
Danville Town Plan 2024



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Special thank you to:

Jim Ashley, long-time Planning Commission member whose substantial efforts ensured the Town had a plan that reflected its values and advanced the concepts of sustainability and energy independence: 1944-2017, Rest in Peace

The (Unofficial) Danville Town Energy Committee (Paul Weaver, chair), who researched and drafted the new Enhanced Energy Plan (EEP)

E. Tobias Balivet, who wrote the original historical perspective in section I

Northeastern Vermont Development Association (NVDA)

The volunteers who contribute their time to support the community activities and services essential to our Town

Contents

Town Priorities	v
I. Introduction	1
II. Housing & Population	10
III. Jobs & Economic Development	14
Graphics: Village Center Designations	19
IV. Community Resources	22
A. Facilities & Services	22
B. Emergency Services	25
C. Education	26
D. Health, Recreation, and Wellness	29
E. Solid Waste	30
F. Wastewater	32
G. Water Systems	32
H. Communications.....	33
Map: Utilities and Facilities.....	36
V. Land Use & Development.....	37
Map: Land Use.....	43
VI. Natural Heritage.....	44
VII. Historic, Scenic, and Cultural Resources	47
VIII. Energy Conservation & Utility Siting	54
IX. Transportation	55
Map: General Highway Map	59
X. Flood Resilience.....	60
XI. Compatibility with the Region.....	67

Amendments

This 2024 version of the Town Plan, while a revision and readoption of the 2017 plan, is a stand-alone document. The Planning Commission has reviewed and updated the information on which the plan is based and considered this information in evaluating the continuing applicability of the plan. It has incorporated updated data, updated implementation strategies, and added new required elements.

If any amendments to this plan are adopted before a new complete update, such as the addition of a new section or a major change to the text, the log below will list them. A written report of the amendment shall also be included as an appendix to this plan.

Date	Changed Item	Notes

In accordance with 24 V.S.A. § 4387, there should be another comprehensive update, beginning no later than 2030 and concluding by 2032, to revise, readopt, and replace this 2024 version of the plan.

Annexes

A: Danville Town Enhanced Energy Plan (EEP)

Resources

- Community Plan North Danville, April 2013
- Recommended Action List

Town Priorities

Major Aspirations for 2029

This 2024 version of the Town Plan is a large volume with many goals, many objectives, and many, many recommended actions. Of all those ambitions, these are the overarching initiatives that the Planning Commission recommends the Town work on completing over the next five to eight years.

- Train Station renovation
- Lamoille Valley Rail Trail (LVRT) enhancements (trailheads, dog park)
- Danville Village drainage, parking, and sidewalks
- Zoning Bylaw modernization (updates for state HOME act)
- Capital improvement planning (general and highway)
- Wastewater Treatment Plant upgrade
- Enhanced Energy Plan (EEP) update
- Zoning map update (district boundaries and associated uses)

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I. Introduction

The Town Plan is a long-term guide for the Town of Danville that serves as a basis for decision-making, community programs, and taxpayer investments.

Historical Perspective

Every town has its distinct character. Often, the defining traits are imprinted during its earliest years of development, and the sources subsequently lost to local memory. This is true of Danville.

This area of northern Vermont was under constant settlement pressure from the older British colonies to the south, from the mid-1700s on. War interrupted the in-migration, the French and Indian War from 1754 to 1760, and the American Revolution from 1775 to 1783. In each instance, native Abenaki alliances with a European enemy to the north made frontier life dangerous. At the same time, military service brought an ever-increasing awareness of the potential of the North Country each time peace was restored.

“Danville’s quiet and enduring charm belies the modest role it has played in the state and nation... In recent years a new and promising role for Danville has been emerging... the environment is proving a major asset. People are realizing that the town is a wonderful place to visit and live.” (Susannah Clifford, Village in the Hills)



North Danville Village, with the old school in the background and Varney house (the large one on right). A flagpole is on the left, located where the new addition of Langmaid barn was built, circa 1900.

Locally, Peacham, Ryegate, Barnet, and Newbury were all settled before the Revolution. Danville, Cabot, St. Johnsbury, and Waterford were among the towns that came afterward.

But preliminary development of Danville began early, with a petition for a New York royal charter under the name of Hillsborough in October 1765 by Elias Bland and associates. Survey work was undertaken between 1770 and 1774. Upon cessation of hostilities, settlement of the town, as Hillsborough, began immediately, in 1783-85. Vermont had been a part of the royal province of New York before the Revolution. But the high-handedness and remote indifference of the New York authorities, and the exorbitance of their chartering fees, allowed a faction led by the Allen brothers from the western side of Vermont to keep alive a set of claims based on illegal chartering activity by the province of New Hampshire between 1749 and 1764. The resolution of the competing New York and New Hampshire claims became the price of Vermont's admission as the 14th state. And they were resolved, upon the payment of \$30,000 Spanish dollars by Vermont to New York, extinguishing the New York claims, and validating the New Hampshire claims. The Hillsborough settlers now had to obtain a new Vermont town charter, which they did, under the name of Danville, in 1786.

“We shall not attain to cities and villages that are beautiful until we learn artistically how to plan them. Transformation may help us greatly, as London and Paris and some examples at home show; but a mended article is never as good as one well made at first.” - Charles Mulford Robison, The Improvement of Towns and Cities, 1907



Children sit in front of the Soldiers Monument. The old bandstand and the Elm House can be seen in the background. The Monument was presented to the town in 1917 by James Madison Rollins.

Before the Revolution, Vermont was divided into four counties, of which northeastern Vermont was designated Gloucester County. The new State of Vermont adopted the same political subdivisions, re-naming Gloucester County as Orange County. By the early 1790s, settlement was so rapid it became apparent to the Legislature the northern part of the State would have to be further subdivided. In 1792, the two northern counties of Orange and Chittenden were broken up, with the addition of Caledonia, Essex, Franklin and

Orleans. Caledonia initially extended westerly to include, for example, Montpelier, Marshfield, Cabot, Woodbury, and Calais.

“The image people have of Vermont is not beyond its reality. The descriptions of wild beauty interspersed with the purity of northern New England villages need not be exaggerated. Residents of the state have always been proud of these attributes and are protective of their territory, and for outsiders who visit at any time of year, Vermont is a release from the intensity and sameness that grip many other parts of America.” - Charles Johnson, *The Nature of Vermont*, 1998.

In 1795, the Legislature appointed a committee to locate a county seat. In 1796, the Legislature determined that the Caledonia County seat would be in Danville, “if the inhabitants ... shall ... within two years ... build and complete a good and sufficient courthouse and goal ... free of expense” to the county. The choice of Danville for county seat, or shire town, held perfect logic. It was geographically dead center in the new county and had rapidly become the largest town. In the 1791 census, Danville, after no more than seven years of development, had outstripped the older pre-Revolutionary towns, and, with 574 citizens, held 25% of the entire population of the new county.



A grist mill sat below the covered bridge at Greenbank's Hollow. It continued to function after the large mill was burned in 1885. Part of the grist mill foundation is still visible from the bridge and is a site on the Nature Trail.

“What Vermont has to offer the world is a fabric, human and natural, of astonishing integrity and beauty. Any piecemeal changes can, little by little, rend a fabric, pull its stitches out and destroy it if we care about places like the Northeast Kingdom, we must commit to a rate of change that is slow and exercise great care in the changes we accept.” - Tom Slayton, Editor, Vermont Life Magazine

While size and location gave Danville the role of county seat, and later consequences flowed from that, this begs the question why it was the town had grown so rapidly to begin with. The answer is not clear. Was it perceived as well-blessed with potential mill sites, on Joes Brook and Sleeper’s River? Was the access easy because of traditional native trails, or proximity to the pre-Revolutionary towns of Peacham and Barnet? Was it the marketing strategy of the particular land jobbers whose speculations drove the settlement of this township, as they drove the settlement of every other uninhabited spot in the new territory? Or were Danville’s earliest settlers taken, as we remain, by the almost uniquely gorgeous view of the White Mountains that frames

our lives from sunup to sundown today?

In any event, politics and geography combined to give the town what is today arguably its dominant feature by human hand, U.S. Route 2. Upon the designation of a four-acre green on which to locate the county buildings in 1796, the village of Danville Green sprang up, nearly overnight, shifting development from the previously settled community around Dole Hill. Major new roads radiated outward, a county road from Danville Green to Chelsea, one to Wheelock, to Greensboro, to Montpelier. The road to Chelsea has now atrophied to an idyllic country lane, recommended for fall foliage tours and Sunday drives. But the road to Montpelier has grown into a major east-west artery.

In a geography scraped into north-south ruts by the retreating glaciers, the development of the east-west passage assumes critical importance. Nowhere to the north, and nowhere to the south until the Wells River is there a cut through the ridge of hills defining the edge of the Connecticut basin as suitable as that created at Joes Pond and its outlet. To the west, Route 2 follows the river bottom of the Winooski, forcing river road and village to the bottom of the ravine to the extent that the road dominates the communities through which it passes. But in Danville, Route 2 passes over open hillside, and the relationship is more symbiotic; the traffic slows to acknowledge the community as much as the community acknowledges the highway.

When St. Johnsbury sought and won the role of county seat in 1856, it was based on that town’s ascendancy as a manufacturing, and therefore rail transport, center. Danville’s primacy had been based on agriculture. Danville in the 19th century, and at times in the 20th, along with several other local townships, was famed for its livestock. And it remains a primarily agrarian society, leavened by an openness to the market, and to change, represented by the east-west highway.



The depot officially opened for business on August 5, 1871, and served the public well into the 20th century. It was part of the St. J and LC line.

Danville missed the county seat status but did not dwell on it. By 1856, an internal motor of self-confidence governed its response to this and other changes. And it was selective about how much it truly gave up. County offices to this day have often been dominated by citizens of Danville, like the Southern officer tradition in the U.S. military corps. In the late 1950s, the federal government considered locating the interchange of I-91 and I-93 in Danville, until a campaign seeking its benefits shifted the interchange eastward, for better or worse. Had we fought harder at times for political primacy, it would be us, rather than our sister community to the east, who would be debating the merits of “big box” retail centers, and the consequences to the economy and society of hosting a regional correctional center.

Danville is more likely to choose to go forward than back, to grow than retrench. We have chosen to expand our schools, and not tuition away our youth. We have maintained public libraries and community centers, renovated our town hall, and held fundraisers to operate a free public beach at Joes Pond. We gave birth to the Dowsers society in the early 1960s, helped it go national, and sent it on its way. We have supported old traditions like Danville Fair, and church suppers, year after year, and created new traditions.

“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.” - Margaret Mead

Visions of the Future

Danville, “the village in the hills”, is a small rural community defined by several distinct compact historical villages surrounded by farmland, forests and scenic vistas with a strong connection to the land. Its citizens cherish the traditional values of volunteerism, dedication to service, self-sufficiency, independence, education, community pride, family, and neighbor helping neighbor. Citizens overwhelmingly want Danville to maintain its

current small-scale rural character and way of life well into the future, preserving the attributes that make living and recreating here so unique and special.

Importance of Planning

Danville has so far largely avoided the adverse impacts of unplanned growth and development in our rural areas, but development has continued to spread along the U.S. Route 2 corridor and will continue along adjacent roads and corridors if left unchecked. We must identify and encourage changes that will result in the overall benefit to the community and conversely, identify what changes will be detrimental to the health and vitality of the town and what should be done to avoid these types of changes. We must plan for future growth patterns while positively addressing both individual concerns and community interests.

A Town Plan should be considered a living document that takes snapshots in time and tries to provide a five- to ten-year framework of guidance and focused direction that reflects the hopes and wishes of a large majority of its citizens. Legally town plans need to be readopted every eight years, but they need to be revisited periodically to keep in step with the fast pace of change and the new issues that arise that were not even understood or considered only a few years ago. We must set long term objectives and develop plans to address known challenges to our community, such as: controlling the rising costs of essential services; preserving our natural resources and scenic vistas; and promoting long term viability of our agricultural and forest resource industries. At the same time, we must be open to new technologies, plan for environmentally friendly businesses and support economic development that will provide livable wage jobs for our children and the community.

"The town plan should guide the course and not be overly restrictive." -
2016 Community Survey
response

Public Involvement

The Planning Commission has relied on public involvement and feedback to provide the focus and vision for how Danville residents and landowners want their town to be over the next decade. The Danville Planning Commission coordinates with the Northeastern Vermont Development Association (NVDA) Regional Planning Commission (RPC) for guidance on how to undertake the task and involve the community. The Planning Commission engages with the public through many processes and initiatives such as grant applications, proposed projects, the creation of the Enhanced Energy Plan, etc. Since 2009, with input from focus groups and surveys, the town has adopted new zoning bylaws recognizing historical core villages, historic residential and Route 2 corridor districts. Continued work is planned with residents of North Danville and Joe's Pond updating bylaws to recognize and conserve the assets of those communities.



Team members work together at the Danville Community Workshop in 2009 to answer questions related to the 10 planning elements

Project Highlights

The Town of Danville continues to thoughtfully evolve under the guidance and stewardship of dedicated residents. All areas of Danville reflect the time and energy offered by the community to ensure a resilient, valuable and robust, rural community. In the last two decades, this commitment has translated into the fulfillment of many meaningful projects within the town.

The **Danville Transportation Enhancement Project** was a successful and significant endeavor that spanned the course of 14 years (1999-2014). The construction process itself began in 2012 and was completed in 2014. After several years of researching and engaging input on the best course of action for the town to reconstruct a .75 mile section of Route 2 through the Danville Village Green. The Vermont Agency of Transportation (VTrans) and the Vermont Arts Council, in a first-time collaboration, presented their ideas about the project to the town of Danville. From there, the momentum grew and under the guidance of residents, business owners, artists, engineers, government entities, the school, Historical Society, and Chamber of Commerce, Danville embarked on a journey to upgrade the road, install underground utilities, and improve traffic flow while simultaneously preserving the history and character of the town center as a rural, quaint community and ensuring a safe, attractive and accessible pedestrian environment. Emphasis was placed on maximizing engagement and participation of all stakeholders to guarantee a successful transformation.

The **Lamoille Valley Rail Trail** is a 93 mile, converted railroad track that connects 18 Vermont towns, including Danville, and is the longest rail trail in New England. The full trail, which opened on May 26, 2023, is a year-round accessible recreation and transportation corridor for walking, biking, horseback riding, and winter sports including snowshoeing, cross country skiing, dog sledding and snowmobiling. This project brings together 25 years of shared vision, planning and tireless labor by many including the Vermont Association of

Snow Travelers (VAST), the Vermont Agency of Transportation, and many dedicated Vermonters, all of whom understood the impact that this project would have on the state. Vermont residents, tourists, and teenage drivers are reaping the benefits of this new asset as it offers recreation, wellness, economic activity, social hubs and a valuable transportation corridor.

The **Historic Danville Train Depot** is a 150-year-old train station currently undergoing a major renovation to become a community and recreation hub for residents and visitors. This 19th century train depot was built in 1871 and is located at the Peacham Road and Lamoille Valley Rail Trail intersection. Recently used as a recycling center, the town decided that this historic building held greater potential and contributed to both Danville's rich history and hopeful future. As a result, the Danville Railroad Station Committee was formed and worked diligently to secure funding, design plans and hire tradesman to move this project forward, and it is under construction as of October 2023. Upon completion, the newly renovated Danville Train Depot will provide public restrooms, kiosks, cultural displays, secure biking stations, and water access. In addition to these amenities, the Depot is close to Danville businesses and will allow those enjoying the rail trail to enjoy a pit stop with access to provisions, meals, lodging and more thus creating a situation which mutually aids visitors to the Danville community as well as local businesses in Danville.

Greenbanks Hollow, famously known as “A Forgotten Village” is located at the intersection of Greenbanks Hollow Road and Brook Road in South Danville. With visitors traveling from afar, it has recently grown tremendously as a valuable Danville historic site. In 2007, the Vermont Division of Historic Preservation erected a historical marker at the Greenbanks Hollow site.

Town Plan Goal

Encourage ongoing multi-generational community engagement.

Objectives

1. Educate young citizens concerning community volunteerism and civic responsibilities.
2. Create a public presence to inform citizens of volunteer opportunities in the community.
3. Celebrate community achievements, thereby encouraging public engagement in future projects.
4. Articulate and outline a plan to address known challenges to our community, such as: controlling the rising costs of essential services; preserving our natural resources and scenic vistas; and promoting long term viability of our agricultural and forest resource industries.

Recommended Actions

1. Planning Commission: on an ongoing basis, organize celebrations of successful project completions and encourage public involvement in future projects.
2. Planning Commission: annually review progress on the Town Plan recommended actions with the Selectboard.
3. Planning Commission: by 2025, regularly publish opportunities for planning involvement on public forums such as Front Porch Forum, Facebook, and other media.
4. Planning Commission: by 2026, engage Danville School administrators to encourage integration of community volunteerism in school curriculum.

II. Housing & Population

Overview

Danville is primarily a rural residential and agricultural community. Our town is home to a wealth of different terrains that support wildlife, promote a sense of well-being, provide the backdrop for our quaint villages and contribute to the pastoral character which we value. As we continue into the 21st Century we must strive to blend the rural character and tranquility, which we cherish with controlled development to accommodate an increase in population.

Selected Demographic Statistics, Town of Danville

Census Population, 2010	2196
Census Population, 2020	2231
Population Density (Persons per Sq. Mi.), 2010	36.65
Absolute Population Change, 2010-2020	35
Percent Population Change, 2010-2020	1.59%
Homestead parcels, 2020	740
Number of Households, 2020	990
Average Household Size, 2020	2.25
Number of Families, 2020	570
Average Family Size, 2020	2.99
Family Households (no spouse), 2020	86
Total Housing Units, 2020	1360
Owner-Occupied Housing Units, 2020	981
Renter-Occupied Housing Units, 2020	379
Homestead parcels, 2020	740

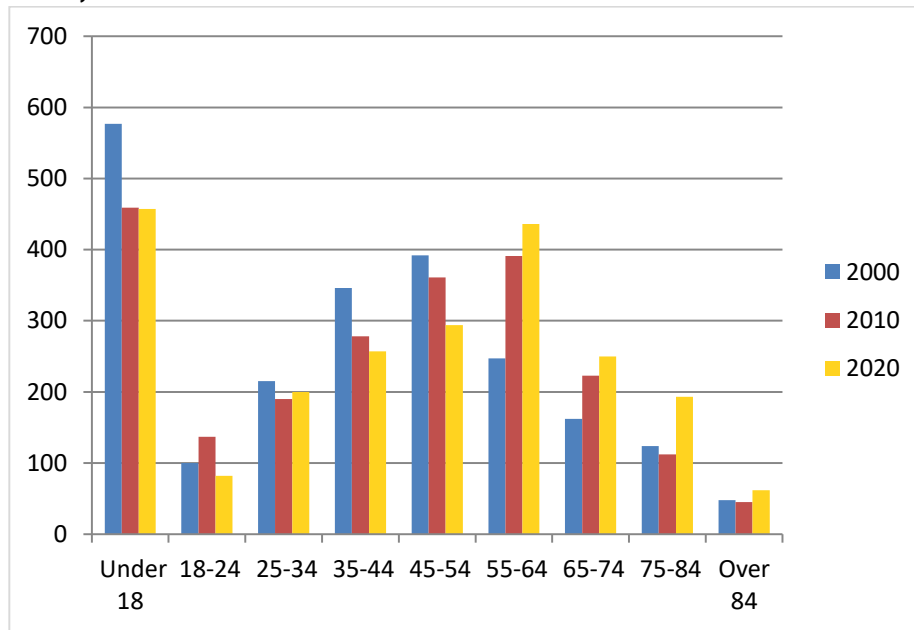
US Census Bureau, 2020 data and 2020 Town Report

As of 2015, an estimated 28% of Danville's residents were age 62 or over; this is up 2% from the 2010 estimate, and this percentage may continue to increase. Provisions must be made to assure that the senior members of our community have access to affordable housing and easy access to services. A variety of housing types and situations should be considered. Danville, like the rest of the Northeast Kingdom, has seen a shift from family households to non-family households. Although Danville still maintains a higher share of family households than county-wide (75% in Danville vs. 62% in Caledonia), there is a pronounced increase in the share of non-family households from the 2000 Census.

The vast majority of non-family households are householders who live alone, and an increasing share of those householders are over the age of 65. These householders may have changing housing needs if they wish to age in place, such as smaller homes that are easier to maintain and closer to services and amenities. Successful aging in place requires "livable communities," ones that are characterized by safe, appropriate, accessible, and affordable housing located in walkable neighborhoods with convenient access to goods and services.

"Housing is an issue for those who want to age-in-place" - 2016 Community Survey Response

Age Distribution, Danville 2000-2020

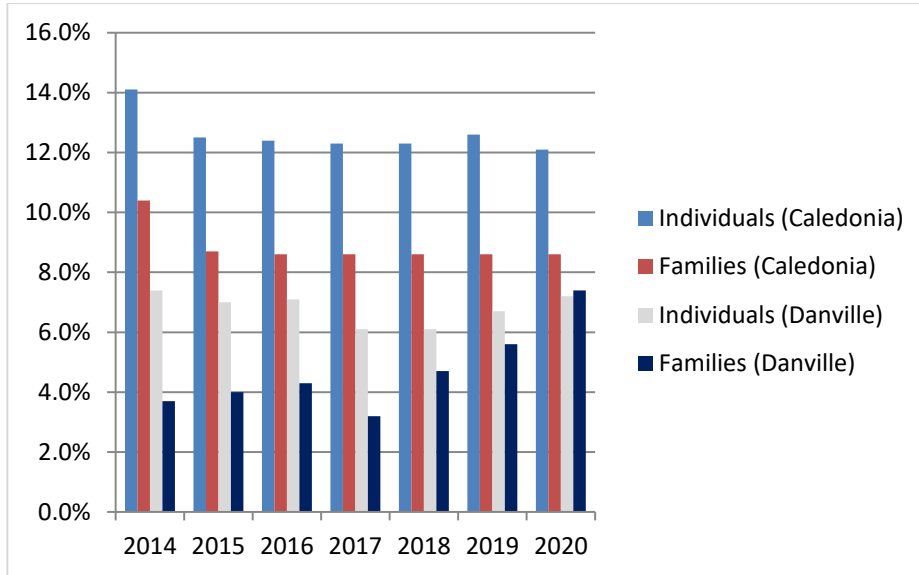


US Census Bureau, 2000, 2010, 2020 data

A diverse citizenry is paramount to the vitality of our community. Diversity lends dimension and new perspectives to the discourse that will take Danville into this new century. Assuring affordable housing for a broad cross-section of people who wish to share in our quality of life will foster socio-economic diversity.

Our community acknowledges its civic responsibility to assure that affordable housing is available to all. Affordable housing means that residents earning 80% of the county median income should pay no more than 30% of their income in total housing costs. According to the 2011-2015 American Community Survey 5-year estimate, the Caledonia County median household income is \$45,323, so affordable housing would cost no more than \$10,878 for households earning \$36,258 a year.

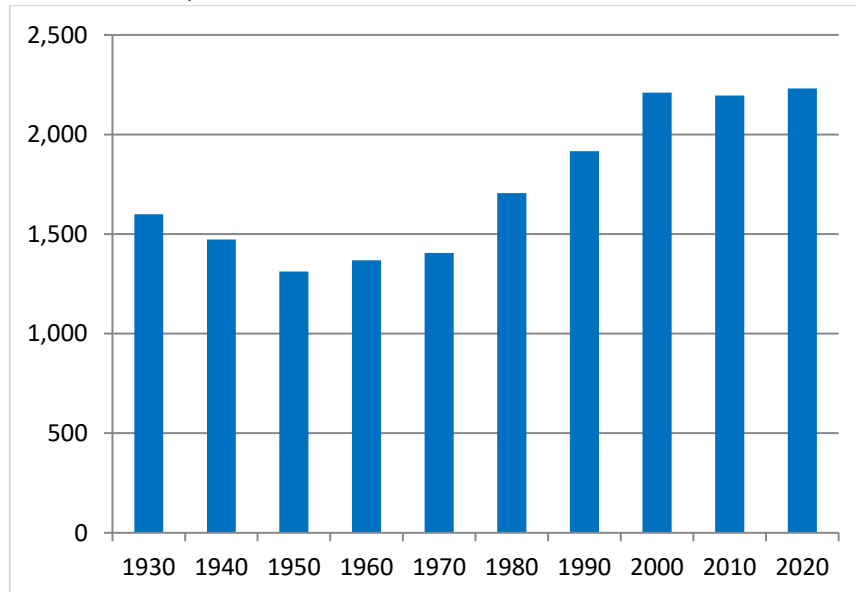
Poverty Rate, Danville and Caledonia County 2014-2020



American Community Surveys, 2020 5-year Estimates

The citizens of Danville wish to preserve those aspects of the town which kept us here or brought us here - those features of our community that will most certainly attract others. Therefore, we must plan for growth while doing our best to maintain the beauty of our landscape and the charm of our villages.

Historic Population Trend, Danville 1930-2020



US Census and 2020 ACS 5-year Estimate

Goal

Support initiatives to provide safe, affordable housing and to simultaneously preserve the rural character of our community.

Objectives

1. Foster socioeconomic diversity by encouraging a variety of reasonable housing, including houses, apartments, and accessory dwelling units, for people of all ages including homes for people just starting out, those raising families, those downsizing, and the elderly.
2. Encourage mixed use residential development in villages that is in keeping with the village character.
3. Support construction of buildings that harness renewable sources and maximize emergency efficiency as outlined in the Enhanced Energy Plan (EEP).

"We need to be attracting families who can afford starter homes and can add to the value of our area" - 2016 Community Survey response

Recommended Actions

1. Planning Commission: By 2027, consider provisions to the Zoning Bylaws that accommodate population growth in accordance with town goals (such as Planned Unit Development).

III. Jobs & Economic Development

Overview

Danville was chartered in 1786. In the early years, Danville experienced rapid growth of industry along its brooks and rivers and was the most populous town in the area. By the 1840s, Danville’s industrial edge in waterpower gave way to towns along rivers that offered better transportation of goods, but Danville continued to possess a mixed economy of light industry, farming, and trade.

The arrival of the railroad and advances in machinery allowed farmers to see better profits, and the town experienced an influx of tourists escaping from summer heat. The town survived the depressions of the 1890s and 1930s as well as two world wars. In the last part of the 20th century, it was transformed into more of a suburban community, though it still retains working farms.

Economics, Town of Danville

INCOME –2021 (inflation-adjusted dollars)	2011	2015	2020
Median Family Income	\$56,827	\$77,500	\$89,250
Mean Family Income	\$85,250	\$85,905	\$103,350
Median Household Income	\$50,987	\$58,836	\$60,104
Mean Household Income	\$77,448	\$73,707	\$85,356
OCCUPATION			
Civilian employed population 16 years and over	1,151	1,010	969
Management, business, science, and arts occupations	489	359	358
Service occupations	170	173	161
Sales and office occupations	323	212	194
Natural resources, construction, and maintenance occupations	134	174	127
Production, transportation, and material moving occupations	51	92	127

US Census Bureau, Census 2020, and American Community Survey 2021

Note: the 2011 and 2015 income numbers in the chart are inflated to 2020, thus providing a true picture of the change in purchasing power.

Danville families had a significant increase in purchasing power over the nine-year period: 8 percent average annual increase in median income from 2011 to 2015 and an annual increase of 3% from 2015 to 2020. Median income is the point where half the families’

income was below this middle level and half above (after all the incomes were arranged from the lowest to the highest) this reduces the influence of a few high incomes.

On the other hand, averaging across all the income levels creates mean income. There was little increase in mean family income from 2011 to 2015, but it grew by 3.5 percent each year from 2015 to 2020.

Household income is generally lower than family income. Family means everyone in the house is related whereas households are created when unrelated persons join to share housing.

From 2011 to 2020 there was a significant drop in employment particularly in “office jobs”. On the other hand, production, transportation and material moving occupations grew significantly. It is possible that the first year of the covid epidemic, 2020, was contributed to the reduction in the in the size of the labor force.

In recent years, a new role for Danville has emerged. The rural environment featuring scenic vistas of mountains and rolling fields, historical village settings, commercial businesses, and community spirit is proving an asset to those who live here, visit, or start a business.



Three Ponds Restaurant, January 2024

Danville values community, our unique character, and our town's history. The Town continues to identify and invest in municipal projects that will preserve historical landmarks, contribute to environmental integrity, and create a sense of place.

The repurposing and restoration of the railroad depot station in Danville will once again make it an engine of economic activity and a cultural center.

This refurbished multi-use building aligns directly with larger municipal and regional economic development and transportation planning initiatives. Its location along the Lamoille Valley Rail Trail provides a conspicuous stopping point for trail users. As envisioned the station will serve as a 'hub' for its recreation and tourism economy as well provide residents access to all its amenities. It will promote touring throughout the region and it is ideally situated to promote local goods and services as well as other noteworthy destinations along the Rail Trail.



Danville needs to be pro-active in balancing economic growth with quality of life. A comprehensive economic development plan and the regulatory framework to implement it foster a sense of community. Such a plan curtails random development that can negatively affect property values and municipal resources and permanently detract from the rural character of the Town.

Like other rural communities in Vermont, Danville strives to balance growth and development with the best possible economic, social, environmental, and public health outcomes; to retain farmland and natural landscapes, small town traditions, and rural character while still benefiting from economic development.

Selected Economic Characteristics, Town of Danville

Economic Characteristic	2011	2015	2020
Population 16 years and over	1,799	1,637	1,617
% In labor force ¹	67.1%	65.1%	59.9%
% Employed ¹	64.0%	61.7%	59.9%
% Unemployed ¹	3.2%	4.6%	0.0%
% Armed Forces ¹	0%	0.3%	0.0%
0.0%% Not in labor force¹	32.9%	38.0%	40.1%
% Drive alone to work ²	72.0%	77.0%	80.0%
% Carpool to work ²	11.0%	7.0%	6.0%
% Took public transportation to work ²	1.0%	1.0%	0.0%
% Walked to work ²	8.0%	1.0%	3.0%
% Work at home ²	7.9%	14%	11.0%
% Mean travel time to work, minutes²	24.7	22.5	26.3
% Agriculture, Forestry, Fishing & Hunting, Mining ²	5.0%	4.0%	7.0%
% Construction ²	8.0%	8.0%	5.0%
% Manufacturing ²	6.0%	8.0%	9.0%
% Wholesale trade ²	2.0%	1.0%	1.0%
% Retail trade ²	11.1%	13.0%	14.0%
% Transportation and warehousing, and utilities ²	5.0%	5.0%	8.0%
% Information ²	2.0%	3.0%	1.0%
% Finance and insurance, and real estate and rental and leasing ²	5.0%	6.0%	3.0%
% Professional, scientific, and management, and administrative and waste management services ²	12.0%	12.0%	10.0%
% Educational services, and health care and social assistance²	34.0%	27.0%	23.0%
% Arts, entertainment, and recreation, and accommodation and food services ²	3.0%	3.0%	8.0%
% Other services, except public administration ²	4.0%	5.0%	7.0%
% Public administration ²	3.0%	4.0%	4.0%

American Community Survey and US Census Data

¹Population 16 years and over

²Civilian Workers 16 years and over

There has been significant growth in the number of residents not in the labor force. Traditionally labor force participation is age related. Danville's population is "graying" at a faster rate than are new workers coming online.

Most Danville residents work outside of the town. Job creation relies heavily on regional, state and federal initiatives or the entrepreneurial spirit and investments of individuals with little or no local support. An economic plan and regulatory framework are necessary to make Danville an attractive location for businesses.

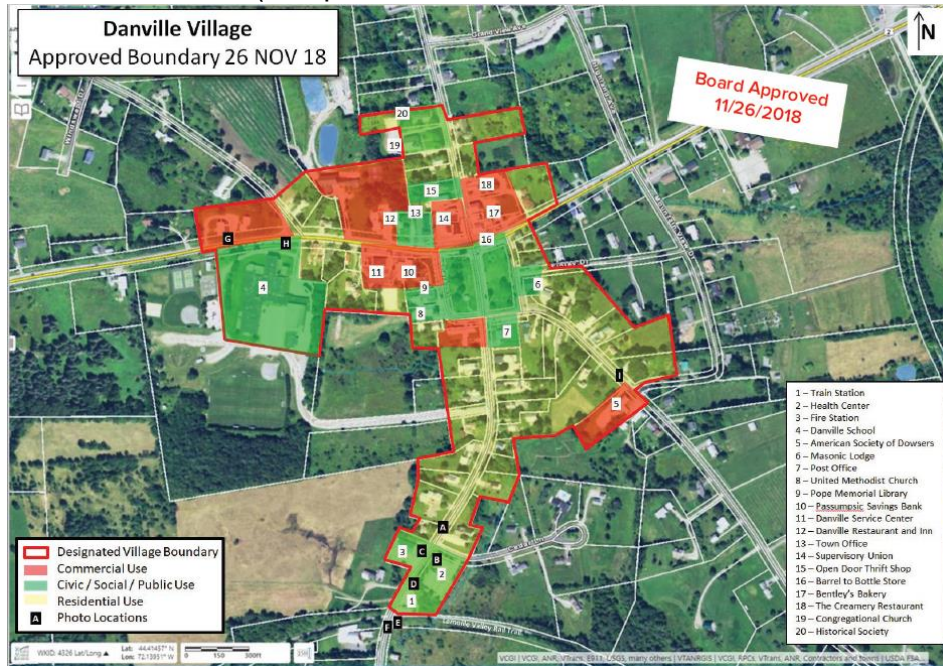
Today, the major employers in town are the school, the Town, small retail and service companies - many focused on hospitality and tourism - and many small entrepreneurial and home based businesses. There is a local need to promote the benefits of Danville as a place to locate or expand business and provide quality jobs for its residents.

Current zoning bylaws (adopted 2019) outline eight districts within the town: Village Core, Historical Neighborhoods, Village Residential, Route 2, Medium Density Residential (MDR) I, MDR II, Low Density Residential, and Conservation. Permitted uses, conditional uses, area and dimensional requirements, parking requirements, loading and service areas are specifically defined for each district. The bylaws stipulate that no land development may commence without a zoning permit issued by the Zoning Administrative officer.

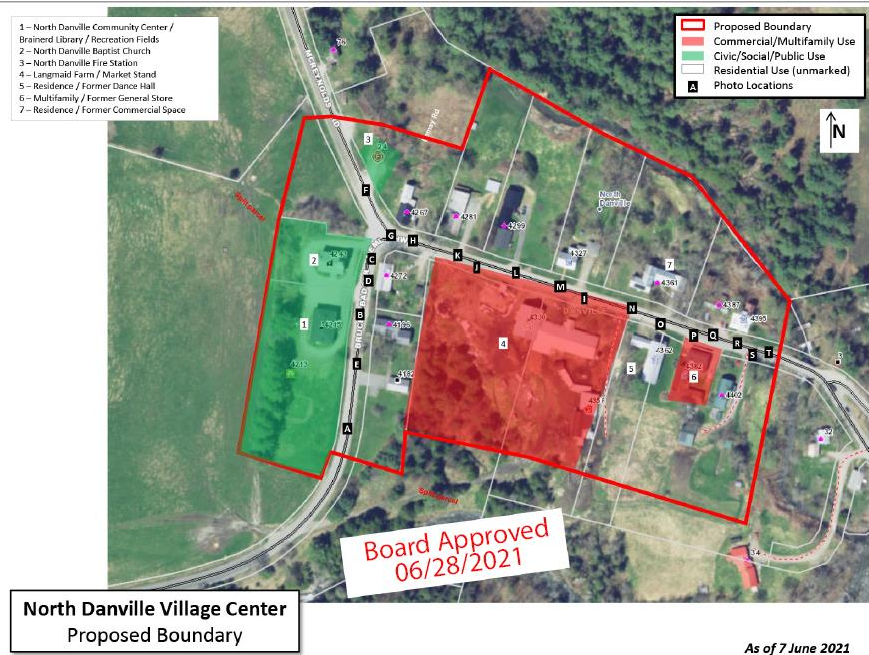
Danville received designation as a "Village Center". Vermont law defines a village center as "the core of a traditional settlement, typically comprised of a cohesive mix of residential, civic, religious, commercial, and mixed use buildings, arranged along a main street and intersecting streets that are within walking distance for residents who live within and surrounding the core." Village Center designation supports local revitalization and comes with several opportunities for tax credits and priority status for grants. The designation is intended to promote a vibrant mix of uses in the heart of Danville Village(s).

Graphics: Village Center Designations

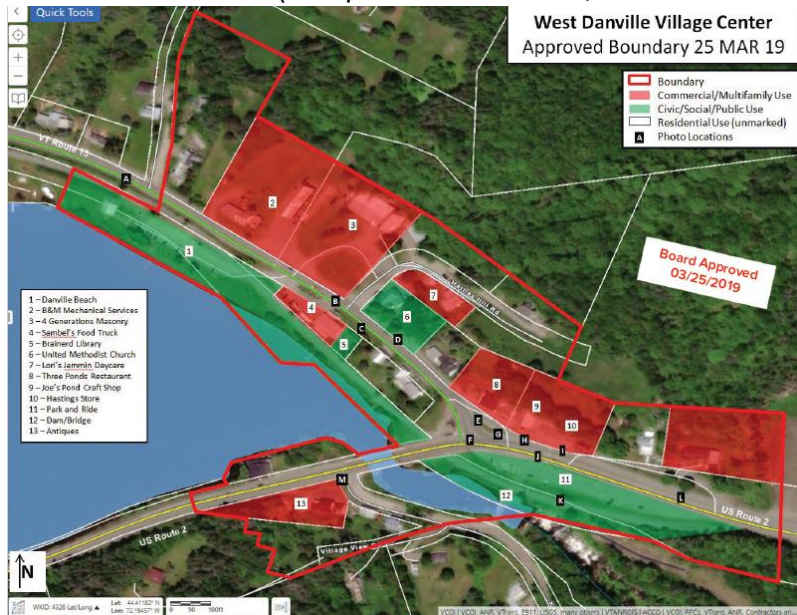
Village Center – Danville (inception November 2005, next renewal November 2026)



Village Center – North Danville (inception June 2021, next renewal June 2029)



Village Center – West Danville (inception March 2019, next renewal March 2027)



Goal

To promote a diverse economic climate that encourages job growth while having a low impact on the Town's infrastructure and rural character.

"We need more growth within the community and surrounding areas for employment." - 2016

Objectives

1. Attract and encourage small to mid-size businesses, while supporting existing businesses, which are compatible with the rural character of the Town.
2. Support the deployment of high-speed broadband and responsible wireless mobile coverage as necessary for small to mid-size and home based businesses.
3. Support agricultural enterprises and businesses, including new food retailers and local food producers and distributors.
4. Encourage the preservation and continued use of agricultural and forestry land through zoning, economic incentives, and tax relief.
5. Capitalize on existing recreational resources e.g. the Lamoille Valley Rail Trail and Joe's Pond, by supporting businesses providing services to local and tourist users.
6. Limit commercial development at the gateways to the village area to manage traffic.

7. Follow Smart Growth Principles in economic development:
 - a. *Support the rural landscape* by creating an economic climate that enhances the viability of working lands and conserves natural lands.
 - b. *Help existing places thrive* by taking care of assets and investments such as existing infrastructure, and places that the community values; and
 - c. *Create great new places* by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave.

**"if the taxes
keep rising it
[will] drive
folks out of the
town" - 2016
Community
Survey
response**

Recommended Actions

1. Planning Commission: Continue to review and revise zoning bylaws that apply to the village centers, including identifying areas of the Town most suited to business development that do not adversely impact residential neighborhoods, sensitive areas and the rural character of the Town.
2. Selectboard: continue to support and promote the Danville Green as a location for commerce (Farmers Market, Danville Fair, Autumn on the Green) where possible without creating significant adverse effects.
3. Selectboard: By 2027, complete project to correct Danville Village drainage issues, improve sidewalks, and improve municipal parking lot west of Town Office.
4. Planning Commission: renew Danville's Village Center designation with the Agency of Commerce and Community Development (ACCD), or decide to let it lapse, by November 2027.
5. Planning Commission: renew West Danville's Village Center designation with the Agency of Commerce and Community Development (ACCD), or decide to let it lapse, by March 2027.
6. Planning Commission: renew North Danville's Village Center designation with the Agency of Commerce and Community Development (ACCD), or decide to let it lapse, by June 2029.

IV. Community Resources

A. Facilities & Services

Overview

The town of Danville requires and depends on a variety of public, volunteer and private services for safety, utilities, access (roads), town management, etc. The citizens of Danville have a responsibility and an interest in assuring that the required services and facilities are available as needed and will continue to be available. Additionally, the citizens of Danville have a responsibility and an interest that future needs in the area of services and facilities will be met.

Quilting classes and Autumn on the Green are just a few of the activities offered in the Town.



Historic Photo of the Village Green

Inventory

Municipal Buildings:

- Fire Station (296 Peacham Rd)
- North Danville Fire Station (24 McReynolds Rd)
- North Danville School (4215 Bruce Badger Memorial Hwy)
- North Danville Tool Shed (3 Stanton Rd)
- Railroad Station (347 Peacham Rd)
- Rescue Squad Building (379 Brainerd St)
- Town Garages, Sheds, and Recycle Center (446-448 Peacham Rd)
- Town Hall (36 US Route 2 W)
- Wastewater Treatment Plant (406 US Route 2 E)



Danville Town Hall and Offices

Land:

- Danville Cemeteries:
 - Pettengill (630 Excelsior Farm Rd)
 - Swett (763 Swett Rd)
 - Pumpkin Hill (327 Pumpkin Hill Rd)
 - Danville Center (1329 Route 2 E)
 - Pope (991 McDowell Rd)
 - Stanton (2134 McDowell Rd)
 - Bennett (2135 N Church Rd)
 - Ward (3619 Tampico Rd)
 - Drew Kelsey (1719 Tampico Rd)
 - Little Drew (1714 Tampico Rd)
 - Massey (322 Stanton Rd)
- Forgotten Village and Covered Bridge (1898 Greenbanks Hollow Rd)
- Hill Street Park (200 Hill St)
- Joes Pond Beach (141 VT Route 15)
- Land for Railroad (North Danville, 4189 Bruce Badger Mem Hwy)
- Otis Bricket Park (2767 US Route 2 W)
- Town Farm / Town Forest (Trestle Rd, 403 TH 62)
- Town Pound Lot
- Village Green (64 Park St)
- Wood Dump / Town Forest (1280 Bruce Badger Memorial Hwy)



Village Green & Gazebo

Significant Non-Municipal Facilities and Resources:

- Danville School (148 Peacham Rd)
- Danville Fire District #1 Water System (672 Kittredge Rd)
- Joes Brook Hydroelectric Dam (3742 Keiser Pond Rd)
- Lamoille Valley Rail Trail (LVRT)

Goal

To provide, maintain and improve adequate facilities and services for the community.

Objectives

1. Ensure that services provided by the town of Danville are well managed and town facilities are properly maintained and continue to be available to the citizens.
2. Ensure that services and utilities provided by groups and organizations other than the Town are properly maintained and continue to be available to the citizens.
3. Support the volunteer organizations that provide essential services that are vital to the life and safety of the community.

Recommended Actions

1. Selectboard: by March 2025, develop a Capital Improvement Plan that provides for the long-term funding of maintenance and replacement of Town facilities, lands, and equipment. Thereafter annually update and budget for the Capital Improvement Plan to ensure the Town’s facilities, lands, and services support its needs in perpetuity without financial crises.
2. Fire Chief and Selectboard: By March 2025, determine whether the fire station should be renovated or a new station built, and create a funding plan for that course of action.



Danville Medical Center!



Town Garage and Shed

B. Emergency Services

Overview

Emergency Services consist of five disciplines: Fire and Rescue Services, Law Enforcement, Emergency Medical Services (EMS), Emergency Management, and Public Works. Emergency Management is a town-wide function that the Selectboard manages and Public Works generally falls under the purview of the town Highway Department.

Fire and Rescue Services: Danville's volunteer Fire Department, with the main station in the village on Peacham Road, has been in place for more than 100 years. The department has a total of 4 fire trucks, one stationed in North Danville, one rescue vehicle, and one UTV Remote Rescue Vehicle. Danville has mutual aid agreements with surrounding towns to support each other in responding to emergencies anywhere in the area.

Law Enforcement: The Vermont State Police in St. Johnsbury serve as law enforcement for all residents in Danville. The town contracts for limited traffic enforcement with the Caledonia County Sheriff's Department (CCSD).

Emergency Medical Services (EMS): Danville contracts with CALEX Ambulance Service, based in St. Johnsbury, for EMS. The Town loans the former Danville Rescue Squad building on Brainerd St to CALEX, which operates it as the CALEX West station. Danville Rescue Squad was a volunteer nonprofit rescue organization that served the town from 1968 until 2018, when it ceased operations.

Goal

Provide emergency services that protect the people and property of and in the Town of Danville as effectively and efficiently as possible.

Objectives

1. Provide timely and effective response to all emergencies.
2. Maintain the equipment, facilities, and training for the volunteer Fire Department to provide fire and rescue services to Danville, and surrounding towns through mutual aid, as needed.



Danville Fire Station

Recommended Actions

1. Fire Chief: update plan for maintenance of all emergency service equipment and submit financial requirements to Selectboard annually.
2. Selectboard: include funds for maintenance of Fire Department equipment and facilities in annual Town budget; provide guidance for Fire Chief if budget does not meet requirements.
3. Fire Chief: participate in regionalization discussions with other area fire departments to determine feasibility of maintaining standalone town fire department in the long term.

C. Education

Overview

The Danville School District belongs to the Caledonia Central Supervisory Union. Children in grades Pre K-12 attend the Danville School, which offers elementary, middle, and high school instruction to all students within the regular

To Thaddeus Stevens “education was the best means afforded to humanity to obtain equal opportunity in life.” - Thomas F. Woodley

classroom setting. The Danville community places a high value on education and has high expectations for school programs and student achievement. This is evidenced by the Town’s annual support of school budgets, and by a high level of parent involvement in the school. During the 2023-2024 school year, the Danville School served roughly 340 pre-school-to-12 students. The school develops a strategic plan every 5 years and each year when they draft the budget they have to match the plan. The challenge, as always, is how to provide a high-quality educational experience that remains affordable to the taxpayers.

The Danville School also provides community uses, such as town meeting day and supervised community recreational events. The school is welcoming to the community and is lucky to have an active parent-teacher organization, alumni and boosters group.

Educational issues and concerns are not limited to the Pre-school-12 years. For example, access to affordable, high-quality day care for young children is a continuing concern for both single- and two-parent families. Given the need for childcare in today’s society, the Town tries to ensure that its policies and bylaws encourage, rather than impede, provision of these services. It is important that these facilities are integrated appropriately into residential neighborhoods, especially with regard to traffic, parking, noise, and other potential impacts.

“I would like my children to live here with a decent job.” - Danville resident.
Town of Danville 2003
Landowners Survey

The Danville school can establish a partnership between the public and private sectors to identify residents’ needs and explore opportunities for new programming and utilizing interactive resources of the school. An example of where other towns developing such partnerships is through the continuing education program called the Academy for Lifelong Learning.



Danville School

Education levels, by percentage of population over age 25

Less than High School Graduate	5
High School Graduate (includes equivalency)	27
Some college or Associates Degree	26
Bachelor's Degree	24
Graduate or Professional Degree	19

2020 ACS 5-year Estimate

Goal

To provide high quality, broad-based educational services for the people of the community through the public school system and promotion of other public and private educational programs.

Objectives

1. Encourage a quality school system for both present and future residents that is essential to the quality of life, and provides the Town with a community focus and sense of pride.
2. Continue the shared use of school to maximize use by community members providing the community with a sense of ownership and appreciation of this resource.
3. Encourage participation in the governance and support of the school and facilities by the community.
4. Support use of town lands for broad based educational experiences.
5. Ensure rapid development will not inflict undue impacts and hardships upon the ability of the town to provide quality educational services.
6. Promote access to educational and vocational training opportunities.
7. Support the establishment of childcare (after school) facilities integrated appropriately into surrounding neighborhoods.

“In New England free schools plant the seeds and the desire of knowledge in every mind, without regard to wealth of the parent, or the texture of the pupil’s garment.” - Thaddeus Stevens (Vermonter born in Danville)

Recommended Actions

1. Selectboard: ensure that sidewalk and infrastructure work in the village center supports safe and convenient pedestrian access.
2. Selectboard: by 2025 coordinate proposed changes to Town Meeting with the school board to attempt to increase voter engagement.

D. Health, Recreation, and Wellness

Overview

Health is an important consideration that must not be overlooked during the planning process. Policies that guide future development decisions must be cognizant of the link that community design plays in the health of the people, the land and the environment. Planning for health requires an intentional and deliberate shift in thinking to one that promotes active living and healthy eating, sense of place, interaction among neighbors and connection to nature. This can be achieved by planning for public gathering places such as parks and community gardens, building infrastructure that allows for safe walking and biking and increasing access to healthy foods by providing support to our local farmers and producers. This includes helping them to connect to new markets such as schools, businesses and hospitals.

The role that Town Plans play in promoting health is only one piece of the health puzzle, but an important one. Healthy community design can over time positively impact our residents' health and well-being by facilitating healthy behavior patterns that help to prevent many of the leading chronic diseases and health challenges facing our population today. Local agriculture and outdoor recreation are defining characteristics of Northern Vermont living that are valued by Danville residents and together they contribute to our overall health. To keep in this tradition, the Town should continue to facilitate the creation and maintenance of recreational possibilities as well as foster the connection to local farms and food as part of an effort to keep and enhance the quality of life in Danville. A strong recreation and local foods base can also be an opportunity for local commerce as tourism is a key business in Northern Vermont.



Joe's Pond Beach

Goal

To plan for and build a community with health and wellness at its core maintaining and increasing access to outdoor recreational opportunities and healthy local foods.

A town plan is important for the good of all. Only thinking ahead can preserve the best of what we have. - Danville resident, Town of Danville 2003 Landowners Survey

Objectives

1. Maintain, enhance and expand, where appropriate, existing public recreational facilities.
2. Encourage low impact outdoor activities such as hunting, fishing, skiing, snowshoeing and hiking on both private and public lands/waters.
3. Encourage development of private, low impact recreational enterprises, and recreation opportunities on private lands.
4. Protect Joes Pond town beach access and water quality.
5. Increase access to healthy, local foods.

Recommended Actions

1. Selectboard: support the development of amenities for and promotion of the Lamoille Valley Trail to maintain and improve it as an important recreational and economic asset.
2. Selectboard: support the North Danville Community Club in maintaining the North Danville Community Center (school and library) and playground.
3. Selectboard: by March 2025, determine whether or not to accept Forgotten Village as a town property; if so, create and implement a maintenance plan for the area.
4. Selectboard: by 2025 decide whether to create a Recreation Committee with the mission of developing new recreation activities and facilities and managing the existing ones.
5. Recreation Committee (or Planning Commission): by 2026 develop and distribute a comprehensive map delineating local food and recreational opportunities throughout the town. Include trails, local farms, farmers' market, farm stand locations, suitability for types of activity, parks and playgrounds, public access areas and any private commercial recreational enterprises.

E. Solid Waste

Overview

In 1991 Danville joined the Northeast Kingdom Solid Waste District that serves its member towns by providing the planning, hazardous waste collection, education, State compliance reporting, facility certification application, grant application, recycling material possessing, and other activities which would otherwise have to be carried out by each individual town.

The Town of Danville, for its part, operates a recycling center (now a paid position) in the former train station, and operates at least two bulky and categorical waste days each year. During summer months the Town operates a stump dump for yard waste limited to Danville residents. Danville School and one business also participate in the community recycling effort and food waste composting effort.

Goal

To minimize the impact of solid waste on the citizens and businesses of Danville and to conserve the natural resources of the planet.

Objectives

1. Encourage the citizens and businesses of Danville to minimize the production of municipal solid waste, hazardous and other wastes.
2. Make available for reuse unwanted or unneeded items; and through recycling and composting to further reduce the disposal of wastes.



Danville Recycling Center



Recycling Center Interior and Staff

Recommended Actions

1. Selectboard: continue to operate, maintain, and improve the recycling / reusable operation at the new recycling center.
2. Selectboard: continue to promote a local or regionalized system for composting commercial, private and school food wastes generated in the town.
3. Selectboard: By 2024, establish a centralized plan for Green Up Day activities to deconflict who is cleaning up which areas to ensure volunteers clearly understand the extent of the areas they are responsible for and eliminate redundancies and gaps.
4. Danville Ad Hoc Energy Committee: when possible, launch a public education campaign highlighting: value and return on collection of food scraps; how scraps are processed; key pointers on recycling and its impact; and ways to reduce and reuse and repair before recycling.

F. Wastewater

Overview

The Town of Danville undertook a major project for the collection and treatment of sewerage in Danville Village. The old “Creamery Sewer System” was totally replaced and additional residents with failed private septic systems were also connected to this new system. A double aerated lagoon was constructed next to Water Andric, to which the treated effluent is discharged. Recent improvements in the treatment system have helped retain the high quality of the effluent. However, due to the small watershed of the Water Andric above the discharge point, the amount of the treated effluent which may be discharged is particularly limited at times of low flow.

The Agency of Natural Resources (ANR) Department of Environmental Conservation (DEC) has established the maximum capacity for the wastewater treatment plant. They continually monitor the discharge flow and treatment level of the effluent to ensure proper operation of the plant. Based on the flow and capacity of the plant they have established an unused capacity that limits the future connections to the system.

Goal

Provide and maintain a sanitary solution to sewage disposal, not only in the village area but in all areas of the town.

Objectives

1. Maintain the waste treatment plant, pumping station and sewer system in good operating condition, to retain a high level of treatment of all waste.
2. Provide for potential expansion of this system to support growth of the village area.
3. Ensure all private septic systems meet state standards and are fully operational.

Recommended Actions

1. Selectboard: continue to maintain and as needed improve the sewage treatment plant and access/usage requirements to maintain a very high-quality effluent.
2. Selectboard: by 2027, consider expanding sewer lines to support possible future areas of housing development.

G. Water Systems

Overview

In 1898 Danville Fire District No. 1 was formed with the purchase of a watershed and construction of a spring and open reservoir supply system with a pipeline to Danville Village to supply water and fire protection to its residents. In 1999, a high yield rock well,

enclosed reservoir, and a new pipeline to the village service area was constructed. In 2010, the water lines and hydrants north of route 2 were replaced. In 2011-2012, in conjunction with the Route 2 project, new lines and fire hydrants were installed around the park and the along entire length of the Route 2 project, extending the system to Marty's First Stop. These 3 projects have significantly improved the quantity, quality, and reliability of the water supply and provide capacity for future growth.

The Prudential Committee of the Fire District has set a goal of replacing the distribution lines and hydrants on the Peacham Road and Brainerd Street. An engineering firm is currently under contract to design this project and we plan to complete the construction if and when funds become available.

Goal

Provide sufficient and reliable high quality water supply for drinking and sufficient water for fighting fires.

Objectives

1. Maintain the new portions of the water system and upgrade the remainder of the system.
2. Continue to work on a high quality backup supply.
3. Identify potential funding from federal, state, and local sources to assist in carrying out needed improvements.

Recommended Actions

1. Selectboard: by 2027, coordinate with the Fire District prudential committee to decide whether the Town should assume ownership and management of the system.

H. Communications

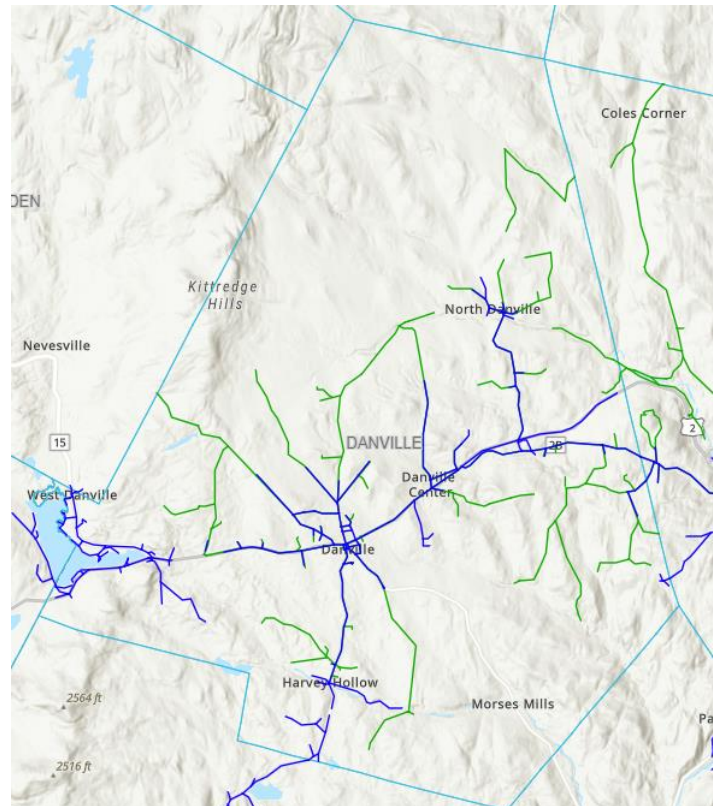
Overview

The town of Danville supports telecommunications access and recognizes the significance of this technology for Danville citizens. Cable, fiber, and wireless telephone and internet services play a fundamental role in providing employment opportunities, economic development, and a wide array of additional services and benefits. Those can also attract new residents and families, all of which will be beneficial to the community, economy, and school.

Much like Vermont as a whole, as a relatively sparsely populated, rural, and mountainous town Danville has long had large areas with limited or non-existent mobile phone and broadband Internet access. While leaders have projected universal broadband access since 2011, the reality has always proven elusive. However, one silver lining of the COVID-

19 pandemic was the national spotlight on the importance of high-speed Internet access, and that spotlight included funding for fiber installations that significantly expanded real broadband access in town (while still leaving some areas without).

High speed broadband Internet services are currently rolling out in the town of Danville. In 2022 and 2023, many areas of Danville have received these services via state of the art fiber optic cable. Broadband expansion will continue to bring comprehensive coverage. The town's access to quality, reliable communications services are greatly improving due to this project.



VT Department of Public Service
[Interactive Broadband Map](#)

Telephone and internet services are also offered by wireless providers and many residents are taking advantage of these technologies for their homes and businesses. Many Danville residents still use traditional landlines but these play a diminishing role as numbers are decreasing. An increasing number of people are relying on mobile phones as their primary telephone service.

While telecommunication infrastructure and services can provide a public benefit and serve the public good, the proliferation and siting of telecommunication facilities require full consideration of their potential adverse effects on additional public values to:

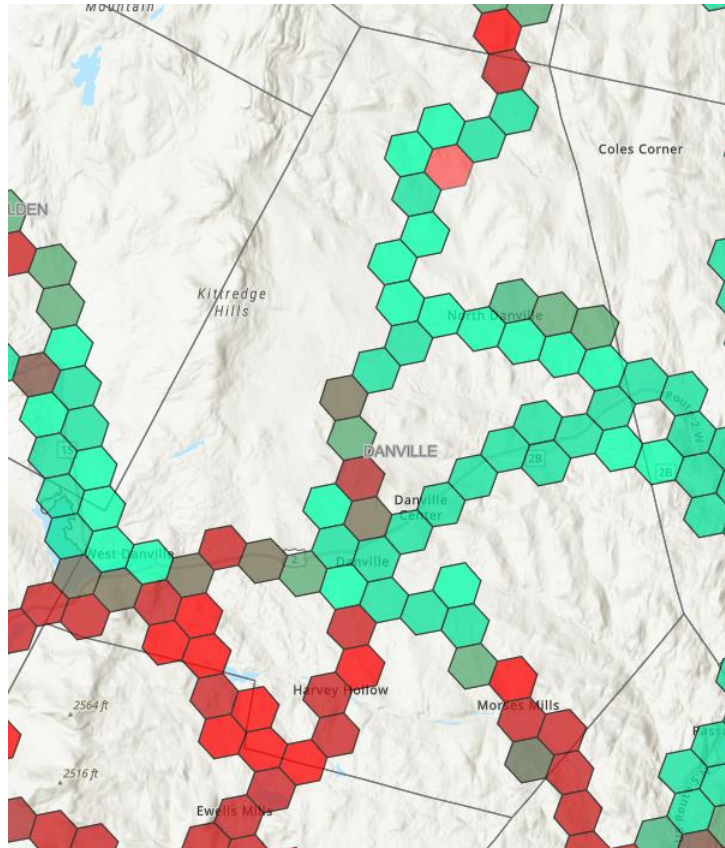
- Preserve the character and appearance of the town
- Protect and preserve the aesthetic, scenic, cultural, historic, environmental, agricultural, visual and natural resources of the town including its rural and rural residential landscapes and open space and views on both public and private land
- Ensure the safety, health, and welfare of residents, visitors, and the environment including watersheds, ecosystems, wetlands, wildlife habitats and ecological and biological diversity
- Maintain property values within the town

When considering telecommunications projects, using existing structures or upgrading and expanding existing communications facilities and towers should be prioritized over new infrastructure or siting. Areas not considered suitable for new cell towers include:

- Village centers
- Scenic public views and ridgelines
- Sensitive natural environments
- Schools

Goal

Support the provisioning and expansion of affordable broadband Internet access throughout the town without compromising other Town values.



VT Department of Public Service
[2022 Mobile Wireless Drive Test](#)

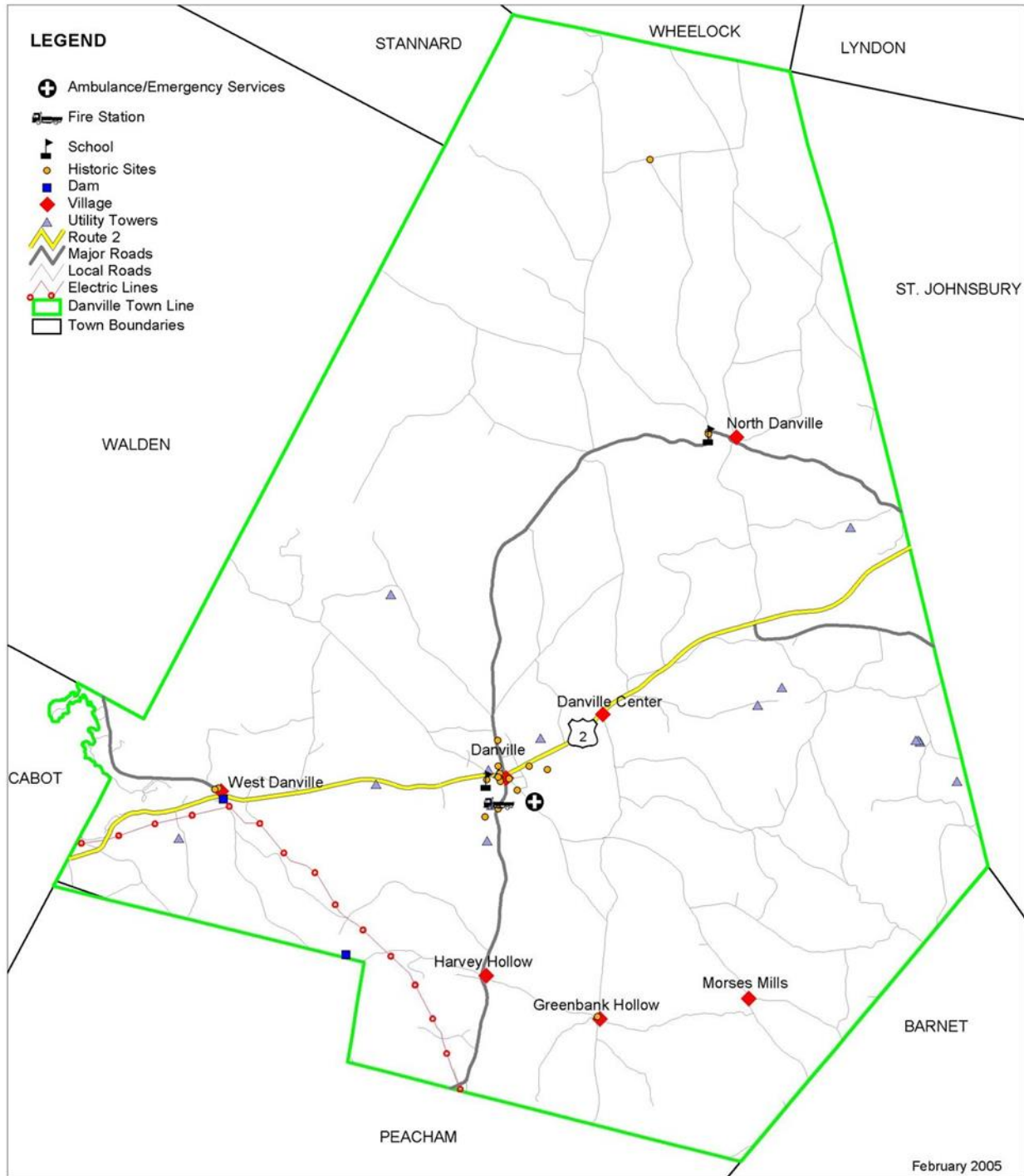
Objectives

1. Support expansion of wireless mobile phone and data access where possible without creating significant adverse impacts to viewsheds and the environment.
2. Support expansion and/or enhancement of physical high-speed Internet access connections where possible without creating significant adverse impacts to the environment.
3. Preserve the character and appearance of the Town of Danville while allowing adequate telecommunications services to be developed.
4. Promote the siting of telecommunications facilities, towers, and/or antennae in a manner which promotes the general safety, health, welfare and quality of life of the residents and visitors.

Recommended Actions

1. Selectboard: continue to participate in and support the NEK Broadband Communications Union District (CUD) as it builds and maintains communications infrastructure with other communities in the region.
2. Planning Commission: By 2027, consider adding provisions to the Zoning Bylaws that regulate wireless telecommunications facilities, or recommending that the Selectboard adopt an ordinance for the same.

Map: Utilities and Facilities



TOWN OF DANVILLE

Utilities and Facilities

DRAFT



Basemap data from VCGI and NVDA. All locations are approximate. Data is only as accurate as the original source. LandWorks does not guarantee the accuracy of this data.



V. Land Use & Development

Overview

Danville is located in the geographic region known as the Piedmont that encompasses rolling hills and valleys between the Green Mountain and White Mountain ranges. The topography was conducive to agriculture and as a result, Danville evolved into a rural community reliant on a working landscape that featured farming, forestry and other rural related industries. Today, many of the original farms have gone out of business and a significant amount of land has either reverted back to forest or has been sold off and subdivided for residential and second home development.



Danville cherishes its rural landscape and pastoral views

If we truly wish to preserve our rural village centers, slow down developmental sprawl and subsequent carving up of our contiguous forests and agricultural lands, then we need to reflect back and understand what shaped the Town of Danville that we cherish and want to preserve. As townspeople and landowners, we must be willing to subordinate unfettered

freedom to do what we want with our ownerships and instead envision methods to steer land use towards what is beneficial to this greater vision. This is all the more important as development right easement sales are rare in Danville, especially relative to what exists in the state as a whole. There is currently only one commercial farm in town that is conserved. We must pursue zoning options that do not reflect the typical post World War II concepts of symmetrical lots and generous set back requirements reflected in our neighborhoods along Highland Avenue and Mountain View Drive.



Webster Century Farm



Langmaid Century Farm

Danville is fortunate to have magnificent pastoral scenery with long-range vistas and unspoiled ridgelines; however, this is also the Town's challenge as more people migrate to the area creating a demand for land development.

Results from the "2003 Danville Landowners Survey" overwhelmingly reflected the desire and support to preserve the Town's rural character and limit developmental sprawl. A major concern is the commercial development of US Route 2 and the continued subdivision of larger tracts of land.

"Don't try to control what people do on their own land. If it doesn't bother immediate neighbors the town should stay out of it." - 2016 Community Survey response

On December 3rd, 2009, Project 1 (Village District Updates) was completed and incorporated into the zoning bylaws. Later updates through 2022 refined the standards. The revisions created four new zoning districts for Danville Village and the immediate surrounding area. From the center out, the districts included:

- A village core district surrounding the Green, where a vibrant mix of homes, businesses, and civic uses are encouraged
- A historic residential district along Peacham, Hill, and Brainerd streets whose purpose is to promote historically compatible infill close to the village core
- A commercial district that extends east and west a short distance from the village along Route 2, with the goal of encouraging compact, walkable commercial development
- A new residential district that surrounds the other districts, providing flexible opportunities for building new neighborhoods that follow the traditional village pattern of smaller lots on an interconnected network of quiet streets



Danville's classic village center

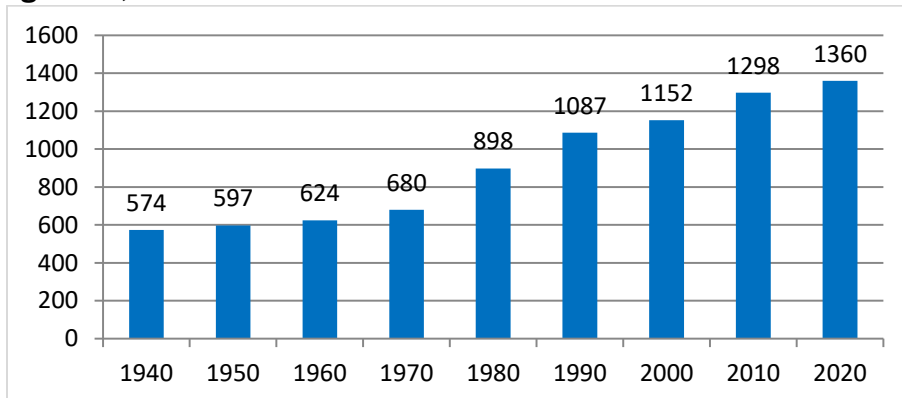


North Danville Village

The way our food is produced and distributed through the food system can have tremendous impacts on the environment, our health and our communities. A collaborative approach to strengthening our regional and local food systems can be found in Vermont’s Farm to Plate Initiative which aims to “strengthen the working landscape, improve the profitability of farms and food enterprises, maintain environmental resilience and increase local food access”. Local land use regulations can emulate these efforts and contribute further to the goals of agricultural viability and sustainability, farmland preservation, improved access to healthy nutritious foods and a strong local economy by fostering the success of diversified on- farm businesses such as classes, tastings and value-added food processing facilities for example. Local policy can also support enhanced access of healthy local foods for our schools and other institutions and promote the use of public land for markets and community gardens. The Northeast Kingdom Food Systems Plan, updated in 2016, provides a comparative analysis of agricultural products in the region as part of a larger assessment of our regional food system; identifying potential markets for local products as well as additional resources and development strategies that include addressing food justice issues, infrastructure investments and increasing local food production.

"I had the fortune to grow up in a rural farming community and I hope my grandchildren have the same option." - 2016 Community Survey Response

Total Housing Units, Danville 1940-2020



2020 ACS 5-year Estimate

Natural Resources, Town of Danville

Area of Land, Sq. Miles, 2000	60.88
Area of Water, Sq. Miles, 2000	0.28
Percentage Developed Land	9.43%
Percentage Open/Agricultural Land	3.76%
Percentage Forested Land	86.4%
Percentage Open Water	0.44%
Percentage Private & Public Conserved Lands, 1999	2.9%
Total Private & Public Conserved Lands, Acres, 2015	1,141
Federal Administered Conserved Lands, Acres, 1999	0
State Administered Conserved Lands, Acres, 2015	298
Change in Forest Land to Developed Land, Acres, 1970-90	170.6
Change in Forest Land to Non-Forested Land, Acres, 1970-1990	114.3
Change in Non-Forested Land to Developed Land, Acres, 1970-1990	13.1

Various sources including Vermont Indicators Online and NVDA

Property Tax and Grand List, Town of Danville, 2010, 2015, and 2020

Property Tax Information	2010	2015	2020
Municipal Tax Rate	0.4457	0.4801	0.5675
School Tax Rate, Homestead	1.2281	1.4244	1.6103
Total estimated effective Tax Rate, Homestead	1.6738	1.9045	2.1778
School Tax Rate, Non-Residential	1.4239	1.4753	1.6180
Total estimated effective Tax Rate, Non-Residential	1.8696	1.9554	2.1855
Grand List, Municipal	\$2,813,315.66	\$2,905,105.86	\$2,987,990.24
Grand List, Homestead	\$1,580,804.37	\$1,587,015.00	\$1,351,868.02
Grand List, Non-Residential	\$1,241,466.44	\$1,329,199.93	\$1,639,763.00

Town of Danville Town Reports – 2010, 2015, 2020

Goal

To maintain and enhance the town’s rural and agricultural character, beautiful environment, and strong sense of community while providing appropriate locations for residential, commercial and light industrial development. All efforts should be undertaken with the recognition that the vibrancy and resiliency of the Town and the community are wedded to its agricultural landscape and historic patterns of land use.

Objectives

1. Maintain commercial and light industrial development areas that do not impact the rural character of the Town and residential areas with lot sizes and sub-division requirements that meet resident needs while complying with planning criteria that supports the preservation of rural characteristics.
2. Manage the scale of development so as not to exceed town resources and infrastructure. Support traditional village center growth and discourage developmental sprawl.
3. Establish agricultural overlay districts in commercially farmed areas of town with zoning bylaws designed to help preserve that continued viability to promote economic and environmental sustainability of local and regional agriculture and food production.



Danville’s traditional village center

Recommended Actions

1. Planning Commission, Selectboard: by 2025, review and update the Zoning Bylaw to accommodate new State laws and initiatives to increase housing availability.
2. Planning Commission, Selectboard: by 2027, review and update the Zoning Bylaw to ensure permitted and conditional uses are appropriate to residential areas.

“Planning consists of a careful balancing of community protection versus individual freedoms.” - Danville Resident, Town of Danville 2003 Landowners Survey

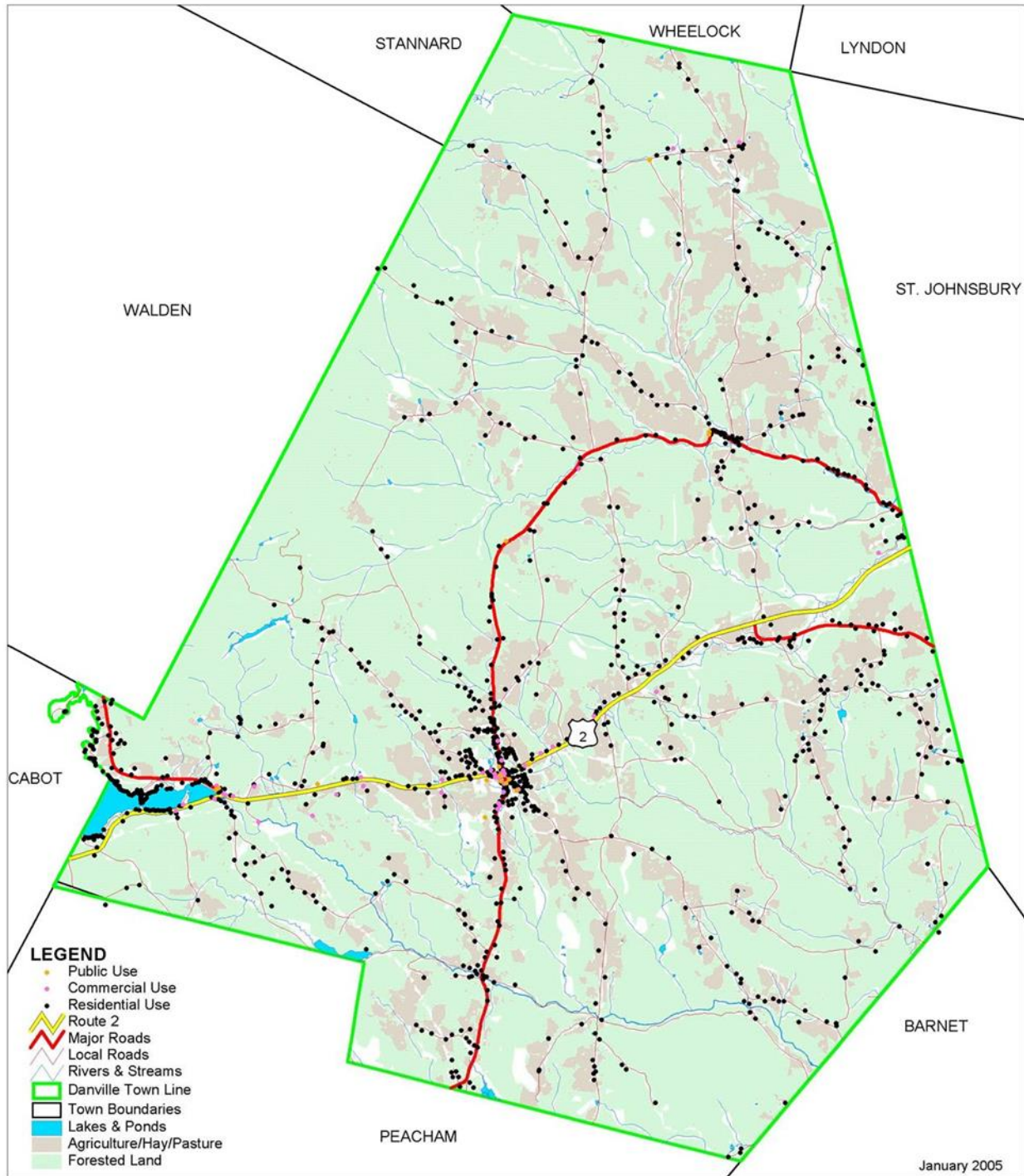
3. Planning Commission: by 2027 consider establishing an agriculture overlay district in the Zoning Bylaw with the objective of reducing fragmentation of the resource and retaining the natural size and borders of fields.
4. Planning Commission: by 2027 consider obtaining a grant to do a Land Use Evaluation Site Assessment (LESA) to inform the zoning process. This is an objective way of establishing the value to the town of any parcel of open land using subjective criteria developed during the assessment.

"We should all remember what we find important may not be important to another but [is] no less important." - 2016 Community Survey response



Commercial and Light Industrial Development - Calkins Excavating and Larrabees Building Supply

Map: Land Use



TOWN OF DANVILLE

Land Use

DRAFT



Basemap data from VCGI and NVDA. All locations are approximate. Data is only as accurate as the original source. LandWorks does not guarantee the accuracy of this data.



1 0 1 2 Miles

VI. Natural Heritage

Overview

"The community of Danville is absolutely special with a wonderful mix of neighbors, farms, shops, and rolling farmland." - 2016 Community Survey response

Danville, located in the northern Vermont Piedmont, an area of calcium rich soils combined with a cool climate, supports mixed forests, cedar swamps, wetlands and other interesting natural communities. The uplands have fine agricultural soils and a short growing season. Danville has been fortunate to retain its rural character, traditional working landscapes, wildlife and scenic vistas while our population has grown. Wildlife, scenic beauty and the traditional landscapes are highly valued by Danville's residents, vacation homeowners and visiting tourists.



Meadows like this one provide habitat for a variety of species

Danville's "natural heritage" includes the natural resources that we refer to as forests, clean waters, vibrant fisheries, healthy wildlife populations, rare species, significant natural communities and a working landscape that provides the opportunities to hike, hunt, fish, trap, bird watch and work the land. Natural heritage also includes the concept of biodiversity, which is the variety of life in all forms and all interactions between living things and their environment. To sustain our natural heritage for present and future generations, it is imperative that conservation be one of our highest priorities. This means protecting our fish, wildlife, plants, natural communities and the ecological processes and landscapes that allow them to exist. Natural heritage is degraded by development through loss of diversity, destruction and fragmentation of habitat, disruption of movement and

migration patterns, introduction of invasive species, degradation of water quality and aquatic habitats and the loss of public appreciation for the environment.

Danville has to determine how we can continue to grow as a community while protecting our natural heritage for future generations.

The Passumpsic and Upper Connecticut River Tactical Basin Plan released in the summer of 2014 provides information on assessments of streams and surface waters, and provides direction to communities to improve water quality and flood resilience. The Plan notes that a state-wide assessment of lakes conducted by the Department of Environmental Conservation gave Joes Pond and Keiser Pond generally high scores. On a scale of 1 to 5, Joes Pond scored 4 for both biological diversity and unusual scenic natural features and ranked in the top 20% of lakes in Vermont. Keiser Pond scored a 4 for water quality and a 5 for biological diversity and is ranked in the top 10% of lakes in Vermont. Water quality improvement recommendations contained in the Basin Plan include the improvement of lakeshore buffer protections in town zoning bylaws.

"I believe Danville should be a town where the quality of life promotes a healthy well balanced rural community focused on its residents and not outsiders." - 2016 Community Survey response

Effective July 1, 2014, the Vermont Legislature passed shoreland regulations that apply to activities within 250 feet of a lake's mean water level for all lakes greater than 10 acres in size. The State's Shoreland Protection Act (V.S.A Chapter 49A, §1441 – 1452) defines standards for the creation of buildings, driveways, and cleared areas in shorelands. Areas of impervious coverage is limited to 20% of the regulated area, clearing is limited to 40% , a 100-foot wide vegetated buffer must be maintained along the shoreline, and development on slopes greater than 20% needs to be avoided or mitigated. Pre-existing, legally-created lots are "grandfathered" and the State will scale down the requirements in order to allow development of the lot, but will require that the rules be met to the extent possible. In these cases, best management practices will be utilized to prevent degradation of the shorelands. Best management practices for lake shores can be viewed at the following link: <http://dec.vermont.gov/watershed/lakes-ponds/lakeshores-lake-wise>.

See the "Land Use" section of this plan for a discussion on approaches to zoning around Joe's Pond.

In March 2014 the Ecosystem Restoration section of the Vermont Department of Environmental Conservation (DEC) published the results of a stormwater infrastructure mapping project completed for Danville and other towns in the region. The mapping project provided a preliminary identification of potential sites where stormwater treatment structures could be added where they would be most cost efficient for the removal of sediment and phosphorous or nitrogen before entering the receiving waters. A potential wet pond site to treat runoff before entering the receiving water was identified in a subwatershed encompassing approximately 6 acres adjacent to the Danville School. If the

town decides to pursue this project, Ecosystem Restoration Grants are a potential source of funding. The full Stormwater Infrastructure Mapping Project report can be viewed here: [https://anrweb.vt.gov/DEC/ DEC/SWMMapping.aspx](https://anrweb.vt.gov/DEC/DEC/SWMMapping.aspx)

Goals

Protect and manage the town's natural heritage and biodiversity for the benefit of current and future generations.

Objectives

1. Identify and understand the natural heritage elements within the Town and their regional significance to the surrounding landscape.
2. Conserve the natural heritage elements through local conservation planning and land stewardship by establishing strategies and goals.
3. Establish goals and strategies for protecting and conserving the natural heritage elements.
4. Encourage opportunities to raise community awareness and activism through education.
5. Manage municipal lands, the Town Forests and fire districts as models of land stewardship.

Recommended Actions

1. Conservation Commission: maintain conservation priorities and make recommendations on land conservation, wildlife habitat preservation, and natural resource protection.
2. Conservation Commission: continue to manage the Town Forests and other municipal lands according to sustainable forestry practices with guidance and participation by the County Forester.
3. Conservation Commission: monitor the spread of the Emerald Ash Borer and make recommendations on mitigation or consequence management to the Selectboard as needed.

VII. Historic, Scenic, and Cultural Resources

Overview

The Town of Danville is the product of its history, past, and present culture as well as its rural setting and land use patterns. Preserving and understanding the historic past is key to any efforts in managing the inevitable changes to the Town. “Keeping Danville as it is” with unencumbered scenic vistas near and far, historic village settlements, open agricultural land and forested areas is a consistent theme voiced by its residents. Danville culture is rooted in agriculture, forestry and village life, as exhibited by the Danville Fair held each year in the scenic and historic village center. It features both a children’s and a Grand Street parade, music, socializing, tents selling food and crafts to support local church and volunteer organizations, horse pulling contests, agricultural exhibits, and many other activities.



Danville Fair, circa 1930

The Danville Green is the hub of the community and radiates outward to connect the rest of the town and the distinct communities of North Danville, West Danville, Harvey’s Hollow, Greenbank’s Hollow and at one time, Morse’s Mill. Preservation of our historic buildings, cultural events and significant scenic areas is essential in preserving the town’s character and guaranteeing the vision of its residents and landowners.

Inventory

Buildings

Concomitant to preserving historic buildings is documentation of their origins and significance. From 1980 to 1982 the State of Vermont’s Division for Historic Preservation

carried out a “Historic Sites and Structures Survey” of Danville. It comprehensively covered 172 sites, providing detailed descriptions as well as photographs. This has been an unused resource and promises to be an essential component of Town Plan goals, objectives and actions. Use of this resource can guide zoning bylaws revisions and inform decisions affecting historic preservation. Not all 172 sites are historically significant; a hierarchy should establish each site’s relevance to achieving preservation goals for the Town as a whole. Of course, the most significant class would be those officially designated on the National Register of Historic Places as well as those designated as such by the Vermont Division of Historic Preservation.

2022 zoning bylaw revisions have established Design Control Overlay measures which support the Town Plan’s expressed intentions to preserve historic buildings. Prior to that, zoning bylaws inadequately supported historic preservation. This resulted in the demolition of a unique Greek revival residence on Hill Street that has been replaced by a historically and architecturally incompatible residence. This Town Plan seeks to affirm and strengthen the 2022 measures.

Areas of Special Scenic Interest

Millions of years ago, Vermont’s shores were splashed by ocean waves. Earth’s tectonics pushed land masses represented by New Hampshire, Maine, Massachusetts and other states up against Vermont’s shores. This buckled the metamorphic land mass into north-south mountain ridges that now define Vermont. The Northeast Kingdom offers numerous hills and valleys, each with unique views. Danville, especially, enjoys both grand views against a backdrop of the White Mountains and intimate views of river valleys. These views enrich the residents’ lives and invite appreciation by visitors. It is important that this Town Plan encourages protection of those assets.

In recent years, the push for energy independence from fossil fuels has encouraged renewable energy development, especially with large scale solar array farm installations. Such installations, when situated without consideration of view sheds, dominate a scenic vista. Recognizing this, Danville is proposing to adopt an Enhanced Energy Plan (EEP) as an annex to the Town Plan. The EEP defines Land Use Restrictions for Renewable Energy Generation which are intended to prevent large scale solar arrays from intruding upon scenic assets.

Similar to documenting historic buildings and hierarchies of significance, this Plan proposes to inventory view sheds in order of significance.

The following pages show some historic sites and areas of scenic interest:



United Methodist Church



Masonic Hall



Lowell House



Former Caledonia Bank



Pope Library

National Register of Historic Places: Whittier-Lowell House

Some Historic Sites:

Danville Town Hall
Danville School
Former Caledonia National Bank Building (now a community building)
West Danville United Methodist Church
Danville United Church of Christ
Danville United Methodist Church
Balivet Brick house (former Masonic Lodge)

Hamilton house (former bank)
Railroad Station
Pope Library
North Danville Baptist Church
Greenbanks Hollow Bridge
Choate-Sias house
Knights of Pythias Hall
Old North Church
West Danville Covered Footbridge
Masonic Hall



Danville Town Hall



Knights of Pythias Hall



Scott and Hugh Langmaid Farm



Old North Church

Designated Century Farms:

Catherine Beattie Farm (McDonald Farm)
Joel Currier Farm
David Currier Farm
Ward Family Farm
Scott & Hugh Langmaid Farm
Harold A. Webster Farm
Clifton Langmaid Farm

"Our town is a gem and we need to protect it from any and all who seek to diminish [its] value for personal gain." - 2016 Community Survey response



Catherine Beattie Farm

Some Areas of Special Scenic Interest:

Area at the height of land on the Coles Pond Road above the Scott & Hugh Langmaid farm

Overlook at the Route 2 Diamond Hill scenic pullout looking east

Area behind the Peck farm on Route 2 looking east

Area extending along Brainerd Street onto Greenbanks Hollow Road to Greenbanks Hollow

Various North Danville distant views

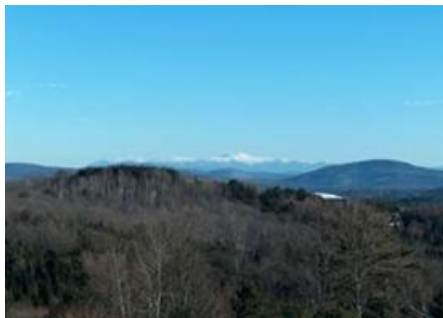
Walden Hill Road

Mountain View

Highland Avenue

Sugar Ridge

"We cannot let the state control how our beautiful land is used. Leading by example does not mean ruin scenic beauty..." - 2016 Community Survey response



Diamond Hill



Greenbanks Hollow



Danville School Band, Danville Fair Parade



North Danville Church, Danville July 4 Parade

Goal

To preserve Danville’s rural character, scenic resources, cultural heritage, historic structures and settlement patterns.

Objectives

1. Leverage the Historical Society and Conservation Commission to establish town guidelines that would preserve historical, scenic, cultural and other significant properties important to the community.
2. Designate historic districts worthy of preservation and identify other properties important to the community for preservation consideration.

3. Establish a policy that supports the voluntary preservation of significant private properties including forest and agricultural lands.
4. Bring the community together to restore the historic Train Station as an economic and community hub, building the recreation economy by leveraging its location on the Lamoille Valley Rail Trail.
5. Support community cultural events.

“Danville is frequently identified as an excellent example of a thriving, attractive New England village. We should do everything to preserve our heritage.” - Danville resident, Town of Danville 2003 Landowners Survey

Recommended Actions

1. Planning Commission: maintain Design Control Districts in the Zoning Bylaw to preserve historic areas.
2. Selectboard: continue to support cultural events such as Fair Day, Autumn on the Green, concerts, movie nights, and other public events that provide community involvement and celebration.
3. Planning Commission: By 2027, update Zoning Bylaws to restrict new residential construction within 100 vertical feet of mapped ridgelines to maintain scenic viewsheds.
4. Planning Commission: By 2027, update Zoning Bylaws to restrict homes and outbuildings constructed on high elevations from having polluting lights, high-contrast colors, or unnatural landscaping to maintain scenic viewsheds.
5. Planning Commission: By 2027, define major view sheds based on existing documented information. Expand upon the current list of areas of special scenic interest through on-the-ground observations.
6. Planning Commission: By 2027, review the 1980-82 State of Vermont's Division for Historic Preservation “Historic Sites and Structures Survey” of Danville, verifying or updating the current status and condition of the 172 sites through visual investigation.
7. Planning Commission: By 2028, in cooperation with the State of Vermont Office of Historic Preservation, establish a three level hierarchical system for rating the Survey’s 172 sites.
8. Sexton: by 2028, develop and implement a plan to maintain existing cemeteries and plan for future growth requirements.
9. Planning Commission: By 2030, reference the “Historic Sites and Structures Survey” and the subsequently developed hierarchical system as a resource in proposed revisions to the Danville Zoning Bylaws.

VIII. Energy Conservation & Utility Siting

Overview

This section has been superseded by Annex A, the Enhanced Energy Plan, whose purpose is to:

- Analyze resources, needs, scarcities, costs, and problems within Danville concerning electric, thermal (heating and hot water), and transportation sectors.
- Articulate Danville’s general policies and identify specific tasks concerning the conservation and efficient use of energy, and the development and siting of renewable energy resources.
- Comply with the requirements for municipal plans under ACT 174 of the Energy Development

"The town should have a voice in siting any large-scale energy projects." - 2016 Community Survey response

"We can support green energy without having it invade our lives and character that makes our town special." - 2016 Community Survey response

"As population increases, we will encounter issues like sprawl, demand increases for electricity, town services, etc. Without a town plan, those issues could turn Danville into a poorly planned mess that would ruin its wonderful rural community feel." - Danville resident, Town of Danville 2003 Landowners Survey

"...Man, who even now finds scarce breathing room on this vast globe, cannot retire from the Old World to some yet undiscovered continent, and wait for the slow action of such causes to replace, by a new creation, the Eden he has wasted" - George Perkins Marsh, 1864

IX. Transportation

Overview

Danville has a highly developed network of roads including federal, state, town and private roads. The network was originally built to accommodate transportation for farms, mills, schools, churches, and access to village centers. This use of transportation infrastructure has evolved over the years and now is required to accommodate greater traffic. This network once included a passenger rail service, which is now the Lamoille Valley Rail Trail. The diversified interest groups who travel these roads now vary from local commuters, commuters from surrounding towns, freight transport, farm vehicles, tourists, and others.

Traffic is an issue of increasing concern since Danville is bisected by Route 2 and situated near I-91. Travelers entering the area provide a large source of Danville's income but the increased volume in recent years has increased both roadside and noise pollution.



Route 2 just east of the village



Route 2 in the village

The town should address traffic growth before development and infrastructure have grown to a point that prevents the town from addressing the issue in a coordinated manner.

From 2014-2016, Danville considered opening public roads to All-Terrain Vehicles (ATVs) to enhance local access to private trails, create a through route between Barnet and Wheelock, and generally increase tourism. While initially well received, this proved very controversial and divisive as more and more visitors drove ATVs in areas where they had not previously been. Ultimately at the end of 2016 the Selectboard passed an ordinance allowing residents to use ATVs on class III and IV town highways but limiting non-residents to private trails. While not universally acclaimed, this compromise has worked well since then.

With the improvement of the Lamoille Valley Rail Trail, there are many more hikers and bikers travelling through town and accessing the village center and West Danville from the trail. Maintenance and improvements should ensure safe access from trail to amenities. Danville conducted a traffic calming experiment in 2019 that narrowed Peacham Road from the rail trail to the school entrance to one lane with wide shoulders, facilitating

bicycle and pedestrian traffic, while also allowing for two-way vehicle traffic when needed. The experiment got mixed reviews, with surveys indicating support but many complaints from residents and commuters.

The nearby airports, Pudding Hill (Lyndon) and Knapp (Berlin), do not handle regularly scheduled freight or passenger air traffic. Charter service is available from either airport. Burlington International Airport and Lebanon Airport are both approximately 65-70 miles from town and provide regularly scheduled passenger and freight service.

Selected Transportation Characteristics, Town of Danville

Automobile accidents, property damage only 2021	10
Automobile accidents, with injuries 2021	5
Automobile accidents, with fatalities 2021	0
State Highway Mileage	12.812
Class 1 Highway Mileage	0
Class 2 Highway Mileage	14.74
Class 3 Highway Mileage	84
Class 4 Highway Mileage	22.45
Legal Trail Mileage	0.88
Scenic Highways Mileage	0
No vehicle available	17
Work transport - drove alone	923
Work transport – carpoled	66
Work transport - public transportation	0
Work transport - taxi, motorcycle, bicycle, or other means	4
Work transport – walked	31
Work transport - from home	101
Percent with <20 minute travel time to work	51.60%
Percent with >60 minute travel time to work	8.90%

VTrans Public Crash Data Query Tool, 2021 Certificate of Highway Mileage, 2020 ACS 5-Year Estimate

Goal

Maintain and improve the Town road network, systems, and resources that meet the need for local and through movement of people and goods.



Town Garage

Objectives

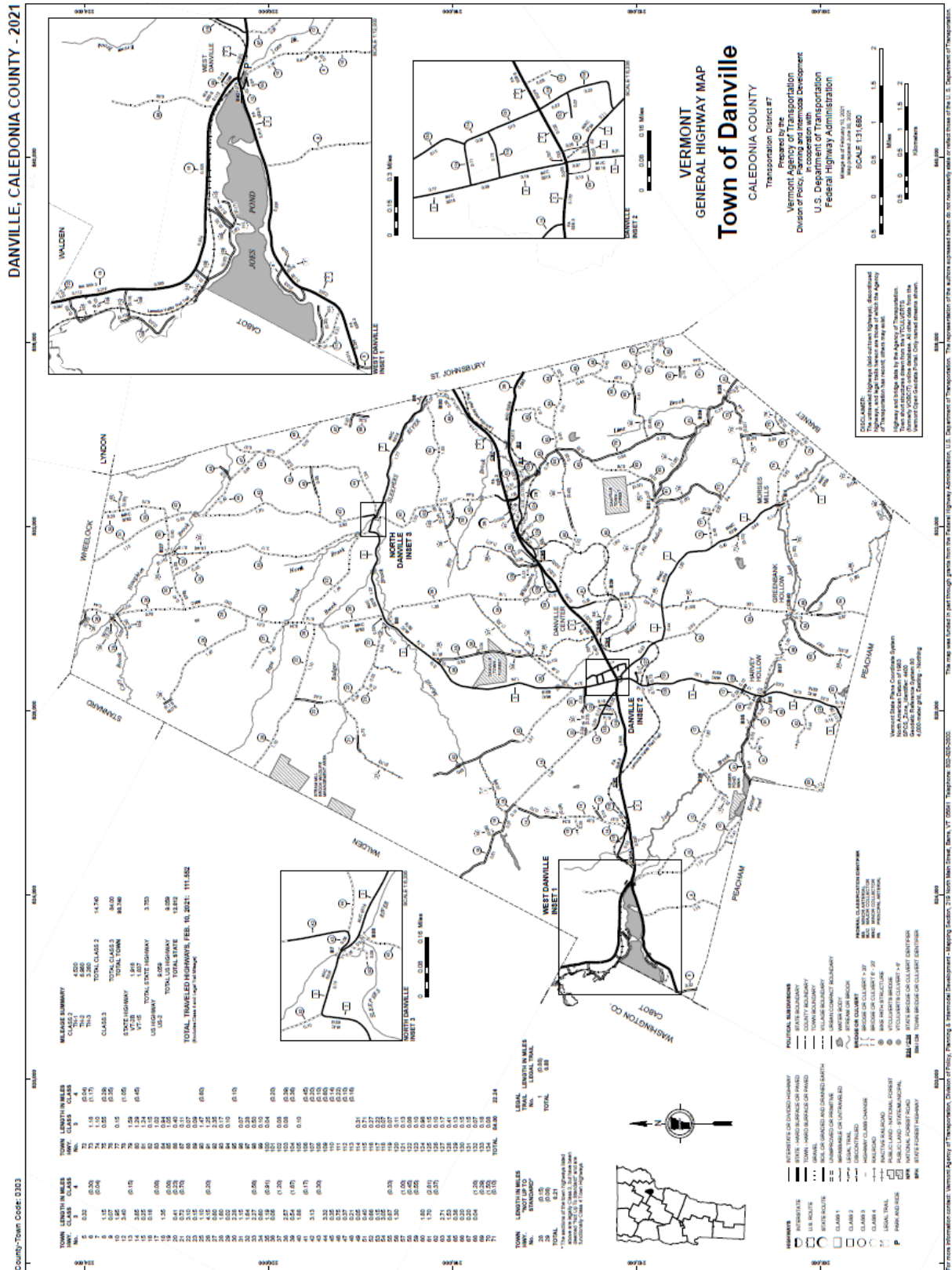
1. Regulate usage and access to town roads to protect public interest and safety, including consideration for weight limits and appropriate routes and restrictions for non-car/truck traffic.
2. Preserve current roads and public rights of way that interconnect the town and identify where future roads may need to go.
3. Identify alternate emergency transportation routes for inaccessible and congested areas.
4. Identify and throw up town roads and rights of way that do not and will not contribute to town interconnection.
5. Coordinate residential development with road development to assure new residents access to services while judiciously limiting road development.
6. Ensure safe pedestrian movement within village areas with a strong network of sidewalks, crosswalks and adequate parking.
7. Establish a clear vision for development around the Lamoille Valley Rail Trail and support (or deterrents) for access along it.

Recommended Actions

1. Selectboard: As requested, provide general guidance and support for local and regional organizations and efforts that encourage energy efficient transportation including expanding access to Electric Vehicle (EV) charging stations.
2. Planning Commission: By 2024, update the Zoning Bylaw to require that new private roads, not including driveways or similar access roads, be built to state Class 3 standards to facilitate potential future action by the Town to take the road.

3. Planning Commission: By 2025, review classification of town roads and town maintenance responsibilities with the Road Foreman and recommend a level of service policy to the Selectboard.
4. Road Foreman: By 2025, develop rough maintenance and upgrade estimates (order of magnitude only) for bringing the following roads up to Class 3 standards for emergency use. Update these estimates annually until no longer needed.
 - a. Cross Country Rd (TH-20, connecting Crystal Ave to Walden Hill Rd)
 - b. Upper Dr (TH-133, connecting to Route 2)
5. Planning Commission: By 2027, update the Zoning Bylaw to specify allowable and discouraged uses related to the Lamoille Valley Rail Trail.
Selectboard: By 2028, coordinate completion of projects in the Danville Village center that will correct drainage issues, extend sidewalks on Peacham Rd and Hill St, and add public parking near the Town Office.
6. Road Foreman: By 2028 plan for or implement erosion controls on all town class II and III roads to mitigate washouts during heavy rain events.

Map: General Highway Map



For more information contact: Vermont Agency of Transportation, Division of Policy, Planning & Interstate Development - Mapping Section, 25 North Main Street, Danville, VT 05201 - Telephone: 802-242-2323. This map was locked in part through plans from the Federal Highway Administration, U.S. Department of Transportation. The representation of the actual highway system is not necessarily done or reduced from the U.S. Department of Transportation.

X. Flood Resilience

Overview

Danville is the Passumpsic and Upper Connecticut River Tactical Basin, and is divided into the subwatersheds of Joes Brook, Passumpsic River Direct, and Sleepers River.

Surface waters in Danville include the southeasterly portion of Joe's Pond, the northern portion of Keiser Pond, and several smaller ponds. Tributaries and subtributaries of the Passumpsic River in Danville include Joes Brook, Sleepers River, Water Andric, Whiteman Brook, Badger Brook, Morrill Brook, North Brook, and Pope Brook.

Mapped Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) produced a Flood Hazard Boundary Map (FHBM) for Danville 1975 which identifies an area adjacent to Whiteman and Roy Brooks in the northeastern part of Town as a Special Flood Hazard Area. There are approximately 5 structures within the FEMA-mapped flood hazard area.

Inundation Areas and River Corridors

Flood areas identified by FEMA on the Flood Hazard Boundary Map (FHBM) are inundation areas, areas that may become flooded by rising water levels. Any mortgages, grants, or loans (including disaster aid) to a structure in the FEMA-identified Special Flood Hazard Area must secure flood insurance.

Land located close to streams and rivers is particularly exposed to damage not only by flash flooding, but by bank failure and stream channel dynamics. While the FHBM maps identify inundation areas, the River Corridor maps being developed by the Vermont Department of Environmental Conservation identify the fluvial erosion hazards associated with rivers and streams. The River Corridor includes the area adjacent to a river or stream that provides areas in which the stream can move to maintain equilibrium conditions over the long term.

Danville's history of flood damage is a result of fluvial erosion hazards, rather than inundation hazards. The Department of Environment Conservation (DEC) has a Flood Ready program which recommends development regulations to protect river corridors. The Planning Commission has been eager to make such changes in several Zoning Bylaw revisions since 2017, but each time has postponed adoption because the complexity is simply too great for the volunteer commission members to be able to write them clearly for permit applicants to follow and for the town Zoning Administrator and Development

Review Board to implement. DEC has recently released a new simpler model, which the Planning Commission will now consider.

Existing Regulations, Programs and Plans

Danville is in the Emergency Phase of the National Flood Insurance Program, because FEMA never issued a Flood Insurance Rate Map (FIRM), and includes flood hazard area requirements in Section 412 of its Zoning Bylaw. In the Emergency Phase, flood insurance coverage limits are much lower. For example, the coverage limits for residential buildings are \$35,000 for the building and \$10,000 for its contents under the Emergency Program, but in the Regular Program, these limits go up to \$250,000 and \$100,000 respectively. According to the FEMA database, only two properties in town currently have flood insurance.

Danville updates its Local Emergency Management Plan every year. This plan identifies emergency responders, local contacts, and the emergency shelter plan for the Town.

Danville's Local Hazard Mitigation Plan was originally prepared in 2005 as an annex to NVDA's Regional Hazard Mitigation Plan and most recently updated in 2023. That plan identifies critical facilities in town and areas that are most vulnerable to various types of hazards, including flood hazards. The plan also outlines mitigation measures that can lessen the severity of emergency events.

The Watershed Management Division of the Vermont Agency of Natural Resources released the Passumpsic and Upper Connecticut River Tactical Basin Plan in the summer of 2014, which provides direction on actions to take to improve water quality and flood resilience.

The Lower Passumpsic River Tributaries River Corridor Plan, released May 1, 2014, presents the results of Phase 2 Stream Geomorphic assessments, and provides a basis for understanding the overall causes of channel instability and habitat degradation along the river corridors in the watershed. The data collected provides the information needed to map River Corridors or River Corridor Protection Areas in Danville. In January 2015, the Agency of Natural Resources published River Corridor maps for all rivers and streams in Danville. ANR is in the process of refining the River Corridor map with all Phase 2 Stream Geomorphic Assessment data. The plan also provides a preliminary list of site-specific projects designed to mitigate flood and erosion hazards, and identifies the Town of Danville as a key potential partner in a number of these site-specific projects. River Corridor maps can be viewed at the link below.

http://floodready.vermont.gov/assessment/vt_floodready_atlas

Transportation Infrastructure

The Agency of Transportation (AOT) recorded a complete a culvert and bridge inventory for Danville in 2009, noting the location, size and condition of all culverts and bridges. However, the compatibility of culverts and bridges with the geomorphic conditions of rivers and streams is also critical to determining their adequacy. The severe flooding events of 2011 damaged road infrastructure in Danville, and past problem areas include, but are not limited to, sections of North Danville Road, Water Andric Road, Cormier Road, and Bruce Badger Memorial Highway.

The 2014 Tactical Basin Plan’s recommended actions to improve flood resilience in Danville include the completion of a local capital improvement plan based on bridge and culvert assessment data, as well as work on a dirt road erosion inventory designed to identify and mitigate sedimentation of streams and surface waters. Sediment from roads and driveways can be addressed with improved drainage ditch networks, limiting future driveway lengths in sensitive areas, and other approaches. The Vermont Better Back Roads program provides assistance for towns seeking ways to reduce rural stormwater problems. Since many of the upgrades to culverts and bridges would also correct problems with aquatic organism passage (AOP) additional grant funds may be available for this work. The town Highway Department has been working on the inventory and mitigation measures, with a goal of getting all roads up to the municipal Roads General Permit standards by 2036.

The 2014 Lower Passumpsic River Tributaries River Corridor Plan (LPRTRCP, available online at <https://anrweb.vt.gov/DEC/SGA/finalReports.aspx>) assessed bridges and culverts for geomorphic compatibility and indicated that most bridges and culverts in Danville are very vulnerable to flooding and erosion. There has been progress since 2014, including completing at least two of the most important projects and reassessing two others. However, this plan calls for prioritizing the remaining projects and maintaining that list, implementing them when possible, until all are complete or no longer needed.

Vegetated Buffer Areas and Coverage Limitations

Maintenance of vegetated buffer areas adjacent to streams helps prevent potential sedimentation of streams and water bodies. The 2014 Lower Passumpsic River Tributaries River Corridor Plan includes site-specific projects for buffer plantings, and the Town of Danville supports these.

Maintaining natural vegetation and limiting impervious surfaces in areas close to lakes and streams helps reduce stormwater runoff that could contribute to downstream flooding. Danville’s Zoning Bylaw currently supports this and should continue to do so.

Upland and wetland areas

Management of upland areas plays an important role in flood hazard management. As watersheds become more developed, stormwater quickly runs off of roofs and paved surfaces instead of infiltrating naturally into the soil, picking up pollution and carrying it to waterways. Increased flows during storms can destabilize stream channels and adversely affect water quality. Limiting the extent of disturbance and development of impervious surfaces on upland slopes helps reduce the amount of stormwater runoff and helps avoid overwhelming existing stormwater infrastructure such as roadside ditches and culverts. Avoiding steep slopes greater than 20% when clearing and developing land, and requiring that stormwater runoff from new development be managed on-site, also helps mitigate future flood hazards.

Wetlands provide an important floodwater storage function, storing stormwater runoff and flood waters that overflow riverbanks. As flood waters recede, wetland soils release water slowly. By holding back some of the flood waters and slowing the rate that water re-enters the stream channel, wetlands can reduce the severity of downstream flooding and erosion.

The State of Vermont regulates activities in and adjacent to wetlands in accordance with the Vermont Wetland Rules. State permits are necessary for activities in or within 100 feet of Class I wetlands, and within 50 feet of Class II wetlands. A permit can only be issued if it is determined that the use will have no undue adverse impact on protected functions, unless such impacts are mitigated.

Encouraging enrollment of managed forested areas in the current use program and securing conservation easements in critical locations can also protect steep slopes and wetland areas. An easement is a specific set of restrictions placed on the property that stays with the property forever. A river corridor easement protects land from future development and channel management within a river corridor: a landowner voluntarily sells or donates channel management rights, which are then typically held by a land trust. The goal of the easement is to allow rivers and streams space to move and return to natural stable forms and to slow and store sediment, debris, and floodwater in the channel and floodplain.

ERAF

The Emergency Relief Assistance Fund (ERAF) helps Vermont municipalities repair damaged infrastructure after a presidentially declared disaster. Federal funding after a disaster typically covers 75% of costs, leaving the State and Town to cover 25%. Under the 2014 ERAF rules, towns can adopt four Emergency Management measures to earn a 50-50 split of the remainder with the state (normally 12.5% each): 1) adopt Flood Hazard Regulations that meet minimum standards for enrollment in the National Flood Insurance Program; 2) adopt the most recent Agency of Transportation Road and Bridge Standards; 3)

adopt a Local Emergency Management Plan (LEMP); and 4) maintain or draft and submit to FEMA a Local Hazard Mitigation Plan (LHMP).

As of the publication of this plan, Danville has met criteria 1 through 4 and the State will pay (typically) 12.5% of disaster expenses. The Town could further qualify for a 70-30 split, with the State paying a 17.5% share (leaving 7.5%), if it establishes zoning that protects development in river corridors in accordance with the Department of Environmental Conservation (DEC) Flood Ready program.

Goal

Protect residents and the environment by maintaining emergency management and hazard mitigation plans, mitigating flood hazards, maintaining good water quality through restoration projects, minimizing stormwater runoff from development, and assuring long-term protection of river corridors from incompatible development and uses.

Objectives

1. Undertake restoration projects to reduce fluvial erosion risks in the Lower Passumpsic River Tributaries River Corridor.
2. Support landowners in transferring channel management rights for river corridor easements to protect and restore floodplains and upland forested areas.
3. Minimize stormwater runoff and flood damage risk from development through zoning.
4. Mitigate the risk of ecological and economic damage from flooding through available Emergency Management, Hazard Mitigation, and insurance programs.

Recommended Actions

1. Emergency Management Director: Maintain and update the 2023 Local Hazard Mitigation Plan (LHMP) as required to identify and validate current risks and hazards, support mitigation and restoration projects, and meet state Emergency Relief Assistance Fund (ERAF) requirements.
2. Emergency Management Director: Maintain the Local Emergency Management Plan (LEMP) by updating it annually to sustain or improve town emergency preparedness and response to floods.
3. Planning Commission: In 2024, consider adding Department of Environmental Conservation (DEC) approved floodplain and river corridor regulations to the Zoning Bylaw to mitigate flood hazard risks from future development. Make any such changes by 2027; otherwise cease considering such extensive changes until DEC requirements change.

4. Road Foreman: By February 2025, review the following projects from the Lower Passumpsic River Tributaries River Corridor Plan (LPRTRCP) and create and maintain a Town priority list for implementing them. If conducting major reconstruction in the project areas, rebuild them in accordance with the LPRTRCP. Maintain this priority list through the Planning Commission until all projects are complete or no longer needed. (Parentheses indicate project numbers from LPRTRCP Table 13, beginning on page 93.)
 - a. Water Andric Rd Bridge (44.3897 N 72.0624 W); Replace according to the VTDEC RMP recommendations for a minimum span of bankfull width of 37 feet. (4)
 - b. Water Andric Road (44.3917 N 72.0655 W); remove debris jam and stabilize or reshape adjacent eroding banks while equipment is on-site. (6)
 - c. Water Andric Road (44.3922 N 72.0658 W); replace failing rip-rap with appropriately sized material, continue armoring upstream around bend for a sufficient distance to limit risk of erosion behind armoring. (7)
 - d. Water Andric Road (44.3939 N 72.0712 W); replace undersized armoring with a thick armor slope or stacked stone wall, keyed in to channel bottom to eliminate risk of undercutting. (10)
 - e. North Danville Rd (44.4555 N 72.0791 W); replace armor with larger material and/or a stacked stone wall, plant woody vegetation in buffer if possible. (28)
 - f. North Danville Rd (44.4560 N 72.0839 W and 44.4572 N 72.0921 W); Improve bed slope transition from bed armoring site to natural channel with installation of large rip-rap at 10% slope. (30)
 - g. North Danville Rd Timber Crib Dam (44.4577 N 72.0939 W); conduct an alternatives analysis for potential dam removal, bank stabilization, and channel restoration projects. (31)
 - h. Gadapee Rd (TH102) Bridge (44.4582 N 72.0958 W); replace according to the VTDEC RMP recommendations for a minimum span of bankfull width of 29 feet. (32)
 - i. North Church Rd Bridge (44.4622 N 72.1002 W); replace according to the VTDEC RMP recommendations for a minimum span of bankfull width of 29 feet. (33)
 - j. Bruce Badger Memorial Highway Culvert (44.4591 N 72.1102 W); replace according to the VTDEC RMP recommendations for a minimum span of bankfull width of 33 feet. (38)
 - k. Bruce Badger Memorial Highway (44.4584 N 72.1083 W); improve bed slope transition from bed armoring site to natural channel, check right floodplain for erosion, possibly lower bed armoring thickness to reduce flows over floodplain. (39)

- l. Roy Rd Bridge (44.4454 N 72.0618 W); replace according to the VTDEC RMP recommendations for a minimum span of bankfull width of 30 feet. (43)
 - m. Trestle Rd Culvert (44.4289 N 72.0851 W); replace according to VTDEC recommendations (20ft); alternatives analysis for stabilizing the upstream channel should be conducted to arrest headcut and stabilize eroding banks. (49)
 - n. Route 2 Culvert, Red Barn Rd Culvert (44.4273 N 72.1088 W) and Cormier Rd Culvert (44.4292 N 72.1182 W); conduct alternatives analysis for potential culvert replacement or retrofit. AOP could be restored to each culvert through tailwater control. Rt2 and Red Barn Road would only require a single tailwater structure, Cormier has a much higher outlet drop and would require more construction effort (54)
5. Planning Commission: By 2024, revise the Zoning Bylaws to conform with FEMA requirements so that Danville can upgrade its participation in the National Flood Insurance Program (NFIP) to Regular Phase.
6. Emergency Management Director: Coordinate the upgrade of Danville's participation in the National Flood Insurance Program (NFIP) from Emergency to Regular Phase by December 2024 to improve flood insurance options for residents and landowners.
7. Conservation Commission, Selectboard: as needed, support the removal of the following four US Geological Survey weirs that are no longer in use and may contribute to stream instability and erosion hazards:
 - a. Badger Brook, Reach T3.10S1.02 (44.4578 N 72.1000 W, near 4160 Bruce Badger Memorial Hwy)
 - b. Sleepers River, Reach T3.03 (44.4496 N 72.0666 W, near 1709 N Danville Rd)
 - c. North Brook, Reach T3.11 (44.4593 N 72.0961 W, near 1 N Danville Rd)
 - d. Whiteman Brook, Segment T3.7S1.01B 44.4454 N 72.0617 W, near 228 Roy Rd)

XI. Compatibility with the Region

Chapter 117 of Title 24, V.S.A.", the State Planning Act, Section 4383(a) requires that a plan for a municipality be compatible with approved plans of other municipalities in the region and with the regional plan. Furthermore, it is specified the plan shall contain a statement indicating how the plan relates to development trends and plans for adjacent municipalities and the region.

"Greed and ignorance are poor managers." -
Danville resident, Town of
Danville 2003 Landowners
Survey

The Town of Danville is bordered by the towns of Barnet, Cabot, Lyndon, Peacham, St. Johnsbury, Stannard, Walden and Wheelock. Of those adjoining towns, Walden and Stannard do not have a current, approved plan.

The following is a brief analysis of how the Danville town plan relates to plans and growth trends of adjacent municipalities and the region.

SECTION II: Housing & Population

Recommendations to provide VHFA eligible housing and promotion of affordable housing for seniors will provide needed housing opportunities to all residents of the region. Cluster development and promotion of traditional village center growth will support regional initiatives to prevent sprawl. Zoning recommendations to protect higher elevations and ridgelines from development will support the Northeast Kingdom rural character.

SECTION III: Jobs & Economic Development

Danville's encouragement of small to mid-size environmentally clean businesses that are compatible with the rural character of the Town will provide local job growth and services for surrounding towns without the impact of large industry or commercial development and major traffic increases associated with large scale development. The encouragement of traditional agricultural and forestry based businesses support existing regional business and development planning goals.

SECTION IV: Community Resources

Town supported resources provide services and benefits to many residents of the region.

The Danville school system offers educational opportunities to community members of all ages and provides the diversity of choice for towns' without their own school systems.

Recreation opportunities available within the Town of Danville such as Joes Pond Beach, Steam Mill Brook WMA, Keiser Pond, the Town Forest and Lamoille Valley Railroad recreation trail are available for use by all residents of the region. The town plan recommends enhancement of local recreation opportunities including open access to

private lands for hunting, hiking, fishing and other types of low impact outdoor recreation thereby helping answer a regional demand.

The plan encourages and supports a regional approach to deal with waste management and continued interaction with other towns of the region through membership in a waste management district.

SECTION V: Land Use & Development

Village center growth promoted in this section is compatible with the regional plan designation of Danville as a secondary growth center primarily offering residential opportunities with small commercial business activity. Other recommendations of this section would appear to represent little effect on growth trends of adjoining towns.

This plan strongly emphasizes the need to encourage and support the agriculture and forest products industries, basic to the economic vitality of the region.

SECTION VI: Natural Heritage

The protection of the town's natural heritage and biodiversity provides benefits to all current and future residents of the region. Hunting, fishing, trapping, sightseeing and other natural resource based recreational opportunities are important to the economy of the region and surrounding communities. The values of wildlife resources do not recognize political boundaries. The Danville commitment to preserve critical habitats, wildlife and plant diversity, a scenic landscape and the town's historic legacy will be of benefit to all who travel through the town.

Pollution, whether airborne or waterborne, like wildlife, knows no political boundaries. A commitment to promoting a strong land ethic and to discourage land uses incompatible with the capacity of the land to ecologically support that use will protect the residents of adjoining towns.

SECTION VII: Historic, Scenic & Cultural Resources

This section recognizes the importance of historic, scenic and cultural resources and their value to the region. The plan seeks to identify and preserve these resources. Scenic resources, like hillsides and ridgelines, are visible from surrounding towns and their development would have an impact on the entire region.

SECTION VIII: Energy Conservation

Annex A: Energy conservation practiced diligently benefits the world community and not just a region. The plan encourages the Town to be proactive in looking at new renewable sources of energy, opportunities to better utilize and maximize the benefits of existing energy sources and raise community awareness on the importance of being energy efficient.

SECTION IX: Transportation

The plan commits Danville to ensuring that all of its public roads and recreational paths both existing and future construction, are utilized and maintained with safety in mind.

SECTION X: Flood Resilience

Land use issues and projects addressed in this section, updated in 2024, affect towns throughout the Passumpsic and Upper Connecticut River Tactical Basin.

