

The Town of West Rutland,
The Town of Rutland
And
The Rutland Regional Planning Commission
Smart Growth Connection Plan

Final Report



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June 8, 2016

The report is formatted for double sided printing; blank pages are intentional.

The Towns of Rutland and West Rutland would like to thank The Pies the Limit for their donation of food for the first public work session.

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I. INTRODUCTION

A. OVERVIEW

The Towns of Rutland and West Rutland jointly developed a plan that has integrated land use and transportation recommendations along Business Route 4 and Vermont Route 4A from the east end of Center Rutland to the west end of West Rutland Village. This Smart Growth Connection Plan identifies short and long term goals and actions related to transportation improvements, streetscape enhancements, redevelopment scenarios, and economic development opportunities. This integrated transportation plan will provide for increased mobility for all users as well as encourage well-planned and sustainable economic growth in the private sector along the corridor and in the activity centers at each end.

To assist with the completion of the plan, the Towns organized a Smart Growth Connection Plan Steering Committee consisting of elected and appointed board and commission members and staff from each town as well as representatives of other interested groups, including the Vermont Agency of Transportation (VTrans), the Vermont Agency of Commerce and Community Development (ACCD), the Rutland Regional Planning Commission (RRPC), local land and business owners in the Study Area, and other local interested organizations. The Steering Committee participated in hiring a consultant team to assist with the project that included Broadreach Planning & Design, Stantec Consulting Services, Brovitz Community Planning & Design, Doug Kennedy Advisors, and T. J. Boyle Associates (the BRPD Team).

Figure 1 shows the general location of the Study Area within west central Vermont. **Figure 2** shows the more specific limits of the Study Area.

The Study Area is generally centered on the US Business Route 4 and Vermont Route 4A corridor. US Business Route 4 (Bus. Rt. 4) extends from Rutland City into Rutland Town and runs west into West Rutland. It ends at the US Route 4 access interchange. From that point west, the road is designated as Vermont

Route 4A (VT Rt. 4A). US Route 4 is the designation of the freeway that runs east and west to the south of Bus. Rt. 4 and VT Rt. 4A.

The Study Area incorporates portions of both Rutland Town and West Rutland Village. Overall, there are 674 properties comprising 1,436 acres in the Study Area, of which 514 properties and 1,021 acres are located in West Rutland and 160 properties and 417 acres are located within Rutland Town.

After an initial review of conditions in the Study Area, the Steering Committee organized the Study Area into three general sections:

- Center Rutland,
- The Business Route 4 Interconnection area, and
- West Rutland Village.

Figure 2 shows the general limits of the three different sections within the Study Area.

- Center Rutland is a minor concentration of highway-oriented commercial uses and the Town Office, surrounded by several residential neighborhoods, located in Rutland Town in the eastern portion of the Study Area.
- West Rutland, as defined for this project, is on the western end of the Study Area and includes the traditional West Rutland Village area's residential, office, retail, industrial, and institutional uses as well as the Westway Mall and surrounding businesses.
- The Interconnection area is focused on Bus. Rt. 4, which is a four-lane highway corridor serving as a direct link between Center Rutland and West Rutland. The vehicular traffic tends to be oriented toward commuting, but also with a few local area trips and trips to destinations along the corridor.

B. A VISION FOR THE STUDY AREA

The two Towns have developed a joint vision for the Study Area, describing what it will be like in the future.

Both West Rutland Village and Center Rutland are culturally and economically strong and energetic centers for their respective communities. The US Business Route 4 Corridor connecting them also supports a vibrant mix of land uses that complement the two centers, while serving as interesting and inviting places on their own. Together, the three areas provide stimulating, distinct places to live, work, and play.

C. REPORT ORGANIZATION & USE

After a brief review of the process used to develop this study and a summary of the existing conditions and alternative recommendations considered during the work, this report presents the final recommendations in **Chapter III**. The recommendations are presented according to the three geographical sections of the Study Area. Within each section, the recommendations are grouped into three categories:

- Land Use Recommendations,
- Transportation Improvement Recommendations, and
- Economic Development Recommendations.

Figures graphically depict these recommendations. **Figure 3** presents the alternatives for Center Rutland, **Figure 4** presents the alternatives for the Interconnection, and **Figure 5** presents the alternatives for West Rutland Village.

Chapter IV provides information on how the recommendations might be implemented.

Appendix A includes extensive information on the existing conditions within the Study Area and serves as an expansion of the Existing Conditions summary in **Part II B**. **Appendix B** describes the numerous different ideas that were considered to address the issues highlighted in the existing conditions analysis. It also includes information on why some of the alternatives were eliminated from further consideration or analysis.

II. BACKGROUND

A. OVERVIEW

The study began with an extensive look at the existing land use, transportation, and economic conditions in the Study Area. **Appendix A** includes the results of that examination. **Part B** of this Chapter includes a summary of the important points from the existing conditions analysis.

Once the existing conditions were understood, the Steering Committee developed an exhaustive list of potential changes, improvements, actions, and other recommendations for land use, transportation, and economic changes. After refining the list with the Steering Committee, the BRPD Team prepared an alternatives analysis report that described the alternatives and presented evaluation information on each. They posted the information online and presented it to the public at an evening work session so that the public could provide their input on which alternatives might be most appropriate for the Study Area. **Appendix B** includes a copy of the Alternatives report. **Part C** of this Chapter includes a summary of the alternatives process. **Appendix C** includes notes from the Alternatives Public Work Session, as well as notes from other public work sessions.

Using feedback from the public and their own input, the Steering Committee selected the most appropriate land use, transportation, and economic development alternatives to include as the final recommendations of this study, which are presented in **Chapter III**.

B. EXISTING CONDITIONS

The examination of the existing transportation, land use, and economic conditions in the Study Area revealed that:

- The Rutland Region has undergone some painful economic transformations during the past 15⁺/- years, but appears to have stabilized

and while still lagging behind the rest of the State, is ready to move forward in the “new economy”;

- There are sectors in which area employment is increasing: Construction, Manufacturing (both Durable & Non-Durable), and Professional & Business Services; and the Study Area has the capability to support additional employment in each of these areas;
- Dynamic demographic change is creating opportunities for new growth in the Study Area to serve both young, formative households and households containing those aged 60 years and up with smaller residential units suitable for one- or two-person households;
- Several retail categories are underserved in the market area, including restaurants, resale and consignment shops, garden and outdoor retail, and high end retail, which could be potentials for the Study Area;
- The Clarendon River, Otter Creek, and the West Rutland canals each offer opportunities for active and passive recreation as well as connectivity between the Study Area’s development nodes;
- The Study Area is well served by the regional motor vehicle transportation system and is easily reached from the north, south, east, and west but there is a need to improve local driving, walking, and bicycling mobility as well as waterway (canoeing, kayaking) access;
- The Study Area is plainly not a shopping attraction, yet there are elements of retailing that serve a variety of markets, including local residents, local employees, commuters, regional residents, and travelers, and there is potential to build upon these elements.
- The Study Area offers both open industrial development sites and underused industrial buildings, thus creating the capacity for expansion of existing businesses, relocation of existing businesses, or start-up businesses;
- West Rutland and, to a lesser extent, Center Rutland are villages with cultural and economic history, historic structures, and a mix of uses that contribute to a walking community and there is clear potential, in both locations, for circulation and economic enhancement to provide more identity and village “lifestyle”;
- The Carving Studio in West Rutland, the quarries, and the presence of *marble* throughout the village represent an opportunity to develop a theme with roots in both industry and the arts and in Center Rutland, the historic use of Otter Creek as a power source and the presence of the Railroad Museum also offer a prospect of building upon this industrial past, particularly for travelers seeking cultural enrichment;

- The Study Area's location in close proximity to Rutland City, US Route 4, and major ski areas place it very close to a significant travel market, but it is quite apparent that it is not currently tapping that market; even a small increase in market capture could yield significant benefits to the local business community.

C. ALTERNATIVES

The alternatives that formed the basis of the study's recommendations ranged from large-scale roadway modifications or intersection upgrades, to additional development ideas for specific properties, to adding a crosswalk or sidewalks at a specific location, to installing a wayfinding system, to promoting the historic districts to tourists. They were organized according to the three geographical areas and divided into land use, transportation, and economic development alternatives.

In total, the Steering Committee presented over 145 alternatives for public consideration and discussion. Figures, diagrams, text, and tables provided details about the alternatives and presented potential benefits and impacts of each to aid in reviewing and comparing the different alternatives.

Each of the alternatives presented a potentially viable way to improve the Study Area. While most of them have not been selected as final recommendations for this study, this report records them all in **Appendix B**, in the event that situations change and one or more of them might prove to be a useful action in the future for the Towns to undertake.

III. RECOMMENDATIONS

A. OVERVIEW

The recommendations provide a set of actions that the Towns of Rutland and West Rutland and/or VTrans can undertake or initiate in the next five to ten years, either jointly or individually, to improve the Study Area. Within each sector, the recommendations are presented in order of phasing or priorities. Each of the recommendations can be pursued independently; none need any other recommendations to be completed prior to implementation.

B. RECOMMENDATION TERMS

1. INTRODUCTION

The alternatives include several terms that might not be familiar, so the following brief descriptions are meant to make it easier to understand the recommendations.

2. TRANSPORTATION TERMS

Sharrows - These are pavement markings that are used on roads where bicyclists and motorists are sharing the same lane. **Illustration 1** on page 10 shows what a sharrow looks like. They are typically located so that the center of the arrows designates where bicyclists should ride for safety and visibility reasons.

Protected Bike Lanes - These are bike lanes that are separated from the main travel way by some type of barrier, typically a raised median that is about three to four feet wide. They can be paired so that there is one on either side of the road, for travel in the same direction as the adjacent travel way, or they can be placed together on one side of the road, with bicyclists traveling in either direction. **Illustration 2** on page 10 shows a picture of a protected bike way in an urban area where the bike lanes, one in each direction, are both on the same side of the road. In this example, the space between the road and the protected lanes is used for bicycle parking. Protected bike lanes are also appropriate in less densely developed areas.

Illustration 1: Sharrow



Illustration 2: Protected Bike Lanes



Shared Use Path - A path that is from eight to twelve feet wide meant for use by both bicyclists and walkers. **Illustration 3** shows a typical shared use path, often commonly called a "bike path."

Traffic Calming - This is a collective term referring to a number of physical modifications that can be made to a roadway that induce slower speeds on the part of motorists. Motorists tend to travel at higher speeds when the road is wide and open. Traffic calming measures attempt to narrow the roadway or enclose it so that drivers do not feel as comfortable and consequently lower their driving speeds. Some examples of traffic calming measures include lessening the distance between the center line and the outside white line on a roadway to

create a narrower travel lane, planting street trees that will eventually begin to enclose the road, raising the level of crosswalks or intersections so that motor vehicles have to go over a small rise, or adding speed humps, which is a more extreme measure.

Illustration 3: A Shared Use Path



Streetscapes - For this discussion, streetscapes are the various ways that streets can be improved to create a better and more attractive walking and driving experience, including the addition of street trees, benches, special signage, waste and recycling containers, lighting, banners, flag poles, and art work.

Pedestrian Activated Signals at Crosswalks - For this discussion, pedestrian activated signals at crosswalks refer primarily to rapid flashing beacons. These are typical yellow crosswalk signs that have two yellow lights underneath them that begin to flash rapidly when a button is pressed by a walker entering the crosswalk. **Illustration 4** on the next page shows an image of a rapid flashing beacon (RFB), which also has additional warning signs on the pole below the beacon.

3. LAND USE TERMS

Mixed Use Buildings or Development - A development that includes both residential and commercial uses (such as stores or offices) in the same building or group of buildings.



Illustration 4: Solar Powered RFB



Designated Village Center - This is a special designation given by the State of Vermont to village centers that apply and meet the legislatively developed requirements for the designation. The State of Vermont notes in its information about the designation program that “village center” means the core of a traditional settlement, typically comprised of a cohesive mix of residential, civic, religious, commercial, and mixed use buildings, arranged along a main street and intersecting streets that are within walking distance for residents who live within and surrounding the core. Industrial uses may be found within or immediately adjacent to these centers. Village centers are typically smaller in scale than downtowns and are characterized by a development pattern that is consistent with smart growth principles.

C. CENTER RUTLAND RECOMMENDATIONS

1. LAND USE



- CR1 - Create a public park on both sides of Otter Creek off Simons Ave. and Old Falls Road - Increase visual and physical access to Otter Creek and the falls, which are an outstanding feature of Center Rutland. The park would be on both sides of the river and possibly on both sides of Bus. Rt. 4, connecting via paths under the bridge. It could include ADA compliant paths to the falls, picnic areas, native vegetative enhancements, fishing access areas, and canoe/kayak launch points. The issues associated with the flood plain and periodic flooding of the site would need to be addressed and incorporated into the design of the park.
- CR2 - Revise Rutland Town Plan and other land development policies to create local incentives to encourage mixed use new development and/or redevelopment - Edit the Rutland Town Land Use Map and District descriptions in the Town Plan (or write future zoning regulations) to:
 - allow the addition of commercial uses to historic single family residences on Bus. Rt. 4,
 - provide incentives to redevelop the parcels along Bus. Rt. 4 east of the railroad bridge into residential and/or mixed uses that reflect the other types of historic development along the road,
 - allow additional development on appropriate, already-developed properties, and

- allow appropriate conversion of single family residential units into multi-family units, as well as the construction of new multi-family residential units in appropriate locations.

- CR3 - Add community center to Town Hall - Add a community center in the basement or first floor of the existing Municipal Building that could serve as a venue for community activities, educational and recreational events, senior citizen activities, and public meetings.



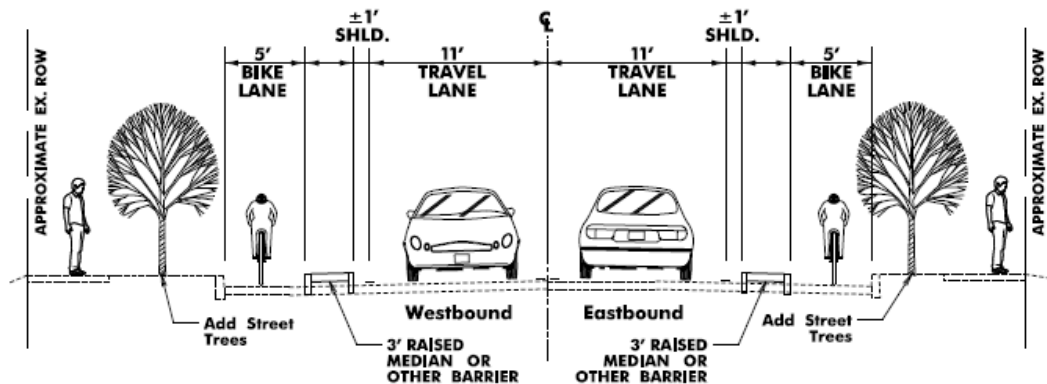
2. TRANSPORTATION

- CR4 - Reduce the number and size of curb cuts - Manage the size and location of existing and future curb cuts to make appropriately spaced and sized narrower access openings along the side of the Bus. Rt. 4 to create more certainty for other motorists, bicyclists and pedestrians as to where motor vehicles would be exiting and entering the highway.
- 
- CR5 - Add crosswalks and complete sidewalk system - Install crosswalks in front of the Town Hall and at the East Proctor Road intersection. It might be necessary to include pedestrian activated signals to help protect the pedestrians using these crosswalks. Expand the existing sidewalk system to
- 

include a sidewalk on at least one side of East Proctor Road from Bus. Rt. 4 to the entrance to Dewey Field and even beyond, a sidewalk on the east side of Ripley Road to meet the sidewalk included on the new bridge, some form of pedestrian-designated walkway or shoulder on Depot Lane, and a clearly discernable sidewalk in front of the property on the southwest corner of Bus. Rt. 4 and Ripley Road (currently occupied by Bennington Furniture).

- CR6 - Add bicycle facilities to Business Route 4, East Proctor Road, and Ripley Road - Narrow the travel lanes on Bus. Rt. 4 to add protected bike lanes on the south side of the road or a five-foot-wide bicycle lane on each side of the road; narrow the travel lanes on Ripley Road to add a four-foot-wide bicycle lane on each side of the road; add sharrows to East Proctor Road. **Illustration 1** shows a possible cross section for Bus. Rt. 4 with bicycle lanes on both sides of the road.

Illustration 1: Business Route 4 Cross Section in Center Rutland with Bicycle Lanes



- CR7 - Add street trees and other traffic calming elements - Install trees along the edge of the road, as well as other physical modifications to the street and adjacent right-of-way that induce slower speeds in motorists, such as curb extensions at crosswalks, raised crosswalks, narrower travel



lanes (as shown in **Illustration 1**), street art, and special lighting. (Modifications within the right-of-way for those portions not currently Class 1 Town Highways will need VTrans approval.)

- CR8 - Add designated bus stops with shelters - Locate identified bus stops at the entrance to the cemetery and Town Hall and on both sides of the street at the intersection with East Proctor Road. Provide shelters for as many of the bus stops as possible to increase the comfort of transit users. Where possible, provide a pull-off area for the bus to allow adequate time for riders to board or depart the bus without unnecessarily blocking other vehicles in the travel lanes.

3. ECONOMIC DEVELOPMENT

- CR9 - Relocate and expand the Railroad Museum - Work with the Railroad Museum volunteers to relocate it to a more visible location on Bus. Rt. 4 still in Rutland Town, such as the new park to be created along Otter Creek, and expand its size and content.



- CR10 - Focus on maintaining industrial or other job-creating land uses for the redevelopment of industrial parcels - Revise the Rutland Town Land Use Maps and Districts in the Town Plan to encourage or even create incentives to develop land uses that preserve industrial or other land uses in these areas that will create jobs.



D. WEST RUTLAND RECOMMENDATIONS

1. LAND USE

- WR1 - Revise zoning to encourage mixed use infill on the front and new development on the rear of the Westway Mall parcel - Modify existing zoning regulations and Future Land Use plan to allow the expansion of the existing building at the Westway Mall to two stories and closer to the front and sides of the property to create additional retail, office, and residential space along with better site amenities for shoppers, neighbors, and potential residents.
- 
- WR-2 - Revise zoning and develop policies to create incentives and encourage mixed use development and redevelopment in the West Rutland Village (VT Rt. 4A from the Connector to Marble Street and Marble Street itself) - Update the existing West Rutland zoning and Future Land Use plan to allow and even encourage the redevelopment of the parcels on Main Street between Gilmore and Elm Streets and along Marble Street from Main Street to the railroad crossing as multi-use developments, with commercial and residential uses in the same building or on the same lot.
- 

2. TRANSPORTATION

- WR3 - Add crosswalks and complete walking system - Expand the existing sidewalk system to fill gaps between sidewalk sections, create links to the proposed multi-use path (WR10), add a crosswalk at the northern sidewalk leading from the front door of the High School, and implement other improvements as needed.



- WR4 - Add street trees and other traffic calming elements - Install trees along the edge of VT Rt. 4A and Marble Street, as well as other physical modifications to the roads and adjacent right-of-way that induce slower speeds in motorists, such as curb extensions at crosswalks, raised crosswalks, narrower travel lanes, street art, and special lighting. (Modifications within the right-of-way for those portions not currently Class 1 Town Highways will need VTrans approval.)



- WR5 - Reduce the number and size of curb cuts - Work with property owners to create single access openings for each lot, having as minimal a width as possible that still serves the location's needs to provide more certainty as to where motor vehicles would be exiting and entering the highway.



- WR6 - Upgrade bicycling facilities on the major roadways - Add protected bicycle lanes on VT Rt. 4A and install sharrows on Main Street and Marble Street. **Illustrations 2, 3, 4, and 5** show potential arrangements for each street to improve bicycling.

Illustration 2: Protected Bicycle Lanes on VT Rt. 4A West of US Rt. 4

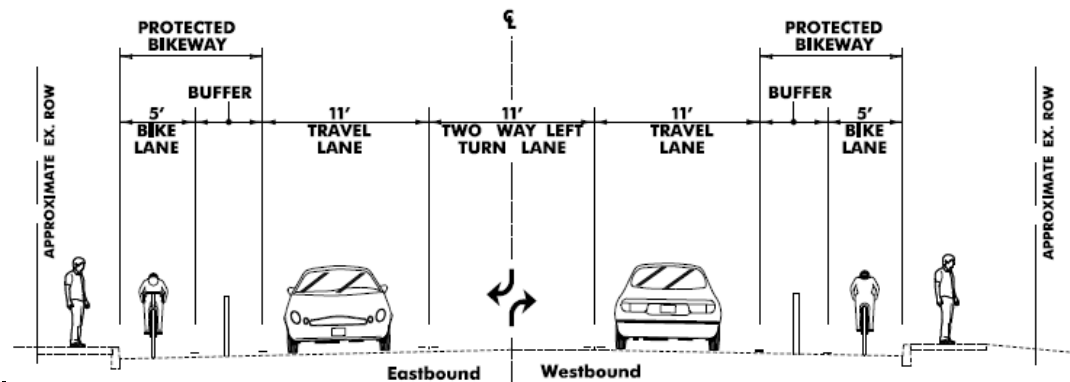


Illustration 3: Sharrows on Main Street Northwest of Clarendon Ave. (Route 133) with Parking on Both Sides of the Road

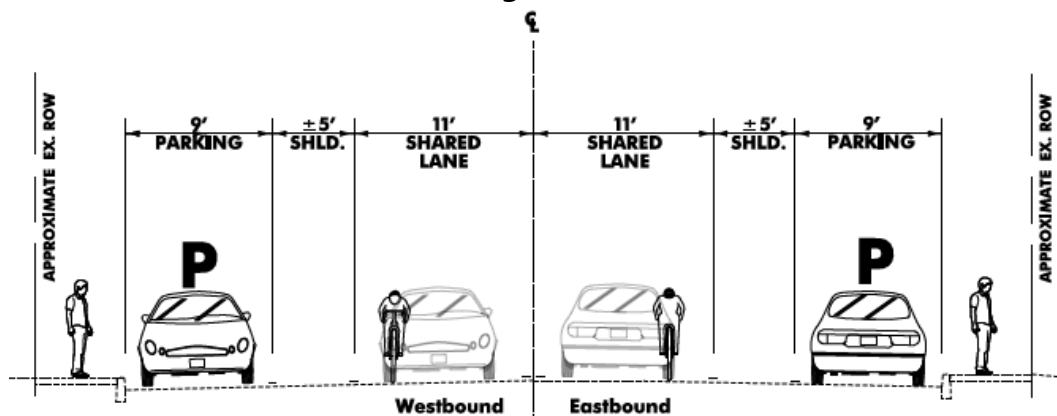


Illustration 4: Sharrows on Main Street North of Marble Street

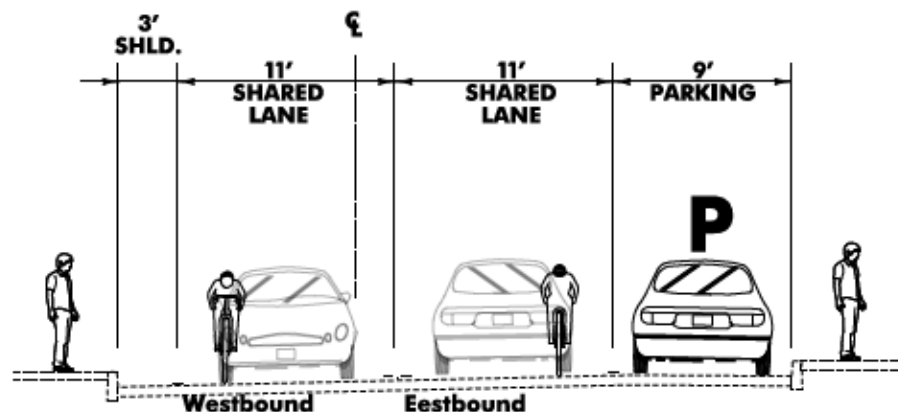
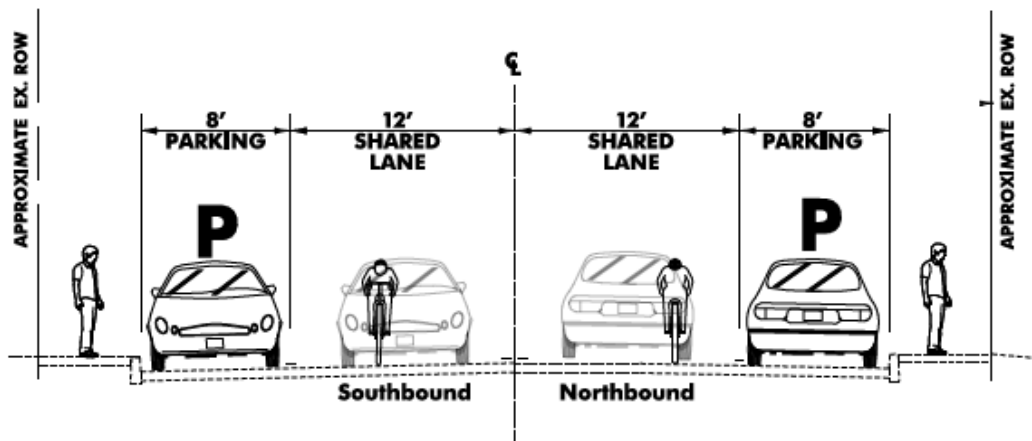




Illustration 5: Sharrows on Marble Street with Parking on Both Sides



- WR7 - Add bus shelters at existing and new bus stops - Locate new bus stops at the intersection of VT Rt. 4A with Marble Street and possibly other locations on either side of Main Street. Identify new as well as existing bus stops by a bus shelter as well as a sign. Where possible, provide a pull-off area for the bus to allow adequate time for riders to board or depart the bus without unnecessarily blocking other vehicles in the travel lanes.
- WR8 - Add access to Westway Mall from Route 4 Connector - Add a new entrance to Westway Mall and/or the vacant land south of the Mall directly from the Connector, either as a full intersection or as a right turn in and right turn out.
- WR9 - Create walking/bicycling path from the recreation area south of US Route 4 to the Carving Studio - Install a new shared use path that would extend from the Town recreation area on the south end to the Carving Studio on the north end and link with the bicycling and walking facilities

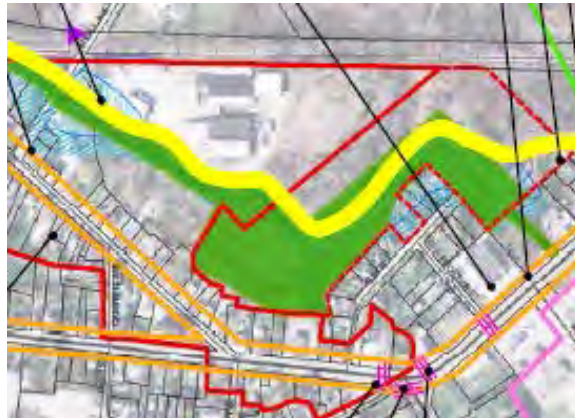
on Bus. Rt. 4 using the side of the canal as possible.

- WR10 - Create a direct link from Sheldon Avenue to Route 4 Connector roundabout - Create a walking, bicycling, and motoring access way into the Gawet property north of the intersection from the jug handle, allowing access only from the east.
- WR11 - Reroute Ross St. to align with Elm Street - Realign Ross Street to bend to the northeast across the empty corner property to intersect Main Street opposite Elm Street. The existing Ross Street right-of-way can be swapped with the adjacent property for the new right-of-way.
- WR12 - Convert the Clarendon Ave. intersection to a roundabout - Replace the existing intersection design with a roundabout. Provide bicycling and walking connections through and around the roundabout. (This recommendation works best is Ross Street - WR11_ is relocated.)
- WR13 - Convert the Route 4 Connector intersection to a roundabout - Eliminate the jug handle intersection, which is no longer needed, and create a roundabout intersection with an access to the Gawet property to the north.



3. ECONOMIC DEVELOPMENT

- WR14 - Expand the Designated Village Center and take advantage of the benefits it brings to the Town - Expand the boundaries of the designated Village Center to include the Gawet property and possibly additional adjacent properties on Main Street and Marble Street.



- WR15 - Market the Village as an art center, building on artistic flair from the Carving Studio - Invite the Carving Studio to display their work, and provide temporary outdoor sculpting classes, demonstrations, or other activities; promote the Carving Studio through signs, banners, and temporary indoor exhibits at the West Rutland Town Office and other areas frequented by the public.



- WR16 - Create a linear channel park - Undertake planning and funding to develop a Channel Park for passive and active recreation, with links to at least Marble Street and existing park spaces.



E. BUSINESS ROUTE 4 INTERCONNECTION RECOMMENDATIONS

1. LAND USE

- BR1 - Create incentives for upgrades and mixed use redevelopment of under-performing property - Revise the Rutland Town Future Existing Land Use to allow and even encourage the upgrade or redevelopment of properties with mixed uses, including some proportion of affordable housing; possible commercial uses could include:
 - Antique or second-hand merchandise centers;
 - Restaurants, pubs, micro-breweries, and food carts; or
 - A relocated and expanded railroad museum.



- BR2 - Redevelop the former Flory's Plaza Site as a mixed use development - Work with the land owners to instigate the redevelopment of the portions of the vacant Flory's Plaza that are out of the floodplain, preferably as:
 - A garden supply center,
 - Senior housing,
 - A mixed use development,
 - An industrial use that will generate jobs, or
 - A relocated and expanded railroad museum.



- BR3 - Undertake a study of Town and private land near Old



Route 4 - Find funding and complete an analysis of the Town and private property around Old Route 4 to determine best future land uses and whether returning Town land along the Old Route 4 right-of-way to private ownership would benefit economic development.

- BR4 - Expand industrial use on Carris Reels property - Revise the Rutland Town Land Use Maps and Districts in the Town Plan to allow the opportunity for additional development, not necessarily associated with Carris Reels, on the front portions of the Carris Reels property between the building and the road out of the floodplain.

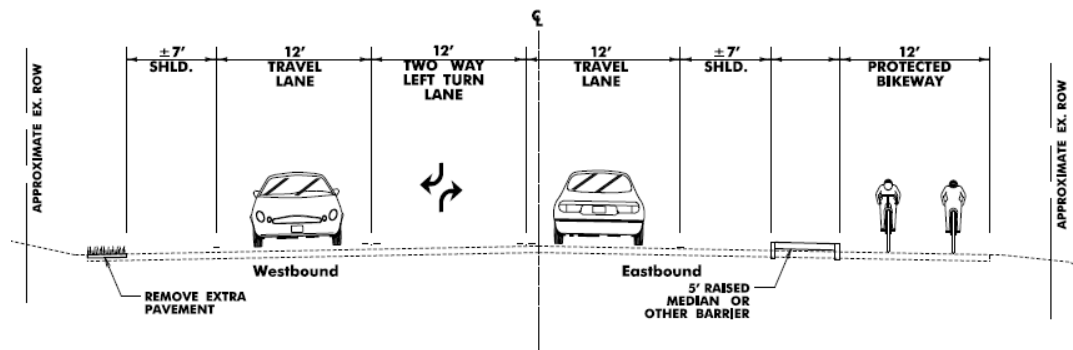



2. TRANSPORTATION

- BR5 - Reduce the number and size of curb cuts - Manage the size and location of curb cuts to create appropriately spaced and sized access openings along the side of the road to provide more certainty as to where motor vehicles would be exiting and entering the highway.
- BR6 - Reduce Business Route 4/VT Route 4A to three lanes with protected bike lanes (VT Route 3 to the US Route 4 Connector) - Reorganize the road to be one travel lane in each direction with a center turning lane and protected bicycling lanes on the outer south side of the roadway, separated from the rest of the roadway by a curb and median that is at least five feet wide. **Illustration 6** shows a potential cross section for the road to implement these recommendations.



Illustration 6: Business Route 4 with Two Travel Lanes, a Center Turning Lane, and Protected Bicycle Lanes



- BR7 - Add bus shelters to existing and new bus stops - Locate bus stops at the intersection with West Proctor Road and other identified locations on either side of Bus. Rt. 4, denoted by a bus shelter as well as a sign. The buses can use the wide shoulder for a pull-off area to allow adequate time for riders to board or depart the bus without unnecessarily blocking other vehicles in the travel lanes.
 - BR8 - Add street trees and other traffic calming elements - Plant street trees as close to the edge of the roadway as possible; space at 25 to 40 feet on center.
- 
- BR9 - Create a shared use path along the Clarendon River from the new Otter Creek Falls Park to Westway Mall - Locate a bicycling and walking path along the south side of Bus. Rt. 4 as close to the river as current regulations and existing topographical conditions will allow.

3. ECONOMIC DEVELOPMENT (Includes Entire Study Area)

- BR10 - Create a unified individualistic wayfinding



system - Create a unified system of signs at an appropriate size to be visible by motorists and other travelers that directs them to attractions, roadways, and/or destinations in or near the corridor.

- BR11 - Use marble as unifying theme along Business Route 4 starting in Center Rutland and extending west to include West Rutland Village - Create a linear Marble Art Park starting at the Carving Studio and extending along Marble Street to VT Rt. 4A, then east on Bus. Rt. 4 to Center Rutland, highlighting marble buildings and landmarks, pocket parks, marble producers and sellers, and new installations along the corridor. Place pieces of marble along the road in strategic locations as sculptural pieces, markers, and bases for directional or business signs. Incorporate marble into new construction, retaining walls, fences, and other on-going structures along the road.



IV. IMPLEMENTATION

Table 1 presents the majority of the information on implementation. The three parts of the table provide insights into possible partners, funding sources and initial steps that the Towns might take to begin implementing the recommendations. **Table 1a** presents this information for the Center Rutland recommendations. **Table 1b** presents it for West Rutland and **Table 1c** provides the same information for the Interconnection area on Bus. Rt. 4. The recommendations in each table are organized by suggested priority, with the highest priority recommendations first and the more distant priorities last.

Each of the Towns can pursue the recommendations for their growth center independently. They should work together, however, to implement most of the transportation and economic recommendations for the Interconnection area on Bus. Rt 4. The Rutland Regional Planning Commission and VTrans can provide valuable assistance and guidance for the implementation of many of the recommendations

Appendix D includes background information on some of the various funding sources listed in the Tables.

Table 1a: Recommendation Implementation
West Rutland & Rutland Town Smart Growth Alternatives
Center Rutland
June 8, 2016

* See page four for an explanation of the sources.

Priority	Recommendation	Number	Partners	Potential Costs	Potential Funding Sources*	Next Steps
	LAND USE		Vermont Deparatmenet of Forests, Parks and Recreation			
1	Create a public park on both sides of Otter Creek off Simons Ave. and Old Falls Road	CR2	Agency of Natural Resources; Agency of Commerce and Community Development; Chamber of Commerce; Rutland Area Physical Activity Coalition; Garden Clubs; Railroad Museum Supporters; Vermont Department of Forests, Parks and Recreation	\$25,000 to \$50,000 for planning & design	EGR, LACF, LCP, REDG, RFG, VCFG, WFG	Review the concept with the current landowners to gauge their interest in participating; Measure public support for the project; Undertake a planning study to examine the potential components, design, access, and economic impacts of the new park; Move forward with more developed design and acquisition work based on the outcome of the planning study
2	Revise Rutland Town Plan and other land use development policies to create local incentives for mixed use new or redevelopment, with some component of senior and/or market cost housing	CR3	Other Town Committees and Boards; Rutland Regional Planning Commission; Land Owners; Southwest Vermont Council on Aging	Variable	CLGG, HPTI, NTHPG, PTVG, REDG, VCFG	Review and fully understand ALL development-related documents and policies; Determine if there are internal conflicts or conflicts with goals of this recommendation; Formulate modifications to bring everything in line as needed and to create proposed incentives
3		CR1	Agency of Commerce and Community Development; Chamber of Commerce; Southwest Vermont Council on Aging	Variable, depending on how detailed the design is	CFG, CLGG, HPTI, HSEFG, NTHPG, PTVG, SHPG, VCFG, WFG	Create a Task Force to review the need and potential uses of a Community Center at the Town Hall; Conduct a Town review and vote on the Task Force Recommendation; Seek grants or other forms of funding depending on the Town conclusions on the recommendations of the Task Force; Begin work on schematic designs
	TRANSPORTATION					
1	Reduce the number and size of curb cuts	CR8	VTrans; Planning Commission	\$2,000 to \$5,000 per curb cut	BWPG, HSDG	Identify curb cuts to reduce or eliminate,
2	Add crosswalks and complete the sidewalk system	CR5	VTrans; Rutland Regional Planning Commission; Rutland Area Physical Activity Coalition	\$350,000	BPG, RWJFG, TAG, VCFG, WFG	Conduct more detailed scoping studies to determine the need and best locations for additional sidewalks and crosswalks; Secure funding and begin installation
3	Add bicycle facilities to Bus. Rt. 4, East Proctor Road and Ripley Road	CR6	VTrans; Rutland Regional Planning Commission; Rutland Area Physical Activity Coalition	\$300,000	BPG, RWJFG, TAG, VCFG, WFG	If looking for outside funding, conduct more detailed scoping studies to verify the recommended method of improving bicycling mobility; Secure funding and/or schedule installation of new facilities; Consider the option of a temporary installation to test the concept, as long as the test lasts at least a year
4	Add street trees and other traffic calming elements	CR4	VTrans; Rutland Regional Planning Commission; Vermont Urban and Community Forestry Program	\$300 per tree \$15,000 per curb extension	BPG, BWPG, CfCG, RWJFG, TAG, VCFG, WFG	Undertake a street tree inventory to identify strengths, weaknesses, and gaps in street trees; Develop a plan and schedule for street tree planting; Secure funding for plan
5	Add bus shelters	CR7	VTrans, Marble Valley Regional Transit District; Rutland Regional Planning Commission	\$10,000 per bus stop	BPG, CfCG, RWJFG, TAG, VCFG, WFG	Identify bus stop locations; Develop or confirm a typical bus shelter design; Secure funding for the bus shelters
	ECONOMIC DEVELOPMENT					
1	Relocate and expand the railroad museum	CR9	Carris Reels; Railroad Clubs; Railroad Museum Supporters; Chamber of Commerce; VTrans; ACCD	\$25,000 to \$50,000 for planning & design	HPTI, HSEFG, MPG, NTHPG, PTVG, REDG, SHPG, WFG	Work with Museum owners and operators to gauge their interest and enthusiasm for expanding the existing railroad museum; Review potential sites for an expanded railroad museum
2	Focus on maintaining industrial or other job creation land uses for the redevelopment of industrial parcels	CR10	Planning Commission			

Table 1b: Recommendation Implementation
West Rutland & Rutland Town Smart Growth Alternatives
West Rutland
June 8, 1960

* See page four for an explanation of the sources.

Priority	Recommendation	Number	Partners	Potential Costs	Potential Funding Sources*	Next Steps
LAND USE						
1	Revise zoning to encourage mixed use infill on the front and new development on the rear of the Westway Mall Parcel	WR1	PC, RRPC, Land Owner	Variable	CLGG, REDG, VCFG	Review existing zoning development potential for the Westway Parcel and other parcels in the Village that might support more development; Determine how much additional development might be appropriate or desirable; Undertake a rewrite of the zoning code and Future Land Use maps as needed to allow the desired development; (This might all be accomplished within one zoning study.)
2	Revise zoning and development policies to create incentives and encourage mixed use development and redevelopment in the West Rutland Village with at least some component of senior or affordable housing	WR2	Planning Commission, Rutland Regional Planning Commission, Land Owners; Southwest Vermont Council on Aging	Variable	CLGG, HPTL, NTHPG, PTVG, REDG, VCFG, VCTC	Review and fully understand ALL development-related documents and policies; Determine if there are internal conflicts or conflicts with goals of this recommendation; Formulate modifications to bring everything in-line as needed and to create proposed incentives.
TRANSPORTATION						
1	Add crosswalks and complete the sidewalk system	WR4	VTrans; Rutland Regional Planning Commission; Rutland Area Physical Activity Coalition	\$20,000 to \$40,000 for Scoping	BPG, RWJFG, TAG, VCFG, WFG	Conduct more detailed scoping studies to determine the need and best locations for additional sidewalks and crosswalks; Secure funding and begin installation
2	Add street trees and other traffic calming elements	WR3	VTrans; Rutland Regional Planning Commission; Vermont Urban and Community Forestry Program, Land Owners	\$300 per tree \$15,000 per Bulbout	BPG, BWPG, CFCG, RWJFG, TAG, VCFG, WFG, Land Owners	Undertake a street tree inventory to identify strengths, weaknesses, or gaps in street trees; Develop a plan and schedule for street tree planting; Secure funding for plan
3	Reduce the number and size of curb cuts	WR11	VTrans, Development Review Board, Planning Commission, Rutland Regional Planning Commission	\$2,000 to \$5,000 per curb	BWPG, HSDG, Land Owner	Identify curb cuts to reduce or eliminate
4	Upgrade bicycling facilities on the major roadways	WR13	VTrans; Rutland Regional Planning Commission; Rutland Area Physical Activity Coalition	\$25,000 to \$30,000 for Scoping	BPG, BWPG, RWJFG, TAG, VCFG, WFG	If looking for outside funding, conduct more detailed scoping studies to verify the recommended method of improving bicycling mobility; Secure funding and/or schedule installation of new facilities; Consider the option of a temporary installation to test the concept, as long as the test lasts at least a year
5	Add bus stops and shelters	WR12	VTrans, Marble Valley Regional Transit District; Rutland Regional Planning Commission	\$10,000 per bus stop	BPG, CFCG, RWJFG, TAG, VCFG, WFG	Identify bus stop locations; Develop or confirm a typical bus shelter design; Secure funding for the bus shelters.
6	Add access to Westway Mall from US Route 4 Connector	WR8	VTrans, Rutland Regional Planning Commission, Land Owner	Variable	REDG, WFG, Land Owner	Review the viability of adding a driveway from the Connector to the Westway Mall property with Vtrans; Work with VTrans and the property owners to advance work on creating the access if they are both positive about the concept
7	Create a walking/bicycling path from the recreation area south of US Route 4 to the Carving Studio	WR10	Rutland Regional Planning Commission, Recreation Department, VTrans, Agency of Natural Resources	\$25,000 to \$40,000 for Scoping	BPG, EGR, HMGP, LACF, LCPG, MPG, REDG, RFG, RTG, RWJFG, TAG, VCFG, WFG	Review the feasibility of the concept in a more detailed scoping study; Consider how to incorporate stormwater management and cleansing into the plans; Secure funding for the recommended alignment, if there is one.
8	Create a direct link from Sheldon Avenue to Route 4 Connector intersection	WR9	VTrans, Rutland Regional Planning Commission, Land Owners, Vermont Railway	\$20,000 to \$40,000 for Scoping	REDG, WFG, Land Owners	Initiate talks with VTrans on the potential for adding a fourth access to the Route 4 Connector intersection and creating a new road crossing of the railroad; Initiate discussions with the Vermont Railway if talks with VTrans are positive
9	Reroute Ross Street to align with Elm Street	WR7	VTrans, Rutland Regional Planning Commission, Planning Commission	\$15,000 to \$25,000 for	HSDG	Undertake a review of the best alignment for the rerouting (or do a complete scoping study if outside funding will be sought)
10	Convert the Clarendon Ave. intersection to a roundabout	WR6	VTrans, Rutland Regional Planning Commission, Planning Commission	\$30,000 to \$40,000 for Scoping	HSDG, SID	Undertake a scoping study to determine the most appropriate alignment of the intersection, including a roundabout in the options; Include economic development and aesthetics as well as safety and clarity for all users as evaluation criteria.
11	Convert the US Route 4 Connector intersection to a roundabout	WR5	VTrans, Rutland Regional Planning Commission, Planning Commission	\$35,000 to \$50,000 for Scoping	REDG, WFG	Undertake a scoping study to determine the most appropriate alignment of the intersection, including a roundabout in the options; Include economic development and aesthetics as well as safety and clarity for all users as evaluation criteria.
ECONOMIC DEVELOPMENT						
1	Expand the Designated Village Center	WR15	Vermont Agency of Commerce and Community Development, Rutland Regional Planning Commission	Municipal Staff Work	MPG	Review the proposed expansion area, along with the reasoning for the expansion, with ACCD; Submit a formal request for the expansion, pending a positive outcome of the discussions with ACCD
2	Market the Village as an art center	WR16	Rutland Regional Planning Commission, Vermont Department of Tourism and Marketing, Vtrans, Chamber of Commerce, Carving Studio, Land Owners	Variable	MPG, REDG, SHPG, VCFG, WFG, Land Owners	
3	Create a linear Channel Park	WR14	Rutland Regional Planning Commission, Agency of Natural Resources, Land Owners, Planning Commission, Recreation Department; Vermont Department of Forests, Parks and Recreation	\$25,000 to \$50,000 for planning & design	EGR, LACF, LCP, REDG, RFG, VCFG, WFG	Review the concept with landowners to gauge their interest in participating in the project; Determine the level of community support for the project; Move forward with development of conceptual plans, in conjunction with a study of potential alignments for a shared use path running north south through the village

Table 1c: Recommendation Implementation
West Rutland & Rutland Town Smart Growth Alternatives
Business Route 4 Interconnection
June 8, 2016

* See page four for an explanation of the sources.

Priority	Recommendation	Number	Partners	Potential Cost	Potential Funding Sources*	Next Steps
	LAND USE					
1	Create incentives for upgrades and mixed use redevelopment of under-performing properties	BR2	West Rutland and Rutland Town together, Planning Commissions, Rutland Regional Planning Commission, Land Owners	Variable	CLGG, HMGP, HPTI, NTHPG, PTVG, REDG, VCFG	Review and fully understand ALL development-related documents and policies; Determine if there are internal conflicts or conflicts with goals of this recommendation; Formulate modifications to bring everything in line as needed and to create proposed incentives
2	Redevelop the former Flory Plaza site as a mixed use development	BR1	Planning Commission, Rutland Regional Planning Commission, Land Owner	Community Cost Variable	CLGG, HMGP, HPTI, NTHPG, PTVG, REDG, VCFG, Lnd Owner	Work with land owners to develop an acceptable development concept; Verify that Town documents and policies are in line with development concept
3	Undertake a study of Town and private land on and near Old Route 4	BR4	Planning Commission, Rutland Regional Planning Commission, Land Owners, West Rutland	\$20,000	CLGG, LFG, MPG, REDG, VCFG	Define scope of project, secure funding and undertake the study
4	Expand industrial use on Carris Reels property	BR3	Planning Commission, Rutland Regional Planning Commission, Land Owners	Variable	CLGG, HMGP, HPTI, NTHPG, PTVG, REDG, VCFG	Work with land owners to develop an acceptable development concept; verify that Town documents and policies are in line with development concept
	TRANSPORTATION					
1 or 1a*	Reduce the number and size of curb cuts	BR6	West Rutland and Rutland Town together, VTrans, Land Owners	\$2,000 to \$5,000 per curb	BWPG, HSDG	Identify curb cuts to reduce or eliminate,
2 or 1b	Reduce Bus. Rt. 4/VT Rt 4A to three lanes with protected bike lanes (VT Route 3 to US Route 4 Connector)	BR7	West Rutland and Rutland Town together, VTrans Road Diet Task Force, Rutland Regional Planning Commission, Vermont Economic Development Authority	\$30,000 to \$40,000 for Scoping	BWPG, BPG, HSDG, SIB, TAP	Work with VTrans to undertake a scoping study to determine the most appropriate organization of the roadway and the potential impacts of reducing the roadway to the recommended configuration
3 or 1c	Add bus shelters	BR9	West Rutland and Rutland Town together, VTrans, Marble Valley Regional Transit District; Rutland Regional Planning Commission	\$10,000 per bus stop	BPG, CfCG, RWJFG, TAG, VCFG, WFG	Identify bus stop locations; Develop or confirm a typical bus shelter design; Secure funding for the bus shelters.
4 or 1d	Add street trees and other traffic calming elements	BR5	West Rutland and Rutland Town together, VTrans, Rutland Regional Planning Commission; Vermont Urban and Community Forestry Program, Land Owners	\$300 per tree \$15,000 per Bulbout	BPG, BWPG, CfCG, RWJFG, TAG, VCFG, WFG, Land Owners	Undertake a street tree inventory to identify strengths, weaknesses, and gaps in street trees; Develop a plan and schedule for street tree planting; Secure funding for plan
5	Create a shared use path along the Clarendon River	BR8	West Rutland and Rutland Town together, Rutland Regional Planning Commission, Recreation Departments, VTrans, Agency of Natural Resources	\$25,000 to \$40,000 for Scoping	BPG, EGR, HMGP, LACF, LCPG, MPG, REDG, RFG, RTG, RWJFG, TAG, VCFG, WFG	Review the feasibility of the concept in a more detailed scoping study; Consider how to incorporate stormwater management and cleansing into the plans; Secure funding for the recommended alignment, if there is one
	ECONOMIC DEVELOPMENT					
1	Create a unified individualistic wayfinding system	BR11	West Rutland and Rutland Town together, VTrans, Rutland Regional Planning Commission, Vermont Economic Development Authority, Land Owners	\$25,000 to \$60,000	BPG, BWPG, LFG, MPG, PTVG, REDG, SHPG, SIB, TAG, VCFG, WFG	Create a study team from both Towns to steer the development of the system; Decide on what needs to be in the system; find funding to plan and design the system
2	Use Marble as a unifying theme along Bus. Rt. 4 /VT Rt 4A	BR10	West Rutland and Rutland Town together, Planning Commissions, Carving Studio, VTrans, Rutland Regional Planning Commission, Vermont Department of Tourism and Marketing, Chamber of Commerce, Land Owners	Variable	BWPG, MPG, REDG, VCFG, WFG, Land Owners	

Funding Sources

BPG - VTrans Bicycle and Pedestrian Program

BWPG - Federal Byway Program Grants

CDBG - ACCD Vermont Community Development Program

CfCG - ANR Caring for Canopy Grant Program

CFG - Cultural Facilities Grant Program

CLGG - Certified Local Government Program Grants

EGR - ANR Ecosystem Restoration Grant Program

HMGP - Hazard Mitigation Grant Program

HSDG - VTrans Highway Safety and Design Grants

HPTI - Federal Historic Preservation Tax Incentive

HSEFG - BGS Human Services and Educational Facilities Grant Program

LACF - ANR Land and Water Conservation Fund

LCP - VHCB Local Conservation Projects

MPG - ACCD Municipal Planning Grant

NTHPG - National Trust for Historic Preservation Grant

PTVG - Preservation Trust of Vermont Grants

REDG - BGS Regional Economic Development Grant Program

RFGP - BGS Recreational Facilities Grants Program

RTG - ANR Recreation Trails Grant Program

RWJFG - Robert Wood Johnson Foundation Grants

SHPG - ACCD State Historic Preservation Grants

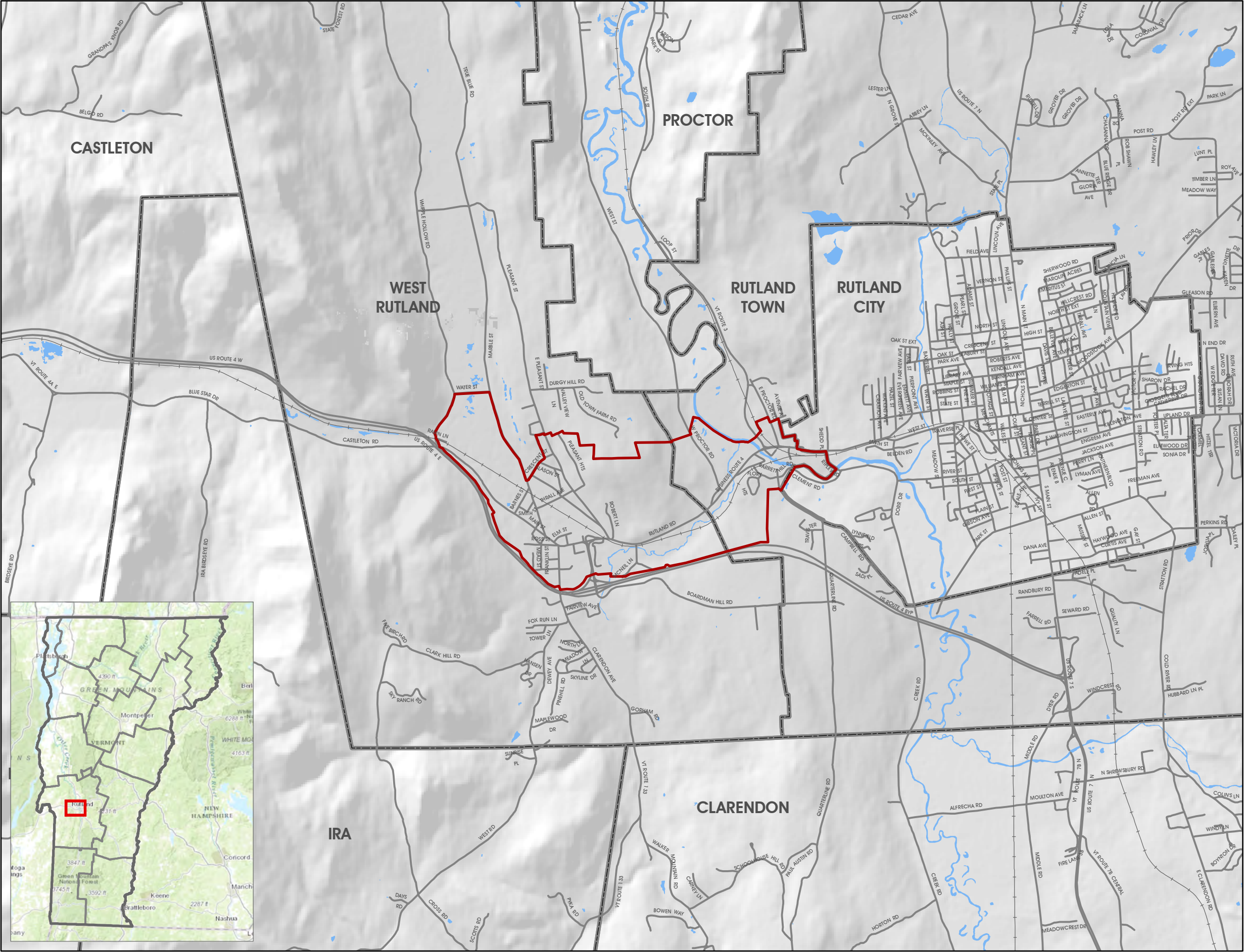
SIB - State Infrastructure Bank Grant or Loan

TAG - VTans Transportation Alternatives Program

VCFG - Vermont Community Foundation

VCTC - ACCD Village Center Tax Credits

WFG - Wells Fargo Grants



**SMART GROWTH
CONNECTION PLAN**
THE TOWNS OF RUTLAND
& WEST RUTLAND

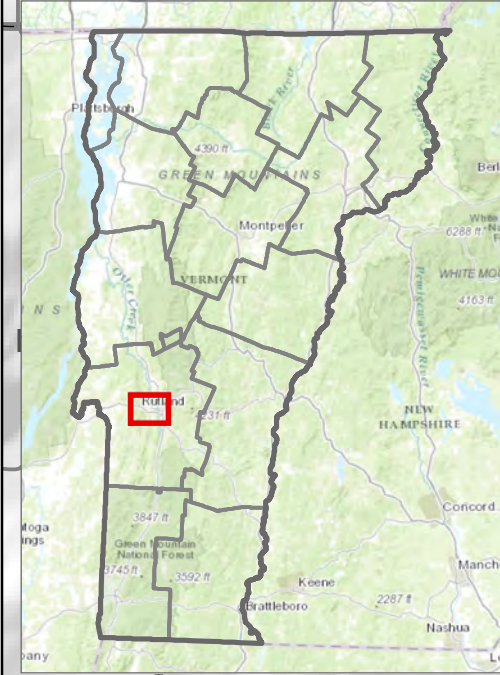
Project Location Map
APRIL 2016

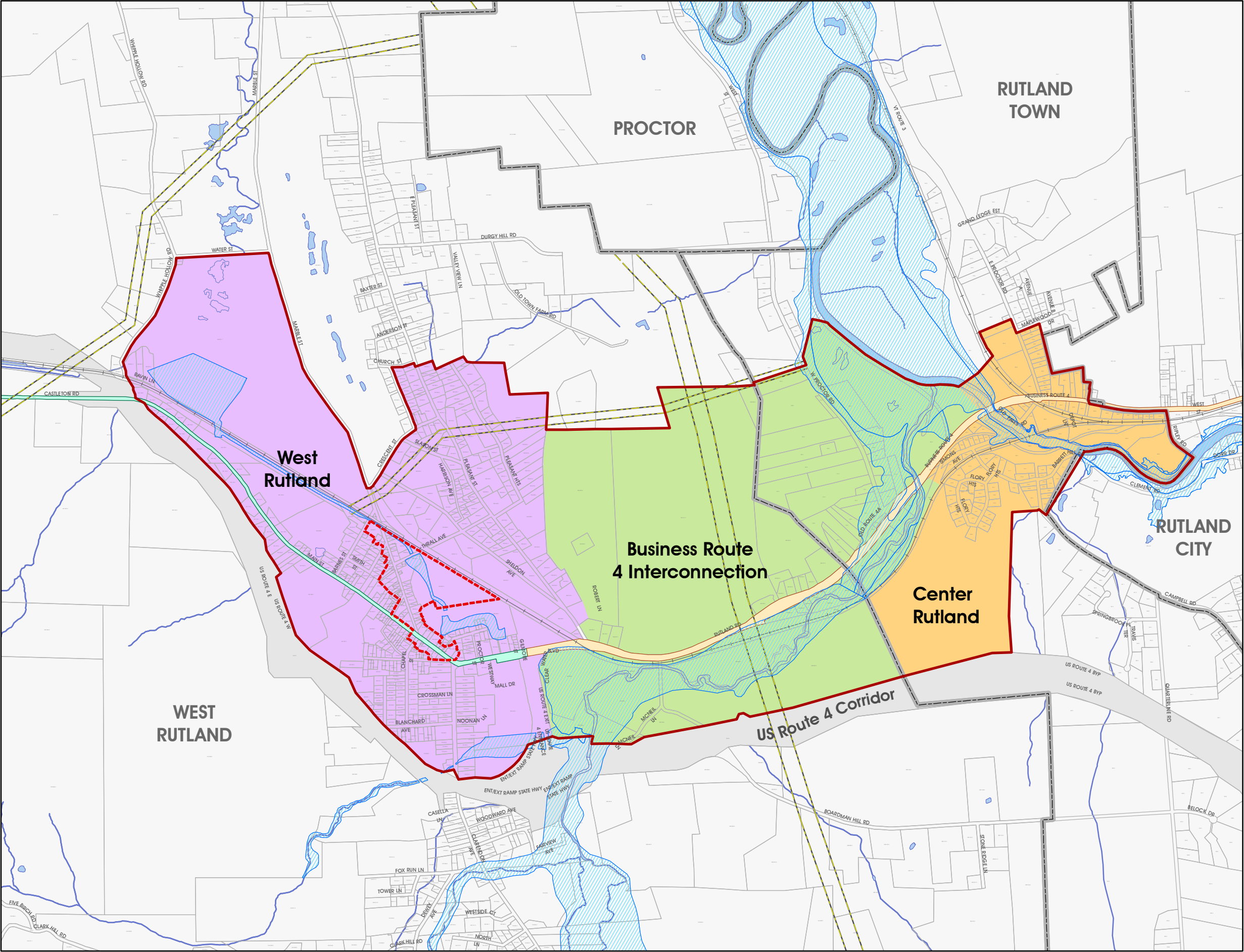
LEGEND

- Study Area Boundary
- Town Boundaries
- Hydrology



0 1,500 3,000 Feet





**SMART GROWTH
CONNECTION PLAN**

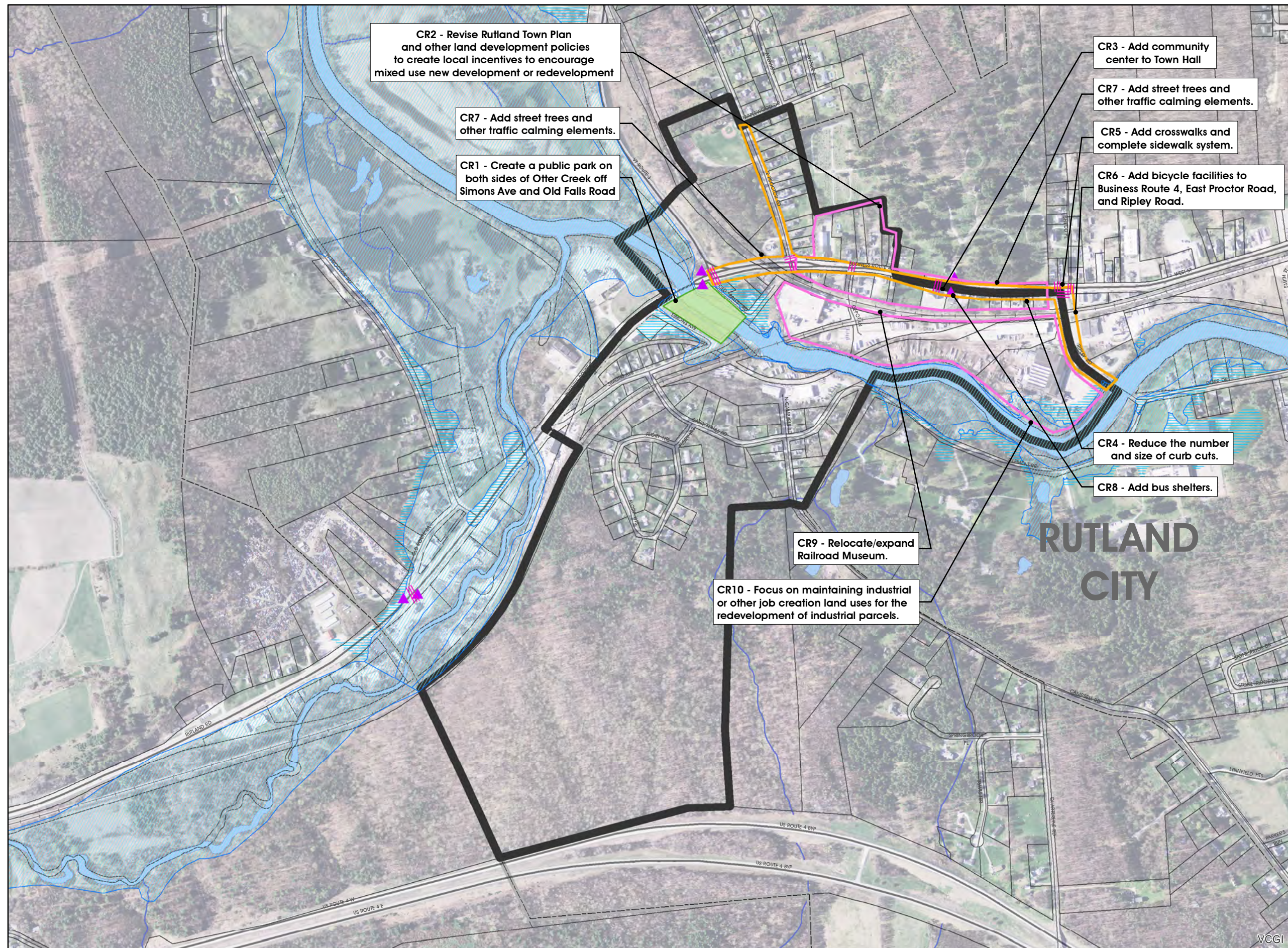
THE TOWNS OF RUTLAND
& WEST RUTLAND

Recommendation Regions Map

- LEGEND**
- Study Area Boundary
 - West Rutland
 - Business Rt 4 Interconnection
 - Center Rutland
 - Utility Transmission Lines
 - Railroads
 - Parcels
 - Designated Village Center
 - BR 4
 - VT 4A
 - US 4 Corridor
 - Hydrology
 - Town Boundaries
 - 100 Year Floodplain



0 750 1,500 Feet



SMART GROWTH CONNECTION PLAN

THE TOWNS OF RUTLAND & WEST RUTLAND

Center Rutland Recommendations

APRIL 2016

LEGEND

- ▲ Bus Stop
- ==== Crosswalk
- 100 Year Floodplain
- Center Rutland Area Boundary

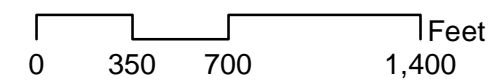
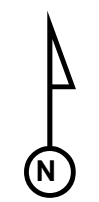


FIGURE 3

SMART GROWTH CONNECTION PLAN

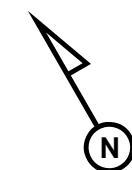
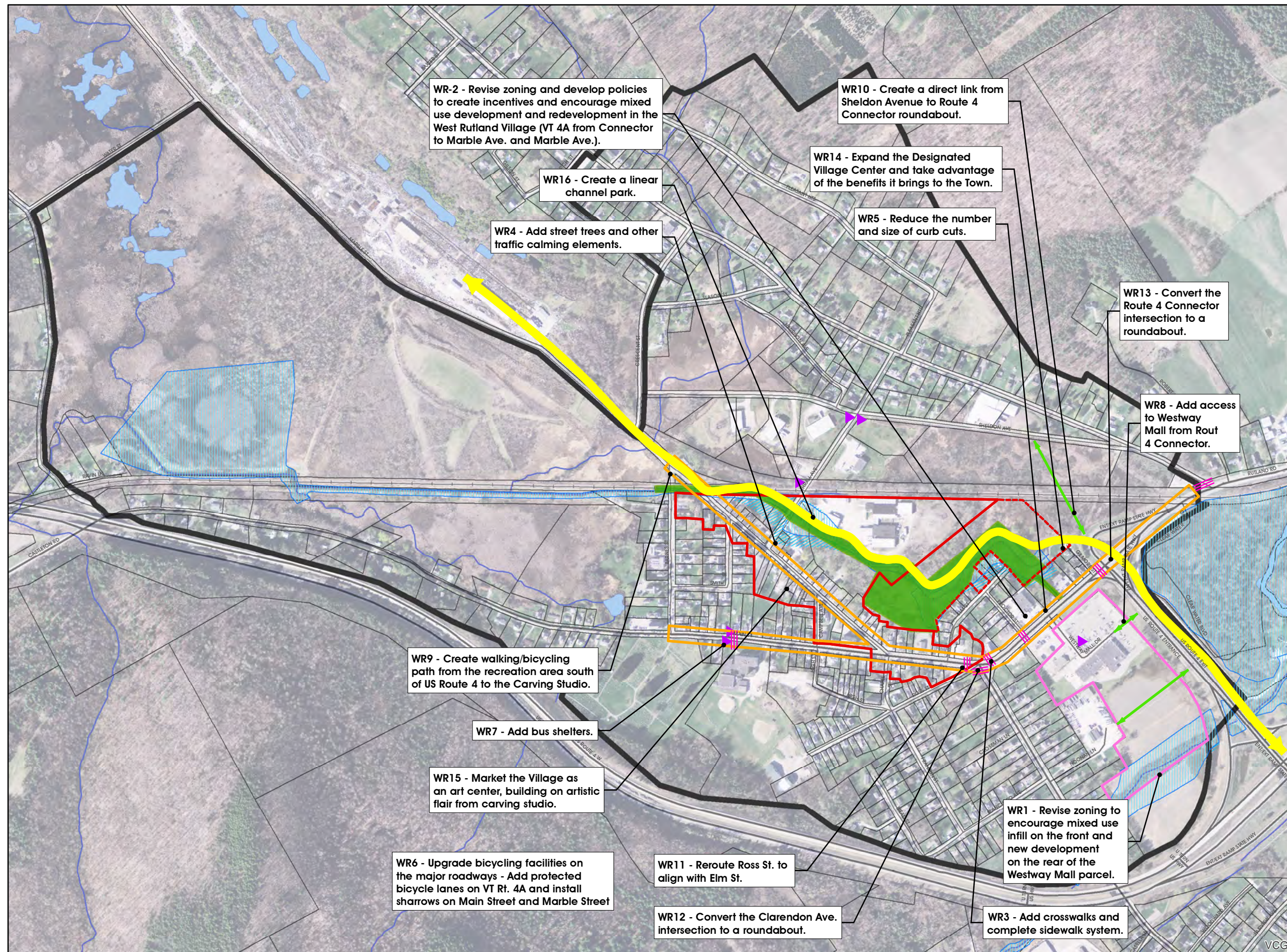
THE TOWNS OF RUTLAND & WEST RUTLAND

West Rutland Recommendations

APRIL 2016

LEGEND

-  Bus Stop
-  Crosswalk
-  Bicycling/Walking Path
-  Existing Designated Village Center
-  Proposed Village Center Addition
-  100 Year Floodplain
-  West Rutland Area Boundary



0 350 700 1,400 Feet





SMART GROWTH CONNECTION PLAN

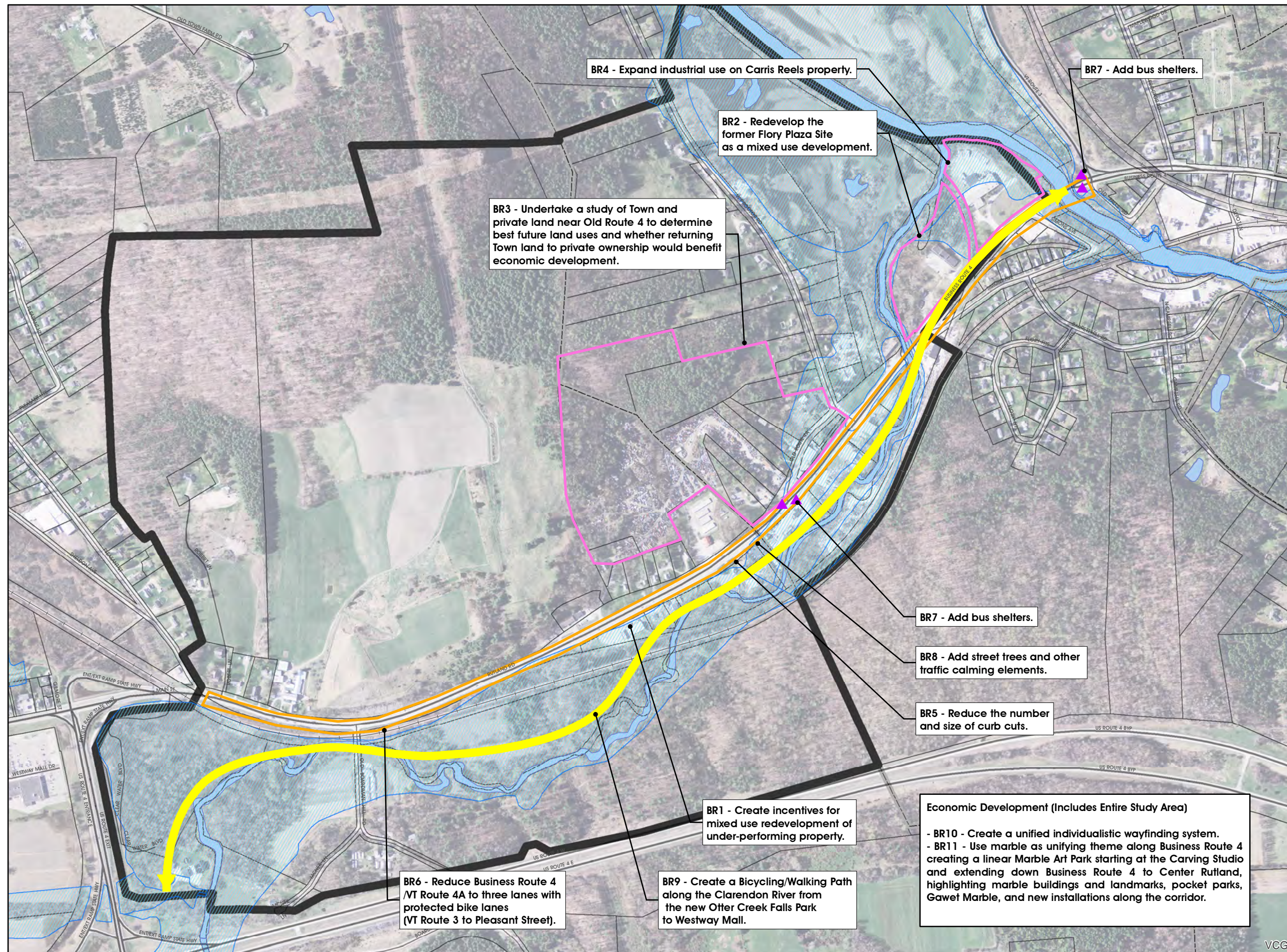
THE TOWNS OF RUTLAND & WEST RUTLAND

Business Rt.4 Interconnection Recommendations

APRIL 2016

LEGEND

-  Bus Stop
-  100 Year Floodplain
-  Bicycling/Walking Path
-  Business Rt. 4 Area Boundary



0 350 700 1,400 Feet

