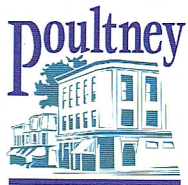




Final Report:

Main Street and Downtown Improvements for Poultney, Vermont

Project funded by the:
VT Department of Development and Community Affairs
Municipal Planning Grant Program



Prepared for:
The Village of Poultney
and the
Poultney Downtown Redevelopment Committee

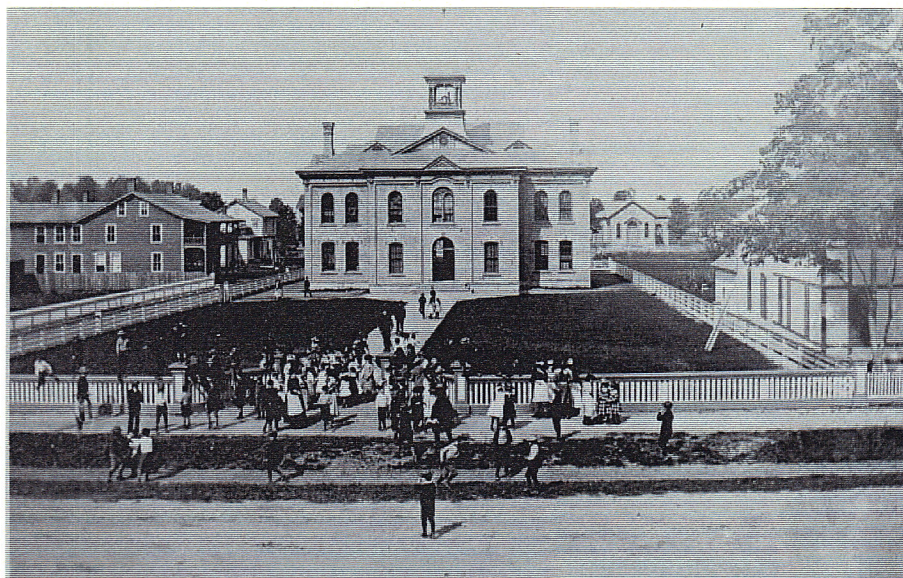
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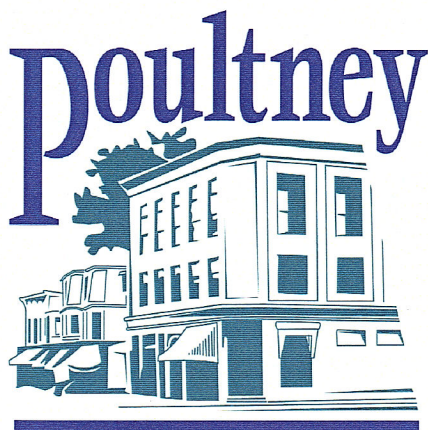
Guertin - Elkerton Associates and
Engineers and Planners
Shaftsbury, VT and Stoneham, MA

The Office of Robert A. White, ASLA
Landscape Architects and Planners
Norwich, VT

April, 2002

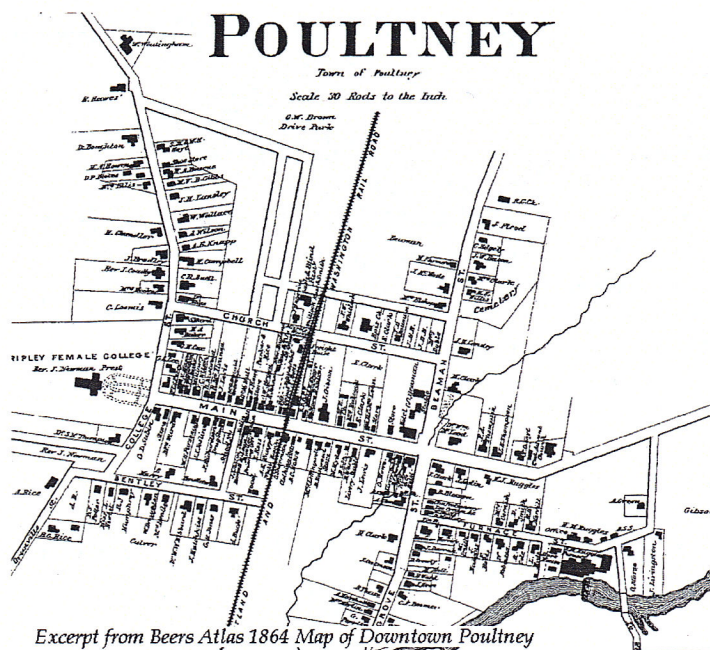


For additional information or copies of this report, please contact



Poultney Downtown Redevelopment Committee
Ms. Mary Jeanne Packer, Downtown Revitalization Coordinator
Ghostwriters, Inc.
PO Box 196
212 Main Street, Suite 1
Poultney, Vermont 05764
(802) 287-4284

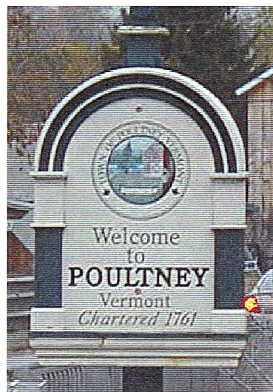
Village of Poultney
Mr. Jonas Rosenthal, Town Manager
Main Street Poultney, Vermont 05764



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1: Introduction:



Background:

Poultney, originally chartered in 1761 has a long and illustrious history of economic, physical, and cultural development. Although its population has increased over those 250 years to 3,633 residents in 2000, Poultney has retained its small town appeal. Residents and visitors alike consider Poultney to be a quintessential example of small town Vermont. Poultney's history as the center of the slate industry, the presence of Green Mountain College, the former Railroad connections to New York State, and the popular recreational destination of Lake St. Catherine make the town a center of activity on the western border of Vermont.

Poultney's past and present define the town's significance in the Rutland region. Part of that special character is its extraordinary Main Street. Poultney's downtown has a rich tradition as the center of social and economic life for the town. Main Street has been a place with numerous commercial enterprises, ranging from antique boutiques to gift shops, hardware stores and a local pharmacy, book and craft stores lining the wide sidewalks and tree-lined avenue. There are insurance agents, accountants and real estate offices, lawyers, writers and other professionals. Main Street serves both residents and visitors alike with both the essential goods and services for daily life as well as whimsical frivolities. Green Mountain College (GMC) and, to a lesser extent nearby Castleton State College, add a diverse and young population to the Town. Both GMC and Poultney High School serve as bookends to the Main Street story. The community is alive and anticipatory of a prosperous future.

The origin of Poultney through the 1850s was as a rural farming center and waterpower-oriented industrial development along the Poultney River. Like other former industrial towns, Poultney was subject to regional and national economic trends in the history of New England and New York State. Poultney is now looking forward to a new economy that promises both the quiet character of a local town as well as the vibrancy and prosperity that comes with visitors from other places and the Green Mountain College presence.



Originally based in what is now East Poultney, the center of economic gravity in the community shifted with the coming of the railroad in 1857 to Poultney village. Most of the development of Poultney village occurred between the late 1850's and 1910, and the prosperity created the handsome downtown blocks of commercial buildings, the distinguished tree-lined Main Street and adjacent neighborhoods of sophisticated Greek Revival, Italianate Revival, and Queen Anne homes.

The depression saw the fall of the slate industry, and was followed by the loss of labor in WWII, and the post war economy of mass-produced housing that did not use slate roofs, the mainstay of the slate economy. Once the major driver in the local economy, along with a wide range of support services such as machine tools, transportation, and the basic services for a busy working town, slate is now a much smaller endeavor in the region. What remains in downtown Poultney of the slate era is the Public Library (a former bank) built in the grand age of Poultney's slate era prosperity. The downtown is surrounded by neighborhoods with some 250 structures that make up the Poultney Village National Historic District. The vast majority of those structures are in remarkable condition, although many need significant maintenance.

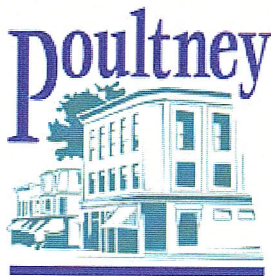


Main Street itself still bears the hallmarks of the slate industry past – sections of old slate sidewalks, the wide treelawn and rows of street trees that form a public realm on Main Street that is unique among Vermont downtowns. The former cast iron street lights that graced Main Street found a new home on the Green Mountain College Campus. The vision of a dignified Main Street has persevered for 120 years, but in the face of incremental change, loss of the elms to dutch elm disease, impacts of widened utility line clearing, the tendency for urban environments to be paved in

greater amounts, and well intended but misinformed attempts at sidewalk repair. Main Street today appears tired and in need of a facelift.

The demise of Main Street is not without due cause. Between the 1950's and 1980's many jobs were lost in Poultney. The town has struggled to sustain itself and many hard decisions have been made. The loss of the grand Town Hall is one example, when financial strains caused a decision by town officials to demolish the building rather than face the costs of maintenance and renovation. Since then the town has sought to define a future economy that is both prosperous and sustainable. The community would like to appeal to both local residents and visitors to the region. The desire to define a future economy is driven by the realization that the historical industrial economy of the slate industry, which almost exclusively created the downtown, will never again be a sustainable economy for the community.

In 1999, a group of local residents and business owners decided that a more aggressive stance on community development was needed to guide this new economy. Encouraged by the passage of the VT Downtown Development Act of 1998, the group began to organize and enlist the assistance of both regional and local support.



Through the vision, dedication and energy of the Downtown Redevelopment Committee, a Vermont Community Development Program Planning Grant Application was successfully sought in 2001. The purpose of the grant was for Poultney to develop the needed materials to apply for inclusion in the VT Downtown Program, which provides enhanced access improvements. The grant provided funds to enable a Main Street Design for streetscape improvements to be developed, and funded a Main Street manager to administer the application process and assist in public participation.

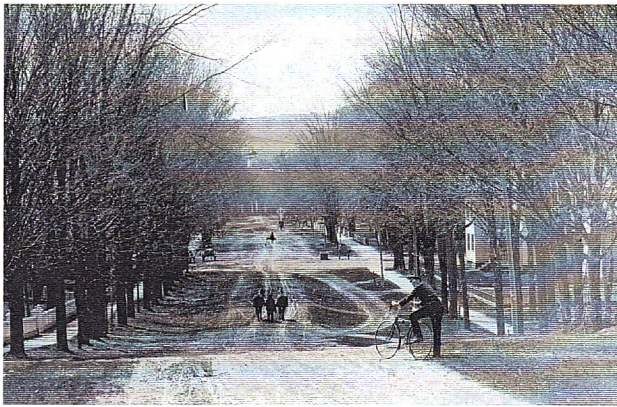
The Committee went through a Request for Proposal process, and selected the team of Guertin - Elkerton & Associates, Engineers and Planners, and the Office of Robert A. White, Landscape Architects and Planners of Norwich, VT to develop a Master Plan for Main Street improvements that would be included in the application to become a Designated VT Downtown through the VT Downtown Program. The team and Downtown Redevelopment Committee met often and worked closely on the plan. This report represents the fruits of that process. Residents and business owners of Poultney additionally lent their support, voiced concerns and helped guide the development of this plan.

Historical Precedent and Inspiration for Poultney's Main Street:



The following is a series of historical archive photographs generously provided by the Poultney Historical Society. These photographs provide a historical precedent and inspiration for the Main Street Improvement Project.

Trolley crossing at Main and Depot Street



Although the grandeur of those spectacular and majestic elm trees cannot be reproduced, the intent of the streetscape enhancement project is to re-establish a grand allee of trees while creating new opportunities for economic development.



View of Main Street during parade shows the historic village streetscape and well-defined sidewalks, store frontages and pedestrian activity that was commensurate with the town's commercial success as the center of the slate industry.



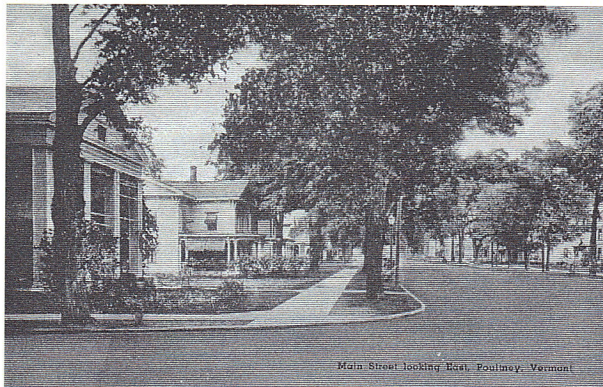
The corner of Main Street and RT 30 used to be graced with a handsome town office building. The building was lost in the 1960's when the town fathers decided it was too expensive to maintain.



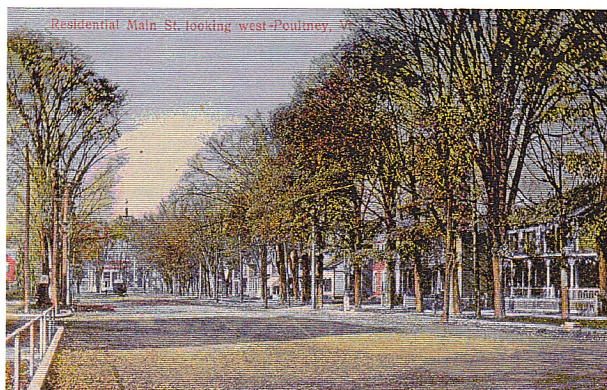
One of the unique aspects of Poultney's streetscape is the wide sidewalks that separate the street from the storefronts. While partially created by the wide tree lawns along Main Street, the commercial storefronts also met the sidewalks such that porches, awnings, and other appurtenances defined a vibrant pedestrian streetscape.



The role of the Railroad was dramatic for Poultney, but all that remains is the old bed, and the former depot buildings. The presence of the rail line now a state rail trail is an untapped opportunity.



Dramatic, pristine, beautiful are just a few words that describe the historic ambience of Poultney's Main Street.



While many Vermont Main Streets were lined with elms, few actually combined extensive street treescapes with commercial downtowns.

Community Participation and Guidance:



First Public Workshop held at Poultney High School

The Main Street Design Project was integrated as part of the Poultney Downtown Revitalization Committee's application to be come a Designated Vermont Downtown. With a number of efforts on - track simultaneously, the design team worked closely with the Main Street Manager, and the Committee and town/village staff to coordinate issues and opportunities for the project.

Critical to the development of the downtown improvements plan was a series of public meetings, and other stakeholder groups in Poultney including:

- The Downtown Redevelopment Committee and design team toured Main Street on October 2, 2001.
- Public Meeting #1 was held at the High School on the evening of October 2, 2001 to provide initial guidance for design goals and objectives and to define the specific issues and places on Main Street that residents and businesses felt the streetscape design should address.
- Public input on the project was sought by the Downtown Redevelopment Committee during the Chili Cook – Off, on the weekend of October 9, 2001.
- The Downtown Redevelopment Committee met with a Focus Group of 17 Poultney High School Students on October 8, 2001 to discuss youth issues and desires related to both the Main Street project and town planning in general.
- Downtown Redevelopment Committee met on October 16 to discuss a draft of the goals and objectives for the project.
- Public meeting #2 was held at the High School for the design team to present initial Conceptual Streetscape Designs on December 11, 2001. A PowerPoint Presentation and general discussion was held with some 40 community residents, business owners, Town/Village and Green Mountain College officials.

- The Downtown Redevelopment Committee met with downtown business owners for a breakfast meeting at GMC on December 11, 2001 to discuss specific issues with the plans relative to business interests on the project. Based upon the concerns of several businesses, a subsequent meeting was scheduled for after the holidays.
- The Downtown Redevelopment Committee met with the design team and service station owners on January 2, 2002 to review driveway access and parking, sidewalks and frontage issues for both the Mobil and Exxon Stations.
- The Downtown Redevelopment Committee met with the design team in a joint meeting of the Poultney Village Trustees and the Poultney Selectboard on January 29, 2002 to review preliminary estimates of probable cost for the project. Several Trustees could not attend, so a subsequent meeting was scheduled for February 19, 2002.
- The Downtown Redevelopment Committee met with Village Trustees February 19, 2002 to review refinements to the estimates of probable cost such that the final estimates could be entered into the final project budget in the design team report.

Main Street Improvements: a summary of important considerations:

Based upon the guidance from the Downtown Committee, members of the Poultney community and business owners, the following issues and opportunities were identified as key points for the development of the streetscape plans:

A. Main Street Aesthetics: creating a more attractive downtown that will appeal to both residents and visitors alike, and specifically address locations where streetscape improvements can make a positive statement to enhance the beauty of the Main Street corridor. The major areas of aesthetic improvements were envisioned to be:

- Create downtown gateway so that Main Street has an obvious presence as it meets RT 30. The gateway should include signage and directionals in addition to enhancing the signalized intersection, which is an unsightly cable arrangement.
- Lighting: replace or augment the unsightly overhead power poles with cobra head fixtures with a more attractive historic styled streetlights. The old Main Street lights were relocated to the GMC campus. The bright glare of the current streetlights, which have no shading or cut-off was perceived to be a strong negative for residents of apartments on Main Street.
- Signage: provide signage at the village gateways to direct visitors to Main Street and additional signage for businesses that need curbside attention.
- Street trees and landscaping; to reinvigorate the historic tree lined streetscape with both deciduous canopy trees as well as ornamental trees along Main Street.
- Make Main Street look more like the dignified historic street than a wide “drag strip” of pavement that promotes automobile use only.
- Play down the presence of the power lines that are visually dominant.

B. Main Street Infrastructure: There are basic structure and infrastructure deficiencies such as :

- deteriorated sidewalks
- inadequate storm drainage
- old sewer and water lines that will affect or be affected by streetscape improvements.

Town officials feel that attention to both public infrastructure as well as the amenities of Main Street should be attended to. Where possible, infrastructure should be completed first, before amenities, so that below-ground improvements don't have to disturb surface improvements.

C. Emphasize safety: Main Street can be a very busy place, and residents (in particular) feel that during these busy times, a number of problems occur where vehicular driving patterns and pedestrian patterns

overlap to be dangerous. These problems were perceived to such an extent that people feel uncomfortable coming downtown and staying to do business. A number of subset issues including general pedestrian safety and comfort were discussed. These caused the committee to define the need for improvements to:

- Sidewalks: given that many of the sidewalks are deteriorated and either uncomfortable or unsafe many of the sidewalks need to be replaced on an incremental basis.
- Crosswalks: some are not ADA accessible, and others are ill-defined. Improvements need to be made to pedestrian crosswalks including painting, raised crosswalks, integrating decorative/contrasting paving materials etc.
- Access management and commercial driveways: there are a number of driveways that conflict with pedestrian access at sidewalks and crosswalks and create unsafe and chaotic driving patterns. Additionally, some parking spaces and driveways conflict with on-street parking and pedestrian access.
- Traffic calming is needed at the intersections of Main / Depot Street, Main / Maple Street and Main / VT RT 30 (Beaman Street) and Main/College Street.

D. Parking is very important for both for residents, customers and employees. The plan should make on and off street parking more accessible, increase the number of spaces available, and attempt to resolve conflicts between landowner/tenant parking space users by creating more parking for the downtown. (See Chapter 2 and the current use/future needs survey in Appendix C for additional detail.)

E. Enhancing the relationship between Main Street and economic development opportunities so that the center of town can be a social place for residents and visitors through enhancements of Main Street aesthetics.

F. Commercial driveways access management: Curb cuts at the Mobil Station and other commercial drives were perceived to be excessively wide and auto circulation impinges on sidewalks such that cars are driving on the public sidewalk ROW.

G. Use the Rail - Trail Connection to draw more tourists to the downtown: An untapped opportunity is the D&H Rail Trail that comes into the village from the north. Rail Trails are nationally a major growth focal point for eco and heritage tourism that could bring seasonal income to the downtown. Winter uses of the trail by snowmobiles should also be enhanced.

H. Desire to link Main Street with public transit: Public transit is invisible in Poultney today. It was a significant request of the high school population. Bus stops could be well integrated with a Main Street design concept.

I. Promoting Economic Vitality/Development: Everyone involved in the process believed that the link between economic vitality and streetscape design for downtown Poultney was strong. The relationship between making an attractive downtown and the economic opportunities and the “return” on public investment by private development was full of possibilities.

The process illuminated a number of questions about the relationship between downtown improvements and the downtown economy, such as:

- There were questions regarding the existing town zoning regulations and whether requirements for parking might be a disincentive for downtown redevelopment. The town needs to find ways to create incentives to use upper floors.
- The challenge of recreating the historic streetscape is that the historic tree lined Main Street was pedestrian-oriented, whereas the existing Main Street is auto-oriented. Changes to the historic integrity of the streetscape need to be made carefully, and complement the demands of modern business and the relationship of business to automobile exposure.
- Downtown is historically a place to live and work – there is a correlation between economic vitality and the seasons in Poultney.
- Capitalize on the Rail Trail connection and include a creation of a visitor’s center in the New Depot to go with a new park for downtown and a trailhead for the Rail Trail. Coordinate with the VT Department of

Forest & Parks in Pittsford regarding the D&H Rail Trail, to find out who actually owns the Rail Trail and the status of the Rail Trail maintenance agreement with the village and the Women's Club. Capitalize on the untapped customer pool that could result from welcoming hungry snowmobilers by providing accessible parking.

J. Youth Related Issues: The Main Street planning process brought up adult concerns about youths hanging out in the downtown and conflicts that have arisen in the past. At the same time, discussion with local youth at the High School indicated that the youth feel singled out, and that they need a place to go. If a true democratic downtown is to be created for the community, people of all ages should be able to gather in public places downtown and youth should not be discriminated against.

The teen group interviewed reached consensus on something similar to a girls' club/boys' club model, possibly at the old IGA building, the Stonebridge Inn or the old Fire House would be a great addition to the community's accommodation of different ages. Other places such as an open pavilion either at the Stonebridge Inn or in Depot Park could serve as a performance stage or a place for summertime block dances and other events.

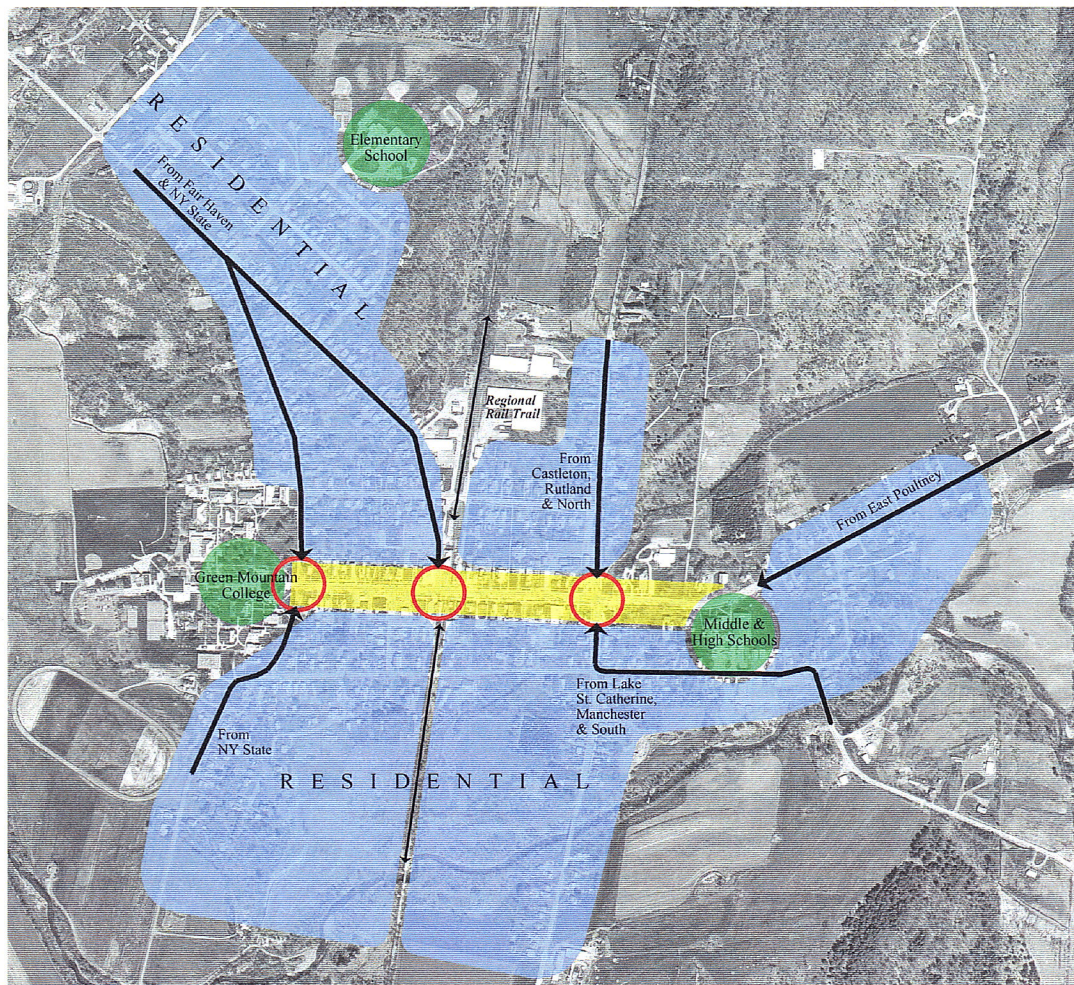
Poultney's youth look at the downtown as a place to have their freedom and don't appreciate teachers or other kids' parents telling them what to do. However, they also recognize the need for this facility to be thoughtfully managed. Students are looking for the following:

- at least one new eatery in town that would stay open late (Ideally a fast food place such as Taco Bell that would serve food they like, provide a place to work, and provide seating.)
- 24 hour convenience store
- movie rental store
- movie theatre (two screens)
- Chinese food restaurant
- Grinder shop
- Pet Store
- Paintball facility
- Skateboard/ Go Cart Park

Youth also wanted to see connections to the region added such as bus/transit connections to Rutland and Killington. While not necessarily a part of the physical improvements to Main Street, youth are an important part of the downtown community with both the college and Schools nearby. Whereas many communities have disenfranchised their youth by locating schools out of the downtown, Poultney has a great positive opportunity for their youth to be present, involved, and welcomed as an integral part of the community's future vitality that should not go untended.

Analysis of Existing Conditions:

The following maps and photographs show land use patterns and streetscape characteristics that are both challenges and opportunities for Main Street. For the purpose of Main Street improvements, the project area is defined within the Main Street core with side street extensions for sidewalks and for intersection improvements.

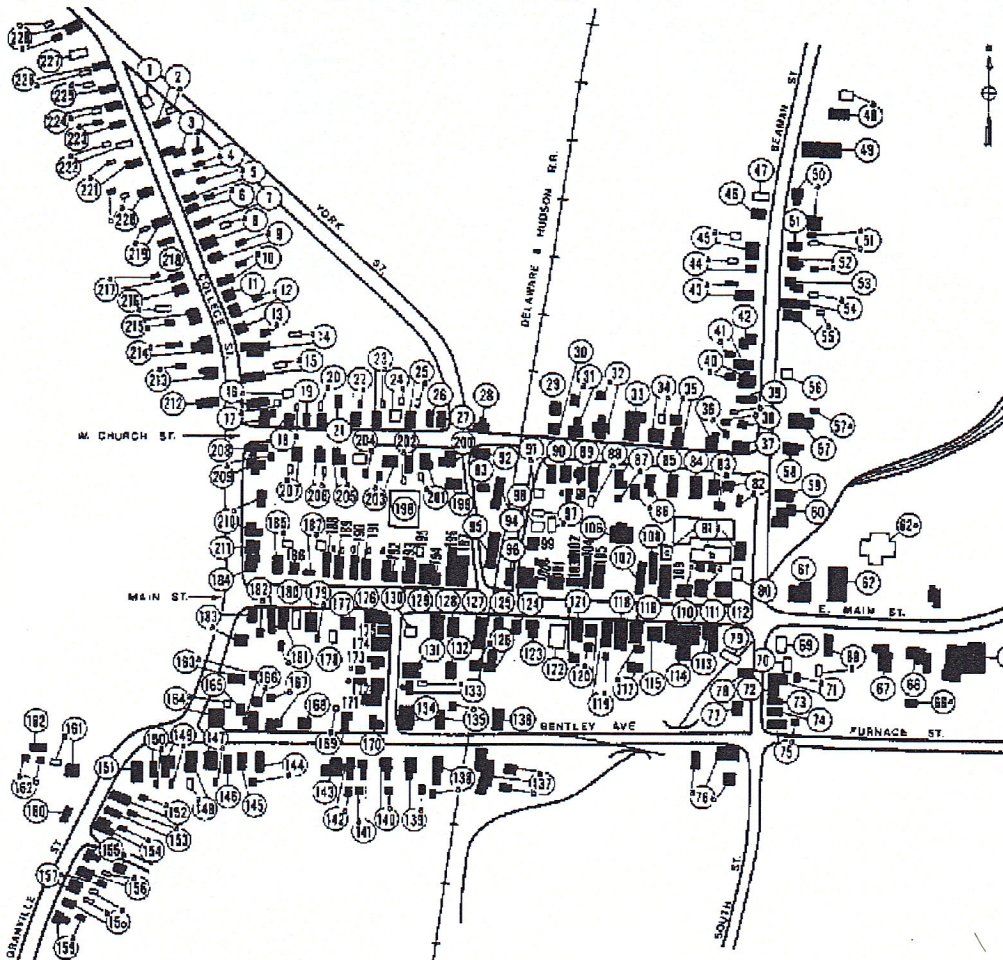


Context map of Poultney's Downtown: showing the relationship of Main Street to adjacent neighborhoods, Green Mountain College, industrial areas, and the countryside. The wider area shown in blue is Poultney's downtown. Main Street proper is that area shaded in yellow and the three major centers of activity - the gateways on College Street and Beaman Street (VT 30) and highway connections along RT 30, to New York State, and to East Poultney center, are circled in red. The green circles on each end of Main Street are the educational anchors of the community – Green Mountain College on the west and Poultney High School on the east.

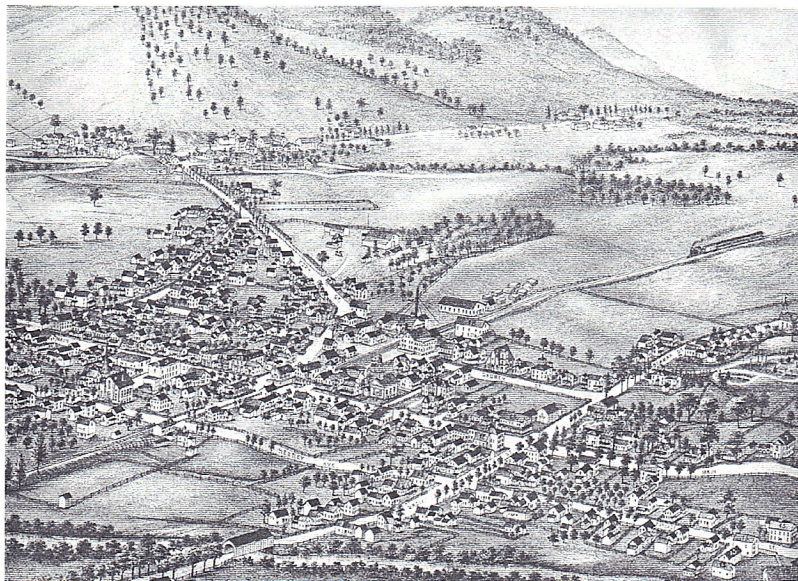
Analysis Maps for Main Street

POULTNEY VILLAGE HISTORIC DISTRICT MAP

Listed in part in the National Register of Historic Places
(Numbers correspond to accompanying Register listing.)

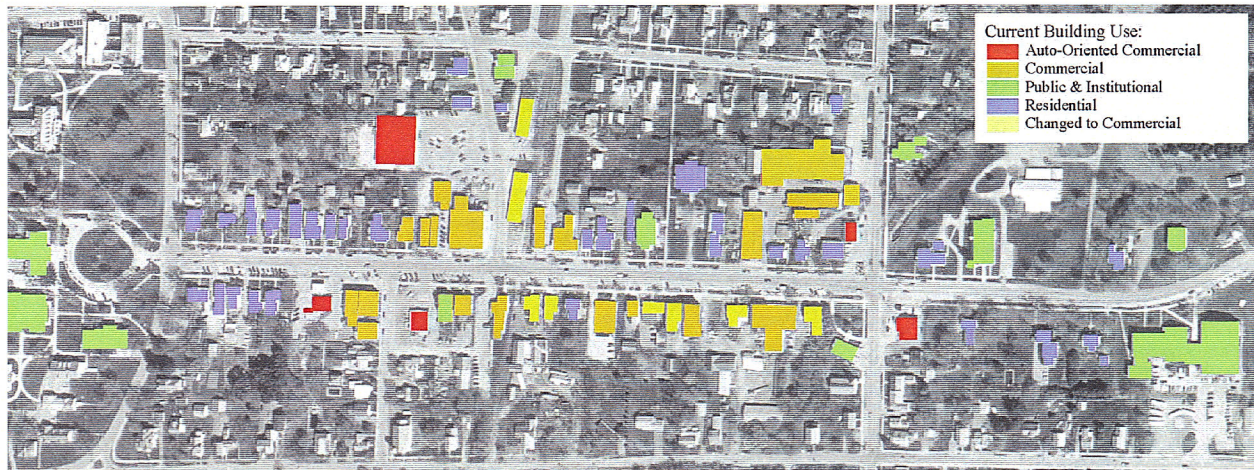


Key map for the Poultney Village National Historic District

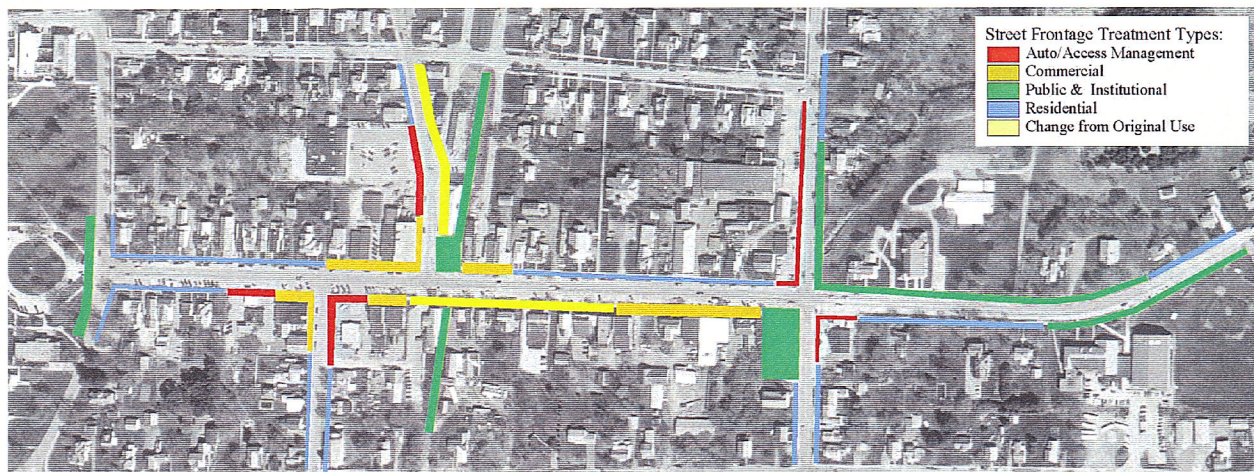


Bird's eye historical sketch of the village

Analysis Maps for Main Street continued



Analysis map of building uses along Main Street. *The Main Street core is focussed on commercial buildings with mixed uses of offices, retail, and restaurants. Upper floors are apartments or offices. The ends of Main Street transition to residential uses or mixed uses in houses now owned by GMC or privately. The buildings shown in red represent new commercial buildings that have been introduced into the historic downtown fabric either by the demolition of historic structures or the filling in of former building locations lost to fires.*



This map identifies existing street frontage types and building uses along Main Street. *Whereas the above map shows the land uses, this map represents how the character of the streetscape changes to fit the landuse. Note the differences between the residential areas and their respective frontages with yards. Lawns and street trees are in contrast to the commercial blocks with wide storefront sidewalk areas. New insertions of automobile - oriented commercial buildings tend to place parking and driveways on the street as opposed to a consistent building line. A consistent pattern is that many commercial buildings have back lot parking and alleys for service. Main Street is well defined with on-street parking, the core of a functioning downtown, and with a few exceptions, the Main Street sidewalks are constant, with few breaks and interruptions.*

See next pages for frontage examples, see Chapter 2 for application of frontage precedents.

Frontage examples: the look and feel of Main Street



Exxon frontage on Main Street exemplifies recent automobile-oriented commercial development with driveways and parking in front. Circulating vehicles trying to get around the gas pumps are forced to illegally drive over the public sidewalks.



Right across the street from the Exxon station is the residential frontage of the homes and home businesses that also face Main Street. The tree lawn separation from the street is part of the original Main Street streetscape of the tree-lined avenue.



Traditional Main Street frontage of storefronts and wide commercial sidewalks for public gathering and merchandising.



The broken facade of Main Street is dominated by a gas station canopy, absence of street trees, and a pedestrian-friendly zone.



The fundamental relationship of street-lawn-street trees-sidewalks is flexible and attractive.



Same view only 100' east from the photo on the left—with a commercial store frontage

Existing Conditions on Main Street :

1. Sidewalks: There are a variety of sidewalks ranging from the historic slate sidewalks that are mostly in poor condition and dangerously slippery in wet weather, to asphalt sidewalks laid over either slate or concrete replacement sidewalks – also in poor condition, because deteriorated sidewalks are underneath – and relatively new concrete sidewalks that are in acceptable condition. Town officials feel strongly that sidewalk replacements are among the highest priorities for the Main Street improvement plan. The design plan suggests that different treatments of sidewalks should be defined because of the varied land uses and frontage conditions as this map demonstrates.



2. Crosswalks: are very deteriorated as the paint has worn thin or have disappeared altogether on many street crossings. As with sidewalks, the town is first interested in replacing striping for crosswalks and later enhancing crosswalks with decorative contrasting pavements. There are currently no bike lanes or shoulder stripes that might denote bike use zones.

3. Intersections: All downtown intersections have some levels of problems either from an infrastructure or aesthetic perspective. The following is a summary of intersection deficiencies:



College and Main:

This intersection is a visual focal point between the downtown and the college and needs to be treated as a gateway to the downtown from NY State.

- Crosswalks are only on one side of Main Street and the sidewalks do not connect on both sides into the campus
- College Street tends to have fast traffic bypassing the downtown en route to NY State.
- Traffic calming is needed to slow speeding cars.
- Better defined pedestrian zones to encourage safer crossing patterns and delineate a slow auto zone.
- Slate trucks and other heavy vehicles use College Street.



Maple and Main:

- Heavy vehicles use Bentley Avenue and connect to the downtown on Maple Street.
- The Bentley Ave. improvements connected to Main Street to replace some sidewalks but the Main Street – Maple Street intersection has some of the most deteriorated sidewalks in downtown.
- There are excessively wide turning zones that have ill-defined corner setbacks for sight distance and wide undefined pedestrian crossing zones. Crosswalks are in need of improvement.
- The corner near Stewarts is dominated by the Stewarts driveways and sign, both an unattractive as well as confusing traffic pattern location.
- Sidewalks are non-existent along the east side of Maple Street across the Stewarts frontage.



Depot and Main:

This is regarded as the most unsafe intersection in downtown, due to the wide street crossing and the very confusing traffic patterns entering and exiting the bank. Depot Street is very wide and does not have designated on-street parking, which would be an asset for on-street parking availability as well as traffic calming with a slower, narrower road. This intersection defines the center of activity for the downtown, yet the current configuration does little to signify that role.

It appears that while requested by residents, neither a stop sign nor a traffic signal would be appropriate for this intersection. The relatively low traffic volumes would not likely pass the required warrants for signal control and STOP signs would create severe congestion on the street and a disruptive pattern of stop-and-go for drivers that is unjustified on most occasions. The design team suggested that simpler improvements in the form of traffic calming and pedestrian improvements could solve the same problems that have been perceived by residents.

Cooperative efforts with the bank need to be established to reconfigure driveway patterns and parking for the bank which are the root cause of confusion and safety problems at the intersection. The bank should allow entrance only at the driveway and exiting via the back alley onto Maple Street behind Stewarts.



View to Vermont RT 30 and down Main Street from East Main Street. Two of the four corners are dominated by gas stations with wide curb cuts and auto-oriented frontages.

VT Route 30/Main Street:

This is the most heavily traveled roadway entering Poultney, and the intersection of Main Street and RT 30 is the most important place to advertise the downtown, and to set the expectations for automobile drivers to slow down in the center of town. The intersection of RT 30 and Main Street is marked only by a traffic signal and the town office building.

- Gas stations are the dominant landuse on two corners.
- The entrance to downtown is all but invisible.
- Sidewalks are non-existent along the east side of RT 30 along the Citgo and Mobil frontage.
- There is a profusion of convenience store and gas station sales signs.
- Excessively long curb cuts are above state standards for access management.
- Sidewalks vary in condition, width, etc.
- Uncontrolled access at service stations detracts from the pedestrian friendliness.
- Considerably fewer street trees and landscaping.



View to the Main Street/ Vermont RT 30 signalized intersection.



View to Vermont RT 30 and down Main Street from East Main further back – this is the same view location as can be seen on the report cover page.

Parking



Views of on-street parking on Main Street



Views of off-street parking in back lots and alleys



Almost any downtown that has faced challenges economically, as well as those that have gone through the revitalization process, have dealt with the realities and perceptions about parking. Parking is usually a pressure point where business expectations are about the link between parking and business success. Poultney is no stranger to the parking issue. One of Poultney's assets is a great supply of on-street parking in the form of diagonal spaces on the south side and parallel spaces on the north side of Main Street. There are some 148 spaces on both sides of the length of Main Street in the business district, intermittently interrupted by driveways.

The initial response to the parking issue by the design team was that parking appeared to be adequate. However, businesses and residents disagreed, and the tenacity of the steering committee prevailed. A committee member conducted detailed interviews with business and apartment building owners. The results of that outreach indicated several revelations:

1. There were twice the number of apartment units as town records in the Grand List indicated – thus driving the parking requirement for residents up by almost 200%, and
2. A much more detailed assessment of the number of employees of downtown businesses was defined, such that employee parking was much more clearly understood. This also illuminated several businesses that have no employee parking, thus requiring staff to use on-street parking spaces that should be for customer use.

The following table based upon the survey done by Gail Vreeland, and the revised data from the land use indicates the best estimate of business and residential uses that demand parking spaces: See Appendix for the entire survey report.

Landuse or units	Square footage	Reqd.	Spaces typ. on – street	Total spaces off - street	Total spaces
Commercial storefronts:	51,946 SF		1 space/350 – 500 SF	150 –180	NA

This landuse requires on - street parking almost exclusively, and there appears to be a deficit of some 30 spaces.

Staff parking needs:			undefined	0	125 – 140
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This landuse typically requires off - street parking, but only 110 of these spaces are accommodated in existing off - street spaces. At least 35 spaces need to be created.

Rental apartments and Multi family buildings:	103		1 – 2 per unit	0	103 - 206
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This landuse landuse typically requires off - street parking and the vast majority of these spaces are accommodated in existing street spaces, with the exceptions of the blocks near the center area of Main Street.

Single family residences:	10+		1 – 2 per unit	0	10 – 20
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This landuse requires off - street parking and the vast majority of these spaces are accommodated in existing off street spaces.

Total estimated spaces on Main Street 148

Total estimated spaces on back lots *Approximately 200 (The actual number is difficult to measure because they are usually gravel lots with undefined parking spaces)*

Total estimated parking demand: **0 – 30** spaces for on – street deficit.

As many as 238 – 366 spaces are needed in off– street locations, some of which already have spaces created.

If one assumes that there are at least 200 spaces currently in existence, then the deficit could be some 38 – 166 spaces for off street locations. The high number is probably excessive because there are redundancies, or staggered/ high volume demand, in the estimates that should be factored - in.

Recommendations for parking management:

- On – street parking spaces should be reserved for storefronts.
- Off - street spaces should be maximized for staff/employees uses.
- Off - street spaces need to be improved for access, safety and attraction, and better organized to be an available resource.
- At least 35 spaces need to be created in the area between Depot Street and Maple Street to meet an on - street deficit, more are needed for off street uses.

Businesses defined by the parking survey as having a parking deficit include:

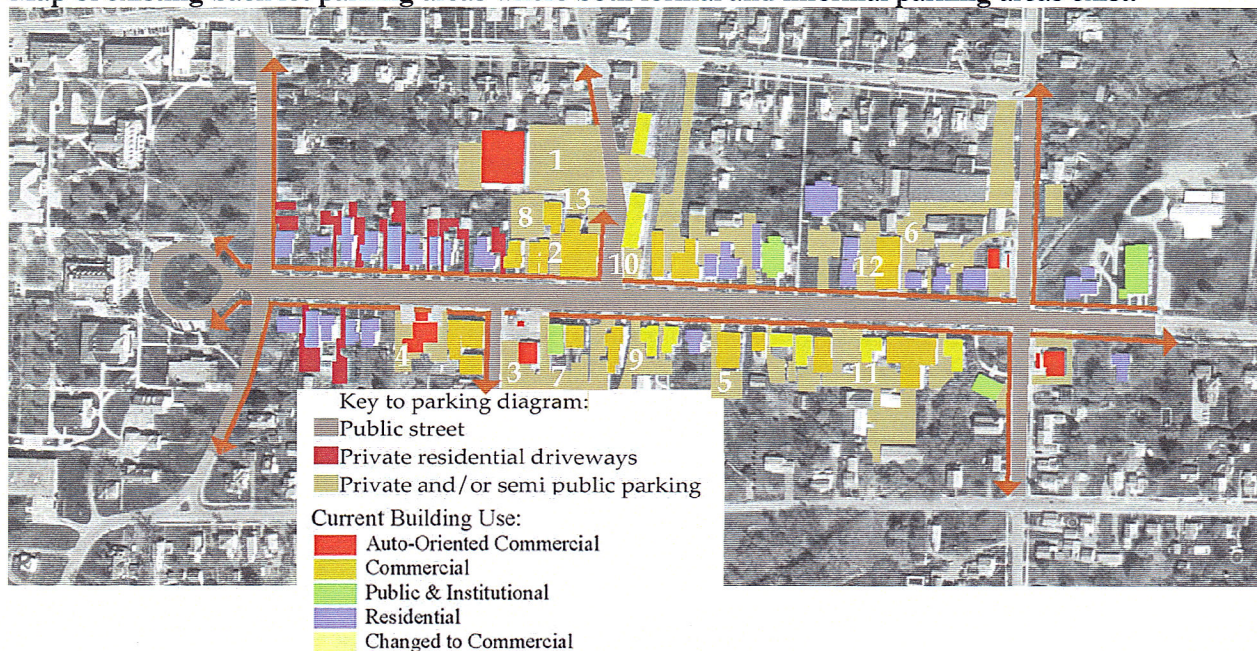
- Tots
- Williams Hardware:
- Marts
- Bargain Barn
- Northland
- Post Office
- Village Styles
- K&K
- VT Store

- K-P
- Library
- Antiques
- Perry's
- Pizza
- Preseau's
- F&F/GW/VT Slate

In the public workshops, there were suggestions to consider making the parking on the north side of Main Street diagonal as well as the current south side, or to alternate diagonal parking with parallel parking on opposite sides. However, because of the perceived safety issues associated with angle parking, a few residents advocated for parallel parking only. This would entail a loss of some 50 spaces.

Better planning for traffic circulation through those areas and some striping of parking spaces could increase efficient use of the spaces available, thus allowing room for many additional parking spaces. The owners of small private parking lots need to make those areas more accessible to use by signing those lots with the little **P** symbol on downtown signs.

Map of existing back lot parking areas where both formal and informal parking areas exist:



1. Shaws Supermarket
2. Cash Market
3. behind Stewarts
4. behind the Exxon
5. behind the Post Office.
6. side of Williams Machine
7. behind the bank/library
8. behind Preseau's and Debonis and Wright
9. between Original Vt Store and Brass Butterfly,
10. Kay's Corner
11. between Williams Hardware and Mart's Sporting Goods
12. west side of Fair Haven Poultney Auto
13. behind Loomis Paint, Flowers, Drakes Pharmacy and Journal Press

2. Streetscape Improvement Plans



Design Goals and Objectives:

The basic elements of streetscape improvements for Main Street are as follows:

- New or repaired sidewalks
- New street trees in single and double rows to better define a consistent streetscape and define historic frontage relationships.
- New lighting, banners, benches, street signs, catch basins, concrete bollards, raised planting areas, interpretive signage and environmental art/sculpture
- Definition of the gateway intersections at either end of Main (at College Street and Route 30)
- Focal point treatments at the Main Street intersection including Maple Street, Depot Street and the mid-block crosswalk near the church.

Specific Recommendations:

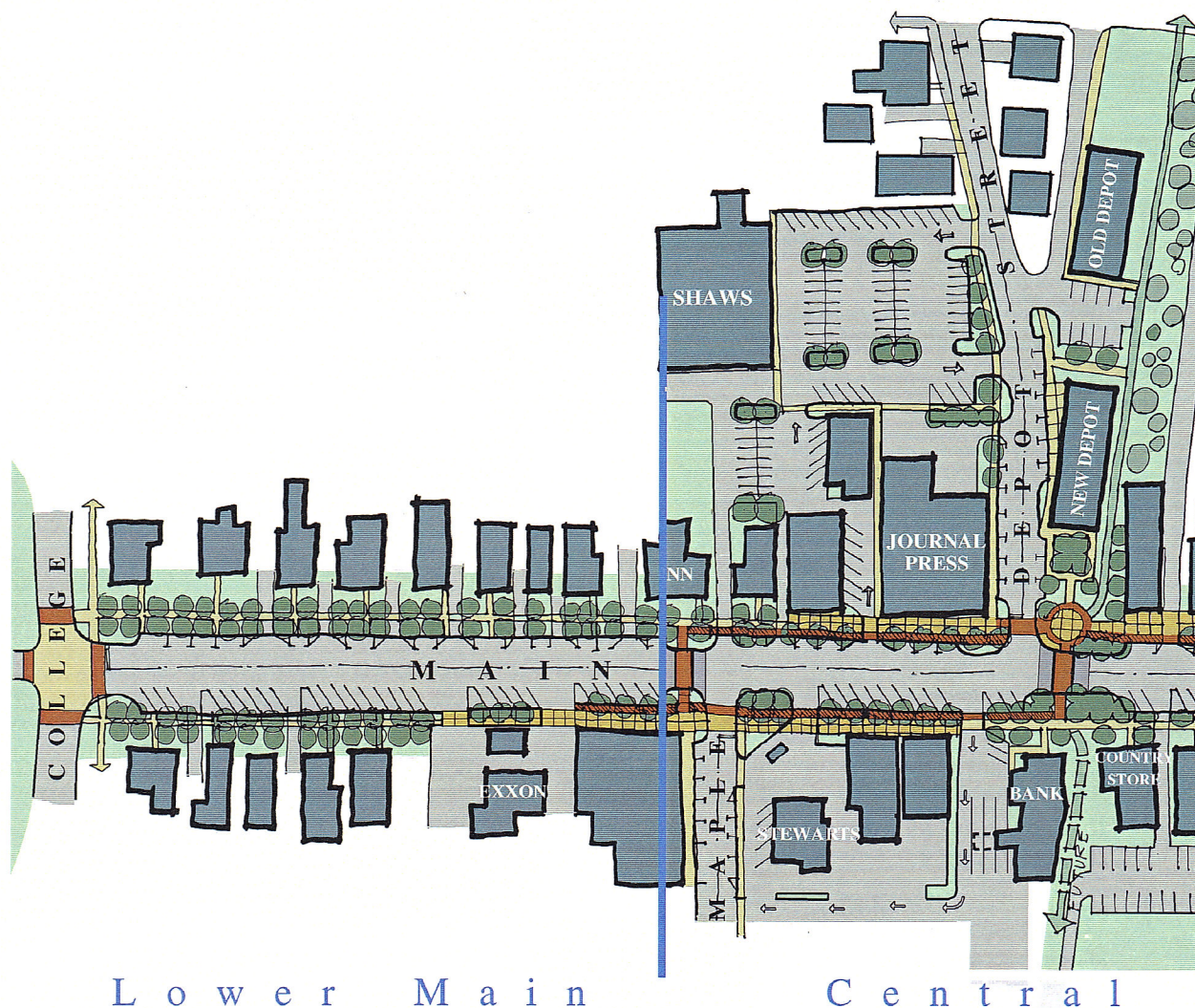
However, these improvements will not satisfy the needs that Poultney has for a revitalized downtown. Additional recommendations are as follows both as general rules for redevelopment policy as well as specific improvement projects:

- The preservation and enhancement of the historical integrity of Poultney's Main Street should be a high priority. Preserve as many historic features as possible, rehabilitate or replace with appropriate hardscape and plant materials using the historic precedents cited in this report as the design guide.
- Preserve the abundance of on-street parking with angled parking on the south side and parallel parking on the north side of Main Street for its entire extent through the downtown. Where needed, selectively rearrange parking spaces to improve safety and accessibility. Integrate crosswalks with parking space locations, and integrate no parking zones with curb extensions as described in # 10 below.
- Preserve or replace sidewalks in the Downtown such that the entire sidewalk system is safe and attractive. Sidewalk replacement should include the core downtown as well as extensions to Green Mountain College to the west and connecting to Poultney High School on the east. Sidewalk design should reflect the design intent as elaborated in this plan which defines different frontage types by landuse and street character. *A single sidewalk type is not appropriate, nor is a "crazy quilt" of lot by lot replacements that vary in layout and materials such as occurred in the past. Simple, durable, attractive materials should be the rule.*
- Infrastructure improvements should be integrated with streetscape improvements, but infrastructure should not overwhelm the need to have visible improvements. *What can't be seen won't help the downtown to become a more attractive place.*
- Replace or augment utilitarian street lighting with new ornamental lighting that will complement the downtown Main Street ambience. More sensitive location of lights should be included such that resident apartments are protected from excessive glare for street lights.
- Augment or replace street trees with new deciduous canopy trees. Locate trees or select trees that can be pruned around utility lines. Define a maintenance agreement with CVPS and the village such that the

village can have greater control over tree management by CVPS. *If necessary, the Village should take a greater role in tree maintenance to avoid CVPS conflicts.*

- Create public gathering spaces including a new park at the corner of Depot Street, corner and sidewalk sitting areas, and make the streetscape an attractive place for people to walk and gather in a variety of social contexts for all ages of the community.
- Furnish Main Street with attractive street furniture. Avoid historic fakery in selecting streetscape materials and use historically accurate materials or clearly departed modern styles that will complement the historic setting and bespeaks to the slate heritage, and craftsmanship of the machine industry. *Do something unique with street furniture and involve local craftsmen.*
- Encourage businesses to become involved in streetscape improvements and maintenance such that a vital relationship between the public streetscape and private enterprise of the interesting and essential businesses can be mutually reinforced in the streetscape design and improvements. Such partnerships can include:
 - Façade improvements to historic storefronts to replace or restore historic detailing and materials. Use historic resource materials from the Poultney Historical Society and the VT Division of Historic Preservation as guides. Restore to authentic historical precedent or compatible new design. *Take advantage of tax credits and grants that are available for historically sensitive renovations for commercial buildings.*
 - Add interesting new signage, awnings, and storefronts to make the streetscape handsome and inviting. *Avoid mass-market materials, unattractive sandwich board signs, and do not impinge on the Village Right of Way for advertising.*
 - If town regulations do not promote design innovation, or sensitive historical rehabilitation, then work with the town staff and Poultney Revitalization Committee to develop new zoning and design regulations that are more flexible. *Ask for expertise from state specialists and consultants familiar to appropriate design guidelines.*
 - Develop agreements between multiple landowners to develop (at their own expense) shared parking arrangements so that more parking can be created for business owners, employees, and customers to the downtown. *Work with town officials to coordinate parking planning so that access/egress are well planned, and that directional signage, lighting and other improvements are coordinated.*
 - Consider creating a downtown improvement district such that all the businesses can contribute fairly and pool funds to make mutually beneficial improvements.
 - Educate yourself by looking at other communities with successful downtowns and learn by the examples of other places – but don't just take their ideas and copy them to Poultney! Make them your own.
- Make Main Street a safer place for both people and cars and don't forget bicyclists. Include in the Main Street improvements:
 1. Traffic calming elements such as curb extensions, and patterned crosswalks to slow traffic and clearly define the vehicular and pedestrian realms.
 2. Avoid "traffic improvements" that are single-minded in their attempts to force drivers to STOP. "Slow and steady" is the best way to have Main Street work from a traffic perspective.
 3. When street improvements are planned, look closely at the visual result from the changes or "improvements".

Main Street Conceptual Design Plan: Western Section



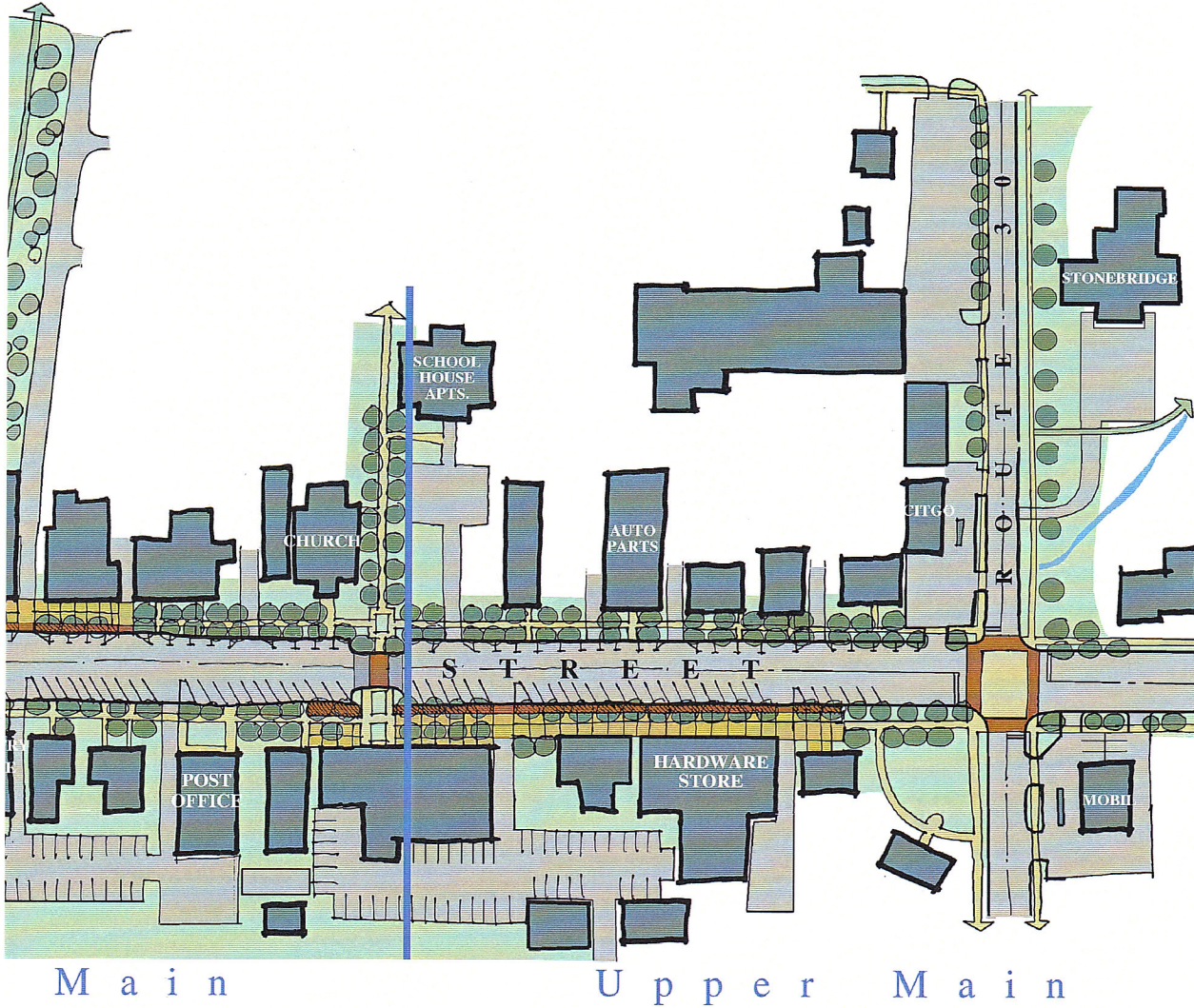
Description of Main Street Improvements:

The following pages will outline the specific features for Main Street improvements for Poultney. As a general organization, the plans are presented from west to east, and are divided into three segments of the Main Street corridor:

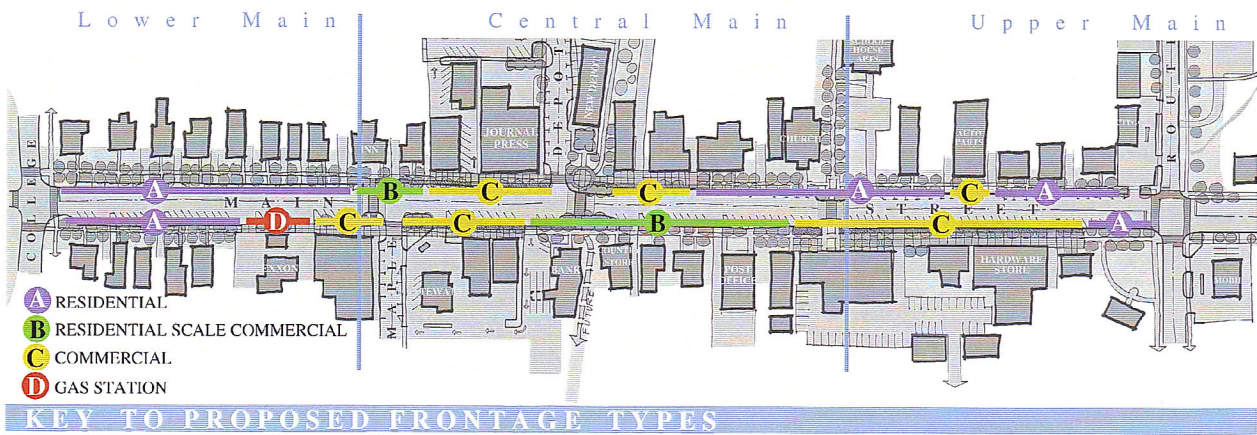
- Lower Main: from Green Mountain College to just west of the Maple Street intersection.
- Central Main: from the above intersection of Maple Street to the mid-block crossing just east of the church.
- Upper Main: from the above crossing to the intersection of Main Street and RT 30 with approaches from the north-east and south to the intersection.

Each section includes a detailed plan view, sketches or cross-sections to illustrate design principles - particularly the frontage design concepts and historical precedents. Chapter 3 uses this same organization by section to define the potential costs of improvements.

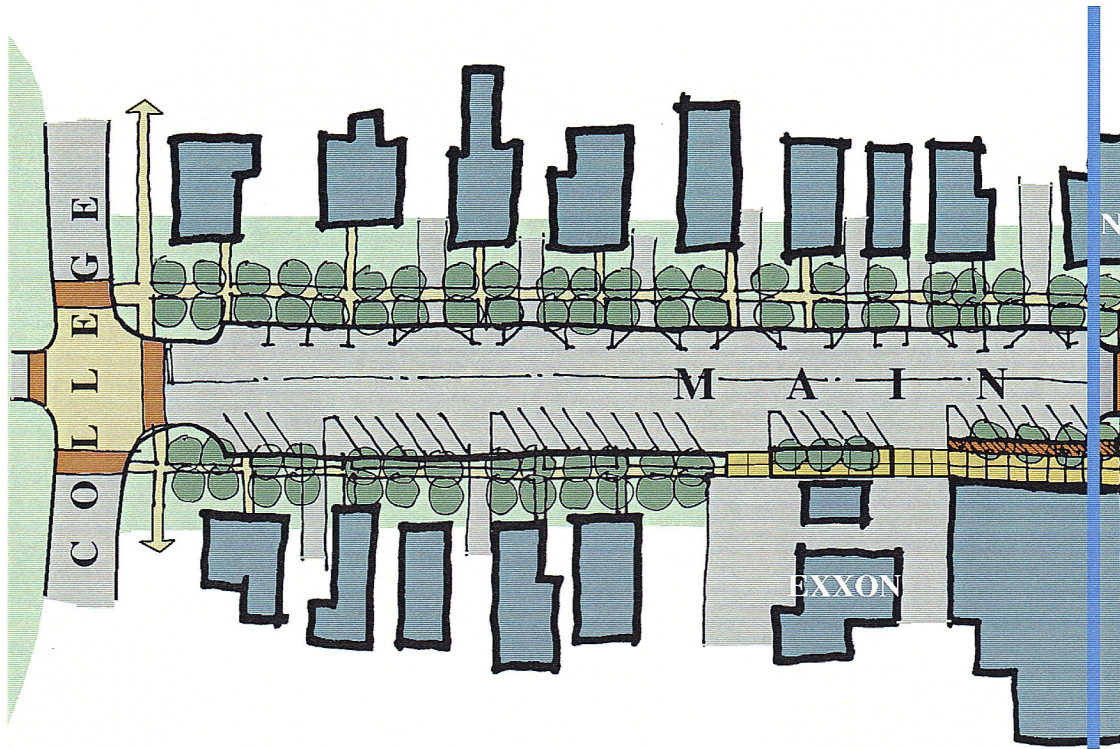
Main Street Conceptual Design Plan: Eastern Section



Key map to streetscape design and frontages:



Detailed Descriptions of the Design for Main Street: Lower Main Street

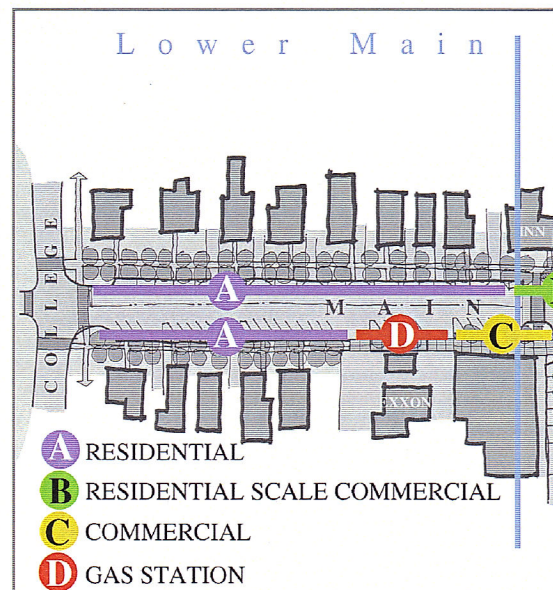


Design features:

- Curb extensions and gateway design for the intersection of Main Street and College Street. *Note: the curb extensions will not impede vehicles' turns.*
- Sidewalk replacements as needed.
- Use of residential frontage design so that street trees can be located on Village ROW, and used to enhance the street tree ambience of the connection of Main Street to the College.
- New lighting – see design sections.
- Definition of sidewalk – driveway separation at the Exxon frontage.

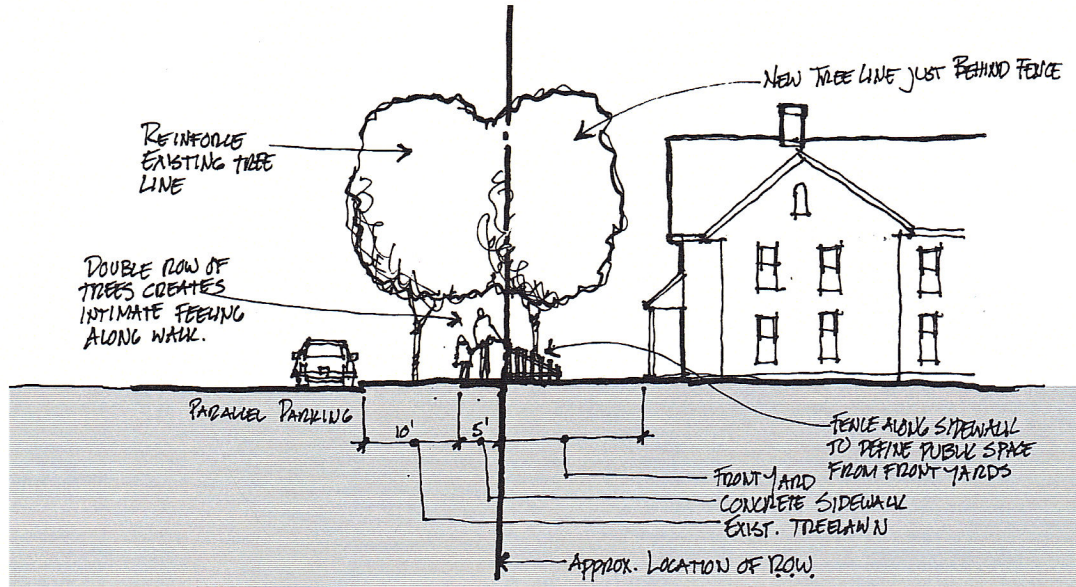
Lower Main Street utilizes three different street/sidewalk frontage design types:

- **Type A** is used for most of this segment, on both sides for residential frontages.
- **Type C** is used on the south side of the street at the storefronts.
- **Type D** is used in front of the Exxon station.

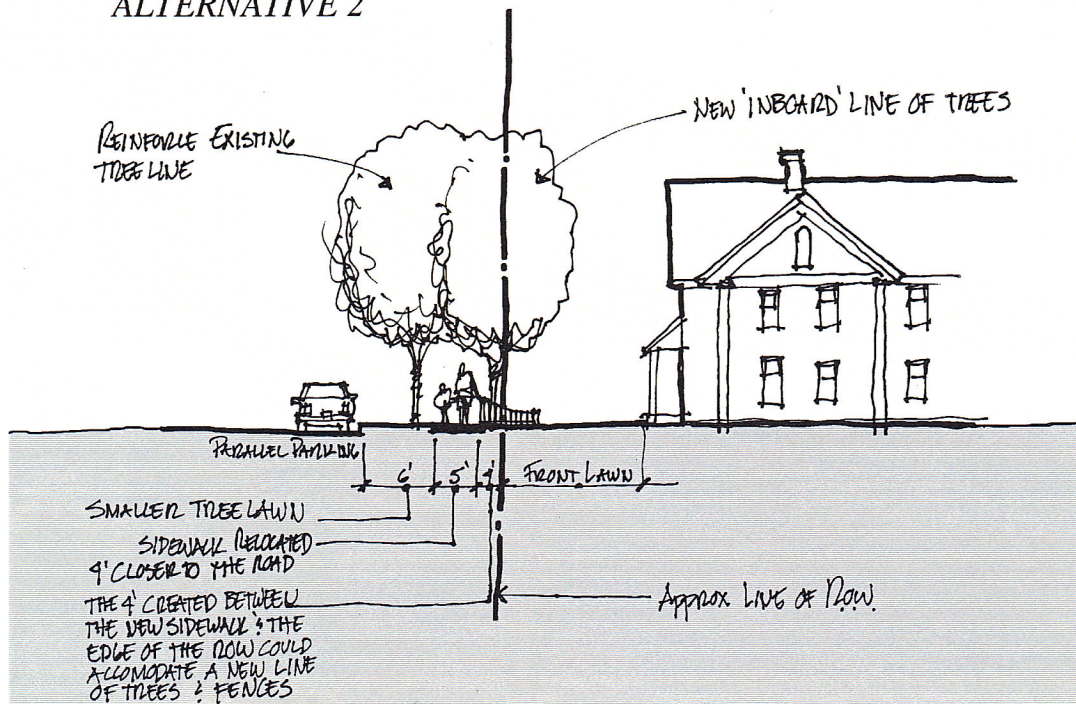


Frontage Type A is used for residential applications. Both Alternative 1 and Alternative 2 involve a new tree and fence line between the sidewalk and the homes. Alternative 1 requires that the interior tree and fenceline be on private property, whereas in alternative 2, the treelawn is narrowed and the tree and fenceline are shifted into the village ROW. The decision about which section design to use is essential and should be employed consistently. Section 2 allows all street trees to be located and maintained by the village. Fences shown could be either by the village or preferably, as already exists, by private owners. Fences should be low, under 3-6".

Frontage Type **A** RESIDENTIAL ALTERNATIVE 1

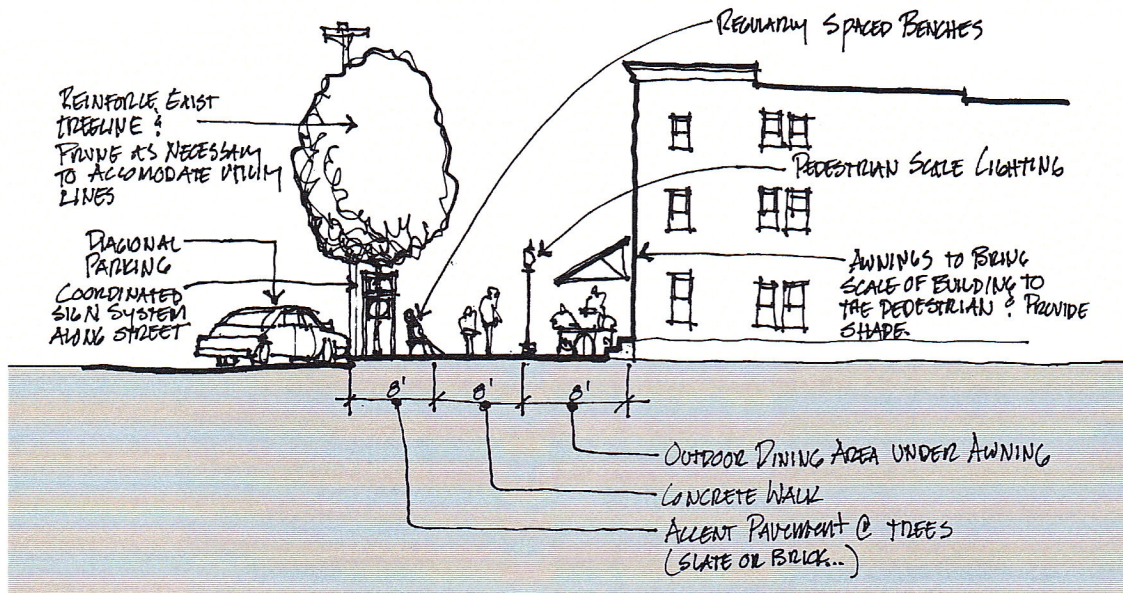


Frontage Type **A** RESIDENTIAL ALTERNATIVE 2

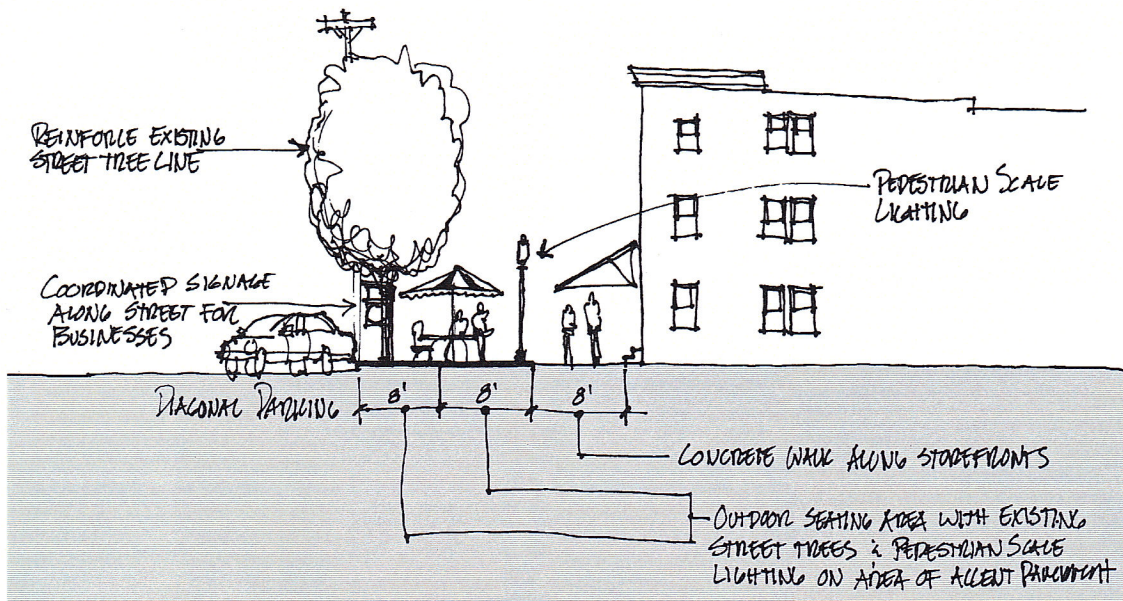


Frontage Type C is used for commercial/Retail frontages. The difference between Alternative 1 and Alternative 2 is that outdoor seating areas are shifted from the building to the street and the sidewalk shifts accordingly. In alternative #1, walkers on the street will be pushed way from storefronts that use outdoor seating space for eating and other activities. Alternative 2 locates that activity towards the street more under the trees, and defines a clear pedestrian access corridor along the storefront windows.

Frontage Type **C** COMMERCIAL ALTERNATIVE 1

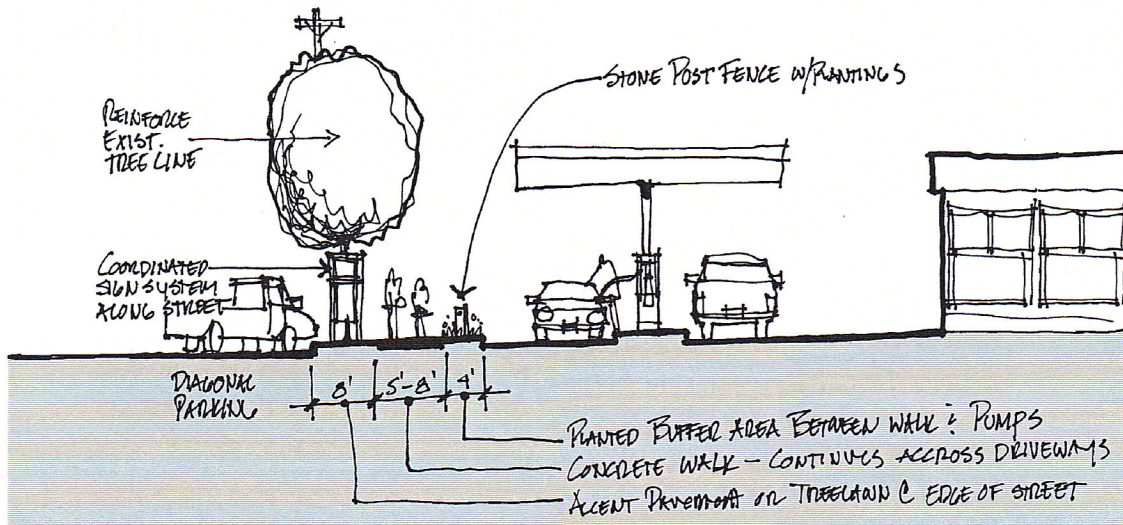


Frontage Type **C** COMMERCIAL ALTERNATIVE 2



Frontage Type D would be used for motorist-oriented services such as gas stations. Service stations, such as the Exxon on Main Street and the Mobil and Citgo stations on Route 30 present an array of challenges to streetscape improvements, most notably uncontrolled access and unsightly infrastructure. Through introduction of a planted buffer, concrete walk and stone post fence with plantings, and sufficient driveway width to access the gasoline pumps, the streetscape can be enhanced while maintaining the viability of the business. Improvements to sidewalks along these locations need to be made within the village/state ROW. The businesses involved have agreed to the sidewalks and the defined access driveways that are implied by new sidewalks, but prefer to have improvements on public ROW.

Frontage Type **D** GAS STATION

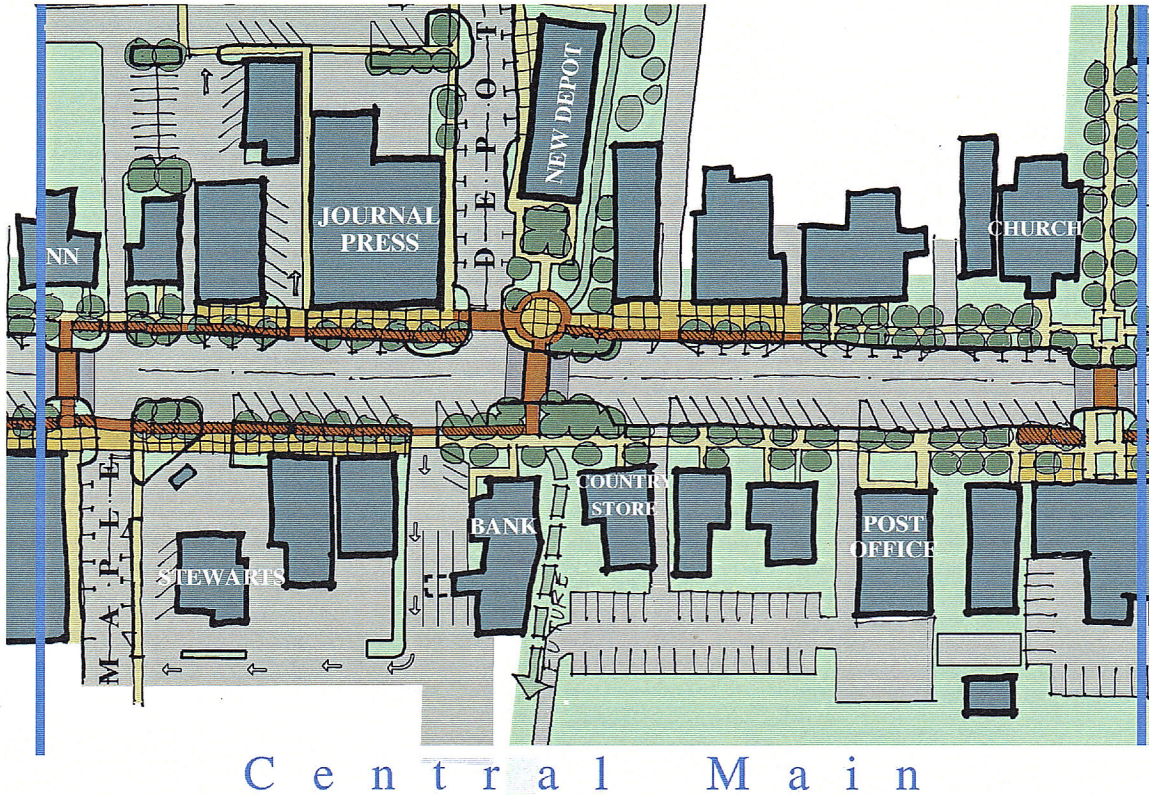


Note: depth of tree lawn and planting strips may vary on location and width of ROW.



View of proposed Exxon frontage with street trees and landscaping.

Detailed Descriptions of the Design for Main Street: Central Main Street

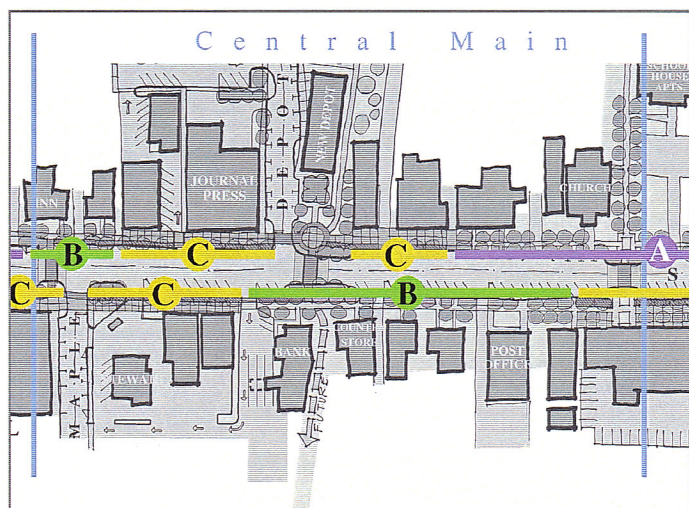


Design features:

- Mid-block curb extension and crosswalk at Maple/Main Street.
- Sidewalk replacements as needed.
- Creation of Depot Park and central focal point at Depot Street intersection with crosswalks, and trailhead for the D&H Rail Trail.
- Use of primarily commercial frontage design precedents for wider sidewalks. These improvements will require funding from private businesses because parts of the commercial sidewalks are on private property.
- New lighting, business directory signage, and storefront improvements – see design sections.

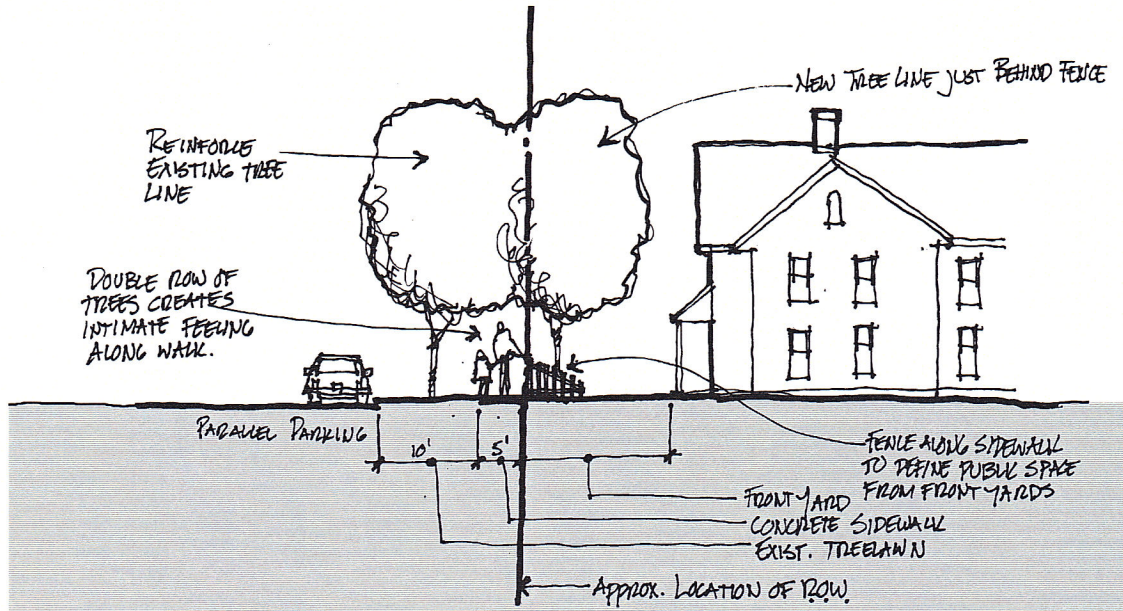
Central Main Street uses three frontage types:

- **Type A** on the north side of the road in the area of the church.
- **Type B** along the frontage near the Inn, and along the south side of the street from the bank to just east of the Post Office.
- **Type C** is used in several places on both sides of the street.

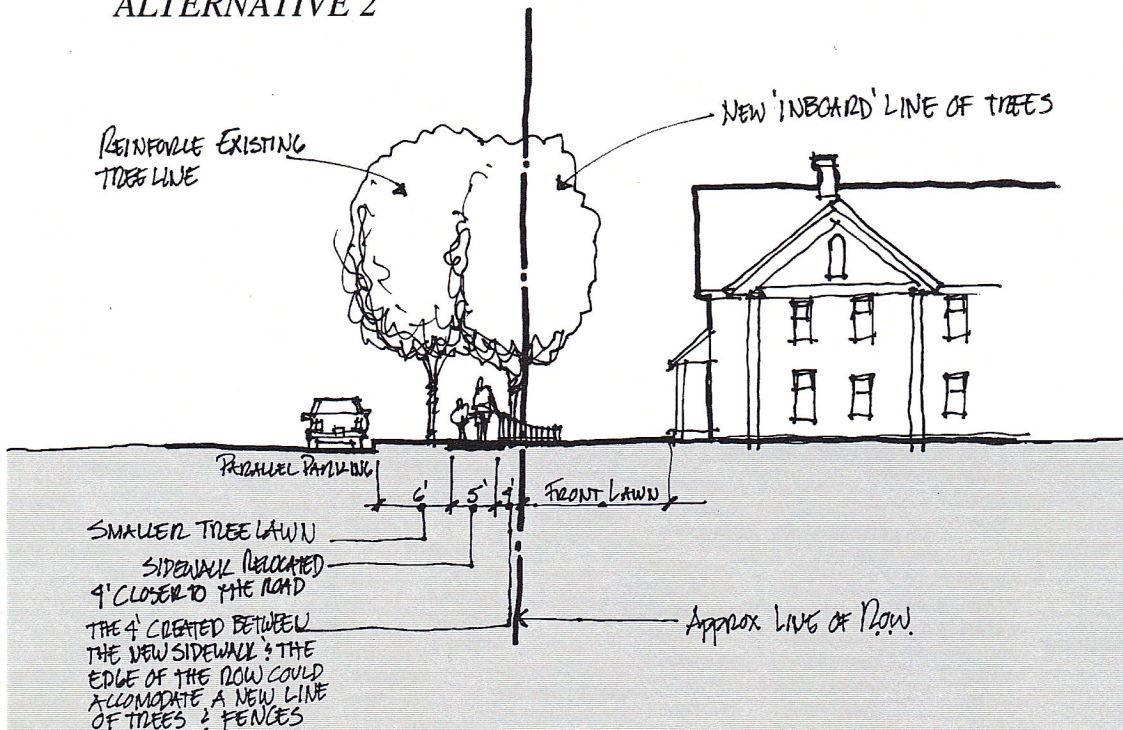


Frontage Type A is used for residential applications. Both Alternative 1 and Alternative 2 involve a new interior treeline and fence line between the sidewalk and the homes. Alternative 1 requires that the interior treeline and fenceline be on private property, whereas in alternative 2 the streetside treelawn is narrowed and the interior treeline and fenceline are shifted into the public ROW.

Frontage Type **A** RESIDENTIAL ALTERNATIVE 1

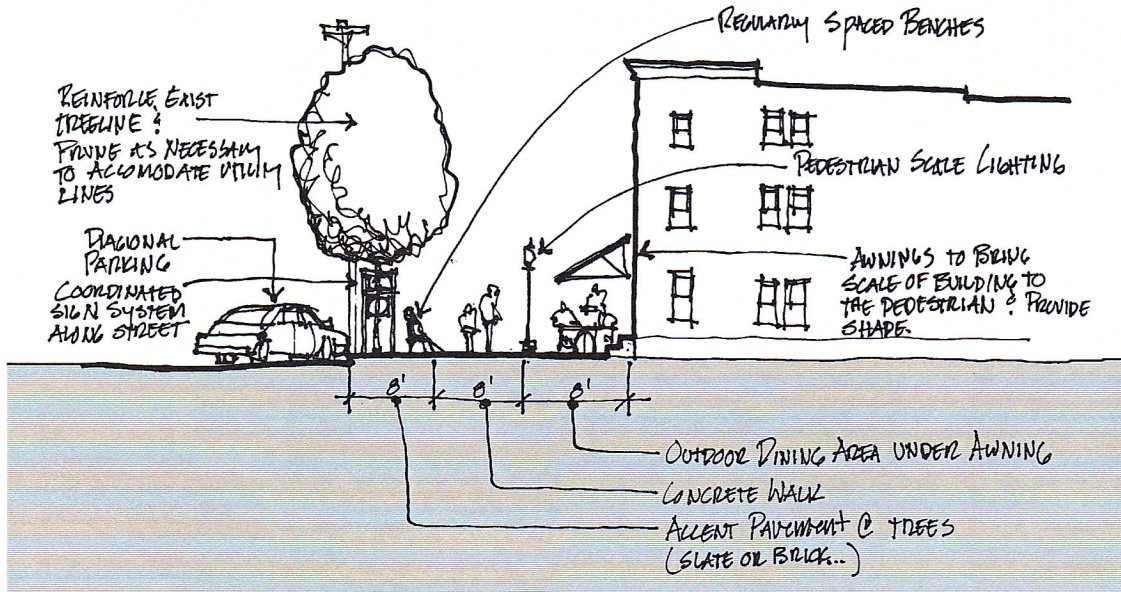


Frontage Type **A** RESIDENTIAL ALTERNATIVE 2

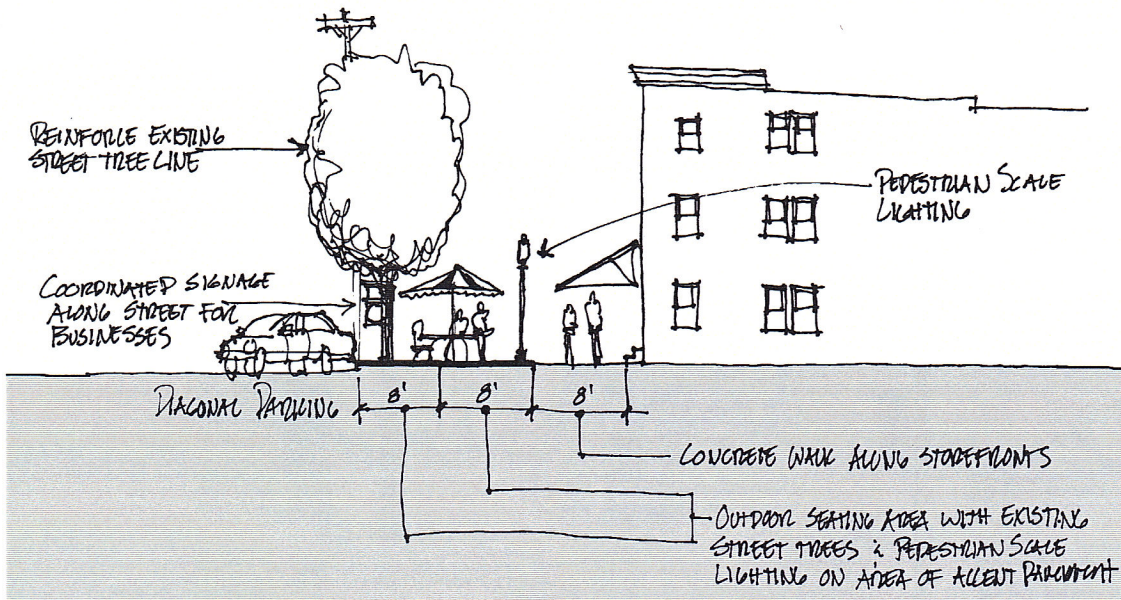


Frontage Type C would be used for commercial/retail frontages. They are typically much wider sidewalks, as much as 20' deep, and include the street tree planting zone. The wide pavement areas are usually in part on private property. The difference between Alternative 1 and Alternative 2 is that the outdoor seating area is shifted from the building to the street and the sidewalk shifts accordingly.

Frontage Type **C** COMMERCIAL ALTERNATIVE 1

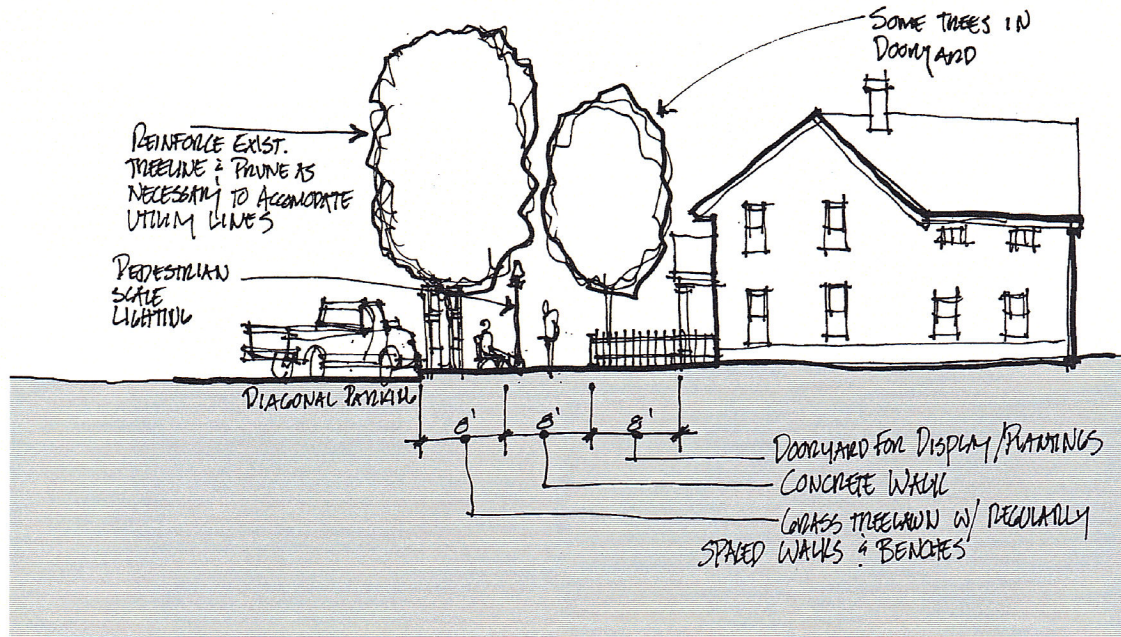


Frontage Type **C** COMMERCIAL ALTERNATIVE 2



Frontage Type B would be used for commercial/retail uses within residential scale buildings and institutional buildings that are set back from the street like the bank, Post Office, and church.

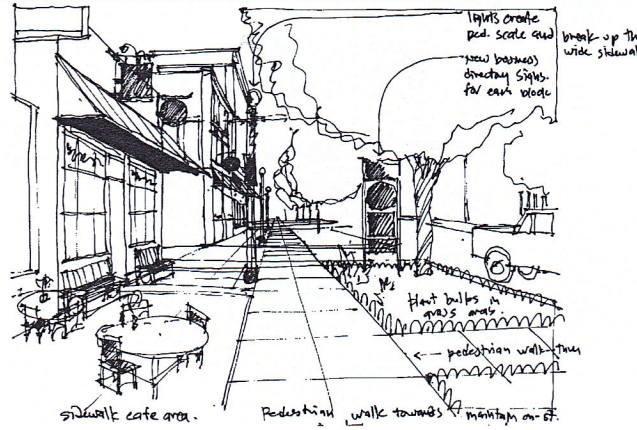
Frontage Type **B** RESIDENTIAL SCALE COMMERCIAL





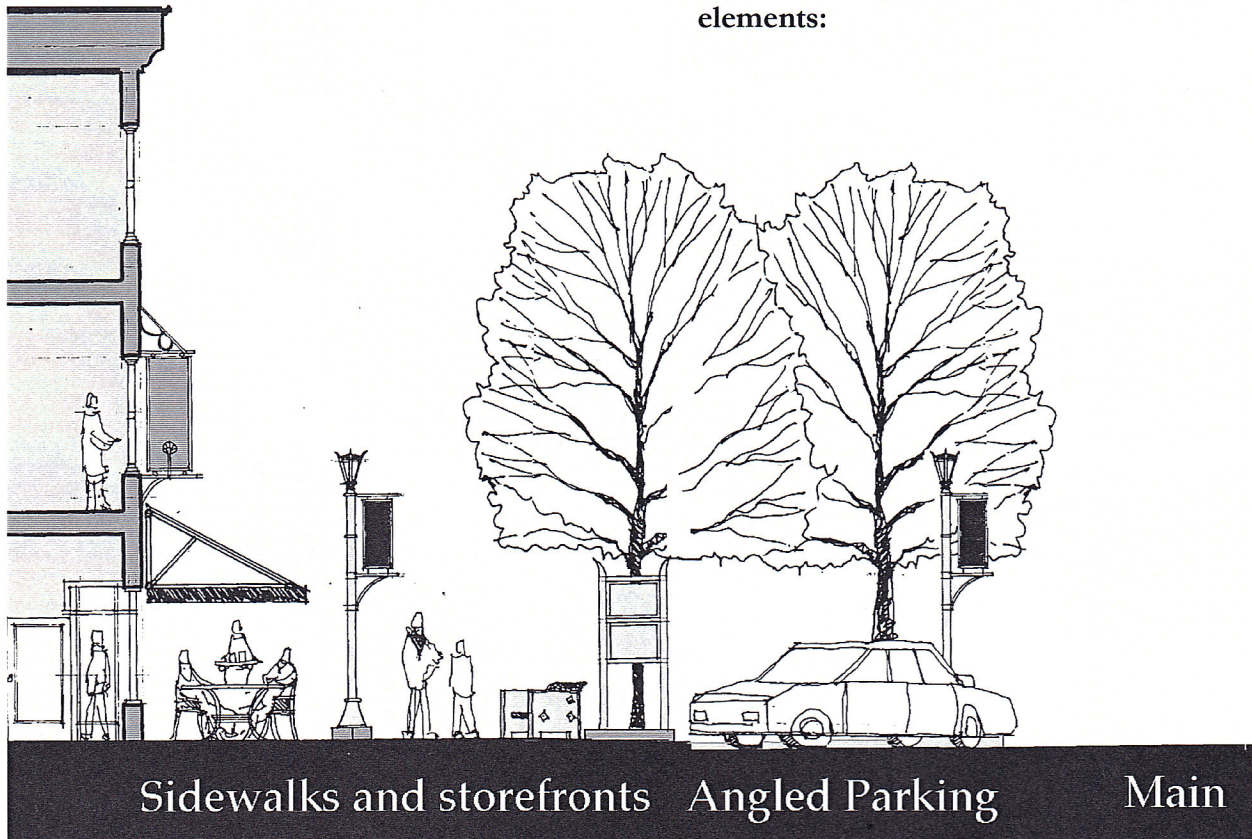
View of existing sidewalk and storefront

Frontage Type **C** COMMERCIAL ALTERNATIVE 1



Perspective view of Main Street store frontages with renovated streetscape design.

Cross- Section through Main Street showing streetscape design elements:



Detailed Descriptions of the Design for Main Street: Typical Streetscape and Park Design Details:



Victorian style lights formerly from Main Street now reside in the GMC campus.

curbing is by far the most durable, concrete, colored to look like dark slate, and decorative unit pavers that are durable and complementary in color and design are the basic building materials.

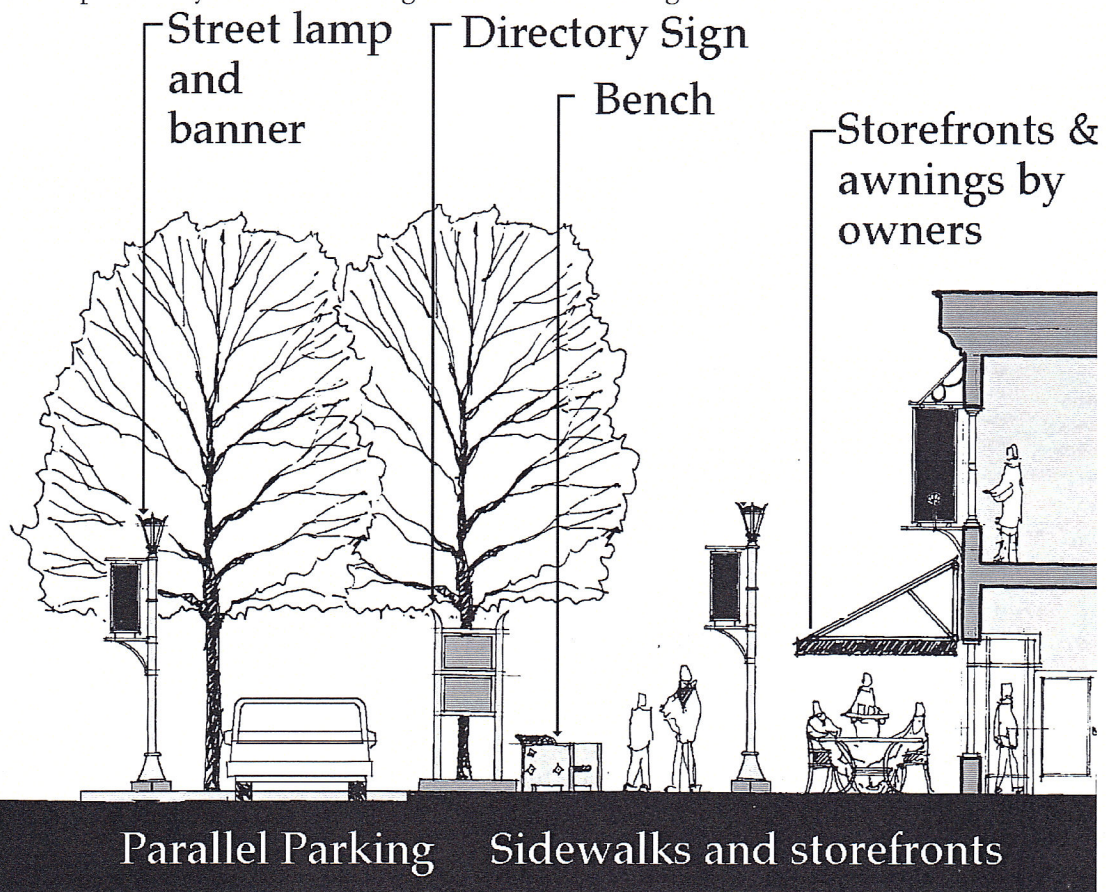
Many of the proposals in this Downtown Plan address fundamental street design improvements to Main Street to make it a safer and more attractive place. In addition to those improvements are also aspects of the plan that can have subtle and memorable effect on people as they partake in Main Streets ambience. These are the elements of the streetscape that can make Poutney unique:

Integrate lighting that is compatible with the historical styles of lighting that formerly existed on Main Street.

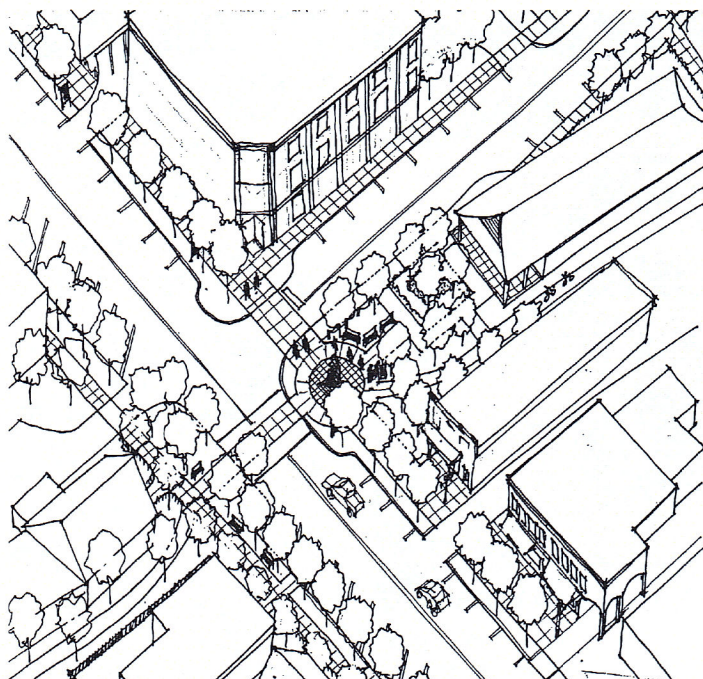
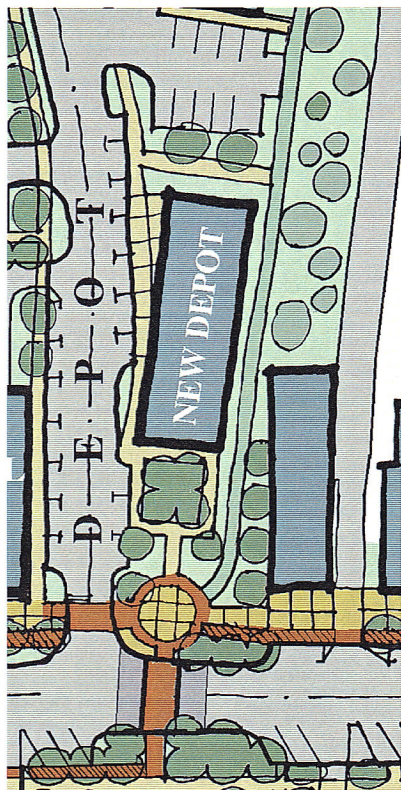
Integrate signage that can advertise buildings and their uses without distasteful billboards and sign clutter. Use the slate history in street signage as a material and theme.

Develop benches and other streetscape details that integrate slate and historical styles. This is a nice alternative to using slate as a pavement material due to its slipperiness and high cost.

Develop a palate of materials that can be consistently used in the Main Street frontage designs that is attractive, durable, and complementary to the Historic Main Street character: Granite



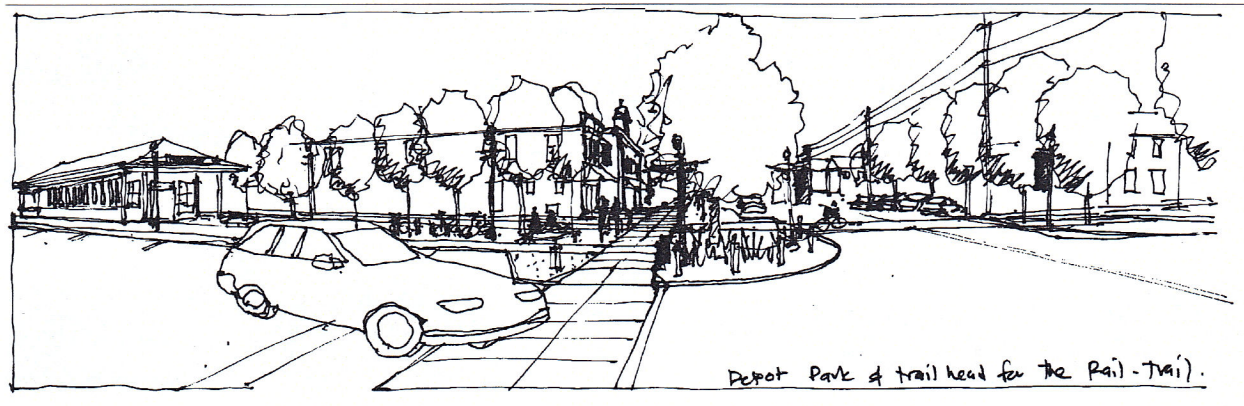
Detailed Descriptions of the Design for Main Street: Depot Park



Depot Park is located on the existing parking lot at the corner of Main and Depot Streets. The park is a focal point for Downtown Poultney and will include connections to the rail trail.

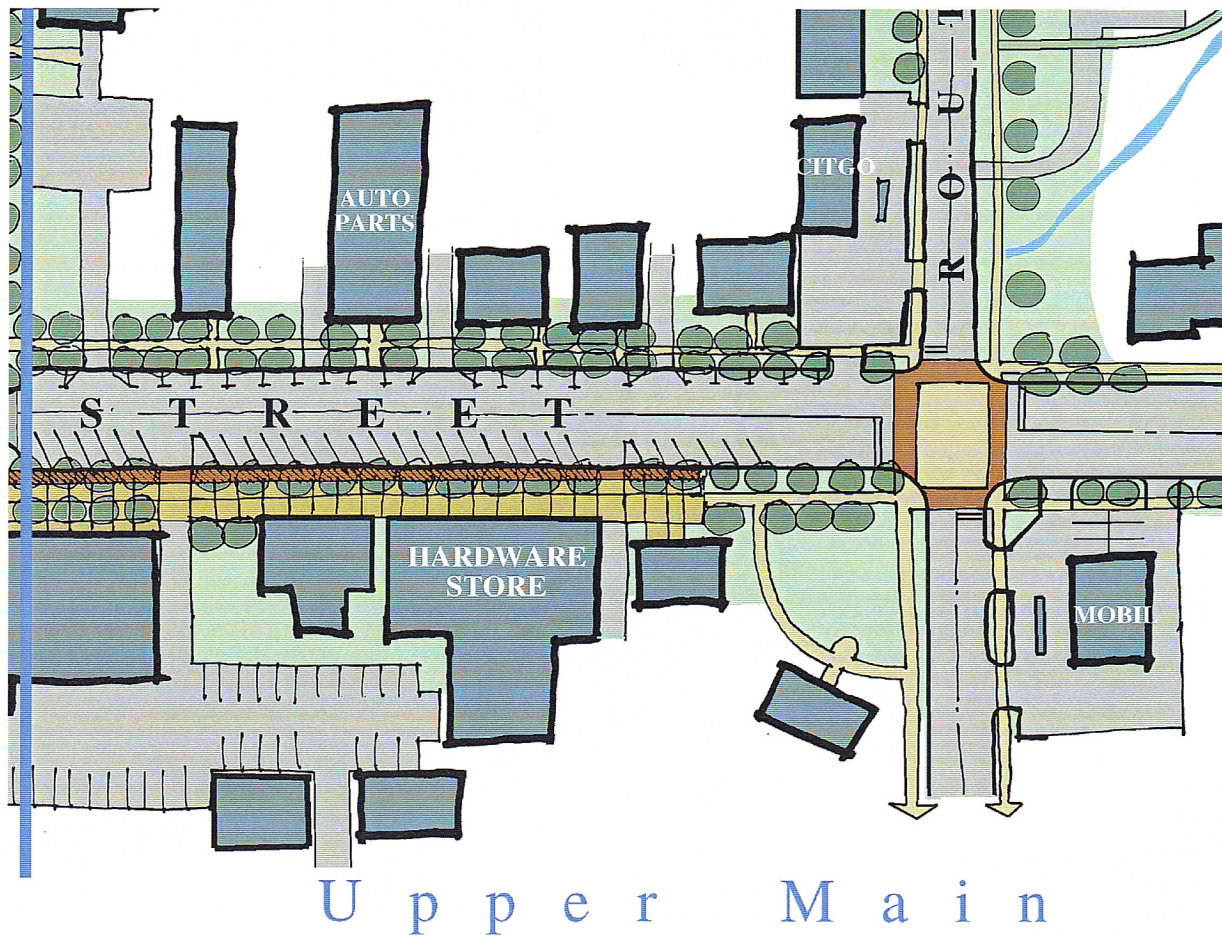


Existing view at Depot Street intersection



Depot Park & trail head for the Rail-Trail.

Detailed Descriptions of the Design for Main Street: Upper Main Street

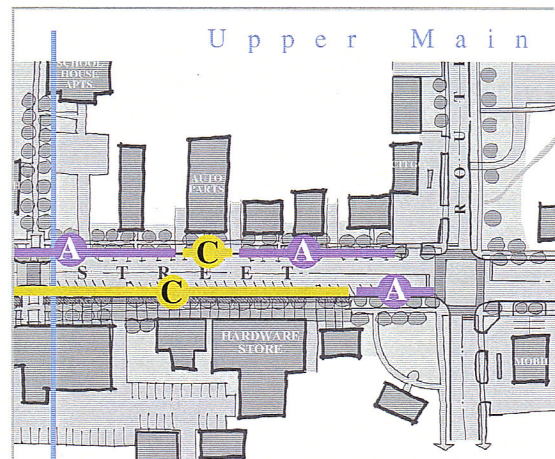


Design features:

- Sidewalk replacements as needed.
- Use of primarily commercial frontage design precedents for wider sidewalks and residential frontages so that street trees can be located on Village ROW.
- New lighting, business directory signage, and storefront improvements. – see design sections.

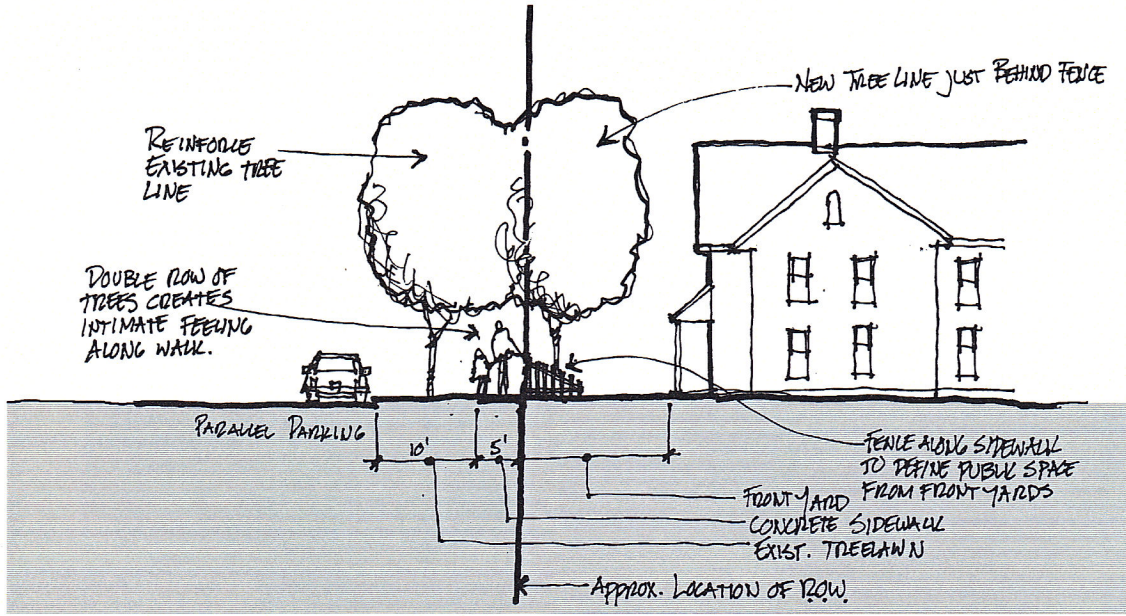
Central Main Street uses three frontage types:

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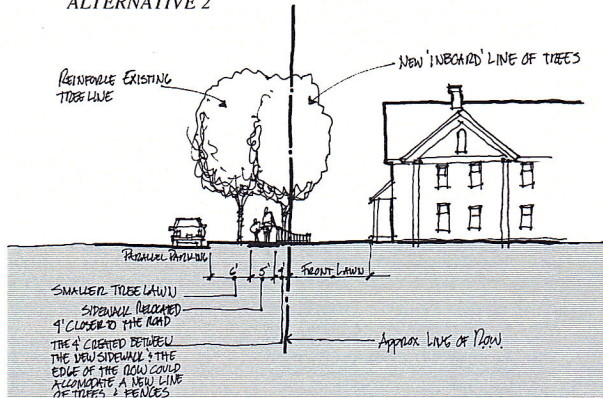


Frontage Type A is used for residential applications. Both Alternative 1 and Alternative 2 involve a new interior treeline and fence line between the sidewalk and the homes. Alternative 1 requires that the interior treeline and fence line be on private property, whereas in Alternative 2 the streetside treelawn is narrowed and the interior treeline and fence line are shifted into the public ROW.

Frontage Type **A** RESIDENTIAL ALTERNATIVE 1



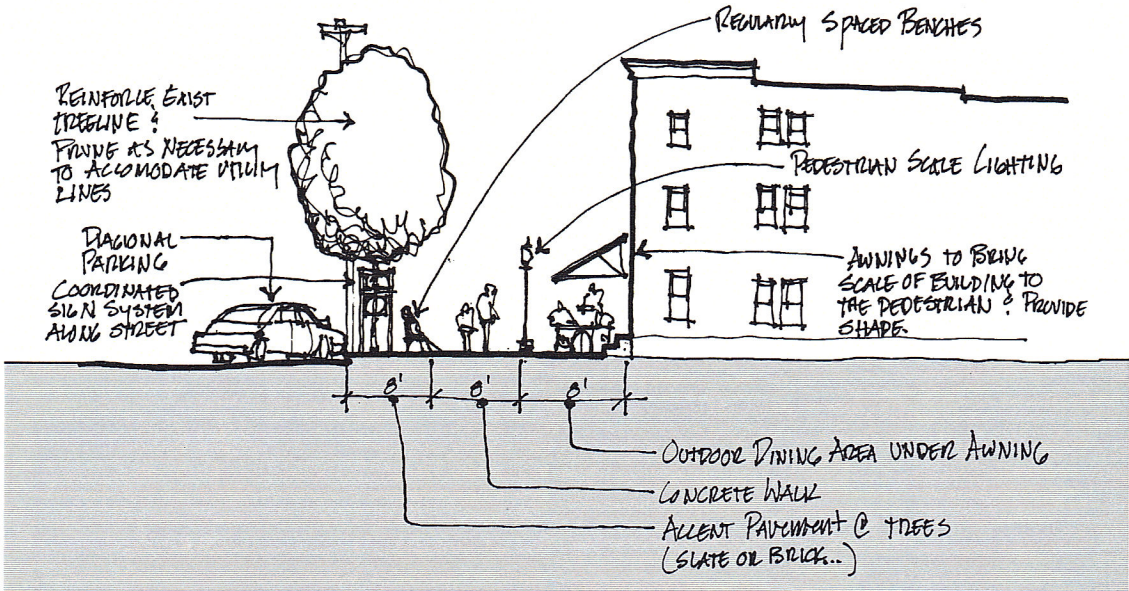
Frontage Type **A** RESIDENTIAL ALTERNATIVE 2



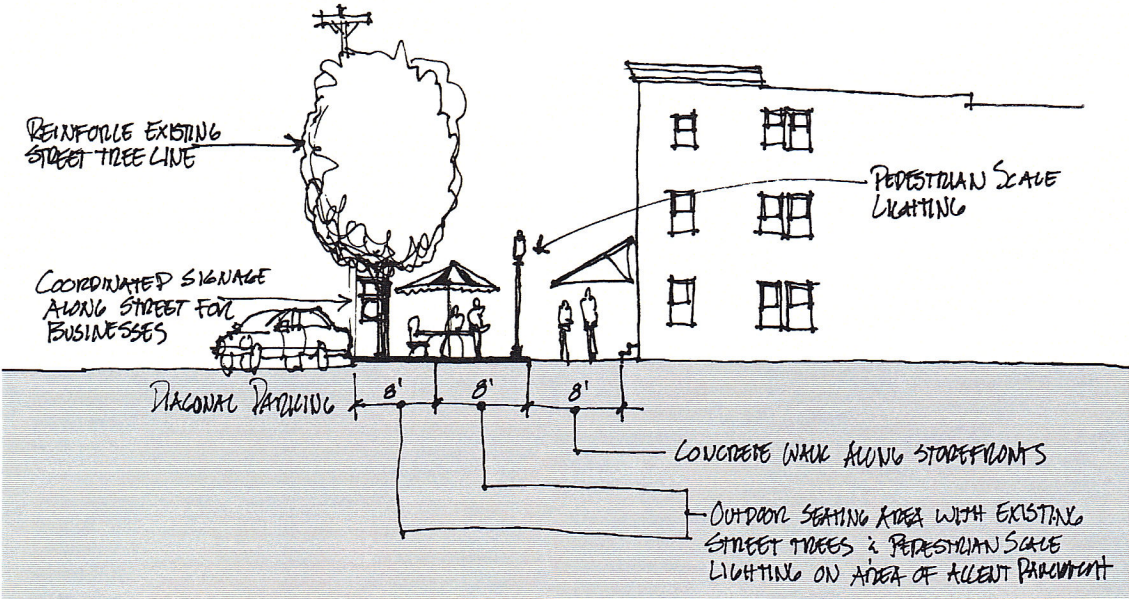
Before and after view of **Frontage Type a** looking west down the north side of Main Street.

Frontage Type C would be used for commercial/retail frontages. The difference between Alternative 1 and Alternative 2 is that the outdoor seating area is shifted from the building to the street and the sidewalk shifts accordingly.

Frontage Type C COMMERCIAL ALTERNATIVE 1



Frontage Type C COMMERCIAL ALTERNATIVE 2

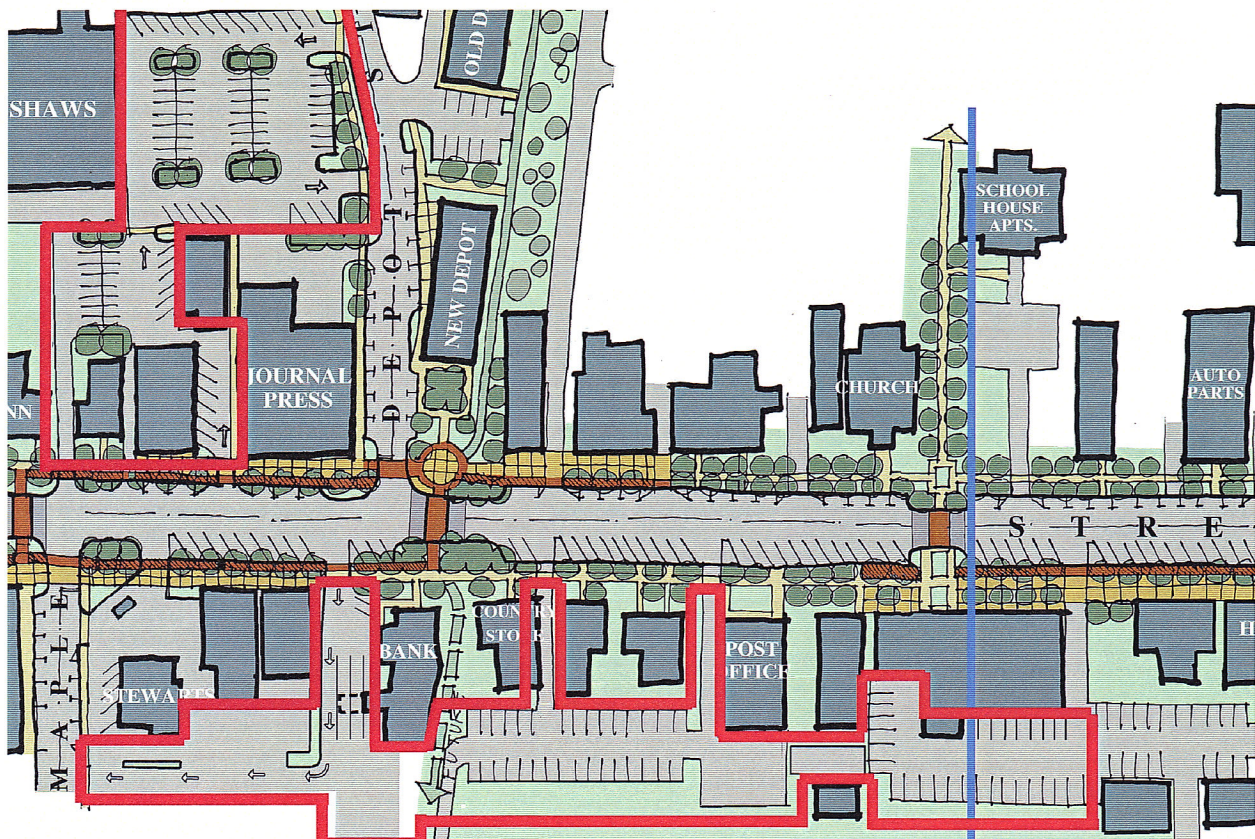


Detailed Descriptions of the Design for Main Street: Depot Street, Shaw's Parking Lot and Back Lot Parking Examples:

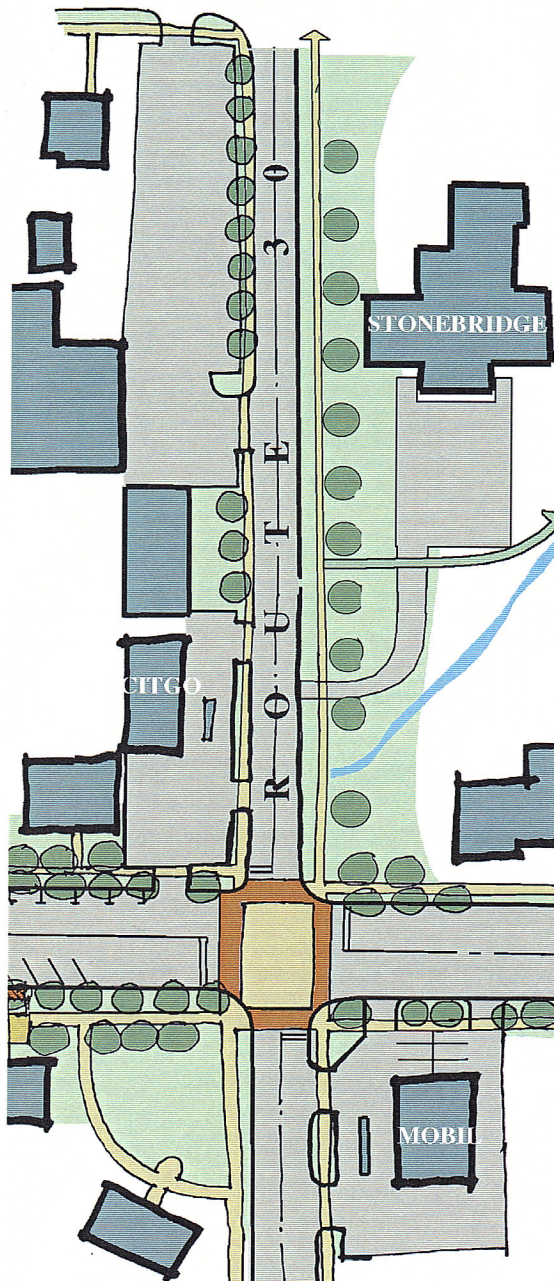
Development of shared parking facilities for business employees is purely a volunteer private endeavor for Poultney. However, the town can serve as facilitator to the process. There are numerous locations where combining access drives and “dissolving” lot lines with shared parking can be a win-win for businesses and apartment residents on Main Street. Areas are shown as examples of how this could be achieved.

Design features:

- In many cases businesses that are lacking in parking only need look out their back or side door to see the solution. Almost every business in Downtown Poultney has available land for back lot parking, yet a number of businesses appear to have done little to actually define or improve that resource.
- Back lot parking should be emphasized for employees and residents of upstairs apartments.
- Parking should be located in side and rear lots only, demolition of Main Street buildings should be discouraged if not prevented at all costs.
- Define areas where parking can be efficiently organized and accessed.
- Multiple property owners should be encouraged to work together and the town should provide assistance and incentives to develop off - street parking, such as tax stabilization for improvements, or low interest loans. The town should also create a standards lease agreement with boilerplate maintenance and liability clauses to assist landowners in developing the needed legal documents for shared parking.
- Shared parking includes shared driveways such that the number of driveways on Main Street can be reduced, and should also include clearly defined pedestrian paths or sidewalks to connect from parking to businesses.
- The areas shown outlined in the plan below give a suggestion as to how several lots could be combined for shared off -street parking. This is not meant to be a final proposal but more an indication of the possibilities that exist for improving parking for Downtown Poultney.



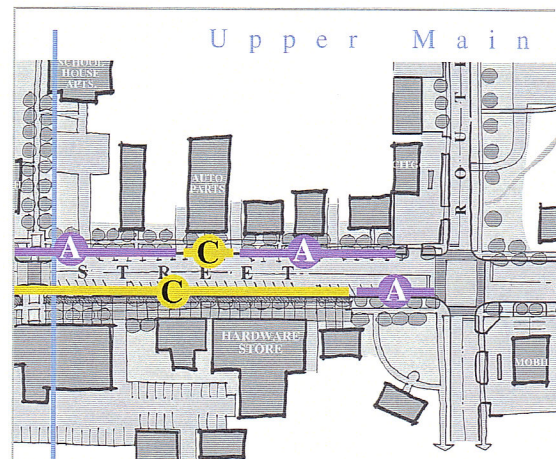
Detailed Descriptions of the Design for Main Street: Route 30 and the Eastern Gateway to the Village:



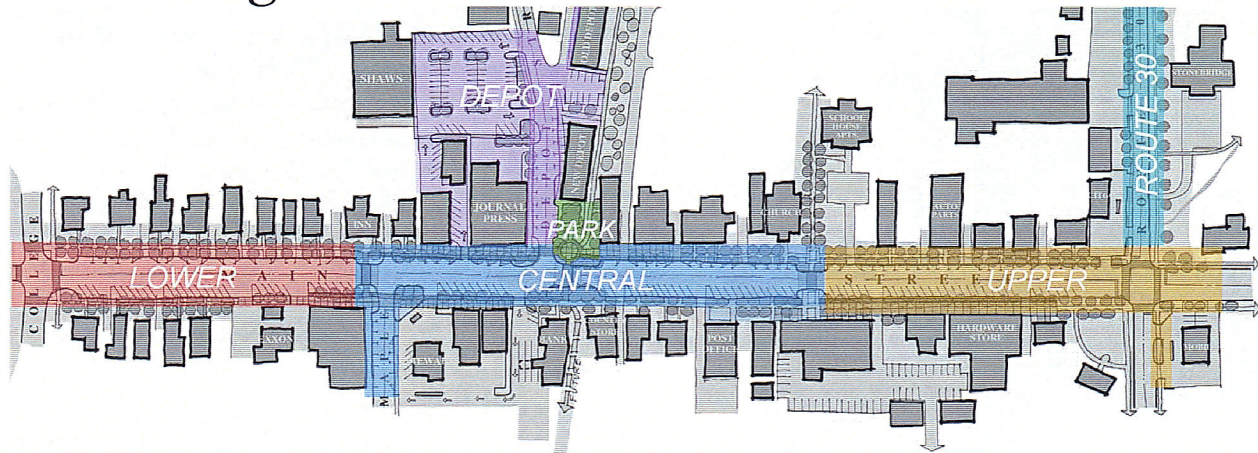
Design features:

- New sidewalks are needed along RT 30 on the west side, in front of Citgo, the Mobil station, and connecting from the intersection to the High School.
- Use of primarily commercial frontage design precedents for wider sidewalks and residential frontages so that street trees can be located on Village ROW.
- New lighting, business directory signage, and storefront improvements. – see design sections.
- Gateway design for the intersection of Main Street and RT 30.
- Definition of sidewalk – driveway separation at the Mobil and Citgo frontages within the roadway ROW.
- Cooperative efforts with the gas stations to improve landscaping and access.
- Integration of streetscape improvements with the renovation plans for the Stonebridge as a visitor center for the area.
- Replacement of existing cable signals with a more formal overhead signal structure similar to the new signals on RT 7 in Rutland.

Access to businesses along the west side of Route 30 are better defined and a new sidewalk is constructed from Main to School Street. **Frontage Type D** is appropriate for both gas station frontages along Route 30.



3. Improvement Costs and Implementation Strategies



Phasing and Opinions of Probable Cost:

It is assumed that the project will be phased over as much as a 10-year period as funds are raised locally or secured through grants and other sources. Based upon the Committee’s review of the phasing, the following order of phases as a general order of priorities is proposed:

- The table below summarizes the probable cost of the improvements interested parties can view the detailed estimate sheets at the Poultney Town Offices.
- The figures shown are a good faith effort the design team and town officials to project the range of technical and other factors that contribute to a cost effective project. Costs shown are best estimate based upon limited mapping accuracy. The 20% contingency reflects numerous uncertainties resulting from the conceptual nature of the plans, and the potential for a 20% bid spread.
- The project overall cost can be broken down in many ways so that the project can be phased over a long period of time. In that regard:
 - A bare essential level of cost vs. a total project cost by subarea of the downtown has been included.
 - A minimum amount of “creative” funding such as gifts, donations in memory and other sources including volunteer efforts are included.
- Market rates for all improvements at prevailing bid prices from VTTrans, recent town project history, and prevailing unit prices from regional experience.
- If Poultney becomes a designated downtown, all improvements will be grant eligible. We have selected an 80% grant/20%local match level, but that may vary.

Summary of Cost Estimates by phase

Phase:	Basic project cost ¹	Total project cost ²	local % / Grant other%
1. Lower Main Street	\$235,242	\$305,000	20/80
2. Central Main Street	\$460,805	\$565,000	20/80
3. Depot Park	\$86,980	\$110,000	20/80
4. Depot Street	\$134,171	\$160,000	20/80
5. Upper Main Street	\$373,481	\$450,000	20/80
6. Route 30	\$44,423	\$65,000	20/80

¹ See appendix for detailed costs, basic project cost does not include items that could be phased at a later time. Items phased for future include: ornamental paving at crosswalks, street trees, decorative lighting, and signage.

² Total cost includes contingency, % of A/E costs, mobilization, and other overhead costs that are repeated in each phase. See appendix for detailed costs.

Next Steps:

The plans developed in this report are conceptual in nature and considerable design development will be needed before they can be the basis for construction. For the purpose of moving ahead with the project a series of immediate tasks are listed below to get that process going: Base mapping; detailed base maps for engineering and final design are not available currently. The village should use either remaining funds from the current planning grant or appropriate additional funds to complete detailed survey work including ROW and property lines for the village.

1. Utility coordination: the location and condition of existing utilities should be assessed.
2. Continued Revitalization coordination: considerable additional work will be needed to continue the process of getting into the VT downtown program, and then applying for additional funds for streetscape and other improvements.
3. The town should plan to apply to the VTrans Enhancement Program and the VT Recreational trails fund for improvements grants for the Main Street project and the downtown trailhead.
4. The next phases of design could address several small scale projects (costing no more than a few thousand dollars each...) that could be more readily funded: design development of the Depot Park, creating gateway signage and Main Street Directory signage, initiating cooperative efforts with the gas stations, and pursuing VTrans funds to replace the signals at RT 30.

Funding Opportunities

Potential funding sources for improvements recommended within this study include the following:

Local Funding and Financing:

The Village of Poultney has an annual budget for street and sidewalk repairs that can be used as matching funds for grants received. This amount is between \$20 –35,000 per year. Additional funds could be set aside of a period of years through the capital fund to accrue additional funds for matching grants or to undertake town only funded projects.

As part of a local funding strategy, voluntary membership in the downtown organization, or establishment of an “improvement district” through the designated downtown program. Locally, Rutland uses this same system to raises significant annual funds for promotion and improvement projects. Funds set aside through this program are outside of the Act 60 process, and can be retained for local use for downtown revitalization.

The Downtown Revitalization Committee and the Poultney Chamber of Commerce are also sources of potential funding through a program of donations and private fundraising and cooperative projects.

Federal Funding

Land and Water Conservation Fund

LWCF funding for grant to municipalities has recently been reinstated; \$170,000 is available for the FY 2001 round, with a minimum 50% match required. Eligible activities include outdoor recreation facility development, and land acquisition to serve conservation or future outdoor recreation development. FY 2001 applications due July 28, 2000. Contact Laurie Adams-Smith, VT Dept of Forests, Parks and Recreation, at 802-241-3690,

National Park Service Rivers & Trails Program

RTCA provides technical and planning assistance to states, communities and conservation organizations for a wide variety of trail, river, and greenway projects. NPS staff works cooperatively with local trail groups, conservation organizations, and state agencies on greenways, rail-trails, river corridors, publications and

workshops. September 1 deadline. Contact the Vermont/New Hampshire Field Office at 802-457-3368 ext 21 (PO Box 178, Woodstock, VT 05091), www.ncrc.nps.gov/rtca

Periodically, the **National Center for Recreation and Conservation** of the National Park Service compiles a guide to Federal Funding and Assistance for Rivers, Trails and Open Space Conservation. Contact the National Center for Recreation and Conservation, National Park Service, Room 3606, 1849 C Street, NW, Washington, DC 20240-0001, 202-565-1200, www.ncrc.nps.gov/rtca.

Other Federal Funding Opportunities

Sources of federal financial and technical assistance are compiled in the Catalog of Federal Domestic Assistance (www.gsa.gov/fdac). The Catalog is available at depository libraries nationwide or contact the Federal Domestic Assistance Catalog Staff, General Services Administration, 300 7th St. S.W., Washington, D.C., 20407, Telephone 1-800-669-833.

National Organizations

National Trust for Historic Preservation:

Preservation Services Fund, Joanne Favrot Fund, 7 Fanueil Hall Marketplace, 5th Floor, Boston, MA 02109

American Greenways Awards / Conservation Fund

Non-profit organizations, public agencies, and individuals are eligible for \$500 to \$2,500 to stimulate the planning and implementation of greenways in communities throughout America. March 1 and June 1 deadlines. Contact the American Greenways Coordinator at The Conservation Fund, (703) 525-6300 (1800 North Kent St., Suite 1120, Arlington, VA 22209), www.conservationfund.org

River Network's Watershed Assistance Grants

A new grants program to support innovative efforts that build the capacity of community-based partnerships to conserve or restore watersheds. Two types of grants are available: Project Grants (\$4,000 to \$30,000) and Mini-Grants (under \$4,000). Feb/June deadlines. Contact Kathy Luscher at 503-241-3506 ext. 16 (Watershed Program, River Network, PO Box 8787, Portland, OR 97207), kluscher@rivernetwork.org

Recreational Equipment, Inc. (REI) Grants

Conservation Grants – grants averaging \$5,000 for grassroots organizing and D.C. lobbying to protect lands and waterways, make them more accessible to people who enjoy the outdoors, and better utilize and preserve our natural resources for recreation. March-Oct deadline. Community Recreation Grants – grants of \$500 to \$5,000 for outdoor programs that increase access, encourage involvement, and promote safety for outdoor muscle-powered sports. March-Oct deadline. Great Places Grants - \$15,000 to \$25,000 for projects protecting muscle-powered recreation sites. Feb 15 deadline. Contact the Grants Administrator at 1-800-426-4840 (REI, PO Box 1938, Sumner, WA, 98352), www.rei.com

American Hiking Society's National Trails Endowment

A new fund designed to support trail organizations in building trails, improving existing trails, securing land for future trails, or increasing the constituency for a specific trail project. Recent grant amounts \$2,000 to \$9,500. November deadline. Contact AHS at 888-766-4453 (AHS, PO Box 20160, Washington, DC 20041-2160), ahs.simplenet.com

Bikes Belong Coalition, Ltd.

Grants of up to \$10,000 each for projects funded by TEA-21 transportation monies, to develop bicycle facilities and put more people on bicycles. Contact Bikes Belong Coalition at 617-734-2800 (1368 Beacon St., Suite 116, Brookline, MA 02446-2800), www.bikesbelong.org/grants.htm

D.I.R.T. (Direct Impact on Rivers and Trails) Grant Program

Supported by PowerBar, this program supports projects that increase or maintain access to the outdoors, or increase the size of an outdoor recreational resource. Grants range from \$1,000 to \$5,000. June deadline. Contact DIRT Program PowerBar, Inc.(2150 Shattuck Ave., Berkeley, CA 94704), www.powerbar.com

State/Regional Organizations

Capital Budget through the Vermont Legislature – contact your local Legislators.

Certified Local Government Program/ Vermont Downtown Program. For information contact Jane Lendway, Vermont Division for Historic Preservation, National Life Building, Drawer 20, Montpelier, VT 05602-0501, telephone 802-828-3042.

Community Development Block Grant Program. For information please contact the Department of Housing and Community Affairs, 109 State Street, 4th Floor, Montpelier, VT 05609-0501, Tel: 802-828-3211.

State of Vermont Agency of Transportation's TEA-21 Enhancement Program:

Funding is available for transportation enhancements including: provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation, buildings, structures or facilities (including historic railroads and canals), preservation of abandoned railway corridors and conversion to bicycle trails, control and removal of outdoor advertising, archeological planning and research, mitigation of water pollution due to highway runoff, tourist and welcome centers, and transportation museums. September letter of intent, November deadline. Contact Lani Ravin or Mique Giltman at the VT Agency of Transportation, Planning Division, 133 State Street, Montpelier, VT 05633-5001, Tel: 802-828-3885. Lani.Ravin@state.vt.us
OR Mr. Alan Neveau, Vermont Agency of Transportation, National Life Building, Montpelier, VT 05633, Tel: (802) 828-3433.

Vermont Agency of Transportation: Bicycle and Pedestrian Program

The VAOT works with the regional planning commissions (RPC) and metropolitan planning organizations (MPO) each year to identify bicycle and pedestrian facility projects that can be funded through the Local Transportation Facilities Program. \$2M in planning and construction funds available for bicycle/pedestrian planning and construction of bikepaths, sidewalks, and rail-trails. April deadline. Contact Amy Bell, VT AOT Bicycle and Pedestrian Coordinator, 802-828-5799 (VT AOT, 133 State St., 5th Floor, Montpelier, VT 05633), Amy.Bell@state.vt.us

Federal Highway Administration/Vermont Agency of Transportation.

For rehabilitation of historic bridges. For information, contact Warren Tripp, Agency of Transportation, Structures Division, 133 State Street, Montpelier, VT 05633-5001, Tel: 802-828-2621.

Preservation Trust of Vermont.

Technical assistance grants and large grants program. For information contact Paul Bruhn, Preservation Trust of VT, 104 Church Street, Burlington, VT 05401, Tel: 802-658-6647.

Vermont Historical Society's Cultural Facilities Grants Program.

For information contact the Vermont Historical Society, 109 State Street, Pavilion Building, Montpelier, VT 05609-0901, Tel: 802-828-2291.

Partnership Programs - Lake Champlain and Connecticut River

The goal of the Partnership Programs is to encourage grassroots projects that demonstrate practical ways to address economic and conservation challenges that enhance historic, cultural, scenic and natural resources within the Lake Champlain and Connecticut River watersheds. Eligible trail-related projects include planning and development of new trails, trail improvement, land conservation, public access, bikeways enhancements, signage and publications. Project support is generally between \$500 and \$5,000. Spring deadlines. For Lake Champlain watershed projects, contact the Lake Champlain Basin Program at 802-372-3213 (PO Box 204, 54 West Shore Rd, Grand Isle, VT 05458), www.anr.state.vt.us/champ/grants.htm For Connecticut River watershed projects, contact the Connecticut River Joint Commissions at 603-826-4800 (PO Box 1182, Charlestown, NH 03603), www.crjc.org

Vermont Housing and Conservation Board.

Funds for land conservation and affordable housing projects. Contact: VHCB, 136 ½ Main Street, Drawer 20, Montpelier, VT 05602-3501, Tel: 802-828-3250.

Public Lands Highways

Funding for projects that are on, adjacent to, or providing access to federal public lands (e.g. Green Mountain National Forest, Army Corps). In Vermont, PLH funding has been used for the West River Trail, protection of scenic properties along highways and visitor improvement at Quechee Gorge. January application request. Contact Paul Tober at 802-828-2822 (VT Agency of Transportation, 133 State St., Montpelier, VT 05633)

Scenic Byways Program

For projects including acquisition, development and planning along designated scenic byways. January application request. Contact Paul Tober at 802-828-2822 (VT Agency of Transportation, 133 State St., Montpelier, VT 05633)

Vermont Recreation Trails Grants

VRTF provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail use. The grants program is financed by the portion of state and federal gas tax monies attributable to off-highway vehicle use (such as snowmobiles, all-terrain vehicles, etc). Eligible projects include trail development, maintenance, and restoration, development of trail-side and trailhead facilities, creating accessible trails, acquisition of trail easements or fee acquisition of trail corridors, maps/publications, and purchase of trail-building hand tools. Two grant programs are offered: an 80-20 match grant (\$3,000 - \$10,000+; a reimbursable program) and a mini-grant (\$3,000 or less; paid up front with no match requirements). February deadlines. Contact the Recreation & Trails Administrative Assistant, VT Department of Forests, Parks and Recreation at 802-241-3690 (VT Recreation Trails Grant Program, 103 South Main St., 10 South, Waterbury, VT05671-0601).

Vermont Watershed Grants

Funded by sales of Vermont's Conservation License Plates, mini-grants of \$200-\$1,000 and larger grants of over \$1,000 are available for a wide range of water-related projects, including developing or enhancing recreational access and trails. November deadline. Contact Vermont Watershed Grants at 802-241-3770 (VT Agency of Natural Resources, Water Quality Division, Building 10 North, 103 South Main St, Waterbury, VT 05671-0408).

Vermont State Infrastructure Bank

This State loan program has \$1.3 million available to lend to eligible and qualified municipal and private sector borrowers for projects that improve transportation facilities and provide economic development benefits. Contact: Steve Greenfield, Vermont State Infrastructure Bank, 58 East State Street, Montpelier, VT 05602, Tel: (802) 828-5627.

Rehabilitation Investments Tax Credit.

Ongoing eligibility. Provides a 20% federal tax credit for qualified rehabilitation of qualified income-producing historic buildings. The credit can apply to access improvements within the historic building and to new construction, such as added ramps if they are clearly for access purposes. For information contact Curtis Johnson, Vermont Division for Historic Preservation, National Life Building, Drawer 20, Montpelier, VT 05620-0501, Tel: 802-828-3047.

Vermont Youth Conservation Corps

Since 1985 VYCC, a non-profit organization, has coordinated trail crew work with VT youths in a variety of conservation projects including trail building and wildlife habitat enhancement projects. VYCC leaders provide expertise and oversight for crews. Communities can either hire a trail crew through the Fee-for-Service program or apply for a Greenways Crew funded by AOT and FHWA. January deadline. Contact the Youth Corps at 1-800-639-8922 or 802-241-3699 (PO Box 482, Waterbury, VT 05676), , ycorps@together.net

Foundations

Many foundations support conservation initiatives, including trails and greenways development. It is important with any foundation prospecting to call ahead to discuss your project and request specific guidelines, and to focus on specific project needs that best fit the goals of the foundation's giving program. In Vermont, a good place to start is the Vermont Directory of Foundations (\$40) published by CPG Enterprises, PO Box 199, Shaftsbury, VT 05262 (802-447-0256). The Directory covers foundations incorporated in Vermont as well as those outside of Vermont making regular Vermont contributions, and is the only publication specifically designed for VT grant seekers. CPG also publishes a newsletter NonProfit Vermont, to facilitate communication within the nonprofit community (One yr/6 issues \$24).

Vermont Community Foundation

VCF provides modest grants to projects that leverage other resources and make a significant difference to the state and address a clear community need in the areas of environment, public affairs, community development, social services, education or the arts. Recent grant amounts have been in the \$2,000 - \$8,000 range. April and October deadlines. Contact VCF at 802-462-3355 (PO Box 30, Middlebury, VT 05753). The VT Community Foundation website www.vermontcf.org/link.html has many good nonprofit resource links.

New England Grassroots Environment Fund

A project of the NH Charitable Foundation; small grants of \$500 to \$2,500 are available to both non-profit and ad hoc groups for projects that foster and give voice to community-based environmental initiatives in New England. Jan/May/Sept deadlines. Contact NEGEF at 802-223-4622 (PO Box 1057, Montpelier, VT 05601), www.grassrootsfund.org, cfischer@plainfield.bypass.com

The Foundation Center is a national information center on corporate and private foundations, community foundations, and grantmaking public charities. They publish *The Foundation Directory*, a national reference with detailed descriptions and giving histories that you can find at most libraries. You can also subscribe to it online at the Foundation Center's website.

You can also check the Environmental Grantmakers Association directory (212-812-4260, 437 Madison Ave., 37th Fl., NY, NY 10022). Their web site includes many nonprofit and foundation links.

The **Directory of Funding Sources for Grassroots River and Watershed Conservation Groups in New England and New York** is an extensive resource from the Northeast Watershed Round Table and River Network (202-364-2550).

Several organizations offer help in nonprofit management, organizational leadership, and grantmanship. These include the **Vermont Community Foundation** (TAP-VT, 802-388-3355,), **The Grantsmanship Center** (800-421-9512,), and the **NonProfit Management Institute** (in Boston at 617-728-9151).

4. Appendix:

Available upon request
from the Poultney Town Offices