



Regular Council Meeting
Monday, February 2 · 6:00 – 8:00pm
Video call link: <https://meet.google.com/nuh-okxx-kbz>
Or dial: (US) +1 320-403-2889 PIN: 778 787 686#

Mayor Rick Ufford-Chase, President Kevin Charboneau, Council Members, Carter Finegan, John Monette and Andrew Touchette

1. Call the Meeting to Order
2. Additions/Deletions
3. Consent Agenda
 - a. Approval of Minutes: 1/26/26
 - b. AP Warrants: 1/28/26, 1/28/26
 - c. PR Warrants:
 - d. Liquor Licenses, Vendor Permits, Special Events
4. Newport Elementary School Budget Presentation from Aaron Larsen
5. Derby Path Connection Feasibility Study Presentation from DuBois & King (*Full report located at end of packet due to length*)
6. Public Hearing - Finding of No Significant Impact: Gardner Park Siphon & Sewer Upgrade from Nate Pion
7. Tax Stabilization of Bogner Building (Frank Cheney)
8. Municipal Resolution to request Tier 1B Status for Act 250 jurisdiction (Frank Cheney)
9. Council Review and Approval of RFP for Audit
10. Coin Drop / Parades Approval

ADA Accessibility Statement: City Council Meetings are open to all who wish to attend, including those who need special accommodations. There is a sign and intercom at street level in front of the building that you can push to let Police Dispatch know that you need access to the wheelchair ramp.

11. Consideration of Applicants for City Manager Search Committee (Executive Session for Confidentiality)
 - a. Consider a finding that premature general public knowledge of sensitive matters regarding Council deliberations would compromise the City and its ability to carry out an effective search.
 - b. Consider a motion to enter Executive Session to discuss the appointment or evaluation of candidates for City Manager Search Committee as per 1 V.S.A. § 313(a)(3) - (Dominic Cloud - VLCT Consultant)
 - c. Appointment in open session of candidates for City Manager Search Committee
12. Task Force Reports
 - a. Water and Sewer
 - b. Financial Reporting and Fiscal Practices
 - c. Housing Insecurity, Public Encampments, Community Safety
 - d. Fire Department Strategic Planning
13. Public Comment
14. New Business
15. Old Business
16. Set the Next meeting of the Council - Regular Meeting February 23, 2026 at 6 pm
17. Adjournment

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Council Minutes

January 26, 2027

A duly warned meeting of the Newport City Council was held on Monday, January 26, 2027 in the council room in the Newport Municipal Building. Present were Mayor Rick Ufford-Chase, Council President Kevin Charboneau (video link), council members John Monette, Andrew Touchette, Carter Finegan, City Clerk/Treasurer James Johnson, Finance and Office Administrator Kari Schulze, City Attorney David Rugh (video link) members of the Press and Public.

Mayor Ufford-Chase called the meeting to order at 6:00 PM

Additions/Deletions

None

Convene 2nd Public Hearing Regarding Proposed Charter

Mayor Ufford-Chase convened the 2nd Public Hearing on the proposed Charter revision at 6:02 pm.

Comments and questions were taken on the proposed Charter revision. Mr. Monette moved to close the Public hearing at 6:53 PM. Seconded by Mr. Touchette, motion carried.

Consent Agenda, minutes of 1/5/27, 1/7/27, 1/13/27, 1/21/27, AP Warrants 1/7/27, 1/9/27, 1/16/27, PR Warrants 1/6/27, 1/20/27,

Mr. Monette moved to approve the consent agenda. Seconded by Mr. Touchette, motion carried.

Review of Balance Sheets and YTD Budget to Actual

Chip Stearns reviewed the Due/to Due/From Summary Report, GF Balance Sheets, with the council

Review of General fund Proposed Budget for FY2027

The council reviewed the FY 2027 expense budget. Ms. Finegan moved to adopt the General Fund, FY2027 expense budget as presented, excluding appropriations. Seconded by Mr. Touchette, motion carried.

Review of Proposed Water/Sewer Budgets

Mr. Monette moved that the council convene to act as Water Commissioners. Seconded by Mr. Touchette, motion carried.

Mr. Monette reported that the budget expenses are pretty much the same and there would be no rate adjustment. The Task Force is working on meter installation, Leak Detection, adjustments to the fixed rates. An information Sheet to go out with the next billing.

The Water Commission reviewed the Water/ Sewer budgets. Mr. Monette moved to approve the FY2027 Water/Sewer budgets as presented. Seconded by Mr. Touchette, motion carried.

Mr. Monette moved to close the meeting of the Water Commission. Seconded by Mr. Touchette, motion carried.

Task Force Reports

Financial Reporting and Fiscal Practices, Ms. Finegan reported that the RFP will be presented to the council for Auditor recruitment at the next meeting.

Housing Insecurity, Public Encampment, Community Safety, Mayor Ufford-Chase reported that last Thursday the Senior Center opened as a day warming shelter it was successful. He thanked the Senior Center for providing food. Inspections for the Warming Shelter at the Bayview shelter are scheduled for this week and it should be open sometime this weekend.

Fire Department Strategic Planning, Mr. Touchette reported the committee would present to the council its findings in March or April.

Approve meeting Date Schedule

Mr. Monette moved to approve the 2027 council meeting schedule. Seconded by Ms. Finegan, motion carried.

Public Comment

Scott Hammond presented a resolution for the council consideration regarding the assault on constitutional rights by the action of ICE.

Pam Ladds also commented on the resolution.

New Business

Mr. Touchette would like to see a delinquent tax list in the Annual Report.

Old Business

Ms. Finegan ask the status of Snowmobiles on the bike Path.

Laurie Grimm asked who had turned in petition to run for election in March. John Monette and Sharon Pare'.

Next Meeting Dates

Mr. Touchette moved to set the next meeting dates for January 28, 2027 and February 2, 2027. Seconded by Mr. Monette, motion carried.

Adjournment

Mr. Charboneau moved to adjourn at 8:56 PM. Seconded by Mr. Monette, motion carried.

Attested _____ this _____ Day of _____ 2027

_____ Mayor

City of Newport Accounts Payable
Check Warrant Report # Current Prior Next FY Invoices
Unpaid Invoices For Check Acct 01(GENERAL FUND) From 01/30/26 To 01/30/26

Vendor	Invoice	Invoice Description	Purchase Amount	Discount Amount	Amount Paid	Check Number	Check Date
BUDBOS AG SUPERMARKETS INC	02-882737	Supplies/Materials	10.59	0.00			--/--/--
ALLEN ENG ALLEN ENGINEERING AND CHEMICA	112-506867-0	Bulk Chlorine	3596.00	0.00			--/--/--
ALLEN ENG ALLEN ENGINEERING AND CHEMICA	112-506866-0	Bulk Chlorine	5105.00	0.00			--/--/--
APPLIEDSP APPLIED SPECIALTIES INC	359213	Charge Pack	4957.35	0.00			--/--/--
ATT MOBIL AT&T MOBILITY	010626 PD	PD Phone Service	582.07	0.00			--/--/--
ATT MOBIL AT&T MOBILITY	020626 PD	PD Phone Service	643.43	0.00			--/--/--
ATT MOBIL AT&T MOBILITY	012726 FD	FD Trk #5 Tablet	41.73	0.00			--/--/--
CANON CANON FINANCIAL SERVICES INC	42499239	CM Copier Contract	160.00	0.00			--/--/--
COMCAST COMCAST	020526 WWTF	WWTF Internet	110.39	0.00			--/--/--
COMCAST COMCAST	020726 MB	MB Fax/Elevator Lines	219.47	0.00			--/--/--
COMCAST COMCAST	120626 PD	PD Internet	166.01	0.00			--/--/--
COMCAST COMCAST	120826 PB	PB Internet	88.53	0.00			--/--/--
COMCAST B COMCAST BUSINESS	261256488	Phone Services	1597.96	0.00			--/--/--
COMPASS M COMPASS MINERALS AMERICA	1605986	Deicing Salt	5903.48	0.00			--/--/--
COMPASS M COMPASS MINERALS AMERICA	1606934	Deicing Salt	2937.53	0.00			--/--/--
CONS COMM CONSOLIDATED COMMUNICATIONS	020926	Pump Station Alarm Lines	78.38	0.00			--/--/--
CONS COMM CONSOLIDATED COMMUNICATIONS	011526 PD	PD Internet	224.95	0.00			--/--/--
CORELOGIC CORELOGIC INC.	012126	Parcel 105031 - Gillespi	16.29	0.00			--/--/--
CS WEAPON CS WEAPONRY LLC	246811	PD Parts/Repair	1267.00	0.00			--/--/--
R DESROCH DESROCHERS, INC.	17921	Crane Service	1225.00	0.00			--/--/--
LEINEM EMILY LEINOFF	012126	Training Reimbursement	294.35	0.00			--/--/--
ENDYNE ENDYNE INC	563567	Lab Services	125.00	0.00			--/--/--
ENDYNE ENDYNE INC	563558	Lab Services	130.00	0.00			--/--/--
ENDYNE ENDYNE INC	563453	Lab Services	25.00	0.00			--/--/--
GATES GATE'S ELECTRIC INC	6620	PD Lighting	237.75	0.00			--/--/--
GATES GATE'S ELECTRIC INC	6589	GW Service Call	122.54	0.00			--/--/--
GATES GATE'S ELECTRIC INC	6651	Causeway Pole Lght Wirin	7833.00	0.00			--/--/--
GILLS POI GILLS POINT S TIRE	378633	Tire Repair	30.00	0.00			--/--/--
HORIZONS HORIZONS ENGINEERING INC	39541	Proj. HEI0023093300 Stm	110.00	0.00			--/--/--
HORIZONS HORIZONS ENGINEERING INC	39560	Proj 086.000041170 Lkmt	1142.50	0.00			--/--/--
RONDJO JOSEE RONDEAU QUARMBY	011426	Reimbursement	49.62	0.00			--/--/--
KITCLE KITCHELL LEE	012726	PD Boat Slip Rental	2250.00	0.00			--/--/--
MISSION C MISSION COMMUNICATIONS LLC	1091959.	Svc Contract 19MIS26100	347.40	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0229516	Supplies/Materials	29.99	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0229519	Credit Memo	-54.99	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0248916	Supplies/Materials	134.15	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0257795	K-9 Supplies	95.99	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0253499	K-9 Supplies	95.99	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0221781	K-9 Supplies	49.99	0.00			--/--/--
AGWAY NEWPORT FARM & GARDEN	T1-0235120	K-9 Supplies	95.99	0.00			--/--/--
BOSENI NICHOLE BOSWELL	01272026	Property Tax Refund	2704.21	0.00			--/--/--
NORTH EMB NORTHERN EMBROIDERY CORP.	3632	PD Attire	258.00	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-240589	Parts	75.77	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-241466	Parts	108.85	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-241462	Parts	20.69	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-240049	Supplies/Materials	10.44	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-240054	Supplies/Materials	188.97	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-240070	Parts	152.79	0.00			--/--/--
OREILLY O'REILLY AUTO PARTS	5691-241707	Parts	19.74	0.00			--/--/--
PTR TRUCK PTR TRUCK PARTS	93662	Parts	556.29	0.00			--/--/--

City of Newport Accounts Payable
Check Warrant Report # Current Prior Next FY Invoices
Unpaid Invoices For Check Acct 01(GENERAL FUND) From 01/30/26 To 01/30/26

Vendor	Invoice	Invoice Description	Purchase Amount	Discount Amount	Amount Paid	Check Number	Check Date
R R CHARL R R CHARLEBOIS INC	IE79982	Parts	175.37	0.00			--/--/--
RAYS RAYS AUTO SERVICE	2506	FD Auto Oil Change	80.34	0.00			--/--/--
RAYS RAYS AUTO SERVICE	2828	PD Auto Repairs	155.48	0.00			--/--/--
BORSSA SAMUEL BORSARI	010626	Mileage Reimbursement	322.00	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799539	Supplies/Materials	1429.00	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799508	Supplies/Materials	211.79	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799695	Supplies/Materials	145.65	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799635	Supplies/Materials	211.43	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799341	Supplies/Materials	22.74	0.00			--/--/--
SOUTHBAY SOUTH BAY SUPPLY	799996	Supplies/Materials	75.37	0.00			--/--/--
STILES STILES & HART BRICK SALES, LLC	23568	Pavers	90.85	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	352011	Supplies/Materials	25.63	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	351999	Supplies/Materials	26.59	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	351865	Supplies/Materials	303.99	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	351856	Supplies/Materials	37.98	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	351838	Supplies/Materials	360.99	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	352552	Supplies/Materials	8.92	0.00			--/--/--
PIC SHOVS THE PICK & SHOVEL INC	352032	Supplies/Materials	32.28	0.00			--/--/--
TISALES TI-SALES INC	INV0193263	Meter Supplies/Materials	8625.60	0.00			--/--/--
USBANCO US BANCORP GOVERNMENT LEASING	572992667	FD Jaws of Life Contract	18543.58	0.00			--/--/--
VLCT PROP VLCT PROPERTY & CASUALTY INS.	13629	Property & Casualty Ins	107958.44	0.00			--/--/--
VTPOLICE VT ASSOC OF CHIEFS OF POLICE	012726	2026 Annual Dues	500.00	0.00			--/--/--
VTELEC VT ELECTRIC COOPERATIVE INC	021526	Electric Services	24277.42	0.00			--/--/--
W B MASON W.B. MASON CO., INC.	259366553	Office Supplies	49.69	0.00			--/--/--
W B MASON W.B. MASON CO., INC.	78670300	Credit Memo	-9.54	0.00			--/--/--
WELLS FAR WELLS FARGO FINANCIAL LEASING	5037325710	C/T Copier Contract	97.48	0.00			--/--/--
Report Total			209,930.25	0.00	0.00		

CITY COUNCIL

To the Treasurer of City of Newport, We Hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating \$ ***209,930.25
Let this be your order for the payments of these amounts.

Vendor	Invoice	Invoice Description	Purchase Amount	Discount Amount	Amount Paid	Check Number	Check Date
AFLAC	AFLAC	PR-01/08/26 Payroll Transfer	918.73	0.00			
AFLAC	AFLAC	PR-01/22/26 Payroll Transfer	943.69	0.00			
AFLAC	AFLAC	013126 AFLAC Adj	-24.92	0.00			
COUNCIL93	AFSCOME COUNCIL 93	PR-01/08/26 Payroll Transfer	309.92	0.00			
COUNCIL93	AFSCOME COUNCIL 93	PR-01/22/26 Payroll Transfer	333.76	0.00			
MUTUAL O	MUTUAL OF OMAHA	013126 Life & Disability Ins	2567.80	0.00			
MVP	MVP HEALTH CARE, INC	PR-01/08/26 Payroll Transfer	1969.55	0.00			
MVP	MVP HEALTH CARE, INC	PR-01/22/26 Payroll Transfer	1803.43	0.00			
MVP	MVP HEALTH CARE, INC	013126 Health Ins Premium	55368.63	0.00			
NEPBA	NEPBA LOCAL 434	PR-01/08/26 Payroll Transfer	450.00	0.00			
NEPBA	NEPBA LOCAL 434	PR-01/22/26 Payroll Transfer	450.00	0.00			
NE DELTA	NORTHEAST DELTA DENTAL	PR-01/08/26 Payroll Transfer	339.39	0.00			
NE DELTA	NORTHEAST DELTA DENTAL	PR-01/22/26 Payroll Transfer	334.09	0.00			
NE DELTA	NORTHEAST DELTA DENTAL	013126 Dental Premium	1041.11	0.00			
VTRETIRE	VMERS DB	PR-01/08/26 Payroll Transfer	31743.46	0.00			
VTRETIRE	VMERS DB	PR-01/22/26 Payroll Transfer	28890.21	0.00			
VTRETIRE	VMERS DB	013126 VMERS Adj	0.06	0.00			
VSP	VSP INS - VISION CARE	PR-01/08/26 Payroll Transfer	82.38	0.00			
VSP	VSP INS - VISION CARE	PR-01/22/26 Payroll Transfer	79.09	0.00			
VSP	VSP INS - VISION CARE	013126 Vision Premium	488.54	0.00			
Report Total			128,088.92	0.00	0.00		

CITY COUNCIL

To the Treasurer of City of Newport, We Hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating \$ ***128,088.92

Let this be your order for the payments of these amounts.

City of Newport, Vermont Gardner Park Siphon Upgrade

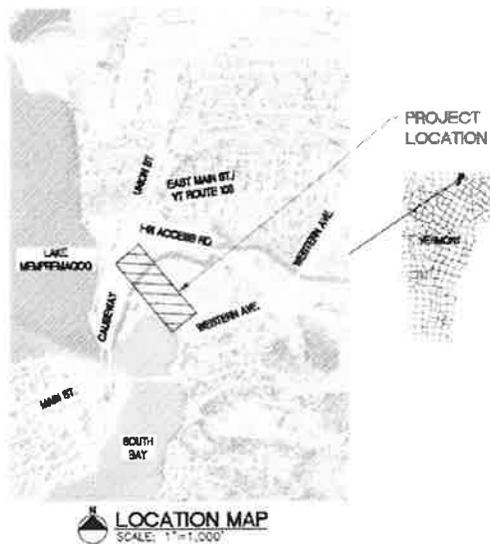
Finding of No Significant Impact (FONSI)
Public Hearing
02/02/2026

AE Aldrich + Elliott
WATER RESOURCE ENGINEERS

1

Project Description

- Install ~300 linear feet of 8" HDPE via horizontal directional drill (HDD) – New Siphon
- Install ~900 linear feet of Cured-In-Place Pipe (CIPP) in gravity sewer
- Install ~100 linear feet of CIPP in existing siphon



AE Aldrich + Elliott
WATER RESOURCE ENGINEERS

2

Project Need



Rehabilitate aging infrastructure, conform to current standards/practices, improve water quality by mitigating sewer system overflows.

3

Review Process



All federally funded projects are required to comply with the National Environmental Policy Act (NEPA)



Environmental Report Prepared/Submitted
Impacts are identified early so assessment, design changes, and mitigation measures can be implemented



State Design staff evaluate and verify information in environmental report



For a Finding of No Significant Impact (FONSI), the following is required:
-Public hearing
-30-day public comment period



State issues the environmental review determination

4

Finding on No Significant Impact (FONSI)

A FONSI is a document that presents the reasons why the Vermont DEC has concluded that:

- There are no significant environmental impacts projected to occur upon implementation of the project; or
- Environmental impacts can be reasonably addressed through mitigation measures.

Environmental Report

Environmental Justice Considerations	Cultural, Historic, and Archaeological Resources	Land Use
Intergovernmental Review of Federal Programs	Wetlands, Floodplains, Coastal Zones, Wild and Scenic Rivers	Fish and Wildlife, and Endangered Species
Drinking Water and Groundwater Protection	Air Quality, Noise, and Emissions	NEPA Related Considerations

Cultural, Historical, and Archaeological Resources

- Based on 30% design plans, no archaeological resource assessments or above-ground review was required by the Vermont Division for Historic Preservation (VDHP)
- Formal sign-off will be provided by VDHP once 90% design plans have been submitted.



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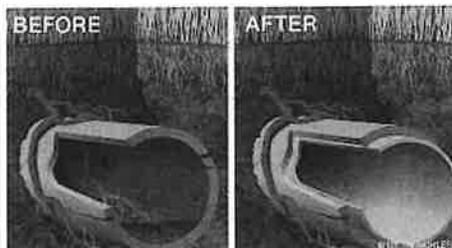
7

Potentially Impacted Resource: Air Quality

Cured-In-Place-Pipe (CIPP) liners have styrene resins within the felt liner.

Styrene provides strength to the liner and facilitates the curing process.

Prolonger or high concentration exposures can cause fatigue, nausea, vision impairment, or balancing problems.



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8

Air Quality Mitigation Measures and/or Alternative Plans of Action

Proper ventilation and containment during the curing process. Liner will be designed around UV curing process which significantly reduces styrene exposure.

This section of the sewer system does not have any sewer service connections to residential homes.

Gardner Park playground, ballfields, and facilities will be closed temporarily during curing process. Likely limited to one (1) day of impact.

Potentially Impacted Resource: Floodplains

The site is located within the 100-year and 500-year floodplains

The 100-year flood elevation is 685.9'

The 500-year flood elevation is 686.45'



Clyde River

100-year floodplain (red)

Proposed Project (green)

Floodplains Mitigation Measures and/or Alternative Plans of Action

The proposed infrastructure will be designed to remain functional up to the 100-year flood elevation and withstand up to a minimum 500-year flood.

Subsurface infrastructure will be designed to counteract hydraulic forces (buoyancy) imposed by flooding.

Existing grades and ground surface will be restored at end of construction

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11

Subsurface Contamination

- Extensively studied for environmental contamination
- Soil was found to contain arsenic, lead, and Polycyclic Aromatic Hydrocarbons (PAHs) at concentrations above Statewide Urban Background concentrations.
- Contaminated soil being trucked to certified disposal facility for proper disposal
- Groundwater was found to contain arsenic, naphthalene, lead, and PFAS at concentrations above the Vermont Groundwater Enforcement Standards.
- Contaminated groundwater will be treated prior to discharge.
- An approved soil and groundwater management plan was prepared for the project.



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12



Questions/Comments

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WATER RESOURCE ENGINEERS

NEWPORT CITY COUNCIL MINUTES
October 3, 2022

A duly warned meeting of the Newport City Council was held on Monday, October 3, 2022, in the Council Room in the Newport City Municipal Building. Present were: Mayor Paul Monette, Council President John Wilson, Council Members Kevin Charboneau (by phone), Melissa Pettersson, and Christopher Vachon, City Manager Laura Dolgin, Assistant City Clerk/Treasurer Stacey Therrien, Fire Chief John Harlamert, and members of the press and public.

Mayor Monette called the meeting to order at 6:30 p.m.

Approval of Minutes

Mr. Wilson moved to approve the minutes of September 19, 2022. Seconded by Mr. Charboneau, motion carried unanimously.

Comments by the Public

None.

Tax Stabilization Request for Approval: Richard Isabelle, Vice-President of Northeast Kingdom Development Corp (NEKDC); Mike Desmaris, Track Inc.; Dave Snedeker, Executive Director of NVDA & a NEKDC Board Member.

Dave Snedeker stated that NEKDC closed on the Bogner Building last week from the EB-5 receivership. They will rehabilitate the long neglected vacant facility. Due to the conditions of the building, they are seeking to use the City of Newport's Industrial and Commercial Tax Stabilization Policy until the renovations and fit-up are complete. Once completed they will lease the building to Track Inc., a snow grooming equipment business. They estimate 22 jobs in year one with a total of 80 jobs by year five.

Motion made by Mr. Vachon to allow the use of the City's Tax Stabilization policy, seconded by Mr. Wilson. Motion approved with Mr. Charboneau abstaining.

Proclamation for Childhood Cancer Awareness Week.

The City of Newport proclaim October 23 through October 29, 2022, as Childhood Awareness week. Motion made by Mr. Vachon to accept the proclamation. Seconded by Mr. Charboneau, motion carried unanimously.

New Business

None.

January 28, 2026

Memorandum

From: Richard Isabelle, Vice-President, NEKDC

To: Rick Ufford-Chase

Re: NEKDC Request for Municipal Tax Stabilization

Dear Mr. Ufford-Chase,

The Northeast Kingdom Development Corporation (NEKDC), a 501c3 non-profit development corporation, is requesting to utilize the City of Newport's adopted industrial and Commercial Tax Stabilization Policy. As the new owner of 172 Bogner Dr, a 25-acre parcel with a vacant 43,875 sq ft former manufacturing facility, NEKDC has rehabilitated the long-vacant building for an expanding business in the area. Due to the previous condition and required investment of the property, NEKDC is requesting municipal tax stabilization.

NEKDC has invested over \$2,000,000 in renovations for the project. The renovations are now completed, the facility is now leased to Track Inc. It is anticipated that there will be 20 or more new jobs expected by year 5. The project improved the aesthetics of the 25-acre parcel and remedied the long-neglected building.

The project does not negatively impact municipal infrastructure of public safety. The project does meet all current local zoning requirements and will be applying for the appropriate local and state permits. NEKDC is in good standing with the City of Newport and State of Vermont with respect to taxes.

Included with the memorandum is a worksheet that follows the scoring criteria of the City's adopted policy. Also included is the project budget that identifies Sources and Uses and project expenses. Thank you very much for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Isabelle". The signature is fluid and cursive, with a large initial "R" and "I".

Richard Isabelle
Vice- President, NEKDC

City of Newport – Industrial and Commercial Tax Stabilization Policy

3. Eligibility - all criteria a - f will be met by this project.

4. Gen. Criteria & Eligibility -

d. Scoring:

1) Size = @43,875 sf (per appraisal report) = 3 + 4.5 + 4 = 11.5 points

2) Cost = \$2.06M renovation budget = 3 + 10 + 2 = 15 points

3) Machinery & Equipment - Tenant fit-up costs will easily exceed \$100,000 just for the new lifts/hoists and support structure that they will need = 4 points

4) Jobs – 20 jobs by Year = 60 points

5) Diversification – The business /industry will employ less than 5% of the covered workforce in Orleans County. This would diversify the industrial employment base. = 5 points

6) Municipal Impacts - None expected. The building will be connected to the City's municipal water and wastewater systems. Bogner Drive does connect to Lake Road, so coordinating with the City of Newport for upgrading the road will be necessary.

7) Environmental Impacts – None.

8) Exclusionary Criteria – N/A

9) Historic Structures or Designated Downtown – 0 points

5. Tax Stabilization Agreement structure – The project would qualify for a five-year tax stabilization.

6. Application and Approval – NEKDC is appreciative of the City Council's consideration.

Sources and Uses Revise 9-7-22

	<u>CIP</u>	<u>Newport Development Grant</u>	<u>VEDA Loan</u>	<u>NCIC Loan</u>	<u>RCDI</u>	<u>TOTAL</u>
Acquisition		\$ 916,000	\$ 70,000			\$ 916,000
Environmental Remediation						\$ 70,000
Engineering		\$ 113,000	\$ 122,000		\$ 15,000	\$ 250,000
Roof				\$ 250,000		\$ 250,000
Landscaping				\$ 15,000		\$ 15,000
Floors				\$ 170,000		\$ 170,000
Ceiling and Paint			\$ 85,000			\$ 85,000
Heating and Cooling	\$ 232,468		\$ 59,532			\$ 292,000
Doors and Windows			\$ 60,000			\$ 60,000
Electrical			\$ 50,000			\$ 50,000
Equipment Removal			\$ 23,000			\$ 23,000
Contingency			\$ 441,468			\$ 441,468
Legal, Construction Management, Accounting, Interest, Taxes			\$ 339,532		\$ 10,468	\$ 350,000
Total Costs	\$ 232,468	\$ 1,029,000	\$ 1,265,532	\$ 420,000	\$ 25,468	\$ 2,972,468

Renovation of 172 Bogner Drive in Newport, VT

VEDA loan #: 08ONEKDA01

NCIC Loan #(s): II-77, O-13, R-210

Task #	Task	Current budget amount
1	Mold removal and floor prep	\$ 246,560.00
2	Permanent oil furnace	\$ 22,400.00
3	Overhead door	\$ 67,130.00
4	Permanent heater	\$ 138,000.00
5	Roof repair	\$ 25,420.00
6	Electrical service modifications and upgrades	\$ 200,323.23
7	Shop floor steel reconstruction	\$ 137,249.00
8	Plumbing	\$ 47,225.63
9	Spates Construction, Inc	\$ 632,558.60
10	Soft costs	\$ 100,000.00
11	Contingency	\$ 252,003.54

TOTAL \$ 1,867,868.02

City Manager (802) 334-5136
 334-3891
 City Clerk/Treasure 334-2112
 334-3892
 Public Works 334-2124
 Zoning Adm./Assessor 334-6992
 Recreation/Parks 334-6345
 Fax 334-5632



COPY

City of Newport
 222 Main Street
 Newport, Vermont 05855

RECEIVED & RECORDED
 On 12/29/10
 At 2:30 P. M.
 Book 15 Page 23-27
James S. Johnson
 City Clerk, City of Newport, VT

**City of Newport, Vermont
 Industrial and Commercial Tax Stabilization Policy
 December 20, 2010**

1. Statement of Purpose

One of the major objectives of the Newport City Council is to promote and encourage commercial and industrial development with the City of Newport. Tax stabilization is an incentive for businesses and or developers considering locating, relocating developing and expanding within the City of Newport or for business owners to aid new businesses moving into their building.

2. Authority to Grant Tax Stabilization

The authority to grant tax stabilization falls under Vermont State Statute 24 V.S.A. § 2741. Municipal corporations; property values fixed by contract. No tax stabilization agreement can be for more than 10 years as per statute and may only include the municipal portion of the taxes. If the commercial/industrial business wishes to have the state education tax stabilized it must apply for stabilization with the Vermont Economic Progress Council (VEPC).

3. Criteria and Eligibility for Tax Stabilization

In order for a project to qualify for tax stabilization it must meet the following criteria.

- a) Create new jobs.
- b) Create new commercial/industrial establishments or modify existing spaces.
- c) Improve aesthetics or eliminate blight on the exterior of an existing structure.
- d) Does not have a negative impact on municipal, public safety or infrastructure.
- e) Meets all current local zoning by-laws and pertinent state regulations.
- f) Applicant must be in good standing with the City of Newport, State of Vermont and the Internal Revenue Service with respect to all taxes and not under indictment, incarceration or parole.

4. General Criteria and Eligibility

The following general and specific criteria shall be used by the City Council in making determinations on eligibility and application.

- a) All applications for tax stabilization shall be presented to the City Council prior to the commencement of construction (which shall include renovations, remodeling repairs, etc. in case of existing buildings).
- b) All additions to stabilized or non-stabilized buildings for which stabilization applications are received, shall be handled as new construction with only the addition considered.
- c) Owners of properly zoned existing buildings may seek stabilization of the increase in assessment of the building(s) resulting from repairs, renovations, or remodeling.
- d) In addition, the City Council must find that the project proposal shall receive a minimum score of 20 points based upon an evaluation by the City Council in accordance with the following scoring system:

1) Size:

1000 sq. ft minimum	3 points
For each additional 1000 sq. ft. up to 10,000 sq. ft. .5 points per 1000 sq. ft.	4.5 points max
Over 10,000 sq. ft. – 1 point per 10,000 sq. ft.	20 points max

2) Cost:

For new construction (building or addition)	
\$300,000 minimum construction cost (excluding land/utilities/site)	5 points
For each full \$100,000 additional up to \$1,000,000 add	1 point
Over \$1,000,000 add .5 points per million	20 points max
For renovations	
\$100,000 minimum cost (excluding utility and site work)	3 points
For each full \$100,000 additional up to \$1,000,000 add	1 point
Over \$1,000,000 add 1 point for every \$500,000	1 point

- 3) Machinery and Equipment:
- Minimum cost new - \$100,000 4 points
- For each full \$100,000 add 1 point
- 4) Jobs:
- For each new permanent (excluding construction) job created (including retained jobs only if applicant certifies that jobs would be lost immediately if project is not completed). 3 points / job
- For each job created which is 2 times the minimum wage prevailing in the state of Vermont add 2 points / job
- 5) Diversification:
- If industrial start would, in the opinion of the City Council, diversify the industrial employment base* **OR** new or expanded industry would create markets for or be a significant supplier to existing Orleans County area industries **OR** industry is identified as a "target industry" in the Newport City Municipal Plan add 5 points
- *Generally, the diversification test is met if the proposed industry type currently employs less than 5% of the covered workforce in the Orleans County.*
- 6) Impacts – Municipal
- If the project will, over the long run, demand unusual, excessive, or unreasonable burdens on City services for police, fire, water, sewer, traffic, or roadways, and no plan for compensation or mitigation is made between the developer and City deduct <6 points>
- 7) Impacts - Environmental:
- If the project will cause degradation to the physical and natural environment of the City through discharges to the air, water, or groundwater, or by emission of noise, dust, vibration, radio interferences, threat of chemical or biological release deduct <2-8 points>
- 8) Exclusionary Criteria:
- If the project is offensive to the public values or is contrary to the ordinances and by-laws of the City of Newport, is incompatible with the City Plan, or would create an unreasonable nuisance or disturbance to neighboring landowners, no tax stabilization shall be granted.
- Under normal circumstances retail trade will be allowed unless

it is a clear public nuisance.

9) Historic Structures or Designated Downtown

Projects involving the preservation of historic structures and or are located in the designated downtown will be awarded an additional 10 points.

5. Tax Stabilization Agreements may be structured as follows:

- a) Three year tax stabilization agreement for new or existing projects under \$1,000,000 based solely on the increase in assessed valuation due to the project:

Year 1: Taxed at 25% of the current assessed value of the real property
Year 2: Taxed at 50% of the current assessed value of the real property
Year 3: Taxed at 75% of the current assessed value of the real property
Year 4: Taxed at 100% of the current assessed value of the real property

- b) Five year tax stabilization agreement for new or existing projects between \$1,000,000 and \$10,000,000 based solely on the increase in assessed valuation due to the project:

Year 1: Taxed at 10% of the current assessed value of the real property
Year 2: Taxed at 20% of the current assessed value of the real property
Year 3: Taxed at 40% of the current assessed value of the real property
Year 4: Taxed at 60% of the current assessed value of the real property
Year 5: Taxed at 80% of the current assessed value of the real property
Year 6: Taxed at 100% of the current assessed value of the real property

- c) Ten year tax stabilization agreement for new or existing projects greater than \$10,000,000 based solely on the increase in assessed valuation due to the project:

Year 1: Taxed at 10% of the current assessed value of the real property
Year 2: Taxed at 20% of the current assessed value of the real property
Year 3: Taxed at 30% of the current assessed value of the real property
Year 4: Taxed at 40% of the current assessed value of the real property
Year 5: Taxed at 50% of the current assessed value of the real property
Year 6: Taxed at 60% of the current assessed value of the real property
Year 7: Taxed at 70% of the current assessed value of the real property
Year 8: Taxed at 80% of the current assessed value of the real property
Year 9: Taxed at 90% of the current assessed value of the real property
Year 10: Taxed at 100% of the current assessed value of the real property

6. Application and Approval

- a) The applicant shall submit a letter of interest to the City Manager, prior to the start of the project and/or issuance of a zoning permit. The letter of interest must include project location, plans, estimated project cost, projected employment data and any other information that demonstrates the need for tax stabilization.

- b) Applicants for tax stabilization agreements will be invited to meet with the City Council to discuss any type of agreement before the applicant undertakes the construction of a new facility or the expansion of an existing facility. No retroactive agreements will be considered; however, applicants who commence construction of a new facility or the expansion or renovation of an existing facility during a given tax year shall be entitled to apply for stabilization prior to the start of the next tax year.
- c) The City Council shall be responsible for approving tax stabilization. All projects shall be required to obtain all applicable federal, state and local project permits.

7. Cancellation of Agreement

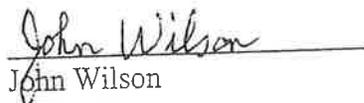
If prior to the termination of the stabilization agreement the property is used for other than commercial or industrial purposes the City shall have the right to cancel the agreement.

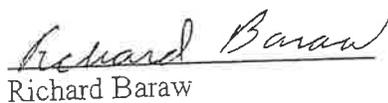
If all or part of the real property is transferred to a new owner, and that owner uses the property for other than commercial/industrial uses or there is a loss of jobs, the City shall have the right to cancel the agreement.

Such cancellations may result in the City seeking repayment of the full taxes which would have been billed without stabilization, less the amount actually paid during the actual period of stabilization, or imposing other remedies as described under the terms of the contract or by operation of law.

Approved this 20th day of December 2010 by the Newport City Council

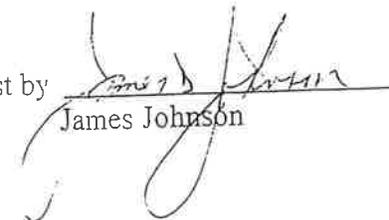

Paul F. Monette, Mayor


John Wilson


Richard Baraw


Timothy Delabruere


Denis Chenette

Attest by  City Clerk
James Johnson

City Manager..... (802) 334-5136
 City Clerk/Treasurer 334-2112
 Public Works/Parks 334-2124
 Zoning Adm./Assessor 334-6992
 Recreation 334-6345
 Fax..... 334-5632



City of Newport
 222 Main Street
 Newport, Vermont 05855
 www.newportvermont.org

City Of Newport

MUNICIPAL RESOLUTION

Municipality: City of Newport, 222 Main St., Newport VT 05855

- Whereas In accordance with Vermont Statute, 10 V.S.A. Section 6033 a municipality may request Tier 1B status for the purposes of Act 250 jurisdiction.
- Whereas The municipality has a duly adopted and approved plan and a planning process that is confirmed in accordance with 24 V.S.A. § 4350.
- Whereas The municipality has adopted permanent zoning and subdivision bylaws in accordance with 24 V.S.A. §§ 4414, 4418, and 4442.
- Whereas The area excludes identified flood hazard and fluvial erosion areas, except those areas containing preexisting development in areas suitable for infill development.
- Whereas The municipality has water supply, wastewater infrastructure, or soils that can accommodate a community system for compact housing development in the area proposed for Tier 1B.
- Whereas The municipality has municipal staff, municipal officials, or contracted capacity adequate to support development review and zoning administration in the Tier 1B area in accordance with 6033(c)(6) and as evidenced by ALL of the following:
- appointed or contracted zoning administrator (may be permanent or acting)
 - yearly budget to support administration of development regulations, including enforcement or appeals as needed
 - municipal staff and volunteers can attend trainings as requested
 - ZA and the DRB (or ZBA and PC) regularly process applications within the required timelines
 - Technical assistance is available for projects that exceed normal capacity or knowledge by one or more of the following:
 - RPC
 - VLCT
 - Town Attorney
 - Other

Now, therefore be it resolved that:

The municipality hereby requests to have its Downtown Center, Village Center, Planned Growth and Village Area’s mapped for Tier 1B status.

Adopted at a duly noticed public meeting held on February 2, 2026

Attest:

Signature _____

Name: Rick Ufford Chase

Title: Mayor/CEO

Signature: _____

Name: Kevin Charboneau

Title: City Council President

Tier 1B requirements

1. The municipality has requested to have the area mapped for Tier 1B.
2. Regionally Approval municipal plan
3. Permanent zoning and subdivision bylaws in accordance with 24 V.S.A. §§ 4414, 4418, and 4442.
4. The area excludes identified flood hazard and fluvial erosion areas, except those areas containing pre existing development in areas suitable for infill development as defined in Section 29-201 of the Vermont Flood Hazard Area and River Corridor Rule unless the municipality has adopted flood hazard and river corridor bylaws applicable to the entire municipality that are consistent with the standards established pursuant to subsection 755(b) of this title (flood hazard) and subsection 1428(b) of this title (river corridor).
5. Water supply, wastewater infrastructure, or soils that can accommodate a community system for compact housing development in the area proposed for Tier 1B.
6. Municipal staff, municipal officials, or contracted capacity adequate to support development review and zoning administration in the Tier 1B area. (eff. June 17, 2024.)

Tier 1B Benefit

- Available sooner than Tier 1A
- And housing developments of up to 50 units on up to 10 acres, will be exempt from Act 250 if they are in the Tier 1B area

DRAFT of Newport City's portion of the Orleans County future land use map as of 09/03/25

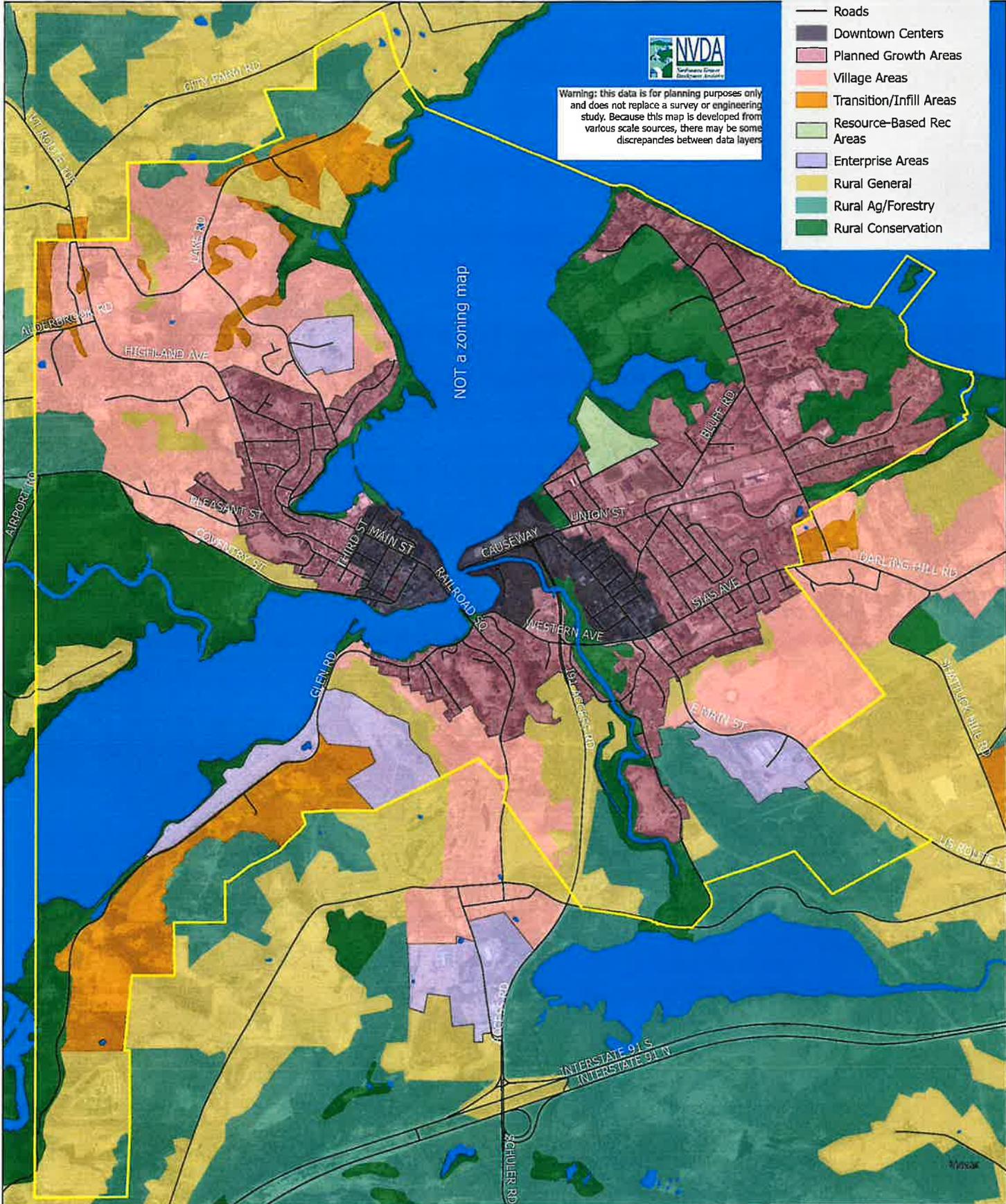


0 0.38 0.75 1.5 Miles

- City of Newport
- Surface Water
- Roads
- Downtown Centers
- Planned Growth Areas
- Village Areas
- Transition/Infill Areas
- Resource-Based Rec Areas
- Enterprise Areas
- Rural General
- Rural Ag/Forestry
- Rural Conservation

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

NOT a zoning map



7/20/24

City of Newport

Request for Proposals for Audit Services

INTRODUCTION

The City of Newport, Vermont, is requesting proposals from qualified firms of Certified Public Accountants to audit its financial statements for the fiscal year ending June 30, 2026, with the option of auditing its financial statements for each of the two subsequent fiscal years.

Proposals are to be submitted by 4:00 PM on March 12th, 2026 to:

Kari Schulze
Financial & Office Administrator,
222 Main Street, Newport, VT 05855

The City of Newport reserves the right to reject any or all proposals submitted. Proposals will be evaluated by the City based on firm experience and reputation, understanding of the City's requirements, and price. During the evaluation process, the City reserves the right, where it may serve in the City's best interest, to request additional information or clarification from proposers.

Please direct all questions regarding this request for proposals to: Kari Schulze, Financial & Office Administrator, kari.schulze@newportvermont.org - (802)334-5136

NATURE OF SERVICES REQUIRED

The auditor shall express an opinion on the fair presentation of its general-purpose financial statements in conformity with generally accepted accounting principles. The auditor shall also express an opinion on the fair presentation of the combined and individual fund financial statements and schedules in conformity with generally accepted accounting principles.

The audit shall be performed in accordance with the standards for financial audits set forth in the U.S. Government Accountability Office's Government Auditing Standards; the provisions of the Single Audit Act of 1984 and its 1996 amendments (when applicable); and the provisions of OMB Circular A-133 (now known as Uniform Guidance, codified at 2 CFR Part 200, Subpart F).

The City' does not anticipate spending in excess of \$1M in federal awards and will not require an audit in accordance with the Single Audit Act of 1984.

It is expected that in determining the extent of test procedures, full consideration will be given to the apparent effectiveness of the system on internal accounting controls. The feasibility of recommendations for improvements in the accounting system and internal controls shall be discussed during the course of the engagement. In the required report on internal control, the auditor shall communicate any reportable conditions found during the audit. Reportable conditions that are also material weaknesses shall be identified as such in the report. Non-reportable conditions discovered by the auditors shall also be reported in a separate management letter, which shall include all instances of noncompliance.

The auditor will print, bind and submit 3 copies of the audit report to the city. A PDF of the audit report will also be provided. Additional copies of the report shall be submitted to the federal cognizant audit agency and any agencies of the State of Vermont, as required.

At the conclusion of the audit, the auditor will meet with the city council to present the report, discuss the results of the audit, and explain any findings that are included in the auditor's management letter.

All working papers and reports shall be retained for a minimum of three years, unless the firm is notified in writing by the City of the need to extend the retention period.

DESCRIPTION OF THE GOVERNMENT

The City of Newport has a population of 4,455. The City provides the following services to its citizens: highways and streets, water and sewer, police, fire, planning and zoning, parks and recreation, and general administrative services (clerk and treasurer).

The city has a total payroll of \$3.8 million covering 56 full-time and 85 part-time or seasonal employees. The approved expense budget in the most recent fiscal year is \$7,825,488.38. The city uses the following fund types in its financial reporting:

- General Fund
- Mooring Management Fund
- Reappraisal (Act 60) Fund
- Project Fund
- C.D.B.G. Funds

- East Main St Cemetery Fund
- Perley S Niles Fund
- Public Safety Fund
- Capital Improvement Fund
- Records Preservation Fund
- Sewer Fund
- Highway Equipment
- Highway Paving
- Police Equipment
- Water Fund
- Recreation Trust Fund
- Walmart Reserve

The City prepares its financial statements using the modified accrual basis of accounting for governmental funds and the accrual basis of accounting for proprietary funds. The City's financial statements are not prepared in accordance with Governmental Accounting Standards Board Statement No. 34, Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments.

Newport City's previous audit reports can be found at:

<https://www.newportvermont.org/city-documents/annual-city-reports/>

PROPOSAL REQUIREMENTS

Interested firms shall submit their proposal separated into two sections: the technical proposal and the cost proposal.

The purpose of the technical proposal is to demonstrate the qualifications, competence and capacity of the firms seeking to undertake the audit of the City in conformity with the requirements of this request for proposals. The technical proposal should demonstrate the qualifications of the firm and of the particular staff to be assigned to this engagement. It should also specify an audit approach that will meet the request for proposals. The technical proposal shall provide the necessary information in the following sequence:

- **Background of the firm.** The proposer should state the size of the firm, the size of the firm's governmental auditing staff, and the number and nature of the professional staff to be employed in this engagement. The firm is also required to submit a copy of the report on its most recent quality control

review, along with a statement of whether that quality control review included a review of specific government engagements.

- **Partner, supervisory and staff qualifications and experience.** The proposer should identify the principal supervisory and management staff who would be assigned to the engagement and disclose each person's government auditing experience.
- **Similar engagements with other government entities.** The proposal shall describe the five most significant engagements performed in the last five years that are similar to the engagements described in this request for proposals. Indicate the scope of the work and the name and telephone number of the client contact.
- **Specific audit approach.** The proposal should set forth a plan of implementation, including an explanation of the audit methodology to be followed. The work plan should include a description of tasks, estimates of work effort, time budgets, and a detailed breakdown of responsibilities of all audit personnel.
- **Audit report delivery timeline.** With the understanding of complete cooperation and adequate preparation on behalf of the City at the end of the fiscal year, ideal candidates should anticipate submitting the final audit report by mid-October.
- **The cost proposal should be structured as follows:**
 - Total all-inclusive maximum price for the engagement for the year ending June 30, 2026, and for each of the two subsequent engagement years for which the City has the option of continuing on this contract.
 - Breakdown of costs by year by partner (principal), supervisory and staff level.
 - Out-of-pocket expenses included in the total all-inclusive maximum price and reimbursement rates.
 - Progress payments will be made on the basis of hours of work completed during the course of the engagement. Interim billing shall cover a period of not less than a calendar month.

EVALUATION CRITERIA

The audit firm will be selected based on two criteria: technical qualifications and price. The technical qualifications will compare each proposer's expertise and experience in providing quality audit services to government entities and the quality of the firm's professional personnel who would conduct the audit. The approach of the audit and the plan for implementation will also be scrutinized. Cost will not be the primary factor in the selection of the audit firm.

MEMO

To: Newport City Council
From: Michael Brown, Director of Recreation
Date: Jan 26, 2026
Re: 2026 Coin Drop Requests

The city approves up to 7 coin drops per year/ one per month from May thru November. A coin drop is reserved for the Fire Department and the Recreation Department. Four of the 5 remaining are reserved for Veterans organizations. (See Coin Drop Policy)

Requested Coin Drops:

- May: 5/23 VFW Post 798
- June: 6/13 Recreation Department
- July: 7/11 Fire Department
- August: 8/15 American Legion Post 21
- September: Recreation Committee
- October: VFW Post 798 Auxilliary
- November:

MEB

MEMO

To: Newport City Council
From: Michael Brown, Director of Recreation
Date: Jan 26, 2026
Re: 2026 Parade Permits Requests & Policy

Four parade requests for 2026 have been received. The municipal budget supports and funds up to \$1000 for 4 seasonal requests. Any other approved parades above the 4 must be funded by the requester. Deviations from the parade route outside the standard course or who require additional support will be responsible for paying all expenses incurred after the \$1000 allowance. Parades hosted by City departments are given priority, followed by preference for parades that are scheduled by season (ideally one parade for each season). This does not include organized walks or processions that use the bike path or do not interrupt the flow of traffic beyond the cross walk areas. Requests are to be submitted between January 1 and January 31 of the year in which the parade is requested to be held.

Parades are defined as a well advertised, organized and coordinated procession of parade participants such as floats, animals, people, marching bands, performers, etc., and must have a registration process that accounts for the number of participants which is provided to the city 3 days prior to the event so that appropriate safety measures can be planned.

Requested Permits:

- Memorial Day Parade to Gardner Park: 5/25/26
City of Newport submitted on January 5, 2026
- Light up the Night Parade: 12/5/26
City of Newport submitted on January 5, 2026
- NEK Pride Celebration Parade: 6/21/26
NEK Rainbow Coalition submitted on

CITY OF NEWPORT
SPECIAL EVENT PERMIT APPLICATION

222 Main Street • Newport, VT 05855
Tel. (802) 334-2112 • Fax (802)334-5632

EVENT ORGANIZER

Business/Organization: City of Newport

Contact Person: Mike Brown

Email: recdirector@newportrecreation.org

Billing Address: 222 main street, Newport VT

Phone: Home Work Cell 802-334-6345

Phone: Home Work Cell

Website: newportrecreation.org

Fax:

EVENT DETAILS

Event Dates: May 25, 2026

Use(s) Day(s) of the week Date(s) Time(s)

Set-Up

Main Event Parade from the municipal building parking lot to the Gardner Park memorial for a Memorial Day ceremony

Break-Down

Rain Date(s)

Event Description: Memorial Day Parade from the municipal building down main street into Gardner Park

Is this an annual event? No Yes, this is our _____ year hosting this event.

Location/Venue: Gardner Park

Location/Venue Maximum Capacity: 100+

Number of People Expected to Attend (includes participants, spectators, staff/volunteers, vendors, entertainers): 100+

PUBLIC HEALTH & PUBLIC SAFETY

Public Safety/Security Plan: PD and PW will provide traffic control for the parade

First Aid/Medical Emergency Plan:

Parking Plan: municipal lot parking

Litter Clean-up & Trash Plan:

Restroom Plan: Port-a-johns available at Gardner Park

Will you have amplified sound? If so, please explain:

Will your event include a parade or road closure? If so, please explain:

Additional Services or Requests:

ATTACHMENTS - All large event permit applications must include: \$25 non-refundable permit fee payable to City of Newport Site map describing layout of event space.* Certificate of Insurance including \$1,000,000 general liability coverage, listing the City of Newport as additional insured.

* SITE MAPS must include: Aerial view showing placement of parking, entrances/exits, tents, picnic/food areas, restrooms, waste receptacles, utilities (power/water supply), security/emergency bases, vendors, stage/entertainment/activity areas, seating and other pertinent areas.

By signing below, I acknowledge the information provided on this application is true and accurate. This application must be reviewed by relevant municipal departments and submitted at least 30 days prior to the event date. I understand that this permit is not approved until I have received confirmation from the City of Newport.

Signature: _____ Date: _____ Print: _____

9/17/20

MUNICIPAL DEPARTMENT REVIEW

In this section, it is the Event Organizer's responsibility to solicit feedback from relevant municipal departments. During the review period, the Event Organizer may need to answer additional questions or make adjustments in the interest of public safety or convenience. This process may take up to two weeks and must be completed before the Event Permit application is submitted. Applications that have not been reviewed by department heads will not be accepted.



NEWPORT RECREATION
Michael Brown, Recreation
Director
mbrown@NewportRecreation.com
(802)334-6345 ext. 4

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: _____ Date: 1/20/26



NEWPORT POLICE
DEPARTMENT Travis Bingham,
Chief
Travis.Bingham@NewportPolice.com
(802)334-6733 ext. 2

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: _____ Date: 1/6/26



NEWPORT FIRE DEPARTMENT
Kevin Lacoss,
Chief
John.Harlament@NewportVermont.org
(802)334-7919

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: Kevin Lacoss Date: 1/6/26



NEWPORT PUBLIC WORKS
Tom Bernier, Director
Thomas.Bernier@NewportVermont.org
(802)334-2124

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: Tom Bernier Date: 1/6/2026

OTHER:

Contact:

Title:

Email:

Phone:

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: _____ Date: _____

SUBMIT COMPLETED FORM TO: City of Newport, ATTN: City Clerk, 222 Main Street, Newport VT 05855
Email: James.Johnson.Clerk@NewportVermont.org **Phone:** 802-334-2112 **Fax:** 802-334-5632 with a copy to
info@newportrecreation.org

CITY OF NEWPORT
SPECIAL EVENT PERMIT APPLICATION

222 Main Street • Newport, VT 05855
Tel. (802) 334-2112 • Fax (802)334-5632

EVENT ORGANIZER

Business/Organization: Light up the Night Parade

Contact Person: Chris Lowery / Mike Brown

Email: recdirector@newportrecreation.org/
lowerysolutionsllc@gmail.com

Billing Address: 222 main street, Newport VT

Phone: Home Work Cell 802-334-6345

Phone: Home Work Cell

Website: newportrecreation.org

Fax:

EVENT DETAILS

Event Dates: December 5, 2026

Use(s) Day(s) of the week Date(s) Time(s)

Set-Up

Main Event lighted vehicle parade from Farrant Street up to the NCUJHS

Break-Down

Rain Date(s)

Event Description: Light up the Night Parade from Farrant Street to the Junior High School

Is this an annual event? No Yes, this is our _____ year hosting this event.

Location/Venue: Main Street

Location/Venue Maximum Capacity: 100+

Number of People Expected to Attend (includes participants, spectators, staff/volunteers, vendors, entertainers): 100+

PUBLIC HEALTH & PUBLIC SAFETY

Public Safety/Security Plan: PD and PW will provide traffic control for the parade

First Aid/Medical Emergency Plan:

Parking Plan: municipal lot parking

Litter Clean-up & Trash Plan: N/A

Restroom Plan: N/A

Will you have amplified sound? If so, please explain:

Will your event include a parade or road closure? If so, please explain:

Additional Services or Requests:

<p>ATTACHMENTS - All large event permit applications must include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> \$25 non-refundable permit fee payable to City of Newport <input type="checkbox"/> Site map describing layout of event space.* <input type="checkbox"/> Certificate of Insurance including \$1,000,000 general liability coverage, listing the City of Newport as additional insured. 	<p>* SITE MAPS must include:</p> <p>Aerial view showing placement of parking, entrances/exits, tents, picnic/food areas, restrooms, waste receptacles, utilities (power/water supply), security/emergency bases, vendors, stage/entertainment/activity areas, seating and other pertinent areas.</p>
--	---

By signing below, I acknowledge the information provided on this application is true and accurate. This application must be reviewed by relevant municipal departments and submitted at least 30 days prior to the event date. I understand that this permit is not approved until I have received confirmation from the City of Newport.

Signature: _____ Print: _____
 Date: _____

9/17/20

MUNICIPAL DEPARTMENT REVIEW

In this section, it is the Event Organizer's responsibility to solicit feedback from relevant municipal departments. During the review period, the Event Organizer may need to answer additional questions or make adjustments in the interest of public safety or convenience. This process may take up to two weeks and must be completed before the Event Permit application is submitted. Applications that have not been reviewed by department heads will not be accepted.



NEWPORT RECREATION
 Michael Brown, Recreation
 Director
 Director@NewportRecreation.com
 (802)334-6345 ext. 4

Reviewed – Recommend approval with no conditions.
 Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: [Signature] Date: 1/24/26



NEWPORT POLICE
 DEPARTMENT Travis Bingham,
 Chief
 Travis.Bingham@NewportPolice.com
 (802)334-6733 ext. 2

Reviewed – Recommend approval with no conditions.
 Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: [Signature] Date: 1/6/26



NEWPORT FIRE DEPARTMENT
Kevin Lacoss,
Chief
John.Harlamer@NewportVermont.org
(802)334-7919

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: Kevin Lacoss Date: 1/6/26



NEWPORT PUBLIC WORKS
Tom Bernier, Director
Thomas.Bernier@NewportVermont.org
(802)334-2124

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: Tom Bernier Date: 1/6/2026

OTHER:

Contact:

Title:

Email:

Phone:

Reviewed – Recommend approval with no conditions.
Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature: _____ Date: _____

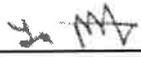
SUBMIT COMPLETED FORM TO: City of Newport, ATTN: City Clerk, 222 Main Street, Newport VT 05855
Email: James.Johnson.Clerk@NewportVermont.org **Phone:** 802-334-2112 **Fax:** 802-334-5632 with a copy to
info@newportrecreation.org

**CITY OF NEWPORT
SPECIAL EVENT PERMIT APPLICATION**

222 Main Street • Newport, VT 05855
Tel. (802) 334-2112 • Fax (802)334-5632

EVENT ORGANIZER	
Business/Organization: Northeast Kingdom Rainbow Coalition	
Contact Person: Samantha Simcoe	Email: nekrainbowcoalition@gmail.com
Billing Address: NEKRC 59 Coventry St #923 Newport VT 05845	
Phone: <input type="checkbox"/> Home <input type="checkbox"/> Work <input checked="" type="checkbox"/> Cell 802-399-9331	Phone: <input type="checkbox"/> Home <input type="checkbox"/> Work <input type="checkbox"/> Cell
Website: nekrc.org	Fax:
EVENT DETAILS	
Event Dates: <u>Use(s) Day(s) of the week Date(s) Time(s)</u> Set-Up after farmers market Saturday June 20th until event Main Event Sunday June 21st 12pm - 3 pm Break-Down Sunday the 21st after event Rain Date(s)	
Event Description: NEKRC Pridefest is an all ages event for members and allies of the LGBTQIA+ comunity. The mission is to spread joy and visibility for those in the community. We will have a parade through main street, follow by a festival in Gardner Park with food, vendors, and music. All open to the public.	
Is this an annual event? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes, this is our <u>4th</u> year hosting this event.	
Location/Venue: Gardner Park	Location/Venue Maximum Capacity:
Number of People Expected to Attend (includes participants, spectators, staff/volunteers, vendors, entertainers): 300	
PUBLIC HEALTH & PUBLIC SAFETY	
Public Safety/Security Plan: Our organizing team will be coordinating the event along with a team of volunteers to the safety and security	
First Aid/Medical Emergency Plan: We will have a first aid tent on site and plan to have volunteers with medical training available at said tent and on site.	
Parking Plan: We will be directing attendees to park in public parking in newport and walking to the park, leaving accessible parking available for those who require it.	
Litter Clean-up & Trash Plan: Our organizing team and volunteers will stay and clean-up after the event as directed by the Park Service.	
Restroom Plan: We hope to direct folks to the public restrooms at the park . If the town thinks necessary we can work out a portajohn rental.	
Will you have amplified sound? If so, please explain: Yes we will have a small amplification set up for performers at the Gazebo. The noise will run only for the time of the event.	
Will your event include a parade or road closure? If so, please explain: Our event begins with a parade. Our planned route will be from the beginning of main street to the park.	
Additional Services or Requests:	
ATTACHMENTS - All large event permit applications must include: <input type="checkbox"/> \$25 non-refundable permit fee payable to City of Newport <input type="checkbox"/> Site map describing layout of event space.* <input type="checkbox"/> Certificate of Insurance including \$1,000,000 general liability coverage, listing the City of Newport as additional insured.	* SITE MAPS must include: Aerial view showing placement of parking, entrances/exits, tents, picnic/food areas, restrooms, waste receptacles, utilities (power/water supply), security/emergency bases, vendors, stage/entertainment/activity areas, seating and other pertinent areas.

By signing below, I acknowledge the information provided on this application is true and accurate. This application must be reviewed by relevant municipal departments and submitted at least 30 days prior to the event date. I understand that this permit is not approved until I have received confirmation from the City of Newport.

Signature:  Print: Lydia Pendergast
 Date: 1/11/26

9/17/20

MUNICIPAL DEPARTMENT REVIEW

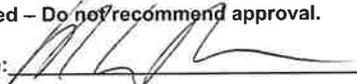
In this section, it is the Event Organizer's responsibility to solicit feedback from relevant municipal departments. During the review period, the Event Organizer may need to answer additional questions or make adjustments in the interest of public safety or convenience. This process may take up to two weeks and must be completed before the Event Permit application is submitted. Applications that have not been reviewed by department heads will not be accepted.



NEWPORT RECREATION
 Michael Brown, Recreation
 Director
recdirector@NewportRecreation.org
 (802)334-6345 ext. 4

Reviewed – Recommend approval with no conditions.
 Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature:  Date: 1/12/26



NEWPORT POLICE
 DEPARTMENT Travis Bingham,
 Chief
Travis.Bingham@vermont.gov
 (802)334-6733 ext. 2

Reviewed – Recommend approval with no conditions.
 Reviewed – Recommend approval with conditions:

** Would like a meeting prior to parade for final details - 2 weeks prior.*

Reviewed – Do not recommend approval.

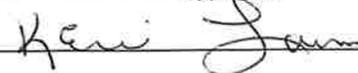
Signature:  Date: 1/27/26



NEWPORT FIRE
 DEPARTMENT John
 Harlamer, Chief
John.Hadamer@NewportVermont.org
 (802)334-7919

Reviewed – Recommend approval with no conditions.
 Reviewed – Recommend approval with conditions:

Reviewed – Do not recommend approval.

Signature:  Date: 1/27/26



NEWPORT PUBLIC WORKS
Tom Bernier, Director
Thomas.Bernier@NewportVermont.org
(802)334-2124

€ Reviewed – Recommend approval with no conditions.
€ Reviewed – Recommend approval with conditions:

€ Reviewed – Do not recommend approval.

Signature: _____ Date: _____

OTHER:

Contact:

Title:

- Email: _____

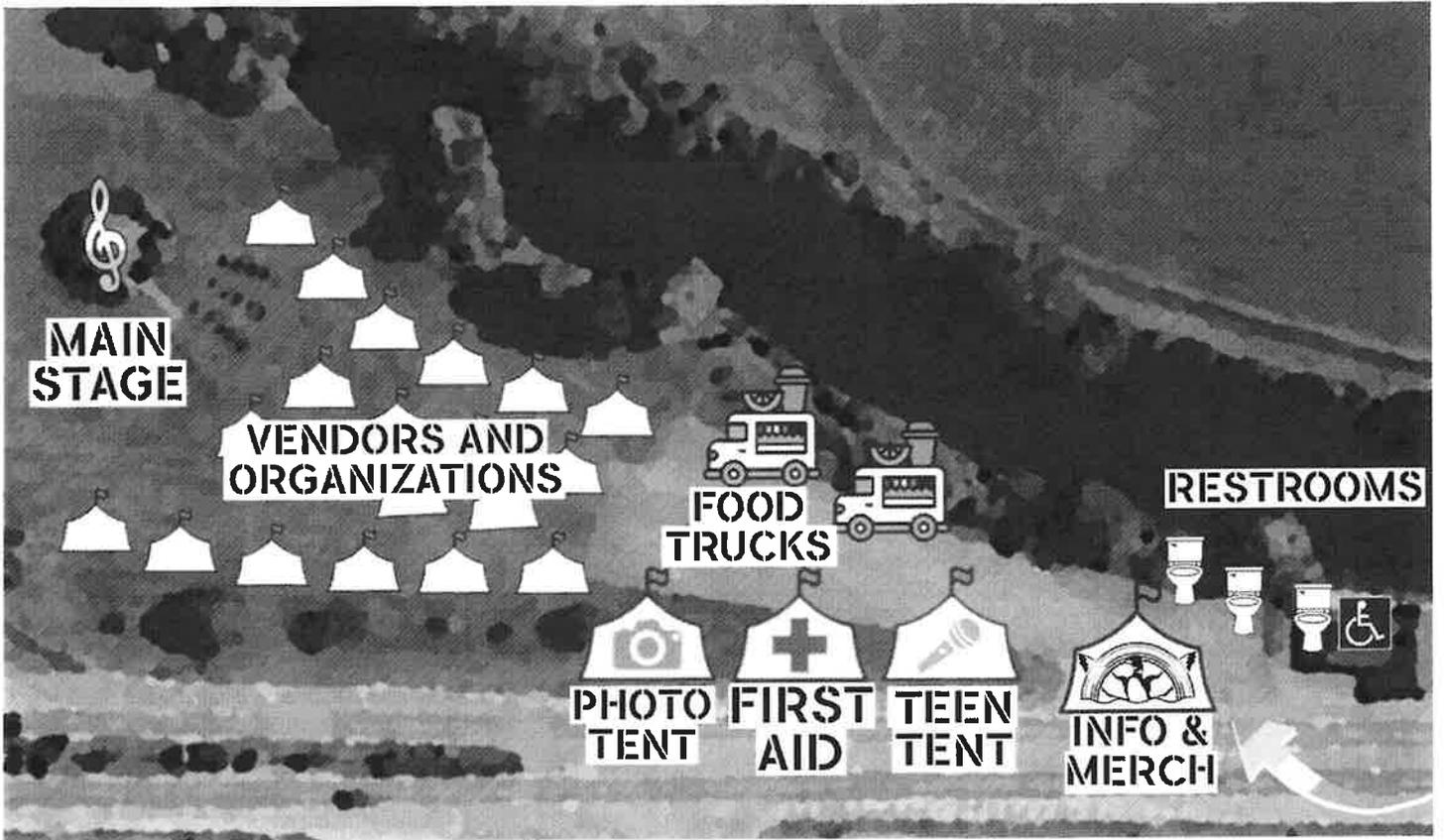
Phone:

€ Reviewed – Recommend approval with no conditions.
€ Reviewed – Recommend approval with conditions:

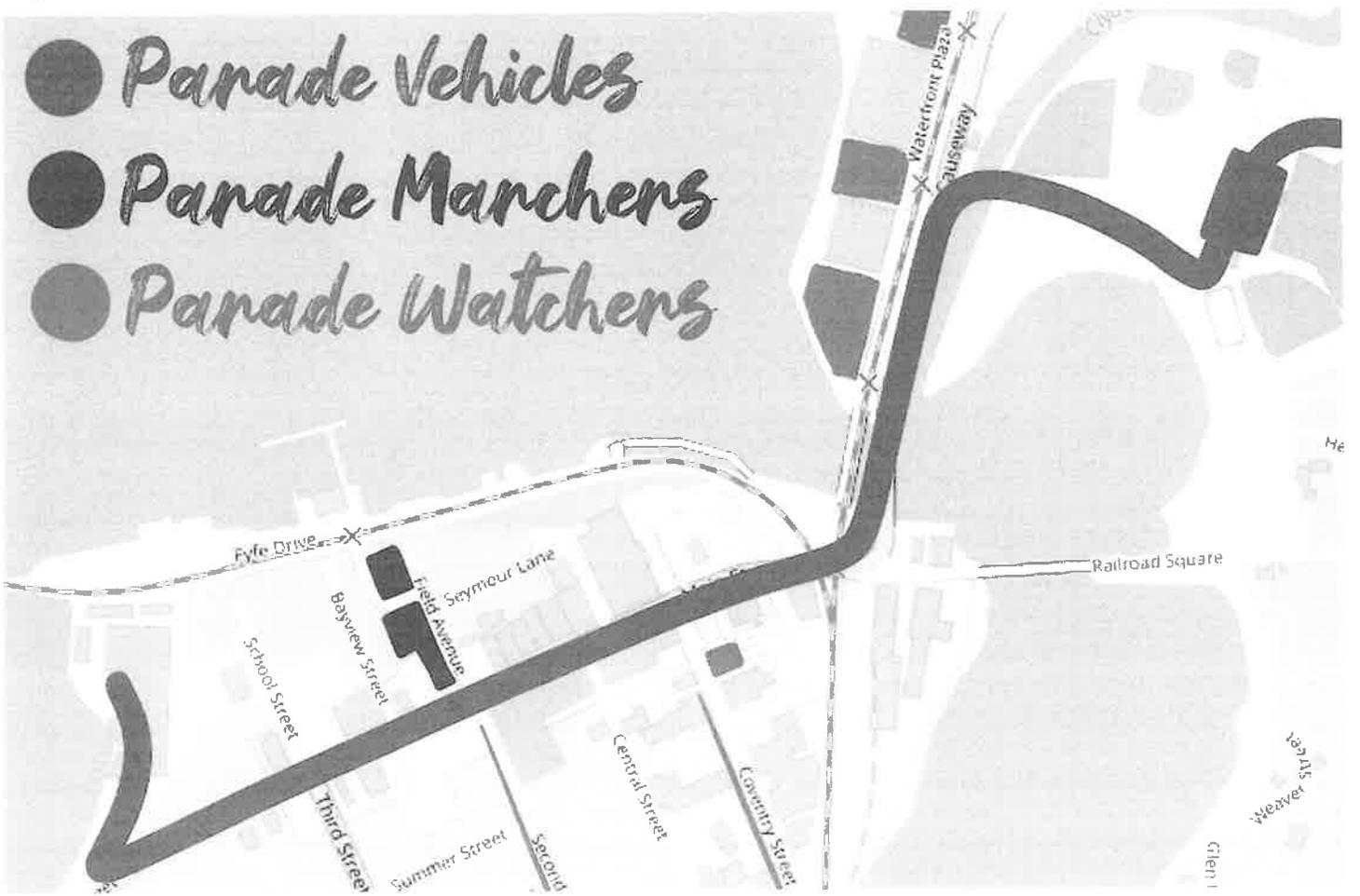
€ Reviewed – Do not recommend approval.

Signature: Tom Bernier Date: 1/27/2026

SUBMIT COMPLETED FORM TO: City of Newport, ATTN: City Clerk, 222 Main Street, Newport VT
05855 **Email:** James.Johnson.Clerk@NewportVermont.org **Phone:** 802-334-2112 **Fax:** 802-334-5632 with
a copy to info@newportrecreation.org



- Parade Vehicles
- Parade Marchers
- Parade Watchers

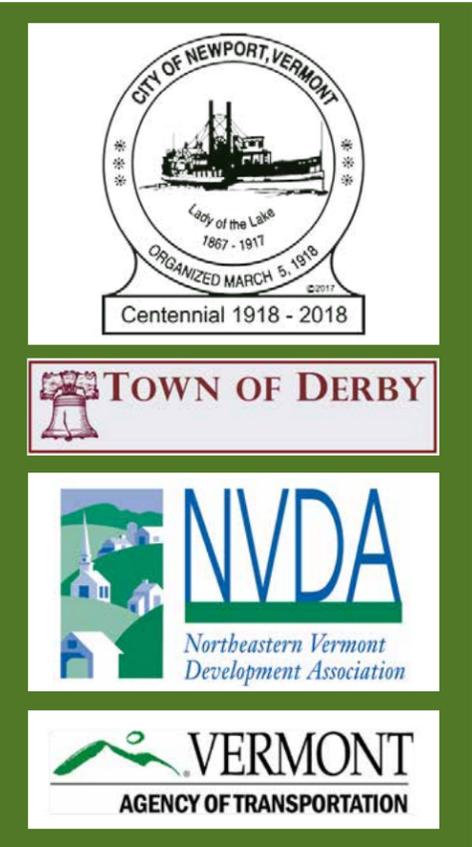


NEWPORT CITY/DERBY
**MULTI USE PATH
CONNECTIONS**
FEASIBILITY STUDY



February 2, 2026

DuBois
& King inc.



Newport City/ Derby Multi Use Path Connections Feasibility Study

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		<i>provided under separate cover</i>	



Newport City/ Derby Multi Use Path Connections Feasibility Study

1. Introduction



STUDY OUTLINE

This Purpose of this Study is to explore and document the improvement of an existing multi-use path network in the City of Newport and Town of Derby that is heavily used by both residents and visitors for transportation and recreation. Destinations include the center of Newport City and its beautiful boardwalk along the lake, as well as the Memphremagog Science & Education Center and the Northern Star, Pomerleau Park, Waterfront Plaza (Newport Village Market and much more), North Country Union High School, and North Country Medical Center.

This document identifies a route concept Preferred Alternative that will connect the Newport Waterfront Recreation Path (WRP; also called the "Bike Path" in this report) with the Beebe Spur Rail Trail with opportunities to offer greater off-road linkages to existing trails and additional destinations, such as the Bluffside Farm Trails and residential neighborhoods. In preparing this report, the Consultant Team from DuBois & King has used guidance from members of the public, the Northeastern Vermont Development Association (NVDA) and the Vermont Agency of Transportation (VTTrans) in assessing technical feasibility in implementation and maintenance.

STUDY AREA

The Study Area is focused on the northern end of the current off-road portion of the WRP at Landing Street in Newport City, and the southern end of the Beebe Spur Rail Trail at Prouty Drive. In a straight line, this is a distance of 4,350 linear feet. However, the current mapped route for this connection is more than twice that distance. Thus, a

core purpose of this Study is to offer a more efficient active transportation route within the Study Area.

That Study Area-- the area for which Alternatives have been explored-- includes numerous businesses and residences, as well as the North Country Union High School and Career Center, Columbia Forest Products (a major local employer), North Country Medical Center, and the amenities at Prouty Beach and Campground and Bluffside Farm. The Study Area is near Newport Elementary School as well, and additional recreational assets such as the Memphremagog Trails. In this way, this Feasibility Study is part of a broader effort to bring greater alternative transportation and recreation access to the City and surrounding communities.

The Newport Waterfront Recreation Path connects over seven miles of multi-use trails and paths along the eastern shoreline of beautiful Lake Memphremagog. The Path, in its current configuration, begins at the City Docks downtown and passes through Pomerleau Park, the Waterfront Plaza and Gardner Park, Prouty Beach and Bluffside Farm before connecting with the Beebe Spur Rail Trail. (It is the latter part of this route that this Study is intending to make more direct.)

The Beebe Spur Rail Trail follows the eastern shore of Lake Memphremagog to Vermont's border with Canada. It is a four-season, multi-purpose recreation and transportation corridor for walking, hiking, cycling, horseback riding, snowshoeing, cross country skiing, and dogsledding.

A closer view of the Study Area is on the facing page.

STUDY TIMELINE

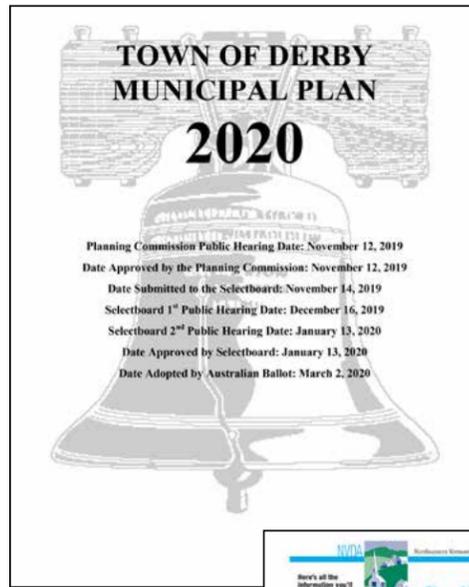
- + Request for Proposals: April 28, 2025
- + D&K Proposal Submission: May 23, 2025
- + Kickoff Meeting and Site Visit: July 2, 2025
- + Contract Finalization: July 3, 2025
- + Local Concerns Meeting: August 7, 2025
- + Alternatives Meeting: September 10, 2025
- + Draft Report Submitted: September 30, 2025



PRIOR WORK

This study builds on numerous past and ongoing projects, including

1. 2024 Newport City Master Plan Update
2. 2022 Newport City Municipal Plan
3. 2020 Town of Derby Municipal Plan
4. 2017 NVDA Cycling in the Kingdom
5. Creation of the Waterfront Recreation Path
6. Creation of the Beebe Spur Rail Trail

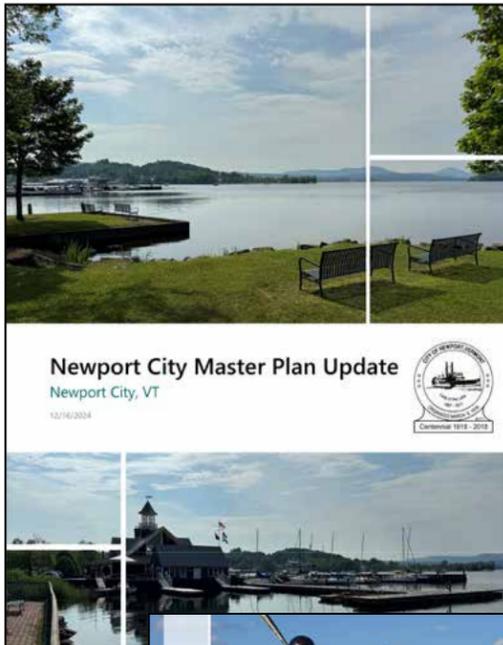


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PURPOSE & NEED STATEMENTS

In a Feasibility Study, the Purpose and Need statements set the framework for the project. They clearly state the concerns within the project area, and the goals for any improvements. The Purpose and Need statements for the Newport-Derby Multi Use Path Connections Feasibility Study are as follows, as based on prior community planning work, input from the study steering committee, and through public input.

existing conditions and public input, and uses this record to identify targeted improvements to advance active transportation opportunities for the residents, visitors, and other stakeholders in Newport City and the Town of Derby.



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PURPOSE

To support improved active transportation connections between the Newport Waterfront Recreation Path and the Beebe Spur Rail Trail.

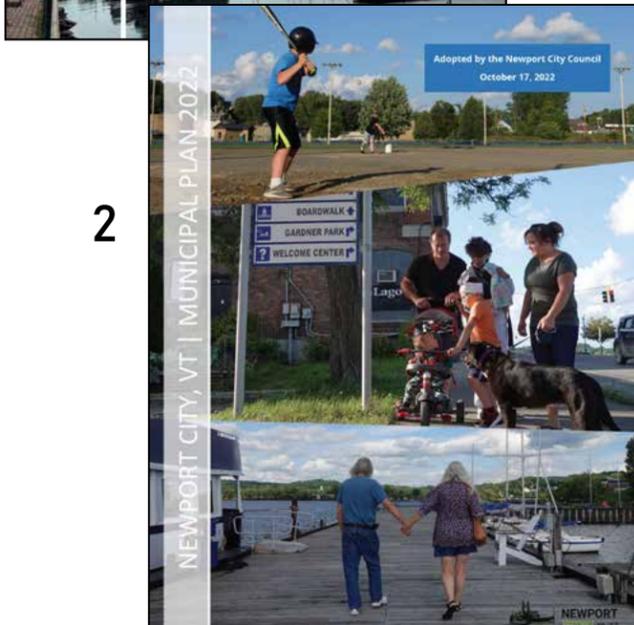
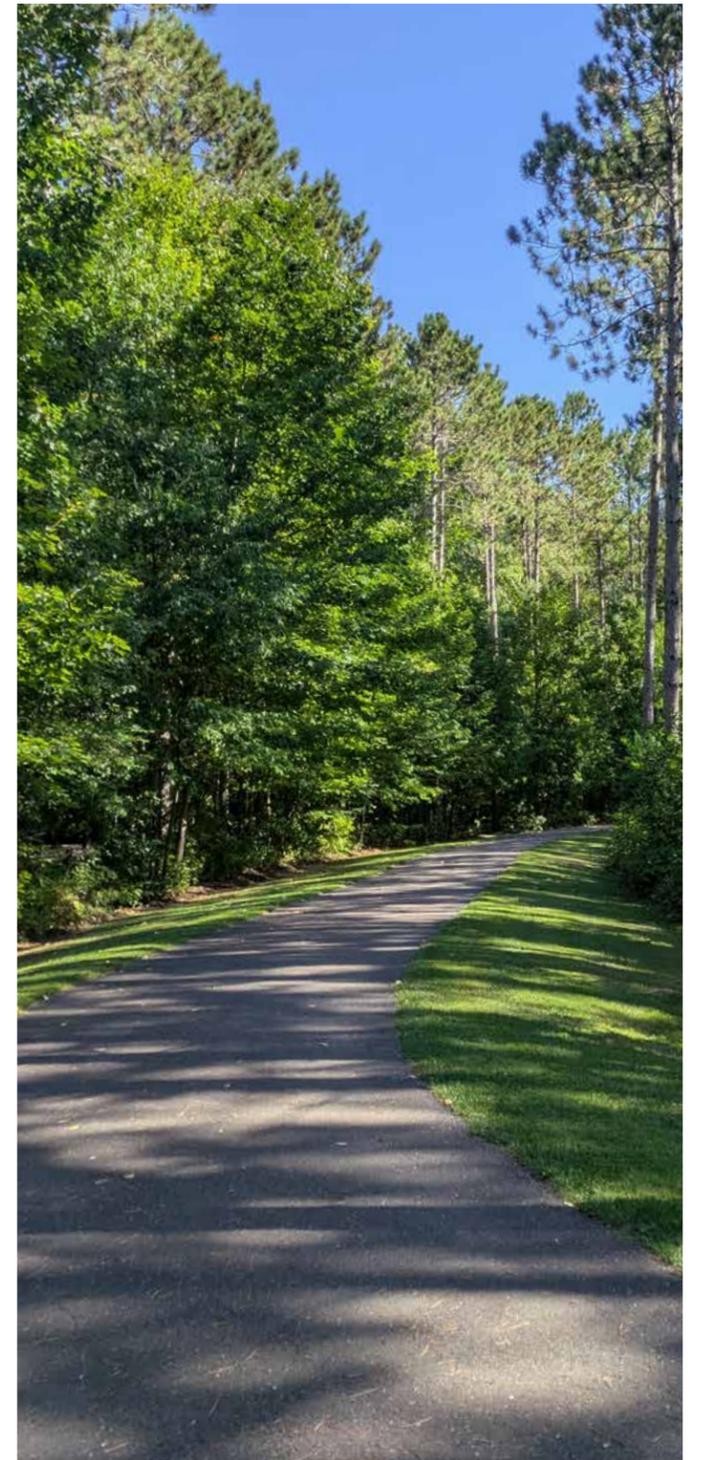
NEED

As part of a larger transportation network, there is a need improve connectivity, route efficiency, and safety for pedestrians, cyclists and other active transportation users of all ages and abilities between the Newport Waterfront Recreation Path and the Beebe Spur Rail Trail. Having high quality active transportation in a community increases accessibility and safety for all road users, especially people walking, biking, and rolling.

Currently, the signed and mapped route between the Newport Waterfront Recreation Path and the Beebe Spur Rail Trail is not part of an integrated and efficient active transportation system. Portions of this route require traveling within the paved roadway, sharing the road with motor vehicles throughout the year, including when the drive lanes are narrowed due to plowed snow.

An active transportation connection that is well-coordinated with other area transportation options will improve safety, accessibility, enjoyment and wayfinding within and around Newport City and the Town of Derby. It will better integrate residential neighborhoods, businesses, workplaces, recreation areas, and schools such as Newport City Elementary School and North Country Union High School, and it will support greater access to North Country Medical Center and other medical services.

This Feasibility Study includes a detailed record of



2



6



PREFERRED ALTERNATIVE

This Feasibility Study identified a Preferred Alternative to improve connectivity, efficiency, and safety between the Newport Waterfront Recreation Path and the Beebe Spur Rail Trail. The Preferred Alternative is shown in plan view on the map on the next page.

General Description

The Preferred Alternative is designed to stay within the road right-of-way, based on a desktop review of the project area and the assumption that the road centerlines are centered within the right-of-way. However, during a construction documentation phase, survey measurements will prevail.

The Preferred Alternative proposes a multi-use path be added to Union Street in the city of Newport, starting at the street's northern terminus at the intersection with Prouty Drive, and ending at the intersection with Landing Street to the south. Additionally, two locations have been called out as needing improved crossings; an existing mid-block crossing on Prouty Drive which connects an existing sidewalk on the southern side of the road to the southern entrance of the Beebe Spur Trail, and the intersection of Union Street and Landing Street, which crosses underneath an existing rail road bridge.

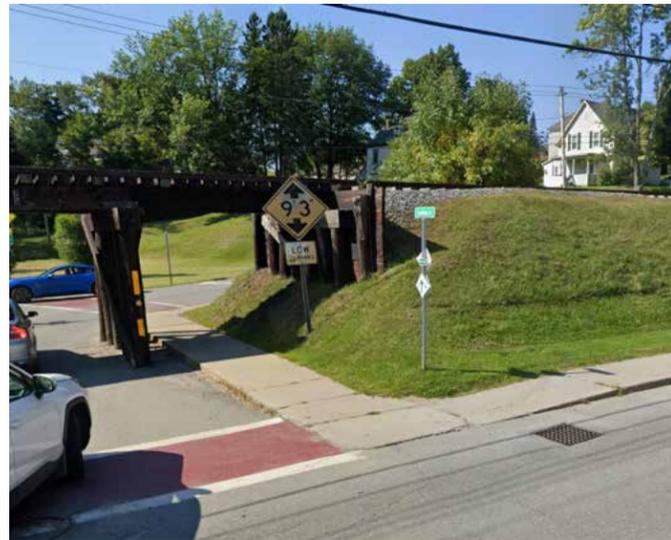
As the right-of-way width and road conditions vary along Union Street, the Preferred Alternative breaks Union Street into segments, each with one of four Path Types assigned to it. Each of those Path Types is described in more detail on the following pages. The maps are based on state GIS data, and color-coded based on that each Path Type segment is recommended have.



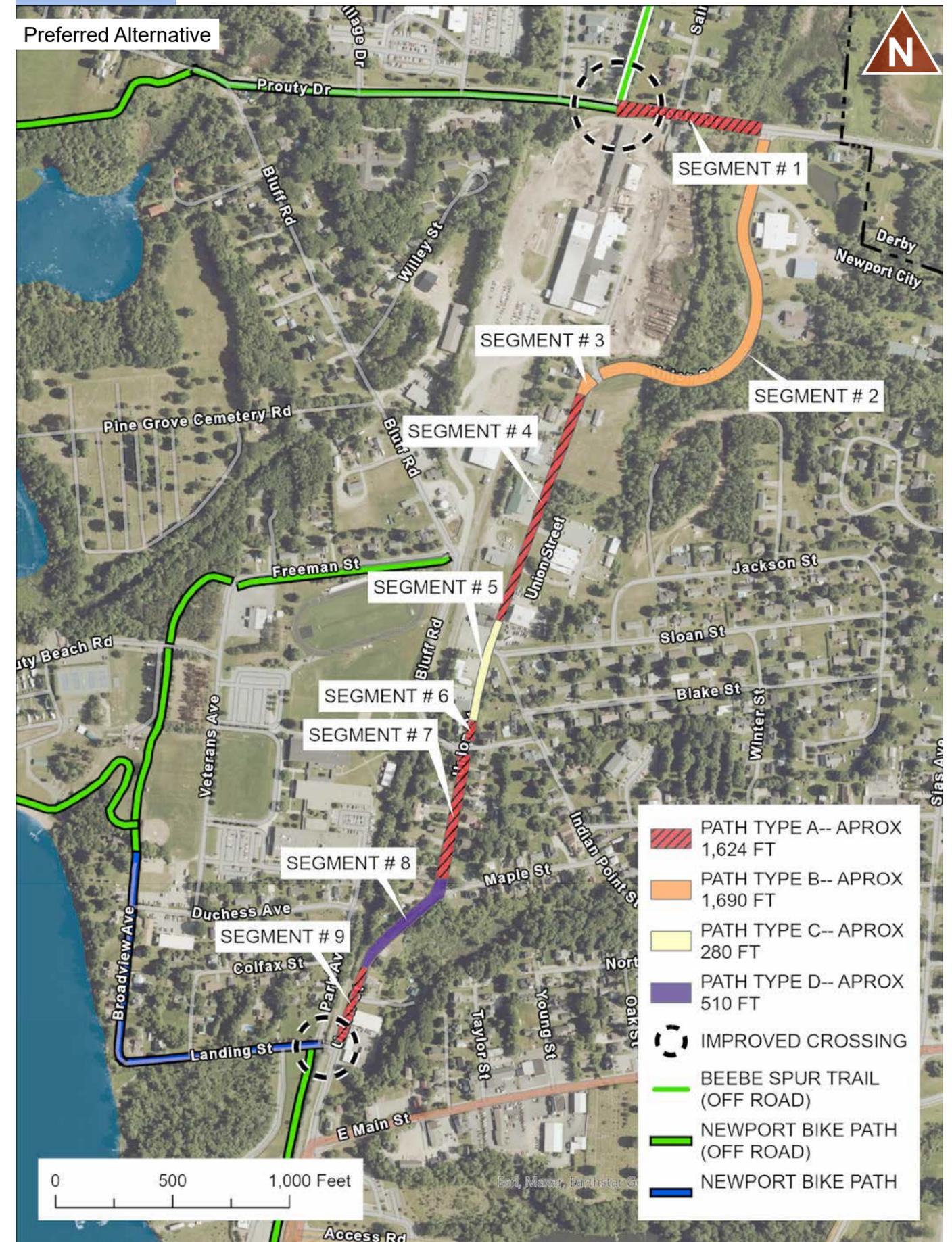
Existing conditions on Union Street, looking south.



The crossing on Prouty Drive, as seen from the Beebe Spur entrance.



The crossing underneath the rail road bridge at the intersection of Union Street and Landing Street.



PREFERRED ALTERNATIVE— PATH TYPE A

8 Foot Shared-Use Path with 6 Inch Curb

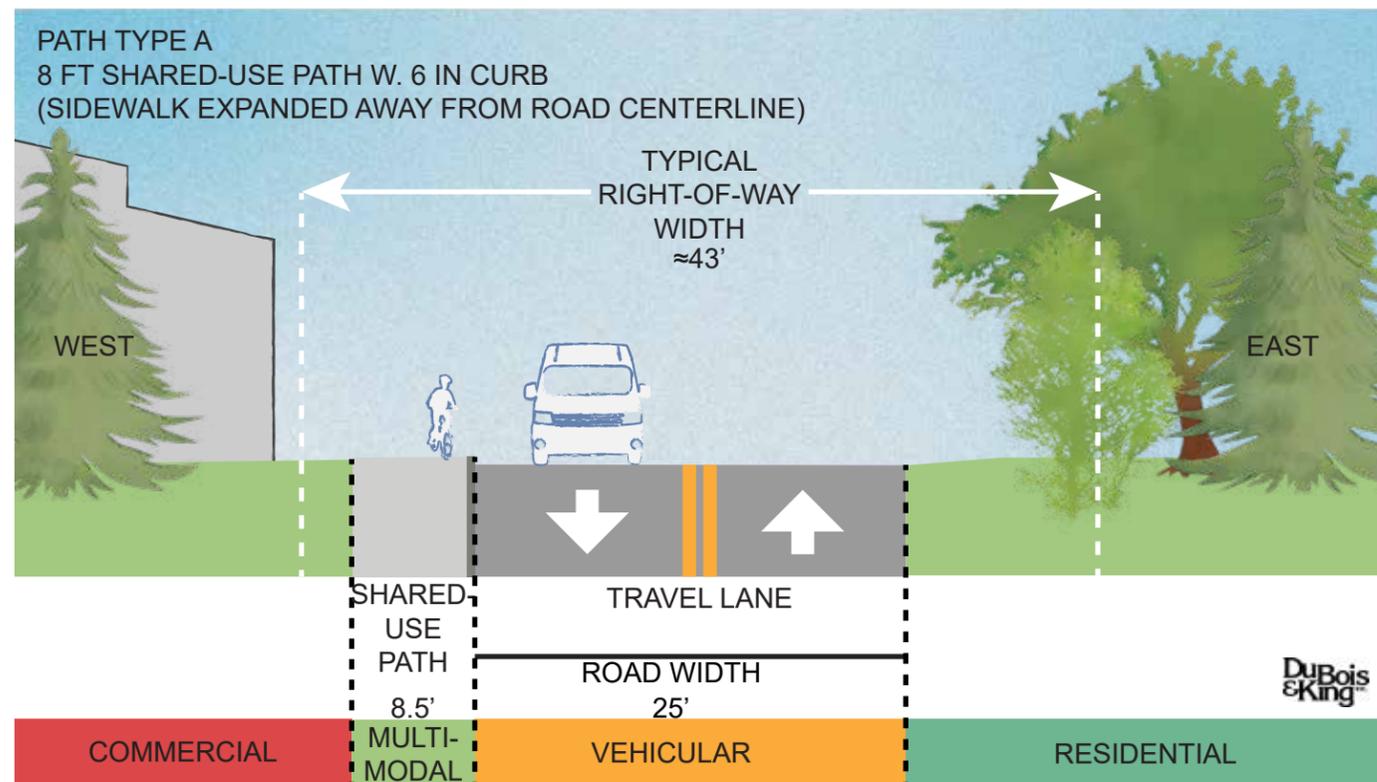
Path Type A applies to Segments 1, 4, 6, 7, and 9, totaling approximately 1,624 linear feet. Path Type A proposes an 8 foot wide shared-use path with a 6 inch curb, immediately adjacent to the road on the west side of Union Street. This alignment would take advantage of the existing sidewalk in this location, and expand it to 8 feet wide.

Currently, the existing sidewalks on Union Street are not wide enough for both cyclist and pedestrian shared-use, per the Vermont Pedestrian and Bicycle Facility Planning and Design Manual. 8 feet of width was chosen for these segments of Union Street, as it is the minimum width recommended for a shared-use path given the existing road conditions, and width of the road right-of-way.

In the segments called out on the map to the right, there are already existing sidewalks of various widths of approximately 4 to five feet. Given the amount of space available in the right-of-way, as well as other constraints including retaining walls, this document recommends expanding the existing sidewalks **away from** the road centerline (in other words: outwards). This is contrasted with Path Type D, which proposes a similar sidewalk expansion, but proposes the existing sidewalk be expanded **towards** the road centerline.



Existing conditions of Segment # 4, looking north



Preferred Alternative Map: Path Type A - 8.5 feet wide



PREFERRED ALTERNATIVE— PATH TYPE B

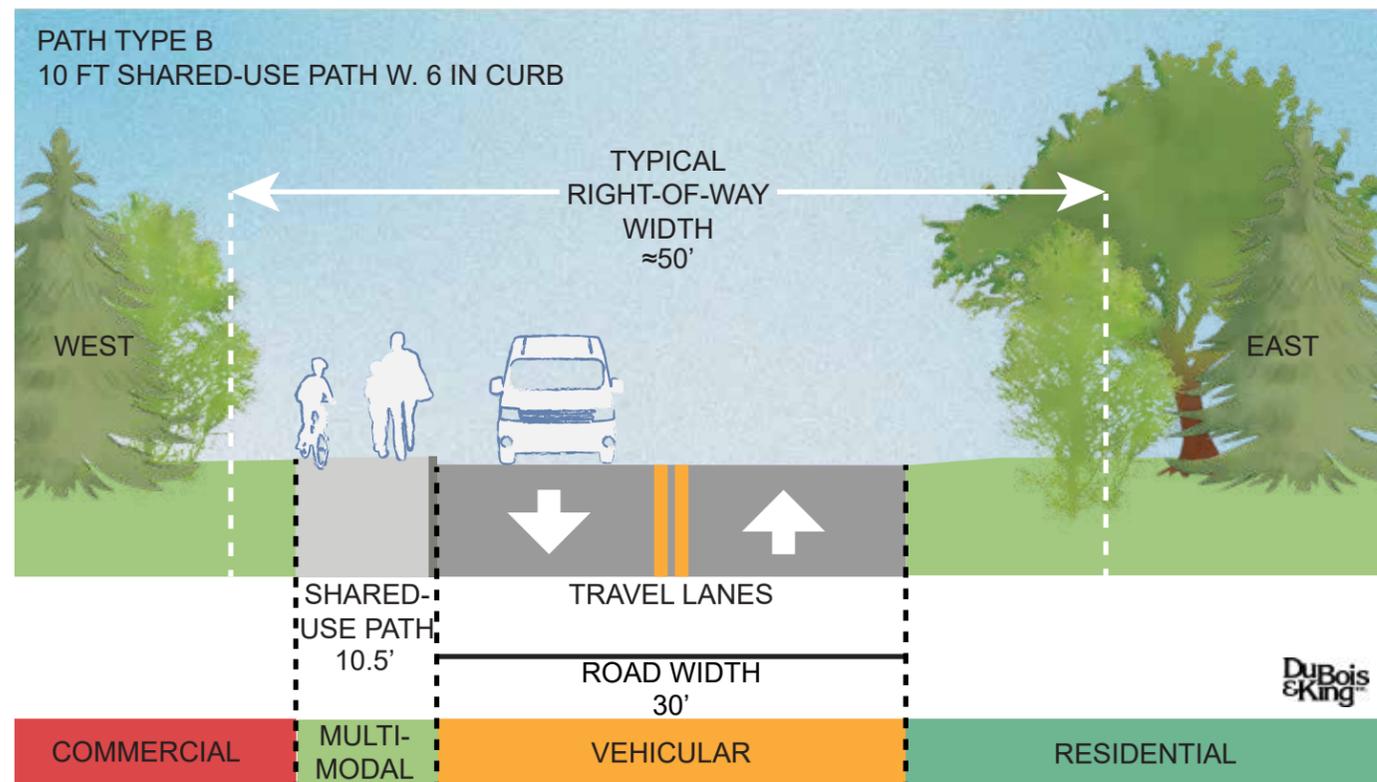
10 Foot Shared-Use Path with 6 Inch Curb

Path Type B applies to Segments 2 and 3, totaling approximately 1,690 linear feet. Path Type B proposes a 10 foot wide shared-use path with a 6 inch curb, immediately adjacent to the road on the west side of Union Street. This alignment would take advantage of the existing sidewalk and green buffer in this location, and expanding the sidewalk to 10 feet wide.

In Segments 2 and 3, a 10 foot-wide shared-use path was chosen, as it is the preferred width recommended for a shared-use path given the existing road conditions per the Vermont Pedestrian and Bicycle Facility Planning and Design Manual. Additionally, the existing green buffer and (comparatively) wider right-of-way in these sections allows for a wider shared-use path than the other segments called out on the map to the left.



Existing conditions of Segment # 2, looking north.



Preferred Alternative Map: Path Type B



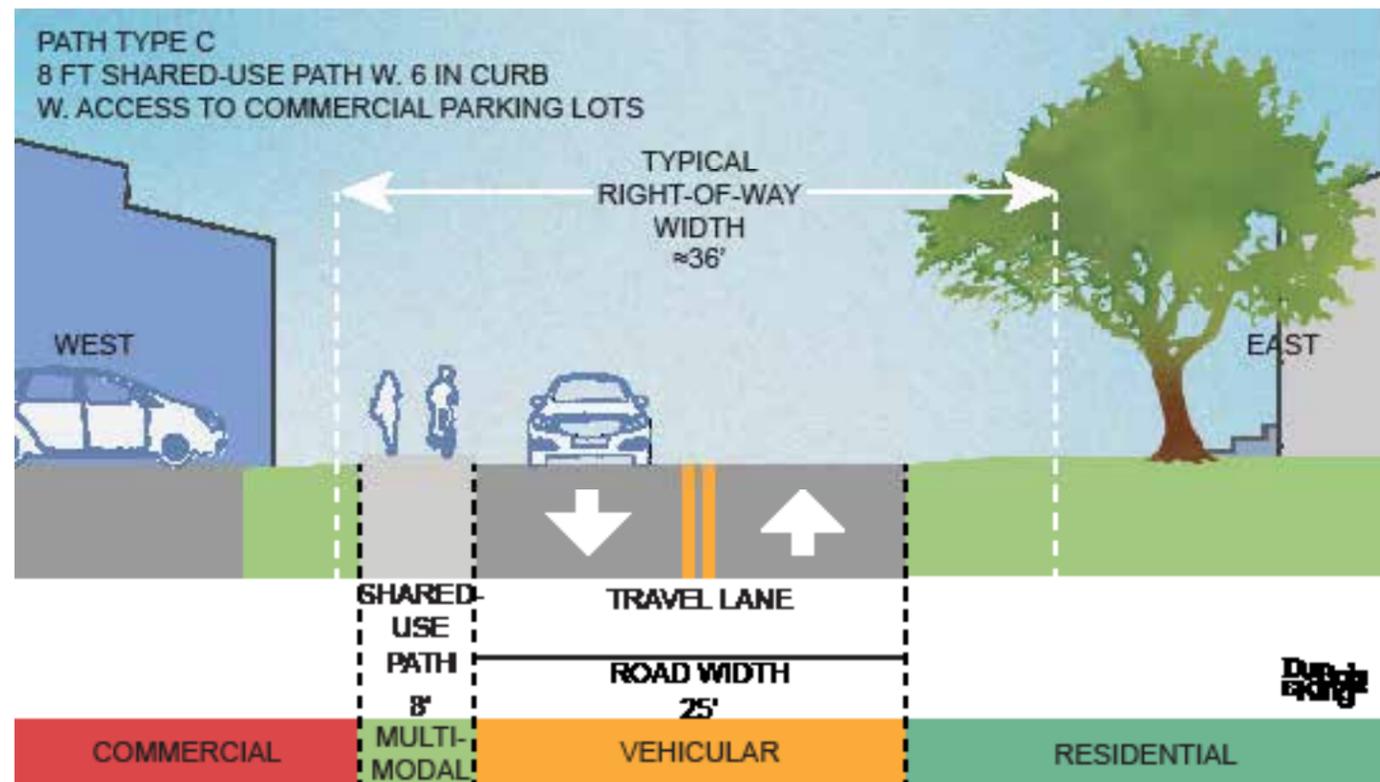
PREFERRED ALTERNATIVE— PATH TYPE C

8 Foot Shared-Use Path with 6 Inch Curb with Access to Commercial Parking Lots

Path Type C applies to only Segment 5, totaling approximately 280 linear feet. Path Type C proposes an 8 foot wide shared-use path at grade. While the other segments of Union Street are characterized by an existing curbed sidewalk on the west side of the street, Segment # 5 is characterized by a lack of existing sidewalk and several commercial buildings with wide parking area entrances. Therefore, in Segment 5, it is recommended that the shared-use path be at grade, and that the City consult with these business owners to negotiate the best, safest way to maintain vehicular access to these lots, with suitable curb cuts while still allowing for pedestrian and cyclist travel along a curbed facility.



Existing conditions of Segment # 5, looking north. Note the wide parking area entrance. (Image credit: Google Maps)



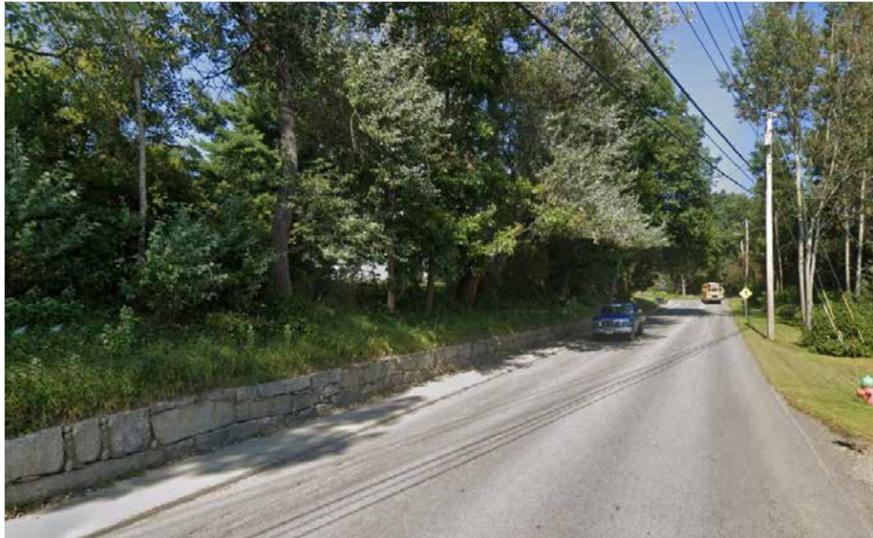
Preferred Alternative Map: Path Type C



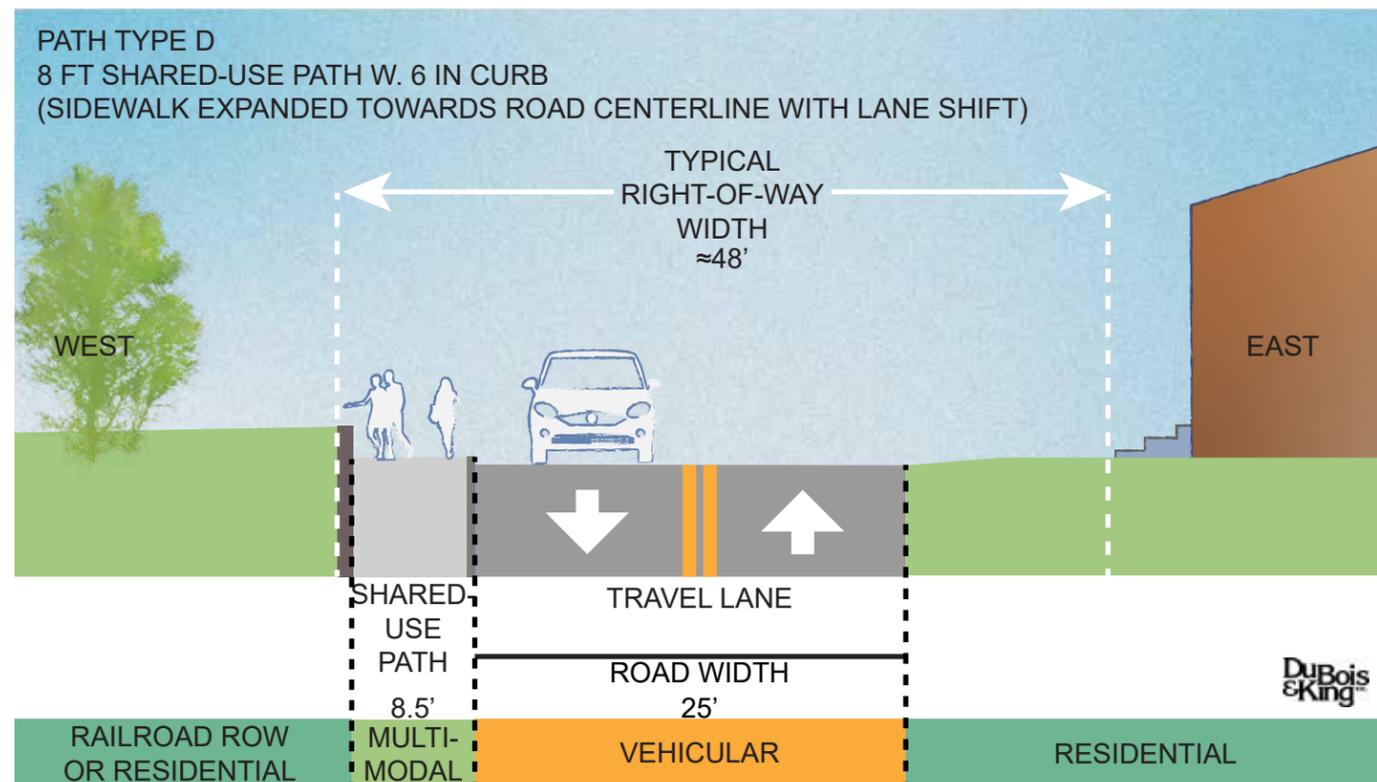
PREFERRED ALTERNATIVE— PATH TYPE D

8 Foot Shared-Use Path with 6 Inch Curb

Path Type D is only in Segment # 9, and is approximately 510 linear feet long. Segment # 8 of Union Street is characterized by a (comparatively) narrow right-of-way, and has an existing retaining wall immediately adjacent to the existing sidewalk. In this Segment, this Study recommends expanding the existing sidewalk towards the road centerline, and shifting the road centerline to the eastern side of the road. This is contrasted with Path Type A, which proposes a similar sidewalk expansion, but proposes the existing sidewalk be expanded **away from** the road centerline.



Existing conditions of Segment # 8, looking north. Note narrow road and retaining wall. (Image credit: Google Maps)



Preferred Alternative Map: Path Type D - 8.5 feet wide



2. Existing Conditions



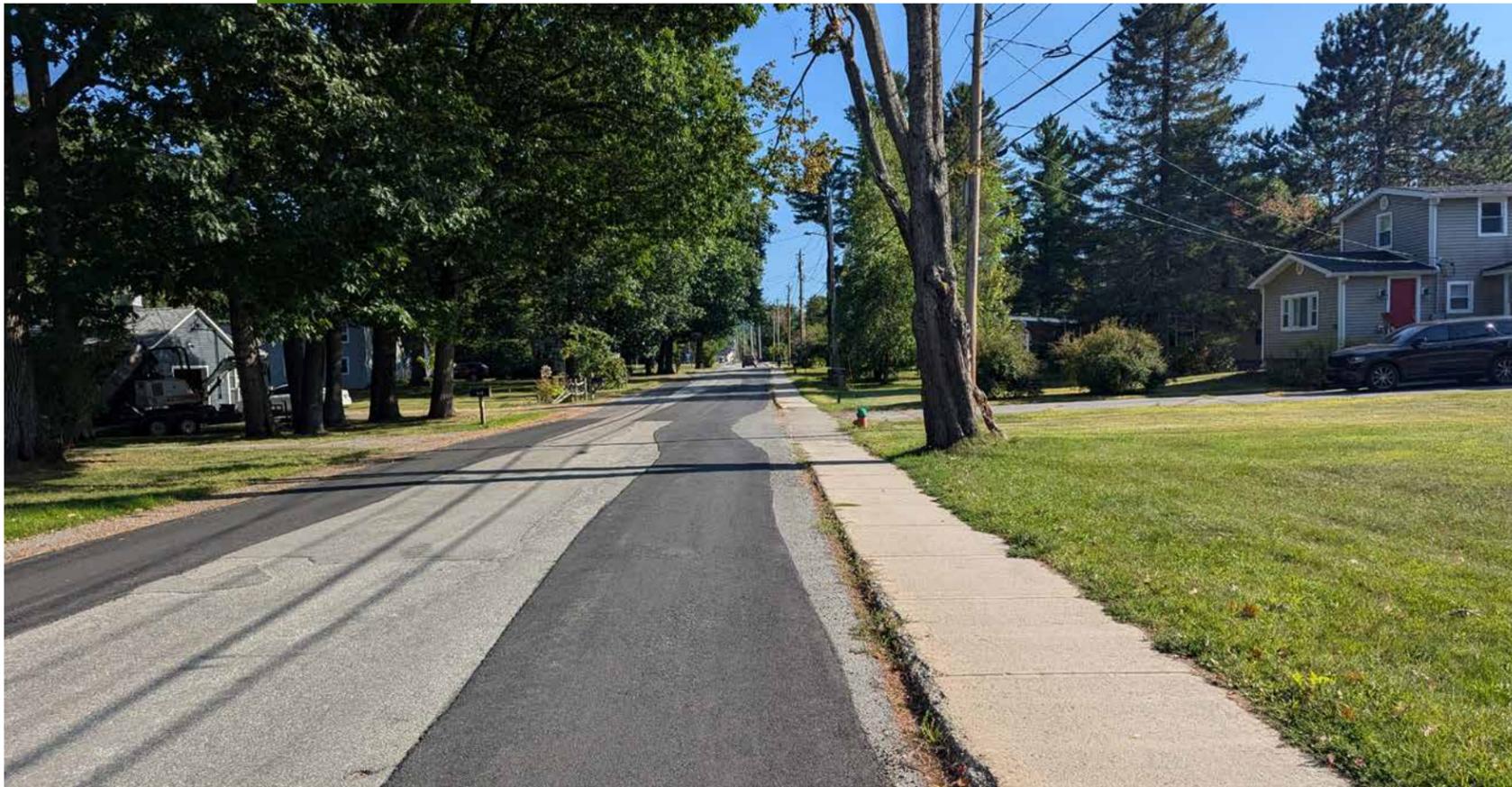
Off-road section of the Waterfront Recreation Path adjacent to Waterfront Plaza and VT-105



An on-road section of the Waterfront Recreation Path on Landing Street



Where the Beebe Spur Rail Trail meets the Waterfront Recreation Path



Existing sidewalk on Bluff Road. Note the sidewalk width, which is too narrow for bikes

LAND USE CONTEXT

Current Land Use

There are several public spaces near the WRP, including civic buildings, schools, a library, and parks, as well as Lake Memphremagog, which is open to multiple water activities.

Downtown Newport, at the southern end of the project area, is a mixed-use area with many commercial businesses, houses of worship, and residences.

Public parking is available at numerous locations around the project area, particularly in the southern end closest to Downtown Newport.

Pedestrian, Cyclist, & Recreation Facilities

There is an existing network of sidewalks accessible via the Newport Waterfront Recreation Path in Newport. Pedestrians can use these sidewalks to access the many resources and residences in the project area. However, none of these sidewalks are sized wide enough to be considered a “shared-use path.” This means that for

cyclists, these sidewalks are not an option to use, and cyclists must bike either on the road or in the shoulder.

The most notable cyclist infrastructure elements within the project area are the Newport Waterfront Recreation Path (WRP) and the Beebe Spur Rail Trail (BSRT). Both of these bike paths are paved and off-road, with the exception of an approximately 2,300 foot long section of the Newport Waterfront Recreation Path. This section of the bike path is along Landing Street and Broadview Avenue, and requires path users to travel along the side of these roads. These two streets are both Class 3 Town Highways, with less vehicle traffic and lower speeds than the surrounding roads. There are two signs alerting drivers to share the road with cyclists, and one sign identifying indicating the presence of a bike route. However, for newer users of the WRP who may be less familiar with which way the route goes, this section may be confusing to navigate, and it may be unclear where the road connects to the WRP.

There are several recreation areas along these bike paths that also have bike-friendly trails, including the Darling Hill Road recreation area and the Prouty Beach area, as well as numerous trails and active recreation paths. They are shown on the maps on the following pages.

While the existing WRP and BSRT connect to many multi-modal transportation opportunities, recreation, education, housing, and civic resources, they are not aligned to connect to each other in the most direct way when taking the existing residential areas into consideration. At the location where the two trails converge, the WRP directs users to the west. This places the bike path closer to the waterfront and public amenities like Prouty Beach and the North Country Union High School. However, it also diverts away from the numerous residential neighborhoods to the east of Union Street. Should the residents of these neighborhoods wish to use either of these Paths, they would need to travel either north or south on Union Street, and meet up with the bike paths at either Prouty Drive, Freeman Street via Bluff Road, or Causeway Street (north to south, respectively). These routes all have

a curbed sidewalk, however the sidewalk is not sized to be an appropriate shared-use path. This suggests most cyclists would need to travel on the road shoulder (which is currently not delineated with paint) or in the road’s motor vehicle travel lane. Both of these options may be unfavorable for inexperienced cyclists, or those traveling with younger riders (who may be harder for vehicle drivers to see).

Additionally, for those users of the bike paths wishing for a direct route from Derby to Downtown Newport, such as those commuting for work or school, the Newport Waterfront Recreation Path’s longer routing via Bluffside Farm to the west creates a longer than necessary route, from a transportation standpoint.

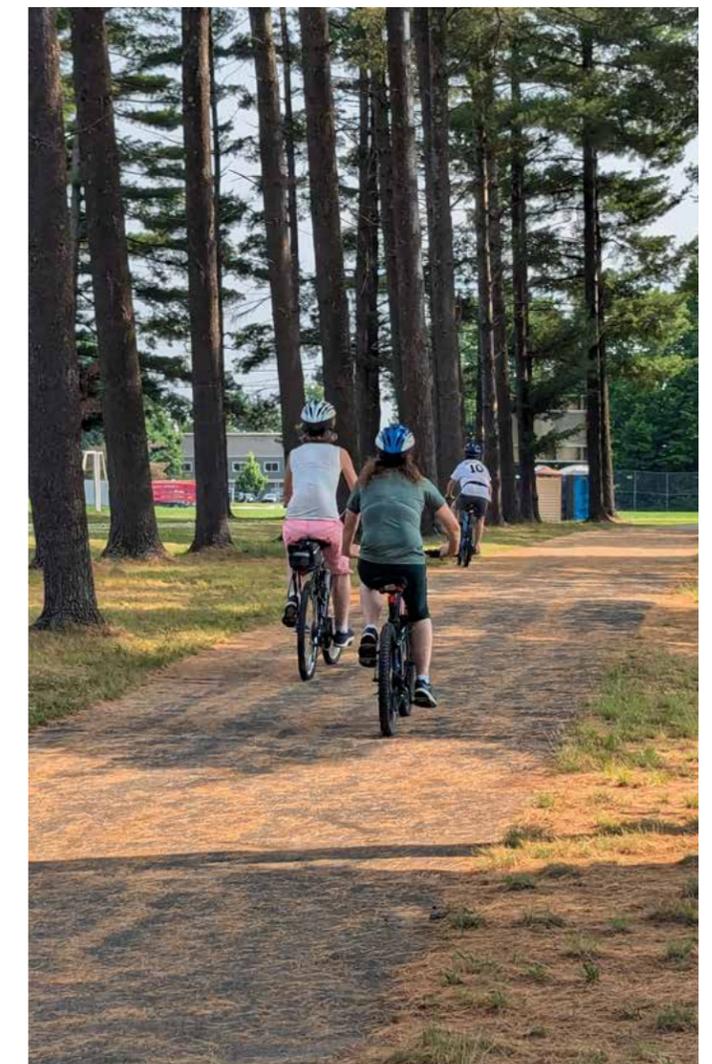
However, the longer route itself may be preferable to the above noted route via Union Street (in its current state). While the existing bike route is longer, it is also shaded, and travels near parks and other recreation areas, mostly in car-free areas. The journey via Union Street, while more direct, is adjacent to a public road, and largely not in the shade.

The Takeaway

The existing WRP and BSRT are well located multi-modal connections for the numerous residences, jobs, schools, and recreation facilities within the project area, in addition to being enjoyable recreation facilities themselves. However, for some residents near the project area, particularly those residing in the neighborhoods off of Union Street, biking to these Paths may be challenging, because of the lack of easily accessible cyclist connections in this area. Additionally, for bike path users looking primarily for a direct travel route between Newport and Derby, the WRP’s westward diversion may create unnecessary travel time.

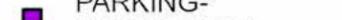
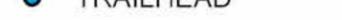
Lastly, while the Paths are largely off-road, the small on-road section may create confusion for newer users, who may be uncertain of where to go.

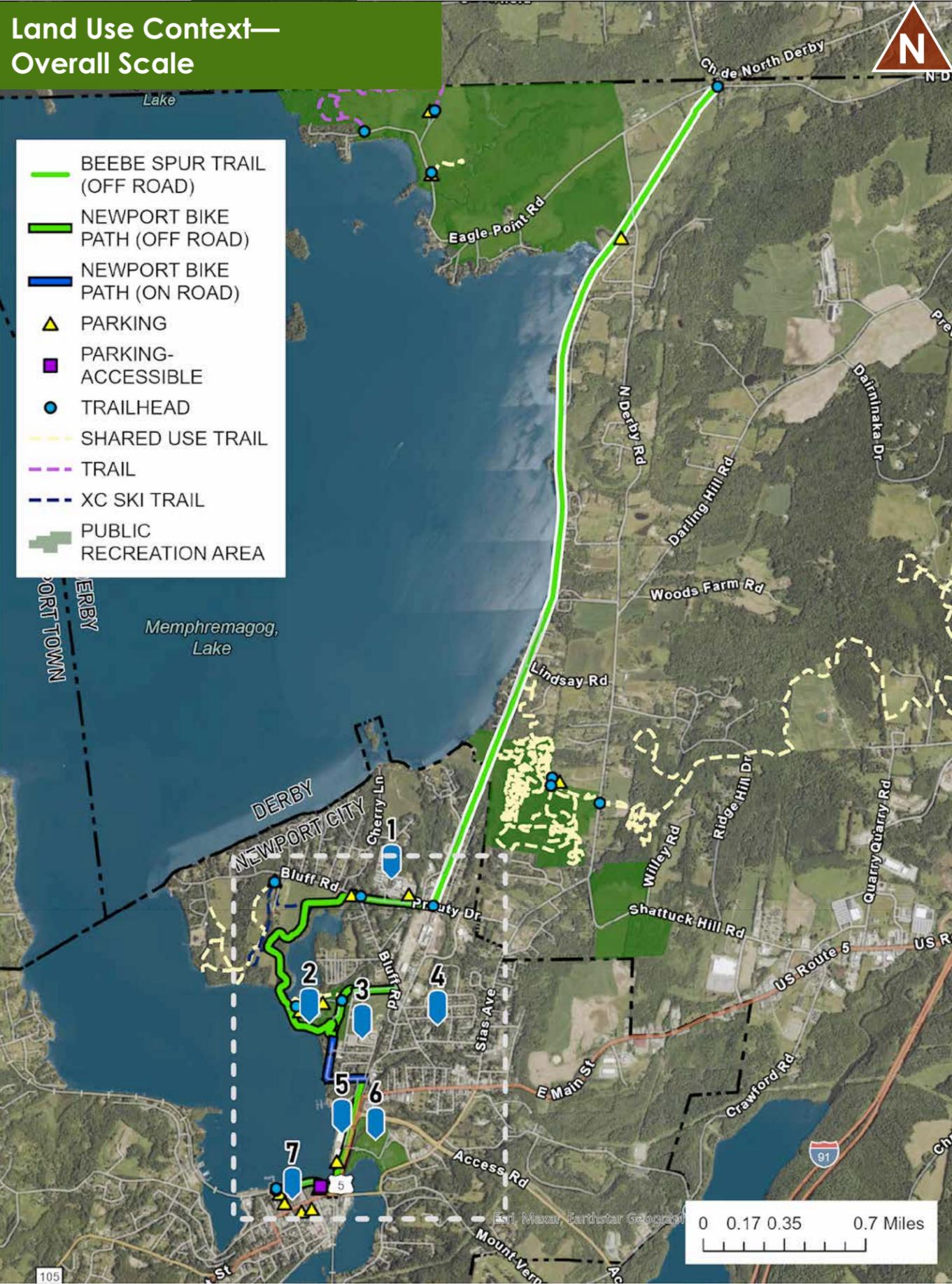
Please see the maps on the following pages for more information about these items.



The WRP west of Veterans Avenue

Land Use Context— Overall Scale

-  BEEBE SPUR TRAIL (OFF ROAD)
-  NEWPORT BIKE PATH (OFF ROAD)
-  NEWPORT BIKE PATH (ON ROAD)
-  PARKING
-  PARKING-ACCESSIBLE
-  TRAILHEAD
-  SHARED USE TRAIL
-  TRAIL
-  XC SKI TRAIL
-  PUBLIC RECREATION AREA



Land Use Context— Focus Area

- NOTABLE DESTINATIONS**
-  1. NORTH COUNTRY HOSPITAL
 -  2. PROUTY BEACH
 -  3. NORTH COUNTRY UNION HIGH SCHOOL
 -  4. RESIDENTIAL NEIGHBORHOODS
 -  5. THE WATERFRONT PLAZA
 -  6. GARDNER MEMORIAL PARK
 -  7. DOWNTOWN NEWPORT



Land Use Context—
Sidewalks and Crosswalks



22 Newport City/ Derby Multi Use Path Connections Feasibility Study - EXISTING CONDITIONS



Newport City/ Derby Multi Use Path Connections Feasibility Study - EXISTING CONDITIONS 23



Various new Memphremagog Greenway signs along the Waterfront Recreation Path.



Union Street, looking north. Note the narrow road with and narrow sidewalk

ROADWAY DATA & CHARACTERISTICS

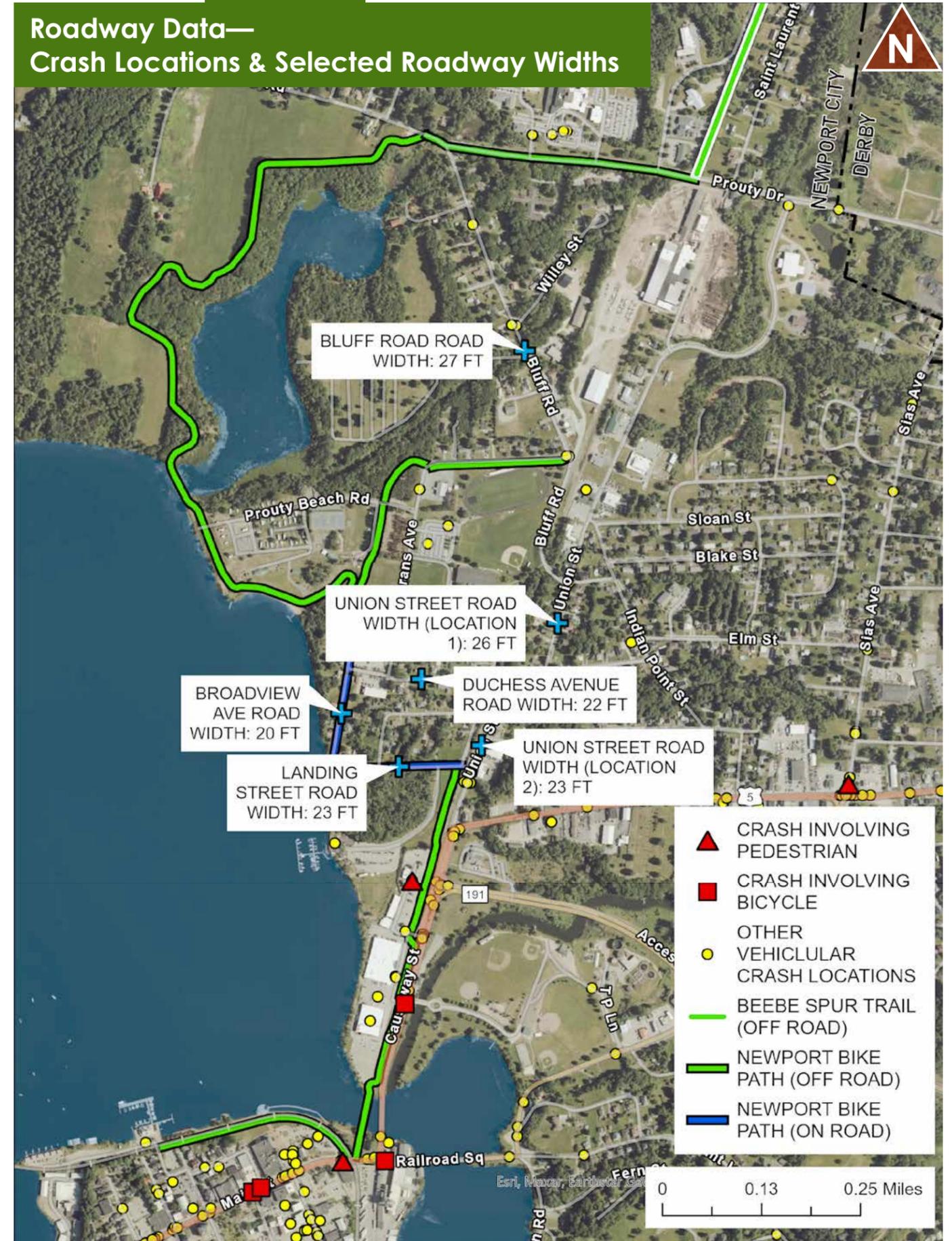
The most recent AADT data for the streets closest to the project area are shown on the table to the right.

According to the Vermont Crash Query Tool, there have been numerous vehicular crashes reported in or around the project area within the last five years (2020-2025). These crashes are shown on the map to the opposite page. Of these crashes, four were reported to involve a bicycle, and three were reported to involve a pedestrian. These crashes are also shown on the map.

There are several roads within the project area whose widths may be important information for the design of a preferred alternative. Those roads and their widths are noted on the opposite page.

Table 1: AADT Data	
Street Name	AAADT (2024)
Causeway (Between Gardener Park Road and Access Road)	9,327 (2024)
Causeway (Between Gardener Park Road and Railroad Square)	8,911 (2024)
E Main Street (Between Union and Sunset Terrace)	6,153 (2024)
Main Street (Between Coventry Street and Seymour Lane)	11,438 (2024)
Prouty Drive	3,008 (2024)

Roadway Data— Crash Locations & Selected Roadway Widths





The Union Street entrance to Columbia Forest Products

RIGHT-OF-WAY

Alignment of the Paths

The WRP is mostly within the road right-of-way, or else on property owned by the Vermont Land Trust, a conservation and outdoors education-minded non-profit, based in Vermont. The BSRT is entirely on former railroad land that crosses into both Newport and Derby. This land is now owned by the VTrans.

Surrounding Land Ownership

As shown on the map to the right, the land surrounding the Bike Paths is mostly privately owned, generally either for commercial or residential use. One specific commercial property- the site of Columbia Forest Products Inc- is just south of the meeting of the WRP and the BSRT. The location and alignment of this property could potentially make it a fitting location for a direct connection between the two Paths (WRP and BSRT). Any potential new path would need the full support and consent of the property landowner.

There are also several parcels that are publicly owned or otherwise open to public use, including the recreation and

conservation areas noted in the previous section, schools, and the public right of way along the area's streets.

Act 250 Permits

There are many Act 250 Permits near the project area. Of these, five are associated with sites near or on the Paths, and may be considered when planning for possible changes to the Paths. These five permits are shown on the map on the next page.

The Takeaway

While there are limited options of large public parcels available for a Multi Use Path Connection, there are several roads with public right of ways that may be possible site locations. Additionally, cooperation with nearby private landowners may provide other avenues for an expansion of the Paths, should such an expansion be desired.

Right-of-Way— Act 250 Permits and Parcels by Land Ownership



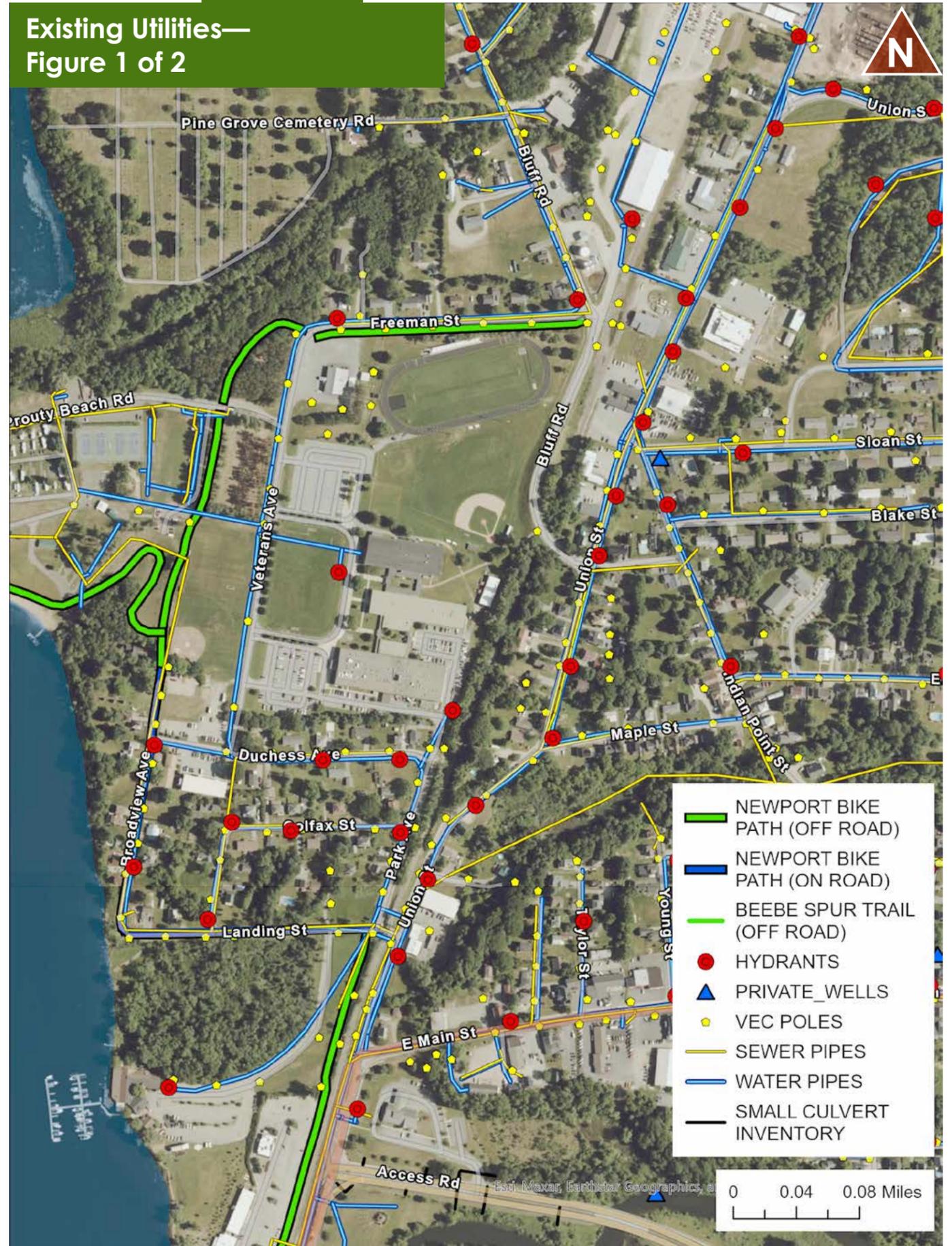


Overhead power lines on the west side of Bluff Road

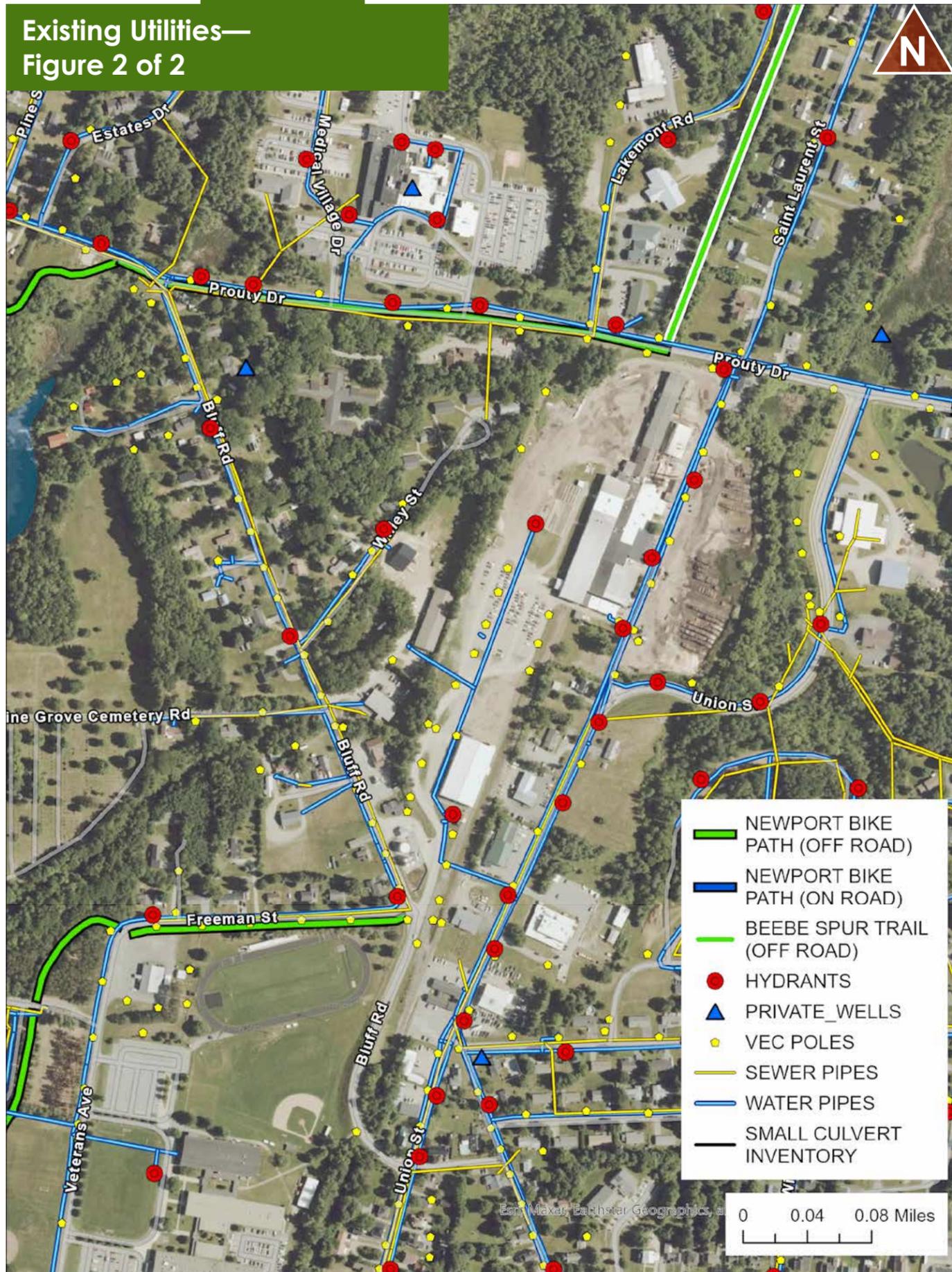
EXISTING UTILITIES

Multiple underground and overhead utilities are found within the Study Area. For clarity, they are mapped on a larger scale, shown on the following two pages.

Existing Utilities—
Figure 1 of 2



Existing Utilities—
Figure 2 of 2



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The wetland area south of and across Landing Street, with the WRP to the right

NATURAL RESOURCES

There are numerous examples of valuable natural resources along both the WRP and the BSRT. The project area specifically has a less dense concentration of these resources than the less populated areas to the north. The map to the right represents the desktop environmental analysis of this area, with data from the Vermont Agency of Natural Resources (ANR).

Specific natural resources within the project area that may impact the feasibility of a Preferred Alternative include:

The area of mapped Class II wetlands that crosses Landing Street; an area already being used by the existing WRP. These wetlands were noted in the Act 250 permit that accompanied the original construction of this section of the WRP. (This permit, number 7R1165, is noted on the map on page 15.)

Bluff Road currently crosses over a small stream, which feeds another Class II wetland, north of Prouty Beach Road and adjacent to the shore of Lake Memphremagog.

For further elaboration on the environmental resources in the project area, see Table 2 (Natural Resources) on page 36.

Natural Resources

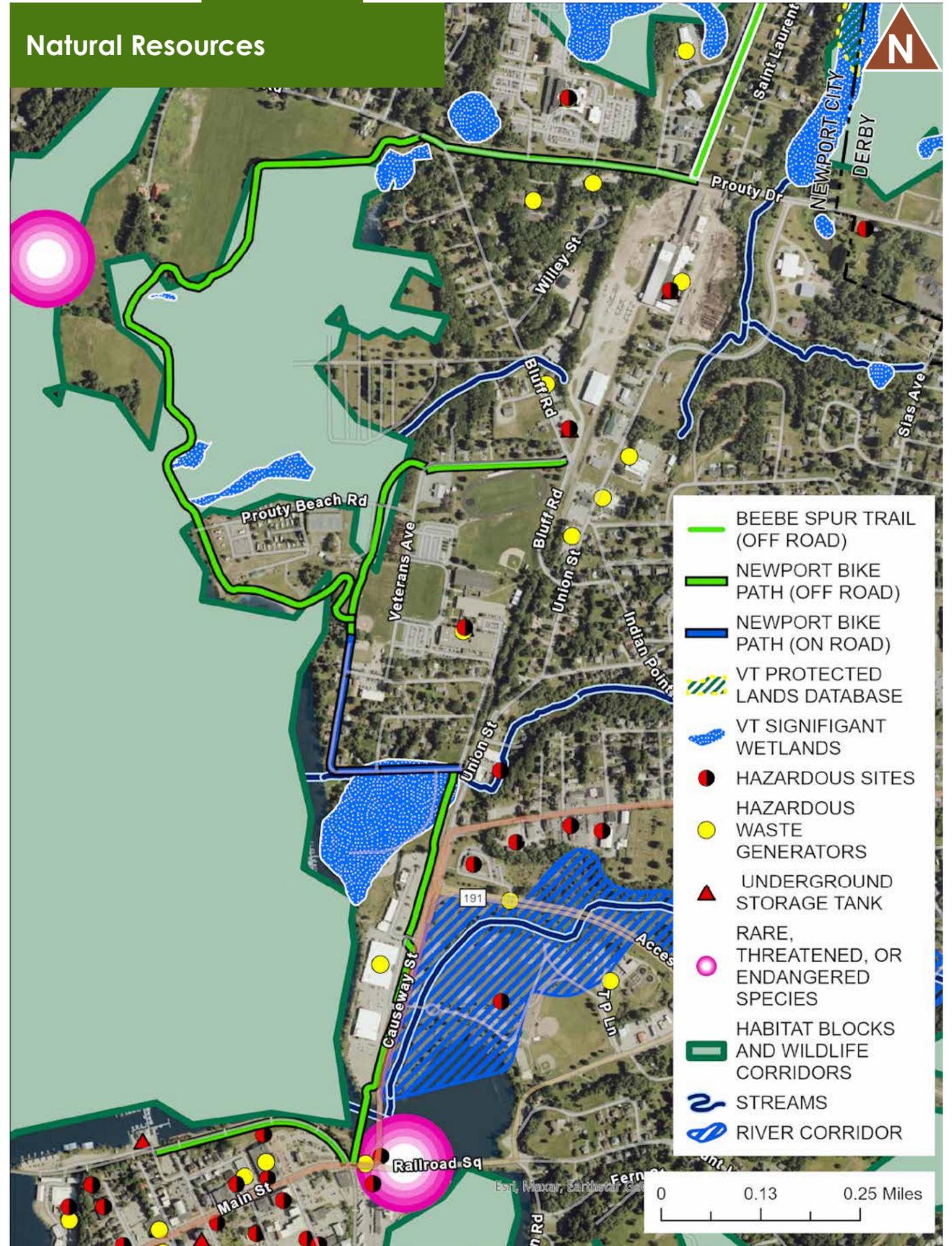


Table 2: Natural Resources

Shown on Preceding Map

VT Protected Lands	There is a small parcel of protected land that overlaps with Class II wetlands north east of the confluence of the WRP and the BSRT, although the rail trails do not provide access to this parcel.
Wetlands	The Paths pass through or near delineated Class II wetlands in three locations within the project area: on Landing Street, north of Prouty Beach Road, and on Bluff Road.
Hazardous Sites & Hazardous Waste Generators	There are numerous hazardous waste sites and generators within the project area, particularly in Downtown Newport, and south of Prouty Drive.
Underground Storage Tanks	There are two underground storage tanks within the project area, located south of the southern end of the WRP.
Rare, Threatened, and Endangered Species	There are two element occurrences (EO) of rare, threatened, or endangered species (RTE) in the project area, as shown on the preceding map. Both were of an animal.
Habitat Blocks and Wildlife Corridors	There is a large habitat block associated with Lake Memphremagog and its shores. Regarding these areas, the Agency of Natural Resources website states “The defining factor is that there is little or no permanent habitat fragmentation from roads and other forms of development within a habitat block.” As a habitat block, this area is ranked as “Highest Priority” for protection.
Streams & Waterbodies	The most notable and significant water body in the project area is Lake Memphremagog to the west, along whose shores the Paths occasionally run. It is fed by many small streams and rivers, show on the map on page 23.
River Corridor	The WRP is west of the river corridor for the Clyde River, as shown on the preceding map. This river corridor, as well as the Clyde River, terminates east of Causeway Street into Lake Memphremagog.

Not Shown on Preceding Map

FEMA Flood Hazard Areas	<p>The WRP passes through a Zone B FEMA Flood Hazard Area, approximately near Prouty Beach. Zone B is designated as an area between the limits of the 100-year and 500-year flood zones.</p> <p>As of 2025, there were no digitized FEMA Flood Hazard data for the project area. The analog FEMA Flood Insurance Rate Maps (FIRM) of the project are shown in the appendices. These maps are dated effective as of 1980 and 1985, for Newport and Derby respectively, and are due to be updated at the time of writing, and may not be accurate to present-day conditions.</p>
Significant Natural Communities	There are some areas of mapped Vermont Significant Natural Communities along the bike paths. Most of these are within the Missisquoi National Wildlife Refuge in Derby (not shown on map) and they include Red Maple-Northern White Cedar Swamp, Intermediate Fen, and Sweet Gale Shoreline Swamp. There are no mapped Significant Communities in or near the project area.



Lake Memphremagog as viewed from the WRP on Landing Street.



The Newport Armory on Union Street. Photo credit: Polly Seddon Allen

HISTORIC RESOURCES INVENTORY (HRI)

As part of this feasibility study process, Senior Architectural Historian Polly Seddon Allen conducted a Historic Resources Inventory of the study area. The full text of this report is included in the appendices of this document. For a summary of the report's findings and conclusions, continue reading.

Within the project area, there was a single previously documented Historic Property. The State of Vermont National Guard Armory at 540 Union Street, which was documented in 2013 and determined to be eligible for the Vermont State Register (VSR) and National Register of Historic Places (NRHP) under Criterion A. There were also 11 potential historic properties within the project area, although these properties are not currently subjected to formal VSR or NRHP inventory or evaluational.

These 12 properties are noted on the next page, which is taken from page 42 of the HRI.

This page at right: historic 1859 map and image of the approximate Study Area included in the HRI.

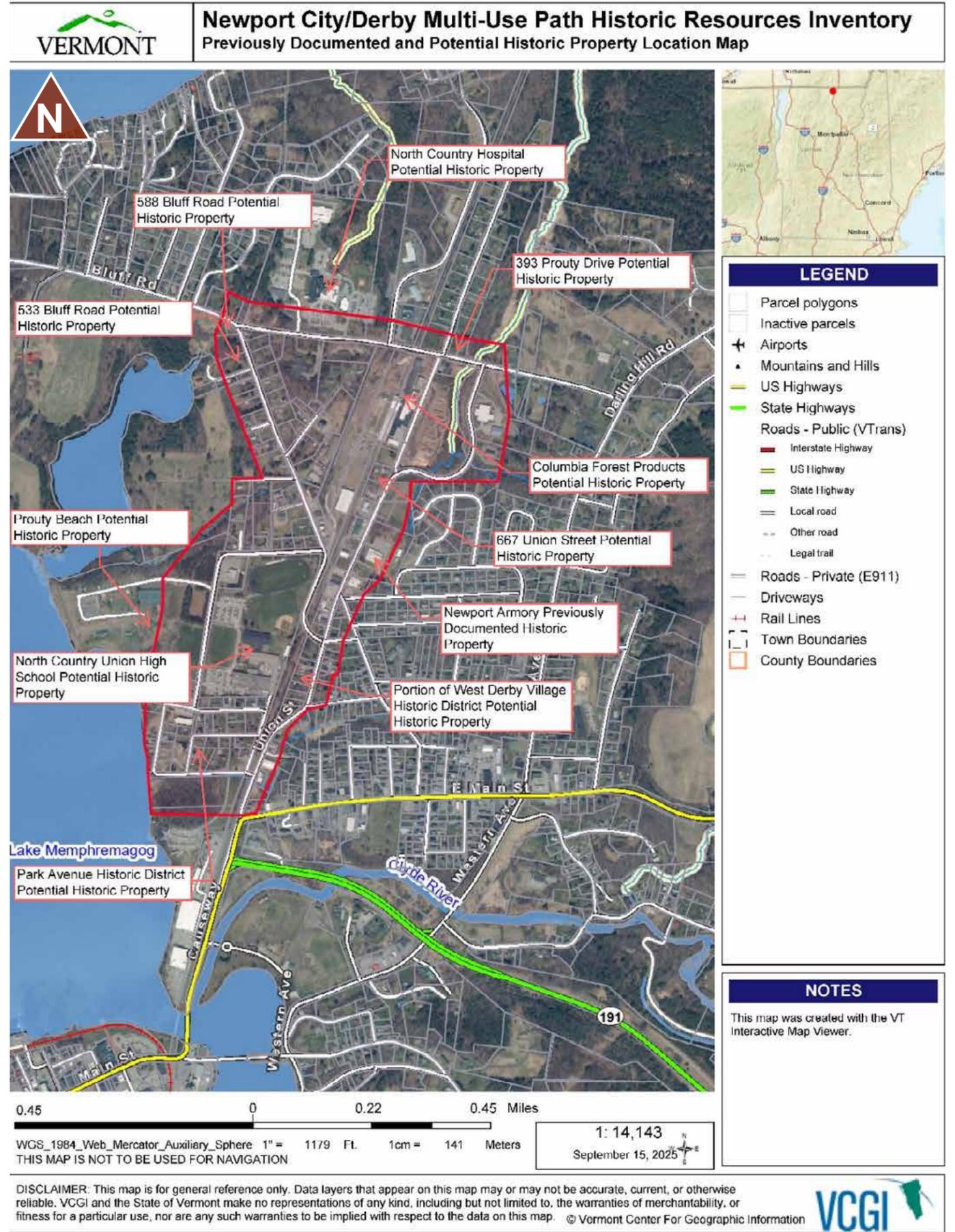




Photo credit: Lindsay Chozinska

ARCHEOLOGY RESOURCE ASSESSMENT (ARA)

The Study Area generated a high predictive score for pre-contact archaeological sensitivity on the Vermont Department of Historic Preservation's (VDHP) Environmental Predictive Model. Therefore, it is not surprising that several archaeological and historic reviews have already been conducted in this area.

In broad terms, many locations in this part of Newport City have been heavily disturbed by development and natural, successive fill from the lake, which would deeply bury any archeological sites deeper than the anticipated "Area of Potential Effects" (APE) of a potential Multi Use Path Connection. Therefore, most areas of the APE are unlikely to contain sites of archaeological significance or sufficient integrity to contribute to archaeological knowledge, and there are limited areas sensitive for pre-contact archeological sites in the Study Area.

In the development of potential alternatives to receive a finding of no adverse effect, this report recommends:

- Avoid ground-disturbing activity in the areas identified as archaeologically sensitive in this report
- Avoid disturbing ground outside of the established APE;
- Avoid, as much as possible, ground-disturbing work adjacent to areas marked archaeologically sensitive; and
- In general and where possible, avoid cross-country pathways and confine routes to the right-of-way of the road.

In the event ground-disturbing activity cannot be avoided in an area sensitive for pre-contact sites, this Archeology Resource Assessment recommends a qualified professional conduct further investigations. Phase 1B is the appropriate level of effort. In addition, concurrence from VDHP should be received before the project proceeds.

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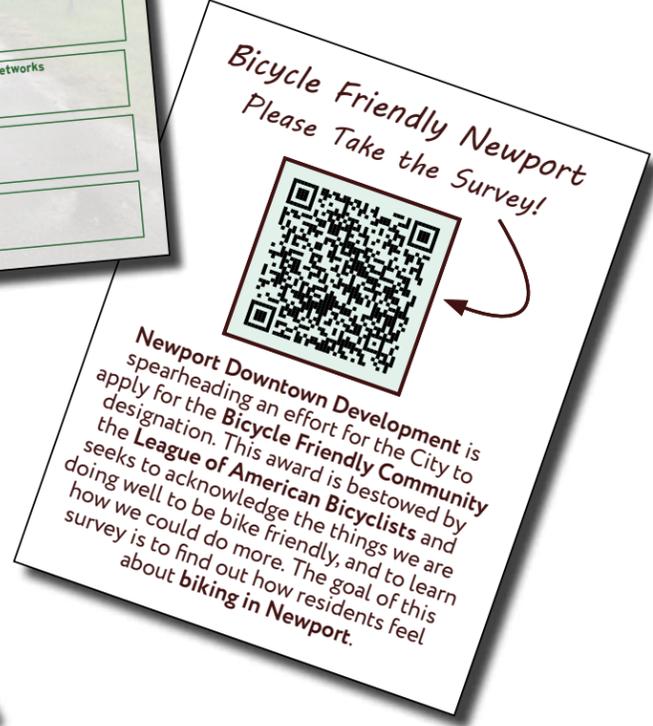
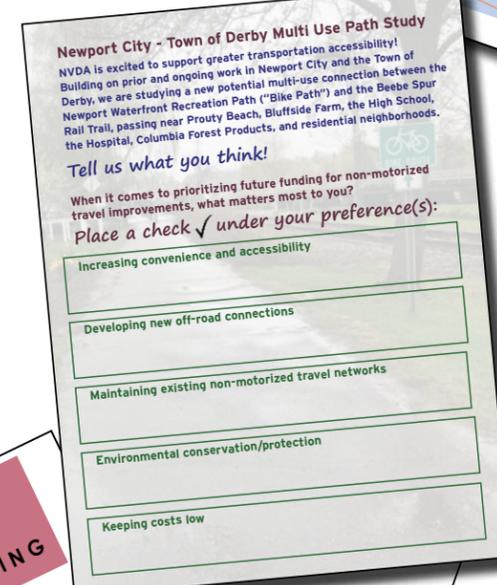
3. Public Input



PUBLIC INPUT

This Feasibility Study had two core public engagement events: the Local Concerns Meeting held at the Gateway Center on August 7, 2025, and the Alternatives Meeting held on September 10, 2025, also at the Gateway Center. The project also sought input during the Wednesdays on the Waterfront event on September 4th, 2025, and received further input from the Newport Downtown Development Bike Committee.

“Takeaways from these two meetings and other outreach are included on this and the following pages.



PUBLIC INPUT: LOCAL CONCERNS MEETING

Members of the public and Steering Committee joined the project team on August 7, 2025 for a wide-ranging and fruitful discussion regarding existing conditions within the Study Area, general considerations when developing a multi-use path connection. As guided by the study team presentation, much of the discussion centered on site-specific ideas for the development of the Study's alternatives.

Particular items of interest from this Local Concerns Meeting include:

Signs

- People get confused at the intersection of Bluff and Prouty roads, and a sign would be helpful.
- General "you are here" signs would be useful.
- If the infrastructure tells you where to go, signs are less needed.
- The landing area that announces the south end of the Beebe Spur Rail Trail needs better marking and a clear sense of arrival.

Are there specific areas or locations where you feel less safe/secure, or travel is challenging?

- The railroad crossing south of the bridge feels dangerous. Possibly expand the at-grade crossing.
- The Union/ Landing streets intersection is challenging. Turning cars can't see onto Landing St easily. Also, cars approaching from Park Ave are coming downhill; this is the road that school traffic uses. Suggestion: move the WRP/ Landing Street intersection to the west to be further from these interactions.
- Related: the hill up Broadview Ave on the west end of Landing Street is easier to bike up than the Park Ave hill, on the east side of Landing, St because the cyclist has time to build up momentum on the approach traveling west on Landing St, but need to stop at the intersection near the bottom of Park Ave.
- Broadview Ave has better sight lines and less traffic than Park Ave.
- The south end of the Beebe Spur Rail Trail near the

intersection with the Prouty Road frontage path is currently overgrown, which makes the turn difficult to see around; this should be addressed.

Thoughts on potential route alternatives?

- The railroad right of way is the most direct route from a transportation standpoint to the Beebe Spur Rail Trail, but doesn't connect directly with Bluffside Farm.
- Union St is nicer to run on than Prouty Dr; the Prouty Dr south-side sidewalk is too narrow and in bad condition.
- Portions of the upper (north portion) Union Street sidewalk is nice and new, but is less nice between the train bridge and Columbia Forest Products.

How about winter uses?

- There has been a formal request to VTrans to add snowmobiling use accommodation to the Beebe Spur Rail Trail. No other motorized vehicles are currently allowed.
- The Beebe Spur Rail Trail gets groomed for cross country skiing, as do the Memphremagog Trails.
- There is also cross country skiing at the Bluffside Farm.

Additional Public Feedback:

- The Hospital could be a good partner for Rail Trail parking and better signs; they currently have dedicated parking spaces. (Trail users were parking anywhere; coordination was needed.)
- I love the path and use it regularly to commute.
- My highest priority is the sudden intersection near the railroad bridge.
- The path does not need a re-route; Landing St is pleasant and efficient.
- The Bike Path is the gem of Newport.
- More and better signs would be good.

PUBLIC INPUT: ALTERNATIVES MEETING

Members of the public and steering committee joined the project team again on September 10, 2025 to analyze the three emerging Alternatives for this Study, and take a ground-level (digital presentation) tour through the opportunities and challenges of each. While a strong consensus preference did not emerge during this meeting, enough feedback was received for the Steering Committee to work through the best options for a Multi Use Path Connection Preferred Alternative.

Particular items of interest from this Alternatives Meeting include:

Amenities along the Route

- Install universally accessible public bathrooms along the route.
- Add a welcome center along the route, such as near Waterfront Plaza, that can include bathrooms, local multi-lingual information, bike repair station, and art created by area residents.
- Fitness clusters would be welcome, and could be used by high school students as well for needed fitness and team training or gym class.
- Install dog waste stations along the route - many people do not clean up after their dogs, and these can help.
- Photo opportunities are a highlight of tourist and local visits. These can include particular views, public art, a rail car, and more.

Signs

- Install consistent signage in English and French (like the new Memphremagog Greenway signs).
- Add signs about local history and ecology, such as of geology, wetlands, history, and industry.
- Driving speed radar signs are useful and work.
- Targeted use of Rectangular Rapid Flashing Beacons with crossing signs could be useful, particularly at any mid-block crossings.

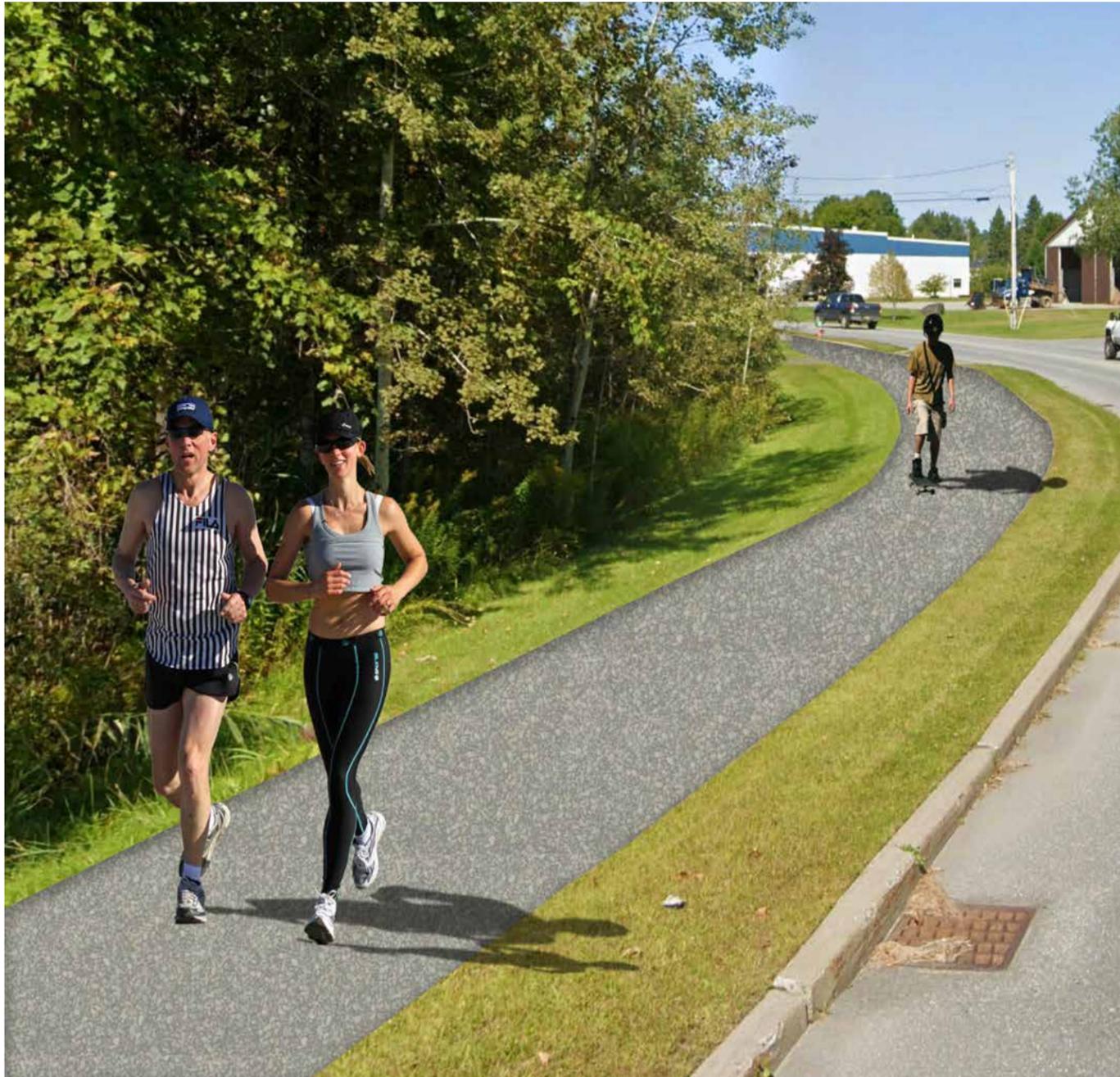
Thoughts on the three Alternatives?

- Blue Route: Much of the "Blue Route" is what is already used and enjoyed, though for transportation it is less straightforward in the vicinity of Bluffside Farm.
- Blue & Yellow Routes: For the "Blue Route" and "Yellow Route," the intersection of Bluff Road and Prouty Drive will need safety improvements. Stop signs would be a good start.
- Blue & Yellow Routes: A new independent school is planned for the west side of Bluff Road.
- Red Route: The "Red Route" intersection under the trestle bridge is very tight, and will need additional signs along with potential widening of the sidewalk under the bridge.
- Red Route: Work in collaboration with businesses along the "Red Route" Union Street for better access management - channeling the entrance/exit drives to reduce open parking and loading access and separate the Path Connector from motor vehicle traffic.

Additional Public Feedback:

- Make sure that the route mapping is aligned with open source software for path alignments.
- If utility lines are buried, that may provide more opportunity for above-ground installation of a new Multi Use Path Connection.
- Road crossings should be highly visible and also "make noise" for the visually impaired.
- The bollards at the entrance to the Beebe Spur Rail Trail are removable for emergency vehicle access- make sure nothing else impedes access.
- Part of the "sell" of this project should be reasonable projections for recouping costs, such as an increase in economic activity, reduction in commute times, etc.

4. Alternatives



ALTERNATIVES: OVERVIEW

Local residents and visitors to Newport have enjoyed the Waterfront Recreation Path “as is” for many years. However, as identified in the Purpose and Need Statements, this Feasibility Study is intended to advance this asset as a more efficient and safer active transportation corridor. This is vital step in distilling community objectives as stated in the City and Town municipal plans to increase accessibility and non-motorized travel general.

This study’s Alternatives seek to address challenges and meet opportunities, including:

- 1) Increase accessibility for more residents to the travel benefit of the Waterfront Recreation Path and Beebe Spur Rail Trail.
- 2) Address the challenges of crossing busy roads.
- 3) Enhance local access to recreation and fitness opportunities.
- 4) Respectful coordination with private property owners
- 5) Align priorities for Multi Use Path Connection with funding priorities in the City.

Based on the above, this Feasibility Study advances connectivity for transportation in Newport City and linked travel to the Town of Derby, with corresponding benefits to safety, economic vitality, and civic health.

Methodology

While the existing route of the Waterfront Recreation Path in the Study Area is utilized, it is not as efficiently aligned from a transportation perspective with the Beebe Spur Rail Trail. With this in mind, the study team developed alternatives that both utilized portions of the existing route, and explored completely new options based on existing conditions and public feedback.

The Alternatives described and illustrated on the following pages explore how future alternative transportation improvements could make traveling the Newport Waterfront Recreation Path safer, more welcoming, and more enjoyable.

They have been based on the following:

- Prior initiatives of Newport City and local, regional and state partners to build and enhance the Newport Waterfront Recreation Path and Beebe Spur Rail Trail.
- Understanding of existing conditions, including existing active transportation assets, traffic patterns, topography, property ownership and other physical features such as utilities and mature vegetation.
- Appreciation of the local historical and archaeological context.
- Opportunities around additional local initiatives related to site development.
- Discussion during the Local Concerns Meeting in August 2025.
- Discussion during the Alternatives Meeting in September 2025.
- Additional outreach at a Wednesday on the Waterfront and communication with the Newport Downtown Development Bike Committee.
- Ongoing guidance from the study’s Steering Committee
- The inclusion in project discussions of a “No Build” Alternative.

These ideas were refined into the Preferred Alternative following further in-depth feedback from the study’s Steering Committee.

As part of the basic exploration of a Multi Use Path Connection routes, the study team explored options beyond the Preferred Alternative, recognizing that many great ideas were developed for locations throughout and beyond the Study Area.

ALTERNATIVES: THREE ROUTES

These pages illustrate the three Alternatives that the project team has developed for this Feasibility Study, with additional input from the Steering Committee and members of the Public. They all have “pros” and “cons” in guiding the selection of a Preferred Alternative that achieves a minimum ideal multi-use path width of 8 to 10 feet and fulfills the Purpose & Need of this Study. The Alternatives Matrix on the page following these Alternatives offers a quantitative tool in selecting a Preferred Alternative, including consideration of a No Build Alternative.

As discussed with the Steering Committee, the Preferred Alternative did not need to be just one of these routes. For example, a hybrid of the Blue and Yellow route may realize some benefits of each and reducing potential drawbacks.

Blue Route

The Blue has advantages in that it utilizes some of the existing Waterfront Recreation Path route, but increases user safety via additional separation and road markings. Additional connections could be made to the High School and Career Center Campus. However, as currently illustrated, it would require the removal of many mature trees, in particular on the east side of Bluff Road and the south side of Prouty Drive. This is also the longest of the three Alternatives, about 30% longer than the Red Route (about 5,700 vs. 3,980 linear feet).

Yellow Route

The Yellow Route connects most directly to the High School and Career Center campus.

By locating the Yellow Route on the west side of Bluff Road, fewer trees would need to be removed, compared to the Blue Route. This alternative would also provide a more direct connection to an anticipated new independent school on the west side of Bluff Road, and would also tie into the existing road crossing and bike path on the north side of Prouty Drive. However, this route has a relatively steeper section on Park Avenue (9% grade for 350 feet, greater than the 5% recommended by the Americans with Disabilities Act Standards). While the high school campus is in the early stages of planning for reconfiguration on the same site, this alternative would depend on reconfiguration of the site, the timing of which is unknown. It would also require the relocation of many utility poles.

If the Yellow Route moves forward, the engineering design should consider modification to the intersection of Bluff Road and Prouty Drive, such as with an all-way stop.

Red Route

The Red Route offers the most direct access to the residential neighborhoods to the east, as well as to the Elementary School, a clear positive of this Alternative. It is the shortest route as well, and like the other routes would make use of existing sidewalks in order to create a wider multi-use path. However, there are technical challenges in this route, notably the potential widening of the existing sidewalk via cutting under the railroad corridor trestle bridge (the railroad is still occasionally active to Columbia Forest Products), and cutting into the slope along the lower part of Union Street-- potentially with road shifting in the vicinity of existing retaining walls in order to facilitate sidewalk widening.

“No Build” Alternative

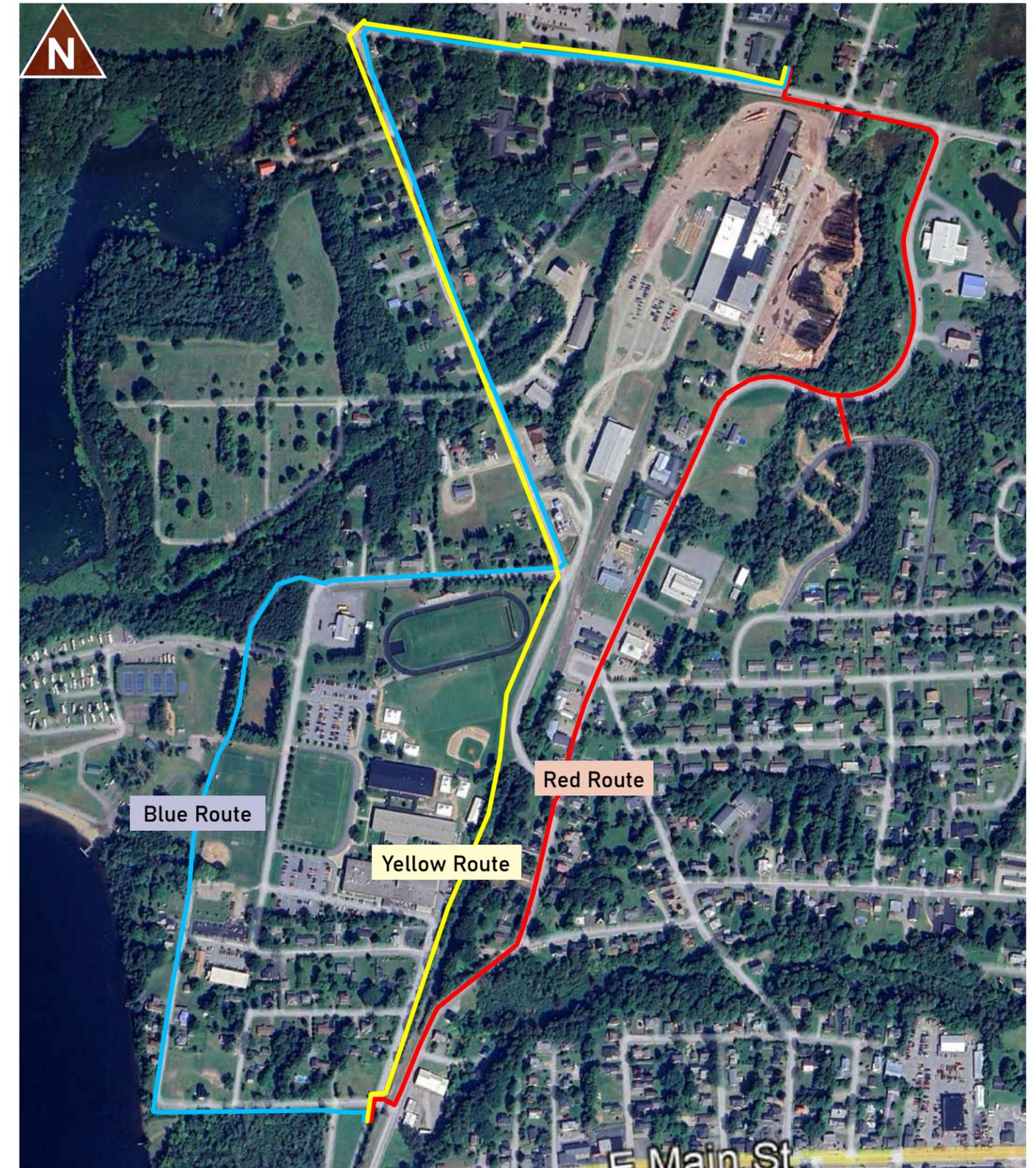
As is standard for a Feasibility Study, a “No Build Alternative” was considered as part of this process and presented to the public for discussion at the Alternatives Meeting.

The No Build Alternative would leave the Waterfront Recreation Path largely as it stands today, requiring users to travel on-road (particularly Landing Street, Broadview Avenue, and portions of Bluff Road), in a manner that lacks route efficiency for active transportation.

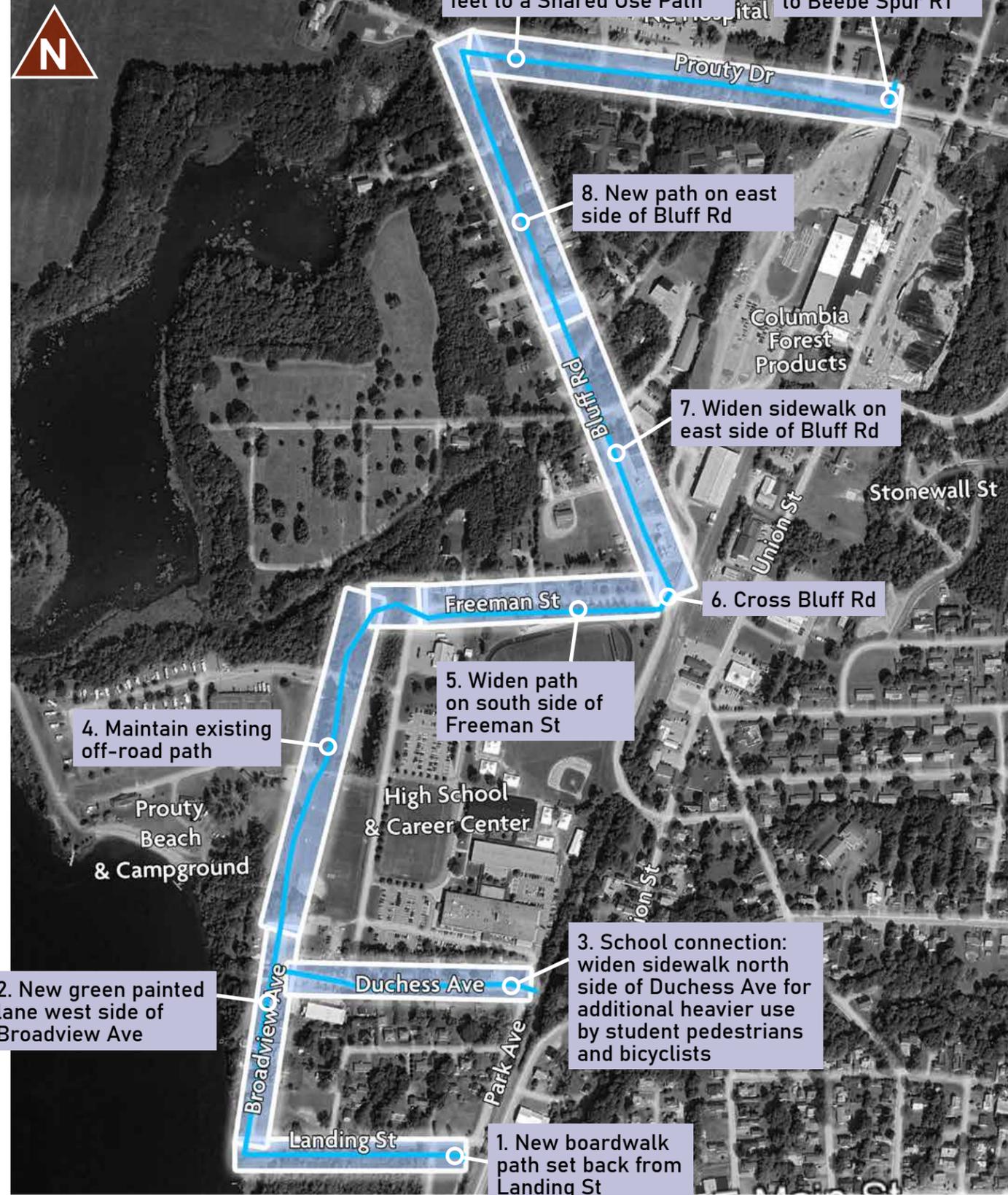
While improvements and maintenance to the Waterfront Recreation Path would continue, and may improve conditions in certain locations, the No Build Alternative would otherwise provide no enhancement for users relative to active transportation safety and comfort, or connectivity among local businesses, residences, civic gathering spaces, schools, hospital, or other destinations in and near the Study Area.



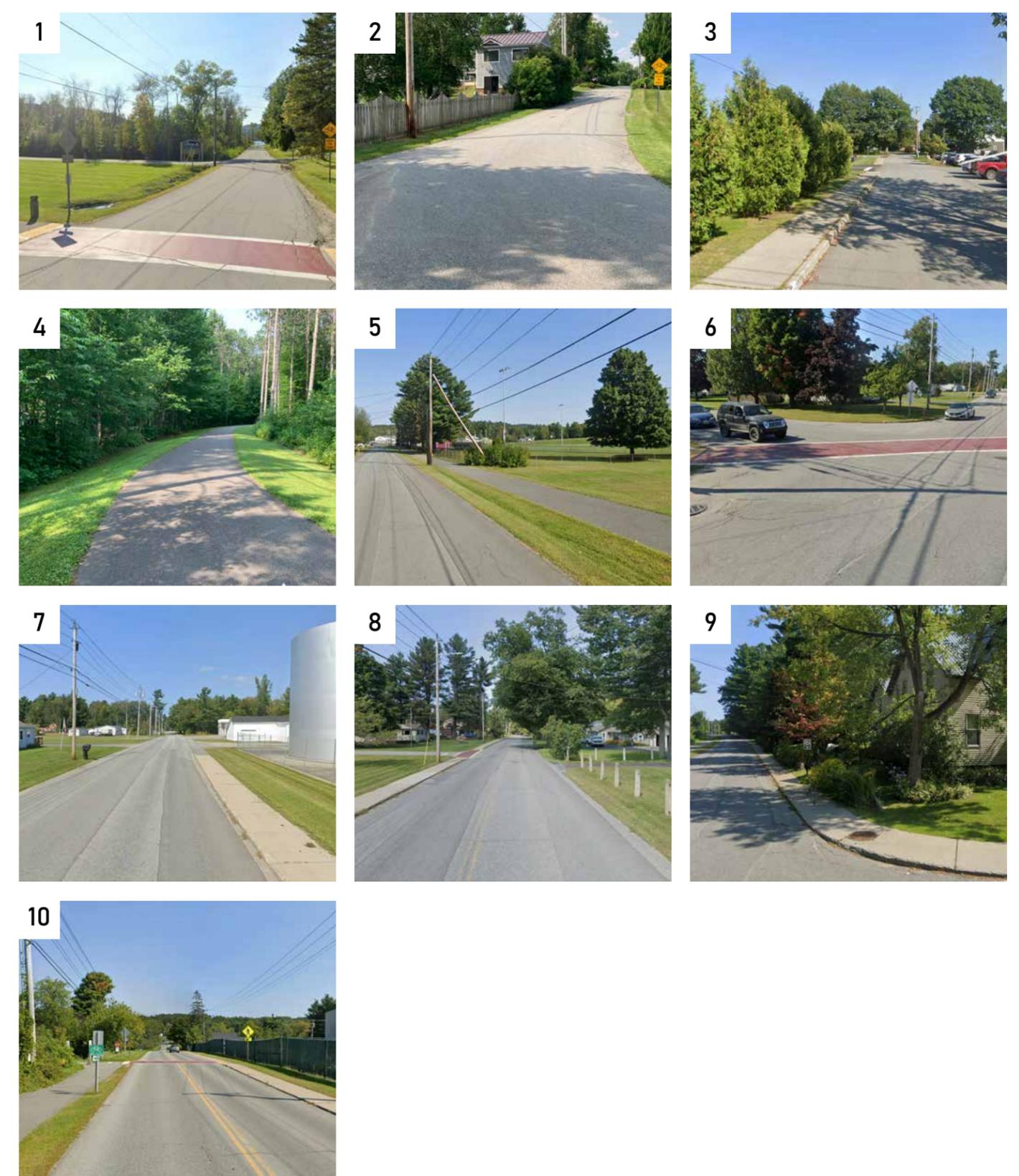
ALTERNATIVES: THREE ROUTES



**Alternatives:
Blue Route Segments**



**Alternatives:
Blue Route Photos**



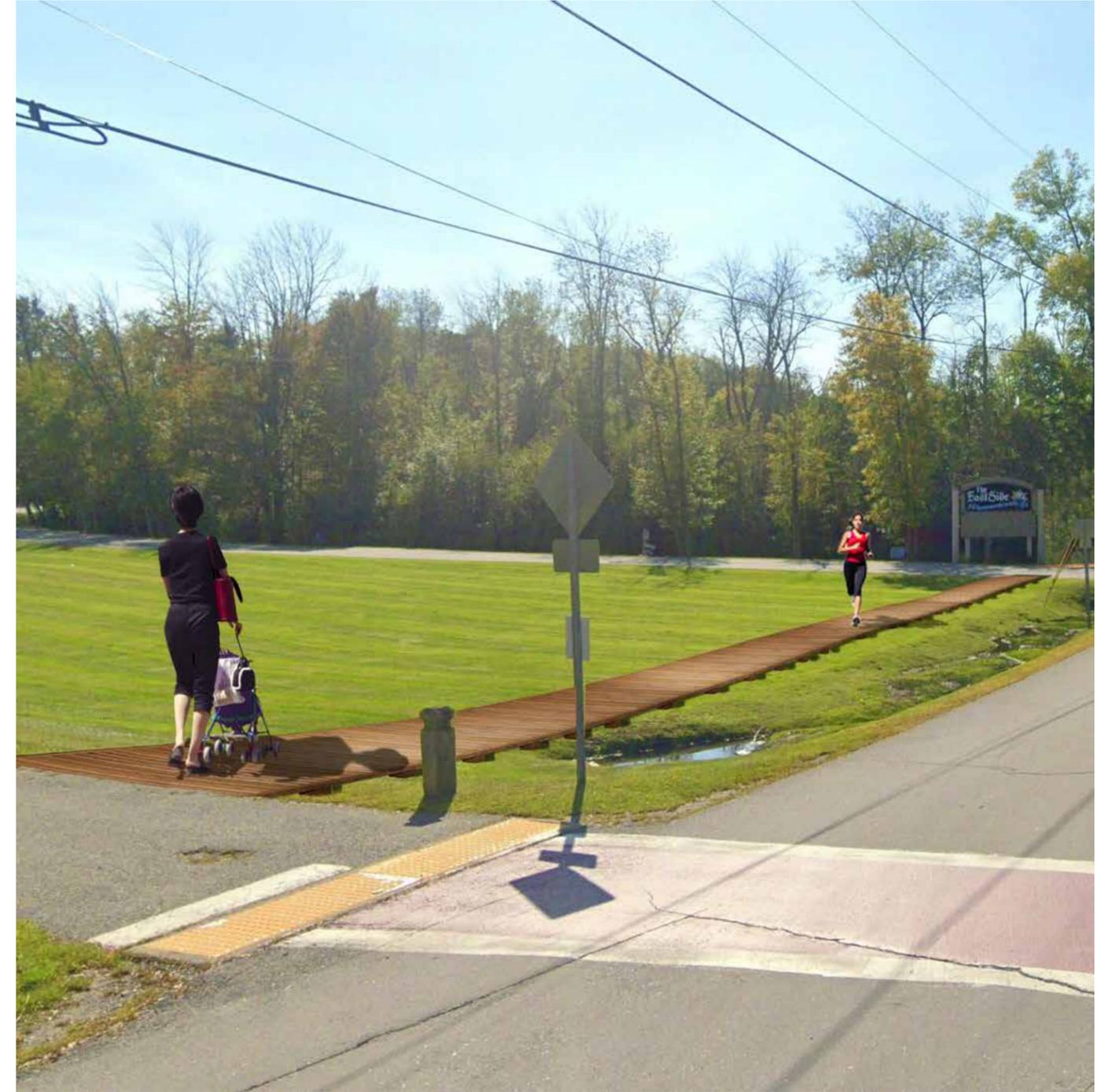
Alternatives: Blue Route Photosimulation
South Side Landing Street

Current Condition



Alternatives: Blue Route Photosimulation
South Side Landing Street

Imagined with Boardwalk (with Entrance Sign Shift)



Note: The likelihood of the state allowing a permit for a boardwalk will be based on information known with regard to wetlands.

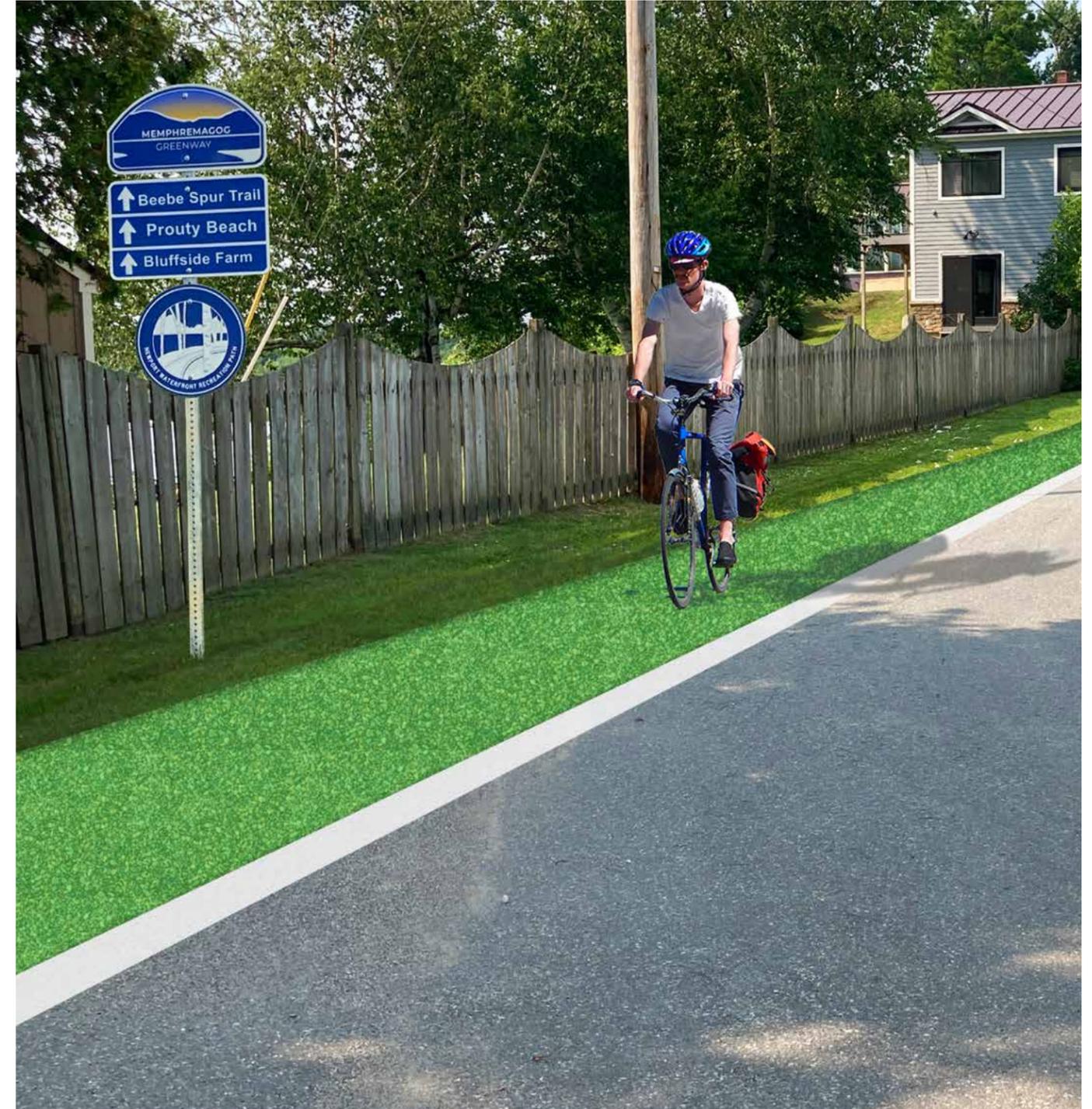
Alternatives: Blue Route Photosimulation
West Side Broadview Avenue

Current Condition



Alternatives: Blue Route Photosimulation
West Side Broadview Avenue

Imagined with Painted Lane (with New Greenway Sign)

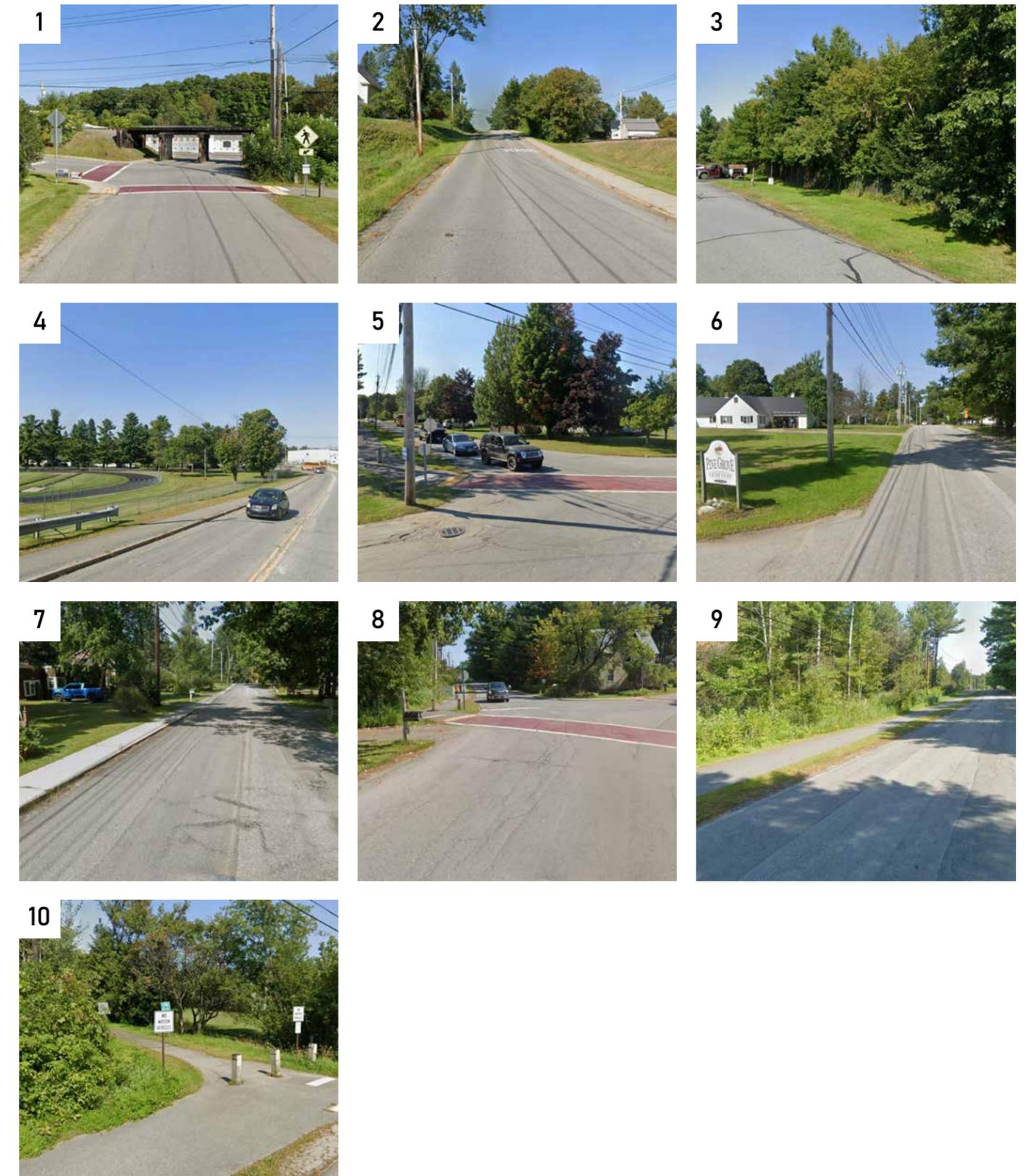


Note: In lieu of this green-painted options, Newport could consider, at least initially, painting the white line only as consistent with the treatment of bike lanes elsewhere in the City.

Alternatives: Yellow Route Segments



Alternatives: Yellow Route Photos



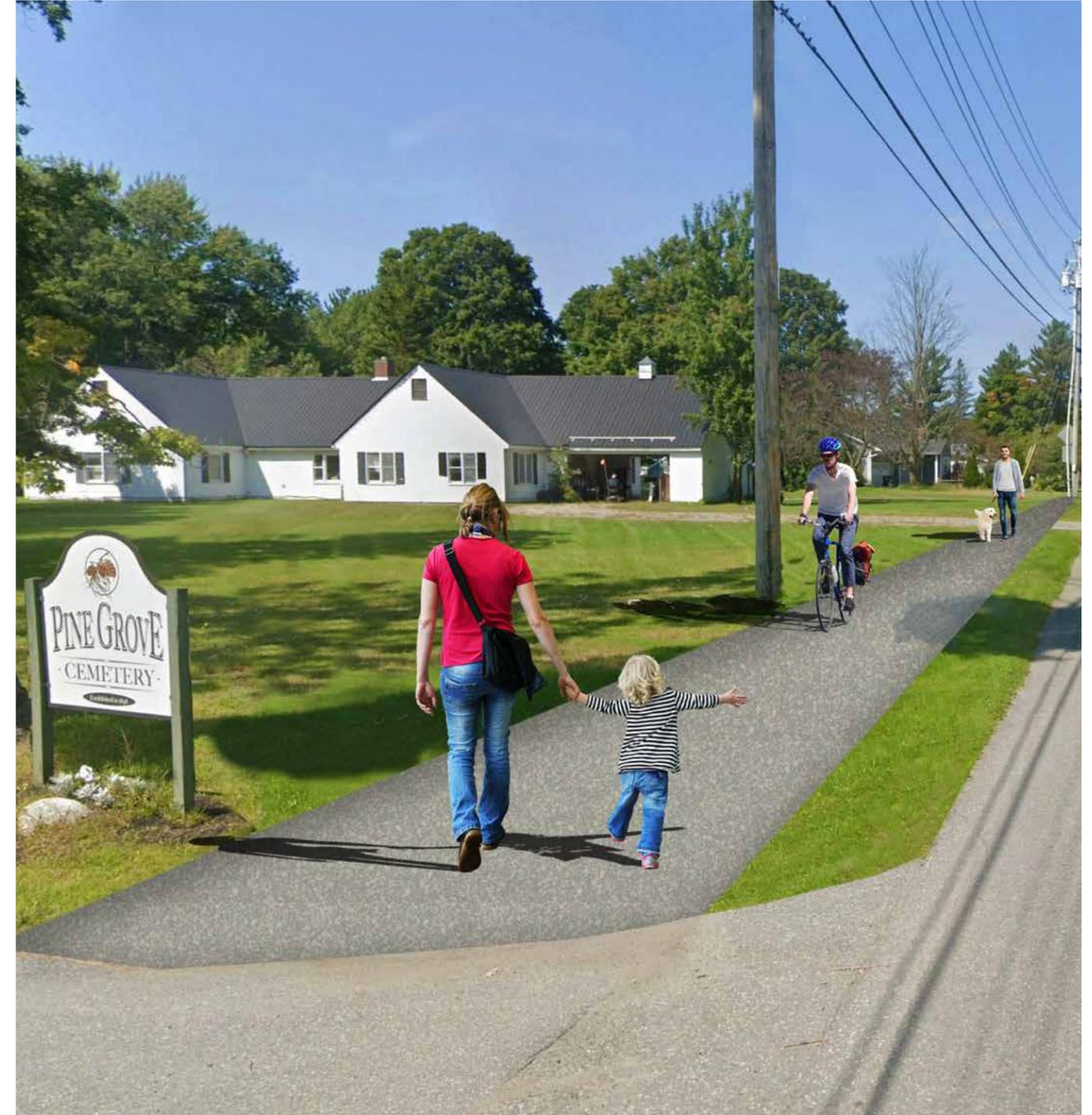
Alternatives: Yellow Route Photosimulation
West Side Bluff Road

Current Condition

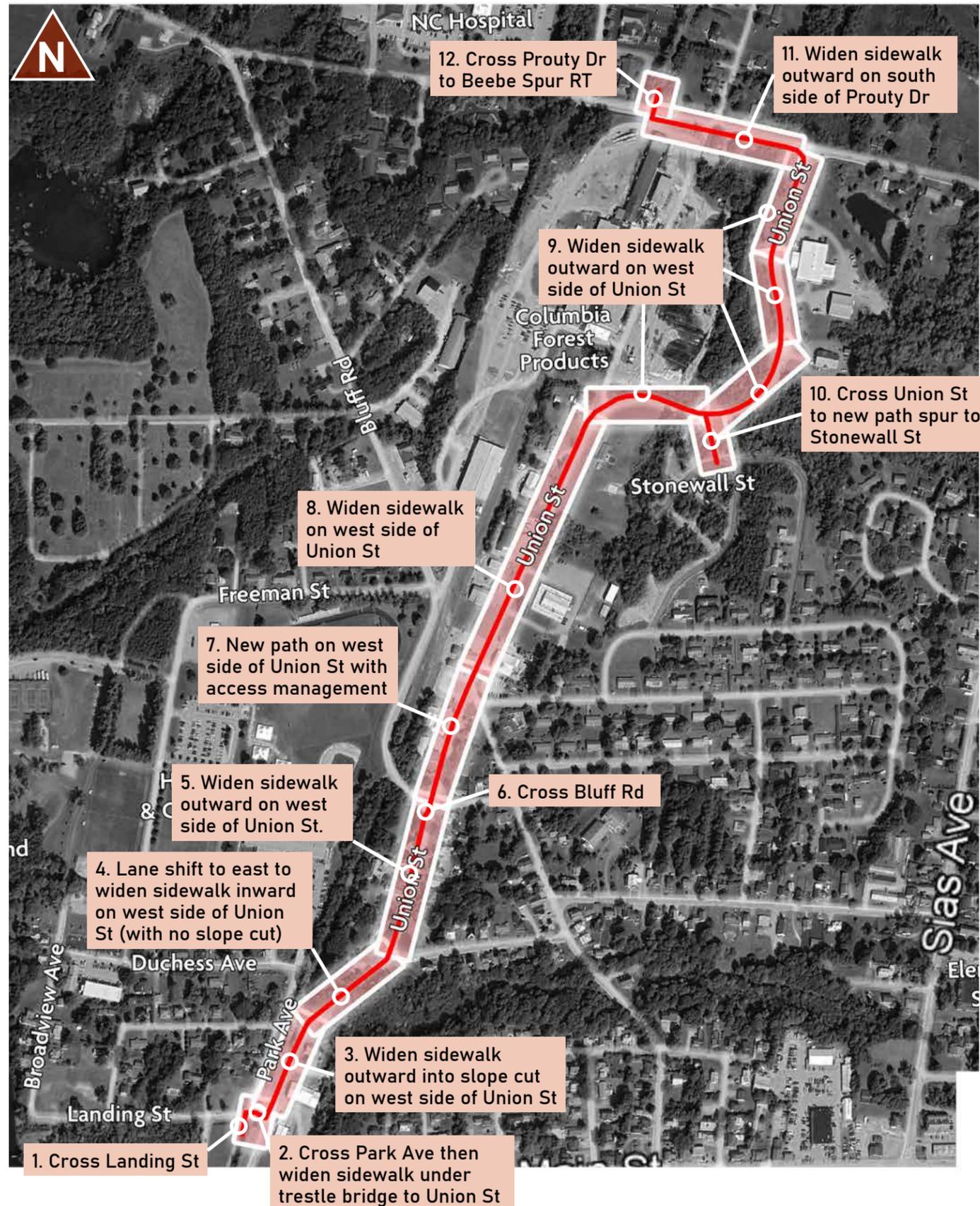


Alternatives: Yellow Route Photosimulation
West Side Bluff Road

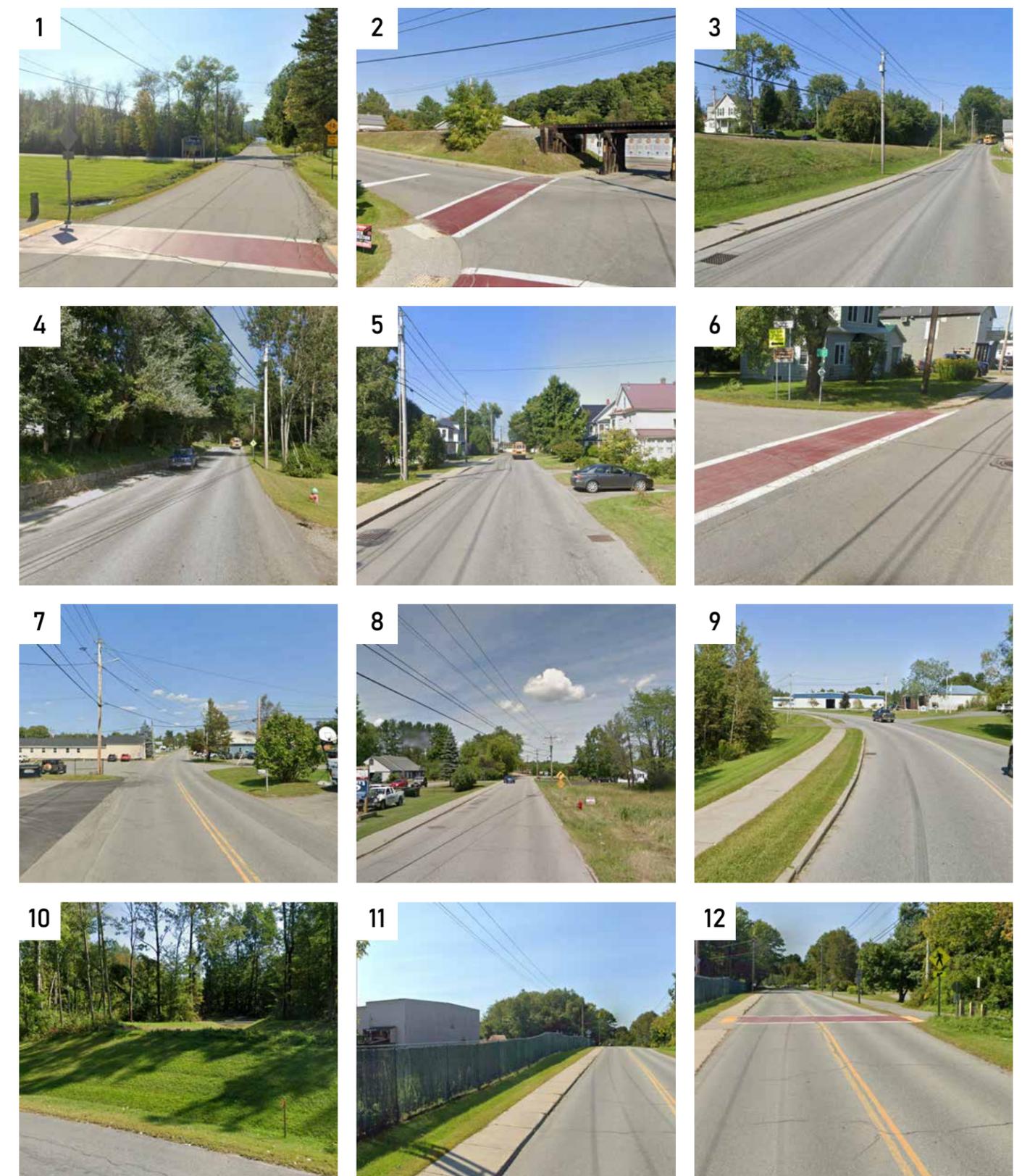
Imagined with Multi Use Path (with Sign & Utility Pole Shift)



Alternatives: Red Route Segments

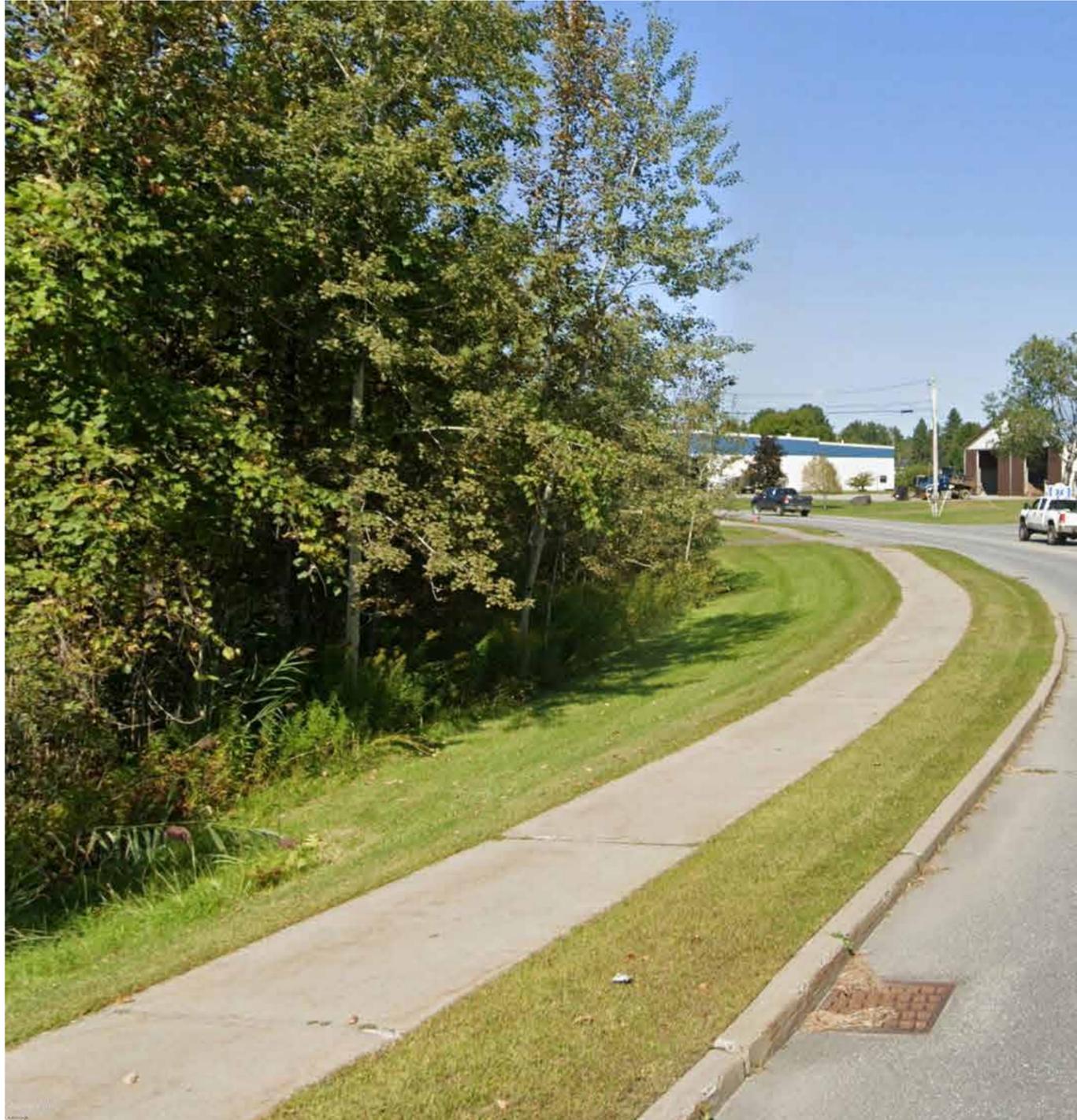


Alternatives: Red Route Photos



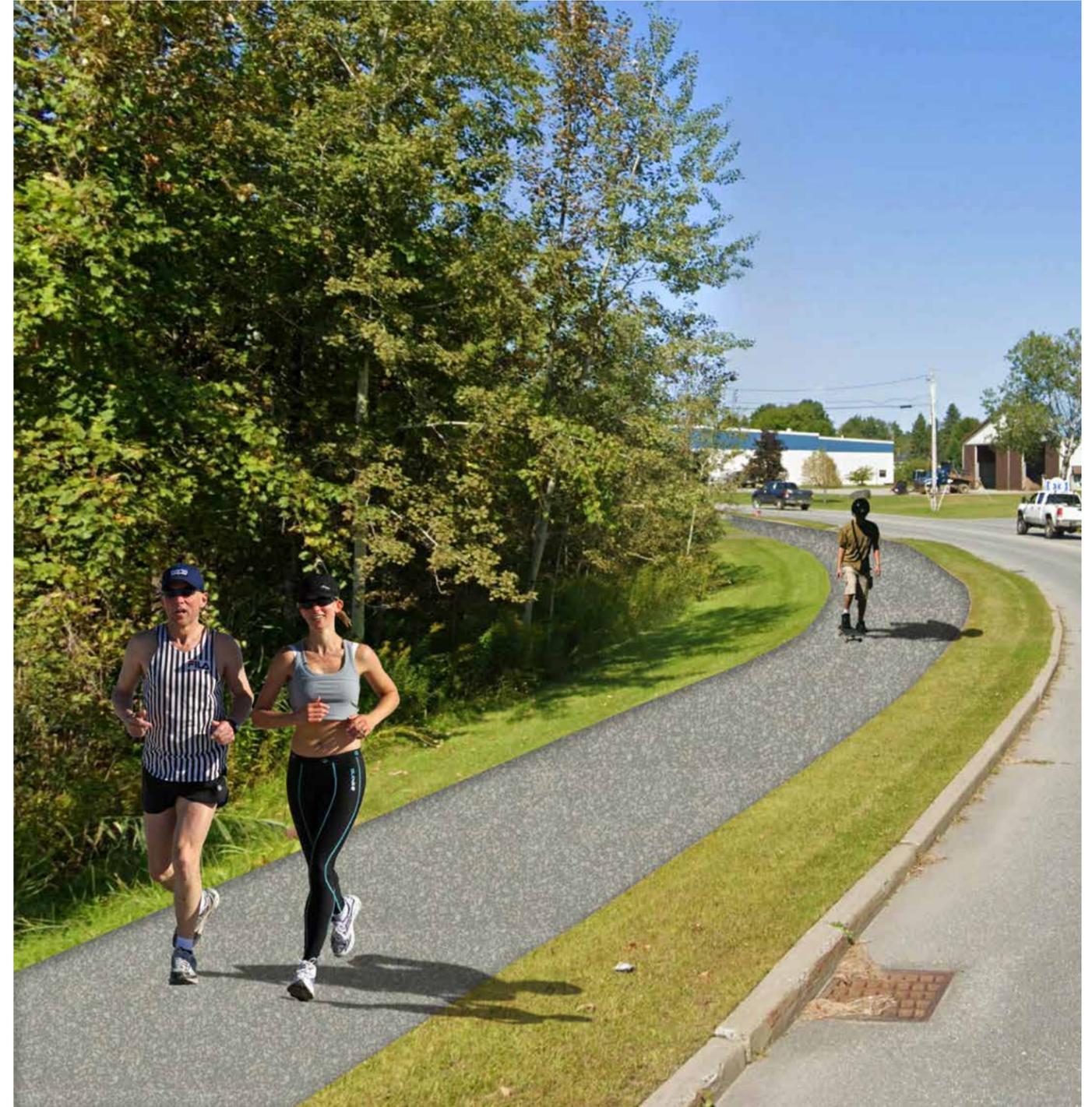
Alternatives: Red Route Photosimulation
West Side Union Street

Current Condition



Alternatives: Red Route Photosimulation
West Side Union Street

Imagined with Multi Use Path via Widened Sidewalk



ALTERNATIVES EVALUATION MATRIX

Based on public feedback and City/Town direction, all alternatives were analyzed as to their ability to meet three overarching goals:

1. Improve the safety and comfort of Path users;
2. Increase route efficiency between Landing Street and the Beebe Spur Rail Trail;
3. Identify a solution that is technically feasible and cost effective.

This Alternatives Evaluation Matrix was developed that weighed multiple elements of each goal.

The average of these scores is indicated in green or blue columns as Safety/Comfort Average, Route/Efficiency Average, Feasibility & Cost Average.

Scores are 0 through 3:

- In the USER SAFETY/COMFORT columns, a higher score (up to 3) means greater active transportation safety with more off-road buffered options, or comfort due to lesser sloped topography.
- In the INCREASE ROUTE EFFICIENCY columns, a higher score (up to 3) means a shorter route with fewer road crossings; the number of transitions from path types is also factored into this score.
- In the FEASIBILITY & COST columns, a higher score (up to 3) means lower impacts to yards, vegetation, or utilities, or lower costs due to less grading and/or utility relocation. Tree removal would be required if impacts are necessary within more than one-quarter of its critical root zone, calculated as 1 foot radius from the trunk for every 1 inch diameter at chest height (or 4.5 feet).

This is one tool to help quantify some of the decision parameters based on proposed conditions and the professional opinion of the Study Team; it does not by itself denote the Preferred Alternative. Therefore, while the Blue Route achieved the highest score, and the Red Route the second highest, the Red Route was selected as the Preferred Alternative of this Study.

Alternative	User Safety/Comfort			Increase Route Efficiency			Feasibility & Cost	
	User Safety	User Comfort	SAFETY/COMFORT AVERAGE SCORE	Shortest Distance	Fewest Road Xings	INCREASE ROUTE EFFICIENCY SCORE	Property Impact Score - Property Count & Yard Impacts	Adjacent Property Count
0: No Build	0	1	.5	0 (9,856 LF)	2 (2 Xings)	1	0	3
1: Blue Route Greater separation on Landing St. & Broadview Ave, east side Bluff Rd.	2	2	2	1 (5,698 LF)	2 (2 Xings)	1.5	27	1
2: Yellow Route Alignment through school property, west side Bluff Rd.	2.5	1	1.75	2 (4,433 LF)	1 (4 Xings)	1.5	20	2
3: Red Route Under rail trestle bridge, retaining wall and lane shift on Union St.	1.5	2	1.75	3 (3,977 LF)	1 (4 Xings)	2	26	1

Feasibility & Cost (continued)										FEASIBILITY & COST AVERAGE SCORE	FINAL SCORE
Vegetation Impact Score		Utility Impact Score		Construction Complexity		Planning Level Cost					
Tree or Hedge Removal		Utility Pole, Hydrant, or Drywell Relocation				Conceptual Cost					
0	3	None	3	None	3		3			3	4.5
32	1	13	2	Uses existing paths and widens sidewalks, boardwalk	2.5	\$	2			1.7	5.2
11	2	28	0.5	Requires change to sport field layout	1.5	\$\$\$	1			1.4	4.65
6	2.5	23	1	Construction under trestle bridge; slope cuts w/ potential lane shift	1	\$\$\$	1			1.3	5.05

5. Implementation



BEYOND THE FEASIBILITY STUDY

This Feasibility Study is a springboard to support the City of Newport, with input from the Town of Derby, in designing, permitting, and funding the safety and connectivity features discussed in the previous chapters. The Preferred Alternative represents the result of a focused effort to identify a clear, viable and successful path forward.

This Implementation chapter outlines steps needed to take the plans, cost estimates, and illustrations contained in this report towards an investment in the safety and comfort of users along the new Multi Use Path Connection.

- Step 1 - Find a Champion
- Step 2 - City Council Approval
- Step 3 - VTrans Coordination
- Step 4 - Landowner Engagement
- Step 5 - Project Prioritization
- Step 6 - Fundraising & Grant Writing
- Step 7 - Survey, Design & Permitting
- Step 8 - Construction

Step 1 - Find a Champion

Municipal staff or engaged resident, every plan needs a champion. Human resources are needed to use this plan as a tool to communicate public sentiment, cost, and design of Mixed Use Path Connection improvements.

It was evident during the course of this planning work that Newport has many engaged and committed residents who wish to support the vitality and safety in and around the City, including the Bike Committee and others working with Newport Downtown Development, and those who maintain local assets like the Memphremagog Trails. There may be additional community members who can support the “doing” that happens after the “planning,” by staying informed and talking with neighbors and other landowners and business owners along and along the Path Connection, and the other destinations in and around Newport and Derby with which its users can connect.

The NVDA is likewise engaged in promoting active transportation throughout the region, including connections with Canada. Newport and Derby can

therefore also look to the NVDA for further guidance such as with permitting and funding, and expertise regarding next steps, including what the City and Town can do right now to test ideas and implement improvements with limited funds or state agency approval, such as testing of painted bike lanes.

The NVDA would also be aware of potential synergies with any future local projects that state agencies may be planning. Coordinating Path Connection installation, including recommended crossing improvements with such work is a good way to achieve cost efficiencies while minimizing the duration of potential construction disruptions.

Step 2 - City Council Approval

Before Path Connection improvements are constructed, the projects, whether phased or as a whole, should be approved by the Newport City Council. This includes the physical changes as well as the cost to the City of providing potential matching funds for such a project. For projects of this scale, it is anticipated that the matching cost to Newport could be approximately 20% of total project costs.

In addition, some of the recommendations in this Feasibility Study will require operational longer term maintenance costs, for which the City’s Public Works Department will be tasked. The support of the Department’s leadership is therefore essential.

The City Council will also be an important voice in the prioritization of potential project prioritization.

Step 3 - VTrans Coordination

At, or just after, scoping is an excellent time to begin using the Transportation Management Plan (TMP) checklist to determine if any additional traffic control measures or work zone easements will be required, based in part on whether the project and potential effects would be “significant,” as appears to be the case based on preliminary consideration.

A TMP is the compilation of all necessary documentation related to the management of traffic within a work zone. This may include Traffic Control Plans, a Transportation Operations Plan, and a Public Information Plan as needed. Some projects require all of these components to be considered. The implementation of the Work Zone Safety and Mobility Policy and Guidance is expected for all other construction and maintenance activities on Vermont highways.

VTrans may also assist in the coordination with the Railroad, in order to facilitate the connection between Landing Street and Union Street.

Step 4 - Landowner Engagement

It will be important to engage via this study with landowners whose properties the potential portions of the Path Connection might traverse or impact. Information in this document about design intent, potential impacts, and right-of-way boundaries will could also reveal information useful during the engineering phase of the work.

Examples of landowner engagement need for the Preferred Alternative include:

- Work with the Railway under the trestle bridge and along the lower part of Union Street;
- Access Management along Union Street;
- Sidewalk widening to 8 feet into front yards, even where within the public right-of-way.

Step 5 - Project Prioritization

The Path Connection will provide a more efficient route between the Waterfront Recreation Path and Beebe Spur Rail Trail, with stronger links to local residential streets. While this Study does not recommend project phasing, the City need not take an “all at once” approach to its work. Funding resources, political will, timing of sub-projects, or public/private partnership opportunities may point towards a different approach.

With this in mind, and with further input from City Council and residents, improvements could be prioritized as follows based on needs along the Preferred Alternative.

1. Build new Multi Use Path where there are currently no sidewalks, such as along portions of Union Street combined with access management improvements.
2. Widen the sidewalk to a Multi Use Path under the trestle bridge at Landing Street and Union Street.
3. Improve Crossing of Bluff Road at Union Street.
4. Widen sidewalk along Union Street into a Multi Use Path.
5. Improve the Gateway and Safety at the south entrance to the Beebe Spur Rail Trail.
6. Install new wayfinding signage, update WRP maps.
7. Install educational signs, benches, public art, dog waste stations and other comfort/interest amenities.

Step 6 - Fundraising & Grant Writing

Funding the design and construction of a new Multi Use Path Connection is likely to center around public investment in the form of matching funds to grants. The Grant Resources Table on the following page lists some of the common funding resources for Vermont municipalities that are seeking to develop community assets like the Path Connection.

Projects of this nature and cost are sometimes funded through federal resources. Federal requirements shall therefore be followed throughout the project development and implementation process.

Step 7 - Survey, Design & Permitting

With local landowners consulted, Newport City would contract with an engineering firm to conduct a survey and develop construction documents. See the table on the next page for an overview of permits potentially needed for construction of the Preferred Alternative.

Step 8 - Construction

Prior to and during construction, the City should keep residents and visitors up to date about the great things happening along the Path Connector!

Review VTrans Work Zone Safety and mobility checklist for additional important items to consider before and during construction.

FUNDING RESOURCES TABLE

Grant Category	Grant Title	Maximum Fund Amount	Match	Federal Funding	What does it fund?	Application Deadline
Pop Up Projects	VNRC - Small Grants for Smart Growth	\$1,500	None	No	Pop up projects, natural resource inventories, public outreach campaigns, design & planning.	Ongoing
Pop Up Projects	AARP Community Challenge Grants	\$20,000	None	No	Infrastructure, programs, events, and organizations supporting livable communities and smart growth.	March
Design and Construction, Additional Costs	VTrans Large Scale Federal Bike/Ped Projects	\$3,000,000	10%	No	Municipal planning projects of various shapes and sizes.	June
Construction Only	VTrans Small Scale Bike/Ped Projects	\$75,000	50%	No	Distinguished from Large Scale Federal Bike/Ped program by smaller maximum funding amount and lack of federal requirements.	June
Trail restoration and construction	VT Dept. of Forest, Parks & Recreation, and FHWA - Recreational Trails Program	\$50,000.00	20%	Yes	Development and maintenance of public recreational trails.	January
Renovation and Construction	Land and Water Conservation Fund	\$1,000,000	50%	Yes	Development of new outdoor recreation facilities, and renovation of existing facilities.	December

PERMIT OVERVIEW FOR THE PREFERRED ALTERNATIVE

Described below are the permits reviewed for the Multi Use Path Connection Preferred Alternative. The table on the next page includes a summary. Given the varied and changing permitting structure, future project work should evaluate permitting needs at the outset of the planning and design process, and throughout. The Northeastern Vermont Development Association (NVDA) can assist with this work.

- State Highway Access (1111). This permit is required when a project is within the state highway right-of-way.
- ACT 250. There are several jurisdiction categories that trigger the need for an Act 250 permit. They are listed [here](#). Note that while a given project may not require an Act 250 permit for the specific project work, entities (e.g., businesses) located within the project area that already have an Act 250 permit may need that permit to be amended to reflect the changed site condition.
- National Environmental Policy Act (NEPA). The NEPA process needs to be followed if federal funding is involved. A shorter Categorical Exclusion may be warranted, but NEPA review determinations will guide the level of documentation needed.
- Construction Stormwater General (3-9020 or INDC). This permit is triggered when the earth disturbance associated with the construction of a project exceeds one (1) acre in disturbance. There are currently two Stormwater Permits in the Study Area along the frontage of the preferred alternative:
 - + Permit Number: 5315-9003, The Memphremagog Press, Inc. , 415 Union Street
 - + Permit Number: 4349-9003.R, Columbia Forest Products, 115 Columbia Way
- Operational Stormwater (3-9050). The threshold for this permit is a half (0.5) acre of new or redeveloped impervious surfaces.
- Stream Alteration. The Stream Alteration Rule regulates activities that take place in or along streams. A permit is required for movement, excavation, or fills involving 10 or more cubic yards annually in any perennial stream.
- The United States Army Corps of Engineers (USACOE). USACOE regulates all wetlands and fill below the Ordinary High Water (OHW).
- Vermont State Wetland Permit. A permit would be required if the project impacts or encroaches on a class I or II wetland or 50 foot buffer. The level of state wetland permitting is determined by review process criteria.
- Work in Right-of-Way and Access Permit. A permit to work within the City’s right-of-way must be obtained by anyone wishing to use or work within any part of the right-of-way, including projects that affect public sidewalks.

Potential Permit Requirements for the Multi Use Path Connection Preferred Alternative		
Permit	Permit Needed?	Explanation
State Highway Access (1111)	No	Required for project work within state routes rights of way; none is included with the this Study’s preferred alternative for a Multi Use Path Connection.
ACT 250	No	Based on our review of the jurisdiction categories, an Act 250 permit will not be required unless the total project area exceeds 10 acres. However, entities in the project area may need to amend existing Act 250 permits.
NEPA	Maybe	If federally funded, NEPA will be required. Should it be warranted by reviewers, a “categorical exclusion” may streamline what will still be an extensive process.
Construction Stormwater General	Yes	Implementing the Multi Use Path Connection preferred alternative will likely exceed the one acre disturbance threshold for this permit.
Stormwater Operational	Yes	Implementing the Multi Use Path Connection preferred alternative will likely exceed the one-half acre disturbance threshold for this permit.
Stream Alteration	No	This project will not require 10 cubic yards or more of earthworks in or along streams.
USACOE General	No	This project is not intended to disturb any lands below the ordinary high water line.
Vermont State Wetland	Maybe	This project may impact mapped wetlands or buffers.
Municipal Right-of-Way and Access	Yes	A permit to work within the City’s right-of-way must be obtained by anyone wishing to use or work within any part of the right-of-way, including projects that affect public sidewalks.

OPINION OF PROBABLE CONSTRUCTION COSTS FOR THE PREFERRED ALTERNATIVE

The Opinion of Probable Construction Cost for the Preferred Alternative is included on the following page. It is intended to support Newport in planning, budgeting, and fundraising for the Multi Use Path Connection improvements and integrated amenities.

As opportunities arise, these costs may be adjusted to take advantage of funding timing and to realize cost efficiencies.

Cost reductions or efficiencies may also be realized via coordination with other infrastructure work, as well as tapping into donation of materials and volunteer labor.

Cost estimates are calculated as projected for 2026 dollars.

Cost Estimate Sources:

- VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
- VTrans 5 Year Averaged Price List 2020-2025
- DuBois & King Project Database
- Not

It is important to note that the Red Route Preferred Alternative has two segments with significant constraints that increase costs, at the railroad bridge and along the retaining wall. These have corresponding significance in the project costs.

Newport/Derby Multi Use Path Connection Feasibility Study: Opinion of Probable Construction Cost for Preferred Alternative "Red Route"					
Note: Costs included in this table are meant to give a ball-park figure for overall projects costs for the various alternatives. There was no topographic survey completed for this project, therefore quantities are included for the purposes of estimating ball-park opinions of probable construction costs. It is assumed that VTrans unit costs for curbed sidewalks include costs, as needed, for catch basins and storm drains. However, additional drainage costs have been incorporated in the table below to be conservative.					Preferred Alternative "RED ROUTE" Newport/Derby Multi Use Path Feasibility Study
Item	Description	Unit	Unit Cost	Qty	Cost
*	8' bituminous concrete path	lf	\$416	1800	\$748,440
*	10' bituminous concrete path	lf	\$479	2200	\$1,053,360
203.15	Common Excavation	cy	\$29	2500	\$72,500
203.30	Subbase of Dense Graded Crushed Stone (Paths and Road Shift)	cy	\$67	2062	\$138,154
406.25	Bituminous Concrete Pavement (for Road Shift)	ton	\$130	51	\$6,631
616.2702	Cast-in-Place Concrete Curb, Type B	lf	\$80	510	\$40,800
618.3000	Detectable Warning Surface 2' x 5'	sf	\$10	60	\$600
629.36	Relocate Hydrant	ea	\$9,600	1	\$9,600
635.11	Mobilization / Demobilization (10% of beyond typical items)			1	\$68,000
646.403	Durable 4" White Line, Epoxy Paint	lf	\$1.00	280	\$280
651.15	Turf Establishment, General Seed	SY	\$2	1000	\$2,000
651.35	Topsoil	cy	\$70	30	\$2,100
653.10	Hay Mulch	ton	\$1,450	0	\$363
678.20	Rectangular Rapid Flashing Beacon, Solar Powered Double Sided	ea	\$13,500	4	\$54,000
SP	Clearing and Grubbing, Remove and Replace Landscape Items	LS	\$10,000	1	\$10,000
SP	Retaining Wall	sf	\$750	440	\$330,000
SP	Drainage Improvements	LS	varies	1	\$10,000
SP	Access Management Improvements	LS	varies	1	\$50,000
SP	Memphremagog Greenway Directional Signs	ea	\$1,000	10	\$10,000
SP	Benches with concrete pad	ea	\$5,000	5	\$25,000
SP	Dog Waste Station	ea	\$2,000	2	\$4,000
SP	Gateway Pergola at Beebe Spur Rail Trail	LS	\$5,000	1	\$5,000
Subtotal Construction					\$2,640,828
Approx. 20% Contingency on Alternative Specific Items					\$167,806
OPCC, Conceptual					\$2,808,633
Engineering and Administration Costs (22%) plus Construction Engineering (14%), adjusted for rounding**					\$1,011,108
Total Project Cost, Estimated					\$3,819,741
Rounded Total Project Costs (Excluding ROW costs)					\$3,800,000

* Average base sidewalk construction cost value from the VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020 and projected to 2030 using ENR Index Value projections.

** Percentages based on VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020, rounded.

Assumption: Utility company will pay for costs associated with required relocation of utility poles.

Assumption: Existing Crosswalk Paint will be maintained by the City.

DESIGN IMPLEMENTATION

ADDITIONAL PATH IMPROVEMENT IDEAS

This Feasibility Study identifies the “Red Route” along Union Street to Prouty Drive as the Preferred Alternative. However, several additional improvements to the Waterfront Recreation Path emerged during the course of this work. Many of these were noted during discussion of the various Alternatives in the context of the “Blue Route” and “Yellow Route” discussions, but are cataloged as well in this Implementation chapter for further consideration.

Boardwalk Construction along Landing Street

People who wish to access Prouty Beach and Campground, and Bluffs Farm, will continue to use the Landing Street route from the existing off-road portion of the Waterfront Recreation Path. So that users may continue to have an off-road experience, a boardwalk can be installed along some or all of Landing Street, separated from the roadway. Working with that property owner (owners of the East Side), and the District Wetlands Ecologist due to the presence of wetlands, a boardwalk in this location could be pleasant and safer experience for Path users.

Painted Lane along Broadview Avenue

Similar to Landing Street, the direct route to Prouty Beach and Campground and Bluffs Farm is along Broadview Avenue, which lacks a separate alternative transportation facility. However, due to the close dwellings and front yard improvements, and because many front yards slope upward steeply from the cartway, a new sidewalk or Multi Use Path is less viable. However, some improvement to alternative transportation could be made via painting green bicycle lanes on one or ideally both sides of the road. Alternatively, “sharrows” painted in the road would indicate a shared road condition. A water based paint would be relatively inexpensive to install, if the City would wish to test the utility of such an improvement. If this test is favorable, a longer lasting epoxy based paint could be used.

Connection to Stonewall Street

In order to provide direct access to residential neighborhoods, construct a connection from the Multi Use Path Connection with Stonewall Street, including a mid-block crossing of Union Street with Rectangular Rapid Flashing Beacons.

Improvement of the Bluff Road/Prouty Drive Intersection



Prouty Drive. Specifically, those crossing from the existing sidewalk along the west side of Bluff Road to the multi use path on the north side of Prouty Drive feel that the safety of this condition could be improved with stop signs at each of the three “legs” of this intersection.

Off-Road Path to Bluffs Farm Parking



Drive. Due to limited motorist visibility in this area, safety could be enhanced if this connection, much of it on City property, were buffered from Bluff Road rather than right along it.

Designated Parking at the Hospital

North Country Medical Center has a designated area for users of the Beebe Spur Rail Trail. However, for new visitors to the area, it is not sufficiently clear as to where this parking is, and there is no formal connection between this parking and the Rail Trail. This parking area should be enhanced with additional signs, and the connection to the Rail Trail should be more formal and accessible for all users.

DESIGN IMPLEMENTATION

CROSSINGS IMPROVEMENTS

Crosswalks

This scoping study's Preferred Alternative includes crossings of Landing Street at the existing off-road end of the Waterfront Recreation Path and at Bluff Road. While there are crosswalk markings at these locations, they can be improved in the context of a new Multi Use Path Connection. In addition, if a new connection is made between a Multi Use Path along the west side of Union Street and Stonewall Street to the east, a mid-block crossing would be required to connect with the Multi Use Path.

There are specific requirements related to the design of these crosswalks, not only on state roads or on projects supported by state funding. Roads under City jurisdiction are also subject to state design standards, per Manual on Uniform Traffic Control Devices (MUTCD) as well as Americans with Disabilities Act (ADA) provisions.

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under [23 Code of Federal Regulations \(CFR\), Part 655](#).

While maintaining compliance with the governing requirements, Newport City still has some flexibility in advancing crosswalk designs that promote safety, pedestrian visibility, and sense of place. For example, a change of surface material, such as brick-pattern surfacing using stamped asphalt or thermoplastic is acceptable from a design standpoint, and “plowable.”

Or, the City can install “railroad tracks” crosswalks, such as those shown at the right, hearkening back to aspects of the City’s history. While not explicitly listed in the MUTCD, this railroad track style appears to be fully consistent with its requirements, as it includes both parallel white stripes crossing the road and alternating “zebra” stripes. Newport should coordinate with VTrans for approval prior to installation.

Rectangular Rapid Flashing Beacons (RRFBs)

Mid-block crossings represent an opportunity to improve pedestrian safety, such as at a potential crossing of Prouty Drive at the south entrance to the Beebe Spur Rail Trail. Button-activated “on demand” Rectangular Rapid Flashing Beacons can be part of a multifaceted strategy to slow motorists and improve visibility.

While the efficacy of RRFBs has mostly been evaluated in more urban areas, there is evidence of reduced out-of-crosswalk pedestrian crossings, which is linked to safer outcomes.



DESIGN IMPLEMENTATION

DIRECTIONAL SIGNS

The City of Newport has been working for several years to install a clear, consistent and attractive system of directional signs along the Waterfront Recreation Path and additional local active transportation routes. The purposes of this system would be:

- To Promote safety and security through clear route guidance;
- “Branding” for community vitality;
- Coordination of many vertical landscape features.

As can be seen this page, the current signs are a mix of smaller information route signs and standard Bike Route or Share the Road signs.

Ultimately, by working with VTrans, the City in the summer of 2025 began installing a consistent set of multilingual Memphremagog Greenway signs, shown on the following page. These signs, which do come in a few forms depending on context, that should be installed along the Multi Use Path Connector at all decision points or at a maximum of about every 250 yards.



DESIGN IMPLEMENTATION

DIRECTIONAL SIGNS

Memphremagog Greenway Signs, Installed in 2025



Excerpt from an article by the Northern Forest Center:

Find Your Way on the Memphremagog Greenway

In May [2025], project partners revealed designs for the new wayfinding signage that will help visitors and residents in Newport, Vermont, navigate to, from, and along the Newport Waterfront Recreation Path and adjoining Beebe Spur Trail that extends from Newport to the Canadian border.

The new signage will direct vehicle traffic to trailheads and send pedestrians, cyclists, skiers, snowshoers, and other users to points of interest and important services in town.

Blue and yellow logo for Memphremagog Greenway. The new logo for the Memphremagog Greenway in Newport, Vermont.

As part of the wayfinding design process, area stakeholders embraced the opportunity to rebrand the local trails as the Memphremagog Greenway. The new positioning and related wayfinding system have been designed to accommodate a long-term vision of having the Greenway circumnavigate the lake – creating new recreation options for residents and visitors.

The new signage incorporates design elements of existing signage in downtown Newport as well as the sun setting behind the mountains bordering the lake.

The Center contracted with the landscape design firm of Fisher Associates to lead the design process and relied heavily on local constituents for project input. Rick Ufford-Chase, director of Newport City Downtown Development, led the local community engagement process, locating donated spaces for public meetings, identifying and inviting stakeholders to participate, and helping coordinate communication among stakeholders.

DESIGN IMPLEMENTATION

BEEBE SPUR RAIL TRAIL ENTRANCE

As noted during the Local Concerns Meeting, the southern entrance to the Beebe Spur Rail Trail is not clear to those entering from this direction. In addition to needing vegetation clearing, this entrance lacks a “gateway” feel or other elements of aesthetic enhancement to make the journey up toward Canada that much more enticing. In addition, one of the signs is facing away from eastbound travelers.

The photosimulation on the next page offers some potential improvements, including:

- Pruning of overgrown vegetation and replacement with native shrubs.
- A pergola design feature (offset from the Trail to allow clear passage for emergency vehicles) with “Beebe Spur Rail Trail” carved along the top.
- Improved crossing of Prouty Drive with Rectangular Rapid Flashing Beacon and 2-sided crossing sign.
- New tactile warning strip and improved crosswalk striping.
- New bench seating.
- Turf grass restored along the road margin.

Current Condition



DESIGN IMPLEMENTATION

BEEBE SPUR RAIL TRAIL ENTRANCE

Imagined Gateway with Safety & Aesthetic Improvements



DESIGN IMPLEMENTATION

ACCESS MANAGEMENT

In an ideal world, our roads would offer no more than a single access to each adjoining property, and that access would only be as wide as needed to enter and exit the property safely. This would minimize pedestrian other human-powered movement across the driveways (i.e., on a sidewalk or path), and allow the roadway itself to function with a minimum of interruptions and a greater degree of predictability for all.

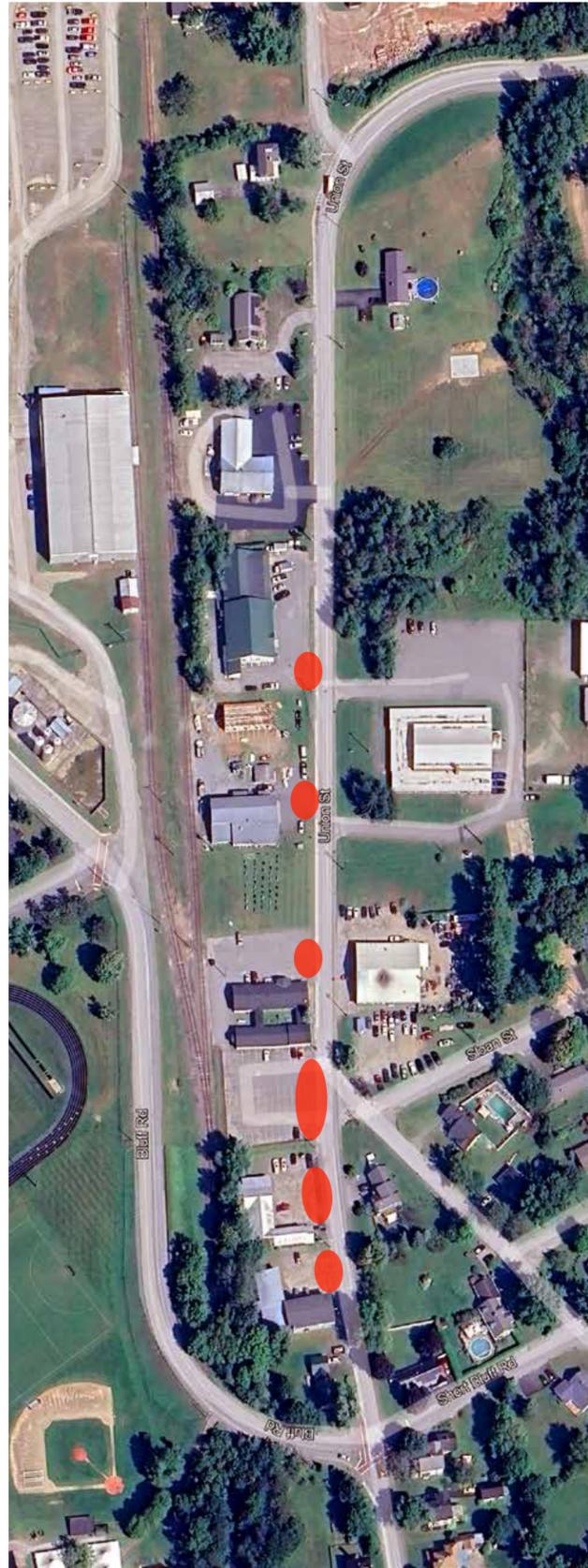
However, in the real world, building layouts and uses, road and parking designs, or just the legacy of paving and repaving, create roads and driveways with more varied access patterns. This is particularly true along some of the Union Street portions of the Preferred Alternative “Red Route.”

Wherever possible, Multi Use Path Connection alignments should be designed to minimize these driveway and intersection conflicts. At the same time, Newport City and property owners should look for ways to combine or narrow frontage openings to support improved safety for all users.

In the illustration at the right, the driveways highlighted with red circles along a portion of Union Street of the Preferred Alternative have openings that are greater than 30 feet in width. This is greater than the 25 foot width typically necessary to access a given property under most conditions, absent atypical loading or delivery protocols or vehicle types.

This Feasibility Study is not asserting that these driveways are somehow “wrong,” not permitted, not necessary for the needs of the particular property owner, or inherently unsafe. The purpose of these highlights is:

- To recognize potential constraints or challenges to making a safe Multi Use Path Connection along the west side of Union Street in this area, and thereby inform decision making in the context of this Feasibility Study; and
- To identify locations where, or how, this Feasibility Study could promote and potentially implement access management improvements via collaboration between Newport City and property owners.

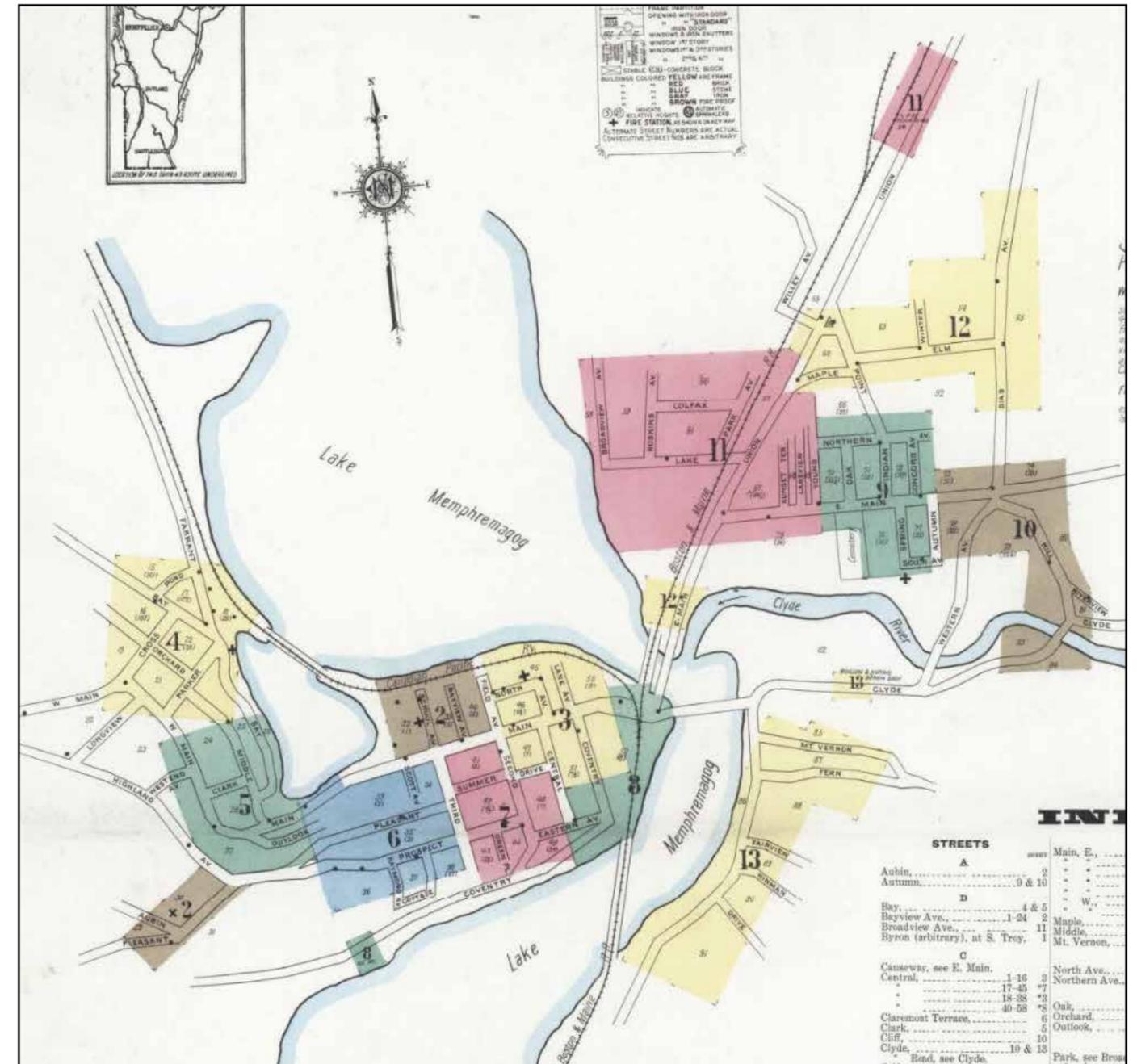


Appendices

Provided under separate cover:

~ Archeology Resource Assessment

~ Historic Resources Inventory



September 29, 2025

Archaeology

RESOURCE ASSESSMENT

Northeastern Vermont Development Association
MULTI-USE PATH FEASIBILITY STUDY



DuBois
& King
INC.

28 North Main Street, Randolph, VT 05060



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Archaeological Resource Assessment

Abstract

DuBois & King (D&K) prepared the following Archaeological Resource Assessment (ARA) for a Multi-Use Path Feasibility Study in Newport, VT. This report was created to aid in the development of a feasibility study and determine the best alternatives for a path to connect Beebe Spur Rail Trail and the Newport Bike Path. The general project area is sensitive for archaeological sites and has a rich history dating back to the Late Archaic period (or earlier). Several reviews have been conducted for projects and developments within the project area and are documented in the following report. Many areas have been heavily disturbed by development, but there are small parcels within the anticipated project area which are archaeologically sensitive and should be avoided to protect Vermont's historic and archaeological resources.

No archaeological sites were documented during the preparation of this report.

Prepared by

Lindsay Chozinska, RPA
DuBois & King, Inc.
28 N. Main St.
Randolph, VT 05060

September 29, 2025



01. Project Information

D&K prepared the following Archaeological Resource Assessment (ARA) for a Multi-Use Path Feasibility Study in Newport, Orleans County, VT. D&K's archaeologist conducted this investigation to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 under the guidelines of the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archaeology in Vermont* (2017) to be reviewed by the Vermont Division of Historic Preservation (VDHP). This report was prepared by Lindsay Chozinska, RPA, qualified under the Secretary of the Interior's Professional Qualifications Standards in Archaeology and History required under Title 36 of the Code of Federal Regulations (36 CFR 61).

The goals of the ARA are to:

- 1) Identify the presence or absence of areas of pre-contact or historic archaeological sensitivity in the APE, including use of VDHP's predictive model;
- 2) Identify visible sites or indicators of the presence or absence of archaeological sites or other indicators in the APE;
- 3) Identify extent of prior significant disturbance in the APE;
- 4) Provide context and background sufficient to determine archaeological significance per Criteria A–D of the National Register of Historic Places (NRHP) and SHPO's *Guidelines for Conducting Archaeology in Vermont* (2017:47); and
- 5) Make recommendations for the project, including avoidance, mitigation, further investigation, or other work that would be needed prior to project implementation resulting in ground disturbance.

1.1. PROJECT DESCRIPTION

D&K is providing services to the Northeastern Vermont Development Association (NVDA), the City of Newport, and the Town of Derby to provide a feasibility study for multi-use path connections between the Beebe Spur Rail Trail and the Newport Bike Path. This study is located at 44°56'52.1"N 72°12'01.4"W in Newport, Orleans County, Vermont. This project will enhance an existing multi-use path network in the City of Newport and Town of Derby that is heavily used by both residents and visitors for transportation and recreation.

1.1.1. Project Need

The feasibility study will explore the potential connections for the Newport Bike Path and Beebe Spur Rail Trail—popular and well-traveled parts of the larger local transportation system—which can benefit from expanded and enhanced connectivity between businesses and wider trail networks and amenities, including parking. Destinations include the center of Newport City and its boardwalk along the lake, as well as the Memphremagog Science & Education Center and the Northern Star, Pomerleau Park, Waterfront Plaza, and North Country Union High School.

1.2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) is approximately 0.76 sq. km, with a perimeter length of 4.4 km (*Image 1.2.1.*). The APE is located in downtown Newport and includes a number of residences, public facilities and amenities, and commercial/industrial facilities, including North Country Union High School, Columbia Forest Products, Newport Ambulance Services, US Army National Guard Recruiting Center (armory), Prouty Beach Campground, the American Legion, the Memphremagog Press, fitness clubs and gyms, Safelite Autoglass, a plumbing supply store (the Granite Group), a dentist's office, and the city garage. The North Country Union High School additionally has two soccer fields, a baseball field, a field hockey field, a football field, and a running track. The campground has tennis courts and a basketball court, as well as outdoor pavilions and ample parking for both vehicles and RVs.

The APE considers a depth of up to 30cm (approximately 12in) of ground-disturbing activity to install bike/ped pathways. This APE did not consider significant depths (such as would be needed for the installation of water tanks/lines and other deeply buried infrastructure). The APE additionally considered the vibration and noise pollution emanating from the active industrial work at Columbia Forest Products.

Image 1.2.1. APE of the project area in Newport, Vt.

The two paths end in the red circles. This study examines potential links between the two through the APE.





02. Environmental Context

2.1. GEOGRAPHY

The APE is located in the Vermont Piedmont, part of the Connecticut River Valley, an upland region of rolling hills bordered by the Connecticut River and Northeast Highlands to the east and the Green Mountains to the west. The Piedmont is further subdivided into northern and southern sections. It is home to several of Connecticut River's tributaries, including West River, Saxtons River, Williams River, Black River, Ompompanoosuc River, Ottauquechee River, White River, and parts of the Waits River in the Southern Piedmont, as well as parts of the Waits River, Wells River, and Passumpsic River in the Northern Piedmont (Haviland and Power 1994:11).

Newport is located on the south end of Lake Memphremagog, and the APE is located on the eastern side of Newport and the lake. Four rivers drain into the lake on the Vermont side: Barton River, Black River, Clyde River, and Johns River. Memphremagog's lake basin was formed approximately 11,000 years ago out of the retreat of a glacial ice sheet, and Lake Memphremagog was formed in this basin approximately 9,500 years ago (Memphremagog Watershed Association 2025; Memphremagog Conservation 2025). The shoreline of Memphremagog, however, has undergone significant artificial modifications. Most notably for this study, a 2006 study (RAPPEL:21) found that the two segments relevant for this study were "greatly modified" (between 50-75% of the area has been modified) adjacent to our APE. Indian Point, across the small cove from our APE, was evaluated as completely natural, but is beyond our scope of work. The map from this report is included as *Appendix B* in this report.

The Memphremagog watershed, which is approximately 1764 sq. km, currently experiences issues related to "stormwater management, stream bank erosion and wetland impairment. In turn, these issues contribute to – loss of habitat, invasive species, flooding and excessive nutrient load and water impurity. Due to elevated nutrient levels Memphremagog is considered an 'impaired lake' meaning it does not meet State of Vermont water quality standards" (Memphremagog Watershed Association 2025; RAPPEL 2006:15). Memphremagog lies on the border between Canada and the United States and supplies drinking water for approximately 175,000 Canadians (Memphremagog Conservation 2025).

The APE is at an elevation of 208m, and most of the APE is relatively flat with some gentle slopes (*Image 2.3.1., Image 2.3.2.*). Parts of the APE include terraces which overlook Lake Memphremagog and lake-adjacent floodplains.

2.2. ECOLOGY

The Piedmont has a shorter growing season of less than 130 days and is home to white pine, hemlock, northern hardwoods, and conifers, as well as cold brook trout and waterfowl as abundant native sources of food. In the 17th century, the region of the Connecticut River Valley was one of the highest fur-yielding territories in New England. The Vermont Piedmont is easily navigable along the north-south passage, with the punctuating tributaries of the Connecticut River creating natural corridors from east-west (Haviland and Power 1994:11).

Memphremagog Conservation Inc. and Memphremagog Watershed Association cite a number of exotic invasive species in and around the lake, including zebra mussels, and is home to native species of bass, perch, and numerous amphibians, which have traditionally been sources of subsistence (and recreation) for peoples living the region.

2.3. GEOLOGY

The Vermont Piedmont is comprised of a younger belt of ancient rocks of the Connecticut Valley-Gaspé Basin, an ancient basin characterized by thick deposits of calcareous sediments, with limy, shallow sea sandstone (420–400MYBP), mudstone from the Acadian Orogeny (405–340MYBP), notable igneous intrusions from the Silurian and Devonian periods which have supplied many of Vermont’s granite quarries (Doolan 1996:218–219). The Vermont Piedmont is characterized by stony soils poorly suited for agriculture, except for soils along rivers and glacial tills (Haviland and Power 1994:7–11).

The geology of Newport is described in Child’s *Gazetteer of Lamoille and Orleans Counties, VT* (1887:34–47): “Most of the rocks entering into the geological structure of the town are of the talcose schist formation, The whole eastern part of the territory, however, is composed of clay slate and limestone. A small bed of granite, also, is found in the northern part of the town, and veins of quartz abound in some places. Some of this quartz is gold-bearing to a small degree, while copper veins of considerable magnitude are numerous. Specimens of argentiferous galena have been found in the northern part of the town, containing by analysis twenty-three percent of silver.

2.3.1. Soils

The APE comprises eight types of soil, including the Adams Nicholville Complex, comprised of glaciofluvial deposit parent material (*Image 2.3.3., Table 2.3.1.*). Most of the topsoils within the APE were churned with gravel, asphalt, and other debris and were disturbed by the urban development of Newport, including athletic fields, RV campgrounds, several parking lots, landscaping for walking paths and a disc golf course, and residential developments. Other segments were deeply disturbed by heavy industrial activity, including the Columbia Forest Products complex.

2.3.2. Bedrock

The APE comprises one type of bedrock (*Image 2.3.4., Table 2.3.2.*).

Image 2.3.1. LIDAR of APE.



Image 2.3.2. Map of slopes in the project area (VT ANR).

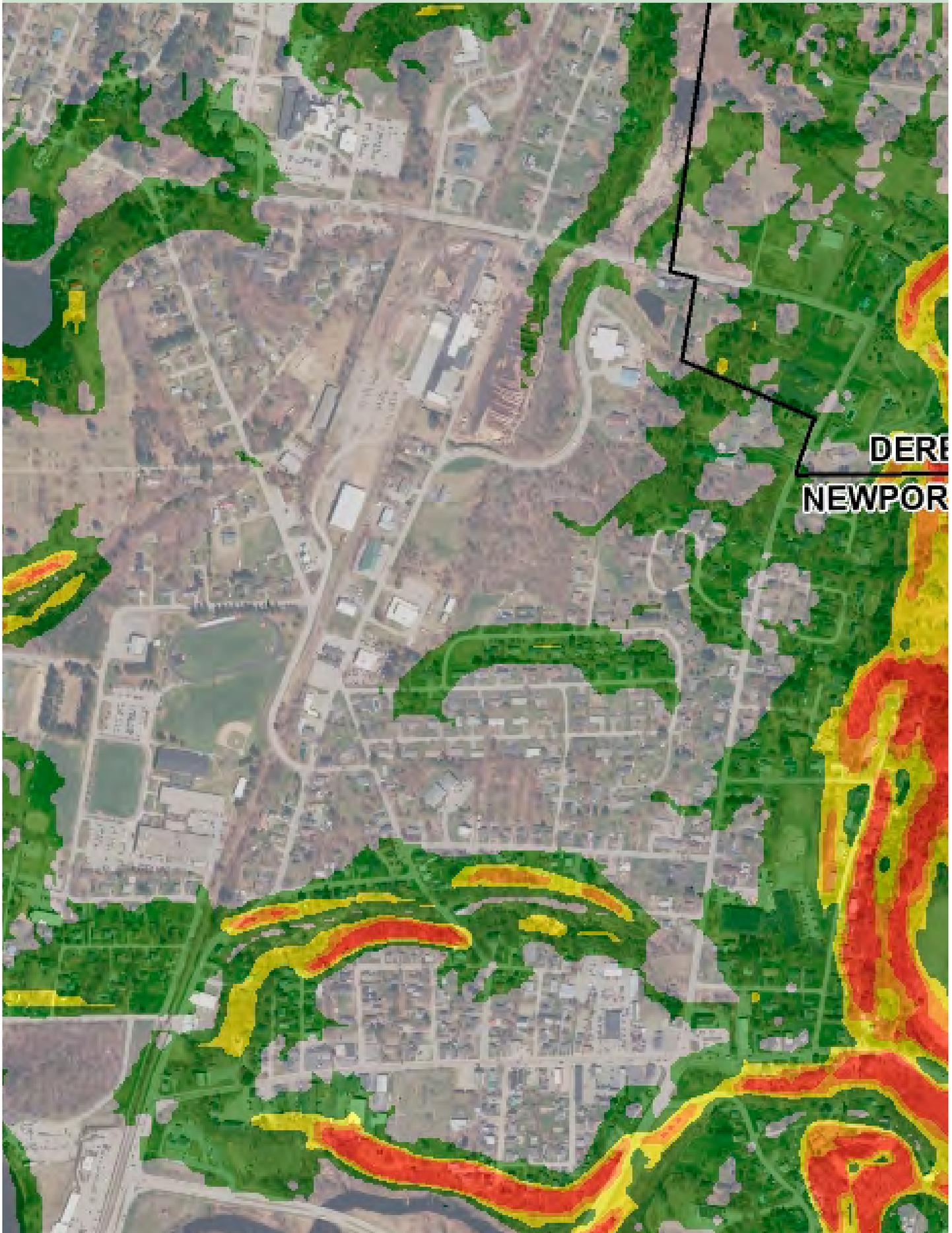


Image 2.3.3. Soils of APE (NRCS 2025).



Image 2.3.4. Map of bedrock in the project area (VT ANR).

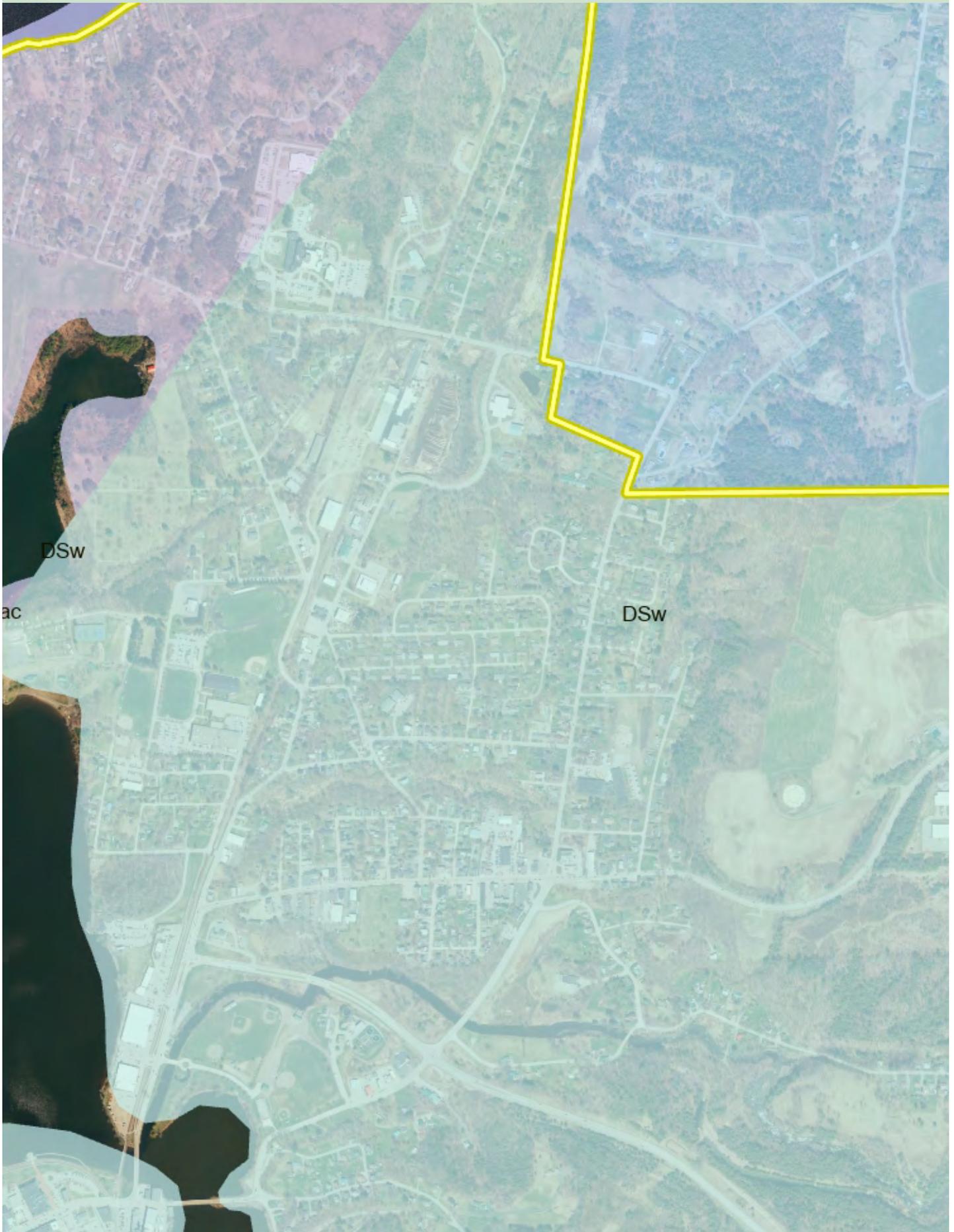


Table 2.3.1. Soils (NRCS 2025)

Key	Name	Landforms	Slope	Drainage	Typical Profile
5B	Nicholville very fine sandy loam	River valleys, marine terraces	3–8%	Moderately well-drained	Ap - 0 to 7 inches: very fine sandy loam Bs - 7 to 19 inches: very fine sandy loam BC - 19 to 30 inches: very fine sandy loam C - 30 to 65 inches: loamy very fine sand
26B	Adams loamy sand	Outwash deltas	3–8%	Somewhat excessively drained	Ap - 0 to 7 inches: loamy sand Bs - 7 to 21 inches: sand BC - 21 to 27 inches: sand C - 27 to 65 inches: sand
26C	Adams loamy sand	Outwash terraces	8–15%	Somewhat excessively drained	Ap - 0 to 7 inches: loamy sand Bs - 7 to 21 inches: sand BC - 21 to 27 inches: sand C - 27 to 65 inches: sand
26E	Adams loamy sand	Terraces	25–60%	Somewhat excessively drained	Ap - 0 to 7 inches: loamy sand Bs - 7 to 21 inches: sand BC - 21 to 27 inches: sand C - 27 to 65 inches: sand
27B	Croghan loamy fine sand	Outwash deltas	3–8%	Moderately well-drained	Ap - 0 to 7 inches: loamy fine sand Bs - 7 to 17 inches: loamy fine sand BC - 17 to 30 inches: fine sand C - 30 to 65 inches: sand
33A	Moosilauke very fine sandy loam	Stream terraces, outwash plains	0–3%	Poorly drained	O1 - 0 to 1 inches: moderately decomposed plant material H1 - 1 to 9 inches: very fine sandy loam H2 - 9 to 18 inches: fine sandy loam H3 - 18 to 65 inches: sand
83A	Wonsqueak and Pondicherry mucks	Mountains, hills	0–2%	Very poorly drained	Oa1 - 0 to 8 inches: muck Oa2 - 8 to 32 inches: muck 2Cg - 32 to 65 inches: silt loam
104B	Urban land-Adams Nicholville complex	Terraces	0–8%	Moderately well-drained	Ap - 0 to 7 inches: loamy sand Bs - 7 to 21 inches: sand BC - 21 to 27 inches: sand C - 27 to 65 inches: sand

Table 2.3.2. Bedrock of the project area (Ratcliffe et al. 2011)

Key	Name	Period	Description
Dsw	Connecticut Valley Trough, Waits River Formation, carbonaceous phyllite and limestone member	Lower Devonian and Upper Silurian	Dark-gray to silvery-gray, lustrous, carbonaceous muscovite-biotitequartz (±garnet) phyllite containing abundant beds of punkybrown-weathering, dark-bluish-gray micaceous quartzrich limestone in beds ranging from 10 cm to 10 m thick

Image 2.3.5. Topsoil labeled 83A, Landing St.

Image 2.3.6. Topsoil labeled 26C, Broadview Ave.



Image 2.3.7. Topsoil labeled 26D, near Prouty Beach Dr.

Image 2.3.8. Topsoil labeled 104B, near Veterans Ave.



Image 2.3.9. Topsoil labeled 26B, Bluff Road.

Image 2.3.10. Topsoil labeled 83A, Prouty Drive.



Image 2.3.11. Topsoil labeled 5B, Union St.

Image 2.3.12. Topsoil labeled 27B, Union St.



2.4. FIELD OBSERVATIONS (SEPTEMBER 9, 2025)

The site visit comprised a full walk along of the APE, starting from the south end, where the Newport Waterfront Recreation Path ends and working clockwise through the APE.

Landing Street is characterized by drainage ditches/slopes and lots of vegetation adjacent to the road on the south side, with no differentiation between the road and the grass. The north side is empty, gently sloping land near Park Avenue and again near Broadview Avenue. There is a forested segment on the north side between these two lots. Pedestrians and cyclists had to use the road to traverse the area, with no bike lane. Broadview Avenue is mostly residential.

The Prouty Beach Recreation Area has several parking lots, parking and infrastructure for RVs, a disc golf course, tennis courts, a basketball court, a few pavilions, a plumbed bathroom, an area for horseshoes, shuffleboards, a path towards the beach. The area has both steep slopes and gentle slopes.

The APE included the North Supervisory Union School complex and several associated athletic fields, including two field hockey fields, a soccer field, a football field and walking track, at least two baseball fields, stadium seating, and buildings associated with the athletic fields (maintenance, shelters, etc.). There is a paved walking path between the athletic fields and the campground, going north-south from the terminus of Broadview Avenue to meet Freeman Street. This area—and the area of Prouty Beach and the RV camp—is largely developed, except for the forested area surrounding the paved walking path at the north end between the intersection with Prouty Beach Drive and Freeman Street and a few mature hardwood trees.

Bluff Road contains residences on the west side and industrial/commercial infrastructure on the east side, including Columbia Forest Products, a warehouse, a pit, industrial (potentially water) towers, and a defunct gas station. This segment of Bluff Road has pedestrian infrastructure on the east side up until just past Willy Street, then there is a crosswalk, and the sidewalk changes to the west side. The north end of Bluff Road is primarily residential. Cyclists need to share the road on Bluff Road. There are gentle slopes, which cause some blind hills, which pose a hazard to cyclists. Bluff Road is largely developed for commercial, industrial, and residential use, and associated infrastructure (sidewalks, roads, utilities, fencing, stormwater drains).

Prouty Drive has a bike path on the north side and a pedestrian path on the south side. It has a gentle slope and utility infrastructure. Prouty Drive has a number of commercial and public facilities, including a community center, a health center, a hospital and associated health services buildings, offices, parking lots, and a large industrial complex for forestry/lumber. The industrial complex is separated from the road by a fence. There is considerable noise and vibration pollution from the complex. Prouty Drive is quiet and residential near its intersection with Bluff Road, but is considerably developed towards Union Street. A large lot of land in this area is allocated to Columbia Forestry and to North Country Hospital and its associated facilities.

The bike path on Prouty Drive turns north onto the Beebe Spur Trail and does not continue eastward along the roadway.

Union Street has a sidewalk on the west side of the road with a significant upward slope adjacent to the sidewalk that has been landscaped, including juvenile tree plantings. On Union Street, there is the City of Newport Public Works Department, a town garage, an ambulance facility, residences, Safelite, hearing center, entry to the forestry/lumber industrial complex, doctor's office, cleaning service, and other commercial facilities. The sidewalk on Union Street south of the industrial complex is in poor condition, and there is no infrastructure for cyclists. There is infrastructure, utilities, and signage close to the road. There are railroad tracks between Bluff and Union.

The APE is bisected by a defunct railway from Columbia Forest Products, and runs south, beyond the APE.

There is a stacked stone retaining wall on Union Street, south of Maple Street, and a wooden railroad bridge over Landing Street at the intersection with Union Street.

Image 2.4.1. Bike/pedestrian crossing at the Landing Street-Park Avenue intersection.
Facing north. The Newport Bike Path ends. The Waterfront trail directs pedestrians west.



Image 2.4.2. Landing Street, showing flooded drainage and forested areas beyond.
Facing west from Landing Street-Park Avenue intersection towards Lake Memphremagog.



Image 2.4.3. Broadview Avenue, facing west to Lake Memphremagog.
There is foot path access to the Lake, the road turns north. From Landing Street.



Image 2.4.4. View of the north dead end of Broadview Avenue and adjacent parking lot.
Facing north from intersection with Dutchess Avenue. There are some mature hardwoods.



Image 2.4.5. View of Prouty Beach campground.
Showing parking lot, public toilet building, and RV lots.

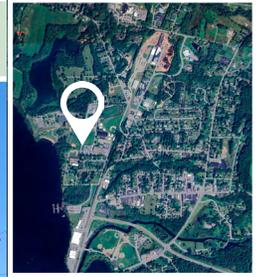


photo location

Image 2.4.6. View of Prouty Beach towards Lake Memphremagog.
RV campgrounds to right of photo, showing one outdoor pavilion and additional sheds.

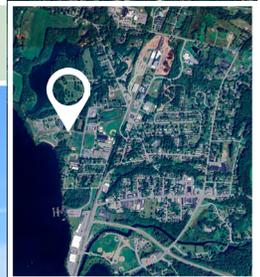


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Image 2.4.7. View of slope and drive on Prouty Beach campgrounds.
Towards Lake Memphremagog.

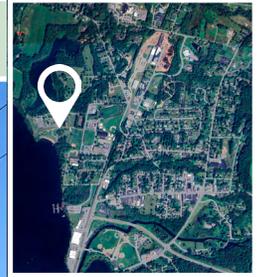


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Image 2.4.8. View of cycling/pedestrian path crossing of Prouty Beach Road.
Facing north, showing forested area at this end of the path.

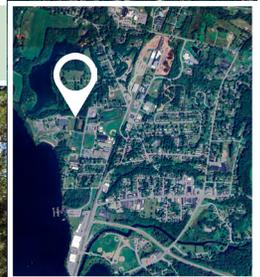


photo location

Image 2.4.9. View of American Legion #21 and path crossing Freeman Street.
Facing east from pedestrian/bike path.



Image 2.4.10. Bike/walking path on Freeman Street, crossing of Bluff Road.
Facing east from Freeman St, athletic fields to right (beyond fencing).



Image 2.4.11. View of Bluff Road and industrial lot.

Sidewalk continues, bike path ends, bikes join the road; industrial pit and towers.



Image 2.4.12. Bluff Road, where the sidewalk is no longer delineated from the road.

Facing north, residential area on the west side, commercial buildings on the east side.



Image 2.4.13. View of Bluff Road sidewalk, residences on north end.
Facing north, showing fencing, utilities, and landscaping.

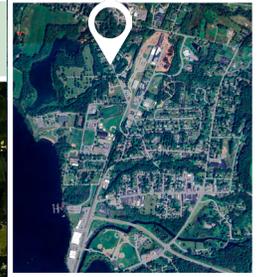


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Image 2.4.14. Bluff Road sidewalk crossing.
Facing northwest.

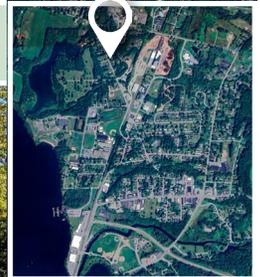


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Image 2.4.15. Pedestrian crossing at Bluff Road and Prouty Drive.
Facing north from Bluff Road; intersection shows some mature trees adjacent.

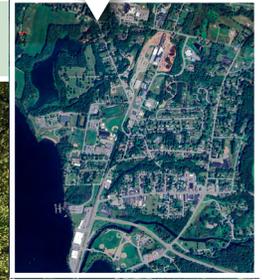


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Image 2.4.16. Incline on Prouty Drive, facing east.
Cycling path on north side, sidewalk on south side, mature trees close to paths.

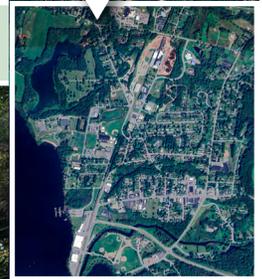


photo location

Image 2.4.17. Prouty Drive, entry to North Country Hospital.
Facing east, showing drainage, utilities, signage.

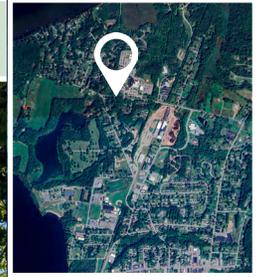


photo location

Image 2.4.18. Prouty Drive, facing east.
Cycling path continues on north side, sidewalk on south. Trees close to sidewalk.

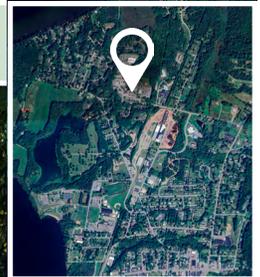


photo location

Image 2.4.19. Prouty Drive, facing west.
Industrial forestry/lumber complex behind green fence on left of photo.

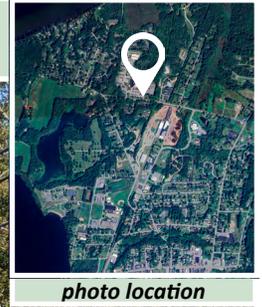


Image 2.4.20. Prouty Drive facing east, bike path ends.
Industrial forestry/lumber complex behind green fencing on right.

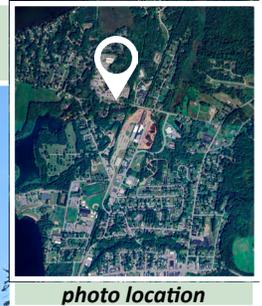


Image 2.4.21. Bike path turns north from road.
Facing north from sidewalk on south side of Prouty Drive.

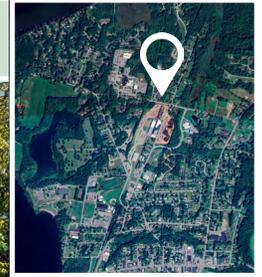


photo location

Image 2.4.22. Prouty Drive, facing east.
After end of bike path, residences on north, commercial buildings and brush on south.

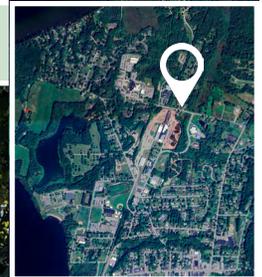


photo location

Image 2.4.23. Union Street, facing intersection with Prouty Drive.
Facing north, slight incline in road, showing brush and steep slope on left.

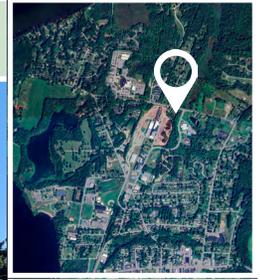


photo location

Image 2.4.24. Town facility/garage complex.
Facing east from west side of Union Street.

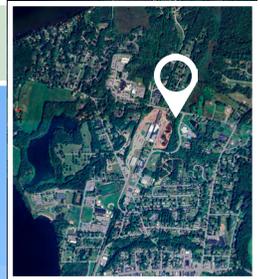


photo location

Image 2.4.25. Union Drive, ambulance facility.
Facing south from sidewalk, slope from sidewalk.

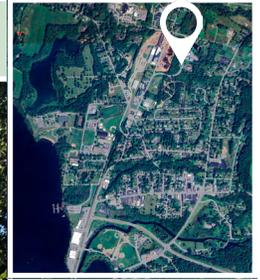


photo location

Image 2.4.26. Union Drive, utilities and gravel pull-in on left.
Facing southwest, showing recent stormwater infrastructure project.

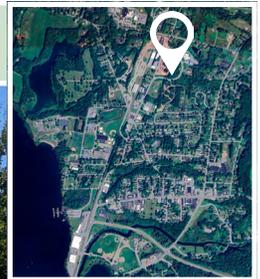


photo location

Image 2.4.27. Union Drive, facing forestry/lumber complex entry road.
Facing south. This segment is empty, but there are residences past the entry.

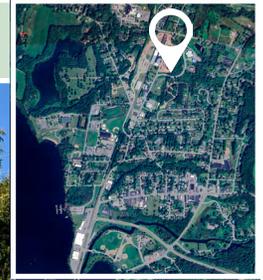


photo location

Image 2.4.28. Columbia Forest Products entry from Union Street.
Facing north. No access, but satellite and visuals indicate heavy machinery usage and extent of significant activity (see Section 3.3. Maps).

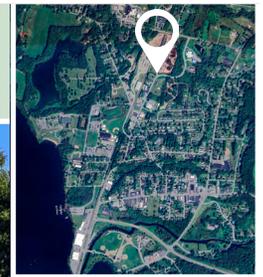


photo location

Image 2.4.29. Union Street from Columbia Forestry entry, crosswalk and sidewalk.
Facing south, showing utilities and sidewalk.

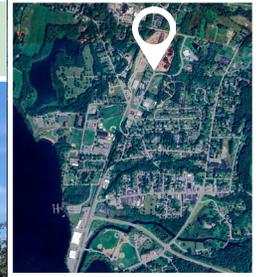


photo location

Image 2.4.30. Union Street, facing south, showing sidewalk and ad hoc parking.
Commercial buildings on left, armory on right beyond trees, signage and utilities in ROW.

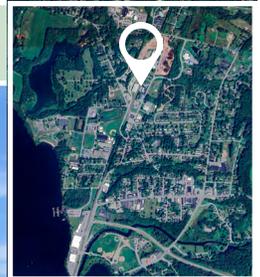


photo location

Image 2.4.31. Commercial buildings on Union Street.
Facing south, utilities in ROW. The railroad is to the right of this photo.

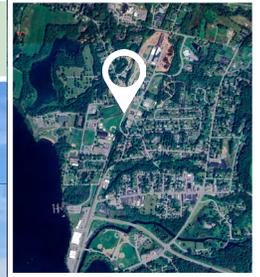


photo location

Image 2.4.32. Sidewalk end on Union Street, facing north.
Parking lots on both sides, commercial development, utilities.

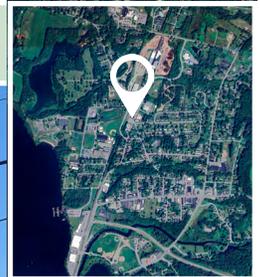


photo location

Image 2.4.33. Union Street, facing towards intersection with Bluff Road.
Facing south, sidewalk only on west side, utilities in ROW, residential area.



Image 2.4.34. Bluff Road, viewing athletic fields and buildings of NCUHS.
Steep slopes down to fields from roads, facing west.



Image 2.4.35. Bluff Road, no sidewalk or cycling infrastructure.
Facing northwest near NCUHS.

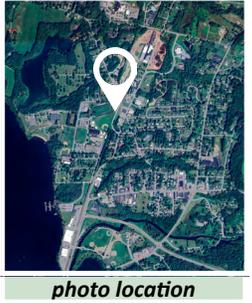


Image 2.4.36. Intersection of Bluff Road and Union Street, residential.
Facing east towards crosswalk, sidewalk continues only on west side.



Image 2.4.37. Union Street, facing south, showing utilities and residences.
Past the intersection with Bluff Road.

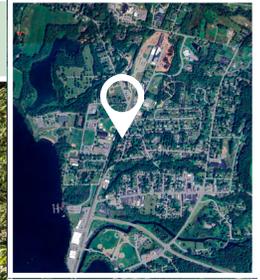


photo location

Image 2.4.38. Retaining wall on west/north side of Union Street.
Facing west. Retaining wall is concrete at this end, dry stacked stone on south end.

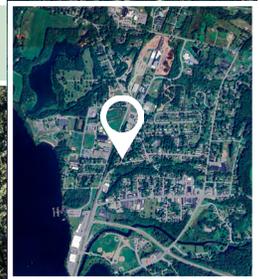
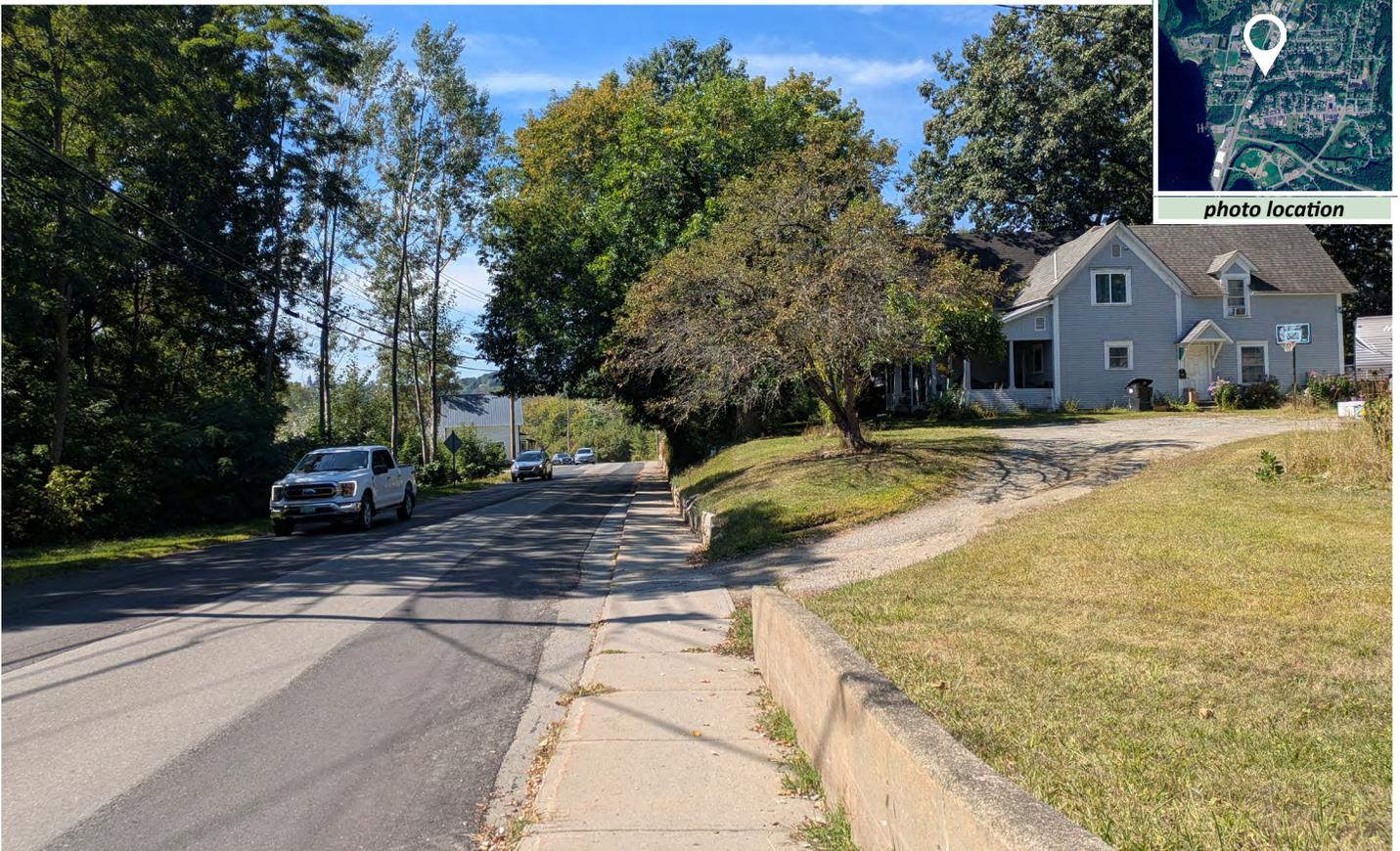


photo location

Image 2.4.39. Union Street showing incline and utilities, continuance of sidewalk.
Facing south, residences and commercial buildings close to ROW on east side.

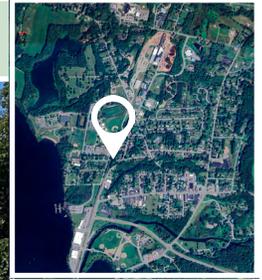


photo location

Image 2.4.40. Union Street and Landing Street intersection, wooden rail trestle.
Facing south.

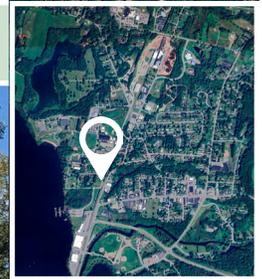


photo location



03. Cultural Context

3.1. RESEARCH DESIGN

This research was undertaken as part of the Multi-Use Path Feasibility Study in Newport, VT. The goal of this ARA is to determine the archaeological sensitivity of the site area. To gather this data, procedures included:

- A site visit with a full walk along the project area and extensive photography of the current conditions;
- Review of the Vermont Division of Historic Preservation’s Online Resource Center (ORC);
- Review of the Vermont Archaeology Inventory (VAI) Map Tool;
- Completion of the VDHP Predictive Model for the APE;
- Review of historic maps;
- Review of Google Earth satellite imagery; and
- Review of archival materials, historic documentation, and secondary sources.

Sources for the following sections include: The Memphremagog Historical Society of Newport; A.M. Hemenway’s *Vermont Historical Gazetteer* (1887); Hamilton Child’s (1887) *Gazetteer of Lamoille and Orleans County, VT*; Jennie Versteeg’s article for the Vermont Historical Society, “Aspects of the Vermont-Canada Forest Products Relation in the Twentieth Century;” documents from the VDHP Online Resource Center and VAI site reports; and additional secondary sources (see 5. *References Cited* for a full bibliography).

This section was supplemented with research and findings from the associated Historic Resource Inventory for this project by qualified architectural historian Polly Seddon Allen (2025) to make note of the architectural history and historic resources of the APE, which often overlaps with archaeological review. This report only addresses the archaeological aspects of the APE.

3.2. PRE-CONTACT NATIVE AMERICAN

Our most current understanding of Paleo-Indian occupation and dating of archaeological sites suggests humans first arrived in the Vermont and the Champlain Valley approximately 12,000 BP, according to Vermont State Archaeologist Jess Robinson (Polzella et al. 2022), expanding upon previous historical records, suggesting the date was 11,000 BP (Calloway 1996:6; Haviland and Power 1994:14).

The rough timeline is as follows (adapted from two tables Mathewson 2011:6, 12):

Time Period	Paleo-Indian Period (11,000–7,000 BCE)	Archaic Period Early Archaic (7,000–5,500 BCE) Middle Archaic (5,500–4,000 BCE) Late Archaic (4,000–800 BCE)	Woodland Period Early Woodland (800 BCE–100 CE) Middle Woodland (100–1000 CE) Late Woodland (1000–1600 CE)
Key Characteristics	Mobile, small hunting bands pursuing megafauna during glacial retreat.	Hunting smaller game, fishing, and gathering. Use of atlatls; start of horticulture; start of craftwork (pottery, basketry, textiles).	Bow and arrow, horticulture; increase in pottery, basketry, textiles; cultivation of beans, corn, and squash. Semi-permanent villages.
	<p style="text-align: center;"> 11,000 BCE ————— 7,000 BCE ————— 800 BCE ————— 1600 CE ----- ----- ----- ----- ----- ----- Early Middle Late Early Middle Late </p>		

While there are no known sites in the APE, the larger context of the area of Newport City, Newport Town, and Derby provides evidence which indicates the south end of Lake Memphremagog has been utilized and/or occupied since at least the Early Woodland/Late Archaic period. The earliest dated site (OL-0077) in relative proximity to the APE is a locus of artifacts found at Indian Point, dated to the Late Archaic/Early Woodland Period based on a diagnostic artifact find (Levanna point). There has been an additional locus found at Indian Point—this site is undated and yielded only four undiagnostic artifacts (three bifaces, one projectile point)(OL-0079). In Newport City, across the bay from the APE, a number of artifacts (over 400) were collected at a sub-surface fragmentary site on a terrace above Lake Memphremagog, disturbed by the construction of a building. The artifacts were dated to the Late Woodland (OL-0055) and the area was described as “heart of [the Abenaki] homeland, serving as a main travel and trade route.” Artifacts from the Woodland Period were recovered on the Clyde River nearby (OL-0066).

Occupation/utilization of the region appears to have been continuous from at least as early as the Late Archaic/Early Woodland (OL-0077) into the Late Woodland (OL-0055, OL-0066¹) and to Contact. When the Europeans encountered the area, they noted the Abenaki usage of the area and Lake Memphremagog as a travel thoroughfare (Hoyt 1985:1). In accounts of Vermont’s history (Hemenway 1887:293–294):

“The lake afforded the Indians a mode of easy communication, between Canada and the colonies, during the French and Indian wars. From the St. Lawrence they would come up the St. Francis and Magog rivers in their canoes, though the lake and up Clyde river to Island Pond. Thence it is only 15 miles through the woods to the Connecticut, which was almost the only portage on the route. Frequent war parties passed [to] and fro over this route, and very often captives and prisoners were taken to Canada. During the [French-Indian War], [John] Stark who commanded our forces at the battle of Bennington, was taken prisoner, and afterwards published a map of the country through which he passed. On that map Memphremagog is called by a different and more outlandish name, but I cannot now recall it.”

In 1752, John Stark was hunting and trapping along Baker River with a number of others. He was captured and taken prisoner by the Abenaki, who took him to Canada. He spent the winter of 1752–1753 with the Abenaki. During this time, he passed through the area that would become Newport. Stark would later return in 1758 or 1759 with Rogers’ Rangers, guiding the Rangers to the area after the raid on the Abenaki in St. Francis (The Memphremagog Historical Society of Newport 2025; Hoyt 1985:1; Parkman:264–265).

¹ OL-0066 contains “mixed Woodland” artifacts on the Clyde River.

3.3. POST-CONTACT HISTORIC

3.3.1. Early Euro-American History and Settlement

The first European settlement on the southern end of the lake, called Duncansboro (and Lake Bridge), was established in 1793. “Although the town was not chartered until the year 1803... the first house was built in 1793, by Dea. Martin Adams. Mr. Adams came to Newport from St. Johnsbury. He was soon joined by others, so that in 1800 there were, in town, eleven families... It is said that these settlers came down the river from Barton, and were induced to locate on the banks of the lake from the fact that the frost had not destroyed the vegetation here, while on the hills around, every thing had been killed by the cold” (Hemenway 1887:304).

Newport acquired Duncansboro (Lake Bridge) in 1816 and the village of West Derby and parts of the town of Salem to create the City of Newport in 1918. At the time of the incorporation of West Derby into Newport, West Derby was mostly undeveloped with some agricultural properties, with the exception of the Boston-Maine Railway (The Memphremagog Historical Society 2025; Duffy et al. 2003:216). The APE is located in what was known as West Derby prior to this incorporation.

The earliest methods of travel on Lake Memphremagog were accomplished over the ice during the winter, and in log canoes when the lake was not frozen. As early as 1813, Jedediah Richardson established a hand ferry between Whipple Point on the west shore of the lake and Indian Point on the east shore (northwest of the APE) (National Historic Nomination Form).

The Historic Resource Inventory associated with this project characterizes this part of history:

“With its key location at the juncture of several rivers, vantage onto the international water-body of Lake Memphremagog, and—by the 1860s—expansive railroad connectivity, the Village of Newport steadily ascended in importance within Orleans County, eclipsing Irasburg as the county’s shire town in 1886. By the close of the nineteenth century the village was characterized by a compact form defined by the commercial corridor of present-day Main Street and its rectilinear grid of generally residential framing streets, with a notable industrial identity related to lumber processing and milling.” (Allen 2025:13)

“At the time of the Charter, much of the land was undeveloped, with the central spine of present-day East Main Street, east of the Project Area, the nineteenth century commercial core of West Derby and much of the land to the west along the lake sparsely developed and agricultural in nature.

“Streets were characterized by generally nineteenth century housing stock, developed when the area was part of West Derby. At the triangular intersection of Indian Point and Union Streets, the Newport Stock Farm spoke to the community’s agricultural foundations, with farms and agricultural assemblages extending north of the newly incorporated city.” (Allen 2025:13)

3.3.2. Prouty and Miller Lumber Mill

A former lumberyard for the Prouty and Miller Lumber Company is at the south edge of the APE, adjacent to the south side of Landing Street. The area was originally occupied by International Company, established in 1883 (see the 1889 map in *Image 3.4.5.*; Versteeg 1990:167). The mill later became Prouty and Miller Lumber Company and the yard became the Prouty and Miller lumberyard (see subsequent Sanborn maps for 1909 and 1919, *Images 3.4.5–6*). The Prouty and Miller Lumber Company was established by Stimson & Company in 1862 in Newport (Child 1887:544). “Lumber came in by rail from Canada after 1872 on the Missisquoi and Clyde Rivers Railroad, and in the 1880s the firm established a mill in Roxton Falls, Quebec... Prouty and Miller peaked just after the turn of the century” (Versteeg 1990:166–167). Prouty & Miller closed down in the late 1980s (Feuer 2024).

3.3.3. Railroad

Newport was a connection between a branch of the Connecticut and Passumpsic Rivers Railroad (constructed 1867) and the Massawippi Valley Railway (constructed 1870). The railway which transects the APE, now part of the Beebe Spur Rail Trail, became part of the Canadian Pacific Railway, in the early 20th century and was later discontinued in the late 1980s/early 1990s (Rail Trails 2025).²

² A following report states the date was 1987, while the website for the Beebe Spur Rail Trail gives the date as 1990. Additionally, the removal of the tracks in the following report is given as “seven years later” than 1987, while the website gives 1992 as the year of removal.

In 1998, a report conducted research on the history of the Beebe Spur Trail (the north branch to which the project will connect) and evaluated the railroad in Newport and Derby. The report's background section follows (VDHP OL-98-0002):

"The Beebe Spur was built as part of the Connecticut and Passumpsic Rivers Railroad. The C & P was chartered in 1835 in order to provide service between Montreal and Boston. The railroad covered 110 miles from White River Junction to the Canadian border at Derby with stops in between at Wells River, Barnet, St. Johnsbury, Lyndonville, West Burke, Sutton, Barton, Orleans, Coventry, and Newport. The project was constructed in stages beginning at White River in 1846 and ending at Derby in 1863. At the Canadian border the C & P linked up with the Massawippi Valley Railway, which ran to Lennoxville, Quebec. In Lennoxville, an across-the-platform connection could be made with the larger gauge Grand Trunk Railway, which ran to Montreal. Originally, the C & P had planned to connect with the Stanstead, Shefford & Chambly Railroad in Canada, but this plan was thwarted when the Vermont Central bought the SS & C to protect its own service between Montreal and Boston.

"The subsequent connection with the Massawippi Valley Railway allowed the C & P to solicit through traffic but its route was not the shortest or most direct to Montreal. This prompted the construction in 1873 of the Missisquoi & Clyde Rivers Railroad, which ran west from Newport to the Canadian border above Richford. This rail line provided a connection with the South Eastern Counties Junction Railway and created a more direct link between Montreal and Boston via Farnham, Richford, Newport, Wells River, and White River Junction. The Massawippi and the Beebe Spur provided access for farmers and merchants in Eastern Quebec to markets in both the United States and Canada. The route was also used to ship natural resources such as copper and timber. However, the Beebe Spur was less important as a direct trade route between Boston and Montreal after the completion of the Missisquoi & Clyde Rivers Railroad because products could be shipped more directly along other routes.

"The original C & P rail line came under the control of the Canadian and Pacific Railroad in 1926 after being part of several other companies in the late nineteenth century. The Beebe Spur was used until c. 1987 and its tracks were removed approximately seven years later."

3.3.4. 20th-Century Development

Prouty Beach and Park were donated to the city in 1940 by Henrietta Prouty, widow of Governor George Prouty. In 1944, Lakeside Plywood purchased the land and built a mill south of Prouty Drive which would later become Columbia Forestry Products (purchased in the 1960s). In the mid 20th century, the following buildings were constructed: the National Guard armory on Union Street (1962), North Country Union High School on the site of Veteran's Park/former fairgrounds (1967), and North Country Hospital complex on Prouty Drive (1973).

During a period of development in the 1990s and 2000s, Union Street was realigned/relocated, a town garage and ambulance services facility was built on the new alignment.



Image 3.3.1. Railroad in the project area.

Image 3.4.2. Map of area in 1878 (Beers), detail inset.



Image 3.4.3. Sanborn map showing lumberyard, 1889.

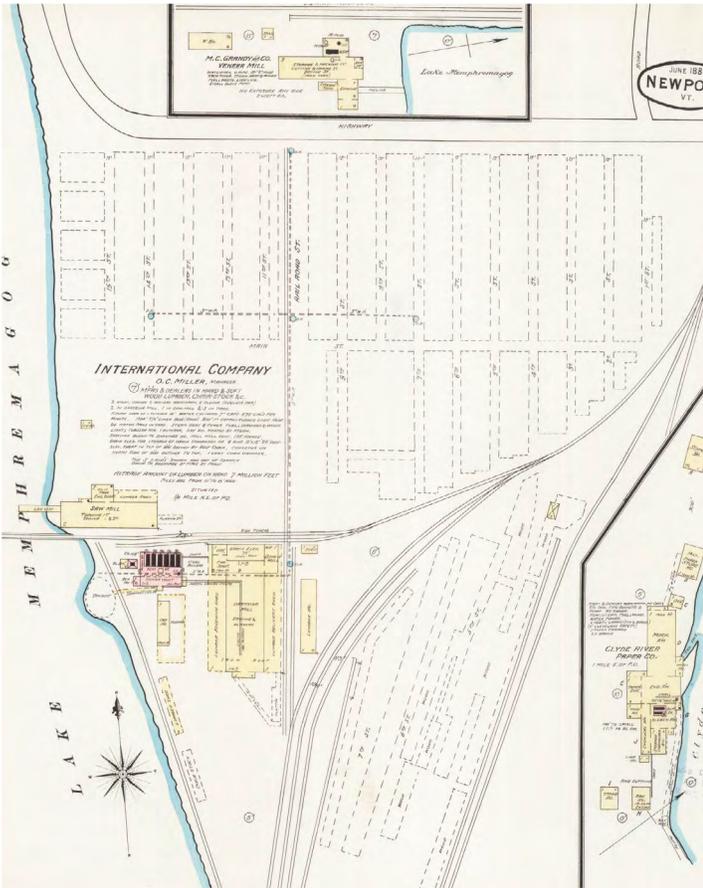


Image 3.4.4. Sanborn map showing lumberyard, 1909.

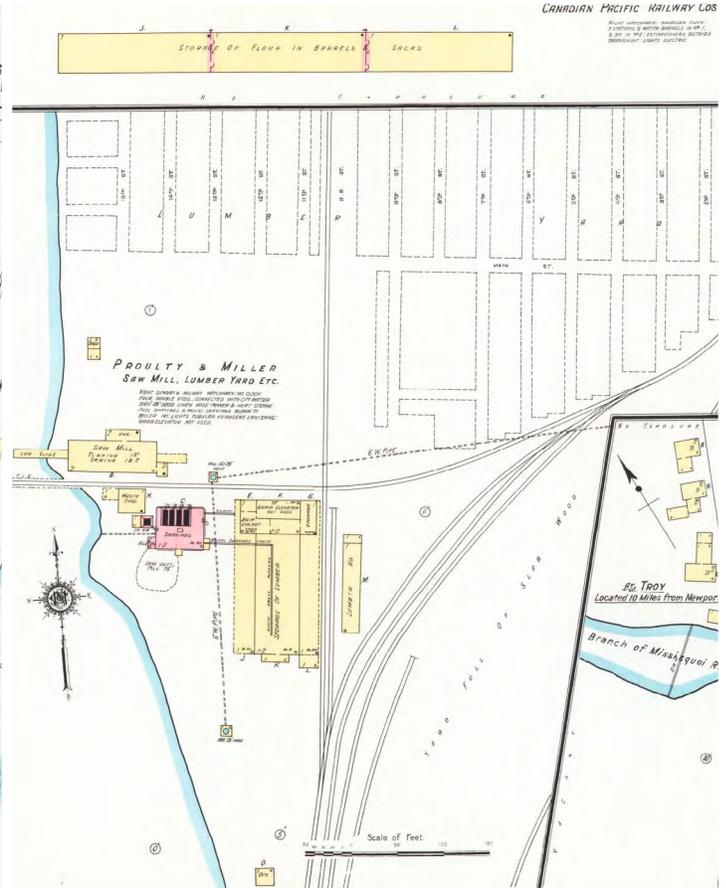


Image 3.4.5. Map showing lumberyard, Lake/Landing, Broadview, Colfax, Union streets, 1919.

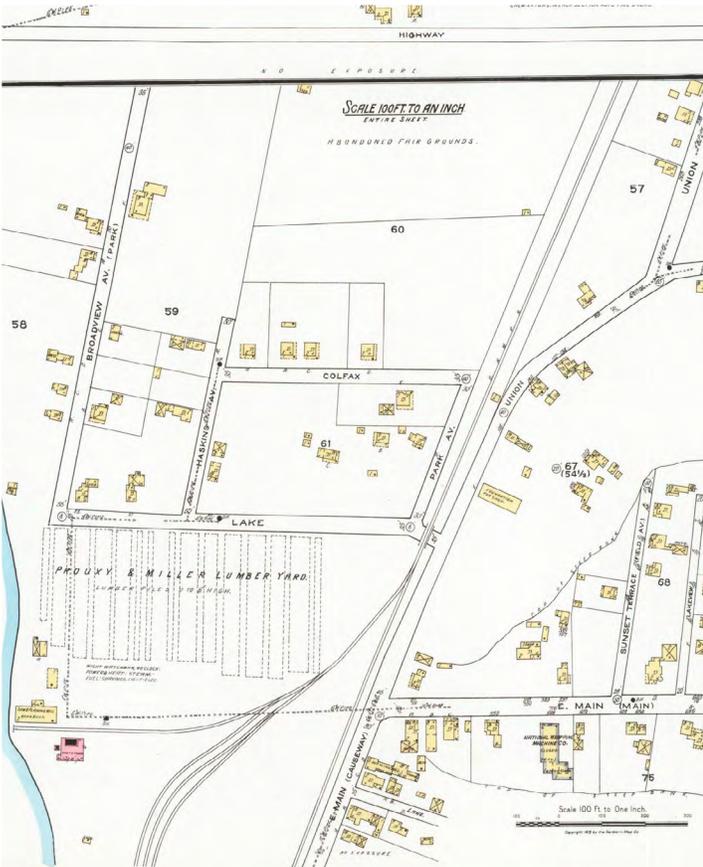


Image 3.4.6. Sanborn map showing Union, Indian Point, Maple streets, 1919.

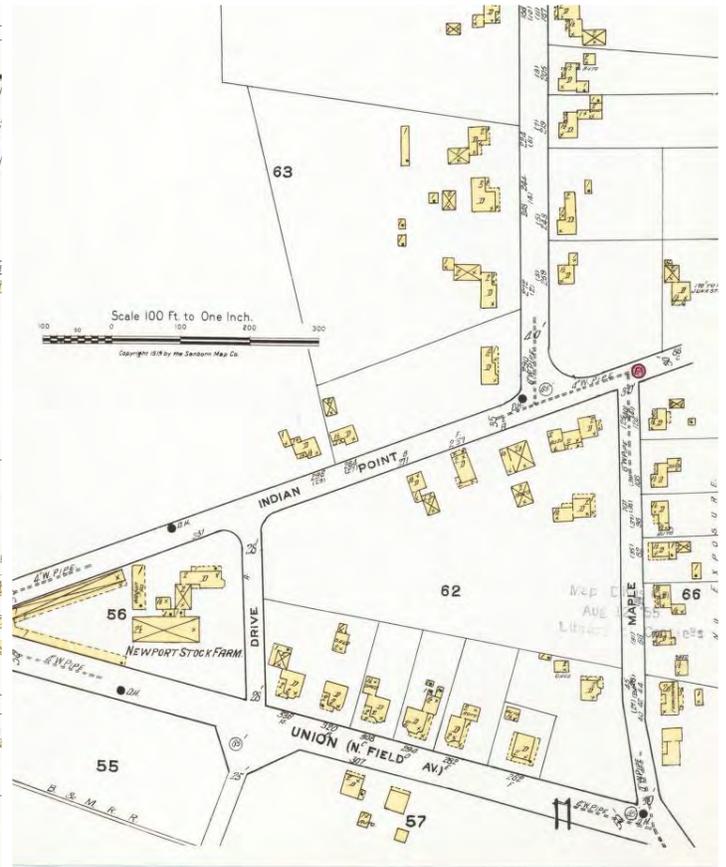


Image 3.4.7. Satellite image, 1999 (Google Earth).



Image 3.4.8. Satellite image, 2003 (Google Earth).



Image 3.4.9. Satellite image, 2009 (Google Earth).



Image 3.4.10. Satellite image, 2015 (Google Earth).



Image 3.4.11. Aerial of the south part of the APE, where NCUHS will be built, 1962.



Image 3.4.12. Newport, view north, no date (Old Stone House Museum Collection).





04. Archaeological Resource Assessment

4.1. VDHP PREDICTIVE MODEL

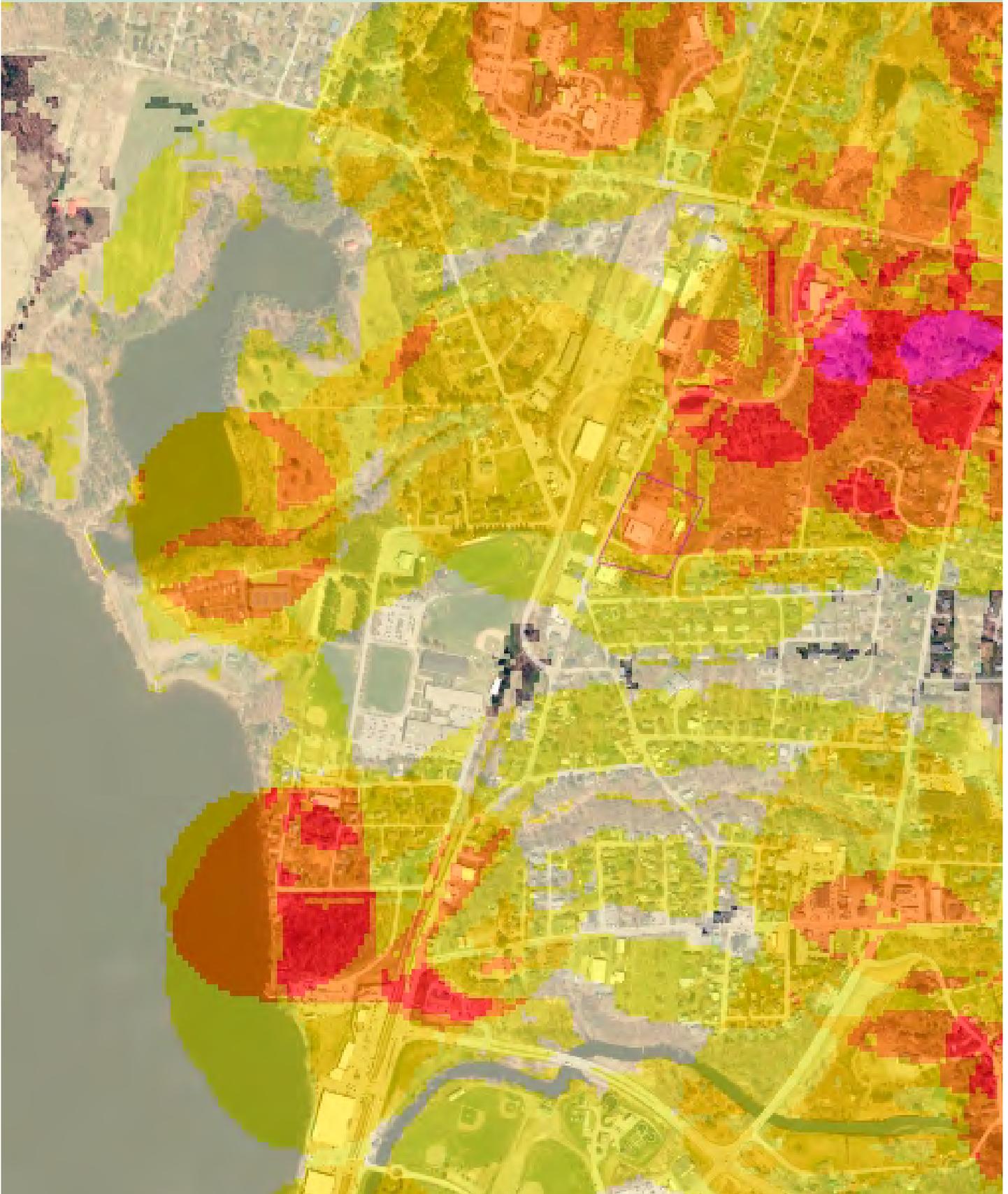
The VDHP Predictive Model form is available as an appendix in this document.

The general APE scored 156, due to the numerous contributing features to the sensitivity of the area, including:

1. Environmental factors, including the confluence of two streams, the confluence of the lake and stream, the proximity of Lake Memphremagog and the nearby cove, wetlands within the APE, streams within the APE, major floodplain/alluvial soils; proximity of head of draw;
2. Oral history indicating this area was a travel corridor for the Abenaki and written accounts from early European settlers and visitors to the area indicating same; and
3. A high recorded density of sites near (but not within) the APE, particularly along the shores of Lake Memphremagog and across the small cove from the APE at Indian Head.

Several areas within the APE have been previously reviewed, with findings of no adverse effect and/or indicating the area has undergone significant prior disturbance. These areas are documented in the following sections and mapped on *Image 4.3.7*. Areas which may be sensitive for archaeological sites are documented in the following sections and mapped on *Image 4.3.7*.

Image 4.1.1. Predictive Model of sensitivity for pre-contact sites of the APE (VDHP VAI) ¹



¹ This model is a visual aid, meant for demonstrative purposes only. It does not consider all predictive environmental factors.

4.2. PRE-CONTACT NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES

4.2.1. Sites and Previous Surveys

There are no pre-contact archaeological sites documented within the APE. There are several previous studies and reviews of portions of the APE that are relevant to the project.

VDHP OL-02-0034

A previous archaeological review for a bike path through the same APE intended to connect the Beebe Spur Trail and Newport Bike Path, found the following regarding pre-contact sensitivity:

“Sensitivity for Prehistoric Remains: Because of its proximity to the lake front, the project area in general should have a high sensitivity rating. An overall evaluation of the study area with the Environmental Predictive Model indicates a rating of high sensitivity (project total of 32 points with a minimum of 20 points required for a high sensitivity rating.¹) However, the proposed pathway utilizes existing road, shoulders and parking lot paved surfaces, and so should not be expected to impact any sensitive areas which have not been disturbed by previous construction.”

VDHP OL 96-0001

A Phase 1A&B review for a project to relocate Union Street to its present alignment noted two areas sensitive for pre-contact archaeological sites:

“The Union Street Relocation Project is located in Newport, Vermont to the east of Lake Memphremagog. The project is being reviewed under Federal Section 106 of the National Historic Preservation Act for its potential effects on historic properties and archaeological sites. The project involves the proposed relocation of Union Street around a log yard and mill complex belonging to Columbia Forest Products.

“In July of 1996, a Phase IA archaeological sensitivity study was completed (see letter report, dated July 8, 1996). This study defined two archaeologically sensitive areas that may be affected by construction activities. Potential for the existence of significant Native American archaeological resources was suggested within the hayfield just south of Prouty Drive (between stations 12+50 and 19+33), and along the riverbank east of an existing drainage ditch and west of the Class III wetland between stations 6+00 and 8+00 (Figure 2). A Phase 1B archaeological study was determined necessary to test approximately two acres within the hayfield, and 0.5 acres on the landform between stations 6+00 and 8+00. Archaeology Consulting Team, Inc. (ACT), of Essex Junction, Vermont was retained by Webster-Martin, Inc. (W-M), of South Burlington, Vermont to conduct the study” (12).

“Neither the plowed hayfield nor the riverbank landform study areas yielded any Native American archaeological materials. Widely scattered European American materials were observed in the hayfield. Fragments of glass, ceramics, coal, nails and bleached bone, predominantly from a 20th century context, were noted but not collected. These materials are consistent with secondary depositional patterns resulting from agricultural activities and modern littering, and are not considered significant” (13).

“Given the lack of recovered Native American archaeological materials, it is unlikely that the project area will yield significant cultural information. We recommend that Webster-Martin, Inc. seek a determination of “No Effect” from the Vermont Division for Historic Preservation for the Union Street Relocation Project” (14).

VDHP OL-00-0005

From a Phase 1A End-of-Field Letter regarding the installation/replacement of forcemains, one area was identified as sensitive that is adjacent to and partially contained in the APE:

“The only area considered potentially sensitive for precontact archeological resources is along the cross-country route of the forcemain from Sias Avenue to the pump station near the Newport Ambulance Service facility. However, the

¹ This review used a previous, outdated Environmental Predictive Model, which was revised to its modern iteration in 2015.

plan for the proposed forcemain trench is to follow within five feet of the existing forcemain trench. An agreement between the administrators of the Vermont Drinking Water State Revolving Loan Fund, the Vermont Department of Environmental Conservation, and the Vermont State Preservation Officer allows for no cultural review within five feet of an existing trench. Therefore, as long as the plans for the proposed forcemain follow within five feet of the present trench, no archeological testing is necessary for this potentially sensitive area between Sias Avenue and the pump station. If the forcemain route needs to be redesigned to orient the line beyond the five foot agreement limit then Phase 1B archeological testing is recommended for the cross-country route.”

This report corroborates the same general area as OL-96-0001 as sensitive for pre-contact sites.

Additional Sites and Surveys

VDHP OL-02-0022. Evaluated Prouty Drive and Silas Avenue (adjacent to APE on the northeast side) for the installation of a sidewalk; received a finding of no adverse effect.

VDHP OL-02-0030. Evaluated the east part of Prouty Drive and the north segment of Union Street (partially within APE) for a bike/ped project; received a finding of no adverse effect.

VDHP OL-90-0017. Addition to the North Country Hospital on Prouty Drive (adjacent to APE); received a finding of no adverse effect.

VDHP OL-91-0011. Evaluation of archaeological sensitivity for a bike path on Landing Street, Broadview Avenue, and continuing north towards Freeman and Prouty Beach Drive (within APE); Broadview Avenue from Landing to Prouty Beach Drive was built on primarily fill, so the area is not sensitive.

VDHP OL-92-0006. Review for a health services building at the North Country Hospital complex; would be built on fill from the 1980s; received a finding of no adverse effect.

VDHP OL-92-0014. Addition to the lumber mill complex (entirely within APE); received a finding of no adverse effect.

VDHP OL-93-0014. Renovations and additions to the lumber mill complex in 1993 and 1997; received a finding of no adverse effect.

VDHP OL-03-0036. Construction of a bike path adjacent to Lake Memphremagog, adjacent to and entering the APE, which found the area is modified by fill.

ARA Findings

Based on research and the site visit, this ARA noted four locations within the APE (*Image 4.3.7.*) which could be sensitive for pre-contact archaeological sites and not cleared by previous reporting, which are evaluated in the following section (4.2.2.). These locations include:

1. Limited, undeveloped loci adjacent to Union Street;
2. Wooded segments on a Newport City-owned between Prouty Beach campgrounds and Pine Grove Cemetery;
3. A Derby Town-owned lot adjacent to the north side of Prouty Drive, across from Union Street and east of St. Laurent Street; and
4. Two small areas adjacent to the Prouty Drive—Bluff Road intersection.

4.2.2. Sensitivity Findings

1. Union Street Locations

The area between the ambulance facility on Union Street and Sias Avenue (wooded areas south and east of the ambulance facility) is sensitive for pre-contact archaeological sites based on the Predictive Model, review of the region of Lake Memphremagog and its important use to pre-contact peoples, previous reviews (OL-00-0005; *Image 4.2.1.*), and the field visit. The area is the location of the confluence of two streams (*Images 4.2.3, 4.3.9.*).

Another area north of the armory on Union Street, associated with a stream, is sensitive for pre-contact archaeological sites (*Images 4.2.2, 4.3.9.*).

2. Prouty Beach Wooded Terrace

There is a Late Archaic/Early Woodland site nearby (Indian Point) and records of Native American groups having traversed the south end of Lake Memphremagog with regularity. The Prouty Beach and Waterfront Plaza shorelines are largely modified (RAPPEL 2006:21), but untouched areas in the vicinity could be locations of campsites or landing locations for canoes. Additionally, this area is on a terrace above a stream and less subject to successive floodplain/alluvial deposits which might deeply bury sites (*Images 4.2.4–6.*).

3. St. Laurent Street—Prouty Drive Parcel

The parcel at the north end of the APE, east of the Beebe Spur Bike Path is associated with wetlands and a stream and is considered sensitive for archaeological sites (*Images 4.2.7., 4.3.9.*).

4. Prouty Drive—Bluff Road Intersection

The wooded areas at the intersection of Prouty Drive and Bluff Road in the northwest corner of the APE are sensitive for pre-contact archaeological sites due to their proximity to wetlands and the inlet between the sensitive area of Indian Point and Prouty Beach (*Images 4.2.8–9., 4.3.9.*).

Image 4.2.1. Archaeologically sensitive areas identified during previous review.
Union Street Location, Phase 1A, OL-00-0005.

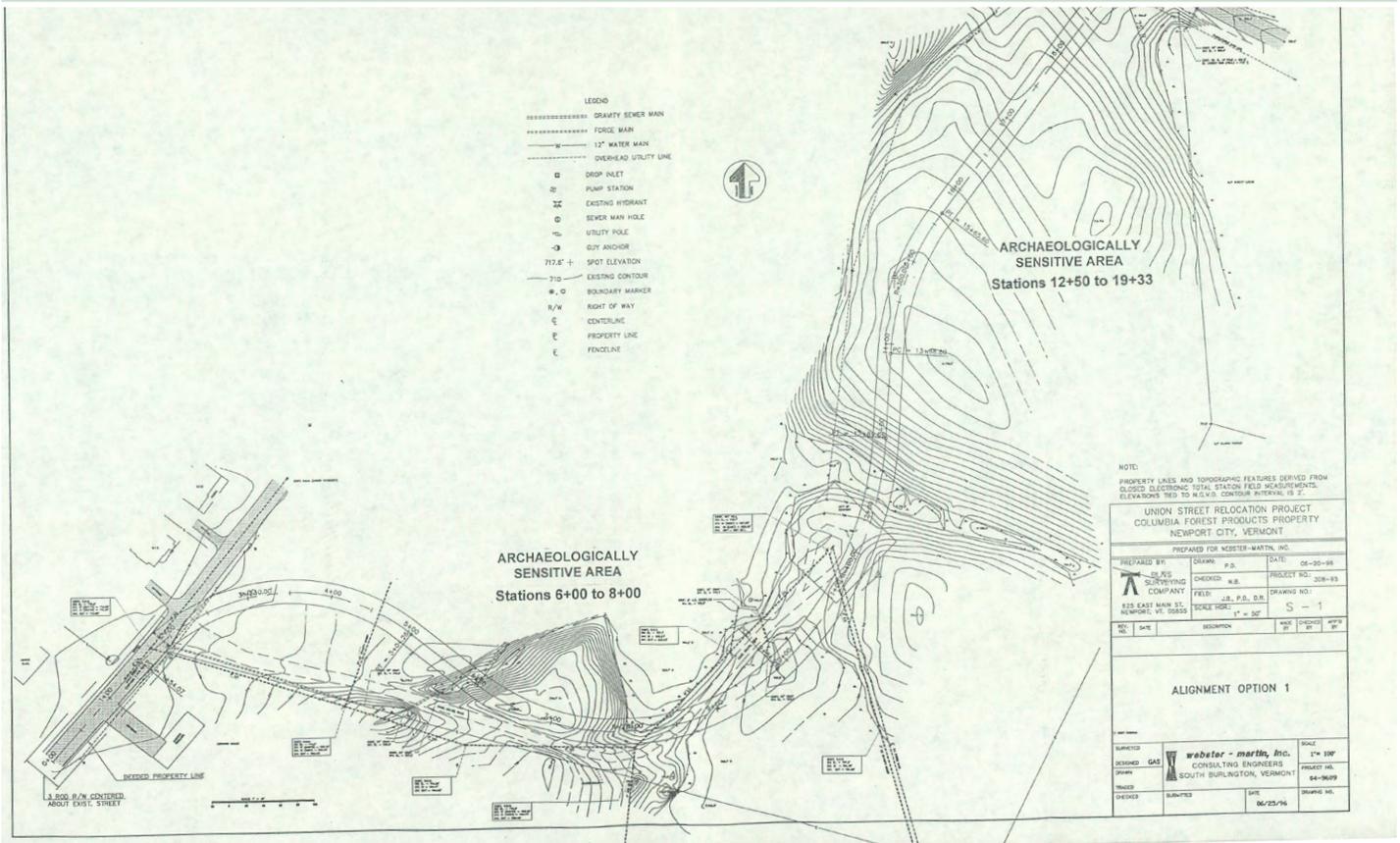


Image 4.2.2. Sensitive area 1 (near armory) from Union Street.



Image 4.2.3. Sensitive area 1 (near ambulance facility) from Union Street.



Image 4.2.4. Path through sensitive area 2 north Prouty Beach Drive, south of Pine Grove Cemetery.



Image 4.2.5. Path through sensitive area 2.



Image 4.2.6. Path through sensitive area 2.



Image 4.2.7. View of sensitive area 3 north of Union.



Image 4.2.8. Sensitive area 4 at intersection of Prouty Drive and Bluff Road.



Image 4.2.9. Sensitive area 4 at intersection of Prouty Drive and Bluff Road.



4.3. POST-CONTACT HISTORIC ARCHAEOLOGICAL RESOURCES

4.3.1. Sites and Previous Surveys

There are no historic archaeological sites documented within the APE. There is one building documented on the National Register of Historic Places (*Table 4.3.1.*). There are previous surveys and reviews within the APE with regards to historic resources. Additionally, a Historic Resources Inventory was prepared by Polly Seddon Allen for this project, which details historic architectural resources within the APE (a map of properties from this report is included as *Appendix C*).

OL-98-0002

A previous survey was conducted in 1998 for the Beebe Spur Trail and the Canadian-Pacific Railway through Newport. Regarding the wooden trestles and other infrastructure related to the railway, the report states:

“Although the Beebe Spur provided an important link with Canada, it was essentially bypassed with the completion of the Missisquoi & Clyde Rivers Railroad. The Missisquoi provided a more direct link between Montreal and Boston and subsequently made the Beebe Spur-Massawippi-Lennoxville route less viable. Furthermore, unlike other railroads such as the Montpelier & Wells River, the Beebe Spur did not play a major role in the development of industry or the growth of communities in Vermont. The lack of substantial structures, buildings or villages associated with the railroad along this route also limits the historic significance of the corridor. Therefore, we do not believe that the Beebe Spur is eligible as an historic corridor for the National Register of Historic Places (NR) due to its lack of historic significance. The eligibility of the rest of the Connecticut and Passumpsic Rivers Railroad corridor cannot be addressed until further research is conducted.

“The timber trestles along the corridor are constructed of vertical posts and are examples of a very common design type. The culverts are composed of both treated timber and large granite blocks. Based a field visit, we have determined that these resources are not individually eligible for the NR because they do not exhibit any unusual engineering technology or ornamental detail.”

OL-02-0034

A previous survey for a bike path through the same APE intended to connect the Beebe Spur Trail and Newport Bike Path, found the following regarding Historic Sensitivity:

“**Sensitivity for Historic Remains:** From its western termination on the west sale of the South Bay inlet to its intersection with Landing/Lake Street, the pathway alignment passes through areas which were undeveloped at the time of the Beers map survey. In the eastern parts of the project, especially along Broadview Avenue and Freeman Streets, there are residential structures, with surrounding yards, which are probably more than fifty years old. This preliminary level of investigation would be necessary to document the age of the structures adjacent to the project. Any undisturbed yard areas of structures over 50 years old could be considered sensitive for historic remains. But, as with the [pre-contact sensitivity findings], the proposed pathway in this section utilizes shoulders, and so should not be expected to impact any sensitive areas which have not been disturbed by previous construction.”

Historic Resources Inventory (Allen 2025)

The Historic Resources Inventory prepared for this project identified eleven potentially historically significant properties and one (the armory, *Table 4.3.1.*) which has been documented as historically significant. The eleven properties identified as potentially significant are (44):

1. Park Ave., Landing St., Broadview Ave., Duchess Ave., Colfax St., Hoskins St. Historic District, a residential assemblage of properties reflecting a foundational period of development following the 1918 Charter of Newport City;
2. West Derby Village Residential Historic District, a residential assemblage dating to the mid-to-late nineteenth century period prior to the City of Newport Charter, with only a small potential segment in the Project Area;
3. Prouty Beach and Park, a 1940 recreational park and beach for the City of Newport;
4. North Country Union High School, a 1967 unified union high school representing a transitional era in mid-twentieth century educational consolidation;

5. North Country Hospital, a 1973 rural hospital developed as part of a wave of rural civic improvement;
6. Columbia Forest Products Plant, a veneer and plywood mill initially developed along the extending rail corridor along Union Street in 1944 and expanded through the twentieth century;
7. American Legion Post No. 21, a 1940s social hall and fraternal organization;
8. 393 Prouty Drive, a 1965 Ranch style residence developed as part of a wave of mid-twentieth century residential development;
9. 588 Bluff Road, a c. 1880 Gothic-style farmhouse representative of West Derby's agricultural development prior to the Charter of Newport City;
10. 533 Bluff Road, a 1920s Bungalow-style cottage reflecting early residential development of Bluff Road; and
11. 667 Union Street, a c. 1910 American Foursquare residence.

ARA Findings

The ARA identified three features within the APE that could be considered potentially significant under Criterion D of the NHPA, which are evaluated in the following section (4.3.2.):

1. Stacked stone retaining wall near 225 Union Street, flanking the sidewalk on the west side of the road;
2. Wooden railroad trestle over Landing Street, parallel to Union Street, between Union Street and Park Avenue, associated with the defunct Canadian and Pacific railroad and rail bed; and
3. The former lumber yard of the Prouty and Miller Company, now a green space south of Landing Street, north of Eastside Restaurant and the Waterfront Plaza development.

4.3.2. Sensitivity Findings

There are a few notable features which were evaluated under Criterion D of the NHPA, as follows.

1. Stacked Stone Wall, Union Street

The stacked stone wall on Union Street appears to be an older structure that has been patched with modern materials and restacked, as well as showing areas of collapse and breakage (*Images 4.3.3. and 4.3.4*). There is no documentation regarding the context or origins of the wall. ***The stacked stone wall does not retain sufficient integrity or context to meet Criterion D of the NHPA.***

Wooden Railroad Trestle, Landing Street

The railroad trestle over Landing Street is partially original and partially replaced in-kind, but was previously found to lack distinctiveness or uniqueness to qualify under Criterion C of the NHPA (OL-98-0002). The 1998 report notes, "the timber trestles will receive new decking, but this work is reversible and it will not alter the characteristic that make these structures contributing resources."

The trestle does not meet Criterion D of the NHPA. The trestle retains its original context, but is partially replaced with modern materials and is identified as of common-make, so does not provide additional information regarding the railroad in Newport.

Prouty and Miller Lumberyard

The former lumberyard south of Landing Street (now a green space) was associated with the Prouty and Miller Lumber Mill and the International Company prior. It appears it was fully abandoned in the 1980s. A previous report for a potential condominium project on this lot (OL-02-0014) notes:

"Project consists of 4-unit condominium to be constructed on shore of Lake Memphramagog north of Eastside Restaurant. Unit will be placed on section of upland between shoreline and wetland. Coring throughout project area indicated extensive prior filling and/or natural disturbance from shoreline fluctuation. Sign-off warranted."

Due to extensive filling and prior disturbance, this section of land, which was once the lumberyard of the Prouty and Miller Company, ***does not qualify under Criterion D of the NHPA.***

Image 4.3.1. Stacked stone wall on Union Street, facing towards Maple Street, east.



Image 4.3.2. Stacked stone wall on Union Street, facing east.



Image 4.3.3. Stacked stone wall on Union Street showing modern patching.



Image 4.3.4. Stacked stone wall showing collapse/breakage and modern fills.



Image 4.3.5. Wooden railroad trestle over Landing St., from Union.



Image 4.3.6. Wooden railroad trestle over Landing Street, from Landing Street.

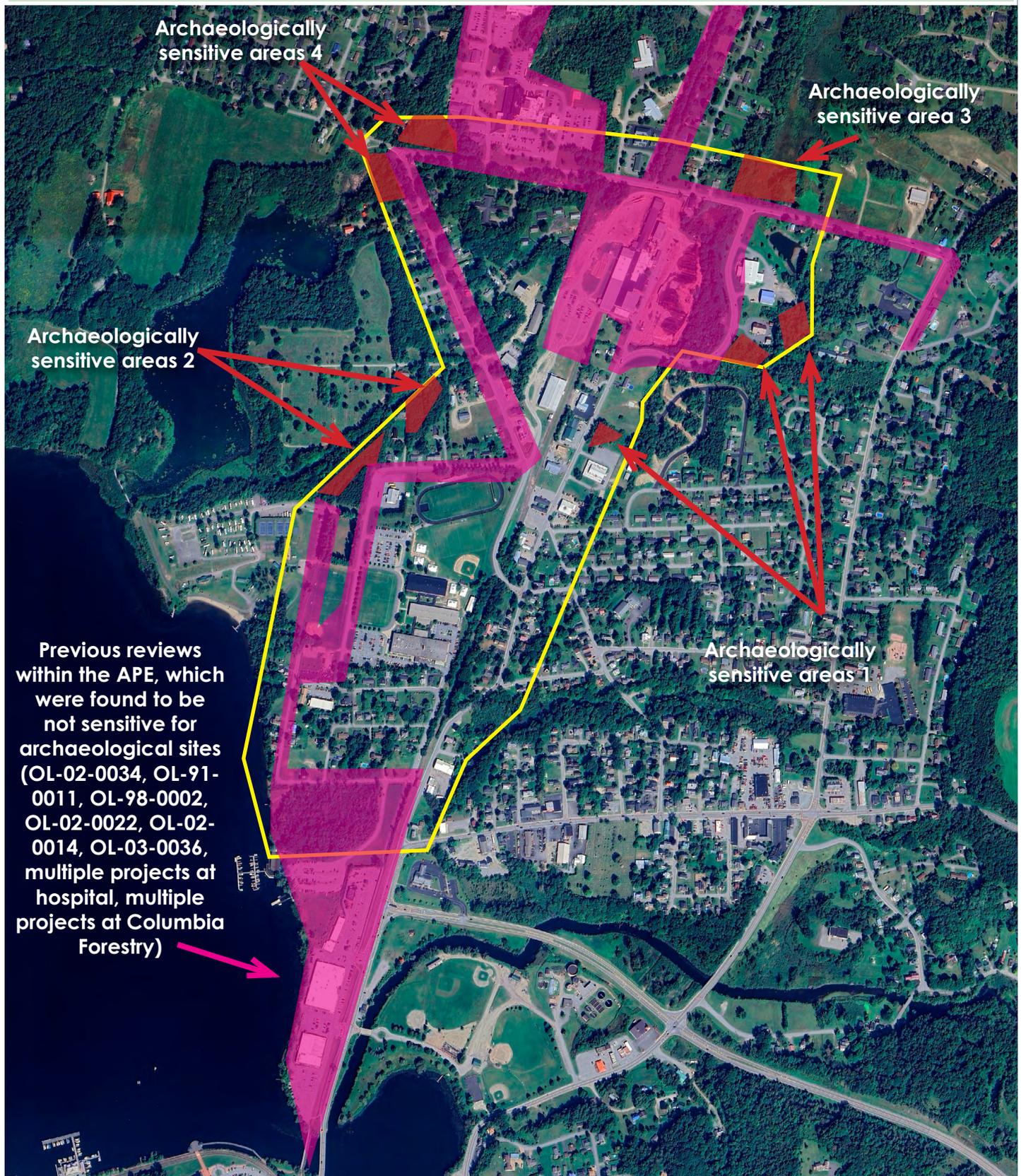


Table 4.3.1. Historic sites in and adjacent to the project area (VDHP)

Site #	Location	Date	Description
HS&S 1015-20	Newport Armory	1962	This 1962 armory is a one-story American International Style brick building



Image 4.3.7. Location map of sensitive areas and areas cleared by previous reviews.



APE for current project

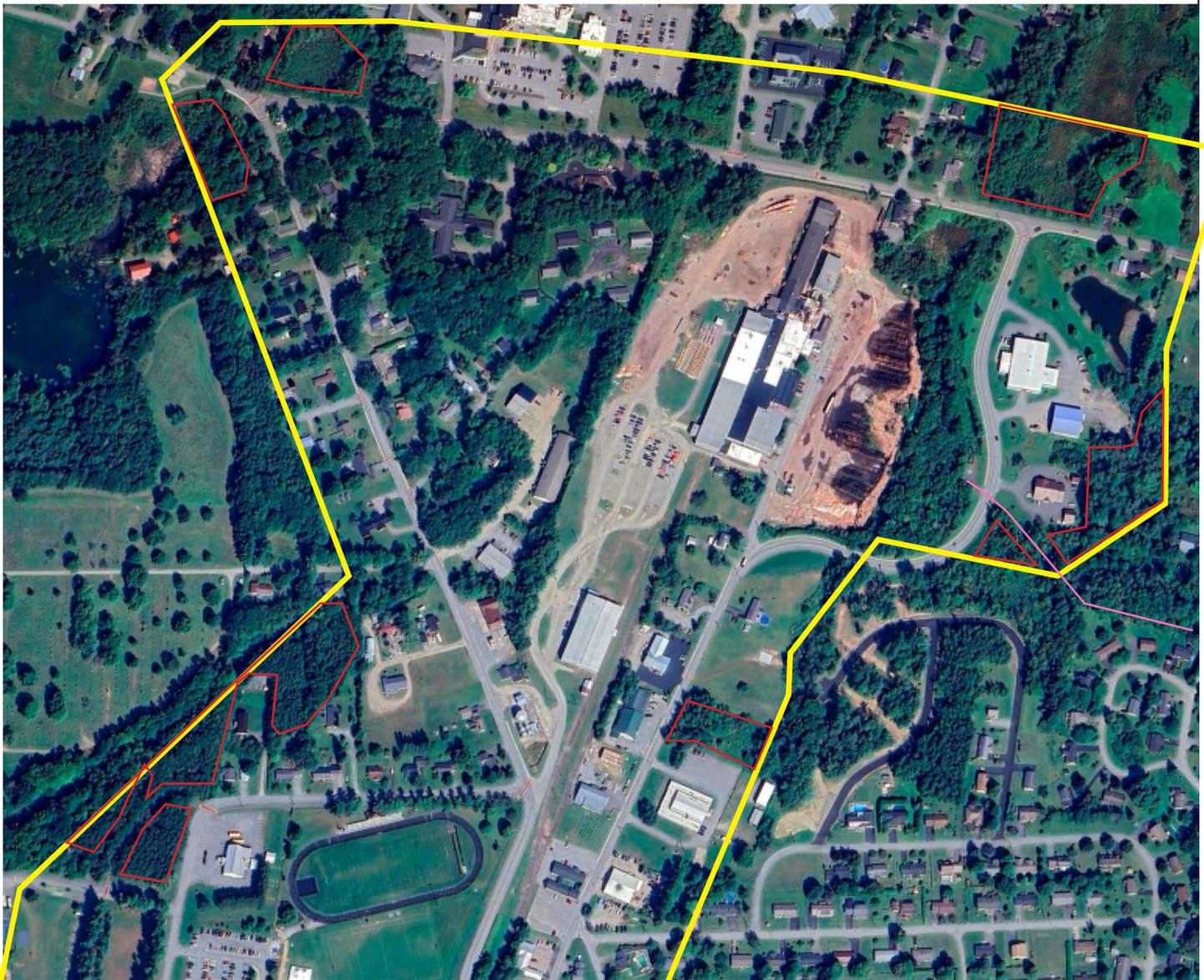


Sensitive for archaeological sites



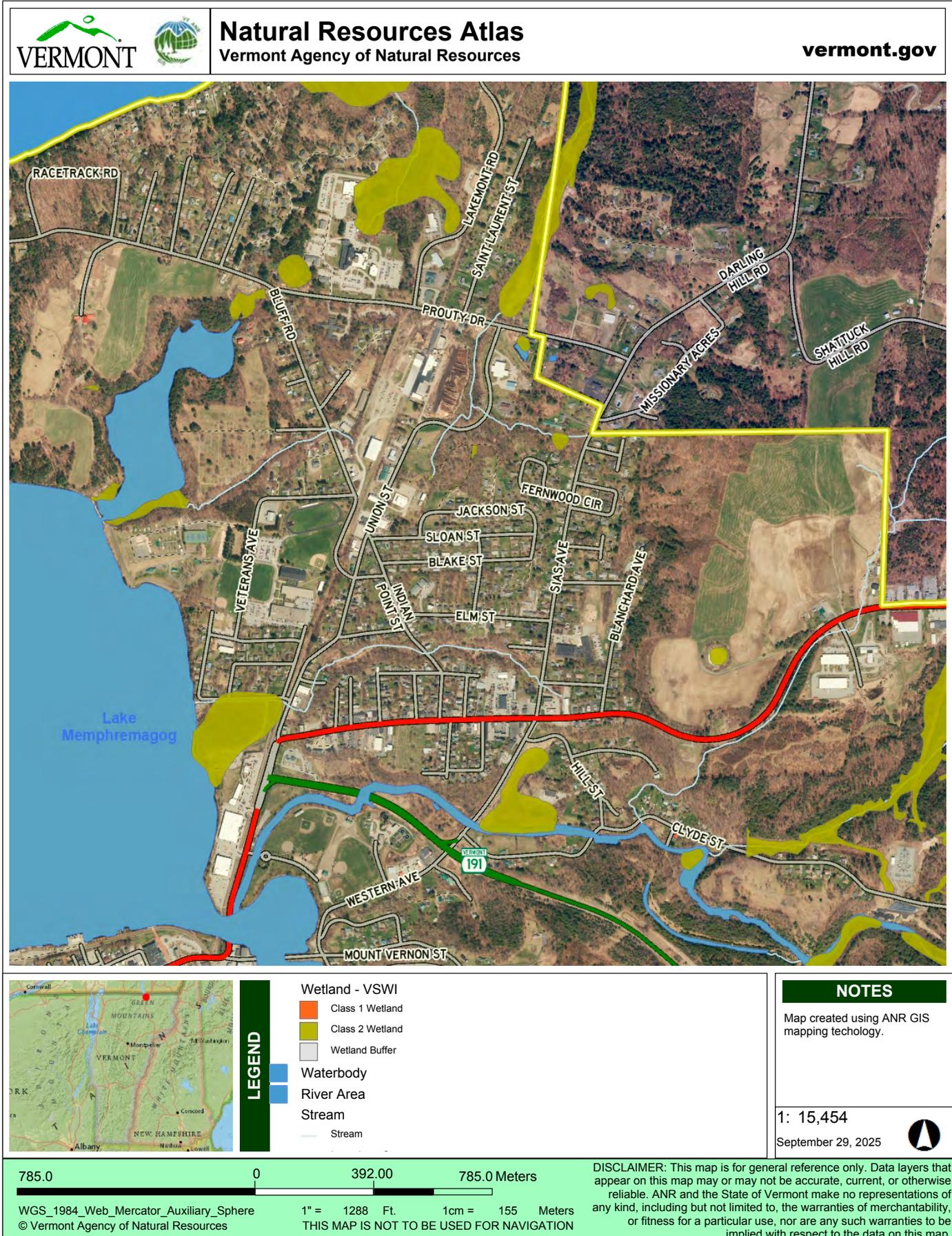
Reviewed for prior project, no adverse effect finding

Image 4.3.8. More detailed map demarcating sensitive areas in the APE.



The identified sensitive areas have the following exceptions: 1) any land within ROW buffers of utilities and roads or built footprints of structures and parking lots are disturbed and not considered sensitive; 2) for area 2, there is a path with cleared buffers and an adjacent dirt trail through the woods from Prouty Beach Drive to connect with Freeman Street—this cleared area is not considered sensitive; and 3) a forcemain (approximate location pink) installed circa-2000 cuts through a sensitive area east of Union Street, this installation and its ROW buffers are not considered sensitive.

Image 4.3.9. Wetlands and water sources map (VT ANR).



4.4. REPORT SUMMARY AND RECOMMENDATIONS

The project APE segments contain a number of environmental factors which contribute to a high predictive score for pre-contact archaeological sensitivity on the VDHP's Environmental Predictive Model (Appendix A). Several archaeological and historic reviews have been conducted for portions of the APE. In broad terms, many locations in this area of Newport have been heavily disturbed by development and natural, successive fill from the lake, which would deeply bury any archaeological sites deeper than the anticipated APE of a bike/ped path, and most areas of the APE are unlikely to contain sites of archaeological significance or sufficient integrity to contribute to archaeological knowledge. There are limited areas sensitive for pre-contact archaeological sites near the APE.

The APE contains structures identified by the associated Historic Resources Inventory that may be eligible for the National or State Register of Historic Places (see *Appendix C* and associated HRI by Polly Seddon Allen).

This report is for a feasibility study to determine potential paths through the APE to join the two paths together and does not contain specific routes. This ARA provides recommendations on determining the best alternatives through the APE to avoid adverse impact to archaeological resources.

In the development of potential alternatives to receive a finding of no adverse effect, this report recommends:

- Avoid ground-disturbing activity in the areas identified as archaeologically sensitive in this report (*Image 4.3.7–8*);
- Avoid disturbing ground outside of the established APE;
- Avoid, as much as possible, ground-disturbing work adjacent to areas marked archaeologically sensitive; and
- In general and where possible, avoid cross-country pathways and confine routes to the right-of-way of the road/utilities, already-built footprints, and areas previously reviewed and cleared for development with a finding of no adverse effect.

In the event ground-disturbing activity cannot be avoided in an area sensitive for pre-contact sites, this ARA recommends a qualified professional conduct further investigations. A Phase 1B is the appropriate level of effort.

Concurrence from VDHP should be received before the project proceeds. As this project is in a potentially sensitive area, any significant deviation from the project area, particularly into undisturbed/undeveloped lands, may require further review.



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Appendix A: Environmental Predictive Model

VERMONT DIVISION FOR HISTORIC PRESERVATION

Environmental Predictive Model for Locating Pre-contact Archaeological Sites

Project Name Multi Use Path Feasibility Study County Orleans Town Newport
 DHP No. Map No. Staff Init. Date 9/29/2025

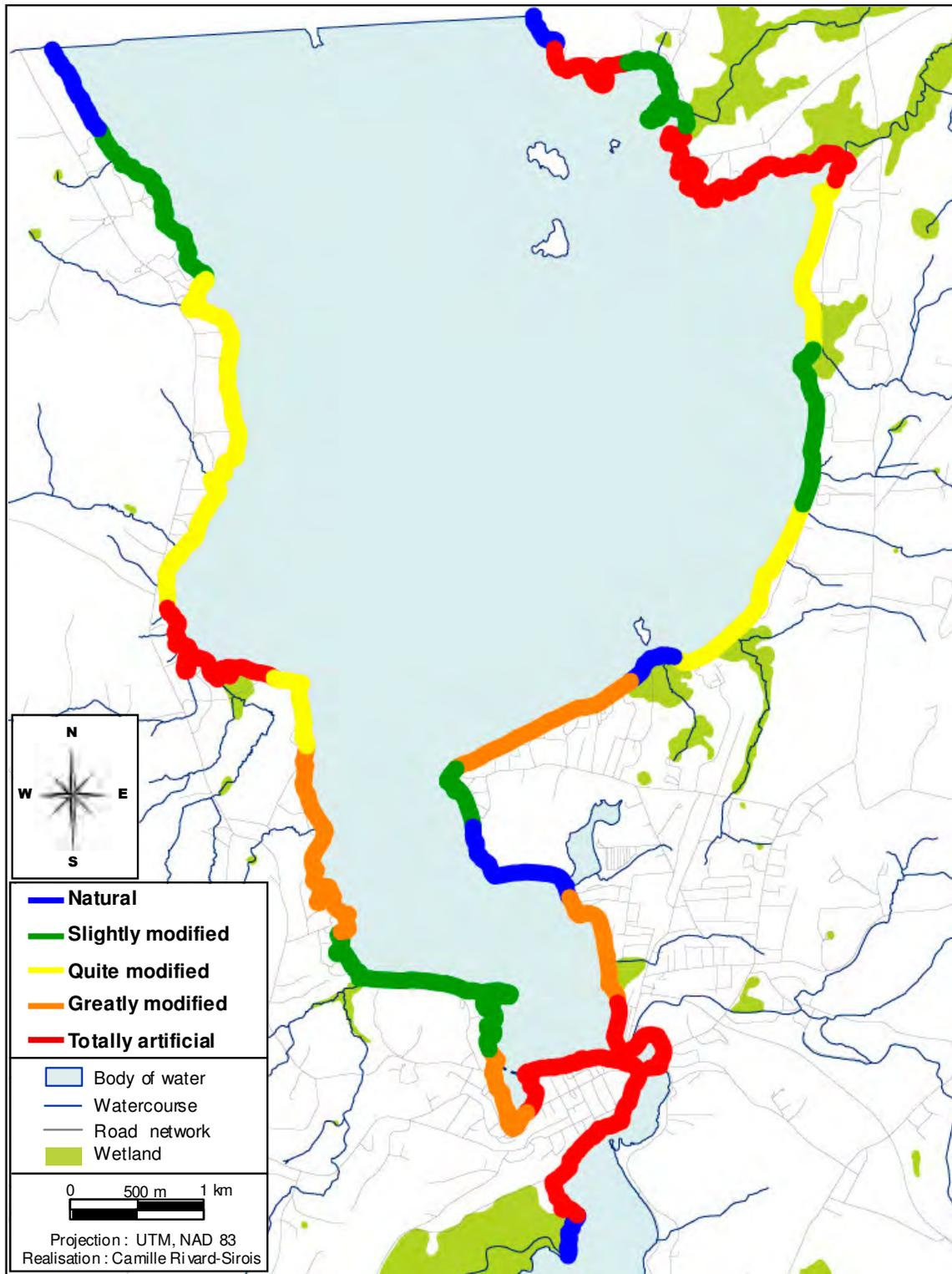
Additional Information

Environmental Variable	Proximity	Value	Assigned Score
A. RIVERS and STREAMS (EXISTING or RELICT):			
1) Distance to River or Permanent Stream (measured from top of bank)	0- 90 m	12	12
	90- 180 m	6	
2) Distance to Intermittent Stream	0- 90 m	8	
	90-180 m	4	
3) Confluence of River/River or River/Stream	0-90 m	12	12
	90 –180 m	6	
4) Confluence of Intermittent Streams	0 – 90 m	8	
	90 – 180 m	4	
5) Falls or Rapids	0 – 90 m	8	
	90 – 180 m	4	
6) Head of Draw	0 – 90 m	8	8
	90 – 180 m	4	
7) Major Floodplain/Alluvial Terrace		32	32
8) Knoll or swamp island		32	
9) Stable Riverine Island		32	
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m	12	12
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	12
	90 –180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	12
C. WETLANDS:			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	12
	90 -180 m	6	
14) Knoll or swamp island		32	
D. VALLEY EDGE and GLACIAL LAND FORMS:			
15) High elevated landform such as Knoll Top/Ridge Crest/ Promontory		12	
16) Valley edge features such as Kame/Outwash Terrace**		12	

17) Marine/Lake Delta Complex**		12	
18) Champlain Sea or Glacial Lake Shore Line**		32	
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	12
21) Existing or Relict Spring	0 – 90 m 90 – 180 m	8 4	
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	
23)) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well)		32	
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	
25) High Recorded Site Density		32	32
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	32
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	
28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)		- 32	-32
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score: 156
Other Comments :			
Large sections of the APE have been evaluated and determined to have been disturbed.			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

Appendix B: RAPPEL Shoreline Integrity Report (2006)

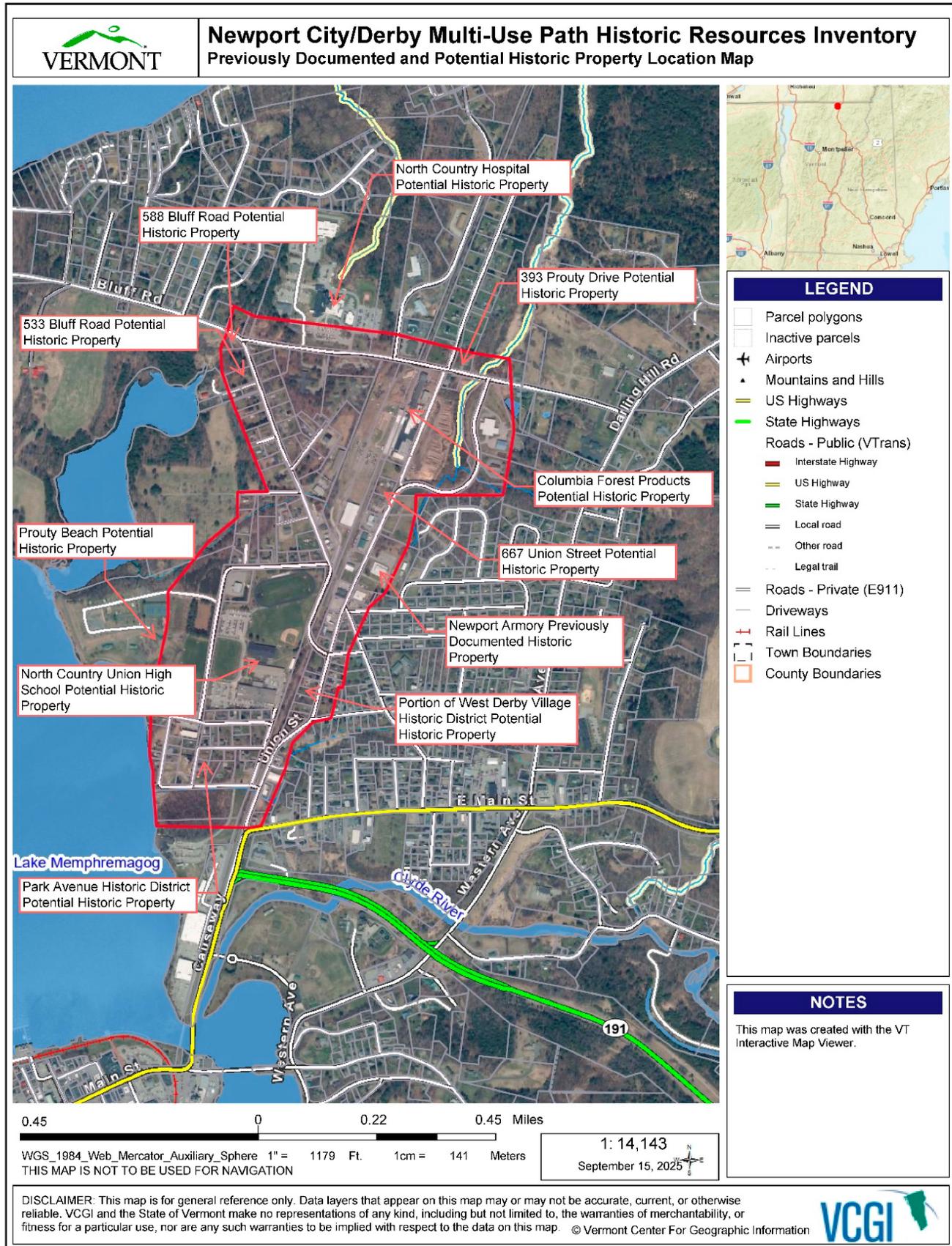
Figure 7: Condition of the shores in the American part of the lake, by homogeneous zones



OPERATION HEALTHY LAKE
(VERMONT)



Appendix C: HRI Potential and Documented Historic Properties (Allen 2025)



NEWPORT CITY/DERBY MULTI-USE PATH CONNECTIONS

FEASIBILITY STUDY

Orleans County, Vermont

Historic Resources Inventory Report

September 2025



PREPARED FOR:

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City of Newport, looking north toward Lake Memphremagog
and general Project Area, n.d.
(Collections of the Old Stone House Museum)

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Attachments

Vermont Historic Sites and Structures Survey: Newport Armory, 540 Union Street

Cover Photograph: *Overview of Project Area Streetscape, facing north on Hoskins Street. Photograph taken by author on August 12, 2025.*

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List of Acronyms and Abbreviations

APE Area of Potential Effect

c. Circa

CFR Code of Federal Regulations

HRI Historic Resources Inventory Report

NHPA National Historic Preservation Act

NRHP National Register of Historic Places

NVDA Northeastern Vermont Development Association

ORC Online Resource Center

PQS Professional Qualification Standards

RFP Request for Proposals

ROW Right of Way

SHPO State Historic Preservation Officer

SOI Secretary of the Interior

Project Newport City/Derby Multi-use Path Connections Feasibility Study

VCGI Vermont Center for Geographic Information

VDHP Vermont Division for Historic Preservation

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1. PROJECT SUMMARY

The Northeastern Vermont Development Association (NVDA) is conducting a Feasibility Study to identify alternatives, issues and costs and provide recommendations related to construction of a multi-use path to connect the existing Newport Bike Path, owned by the City of Newport with the Beebe Spur Rail Trail Owned by the State of Vermont. A network of off-road trails already exists and includes beyond the already mentioned facilities the former Scott Bluff Farm Trails and a path owned by the Pomerleau family behind the Vista Shopping Center. The feasibility study proposes to assess, identify, and prioritize locations for new and upgraded connections, amenities and enhancements to these existing pedestrian and cycling facilities that will provide the user a seamless experience. The study also seeks to develop opportunities for trailhead parking, trail crossing safety improvements, connections to businesses and other facilities/amenities within the Project Area, and interpretive opportunities (see **Figures 1 and 2**). The feasibility study and its associated technical support studies are intended to support compliance with all potential permitting requirements for the Project, including those related to historic properties under Section 106 of the National Historic Preservation Act (NHPA) (as codified in 36 CFR Part 800) and any potential nexus under Vermont Act 250 Criterion 8.

This Historic Resources Inventory Report (HRI) has been developed as a component of the Feasibility Study for the Project to support determination of potential direct and indirect effects to architectural / built environment historic resources, termed “Historic Properties” under Section 106 of the NHPA. The HRI addresses historic period built environment resources only, with archaeological resources addressed in additional documentation developed as part of the scoping study.

The Area of Potential Effects (APE) for the Project includes the entirety of the Feasibility Study Area that is being assessed as part of the Project Feasibility Study. This APE includes all those areas that may be subject to bike and pedestrian connectivity improvements as part of the proposed Project. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the Feasibility Study, with the Feasibility Study serving to support future refinement of defined Project plans that will define a narrower Project footprint and alignment. Additionally, because the actions defined by the Feasibility Study may include potential encroachment from the public right of way (ROW) to adjacent private parcel lands, this HRI includes reconnaissance-level inventory of all built environment resources on parcels with ROW frontage that may be subject to encroachment in order to fully analyze potential issues related to historic period built environment resources in the Project Area.

This HRI addresses all historic period built environment properties (properties over 50 years of age¹) including previously identified Historic Properties under Section 106 of the NHPA and Historic Sites under Criterion 8 of Vermont Act 250 that are located within the APE.

As detailed in the report, this HRI identifies a single previously documented Historic Property in the Project Area: The State of Vermont National Guard Armory at 540 Union Street, which was documented in 2013 and determined to be eligible for the Vermont State Register (VSR) and National Register of Historic Places (NRHP) under Criterion A (Survey No. 1015-20) (see **Attachment A**).

In addition to the single previously identified Historic Property detailed above, this HRI documents 11 potential historic properties, some multi-component districts, based upon the reconnaissance-level inventory undertaken, though these properties were not subject to formal NRHP or VSR inventory or evaluation as part of this reconnaissance effort and as such would require further detailed documentation to determine the historic property status. **1.** Park Ave., Landing St., Broadview Ave., Duchess Ave., Colfax St., Hoskins St. Historic District, a residential assemblage of properties reflecting a foundational period of development following the 1918 Charter of Newport City; **2.** West Derby Village Residential Historic District, a residential assemblage dating to the mid-to-late nineteenth century period prior to the City of Newport Charter, with only a small potential segment in the Project Area; **3.** Prouty Beach and Park, a 1940 recreational park and beach for the City of Newport; **4.** North Country Union High School, a 1967 unified union high school representing a transitional era in mid-twentieth century educational consolidation; **5.** North Country Hospital, a 1973 rural hospital developed as part of a wave of rural civic healthcare delivery improvement; **6.** Columbia Forest Products Plant, a veneer and plywood mill initially developed along the extending rail corridor along Union Street in 1944 and expanded through the twentieth century; **7.** American Legion Post No. 21, a 1940s social hall and fraternal organization; **8.** 393 Prouty Drive, a 1965 Googie Ranch-style residence developed as part of a wave of mid-twentieth century residential development; **9.** 588 Bluff Road, a circa (c.) 1880 Gothic-style farmhouse representative of West Derby's agricultural development prior to the Charter of Newport City; **10.** 533 Bluff Road, a 1920s Bungalow-style cottage reflecting early residential development of Bluff Road; and **11.** 667 Union Street, a c. 1910 American Foursquare residence.

The remainder of the inventoried built environment properties in the APE are not historic period in age (over 50 years of age) or do not appear to possess sufficient significance and/or integrity to convey any potential significance under the criteria of the NRHP or VSR based upon this inventory. It is important to note that this documentation is based upon reconnaissance-level inventory to provide a broad assessment of potential effects, and may be refined based upon the selection of a refined preferred alternative and further detailed analysis. Any such updates will be documented in additional reporting as necessary.

¹ The 50-year cutoff employed in this documentation was 1975.

The findings of this report are intended to support design development for the Project by identifying previously documented or potential Historic Properties that may be affected by Project activities. Additionally, the documentation is intended to support potential interpretive opportunities. As detailed herein, this analysis finds that the proposed multi-use path development does not appear to have the potential to undermine the significance or integrity of any identified or potential historic property. Rather, introduction of appropriate pedestrian and cyclist amenities would reinforce important civic characteristics that are reflective of the historic period of development.

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2. PROJECT DESCRIPTION

2.1 Overview of the Newport City/Derby Multi-use Path Connections Project

The following overview description of the Project is adapted from information provided by NVDA and consulting engineer Dubois & King. The description will be updated and refined should additional information be developed to support the Feasibility Study.

NVDA is conducting a Feasibility Study to identify alternatives, issues and costs and provide recommendations related to construction of a multi-use path to connect the existing Newport Bike Path, owned by the City of Newport, with the Beebe Spur Rail Trail Owned by the State of Vermont. A network of off-road trails already exists and includes beyond the already mentioned facilities the former Scott Bluff Farm Trails and a path owned by the Pomerleau family behind the Vista Shopping Center. The feasibility study also proposes to assess, identify, and prioritize locations for new and upgraded connections, amenities and enhancements to these facilities that will provide for the user a seamless experience. The study will look at opportunities for trailhead parking, trail crossing safety improvements, connections to businesses and other facilities/amenities. The owner of the project is the City of Newport, and the Town of Derby, and the sole authority during the Feasibility Study development rests with NVDA.

2.2 Regulatory Context

Under Section 106 of the NHPA, all Federal undertakings require an assessment of potential effects to historic properties in a Project's APE. This HRI has been developed in compliance with Section 106, and in accordance with the Request for Proposals (RFP) developed by NVDA and issued April 28, 2025. Additionally, the identification efforts are intended to support any potential permitting nexus related to Criterion 8 of Vermont Act 250. The HRI addresses built environment resources only, with archaeological resources addressed in additional documentation developed as part of the scoping study.

2.3 Project Area of Potential Effects

Under 36 CFR Part 800, an undertaking may have an adverse effect on historic properties when it directly or indirectly alters any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. To determine the potential for direct or indirect effects associated with the Project, qualified personnel under the Secretary of the Interior's Professional Qualification Standards (SOI PQS) established an APE for the Project, in compliance with § 800.16(d) of 36 CFR Part 800. The APE includes the geographic areas within which the Project may directly or indirectly cause alterations in the character or use of historic properties. The APE includes all those areas where Project activities may occur, inclusive of construction, staging, and Project access. It is important to note that this APE includes a broad area of assessment to support the issues and

alternatives analysis of the Feasibility Study, with the Feasibility Study serving to support future refinement of Project plans that will define a narrower Project footprint based upon the information developed under the Feasibility Study. Additionally, because the APE defined by the Feasibility Study may include potential encroachment from the public ROW to adjacent private parcel lands, this HRI includes reconnaissance-level inventory of all built environment resources on parcels with ROW frontage that may be subject to encroachment in order to fully analyze potential issues related to historic period built environment resources in the Project Area.

As depicted in **Figures 1 and 2**, the APE includes the full extent of the potential multi-use path options being considered as part of this feasibility study. As previously noted, these broad dimensions anticipate potential parcel encroachment outside of the existing ROW and are intended to support the alternatives analysis of the Feasibility Study.

This HRI documents all historic period built environment resources in the Project APE (over 50 years of age), inclusive of all previously identified historic properties under Section 106 of the NHPA and historic sites under Criterion 8 of Vermont Act 250 in the APE.

2.4 Research and Field Methods

After developing the Project APE, the author conducted background research and property investigation to account for all built environment buildings, structures, and objects located in and directly adjacent to the APE. Background research included review of the City of Newport parcel and building records²; records of the Orleans County Historical Society; holdings of the Goodrich Memorial Library; records of the Vermont Division for Historic Preservation (VDHP) housed in the Online Resource Center (ORC); United States Geological Survey (USGS) topographic maps; historic aerial imagery and historic mapping; and spatial and parcel data from the Vermont Center for Geographic Information (VCGI).

The records review was accompanied by general contextual research to situate resources in and adjacent to the APE within a framing historic context. Research included review of periodicals, historical manuscripts and studies, and historic mapping. The contextual research supported development of the historical overview presented in **Section 3** of this document and supported the preliminary assessments of potential NRHP eligibility discussed in **Section 4**.

Field survey was conducted within the APE on August 12, 2025. The inventory consisted of reconnaissance-level written and photographic documentation of all historic period built environment properties in the APE. For those properties that were obscured from the ROW, the documentation relied on publicly available records, most notably City of Newport Property Records and accompanying publicly accessible photographic documentation. The findings of this field documentation are detailed in this report.

² Online Property Data documented on Vision Government Solutions, [Vision Government Solutions](#), August-September 2025.

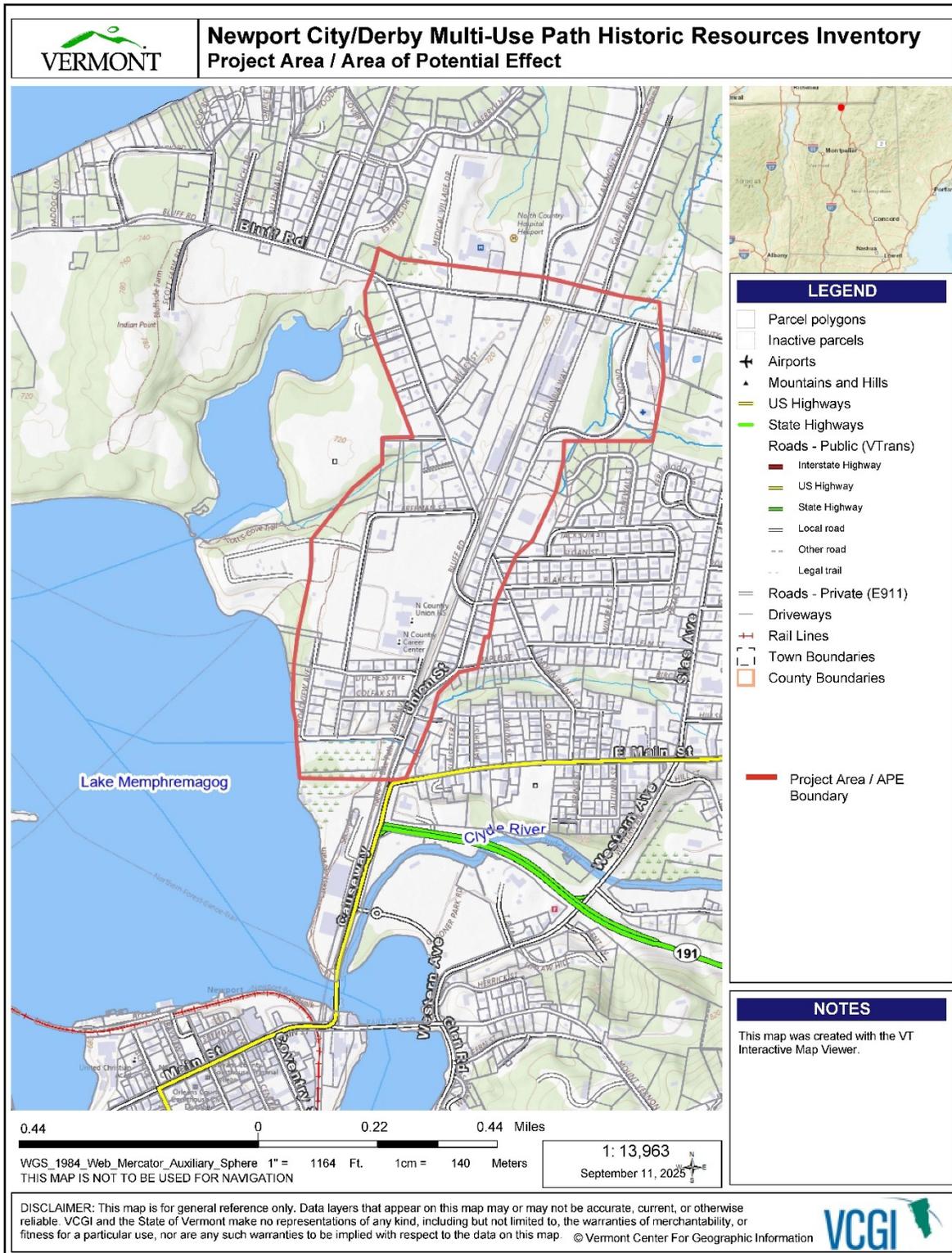


Figure 2-1: Newport City/Derby Multi-Use Path Project Area / Area of Potential Effects Site Map

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Figure 2-2: Newport City/Derby Multi-Use Path Project Area / Area of Potential Effects Overview

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3. HISTORICAL OVERVIEW

The six other municipalities of Vermont will extend a hearty welcome to the new-comer in their midst, the City of Newport in Orleans County. The City of Newport, located on the southern shore of Lake Memphremagog in the state's northern tier of towns, is an ambitious youngster for its size, being somewhat smaller than several villages in the state which stick to their old-time form of government; but not withstanding its size it has a considerable amount of the go-ahead spirit. Newport in peace times embraces less than 5,000 people, the city lines being drawn about the former villages of Newport and West Derby...Those who have visited the locality know how beautifully Newport is situated on the great lake, which has its chief area in Canada, but which projects quite a distance into Vermont. In addition to having this lake, Newport has better railroad accommodations than many a larger city, being on the Canadian Pacific and the Boston and Maine Railroads and being, therefore, quite an important railroad center...It is showing considerable public spirit in new enterprises...It has five churches and the usual allotment of secret societies and clubs. Moreover, Newport was the shire town of Orleans County and, of course, will continue to be now that the place has been transformed to a municipality...The metropolis of the north, so to speak. Long may it live and broader may the confines of the city grow!

Express and Standard, March 14, 1918³

The community origins of the Project Area stem from the Village of Newport's early twentieth century expansion and 1918 incorporation into the City of Newport, with a built environment form reflecting ongoing civic and community development through the twentieth century following this foundational period. The proposed multi-use path alignment area extends through multiple eras of the community's development, with residential neighborhoods dating from the 1910s and 1920s, spurred by Charter of the City in 1918, along with successive waves of residential, recreational, educational, commercial and industrial growth through the twentieth century, most prominently characterized by the expansive site of the 1940 Prouty Beach and Park, 1944 Lakeside Plywood Company Plant (Columbia Forest Products), 1967 North Country Union High School, and 1973 North Country Hospital, as well as a range of accompanying mid-century residential and commercial framing development.

The earliest Euro-American development of what would become Newport City concentrated at the confluence of the Clyde, Barton, and Black Rivers, on the south shore of Lake Memphremagog. Originally named Duncansboro, by 1800 there were "eleven families...induced to locate on the banks of the lake from the fact that the frost had not destroyed the vegetation, there, where on the hills around, everything had been killed by cold." By 1816, the name Duncansboro had ceded to Newport, though the moniker "Lake Bridge" also remained in use through the nineteenth century. With its key location at the juncture of

³ "Newport Charter," *Express and Standard*, March 14, 1918.

several rivers, vantage onto the international water-body of Lake Memphremagog, and—by the 1860s—expansive railroad connectivity, the Village of Newport steadily ascended in importance within Orleans County, eclipsing Irasburg as the county’s shire town in 1886. By the close of the nineteenth century the village was characterized by a compact form defined by the commercial corridor of present-day Main Street and its rectilinear grid of generally residential framing streets, with a notable industrial identity related to lumber processing and milling (see **Figures 3-1, and 3-2**).⁴



Figure 3-1: Excerpt Depicting Project Area from H.F. Walling *Map of the Counties of Orleans, Lamoille, and Essex*, 1859

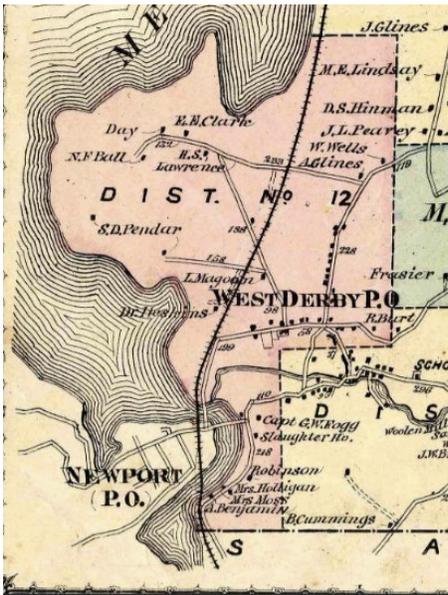


Figure 3-2: Excerpt Depicting Project Area from F.W. Beers and Company *Atlas of the Counties of Lamoille and Orleans*, 1878

⁴ A.M. Hemenway. *The Vermont Historical Gazetteer: Volume III* (Claremont, New Hampshire: The Claremont Manufacturing Company, 1877), 304.

By the early twentieth century, Newport’s growing population and ascending commercial and institutional weight culminated in the incorporation of the Village into the City of Newport, greatly expanding the geographic size and civic dimensions of the community. The incorporation brought in lands along Lake Memphremagog to the north, including the entirety of the former village of West Derby, as well as portions of Salem (see **Figures 3-2** and **3-3**). Incorporation of the City was heralded as a symbol of inexorable progress for the “thrifty villages of the north,” with the new City Charter, “uniting two good lively villages [Newport and West Derby], situated in two towns...The opportunity to realize some of our hopes and dreams, united in purpose.”⁵

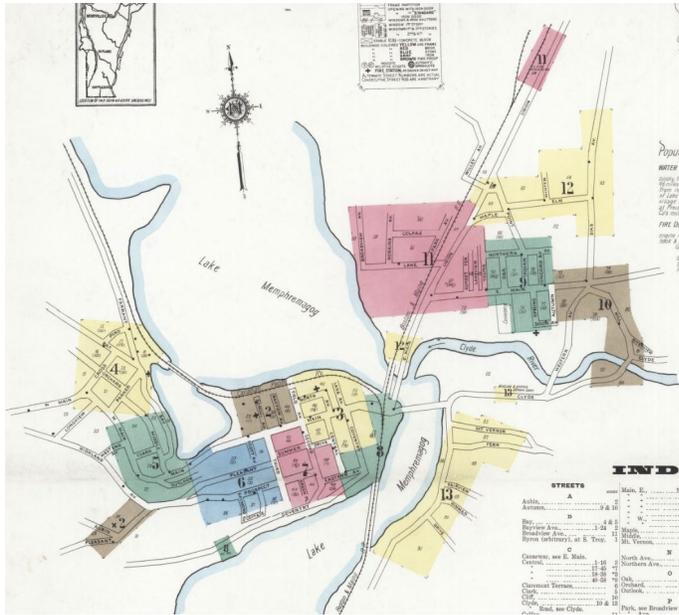


Figure 3-3: Excerpt Depicting Project Area from *Sanborn Fire Insurance Map of Newport, Vermont, 1918*.

The lands of the current Project Area are located within what was once West Derby, and were incorporated under the City Charter in 1918. At the time of the Charter, much of the land was undeveloped, with the central spine of present-day East Main Street, east of the Project Area, the nineteenth century commercial core of West Derby and much of the land to the west along the lake sparsely developed and agricultural in nature. As detailed in the 1878 *Beers Map* of West Derby, the area was defined by the alignment of the Boston & Maine Railroad and a scattered array of agricultural properties (see **Figure 3-2**). By 1918, the year following Newport City’s Charter, the sprawling Prouty and Miller Lumberyard dominated the southern extent of the Project Area, south of present-day Landing Street, with the newly laid out streets of Broadview Ave., Colfax St., and Duchess Ave. only developed with a smattering of residences (see **Figure 3-4**). Further north, the present-day campus of North Country Union High School was denoted as “Abandoned Fairgrounds.” Union, Maple, and Indian Point Streets were characterized by generally nineteenth century housing stock, developed when the area was part of West Derby. At the triangular intersection of Indian Point and Union Streets, the Newport Stock Farm spoke to the community’s agricultural foundations, with farms and agricultural assemblages extending north of the newly incorporated city (see **Figure 3-5**).

⁵ “Newport’s United Purpose,” *Orleans County Monitor*, March 27, 1918.

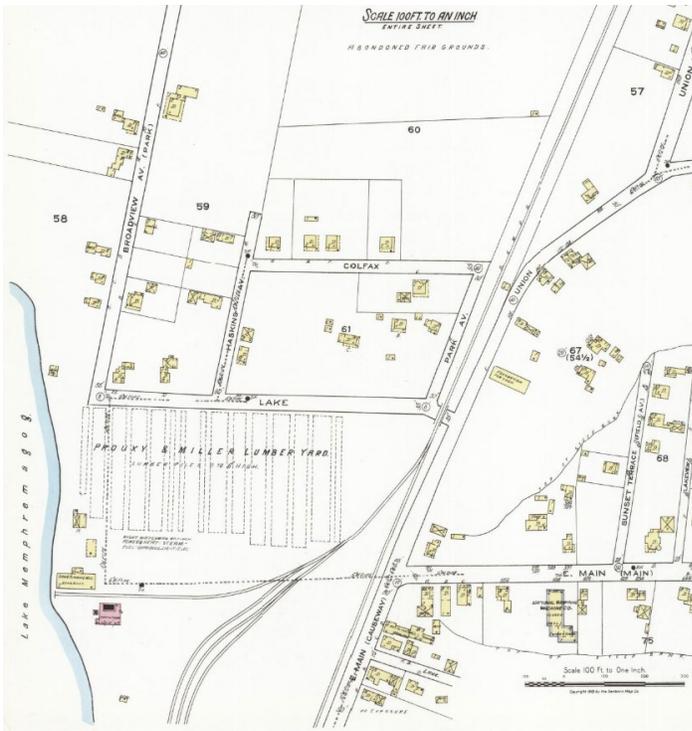


Figure 3-4: Excerpt Depicting southern extent of Project Area from Sanborn Fire Insurance Map of Newport, Vermont, 1918.

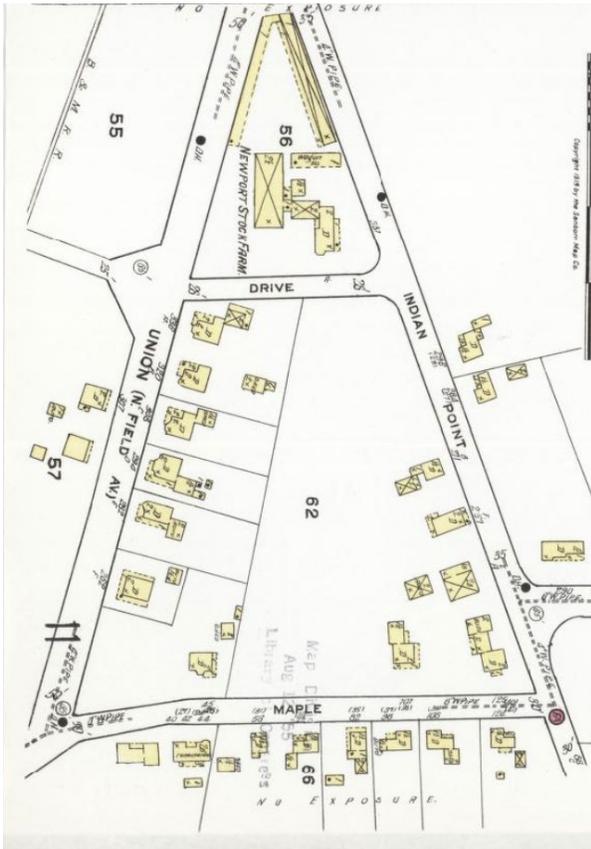


Figure 3-5: Excerpt Depicting northern section of Project Area from Sanborn Fire Insurance Map of Newport, Vermont, 1918.

The dramatic expansion of the geographic size of Newport City initiated a sustained development surge in the Project Area through the 1920s, with housing lots regularly advertised for sale in the neighborhoods immediately north of Landing Street (see **Figure 3-6**)

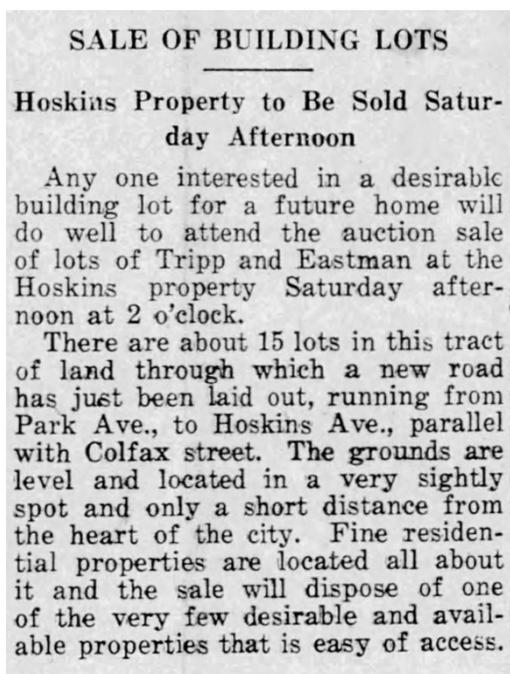


Figure 3-6: Sale of Building Lots, *Express and Standard*, July 31, 1925.

Further cementing the centrality of the Project Area within the City of Newport's civic landscape, in 1940 the widow of Governor George Prouty, Henrietta A. Prouty, donated 38 acres of land that would become Prouty Beach and Park to the City, establishing the area as a central recreational strand in the city's identity to the present:

With the acquirement of thirty-eight acres of land, part of which borders on Lake Memphremagog, the city of Newport may be said to be coming into its own. All these years Newport has been lying on the shores of the lake and yet did not own a park on the lakeshore. Local people and summer visitors were forced to go on private land if they wished to take advantage of the bathing and boating opportunities...Through the beneficence of Mrs. Henrietta A. Prouty, widow of Governor George Prouty, the municipality has purchased these acres of land bordering on the lake, and including what is known as Bluffs Beach.⁶

Several years later, in 1944, the Lakeside Plywood Company purchased several acres of land flanking the nineteenth century railroad tracks along Union Street, forming the foundations for the present-day Columbia Forest Products site, with Columbia purchasing the mill in the 1960s and continuing to operate

⁶ "Newport's Good Fortune," *Orleans County Monitor*, September 18, 1940.

to the present. Just south, in 1962 a National Guard Armory was developed on the east side of Union Street, reflecting a surge of Cold War readiness development in the period.⁷

Of lasting import, by 1967 the former fairground site in the center of the Project Area, then-owned by Newport City's American Legion as Veterans Park, was redeveloped as the site of North Country Union High School, a centralized secondary school serving 1,270 students from 12 towns radiating around the City of Newport across Orleans County. Development of the school was part of a wave of consolidation during the period that saw the dissolution of town academies and schools across the state in favor of centralized union campuses, as detailed in period press:

The huge three-sectioned building linked together with glass enclosed corridors, light furnishings, and carpeted floors, well-equipped laboratories and vocational rooms, is a far cry from the five high schools where students attended last year. North Country Union High School, its new building, new programs, new ideas, draws from the largest area in the state...The building itself has three distinct two-story units: 1. Auditorium and Gymnasium, 2. Academic, and 3. Vocational, located on a 27-acre site donated by Veterans Park to support the people of the community.⁸

On the eve of North Country Union High School's construction, aerial imagery depicts the site as an open expanse, framed to the south by the neighborhood framing Colfax Street, the west by Prouty Beach and Park, the east by the railroad alignment spanning north, and to the north by a developing amalgamation of residential, industrial, and vestige agricultural settlement (see **Figure 3-7**) Following construction, mid-century residential development in the area accelerated, with residential growth fanning north on Bluff Road as well as a series of subdivisions to the north of the Project Area that continued to develop in the closing decades of the twentieth century.

The mid-1970s presented yet another successive wave of institutionally-based growth within the Project Area, with North Country Hospital opened in 1973 on a 30-acre site immediately north of the Project Area on Prouty Drive (see **Figure 3-8**). In a similar manner to the opening of the union high school, the hospital was hailed as a key element of the City's growth and future trajectory as an anchor for Orleans County and beyond, as detailed in the *Burlington Free Press*:

Dedication ceremonies for the new 80-bed North Country Hospital and Health Center are planned for November 4th. The \$5,500,000 comprehensive facility has been completed and will accommodate regional patients...In the past there was a heavy concentration of professional skills in urban areas and there is a direct relationship between people not receiving adequate medical care and the number of miles they live from the nearest hospital...development will help correct the problem.⁹

The 1970s development of the North Country Hospital site spurred related growth in and around the Project Area over the coming decades, with late twentieth century specialty clinics and other related administrative construction flanking Prouty Drive.

⁷ "Lakeside Plywood Company to Build New Factory Here," *The Newport Daily Express*, October 24, 1944.

⁸ "North Country Union High Far Cry From 5 Schools," *The Burlington Free Press*, February 8, 1968.

⁹ "Dedication," *The Burlington Free Press*, October 11, 1973;



Figure 3-7: Aerial Image of Project Area, 1962.

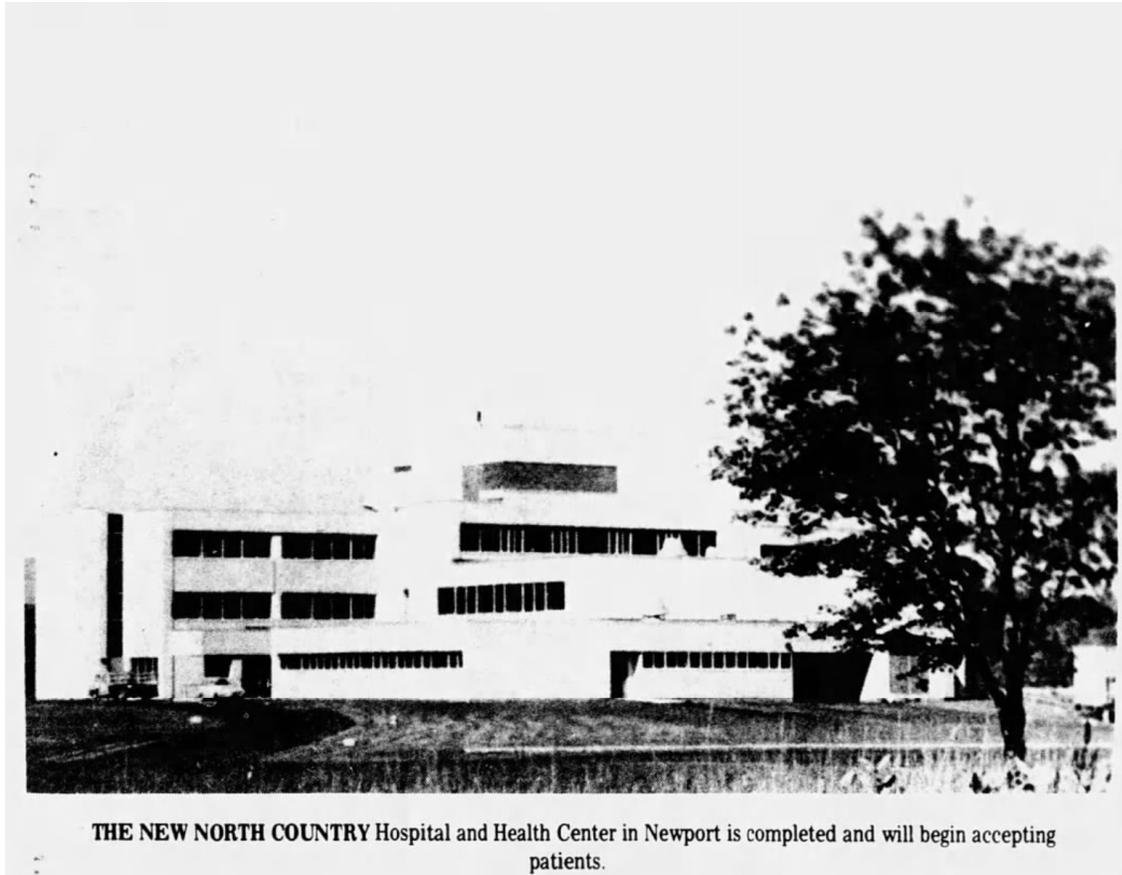


Figure 3-8: North Country Hospital, *The Burlington Free Press*, October 11, 1973.

Built upon these foundational contextual and built environment development layers, growth and transition has continued to define the Project Area to the present, with agricultural lands to the east of Union Street developed with the Newport City Garage and Newport Ambulance Services in the 2000s, and other modest infill development along the area's corridors. Within this evolving development context; however, the Project Area's multi-faceted and defining historic period development identity remains intact, with late nineteenth and early twentieth century neighborhood and community development overlain with various eras of Newport's defining civic and institutional maturation.

4. DESCRIPTION OF PROJECT AREA

The APE for the Project generally encompasses much of the developed area north of Union Street's intersection with East Main Street (VT Route 5), following Union Street to Prouty Drive, extending west to Bluff Road, west along Freeman Street, south between Prouty Beach and Park and North Country Union High School, and south on Broadview Avenue to Landing Street. The following section provides a visual analysis of the Project Area's contextual streetscape, organized by neighborhood, followed by a description of previously documented and potential built environment Historic Properties found within the Project Area. Refer to **Figures 2-1 and 2-2** for a depiction of the Project APE. All photographs were taken by the author on August 12, 2025, unless noted.

4.2 Streetscape Overview of the Project Area

Park Avenue, Landing Street, Broadview Avenue, Duchess Avenue, Colfax Street, Hoskins Street Neighborhood

Embedded between the alignment of the Canadian Pacific Railroad and Lake Memphremagog, the largely early twentieth century neighborhood north of Landing Street and south of North Country Union High School is characterized by a generally rectilinear form and compact lot-size development pattern. Though exclusively residential, streets are not developed with sidewalks, with residences set directly back from the street frontage, generally embedded in front yards with grass, mature trees, shrubs, and landscaping. As discussed in the Historic Context in **Section 3**, the neighborhood largely developed in the period following the Charter of the City of Newport, in the late 1910s and 1920s, though some development may date to the late nineteenth century and some infill development dates to the mid-twentieth century and beyond. Representative property types include American Foursquare, Queen Anne, Greek Revival, Italianate, as well as a small number of mid-twentieth century infill residences. Of note, the southern entrance to the neighborhood is defined by the elevated trestle crossing of the railroad alignment, providing a clearly demarcating boundary. As discussed in **Section 4.3**, based upon this reconnaissance-level review, the neighborhood appears to have the potential to convey significance as a foundational element of Newport City's early twentieth century Charter and expansion. See **Photographs 4-1** through **4-4** for representative streetscape depictions.



Photograph 4-1: Looking West at Railroad Trestle and Landing Street Underpass toward Landing and Park Streets.



Photograph 4-2: Looking west on Landing Street toward Lake Memphremagog.



Photograph 4-3: Looking west on Colfax Street



Photograph 4-4: Looking South on Hoskins Street toward Landing Street

North Country Union High School / Prouty Beach and Park

Embedded between Duchess Avenue to the south, Veterans Avenue to the west, Freeman Street to the north, and the alignment of the Canadian Pacific Railroad to the east, the 22-acre North Country Union High School Campus reflects a sprawling institutional form, with mid-to-late twentieth century educational construction surrounded by expansive parking lots and athletic fields. To the west, the 29-acre recreational parcel of Prouty Beach and Park extends to the shore of Lake Memphremagog, extending to the west of the Project Area outside of the APE. In contrast to the surrounding neighborhoods, characterized by a generally compact and residentially-dominant form, the streetscape of this area is defined by an institutional expansiveness, with a small number of circulation arteries accessing large-scale institutional buildings and amenities, most notably the 1967 high school building and the modern associated North Country Career Center. To the north and west of these core buildings, athletics fields, and a running track frame the school campus. The Prouty Beach and Park access road extends west from this main campus area, extending from Veterans Avenue. The park is characterized by various recreational amenities, with most outside of the APE. As discussed in **Section 4.3**, based upon this reconnaissance-level review, the high school and park resources appear to have the potential to convey significance as elements of Newport City's mid-twentieth century community expansion and institutional maturation.

Of note, American Legion Post #21 stands at the northwest corner of the high school site, on a separate 1.5-acre parcel. As detailed in the Historic Context in **Section 4**, the American Legion donated the lands that were developed with the high school in the 1960s, donating the former Veterans Park / Fairgrounds. The Legion Building was constructed in 1949 and features a significant mid-century social hall form surrounded by small-scale landscape amenities. As discussed in **Section 4.3**, based upon this reconnaissance-level review, the property appears to have the potential to convey significance as a post-war social and community hall.¹⁰

Immediately north of the high school campus, Freeman Street is lined with mid-century Ranch-style residences in a generally consistent form, reflecting general themes of mid-century growth of the area as the City of Newport expanded north from its historic core. See **Photographs 4-5** through **4-10** for representative streetscape depictions of this section of the Project Area.

¹⁰ "Proposed Newport Legion Home," *The Newport Daily Express*, February 19, 1949.



Photograph 4-5: Facing northeast toward main buildings of North Country Union High School.



Photograph 4-6: Facing northwest on Veterans Avenue with North Country athletic fields on left and entrance to Prouty Beach and Park in background.



Photograph 4-7: Facing west toward entry booth Prouty Beach and Park.



Photograph 4-8: Facing south from Freeman Street toward North Country Union High School athletic fields and buildings.



Photograph 4-9: Facing south on Veterans Avenue toward American Legion Post 21.



Photograph 4-10: Facing west on Freeman Street, North Country Union High School campus on left, mid-century residential lots on right.

Bluff Road

Extending from Union Street to Prouty Drive, the Bluff Road segment of the Project Area is characterized by a heterogeneous form, with light industrial, commercial, and education-related development at the street's south end, and generally residential development as the street extends north to Prouty Drive. At its south end, the corridor reflects its proximate relationship to the adjacent rail corridor, with an overpass spanning the rail alignment and mixed light industrial uses. Traveling north, the road is flanked by generally mid-twentieth century residential development, with Minimal Traditional, Ranch, and Colonial Revival residences in a variety of modest and altered forms. Sidewalks flank the roadway, and mature vegetation is interspersed on the framing lots. Several residences on the alignment appear of an earlier construction era, likely developed prior to the Newport City Charter and reflective of the earlier development of the area as part of West Derby, as discussed in **Section 4.3**. Several small streets extend from the Bluff Road spine, including Pine Grove Cemetery Road, Cove Road, and Willey Street, also flanked by mid-to-late twentieth century residential development in the Project Area. See **Photographs 4-11** through **4-16** for representative streetscape depictions of this section of the Project Area.



Photograph 4-11: Looking south on Bluff Road toward intersection with former rail alignment, note industrial and residential use framing.



Photograph 4-12: Looking north on Bluff Road at transition from industrial to residential streetscape.



Photograph 4-13: Looking north on Bluff Road north of Willey Street in residential section.



Photograph 4-14: Looking south on Bluff Road, note sidewalks, mature vegetation, and residential form.



Photograph 4-15: Bluff Road at intersection with Prouty Drive, note nineteenth century residence on corner, vestige of West Derby development period.



Photograph 4-16: Facing northeast toward modern housing development off of Willey Street

Prouty Drive

Extending from Bluff Road on the west to Union Street on the east, Prouty Drive is characterized by largely institutional development associated with the 1973 North Country Hospital and associated development. The 35-acre hospital complex includes the multi-component 1970s hospital building, with other more modern specialty clinics on surrounding parcels. At the east end of the road segment, the Beebe Spur Rail Trail, former Canadian Pacific Railroad alignment, extends north, running alongside a largely mid-twentieth century residential subdivision extending north. To the south of Prouty Drive on its east end, the approximately 30-acre Columbia Forest Products parcel extends along the former rail corridor, reflecting a long period of milling development at the site. Prouty Drive is characterized by both a sidewalk and partial area of extant bike path, connecting the Beebe Spur Trail to recreational areas west of the Project Area including Bluffside Farm. As discussed in **Section 4.3**, based upon this reconnaissance-level review, the hospital site appears to have the potential to convey significance as an institutional representative of Newport City's mid-to-late twentieth century community expansion and institutional maturation. See **Photographs 4-17** through **4-22** for representative streetscape depictions of this section of the Project Area.



Photograph 4-17: Looking west on Prouty Drive, North Country Hospital at right.



Photograph 4-18: North Country Hospital from Prouty Drive, constructed 1973.



Photograph 4-19: Looking east on Prouty Drive, Columbia Forest Products site at right, modern medical offices at left.



Photograph 4-20: Looking north on Beebe Spur Trail extending from Prouty Drive.



Photograph 4-21: Looking east on Prouty Drive with Columbia Forest Products at right and mid-century residential subdivision at left.



Photograph 4-22: Intersection of Prouty Drive and Union Street at east edge of Project Area.

Union Street

Union Street extends along the east edge of the Project Area, running at the south from the intersection of East Main Street (VT Route 5) to the north at the intersection of Prouty Drive. Like other sections of the Project Area, the alignment is heterogenous in streetscape context, with areas of light industrial and commercial, historic residential, and modern development. Much of the alignment runs parallel to the former alignment of the Canadian Pacific Railroad, jogging east through areas of historic residential development dating to the West Derby period of development, and at its north as it bends around the Columbia Forest Products site in an area of modern development as it extends past the Newport City Garage and Newport Ambulance, both modern in development context. Because of this highly heterogeneous development context, the streetscape conveys a number of distinct framing attributes, with some segments developed with sidewalks and some areas of mature vegetation, coupled with other areas lacking in pedestrian amenities. As discussed in **Section 4.3**, the sole previously documented historic property in the APE is located in this section of the Project Area, the Newport Armory at 540 Union Street. Additionally, based upon this reconnaissance-level review, the Columbia Forest Products site may hold potential significance for its industrial milling associations and sections of Union Street at its southern end may contribute to a potential West Derby Village Residential Historic District. See **Photographs 4-23** through **4-29** for representative streetscape depictions of this section of the Project Area.



Photograph 4-23: Intersection of Union Street and Prouty Drive at east edge of Project Area, note modern Newport Garage complex.



Photograph 4-24: Looking north on Union Street as it bends to the west around Columbia Forest Products away from historic linear alignment, note historic period residence.



Photograph 4-25: Looking south on Union Street in commercial/light industrial segment.



Photograph 4-26: Looking south on Union Street through light industrial commercial core.



Photograph 4-27: 1962 Newport Armory on east side of Union Street.



Photograph 4-28: Looking north on Union Street through residential neighborhood in southern extent of alignment, reflecting development of West Derby in the nineteenth century.



Photograph 4-29: Intersection of Union Street and Park Street / Landing Street at southern edge of Project Area, former railroad grade at left.

4.2 Historic Properties in the Project Area

The following section details all known historic properties under Section 106 of the NHPA and historic sites under Criterion 8 of Vermont Act 250 located in the Project Area. As depicted in the APE mapping in **Section 2** and **Attachment A**, the APE includes the full extent of the potential multi-use path options, inclusive of construction, staging, and Project access. It is important to note that this APE includes a broad area of assessment to support the issues and alternatives analysis of the Feasibility Study, with the Feasibility Study serving to support future refinement of Project plans that will define a narrower Project footprint based upon the information developed under the Feasibility Study.

Newport Armory, 540 Union Street

The Newport Armory at 540 Union Street (SPAN 435-136-16191) is a one-story International Style brick building located on the east side of Union Street (see **Photograph 4-27**). The building was constructed in 1962 as part of Cold War readiness campaigns, and features the same design as the armories in Bradford, Enosburg Falls, Swanton, Vergennes, Williston, and Windsor. The property was identified as eligible for the NRHP/VSR under Criterion A in 2013 (see **Attachment A**). As such the property is a historic property under Section 106 of the NHPA and a historic site under Criterion 8 of Vermont Act 250.

4.3 Potential Historic Properties in the Project Area, Not Formally Evaluated to Date

Field documentation and preliminary background research of properties in the APE identified 11 properties that appear to have the potential to convey significance under the criteria of the NRHP/VSR. The following section summarizes each of the properties and provides a *preliminary* assessment of their potential for NRHP eligibility based upon the reconnaissance-level analysis undertaken as part of this HRI. Please note, this reconnaissance-level review is intended to support future refinements in Project planning and does not include comprehensive evaluation or field documentation to support a formal finding. This analysis will be updated and refined as necessary to support development of a preferred alternative.

Park Ave., Landing St., Broadview Ave., Duchess Ave., Colfax St., Hoskins St. Historic District

The residential neighborhood located north of Landing Street and south of North Country Union High School appears to possess potential significance as an early twentieth century residential assemblage reflecting the City of Newport's growth following the City Charter in 1918 (see **Photographs 4-1** through **4-4**). With a uniform rectilinear street grid, mature landscaping, and array of early twentieth housing forms, the neighborhood is expressive of themes that may bear significance under criteria A and C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

West Derby Village Residential Historic District

The residential section of Union Street between Maple Street and Short Bluff Road appears to possess potential significance as a residential assemblage reflecting the development of West Derby Village prior to the Newport City Charter (see **Photographs 4-28**). With a uniform rectilinear street grid, mature landscaping, and array of mid-to-late nineteenth century housing forms, the neighborhood is expressive of themes that may bear significance under criteria A and C of the NRHP/VSR. Much of this potential historic district is not located within the Project Area and extends west of the APE; however, this small section on Union Street may contribute to a potential larger district that would include neighborhoods of the former West Derby Village extending to the east along East Main Street. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

Prouty Beach and Park

The Prouty Beach recreational area and beach (SPAN 435-136-15604) located west of North Country Union High School on Lake Memphremagog appears to possess potential significance as a mid-twentieth century civic recreational resource (see **Photographs 4-6 and 4-7**). While much of the park is outside of the APE, the assemblage as a whole is expressive of themes that may bear significance under criteria A and C of the NRHP/VSR as a recreational resource and civic landscape. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

North Country Union High School

The North Country Union High School educational campus (SPAN 435-136-15651) appears to possess potential significance as mid-1960s educational assemblage reflecting key themes of educational consolidation and city growth in the mid-twentieth century (see **Photographs 4-5 and 4-8**). With a modern and multi-component institutional form conveying educational functions and aspirations of the mid-twentieth century, the campus may bear significance under criteria A and C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

North Country Hospital

North Country Hospital (SPAN 435-136-15650) appears to possess potential significance as mid-1970s rural hospital assemblage reflecting key themes of rural health development and city growth in the mid-twentieth century (see **Photograph 4-18**). With a modern and spare institutional form, the hospital may bear significance under criteria A and C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

Columbia Forest Products

Columbia Forest Products (former Lakeside Plywood Company Plant) (SPAN 435-136-14624) appears to possess potential significance as milling and lumber processing complex reflecting key themes of industrial and extractionary growth in Newport and its environs through the twentieth century (see **Photograph 4-30**). With a sprawling and evolving industrial form, the operating facility may bear significance under criteria A and C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

American Legion Post No. 21

The American Legion Post No. 21 (SPAN 435-136-14290) appears to possess potential significance as a 1940s social and fraternal hall reflecting key themes of community organizational growth in Newport in the mid-twentieth century period (see **Photograph 4-9**). With a modest communal form, the social hall may bear significance under criteria A and C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

393 Prouty Drive

The c. 1965 residence at 393 Prouty Drive (SPAN 435-136-15995) is an excellent example of the Googie-style in a modest residential form (see **Photograph 4-31**). With an angular and glassy form with integrated carport and garage and heavily cantilevered roofline, the residence may bear significance under Criterion C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.



Photograph 4-30: Overview of Columbia Forest Products Mill



Photograph 4-31: 393 Prouty Drive

588 Bluff Road

The c. 1880 residence at 588 Bluff Road (SPAN 435-136-16112) is representative of the agricultural and peripheral development of West Derby in the nineteenth century, prior to the Charter of the City of Newport (see **Photograph 4-15**). With a Victorian Gothic cottage form, the residence may bear significance under Criterion C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

533 Bluff Road

The c. 1920 residence at 533 Bluff Road (SPAN 435-136-14320) is representative of the early twentieth century residential development of the agricultural lands fronting Lake Memphremagog following the Newport City Charter (see **Photograph 4-32**). With a modest Bungalow-form, the residence may bear significance under Criterion C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.

667 Union Street

The c. 1910 residence at 667 Union Street (SPAN 435-136-14542) is representative of early twentieth century development of West Derby prior to the Newport City Charter (see **Photograph 4-33**). With a complex American Foursquare / Colonial Revival form and mature landscape setting, the residence may bear significance under Criterion C of the NRHP/VSR. More detailed documentation would be needed to make a formal determination of historic property status under Section 106 of the NHPA or Act 250.



Photograph 4-32: 533 Bluff Road



Photograph 4-33: 667 Union Street

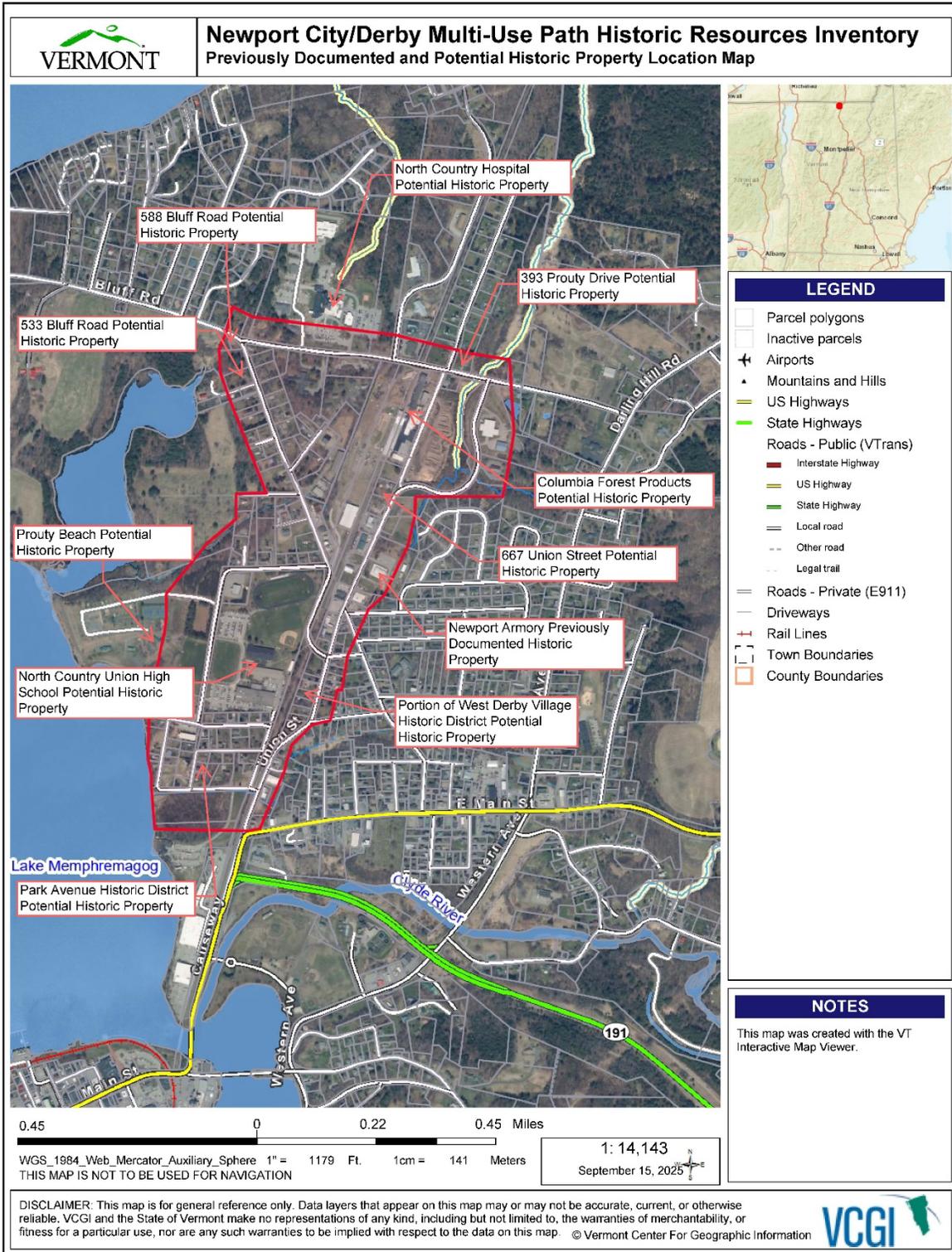


Figure 4-1: Newport City/Derby Multi-Use Path Previously Documented and Potential Historic Property Location Map

6. FINDINGS AND CONCLUSIONS

NVDA is conducting a Feasibility Study to identify alternatives, issues and costs and provide recommendations related to construction of a multi-use path to connect the existing Newport Bike Path, owned by the City of Newport with the Beebe Spur Rail Trail Owned by the State of Vermont. The feasibility study proposes to assess, identify, and prioritize locations for new and upgraded connections, amenities and enhancements to these existing pedestrian and cycling facilities that will provide the user a seamless experience. The study also seeks to develop opportunities for trailhead parking, trail crossing safety improvements, connections to businesses and other facilities/amenities within the Project Area, and interpretive opportunities. The feasibility study and its associated technical support studies are intended to support compliance with all potential permitting requirements for the Project, including those related to historic properties under Section 106 of the NHPA (as codified in 36 CFR Part 800) and under Vermont Act 250 Criterion 8.

This HRI was developed as a component of the Feasibility Study for the Project to support determination of potential direct and indirect effects to architectural / built environment historic resources, termed “Historic Properties” under Section 106 of the NHPA. The HRI addressed historic period built environment resources only, with archaeological resources addressed in additional documentation developed as part of the scoping study.

The APE for the Project includes the entirety of the Feasibility Study Area that is being assessed as part of the Project Feasibility Study. This APE includes all those areas that may be subject to bike and pedestrian connectivity improvements as part of the proposed Project. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the Feasibility Study, with the Feasibility Study serving to support future refinement of Project plans that will define a narrower Project footprint and defined alignment. Additionally, because the actions defined by the Feasibility Study may include potential encroachment from the public ROW to adjacent private parcel lands, this HRI included reconnaissance-level inventory of all built environment resources on parcels with ROW frontage that may be subject to encroachment in order to fully analyze potential issues related to historic period built environment resources in the Project Area.

This HRI addressed all historic period built environment properties (properties over 50 years of age) including previously identified Historic Properties under Section 106 of the NHPA and Historic Sites under Criterion 8 of Vermont Act 250 that are located within the APE.

As detailed in the report, this HRI identified a single previously documented Historic Property in the Project Area: The State of Vermont National Guard Armory at 540 Union Street, which was documented in 2013 and determined to be eligible for the VSR and NRHP under Criterion A (Survey No. 1015-20).

In addition to the previously identified Historic Property detailed above, this HRI documented 11 potential historic properties based upon the reconnaissance-level inventory undertaken, though these properties were not subject to formal NRHP or VSR inventory or evaluation and as such would require further documentation to determine the historic property status. **1.** Park Ave., Landing St., Broadview Ave., Duchess Ave., Colfax St., Hoskins St. Historic District, a residential assemblage of properties reflecting a foundational period of development following the 1918 Charter of Newport City; **2.** West Derby Village Residential Historic District, a residential assemblage dating to the mid-to-late nineteenth century period prior to the City of Newport Charter, with only a small potential segment in the Project Area; **3.** Prouty Beach and Park, a 1940 recreational park and beach for the City of Newport; **4.** North Country Union High School, a 1967 unified union high school representing a transitional era in mid-twentieth century educational consolidation; **5.** North Country Hospital, a 1973 rural hospital developed as part of a wave of rural civic improvement; **6.** Columbia Forest Products Plant, a veneer and plywood mill initially developed along the extending rail corridor along Union Street in 1944 and expanded through the twentieth century; **7.** American Legion Post No. 21, a 1940s social hall and fraternal organization; **8.** 393 Prouty Drive, a 1965 Ranch style residence developed as part of a wave of mid-twentieth century residential development; **9.** 588 Bluff Road, a c. 1880 Gothic-style farmhouse representative of West Derby's agricultural development prior to the Charter of Newport City; **10.** 533 Bluff Road, a 1920s Bungalow-style cottage reflecting early residential development of Bluff Road; and **11.** 667 Union Street, a c. 1910 American Foursquare residence.

The remainder of the inventoried built environment properties in the APE are not historic period in age (over 50 years of age) or do not appear to possess sufficient significance and/or integrity to convey any potential significance under the criteria of the NRHP or VSR. It is important to note that this documentation was based upon reconnaissance-level inventory to provide a broad assessment of potential effects, and may be refined based upon the selection of a refined preferred alternative and further detailed analysis. Any such updates will be documented in additional reporting as necessary.

The findings of this report are intended to support design development for the Project by identifying previously documented or potential Historic Properties that may be affected by Project activities. Additionally, the documentation is intended to support potential interpretive opportunities. As detailed herein, this analysis finds that the proposed multi-use path development does not appear to have the potential to undermine the significance or integrity of any identified or potential historic property. Rather, introduction of appropriate pedestrian and cyclist amenities would reinforce important civic characteristics that are reflective of the historic period of development. Further, based upon the historic context presented in **Section 3**, this analysis recommends interpretive opportunities relating to Newport's civic growth following the 1918 City Charter, the foundational nineteenth century development of West Derby, transportation and rail-related development and industrial activity, and residential

growth and development patterns in the City's neighborhoods through the twentieth century, inclusive of major institutional developments.

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7. PREPARER'S QUALIFICATIONS

Senior Architectural Historian Polly Allen authored this report, conducting research, public outreach, and fieldwork in support of the project. Ms. Allen received a Master of Science degree in Historic Preservation from Columbia University and a Bachelor of Arts in American History from the University of Wisconsin-Madison. Ms. Allen has over 20 years of experience in cultural resource management and has served as Lead Architectural Historian on a wide range of inventory and evaluation projects across the United States, with many undertaken for the transportation sectors in both Vermont and across the United States. Based on her level of experience and education, Ms. Allen qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61). Ms. Allen is also listed on the Qualified Consultants List for the VDHP.

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Vermont Center for Geographic Information

Vermont Division for Historic Preservation Online Resource Center (ORC) (online archive)

Vermont History Explorer

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ATTACHMENT A:
Vermont Historic Sites and Structures Survey:
Newport Armory, 540 Union Street

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ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

This 1962 armory is a one-story American International Style brick building located on the east side of Union Street in Newport. It faces west, and is comprised of a two-story rectangular drill hall that is surrounded by a deep, one-story projection, except at the rear (west) elevation of the building. The rear elevation has a one-story small projection at the right end of the drill hall. The building has a concrete foundation and concrete block walls faced with brick veneer. The roof consists of a low-sloped gabled section with an east-west centered ridge, and flat edges along the south and north elevations, creating a small gable at the front and rear elevations. The building lacks architectural ornamentation.

The symmetrical first story of the front (west) elevation has a centered four bay recess that contains a right hand entryway with a double-leaf metal door and three regularly-spaced large horizontal window openings infilled with metal panels flanking paired vertical sliding aluminum windows. The rest of the front elevation, on each side of the recess, has always lacked fenestration.

The first story of the north elevation has, from left to right, four regularly-spaced small horizontal awning windows and five regularly-spaced openings matching those of the front elevation. The second story of the north elevation of the drill hall has five vertical window openings, three are clustered in the center and the other two are closer to the corners of the building. These openings contain aluminum-framed four-pane windows.

The first story of the south elevation has, from left to right, six horizontal awning windows, a smaller awning window, a seventh horizontal awning window, a triplet of aluminum-framed large single-pane vertical fixed windows over horizontal awnings, a small recess that contains a metal door flanked by vertical window openings containing a square window over an awning window, and an eighth horizontal awning window. The second story of the south elevation of the drill hall has the same window configuration as the second story of the north elevation, and there is a tall brick square exterior chimney between the third and fourth window openings.

The rear (east) elevation has a large off-center truck bay with a rolling metal door. The east elevations of the one-story wraparound projection each have two horizontal awning windows. The projection to the right of the truck bay lacks fenestration.

The Newport armory was constructed in 1962, and has the same design as the armories in Bradford, Enosburg Falls, Swanton, Vergennes, Williston, and Windsor. The first story windows that have been infilled with paneling and replacement windows were originally similar to the triplet window at the south elevation. These former windows had aluminum frames and horizontal fixed upper panes and lower horizontal awnings. The window alterations date to 1983, and were undertaken at all of the Cold War-era armories around the state in order to improve energy efficiency. The building remains an armory.

RELATED STRUCTURES: (Describe)

n/a

STATEMENT OF SIGNIFICANCE:

The Newport Armory is one of sixteen armories that were constructed from the early 1950s to the early 1970s in Vermont as part of an "Armory Construction Program." These armories were constructed based on three different designs for three different building campaigns. The Newport armory, as well as the Bradford, Enosburg Falls, Swanton, Vergennes, Williston, and Windsor armories, were based on the third set of designs, which were produced in 1957 by Webber & Erickson, Architects, of Rutland, Vermont. This partnership was comprised of Ernest Erickson and Payson Webber, and lasted from 1949 to 1961. This architecture firm also designed the Montpelier, Vermont, high school.

The Newport armory helps depict the history of the Vermont Army National Guard, as well as Vermont's Cold War history, a time when the United States military was reorganized due to the perception of an imminent attack by the U.S.S.R. The Cold War was the first period in American history that the Federal government provided financial assistance to state armories, and the construction of this armory was part of the third building boom of armory construction in U.S. history, which followed the end of the Korean War in 1953. The severe modern appearance is typical of 1950s and 1960s armories, not just in Vermont, but around the United States. The Federal funding was accompanied by Federal design guidelines for National Guard armories.

Since this armory is over fifty years of age, and helps contribute to the military history of Vermont, it appears to be individually eligible for the State and National Registers of Historic Places under Criterion A. Although most of the first story windows have been replaced, the rest of the building is intact and is architecturally significant due to its American International style, which is uncommon in Vermont, and due to its unusual roofline. These characteristics appear to make the building eligible under Criterion C for the building's architectural significance. The armory could also be included in a potential Multiple Property Documentation Form (MPDF) for Vermont's Cold War military resources.

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Facing southeast toward front of armory, 2012



Facing northeast toward front and south elevation of armory, 2012