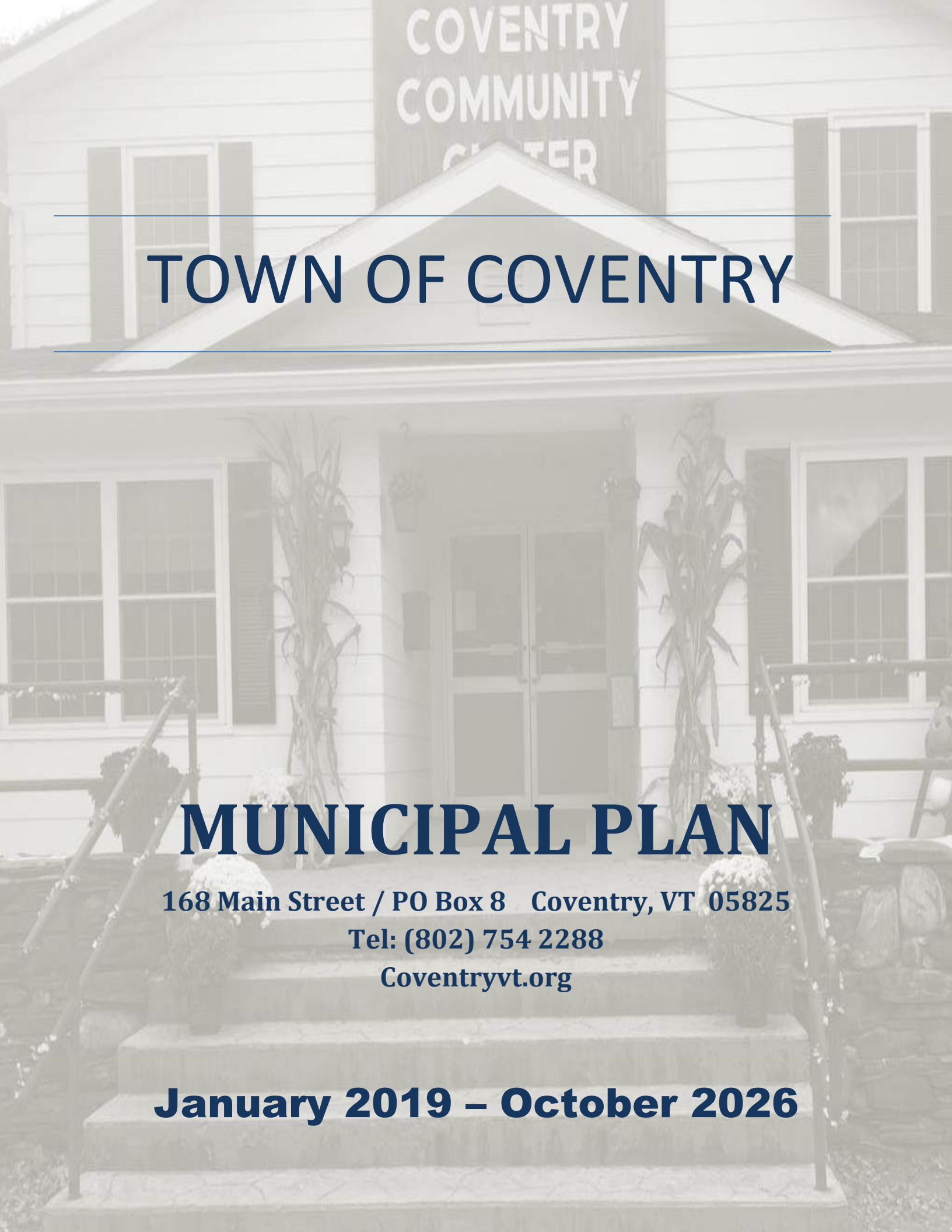

TOWN OF COVENTRY

MUNICIPAL PLAN

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January 2019 – October 2026

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2018 Coventry Town Plan

Purpose

Planning a town's future is not a new concept. Coventry's Select Board, Town Clerk, Treasurer, and other Town officials have been planning for the Town's future since March 31, 1803. If there is a new concept, it is one of collecting and recording information and policies that will guide the Town's management during the next eight years. Many of the goals used by the Town's founders are still important to our residents and will be used and studied within this Plan.

The Planning Commission's first objective in developing and maintaining this Municipal Plan is to provide the reader with a collection of basic information about Coventry. The information for this Plan was collected from Town records; State and Federal agencies; neighboring towns, and from the Town's residents. This information is presented in a format consistent with required elements under the Vermont Planning Statutes (Title 24, Chapter 117). The information that has been collected will provide the basic resource data for all future town-planning programs.

The second objective of this Plan is to depict trends that have taken place over the years that could have a direct impact on the Town's future. These include population trends, housing trends, economic trends, student enrollment, and land use development trends.

The third objective is to review the Plan's information, analyze the results, and draw conclusions as to how the current trends may affect Coventry's future.

This final objective of the Plan, is to identify areas of community concern and propose solutions using organized planning procedures and policies. The final chapter of this Plan outlines procedures that we recommend to achieve this last objective.

VISION STATEMENT

The Town of Coventry, through our elected government, is committed to preserving our affordable, small-town rural character. There are many considerations to achieve this vision. We must continue to make careful use of our natural resources, safeguarding them to ensure they last for generations to come. By building and managing the Town's unique financial assets, we strive to ensure Coventry is postured for a sound financial future – and like our natural resources, to last for generations to come. A high-quality education system is essential for our childrens' future as well as for attracting young families to live in our town – our future citizens and workforce. Supporting and encouraging a sustainable, diverse local economy is an area that always needs our attention. We will accomplish all of this by relying on the active and diverse participation of our community members in all aspects of Coventry government.

Goals & Objectives

The goals and objectives of this plan are meant to provide the reader with a comprehensive review and assessment of the Town's social, economic, and environmental characteristics. The information contained in this plan will be used by all branches of local government as a guide for future planning.

This Plan also provides Coventry's residents and landowners with a new way to contribute , and be a part of planning for the Town's future. The public is always encouraged to submit constructive comments on this plan by attending planning meetings, public hearings, or in writing.

To Promote the Towns Character this Plan Encourages:

- Future development to occur in the areas of town where development has already taken place. These areas would include those that are along and west of Route 5 with more limited development to the east of Route 5. A *Future Land Use m*ap (See Map Appendix) identifies these areas.
- Working with neighboring communities in structuring the region's future**.**
- Promoting and protecting the historic character of the Village of Coventry by maintaining existing historic structures and encouraging development that will be in harmony with existing structures.
- Supporting the development of value-added agricultural, forest, and natural resource-based enterprise(s) within the community.
- The Town should plan for the maintenance and support of agriculture as other types of development occur.

To Preserve and Protect the Towns Natural Resources:

- Protect Coventry Falls and Lower Falls are important natural scenic water resources in the community.
- Discourage any proposed land uses that may infringe on a wetland's ability to perform its vital functions.
- Encourage landowners to maintain large parcels of forest land by minimizing forest fragmentation through development.
- Developments within the South Bay Wildlife Management Area that would negatively impact this important, protected natural resource where significant public investment has been made are discouraged.
- Investigate methods to minimize the impacts of all development on the local watershed.

To Develop Programs to Promote Resident's Health, Safety, and Welfare:

- The Coventry Town Foundation provides scholarships to college students. This continues to enhance the quality of education offered to both the Town's youth and adults.
- Promote a healthy population, the Town will pay 25% of a person's health club membership.
- Consider the adoption of local ordinances to maintain a high-quality environment by reducing visual,

water, air, and noise pollution.

- Support recreational opportunities in the Town and promote responsible and appropriate use of all off-road vehicles to include snow machines, dirt bikes, All Terrain Vehicle's.
- The Town is developing a Local Hazard Mitigation Plan to mitigate flood hazards within the community.
- Support art, cultural, and historic preservation efforts.

To Ensure the Towns' Economic Well Being:

- Encourage and support industries, small businesses, and entrepreneurs in the community.
- Support the continued growth of the community and the creation of new opportunities for business growth.
- Support the expansion and development of the Northeast Kingdom International Airport in a manner that will create both commercial and industrial development that will benefit the area.
- Support the development and deployment of better broadband access for the community.
- Ensure proper enforcement of the Town's Flood Hazard Area Regulations so as to maintain the Town's eligibility in the National Flood Insurance Program.
- Support the Phase VI expansion of the landfill which is currently in the Act 250 permitting process. This expansion would extend the useful life of the landfill for approximately 20-25 years.
- Continue planning for the longer-term, especially for when the landfill reaches the end of its useful life.
- The Town should pursue the purchase and development of a property on Hancock Hill to be used as a source of gravel for the Town.
- Future land use planning could include a program that would stimulate diversification in the Town's approach to adding to its Grand List. Commercial and light industry could be offered incentives for moving into Coventry.
- Ensure fairness in the assessment of properties by establishing a notification process – perhaps entitled "Notice of Change (or Alteration)" – whereby any change or alteration to a property that would add to or lessen its value would be filed with the Town Clerk or Listers office.

To Ensure an Adequate, Affordable, and Effective Transportation Network:

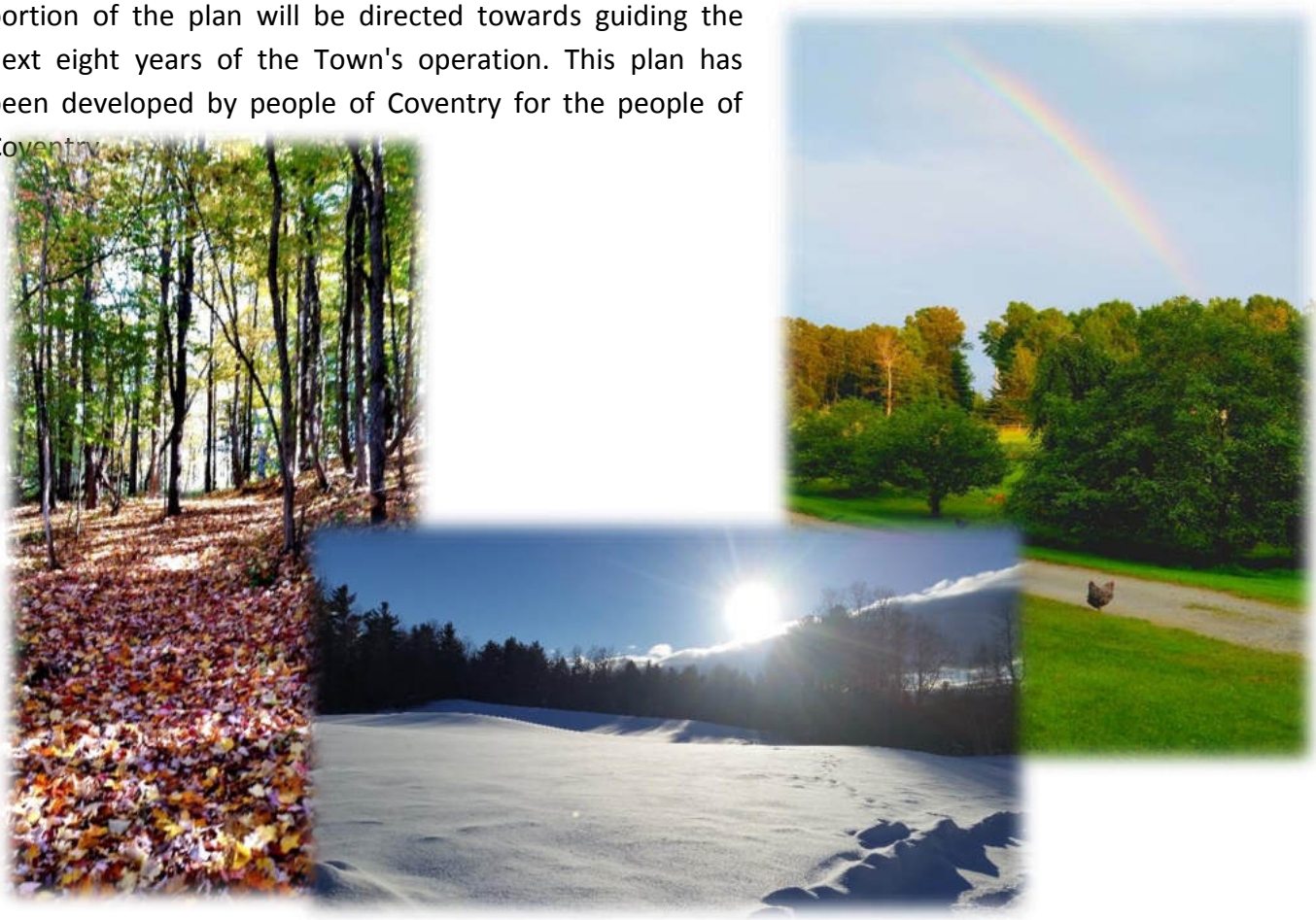
(Transportation Policies are included on page 61)

- Review the Numbered Town Highways to ensure the Town's road network is adequately serving the needs of the residents.
- Develop a list with preliminary cost estimates of Town structures to be replaced over the next 10 years and budget at least the match for a Town Highway structures grant through the VTrans Maintenance District. The Town's Road Commissioner should develop and update this list.
- Continue to update the Town's culvert inventory on the State of Vermont's Culverts web site while also working with NVDA as needed for technical assistance.
- Maintain the recently completed Road Erosion Inventory to comply with the Municipal Roads General Permit. The Road Commissioner should also work with the Orleans County Conservation District and

NVDA as necessary.

- Work with NVDA and VTrans to address safety issues related to truck traffic
- Evaluate where the best locations for Park and Ride facilities and Electric Vehicle Charging stations could be located within the town to best satisfy the State of Vermont's requirement under Act 174.

The remainder of this plan is devoted to presenting information that supports the Town's goals and to serve in guiding Coventry's future. Problems and opportunities are identified in the plan along with recommendations for addressing problems or capitalizing on opportunities. Actions taken under this portion of the plan will be directed towards guiding the next eight years of the Town's operation. This plan has been developed by people of Coventry for the people of Coventry.



Community Profile

According to the sign in Martha's Diner, Coventry is located "360 miles from New York City; 212 miles from Boston, Massachusetts; 200 miles from Albany, New York; 63 miles from Montreal, Canada; and 5 miles from Newport, Vermont". Some say you can't get here from there!

Coventry is located in northern Vermont, less than 20 miles from the Canadian border. It is bordered to the North by the City of Newport, to the East by Brownington, to the south by Irasburg, and to the west by Newport Town. Coventry's village area is located just off State Route 5, in the southern portion of the town.

The Village is the home of the Town's Post Office, Town Office & Community Center, two of its four Churches, its Memorial Common, one restaurant and several of the Town's oldest homes. The school, which was once located in the Village next to the Community Center, is now located across Route 5 from the south end of the Village. The village is served by a water system that is owned and maintained by the Coventry Fire District. The remainder of the homes, farms, and businesses are scattered over the Town's 17,280 acres. There are also important examples of historic and archeological resources within the community.

The Town's woodlands cover 1,475 acres. Logging continues to provide a number of the Town's residents with employment. Some of the wood, harvested from these lands, is milled at the sawmill that is located in Coventry.

Coventry provides its children with their first nine years of education by supporting a relatively new Pre-K through 8 school building built in 1995. Enrollment at the school for the 2017-2018 school year, including Coventry High School students, was 188. Coventry's students in grades 9-12 are tuitioned to the high school of their choice. While most of students in grades 9-12 attend either Lake Region Union High School or North Country Union High School, Coventry has tuitioned students to other schools as well, including the St. Johnsbury Academy and a high school in Stanstead, Quebec. Students have even been tuitioned to high

schools in areas as far away as Italy and Vancouver, BC!

The town is served by 16.4 miles of State Highways and 36 miles of Town Highways. Interstate Highway 91 runs the length of the Town's eastern border but does not provide the Town an interchange for access.

A division of Pike Industries; the Northeast Kingdom International Airport; Waste USA, Calkins Sand and Gravel, Lebranche Saw Mill, Carroll Concrete, Al's Snowmobile, and Gray's Paving are all located in Coventry. Coventry is also the home of a bed and breakfast, European Auto, Coventry Cuts and Fred Webster's Farm Museum. The Town's last grocery store closed its doors in 1977. Most of the goods and services that are required by the Town's residents are available in the neighboring communities of Newport, Orleans, and Derby.

The South Bay Wildlife Management Area, a tract of land bordering the South Bay of Lake Memphremagog is controlled by the State of Vermont. An additional tract of land that parallels the shores of the Black River has been designated as a wetland district and is also under the protection of the state. Both areas may be entered for limited recreational uses.

There are no zoning or subdivision regulations in Coventry. Commercial and residential development is limited only by State permitting and Vermont's Act 250. Coventry is considered a "one-acre" town under Act 250. This means that an Act 250 permit is need for commercial developments greater than one-acre in size or for subdivisions of land creating six (6) or more lots. Coventry is able to participate in the National Flood Insurance Program due to the regulated flood hazard area. Proper enforcement of the Town's Flood Hazard Area Regulations is important to maintain the Town's eligibility in the National Flood Insurance Program.

In the past, Coventry's population has been dominated by young residents; however, the Town's population has aged. In 1980, Coventry's median age was 24.9, and now the median age is over 43. The increase in median age, however, is typical for Orleans County, Vermont, and the New England region.

Today, Coventry can be categorized as a rural community. As long as the town maintains the current tax structure; a well-balanced educational program with school choice; limited development regulations; and a beautiful rural setting, it will likely continue to attract new growth.

Some of the following chapters in this plan will provide the reader with an insight into how these trends could affect the character and stability of Coventry in the future. The last chapter of this plan is devoted to presenting a planning program that will aid the community in meeting the challenges of the future.

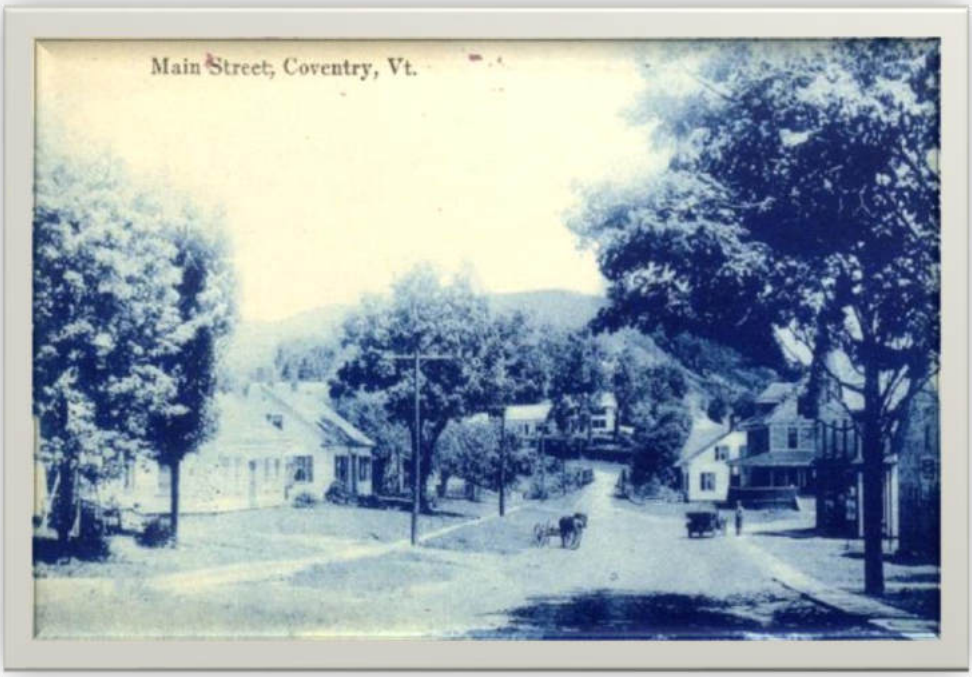
Our Changing Times

In the year of 1860 Coventry had reached what was to become known as its “hay days." History shows us that the town hit its second highest population level, 914 residents, during the 1860s and 70s. Coventry residents maintained 135 farms during this time. The railroad brought supplies and passengers into Coventry Station and picked up the Town's products; cheese, butter, and lumber to be distributed around Canada and New England. Coventry maintained ten schools, two Post Offices, two churches, at least two sawmills, a hotel, and a host of small shops. The Town's population began to decline in 1880. For the next 80 years the population continued to fall, until it reached 458 in 1960. After that time, new homes then began to spring up. Families moved into town and the school’s student population began to increase. This growth has seen Coventry reach its highest population ever in the year 2010 with 1,086 persons.

There had been many changes over the past 80 years leading up to this new growth period Railroad, trucking, and then automobile transport became commonplace. We had become a mobile society. Local farming also experienced dramatic changes. By1976 the number of farms in the Town had decreased. Since 1976 these numbers decreased even more. As of June 2012, there were even less farms. The majority of the farms sold milk to nearby cooperatives. In 1980, only 19% of the Town's labor force was working within Coventry’s borders, and as of 2000, this percentage has remained at 18%. In the years between 1960 and 2010, the town population has slowly increased.

The Foundation, a 501(c)(3) charitable organization, has sponsored flu clinics, lead testing of children’s toys, provided vouchers for free vegetable seeds, and offered scholarships to town students. More on the Coventry Foundation can be found in the *Community Service* section of this plan.

The Coventry Planning Commission has followed and been involved in many of these issues over time and hopes to keep the community moving forward by keeping this municipal plan current with the changing times.



The History of Coventry

The Town of Coventry was chartered on November 4, 1780 and remained uninhabited, and virtually inaccessible, until 1800. It was in March of 1800 that Samuel Cobb and his son Tisdale, along with their families, became Coventry's first settlers.

In 1801 a daughter was born to Tisdale Cobb, marking the first settler's birth in Coventry. Several families began joining the settlement, and by 1803 Coventry's adult male population numbered sixteen. It was throughout the year of 1803 that Coventry organized as a town. The first Freeman's meeting was held on September 6, 1803. The first school was organized, with classes being taught in Samuel Cobb's corn barn. Small business also began to operate in 1803. In its early years, Coventry had two sawmills, a gristmill, and a blacksmith shop.

There was no postal service in Coventry until 1821. The post office was established and Coventry's 300 residents received a weekly mail delivery. Shortly after this time, the center of Coventry Village began to form. Homes were erected, one serving as a boarding house, another as a blacksmith shop. A store and an ashery (a place where potash is produced) soon followed. In the years to follow, the increase in population required a larger school building for Coventry's students. The new school was built solely on contributions of materials and labor by the townspeople. Coventry's population continued to grow and by 1882 the student population numbered 232, and instead of one school, there were several spread with in the town.

As a small town trying to grow, Coventry was not without its share of tragedy. In June of 1816, a frost and a late snowfall destroyed the foliage and the farmers' crops. No crop survived to reach maturity, and the trees failed to put forth-new foliage. The winter of 1816 saw the settlers reaching out to help their neighbors with what means they had.

July 1913 brought a fire that left the hotel, a store, and two apartments in ruins. The store later opened when another building was moved to the site. The hotel, however, was never rebuilt. Within two years, another fire destroyed two houses and the schoolhouse that was located across the street from the location of the first fire.

In November 1927, the area was hit with an unexpected deluge of rain. Due to the number of waterways in Coventry, floodwaters claimed lives, property, and roadways. Many businesses, homes, and bridges were swept away by the Black River. Two fatalities occurred on the Coventry Road (U.S. Route 5) when a man and his son drowned after the wagon they were riding in overturned.

Coventry's economy was built upon agriculture and forestry. Even today, a large portion of Coventry's acreage is farm or forestland (5,800 acres of open/agricultural land and 10,700 acres of forestland, respectively). In 1860, there were 135 farms in town; that number dwindled to 32 by 1976, and in 1990 there were approximately 25 farms still in operation. As of 2012 the number of farms in Coventry was at 13 according to Grand List data. Sawmills seem to have been in town since 1801, when the first mill was erected on the Day Brook. In 1803, a larger and better mill began to operate on the upper falls of the Black River. Another came into existence in 1822. This mill was built by Calvin Harmon and his brother and remained in the family for over 100 years. In 1960, a new mill was built; although the building remains, it is no longer used for a milling operation. Drown's Lumber established in 1975, now known as LaBranche Lumber, is still operating as a mill.

The Coventry Common

The Coventry Common is rich in history. It started as a piece of land donated by Calvin and Daniel Harmon. The town and the Harmons made an agreement that the town would clear the stumps from it. Since this work was proceeding at a snail's pace, it was decided that if a man got intoxicated he would do penance by digging out a stump a day. This method proved to be a way of getting the job done at a much speedier pace! In 1912, Riley E. Wright gave to the Town a memorial monument to honor Coventry's soldiers in the wars of our country. The six-pound brass field piece cannon and carriage which graces the common, was presented to the town by the State of Vermont. The cannon formerly belonged to the Militia Company known as the Frontier Guards at Coventry during the years 1857-61. The Guards were commanded by Captain Azariah Wright; Hartford Hancock, Augustice West, and John H. Thrasher were lieutenants; and Dr. D.C. Blanchard was clerk. A memorial boulder honors Coventry's World War I soldiers and was unveiled in June of 1921. In 1948 a memorial to World War II soldiers was placed between the other two monuments in the common. Today, the common also has a monument to honor veterans who served in conflicts such as Vietnam and Afghanistan.

In August of 2004, what was advertised as the final concert of the music band Phish was held in Coventry. The concert was the single largest gathering of people in the town's history. Many fans had to be turned back due to heavy rains. Even so, with 65,000 attendees Coventry's augmented population was the largest in the state at that time, outranking Burlington, Vermont, which had around 39,000 people in the 2000 census.

Today & Tomorrow….

Population

It is evident from a review of Census information that Coventry has been in a growth cycle since 1970. It also seems apparent that this growth does not stem from increased employment opportunities within the town of Coventry, but rather residential growth as neighboring commercial centers like Derby and Newport grow.

Historically, growth meant new houses, new businesses, and more people to share the expenses to run the town. There was a natural balance of growth between residential and commercial growth, which tended to divide the tax burden evenly. Today, the majority of the area's commercial tax base is located in neighboring communities. As Coventry grows in population, the demand on town services also continues to increase. At present, financing the new demands on town services should not be a problem for Coventry. Each year the Town of Coventry receives a percentage of the tipping fees charged at the Waste USA Landfill. This percentage results in approximately $1.2 million per year for Coventry. The Town should begin planning longer-term, especially for when the landfill reaches the end of its useful life.

If the majority of Coventry's residential population grows as a result of growth in neighboring commercial centers, then we must become aware of the potential growth of these centers. While we have seen several industries close in both Derby and Newport over the past few years, we are also aware of new developments in those towns and others that will impact Coventry. There has been an increase in the number of retail establishments over recent years, particularly in Derby. Recently, the new Canadian goods and services tax has increased retail trade in all of Vermont's border towns. In addition, Derby's Municipal Plan calls for fostering the development of environmentally friendly businesses and the continuation of limitations on residential development.

Most of the indicators seem to point to the conclusion that the town of Coventry will continue to gain population during the coming years, but primarily through in-migration and residential development. We encourage town residents to submit suggestions and thoughts on whether or not this trend is acceptable for the community.

Factors Indicating Coventry's Continued Population Growth

1. Comparatively low municipal taxes
2. Limited development restrictions within the Town
3. Quality education system
4. Unique rural setting and friendly residents
5. Adequate inventory of undeveloped lands
6. Continuing commercial growth in neighboring business centers
7. Ease of accessibility to goods and services
8. Town's birthrate averaging ten children a year

Factors That Could Slow or Halt Population Growth

1. Slow economic growth in neighboring communities, or another recession
2. A high unemployment rate and lack of employment opportunities in Coventry and neighboring towns
3. Substantial reductions in State Aid to Education (this could cause a dramatic increase in the Town's property taxes)
4. Repeal of the Canadian goods and services tax; Equalized evaluation of the U.S. and Canadian dollar
5. Reduced access to goods and services in Coventry and neighboring business communities
6. Additional increases in the Vermont sales or property taxes

We conclude that taxes and fees from working farms, forests, and commercial enterprises help to offset expenses brought on by the community's residential growth. Maintaining a balance between residential and non-residential development is essential in planning for a community's economic security. If a town like Coventry were to largely become a bedroom community, it must try to offset its long-term educational expenses, by diversifying its tax base.

Historic Trends

During the years between 1800 and 1860 Coventry grew at a dramatic pace. Loggers and farmers cleared vast areas of the Town's woodlands. By 1860 there were 135 farms established, totaling 14,625 acres. Coventry's population stood at 914 residents. Farming and logging were the Town's two main industries. In 1882, ten schools were needed to house Coventry's 232 students. During this period, Coventry Station was the Town's commercial center. In 1894, four trains a day picked up and delivered supplies and passengers to the station. Farms increased in size until 1880. This happened because the railroad provided an expanded market for the farmers' cheese and butter. At that time the total farming acreage was recorded to be 18,610. The population that year was 911. The furious pace of the Town's growth was over for the time being. 1880 marked the end of the Town's population growth cycle.

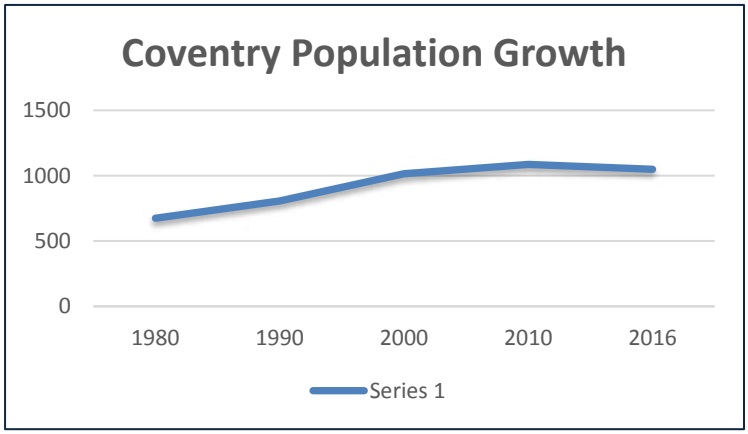
The 2010 Census shows Coventry has reached its highest recorded population ever (1,086 persons). There Coventry is considered a rural residential community. The number of housing units in Coventry increased from 283 in 1990, to approximately 477 in 2010. The *Housing* and *Education* sections of this plan contain more information on trends in housing and student populations.

The *Historical Profile* (page 6) outlined some of the changes that have occurred to Coventry over time. History tells us that as the number of business declined in the early 1900's, Coventry's residents moved out of town, to find employment elsewhere. The lack of mobility formed a natural population growth control. Today, we live in a more mobile society. The Town's residents can easily travel to neighboring business communities for their employment. These communities also offer Coventry's residents a wide range of goods and services. Small town businesses find it difficult to compete with larger companies and commercial centers. Rural towns can and do, however, supply the additional housing needs of these business communities. Therefore, small towns like Coventry become bedroom communities.

Census figures from 1980 show that while 72% of Newport's population age 16 and over worked in Newport and 40% of Derby's population age 16 and over worked in Derby, only 19% of Coventry's population 16 and over lived and worked in Coventry. Since 1980 these numbers have changed very little. The 2010 Census indicates that of the age 16 and over population (540 persons) in Coventry, 85.7% of these people work outside of the community. This percentage has increased from the 68.2% (346 persons) in 1990. While the business communities receive the financial benefits of the area's increased population; the rural bedroom communities must provide the services that are required by the people that work in the neighboring communities. It is also obvious that the growth trends within these bedroom communities are controlled, in a large part, by business and commercial growth in neighboring communities.

Present Population

The most recent population estimate shows Coventry's population to be 1,048 persons. This is a slight decline from the 1,086 population from the 2010 Census.



Coventry Population Growth 1980-2016	
Year	Town Population
1980	674
1990	806
2000	1014
2010	1086
2016 (estimate)	1048
Source: VT Department of Health	

Population by Age

The 2010 Census showed the Town's total population to be 1,086 persons. The male and female populations totaled 564 and 522, respectively. The median age (middle value) in the community was 42.9 years. A breakdown of the population by age is below.

Age group (years)	Population (#)
0 to 9	114
10 to 24	202
25 to 39	178
40 to 54	278
55 to 69	238
70 to 84	68
85 and older	8

Population Projections

In 2013, the State of Vermont produced population projections for each county and town in Vermont over the period 2010 - 2030: http://dail.vermont.gov/sites/dail/files//documents/vt-population-projections-2010-2030.pdf . In their projections they utilized two scenarios, one (A) was a more optimistic growth scenario based on a healthy economy, and a second (B) based upon a more stagnant economy. In either scenario, the population in Coventry was projected to increase.

Scenario A	Year	Population	% change from 2010
	2010	1086	
	2020	1197	10.2
	2030	1263	16.3
Scenario B			
	2010	1086	
	2020	1149	5.8
	2030	1165	7.3

Housing

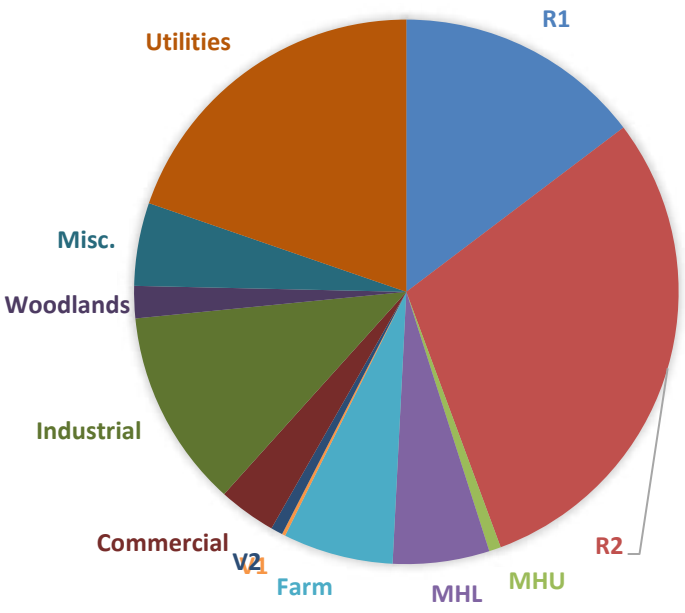
The charts below show how Coventry's property tax base has changed over the past 16 years. The largest change has been in the value of Utilities in the Town, particularly the addition of the Washington Electric Cooperative generation facility at the landfill. In 2001, Utilities were 3.2% of the overall tax base. In 2017, that percentage is now 19.6%. Residential properties (R1, R2) accounted for 49.5% of the value of properties in 2001. This percentage decreased to 44.1% in 2017. Commercial and Industrial properties accounted for 8.3% of the value of properties in the Town in 2001. This figure has decreased to 4.1% for 2017. Farms made up 9.7% of the total property value in 2001, but in 2017 account for only 6.5% of that value.

NUMBER OF RESIDENTIAL AND FARM LOTS

Grand List Category	1983		1991		2001		2010		2017	
	#	%	#	%	#	%	#	%	#	%
R-1 homes w/ < 6 acres	95	NA	113	19	115	2	128	11	136	6
R-2 homes w/ > 6 acres	41	NA	62	51	119	92	158	33	173	10
MH mobile homes w/o land	38	NA	48	26	46	-4	54	17	47	-13
MHL mobile homes w/ Land	26	NA	38	46	65	71	73	12	72	-1
Farms	34	NA	32	-6	18	-44	13	-38	11	-15
Totals	234		293		363		426			

NA - Not Applicable, Percentages represent the increase/decrease in properties from the previous period.

2017 - GRAND LIST BY PROPERTY TYPE



PERCENTAGE OF GRAND LIST BY PROPERTY VALUE			
	Year		
	2001	**2010**	**2017**
R1 Residential 1	18.50%	14.80%	14.60%
R2 Residential 2	31.00%	29.90%	29.50%
MHU Mobile Home w/o land	1.70%	1.00%	0.70%
MHL Mobile Home w/ land	7.70%	5.90%	5.70%
F Farm	9.70%	7.50%	6.50%
V1 Vacation 1	0.10%	0.20%	0.20%
V2 Vacation 2	1.70%	0.90%	0.70%
C Commercial	6.60%	3.30%	3.40%
I Industrial	5.90%	12.00%	11.70%
W Woodlands	2.20%	2.00%	1.90%
M Miscellaneous	11.60%	5.70%	4.90%
U Utilities	3.20%	17.10%	19.60%

Existing Housing Data

This section of the Plan looks at housing in Coventry. Data concerning occupancy and affordability will be presented and discussed. This section will also attempt to determine future housing needs in Coventry. Unless otherwise noted, the data used in this section was taken from the Vermont Housing Data website (www.housingdata.org). Some of the data presented in this part of the plan will be median values. The median of a group of data is that value where one-half of the data fall below that point and one-half are above that point. For example, with median value of houses, one-half of the houses are valued less than the median and one-half are valued more than the median

The 2010 population of Coventry was 1,086 persons. The number of households in the community totaled 431, with 355 households owning their home and 76 renting their home.

Housing stock	Coventry	Orleans Co.	Vermont
Total housing units, 2010*	477	16,162	322,539
... owner-occupied	355	8,553	181,407
... renter-occupied	76	2,767	75,035
... vacant housing units, 2010*	46	4,842	66,097
... for seasonal, recreational, occasional use	16	3,951	50,198
... for rent	8	272	5,635
... for sale only	3	184	3,598

For owner-occupied units, 26.5% of householders moved into their residence between 1990 and 2000, 50.2% moved into their residence in 2000 or later, and 23.3 % moved in prior to 1990. For renter-occupied units, 96.9% of householders moved into their residence in 2000 or later, and 3.2% moved in between 1970 and 1979.

As of April 1, 2010, there were a total of 477 dwelling units in Coventry. Of these 477 units, 431 were occupied and the remaining 46 were vacant. Sixteen of the 46 vacant units were held for seasonal, recreational, or occasional use.

Coventry's housing stock is relatively young. The American Community Survey five-year estimates (2012-2016) indicate that 56.5% of occupied housing units were built in 1980 or later. Of the occupied housing units, 57.1% of the units heated their home with fuel oil or kerosene, 30% of units were heated with wood, 12.2% of units were heated with gas, and 0.7% used other heating fuels.

Housing Trends

The table below shows historical data taken from the Coventry Grand List showing the growth in year-round,

single-family dwellings from 1980 to 2017. The total number of these dwelling units (excluding seasonal residences and commercial apartments) increased from 171 in 1980 to 428 in 2017. As indicated from the data, mobile homes account for a slightly higher percentage of single-family homes in 2017 as they did in 1980 (27.8% in 2017 compared to 26.9% in 1980). However, houses on lots greater than 6 acres grew significantly as a percentage of year-round residential properties, from 19.9% in 1980 to 40.4% in 2017.

COVENTRY HOUSING GROWTH BETWEEN 1980 AND 2017

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Residential 1 (<= 6 acres)	91	90	91	95	95	96	95	97	100	104	108
Residential 2 (> 6 acres)	34	39	40	41	44	46	48	48	50	55	60
Mobile Home 1 (w/o land)	26	32	46	38	44	47	52	49	51	59	53
Mobile Home 2 (w/ land)	20	20	18	26	26	27	27	27	27	29	34
Total Dwellings	171	181	195	200	209	216	222	221	228	247	255

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Residential 1 (<= 6 acres)	113	111	110	110	110	109	112	111	110	111	115
Residential 2 (> 6 acres)	62	66	71	79	85	93	95	114	117	117	119
Mobile Home 1 (w/o land)	48	48	51	47	47	43	39	38	40	48	46
Mobile Home 2 (w/ land)	38	42	44	48	55	56	55	60	66	68	65
Total Dwellings	261	267	276	284	297	301	301	323	333	344	345

	2002	2003	2004	2005	2006	2007	2008	2010	2011	2012	2013
Residential 1 (<= 6 acres)	108	110	114	113	117	117	124	128	129	129	132
Residential 2 (> 6 acres)	125	120	132	139	141	144	152	158	162	166	168
Mobile Home 1 (w/o land)	43	44	45	48	45	44	49	54	50	51	45
Mobile Home 2 (w/ land)	71	72	75	75	75	76	74	73	74	74	75
Total Dwellings	347	346	366	375	378	381	399	413	415	420	420

	2014	2015	2016	2017
Residential 1 (<= 6 acres)	133	135	136	136
Residential 2 (> 6 acres)	169	169	171	173
Mobile Home 1 (w/o land)	47	44	46	47
Mobile Home 2 (w/ land)	73	72	72	72
Total Dwellings	422	420	425	428

Source: Coventry Grand List.

Note: does not include seasonal dwellings, commercial apartments, farms, miscellaneous dwellings

The number of year-round single-family dwellings increased by 149% from 1980 to 2017, as shown in the Grand List data above. However, population increased by only 56% during this same period, as shown in the table below. This indicates a shrinking of household size over that time period.

Housing Affordability

The objective of this section is to determine whether or not housing in Coventry is affordable. For housing to be affordable, total housing payments should not exceed 30% of the occupant's gross income.

The average price of primary residences sold in 2017 was $215,000, which was slightly higher than the Orleans County figure of $156,840. However, it should be noted that there was only one sale of a primary residence in Coventry between January and June of 2017. The median price of primary residences sold in 2016, of which there were 8 sales, was $86,250, while the average price was $112,913. This higher average price indicates that there were some significantly higher priced homes sold in 2016 that moved the average price upwards.

A more reliable source of information on home values, rather than looking at home sales for a single year, may be found in the American Community Survey 5-Year Estimates, 2012-2016. This source indicates that median value of an owner-occupied unit in Coventry was $171,800.

Homeownership costs	Coventry	Orleans Co.	Vermont
Primary residences sold in Jan-June 2017			
... number sold	1	117	2,733
... average price of homes sold	$215,000	$156,840	$236,468
... median price of homes sold	$215,000	$140,000	$208,000
Number of primary residences sold, 2016	8	260	6,834
... single family homes	7	244	5,773
... condominiums	—	1	892
... mobile homes with land	1	15	168
Average price of primary residences sold, 2016	$112,913	$160,428	$242,332
... single family homes	$119,771	$165,365	$246,733
... condominiums	—	$150,000	$241,482
... mobile homes with land	$64,900	$80,823	$95,557
Median price of primary residences sold, 2016	$86,250	$146,000	$205,000
... single family homes	$87,500	$150,250	$214,900
... condominiums	—	$150,000	$189,000
... mobile homes with land	$64,900	$70,000	$85,000

According to the American Community Survey 5-Year estimates (2012-2016), 6.7% of homeowners in Coventry with a mortgage paid between 30% and 34.9% of their income towards housing costs, and 33.8% paid 35% or more of their income on housing costs. This indicates that over 40% of homeowners in Coventry with mortgages are cost-burdened. For homeowners without mortgages, none paid between 30 and 34.9% of their income towards housing costs, but 9.9% paid 35% or more of their income towards housing costs.

About 12% of occupied housing units in Coventry are renter-occupied. The American Community Survey 5-Year estimates (2012-2016) indicates that median rent in Coventry was $707, slightly lower than the $715 median for Orleans County, and significantly lower than the median rent of $913 for the State as a whole. According to this data set, no renters paid between 30 and 34.9% of their income to rent, but 41.7% paid 35% or more of their income towards rent, which indicates this group of renters are cost-burdened.

The reader should note that the Town of Coventry is not and will not be in the business of providing housing for the residents of Coventry. The purpose of this housing element is only to help the Town understand the existing housing situation and plan for the Town's future needs.

Housing Resources for Low and Moderate-Income Residents

Although the median rent in Coventry is lower than the County and State median, the data noted above shows that a significant percentage of renters are nonetheless cost-burdened. To address the housing costs of low-income residents, there are several programs that can provide assistance. For renters, the Section 8 *Housing Choice Voucher* program provides rental assistance administered by the Vermont State Housing Authority (VSHA). This program utilizes privately owned existing housing stock. Tenants in the Section 8 program are free to select their own housing unit provided the unit meets housing quality standards and certain rent limitations.

For homeowners that are low income, USDA's *Single-Family Housing Repair Loan & Grant* program provides low interest loans to families with incomes below 50 percent of the area median income, and grants to low-income householders age 62 or older who are not be able to repay a loan. In addition, Rural Edge, the regional non-profit housing organization, operates a Revolving Loan Fund that assists both low-income and middle-income homeowners (with household incomes up to 120% of State median income) in making necessary health, safety, and accessibility repairs to their homes.

The town relies on the State's Act 250 permitting program to govern the feasibility of high density, multi-unit housing development (triggered by the subdivision of land creating 6 or more lots) that may be proposed within the Town's borders. Most other developments are controlled to some extent by Vermont's water supply and wastewater rules. It can be said that the Town's policy is one where if a proposed housing or commercial development can obtain the necessary state permits for the proposed use, then it can be established in the town and will be supplied with town managed roads and schools. It could also be stated that this practice is supported by the State's goal of supporting residential and commercial growth within the state.

Village Character

VT Designated Village Center Program

To preserve Coventry's village character, the Town should consider applying for official Village Center designation with the State of Vermont. An officially designated village center brings with it a number of benefits for commercial properties, including:

- 10% Historic Tax Credits - Available as an add-on to approved Federal Historic Tax Credit projects. Eligible costs include interior and exterior improvements, code compliance, plumbing and electrical upgrades.

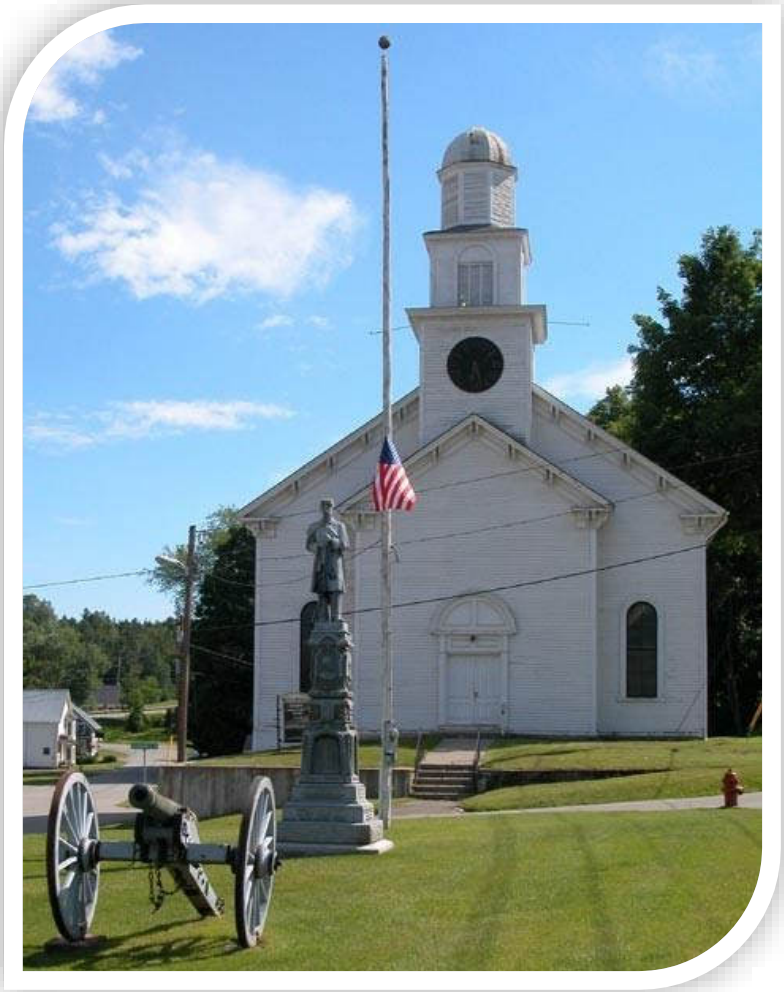
- 25% Facade Improvement Tax Credits - Eligible facade work up to $25,000.

- 50% Code Improvement Tax Credits - Available for up to $50,000 each for elevators and sprinkler systems and $12,000 for lifts. Eligible code work includes ADA modifications, electrical or plumbing up to $25,000.

- Priority consideration for Municipal Planning Grants and funding from Vermont's Community Development Program.

- Priority site consideration by the State Building and General Services (BGS) when leasing or constructing buildings.

- Special Assessment Districts (or business improvement district) – May be created to raise funds for both operating costs and capital expenses to support specific projects in the village center.



Recent statutory changes in Vermont require local plans to be more specific about village center designation and how a village center furthers goals of the town plan. In addition to the tax credit opportunities already listed, here are other examples of how the village center designation could benefit Coventry:

- ***Transportation:*** Sidewalk networks in both villages are important to some communities. Bicycle and Pedestrian Grants can be used to make sidewalk improvements. Priority consideration for funding is given to communities with designated village centers.
- ***Housing:*** The Village Center designation tax credit program has been used to improve housing stock in the region, and even has created market-rate housing. Unlike other tax credit programs, this is easy to administer, can be sold to banks as collateral for a project, and there's no recapture if a property is sold. These credits may be particularly attractive to private property owners, who don't have the capacity to administer other federal and state tax credits (like the low-income housing tax credit).
- ***Preservation:*** Historic Preservation Grants have been used to revitalize buildings such as town halls, museums, theaters, libraries, recreation centers and other municipal buildings. Projects in designated villages get additional scoring points.

Development in Coventry

The Grand List

A review of Coventry's Grand List data over recent decades reveals that taxes derived from farm properties have been on a steady decline while residential properties and utilities carry the majority of the school tax burden. Future land use planning could include a program that would stimulate diversification in the Town's approach to adding to its Grand List. Commercial and light industry could be offered incentives for moving into Coventry. Coventry's low municipal tax and lack of zoning could add to a favorable development environment, as well as producing undesirable results like commercial buildings mixed with residences. Increases in the number of commercial and industrial properties could replace the loss in the agricultural tax income and reduce the taxes paid by the Town's residents, but too much dependence on these economically-driven entities could produce sudden swings in tax liability as the local, state, and national economy cycle through boom and bust. Town support for development, such as that recently given to the Waste U.S.A. Corporation's expansion program, could be offered to all the Town's current and future commercial establishments

Bedroom Community Status

This plan points out that Coventry has gone from being a small agriculturally based community, to becoming a bedroom community for the neighboring towns' commercial base. In just twenty years the Town's population has increased by thirty-five percent (1990 – 2010). At the same time, the number of farms in the Town has decreased. Residential population growth strained the school facilities to their limit, which resulted in the building of a new school with a capacity of 180 students. With a 2016 enrollment of 188, the new school should be adequate for a number of years.

If the town continues its practice of not regulating local development, it must also plan for and develop the expanded services that are required by its residential growth. The Planning Commission and Select Board must closely monitor areas such as; school capacity, road usage and conditions, emergency services availability, and the economic impacts derived from an expanding population.

The Planning Commission must also monitor the commercial development in neighboring communities. The majority of Coventry's residential growth comes as a direct result of its neighboring Town's commercial and industrial growth. The Commission should take an active role in local and regional planning. Significant changes in the commercial sector should be reported and discussed with the Select Board.

Town Development Restrictions

Prior to the adoption of the 2003 Coventry Town Plan, the Coventry Planning Commission conducted a public opinion survey that seemed to indicate an interest on the part of the town's residents for the adoption of a zoning bylaw. In light of this, the Planning Commission did prepare a draft zoning bylaw, with assistance provided by NVDA, and presented it to the public at three public hearings. During the public hearings it became obvious very quickly that there was a great deal of opposition to the proposed bylaw. After the public hearings, the zoning bylaw was put before the voters for a vote. The adoption of the zoning bylaw was soundly defeated by the voters.

Development in Coventry does fall under the confines of the State's Act 250, which is meant to protect an area that is to be developed from environmental damage. Sewage treatment is of prime concern during an Act 250 review. The site's proximity to wetlands and or waterways is also a prime consideration. Act 250, the Town's flood hazard area regulations, and restrictions on state owned lands, all play a role in governing development in Coventry.

If continued residential development threatens Coventry's economic stability, consideration should be given to implementing regulations that would balance the rate of new development with the Town's ability to provide and fund the additional town services that would be required.

Consideration should be given to establishing a town policy that could be used to guard against air and water pollution. This policy would inform the public that violation of basic standards would result in the town requesting the appropriate state agency intervention. Although policy falls short of the impact of a town regulation, it does serve as a deterrent.

Notice of Change

After much discussion and conversations with some residents, the planning commission found that there is a growing interest to create a notification process – perhaps entitled "Notice of Change (or Alteration)" - whereby any change that would add to or lessen the value of property would be filed with the Town Clerk. The purpose for this proposed notification process is not to restrict, limit, or prevent the property owner from making a change to his or her property, nor does it need to be a costly procedure either. The general intent is to make it so that the public is more aware of development activities in the community and so that town record-keeping and assessments are more accurate. This would be beneficial to both the property owner and the community.

Note: ***The proposed notification process should not be equated with zoning. The purposes for zoning are to separate land uses that may be conflicting (e.g. industrial vs. residential) and to define the allowed uses (e.g. residential, commercial, industrial, or public) and locations (setbacks) of the on a property. In order to adopt zoning there would need to be a new Zoning plan written with multiple town meetings and votes. The Notice of Change is not being used as a precursor to zoning.***

Natural Resources

This chapter of the Plan is used as a reference guide by town planners, farmers, landowners, developers, local officials, and some state and regional agencies. Its function is to provide the reader with background information on the natural, man-made, and environmental factors that directly relate to the Town's past and future land uses. This may help the reader to evaluate the cumulative effect that a number of contributing factors could have on an area that is proposed for development and/or a change in use.

This chapter provides information and data concerning the Town's: soils types and their capacities; wetlands; streams, rivers and ponds; floodplain areas; and topography. This chapter will also review how these natural resources are being used, and in some cases, protected or preserved.

Lakes, Ponds and Watersheds

Coventry has within its borders a portion of one lake and many ponds. Cleveland Pond receives its waters from

the Cleveland Hill watershed area. The overflow of water from this area flows downstream to Stony Brook. Smith Pond forms the water collection basin for a 141-acre watershed that is formed along the Newport Center and Coventry border. Water from Smith Pond then flows into Sargents Pond. Sargents Pond is located at the southern end of a 1,306-acre watershed. Sergeant Pond is also fed from Walker Pond. Walker Pond collects its waters from a 204-acre watershed that is formed in the northwest corner of Coventry. Waters from these three watersheds serve as the headwaters for Stony Brook. Revoir Pond receives its water from a large watershed that is located in Brownington in the southeastern corner of Coventry. Waters from this pond empty into the Barton River. Trout Brook is formed by waters from this watershed.

Lake Memphremagog's South Bay waters enter Coventry along its northeastern border. The bay's wetlands extend deep into the eastern portion of town. This wetland area is owned and managed by the State of Vermont.

The Coventry Planning Commission is concerned about the possible impacts on water quality that could be caused by agricultural runoff and runoff from residential and industrial development, including ridgeline developments in the watershed area. Runoff which may be contaminated with agricultural wastes and chemicals, has the potential of contaminating both surface and ground water supplies. Such contamination is a serious issue and can cause a number of health and water quality problems for people and wildlife. Alder Brook is one water resource that is impaired by industrial runoff from earth extraction operations.

Waters from all the watershed areas in the Town serve the residents of Coventry in many ways. Surface and subsurface waters are used as drinking water and water for livestock. The water retention qualities of these watersheds help to maintain an even distribution of the area's water. Plant life in these areas serves to deter natural erosion and to filter the water as it enters the low- lying retention areas, providing outstanding habitat for wildlife populations. The natural ecological balance of these watersheds can be easily disturbed by the introduction of residential, industrial, and/or agricultural pollutants.

Poor development design and construction practices can also have a dramatic effect in these fragile areas. The State of Vermont's forest and land use reimbursement programs require a forest management plan that will ensure that non-polluting land use practices are developed. These programs recognize the fact that pollution within watershed areas can be transmitted through the area's surface and subsurface waters and affect vast areas of the region.

This is the reason that watersheds and their accompanying wetland areas are considered to be fragile areas. We believe that providing the public with the facts concerning these vital natural resources will create an effective deterrent against the misuse and/or pollution of our watershed and wetland areas.

Goal/Objective: ***Coventry Falls and Lower Falls are important natural scenic water resources in the community that should be protected.***

Wetlands

Coventry's wetlands are an important part of the Town's ecological system. Waters from the Town's watersheds are slowed, filtered, and then distributed by these wetlands.

The National Wetlands Inventory Map http://dec.vermont.gov/watershed/wetlands/maps produced by the U.S. Department of the Interior can be used to show approximate locations of Coventry's wetlands. Wetlands are protected by state and federal law. In many cases these lands or soils are marshy in nature and unsuitable for development. However, their usefulness is often impaired or eliminated by land uses on neighboring properties. Wetlands and their tenant plant life create a natural filter for surface and subsurface waters that are traveling to the area's rivers, streams, and lakes. The plant life also reduces the erosion of these fragile soils. Wetland soils are high in organic and mineral content. In addition to their filtering characteristics, wetlands also reduce flooding, retain and distribute water during periods of drought and provide a rich habitat for the area's fish and wildlife.

The Barton River Marsh, located at the southern area of South Bay, at the mouth of the Barton River, is the largest wetland area in Coventry. It is comprised of emergent marsh, shrub swamp, riparian forest, and floating bog vegetation.

The Planning Commission will discourage any proposed land use that may infringe on the wetland's ability to perform its functions. When appropriate, and if funds permit, the State of Vermont will purchase wetlands and abutting properties, in an attempt to preserve and protect these important natural resources. Coventry has supported both state and federal laws pertaining to wetland protection and will continue these efforts under the guidelines of this municipal plan. Coventry will also continue to support the State's management of these areas.

Agriculture and Forestry

Earlier, it was noted that approximately 5,800 acres of land in Coventry is considered open or agricultural land. It is difficult to estimate the amount of land used for agriculture, but there has been a decline in the number of farms over time.

It has been noted that forested lands in Coventry total approximately 10,700 acres. The State of Vermont Agency of Natural Resources and Department of Fish & Wildlife own and manage several (10) large parcels of land in the town. These lands are restricted, for the most part, to their current use or to public recreational use. These lands include the South Bay Wildlife Management Area. There are a number of smaller tracts of land along the Black River that are owned and regulated by the State Fish and Wildlife Agency.

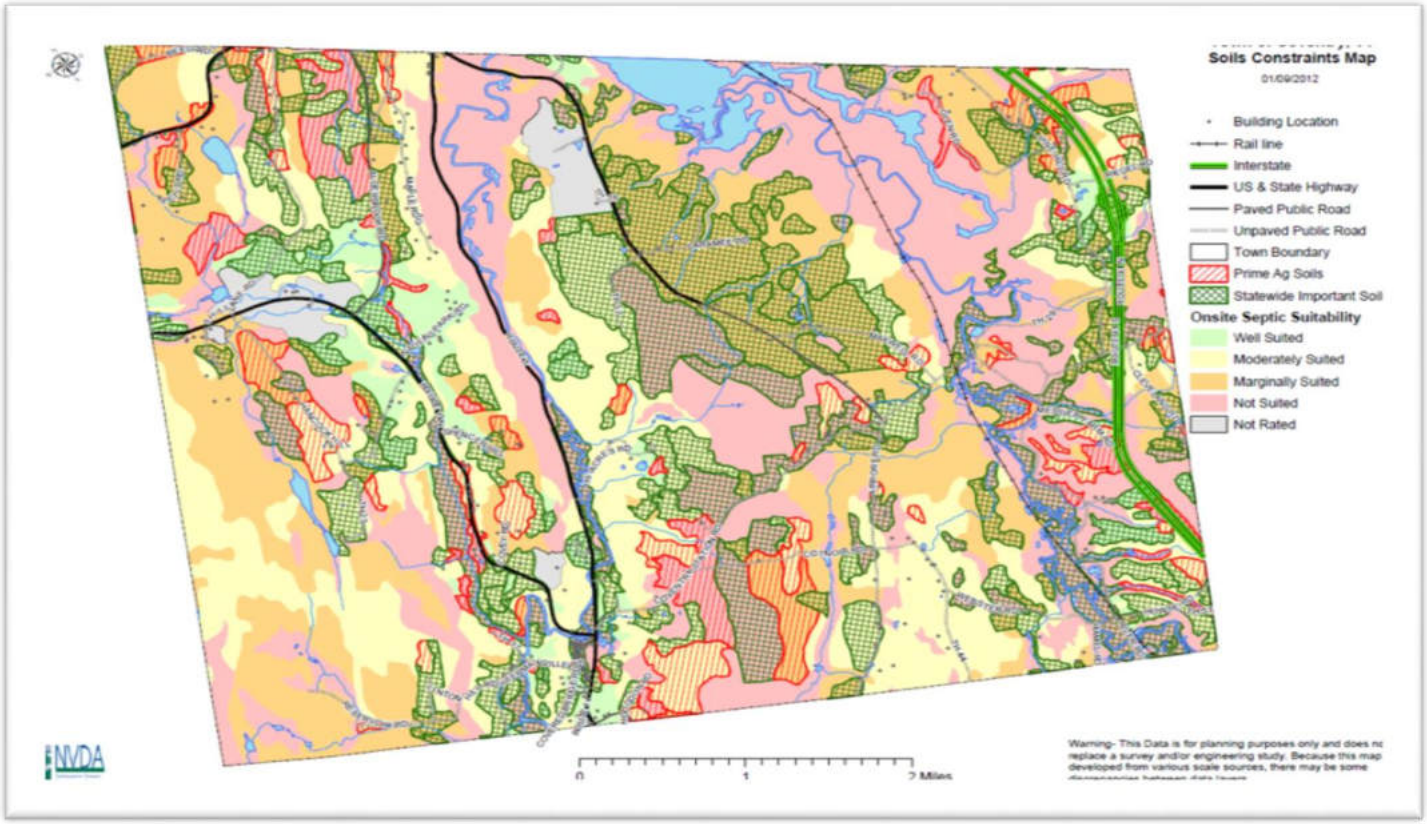
Landowners in Vermont can apply to the Use Value Appraisal Program (Current Use) to assist with keeping

agriculture and forest lands in production. In this program, enrolled properties are assessed according to their "current use" vs. "highest and best use". According to the 2016 Annual Report from the VT Division of Property Valuation & Review, there were 29 parcels of land enrolled in the Current Use program in 2015. These parcels totaled 4,129 acres (768 Homestead acres + 3,361 Non-resident acres). The total exempt reduced value for the enrolled properties was $5,157,263 ($498,800 Homestead value + $4,658,463).

The Planning Commission understands that large intact blocks of forestland play an important role for timber production, wildlife habitat and connectivity, outdoor recreation, clean water, and for a healthy environment. Landowners are encouraged to maintain large parcels of forest land by minimizing forest fragmentation through development.

Geology

Coventry is made up of rolling hills and lowland wetlands or waterways. Central Coventry consists of a high plain area, which is at an average of 928 feet above sea level. The large wetland area located below the South Bay area averages 689 feet above sea level. The Town's highest elevations are located in the western end of town where elevations of over 1,312 feet above sea level are found. Most of the Town's high plain areas provide rich agricultural soils, which have been cleared and worked by Coventry's farming community.



Soils

Soils play a major role in our environment. Each soil classification has its own strengths and limitations. In town planning, consideration must be given to a soil's ability to support a proposed use. The most common effect caused by over development of a classified soil is surface and subsurface water pollution.

A soil's ability to withstand and process sewage effluent is, therefore, of major concern. Currently, the State's subdivision laws require a review of all development projects. This process includes a review of the project's soils and requires an engineered septic system design, where applicable.

The State of Vermont's Act 250-review process reviews all aspects of a soil's ability to support the proposed use. Consideration is also given to the land's agricultural classification. Under this process, high quality agricultural soils are identified and can be preserved.

The Town of Coventry contains 11 of the 12 soil associations displayed on the Orleans county general soil map. The general soils map associated with this plan shows patterns of these soils that are unique in particular areas.

The U.S. Soils Conservation Service soils map can be used to identify the general areas where each soil type exists within the town. A detailed soil map, plus an onsite determination should be used for an accurate soil assessment for a small parcel of land. Soil mapping data now exists for all areas of Coventry. The Soils Map Associations Reference Guide will describe each of the soils that have been identified in the Town of Coventry.

Wildlife Management Areas

The *South Bay Wildlife Management Area* (WMA) is comprised of a composite of publicly and privately owned lands. It is located primarily in two separate blocks totaling 1,813 acres. It is managed by the Vermont Fish & Wildlife Department. Both blocks are dominated by wetland complexes where large meandering rivers (the Barton and the Black) enter the South Bay of Lake Memphremagog. The WMA ownership pattern is complex, as there are State parcels held in fee ownership, private lands to which the State has been permanently deeded hunting, fishing, and/or trapping rights, and parcels owned by the State upon which private individuals have retained trapping and/or hunting rights. Access can be had from three boat accesses and roads on three sides of the WMA.

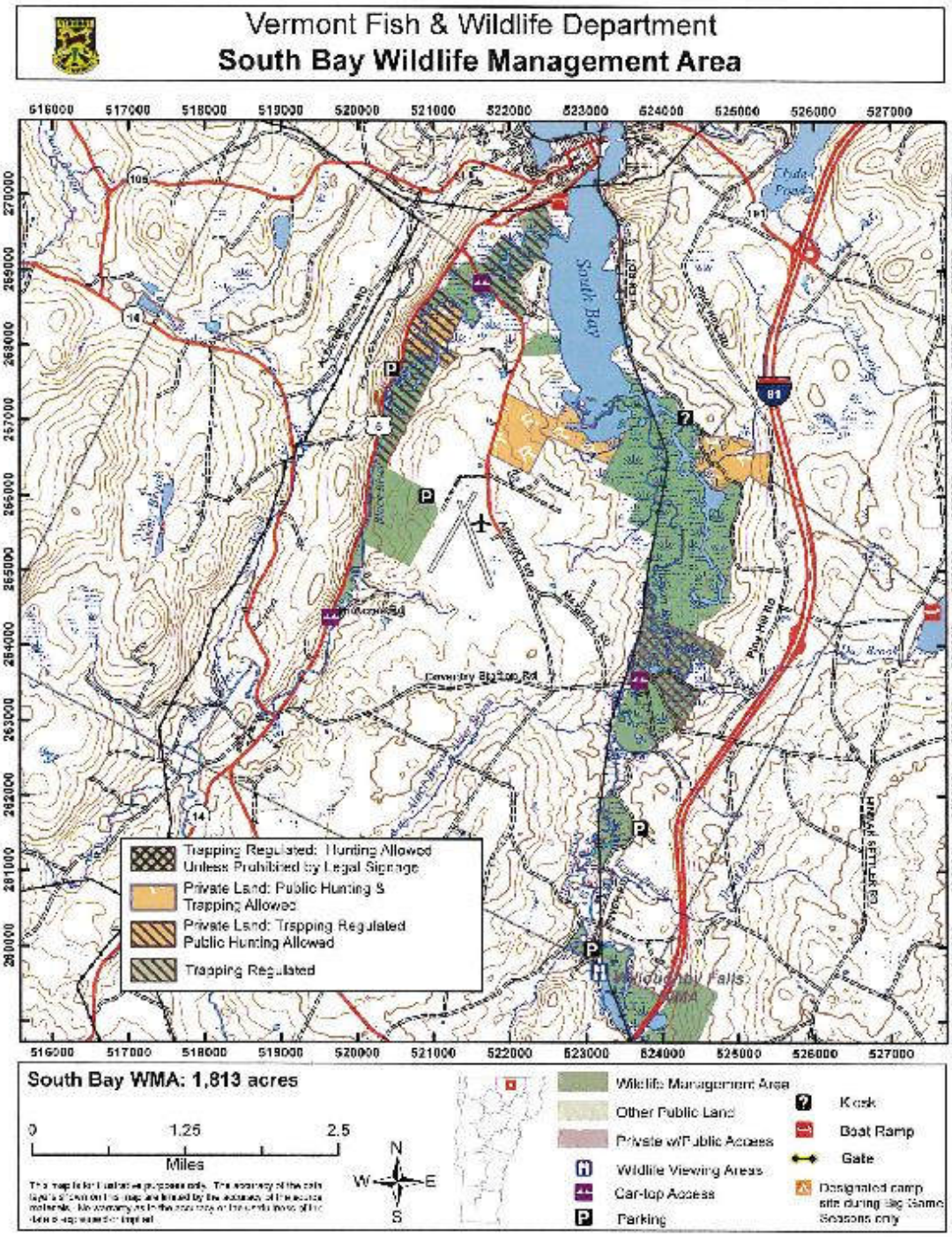
The land comprising South Bay WMA was originally owned by farmers, investors, the City of Newport and the town of Coventry. The properties were bought in many different parcels between 1965 and 1993. A variety of funds were used, including monies from the U.S. Land and Water Conservation Act, the Federal Pittman-Robertson Act and State Fish & Wildlife and Vermont Waterfowl Funds. State funds are generated from the sale of hunting and fishing licenses and Duck Stamps. Pittman-Robertson funds are generated from a tax on hunting equipment.

The wetlands of South Bay WMA are important habitat for several aquatic mammals, including muskrat, mink, river otter, raccoon and beaver. Fox, eastern coyote, fisher, bobcat, skunk, red squirrel and weasel are commonly found in the forested wetlands, upland fringes of the marshes, and in nearby fields. White-tailed deer, black bear and moose are found in the pine-hemlock forests and in fields. They move through the marshes and forested wetlands as well.

South Bay WMA is an important waterfowl production and migration area, particularly for black ducks, mallards and wood ducks. The red maple floodplain forests provide important food and nesting habitat for wood ducks, goldeneyes and hooded mergansers, and the marshes and associated open water areas are excellent mallard and black duck brooding habitat. Favorable ruffed grouse habitat on the WMA is limited to the old fields and pine-aspen forest west of the Newport Airport. The great diversity of forested and wetland habitats provides excellent bird-watching opportunities, particularly for wetland and marsh species.

Large and smallmouth bass, chain pickerel, yellow perch, bullheads and pumpkinseed sunfish may be caught in the river mouths, Miller Creek, and adjacent South Bay. Brown trout are present in the upper portion of the Black River (near Coventry), and rainbow trout (steelhead) pass through the marshes on their annual spawning

runs up the Black and Barton Rivers in late April-early May. Developments that would negatively impact this important, protected natural resource where significant public investment has been made are discouraged.



Habitat Block

An inventory of the region's wildlife habitat connections demonstrates interdependence with neighboring towns, the Northeast Kingdom, and beyond. Coordinated conservation efforts in New York, Vermont, New Hampshire, and Maine are working to identify important areas within the larger northern forest region that provide a wildlife corridor from the Adirondacks in New York through the northern forest of Maine and beyond. A "wildlife corridor" at this larger, regional scale is composed of blocks of forest and connecting lands that many animals need for sufficient food, cover, and access to mates. The forest blocks provide prime wildlife habitat while the connecting lands—often small forest and woodland patches, wetlands and river corridors—allow wildlife movement across the landscape between larger forested blocks.

A key component of this work involved the identification and mapping of large unfragmented forest blocks by the Department of Fish & Wildlife and the Vermont Land Trust, which can be viewed on the Agency of Natural Resource's "Biofinder" mapping tool. (http://anr.vermont.gov/maps/biofinder) Forest blocks larger than 20 acres are mapped statewide, but are identified generally as "habitat blocks". Although smaller areas may support some biological diversity and connectivity, such areas provide little interior forest habitat.

An assessment of Biofinder data subsets helps to identify priority planning areas for Coventry:

Highest priority interior forest blocks (Figure 1): Areas with high-quality interior, unfragmented core forest cover (i.e. land that is more than 100 meters from the non-forest boundary.

Figure 1: See "Highest Priority Interior Forest Blocks Map" See Map Appendix

Highest quality connectivity blocks (Figure 2): Land or water that function as "stepping stones" between core forest, as well as riparian habitat, or strips of forest cover between developed areas.

Figure 2: See "Highest Quality Connectivity Blocks Map" See Map Appendix

Landfill

The Town of Coventry is the host town to a regional disposal facility that is owned and operated by New England Waste Services of Vermont, Inc. The landfill is located on Airport Road just north of the Newport State Airport. The New England Waste Services of Vermont, Inc. landfill facility is a municipal solid waste (MSW) landfill consisting of both unlined and lined landfill cells. The unlined landfill was closed and capped in 1992. The first full year of operation of the lined landfill cells was 1993. The lined cells are designed and constructed with a state-of-the-art double lined containment system and supporting infrastructure. The primary components of the lined landfill cells include:

- An underdrain collection system to suppress the groundwater table and provide leak detection;
- A double lined leachate collection system to contain MSW and remove leachate generated in the landfill
- A landfill gas collection and control system (GCCS) that extracts and combusts gas generated by the landfill.

These components are designed to work in unison to protect the environment and are further described below.

To meet State of Vermont regulatory requirements, the landfill is designed with an underdrain collection system that provides at least six feet of separation between groundwater and the secondary liner geomembrane by artificially suppressing groundwater levels. The underdrain collection system generally consists of 8-inch diameter perforated high density polyethylene (HDPE) pipe located at the toe of the landfill side slopes. The underdrain collection piping is bedded in crushed stone and wrapped in nonwoven geotextile to help collect and convey groundwater away from the lined landfill.

In addition to the underdrain collection pipe at the toe of the side slope, a 12-inch thick layer of Granular Drainage Blanket (GDB) material is installed on the side slopes to help intercept and collect groundwater. The GDB layer is installed 6 feet below the secondary liner system and extends from the underdrain collection pipe trench at the toe of the slope to approximately 10 feet vertically above the seasonal high groundwater elevation recorded in groundwater monitoring wells during the permitting of the landfill. Low-permeable on-site soil is installed above the GDB layer in one-foot compacted lifts to the landfill subgrade to help confine groundwater to the 6-foot isolation distance required by State of Vermont regulations. The underdrain collection system ultimately discharges to the west of the facility via solid 8-inch diameter HDPE pipes that have been installed using horizontal boring techniques. The groundwater that discharges from the underdrain collection system is monitored by NEWSVT for leak detection.

The facility is also designed and constructed with both a primary and secondary leachate collection and containment system that provides redundant features so that if there is a leak in the primary system, the leachate is collected by the secondary system. Additionally, the secondary containment system is constructed on a low-permeable soil subgrade, which provides additional environmental protection.

Both the primary and secondary leachate collection and containment systems are comprised of a layer of flexible 60-mil HDPE geomembrane. The HDPE geomembrane is chemically resistant to a wide variety of compounds typically found in solid waste leachate and is generally the liner material of choice for landfill applications. In addition to the geomembrane liners, a layer of geosynthetic clay liner (GCL) is placed immediately below the primary geomembrane in the base area of the cell. In addition, two layers of GCL are also installed below both the primary and secondary leachate collection sumps. The GCL contains a Bentonite clay powder placed between two layers of geotextile. When exposed to leachate, the clay in the GCL swells, which creates an additional layer of protection in the event a leak develops in the geomembrane placed above the GCL.

The primary leachate collection system is designed and constructed to maintain less than 12 inches of leachate on the liner system, while the secondary leachate collection system serves as a leak detection system. Both leachate collection systems consist of a layer of drainage geocomposite overlain by a layer of GDB material. The drainage geocomposite and GDB material provide media through which leachate will flow to collection piping. The drainage geocomposite consists of an HDPE geonet with strands arranged in a net pattern to which a nonwoven geotextile has been bonded to each side. The GDB material is generally a free draining granular soil that acts as a protective layer for the landfill geosynthetics and helps convey leachate to the drainage geocomposite. The primary GDB layer is 18 inches thick and covers both side slope and base areas. The secondary GDB layer is 12 inches thick in base areas and is not installed on side slope areas.
Leachate collection pipes are located at the toe of the side slopes and spaced across the landfill base area to intercept leachate flow. The leachate collection piping generally consists of perforated 8-inch diameter HDPE pipe surrounded by crushed stone that is covered with drainage geocomposite. Leachate collected by the piping is conveyed to sumps, where it is removed via submersible pumps installed in the primary and

secondary sump riser pipes. These HDPE sump riser pipes, which vary in size, extend from the base of the sumps to side slope riser buildings located adjacent to the limit of waste. The collected leachate is then conveyed through a dual-walled leachate force main and/or gravity main piping system to a 20,000-gallon underground storage tank (UST) and ultimately a 438,000 gallon above ground storage tank (AST), where it is stored until it is transported off site for treatment and disposal at a permitted wastewater treatment facility (WWTF). Leachate levels and flow rates in the collection systems are remotely monitored via an online supervisory control and data acquisition (SCADA) system. The leachate pump control systems are designed so that in the event a leak is detected in the piping network, the entire pumping system shuts down.

The gas collection and control system (GCCS) used to help control and combust LFG from the landfill consists of vertical gas extraction wells, horizontal gas collection trenches, condensate traps, and gas conveyance header and lateral pipes. The objectives of the GCCS include: (I) reducing LFG emissions, which contain the greenhouse gases methane (CH_4) and carbon dioxide (CO_2); (ii) providing LFG as a fuel for the landfill gas-to-energy (LFGTE) facility; and (iii) limiting the potential for nuisance odor and subsurface LFG migration. The GCCS is designed to actively collect LFG while maintaining anaerobic conditions within the landfill by limiting air intrusion into the waste.

The two main collection components of the GCCS are the vertical gas extraction wells and the horizontal gas collection trenches. Both components generally consist of perforated HDPE pipe surrounded by crushed stone or other porous media to help collect LFG from the waste mass, thereby reducing odors and providing a valuable energy source.

The vertical wells are generally installed when the landfill reaches final design grades. The horizontal gas collection trenches are generally installed during waste placement when deemed appropriate. Both the vertical gas wells and horizontal gas collection trenches are ultimately connected to gas conveyance header and lateral pipes located throughout the landfill. The piping networks for the GCCS components are connected to drains located along the slopes of the landfill and to a condensate knockout tank to help remove condensate prior to the LFG being conveyed to the LFGTE facility where it is used as a fuel source to produce electricity. The GCCS is equipped with a bypass system so that in the event the LFGTE facility is not operating, the LFG can be conveyed to and combusted by two backup utility flares.

Throughout the year Casella conducts onsite visits of the landfill. These visits are open to the public. Casella also holds a water inspection visit which is open to the public. This is a day trip, traveling in a boat along the river to do a visual review of some of the wet land areas.

For more information as to when these events are held, you can call and check with the landfill office at 1-802-334-8300. Or contact Casella Engineer, Joe Gay, located in Williston, Vt., office 1-802-651-5454.

Long before Casella owned the site, it was owned by Charlie Nadeau. He ran a race track on the site. CAN-AN SPEEDWAY opened on August 9, 1981. If you were a race fan, admission was $3.00 for adults and $1.50 for children. In the early days it has been noted to have up to 1,200 people that attended. The average fan base was between 300 - 500 people. As Charlie would have it, all of the racers and pit crews where winners. Charlie also raced in a location that is now North Country Union High School. The landfill also provided an area for junk cars known as Nadeau's Auto Parts.

Nadeau's landfill in Coventry was very much like every other landfill in the state, it was unlined and took only waste from area residents. Casella's plan is to remove the landfill solid waste that was dumped in the old Nadeau's landfill. They will install a new lined system and monitoring systems to consistently test the gray water waste water and landfill gas generated by the site.

The facility will look to horizontally expand the landfill, first to the south toward the Airport, this development would include approximately 53 acres of expansion (similar to Phase IV in 2004 which was 45 acres) and 20 – 25 years of capacity. Then as mentioned above, Casella anticipates a final phase of development (Phase V) which would develop the last planned area for expansion to the north and includes relocating the old Nadeau landfill into the lined Phase V area. Phase V is planned to be approximately 15 acres and 4-6 years of capacity. Beyond these expansions and short of relocating Airport road, no expansions are currently being considered.

We say thanks to Casella for the fine work they are doing to keep us environmentally safe both here in the United States and in Canada.

Developed Areas

Located south of the intersection of Routes 5, 14, and the Coventry Station Rd and west of Route 5 is the Village of Coventry. This area is mainly a concentration of residential land uses with a mixture of commercial, industrial, governmental, and semi-public land uses. This area also includes the Post Office, the town office building, and a diner. The school building is located on the eastern side of Route 5 near the southern end of the Village. This area serves as the hub of the Town's social activities.

As indicated, the Town of Coventry functions as a rural residential community primarily for the nearby employment centers of Newport City, Derby, and Orleans. Coventry's residents also commute to other employment centers such as St. Johnsbury, Montpelier, and beyond. Residential land use is the most predominant use of land in Coventry.

While the Village of Coventry does have some commercial/industrial land use, the major commercial/industrial areas are located along Route 14 and the Airport Road. As one drives north on Route 14 from Route 5 one will find the Pike and Gray Asphalt plants, Calkins Sand and Gravel operation, and then Labranche Saw Mill. Just off Route 14 on the Alder Brook Road is Carroll Concrete. On the Airport Road is the Northeast Kingdom International Airport and the Waste USA landfill. Washington Electric owns a large solar installation and a methane-powered electric generation facility near the landfill.

The part of Coventry that lies east of the Airport Road is very rural with very little development. A large percentage of this area is occupied by the South Bay Wildlife Management Area. In addition, approximately half of this area is subject to flooding according to the flood hazard area maps published by the Federal Emergency Management Agency making much of this area less than ideal for development. Due to this area's limitations for development, the western side of town seems much more suited for development.

Future Development

The majority of Coventry's future development should occur along or west of the Airport Road as much of that area east of the Airport Road is either wetland or has limited access. From Route 5 to the airport is a state highway, while the road beyond the airport is a town road. Commercial land uses should be encouraged in the Village area but not in the floodplain. Commercial/industrial uses already exist along Route 14 and Airport Road. These areas would be suited for additional uses of a similar nature. The area surrounding the Pike plant and the gravel pit on Route 14 would seem to be the best place to locate heavy industrial land uses that require trucking as Route 14 is already a truck route. Airport Road would be a better location for lighter industrial / commercial uses that would need to locate near an airport. Historic traffic count data is available for both the Airport Road and VT Route 14 on the NVDA website: www.nvda.net and new counts are available upon request.

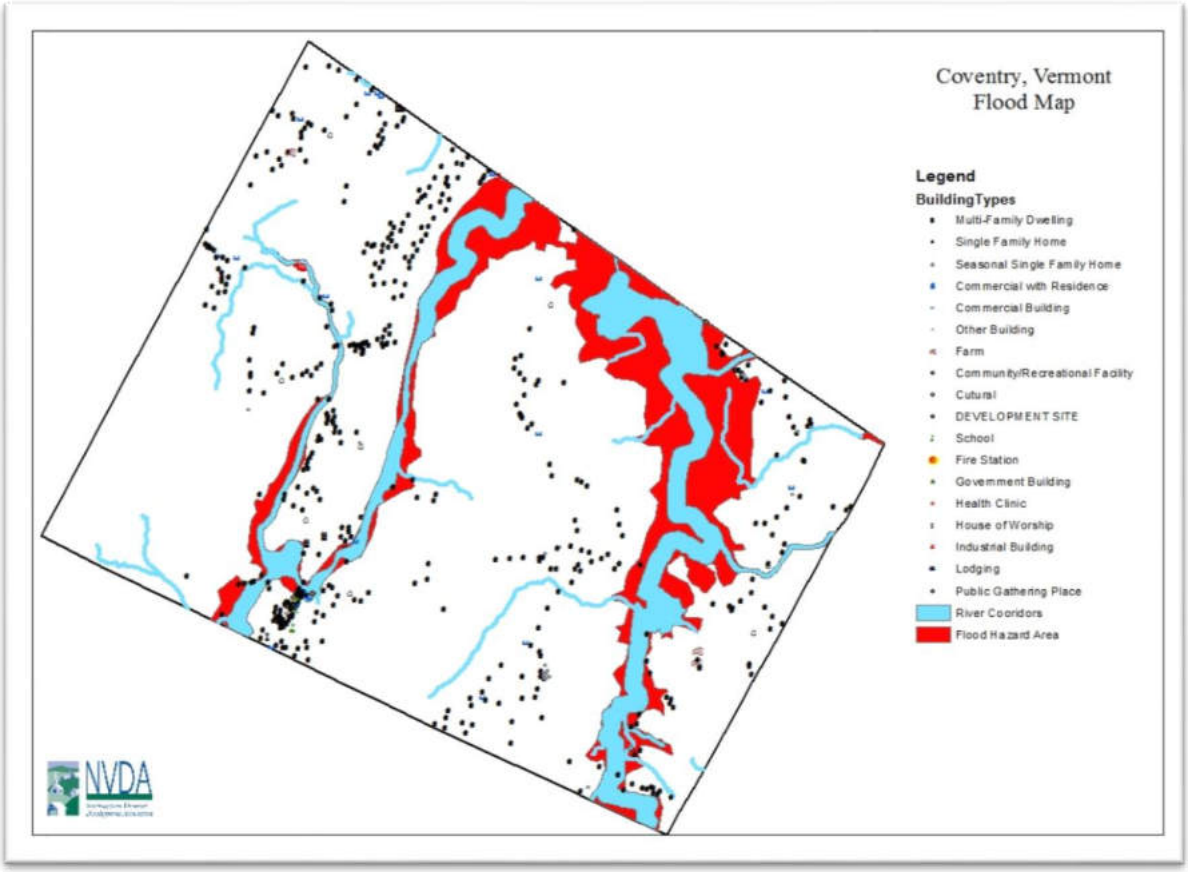
Goal/objective: ***The Town needs to think about its farms and how agriculture can be maintained and supported as other types of development occur. Similarly, the Town should consider methods to minimize the impacts of all development on the local watershed.***

Flood & Fluvial Erosion Plan

Flooding in Coventry

Vermont statutes [24 VSA, Section 4382 (a) (12)] directs that a municipal plan shall include a flood resilience plan that:

- Identifies flood hazard and fluvial erosion hazard areas based on State river corridor maps, and designate those areas to be protected, including floodplains, river corridors land adjacent to streams, upland forests, and wetlands to reduce the risk of flood damage to infrastructure and property.
- Recommends policies and strategies to protect the areas in flood and fluidal erosion hazard areas and to mitigate risks to public safety, critical infrastructure, historic structures, and municipal investments.



1) The Special Flood Hazard Area is labeled as Zone A on the Town of Coventry Flood Insurance Rate Maps and represents the land area with at least 1% chance of being inundated by floodwater in any given year. These maps were published by FEMA and provided to Coventry in 1985. The 1985 maps are available online at https://msc.fema.gov and are the current official maps to use for town regulation of floodplain development and for flood insurance purposes. A study to update the flood hazard maps is just getting started by FEMA and the U.S. Geological Survey, with new maps anticipated to be available in 2020 or later. The public is invited to provide input on flood issues and map concerns.

2) More information can be found on the Flood Ready web site. To review this information, please go to http://floodready.vermont.gov/

3) A copy of the Flood Hazard Area Regulation that was adopted March 1, 1994 by the Coventry Town Select Board is available in hard copy at the Town Clerks office. You can also access it digitally on the Coventry Vermont website – www.coventryvt.org . You can access it by clicking on the Planning Commission tab and then click on Flood Hazard Area Regulation button.

**Below is a follow-up to the recent Risk MAP Discovery Meeting with information from our municipality for the FEMA Franklin and Orleans Counties Risk MAP Discovery process.*

Community Information Sheet

Town of Coventry, Orleans County, Vermont
FEMA Community ID number 500246
Document date: October 6, 2017
Document purpose: Discovery for Franklin & Orleans Counties, Vermont

NFIP status: Participating CRS level	-	Population	1,086
CRS status	Not participating	Area (sq. mi.)	27.81
HMP status		Expired	
- approval date		5/27/2005	
- expiration date		5/26/2010	

Flood Areas

Areas along the banks of the Barton River, the Black River (which flows through the Village of Coventry), Stony Brook, Day Brook, Alder Brook and Trout Brook, have been identified as Flood Plain areas. These areas are extremely fragile and should continue to be protected from development. In addition, development within these areas should be carried out in a manner that not only protects the environment but the development as well. Floodwaters can cause a great deal of damage to structures that are not built using flood resistant materials and techniques. Such damage can be expensive to repair and can also be

detrimental to existing development and the environment as well.

The Town of Coventry is a member of the National Flood Insurance Program (NFIP) and development within these flood hazard areas are currently regulated by local Flood Hazard Area Regulations. Proper enforcement of this regulation is critical for maintaining NFIP eligibility and accessing emergency funds in the event of a disaster.

Fluvial Erosion Areas

A River Corridor includes the meander belt of a stream or river and a buffer of 50 feet. River corridors minimally encompass the meandering of a river in a least erosive form. Within a river corridor, existing infrastructure and improved property may be at a heightened risk from erosion and be more likely to require river management to protect over time. The river corridor includes both the channel and the adjacent land. The State of Vermont has created river corridor maps for all towns in Vermont. These corridors are delineated based on scientific, location-specific assessment of the geomorphic (or physical) condition of a river. The Vermont Rivers Program has designed protocols to evaluate river conditions all over the state. For more information, visit the State of Vermont's flood Ready page at:
http://floodready.vermont.gov/flood_protection/river_corridors_floodplains/river_corridors

Economic Development and Town Finances

Introduction

Coventry's economic development and financial situation may be studied as two closely related topics. We should consider the number and types of businesses located in the Town and the percentage of the grand list they represent and thus their contribution to Coventry's tax base; the types of municipal services being provided by the Town and the impact on businesses and residents, both positive and negative; and the cost of these services and how these services are financed. Each year, the Select Board faces the difficult task of deciding how to balance the cost of municipal services against the ability of businesses and residents to pay for these services, both present and in the future. This chapter of the plan will propose an extended financial management system for the Town's finances; review the Town's economy, its income, and expenditures; and comment on their relationship to the current and future needs of the community.

From an economic development viewpoint, the current lack of municipal taxes in Coventry should provide the Town a significant financial incentive to businesses that own real estate in the Town. Coventry enjoys a unique financial status among Vermont cities and towns, due to the large income Coventry receives in tipping fees from the Landfill. Coventry real estate owners pay no municipal taxes but do pay education taxes. This is because landfill tipping fees can be used by the Town to fund municipal services but cannot legally be used to pay education expenses. For the past several years and potentially for the next 20 years or more, the landfill tipping fees the Town receives have and will likely continue to exceed the amount of funding needed to provide municipal services. Residents should be aware the tipping fees from the landfill operation will

gradually reduce as recycling laws take effect and as the landfill reaches full capacity. Therefore, we should not plan a financial future dependent on perpetual tipping fees from the landfill. The Town should plan a financial future that invests the current surplus of tipping fees to produce perpetual investment income for the Town.

Town Financial Planning

The Town of Coventry has significant municipal financial resources beyond what are needed for current and near-future operations. The management of these resources requires careful planning to ensure that they provide the maximum possible benefit to the residents and economy of Coventry, both present and future. This section proposes a three-tier financial management plan for Coventry. The objective is to enable the Town to proceed confidently into the financial future, able to meet the needs of its residents while continuing to attract and retain the diverse economic base that has underpinned its current financial success.

Most Vermont municipalities, including Coventry, manage their municipal financial resources in two general categories:

(1) Current year funds for ongoing expenses.

(2) Reserve funds for projected expenses one to five years out, like expensive road maintenance equipment, building construction and other major maintenance costs. Usually municipalities set aside money for these reserve funds every year, gradually saving the amounts needed.

This two-tier structure makes sense for most municipalities. They must carefully identify major expenses and plan how to pay for them, through direct taxation and/or undertaking debt – bonds and/or loans. They have no excess funds for investing.

Coventry has a relatively large excess of current revenues along with some accumulated investments, and therefore should have a third general category of financial management:

(3) Investments for the future – beyond five years.

These investments can form a "Coventry Municipal Wealth Fund" – money that is perpetually invested to generate income to support the municipal spending requirements of the Town.

For example, the Town had investments worth $7 million on December 31st, 2017. If we had the need for income from these investments – and if they generated capital gains, dividends and interest of at least 2%, a conservative figure – then the Town could have received $140,000 from these investments towards its projected 2018 municipal expenses, with the original $7 million plus any additional earnings beyond the 2% remaining invested to generate income for the Town's future municipal requirements.

Our municipal wealth fund would invest, as governed by State law, to maximize growth while we continue to add to it while the landfill is operating. We would plan for the time when the landfill stops operating, when the mission of the wealth fund will shift from growth, to income generation and protection of the principle from inflation - in perpetuity.

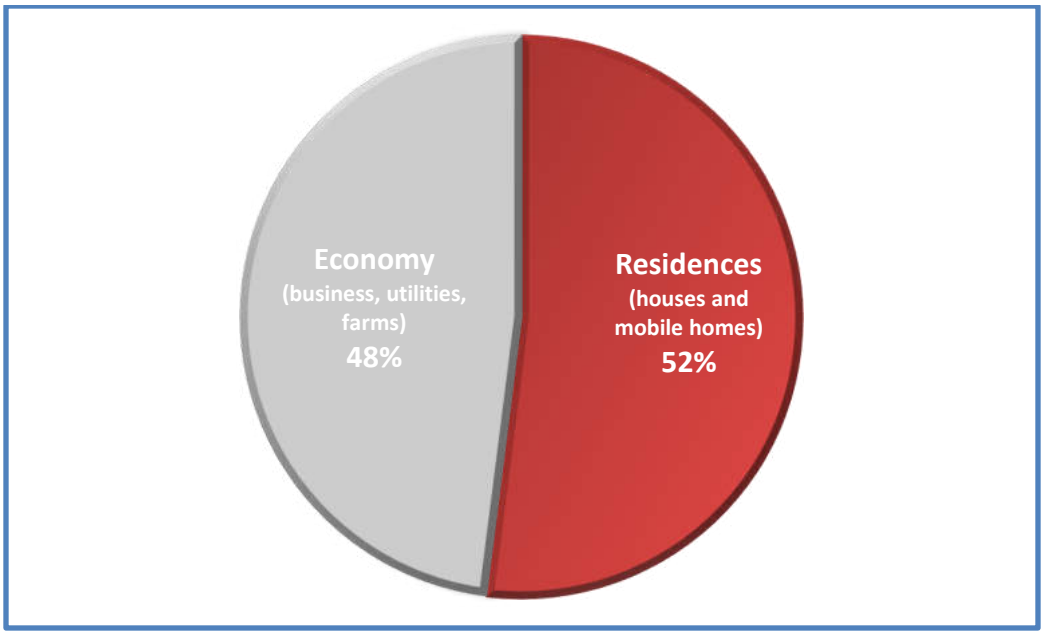
Coventry can use its municipal wealth fund to protect its taxpayers from any declines in and eventual end of landfill revenues. Dependence on a single source of revenue has also been a problem for many governments. Alaska and countries like Norway and Saudi Arabia have economies that are heavily reliant on one source of income – oil – that eventually will be depleted. Their investments in and the resulting incomes from their sovereign wealth funds have helped them become less dependent on a single source of income. Coventry can use these examples of state and nation wealth management and apply it at the town level.

Coventry Municipal Wealth Fund Objectives:

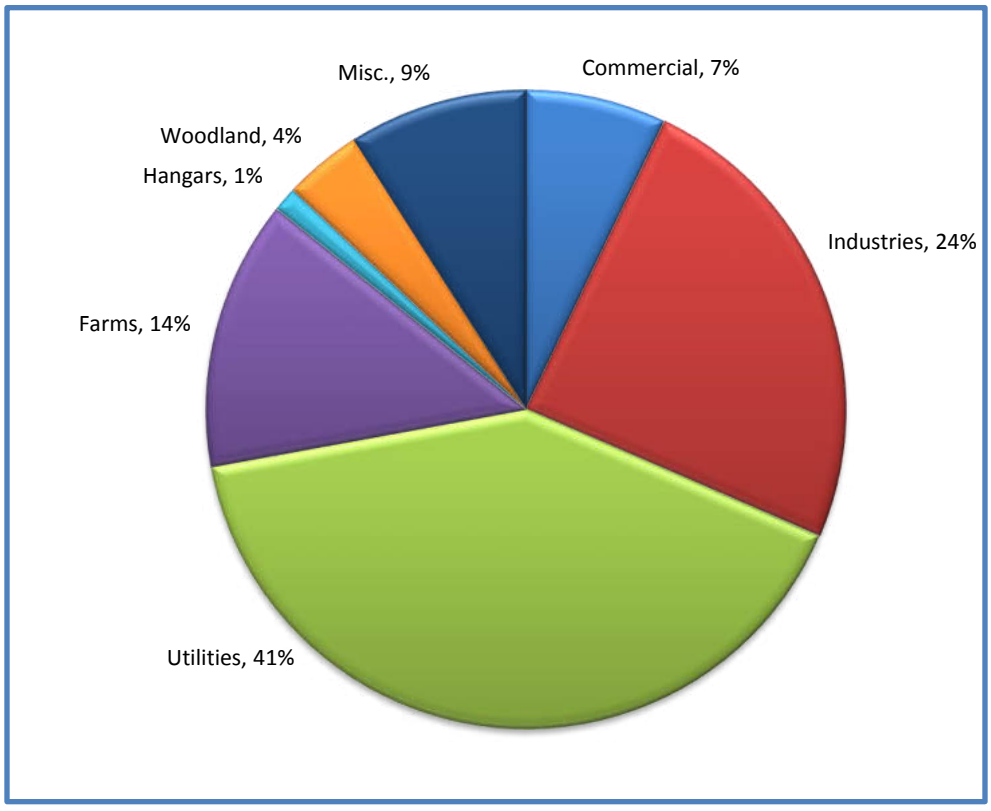
- *Produce long term capital growth while Town income exceeds expenses*
- *Produce income when needed to support the municipal budget and prevent large changes in the municipal tax rate*
- *Sustain long-term capital growth to keep the principle ahead of inflation to provide similar income support for future generations*

Coventry's Economy

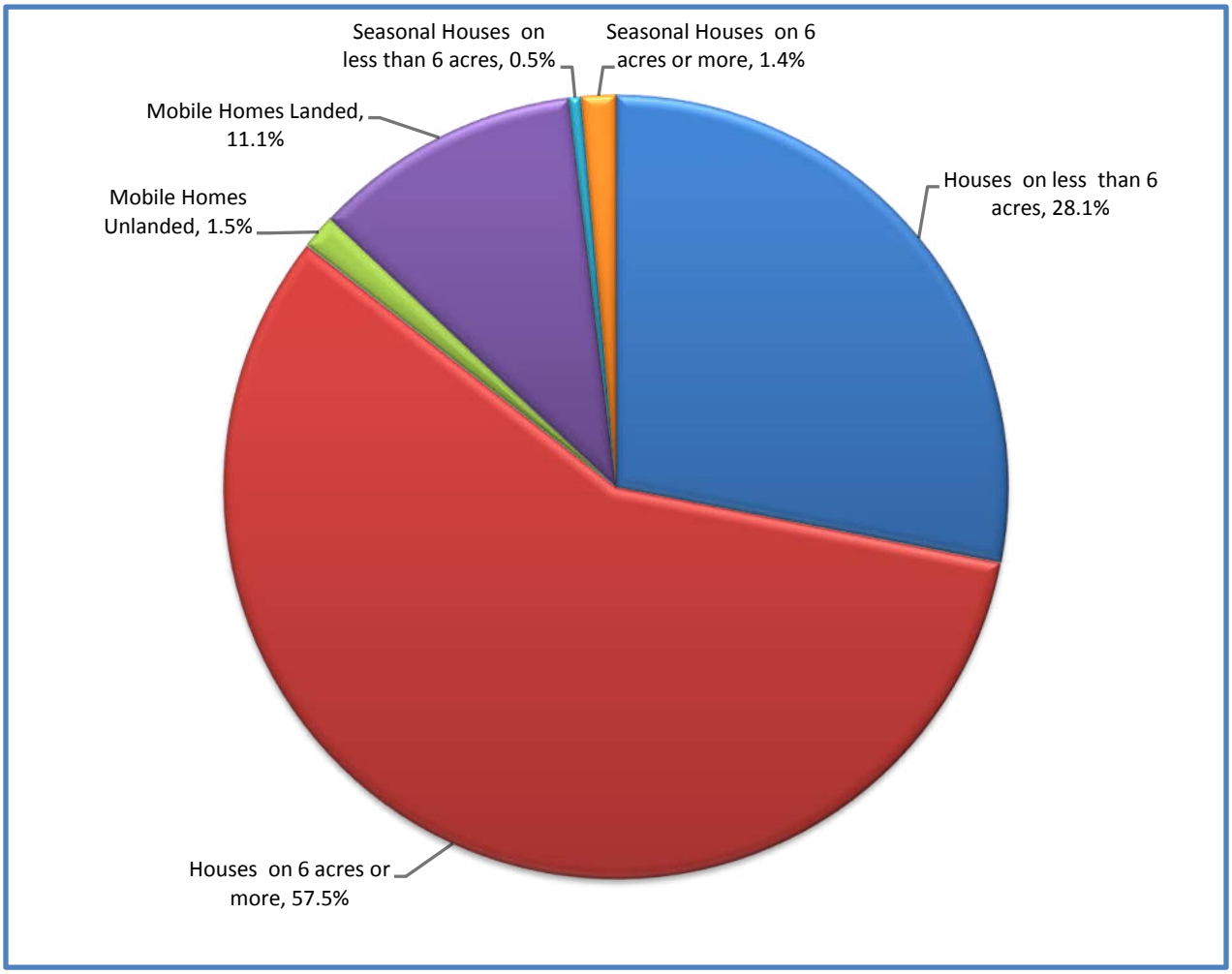
As detailed elsewhere in this report, Coventry has a diverse local economy comprised of many small businesses and farms, and a few large businesses, utilities, and farms. One way to view the impact of individual economic entities on Coventry is by their value on the Town's Grand List. This value, in relative proportion to the total Grand List value, tells us how much of the Town's education taxes are paid by any particular entity or all the entities combined. If Coventry had a municipal tax, the same proportions would apply. The pie chart below shows that in 2017, residence owners paid 52% of the Town's education taxes, and the "economy" - businesses, utilities, and farms - paid 48% of the Town's education taxes. The two pie charts following the chart below provide detail on the individual categories in "Economy" and "Residences".



Coventry's Overall 2017 Tax Base – Economy and Residences



Elements of Coventry's 2017 Economic Tax Base



Elements of Coventry's 2017 Residential Tax Base

Other Sources of Municipal Income and Business Funding

Diversification of Coventry's municipal income sources will further offset any future reductions in funding received from the Landfill operation. Coventry could implement one or more programs that would aid in diversifying its tax base. Increasing the awareness and use of the various State and Federal grant programs for infrastructure, community facilities, and business development are important moving forward as these resources could offset the use of local funds. Commonly used programs in Vermont and the Northeast Kingdom include:

- USDA Community Facilities Grant and Loan Program: https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program
- Northern Border Regional Commission Grant Program: http://www.nbrc.gov/content/economic-infrastructure-development-investments
- Economic Development Administration Grant Program:

https://www.eda.gov/programs/eda-programs/

- VT Community Development Program – Community Development Block Grant program: http://accd.vermont.gov/community-development/funding-incentives/vcdp

The Northeast Kingdom towns of Lyndon, Barton, and Hardwick maintain revolving loan funds for businesses in their respective communities. These funds are capitalized by previously restricted-use State or Federal funds that the communities received for other projects. As the loan funds "revolve" (are repaid), some of the restrictions on uses that came with the original funding go away, making the loan funds more attractive for wider use. There are also loan funds for businesses through Northern Community Investment Corporation (NCIC), Northeastern Vermont Development Association (NVDA), and other alternative lenders in the state.

Coventry's Education Taxes

Coventry is a "receiving" town when it comes to paying for its school, meaning that the State of Vermont is subsidizing the cost of Coventry's school. A quick look at the 2017-2018 numbers is informative:

2017-2018 School Budget	**$2,757,928**
Town taxpayers paid 52.9% of the school's cost:	
Taxes collected from economic and residential tax base:	1,371,751
Delinquent taxes (Town must pay now, collect later):	87,623
Total:	*$1,459,374*
The State of Vermont paid 47.1% of the school's cost:	
State credits on real estate tax bills ("Homestead" or "State payments"):	252,631
Various education grants	1,045,923
Total:	*$1,298,554*

An observation for the Town's residential taxpayers (and for the most part, the Town's voters): Combining the State's approximate 50% subsidy of the school with the approximate 50% economic tax base contribution means that for every dollar a resident pays in education taxes, the Town receives four dollars in education services.

Employment

According to 2016 Census estimates, Coventry's population aged 16 years or older was 781 persons. Of these, 516 persons were in the labor force, with 475 persons employed and 41 persons unemployed. The unemployment rate was 7.9%. The number of Coventry residents that commuted to work was 463 persons, while 40 people indicated that they worked from home.

The industries in which most residents were employed included: Education, health, and social services (100 persons); Retail trade (63 persons); Agriculture, forestry & mining (60 persons); Manufacturing (53 persons), and Public administration (48 persons).

Income

2016 Census estimates show that there were 388 households in Coventry. Household income was broken down in the following manner:

- Annual income of $24,999 or less: 89 households
- Annual income between $25,000 and $49,999: 129 households
- Annual income between $50,000 and $74,999: 65 households
- Annual income between $75,000 and $99,999: 38 households
- Annual income of $100,000 or greater: 67 households

The median household income for Coventry in 2016 was $42,500 (compared to the State median of $56,104). The percentage of all persons living below the poverty level in the community was 24.2% (compared to the State percentage of 11.9%). There is a strong correlation between the low-income level in Coventry, compared to the State of Vermont overall, and the fact that Coventry is a "receiving" town for education funding.

Select Board Budget

The Select Board's budget covers all the Town's income and expenses, excluding the Town's educational expenses. The Select Board Budget - for fiscal year 2016/17 – is summarized below.
Updated information can be viewed in the Annual Town & School report that is published and mailed to residents yearly.

Revenues for Highway and General funds - $1,692,600. 69% of the income was received from Waste USA and 29% from the Town's VLCT insurance claim (a one-time event, hopefully).

Highway Expenses: $324,658. 37% of total expenses
General Fund Expenses: $558,473. 63% of total expenses
Total Expenses - $883,132.
Investments value as of December 31st, 2017: $6,996,813.55

Town Government

The Following is a list of Elected and Appointed Positions currently held in the Town of Coventry.
Appointed positions are filled by Statutory authority of the Select Board.
Elected positions are voted on at the annual Town Meeting held on the first Tuesday in March of each year.
Coventry is a "floor vote" Town and does not vote by Australian Ballot.

Animal Control Officer	Appointed	
Assistant Clerk	Appointed	
Cemetery Association	Elected 3 year term	**3 Member Commission**
Civil Defense Chairman	Appointed	
Delinquent Tax Collector	Appointed	
Deputy Fire Warden	Appointed	
Fence Viewers	Appointed	
Fire Warden	Appointed	
First Constable	Elected 1 year term	
Grand Juror	Elected 1 year term	
Health Officer	Appointed	
Justice of the Peace	**Elected 2 year term - State Primary Election**	
		7 Positions Total
Lister	Elected 3 year term	**3 Member Board**
Moderator	2018	
Planning Commission	Elected 3 year term	**5 member Board**
Recreation Committee	Appointed	
Road Commissioner	Appointed	
Road Crew	Appointed	
School Director	5 Member Board	**3 Members Elected on 3 year term**
		2 Members elected on 2 year term
School Treasurer	Elected 1 year term	
Second Constable	Elected 1 year term	
Select Board	Elected 3 year term	**3 member board**
Solid Waste Committee	Appointed	
Town Administrator	Appointed	
Town Agent	Elected 1 year term	
Town Clerk	Elected 3 year term	
Town Service Officer	Elected 1 year term	
Town Treasurer	Elected 3 year term	
Tree Warden	Elected 1 year term	
Trustee of Cemetery Funds	Elected 1 year term	
Zoning Administrator	Appointed	

Education

Coventry's young people spend their first ten years (Pre-K-8) of school in their own community school, located on the southern fringe of the Town's village. High school students (grades 9-12) attend classes in neighboring town school facilities.

In the early 1990's it became apparent that the Town's K-8 facility had reached its maximum student capacity. As a result, the Town started looking into the idea of replacing the two school buildings being used at that time with a new building. This work culminated in 1995 with the construction of a new school building that is perhaps 3 to 4 times larger than the former buildings. Square footage?

The school is located at the south end of the Village and was designed using a Vernacular Georgian style and has a "T" shaped footprint. The building was designed with 9 large classrooms, music and art room, a library and media room, a large special education room, a reading recovery training room with a one-way window, and a full court gym with bleachers. Finally, this building has been designed to allow the creation of additional classrooms in the attic space.

The Town of Coventry takes great pride in its new school and the Town's support has been very generous. The Parent's Club raised funds to pay for the bleachers in the gym as well as the playground equipment. The Town, as a whole, paid for the ball field. The Coventry School is also very fortunate to have the Edmunds / Douglas / Price Endowment created from Microsoft stock. Income from this endowment has been used to purchase a piano and snowshoes for the school.

The school offers a number of after school activities for student assistance and enrichment. The funds to support these activities come from one or more grant programs. Examples of after school activities include: robotics, leather working, karate, cross country skiing, snowshoeing, writer's club, homework club,

skateboarding, community service, and more.

The Coventry School also provides its students high quality lunches. Having a quality lunch program is important as nutritious meals help to keep the students alert and helps them to think and reason. This plan encourages the continuation of these high-quality lunches. The vision for meals at Coventry Village School is, "High quality, from scratch meals with as many local ingredients as possible."

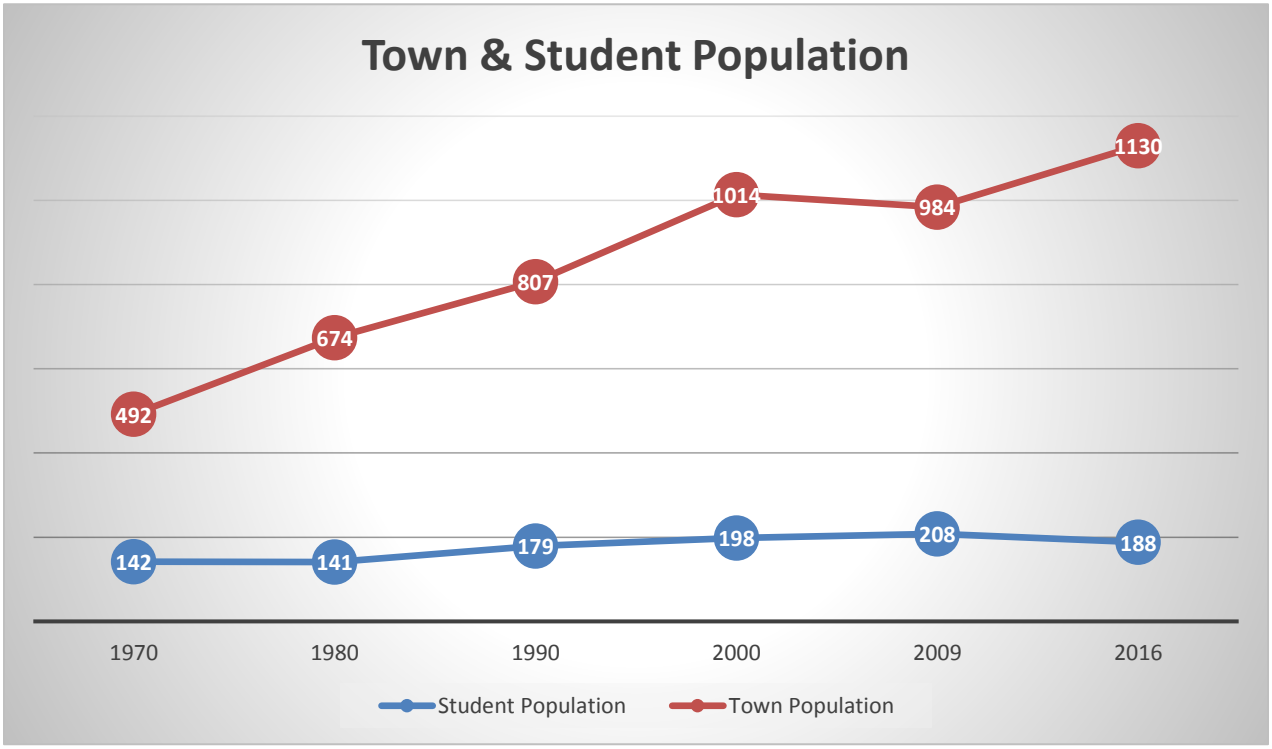
School Population and Expense Data

A study of Coventry's population shows that the percentage of school-aged children, in relationship with the Town's total population was relative stable from 1980-2000, however there has been a decrease over the last decade. Hopefully, this is just a short-term trend. The chart below indicates the population growth pattern since 1970.

TABLE 4: COVENTRY'S STUDENT POPULATION

Year	Town Population	Student Population	Percentage of Town's Population
1970	492	142	**2**
1980	674	141	**2**
1990	807	179	**2**
2000	1,014	198	**2**
2009	984	208	**1**
2016	1130	188	**1**

US Census Bureau, 1970 – 2000 and 2009 data (American Community Survey 2005-16)



A study of the actual money spent for education, on a per student basis, shows that in the school year 1979/80:

- $1,877 was spent to educate each K-8 student
- $1,784 was spent on tuition for each high school student

By school year 1989/90:

- ✓ $3,703 was spent to educate each K-8 student
- ✓ $4,502 was spent on tuition for each high school student

Then in school year 1999/2000:

- ❖ $6,558 was spent to educate each K-8 student
- ❖ $10,925 was spent on tuition for each high school student.

During the 2015/2016 school year, tuition was $13,520 per high school student.

This represents an increase of 178% in K-8 expenditures per child and an increase of 46% per high school student, in tuition expenditures over the last ten years. These figures are developed by separating the tuition expenditures from the total school year expenditures, and then dividing these two figures by the student population attending the respective grade level.

Using the 2009 student population figure of 208 students and a base education rate of $7,500 per student per year, it would cost $97,500 to send each student to school for 13 years (K-12). Using 2009 student population figures, this would total $20,280,000 for all students.

Educational Funding

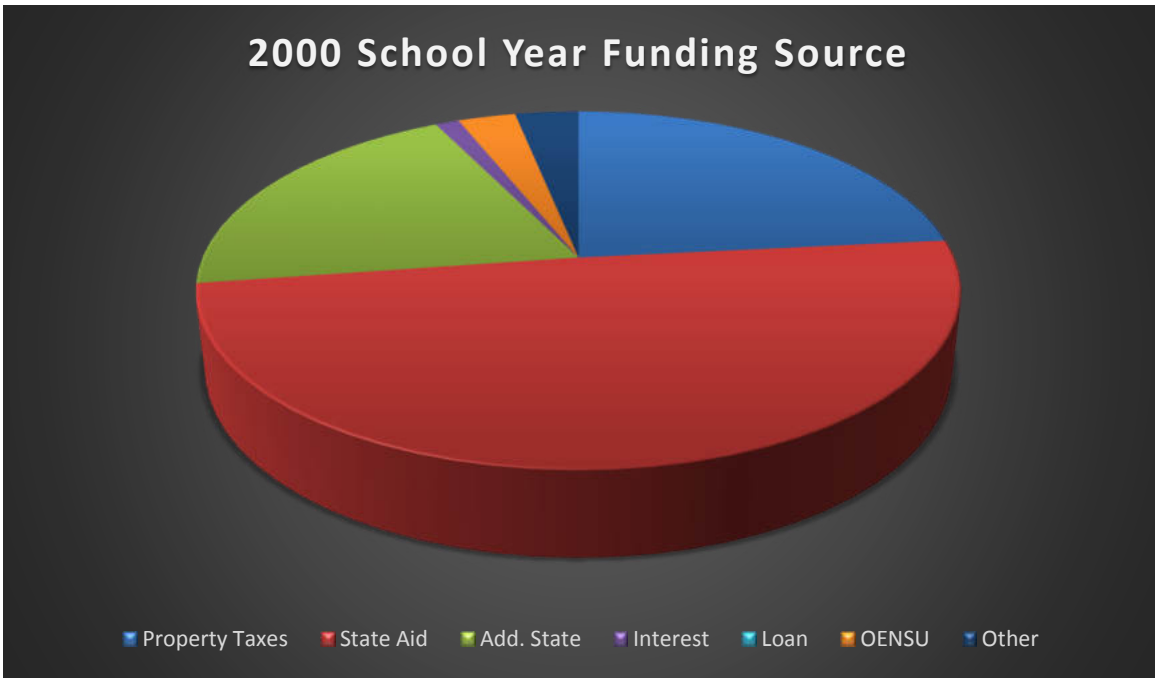
The July 1, 1989 to June 30, 1990 Coventry School District Treasurer's Report shows the total educational funding received for that time period was $789,076. For the 2000 - 2001 school year education funding had increased by 151.01% to a total of $1,981,167. The receipts for these two time periods can be found in the following table:

TABLE 5: EDUCATION RECEIPTS

Source	1989 - 1990 School Year		2000 - 2001 School Year	
	Dollars	% of Total	Dollars	% of Total
Coventry Property Taxes	$244,865	28.0%	$463,953	**23.4%**
State Aid to Education	$455,145	57.5%	$976,691	**49.3%**
Additional State Funding	$55,168	8.0%	$396,498	**20.0%**
Interest	$9,692	1.0%	$22,768	**1.2%**
Short Term Loan	$30,000	4.0%	$0	**0.0%**
OENSU Receipts	$9,480	1.0%	$57,645	**2.9%**
Other Income	$4,726	0.5%	$63,612	**3.2%**
Total	$789,076	100.0%	$1,981,16	**100.0%**

Source: Town and/or School Records

Property tax funding for education in the 1990/91 school year was $225,100 and the school budget that was approved during the June 3, 1991 School Meeting was $215,600. State Aid to Education funding has provided the means to keep the educational portion of the Town's property taxes down.



In recent years over 80% of the Town's tax dollars went toward education, but these town funds only represented 28% of the educational funds collected in the 1989/90 school year. The current "formula," which has worked in favor of the community over these past years, should continue to be a positive financial force until the Town's median income level rises to a higher statewide income category, or until the formula is replaced by a new classification rating system. However, it must be remembered that the amount of state funding available for this program is at the discretion of the State Legislators.

It should be noted that the enactment of Act 60 in 1997 and Act 68 in 2003 significantly changed the way all schools in the State are funded. Education taxes raised by local property taxes are sent to the State and then redistributed to each town based on the number of "equalized" students in their district. As a result, the amount of money a school district spends per equalized pupil is what determines the town's homestead education tax rate – not the overall spending of the school district.

The count of equalized pupils is based on a weighting formula. Various categories of students are presumed to have significantly higher or lower educational costs. Currently, prekindergarten students are each counted as 0.46, secondary students in grades 7 through 12 are each counted as 1.13, students from economically deprived backgrounds are counted as 1.25, and students for whom English is not their primary language are counted as 1.20. Therefore, the actual student count is different from the equalized student count.

In FY 2017, the equalized pupil count in Coventry was 170.42, and spending per equalized pupil was $13,761.59. The homestead tax rate in Coventry for FY2017 was 1.4186.
The Table below shows, for comparison purposes, the equalized pupil counts, spending per equalized pupil, and homestead property tax rates of neighboring towns.

FY2017 School Data				
School District	**Equalized Pupils**	**Education Spending per Equalized Pupil**	**State Rank of Education Spending per Equalized Pupil**	**Homestead Equalized Tax Rate**
Coventry	170.42	$13,761.59	184	1.4186
Newport Town	139.54	$14,815.02	124	1.5272
Newport City	329.66	$13,420.14	194	1.3834
Derby	349.91	$11,609.47	238	1.1967
Brownington	107.27	$11,676.50	237	1.2036
Irasburg	137.19	$11,168.07	245	1.1512
Source: Vermont Agency of Education				

The School and the Community

The Coventry School's yearly Pre-K through 8 expenditures are managed, and in many cases controlled, by the Town's School Board, the school's Principal, and Coventry's voters. This would not be the case if Coventry were to tuition out all their students. Interviews with Coventry residents in the past, revealed that most residents believe that the quality of the education that is offered to the Town's students is a direct result of the high quality of the school's teachers that are currently employed by Coventry. The ability to maintain this high standard of education and school staff was of prime importance to those interviewed.

The school facility plays an important part in the stability of Coventry Village. Most of the Town's social activities are centered on the school and the Community Center. It could be said that the community spirit that has been an historic point of pride among the Town's residents, is born in the fact that its youth spend the better part of their formative years, in this peaceful village setting.

Adult Education

Prior to the middle of the 20th century, when someone graduated from high school or college they knew most of what they would need for their career. However, with the explosion of knowledge and technology, it is no longer acceptable today for someone to consider their education complete. Lifelong learning is becoming the norm and continuing education is more important than ever. Similarly, individuals were once more likely to stay in the same career for a lifetime than they are today. Today, many people change careers several times during their lifetime. This latter fact also underscores the importance of continuing education and workforce development opportunities.

The Northeast Kingdom has a number of continuing education providers: The North Country Career Center offers several courses for adult learners. These courses cover a variety of careers and some of the courses can be taken simply for personal enrichment. Lyndon Institute and St. Johnsbury Academy through a joint venture called the Caledonia Essex Technical Education Region also offer a variety of courses that can be taken for career advancement or personal enrichment. The courses at these locations can be taken in a classroom or on-line. In 2010, the regional technical centers in Newport and St. Johnsbury - Lyndon assumed the roles of

the Workforce Investment Board.

The Community College of Vermont has two locations in the Northeast Kingdom, one in Newport and one in St. Johnsbury. CCV generally offers two-year degree programs. Northern Vermont University – Johnson also offers classes in Newport.

In addition to the community college discussed in the previous paragraph, there are several other post-secondary schools in the area that offer four-year degrees and beyond. Sterling College in Craftsbury offers an alternative under-graduate education. Northern Vermont University -Lyndon and Springfield College in St. Johnsbury offering graduate and under graduate educations. Other schools would include University of Vermont and Champlain College (Burlington).

The above list is not intended to be all inclusive. There may be other adult learning opportunities in Northern Vermont, as well as online learning opportunities too numerous to mention here.

The Coventry Planning Commission recognizes the importance and availability of continuing education and encourages the Town's residents to take advantage of the available programs. At the same time, the Planning Commission feels that there are ample opportunities within the area for the Town's residents. Therefore, it seems unnecessary for this plan to set forth any goals regarding the availability of such programs. The Planning Commission, however, does feel that it is appropriate to encourage all of the aforementioned academic institutions to maintain and improve their programs as necessary. The Planning Commission supports greater collaboration linking the school and the community organizations.

Child care Services

Daycare services are important for single parent families and those families where both parents work for the care of preschool children and for after school care for school age children. However, according to a 2012 on-line database of daycare providers maintained by the Department for Children and Families, there are no registered child care facilities in Coventry. This could be a problem for families with children who are too young to care for themselves.

While the Town of Coventry cannot mandate the establishment of child care centers, the Town can encourage the establishment of such centers by making available information on where to find financing and business assistance.

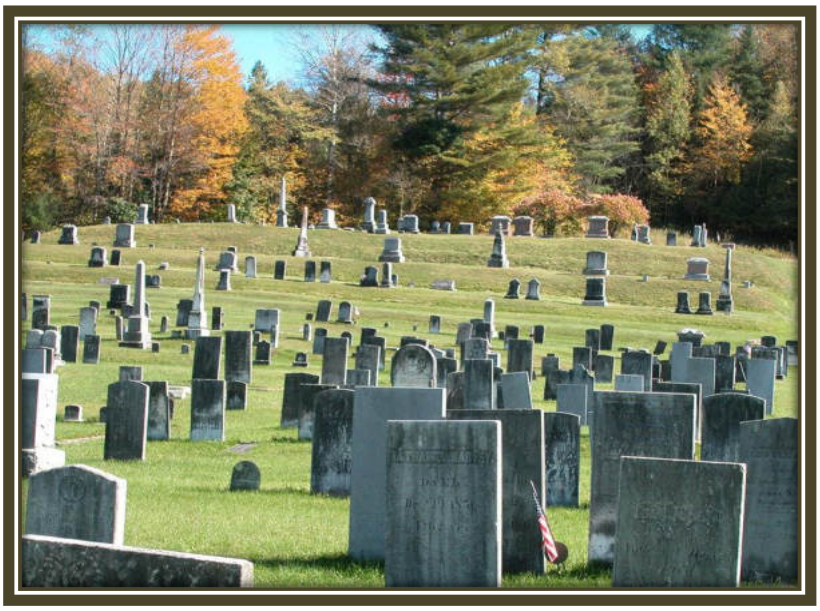
The Village School offers a Pre-K program and after school educational programs where children are under supervision from the time school ends until 5pm when parents pick them up.

Public Facilities

Churches

At Present the Town of Coventry has two Churches. One is in the village and is in the process of being deemed a historic site. Grace Brethren Church is the second church in the town and is currently an active practicing church.

Grace Brethren Church, Coventry VT-05825
Church Office # 802-754-2363
P.O. Box 41
Coventry, VT 05825
Pastor Scott Libby: smlibby@juno.com



Cemeteries

The town maintains three cemeteries at an approximate annual cost of $10,900.00 per year (2017 Town Report). This work is completed on a contract basis. Cemetery maintenance is funded by the Town general fund. The Coventry Village Cemetery was first used in 1830 and contains approximately 1,125 gravesites.

Libraries

The Town of Coventry provides support to the Jones Memorial Library in Orleans Village and to the Goodrich Library in the City of Newport.

Goodrich Memorial Library

202 Main Street
Newport, Vermont
05855
Tel: 802-334-7902

The Goodrich Memorial Library first opened its doors in 1899, due in large part to the generous donations of Converse and Almira Goodrich. In 1983, the building was placed on the National Register of Historic Places. Thanks to a substantial grant received in 2003, the library has since been restored to its original beauty and elegance.

Available to patrons of the Goodrich Memorial Library are books, DVDs, audio books, magazines, newspapers, CDs, and an expanded large print section. We also provide access to public computers, black and white printing, a fax machine, and free Wi-Fi.

The library is handicapped accessible from the rear entrance.

Jones Memorial Library

1 Water Street
Orleans, Vermont 05860
802.754.6660
jonesmemorial@comcast.net

Hours

Monday 10:00 to 7:00
Wednesday 10:00 to 5:00
Friday 10:00 to 5:00
Saturday 9:00 to 1:00

Recreation

The community center was financed and built through the dedicated efforts of the Coventry Parents Club and the support of Coventry's citizenry. The center provides Coventry with a half court gym, which is used by the general public and for other civic events. It is also used as the town meeting hall. Every Wednesday night it holds open recreation for the residents. The Community Center also houses the Town Administrator's office and the Town Clerk and Treasurer's office on the first floor. Upstairs is the Listers office and a room that is used for meetings by the Fire District and the Planning Commission. If you go to the town website: www.coventryvt.org you can access the application for hall rental and to review the rental policy.

The town has recently formed a Recreation Committee that hopes to have semi structured leisure and community educational opportunities to encourage community involvement. There is also talk of the opening of the Coventry Town Ice Rink.

In recent years, our town has had success with "Coventry Day". Coventry Day is celebrated the first Saturday after the 4th of July. Coventry provides residents with a meal, fun activities and end the festivities with fireworks that begin at dusk.

Town Garage and Gravel Pit

The town now maintains two town garages. The first garage is located on Main Street on a two- acre lot. There are no plans to enlarge this facility at this time. The second town garage is located on a 55-acre parcel on Route 14, which is also the location of the Town's gravel pit. The gravel pit has been an important town investment. It has kept the cost of road re-surfacing and repairs to a minimum. However, the source of gravel on this site has been exhausted and the presence of ledge has interfered with continuing efforts to remove gravel. As a solution to this problem, the Town has found a new site for a gravel pit on Hancock Hill in order to keep the costs to a minimum.

Goal/objective: ***Pursue the purchase and development of a property on Hancock Hill to be used as a source of gravel for the Town.***

The Town also owns an assortment of road maintenance equipment. These items include;2012 Grader; 2014 10-Wheeler; 2014 6-Wheeler; 205 F550; each are equipped with plows and sander. The Town also owns a 2000 Kubota M9000 equipped with a bucket and road side mower and a 3.5 yd. bucket loader.

Conclusion

Except for those connected to existing community water systems, water, sewage disposal, and electric services is the individual responsibility of the Town's residents. There does not seem to be a reason to change this historical practice. History shows that the town centers have been established, only to be abandoned and relocated with the changing of the era's priorities. These changes have also been supported by the fact that a large portion of northern Vermont's population is transient in nature. Establishing town owned utilities would also create fiscal responsibilities that could not be met by the existing population. Note – a lack of public utilities can limit commercial development opportunities.

Coventry Town Foundation

The Coventry Town Foundation, (CTF), a 501c3 organization was created by a vote at Town Meeting Day in 2002. The purpose of the Foundation is to enrich our community through support of educational, community assistance, emergency disaster relief, historic preservation, and other community-based services.

The Coventry Town Foundation, created in 2002, is working to enrich the lives of Coventry's residents. Sponsoring a flu clinic, lead testing of children's toys, providing vouchers for free vegetable seeds, and scholarships to town students.

Present Foundation Board Members:

- Dale Perron – President
- Don Whipple – Vice President
- Jean Maxwell – Secretary
- Jana Lovejoy – School Scholarship
- Anita Gariepy - Treasurer

The CTF post-secondary undergraduate scholarship program continues to be very successful. Most years the Foundation is able to provide $1,000.00 per semester for all eligible Coventry residents. The CTF seeks eligible candidates, including traditional graduating seniors, as well as graduates coming from home school programs. The Foundation also provides grants to support education, the arts, sports, and community assistance. The CTF continues to build its endowment, by investing in healthy long-term growth funds. The CTF meets the 3rd Tuesday of the month at the Community Center at 5:30 pm.

Applications for grants through the Foundation can be found on the Coventry Town Website
Go to www.coventryvt.org and click on the Foundation tab – applications are listed on the right of the page.

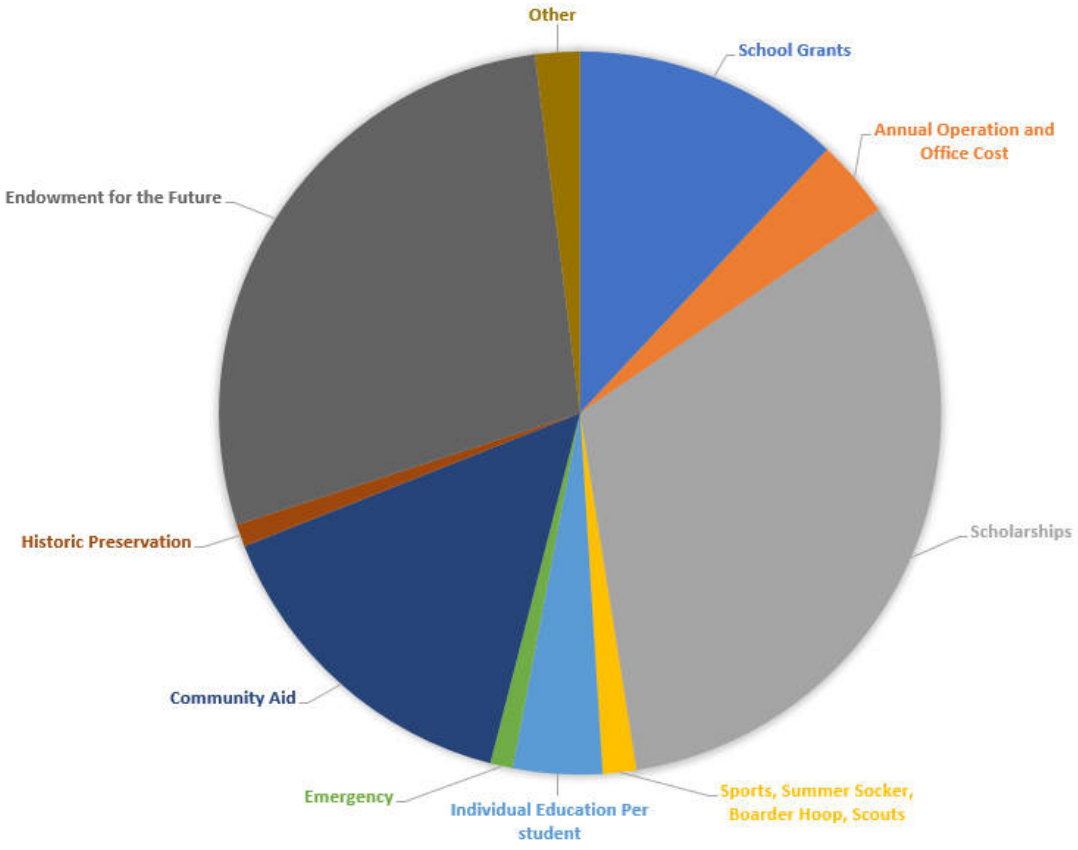
Percentage breakdown of how monies are spent:

Annual Operation and Office Costs: 3.5%

Non-school related sports & activities – Summer Soccer – Border Hoops – Scouts: 1.5%

Individual Education per Student: 4%
School Grants: 12%
Scholarships: 32%

Emergency Community Aid – Food, Fuel, Electricity, Walk of Life, Seed Program: 15%
Historic Preservation: 1%
Endowment for the future: 28%



Utilities, Facilities & Services

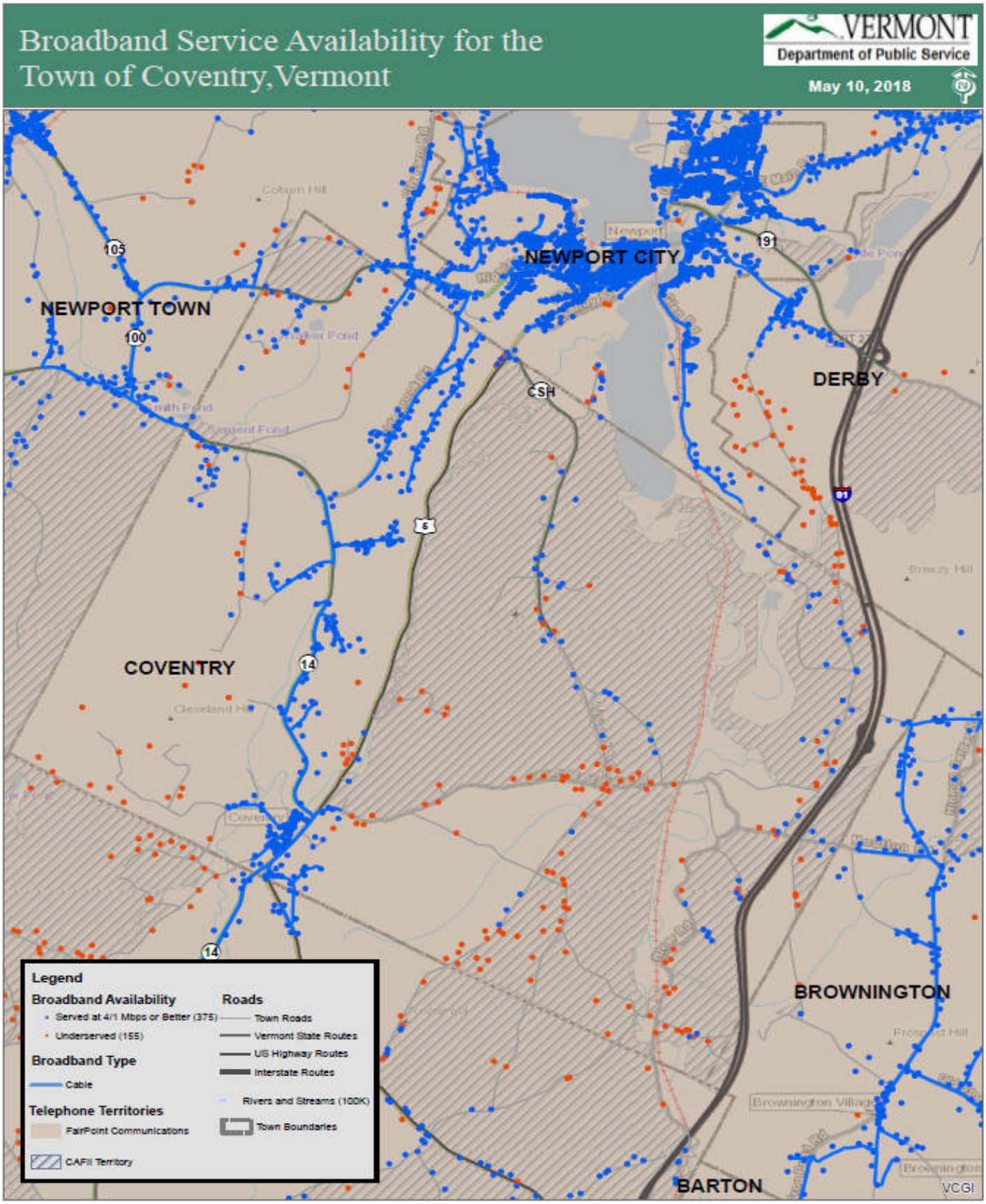
Communications

Telephone and Broadband Internet service is primarily provided to the Town of Coventry by Consolidated Communications, Comcast Cable, and VTel . The main corridors in the town included Route 5, Route 14, Alderbrook Road, and the village itself. The other areas of the town that do have access to these services (ground based or satellite based) are either minimal or intermittent. To help bring broadband to these areas the town could invest in a wireless broadband network that could be provided to these residents at cost competitive prices to the other services.

Based upon the Broadband Service Availability map for Coventry provided by the VT Department of Public Service, it appears that the southern portion of the town has the most under-served residents. These areas are west and east of Coventry Village.

The Department of Public Service does visit communities to discuss their broadband situation and options to improve service upon invitation. This is something that Coventry may want to consider if residents are unhappy with their current level(s) of service.

There are also state and federal funding programs to assist with broadband development. State funding may be available through Connectivity grants that come through the Dept. of Public Service. Federal programs that can assist with broadband development include the Northern Border Regional Commission (NBRC) grant program. This program can provide grants of up to $250,000 with a 20% match requirement. Other programs are through USDA Rural Development and include Community Connect Grants, Rural Broadband Loans & Loan Guarantees, and Telecommunication Infrastructure Loans & Loan Guarantees.


Broadband Service Availability for the
Town of Coventry, Vermont
VERMONT
Department of Public Service
May 10, 2018
NEWPORT CITY
NEWPORT TOWN
DERBY
COVENTRY
BROWNINGTON
BARTON
CSH
105
100
91
5
14
Legend
Broadband Availability
Served at 4/1 Mbps or Better (375)
Underserved (155)
Broadband Type
Cable
Telephone Territories
FairPoint Communications
CAFII Territory
Roads
Town Roads
Vermont State Routes
US Highway Routes
Interstate Routes
Rivers and Streams (100K)
Town Boundaries
VCGI

Water

With the exception of Coventry Village, residents of Coventry do not connect to community water system. Most of the homes, farms, and businesses in the community develop their own water supplies, using surface, or artesian wells. Most of the homes and businesses located in Coventry Village are serviced by a community water system owned and maintained by the Coventry Fire District. This system includes: a gravel packed well, a pump rated at 65 gpm, a chemical/control room; a 100,000-gallon concrete storage reservoir; and a number of 2", 4" and 6" transmission lines and distribution mains. The system serves homes along Town roads 7, 36, and 54. Due in part to scattered development trends and the adverse economic impact, Coventry has no current plans to develop a more extensive town wide water system. This water system must be monitored to insure it is being properly maintained and major improvements are implemented when necessary. Doing so will insure the quality of the water being distributed to the homes in the Village and project the health of the Village's residents. A wellhead protection plan(s) for the community water supply and reservoir are recommended.

Wastewater and Sewage Disposal

Coventry does not provide a public sewage system. Almost all homes, farms and businesses located in the town, are dependent on septic systems for sewage disposal. The town relies on VT Dept. of Environmental Conservation for enforcement of on-site septic systems and potable water supplies in the community, and the illegal dumping of sewage into rivers and streams. Coventry has no current plans to develop a town wide sewer system.

COVENTRY FIRE DISTRICT #1

History of Fire District #1 Water System

The Town of Coventry voted in November of 1922 to incorporate and organize as a Fire District. The Coventry Fire District #1 became a separate municipal entity formed pursuant to Act 193 of the Vermont State General Assembly and approved February 23, 1923.

For many years, drinking water was provided by an open reservoir and dam on Linton Hill. Water was distributed through pipes and gravity to the farms and residences on the west side of the Black River before crossing the river where water was stored in a small reservoir until distribution to the Village below. As the strength of the dam weakened and state and federal regulations increased, system upgrades became necessary.

In 1973, engineers from the State underscored that the water supply was unprotected and that logging operations were occurring within the watershed. They recommended chlorination and covering the reservoir. Concerns regularly surfaced about the unprotected and untreated water, boil water notices were issued more

frequently, and members were faced with increasing requirements to provide safe water. They began negotiating with engineers, local and state agencies and explored ways to finance upgrades.

In the early 1980s, system wide improvements occurred. The Fire District had individual wells drilled for farms and residences on the west side of the Black River. A 2.5 acre parcel was purchased and a new well was drilled on the former Whittaker property on the south side of the Black River between the Upper and Lower Falls, and, a new reservoir and chemical feed building were built where the original storage facility was located off Heermanville Road. New distribution lines were laid and meters installed. A booster pump station was built to service the expanding Coventry Heights subdivision and water was provided to the new Coventry Village School.

In 2009, a decision was made by the members of the Fire District to continue as a Fire District. A recharged Prudential Committee was formed, Officers elected, and an operator hired. More formal policies, procedures, and budgets were developed, and outstanding balances were collected. A mission identified at that time was to provide drinking water to homes, business, and school within the District.

As regulations and the power of fire-fighting equipment increased, small water systems had infrastructure and reservoir capacity that did not support using large amounts of treated water for fire protection. The Fire District system has 15 hydrants which are on undersized lines and are restricted from firefighting, leaving only two hydrants connected to 8 inch lines that are acceptable for firefighting. Area Fire Departments have been notified and those unusable hydrants have been welded shut – now used only for system flushing. One of the potential problems with using a small system reservoir for firefighting is the risk of draining and causing a backflow which has the possibility of contaminating drinking water.

The boundary of the Fire District to the North and West is the Black River; to the South on Covered Bridge road to the Irasburg Town Line and to the Grace Brethren Church and Royer's Mini Mart; and to the East including Coventry Heights, the Coventry Village School and Gallup Road. As of this date, water services have not been expanded to Royer's Mini Mart.

Current Fire District Water System

There are 60 connections, including 2 churches, 2 apartment buildings, one of which is a Senior Housing facility under the ownership of Rural Edge, the Coventry Village School, 6 commercial and Town buildings. Through those connections, water is consumed by 100 children and 30 staff at the Coventry Village School, the 6300 individuals who belong to civic and community groups who use the Community Center. Additionally, 120 to 130 patrons eat at Martha's Diner daily. Water rents are paid by users on a quarterly basis and are fund the total operating costs of the Fire District.

Our current assets include a gravel packed well located on a 2.5 acre parcel of land off Heermanville Road and near the Black River between the Upper and Lower Falls, a 110,000 gallon storage tank and chemical feed building located near Heermanville Road, and nearby, a 1.8 acre parcel. Additionally, there is a booster pump station that services the Coventry Heights area located near the Coventry Village School.

In September 2016 the State of Vermont notified the Fire District that it had exceeded the Maximum Contaminant Level for Arsenic, a violation of the Federal Safe Drinking Water Act. A Public Notice was issued to users recommending that water not be used for drinking or cooking. The Fire District was charged with submitting a plan to reduce the level below the Maximum Contaminant Level. The State Drinking Water and Groundwater Protection Division has approved our plan and a pilot project utilizing the planned method of arsenic removal was successful. A successful bond vote occurred in March. Final design plans are being completed. It is expected that construction will be completed by the end of 2018. Additionally, there will be some system wide improvements that will replace a section of water main and improve the esthetic quality of water decreasing, along with the arsenic, iron and manganese.

Challenges

As with most municipal entities, rising costs and regulations confront the Fire District. Unfortunately, our resources are declining.

In Orleans County, compared to most other areas in the State, poverty and unemployment rates are higher and median incomes are lower.

What we see within the Fire District is:

- An aging population with one or two people occupying a dwelling
- Vacant dwellings and declining housing conditions
- Slow real estate sales possibly due to aging structures in flood zones locations
- Fewer owner - occupied homes
- Little land with development possibilities within the District boundaries.
- Loss of commercial users
- Ensuring appropriate land management practices within our Source Protection Area that minimize or reduce potential sources of contamination to our water source

Water System Resources

The State of Vermont has a Drinking Water Revolving Loan Fund.

USDA Rural Development is a primary funder of water and wastewater utilities.

The VT Rural Water Association and the Rural Community Assistance Program are technical service providers available to assist the community.

Solid Waste & Recycling

In Vermont, for solid waste to be eligible to go to a Vermont solid waste disposal facility (landfill) it must originate from a municipality with a Vermont Agency of Natural Resources (VTANR) approved Solid Waste Implementation Plan (SWIP).

The Town of Coventry has a State approved SWIP that was adopted by the VTANR on May 9, 2016. The Town will continue to maintain an approved SWIP and renew periodically as required by the VTANR, typically every 5 years.

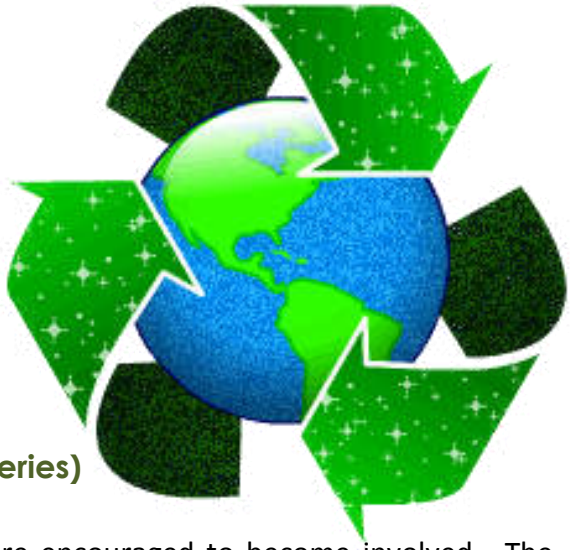
The VTANR regulates solid waste and recycling across the state under the Solid Waste Management Rules

effective March 15, 2012. The U.S. Environmental Protection Agency has accepted the VTANR Rules and Procedures and therefore the VTANR has authority to regulate Vermont facilities and haulers.

In the Town of Coventry, residents, the school, and businesses have the ability to contract with private waste and recycling haulers on a pay as you throw waste basis. Residents may also manage their own waste and recycling by transporting those materials to area drop off facilities.

For a list of materials that can be discarded or recycled please refer to the Town's website at http://www.coventryvt.org and click on: "Solid Waste & Recycling".

The Town is host to a regional solid waste disposal facility owned and operated by New England Waste Services of Vermont, Inc. (NEWSVT) a subsidiary of Casella Waste Systems, Inc. of Rutland, Vermont. Under the host town agreement, each Coventry household may throw away two bags of waste per week at no charge. A ledger is kept at the landfill so that landfill staff can monitor the use for compliance. A wide variety of materials are accepted at the drop off including:



- **Solid Waste**
- **Scrap Metal**
- **Tires**
- **Zero Sort® (single stream) recycling**
- **Cardboard**
- **Used Oil**
- **Leaf and Yard Debris**
- **Fluorescent Bulbs**
- **Batteries - Nicad (rechargeable), wet cell (car batteries)**

The Town has a Solid Waste Advisory Committee and residents are encouraged to become involved. The Town currently diverts 28% of all waste generated away from landfilling and into marketable recycling streams. The Town looks to improve that percentage and continues to promote waste reduction and encourages residents to recycle anything that can be recycled. Marketability of recyclables are very much subject to the commodity markets and rules. Regulations on the Town must be flexible if the recycling markets change either in a positive or in a negative way. Neither the Town nor the State can mandate recycling if private industry cannot manage materials economically.

The Town breaks down waste reduction into the following elements:

- **Recycling**
  - Private haulers are required by Town Ordinance to collect recycling for Coventry residents at no charge if they subscribe to a hauler's trash collection service. The drop off center at the NEWSVT landfill and the City of Newport accepts most recycling at no charge.

- **Household Hazardous Waste (HHW) Diversion**
  - The NEWSVT Landfill hosts the HHW collection events and the dates for the events are posted in the newspaper, at the Town offices and at the NEWSVT Landfill. The dates are also published in the Town's annual report. These HHW events allow Coventry residents to purge homes of unwanted toxic or otherwise dangerous materials that cannot go in the routine waste stream. These events, while free to residents, are funded by the towns utilizing the events.

- **Education**
  - For Coventry, the single most important mechanism for establishing a sustainable environment is education. The Town has a new website listing material from A-Z with information on what residents can do with that material. The Town creates periodic brochures that are available at the Town offices and at the

NEWSVT landfill that provides information relative to waste reduction. The Town's Solid Waste Advisory Committee is active within the community and continues its efforts to educate residents on the latest information and techniques for a sustainable outcome.

It is noted that a lack of public utilities and infrastructure can limit commercial development opportunities.

Energy

Electric Infrastructure & Services

Vermont Electric Cooperative provides most of the electric power required by most of the Town. At the current time Coventry does not have a representative on the VEC board as they are elected by the public on a district basis. The Orleans Electric Department serves small areas of the Town and Washington Electric owns an electrical generation facility (methane) at the landfill. Single-phase and three-phase power is distributed throughout the community. Three-phase service is currently restricted to the western portion of the town. At this time, the local electric utilities assure us that there is a sufficient amount of electricity available to supply the Town's expanding residential requirements.

The state of Vermont has an energy plan to go green (clean) and reduce fossil fuel consumption. There are 3 choices other than fossil fuel – these are wind, solar and hydro. For the most part, wind has been declined by most residents. Roof mounted solar arrays seem to be the main choice. The cost of a solar system, either roof mounted or ground mounted are becoming quite affordable.

The electricity provided by solar power is now able to be stored in more affordable and safer backup systems. One of these systems is provided by a company named Tesla. In the future others will become available.

With the improved capability of storing the electricity, we can now use this electricity on cloudy days both summer and winter. Other than running lights and appliances, we could incorporate heating throughout our homes.

We have many new makers of hybrid and electric cars that reduce fossil fuels and emissions in our automobiles.

The Planning Commission has looked at what could be done to reduce taxes and entice growth in our town from an energy standpoint. We believe that a solar plan would be a great vision for the town of Coventry.

The NVDA has posted the Coventry energy profile that covers most kinds of energy used within our town. The profile can be viewed at their website: www.nvda.net

Town officials are aware of the energy savings produced using wood fired stoves and furnaces. Many Coventry's homes are heated in this way. Officials acknowledge the merits in preserving the renewable resources found in its woodlands.

There are two electric generation facilities located in Coventry and one in the permitting phase. There is a methane fueled generation station located at the Casella landfill. The methane is harvested from the landfill and is created by the decomposition of organic materials in the landfill. When this facility opened on July 1, 2005 its output was rated at 4.8 megawatts. Since it opened, the facility has been enlarged with additional generators and the output has been increased to 8.0 megawatts. This generating facility is owned and operated by Washington Electric and now provides enough electricity to meet two-thirds of the needs for 10,000-member households and businesses. There is also an on-farm bio digester at the Maxwell farm.

A 2.2 MW photovoltaic electric generation plant to be located near the landfill has recently been proposed by New England Waste Services of Vermont, Inc. Known as the "Coventry Solar Project", the project is supported by the Town of Coventry.

The Town's road system represents an energy efficient means of traveling within the Town's borders. The system also provides direct routes to the neighboring commercial communities. The Town's policy of limited road development has prompted a higher density in residential areas, therefore increasing the road system's energy efficiency.
Coventry has no town regulations regarding building codes. Therefore, the National Building Codes are suggested as a means for construction within the town to meet an energy efficient level. The Act 250-approval process also plays a major role in requiring energy efficient development.

Conservation & Local Generation

At one time there was a Bio Mass system proposed for the school. This was just for heating. Hydro and wind were found to not have any interest.
In the winter of 2017 and 2018 Coventry Town has been approached by various solar companies and their projects.
One of these companies is Aegis, who Chris Lamonia presented a solar array project that was to be built in the town of St. George. This was a roof mount 369 kilowatt array. This Aegis project was not what Coventry was looking for.
One of another solar array system was presented by Solartech, owner Rich Nicol. This would be a town owned system to cover the school, two garages, community center and street lights. At this time no commitment was done.
One other solar array presented come from Green Lantern Co., presented by Victor and Will Veve. This project was a large one to be built in our gravel pit on route 14. Again no decision has been made.
One of the state possessions is to have a solar array in a spent out gravel pit witch Coventry has a 55 acre area that is good, we would require about 3 to 5 acres.

Public Safety & Emergency Response

Local Emergency Operations Plan

The Town of Coventry has a basic Local Emergency Operations Plan, as required by the Department of Public Safety, Vermont Emergency Management. This plan contains the contact information for those that would be contacted to respond to an emergency in the town. It denotes the location of the Emergency Operations Center, shelters, and alternate locations for each. This plan also includes the locations and contact information for vulnerable and at-risk populations that may need additional assistance during an emergency. While this plan is a good start to a larger Emergency Action Plan, it does lack detail on how the Town will mitigate, respond to, and recover from an emergency. This plan can be found at the town office in hard copy form or it can be found on the towns website at www.coventryvt.com

The current designated shelters are:

- Coventry Village School
  - Can be used as a warming shelter and/or an overnight shelter
- Coventry Community Center
  - Can be used as a warming shelter and/or an overnight shelter
- Coventry Town Garage – Route 14
  - Can only be used as a warming shelter

The current designated Emergency Operations Centers are:

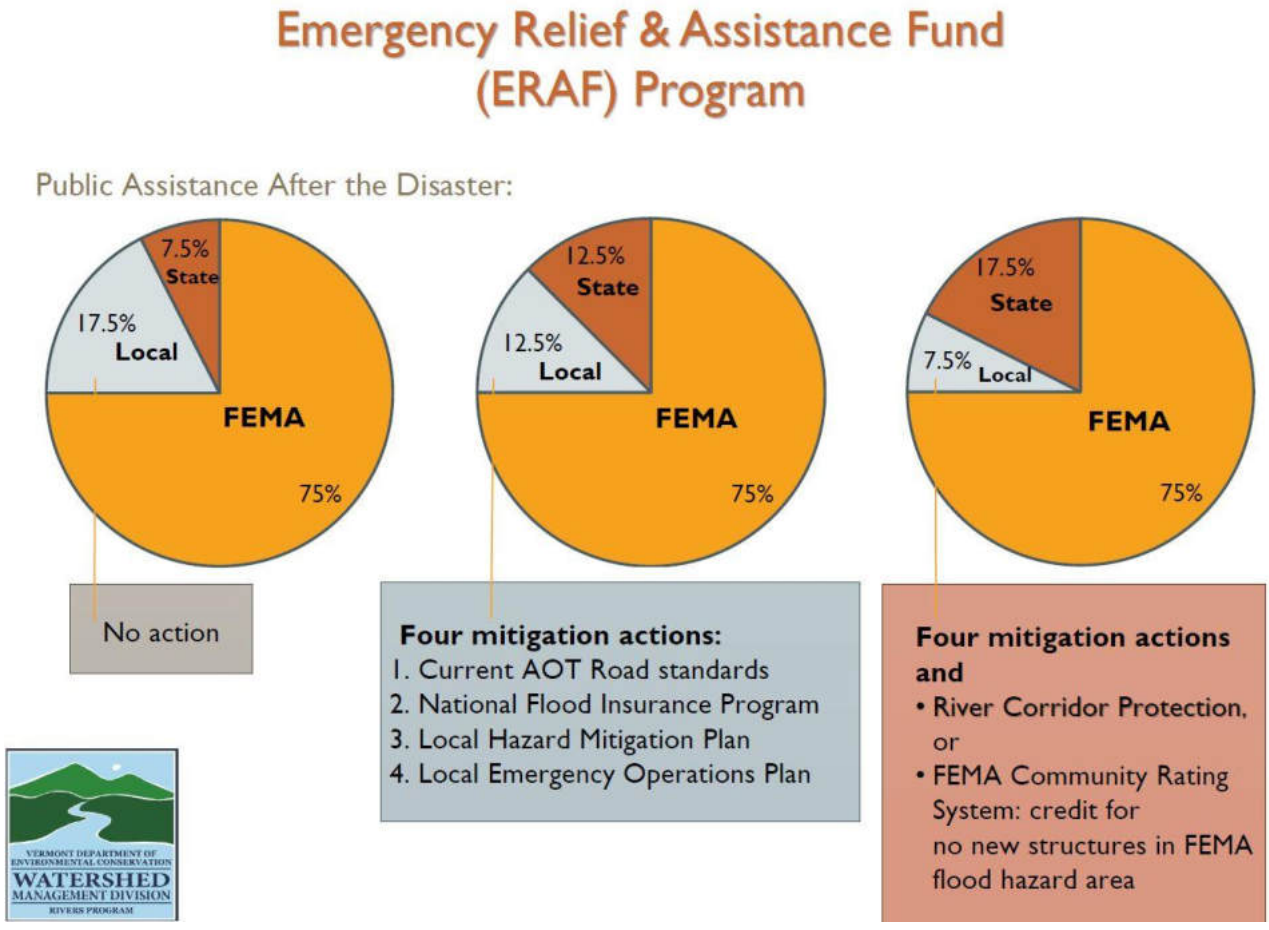
- Primary
  - Coventry Community Center
- Secondary
  - Coventry Village School
- Tertiary
  - Coventry Town Garage – Route 14

Conclusion

The benefit of having a Local Emergency Operations Plan completed, signed, and filed with the state comes

after disaster strikes. Should the town sustain significant damage and the state is awarded a federal declaration, 75% of the amount is covered by FEMA, the remaining 25% would be the responsibility of the Town. If the plan and additional mitigation has occurred, the town could receive an additional 7.5% to 17.5% in reimbursements.

ERAF provides money to repair damaged public infrastructure (roads, bridges, community-owned buildings) after a Presidential Disaster Declaration. Typically, 75% of the repair costs are federal funds, with the remaining 25% covered by state and local funds. Towns will receive more state funding toward the repair costs depending on if the community has taken various flood resilience steps. Coventry will soon qualify for 12.5% in state funding as the Town has adopted AOT Road Codes and Standards, a Local Emergency Operations Plan, and the Town participates in the National Flood Insurance Program. Once the Local Hazard Mitigation Plan is completed and adopted, all four of the required mitigation actions will be in place. Coventry could qualify for the highest state contribution (17.5% of total project costs) if Coventry updates the Local Hazard Mitigation Plan and adopts River Corridor bylaws that meet state recommendations.

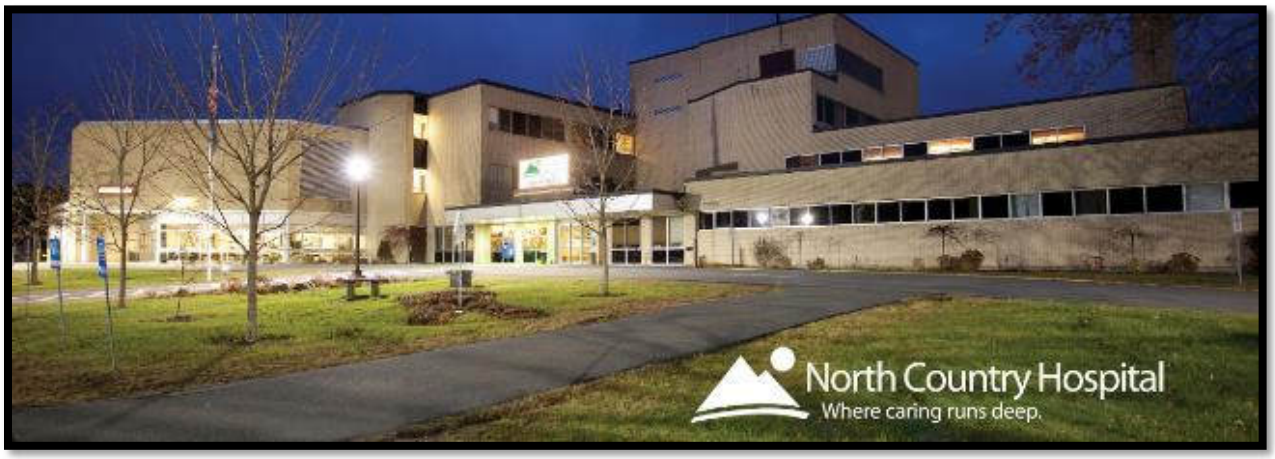


Emergency Services

The Town of Coventry does not provide fire or police services. The town has two constables, two fire wardens, and a civilian defense chairman. Firefighting services are provided on a fee- for-service basis by departments in Coventry's neighboring communities. The Vermont State Police and the Orleans County Sheriff's department are available to Coventry's residents. Ambulance services are available from several local sources. The community and state services have been more than adequate in serving the residents of Coventry. Unless or until local services are unable to meet the emergency, service needs of the community or costs prohibits the current services contracts, the town should not increase its infrastructure to include local police and fire fighting services or equipment. However, the Town should be prepared to contribute to area emergency service providers.

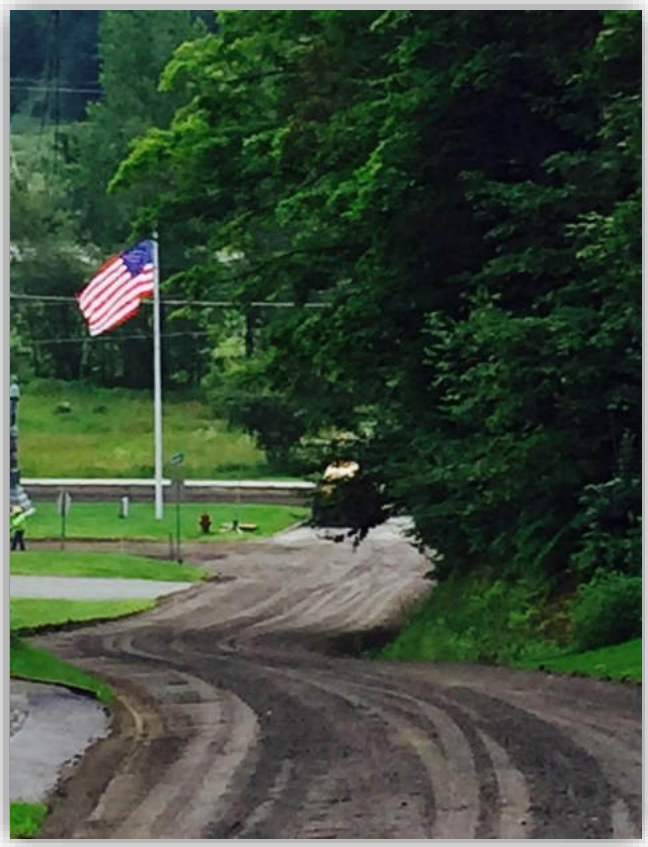
Hospitals and Clinics

The North Country Hospital in the City of Newport is the nearest hospital facility for Coventry residents. The Northeastern Vermont Regional Hospital is located in St. Johnsbury. There is a family medical clinic located in Barton Village and a family dental clinic in Orleans Village. Both clinics are part of the Northern Counties Health Care network.



Transportation

Highways & Streets



Coventry's current road system mileage is broken down as follows:

TABLE 12: HIGHWAY MILEAGE IN COVENTRY

Highway Classification	Miles	
Town		
Class 2	10.44	
Class 3	25.72	
Class 4	6.26	
Total Town		**42.42**
State		
Interstate 91	3.684	
Other State Highways	12.892	
Total State and Federal		16.58
Total Highway Miles		**59.00**

U.S. Route 5, running north/south, passes through Coventry providing residents with a link to Newport City and Derby, Irasburg, Interstate 91 and Orleans. Vermont Route 14, also a north/south highway, provides Coventry's residents with a link to Newport Town to the north and numerous communities to the south. Town Highway 2 provides a direct route from Newport City and Interstate 91 to both the State Airport and the Waste U.S.A. landfill site. Interstate 91 runs through the eastern portion of the Town. However, access to Interstate 91 within the Town of Coventry is not possible.

Coventry's five gravel yards are located along the upper portion of VT Route 14 and near the junction of VT Route 14 and U.S. Route 5. These areas of the Town's highway system receive heavy truck traffic. After July 1, 1992, truck traffic on U.S. Route 5 increased dramatically because Waste U.S.A. became the only state approved, privately owned landfill site in northern Vermont. It is estimated that more than half of the 50 towns in Act 250 District 7 are shipping their solid waste to this site, and the facility receives approximately 60% of the solid waste generated in Vermont. Interstate 91 provides the major transportation route for all of the goods that are sold in the northeastern section of the state. The interstate is also the area's major commercial link to Canada.

The majority of the Town's residents live along the town-maintained highway system. This system also provides access to most of the Town's farms. Starting in the mid 1950's, the town undertook a highway reconstruction program. This program called for the reconstruction, from the roadbed up, of most of the Town's class 3 roads. The project was completed, one section at a time, over a fifteen-year period. Recently the town, in conjunction with the state, has implemented a similar program to deal with its aging bridge system. It was through this program that a bridge on the Heermanville Rd was replaced between 1992, when this plan was originally adopted.

The Town's gravel road system is in good condition and requires a minimum of yearly maintenance, due to the efforts completed in the 50's and 60's. The Road Commissioner oversees maintenance and road projects in the town, with the work usually performed by sub-contractors.

Over the past twenty years, the Town's residential population has steadily increased. (See Population and Development Profiles and Trends) Generally, the increased road traffic, brought about by the population growth, has not created any major problems with the highway system. However, some development is occurring in areas that are flood prone. Access to these areas during mud season and/or times of flood may be difficult, at best, or even impossible. For the most part, residential growth has been scattered throughout the system. Any future development proposals which would incorporate a cluster development design would require a review of the road system that would service the development.

While the traffic generated by residential development in Coventry has not created any major problems, the truck traffic on VT Route 14 between U.S. Route 5 and VT Route 100 has. Some time ago the City of Newport banned through truck traffic on City streets forcing all such truck traffic to bypass Newport City using Routes 14 and 5. Route 14 is narrow with little or no shoulder and, as it approaches Route 5, it comes down a long hill. This section of Route 14 was not designed for major truck traffic and has become very dangerous. There have been many accidents on this stretch of road and a number of those accidents have involved fatalities. This is a serious situation that the town, and many of its residents are concerned about. In addition to the dangers created by the trucks on this section of Route 14, the trucks also create a great deal of noise that must be endured by the residents of the village.

Most of the Town's class 4 roads have recently been transferred to a recreational trail status. This was done to ensure that these paths would remain undeveloped and open for the recreational use of the general public. These paths continue to be used for agricultural purposes. Utilities are not available in these areas.

Municipal Roads General Permit

The 2015 Vermont legislative session created a new regulatory framework for all work on Town Highways, The Municipal Roads General Permit (MRGP), as part of Act 64 (the Vermont Clean Water Act.). This general permit is intended to achieve significant reductions in storm water-related erosion from municipal roads, both paved and unpaved. Research and water quality monitoring has indicated that roads are responsible for 6-10% of phosphorus loads to Lake Champlain and other waterways, and roads contribute over 10% of sediment loads. Excessive sediment and phosphorus can cause algae blooms, increase water turbidity (cloudiness), and degrade fish and invertebrate habitat. Municipalities will need to develop and implement a customized, multi-year plan to stabilize their road drainage system. The plan will include bringing road drainage systems up to basic maintenance standards, and additional corrective measures to reduce erosion. The permit is required by H.35/Act 64, the Vermont Clean Water Act, and the Lake Champlain Phase I TMDL and applies to all Vermont municipalities. Updated information can also be found on the program's website at: http://dec.vermont.gov/watershed/stormwater/permit-information-applications-fees/municipal-roads-program

Municipalities will need to inventory their road network and identify priority road segments that are connected to surface waters through ditches, culverts or other drainage structures. Towns will then report to DEC which of these priority road segments meet and do not meet MRGP standards. Towns will prioritize road segments and develop remediation plans and implementation schedules (capital budgets). Towns can apply for funding through the Better Back Roads Program for both the inventory and remediation process. There is technical assistance through the County Conservation District, VTrans Maintenance District, Vermont Local Roads and NVDA. DEC has developed standards and the permit is now available on their website. Towns will begin applying for MRGP coverage between 2018-2021. Towns can be apprised of the coming requirements through participation in the Regional Road Foreman's Group facilitated by NVDA and their VTrans District, or by going to the DEC MRGP website above. Towns can begin identifying road erosion sites that could potentially impact waterways and begin implementing road best management practices by reviewing their connected Road Segments on the ANR Natural Resource Atlas (http://anrmaps.vermont.gov/websites/anra5/). Towns identifying sites and implementing BMPs will be credited for this work as part of the MRGP. Contact NVDA or VTrans Maintenance District for assistance.

Transportation Policy

Coventry's Select Board have developed several transportation policies over the years. These policies are time tested and warrant recording in this plan.

Under town policy, Class Four roads are only to be used as agricultural and recreational roadways. Development along these roads, except in the case of a pre-existing structure, is discouraged. Additionally, if construction were to be permitted along a Class Four road, the road's classification would not change. Class Four roads are not serviced or maintained during the winter months. Policy requires that any upgrade of a Class Four road to a higher classification would require a public approval and the upgrading costs would be paid by the parties requesting the change.

Town policy states that all new road development authority rests with the Select Board. Under this policy, all new construction must meet state standards. In addition, all new roadway easements must be fifty feet in width.

Town policy limits the Town's responsibility for maintenance and seasonal services to roads identified by number on the approved Town Highway map (See Map Appendix).

Goal/objective: ***The Planning Commission would like to encourage the establishment of a recreational trail system designed with the input of the Town's landowners. This trail system would allow access for such recreational pursuits as hunting, fishing, hiking, mountain biking, cross country skiing, and similar activities. Funding sources for the development of such a trail system needs to be researched. Currently, the Vermont Association of Snow Travelers (VAST) and the Vermont ATV Sportsmen Association (VASA) provide trails for people who ride snowmobile and all- terrain vehicles. Many, if not all, of these trails have been laid out on private property and used with the gracious permission of the land owners.***

Transportation Goals

- Review Numbered Town Highways to make sure that Town road network is adequately serving the needs of the residents.
- Develop a list with preliminary cost estimates of town structures to be replaced over the next 10 yrs and budget at least the match for a TH structures grant through the VTrans Maintenance District. Road Commissioner should develop and update list.
- Continue to update town culvert inventory on VT Culverts. Work with NVDA as needed for technical assistance. Road Commissioner should work with NVDA as necessary.
- Town will maintain recently completed Road Erosion Inventory to comply with the Municipal Roads General Permit. Road Commissioner should work with Orleans County Conservation District and NVDA as necessary.
- Work with NVDA and VTrans to address safety related to Truck Traffic
- Town should evaluate where the best locations for Park and Ride facilities and Electric Vehicle Charging stations should be located within the town to best satisfy the towns requirement under Act 174. Funding for joint facilities may be available through the VTrans Municipal Park and Ride Program. Contact NVDA for assistance. A lot near Martha's Diner is a potential park and ride location.

Transit Routes

Rural Community Transit (RCT) is the public, non-profit transit provider for Coventry and the region. There are local transit routes in the Newport – Derby area. RCT also has an extensive volunteer driver network that assists many individuals get to their appointments and access goods and services. For more information on RCT's services, please visit their website: *https://www.riderct.org/*

Airports

The Northeast Kingdom International Airport is located in the center of Coventry, originally on 1200 acres. The airport provides two paved runways. Runway 18-36 (currently 5303 feet long runs north/south) and has non-precision approach lighting while 05-23 (3997 feet long) provides the airport's east/west runway and is used for daytime visual flight rules only.

The airport is equipped with ground to air communications, (122.8 megahertz), and a GPS/RNAV approach. The airport currently offers such services as fueling, scenic flights, flight instruction, aircraft rental service, aircraft maintenance and a full seven-day operations schedule. Five aircraft, a Piper Twin Comanche, a Piper Arrow, a Cessna Cardinal, a Piper Cherokee and Cessna 150 are available to meet the needs created by these services. The airport provides hanger and open storage for a number of area-based aircraft as well as transient operations. Several area U.S. and Canadian companies use the airport on a regular basis. The airport also provides the area with medical transport services. While a small terminal facility exists at the airport, there is a desire for a larger terminal facility that could accommodate growth at the airport and also provide space for U.S. Customs and Border Protection processing activities.

In the previous three years, Northeast Kingdom International airport has undergone extensive reconstruction including a 1300-foot runway extension to the primary runway, a full parallel taxiway, an extension of the terminal apron, the addition of two 12,000-gallon fuel tanks to provide 100LL and JETA to various types of aircraft, a brand new 4875 square foot Snow Removal equipment building and a new water supply / wastewater disposal system.

These improvements to the airport infrastructure lead to an increase in airport activity, providing adequate room for larger aircraft like Gulf Streams and Global Expresses as well as increasing the safety margins for smaller regional charger aircraft. Both private and charter operations have increased more than 300% in the last three years.

Commercial airports that are located within 3 to 4 hours of Coventry would include Burlington, VT; Manchester, NH; Boston, MA; Portland, ME: Albany and Plattsburg, NY: and Montreal, Que. These are the airports that one would have to travel to for regular commercial airline service.

Northeast Kingdom International is currently undergoing a Commercial Air Service and Marketing Study through a NVDA grant which is the first step in creating commercial air service for this rapidly growing airport. In addition, the current five-year outlook for the Capital Improvement Plan for the airport includes an Obstruction Study for runway 5/23 followed by a potential reconstruction of this runway.

Railroads

There is only one rail corridor that passes through Coventry. This corridor travels from the southeastern corner of town in a northwesterly direction to the eastern shoreline of South Bay. The State of Vermont currently owns this corridor and rail service is currently being offered by Vermont Rail Systems. With regard to the future, it is unknown at this time if Vermont Rail Systems will continue to provide service along this corridor. However, the State of Vermont purchased this corridor with the intent that rail service will continue.

The Town of Coventry sees rail transportation as a cost effective and efficient means of transporting freight through the region and would therefore encourage the continuation of this service as long as is possible.

Regional Connections

Compatibility with Neighboring Communities

Many of the problems stemming from Coventry's growth cycle are also being faced by other small towns in the region. Discussions concerning these problems should be included at the regional level. The Planning Commission has become involved in the Northeastern Vermont Development Association. Regional representation at the state level can be very effective in advising the legislature regarding problems being experienced by a host of small communities.

It is imperative to establish a review program that will keep all municipal officials aware of changes in trends within the Town's operating environment. Municipal planners must be aware of changing conditions and what impact these changes will have on the Town's plan. Therefore, the Planning Commission must routinely review and record changes occurring at the town and regional level. This review will allow all town departments to see how the changes will affect the established trends and the town plan.

Newport City

The City of Newport is one of the two Regional Service Centers in the Northeast Kingdom. The city, located north of Coventry, is where many people travel to access goods & services, cultural activities, and employment. The City of Newport's most recent Comprehensive Plan was adopted in January 2018. The City also has a municipal zoning ordinance in effect that was last amended in December 2010. The City has a Downtown Designation program that provides benefits similar to those described for designated Village Centers earlier in this plan, but because the Downtown program is more comprehensive in scope there are more benefits for Newport.

Newport Town

Newport Town (or Newport Center) is located to the north and west of Coventry. Their Town Plan was most recently adopted in 2015. The Town also has a local zoning bylaw in effect dated February 2006. The community is rural in nature, with a significant amount of farm and forest lands.

Irasburg

The Town of Irasburg is located to the south of Coventry. The town is currently in the process of drafting a Town Plan. This effort was initiated in part due to a proposed industrial wind project proposed for the Kidder Hill area. Irasburg does not have local zoning in effect. If Irasburg's plan is adopted, it is likely that they will be pursuing village-center designation for the area around the common.

Brownington

The Town of Brownington is located to the east of Coventry, with the two communities essentially being separated by Interstate 91. The most recent Town Plan for Brownington was adopted in September 2015. The town does not have local zoning in effect. Brownington is seeking to renew its village-center designation for the area of town around the historic Old Stone House complex.

Derby

The Town of Derby is located to the north and east of Coventry. Like the City of Newport, Derby is considered a regional service center – an area where many people go to access goods & services and employment. There are two incorporated villages within Derby – Derby Line and Derby Center. The Town of Derby maintains a Town Plan for all three entities. This plan was last adopted in March 2014. The Town does have a Zoning Bylaw in effect that was last amended in 2016.

Northeast Kingdom Regional Plan

NVDA maintains the Regional Plan for the 3-county Northeast Kingdom region. Goals and objectives within the regional plan apply to all of the 50+ municipalities in the region. The regional plan was last adopted in 2015, but a 2018 update is currently in the public hearing process prior to adoption expected in April 2018. The Regional Plan is often looked to by NVDA's member municipalities (of which Coventry is one) for detailed data and general recommendations. It is also utilized in the Act 250 permitting process by the District 7 Environmental Commission to inform and guide their decision making.

Conclusion

Taking a statement from the 2013 town plan and bringing it five years to the present, we are still in “changing times”. Then, as now, voting residents must become involved in the decisions that affect us as a town. As voters and residents, we should be actively helping to formulate a progressive vision based on what is clearly needed and affordable.

In this 2018 town plan we address issues concerning our environment, the always important educational costs and future expectations, we look at affordable housing, and a growing need to become energy efficient. Much of what we have done is mandated by the state planning statues (Title 24, Chapter 117), but we also looked at the need to prepare our town for the future.
We have not experienced booming growth in our overall population yet costs have grown yearly. We can predict annually, to a relatively accurate degree, what the expenses will be. However, we must stay vigilant on cost containment, update our infrastructure while living within our means and still formulate a solid path forward to meet solid goals.

We as planning committee members have spent many hours, talking with residents and town officials plus attending numerous seminars, looking into how to face the issues to improve our town both visibly and structurally. We want to keep our identity as a small prosperous town yet keep pace with the changing times we’re living in.

Coventry has gone through a difficult time in the past year and has witnessed some fairly dramatic changes in our administrative structure.

We have a Select Board office and a Town Administrator, allowing residents daily access to information. We have an interim town clerk as well as a town treasurer with both positions reverting back to an elected office at the 2018 March town meeting. Although the town’s office structure has changed, the town and the people have not. We have maintained the same vision and look forward to a future. This can be accomplished by becoming informed and participating in the many meetings that are held by the select board as well as other elected or appointed committees, or even volunteering for them. It can be rewarding in many ways.

Maps Appendix

Map 1: Future Land Use

Map 2: Land Use/Land Cover

Map 3: General Highway

Map 4: Town of Coventry

Map 5: Interior Forest Blocks

Map 6: Connectivity Blocks

The Planning Commission extends their sincere appreciation to those who contributed to their town plan.

Amanda Carlson – Coventry Town Administrator

David Barlow –Trustee of Cemetery Funds & Trustee of Public Money

Northeastern Vermont Development Association (NVDA)

- David Snedeker
- Allison Low
- Frank Maloney
- Sasha Pealer

Jeanne Desrochers – Coventry Cemetery Commission and Coventry Fire District

Martha Sylvester – Coventry Recreation Committee

John Gay, E.I. – Engineer - Casella Waste Systems, Inc

Matthew Baughman – Principal of Coventry Village School