

Town of Londonderry, Vermont

Selectboard Meeting Agenda

September 8, 2026, Tuesday, 6:00 PM

100 Old School Street, South Londonderry, VT 05155

PUBLIC ACCESS: Hybrid meeting as allowed under 1 V.S.A. 312. Remote access is not guaranteed, especially during a storm, a power outage, or technical difficulties. Selectboard meetings are recorded. Join Zoom Meeting: <https://us02web.zoom.us/j/87870498479> Meeting ID: 878 7049 8479; One tap mobile: +13052241968,,87870498479# US or +13092053325,,87870498479# US

1. Call Special Meeting to Order
2. Additions or Deletions to the Agenda [\[1 V.S.A. 312\(d\)\(3\)\(A\)\]](#)
3. Minutes Approval – Meeting(s) of 08/17/2026 and 08/24/2026
4. Selectboard Pay Orders
5. Announcements/Correspondence
6. Visitors and Concerned Citizens
7. Liquor Commission
8. Roads and Bridges
 - a. Updates
 - b. Review and Approve HSIP 2026 Grant Agreement
 - c. Review and Approve Driveway Access Permit (Woodall)
9. Town Officials Business
 - a. Town Treasurer
 - i. Appoint Selectboard Representative for Tax Sale
 - b. Recreation Director
 - i. Review and Approve Change Order for Tennis Court
 - ii. Accept resignation of Kelly Pajala from Parks Board
 - iii. Appoint Parks Board Member (Christine Blaylock)
 - c. Beautification Committee
 - i. Appoint Beautification Committee Member (Melissa Brown)
 - d. Short Term Rental Administrator
 - i. Discuss Administrative Fee for Declined Applications
 - ii. Discuss adding non-refundable clause to Fee Schedule
 - iii. Review and Approve STR Appeal Board Members
 - e. Town Hall Renovation Committee
 - i. Request for Approval for MERF Loan Application
 - ii. Request for Approval to apply for additional grants
 - iii. Review and Approve Town Hall General Contractor Services Proposal
10. Transfer Station/Solid Waste Management
 - a. Updates
11. Old Business
 - a. Review and Approve Updated Itinerant Vendor Ordinance
 - b. Review and Approve Updated Itinerant Vendor Permit Application
12. New Business
 - a. Review and Approve line striping and sealing of Town Office Parking Lot
 - b. Review and Approve Town Garage Shed Roof Change Order
13. Executive Session: if needed
14. Adjourn

Posted and distributed on September 4, 2026

Meeting documents will be available at londonderryvt.gov/sbagendas approximately 24 hours before the meeting.

Livestream: <https://www.youtube.com/user/GNATaccess> <https://www.facebook.com/GNATtelevision>

Town of Londonderry, Vermont

Selectboard Meeting Agenda

September 8, 2026, Tuesday, 6:00 PM

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DRAFT
Town of Londonderry, Vermont
Selectboard Monday, August 17, 2026
Selectboard Meeting 6:00 PM
100 Old School Street, South Londonderry, VT 05155

Board members present: Tom Cavanagh, Jim Fleming and Taylor Prouty.

Board members absent: James Ameden and Leanne Alexander.

Town Officials: Aileen Tulloch, Town Administrator; Tina Labeau, Town Clerk; George Mora, Assistant Town Clerk; Sally Hespe, Town Note Taker; Will Goodwin, Zoning Administrator; Patty Eisenhaur, Housing Commission; Chad Stoddard, Planning Commission; and Gary Kleiman, Windham Regional Commissioner.

Others in Attendance: Pamela Spaulding; Paul Hendler; Eric Richard; and Amanda Fouda, GNAT-TV.

1. Zoning By-Law Hearing

Tom Cavanagh called Hearing to order at 6:00 p.m

Town Zoning Administrator Will Goodwin explained most recent changes in the By-Laws were at request of Town Attorney. He noted that Town By-Laws will be stricter than the state on houses next to Lowell Lake, Mud Pond and Gale Meadows. Properties within 150 feet of water might also require a state permit.

a. Hear Questions and Concerns from the Selectboard

None.

b. Hear Questions and Concerns from the Public

None.

Tom Cavanagh moved to close the Zoning By-Law Hearing, seconded by Taylor Prouty. The motion passed unanimously.

The new By-Laws will take effect in 21 days.

2. Call Regular Meeting to Order

Tom Cavanagh called the Selectboard meeting to order at 6:05p.m.

3. Additions or Deletions to the Agenda

None.

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4. Minutes Approval – Meeting(s) of 8/3/26

Jim Fleming moved to approve the minutes of the Selectboard meeting of 8/3/2026, seconded by Taylor Prouty. The motion passed unanimously.

5. Selectboard Pay Orders

Town of Londonderry, Vermont
Selectboard Meeting Minutes – August 17, 2026

Taylor Prouty moved to approve the pay orders for payroll and accounts payable, seconded by Jim Fleming. The motion passed unanimously.

6. Announcements/Correspondence

The following announcements were made by Town Administrator Aileen Tulloch:

- FYI catering liquor permit application for Fancy Grade A Barn received.
- Land Acquisition Task Force will meet Wednesday to elect Chair, decide meeting times, and develop roles. The meeting will be on Zoom at 4 p.m.
- Next Selectboard meeting will be Tuesday, September 8, 2026, due to the Labor Day Holiday.
- Aileen Tulloch attended the first meeting of the Windham Law Enforcement Government Council. Both James Ameden and Tulloch had trouble with the Teams meeting link and Tulloch will investigate. It was noted that the meetings are open to the public.

The following announcement was made by Town Clerk Tina Labeau:

- The Town was awarded a \$5,000 grant that Allison Marino submitted for surveillance cameras and equipment to monitor election ballot box outside.

7. Visitors and Concerned Citizens

None.

8. Liquor Commission

None.

8. Roads and Bridges

a. Updates

- The Town received HSIP grant, which can potentially be used for guardrails on Boynton Road or line striping.
- The old truck fuel tank was removed.
- Overhang covering HVAC equipment is under construction at Town Office.

b. Review and Approve FY 2027 Grants-In-Aid Agreement

Taylor moved to approve the FY2027 Grants-in-Aid Agreement and authorize the Town Administrator to execute any and all documents necessary to secure the grant, seconded by Jim Fleming. The motion passed unanimously.

10. Town Officials Business

a. Zoning Administrator

- Approve Jamerician Food Truck(Everton Brownie) Itinerant Vendor Permit for 8/13 and 9/4.**

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Vendor applied for permit for 2 dates to be at Food Truck Fridays at West River Coffee Barn.

Jim Fleming moved to approve an itinerant Vendor Permit for Jamerican Food Truck for 8/13 and 9/4, seconded by Taylor Prouty. The motion passed unanimously.

ii. Discuss Itinerant Vendor Ordinance Update

Gary Kleiman, owner of West River Coffee Barn, and the Selectboard discussed streamlining the itinerant vendor permitting process. This includes the possibility of issuing a year-long permit to West River Coffee Barn similar to the permit used for the West River Farmers Market, so that individual vendor requests would not need to come before the Board as frequently. Members noted that the Selectboard meets only every two weeks while itinerant vendors may come and go, so a seasonal or annual permit structure could make sense. It was noted that the related fee structure may need to be adjusted.

11. Transfer Station/Solid Waste Management

a. Updates

Cindy has been working for 4 weeks now as Sunday Transfer Station attendant, and everything is going fine.

b. Discuss closing Construction & Demolition and Take it or Leave it on Sundays

It was agreed that due to volume of trash and recycling drop off on Sundays, it is difficult to monitor Construction & Demolition drop off and the Take it or Leave it area.

Tom Cavanagh moved to close Construction & Demolition and the Take it or Leave it at the Transfer Station on Sundays, starting Sunday August 23, seconded by Taylor Prouty. The motion passed unanimously.

12. Old Business

a. Review and Adopt updated Zoning By-Laws

Jim Fleming moved to adopt the amended Zoning By-Laws as presented, seconded by Taylor Prouty. The motion passed unanimously

b. Squeaks House VTI Grant Update – Letter of Support

Eric Richard, a Weston resident, provided an update to the Selectboard regarding plans to renovate Squeaks House. He reported that a group of 20 community members met to discuss the building's future. An engineering design survey by PTB found that the foundation is

Town of Londonderry, Vermont

Selectboard Meeting Minutes – August 17, 2026

deteriorating. The group is seeking grant funding and requested the Selectboard's endorsement, which is a requirement of the grant.

Jim Fleming moved to endorse the effort to pursue the Village Trust Initiative for the historic preservation and revitalization concept at 2296 N. Main Street (Squeaks House), with no financial obligation to the Town, seconded by Taylor Prouty. The motion passed unanimously.

c. Discuss and Approve Town Logo

Assistant Town Clerk George Mora presented updated logo designs that streamlined earlier versions for use on letterhead and other printed materials. The proposed logo incorporates the original Town stamp. The Selectboard expressed appreciation that the design reflects the history of the Town.

Tom Cavanagh moved to adopt Old Town Stamp as the official Town of Londonderry Logo, seconded by Taylor Prouty. The motion passed unanimously.

13. New Business

a. Review and Approve Town Hall General Contractor Bid

Hunter Excavating withdrew their bid because they utilized the wrong drawings and specs. The remaining bid from GPI Construction is considerably more money. There is an urgency to proceed as the project must be contracted by September 30 to receive MERP funding.

The group discussed accepting the GPI bid and then negotiating what work the Town can afford. It was decided that the project would be put out to bid again, with a narrower scope of work. There is currently \$100,000 - \$200,000 left in MERP funding, augmented by \$150,000 in the Building Reserve Fund.

b. Review and Approve Wastewater Operator Services Bid

Chrissy recommended Margaret Dwyer, and the bid was the lowest.

Taylor Prouty moved to accept the bid from Margaret Dwyer to provide services relating to Wastewater Operator Services, estimated to cost \$55 an hour with a maximum cost per year of \$17,500 and 2) authorize the Town Administrator to execute any documents necessary for the hiring of the contractor to conduct the necessary work, seconded by Jim Fleming. The motion passed unanimously,

c. Community Fund of Londonderry Letter of Support

The Selectboard received a request from the Community Fund of Londonderry for a letter of support for its application to the Preservation Trust of Vermont's Village Trust Initiative Grant to rehabilitate the old post office building. Questions were raised about who serves on

Town of Londonderry, Vermont
Selectboard Meeting Minutes – August 17, 2026

the Community Fund of Londonderry board, who would be listed as the property owner on the grant application, and whether the Fund had spoken with the current property owners. Paul Hendler noted that he had reviewed the grant application and that an owner would need to control the property or have a long-term lease.

Considering these questions, the Selectboard agreed to ask the Community Fund to first speak with the current property owners. The Selectboard may hold a special meeting, if needed, to issue the required letter of support before the application deadline.

14. Executive Session: if needed

Taylor Prouty moved to find that premature general public knowledge of pending or probable civil litigation will clearly place the Town, the Board, or person involved at a substantial disadvantage by revealing attorney client privilege, seconded by Jim Fleming. The motion passed unanimously.

Taylor Prouty moved to enter Executive Session under 1 V.S.A. § 313 (a)(1)(E) Pending or probable civil litigation or a prosecution, to which the public body is or may be a party, and invite the Town Administrator to attend, seconded by Jim Fleming. The motion passed unanimously.

Executive Session entered at 6:54 p.m.
Executive Session exited at 7:06 p.m.

15. Adjourn

The meeting was adjourned at 7:08p.m.

Jim Fleming moved to adjourn the meeting, seconded by Taylor Prouty. The motion passed unanimously.

Respectfully Submitted,

Sally Hespe, Town Note Taker

Approved

LONDONDERRY SELECTBOARD

Chair, Tom Cavanagh

DRAFT
Town of Londonderry, Vermont
Selectboard Monday, August 17, 2026
Selectboard Meeting 6:00 PM
100 Old School Street, South Londonderry, VT 05155

Board members present: Tom Cavanagh, Jim Fleming, Leanne Alexander and Taylor Prouty.

Board members absent: James Ameden.

1. Call Regular Meeting to Order

Tom Cavanagh called the meeting to order at 6:00 pm

2. Additions or Deletions to the Agenda

[1 V.S.A. 312(d)(3)(A)]

None.

3. Visitors and Concerned Citizens

None.

4. Old Business

a. Community Fund of Londonderry Letter of Support

Paul Hendler asked if the Selectboard knew what the plans are for the building.

Leanne Alexander moved to endorse the effort to pursue the Village Trust Initiative for the historic preservation and revitalization concept at 67 Main Street (South Londonderry Post Office), with no financial obligation to the Town, seconded by Taylor Prouty. The motion passed unanimously.

5. New Business

None.

6. Executive Session: if needed

Not needed.

7. Adjourn

Jim Fleming made a motion to adjourn and Taylor Prouty seconded. The motion passed unanimously.

The meeting adjourned at 6:10 pm

Respectfully Submitted,

Aileen Tulloch, Town Administrator

Approved

LONDONDERRY SELECTBOARD

Chair, Tom Cavanagh

Town of Londonderry, Vermont
Office of the Selectboard

Application No. _____
Date Received 8/24/2024 @ 3PM
\$75 pd \$1096

Town Highway Access Permit Application Form

Parcel ID No. _____

This form must be submitted for all new and modified access areas onto a Town highway. For accesses on a State road, including VT Routes 11 and 100, property owners must apply directly to the Vermont Agency of Transportation.
**** Please Type or Print Clearly ****

Applicant(s)

Name: Ronnie Woodall
Address: 176 Melendy Hill Rd
Town/State/Zip: South Londonderry VT 05155
Phone: (254) 319-0052 Email: 1762CDA@gmail.com

Property Owner(s):

☒ Check here if same as applicant

Name: _____
Address: _____
Town/State/Zip: _____
Phone: _____ Email: _____

Property Information

Property Location/Address: SAME AS ABOVE
Date Purchased by Owner: DEC. 23 Deed Recorded in Book _____ Page _____
Property Size (acres): _____ Road Frontage (feet): _____ Town Highway # _____
Existing Use of Property: Residential
Proposed Use of Property: N/A

Proposed Town Highway Access

The undersigned hereby requests an access permit to construct the following:

☐ New Access to Highway ☐ Modification to existing Access to Highway

To be located on the South side of the Bungalow Rd Town Highway indicated above, 200 feet
distant from the intersection of this road with Melendy Hill Rd

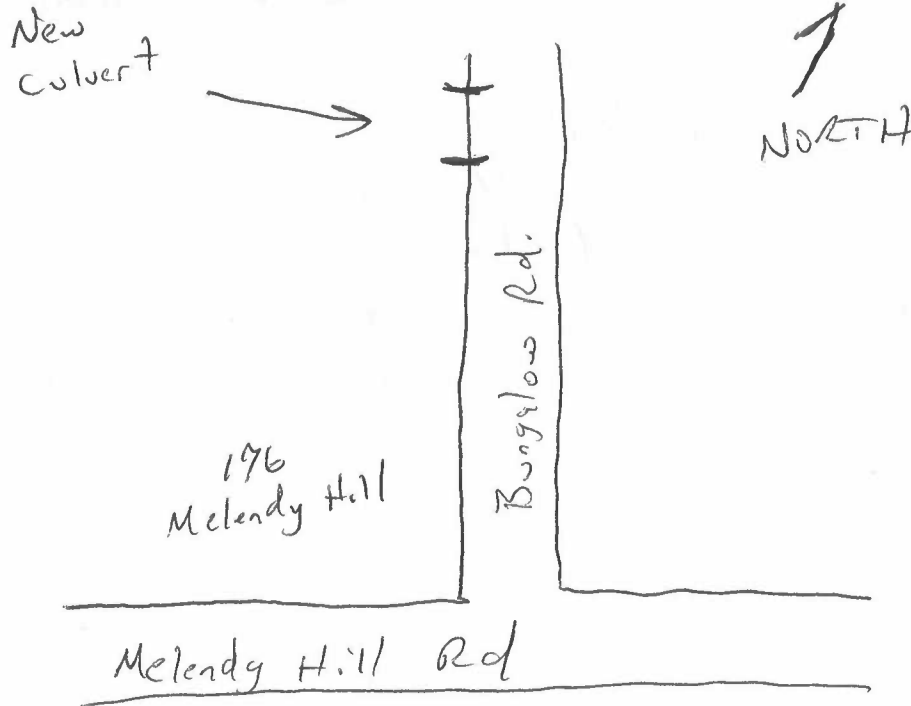
Is there already a road access to this property? ☒ Yes ☐ No

Describe proposed new or changed access in detail: Need culvert to provide access to upper portion of property for property maintenance & storage of ~~personal~~ maintenance equipment.

Town Highway Access Permit Application Form

Parcel ID No. _____

Sketch of proposed access location – Complete, legible & to scale, and showing north arrow



NOTE: Location must be staked out or flagged by applicant at the time of application.

Fees

Applications are not considered to be complete until all applicable fees have been received as follows:

Modification of existing access	\$50.00
New access	\$75.00

PAID 8/24/26

Payment must be made by check, payable to:

Town of Londonderry, Vermont

Applicants may be required to pay reasonable and customary costs for assistance provided by experts (engineers, planning consultants, etc.) requested by the Selectboard as part of the review process.

Town Highway Access Permit Application Form

Parcel ID No. _____

Certification

By signing below both the owner and applicant hereby affirm that the information presented in this application, and all supporting forms, plans and documents are true, accurate and complete, and agree that, if any such information is found by the Town to be false or misleading, any permit or other approval granted on the basis of such information shall be deemed null and void.

The property owner and their successors agree to maintain any approved Town Highway access compliant with issuance and adhere to the directions, restrictions, and conditions forming part of any permit issued in response to this application.

Permission is hereby granted by the property owner for Town representatives to inspect the property at mutually acceptable times to verify information provided in this application.

Applicant Signature: [Signature] Date: 24 AUGUST 2026

Property Owner Signature: [Signature] Date: 24 AUGUST 2026

☐ Check here if owner is submitting a Letter of Authorization in lieu of signing above

For Road Foreman/Road Commissioner Use Only

Culvert Required: ☒ Yes ☐ No Culvert Diameter: 18" Culvert Length: 20' min

Culvert distance from center of Town road: 12' Amount of culvert cover: 12"

Flush culvert headers required: ☒ Yes ☐ No

Ditch work for proper drainage ☒ Yes ☐ No

Ditching distance: N S E W side of drive: 10' N S E W side pf drive: 10'

Access approach width: NA

Reverse pitch from road ($\frac{1}{2}$ "/foot min.) ☒ Yes ☐ No Distance from travel lane: _____

Cut for line of sight ☒ Yes ☐ No

Cut distance from center of Town highway N S E W side: NA

Cut distance from center of Town highway N S E W side: NA

Cut distance parallel to Town Highway N S E W side: NA

Cut distance parallel to Town Highway N S E W side: NA

Directions, Restrictions, Conditions: Ditch must be stone line

Before and after culvert

Town Highway Access Permit Application Form Parcel ID No. _____

For Selectboard Office Use Only

ACTION TAKEN: ☐ Approved ☐ Approved with Conditions ☐ Denied

Comments: _____

Signature: _____ Date: _____
Selectboard Chair

This permit, if issued, is done so in accordance with 19 V.S.A. Section 1111 and with the understanding that construction shall comply with all applicable Federal, State and local laws and regulations and with any directions, restrictions or conditions listed on this permit. Violations shall be corrected by the property owner in a timely manner or the Town shall have the right to revoke the application or permit for non-compliance, or make necessary changes the cost of which shall be borne by the property owner. Violations may also be subject to penalties and fines prescribed by applicable law. This permit shall be effective only for the land use herin indicated and any change in land use shall require a new permit.

For Final Inspection Use Only

Final Inspection Date: _____ Constructed as permitted?: ☐ Yes ☐ No

Acceptable minor modifications from that permitted: _____

Final Approval Granted?: ☐ Yes ☐ No

Comments: _____

Signature: _____ Date: _____
☐ Road Foreman
☐ Road Commissioner

Parks Board - Tennis/Pickleball Courts

From Recreation Director <recdirector@londonderryvt.gov>

Date Wed 9/2/2026 8:14 AM

To Aileen Tulloch <townadmin@londonderryvt.gov>

 1 attachment (247 KB)

Tennis-Pickle Bid.pdf;

Hi Aileen,

Last night the Parks board voted unanimously to approve the change order from Advantage Tennis to include the addition of two dedicated pickleball courts to the demo and rebuild project that has already been contracted to start in a few weeks.

I will be at the 9/8 meeting to help with any questions that arise.

Liam Elio
Mountain Towns Recreation Director
802.824.3356 ext: 8
www.mountaintownsrecreation.org

Please note that this email message, along with any response or reply, is considered a public record, and thus, subject to disclosure under the Vermont Public Records Law (1 V.S.A. §§ 315-320).



PO BOX 73 PASSUMPSIC, VT 05861



Proposal Submitted To:
TOWN OF LONDONDERRY VT

Contact:
Liam Elio Town Administrator

Address:
100 Old School St
City / State / Zip Code:

Phone:
802-824-3356

Alt / Fax:

Scope Of Work:
Tennis Court Maintenance

Location:

Date:
August 31, 2026

E-mail:
recdirector@londonderryvt.org

Products and Specifications

Color Coating

Armor Crack

Construction

Overlays

Phase I - Sitework, Paving, & Fencing - \$157,577.00

- Demo and remove existing single tennis court. To be disposed of off-site.
- Rough Grade subbase to bring sub-base to new 1 percent grade tolerances, Cutting and filling as needed. Cut in new area 60x60 to accomodate thebase foe the 2 pickleball courts.
- Supply and install stabilization fabric over graded sub-base (Mirafi 500x). Haul, place, compact a total of 12" of crushed gravel on the tennis court and 24" of bankrun & gravel for the 2 pickleball courts.
- Fine grade and compact newly installed crushed gravel.
- Supply and install approx. 540 linear ft of 10 foot high ss-40 full black vinyl chainlink fencing with new heavy-duty 1 3/4" x 8 gauge .105 core BLACK vinyl chainlink wire. Fence to have 3 gates
- Pave area 60 x 120' and 60'60' in two lifts, a total of 3" of asphalt.
- Haul and place topsoil to disturbed areas, loam and seed.

Phase II - Hardware & Coating - \$25,318.00

- Supply and install 1 new set of Douglas Premier XS tennis netposts (color to be black) and 1 new cenetr anchor for the tennis court and 2 sets od DOuglas Premier XS Picklenall posts (color to be blkck) for the 2 pickleball coourts. Netposts to be set in PVC sleeves set in concrete. Center anchor to be set in concrete.
- Total area to receive 2 coats of SportMaster Acrylic Rubberized Resurfacer filler color coating system.
- Total area to receive 2 coats of SportMaster ColorPlus textured color coating system. Color TBD.
- Apply 1 set of regulation white textured tennis lines as per USTA & 4 sets of color coded pickleball lines.
- Supply & install 1 new Advantage Tennis net and 2 new Advantage Tennis Pickleball nets.

WE PROPOSE to furnish labor and materials as specified, for the sum of :

One hkndred eighty two thousand eight hundred ninety five dollars and no/100

\$182,895.00

Payment To Be Made As Follows:

25% prior to project, Upon completion of each phase within 10 days

WE ACCEPT



4% credit card fee applicable

All workmanship and materials guaranteed for 1 year or as stated above. Cracks, rust spots, Armor swelling, dead spots, peeling due to trees shading the court, patching irregularities, heaving and all other problems caused by current asphalt mix, moisture or pre-existing pavement conditions or normal wear are not guaranteed. The Armor Crack Repair System (6 inch tape only), except for swelling and dead spots caused by excessive moisture or vandalism, will be guaranteed for 3 years or stated above. All costs involving construction debris is the responsibility of the owner, unless specified in writing by Advantage Tennis. Advantage Tennis reserves the right to adjust pricing based on the State DOT book price of Asphalt Cement (AC), Steel, Acrylics and Fuel at the time of delivery. Adjustments will be based on monthly prices determined by the manufacturers. Any alteration or deviation from the above specifications involving extra costs will be executed only upon written orders or confirmed email, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents, weather, COVID restrictions, or delays beyond our control. Customer agrees to pay 2.5% per month for interest on all sums overdue by 30 days or more, and agrees to pay the cost of reasonable attorney fees for collection. A Mechanics Lien may be attached to property on overdue accounts of 45 days or more. Unpaid accounts voids warranty.

Authorized
Signature:

Shawn Timson

Note: This proposal may be
withdrawn by us if not accepted by

2027-2027

ACCEPTANCE OF PROPOSAL

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as stated above.

Signature:

Date of Acceptance:

Kelly M Pajala
PO Box 94
South Londonderry, VT 05155
kellympajala@gmail.com
802 770 4987

August 19, 2026

Tom Cavanagh
Londonderry Selectboard
100 Old School Street
South Londonderry, VT 05155

Dear Londonderry Selectboard and Parks Board,

Unfortunately, I am writing to resign from the Londonderry Parks Board as of September 1, 2026. I am spending the next year living temporarily outside of the Londonderry community to be closer to my current job. Given the distance I do not feel I would be an effective member of the board during the next year.

Thank you for your support of our Town Parks and Community activities over the years. It has made all the difference in what has been accomplished.

Sincerely,

A handwritten signature in cursive script that reads "Kelly M Pajala". The signature is written in dark ink and is positioned above the printed name.

Kelly M Pajala

Town of Londonderry, Vermont
Application for Appointment to Town Boards, Commissions, Committees and Officer Positions
Complete this form if you are interested in being appointed to a public body or Town Officer position.

Nominee Contact Information

Name: Christine Blaylock Date: 8/20/2026
Street Address: 45 lake rd, Bondville, VT 05340
Mailing Address (if different): _____
Preferred Phone: 218-790-0504 Alternate Phone: _____
Email address: Cja.833@gmail.com

Indicate board/commission/committee or officer position in which you are interested in being appointed:

Parks and Rec

Please indicate your appointment status (Mark with an X)

- ☐ **Incumbent appointee.** You may leave the information requests below blank.
☐ **Not presently an appointee.** Please complete the following:

1. Please list any prior experience serving on any public boards, commissions, committees or public offices (and approximate dates):

The little school Board, Winhall Arts Center Board
Flood Brook Student activities cooperative Board, Flood Brook
School Safety committee,

2. Please list any other experience that may be pertinent to the board, commission, committee or office on which you are requesting to serve.

The Collaborative 2008-2018 Programs Coordinator,
Interim Executive Director, After school & Summer Camp
coordinator, Currently - Flood Brook Athletic Director

3. Please provide a brief statement describing your interest in serving the Town of Londonderry.

My family uses the Londonderry parks and
partake in programs and events, so a way of
giving back is being able to serve on the board to help
build and sustain what already exists and

4. Please list any professional qualifications (if applicable).

the future use.
Knowledgeable in many software systems
Grant implementation and reporting skill set

Attach any additional information to this application and return to the Town Administrator at 100 Old School Street, South Londonderry, VT 05155 or townadmin@londonderryvt.org.

Town of Londonderry, Vermont
Application for Town Boards, Commissions and Committees
Complete this form if you are interested in joining an appointed public body.

Nominee Contact Information

Name: Melissa Brown Date: Aug. 12, 2020
Street Address: 1071 Little Pond Road Londonderry 05148
Mailing Address (if different): PO Box 25 Londonderry 05148
Preferred Phone: 802 824 9641 Alternate Phone: 802 379 7186
Email address: melissabrownvermont@yahoo.com

Indicate board, commission or committee you are interested in joining:

Beautification Committee

Please indicate your appointment status (Mark with an X)

☐ Incumbent appointee. You may leave the information requests below blank.

☒ Not presently an appointee. Please complete the following:

1. Please list any prior experience serving on any public boards, commissions or committees (and approximate dates):

Flood Brook School Board ; The Collaborative ;
Londonderry Selectboard ; My community Nurse Project ;
Housing Commission

2. Please list any other experience that may be pertinent to the board, commission or committee on which you are requesting to serve.

We own + operate a small family farm growing flowers
+ vegetables.

3. Please provide a brief statement describing your interest in serving the Town of Londonderry.

I love where I live + want to keep it beautiful.

4. Please list any professional qualifications (if applicable).

Attach any additional information to this application and return to the Town Administrator at 100 Old School Street, South Londonderry, VT 05155 or townadmin@londonderryvt.org.

Londonderry Town Hall Renovation Project Committee recommendation to the Selectboard for Contractor Services (THRC)

From legbild@myfairpoint.net <legbild@myfairpoint.net>
Date Fri 9/4/2026 7:46 AM
To Aileen Tulloch <townadmin@londonderryvt.gov>
Cc Recreation Director <recdirector@londonderryvt.gov>

Hello Aileen,

Here (see below) is what is written as a motion for the recommendation for the Selectboard to accept the proposal for Town Hall General Contractor Services 2026, (proposal# HE2170), by Hunter Excavating, Inc., dated September 3, 2026. Hopefully it is all you need to add it to the Selectboard Agenda if it is not too late.

Thank you as always for all your help with these processes.

Very best,

Larry

On September 3, 2026, the Londonderry Town Hall Renovation Committee, voted unanimously to recommend to the Londonderry Selectboard, acceptance of the Town Hall General Contractor Services 2026 regarding the ongoing Town Hall Renovation project submitted by Hunter Excavating, Inc of South Londonderry, VT, , dated September 3, 2026, cited as Proposal #HE2170.

Lawrence E. Gubb

PO Box 305
Londonderry, VT 05148-0305
(H) 802-824-6055
(C) 802-770-2643

CUSTOMER
Town of Londonderry
Aileen Tulloch
Town Administrator
802-824-3356
townadmin@londonderryvt.gov



PROPOSAL #
HE2170
DATE
9/3/26

Job Site Info:
139 Middletown Road
South Londonderry

Town Hall General Contractor Services 2026

The Town of Londonderry has requested a proposal to make improvements to the Town Hall building located at 139 Middletown Rd. This estimate is based upon plans done by Stevens and Associates dated 7/29/2026. Hunter Excavating agrees that all work will be performed in a professional manner according to all manufacturer recommendations in compliance with local and state code requirements. Prior to commencement of work there will be a pre-construction meeting to coordinate impacts of work and scheduling. A construction plan will be developed with a project manager from Hunter Excavating. Any other special accommodation requests outside original construction plan will be met. Weekly meetings will be coordinated by project manager to ensure customer satisfaction throughout project. The following is a breakdown of cost for Hunter Excavating to provide subcontractor and general contracting management services detailed in the RFP.

Scope of Work A. Insulate and Vent Attic:

1. Mobilization of equipment and labor for duration of proposed work
2. Remove debris off site from attic
3. Demo and prep for insulation
4. Provide new electrical junction boxes clear of new insulation
5. Install air sealing with flash coat 2" foam R14
6. Cover flash with dense pack cell 14" R49
7. Provide & install three 24" x 24" vents
8. Fabricate & install steel ladder*
9. Build catwalk over insulation
10. Provide & install insulated attic hatch with stairs
11. Provide soffit ventilation per plan
12. Provide restoration from construction

Total cost of proposed work.....\$66,274.00*

*Making and installing steel ladder is \$10,000. Using another option will change this price.

Scope of Work B. Porch Remodel:

1. Mobilization of equipment and labor for duration of proposed work
2. Demo & remove stairs
3. Demo & remove debris according to plan
4. Reframe 2nd floor for new staircase according to plan
5. Provide & install insulation to porch roof and walls
6. Infill attic hatch with matching material
7. Provide & install guardrail for balcony
8. Provide & install lights and switches-owner to select
9. Provide & install seven Marvin double-hung windows
10. Provide new staircase with steel guardrail at top
11. Match treads to existing porch floor
12. Provide handrails per plan
13. Provide finishes per plan

14. Provide restoration from construction
Total cost of proposed work.....\$91,633.00

Scope of Work C. Entrance Redesign:

1. Mobilization of equipment and labor for duration of proposed work
2. Coordinate "Dig Safe" utility locating
3. Temporarily support entrance roof
4. Remove columns
5. Demo & remove wooden ramp
6. Demo & remove concrete stairs
7. Excavate for new ADA ramp per plan
8. Pour concrete ramp
9. Provide & install steel guardrails in ramp per plan
10. Provide grading and install signs for two ADA parking spaces per plan
11. Repair siding and trim per plan
12. Remove & install new entrance door
13. Provide & install 4 new wall sconces (*allowance \$2,000 per plan*)
14. Provide restoration from construction
Total cost of proposed work.....\$124,134.00

Scope of Work D. Rear Door w/o Canopy:

1. Mobilization of equipment and labor for duration of proposed work
2. Remove & dispose of existing door
3. Provide & install new 3068 door with hardware
4. Provide restoration from construction
Total cost of proposed work.....\$2,730.00

Total for A-D.....\$284,771.00**

****NOTE: This price reflects our superintendent is part of the working team and will work as needed.**

Acceptance: Hunter Excavating, Inc. is hereby authorized to perform the work defined in this quote.
Terms of this agreement are mutually agreeable.

X _____ Date _____

Thank you, we look forward to working with you!

7. BID PROPOSAL FORM

Due: September 3, 2026, 2026 at 2:00 PM

Complete and submit the following proposal, please write clearly.

Scope of Work Item	BID PRICE
A. Insulate and Vent Attic	\$ 66,274.00
B. "Porch" Remodel	\$ 91,633.00
C. Entrance Redesign	\$ 124,134.00
D. Rear Door (w/o Canopy Rebuild)	\$ 2,730.00

NOTES: All prices above shall be valid for 30 days and for the duration of the contract period. All prices shall include all labor and material costs, and any discounts offered. All fuel surcharges, delivery charges and miscellaneous charges that are not part of the terms and conditions of this solicitation or contract will not be paid and only hold up payment if they are added to a submitted invoice.

Company: Hunter Excavating Inc

Authorized Representative: Nester Beckwith

Address: 2218 VT RT 100, S Londonderry VT 05155

Phone: 802-856-7165

Email: projects@hunterexvt.com

Signature:  **Date:** 9/3/26

[END OF DOCUMENT]

TOWN OF LONDONDERRY

ITINERANT VENDOR ORDINANCE

AUTHORITY: This ordinance is adopted pursuant to the authority of 24 VSA 2291 (9).

Requirement: As of the date of adoption of this ordinance by the Londonderry Select Board, any Itinerant Vendor, as defined herein, shall obtain a license according to the requirements and provisions set forth herein, prior to engaging in such business.

Definition: Itinerant Vendor shall include persons, principles, agents, or business entities who engage in temporary or transient business within the Town of Londonderry, whether in one location or by traveling from place to place, to sell goods, services or food, or other items deemed similar in nature by the Select Board, from a structure, tent, vehicle or other device. This definition does not include principles, agents or business entities exclusively selling fruits vegetables or other farm products.

Itinerant Vending shall include temporary or transient business conducted outside any dwelling or structure, other than a temporary structure such as a tent, cart, mobile unit or similar device without wastewater facilities, by the property owner and /or owner's family members or others with a duly executed agreement with the property owner and located within the property boundaries beyond setbacks required by the Town's Zoning Bylaw.

Exemptions: Garage sales, yard sales, auctions and similar types of sale for a period of 3 consecutive days or less, or not more than eight days per calendar year, conducted by a property owner so as to not cause unsafe traffic conditions, parking problems or other nuisances to neighbors shall be exempt from this Ordinance.

Application: A complete application and fee shall be submitted to the Selectboard's Itinerant Vendor Permit Appointee for action to approve or deny.

Permitted Applicants: Itinerant Vendors may apply singly, or established Londonderry organizations or businesses may apply on behalf of multiple Itinerant Vendors for a specific time period within a year.

A complete application shall include the following information and attachments:

1. Name, mailing address, and phone number of the Itinerant Vendor applicant.
2. The physical address of the vending site, parcel identification number, and owner of record.
3. A description of the proposed vending activity including items to be sold, hours/days/term of operation, and other information as may be reasonably required.
4. A sketch showing the physical location of the property, proposed vending operation including the location and dimension of any structures, carts, vehicle, or other device to be used, signage and available on site parking.

6. Evidence of receipt of all applicable federal, state, and local permits necessary to legally conduct business, including but not limited to: Vermont sales and use tax certificates, rooms and meals tax certificates and health permits to operate a food establishment.
7. Any other information as may be reasonably requested or required by the Town.

FEES:

1. Applications shall include the required fees:

- a. \$25 per application.
- b. Fees may be waived for religious, charitable, educational and service organizations conducting fundraising activities in a public place or on Town property.

Procedure: The Appointee shall act to approve or deny the complete application within 15 working days of receipt of the Application. Notice of approval, together with any applicable conditions, shall be delivered in writing to the applicant. If the permit is not approved, notice including the reason(s) for denial shall be delivered in writing to the applicant.

Posting: The approved Vendor License shall be posted and visible at the business location or carried with the Itinerant Vendor for presentation upon request.

Expiration: An Itinerant Vendor permit shall be effective for a term of 12 months at which time the permit shall expire, unless renewed by submittal of a complete application and fee to the Town Clerk for the same period, providing the activity is to continue as originally permitted and also provided no complaints relating to the itinerant vendor activities have been submitted. Any changes in the business shall require a new determination by the Select Board or Appointee.

Appeal: A person may appeal the denial of a license by filing a written notice of appeal with the Town Clerk or Appointee within five (5) days of receipt of notification of denial. The appeal shall be considered by the Select Board at a duly warned hearing with notice to the appellant. The decision may be affirmed or reversed, with or without conditions imposed to protect public health, safety and welfare and to prevent damage to public and private property.

Penalty: Violations of the provisions of this Ordinance shall be determined by the Select Board or Appointee which shall require payment of a fine of not less than \$100 nor more than \$100 for each offense, for each day the offense may continue, after notice of violation is delivered in writing by certified mail.

Performance Standards

All permit holders must comply with all of the following performance standards:

- (A) No land or structure in any zoning district shall be used or occupied by an Itinerant Vendor in any manner so as to create dangerous, injurious, noxious or otherwise objectionable conditions which adversely affect the reasonable use of adjoining or nearby properties.

(13) The following standards apply to all Itinerant Vendors. In determining ongoing compliance with these performance standards, the burden of proof shall fall on the applicant. The activity of any Itinerant Vendors shall not cause or result in:

- (1) noise in excess of seventy (70) decibels at the property line, or represents a significant increase in noise levels in the vicinity of the use so as to be incompatible with the surrounding area;
- (2) noticeable, or clearly apparent vibration which, when transmitted through the ground, is discernible at property lines without the aid of instruments;
- (3) smoke dust, odors, noxious gases, or other forms of air pollution which constitute a nuisance to other landowners, businesses, or residents; which endanger or adversely affect public health, safety, or welfare; which cause damage to property, business, or vegetation; or which are offensive or uncharacteristic of the area;
- (4) releases of heat, cold, moisture, mist, fog, precipitation or condensation beyond the property lines of the property on which it is located, or to a height likely to be detrimental to the public safety, health, or welfare;
- (5) glare, lumen, light or reflection which constitutes a nuisance to other property owners or tenants, which impairs the vision of motor vehicle operators, or which is detrimental to the public health, safety, or welfare;
- (6) liquid or solid wastes or refuse in excess of available capacities for proper disposal; which cannot be disposed of by available or existing methods without undue burden to municipal facilities; which pollute ground and surface waters; or which are otherwise detrimental to the public health, safety, and welfare; or
- (7) undue fire, safety, explosive, radioactive emission or other hazard which endangers the applicant's or neighboring properties, or the general public or which results in a significantly increased burden on municipal facilities and services.
- (8) Access. The area of operation shall have enough room for customers to turn around and re-enter the roadway face first and have a clear visibility to approaching traffic and pedestrians.

- (9) **Cleanliness.** The Vendor shall keep the area of operation clean and tidy. Any refuse shall be stored in secure containers that are screened from the neighbor's view. Any water used to clean or rinse shall be contained within the area of operation.
- (10) **Hours.** Hours of operation shall be at the discretion of the Select Board's Appointee, taking into consideration the type and nature of the vending activity; the vending site and surrounding neighborhood; the zone where the vending activity will take place.
- (11) At the end of the season or use, all temporary vestiges of the Vendor's business must be stored away from public view.
- (12) **Health.** All Itinerate Vendors selling food products shall comply with the Vermont Department of Health; "Health Regulations for Food Service Establishments".
- (13) **Signs.** Signage for Itinerate Vendors shall be governed by Londonderry Zoning By-Laws.
- (14) **Vehicles/Trailers.** All vehicles and/or trailers used by Itinerate Vendors shall be safe, roadworthy and properly registered with the Vermont Department of Motor Vehicles.

ESTIMATE



Prepared For

Londonderry Town Offices
+802- 824-3356 x 1

Advanced Pavement Maintenance Services

83 New Boston RD
Granville, NY 12832
Phone: (518) 260-1566
Email: advancedpavement@gmail.com

Estimate # 432
Date 08/20/2026
Business / Tax # 16-1771695

Description

Restripe per existing layout

Blow Off, Sealcoat & Stripe

Subtotal	\$850.00
Total	\$850.00

Notes:

If you choose the 2nd line item, please note it includes the striping. The first line item is restriping only. We wanted to show you the two prices.

Final payment is due at completion of the job.

Credit card payments accepted, please contact us.

We appreciate your business.

ESTIMATE



Prepared For

Londonderry Town Offices
+802- 824-3356 x 1
+802- 824-3356 x 1

Advanced Pavement Maintenance Services

83 New Boston RD
Granville, NY 12832
Phone: (518) 260-1566
Email: advancedpavement@gmail.com

Estimate # 434
Date 08/24/2026
Business / Tax # 16-1771695

Description

Blow Off, Sealcoat & Stripe

Subtotal	\$3,500.00
Total	\$3,500.00

Final payment is due at completion of the job.

Credit card payments accepted, please contact us.

We appreciate your business.

ESTIMATE



Prepared For

Londonderry Town Offices
+802- 824-3356 x 1

Advanced Pavement Maintenance Services

83 New Boston RD
Granville, NY 12832
Phone: (518) 260-1566
Email: advancedpavement@gmail.com

Estimate # 432

Date 08/20/2026

Business / Tax # 16-1771695

Description

Restripe per existing layout

Blow Off, Sealcoat & Stripe

Subtotal	\$4,350.00
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Total	\$4,350.00
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Notes:

If you choose the 2nd line item, please note it includes the striping. The first line item is restriping only. We wanted to show you the two prices.

Final payment is due at completion of the job.

Credit card payments accepted, please contact us.

We appreciate your business.

CHANGE ORDER

CUSTOMER
Town of Londonderry
Tom Cavanagh
T.CAVANAGH@londonderryvt.org
802-824-3254



PROPOSAL #
HE2022-1
DATE
8/27/26

Job Site Info:
Old Town Garage
Londonderry VT

CONTRACT CHANGED AS FOLLOWS:

Original estimate was to patch in missing gable end roof panel. Upon closer inspection, the existing panels were found to have fasteners lifting from metal. The fasteners were nails with washers. It is recommended to either replace nails with screws.

Original Contract Sum was.....\$24,472.00
The net change by previous Change Orders (numbers) was.....\$0.00
The Contract Sum prior to this Change Order was.....\$24,472.00
The Contract Sum will be increased by this Change Order by.....\$3,000.00
The new Contract Sum including this Change Order is.....\$27,472.00

Change is not valid until signed by Contractor and Owner

Contractor

X_____ Date _____

Owner

X_____ Date _____

CHANGE ORDER

CUSTOMER
Town of Londonderry
Tom Cavanagh
T.CAVANAGH@londonderryvt.org
802-824-3254



PROPOSAL #
HE2022-2
DATE
8/27/26

Job Site Info:
Old Town Garage
Londonderry VT

CONTRACT CHANGED AS FOLLOWS:

Original estimate was to patch in missing gable end roof panel. Upon closer inspection, the existing panels were found to have fasteners lifting from metal. The fasteners were nails with washers. It is recommended to either replace the metal roof.

Original Contract Sum was.....\$24,472.00
The net change by previous Change Orders (numbers) was.....\$0.00
The Contract Sum prior to this Change Order was.....\$24,472.00
The Contract Sum will be increased by this Change Order by.....\$5,819.000
The new Contract Sum including this Change Order is.....\$30,291.00

Change is not valid until signed by Contractor and Owner

Contractor

X_____ Date _____

Owner

X_____ Date _____

SoVT Get on Board

✦ *October - November 2026*

Local Training for Local Leaders

Gain practical skills to become an effective and active participant in the civic life of your Southern Vermont community.

✦ Course Schedule

In-Person Classes: Four Saturdays, Oct-Nov

Scholarships are available!
Apply at the website below



- **Sat, 10/3**, 10am-3pm (Townshend, Town Hall)
- **Sat, 10/17**, 10am-3pm (Manchester, Town Offices)
- **Sat, 11/7**, 10am-3pm (Wilmington, Memorial Hall)
- **Sat, 11/14**, 12-5 pm (Putney, Community Center)

✦ Course Topics

- Unit 1: Working Together as a Community
- Unit 2: Local Government in Vermont
- Unit 3: Non Profit Boards/Local Leaders Panel
- Unit 4: Taking Action and Deepening Your Impact



Apply now!

sovermontzone.com/get-on-board



TO: Planning Commission Chairs for towns abutting Town of Jamaica

Town of Londonderry

Town of Stratton

Town of Townshend

Town of Wardsboro

Town of Windham

Town of Winhall

FROM: Ashley Collins, Office Manager
Windham Regional Commission

DATE: August 31, 2026

RE:

- 1) **WRC REVIEW AND APPROVAL CONSIDERATION OF JAMAICA TOWN PLAN AND CONFIRMATION OF TOWN PLANNING PROCESS AT THE UPCOMING PUBLIC HEARING VIA ZOOM TELECONFERENCE.**
- 2) **WRC REVIEW AND DETERMINATION OF ENERGY COMPLIANCE OF JAMAICA TOWN PLAN ENHANCED ENERGY ELEMENT AT THE UPCOMING PUBLIC HEARING VIA ZOOM TELECONFERENCE.**

Enclosed is a LEGAL NOTICE of the Windham Regional Commission advertising a public hearing for WRC consideration of town plan review and approval and confirmation of the Jamaica town planning process to be held via Zoom teleconference.

Enclosed is a LEGAL NOTICE of the Windham Regional Commission advertising a public hearing for WRC review and determination of energy compliance of the Jamaica Town Plan Enhanced Energy Element, to be held via Zoom teleconference.

This memo shall serve to inform you of the public hearing and to invite your town's participation. Please route to interested Town Officials and/or post this LEGAL NOTICE at your Town Office.

Thank you.



JAMAICA TOWN PLAN REVIEW

PUBLIC HEARING NOTICE

The Windham Regional Commission (WRC) will hold a public hearing on Tuesday, September 22, 2026 at 4:00 p.m. via Zoom to consider the request of the Town of Jamaica for approval of its Town Plan as provided for by 24 V.S.A. § 4350(b). The WRC will consider whether the Town Plan is consistent with the Vermont Planning Goals, compatible with the Windham Regional Plan, compatible with the approved plans of other Towns in the region, and contains all the elements provided by the Vermont Planning and Development Act. The public hearing will also be held to consult with the Town of Jamaica and consider the confirmation of the Town's planning process as provided for by 24 V.S.A. § 4350(a). The WRC will hear all comments relevant to its review of the Town's Plan and planning process at the public hearing. To access the hearing electronically or by telephone visit www.windhamregionalcommission.org and follow the Zoom meeting link or call the number provided in the invitation.

**Chris Campany
Executive Director
Windham Regional Commission**



DETERMINATION OF ENERGY COMPLIANCE JAMAICA TOWN PLAN

PUBLIC HEARING NOTICE

The Windham Regional Commission will hold a public hearing on Tuesday, September 22, 2026 at 4:15 p.m. via Zoom to consider the request of the Town of Jamaica for determination of energy compliance of its Town Plan Enhanced Energy Element as provided by 24 VSA § 4352. The WRC will consider whether the Town Plan is consistent with the Vermont Energy Goals, compatible with the Windham Regional Plan, compatible with the approved plans of other Towns in the region, and meets the Energy Planning Standards. The WRC will hear all comments relevant to its review of the Town's Plan and Energy Element at the public hearing. To access the hearing electronically or by telephone visit www.windhamregionalcommission.org and follow the Zoom meeting link or call the number provided in the invitation.

**Chris Campany
Executive Director
Windham Regional Commission**

Public Hearings Notice for the Jamaica Town Plan

The Windham Regional Commission will hold a series of public hearings on Tuesday, September 22, 2026 online via Zoom.

- 4:00PM Public Hearing for the review and approval of updated Jamaica Town Plan.
- 4:15PM Public Hearing for Determination of Energy Compliance for the Enhanced Energy Element of the Jamaica Town Plan.

All Public Hearings can be accessed through the following Zoom link and/or by telephone:

Join Zoom Meeting

<https://us02web.zoom.us/j/83244097201?pwd=eHGHHtJPywoR84LYnQUZtDqvthkV4y.1>

Meeting chat link

<https://us02web.zoom.us/jc/83244097201>

Meeting ID: 832 4409 7201

Passcode: 083103

One tap mobile

+16469313860,,83244097201# US

+13017158592,,83244097201# US (Washington DC)



Extreme Cold Weather Shelter Program

Grant opportunity for Vermont communities | SFY 2027 season

Administered by Get Warm Now VT, a partnership of Vermont Interfaith Action and Green Mountain Justice, with funding from the Vermont Department for Children and Families, Office of Economic Opportunity.

Vermont loses neighbors to the cold every winter. The ECWSP funds community organizations to open emergency overnight shelter on the coldest nights, for people experiencing homelessness who have nowhere else safe to go. **Over \$1 Million is available for community grants this season.**

WHO CAN APPLY

- Nonprofits with experience in social services, emergency response, homeless services, or outreach
- Faith communities with suitable space and a commitment to serve everyone, regardless of affiliation
- Municipalities and their designated agencies
- Community action agencies and regional providers
- Educational institutions with appropriate facilities
- Any other organization working with a fiscal sponsor

Two organizations may apply together, with one as applicant of record. Any community that meets the requirements can apply.

NEVER RUN A SHELTER BEFORE?

Apply anyway. Several operators last season started from nothing. We provide hands-on help with site selection, operations planning, staffing, budgets, and permitting — and first-season operators told us budget development is where they needed us most. Start the conversation early.

WHAT THE GRANT COVERS

Staff and volunteer stipends · rent, utilities, internet · shelter, cleaning, and laundry supplies · food for guests · guest transportation · insurance · background checks · permits and inspections · security where there is demonstrated need · one-time site readiness improvements, case by case.

Grants are reimbursement-based and paid monthly against documented expenses — there is no advance, so plan cash flow accordingly and tell us early if that is a barrier.

HOW IT WORKS

- **Your threshold.** You set your own activation threshold, at or below 10°F wind chill, based on what your site, staffing, and budget can safely support.
- **We watch the weather.** We watch National Weather Service forecasts for your ZIP code, so cold snaps activate the communities that are actually cold.
- **Three days' notice.** Activation notices go out roughly 72-84 hours ahead. You confirm within 4 hours.
- **The call sticks.** Once a notice is issued it is never rescinded. If the forecast warms up, you still open and you are still reimbursed — so you can call in staff and buy supplies with confidence.
- **Doors stay open.** Shelters are low barrier: no ID required, minimal intake, life safety first. A brief report goes to us within an hour of closing, and operators join a short debrief each morning of an activation.

WHAT WE PROVIDE

Technical assistance throughout the application. Pre-season orientation before November 1. Trauma-responsive training — the most praised element of last season. Coaching through zoning, fire safety, and sprinkler-variance questions. Listing with Vermont 2-1-1 every time you activate.

KEY DATES

- **Tuesday, September 8** — Application opens
- **Tuesday, September 15** — Virtual info session, 2:00-3:00 PM
- **Wednesdays** — Drop-in office hours, 10:30 AM-12:30 PM, September 9, 16, 23, 30
- **Thursday, October 1** — Applications due by 4:00 PM. Review is rolling through mid-October.
- **Thursday, October 15** — Award notifications
- **Before November 1** — Pre-season orientation for operators
- **November 15** — Agreements, permits, staffing, and supplies in place
- **On or before December 1** — Season opens, running through March 31, 2027, depending on Vermont temperatures

All dates are in 2026. Applications and questions go to the address below.

Start the permitting conversation now. You do not need zoning and fire safety approval to apply — only to sign an agreement. It is the single most common source of delay, and variances are often possible, frequently with conditions such as awake overnight staff. Tell us as soon as the question comes up and we will work it with our state partners.

Tell us your community and where you are stuck. We will route you to the right person.

contact@getwarmnowVT.org • <https://www.getwarmnowvt.org>



Municipal Support Grant Program

Grant opportunity for Vermont municipalities | SFY 2027 season

Administered by Get Warm Now VT, a partnership of Vermont Interfaith Action and Green Mountain Justice, with funding from the Vermont Department for Children and Families, Office of Economic Opportunity.

New this season. Many Vermont towns have real need but no funded shelter, no obvious way to create one, and have been carrying this work on volunteer effort and local goodwill. The MSGP puts flexible money directly behind that effort. **Nearly \$500,000 is available for municipal grants this season.**

WHO CAN APPLY

Any Vermont municipality that commits to shelter community members during a National Weather Service Cold Weather Advisory — roughly -20°F wind chill. You may open in warmer conditions as well. There are no fixed regions and no minimum population. Meet the commitment in any of three ways, or combine them:

- **An existing shelter.** You can already shelter people in a facility approved for cold weather advisory conditions.
- **A proposed shelter.** You have a municipal building in mind and a plan to get it there.
- **A collaborative agreement.** You hold an agreement with a neighboring municipality or approved provider, plus a plan to transport people there and back.

Proposals from all communities are welcome. You do not need to prove you are a hot spot.

YOU DO NOT HAVE TO OPEN A SHELTER YOURSELF

Transporting residents to a neighboring shelter is a fully eligible design, not a lesser one. A signed agreement is not required to apply — a conversation in progress is fine. Around-the-clock transportation is scarce here, so a contract with a regional transit provider is often the practical route.

WHAT THE GRANT COVERS

Overnight shelter operations and staffing · repairs and readiness work at the shelter facility, including cots, bedding, and code-required safety improvements · daytime warming and provisions at the same site as the overnight shelter · transportation supporting cold weather sheltering, including under a collaborative agreement · life-saving supplies such as coats, sleeping bags, and tents.

The program supports existing facilities and operations, not new construction.

There is no hard ceiling on a request, and most awards this year are expected to fall between \$10,000 and \$30,000. Proposals are assessed on community need, the strength of the plan, and reasonableness.

HOW IT WORKS

- **Money up front.** You receive funding up front to get started, with the balance reimbursed against documented costs. Your town will not have to front the cost of standing up a shelter.
- **No activation calls.** We do not activate MSGP shelters. You monitor advisories for your own locality — an obligation most towns already carry under their Local Emergency Management Plan, with Public Safety as a backstop.
- **Low barrier.** Intake is name and date of birth, applied flexibly. No coordinated entry, no case management, no ID. No one is turned away for declining to answer.
- **A quiet winter is fine.** At the advisory threshold you may open only a handful of nights, or none at all. Funds may be used through June 30, 2027 either way.
- **Already have an ECWSP shelter?** That is a good thing, not a problem. The two programs run on different triggers and a community is well served by both. We ask only that the two coordinate, and we will help set that up.

WHAT WE PROVIDE

Technical assistance on site selection, staffing, budgets, transportation arrangements, and permitting, including sprinkler-variance questions. Training is recommended, not required — we provide it, along with plan templates and the operating standards used by the ECWSP.

KEY DATES

- **Tuesday, September 8** — Application opens
- **Thursday, October 1** — Applications due by 4:00 PM
- **Thursday, October 15** — Award notifications
- **November 15** — Mobilization readiness
- **On or before December 1** — Season opens, depending on Vermont temperatures

All dates are in 2026.

What to start on now. Check a possible site's zoning and fire safety status — the step that most often delays a shelter opening. Talk to a neighboring town if a shared arrangement beats opening your own. Sketch out staffing, raise it with your town manager or selectboard, and pull out your Local Emergency Management Plan.

Not ready to commit? Call anyway. The application is short on purpose, and you do not need a finished shelter, a signed permit, or a completed operations plan to apply. Knowing which communities are interested helps us design the program and shows the State where the need is. There is no obligation in a conversation.

Tell us your municipality, what you are considering, and what is in your way.

contact@getwarmnowVT.org · <https://www.getwarmnowvt.org>

Authorized under Act 143 of 2026, the Vermont Homelessness Response Continuum (33 V.S.A. § 2209). Some program details will be finalized when DCF interim rules take effect September 1, 2026.



August 20, 2026

Dear Windham Region Selectboard Chairs and Town Managers,

Due to a technical error at the public hearing for the proposed Windham Regional Plan update on August 18th, 2026, we will be holding an additional public hearing on Monday, September 21st, 2026 at 6:00 p.m. No changes have been made to the draft plan since the Windham Regional Commission provided notice of the first public hearing in mid-July. Please see the attached hearing notice with additional information. The public hearing will be held at WRC's office located at 139 Main Street, Suite 505, Brattleboro, Vermont, and remotely via Zoom. To access the public hearing electronically or by telephone, visit WRC's website at www.windhamregional.org and follow the Zoom meeting link, or call the number provided in the meeting invitation.

Over the last year, WRC has been working on an update to its Regional Plan to meet new state requirements with the passage of Act 181 in 2024. WRC last adopted an update to its Regional Plan in July 2025. The main updates we have been working on include:

- Updating the Land Use chapter and Regional Future Land Use map based on new statewide regional future land use categories
- Incorporating regional and municipal housing targets based on growth scenarios developed by the Vermont Housing Finance Agency
- Addressing how the Regional Plan addresses potential environmental benefits and burdens

Please find enclosed a report documenting how the draft Windham Regional Plan conforms with the goals established in 24 V.S.A. 4302 and the plan elements established in 24 V.S.A. 4348a.

WRC has been meeting with member towns over the last several months to review draft updates to the Regional Future Land Use map and get community input. Enclosed is a current draft of Regional Future Land Use map for your community as of June 5, 2026. Please also find enclosed information about town eligibility for the new Act 250 Tier 1 exemption areas and the process for updating designated area boundaries on the Regional Future Land Use map after the plan is adopted.

The draft Windham Regional Plan can be viewed on WRC's website using the following web address: <https://windhamregional.org/act-181/>. WRC invites town officials to provide comments at the public hearing or in writing to Matt Bachler, Senior Planner, by email at mbachler@windhamregional.org, or by mail at 139 Main Street, Suite 505, Brattleboro, VT 05301, or by phone at 802-257-4547, ext. 112.

WINDHAM REGIONAL PLAN UPDATE NOTICE OF PUBLIC HEARING

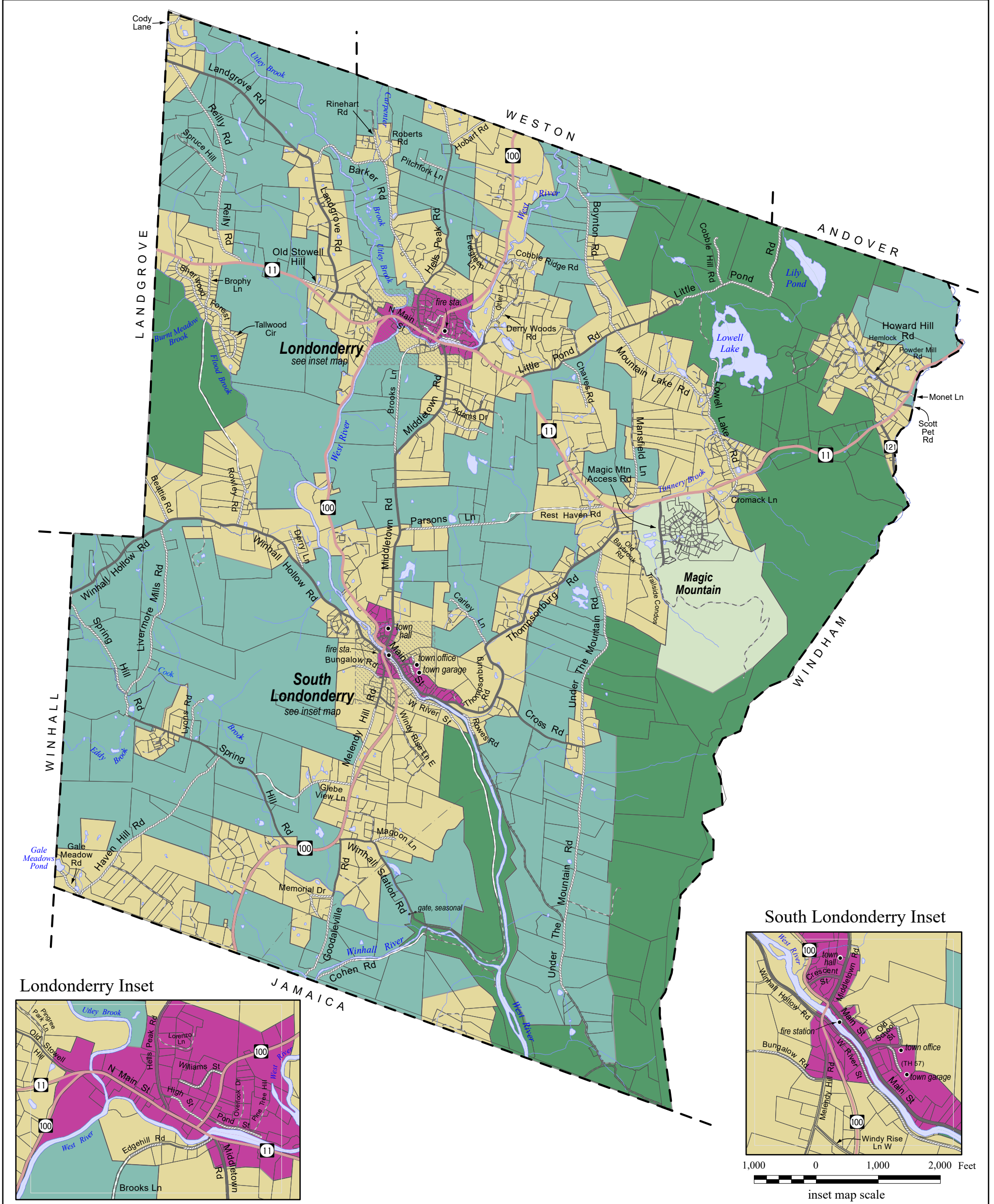
The Windham Regional Commission (WRC) will hold a public hearing on a proposed Windham Regional Plan update on Monday, September 21, 2026 at 6:00 p.m. at WRC's office, 139 Main Street, Suite 505, Brattleboro, Vermont, and remotely via Zoom. To access the public hearing electronically or by telephone, visit WRC's website at www.windhamregional.org and follow the Zoom meeting link, or call the number provided in the meeting invitation.

The WRC serves all of Windham County, the Bennington County towns of Readsboro, Searsburg and Winhall, and the Windsor County town of Weston. The Windham Regional Plan provides guidance for change and development in this 27-town region, and it establishes the basis for much of the WRC's work program and regional planning efforts. The plan is intended for use by the WRC, town planning commissions, Selectboards, state agencies, developers, and others.

The principal elements of the Windham Regional Plan are: Introduction, Regional Profile, Land Use, Natural Resources, Transportation, Community Utilities, Facilities, and Services, Energy, Housing, Economic Development, Natural Resources, Educational, Cultural and Recreational Resources, and Implementation.

The draft Windham Regional Plan can be viewed on WRC's website using the following web address: <https://windhamregional.org/act-181/>. The WRC invites the public to make comments at the public hearings or in writing by email to Matt Bachler, mbachler@windhamregional.org or by mail or phone using the contact information below:

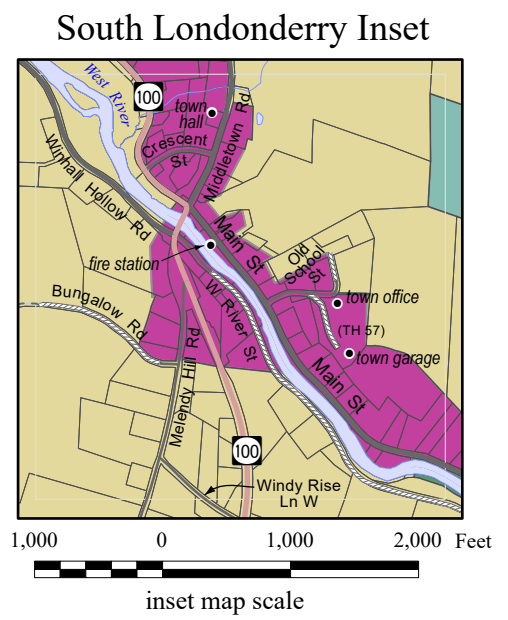
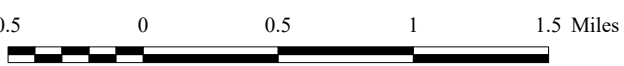
Windham Regional Commission
139 Main Street, Suite 505
Brattleboro, VT 05301
Phone: 802-257-4547, ext. 112



Windham Region Draft Act 181 Future Land Use Map Town of Londonderry, Vt.

June 2026

- Resource-based Recreation Area
- Rural Agriculture and Forestry
- Rural Conservation
- Rural General
- Village Center



Department of Health
Environmental Health
Town Health Officer Program
280 State Drive
Waterbury, VT 05671-8350
HealthVermont.gov

[phone] 802-863-7220
[fax] 802-863-7483
[toll free] 800-439-8550

Agency of Human Services

September 4, 2026

Dear [Officer Name]

Congratulations on your commission as Town Health Officer for [Town]. As Vermont's Commissioner of Health, I am appointing you to a three-year term starting on [Appointment Date].

THO Role and Authority

Vermont law gives Town Health Officers (THOs) authority and sometimes a mandate to investigate any potential or existing public health hazards in their town. Every town has a local board of health that consists of the town selectboard and the THO. The THO investigates all complaints of potential public health hazards, has the authority to take emergency mitigation steps, and works with the selectboard to take enforcement action if a public health hazard cannot be voluntarily resolved.

THO Manual, Trainings and Resources

As Town Health Officer, it is important for you to become familiar with the Vermont laws and regulations covering public health and those relevant to your role as Town Health Officer. The Health Department recommends that appointed health officers review [the Town Health Officer Manual](#) and attend training courses offered by the Health Department to learn their duties and authorities under state law. Many recorded trainings and resources are available on [the Health Department's THO webpage](#). You can also find the Town Health Officer Complaint & Inspection Form, Animal Bite Report Form and many other resources that will be useful to you in your role as Town Health Officer.

Please feel free to call or email the Health Department with questions at 1-800-464-4343 or AHS.VDHTHO@vermont.gov. We are here to assist you in any way we can.

Thank you for accepting this important position. Town health officers are essential in supporting the health of each Vermont community. We appreciate your support in this effort and look forward to working with you.

Sincerely,



Rick Hildebrant MD, MBA
Commissioner of Health
Enclosures





Town Health Officer

[Town]

[Officer Name]

Effective Date [Appointment Date]

Expiration Date [Termination Date]

**State of Vermont
Agency of Human Services
DEPARTMENT OF HEALTH**

*This is to certify that upon recommendation of the Selectboard, I have appointed [Officer Name] as
Town Health Officer for the town of [Town] for a three-year term beginning [Appointment Date] and
ending [Termination Date].*

Dated this 04 day of September, 2026

A handwritten signature in blue ink, appearing to read "Rick Hildebrant", with a stylized flourish at the end.

Rick Hildebrant MD, MBA
Commissioner of Health



Windham Regional Commission Report on the 2026 Windham Regional Plan Update

This report is in accordance with 24 VSA § 4348(d)(1), which states that at least 30 days before the first public hearing on a proposed Regional Plan update, the Regional Planning Commission shall prepare and distribute a report documenting conformance of the Regional Plan with the goals established in 24 VSA § 4302 and the plan elements established in 24 VSA § 4348(a).

Vermont Planning Goals – 24 VSA § 4302

Goal 1. To plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.

This is addressed in the narrative descriptions of the regional future land use areas in the Land Use chapter of the plan and is also supported by policies within this chapter. Higher intensity residential development is directed towards downtown and village centers, planned growth areas, and village areas. The Land Use chapter includes a policy that states a substantial majority of the regional housing targets should be accommodated in downtown centers, village centers, planned growth areas, and village areas. Regional housing targets assign 60% of the needed additional housing units in the region to these land use areas.

The Land Use chapter encourages new growth, including commerce and industry, in downtown centers, village centers, planned growth areas, village areas, enterprise areas, and infill and transition areas. The Economic Development chapter supports the continued growth and development of large-scale industrial and commercial uses in the Enterprise areas.

The Land Use chapter encourages developing and expanding public infrastructure, including water and sewer systems and pedestrian and bicycle facilities, to promote and enable greater densities in development centers, including Downtown Centers, Village Centers, Planned Growth Areas, Village Areas, Resource-Based Recreation Areas, and Enterprise Areas. The Community Utilities, Facilities, and Services Chapter encourages the development of public water and wastewater treatment in areas where future growth is appropriate.

Encouragement of development that follow smart growth principles is addressed throughout the plan, specifically in the Land Use, Housing, Natural Resources, and Transportation Chapters of the plan.

Goal 2. To provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards, and to expand economic opportunities in areas with high unemployment or low per capita incomes.

The Economic Development chapter includes a discussion on current challenges and opportunities for the regional economy. The Regional Plan seeks to build on local existing assets to strengthen the economy. The Economic Development chapter includes a policy on promoting activities and development that contribute to a strong and diverse economy and providing satisfying and reward job opportunities for citizens in all parts of the region. This chapter also includes a policy on the supporting the creation of a variety of stable, year-round jobs with wages and other compensation that provide a livable income.

Goal 3. To broaden access to educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all Vermonters.

The Educational, Cultural, and Recreational Resources chapter lists and discusses the early childhood, elementary, secondary, post-secondary and adult educational options that are located in the Windham Region. The chapter discusses the challenges facing the supervisory districts in terms of enrollment and aging school buildings. For the post-secondary and adult learning opportunities, the chapter notes the types of courses and/or training programs that each option provides. Also included is discussion of the workforce development program that is offered through the Southern Vermont Center of Excellence. To support this planning goal, the policies focus on supporting educational providers in addressing challenges.

Goal 4. To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.

The Transportation Chapter provides a comprehensive and integrated plan to address the transportation needs of the region. The chapter includes separate sections and supportive policies to address public transit, rail, and pedestrian and bicyclist facilities. The chapter also addresses the interconnection between transportation, land use, energy, and resiliency planning. Detailed information is provided on planning for stormwater management for transportation systems to reduce impacts on surface waters.

Goal 5. To identify, protect and preserve important natural and historic features of the Vermont landscape, including significant natural and fragile areas; outstanding water resources, including lakes, rivers, aquifers, shorelands and wetlands; significant scenic roads, waterways and views; important historic structures, sites or districts, archaeological sites and archaeologically sensitive areas.

The Natural Resources chapter provides an overview of the different types and location of natural and fragile areas in the region, including state-designated areas, high elevation lands, bear habitats, deer wintering areas, cold water fish habitats, rare, threatened or endangered species, and critical natural areas. This chapter also discusses surface water resources, including lakes, rivers, aquifers, shorelands, and wetlands. The region's scenic resources, including mountain ridges, farmlands, historic villages, and shorelines are addressed in the Natural Resources chapter. Historic structures and sites are discussed in the Educational, Cultural, and Recreational Resource Chapter. The plan highlights the role of historic features in defining the character of the region and contributing to the quality of life.

Goal 6. To maintain and improve the quality of air, water, wildlife, forests, and other land resources.

The Natural Resources chapter includes strategies for maintaining and improve the quality of air, water, wildlife, forests, and other land resources in the Windham Region. This chapter has a separate section addressing air quality concerns and a section on the importance of mineral resources, but also the need to manage extraction activities. Wildlife resources are addressed generally in the Natural Resources, Fragile Areas, and Wildlife Resources, section of the chapter, with more detailed information on bear habitat, deer wintering areas, fish habitat, beavers, and wildlife corridors. The Natural Resources chapter includes information on the current basin plans within the Windham Region and their role in managing surface water resources. The plan discusses the importance of maintaining large forest blocks to protect ecological health and habitat corridors.

Goal 7. To make efficient use of energy, provide for the development of renewable energy resources, and reduce emissions of greenhouse gases.

This goal is addressed in the Energy Chapter of the plan. The chapter states that a primary purpose of the plan is to implement the 2022 Vermont Comprehensive Energy Plan and the 2021 Vermont Climate Action Plan. The chapter discusses current and anticipated future energy use for the Windham Region, specific renewable energy targets, and greenhouse gas emission reductions in the electricity, thermal, and transportation sectors. The chapter identifies goals and strategies under the pathways of Conservation and Efficiency, Land Use, Transportation, Renewable Energy Siting, and Equity in order to achieve these energy targets. Energy issues are also addressed within other chapters in the plan, specifically in the Land Use and Transportation chapters.

Goal 8. To maintain and enhance recreational opportunities for Vermont residents and visitors.

The Educational, Cultural, and Recreational Resources chapter discusses the importance that outdoor recreational opportunities have on the lives of Vermonters. In the Windham Region, resource-based opportunities include: ski resorts, individual hiking trails, multi-use trails, trail systems, state parks, and water resources. The presence of these resources serves to create the sense of place that the Region seeks to maintain and enhance, for its inherent value, value to residents, and the draw that it creates in our tourism economy.

Goal 9. To encourage and strengthen agricultural and forest industries.

The Windham Region has a long history of agricultural and forestry enterprises being an important component of the region's economic landscape. The Regional Plan highlights the significance of these industries as part of the future of the region in the Natural Resources and Economic Development Chapters. Policies in these chapters address the need to protect agricultural and forested land and strengthen the vitality of the working lands economy. The preservation of forest and agricultural lands is also addressed in the Land Use chapter through the regional future land use map and supporting policies.

Goal 10. To provide for the wise and efficient use of Vermont's natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.

The Regional Plan balances the need for the human use of natural resources with the preservation of natural resources for non-human centric needs. Policies from the plan address protection, sustainable use, and restoration of lands that have been disturbed by the extraction of resources.

Goal 11. To ensure the availability of safe and affordable housing for all Vermonters.

The Regional Plan provides background information on housing affordability and quality in the region. Many households are cost burdened in the region and wages have not kept up with increased housing costs. The regional housing target analysis identified a significant need for affordable owner occupied and rental units. Housing quality is also a concern, especially due to the age of the housing stock. The regional plan directs higher intensity residential development towards downtown or village centers, planned growth areas, and village areas. The Regional Plan directs 60% of new housing to growth areas which are also the locations of higher density residential development, including single family, multi-family, and manufactured homes. These areas are located throughout the region. Single family and two family dwellings are encouraged throughout the region at various densities. Accessory dwelling units are promoted as a tool for encouraging affordable housing options.

Goal 12. To plan for, finance and provide an efficient system of public facilities and services to meet future needs.

The Community Utilities, Facilities and Services chapter focuses on the existing conditions, levels of service, and future needs of public and private utilities, facilities and services critical to supporting the health and wellbeing of our communities. The chapter specifically covers water systems, wastewater treatment systems, solid waste management, radioactive waste management (because of the presence of the former Vermont Yankee Nuclear Power Station in this region), emergency services, health care services and facilities, and communications infrastructure. Schools are covered in the Educational, Cultural, and Recreational Resources chapter. What is needed within each type of resource to maintain standards and support expected growth is discussed in each relevant sub-section.

Goal 13. To ensure the availability of safe and affordable child care and to integrate child care issues into the planning process, including child care financing, infrastructure, business assistance for child care providers and child care work force development.

The Economic Development chapter recognizes the importance of providing adequate childcare options to support a strong regional workforce. The Educational, Cultural, and Recreational Resources Chapter includes information on the current availability of childcare and unmet needs in the region. The chapter discusses the importance of affordable and high quality child care to support full employment, raise income levels, and provide development benefits for children. This chapter includes a policy on supporting efforts to increase the availability, affordability, and accessibility of childcare, in particular infant programs.

Goal 14. To encourage flood resilient communities.

Encouragement of directing growth to existing centers is discussed in the Land Use Chapter, as is the acknowledgement that many of the region's settlements are located adjacent to streams and rivers and are prone to flooding. This overlap of desire to develop compact settlements, but the vulnerability of many of them, is a challenge in the Windham Region. The Natural Resources Chapter includes information on flood vulnerable areas in the region, including floodplains and river corridors. This chapter also includes a discussion on regional and municipal flood resiliency strategies. The Community Utilities, Facilities, and Services Chapter addresses the existing infrastructure for regional emergency planning and the importance for flood preparedness and response planning at the regional and local level.

Goal 15. To equitably distribute environmental benefits and burdens as described in 3 V.S.A. Chapter 72.

As part of the Regional Plan update process, WRC completed a data and mapping exercise to identify environmental justice communities in our region. Using the Environmental Justice definitions as addressed in Vermont legislation, WRC produced a map, located in Appendix A, that highlights the communities in the Windham Region that have environmental justice concerns. WRC also pulled and analyzed data from five other social and environmental justice Federal and State tools to further help identify environmental justice issues in the region. WRC referred to the environmental benefits and burdens defined and statute and looked at the Windham Regional Plan's policies to see how they aligned with equitable distribution of environmental benefits and burdens throughout the region.

Required Elements of a Regional Plan – 24 VSA § 4348(a)

- (1) A statement of basic policies of the region to guide the future growth and development of land and of public services and facilities, and to protect the environment.*

The Introduction chapter includes a series of statements on the long-range shared vision for the region and a set of regional goals. Each chapter within the plan includes a set of policies that as a whole guide the future growth and development of land and development of public services and facilities, and protect the environment.

- (2) A natural resources and working lands element, which shall consist of a map or maps and policies, based on ecosystem function, consistent with Vermont Conservation Design, support compact centers surrounded by rural and working lands.*

The natural resource policies in the Windham Regional Plan use Vermont Conservation Design and ecosystem function principals as their base. The policies balance the preservation of natural resources with the need for growth and development in the region. Economic and social vitality is considered and the policies encourage that new development to support human/societal needs protect the natural environment to the extent possible. The Land Use policies and narrative in the Windham Regional Plan also address the balance between development and natural resource preservation. These policies encourage compact development centers surrounded by productive rural lands and important natural resource conservation lands.

Productive agriculture often relies on good quality soils as a basis for producing crops or raising animals. The Natural Resources chapter discusses the importance of preserving quality soils, and by extension, agricultural land, in the region. Natural Resources policies address the preservation of important soils. The Economic Development chapter addresses the importance of supporting land-based industries by focusing on the production, distribution, and marketing of agricultural and forestry products and programs. Future Land Use, as outlined in the Land Use chapter, encourages and supports development that maintains the region's historic settlement pattern of compact villages and town centers separated by rural countryside and forests, consistent with state land use law.

The Natural Resources Chapter addresses managing forest lands to maintain and improve forest blocks and habitat connectors. The natural resource policies, and the discussion in the natural resource chapter, highlight the importance of maintaining intact, healthy, large forest blocks and wildlife connectors. The policies help guide conservation and sustainable management of our forest resources.

The preservation of rare, threatened or endangered (RTE) species and natural areas are addressed through the narrative and policies in the Natural Resources Chapter of the Windham Regional Plan. Natural Resource Policies focus on the protection of RTE species and natural areas.

The Windham Regional Plan addresses the protection, maintenance, or improvement of water bodies throughout the region. In the Natural Resources chapter, policies specifically address water quality for surface and groundwater.

- (3) An energy element, including an analysis of resources, needs, scarcities, costs, and problems within the region across all energy sectors, including electric, thermal, and transportation; a statement of policy on the conservation and efficient use of energy and the development and siting of renewable energy resources; a statement of policy on patterns and densities of land use likely to result in conservation of energy; and an identification of potential areas for the development and siting of renewable energy resources and areas that are unsuitable for siting those resources or particular categories or sizes of those resources.*

This element is addressed in the Energy Chapter. The chapter discusses current and anticipated future energy use for the Windham Region, specific renewable energy targets, and greenhouse gas emission reductions in the electricity, thermal, and transportation sectors. The chapter identifies goals and strategies under the pathways of Conservation and Efficiency, Land Use, Transportation, Renewable Energy Siting, and Equity in order to achieve these energy targets. The plan includes maps showing the potential for solar and wind energy generation in the region, known and possible constraints in renewable energy generation siting, transmission and distribution resources and constraints, transportation infrastructure, and possible locations for siting renewable energy generation

- (4) A transportation element consisting of a statement of present and prospective transportation and circulation facilities, and a map showing existing and proposed highways, including limited access highways, and streets by type and character of improvement, and where pertinent, anticipated points of congestion, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads and port facilities, and other similar facilities or uses, and recommendations to meet future needs for such facilities, with indications of priorities of need, costs, and method of financing.*

The Transportation Chapter includes a description of the region's existing transportation infrastructure and needed improvements. This includes highways, bicycle and pedestrian paths, freight rail, passenger rail, and transit routes. The Transportation Chapter includes recommendations on funding sources for municipal transportation infrastructure improvements. The plan includes maps showing the existing and future regional transportation network. The Implementation Chapter discusses the role of WRC in supporting towns with planning for transportation improvement projects.

- (5) A utility and facility element, consisting of a map and statement of present and prospective local and regional community facilities and public utilities, whether publicly or privately owned, showing existing and proposed educational, recreational and other public sites, buildings and facilities, including public schools, State office buildings, hospitals, libraries, power generating plants and transmission lines, wireless telecommunications facilities and ancillary improvements, water supply, sewage disposal, refuse disposal, storm drainage, and other similar facilities and activities, and recommendations to meet future needs for those facilities, with indications of priority of need.*

The Community Utilities, Facilities and Services chapter focuses on the existing conditions, levels of service, and future needs of public and private utilities, facilities and services critical to supporting the health and wellbeing of our communities, as well as considerations around planning for new facilities and infrastructure. The chapter specifically covers water systems, wastewater treatment systems, solid waste management, radioactive waste management (because of the presence of the former Vermont Yankee Nuclear Power Station in this region), emergency services, health care services and facilities, and communications infrastructure. Schools are covered in the Educational, Cultural, and Recreational Resources chapter. What is needed within each type of resource to maintain standards and support expected growth is discussed in each relevant sub-section. These facilities are shown on the Educational Facilities, Governmental Services, Health Care Social Services, and Utilities maps in the Regional Plan.

- (6) A program for the implementation of the regional plan's objectives, including a recommended investment strategy for regional facilities and services based on a capacity study of the elements in this section.*

The Implementation chapter includes a discussion on the ways by which the Regional Plan will be

implemented. This includes through municipal planning assistances, regional programs, regional planning studies, and coordination with state, regional, private, and non-profit entities. An Implementation Matrix is included in Appendix F and provides specific action steps WRC has identified to implement the plan in coordination with towns, state agencies, and other stakeholders. The Implementation Matrix is organized by plan chapter and identifies the lead entity and partners for each action step, priority level, and potential funding or resources.

- (7) *A statement indicating how the regional plan relates to development trends, needs, and plans and regional plans for adjacent municipalities and regions.*

The “Regional Plan in Context” section of the Implementation chapter addresses this requirement. In terms of the relationship between the Regional Plan and plans for towns in the Windham Region, WRC maintains an on-going consultation process with our towns regarding the town plan update process and consistency with the Regional Plan and state planning goals. WRC reviewed the regional plans for each of the adjoining regional planning commissions for consistency with the Windham Regional Plan with a focus on planning issues that span the regional boundaries, such as land use, transportation, economic development, and watershed planning. Since RPCs are in the process of updating Regional Plans to comply with the Act 181 requirements, this section will be revised and updated as needed before the final submission of the Windham Regional Plan. The Windham Regional Profile includes a discussion on development trends and changes in regional demographics since the last Plan update was completed. This data was analyzed and the findings incorporated into the separate chapters within the Plan and their respective policies.

- (8) *A housing element that identifies the regional and community-level need for housing that will result in an adequate supply of building code and energy code compliant homes where most households spend not more than 30 percent of their income on housing and not more than 15 percent on transportation. To establish housing needs, the Department of Housing and Community Development shall publish statewide and regional housing targets or ranges as part of the Statewide Housing Needs Assessment. The regional planning commission shall consult the Statewide Housing Needs Assessment; current and expected demographic data; the current location, quality, types, and cost of housing; other local studies related to housing needs; and data gathered pursuant to subsection 4382(c) of this title. If no such data has been gathered, the regional planning commission shall gather it. The regional planning commission’s assessment shall estimate the total needed housing investments in terms of price, quality, unit size or type, and zoning district as applicable and shall disaggregate regional housing targets or ranges by municipality. The housing element shall include a set of recommended actions to satisfy the established needs.*

The Housing Chapter includes information about housing needs and affordability. WRC consulted the SHNA, housingdata.org, U.S. Census and other resources when developing the Housing Chapter, as well as the municipal housing targets. See Appendix E for more information about how the regional housing targets were municipalized. The regional housing targets identify need based on various housing stock characteristics, including affordability, quality, unit size and geography. The housing policies section lay out strategies WRC will use to support new housing throughout the region. The Implementation Matrix in Appendix F identifies specific actions WRC will undertake to satisfy the housing need.

- (9) *An economic development element that describes present economic conditions and the location, type, and scale of desired economic development, and identifies policies, projects, and programs necessary to foster economic growth.*

The Economic Development chapter includes information on existing economic conditions for the region. The chapter discusses the current strengths of the regional economic and how to best build on those, including specific supportive policies. This chapter also includes information on how WRC collaborates with its local Regional Development Corporation, the Brattleboro Development Credit Corporation. The Land Use chapter guides economic development growth to appropriate locations, including downtown and village centers, planned growth areas, village areas, enterprise areas, transition/infill areas, and resource-based recreation areas.

- (10) *A flood resilience element that:*
- (i) *identifies flood hazard and fluvial erosion hazard areas, based on river corridor maps provided by the Secretary of Natural Resources pursuant to 10 V.S.A. § 1428(a) or maps recommended by the Secretary, and designates those areas to be protected, including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests, to reduce the risk of flood damage to infrastructure and improved property; and*
 - (ii) *recommends policies and strategies to protect the areas identified and designated under this subdivision (A) and to mitigate risks to public safety, critical infrastructure, historic structures, and public investments.*

The Natural Resources chapter and the Water Resources Map together discuss and show the water resources, including flood hazard and fluvial erosion hazard areas, of the Region. The primary Flood Resiliency element of the plan is in Natural Resources chapter and includes language that encourages towns to develop policies and regulatory and non-regulatory local strategies to protect floodplains and river corridors. The Community Utilities, Facilities, and Services Chapter addresses the existing infrastructure for regional emergency planning and the importance for flood preparedness and response planning at the regional and local level.

- (11) *A future land use element, based upon the elements in this section, that sets forth the present and prospective location, amount, intensity, and character of such land uses in relation to the provision of necessary community facilities and services and that consists of a map delineating future land use area boundaries for the land uses in subdivisions (A)–(J) of this subdivision (12) as appropriate and any other special land use category the regional planning commission deems necessary; descriptions of intended future land uses; and policies intended to support the implementation of the future land use element using the land use categories as defined by 24 V.S.A. § 4348a(a)(12)*

The Regional Future Land Use Map shows all of the land use areas listed in statute. The Land Use chapter includes a narrative description of each land use area and the type and intensity of development that are appropriate in each. The policies in the Land Use chapter further support the implementation of these future land use areas.



**Windham Regional Commission
Guidelines for Municipalities on
Requesting Act 250 Tier 1 Exemption Status and
Revisions to Regional Future Land Use Map Boundaries**

The purpose of these guidelines is to provide municipalities in the Windham Region with information on the process for requesting Tier 1 exemption from Act 250 and for requesting revisions to the Windham Regional Plan Future Land Use Map boundaries.

Requesting Act 250 Tier 1 Exemption Status

Act 181 passed in 2024 and creates exemptions from the Act 250 permitting requirements for land development if certain criteria are met and a municipality elects to request the exemption. There are two exemption categories: Tier 1A and Tier 1B. Properties within a Tier 1A area are fully exempt from the Act 250 permitting requirements. For Tier 1B areas, only residential development with up to 50 dwelling units on 10 acres or less of land is exempt. The eligibility and application process for Tier 1A and Tier 1B are described below. Please contact WRC staff if you have questions about your town's eligibility or the application process.

Eligibility Requirements

Tier 1A – Full Exemption

To be eligible for Tier 1A status, all of the following criteria must be met:

- The area must be mapped as one of the following Regional Future Land Use Categories in the Windham Regional Plan: Village Center, Downtown Center, or Planned Growth Area.
- The town must have a municipal plan approved in accordance with 24 VSA 4350
- The town either needs to have adopted flood hazard and river corridor bylaws, or the proposed Tier 1A area must exclude flood hazard and river corridor areas.
- The town must have adopted zoning bylaws and subdivision bylaws.
- The town's land development regulations need to further Smart Growth Principles in 24 VSA 76A, adequately regulate the physical form and scale of development, and provide reasonable provisions for a portion of the areas with municipal sewer and water to allow buildings with a height of at least 4 stories.
- Compatible with the character of adjacent National Register of Historic Districts, National or State Register Historic Sites, and other significant cultural and natural resources identified by local or State government
- Town has identified and planned for maintenance of significant natural communities, and rare, threatened, and endangered species located in the Tier 1A area, or excludes those areas from the Tier 1A area
- Public water and wastewater, or planned improvements, have capacity to support additional development
- Municipal staff adequate to support coordinated comprehensive and capital planning, development review, and zoning administration

Tier 1B – Partial Exemption for Certain Residential Developments

To be eligible for Tier 1B status, all of the following criteria must be met:

- The area must be mapped as one of the following Regional Future Land Use Categories in the Windham Regional Plan: Village Center, Downtown Center, Planned Growth Area, or Village Area
- Municipal plan approved in accordance with 24 VSA 4350
- Permanent zoning and subdivision bylaws
- Adopted flood hazard and river corridor bylaws, or proposed Tier 1B area excludes flood hazard and river corridor areas
- Water supply, wastewater infrastructure, or soils that can accommodate a community wastewater system for compact housing development in Tier 1B area
- Municipal staff to support development review and zoning administration

Application Process

For Tier 1A exemption, the town will apply directly with the State Land Use Review Board. Towns can apply at any time following the approval of the Windham Regional Plan by the Land Use Review Board. For more information visit: <https://act250.vermont.gov/tier-1a-approval-process>.

For Tier 1B exemption, WRC can submit a request from a town with its adopted Regional Plan for Land Use Review Board approval. The Selectboard must first pass a resolution in support of requesting Tier 1B status. WRC can provide your town with a template resolution. Following the approval of the Regional Plan, stand-alone requests for Tier 1B area status can be submitted to the Land Use Review Board at any time after WRC holds a public hearing on the request. The Land Use Review Board is then required to hold a public hearing within 30 days after receiving the request and issue a determination within 30 days after the hearing.

Regional Future Land Use Map Boundary Update Process

While the Regional Plan is reviewed and updated every 8 years as required by statute, WRC expects the Regional Future Land Use Map will be updated more regularly in response to changing community needs. Following the adoption of the Windham Regional Plan, there is a process WRC and towns will need to follow to revise the Regional Future Land Use Map. The following describes the process for approving minor map amendments and all other map amendments that do not qualify as minor.

Minor Map Amendment

Minor amendments to the Regional Future And Use Map consist of any change in land use category impacting **fewer than 10 acres of land**.

WRC may submit a request for a minor amendment to the boundaries of a future land use area for consideration by the Land Use Review Board with a letter of support from the municipality. The request may only be submitted after an affirmative vote of the Selectboard and WRC.

A minor amendment to future land use area boundaries does not require an amendment to a regional plan and will be included in the next iteration of the regional plan.

Non-Minor Map Amendments

Non-minor amendments to the Regional Future Land Use Map consist of a change in land use category impacting **10 acres of land or more**.

Towns may request WRC approve a non-minor amendment to the Regional Future Land Use Map. WRC is required to hold a public hearing on these types of map amendments before it considers approval. After adoption of the regional plan amendment, WRC must submit a request to the Land Use Review Board for an affirmative determination of regional plan compliance for the amendment. The Land Use Review Board is then required to hold a public hearing within 30 days after receiving the request and issue a determination within 30 days after the hearing.

Flood Protection Scoping Study

North Village Business Plaza – Comprehensive Report

(Warften 25-001WR/RPT1-01)

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1 Introduction

Warften Engineering LLC is a new company from Vermont, founded in 2025 with the aim to provide engineered and thoroughly planned flood protection solutions and solutions to mitigate climate related impacts like heavy precipitation, draught, and wildfires.

The company name originates in the name for manmade mounds primarily in the North Sea Region, high enough to elevate homes and protect population and livestock from floods and storm surges.



The use of Warften dates back centuries and Warften Engineering wants to cherish old traditional and proven concepts combined with modern engineering and materials.

The owners of Warften Engineering appointed Mr. Steffen Krei, Dipl. Ing. (FH), PE as CEO and Lead Engineer. Steffen has worked since 1999 on major flood protection projects and was involved into several flood responses and other declared emergencies since then. His international experience is very valuable since different jurisdictions apply different approaches to reach the common goal, the protection of life and property.

Steffen carries a PE license in civil engineering in the State of Vermont, a structural license in the State of Brandenburg, Germany, and a general license in civil engineering through the Chamber of Engineers in Brandenburg State. Steffen volunteers for the Vermont Flood Recovery Program in the Private Bridge Task Group and in the Dam Design and Construction Committee of ASDSO and served as a board member for the Berlin-Brandenburg Chapter of BWK. Steffen is member in the Chamber of Engineers and other professional organizations like ASCE, ASDSO, and VSE.

We are proud to serve Londonderry businesses in their efforts to make the North Village Business Plaza a vibrant place for the community where they can come together, run daily

errands, and get good and local sourced groceries. Small businesses are the backbone for rural small towns like Londonderry.

2 Units

This report is using SI units (metric) and US customary units. Scientific and engineering calculations are usually done in metric units. Results are then presented in US customary units which are taken from base documents or are derived from metric units

3 Objective

The Londonderry North Village Business Plaza was repeatedly flooded during extreme storm events with heavy precipitation. Main source of the flood is the West River adjacent on the south side of the plaza. Most recent significant events were recorded on Aug. 28 2011 during Hurricane Irene and on July 10 2023 during and extreme precipitation event. Some minor events were also recorded in recent times when the West River overflowed the embankments but causing no or little damage. The last major flood before the recent events was in 1973 according to the owners testimony. This event most likely refers to the flood event on June 30 1973 which affected large portions of Vermont. One testimony mentioned a second flood in the 1970's but we were not able to narrow this any further since the West River, which is gauged at the Jamaica station does not have an unaffected gauge since 1960.

Recent flooding caused direct property damages exceeding two million US Dollar for these businesses at the North Village Plaza. Not accounted are indirect costs caused by interruptions and closure during the event and during renovation.

Five business owners having multiple premises at the North Village Plaza are seeking to scope out the most feasible solution to protect their property. The aim of this study is to provide the base information for the flood protection strategy and a cost estimate to seek funding for their projects. This study does not provide a ready engineered solution, commonly referred as Front End Engineering Design (FEED). This must be done in a separate planning phase prior to permitting, procurement, and construction.

4 Existing Conditions

4.1 Geography and Topography

The project area North Village is located in the Town of Londonderry, Vermont located where State Route 11 and State Route 100 meet. This busy high traffic area is home to many businesses and heart of Londonderry's public life. The North Village of Londonderry occupies a valley corridor shaped by the West River and its tributary Utley Brook, sitting at modest elevation with steeper uplands around.

The project area is defined by the North Main Street between the route 11 Bridge overpassing the West River in the East and the Route 11 Bridge over Utley Brook in the West. Route 100 goes out of the Project Area to the North following the West River Valley.

The North Village Business Plaza occupies river valley in an almost level area which was formed from river sediment. The riverbed itself carved into this sediment layer, exposing partially the underlying bedrock. The confluence area with Utley Brook is a comparable wide riverbank with a river bend. This river section has a low inclination before reentering a narrow valley. Road and business plaza is considered as floodplain. Based

4.2 Hydrologic Conditions

The West River rises in the Green Mountains of southeastern Rutland County and flows roughly 53.8 miles southward through Windsor and Windham Counties, eventually joining the Connecticut River at Brattleboro. Its watershed covers about 423 square miles ($\approx 1,095 \text{ km}^2$), and the land use is dominated by forest (about 90 %) with only small amounts of agriculture, which influences runoff, infiltration and streamflow variability.



Figure 1 West River Watershed

The river's flow is regulated by two major dams operated by the United States Army Corps of Engineers — the Ball Mountain Dam and the Townshend Dam — which were built primarily for flood control and result in altered hydrographs compared to natural, unregulated rivers. Because of the dam operations, sections of the river downstream of Ball Mountain Dam can have artificially high flows during scheduled releases (for example for white-water recreation), which significantly affects velocity, depth and sediment transport in those reaches. Hydrologically, the river is subject to strong seasonal variation: flows tend to peak in spring from snowmelt and higher precipitation, while summer and early fall can see much lower baseflows — and moreover, human changes in the watershed

and channel lead to increased flood risk and bank/channel instability. However, significant flood events may occur in Summer if warm moist air sweeps into the mountainous region causing heavy precipitation. Those events can be connected with hurricanes or tropical storms carrying a huge precipitation potential, but can also be unrelated to those events, especially in smaller catchment areas.

The catchment area the West River above the confluence with Utley Brook is approximately 38.5 square miles. The catchment area of the Utley Brook alone is about 27.7 square miles resulting in a joint catchment area of 66.2 Square Miles below the confluence of both tributaries. Above Londonderry, the river flows through high-gradient reach: for example, near Greendale Brook the slope is ~80-100 feet per mile ; below that the gradient decreases as the valley widens. Land use in the upper watershed is predominantly forested, with steep hillsides and relatively few large flat floodplains above Londonderry; this means that rainfall and snowmelt runoff tend to reach the channel more quickly, contributing to flashy hydrology and increased potential for high flows.

Right above the North village, Williams Dam spans the complete riverbed with a length of 90 foot an dams up the river by 17 foot. The normal surface of the reservoir is 9.3 acres and holding 24.2 acre-feet. The maximum storage capacity is given with 97.1 acre-feet. Williams dam was built to provide head for hydropower workshop and does not serve flood retention purposes.

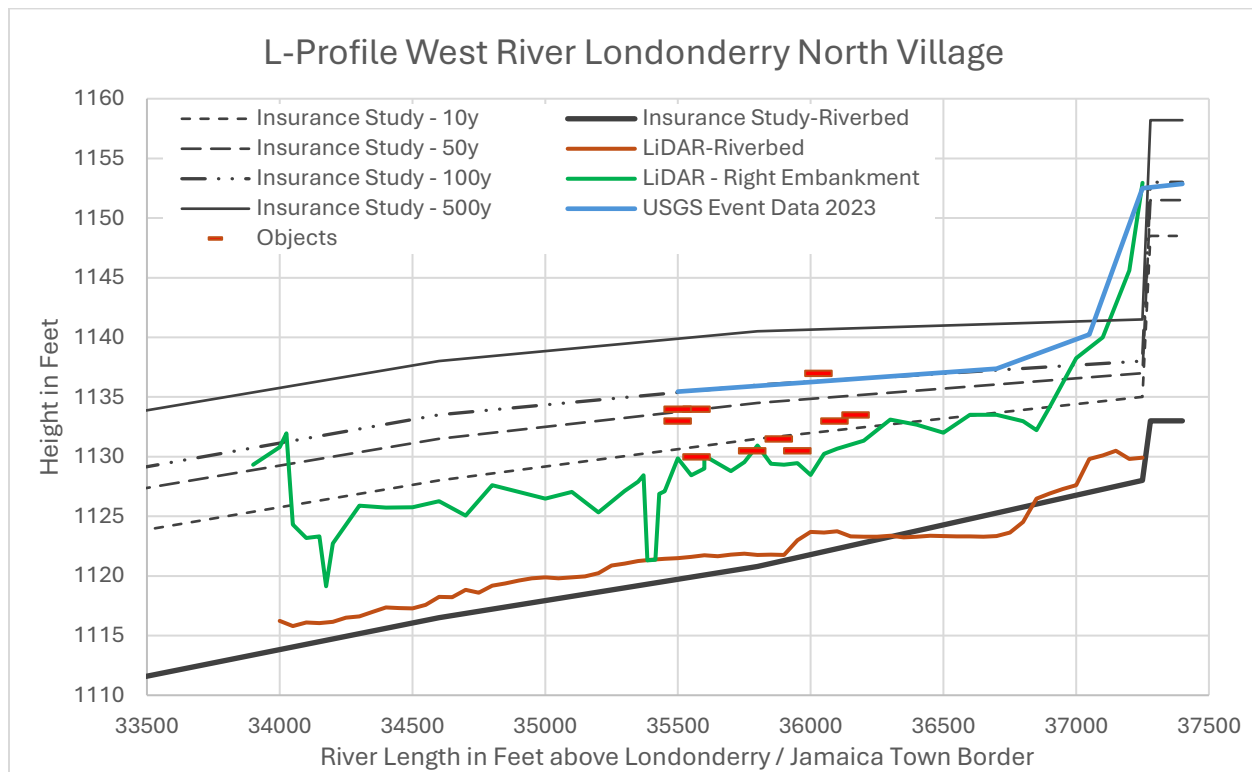


Figure 2 hydrologic L-section of the West River in Londonderry from 5583 Vt Route 100 (left) to Williams Dam

4.3 Geological Situation

The river drainage area features steep slopes, shallow soils over glacial till, more confined valleys with high gradients that moderate as the river approaches the village and the confluence with Utley Brook. The geography/topography mean relatively quick runoff from the uplands, a confined river corridor upstream, and expanding valley floor around the village where transport routes and human settlement occur.

The area of the North Village can be considered as a deposition area, built by the West River and Utley Brook. The narrow valley between the North Village and South Londonderry acts as a bottleneck for the river and slows down the stream flow and by this increases the probability of sedimentation. A large sand- and gravel bank has formed at the confluence of West River and Utley Brook.

Soil samples were not taken for this project. The Vermont Soil Database (Ref) defines the soil as occasionally flooded Ondawa fine sandy loam. The soil is described as well-drained, with high to very high saturated hydraulic conductivity. The gravel content can range from 0 to 40%.

Eroded embankments show high gravel and rock content.



Figure 3 Eroded right embankment of the West River displaying loose sandy soil with a high rock content.

For geohydraulic calculations, we choose a uniform hydraulic conductivity of 1×10^{-4} m/s (= 14 inch/h). This conductivity should be on the safe side if there are no large gravel layers or pockets present.

4.4 Infrastructure, Buildings and Terrain

4.4.1 Vermont Route 11

Vermont State Route 11 crosses the flood prone area and gets inundated during flood events. Route 11 is one of the most important East – West connections in rural South Vermont. This stretch of road also carries Route 100 one of the most important North – South connections.

If inundated, the road must be closed, making it impossible especially for emergency responders to use those important connections.

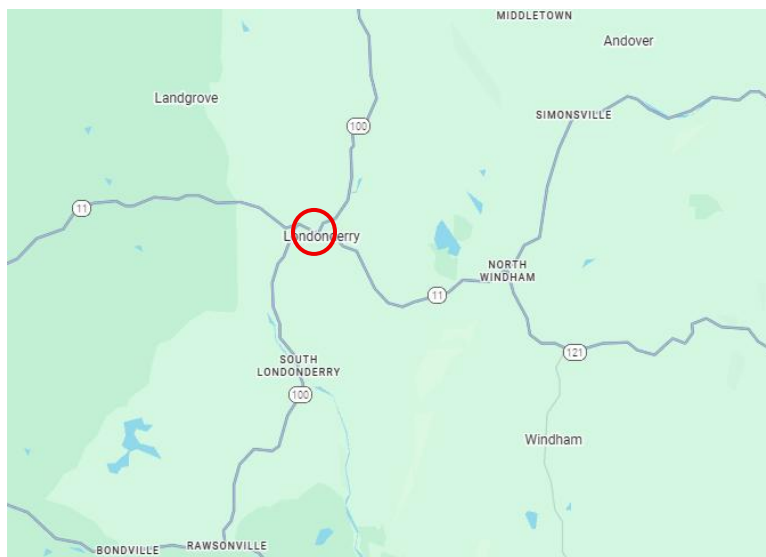


Figure 4 Road map with the place of interest

3500 vehicles per day are using this road. The lowest spot of the road is 1131.0 ft high and receives floodwater every 5 to 10 years

The road crosses Utley Brook and West River in this section.

In July 2023, the Utley Brook Bridge remained open. The West River Bridge was closed, due to an excessive flooding of the Williams Dam Reservoir and insufficient spillway capacity to prevent floodwater bypassing the dam and causing damage to neighboring road infrastructure. (washouts at Edge Hill Road)

Possible detours are from West and South to the East are from Londonderry Historic Village district to Londonderry North Village via Middletown Road and to Thompsonburg via Mainstreet and Thompsonburg Road suggesting that no other road closures are affecting traffic flow.

Possible detours from North to East are from Weston to Reedville via Middletown and Andover suggesting that no other road closures are affecting traffic flow.

Detours from West and South to North are likely to be affected impassable bridges and culverts crossing Utley brook and washouts along dirt and gravel roads in and around North Landgrove. A detour on paved roads is only possible via Route 7, State Route 140, and 155.

It can be concluded that the road section North Main Street in Londonderry is essential during emergencies like a West River flood event.

4.4.2 2022 North Main St - Green Mountain Therapeutics, Workshop

The property at 2022 NORTH MAIN STREET in LONDONDERRY is owned by CENTER J. MERRILL.

It appears to be an old Gas Station with 2 garages / workshops accessible from the front. The store area is occupied by Green Mountain Therapeutics. The back of the main building has a attaches 3 bay garage with large rolling doors and a side building. There is a height difference between the main upper part of the building and the attached garage of approximately 1-2 feet.

The object occupies an area of 5570 square feet and has a circumference of 370 feet.

The building has wood frame structure on a concrete slab. Siding is partially nonbearing masonry, wood siding (batten and board), and large construction panel (corrugated metal). The building has no basement.



Figure 5 2022 N Main St seen from the road

There are two large garage doors in the front, 1 single door to access the store from the front, and 3 windows with a sill height of 2-2.5 feet above the floor level

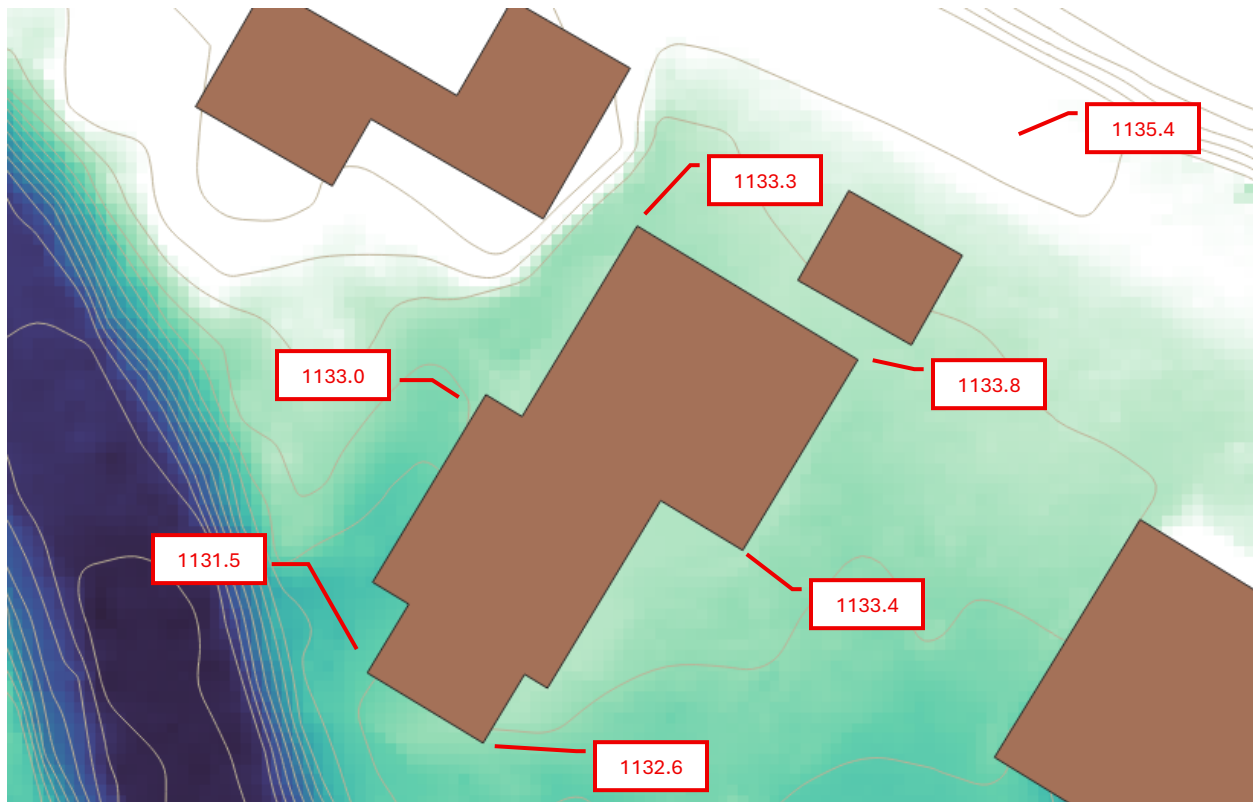


Figure 6 Absolute elevations around the property 2022 N Main St

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|---|----------|
| 1. Main part of the building (storefront) | 1134 ft |
| 2. Window sill (storefront) | 1136 ft |
| 3. Attached Garage | 1133 ft. |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018). The back part would qualify as a Risk Category I if used as minor storage.

4.4.3 2046 North Main St - Formerly NAPA Auto Parts, Stove Depot

The property at 2046 NORTH MAIN STREET in LONDONDERRY is owned by CENTER J MERRILL and is shown as one property together with 2022 N Main Street in the public parcel record.

This small business building has two dormant units accessible from the front. The storefront is one step elevated above the paved traffic area with a concrete sidewalk. The two units are dormant and were occupied by a car part dealer (right unit) and a stove dealer (left unit).

The main building has split-level storage towards the back with an overhang roof. Split-level means that the back has two levels oh whom the upper level is higher than the main business level and a lower full height level which is lower than the main business level. The

lower level has an exit towards the back of the property. The difference in height appears to be 4-5 feet.

The object occupies an area of 3700 square feet and has a circumference of 240 feet.

The building has wood frame structure on a concrete slab. Siding is partially nonbearing masonry and wood siding (batten and board). The building has no basement other than the lower storage area.



Figure 7 2046 N Main St seen from the road

The storefront has two single entry doors to access both units, two large windows and one 3-pane bay window. The right side has one single side door over a loading ramp and a small window for the right business unit. The left side has 3 small windows for the left business unit, a garage door and a small door to access the lower storage area.

The building has multiple outlets, flaps, and vents in a flood prone height.



Figure 8 Absolute elevations around the property 2046 N Main St

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|--|-----------|
| 1. Main part of the building (storefront right unit) | 1135 ft |
| 2. Main part of the building (storefront left unit) | 1134 ft |
| 3. Window sill (storefront) | 1137.5 ft |
| 4. Window sill (bay window left unit) | 1136.5 ft |
| 5. Window sill (side windows left unit) | 1137 ft |
| 6. Window sill (side windows left unit) | 1138 ft |

7. Lower level storage

1130 ft.

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018). The back part would qualify as a Risk Category I if used as minor storage.

4.4.4 2102 North Main St – Jelley’s Deli

The property at 2102 NORTH MAIN STREET in LONDONDERRY is owned by BEVERLY JELLEY LIFE ESTATE ET AL & and LORI BODINE JELLEY & LISA JELLEY.

The business is an owner operated deli, convenient store, and liquor store with same level space for sales, storage, and staff. The store is marked as accessible (stairless entry). It appears that the floor is slightly sloped towards the river.

The object occupies an area of 3600 square feet and has a circumference of 255 feet.

The building has wood frame structure on a concrete (heated) slab. Siding is partially nonbearing masonry, vinyl siding, wood siding, and large panels. The building has no basement.

The crest of the embankment has a 25 to 30 feet buffer to the back of the building. Between the object and the neighboring building is a 9 feet wide alleyway which is not accessible with larger equipment.



Figure 9 2102 N Main St seen from the road

Building is oriented towards the parking lot (west facing) and not towards the street. The main entrance has two wide window/door elements each three segments wide going from the floor approximately 7 feet high. The left element has one door segment and two window segments. The right element has three window segments. Window segments are split with a glass pane in the upper part and an insulated panel in the lower part.

There is an additional elevated storage door to unload from truck bed height. Other former openings got closed with wood, plywood, or OSB sheets.

The street facing facade and the alleyway facing side do not have any actual openings. Formerly present openings got closed up and carry street signs and local art. The back side does only have one single door.

Vents, heat exchangers for HVAC, and furnace exhausts do penetrate flood prone walls. Heat exchangers are elevated but apparently not high enough.

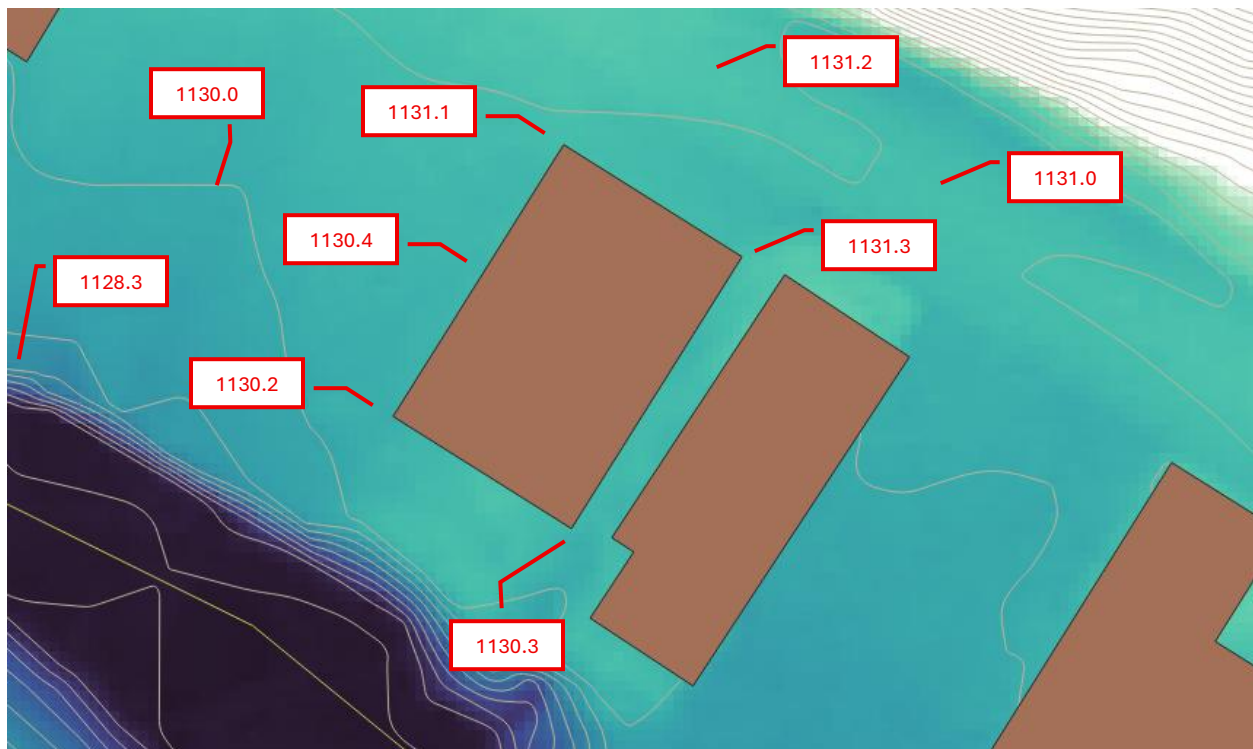


Figure 10 *Absolute elevations around the property 2102 N Main St*

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|------------------------------------|-----------|
| 1. Floor elevation of the building | 1130.5 ft |
| 2. Window sill | 1134 ft |
| 3. Window sill (storefront) | 1137.5 ft |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018).

4.4.5 2116 North Main St - The Market Garden and Deli



Figure 11 **2116 N Main St seen from the road**

The building at 2116 has three different parts and is used as a market, gallery, and for apartments. Floors are elevated from surrounding area and it appears that floors are wooden resting on a solid foundation. It is unknown if there are different floor levels in those different house sections. Based on stairs visible from the outside. The difference in height appears as neglectable.

The building is facing East towards the unpaved parking lot, having windows and doors towards the the North, East, and south. The west side of the building is facing to the shared alleyway with the neighboring Jelley's market.

The object occupies an area of 3200 square feet and has a circumference of 255 feet.

The owner has already engineered plans for flood proofing but construction is not yet scheduled.

It appears that the structure was partially demolished and does not have the same footprint as shown in the GIS-layer for buildings from the State of Vermont. It appears that the southern building part is now used as patio.

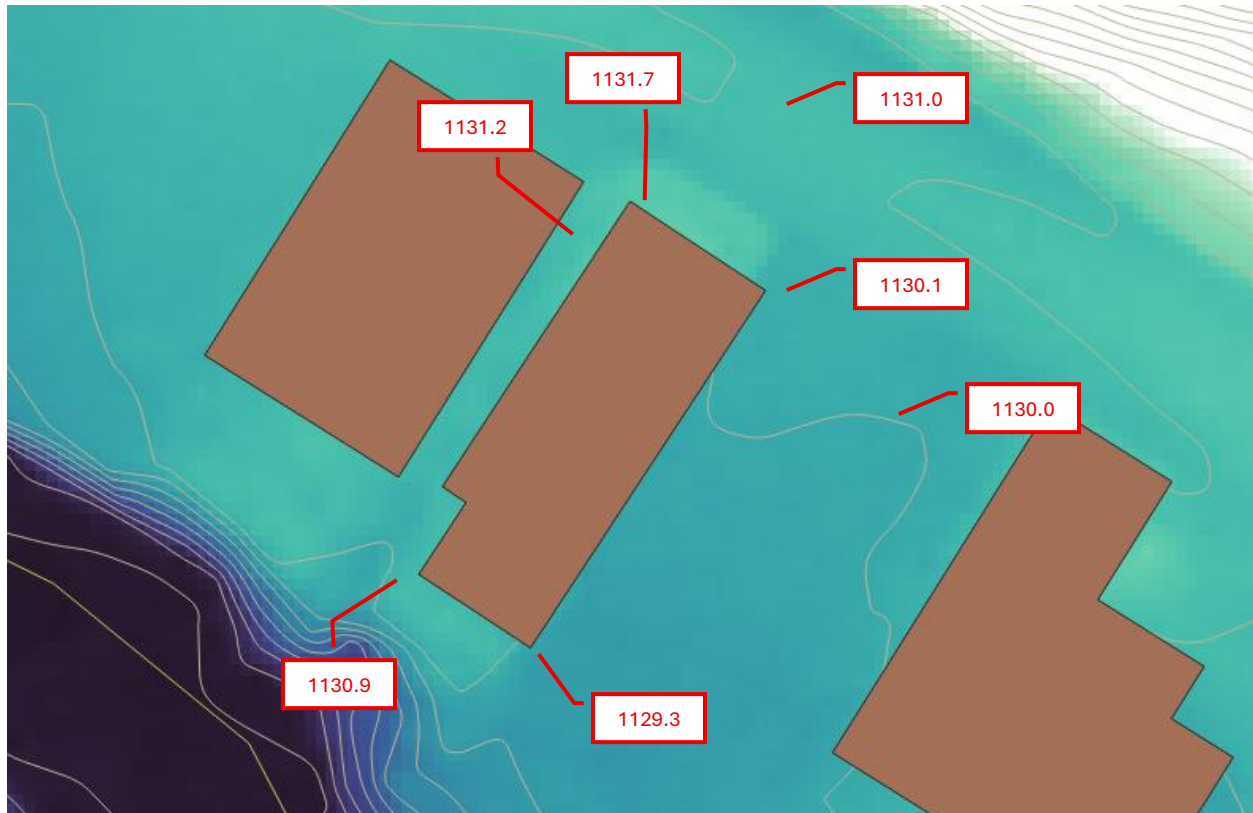


Figure 12 *Absolute elevations around the property 2116 N Main St*

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|------------------------------------|----|
| 1. Floor elevation of the building | ft |
| 2. Window sill | ft |
| 3. Window sill (storefront) | ft |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018).

4.4.6 2136 North Main Street - The Garden Market



Figure 13 *2136 N Main St seen from the road*

The object occupies an area of 4700 square feet and has a circumference of 325 feet.

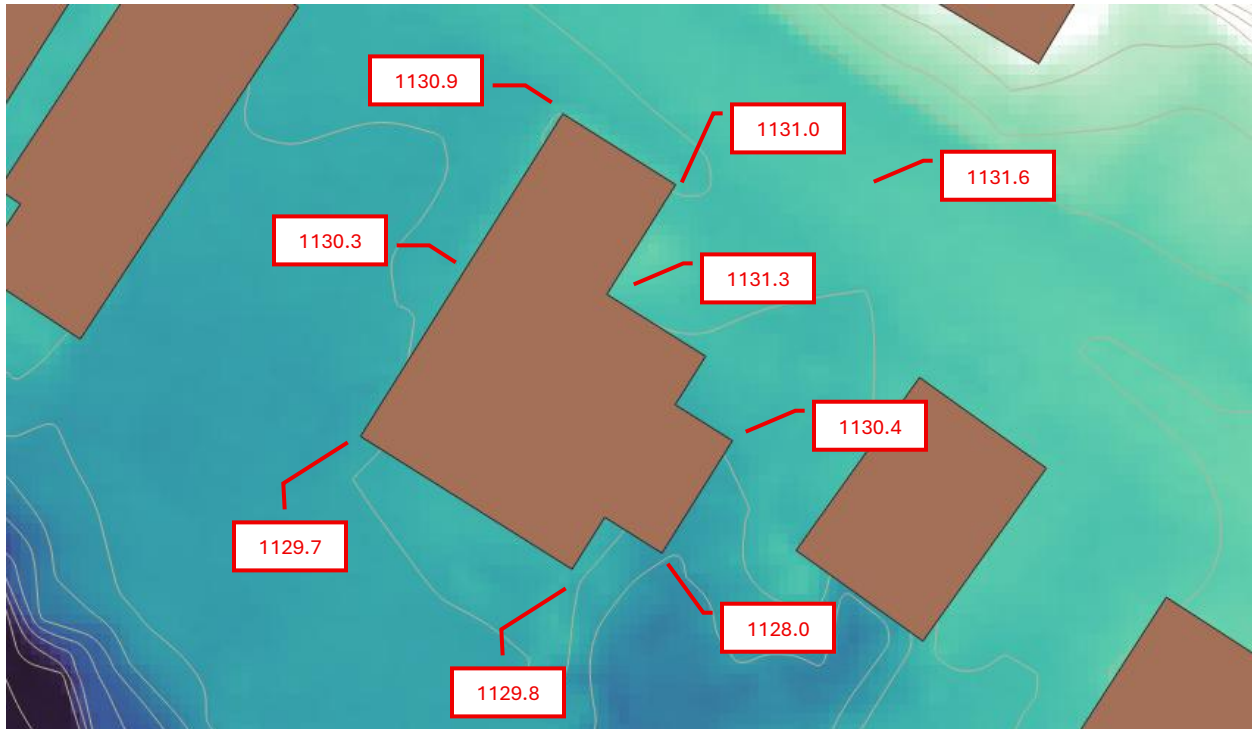


Figure 14 *Absolute elevations around the property 2136 N Main St*

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|------------------------------------|----|
| 1. Floor elevation of the building | ft |
| 2. Window sill | ft |
| 3. Window sill (storefront) | ft |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018).

4.4.7 2152 North Main St - Old Post Office (Floodproofed Object)



Figure 15 *2152 N Main St seen from the road*

This building was used as a post office but was taken out of use for this type of business. The building was subject of a flood proofing project and was raised by approximately 5 feet. This building acts as a verification of the base flood elevation (BFE) in hindsight.

The object occupies an area of 1800 square feet and has a circumference of 175 feet.

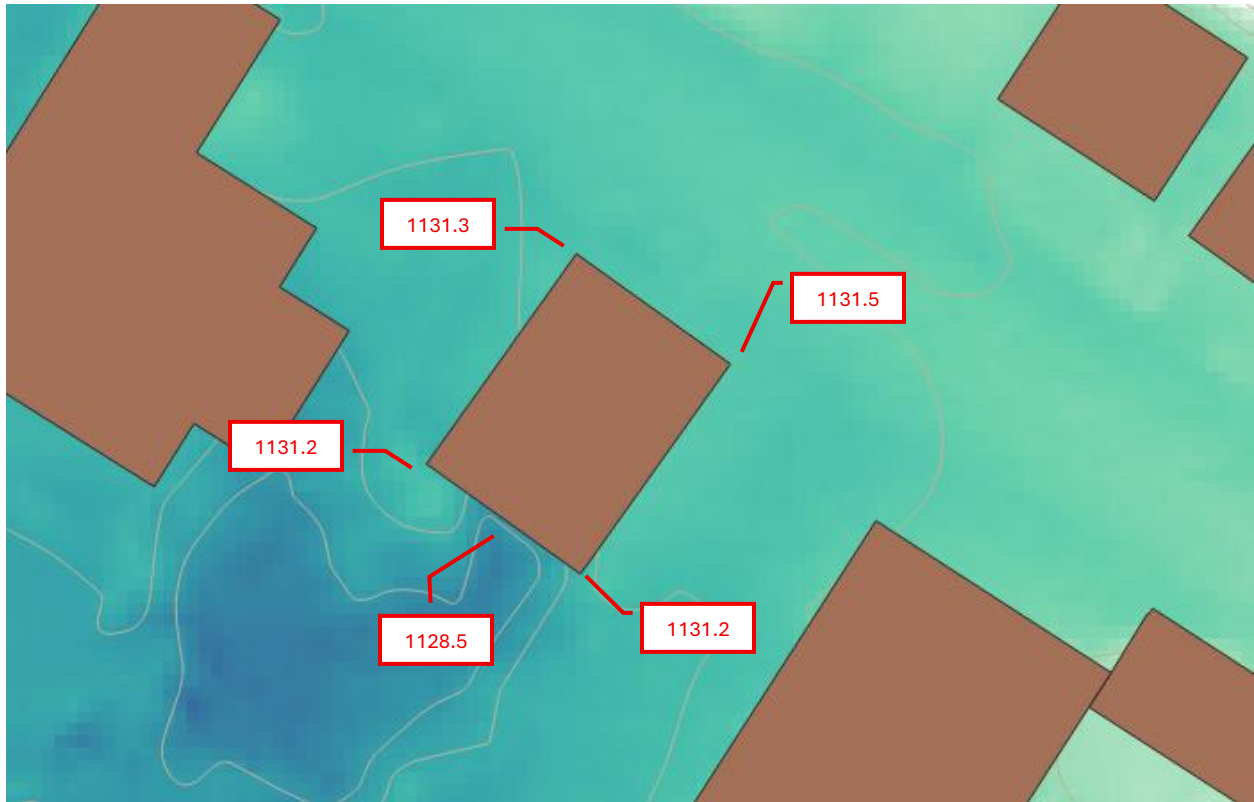


Figure 16 *Absolute elevations around the property 2152 N Main St*

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

1. Floor elevation of the building ft
2. Window sill ft
3. Window sill (storefront) ft

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE).

Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

4.4.8 2167 North Main St - Vermont Butcher Shop



Figure 17 ***2167 N Main St seen from the road***

The building is used as a butcher shop with a store front. The floor is made of concrete and interior walls are water repellent and to a certain extent water resistant which makes the wood structure flood resilient.

The object occupies an area of 1200 square feet and has a circumference of 135 feet.

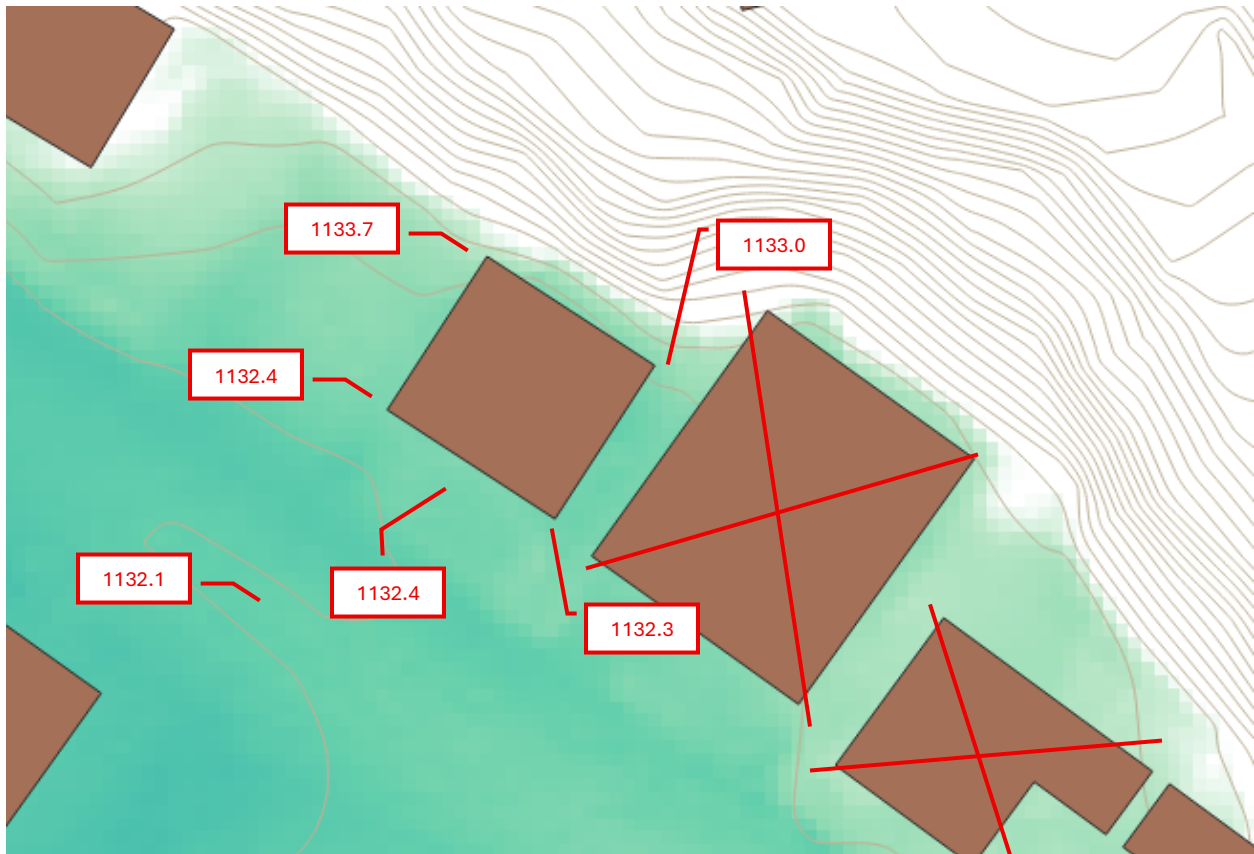


Figure 18 *Absolute elevations around the property 2167 N Main St*

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|------------------------------------|---------|
| 1. Floor elevation of the building | 1133 ft |
| 2. Window sill | 1136 ft |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE).

Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018).

4.4.9 2170 North Main St - Mike & Tammy's Market, Maple Leaf Diner



Figure 19 **2170 N Main St seen from the road**

The object is occupied by a convenient store and a diner including additional facilities like kitchen, storage, and office. The diner occupies the attached building to the left and the convenient store occupies the main building.

The object occupies an area of 4300 square feet and has a circumference of 345 feet. (Main Building: 3300 sqft, Left Attachment: 900 sqft.)

Both building parts have different floor elevations. The Diner is app. 2ft lower than the convenience store in the main building. The main building has a basement, which receives groundwater during high water events.

All walls are wood frame construction. The floor of the main building is a wood floor and the diner has a concrete slab.

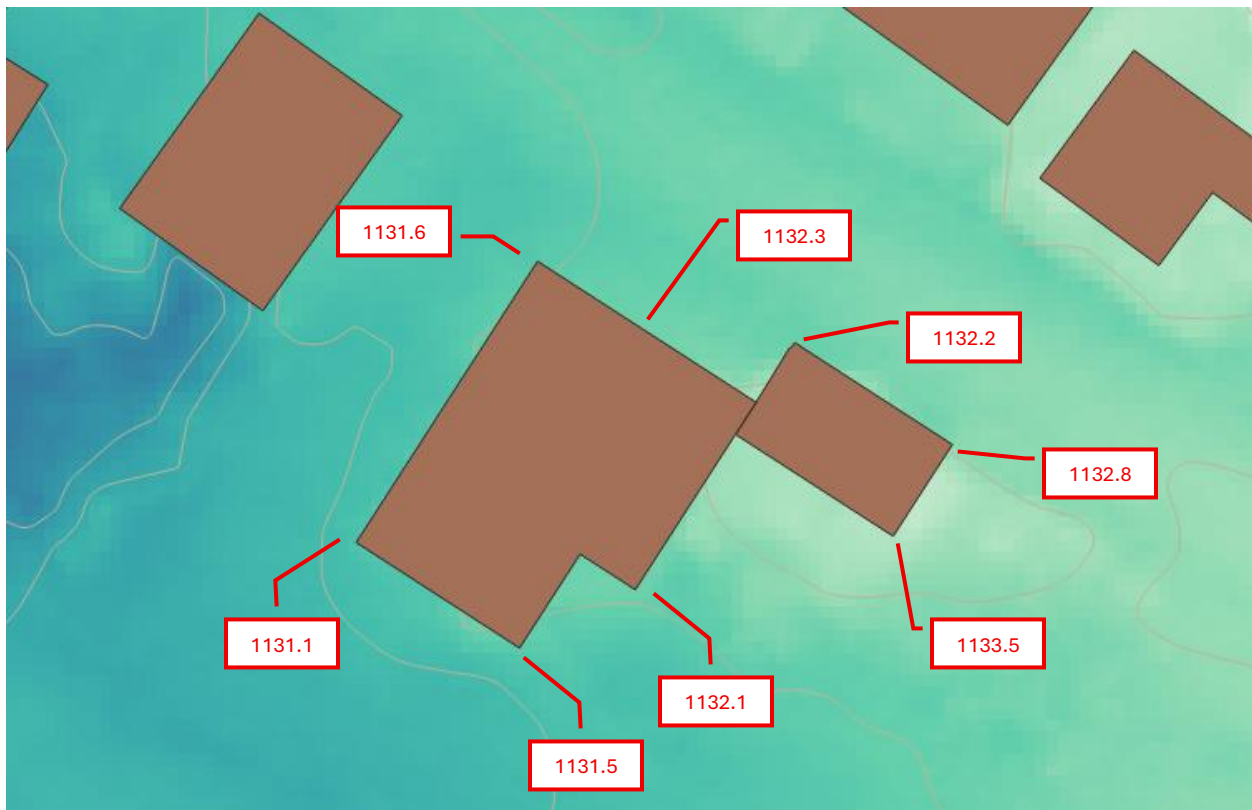


Figure 20 Absolute elevations around the property 2170 N Main St

Elevations around the property were taken from high resolution LiDAR data, provided by the State of Vermont. LiDAR is a laser-based survey method conducted from airplanes or drones to supply high resolution elevation data, especially important in floodplains. LiDAR data around buildings may have been affected by automated calculations to remove buildings and other infrastructure from the elevation model.

For this study we estimate the significant height level as follows (+/- 12 inch):

- | | |
|---|---------|
| 1. Floor elevation of the main building | 1135 ft |
| 2. Floor elevation of the diner | 1133 ft |

- | | |
|------------------------------------|---------|
| 3. Windowsill diner and storefront | 1136 ft |
| 4. Elevated windows store | 1138 ft |

Please be advised that this is an estimate based on LiDAR data and a site visit. The purpose is solely for cost estimates and is not suitable for Base Flood Elevation certificates (BFE). Please consult a licensed surveyor to determine the floor level with a high accuracy and to obtain a BFE certificate.

The main part of the building would be classified as a Risk Category II due to its nature as a business following International Building Code 2018 (IBC 2018).

4.4.10 Other Buildings

Other Buildings alongside State Route 11 East of the West River Bridge / Williams Dam were affected in the recent Flood Events but do not participate in this scoping study. These buildings are:

- Eventually 2000 N Main St (Residential)
- Eventually 2051 N Main St (Second Congregational Church)
- 2072 N Main St (Residential with detached garage)
- Eventually 2197 N Main St (Residential)
- 2212 N Main St (abandoned)
- 2242 N Main St (The Mill Tavern)
- 2306 N Main St (Old Mill)

There may be other buildings affected by flooded basements.

Other formerly affected buildings are now removed:

- 2173 N Main St - demolished between 08/2012 and 04/2014
- 2187 N Main St – demolished between 09/2021 and 04/2023
- 2309 N Main St - demolished between 09/2021 and 04/2023

- 2331 N Main St - demolished between 04/2014 and 09/2018

One Building has been elevated with federal grants in 2021 (Old Post Office, see 4.4.7)

5 Flood Event Recap

5.1 Existing USGS Gauge Network

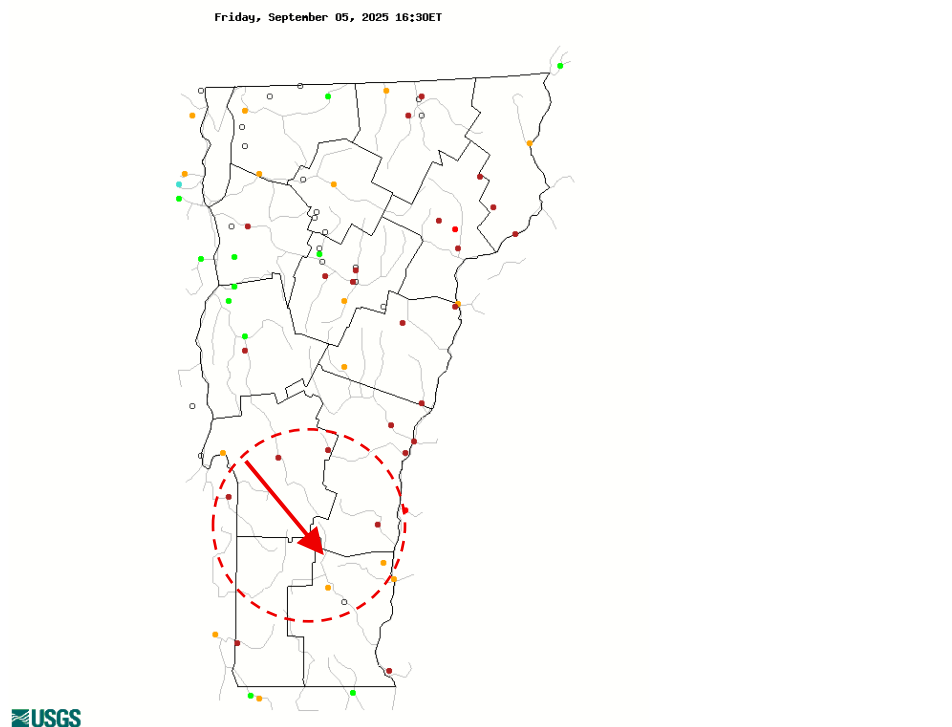


Figure 21 Gauge Map Vermont with Site Location and applicable gauge stations

The West River does have several flood gauges, operated by USGS. They record water level and streamflow conditions and can be accessed online. The nearest continuous recording gauge is located downstream of Ball Dam in Jamaica. Unfortunately, the gauge is impacted by retention of flood water in Ball Dam Reservoir and does not show unimpacted stream flow conditions.

Other stream unimpacted stream gauges in neighboring watersheds in Southern Vermont with similar watersheds or very long records are:

- Rockingham, Williams River, drainage area 112 sqmi
- Bridgewater, Ottaquechee River, drainage area 23.4 sqmi
- West Hartford, White River, drainage area 690 sqmi
- Randolph, Ayers Brook, drainage area 30.5 sqmi
- Northfield Falls, Dog River, drainage area 76.1 sqmi
- Moretown, Mad River, drainage area 139 sqmi

5.2 Notable Floods

During the site visits, the engineer asked the impacted business owners about notable flood events they have experienced or they have knowledge of.

The following events were named:

- November 3-4, 1927
- June 1973
- August 28, 2011 (Tropical Storm Irene)
- July 2023
- December 2023
- July 2024

Other events were found, researching the internet:

- October 1869
- September 21, 1938

Merrill 2023 2ft

Merrill (back) 2023 5ft

Johnson 2023 3ft (back)/ 1ft front)

Boston	2023	3ft
Platt	2023	70" – dining room 2 steps down
Jelley	2023	5 ft
Merrill	2011	1ft
Jelley	2011	5ft
Merrill	1973	2ft
Jelley	1973	5ft

5.3 July 10, 2023 Flood

Catastrophic flash flooding and river flooding occurred across much of Vermont in early to mid-July 2023. Extensive flooding to communities, washouts of numerous roads and bridges, and even the occurrence of land and mudslides resulted in significant property losses. The most widespread and significant flood damage occurred as a result of prolonged heavy rainfall during the 10-11 July 2023 period (Fig. 1), when rainfall amounts of 3 to 9 inches were observed across the state over 48 hours (Fig. 2). The highest 48-hour rainfall total was 9.20" in Calais, Vermont and rainfall reports of 4 to 8 inches were commonplace along the spine of the Green Mountains and adjacent communities.

Especially the West River basin was affected by heavy rainfall while other areas did get more precipitation. The main field of rainfall hit during late evening of July 9 and early July 10.

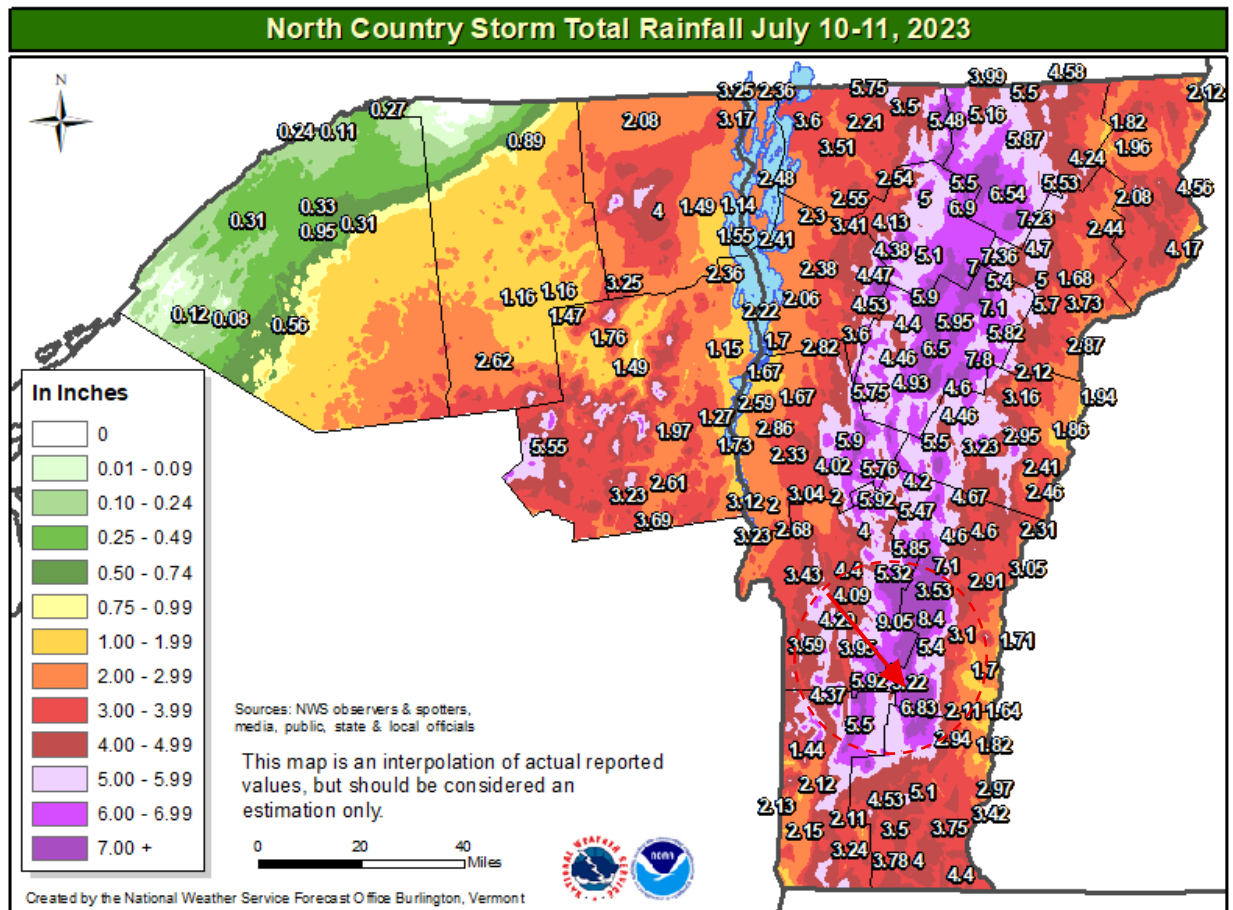


Figure 22 *Total Rainfall 07/10 and 07/11/2023*

The business owners reported that on the morning of July 10, the West River started to leave the bed at 2am at the parking lot of Lot of Jelley's Deli (flood stage of around 1128.5 ft). The Route 11 bridge was closed between 4am and 5am, when the flood stage was already flooding the building (flood stage 1131 feet).

Witnesses reported that the river had 2 to 3 same height cresting points during the day of which one was the crest of Utley Brook, which was delayed by one hour. Multiple flood crests occur in small river basins, when cluster with heavy precipitation arrive and ultimately become flood effective or when streams like the Utley Brook have a delayed crest arrival time.

USGS did a hydrological field measurement and recorded 7/10/2025 around noon a flood stage of 1043.76 feet and a discharge of 22400 cubic feet per second. The field measurement is located at the road bridge of Route 100 in South Londonderry with a catchment area of approximately 90 square miles leading to a normalized runoff of around 250 cubic feet per second and square mile.



Figure 23 *Drone footage of Williams Dam and N Main St 07/11/2023¹*

The reservoir of Williams dam flooded both sides of the embankment and the floodwater bypassed the dam over Route 11. Most of the floodwater retreated to the main channel

¹ <https://newengland.com/wp-content/uploads/2023/07/vermont-flooding-2023-rick-mcdonough.jpg>

upstream of the project area and did not contribute to the flooding of the business plaza. Only the building 2306 N Main St (Old Mill) was affected and would benefit from a dam removal or spillway adjustment of the dam.

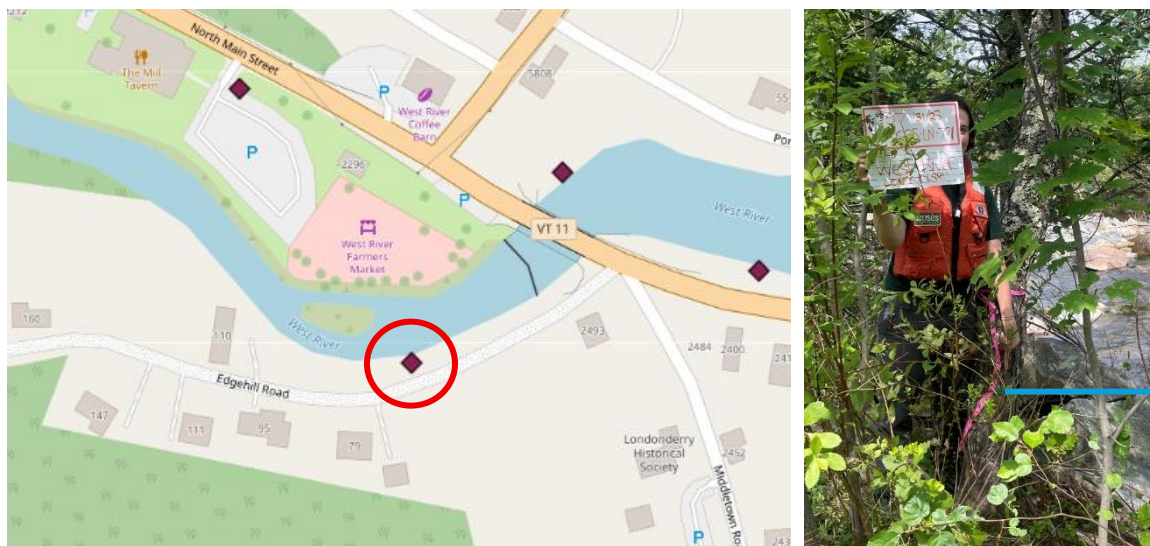


Figure 24 *High Water Mark Survey at river station 37.050*

1140.24 ft NADD @37050

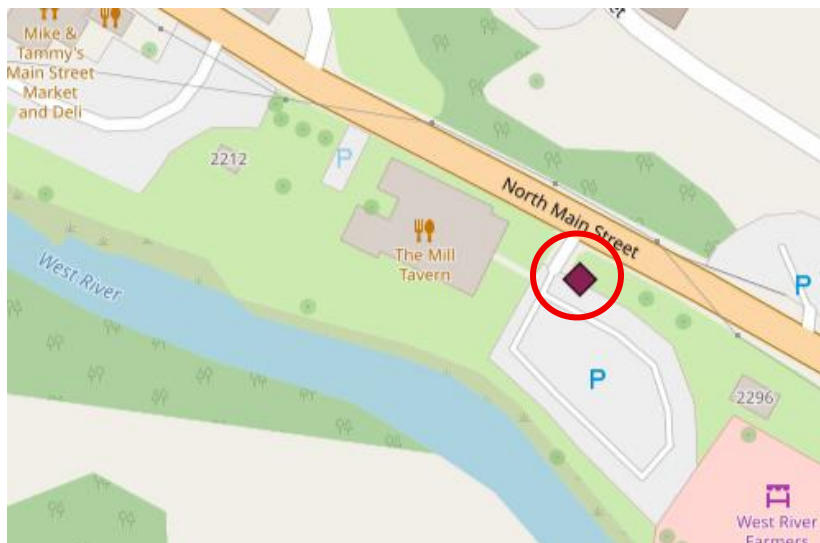


Figure 25 High Water Mark Survey at river station 36.700

1137.36 ft NAD83 @36700

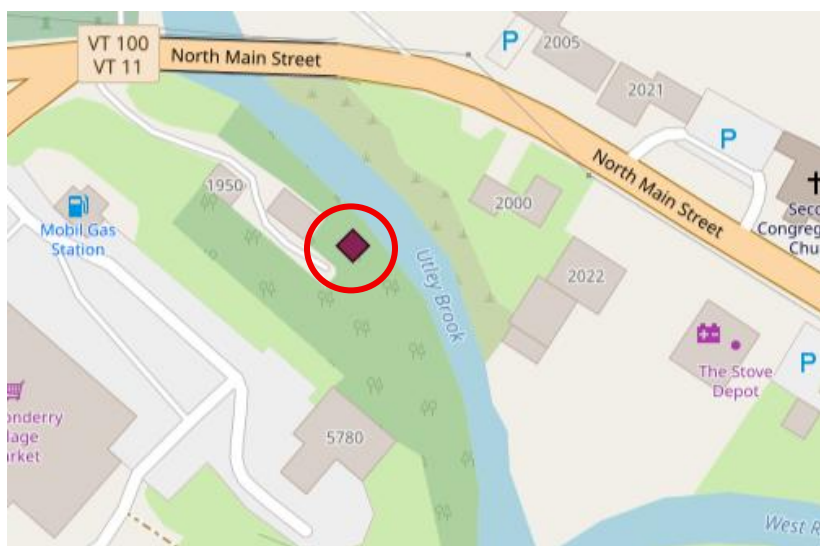


Figure 26 High Water Mark Survey at river station 35.500

Surveyed Elevation 1135.45 ft NAD83 @35500

6 Risk Category and Damage Function

6.1 Risk categories

The International Building Code classifies risk categories for buildings based on their usage.

Risk Category	Description
I	Buildings and other structures that represent a low hazard to human life in the event of failure, including but not limited to: - Agricultural facilities - Certain temporary facilities - Minor storage facilities
II	Buildings and other structures except those listed in risk category I, III and IV.
III	Buildings and other structures that represent a substantial hazard to human life in the event of failure... (eg. Residential buildings with more than 300 occupants, Assembly rooms for more than 2,500, buildings occupied by more than 50 people with certain conditions, etc)
IV	Essential facilities (hospitals and comparable ambulatory facilities, Fire, rescue, ambulance, police stations, emergency shelters, power generating facilities, etc.)

Most mortgage lenders require a flood insurance if located in a flood risk zone. Flood zones are mapped by FEMA and are updated on a regular basis. Unfortunately, zones in the latest revision maps are sometimes inaccurate. Especially after recent events, floodplains get surveyed and flood heights get adjusted. The flood maps for Londonderry originate from the latest revision of the Flood Insurance Study from 2007 and do not include events like Tropical Storm Irene and the 2023 flood. It is likely that maps get updated in near future.

The threshold for flood insurance is set to a 100year flood event based on statistical analysis who's os deemed as base flood elevation (BFE). Based on internal review, the 2023 event was slightly higher than the 100 year level in the insurance study of 2007. Since the 1927 event, which was likely higher than the event in 2023 based on known precipitation, it can be anticipated that the BFE revision might result in elevated thresholds for flood insurance and flood proofing.

To receive grants and public assistance, the flood protection must have a crest of 2 feet above BFE.

The ASCE manual 7-22 which defines the impacts for buildings changed recently the level for flood impacts from 100 year events to 500 year events for buildings in risk category II and higher. This has not been adopted yet by FEMA nor town of Londonderry.

This study uses the current BFE level plus a 2 foot safety margin rounded to the next full foot.

Any changes to guidance for grants or permit may result in elevation changes. If the flood protection height surpasses 6 foot, we will use a full height protection level for the main floor or 8 feet.

Property	Floor level	BFE 2007	Protection height
M. Johnson (Diner)	1133		
M. Johnson (Store)	1135		

6.2 Warning time

The West River in the project area has a very small catchment area which leads to very short delay of flood stage arrival and rainfall event. The project area experienced a delay of a few hours between the beginning of the rain event and a flood stage in the project area. In July 2023, the rain event started after 6pm ET and at 2am ET, the West river started to flood areas beyond the embankment leave little or no time for flood preparedness.

An excessive rainfall event warning was issued on Sunday July 9 afternoon.

The warning times for the North Village from prediction to impact is most likely less than 6 hours.

The warning time for impacts based on hydrograph readings upstream (in case if there would be any) is 1-2 hours.

Most objects are not continuous inhabited due to their usage as a business. The owners are likely to be required to travel to reach their destination. We expect a timeframe of 30-60 minutes for the owner to reach the location and prepare for the flood event.

In addition we expect a timespan of 15-30 minutes for one feet of flood level rise.

The North Village area should be evacuated completely to prioritize the protection of life over property security. A safe evacuation is possible with a water depth of 4-6 inch.

We expect a possible preparation time for the businesses, assuming that the latest notice is a flood stage of 1128 ft. Any warnings based on weather alerts occurring possibly 6 hours ahead of the assumed flood stage of 1128 ft are not included in this summary. The West River is still in its embankments and does not impact the floodplain beyond the main river channel.

Business	Lowest Point to evacuate	Time remaining
Mike & Tammies's	1132.5	75-150 min
VT Butcher	1132.5	75-150 min
Garden Cafe	1130.5	45-90 min
Market Garden	1130.5	45-90 min
Jelley's Deli	1131.0	45-90 min
Stove Depot Front	1136.0	120-240 min
Stove Depot Back	1130.0	30-60 min
GM Therapeutics Front	1134.0	90-180 min
Garage (back of GM Therapeutics)	1133.0	75-150 min

6.3 Damage Function

Flood mitigation planners use damage functions to estimate property losses based on inundation depth. The Joint Research Center of the European Commission published the average property losses through flood for United States Businesses, based on HAZUS database values provided by FEMA.

Based on the publication was the average maximum loss for a commercial building \$228 per square foot in 2010 for an inundation of 20ft (1889 Euro per square meter).

Between 2010 and 2025, the U.S. dollar has decreased in purchasing power, with a 2.67% average annual inflation rate leading to a cumulative price increase of approximately 48.57%. This means that a damage of \$288 per sqft in 2010 would result in property losses of about \$339 in 2025 due to inflation.

A damage factor between 0 and 1 adjusts the maximum loss for the correct inundation level.

Water Depth in foot	Damage factor	Adjusted Property Damage
0 ²	0.02	\$7
1	0.16	\$54
2	0.27	\$92
3	0.35	\$119
4	0.41	\$139
5	0.47	\$159
6	0.52	\$176
7	0.56	\$190
8	0.61	\$207
9	0.65	\$220
10	0.69	\$234

² Main floor is dry, damages refer mainly to cleanup costs and damages to the outside perimeter. Once the floor receives flood water, please use the damage factor for the next foot.

15	0.91	\$308
20	1.00	\$339

7 Flood Protection Concept

7.1 Introduction

Any flood preparedness depends on the timeframe between warning and impact. The North village is experiencing flash flood like events in the West River. The state or municipality is highly encouraged to install a flood gauge to safely evacuate people at risk including residents and visitors prior to a shutdown of main traffic routes like important bridges and river crossings for residents who have river crossings on their escape route.

The flood protection effort could be done in three different approaches:

1. River and Floodplain modification to remove critical bottlenecks or at-risk areas from the floodplain to reduce the flood stage in the project area
2. Diversion of at risk areas from the floodplain by separating flood affected areas and risk areas through levees, floodwalls, or temporary installations
3. Single object protection to secure single objects in a floodplain by either building a waterproof envelope around the building, raising the building, or make the structure of the building flood resilient.

7.2 River and floodplain modification

The flood stage is characterized by inclination, river bed roughness, and width and depth of the river.

The North Village is characterized by a comparable low inclination with an bottleneck at the outflow of the west river leading to a significant deposit area. The bottleneck is located right south of the Londonderry where State Route 100 enters into a very narrow valley.

The possibilities of a river modification is very limited since the inclination is dependent on the bedrock which forms most of the river bed.

The bend of the West River could be shortened by approximately 200 feet by removing the river bank at the confluence of Utley brook and West River and build groynes into the river to guide the water earlier into the southward direction. This project would limit the erosion momentum on the northern river bank and reduce the flood stage between 0.5 to 1.0 foot.

This effort is at this point not feasible since the riverbank has a septic system on this bank. State programs already have identified this bend as mitigation hotspot. A removal of dense underbrush and other bushy vegetation below the flood stage would decrease the roughness, resulting in a lower flood stage.

A dam removal upstream would have only less impact on the flood stage in the project area since the water of the overflowing reservoir returns to the main channel upstream of the first affected business in this study. Only the old mill and The Mill Tavern would benefit from a dam removal.

7.3 Floodplain separation

A separation means to successfully separate the business plaza including the road and at-risk infrastructure from the flood path. This enables the community to access the east-west connection and actively support flood impacted victims with medical assistance, emergency equipment, and other essential services through this critical bottleneck. On the other hand, businesses themselves would not be longer victims instead they could support their community with their services.

Separation is only achievable with a water retaining structure along the embankment. The floodwall is required to keep the water in the main channel and prevent an overflow. A floodwall can be an earthen structure like a levee or a watertight structure like a vertical wall made from sheet piles, concrete, or masonry. Temporary structures can be used as well, if deployable inside of the warning time window.

The levee would stretch through the river park along the northern embankment until the levee hits an area where the available space is not sufficient to accommodate the large footprint of the levee. The narrowest point is at Jelley's Deli with less than 10 feet and the backside of the attached garage of Center Merrill with almost no space towards the Utley Brook.

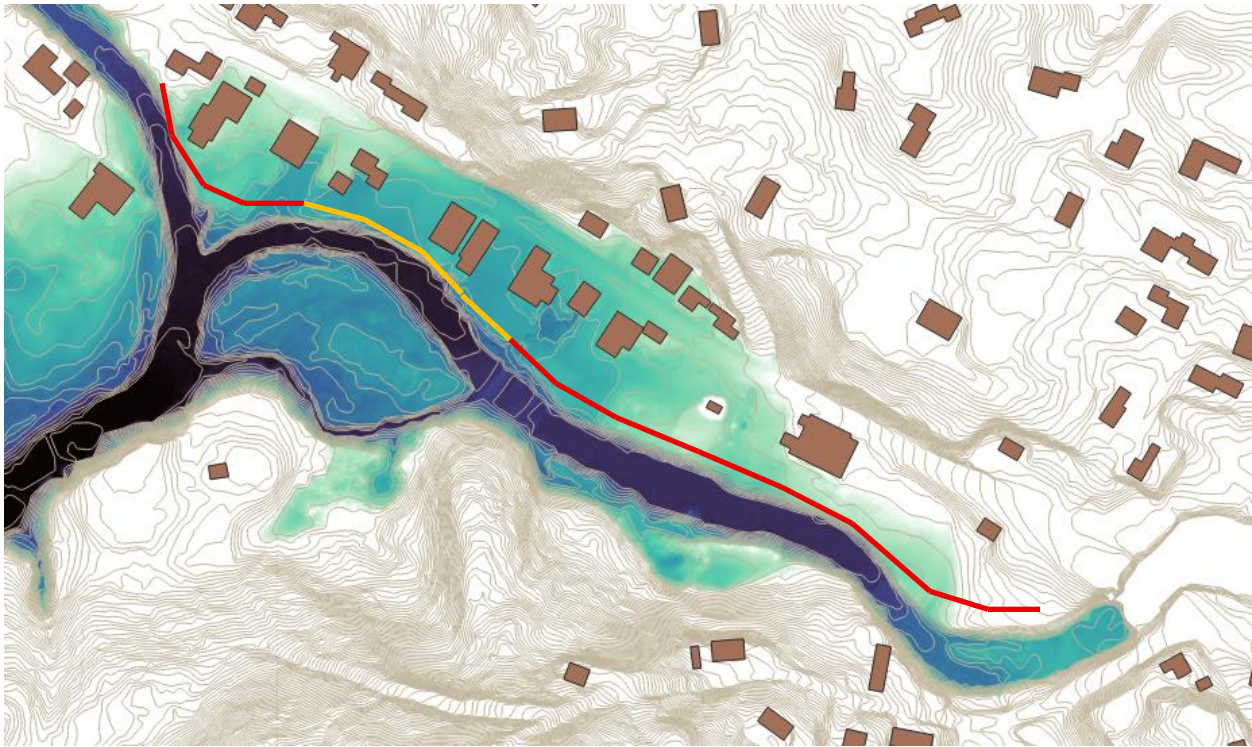


Figure 27 *Floodplain with separation structures (red: levee or flood wall, yellow: temp. flood protection)*

A floodplain separation has several major downsides in general what has to be discussed in a permitting procedure with the state.

1. A separation accumulates the complete runoff to the remaining channel and increases the flood height, the streamflow velocity, and the erosion potential
2. The separation removes retention potential from the floodplain, and makes the flood more severe for floodplain below.
3. Water what overflows the embankment slows down and the volume remains in the area until the river recedes in its bed. A separation would accelerate the flood wave and reduce the warning time for the floodplain below.

A north village separation project would remove 5.8 acres of potential floodplain area with an average depth of 3 feet. An overall retention volume of 0.75 million cubic feet is not large enough to have a significant impact on the hydraulic of the west river. In a fast-rising flood event (1ft rise per hour) the streamflow could potentially increase by 70 cuft/s while the West River carries 22,500 cuft/s which is an increase of 0.3%. Since most buildings are

oriented perpendicular to the flow direction, the streamflow in the floodplain is anyway heavily decreased. Only the State Route 11 has potential to carry floodwater on a 50 feet wide path. The velocity there was very low in 2023 with an estimated 1 ft/s at max and accounted for maybe 150 cuft/s which is less than 0.7% and not significant for the West River hydrology.

This separation structure would not comply with the state philosophy of river management where a “no fill policy” is in place. Obstacles in permitting and some potential reimbursements for federal expenses (flood proofing projects or buyouts) are likely.

Costs for a levee is dependent from its height and can be up to \$650 per linear foot length.

Small embankment dams for short term inundation are likely to be less expensive.

7.4 Building Elevation

An elevation project like the elevation of the Old Post Office is likely not feasible for objects with a concrete floor, where the walls are permanently attached to the foundation or for buildings with attachments or irregular footprints.

An elevation project requires a jacking up the complete building. For this effort, long steel beams are installed as temporary support for the main floor supporting wooden joists and beams. Any fixed connection between the foundation and the main floor must be disconnected. This includes chimneys, water and wastewater, electricity, HVAC, and other parts of the building penetrating the main floor level.

When the building is jacked up to the final height with hydraulic jacks, the building gets temporarily supported by stacked wood pillars. The new elevated foundation will get poured under alle bearing walls.

Buildings with multiple parts must be not only separated from the foundation. The parts must move vertically independently from each other.

If the building has a concrete floor, each supporting wall must be supported separately, which is not feasible for a larger building.

The elevation project of the Old Post Office Building was realized in 2021 for overall project costs of \$150,000 which included separation from the foundation, bracing of all walls, pouring concrete walls for the crawl space, and finishing floors and interior.

Overall cost per square foot were \$83.33 in 2021. We assume that around 60% of the costs are fixed costs and 40% of the costs are dependent on elevation. We assume a linear relationship.

\$83.33 in 2021 is equivalent to approximately \$98.43 in 2025, based on a projected 2025 inflation rate. This is calculated using a CPI inflation rate of approximately 4.57% between 2021 and 2025, resulting in a cumulative inflation of around 17.97%.

Price per square foot for a 4 feet elevation = \$100 per sqft

Cost will be calculated on the following relationship:

Assumed elevation	Fixed costs per sqft	Variable costs per sqft	Total costs per sqft
1 foot lifting	\$60	\$10	\$70
2 feet lifting	\$60	\$20	\$80
3 feet lifting	\$60	\$30	\$90
4 feet lifting	\$60	\$40	\$100
5 feet lifting	\$60	\$50	\$110
6 feet lifting	\$60	\$60	\$120

Some structures are not liftable like large post and beam structures or attached overhangs which rest on single beams.

7.5 Temporary Single Protection

Single protection can be achieved by a temporary solution with a certain buffer to the building itself. The protection system is designed to support itself and keep the flood impact away from the structure. The buffer is needed to maintain the system during a flood event, collect water which seeps through the system since temporary systems are not

completely watertight. Water may seep through the ground, through joints, or some waves may overtop the protection. Collected water must be pumped out.

Temporary systems include inflatable barriers, stoplog barriers, L shaped elements, preinstalled fences, or other systems. Systems require at least a level area around the building, free from disturbing features like trees, brush, fences, or similar. Some systems require a permanent foundation.

Systems are designed specifically for that purpose and must be stored in a designated storage area, brought on site, and be installed before the flood event reaches the object.

The very short warning time of sometimes below one hour and the high workload for the installation makes most of the systems not feasible for use in the North Village. This excludes partial securing of openings like garage doors, single doors, and windows.

In addition, the very high flood levels increases the necessary weight of the system which makes it even more difficult to handle in case of emergency.

	Mobile lightweight elements which require level ground, • 30-40 lbs per element • 300 ft assembly with 2 people in 1 hour • one 40' container (285 sqft) for storage of 1500 linear foot • require maintenance during the event	1.50 ft high = \$100 per foot 2.50 ft high = \$130 per foot 3.25 ft high = \$170 per foot
	Hydrobaffle or similar system, hose elements, filled with water • 30ft elements on a roll • Must be rolled out with a tractor • Require pumps prior and maintenance during the event	2.5 ft high = \$100 per foot (without pump) Up to 6.0 ft high = price to be requested due to individual engineering

	• Deployment time is dependent on pumping capacity	
 	Hidden flood fence (eg system Aqua Burg), mobile fence is preinstalled and can be erected in case of a flood. • All parts are on site • Easy deployment in 20 minutes by putting posts in place and lifting the steel reinforced tarp • Can be stacked on top of a concrete wall to reach 8 foot or more	3 ft high = \$260 per feet 4 ft high = \$405 per feet 5 ft high = \$575 per feet 6 ft high = \$775 per feet Individual price to be requested due to project specific engineering
 	Stoplog system which must be installed prior to a flood. Systems may be vertical or angled • 20ft max distance between steel pillars • Pillars must be installed with lifting equipment • Aluminum stoplogs must slide into notches in each pillar and fixed into place to achieve the best water tightness • Stoplogs could be made from wood but require a watertight membrane in addition • Ideal solution for building openings	1 ft high = \$300 per feet 2 ft high = \$400 per feet 3 ft high = \$500 per feet 4 ft high = \$600 per feet 5 ft high = \$700 per feet 6 ft high = \$800 per feet prices are for openings, free standing wall must be engineered for pricing

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The prices given in the table above are only the prices for the system itself. Additional costs apply for engineering and installation. Costs for installation vary depending on the engineering results and include excavation, groundwork, concrete, steelwork, all other work on site. Some solutions do not require foundations, but some preparation works still apply.

All openings including drains, conduits, vents, pipelines etc. must be made waterproof by adding popup valves, flap valves, water stops, or other water retaining features.

We do not recommend temporary systems which require permanent attention and power supply for pumps. We strongly recommend to follow evacuation orders and leave the hopefully protected building uninhabited.

7.6 Permanent Systems

Permanent systems are flood protection systems which are already in place and need little to no effort to deploy the system. Permanent systems include impermeable structures which are attached to the wall or incorporated in the structure of the building. Permanent systems include free-standing flood walls with a certain buffer to the structure.

A permanent flood wall, attached to a building was realized in the Town of Ludlow, VT to waterproof the local Shaw Supermarket. A concrete wall with a crest of 2 feet above BFE was attached to the existing structure. All siding must be removed, and the foundation must be exposed to frost-free depth. We would propose a completely independent structure to allow a certain movement of the flood wall and an independent settling. The foundation is L-shaped to take horizontal water pressure without leaning against the existing wall. We assume that the existing structure cannot take water pressure as flood impact.

The flood wall gets a metal flushing which must be incorporated into the siding. All openings penetrating the wall must be relocated above the flood wall crest. Not reroutable openings like drains, doors, and windows receive additional protection like flap valves, flood gates, flood proof glass elements.



Figure 28 *Flood wall with flushing, rerouted downpipes, and vents.*



Figure 29 *Flood gate at the main entrance, must be manually closed and locked during deployment*

More costly but more appealing is a replacement of the bearing walls in the flood-improved building. The roof and all elements above must be underpinned with a temporary

replacement wall or beam. The wall must be ripped out in the secured segments and an engineered concrete or watertight masonry wall gets erected as a replacement. Any insulation must be attached from the interior. Construction and installation disturb the use heavily.

Window openings can be fixed glass elements with tempered glass or watertight tilt or crank-out windows. Doors can be secured with stop-logs or with flood gates. The system must be engineered to minimize uplift forces under the building itself.

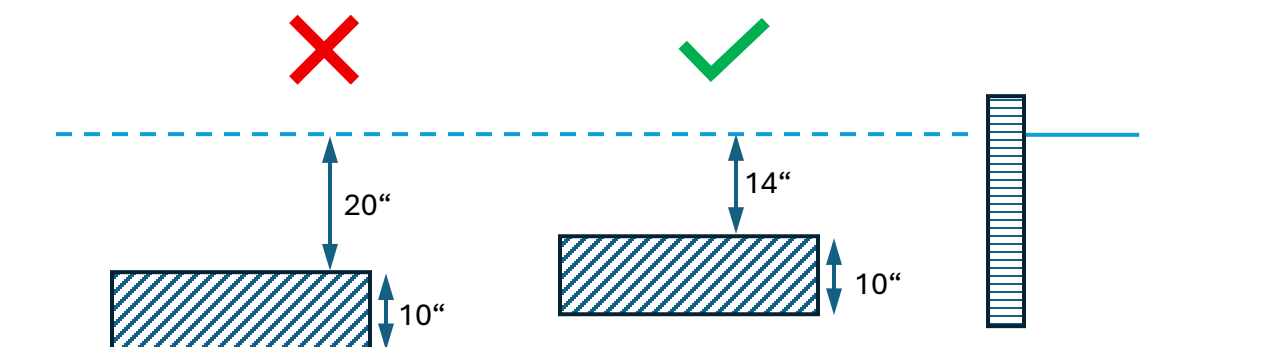
The previously mentioned flood fence (System Aqua Burg or similar) is a hybrid system, which is preinstalled and hidden in concrete elements but must still be erected on its full length. This system required 2-3 feet buffer to the existing structure and only little modifications to the existing structure.

Other completely self-operating systems are floating caissons which lift the complete building or a flood protection system in a securing position. Those systems are highly expensive and are only installed at high-risk buildings. A caisson protection system may require investments of around \$10 million or more for one object depending on its features.

7.7 Risks

The buildings in the project area were not designed for flood impact, nor are the foundations. High flood levels elevate nearby groundwater levels and elevated groundwater levels develop buoyancy forces on the structure. The closer a floodwall is to the structure, the faster is the groundwater rise under the building.

Buoyancy forces can compromise or even destroy the entire structure. A concrete slab can resist uplift from ponded water up to approximately 1.4 times its thickness.



Hence, flood protection must be carefully designed and most likely require drainage and pumping within the protected perimeter to lower the uplift impact on the building to safe values, ideally to zero.

The ground is unfortunately relatively permeable, and water can seep through the ground easily. During the site visit, we have detected sand, gravel, and stones up to 12-inch diameter. Based on experience and we assume a permeability of 1×10^{-4} m/s or 3.3×10^{-3} ft/s.

None of the properties are able to handle direct uplift forces caused by single protection (temporary nor permanent). All must maintain a drainage sump pump to control the ground water level.

8 Cost Estimate Flood Separation Project

A flood separation project is a public investment into critical infrastructure to secure the North Village up to a 100-year event and a 3 feet freeboard. The overall height of the system is 11 feet at the lowest point and 7.7 feet on average.

The height of the levee must be limited to reduce the footprint. A concrete wall of up to 4 feet height must be added to achieve assumed protection. Every owner can fill his property towards the flood defense line to limit the visible height. A buffer of around 50 feet from the embankment is necessary to build the levee. Individual geostructural calculations may be able to reduce the buffer to 35 feet.

The accessible areas which carry a recreational purpose for the public and for the property owner (Garden area, Platt property with apartments, parking lot with resting place Jelley's Deli) is receiving a flood wall up to 4 feet high and a temporary flood fence, which can be deployed within 2 hours. Owners are able to fill the property to reduce the visible height of the permanent structure.

Construction costs are as follows:

• 1650 ft Levee (up to 6 feet high-50 feet wide)	\$ 315,000
• 1700 ft concrete wall (up to 4 feet high)	\$ 430,000
• 300 ft temp. flood fence (system Aqua Burg 6ft high)	\$ 215,000
• 3 automatic flap valves for street drain pipes	\$ 120,000

• Drainage ditch with sump pump pit	\$ 50,000
• Backflap valves for septic systems	\$ 50,000
• 300 ft embankment erosion protection (800 cu-yd) with fill	\$ 80,000
• Deployment and other fixed costs	\$ 40,000
• Unforeseen subsurface obstacles	\$ 200,000
• Full engineering and permits (25% of construction)	\$ 300,000
• Permits and resolving ownership rights / Right of way	\$ 150,000

Overall costs: \$ 2.0 million

Note: Estimate is based on average estimation of similar projects (-50%/+100%)

9 References:

Ref 1: SLR International Corporation, Williams Dam Flooding Analysis, Waterbury, VT, 2024

<https://apps.usgs.gov/fev/event/2023-july-ma-ny-vt-flood>

<https://geodata.vermont.gov/datasets/vt-data-nrcs-soil-survey-units/explore>

<https://op.europa.eu/en/publication-detail/-/publication/a20ecfa5-200e-11e7-84e2-01aa75ed71a1/language-en>

VLCT MODEL CLASS FOUR ROADS POLICY

Copy content below this line and paste into a new document before customizing.

[Insert Name of Municipality] **CLASS 4 HIGHWAY POLICY**

1. Purpose.

The purpose of this Policy is to define the standards by which the Town will maintain its class 4 highways and to set reasonable expectations for the use of those highways.

2. Definitions:

"Highway" shall mean a public road or highway that is classified as class 1, 2, 3, or 4 for purposes of receiving state aid.

"Class 4 highways" are all other highways not falling under definitions of class 1, 2, or 3 highways. Class 1, 2, and 3 highways are defined for the purpose of receiving state aid and are passable with a pleasure vehicle on a year-round basis.

"Selectboard" shall mean the Selectboard of the Town of _____.

"Town" shall mean the Town of _____.

"Right of Way Permit" or "Permit" shall mean a permit authorized by the Selectboard for access to a Town highway pursuant to 19 V.S.A. § 1111.

3. Maintenance by the Town.

- a. **[Guidance: Insert language here regarding the Town's summer maintenance policy, if one exists. If no such policy exists, the following language can be used and customized as necessary:]** The Town shall not provide any summer maintenance of class 4 highways except to the extent required by necessity and the public good and convenience of the inhabitants of the Town and when staff and financial resources allow. Such work will in no way obligate the Town to perform any additional maintenance or repairs of any nature.

- b. **[Guidance: Insert language here regarding the Town's summer maintenance policy, if one exists. If no such policy exists, the following language can be used and customized as necessary:]** The Town shall not provide any winter maintenance on class 4 highways except to the extent required by necessity and the public good and convenience of the inhabitants of the Town and when staff and financial resources allow. Plowing by private parties shall only be allowed with an advance permit agreed to by the Selectboard pursuant to Section 4 of this Policy. Any winter plowing of a class 4 highway granted by the Selectboard to parties other than a municipality shall not nullify the snowmobiling privileges under 23 V.S.A. § 3206(b)(2).

4. Maintenance and Right-of-Way Access of Class 4 Highways.

- a. Any person who wishes to perform or arrange for the repair, maintenance, improvement, restoration, or installation on a class 4 highway may do so only after receiving a signed right of way permit from the Selectboard. Permission for repair, maintenance, improvement, restoration, or installation shall be given in accordance with 19 V.S.A. § 1111 [insert “*and the Town’s Highway Access Policy*” if the Town has adopted such a policy].

[Guidance: The VLCT [Model Town Highway Access Policy](#) and accompanying forms will help municipalities formalize the access permit process that is required by 19 V.S.A. § 1111.

[Guidance: Sections “b.” and “c.” below should only be used if the Town has not adopted a Town Highway Access Policy as described above.]

- b. All work within the highway right-of-way shall be in conformance with current Town highway specifications and the highway shall be left in as good as or better condition than when permission was granted. In addition, the Selectboard may attach any or all of the following conditions to the Permit:
- i. Posting of a surety bond or damage deposit with the Town in an amount that reflects reasonable estimates of repairs that may be necessary in the event of noncompliance with the provisions of this Policy or permits conditions issued for the project;
 - ii. Supervision by the Road Commissioner or Highway Foreperson; and

iii. Any other reasonable conditions as deemed necessary.

- c. By submission of an application for a Right of Way Permit the applicant agrees to bear all costs associated with the work on the highway, that all the requirements for signage, work safety, and public safety required by law or reasonable prudence will be adhered to in connection with the work done under the Permit, and that all work will be done in conformance with the Permit. The applicant also agrees that the applicant and the applicant's agents shall not hold the Town responsible for any claims or injuries which may arise out of the work and agrees to indemnify and hold the Town harmless against legal liability for any and all damage, loss or claim associated with the work.

5. Control. The Selectboard shall exercise control of class 4 highways to ensure their integrity as public rights-of-way by means which may include, but are not limited to, the following:

- a) establishment of vehicle weight limits;
- b) prohibition or restriction of use by motorized vehicles;
- c) imposition of requirements for temporary permit for heavy equipment access which may include a stipulation that any highway damaged will be repaired by or at the expense of the user, or posting of bond or other security to guarantee that repairs are made; either or both of which may be required as a condition of any permits;
- d) establishment of speed limits; and
- e) granting permission to pent a Town highway.

6. Change in Classification.

- a. It is the policy of the Selectboard to discourage the reclassification and/or upgrading of class 4 highways. However, upon receipt of a petition filed pursuant to 19 V.S.A. § 708, the Selectboard will consider a request to alter, reclassify or discontinue a class 4 highway.
- b. Reclassification or discontinuance will be done in accordance with 19 V.S.A. §§ 708-717. A decision to alter, reclassify or discontinue a class 4 highway will only be made in situations where the Selectboard determines that the public good, necessity, and convenience of the inhabitants of the Town require such action.

- c. The Selectboard may require that the cost of upgrading a class 4 highway to a class 3 highway will be borne by those seeking the change in classification.
- d. Pursuant to 19 V.S.A. § 708(b), a class 4 highway need not be reclassified to class 3 merely because there exists within the Town one or more class 3 highways with characteristics similar to the class 4 highway.

7. Highway Closure. No class 4 or other highway of any class may be intentionally closed by a gate or traffic otherwise impeded by other obstruction. 19 V.S.A. §§ 1102, 1111(b). The Selectboard may grant permission to an adjoining landowner to enclose pent roads by erecting stiles, unlocked gates, and bars in the places designated. 19 V.S.A. §§ 304(a)(5), 1105. The Selectboard may restrict the use of a highway in accordance with 19 V.S.A. § 1110 and 24 V.S.A. § 2291(4).

8. Compliance with Other Regulations. This policy is intended to supplement state law and local ordinances. All other ordinances and policies adopted by the Town shall remain in full force and effect.

Adopted by the Selectboard this __ day of _____, 20__.

Signatures:

RE: PLEASE CLARIFY

From Barry Randell <barryrandell@earthlink.net>

Date Fri 8/21/2026 11:53 AM

To Aileen Tulloch <townadmin@londonderryvt.gov>

Cc Tom Cavanagh <T.CAVANAGH@londonderryvt.gov>

As you can see, the *VT Journal* did the right thing and issued a Correction to advise the public that the Town misrepresented the facts saying there was a tax *decrease* when there actually was almost a 8% tax *increase* and also claiming a *real* budget surplus.

I would have preferred that they noted the actual increased *amount* but at least they set the record straight. Frankly, it is reprehensible that you tried to blame the *Journal* for the misrepresentation when it clearly was the Town's fault by the way it was stated. A simple acknowledgement of a mistake and a correction would have gone a long way to establish more confidence in the Town rather than misleading the residents by trying to conceal an actual tax increase.

In spite of what you or others may think, I am spending some of my valuable time trying to be of assistance to the Town in an area of my expertise and in a regard that I think is constructive, but it is disheartening for me and others who may want to be involved in the Town affairs when we see behavior like this from the Town.

From: Aileen Tulloch <townadmin@londonderryvt.gov>

Sent: Monday, August 17, 2026 4:54 PM

To: Barry Randell <barryrandell@earthlink.net>

Cc: Tom Cavanagh <T.CAVANAGH@londonderryvt.gov>

Subject: Re: PLEASE CLARIFY

Hi Barry,

You are free to write to the Vermont Journal to express your opinion that they misrepresented facts. The Town does not control what the Journal publishes, nor do we have the staff to monitor what they publish for errors.

The Town will not respond any further unless you wish to express your opinion at a Selectboard meeting publicly.

Thank you,

Aileen Tulloch
Town Administrator

Town of Londonderry, Vermont
100 Old School Street
South Londonderry, VT 05155
802-824-3356, ext. 5
Please note my new email address: townadmin@londonderryvt.gov

Please note that this email message, along with any response or reply, may be considered a public record, and thus, subject to disclosure under the Vermont Public Records Law (1 V.S.A. 315-320).

From: Barry Randell <barryrandell@earthlink.net>
Sent: Monday, August 17, 2026 4:48 PM
To: Aileen Tulloch <townadmin@londonderryvt.gov>
Cc: Tom Cavanagh <T.CAVANAGH@londonderryvt.gov>
Subject: RE: PLEASE CLARIFY

I gather by your suggestion that I attend a Selectboard meeting and simply voice my response that the Town is not going to *do* anything to correct the record on this important fiscal matter. My response to this matter is not my "opinion." The *facts* here are clear and indisputable. Even Tina said she "did not mean" the tax *rate* was really lowered when it had, in fact, increased! So why would the Town *not* want to set the record straight on this important publicly published misrepresentation?

I can assume a couple of possibilities for your not choosing to correct the record, but in any case, it doesn't look good (nor is it good policy) for you or the Selectboard to decide *not* to inform the residents that there was a mistaken statement reported in the VT Journal about a material financial matter regarding the Town's finances. If you do not do so, it will only make matters worse for obvious reasons.

As I said in my email to Tina, while I have been critical of some of the Town's spending and fiscal policies, I acknowledge the fact that the residents vote their choices and I accept the outcome. However, I do not accept it when the Town makes representations that are untrue and clearly unsupported by the facts without making the proper disclosures and correction.

From: Aileen Tulloch <townadmin@londonderryvt.gov>
Sent: Monday, August 17, 2026 12:17 PM
To: Barry Randell <barryrandell@earthlink.net>
Cc: Tom Cavanagh <T.CAVANAGH@londonderryvt.gov>
Subject: Fw: PLEASE CLARIFY

Good afternoon Barry,

You are welcome to bring your concerns and opinions about how municipal finance should work to the Selectboard under Visitors and Concerned Citizens at a Selectboard meeting. The next Selectboard meeting is tonight at 6pm.

In addition, please direct future opinions, commentary or requests for information to myself and/or Tom Cavanagh and not to the Town Treasurer or the Town Clerk. We will decide the correct avenue to direct the question to.

Thank you,

Aileen Tulloch

Town Administrator
Town of Londonderry, Vermont
100 Old School Street
South Londonderry, VT 05155
802-824-3356, ext. 5

Please note my new email address: townadmin@londonderryvt.gov

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From: Tina Labeau <TREASURER@londonderryvt.gov>

Sent: Monday, August 17, 2026 11:57 AM

To: Aileen Tulloch <townadmin@londonderryvt.gov>

Subject: FW: PLEASE CLARIFY

Tina Labeau

(she/her)

Treasurer/Delinquent Tax Collector
Town of Londonderry, VT
100 Old School Street
S. Londonderry, VT 05155
802-824-3356 ext 103

treasurer@londonderryvt.gov

PLEASE NOTE THAT MY EMAIL HAS CHANGED!

To Pay by credit card: <https://pay.xpress-pay.com/org/D6F2CEAF94204A6>

To File your Homestead Declaration and Property tax Credit claim online:

https://myvtax.vermont.gov/_/#7

Office Hours:

Monday – Friday 8:30 am to 4:00 pm (Closed all Federal Holidays)

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From: Barry Randell <barryrandell@earthlink.net>
Sent: Monday, August 17, 2026 11:50 AM
To: Tina Labeau <TREASURER@londonderryvt.gov>
Subject: RE: PLEASE CLARIFY

Please advise if you are going to respond so I can decide how to proceed.

From: Barry Randell <barryrandell@earthlink.net>
Sent: Wednesday, August 12, 2026 12:09 PM
To: 'Tina Labeau' <TREASURER@londonderryvt.gov>
Subject: RE: PLEASE CLARIFY

Tina--

To say the municipal tax rate was lowered is not only factually incorrect, but it is misleading. The actual increase was about 8% over last year, and to claim that because *potentially* it could have been higher and was therefore *reduced* from what it "might have been" is not only illogical but frankly deceptive.

Furthermore, a budget *surplus* occurs *when revenues exceed expenses within a defined budget*. So to say that the Town had a large surplus this year is *also* incorrect and misleading. The excess funds resulted from excess Reserve accounts that were either not used or offset by grants, it is *not* a savings created by reducing expenses or other spending efficiencies. The Town keeps a reserve fund for various contingencies and expenses. But *not spending* reserve funds that you keep (or maintain) each year does not create an operating budget surplus in any normal financial accounting reporting, so declaring such a thing creates the impression that the Town has created savings on expenses *and that is NOT the case*. Also, surpluses are generally used to reduce the next year's budget or to reduce the tax rate and our budgets *increase* every year.

I know I have been in opposition to ever-increasing local LD spending and taxes where I believe better fiscal policies should be implemented, but I accept that the residents vote accordingly and the budgets are approved accordingly. I am not being aggressive in my fiscal oversight commentaries but rather trying to be helpful and constructive to the Town in an area of my professional expertise.

However, it is quite another matter to take the actual numbers and represent that the Town is lowering taxes and creating surpluses when it, in fact, is not doing so. And that is something I cannot accept. Our municipal tax rate for 2021 was .3974 (my first-year tax rate as a resident here) and now it is .7028 and that equates to a 77% tax increase---*quite a significant tax increase*. By comparison, the county education tax rate had only increased about 10% over this same time period.

So I find it unacceptable to report what was written in the *VT Journal*, and I am not quite sure why you chose to make those representations. In any regard, this needs to be corrected as the public deserves to be told the facts and not be misled into thinking tax rates are being reduced when they clearly are not. I know most residents are not knowledgeable about finances and accounting; therefore, it is essential to be straightforward and accurate in communicating these issues and obviously not proper to misinform the public of the facts.

I will await to hear from you or the Town as to what should be the proper manner to address this matter so that the record is clear on the *facts* and the public properly informed regarding the published misinformation.

From: Tina Labeau <TREASURER@londonderryvt.gov>

Sent: Friday, August 7, 2026 1:10 PM

To: Barry Randell <barryrandell@earthlink.net>

Subject: RE: PLEASE CLARIFY

Berry – yes this is correct. Large surpluses generally occur when you get reimbursed for grants that we expended in prior fiscal years.

Lowering the rate did not mean we were lowering from last year, but lowering it from the potential of .75 to .70.

I am attaching our fund balance policy – which says “Consistent with the recommendations of GFOA, an unassigned general fund balance of between 10 and 15 percent of general fund operating expenditures should be maintained.” In this case based on our budget we should maintain a surplus of around \$615,000.

Tina

Tina Labeau

(she/her)

Treasurer/Delinquent Tax Collector

Town of Londonderry, VT

100 Old School Street

S. Londonderry, VT 05155

802-824-3356 ext 103

treasurer@londonderryvt.gov

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From: Barry Randell <barryrandell@earthlink.net>

Sent: Friday, August 7, 2026 12:06 PM

To: Tina Labeau <TREASURER@londonderryvt.gov>

Subject: RE: PLEASE CLARIFY

Please advise.

From: Barry Randell <barryrandell@earthlink.net>

Sent: Tuesday, August 4, 2026 10:05 AM

To: 'Tina Labeau' <TREASURER@londonderryvt.gov>

Subject: PLEASE CLARIFY

I saw last week in the VT Journal that it was reported that you said we had a \$700K budget surplus this year and that you lowered the municipal tax rate.

I wanted to know if this was reported correctly and, if so, would you please explain how the local tax rate was lowered when the rate last year was .6516 and this year it is .7028 which equates to about an 8% tax rate increase. Also, how or where do we have a \$700K surplus when we have a town budget that has increased substantially this year (and every year) thereby causing an increase in the tax rate? In any case, where did this "surplus" go?

Please clarify—thanks.

BARRETT M. RANDELL

917-328-1940

barryrandell@earthlink.net