



MAIN STREET MASTER PLAN
Springfield, Vermont

June 30, 2017

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INTRODUCTION

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INTRODUCTION



Why Do We Need A Plan For Main Street?

At the close of the 20th century, structural shifts in the national economy and technology, particularly with respect to manufacturing and retail, changed the economic underpinnings of downtowns throughout the northeastern United States. Many communities have successfully retooled their downtowns for the 21st century by investing in public spaces, art, culture, local entrepreneurship and innovation. People typically don't go to Main Street for day-to-day retail needs anymore, but go there to work, have dinner and see a show, shop for unique goods, hang-out. Downtown workers can walk to lunch-spots, the bank and post-office. Visitors may come for a movie, music, a business appointment and stay for dinner, lunch, a coffee, a stroll by the river. *These users are attracted by the place and the experience of downtown.*

"Creating thriving small and mid-sized towns is, of course, no small task. It requires local leaders, business owners, and community residents to come together to identify their assets, strategically situate themselves in their regional economy, and develop a shared vision and identity to sell to the world. Communities make this vision a reality by creating quality public spaces, prioritizing local entrepreneurship, emphasizing production, and supporting downtown housing."

-The Reality of Main Street, the Brookings Institution, April 20, 2017

This Main Street Master Plan provides a vision and guide for improvements to public spaces and infrastructure that can leverage private investment and economic revitalization of Springfield's downtown district. Main Street is the heart of town—a place where the community comes together to work, shop, recreate and live. Springfield is fortunate to have several assets in the downtown which provide a firm foundation for future investment, including a rich variety of attractive historic buildings within a compact and walkable downtown core; a spectacular natural setting incorporating the Black River and its falls; easy access to Interstate 91; high-speed Internet infrastructure. Within the downtown there are opportunities to build on these assets to enhance public spaces, improve walkability and encourage investment by the private sector that will enhance the economic and social vitality of downtown. A vital and attractive downtown is critical to attract further economic investment in the community.



Figure 1. The Project Area

Project Area Overview

The Springfield project area is focused on the Main Street corridor from the intersection of South/Mineral/Clinton Street through the downtown to One Hundred River Street, although, the plan does address the streetscape from Bridge Street to the Springfield Shopping Plaza. This is a corridor of over one-mile in length (see Figure 1).

Main Street is situated within a narrow valley parallel to the Black River. Clinton Street (Route 11) at the south end of the project area is a four-lane undivided roadway; Main Street (Route 11) from Clinton to Valley Street is a two-lane roadway with on-street parallel parking that constitutes the core of the downtown district; and River Street (Route 11) from Valley Street to the Springfield Plaza is a two-lane roadway with bike lanes.

In addition to improvements to public spaces along the Main Street corridor, the plan provides redevelopment/reuse concepts for three properties within the area as follows:

10 River Street / The Handly Building. This building is the former Gilman Shop that was built in the 1850's but destroyed by fire twice, first in 1912 and more recently in 1983. The structure includes a basement level that includes an operating water turbine, a lower level (below street level) that is constructed of brick, and a street-level structure of particle board that was constructed after a fire in 1983. The building footprint is approximately 9,000 square feet and is located just above the scenic Black River Falls. This building is currently used for storage. This large plywood box at a prominent location exerts a negative influence on Main Street.

5-7-9 Main Street / The VNA and Bakery Buildings. This site accommodates the former Cobb and Derby Mill and Brown Block, known locally as the VNA and Bakery buildings. The VNA building (5-7 Main) is an industrial building built on stone and concrete foundations that are stepped with the grade drop along the river. The site was initially developed in the late 18th century as a gristmill and a warehouse was added later. The warehouse was connected to the 9 Main Street building (the Brown Block or the Bakery Building) by an overhead enclosed ramp. These buildings are vacant and underutilized and exert a negative influence on Main Street. The Town purchased these buildings in January, 2017.



Parks and Woolson viewed from downtown.

33 Park Street / Park and Woolson. The Parks and Woolson building is located in the opposite side of the river from Main Street. This property is a complex of vacant industrial buildings that grew by accretion in the 19th and 20th centuries. The original gable roofed brick building was constructed in 1829 with additions constructed in 1877, 1910 and 1914. The building was originally constructed for the manufacture of cloth finishing and improved shearing equipment. This building, and important visual and historic landmark, is partially dilapidated and in deteriorating condition.

Do Not File!

A User's Guide to the Master Plan

This plan presents a vision for the future of the downtown as well as a practical guide for implementation. The plan is laid out to act as a reference guide for the public and private entities that will work on implementing projects identified in the plan.

The plan is organized in the following chapters:

- **Existing Conditions.** This section of the plan provides contextual and pertinent background data that provides a basis for the plan recommendations.
- **The Plan.** This chapter provides conceptual plans and a description of the recommendations for the downtown area.
- **Implementation.** The final chapter of the plan describes the implementation process. For each plan recommendation the following information is identified: a project leader and project partners; a priority; a preliminary cost estimate (for infrastructure projects); potential funding sources and next steps.

The vision expressed in the plan is rooted in the opportunities that exist in Springfield's downtown as well as the input received from the public. A variety of improvements and initiatives are identified that range in complexity and cost so implementation will begin immediately and continue for several years. Implementation of this Master Plan will be a public-private partnership between the Town and investors, property owners, businesses, as well as state and federal agencies which may provide grant funding for capital improvements.



Nine Big Ideas For Main Street

There are several larger ideas that provide the foundation for this plan:

Connect with the River. Bring the amenity of the river into the downtown with a Riverwalk and riverside publicly accessible spaces for walking, sitting, dining and public gathering.



Put Pedestrians First.

Pedestrians are the life-blood of a downtown district. Make the downtown a safe and attractive walking environment from the Edgar May Center to the Springfield Plaza. Improve walkability through a Riverwalk, landscape and streetscape improvements, enhanced pedestrian crossings, traffic calming, and public space improvements.



Welcome Bikes and Transit.

Connect the Toonerville Trail to the Downtown and the North Springfield Path for a continuous bicycle connection from the Connecticut River to North Springfield. Make transit stops attractive public spaces connected to the pedestrian network.



4. Create a Welcoming and User-Friendly Downtown.

Create adequate parking to support reinvestment in downtown buildings. Provide attractive, well-lighted connections between parking areas and Main Street and the River. Introduce wayfinding to help people get to and around downtown. Provide comfortable places to sit, linger and watch passersby.



Source: commons.wikimedia.org

5. Celebrate a Unique Identity.

Precision Tools. Steampunk. The Simpsons. Water Power. Communicate Springfield's remarkable story through temporary and permanent public art installations, public festivals, inventive interpretation and the design of buildings and public spaces.



6. Respect Townscape and Landscape.

The dramatic beauty of Springfield's natural and built environment is one of its primary assets. Work with property owners to rehabilitate and bring new life into historic buildings. Capitalize on opportunities to strengthen the relationship between the town and the river. Enhance human access to, and stewardship of, the river.



7. Enhance Gateways. Create attractive gateways to the downtown district at Clinton Street and River Street. Gateways should present an attractive streetscape image, calm and slow traffic to welcome pedestrians and integrate creative flourishes that reference Springfield's identity.



8. Be Green. Capitalize on opportunities to enhance sustainability particularly with respect to stormwater management and water quality of the Black River.



9. Build Partnerships.

Partnerships between public agencies, non-profits and property owners, investors, and businesses will be necessary to stimulate revitalization of the downtown.

What's Important to Springfielders?

We asked Springfielders for input on the plan throughout the process. Public comments were collected through a series of events and through the project website. A project Steering Committee met through the plan development process and provided direction and feedback as the plans were developed.



Above: Market Madness
Below: Project Website



The Town of Springfield is preparing a plan to improve its Main Street corridor. Are you interested in Springfield's downtown? Do you have an idea to share? We want to hear from you!



Market Madness

The planning team set up a stall at Market Madness, August 20, 2016, at the beginning of the planning process to collect ideas and observations about the area from participants.

Main Street Meet UP!

In order to engage the broadest possible audience a public open house was held at the Hartness House on November 10, 2016. This informal gathering gave the community a chance to comment on draft plan concepts and discuss with one another the ideas expressed in the plans. This well-attended event yielded dozens of comments that we have used to in this plan.

Stakeholder Meetings

The design team toured the properties, met with property owner representatives, spoke with community members and business representatives to gain an understanding of the local real estate market, trends, and recent initiatives that have been undertaken in Springfield. Information gained through these interviews was critical

in the evolution of redevelopment concepts for specific properties.

Community Meetings

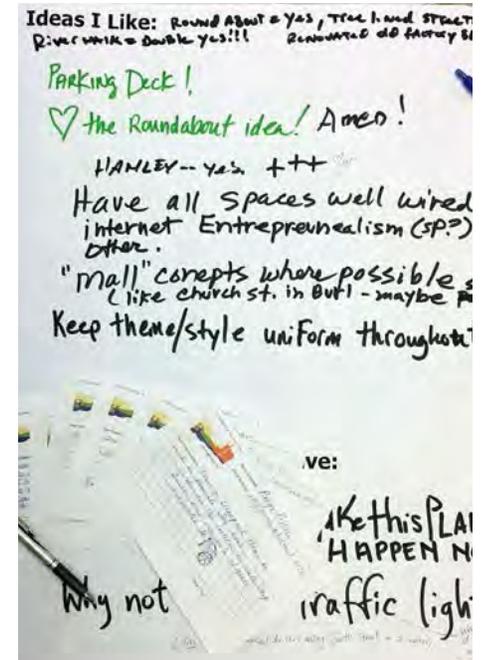
The plan concepts were presented at more community meetings including the Springfield Board of Selectmen, the Lions Club and the Rotary Club.

Website

Springfielders used the project website to receive information about the plan and to share their comments. Project events were announced via a project specific Facebook page.

Steering Committee Meetings

A Steering Committee provided direction to the design team on the development of the plan. A series of Steering Committee meetings were held from July, 2016 through April 2017 to review existing conditions, consider market opportunities and provide direction on design concepts. In addition to providing feedback on the plans, the Steering Committee also planned public outreach events for this planning effort, including the successful Main Street Meet UP!



Above: Comments from Main Street Meet Up!
Below: Main Street Meet Up!





“Connect Bike Path w/ sidewalk and road to make town totally walkable/bikeable from boat landing to Route 106.”

Comment from the Main Street Meet UP!

“Put crosswalks where people actually cross the street !”

Comment from the Main Street Meet UP!

“Public art - sculptures”

“Simpson sculpture w/video”

“Steampunk bike racks”

Comments from the Main Street Meet UP!

“Light up alleyways to the river!”

Comment from the Main Street Meet UP!

“Turn Handly building into a chic restaurant / lounge / dancing venue.”

Comment from the Main Street Meet UP!

“We need one or more venues for cultural activities, events such as a gazebo, bandshell.”

Comment from the Main Street Meet UP!

**“Roundabout = yes!
Tree-lined streets = yes!!!
Riverwalk = double yes!
Renovated old factory buildings = yes, yes, yes!”**

Comment from the Main Street Meet UP!

“Artwalk with map”

Comment from Market Madness

“Tear down one or more of the wooden buildings on the river side of upper Main Street...to open up the view of the river...”

Comment submitted via the Website

“Unique shopping experiences, ethnic foods, Vermont foods, etc. downtown.”

Comment from Market Madness

“I recently passed through your town... and wanted to sit in the middle of downtown...but there really wasn't much of a place to do that.”

Comment submitted via the Website

Selected comments from Market Madness, Main Street Meet Up! and the project website

Relationship to Other Plans

This Master Plan is focused on specific physical improvements for the Main Street corridor that will improve public spaces and underutilized properties. These improvements are consistent with and implement objectives identified in the Springfield Town Plan, the Economic Development Strategic Plan, and the Downtown Master Plan, as discussed below.

Springfield Town Plan, 2016

The Springfield Town Plan, which was adopted in 2010 and has recent amendments. The economic development section of the Town Plan notes: "...The downtown area is susceptible to high volatility with respect to change. A few significant changes could promote significant improvement in the general ambiance and character, outlook, and employment opportunities within the downtown..." This Master Plan is intended to identify improvements to the public infrastructure and concepts for private properties that could improve the ambiance, character and outlook of the downtown area.

Economic Development Strategic Plan, 2016

The town has also developed a Strategic Plan which contains goals, objectives, action steps and specific projects for downtown redevelopment. This master plan specifically furthers a number of the objectives and actions stated in the Strategic Plan related to streetscape improvements and reuse or redevelopment of key properties in the downtown.

Downtown Master Plan, December, 2015

The Town of Springfield and Springfield on the Move have developed a downtown master plan which is intended to articulate a common vision and implementation strategies to improve the downtown district. This master plan will provide more detail on physical improvements to further objectives stated in the Downtown Master Plan related to the Main Street streetscape, public spaces and concepts for reuse of specific properties in downtown.

Branding Package, 2010

A package of branding materials, including recommendations for wayfinding signage, have been developed for Springfield as part of a separate effort. These design elements complement the design initiatives recommended in this plan.



Banner and wayfinding design concepts developed by Arnett & Muldrow Associates, 2010



EXISTING CONDITIONS

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EXISTING CONDITIONS

Welcome to Vermont's Original Maker Town

The evolving story of Springfield is in plain view along its Main Street: at one end of the planning area the venerable Lovejoy Tool Company, established 1916, continues to turn out precision cutting tools, as it did 100 years ago. It is an active vestige of an industry that dominated life in this community for over 150 years. At the other end of the downtown, the palatial One Hundred River Street (formerly the Fellows Gear Shaper Company) has begun its transformation to 21st century industries: health care, brewery, art. More activities are to come. In between these landmarks are a range of historic commercial and industrial buildings of unusual quality that are a testament to the prosperity of the precision tool era. Today, this eclectic mix of old and new provides a unique identity for Springfield—an ambiance of authenticity and creative possibilities for the future.

Early industry in Springfield was established along the falls of the Black River in the late eighteenth century. Early industry included a saw mill, a fulling mill (for cleansing and thickening of woolen cloth) and gristmills. The machine tool industry began in earnest in 1829 when the **Parks and Woolson** factory started producing machinery to finish cloth. Much of Springfield was destroyed by flooding in 1869 and again by a large fire in 1880. A big step forward in Springfield's development came in 1888 when Park and Woolson general manager Adna Brown assembled a group of investors to move the machine tool company **Jones and Lamson** from Windsor to Springfield. Interestingly, the investors used a Vermont law that exempted new companies from taxation for 10-years (an early form of tax stabilization) to sweeten the deal. Mr. Brown hired a gifted young inventor and machinist named James Hartness to run J&L. Hartness believed that companies should focus on a single product, and working with inventors at J&L through the years, he spun off a series of companies named for their creators: the **Fellows Gear Shaper Company**, founded in 1896, named for Edwin Fellows, produced a gear cutting machine that was prominent in the budding automobile industry; the **Bryant Chucking Grinder Company**, named for William LeRoy Bryant, was established in 1909 and manufactured an improved chuck (a tool that holds a piece in place while it is being shaped and bored); the **Lovejoy Tool Company**, established in 1916 by Fred Lovejoy, which produced interchangeable cutters that could be swapped in and out of machines like a drill bit.



Top: Original gable roofed brick structure of Parks and Woolson. Bottom: Parks and Woolson seen today from the river.



Unused industrial spaces in the downtown provide an opportunity for new uses.

Given the significance of the history of the area, the downtown is within an historic district that was listed on the National Register in 1983. Due to the prosperity of Springfield through the machine tool age, the buildings and structures in downtown Springfield are noteworthy for their quality and range of styles. The historic district nomination form for Springfield notes “...Most of the major 19th and early 20th century architectural styles are represented in the District, which remain a well-preserved example of the evolutionary growth of a mid-sized urban Vermont center, with few modern intrusions to mar its historic character...” The district includes 65 structures, including buildings, dams and bridges that contribute to the historic district.

Springfield Today

Market, Economy & Trends

Springfield has suffered through a period of job losses and decreases in the locally available labor pool over the past decade plus. While the unemployment rate is relatively low, it is apparent that the range and diversity of local employment offerings is not sufficient to ‘drive’ an economic renaissance.

Springfield’s economic malaise is reflected in its housing market. Sales activity has rebounded to some extent during recent years, but pricing remains at a low level, often resulting in loss of equity for homeowners. Further, minimal new development activity has occurred in recent years. On the positive side, the housing market represents an opportunity in the form of housing that is affordable for first-time and moderate income buyers.

While many of Vermont’s ‘mill towns’ have rebounded from the loss of durable manufacturing jobs over the past decade or so, the previous overwhelming presence of precision tool manufacturing has left Springfield with a surplus of industrial/commercial space that is frequently in poor condition. Moreover, no economic sector(s) have taken over as a driver of the local economy.

While Springfield is dealing with the lingering effects of industrial losses, we note that a number of core components are in place that offer future opportunity:

- **Infrastructure**—the community’s water, sewer and utility systems have the capacity to handle substantial new development;
- **Internet**—the downtown has access to high capacity Internet;
- **Access**—Springfield has direct access to I-91 and a state highway system that provides for travel in all directions;
- **Setting & Lifestyle**—while severely underutilized at present, the downtown is directly adjacent to a highly scenic waterway and falls (Black River) and has a concentrated commercial area that provides for walking access.

Big Picture Market Recommendations

Several background themes should form the underpinning of improvements in downtown Springfield:

- The public sector needs to show obvious and assertive leadership in both making improvements and partnering with the private sector to encourage new development and redevelopment;
- The Black River is the downtown's primary physical asset. Opening up the river both to public access/viewing and making it possible for building uses to take advantage of river views are obvious goals for any downtown plan;
- While the process of winnowing down excess building space has been occurring over the years, it remains essential that this process continue. The downtown continues to have too much industrial and commercial building space that is either in too poor a condition to allow redevelopment, or that stands directly in the way of better access to the Black River. This process will require cooperation from both the public and private sectors;
- The downtown needs a more diverse residential population. While subsidized/affordable housing is clearly important and essential for social welfare, diversity in this instance means finding ways to attract more moderate or higher income households into the downtown. This will entail both making the downtown more attractive from a lifestyle perspective and making quality housing choices available.

The Springfield Shopping Plaza clearly provides for the majority of day-to-day retail needs in the community. As such, any retail/commercial revival in the downtown will need to focus on more specialized approaches, particularly with respect to lifestyle and uses that might attract outside visitors. The 2010 retail analysis for the downtown provides a good overview of uses that make sense – and for which there is market support – in Springfield. In particular, we feel that the following make sense:

- **Eating & Drinking**—downtowns need 'eating diversity,' both with respect to menus and pricing. Springfield should look to the eating/drinking categories that are experiencing success in other Vermont downtowns: Brew Pubs; Ethnic Cuisine, etc.
- **Specialty Food & Local Produce**—Vermont's ongoing success in the 'farm-to-table' and local produce sectors is significant. While a full-scale grocery does not make sense in the downtown, businesses focused on specialties and locally available products could find a market niche; and
- **Sporting Goods**—The 2010 retail study identified a gap in sporting goods retail.

A significant building investment or public sector investment (Park, River-walk, etc.) will create impetus for further development in adjacent properties. The downtown needs a 'bold stroke' to reverse years of inertia.



Shop window on Main Street.



There is opportunity for additional restaurant and dining establishments in downtown.

Higher education has been identified as having real potential for the downtown area. An educational institution or a satellite campus of an established institution, for example, would address several goals including: Redevelopment of existing mill/industrial space; attracting new households—with spending potential—into the downtown; and attracting investment and allied businesses to the downtown.

Recommendations for Downtown Sites

5-7 Main Street—the clear potential for these sites is demolition in favor of public access and viewing of the Black River in the downtown;

Hanley Building—with its view of the falls and easy accessibility to the downtown core, reconstructed upper levels of this building would be a clear opportunity for a eating/drinking location with indoor/outdoor dining over the falls or use for a food market (e.g., the Springfield Food Co-op). Upper building level(s) would also be attractive office space – if oriented toward the western (river) side. Maintaining the water power, perhaps through a condominium arrangement that allows separate ownership of the lower level of the building is desirable;

Parks & Woolson—our brief assessment of this building appears to indicate that the southeasterly portion is most suited to redevelopment and that the remainder of the building might better give way to parking and or open space. The southeasterly portion of the building for indoor/outdoor viewing of the Black River and, like the Hanley Building, could serve as a location for an eating/drinking establishment. Given the building's excellent views, large window bays and removal from downtown traffic noise, the upper levels could be highly attractive residential space. Finally, this building could serve as the core structure for a satellite higher education campus, with classroom, laboratory and office space all integrated in one location.

Getting Around In Springfield

Travel by residents in Springfield is currently dominated by automobile travel. According to analysis based on 2013 U.S. Census American Community Survey (ACS) 5-year data from the two census tracts that make up Springfield, over 91 percent of residents drive to work, with the vast majority of those drivers (90 percent) driving alone. Approximately 3.4 percent of residents work from home and another 1.7 percent utilize public transportation to get to work. Fewer than three percent reported walking to work and under 0.2 percent bicycle. The lower rate of walking and bicycling is likely due to the relatively low-density, residential nature of Springfield, steep topography and relatively few jobs located within walking and bicycling distance of the homes within this area. It should be noted that Census data tracks only work (commute) trips, but there are many other types of trips (i.e., shopping, recreational, school and medical) that people make and may be more conducive to walking and bicycling

Table 1: Study Area Traffic Volumes

COUNT ID	ROUTE	LOCATION	MM	AADT		
				2009	2014	2015
S6Y007	VT 11	Clinton St. N. of Seavers Brook Rd.	6.2	8,900		9,800
S6Y042/ S6Y296	VT 11	Main St. 0.1 miles S. of Park St.	4.8	9,300	9,900	
S6Y015	VT 11	Chester Rd. .1 mi. W. of Fairground Rd.	3.6	8,500	7,400	

Source: VTrans Automatic Traffic Recorder Station History (2005-2014)

In 2014, there were 4,379 workers living in Springfield. Over one-third of employed residents (1,566 persons) work in Springfield. The number of Springfielders commuting out of town for work and the number of in-commuters is almost identical: there are 2,813 persons commuting to jobs outside of town and 2,712 workers commuting to jobs in Springfield. Almost half of the out-commuters, 2,063 persons (47.1%) traveled less than 10 miles to their job; 896 (20.5%) traveled 10 to 24 miles to work; 827 (18.9%) traveled 25 to 50 miles; and 593 (13.5%) traveled greater than 50 miles to work.

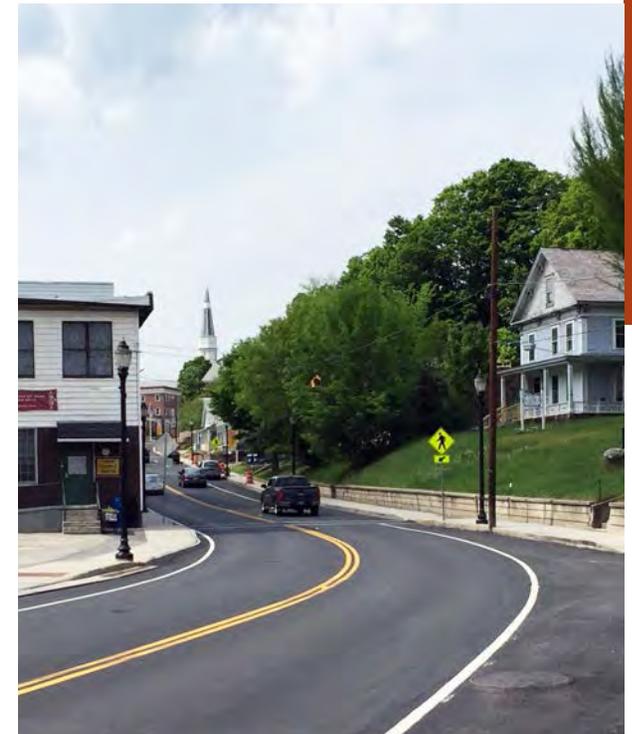
Clinton/Main/ River Street

Clinton / Main / River Street (Route 11) is a Class I Town Highway through the planning area.

Clinton Street. South of the downtown core, Clinton Street provides access to Springfield from Interstate-91. Clinton Street is a four-lane undivided arterial with five-foot sidewalks on both sides of the street. The right of way is 64 feet in width.

Main Street. Main Street is a two-lane street with concrete sidewalks and parallel on-street parking on both sides of the street (width permitting). The ROW along Main Street is variable, generally ranging from 45 to 65 feet in width.

River Street. North of the downtown core, River Street is a two-lane arterial street with five-foot sidewalks on both sides of the street. The ROW is 50-feet in width.



Main Street at the entry to downtown.



River Street north of Downtown.



Top: Historically, Williams Park at Clinton/Mineral/South and Main Street provided a gracious entry to downtown. Bottom: The intersection today.

Traffic Volumes

Traffic volumes were obtained from the Vermont Agency of Transportation (VTrans). Table 1 highlights presents available count information from Automatic Traffic Recorder (ATR) and Turning Movement Count (TMC) data. ATRs are placed on Main Street just north of Clinton Street and just south of Summer Street show that on average, Main Street services approximately 10,000 vehicles per day. Consistent with general traffic trends, Main Street experiences a fluctuation of traffic throughout the day with peak periods during the morning and evening commute causing congestion at intersections along the Main Street corridor. Along this route trucks account for 5% of overall volumes; with heavy trucks at about 1% of traffic volumes.

Intersection Conditions

Main/Clinton/South/Mineral Streets. Historically, this intersection flowed around a triangular park (William Park in the historic photo at left) where trolley tracks split for Main and Mineral Street. This historic function set in place an unusual geometry that has been adapted to automobile use with mixed success. This intersection was reconfigured in the summer of 2016 to blend Clinton and Main Street as a free-flowing street with stop controls at the Mineral and South Street approaches. There are no pedestrian crossings at this intersection or anywhere along Clinton Street. On one side of Clinton Street there is a major affordable senior housing complex, commercial uses, residential neighborhoods and on the other side of Clinton Street there is the Town's principal health and recreation center (Edgar May Center), the riverside Toonerville Trail and commercial uses; but the street poses a barrier to pedestrians. The Downtown Master Plan has identified this intersection as a potential gateway into the downtown area in need of reconfiguration with the potential of a roundabout, or a more simplified geometric layout.

Main/Park/Summer Streets. These streets intersect to form a four-way signalized intersection. Both Main Street approaches and the Park Street eastbound approach provide a dedicated left turn lane and a shared through/right lane. The Summer Street approach provides a shared through/left lane and a dedicated right turn lane. Crosswalks are located along all four of the approaches and pedestrian signal equipment is present. In 2016 this intersection received video camera detection at the traffic signal, to replace in-ground detection loops, which optimize green time based on real-time traffic demand. This has greatly improved delays at this intersection.

Table 2: Study Area Crashes (2011-2015)

Road Segment	Number of Crashes		Severity			Crash Type							
	Total	Avg. Per Year	Property Damage	Personal Injury	Fatality	Rear End	Sideswipe	Left / Thru Broadside	No Turns Broadside	Head On	Single Vehicle Crash	Unknown	Other
River Street (One Hundred River to Elm Hill)	20	4	14	6	0	9	4	0	1	0	1	2	3
Main Street (Valley to Park/Summer)	24	4.8	24	0	0	12	8	2	1	0	0	1	0
Main Street (Park/Summer to Clinton)	43	8.6	39	4	0	19	8	3	0	0	2	8	3
Clinton Street (Main/South.Mineral to Bridge Street)	28	5.6	21	7	0	3	7	6	1	2	3	2	4
TOTAL Study Area (2011-2015)	115	23	98	17	0	43	27	11	3	2	6	13	10

Source: VTrans Public Crash Query Tool (2011-2015)

Main and Valley Streets. Main Street and Valley Street form a three-way unsignalized intersection with Valley Street intersecting from the east. Main Street operates under free-flow control while the westbound approach on Valley Street is stop sign controlled. All three approaches consist of one general purpose travel lane. Although there are no crosswalks located directly at the intersection there are mid-block crosswalks located approximately 50-feet east of the intersection on Valley Street and approximately 60-feet south of the intersection on Main Street. A Main Street crossing could be added at this location, but would require the removal of on-street parking spaces on Main Street.

Crash Analysis

Crash data was obtained from the VTrans Highway Research Department for the latest complete five years available (2011-2015). There were a total of 115 crashes along Clinton/Main/River Street (Route 11) from Bridge Street at the south to 100 River Street. Seventeen of the crashes (15%) resulted in an injury and the remaining 98 crashes resulted in property damage only. A majority of the injury crashes (13 out of 17) were clustered along River Street north of the downtown core and along Clinton Street, south of the downtown core. These street segments are characterized by wider travel lanes, there is no on-street parking and speeds were observed to be faster. Along Main Street within the downtown core, the vast majority (76%) of the crashes are rear-end and sideswipe collisions, which are likely attributed largely to on-street parking and



Figure 2: High Crash Locations (2010-2014)

driveway conflicts. Along River Street, the majority of crashes (60%) are also rear end and sideswipe crashes; the difference along this segment is that 30% of the crashes result in injuries whereas only 6% of the crashes on Main Street result in injuries. In looking at Clinton Street, there are more left/thru broadside and head-on crashes here in addition to rear-end and sideswipe crashes. Twenty-five percent (25%) of the crashes on Clinton Street resulted in injuries.

According to the *VTrans High Crash Locations Report 2010-2014*, multiple high crash segments and one high crash intersection fall within the project limits as shown in Figure 2.

Pedestrian Conditions

There is a healthy amount of pedestrian activity observed in the Downtown area. The Southern Windsor County Regional Planning Commission (SWCRPC) annually conducts pedestrian and bicycle counts on behalf of VTrans in several locations in Springfield, one of which falls within the study area—Main Street near Town Hall. The *Southern Windsor County Bicycling and Pedestrian Count 2015 Annual Report* indicated that average daily travel (pedestrian and bicyclists combined) was fairly consistent at around 200 travelers from Summer 2007 to Fall 2015.

In 2012, the SWCRPC conducted a Town-wide sidewalk inventory which included a conditional assessment of over 22 linear miles of sidewalk. Sidewalks along Main Street from Valley Street to the Senior Center were recently reconstructed and are in excellent condition. Sidewalks along Clinton Street are rated in good and fair condition. There is one area where the sidewalk becomes a bus turnout near the Edgar May Center, which puts pedestrians at risk due to no separation between fast moving traffic and pedestrians. It appears that the bus stop has been moved to the front of the Edgar May Center, so the need for this turnout may be obsolete.

Sidewalks on the river side of River Street were noted as being in poor condition. In addition, there are three pedestrian crossings along River Street in this section that are located along a wide, straight stretch of roadway in which vehicle speeds can be escalated. Currently, there is no “gateway” treatment to slow southbound vehicles along River Street before entering the heart of Downtown.

Bicycle Conditions

Downtown Springfield was identified as a high use/high priority area in Phase I of the VTrans Bicycle Plan. North of the Downtown bike lanes exist on River Street. From the south, the Toonerville Trail shared use path runs along approximately three miles of abandoned rail starting at the Connecticut River and running parallel with the Black River toward the center of town. The Toonerville Trail currently ends on Clinton Street approximately one-mile south of the downtown. In September 2016, the Town was awarded a grant to construct an extension of the trail to Bridge Street (providing access to the Edgar May Center). Further extensions of the path through the downtown have been considered (see Figure 3). Providing a comfortable bike connection through the downtown and along River Street to the Springfield Plaza and eventually Riverside Middle School—where a path has been scoped to connect to North Springfield—could provide an attractive cross-town facility. A specific alignment between Bridge Street and through the downtown has not been scoped.

Transit Conditions

Downtown Springfield is serviced by transit operations conducted by Connecticut River Transit (CRT), also known as The Current, as three routes travel through and serve riders in Downtown Springfield. Springfield In-Town #1, providing local service throughout Springfield on weekdays only, stops at the State Offices (near the Vermont DMV), People's Bank on Main Street, the Huber Building on Main Street and the Whitcomb Building on Main Street. Bellows Falls-Rutland #57 provides regional weekday service from Bellows Falls to Rutland and vice versa and serves riders in Springfield outside of Lovejoy Tool on Main Street. Bellows Falls-Springfield #55 provides regional weekday service from Bellows Falls to Springfield and vice versa and serves riders in Downtown Springfield at the State Offices stop on Mineral Street. There are a total of five stops located within and adjacent to the downtown, four of which are located directly on Main Street and another on Mineral Street as described above.

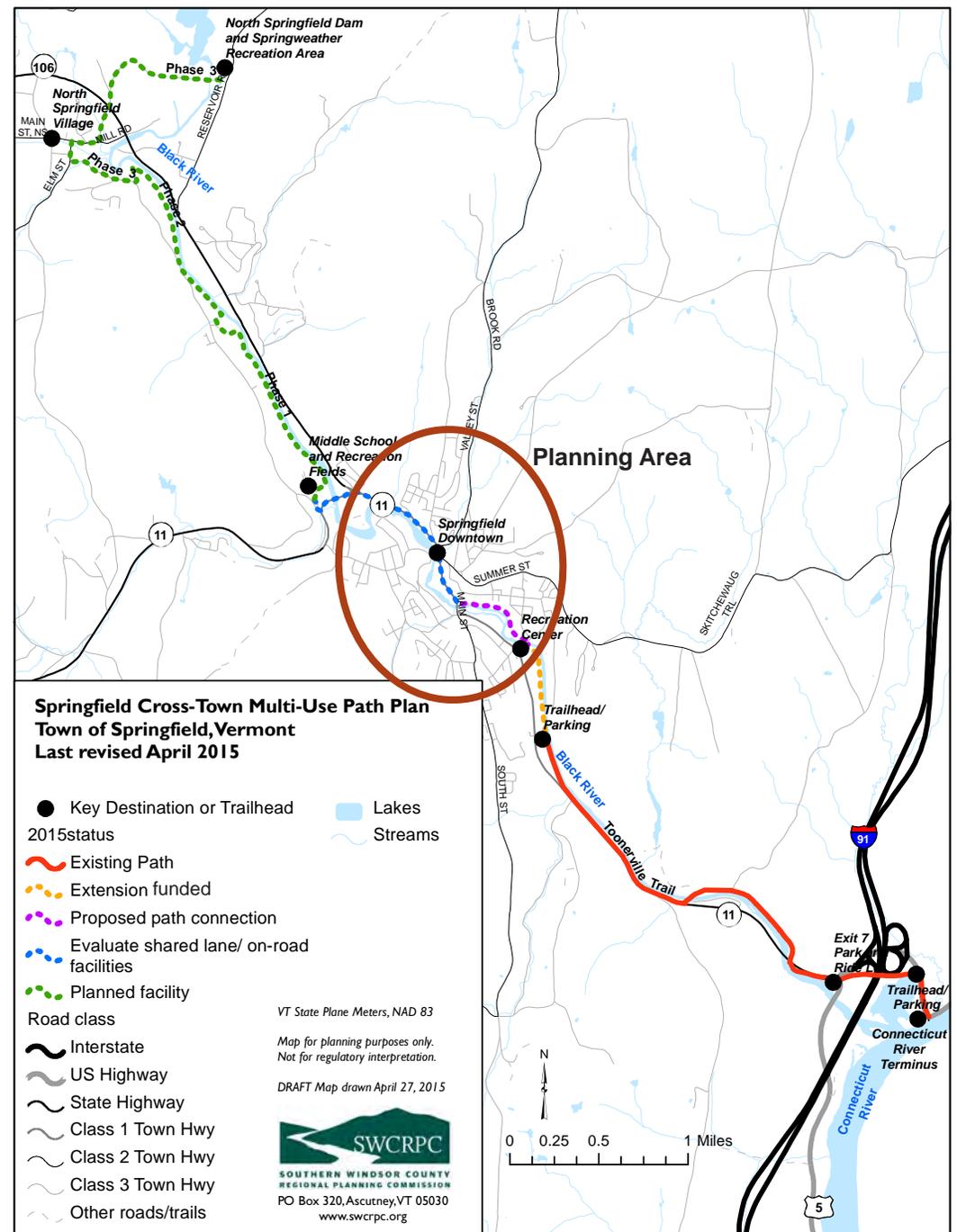


Figure 3: Multi-Use Path Plan (2015) Source: SWCRPC

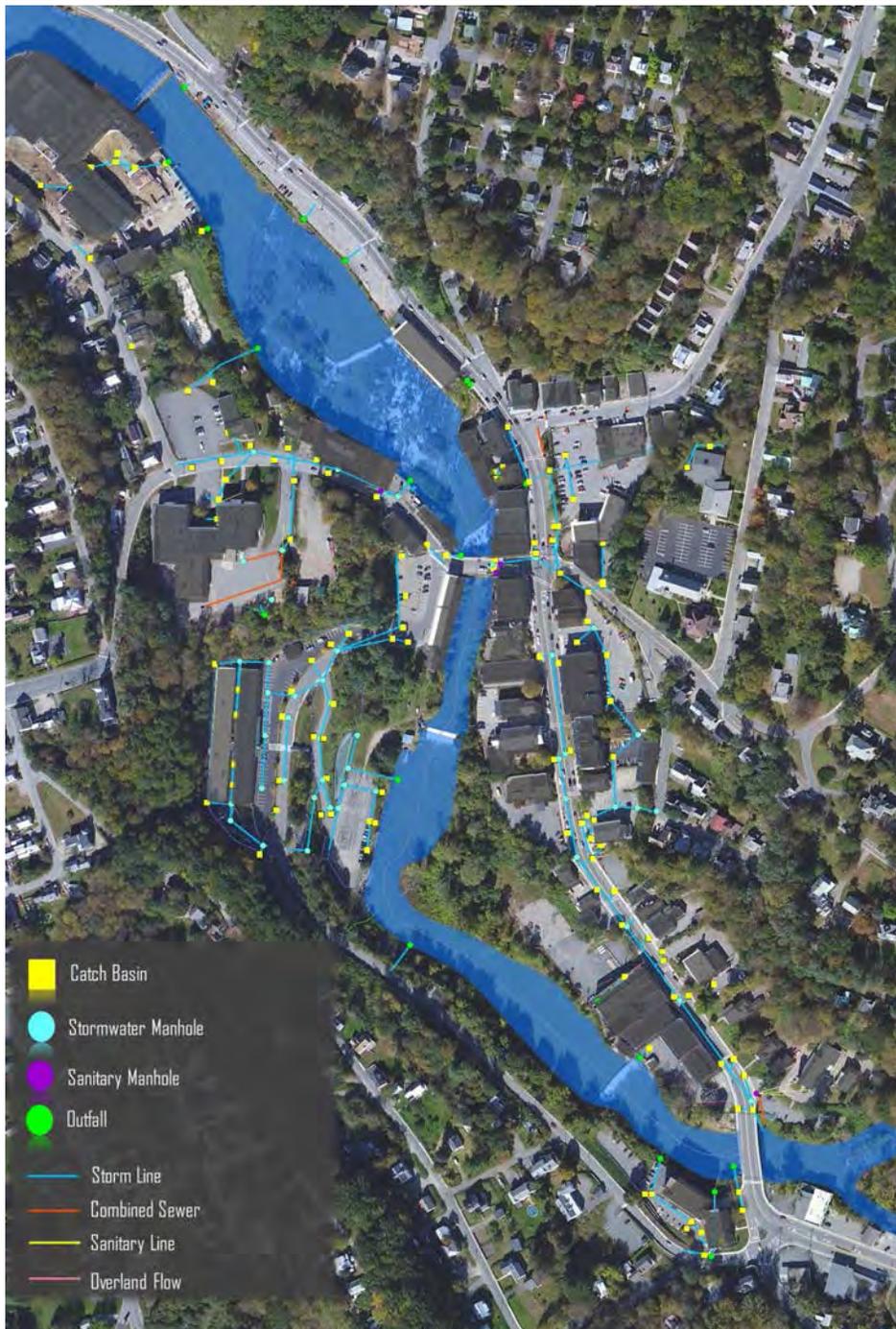


Figure 4: Stormwater Infrastructure

Parking

Like most downtown districts, the parking supply is a concern and a frequent topic of discussion. In Springfield there is not adequate parking to serve the amount of vacant space in the downtown. The shortage is particularly acute in the area of Park Street where there is, coincidentally, a concentration of vacant buildings. The lack of parking provides challenges in leasing these buildings. In the vicinity of the falls, a conservative estimate of vacant building space is 65,000 square feet, including a scaled back Parks and Woolson building, the Comtu Falls building, the Woolson Block, the Odd-Fellows building, the Bakery Building and the Handy building. Municipal parking in this area (excluding on-street parking) includes 16 parking spaces in the Peoples Bank lot and 36 spaces in the Mineral Street lot for a total of 52 municipal spaces. This supply is inadequate to support new economic uses within these buildings.

In a historic pedestrian-oriented district, such as downtown Springfield, it is desirable to utilize pools of municipal parking that allow patrons to 'park and walk' around the downtown district. Parking lots conveniently located behind buildings help to maintain a cohesive and attractive pedestrian-oriented streetscape while also providing needed parking. As a rough estimate, at a walkable downtown parking ratio of 2.5 spaces per 1,000 square feet of building space, some 160 spaces would be needed to fill Springfield's vacant building space in the core area. There are approximately 100 spaces including on-site parking at the Handy Building (17), Bakery Building (9), Parks and Woolson (24) and the municipal spaces (52). This leaves a shortfall of at least 60 spaces to address vacant building space. More spaces would be required if the mix of development includes a larger complement of commercial uses. In addition, there are other buildings that would benefit from an expanded municipal parking supply as well.

Flooding and Stormwater Conditions

Flooding is one of Vermont's primary natural disasters and the devastation caused by Tropical Storm Irene has prompted community leaders across the state to address flood risks and implement flood resiliency plans. Springfield is protected by a flood control dam which protects North Springfield and Springfield and Springfield did not sustain damage from Irene.

Existing stormwater infrastructure in the downtown area is shown in Figure 4. Stormwater infrastructure in the downtown is largely conveyed via an underground system of pipes that include stormwater lines, combined storm and sewer lines and outfalls into the river. The downtown area is intensively developed with impervious buildings, streets and parking areas with little landscaping that can capture pollutants or infiltrate stormwater before it enters the piped system. Like many urbanized stretches of the river, combined sewer overflows and urban runoff create water quality concerns for the Black River. The Town recently completed sewer system improvements along Valley Street to address issues with wastewater discharging into the Valley Brook which flows to the Black River.

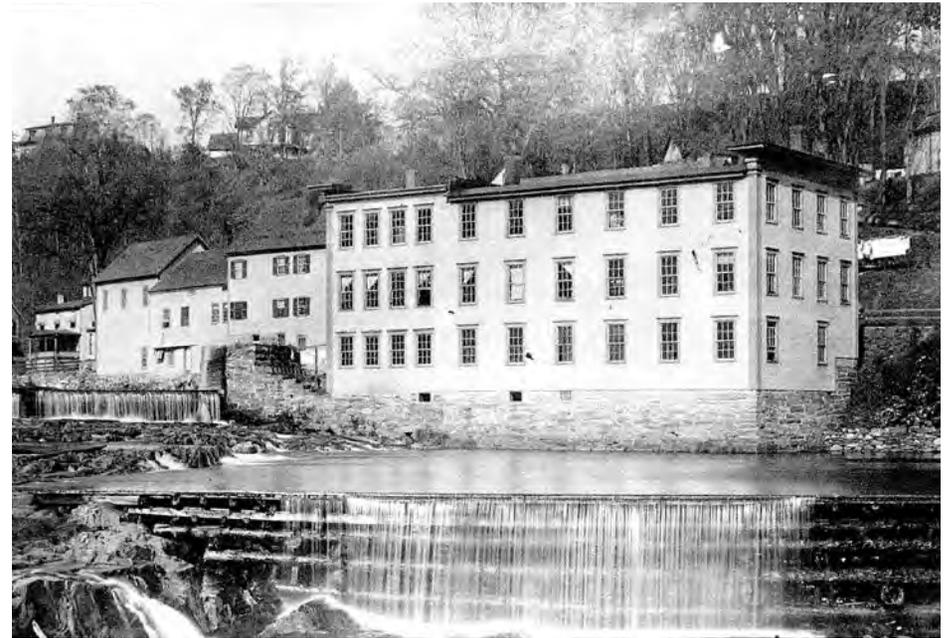
There are several outfalls into the Black River along River Street and Main Street. There are opportunities to incorporate green infrastructure facilities, such as porous surfaces, rain gardens and bio-treatment features that can capture, infiltrate and clean stormwater to address water quality issues and diminish peak storm flows.

Brownfield Conditions

Due to the legacy of industrial use on these sites, it is likely that brownfield conditions are present. The Environmental Protection Agency (USEPA) defines brownfields as "...a property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant..." In practice, brownfield sites are underutilized or vacant properties and may have contamination related to past or current land use. They may include buildings that have asbestos materials or lead-based paint or lightly contaminated urban soils, but could also include more complex contamination issues warranting more intensive management. However, in nearly all cases, brownfield sites are developable in some manner.

The following discussion presents initial findings from the existing conditions inventory and analysis for proposed streetscape improvements in downtown Springfield, Vermont – specifically the following properties:

- The Handy property, River Street;
- 1-11 Main Street; and
- Parks and Woolson, Park Street



Top: The extent of the River Street Gilman Shop building (Handly building) prior to the fire in 1912. Bottom: Parks and Woolson in the 1920's.



The findings presented below were made following the review of Sanborn Fire Insurance from 1885 to 1948. To date, more recent land uses – including current land use – have not been evaluated.

The Handy property, 10 River Street: This property was first developed as the Gilman and Townshend Company (by 1895 the Gilman and Sons Company) as a lathe manufacturing facility. The building was originally two-full stories with a basement, but later added to become three full stories and basement. The business continued in operation until at least 1948, when it was part of the Fellows Gear Shaper facility (located at One Hundred River Street).

Based on this history of land use, we expect similar materials of trade and potential contaminants of concern to those associated with the Parks and Woolson facility (discussed below). Furthermore, based on the age of the building, lead based paint and asbestos containing materials may be present.

1-9 Main Street: Three parcels make up the properties that are described as 1A, 5, and 7 Main; 9 Main, and 3 Main Street. 1A, 5, and 7 Main Street were first developed as the RJ Kenney saw mill and Cobb and Derby grist mill sometime prior to 1885. These uses continued until at least 1910, when these businesses closed and converted to other uses (storage, plumbing supply, feed store). Three Main Street was first developed for lumber storage, associated with the RJ Kenney saw mill, but later converted to a hardware store. This building was later used as fire station, which was noted as having two underground storage tanks (USTs) containing gasoline as early as 1948. A third gasoline UST was located north of the former 1 Main Street building circa 1964. Nine Main Street (the Brown Block) has been in retail use.

A Phase I Assessment of the properties, completed in January 2017, identified two above-ground fuel storage tanks (ASTs) that will require proper management as part of redevelopment of the property so as to avoid a release of fuel oil. The presence of physical USTs associated with the adjoining buildings (but located on the driveway area of this property), or residual contamination related to these tanks, remains unknown and should be considered a possibility during any earthwork that might occur in these areas.



Top: Historic image of the Bakery Building (Brown Block) 9 Main Street.

Bottom: The Bakery Building today showing how the building has been altered with a false front, modified window pattern and ground floor addition.

Based on the age of the structures that are present, lead based paint and asbestos containing materials may be present as well. Assessment of these materials should be performed prior to demolition of the structures.

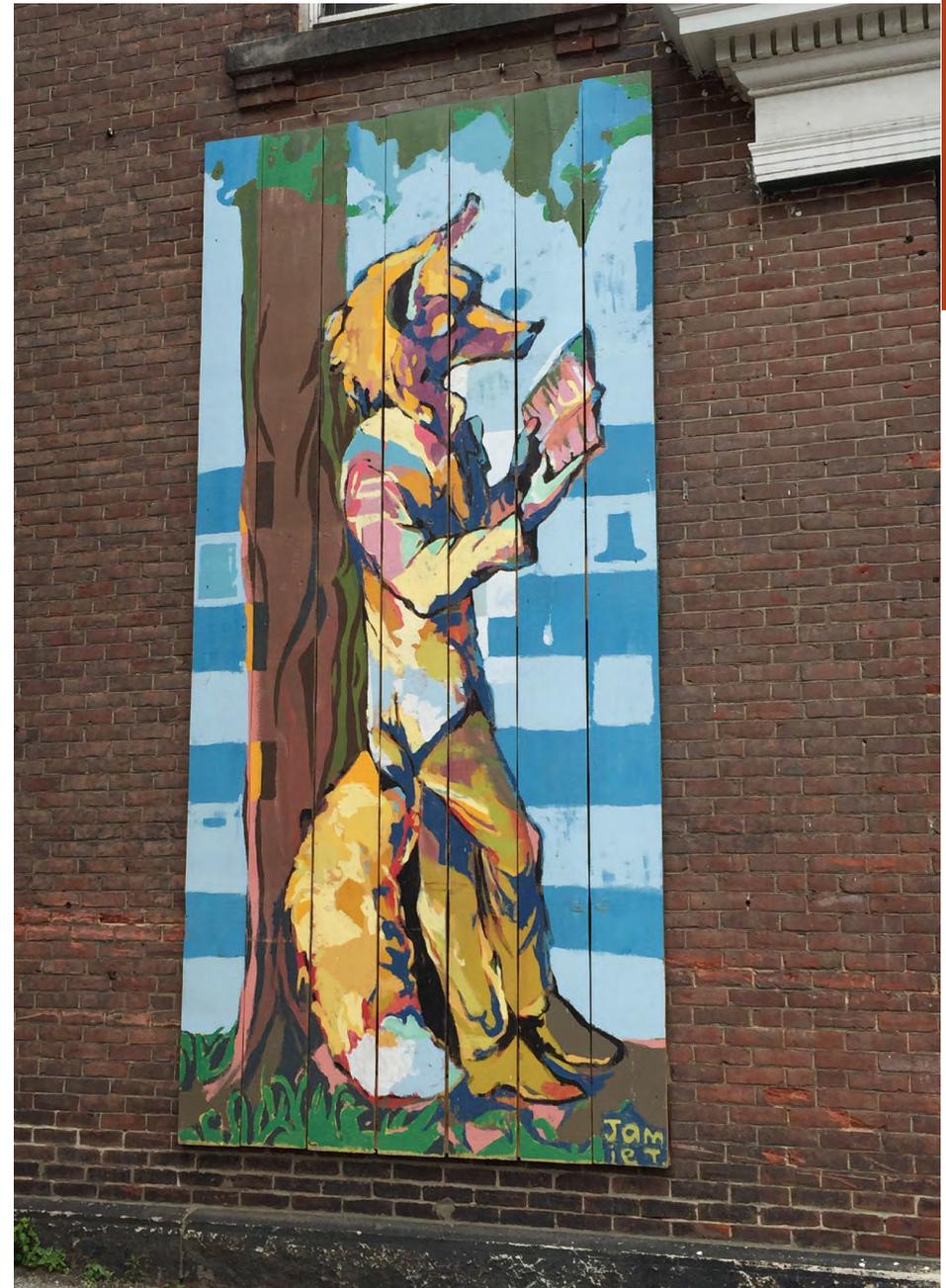
Parks and Woolson, 33 Park Street: Parks and Woolson began making cloth manufacturing machines at its location on Park Street in the 1830s, making it the oldest machining manufacturing facility in the region.

Within the Park Street building, machining occurred on the basement and first floor of the main building and, later, within the first floor of the newer eastern addition. Other facility activities include woodworking, painting, pattern making, blacksmithing, grinding, plating, and offices.

Based on professional experience with other machine manufacturing facilities in Springfield, it is likely that past practices associated with Parks and Woolson included the use of various hazardous and petroleum products. Potential contaminants of concern include chlorinated solvents, such as trichloroethene (TCE) or tetrachloroethene (PCE), petroleum fuels, cutting fluids and coolants, hydraulic oils, paints, and metals. Polychlorinated biphenyls (PCBs) have been identified as a remedial driver at other former machine manufacturing facilities in Springfield that operated at the same time as Parks and Woolson; the most likely source of these PCBs are cutting fluids, hydraulic oils, transformer oils, and coolants. Based on the age of the buildings and recent additions, lead based paint and asbestos containing materials may be present as well.

Nearby industries have included the John T. Slack Shoddy Mill (wool clothing), a marble stone cutter, automotive repair businesses, hardware store, and bowling alley. Based on local topography and past land use, it is unlikely that nearby properties present a risk of contamination to the Parks and Woolson property.

Addressing brownfield concerns will be a part of the redevelopment and reuse of these sites. There are limited state and federal resources available to assist with the testing and clean-up of brownfield conditions, and this will be a consideration with respect to prioritizing redevelopment sites.



Mural on the Woolson block.

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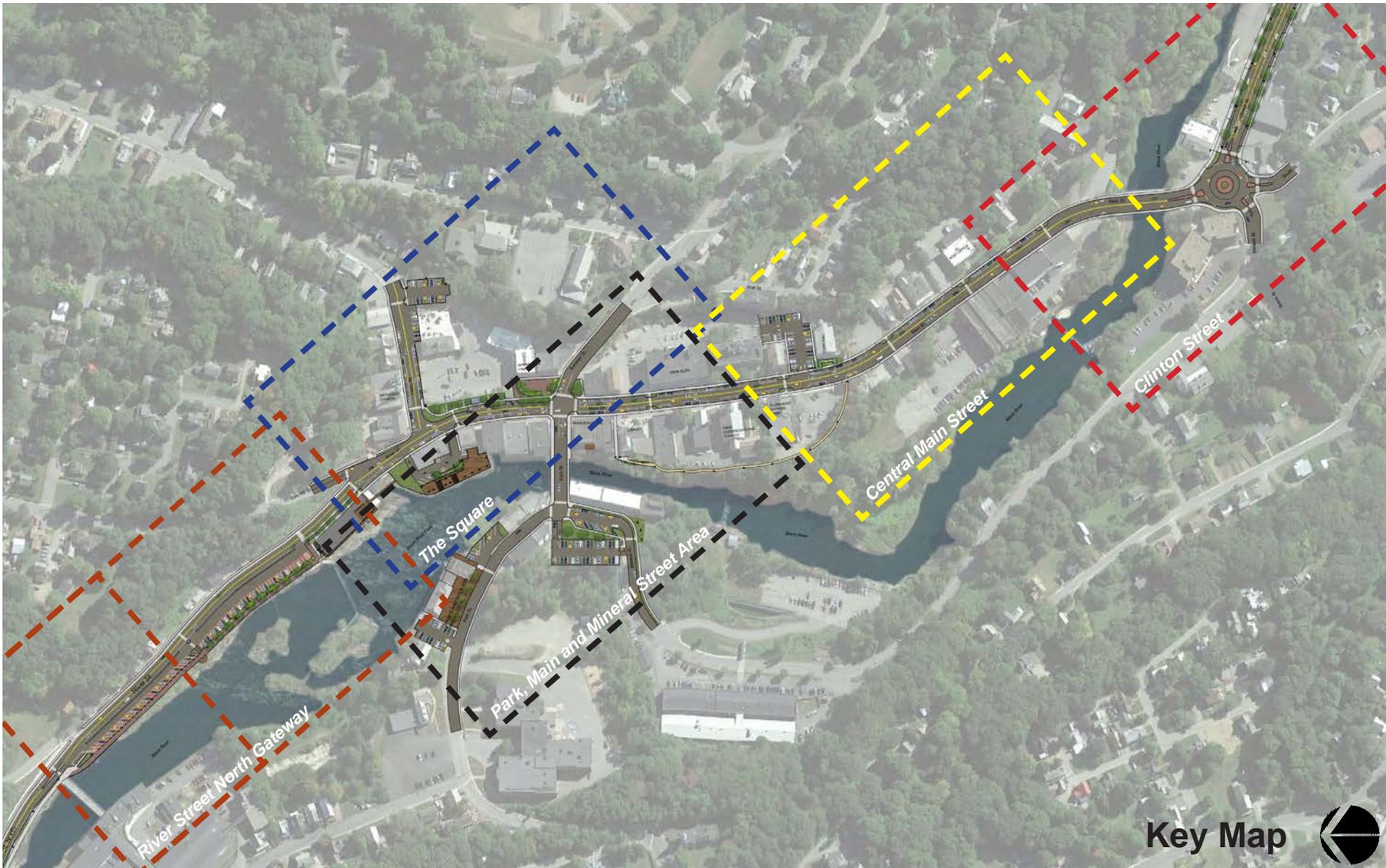


THE PLAN

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THE PLAN

THE PLAN



 River Street North Gateway

 The Square

 Park, Main and Mineral Street

 Central Main Street

 Clinton Street

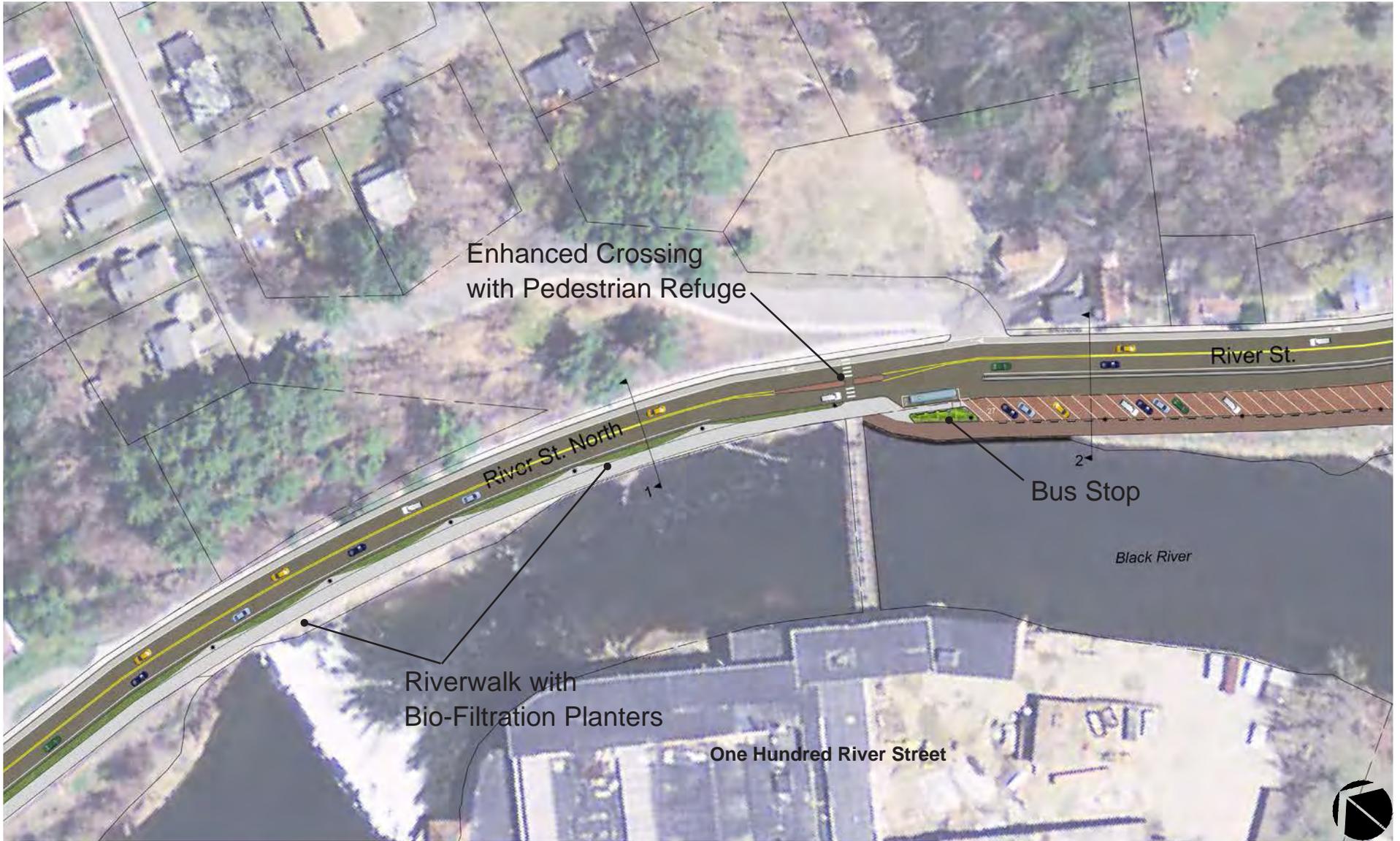


Figure 5: River Street / North Gateway Area

River Street / North Gateway Area

The North Gateway area runs along River Street from the Handy building north to the Springfield Plaza. The strategy for this area is to take advantage of the outstanding river views for a Riverwalk promenade that connects downtown, One Hundred River Street and Springfield Plaza. The reconfigured road would calm and slow traffic to create safer overall environment for pedestrians, bikes, transit patrons and motorists. The Riverwalk and street design incorporates 'green infrastructure' concepts including linear stormwater planters and pervious paving that can retain, infiltrate and cleanse stormwater runoff. The street design would also provide an attractive gateway to downtown

Riverwalk

North of the One Hundred River Street pedestrian bridge, the Riverwalk fits easily within the existing road right-of-way (Figure 6) and would provide an attractive riverside promenade.

South of the bridge, the Riverwalk would be located between the river and the parking area (Figures 7, 8, and 9). The reconfiguration of the parking area and street space allows for a safer parking area with median protected back-out space and an attractive Riverwalk. The land is privately owned so an agreement between the Town and the property owners would be required for public access along the Riverwalk at this location. This can take a number of forms from a public access agreement and privately funded Riverwalk improvements to a transfer of ownership or long-term lease to the Town for the Riverwalk if public funds are anticipated for the Riverwalk improvements. Public funds cannot be used to improve private property.

The Riverwalk ends at the Handy building where it transitions to sidewalk and bike lanes at the threshold of the downtown. It can also be continued along the river side of the building if desired by the building owner. The broader sidewalk in front of the Handy building would create a more attractive streetscape and walking environment along the building.

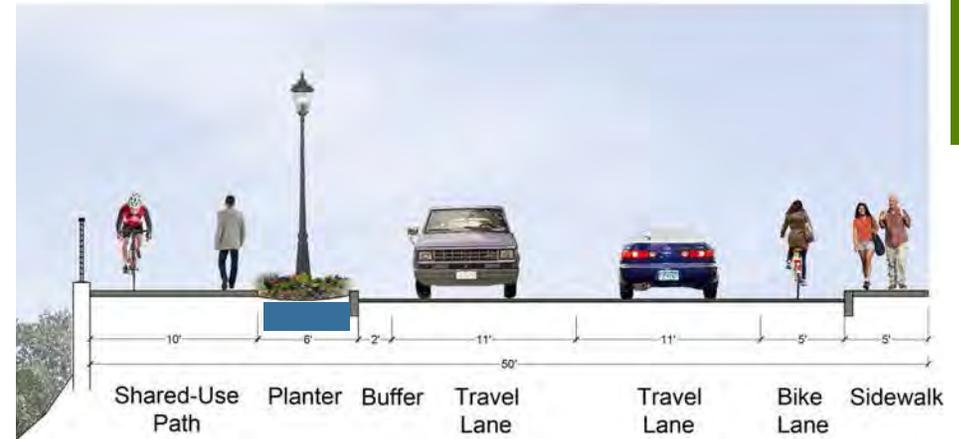


Figure 6: Section 1 at River Street North





Above, Median Refuge Island, Hanover, NH.



Above, Curb Extension, Keene, NH.



Above, RRFB, Hanover, NH.

Enhanced Pedestrian Crossings

Safe and frequent pedestrian crossings are a hallmark of a walkable downtown. Along River, Main and Clinton Streets, pedestrian crossings which are enhanced for safety are called out on the plans. Enhanced pedestrian crossings in this plan typically include the following design treatments:

Median Refuge Islands: These are raised islands placed in the center of the street which provide a refuge for crossing pedestrians allowing them to cross halfway, and pause if necessary to let traffic clear before crossing the remaining distance. Refuge islands have a traffic calming benefit and work well on streets with bike lanes (which may preclude curb-extensions).

Curb Extensions or 'Bump-Outs': Sometimes called 'bump-outs' or 'bulb-outs,' curb-extensions are wider sidewalk areas at pedestrian crossings that decrease the width of the crossing. Curb extensions have numerous benefits: they increase the visibility of the pedestrian by motorists; shorten the time pedestrians are in the street thereby limiting exposure to vehicles; and they calm traffic. Curb extensions may conflict with bike lanes, depending on the width of the street. They work particularly well along streets with on-street parallel parking and can be designed as a streetscape amenity.

Rectangular Rapid Flashing Beacons (RRFBs). RRFBs are pedestrian activated warning signs that flash when a pedestrian is crossing. The irregular flashing pattern appears like emergency flashers and only flashes when activated by a pedestrian. RRFBs are highly visible warning signals to drivers. RRFBs have been shown to increase driver yielding rates to 88%. Depending on site specific conditions, the speed and volume of traffic, RRFBs may be used alone or in combination with refuge islands or curb extensions.



Figure 7. River Street / North Gateway at Parking Lot

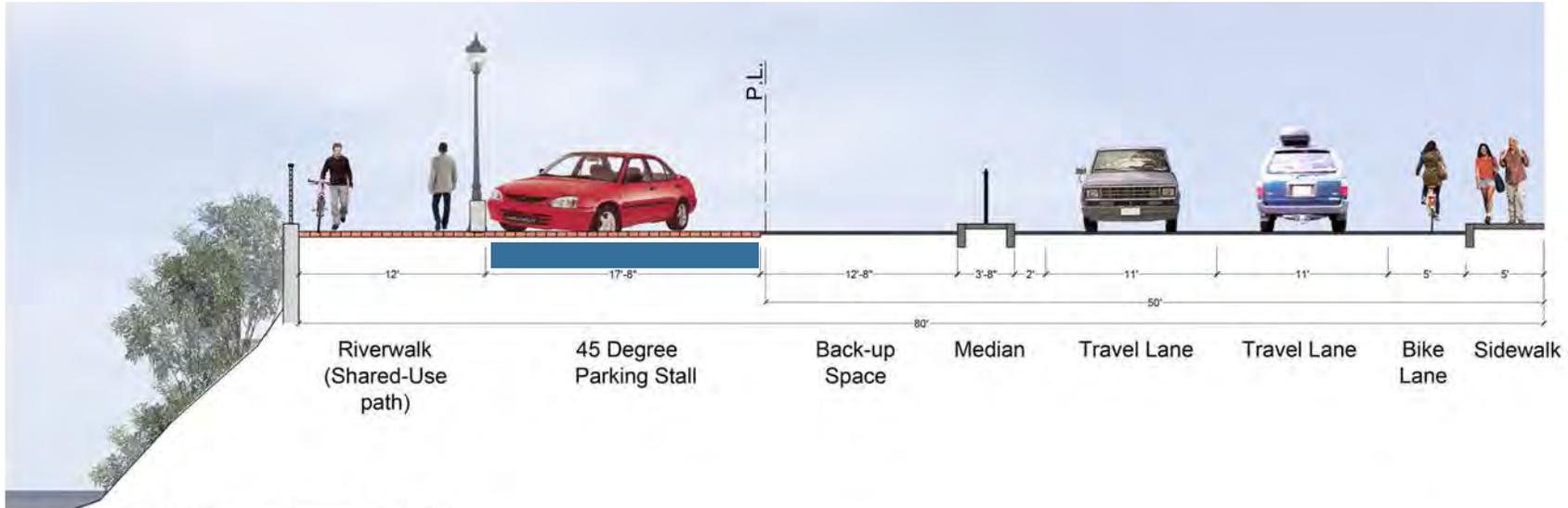


Figure 8. Section 2 at Riverwalk

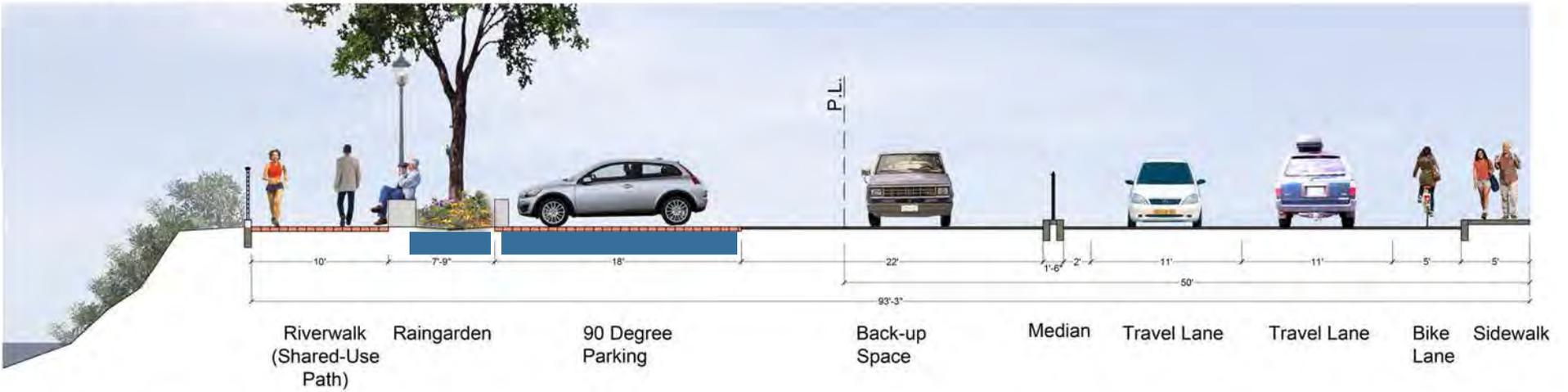


Figure 9. Section 3 at Riverwalk



Detail of bio-filtration planter at the Riverwalk. Stormwater flows into the planter where it is cleaned and absorbed into the soil.

Green Infrastructure

Along River Street and Clinton Street there is the opportunity to incorporate 'green infrastructure' into the Riverwalk and streetscape that can capture, infiltrate and cleanse polluted stormwater runoff through the use of stormwater planters, raingardens and pervious paving blocks. The features include absorbent soils and sub-base materials that infiltrate stormwater. Perennial landscaping in the planters and raingardens make these working features an attractive visual focal point. Green infrastructure opportunity areas are designated with a **BLUE** square in the illustrative sections.



Before and after views of the Riverwalk and raingardens at the parking area.



Architect's rendering of renovated Handy building with the Riverwalk, and outdoor terrace. (Studio-Nexus Architects and Planners)

Handly Reuse Concept

The Handy Building occupies a prominent location at the entry to the downtown at the Black River Falls. The building would be attractive for commercial uses—a combination of retail/restaurant/offices would be well positioned to take advantage of the riverside location. An outdoor terrace on the top floor overlooking the river could take advantage of a southern aspect for dining

or enjoying the views of the falls. The building has an existing footprint of approximately 9,000 square feet. Rebuilding the top floor of the structure should avoid creating a faux 'historic' building. Riverwalk connections along the riverside of the building and across the ravine to the mini park would be an attractive addition to the building and create a better connection to the downtown.

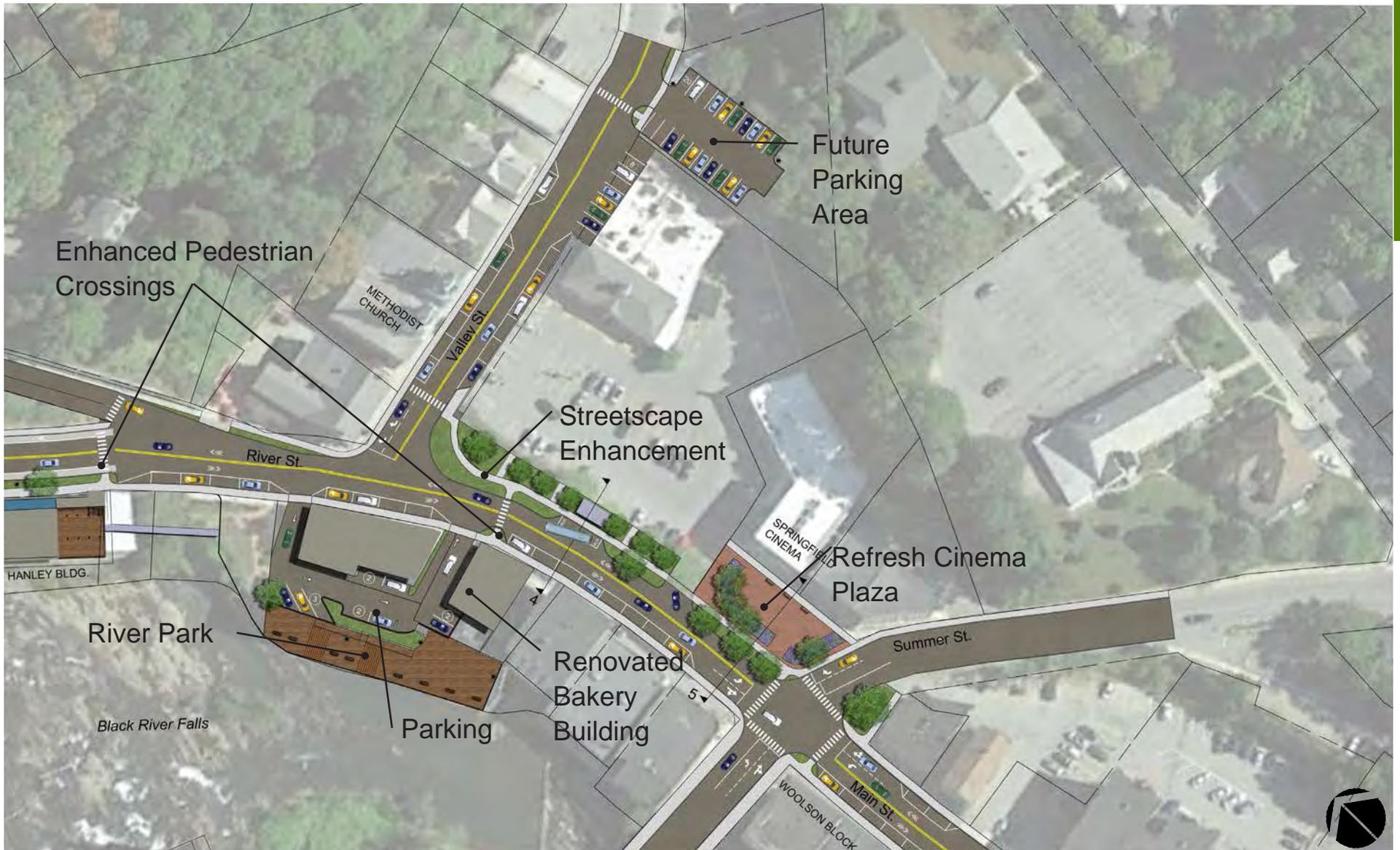


Figure 10. The Square Area

The Square

Historically called 'The Square,' the area around Main/Valley/Park/Summer Streets is the main crossroads of Springfield's downtown. The objective for this area is to enhance streetscapes and public spaces for social gathering, provide access to the River and improve parking where possible to support economic use of historic buildings.

River Park (5-7 Main Street)

The Town recently purchased buildings at 5-7 and 9 Main Street (The former VNA buildings and the Bakery Building). The VNA building (5-7 Main Street) is located behind 1-3 Main Street and the Bakery Building (9 Main Street) is a storefront building located on Main Street. All of the buildings are in poor condition.

The recommendation for this area is to remove the VNA Building (5-7 Main) to provide public access to the river and renovate the Bakery Building (9 Main Street).

There is the opportunity to create a signature park on the foundation of the VNA buildings at 5-7 Main Street. This park can connect with the existing pocket park thereby providing a direct connection to Main Street. Opening visual and pedestrian access to the river would improve the human experience of the downtown and enhance the value of the historic buildings on Main Street. The design of the park area is conceived as an open and flexible space, a boardwalk with attractive railings, lighting, seating a pavilion. The design should allow the flexibility for community gatherings and enjoyment of the river and historic downtown. Artistic elements that tell Springfield's story in an engaging way should be incorporated into the park design. This may include elements that incorporate industrial hardware or other design references, into the walkways, railings, benches, and/or public art pieces that can give the park identity and meaning.



Source: expedia.com, duferain terrace, quebec



Source: tripadvisor.com, High Line NYC

The concept for the River Park is a simple boardwalk with attractive lighting, railings and benches overlooking the Black River falls. Raingardens, public art and relics from Springfield's past can enhance the use and meaning of the park.



Before and after view of the falls with a River Park.

Streetscape Enhancements

Sidewalks along Main Street were recently improved and are in good condition. There are a couple of areas where enhancements would improve the pedestrian environment.

- Main Street Streetscape Improvements.** There is space to add landscape space between the sidewalk and the travel lane on the east side of Main Street (the travel lane is an excessive 20 feet in width), which would make this a more attractive pedestrian zone. There is opportunity to add street trees in this area; however we recommend that the view of the brick building at the head of the square on Valley Street be maintained (see historic photo on page 34). It is recommended that the existing trees in the landscape area between the sidewalk and the parking area be eventually replaced with a larger street tree species, like disease resistant American Elms, which historically graced Main Street (see historic image of the square). The curb return radius at Valley and Main is larger than necessary for truck turning movements and can accommodate a landscaped curb-extension.



Curb extensions with landscaping (left) or with additional seating (below) make it safer for pedestrians to cross the street and add to the streetscape environment.

<http://larenworks.com>



Historic view of Main Street with buildings and American Elm trees framing the vista to the brick buildings (on Valley Street) at the head of the square.

- **Enhanced Pedestrian Crossings.** Crosswalks along and Main Street should be enhanced with curb extensions. Curb extensions may include landscaping, or be constructed of concrete and enhanced with planters for seasonal interest.
- **Park Street Sidewalks.** The Park Street sidewalks are in poor repair across the bridge.
- **Park Street Bridge.** The Park Street Bridge provides outstanding views up and down the river. As such, it is an important public space. It has been designed with an attractive railing and lighting which should be maintained. The Town may wish to consider adding hanging flower pots or flower boxes on the railing to add to the welcoming feeling of this location. These are high maintenance enhancements, however, so that should be considered in this decision.

Bakery Building

The Bakery Building (9 Main Street) occupies a prominent spot on Main Street and could add to the vitality of the street if new uses can be established in the building. Through the years modifications to this handsome building have diminished its historic value and aesthetic appeal (see page 20). In order to support economic reuse of the building it is recommended that some parking and loading spaces be provided behind the building accessed by a one-way driveway loop.

Additional Parking

As noted, this area of the downtown is in need of additional municipal parking. The lot behind the People's Bank may be a good location for future downtown parking. We estimate an additional 20 spaces could be added at this location, providing parking near the center of town.

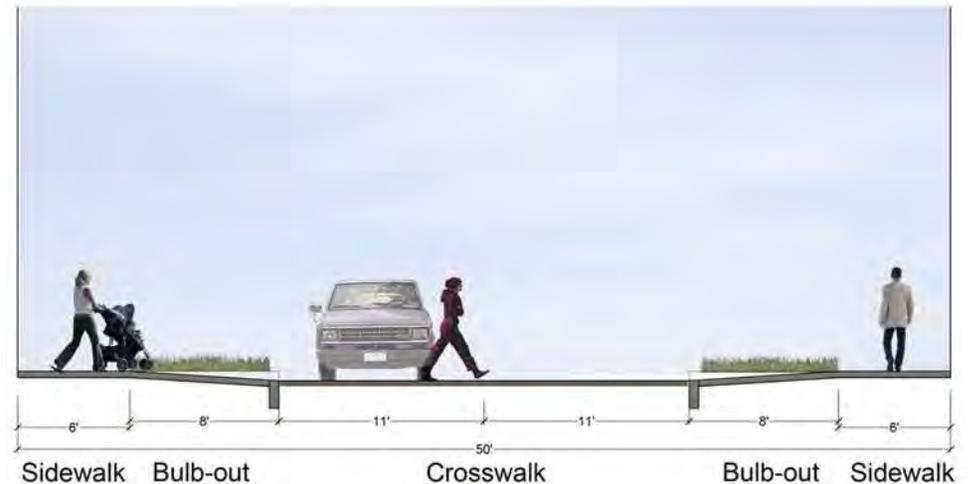


Figure 11. Typical Section on Main Street with Curb Extensions

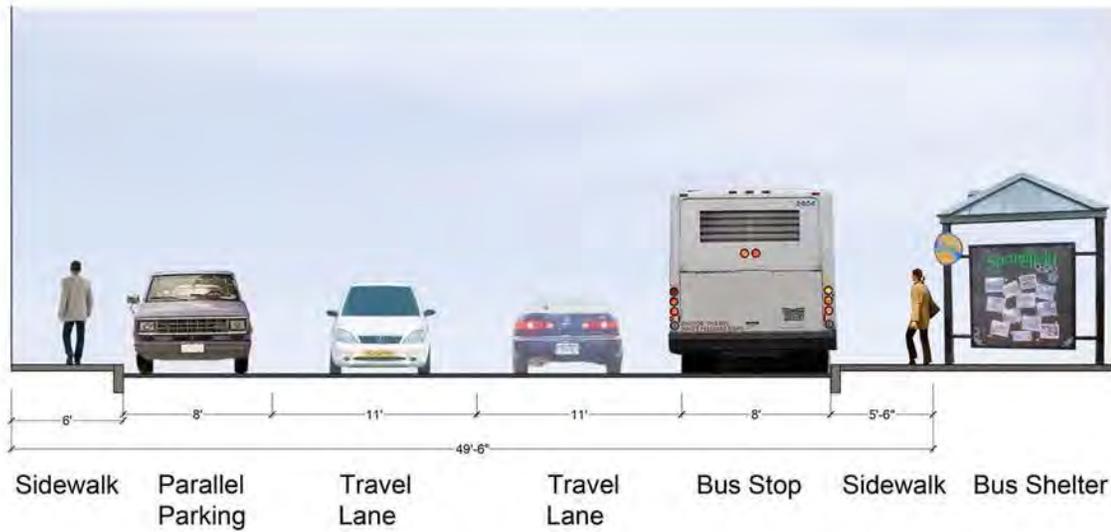


Figure 12. Section 4 at Main Street Bus Stop



Figure 13. Section 5 at Plaza

Refurbish Cinema Plaza

The public plaza in front of the Ellis Block and Springfield Cinema should be refurbished to allow more visual and physical connection between the sidewalk and the plaza. The uses fronting the plaza, the ice cream store, cinema and restaurant are ideal in that they invite public activity and social gathering which activates the plaza. There are a few changes that would improve the plaza for public use and social interaction, as follows:

- **Refresh Planting Area.** The shrubs should be replaced with lower perennials that allow visual access between the street and the plaza and include colorful flowering species. A recommended planting palette is provided in Appendix A.
- **Improve Circulation between the Sidewalk and Plaza.** Create wider walkways between the plaza and the sidewalk to allow pedestrians to easily flow between the plaza and the sidewalk.
- **Improve Seating.** Ideally moveable chairs, tables and colorful umbrellas, should be placed in the plaza to make it more inviting for the public. Moveable chairs make a public space more attractive for users because they allow users to arrange their seating to suit their social group or to follow sun and shade. In addition, chairs are more comfortable and cheaper than benches. Management is required, however, to deter theft and vandalism. Ideally users on the plaza could assist in management of chairs and umbrellas.



Refresh Cinema Plaza with colorful perennial planting that allows visual access into the plaza. Colorful umbrellas and movable seating would make the space a more lively focal point in the downtown.



Figure 14. Park, Main and Mineral Street Area

Park, Main and Mineral Street Area

For Main Street, the strategy here is to improve access to the river and make Main Street more attractive for pedestrians and bicyclists through streetscape improvements. The strategy for the west side of the river is to connect it into the activity of Main Street. This area includes the landmark Park and Woolson and Comtu Falls buildings, which are currently vacant, as well as the Mineral Street state office complex and the Park Street School.

Riverwalk

In this area a Riverwalk at the top of the bank would be an attractive asset for both building users and the public. The Riverwalk should respond to site opportunities, but a walkway with a railing and benches for enjoyment of the river would be an inviting addition to the downtown. The Riverwalk can be accessed by existing alleyways and driveways from Main Street.

Woolson Block/Library Riverwalk and Alley Improvements

The alley between the Woolson Block and the Library will serve as a pedestrian entrance to the renovated Woolson Block. This alley should be enhanced with festive lighting and public art to make it comfortable for pedestrian use and access to the Riverwalk. A patio or deck overlooking the river with outdoor dining would be an attractive addition to the Woolson Block and activate the river area.

Mineral Street Parking Deck

Additional downtown municipal parking is needed to support economic use of buildings in the core of the downtown. Municipal parking can be augmented by the addition of a deck to Mineral Street parking lot.

Mineral Street Pocket Park

There is space at the curve of Mineral Street for a pocket park overlooking the river. With some tree pruning to open views to the river, and the addition of benches and public art, this would be an attractive green space in the downtown. This setting is one location where visitors could take photos with Simpson characters and learn about Springfield.



Source: novorestaurant.com

Riverside patio space, a Riverwalk, festive 'string-lighting and public art at the alley between the Woolson Block and the Aldrich Library leading to the Riverwalk can integrate the river into the experience of downtown



Source: seabbymedia.com

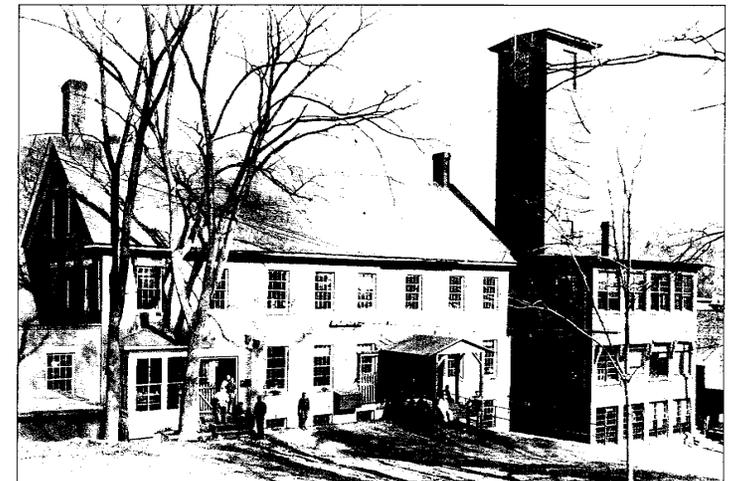




Architects rendering of renovated Parks and Woolson restored to reveal the original gable-roofed building and the later flat-roofed addition (Studio Nexus Architects and Planners).

Parks and Woolson Site Reuse Concept

The Parks and Woolson building is an important visual and historical landmark in Springfield. New uses that would be attractive for this building include employment (offices), residential, and institutional uses such as an educational facility. The reuse concept for this building involves removing the dilapidated addition at the street and revealing the original gable roofed brick structure and the flat roofed brick industrial addition. Contemporary access codes would likely require an elevator for this building which could be accommodated in a connector between the buildings and serve both buildings. Removing some of the dilapidated appendages would allow space for on-site parking and outdoor space and would also maximize natural light for the buildings.



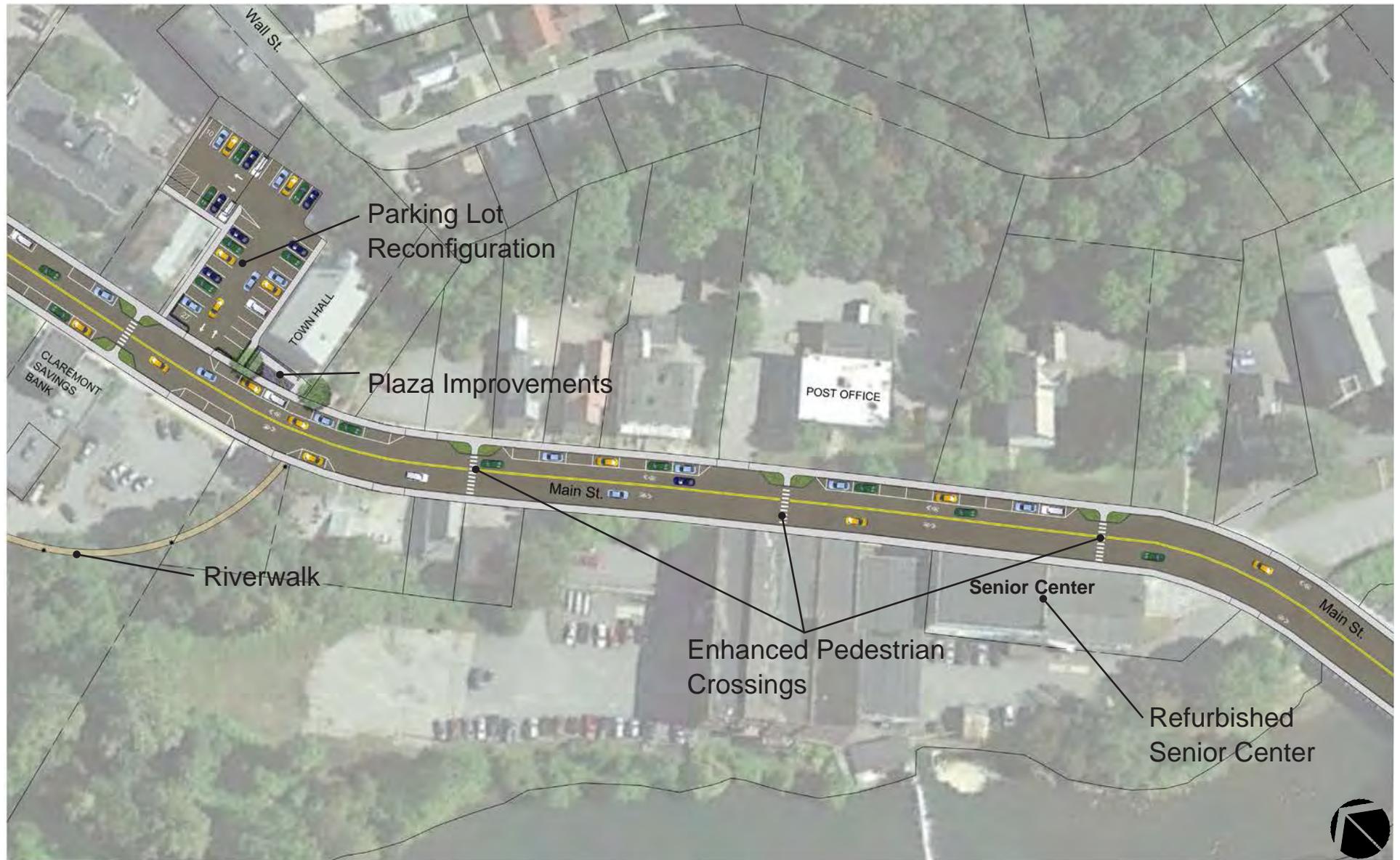


Figure 15. Central Main Street Area

Central Main Street Area

The strategy for the central portion of Main Street from Park/Summer Street to Clinton Street is to improve access to the river and make the street more attractive for pedestrians through enhanced pedestrian crossings and landscape improvements at the town hall.

Enhanced Pedestrian Crossings and Sharrows

All pedestrian crossings on Main Street will be enhanced with curb extensions or 'bump-outs' in the parking lane to enhance visibility of crossing pedestrians. Curb extensions also help to calm and slow traffic which enhances safety for pedestrians, bicyclists and motorists in this location where there are many conflict points including driveways, on-street parking and pedestrian crossings. Curb extensions can be designed with contrasting pavement and enhanced with planters for visual interest.

Sharrows for bicyclists should be added to the street to give drivers a visual reminder that bicyclists share the street and are to be expected on Main Street.

Town Hall Plaza Improvements

The Town Hall Plaza represents one place along Main Street in the block where there is space for additional trees and seating. The plaza could be improved for public use with additional planting space, benches and perhaps replacement of the concrete wall at the patio edge with a railing that allows visibility between the sidewalk and the plaza. These minor changes would create a nice sitting space along Main Street and a more welcoming entrance to Town Hall. There is also space for a large specimen street tree in the landscape area between the Town Hall and the parking lot to the south. In addition, the plaza area would be attractive for a sculpture.

Town Hall Parking Lot Reconfiguration

The town may wish to reconfigure the parking lot to include a single driveway rather than a driveway 'loop.' The benefits to this approach would be to reduce curb cuts on the street, eliminate the very steep southern driveway and increase parking spaces. There would be room for five-foot sidewalks on both sides of the parking area as well. A hammerhead would allow cars to turn around (see Figure 15).



Before and after visualization of the Town Hall plaza improvements.

Senior Center Refurbishment

The Senior Center occupies a prominent location and the entrance to the downtown. The Town is currently looking at options to refurbish the building, which would create a more attractive entrance to the downtown. There is the opportunity to use colorful banners or public art on the exterior to create an eye-catching downtown gateway statement.



Figure 16. Clinton Street Area

Clinton Street Area

The Clinton Street area represents the southern gateway to the downtown and includes a large affordable senior housing complex and major destinations including the Toonerville Trail, the Edgar May Center, restaurants and banks as well as auto-oriented commercial service businesses. The Clinton/Main/South/Mineral Street intersection is also a major decision point for travelers (downtown, Route 11/106, the DMV and state office building, the High School) and should be made more user-friendly through traffic calming and wayfinding signage. In addition, it should be safe for people of all ages, including youth and seniors, to walk to the Edgar May Center and Toonerville Trail. In its current configuration, however, this area is inhospitable to pedestrians and bicyclists. There are no pedestrian crossings and no accommodation for bikes. The strategy for the area is to create a more attractive gateway to the downtown that accommodates safe pedestrian and bicycle travel.

Main/Clinton/Mineral/South Street Intersection

The intersection of Main/Clinton/Mineral and South Street is an important gateway to the downtown. As noted in the Existing Conditions chapter, historically, there was a park at this location which gives this intersection its unusual geometry.

Modern Roundabout. The recommendation for this intersection is to replace the current configuration with a modern roundabout. The unusual configuration of the existing intersection lends itself to a roundabout configuration and operations would be improved. First, a roundabout would allow pedestrians to cross the street safely at this location. In terms of vehicular operations, a single-lane roundabout would yield superior levels of service (LOS A or B) at every approach. The current configuration yields a failing LOS for the left turn from South Street to Main Street. Finally, a modern roundabout would also provide an attractive entry image at the gateway to Town.



The roundabout in Manchester Center, Vermont provides a multi-modal traffic junction and an attractive entry image (Photo: Stantec Consulting).

Why a Roundabout?

There are a number of benefits to a roundabout at Clinton/Main/South/Mineral Street. Here are answers to common questions raised about this proposal:

Safety: The FHWA has found that Modern Roundabouts are safer for all users than conventional intersections. They are endorsed by Institute for Highway Safety and the American Association of Retired Persons (AARP). This intersection is part of a high crash road segment that would benefit from slower traffic.

Capacity: Roundabouts typically move MORE vehicles than a conventional signalized intersection.

Traffic Calming: A roundabout would calm and slow traffic at this location which is an entry to the downtown.

Snowplows, Trucks and School Buses. Roundabouts are designed to handle all of these vehicles. There numerous roundabouts in Vermont, including Manchester Center (above).

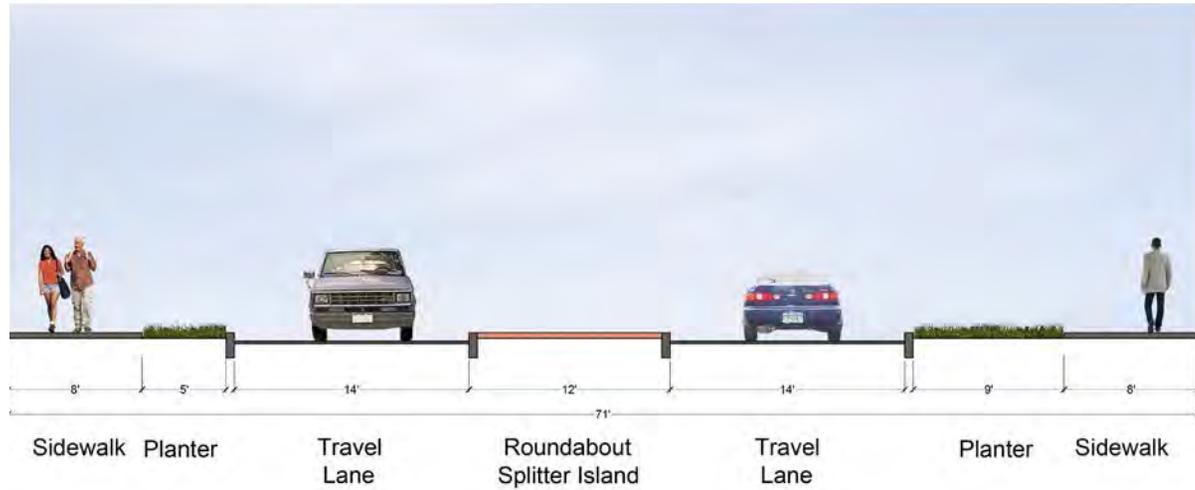


Figure 17. Section 7 at Roundabout Splitter Island

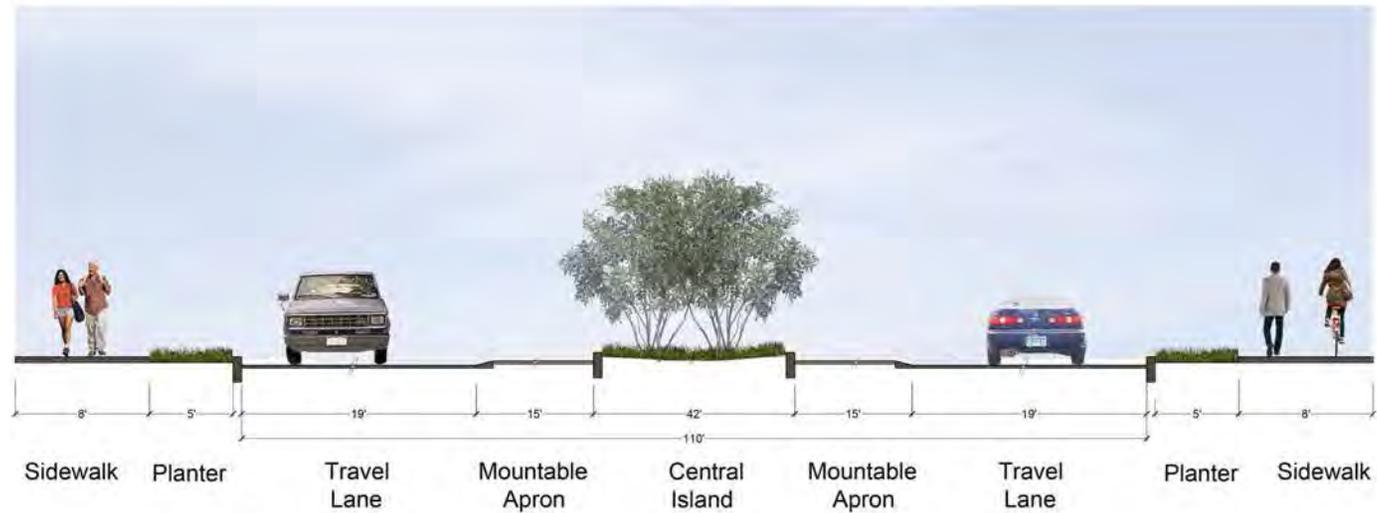


Figure 18. Section 8 at Roundabout

Interim Intersection Improvements. The Steering Committee has endorsed a roundabout for this intersection. Depending on timing, however, it may be desirable to build interim improvements that would enhance pedestrian mobility until a roundabout can be constructed. Some improvements may be made on an interim basis to calm traffic and allow pedestrians to cross the street. These may include:

- **Curb Extensions.** The intersection could be reconfigured to include curb extensions and create shorter pedestrian crossing zones, as shown in Figure 19. The existing traffic island could incorporate landscaping and create a more attractive entry image to the downtown.
- **Pedestrian Crossing with RRFB Signage.** Pedestrian crossings of Main and Clinton Street could be accommodated with temporary refuges and signs with RRFBs (Rectangular Rapid Flashing Beacons). RRFBs have produced up to 88% driver compliance at uncontrolled crosswalks.

These modifications are shown in Figure 19.

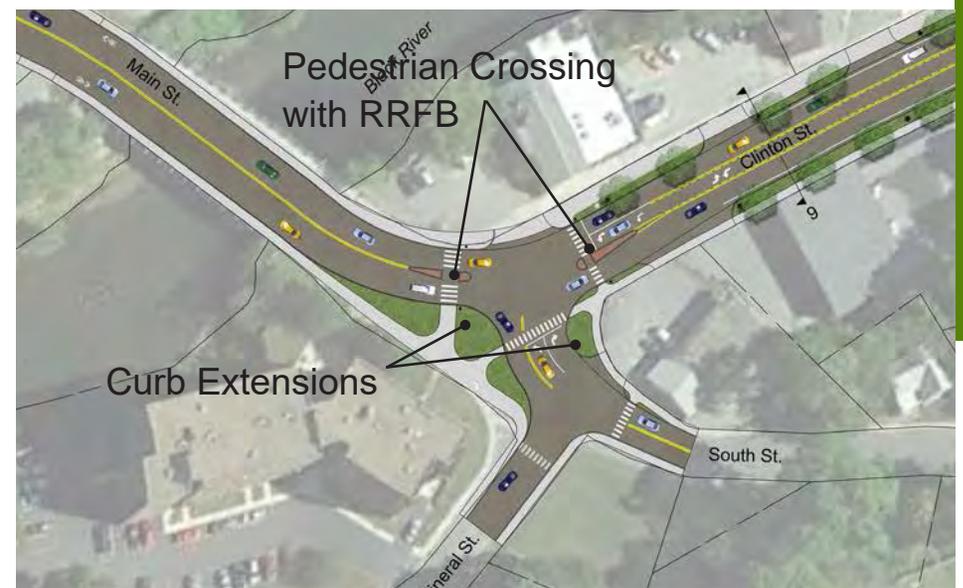


Figure 19. Possible Interim Intersection Improvements



Rectangular Rapid Flashing Beacons (RRFB) provide safer pedestrian crossings.
<https://tti.tamu.edu>

Road Diet

It is recommended that Clinton Street between Bridge Street and Main be put on a 'road diet' which would convert the existing four-lane undivided street from four lanes (two-lanes in each direction) to three lanes (one-lane in each direction and a center two-way left-turn lane (TWLTL)). The existing four-lane section on Clinton Street far exceeds what is needed for vehicular capacity and the design of the street poses a barrier for pedestrians and bicyclists between the western half of Springfield and the Edgar May Center and Toonerville Trail. In addition to safety and transportation benefits, studies of road diets have found that the resulting walkability improves the livability of a community and promotes economic development.

By reconfiguring Clinton Street it is possible to use excess space for:

Pedestrians: Walkability would be greatly improved through the addition of a landscaped buffer between the sidewalk and the street. In addition, safe pedestrian crossings of Clinton Street at Main Street and Bridge Street could be easily accommodated in the center TWLTL with a refuge island (see diagram on page 48) enhancing community access to the Edgar May Center and Toonerville Trail.

Bicycles: A bicycle connection between Main Street and Bridge Street could be created via a shared use path or bicycle lanes. A bicycle connection between Bridge Street and Main Street is a key link in the larger Town system because it would allow bikes to connect to Mineral Street as an alternative to Main Street. Mineral Street is not as steep and has lower traffic volumes, which would be desirable for bikes that are not bound for a Main Street destination. This route would also provide connectivity to the State office building on Mineral Street. At Park Street, bikes could cross back to Main Street and connect to the Riverwalk shared use path to Springfield Plaza and, eventually, the Riverside Middle School and the planned North Springfield path.

Landscaping. As described above, a landscaped buffer between the travel lanes and pedestrians would make a more attractive walking environment. In addition, the landscaped area may be used for snow storage and bio-filtration areas that capture stormwater.

A road diet would also calm traffic as it approaches the downtown and create a safer overall road environment. Springfielders of all ages should be able to safely walk to the Edgar May Center. A road diet would make that possible.



Views of Clinton Street before and after a road diet and the addition of a shared use path.

Road Diet Pilot

The Clinton Street road diet would be a good candidate for a 'pilot' test of the new configuration through temporary restriping and demarcation of bike and pedestrian improvements. It is recommended that the pilot be undertaken after the extension of the Toonerville Trail to Bridge Street to provide continuity between the path and downtown.

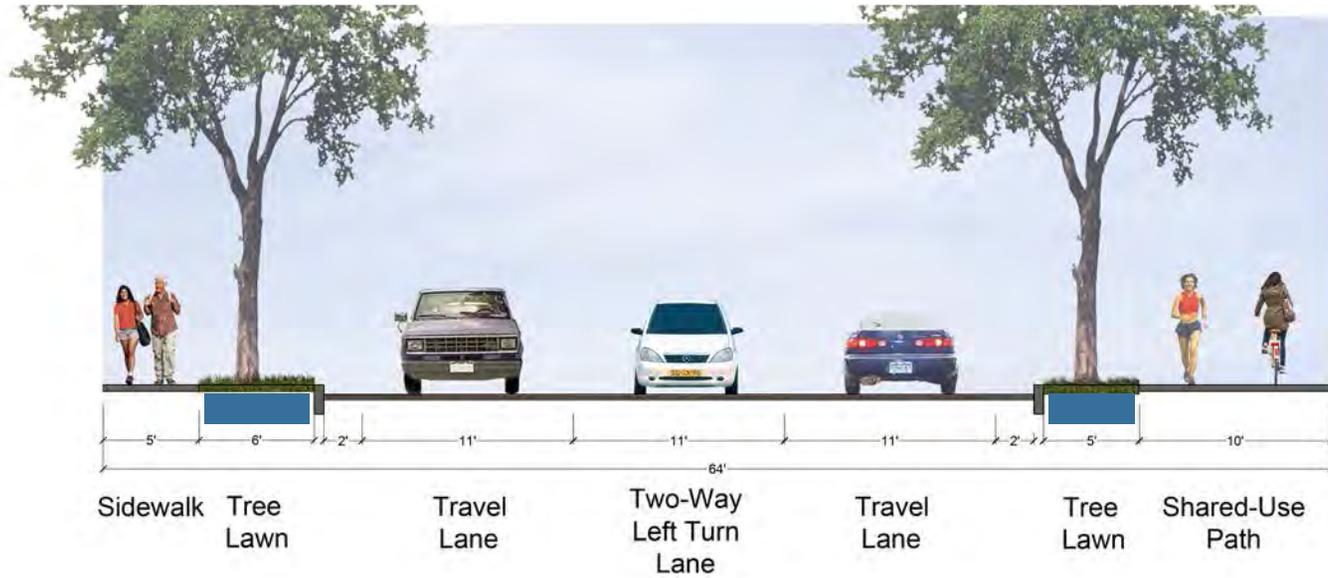


Figure 20. Section 9 Clinton Street - Shared Use Path Option

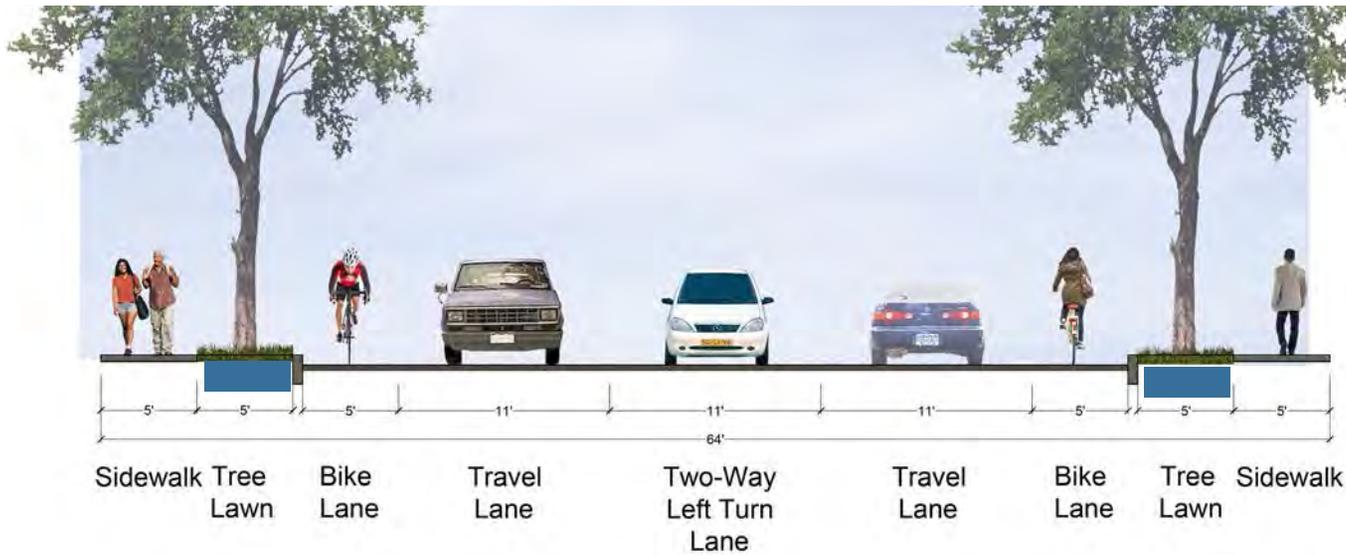
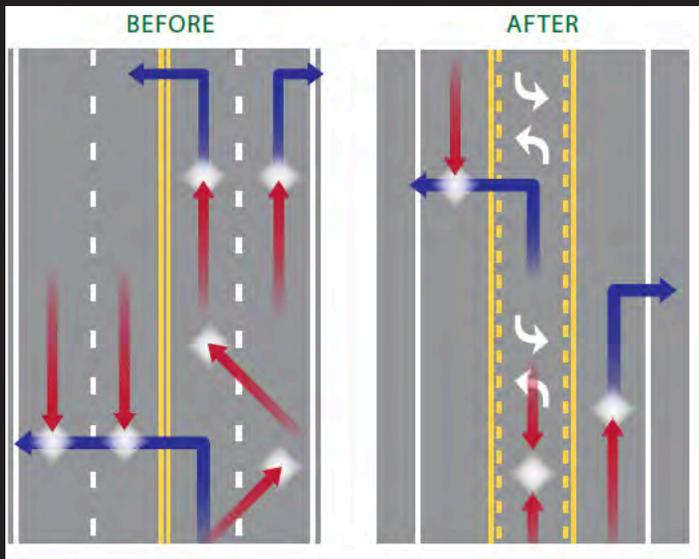


Figure 21. Section 9 Clinton Street - Bike Lane Option

Why a Road Diet?



Crash diagram before and after a Road Diet showing reduced conflict points (FHWA, 2014).

Dropping a lane on Clinton Street would have many benefits including:

Safety: The three-lane road design would be safer due to reduced conflict points (see diagram). The Federal Highway Administration (FHWA) studied road diets in the United States and found numerous safety benefits including:

- An overall reduction in crashes of 19 to 47 percent;
- Reduction of rear-end and left turn crashes through the use of a dedicated left turn lane;
- Reduced right-angle crashes as side street motorists must cross only three lanes of traffic instead of four;
- Traffic calming and reduced speed differential, which can decrease the number of crashes and reduce the severity of crashes in they occur; and
- Simplified road scanning and gap selection for motorists (especially older and younger drivers) making left turns from or onto the mainline.

An analysis of the crashes on this segment of Clinton Street reveals that at **least 53%** are rear-end, same direction sideswipe and left-through broadside crashes that would be reduced by a road diet. Reduced speeds would also be expected to reduce the severity of crashes.



Protected pedestrian crossings with a refuge island can be accommodated in the center TWLTL.

Capacity: Traffic volumes on Clinton Street are easily accommodated by a road diet with plenty of room for future growth. FHWA guidelines recommend that a road diet be considered for four-lane undivided roads with ADT (Average Daily Traffic) of 20,000 vehicles or less. Volumes on Clinton Street are currently 10,000 ADT. Road diets have functioned on roads with up to 30,000 ADT. There is plenty of room for traffic growth even with a road diet on Clinton Street.

Bicycle and Pedestrian Accommodation Currently there is no space for bicycles and pedestrians cannot cross Clinton Street. With a road diet, safe pedestrian crossings could be created with a 'pedestrian refuge' median island in the TWLTL. Overall walkability would be enhanced with a landscaped buffer between the vehicular lanes and the sidewalk. Bicycles could be accommodated on a shared-use path on the east side of the street, as an extension of the Toonerville Trail, or in bike lanes, to the intersection of Main/South/Mineral Street.

A Multi-Modal Green Street Entry Image: Between Bridge Street (the Edgar May Center) and downtown, Clinton Street can become a 'green street' that is attractive for pedestrians, bicyclists and transit users. Landscape space between the street and the walkways can capture and treat stormwater runoff, as described on River Street. This would greatly enhance the entry image approaching the downtown and improve water quality.

What are Pilot and 'Quick Build' Projects?

The Clinton Street road diet, and potentially interim intersection improvements at Clinton/Main/South/Mineral Street, may be good candidates for a 'pilot' test of the new configuration through temporary restriping and demarcation of bike lanes. This allows time to evaluate the proposed street reconfiguration. If the pilot is successful, an interim 'quick build' project, which includes a more permanent installation using low-cost materials and techniques such as plastic 'wands,' flowerpots, and painting, may be implemented until funding for permanent street changes can be secured.

It is recommended that the pilot of the Clinton Street road diet be considered after the extension of the Toonerville Trail to Bridge Street is complete. A means for bicycles and pedestrians to cross the street at Main/South/Mineral should be accommodated as well. This would provide the best way for pedestrians and bicycles to use this linkage.



Source: peopleforbikes.org



Above bike lane pilot projects in Worcester, MA and Portsmouth, NH. Left, 'Quick Build' project in Chicago, IL.



IMPLEMENTATION

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IMPLEMENTATION

This section presents an outline of the steps necessary to implement the plan. It is important to recognize that this is a long-term undertaking, and some improvements can be implemented in the short-term, while others may take several years to complete. Plan implementation will consist of a combination of public improvements, such as the Riverwalk, streetscape improvements and public parking, as well as private property investments made by property and business owners. Implementation of the plan will be a public-private partnership between the Town, private landowners and other public agencies that provide resources to assist in redevelopment, infrastructure construction and brownfield cleanup. Ongoing marketing of the downtown, telling Springfield's story and enhancing cultural and lifestyle amenities is also critical. The following section identifies the major steps, likely partners and possible funding sources that would advance reinvestment in the area.

Partners in Plan Implementation

The following organizations have major roles in implementing the plan.

Springfield on the Move is Springfield's downtown organization that will assist the Town in working with property owners and providing leadership on improvements in the downtown. **Southern Windsor Regional Planning Commission (SWRPC)** will provide resources and technical assistance to assist the Town in further planning and in obtaining state and federal funding to support public infrastructure investments. SWRPC oversees brownfield remediation and bicycle and pedestrian planning and design, in collaboration with the **Vermont Department of Environmental Conservation (DEC)** and the **Vermont Agency of Transportation (VTrans)**. DEC also supports water quality improvements—such as green infrastructure improvements—through grant programs. The **Agency of Commerce and Community Development (ACCD)** provides the gateway to several funding sources for both the Town and private landowners, such as tax credit funding. The **Springfield Regional Development Corporation (SRDC)** and the **Springfield Regional Chamber of Commerce (SRC of C)** have important roles to play in marketing Springfield, working with businesses, entrepreneurs and developers to advance revitalization in Springfield. The **Springfield Garden Club (SGC)** will assist the Town in planning and maintaining landscape improvements in downtown public spaces. Springfield art groups and the **Springfield Historical Society (SHS)**

have an important role to play in strengthening the image and identity of the downtown through artistic expression and the interpretation and awareness of Springfield's distinguished history.

Property, business owners and entrepreneurs are crucial partners. The Town and Springfield on the Move should continue to reach out to the business community and major stakeholders in Springfield, such as Springfield Hospital, Black River Produce, and downtown business anchors, entrepreneurs and financial institutions to engage them in discussions and efforts to revitalize the downtown.

Major Steps in Project Implementation

Development of public facilities or private construction will go through the following major steps:

Planning and Feasibility. The first step involves conceptual design and cost estimation for a particular project. There are many factors that are a part of this phase of a project, including site and market investigations, engineering and other technical considerations that will influence the project and its cost. During this phase a project conceptual design is developed in enough detail to allow reliable cost estimates. Depending on the cost a design may be modified to address concerns or a project may also be found to be infeasible. Part of the feasibility phase includes identification and securing sources of funding for a project.

Design, Engineering and Permitting. Once a project is designed to a level that impacts can be identified, a project sponsor must obtain necessary permits from regulatory agencies. This typically involves local and state level permits, but projects using federal funding must also comply with NEPA (National Environmental Policy Act) requirements. Once permits are in hand, final project design and engineering may be completed.

Construction. Final plans are issued for bids by contractors and construction may commence. If project bids come in over budget the project design must be modified to conform to available funding.

Brownfield Assessment and Cleanup. Steps for identifying, developing a plan and remediating brownfield site issues occur in tandem with each phase of project design and development listed above. The brownfield process is detailed in the following Environmental Due Diligence and Remediation Section.

Brownfield Assessment and Cleanup Process

Many of the properties in Springfield's downtown have a history of commercial and industrial use and brownfield conditions are present. The process to identify and remediate these conditions typically follows the following process:

Phase I Environmental Site Assessment (ESA). As part of the standard due diligence in preparation for a commercial real estate transaction, to avoid potential future environmental liability related to past land use, the developer or property owner should undergo "all appropriate inquiry" (AAI) as to the environmental status of the property. The Phase I Environmental Site Assessment (Phase I ESA), when performed in accordance with the current American Society of Testing and Materials (ASTM) standard practice (e.g., ASTM 13-1527), satisfies the AAI obligations under the Small Business Liability Relief and Brownfields Revitalization Act (SBLR&BRA) amendment to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA; 42 U.S.C. 103) and is designed to satisfy certain components required for the Innocent Landowner Defense under CERCLA. The objective of the Phase I ESA is to identify, by performing a review of relevant environmental databases, interviews with the landowner and managers, a review of historical land use documentation, and site inspection, any indications of a past or ongoing release or threat of release of hazardous or petroleum materials to the environment. As part of the Phase I ESA, it may be prudent to perform a visual inspection of the site buildings for suspected asbestos containing materials (ACM). Expected costs for a Phase I ESA for a collection of properties such as this can range between \$4,500 and \$8,000 and will typically be completed within one month to six weeks. Funding for performing a Phase I ESA is available through a competitive application process with SWRPC.

Phase II ESA. Depending on the findings of the Phase I ESA, further environmental assessment may be needed to evaluate whether any recognized environmental conditions (RECs) constitute an actual release of contaminants to the environment. If the Phase I ESA has identified RECs, the following steps should be undertaken to satisfy ongoing obligations for liability protection:



Springfield's history of industrial use has resulted in brownfield conditions that must be addressed prior to redevelopment.

- Enroll the project in the VT DEC Brownfield Reuse Economic Liability Limitation Act (BRELLA) Program. The BRELLA Program allows for State liability relief in exchange for site cleanup. In doing so, participants have access to low interest or free loans for cleanup.
- Apply for funding for a Phase II ESA to the VT DEC Brownfield Response Program through a VT DEC Brownfield Program Technical Assistant Grant or a Regional Planning Commission hazardous assessment grant. The timing for the application and required public comment period is one month.
- Perform the Phase II ESA to identify whether recognized environmental conditions from the Phase I ESA constitute a release of petroleum or hazardous materials to the environment.

To better to adhere to development timelines, consider collecting additional data to begin remedial cost estimation process during the Phase II ESA. For



Springfield's history of industrial use has resulted in brownfield conditions that must be addressed prior to redevelopment.

example, as spoiling of excess soils generated during the development of a site within a historic growth center will likely require management as solid wastes, characterization sampling can be performed as part of the Phase II ESA. Similarly, if volatile organic compounds are identified in site media during the Phase II ESA, pilot testing can be performed that would be sufficient for designing a vapor intrusion mitigation system for the new or existing buildings.

The expected costs for the Phase II ESA vary greatly depending on site conditions and how many RECs need to be assessed. Typically, a Phase II ESA for a moderately sized parcel or group of parcels can be expected to range between \$30,000 and \$75,000 and can require three to six months to complete if using a dynamic work strategy; slower (6-12 months) if using a traditional approach.

Corrective Action Feasibility Investigation (CAFI) and Corrective Action Plan (CAP). If a release of contamination is identified during the Phase II ESA, remediation may be necessary to achieve the redevelopment objectives for the property. If remediation is warranted, we recommend the following steps:

- Contact potential sources of funding for remedial work as soon as it is known that remediation may be necessary to inform them of the project.
- Retain a consultant to prepare Corrective Action Feasibility Investigation (CAFI) and Corrective Action Plan (CAP) remedial planning documents, as necessary. Costs for preparing these remedial planning documents are eligible under either EPA Brownfield Assessment funds or a Remediation Grant.

To better leverage any cleanup grants or low-interest loans, remedial planning should occur thoughtfully and concurrently with site design; oftentimes, remedial installations can serve as final site improvements and are eligible expenses under these grant/loan programs. Furthermore, the consultant should engage with architects to ensure CAFI/CAP is compatible with proposed redevelopment and vice – versa. The typical costs for the CAFI/CAP can range between \$5,000 and \$12,000 depending on the severity of the contamination and will require two to four months the preparation of draft documents, regulatory review, public comment, and final documents.

Once a CAP has been finalized, the owner can apply to US EPA for a site-specific Clean-up Grant or to one of the State Revolving Loan Funds (RLF). The Vermont Agency of Commerce and Community Development and the Southern Windsor Regional Planning Commission each have active RLFs. The application to a holder of an RLF, which are received on a rolling basis, usually is turned around within one to two months subject to funds being available. Applications for US EPA Cleanup Grants are due in December of each year and are typically available to awardees within ten months of the application.

Once remedial funding is secured, remedial implementation should be staged to occur concurrently with other project demolition or construction activities. Requests for bids should include requisite contracting language as stipulated within the grant or loan guidelines.

Implementation Framework

This section presents the specific steps recommended to implement this plan. The plan recommendations have been broken into a series of discrete projects; for each project the following information has been identified:

Priority: This assessment of priorities are as follows: A project identified as HIGHEST priority would be undertaken immediately; a MEDIUM priority indicates initiating the project in a 3 to 5 year time frame; and a LOWER priority project indicates initiation in 5 or more years. Priorities may shift opportunistically to respond to new funding opportunities, private sector activity, etc.

Timing: This is an assessment of the general timeline for project initiation. 'Short term' indicates the next two years (2017-2019) 'Mid-term' indicates initiation in three to five years (2020-2022). 'Long term' indicates projects that would be phased in five years or more. This indicates initiation; completion of projects, depending on complexity, may take many years to complete.

Leader: This is the agency responsible for taking the lead on this action.

Preliminary Cost Estimate: A planning level cost estimate was prepared for the public improvements identified in this plan. These estimates are PRELIMINARY and based on conceptual plans that may change significantly as more information about the site is collected and detailed design and engineering is undertaken. The cost estimates include construction costs based on recent project cost information, VTrans data on sidewalk and shared use path costs, and other available sources of cost information. The estimates include a 25% allowance for 'soft costs' (design, engineering and project management) as well as a 20% contingency allowance reflecting the early phase of planning and design. Brownfield remediation costs are NOT included in the estimate.

Partners: These are the identified public agency and private partners that may be involved in making decisions, funding or assisting in the implementation of the project.

Potential Funding: Potential funding sources are identified. More information regarding funding sources, including eligibility, timing and contacts, can be found in the following section of this chapter. Most grant programs require a local match. A description of the various funding sources follow the table. It should be noted that funding sources change from year to year, so this section of the plan will need periodic updating.

Next Steps: For each project the steps to initiate action on the project are identified.

1.0 THE RIVER STREET AREA

Project 1.1	River Street Riverwalk and Traffic Calming: One Hundred River Street to Springfield Plaza
Short Description:	Reconfigure River Street to include 10-foot Riverwalk (concrete shared use path), landscape buffer (bio-treatment), lighting and pedestrian refuge.
Priority:	High
Time Frame:	Mid-Term
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$750,000
Partners:	VTrans Southern Windsor County Regional Planning Commission Vermont Department of Environmental Conservation Springfield on the Move
Potential Funding:	Bicycle and Pedestrian Program Transportation Alternatives Program Ecosystem Restoration Program Fund (green infrastructure) Springfield Downtown Revitalization Fund Downtown Transportation Fund Land and Water Conservation Fund Recreational Trails Program
Next Steps:	1. Develop a scoping study for reconfiguration of River Street to include a Riverwalk (shared use path) along the Black River connecting to the Springfield Plaza. The scoping study should evaluate the possibility of stormwater bio-retention along the Riverwalk.



Figure 22. River Street Riverwalk North of One Hundred River Street

1.0 THE RIVER STREET AREA

Project 1.2 River Street Riverwalk, Parking Area and Traffic Calming: One Hundred River Street and Handley

Short Description: Reconfigure River Street to include 10-foot Riverwalk (concrete shared use path), reconfigured parking and protected back-out space, landscape buffer (bio-treatment), lighting. Sidewalk and streetscape improvements in front of Handly Building.

Priority: High

Time Frame: Mid-Term

Leader: Town of Springfield

Preliminary Cost Estimate: \$1,000,000

Partners: Property Owners
VTrans
Southern Windsor County Regional Planning Commission
Springfield on the Move

Potential Funding: Bicycle and Pedestrian Program
Transportation Alternatives Program
Ecosystem Restoration Program Fund (green infrastructure)
Springfield Downtown Revitalization Fund
Downtown Transportation Fund
Land and Water Conservation Fund
Recreational Trails Program

- Next Steps:**
1. Develop an agreement with property owners to participate in scoping/conceptual design development for the Riverwalk and parking area
 2. Prepare a scoping study for the Riverwalk, parking area and River Street reconfiguration
 3. Negotiate agreements for public access and maintenance (if necessary)

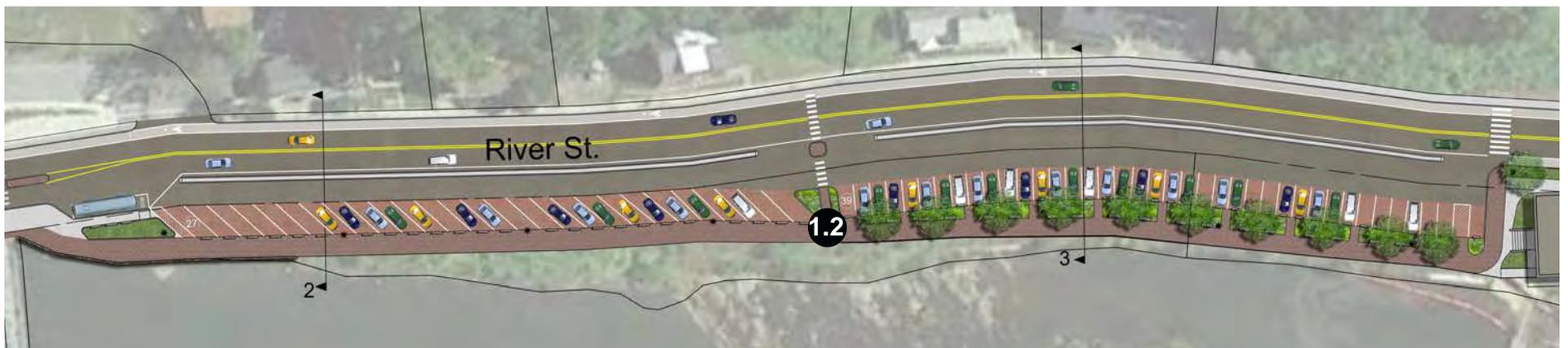


Figure 23. River Street and Riverwalk at Parking Area

1.0 THE RIVER STREET AREA

Project 1.3	Redevelopment and Reuse of Handy Building
Short Description:	Private sector redevelopment and reuse of Handy Building
Priority:	High
Time Frame:	Short/Mid-Term
Leader:	Town of Springfield
Partners:	Property Owner Springfield on the Move Springfield Regional Development Corporation Agency of Commerce and Community Development Springfield Regional Chamber of Commerce
Potential Funding:	Downtown and Village Center Tax Credit Program Federal Rehabilitation Investment Tax Credit Program State Historic Preservation Grants New Markets Tax Credits Springfield Downtown Revitalization Fund
Next Steps:	1. Work with property owner to develop a reuse plan for the building 2. If efforts fail, consider legal options regarding vacant and derelict buildings

2.0 THE SQUARE



Figure 24. The Handy Building



Figure 25. The Square Area Projects

2.0 THE SQUARE

Project 2.1 River Park (5-7 Main Street)

Short Description: Demolition of VNA Building and construction of river park and parking

Priority: High

Time Frame: 1-3 Years

Leader: Town of Springfield

Preliminary Cost Estimate: \$450,000

Partners: Springfield on the Move

Potential Funding: Downtown Transportation Fund
Land and Water Conservation Fund
Ecosystem Restoration Program Fund (green infrastructure)
Springfield Downtown Revitalization Fund
Capital Campaign (Fundraising)

Next Steps:

1. Enroll property in BRELLA program
2. Complete a Hazardous Building Materials Assessment
3. Abate any hazardous materials. Remove dilapidated buildings; stabilize site.
4. Survey site and develop engineering plans for a phased implementation of a park and parking on the site.
5. Secure funds for construction

2.0 THE SQUARE

Project 2.2 Bakery Building Reuse and Redevelopment

Short Description: Private-public partnership redevelopment and reuse of Bakery Building

Priority: High

Time Frame: 1-5 Years

Leader: Town of Springfield

Partners: Springfield on the Move
Springfield Regional Development Corporation
Agency of Commerce and Community Development
Chamber of Commerce
Private Developers / Investors

Potential Funding: Downtown and Village Center Tax Credit Program
CDBG - Planning and Implementation
Federal Rehabilitation Investment Tax Credit Program
State Historic Preservation Grants
Springfield Downtown Revitalization Fund
New Markets Tax Credits

Next Steps:

1. Construct site improvements (e.g., parking and retaining wall)
2. Conduct a Phase I assessment and Hazardous Building Materials Assessment
3. Enroll property in BRELLA program
4. Identify development objectives for the building
5. Market the building. Consider issuing an RFP for the redevelopment and reuse of the Bakery Building

Project 2.3 Main Street Sidewalk and Streetscape Improvements

Short Description: Reconfiguration of Main Street to include landscaped tree buffer and curb extension

Priority: High

Time Frame: 1-3 Years

Leader: Town of Springfield

Preliminary Cost Estimate: \$130,000

Partners: Springfield on the Move
VTrans
Agency of Natural Resources

Potential Funding: Downtown Transportation Fund
Springfield Downtown Revitalization Fund
Bicycle and Pedestrian Program
Ecosystem Restoration Program Grants
Caring for Canopy Grants

Next Steps:

1. Apply for grant funding
2. Develop construction plans

Note: This project may be combined with 2.4 (below)

2.0 THE SQUARE

Project 2.4 Refresh Cinema Plaza

Short Description:	New perennial landscaping, edging, seating, tables and umbrellas
Priority:	High
Time Frame:	1-5 Years
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$20,000
Partners:	Springfield on the Move Property/Business Owners Springfield Garden Club
Potential Funding:	Downtown Transportation Fund Springfield Downtown Revitalization Fund
Next Steps:	<ol style="list-style-type: none"> 1. Develop a plan for landscape and plaza improvements 2. Work with property owners on management of furniture (tables, seating, umbrellas) 3. Secure funding and construct improvements

Project 2.5 Valley Street Parking Area

Short Description:	Construction of surface parking lot on Valley Street Property
Priority:	High
Time Frame:	Long-term
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$120,000
Partners:	Springfield on the Move
Potential Funding:	Downtown Transportation Fund Springfield Downtown Revitalization Fund
Next Steps:	<ol style="list-style-type: none"> 1. Evaluate purchase of Valley Street property for downtown parking 2. Purchase property 3. Construct parking



Figure 26: Park, Main and Mineral Street Area Projects

3.0 PARK, MAIN AND MINERAL STREET AREA

Project 3.1 Park Street Sidewalks from Main to Mineral Street

Short Description:	Reconstruction of concrete sidewalks on Park Street from Main to Mineral Street, both sides of the street
Priority:	Medium
Time Frame:	3-5 years
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$60,000
Partners:	VTrans Agency of Commerce and Community Development Springfield on the Move
Potential Funding:	Downtown Transportation Fund Bicycle and Pedestrian Program Springfield Downtown Revitalization Fund
Next Steps:	1. Apply for grant funding 2. Develop construction plans 3. Construct improvements

Project 3.2 Mineral Street Parking Deck

Short Description:	Parking deck over municipal parking lot
Priority:	High
Time Frame:	3-5 years
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$700,000
Partners:	Springfield on the Move Agency of Commerce and Community Development
Potential Funding:	Tax Increment Financing (TIF) Downtown Transportation Fund Springfield Downtown Revitalization Fund
Next Steps:	1. Prepare conceptual plans and cost estimate 2. Identify funding 3. Develop final plans and construct improvements

3.0 PARK, MAIN AND MINERAL STREET AREA

Project 3.3 Mineral Street Mini-Park

Short Description: Benches, landscaping (possibly raingarden), sculpture in Mineral Street ROW

Priority: Medium

Time Frame: 3-5 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$7,000

Partners: Springfield on the Move
Springfield Garden Club
Agency of Natural Resources

Potential Funding: Town General Fund
Springfield Downtown Revitalization Fund
Ecosystem Restoration Program (green infrastructure)

Next Steps:

1. Enhance existing landscaping: remove shrubs and limb up trees. Consider new planting to provide a park-like ambience
2. Install benches
3. Consider sculpture related to the Simpsons or precision tools

Project 3.4 Redevelopment and Reuse of Parks and Woolson Building

Short Description: Private sector redevelopment and reuse of Parks and Woolson Building

Priority: Medium

Time Frame: 3- 10 years

Leader: Town of Springfield

Partners: Property Owner
Springfield on the Move
Springfield Regional Development Corporation
Agency of Commerce and Community Development
Chamber of Commerce

Potential Funding: Downtown and Village Center Tax Credit Program
CDBG - Planning and Implementation
Federal Rehabilitation Investment Tax Credit Program
State Historic Preservation Grants
New Markets Tax Credits
Springfield Downtown Revitalization Fund

Next Steps:

1. Consider legal options regarding derelict buildings and nuisance abatement
2. Stabilize and mothball building
3. Conduct Phase I Assessment
4. Promote reuse and redevelopment

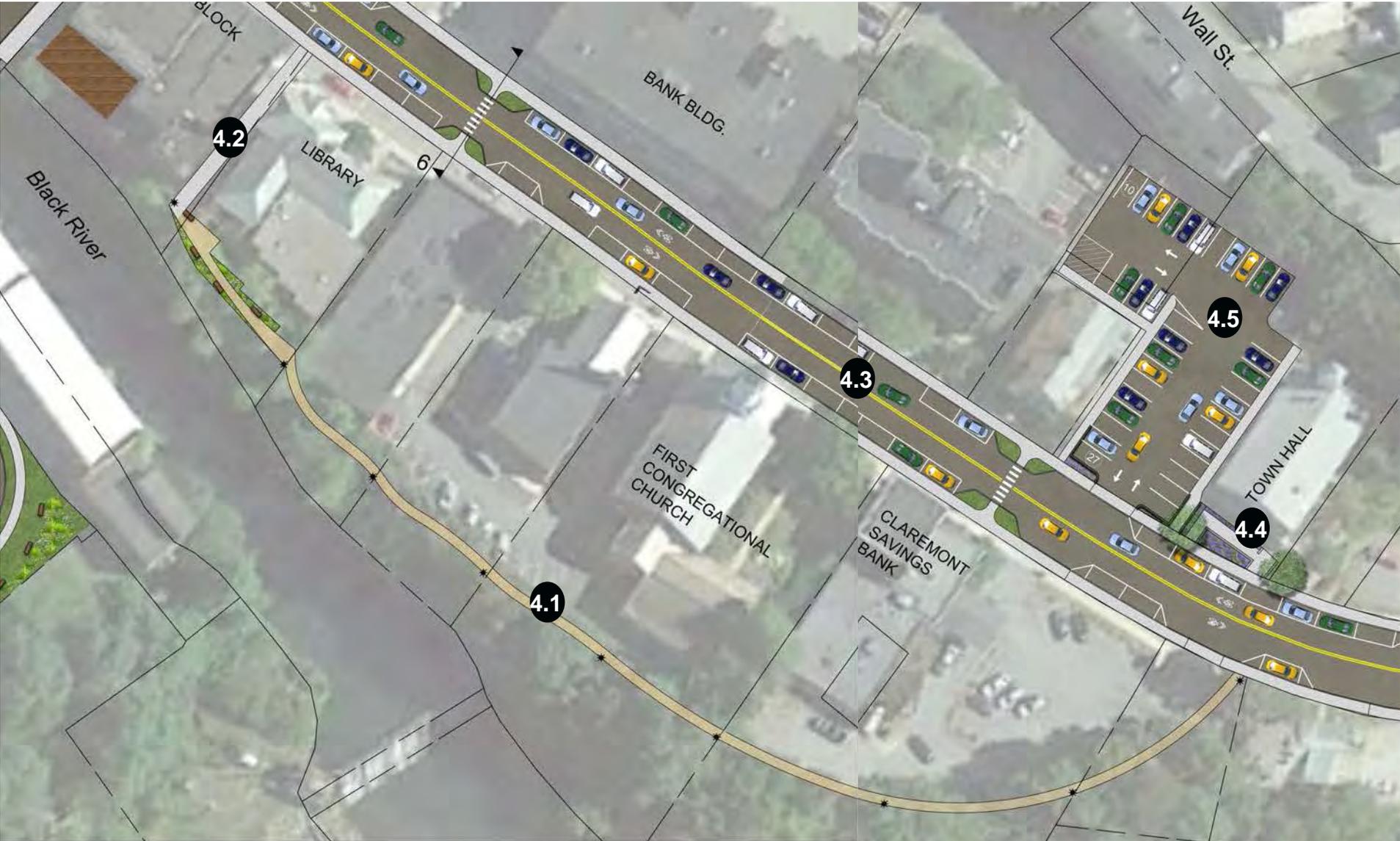


Figure 27: Central Main Street Area Projects

4.0 CENTRAL MAIN STREET AREA

Project 4.1 Main Street Riverwalk

Short Description: Development of Riverwalk as private or public/private venture

Priority: High-Medium

Time Frame: 1-5 years

Leader: Springfield on the Move

Partners: Property Owners
Town of Springfield

Potential Funding: Springfield Downtown Revitalization Fund
Private Funds

Next Steps:

1. Work with property owners to provide public space oriented to the river
2. Identify connections between properties (if desired)
3. Provide guidance regarding design, materials and costs
4. Identify permitting requirements
5. Negotiate public access easements (if desired)

Project 4.2 Library Riverwalk and Alley Improvements

Short Description: Pedestrian lighting and paving in alley and landscaping, Riverwalk and seating behind library

Priority: Medium

Time Frame: 2-5 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$15,000

Partners: Springfield on the Move
Springfield Housing Authority
Springfield Garden Club
Agency of Commerce and Community Development

Potential Funding: Downtown Revitalization Fund
Downtown Transportation Fund

Next Steps:

1. Develop design
2. Construct improvements

4.0 CENTRAL MAIN STREET AREA

Project 4.3 Enhanced Pedestrian Crossings

Short Description:	Curb extensions at Main Street crosswalks (6)
Priority:	High
Time Frame:	1-5 years
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$60,000
Partners:	VTrans Springfield on the Move
Potential Funding:	Downtown Transportation Fund Bicycle and Pedestrian Program Springfield Revitalization Fund
Next Steps:	1. Apply for grant funds 2. Develop design 3. Construct improvements

Project 4.4 Town Hall Plaza Improvements

Short Description:	Removal of some concrete and replace with landscaping. Cut down wall and replace with open railing. Benches. Trees.
Priority:	Medium
Time Frame:	3-5 years
Leader:	Town of Springfield
Preliminary Cost Estimate:	\$6,000
Partners:	Springfield on the Move
Potential Funding:	Downtown Revitalization Fund Community Facilities Loans and Grants (USDA)
Next Steps:	1. Apply for grant funds 2. Develop design 3. Construct improvements

4.0 CENTRAL MAIN STREET AREA

Project 4.5 Town Hall Parking Lot Reconfiguration

Short Description: Reconfigure town hall parking lot to a single driveway and 90 degree parking layout

Priority: Medium

Time Frame: 3-5 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$15,000

Partners: Springfield on the Move

Potential Funding: Downtown Revitalization Fund
Downtown Transportation Fund

Next Steps:

1. Determine Interest in parking lot reconfiguration
2. Apply for grant funds
3. Develop design
4. Construct improvements

5.0 CLINTON STREET AREA

Project 5.1 Clinton / Main Roundabout

Short Description: Modern roundabout at Clinton/Main/South/Mineral Street Intersection

Priority: High

Time Frame: 1-10 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$750,000

Partners: VTrans
Southern Windsor County Regional Planning Commission
Springfield on the Move

Potential Funding: Highway Safety Improvement Program
Town Highway Aid Program
Springfield Downtown Revitalization Fund
Downtown Transportation Fund

Next Steps:

1. Develop a scoping study for a roundabout. This may be combined with the Clinton Street road diet / extension of the Toonerville Trail (see 5.2 below).
2. Secure funding for design and construction

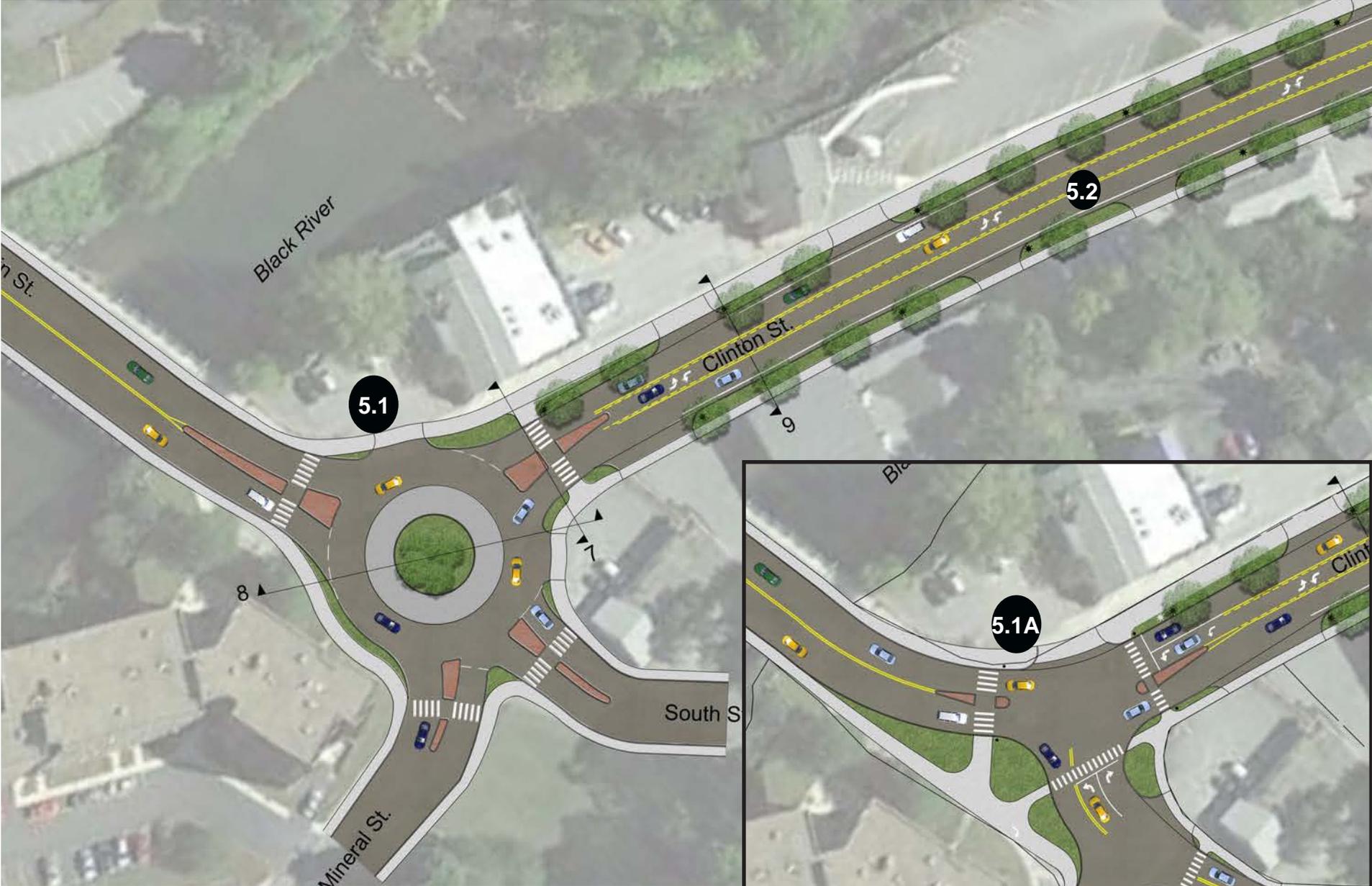


Figure 28: Central Street Roundabout

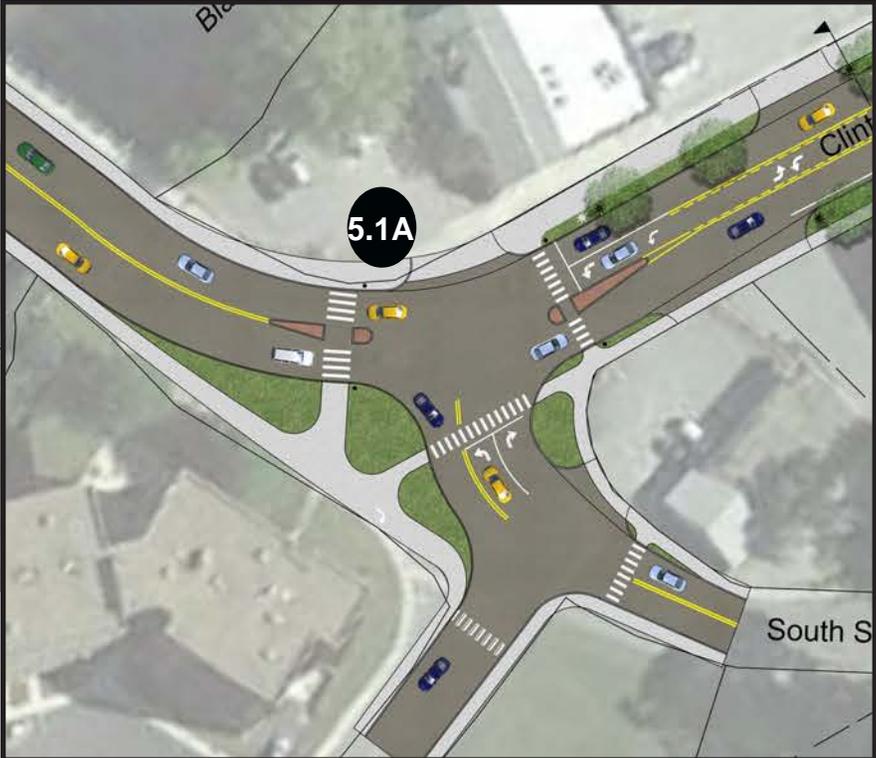


Figure 29: Interim Intersection Improvements (inset)

5.0 CLINTON STREET AREA

Project 5.1 A Clinton / Main Reconfiguration

Short Description: Temporary pedestrian improvements: curb extensions, crossings with RRFBs

Priority: Medium

Time Frame: 2-5 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$55,000

Partners: VTrans
Southern Windsor County Regional Planning Commission
Springfield on the Move

Potential Funding: Town Highway Aid Program
Highway Safety Improvement Program
Springfield Downtown Revitalization Fund
Downtown Transportation Fund
Bicycle and Pedestrian Program

Next Steps: 1. Depending on the anticipated timing of the roundabout, develop interim or quick build plans. This may be combined with the Clinton Street road diet / extension of the Toonerville Trail (see 5.2 below).
2. Secure funding for design and construction

Project 5.2 Clinton Street Road Diet

Short Description: Conversion of Clinton Street from four to three lanes

Priority: Medium

Time Frame: 3-5 years

Leader: Town of Springfield

Preliminary Cost Estimate: \$1,000,000

Partners: VTrans
Southern Windsor County Regional Planning Commission
Springfield on the Move
Local Motion

Potential Funding: Transportation Alternatives Program
Bicycle and Pedestrian Program
Highway Safety Improvement Program
Downtown Transportation Fund
Ecosystem Restoration Program Fund (green infrastructure)
Springfield Downtown Revitalization Fund
Caring for Canopy Grants

Next Steps: 1. Work with Local Motion to develop a pilot of road diet after Tooneville Trail extension is built to Edgar May Center.
2. If successful, develop a scoping study / engineering plans for reconfiguration of Clinton Street. The scoping study/ plans should evaluate the possibility of stormwater bio-retention along the street.
3. Secure funding for design and construction

6.0 DOWNTOWN IMAGE AND IDENTITY

Project 6.1 Incorporate Public Art into Public Spaces and Buildings

Short Description:	Develop an on-going program to incorporate art into public spaces and buildings
Priority:	High
Time Frame:	On-going
Leader:	Town of Springfield Springfield on the Move
Partners:	Springfield Art Groups Vermont Arts Council
Potential Funding:	Private Funding Vermont Arts Council Springfield Downtown Revitalization Fund Municipal Planning Grants National Endowment for the Arts Vermont Community Foundation
Next Steps:	<ol style="list-style-type: none"> 1. Create an art and culture task force 2. Identify a strategy and potential sources of funding for development of public art

Project 6.2 Develop an Art and History Walk

Short Description:	Develop an art and history walk after some redevelopment has occurred
Priority:	Medium
Time Frame:	5+ years
Leader:	Springfield on the Move
Partners:	Springfield Historical Society Springfield Art Groups Vermont Arts Council
Potential Funding:	Private Funding Certified Local Governments Grants Vermont Arts Council Springfield Downtown Revitalization Fund
Next Steps:	<ol style="list-style-type: none"> 1. Gauge interest in the development of an art and history walk 2. Convene a task force to develop a walking tour 3. Develop an attractive visual map and guide to the walk

Potential Funding Sources

Town of Springfield Programs

The following lists tools that the Town of Springfield has available, or has potentially available, to encourage economic investment in town.

Downtown Revitalization Fund

In March 2017, the Town established a downtown revitalization fund to provide 'seed money' for downtown revitalization projects. The flexible fund could be used for purposes ranging from providing matching funds for infrastructure grants, to costs associated with preparing engineering and construction plans for improvements, to constructing improvements.

Tax Increment Finance (TIF) District

A Tax Increment Financing (TIF) District is a public infrastructure financing tool that essentially leverages future increases in property values associated with property development to pay off bonds for the supporting infrastructure. A TIF District is established by a municipality around an area that requires public infrastructure to encourage public and private real property investment. Currently Vermont is prohibiting additional TIF Districts, however as of this writing there is pending legislation that would allow additional TIF Districts in Vermont.

Capital Campaigns

Certain public improvements (such as the River Park and purchase of street furniture) may lend themselves to private fundraising and philanthropy.

Transportation Infrastructure Funding

Bicycle and Pedestrian Program Grants

The Bicycle and Pedestrian Program is administered by VTTrans and provides funding for scoping, design and construction of bicycle and pedestrian facilities, including sidewalks, improved pedestrian crossings, lighting, shared use paths, etc.

Range: No minimum or maximum cost. Local match of 50% for scoping and 20% for construction is required.

Eligibility: Municipalities, RPCs, schools districts, transit agencies
 Deadline: Annually in July
 Contact: Jon Kaplan
 Email: jon.kaplan@vermont.gov
 Website: <http://vttrans.vermont.gov/highway/local-projects/bike-ped>

Transportation Alternatives Program

The TAP provides grant funding for scoping, design and construction of on and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, lighting and other safety and accessibility related infrastructure, environmental remediation related to transportation, community improvement related to transportation, Safe Routes to School programs.

Range: Up to \$300,000
 Eligibility: Municipalities, RPCs, school districts
 Deadline: Annually in October
 Contact: Scott Robertson
 Email: scott.robertson@vermont.gov
 Website: <http://vttrans.vermont.gov/highway/local-projects/transport-alt>

Downtown Transportation Fund

Downtown transportation grants are administered by the State of Vermont for municipalities to finance transportation related capital improvements in support of economic development, within or serving a Designated Downtown. Examples of funded projects include streetscape and public space improvements, parking facilities, rail or bus facilities, utility relocations, lighting, wayfinding signage.

Range: 50% of overall project costs up to a maximum of \$100,000
 Eligibility: Municipalities with a Designated Downtown
 Deadline: Annually in March
 Contact: Gary Holloway
 Email: gary.holloway@vermont.gov
 Website: <http://accd.vermont.gov/community-development/funding-in-centives/downtown-transportation-fund>

Vermont State Infrastructure Bank

The state provides low interest loans for the construction or reconstruction of projects including highways, roads and bridges, pedestrian facilities, certain rail facilities and electric vehicle recharging stations.

Range:	No minimum or maximum
Eligibility:	Municipalities, regional development corporations or political subdivisions of the state; private sector companies that have entered into a contract with a public authority to carry out a qualified project. Loan term may not exceed 30 years. Borrower equity contribution of 10-20% is required.
Deadline:	Ongoing program
Contact:	Vermont Economic Development Authority
Website:	https://www.veda.org/financing-options/other-financing-option/state-infrastructure-bank-program/

Economic Development

Vermont Community Development Program (Grants)

The Vermont Community Development Program (VCDP) assists communities on a competitive basis by providing financial and technical assistance to identify and address local needs in the areas of:

- housing
- economic development
- public facilities
- public services
- handicapped accessibility modifications

The VCDP is administered through the Agency of Commerce and Community Development and provides grants of up to \$750,000 for municipal and nonprofit development projects. Grants are primarily available for development activities, but may be also be utilized for brownfield cleanup, provided assistance from brownfield specific sources is considered first.

VCDP provides federal Community Development Block Grant (CDBG) funding for eligible activities through the following application types:

- **Accessibility Modification Grants (AM)** (Grant Range: \$5,000-\$75,000): Example: Bring municipally-owned buildings and libraries into compliance

with state and federal accessibility requirements.

- **Implementation Grants (IG)** (Grant Range: \$50,000-\$1,000,000): Examples: Assist businesses to create or retain jobs, create or rehabilitate housing units, build infrastructure, create or assist childcare and senior centers etc.
- **Planning Grants (PG)** (Grant Range: \$3,000-\$40,000): Examples: Conduct feasibility studies and marketing plans, produce architectural and engineering plans, etc. for IG projects.
- **Scattered Site Grants (SS)** (Grant Range: \$50,000-\$1,000,000): Example: Rehabilitate scattered site housing projects.

Eligibility: Any Vermont town, city (except Burlington), incorporated village chartered to function as a general purpose unit of local government, or a consortium of such entities, is eligible for funding. However, the majority of projects are a coordinated effort between the municipalities, community groups and local or state non-profit organizations or small businesses.

VCDP funds must primarily benefit persons of low and moderate income. In addition, assistance is provided to communities for threats of health and safety issues as urgent needs and slums and blight projects.

Deadline: Annually in July
Contact: Cindy Blondin
Email: cindy.blondin@vermont.gov
Website: <http://accd.vermont.gov/community-development/funding-incentives/vcdp>

Downtown and Village Center Tax Credit Program

State investment tax credit for qualified historic rehabilitation, façade, code and technology upgrades for properties constructed before 1983 located within a Designated Downtown or Village Center.

Range: 10 – 50% of eligible expenditures
Eligibility: Properties within Designated Downtown of Village Center
Deadline: Annually in July
Contact: Caitlin Corkins
Email: caitlin.corkins@vermont.gov
Website: <http://accd.vermont.gov/historic-preservation/funding/tax-credits>

New Market Tax Credit Program

This is a federal tax credit program to provide investment into low income communities to support economic development. Through the program, tax credits are allocated to Community Development Entities (CDEs) through a competitive application process. CDEs are financial intermediaries through which investment capital flows from an investor to a qualified business located in a low-income community.

Eligibility: Project is located in a qualified low-income census tract; project has high community impact; total project costs exceeds \$3 million; at least 20% of the income from the project will come from commercial use (non-residential).

Contact: Bob Flint
Springfield Regional Development Corporation

Email: bobf@springfielddevelopment.org

Website: <http://www.springfielddevelopment.org>

Federal Rehabilitation Investment Tax Credit Program

Federal investment tax credit for 20% of the rehabilitation costs (including labor, materials and architects or other consultant fees) for income-producing buildings listed in the National Register of Historic Places. Many of Vermont's Designated Downtowns are pre-qualified for federal credits.

Range: 20% of eligible expenditures

Eligibility: Owners of income-producing historic buildings

Deadline: Rolling application deadline; file application before construction

Contact: Caitlin Corkins

Email: caitlin.corkins@vermont.gov

Website: <http://www.nps.gov/tps/tax-incentives.htm>

State Historic Preservation Grants

State 50:50 matching grants for the repair and restoration of historic buildings listed or eligible for listing in the National Register of Historic Places in Vermont.

Range: \$1,000 - \$20,000

Eligibility: Municipalities and non-profit organizations

Deadline: Annually in October

Contact: Caitlin Corkins

Email: caitlin.corkins@vermont.gov

Website: http://www.accd.vermont.gov/strong_communities_preservation/grants/historic_preservation

Certified Local Government Grants

CLG grants are administered by the Agency of Commerce and Community Development to help local governments integrate historic preservation concerns with planning and decision making processes. CLG grants support a wide variety of local preservation projects including surveys, plans and ordinances, education and outreach and development of walking/driving tours.

Range: Varies

Eligibility: Certified local governments

Deadline: December

Contact: Devin Colman

Email: devin.colman@vermont.gov

Website: <http://accd.vermont.gov/historic-preservation/funding/clg-grants>

Preservation Trust of Vermont Grants

The Preservation Trust of Vermont is a statewide non-profit that provides a variety of grant programs to provide technical assistance, historic preservation planning and education. Some programs provide grants to support preservation and rehabilitation of historic buildings.

Range: Varies

Eligibility: Municipalities and non-profit organizations

Deadline: Varies

Contact: Paul Bruhn

Email: paul@ptvermont.org

Website: http://www.ptvermont.org/help/preservation_grants.php

Conservation and Recreational Facilities Funding

Ecosystem Restoration Grant Program

These grants are enabled under Vermont's Clean Water Initiative and fund scoping, planning, feasibility and design, project implementation, and river corridor easements. Projects that are identified in previous scoping projects, Tactical Basin Plans, associated river corridor plans or stormwater master

plans are favored.

Range: Up to \$400,000 (FY 2017)
 Eligibility: Vermont municipalities, local or regional governmental agencies, non-profit organizations, and citizens groups.
 Deadline: Varies
 Contact: Kari Dolan
 Email: kari.dolan@vermont.gov
 Website: <http://dec.vermont.gov/watershed/cwi/grants>

Land and Water Conservation Fund

LWC funds are administered by the Department of Forests, Parks and Recreation (FPR) for the acquisition of land for parks and public outdoor recreation, or development of new facilities and/or renovation of existing facilities for outdoor recreation.

Range: Not specified. A 50% local match is required
 Eligibility: Municipalities and state agencies
 Deadline: Pre-Application in October; Full application in December
 Contact: Jessica Savage
 Email: jessica.savage@vermont.gov
 Website: <http://fpr.vermont.gov/recreation/grants/lwcf>

Recreational Trails Program Grants

The Recreational Trails Program (RTP) is a federally funded program of the Department of Transportation's Federal Highway Administration (FHWA), administered at the State level to help states develop and maintain recreational trails, trail-related facilities and trailheads. Both motorized and non-motorized trail projects may qualify for RTP funds.

Range: up to \$50,000
 Eligibility: Municipalities, other governmental entities, and non-profit organizations
 Deadline: Pre-applications are due December 1; Full applications due February 1
 Contact: Sherry Smecker Winnie, Vermont Forests, Park and Recreation
 Email: sherry.winnie@vermont.gov
 Website: <http://fpr.vermont.gov/recreation/grants/rtp>

Caring for Canopy Grants

The Vermont Department of Forests, Parks and Recreation's Urban & Community Forestry Program offers grants to support the development of sustainable municipal tree management programs. Grants can be used for multiple program components (e.g., tree planting, tree inventory, tree maintenance, plan development, public outreach and program development).

Range: \$500 to \$5,000. A 50% match is required.
 Eligibility: Municipalities and 501(c)(3) non-profit organizations
 Deadline: Annually in April
 Contact: Jenny Lauer
 Email: jenny.lauer@vermont.gov
 Website: <http://vtcommunityforestry.org/resources/financial-technical-assistance/vermont-urban-community-forestry-grants>

Public Art and Culture

Vermont Arts Council Cultural Facilities Grant Program

The cultural facilities grant program is administered by the Vermont Arts Council in conjunction with the Vermont Historical Society, and the Vermont Division for Historic Preservation. The purpose of the program is to enhance or expand the capacity of an existing building to provide cultural programming. The program awards grants on a competitive basis to nonprofit organizations and municipalities to make improvements to community facilities that provide cultural activities for the public.

Range: \$1,000 - \$30,000 and require a 1:1 match. At least 50% of the match must be in cash. Up to 50% can be in well-documented in-kind materials and/or labor. Funds from other state sources may not be used to match a Cultural Facilities grant.
 Eligibility: Vermont municipalities or 501(c)3 nonprofit cultural organizations incorporated in the State of Vermont that own and operate the facility and have or have applied for a Dun and Bradstreet number.
 Deadlines: Annually
 Contact: Michele Bailey, Vermont Arts Council
 Email: mbailey@vermontartscouncil.org
 Website: <http://www.vermontartscouncil.org/grants-and-services/organizations/cultural-facilities>

National Endowment for the Arts Our Town Grants

The 'Our Town' grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core. Our Town offers support for arts engagement, cultural planning and design projects. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization.

Range:	Grants are awarded at the \$25,000, \$50,000, \$75,000, \$100,000, \$150,000, or \$200,000. Very few grants at the \$200,000 level. Local match at a 1:1 level is required.
Eligibility:	Partnership between a non-profit cultural organization and local government.
Deadlines:	September. Check website for details.
Website:	https://www.arts.gov/grants-organizations/our-town/arts-engagement-cultural-planning-and-design-projects-award-information

Vermont Community Foundation Vermont Arts Endowment Fund Grants

The Vermont Community Foundation administer several grant programs to support Vermont communities in various ways. The arts endowment fund is dedicated to supporting the arts.

Range:	\$500 to \$5,000.
Eligibility:	Vermont municipalities
Deadlines:	Annually in the fall. Check website for details.
Contact:	Lauren Bruno
Email:	lbruno@vermontcf.org
Website:	http://www.vermontcf.org/NonprofitsGrants/AvailableGrants/VermontArtsEndowmentFund.aspx

Municipal Planning Grants

The Municipal Planning Grant program provides supports a variety of community planning and revitalization efforts.

Range:	Up to \$20,000
Eligibility:	Municipalities, other governmental entities, and non-profit organizations
Deadline:	Annually in the fall

Contact:	Annina Seiler
Email:	aseiler@vermont.gov
Website:	http://accd.vermont.gov/community-development/funding-initives/municipal-planning-grant

Community Facility Loans and Grants

Federal USDA Rural Development loans and grants to assist rural communities develop or improve essential community facilities, including theaters, community centers, museums, libraries, adult and childcare centers, and municipal buildings. Funds may be used for acquisition, construction or improvements to buildings and equipment.

Range:	Grants up to \$50,000 or 75% of the project cost, whichever is less. Grant applicants must show financial need. A larger than 25 percent match for grants may be required based on the applicant's service area population and income level (see list on website). Loans have no dollar limit and 100% financing can be provided. Interest rates are long term and fixed rates based on municipal bond rates.
Eligibility:	Non-profit corporations and public bodies serving communities of less than 20,000 population (see list on website).
Deadlines:	Ongoing, but contact appropriate Rural Development office early in project development.
Contact:	USDA Rural Development
Website:	http://www.rurdev.usda.gov/HAD-CF_Grants.html

Brownfield Remediation and Cleanup Funding

Regional Assessment Program

Hazardous and Petroleum Assessment Grants are available to regional planning commissions (RPCs) through an application process from the US EPA Region I Brownfield Program. Vermont's RPCs provide technical and financial assistance for environmental site assessment and cleanup planning to eligible brownfield projects within each region. Work is paid for by the RPC and performed by pre-qualified consultants with Vermont Department of Environmental Conservation (VTDEC) project oversight. As of April 5, 2017 there are six regional planning commissions that hold active Brownfield Assessment Grants, including SWCRPC, although the SWCRPC is nearing the end of its tenure; new assessment and cleanup grant awards are due to be announced June 1, 2017 and available to grantees in October.

Assessment Grants provide funds for site assessment to discern the presence, degree, nature and extent of contamination at sites and to perform remedial planning, as necessary. As part of the grant co-operative agreement, each grantee will form a Brownfield Steering Committee that review applications from interested property owners on a rolling enrollment basis.

Range: Up to \$200,000 per parcel
 Deadline: Open for sub-grantees. RPC Applications for grant cycle begins each fall with a due date for applications in mid-December. Awards typically are announced around June 1st.
 Contact: Patricia Coppolino, Program Manager
 VT DEC Brownfield Response Program
 Email: patricia.coppolino@state.vt.us
 Contact: Allison Hopkins, Planner
 SWRPC
 Email: ahopkins@swcrpc.org
 Website: VT DEC:
<http://dec.vermont.gov/waste-management/contaminated-sites/brownfields>
 SWRPC:
<http://swcrpc.org/brownfields/>

Specific Targeted Brownfield Assessment grants are also available directly from US EPA to assess individual properties that may require a higher level of assessment.

Petroleum Cleanup Fund (Reimbursement Program)

The petroleum cleanup fund is administered by the VTDEC Waste Management and Prevention Division (WM&PD) Sites Management Section and provides financial assistance with costs incurred in connection with accidental releases from underground and aboveground storage tanks.

Established under the authority of 10 V.S.A Chapter 59 Section 1941, the Petroleum Cleanup Fund (PCF) was created to pay, subject to available funding, for certain uninsured costs for the cleanup and restoration of contaminated soil and groundwater caused by the releases of petroleum from aboveground storage tanks (ASTs) and underground storage tanks (USTs), and for the compensation of third party claims for injury and damage caused by such a release. Reimbursement is subject to eligibility restrictions and after meeting the appropriate deductible dependent on the type of storage tank.

Range: Up to \$1,000,000 per release, after meeting the deductible
 Deadline: Rolling program
 Contact: Matthew Moran, VTDEC Sites Management Section Program Manager, PCF Administrator
 Email: matt.moran@vermont.gov
 Website: <http://dec.vermont.gov/waste-management/contaminated-sites/PCF>

Technical Assistance Program

The Vermont Department of Environmental Conservation provides technical and financial assistance to qualified applicants who intend to redevelop a contaminated property. Available assistance ranges from completion of a Phase I Environmental Site Assessment, through corrective action planning and cleanup. All work approved under this program is paid for by the Department and performed by pre-qualified contractors.

Assistance is available to prospective purchasers and innocent current owners of contaminated property. Applicants can have neither caused nor contributed to the contamination nor be connected to any person or organization that has caused or contributed to the contamination.

The VTDEC is now accepting applications for financial assistance for brownfield redevelopment projects. Funding is available to conduct Phase I, Phase II, Corrective Action Planning, Corrective Action Implementation and Area Wide Planning.

Range: Up to \$200,000 per parcel
 Deadline: Open for sub-grantees subject to funds.
 Contact: General Information: Patricia Coppolino, VTDEC Brownfield Response Program Manager
 Email: patricia.coppolino@state.vt.us
 Website: <http://dec.vermont.gov/waste-management/contaminated-sites/brownfields/apply/technical-assistance-program>

Brownfield Revitalization Fund Loan Program

Loans for remediation of brownfield sites. The funds are made available to Vermont by the EPA and eligible applicants can be private developers, non-profits, and municipalities. Funds are primarily to be used for cleanup, however they can be used to perform site assessment or characterization.

Range: Up to \$200,000 per parcel with 20% cost share requirement
 Eligibility: Municipalities, non-profit organizations and private developers.
 Deadline: Rolling
 Contact: Brett Long
 Email: brett.long@vermont.gov
 Website: http://www.accd.vermont.gov/business/relocate_expand_capital/brownfields
<http://www.veda.org/financing-options/other-financing-option/brownfields-revitalization-fund/>

Federal Assessment and Cleanup Grants

Cleanup Grants

Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per parcel. Due to budget limitations, no entity can apply for funding cleanup activities at more than three sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20 percent cost share, which may be in the form of contribution of money, labor, materials, or services, and must be for eligible and allowable costs (the match must equal 20 percent of the amount of funding provided by EPA and cannot include administrative costs). A cleanup grant applicant may request a waiver of the 20 percent cost share requirement based on hardship. An applicant must own the site for which it is requesting funding at time of application. The performance period for these grants is three years.

Range: Grants are capped at \$200,000 per parcel
 Eligibility: Municipalities, non-profit organizations and private developers
 Deadline: Mid-January
 Contact: Frank Gardner
 Email: gardner.frank@epa.gov
 Website: <http://www.epa.gov/brownfields/types-brownfields-grant-funding>

Vermont Economic Development Authority (Loans)

As a Brownfields Reuse Initiative partner, VEDA provides financial review and loan closing services for all loans processed through the Brownfields Revitalization Fund. VEDA also manages a wide range of low-cost lending programs for businesses of all sizes and has provided over \$1.3 billion in financing assistance to Vermont businesses and entrepreneurs.

The Brownfields Revitalization Fund Loan Program (BRFLP) is designed to provide funding to assist in the redevelopment of contaminated properties. The Brownfields Revitalization Fund (BRF) was established in Vermont statute as part of the state's voluntary contaminated properties clean-up program, known as the Redevelopment of Contaminated Properties Program (RCPP). The BRF utilizes the expertise of two State agencies and VEDA:

- The Agency of Commerce and Community Development (ACCD) administers the BRF;
- The Agency of Natural Resources (ANR) is responsible for overseeing site management and approving redevelopment work plans;
- The Vermont Economic Development Authority (VEDA) is authorized to use the funds in the BRF to make loans to eligible and qualified applicants.

Eligibility: Initial application must be made to ANR to determine eligibility under the RCPP. If determined to be eligible by ANR, the applicant must participate in the RCPP program in order to qualify for a BRF loan. If ineligible under the RCPP, an applicant may submit a request for eligibility based on applicable provisions of the BRF statute;

Prior to receiving funding, applicants must receive approval of their work plan by ANR;

Eligible borrowers can be for-profit, not-for-profit and municipal entities that own, control or otherwise have interest in properties that meet the Environmental Protection Agency (EPA) definition of Brownfields, and who are committed to reclaim those properties.

Eligible sites must be vacant, abandoned, substantially underutilized or to be acquired by a municipality;

ACCD and ANR currently maintain a priority list of sites that are under active consideration for reuse. Loans may be made only for sites that are on that priority list and for projects that demonstrate remediation will reduce threats to public health, provide an appropriate return on public investment and offer significant development opportunities.

Website: <https://www.veda.org/financing-options/other-financing-option/brownfields-revitalization-fund/>



APPENDIX

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RECOMMENDED STREET TREE PLANTING



ULMUS x ssp. "Morton" Accolade
American Elm

zone 4
 h: 70'
 w: 50'
 Vase Form
 Tolerant to poor drainage
 Moderate tolerant to salt
 Tolerant to air pollution
 Notable yellow fall foliage



ACER x freemanii 'Sienna'
Freeman Maple

zone 4a
 h: 40'
 w: 40'
 Vase Form
 Tolerant to poor drainage
 Moderate tolerant to salt
 Tolerant to air pollution
 Notable yellow fall foliage



QUERCUS rubra
Northern Red oak

zone 3b
 h: 75'
 w: 60'
 Round Form
 Tolerant to salt
 Tolerant to air pollution
 Notable red fall foliage
 Native to Vermont

STORMWATER PLANTERS



CAREX comosa
Long Hair Sedge



CAREX crinita
Fringed Sedge



ASCLEPIAS incarnata
Swamp Milkweed



ANEMONE canadensis
Windflower



CAREX vulpinoidea
Fox Sedge



ELEOCHARIS palustris
Marsh Spikerush



JUNCUS effusus
Common Rush



IRIS versicolor
Iris Blue Flag



TREE LAWN, PLANTERS, PUBLIC SPACES



RHUS aromatica
 'Grow Low'
 Winterberry



CORNUS sericea
 'Farrow'
 Arctic Fire Red
 Twig Dogwood



ILEX verticillata
 'Red Sprite'
 Winterberry



MISCANTHUS
 sinensis
 'Morning Light'
 Maiden Grass



SPOROBOLUS
 heterolepis
 Prairie Dropseed



DESCHAMPSIA
 caespitosa
 Tufted Hair Grass



PANICUM
 virgatatum
 Shenandoah
 Switchgrass



CALAMAGROSTIS
 x acutiflora
 Feather Reed
 Grass Karl Foerster



RUDBECKIA hirta
 Black-eyed-Susan



SALVIA nemerosa
 wesuwe



SALVIA x silvestris
 Mainach May Night



ASTER
 novae-angliae
 New England Aster



HEMEROCALLIS
 Daylilies

