

# WHEELOCK TOWN PLAN

ADOPTED DECEMBER 9, 2019

## 2019



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# WHEELLOCK TOWN PLAN

2019

## INTRODUCTION

A Town Plan is a vision for the future of the town.

A Town Plan takes into consideration the community as a whole.

A Town Plan serves as a guide for decision making.

The Wheelock Town Plan describes current conditions, identifies key issues facing the community, shares goals for the future and identifies actions needed to work towards achievement of those goals.

The Wheelock Town Plan establishes the foundation for municipal policies and regulations that relate to change, development and preservation.

The Wheelock Town Plan identifies action steps that help manage the costs of community services and promote wise investment of public and private funds to produce social and economic benefits.

The Wheelock Planning Commission is made up of citizens appointed by the Selectboard.

Input from the community was gathered through a survey distributed at Town Meeting and at the Town Clerk's Office, input from citizens attending monthly meetings of the committee, and input from persons attending the public hearings.

Thank you to all contributors. Special thanks to Frank Maloney, NVDA representative. Continuing thanks to Roger DeKett, former Planning Commission Chair, for assistance with the maps. Photography by Carol Rossi.

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## LAND USE

The Town of Wheelock consists of 25,478 acres and is divided by a north-south chain of intermittent mountains that are part of a larger chain extending from Sutton to Walden in Caledonia County. To the east of the mountains lie most of the primary agricultural lands and the better road network. This area is the most densely populated and comprises the most unforested land in the town. To the west of the mountains much of the land is managed for forestry, wildlife, and recreation.

Three major water courses run through the town. The larger two are Miller's Run, adjacent to Route 122, which is about 1.6 miles long, and the Lamoille River along Route 16, which is about 1.4 miles long. The smallest of the three is the South Wheelock Branch, which runs for approximately 5 miles adjacent to the South Wheelock and Stannard Mountain roads. There are small flood zones along the South Wheelock Branch, although none of these appear on the FEMA flood zone maps. The FEMA flood zone maps show that the courses of the Miller's Run and the Lamoille Rivers fall into zone A, special flood hazard area.



*Ridgeline looking towards Ide Mountain*

Ridgelines constitute an aesthetic benefit to the town, but they also may offer advantageous sites for wind energy and communication towers. The use of ridgeline sites for communications and wind energy towers has become a controversial issue. Although for now there are no wind tower projects planned within the town limits and only one existing communication tower, proper management of the ridgelines will require the town to consider the needs of the entire town and of the surrounding communities.

Since its founding, Wheelock has contained many small farms. Today, a small number of specialized farms grow hay, vegetables and feed corn. One farm raises beef cattle. The town's sense of connection to the land and desire for open fields and pasture are strong. Retaining the rural character of the town is important.

Soil types play a significant role in determining the viability of any type of land use. Soils that are the most desirable for farming exist on land that is typically the most desirable for both commercial and residential development. Soil maps for the entire town are available. These maps can help identify areas that may be prone to flooding. Good planning will require the town to balance the desire to preserve farmland while serving the need for continued residential development.

Forest land plays a critical part in promoting regional tourism, recreation, and hunting, activities that stimulate state and local economies. Forests now cover about 70 percent of Wheelock. These lands offer many benefits, from wildlife habitat to commercial uses that provide valuable local jobs. The vigor of forest growth makes this resource less threatened than open agricultural land. The working forests provide local jobs for loggers, truckers, and sawmill workers. The town is increasingly concerned about the long-term negative effects of unmanaged use of forest lands, such as increased run-off, the degradation of forest health, and certain negative aesthetic impacts.



*Steam Mill Brook Wildlife Management Area*

The majority of the parcels on the grand list are classified as residential land use. About 2500 acres are public land. This includes the Steam Mill Brook Wildlife Management area on Wheelock and Ide Mountains, Mathewson State Forest in the northeast part of the town and the Flagg Pond Access area. There are a few landowners with large tracks of land managed for forestry. These areas are located on or in close proximity to the mountains in the town. The remoteness of these areas along with the lack of a road network makes these lands prime for conservation efforts.

Wheelock, having no zoning, relies on Act 250 and non-regulatory state and federal programs such as the Current Use Program and the Forest Legacy Program to protect our forests from parcelization and fragmentation.

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

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

An assessment of Biofinder data subsets could assist in identifying priority planning areas for Wheelock. The Agency of Natural Resources' maps identify most of Wheelock as high priority forest block and highest quality connectivity blocks.

The village is located on Vermont Route 122 in the northern part of the town. This is the best road network in the town and is therefore the most logical place for commercial development. Please refer to the Existing and Proposed Land Use Map and also the Residential and Commercial Land Use Map for a more detailed look at these areas.



*Village area on Route 122*

## **VILLAGE CENTER DESIGNATION**

The village area, a historic center with municipal and commercial buildings, is in need of improvements. The Wheelock Village Store continues to serve customers seven days a week.

The Village Center Designation Program was developed by the Agency of Commerce and Community Development to assist with revitalization of the village center. The program offers both technical assistance and state funding through tax credits and priority consideration for grants.

## **LAND USE**

### **GOALS**

Preserve the town's rural character, the health and beauty of the natural environment.

Assure that land use and development do not strain municipal facilities and services.

Encourage revitalization of the village center.

### **OBJECTIVES**

View agricultural activity and the natural resources as major benefits. Prime farmland, forests and significant natural resources should not be significantly diminished by development.

Maintain healthy water courses and water bodies. Protect Chandler Pond, Flagg Pond and Bean Pond, as well as the Miller's Run and other streams, from the adverse effects of commercial development. Further residential development adjacent to these natural attributes should be minimal.

Maintain vigorous and healthy woodlands.

Encourage wise use of natural resources, appropriate procedures for the extraction of earth resources and proper restoration of impacted areas.

Encourage farming and other land practices that maintain or enhance the agricultural potential of the land.

Assure that moderate-to-large developments maintain their own access to water and sewer and their own roads.

Adequate setbacks and minimum lot sizes should be regulated to protect ponds, water courses and well heads from any harm or contamination.

Recommend that flood zones along the Miller's Run, the Lamoille River, and the South Wheelock branch be identified and protected.

Work with land owners to keep lands open to recreation while discouraging recreational activities that degrade the environment, violate the rights of property owners or interfere with other positive uses of the land.

Maintain the town's road system in a way that does not negatively impact the natural beauty of the town's roadsides.

## **RECOMMENDED ACTIONS**

Pass flood hazard mitigation regulations to restrict development in areas identified as subject to flooding.

Support land owners who consider participation in the Current Use Program and Vermont Land Trust program. Include information about these programs in the Annual Report as well as having information available in the town office.

Advocate for the use of sound scientific harvesting and conservation methods in order to maintain healthy forests and a healthy forest industry.  
Maintain and publicize Village Center Designation.

Advise loggers and forest owners not enrolled in the Current Use Program to meet with county and local foresters to determine sound management practices.

Encourage land owners to think about the long-term health of the forest in addition to the short-term economic gain from logging.

Promote educational workshops on proper long-term forest management.

Provide information to landowners on threats to our woodlands from insects, disease and invasive species. Include information about immediate threats in the Annual Report.

Support practices for roadside mowing, ditching and winter plowing that show a respectful consideration for maintaining the natural beauty of the environment such as not dumping the debris from cleaning out ditches at the site, removing tree limbs cleanly, and removing snow where it can't be pushed back without causing damage to lawns and landscaping.



## **RESPONSIBLE PARTIES**

The Selectboard and Planning Commission are responsible for ensuring that Wheelock is represented at all Act 250 proceedings to ensure that the Town's objectives are understood and given consideration.

The Selectboard and Planning Commission are responsible for bringing a proposal to adopt flood regulations before the citizens.

The listers and town clerk are responsible for providing information to landowners about the Current Use Program.

The Selectboard, Planning Commission and Town Clerk should work together to develop and distribute information to property owners about best practices in maintaining forest land and best practices in logging.

The Selectboard, Planning Commission and clerk should work together to develop and distribute information to property owners about threats to forests and land from insects, disease and invasive species.

## **RARE IRREPLACEABLE NATURAL AREAS, SCENIC AND HISTORIC FEATURES AND RESOURCES**



*Flagg Pond*

### **RARE AND IRREPLACEABLE NATURAL AND SCENIC AREAS**

Located in a remote area in the western side of town, Flagg Pond is a 70 acre Northern White Cedar swamp described by the Nature Conservancy as “one of the state’s finest cedar swamps.” The pond is shallow with a mostly undeveloped shoreline.

Two natural sites have significant connections to the history and development of Wheelock, the falls on Miller’s Run and the Sulphur Spring.

The village area, established in Wheelock Hollow in 1830, was populated by small businesses and homes built along the Miller’s Run to take advantage of the water as a source of power. A small piece of property with the deeded mill rights is currently in private hands.

The water from the sulphur spring was thought to have medicinal purposes. A brick hotel, the Caledonia Spring Tavern, was built for customers that came to drink the spring waters. The tavern is gone but the spring remains under a pavilion on a small plot of land given to the town.



*The Falls on Miller's Run*

### **RARE AND IRREPLACEABLE HISTORIC AREAS, FEATURES AND RESOURCES**

The Wheelock Historic District consisting of the Town Hall, the village green in front of the Town Hall and the Old Village Cemetery across the street, is listed on the National Historic Register and the State Historic Register.

The Wheelock Town Hall, built in 1871, is a one and a half story, three by four bay Greek Revival Building with a two-stage Italianate belfry. The Town Hall has served as the gathering place for the community for over 148 years. Annual Town Meeting, Selectboard and all committee meeting take place here. Town offices are located in the basement.

Many significant historic buildings have been lost. The Village Church was torn down in 1961 for lack of funds needed for repairs. The Village School was lost to fire in 1969. The Caledonia Spring Tavern was dismantled and restored as a private residence in Peacham.



*South Wheelock Baptist Church*

The South Wheelock Baptist Church was built about the same time as and in the same design as the Town Hall. The building, which was moved and sits miles from its original site, has been maintained by the congregation.

The Red Schoolhouse and Chandler Schoolhouse are now private residences. The Mountain Schoolhouse is privately owned and in a state of disrepair.

The Hearse House, owned by the town, has been moved next to the town garage and is used for storage.

Twenty-five granite markers were donated by Ferd Chase in 1916 and placed around the town to mark historic sites. Many have been lost. The bronze plaques have been stolen.

There were once buildings at Piperville and Ramsey Corners. These buildings no longer exist.

## **RARE IRREPLACEABLE NATURAL AREAS, SCENIC AND HISTORIC FEATURES AND RESOURCES**

### **GOAL**

Preserve historic buildings and assets that provide a reference and insights into the town's history for the education of townspeople, schoolchildren, and visitors.

### **ACTION STEPS**

Maintain Historic District designation.

Obtain the property with the deeded water rights located next to the town garage.

Establish a long-term repair and maintenance plan for publicly owned historic structures and resources.

Establish an annual appropriation to cover the costs of repair and maintenance of publicly owned historic structures and resources.

Support efforts of the newly formed Wheelock Historical Society.

Identify and encourage private property owners with buildings or resources of community importance to preserve and protect their property in the interest of the community.

Identify and map all buildings or sites with natural, scenic, historic or cultural significance.

### **RESPONSIBILITY FOR IMPLEMENTATION**

The Selectboard is responsible for acquiring and maintaining property.

The Selectboard and Planning Commission should work together to establish reserve accounts and annual financial appropriations for major repair and maintenance projects.

Applications for and information about the Historical Society should be distributed through the Town Clerk's Office.

The Selectboard, Planning Commission and Historical Society should work together with volunteers to identify sites of significance in the town.

## **TRANSPORTATION**

### **State Highways**

Interstate 91, which runs through the north end of Wheelock, is a major connecting highway for cities in the northeastern United States and Quebec, Canada. Exit 23 provides access to South Wheelock and to the South Wheelock Road. Exit 24 provides access to Route 122 to the east of the village.

State Highway 16, running north-south, passes through northwest Wheelock. State Highway 122, running east-west, passes through the Village of Wheelock, connecting State Highway 5 north of Lyndonville with State Highway 16 in Glover.

### **Town Highways**

The Town of Wheelock maintains approximately 40 miles of public highways of which less than half a mile (under interstate bridges and a small portion of South Wheelock Road) is paved.

The only Class II highway in Wheelock is the South Wheelock/Stannard Mountain Road. It is an east-west road connecting State Highway 5 in Lyndon and State Highway 16 in Greensboro Bend. Traffic on this road has increased significantly over the years. The road is traveled seven days a week, 24 hours a day. The road is now a popular connector route between Hardwick and Lyndonville. Residents report concerns about speeding.

There are 22.02 miles of Class III road in Wheelock. Roads that are part of the school bus route receive priority scheduling for plowing and maintenance. Several Class III roads are steeply sloped.

There are about 19 miles of Class IV road in Wheelock. The town is responsible for the maintenance of the bridges and culverts on Class IV roads and the property owners are responsible for plowing and road maintenance. Property owners have expressed concerns about the conditions of Class IV roads and requests for the highway department to do more work on Class IV roads are increasing. Most of the seasonal camps in Wheelock are located on Class IV roads and a few year-round residences. Class IV roads are used for hiking, skiing, hunting, biking, ATV's, and snowmobiles. All town roads are open to and used by loggers to reach their work sites. Concerns have been expressed about damage to Class IV roads caused by heavy logging equipment.

The Selectboard and highway supervisor have begun efforts to address the requirements of and new standards set by the Vermont Department of Environmental Conservation Municipal Road Permit enacted in 2018. NVDA has assisted towns with the development of the required Road Erosion Inventory and with sponsorship of grants. Wheelock received grants in 2018 and in 2019 for work to bring segments of Mathewson Hill Road into compliance with the new standards for hydrologically-connected roads.

There is no public transportation system available for workers to reach their places of employment. Except for those who work at home, most members of the workforce report they drive to work alone in their private vehicle.

There are no railroads, airports or other forms of transit systems in Wheelock. Passenger rail service is available through Amtrak with stations in Montpelier and White

River Junction. Passenger and freight air service is available at airports in Burlington, Manchester NH, and Boston, MA.

**Regulations**

The Wheelock Traffic Ordinance setting the speed limit on all roads at 35 mph was adopted in accordance with statutory requirements August, 2018.

All town roads are open to ATV use. Regulations are set forth in the town ordinance adopted January 14, 2019.

The Vermont Association of Snow Travelers (VAST) maintains many miles of trails in Wheelock and travel has been allowed on town roads. A town ordinance regulating use of town roads by snowmobiles is scheduled for adoption in 2019.

An access permit approved by the highway supervisor is required for the construction of any driveway or roadway entering a town road.

**Present Financial Conditions**

The Highway Budget is the largest municipal expense.

Reserve accounts have been established for major road and bridge replacement and for equipment replacement. Preliminary work on long-range capital planning indicates that the amount being set aside through annual appropriations is not sufficient to meet future needs.

The salary and benefit schedule for Wheelock highway workers has been lower than that of other towns. Changes are being considered to raise salaries and improve the benefit package.

Preliminary work on the highway equipment replacement plan indicates that the annual appropriation for equipment replacement is inadequate to meet the needs.

**SAMPLE HIGHWAY EQUIPMENT REPLACEMENT PLAN**

| <b>HIGHWAY EQUIPMENT INVENTORY / REPLACEMENT</b> | <b>Year Purchased</b> | <b>Lifespan (Years)</b> | <b>Cost to Replace</b> | <b>Suggested Annual Appropriation</b> | <b>Proposed Year to Replace</b> |
|--|-----------------------|-------------------------|------------------------|---------------------------------------|---------------------------------|
| 2019 International Dump Truck                    | 2018                  | 10                      | \$215,000              | 21,500                                | 2028                            |
| 2007 Volvo Road Grader                           | 2007                  | 20                      | \$250,000              | 12,500                                | 2027                            |
| 2004 Caterpillar Loader                          | 2004                  | 15                      | 100,000                | 6,700                                 | 2025                            |
| 2009 International Dump Truck                    | 2009                  | 10                      | 215,000                | 21,500                                | 2023                            |
|  |                       |                         |                        |                                       |                                 |
| <b>TOTAL</b>                                     |                       |                         | <b>\$780,000</b>       | <b>\$62,200</b>                       |                                 |

## TRANSPORTATION CHARACTERISTICS

Town of Wheelock

|   |       |
|---|-------|
| State Route 16 Mileage, VTRANS Highway Map                      | 1.261 |
| State Route 122 Mileage, VTRANS Highway Map                     | 1.576 |
| Interstate I-91 Mileage, VTRANS Highway Map                     | 1.560 |
| Class 2 Highway Mileage, VTRANS Highway Map                     | 6.15  |
| Class 3 Highway Mileage, VTRANS Highway Map                     | 22.02 |
| Class 4 Highway Mileage, VTRANS Highway Map                     | 19.24 |
| Legal Trails, VTRANS Highway Map                                | 7.76  |
| Speed Limit on All Town Roads, Traffic Ordinance, Aug. 13, 2018 | 35    |

From VTRANS Highway Map; Wheelock Traffic Ordinance

## COMMUTING CHARACTERISTICS

|   |       |
|---|-------|
| Number of workers                         | 427   |
| Transportation to work by car, truck, van | 94.8% |
| Drove alone                               | 82.2% |
| Public transportation                     | 0%    |
| Work at home                              | 5.2%  |
| Vehicles Available                        |       |
| no vehicle                                | 0%    |
| one vehicle                               | 26.7% |
| two vehicles                              | 48.5% |
| Three vehicles                            | 24.8% |

From U.S. Census Bureau 2013-2017 Five Year Estimate

## GOALS

Maintain the town road network and road equipment to meet needs and ensure public safety at a cost affordable to the taxpayers of Wheelock.

Promote the development of alternative modes of transportation and expanded public transit.

## RECOMMENDED ACTIONS

Develop and update annually an inventory of all roads, bridges, culverts, ditches, signage and other transportation related resources and their condition.

Develop and maintain a 5 year plan for repair and replacement of culverts, bridges, ditches and for road resurfacing projects.



Develop a financial plan with the estimated annual appropriation needed to implement the repair and replacement plan.

Develop and maintain an inventory of all road equipment that includes year built, estimated replacement cost, estimated year of replacement, condition and major repairs.

Develop and maintain a long-range replacement plan for highway equipment replacement with an estimate of the annual appropriation needed to implement the plan.

Update and enforce road ordinances and policies to regulate usage of and access to town roads including but not limited to: access permits, overload permits, speed limits, the posting of roads, ATV and snowmobile ordinances.

Contact legislators and encourage development of public transportation options.

Obtain data on the amount of traffic using town roads.

Monitor the number of year-round residences on Class IV roads.  
Include information from Class IV Road Policy in Town Report.

### **RESPONSIBILITY FOR IMPLEMENTATION**

The Planning Commission, Selectboard and Highway Supervisor are responsible for the development of 5-year plan for repairs to the highways and for a 5 year plan for equipment replacement.

The Selectboard and Highway Supervisor are responsible for the development and maintenance of an inventory of components of the highway network and of highway equipment.

The Planning Commission and Selectboard are responsible for the development of a long-term financial plan for major repairs of the highway network and equipment replacement.

The Selectboard is responsible for the adoption of and enforcement of ordinances.

The Selectboard is responsible for obtaining data on the amount of traffic using town roads.

Town officials and town citizens share the responsibility to contact legislators to encourage the development of public transportation options.

Town listers and the Selectboard are responsible for monitoring the number of year-round residences on Class IV roads.

## **TOWN FACILITIES, SERVICES, UTILITIES**

### **TOWN FACILITIES**



*Wheelock Town Hall*

#### **TOWN HALL**

The Town Hall has served as the place for Annual Meetings and public meetings and as the center of community activity since it was built in 1871. For 90 years, it stood side by side with the Wheelock Hollow Church. The church was demolished in 1961. The site of the church was excavated to allow for a basement and foundation. The Town Hall was moved onto the new foundation in 1972. Municipal offices were moved out of private homes and into the basement of the Town Hall at that time.

The upper level of the Town Hall is used for Annual Town Meeting, the polling place for elections and large gatherings. A ramp was built on the side of the building to allow for handicap access to the main hall. The ramp is blocked by snow in the winter.

The basement of the Town Hall contains the Clerk and Listers Office, the vault and the meeting room where Selectboard meetings are held. The basement is only accessible by stairways.

There are two bathrooms located in the basement that are not handicap accessible.

The Vermont Department of Public Safety closed the upper level of the building to use and restricted use of the basement offices in March, 2016 until repairs to the roof support system were completed. The report stated "due to poor, structural integrity a catastrophic event would occur at some point in time if the problems were not corrected." At some point in the past, workers were hired to replace the ceiling with one at a lower level. They dismantled the kingrod truss system, cut 24' of timber out of the center of each of the 3 main roof support trusses and dismantled the purlin system. Wheelock citizens passed a bond vote in 2016 to repair the timber frame roof support system. Grants were received to help reduce the cost to the taxpayers.

Beginning in 2004, town clerks, citizens, Selectboards and committees have developed proposal after proposal to identify and address the needs for an accessible,

safe municipal facility. To date, no proposal has received sufficient community support to move forward.

The needs related to an office facility for the town clerk, listers and town records have changed over the past decade. Most work is now done online and some can be done anywhere 'the cloud' can be accessed. The Vermont Secretary of State has promoted an initiative to move towards paperless offices. The files and papers in the town offices have been reviewed and dealt with in accordance with the retention schedules issued by the Office of the Secretary of State. There is now adequate space in the vault to accommodate more documents.

In 2015, the Selectboard appointed a volunteer as Town Hall Project Coordinator to facilitate all aspects of work related to addressing the needed repairs and rehabilitation of the Town Hall. The project coordinator serves in a volunteer position as grant writer and administrator.

A Vermont Community Development Program Planning Grant was received in 2015 to develop a proposal to address the Town Hall safety and accessibility issues . The work under that grant resulted in a design for a small addition to the rear of the building that would include the required limited access lift (LULA), the required handicap accessible bathrooms and new entrances and a new stairway. A bond vote that would fund all costs for the small addition and repairs to the Town Hall was defeated on March 6, 2018. A second bond vote was initiated by citizen petition for March 5, 2019. The second bond vote was limited to funding only the small addition to address accessibility and safety issues. The second bond vote also failed to pass.

## **TOWN GARAGE**

The town garage is located at the west end of the village on the bank of the Miller's Run River. The town garage is located in an identified FEMA flood hazard zone.

The town garage houses two town trucks, a grader, a bucket loader and other smaller equipment.

The town garage does not meet current workplace health and safety regulations.

There is no bathroom in the town garage. The water to the sink often freezes in the winter.

During the past decade, citizens and the Selectboard have brought forth proposals to replace the town garage.

In July, 2012, the Selectboard purchased the lot on Route 122 to the east of the Town Hall in anticipation of the construction of a new municipal facility. This lot is currently being used as a storage site for the road department. This property had been previously owned by the town

In 2016, the town acquired the lot behind the Town Hall on Sutton Road at tax sale. A major clean-up effort on the site was conducted by volunteers. A large number of discarded tires and other debris still remain on the site. A structure exists that was used for a garage. This property had been previously owned by the town.

A bond vote brought by the Selectboard was approved in November, 2016 to purchase a property with an existing building for use as the town garage. The owner withdrew his offer to sell. A bond vote, brought by citizen petition, to fund the purchase of that same property was approved in March, 2019. The property is located in the FEMA flood hazard area and has a history of flooding. The Selectboard is currently

researching issues related to the hazards presented by the flooding of this property and the structure that would be used for the garage.



*Hearse House*

**HEARSE HOUSE**

A small structure known as the Hearse House is currently located next to the town garage. The building is used for fire department and highway department storage.



*South Wheelock Sub-Station*

**SHEFFIELD/WHEELOCK FIRE DEPARTMENT SUB-STATION**

A building belonging to the joint fire department is located on land in South Wheelock that was given to the Town by Vincent and Lisa Stephan. There are no other facilities for fire equipment in Wheelock.

**SHEFFIELD/WHEELOCK TRANSFER STATION**

The Sheffield/Wheelock Transfer Station is located on land owned by the Town of Wheelock at the east end of the village.

**EDUCATIONAL FACILITIES**

There are no educational facilities located in Wheelock.

## **FACILITIES**

### **PRESENT CONDITIONS**

The Town Hall and the town offices are not handicap accessible.

The Town Hall has no handicap accessible bathrooms.

There are identified fire and safety code violations in the Town Hall that have not been corrected.

The town garage is inadequate for current needs.

The town garage does not meet workplace health and safety regulations.

The space for the town clerk, listers and vault is adequate at this time.

The lot next to the Town Hall is being used for storing piles of dirt and debris.

The potential usefulness of the land and structure behind the Town Hall has not been determined.

The fire department no longer has equipment placed in the village.

Educational facilities are now the responsibility of the Kingdom East Unified Union School District.

### **GOALS**

Provide facilities that meet accessibility and public safety requirements.

Utilize the lots acquired next to and behind the Town Hall for the benefit of the community.

Provide adequate facilities for the fire department.

### **OBJECTIVES**

Develop and maintain long-range plan for Capital Improvement Projects.

Address the need for a safe and adequate town garage.

Address the need for a municipal facility in compliance with accessibility and public safety regulations.

### **RECOMMENDED ACTIONS**

Complete an assessment of facility needs, identify and prioritize projects, and develop a long-range financial plan for funding the projects.

Maintain an annual appropriation for the town garage and Town Hall reserve funds.

Appoint a committee or project leader to develop a plan to address the needs for a safe and adequate town garage.

Move the garage out of the flood zone.

Develop the area where the garage currently sits into a green space or park.

Bring a proposal before the voters to address the need for a safe and adequate town garage.

Establish a reserve fund for long range maintenance and major repair of town facilities.

Establish an annual appropriation for the Facilities Maintenance and Major Repair Reserve Fund.

Determine the best uses for the lots acquired next to and behind the Town Hall.

Bring a proposal before the voters to address the needs for a safe and accessible municipal facility.

### **RESPONSIBIITY FOR IMPLEMENTATION**

The Selectboard, Planning Commission and treasurer should work together on Capital Planning and developing a long-range financial plan.

The Selectboard, Planning Commission, the appointed Town Hall Project Coordinator and any other appointed project coordinator or committee member should work together to bring proposals that address facility needs before the voters.

The Selectboard is responsible for the development of the budget and the articles and appropriations on the annual town meeting warning.



*Historic District Green and Cemetery*

## **TOWN SERVICES**

### **TRANSFER STATION / SOLID WASTE**

The Vermont Legislature passed Act 148, Universal Recycling Law, in 2013. This law will be enacted in stages. Every collection facility and waste hauler will be affected starting 2014, with full implementation by 2020. The State of Vermont legislative goal is to reach 60% recycling by 2020.

Wheelock is a member of the Northeast Kingdom Waste Management District (NEKWMD) and operates a transfer station with the Town of Sheffield in accordance with the NEKWMD Solid Waste Implementation Plan (SWIP), which can be found at <http://nekwmd.org/pdf/MMP.pdf>

The transfer station in Wheelock collects items for recycling and disposal in accordance with the laws of the State of Vermont. The facility has a pay-as-you-throw system for collecting bagged household trash. Recyclables, including scrap metal and food scraps, are collected at the facility. In addition, the Wheelock facility collects larger items not suitable for the trash compactor and hosts periodic bulky waste events for Sheffield and Wheelock residents.

According to the NEKWMD 2017 Annual Report, the Towns of Sheffield and Wheelock generated a combined total of 640 tons of wastes, of which 313, or 49%, was diverted from landfill disposal.

### **GOAL**

Continue to increase diversion of materials from the landfill.

Reduce the amount of recyclable material still going into the trash.

Eliminate illegal burning and dumping of trash.

### **RECOMMENDED ACTIONS**

Support the expansion of recycling programs in all public facilities and town sponsored functions in accordance with State Law.

Continue to participate in the NEKWMD planning and implementation process through attendance at their monthly Board meetings.

Work with the NEKWMD to educate residents about the harmful effects of illegal burning and dumping.

Have the transfer station attendants participate in training courses/events sponsored by the NEKWMD.

## **RESPONSIBILITY FOR IMPLEMENTATION**

The Selectboard is responsible for developing a facility use policy that encourages recycling in all town facilities and at all town sponsored events.

The Selectboard is responsible for appointing a representative to NEKWMD.

The Town Clerk and transfer station attendants are responsible for displaying and distributing information .

The Selectboard is responsible for developing a personnel policy and a job description that address requirements related to training for employees.

## **FIRE DEPARTMENT**

The towns of Wheelock and Sheffield are served by the Sheffield/Wheelock volunteer fire department. The fire department is governed by a joint Board with officers elected by the members of the Department. The expenses of the fire department are divided between the two towns.

## **EMERGENCY SERVICES**

The Town of Wheelock contracts with Lyndon Rescue, Inc., an organization located in Lyndonville, for ambulance and emergency response services.

## **MEDICAL SERVICES**

There are no medical facilities located in the town. Residents travel out of town for health care. Northeastern Vermont Regional Hospital, the regional medical facility, is located in St. Johnsbury.

## **POLICE**

The Town of Wheelock has no police department and no contract with the County Sheriff's Department at this time. The Vermont State Police cover incidents requiring police services.

## **CEMETERIES**

There are six town cemeteries: the Old Village Cemetery, the Samuel Drown Cemetery, the Shattuck Cemetery, the South Wheelock Cemetery, and the West Wheelock Cemetery and the Sulphur Spring Cemetery. Burial plots are being sold for the Sulphur Spring Cemetery.

A detailed assessment of the conditions of all cemeteries was completed by the Selectboard in 2015. A detailed list of work and repairs needed for each cemetery was also compiled. No action has been taken to address the long list of needed work and repairs.

At the Annual Town Meeting held March 5, 2019, voters passed an Article eliminating the Cemetery Commission, returning responsibility for the cemeteries back to the Selectboard.



## **GOALS FOR CEMETERIES**

Wheelock's cemeteries will be adequately maintained.

## **RECOMMENDED ACTIONS**

Hire a professional cemetery sexton to replace the volunteer cemetery commission.

Apply for grants and funding to help defray the cost of the repair of the stones.

Develop a long-range plan for addressing the list of work and repairs needed.

Adequately fund the cemetery fund so needed repairs and work can be done.

## **RESPONSIBILITY FOR IMPLEMENTATION**

The Selectboard is responsible for town cemeteries and the hiring of the sexton.

The Selectboard and sexton should work together to develop plans for needed repairs and the financing of those repairs.

## **EDUCATIONAL SERVICES**

Wheelock is one of nine towns that make up the Kingdom East Unified Union School District. There are no schools located in the town of Wheelock. Most Wheelock children attend Miller's Run School for their pre-kindergarten to eight grade education. Kingdom East is a pre-K to 8<sup>th</sup> grade district with students having school choice for their high school education. Most Wheelock students attend either Lyndon Institute or St. Johnsbury Academy for their high school education.

The Town of Wheelock has a unique history related to education. The town's land was originally given in trust for the benefit of Dartmouth College and Moor Charity School. Although this relationship no longer exists, in recognition of the town's early support, eligible sons and daughters of Wheelock have the opportunity to attend Dartmouth College on a Wheelock Scholarship which covers the cost of tuition.

The Keniston and Dane Education Fund provides scholarships to eligible college students from Wheelock and Sheffield as well as funding for special endeavors at Miller's Run School. The Selectboard members of Wheelock and Sheffield serve as Trustees of the Fund which was established by Marion Dane and Harry Keniston.

Post-secondary educational opportunities and workforce training opportunities can be found in neighboring towns. Northern Vermont University is located in Lyndonville. St. Johnsbury Academy and Lyndon Institute both offer vocational education programs. On-line learning opportunities are limited by the lack of access to broadband.

## **UTILITIES**

Wheelock is served by four utility companies, Washington Electric, Lyndonville Electric, Central Vermont Public Service and Vermont Electrical Coop. There is no access to services by these companies on Class IV roads or in some remote areas at this time.

## **HOUSING AND POPULATION**

### **HOUSING**

Wheelock is a rural community of forests, a few small farms, modest residences and hunting camps in the more remote regions. Almost all of the development in Wheelock has taken place in the eastern half of the town.

There are approximately 349 occupied housing units in Wheelock. Single family homes account for 278 occupied dwellings. There are also 61 mobile homes and 3 dwellings that have been converted to apartments.

The 2018 Wheelock Grand List reports 104 seasonal dwellings. Most of these do not have electricity or indoor plumbing.

61% of homes are on 10 acres or more.  
81% of seasonal buildings are on 10 acres or more.

Wheelock stands out from other communities with 90% of homes being owner occupied. Only 10% of Wheelock residences are occupied by renters.

There is no industry or other source of employment in Wheelock that drives a need for housing. The issue for Wheelock will be the cost of providing services for additional growth in population or for changes in service needs.

Wheelock applied for and was awarded Village Center Designation in 2018. Tax credits are available through this program to assist business and rental property owners in the designated area with certain improvements.

Wheelock has no zoning regulations.

### **POPULATION**

Wheelock experienced a significant change in population in the past century from a high of 964 residents in 1810 to a low of 238 residents in 1970. The trend has been upward since 1970.

The 2010 census reported a population of 811. Statistics indicated that 66% of households were occupied by families. Families with children under age 18 made up 40% of the total number of family households.

Most of Wheelock's residents are between the ages of 20 and 65. The 2010 Demographic Profile Data reported that 27% of the population was under the age of 20 and only 15.4% was over the age of 65. The percentage of seniors is projected to increase. Senior citizens over the age of 65 account for 75% of the individuals living alone in Wheelock.

The town is not engaged in any planning at this time to address any changes in the need for services that may arise as the result of an aging population.

Wheelock is predominantly a community of working people. The 2013-2017 American Community Survey Estimates indicated that 94% of the 439 individuals in the work force were employed. The per capita income was estimated at \$34,438. The median household income was estimated to be \$61,250. 96% of the population in Wheelock has health insurance. The percentage of families or individuals with incomes below the poverty level was too low to calculate.

Federal and State housing authorities state that housing is deemed affordable when the total cost of housing accounts for no more than 30% of the household income. 19% of Wheelock homeowners are paying in excess of that 30% affordable limit.

### **GOAL**

Wheelock remains a desirable place for people of all incomes.

### **OBJECTIVES**

Future development will support any resulting costs created by the need for an increase in services.

Wheelock will maintain its rural character.

Any future growth will not alter the character of the town or strain the capabilities of local transportation, safety, and health systems.

Continue enrollment in the Village Center Designation Program.

### **RECOMMENDED ACTIONS**

Promote federal and state programs for weatherization, rehabilitation and home financing.

Maintain Village Center designation.

### **RESPONSIBILITY FOR IMPLEMENTATION**

The Planning Commission should take actions necessary to maintain Village Center Designation.

Information related to state building permits and requirements, weatherization and organizations that assist with funding for home grants such as Efficiency Vermont and Rural Edge will continue to be displayed at the Town Office.

## **ENERGY**

The energy needs of the Town of Wheelock are being met for the residents living on Class I, Class II or Class III roadways. There is a small but increasing number of year-round homes on Class IV roads that are not served by electric utility companies. There are a few residents who live off the grid entirely and a few others who use some alternative energy sources.

Lyndonville Electric and Washington Electric Co-op are the two main electric power suppliers. Vermont Electric Cooperative and Central Vermont Public Service also provide electricity to some residents.

The town heats the Town Hall, town garage and transfer station facilities.

## **GOAL**

Encourage the efficient use of energy and the development of renewable energy resources while protecting wildlife habitat, agricultural soils and the natural beauty of the rural nature of the community.

## **OBJECTIVES**

Promote energy efficiency in new building construction.

Make use of the information and services provided by the Public Service Board, Vermont Housing Authority, Northeast Kingdom Community Action, Efficiency Vermont, and other state and federal agencies and programs to help defray the costs of energy-efficient features in new buildings or for renovations to existing buildings.

Promote cost-efficient energy conservation and efficiency measures as well as modifications that will make use of renewable energy.

Promote patterns of land use that are likely to result in energy conservation, such as building homes closer to the village center and local facilities to reduce travel and road maintenance.

Implement energy efficiency measures for existing and future community facilities as opportunities arise.

Encourage greater transportation efficiency by supporting the expansion of rural transportation, car-pooling, and the establishment of a park and ride site.

Explore the potential for the development of renewable energy sources within the town such as hydropower from the falls on the Miller's Run.

## **RECOMMENDED ACTIONS**

Display information about energy efficiency in new building construction and in renovation construction in the municipal office area.

Conduct an energy efficiency audit of existing town buildings.

Assess the possibility of creating a park and ride area on the lot on Route 122 next to the Town Hall.

Research hydropower and the potential for using the falls on Miller's Run as a source of energy, possibly for servicing electric vehicles.

Collaborate with NVDA in developing Wheelock's energy targets and goals.

## **RESPONSIBILITY FOR IMPLEMENTATION**

The Selectboard is responsible for town facilities.

The Town Clerk is responsible for the distribution of materials through the town office.



*View from Ide Mountain*

## **ADJACENT COMMUNITIES**

The Town Plans of adjacent communities were reviewed during the development of the Wheelock Plan. The goals and objectives articulated in the Wheelock Town Plan are compatible with the goals of neighboring towns. Wheelock strives to work together with neighboring towns for the benefit of the region. Wheelock has agreements in place with neighboring towns to share responsibilities related to road maintenance, education, waste disposal and emergency response. The Wheelock Selectboard supports joining with neighboring towns to address the need for access to broadband. This is a need identified in the Town Plans of most adjacent communities.

**ECONOMIC DEVELOPMENT  
SELECTED ECONOMIC CHARACTERISTICS WHEELLOCK, VERMONT**

| <b>EMPLOYMENT STATUS</b>                           |      |
|--|------|
| Population 16 years and over                       | 768  |
| In labor force                                     | 474  |
| Employed   | 438  |
| Unemployed   | 36   |
| <b>COMMUTING TO WORK</b>                           |      |
| Drove alone  | 351  |
| Carpooled  | 54   |
| Worked at home                                     | 22   |
| Mean travel time to work (minutes)                 | 26.7 |
| <b>OCCUPATION</b>                                  |      |
| Management, business, science, arts                | 166  |
| Natural resources, construction, maintenance       | 97   |
| Sales and office occupations                       | 86   |
| Service occupations                                | 54   |
| Production, transportation, moving materials       | 35   |
| <b>INCOME AND BENEFITS (2017 adjusted dollars)</b> |      |
| Total households                                   | 349  |
| Less than \$10,000                                 | 31   |
| \$10,000 - \$14,999                                | 12   |
| \$15,000 - \$24,999                                | 13   |
| \$25,000 - \$34,999                                | 48   |
| \$35,000 - \$49,999                                | 40   |
| \$50,000 - \$74,999                                | 61   |
| \$75,000- \$99,000                                 | 45   |
| \$100,000 - \$149,999                              | 47   |
| \$150,000 - \$199,999                              | 28   |
| \$200,000 or more                                  | 24   |

From the 2017 American Community Survey

**MEDIAN HOUSEHOLD INCOME - ADJACENT COMMUNITIES**

|                          |                 |
|--------------------------|-----------------|
| <b>Wheelock</b>          | <b>\$61,250</b> |
| Danville                 | \$60,694        |
| Sutton                   | \$58,333        |
| Sheffield                | \$51,750        |
| Stannard                 | \$45,625        |
| Lyndon                   | \$41,464        |
| Caledonia County Average | \$47,371        |

From the 2017 American Community Survey

### **REGIONAL PERSPECTIVE**

Wheelock is a member town of the Northern Vermont Development Association. Economic development is better addressed at the regional level for small, rural, bedroom communities such as Wheelock. The Selectboard appoints two citizens to represent the town at NVDA meetings.

### **GOAL**

Encourage the development of home-based enterprises, small businesses, and services that do not cause detriment to the town's natural resources or citizens quality of life and have a low impact on the Town's infrastructure and character.

### **OBJECTIVES**

Encourage small to mid-size businesses, while supporting existing businesses, which are compatible with the rural character of Wheelock.

Support investment in existing infrastructure and places that the community values in accordance with smart growth principles.

Support the development of high-speed broadband and cellular access.

### **ACTION STEPS**

Maintain Village Center Designation.

Work with NVDA and other local initiatives to expand access to high-speed internet.

Support the efforts of NVDA to promote growth by distributing information about resources available to home-based and small businesses at the town office.

Establish a capital budget to facilitate the funding of infrastructure improvements.

### **RESPONSIBLE PARTIES**

The Planning Commission is responsible to maintain Village Center Designation.

The Selectboard is responsible for annually appointing two representatives to NVDA.

The Selectboard is responsible for budget decisions.

## FLOOD RESILIENCY



*Wheelock Village - Route 122 – Flood of 1927*

### **Existing Conditions**

The Town of Wheelock lies within four watershed areas; the Lamoille River Watershed, the Miller's Run Watershed, the Sleepers River Watershed, and the South Wheelock Branch Watershed. All, with the exception of the Lamoille River, lie within the larger Passumpsic River Watershed which is part of the larger Connecticut River Watershed. The Lamoille River Watershed lies within the larger Lake Champlain Watershed. A very small proportion in the extreme northern part of the town lies within the Calendar Brook Watershed which is part of the larger Passumpsic River Watershed.

The Lamoille River main stem originates in the northwest corner of the Town of Wheelock, along the east side of Vermont Route 16 at the outlet of Horse Pond. It flows 84.9 miles in a generally westerly direction until it empties into outer Mallett's Bay of Lake Champlain ten miles north of Burlington. It is a pool-riffle gravel bottom river for the majority of its length although there are smaller reaches of dune-ripple sand bottom and plan-bed cobble-boulder bottom. From its headwaters to the mouth, the river descends approximately 12,000 feet and drains a 706 square mile watershed, which is 7.5 percent of Vermont's land area. The basin occupies the major part of Lamoille and lesser parts of Franklin, Chittenden, Orleans, Washington, and Caledonia Counties.

There are a total of 24 lakes and ponds that are 20 acres or larger in the Lamoille River Basin. Caspian Lake, Arrowhead Mountain Lake, and Green River Reservoir are by far the largest with areas of 789 acres, 760 acres, and 554 acres respectively. Major tributaries to the Lamoille River include the Wild Branch (39 square miles), Green River



(22 square miles), Gihon River (66 square miles), North Branch (37 square miles), Brewster River (21 square miles), Seymour River (21 square miles), and Browns River (92 square miles).

Forested land is the dominant land cover/land use in the Lamoille River watershed (71 percent). Agriculture is the second largest land use with relatively high percentage coverage of 13 percent. Surface waters cover about 7 percent.

The South Wheelock Branch main stem begins on Wheelock Mountain and flows east for 11 miles traveling through the towns of Wheelock and Lyndon. It drains a watershed of 17 square miles before it reaches the Passumpsic River. Chandler Pond Brook, Bean Pond Brook, and Cold Hill Brook are all tributaries to the South Wheelock Branch.

The Miller's Run is approximately 12 miles long and drains about 48.5 square miles. The main stem's origin is in dispute with official documents showing it originates in two different locations. One, from Bruce Pond in the southwestern part of the Town of Sutton and the other in the eastern part of Sutton cradled between Grout and Hardscrabble Mountains. The river flows in a southeasterly direction across the towns of Sutton, Wheelock, and Lyndon where it joins the Passumpsic River. The two fastest flowing sections of the river are in the villages of Sheffield and Wheelock. Route 122 follows the course of the river along its steep eastern flank. Interstate 91 also follows the river's corridor and crosses the river with two 75 foot bridge abutments. About 11 percent of the watershed is in agriculture located mostly in the river's wider, flat valleys. The rest of the watershed is mountainous and forested.

The Sleepers River origin, located in the north central part of the Town of Danville, is created by the flow from Morrill and North Brooks, which join in North Danville village. Badger Brook and Pope Brook are significant tributaries to Morrill and North Brooks respectively. It drains an area of approximately 43 square miles and is about 7 miles long. The Sleepers River flows southeasterly from North Danville in a fairly narrow channel, and then makes a sharp turn to the northeast at the Danville and St. Johnsbury Town line. It then turns sharply again to the southeast at the junction with Burroughs Brook and continues southeasterly and southerly where it passes over Emerson Falls just west of the village of Saint Johnsbury. The river continues in a southerly direction where it is channelized under the Interstate 91 on and off ramps and taken through the center of the clover leaf, follows the southwestern edge of St. Johnsbury passing under the High Street bridge. From there, the river goes under Route 5, past the Saint Johnsbury wastewater treatment facility and enters the Passumpsic River.

The Sleepers River Research Watershed in northeastern Vermont was established by the Agricultural Research Service (ARS) of the U.S. Department of Agriculture in 1959 and is now operated jointly by the U.S. Geological Survey (USGS) and the U.S. Army Cold Regions Research and Engineering Laboratory (CRREL), with collaboration from several other Federal Agencies and Universities. The USGS has contributed to the understanding of hydrological processes and added a major biogeochemical cycling research component. The USGS uses hydrologic measurements and chemical and

isotropic tracing techniques to determine how water moves from the hillslope to the stream, and what processes cause chemical changes, such as the neutralization of acid rain. Research results provide insights on how pollutants move through ecosystems, and how ecosystems may respond to climate change. Approximately 67 percent of the watershed is forested with the remaining area in agriculture.

The Miller’s Run and the Lamoille River are the only water courses in the town that have a FEMA Flood Insurance Rate Map (FIRM) and that show a Special Flood Hazard Area (SFHA). These maps were created in 1974 and were not part of any flood study. Therefore, they are general at best. There is no clear way to determine what structures are in or out of the flood zone based on the map alone because of the general nature and the scale of the mapping. Further, no FIRM was ever created for areas along the South Branch in the southern part of the town. There are known areas that flood along that water course. It is difficult to determine the flooding hazards without further mapping of these areas.

Table 1. Existing structures in the Mapped Flood Hazard Areas in Wheelock

| Primary Address     | Site Type              | GPSX           | GPSY           |
|---------------------|------------------------|----------------|----------------|
| 39 Peak Rd.         | Single Family Dwelling | 72.08805084000 | 44.58789062000 |
| 3838 Fall Brook Rd. | Single Family Dwelling | 72.08268737000 | 44.58493042000 |
| 4048 Fall Brook Rd. | Single Family Dwelling | 72.08493838000 | 44.58719981000 |
| 698 VT Route 122    | Commercial             | 72.07503208000 | 44.58349303000 |
| 699 VT Route 122    | Mobile Home            | 72.07667239000 | 44.58284212000 |
| 796 VT Route 122    | Single Family Dwelling | 72.07694872000 | 44.58824619000 |
| 1287 VT Route 122   | Single Family Dwelling | 72.0854721000  | 44.58798599000 |
| 1311 VT Route 122   | Commercial             | 72.0860182400  | 44.58804582000 |
| 1353 VT Route 122   | Single Family Dwelling | 72.0867472600  | 44.58813618000 |
| 1385 VT Route 122   | Government             | 72.0874201100  | 44.58824619000 |
| 1464 VT Route 122   | Commercial             | 72.0889376400  | 44.58886311000 |

**Identified Hazards** (based on Wheelock’s All Hazard Mitigation Plan (AHMP)):

**Flooding** – Flooding has been rare but has on occasion posed a threat to some buildings and roads. Prioritized roads have been built up in low areas prone to flooding. Possible flood locations are watched during flood warnings. A few sites along the South Wheelock Branch have been banked with large rocks to reduce the chance of erosion. Rivers and streams are watched for ice jams. If needed, a contractor will be brought in to break the ice. These operations will continue along with new strategies as needed. Wheelock received FEMA Disaster Declaration funds due to flooding in August 1998 and in 2004 for a total of \$76,834 in damages. In 2011, Wheelock received \$145,986 in payment for damages caused by Hurricane Irene. Wheelock investigated the merits of joining the National Flood Insurance Program. On May 10, 2017, the Wheelock Selectboard voted against acceptance of the minimum flood regulations required to qualify for the National Flood Insurance Program. Flood areas designated on the FIRM

maps are along Route 16 on the western edge of town and along Route 122 in the northern section of town. Both roads are state highways.

**Washouts** – Dirt road washouts are common in the entire area. Because of the many remote areas, road washouts have caused citizens to become stranded. Work done to address the problem of washouts has included installation of new culverts, cleaning out of plugged culverts and ditching projects.

**Emergency Relief and Assistance Fund (ERAF) -State Post-Disaster Funding**

| <b>Flood Hazard Mitigation Actions</b> | <b>Action Dates</b> | <b>Responsible</b> | <b>ERAF Status</b> |  |
|--|---------------------|--------------------|--------------------|--|
| 2019 Road & Bridge Standards           |                     | Wheelock           | YES                |  |
| Local Emergency Operations Plan        | 2019                | Wheelock           | YES                |  |
| Local Flood Regulations                |                     | Wheelock           | NO                 |  |
| National Flood Insurance Program       |                     | Wheelock           | NO                 |  |
| Local Hazard Mitigation Plan           |                     | Wheelock           | NO                 |  |
| River Corridor Protection              |                     | Wheelock           | NO                 |  |

**Number of Buildings in FEMA Flood Hazard Zone 11**

**Public Buildings in FEMA Flood Hazard Zone 2**

Town Garage, Hearse House

**Critical Structures in FEMA Flood Hazard Zone 1**

Wheelock Village Store

## **FLOOD RESILIENCY**

### **GOAL**

Mitigate flood hazards and maintain good water quality.

### **OBJECTIVES**

1. Reduce the risk of flood damage to public safety, infrastructure, historic structures and municipal investments.
2. Protect the areas identified as flood hazard areas and fluvial erosion hazard areas.
3. Protect the quality of water in springs, wells, brooks and ponds.
4. Reduce flood insurance rates.
5. Strengthen our preparedness at the local and individual levels.

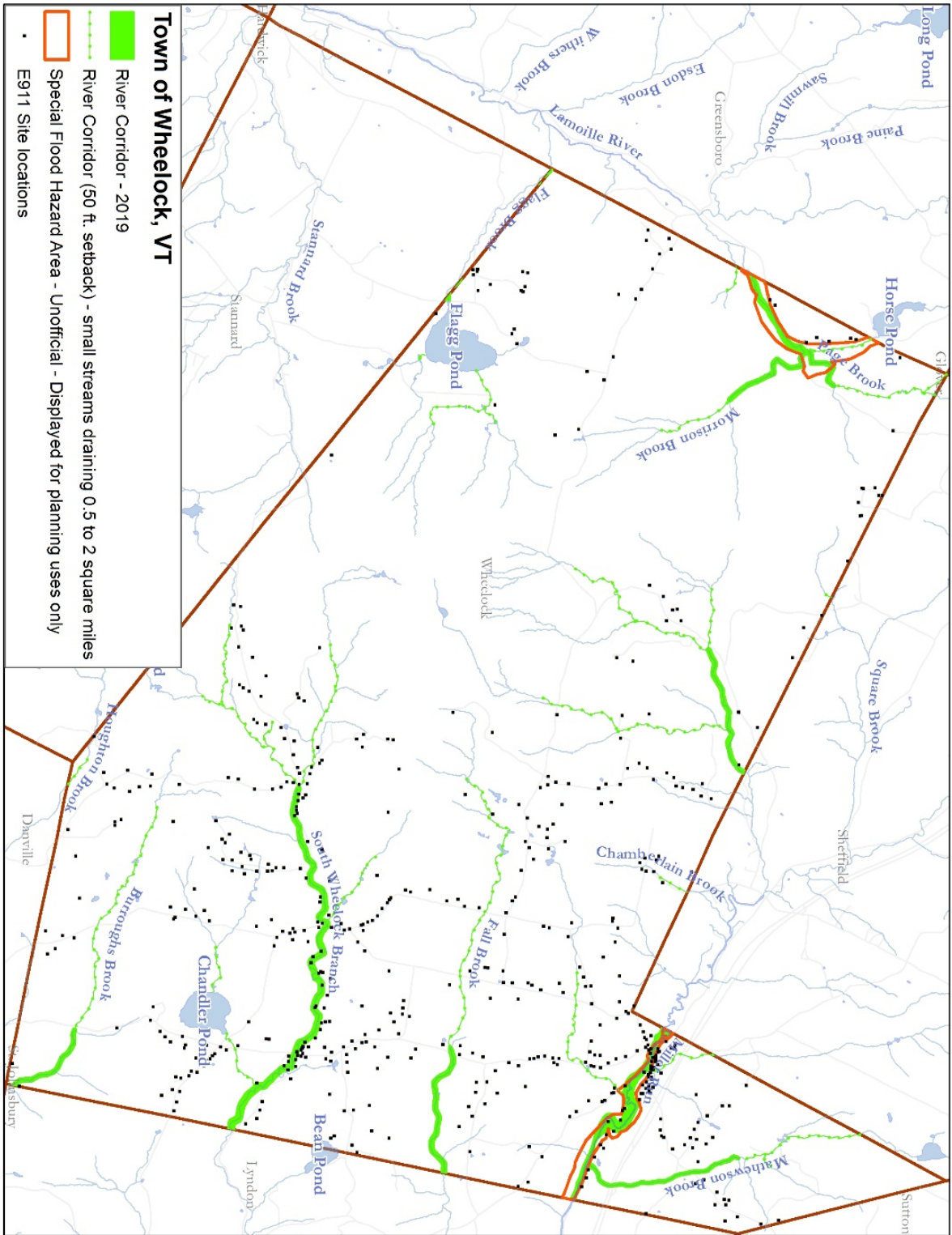
### **RECOMMENDED ACTIONS**

1. Adopt flood hazard regulations sufficient to meet the qualifications for acceptance to the National Flood Insurance Program for the flood hazard area identified by the FEMA maps.
2. Apply for acceptance to the National Flood Insurance Program.
3. Hold a flood hazard education event to inform local residents of the hazards.
4. Distribute information to all property owners in areas identified as river corridors about laws related to streams and streambanks and suggested regulations related to construction and/or storage in the river corridors.
5. Distribute information to property owners and loggers about ecologically sound forest management practices, water quality and riparian buffers. Special attention should be paid to the detrimental effects of logging on hillsides with greater than 20% slope.
6. To avoid continued sedimentation due to fluvial erosion of steep gravel roads, assess Class IV roads for frequency and costliness of washouts. Consider reclassification if improvement to infrastructure is not viable.
7. Consider the planting of trees and shrubs in areas most prone to fluvial erosion.

### **RESPONSIBILITY**

The Wheelock Selectboard and Planning Commission should work together to follow through on recommended actions.

# MAPS



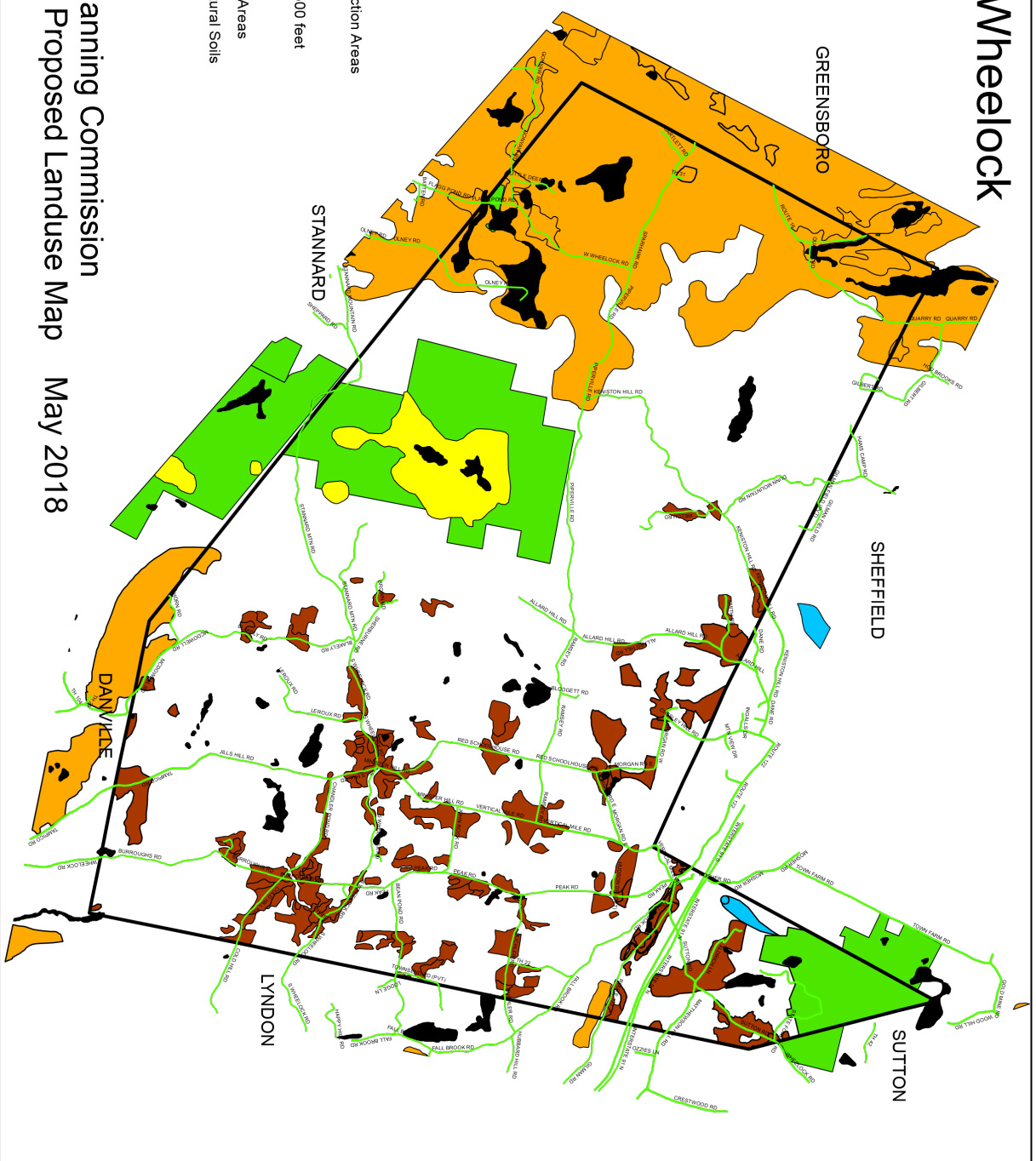


# Town of Wheelock



Scale 1:75,000

- Legend**
- Roads
  - Town Boundary
  - Wellhead Protection Areas
  - Wetlands
  - Areas Above 2500 feet
  - Public Lands
  - Deer Wintering Areas
  - Primary Agricultural Soils



Wheelock Planning Commission  
 Existing and Proposed Landuse Map May 2018





# Town of Wheelock



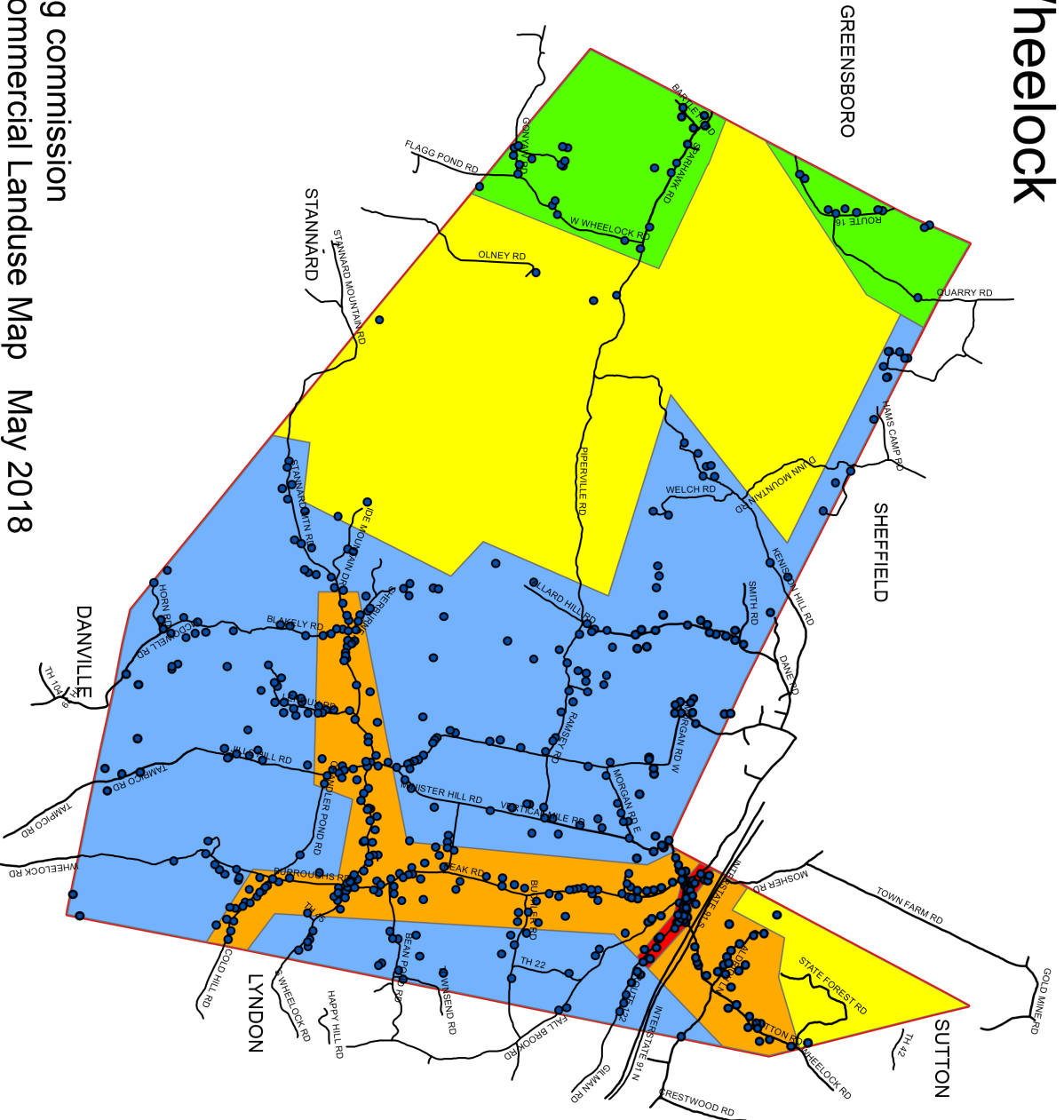
Scale 1:75,000

## Legend

- Existing Housing
- Town Roads

## LANDUSE

- Commercial District
- Conservation District
- High Density
- Low Density
- Medium Density



Wheelock Planning commission  
Residential and Commercial Landuse Map May 2018

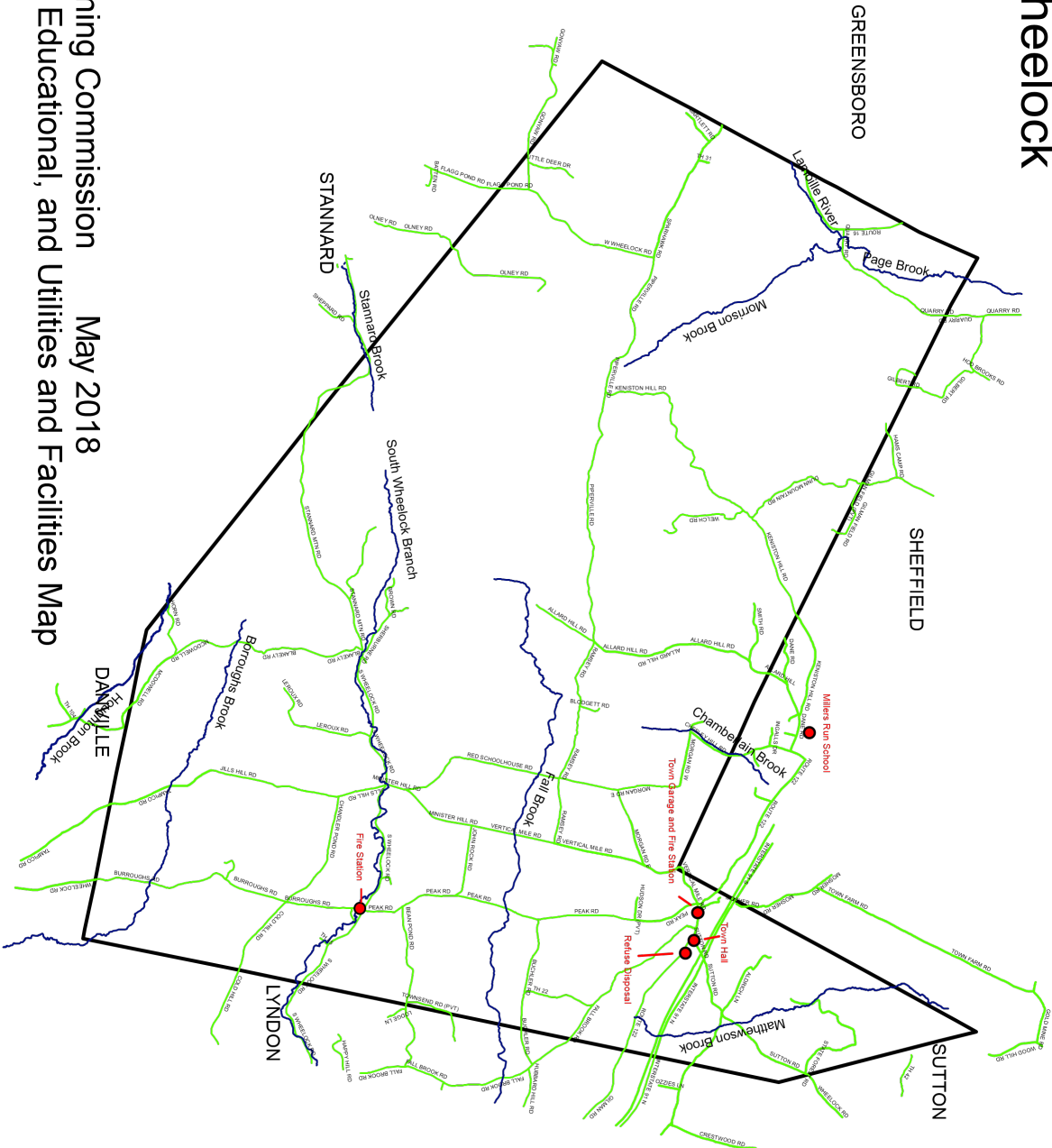


# Town of Wheelock



Scale 1:75,000

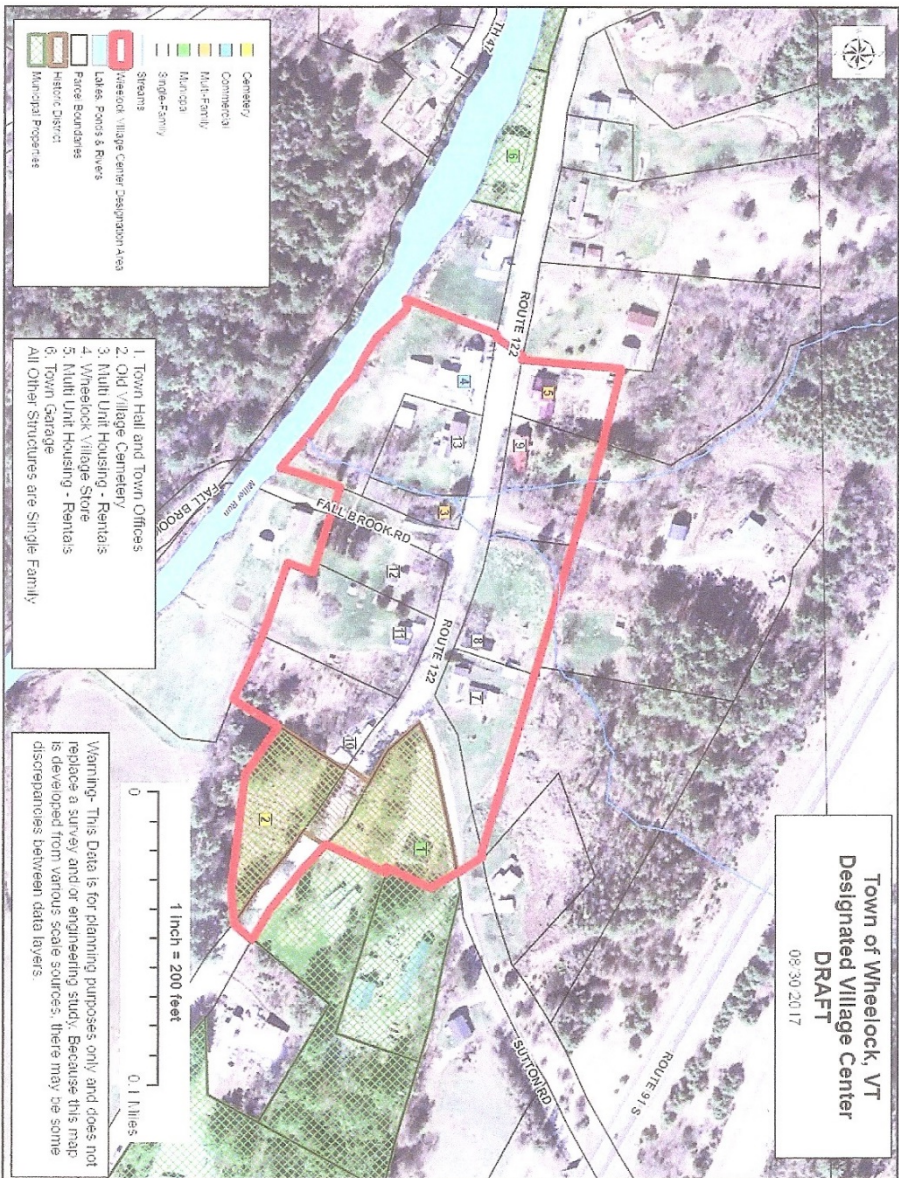
- Legend**
- public facilities
  - streams, named
  - Roads
  - Town Boundary



Wheelock Planning Commission May 2018  
 Transportation, Educational, and Utilities and Facilities Map



# Wheelock Village Center



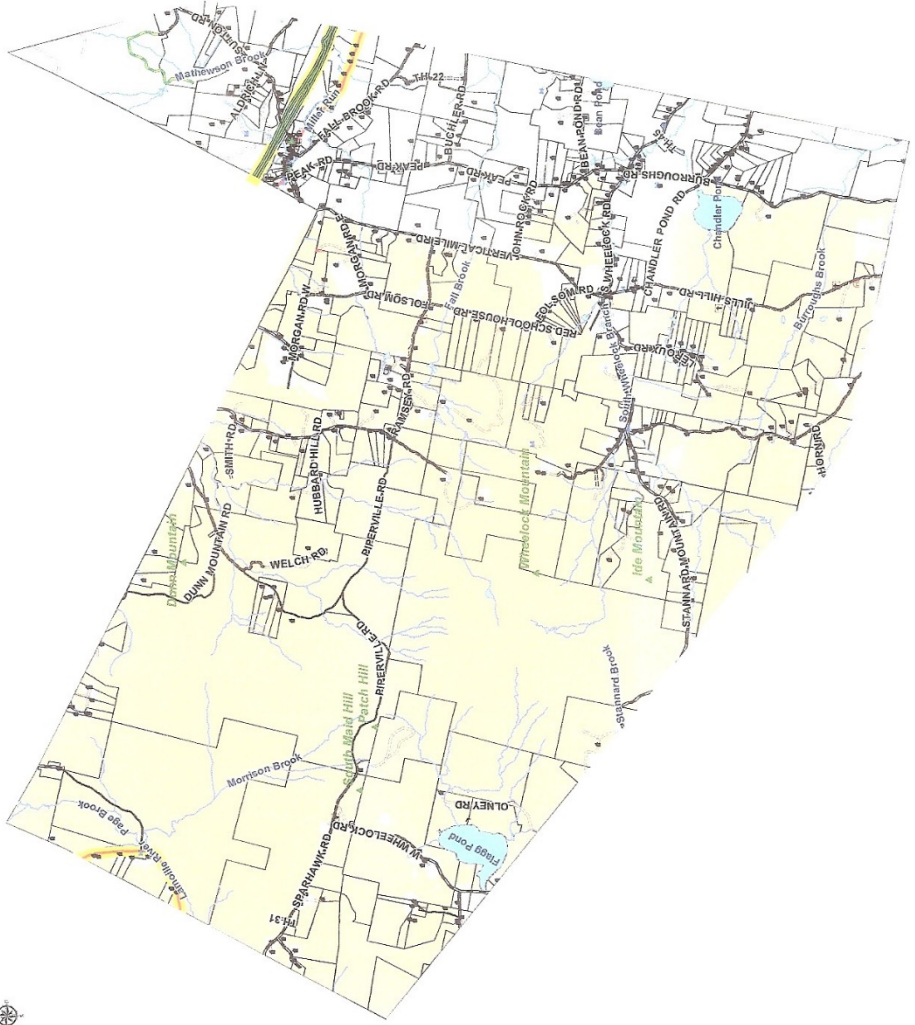


**Wheelock, VT  
Wildlife Connectors Map**  
09/17/2019

- ▲ Wheelock Peaks
- Multi-Family Dwelling
- Single Family Home
- Commercial with Residence
- Commercial Building
- Other Building
- Farm
- School
- Government Building
- House of Worship
- Lodging
- Recreational/Cultural Facility
- Communication Tower
- Cemetery
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Highest Priority Wildlife Road Crossings
- Streams
- Lakes, Ponds, & Rivers
- Parcel Boundaries - 2017
- Highest Priority Connectivity Blocks



Warning - This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is prepared from various sources, there may be some discrepancies between data layers.





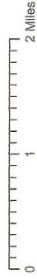
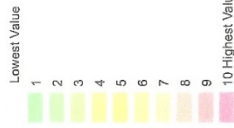


**Wheelock, VT  
Wildlife Habitat Block Map**

09/17/2019

- ▲ Wheelock\_Peaks
- Multi-Family Dwelling
- Single Family Home
- Commercial with Residence
- Commercial Building
- Other Building
- Farm
- School
- Government Building
- House of Worship
- Lodging
- Recreational/Cultural Facility
- Communication Tower
- Cemetery
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Streams
- Lakes, Ponds, & Rivers
- Parcel Boundaries - 2017

**Wildlife Habitat Block Importance**



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.

