SHELBURNE VILLAGE GREEN and PARADE GROUND LANDSCAPE MASTER PLAN

TOWN of SHELBURNE, VERMONT

November, 1995

Prepared for:

Town of Shelburne
Historic Preservation and Design Review Commission
P.O. Box 88
Shelburne, Vermont

Consultants:

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

Kathleen Ryan
Landscape Architect
Burlington, Vermont

Table of Contents

Acknowledgments	1
Introduction/Project Approach	2
Historic Development	4
Site Context/Analysis	8
Historic Precedent	15
Landscape Plan	17
Costs	26
Recommendations for Implementation	27

Appendices:

Appendix A - History of Spaces

Appendix B - Historic Precedent

Appendix C - Shelburne Village Master Plan

Acknowledgments

This information has been prepared with the assistance of a matching grant from the Vermont Division for Historic Preservation through the U.S. Department of the Interior under provisions of the National Historic Preservation Act of 1966. Regulations of the U.S. Department of the Interior prohibit discrimination on the basis of race, color, national origin, age or handicap in its federally assisted programs. Any person who believes he or she has been discriminated against in any program activity, or facility operated by a recipient of federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127.

The consultants would like to extend special thanks to the Shelburne Historic Preservation and Design Review Commission members: Dorothea Penar, Francis Sullivan, Bob Shaw, Bruce Beeken, Fritz Horton, Oda Hubbard, Dick Janson and the Town Planner: Kate Bortz for their invaluable time and research with this project. We would also like to extend thanks to Mrs. Helen Gadhue, Selina and David Webster, and Mrs. Panettieri for contributing their thoughts on the historical development and Paul Goodrich for his thoughts on the maintenance and present conditions of the Village Green and Parade Ground. Also, Truman Webster's book, *Shelburne - Pieces of History* served as an invaluable resource. It has been a wonderful working relationship and we feel has produced a great end product - The Landscape Master Plan!

Introduction/ Project Approach

> *"Considerable progress has been made in establishing operative definitions of some of the qualifies that make great streets. More is measurable and definable than we once thought. We continue to know more about definition, transparency, spacing (of trees, for example), human scale, and what makes new buildings fit in with others in specific environments. ....There is magic on great streets, and presumably in their making. It is more than putting all of the required qualities on a street, and it is more than having a few or many of the physical, desirable things that contribute to them. Sorcery and charm, imagination and inspiration are involved, and may be the most crucial ingredients. But not without social purpose."*
> - Allan B. Jacobs, Great Streets

Shelburne village has a wonderfully idyllic character even with the bustling traffic of Route 7/Shelburne Road bisecting it. The historically rich architectural character of the buildings has a classic feel of a late nineteenth - early twentieth century village surrounding the public green spaces. The Town of Shelburne had a detailed study prepared in 1988 for the Village Center and surrounding area including the Village Green and Parade Ground titled `Shelburne Village Plan'. The Shelburne Village Plan, very visionary in its scope, was the starting point for preparing the Landscape Master Plan for the Village Green and Parade Ground spaces. Guidance for preparing this plan came from the Historic Preservation and Design Review Commission and the Town Planner. Related to this project is the on-going efforts of the Natural Resources Committee and the Neighborhood Paths Committee to link Shelburne village with existing town parks, nature preserves, the school and the town beach. The Landscape Master Plan for the Village Green and Parade Ground will be the first piece of the larger network of connections throughout the village and beyond.

Today, the Village Green space is a cluttered mix of plantings, memorials, temporary signage for events, parking spaces and walks with a lack of continuity and presence between them. This space functions primarily as a visual focus upon entering Shelburne village and it is difficult to see the Pierson Library due to overgrown and badly placed plantings and objects. Temporary signs placed on the Green do not have a designated place and there is no determination regarding quantity allowed at any one time. There are few pedestrian links from this space to the surrounding village and the Parade Ground space.

The Parade Ground is currently used for special events hosted by town organizations and churches, however there is a need to make this space more inviting for everyday use. The expansive parking area and utility poles on the south side detract from the space and prevent links across Church Street. A mass of plantings on the east side of the Parade visually block both visual and pedestrian access from Falls Road.

The Landscape Master Plan is a manageable working document with specific recommendations to improve the character of these spaces. The plan for the Village Green reduces the number of plantings and objects within the space to provide more visibility to the Pierson Library building, enhances the pedestrian connections throughout the Green and across Falls Road and Route 7, and recommends specific locations for temporary signage. The Parade Ground plan preserves the large open space for special events while providing an arbor with benches for casual enjoyment, entry posts to welcome and draw people in, and recommends removing and limbing up several of existing trees and adding small trees to work with and enhance the character of the space. These recommended improvements will enhance each space within Shelburne village by providing needed pedestrian connections and offering places to sit and enjoy their special character.

Historic Development

The Village Green and Parade Ground spaces both have an interesting historical development to what they are today. Each space has had an important relationship to the village of Shelburne and has transitioned in both size and use over the years.

VILLAGE GREEN

The Village Green has been in existence since the late 1800's; originally a smaller space not connected to that now occupied by the Pierson Library. This space, a triangular shape with rounded corners and curbed with granite, was the central space of the village surrounded by the Brick Store, the Post Office, the Village Store, and private residences. The intersections of Falls Road with Shelburne Road (Route 7) occurred in two places: north and south of the village green and did not directly line up with Harbor Road. Several groupings of shrub plantings and several trees graced the green. In the early 1900's, a 100 foot wooden flag pole was added to the north end of the green. This purchase was a community funded event.

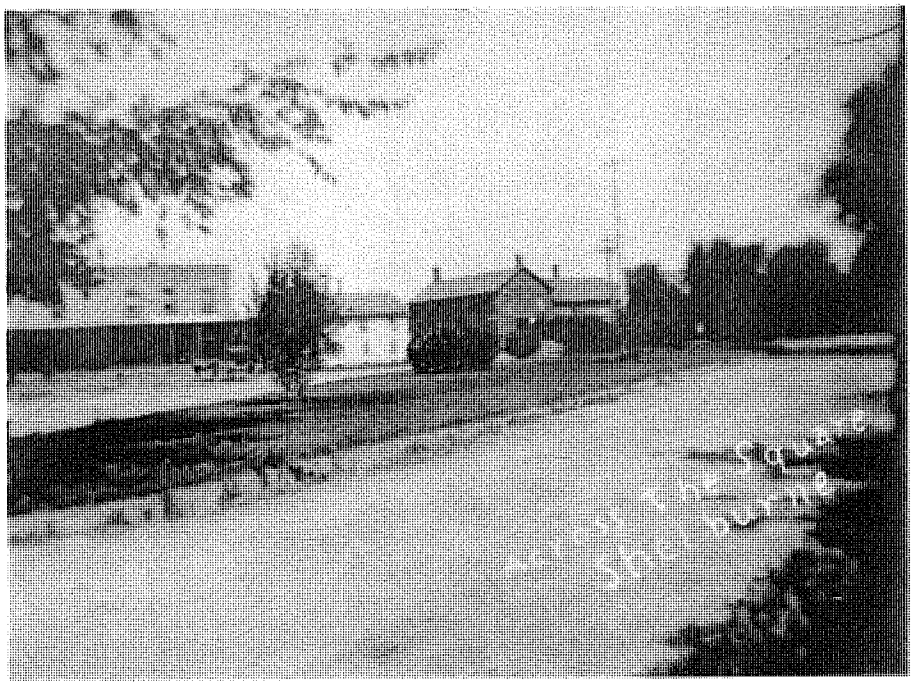


Figure 1 - The Village Green in the late 1800's.

The Pierson Library building was originally operated as a store in 1816. In 1837, it functioned as a parsonage for the Methodist Episcopal Church for 46 years. It was converted to a private residence in 1883 and functioned for a period of time as the Methodist Parsonage.

In 1909, the building was purchased from Cyris Van Vliet with funds raised by the Library Building Club, an appropriation from the Town, and a

gift from the Webbs, to become the town free library. The classical portico was added before the building opened as the town library in 1911. The two wings of the Library were added in 1925. Deed restrictions were placed on the Village Green space.

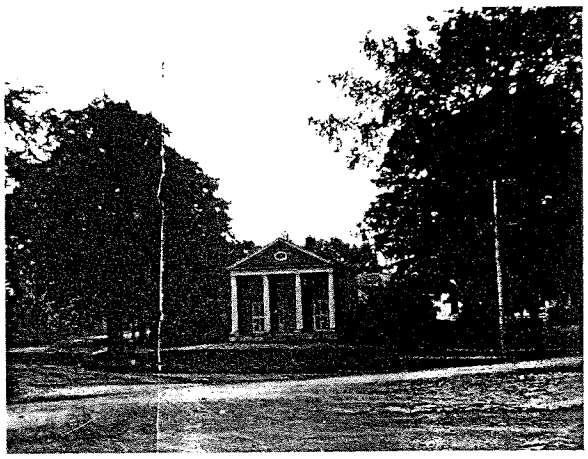


Figure 2 - The Library building in 1920.

Regular mowings were taken care of by Shelburne Farms, which also took care of several other municipal locations in town including the train depot and the Trinity Church yard, with their horse drawn mower operated by Mr. George Taylor - former resident of what is now the Village Pump House restaurant.

The green was modified around the early 1900's, eliminating the southern road connecting to Route 7 and included the town library on the southern end. Mrs. Helen Gadhue's mother granted the town ten feet of land immediately behind the library in the 1920's for the addition of the two wings to be constructed on the east and west sides.

Helen Gadhue recalls a large round watering hole was located in front of the library. This watering hole was fed by a stream running by the library and through a pipe under the sidewalk and Route 7 to a wet spot behind what is now Marcotte's store. It was used for ice skating in the winters by community members.

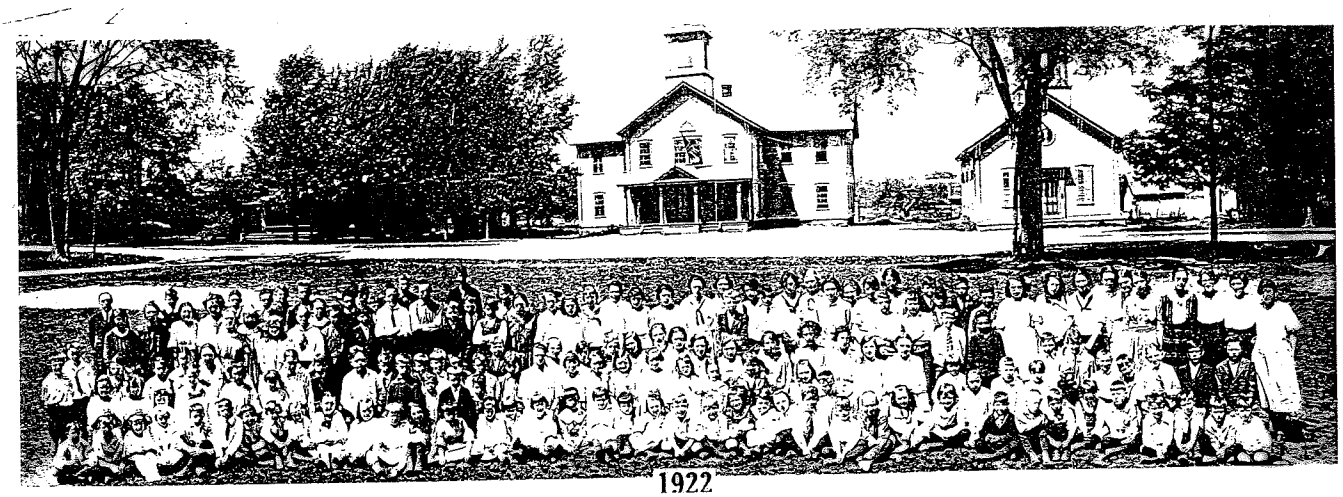
Falls Road was realigned to accommodate a traffic light in the 1960's and the Village Green was once again reconfigured. For the 1963 Shelburne Bicentennial celebration, parking was added into the eastern side of the Green with a double row of Honeylocust trees and a curving hedge of Spirea added to screen the parking from Route 7.

PARADE GROUND

The Parade Ground space has had many transitions over the years. It was originally deeded to the Town of Shelburne in 1807 by Benjamin Harrington for use as a training area for the town's militia. The parade ground space was very open with few trees to allow for the gathering of the

militia. The first Memorial Day Service held in 1866 honoring the veterans of the Civil War and one Revolutionary War soldier.

From 1871 to 1926, the Parade Ground was used as a playground by the Village School. Children played baseball there however, it was not allowed to be played on Sundays. School photographs were taken yearly in the space.



1922

FRONT ROW: , John Maeck, Claude White, Jack Mor- **1923** THIRD ROW: , Kimball Wetmore,

Figure 3 - School photographs taken on the Parade Ground in 1922 and 1923.

Following this period, it was used for multitude of gatherings by local churches and community organizations for Shelburne townspeople. Barbecues, festivals, and bazaars occurred with parts of the Parade Ground space temporarily altered every year to handle roasting pits and platform stands.

Several memorials exist on the Parade Ground. In 1977, a boulder memorial was placed on the parade ground in memory of Mr. Harrington for all his dedication and service to the community. A birch tree was planted in memory of Mrs. Harmon.

The Shelburne Bicentennial Celebration in 1963 brought the addition of numerous trees to the Parade Ground space. Several maple and ash trees were planted on the southern and eastern sides of the space. A group photo

was taken of all of Shelburne during this celebration - citizens, town officials, etc. and the Parade Ground space was filled to capacity.

In the 1980's, a grouping of Amelanchier trees were added to the southeastern corner of the space.

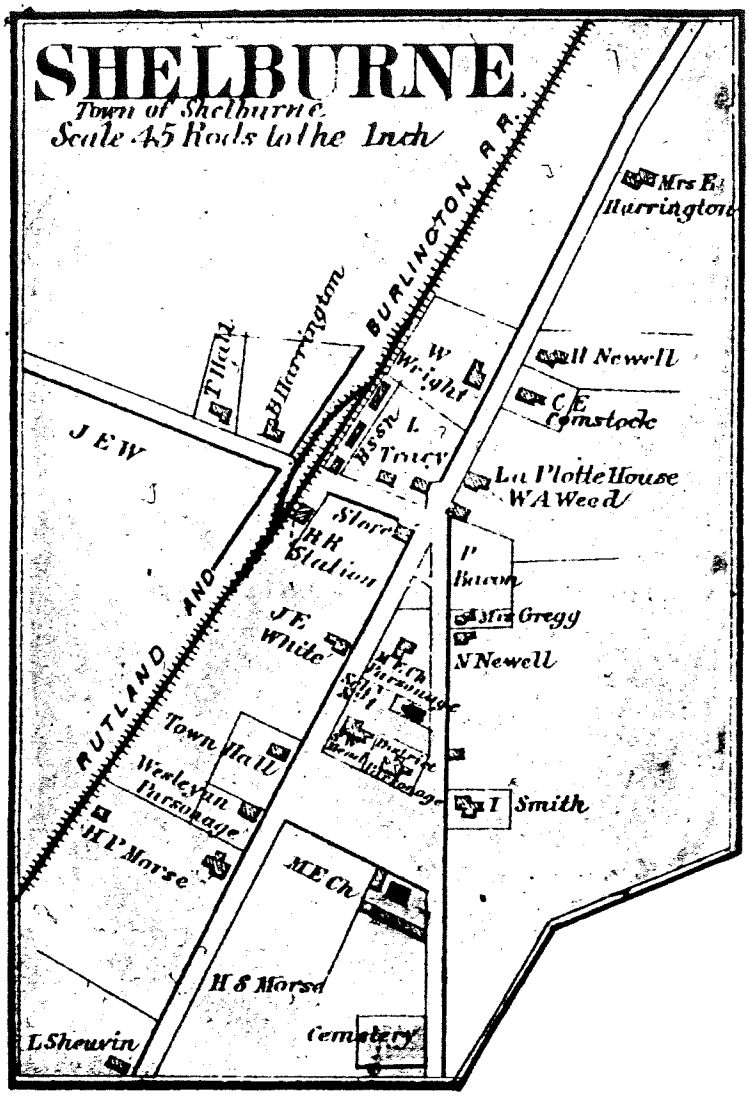


Figure 4 - A map of Shelburne Village in 1869.

Site Context/Analysis

SHELBURNE VILLAGE

The Green and the Parade Ground lay at the center of Shelburne village at two ends of a large triangular block bounded by Route 7, Falls Road and Church Road. Between these two important public green spaces are several single family homes that contribute significantly to the historic character of the village. The triangular block is surrounded by several prominent buildings including the Town Hall, two churches, the old school building, a traditional brick commercial building and several historic residences. The block itself can be viewed as a center piece for the village area as a whole. Although the Green and the Parade Ground have different characters and serve different functions, as part of this block at the village center, they also have a relationship to each other.

The relationship between the spaces could be further developed by creating improved pedestrian and visual connections. Walkways along, into and between the Green and the Parade Ground will improve pedestrian circulation for serving adjacent businesses and allow people to access these spaces and the surrounding businesses. Maintaining the Maple trees that presently border the Route 7 side of both green spaces will continue an important visual link. Improving views into and through the Village Green and Parade Ground will also improve the public's awareness and connection to the center of Shelburne village.

THE VILLAGE GREEN

As mentioned previously the Village Green, along with the Library, is an important visual focal point upon entering the village from the north. For those coming from the south, the Green marks arrival at the village center. The Green acts as the foreground to the Library and can best perform this role if it is envisioned and maintained as an uncluttered carpet of green grass with a few shade trees defining its border and framing its main feature; the Pierson Library building. It is important to maintain the view across the Green to the surrounding buildings that frame and contain this important open space.

Presently, there are several elements on the Green that visually distract and disrupt the view to the Library. The utility pole at the very tip to the triangle conflicts with the view and with the other vertical elements of the flag pole and the Spruce tree. The existing Spruce interferes with the view of the Library. However, a replacement Spruce planted slightly further west is well positioned to frame the Library when it takes over the role as the Green's "Christmas Tree". Also intruding on the view across the Green are the Honeylocust trees planted at the edge of the parking on the east side.

The large Maple trees existing on the western side of the Library nicely frame it and add to its stature. Replacement trees should be planted in this area to continue this function.

Many elements dot the lawn area of the Green. These include the memorial bench, plaque and plantings, Yew shrubs, a hydrant and a curvilinear row of Spirea shrubs. Removing or consolidating these items will unclutter the surface and improve visibility across the Green.

Circulation around and through the Green is very important as it is an active pedestrian corner. It is extremely important to make crossing Route 7 and Falls Road as safe as possible. The northern tip of the Green is an important refuge point for pedestrians and also serves as a meeting place for teenagers in the village.

The parking on the east side on the Green intrudes into the grass area unnecessarily. Space is available to relocate the parking nearer to the roadway and replace it with lawn; thereby redefining the shape of the Green closer to its original, simple, triangular form.

Pedestrian circulation between the Green side parking and the commercial block on Falls Road is very active and important for this historic commercial block. Although vehicular traffic usually slows down in this area in anticipation of shoppers and the upcoming traffic light, improvements could be make to increase pedestrian safety and driver awareness.

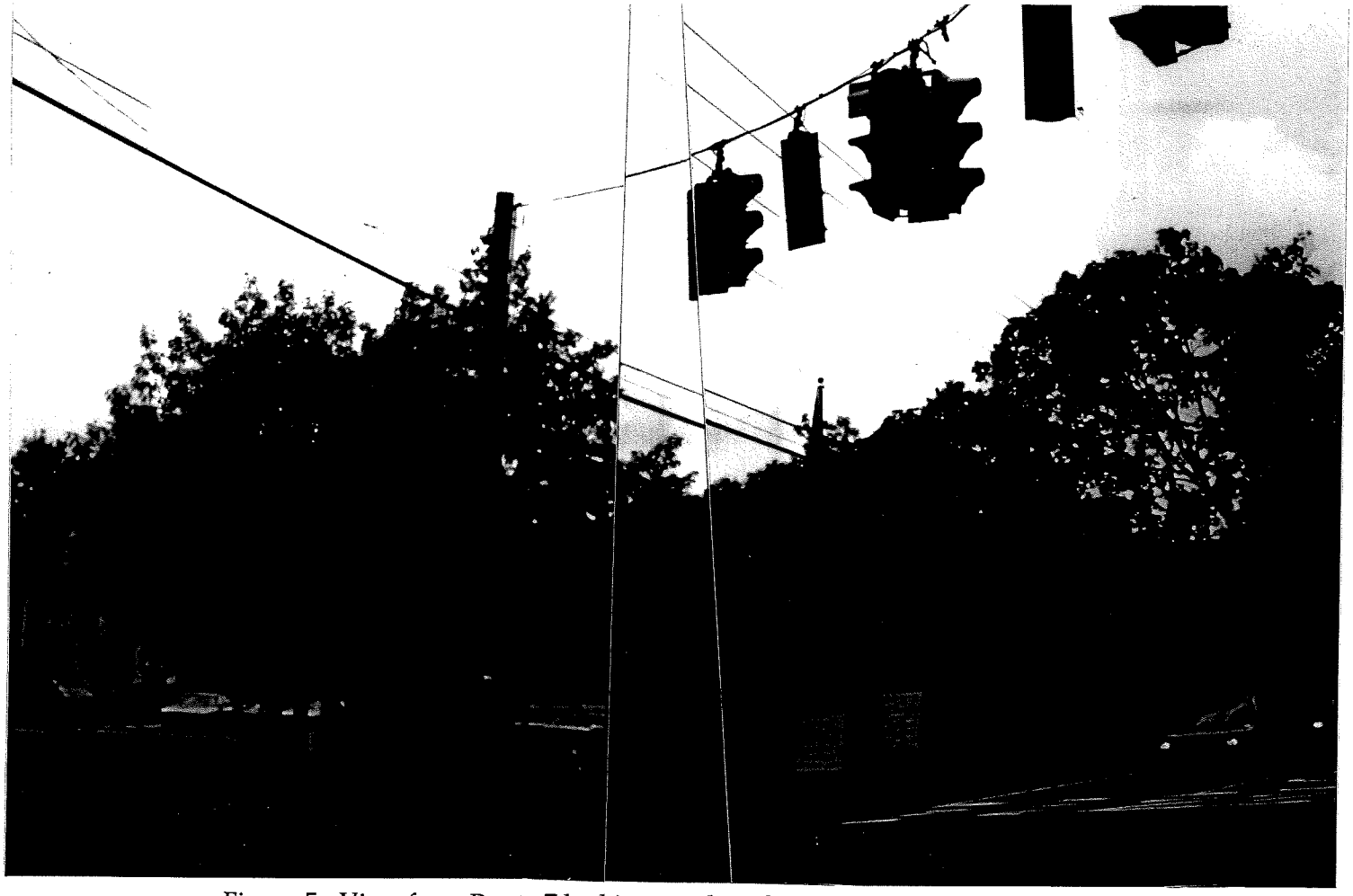


Figure 5 - View from Route 7 looking south at the Pierson Library Building.

Figure 6 - View of parking, Honeylocust trees, and Spirea hedge along Falls Road.

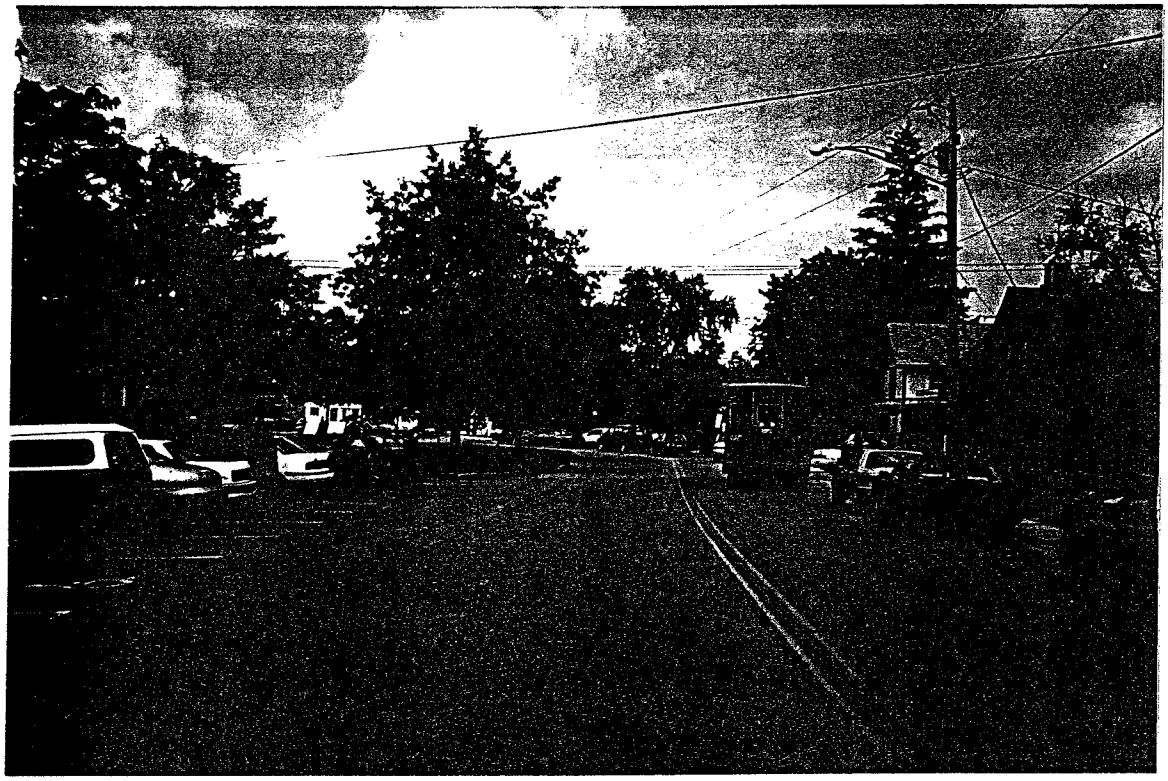


Figure 7 - View looking north along Falls Road.

THE PARADE GROUND

The Parade Ground is an elongated rectangular shape that has been planted over the years with a collection of trees in formal and informal arrangements. However, no distinct form has emerged from the planting arrangements and a vague oval shaped open space remains in the interior of the rectangle. There is an opportunity with the new design to emphasize the oval as a unifying form.

Although it is visually less significant than the Green, the Parade Ground plays a very useful role as a multi-purpose outdoor space for several yearly functions hosted by community organizations and the neighboring churches. For this reason, it is important to maintain the large open space in the center with easy access to electricity and water hookups.

The green area which once existed in front of the old village school on Route 7 should be brought back by eliminating the large paved drop-off area and replace with a sidewalk. This can also be used to strengthen pedestrian connections across Route 7.

An informal grove of Sugar Maples about 60 feet deep occupies the east end of the Parade Ground. The grove creates a pleasant canopy to walk beneath but separates this public park from its neighbors, pedestrians and drivers on Falls Road. The new design should provide a visual connection, link or opening to Falls Road. As these Maple trees mature, the lower branches should be pruned to a height of 6 feet to allow better visibly through the grove.

Two Spruce groupings are located on the west side of the maple grove. The southern mature and circular grouping of Spruce trees form an intimate enclosed space that is no doubt very special for children to experience. The other grouping of Hemlock trees is less unusual but creates a visual balance with the Spruce grouping.

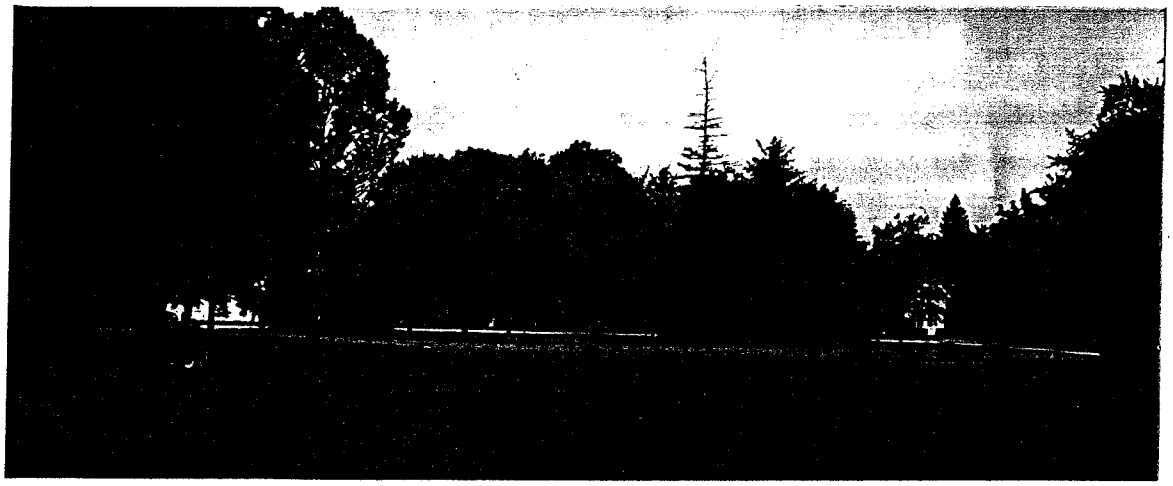


Figure 8 - View looking west towards Falls Road. The Spruce and Hemlock groves are visible with the Maple trees behind.

A group to Amelanchier trees located on the southwest corner of the site blocks site distances for parked and turning cars and does not add to the design of the Parade. They were a later addition to the Parade Ground and non-contributing to its historic character. It is recommended that this grouping be removed or relocated to another Town facility.

The parking spaces on the south side of the Parade Ground are valued for both church functions and for events held here. The uninterrupted pavement is undifferentiated from the roadway of Church Road. Utility poles in the center of the parking belt are vulnerable to impact from cars and plows. The visual impact of this parking area should be softened, the spaces defined and the poles protected. There is also a need to form a pedestrian connection across the parking strip. This could be accomplished at the Harrington memorial located approximately at the center of the south property line. The Norway Maple trees located between the parking spaces and the lawn play a useful role in separating the two functions. The row of trees should extend the length of the site.

Figure 9 - View along Church Street of the undefined parking spaces, utility poles and Maple trees.

The west side of the Parade Ground is the site of two very old Maple trees. These appear to be the same age and they visually relate to the Maple trees at the west side of the Green. Unfortunately, their age and proximity to road salt and pollution indicate that they may be in decline. New salt tolerant Maples should be planted which would eventually replace the Maples.

An informal grouping of Oaks, Maples and Birch trees are located in the south west corner. This arrangement of trees adds little to the design of

the space. Some of these trees appear to be in marginal health and could be removed if they decline any further.

As on the east side, there is a need for a visual and functional connection to the public and to the street at the west end of the park. Although it is advantageous to create distance and separation from the noise and traffic of Route 7, visual access from the surrounding community is important for the vitality of a public space.

Figure 10 - View looking east towards Route 7 with the Shelburne School building in the background.

The north side of the Parade Ground is bordered by a double row of Ash trees that extent about 2/3 of the length of the property. There are several gaps in the staggered pattern that could be filled in to create a buffer between the neighboring residences and this open space. The canopy of these trees would form a good environment for seating. However, the proximity of the neighboring yards to the north and the weak definition between the public and private land may be uncomfortable to both the private property owners and those using the Parade Ground. A more defined boundary may be desired by using a hedge planting or stone markers. Figure 11 - the Site Analysis Plan graphically explains these observations.

CONNECTIONS TO LARGER COMMUNITY

The Village Green and Parade Ground are located within the heart of Shelburne village. Within a one half mile radius of these spaces exist several of the communities' prominent places: the town offices, the library, the village school building and ball field, two churches, the post office, several restaurants, banks, and commercial businesses: the supermarket, hardware store and pharmacy. Intermingled with these places are residences; creating a mix of uses many Shelburne residents value. The community also has

several major tourist attractions which help to draw people to the village: the Shelburne Museum, Shelburne Farms and the Vermont Teddy Bear Factory. The Village Green and Parade Ground become a pivotal piece within the village by virtue of its location and could be utilized to a much greater extent both by the community and visitors.

Throughout the town of Shelburne exists a collection of parks and open spaces with a series of proposed connecting bikepaths and trails. Shelburne is divided by Route 7, the railroad and the LaPlatte River and there are few opportunities for crossing these routes. There could be more connections made with sidewalks to the Village Green and Parade Ground from both Route 7 and Falls Road. A survey conducted by the Shelburne Neighborhood Paths Committee found residents were interested in gaining access to these spaces and community activity centers by walking and bicycling. The Village Green and Parade Ground are two spaces which can become the cross roads of many of these planned path networks, linking the village center with other parts of the community. See Figure 12 - Open Space Linkage Plan.

Historic Precedent

What are the elements that comprise a village green or town common? Historically, why are they important spaces in our communities throughout New England? These seemed like important questions to ask and understand how the village green or common has been an integral part of communities.

The development of greens and commons in New England reflected the desire of towns and villages to have a common area. The uses for these spaces varied greatly from town to town. Norman Williams, Jr., et. al. writes in his book, Vermont Townscape, about the early development.

> *Early commons in New England developed in several different ways, and each method influenced the eventual development of commons in Vermont. Each community created its own common land system. The rights to these new commons were, at first, used in traditional ways. Each farmer, on the way to the fields, left his cows in a central `close' where livestock was penned before and after grazing on outlying common pasture. The cows were driven from the close to the common pasture on the outskirts of town. The central `close' often became the town common, as did the pasture in other places. The extent of community common land and the legal rights of estovers, piscary, etc., depended in large part on the geography contained by the town boundaries.* [1]

The size of the town greens and commons in Vermont range from one to two acres and are often surrounded by important community buildings such as the town hall, a church, a store, a post office, with residences intermingled. Sometimes these spaces would be designed with an image in mind or they would evolve from an open meadow into a mowed lawn with plantings scattered haphazardly throughout. Fences were added to keep livestock out after villagers decided these spaces could be used for gatherings of people instead. A common element of New England village greens was the band stand; used for performances and speeches. However, each space developed based on the town character and its residents.

Several important ideas can be gleamed from the historical development of these spaces:

GREENS should be uniformly scattered throughout a city or town at 1500-foot intervals or a three minute walk. This is how european cities were laid out and several early american cities such as Savannah, Georgia was designed this way.

TOWN GREENS in Vermont vary greatly in both shape and scale, although their average size is about two acres; with irregular configurations. There is no correct size or layout to these spaces and

[1] Williams, Norman, Jr., Kellogg, Edmond H., Lavigne, Peter M., Vermont Townscape, c. 1976, page 36.

they evolved differently for each village or town. Greens in Strafford, Grafton, and East Poultney are a few examples of triangular shaped spaces similar to the Shelburne Village Green.

Several examples of town greens and commons throughout New England show how differently a space can be developed. Figure 13 - Historic Precedent highlights plans and photographs of these spaces and concepts.

- THE BOSTON COMMON: A hundred years ago, cows were banned and the perimeter landscaped. It was later redesigned by landscape architect Frederick Law Olmsted, one of the original founders of the American Society of Landscape Architects, to be used for gatherings as well as a pastoral park for citydwellers. The space today still functions as a green refuge within the urban environment to accommodate large functions and everyday use.

- THE WOODSTOCK COMMON, in Vermont, is shaped like a boat at the center of the village and surrounded by churches, town office and residences. This space was specifically designed by a local townsperson who used measurements of an ocean liner as the inspiration. It was later fenced in and a bandstand structure was installed for speakers to preach down to the townspeople.

- THE ST. ALBANS TOWN GREEN was originally very simple in its' organization. Paths criss-crossed the space in different directions with important town buildings and meeting halls constructed around it. Later, it was designed with a ornate fountain as focal centerpiece of the space.

- THE TOWN of CAMBRIDGE, MASSACHUSETTS was laid out with greens throughout the city. Today, these green spaces still exist, however they have greatly changed in character to meet the needs of the rapidly changing urban environment.

- THE BAR HARBOR, MAINE VILLAGE GREEN has evolved over the years. Designs have been prepared and implemented, however it has once again become cluttered with plantings and numerous memorials. Today, the town is analyzing the space and preparing new design guidelines.

- THE CITY of NEW HAVEN, CONNECTICUT was laid out with one central green surrounded by city blocks.

Landscape Master Plan

The Landscape Master Plan for the Village Green and Parade Ground spaces is designed to work with the existing and anticipated needs of the community and the historic character of the spaces and the neighborhood while enhancing this important green space within the village.

The initial meeting with the Historic Preservation and Design Review Commission was used to identify major points to be considered for the development of the Landscape Master Plan for these two spaces. Several concepts for both spaces were mentioned.

- The town needs a consistent policy for monuments and memorial plantings for both the Village Green and Parade Ground. There is also the possibility for relocating several of the existing monuments/memorials for better visibility and relationship to the entire space.
- Both spaces should be linked as much as possible.
- Any proposed landscaping should incorporate indigenous species and low maintenance needs.

The following ideas were discussed for the Village Green:

- The visibility of the Pierson Library building should be increased as the focal point within the Green, which functions as a visual focus within the village.
- Many of the existing plantings are out of scale with the space and are visually disruptive to its overall appearance.
- The parking along the western edge is heavily utilized by patrons of the local shops and the library and should provide more pedestrian access.
- Temporary signs are frequently placed on the Green facing Route 7 for visibility, however a policy needs to be established on the number, size, location, and duration of these signs.
- Comfortable seating areas could be incorporated into the space.

For the Parade Ground, similar observations were made:

- This space is mainly used for special events and it should be made more inviting for general uses.

- The open character of the space should be preserved and enhanced to allow for special events.
- There exists a conflict between the parking area and the utility poles along Church Street.
- Selected amenities such as benches should be placed on the eastern end of the space near the village shops and residential areas.
- Suggested links with the village school property on the west side of Route 7 were recommended. There is historic precedent for this and it would benefit both properties.

The underlying concept for the Landscape Master Plan is to look at the entire `triangle' - the two spaces and everything in between as the central green space within the village of Shelburne. Connections between the two spaces are recommended using the existing sidewalks. Utilizing the existing infrastructure is preferred due to the existing grades posing potential challenges along Route 7, concern of invading the front yards of existing residences, and the desire to best utilize financial resources towards improving the green spaces.

The Village Green acts as a dramatic entrance into Shelburne from the north with the Pierson Library building the main focal point. It also provides parking spaces that serve the Falls Road businesses and the library. The following elements have been incorporated into the plan in order to strengthen the visual impact of this space reminiscent of its historic character while meeting the needs of today's community.

- Pedestrian crosswalks are recommended at several locations on the west side connecting to Shelburne Road and on the east side connecting to Falls Road. This helps to strengthen pedestrian connections for the entire village center.
- Relocate the parking area by moving it back towards Falls Road and reclaiming green space. In addition, by removing and relocating the Honeylocust trees and removing the curvilinear Spirea hedge, a sidewalk can be placed to the west of the parking area and be used to connect the landing area on the northern end with the library building.
- Provide an enlarged cobbled landing area at the northern end of space for pedestrians crossing Route 7 and Falls Road. Several benches are suggested here.

- Two small pads for temporary signage border the enlarged cobbled landing area. Hooks should be placed in the concrete pads for signs to be attached to for surviving strong winds.

- A sidewalk connection to the library building from the cobbled landing area along the eastern edge of the Green will allow for pedestrians to traverse the space easier while not imposing on its layout.

- An informal sitting area with a checkerboard paving of lawn and stone cobbles is placed next to the library. A low hedge is placed on the western side of the space to separate it from parked vehicles with several benches under the oak trees.

- The library sign has been relocated along Falls Road for better visibility and less of an intrusion within the space. The bike rack has also been relocated nearby for easier access.

- Two replacement Maple trees are suggested to the west of the existing Maple trees near the library building.

- The existing Hostas and Yew shrubs are to be removed. Replacement planting of Peonies, which will survive the sunny conditions here and provide flowering interest in the Spring, should be located at the base of the flag pole in connection with the existing memorials.

The Parade Ground plan calls for keeping a majority of this space open for multiple uses, providing an arbor structure with an adjacent cobbled area for events, and adding benches and sitting areas for passive enjoyment of the grounds. The plan recommends the following additions and changes:

- To announce the space along Falls Road, a stone post and path have been suggested with shrub plantings. The existing Maple trees on the east end should be limbed up to a height of 6 feet to allow for views into the space.

- Selectively remove several of the lower branches on the Spruce tree grove to allow for additional openings into this space. Several benches, rustic in character, are suggested for this area.

- Define the parking area along Church Street. There are three options for separating the parking area from the road. Each one of these options should include a pedestrian crosswalk in the vicinity of the Harrington memorial and striping the parking spaces.
  1. The preferred option would be to remove the utility poles altogether by placing the utilities underground.

2. The next best solution would be to move the utility poles to the north side of the parking area, between the parking area and the row of maple trees.

3. The option shown on the plans and the most affordable is to place islands around the utility poles for safety by creating a barrier between them and the cars.

- Pedestrian crosswalks are suggested along Falls Road and at the Church Street and Route 7 intersection.

- Leave the middle oval of space open to accommodate special events and activities and have an area large enough to handle a 40′ by 60′ tent.

- Define the entrance to the Parade on west side of space with a stone post announcing arrival into the space. Pedestrian connections to the village school property across Route 7 will enhance both spaces. A semi-circular row of small trees provide a backdrop for benches and a drinking/water fountain.

- On the west side of the oval lawn, an arbor with checkerboard cobble paving and benches is recommended for special performances as well as a place to relax and enjoy the Parade.

- Additional Ash trees are recommended for strengthening the existing Ash grove and providing more of a buffer between the private residences bordering the Parade Ground.

- Complete the row of Maple trees along Church Street to help define edge of the Parade Ground and provide separation from the parking area.

Suggestions for materials for both the Village Green and Parade Ground can be seen on the following pages. Figure 14 - Landscape Master Plan illustrates how these changes will enhance and strengthen these spaces.

PLANT MATERIAL SELECTIONS

VILLAGE GREEN

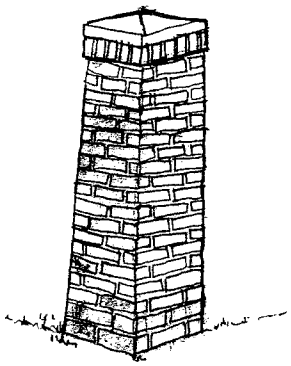
BOTANICAL NAME	COMMON NAME
Perennials for Existing Memorial around Flag Pole	
Peony spp.	Single Peony
Shrubs for Hedge and Enlarged Paved Area Plantings	
Aronia melanocarpa	Black Chokeberry
Ilex glabra `compacta'	Inkberry
Juniperus chinensis var. sargentii	Sargent Juniper
Viburnum trilobum	American Cranberrybush Viburnum
Trees for Replacements of Maples on West Side of Library Building	
Acer platanoides	Norway Maple
Acer rubrum	Red Maple

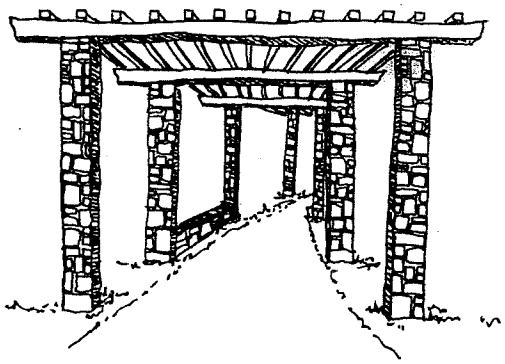
PARADE GROUND

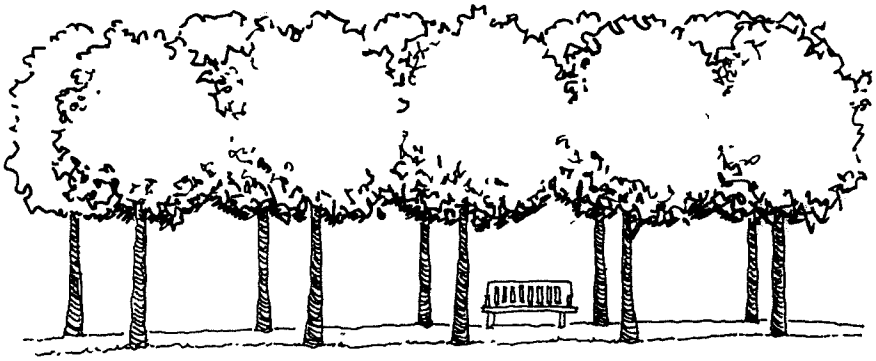
BOTANICAL NAME	COMMON NAME
Vines for Pergola	
Campsis radicans	Trumpetcreeper
Clematis panicula	Sweet Autumn Clematis
Lonicera sempervirens	Trumpet Honeysuckle
Shrubs for New East Entrance on Falls Road	
Clethra alnifolia	Summersweet Clethra
Ilex glabra `compacta'	Inkberry
Spirea arguta `Compacta'	Garland Spirea
Viburnum carlesii	Korean Spice Viburnum
Small Trees for West End of Parade Ground	
Amelanchier canadensis	Shadblow Serviceberry
Cornus alternifolia	Pagoda Dogwood
Crataegus crus-galli	Cockspur Thorn
Syringa reticulata	Japanese Tree Lilac
Shade Trees	
Acer platanoides	Norway Maple
Acer rubrum	Red Maple
Carya glabra	Pignut Hickory
Carya ovata	Shagbark Hickory
Fagus grandifolia	American Beech
Fraxinus pennsylvanica	Green Ash
Platanus occidentalis	Sycamore

ARBOR and Post SUGGESTIONS

These schematic sketches are several ideas for the form of the arbor and posts. Brick would be recommended because it would blend nicely with the surrounding church and building architecture. However, another suggestion would be the local 'Red Rock' stone. A wood lattice structure, not too refined in character, could provide a nice overhead canopy. A proposed drinking/water fountain could be in the same character as the posts.

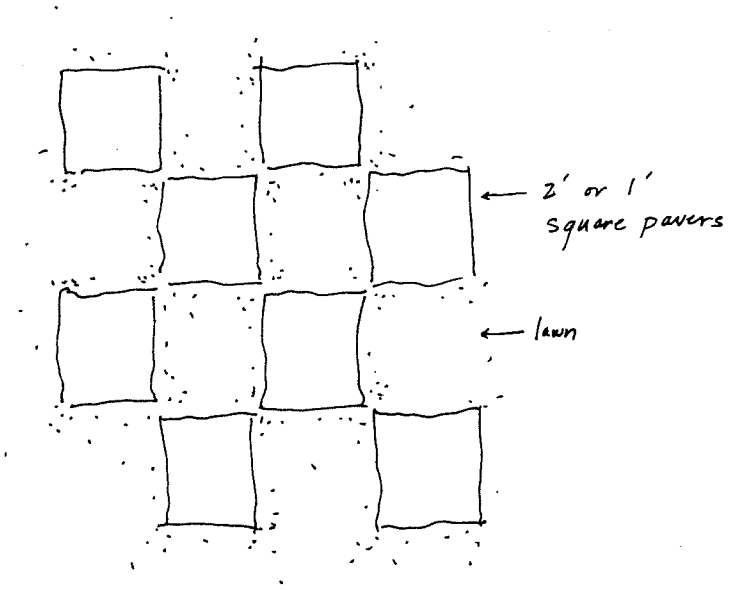


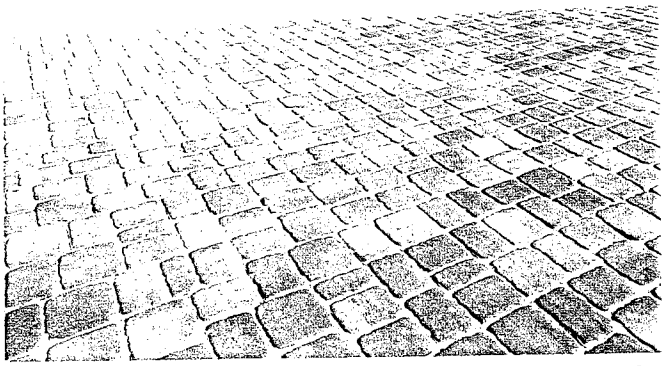




PAVING SUGGESTIONS

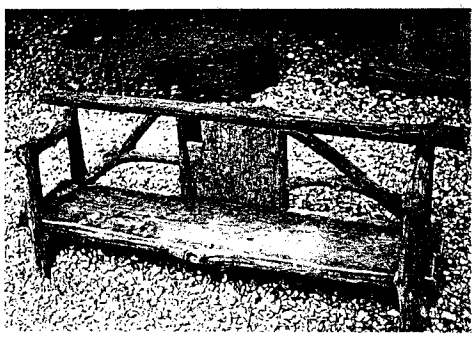
Paving options are numerous! Cobbles of stone or concrete are long lasting and durable and can survive the harsh winters as well as come in numerous color and texture variations. Hanover Paving has the Classics Series which duplicate natural stone in color and can be manufactured in different sizes.

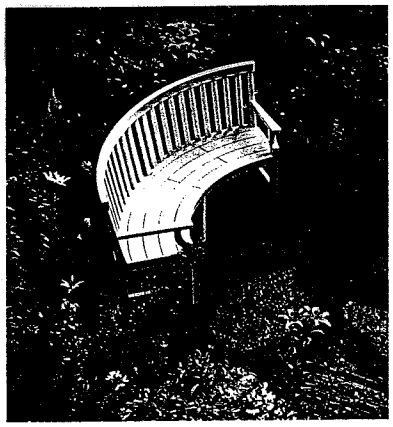




BENCH SUGGESTIONS

The following sketches are only suggestions for benches. There could be a 'Shelburne Bench' designed and created specifically for the town and could be used as a prototype for other spaces throughout the town. They could be designed to work with the arbor structure and its curving form as well as free standing. This could be one way to take advantage of Vermont talented furniture makers and possibly even work with native wood. A more rustic 'Adirondack Style' bench could be used for the Spruce grove on the Parade Ground.

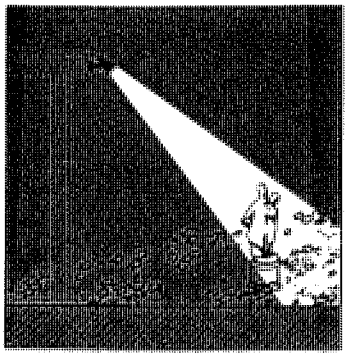


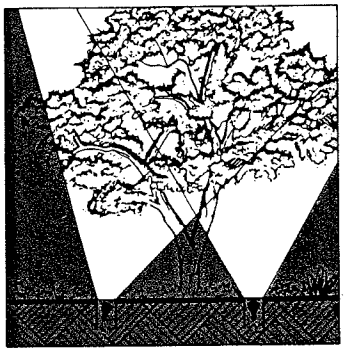


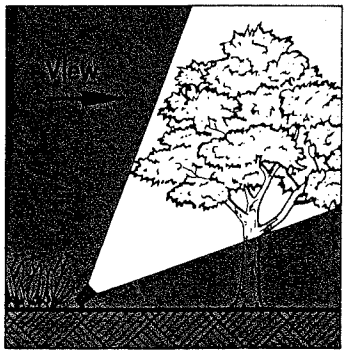
LIGHTING SUGGESTIONS

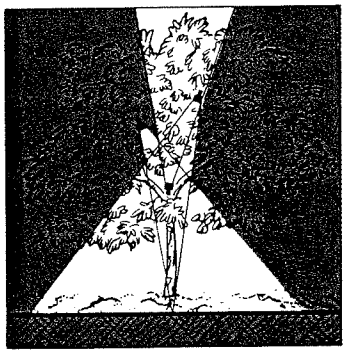
The lighting needs for these spaces has not been determined at this time. It is recommended to begin the improvements and see how the spaces are used and determine at that time whether additional lighting is needed or desired. Several recommendations for lighting are as follows:

- Motion detector lights would be recommended to be on only when needed rather than all the time.
- Small, inconspicuously placed, low voltage lights are recommended for illuminating pathways, the arbor structure or lighting of plantings or other elements. These types of lights can be painted a dark or light color to blend into their surroundings.
- There is no precedent for street lighting within the village of Shelburne. Therefore, it is recommended to use a fixture which will complement the village character with a maximum height of 16 feet for along sidewalks. Several light fixtures were suggested in the Shelburne Village Center Plan.









Costs

The anticipated costs for the Village Green and Parade Ground spaces include design and engineering along with the actual construction. For each space, the costs have been broken down by item. However, if one or several larger contracts are awarded for the design and construction of these spaces, this will hopefully reduce the overall costs; providing savings to the town. High and low figures are also provided for many of the elements. This highlights the costs for several different material options.

Noted throughout the Opinion of Probable Costs are starred items which could be contributed to the town by a donation or for a memorial. It is recommended to have future memorials be an item recommended in the Landscape Master Plan rather than introducing new elements. As an example, a plaque can be added to a bench or a post for the arbor.

Shelburne Village Green and Parade Ground						
OPINION OF PROBABLE COSTS						
Village Green						
	Route 7 Intersection Paved Sitting Area & Flag Pole Planting					
					high	low
	Pavers - 350 sq. ft. @ $6/sq. ft. -concrete pavers					2100
		$17/sq. ft. - bluestone			5900	
	Benches* - 2 @ $500 + install. @ $100=					1200
	2@ $ 800 + Install. @ 120 =				1840	
	Trash recept.	1 @ $150				150
		1 @ $ 300			300	
	Sign Pads	3' x 5' x 6"				
		15 sq. ft. @ $4/sq. ft.			60	60
		sign anchors	8 @ $ 25 ea.		200	
			8 @ $10 ea			80
	Shrubs	8 @ $ 50 ea			400	400
	Planting @ flag pole- 8 peony @ $ 20 ea				160	160
	Demolition/Clearing				200	200
	Topsoil & Seed				150	150
		Subtotal			9210	4500
		Design /Engr	10%		921	450
		Contingency	10%		921	450
	TOTALS				**$11,052**	**$5,400**
	Four Crosswalks - Typical - Concrete Pavers with Granite Cobble Edge					
	Large Aggregate Asphalt - Texture change					
		240 sq. ft ea. @ $ 2.50 sq. ft.				600
	Concrete Pavers -					
		240 sq. ft ea. @ $6 / sq. ft.			1440	
	Granite Cobbles					
		60 ln. ft. ea. @ 15/ ln. ft.			900	900
	Asphalt Demo and patch					
		300 sq. ft. ea. @ $2/sq ft.			600	600
	Traffic Control				500	500
	AOT permits	addition traffic control on Route 7			500	
		(could be higher)				
		Subtotals	each crossing		3940	2000
		Four crossings			15760	8000
		Design /Engr.	10%		1576	800
		Contingency	10%		1576	800
	TOTALS				**$22,852**	**$11,600**
	* Possible Items for donations or memorials					

Shelburne Village Green and Parade Ground						
OPINION OF PROBABLE COSTS						
Village Green					high	low
	Parking Revision and Sidewalks					
	Concrete Sidewalk					
		1500 sq. ft. @ $ 5 sq. ft.			7500	7500
	Granite Curb	140 ln. ft. @ $ 20 ln. ft.			2800	
	Concrete Curb	140 ln. ft. @ $12 ln. ft.				1680
	Demo and patch asphalt		900 sq. ft. @ $ 2/sq. ft.		1800	1800
	Stripe Asphalt	allowance			300	300
	Planting	Transplant 3 trees @ $ 150 ea.			450	
		Remove shrub hedge & trees			150	450
	Relocate sign				100	100
	Topsoil and Seed/Fertilize /Mulch					
		2600 sq. ft. @ .27/sq. ft.			702	702
		Subtotal			13802	12532
		Design /Engr	10%		1380	1253
		Contingency	10%		1380	1253
	TOTALS				**$16,562**	**$15,038**
	Library Sitting Area					
	Bluestone checkered paving					
		300sq. ft @ $17 / sq. ft.			5100	5100
	Benches*	2 @ 920 ea.			1840	1840
	Hedges	21 shrubs @ 50 ea			1050	1050
	Topsoil/seed/fertilize/ mulch -300 sq. ft. @ .27				81	81
	Relocate and anchor bench				100	100
	Trees west at Library		2 @ $ 500 ea.		1000	1000
		subtotals			9171	9171
		Design /Engr.	10%		917	917
		Contingency	10%		917	917
	TOTALS				**$11,005**	**$11,005**
	TOTAL - VILLAGE GREEN				**$61,472**	**$43,044**
	* Possible Items for donations or memorials					

Shelburne Village Green and Parade Ground					
OPINION OF PROBABLE COSTS					
Parade Ground			high	medium	low
	Paving				
	Stone dust walks 1400 sq. ft. @ $3/sq. ft.		4200	4200	4200
	Bluestone checkered paving	850 @ $17	14450	14450	14450
	Concrete sidewalk - 250 sq. ft. @ $ 5sq. ft.		1250	1250	1250
	Planting				
	Relocate/remove maple tree/remove shad		250	250	100
	Replace/remove Sycamore*		500	500	
	7 small flowering trees - east side @ 250ea		1750	1750	1750
	2 Ash trees @ $500 ea.		1000	1000	
	3 Maples @ 500 ea.		1500	1500	1500
	24 Vines for pergola @ 20 ea.		480	480	480
	Topsoil and Seed/Fertilize /Mulch				
		500 sq. ft. @ .27/sq. ft.	135	135	135
	Parking Islands				
	Asphalt cut/patch		1000	1000	1000
	Topsoil and Seed/Fertilize /Mulch				
		1200 sq. ft. @ .27/sq. ft.	325	325	325
	Benches*				
	10 @ 920		9200	9200	
	10 @ 700				7000
	Trash Recepticles				
	2 @ 150			300	0
	2 @ 300		600		
	Lighting				
	West seating area -				
	3 poles @ 2200 ea installed		6600	0	0
	Pergola lighting - 4 fixtures @ 1000 ea.		4000	0	0
	Water Fountain* - artists allowance		4000		
		& install. costs			
	Stone Entry Structures*				
		3 @ 1500 ea.	4500	4500	4500
		sign	500	500	

Shelburne Village Green and Parade Ground					
OPINION OF PROBABLE COSTS					
Parade Ground			high	medium	low
	Pergola* - Three Options				
	1. Wood Columns with straight trellis top				
		segments			
		12 wood columns @ 300ea.			3600
		Lattice top			8000
		sono tube/conc. base			1200
	2. Concrete columns with limestone aggragate				
		and rustic trellis top			
		12 columns @ 200 ea.		2400	
		rustic curved trellis top		10000	
		Reinf. conc footing and base		2400	
	3. Redstone columns with curved trellis top				
		masonry for 12 stone column	19200		
		Reinf. conc. footing & base	2400		
		Curved trellis top	12000		
	subtotals		$89,840	$56,140	$49,490
		Design /Engr 10%	8984	5614	4949
		Contingency 10%	8984	5614	4949
	totals		**$107,808**	**$67,368**	**$59,388**
	Three Crosswalks - Typical -				
	Concrete Pavers with Granite Cobble Edge				
	Large Aggregate Asphalt - Texture change				
		240 sq. ft ea. @ $ 2.50 sq. ft.			600
	Concrete Pavers -				
		240 sq. ft ea. @ $6 / sq. ft.		1440	
	Granite Cobbles				
		60 ln. ft. ea. @ 15/ ln. ft.		900	900
	Asphalt Demo and patch				
		300 sq. ft. ea. @ $2/sq ft.		600	600
	Traffic Control			500	500
	AOT permits	addition traffic control on Route 7		500	
		(could be higher)			
		Subtotals each crossing		3940	2000
		Four crossings		15760	8000
		Design /Engr. 10%		394	200
		Contingency 10%		394	200
	totals			**$20,488**	**$10,400**
	TOTAL PARADE GROUND		**$128,296**	**$87,856**	**$69,788**
	* Possible Items for donations or memorials				

Recommendations for Implementation

The Landscape Master Plan for the Village Green and Parade Ground spaces can be easily implemented in phases. The following recommendations are approximate guidelines and will depend upon available funds and resources of the Town of Shelburne.

The Village Green plan will involve major work in order to proceed with the recommended improvements, however there are items which can be done right away.

Phase I
1. Remove the two overgrown Yews.
2. Relocate the library sign, fire hydrant and pipe.
3. Install the pads for the temporary signage.
4. Plant the two replacement Maple trees.

Phase II
1. Change the parking area paving.
2. Remove and relocate the Honeylocust trees and the Spirea hedge.
3. Construct the sidewalks, crosswalks and the landing area.

Phase III
1. Install the sitting area with benches next to the Library.

For the Parade Ground, there are numerous items which can be done right away and later on, the larger additions of the arbor and paths can be added as resources allow.

Phase I
1. Limb up Maple trees on the eastern end of the Parade.
2. Install islands around the utility poles on Church Street and stripe parking spaces.
3. Plant additional Maple and Ash trees.

Phase II
1. Install the walks in the Parade.
2. Add crosswalks to encourage pedestrian connections.
3. Add the posts at designated locations to announce the space.

Phase III
1. Construct the arbor structure and benches.
2. Install cobbled paving area.

Appendix A - History of Spaces

Shelburne

Pieces of History

Truman M. Webster

Archives in allowing us to use pictures and transparencies from their collections is much appreciated.

Selina Webster transcribed the writer's faulty handwriting, corrected his spelling and style, and prepared a usable text for the *Shelburne News*. David Webster provided both inspiration and valuable assistance in the preparation of the book.

Alfred and Maggie Rosa of the New England Press thought the project had merit and offered their professional advice and help. Mark Wanner, also of the New England Press, contributed his editing and design expertise.

Truman Webster 1994

Gifts and Grants

Special thanks go to the Vermont Historical Society, the Chittenden County Historical Society, the Lintilhac Foundation, and the Simmons family. Their generous donations helped to make this book a reality.

The Center of Shelburne Village Early in the Twentieth Century

With tripod firmly planted in front of the Shelburne Inn at the former fork of Route 7 and Falls Road, the photographer's camera points south to include the Pierson Library, the oval green, the Gadhue house, the Brick Store, and a corner of the old Post Office.

The yellow-painted brick library building was originally built by Burgess Hall to be used as a store. The earliest deed pertaining to it

records its sale in 1816 to Nathaniel Peckham, who operated a store there. From 1837 to 1883 it served as the parsonage of the Methodist Episcopal Church. It was purchased in 1883 by Cyrus P. Van Vliet and became a private dwelling with two apartments until 1911, when it was

acquired through funds raised by the Library Building Club and an appropriation by vote of the townspeople to become its free library.

Modifications to make it suitable for library use included interior rearrangements and the addition of the Greek revival portico on the north. About 1925 the need for additional space and services was met with the construction of the two wings which greatly enhance the balance and appearance of the building.

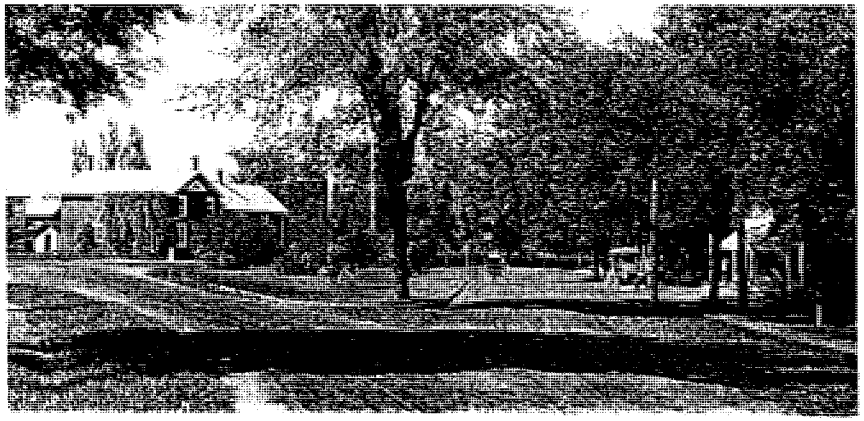
These modifications were made possible by a conditional bequest to the town in 1922 from the estate of the late James Pierson. The town readily agreed to match the gift of $38,000 and to rename the library in honor of Mr. Pierson, a descendant of Moses Pierson, one of the earliest settlers in the town of Shelburne.

The Brick Store stands on the site of a much earlier store, a log cabin, built by Capt. Benjamin Harrington in 1788. Lyman Thayer describes the site in Abby Hemenway's *Gazetteer* (1867) as a then "unbroken wilderness, a hemlock swamp and a frog pond the year around." The present structure is recorded in the "Town Meeting Book" at the town clerk's office, establishing John Simonds as the builder and the date as 1851.

The store passed through no fewer than ten sets of proprietors since the days of John Simonds, serving the townspeople as their principal general store.

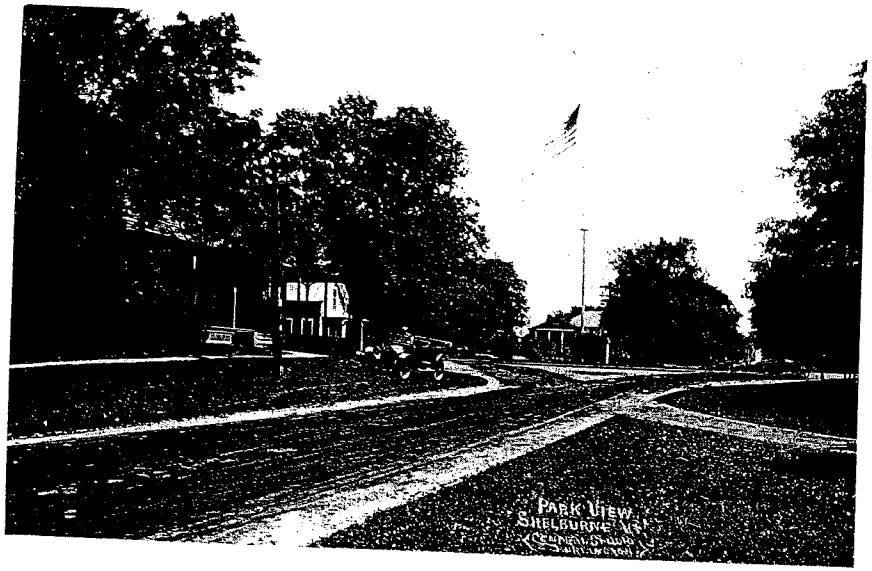
Views of the Village Green

The view of the Village Green below was photographed in the early 1900s looking north on Falls Road beside the Pierson Library. The northeast corner of the Brick Store is scarcely visible at the left, the old Post Office stands at center left and the granite-curbed oval green lies clearly between the two approaches to Route 7. The left approach was eliminated and the green was shortened at the north end to provide for a 90-degree turn onto Route 7 at the traffic light, in order to reduce the hazard of entering the main highway.



The American flag that flew so majestically above the green is truly a symbol of civic pride and endeavor. Among the memorabilia of Miss Grace Kinville of Burlington (formerly of Shelburne) is a list of no fewer than 104 Shelburne residents who contributed $138.00 (from 25 cents to $15.00) toward the purchase of a 100-foot flag pole.

The two sections of the pole were of "first quality spruce." They were purchased in New York and "through the kindness of Mr. Henry Rowley," a Shelburne apple agent, the poles were delivered at the Burlington dock "free, on the return of one his apple boats in the spring."



A fine metal pole has replaced the wood pole on the present Village Green, and it still proudly flies the flags of the United States and the State of Vermont.

Shelburne—A Typical Country Town

The following article is an extract from Expansion, Vermont's Industrial Magazine, *published by The Sheldon Press, Burlington, Vermont, November 1904.*

Shelburne is one of Vermont's most fertile, picturesque and beautiful towns. It is typical of the old country town, as it has none of the present day appliances, such as electric lights, electric cars, department stores, large manufacturing industries, etc.

On the contrary it has that old-time freshness and easy comfort which so attracts one to the country. There is leisure enough for all; no one is in a hurry; everything goes on growing and developing quietly and leisurely as does nature. It is a pleasure and a rest to get away from the bustle of the world and take one's ease in such a town.

The town is situated most fortunately with over five miles of lake front, while its fertile fields slope gently away from the lake rising to a considerable eminence from which matchless scenes of lake, mountain and field are to be seen on all sides. The Shelburne river winds its circuitous way through the town, passing over a considerable falls from which is taken the power for grinding the grain and sawing the lumber for the neighboring farmers.

W. F. Palmer & Co. own this excellent water power which has a head of thirty-two feet, and runs four wheels of forty horse power each. This power is utilized in running the different departments in their three story grist mill which is situated at the Falls. The dam is a solid stone structure and one of the most substantial in Vermont. The water power, fed by hundreds of small streams from the foot hills, is more uniform than is found on many streams.

Captain Benjamin Harrington

Captain Benjamin Harrington came to Shelburne in 1784–85. He ; born in North Kingstown, Rhode Island, in 1762 and emigrated via v Haven and Enfield, Connecticut. He earned the title of captain n his several voyages at sea.

His father, William Chase Harrington, and his older brother, with same name, accompanied him to Shelburne. Little is known of the ıer, and the brother William later moved to Burlington, where he ame one of the first lawyers in the city.

Benjamin and William purchased a tract of one hundred acres at the ɔf Pottiers Point (Shelburne Point) from Hubbell and Bush, who had viously established a trading post there in a log cabin from which

ıjamin Harrington donated the Parade to the town of Shelburne in 1807 the use of the militia. The plaque shown above commemorates the gift.

Benjamin carried on trade. It is worthy to note that the original boundaries assigned Pottiers Point to the Town of Burlington. Happily, the misfortune was corrected in 1794 and the Point was reassigned to the Town of Shelburne. By 1789 a total of eight hundred acres had been acquired by the Harringtons, including the site of the village, the present Harrington farm and both sides of the mouth of the LePlot (LaPlatte) River.

In the center of what is now the village—it was then "an unbroken wilderness, a hemlock swamp and a frog pond the year round" according to Lyman Thayer—Benjamin erected a log cabin as a store. It was replaced with the brick store (1851) on the southwest corner of Route 7 and Harbor Road. In the same year, 1789, Benjamin erected the second frame building in town as his home. It was located about 200 yards north of the present railroad crossing and was presumably demolished by the coming of the railway in 1848.

Benjamin had taken time out in 1786 to return to Connecticut to marry Hannah Upson of New Haven and bring her to Shelburne, where their seven children were born. Later a son, Edward, built a small residence (1816–19), known as the Collamer House, on the Falls Road opposite from the Pierson Library. Harrington marriages connected them to other early Shelburne settlers such as the Collamers and the O'Gradys. Captain John O'Grady's farm (1803) was located at the head of the bay on Bay Road.

After Benjamin had laid out and opened a road from Middlebury to Burlington, he built on it in the same year, 1796, a public house to accommodate the expected increase in travel. This is our Shelburne Inn, still relatively unchanged on the exterior, except for the addition of the Ticonderoga Room. Until 1807 religious services were held in private homes and clearings in the forests, but the growing demand for a House of Worship in Shelburne was met in 1807 when Benjamin donated to the town the land now occupied by the Village School. In that same year he contracted to build on that land the so-called White Church, which served all denominations. Fire destroyed it in 1865.

In the same deed of April 15, 1807, Benjamin gave to the town of Shelburne the "Parade"for the training of the town militia. It was later

used as a playground for the Village School for more than fifty years (1871-1926) and subsequently for multi-purpose gatherings for the townspeople. Benjamin's civic interest and concern were readily recognized by his fellow townspeople as evidenced by his election to the House of Representatives on three occasions.

The industry and stamina of this young man, his foresight and sense of public duty should inspire us to preserve and enhance the heritage that we have received from our forebears.

We were privileged to honor the qualities and contributions of Captain Harrington's productive twenty-four years of his residence in our town of Shelburne by dedicating the boulder on the "Parade" to commemorate his generous acts. (Sept. 10, 1977)

The formal dedication was delivered by Governor Richard Snelling. Lyman Rowell, a former president of the University of Vermont and president of the Vermont Historical Society, gave the summary of Benjamin Harrington's career in Shelburne.

The boulder was given by Helen and George O'Brien from an old stone wall on their farm where Mrs. Blanche Parker Harrington had lived when growing up. The Shelburne Highway Department transported and placed the boulder on its present site on the "Parade."

A sense of timeliness was added to the 1977 celebration by the maneuvers of the color guard of the Vermont National Guard who were dressed in Green Mountain Boys uniforms. The dedication and the donation of the inscription was made possible by the concern of Dr. and Mrs. Andrew J. Panettieri. Mrs. Panettieri is the great, great granddaughter of Benjamin Harrington.

Due to erosion, the inscription on the boulder became quite illegible from the roadway. A bronze plaque with the original 1977 wording, donated by the Panettieris, was installed to solve the problem.

Joshua Isham

When Joshua and Martha Isham left Williamstown, Connecticut, to come to Vermont, they made a "pitch" in the wilderness of St. George in 1784. After nine years they came to Shelburne and chose for their farm a tract of unimproved land northeast of the Falls (Mike Thompson farm) on what was to become the "old stage road," now Thompson Road, which ran from Shelburne Falls under the cliffs on Spear Street to South Burlington. The "old stage road" avoided the steep climb of the Irish Hill Road in consideration of the horses.

Joshua purchased the "Red Store," goods, land, and a potash industry from Thadeus Tuttle and moved from the farm to the Falls village in 1796. (Tuttle moved to Burlington, made a fortune in merchandising, and built "Grasse Mount.")

Ira Allen had employed James Hawley, a "millwright by profession" from Arlington, Vermont, to erect two other mills—in Winooski and Swanton—before beginning work as the master-builder of the sawmill and the first grist mill in Shelburne Falls in 1785–6. There is evidence that Hawley superintended the running of the mills, and in 1810 he erected a brick residence on Spear Street, owned now by A. Bradford Caldwell.

Joshua Isham purchased the two mills and the water rights from Abijah Allen, a nephew of Ira, acting in Ira's absence in 1800. He built his last residence in the Falls village in 1804 on the site of what is now the Civil Engineering Associates offices. He was a successful businessman, and he operated the Red Store for a while and the two mills until his death. Having acquired several real estate holdings and being a prominent citizen in the town, he held many public offices, especially that of town clerk for many years. He was a great supporter of the Episcopal church when the services were in the "White Church" in Shelburne Village.

The Methodists

The first Methodist sermon on record in Shelburne was delivered by the Reverend Henry Ryan in 1800 in the home of Joshua Read on Webster Road. Ryan's appointment here came from the large Vergennes Circuit, which had been under the leadership of Reverend Joseph Mitchell since 1798. "After two years of Mitchell's work, Vermont could boast six circuits and a membership just under eleven hundred, despite our pioneer conditions."

Ryan was a "circuit rider," not a resident minister, and the appointment was for two years. His reception "among the clergymen and some others in the town was not very cordial." He was "denounced as an intruder, and almost anything else but an ambassador of Christ." Nevertheless, the society was formed at an early date and it continued for a time in the eastern part of the town. The circuit was changed to

The Joshua Read House, built in 1785, was the first building used by the Methodists for worship. The first sermon was delivered in 1800. It is now the oldest structure in Shelburne.

the Charlotte Circuit in 1808 and Shelburne remained connected with it until 1837. The Methodist Society had services in the White Church after it was completed in 1808. A very few shares in the building were held by the Methodists, the Universalists, the Free Will Baptists, and the Episcopalians from the northeastern part of the town. From 1808 until 1819 the Congregationalists were dominant; from the formation of Trinity Parish and coming of the first resident minister in 1819, the Episcopalians were in control until 1850, when the services were not held on a regular schedule.

About 1825, as the Methodists gained in membership and influence in the community, they began thinking about a new house of worship of their own. The problems of a suitable site, building plans, and funds accounted for the next nine years of delay. On November 26, 1832, Garrad Burritt deeded to the stewards of the Methodist Episcopal Church, as "a free donation," the lot where the Catholic Church now stands. (Burritt had also deeded the original section of the Village Cemetery to the town in 1829.)

The first Methodist Church was built of brick at a cost of $2000. It was dedicated in 1833, but not without a tinge of rivalry! Lyman Thayer recalled that the Episcopalians opposed the erecting of the church with an "obvious intent" to enlist the favor of their society as the prevailing denomination in the town.

There is no sketch or photograph of the building, but the memoirs of Mrs. Sophie Bartlett Harmon (dating back to 1867) provide an interior arrangement of the church: "One entered the brick Church by a flight of steps, into a long narrow vestibule. At either end was a door leading into the main part of the Church. One went up some steps and on the level were stoves. A double row of pews occupied the middle of the Church. In those front pews sat our best families, and those who 'took the lower seats in the synagogue' took pains to get as near the stove as possible, in winter. Three or four pews, at right angles with the pulpit, were occupied by the observed of all observers. The Sunday School was held in the same room and was large and flourishing. There were several families of Episcopalians in town. As they had no Church at that time, their children came to the Methodist Sunday School."

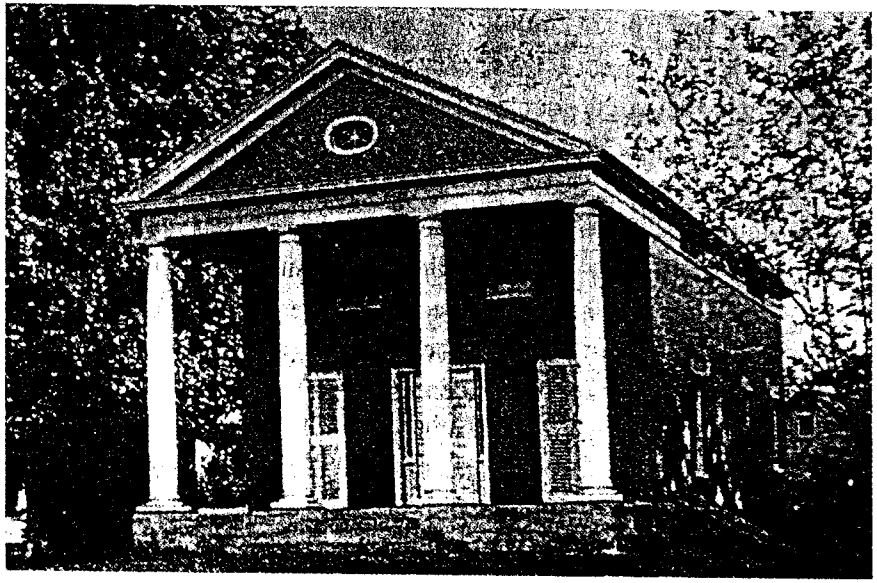
Mrs. Harmon remembers: "The services began rather early . . . It was the custom for different groups of people, each under a class leader, to hold a brief service before the regular one. I suppose it was an exchange of religious experiences. The class rooms were in the basement of that old Church. After these preliminary meetings of about one half hour length, the classes gathered in the Church above for the regular morning service. . . Mr. Simon Curry led the choir which was seated in a gallery of the Church opposite the pulpit. Whether the congregation rose and faced the choir as they sang turning their backs on the minister, I do not remember, but it was the common custom."

Among the hymns most frequently sung were "Am I a Soldier of the Cross," "There is a Fountain Filled with Blood," "Broad is the Road That Leads to Death," "Come Thou Fount of Every Blessing."

After reading Mrs. Harmon's memoirs, Mrs. Charlotte Maeck Tracy said the arrangements of the brick Church seem similar to the Charlotte Methodist Church, which was reerected at the Shelburne Museum, known as the Meeting House. At that time both churches belonged to the Charlotte District, and usually two ministers were appointed to serve both churches.

In 1833, the same year that the Methodists were building their church, the Episcopalians erected their first parsonage on Harbor Road in the hope that they could win favor in the community and establish their order as the permanent church in the town. Not to be outdone, the stewards of the brick Methodist Church were contemplating a site for a parsonage of their own.

Again, Garrad Burritt made a "free donation" of an acre to the Methodist Church, which lay south of the brick Church and north of the Village Cemetery: It is now the site of the Catholic Cemetery. The deed had a three-year provision from September 7, 1835. Instead of building on the lot, the stewards purchased a brick store in the center of the village in 1837, known to us as the Pierson Library. The building was made ready to welcome the first resident Methodist minister, Reverend Zebulon Philips. Since 1800 there had been thirty-three appointments of "circuit riders," two of whom, the Brothers J. D. Marshall and William Griffin, conducted a "great revival" in 1835 or 1836.



The first Methodist Parsonage.

The White Church was still in use by the Trinity Parish as a "townhouse" and for other public purposes until 1841–2, when it was remodeled. A high school room and a town room were constructed on the lower story and a "well planned and handsomely executed church and audience room were made on the upper story."

About 1840 a group of Methodists from the northeastern part of Shelburne became dissatisfied with the policies and government of the village congregation. They wanted more local freedom as to the appointment and location of their preachers. Under the leadership of Nathaniel Gage, a long-time settler, part of the congregation seceded from the Methodist Episcopal Church in the village and organized with the name of Protestant Methodist. The congregation built a "small, neat brick chapel" in 1844 on the southeast corner of Barstow and Dorset roads. This church was known as the Gage Meeting House and it drew its parishioners from South Burlington as well as Shelburne. The little brick house on Barstow Road near the corner was the home and parsonage of Nathaniel Gage, known in recent times as the William Lane House.

Notes from conversation with Mrs. Helen Gadhue
Oct. 16 1995.

Village Green

- originally a large round watering hole was located in front of the library
  - people skated there in winter
  - fed by a stream running by library and through a pipe under the sidewalk to a wet spot behind what is now Marcotte's

- Mrs. Gadhue's mother granted the town ten feet of land immediately behind the library permitting addition of the two wings.
  - See deed for pertinent restrictions

- Deed restriction against the town's restricting a view through the green from the south came through prior owner of adjacent property.

- Shelburne Farms saw to it the Green was mowed (along with several other spots including depot and the Trinity Church yard) with their horse drawn mower ~~drawn~~ operated by Mr. George Taylor, former resident of the Village Pump House.

- The hedge and trees were planted to screen parking along Falls Rd. from Rt. 7.

over.

Parade Grounds.

- First Memorial Day Service held in 1866 honoring veterans of Civil war and one Revolutionary war soldier

- In the 1920's the field was mowed (not by Shelburne Farms) and kids played baseball there. No ball was played in town on Sundays.

- Mrs Gadhue recalled a friendship her brother established with two boys who stopped to pitch a tent there as they bicycled north from Massachusetts.

- A Birch that became quite large was planted in memory of Mrs. Harmon who lived in the brick farm house that once was located on the corner of Bostwick Road and Rt. 7.

TMW

SERVICES AT THE THREE SHELBURNE CHURCHES ON SUNDAY, AUGUST 18, WILL BE PARTICULARLY APPROPRIATE TO THE BI-CENTENNIAL.

THE PIERSON LIBRARY WILL FEATURE FRIENDS OF THE LIBRARY IN COSTUME AND A SPECIAL LIBRARY EXHIBIT OVER THE BI-CENTENNIAL WEEK END. DOORS WILL BE OPEN ON FRIDAY 2:00 TO 5:00 P.M.; ON SATURDAY 10:00 TO 12:00 A.M.; AND 3:00 TO 6:00 P.M.; AND ON SUNDAY 2:00 TO 5:00 P.M.

A GRAPHIC PRESENTATION OF SHELBURNE'S PAST, PRESENT AND FUTURE WILL BE ON DISPLAY IN THE TOWN HALL THROUGHOUT THE CELEBRATION. THIS MAY BE VIEWED ON FRIDAY 4:00 TO 6:00 P.M.; ON SATURDAY 10:00 A.M. TO 8:00 P.M.; AND ON SUNDAY 10:00 A.M. TO 6:00 P.M.

SATURDAY, AUGUST 17, AND SUNDAY, AUGUST 18 ARE "SHELBURNE DAYS" AT THE SHELBURNE MUSEUM. ON THESE DAYS RESIDENTS OF SHELBURNE WILL BE ADMITTED WITHOUT CHARGE. MUSEUM HOURS ARE 9:00 A.M. TO 5:00 P.M.

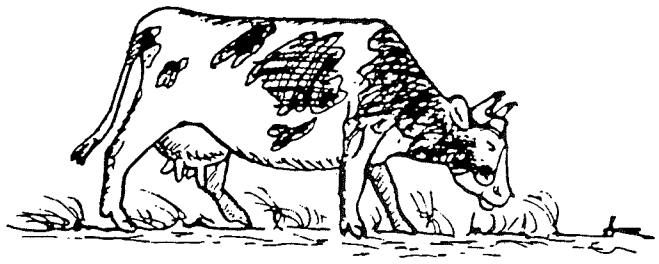
SPECIAL BI-CENTENNIAL PUBLICATIONS

"SHELBURNE" – AN ILLUSTRATED HISTORICAL BOOKLET BY MRS. JOHN P. HARDING & MRS. HENRY TRACY ..... $ 1.25

MAP OF OLDE SHELBURNE PREPARED BY MRS. FRED KOERNER $ 1.00

SHELBURNE BI-CENTENNIAL

SCHEDULE OF EVENTS



SHELBURNE, VERMONT
AUGUST 16, 17, 18, 1963

A CORDIAL WELCOME IS EXTENDED TO ALL

SPECIAL GUEST FROM GREAT BRITAIN: LORD SHELBURNE

SCHEDULE OF EVENTS

(All events are admission free except Barbecue & Buffet)

FRIDAY, AUGUST 16

RECEPTION AT TOWN HALL 4:00 TO 6:00 P.M.

Honored Guests

MUSIC SCHOOL OF BYGONE DAYS" 8:00 to 9:30 P.M.

AT TRINITY CHURCH ACTIVITY CENTER

Demonstrating the methods used in days gone by to teach music and to render it. Featuring aged scores and old style instruments.

DANCING ON THE VILLAGE GREEN – CHURCH STREET – 9:00 P.M.

Chuck Donnelly's Band
Round and Square

SATURDAY, AUGUST 17

PARADE COMMENCING AT 1:00 P.M.

Route from Shelburne Falls to Post Office to Town Hall.

Guests, Marchers, Bag Pipers, Floats, Clowns and Spectaculars. Shelburne Museum Wagons

Wendell W. Cook's Famous Show Band

PAGEANT – "HISTORICAL HIGHLIGHTS OF SHELBURNE"

IMMEDIATLY FOLLOWING PARADE AT TOWN HALL

Theme song "Our Shelburne" .... Jim McDonald

PRESENTATION OF GUESTS – TOWN HALL

IMMEDIATELY FOLLOWING PAGEANT

FIELD EVENTS AT SCHOOL GROUNDS 3:00 P.M.

Father-Son Baseball Game – Contests
Demonstration of Ancient Fire Fighting
Wendell W Cook's Famous Show Band

REAL BEEF BARBECUE 5:30 TO 7:30 P.M.

ON THE VILLAGE GREEN

Tickets on Sale at I.G.A. Store, Shelburne Country Store or from John Clark (862-9651)
Adults $1.50, Children under 12 - 75¢

BAND CONCERT – SCHOOL GROUNDS – 7:00 TO 8:30 P.M.

South Burlington Town Band

FIREWORKS OVER SHELBURNE BAY – 9:00 TO 10:00 P.M

Visible from high lands & all points around Shelburne Bay
— To be postponed until following night in case of rain —

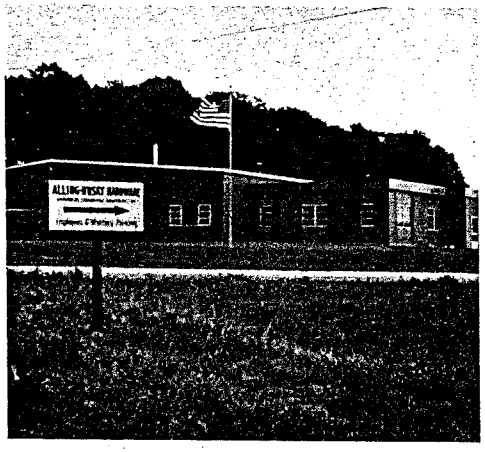
SUNDAY, AUGUST 18

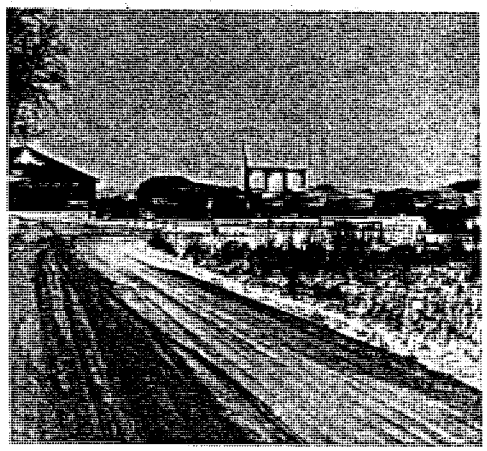
COFFEE HOUR – FOR GUESTS AND RESIDENTS OF ALL FAITH

AT TRINITY CHURCH ACTIVITY CENTER – 12:00 TO 1:00 P.M

BUFFET AT SHELBURNE INN 1:30 TO 3:00 P.M.

Tickets available at I. G. A. Store and the Shelburne Country Store.
$ 3.00 per person





SHELBURNE

TOWN PLAN REPORT SUMMARY 1963 — SHELBURNE TOWN PLANNING COMMISSION

SHELBURNE

ANNING COMMISSION

l A. Snelling	Chairman	1957-1963
d V. Milbank	Member	1957-1963
	Chairman	1963-
d C. Barr	1963-	
Beaudin	1959-	
rtha Clark	1963-	
Kirkness	1963-	
arsett	1957-1963	
'Brien	1961-1963	

SELECTMEN

John W. Clark
Frank R. O'Brien
F. W. Shepardson

VERMONT

LOPMENT DEPARTMENT

Richard G. Rubino, Director of Planning

Bernard Johnson, Assistant Director

SUMMARY

TOWN PLAN REPORT

SHELBURNE, VERMONT

1961-1963

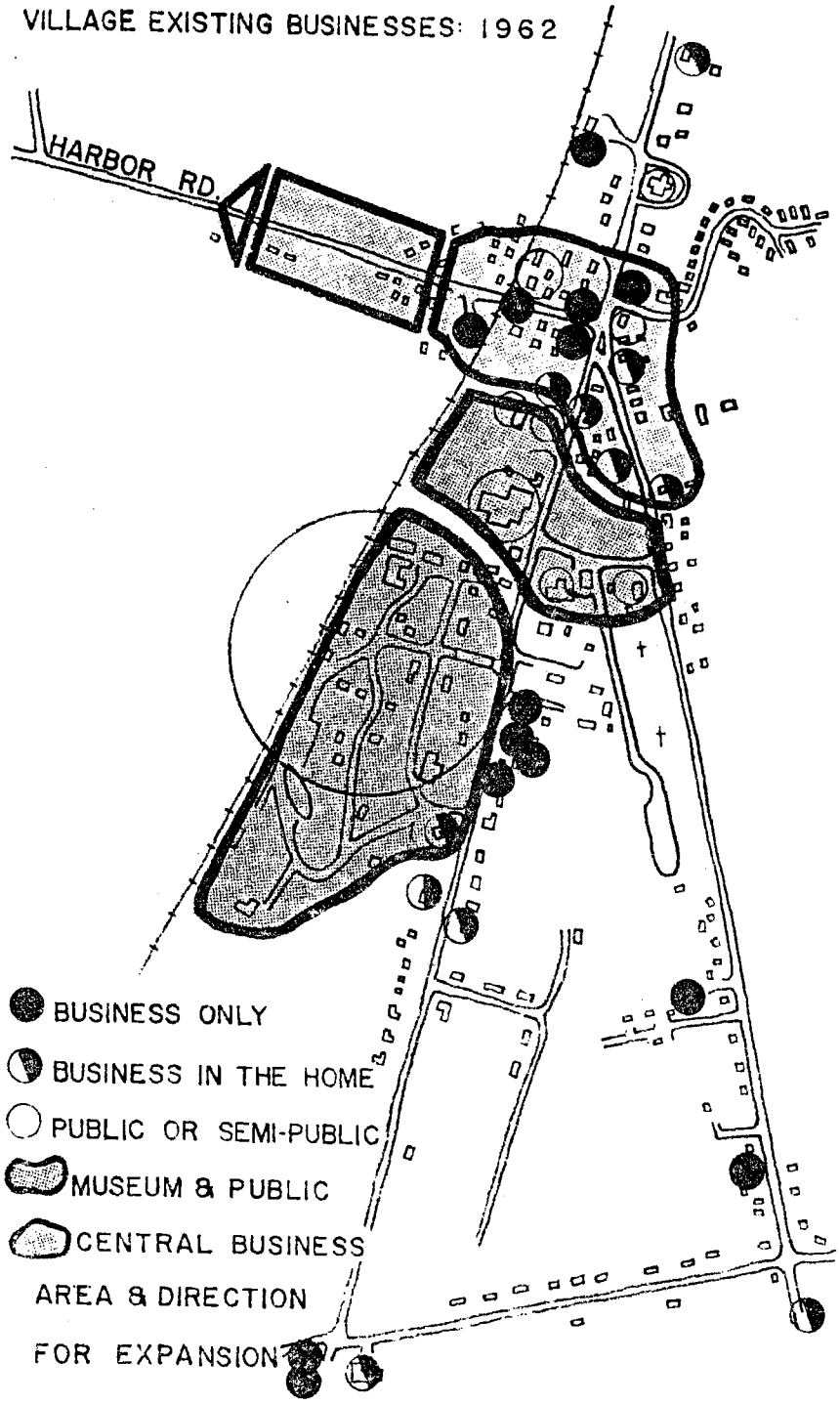
The preparation of this report was financially aided through a federal grant from the Urban Renew Administration of the Housing and Home Finance Agency under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

The following pages are a summary of the 1963 Shelburne Town Plan Report which contains additiona detailed statistics, maps, and other data on all phases of the planning program. Included in thi abbreviated report are the proposed plans for the future development of the town and the data considered essential to obtain an understanding of the reasons for the plan.

The Planning Commission welcomes written comments and/or criticism from all residents on the plan ing program, proposals and recommendations after review of this brochure and the larger report available for reference at the Town Clerk's office.

Extra prints of the town base map are available at the Town Clerk's office at a nominal cost.

SHELBURNE TOWN PLANNING COMMISSION
AND
NORTHEAST PLANNING ASSOCIATES, CONSULTANT



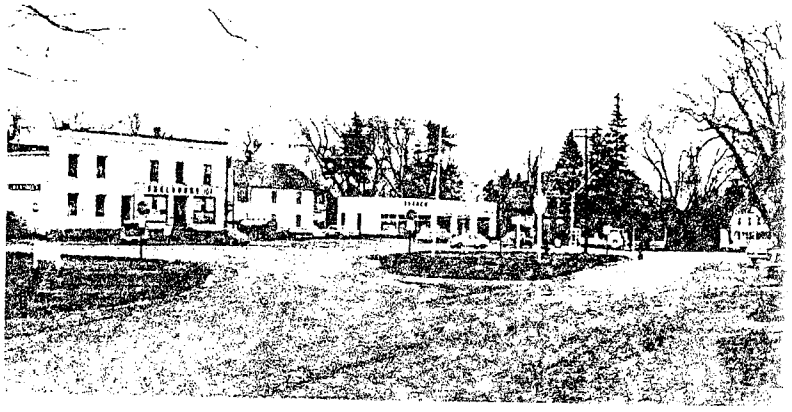
CENTRAL BUSINESS AREA RECOMMENDA

The Central Business Area in Shelburne Village consists at presen teen businesses or public facilities located in a land area of sl under 8 acres in the neighborhood of Route 7-Harbor Road-Falls Ro section.

There is also other commercial development scattered through the principally on Route 7 south and on Falls Road. Business is dive and many are "home occupied" businesses. A listing of Shelburne is given in the Comprehensive Plan Report.

The population growth in Shelburne during the last two decades ha substantial and during the same period the traffic volumes on Rou risen sharply. These two pressures have combined in their effect central business area. At the same time, there are more people s in Shelburne Village; there are heavier traffic volumes to make m more difficult.

Existing Village traffic patterns are chaotic, with no off-street facilities available and a poor intersection of Route 7, Falls Ro Harbor Road. This is a hazardous intersection because of the tend Falls Road drivers to enter Route 7 heading north without first c a complete stop. Route 7 drivers heading south for Falls Road mu four separate roads for adverse traffic. The Village Green is lo rectly opposite Harbor Road and traffic from Harbor Road headed f Post Office or the Country Store on Falls Road must cross Route 7 in either a northerly or southerly direction to get around the gre result of these serious deficiencies, traffic flow in the central area during peak volume periods is snarled as well as hazardous. business area is to expand and prosper, the existing traffic patte be improved, off-street parking facilities should be provided and for commercial expansion should be developed.



posed Route 7 by-pass of Shelburne Village, by 1975 or later, and the e later development of an arterial highway to connect with the Inter- ighway in Burlington, will substantially alter the present orienta- village businesses toward Route 7.

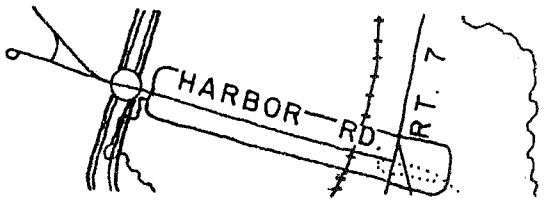
al development would logically be diverted from Route 7 to Harbor ween Route 7 and the by-pass. Because the by-pass is not expected nstructed before 1975, however, planning for the central business st provide the framework for a shift in orientation that can economi- ogress before actual construction of the by-pass. This framework s of changes to the existing road system and parking facilities in ral business area which, if implemented now, will improve the pres- fic flow, encourage development along Harbor Road to or beyond the l tracks, and continue to be an integral part of the Village road hen the by-pass becomes an actuality.

c problem is one of developing controls over traffic movement at the tions of Harbor Road and Falls Road with Route 7. A parking lot in the properties on the south side of Harbor Road would eliminate the parking in front of the IGA store or along its northern side. En- nto the parking area would be achieved by construction of a new road south off of Harbor Road in the vicinity of the railroad tracks and Route 7 between the Town Hall and Marcotte's Appliance Sales and Curbing could then be installed limiting the gasoline station to ss points and eliminating parking in front of the grocery store. In , the proposed road would also provide the Fire Department with di- ess to Harbor Road.

d could later be extended across Route 7 between the Pierson Library ue's to cross Falls Road just south of the Strong house. A small area could then be provided behind the library if considered desira- larger parking bay could be provided across Falls Road from the Coun- e. Commercial development along Falls Road between the Post Office new road is expected to occur when the new Falls Road alingment is ted and at that time, additional parking facilities behind these s could be developed.

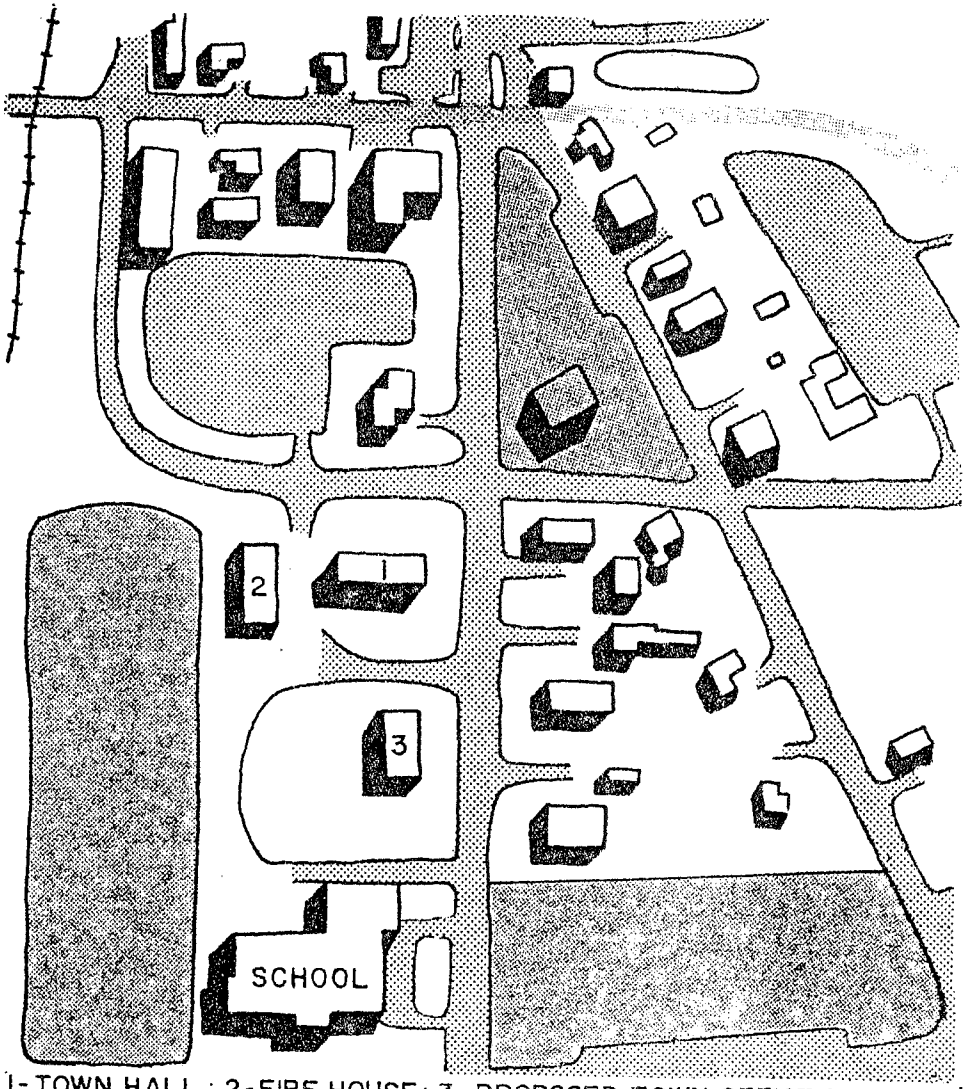
ting Village Green would be eliminated as the alignments at the cen- lage intersection are altered to correct the traffic hazards there. in front of the Pierson Library would be extended to an extension Road across Route 7 to Falls Road.

ting Falls Road intersection with Route 7 would be eliminated by a barrier which would establish a right angle intersection of the two rectly opposite Harbor Road. This can be accomplished by a narrow nting strip along the Route 7 roadway in front of the Post Office. ternate possibility, the Post Office lawn could be extended to the roadway and parking provided behind the building. This plan for ral business area will relieve present traffic congestion and also development along Harbor Road, which will eventually become the ping street in the Village.



HARBOR ROAD INTERCHANGE

PROPOSED BUSINESS AREA PLAN



1-TOWN HALL : 2-FIRE HOUSE: 3-PROPOSED TOWN OFFICE BUILDING

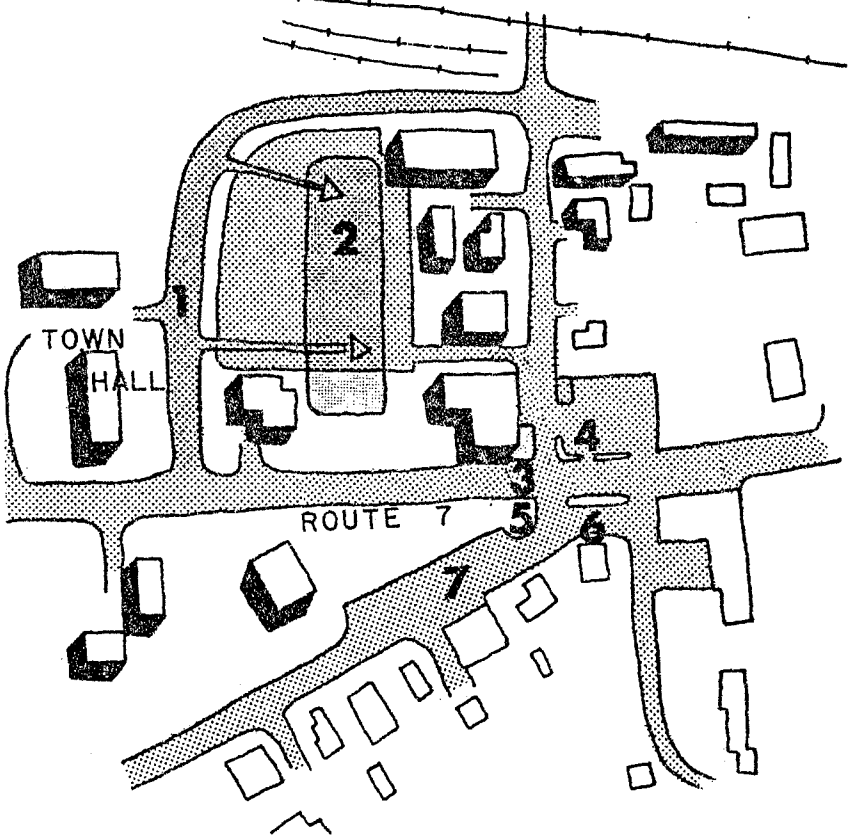
The sketch map on this page shows the plan for a first phase of development for the central business area correcting the existing traffic hazards and providing the initial impetus for commercial development on Harbor Road.

1. Of major importance to the whole plan is the new road which provides access to off-street parking and also gives the Fire Department direct access to Harbor Road.

2. Off-street parking facilities would be provided within the newly formed square behind the existing buildings. Additional land within the square would also be available for new commercial development.

3. After completion of the new road and adequate parking facilities, permanent planting boxes would be installed in the area in front and at the side of the grocery store to effectively eliminate on-street parking.

POSSIBLE PHASE I IMPROVEMENTS



4. Curbing to limit ingress to and egress from the gasoline stat installed at any time during the Phase 1 program. A curb cor Road and Route 7 is essential for better traffic flow, and an curbing on Route 7 to delineate two entrances would also be b the town, without constituting a hardship for the station ope patrons.

5. On the east side of Route 7, the existing Village Green would and the library lawn extended to a point opposite Harbor Road

6. A planting oval would be installed in front of the Post Offic Falls Road traffic from entering Route 7 at less than a 90 de Falls Road would then intersect Route 7 directly opposite Har

7. A parking bay could be developed along the edge of the librar front of the Country Store.

Proposals concerning sidewalks, library improvements and an emer light for fire department use are detailed in the Transportation Public Facilities Plan.

Other recommendations for the central business area include even by the town of the property between the Town Hall and the school erty should be used for a municipal office building designed to house the town's administrative officials. The private property tween the school and Shelburne Museum should also be purchased e and a portion of the property developed into a parking lot for t staff. The rear portions of all the properties between the Shel and the new road to the town can then be developed for school ar creational facilities.

The present park across Route 7 from the school is not being uti could be. It is recommended in the Public Facilities Plan that more fully developed. Walks, benches, and additional plantings and a small play area for neighborhood children would further er area. A narrow strip of the park area along Church Street be de a parking bay, to serve the park and the two churches across the

When the by-pass of Shelburne Village is constructed, commercial on Harbor Road between the interchange and the railroad tracks w to augment the existing businesses.

A commercial zone, 300 feet in depth, established along both sid Road, the 1/2 mile between the Village and the interchange, woul acres of land for intensive commercial development. This amount a single large 'block' will be ample space for a healthy growth business.

Efficient flow in the Village area will be protected by the Zoni which requires the provision of off-street parking facilities ar minimum set-backs permissable. It is possible that increased ta from new commercial development in the Central Business Area wi cost of constructing the new road.

INCOME & EXPENDITURES

In 1962 the real taxable worth of Shelburne was estimated by the town listers to be $9,252,240. Real estate was valued at $8,386,400 and personal property was valued at $865,840 with real estate representing 90% of the town's total taxable worth.

ASSESSED VALUATIONS 1962

	Real Estate		Personal Property		Total Real & Personal	
	Amount	% Total	Amount	% Total	Amount	% Total
	$2,096,600	100.0	$216,460	100.0	$2,313,060	100.0
rial	84,725	4.0	11,870	5.5	96,595	4.2
cial	249,410	11.9	68,255	31.5	317,665	13.7
ltural	624,015	29.8	95,035	43.9	719,050	31.1
ntial	1,138,450	54.3	41,300	19.1	1,179,750	51.0
lers	(2,190)	(0.1)	(39,430)	(18.2)	(41,620)	(1.8)

0 the town had a Grand List of $12,400 and a tax rate of $5.95 to e $75,400 in total taxes due. By 1962 the town's Grand List was 0 and the tax rate was $10.00 for twelve year increases of 94.1% .3% respectively.

ed town expenditures have increased 217.0% since 1950 when total es (less state aid payments) were $80,025 to 1962 when total ex- were $253,690. Rising costs of government in Shelburne have not tched by a corresponding increase in the Grand List and therefore been necessary to almost double the tax rate.

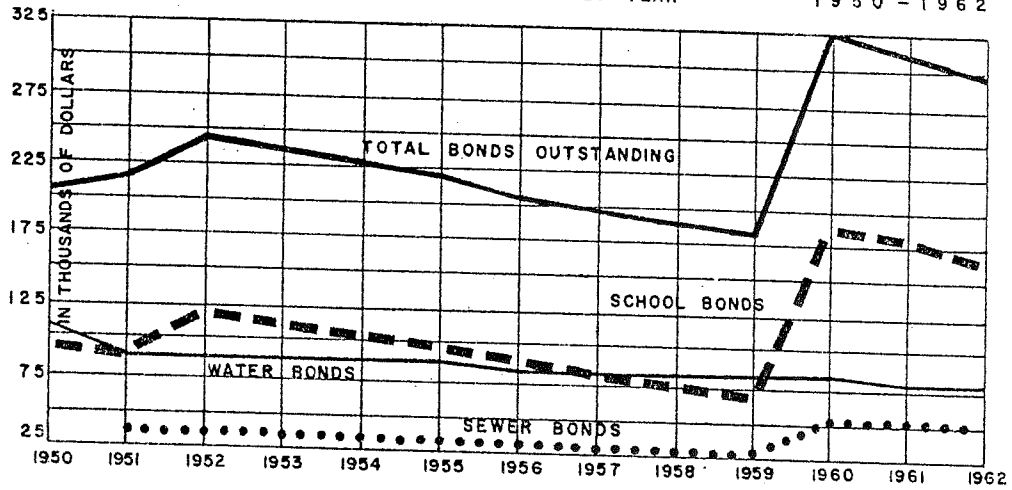
rue in most towns in Vermont, the greatest increase in expenditures ocal school costs. In 1950 Shelburne voted a school tax of $36,588. the school tax had more than quadrupled to $162,805. In 1950 the tax represented 43.1% of the total town taxes. In 1962 the school resented 70.0% of the total town taxes.

onded debt in Shelburne on January 1 of 1950 totalled $205,000 of 25,000 was retired during the year. The bonded debt decreased to 0 in 1959 but jumped to $324,000 in 1960 when new school bonds and xtension bonds were purchased. By the end of 1962, after retiring of bonds, the bonded debt in Shelburne was $275,000.

uring these years have included school bonds, water bonds and sewer Only school bonds are an obligation of the entire town. Water and nds are the obligation only of the users of those utilities and aid by a use tax.

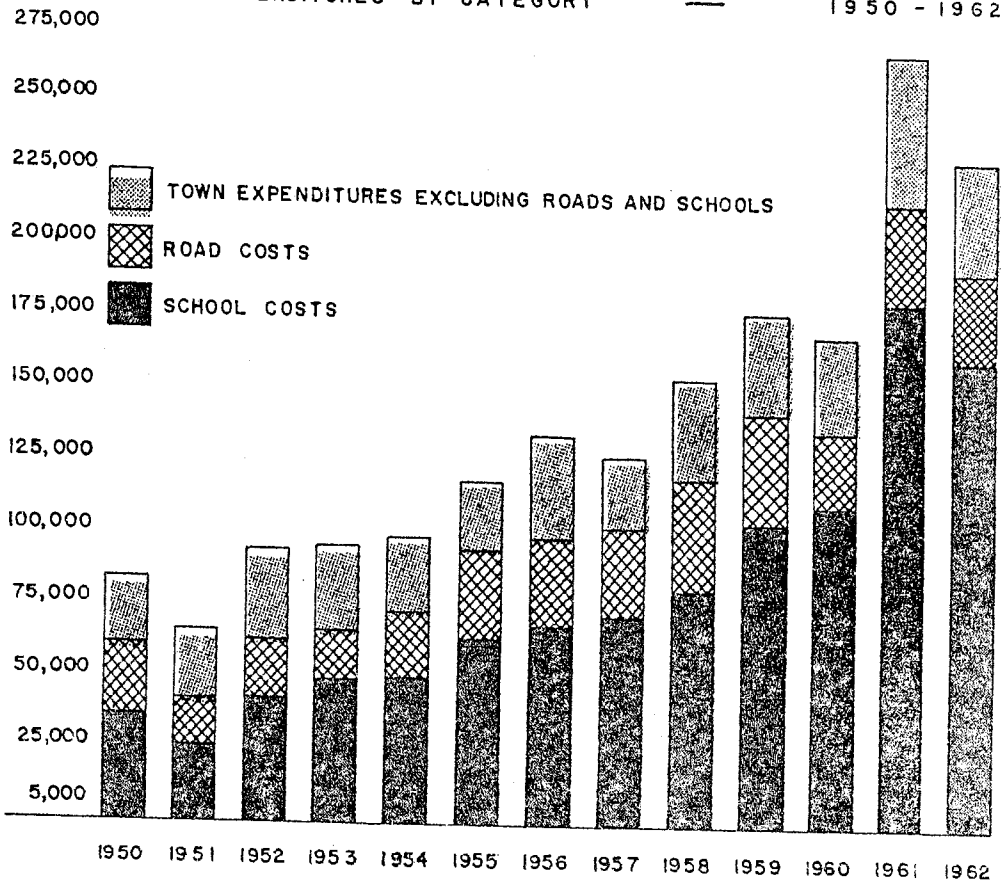
BONDED DEBT

SHELBURNE BONDED DEBT BY CATEGORY AND BY YEAR 1950 - 1962



ANNUAL EXPENDITURE

TOTAL EXPENDITURES BY CATEGORY — 1950 - 1962



Appendix B - Historic Precedent

VERMONT TOWNSCAPE

by

Norman Williams, Jr.
Edmund H. Kellogg
Peter M. Lavigne

CENTER FOR URBAN POLICY RESEARCH

town square and shops are directly off the end of the Green, but not on the adjacent frontage; there has been some tendency to convert residences at the near edge of the Green to offices. Much new commercial activity extends east from the center, and more is at the east end of town.

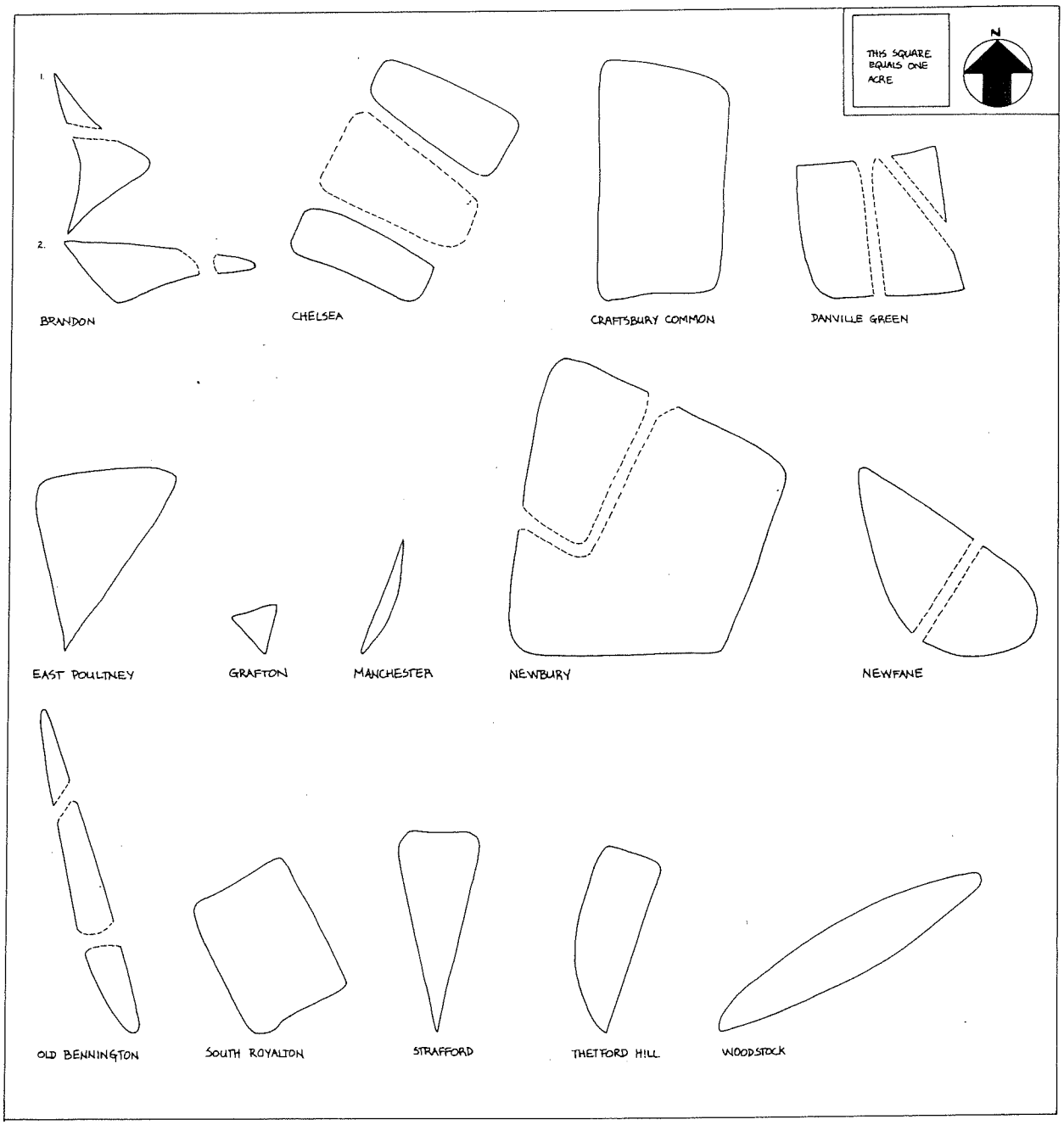
In Norwich, the concentrated commercial area is along the main street directly north of both the common and the point where Route 5 turns sharp right and goes northeast. Norwich, while not having many retail establishments, is unique in having a large number of offices. Finally, Stowe has no common; a substantial number of retail establishments are scattered along the main street (Route 100), along with residences and community facilities, with no particular pattern or focal point. A large number of hotels and similar establishments are located on the Mountain Road going northwest toward Mount Mansfield and Smugglers' Notch.

Sixteen towns (mostly smaller ones) have some relatively minor commercial establishments. In eight towns, these are located opposite the common—in Chelsea, Dorset, East Poultney, Middletown Springs, Newbury, Newfane, Orwell, and Strafford. A distinguished example is in Chelsea, where two handsome old commercial brick buildings are located on the main street directly across from the more northerly of the two commons. There is also a substantial commercial building along one side of the same common.

In most instances, all these establishments are typical "Mom-and-Pop"-type small groceries. The one in Newfane is somewhat larger than that; in Strafford, the only retail establishment is, oddly enough, a bicycle shop serving not just Strafford but a much larger area. In nine others, the minor commercial establishments are located apart from a common, usually because no common exists. In Grafton, the store is down the road from the common, which is located in an unusual spot off-center at the uphill end of town; in Montgomery, the store is just off the common. In Randolph Center, a similar shop plus a post office are located near the middle of town with the community institutions at the south end. Peacham has a somewhat similar situation.

THE COMMON

In the typical pattern, the village common is an integral (and important) part of the central complex in a relatively small town. This is the situation in Craftsbury Common, Danville, East Poultney, Guildhall, Montgomery, Newbury, Newfane, Old Bennington, Orwell, South Royalton, Strafford and Weston. In the larger towns, the situation is somewhat different: the central business district is often larger and more concentrated, with the village common located immediately adjacent to it, as in Woodstock and Brandon. In Chelsea and Norwich, the shopping facilities are more limited, but the com-



Diagrams show the size and shape of many of the commons involved in this study, all at the same scale

mons are similarly situated. In a few instances, the common is located in another visually prominent position at the upper end of the main street, as in Grafton and Strafford, and at the lower end in Thetford Hill.

Size

The commons vary widely in size. In a couple of instances, they are strikingly large—about seven-and-one-half acres in Newbury and about three acres in Craftsbury Common. At the other extreme, some of them are tiny: in Chester, Dorset, and Manchester, the common is merely a small strip along the main street, barely noticeable visually and performing no function beyond a minor aesthetic one. In Grafton, the common is visually important at the uphill end of the main street, next to one church and near another, but it is still only a small triangle. In most of the other towns with a common, the common is of medium size (approximately one acre).

Shape

The commons also show several patterns as to shape. Quite a few are rectangular, as are those in Craftsbury Common and South Royalton, and both commons in Chelsea (and probably originally in Danville and Newbury). About an equal number are triangular in shape, as in East Poultney, Grafton, Strafford, and Thetford Hill. The common in Newfane is more or less pear-shaped, bisected by the main road. A striking variation appears in Woodstock: the Green is long and narrow in the shape of a large ocean liner; local rumor has it that this was based on the exact size and shape of the nineteenth-century ocean liner "Great Eastern."

Relative Wealth

Analysis of the relative wealth in the various towns in 1980—specifically, of the median family income[3]—provides a clear pattern. Speaking generally, seven of the ten wealthiest towns in the state (measured this way) are suburbs of Burlington; this obviously reflects the large influx into those towns of professional-level people working at new centers of high-wage employment there. Again speaking generally, the great majority of the towns in the state are lumped together within a not particularly broad range. Of 246 populated towns for which figures are reported, 175 are bunched fairly close together in the range between $13,000 and $18,000; most of the thirty towns analyzed here are in this group. In the state as a whole, thirty towns reported median family incomes of $19,000 or above; one hundred six more are in the range of $15,000 to $18,000; and sixty-nine are in the range of $13,000 to $15,000. Only twenty-two towns were below the $13,000 level.

Turning first to the figures on the townships involved in the present study (see Table 1), Norwich is by far the wealthiest (and stands third in the state) with a median

Chapter 3

Historical Development and the Commons

The town common is one of the most familiar features of a New England town and provides one of its prime amenities. The village commons in these towns vary widely as to location, size, shape, ownership, and function. In most instances, the common plays a significant role in the life and appearance of the towns. But in spite of their importance, scholarly information is not widely available, and often the history of particular commons is unknown even to local inhabitants and officials.[1] Most New England commons, along with their accompanying early uses and legal attributes, share a "common" history with, and derive from, the commons in the English and Welsh towns from which most of the early settlers emigrated.

According to John Stilgoe (see Note 1), much of the character of New England common lands derives from ancient English land use laws. English common law recognized two types of land: one belonged to private individuals, the other to the monarchy. The royal land was, in practice, unowned land and served the general public, which had certain less-than-fee rights therein. These legal rights to the unowned land were usually divided by use. Stilgoe mentions that under English common law, the right to graze livestock or a "common of pasture" existed on the royal land. There was also a "common of estovers" or right to cut wood for building or fuel (but not for sale); a "common of turbary" or right to dig peat; a "common of piscary" or right to take fish in freshwater; and a "common in the soil" or right to take sand and stone. Unfortunately, it was usually only the private landowners or "householders" who held these rights to use the commons. The landless poor, known as cottagers, were rarely eligible for such rights.

During the sixteenth century, rising prices and population brought great pressure upon the royal land. Nobles petitioned the King to allow the commons to be used for more profitable uses, such as sheep grazing. The householders objected, but the King began reassigning the land. Many householders lost their privileges to use the common land as it was assigned to other uses, and the distinctions between householders and cottagers began to erode. The colonial English settlers in New England had, for the most part, been disgruntled householders, though some were cottagers aspiring to a new social position. According to Stilgoe, the settlers' memories of their rights to the common, coupled with the community-based nature of Puritanism, led to the adoption of strong common land systems in early New England. The Puritans used the common

land system, in part, to enforce religious conformity: members of the community who did not conform lost their rights to use the common land.

Early commons in New England developed in several different ways, and each method influenced the eventual development of commons in Vermont. Each community created its own common land system. The rights to these new commons were, at first, used in traditional ways. Each farmer, on the way to the fields, left his cows in a central "close" where livestock was penned before and after grazing on outlying common pasture. The cows were driven from the close to the common pasture on the outskirts of town. The central "close" often became the town common, as did the pasture in other places. The extent of community common land and the legal rights of estovers, piscary, etc., depended in large part on the geography contained by the town boundaries. Some coastal communities in Massachusetts still auction fishing rights to common fishing grounds at their annual town meetings. Remnants of the common land system still exist in many New England towns, holding on in the form of town forests or town beaches.

The idea of a common pasture lasted for centuries. In many coastal towns, the pasture was often a small island used for the entire summer. In New Hampshire, for generations the mountainsides were common pastures. Elected land assignment committees often apportioned the common pasture among the "first-comers and their descendants." Some towns assigned to larger house lots larger rights to the common land, while others based rights to common land on family size.

Problems with use of the commons grew with questions of transfer of rights and with inmigration into the towns. If newcomers came to town, did they acquire a right to pasture on the already overcrowded common? What rights in common did the descendants of first-comers enjoy? Were such rights to be equally apportioned between son and daughter? These questions created much confusion in debates in many towns. The more populous newcomers often succeeded at terminating the common pasture system via the town meeting. (It may have been here that the native-versus-flatlander debate first started!) The land assignment committees sold extra shares of the common pasture to pay for schools and public buildings. Gradually, most towns sold or otherwise disposed of all useful outlying common pasture land.

Even as this traditional system of agricultural use was dying, a parallel system increased in importance. The early Puritans avoided the word "church," preferring to speak of "congregation" and referring to the church building as the meetinghouse. Early town planners felt the meetinghouse should stand at the center of town on a special piece of land called the meetinghouse "lot." This "lot" was often large and used for a variety of purposes. It may have served as the close, the burying ground, and the militia training ground. The portion most often used for secular activities was sometimes separated from the lot and called the town common. As the Congregational Church's

hold on town government began to slip, many of the congregations surrendered their quasi-ownership of the common to the town.

In most Vermont towns, settled more than 150 years later than those in southern New England, the later trends were more important. Many who migrated northward into the wilderness of the "New Hampshire Grants" chose to settle on dispersed farmsteads in their new towns and did not depend on the common pasture system. (Of the towns profiled here, only Randolph Center seems to have gone through the entire cycle of close to common to disposal.) They did carry with them, however, the familiar pattern of meetinghouse and common and used this idealized form for the layout of many villages.

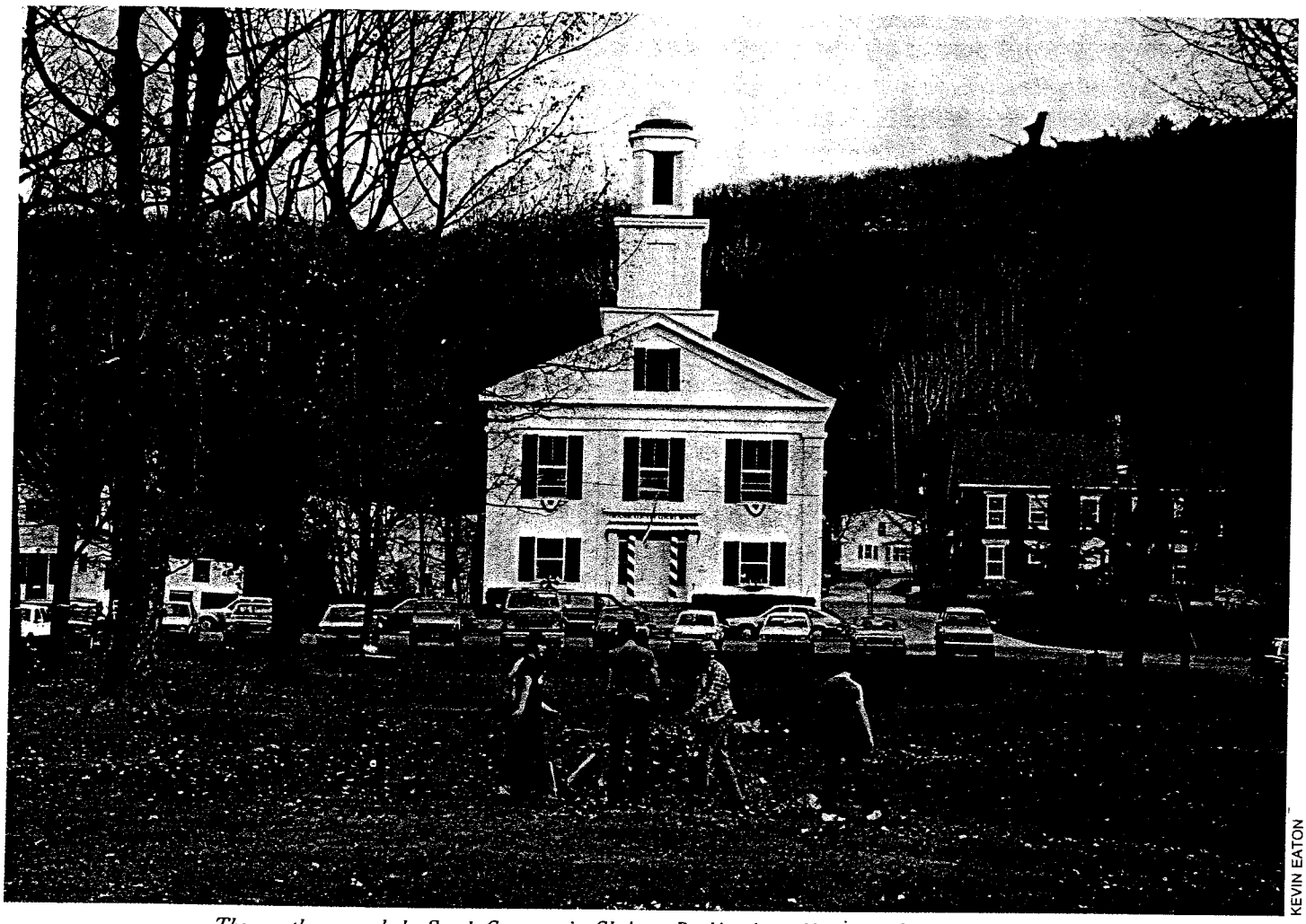
The development of the commons played a central role in the development of these towns. Investigation of individual town histories, however, illuminates the many different paths of development of both the commons and the towns as a whole. Historical profiles of Chelsea, Newbury, Randolph Center, and Strafford illustrate both the difficult question of what in the current townscape is historically accurate and what is essential in the preservation of valued townscape features.

CHELSEA

Chartered in 1781, Chelsea is unique among Vermont villages in that it has two town commons in close proximity, separated by a row of buildings and a stream. The North Common grew out of a town vote in 1791 to buy two acres for a common. After the original negotiations were unfruitful, another committee in 1794 began negotiations with a changed purpose, seeking "a piece of land for a public parade."[2] A local militia captain became interested in the proposition, and in 1795, he deeded the North Common land to the town for the sum of five pounds.

The South Common is connected with Chelsea's status as a shire town or county seat. The first county courthouse was built in 1796 along Chelsea's main road. The courthouse soon proved inadequate, and in 1802, land was deeded to the town for a courthouse and jail and additional land for a "new common." One stipulation in the deed specified the land must be leveled and cleared of stones. In 1810, a new courthouse opened, situated at the head of the new South Common. In 1811, the town was given an option to buy the land between the two commons for the use of a common and a parade ground, but it expired unused in 1821. In 1829, the land was divided and built upon. However, in the intervening years, this land had been cleared, and it seems that the two commons were temporarily one, divided only by the brook that runs between them.

The early history of the South Common reflected its connection with the justice system. It is believed that stocks and a whipping post were constructed on this com-



KEVIN EATON

The courthouse and the South Common in Chelsea. Parking is making inroads into the common.

mon at one time, and it was also the site of one of the village's more gruesome incidents. In 1836, a gallows was set up with the intention of executing convicted murderer Rebecca Peake. Peake spared the town the spectacle, however, by poisoning herself in her jail cell the night before. The present courthouse replaced the earlier one on the same site in 1847 with jail cells (now unused) in the back.

Presently, neither common has any monuments. A small, new bandstand was built and given to the town on the North Common in 1983 by a Hollywood studio, which filmed part of a movie in Chelsea and had needed the bandstand for a prop. The town removed the bandstand in 1985 because of vandalism and the expense of maintenance.

NEWBURY

The Newbury common, one of the largest and most actively used in Vermont, is of relatively recent origin. The town, however, is one of the oldest in Vermont. Settled on heights overlooking the Connecticut River, it was in 1763 one of the first Vermont towns granted a charter by New Hampshire Governor Benning Wentworth. The town proprietors also later acquired a New York charter that, echoing the political dispute of the time, refers to the "pretended New Hampshire charter."

Neither the New York nor the New Hampshire charter contains any provisions relating to a common, and the village had none until part of the land that constitutes the present common was given to the Methodist Society in 1829 for the construction of a church.[3] This building still stands: the church and the part of the common upon which it stands are now owned by the Newbury Women's Club.

The central factor in the growth of the town common was, however, a decision made by a session of the New Hampshire Conference of the Methodist Episcopal Church. Meeting at Northfield, New Hampshire, in 1833, a conference committee announced Newbury had been selected as the site for a new seminary because of its central location between New Hampshire and New York plus a positive reaction by the town. In response to overtures by the committee, the town had pledged $6,000 (to be matched by the conference) on the condition that the seminary be located there. In 1833, the original seminary building was erected next to the church on a large tract of land (which included nearly all the present common) purchased with the matching funds. Later that year, after the seminary received its Vermont charter, the town bought an adjacent residence, removed the buildings, and added the land to the portion of the seminary farm that had been set apart for a common. At the same time, the town spent $700 filling a large gully originally caused by a severe storm in 1795; thus, the bounds of the common were set about as they are now.

The seminary remained in Newbury until 1867, when it was removed to Montpelier as the result of some local maneuverings that were apparently "not credit-

able to the honesty or sagacity of those who conspired to bring about the removal."[4] In 1887, the original seminary building and the common were deeded to Newbury School District No. 4, and the building was occupied by the village grade school. The old building was razed shortly after 1900, and the new grade school on the site is still used today.

The original layout of the common has changed somewhat with a new road passing in front of the school building and church, and the corners have been rounded to accommodate automobiles. The seven-and-one-half acres of common include separate softball and Little League fields, several plaques, a flagpole, tree-lined walkways, and a grassy knoll topped by a flower bed.

RANDOLPH CENTER

First settled in 1778 by a frontiersman from Hanover, New Hampshire, Randolph Center was, until 1891, the religious, educational, and social center of the area that now encompasses the town and village of Randolph. Unlike Chelsea and Newbury, the concept of land held for the "common" good was integral to Randolph Center from the start. The original town charter, executed by the governor, council, and general assembly in 1781, set aside:

> . . . 5 equal shares or rights to be appropriated to the public uses following, vis, one share or right for the use of a seminary or college within the state; one share or right for the use of the county grammar school throughout this state; one share or right for the first settled minister of the gospel in said Township, to be disposed of for that purpose, as the inhabitants thereof shall direct; one share or right for the support of the ministry; one share or right for the benefit and support of the school or schools within said Township.

The several purposes of these shares of land appropriated to common public use were met, for the most part, within the small area now known as Randolph Center. The first meetinghouse was a log structure built in 1784 on Sunset Hill "as near as possible" to the geographical center of the township. Where the trail running north and south crossed the one running east and west, about where the present elementary schoolhouse is located, the town laid out a cemetery and, just north of it, a three-acre common.[5] In 1791, a new meetinghouse was begun on the east border of the common, and the town meeting in March voted to move "the Stocks and Sign Post" to the meetinghouse.

Because of the town's location in the geographical center of the state, the settlers hoped it would be named the state capital. In anticipation, the main street right-of-way was laid out ten rods (165 feet) wide. Main Street is now off center in this right-of-way, and the right-of-way overlaps portions of the original common. In 1791, the main

road was below the elementary school, and the South Randolph Road crossed alongside the cemetery. From 1791 until 1837, the meetinghouse served both as the meeting place for town affairs and as the church for the Congregational Society. In 1837, the meetinghouse was sold to the society, and the town secured meeting rights to the basement of the new Church of Equal Rights, which was built across the way.

In 1795, fifteen to twenty horse sheds were built on the common near the meetinghouse; they served to shelter farm horses until automobiles entered Randolph. Like the pews of the meetinghouse, the sheds were private property frequently transferred by deed as real estate, although the land was never deeded to the owners. Until a few years before the Civil War, the common occasionally saw use as a parade ground to drill the local militia (able-bodied males from 16 to 20) under their elected officers. Other uses included grazing of the horses, a playground, and a public place of punishment.

In 1880, the Church of Equal Rights burned and was rebuilt in the next year as the present Methodist Church building. A new town hall was built on the common where the schoolhouse now stands. The town hall burned in 1893; two years after, town meetings and, therefore, the social and business focus of the town, shifted to (West) Randolph. The major portion of the population and the only real business district remain there to this day.

The present elementary school was built in 1903; physical layout and use of the common have changed little since then. Bisected diagonally by the road, the common now consists of one small triangle behind the schoolhouse, bordering the cemetery, and a larger triangle behind the Congregational Church. Because of the original grant in the town charter for the use of "a seminary or college," the areas immediately north and east of the common have, over the years, served as sites for a succession of educational institutions: the Academy in 1804; Randolph State Normal School in 1867; State Agricultural School in 1911; and, in 1957, the Vermont Technical Institute, which has evolved into the present two-year Vermont Technical College. The college campus now extends from the north and east sides of the common north to the intersection of Main Street and Route 66.

The triangle behind the schoolhouse is used as a playground and is fenced in to keep the children from wandering. Until recently, twenty-seven maples lined the edge of the road from the schoolhouse nearly to the end of the cemetery. They were removed partly because of damage from road salt, although the stumps are still visible. The triangle behind the church serves as a playground for the older school children. It borders, on two sides, the campus of Vermont Technical College and also lacks several border trees. The major, and perhaps only, summertime use of this section is for softball games by students and community residents. The common receives almost no maintenance and resembles a hay pasture gone to seed. It is cut once or twice yearly by a local farmer, the cuttings left on the ground to rot.

A strip of open, grassy "common area" created by the wide Main Street right-of-way starts from the Congregational Church and runs north along the college campus. A similar, narrower strip borders the private homes on the opposite side of the street. A section next to the church is maintained by the college as a community skating rink in the winter, so green benches line the edges.

Use and maintenance of the rest of the common area have been points of dispute between citizens and the college at times. In the mid 1960s, the college decided to build a "stone wall" along the front section of the campus on Main Street. Citizen outrage arose after approximately three hundred feet of the "stone wall" went up. The "stones" were waste slabs from the granite quarry hauled in by large trucks and set in place with cranes. Because the wall was within the Main Street right-of-way, the town prevailed upon the college to remove the wall before it was completed.

STRAFFORD

Strafford was chartered by New Hampshire Governor Benning Wentworth in 1761 to a group of proprietors who met and organized in Hebron, Connecticut. The first settlement was established in 1768, but it was not in the upper village area where the common is located. As Gwenda Smith, town historian, notes:

> While it seems only natural to find a village here at this intersection of major local roads, the name "Old City" serves to remind us that this was not the place chosen by the earliest settlers. When the Town House was built a generation or so later, however, it was located closer to the geographical center of the town. . . . A village soon grew around the Town House and whatever other early buildings may have stood near it. A dam across the brook powered a mill or two, and close by was an already flourishing general store and tavern. They would all be given a boost in 1809 when the route of the Norwich to Chelsea turnpike was laid out through the village.[6]

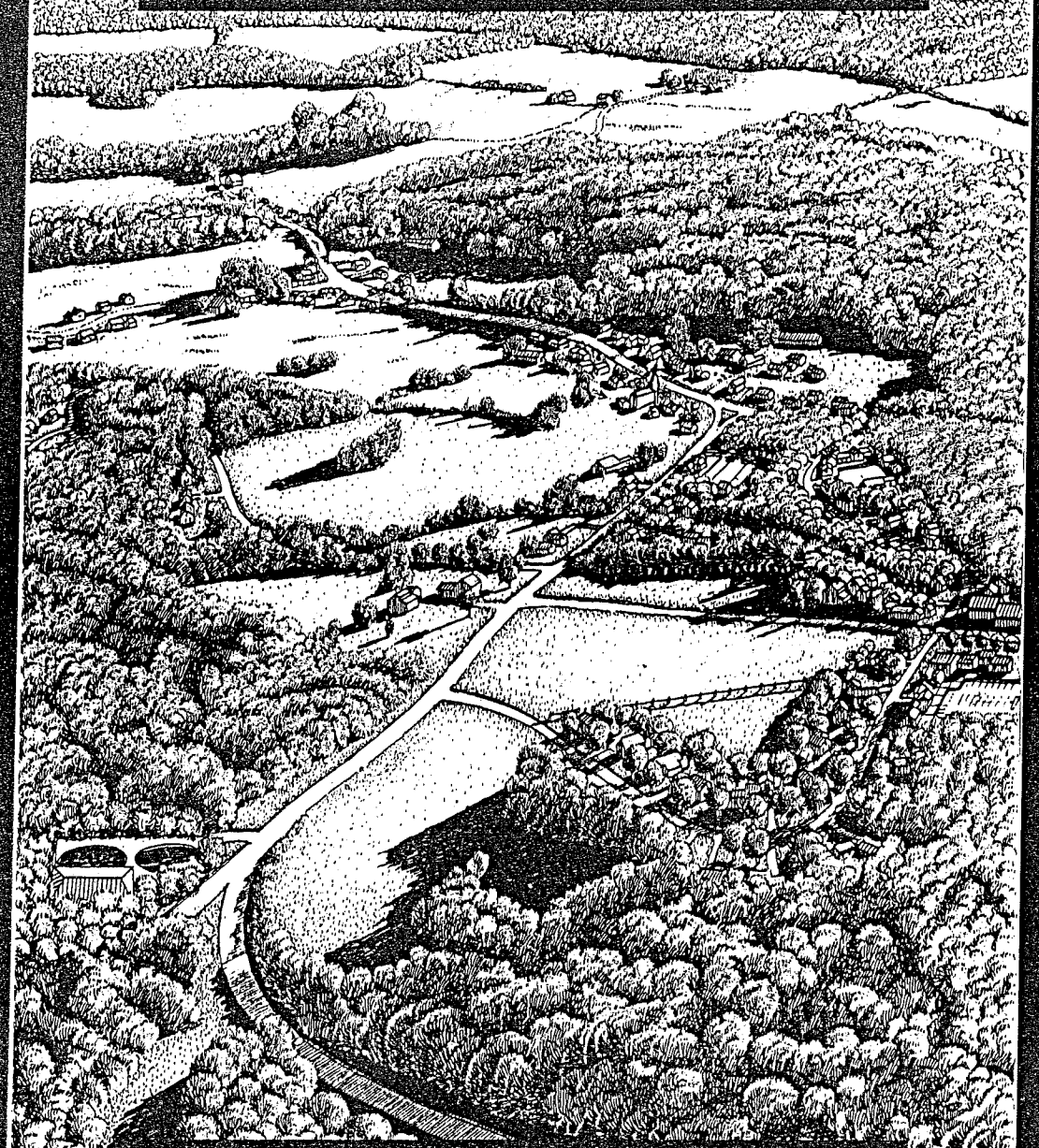
The Town House was built in 1799 on the hill overlooking the present common. Its outward appearance has changed little over the years. The common, deeded to the town in 1802, has seen many changes in the intervening years. The roads crisscrossed it in the first one hundred years; buildings and trees have come and gone. Apparently, the land comprising the common was somewhat swampy, for in 1906 the Village Improvement Society spent some time filling and shaping the common into its current form. Ironically, given its history, the Strafford common is one of the most picturesque and well-known throughout the world due to its many appearances in *National Geographic*, *Vermont Life*, the CBS "World News" and Charles Kuralt's "On the Road" television series. The common and Town House area are maintained by the town, and both are included in the 120-acre Strafford Village National Register Historic District.

The majestic Town House is still used for town meetings and an occasional wedding or Easter Sunday service. The common hosts the annual PTA Fourth of July fair and parade accompanied by a fire department barbecue. The firefighters also sponsor a lobster bake on the common each August.

Notes

1. The major works focusing on town commons include a helpful unpublished master's thesis entitled *The Village Green Ensemble in Northern Vermont* by John Biddle Meyer (University of Vermont, 1974). *On Common Ground* by Ronald Lee Fleming and Lauri A. Halderman (Harvard Common Press, 1982) is equally helpful, particularly the chapter by John Stilgoe, "Town Common and Village Green in New England: 1620–1981," *On Common Ground* at 7. Other useful general sources include Abby M. Hemenway's *The Historical Gazetteer of Vermont* and *Potash and Pine—The Formative Years in Vermont History* by Leigh Wright (Greenhills Press, 1977).
2. Comstock, John M., *Chelsea, Vermont* (1955) at 15. "A parade" refers not to the modern pageant but to a military training ground upon which the militia would drill or "parade."
3. Wells, Frederic P., *History of Newbury, Vermont from the Discovery of Coos County to the Present Time* at 183.
4. *Ibid.*
5. Cooley, Harry H., *Randolph Vermont Historical Sketches,* Greenhills Press (1978) at 15.
6. Historical Notes—1981 Strafford Town Report.

RURAL BY DESIGN



RANDALL ARENDT

With Elizabeth A. Brabec, Harry L. Dodson,
Christine Reid, Robert D. Yaro

AMERICAN PLANNING ASSOCIATION

Cosponsored by Lincoln Institute of Land Policy,
Environmental Law Foundation, and Center for Rural Massachusetts

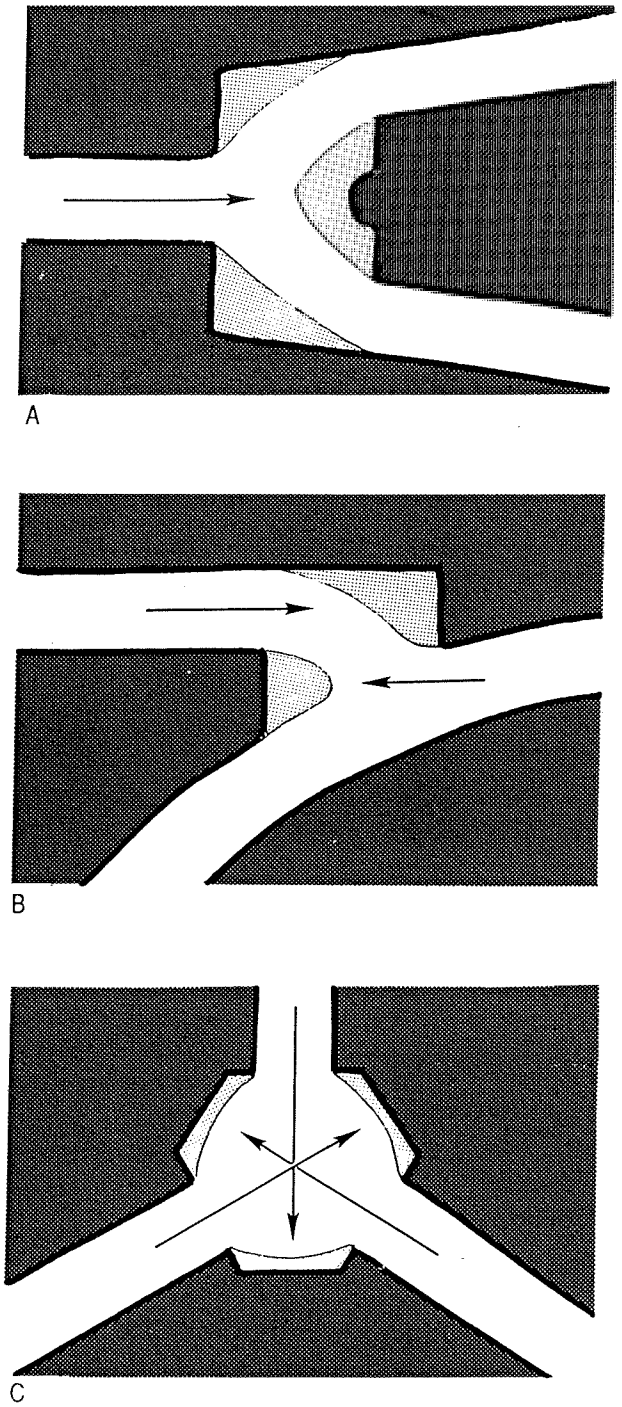


Figure 4–2. Updated version of three street intersection designs by Unwin, showing public open space in front of buildings that "close the view" of approaching traffic.

In this regard, it is encouraging to note that some of the participants in Lancaster County's "Livable Communities Forum" (described in Chapter 3) chose to visit and study the planned community of Wyomissing, Pennsylvania (adjacent to Reading), in order to study the basic principles of good, classic town planning. Built largely between 1896 and 1928, Wyomissing features a full range of land uses, from industrial and commercial to residential and institutional. In addition, its compactly designed residential areas include housing for executives, middle management, and blue-collar workers. Multifamily housing is designed to harmonize with surrounding architecture, and many of the homes (of all price levels) are accessed through rear lanes, with garages in the back garden. The fact that Wyomissing is a highly desirable address in the Reading area speaks well for its ability to compete with newer low-density suburban developments. (See Figure 4–3.)

VILLAGE FORM AND TOWNSCAPE

Another book influencing neo-traditional rural planners is Anthony Sharp's *Anatomy of a Village.*

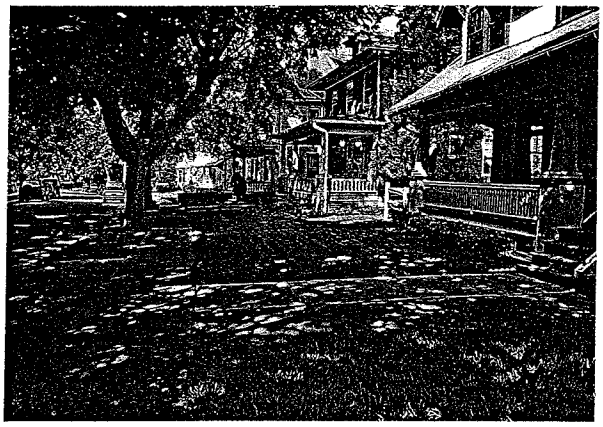


Figure 4–3. Wyomissing, Pennsylvania, and other planned towns of its era, provide an outdoor laboratory for designers and developers interested in exploring the potential of traditional townscapes. Training courses for professional and lay planners should include field trips to such planning landmarks, which could not be built in most jurisdictions today because they do not conform with current zoning ordinances (whose standards everyone should question).

What Sharp had to say in 1946 still holds true for designers of small developments in the countryside. Unlike the more urban street layouts, Sharp notes that village streets are usually not very straight. The careful use of both gentle curves and sharp turns serve to create enclosed space: "a way in and a way out, and not merely an incident on the roadside," as so many of our newer residential and commercial "centers" seem to be.

Also important to Sharp was the use of terminal vista points, wherein buildings or groups of buildings "may be so situated as to give an emphasis, a 'punctuation' to one or more points." (Robinson made the point more prosaically back in 1901, when he said that "Unless there be plainly visible an eminence, or and architectural or sculptural mass, at the end of a street, distance becomes only wearisome.")

Sharp commended the judicious use of squares, greens, and commons (even broad, paved "places") where incoming roads are staggered to prevent clear views straight through these central areas, which "thereby attain the stature of being something of a local climax." Likewise, views out are limited, or at least framed by buildings or trees, "instead of trailing out down the long vanishing perspective of a straight road." He warned against making the greens so large that they reduce the surrounding buildings to insignificance, and emphasized that these areas not simply be "spaces," but "enclosed spaces." He also cautioned against the tendency to beautify and formalize such areas, stressing their essential quality of "unconscious and unsophisticated simplicity." In order to retain these qualities he discouraged the installation of curbing around the edges of central greens and advocated informal plantings rather than "flowerbeds and rockeries." Were he alive today it is likely he would endorse the use of native species of shade trees, woody plants, and perennial wildflowers, provided they were not too formally laid out. In his view, larger settlements (i.e., towns and cities) were the appropriate locations for more regular and formal treatment of public spaces.

A different perspective can be gained from Gordon Cullen's *Townscape*. It is impossible in this brief sketch to do justice to this comprehensive and extensively illustrated treatise. What follows, however, are highlights of Cullen's work, accompanied by photos from traditional towns in this country (which may be more useful to readers than his British and European examples).

Central to Cullen's work is the notion that "there is an *art of relationship* just as there is an art of architecture. Its purpose is to take all the elements that go to create the environment: buildings, trees, nature, water, traffic, advertisements and so on, and to weave them together in such a way that drama is released" (Cullen, 1961). This is the interface between the professions of town planning and architecture as they are typically practiced today, and clearly neither profession has shown much inclination to transcend its normal bounds and engage the critical issues that lie exactly between them. Architects are paid to design buildings or, at most, "complexes"; planners typically concern themselves with land uses and regulations pertaining to drainage, traffic, parking, and similar but rather mundane issues. Landscape architects sometimes play a role in between.

Cullen articulates three broad ways of experiencing traditional towns: serial vision, human position in relation to its surroundings, and content/fabric. The concept of serial vision refers to "a series of revelations" as one walks or drives slowly through the streets of a town. Key here are notions of the "existing view" and the "emerging view." Long, straight streets produce little of visual interest: "the initial view is soon digested and becomes monotonous." People respond to contrasting elements, which help towns "come alive through the drama of juxtaposition." The concept of serial vision is illustrated by Figure 4–4, streetscape photographs taken in Jim Thorpe, Pennsylvania.

Cullen's second concept, concerning "place," or the position of the body in its environment, refers to one's feeling that he or she is outside, entering, or inside a space that is enclosed, or a space that lies above or below the surrounding land. The idea of a "hereness" and a "thereness" is fundamental to this experience. Said succinctly, "the typical town is not a pattern of streets but a sequence of spaces created by buildings." (See the case example of The Village Commons in South Hadley, Massachusetts, illustrated in Chapter 21, for an example of this point.)

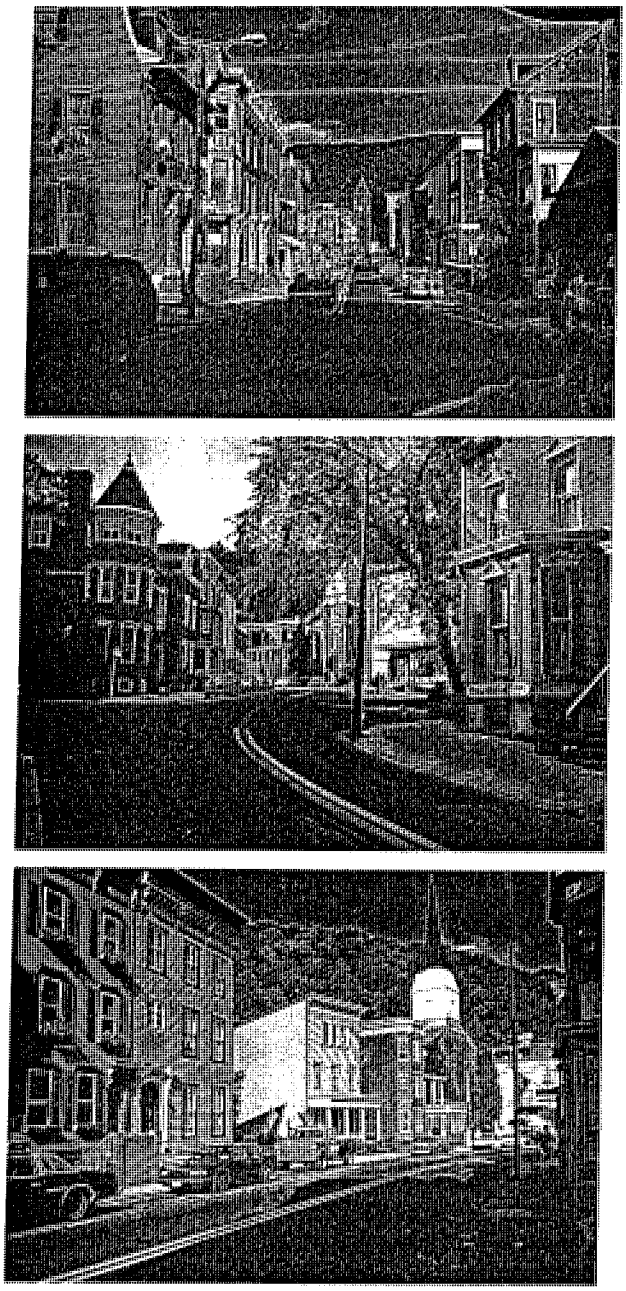


Figure 4–4. These photographs show part of the visual sequence regularly experienced by drivers and pedestrians as they move through the curving streetscape of Jim Thorpe, Pennsylvania, illustrating Gordon Cullen's principle of "serial vision." This main street is laid out in an essentially east-west manner and its gentle curves, caused by topographic constraints, are just enough to close the view at a half dozen points along its 2,500-foot length. It is not accidental that large public and institutional buildings, such as churches and the county courthouse, were built at locations where they would be visually prominent and form terminal vistas.

Cullen's third concept, concerning the fabric of townscapes, is perhaps the most obvious: the visual importance of colors, textures, scale, and detail elements (such as fences, railings, trees, steps, etc.). These elements have long been the domain of architects and landscape architects, and to a lesser extent of professional planners. Hopefully this situation will change, with more planners and their constituents insisting that greater attention be paid to such issues and features, because the ultimate success or failure of many projects (in terms of how the average townsperson feels about them) is definitely affected by details such as these. A simple railing and a line of shade trees, a serpentine brick wall, or even a thick hedge, for example, between a sidewalk and a parking lot, can make a world of difference. The extra cost involved in doing a project properly, especially when viewed over the longer term, is insignificant compared with the improvement in its final appearance, which is exactly what towns have to live with for decades thereafter.

Inscribed above the entrance to every town hall in the country should be the words of Justice Douglas in the landmark 1954 U.S. Supreme Court decision *Berman* v. *Parker:* "It is within the power of the legislature to determine that the community should be beautiful as well as healthy" (348 U.S. 26). This majority opinion also held that "the concept of the public welfare is broad and inclusive. . . . The values it represents are spiritual as well as physical, aesthetic as well as monetary." This ruling has never been overturned, or even substantially altered, by subsequent decisions. Significantly, this case did not involve a designated historic district or other such "special place"; rather, it concerned a rather average and run-down part of Washington, DC, which had been slated for comprehensive urban redevelopment. Although case law in some states might impose greater restrictions on the use of aesthetic considerations as a principal justification for codes governing the siting and exterior appearance of buildings, the legitimacy of such approaches is gaining widespread acceptance. Their potential role in future town planning efforts should not be discounted or underestimated. (See Figure 4–5.)

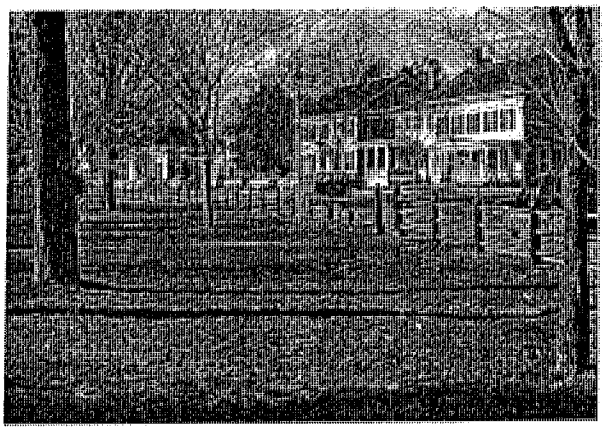


Figure 4–5. Civic pride and civic beauty go hand-in-hand in Woodstock, Vermont, where there is broad agreement about the benefits of protecting the common townscape heritage.

Figure 4–6. This archival photograph from Belchertown, Massachusetts, illustrates the fragility of the common townscape that many local residents simply take for granted . . . until the appearance of signs like this one ("Coming Soon—Mini-Mall"). Efforts to persuade the developer to expand and reuse the historic building to meet contemporary business needs failed, in spite of numerous local examples where that kind of sensitive approach had been successfully implemented. This house and all the tall maples have been replaced by a standard McDonald's restaurant.

If Cullen's approach can be summed up in a single phrase it might be *"interplay within a commonly accepted framework."* He acknowledged the need for overall agreement upon basics, but stressed that it is also essential to "manipulate the nuances of scale and style, of texture and color and of character and individuality, juxtaposing them in order to create collective benefits." Of course, there is danger at both ends of the spectrum: rigidity produces conformity and anarchy leads to chaos. However, the almost complete absence of appearance codes at the local level place the vast majority of municipalities in a position of "design anarchy." In their unwillingness to accept collective responsibility for the public appearance of new development, local officials in many small towns have contributed to the visually chaotic intrusions that have disfigured these communities and stripped them of much of their traditional character. (See Figure 4–6.)

Nothing would be more effective in correcting this current imbalance than a ground swell of public support to show local officials that their constituents are indeed concerned about the way new development fits into their towns. (See Figures 4–7 and 4–8.) As the saying goes, "When the people lead, the leaders will follow."

TIMELESS PRINCIPLES

The final book highlighted here was inspired by a profound dissatisfaction with the impact produced by typical modern infill buildings located in traditional towns and cities. In 1984, when he described the proposed extension of the National Gallery in London as "a monstrous carbuncle on the face of a much-loved and elegant friend," Prince Charles predictably drew heavy fire from the architectural establishment. However, he was greatly heartened by a spontaneous outpouring of public sentiment applauding his outspokenness. Over the next few years, Charles collected more material and produced a TV film and a book, *A Vision of Britain,* to document the problem, to publicize recent examples of good development design, and to offer a set of principles to help future projects fit more harmoniously into their surroundings. Sensing the public mood, a growing number of local officials and property devel-

Figure 4–7. When local residents of Honeoye Falls, New York, let their bank know how upset they were about the proposal to build a boxy modern branch "worthy of a second-rate shopping center" in the heart of their historic village, a different architect was commissioned to produce a design based on the Greek Revival style prevalent in the area.

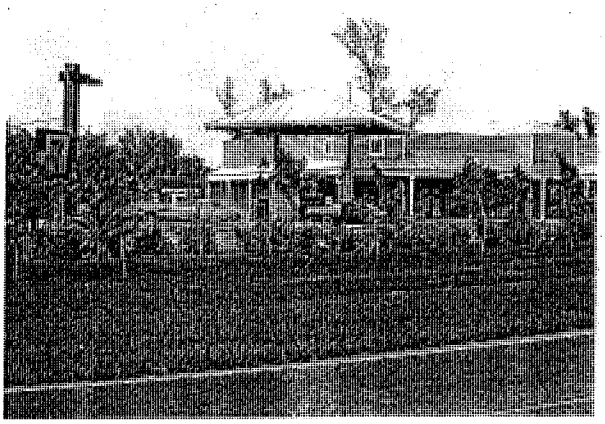


Figure 4–8. Even large corporations have "fall back" positions for accommodating aesthetic controls contained in local appearance codes. This 7-11 convenience store in Sanibel, Florida, was designed in the "Florida cracker" tradition, with standing-seam roofing and a long veranda. In addition, all landscaping was required to be selected from the lengthy list of native species contained in the Sanibel ordinance.

opers have responded positively to the points raised in these works.

Although Charles' focus was on architecture and architects, much of his thinking is applicable to town planning. Quoted below is a selective condensation of his remarks of relevance to both lay and professional planners.

On "Place": "We must respect the land. . . . The landscape is the setting. . . . New buildings can be intrusive or they can be designed and sited so that they fit in. . . . It is seldom enough to disguise them by planting. . . . Often large buildings can be separated into elements which will humanize the scale. . . . If new buildings avoid sprawl and are grouped together more of the landscape can be preserved."

On "Scale": "Buildings must relate first of all to human proportions and then respect the scale of the buildings around them. . . . Almost all our towns have been spoiled by casually placed oversized buildings of little distinction, carrying no civic meaning."

On "Harmony": "Harmony is the playing together of the parts. . . . All the participants need to understand the basic rules and traditions."

On "Enclosure": Enclosure "is an elementary idea with a thousand variants, and can be appreciated at every level of building. . . . Cohesion, continuity and enclosure produce a kind of magic . . . . The application of these ideas makes a place unique. . . . A community spirit is born far more easily in a well-formed square or courtyard than in a random scattering of developers' plots."

On "Community": "People are not there to be planned for; they are to be worked with. . . . Planning and architecture are much too important to be left to the professionals."

Three final quotations from the book round out this section:

- "Discriminating observation of the past must be the inspiration for the future."
- "Attention to detail and to human scale creates that elusive quality of character."
- "Use a familiar language to create an expression of harmony and proportion."

DESIGN AWARENESS INITIATIVES

Although no one in this country has raised design issues to such a prominent level of discussion, encouraging new initiatives from professional

groups are beginning to focus more attention on townscape concerns. In Massachusetts, the state chapter of the AIA (known as the Boston Society of Architects) has created a traveling slide show that blends neo-traditionalism with the open space development concepts portrayed in *Dealing with Change in the Connecticut River Valley*, published in 1988 by the Center for Rural Massachusetts (Yaro, Arendt, Dodson, and Brabec, 1988). This effort continues in the tradition of the Governor's Design Awards Program in the Bay State, which gave 57 awards in five regions during the 1980s, plus 14 additional awards for projects deemed worthy of statewide recognition.

Until state budget cuts forced its elimination, the Massachusetts Council for the Arts and Humanities had administered a "Rural Design Assistance Program," which awarded grants to small towns (under 15,000 population) to engage in town planning or project implementation efforts specifically concerned with design issues. Projects included revising existing codes dealing with street width and building setbacks, designs for the creation of new mixed-use "centers," as well as support for the "Places of the Heart" project described in Chapter 3. The council also funded the production of a *Primer on Design*, and a similar handbook tailored to the needs of Maine communities was recently issued by the Design Arts Project at the University of Southern Maine's New England Studies Program, funded by a grant from the state humanities council (Craighead, 1991).

THE COMMON TOWNSCAPE

One of the more comprehensive studies of traditional towns is *Vermont Townscape* (Williams, Kellogg, and Lavigne, 1987). In their survey work of 30 towns, the authors looked for recurring elements that by their frequency and repetition defined the essence of community character. Focusing upon town centers, which provide both a sense of identity and a central point for interaction, the authors identified ten typical amenity characteristics commonly shared by the majority of study towns. These ten characteristics, recounted briefly below, demonstrate once again the often-subtle features that, in unison, are essential to a town's identity and sense of place.

1. *Institutional Buildings Around a Town Common.* Of the 23 towns with central commons, nearly all the greens were surrounded by homes and churches, half had an inn or minor business establishment, and lesser numbers supported a school, library, post office, or town hall. This mixture of uses is generally quite harmonious, and makes these centers actively used. The commons in the study towns ranged from a fraction of an acre up to 7.5 acres, but by far the most typical area was one to two acres. Figure 4–9 shows the various sizes and shapes of greens in 14 towns and provides a useful frame of reference for new projects, residential, offices, or shops.
2. *Human Scale.* Most buildings (other than the large institutional ones, which properly dominate) are 1½ to 2½ stories in height, and not wider than a large house.
3. *High Quality of Architecture.* Although the buildings represent a very wide range of nineteenth-century styles, they tend to be well-crafted, traditional, and appealing to the average person. Most are described as having lots of "personality."
4. *No Heavy Traffic.* Remote locations, bypasses, or other vehicular routing arrangements shelter most of the centers from heavy through traffic.
5. *Limited Commercial Facilities.* These rural towns tend to be small, with few retail stores. Incompatibility is a typical problem only with gas stations, which are exceptionally intrusive. Other businesses tend not to be set so far back with front parking; their customers park along the curb or to the side or rear.
6. *Landscaping.* The presence of mature deciduous shade trees is a *major* amenity in these town centers, although they are often overlooked or taken for granted. Systematic planting of a variety of younger specimen trees is absolutely essential for long-term character preservation, so that the younger trees may grow larger as the older trees gradually die off.
7. *No Incompatible Architecture.* Buildings of different historic styles manage to harmonize due to their similar scale, roof shapes, gable orientation, and texture (typically wooden clapboards or red brick).

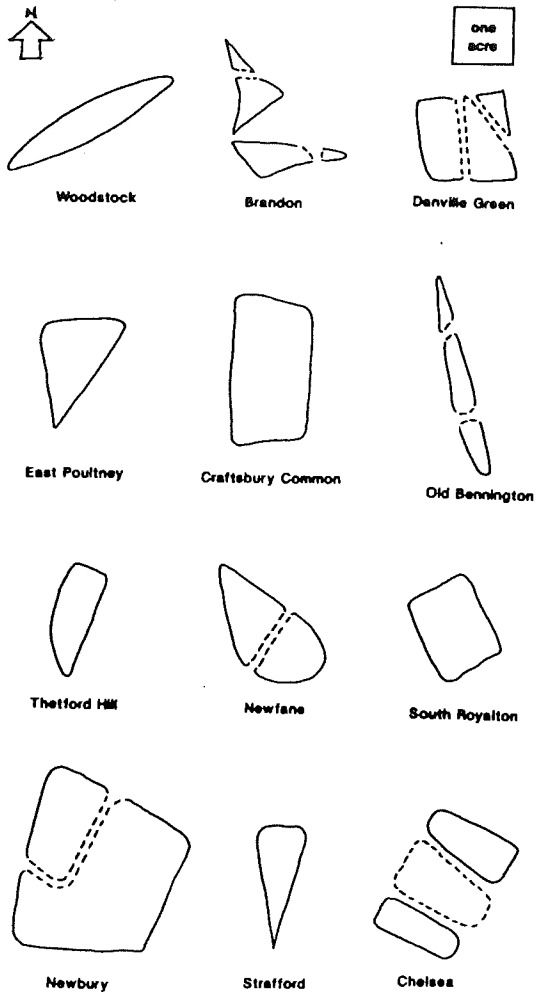


Figure 4–9. Town greens in New England vary in both shape and scale, although their average size is about two acres, with irregular configurations—facts that should be borne in mind by development designers today. *Source:* Williams et al., 1987.

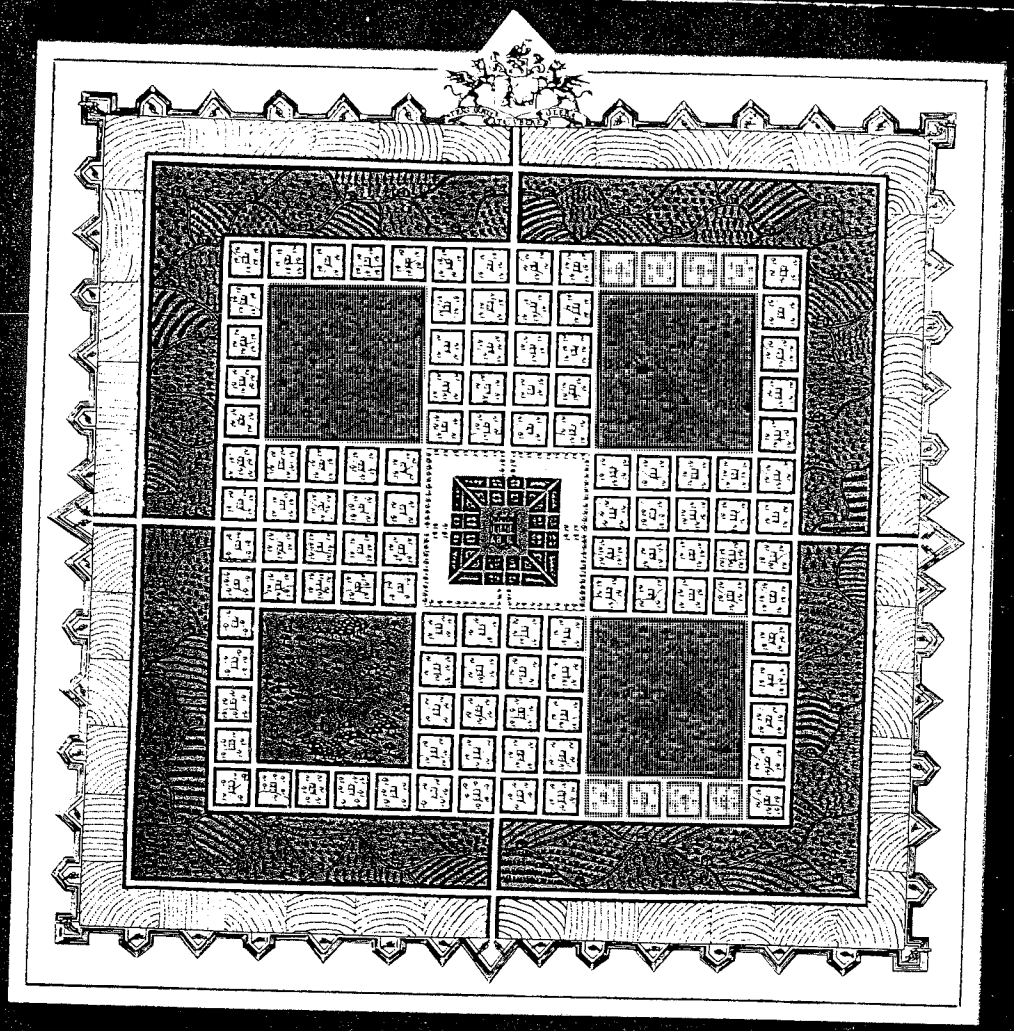
8. *A Sense of Enclosure.* Space is well-defined in most of the study towns, with buildings and shade trees lining the streets and the commons.
9. *A Lack of Clutter.* Apart from overhead wires and numerous traffic signs, these towns have escaped the detritus found in most larger settlements, where tall business signs tower over juniper plantings in nearly treeless townscapes.
10. *Special Features.* In this category are barns, carriage houses, front porches, recessed balconies, monuments, bandstands, gazebos, park benches, and occasionally a small pond or a fountain.

A final amenity feature of the traditional Vermont town is its clearly defined outer edge, a fragile element whose importance is generally underestimated, and whose future is threatened by most conventional zoning ordinances that designate such areas for increasingly long strips of roadside businesses (see Chapter 9 for details on handling retail development pressures).

HAMLET DESIGN CRITERIA

Several sets of "preferred characteristics" for new development have been suggested by Anton Nelessen, based upon the results he obtained from the visual preference surveys he has conducted in small rural towns in New Jersey (described in Chapter 2). These results formed the basis of several hypothetical three-dimensional hamlet and village development models. They also proved useful in generating alternative design solutions for an infill project where the developer and township officials had stalemated in court over a conventional layout that was unacceptable to the municipality.

The development redesign mentioned above occurred in Dover Township, New Jersey, on a small 5.7 acre site that also included steep slopes and wetlands. Although it was located in a traditional neighborhood of single-family homes, the parcel was zoned for multifamily units, and the developer submitted a plan that was consistent with zoning but entirely inconsistent with what the neighborhood wanted to see on the property. When the municipality decided to rezone the tract the developer sued, and Nelessen was eventually consulted for help. As the Figure 4–10 illustrates, the contrast could hardly be greater between the conventional and the neo-traditional approach. Yet the latter provided an overall gross density acceptable to the developer, while meeting the public's demand that this infill project fit into the grain and texture of the surrounding neighborhood, with smaller structures and a proper streetscape, instead of mammoth buildings facing onto large expanses of asphalt.



Town Planning in Frontier America

JOHN REPS

V · *Pilgrims and Puritans: New Towns in a New England*

The first English efforts to settle New England occurred in the same year that Jamestown was founded. The leaders of the Plymouth Company, Sir John Popham and Sir Ferdinando Gorges, organized an expedition that set out from Plymouth in May 1607 and arrived off the coast of Maine two months later. At the mouth of the Kennebeck River they built a fort and made plans for a permanent town. But Fort St. George was abandoned the following year, after a severe winter and the death of several of the colony's leaders. Like Roanoke, Fort St. George soon lay in ruins. Not until 1620 was a permanent settlement established.

Village and Town: the New England Land Pattern

It was on the bleak shore of Plymouth Bay in Massachusetts that the Pilgrims, a self-exiled group of English who had broken with the established church, succeeded in building New England's first town. They selected a partially cleared and sloping site for their village, on which work was hurriedly begun. A description of this settlement a few years later by a visitor from New Amsterdam provides us with a clear picture of this primitive little village:

"New Plymouth lies on the slope of a hill stretching east towards the sea-coast, with a broad street about a cannon shot of 800 feet long, leading down the hill; with a . . . [street] . . . crossing in the middle. . . . The houses are constructed of hewn planks, with gardens also enclosed behind and at the sides with hewn planks, so that their houses and court-yards are arranged in very good order, with a stockade against a sudden attack; and at the ends of the streets there are three wooden gates. In the center, on the cross street, stands the governor's house, before which is a square stockade upon which four patereros are mounted, so as to enfilade the streets. Upon the hill they have a large square house, with a flat roof, made of thick sawn plank, stayed with oak beams, upon the top of which they have six cannon. . . . The lower part they use for their church. . . ."[1]

Within three years after the settlement of Plymouth a small fishing colony was established to the north on Cape Ann, in what is now Gloucester. The leaders of this little outpost succeeded in obtaining a patent for settlement of a much larger area in 1628. Sixty colonists were soon on their way to Naumkeag, the present Salem, to which the

[1] Letter written by Issack de Rasieres, in J. Franklin Jameson, ed., *Narratives of New Netherland 1609-1664*, New York, 1909, pp. 111-12.

Cape Ann settlers had moved. In the following year a new charter was obtained directly from the Crown. This established the Massachusetts Bay Company, with both territorial and governmental powers.

Like the Plymouth colony, that of Massachusetts Bay stemmed from religious discontent. Its leaders were Puritans whose lot under Charles I had become increasingly uncomfortable. The drastic step of emigration seemed the safest course after the king dissolved Parliament in 1629 to begin his ten years of dictatorial rule. By 1630 the exodus was under way. Eleven ships left for Massachusetts in the spring of that year, and others came during the summer months.

Settlement in a single place being out of the question with so many persons to accommodate, several favorable locations were selected for towns, with surrounding farm fields, along the shores of Massachusetts Bay and on the principal rivers which flowed into it. Virtually all of these communities and those that followed as the colony grew were laid out on a common pattern. Unlike the later settlement pattern in farming areas beyond the Appalachians, the agricultural community in New England centered on the village. Farmers lived in the village in a compact community and daily went to their fields stretching outwards from the cluster of buildings. The complete rural-urban settlement was called a town, a word which encompassed not only a nucleated urban-type settlement but the entire community of village lots and farm fields as well.

The site for the home lots normally was selected near the center of the town. Usually these were grouped around an open space, on or fronting which the meetinghouse was erected. Large fields suitable for cultivation were then roughly surveyed. These were divided into many strips, usually rather long and narrow. The strips were then numbered, and the settlers drew lots to determine which strips would be assigned to them. Each settler ordinarily had several strips, the number depending on his share in the allotment. The purpose of this system was to ensure that each person obtained land no better and no worse than his neighbors.

While the strips themselves were not fenced, it was the usual practice to enclose the entire field by a wooden paling. Each farmer then became responsible for the maintenance of his proportionate share of fencing. These great fields were referred to as the common fields, but, except in the earliest years of some of the townships, common ownership was not the usual rule. On the other hand, in a number of the settlements the proprietors meeting as a group determined what crops would be grown, when they would be harvested, and what land should be left fallow. Common cultivation was thus carried out, although apparently crops harvested from each strip belonged to the person to whom the strip had been allotted. After the harvest and

before the spring sowing the fields were also used in common, with cattle turned loose to graze on the stubble.

These "common fields" or "proprietor's commons" were thus not open to subsequent settlers unless these newcomers were formally granted commoners' rights. The remaining lands, however, were open to all inhabitants of the town. These were the common pasture lands and common woodlands. Cattle and sheep were entrusted to the supervision of cowherds and shepherds. These herdsmen were paid a salary by the owners of the animals under their care. Like the pasture lands, the wooded areas of the town were also held in common ownership. Subject to town regulations, residents could fell timber and quarry stone for individual use, but the title to the land itself remained with the community.

Thus the land system of the typical early New England town combined ownership in severalty and ownership in common. Even where home lots and strips in the common fields were in individual ownership, by custom and by town regulations the welfare of the community as a whole predominated over individual desires or advantage. For communities only one crop removed from starvation and engaged in subduing a harsh wilderness, no other system would have met their requirements so well.

This pattern of land distribution, however, arose only in part because of the special environment of the frontier. In fact, a pattern essentially similar, although not so regular in its boundaries, prevailed in England at that time. The practice of narrow strip cultivation grew out of feudal systems of land tenure. Common pasture and woodland, too, marked many areas in England. Indeed, throughout most of Europe, the land was occupied by tightly grouped agricultural villages surrounded by strip fields interspersed with irregular pasture and forest plots.

The close similarity of the New England town and the Spanish colonial *pueblo* is obvious. Both English and Spanish colonial land systems had their origins in European land tenure patterns. There were, of course, differences between older European systems and that used throughout New England. Generally the holdings of land were greater in extent in New England. Field lines were also more regular, a feature to be expected where land was being divided at one time rather than gradually over the centuries.

Wethersfield, Connecticut, settled in 1640, is an example of the New England land and field system. A reconstructed map of land holdings show the home lots on streets leading to a central green (Fig. 46). Strip fields surround the town. Those to the east of the Connecticut River are approximately three miles long, but such extreme length was not typical of most of the early New England com-

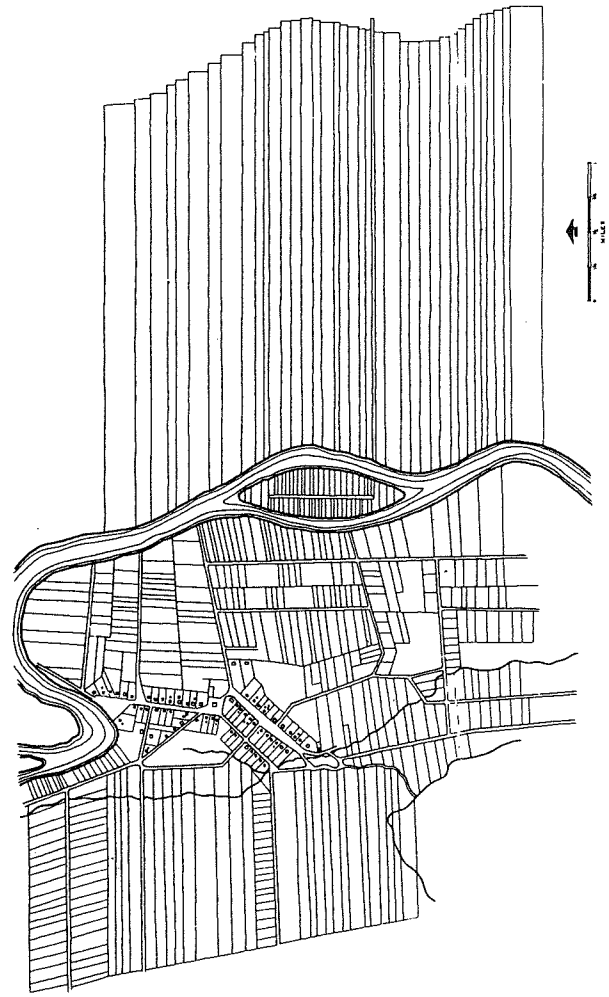


Figure 46. Plan of Wethersfield, Connecticut: 1640

munities. Beyond this subdivided area lay the common pasture and woodlands.

Increased population forced adjustments in the settlement system. One solution seemed obvious: to parcel out the hitherto undivided common lands to newcomers. All of the towns used this method to accommodate additional residents, although these later settlers were not always granted the rights of commoners. Original proprietors benefitted from this process, since in subsequent divisions of land they were frequently given additional allotments. In a number of towns, as the supply of common land became scarce, a final division was made, at which time all the proprietors or their heirs received proportionate shares of the remaining undivided land.

The second method of providing for an increased population was the "hiving off" of groups of settlers from the old town and the establishment of a new town on newly granted land nearer the frontier. An early example is the founding of Sudbury through a grant made in 1637 by the Massachusetts General Court, a portion of which read as follows:

"Whereas a great part of the chief inhabitants of Watertown have petitioned this court, that in regard to their straightness of accommodation, and want of meadow, they might have leave to remove and settle a plantation upon a river which runs to Concord . . . it is hereby ordered that they . . . shall take view of the places upon said river and shall set out a place for them by marks and bounds sufficient for 50 to 60 families. . . . And it is ordered further, that if the said inhabitants . . . shall not have removed their dwelling to their said new plantation, before one year after the plantation be set out that then the interest of all such persons, not so removed . . . shall be void and cease."[2]

In the same manner the three early Connecticut River towns of Wethersfield, Hartford, and Windsor were established by groups moving from the Massachusetts Bay settlements. In turn, these three river towns subsequently sent out new groups into the vicinity; this led to the founding of ten additional towns. Until 1675, when King Phillip's war marked the beginning of a period of organized Indian resistance to further expansion, group settlement of new plantations and towns continued steadily.

The pattern of settlement changed in the 18th century. Where before grants were made mainly to organized groups desiring land for their own use, now an element of land speculation appeared. Large tracts of land, sizeable enough for several of the standard six-mile-

[2] As quoted in D. H. Hurd, *History of Middlesex County, Massachusetts*, Philadelphia, 1890, II, 377.

square townships of previous years, were granted to a group of proprietors. These persons often had no intention of settling the land but in turn laid out one or two townships, offered lots free to those who would settle, and then made their profit from the sale of farms in the remaining townships.

Coincident with this development and to some extent because of it, there developed a trend toward larger home lots and away from the compact village design of the earlier years. In part this was simply a reflection of the deficiencies of the multi-field strip system of agricultural land allotment. As certain individuals began to consolidate their land holdings into contiguous and larger parcels, maintaining their residence in the village became a hardship. Then, too, the decreased danger of Indian attacks made the compact settlement pattern less necessary as a defense measure. Home lots of ten and twenty acres and even larger became common, where earlier custom had dictated lots of one, two, or perhaps six acres.

In summarizing this brief and barely adequate discussion of the New England system of land distribution, the importance of the group or community basis of settlement should be re-emphasized. It was the public welfare that was paramount, and public control over land distribution and land use was regarded as essential. In these small communities a rough but workable democracy prevailed. Whatever changes were made were subject to group discussion and approval. Dissension there must have been, but one has the impression that rarely since that time have important decisions been made about community planning in America with such harmony. The other feature of note is that the settlement of New England was an experiment in genuine regional planning. Both urban and rural land development were subject to conscious forethought and community controls. Only the Spanish *pueblo* rivaled the New England town in this respect.

New England Village Planning

The other element in the New England land planning system was the village. The simple plan of New England's first village, Plymouth, has already been described. While many of the later village plans were rather more elaborate, it was a characteristic of the New England communities that the elements used in their planning were limited in number and elementary in nature. New England never possessed counterparts of Annapolis or Williamsburg. Such formal planning in the Baroque tradition would not have been in keeping with the spartan, almost stern, outlook on life adhered to by the Puritan founders. But if the New England villages lacked the long, axial vistas

of a Williamsburg, they achieved an intimate charm of their own which many of them have retained to the present day.

What were the distinguishing features of the New England villages? First of all, they were planned to accommodate a limited population. Once the home lots were taken up, with perhaps some modest expansion possible through platting undivided land, the expectation was that a new settlement would be formed elsewhere to accommodate newcomers. In actual practice, many of the villages did continue to increase in size as farm lots were divided into home lots, but in the early years, at least, community size remained within limited bounds.

Many, though not all, New England villages centered around some form of central open space—the village green or common. The motives behind this element of the plan appear mixed. The green often served as a site for the meetinghouse and later for other public buildings as well. It was also used as a mustering place and training ground for adult males serving as the local militia or village guard. While apparently some of the larger greens provided space for cattle grazing, this was not often a normal function. The green did, however, offer itself as a space into which cattle from the common pastures could be herded in case of a threatened Indian attack. Doubtless also the early village planners must have consciously attempted to create open spaces for purposes of community amenity and as an advantageous setting for dwellings.

Care was used in the siting of buildings. In some cases dwellings were required to set back from the street line some prescribed distance. Even where such requirements were lacking, builders seemed to observe good taste in locating buildings with repect to the street line and adjacent structures. The church or meetinghouse in this theocratic society naturally assumed great importance. A location on the green itself or facing it was favored.

Another feature of the New England village community was the sharp break between village and countryside. Although the 18th-century villages, with their much larger home lots, blurred this distinction between town and country, the earlier villages exhibited a compact group of houses and home lots quite apart from the surrounding farm lands. Modern suburban growth has obliterated this crisp distinction in the larger New England communities, but it can still be observed in the hill villages of New Hampshire and Vermont.

The oldest of the Massachusetts Bay villages was Salem. Here the informality that characterized many of the village plans is evident (Fig. 47). The main street, now the present Essex Street, ran along high ground forming the spine of the settlement. At irregular intervals short streets led to the water's edge. A large plot near the center was

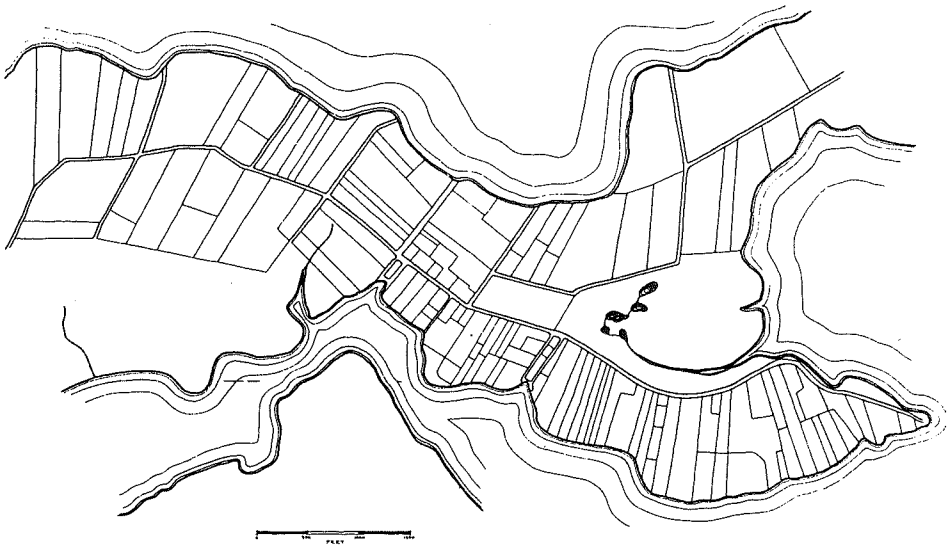


Figure 47. Plan of Salem, Massachusetts: 1670

retained as town property, the western half of which now forms the majestic Salem Common.

Among the earliest towns of the period, along with Salem, Charlestown, and Boston, were Watertown and Medford on the Charles and Mystic rivers, and Newtown, later renamed Cambridge, on the tidal estuary of the Charles. Here, in the spring of 1631, a small community was begun. With the arrival of a new group of colonists the following year a village plan was adopted, streets were laid out, and house lots chosen. The newly formed town government decreed that "houses shall range even and stand just six feet in their own ground from the street," perhaps the earliest example of a front yard regulation in the English colonies.

The Cambridge plan differed from that of Salem, being more compact, regular, and less elongated (Fig. 48). The average home lot measured about 100 by 80 feet. Most of the streets were 30 feet wide. The market square in the northwestern part of the village was approximately 150 by 200 feet. Midway along the principal northwest-southeast street stood the meetinghouse on a plot slightly larger than those allotted for houses. The entire village with its little gridiron streets occupied a site hardly more than 1,000 feet square.

Cambridge was the prototype of one kind of New England village

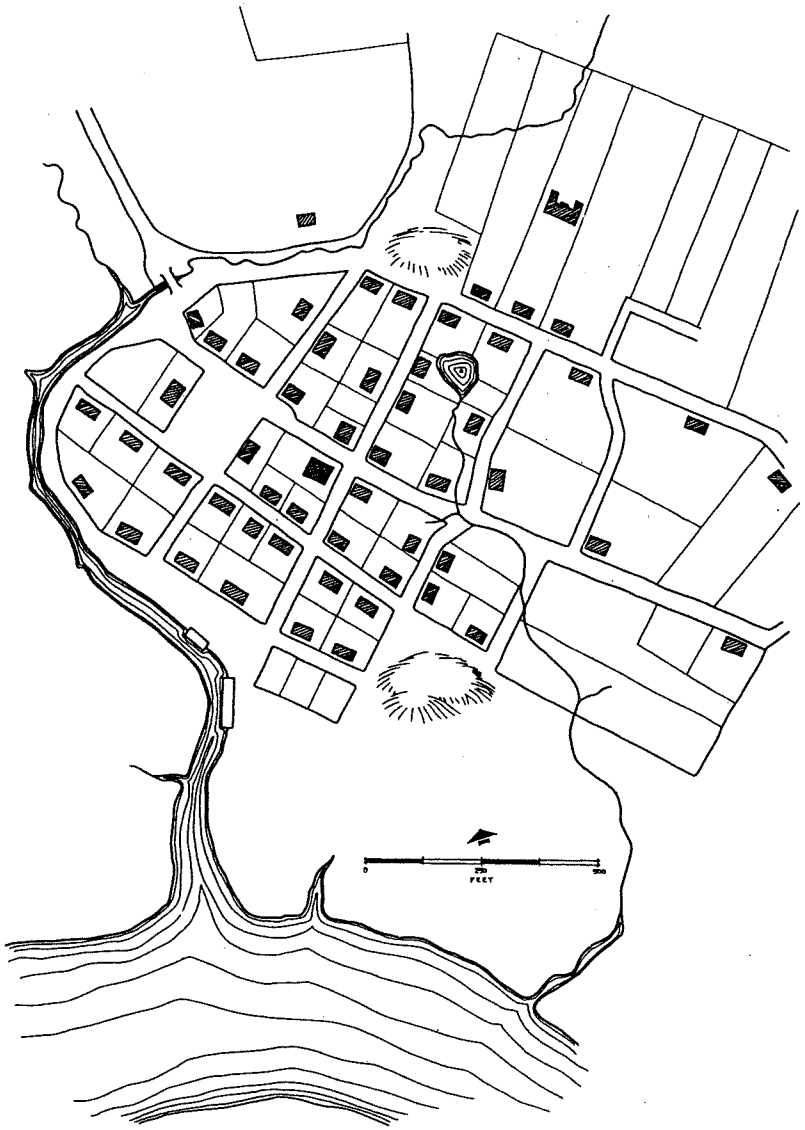


Figure 48. Plan of Cambridge, Massachusetts: 1637

pattern—the compact, "squared," community in which the home lots were usually small in comparison with farm fields and where several streets led outward from a central green or square. Salem represents another community form—the linear pattern, where a single street forms the spine of the settlement.

Although most of the New England villages fall into one of these two general plan forms, the variations within each category are almost endless. We can also distinguish within each type two sub-groups: those where the layout is more or less regular or geometric; and those where the plan is informal, irregular, or "organic." The problem of classification is made more difficult because some villages combine the geometric plan in some parts with an informal layout in others.

The most regular of the compact settlements was New Haven, settled in 1638 (Fig. 49). According to tradition, John Brockett was the planner of the town, which took the form of a square divided into nine blocks, the central block forming the common. Each of these great blocks measured 16 rods, or 825 feet, on a side. In later years these blocks were further subdivided by new streets, and the central green was split into two portions, one of which contained the churches and public buildings while the remaining section was left in open park.

As in other New England communities the village of New Haven formed one part of a rural-urban community unit. Farm field stretched out beyond the boundary streets and were supplemented by the common pasture and woodlands of the town. The New Haven records are apparently the earliest to describe allotments of farm lands so arranged that those owning home lots in each sector of the village could reach their fields easily. For a distance of one mile from the village bounds the land was divided into "quarters." The fields or out-lots granted in each quarter were assigned to those living in the village block contiguous to the inner line of these great farm divisions.

Although the plan of New Haven was perhaps the most striking among the early New England geometric compact villages, there were others that deserve mention. Hartford, planned in 1640, also exhibited a gridiron plan with a central square or green measuring a generous 500 by 650 feet (Fig. 50). The splayed lines of the square and of the short street entering in from the river side may have been designed to emphasize the importance of the central green and to enhance the vista into it.

Following the Pequot War in 1639, Roger Ludlow established the new settlement of Fairfield on Long Island Sound east of the New Haven colony. Ludlow laid out the first lots in that year, and in 1640 he completed the remainder of the village plan (Fig. 51). This shows

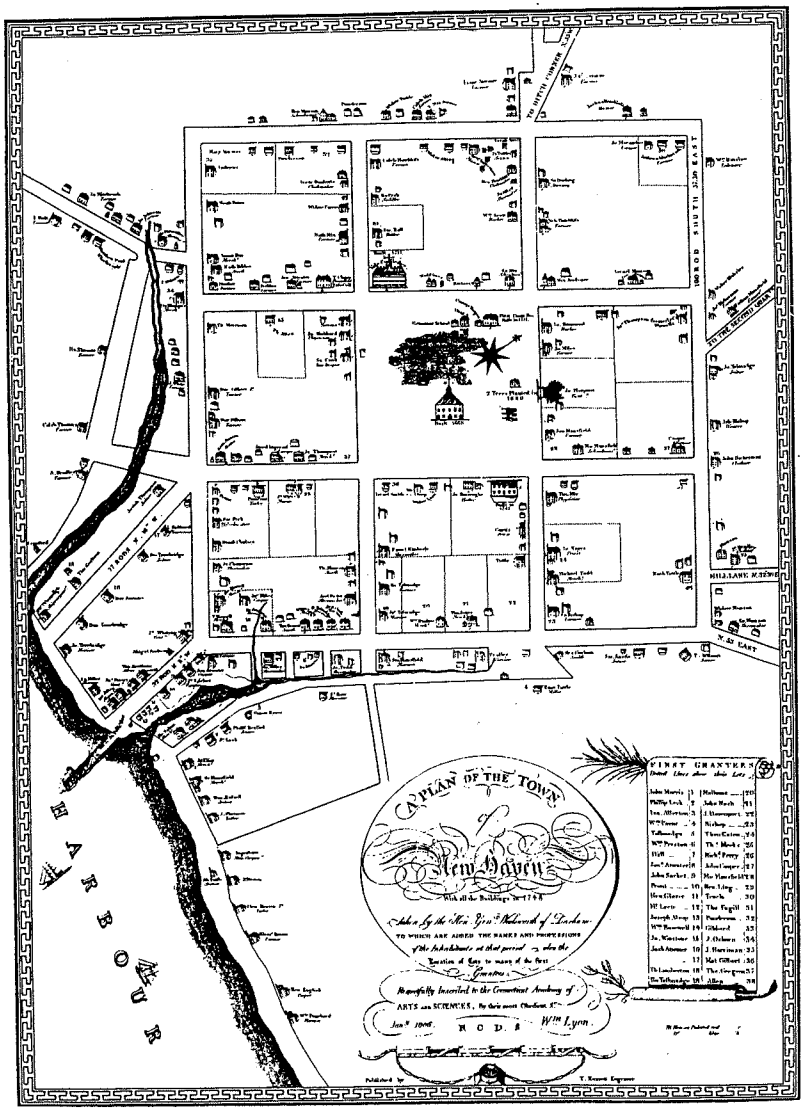


Figure 49. Plan of New Haven, Connecticut: 1748

a simple pattern of four square blocks with a village green and meetinghouse and school sites cut from the central corners of two of the blocks. While some of the village lots were as large as eight acres, most of them were about three and a half acres in size. The central green contained approximately ten acres, measuring roughly 850 by 500 feet. While the placement of the green in the village plan appears less skillfully handled than at New Haven or Hartford, the plan is an interesting one that is effective in its simplicity and compact grouping of home lots and civic open space.

Many other regular, compact villages were created throughout the colonial period of New England. Stratford and Litchfield, Connecticut; Pittsfield, Massachusetts; Hanover, New Hampshire; and Newport, Rhode Island, are among the better documented ones. In one sense these village plans present no special problem in analysis: all of these regular layouts obviously resulted from advance planning and some degree of continued control, at least over the lines of streets and dedicated open spaces. Much more difficult to determine is the extent to which a preconceived plan or plans governed the development of those compact villages where the pattern is irregular or nongeometric.

Exeter, New Hampshire, is one example. It was founded in 1638

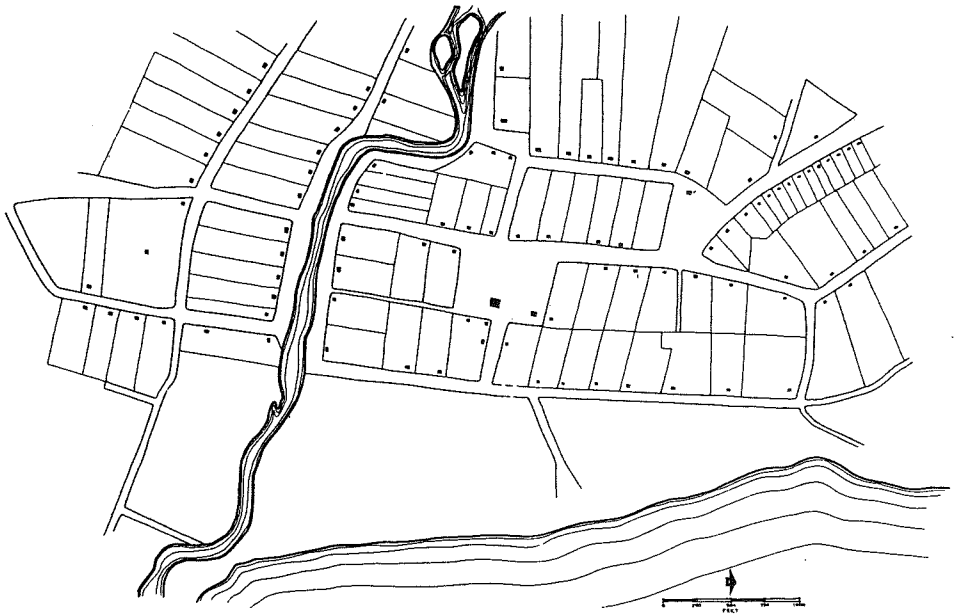


Figure 50. Plan of Hartford, Connecticut: 1640

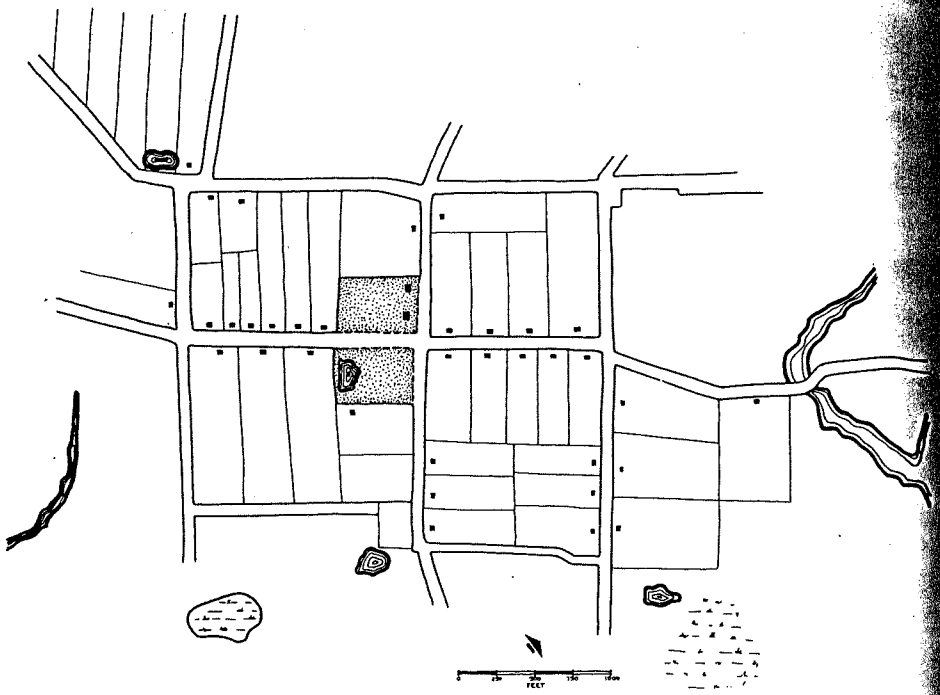


Figure 51. Plan of Fairfield, Connecticut: 1640

by John Wheelwright at the fall line of the Exeter River. A plan of 1802 shows the street pattern, the houses, and other buildings, probably little changed in most essentials from how the town must have looked a century before (Fig. 52). The town was and is a fascinating place, with one main street winding along the riverfront and the other leading inland to what is now the Phillips Exeter Academy. The widened space at the intersection of these two streets, where the map shows the courthouse, appears to be intentional, perhaps laid out as a market place near the wharves. Spring Street and Cross Street, two of the few straight streets that can be found on the map, appear to have been laid out with at least routine care. But these may well have been later additions; the New England town records are full of documents of such street changes and openings.

The plan of one of New England's most delightful late colonial villages—that of Woodstock, Vermont, which was settled in 1768—differs in form but raises the same questions. A 19th-century drawing shows the details of its original plan, although including many later additions (Fig. 53). Streets converging at acute angles at both ends of the town's center merge to form an irregular elongated space. In

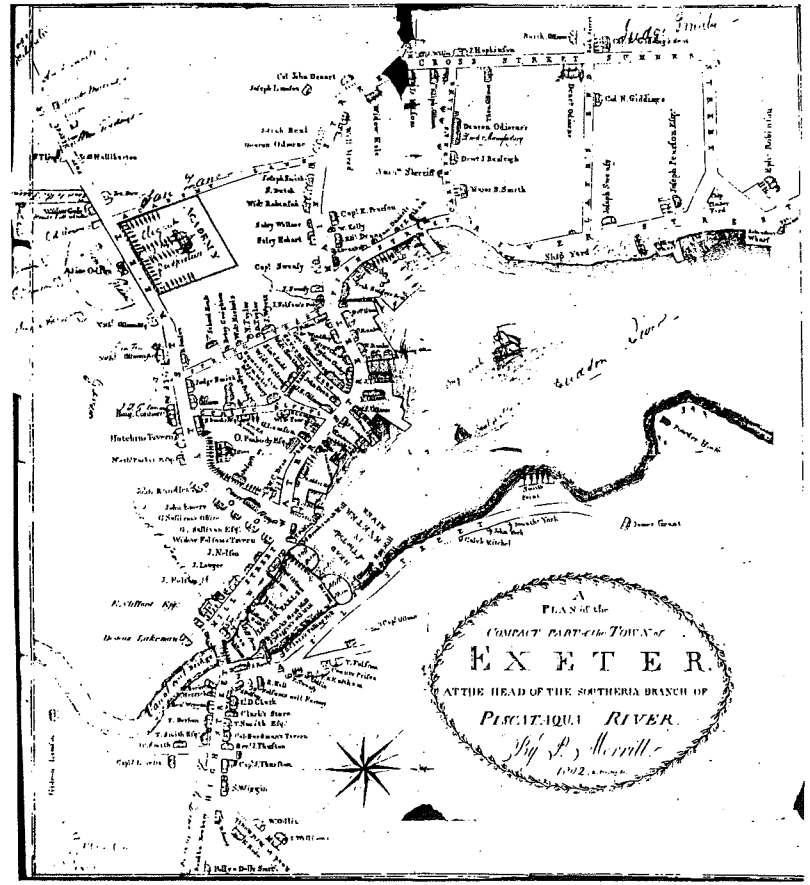


Figure 52. Plan of Exeter, New Hampshire: 1802

Woodstock the center of this space was developed as a sharp-pointed oval green on which houses and public buildings fronted, shaded in summer by lofty trees planted in the green along the streets. A local tradition has it that the shape and dimensions of the green duplicate the plan of the main deck of a ship once commanded by one of the town fathers.

Did this irregular pattern of the Woodstocks and the Exeters of New England come about through overall village planning? The answer here must be tentatively and cautiously in the negative. But if there was no comprehensive plan at Woodstock, for example, the visual satisfaction one discovers there is no mere accident. What the plan shows is the product of a century of fitting dozens of individual building projects into a harmonious pattern that makes less sense in

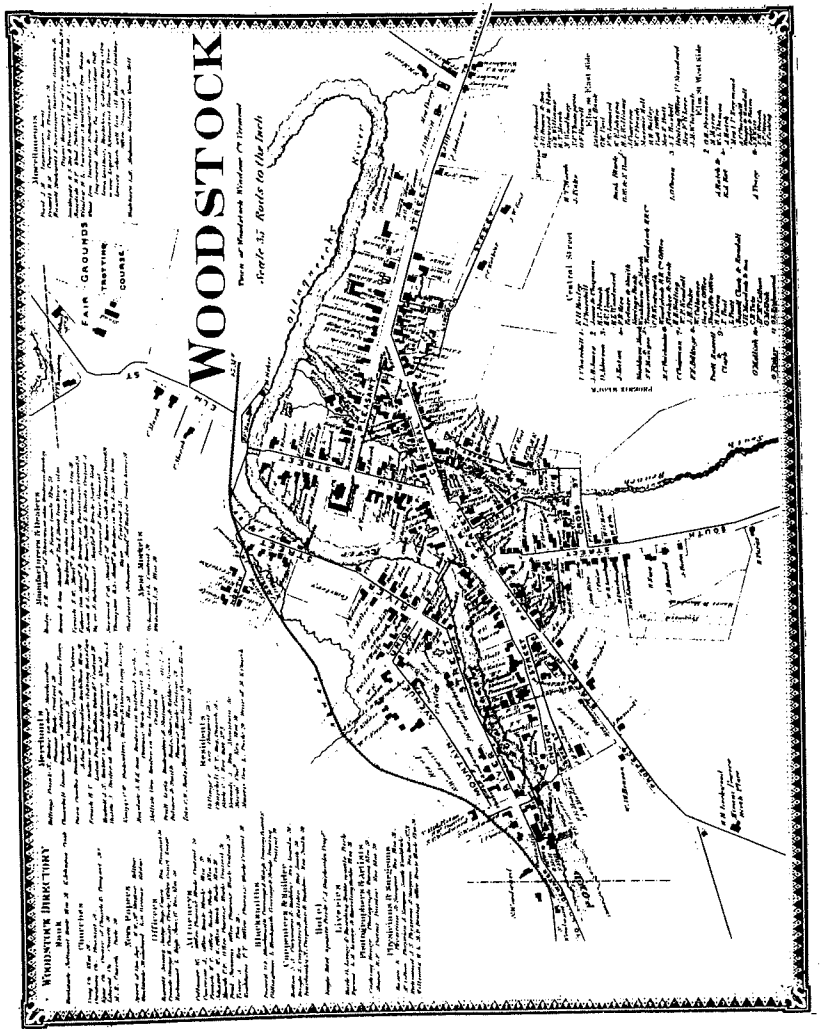


Figure 53. Plan of Woodstock, Vermont: 1869

two dimensions than it does in three. True, we can see in the plan something of the dignity of the central green, the commanding position of the church sites at the intersection of Prospect and Church Streets, and the quite different but equally effective treatment of the church placement at the terminus of Pleasant Street. But the plan alone cannot convey the pervading qualities of fitness, serenity, and congruity one encounters on the spot. This, too, is surely no mere accident, but such an architectural atmosphere was not necessarily the result of plans, regulations, and administrative controls. It came about because of a limited architectural vocabulary, limitations of major building materials to timber, brick, and stone, and a feeling of responsibility to both immediate neighbors and the greater community to build wisely and well. Our own era contrasts sharply in outlook and output. It would not be unfair to suggest that if Woodstock were to be planned today the two church sites mentioned would be occupied by gasoline stations, and the central green would no doubt be set aside as a metered parking lot.

Other villages of the compact type combine both formal or rectangular planning with informal and irregular elements. Both Lebanon, New Hampshire, and Fair Haven, Vermont, center on large rectangular greens of near-perfect regularity. Other portions of these villages, however, depart from this rectilinear design of what was probably the first part of each settlement. At Ipswich, Massachusetts, on the other hand, the original irregular green or central common reflects the broken topography, steep slopes, and rock outcrops of its surface (Fig. 54). In contrast, the later south common is rather formal in design. One side opens to the river through a cemetery, the other is lined with houses. At the western end the common narrows, partially closing the outward view in that direction. At the eastern end, square on axis, stands the imposing Congregational Church. Either one of these open spaces might be envied by any community; the two combined give Ipswich a rare architectural treasure and also provides a capsule history of New England town planning.

Those villages planned on a linear pattern, while not without interest, generally lack the variety and character of the compact form. The simple pattern of Springfield, Massachusetts, settled in the mid-1630's, furnishes one example (Fig. 55). Home lots ranged backward from either side of a road running parallel to the Connecticut River. Farm fields lay beyond and on the other side of the river. The usual common pasture and woodlands completed the familiar village and town complex.

Providence, Rhode Island, planned in 1638 on a site selected by Roger Williams, followed a similar pattern (Fig. 56). Here, however, the home lots were surveyed only on one side of "Towne Street,"

the north-south road that formed the spine of the village and which was laid out to follow the shore line. Long, narrow lots varied from 100 to 135 feet wide, 1,600 to 3,000 feet long, and 3 1/2 to 8 1/2 acres in area. These fronted on the road, where houses were built on level land, and extended up the steep slope to the farm fields allotted beyond the village proper.

The Providence plan resembles that of the French colonial settlements of the St. Lawrence and Mississippi valleys. Here, as there, settlers desired water frontage. To make that possible and still maintain a relatively close grouping of dwellings, very long and narrow house and garden lots were used. This early plan strongly influenced

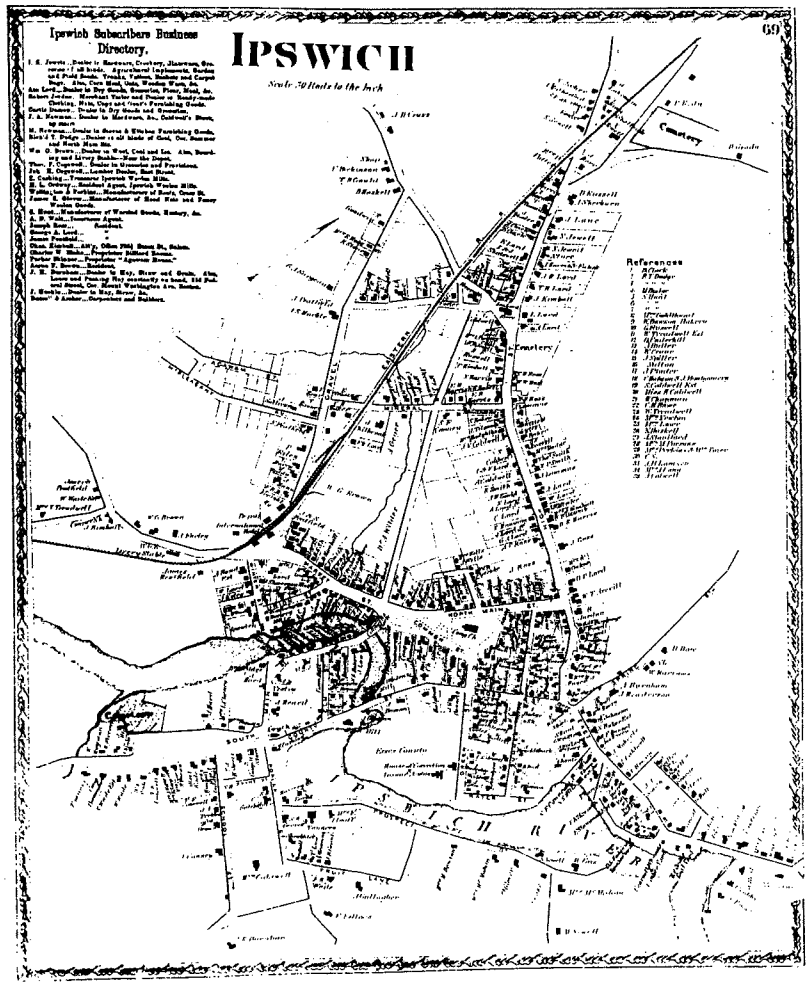


Figure 54. Plan of Ipswich, Massachusetts: 1872

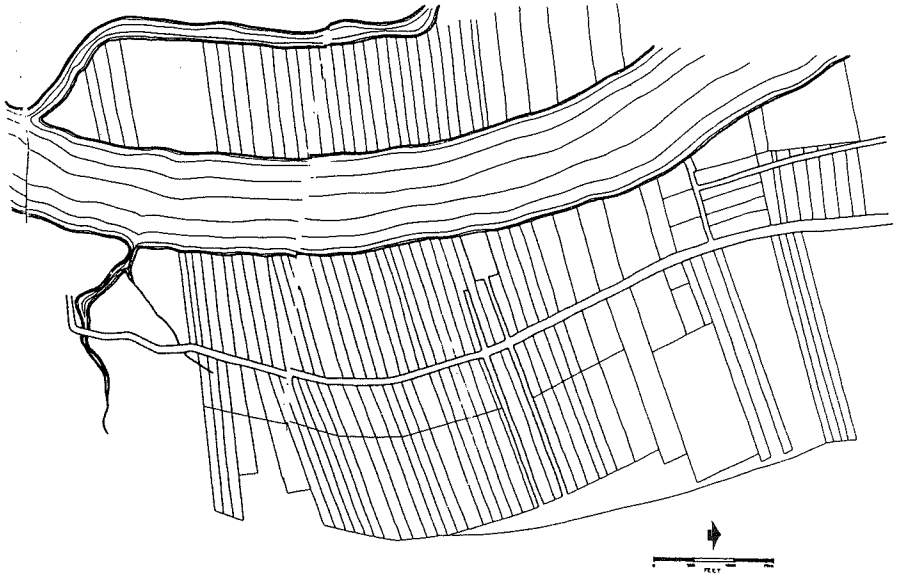


Figure 55. Plan of Springfield, Massachusetts: 1640

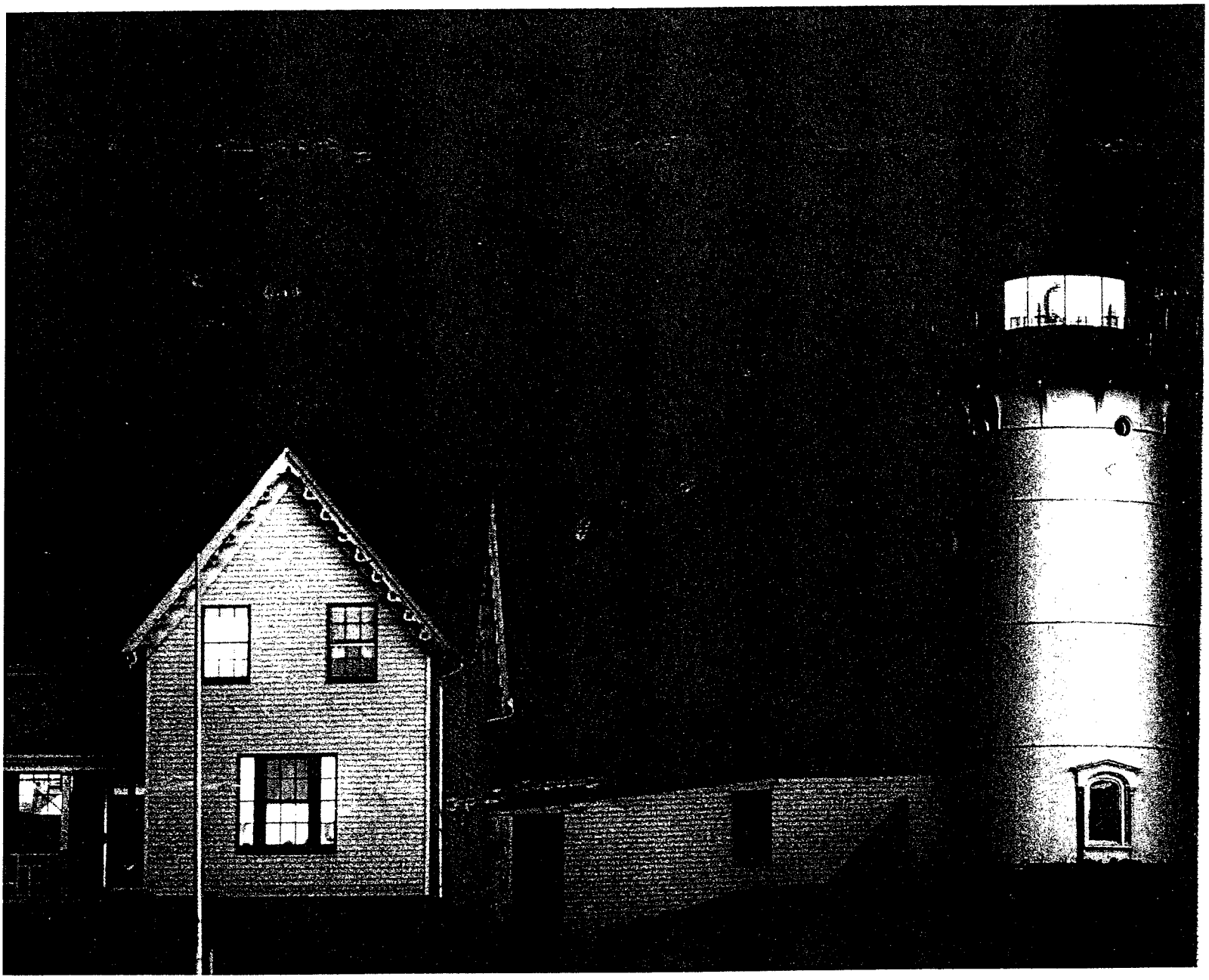
subsequent development. East-west streets, following or paralleling the old field lines, were later added to connect Towne Street (now South Main) and Hope Street, the original eastern boundary of the village. It is of interest to note that this College Hill section of Providence, three and a half centuries after its original design, is once again the scene of a major planning program as local authorities, organizations, and individuals are attempting to conserve and restore the many fine houses erected here in the heyday of the city's commercial prosperity and to rebuild those areas that have crumbled into decay during years of civic neglect.

Deerfield, Massachusetts, planned in 1670, and nearby Greenfield, dating from 1753, furnish other excellent examples of the linear type village. In both villages an additional element was introduced—small greens located on one side of the central street to provide a focus of sorts to the elongated community. At Greenfield, as in Springfield, later development at right angles to the original axis has obscured the linear character of the original plan. Deerfield, however, preserves its original form almost intact—a miraculous survival in the automotive era of a simple settlement form once widely employed. The village proper exists as one of those precious architectural and civic treasures now happily protected from incongruous "improvements" by its enlightened residents, who recognize that they hold their property in trust from history.

ANE HOLTZ KAY
ITH PAULINE CHASE-HARRELL

PRESERVING NEW ENGLAND

ONNECTICUT • MASSACHUSETTS • RHODE ISLAND
AINE • VERMONT • NEW HAMPSHIRE



NTRODUCTION BY DAVID GILLESPIE
ATIONAL TRUST FOR HISTORIC PRESERVATION

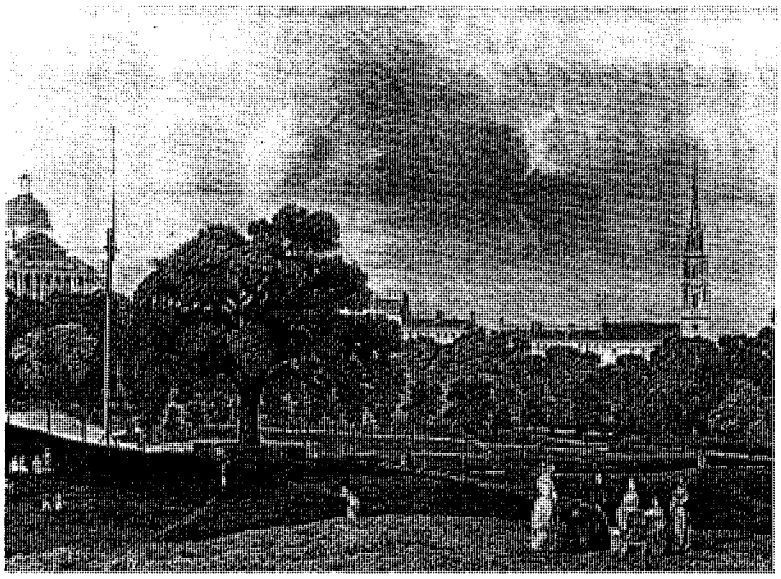
7. The Cultivated Landscape: Commons, Parks, and Parkways

The land that greeted the first New Englanders was bountiful but untamed. The "wilderness was the unknown, the disordered, the uncontrolled," historian Roderick Nash writes in *Wilderness and the American Mind.* And so, the settlers cleared and ordered the land to ward off the chaos of Satan, carving out common places as they parceled out private lots, tending to their spaces as to their souls. The covenants of early New England linked land and spiritual life; like matter and mind, they were indivisible.

So, in some way, they remain. Embellished over the generations by rural cemeteries, parks, and parkways, the New England landscape wears the legacy of that attitude. Oases in the dense and developed cityscape, this legacy still comprises the nation's most extended network of cultivated greenery. Whether sprawling and linear (the green ribbon of Longmeadow, Massachusetts), compact and finite (the common of Woodstock, Vermont), formal (Boston's Commonwealth Avenue Mall), commanding (Portland's Western Promenade), natural (Hemlock Gorge in Newton, Massachusetts), passive or active, playground or picnic grove, this verdant heritage enriches the region as much as its architectural one.

An early-twentieth-century park that bridged the land between Boston's Back Bay and the Charles River now lies under a twentieth-century highway.

Here, as elsewhere, however, the twentieth century has taken unkind cuts at the patrimony of the past. Declining urban tax revenues and the rising costs of skilled labor combined with air and soil pollution have wreaked havoc on the landscape. Crime and vandalism took a toll; so did development. In a congested city, parkland looked like wasted land. Parks became dumping grounds—the easiest, cheapest place to thrust ill-designed facilities:



Boston Common a hundred years ago: with cows banned and the perimeter landscaped, the open space served as a pleasure ground for citydwellers, as it still does today.

a school, a hospital, or a highway. Municipalities hardtopped once-green space. "As a nation, we acted as if the land owned by all the citizens was owned by nobody," says Laurie Olins, head of Harvard's department of landscape architecture; such acts by public agencies are "vandalism."

With the return to the city and the growth of the preservation and conservation movements, parks have found new allies. The same civic spirit that prompted the proprietors of New Haven's green to ban geese at the beginning of the nineteenth century and Charles Eliot to lobby for a system of greenery around Boston at its end, propelled twentieth-century friends of parks to pick up litter and raise funds for trees and, finally, to lobby cities to maintain them.

The Common Core

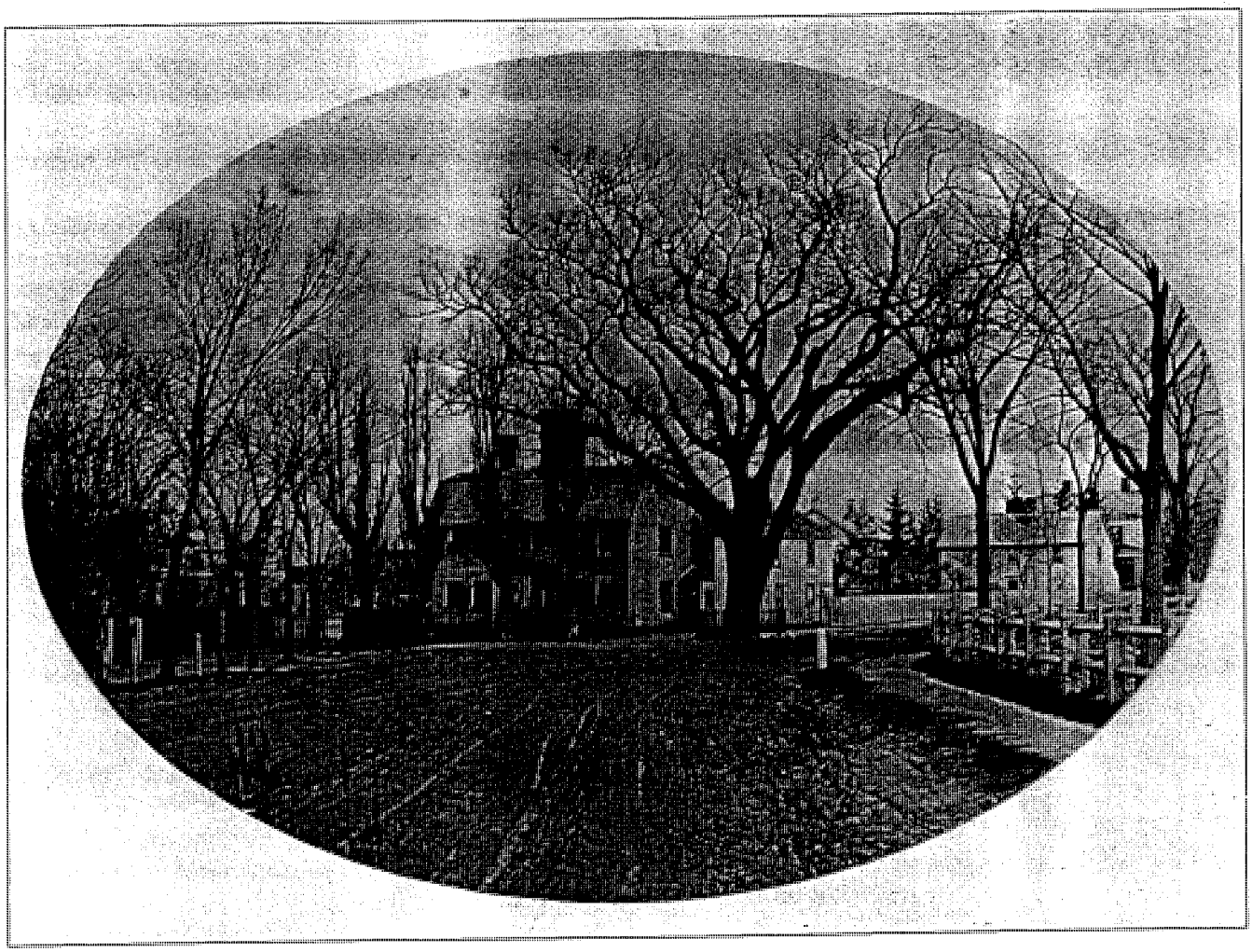
Of all New England's open spaces, the common was and is a constant and symbol of the region. "The visual and metaphorical heart of the community," a twentieth-century study, *On Common Ground,* calls it. From the seventeenth century, when common land surrounded the meetinghouse, to a more urban nineteenth, when it was bounded by fences, framed by elegant houses, and groomed from pasture into park, the common was a conscious creation, garden more than untamed land, plaza more than natural preserve. "The trees possess a domestic character. They have lost the wild nature of their forest kindred, and have grown humanized by receiving the care of man as well as by contributing to his wants," Nathaniel Hawthorne wrote. Inspired by the craving for spatial beauty, Stockbridge created the first village improvement society in 1853. By the century's end, some two hundred such societies would reflect the impulse for beautification.

On this domesticated swatch of nature, the town acts out its sense of community. Home of craft fairs and protest marches, bandstands and ballgames, social and antisocial activities, surrounded by the postcard white-spired church, ancestral homes, and more stately public institutions, the New England common has survived into its fourth century. On the Boston Common, where John Josselyn watched the local swains stroll with "their marmalet madams" in 1663, Frisbees now sail across the lawn. On the Cambridge Common, where George Washington took command of the Continental Army, advocates argue for a nuclear-free zone.

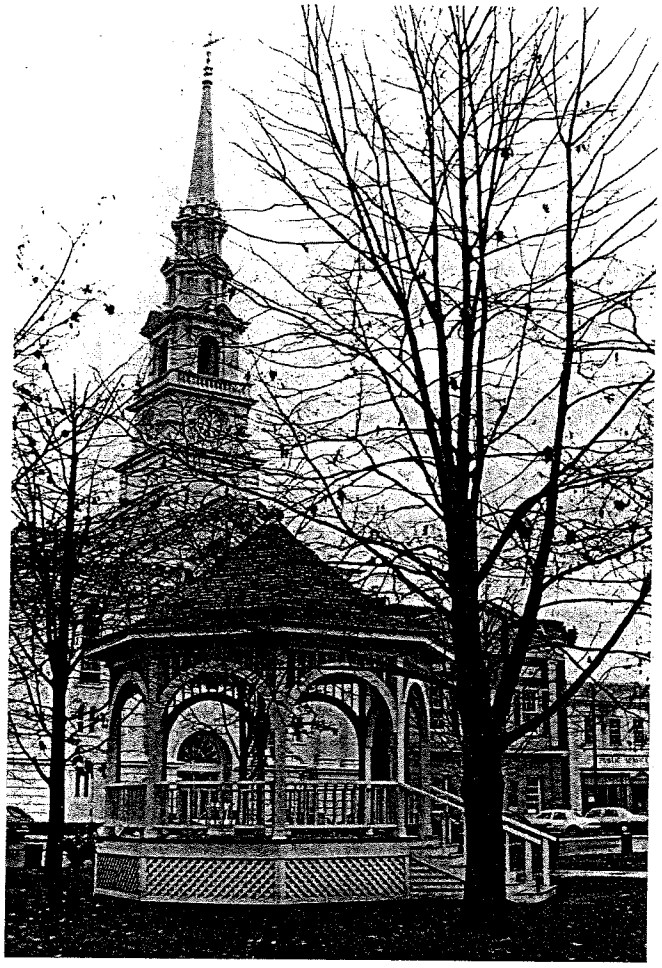
Other changes of the twentieth century are less felicitous. A rocket on the town common in Warren, New Hampshire, is a jarring substitute for the cannon of history. Widened traffic lanes erode green edges; a Burger King or drive-in bank replaces the gracious lawns that once framed the gentle surroundings. Some injuries to the common are natural —Dutch elm disease, the 1938 hurricane—but some are man-made—widened roads, electrical wires, traffic lights, parking lots. Some harm it only visually.

Others, like salting the roads, destroy its very soil or, like acid rain, stunt its vegetation and eat away its monuments.

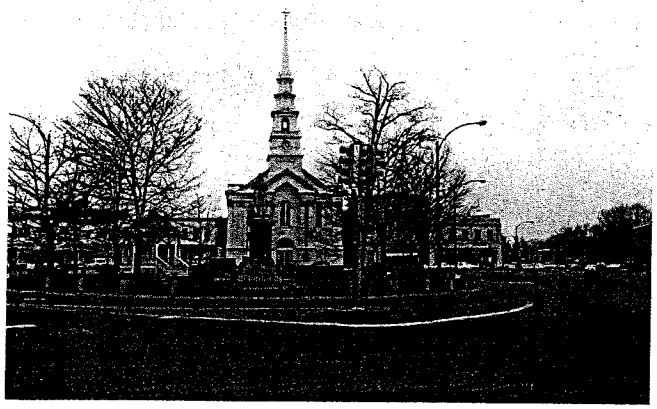
"What is common to the greatest number, gets the least amount of care. . . . Men pay most attention to what is their own. They care less for what is common," Garrett Hardin's *The Tragedy of the Commons* states. The common is a symbol of our inability to care for the public weal, he has written. Shared resources are skimped resources. "What happens in this complex pluralistic society when the original people who were proprietors vanish?" asks planner Ronald Lee Fleming. Fleming's Townscape Institute advises towns how to retain or restore their greens. Working with private and public-interest groups, the institute advises on aesthetics and pragmatics. Hap-



Cambridge Common. In 1830, beautifiers fenced both the Common and the Washington elm, where George Washington took command of the Continental Army.



For all the grace of its vintage gazebo, the common in Keene, New Hampshire, is more traffic rotary than haven.



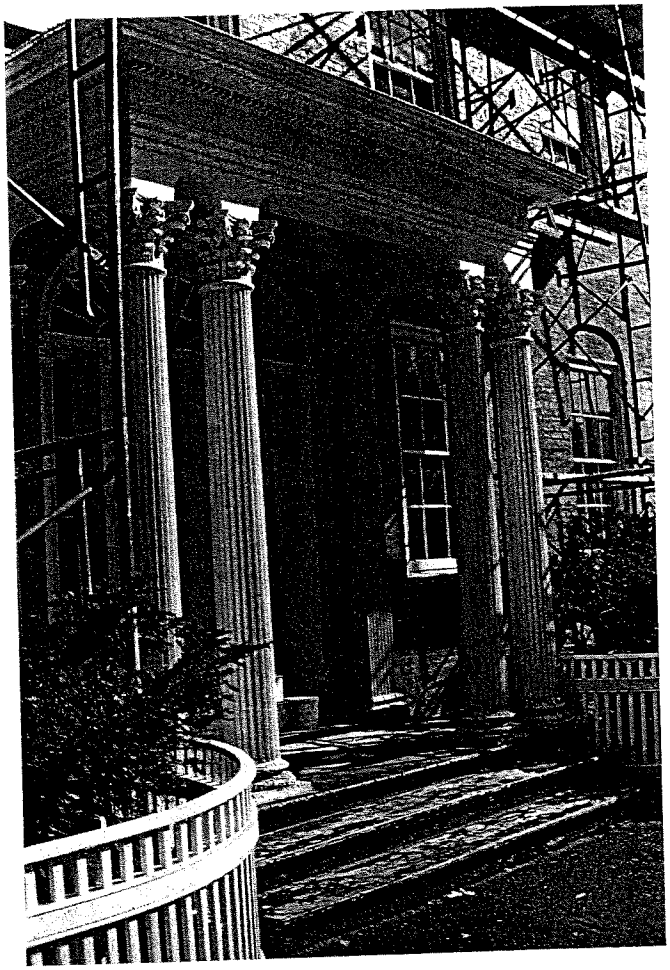
pily, Fleming and others talk to a growing constituency.

On some commons, the stewardship of the original builders is perpetuated by law. The founders of the New Haven Green wrote a permanent covenant of caretakers for their common. Under its weighty moniker, the Committee of the Proprietors of the Common and Undivided Lands of the Town of New Haven still endures. Listed on the National Register, this historic sixteen-acre green serves strollers, crisscrossing its twin spaces, and attracts twenty thousand and more visitors to its staged summer performances. Working with the proprietors, the New Haven Garden Club has cared enough to replace dead elms with a new breed to preserve the heritage of "The Elm City."

Yet even here, ungainly trespassers have encroached on the surroundings which frame and define the common. The perimeters of the green suffer from the assaults of the twentieth century. The graceful balance of commercial and academic, downtown and residential structures that has long defined the edges is difficult to maintain in the face of wanton development. All but the front bay of Henry Austin's splendid old Gothic City Hall came down in the 1970s. Next door to its remains, the banal modern tower of the New Haven Savings Bank (built, in the words of architectural critic Vincent Scully, to "take advantage of the green") further jars the continuity of scale. "How long such a delicate balance can be held in an age of great urban and technological change remains to be seen," Connecticut historian Elizabeth Mill Brown writes.

Fortunately, such assaults have lately caused preservationists to redouble their labors for both commons and their edges. Sometimes, park enthusiasts are an affluent elite or out-of-towners. Counteracting the wear caused by visitors brought by the tourist boom, the common of Woodstock, Vermont, has had

An immaculate fixup financed by Laurance Rockefeller polishes a historic house overlooking the common of Woodstock, Vermont.

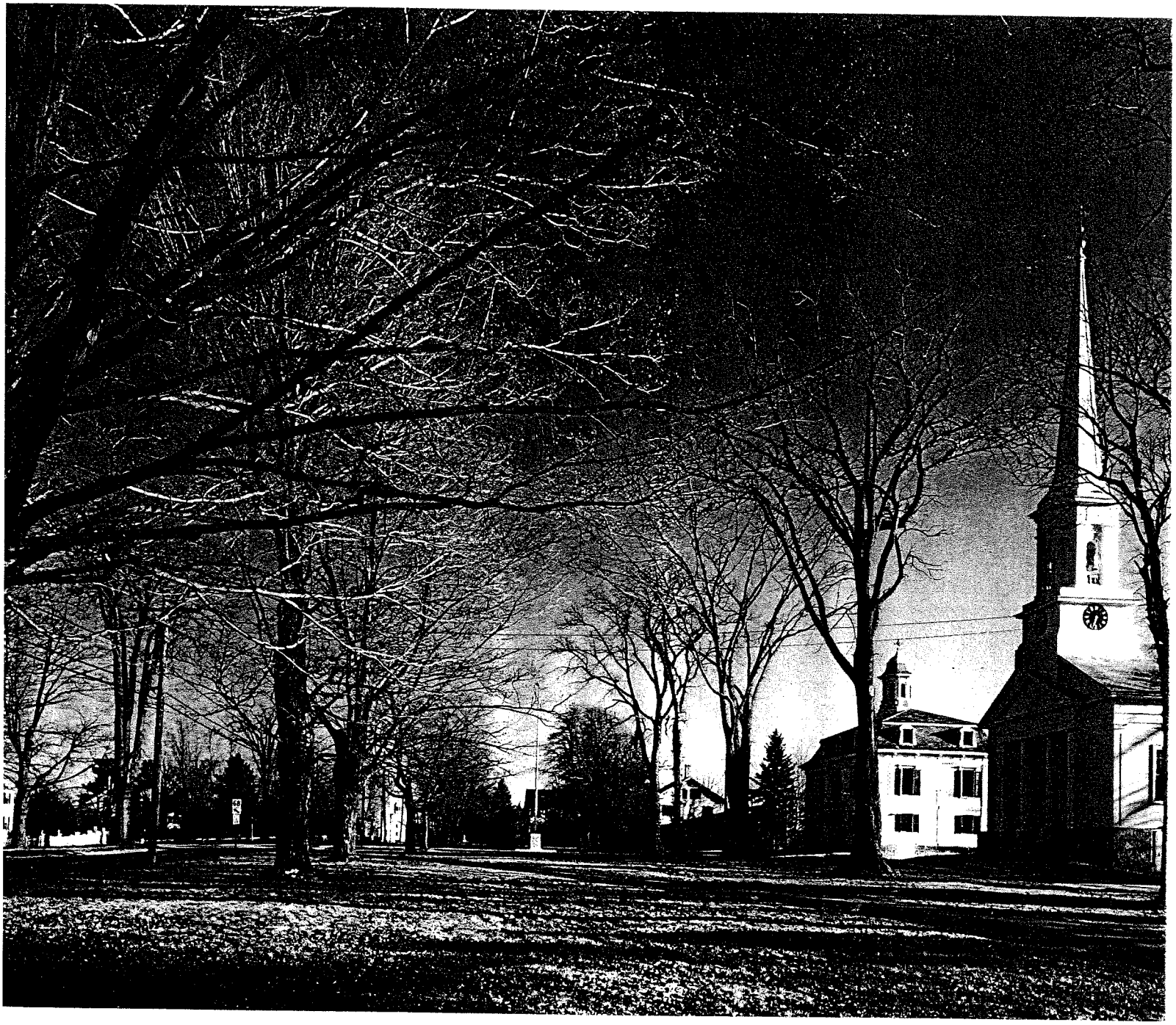


careful tending, and many of its surrounding structures have received zealous restoration from Laurance Rockefeller. Ordinary citizens also take hold. Blessed with two commons, a singular sense of pride, but no prince of preservation, the residents of nearby Chelsea, Vermont, have done it alone. They have held workshops to replant and fix the ragged perimeters of their twin greens.

Town commons untouched by trade or tourists have also won support. "There is a calmness and peace of mind present wherever you are in Royalston," two architects said of the rural Massachusetts town in 1972. A year later, they secured a National Trust grant to keep it so, then wrote a report and persuaded the woman who owned the surrounding buildings to place them on the National Register. Such foresight stabilized the common before development could mar its splendid serenity.

So it goes in many corners of New England. Once, the attitude of Keene, New Hampshire, was the rule: it turned its green into a traffic island. Now, the groomed Waterbury Common, jammed at midday, and the bucolic Litchfield Green are Connecticut's testimony that caring for the center cares for the whole. S. Christopher Scott, landscape architect with Massachusetts's Department of Environmental Management, calls the ripple effect "the economics of amenity." To build further on it, Massachusetts has authorized $7 million for twenty-two cities and towns to restore more commons. Connecticut may also launch a statewide commons program. Everywhere, concern mounts. For every green threatened by a McDonald's that aims to plant its golden arches at its side, another finds guardians and guidelines to ward off commercial blight on its border and maintain its historic core.

The gazebo on the classic Chelsea, Vermont, common is to be restored by the town's citizenry.



Off the beaten track, the common of Royalston, Massachusetts, is preserved through districting and private ownership of surrounding properties.

the Rusticator's Journal

ESSAYS ABOUT MOUNT DESERT ISLAND & ACADIA NATIONAL PARK

Nature • History • Society • Wildlife • Legend

Bar Harbor's Village Green

by Gladys O'Neil

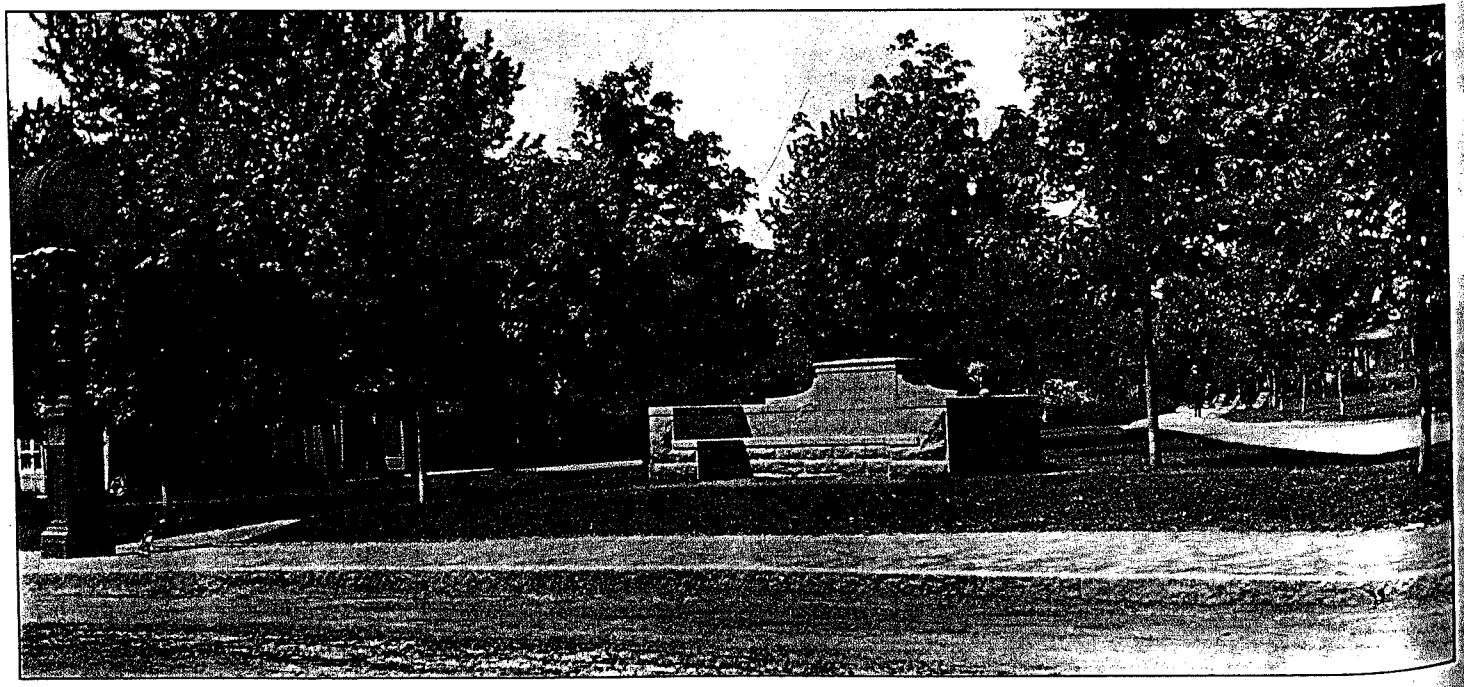
THE VILLAGE GREEN in Bar Harbor wasn't always a park. In 1868 it was the site of the Bay View Hotel, built by the Hamor family with their cousin, Edward Young. After being enlarged several times the hotel became part of the Grand Central Hotel complex.

In 1899 the town purchased the property from Johnston Livingston for $45,000, a price many voters thought was too high, particularly as no one was sure what should be done with the land. The now dilapidated hotel building was torn down with some of the reusable lumber saved for constructing the Young Men's Christian Association building the next year. The debris was soon cleaned up leaving a large empty lot.

It wasn't long before a group of people raised $89 to build a bandstand on the vacant lot, though another $40, would be needed before the bandstand could be finished. The first concert was played there on July 21, 1899.

Except for the bandstand, the property lay idle for three years, when the town's building committee chose the location as the site for a new grammar school. No sooner had the excavation for the school's foundation begun, than they decided that they had made a mistake. At a special town meeting it was voted to cancel the building contracts and to construct the new school on Ledgelawn Avenue. Five hundred dollars were raised to clean up the lot once again.

It now appeared that a better use of the land would be to make it into a park. The *Bar Harbor Record* suggest-



Mr. and Mrs. William Roberts donated the large granite seat facing Main Street in 1907 in memory of their son, John Whittington Roberts.

ed that it be named Hamor Park, dedicated to Eben Hamor, one of the town's earliest citizens who had done so much for the village. It would also serve to honor the Hamor family who had built one of the town's first hotels. However, the park continued to be called the Town Lot or the old Grand Central Lot by most people, and eventually became known as the Village Green.

Years passed and nothing was done to improve the appearance of the town's newest property. Finally, the Village Improvement Association took action to clean up the property and make it more attractive by leasing it from the town. In 1905, Morris K. Jesup brought this about with the help of a committee.

Everyone in town seemed enthused about the improvements planned for The Green. Shrubs were given as a gift from school children, trees were planted as memorials to family members, a seat around the large tree at the entrance to The Green was given as a gift, and benches were purchased by the Association.

Mrs. John Harrison (Chairman of the Village Green Committee) gave the watering trough at the corner of Main and Mt. Desert Street in 1906. Mr. and Mrs. William Roberts donated the large granite seat facing Main Street. It was placed there in 1907 in memory of their son John Whittington Roberts, who died in 1904. In the same year a cement garden seat was the gift of Clavin Norris. Some Association members paid to have trees transplanted from the old school lot on Cottage Street. The Association donated a granite bench with V.I.A. (Village Improvement Association) cut into one side which faced Mt. Desert Street.

In 1908, a Winter Festival was conducted by the Association to raise funds for the yearly upkeep of The Green. Summer festivals were regularly held after this first event and were very successful.

Many monuments have been given to the Village Green over the decades. Some have lost their meaning while others have been lost altogether. The granite seat facing Mt. Desert Street marked M.E.F. (for Mary Ellis Farnum) was given by Mrs. John Peltz's mother in memory of her sister, the former Mary Ellis Bell, who had died in 1894. A bubbling drinking fountain placed in back of the watering trough was donated by a friend of The Green in 1917. During 1927 a flagpole placed on the northeast section of the park was moved nearer the fountain. A plaque given by Mrs. Herbert Washington in memory of her husband and sister was laid on the ground in back of a tree near the watering trough in 1928. It is not known if this denoted a special gift.

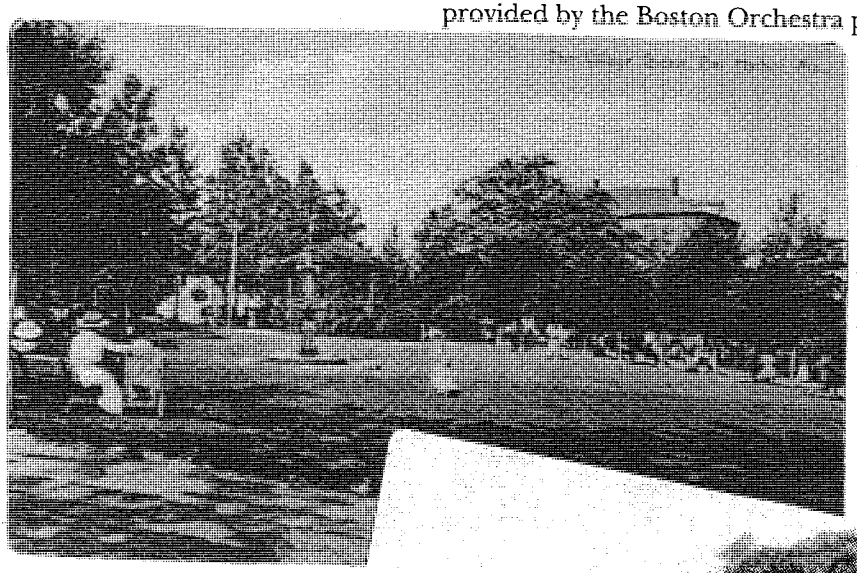
In 1909, Philip Livingston gave a bronze fountain in memory of his wife. Sculptured by an Italian artist it was from an estate near Florence, Italy. For many years water had not flowed through the fountain. Through the efforts of a group calling themselves Friends of the Fountain, money was raised to restore the fountain and install new plumbing. After two years of effort, in the summer of 1992 it was a working fountain again. A diagonal path had been laid across the lot in 1910, making easier access

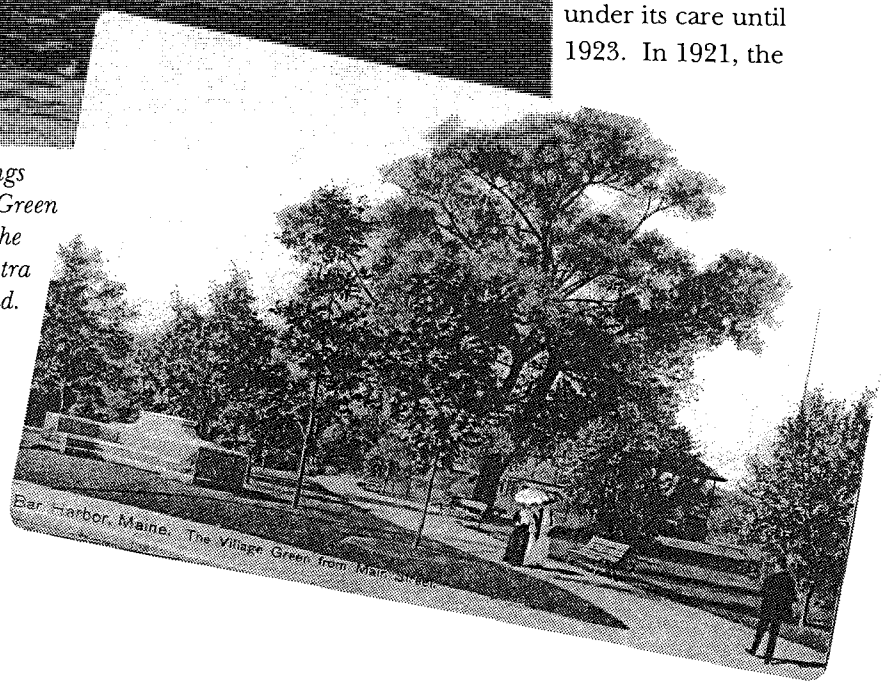
Philip Livingston gave this bronze Italian fountain to the Village Green in memory of his wife in 1909.

to Firefly Lane and Mt. Desert Street.

In 1920, Sunday afternoon concerts were given by the Boston Symphony Orchestra. The program from four to six o'clock was well attended, but it was during the warm summer evenings that crowds filled the Village Green. A dance pavilion had been built entirely by volunteers on a piece of town property across from The Green on Firefly Lane. There was dancing to the music provided by the Boston Orchestra playing in the bandstand on Wednesday nights, while the Bar Harbor Band performed on Tuesday and Thursday nights.

The lease of the Village Improvement Association was renewed and The Green remained under its care until 1923. In 1921, the Association hired the famous landscape architect Beatrix Farrand to improve the landscape of the property. She had a barberry hedge removed that had been planted to border the diagonal path. The bandstand was moved back from the path and lowered. It was rebuilt on the site in 1972.





On warm summer evenings crowds filled the Village Green to dance to the music of the Boston Symphony Orchestra and the Bar Harbor Band.

In 1945, the town erected a large bulletin board on a grey granite background with the names of Bar Harbor men who served in World War II. The design of the memorial proved to be impractical as more wars followed. This was replaced in 1977, by a bronze plaque honoring both men and women who had served their country. This was a gift from the Village Improvement Association who also moved their granite bench from the lawn and placed it in front of the memorial, improving its appearance.

The Village Green is always a busy place during the summer. In recent years it has been the site of art exhibits and craft shows. Recently, it has suffered from overuse and is in need of restoration and long term care. In the fall of 1992, a Village Green Committee was formed to join with the Village Improvement Association to bring this restoration about. Donations are being sought from those who care about this park and want it to look its best again. History goes on and on as do the summer nights, repeating itself but never quite the same. ❦

Appendix C - Shelburne Village Master Plan

Village Center Master Plan

The Village Area is obviously the heart of Shelburne Town, and its future will do much to determining the future character of the entire community.

The Master Plan (Exhibit 5) shown on the facing page is a direct response to some specific issues related to the future of the Village, such as:

- Retaining the traditional residential character of the Village.
- Protecting the many historic structures which create the Village's unique character.
- Accommodating continued commercial development without jeopardizing the residential and historic qualities of the existing Village.
- Encouraging a balance of pedestrian and vehicular traffic in order to ensure the Village's continued vitality.
- Reinforcing the Village Green as a focal point of the Village.
- Improving awareness of and access to the LaPlatte River Nature Park.

One of the most important concerns of this Plan is the preservation of the traditional Village character imparted by the many historic residences. In the past Shelburne has been vigilant and highly successful in protecting its historic buildings and setting, but as suburban growth creeps south, the tree lined Village streets and historic homes become ever more threatened.

By providing a location for future commercial development, (i.e.; the proposed North East Loop Road) the Village Center Plan encourages the retention of many historic structures along existing streets, particularly Shelburne Road and Falls Road. Design review criteria are recommended so that these important structures continue to provide the special residential character which presently makes the Village so unique.

This new road would not only serve the expansion area east of Falls Road, but would also provide the possibility of a future road to the north, east of the Shelburne Inn, ultimately returning to Shelburne Road. This would open a large area east of Shelburne Road on the plateau above the LaPlatte River which is presently very inaccessible.

The North East Loop Road with sidewalks and street tree plantings would serve several purposes. It would:

* Add vitality to the Village core by providing a place for new pedestrian oriented Village expansion as opposed to automobile oriented strip development on Route 7.

* Provide access to interior lots for additional parking in tree lined parking courts to serve Falls Road commercial uses.

* Provide pedestrian links from Falls Road to the Shopping Park allowing these two commercial areas to reinforce each other and potentially share parking.

* Allow the redesign and planting of the Shopping Park parking area.

* Provide visual and pedestrian access to the Nature Park.

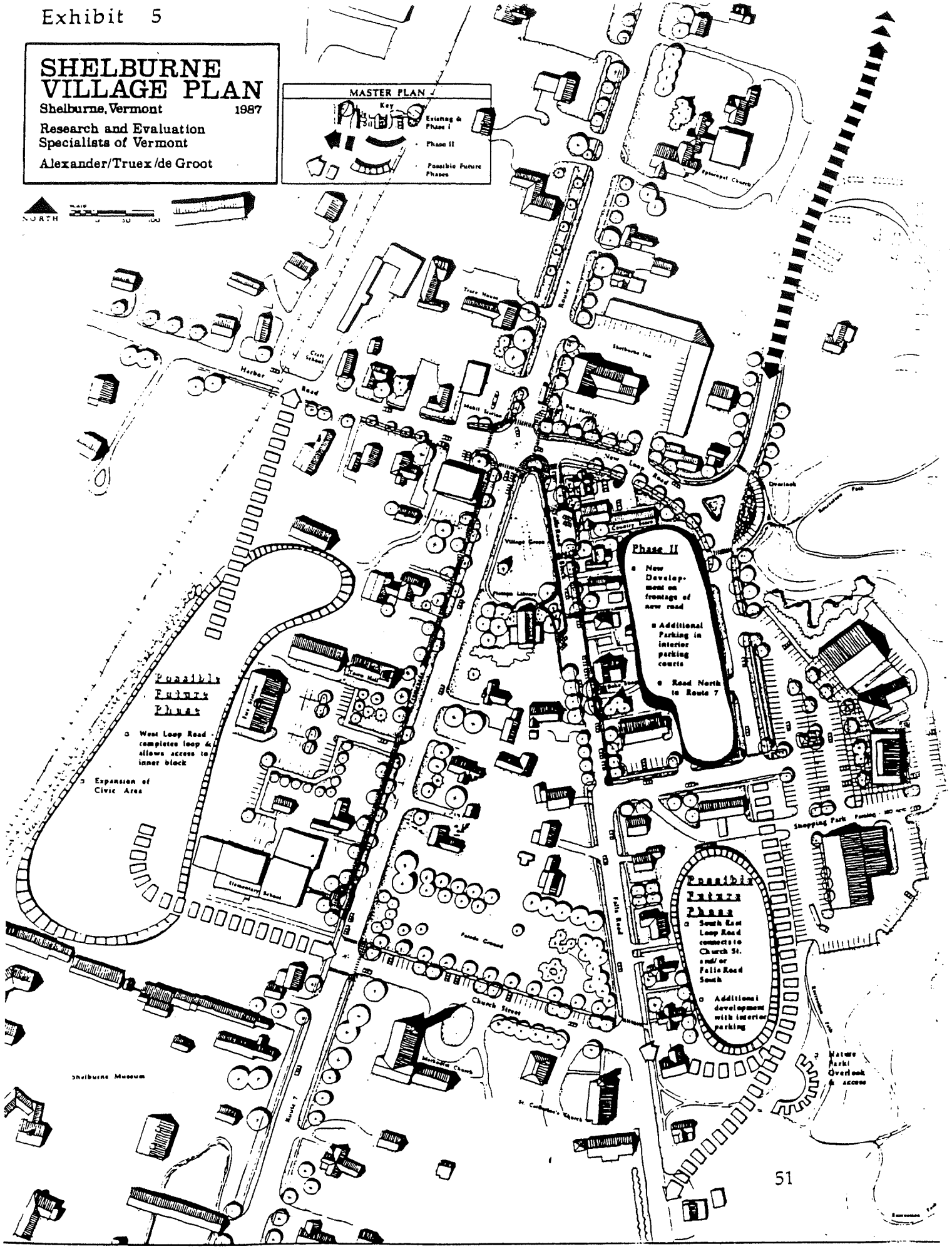
Exhibit 5

SHELBURNE VILLAGE PLAN

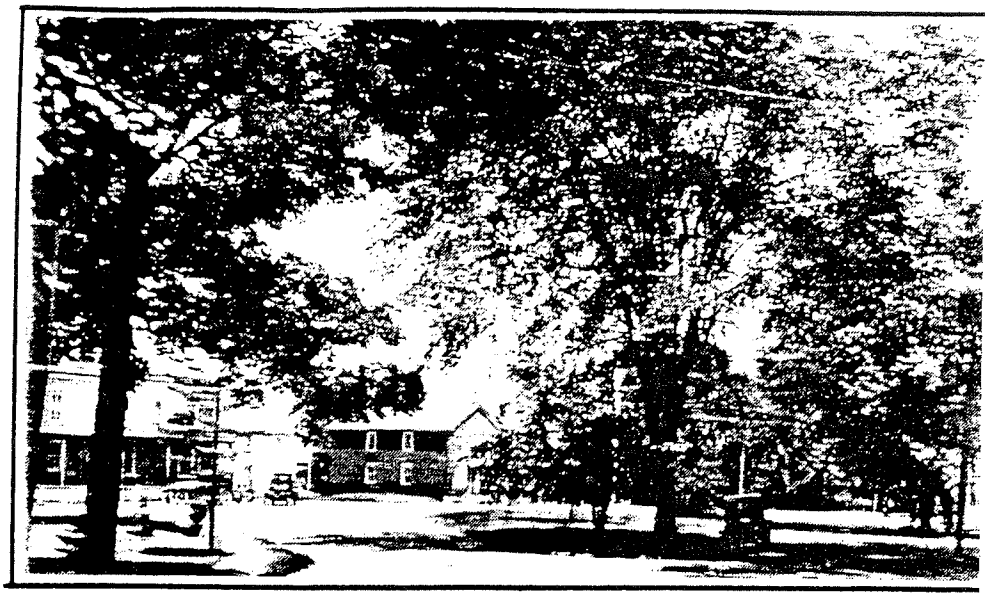
Shelburne, Vermont 1987

Research and Evaluation Specialists of Vermont

Alexander/Truex/de Groot



Shelburne Village
c. 1930



elburne Village
nter - 1995?

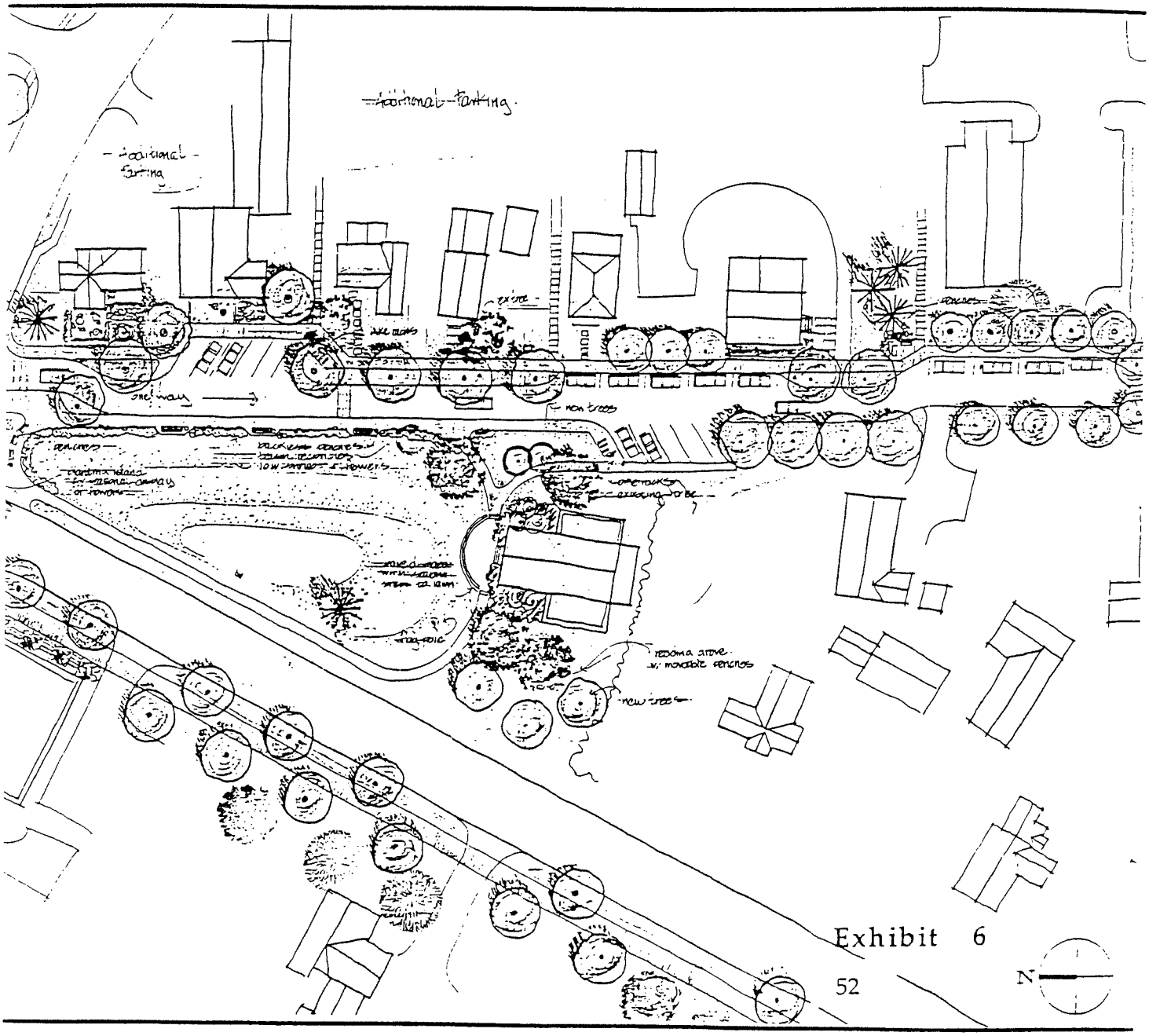


Exhibit 6

Village Plan

Another important objective of the Village Plan has been to preserve and enhance Shelburne's friendliness and vitality.

Just as a harsh environment can discourage human interaction, so a high quality environment can encourage it.

The photograph at the top of exhibit 6 shows Shelburne Circa 1930, in an era when one can imagine a stroll through the village to the old Post Office, meeting a neighbor and stopping to chat under the shade of an elm tree. The passing years have changed this scene to one dominated by traffic. The evolution of Route 7 as Vermont's "west side interstate" has increased traffic volumes, truck noises and fumes. Route 7 has become unavailable for curbside parking and is almost always difficult for pedestrians to cross. Rather than functioning as a main street to the Village, Route 7 divides the town in half.

Although we cannot remove the traffic and recreate the idyllic rural scene in the photograph we can create a new environment that is equally inviting to serve as "Main Street" for the village. A place where residents and visitors feel comfortable and safe and human exchanges and interaction can happen easily and comfortably.

This is the goal of the Village center design shown in Exhibit 6; in particular the Falls Block and The Village Green area. This area might be the destination for an evening stroll on a summer night, a place where one can drive from other parts of town and find a space to park, walk to the hardware store, the library, and to meet a friend for coffee, or a place where a child can safely ride his bike to buy an ice cream, then sit on a bench to eat it while watching the world go by.

The Falls Road Block - A pedestrian-oriented street

As shown in Exhibit 7, this block has been redesigned to provide an improved setting for this important group of historic buildings and an improved street environment for shoppers, library users and Village strollers. While leaving the street accessible to one way traffic, the design is meant to slow down cars, permit destination traffic and discourage through traffic. The street will remain paved in asphalt with special textured paving introduced at crossings and on sidewalks. The walkways included sitting areas with benches, light fixtures, and trash receptacles. Green areas and new trees would be planted to replaces those on the block that have been removed or are failing. Utility lines could be placed underground during the reconstruction.

Parking would be encouraged to be expanded to the rear of the buildings in parking courts accessible from either Falls Road or the new North East Loop Road.

The location of this block adjacent to the Village Green expands the possibilities for both spaces. Public functions such as barbecues, band concerts and craft fairs could be held here while the street is temporarily closed to traffic.

The Village Green - A central focus

The Village Green has long been an important element in the Village. In recent years, however, its visual importance has been diminished as the Village has grown around it and occasionally intruded upon it. The proposed Village Center Plan includes the redesign of the Green so as to reinforce its sense of expansiveness, thus returning it to its former status as the central focal point of the Village. Planting and landscaping will expand the visual boundaries of the Green to the west side of Shelburne Road and to the east side of Falls Road. The various elements within the Green will be reorganized to create both a sense of openness and a special setting for the present Pierson Library structure. This is depicted in Exhibit 8.

SITE ANALYSIS

Shelburne Village Green and Parade Ground
Shelburne, Vermont

21 July 1995

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

Kathleen Ryan
Landscape Architect
Burlington, Vermont

Scale 1" = 30'

North

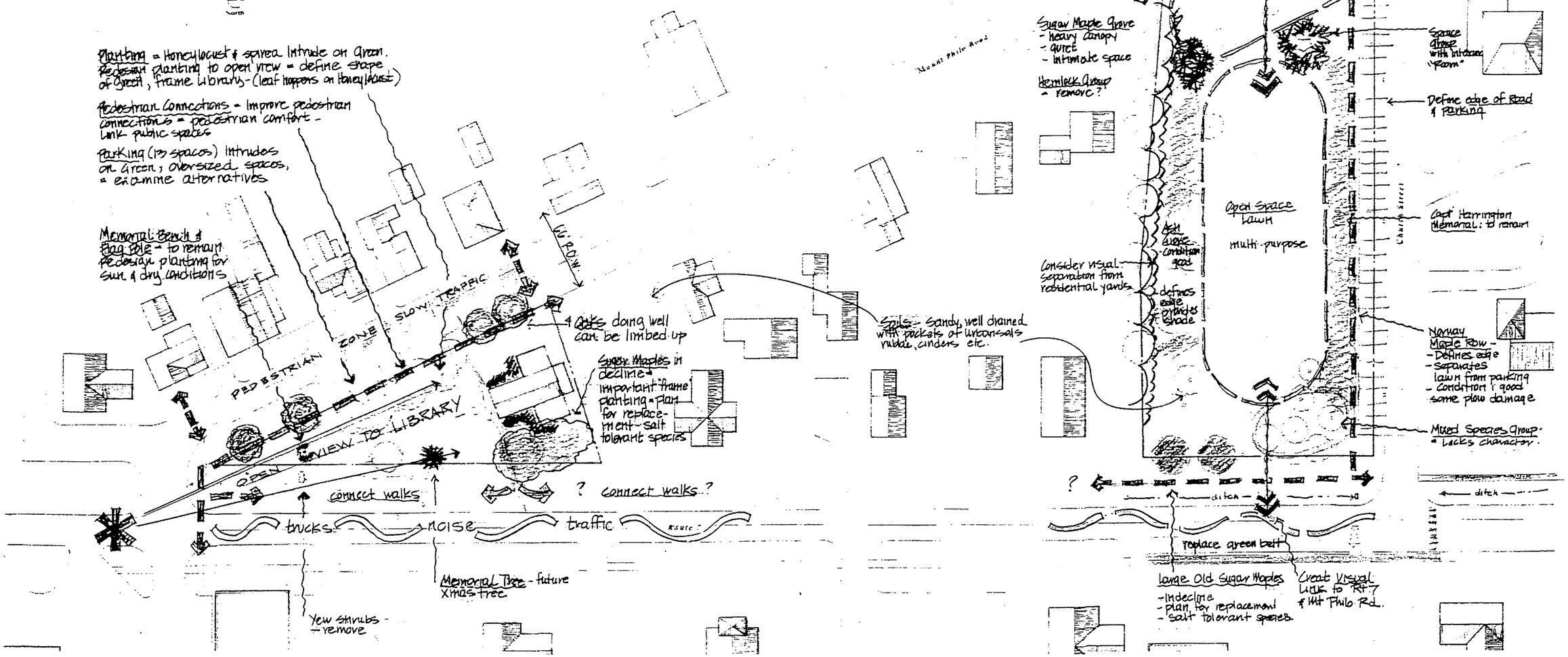
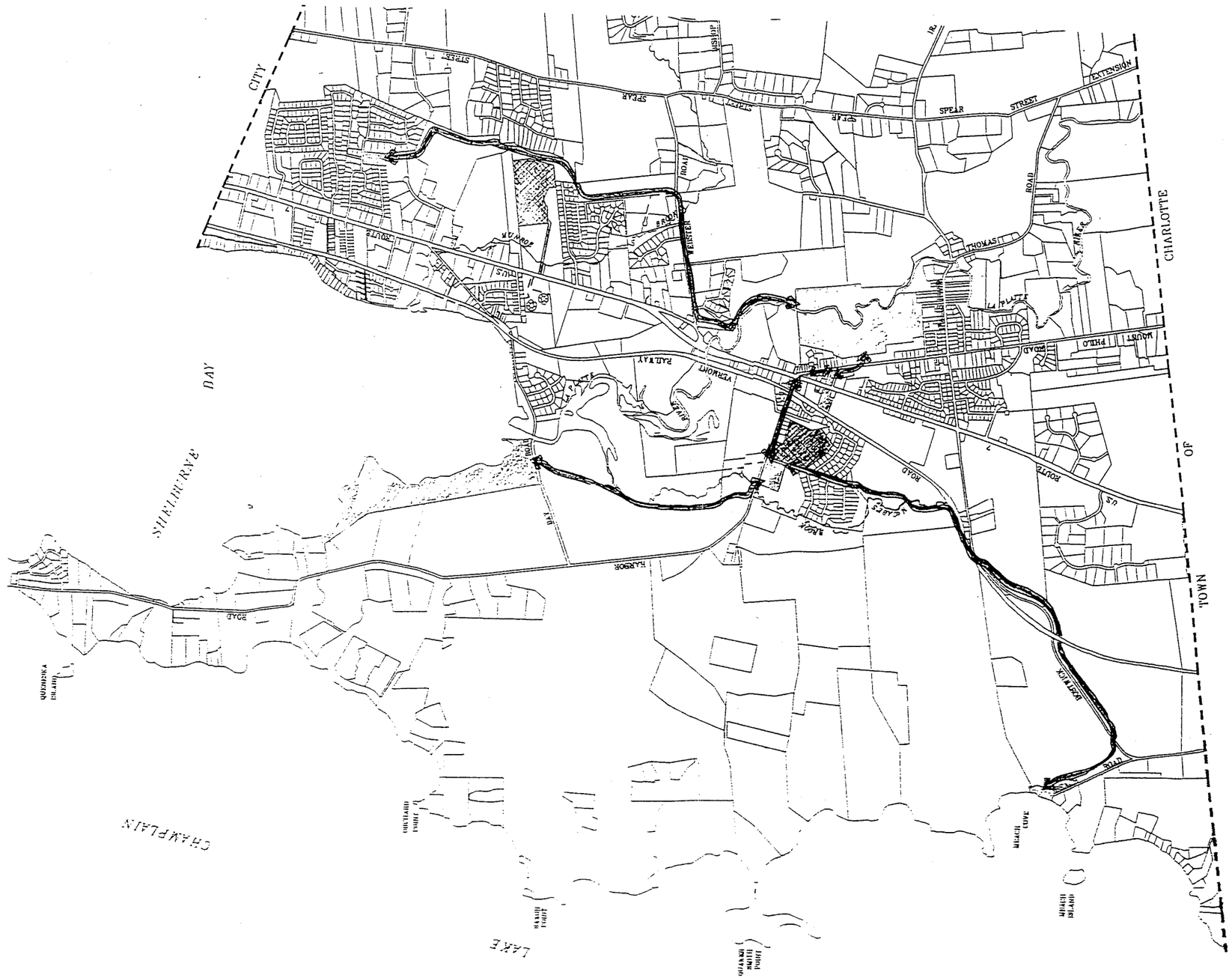


Figure 11



Open Space Linkage Plan

Shelburne Village Green and Parade Ground
Shelburne, Vermont

21 July 1995

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

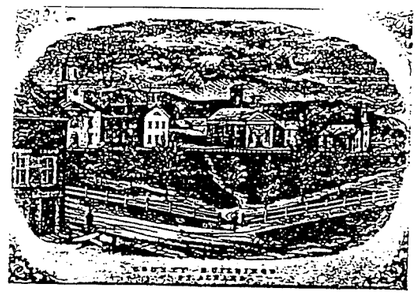
Kathleen Ryan
Landscape Architect
Burlington, Vermont

Not to Scale

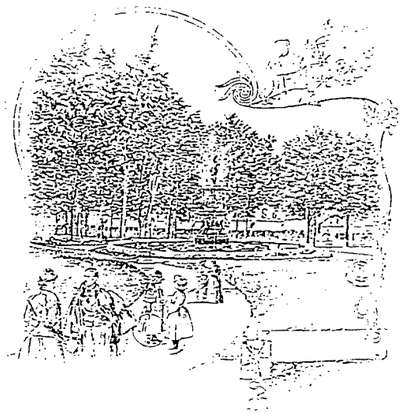
North

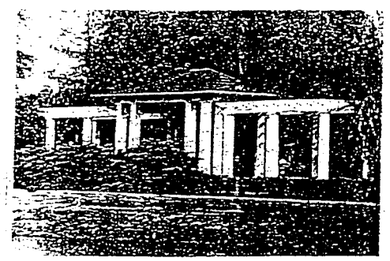
Figure 12

WOODSTOCK COMMON is shaped like a boat at the center of the village and surrounded by churches, town office and residences.

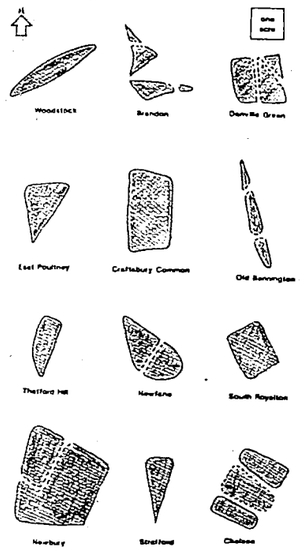


ST. ALBANS TOWN GREEN was originally very simple in its organization. Later designed with a ornate fountain as focal centerpiece of the space.





TOWN GREENS in New England vary in both shape and scale, although their average size is about two acres, with irregular configurations.



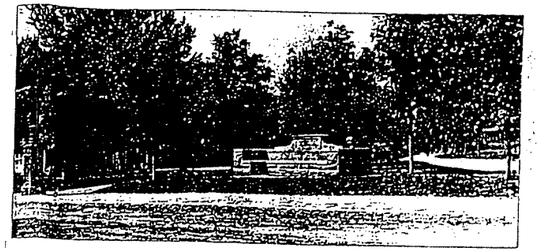
HISTORIC PRECEDENT

Shelburne Village Green and Parade Ground
Shelburne, Vermont

22 August 1995

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

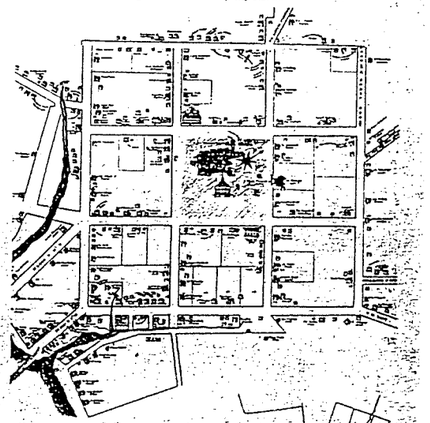
Kathleen Ryan
Landscape Architect
Burlington, Vermont



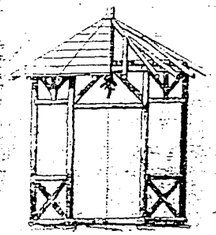
BOSTON COMMON a hundred years ago: cows were banned and the perimeter landscaped, the open space served as a pleasure ground for city dwellers.

BAR HARBOR, MAINE VILLAGE GREEN had many designs over the years with numerous memorials added and removed.

GREENS should be uniformly scattered throughout a city or town at 1500-foot intervals or a three minute walk.



NEW HAVEN, CONNECTICUT TOWN was laid out with one central green surrounded by city blocks.



CAMBRIDGE, MASSACHUSETTS: Layout planned for greens throughout the city.

Figure 13

LANDSCAPE MASTER PLAN

Shelburne Village Green and Parade Ground

Shelburne, Vermont

22 September 2005

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

Kathleen Ryan
Landscape Architect
Burlington, Vermont

Scale 1"=30'

North

Plant Material Selections

PARADE GROUND

BOTANICAL NAME	COMMON NAME
Shade for People	
Carpinus caroliana	Hornbeam
Quercus palustris	Pyramidal Pin Oak
Liriodendron tulipifera	Tulip Poplar
Shrubs for Have Year-Extensive on Bulb Bands	
Cotinus coggygria	Smoke Bush
Ilex glabra 'Compacta'	Inkberry
Spiraea japonica 'Goldflame'	Goldflame Spirea
Rhododendron	Lemon Spice Rhododendron
Small Trees for West End of Parade Ground	
Amelanchier canadensis	Shadbush Serviceberry
Crataegus phaenopyrum	Washington Hawthorn
Crataegus viridis 'Winter King'	Winter King Hawthorn
Syringa reticulata	Japanese Tree Lilac
Shade Trees	
Acer saccharum	Sugar Maple
Acer rubrum	Red Maple
Acer platanoides	Norway Maple
Acer ginnala	Ginnala Maple
Fraxinus pennsylvanica	Pennsylvania Ash
Fraxinus americana	White Ash

VILLAGE GREEN

BOTANICAL NAME	COMMON NAME
Shade for Seating Monumental and Flag Pole	
Pinus nigra	Austrian Pine
Shrubs for Foreground Perennial Areas Flowering	
Aronia melanocarpa	Black Chokeberry
Ilex glabra 'Compacta'	Inkberry
Hydrangea arborescens 'grandiflora'	Hydrangea
Viburnum dentatum	Arrowwood Viburnum
Trees for Foundation and Mulches on West Side of Library Building	
Amelanchier lamarckii	Allegheny Serviceberry
Acer palmatum	Red Maple

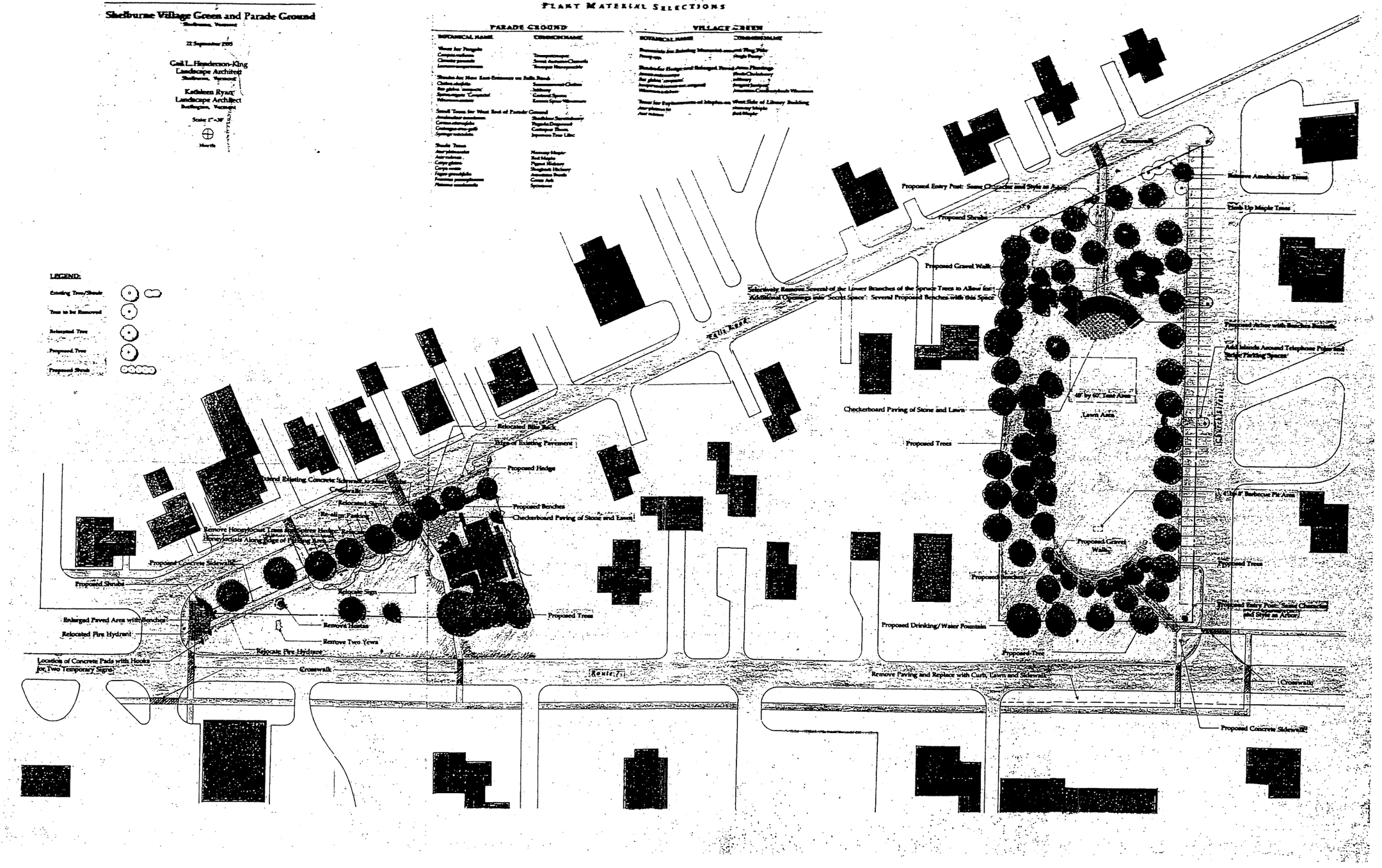


Figure 14

SITE ANALYSIS

Shelburne Village Green and Parade Ground
Shelburne, Vermont

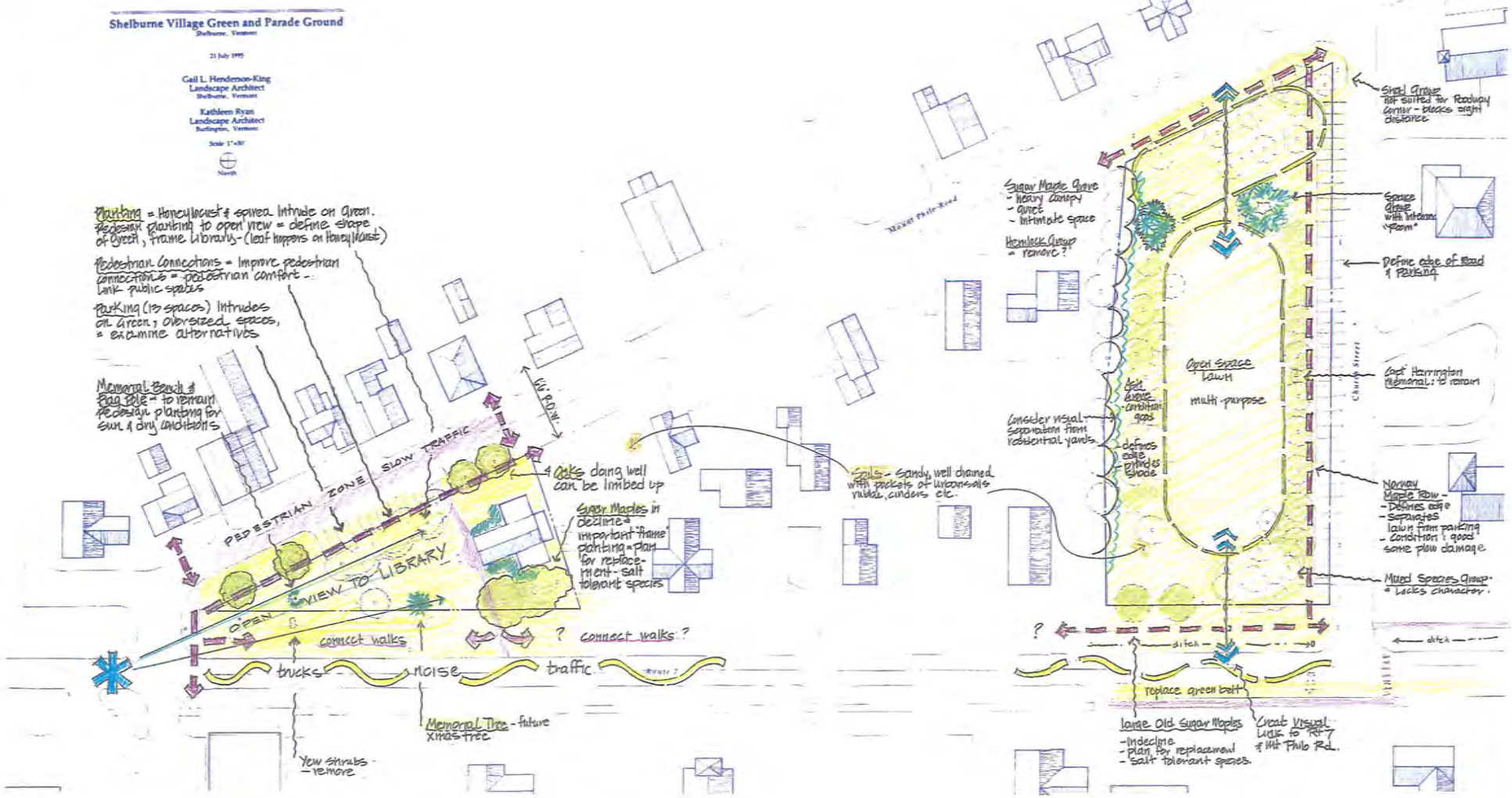
21 July 1995

Gail L. Henderson-King
Landscape Architect
Shelburne, Vermont

Kathleen Ryan
Landscape Architect
Burlington, Vermont

Scale 1"=30'

North



LANDSCAPE MASTER PLAN

Shelburne Village Green and Parade Ground

Shelburne, Vermont

22 September 1999

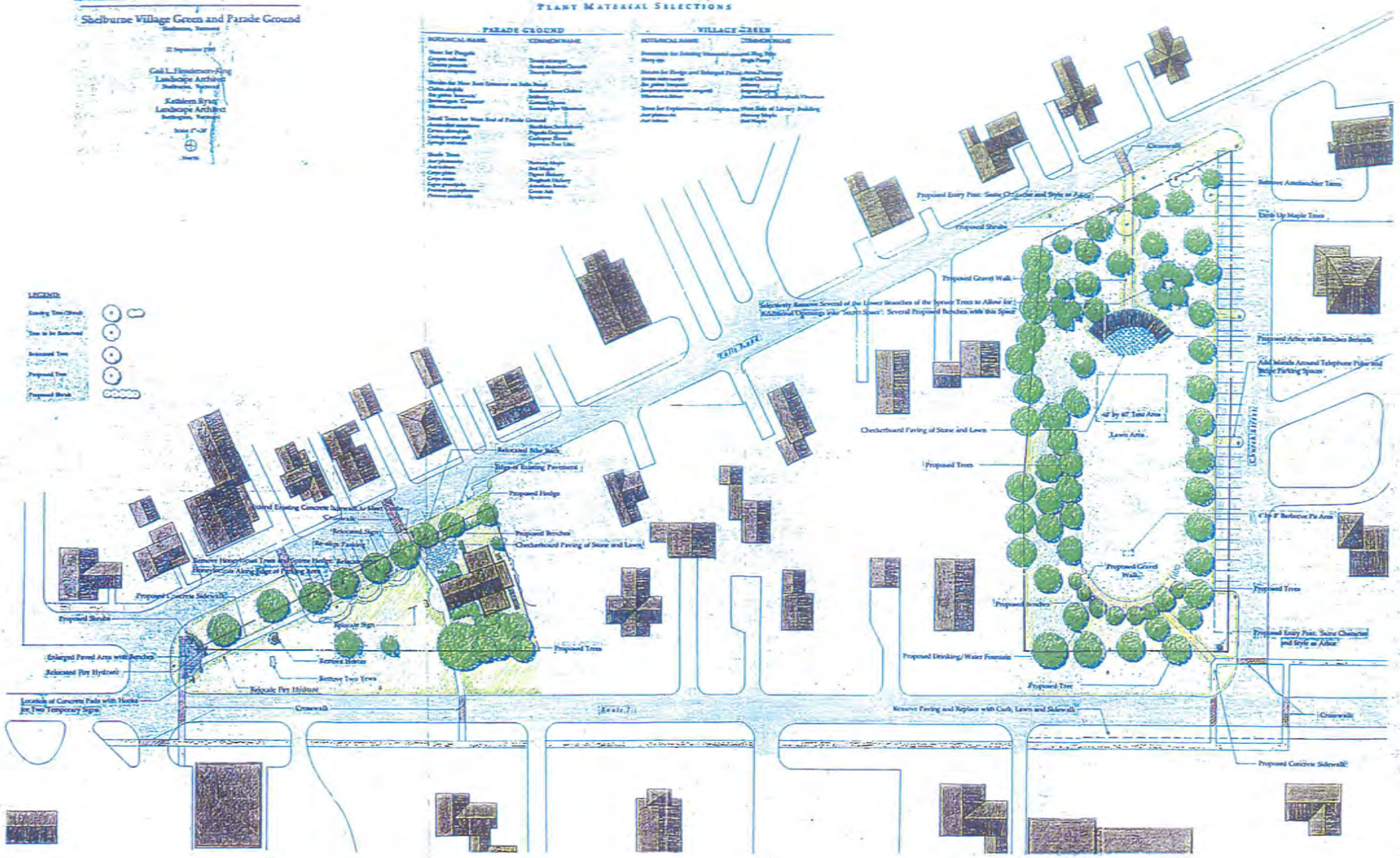
Gail L. Hendemon-King
Landscape Architect
Shelburne, Vermont

Kathleen Ryan
Landscape Architect
Burlington, Vermont

Scale: 1" = 30'

North

Plant Material Selections

Parade Ground	
Botanical Name	Common Name
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

Village Green	
Botanical Name	Common Name
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]