;
- Are locally owned and controlled, and reinvest in the community;
- Contribute to the vitality of our community, including the social fabric and well being of residents;
- Does not increase the tax burden for residents; and
- Does not detract from the existing business district

Economic development that emphasizes sustainability should take precedence over other economic activities that do not exhibit the characteristics listed above.

Comparison 11/21/2017 11:02 AM
Deleted: more quickly

Comparison 11/21/2017 11:02 AM
Deleted: three decades, but they remain slightly lower (due to the fact that many of the town's jobs are in lower-wage sectors like retail

Comparison 11/21/2017 11:02 AM
Deleted: other services)

Comparison 11/21/2017 11:02 AM
Deleted: state or county

Comparison 11/21/2017 11:02 AM
Deleted: .

Comparison 11/21/2017 11:02 AM
Deleted: households

Comparison 11/21/2017 11:02 AM
Deleted: 5

Comparison 11/21/2017 11:02 AM
Deleted: 09

Comparison 11/21/2017 11:02 AM
Deleted: 80

Comparison 11/21/2017 11:02 AM
Deleted: 35

Comparison 11/21/2017 11:02 AM
Deleted: 1

Comparison 11/21/2017 11:02 AM
Deleted: 0

Comparison 11/21/2017 11:02 AM
Deleted: by 96 percent between 2001 and 2010,

Comparison 11/21/2017 11:02 AM
Deleted: , to more than $119 million

Stuart Richards 1/2/2018 1:27 PM
Comment [4]: Unless you can support this I suggest the following:
It may become desirable to promote additional businesses in Norwich

Stuart Richards 1/2/2018 1:26 PM
Deleted: ~~External changes suggest that it may become increasingly important to develop a sustainable local economy that focuses on local markets and local resources, and that serves to strengthen the local community as a means of responding to global uncertainty~~.

Stuart Richards 1/2/2018 1:29 PM
Deleted: locally

Stuart Richards 1/2/2018 1:33 PM
Deleted: and

Stuart Richards 1/2/2018 1:32 PM
Deleted: .

Goals, Objectives and Actions

- **Goal C** Continue to promote a sustainable local economy and create jobs that pay wages sufficient for workers to afford to live in Norwich while recognizing the difficulty that Vermont is generally considered a business unfriendly state with high personal income and business taxes. Encourage a local economy that enhances the vitality of existing businesses in the existing business district in the central village.

Stuart Richards 1/21/2018 8:12 PM
Deleted: ~~Build a~~

Guide commercial development in accordance with the land use policies of this plan, in particular Objective K.3 and its associated actions.			
Offer broadband service to all homes and businesses in town to support residents' ability to work from home and allow entrepreneurs who live in Norwich to locate their businesses in town.			
Allow for home businesses throughout Norwich to the extent that they do not affect the quality of life in their neighborhood or unduly burden community infrastructure such as roads.			
Ensure that the scale or rate of commercial or industrial development in Norwich does not exceed the town's ability to provide facilities and services, or increase costs for current taxpayers.			
Recognize that creation of livable-wage jobs is a necessary component of achieving the town's objectives related to maintaining a diverse, multi-generational population and a high-quality, affordable local school system and also recognize that jobs in surrounding communities are likely to pay more than jobs offered in Norwich and that creation of low paying jobs in			

Comparison 11/21/2017 11:02 AM
Deleted: [9]

Comparison 11/21/2017 11:02 AM
Deleted: [10]

Comparison 11/21/2017 11:02 AM
Deleted: [11]

Comparison 11/21/2017 11:02 AM
Deleted: [12]

Norwich is not desirable.			

Comparison 11/21/2017 11:02 AM

Deleted: -

education

Education is an important aspect of the Norwich community. For many years, the town's reputation for having an excellent school system made it a popular choice for families, both those new to the Upper Valley and those wishing to relocate as their children reach school age. As is true statewide, declining enrollment and increasing costs and tax burden related to Marion Cross School and Hanover High School in recent years poses a fiscal challenge for those wishing to relocate to Norwich or to send their children to either of these schools. The consequence of increasing budgets both school and municipal has resulted in large part in a decrease in residents who lack the financial resources to be able to live in Norwich.

Primary and Secondary Education

Background

The Norwich school system is made up of two school districts. The Norwich School District is responsible for educating children from kindergarten through grade six at the Marion Cross School in Norwich. The Dresden School District, which includes the towns of Norwich and Hanover, New Hampshire, serves Norwich children from grades seven through twelve in the Richmond Middle School and the Hanover High School, both in Hanover.

The Dresden School District was formed in 1965, and was the first interstate school district in the country. Before that time, Norwich educated students through eighth grade and high school students were tuitioned to other towns, primarily Hanover.

Enrollment Trends

The Marion Cross School has seen major facility expansions, in the 1950s and most recently in 1989. The more recent addition was in response to dramatic increases in the school age population in the latter half of the 1980s as a result of the "echo baby boom."

Enrollment peaked in 1995 when 487 students were enrolled at the elementary school, as shown in Figure 7-1, and then declined sharply through the early 2000s. Between 2003 and 2007, enrollment stayed fairly stable at between 300 to 310 students. K-6 enrollment fell below 300 students in 2008 and has remained around 300 during the past decade. A pre-kindergarten program began during the 2015-16 school year that has increased the number of children at the school by around 35.

An enrollment projection prepared by the school district in 2017 suggests that enrollment at Marion Cross could fall to around 230 students over the next 10 years. Low or declining enrollment numbers create a financial strain on taxpayers because state education funds returned to the town are based on spending per pupil. Many of the fixed expenses of operating the school cannot be reduced when the enrollment drops.

Educational Facilities

The 1989 Marion Cross School expansion increased classroom capacity to a theoretical maximum of 420 students. While this suggests that there is substantial excess capacity at current enrollment levels, it should be noted that the school is using space much differently today than it did 20 years ago. Interdisciplinary curricula, cooperative group learning, inclusion of students with disabilities, inclusion of technology in day-to-day classroom learning (rather than solely in a computer lab), differentiation, full-day kindergarten, etc., all require more space for a smaller number of students. That said, it is clear that Marion Cross has accommodated, and could accommodate, substantially more students than it does today.

While the Marion Cross School does not participate in the federal school lunch and breakfast programs, it does provide a lunch or breakfast to any student in need. In Vermont, the state legislature passed Act 22 in 2003, which requires that public schools participate in the National School Lunch Program and the School Breakfast Program unless the school board votes to exempt the district from the requirement. The purpose of the program is to ensure that all students receive healthy meals so they are better able to learn. The program has many federal record-keeping requirements and would be an additional expense for the school. The need for Norwich to participate in this program is evaluated annually by administrators, teachers, and the School Board. In addition, the draft long-range plan for the Marion Cross School includes as a sub-goal "ensure that all students' nutritional needs are met" and the subcommittee tasked with implementing this section of the long-range plan will be considering different ways to meet this challenge.

While the last major renovation to the Marion Cross School was completed in 1989, the building and grounds have been kept in excellent condition through the dedicated efforts of the school's maintenance staff. During the summer of 2009, the building's exterior was painted green. This was especially appropriate, given a number of other building initiatives. According to Vermont's School Energy Management Program, Marion Cross uses 35 percent less energy per square foot than the average school in the state (see Figure 7-2).

Comparison 11/21/2017 11:02 AM
Deleted: Enrollment

Comparison 11/21/2017 11:02 AM
Deleted: , slipped further in 2009

Comparison 11/21/2017 11:02 AM
Deleted: rebounded to 305 in 2010

Comparison 11/21/2017 11:02 AM
Deleted: In 2011 through 2015, enrollment is expected to vary between 296 and 358 students (see Figure 7-1). Declining

Comparison 11/21/2017 11:02 AM
Deleted: of the past few years.

Investments in lighting, insulation and solar panels are paying off in terms of lower fuel bills for both electricity and heating oil.

Major capital programs at both the Richmond Middle School and Hanover High School were completed in the 2000s. The Richmond Middle School, which was formerly located on the same campus as the high school, moved to a new building on Lyme Road in 2005. The facility, which cost $18 million, is just one reason why the Richmond school is widely recognized as one of the best middle schools in New England. Last year, Richmond Middle School was selected as a spotlight school for the New England League of Middle Schools. This designation is based on test scores, academics, the overall atmosphere of the school and a number of other criteria and is awarded based on a review by peer educators.

A $24 million renovation of Hanover High School was completed in 2007. This renovation effectively resulted in a new school, with a new auditorium, gymnasium, cafeteria, library and classroom spaces. Hanover High School is widely regarded as one of the best public high schools in the country. It was rated in the top 200 high schools in the nation by U.S. News & World Report, and was also highlighted by Business Week as a top-performing school.

Comparison 11/21/2017 11:02 AM
Deleted: past few years.

School Missions and Philosophy

Marion Cross School. "The Marion Cross School Community values a tradition of educational excellence and is committed to nurturing the whole child in a climate of respect. We promote excellence and encourage a love of learning; we demonstrate and encourage mutual respect among students, parents, faculty and community members; we provide opportunities for every child to develop his/her full potential; and we cherish our traditions and our school's place in the community."

Richmond Middle School. "Our mission is to provide a challenging, comprehensive and developmentally appropriate education for all of our students. Our broad goal during these three years is to ensure that our students are provided with the skills to become successful and thoughtful adults in a highly competitive and complex world. It is the task of our middle school to bridge the growth gap between childhood and adulthood, from dependence to independence, and from understanding the world in a simple and concrete manner to comprehending it in its multifaceted, multi-layered configuration. The educational community represented by the Dresden Board, parents and community members, and the Richmond staff has identified important concrete goals which guide our school in its pursuit of the effective and compassionate education of children in their middle years."

Hanover High School. "Hanover High School is an active learning community that provides broad academic and co-curricular programs. We engage students' minds, hearts, and voices so that they become educated, caring, and responsible adults. All students are given the opportunity and encouragement to use their:

> Minds to pursue excellence, academic challenge, and personal success.
>
> Hearts to respect and care for the emotional and physical well being of themselves and others, and for the environment.
>
> Voices to contribute to the democratic process and the common good."

Cost of Education

Costs related to the education of Norwich children are borne directly by the taxpayers of Norwich, in full for the Marion Cross School and in proportion to the number of Norwich children for the middle and high schools. In recent years the proportion of Norwich students at the Richmond Middle School and Hanover High School has dropped, from more than 40 percent to currently about one-third. Accordingly, Norwich's assessment for the cost of the middle and high schools has been reduced in recent years. This proportion is not expected to change materially in the next five years.

Costs for Marion Cross grew more substantially between 1999 and 2003, but have moderated in recent years. In 1999, the per-pupil cost as defined by Vermont's "allowable tuition" (current per-pupil expenditures

excluding tuition, transportation, debt and special education) was $6,382 and Norwich ranked 56th in the state by this measure (with the school ranked first having the highest per pupil expenditures). By 2003 the per-pupil cost was $9,579 and Norwich ranked 21st in the state (out of more than 200 elementary schools). Five years later, in 2008, the per-pupil cost had increased to $10,042 and Marion Cross ranked 98th in the state. Over this five-year period, the rate of increase was less than one percent per year.
Figure 7-3 shows the tax paid or projected to be paid on a house with a value of $410,000 in 2005. In the initial year, the tax paid was $5,894. For 2010, the tax had increased to $6,289. By 2014, the end of the five-year planning period, the tax is projected to be $6,611. However, it should be noted that 30 percent of Norwich taxpayers receive some reduction based on their income level. In the next five years the costs for the Marion Cross school are likely to rise significantly according to the projection below:

First Draft August 15, 2017
Norwich School District
Marion Cross School Building Assessment and Maintenance Plan

2017-2018	$11,000
2018-2019	$63,400 + unknown septic expenses due to septic freeze ups
2019-2020	$674,000 + $16K - $98K (fuel Tank)
2020-2021	$169,800
2021-2022	$35,500
2022-2023	$59,000 plus $5,000 to $30,000 for administrative suites

The above numbers do not include $200,000 for an increase in teachers' salaries and benefits over the next two years.

No doubt the school business employees and our school board representatives are looking for economies; however spending as much as $1,340, 700 or more (includes 2 years of teachers' raises) plus additional amounts for teacher raises after the two year contract runs out and plus additional unknown amounts for a septic fix could impose intolerable hardships on many people. If Norwich is to be an affordable place to live economies in the Marion Cross budget need to be found. The consequence of not being able to keep both the school budget and municipal budget in check is the continuing departure of those who can not afford to live in Norwich.

Private Schools and Home Study

Private schools in the area include The Waldorf School, Crossroads Academy, Willow School, Cardigan Mountain, Mid-Vermont Christian, Sharon Academy, and Kimball Union Academy. A handful of Norwich students are home-schooled.

Issues

The following issues are likely to be faced by the educational system in the near future:

State and federal requirements concerning facilities and special needs are likely to continue to increase. This will require modifications to the building to accommodate special-needs students as well as more space for fewer students.

State and federal requirements concerning employment of Special Educators.

Need to remain current in technology.

Rising cost of employee benefits.

Continuing local and regional decline in enrollment.

Large rising costs which could total over $1.3 million dollars according to budget projections

Long-Range Planning

The Norwich School Board has engaged in a long-range planning process that developed a long-range plan to look at educational goals and ensure that students have an excellent education that meets the future needs of society. This plan deals with such concerns as maintaining high academic standards, an excellent faculty, appropriate building space for an outstanding curriculum, a commitment to the growth and development of the individual student, a positive attitude toward change, and a sound financial management program.

Comparison 11/21/2017 11:02 AM
Deleted: is

Comparison 11/21/2017 11:02 AM
Deleted: will develop

Comparison 11/21/2017 11:02 AM
Deleted: three- to five-year Long-Range Plan

Comparison 11/21/2017 11:02 AM
Deleted: will deal

Post-Secondary & Adult Education

Vermont Technical College, The Community College of Vermont, Granite State College and Lebanon College--the latter two in New Hampshire--have programs in technical and post-secondary education. Dartmouth College in Hanover provides opportunities for adult education through its MALS (Master of Arts in Liberal Studies) and ILEAD (Institute for Lifelong Education At Dartmouth) programs.

Childcare

The majority of Norwich parents are employed and depend on childcare services for preschool-age and older children after school, during holidays and summer vacations. According to the 2011-15 American Community Survey, only 8 percent (55 of 687) of school-age children and 49 percent (50 of 102) of preschool-age children live in a household that includes a parent who is out of the labor force.

Comparison 11/21/2017 11:02 AM
Deleted: Most

Comparison 11/21/2017 11:02 AM
Deleted: 2005-09

Comparison 11/21/2017 11:02 AM
Deleted: 48

Comparison 11/21/2017 11:02 AM
Deleted: the town's

Comparison 11/21/2017 11:02 AM
Deleted: and 26 percent of the school-age children had

Comparison 11/21/2017 11:02 AM
Deleted: was not in

The Marion Cross School began offering a full-day kindergarten program for all school-age children beginning in the 2009-10 school year. Marion Cross School also provides special education services to children starting at age three.

There are several childcare providers located in Norwich and many more in neighboring communities. The Childcare Center in Norwich serves children aged six weeks to six years. The Norwich Nursery School has programs for toddlers and preschoolers during the school year. The Marion Cross school also houses an after-school program for students operated by the Child Care Center in Norwich. The Child Care Project, housed at Dartmouth College, is available to assist all Norwich parents in finding childcare.

Goals, Objectives and Actions

Goal D Provide cost-effective, affordable educational facilities suitable for supporting quality education for Norwich students.

Monitor population changes closely and thoroughly investigate available options on an ongoing basis to allow the community time to react to future needs for both the Norwich and Dresden School District schools.			

Action D.1.a Schedule and publish an annual review of all pertinent statistics and updated projections relative to changes in future school populations of both Norwich and Dresden that might have significant tax implications for Norwich.

Action D.1.b Evaluate annually any long-range needs for the Norwich School District that pertain to projected enrollments, future land needs and future capital expenditures.

Action D.1.c Explore whether the present arrangement is still the fairest manner to apportion Dresden School District costs between Hanover and Norwich.

Continue to pursue sustainability and reduced energy usage in the operation of school facilities and programs.			

Note: Goals from the long-range plan will be added when that plan is adopted.

Comparison 11/21/2017 11:02 AM
Deleted: ... [13]

Comparison 11/21/2017 11:02 AM
Deleted: ... [14]

community facilities & services

This chapter addresses the operation of town government and the delivery of services. Many of the policies and guidelines for the work that is done are covered in the transportation, natural resources, land use, and financial policy chapters. This chapter contains an overview of town facilities and services from two perspectives:

(1) The current state of the facility or service and whether there are issues to resolve; and
(2) Changes expected over the next 5 to 10 years relating to facilities and services.

It is the goal of this chapter to encourage the town to plan for changes in future years, and to establish priorities for facility and service improvements in conjunction with a Capital Improvement Plan (CIP) for funding for these improvements if and when there is a demonstrated need for these improvements.

Introduction

Municipal government provides and maintains facilities, services and infrastructure. These include solid waste disposal and recycling, roads and sidewalks, emergency services (including police, fire protection, and emergency medical response), recreation, and administration of these functions. In order to pay for these services and the schools, the town assesses property and collects taxes.

During the past 30 years, both population growth and the increasing expectations of Norwich residents have resulted in significant facility and service expansions and improvements. Town budgets have reflected these changes. As shown in Figure 4-3, the rate of growth has slowed since the late 1980s, even during periods of a strong economy. This slower growth rate probably continues as a result of changes in land use and wastewater regulations.

Although most aspects of town services have become more efficient through technology and better planning, there have been expansions of town administration budgets due to decisions to turn to professional management to take charge of town operations formerly run by volunteers. These decisions include the addition of a part-time professional assessor in 2001, the switch to a town manager/selectboard form of government in 2002, the addition of a part-time paid fire chief in 2008 and additional staff for the zoning/planning department, as well as an assistant to the Town Clerk and a Public Works Director. Another source of increased municipal expenses has been unfunded mandates by the state, requiring the town to perform additional services at its own expense.

Comparison 11/21/2017 11:02 AM
Deleted: and

Facilities

Public Works Buildings

The existing Department of Public Works Garage, built in 1976, is an 80-foot by 50-foot (4,000 square foot) steel frame building with five bays and limited additional space for storage, and administration. There are no offices or break rooms separate from the garage work area. A 2012 report listed many functional deficiencies, code compliance issues, and additional operational space needs. Proposals to double the size of the building and address the deficiencies were presented to the town along with bond votes including a Public Safety building for fire and police twice in 2015 and defeated. In January of 2016, the town submitted an application to FEMA to use $ 432,968 of Alternative Funds from the loss of the Norwich Pool Dam in Irene to add a 4,000 square foot addition on to the building to house office space and other necessary enclosed spaces. The project also addresses energy efficiency and indoor heated storage for additional vehicles and equipment. Funding was approved at approximately half the cost of the twice defeated measures in February 2017 and construction began in the fall of 2017.

Fire Police Public Safety Building

The existing Fire Department Building was originally built in 1925 as a wood frame building and was replaced in 1980 with a steel frame 4,096 square foot garage with a brick veneer façade, and a wood framed training / meeting room. The building is marginally heated and there was an exhaust extraction system for the fire apparatus installed in 2009. The building is of adequate size to house the fire apparatus and equipment but does not have enough room for essential support activities.

The current Police Department office, adjacent to the Fire Department Building, was built as a private residence in 1957. The town acquired the building in 1994 as a short term solution for housing the Police Department. The plywood sheathed ranch style house on a slab was never designed to accommodate the complex requirements of a modern police department and with minimal maintenance over the past 25 years, the building has structural, insect, rodent problems and many code deficiencies.

Proposals to build a new Public Safety building for fire and police adjacent to the existing Fire Department building were presented to voters, along with bond funding at an approximate cost of $3,000.000. The proposals were defeated twice in 2015. The voters approved a third plan and bond for $ 1,400,000 in November 2016. Construction for the new building began in the late spring of 2017.

Stuart Richards 1/21/2018 8:44 PM
Deleted: and were defeated

Tracy Memorial Hall (Town Hall)

Tracy Hall, completed in 1939, contains seven town offices, record vaults, a gym/auditorium, and two meeting rooms. The building underwent major interior and structural renovations in 1994–5, including an installation of an elevator, new electric service, wiring for IT services, new HVAC, and reconfiguration of spaces. The cost was approximately $850,000 funded with a 20-year bond, which was retired in 2016. All spaces are used by town offices, recreation, and, when available, by outside groups.

Capital Planning and Budgeting

Since 1994, major renovations and new buildings have been funded with bonding. Repairs, maintenance and minor improvements are funded from reserve accounts established for each building. The reserve accounts are funded annually based on the age of the building and anticipated major repairs. The amount for the Tracy Hall reserve account has been increased in recent years in anticipation of replacement of HVAC equipment, flooring and major repairs. Funding of reserve accounts for buildings being replaced with new ones will be reduced

Public Works Department

In 2007, the Highway Department, Solid Waste and Recycling Department, and Buildings and Grounds Department were combined into the Public Works Department under the Public Works Director. This created a more efficient arrangement promoting the sharing of resources.
The Public Works Director, who reports to the Town Manager, oversees department operations and staff and also prepares budgets, bids for major purchases, multi-year paving and bridge repair plans, and grant applications. As with most town departments, federal and state policies and regulations have greatly increased the administrative work-load at the town level.

Highway and Bridge Maintenance

The Highway Crew, comprised of five full-time employees and a seasonal employee, maintains the roads, bridges, and equipment. Major equipment includes:

5 plow/dump trucks
1 mid-sized truck for in-town use
1 pickup truck
1 loader
1 backhoe loader
2 graders

Replacement of equipment is funded from a designated equipment fund supported with annual budgeted payments determined by long-range equipment replacement needs. Major equipment purchases have also been paid by low-interest, short-term bonds. Public Works Equipment is included in the Norwich Capital Budget Plan and Report (known as Norcap).
Smaller road maintenance projects and maintenance of the unpaved roads are performed by the highway crew in the summer season. Major projects, including re-treatment of paved roads and bridge replacement, are contracted out. Re-treatment of paved roads represents a significant portion of the Public Works Budget (20% in 2017), and according to a study done in 2005 known as the Marcon Report, should be closer to 30% in order to prevent the roads from deteriorating over time. The long-term costs of fixing deteriorated roads far exceed those of maintaining the road surface on a regular basis. In addition to maintaining roads, the Town of Norwich has 69 major bridges and stream crossings, 822 road crossing culverts, and 326 driveway culverts to maintain. The town receives some state funds for maintaining roads based on mileage and also receives special grants for major paving projects. In past years, the town received state funds for bridge replacement and repair. In the future these funds are to be allocated regionally based on importance to the region and condition of the bridge. This will reduce funds available for smaller bridge projects.
The impact of future growth on the highway and bridge maintenance budgets is primarily dependent on the location of development, rather than how many new houses are built. Development in areas accessed from state highways may have a minimal effect on the town highway budget, as opposed to development in areas far from the village on narrow town highways at higher elevations. Land use policies will affect future highway and bridge budgets. The amount of equipment employed by the Highway Crew should be carefully review with an eye to economies of scale and purchasing. Moreover roads that are no longer in use should not be maintained.

Buildings and Grounds

The Buildings and Grounds Department, established in 2008, includes one full-time employee responsible for maintaining the grounds of all town property, maintaining sidewalks during the winter, repair and maintenance of town buildings, and maintaining recreation fields and facilities. The department's equipment includes a Holder articulated tractor (used for removing snow from sidewalks and for mowing), additional mowers, and other tools.

Comparison 11/21/2017 11:02 AM
Deleted: a new

Comparison 11/21/2017 11:02 AM
Deleted: new

Comparison 11/21/2017 11:02 AM
Deleted: (the former Highway Administrator).

Comparison 11/21/2017 11:02 AM
Deleted: Buildings and Grounds now maintains recreation fields, town-owned open space along highways, and the grounds associated with town buildings and facilities, and performs other maintenance projects that were formerly contracted out in a piecemeal manner.

Comparison 11/21/2017 11:02 AM
Deleted: 2006

Comparison 11/21/2017 11:02 AM
Deleted: 09

Comparison 11/21/2017 11:02 AM
Deleted: percent

Comparison 11/21/2017 11:02 AM
Deleted: t

Comparison 11/21/2017 11:02 AM
Deleted: In addition to ongoing equipment replacement needs, the Public Works Department's main garage is in need of either replacement or major renovation and expansion. Additional bays and work space are needed in order to protect the investment in expensive equipment and maintain a safe environment for town workers. Preliminary plans are in place for this project and it is included in the 2006 Norwich Capital Budget Plan and Report (Norcap).

The need for the Buildings and Grounds Department was precipitated by agreements with the state requiring the town to maintain some areas adjacent to state highways in exchange for the state constructing enhancements. The department also lowers the cost of maintaining town property by eliminating the use of multiple outside contractors. The department maintains recreation fields, town-owned open space along highways, and the grounds associated with town buildings and facilities, and performs other maintenance projects that were formerly contracted out in a piecemeal manner.

Solid Waste and Recycling

Some Norwich residents use the transfer station off New Boston Road for most of their solid waste disposal and recycling needs. Others use waste disposal companies and have their solid waste and recycling picked up. The station is managed by the Public Works Department and is staffed by three part-time attendants and volunteers. Residents have the option of using a private hauler or taking their trash and recyclables to the transfer station. Over the years, there has been a steady increase in the types of materials accepted for recycling. Resale of recycled materials helps to fund the facility, but is subject to unpredictable fluctuations in the marketplace.

The town's membership in the Greater Upper Valley Solid Waste Management District provides residents with additional options for disposing of hazardous waste at special collections in the district, and access to the Hartford Solid Waste/Recycling Transfer Center, where construction and demolition waste may be disposed of along with recycled materials and trash.

The district, consisting of 10 towns, owns a permitted site for a new landfill in Hartland, which may be constructed and opened in the near future. This new facility is projected to receive the district waste for more than 50 years. Additional solid waste from other regions of Vermont and New Hampshire will provide substantial funding for the facility.

Reduction of the volume of solid waste through recycling and the purchase by residents of goods with less packaging has been a goal of the town and the district. Education of residents and businesses has been an effective tool for reducing the amount of solid waste.

Utilities

Water Supply

The Town of Norwich currently has no direct role in public water supply. All properties, except for those within the Norwich Fire District, obtain potable water from on-site wells or small, state-regulated water systems. The district, managed by the Prudential Committee, operates a public water system serving the historic village center and some outlying areas. This water system was substantially improved in the late 1980s. A 1988 well rehabilitation program resulted in substantial water capacity beyond current needs. The Prudential Committee foresees no major changes to the system during the next few years, but is considering possible connection to the Hanover system as a backup service measure.

The water service area has undergone only minor geographic expansions over the past 20 years. The last major expansion in the water service area was the addition of the McKenna Road properties. More recent expansions have been incremental in nature, and have included only one or two buildings at a time. No significant expansions to the system are anticipated at present. The district's policy for expansion requires a developer to provide complete funding for any system improvements. However, in most instances, the absence of municipal water is not a limiting factor on development capability in Norwich.

The Norwich Fire District (not to be confused with the Norwich Fire Department) was created in 1922 and operates as a municipal entity within the town with its own right to tax and create ordinances. A three-member Prudential Committee elected by the voters of the district governs the district, which includes the Village Business and Residential Districts and some additional properties along Route 5 North.

Over the years, the Fire District has performed various governmental services for its constituents and the residents of Norwich, including zoning ordinances (before town-wide zoning was adopted), operating the volunteer fire department prior to the town taking over, installing sidewalks, and enacting specific ordinances regarding hunting and canine control. Since the 1971 purchase of the privately owned Norwich Water Supply Company, the district has operated the municipal water department.

Of the 974 acres of the Fire District's land, 917 acres are in the watershed of the Charles Brown Brook, the former source of water for the municipal system. In 1995, 350 acres of the watershed land were placed under an agreement between the town and the district, and in 2001 an additional 567 acres were added to the agreement. The district retains title to the property with a conservation easement given to the town in exchange for an exemption from town property taxes.

Forestry, educational, and recreational uses of the property are under the control of a Land Management Council, composed of three voting members appointed by the Prudential Committee and the Selectboard and four non-voting members representing the Conservation Commission, Prudential Committee, Recreation Council, and Selectboard. Timber sales from the property support the management activities.

As the town grows and faces additional development and service issues, it is possible that the goals of the Town of Norwich and Norwich Fire District will be better served by merging. This issue should be considered and evaluated periodically.

Sewage Treatment

There is no municipal sewage disposal system in Norwich. The need for a municipal sewage treatment system has been studied by Sewer Committees several times in the past, most recently in 2005 when the Selectboard charged a committee with reconsidering the need for a municipal sewer system and the feasibility of building one, either with a new treatment facility or through hooking up to the existing systems in Hanover or Hartford. The report found that:

> There is no area-wide failure of existing systems that would indicate a need for a municipal system and there are very few individual failures of systems in Norwich.
>
> A conventional municipal wastewater treatment system would be prohibitively expensive costing as much as $20,000,000.00.

Stuart Richards 1/21/2018 8:55 PM
Deleted: considered

Comparison 11/21/2017 11:02 AM
Deleted: findings of the

Comparison 11/21/2017 11:02 AM
Deleted: include

Tying into another municipal system, most likely Hartford, may be feasible but also would be quite costly in terms of the original hook-up, improvement costs, costs to the town for services that need to be provided and escalating costs to the users some of whom may live in affordable housing. In the end it is likely that the town taxpayers would be responsible for all costs. The cost of any hookup should not be considered without determining the costs of creating a viable water supply.

The report acknowledged that a municipal system would allow for a great deal more growth which likely would need to be excessive in order to support the cost of land, a water system and hookup fees as well as improvements, but did not take a position on whether this was good or bad. The full report is available from the Town Manager's Office or on the town web site.

Concern has been expressed about a municipal sewage treatment system allowing too much development and costing too much in areas it would serve. In order to pay for a municipal sewage system or municipal sewage hook-up to an adjacent town a very large number of residential housing units along with commercial development would be needed. In order to avoid the costs and excessive development that go with municipal sewage a strong preference is to utilize innovative community systems to ensure that growth levels are consistent with the existing size, scale and number of units in existing developments the largest of which is 24 units. To limit Norwich's potential financial exposure regulations will need to provide for a vote for any municipal system or hookup to a municipal system. In the past it was determined that creation of a municipal sewage system and or tie in with neighboring municipalities' system was cost prohibitive especially when considering the cost of a water system. These costs are greater today than when the estimates were originally made and the primary reason to use municipal sewage is to promote and facilitate intense development that is out of scale and size with existing development and which would change the character of the town. This issue is discussed more thoroughly in the Land Use and Housing chapters, and appropriate guidance for the placement and density of future development is included in current land use regulations based on the goals and policies supported in this plan.

Electricity Distribution

Electricity is supplied in Norwich by Green Mountain Power (GMP). There are two electrical transmission lines originating at the Wilder Dam, one running north along Interstate 91 into Thetford (GMP) and another running northwest along Turnpike Road into Sharon (VELCO). There are three-phase power lines along most of the Route 5 corridor and in Norwich Village, which are needed to facilitate power generation at distributed, community-scale sites (as compared to traditional utility-scale power plants or dams) closer to where the electricity will be used.

Adoption of a "smart grid" into the systems of both electric utilities would improve the energy efficiency of Norwich consumers. A "smart grid" delivers electricity from suppliers to consumers using two-way digital technology to control appliances at consumers' homes to save energy, reduce cost and increase reliability and transparency. It also incorporates overall digital management of the distribution system to monitor disruptions in service and generally improve the efficiency of the system.

Telecommunications and Broadband

Cell phone service and high-speed internet access have become a necessity in our lives, just as electricity and the telephone were in the early part of the last century. These modern technologies utilize towers, antennas, and additional wire strung along poles. Federal statutes mandate that these services be made available to everyone, thereby limiting the rights of towns to review and condition these projects and, in some cases, eliminating local review entirely.

Stuart Richards 1/21/2018 9:03 PM
Deleted: , however, concentratedhigher-density development in designated areas closer to existing roads and facilities may be ~~more~~ beneficial in the long term. This is not a binary choice

Stuart Richards 12/31/2017 5:53 PM
Deleted: ~~than sprawl throughout the town and region~~

Stuart Richards 1/21/2018 9:10 PM
Deleted: T

Stuart Richards 12/31/2017 5:44 PM
Deleted: moderate and

Stuart Richards 1/21/2018 9:11 PM
Deleted: and to

Stuart Richards 12/31/2017 5:37 PM
Deleted: , it ~~may be~~ possible to place limits on the number of housing units that can attach to the sewer system of a neighboring town .

Comparison 11/21/2017 11:02 AM
Deleted: Chapter

Comparison 11/21/2017 11:02 AM
Deleted: will be

Comparison 11/21/2017 11:02 AM
Deleted: future

Comparison 11/21/2017 11:02 AM
Deleted:) and Central Vermont Public Service (CVPS). GMP serves all areas of town, except for sections along the western and northern boundaries served by CVPS.

Comparison 11/21/2017 11:02 AM
Deleted: -

Comparison 11/21/2017 11:02 AM
Deleted: CVPS

Norwich has one 87-foot-high cell tower above Upper Loveland Road with antennas for two providers. Due to hilly terrain and the limited number of towers, cell service in Norwich is spotty and, in some areas of town, nonexistent.

The availability of cell service (which often also delivers Internet access) and broadband internet access are services providing important benefits to residents including safety and security, education, economic, health monitoring, entertainment, etc. The town should continue to support these services while minimizing the adverse visual impact of towers, antennas and wires to the extent possible.

Although parts of town have access to broadband internet service over cable, DSL (digital subscriber line) or wireless providers, many areas away from the village center and main roads cannot obtain high-speed internet connections. These areas of town are limited to slow dial-up or almost as slow expensive satellite service. ECFiber provides service in portions of the town at speeds substantially faster than either cable or DSL.

Provision of broadband service to all areas of town is essential for a variety of reasons such as:

- Economic development;
- Education;
- Reducing travel;
- Accessing medical services from home; and
- General well-being of residents.

Provision of state-of-the-art cell phone and broadband services to all areas of town is also an important ingredient in attracting individuals and families to Norwich.

Comparison 11/21/2017 11:02 AM
Deleted: Norwich Zoning Regulations permit towers in any district while minimizing their adverse visual impact on public areas through conditions without limiting service.

Comparison 11/21/2017 11:02 AM
Deleted: A proposed "Fiber to the Home" network (

Comparison 11/21/2017 11:02 AM
Deleted:) is planned that would provide

Comparison 11/21/2017 11:02 AM
Deleted: to

Comparison 11/21/2017 11:02 AM
Deleted: entire

Comparison 11/21/2017 11:02 AM
Deleted: wealthy enough to afford land and housing in Norwich and potentially increase the school-age population (and thereby, under current law, restrain school property taxes).

Emergency Services

Police

Before 1973, when the Norwich Police Department was originally established by the appointment of a Chief of Police, police services were provided by part-time elected constables. Since then the force has increased to a chief, three full-time officers, two part-time officers and a full-time clerk-dispatcher. While the department is available on a 24-hour basis, regular patrol services are now provided for an average of 16 hours each day.

The majority of the departmental budget is allocated to regular patrol operations. The department's major equipment includes two cruisers, a four-wheel-drive patrol vehicle, extensive communication and video systems, firearms, and other specialized equipment.

The responsibilities and size of police department are not dependent on population growth alone. Other factors may include:

- Public expectations for police services
- Demographics of town residents
- Types and impacts of commercial businesses
- State and federal mandates for services and reporting
- Use of technology to increase efficiency of the existing force

Fire Protection

The Norwich Fire Department is a volunteer department consisting of a part-time (30 hours per week) salaried fire chief and 37 members. The fire division has 27 members, some of whom are Emergency Medical Technicians (EMTs) who work in the Emergency Medical Services (EMS) Division. These "on-call" firefighters and EMTs are paid for time spent in responding to fire calls and for some training time. The department has one station that houses two engines, one tanker, one aerial ladder, one forestry truck and one mini-pumper. The department provides fire, emergency medical service, hazardous materials response (operations level) and rescue services.

Emergency medical services are provided by the First Aid Stabilization Team (FAST) Squad. The Fast Squad has 18 members (9 perform EMS duties only) trained at or above the EMT-Basic level who provide patient care prior to the arrival of an ambulance from a neighboring fire department. The department has had a salaried career fire chief since August 2008.

The Norwich Fire Department faces challenges with recruitment and retention of members, as do most volunteer fire departments. This is a national problem that has been the target of numerous studies. Among the challenges identified are time demands, training requirements, increasing call volume, state and federal requirements, high cost of housing, an aging community, and the effects of the decline in volunteers. Daytime responses are a particular challenge to the department, since there are a limited number of members available during workdays. Norwich and its adjoining communities rely on mutual aid, and multiple departments are dispatched to credible reports of building fires.

Norwich's recent classification from the Insurance Services Office (ISO) of 4 on a scale of 1 to 10 is one of the best ratings in Vermont and the Upper Valley, resulting in lower insurance premiums for all home owners. These ratings are based on equipment, training, communications, dispatch time, and water supplies.

In addition to fighting fires, the Norwich Fire Department has been proactive in fire prevention and preparedness, with the goal of significantly reducing loss from fire without expanding the town budget. Zoning and subdivision regulations have been amended, requiring new development to provide all-season access for fire trucks and an adequate water supply to fight fires. In some cases, residential sprinkler systems will be required where there is limited access to a water supply.

The town has excellent water supply for fighting fires in and near the village due to the good pressure and capacity provided by the Norwich Water District hydrants. In outlying areas, water is brought from the village by tankers or pumped from rivers, streams, or ponds. The Fire Department has installed nine dry hydrants

Comparison 11/21/2017 11:02 AM

Deleted: The Police Department headquarters, located behind the fire station, is a former residence converted to a "temporary" police station in 1992 that has been modified over the years to serve the police. A new building designed to serve the specific security and operational needs of the department has been under consideration for a decade or more, but not funded.

Comparison 11/21/2017 11:02 AM

Deleted: At the 2007 Town Meeting, the town voted to reduce the Police Department from five to four full-time officers. Feeling that this vote may have been based on a negative perception of the department by the residents of the town, the Selectboard appointed a Norwich Police Services Committee to review the operations of the department and its interaction with the community. The review included extensive interviews with police, community policing experts, and many members of the community. A public forum was held and a survey was sent to the residents. In October 2007, a report was delivered to the Selectboard, with findings and recommendations for improving police operations, community relations, and the interaction between the Police Chief, Town Manager, and the Selectboard. ... [15]

Comparison 11/21/2017 11:02 AM

Deleted: The Norwich Fire Department's fire station on Firehouse Lane off Main Street was built in 1981 and is now inadequate for the vehicles, equipment, and training activities of the department. Safety and environmental issues also exist. Preliminary planning for a new Public Safety Facility for Fire, Police, and FAST Squad at the same location was started more than six years ago, but there are no current plans to move ahead. The new facility was included in the 2006 Capital Plan and Report for the Town of Norwich. The installation of a new exhaust system, completed in February 2010, has alleviated some of the environmental issues.

accessible to fire equipment along ponds, streams, and rivers in the rural areas. The goal is to have water supplies for fire pumpers in every area of the town. Landowners are encouraged to install dry hydrants when building or renovating ponds.

Although these water supplies are effective for property protection, residential sprinkler systems, in conjunction with smoke alarms, protect lives and property from fires in homes. A residential sprinkler system is designed to control a fire long enough for the occupants to escape. Some communities around the country are now requiring a residential sprinkler system in new homes. The Norwich Fire Department highly recommends them, especially for homes at a distance from the firehouse.

First-Response & Emergency Medical Services

Emergency medical services are provided by the First Aid Stabilization Team (FAST) Squad. The FAST Squad has 18 members trained at or above the EMT-Basic level who provide patient care prior to the arrival of an ambulance from the Hanover Fire Department. The FAST Squad and Police Department have several automated external defibrillators.

First-response ambulance and emergency medical services are provided by the Town of Hanover through a contractual agreement based on both a per-capita payment from Norwich (in 2010, $82,000 annually) and user fees. Fees not paid by the user must be paid by the town. Future service cost increases are likely to be covered by user fees, rather than through the per-capita fee.

Given the investment involved in equipment and personnel, this agreement is advantageous to Norwich. It is expected that this arrangement will be continued for the foreseeable future.

Emergency Dispatch and 911

All 911 calls are received by the Town of Hartford's dispatcher, who has radio contact with the Norwich Police and can call out Norwich firefighters through their paging system. Ambulance call information is relayed to the Hanover dispatcher.

Assigning numbered street addresses for all occupied structures and locations where citizens gather is an important component of quick emergency response. Norwich has created official names for all public roads and for private roads serving three or more residences. Street numbers based on distance from the beginning of the road have been assigned to all residences and businesses. Landowners are required to display house numbers visible from the road, but this has not been fully enforced.

Emergency Management

The Town Manager serves as the Emergency Management Director. The manager is assisted by a Deputy Emergency Management Director (currently the Fire Chief) and an Emergency Management Coordinator. The Town Emergency Management Committee, comprising elected and appointed town officials, is a consensus group that assesses risks and prepares the local hazard mitigation plan, local emergency operations plan, continuity of government plan, and other documents in coordination with regional, state, and federal emergency management agencies.

Comparison 11/21/2017 11:02 AM
Deleted: basic

In addition to maintaining and updating operation plans for a coordinated emergency response to major events, the committee also prepares pre-disaster mitigation plans for physical and regulatory changes to minimize the damage and loss of life in a major disaster. The types of disasters prepared for include natural disasters such as floods and ice storms, major fires, terrorism, hazardous material spills, and health-related events such as a pandemic outbreak of disease.

Disaster planning has evolved from focusing primarily on response and recovery to mitigation and resilience. Resilience is a concept focused on identifying and managing risks, proactively reducing vulnerabilities and improving response and recovery. A resilient community has the ability to withstand, respond and adapt to challenges. The goal is to ensure that communities are continually building capacity to adapt to a changing climate and respond to natural disasters. A resilient community thinks long term and is able to reorganize and renew itself, ideally in ways that put it in a stronger position than before the disaster.

The Town of Norwich has a FEMA-approved Local Hazard Mitigation Plan, which was adopted in 2015. The purpose of that plan is to identify hazards facing the community, assess the likelihood and risks associated with those hazards, and develop strategies to reduce the risks from known priority hazards. It is also a requirement for the town to qualify for FEMA Hazard Mitigation Grants. That plan, as most recently adopted is incorporated into this Town Plan by reference. The Town of Norwich also updates and adopts a Local Emergency Operations Plan on an annual basis.

In the event of a federally-declared disaster, 75% of the eligible public costs (road repairs, for example) are reimbursed by the federal government. The Vermont Emergency Relief and Assistance Fund provides state funding to match that federal public assistance. Norwich is eligible for a 12.5% match, rather than the base 7.5% match, because the town has adopted:

- Flood Hazard Regulations;
- Town Road and Bridge Standards;
- A Local Emergency Operations Plan; and
- A Local Hazard Mitigation Plan.

If Norwich were to expand its flood hazard regulations to also limit new development within state-mapped river corridors and to participate in FEMA's Community Rating System, the state match percentage would increase to 17.5%.

Town Government & Administration

Selectboard and Town Manager

The Town of Norwich has been governed by an elected Board of Selectmen (changed to Selectboard in 1996) since the first town meeting in 1761. In 2002, the town adopted the Selectboard/Town Manager form of government.

The Town Manager reports to the Selectboard and is subject to the direction and supervision of the Selectboard. The Town Manager's responsibilities, as prescribed by state statute, include the general supervision of the affairs of the town and more specifically, to be the administrative head of all departments of town government and responsible for the efficient administration and finances of those departments. The Selectboard is responsible for setting town policies, adopting budgets prepared by the Town Manager, adopting ordinances, making appointments to town boards and committees and laying out roads. The specific responsibilities of a Town Manager and the Selectboard are found in 24 V.S.A Chapters 33 and 37.

Town Clerk

The Town Clerk is an elected official with specific statutory duties, including maintaining permanent town records of land transactions, roads, town meetings, and vital records (births, marriages and deaths). The town clerk also supervises elections, registers voters, issues licenses for marriages and dogs, and is the clerk for the Board of Civil Authority and the Board of Abatement. The town clerk is assisted by at least one part-time assistant town clerk.

Prior to the arrival of the Town Manager, the town clerk provided many additional services related to the day-to-day operation of the town that were not part of her statutory duties, including Tracy Hall operations and communicating resident concerns to department heads. These services are now the responsibility of the Town Manager's office.

The level of activity in the Town Clerk's office is based more on the number of real estate transactions and elections rather than the population growth, although there is some correlation. The future transition to digital records and indexing may result in efficiencies that will limit the need for additional personnel in the future. The 1994 renovation of Tracy Hall created sufficient office and vault storage space for now and the foreseeable future.

Finance

The Finance Officer is responsible for the accounting functions and tax collecting of the town. These functions include payables, receivables, payroll, fixed assets, reporting, and preparing for the annual audit. Prior to 2002, an elected treasurer performed these duties. With the transition to the Selectboard/Town Manager form of government, the position of Finance Officer reporting to the Town Manager was created. The Finance Officer has a part-time assistant. The role of the treasurer is now limited to paying orders authorized by the Selectboard and investing funds with the approval of the Selectboard.

Listers/Assessors

A contract assessor was hired in 2012 to take over the technical responsibilities of inspecting and assessing properties, preparing the Grand List, and interacting with the state. The elected Board of Listers hears and adjudicates grievances, lodges the Grand List, and participates in Board of Civil Authority hearings. The contract assessor is engaged to complete a town-wide reappraisal on a three-year cycle, visiting one-third of the properties in town each year.

Planning and Zoning

The Planning and Zoning Office is responsible for the regulation and permitting of land development in Norwich. The Planning Coordinator and Zoning Administrator are two separate positions held by the same person. The Zoning Administrator reviews all applications for development, issuing or denying permits, or

Comparison 11/21/2017 11:02 AM
Deleted: and

Comparison 11/21/2017 11:02 AM
Deleted: at Town Meeting by a vote of 1,187 to 267, following a recommendation by the Town Administrative Needs Committee Report based on extensive research. In 2007, a Committee to Review Selectboard/Town Manager Form of Government, after extensive interviews and research, recommended the town retain the Selectboard/Town Manager form of government. At a Special Town Meeting in June 2008, the Town voted 644 to 285 to retain the Selectboard/Town Manager form of government.

Comparison 11/21/2017 11:02 AM
Deleted: Increases in the responsibilities and workload of the Finance Office are as much the result of increases in the complexities of accounting rules and government reporting requirements as from increases in the town's population. ... [16]

Comparison 11/21/2017 11:02 AM
Deleted: /

Comparison 11/21/2017 11:02 AM
Deleted: is

forwarding the application to the Development Review Board for a warned public hearing. The Zoning Administrator is clerk for the Development Review Board, preparing and warning hearings, assisting at hearings, and issuing decisions written by the board. The Zoning Administrator is also responsible for enforcement of the zoning and subdivision regulations.

The Planning Coordinator provides support to the Planning Commission in preparing the Town Plan and land use regulations, and assists the Town Manager in transportation planning and other matters. In addition to the Planning Coordinator/Zoning Administrator, a part-time assistant was added to the office in 2007 to process the paperwork associated with permit applications and hearings, and manage the databases. Changes in workload are related to the economic climate for development and changes in the town's land use regulations requiring more permits and hearings.

Comparison 11/21/2017 11:02 AM
Deleted: Both the revised subdivision regulations in 2002 and zoning regulations at the end of 2008 increased the regulatory workload.

Cemeteries

Of the 10 cemeteries in Norwich, lots are only available at Hillside, where roads and lots were added in 2008, providing additional space. There may be a need for additional space in the future, and potential sites should be identified and reserved for cemetery space.

The income from the Perpetual Care Fund covers from 20 to 50 percent of the amount the town spends on maintenance in the cemeteries. This percentage fluctuates based on interest rates and the amount spent on restoration of headstones. The town has been appropriating $15,000 in recent years to supplement the interest from the Perpetual Care Trust Fund.

Recreation

Recreation Department

The Norwich Recreation Department manages a year-round recreation program for all Norwich residents and non-residents as space permits. Prior to 1995, the Norwich Recreation Council was an independent organization supported by fees, donations, and an annual appropriation from the town. In 1995, the town assumed responsibility for the council's financial operations, and it became the Norwich Recreation Department. The director became full-time in 2002. Some instructors are paid either by the hour or a percentage of fees, while the team sports programs depend primarily on volunteers from the community.

The number of students in Norwich has dropped substantially in the last 10 years, causing participation in specific programs to be reduced, but the number of programs has increased.

The town's recreation facilities include:

- Huntley Meadow, with four tennis courts and six fields: two baseball diamonds, two full-size fields and two ¾-size fields. Three of these fields were added over the last six years.
- The Norwich Green, with small fields for lacrosse, soccer and baseball.
- Two gyms: Marion Cross School and Tracy Hall.
- Barrett Meadow, with a small field for limited activities.
- Indoor space at Marion Cross School for summer circus camp and other classroom programs.

Stuart Richards 1/4/2018 5:23 PM
Deleted: . ... [17]

The two gyms are sufficient for current and foreseeable needs.

Comparison 11/21/2017 11:02 AM
Deleted: The Norwich Pool will need some major structural work in the near future.

Currently, the Recreation Department offers some non-athletic programs such as television production and sponsors some special events such as dances and road races. Adult programs include mountain biking, dance, capoeira, Chi Kung, and snowshoeing.

The Norwich Recreation Department continues to try new programs for residents of all ages. New facilities under consideration include an access to the Connecticut River for kayaks and canoes, and more running trails.

Other Recreation

Norwich's trails and Class 4 roads are used for hiking, mountain biking, horseback riding, and cross-country skiing. Town residents also have access to the Appalachian Trail, the Bill Ballard Trail along the Charles Brown Brook on Fire District land, a network of hiking and skiing trails on Parcel 5 on the Fire District land on the

north side of Beaver Meadow Road, the Norwich Nature Trail in the Milton Frye Nature Area southeast of the school, the Hazen Trail south of the Montshire Museum, the Bradley Hill Trail, and the trail to Gile Mountain. Many of these trails could be connected to create a network of recreational trails throughout the town with the cooperation of private landowners. The Town and the Norwich Fire District have negotiated an agreement for the Fire District land south of Beaver Meadow Road to be managed for recreational use by a committee of town residents.

Bicycle and pedestrian paths, as discussed in the Transportation chapter of this plan, are designed primarily for people going from one place to another without having to use a car, but are also used by bicyclists, joggers, and cross-country skiers for recreation.

The Connecticut and Ompompanoosuc rivers also offer recreation for Norwich residents. There are two access locations to the rivers for launching boats, one along River Road owned by the town and one in Pompanoosuc owned by the state. There is no shoreline location along the river easily available to Norwich residents for swimming.

Goals, Objectives and Actions

Goal E Provide a full range of community services and facilities in a cost-effective, environmentally sound manner without creating a burden on local taxpayers *and consistent with historical growth trends and development patterns in Norwich.*

Stuart Richards 1/2/2018 2:07 PM
Deleted: ~~an unduc~~

Stuart Richards 1/3/2018 12:01 PM
Deleted: .

Update the capital improvement program and budget based on projections of the needs of specific facilities and services consistent with the amount of new growth or shrinkage of the town population and development in Norwich appropriate for a town of 3,400 residents. that voters desire.

Stuart Richards 12/31/2017 5:44 PM
Deleted: ~~, moderate~~

Stuart Richards 1/2/2018 2:07 PM
Deleted: ~~at the core of a designated Micropolitan Area~~.

Action E.1.a Update and adopt a Capital Improvement Program that includes all capital construction and purchases over five- and ten-year periods. The plan should be updated each year. The purpose is to spread costs evenly over time and to anticipate necessary major construction projects.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [18]

Maintain roads and bridges in the most cost-effective manner (this may require increased maintenance at an earlier stage of deterioration).

Action E.2.a Update the pavement and bridge inventory on an annual basis.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [19]

Expand access to state-of-the-art high-speed internet service to all households and businesses in Norwich.

Maintain the high quality of the Norwich Police Department in serving the community.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [20]

Action E.4.a Perform regular reviews of the operations and effectiveness of the Norwich Police Department using the criteria in the 2007 Norwich Police Services Report.

Action E.4.b Review the optimum size of the force and hours of coverage based on the needs of the community.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [21]

Maintain the high quality of the Norwich Fire Department and the resulting low ISO score with continued training programs, developing new rural water supplies, and effective pre-planning.

Action E.5.a Recommend residential sprinkler systems to all homeowners in the outlying parts of Norwich. Consider requiring them for new houses not readily accessible to emergency vehicles.

Action E.5.b Enforce the existing ordinance requiring all home and business owners to display E911 locatable address numbers either on the building, if visible from the road, or at the entrance to their properties.

Maintain the professional staff to the extent necessary in a cost-effective manner and keep technology up to date in each town department for the most effective and efficient delivery of services to the residents. It should be recognized that some years ago Norwich was staffed by volunteers. The switch to professional staffing has resulted in a significant rise in the municipal budget but the cost of professional staffing should be kept in check to the extent possible and to the extent supported by the voters.

Comparison 11/21/2017 11:02 AM
Deleted: Objective E.5 Maintain the high quality of the Norwich Fire Department and the resulting low ISO score with continued training programs, developing new rural water supplies, and effective pre-planning.

Comparison 11/21/2017 11:02 AM
Deleted: rural areas

Action E.6.a Provide technical support to all departments through network servers and equipment replacement programs.

Comparison 11/21/2017 11:02 AM
Deleted: ... [22]

Action E.6.b Establish a study committee to review the operating structure of lister/assessor responsibilities to better handle increasingly complex responsibilities.

Provide recreation facilities and programs for all residents.
Special emphasis should continue on programs for youth with volunteer coaches or instructors from the community.

Comparison 11/21/2017 11:02 AM
Deleted: ... [23]

Action E.7.a Maintain and continue to expand the recreational trail network.

- Action E.7.b Create additional locations, with adequate parking, for access to the Connecticut and Ompompanoosuc rivers for swimming and small cartop-type water craft and provide incentives for landowners to bequeath or donate property with existing bodies of water, suitable for swimming, to the town as future recreation areas.

Strengthen Norwich's resilience to disaster, including floods, and ability to sustainably adapt over time to a changing climate.

Action E.8.a Ensure that Norwich's Local Emergency Operations Plan and Local Hazard Mitigation Plan is kept up-to-date and re-adopted as necessary.

Action E.8.b Continue to implement the programs, projects and activities identified in the Local Hazard Mitigation Plan as most recently adopted.

Goal F **Provide facilities and services in a cost-effective manner that reinforces the town's land use development, energy, and natural resource protection goals and policies.**

Continue to work towards long-term solutions for disposal of solid and hazardous waste through regional cooperation, and reduction of the volume of solid waste through recycling and consumer education.			

Action F.1.a Continue to actively participate in and evaluate the Greater Upper Valley Solid Waste Management District's plan to build a new landfill in Hartland.

Maintain sources of high-quality potable water for current and future residents of Norwich by adhering to state regulations.			

Action F.2.a Continue to develop contingency plans for disasters that may threaten the village water supply.

Action F.3.a

Action F.3.b Research options for on site or nearby off-site community septic systems to serve Planned Unit Developments in places where concentrated patterns of development are feasible, necessary and permissible based on designated growth patterns and under the zoning regulations, at the expense of developers and/or users.

Action F.3.c Consider inexpensive, small expansion of the municipal water system to areas adjacent to the Fire District where concentrated patterns of development are feasible, permissible and desirable under the zoning regulations. All expansion costs should be paid for by new users or developers.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [24]

Comparison 11/21/2017 11:02 AM
Deleted: . ... [25]

Stuart Richards 1/2/2018 2:18 PM
Comment [5]: This has been studied and restudied. How many times does this need to be studied before whoever wrote this is convinced that municipal sewage is too costly. Do you really want to spend $20,000,000.00?

Stuart Richards 1/2/2018 2:11 PM
Deleted: .

Comparison 11/21/2017 11:02 AM
Deleted: . ... [26]

Stuart Richards 1/2/2018 2:11 PM
Deleted: ~~Determine whether a public wastewater treatment system would create a viable basis for facilitating concentrated patterns of developmentincreasing housing density in designated areas in a cost-effective manner~~

Stuart Richards 1/2/2018 2:11 PM
Deleted: .

Stuart Richards 1/2/2018 2:11 PM
Deleted: ~~municipal or~~

Comparison 11/21/2017 11:02 AM
Deleted: areas designated for increased housing density

Comparison 11/21/2017 11:02 AM
Deleted: Encourage

Comparison 11/21/2017 11:02 AM
Deleted: other

Stuart Richards 1/2/2018 2:19 PM
Deleted: ~~closer~~

Transportation

Transportation facilities in Norwich include: state, town, and private roads; railroad lines; public transit routes; bikeways; and pedestrian paths. These facilities provide connections between homes, businesses, recreational facilities and workplaces in the community, the region and beyond.

We are in an era of significant change in the use of energy and the management of energy resources. There is a direct relationship between land use, energy consumption and transportation. Better roads may promote more intense land use if zoning provisions permit, and poor roads will discourage most types of land use. Public transportation and compact development will result in reduced energy use. Land use planning that creates clusters of housing will facilitate public transit, bicycling and walking. Transportation planning should look at all modes of travel and be coordinated with land use planning and energy conservation.

This chapter will not only focus on the most common form of transportation – the automobile – but will also consider alternative modes of transportation, including bicycling, walking, and regional public transit. Other aspects of transportation planning for Norwich include support for regional coordination and cooperation, sustainability, energy conservation, and planning for more compact development which is consistent with the size, scale and number of units in existing developments the largest of which is 24 units in accordance with smart growth principles and which strengthens Norwich's Village District.

Comparison 11/21/2017 11:02 AM
Deleted: , mixed-use

Comparison 11/21/2017 11:02 AM
Deleted: , mixed-use communities

Roads In Norwich

Interstate and State Highways

There are 18.3 miles of state-maintained highways in Norwich. These are generally the most heavily traveled roads in town. As shown in Figure 9-1, traffic levels on these roads continue to increase.

Interstate 91. Interstate 91, the primary north-south thoroughfare in western New England, was completed through Norwich in the early 1970s and runs north-south along the town's eastern boundary. I-91's southern terminus is the junction with I-95 in New Haven, Connecticut, while its northern end is at Derby Line, Vermont, at the Canadian border. Its intersection with I-89 five miles south at White River Junction provides Norwich with direct interstate highway access to Boston, Montreal, New York City and points between and beyond. In Norwich, the highway travels 7.6 miles from the Hartford to Thetford town lines with Exit 13 located in Norwich less than one mile north of the Hartford line and south of Norwich Village. In 2001, Norwich's segment of interstate had a sufficiency rating of 95.6 out of 100. The average daily traffic between Exits 12 and 13 in 2015 was 17,900 vehicles; between Exits 13 and 14, it was 12,100 vehicles.

U.S. Route 5. U.S. Route 5 is a two-lane rural road that parallels the Connecticut River along much of the 8.5 miles it travels through Norwich. U.S. Route 5 is part of the bi-state Connecticut River Scenic Byway and a popular bicycle route which is currently in need of highway maintenance. South of I-91 Exit 13, Route 5 runs to the west of the interstate. From the exit in Norwich, Route 5 travels into Norwich village and then eastward crossing under the interstate to continue north on the east (or river) side of I-91. This segment of the highway is lightly traveled and highly scenic. South of Exit 13, Route 5 averages around 5,000 vehicles per day, while between the exit and Norwich village the number of trips per day is about 6,000. North of the village traffic on Route 5 is less than 1,500 vehicles per day.

Vermont Route 10A. Vermont Route 10A is a 0.9-mile connector between I-91 Exit 13 southbound and the Ledyard Bridge over the Connecticut River that links Norwich to downtown Hanover, New Hampshire. Route 10A is heavily traveled, with more than 14,000 vehicles crossing the bridge each day. This state highway had a sufficiency rating of 68.2 out of 100 in 2001, due more to safety and traffic issues than to the physical condition of the road. During the peak morning and afternoon commuting hours, traffic on Route 5 between the village and Exit 13, and Route 10A from the exit to the bridge, is congested as vehicles become backed up between Norwich and Hanover. More and more year by year the hours of congestion are increasing as traffic from neighboring towns passes through Norwich.

The bridge connecting Norwich and Hanover has an interesting history of its own. Built in 1859, the Ledyard Free Bridge was the first, and for many years the only, non-toll bridge over the Connecticut River. The Ledyard Bridge has been rebuilt four times due to disasters and deterioration. Construction on the current bridge was completed in 1999.

River Road. River Road is a 0.8-mile state highway connector between Vermont Route 10A at the Ledyard Bridge and U.S. Route 5 North along the Connecticut River. It does not have a state route number, but is a designated state highway.

Town Highways

Background. In the late 1700s, when Norwich was first settled, in addition to the King's Highway and early Post Roads, many of the roads were laid out and built by original investors/settlers to encourage development and increase the value of the land. Early landowners allowing roads to cross their property were compensated with additional land. Agricultural and forest products were processed in the town for local trade and export. The commerce of the town depended on roads to move goods around town and to the river, and later to the

Comparison 11/21/2017 11:02 AM
Deleted: 06

Comparison 11/21/2017 11:02 AM
Deleted: 1

Comparison 11/21/2017 11:02 AM
Deleted: 5

Comparison 11/21/2017 11:02 AM
Deleted: 6

Comparison 11/21/2017 11:02 AM
Deleted: exceeds 9

Comparison 11/21/2017 11:02 AM
Deleted: approximately

Comparison 11/21/2017 11:02 AM
Deleted: 15

Stuart Richards 1/2/2018 2:21 PM
Deleted: ~~can become~~

railroad depots in Lewiston and Pompanoosuc. By the mid 1800s, there were more than 100 miles of roads as compared to the 85 miles currently maintained by the town and state.
As the population moved west, many of the homesteads were abandoned and roads to less productive land were no longer used or maintained. By 1931, road mileage had decreased to 72 miles. Some of these old roads can no longer be seen on the ground but may still be legal rights-of-way that exist in the town records (See Ancient Roads).
Even with the population now exceeding the historic peak of the 1830s, very few new town roads have been built. Most development has occurred along existing roads. The exceptions are roads in residential developments, such as Hawk Pine, McKenna Road, Carpenter Street, Hazen Street, Cliff Street, and Huntley Street. There has been some interest in upgrading sections of Class 4 roads to Class 3 to accommodate more development and provide more interconnections between existing roads, but this has not happened.
The town maintains 76 miles of its 96 miles of public roads in Norwich with some financial aid from the state, based on the class and mileage of the town roads.

Road Class and Function. Norwich's 96 miles of town road are classified as follows:

Class 1: Heavily traveled roads that are extensions of the state highway system and are assigned a state route number. Currently, there are no Class 1 town roads in Norwich.

Class 2: Major roads that do not meet the criteria for a Class 1 road but still may have a state route number and serve as through-roads from one town to another. Route 132, Union Village Road and Beaver Meadow Road are Class 2 roads. Class 2 roads are usually paved. Norwich has 14.5 miles of Class 2 roads.

Class 3: Roads that are maintained to be passable at all times of the year by a regular passenger car and are not Class 1 or Class 2. They are usually gravel roads, although in Norwich there are 11 miles of paved Class 3 roads. Norwich has a total of 61.2 miles of Class 3 roads.

Class 4: Non-maintained or partially maintained town roads. The town receives no funds from the state to maintain these 19.1 miles of roads. Some Class 4 roads are privately maintained by landowners and some are essentially trails which may or may not be passable by a vehicle.

Legal Trails: Town-owned rights-of-way that are not maintained and may not be open to vehicles. There are approximately 3.5 miles of legal trails in Norwich.

VTrans has also classified the town's roads based on their function. Routes 5, 10A and 132 are major collectors; they serve primarily traffic traveling between destinations within a region. Union Village Road, River Road and portions of Main Street are designated as minor collectors, which connect smaller communities and collect traffic from local roads to major collectors.

Road Maintenance and Construction. The Selectboard has responsibility for building and maintaining town roads. The Selectboard appoints the Town Manager as Road Commissioner. The Town Manager hires a Director of Public Works. The Town Manager is charged with overseeing the roads and legal rights-of-way, and overall maintenance strategies, and is the Selectboard's liaison with the Director of Public Works. The Director of Public Works supervises the Highway Department, the workers, and equipment. For an additional discussion of the Highway Department, see Chapter 7, Community Facilities and Services.
The town has several ordinances and policies relating to town roads. These include:

Road Specifications - 1976
Class 4 Road Policy - 2/28/89
Scenic Road Ordinance - 10/30/89
Criteria for Accepting Roads - 12/8/92
Ordinance Relating to Use of Trails - 12/8/01
Private Highway Specification Ordinance - 2/11/03
Several Speed and Parking Ordinances

Road Maintenance. Road maintenance is budgeted in three categories: winter maintenance (snow removal and sanding), summer maintenance (grading, paving, ditching, and replacing culverts), and capital improvements (bridge replacement, road relocation, and widening and straightening).
Road maintenance is always a difficult balance. With a limited budget, is it better to completely rebuild or reclaim a short section of highway versus patching or skim-coating longer sections only to repave a few years later? On unpaved roads, is it better to add gravel each year or to rebuild the roadbed and ditches to avoid erosion? These are the kinds of decisions being made by the Town Manager and the Director of Public Works with budgets approved by the Selectboard and voters. The inconveniences of badly deteriorated roads or closed bridges are not well received by the taxpayers, nor are ever-increasing highway budgets.
In 2007, a study, the Marcon Report, of the conditions of paved roads and the re-paving program indicated that the town was falling behind and that roads were deteriorating at a substantially faster rate than repairs were being made. The cost of rehabilitating a road increases substantially as the condition worsens. Based on this report, the town increased its paving budgets, but is still not where it needs to be to sustain its current road network at an acceptable level over the long term. The town is now using a computerized Road Surface Management System (RSMS) to plan for long-range maintenance and capital improvements.

Upgrading Existing Roads. The town needs to make informed decisions on whether existing roads will need to accommodate additional traffic and, if so, whether they can or should be upgraded. Widening, straightening, or paving may increase safety, but may also increase the speed of traffic, encourage more development, and destroy the scenic beauty and rural character of Norwich's back roads. The town should find a way to provide safe roads without improving them to typical Class 2 or 3 standards if it will adversely affect the rural character of the town.

Class 4 Roads. Class 4 roads are town highways that are not maintained for year-round travel. The town must replace larger culverts and repair bridges on Class 4 roads, but they are not otherwise maintained. A landowner whose property is accessible by a Class 4 road may maintain the road privately with permission from the Town Manager.
Class 4 roads form a part of a long-standing network of trails/tracks used for recreational purposes. In the future, some Class 4 roads could be upgraded to Class 3 to increase the efficiency and safety of the town's road system or to allow development in suitable areas. Many areas along the western and northern boundaries of Norwich are inaccessible from each other without first traveling back to the center of the town. Upgrading of some existing Class 4 roads to Class 3 would create alternative routes for emergency vehicles and allow detours if roads are closed in major storms. In some cases, Class 4 roads provide the only access to individual properties. Careful consideration should be given to the value of Class 4 roads and how they may contribute to the quality of life of Norwich's residents.

Legal Trails. A legal trail is a public right-of-way that may previously have been a town road and is open to the public for recreational use, but from which the town may exclude motor vehicles. It may be the same width as the town highway, or a lesser width if so designated. The Selectboard may also create a new trail with a designated width. The Selectboard adopted an ordinance in 2001 to regulate the use of its legal trails. Most of the 3.5 miles of legal trails in Norwich are designated for recreational use and were converted from Class 4 town highways within the last 10 years. The town's ordinance prohibits the use of motor vehicles, other than vehicles being used for farming and snowmobiles, on trails unless a special permit is approved by the Selectboard. A legal trail may be upgraded to a Class 4 or Class 3 town road in the future.

Ancient Roads. Ancient roads refer to old public rights-of-way created in the early days of Norwich that are no longer used as roads or trails. Some of these roads, although long forgotten, may have never been legally discontinued and may still be town rights-of-way, creating an unanticipated cloud on the title of property. These forgotten roads could be considered an asset of the town providing recreational trails and access. In

2006, the state legislature passed Act 178 in order to resolve this issue by requiring towns to find "unidentified corridors" by July 2010 and to reclassify them to trails or roads, or to discontinue them by 2015. The Norwich Ancient Roads Committee has been working to identify potential "unidentified corridors" to present to the Selectboard for re-classification or discontinuance.

New Roads. In recent years, new roads in Norwich have been privately built to accommodate specific new developments or to relocate an existing road. New private roads constructed by developers are under the jurisdiction of the Development Review Board and must meet private highway standards, if serving two to 10 residential lots, and Class 3 road specifications for 11 or more lots. There is a more detailed discussion of private roads below.

Occasionally there are requests by developers or landowners for the town to take ownership, and thereby responsibility for maintenance, of a private road. In December 1992, the Selectboard adopted a policy for accepting ownership of private roads based on the density of housing on the road and other uses of the road, such as connecting with other town roads or accessing public lands. Farrell Farm Road, which provides access to more than 20 homes, is the only private road to be accepted as a town highway recently. The landowners paid to have the road improved to town highway standards prior to the town's acceptance in 2008.

Norwich Village. Norwich village, like many Vermont town centers, has been experiencing increased traffic as the number of homes in outlying rural areas and neighboring towns has continued to increase. Norwich's topography and road network has amplified this effect, as often the only way to travel from one place to another within town is to pass through the village. Additionally, the majority of the town's employed population commutes through Norwich village to reach I-91 or cross the bridge to Hanover. At the same time, parents and buses are converging on the village to transport children to and from school.

Given that such a large percentage of Norwich commuters are headed to one of several major employers, public transit should be able to reduce the number of people commuting in their own cars. In fact, bus service between Norwich village and Hanover has existed for decades. The lack of parking within the village, however, prevents many commuters from choosing to ride the bus. Development of park-and-ride lots has been considered for a number of years. An appropriate location has yet to be acquired that would eliminate the need for most commuters to drive through Norwich village, although the recent development of a park-and-ride lot at Huntley Meadows has attracted increasing use. Concerns have also been raised that out-of-town residents would drive into Norwich, park their cars and take the bus, thus increasing traffic entering town from the south or east.

In addition to periods of heavy traffic, limited parking and pedestrian access discourage walking and limit the growth potential of downtown businesses.

Comparison 11/21/2017 11:02 AM
Deleted: In the future, there may be a need for additional town roads for any of the following reasons: to reduce congestion on existing roads by creating alternative routes, to create alternative routes for emergency access to outlying areas of the town, or to allow a specific type or level of land use in a specific area.

Scenic Roads

Norwich has many beautiful rural road corridors that provide pleasant travel and vistas for residents and visitors alike. In 1977, legislation was passed by the state that provides towns with the authority to designate roads as scenic. In 1989, the town enacted its own Scenic Road Ordinance in order to keep the designation local and not listed in state tourism publications. A total of 5.2 miles of roadway, including Bragg Hill Road, Jericho Street and Goodrich Four Corners Road, have been designated as scenic. The Scenic Road Ordinance does not actually protect the "scenic vistas," but it does regulate the maintenance and removal of features within the road right-of-way (usually 50 feet wide) such as trees and stone walls in order to preserve scenic character. Changes during the 2000s in the zoning and subdivision regulations have offered some protection to scenic vistas along many of these and other roads.

Comparison 11/21/2017 11:02 AM
Deleted: Recent changes

Private Roads and Driveways

Private roads in Norwich range in length from short driveways serving individual homes to long shared drives accessing many houses. These private roads are maintained either by an individual landowner, a group of

landowners, or a landowner or condominium association. The town has four primary concerns with private roads:

That the intersections of private roads with town roads are designed to be safe and not cause damage to the town roads;

That roads are designed, built, and maintained so that emergency vehicles are able to reach residences;

That new roads and drives are designed, built and maintained using appropriate stormwater management techniques and infrastructure to minimize run-off, sedimentation and flooding of downslope infrastructure, property and waterways;

That new roads are built with minimum impact on significant natural resources and scenic views; and

That private roads are built and maintained to standards appropriate for their intended use in order to avoid the town ultimately having to take responsibility for hazardous, inadequate or deteriorated infrastructure.

The town has the authority and responsibility to regulate private roads with regard to these issues, and does so with three ordinances:

The Norwich Driveway Access Ordinance, administered by the Director of Public Works, regulates the design and location of any new private road or driveway where it intersects with a town highway.

The Norwich Private Highway Specifications Ordinance regulates the construction of any new private road serving from two to 10 residences or lots.

The Norwich Zoning Regulations regulate the design of new driveways serving a single lot or residence.

The Norwich Private Highway Specifications and the Norwich Zoning Regulations are administered by the Zoning Administrator and the Development Review Board. Pre-existing roads are exempt unless their use changes. The Natural and Historic Resources section describes the type of natural and scenic areas that driveways and private roads should not adversely impact, such as wetlands and ridgelines.

Culverts

Recent studies have shown that roadway and roadside drainage systems that fail to convey the amount of water they are receiving from adjoining property are a significant source of flood-related damage to roads and associated infrastructure. This includes undersized or blocked culverts. Since 2013, the Town of Norwich has maintained a bridge and culvert inventory that assesses the condition of these structures and aids in the prioritization of replacement and repair work each year, including upgrading of undersized culverts.

Access Management

Access management describes a set of strategies that can be applied by municipalities to prevent congestion and improve safety as development occurs along road corridors. Each new access (driveway or road) that intersects with existing roads, particularly main traffic corridors, introduces a new potential interruption to the flow of traffic and increases the possibility of traffic accidents. The Vermont Agency of Transportation has developed Access Management Program Guidelines, which include recommended policies, regulations and road design standards aimed at minimizing the number of new access points and improving the safety of access points.

Currently, shared driveways are the most commonly used access management technique in Norwich. Not only do shared driveways reduce the number of new access points intersecting town roads, they also have numerous environmental benefits due to reduced construction and maintenance requirements and a reduction in the amount of impervious surface needed to serve new development. Shared driveways should be required to be governed by written agreements embodying Norwich's required standards and approved by the Development Review Board.

Public Transportation

Norwich residents' access to public transportation includes taxis, a regional bus system (Advance Transit), a van for seniors based at the senior center in White River Junction and a district school bus system. There is

also inter-city bus service to major cities and airports (Vermont Transit and Dartmouth Coach), train service (Amtrak), and a regional airport in West Lebanon connecting the region to New York, Boston and beyond.
There are a number of difficulties in serving a rural community such as Norwich with local public transportation, the primary one being that typically, there are relatively few people going to the same place at the same time on a regular basis. In addition, with relatively uncongested highways and the general availability of parking, there is little motivation for drivers to give up the convenience of a personal vehicle. The cost of providing service convenient enough to entice a large percentage of drivers out of their cars and onto public transit may far exceed the benefits of less pollution and greater energy conservation. However, as fuel prices and traffic have increased, and parking in Hanover has become scarcer, more commuters are using public transit, bicycles and car pools.
The current Advance Transit bus system connects Norwich village with hospitals, employment centers, and retail shopping areas throughout the Upper Valley. Advance Transit's Brown Route makes several stops in Norwich village, in downtown Hanover and around the Dartmouth campus, with service approximately twice an hour between 6:30 a.m. and 5:30 p.m. on weekdays. During peak commuting hours, the Brown Route includes a stop at Norwich's new park-and-ride lot, north of the village at Huntley Meadow. From Hanover, connections to other Advance Transit routes can take passengers to destinations around the region, including connections on Stagecoach to points north and northwest including Bradford and Randolph and connections on Connecticut River Transit to points south as far as Brattleboro. Norwich's riders are mostly commuters going to Dartmouth College or the Dartmouth-Hitchcock Medical Center, where they do not need personal vehicles during the day and parking is limited.
Bus ridership has been growing in Norwich for many years. The decision to make Advance Transit service free for riders spurred transit use. In 2016 11,354 passengers boarded Advance Transit buses in Norwich. This compared to 2,168 in 1992.
The most efficient form of public transit in the community should be the school bus system, with groups of passengers (students) going to the same destination at the same time. Still, many parents choose to drive their children to and from school, contributing to traffic congestion in the village and on Route 10A to Hanover at the beginning and end of the school day.
A van operated by the White River Council on Aging provides transportation for seniors to the Bugbee Senior Center in White River Junction, medical appointments and shopping trips. Although donations are accepted, this service is largely supported by local and federal funding.
Directing future development in Norwich into the village center or other areas to be designated for future growth if needed rather than "low-density sprawl" in order to facilitate the future expansion of public transportation by creating population centers within walking or bicycling distance to pick-up points.

Park-and-Ride Lots. Siting park-and-ride lots to intercept commuter traffic at key points would support the use of public transportation and car pooling. These lots may be serviced by regular bus service or shuttles from specific employers. Public lots available to anyone on land owned or leased by the town or state may be eligible for state or federal funding. The use of private lots sponsored by major employers or institutions and located on private land may be limited to those affiliated with the owner. Either type will promote use of public transportation and carpooling, thereby alleviating traffic into Hanover and reducing the use of carbon fuels. Norwich built its first park-and-ride in 2009 at Huntley Meadow off Turnpike Road with 20 parking spaces served by Advance Transit. It should be recalled that attempts to establish a park and ride at the Montshire museum were voted down and that future attempts may be difficult considering residents' objections to the last vote on a park and ride lot.

Air Travel

There is no air travel facility located in Norwich. Lebanon Regional Airport is the closest airport that offers limited passenger and freight services. National and international flights are available from airports in

Comparison 11/21/2017 11:02 AM
Deleted: steadily

Comparison 11/21/2017 11:02 AM
Deleted: Over the past five years, however, several economic factors have spurred use of transit in the Upper Valley, including the

Comparison 11/21/2017 11:02 AM
Deleted: , the escalation in gasoline prices, and the economic downturn.

Comparison 11/21/2017 11:02 AM
Deleted: 2007, 9,545

Comparison 11/21/2017 11:02 AM
Deleted: – a 340 percent increase in 15 years

Comparison 11/21/2017 11:02 AM
Deleted: centers and "rural clusters

Comparison 11/21/2017 11:02 AM
Deleted: hamlets"

Stuart Richards 1/2/2018 2:23 PM
Deleted: ~~would~~

Comparison 11/21/2017 11:02 AM
Deleted: will

Comparison 11/21/2017 11:02 AM
Deleted: outside of the village

Comparison 11/21/2017 11:02 AM
Deleted: will

Burlington; Hartford, Connecticut; Boston, Massachusetts; and Manchester, New Hampshire. Bus service is available to the Burlington, Manchester and Boston airports.

Regional Transportation Planning Issues

Regional transportation planning in Vermont is now increasingly the responsibility of the Regional Planning Commissions rather than state highway engineers in Montpelier. The Two Rivers-Ottauquechee Regional Commission (TRORC) has a Transportation Advisory Committee (TAC) with representatives from its member towns. The TAC creates a Regional Transportation Plan that is coordinated with land use planning and is responsive to local needs and concerns. The Vermont Agency of Transportation will use the Regional Transportation Plan for determining which projects they will fund and the priority of these projects.

In addition to TRORC, Vital Communities, a regional nonprofit organization based in White River Junction, hosts the Upper Valley Transportation Management Association (UVTMA), which is sponsored by the Upper Valley towns, major Upper Valley employers and both regional planning commissions. The mission of the UVTMA is to provide leadership and education to promote planning, development, and implementation of transportation initiatives to mitigate traffic congestion and reduce reliance on single-occupant vehicle commuting. The UVTMA provides information about alternative transportation, researches transportation issues, and works with towns and businesses on transportation issues and solutions.

Of regional concern to Norwich is traffic generated in other towns that flows onto Norwich roads and particularly through Norwich village. Over time, growth in Sharon, Strafford or Thetford could seriously affect traffic in Norwich village and on Route 132.

Pedestrian and Bicycle Paths

Safe and convenient pedestrian and bicycle paths connecting Norwich village, Hanover, playing fields and recreation areas, and outlying population centers would provide for alternative modes of transportation. Although portions of the village have sidewalks and there are some existing trails and Class 4 roadways, generally pedestrians and bicyclists share the roads with cars. U.S. Route 5 North has become a major regional bicycle route. In the recent past the Vermont Highway department narrowed and made bicycle travel on Route 5 North by placing sharp edged guard rails directly adjacent to the paved surface resulting in a narrower and more dangerous traveled way for bicycles. Future highway work should be carefully monitored to make bicycle travel more safe not less safe. Ideally, bicycle lanes should be available along roads for experienced and faster riders, and on separate paths for inexperienced or casual riders and pedestrians.

The Trails and Transportation Committee has been identifying potential bicycle paths and trails, and sources of funding. It has also been working with groups from other towns within the region to coordinate a network of regional trails and bicycle paths. A path connecting Huntley Meadow with the Village Green has been a high priority. An Upper Valley Loop Trail connecting Norwich, Hanover, Lebanon and Hartford is a long-term project supported by the towns and the Upper Valley Trails Alliance. A connection from Dothan Brook School in Hartford to Route 10A in Norwich is a significant gap that needs to be planned and completed.

Norwich Corridor Project

The Norwich Corridor Project was conceived and planned in 1999-2000 as a major enhancement of the roadway connecting the newly rebuilt Ledyard Bridge through the village to Turnpike Road. The master plan reflects the desire of the community to redesign this corridor from its current form, a typical 1960s interstate highway access road, to a form more appropriate to its role as a connection between two New England villages by slowing traffic, providing pedestrian and bicycle lanes, and planting street trees and other landscaping. The implementation of this plan has moved slowly over the years, with limited portions incorporated in a 2009 state paving project. Despite the setbacks, the town should retain the vision of this plan for future improvements in the corridor.

Development Review

All new development in Norwich should recognize and accommodate the transportation issues identified in this plan. Access to all modes of transportation should be considered in the adoption of new regulations and the review of specific proposals. Using the UVTMA Mobility Checklist will identify many of the features of walkable, smart growth communities that are pedestrian, bicycle, healthy-lifestyle and energy-conservation friendly.

Goals, Objectives and Actions

Goal G **Plan, maintain and provide for safe, efficient, sustainable, and multi-modal transportation facilities that serve existing and planned land uses throughout the town and region and are consistent with the character of Norwich and the region.**

Provide and maintain an efficient and safe network of roads, sidewalks, bikeways and trails that incorporate rural aesthetics and encourage alternative modes of travel.

Action G.1.a Maintain an up-to-date bridge and culvert inventory and use that inventory to prioritize and schedule replacements and repairs to those structures.

Encourage new development if any to locate where there is existing transportation capacity and to meet all the objectives of this section.

Create a long-range plan for creation and maintenance of future sidewalks, bikeways, trails and park-and-ride lots to be updated on a regular schedule.

Action G.3.a Proposed major changes in land use, either new development or changes in zoning districts, should be evaluated based on the existing or planned capacity of transportation facilities serving the area.

Action G.3.b For long-range planning for maintenance and capital improvements of roads and bridges, use available and appropriate tools. Plans should be reviewed by the Planning Commission, Conservation Commission and Transportation Committee to ensure coordination with land use planning and resource protection.

Plan for and develop long-term solutions when there is a demonstrated need to address traffic congestion, particularly alternatives to widening roads or installing traffic signals while being mindful that Norwich has chosen to be a rural community with valuable aesthetic standards rather than a suburban community with suburban characteristics and standards.

Action G.4.a Use roundabouts, where feasible and necessary, to keep traffic moving at a steady but slower pedestrian-friendly

Comparison 11/21/2017 11:02 AM
Deleted: Objective

Comparison 11/21/2017 11:02 AM
Deleted: Provide

Comparison 11/21/2017 11:02 AM
Deleted: maintain an efficient

Comparison 11/21/2017 11:02 AM
Deleted: safe network of roads, sidewalks, bikeways and trails

Comparison 11/21/2017 11:02 AM
Deleted: incorporate rural aesthetics

Comparison 11/21/2017 11:02 AM
Deleted: encourage alternative modes of travel

Comparison 11/21/2017 11:02 AM
Deleted: ... [27]

Comparison 11/21/2017 11:02 AM
Deleted: ... [28]

Stuart Richards 1/2/2018 8:24 PM
Deleted: available

Stuart Richards 12/31/2017 2:31 PM
Deleted: to

Comparison 11/21/2017 11:02 AM
Deleted: Objective G.4 Plan for and develop long-term solutions to traffic congestion, particularly alternatives to widening roads or installing traffic signals.

Comparison 11/21/2017 11:02 AM
Deleted: Improve and create an interconnected road network to avoid congestion. ... [29]

pace.

Action G.4.b Facilitate alternative modes of transportation, such as sidewalks, bikeways, park-and-ride lots, carpooling and public transit.

Action G.4.c Consider how best to promote multi-modal transportation uses when making changes in land use.

Comparison 11/21/2017 11:02 AM
Deleted: c

Comparison 11/21/2017 11:02 AM
Deleted: d

Consider the aesthetic enjoyment of traveling on the road and effects on wildlife habitat, in addition to safety and cost, in decisions regarding changes within the road right-of-way.			

Action G.5.a Adopt policies and guidelines to be followed when upgrading town roads, taking into consideration necessity, cost, safety, aesthetic enjoyment of traveling on the road, provisions for bike and pedestrian traffic, and other concerns of residents served by the roads.

Comparison 11/21/2017 11:02 AM
Deleted: [30]

Action G.5.b Utilize design concepts developed in the corridor master plan (Final Report - Main Street/Route 5 and Route 10A Transportation Corridor Plan for the Town of Norwich, Vermont, December 2000) as guidelines for future transportation facility planning in the village if residents agree.

Action G.5.c Consider effects on wildlife habitat and travel corridors when making changes within road rights-of-way.

Promote creation of an interconnected system of trails, paths, bikeways, and sidewalks to meet the recreation, health, and transportation needs of Norwich residents.			

Action G.6.a Create and maintain a master plan for future trails, paths, sidewalks, and bikeways. Use the master plan as a basis for pursuing grants and other funding for design, right-of-way acquisition, and construction of planned improvements.

Comparison 11/21/2017 11:02 AM
Deleted: [31]

Action G.6.b Build pedestrian and bicycle paths connecting village centers, recreation areas, town facilities, and paths to other towns to promote health, safety, and alternative modes of transportation in Norwich.

Action G.6.c Incorporate the needs of cyclists and pedestrians into all transportation facility planning and review of future development

Action G.6.d Accommodate bicycle and pedestrian safety when rebuilding and upgrading roads and bridges.

Continue to provide additional protection for the exceptional scenic, historical, and cultural qualities of Norwich's designated scenic roads under the Norwich Scenic Road Ordinance.			

Action G.7.a Review and update the current Norwich Scenic Road Ordinance based on its past effectiveness and current concerns.

Comparison 11/21/2017 11:02 AM
Deleted: [32]

Consider the potential value of Class 4 roads, legal trails or ancient roads for recreational trails or for future			

roads before any reclassification or change in these roads or discontinuance of public rights-of-way.

Action G.8.a Consider the following prior to re-classifying or discontinuing any Class 4 road:

Comparison 11/21/2017 11:02 AM
Deleted: ... [33]

1. Recreational use, connections to other trails, access to public land
2. Suitability to upgrade to future Class 3 road based on topography, geology, and environmental impact
3. Potential for providing access to areas suitable for future development based on land use objectives of town plan
4. Potential for providing future link between existing Class 3 roads and, if so, benefit to vehicular transportation network and emergency response
5. Liability to town in current condition
6. Effect of change of classification on abutting landowners' use of their property
7. Historical significance of thoroughfare
8. Public opinion

Action G.8.b Consider the following prior to discontinuing any legal trail or ancient road:

1. Recreational use, connections to other trails, access to public land
2. Suitability to improve the right-of-way for vehicular travel or recreational use based on topography, geology, and environmental impact
3. Potential for providing access to areas suitable for future development based on land use objectives of town plan
4. Potential for providing future link between existing town roads and, if so, benefit to vehicular transportation network and emergency response
5. Liability to town in current condition
6. Effect of change of classification on abutting landowners' use of their property
7. Historical significance of thoroughfare
8. Public opinion

Ensure that all private roads meet basic standards appropriate for Norwich's climate, terrain and rural character in order to protect public safety, infrastructure, and the environment, and promote multiple modes of travel.

Action G.9.a Regulate intersections with private roads and town roads by providing standards for sight distance, intersection angle, percent of grade at intersection, and any other criteria to promote safety and prevent damage to town roads.

Comparison 11/21/2017 11:02 AM
Deleted: ... [34]

Action G.9.b Encourage the use of shared driveways to reduce the number of private roads intersecting the town roads.

Action G.9.c Continue to regulate the design and construction of private roads serving two or more houses, and private driveways for single-family residences, to facilitate access by emergency and service vehicles, protect public safety and limit environmental impacts.

Action G.9.d Where possible, design private roads to follow existing tree lines, stone walls, ridgelines, or other topographical features and to protect rural character to the greatest extent possible.

Action G.9.e Create guidelines for the design and construction of private roads and driveways to have minimum impact on significant natural resources and scenic views.

Action G.9.f Continue to regulate the design and construction of private roads and driveways to ensure that appropriate stormwater management techniques and infrastructure are used to minimize run-off, sedimentation and flooding of downslope infrastructure, property and waterways.

Action G.9g Continue to regulate and establish safe grades and other aspects of private driveways so that emergency vehicles can access residences.

Balance the decision to retain the town's ancient road rights-of-way for the benefit of town residents with the rights of individual landowners.			

Increase awareness and use of existing public transportation to reduce future traffic congestion in the town and region, environmental impact, and wear-and-tear on roads.			

Comparison 11/21/2017 11:02 AM
Deleted: . ... [35]

Action G.11.a Promote use of public transportation by providing park-and-ride lots in publicly agreed upon locations, bike racks at bus stops, bike racks on buses, small bus stop shelters, and similar improvements to make public transit more convenient.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [36]

Action G.11.b Revise land use regulations to allow both public and private park-and-ride facilities in key locations to allow commuter traffic to transfer from single-occupant vehicles to public or private busses or carpools.

Action G.11.c Facilitate carpooling through use of ride-share physical or electronic bulletin boards.

Encourage more students to use the school bus system to alleviate traffic congestion in the village and at Ledyard bridge.			

Action G.12.a Create programs to educate parents and students of the advantages of using the school bus system.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [37]

Action G.12.b Design or plan any improvements to the school's traffic circulation pattern, access drive or parking area primarily to accommodate safe bus transportation, walking and cycling, and to discourage parents from driving to the school to drop off and pick up students.

Coordinate transportation and land use planning with surrounding towns keeping Norwich's priorities uppermost.			

Action G.13.a Meet with officials from surrounding towns to discuss planning objectives and specific proposals that impact both towns.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [38]

Incorporate the following UVTMA Checklist Goals into land use planning and development review where feasible.			

1. Proximity to Services, Employment, and Transit. The most effective way to reduce single-occupant vehicle (SOV) transportation is to locate housing near services and employment recognizing that most residents work out of town and on transit routes. Promote car pooling.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [39]

2. Pedestrian and Cyclist Orientation. These features encourage people to walk and cycle instead of getting into their automobiles. Routes for pedestrians and cyclists within the proposed development should be convenient, attractive and safe. The design also should provide for the easy use of strollers, scooters, roller blades, walkers and wheelchairs.
3. Density/Location. Concentrated development in appropriate places supports pedestrians, cyclists, and public transportation opportunities.
4. Mix of Uses. In appropriate places, transit stops should have a mix of residential, civic, and commercial land uses, as well as other land uses nearby. The mix should offer people opportunities to live and work close to transit, to obtain at least basic goods and services, and to use transit to travel to other places.

Comparison 11/21/2017 11:02 AM
Deleted: "Villages" at

5. Parking. Parking should be minimized while encouraging active transportation alternatives where and when they exist to the SOV. In the absence of public transportation adequate parking should be provided.

Participate actively in the regional transportation planning process to ensure that regional plans support the goals, objectives and policies of the Norwich Town Plan and that Norwich takes advantage of regional solutions to transportation issues affecting town residents.			

Action G.15.a Ensure regular representation to all regional transportation entities, such as UVTMA, Advance Transit, Upper Valley Trails Alliance, etc.

Comparison 11/21/2017 11:02 AM
Deleted: . ... [40]

Action G.15.b Investigate the possibility of passenger train service.

Comparison 11/21/2017 11:02 AM
Deleted: possibilities

Energy

We are in an era of significant change in the use of energy and the management of energy resources. Change based on new research and technology is so rapid that many of the concepts and programs addressed in this chapter may be obsolete within a few years, but the goal of moving to a more sustainable world by conserving resources and reducing greenhouse gases will remain.

This goal will be attained by reducing energy demand within our homes and businesses and in our transportation system and converting to renewable non-fossil-fuel energy sources. The benefits of an effective energy policy are economic, environmental, and social.

Profile

History and Trends

Originally energy needs were met locally: forests for fuels, rivers and streams for mills, physical labor from man and beast for work and transportation, and perhaps some wind power. The 20th century brought a switch to inexpensive fossil fuels for transportation, heat, and electric power, as well as a move away from local energy sources. By the end of the century, with 85 percent of the money spent by Vermonters on energy going out of state or country, most of the money spent on energy is exported from our local economy and does not return to create jobs or buy goods locally. In addition, foreign fuel sources are unstable, and subject to huge price swings and supply shortages beyond our control.

With the dramatic increases in the cost of energy derived from fossil fuels in the last 40 years, we have witnessed major changes in building construction, transportation, and general energy efficiency. Recognition of the threat of climate change has accelerated the move away from fossil fuels in the last 10 years and heightened interest in solar, wind and other renewable noncarbon-based energy resources. It is clear that this trend will continue.

Energy Use

The State of Vermont set a goal of meeting 90% of its energy needs through efficiency and renewables by 2050. As of 2014, Norwich was meeting less than 20% of its annual energy needs through renewables as follows:

- 29% of the 174,000 MMBTUs used for heat. A well-insulated, 1,500 square foot home in Vermont uses about 75 MMBTUs per year for heat. There are approximately 1,640 homes in Norwich, most of which are larger than 1,500 square feet.
- 26% of the 57,000 MMBTUs used for electricity. The average household in Vermont uses about 7,200 kWh (24.6 MMBTUs) of electricity per year. There are approximately 1,350 households living in Norwich.
- 7% of the 211,000 MMBTUs used for transportation. The average personal vehicle in Vermont is driven 15,000 miles per year and gets 25 miles to the gallon, consuming 72 MMBTUs per year. Norwich residents have approximately 2,600 personal vehicles. *

Source of Data- Vermont Community Energy Dashboard

Norwich is typical of Vermont communities relative to energy consumption. More than 75% of energy consumed in Vermont today is from fossil fuels, and it is used primarily for heating and transportation. Meeting the 90% goal by 2050 will require significant improvements in the energy efficiency of buildings and in the transportation sector. For example, there has been a significant increase in the amount of energy being generated from photovoltaic solar systems in Norwich. As of 2017, approximately 1,420,900 kWh/year is being generated by a total of 1093 kW in photovoltaic solar installations: 219 homes (both on-site and off-site installations), 1 business, and 1 church in Norwich. This represents 16.4% of the homes in Norwich.

Energy Resources

Wind Resources. Wind speeds in Norwich, even in the higher elevation areas on the western side of town, are relatively low, suggesting that utility-scale wind farms are unlikely to be feasible in Norwich.

Solar Resources. A combination of forest cover and topography significantly reduces the areas of town that are suitable for solar power generation. The suitable sites are primarily located in the eastern portion of town where the topography is less severe, there is more open land and there is access to existing infrastructure.

Siting Standards and Guidelines

The following sites have been reviewed by the Norwich Planning Commission as locations that should be given priority as renewable energy generation sites and those locations where renewable energy is not appropriate and would violate community standards.

These parcels qualify as a Category II site for a solar array not larger than 150 kW AC:

Parcel 11-045-200, located at 673 Union Village Road
Parcel [12-001.300.b], located at [intersection of Farrell Farm Rd and Starlake Ln]

These parcels qualify as Category III sites for a solar array not larger than 500 kW AC:
Parcel 11-104-000, located at 635 US Route 5 North
Parcel 11-105-000, located on US Route 5 North

Future Energy

The town's energy future is inextricably linked with energy policies and economic forces at the state, federal, and international levels. While Norwich is limited in its ability to affect a national energy policy, town government does have significant local influence. The town is the unit of government closest to the citizens, and is therefore most accessible to the participation of every individual.

Norwich views the implementation of this Energy Resource Conservation Plan as the initial step in the development of a sustainable energy future. Our long-term vision is to become a model of sustainable energy practices by: reducing our energy use through utilization of energy-efficient end-systems; achieving the maximum development of local renewable resources that is economically feasible; and thoroughly evaluating and modifying, wherever feasible, our patterns of energy use, settlements, transportation, and industry to minimize environmental impacts and carbon emissions that contribute to the problem of climate change. By implementing these goals, we expect to reap long-term economic, environmental, and quality-of-life benefits. Since our air and water quality as well as the quality of life in Norwich are affected by our energy use, we must take responsibility for the environmental effects of our energy use, in consideration of generations yet to come. Therefore, the Town of Norwich resolves to take action that will create a sustainable energy future; one that minimizes environmental impact, supports our local economy, and emphasizes energy conservation, efficiency, and the increased use of local and regional clean renewable energy sources.

Energy Conservation

In addition to energy-efficient buildings, the conservation of energy in Norwich should also include land use and transportation policies. Land use issues addressed in Chapter 12 and transportation issues addressed in Chapter 9 include the importance of sustainable development patterns that reduce the need for excessive use of private vehicles. Building in a more compact manner in areas near existing roads and public transportation will minimize the increased use of inefficient single-occupancy vehicles. Planned Unit Developments (PUDs) should include provisions for public transit, pedestrian and bike paths within the developed area and connecting to other destinations.

Energy-efficient buildings are a critical component of energy conservation. The town should continue to support state programs such as the Vermont Residential Building Energy Standards Certificate to mandate the energy-efficient construction of new buildings and create incentives to retrofit existing buildings to be more energy efficient. The town should continue to set an example by implementing energy conservation programs for all new and existing municipal buildings. Energy efficiency and the reduction of greenhouse gases shall be considered in the purchase of new town vehicles and machinery.

Comparison 11/21/2017 11:02 AM
Deleted: higher-density housing

Comparison 11/21/2017 11:02 AM
Deleted: ou

Comparison 11/21/2017 11:02 AM
Deleted: d

Goals, Objectives and Actions

Goal H **Reduce overall energy consumption within the town through conservation and efficiency, thereby decreasing the adverse environmental and economic impacts associated with energy consumption and volatility in fuel prices, reducing dependence on oil, and lowering energy costs where possible.**

Model responsible energy use through municipal actions, decisions, purchases and projects subject to resident sensitivity to citing and scale of energy projects.			

Action H.1.a Reduce energy consumption in all town buildings and operations.

Action H.1.b Investigate and consider energy conservation and efficiency measures for use in all town buildings and operations.

Action H.1.c Encourage the development and use of local low-pollution, low-carbon- emission renewable energy resources for all town buildings and operations. The use of combustion-based energy sources in the village center should include controls on particulate emissions.

Action H.1.d Encourage conversion of older wood stoves to new cleaner-burning EPA-certified wood stoves. Do not permit use of outdoor wood boilers unless they meet strict emission control standards.

Action H.1.e Investigate prospects for a district heating system in the town center, ideally a cogeneration system that would create electricity as well as space heat.

Action H.1.f Conduct complete energy audits of all town buildings to identify areas of energy waste and areas of potential savings, determine whether end-uses of energy are properly matched with the types of energy sources used, recommend cost-effective energy conservation and efficiency measures and modifications that will make use of renewable energy, prioritize these modifications and incorporate them into the Town's Capital Budget, and implement programs as prioritized by the previous steps.

Action H.1.g Construct all new municipal buildings according to standards of energy efficiency at least equivalent to Energy Rated Homes of Vermont 4-star level or other state energy code. Mandate that all new buildings that will involve heating and cooling consider the lowest carbon emission heating/cooling plant design - for example, cold-climate heat-pump technology.

Action H.1.h Develop and implement a program of upgrading to, and maintaining, energy-efficient and nonpolluting exterior lighting for both public and private facilities including streetlights. Exterior lighting should be controlled by timers and light sensors to reduce usage when not needed and only low-level security lighting should be on all night.

Action H.1.i Use life-cycle cost planning in evaluating all decisions concerning the purchase by the town of any equipment, vehicle, or other item requiring energy consumption. Use comprehensive pollution analysis in this decision-making process. Require a public discussion of the trade-offs between pollution, CO_2 emissions, and energy costs as identified by life-cycle cost analysis. The town must consider together its twin goals of pollution reduction and cost reduction.

Action H.1.j Engage in long-range planning for the use and acquisition of sustainable low-pollution energy. Include environmental and pollution risks and benefits in this planning process.

Action H.1.k Increase the energy efficiency of all town vehicles by the use of alternative fuels and hybrid-drive systems in town vehicles and other technological advances as they are developed and as vehicles wear out. The ecological and social impacts of specific types of alternative fuels should be considered before their adoption for town vehicles. Analyze the routes and travel of all town vehicles in order to recommend changes that will reduce transportation costs.

Comparison 11/21/2017 11:02 AM
Deleted: ... [41]

Comparison 11/21/2017 11:02 AM
Deleted: high-density town

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Action H.1.l Manage town forest land, where possible, to provide high-value locally produced durable wood products, recreational uses, and wildlife habitat for the benefit of the town and its residents in a sustainable manner. Where sound forest management practices dictate, some wood may be harvested for use as fuel as a "transition" fuel source.

Action H.1.m Study the feasibility and cost effectiveness of converting municipal buildings and schools to the lowest possible carbon emission heating and cooling systems, including cold-climate heat pumps.

Action H.1.n Consider conversion of legacy oil burners to bio-diesel "boost" heat sources for cold-climate heat pump systems.

Action H.1.o Consider systems that burn wood chips, wood pellets, grass pellets, and other fuel stocks whose combustion releases carbon only if noncombustion systems are deemed not feasible.

Require that cost-effective conservation, efficiency, renewable energy technologies and techniques be incorporated into all new publicly funded structures erected in the town.		
Encourage the use of energy-efficient materials, technologies and techniques in all new privately owned structures erected in the town.		

Action H.3.a Facilitate compliance with state mandated energy efficiency codes including the Vermont Residential Building Energy Standards Certificate through directing building permittees to free consultation with Efficiency Vermont.

Action H.3.b Create Incentives for meeting or exceeding state and federal or industry energy efficiency standards in the construction of all buildings.

Encourage and support land use policies that promote energy conservation, the development of local renewable energy sources, and reduced travel requirements to work, services, shopping, and recreation.		

Action H.4.a Adopt land use and zoning ordinances that encourage energy conservation and efficiency and the environmentally sound development of local renewable sources of energy.

Action H.4.b Encourage agricultural activities and seasonal farm stands so that local produce can be marketed locally.

Action H.4.c Allow appropriate home occupations in order to reduce commuter transportation.

Promote development of local clean, low-pollution (e.g. solar, hydro,) renewable resources as a replacement for		

Comparison 11/21/2017 11:02 AM
Deleted: Studying

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Comparison 11/21/2017 11:02 AM
Deleted: (GSHP).

Comparison 11/21/2017 11:02 AM
Deleted: GSHP

Comparison 11/21/2017 11:02 AM
Deleted: non-combustion

Comparison 11/21/2017 11:02 AM
Deleted: ... [42]

Comparison 11/21/2017 11:02 AM
Deleted: ... [43]

Comparison 11/21/2017 11:02 AM
Deleted: ... [44]

Comparison 11/21/2017 11:02 AM
Deleted: Action H.4.b Encourage outlying village centers (growth centers) to promote land use that would create or lead to energy-efficient development patterns ... [45]

Comparison 11/21/2017 11:02 AM
Deleted: d

Stuart Richards 1/2/2018 8:39 PM
Deleted: wind

imported nonrenewable resources and for combustion-based energy sources.

Action H.5.a Identify and protect potential clean, low-pollution renewable energy resources such as hydro, solar, and cold-climate heat pumps

Action H.5.b Encourage and support the development and use of clean, low-pollution, local renewable energy resources for the town's residential, commercial and industrial sectors

Action H.5.c Encourage townspeople and developers to use clean, low-pollution local and/or renewable resources and technology on a sustainable basis.

Action H.5.d Promote environmentally sound development of the town's clean, low-pollution renewable energy resources.

Action H.5.e Encourage use of clean, low-pollution renewable energy sources instead of imported non-renewable energy supplies and combustion processes.

Action H.5.f Recommend construction design standards and siting requirements that encourage solar heating and lighting and cold-climate heat pumps or other low-carbon-emission technologies in all new buildings.

Comparison 11/21/2017 11:02 AM
Deleted:

Comparison 11/21/2017 11:02 AM
Deleted:

Stuart Richards 1/2/2018 8:39 PM
Deleted: wind

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Comparison 11/21/2017 11:02 AM
Deleted: ing

Comparison 11/21/2017 11:02 AM
Deleted: wherever economically feasible

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Ensure that energy supplies will be reliable, affordable, and environmentally sound and subject all modifications or additions to energy projects to a sound return on investment financial standard.

Action H.6.a Require that all wood-burning installations meet all applicable National Fire Protection Association (code # 211) safety requirements and Federal EPA emissions standards. Encourage a switch away from wood-burning to cold-climate heat pumps in areas zoned to allow denser development and areas subject to inversion conditions.

Action H.6.b Promote state and/or local tax abatement programs for improving the sustainable management of forests.

Action H.6.c Protect designated productive forest lands from development by working with land trusts and owners to acquire conservation easements to protect forest lands and/or by offering tax stabilization agreements to landowners who agree to manage their forests for wood products, recreational uses, and wildlife habitat in a sustainable manner.

Comparison 11/21/2017 11:02 AM
Deleted: Objective H.6 Ensure that energy supplies will be reliable, affordable, and environmentally ... [46]

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Comparison 11/21/2017 11:02 AM
Deleted: high-density

Comparison 11/21/2017 11:02 AM
Deleted: c

Comparison 11/21/2017 11:02 AM
Deleted: d

Increase public awareness of energy issues and build public support for energy efficiency, pollution reduction, and sustainable energy policies.

Action H.7.a Encourage and support public energy education and awareness programs that responsibly consider the environmental impacts of energy decisions.

Comparison 11/21/2017 11:02 AM
Deleted: ... [47]

Action H.7.b Provide resources for information on conservation and efficiency technologies including efficient transportation; local clean, low-CO_2 renewable resources; related town, state, and federal energy programs; and available funding and financing for these programs. These resources may be made available at the Norwich Public Library, town offices, and town web site.

Action H.7.c Provide information on local and regional funding for residential energy audits and cost-effective weatherization services for all existing homes, with special emphasis on low-income housing.

Action H.7.d Provide information to encourage the use of local wood products and resources.

Action H.7.e Promote a campaign to educate the community on solar technologies, such as passive solar heating and natural lighting, as well as other low-carbon-emission technologies such as cold-climate heat pumps.

Action H.7.f Promote community weatherization programs to increase the energy efficiency of existing homes using additional insulation and other cost effective sustainable techniques. Programs should provide information regarding any health risks of specific types of insulation and about the importance of maintaining adequate ventilation to allow adequate air exchange.

Action H.7.g Consider adopting local building codes to maintain energy efficiency, personal safety, and sustainability.

Action H.7.h Provide information to residents about existing and potential solar, wind and hydro-powered generating sites, procedures for developing solar, wind power and hydroelectric power, and available solar, wind and hydro-powered generating systems. Provide information on net-metering opportunities.

Action H.7.i Encourage state legislators and regulators to support distributed power generation opportunities such as net metering below zero, allowing residential hydro, solar, and wind systems to be net sellers of power to the grid.

Comparison 11/21/2017 11:02 AM
Deleted: builders and architects

Comparison 11/21/2017 11:02 AM
Deleted: ground-source

Comparison 11/21/2017 11:02 AM
Deleted: allow

Coordinate land-use and transportation planning that promotes energy-efficient transportation.			

Action H.8.a Promote cost-effective energy efficiency in future transportation planning.

Comparison 11/21/2017 11:02 AM
Deleted: [48]

Action H.8.b Promote and implement strategies to encourage ride-sharing, public transit, bicycling, and walking.

Action H.8.c Encourage the use of existing public transportation and school bus routes, state car-pooling and van-pooling programs, and other transportation alternatives.

Action H.8.d Promote the development and use of a system of trails, greenways, sidewalks, bicycle paths, and commuter parking lots as safe and viable transportation components.

Action H.8.e Encourage the installation of bicycle parking racks at major activity areas such as schools, recreation facilities, shopping centers, major places of employment, and mass transportation facilities.

Action H.8.f Encourage the installation of electric-vehicle charging stations.

Action H.8.g Provide shelters, where needed, for pedestrians and bicyclists at bus stops and ride-share pickup locations.

Action H.8.h Include bicycle paths as a component of the town's Capital Improvement Program and pursue federal and state funding for their construction.

Comparison 11/21/2017 11:02 AM
Deleted: g

Action H.8.i Include bicycle paths, pedestrian walkways, and mass transportation access in review of all proposals for commercial development, PUD housing, and town facilities.

Comparison 11/21/2017 11:02 AM
Deleted: h

Action H.8.j Adopt zoning regulations that support development that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units.

Stuart Richards 1/20/2018 7:27 PM
Deleted: Consider whether to adopt Adopt

and reduce transportation needs.

Stuart Richards 1/20/2018 7:27 PM
Deleted: compact

Action H.8.k Consider transportation efficiency issues and bicycle use when making road expansion decisions.

Comparison 11/21/2017 11:02 AM
Deleted: of mixed-use growth centers containing daily services to residences, thereby reducing

Encourage and support the retrofitting of older buildings as a more energy-efficient and sustainable practice than demolition and rebuilding.			

Comparison 11/21/2017 11:02 AM
Deleted: j

Comparison 11/21/2017 11:02 AM
Deleted:

Action H.9.a Consider the total cost of energy use and sustainability when determining whether to retrofit an older building or demolish it and re-build. Energy costs may include demolition, disposing of used materials, manufacturing and transporting new materials, and construction. The embodied energy costs - energy used to create the materials and construct the original building - may also be considered and include the energy used to create the materials and construct the original building.

Action H.9.b Provide information to owners of older and historic buildings about the many tax credits, grants, and low interest loans created to support both historic preservation and energy efficiency.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [49]

natural and historic resources

Norwich's citizens value the town's natural resources and are concerned with their protection. This has been shown by the responses to several town-wide surveys and questionnaires conducted by the Planning and Conservation Commissions over the past decade. The Capital Land Fund, in existence for more than two decades, is evidence of community support through annual dedications of public funds for conservation and resource protection.

Norwich's natural resources are valued for contributing to its citizens' well-being and the town's rural character. This chapter will explore the past and present state of Norwich's natural, scenic and historic resources and suggest how those resources should be treated in the future.

A Changing Landscape

The colonists who first moved into the forested lands of the Norwich Town Grant did so with the intention of making use of the area's natural resources. They settled along the river plain and above the fall-lines of the brooks, where there was good soil. At first, they avoided the ancient bed of glacial Lake Hitchcock, where they found soggy clays and wetlands, and where the streams were clogged with flood debris.

As more immigrants arrived, they cleared and settled the land between the banks and deltas by the lake created over several thousand years while the continental ice sheet was retreating. Early settlers quickly deforested much of the arable land using a slash-and-burn technique to create farm fields and pastures. This rapid change in the landscape had many impacts on the town's natural systems – loss of species as habitat disappeared, alteration of soils, extensive erosion from deforested uplands that deposited silt and modified streams, damming and diversion of streams for waterpower and irrigation. As the town developed, residents began extracting the glacial deposits of sand and gravel for construction and road building, a practice that continues today.

Once the broader expanses of level land were settled, homesteaders worked their way along the main brook valleys, which provided natural corridors where roads could be more easily built. The landscape of the early 19th century was one characterized by significantly more open land than exists two centuries later. Hillside farms, always marginal, were abandoned after several generations struggled to subsist on their poor lands; the fields and pastures reverted to their natural forested state. Evidence of these farmsteads can still be found – segments of stone walls, depressions created by old cellar holes, remnants of stone foundations or chimneys – in what looks like undisturbed forest today.

The town's higher ridges and peaks remained largely undeveloped, although all but the least accessible lands have been logged at some point during the last 250 years. Today most of the steep hills and ridges are covered in forest, creating scenic vistas from both the valleys and the peaks. Norwich's topography affords many opportunities for scenic views from the roads that travel along valleys and up into the hills. These vistas are major contributors to the rural character enjoyed by Norwich's residents.

Over the last 50 years, Norwich's landscape has again been experiencing change. Residential development has been moving out from the river valley up into the hills. Modern technology and infrastructure have allowed us to live in places previously too inaccessible or difficult to build on. While many of the homes located in the town's uplands are barely visible as one travels the wooded back roads, each new house affects the natural systems around it to some degree. The impact of those many small changes can have significant cumulative effects – fragmenting wildlife habitat, altering surface drainage patterns, generating pollution. While we generally recognize the importance of the town's natural systems and their functions today, we continue to change the landscape around us and utilize its resources as suits our purposes.

Air and Climate

Air Quality

Like most of Vermont, Norwich enjoys excellent air quality. Given the absence of large-scale industry or major urban centers in the region, local air quality concerns are limited mainly to vehicle emissions, especially from idling vehicles, heating systems, and dust generated by construction and excavation sites. The cumulative effect of these local sources of air pollution may increase with additional growth and may have a greater impact on air quality in the future.

Of more immediate concern are impacts on air quality resulting from pollution generated far from Vermont. Most notably, the coal-burning power plants of the Midwest have been cited as the main cause of acid rain and other airborne pollutants, which are detrimental to the health of forests and pond ecosystems throughout the Northeast. Clean air is a basic resource that can no longer be taken for granted even in rural communities like Norwich.

Climate

Climate represents the average weather conditions characteristic of an area over time. Weather patterns are an important consideration for planning and design because of their effect on such things as soil erosion, plant growth, storm water runoff and flooding, groundwater supplies, road maintenance, energy demand and alternative energy supplies. Weather patterns, especially wind, also influence air quality.

Norwich experiences average high temperatures in the low 80s during the summer and average lows in the single digits above zero during the winter. However, short periods of highs above 90°F and lows below 0°F occur most years. Two to three inches of precipitation can be expected most months, as shown in Figure 11-1.

The effects of climate change are already evident in Norwich, including more intense storms linked to rising average temperatures. Over the next 50 years, climate change models have projected that the average temperatures in the region will increase by five to nine degrees Fahrenheit. Such an increase would reduce the number of months with average low temperatures below freezing from the current six, to four, and increase the number of months with average highs above 80°F from two to three or four.

While many of us human residents may not miss the extra months of winter weather, the plants and animals around us will. Climate change will alter the town's natural environment by changing the plant species that can thrive in Norwich, the migrating patterns of waterfowl and songbirds, the temperature of rivers and ponds, and countless other changes throughout parts of the interconnected web of life. The climate and natural environment will become more like that of the mid-Atlantic region.

Terrain, Geology and Soils

Topography

Elevation. The elevation in Norwich ranges from 400 feet above mean sea level along the banks of the Connecticut River to 1,850 feet atop Gile Mountain. The dramatic rise from the valley floor to the upland ridges and hilltops creates the varied terrain that is an important component of the town's character. Norwich's landform is often described as a hand, with the palm being the relatively level lands of the river valley and the fingers being the narrow stream valleys that extend up into the hills. There are a number of named mountains and hills as shown on Map 5.

Slope. Steep slopes characterize significant portions of Norwich, as shown on Map 6. Slope is one of the primary characteristics of land that influences the uses it can support. While the map shows general areas of moderately and severely steep slopes, site assessments may be needed to accurately delineate steep slopes and determine the management requirements for specific properties.

Percent of slope is one way to describe the steepness of land and measure change in elevation over a given distance. A one percent slope equals a one-foot change in elevation over a 100-foot distance. The Natural Resources Conservation Service (NRCS) recommends careful management to limit site disturbance on slopes in excess of 15 percent and suggests avoiding all construction activities on slopes in excess of 25 percent to prevent soil erosion, increased runoff, downstream flooding and other hazards.

On steep slopes, soils are typically shallower, the volume and velocity of surface water runoff is increased and the erosion potential is greater than on level ground. Maintaining or restoring forest cover is the optimal solution for controlling erosion and slowing runoff from steep slopes. The tree canopy helps to dissipate the energy forces of a strong rainfall, while tree roots hold soil in place. Dropped leaves and forest litter help to prevent soil compaction, fertilize the soil, retain moisture, allow water to infiltrate the soil and recharge groundwater supplies.

Ridgelines. As described above, the town's topography includes a number of prominent hills and ridgelines, which are characterized by their elevation and steep slopes. In addition to physical limitations and impacts on natural resources, development on steep slopes and prominent ridgelines can adversely affect scenic

character. Development on hillsides, summits and ridgelines, especially at higher elevations, is often highly visible from numerous vantage points. Such development also contrasts dramatically with the natural backdrop of unbroken forest.

Bedrock Geology

The Connecticut Valley marks an important geologic boundary as well as the political boundary between Vermont and New Hampshire. The Ammonoosuc fault line lies just east of Interstate 91 along the river. Road cuts along the interstate reveal the geologic history of the valley, which included periods of sedimentary rock formation when all of New England was under the Atlantic Ocean and volcanic activity that metamorphosed older rocks.

The valley also contains a wealth of depositional and erosional features related to the more recent glaciation during the last ice age. Most of what we now call the Connecticut Valley existed before that last period of glaciation. Ice pushed into the valley from the north, gouging it deeper and wider. When the glacier began to melt, the valley was flooded, forming an immense body of water referred to as Lake Hitchcock. At one time Lake Hitchcock and Lake Vermont (the glacial-era Lake Champlain) were only separated by a few miles. Large amounts of sediment were released from the melting ice and were deposited on the lake bed. As the floodwaters receded, the river cut a channel through the former lake bed and its deposited sediments.

Soils

The physical and chemical components of soil vary greatly in Norwich and influence the suitability of land for various land uses, such as agriculture and development. The town's soils developed as the landscape and underlying bedrock was shaped by geologic forces and their characteristics are influenced by topography, climate and ecological factors. The Natural Resource Conservation Service has inventoried, assessed and mapped Norwich's soils; its survey data was most recently updated in 1992. In 1994, the maps were converted into digital format and are a layer of the Norwich Geographic Information System (GIS). While the maps provide an excellent basis for town-level planning, site assessments may be needed to accurately determine the types, characteristics and extents of soils on any given property.

Shallow Soils. Soils on ridgelines and hillsides in Norwich are thin (less than two feet to bedrock). Shallow soils increase the difficulty and expense of constructing adequate septic systems. In addition, soils overlaying steep slopes are highly erodible and, like shallow soils, pose similar constraints to septic system installation and proper operation.

Hydric Soils. There is only a small amount of land in Norwich characterized by hydric soils. These soils generally occur in conjunction with streams and indicate that wetlands may be present, including unmapped Class III wetlands.

Sand and Gravel Resources. Norwich has small deposits of sand and significant deposits of gravel. There are several active extraction operations in town and a number of sites that have been previously mined for sand or gravel. The ability to acquire sand and gravel locally significantly reduces the cost of road maintenance within the town. With proper erosion control and reclamation techniques, their extraction can have minimal impact on the environment and the land can be returned to other productive uses. Sand and gravel deposits are a valuable, non-renewable resource for construction, which becomes unavailable for future use if built upon. Further, the sand and gravel deposits near the Connecticut River, and elsewhere, are highly porous and readily transmit septic effluent to the groundwater.

Agricultural Soils. On a nationwide basis, certain soils are designated as prime for agriculture because of their chemical properties and drainage characteristics. As shown on Map 9, Norwich has prime soils within the floodplain of the Connecticut River and Ompompanoosuc River, and on the terraces of the ancient Lake Hitchcock.

Many of the same characteristics that make these soils excellent for farming also make them a prime location for development, as evidenced by the fact the Norwich Village is largely located on agricultural soils. A large percentage of Norwich's agricultural soils are located on parcels of land less than 25 acres in size, which limits their productive use. Some of these soils remain undeveloped and, though not sufficient for large-scale agricultural practices, have potential to be used for vegetable and specialty crops for local and northeastern markets. The ability to grow food locally is one of the components of Norwich's rural character valued by residents.

Forestry Soils. The Natural Resource Conservation Service also has identified the best soils to support commercial forestry, including many upland soils that are too shallow, rocky or steep to support other types of development. As a result, primary forestry soils are generally less threatened by development, but are more sensitive to site disturbance and erosion. To help prevent soil erosion, the state has adopted acceptable management practices to prevent soil erosion and maintain water quality on logging jobs.

Septic Suitability. With no municipal wastewater infrastructure, all of Norwich's homes and businesses rely on soil-based septic systems to treat their sewage. While the town can no longer regulate minimum standards for wastewater systems, as that authority was assumed in its entirety by the state in 2007, the capability of the town's soils to adequately treat waste remains an important planning issue and the town could establish stricter standards than the state while encouraging community septic systems for on-site and nearby sewage disposal for developments that are consistent as to size, scale and number of units in existing developments in Norwich the largest of which is 24 units.
Norwich has large areas characterized by soils that are not well-suited for conventional septic systems. The shallow depth of many of the town's soils noted above is a limiting factor, which often requires the installation of more expensive alternatives such as mound systems, and is one of the factors driving the high cost of new home construction in Norwich. It should not be assumed, however, that the current assessment of the ability of Norwich's soils to adequately treat septic waste will on its own serve to limit development in particular parts of town or control the town's growth rate over time. Wastewater technology continues to evolve and soil conditions are likely to become a less critical factor in septic system design in the decades ahead. New state standards adopted in 2002 reduced the required isolation distances to bedrock and groundwater and allowed for alternatives to conventional systems and has increased the potential for developments to be self reliant for onsite disposal without the use of municipal systems.

Water Resources

Groundwater

Groundwater is the least understood and documented of all our natural resources, yet it is essential to the preservation of life and to economic stability. The entire population of Norwich relies on groundwater for domestic uses. It is tapped from underground springs or fractures in rock, or mined from underground storage areas called aquifers.
Aquifers are subsurface deposits of coarse sand and gravel that, because of the depth of the material and large pore sizes between sand grains and cobbles, hold vast quantities of groundwater. The coarse texture in an aquifer also allows rapid and untreatable diffusion of pollutants. The two types of aquifers are gravel and bedrock. Both can be unconfined or confined (not susceptible to surface water) and both can be vast or limited in quantity and time of recharge. Septic tank effluent, leaking underground fuel storage tanks, landfill leachate, agricultural runoff, or improperly stored hazardous wastes are potential sources of groundwater pollution. The recharge water's passage through vegetation and soil must filter out such toxins; otherwise, the pollution is virtually impossible to remove from the aquifer and its use as a potable water supply would likely need to be discontinued or a water treatment plant would be required. Preventing pollution spills or leaks,

creating or maintaining vegetated buffers, following accepted manure management practices, and establishing setbacks within recharge areas are effective methods of protecting drinking water supplies stored in aquifers.

Norwich Village Water Supply. Since the 1980s, Norwich village's water supply has been an aquifer three miles north along the Connecticut River. It lies in an esker, a thick ribbon of sand and gravel left by a river that ran under the great ice sheet while it was retreating northward. The modern river cut through it, probably when ancient Lake Hitchcock was emptying, so that only its northern part is in Vermont; its southern part extends down through Hanover from the level of the Cold Regions Research and Engineering Laboratory (CRREL). The Fire District owns 27 acres of land at the south end of the Vermont part of the esker to ensure access to it.

The town has incorporated an approximately 69-acre Primary Aquifer Protection Area into its zoning regulations that includes the Fire District's holdings and some of the gravel mine to the north. A Secondary Aquifer Protection Area includes the entire watershed (approximately 2,315 acres) of the stream that flows near the Primary Aquifer Protection Area. The current boundaries of the Primary Aquifer Protection District are based on hydrological studies conducted in 1990. The water quality of the well is affected by the water quality of the Connecticut River and therefore the actual area that needs to be monitored could be extensive. The Connecticut River, the railroad, Route 5 and Interstate 91 all pass near the esker. A major toxic spill on any of these might contaminate the village's drinking water supply.

Given that a portion of the aquifer re-charge comes from the Connecticut River, which is controlled by the State of New Hampshire, continuing cooperation between the two states is important for safeguarding this resource. An interstate aquifer protection district has been proposed, but not yet implemented.

In summary, there is an ongoing critical need to protect the aquifer that supplies Norwich village and other sources of drinking water, and to identify major sources for future needs. Only with planning, education, and action can Norwich assure its citizens that their water and health will be safeguarded from harmful micro-organisms and toxic chemicals. Protecting groundwater deserves the highest priority in formulating plans for the future of Norwich.

Surface Water

Connecticut River. Norwich is located along the Connecticut River, which forms the town's 7.8-mile eastern border. The Connecticut River is probably Norwich's most valued natural, recreational and scenic resource, and has been recognized as a national treasure through its designation as an American Heritage River in 1998. The Connecticut River travels 410 miles from its source in a small lake near the Canadian border to flow into the Atlantic Ocean at Long Island Sound.

The river gathers the flow of 24 major tributaries and thousands of small streams that originate in the mountainous uplands of Vermont and New Hampshire. Its watershed encompasses 41 percent of Vermont's land mass and one-third of New Hampshire's. Between the two states, 52 communities, in addition to Norwich, have a boundary defined by the river. The river can be seen as a living thread that has tied, and continues to tie, the people along its entire length together in one long valley community.

Recent decades have seen the river's resurgence as an important natural and recreational resource. First for Native Americans, then for early European settlers, the Connecticut River was an important corridor for travel and commerce. By the 20th century, the historic practice of dumping waste directly into the nearest stream or river so unwanted pollution would wash away with the flowing waters resulted in major rivers like the Connecticut becoming virtual cesspools whose downstream waters could barely support life.

In recent decades, the river's water quality has markedly improved as upstream communities have installed wastewater treatment plants, and direct discharges of untreated effluent into surface waters have been outlawed. Work remains to be done to clean the river, and prevent pollution from entering its waters. Attention is now being paid to non-point sources of pollution, especially storm water runoff from developed property and nutrient-loading from agricultural lands.

Currently, the Connecticut River as it flows past Norwich is considered Class B according to state and federal water quality standards. Class B waters are managed for aesthetic values, recreation on and in the water, public water supply with disinfection and filtration, high quality habitat for aquatic plants and animals, irrigation and other agricultural uses.

The entire Town of Norwich is located in the Connecticut River watershed, which means that all runoff and surface waters drain to the river. The town is divided into several sub-basins as shown on Map 7. Most of town drains directly to the Connecticut River via Blood Brook and its tributaries or several other small streams that flow directly to the Connecticut. An area in the northeastern portion of town drains to the Ompompanoosuc River, while areas to the west drain to the White River; both rivers are tributaries of the Connecticut.

The Connecticut River Joint Commission includes New Hampshire's Connecticut River Valley Resource Commission, created by the legislature in 1987, and Vermont's Connecticut River Watershed Advisory Commission, similarly created in 1988. These commissions are charged with cooperating in order to preserve and protect the resources of the Connecticut River Valley, and to guide its growth and development. The commissions are advisory and have no regulatory powers, preferring instead to advocate and ensure public involvement in decisions that affect the river and its valley. The Upper Valley River Subcommittee addresses local issues and concerns.

Ompompanoosuc River. The Ompompanoosuc River flows into the Connecticut River in the northeastern corner of town. Only the final three miles of the river's total 25-mile length are in Norwich. The river is impounded by the Union Village Dam, which was completed in 1950 as part of a U.S. Army Corps of Engineers project for flood control. Segments of the Ompompanoosuc River upstream of Norwich are on the state's list of impaired waters. The Elizabeth Mine, an abandoned copper mine in South Strafford approximately seven miles upstream from the Union Village Dam, is leaching highly acidic runoff into the West Branch of the Ompompanoosuc River from a 40-acre tailings pile. The site has been listed as a federal Superfund site and awaits funding for cleanup. The region has a history of copper mining, and several other sites are also likely leaching metallic compounds into the river.

Public Access. Today Norwich's rivers and streams are used extensively by residents and visitors for boating, swimming and fishing. No longer corridors for commerce and industry, waterways are being rediscovered as recreational, scenic and natural resources. The railroad line from White River Junction to Wells River, built in the mid-1880s, limits access to the Connecticut River, yet has also protected the shoreline.

There are only two public water access points in Norwich: a small site north of the Ledyard Bridge on River Road owned by the town, and another belonging to the Vermont Department of Fish and Wildlife on the Ompompanoosuc. A state-owned primitive canoe campsite, accessible from the river, provides for low-impact recreation. A spot for public swimming on the Ompompanoosuc River or Connecticut River does not exist in Norwich, though potential sites exist. Currently, there are no incentives to landowners to create greenways along the rivers.

The Montshire Museum of Science owns more than 2,000 feet of Connecticut River shoreline property, including land on both sides of the railroad right-of-way. The Montshire's property includes an inlet, the lagoon, where Blood Brook enters the Connecticut – a favorite spot for shoreline birds and other animals, as well as recreational boaters. The Montshire's web of trails includes one along part of the shoreline. Its private canoe access in the lagoon and its shoreline trail are open to visitors of the museum.

Small Streams. In addition to the two main rivers, there are a number of smaller streams and brooks in Norwich, as shown on Map 7. The largest of these is Blood Brook, which arises on the slopes of Gile Mountain in the northernmost corner of the town and empties into the Connecticut River near the southernmost corner, running almost the entire diagonal length of the town. Its two largest tributaries are the Charles Brown Brook from the northwest and the New Boston Brook from the north-northeast. A smaller branch, Bragg Brook, joins

near the south end of town. Dothan, Podunk, Tigertown and Mitchell brooks flow southward toward the White River. Avery Brook flows into the Ompompanoosuc River from northeast Norwich through Thetford. All of these brooks have beautiful, clear tumbling water and are recreational resources, to walk alongside or fish or even wade in at spots where there are small swimming holes when the water is high. They support wildlife and provide natural corridors that facilitate travel for many species. They also contribute to the recharge of groundwater supplies, but they are not regularly tested. The quality of water in the town's brooks and streams needs to remain high to support these uses.

Lakes and Ponds. Norwich has one large kettle-hole pond, Star Lake, within its boundary. A portion of the constructed Norford Lake crosses Norwich's boundary from Thetford. There are a number of small ponds supported and controlled by beavers, two of which are ponds at the headwaters of Avery Brook and Mitchell Brook. Other small ponds are associated with larger wetland complexes and many are a result of beaver activity along the town's many brooks.

While beavers sometimes cause flooding that can damage the built environment and working timber stands, overall they are generally beneficial to the natural environment. The consequences of beaver dams are very important for stream ecosystems and the terrestrial environments that surround them. New plant clusters develop on the flooded shorelines and the process of restoring natural rich vegetation that can support a diverse mix of species develops within the transition zones (or ecotones) that form along the edges of the newly-created beaver ponds. Shallow, warmer water creates the conditions needed for the creation of wetland vegetation and a swampy transition zone forms between the water and the land.

Beaver ponds can help improve water quality and reduce downstream sedimentation. The fine sediments and organic substances that fall on the bottom create a perfect substratum for the development of aquatic vegetation. Thanks to the development of vegetation, the streambed is stabilized and the newly-created complex not only catches the sediments, but also acts like a filter and a container of sediments flowing in from the surrounding ecosystems. Due to the accumulation of organic substances, water micro-organisms flourish and aid in the decomposition of pollutants. Beaver ponds also increase the storage capacity within a drainage basin, reducing flooding during spring snow melt and storm events. Water flow is slowed, reducing the potential for erosion and downstream sedimentation.

Riparian Buffers. The maintenance and enhancement of shoreline vegetation is the simplest and most effective means of protecting the many benefits and values associated with surface waters. Maintaining or planting naturally growing woody vegetation alongside surface waters is essential to the health of streams and lakes.

Appropriate buffer width is related to stream bank slope and the purpose of the buffer. A 25- to 50-foot buffer from development may increase stream bank stability and remove sediment on level land and moderate slopes. Greater width would be needed on steeper slopes or where sediment loads are particularly high. In addition to filtering pollutants, a 100-foot buffer will provide food, cover and breeding habitat for many kinds of wildlife. Buffers of several hundred feet are necessary to provide habitat and corridors for some species. Appropriately, vegetated shorelines contribute to maintenance of water quality and shoreline protection in the following ways:

Provide bank support and stabilization;
Help prevent bank undercutting and bank collapse;
Provide food and shelter for fish and wildlife, and corridors for wildlife movement;
Intercept, absorb, and filter out pollutants such as silt, fertilizers, toxic chemicals, and livestock wastes;
Keep water temperatures cool during hot summer months when fish are susceptible to heat stress;
Slow surface water runoff;
Increase wildlife diversity;
Reduce flood and ice damage to stream channels, and adjacent lands and structures; and
Preserve natural character of waters.

Wetlands

Marshes along rivers and streams, swamps, and bogs in woods, areas that are more or less regularly soggy or inundated, are wetlands. Historically, wetlands have been considered a nuisance to be eliminated, but they are now understood to be essential not only for the survival of many species of plants and animals, but also for maintaining the health, safety, and welfare of the general public. These fragile resources protect drinking water supplies by filtering out pollutants and by helping to recharge aquifers. Wetlands minimize flood damage by temporarily absorbing and storing floodwaters. They also present significant development constraints associated with poor drainage and high water tables.

The importance of wetlands has been recognized on a National level since the 1970's. Vermont adopted legislation and rules in 1990. Wetlands of a size and/or quality to fulfill the functions mentioned above are protected. These wetlands, Class I of national significance and Class II of statewide significance, comprise less than five percent of the state's land area.

Wetlands in Norwich included in the National Wetlands Inventory were initially regulated by the 1990 Vermont Wetland Rules as Class II wetlands and required a 50-foot buffer between development and the delineated wetland. Some of the town's major wetland complexes are located in the brook valleys and along the shore of the Connecticut River. The largest wetland in town is an approximately 65-acre area along New Boston Brook. The 2010 Vermont Wetland Rules changed the definition of Class II wetlands from those included in the National Wetlands Inventory to those meeting specific functional criteria identified in the new rules. Most Class II wetlands are already included in the new Vermont Wetlands Inventory. As additional class II wetlands are delineated they are added to the inventory.

Several "advisory wetland inventories" may assist in identifying where potential Class II wetlands may be located. These include a Norwich Conservation Commission inventory based on 1992 infrared aerial photos and limited field checking and a state inventory of "Potential Wetlands" based on NCRS hydric soils maps.

Vernal Pools

Vernal pools are small wetlands characterized by a lack of woody vegetation resulting from the persistence of standing water for a portion of the year. They typically occur in small depressions in upland forests or less frequently in forested swamps. Vernal pools generally lack inlets and outlets, and collect water mainly from precipitation and snow melt. The pools are shaded by the surrounding forest canopy and so can retain moisture well beyond "mud season." Depending on the amount of precipitation in a given year, a vernal pool may be dry or still have standing water by mid-summer.

Vernal pools provide important breeding habitat for amphibians such as salamanders and frogs. In order to support those species the pools need to retain their water during the late-spring/early-summer breeding season. The pools are highly productive ecosystems that provide a rich source of food for a wide variety of species.

Their small size and temporary nature make vernal pools difficult to inventory and protect. Construction of roads, timber harvesting and other development in upland forests around vernal pools can negatively affect the pools and the species that depend on them.

A partial inventory of vernal pools, mapped by the Norwich Conservation Commission in 2006 using infrared aerial maps, is in the Norwich GIS and is shown on Map 8.

Floodplains

As shown on Map 7, floodplains have been identified along the town's rivers and streams. Mapped floodplains include those areas that have a one percent chance of flooding in a year. These areas temporarily carry and retain bank overflow from spring runoff and heavy storms, and are vital to the health of the river and the safety of the community. Increased development and shifting weather patterns have resulted in a number of serious flood events around Vermont in recent years.

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs) show the floodplain that FEMA has determined would be covered by water during the "100-year flood," which is a

Comparison 11/21/2017 11:02 AM
Deleted: both in national and

Comparison 11/21/2017 11:02 AM
Deleted: in recent years. Thus, those that remain and are

Comparison 11/21/2017 11:02 AM
Deleted: ef

Comparison 11/21/2017 11:02 AM
Deleted: r

Comparison 11/21/2017 11:02 AM
Deleted: The Vermont Water Resources Division has estimated that more than half the state's wetlands have been lost to development or drained for agricultural use.

Comparison 11/21/2017 11:02 AM
Deleted: There are approximately 345 acres of wetlands

Comparison 11/21/2017 11:02 AM
Deleted: , which are protected

Comparison 11/21/2017 11:02 AM
Deleted: the state's regulations requiring

Comparison 11/21/2017 11:02 AM
Deleted: Class II wetlands

Comparison 11/21/2017 11:02 AM
Deleted: The Conservation Commission has updated the state's inventory of wetlands in Norwich. In the summer of 1993, two consultants mapped new information from 1992 infrared aerial photos taken by the state and 1992 data on wetland-related soils from the Natural Resource Conservation Service. Some of the potential wetlands were field-checked. These new inventories can be used to help prioritize wetlands, in terms of their significance for public education, to facilitate planning decisions, and to encourage their protection. The Conservation Commission's inventory includes approximately 625 acres of wetlands. Both the state and town's wetland inventories are available digitally as a layer of the Norwich Geographic Information System (GIS). As with other mapped data, site assessments are needed to accurately delineate wetlands on any given prope... [50]

Comparison 11/21/2017 11:02 AM
Deleted: , pointing to the need to re-examine the flood hazard maps prepared by the Federal Emergency Management Agency (FEMA). This process is currently underway in Vermont

storm event that has a 1% likelihood of occurring in any given year and which is referred to as the base flood. This area of inundation is called the Special Flood Hazard Area (SFHA). FIRMs may also show expected base flood elevations (BFEs) and floodways (smaller areas that carry more current).

There are approximately 50 homes and a small number of non-residential structures currently located within the mapped special flood hazard area in Norwich. None of the town's critical facilities (ex., fire station) are located in floodplains and there are no repetitive loss properties in Norwich as identified by FEMA.

Norwich has adopted flood hazard area regulations to limit development within flood hazard areas, as required for municipal participation in the federal flood insurance program. These regulations are intended to protect life and property, and to allow property owners to obtain flood insurance and mortgages at relatively affordable rates. The town needs to continue strictly restricting development within its floodplains to protect public health and safety.

FIRMS are only prepared for larger streams and rivers. Recent studies have shown that a significant portion of flood damage in Vermont occurs outside of the FEMA mapped areas along smaller upland streams, as well as along road drainage systems. Since FEMA maps are only concerned with inundation, and these other areas are at risk from flash flooding and erosion, these areas are often not recognized as being flood-prone. Property owners in such areas outside of SFHAs are not required to have flood insurance. Flash flooding along smaller streams can be extremely erosive, causing damage to road infrastructure and to topographic features including stream beds and the sides of hills and mountains, and creating landslide risk.

River Corridors

In addition to the risks associated with inundation, there is the related hazard posed by storm-swollen streams and rivers, which may unexpectedly jump their banks and cut new channels. Due largely to human influences, many stream and river channels are no longer stable, especially in upland areas. Their instability creates an erosion hazard during major storms, which as noted elsewhere in the plan, are becoming more common as a result of climate change. Fluvial erosion hazards are often in locations that are unlikely to be inundated with flood waters and are therefore not protected through existing regulations that limit development in floodplains. Eroding stream banks are also a significant source of sediment and polluting nutrients entering major rivers and lakes, which decreases water quality.

Comparison 11/21/2017 11:02 AM
Deleted: Fluvial Erosion .

The Vermont Agency of Natural Resources has developed river corridor maps that show the areas subject to erosion. In these areas, the lateral movement of the river and the associated erosion is a greater threat than inundation by floodwaters. As with the FEMA FIRMs, the smaller streams have not been mapped and a default 50-foot corridor of concern is defined from the top of bank of these streams. There are approximately 15 homes currently located with the state-mapped river corridor areas, outside the special flood hazard area, in Norwich.

Fluvial geomorphology seeks to explain the physics of flowing water, soils and land use in relation to various land forms. It analyzes physical, chemical, biological and land use data to explain the historic causes of the problems currently being experienced in stream corridors in an attempt to resolve or avoid conflicts between fluvial systems and the built environment. A geomorphic assessment is currently underway on Blood Brook in Norwich and the town is considering limiting development within identified fluvial erosion hazard areas in a manner similar to current regulations within flood hazard areas.

The Blood Brook Watershed Corridor Plan of March 2008 is the result of a three-phase study by the Norwich Conservation Commission, the Two-Rivers Ottauquechee Regional Commission, and the Vermont Agency of Natural Resources, Department of Environmental Conservation, River Management Program. The purpose of that plan is to assess the underlying causes of channel instability and encourage the stream's return to equilibrium conditions. The plan outlines management efforts directed toward long-term solutions that help curb escalating costs and minimize the danger posed or damage caused by storm-swollen streams. Such efforts can help reduce flood and erosion hazards along the river corridor, improve water quality and aquatic habitat, and enhance aesthetic and recreational values of the stream.

Forestland

Forest is the most common land cover type in Norwich accounting for nearly 22,000 acres or approximately 76 percent of Norwich's land. Forest resources provide a number of benefits, including an economic return for local landowners, water quality, wildlife habitat, recreation opportunities for town residents and visitors, and an important visual backdrop to the town's scenic views and vistas. Most of Norwich's forestlands are in private ownership, but remain in tracts 50 acres or larger. The largest single forest parcel is the 450 acres along the Appalachian Trail owned by the National Park Service. The Norwich Fire District owns a 330-acre parcel off Beaver Meadow Road.

Forests are a permanently renewable resource if managed properly. Sound forest management results in a stable economic return for landowners, local resources to support local industry, and perhaps most importantly, an incentive for keeping large tracts of land free of development and available to the public for recreation, wildlife and scenic enjoyment. However, poor forest management can result in the degradation of biological diversity and can damage scenic landscapes. Forest management can be accomplished in a manner that does not create erosion or adversely impact scenic areas and wildlife. Generally, a sound forest management plan should be based on a number of objectives, including sustainable timber production, the protection of water quality, maintaining a diversity of wildlife habitat, and aesthetic enhancement. Whatever the objectives of a forest property owner, developing and implementing a forest management plan is the best means of managing a forest parcel for long-term, sustainable forest production.

The majority of the town's forest land is privately owned. While much of the private forest is made up of large parcels associated with single-family residences, many undeveloped parcels under forest management also exist. Of the privately owned forestland in town, more than 11,000 acres are currently enrolled in the state's current use program, and are therefore managed in accordance with a forest management plan approved by the county forester (see Figure 11-4).

Comparison 11/21/2017 11:02 AM
Deleted: .

Wildlife

In addition to its 3,400 human residents, Norwich is home to a variety of animal species. To survive, these animals require substantial acreage, preferably in large, solid blocks interconnected by undisturbed corridors for seasonal movement. The preservation of a diverse array of species requires more than protection of identified deer wintering areas or bird nesting sites. Certain species such as black bear that require large contiguous habitat areas, which also support a variety of other species, serve as indicators of the health and diversity of local wildlife populations.

Comparison 11/21/2017 11:02 AM
Deleted: 5

In Norwich, forested upland areas are home to bear, deer, bobcat, moose and coyote. The Connecticut River and its tributaries support natural and stocked populations of brook, brown and rainbow trout. The Connecticut River is also a major route for bird migration. The marshes and other wetlands along the Connecticut River provide migrating songbirds and raptors with food, water and shelter. Numerous species of waterfowl, including ducks, egrets and blue herons, occur along the river. Non-game small mammals such as beavers and otters that need continuous access to water abound along the river. Wetlands also provide critical habitat for a variety of species such as mink, otter, beaver, black bear, grey fox, moose, ducks, herons, other wading birds and shore birds and other species.

Special natural areas contribute to the quality of life in Norwich, promoting species diversity, aesthetic enjoyment, recreation and education. Natural areas in Norwich include orchid swamps, peat bogs, vernal pools, , fall-line gorges, estuaries and deer yards. Natural areas can be identified and graded in order of their uniqueness or significance. Such an assessment would provide direction for conservation efforts. Important natural areas can be protected through purchase, through encouraging landowners to seek permanent conservation protection, and through careful review of proposed development.

The main threat to wildlife habitat is fragmentation. Figure 11-3 illustrates the impacts of land subdivision and fragmentation of large tracts of forestland on wildlife populations in northern New England. The left-hand

column identifies expected species in large tracts of undeveloped forest, while each subsequent column depicts the species likely to be lost as the land is subdivided into smaller parcels for scattered development. In order to maintain habitat for animals that have large home ranges, such as bear, bobcat, fisher, and moose, and other animals that are sensitive to human disturbance, such as wood thrushes, larger blocks of forest or meadowland, or wetland habitat need to be conserved. Blocks up to 20 acres are home to species typical of urban and suburban landscapes (e.g., raccoons, skunks, and squirrels). Moose, bald eagles, goshawks and similar species usually require 500 to 2,500 acres, while blocks of more than 2,500 acres may hold the full complement of species expected to occur in this region of Vermont.

Within Norwich, a number of large, unfragmented blocks of forest remain, including:

- 2,600 acres between Beaver Meadow and Turnpike Roads, which continues into the Town of Sharon
- 2,000 acres south of Bragg Hill Road
- 1,500 acres between Upper Turnpike Road and New Boston Road
- 1,400 acres between Turnpike Road and Upper Turnpike Road, which continues into the adjoining towns of Sharon, Strafford and Thetford
- 1,000 acres between New Boston Road & Bradley Hill Road

Comparison 11/21/2017 11:02 AM
Deleted: and

Maintaining contiguous forested lands within Norwich, as well as between Norwich and neighboring towns, protects wildlife habitats found in core forests and provides corridors that connect larger blocks of forest. While many residents enjoy hunting, fishing, wildlife viewing and have extensive knowledge of local wildlife and fisheries, the information has not been documented. Most of the town's important wildlife habitats have not been inventoried or mapped. The extent of documented knowledge about wildlife habitat in Norwich is surprisingly limited, in part because of the amount of fieldwork and mapping needed to document local populations. For this reason, site-specific evaluations may be required to determine the potential impacts to wildlife and important habitat associated with a particular subdivision or development proposal.

Scenic Resources & Rural Character

Comparison 11/21/2017 11:02 AM
Deleted: and

Norwich is appreciated by most of its residents as a quiet community for rural living. Commercial development is limited to retail and service establishments on Main Street, the easterly side of Route 5 and home businesses. The many small businesses and offices that residents operate from their homes remain inconspicuous. The green in the center of Norwich village and the historic homes along or near Main Street are a visual reminder of the community's heritage. Abandoned cellar-holes and granite posts mark former homesteads of the town's founding families and their descendants.

Stuart Richards 1/2/2018 8:49 PM
Deleted: ~~and~~

Norwich is no longer primarily an agricultural town, but retains a few moderately-sized farms and much rural character. Open country and meandering roads that follow lively brooks between forested slopes lead to small hamlets with names like Beaver Meadow, Union Village, Pompanoosuc and Podunk. The Connecticut River with its tributary, the Ompompanoosuc, open fields and remaining patches of pasture add to the variety and beauty.

Yet, as the town's landscape continues to change, residents recognize that Norwich's rural character is threatened. The views from the roads, fanning like fingers of a hand from Norwich village, are changing as more homes are built, so that passersby are required to look between houses to glimpse the view beyond. This section of the plan describes the main elements of Norwich's rural character – its agricultural and forest lands, brooks and wetlands, wildlife and vulnerable habitats, scenic roads and vistas, historic buildings and sites, views of the night sky and a quiet environment. Other elements, such as the traditional village settlement pattern and clustered housing in relation to open space, are discussed in other sections of the plan, but are equally important in a discussion of natural resources. In order to preserve rural character, it is necessary to identify the elements of Norwich's natural and built environment that creates that character.

Scenic Resources

Long vistas across open farmland to the town's upland forests to the west and across the Connecticut River toward the White Mountains to the east create a landscape of great scenic beauty in Norwich. A scenic area can be one with views of farmsteads surrounded by pasture, of compact villages nestled among hills, and of arching trees over dirt roads. It can also be views of mountain ridgelines seen across a level or gently rolling field. These areas combine elements of contrast, reflect order and harmony, and contain intact patterns and focal points. Scenic beauty is linked to the visual relationships between the built environment, open farmland, mountains and rivers.

Norwich's scenic beauty and rural character is heavily influenced by the patchwork pattern of meadow and forest resulting from more than two centuries of farming. The beauty of the agricultural landscape comes from the productive use of the land and its seasonally changing colors, textures and patterns. Open lands are responsible for the wide and distant views found along many of the town's roads. Striking views that include forested mountains in the distance with a foreground and middle-ground of rolling countryside can be seen from many vantage points in town, and have nearly universal appeal as scenic resources.

Scenic Vistas and Roads. The Natural Resources Questionnaire circulated to Norwich residents in 1988 brought out nominations for scenic areas from nearly all respondents and included roads through most of the fall-line gorges that followed tumbling brooks through unbroken forest; for instance, the Crooked Half-Mile, lower Bragg Hill Road and Tigertown Road. Views considered the best were those from the top of Gile Mountain, upper Bragg Hill, Bradley Hill, and along the Connecticut River. Special areas included the Village Green in fall foliage season, the New Boston beaver ponds, the Norwich Grand Canyon, and the Van Arman and Smith farms.

The 360-degree panorama from the fire tower atop Gile Mountain is one of the area's most extensive and accessible vistas. On a clear day, a half-hour walk offers views of both the Green Mountains and White Mountains, along with much of the Connecticut River valley stretching between the two.

In 2003, the Norwich Conservation Commission undertook to produce the Norwich Open Space Priorities Informal Plan which enumerated Norwich's significant open spaces in the belief that a rational open space system is fundamental to maintaining and enhancing the character of the town as it grows. (See Chapter 9 for a further discussion of scenic roads.)

Comparison 11/21/2017 11:02 AM

Deleted: A wider study of Norwich's scenic resources needs to be undertaken. Scenic areas and roads should be identified both for their value to the community and their sensitivity to development. Then, Norwich can focus efforts to encourage private and public means for their protection.

Ridgelines. The scenic qualities of a forested ridgeline or hillside silhouetted against the sky, can be compromised by poorly planned development, such as inappropriate building placement, site design, material selection and excessive clearing. While they are some of the most visually sensitive areas of town, Norwich's hillsides and ridgelines are highly desired locations because of the views they offer. It is possible to locate development in the town's uplands in a manner that preserves the scenic qualities of the landscape. Landowners wanting a more open view in a forest setting can limb trees and selectively cut branches to create view corridors rather than clear-cut a swath of trees. As described before, the town's hills and ridgelines have been identified as a critical component of its scenic character. The town's Ridgeline Protection Overlay district was designed to protect these fragile and beautiful features of the town's landscape.

Rural Character

Open Space. Compact village clusters surrounded by open space - all land that is not built on - help define the character of Norwich as a New England town with roots deep in the past. Open meadows, fields and woods contribute to the enjoyment of residents and visitors alike as they walk or ride along the town's roads and trails; they are an essential part of Norwich's scenic beauty. Farmlands preserve open stretches viewed from Interstate 91 and Route 5, as well as closer to town and along Union Village Road. Other open lands are vital parts of favorite areas, such as Bradley Hill Road and Bragg Hill Road. Farm fields and pastures, which comprise less than 15 percent of the town's land area, are critical to retaining views, especially for travelers on the town's roads.

Norwich is fortunate that it retains much of its open space. Currently, less than 10 percent of the town's land area has been developed, yet parcels are being continuously subdivided and developed. Remaining areas should be identified and prioritized for possible protection. Landowners can be encouraged to do this through conservation easements, development plans that group or cluster houses together leaving the remaining land as preserved open space, and estate planning that considers the future use of the land.

Agricultural Structures and Patterns. Historic farmhouses, barns and other agricultural outbuildings are also essential components of the town's rural character. They are an architectural connection to the town's history and heritage as a farming community. Other visual reminders of the agricultural use of Norwich's land are the stone walls and hedgerows that define the edges of fields and meadows. They create a recognizable pattern on the landscape that reinforces the town's rural character. While farmsteads, fields and pastures may pass from productive to residential use, the architectural elements and visual patterns can provide a framework for appropriately locating and designing development so that it fits into a rural environment. New uses can be found for obsolete farm structures, giving them new life while maintaining their architectural integrity.

Lighting. The skies above and the views from and toward Norwich are appreciated at night as well as day. The ability to enjoy a view of the night sky without the intrusion of artificial lighting is another component of the town's rural character. The ability to enjoy the night sky can be reduced by excessive and unshielded lighting. Public safety and welfare require adequate illumination in proper places, but excessive lighting may produce unsafe or unpleasant conditions in which unshielded light glares into the eyes of drivers and into houses. Excessive lighting also unnecessarily consumes energy. The Norwich Planning Commission should revisit the requirements in Norwich's Zoning that could permit excessive lighting which produces either unsafe or unpleasant conditions and establish easily understood standards.

Noise. Intrusive noise is out of character in a rural setting, where people expect a quiet atmosphere interspersed with natural sounds like bird songs or flowing water. Traffic and other sources of noise can diminish rural character. The Norwich Planning Commission should revisit the requirements in the zoning ordinance that could permit excessive noise which produces unpleasant conditions and establish easily understood standards.

.

Trails and Greenways

Appalachian Trail. The Appalachian Trail, a 2,178-mile, continuous hiking trail from Mt. Katahdin, Maine to Springer Mountain, Georgia travels more than five miles through Norwich. The National Park Service owns 697 acres around the trail in Norwich. After traversing about two miles by roadway from Ledyard Bridge via Main Street to the trail entrance near the top of Elm Street, the trail generally follows the ridgelines that define the southern part of the Blood Brook watershed. The Dartmouth Outing Club maintains this segment of the trail. The Appalachian Trail Conference and Upper Valley Land Trust worked to acquire and hold conservation easements on abutting lands to create a buffer for the trail. In Norwich, 556 acres adjacent to the trail corridor have been conserved in addition to the lands owned by the National Park Service. Altogether, this protected greenway corridor represents four percent of Norwich's land area.

This major open space corridor serves as a backbone of protected recreational land and has been a driving force to develop an interconnected trail system throughout the town. Connections currently exist from the Appalachian Trail to the following town trails and roads: Cossingham Trail, Tucker Trail, Happy Hill Road,

Burton Woods Road, Brown School House Road, Ballard Trail, Gile Mountain Ridge Trail, Heyl Trail, Elm Street, Bragg Hill Road, Hopson Road and the informal trail under the power transmission line.
Ecologically, the Appalachian Trail corridor provides habitat for a diverse array of plant and animal species. It travels through a forested landscape with an understory of ferns and wildflowers to emerge briefly for expansive views on its path from Elm Street over Bragg Hill to the Jericho area and on into Hartford. The protected corridor is an excellent example of the Northern Hardwood Forest natural community and the related Hemlock Northern Hardwood Forest community. The area includes some important wetlands and an area of mesic forest, which is home to a number of rare plant species.

Town Trails. Norwich's trails and greenways provide a valued resource for citizens and visitors. A favorite bicycle and jogging route travels along the Connecticut River on the River Road and then extends north into Thetford. Another walking and jogging route for residents and visitors alike makes a loop on Route 5 south and Hopson Road, taking advantage of the open spaces of the Booth property and the Warner Meadow, both protected with conservation easements donated to the Upper Valley Land Trust.
The Milton Frye Nature Area adjacent to the Marion Cross School is readily accessible to school children and the general public close to the center of town. With interpretative stops, it helps to educate classes of school children and others, as well as to provide a peaceful respite. Trails owned by the town, leading to Gile Mountain (the highest peak in town) and to the Schmidt Preserve with its showy lady slippers (a rare plant species), provide access to other favorite spots in the fall and spring, respectively. Another resource, the Bill Ballard Trail, follows the Charles Brown Brook down the length of the Fire District watershed land.
A trail created by the mutual efforts of the Montshire Museum and the conservation commissions of Norwich and Hartford leads from the museum to Wilder Village. It and other Montshire trails – one for finding wildflowers and one along the Connecticut River – are valued assets.
Class 4 roads and numerous trails are used by hikers, bikers, horseback riders, cross-country skiers and snowmobilers. Many are not identified on maps. Some roads and trails could be interconnected to provide a continuous network, both in Norwich and adjoining towns. Ways may be found to provide safe hiking and biking passage to the Huntley Meadow from the center of town.
Trails in Norwich with permanent easements or on public land are mapped and included in the Norwich GIS and are shown on Map 4. Opportunities to interconnect existing trails need to be explored. Other corridors of open space need to be identified and landowners encouraged to protect them, perhaps using the Appalachian Trail Corridor as a model and creating links to it.

Historic and Cultural Resources

Norwich's wealth of historic and cultural resources is essential to its sense of place and character. They are key elements of the town's traditional settlement pattern, energy sustainability, scenic resources and rural character, and economic sustainability.
Norwich's iconic town center results from centuries of town settlement, construction, and preservation of distinctive houses, public buildings, places of worship, and commercial buildings. This town center is the focal point for the broader town made special by its rural character and scenic resources.
Long-time residents have protected these qualities while more recent residents choose to live in Norwich in part because of its sense of place and character. These qualities thus contribute to Norwich's strong property values and the viability of its town center.
Norwich's historic resources range from undisturbed Native American sites to Civil War letters; from historic buildings to portraits of those who owned them, and from 18th-century account books to 20th-century photographs. The diversity of historical documents within the town and in nearby repositories is staggering, but myth often replaces fact. Our historical resources furnish the elements of truth often obscured in fanciful folklore. For instance, Blood Brook is often described as the site of an Indian massacre. The closest Native American conflict to Norwich was the raid on Royalton on October 16, 1780. Blood Brook more likely received its name because of the tanneries located on its banks.

Norwich's historical resources are recognized at the local, state and national levels. The Norwich Village Historic District is listed in the National Register of Historic Places and numerous historic structures are identified in the state's historic register. Resources buried in the earth, built on the landscape and preserved in town archives are used on a daily basis. They are integral to, and help to define, the town's unique sense of community through the years. It is essential that these qualities and resources be preserved and strengthened in accordance with Vermont's state development guidelines which call for strengthening central village districts, rural character and scenic resources.

Archaeological Resources

Native American Resources. Although few of the town's archaeological sites have been identified and fewer still studied, it is possible to predict, based on environmental characteristics, where certain kinds of prehistoric Native American sites would be more likely found. Results from archaeological investigations around Vermont in recent decades suggest that prehistoric sites are typically located within 300 to 500 feet of an existing or relict water source, on gently sloping land, or adequately drained soils with a southeast-south-southwest exposure. These lands provided essential resources that attracted human populations. People exploited these resources and left behind archaeological remains of their activities at these locations.
In Norwich, the confluences of the town's rivers and brooks on the rich alluvial plains adjacent to the Connecticut River are known to harbor vestiges of civilizations that pre-date colonial settlement by thousands of years. The Ompompanoosuc River (the Native American name meaning 'place of very white stones') is associated with Native American heritage. From Gile Mountain and Griggs Mountain to Brown Brook and Blood Brook, and the Connecticut River, all have the potential for revealing evidence of Native American activity. In 1994, a Marion Cross Elementary School student located a projectile point during a casual walk on the Fire District land.
It is important to recognize and respect the importance of these ancient dwelling, hunting and burial sites and not to disturb or pilfer them for curiosity's sake. Casual 'digs' destroy the ability of professional archaeologists to accurately date and study buried artifacts. The Vermont Division for Historic Preservation should be contacted if a site is inadvertently unearthed. Not every site is worthy of preservation, but an expert should be called to assess the find.

Colonial Resources. Archaeology also tells us a lot about the colonists who came to settle in what would become Norwich. As far as is known, none of the original houses built by the earliest colonists – Jacob Fenton, the Hutchinsons or the Messengers – survive. Throughout Vermont, examples of pre-Revolutionary War architecture are rare, as many buildings were destroyed during the war. Archaeological research, coupled with information from primary manuscripts, would likely locate the archaeological remains of the first town's homesteads, mills and other structures.

18th and 19th Century Resources. Excavations around the Marion Cross School during construction of the 1993 addition unearthed cadet buttons, eating utensils, clay pipes and ceramic plates used at Norwich University. A gnarled piece of iron found at the site illustrates the heat of the fire that destroyed the south barracks in 1866, leading to the university's move to Northfield. Granite posts along the road and ripples in the land tell of the rich manufacturing history of potash works, blacksmith shops, tanneries and orchards. Near many of Norwich's 18th- and 19th-century homes are 'trash pits' where domestic refuse was dumped. With time, these textured soils become a buried record of lifestyle. Ceramic bits found in these historic dumpsters document dishes imported from England, France and China. In fact, potsherds (broken archaeological samples) recently found near the Norwich Inn suggest that 19th-century dinners were served on fancy Chinese porcelain plates.

Although largely gone from the landscape, Norwich's industrial history can be understood through archaeology. For instance, the Pattersonville Chair Factory was located on the Ompompanoosuc. While the factory was originally composed of more than nine buildings including sawmills, warehouses and a company store, only two structures remain. Together with photographic documentation and business records, the archaeological potential of the site is rich. Lewiston village, once a thriving community with stores, homes, sawmill, icehouse and railroad depot, was razed when the interstate ramps were built in the 1960s. Three existing buildings, photographs, maps and concentrations of archaeological resources document the history of this site.

Historic Resources

Material Culture. Material culture is an academic phrase for what can be described as above-ground archaeology. The study of material culture focuses on structures and objects like buildings, bridges, roads, domestic furnishings, tools and machines to better understand history through the daily life of the time. It complements the traditional study of history by linking the written word to the three-dimensional world. Norwich's history, in large part, can be understood by driving along Main Street, where impressive neoclassical houses speak of an affluent, highly style-conscious community. Large, hipped roof houses with connected barns and out-buildings along outlying roads tell of well-off farmers and a complicated network of trade and commerce.

Historically, houses and outbuildings were built with convenience and practicality in mind. Until recently, the latter (barns, wood sheds, stables, sugar and milk houses, chicken coops, hog houses, etc.) were integral parts of domestic space in Norwich. Some of these structures have been renovated and adapted to current needs. Others have fallen into disrepair, eventually to become part of the archaeological record rather than visual landscape. In addition to recording a way of life and use of resources, farmhouses, barns, outbuildings are an essential component of the town's rural character, as described elsewhere in this plan.

Primary Resources. The artifacts of Norwich's history are diverse and plentiful. The Norwich Historical Society seeks to "preserve and interpret items from Norwich's past" including textiles, ceramics, paintings and prints, maps, letters and photographs. Thus, there is a repository for the safe-keeping of items found in homes, businesses, antique shops and flea markets that directly relate to town history.

Records at the Town Clerk's Office and at the county seats in Woodstock and Middlesex are also invaluable resources for telling the complex story of Norwich's settlement and development. The Vermont Historical Society, Shelburne Museum, Bennington Museum, Special Collections at Dartmouth College, and Norwich University archives are additional repositories for historical resources. Family archives are another important resource. Many Norwich homes house heirlooms in attics, cellars, closets and trunks. While the 18th and 19th centuries intrigue us, Norwich's 20th-century history is just as significant. It is perhaps the century that has witnessed the most change in the town's daily routines.

Architectural Resources. Norwich's architectural heritage is one historic resource that is unmatched in the Upper Valley. Norwich village (Main Street and adjacent side streets) was placed on the National Register of Historic Places in 1991 because it retains its early scale and architectural integrity. The Beaver Meadow Union Chapel was listed on the National Register of Historic Places in 1995. The classification is honorific and does not place restrictions or covenants on the buildings. Numerous buildings throughout town are also listed on the state historic register.

Older Buildings and Energy Sustainability. Although retrofitting older buildings to increase energy efficiency may be expensive, the actual cost in energy consumption of demolition, disposing of the used materials, manufacturing and transporting new materials, and construction will often make retrofitting of existing older buildings a more energy-efficient and sustainable option. These factors should be considered

when making decisions regarding the fate of older and, more importantly, historic buildings that have become functionally obsolete. In addition to these more direct costs, the embodied energy - energy used to create the materials and construct the original building - will also be lost. Many of the newer techniques for evaluating energy efficiency and sustainability in construction take these factors into account. The retrofitting of older buildings may also qualify for many tax credits, grants, and low interest loans created to support both historic preservation and energy efficiency.

Goals, Objectives and Actions

Goal I **Maintain and improve the quality of our air, water, wildlife and land resources.**

Maintain the high quality of the town's air resources by discouraging uses and practices that generate air pollution.

Action I.1.a Monitor local sources of air pollution.

Action I.1.b Promote use of efficient, less polluting technologies to heat buildings, especially non-polluting wood-burning practices.

Action I.1.c Consider the impacts of new development on traffic congestion that would result in increased air pollution.

Action I.1.d Support efforts to lower weight limits to allow heavy trucks access to Interstate 91 rather than being required to travel on Route 5 through the village.

Action I.1.e Collaborate with neighboring communities and Advance Transit to provide mass transit services for Norwich residents as a means of reducing air pollutants from private vehicle emissions.

Action I.1.f Promote compact development patterns consistent with the size, scale and number of units in existing developments the largest of which is 24 as a way to reduce air pollution by decreasing automobile dependence and increasing the feasibility of mass transit.

Action I.1.g Use the town's zoning regulations to control dust from activities such as construction sites, and resource extraction and processing operations.

Ensure the responsible use of gravel and sand resources to provide long-term benefit to the town.

Action I.2.a Identify sand and gravel deposits, and conserve these limited resources for future uses.

Action I.2.b Use the town's zoning regulations to require the use of appropriate techniques to minimize environmental impact of sand and gravel extraction and provide for reclamation of the land.

Action I.2.c Require all applicants for resource extraction operations to prepare, submit and implement erosion control, stormwater management and site restoration plans.

Action I.2.d Require all applicants for resource extraction operations to operate in a manner that avoids or minimizes impacts to natural, scenic and historic resources, public infrastructure and quality of life for nearby residents to the greatest extent feasible.

Action I.2.e Require adequate stormwater management and erosion control measures for stockpiled sand, gravel, soil, salt or other similar materials.

Action I.2.f Prohibit the stockpiling of sand, gravel, soil, salt or similar materials in areas adjacent to public water supplies, identified aquifers and surface waters.

Encourage the preservation of agricultural soils and viable tracts of productive farmland.

Comparison 11/21/2017 11:02 AM
Deleted: [51]

Comparison 11/21/2017 11:02 AM
Deleted: , especially within Norwich village. Support efforts to raise weight limits to allow heavy trucks access to Interstate-91 rather than being required to travel on Route 5 through the village.

Stuart Richards 1/22/2018 8:23 PM
Deleted: raise

Comparison 11/21/2017 11:02 AM
Deleted: Action I.1.d

Comparison 11/21/2017 11:02 AM
Deleted: e

Comparison 11/21/2017 11:02 AM
Deleted: f

Comparison 11/21/2017 11:02 AM
Deleted: [52]

Stuart Richards 1/2/2018 8:53 PM
Deleted: prime

Action I.3.a Promote landowner participation in the state's current use program.

Action I.3.b Explore other methods to reduce the property tax burden of maintaining viable tracts of productive farmland.

Action I.3.c Continue identification and evaluation of active and potential agricultural lands by methods such as the Land Evaluation and Site Assessment for Farmland (LESA) program.

Action I.3.d Use Norwich's zoning and subdivision regulations to promote the conservation of farmland by permitting homes to be clustered while maintaining viable tracts of productive farmland.

Action I.3.e Require development to be located along the edges of fields or on the least productive land in order to preserve primary agricultural soils, allow for continued agricultural use and maintain the scenic character of Norwich's rural landscape.

Action I.3.f Designate development envelopes on lots being created or newly built upon to ensure that buildings are sited to minimize impacts on agricultural soils and productive farmland.

Action I.3.g Require adjacent lots to share roads, drives and utility corridors whenever feasible to limit fragmentation of agricultural soils and productive farmland.

Action I.3.h Support the ability of current and future residents to grow food locally by promoting the conservation of agricultural soils, including pockets not large enough to support traditional farming operations.

Maintain the town's steep slopes in a manner that prevents erosion, changes to natural drainage patterns and loss of scenic character.			

Action I.4.a Use the town's zoning and subdivision regulations to control development in areas characterized by shallow soils and/or steep slopes to reduce erosion and pollution potential.

Action I.4.b Review development on moderately steep slopes and prohibit development on severely steep slopes.

Action I.4.c Require the preparation and implementation of stormwater management and erosion control plans for development on steep slopes.

Action I.4.d Limit removal of woody vegetation on steep slopes.

Protect the aquifers and groundwater that are the sources of Norwich's present and future drinking water supply.			

Action I.5.a Identify and protect potential drinking water resources.

Action I.5.b Identify and map all public water supplies and known aquifers in Norwich.

Action I.5.c Re-evaluate the boundaries of the existing Aquifer Protection District.

Action I.5.d Prohibit development which would contaminate or adversely affect public water supplies and known aquifers due to the on-site production, storage or disposal of potential pollutants or hazardous materials.

Action I.5.e Test groundwater in Norwich village to identify any pollution from septic systems.

Action I.5.f Develop contingency plans for supplying Norwich village with potable water in case of a disaster that contaminates the current drinking water supply.

Comparison 11/21/2017 11:02 AM
Deleted: ... [53]

Comparison 11/21/2017 11:02 AM
Deleted: ... [54]

Comparison 11/21/2017 11:02 AM
Deleted: ... [55]

Stuart Richards 12/31/2017 4:09 PM
Deleted: ~~Regulate~~

Stuart Richards 1/2/2018 8:55 PM
Deleted: development

Stuart Richards 12/31/2017 4:08 PM
Deleted: to prevent contamination of

Action I.5.g Develop plans to add a filtration plant to the existing water system that serves Norwich village should treatment become necessary due to pollution of the groundwater stored in the aquifer.

Maintain and improve the water quality in the town's brooks and rivers.			

Action I.6.a Collaborate with neighboring Upper Valley communities in a regional effort to manage riverfront lands and improve the water quality of the Connecticut River.

Comparison 11/21/2017 11:02 AM
Deleted: ... [56]

Action I.6.b Participate in state, regional, federal and other efforts to protect the Connecticut River.

Action I.6.c Regulate development to prevent contamination of surface waters due to the on-site production, storage or disposal of potential pollutants or hazardous materials.

Action I.6.d Prohibit all discharges into rivers and brooks from failed septic systems, construction site erosion, stormwater run-off, agricultural run-off and other sources of pollution that would adversely affect water quality.

Action I.6.e Review development plans to assure adequate setbacks of buildings and septic systems to prevent erosion and pollution and minimize alteration of stream courses.

Action I.6.f Require the maintenance or establishment of vegetated riparian buffers along the town's surface waters in order to filter stormwater runoff, prevent soil erosion, protect wildlife and fish habitat and maintain water quality.

Action I.6.g Promote the maintenance and planting of native woody plant species within riparian buffers by educating landowners about both appropriate native and inappropriate invasive trees and shrubs.

Action I.6.h Limit the maintenance or creation of expanses of lawn within riparian buffers in order to prevent erosion and maintain the natural condition and function of waterfront lands.

Action I.6.i Educate the owners of waterfront properties about the potential impact of household chemicals, de-icers, animal waste, and lawn and garden products and practices on water quality.

Protect public safety and private property from flood hazards by maintaining the natural functions of the town's floodplains and stream corridors.			

Action I.7.a Continue to participate in and meet the requirements of the National Flood Insurance Program so that owners within floodplains are eligible for flood insurance.

Comparison 11/21/2017 11:02 AM
Deleted: Objective I.7 · Protect public safety and private property from flood hazards by maintaining the natural functions of the town's floodplains and stream corridors. ·

Comparison 11/21/2017 11:02 AM
Deleted: Participate

Action I.7.b Regulate development in order to prevent loss of life or property by prohibiting further significant development within identified floodways and floodplains.

Action I.7.c Review any proposed development, alteration of the natural grade or loss of pervious ground cover within identified floodways and floodplains in order to prevent restrictions to the flow of floodwaters or reductions in the natural ability of the land to absorb floodwaters.

Action I.7.d Complete geomorphic assessments on the town's streams and implement measures to minimize loss of life or property due to fluvial erosion.

Action I.7.e Explore adoption of river corridor regulations to limit or prohibit development in areas prone to fluvial erosion hazards.

Action I.7.f Do not locate any municipal or critical facilities, other than water-dependent structures, within mapped flood hazard or river corridor areas.

Preserve the functions and prevent the loss of the town's wetlands.			

Action I.8.a Identify and assess the town's wetlands.

Action I.8.b Complete the identification and mapping of Norwich's wetlands.

Action I.8.c Petition the state to reclassify wetlands that the town considers of national importance to Class I status to ensure a higher level of protection.

Action I.8.d Maintain provisions in Norwich's zoning and subdivision regulations to eliminate the loss of wetlands to development unless adequate provisions can be made to compensate for lost wetlands..

Action I.8.e Educate landowners about the function and value of wetlands, including their role in storing water during storm events and reducing the severity of downstream flooding.

Conserve significant wildlife habitats, especially the habitats of rare and endangered species, protect core blocks of forest and maintain forest connectivity between blocks.			

Action I.9.a Define, identify, map and document Norwich's significant wildlife and plant habitats.

Action I.9.b Map larger blocks of contiguous forest land and potential travel corridors between those blocks in Norwich and neighboring towns.

Action I.9.c Review subdivision and site plans to assess their effects on significant wildlife habitats in order to encourage their protection.

Action I.9.d Require new development to be located and configured in a manner that minimizes or eliminates adverse impacts on critical wildlife habitat, including travel corridors, deer wintering areas and natural areas to the greatest extent feasible.

Action I.9.e Require buffers between new development and significant wildlife habitats.

Action I.9.f Use the town's zoning and subdivision regulations to protect the habitats of rare and endangered species.

Action I.9.g Promote the protection of rare and endangered species, and their habitats, by the town's landowners.

Encourage the conservation of working forestlands and the use of management practices that enhance forest health and long-term productivity.			

Action I.10.a Promote landowner participation in the state's current use program for forestlands.

Action I.10.b Manage town forests and other forested public land in accordance with best practices in order to conserve and maintain them as a long-term resource.

Action I.10.c Require forestry practices that minimize erosion and damage to watercourses.

Goal J Identify, protect and preserve the important natural and historic features that create Norwich's

Comparison 11/21/2017 11:02 AM
Deleted: [57]

Stuart Richards 1/2/2018 9:06 PM
Deleted: minimize

Stuart Richards 1/2/2018 9:07 PM
Deleted: Action I.8.f Require construction of compensatory flood storage if wetlands that provide flood storage will be lost or adversely affected by proposed development so as to achieve no net loss of the affected wetland's flood storage function.

Comparison 11/21/2017 11:02 AM
Deleted:

Comparison 11/21/2017 11:02 AM
Deleted: [58]

Comparison 11/21/2017 11:02 AM
Deleted: [59]

scenic landscapes and community character.

Protect the scenic beauty and rural character of Norwich's forests, open lands, shorelines and roads.			

Action J.1.a Identify and prioritize scenic areas and roads in town.

Action J.1.b Develop and implement plans to protect and encourage protection of identified scenic areas and roads and make it the highest priority.

Action J.1.c Require new development to be located and designed in a manner that minimizes or elminates its impacts on the town's identified scenic resources.

Action J.1.d Designate development envelopes on lots being created or newly built upon where deemed necessary to ensure that buildings are sited to minimize or eliminate impacts on identified scenic resources.

Action J.1.e Require the use of construction materials and colors for new construction in identified scenic areas that will result in structures blending into their surroundings.

Action J.1.f Limit the scale and height of new structures to be built in identified scenic areas and all areas so that new development will better fit into its surroundings.

Action J.1.g Require landscaping as needed to screen new development from view or blend it into the surrounding landscape.

Preserve Norwich's ridgelines in their natural state without visible intrusions by development as an integral component of the town's scenic character as viewed from public lands and roads.			

Action J.2.a Identify ridgelines and review proposed development on or adjacent to them in order to minimize or eliminate impacts on the town's scenic character.

Action J.2.b Limit clearing of existing vegetation on development sites.

Action J.2.c Limit the height and placement of new structures so that they remain below nearby ridgelines and the forest canopy.

Action J.2.d Require landscaping as needed to screen new development or blend it into the surrounding landscape.

Action J.2.e Require the use of construction materials and colors that will enable structures to blend into their surroundings.

Preserve existing open space as a vital component of Norwich's rural character.			

Action J.3.a Encourage landowners to keep their fields open and educate them about mowing practices that will not harm nesting birds.

Action J.3.b Identify and evaluate open space areas in Norwich that may warrant special protection.

Comparison 11/21/2017 11:02 AM
Deleted: [60]

Stuart Richards 12/31/2017 4:12 PM
Deleted: ~~of~~

Comparison 11/21/2017 11:02 AM
Deleted: [61]

Comparison 11/21/2017 11:02 AM
Deleted: [62]

Stuart Richards 12/31/2017 4:13 PM
Deleted: ~~significant~~

Action J.3.c Develop and implement a plan to protect and encourage protection of open space priority utilizing landowner cooperation and by purchase, using the town's Conservation Trust Fund and other private and public resources.

Stuart Richards 1/2/2018 9:11 PM
Deleted: ~~of high~~

Action J.3.d Use Norwich's zoning and subdivision regulations to promote cluster/open space development, so as to maintain a significant amount of open space and to limit development to the size, scale and number of units in existing Norwich developments the largest of which is 24 units.

Action J.3.e Require that subdivision and site plans respond to the existing landscape features and patterns that are components of rural character such as hedgerows, stone walls, open fields and the terrain.

Protect Norwich's residents from the intrusion of noise, light, traffic and similar impacts at levels not characteristic of a rural environment and of Norwich's historic character.			

Action J.4.a Regulate sources of loud or persistent noise such as aircraft overflights, vehicles that have removed exhaust noise suppression devices for greater power, vehicles and equipment with back-up alarms, and similar sources.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [63]

Action J.4.b Establish and enforce daytime and nighttime noise levels and hours of operation that preserve the quality of life enjoyed and expected by town residents by establishing easily understood and complied with standards.

Action J.4.c Regulate lighting, so that it may be reasonable for public safety, but ensure access to the day and night sky by minimizing intrusive light by establishing easily understood and complied with standards .

Action J.4.d Revise zoning and subdivision regulations to protect the environment from unnecessary, offensive and wasteful lighting, while providing such lighting as is reasonably necessary for public safety, and to ensure reasonable access to natural light and darkness by establishing easily understood and complied with standards.

Action J.4.e Revise zoning and subdivision regulations to require new development projects to show that lighting and construction will not impede access to natural light and darkness for neighboring units.

Enhance public access to Norwich's rivers, streams and natural areas via an interconnected greenway system.			

Action J.5.a Identify and map existing trails and greenways.

Comparison 11/21/2017 11:02 AM
Deleted: - ... [64]

Action J.5.b Identify existing trails and Class 4 roads, and interconnect and maintain them for public use.

Action J.5.c Identify and map "unidentified corridors" as defined in the state's Ancient Roads statute, and re-classify those that can be delineated to town highways or trails as appropriate based on the long-term interests of town residents.

Action J.5.d Identify potential trail corridors to link existing trails and greenways with each other and with trail systems in neighboring towns.

Action J.5.e Create public trails to access natural and scenic resource areas where feasible and appropriate.

Action J.5.f Schedule regular maintenance of town trails.

Protect Norwich's archaeological, historic and cultural resources in order to preserve the community's history, heritage, culture and character for future generations.			

Action J.6.a Establish criteria for identifying sites with potential archaeological value in Norwich.

Comparison 11/21/2017 11:02 AM
Deleted: [65]

Action J.6.b Require professional assessments of the potential of new development to impact archaeological resources when development is proposed on sites identified as archaeologically sensitive.

Action J.6.c Designate development envelopes on lots being created or newly built upon, where deemed necessary, to ensure that buildings are sited to minimize or eliminate their impacts on archaeological resources.

Action J.6.d Support work conducted by the Norwich Historical Society.

Action J.6.e Establish criteria for identifying significant historical structures or sites in Norwich.

Action J.6.f Identify, designate, map and document Norwich's significant historic sites or structures to encourage greater public recognition, enjoyment and protection of these resources.

Action J.6.g Identify any historic structures outside the town's designated historic district or not included in the state's inventory of historic resources.

Action J.6.h Seek designation on the National Register of Historic Places for other Norwich villages like Beaver Meadow and Union Village.

Action J.6.i Allow for the adaptive reuse, restoration or reconstruction of historic structures that may otherwise not conform to zoning standards such as setbacks and height limits.

Action J.6.j Review development plans prior to construction or demolition to prevent or minimize any adverse effects on significant historical sites or structures.

Action J.6.k Document details of structures slated for remodeling or demolition with photographs and reports.

Action J.6.l Require that subdivision and site plans respond to and incorporate existing historic structures and landscape features that speak to the town's heritage, culture and character, such as cellar holes, stone walls and historic buildings including barns and agricultural outbuildings.

Action J.6.m Require that new development be designed to maintain the historic context of the site and its environs, and to minimize its impact on historic value, architectural integrity and views of identified historic structures nearby.

Encourage and support the retrofitting of older buildings as a more energy efficient and sustainable practice than demolition and rebuilding.			

Action J.7.a Consider the total cost of energy use and sustainability when determining whether to retrofit an older building or demolish it and re-build. Energy costs may include demolition, disposing of the used materials, manufacturing and transporting new materials, and construction. The embodied energy costs- energy used to create the materials and construct the original building - may also be considered and include the energy used to create the materials and construct the original building.

Comparison 11/21/2017 11:02 AM
Deleted: [66]

Action J.7.b Provide information to owners of older and historic buildings about the many tax credits, grants, and low interest loans created to support both historic preservation and energy efficiency.

land use

More than two centuries have brought about many changes in Norwich's landscape as it has been transformed from a wilderness by settlers in the 1770s, to a rural town of farms and villages, to a bedroom community for nearby employment centers. The topography may be the same, but forests were cleared and allowed to grow again, pastures were created and then disappeared, streams were dammed and undammed, farmsteads were built and abandoned, and villages emerged.

This land use plan attempts to identify those features of the natural and working landscape that should be preserved and to direct future land development in a manner that respects the desire of the community to preserve its rural character and quality of life while creating homes for current residents and future generations based upon need. The plan responds to our mutual needs and interdependencies as a community while respecting the rights and concerns of individual citizens.

Stuart Richards 1/4/2018 8:19 PM
Comment [6]: With a 2.1% unemployment rate it's questionable whether jobs need to be created in Norwich

Stuart Richards 1/4/2018 8:19 PM
Deleted: and employment opportunities

It must be recognized that Norwich's landscape has never been and cannot be static and that change can be both necessary and desirable. This land use plan describes current land use patterns in Norwich, assesses recent land use trends and establishes policies to direct future land use changes.

Norwich's Land Use History

Chapter 2 of this plan follows the transition of Norwich from a largely uninhabited wilderness in the mid-1700s to the residential community it has become today. Most of the land in Norwich has been through many changes since the original settlers arrived - first cleared of trees, then grazed clean by sheep, then either allowed to revert to forest or converted to pasture or hay field for dairy farms. Norwich is now 76 percent forested, and farm fields and pastures account for only 14 percent of its land area.

For the most part, major land use changes in Norwich have been in response to economic changes of a regional, national or global nature. Transportation has played a significant role in these changes with the 1848 opening of the railroad that connected Norwich to markets throughout the country and the building of Interstates 91 and 89 in the early 1970s that put the entire Northeast within a day's drive of Norwich. The effect of changes in transportation, markets, and regulations on a regional, national and global level, and resulting changes in our agricultural activity have had a dramatic impact on the working landscape.

Current Land Use in Norwich

Residential Land Uses

Over the past 50 years, Norwich's pattern of residential development has changed from the early compact settlements separated by open farmland to a linear spread of houses along many of town's major roads. Several large subdivisions with relatively small lots were created in or near Norwich village before the enactment of state subdivision regulations in 1968. Through the 1970s, development continued to occur closer to Norwich village. In the 1980s, construction began spreading further out along Turnpike Road, Beaver Meadow Road and New Boston Road.

Much of this later development has been in lots slightly larger than 10 acres due to the exemption from state septic regulations for such parcels. The 10-acre exemption, created in 1968, had less impact after 1997 when the town on-site wastewater disposal regulations were changed to match those of the state and was removed entirely by the state in 2002. This 10-acre pattern created lots "too small to plow, but too big to mow"; that is not large enough for economically viable agriculture or forestry, but larger than needed for a private residence.

Active farms have been disappearing from Norwich since the mid-1900s and former pastures or hay fields are now house lots or are reverting to woodland. A strong economy in the Upper Valley, the excellent reputation of the school system, and the availability of land drove residential development in the 1980s. The rate of growth has slowed in the 1990s and 2000s and for the last several years Norwich population has decreased by 187 people, but the amount of open space being converted to residential lots continues to be substantial as shown in Figure 12-2 and the average new house lot is approximately five acres. (See Chapters 4 and 5 for a more detailed analysis of population and housing growth in Norwich.)

Potentially, there is enough land for many times the number of houses now in Norwich under current zoning even with substantial reduction of potential new lots in the rural residential district due to density limitations adopted in the 2002 subdivision regulations. However, there are constraints on residential development other than zoning, such as limited septic disposal capacity, steep slopes, limited access, state and federal wetlands rules, conservation easements, and private deed restrictions. There are a number of factors that could increase the pace of residential development in Norwich, including:

- A strong regional economy.
- State-wide planning, regulation, and growth designations.
- Continued state adoption of new technology for on-site wastewater treatment or introduction of a municipal wastewater system.
- High taxes on undeveloped land forcing or encouraging owners to subdivide and sell.
- Continued excellence of local schools relative to others in the region.

Stuart Richards 1/22/2018 8:43 PM
Deleted: 51

Comparison 11/21/2017 11:02 AM
Deleted: Nevertheless, there is potential for at least four or five times the number of houses now in Norwich to be built in the future. Residential development could be accelerated by any or all of the following:

Less restrictive land use regulations.

There are also factors which could and have decreased the rate of growth in the past including:

- Growth in surrounding towns which offer less expensive housing and employment opportunities
- A weak regional economy
- A job market which continues to expand in places other than Norwich
- The high cost of living in Norwich
- The growing cost of the municipal and school budgets

As Norwich considers options regarding future growth or diminshment of growth, it should be mindful of the core philosophy underlying our existing zoning system, which is, that, if Norwich is to allow for more houses without destroying the rural character and scenic beauty of the town, development should be directed into areas suitable for that growth. To this end, under the existing zoning regulations, specific areas of the town that are easily accessible to good roads, town services, schools and public transportation – such as the historical village center – have been designated for more compact development, while outlying areas of town without that accessibility have been designated for lower densities of development. In outlying areas, Norwich encourages new non-agricultural buildings to be grouped or "clustered" to preserve larger contiguous parcels for agriculture, forestry or the protection of rural character and scenic beauty, protection of rural character and scenic beauty.

Demand for residential housing, high property taxes, and the poor economic return from farming and forestry apply constant pressure for developing open land in Norwich. The housing demand is mostly created by regional economic factors (see Chapter 5, Housing Plan) but, as long as the town maintains its attractive rural character, good schools and town services, this demand will most likely continue subject to factors which have led to a decrease in population over the last several years. Before decisions are made to increase/decrease the housing stock it needs to be determined what residents want the rate of growth to look like in the future. A useful tool in determining what people want is a town wide survey which has yet to be done. Any survey will need to have a significant response if it is to have validity. The last major survey in 2005 had an enormous response from 990 residents. It should be understood that this Town Plan promotes and accommodates growth with no ceiling on the amount of growth that can occur in any one year nor is there a cap on the size of an individual development. This plan needs to account for the possibility that Norwich's population may well decline further in future years.

Commercial Land Uses

Commercial development in Norwich has remained primarily in the Village Business zoning district and along the east side of Route 5 South in the Commercial/Industrial zoning district. The limited commercial activity along River Road mostly consists of "grandfathered" businesses that pre-date zoning. Although, at times, there has been demand for more commercial space, availability has been limited by the lack of a municipal wastewater system and the town's Zoning Regulations. The Village Business District is almost filled to capacity. The Commercial/Industrial District on Route 5 South has direct access to the state highway and Interstate 91, but the area has been only partially developed due to poor conditions for on-site wastewater disposal and the presence of Class II wetlands. Future development has been limited by the conversion of a portion of the 70-acre commercially-zoned parcel owned by the Dresden School District to athletic playing fields.

Comparison 11/21/2017 11:02 AM
Deleted: If

Comparison 11/21/2017 11:02 AM
Deleted: Specific areas of the town can be designated for lower or higher densities of development. Within specific sites, residential structures can

Comparison 11/21/2017 11:02 AM
Deleted: will be

Comparison 11/21/2017 11:02 AM
Deleted: 70 acres

Comparison 11/21/2017 11:02 AM
Deleted: open,

Comparison 11/21/2017 11:02 AM
Deleted: land to athletic playing fields for

Home businesses exist throughout the town, but the visibility of many is low because zoning regulations allow only one sign up to four square feet and no outside display of goods or equipment. Many of these businesses have no signs at all.

Although at one time, additional commercial development in Norwich was considered by some to have a positive effect on the property tax burden by increasing the value of the Grand List without adding students to the school, Acts 60 and 68 changed Vermont's school funding formula and implemented a statewide system to redistribute education tax revenue based on per pupil funding. Under the current education funding system, the argument can no longer be made that commercial development will result in tax benefits for residential property owners. The debate around school funding over the past two decades points out that towns should not substitute tax policies for land use policies, as the tax structure may change and yesterday's "fiscal winner" may not remain as such. There currently is extensive debate about further changing the educational tax system in Vermont's legislature switching from the current system to one based on income. Changes being proposed may affect the current method based on per pupil spending.

Public and Privately Conserved Land

Approximately 11 percent of land in Norwich is either permanently protected from development or controlled by the town/fire district, state or federal government. Additional land may be protected by private deed restrictions; however, since these restrictions may be removed in some cases by future owners or may not legally hold up over time, they do not have the same force as conservation easements held by qualified organizations.

Working Lands and Open Space

For more than 50 years, working farms have been disappearing from the Norwich landscape as the town has been transitioning from a primarily agricultural community to a primarily residential community. However, it now appears that farms will not vanish entirely from Norwich; over the past decade, there has been an increase in the number of farms operating in town. The 2007 Agricultural Census counted 30 farms in the Norwich zip code as compared to 21 in 1997.

Only one dairy farm remains in operation, but agriculture in Norwich is becoming increasingly diversified. There are at least 7 farms currently operating in Norwich, according to a survey done by Norwich Historic Preservation Commission and Norwich Historical Society as part of the exhibit: Norwich Farms : Cycles of Change. New farmers are turning to value-added, specialty and local food products to make agriculture economically viable. The town's farms raise sheep, beef cattle, hogs and poultry, and grow fruits and vegetables, which are sold at roadside stands and farmer's markets to Upper Valley residents who want to eat more locally grown food. Rural landowners continue to undertake other traditional activities like maple sugaring, harvesting timber from managed woodlots, and extracting sand or gravel for sale to supplement their income. Increasing numbers of Norwich residents keep horses on large and small lots.

Several hundred acres of farmland have been conserved in Norwich, which ensures that these lands will not be developed and will remain available for agricultural use. The best way to protect Norwich's working and open lands remains for agriculture and forestry to be economically viable. While there is little local control over the economics of farming and forestry, the town should support the alternatives to the traditional dairy farm that are emerging - diversified agriculture, farm-based businesses, and local food and energy production – as a way to protect working and open lands. Undeveloped land with productive soils for agriculture or forestry has been inventoried and future development should be planned so as not to destroy access to this irreplaceable resource.

In 2007, 129 parcels totaling 12,165 acres were enrolled in the state's current-use program, which is intended to reduce the property taxes paid by owners of working farms and managed forest land. The landowner pays tax based on the value of the land for farming or agriculture and the state reimburses the town the difference between what the landowner pays and the full tax based on fair market value.

Despite the amount of residential development in Norwich over the past 50 years, there are still many large parcels. The 2007 Grand List shows that 54 percent of the town's total acreage is in parcels of more than 50 acres (143 parcels) and that 32 percent is in parcels of more than 100 acres (55 parcels). Further, there remains a significant amount of cleared land in Norwich that is under-utilized, as many former farms have been divided into large lots. Some owners of these residential lots grow hay for sale, primarily to keep the land open, or brush-hog the pastures to keep growing hedgerows, juniper and pasture pines at bay. Limiting further fragmentation of these larger landholdings would have a number of benefits for the town including retaining a base of farm and forest land for future generations and protecting the rural character valued by current residents.

Agricultural, forest, and open space land provide lower property tax receipts for the town than developed land; however, they also require very little in town services as compared with developed land. Agricultural, forest, and open space land does not provide children for the school or put any cars on town roads. This financial benefit to the town is in addition to the aesthetic benefits of living in a "rural" town. In most cases, when open space land is developed for residential use, the additional new taxes do not cover the additional costs to the town over time. (See Chapter 4 for a more detailed analysis of the costs versus benefits of development.) Large developments in areas of town with limited access and facilities could be very costly for all taxpayers in the future.

Future Land Use

If Norwich is to protect its natural resources, preserve agricultural land, and maintain its rural character and scenic beauty, development will need to become less haphazard and more planned than it has been in recent decades. New economic forces have replaced those that shaped the town before the 1960s. The value of land is no longer in agriculture and logging, but in residential development. If left unregulated, residential development could occur in every "nook and cranny" that modern technology can find access and sewage disposal capability for, just as in the 19th-century, when the town was clear cut without restrictions with timber and sheep as the economic engine.

Land Use Planning Areas

For the purpose of describing the desired future land use patterns in Norwich, the Planning Commission has divided the town into land use planning areas as shown on. Currently Map 11 does not show the area west of Route 5 South as Rural Residential as it currently is. The planning Commission is proposing future land use pattern and character envisioned (or under consideration, as noted) in various parts of the town. The density, scale and mix of land uses appropriate for each land use planning area are identified and important land use issues are discussed below. It should be noted that there is much disagreement about what the Planning Commission has proposed and what they are considering for future land use pattern in the town especially as it relates to Route 5 South. It appears that the future of Route 5 South and other areas on the plan will be resolved by town vote.

The Planning Commission's proposals are not yet intended to be regulatory, like zoning districts, and their boundaries are generalized. However the Planning Commission's proposal form the foundation for zoning. A land use planning area may encompass several zoning districts or, conversely, a single zoning district may include more than one land use planning area. The descriptions that follow are a sketch plan of the town's vision for its future. As with a conceptual architectural drawing, a set of blueprints will need to be drafted to construct the building. The town's land use regulations and related implementation tools are the detailed instructions that will ensure that the vision described in this land use plan is achieved over time.

Village and Adjacent Lands. These lands include the most densely developed parts of town and are accessible from state and interstate highways.

At the nucleus of this area is Norwich village - the historic center of the town. The village is densely developed, compact, human-scaled, pedestrian-oriented and mixed-use. It has a network of interconnected streets with sidewalks, street trees and buildings set close to the frontages. The village business district accommodates mixed-use development, commercial uses and civic spaces. Extending out from the downtown core are historic and more recently constructed residential neighborhoods.

It is the intent of this plan that Norwich village:

Remain the heart of the community where civic buildings, commercial enterprises such as Dan & Whits, the post office, bank and restaurants and other uses are located.

Retain its architectural integrity through the preservation of historic buildings and the compatible design of new structures.

Be pedestrian to the extent that it does not change the character of the town, rather than automobile, oriented by providing sidewalks and trail connections, managing and calming traffic, and offering parking in a manner that maintains the aesthetic character of this historic center.

To support a compact settlement pattern, Norwich zoning regulations currently provide that Norwich village and adjacent lands can be developed at higher densities than lands more distant from this center. Residential neighborhoods near the village may provide sidewalks and trails that allow residents to walk to school, shopping, services, transit stops and employment to the extent that these changes do not impact the

Stuart Richards 1/23/2018 11:44 AM
Deleted: has been divided

Stuart Richards 1/29/2018 11:33 AM
Deleted: Map 11

Stuart Richards 1/22/2018 9:16 PM
Deleted: Their purpose is to describe the

Comparison 11/21/2017 11:02 AM
Deleted: desired

Stuart Richards 1/22/2018 9:17 PM
Deleted: These

Stuart Richards 1/22/2018 9:17 PM
Deleted: areas

Stuart Richards 1/4/2018 8:30 PM
Comment [7]: How can you do this without knowing what residents want? This shouldn't be just what the Planning commission wants.

Comparison 11/21/2017 11:02 AM
Deleted: Village/Route 5 South. This area includes Norwich village and adjacent lands, as well as the Route 5 South corridor.

Comparison 11/21/2017 11:02 AM
Deleted: The town should direct the majority of its growth and development to this land use planning area through its land use regulations and the provision of water and/or sewer infrastructure.

Comparison 11/21/2017 11:02 AM
Deleted: lands adjacent to

Comparison 11/21/2017 11:02 AM
Deleted: should

Comparison 11/21/2017 11:02 AM
Deleted: allowed to develop

Stuart Richards 12/31/2017 4:38 PM
Deleted: should

look and feel of the town and create the look and feel of suburbia. Open spaces and parks should be preserved to protect important resources and provide opportunities for outdoor recreation and a connection to nature.

Due to limited building space, parking constraints and traffic congestion, the existing village business district is most appropriate for businesses serving the needs of the community rather than those primarily drawing customers from outside Norwich. Because of transportation constraints and the desire to preserve the rural character of the town, the most appropriate location for commercial development serving regional markets is east of Route 5 South, which is currently zoned commercial and includes such businesses as King Arthur Flour.

Designated Village Center. The Norwich Village Center (Village Center) includes the Village Business Zoning District and additional area along Main Street north to the Norwich Public Library on Hazen Street and south to the Norwich Historical Society and Marion Cross School. (See Map *.). The Village Center is part of the Norwich Village Historic District listed on the National Register of Historic Places. Approximately 23 of the principal structures in the Village Center are listed as "contributing buildings" to the Historic District. Uses include some residential properties, many Norwich businesses, the town hall, police and fire station, public library, elementary school, Historical Society, and Village Green.

The Village Center was previously a Designated Village Center under the Vermont Downtown Program but the designation could not be renewed due to a lack of specific support in the 2011 Norwich Town Plan. The Norwich Village center meets both the statutory definition of a Village Center and other state guidelines. The Village Center designation will make various tax credits available to property owners for improvements related to historic restoration, code compliance, and accessibility, and provides the town with priority consideration for various state grant programs. The town may reapply for the designation if objections to the program are overcome which may be related to the lack of Act 250 supervision and those who feel strongly that expansion of the Village Center is not desirable..

Route 5 South/River Road. The areas on the west side of Route 5 South and along River Road are served by state highways and easily accessible to Interstate 91, schools, municipal services, and public transportation. Accordingly, residential development in these areas would cost less for the town to service than development in more outlying parts of the town. Such development would also help to reduce energy use and greenhouse gas emissions by allowing residents to access jobs, retail, and other necessary services with shorter car trips or by public transportation, walking or biking. Many residents have objected to development of the Route 5 South area on the westerly side of Route 5 because it will change the entire character of the area from rural residential to an area of high development.

A significant restraint on development in these areas is the lack of wastewater disposal infrastructure via a municipal wastewater facility or other alternatives to individual on-site septic systems such as on site or nearby community systems. A municipal wastewater facility has been discussed and researched, but never built; this is likely due to the exorbitant cost, lack of an existing health hazard, fear of too much development, very few individual septic system failures, concerns and complaints of residents or a combination of these concerns. The 2005 Norwich Sewer Committee Report found that there was no immediate public health need and that future consideration of a municipal wastewater system need not be pursued. Alternatives to a new municipal system include decentralized community systems utilizing new technologies. In the past in numerous studies hooking up to Hartford or Hanover has been deemed too costly and necessitating too much intense development to pay for the hookup. The preferred method to create additional sewage disposal should be small innovative community systems. In 2014-2015, the town commissioned a report to review options for these areas and in 2016, the Planning Commission began investigating the possibility of developing a new zoning district to make compact large scale development more feasible in these areas and to increase the incentives in these areas for the

Stuart Richards 12/31/2017 4:41 PM
Deleted: ~~intends to~~

Comparison 11/21/2017 11:02 AM
Deleted: The creation of additional zoning districts allowing some level of commercial or mixed use activity on the west side of Route 5 South and along River Road and Route 5 North should be considered in a future plan. These areas are

Comparison 11/21/2017 11:02 AM
Deleted: higher density

Comparison 11/21/2017 11:02 AM
Deleted: this area

Comparison 11/21/2017 11:02 AM
Deleted: capacity either on-site or

Stuart Richards 1/3/2018 12:12 PM
Deleted: Due to poor soil conditions outside of the existing village, the capacity of on-site systems is limited.

Stuart Richards 12/31/2017 4:43 PM
Deleted: ~~possibly~~

Stuart Richards 12/31/2017 4:44 PM
Deleted: ~~emergency~~

Stuart Richards 1/18/2018 5:02 PM
Deleted: the

Stuart Richards 12/31/2017 4:44 PM
Deleted: need

Stuart Richards 12/31/2017 4:44 PM
Deleted: for

Stuart Richards 1/22/2018 9:27 PM
Deleted: or community

Stuart Richards 1/18/2018 5:02 PM
Deleted: should be postponed until there is a demonstrate need and all other

Stuart Richards 1/18/2018 5:03 PM
Deleted: alternatives have been thoroughly explored and eliminated from consideration

Stuart Richards 1/3/2018 12:11 PM
Deleted: s should be part of a long-term public town planning process

Stuart Richards 1/23/2018 11:38 AM
Deleted: if residents approve could

Stuart Richards 1/18/2018 5:03 PM
Deleted: connections to wastewater treatment systems in Hanover or Hartford, or smaller,

development of affordable housing. Numerous ~~important~~ objections were raised in a public forum in February, 2017 about this concept, and the Selectboard and Planning Commission are presently considering how best to respond to and incorporate public input. As the commission wishes to give further consideration to public input as well as the nuances of this important topic, this town plan does not propose any zoning changes for these areas while keeping in mind that any development in this area should be consistent with the size, scale and number of units in existing developments in Norwich the largest of which is 24 units which may be well served by decentralized, technically advanced community systems. Connecting to either Hanover or Hartford likely could only be paid for by building a very large number of residential and commercial units which would be inconsistent with the current development pattern of Norwich and would no doubt detract from the vitality of the central residential and commercial village district.

Valley. Roads and streams radiate out from Norwich village to the west, north, and parallel to the Connecticut River to the east. These valleys contain level land suitable for development, but also scarce farmland, wetlands, and scenic vistas of the working landscape with hills in the background. Over the past several decades, the farm economy and development pressure has made it difficult for landowners to keep agricultural lands in productive use given the demand for and value of their property for residential development. Norwich, however, desires to maintain the rural character of its valley lands created through more than two centuries of productive use and retain a base of working farm and forest land for future generations.

The town has recognized that it needs to be creative and consider innovative techniques to achieve these goals. In order to preserve rural character while accommodating or restricting the amount of growth that residents desire. If residents approve, Norwich could promote use of cluster development on these valley lands; clustering is a development technique that groups allowed development together on smaller lots with a significant amount of the original parcel set aside as open space or productive land.

Even well-planned development on rural lands often requires trade-offs. Is it better to protect scenic views by placing new development within a wooded area or are homes on open fields preferable to protect forested wildlife habitat? Are designs that place homes located near existing roads to minimize the need for costly infrastructure superior to those that place homes at the end of long access drives out of view of travelers on the public roads? The complexity of rural planning is that there is no right or wrong that can be applied town-wide. Each piece of land needs to be considered and assessed individually. The town's land use regulations should provide the flexibility to develop a rural parcel in the manner best suited to that particular piece of land and location and in accordance with residents' wishes as to growth and the amount of growth desired .

Commercial development in the rural areas should be limited to businesses that will have a very low impact on town services or infrastructure and will not adversely affect rural character and residential or agricultural use. The level and type of commercial activity should be limited to home activity compatible with existing residential uses and sensitive to natural resources in the area such as the Connecticut River. Businesses oriented towards recreation or tourist amenities may be the best fit for this part of town, as well as those on working farms where operators need to expand upon traditional agricultural activities so their businesses can remain economically viable.

Upland. Forested uplands dominate the western side of Norwich. Beyond the narrow stream valleys that extend up into the hills from the lowlands along the Connecticut River Valley, the terrain is steep and soils are shallow. Few roads bisect these areas with the result being large, unbroken tracts of forestland. Their physical

Stuart Richards 12/31/2017 4:46 PM
Deleted: ~~A number of~~

Stuart Richards 12/31/2017 4:46 PM
Deleted: ~~considerations~~

Stuart Richards 1/22/2018 9:31 PM
Deleted: c

Stuart Richards 1/22/2018 9:31 PM
Deleted: is

Comparison 11/21/2017 11:02 AM
Deleted: Hamlets. The re-creation of "outlying villages" or hamlets, either in the historic locations of the original settlements or in new locations, would create a focus for more dense residential development in specific locations. A hamlet is a small, compact cluster of homes, frequently organized around a crossroads, civic building or public space. It may contain less than a handful of residences or be large enough to support one or more small, neighborhood-serving businesse... [67]

Stuart Richards 12/31/2017 4:49 PM
Deleted: reasonable amounts of growth

Stuart Richards 1/4/2018 8:38 PM
Deleted: ,

Stuart Richards 1/4/2018 8:39 PM
Deleted: should

Comparison 11/21/2017 11:02 AM
Deleted: It may be desirable to create additional zoning districts allowing some level of commercial activity along River Road and Route 5 North, which are reached by state highways and easily accessible to Interstate 91.

Comparison 11/21/2017 11:02 AM
Deleted:

character, value as wildlife habitat, fragile ecology and inaccessibility make these lands generally ill-suited for development.

Low-density and low-impact development that has been carefully sited and designed may be appropriate within the town's upland areas. Impacts to be minimized include tree clearing, disturbance of steep slopes, fragmentation of important wildlife habitat, and increased stormwater runoff and/or decreased water quality in upland streams. Recreational and forestry uses should be supported to the extent that they are undertaken in a sustainable manner that protects environmental quality. Scenic resources, such as views of prominent ridgelines and hillsides from public roads, may be protected by directing development to less visible sites or maintaining an appropriate level of vegetative screening.

Goals, Objectives and Actions

All of the goals and objectives and actions regarding commercial, residential and affordable housing development should be required to reflect what residents' desire as determined by public meetings, surveys, listserv comments, by vote and other means rather than the personal opinions of those forming policy.

Goal K Maintain and enhance Norwich's historic settlement pattern of compact village and rural countryside while accommodating growth or shrinking growth and limiting growth if residents desire it so that any development is consistent with the size, scale and number of units in existing developments the largest of which is 24 units. There should be no more than 12 new residences built in any one year with an exception for affordable housing/elderly housing to allow up to 24 units in any one development.

Preserve and protect the town's natural resources, scenic beauty and rural character while managing growth in outlying areas.		

Action K.1.a To the extent development is proposed on larger parcels outside of the current village center, encourage clustered and compact development through Planned Unit Developments (PUDs) that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units balanced by conservation of open space. We should be mindful that in the past in the 2005 Survey 54% of respondents (535) have wanted to keep the population of Norwich "relatively stable or decreasing" and only 44% (435) have wanted to see the population grow.

Action K.1.b Promote, through incentives in land use regulations, the clustering of residential housing with the goal of preserving larger contiguous parcels for farming, forestry and the preservation of open space.

Action K.1.c Consider creating incentives for clustering of residential housing in order to preserve natural resources and open lands.

Action K.1.d Support the use of conservation easements to preserve open space.

Action K.1.e Limit the allowed density for properties in outlying areas where there is limited access to services.

Direct new development to those locations best suited to accommodate it, particularly areas that are easily accessible to good roads, town services, schools and public transportation.		

Action K.2.a Develop guidelines and criteria to identify land that is physically capable of supporting development.

Action K.2.b Make inventories and maps of all protected natural resource areas readily available to all residents, landowners or their agents.

Action K.2.c Review the current zoning setbacks and protection zones for natural resource areas including wetlands, shorelines, and aquifers, and, if needed, establish new zones and setbacks.

Stuart Richards 1/10/2018 10:08 AM
Formatted: Normal

Comparison 11/21/2017 11:02 AM
Deleted: hamlet centers separated by

Stuart Richards 1/2/2018 9:14 PM
Deleted: ~~at a sustainable rate~~

Comparison 11/21/2017 11:02 AM
Deleted: Objective K.1 Preserve and protect the town's natural resources, scenic beauty and rural character while managing growth in outlying areas.

Comparison 11/21/2017 11:02 AM
Deleted: Develop and implement strategies to encourage higher density

Comparison 11/21/2017 11:02 AM
Deleted: around designated outlying hamlets and

Stuart Richards 1/23/2018 2:22 PM
Deleted: resident

Stuart Richards 1/18/2018 5:09 PM
Deleted: ed

Comparison 11/21/2017 11:02 AM
Deleted: Action K.1.b Allow for the creation of new, or the extension of historic, hamlets with smaller lot sizes, mixed residential and low impact commercial uses, and common areas for community use, which would be located based on existing roads, on-site wastewater disposal potential and interest of landowners. ... [68]

Comparison 11/21/2017 11:02 AM
Deleted: d Create

Stuart Richards 1/22/2018 9:39 PM
Deleted: and commercial developments

Comparison 11/21/2017 11:02 AM
Deleted: e

Comparison 11/21/2017 11:02 AM
Deleted: f

Comparison 11/21/2017 11:02 AM
Deleted: residences

Comparison 11/21/2017 11:02 AM
Deleted: rural

Comparison 11/21/2017 11:02 AM
Deleted: capacity for development

Comparison 11/21/2017 11:02 AM
Deleted:

Comparison 11/21/2017 11:02 AM
Deleted: ... [69]

Action K.2.d Maintain other protection areas such as steep slopes and ridgeline areas which may need additional evaluation on a site-specific basis prior to development. These areas should be clearly delineated on maps, and specific criteria and conditions for development should be established.

Action K.2.e Consider, as part of a public town planning process, how to best utilize advanced onsite or offsite community sewage disposal systems and technically advanced systems for lands without adequate on-site, soil-based wastewater treatment capacity that are otherwise suitable for compact development. All alternatives are subject, of course, to considerations of feasibility and cost-effectiveness and must meet state requirements. Utilizing municipal sewage disposal and hookups with neighboring towns' sewage systems have been studied and restudied and $20,000,000 is financially irresponsible as are hookups to nearby adjacent towns' systems. It is most important to consider both initial costs and the long-term costs of system operation, cost of improvements, and maintenance for all alternatives, as well as appropriate protections to ensure a level of growth that is consistent with the size, scale and number of units in existing developments the largest of which is 24 units.

Limit commercial development through performance standards to a type, scale and design that is compatible with the character of the town and the neighborhood to carefully regulate home commercial development and commercial development which should only be in the village center.

Action K.3.a Use performance standards to allow the type of commercial development appropriate for Village businesses.

Action K.3.b Re-evaluate performance standards on an ongoing basis to determine their effectiveness and make changes as needed.

Action K.3.c Support the ability of Norwich residents to work from home or operate businesses on their residential property to the extent that the activity is compatible with surrounding land uses and does not adversely impact neighbors' quality of life.

Action K.3.d Allow for appropriate business/services needed in the community.

Action K.3.e Consider allowing small businesses in outlying PUDs, particularly those that primarily provide services to local residents.

Action K.3.f Create criteria and performance standards for commercial uses in the rural residential areas to allow low-impact uses that will not adversely affect residential and agricultural uses.

Action K.3.g

Action K.3.h Encourage that commercial development provides public spaces such as seating for public use, picnic tables, flower beds or a small park.

Preserve and protect the character of Norwich village by avoiding any establishment of any

Stuart Richards 12/31/2017 4:56 PM
Deleted: long-term

Stuart Richards 12/31/2017 4:56 PM
Deleted: whether to developdeveloping wastewater treatment for areas

Comparison 11/21/2017 11:02 AM
Deleted: higher density

Stuart Richards 12/31/2017 4:58 PM
Deleted: or connect to adjacent municipalities where capacity exists. Alternatives

Stuart Richards 12/31/2017 4:59 PM
Deleted: ,

Stuart Richards 12/31/2017 5:04 PM
Deleted: connections to existing systems in neighboring towns, decentralized community systems, or use of new on-site treatment technologies

Stuart Richards 12/31/2017 5:05 PM
Deleted: C

Stuart Richards 12/31/2017 5:06 PM
Deleted: ~~moderate~~

Stuart Richards 1/18/2018 5:48 PM
Deleted: in

Comparison 11/21/2017 11:02 AM
Deleted: . ... [70]

Stuart Richards 1/20/2018 6:55 PM
Deleted: each of three categories: (a) Outlying neighborhood services; , and (b)

Stuart Richards 12/31/2017 5:08 PM
Deleted: ; ~~(c) Regional commercial development~~.

Comparison 11/21/2017 11:02 AM
Deleted: Allow

Comparison 11/21/2017 11:02 AM
Deleted: hamlets and

Stuart Richards 1/2/2018 9:19 PM
Comment [8]: This would likely be strip development and weaken the central village business district even if were not strip development.

Stuart Richards 1/2/2018 9:15 PM
Deleted: ~~Investigate whether it would be desirable to create anthe creation of additional commercial or mixed use districts on River Road, and Route 5 North that isare compatible with existing residential uses and sensitive to natural resources in the area.~~

Stuart Richards 1/23/2018 2:16 PM
Deleted: Ensure

Stuart Richards 12/31/2017 5:11 PM
Deleted: .

commercial district outside the village and any residential high density zone that would detract from the centrality of the village center.			

Objective K.4 Preserve and protect the character of Norwich village.

Action K.4.a

Action K.4.b Encourage village businesses that are primarily intended to serve the needs of and enhance the vitality of the local community rather than transient users.

Action K.4.c Apply for state designation as a village center to recognize the town's efforts to maintain the vitality and livability of its historic village and to provide priority consideration for state grants and other resources but require that changes to the village center be required to submit to Act 250 requirements and no application for historic village designation shall include mixed use designation for other than the core village either before or after being granted historic village status for the core village. There shall be no expansion of the central historic village.

Stuart Richards 1/3/2018 8:55 PM
Deleted: Review the boundaries of the Village Business District and the nature of commercial development allowed in the district so as not to significantly exceed the current level.

Encourage and strengthen agricultural and forest industries.			

Action K.5.a Promote use of sound forest and agricultural management practices.

Comparison 11/21/2017 11:02 AM
Deleted: ... [71]

Action K.5.b Evaluate, define, map and protect prime and other agricultural soils.

Action K.5.c Implement strategies to enhance the long-term viability of agricultural and forestlands.

Action K.5.d Support the viability of working farms through: (a) non-restrictive zoning for agriculture; (b) allowing commercial uses that help support the agricultural uses and/or preservation of land for agriculture; and (c) property tax relief at the town level.

Action K.5.e Allow for the manufacture and marketing of value-added agricultural and forest products.

Action K.5.f Promote the sale and consumption of locally grown food products

Comparison 11/21/2017 11:02 AM
Deleted:

Handout
1/24/2018

(110)

To: SB members
From: Kris Clement
Date: 1/26/18
Subject: Advisory Article on the Warning – Town Plan – Please do not consider

Tonight the members of the SB will be discussing the idea of placing an Advisory Article on the Warning for this March election regarding the Town Plan.

While I understand such an action is often employed to gauge general public sentiment, I would suggest that it is premature, and that the SB has a duty to inform and educate the voters on matters of this magnitude before we go to the polls!

The two failed bond votes are examples where the SB clearly misjudged public sentiment!

It is clear this issue has divided the community yet again and given the implications and potential long-lasting effect the Town Plan will have on this community, it seems reasonable that the SB should slow the process down, continue with public outreach (including surveys, etc.), and give voters time to digest the information.

I also suggest that, given more time and consideration of both sides of the issue, the SB could reach greater consensus on the Plan by making compromises that would make it acceptable to both sides. As the plan is written now it has created two very distinct camps, and the SB has an opportunity to bridge that division - and I believe it is their duty to attempt do so.

11p

Real Estate Market Update

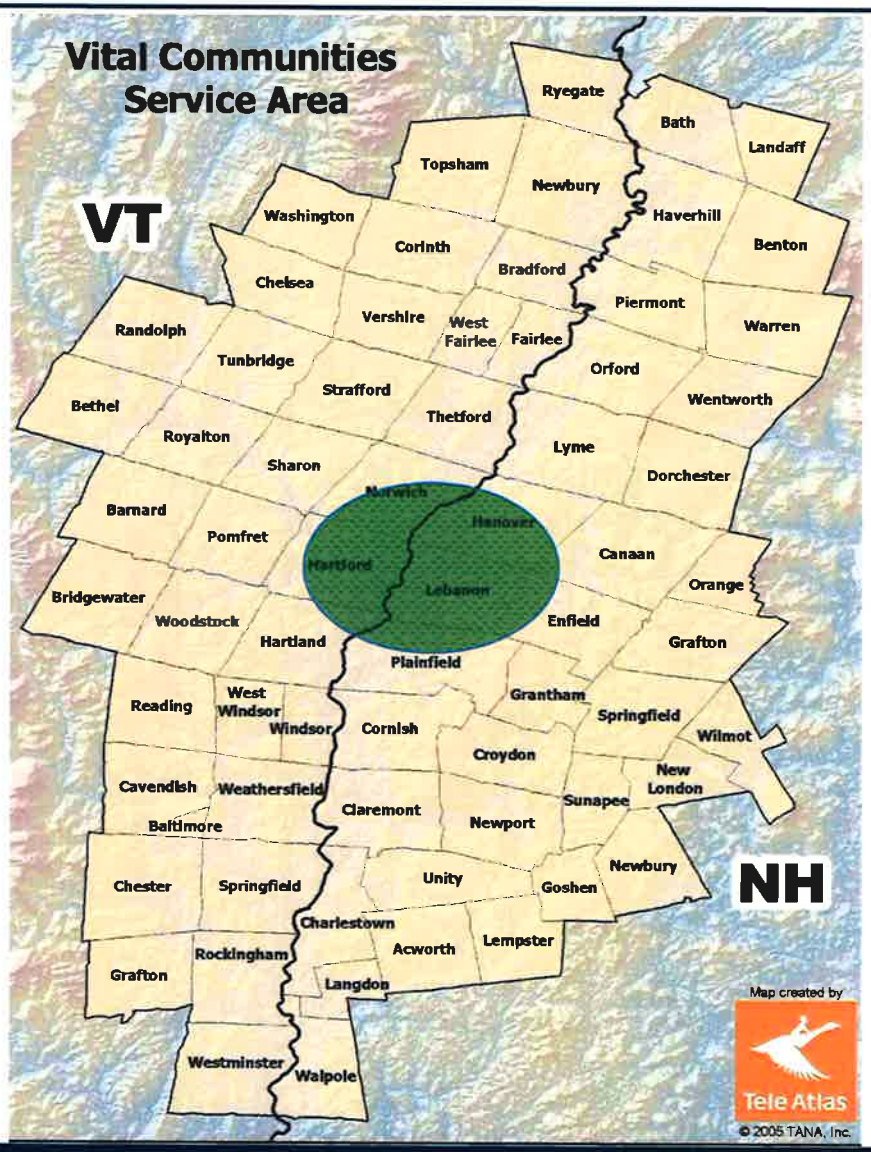
November 3, 2017

Host: Vital Communities

Sponsors: Lake Sunapee Bank & VT Housing Finance Authority

Presented by: Buff McLaughry

Geographic Focus

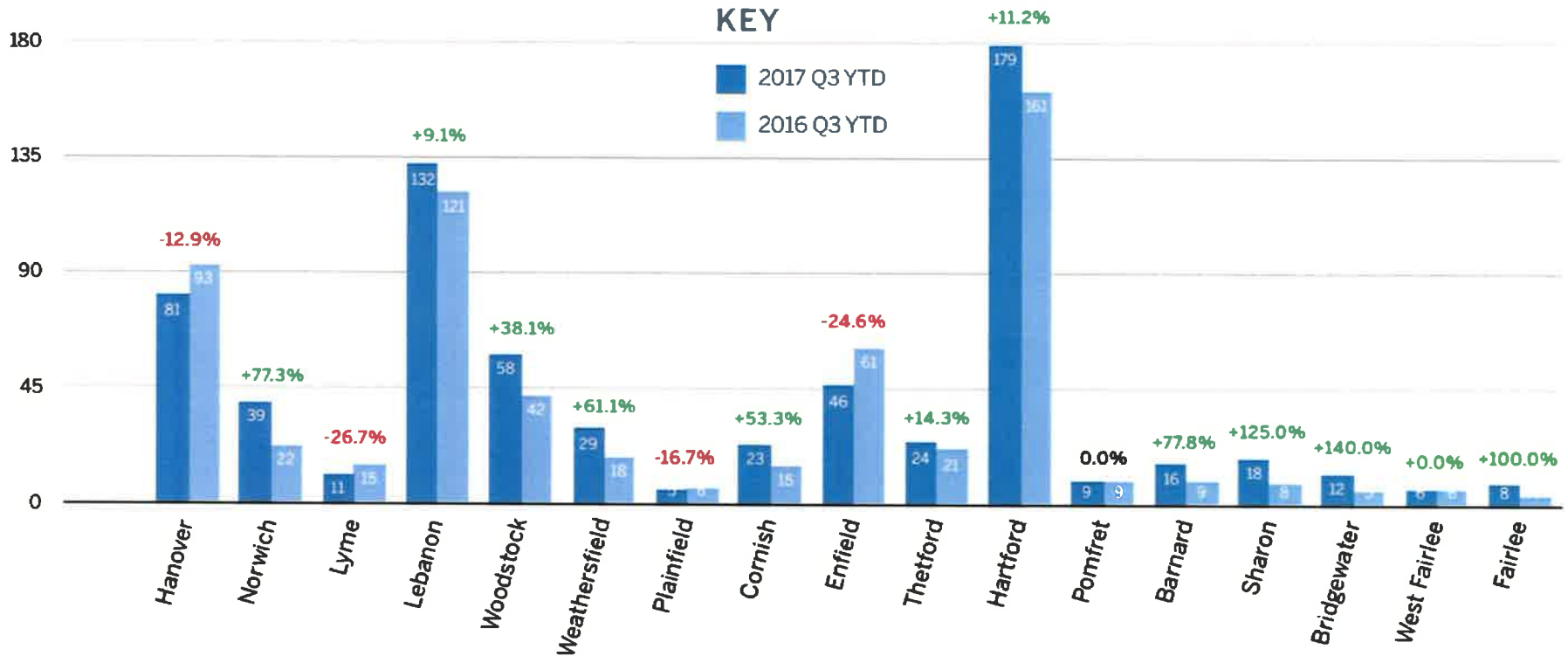


Agenda

1. Market Trends
2. Affordability
3. Market Challenges

Market Trends – Units YTD Q3

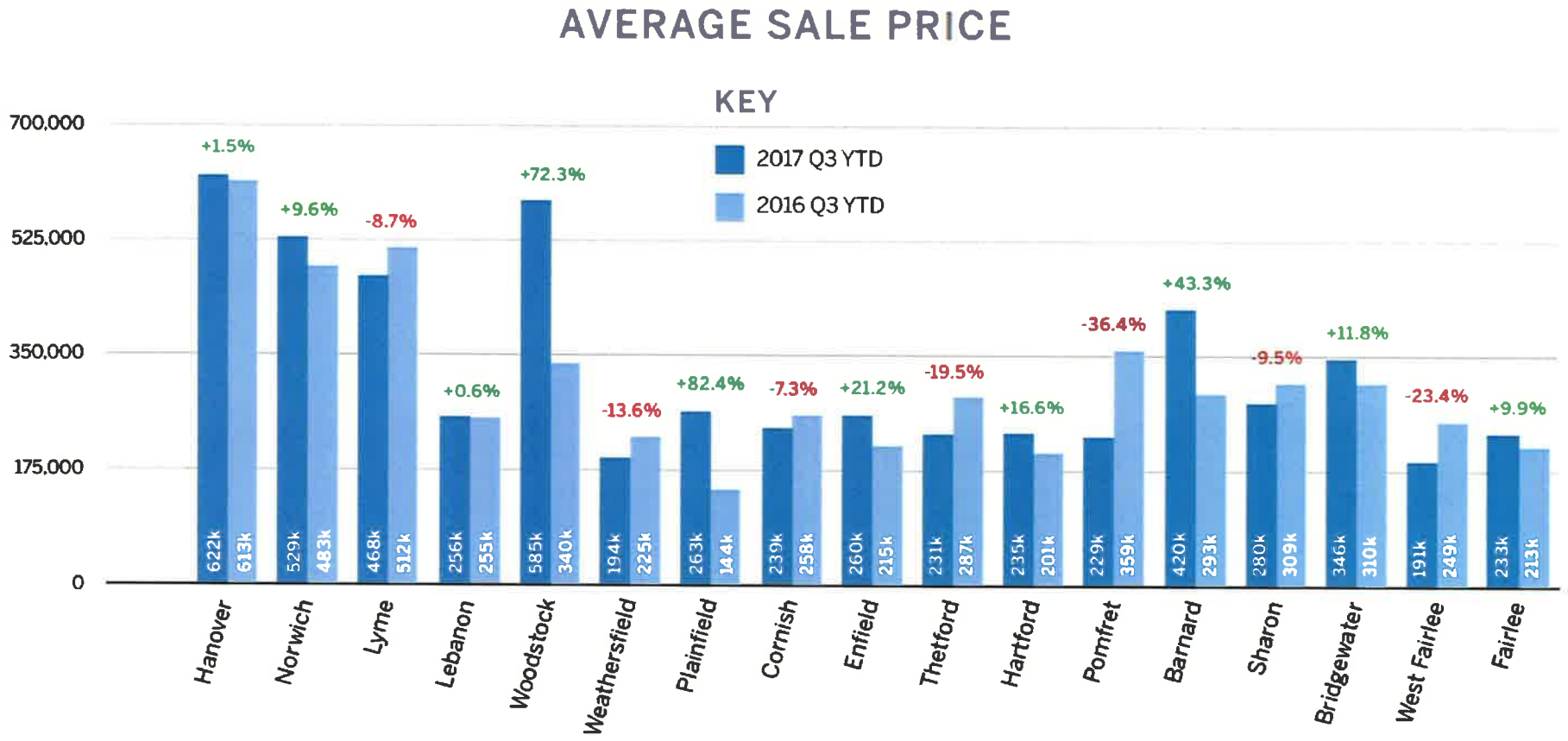
TOTAL SALES IN UNITS



Note: Small bases can lead to significant percentage increases/decreases and should be used cautiously.

Source: NEREN 1/1/17-9/30/17.

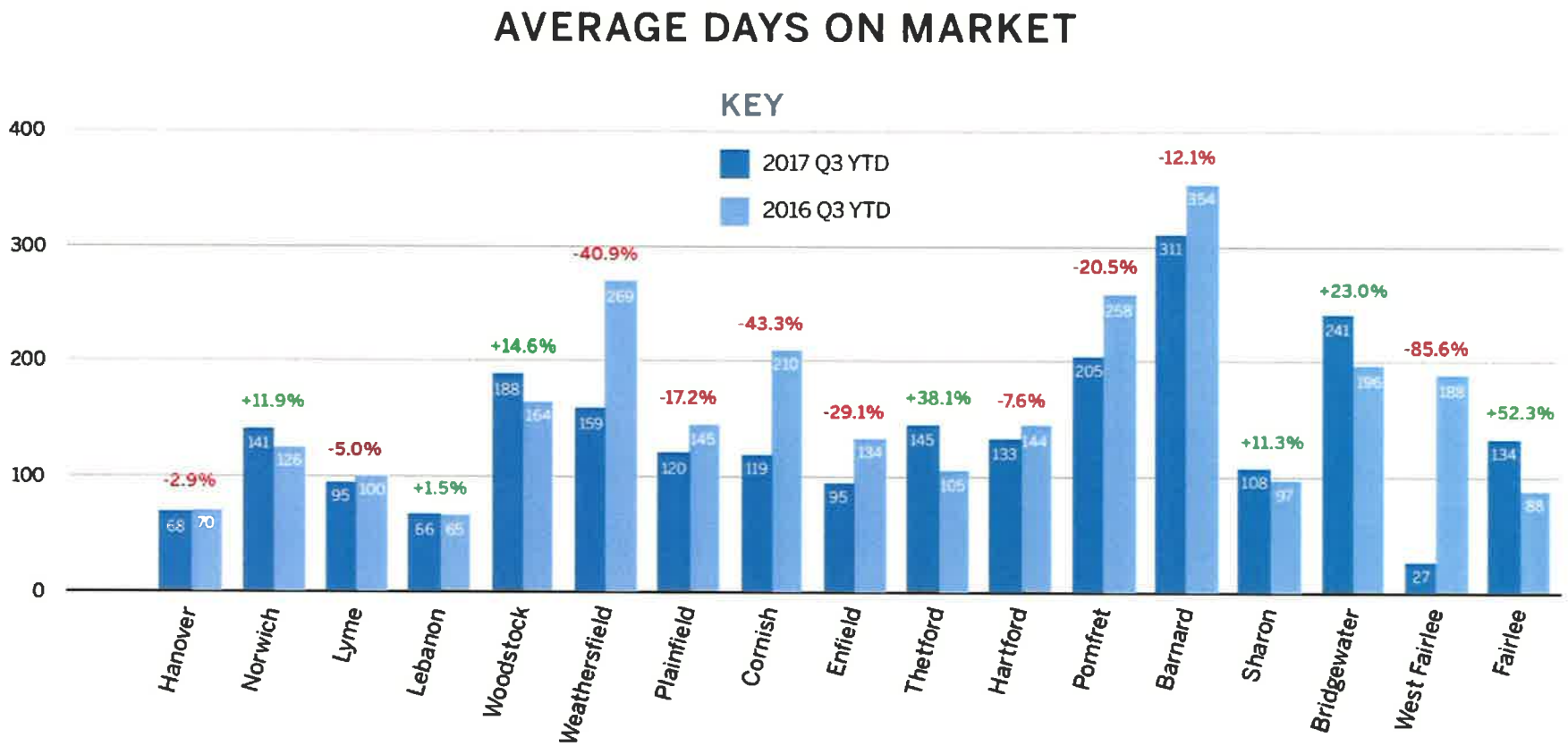
Market Trends – Average Price YTD Q3



Note: Small bases can lead to significant percentage increases/decreases and should be used cautiously.

Source: NEREN 1/1/17-9/30/17.

Market Trends – Days on Market YTD Q3



Note: Small bases can lead to significant percentage increases/decreases and should be used cautiously.

Source: NEREN 1/1/17-9/30/17.

Market Trends - Price Range: Under $299,000

	2007			2012			2017		
	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's
Core Towns	236	248	198	216	258	171	294	122	176
Commuter Towns	1,585	2,037	164	1,385	2,541	139	2,075	1,604	153

Comments:

- 31% increase in unit sales from 2007 to 2017.
- 21% decrease in inventory from 2007 to 2017.
- 7% decrease in sale price from 2007 to 2017.
    - 10% increase in sale price from 2012 to 2017.

Market Trends - Price Range: $300,000 - $599,000

	2007			2012			2017		
	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's
Core Towns	97	135	401	63	85	388	106	77	390
Commuter Towns	305	708	388	193	673	394	360	541	395

Comments:

- 19% increase in unit sales from 2007 to 2017.
- 24% decrease in inventory from 2007 to 2017.
- 2% increase in sale price from 2007 to 2017.

Market Trends - Price Range: Over $600,000

	2007			2012			2017		
	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's	Units Sold	Units Invent.	Price $ 000's
Core Towns	35	42	876	31	37	871	45	45	868
Commuter Towns	84	304	1,076	62	317	862	95	324	1,063

Comments:

- 13% increase in unit sales from 2007 to 2017.
    - 22% decrease in unit sales from 2007 to 2012.
- 1% decrease in sale price from 2007 (market high) to 2017.

Agenda

1. Market Trends
2. Affordability
3. Market Challenges

Affordability – Median Income

	Median Houshold Income	Buyer Capability Option #1	Buyer Capability Option #2
Core Towns		Two Loans	One Loan
Hanover	105,670	No PMI	PMI Required
Lebanon	53,004	3.0% down	5% down
Hartford	57,801	695+ Credit Score	695+ Credit Score
Average	**$72,158**	**$305,000**	**$325,000**

- 16 single-family, 12 condos available between $300K - $350K; 26% lower than 2007.

	Median Houshold Income	Buyer Capability Option #1	Buyer Capability Option #2
Commuter Towns			
Grafton	55,762	Two Loans	One Loan
Sullivan	56,032	No PMI	PMI Required
Windsor	52,965	3.0% down	5% down
Organge	53,869	695+ Credit Score	695+ Credit Score
Average	**$54,657**	**$215,000**	**$225,000**

- 266 single-family, 31 condos available between $200K - $250K; 2017 was lowest inventory since 2007.

*Source: 2015 Data from ELMI, NHES

Agenda

1. Market Trends
2. Affordability
3. Market Challenges

Market Challenges – Housing Shortage

5,000

Market Challenges – Infrastructure

Municipal Sewer vs. Private Septic

- Less than 1/3 of commuter towns have municipal sewer systems.
- Critical for housing density.

Market Challenges – Building Costs

Soft Costs

- Permitting
- Engineering
- Time
- Financing

Construction Costs

- Single-family building costs -- ~$200+ PSF
- Multi-family building costs -- $175+ PSF
- + Land costs and soft costs

Renovations

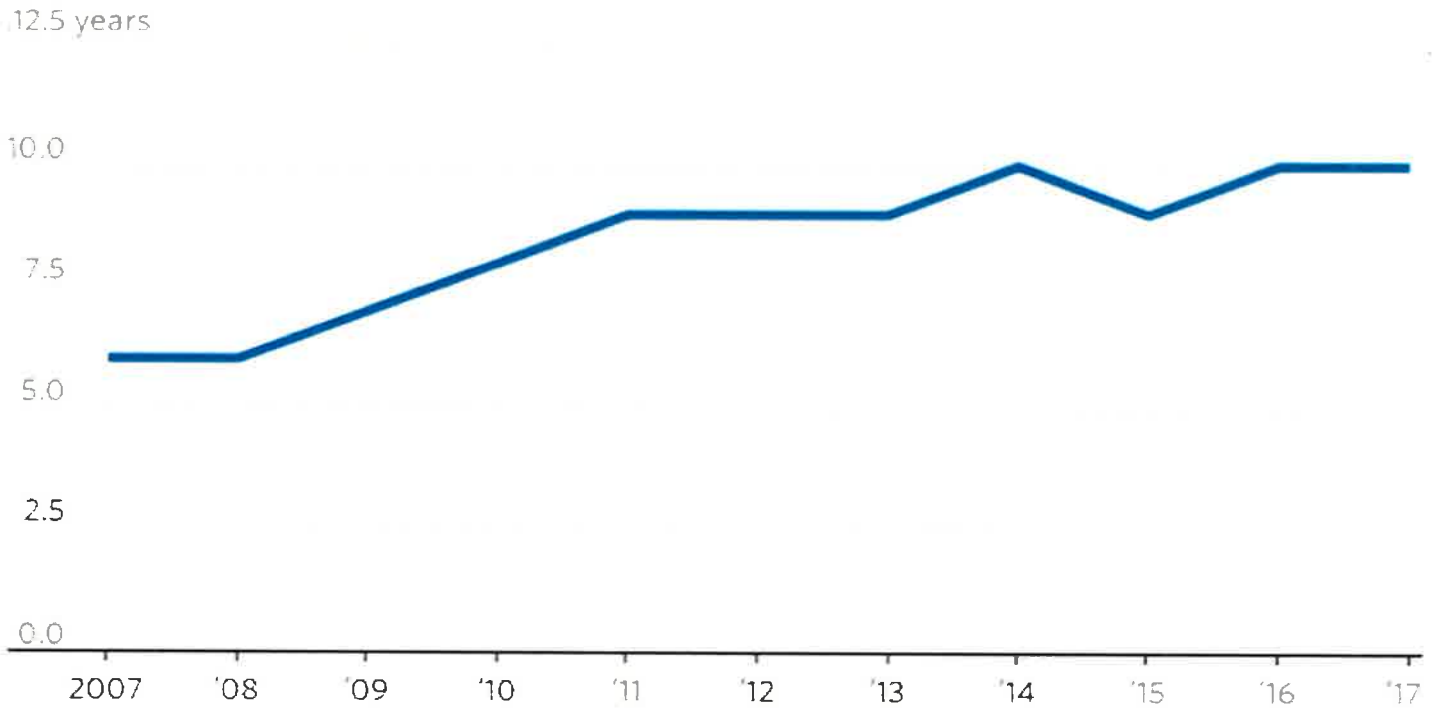
- Ageing of housing stock

Energy

- Third highest cost of home ownership (mortgage, taxes... energy)

Market Challenges – Housing Turnover

Median number of years homeowners are staying in their homes before selling.



Source: National Association of Realtors

Market Challenges – Changing Demographic

Baby Boomers • Born 1946-1964
53% of Home Owners
2nd Largest Generation

*Millennials • Born 1977-1995**
42% of Home Buyers
Largest Generation

Questions?

Presentation posted on the Vital Communities website:

WWW.VITALCOMMUNITIES.ORG

Buff McLaughry
email: buff.mclaughry@fourseasonssir.com

Facts and Trends™ - Published January 2018*

11p

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $299,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Number of Homes For Sale vs. Sold (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry

Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	6	3	2	3	3	1	2	1	0	0	1	0
New Listing	2	1	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	3	3	1	0	1	0	0	0	0
Pended	0	4	0	2	1	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	6	3	2	1	1	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	6	0.8	2	1.5	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	16.7	0	50	100	100	100	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	133.3	0	66.7	33.3	100	0	0	0	0	0	0
Avg. Active Price	239	282	276	256	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	193	231	270	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	126	103	159	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	95	102	96	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	87	86	90	0	97	0	0	0	0
Days on Market	0	0	16	158	279	364	0	63	0	0	0	0
Median	225	0	200	190	213	270	0	210	0	0	0	0

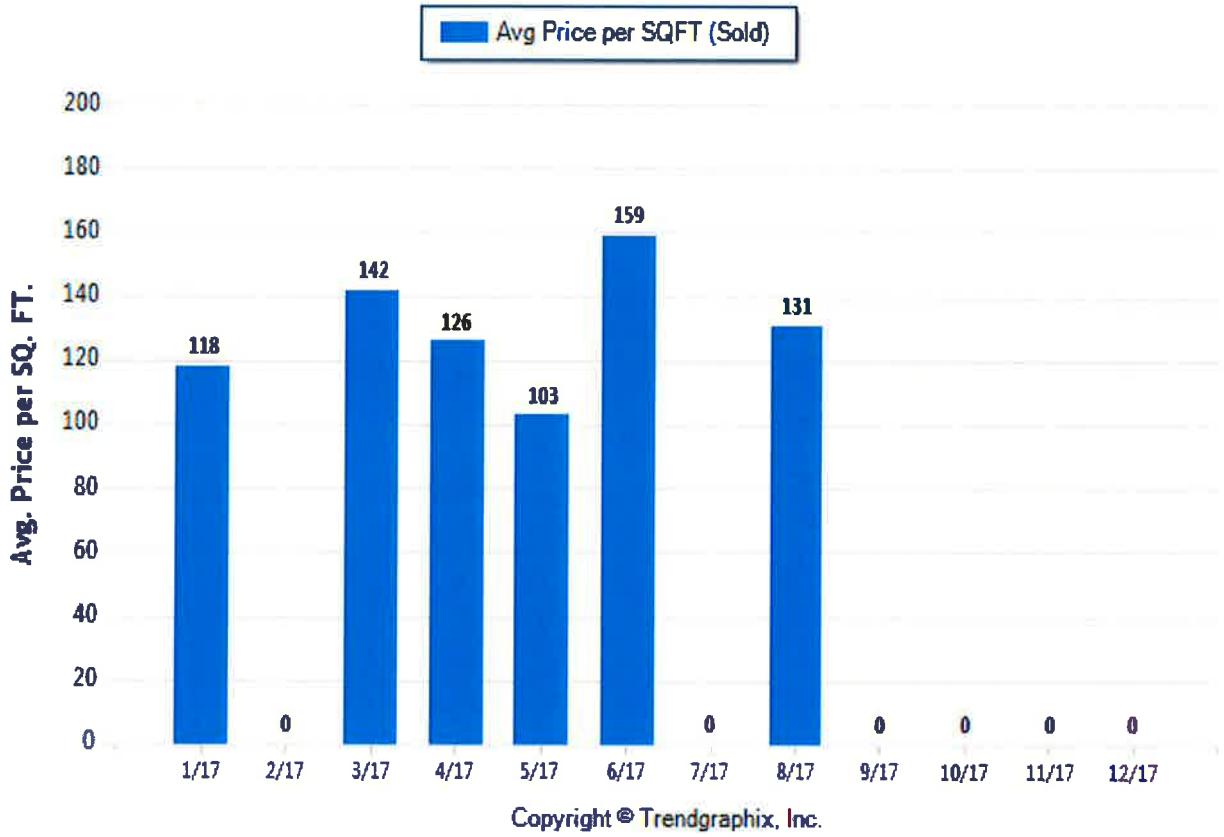
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $299,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Average Price per SQFT (Sold) (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	6	3	2	3	3	1	2	1	0	0	1	0
New Listing	2	1	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	3	3	1	0	1	0	0	0	0
Pended	0	4	0	2	1	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	6	3	2	1	1	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	6	0.8	2	1.5	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	16.7	0	50	100	100	100	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	133.3	0	66.7	33.3	100	0	0	0	0	0	0
Avg. Active Price	239	282	276	256	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	193	231	270	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	126	103	159	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	95	102	96	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	87	86	90	0	97	0	0	0	0
Days on Market	0	0	16	158	279	364	0	63	0	0	0	0
Median	225	0	200	190	213	270	0	210	0	0	0	0

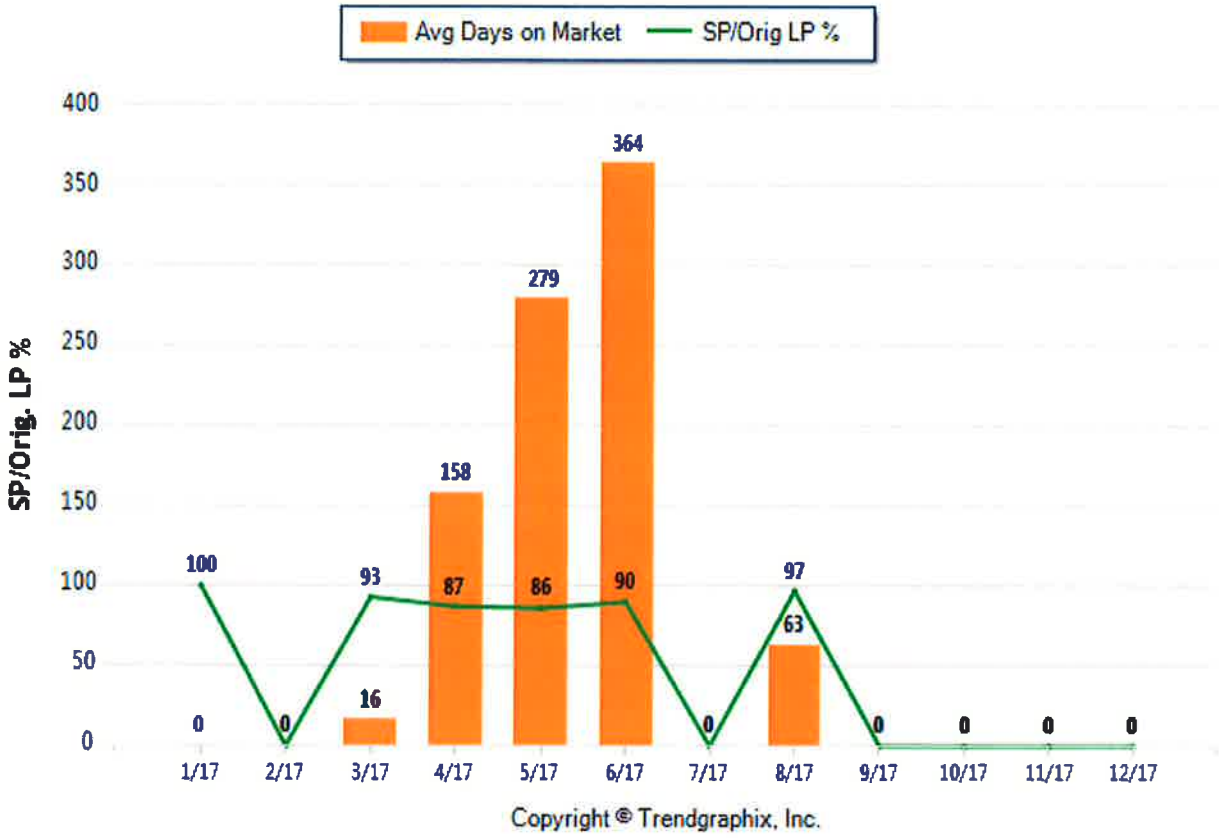
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $299,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Avg Days On Market & SP/Orig LP % (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	6	3	2	3	3	1	2	1	0	0	1	0
New Listing	2	1	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	3	3	1	0	1	0	0	0	0
Pended	0	4	0	2	1	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	6	3	2	1	1	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	6	0.8	2	1.5	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	16.7	0	50	100	100	100	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	133.3	0	66.7	33.3	100	0	0	0	0	0	0
Avg. Active Price	239	282	276	256	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	193	231	270	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	126	103	159	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	95	102	96	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	87	86	90	0	97	0	0	0	0
Days on Market	0	0	16	158	279	364	0	63	0	0	0	0
Median	225	0	200	190	213	270	0	210	0	0	0	0

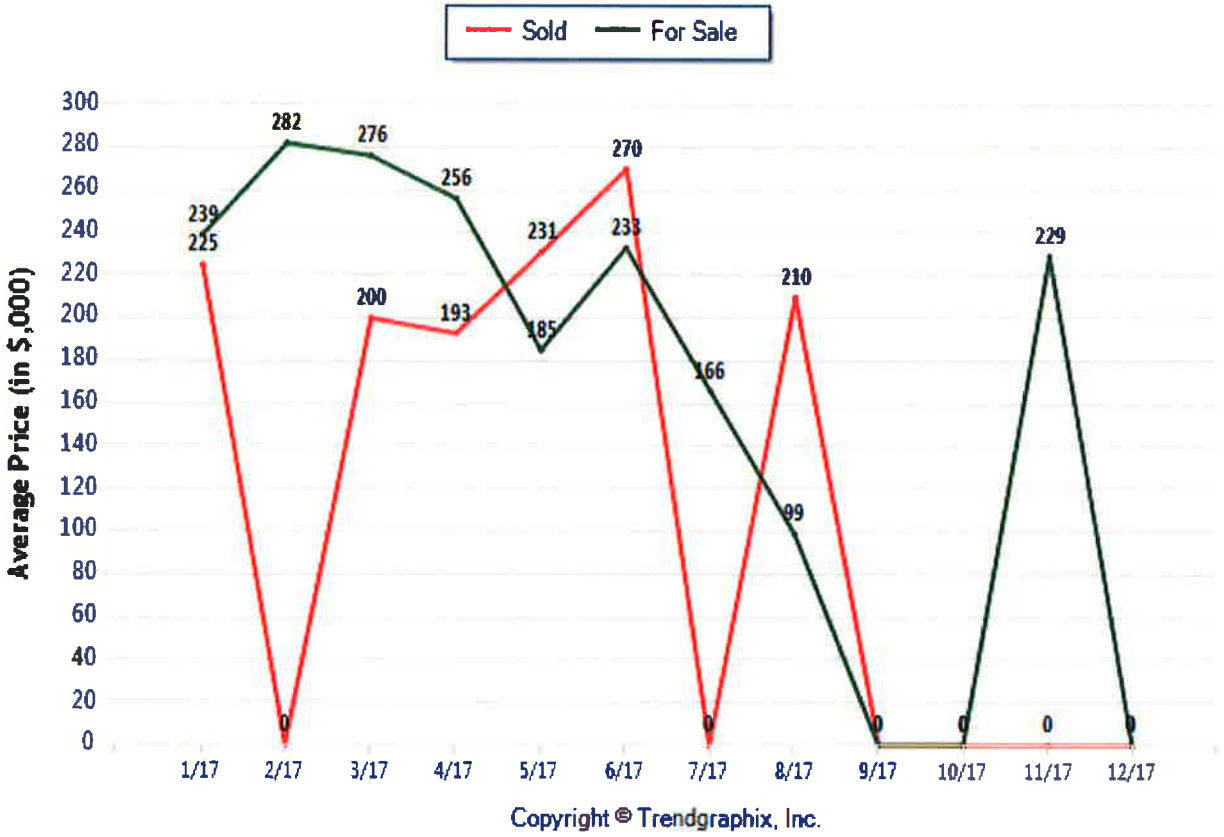
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $299,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Average Price of For Sale and Sold (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	6	3	2	3	3	1	2	1	0	0	1	0
New Listing	2	1	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	3	3	1	0	1	0	0	0	0
Pended	0	4	0	2	1	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	6	3	2	1	1	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	6	0.8	2	1.5	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	16.7	0	50	100	100	100	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	133.3	0	66.7	33.3	100	0	0	0	0	0	0
Avg. Active Price	239	282	276	256	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	193	231	270	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	126	103	159	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	95	102	96	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	87	86	90	0	97	0	0	0	0
Days on Market	0	0	16	158	279	364	0	63	0	0	0	0
Median	225	0	200	190	213	270	0	210	0	0	0	0

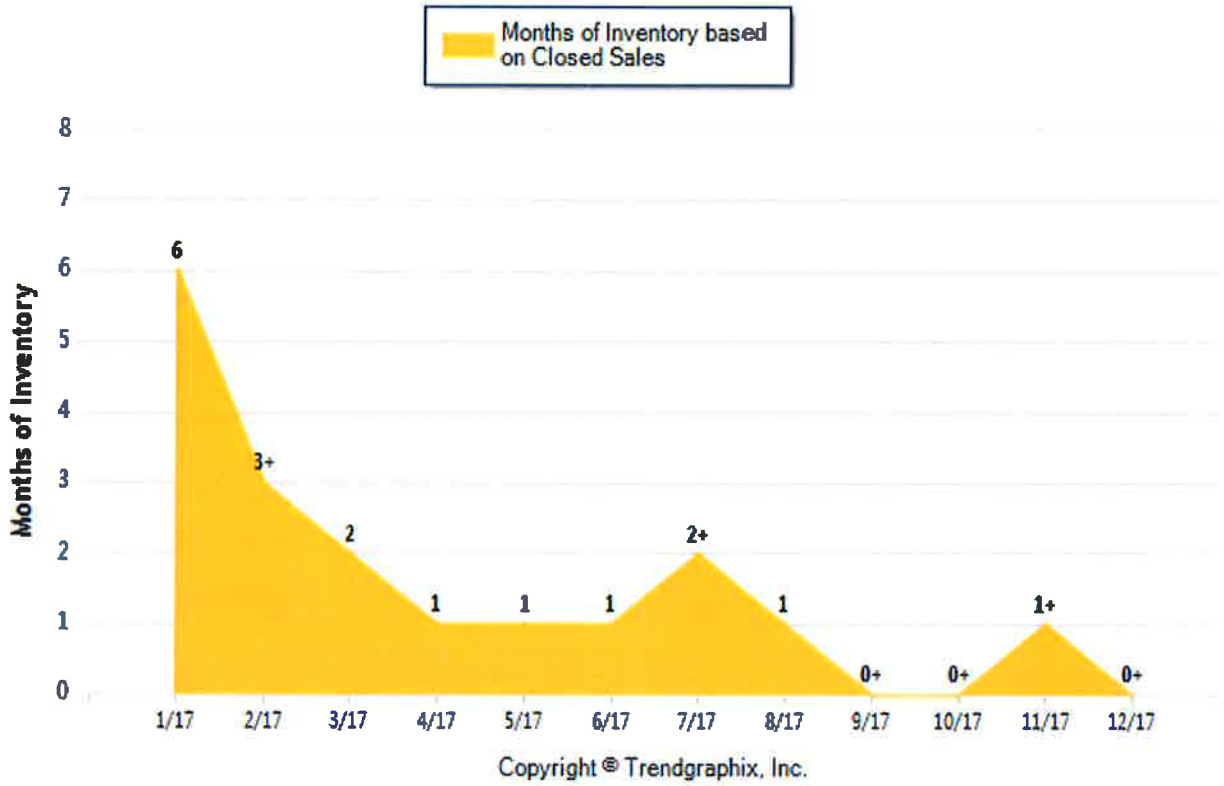
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $299,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Months of Inventory Based on Closed Sales (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



+ No sales in this month, this figure represents # of for sale listings

Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	6	3	2	3	3	1	2	1	0	0	1	0
New Listing	2	1	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	3	3	1	0	1	0	0	0	0
Pended	0	4	0	2	1	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	6	3	2	1	1	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	6	0.8	2	1.5	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	16.7	0	50	100	100	100	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	133.3	0	66.7	33.3	100	0	0	0	0	0	0
Avg. Active Price	239	282	276	256	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	193	231	270	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	126	103	159	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	95	102	96	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	87	86	90	0	97	0	0	0	0
Days on Market	0	0	16	158	279	364	0	63	0	0	0	0
Median	225	0	200	190	213	270	0	210	0	0	0	0

Facts and Trends™ - Published January 2018*

11p

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $249,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Number of Homes For Sale vs. Sold (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry

Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	3	0	0	1	3	1	2	1	0	0	1	0
New Listing	2	0	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	2	2	0	0	1	0	0	0	0
Pended	0	3	0	1	0	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	3	0	0	0.5	1.5	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	3	0	0	1	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	33.3	0	1	200	66.7	0	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	3	0	100	0	100	0	0	0	0	0	0
Avg. Active Price	187	0	0	217	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	160	209	0	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	128	124	0	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	96	103	0	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	92	87	0	0	97	0	0	0	0
Days on Market	0	0	16	137	281	0	0	63	0	0	0	0
Median	225	0	200	160	209	0	0	210	0	0	0	0

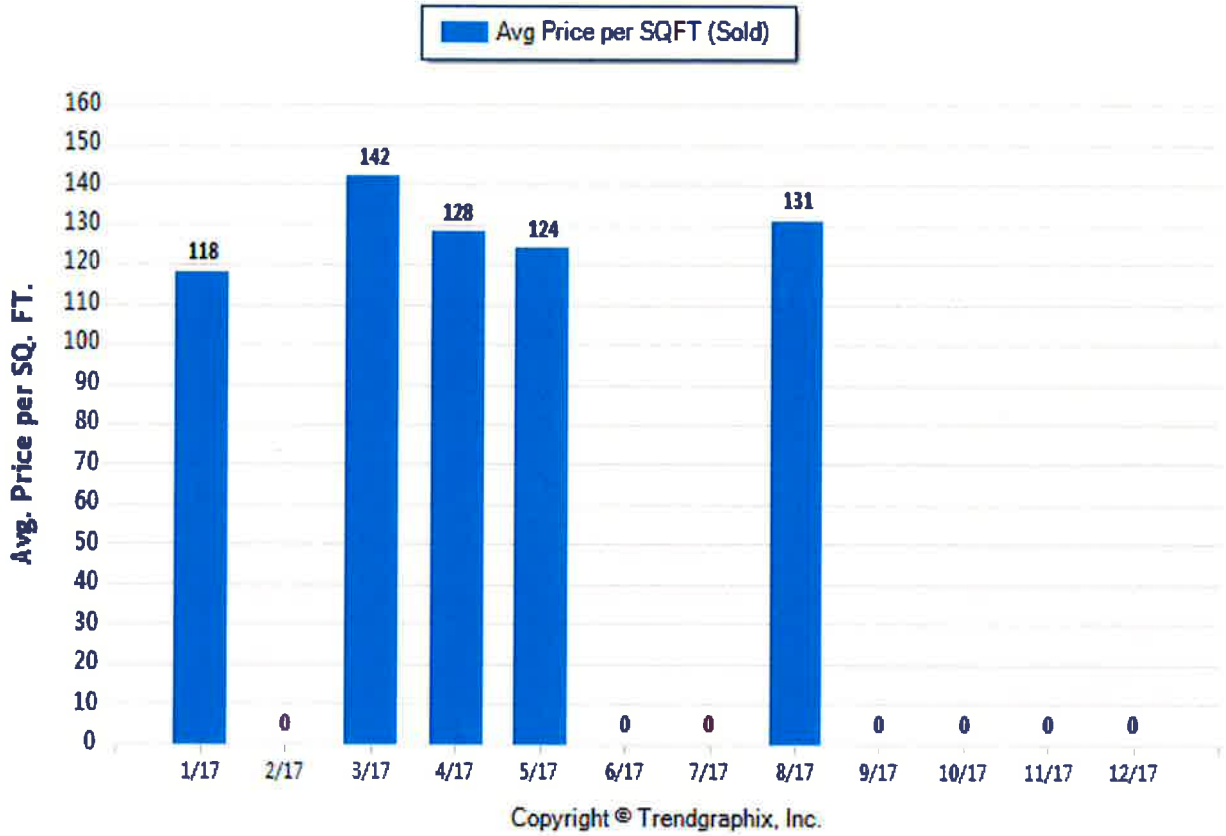
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $249,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Average Price per SQFT (Sold) (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	3	0	0	1	3	1	2	1	0	0	1	0
New Listing	2	0	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	2	2	0	0	1	0	0	0	0
Pended	0	3	0	1	0	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	3	0	0	0.5	1.5	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	3	0	0	1	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	33.3	0	1	200	66.7	0	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	3	0	100	0	100	0	0	0	0	0	0
Avg. Active Price	187	0	0	217	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	160	209	0	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	128	124	0	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	96	103	0	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	92	87	0	0	97	0	0	0	0
Days on Market	0	0	16	137	281	0	0	63	0	0	0	0
Median	225	0	200	160	209	0	0	210	0	0	0	0

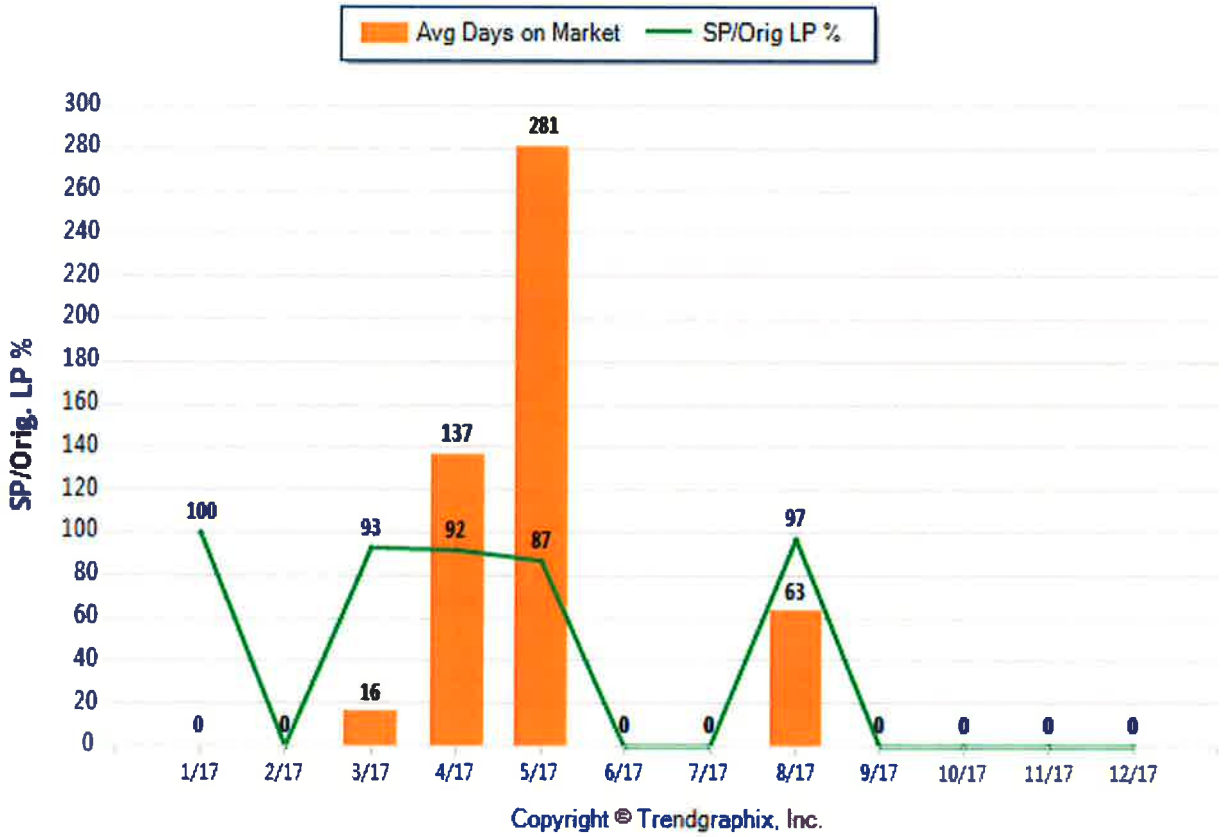
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $249,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Avg Days On Market & SP/Orig LP % (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	3	0	0	1	3	1	2	1	0	0	1	0
New Listing	2	0	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	2	2	0	0	1	0	0	0	0
Pended	0	3	0	1	0	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	3	0	0	0.5	1.5	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	3	0	0	1	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	33.3	0	1	200	66.7	0	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	3	0	100	0	100	0	0	0	0	0	0
Avg. Active Price	187	0	0	217	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	160	209	0	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	128	124	0	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	96	103	0	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	92	87	0	0	97	0	0	0	0
Days on Market	0	0	16	137	281	0	0	63	0	0	0	0
Median	225	0	200	160	209	0	0	210	0	0	0	0

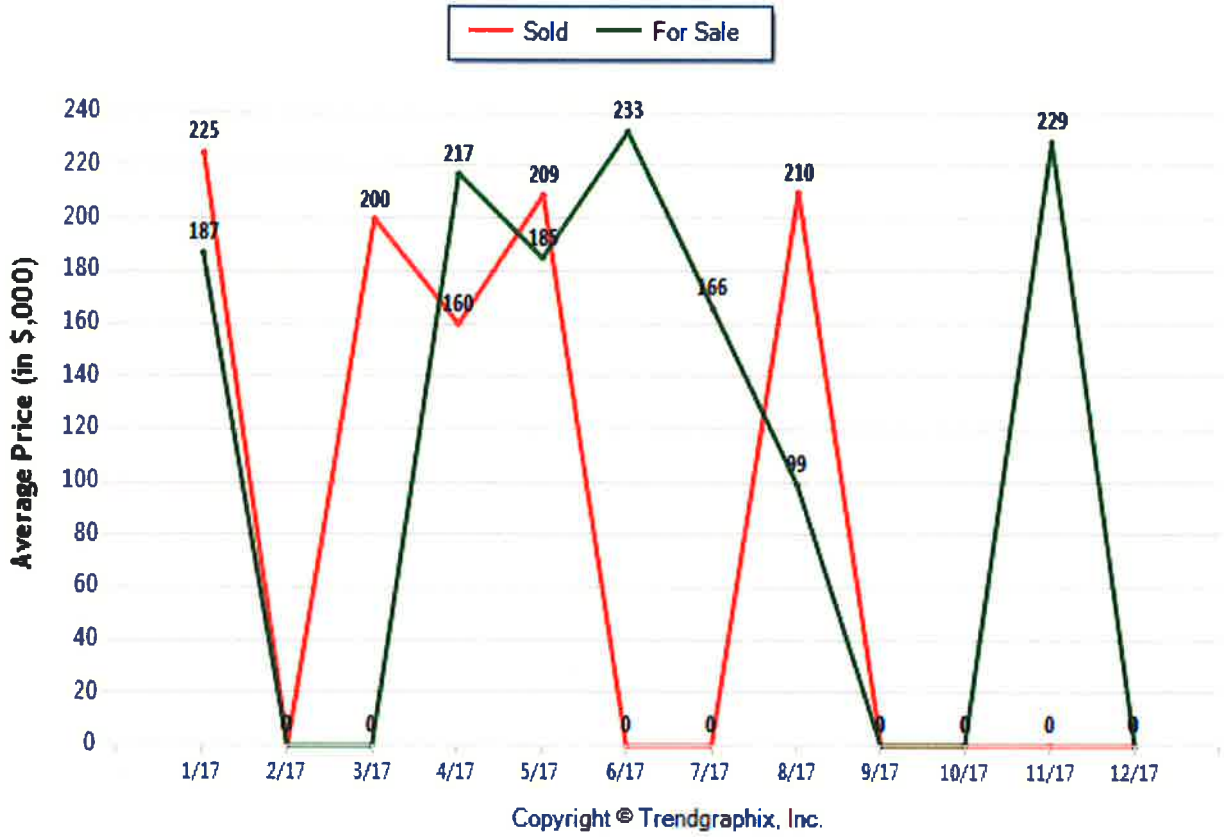
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $249,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Average Price of For Sale and Sold (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	3	0	0	1	3	1	2	1	0	0	1	0
New Listing	2	0	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	2	2	0	0	1	0	0	0	0
Pended	0	3	0	1	0	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	3	0	0	0.5	1.5	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	3	0	0	1	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	33.3	0	1	200	66.7	0	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	3	0	100	0	100	0	0	0	0	0	0
Avg. Active Price	187	0	0	217	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	160	209	0	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	128	124	0	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	96	103	0	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	92	87	0	0	97	0	0	0	0
Days on Market	0	0	16	137	281	0	0	63	0	0	0	0
Median	225	0	200	160	209	0	0	210	0	0	0	0

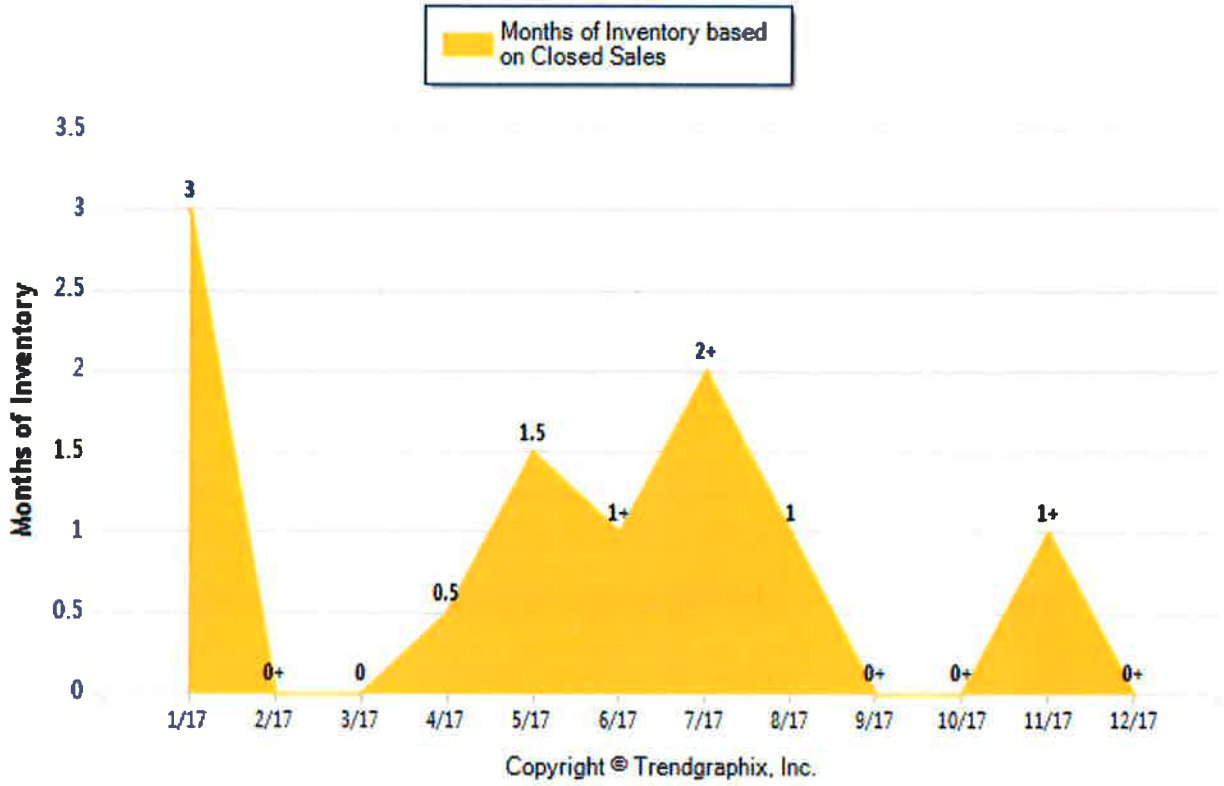
Facts and Trends™ - Published January 2018*

Four Seasons Sotheby's INTERNATIONAL REALTY

Location: Norwich
Property Types: All Residential Prop - All Property Statuses
Price Range: $0 - $249,999 **SQFT Range:** 0 - No Limit **Bedrooms:** 0 - No Limit
Full Baths: 0 - No Limit **Half Baths:** 0 - No Limit **Year Built:** 0 - No Limit

Months of Inventory Based on Closed Sales (Jan. 2017 - Dec. 2017)

Prepared for you by: Buff McLaughry



+ No sales in this month this figure represents # of for sale listings

Date	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17
For Sale	3	0	0	1	3	1	2	1	0	0	1	0
New Listing	2	0	1	1	2	0	0	0	0	0	1	0
Sold	1	0	1	2	2	0	0	1	0	0	0	0
Pended	0	3	0	1	0	1	0	0	0	0	0	0
Months of Inventory (Closed Sales)	3	0	0	0.5	1.5	1	2	1	0	0	1	0
Months of Inventory (Pended Sales)	3	0	0	1	3	1	2	1	0	0	1	0
Absorption Rate (Closed Sales) %	33.3	0	1	200	66.7	0	0	100	0	0	0	0
Absorption Rate (Pended Sales) %	0	3	0	100	0	100	0	0	0	0	0	0
Avg. Active Price	187	0	0	217	185	233	166	99	0	0	229	0
Avg. Sold Price	225	0	200	160	209	0	0	210	0	0	0	0
Avg. Sq. Ft. Price (Sold)	118	0	142	128	124	0	0	131	0	0	0	0
Sold/List Diff. %	100	0	93	96	103	0	0	97	0	0	0	0
Sold/Orig LP Diff. %	100	0	93	92	87	0	0	97	0	0	0	0
Days on Market	0	0	16	137	281	0	0	63	0	0	0	0
Median	225	0	200	160	209	0	0	210	0	0	0	0