



**TOWN OF ALBURGH  
NOTICE OF PUBLIC HEARING**

**June 21, 2016  
7:00 PM  
ALBURGH TOWN OFFICE BUILDING**

Notice is hereby given to the residents of the municipalities of the Town of Alburgh, Vermont that the Alburgh Planning Commission will hold a hearing on August 12, 2015 at 7:00 PM at Alburgh Town Office Building to consider adoption of the 2016 Alburgh Town Plan pursuant to Chapter 117 of Title 24, Section 4387 and 4384, Vermont Statutes Annotated. The purpose of this hearing is to receive public comment on the adoption of the draft Alburgh Town Plan.

The plan update focused on the following: incorporating relevant data and information, adding a flood resilience element, focusing on strategic implementation, and incorporating public input gathered from the Alburgh Community Survey.

This plan is intended to be consistent with the goals established in Title 24, Section 4302 and 4382. The Alburgh Town Plan contains 8 chapters, which include: Town Plan Goals, Policies and Action Plan; A Brief History; Population, Housing and Economic Development; Natural and Cultural Environment and Land Use; Utilities, Facilities and Services; Transportation; Compatibility to Neighboring Towns and the Region; and Implementation Report. The plan does not change or propose to change any designation of land within Alburgh.

A full text of the plan is on file in the Alburgh Town Clerk's Office.

Appointment for Yuma?

Call Oterside  
annual hospital

→ Learn from WPC!  
→

Line for Yuma.

 Yuma appt. June ]

→ June 11th Saturday @ 8:30

→ 247-8121.  
Oterside

# Walk down through  
pre-meeting ~~phase~~ instructions  
take req. steps  
+ all website into

## REPORT ON ALBURGH MUNICIPAL PLAN REVISION

Over the past six months the Alburgh Planning Commission has been working to complete an update of the “Alburgh Town Plan.” This effort is part of a continuing planning process that guides the Town’s decisions for future growth. Their planning process conforms to the State’s four planning goals of Chapter 117, Section 4302, which strive for a comprehensive planning process that includes *citizen participation*, the *consideration for the consequences of growth*, and *compatibility with surrounding municipalities*.

By state statute, municipalities must prepare and update their town plan every eight years; the current Alburgh Town Plan expires on July 26, 2016. The plan update focused on the following: incorporating relevant data and information, adding a flood resilience element, focusing on strategic implementation, and incorporating public input gathered from the Alburgh Community Survey.

The Alburgh Town Plan contains 8 chapters, which include: Town Plan Goals, Policies and Action Plan; A Brief History; Population, Housing and Economic Development; Natural and Cultural Environment and Land Use; Utilities, Facilities and Services; Transportation; Compatibility to Neighboring Towns and the Region; and Implementation Report. The plan does not change or propose to change any designation of land within Alburgh.

These chapters are consistent with the goals established in Chapter 117, Section 4302. These goals aim to: maintain the historic settlement pattern of compact village centers separated by rural countryside; provide a strong and diverse economy with rewarding job opportunities; broaden access to educational and vocational training opportunities for people of all ages; provide for safe, convenient, economic, and energy efficient transportation systems; to identify, protect, and preserve important natural and historic resources; to maintain and improve the quality of air, water, wildlife, and land resources; to encourage the efficient use of energy and development of renewable energy resources; to maintain and enhance recreational opportunities; to encourage and strengthen agricultural and forest industries; to provide for the wise and efficient use of natural resources; to ensure the availability of safe and affordable housing; to plan for, finance, and provide an efficient system of public facilities and services; and to ensure the availability of safe and affordable childcare. The chapters also contain all requirements for a municipal plan established in Title 24, Chapter 11, Section 4382.

Alburgh Planning Commission members have spent many hours discussing and compiling this draft plan and they would sincerely like to receive your feedback.



CANADA

USA

New York  
Vermont

SWANTON

LAKE CHAMPLAIN

ISLE LA MOTTE

NORTH HERO

Alburgh Village

Alburgh Center

East Alburgh

South Alburgh

# TOWN OF ALBURGH TOWN PLAN

Kelly Bay

Windmill Pt

Alburgh Village

Alburgh Center

East Alburgh

South Alburgh

Ransoms Bay

Dillenbeck Bay

Coon Pt

Point of the Tongue

Line Rd

Bay Rd

Windmill Pt Rd

Windmill E

Fire House Rd

W Shore Rd

Truck Route

Cameron Dr

Middle Rd

Deer Run Rd

W Shore Rd

Summit Rd

Wagner Pt Rd

Poor Farm Rd

Tongue Pt

Point of the Tongue

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd

McGregor Pt

Line Rd

Border Rd

Rath

Blair Rd

Greenwoods Rd

Blair Rd

Missile Base Rd

Martell Rd

Little Woods Rd

Greenwoods Rd

Boulay Rd

Fox Hill Rd

Blue Rock Rd

Alburgh Springs Rd



# FIRST DRAFT May 2016

## **Acknowledgements**

### **Alburgh Planning Commission**

Terry Tatro, Jeff Medor, Beth Savage, Bob Creller, Carol Behrman  
Robert Gaudette, Brian Tjelta, John Goodrich, Leeann Porto

### **Alburgh Selectboard**

## **Authority**

The town of Alburgh is authorized to prepare and adopt a Municipal Plan under Chapter 117, Title 24 VSA (Vermont Municipal and Regional Planning and Development Act). The intent of the law is to encourage a municipality to “engage in a continuing planning process that will further several stated goals.” The act also states that municipal plans must be re-examined, updated and re-adopted every five years. Municipal planning is therefore an on-going process, one that considers how the town is developing, what its current needs are and what changes should be made to move the town toward its goals.

A town plan is intended to clearly state the goals of the town, its current and foreseeable issues, the resources it has available and the process the town intends to take to achieve the desired future. The legal framework that supports town planning includes some requirements that support these aims. Section 4382 of the Act identifies twelve particular subjects that must be included in a municipal plan and are used to guide the content of this plan.

# Alburgh Town Plan Table of Contents

## Page Number

Alburgh at a Glance  
Vision

Chapter 1. Town Plan Goals, Policies & Action Plan

Chapter 2. A Brief History of Alburgh, VT

Chapter 3. Population, Housing & Economic Development

Chapter 4. Natural and Cultural Environment and Land Use

Chapter 5. Utilities, Facilities & Services

Chapter 6. Transportation

Chapter 7. Compatibility with Neighboring Towns and the Region

Chapter 8. Implementation Report

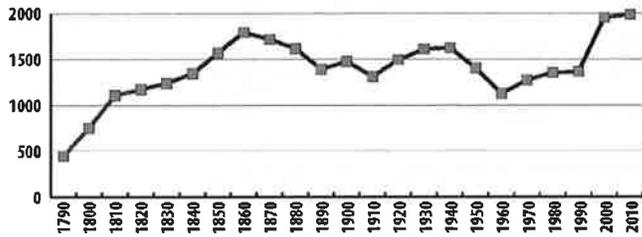
Appendix A. Survey Results

# ALBURGH AT A GLANCE

## FACT SHEET

### Population & Demographics

**Alburgh Population History, 1790-2010**



Alburgh Median Age: 44.1

Vermont Median Age: 42.2

### Alburgh Households

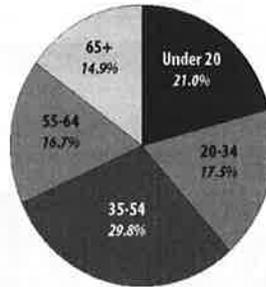
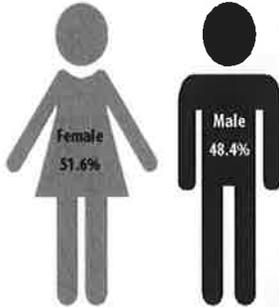


With related children under 18 years. (31.8%)



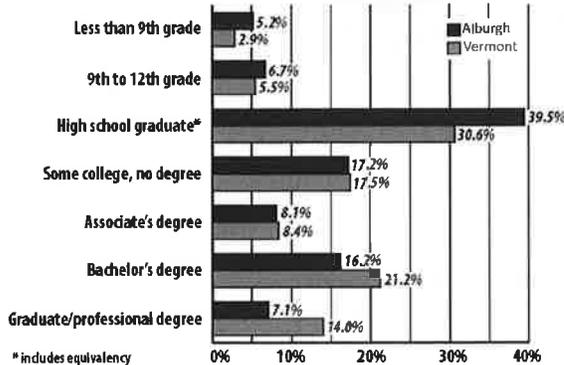
No related children under 18 years. (38.2%)

### Alburgh Population by Gender Alburgh Population by Age



### Education

**Educational Attainment, 2010-2014**



**Alburgh Educational Attainment, 2010-2014**

Educational Attainment	%
Less than 9th grade	5.2%
9th to 12th grade	6.7%
High school graduate*	39.5%
Some college, no degree	17.2%
Associate's degree	8.1%
Bachelor's degree	16.2%
Graduate or professional degree	7.1%
Total	100%

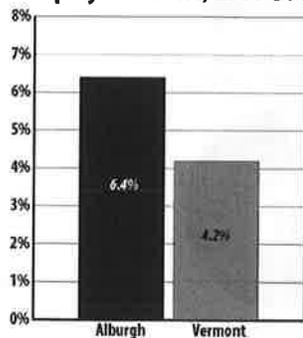
DATA SOURCE: 2010-2014 American Community Survey and 2010 Census

**Income & Employment**

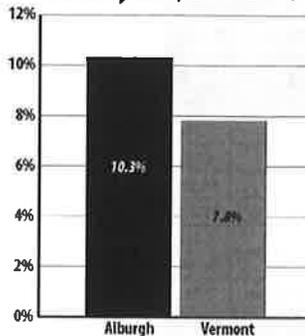
**Median Family Income  
2010-2014**



**Unemployment Rate, 2010-2014**



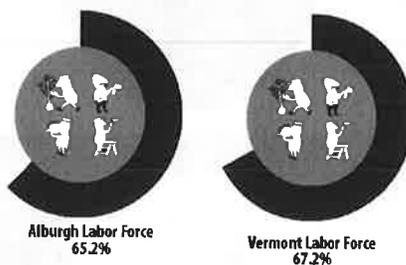
**Poverty Line, 2010-2014**



**Employment by Sector, 2010-2014**

Employment Sector	Alburgh	%
Agriculture, forestry, hunting and mining	21	2.7%
Construction	77	9.7%
Manufacturing	186	23.5%
Wholesale trade	6	0.8%
Retail trade	85	10.7%
Transportation, warehousing and utilities	21	2.7%
Information	5	0.6%
Finance, insurance, real estate, rental and leasing	66	8.3%
Professional, scientific, management, administrative and waste management services	53	6.7%
Educational services, health care and social assistance	158	20.0%
Arts, entertainment, recreation, accommodation and food services	45	5.7%
Other services, except public administration	12	1.5%
Public administration	56	7.1%
<b>Total</b>	<b>791</b>	<b>100%</b>

**Percent of Individuals 18 years of age and older in the Labor Force**



DATA SOURCE: 2010-2014 American Community Survey and 2010 Census

## Vision for the Future of Alburgh

The Alburgh Planning Commission developed the following vision based on the town survey and their conversations with friends and neighbors.

- ❖ *A town that encourages local residents to stay and tourists to visit again and again;*
- ❖ *A town that provides natural resource activities and cultural events at night;*
- ❖ *A town with good roads;*
- ❖ *A town known for the high quality of its fire and rescue personnel and emergency facilities;*
- ❖ *A town that provides its children with a high quality care and education and its adults with the opportunity for life-long learning and advancement;*
- ❖ *A town that balances the needs of year-round residents and seasonal visitors;*
- ❖ *A town that provides fair paying local jobs for its residents;*
- ❖ *A town where people can purchase the things they need daily locally;*
- ❖ *A town where people feel safe and healthy;*
- ❖ *A town where all residents have access to good quality, affordable housing;*
- ❖ *A town, where residents and visitors show that they care about the community by properly disposing of their garbage and maintaining their residences;*
- ❖ *A town known for its conservation of natural resources;*
- ❖ *A town where all people can enjoy the beauty and recreational opportunities of Lake Champlain;*
- ❖ *A town that maintains its historic buildings;*
- ❖ *A town that maintains its rural and agricultural character by maintaining its farms and small-town atmosphere.*



## Chapter 1. Purpose, Goals and Action Plan

The purpose of this town plan is to provide a guide for the future development of the Town of Alburgh. The town plan is a way for residents to share common ideas about our future. The plan describes the goals of our town, what we hope it becomes in the future and how we will work together to get there.

Goals, policies and objectives from the 2011 Town Plan have been reviewed and modified. Additional policies and objectives have been added to the plan based on citizen input and Planning Commission discussion. Accomplishments since the last plan are shown in the implementation report in Chapter 8 TBD.

The Planning Commission developed and distributed a survey in March 2016 that provided feedback from residents on their vision for Alburgh (results are summarized in appendix A). At a meeting held June 21 at 7PM. We discussed and shared ideas that are included in this plan. This meeting was advertised in the *Islander* newspaper, on the Front Porch Forum ([www.frontporchforum.com](http://www.frontporchforum.com)) and on the Town's website ([www.alburghvt.com](http://www.alburghvt.com)).

Based on the results of the survey and community conversations the Planning Commission identified four high priority implementation items and a strategic action plan as shown below. For each of these items, the Planning Commission and other community members will implement a plan for action that includes an inventory of assets, an identification of needs and a prioritized list of tasks. Additional information about plan implementation is included in Chapter 8.

### Priority Implementation Actions

**Capitalize on Lake Champlain as a key community asset:** The recreation, tourism and ecological values of Lake Champlain are essential components of the quality of life in Alburgh. Public access for residents and visitors is needed in order to fully realize the Lake's potential. The PC will inventory existing municipal lands and existing potential public access areas and work with community leaders to prioritize an approach to funding and developing public access to Lake Champlain.

**Build upon the rail trail and VAST trails to create a trail network:** Recreation opportunities for residents will improve overall community health and improved trail opportunities will provide an additional draw for visitors. Walking, hiking, bicycling, horseback riding, cross country skiing and snowmobiling are some of the activities the community can support. The PC will inventory the current trails in the community, identify key connections that are needed and work with community leaders and property owners to develop a trail network expansion plan.

**Improve the quality of existing and future development in the community:** Ensuring new development respects adjacent properties, the character of Alburgh and the future vision is a key component of a successful future. Community members have also

expressed support for improving the condition of existing housing in the village and addressing buildings that are vacant and/or in poor condition. The PC will work with the community to prepare a basic development plan that will provide basic guidance for the location and quality of new development and will examine options for a demolition ordinance to require maintenance or demolition of vacant buildings.

**Expand economic development opportunities by providing services for tourists:** In order to encourage visitors to come to Alburgh and stay for the day or overnight, additional visitor services are needed. The PC will work with existing business and property owners to explore opportunities for publicly accessible lodging and/or camping areas. The PC will also identify ways to encourage bed and breakfasts and other micro-enterprises that will provide income for residents and support tourism based economic development.

In addition to the priority action items, the following goals, policies and objectives will apply to future planning, growth and development in Alburgh.

## **Population, Housing & Economic Development**

### **Goals:**

*Support an economically vibrant Village District that includes a mix of small to medium sized retail and commercial businesses and residential uses in a densely developed area. Have a selection of stores that sell items and provide services that meet the needs of local residents and support local businesses.*

*Build an economy based on clean businesses that provides healthy working conditions for local people, pay good wages and that minimally impact the environment.*

*Sustain a vibrant agricultural economy that builds on the proud history of Alburgh farmers and prepares the way for future generations to continue farming in town.*

*Provide high quality housing for all Alburgh residents and ensure that such housing is available and affordable to all income levels.*

*Ensure that adequate health care is available and affordable to all town residents.*

*Maintain and improve Alburgh's attractiveness for tourists and seasonal residents.*

### **Policies:**

- P-A.** Economic development will be compatible with the character and natural environment of Alburgh
- P-B.** The development of a variety of quality housing types, especially housing for the elderly, affordable to a range of income groups is supported.

- P-C.** Encourage small to medium sized businesses to locate in the Village. Businesses in this size category are those employing up to 30 people full-time.
- P-D.** Support the conservation of agricultural lands.
- P-E.** Ensure that the regulation of land development in Alburgh does not negatively impact the availability of safe and affordable childcare.
- P-F.** Support value-added activities on local farms, including such things as small to medium food processing, farm stands, farmers markets and use of products grown on local farms.
- P-G.** Encourage businesses that provide tourist facilities to locate in town.
- P-H.** Promote activities that facilitate socialization among Alburgh's full-time residents.

**Objectives:**

- P-1.** Examine opportunities for the Alburgh Business Park to increase its appeal to a greater diversity of business types, including commercial, light industrial and an incubator space for local businesses that provides both physical space and access to the business and marketing opportunities presented by the Internet and other emerging technologies.
- P-2.** Seek to attract restaurants or other year round dining options to Alburgh.
- P-3.** Explore options for rehabilitating buildings on Main Street including grants and loans and regulations.
- P-4.** Work with the Health Center and other agencies and non-profits to provide services for Alburgh residents including but not limited to a pharmacy, a drugstore, and dental care.
- P-5.** Work with local civic groups and committees to develop a marketing and communications strategy for Alburgh that will highlight the town's assets with the purpose of attracting commerce and tourism

**Natural and Cultural Resources and Land Use Goals:**

*Maintain high quality water supplies and improve those areas where water quality of the lake, ground water and surface waters of Alburgh has been impaired.*

*Protect sensitive natural and historic resources, including Alburgh's extensive wetland habitat, for future generations.*

*Ensure that the town's substantial farm soils are available for agriculture for generations to come.*

*Discourage development in identified flood hazard areas and river corridor areas. If new development is to be built in such areas, it shall not exacerbate flooding and fluvial erosion.*

*Protect and restore floodplains, river corridors, and upland forest areas that attenuate and moderate inundation flooding and fluvial erosion.*

*Encourage emergency preparedness and response planning.*

*Maintain economically and environmentally sound farms in Alburgh.*

*Preserve and protect scenic resources, including significant scenic roads, waterways and views, and important landscape features of the town.*

*Ensure that development in Alburgh is compatible with existing land uses and that new development occurs at a pace compatible with the provision of municipal services.*

*Ensure that development occurs in areas where it will not negatively impact water quality and that it occurs only in those areas where soils are capable of supporting it with adequate depth to bedrock, stability and which do not have high water tables.*

#### **Policies:**

- N-A.** Support the conservation of agricultural lands and natural resources with a variety of strategies including purchase of development rights and local policies that encourage conservation.
- N-B.** Encourage and support efforts to improve public access to Lake Champlain.
- N-C.** Encourage and support efforts to improve facilities for users of Lake Champlain in all seasons.
- N-D.** Encourage and support efforts to improve Lake Champlain water quality.
- N-E.** New development along the lakeshore, including the conversion of seasonal camps to year-round use, must ensure that wastewater is managed properly so that there is no negative impact on water quality and that minimum state standards for wastewater disposal are met.
- N-F.** Discourage the subdivision of land into “spaghetti” lots, parcels of land that are exceptionally long and narrow.
- N-G.** Protect water quality by limiting development in Wellhead Protection Areas, wetlands and along streambanks.
- N-H.** Protect Lake Champlain water quality by discouraging development along the lakeshore closer than 50 feet from the high water mark of 99 feet above sea level “if better than current state regulations”. Please confirm.

#### **Objectives:**

- N-1** Review current Flood Hazard Zone District standards for compliance with National Flood Insurance Program (NFIP) minimum standards. Consider adopting higher standards and incorporating River Corridor regulations.
- N-2** Adopt the most up-to-date Vermont Road and Bridge Standards.

- N-3** Develop and adopt a Local Hazard Mitigation Plan (LHMP) for the Town and Village. Support implementation of high priority projects as identified in each plan.

**Utilities, Facilities & Services Goals:**

*To ensure that Alburgh's infrastructure has adequate capacity to meet current needs and planned growth in a timely and cost-effective manner.*

*Support a high quality, sustainable recreational system based on the use of Alburgh's natural and cultural resources.*

*Ensure the safety of the town's residents by maintaining a high quality of emergency services.*

*To provide excellent childcare, educational and vocational training opportunities in adequate facilities for Alburgh's children and promote lifelong learning in both public and private facilities.*

*Maintain and improve a high quality health care system that is accessible and affordable to all town residents.*

*Ensure that Alburgh residents have year-round public access to Lake Champlain including beach access and safe and easy access to boat launch facilities.*

*Ensure that residents of all ages and visitors have access to outdoor recreational and educational facilities.*

*Save money and reduce environmental impacts by decreasing the overall energy consumption within the town through conservation and efficiency.*

*Promote the appropriately sited development of local renewable resources*

*Encourage energy efficient and energy conserving patterns of land use*

*Promote better high speed communications access.*

**Policies:**

- U-A.** Secure land for future expansion of the village sewer and wastewater treatment system.



- U-B.** Plan for expansion of both the Village, Alburgh Springs and South Alburgh fire district 2 water systems
- U-C.** Encourage and support bicycling-based tourism by addressing the need for safer bicycle routes, by improving existing and developing new bicycle facilities and infrastructure (bicycle routes, bathrooms, bike racks) and similar activities in Alburgh.
- U-D.** The town should be prepared to accept donations of recreational land, including purchases of land offered at price below market value
- U-E.** Encourage and support efforts to improve public access to Lake Champlain.
- U-F.** Encourage efforts to improve water quality of Lake Champlain to create more desirable conditions for recreational purposes.
- U-G.** Encourage the development of a dry hydrant whenever a new public lake access site is developed or upgraded.
- U-H** Encourage land use patterns that promote energy conservation, such as encouraging passive solar design, cluster development and the use of vegetation for winter wind buffers and summer shading.
- U-I** To encourage energy efficiency in the construction and renovation of new and existing structures.

**Objectives:**

- U-1** Increase personal protection by developing and promoting a Neighborhood Watch system.
- U-2** Work with the State to develop, install and maintain docks at the three Fish and Wildlife Access Areas to provide safer and easier conditions to launch a boat.
- U-3** Work with solar power companies to provide energy for Alburgh Community owned buildings.
- U-4** Regularly update the Emergency Management Plan for the town, including an Emergency Rapid Response Plan and an Emergency Operations Plan.
- U-5** Complete a Capital Budget and Implementation plan.
- U-6** Identify options for completing digital tax parcel maps.

**Transportation Goals:**

*Provide and maintain a safe, convenient and functional transportation network for vehicular, pedestrian, bicycle and other recreational use within the Town.*



**Policies:**

- T-A.** The Town and the VT Agency of Transportation should work more closely together early in the development and design of state highway projects.
- T-B.** New construction or major reconstruction of roads and highways in Alburgh should provide paths, tracks or wide enough shoulders for use solely by pedestrian or other non-motorized means of transportation, when economically feasible and in the public's interest.
- T-C.** Encourage the development of efficient transportation systems that offer alternatives to the single-passenger vehicle.
- T-D.** Encourage the development of efficient and convenient public transportation systems.
- T-E.** Private roads must be upgraded to town road standards for safety and access before the Town will consider taking over the road.
- T-F.** Support the complete removal of the Missisquoi Bay Causeway and the Carry Bay Causeway.

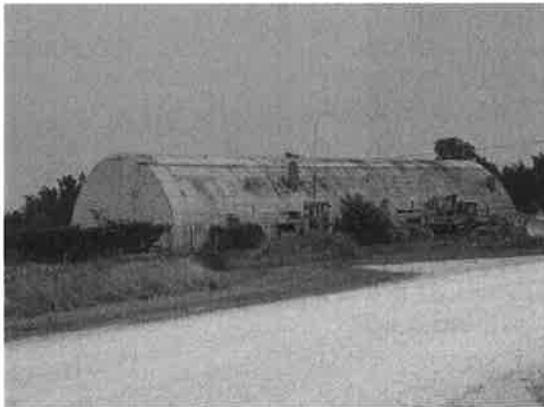
**Objectives:**

- T-1.** Pursue funding for projects that can construct and enhance pedestrian and bicycle facilities in Alburgh. Support efforts to develop bicycle facilities and infrastructure (bicycle routes, bathroom, bike racks) in Alburgh.
- T-2.** Improve the portion of the Rail Trail located in Alburgh so that it is appealing to a variety of users.
- T-3.** Advertise the Alburgh Park and Ride Lot on websites like "Way To Go" and in other digital media.
- T-4.** Encourage the development and use of energy conserving transportation systems including but not limited to bicycling, park and ride lots, and public transportation.
- T-5.** Support additional public transit routes in Grand Isle County.

## **Chapter 2. The Past and the Present**

### **The First Settlers**

The first permanent settlers of Alburgh were British Loyalists. They arrived starting in 1783 which was the year that the Revolutionary War ended. Upon reaching Alburgh they believed that they had reached Canada. When the exact location of the Canadian-US border was established, they found themselves in what was to be called Alburgh. Since they had cleared their land and liked the area most did not go on to Canada. Ira Allen, who was granted all of Alburgh, was kind to them and allowed them to remain on their land and charged them very little for this.



### **The War of 1812**

Alburgh found itself in a very precarious position when the British tried to invade and takeover the new country once again. Lake Champlain was the avenue of invasion and much of this was fought along and on Lake Champlain. Alburgh's location where the Lake enters Canada made it a real "hot spot." The Loyalist settlers had to now defend themselves from the very British for whom they once

fought. The Alburgh Militia was formed and met at the home of Samuel Mott, their leader. The Samuel Mott homestead is the stone house at the south end of Alburgh Village.

### **The First Railroad**

The year 1850 saw the opening of the first railroad to cross Alburgh. It ran east and west entering at East Alburgh and crossing a second bridge to Rouses Point, NY. Soon after its opening posters were seen in the East Alburgh Station offering free transportation and free land in the West. By this time Alburgh was crowded with the large families of the early settlers and many took advantage of the land in the West. Some of the states that they went to were Iowa, Michigan, Wisconsin, Kansas and others. Descendants of Alburgh's early settlers are still found everywhere in the Western United States.

### **Alburgh Springs**

The new railroad opened Alburgh Springs as a resort area where the mineral waters were sold as a cure for just about any ailment. Alburgh Springs became a little "Boom Town."

Houses, stores and hotels sprang up as fast as they could be built. One quite lavish hotel became the focus and served all the needs of visitors from far and near. Carriages from the hotels met every train during the summer months to carry people to the Springs.

## Schools



Shortly after Alburgh became an organized Town in 1792 schools were established. By the early 1800's Alburgh had about 10 schools. "Smart" students were selected by teachers to become future teachers. Sometimes they were appointed as a teacher right after graduation from the 8<sup>th</sup> grade.

There was an Academy at Alburgh Springs in the mid-1800's which was Alburgh's first high school. Alburgh High School opened in 1939 and became the center of activities for many years.

## The Second Railroad

The Rutland Railroad opened in 1900. This was an event as important to the development of Alburgh as the opening of the first railroad. This railroad ran from Rutland, VT to Ogdensburg, NY with Alburgh almost exactly halfway between the two places. Alburgh became a terminal where train crews changed and repair shops were located. This new railroad created what is now the Village of Alburgh.

## Alburgh Village

Within a few years of the opening of the Rutland Railroad many homes, churches and places of business were constructed by and for the railway workers. The center of business in Alburgh now shifted to Alburgh Village from the former growing communities of Alburgh Springs, East Alburgh, Alburgh Center and South Alburgh. By 1920 Alburgh Village had four grocery stores, two hotels, three churches, a Railroad YMCA, a department store, a bakery and several other places of business.



### **Alburgh as a Summer Community**

Alburgh's many miles of fine lake shore property and the Lake itself have been and remain Alburgh's greatest asset. Various places such as Alburgh Center, South Alburgh and others became little communities of summer residents. The value of lakeshore properties remains high and building continues.

### **More Recent Times**

The Rutland Railroad shut down in about 1963 and the tracks were torn up. This was probably the most troubling thing that ever happened to the Town since so many Alburgh residents depended on the railroad for their livelihood.

The Vermont State Division of Historic Preservation lists 162 sites in Alburgh in the state register of historic preservation. The Rutland Railroad Pumping Station is particularly noteworthy, receiving a listing in the National Register in 1999.

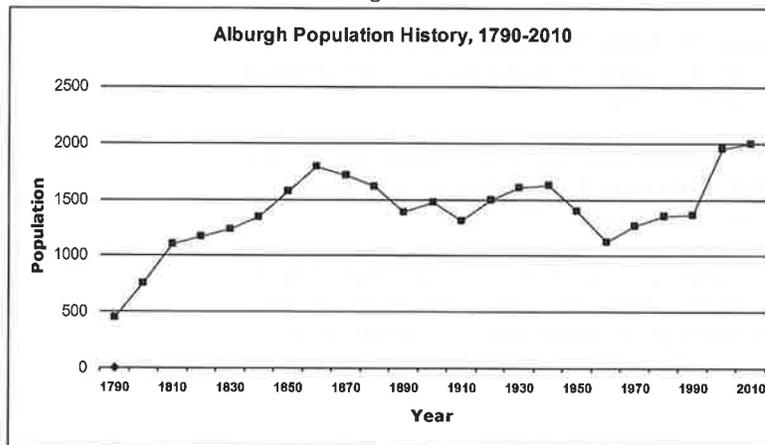
Some residents found it necessary to go elsewhere for jobs but, somehow, others arrived and no real drop in population resulted. The fine bridge connecting Alburgh to the State of New York, opened in the 1990's and encourages further development of the Town.

## Chapter 3. Population, Housing & Economic Development

### Population

The first settlers of Alburgh arrived in 1791. The population of the town steadily increased until it hit its early peak in the mid-1800s, like many other Vermont towns. The year 1850 saw the opening of the first railroad to cross Alburgh. Soon after its opening, posters were seen in the East Alburgh Station offering free transportation and free land in the West. By this time Alburgh was crowded with the large families of the early settlers and many took advantage of the land in the West, leading to a decrease in the population. In the early 1900s, Alburgh's population began to increase rather than decrease like many other towns in Vermont. This was due in part to the opening of the Rutland Railroad in 1900 which encouraged economic growth in the town. The population continued to grow until 1940 when the population again began to decline.

Figure 1.



Source: Center for Rural Studies, VCGI Vermont Indicators Online and 2010 Census

Since 1960, the population has been steadily increasing with the most dramatic growth occurring between 1990 and 2000. During this decade, the population had the fastest growth rate (43%) since the 1800s. *It is important to note that it is believed the 1990 US Census undercounted Alburgh's population.* When a more accurate account was completed in the 2000 Census, it dramatically expanded the number of people recorded as living in the town compared to the low report in 1990, which may have contributed to the very high rate of growth recorded between the two periods. Today, Alburgh has a greater total population than ever before in its town history.

In the 1980's Alburgh saw a large number of people move out of town, leaving the town

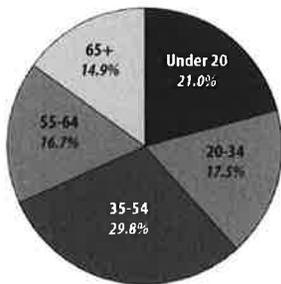
with a net gain of only 10 people during the decade. The population projection, illustrated in Figure 2, is based on the assumption that trends of the 1990's and 2000's continue for the next 20 years.

Projections from 2015 for population growth through the year 2020 are shown in Table 1. Alburgh's population is expected to grow more quickly than Grand Isle County. Between 2010 and 2020, Alburgh's population is estimated to increase by almost 600 people, a projected average annual growth rate of over 2% per year. Because of Alburgh's relatively low population estimates and projections can be unreliable and should be used primarily to predict overall trends in population.

	Actual 2010	Projected 2020	% Growth 2010-2020
Alburgh	1,998	2,595	29.9%
Grand Isle	2,067	2,585	25.1%
Isle La Motte	471	566	20.2%
North Hero	803	1,069	33.1%
South Hero	1631	1,962	20.3%
Grand Isle County	6,970	8,777	25.9%
Vermont	626,358	628,688	.5%

Source: VT Department of Aging and Disabilities

**Alburgh Population by Age**



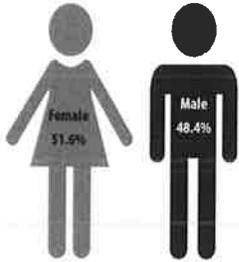
**Alburgh Median Age: 44.1**  
**Vermont Median Age: 42.2**

The median age of Alburgh residents is 44.1 years, compared to 42.2 years which is the median age of Vermont residents at large. This has risen since 2000, when the median age was 40.6. Due to a low influx and retention of people falling into the younger age categories, both Vermont and Alburgh are aging. The median age of both is projected to rise again by the time the 2020 Census is taken.

The largest segment of Alburgh's population by a fairly large amount is 35-54 years old (29.8%) and the smallest segment is seniors 65+, who make up 14.9% of Alburgh's population. The small relative number of 65+ residents could be due to migration out of Alburgh in order to relocate closer to family living elsewhere. These numbers seem to be trending

together with the County and State numbers in the same categories, except that the state has a slightly higher percentage of 65+ than 55-64 year olds.

**Alburgh Population by Sex**

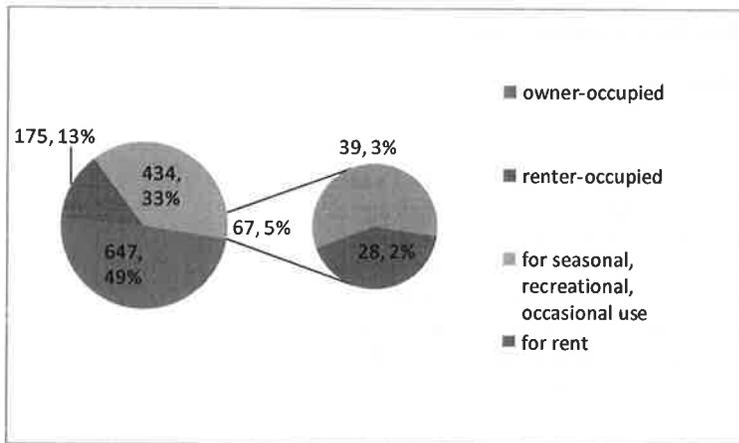


Alburgh is split fairly evenly between males and females and its citizens are likely to be long term residents of the community. According to population estimates in 2012-2014 almost 95% of Alburgh residents lived in the same home as they did in each of the previous years. This is a higher percentage than the state (85%) or Grand Isle County (90%).

**Housing**

According to the 2010 US Census Alburgh has 1,370 housing units. Almost half of those are owner occupied and approximately one third are seasonal dwellings. Currently, Vermont’s vacancy rate for owner-occupied units is 1.1% and for rental units is 1.75%. Alburgh’s rate is 2% for rental units and 2.8 % for owner occupied units. These vacancy rates are below what is considered a healthy housing market average vacancy rate and contributes to the difficulty finding affordable housing. Alburgh has a very large share of seasonal homes accounting for 32% of total units. This is high compared to 16% for Vermont as a whole, but it is consistent with the rate for Grand Isle County, which is 36%.

**Alburgh Housing Distribution, 2010**



Seasonal visitors must be seen as an asset to Alburgh because they bring residents without adding children to the capital school system. However, too many seasonal visitors may detrimentally affect Alburgh’s sense of community, because they are absent from the area for a good portion of the year.

Vermont has the second oldest housing stock in the nation (“Between a Rock and Hard

Place,” 2003). The median construction year of Grand Isle County housing stock is 1977, which is younger than the Vermont median of 1971. The deteriorating condition of some of the properties in Alburgh has been a concern raised by many residents through the survey completed as part of this plan.

**Affordability**

Between 2000 and 2010, Vermont saw a 2.36% increase in population, which has also resulted in an increase in the number of households. During the 1990’s, Vermont gained 30,000 new households but only 23,000 new housing units, directly reflecting supply inadequacies (Between a Rock and a Hard Place, 2003). When the housing stock is in short supply, rents are driven up, further perpetuating the cycle.



Studio	\$37,440
1 bedroom unit	\$40,680
2 bedroom unit	\$53,120
3 bedroom unit	\$66,520
4 bedroom unit	\$78,120
Alburgh Median Family Income	\$55,733

The housing wage is the wage needed to afford a two-bedroom apartment at fair market rent. Grand Isle County is combined with Franklin and Chittenden Counties for data related to housing costs. The housing wage for Grand Isle County for a two bedroom home is higher than the statewide housing wage. An inadequate number of affordable homes have been an issue plaguing Alburgh, Grand Isle County and Vermont State for many years.

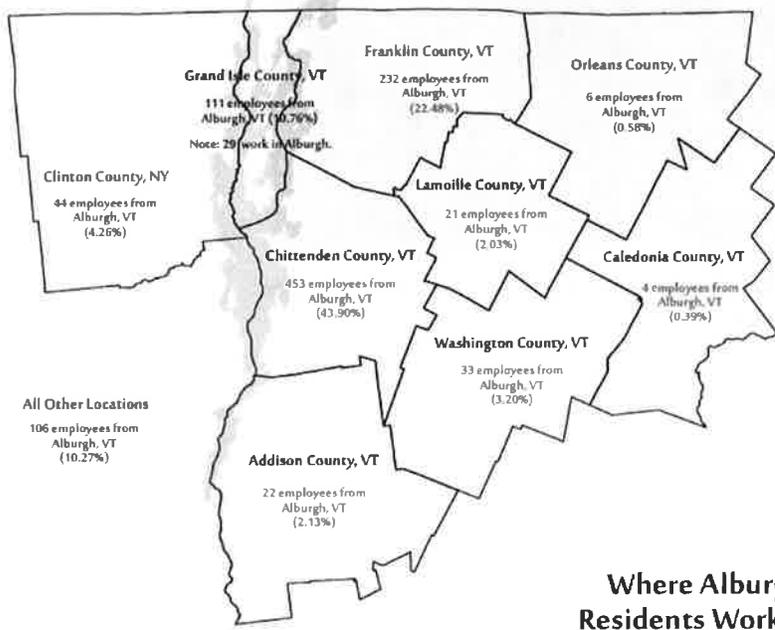
Alburgh’s median family income is \$55,733. This is enough to rent a two bedroom unit at fair market rent. The 50% of Alburgh residents making less than median, and those that need more than two bedrooms will struggle to find affordable housing in Alburgh and Grand Isle County. Families with children living at home (31.8% of households) will find it more difficult to find affordable housing of a sufficient size to serve the household.

Vermont’s definition of affordable housing states that housing is affordable when it requires no more than 30% of the income of a household earning 80% of the state median income. Two facts affect the affordability of housing: the price of the house and the ability of a household to pay the price. On a county –wide basis Grand Isle County has a smaller percentage of renters paying more than 30% of their income for housing than elsewhere in the state. However, 17.9 % of homeowners and 27.3 % of renters in Grand Isle County pay more than 50% of their income for housing- both of these are higher



Alburgh is similar in many ways as compared to Grand Isle County and Vermont. Alburgh is slightly more diverse than both the county and the state. The median family and per capita income levels are significantly lower, and the percentage of families living below the poverty line is higher. The percentage of people who are college graduates or have a high school diploma is also lower than the county as a whole.

Alburgh’s comparatively lower median family income and higher rate of families living below the poverty line are related to the higher unemployment rate compared to the state at large. This high unemployment rate contributes to the higher relative percentage (10.3%) of residents living below the poverty level as opposed to at the state level (7.8%). Clearly economic development is of major importance to the residents of Alburgh.



Alburgh provides employment for 124 individuals, 29 of which are Alburgh residents. On the whole Alburgh is a net exporter of labor. Nearly half of the town’s commuters go to work in Chittenden County and almost a quarter work in Franklin County.

The town has undertaken some significant economic development efforts in recent years. The most notable effort was the development of an industrial park adjacent to the Village. The Park has approximately 100 acres, including some wetland. Marketing the Park has been and continues to be challenging and developing the remaining lots will require significant investment in infrastructure and environmental considerations. Past marketing efforts have included a brochure, but these efforts have been hindered by competition

with Plattsburgh, N.Y., where companies have access to natural gas.

Businesses currently residing in the Business Park include: Beeline, Rowley Fuels Inc. a fuel oil distributor, the Alburgh Health Center, a crematorium and the municipal highway garage. The Town has been considering changing the intended use of the Park from industrial use to a more diverse assortment of businesses. Alternative uses of the Park could include incubator space for new and growing businesses as well as commercial and industrial space.

In addition to the Industrial Park, Alburgh's economic advantages include proximity to both Montreal and Burlington. The Town is also known for some annual as well as weekly activities that bring people to town. Annual events such as the International Fire Training School bring 300-400 people to town, while local auctions offer a great diversity of items, attracting an influx of visitors that provide opportunities for other local entrepreneurs. Challenges to economic development include a need for labor force training, sewer capacity challenges, no high school and no access to natural gas.



## Chapter 4. Natural and Cultural Resources and Land Use

The University of Vermont conducted a natural resource inventory of Alburgh in 1990. This inventory provided much of the information contained in this chapter. Additional information was gathered from Vermont Center for Geographic Information databases as well as local knowledge. Natural resource information is displayed on the *Natural Resource* map included in the Appendix.

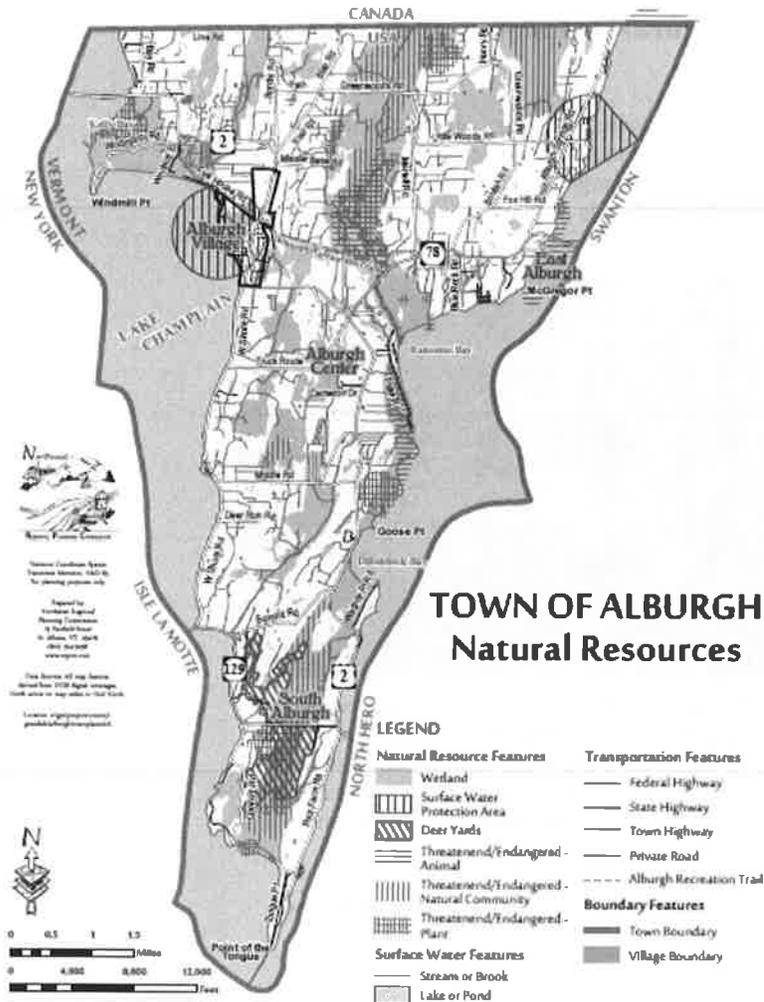
The Town of Alburgh contains approximately 29 sq. miles of land, or 18,560 acres. The town is relatively flat with rolling hills. The high point in the town is 240+/- feet with large low-lying areas where wetlands have formed.



The Alburgh Peninsula lies within the Champlain Lowlands Sedimentary Basic, composed of materials deposited during the last glacial period, approximately 10,000 years ago. The Town is underlain primarily by layers of shale and limestone. Over the years shale has been excavated at a number of sites in the town, although no commercially exploitable deposits of either shale or limestone has been found. Natural gas is also present in these formations but exploratory efforts have failed to locate economically attractive reserves. A significant drilling effort in 1966 drilled to a depth of 5,000 feet, but failed to find significant reserves of natural gas.

Alburgh contains large areas of prime agricultural soils- approximately 35% of the town is made up of agricultural soils.

The climate of Alburgh is influenced by the proximity of Lake Champlain, the Green Mountains and the Adirondacks. The lake significantly moderates the climate, extending the growing season to 160 days, much longer than most places in Vermont. Prevailing winds are generally from the south with frequent shifts to the north in the winter. Winter snows are light relative to most places in Vermont. (FIS, 1980)



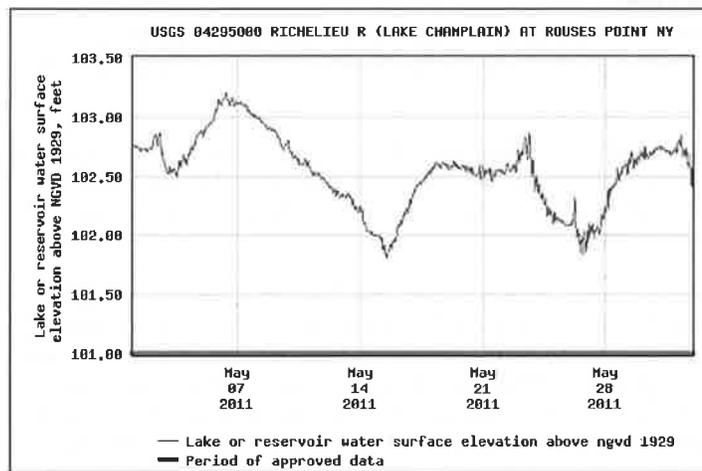
## Flood Resilience

The Town and Village of Alburgh lie within the Champlain Islands sub-basin of the “Northern Lake Champlain Direct” watershed. Several small streams and wetland complexes drain into Lake Champlain. Flooding is the most common natural hazard within the community. The lake shoreline areas of the Town and Village of Alburgh are subject to periodic flooding caused by high water levels in Lake Champlain. In addition, there are other areas, including tributaries to the lake such as Mud Creek and wetlands that have been designated as within the 100 year floodplain.

<b>Table X: FEDERAL MAJOR DISASTER DECLARATIONS IN GRAND ISLE COUNTY</b>	
<b>DR-160 (Nov. 27, 1963)</b>	<b>Drought, Impending Freeze</b>
<b>DR-164 (March 17, 1964)</b>	<b>Flooding</b>
<b>DR-397 (July 6, 1973)</b>	<b>Severe storms, flooding, landslides</b>
<b>DR-990 (Apr. 24 – May 26, 1993)</b>	<b>Heavy Rain, Snowmelt, Flooding</b>
<b>DR-1201 (Jan. 6 – 16, 1998)</b>	<b>Ice Storm</b>
<b>DR-1784 (July 18, 2008)</b>	<b>Severe Storms, Tornado and Flooding</b>
<b>DR – 1995 (Apr. 23 – May 9, 2011)</b>	<b>Severe Storms and Flood</b>
<b>DR-4163 (Dec. 20-26, 2013)</b>	<b>Severe Winter Storms</b>

Historically, the high lake levels have occurred in the months of March through May. The ten highest recorded lake levels occurred in 1869, 1903, 1936, 1976, 1983, 1993 (2 record highs), 1998 and 2011. Flooding in the community has been caused primarily by high levels of Lake Champlain and the consequent erosion of the bank materials along the shore.

The maximum elevation observed at USGS gaging station No. 04295000 on the Richelieu River (Lake Champlain) at Rouses Point, New York for the period of record from March 1871 to September 2015, is 103.2 feet on May 6, 2011. This record was caused by excessive rain in the region which caused severe floods across northern Vermont and the Champlain Valley. A federal disaster (DR-1995) was declared for Addison, Chittenden, Essex, Franklin, Grand Isle, Lamoille



and Orleans counties on June 15, 2011. This flooding resulted in approximately \$[awaiting information] in property damage in Alburgh.

The Federal Emergency Management Agency (FEMA) defines a floodplain as an area of land adjacent to lakes and streams that is subject to recurring inundation or high water. Flooding can occur in two ways: inundation and fluvial erosion. Inundation flooding is when water rises and covers the adjacent low-lying land. It is the type of flooding targeted through the National Flood Insurance Program (NFIP) and the type of flooding that causes the most damage in Alburgh. There are several areas of floodplain in Alburgh including along the shoreline of Lake Champlain.

The Town and Village of Alburgh have adopted land use regulations for special flood hazard areas, as defined by FEMA on Flood Insurance Rate Maps (FIRMs), in order to

protect the health, safety, and welfare of its residents and to allow the community to participate in the NFIP. It is important to note that the existing FIRMs were published on March 16, 1981 and the Flood Insurance Study (FIS) was published in September 1980. While this information is the best available, the hydrology that these maps are based on has not been updated and therefore does not account for shifts in shoreline or effects of development since 1980 in these areas.

Development within floodplains may have damaging consequences. Development may obstruct the natural flow of water or displace soil and raise base flood elevations. One strategy to mitigate potential encroachment and flood losses is to prohibit development below the base flood elevation or set an elevation from which development is prohibited. The base flood elevation for Lake Champlain is 102 feet above sea level.

The State of Vermont has recently implemented a statewide buffer regulation on all Lakes greater than 10 acres (including Lake Champlain). The Shoreland Protection Act essentially prohibits new clearing and development within 100 feet of the mean water level of the Lake (95.5 feet above sea level) and places limits on clearing and development from 100 to 250 feet from the mean water level. The intent of the regulation is to limit bank erosion, to protect shoreland habitat, and to improve water quality.

Fluvial erosion is the second type of flooding. Fluvial erosion is the destruction of river and stream banks caused by the movement of rivers and streams. This can range from gradual bank erosion to catastrophic changes in a stream or river channel location and dimension during flood events.

To identify areas prone to fluvial erosion hazards, the Vermont Agency of Natural Resource has identified River Corridors in all Vermont municipalities. River Corridors are based on the individual conditions of streams and rivers including topography and the existence of public infrastructure. River Corridors are not mapped for streams that have a watershed of less than 2 square miles. Instead, the Agency has created a 50 foot buffer on each side of a stream (measured from the top of bank or top of slope) with the intention of protecting stream stability and natural flow. Mud Creek is the only stream in the community to have a mapped River Corridor. All other rivers and streams in the community have a watershed area less than 2 square miles and are therefore unmapped and are subject to the 50 foot buffer requirement.

River Corridors regulations currently apply only to Act 250-related land development and land development not regulated by municipalities (like agriculture). Municipalities may adopt River Corridor maps and regulation to apply to all local development. Adoption may have potential financial benefits to the Town in the event of federally declared natural disaster due to changes in how the State Emergency Relief and Assistance Fund (ERAF) is administered.

Planning for future flooding and other disaster events is important to ensure that a community is resilient. The Town of Village of Alburgh should develop local hazard

mitigation plans to help plan for future disaster events. Completion of a local hazard mitigation plan can help a community identify potential hazard risks to the community. Local hazard mitigation plans can also identify projects in the community that can decrease the effects of potential hazards, such as the replacement of culverts or buyouts of properties with repetitive flood risk. Approval of a local hazard mitigation plan by FEMA may also lead to increased grant opportunities for communities to implement identified projects and enable communities to gain access to additional state and federal mitigation funding.

### Important Resources

**Groundwater:** Groundwater mapping is an expensive and difficult undertaking. No such effort has been undertaken in Alburgh but data from the logs of well drillers provides some indication of the groundwater status. Well-log data collected since 1966 generally suggests a consolidated bedrock aquifer. This is supported by reports of generally low-yielding wells and a sulfur taste in many drilled wells in town.

**Surface Waters and Wetlands:** The town has two significant streams, Sucker Brook and Mud Creek as well as many intermittent streams and drainage canals that flow into Lake Champlain. Large and extensive wetlands are present throughout the town, accounting for 5,146 acres, or 27% of the town excluding Lake Champlain. These calculations are based on VCGI wetlands maps, which maps wetlands listed in the National Wetland Inventory.

**Wildlife and Habitat:** Alburgh’s extensive wetland system provides significant habitat for many wildlife species. Data from the Nongame and Natural Program (NNHP) of the Vermont Dept. of Fish and Wildlife identified 41 sites in town with state or federally endangered, rare or threatened species or natural communities in 1997. Included in this



list are 21 vascular plants, 9 vertebrate habitats and 11 natural communities.

The town's mapped deeryards are located on the southern end of the peninsula and include 463 acres. Deeryards provide winter habitat where deer can find both food and shelter from winter snow and wind.



## Current Land Use

The total area of the town includes a significant portion of Lake Champlain, giving the town a total area of approximately 30,410 acres. Of this total, approximately 18,946 acres are contained within the shoreline of the town. Within this area the two main land cover types are forest land and agricultural lands. Approximately 7,214 acres, or 38% of the town is covered by forestland, either deciduous, coniferous, mixed forest or forested wetland. Agricultural lands account for an estimated 8,356 acres, or 44% of the towns land area. The remaining land area includes built-up lands and roadways.



Alburgh is rich in agricultural resources, though over time the number of active farms remaining in the town has dwindled. According to the Census of Agriculture, there were 34 operating farms in Alburgh in 1997. (Baker et al., 2002) The 2002 Ag Census lists just 18 farms for the town. This represents a significant loss of farms, with over 47% of the town's farms ending their production between 1997 and 2002.

Traditionally, dairy farming has been and continues to be a very important sector of the local agriculture. One third of agricultural producers in Alburgh reported that they produce dairy products. However, over the past ten years, dairy farm numbers have decreased significantly in Grand Isle county and the state. Information on dairy farm numbers over time for the town of Alburgh was not available. However, according to a 2002 Community Profile of the town, locals estimated that there were less than 10 active dairy farms in the town, though the Census of Agriculture reported just 6. (Baker et al., 2002 and NASS, 2002)



In contrast to the open lands of the interior, Alburgh has a distinct pattern of built-up areas. Alburgh Village is the largest cluster of mixed use buildings in town, consisting of a variety of residential, retail and commercial uses. Immediately adjacent to the Village is the Alburgh Business Park.

The Village is not the only high density area in town. Reflecting past history, Alburgh contains a number of high density clusters around the town, notably in East Alburgh, Alburgh Springs, and Alburgh Center. Alburgh's more recent history as a vacation destination has led to extremely high density development along much of Alburgh's shoreline. Structures along the shore tend to be built on very small lots and reducing the impact of this development on Lake Champlain's water quality is a challenge.

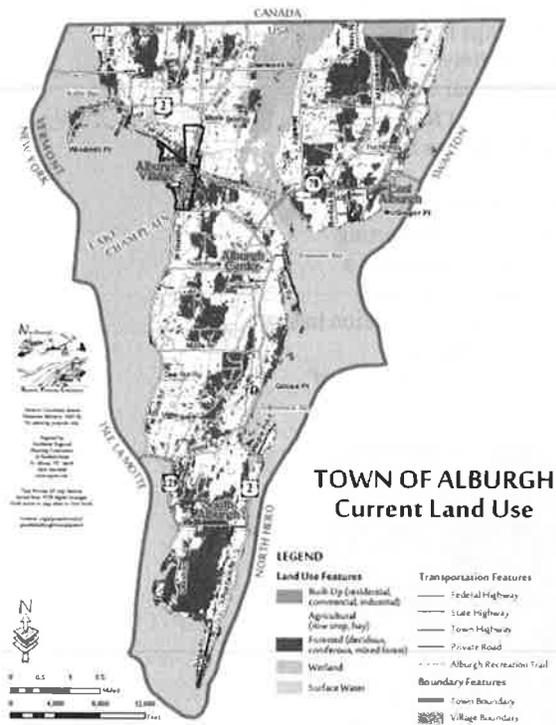
There is also an extensive amount of conserved land in town. Alburgh Dunes State Park occupies a 608 acre piece of land at the southernmost section of the town. The Vermont Land Trust and other conservation groups have also purchased conservation easements on an assortment of agricultural lands in town. These conserved lands can be seen on the *Proposed Land Use* map.

### Village Designation

The Alburgh Village Center was designated on January 2008 as a way to support the revitalization of the existing traditional village center. The designation was renewed in 2013 and will be up for another renewal in 2018. The Village Center is composed of an interconnected core of residential, civic, religious, and commercial buildings arranged along Route 2/Main Street and the adjacent areas. This designation supports the goals of the community by gaining access to several benefits such as receiving priority consideration for state grants, access to tax credits, priority consideration for state building and general services when leasing or constructing buildings, and allows for the creation of a special assessment district within the Village Center to use funds for operating costs. The Village Center also aligns with the statewide planning goals of



compact development and maintaining the historic settlement pattern as stated in 24 V.S.A. § 4302. Improving the village center is an overall goal of the community as expressed in the priority implementation actions.



## Proposed Land Use

Future land use in Alburgh was based on a combination of existing land uses, desired growth areas, conserved lands and underlying natural resource characteristics. Using these criteria, proposed future land use was divided into eight general land use categories. The land use categories are described below and the general boundaries are illustrated on the map titled *Proposed Land Use*.

**1) Village and High Density Residential** – This land use category includes most of the existing Village area, as well as other existing high density areas in the town. Intended uses of these areas include high density residential

development and commercial uses compatible with residential development. Commercial uses should be of a scale and character compatible with residential development. Existing land uses in these areas are grandfathered. Minimum lot width is 100 feet.

**2) Shoreland** – This land use category includes all land within 300' of mean high water that is not either in the Village/High Density category or either Conservation Land A or B. The intended land uses in this category are residential, recreation, conservation uses. Protection of Lake Champlain water quality is a high priority and development should seek to minimize impact on the lake. Existing land uses in these areas are grandfathered.

To protect lake water quality a 50 foot undeveloped and vegetated buffer strip is required for new development, measured from the high water mark of 99 feet above sea level. The minimum lot width is 100 feet.

**3) Commercial Area** – This land use category covers the areas designated for commercial development. Commercial development includes land uses such as small gas

stations, gift shops, retail stores, farmer’s markets and Park & Ride facilities. Currently, the Commercial Area is situated at the “Four Corners” located at the intersection of Rt. 78 and Rt. 2. The boundaries of the area are 350 feet from the road centerline in all directions, forming a diamond pattern extending 350 feet from the intersection.

**4) Industrial Area** – This land use category follows the lines of the existing Industrial Park in Alburgh Village.

Land uses included in this district include light and heavy industry, manufacturing and commercial uses. All uses must be compatible with the residential and commercial nature of the adjoining Village area.

**5) Agriculture and Low Density Residential Area** – This land use category extends 300 feet on either side of all town and state-owned roads. It does not include land that is in either the Village/High Density areas, the Commercial area, the Industrial area or Conservation Lands A and B.

Intended land uses in these areas include low density residential development and agriculture. The minimum lot width in this area is 250 feet.

**6) Conservation Lands A** – This land use category includes lands that are unsuitable for residential, commercial or industrial development because of natural resource limitations, primarily wetlands.<sup>1</sup> No further residential, commercial or



<sup>1</sup> Wetlands were determined based on the U.S. Fish & Wildlife Service National Wetland Inventory (NWI) maps. These maps were developed from color infrared aerial photos flown between 1975 and 1978, U.S. Geological Service topographic maps and other mapped and text data. The data was digitized by the Vermont Center for Geographic Information and released in 1996. Wetlands less than 3 acres in size were not included in this dataset. This information was the best computerized data available that could be accessed by the Planning Commission at the time this Plan was developed. These wetland maps were developed for planning purposes only. Questions regarding official wetland boundary determinations should contact the Vermont Agency of Natural Resources, Water Quality Division, Wetlands section, (802) 244-6951

industrial development should occur in these areas. Primary land use is wildlife habitat and recreational uses compatible with the sensitive environment of this area. Such uses include hunting, bird-watching and hiking.

**7) Conservation Lands B** - This land use category includes lands that have been conserved by federal, state or private non-profit groups. These lands include prime agricultural soils, important wildlife habitat, and shore land areas.

Development on these lands should be minimal, limited by the conservation restrictions and/or management plans that place conservation of agricultural soils, wildlife habitat, water quality or low impact recreation as their primary aim.

**8) Agriculture and Open Space** – This land use category includes all lands not included in other categories. The majority of these lands is in agricultural use and should remain available for agriculture. Lands in this category are distant from existing roads and development could entail increased costs to the town if municipal services are extended into these areas.

Primary use of these lands should be agriculture and recreational open space. Residential development in this district should be clustered to avoid impacting agricultural operations. Conservation of these lands is strongly encouraged.

## Chapter 5. Utilities, Facilities & Services

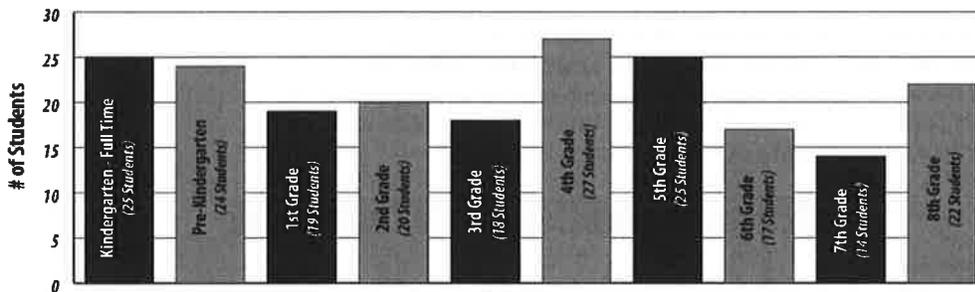
### Education

Alburgh only has one local school, the Alburgh Community Education Center. It currently serves 217 students grades K-8. Below is a table showing all the schools in Grand Isle County and the number of students.

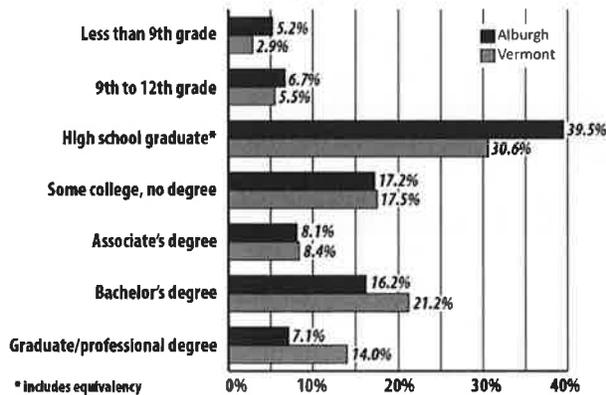
Grand Isle County Enrollment			
	2001	2010	2015
Alburgh Community Education Center	237	195	217
Folsom Educational & Community Center	204	127	149
Grand Isle Elementary School	214	203	212
Grand Isle Supervisory Union	32	68	62
Isle La Motte Elementary School	35	32	32
North Hero Elementary School	74	58	68

Student Information	School	SU/SD	VT
Attendance Rate	94.73%	95.27%	94.72%
Truancy Rate	0.00%	0.47%	4.44%
Promotion Rate	99.00%	99.00%	99.00%

### Alburgh Community Education Center Enrollment



### Educational Attainment, 2010-2014



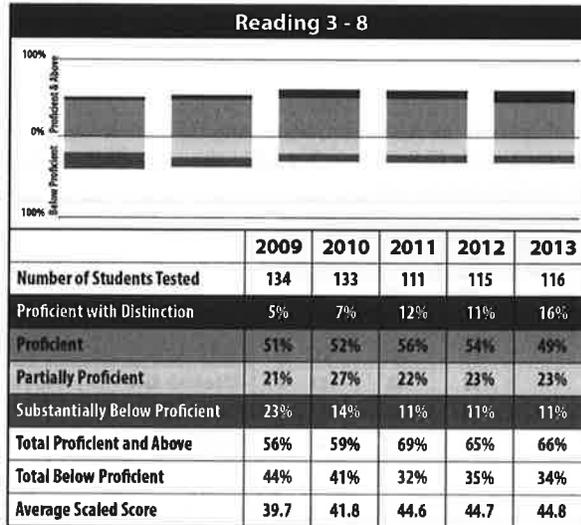
Alburgh Educational Attainment, 2010-2014	
Educational Attainment	%
Less than 9th grade	5.2%
9th to 12th grade	6.7%
High school graduate*	39.5%
Some college, no degree	17.2%
Associate's degree	8.1%
Bachelor's degree	16.2%
Graduate or professional degree	7.1%
<b>Total</b>	<b>100%</b>

DATA SOURCE: 2010-2014 American Community Survey and 2010 Census

Grand Isle County does not have its own high school and Alburgh students are sent to high schools outside of the county.

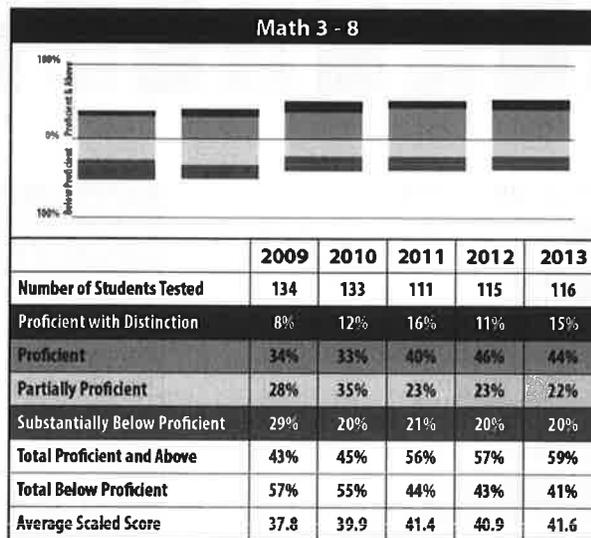
Alburgh has a higher percentage of residents with only a high school diploma than the state as a whole. This makes adult learning opportunities a priority for the community.

Within Vermont's educational assessment system, Alburgh students perform below the results of the state as a whole, but have shown continuous improvement in recent years as shown by the math and reading assessments.

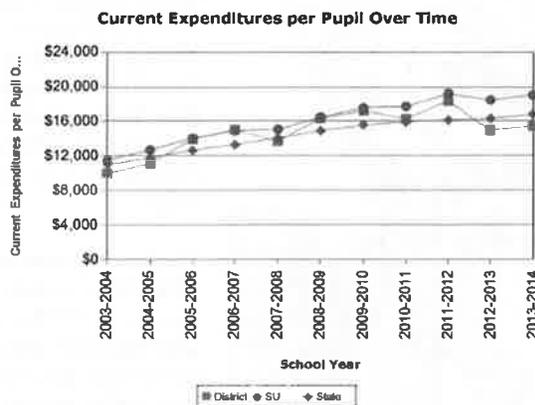


Elementary and middle level mathematics assessments test on core concepts to see if the student understands mathematical processes and ideas, skills, to see if the student can perform the mathematical routine or technique correctly, problem solving, to see if the student can show and apply appropriate skills and concepts. Elementary and middle level reading assessments cover basic understanding of reading, where students must demonstrate the ability to comprehend a variety of materials, analysis and interpretation of reading, and where students must demonstrate the ability to analyze and interpret what they read.

In 2014-2015 the State of Vermont switched to a new testing format, the Smarter Balanced Assessment System (SBAC). The results of these tests are consistent with the past trends. It is important to note that testing is only one way to examine a school's effectiveness and a student's educational success. They are used as one of many tools to determine how to adjust and improve curriculum and teaching over time to ensure the most successful students.



Alburgh Community Education Center has many creative programs to serve students and connect to the community and the world. Students perform plays and songs at Pine Manor and the Senior Center, participate in wellness programs and participate in innovative programs such as the Whooping Crane migration project. Special grant funds help to cover the costs of many of these programs. An analysis of spending trends shows that Alburgh spends less per pupil on education than the supervisory union and the State of Vermont, especially in 2012-2014.



### Child Care Facilities

Childcare can be a growing concern for existing and prospective families, whether it means finding quality services or securing the costs of services. High quality, available childcare is a critical component supporting a stable workforce.

According to State data, Alburgh has six registered childcare homes. The neighboring community of North Hero has only one licensed home care provider, while Swanton has a combined total of twenty-four licensed homes and centers. The 2009-2014 American Community Survey estimates that there are 182 children from birth to age 9 living in Alburgh. Data on other options, such as siblings, stay at home parents, family care providers, un-registered childcare homes or other opportunities are not available. Therefore, there is currently no data on how the needs of the 182 children are being met.

### Emergency Services

A very important part of the community is the Alburgh Volunteer Fire Department, Inc. It provides fire protection for the community of Alburgh as well as emergency calls. It was first organized in 1968 as an independent self-governing organization and since continues to ably service the community. The AVFD provides fire, EMS, marine rescue, heavy rescue and HazMat operations. AVFD serves as the primary emergency service for Alburgh and Isle la Motte and provides mutual aid to communities in Grand Isle and Franklin Counties, and nearby communities in New York and Quebec.

The fire department also helps in the economic development in Alburgh by hosting the Annual International Fire School that brings in around 400 people every year. This helps in boosting sales at local shops while improving the safety of communities in Vermont and Canada.



**Table 6. Alburgh Municipal Water Supply Systems**

	Population Served	Maximum Daily Demand (Gal/Day)	Capacity (gal/day)	Reserve Capacity (%)
Alburgh Springs Water Company	91	12,000	21,600	63
Alburgh Village Water	590	140,000	288,000	51
South Alburgh Fire District 2	150			

Source: VT Department of Natural Resources: Water Supply Division

The quality of the water is considered to be high and the Vermont Agency of Natural Resources Water Supply Division monitors the public water systems that are published in annual reports.

Alburgh Village is served by its own wastewater treatment facility. The design capacity for the facility is 130,000. Over the past seven years, the metered flow has only risen by 3% while the reserve capacity has gone from 11% to 25%. The amount of committed flow has decreased since 1998 when it was 25%, in 2005 there is less than 10% unused and committed to projects. Need Updated Information

**Table 8. Alburgh Municipal Wastewater Treatment Facility: Design and Capacity**

Design Capacity (gal/day)	Metered Flow	% of Design Capacity	Committed Flow GPD Unconnected	Uncommitted Reserve Capacity GPD
130,000	87,480	67%	9,600	25%

Source: VT Agency of Natural Resources, Waste Water Treatment, Virginia Little.

## Solid Waste

Alburgh is one of the 15 member communities that comprise the Northwest Vermont Solid Waste Management District. The Town of Alburgh operates a transfer Station that is available for the use of Alburgh and Isle La Motte residents and businesses. The Northwest Vermont Solid Waste Management District offers collection services for those wastes that otherwise would not have management options, such as special wastes, tires, appliances, and household hazardous wastes. All solid waste disposal and planning is managed by the Northwest Vermont Solid Waste management District, as outlined in the district's most recent Solid Waste Implementation Plan.

## Municipal Buildings

A leased Town Office building was constructed in 2004 in front of the Fire department building which was constructed in 2003. The Alburgh Town Clerk's Office that was once in the same building as the Alburgh Town Library was moved into the leased

building, freeing up more space for both the Library and the Clerk's office.

The library is run mostly by volunteers with the help of the town, donations, and grants. The 2015 community survey identified the library as one of the Town's key assets. The library is supported by paid staff and a significant volunteer effort. About 75% of the library's income comes from the town with the rest from grants, fund raisers and donations (Town of Alburgh, 2015)



### **Communications**

Currently Alburgh is not served by a cable company. People generally use conventional and satellite access television

The local telephone service is provided by Fairpoint New England with access to a variety of long distance providers. Broadband and wireless service is available through AT&T, Verizon and Fairpoint. Residents of the town are able to access a variety of high kilowatt radio stations transmitting from Burlington, St. Albans as well as from New York and Canada.

There is one local daily newspapers published in the northwest region of Vermont, the St. Albans Messenger. The area is also served by a statewide daily, The Burlington Free Press and the Islander, a weekly paper serving Grand Isle County. The County Courier, a weekly serving Franklin County and Alburgh also provides newspaper coverage for the town.

Proposals for new towers, upgrades to existing facilities, and upgrades to similar structures such as high voltage electric transmission lines must adequately address the following issues to be found compatible with this Plan:

- ❖ All such facilities shall be located in appropriate areas, respecting the integrity of residential areas, aesthetic concerns, agricultural uses and natural resources as described in the land use districts. Protection of scenic beauty is of great importance.
- ❖ Wherever possible, facilities shall be co-located at or on existing structures or facilities, unless separate facilities will create less visual impact or disturbance to the community.
- ❖ Towers, related facilities and similar structures shall only be as tall as absolutely necessary and blend with the tree line.
- ❖ Unless required by the FAA, towers shall not be illuminated. Where required, lights shall be shielded in order to minimize aesthetic impacts, and so that light is cast only where needed.
- ❖ Structures shall be designed to minimize aesthetic impacts. Equipment sheds can be hidden in trees; depending on site-specific circumstances, tower structures may be

monopole or lattice, of appropriate colors and minimal reflectivity, or even disguised as steeples, trees or as part of silos. Towers, related facilities and similar structures shall be screened from view to the greatest extent possible.

- ❖ Electric or transmission lines shall be installed so as to minimize aesthetic and ecological impacts.

## Recreation

Alburgh is a town rich with recreational opportunities. Triangular in shape, the town is bordered on two sides by Lake Champlain and the town's population swells in the summer with people coming to enjoy Alburgh's lakeshore. In the winter ice fishing draws many outdoor enthusiasts, including many Canadian visitors. Many people access the lake from private land along the lake. Public access to the lake includes three public access points owned by Vermont Fish and Wildlife. Major public recreation facilities include the newly designated Alburgh Dunes State Park and the Alburgh Rail Trail. Smaller recreational facilities open to the public include the Alburgh Community Park behind the Senior Center which includes an ice rink during the winter months. .



Equestrian events have been growing in popularity in the area in last few years and are a big attraction.

The 2015 Community Survey rated Lake Champlain as one of the most popular and valuable parts of Alburgh and identified lake access as a key future need.

## Alburgh Dunes

Alburgh Dunes, comprising a 608 acre tract at Alburgh's southern tip, became a state park in 1996. The park is currently limited to day use only. The beach at Alburgh Dunes is among the finest in the State, and the entire park is a showcase of natural history and ecological diversity. A bike route along the "beach road" parallels the lakeshore, and the park boasts 1 ½ miles of walking/hiking trails as well. This old road pre-dates VT 129 and was the preferred route between Isle La Motte, the Alburgh Tongue, and North Hero in the days before VT 129 provided a dry travel way through the extensive wetland north of the beach. The beach and dune system between this wetland and the lake comprise a true barrier island, geologically similar to formations found along ocean coastlines. The sand comes from a layer of glacial till, the soil that was left atop low bluffs southeast of the beach when the last glacier melted. The bluffs have eroded over thousands of years and lake currents have transported the sand, eventually forming the beach in this pocket

between two rocky points. In the summer and late fall when lake levels are lowest, prevailing southerly winds blow the sand back from shore, forming dunes as a barrier between the lake and marsh. These dunes, however slowly, continue to migrate back into and over the wetland.

Alburgh's dunes were altered before the area became a state park. Portions of them were bulldozed for sand to replenish the beach. Fencing was placed around the dunes to minimize human disturbance and allow the dunes to eventually repair themselves, and to protect rare plants. Two of these plants, *Champlain Beach Grass* and the low-growing *Beach Pea*, are remnants from an earlier era when Lake Champlain was an inland estuary of the Atlantic Ocean. "Isostatic rebound", a slow rising of the earth's crust once freed from the massive weight of overlying glaciers, has lifted the lake to a present elevation of about 100 feet above sea level. Thousands of years of rain and snow runoff have flushed out the seawater.



#### **The Alburgh Rail Trail**

The Alburgh Rail Trail is a 3.5-mile path that follows an abandoned railroad corridor. The trailhead is in the Alburgh Industrial Park across from the Town Offices. The Trail entrance is unmarked, so first time users look for a black cinder track heading away from the village. The path crosses slightly rolling terrain through farmland and the Mud Creek State Wildlife Area to the shore of Lake Champlain in East Alburgh. The cinder and gravel surface allows for year-round activities and the maximum grade of 3% provides relatively easy cycling. For safety and maintenance considerations, only non-motorized uses are permitted, such as hiking, biking and horseback

riding with the exception of motorized wheelchairs and snowmobiles. In fact, the Alburgh Rail Trail is part of the Vermont Association of Snow Travelers (VAST) snowmobile trail network and is frequently used by snowmobiles during the winter.

The Rail Trail is part of a larger network of bike routes that is being developed for Grand Isle County. The pamphlet *Bicycling the Lake Champlain Islands* was first published in 1999 and is available for free. The Lake Champlain Bikeway principal route passes through Alburgh on Route 2. In addition to the main route the Grand Isle Advisory Committee to the Lake Champlain By-Ways Committee identified 2 bike routes in Alburgh. The first incorporates the Alburgh Rail Trail and covers an 11.7 mile loop east of Alburgh Village. The second trail, located in the south end of the town, covers a circuit of 9.3 miles and links Alburgh with North Hero. A shorter version of this bike route is a 5.8 mile loop entirely within Alburgh. This route takes advantage of the state

park, traveling the “beach road” parallel to the lakeshore. During the summer months cyclists can take advantage of picnic areas at the historic railroad pump station on Lake Street and the area at the Alburgh Golf Links.

Formatted: Font: Bold

### **Alburgh Golf Links**

Alburgh Golf Links is a public golf course located on Route 129 in Alburgh. Its links style 18-hole course includes views of the lake and lakeshore. Alburgh Golf Links is open seasonally and draws tourists and visitors to the community. Alburgh Golf Links also has seasonal dining and a club house that is available for functions and events.

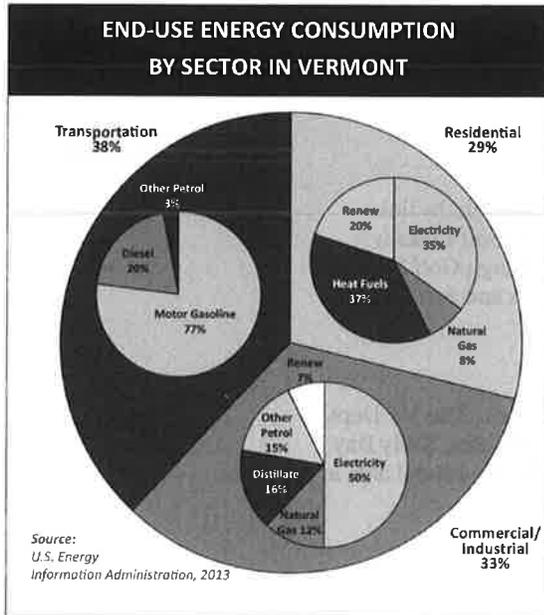
### **Public Lake Access Areas**

Public access to Lake Champlain is available at a number of sites in town. The VT Dept. of Fish and Wildlife maintains public access areas at Dillenbeck, West Shore, Kelly Bay and at the Alburgh Dunes State Park. In addition, the town owns a 10 acre natural area in East Alburgh with 500 feet of lake front.

## **Energy**

Energy production is essential to human society and at the same time has the potential for detrimental environmental impacts. The challenge for the future will be to reduce energy consumption in general and to shift demand from the more harmful energy sources toward those that are renewable and have a low overall environmental impact. Energy conservation is an important step in developing a comprehensive energy plan for the future of Alburgh.

Land use and energy are closely related. Land resources are used in the production, transport, and disposal of energy products. Land use patterns exert a strong influence on major end uses of energy, including transportation, heating and cooling of buildings, and the energy used in developing infrastructure. Furthermore, land is used for the disposal of waste products resulting from our energy consumption.



Vermont’s energy use is divided into three main sectors: residential, commercial, and industrial. However, because the amount of energy that is used in transportation is significant, it is sometimes analyzed as a separate sector. In 2013 in Vermont, transportation consumed just over 38 percent of the total delivered energy while the residential sector consumed 29 percent, and the commercial sector along with the industrial sector consumed a combined amount of 33 percent.

According to the 2008-2012 American Community Survey, fuel oil and kerosene are the most popular home heating fuels in the northwest region. Liquefied

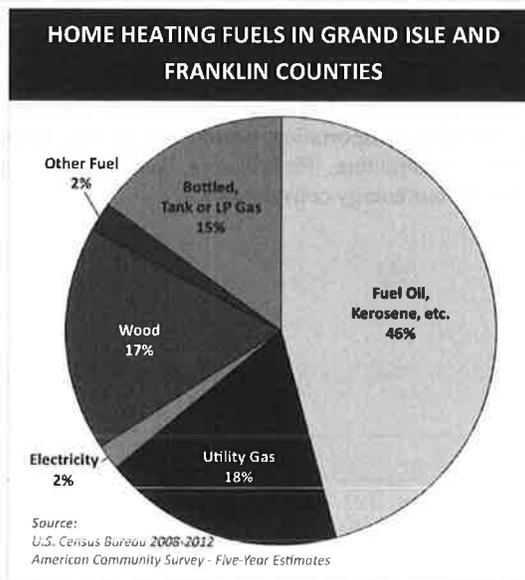
Propane and wood were the second most popular. Although utility gas is also a popular home heating fuel in the region it is not yet available in Alburgh.

### Alternative Energy Sources

With recent improvements in the substation and an increase in the net metering cap approved by the legislature additional capacity for renewable generation exists in Alburgh.

Solar power is a potentially viable source of energy. Despite Vermont’s cloudy climate it can easily provide power for homes and businesses. Changing technology and tax and price incentives make solar more economical on a utility scale.

Solar power can be used to provide hot water, heat buildings and provide electricity to a house. Systems can be 100% solar power or can combine solar power with power from the grid. Individual systems can be net-metered, meaning excess power is returned to the



utility company for a credit. Alburgh is home to a community net metered solar project with 2 others currently in the permitting process.



The geographical composition of Alburgh presents a unique situation in the utilization of wind as renewable energy source. Being a town with little to no rise in elevation as well as bordering a lake causes frequent and powerful gusts of wind to blow through the town. Windmills could provide power to a building, a section of town, or the town as a whole, depending on the size and number of windmills. In May 2005, a Wind Turbine to provide power to the Alburgh welcome center finished construction, it was made possible by a \$21,000 grant from the federal government, and it will offset approximately 1.2 tons of pollutants and 250 tons of greenhouse gases over its 30-year operating life. It will produce more than 5384-kilowatt hours (kWh) of electricity in the next year.

Alburgh can also encourage and promote the use of methane recovery as a source of power for farms. As technology advances it may be feasible for a small farm to use methane power, making it critical for Alburgh to encourage farmers to continue to monitor progress within this field.

## PLANNING AND REVIEWING ENERGY PROJECTS

When planning for and reviewing proposals for energy-generation facilities subject to Section 248 or other regulatory reviews, Alburgh will utilize the following strategies and policies in addition to other relevant goals and policies of this plan.

- 1. Aesthetic concerns and scenic character:** Aesthetic and scenic impacts shall be considered, including the character of the proposed site and the degree to which the proposed facility will fit with the existing landscape. Proposed projects shall meet the aesthetic test set forth under Criterion 8 of Act 250.
- 2. Natural resource impacts:** Power-generation facilities shall be sited so as not to destroy or significantly imperil necessary wildlife habitats, ecological systems and water and/or air quality. The review of impacts shall not be limited to the power generators alone, but shall also include other elements of the facility such as access

roads, site clearing, on-site power lines, substations, lighting and off-site power lines.

3. **Noise, vibration, glare and other concerns:** Operating noise, vibration, glare and other impacts can be produced by power-generation facilities. Designers shall take reasonable mitigation measures to minimize or eliminate such impacts from having an undue adverse effect on neighboring properties.
4. **Health and safety concerns:** Energy-generation facilities shall take reasonable mitigation measures to minimize or eliminate health and safety concerns resulting from the transport of fuel, waste or other products, and other impacts of generation, such as electric and magnetic fields.
5. **Plans for decommissioning:** Power-generation facilities deemed to be abandoned or unused shall be removed by the owners/operators within a reasonable time from cessation of operations. Restoration or enhancement of the site to its natural state shall be the objective of this effort.

### Energy Conservation

At the local level, energy conservation concerns generally fall into four categories: energy efficiency of town-owned or town-maintained buildings; promotion of energy conservation techniques for residences and businesses; efficient development patterns; and energy used for transportation.

Alburgh should work with Vermont Electric Coop and heating energy providers to promote energy conservation programs aimed at residences and businesses, to reduce energy demand, save money, and preserve natural resources. Alburgh should ensure that all municipal buildings have had energy audits and that cost-effective improvements are completed.

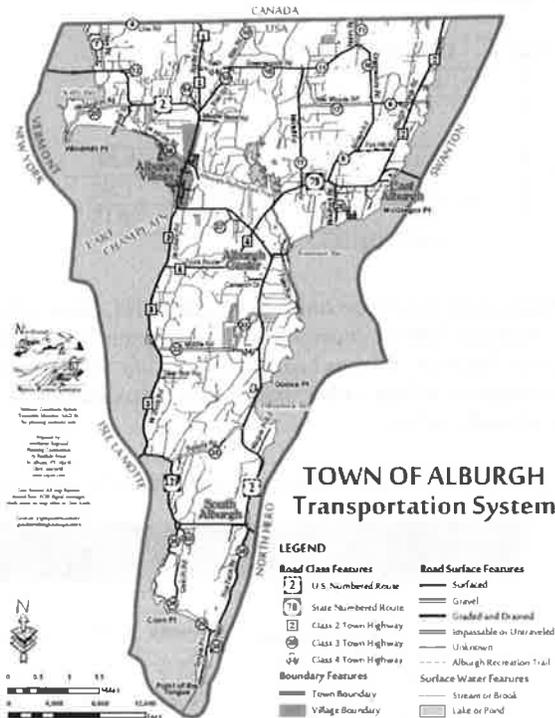
Alburgh should also promote energy conservation and efficiency in new development. This means more than just well-constructed buildings utilizing the best technology. Development that is clustered together provides for greater efficiency. Fewer miles of road are needed to connect the homes or commercial buildings, school buses and snow plows travel smaller distances, and electric utility lines need not extend as far. Public services such as fire and ambulance, as well as sewage and water are all made more efficient by well planned new development. Carefully considered placement of a building on a lot adds to energy efficiency by increasing passive solar gain and decreasing wind pressures.

Carpooling and public transportation are also key components of energy conservation. Currently, there is a formal designated park and ride lot in Alburgh, located at the 4-Corners area at the intersection of Routes 2 and 78. Additional park and ride opportunities and increased transit routes will help Alburgh meet energy conservation goals.

## Chapter 6. Transportation

Transportation infrastructure is very important to Alburgh residents. In the 2016 community survey 96% of respondents said the quality of roads was important or very important, 91% said adequate sidewalks were important or very important and 78% said the same for public transportation.

Three state highways serve Alburgh. US Route 2, VT Route 78 and VT 129. US Route 2 from the Vermont/New York State Border to the intersection with VT 78 is part of the Vermont Truck Network, which designates certain state roads in the Vermont transportation network as routes upon which trucks up to 53’ in length can travel without obtaining a permit. VT Route 78 from the intersection with US Route 2 in Alburgh to its intersection with I-89 in Swanton is part of the same network. The VT 129 causeway provides the only vehicular access to Isle La Motte.



In May of 2007 the new Missisquoi Bay Bridge was opened for traffic. The project involved removal of the old drawbridge and the partial removal of the existing causeway. The 3,600-foot 23-span crossing is the largest bridge in Vermont and serves as a vital transportation link between Vermont and Canada. It is also the only connection between northern New York and Interstate 89 in Vermont.

The Route 2/78 corridor averages 13% truck traffic, more than double the typical statewide amount of 5-6%. Trucks pass through densely settled areas of the town, particularly in the Village area. The possibility of “traffic calming” techniques that enable trucks to pass through the town safely and easily should be considered.

Alburgh is also served by a network of paved and unpaved local roads. Maintenance of local roads will fall under a new permit issued by the VT Agency of Natural Resources starting in 2017. The permit requirements will be designed to require roadway

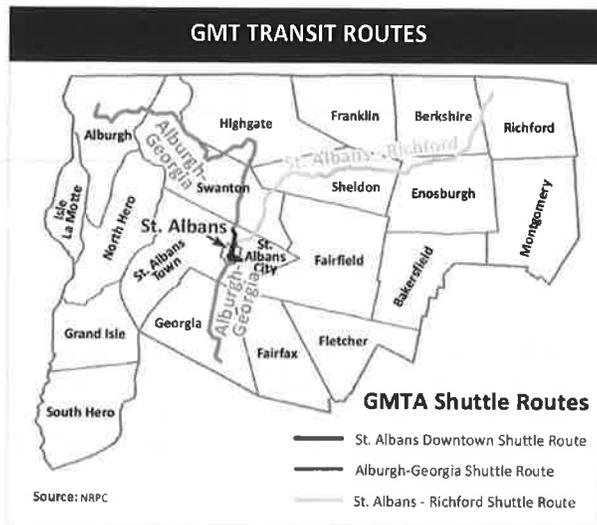
improvements that will be beneficial for water quality in the Lake Champlain basin. As part of the permit Alburgh will need to complete an inventory of the existing roadway conditions and a prioritized improvement schedule.

Town	Class I	Class II	Class III	Class IV	State
Alburgh	0	10.77	31.48	1.72	17.8
Isle La Motte	0	7.89	10.41	0.12	0.41
North Hero	0	9.43	8.66	0.1	9.34
South Hero	0	7.63	14.46	0.41	7.38
Grand Isle	0	9.31	18.23	1.14	10.18

Source: Vermont Indicators Online

Alburgh has two and a half times more local road miles than state miles. State and local roads are generally in good condition. Safety concerns exist at the Route 2/Route 78 intersection which is a high crash location. VTrans has plans to modify the intersection and make it a four way stop to improve safety. Other roadway concerns include Route 78 as it has a high concentration of truck traffic.

While most vehicle trips are generated by single occupancy vehicles. Alburgh is second in the county when it comes to carpooling to work - and Alburgh leads the county in the number of people walking to work. One method that is well-proven to reduce road congestion and save energy are Park and Ride facilities that enable travelers to leave their car in a safe and convenient spot while they finish their commute in a vehicle shared with others. A Park and Ride site has been designated at the 4-Corners area at the intersection of Routes 2 and 78.



### Public Transportation

Green Mountain Transit (GMT) is one of two agencies in the Northwest Region responsible for public transit for Grand Isle County, the other agency being Champlain Islanders Developing Essential Resources (C.I.D.E.R.) While the GMT is the region's Transit operator, CIDER receives funding from GMT to provide Elderly and Disabled

transportation services such as rides to medical appointments, trips to the grocery store/pharmacies as well as a whole host of support services that allow elderly and disabled individuals the assistance required to continue to live in the islands – what CIDER refers to as a “neighbor-helping-neighbor” ethic. GMT operates a fixed-route bus service originating in Alburgh, and connecting Swanton, Highgate, St. Albans, and Georgia. The service runs once in the morning and again in the evening. Additional service along the Route 2 Corridor would be beneficial for Alburgh and Grand Isle County.

The GMT route connects with the existing fixed route services between Richford and St. Albans and the St. Albans Downtown shuttle. GMT also coordinates the Medicaid Program and elderly transportation services.

Amtrak provides passenger rail service on a daily basis from St. Albans, VT to Washington, DC via the *Vermont* rail service. The region is also served by the Franklin County State Airport, located in neighboring Highgate, Vermont. Passenger air travel is available at the Burlington International Airport in South Burlington, Vermont.

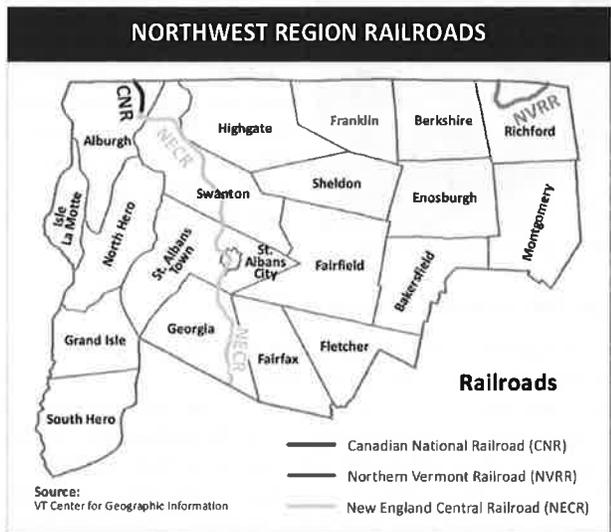
**Other Transportation Systems**

The Canadian National Railway (CNR) operates freight traffic from Alburgh Springs to Canada. This three-mile segment is the only Class 1 railroad in Vermont. Class 1 railroads are the largest rail operators, and they are categorized by their annual operating revenue. There are eight Class 1 railroads currently operating in the United States.

Pedestrian facilities are limited to sidewalks in Alburgh Village. Sidewalks primarily serve the immediate area around the Town Offices and local destinations. A project to improve the sidewalk... is planned for construction in

2017. Another transportation facility is the Alburgh Recreation Rail Trail. The Rail Trail runs from the Village to the Town along a section of VT 78, and is described in greater detail in the Recreation section of this Plan.

Plans for additional sidewalks are underway in Alburgh Village through funding from VTrans to improve pedestrian safety. The project includes replacing and widening sidewalk segments from Peterson Place to the Alburgh Community Education Center, enhancing the school bus unloading zone and adding crosswalk bulb-outs at Peterson Place to the Union Bible Church and at the school. Construction is planned for 2017.



## Chapter 7. Compatibility with Neighboring Towns and the Region

### Compatibility with Neighboring Towns

Within Grand Isle County Alburgh is separated from the two adjoining towns by Lake Champlain. The Town of Isle La Motte has neither a Town Plan nor zoning nor subdivision bylaws. The Town of North Hero has a locally adopted and regionally approved municipal plan and zoning regulations. Alburgh's plan is compatible with North Hero's and shares an interest in seeing improvements to the Route 2 corridor.



surrounding Lake Champlain and Missisquoi Bay.

The Town of Swanton shares a border with Alburgh in the middle of the Lake. A common land link between the two municipalities is the Missisquoi Bay Bridge. The Swanton Town and Village Plan was adopted in 2015. Across the lake the Missisquoi National Wildlife Refuge and agricultural areas are visible from Alburgh's shores. Planned land uses for Alburgh and Swanton are similar and compatible which should result in a seamless landscape

### Compatibility with the Northwest Regional Plan

The Alburgh Town Plan is compatible with the Northwest Regional Plan, adopted in 2015. The Alburgh Town Plan seeks to conserve sensitive natural areas, maintain the town's agricultural economy and broaden its economic base. Due consideration is given to protection of environmental resources, such as wildlife, water quality and conservation of agricultural soils. Consistent with the Regional Plan, the Town Plan supports improvements to the local transportation system that include safety and reduction in energy use. The Town Plan also provides for improvement in the quality and availability of affordable housing.

The Town Plan describes a pattern of future land use that is consistent with the general goals of the Regional Plan, including the designation of compact high density districts and the conservation of environmentally sensitive lands. The Town Plan identifies Alburgh Village as a high-density district, which is in keeping with the Regional Plan's designation of the Village as a growth area. Implementation of the Alburgh Town Plan would provide a wide range of regional benefits in keeping with the goals of the Northwest Regional Plan.

## Chapter 8: Implementation Report

The 2011 Alburgh Town Plan included implementation objectives for the next five years and beyond. The table below outlines the key plan objectives, their current status and a recommended action.

Plan Objective	Discussion	Status	Action
Advertise and promote the Industrial Park/Small Business Park	Blanket permit is in place. Town bought back nine acres of already permitted land. Additional development has taken place with the town garage and a new crematorium.	Outstanding. Still a priority.	Carry forward to 2016 plan.
Secure a local grocery store for Alburgh Village	Currently there are 5 convenience stores in town. Groceries are limited and prices are not affordable compared to larger stores. People go to Swanton or elsewhere to shop at large stores. No real potential for an in-town grocery.	Outstanding. No longer a priority	None
Develop a local community center for Alburgh accessible to all age groups.	The senior center has reopened successfully after fund raising, volunteer work and several grants funded the necessary improvements. An ice rink was donated and located there in winter 2016. The senior center has regular programming and is looking to add additional multi-age activities. Churches provide community but there's only one priest for all the islands.	Successful reopening of the senior center, additional youth options still needed.	Carry forward in 2016 update
<b>Natural and Cultural Environment</b>			
Work with the State to develop docks at the three Fish and Wildlife Access Areas.	Coordination with VT Fish and Wildlife is needed.	Outstanding. Still a priority.	Carry forward in 2016 update
Acquire land in Alburgh for town recreational use.	Town purchased a 10-acre lakefront parcel in East Alburgh that connects to the Alburgh Rail Trail. Next step is to develop priorities for the use of the parcel and needed	Completed	Carry forward in 2016 update with next steps

	improvements. Town was granted permission for signage but signs are not posted. Town is talking with Local Motion about increasing bike facilities. Making the town more attractive to cyclists is an opportunity for economic development and good for health. The Safe Routes to School program was implemented in the school. A sidewalk will be reconstructed and extended in the village in 2017.	Partial	Carry forward in 2016 update
<b>Land Use</b>			
Improve and develop additional bicycle-friendly facilities and address the need for safer bicycle routes through town.			
Develop setback standards for distances from roadways, property lines and lakeshore.	The Planning Commission developed zoning regulations in 2009 and 2010 which were narrowly voted down by the public. Land development rules were supported by many respondents in the 2016 town plan survey. The Planning Commission has identified continued work in this area as a priority implementation item.	Outstanding	Carry forward in 2016 update
Develop subdivision regulations.	See above discussion.	Outstanding	Carry forward in 2016 update
<b>Utilities, Facilities &amp; Services</b>			
Build a new multigenerational center that would serve the recreational and educational needs of seniors, adults, teens and children.	See discussion in Population, Housing and Economic Development.	Successful reopening of the senior center, additional youth options still needed.	Carry forward in 2016 update
Secure land for future expansion of the sewer and wastewater treatment system. Seek permits to install dry hydrants for fire safety. A system of dry hydrants should be developed throughout the town. Permits and funding should be sought to implement the recommendations of the 1998 <i>Fire</i>	The Town is in the process of examining alternatives for this option.  An additional dry hydrant has been installed near Rouse's Point bridge.	Outstanding  Some progress, Ongoing	Carry forward in 2016 update  Carry forward in 2016 update

<i>Protection Water Supply Plan for the County of Grand Isle dry hydrant study. (RC&amp;D, 1998).</i>				
Increase personal protection by developing and promoting a Neighborhood Watch system.	No action has been taken on this item.	Outstanding	Carry forward	
Docks should be provided at the three Fish and Wildlife Access Areas to provide safer and easier conditions to launch a boat. The breakwater at the West Shore access should be modified to provide greater protection of the access area.	See above discussion re: Docks. The West Shore access has a breakwater in place now provided by the state (added stone, raised, added ramp).	Breakwater: Complete	Carry forward	
Work with the State to develop docks at the three Fish and Wildlife Access Areas.	See earlier discussion re: Docks (N1)	Outstanding. Still a priority.	Carry forward in 2011 update	
Develop an Emergency Management Plan for the town, including an Emergency Rapid Response Plan and an Emergency Operations Plan.	Adopted	Completed	Carry Forward, Yearly Activity	
<b>Transportation</b>				
Advertise the location of the designated Park and Ride at the "4-Corners" area at the intersection of Routes 2 and 78.	The Park and Ride is adequately signed.	Completed	None	

