



# East End Gateway Conceptual Plan

## Woodstock, VT

Prepared for:  
Sustainable Woodstock and  
Woodstock Economic Development Commission

Greenman-Pedersen, Inc.

September, 2017



## Acknowledgments

This project was funded by the Woodstock Economic Development Commission and was managed by Sustainable Woodstock. Members of Sustainable Woodstock and the Economic Development Commission met with consultants to review plans and provide guidance on the planning and conceptual designs. This project was assisted by existing conditions information provided in the *East End Development Opportunities* report, prepared by White and Burke Real Estate Investment Advisors, Inc, October 2016.



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## EAST END GATEWAY



*View of the Ottawa-Quebec River and Riverfront Park from Maxham Meadow Way.*

### Introduction

The East End area of Woodstock has long been recognized as an important gateway to the Town's historic village center. It has tremendous potential for revitalization through adaptive reuse of historic structures, construction of new infill projects, and enhancement of public open space and transportation amenities.

These illustrative development plans have been created to understand how the area may be redeveloped with new uses and activities under current zoning. This is not a development plan, nor a Master Plan. It is an exploration and visualization of redevelopment and revitalization of the area. It is intended to help understand the scale of potential development and to visualize new uses and activities in the area.

## EAST END GATEWAY



### Project Sponsors

Sustainable Woodstock and the Woodstock Economic Development Commission are guiding efforts to revitalize the East End Area. Sustainable Woodstock has an ongoing public outreach program to engage citizens of Woodstock and East End property owners to discuss community needs and aspirations for the area.

*View of the Woodstock Train Depot from Pleasant Street at the turn of the century. Source: Woodstock, Images of America, Frank J. Barrett Jr., 2017.*

### Objectives of the East End Conceptual Plan

- Create an attractive entrance to Woodstock Village that honors the railroad and agrarian heritage of the area.
- Address community needs for new housing and commercial uses while complementing the riverfront park and river views.
- Improve public access to, and enjoyment of, the river.
- Improve pedestrian connections within the East End, along the river, and into Woodstock village.
- Complement the historic architecture and businesses in the village.
- Promote environmental stewardship of the East End.
- Reflect site constraints and current zoning

## EAST END GATEWAY

### Existing Conditions

An in-depth review of existing conditions information, including zoning information, demographics and employment data, traffic data, utility information, historic resource designations, brownfield conditions, and property ownership and acreage data, was collected as part of a separate effort. The compiled information can be found in the *East End Development Opportunities* report dated October 17, 2016. The information contained in the development opportunities report provided a foundation for the illustrative redevelopment plans.

### Description of the Illustrative Plan

The Illustrative Redevelopment Plan is shown on the following page. This plan provides a sense of what is possible on selected sites in terms of new development, parking, open space amenities, and intersection, streetscape and pedestrian network improvements.

### Riverfront Area

With the exception of the Alsup properties on Pleasant Street (Depot and 58 Pleasant Street), the riverfront area properties are tucked behind and downgrade of the commercial properties fronting on Route 4. They enjoy river views, but lack visibility from Route 4. Cooperation between various property owners in this area is assumed to achieve the best configuration of buildings and parking.

The focus of this area is the river and the Riverfront Park. Circulation through this area is provided by Maxham Meadow Way. There is a Town owned parking area and Riverfront Park (on the former snow dump) at the southern end of Maxham Meadow Way.

The concept for this area is to create a river and park-oriented node of public activity with walkways connecting to the river and the center of Woodstock via Pleasant Street. Some of the Town's parking spaces are shown to be relocated to the opposite side of Maxham Meadow Way to maximize views from the buildings to the park, river and beyond. Use of the space currently occupied by parking at the top of the bank would provide an attractive addition to the park with benches and a walkway that provides a scenic overlook to the river. We observed people strolling through this area, eating lunch in the parking area, walking along the river. Some people may prefer to walk along the top of the bank, sit on a bench and sip a cafe latte or eat a sandwich, while others may wish to walk closer to the river.





# Woodstock East End Gateway Illustrative Redevelopment Plan

Sustainable Woodstock - September, 2017



## EAST END GATEWAY



**Baggage Building (Alsup):** A renovated or new mixed-use building in the same approximate footprint as the baggage building on the Alsup property is assumed at the west end of Maxham Meadow Way.

**New Infill Building (JBW Properties):** A new mixed-use building along Maxham Meadow Way is assumed on the JBW property. Due to the geometry of the parcel, this building, as well as the baggage building, would be long, narrow buildings that would have very attractive natural light and views to the park and the river. The illustrative plan assumes reuse of the turntable as a gazebo for outdoor seating, perhaps for a restaurant or brewery type use.

Architectural styles that reference the railroad and industrial heritage of the property would be particularly attractive in this location.

**Parking.** Parking shown on the plan utilizes current parking ratios contained in the town's zoning. Parking for the renovated Depot (ticket house) and 58 Pleasant Street building is tucked behind those structures. Parking for the new JBW building is provided on the lot adjoining the park, which is in the floodplain. Raingardens that capture, clean and infiltrate stormwater runoff from the parking areas would add an attractive landscape element to the area. Sidewalks that provide access to new buildings from the parking areas are assumed along Maxham Meadow Way.

*Perspective of Maxham Meadow Way with new mixed-use buildings modeled on historic industrial buildings of the past. A gazebo over the turntable provides outdoor seating with a view of the river.*

## EAST END GATEWAY



*Perspective view at Route 4 and Sawyer Road with new housing and mixed use buildings at the entrance to the Village.*

**Riverwalk.** Developing and extending the Riverwalk northward would provide an attractive amenity for both the East End and the downtown. A stunning river open space steps from the core of the downtown is a major opportunity for Woodstock. The connection between Pleasant Street and the Riverwalk should be made seamless with improved walkways, signage and seating.

### Route 4 Properties

Properties on both sides of Route 4 provide an opportunity for development to reinforce the entrance to the village center, with buildings oriented to Woodstock Road (Route 4) with parking behind the buildings.

**West Side Property (JBW Properties).** There is a undeveloped sloping site between the Sunset Farms building and the Citizens Bank building on Woodstock Road (Route 4). A new mixed-use building oriented to Route 4, with parking accessed from Maxham Meadow Way is assumed for this property. Due to the grade of the site some parking may be accommodated beneath the building.

**East Side Property (Woodstock Resort Corp.)** The property on the east side of Route 4 is a larger parcel (9.45 acres); a portion of the property is within a scenic easement which restricts development.

## EAST END GATEWAY

Two alternatives were developed for this property: an all residential option, and a mixed-use alternative. In the residential option apartments or condominiums could be developed on the lot. The plan assumes some parking is accommodated beneath the building (one space per unit) supplemented with a surface lot behind the building. This layout assumed relatively large apartment/condominium units of 1,500 square feet. It should be noted that the number of units on this site will depend on the size of the units. More units are possible under the zoning.

The mixed use option for this site assumes a commercial use of the ground floor with residential units above and surface parking behind the building.

### Uphill Properties

The Gerrish and Woodstock Resort Corp. properties off of Hartland Hill Road were considered for residential development. The Gerrish property is a large hilltop site formerly used for commercial uses, most recently an auto sales facility.

Two residential options were developed for the Gerrish site. One option included a mixture of townhouses and apartments or condominiums and the other option includes only townhouses. The townhouses and apartments are sited on top of the hill and are accessed by Hartland Hill Road. The units are organized to take advantage of views around the site. The Townhouses would be 'front-loaded' due to the grade and situation of the site, and this would be a design challenge to attractively accommodate both a garage and a pedestrian front entry on a narrow building. The townhouses shown on the plan are 22-feet by 45-feet and are two and two-and a half stories high, yielding units in the range of 1,500 to 2,000 square feet of living area (after subtracting the garage space).

The apartment building is three stories and assumes units in the range of 1,000 to 1,200 square feet in area. One space per unit can be accommodated beneath the building.

Eight townhouses are shown on the Woodstock Resort Corporation parcel uphill of the Gerrish property. The layout on this site reflects the topography, scenic easement and configuration of the parcel.



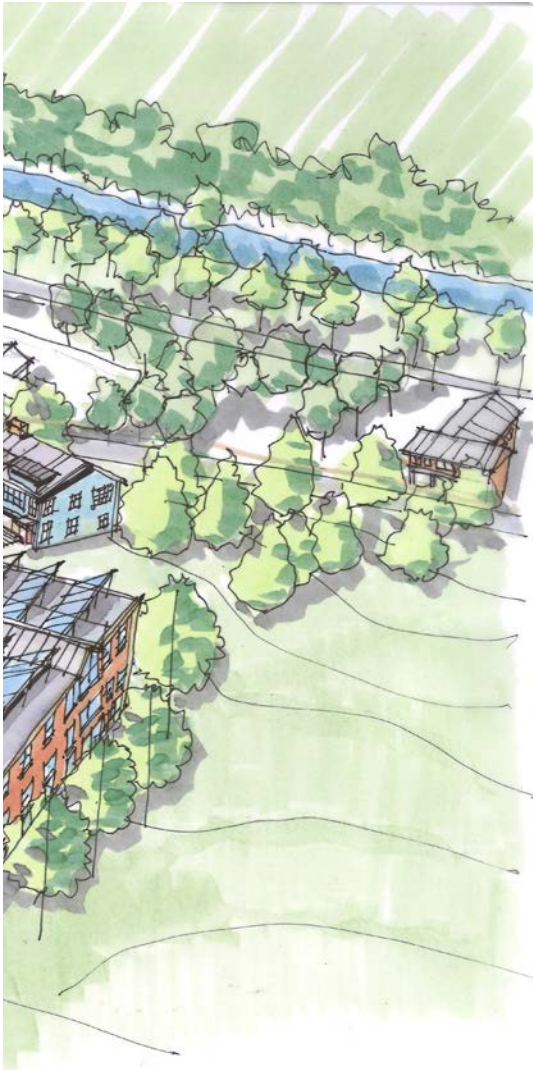
## EAST END GATEWAY



### Illustrative Development Program

**Table 1** provides an planning-level development yield for new development in the East End. This is intended to provide an illustrative estimate for planning purposes only. Development yield estimates were based on zoning requirements including allowable density, parking, height, and site natural features.

## EAST END GATEWAY



*Bird's-eye perspective view of new housing on the Gerrish site.*

Table 1  
Conceptual Development Program

RIVERFRONT AREA	
<b>Baggage Building</b>	
Commercial /Light Industrial	3,000 sq. ft.
<b>Turntable Property</b>	
Commerical/Light Industrial	11,000 sq. ft.
<b>Subtotal Riverfront</b>	<b>14,000 sq. ft.</b>
GATEWAY AREA	
<b>West Side Mixed-Use</b>	
Commercial/Light Industrial	6,500 sq. ft.
<b>East Side Residential Only Option</b>	
Residential	24-34 units
<b>East Side Mixed-Use Option</b>	
Ground Level Commercial	10,500 sq. ft.
Apartments	15 units
<b>Subtotal Gateway Area</b>	<b>6,500 - 17,000 sq. ft.</b>
	<b>15-34 units</b>
UPHILL AREA	
<b>Gerrish Property</b>	
Townhouses	18 units
Apartments	20 units
<b>Woodstock Resort Property</b>	
Residential	8 units
<b>Subtotal Uphill</b>	<b>46 units</b>
<b>Uphill Area - Townhouse Only Option</b>	
<b>Gerrish Property</b>	
Townhouses	30 units
<b>Woodstock Resort Property</b>	
Residential	8 units
<b>Subtotal Uphill</b>	<b>38 units</b>
<b>Grand Totals 16,500 - 31,000 - sq. ft.</b>	
<b>53-80 units</b>	

## EAST END GATEWAY

### Circulation Considerations

#### Overview

Primary vehicular access to the East End Gateway area is gained via Route 4 (Woodstock Road and Pleasant Street), which is a major east-west corridor in Vermont. Within the East End and the Village Center, Route 4 is a Class I Town Highway under jurisdiction of the Town of Woodstock. The posted speed limit in this area is 25 mph. The 90 degree turn along Route 4 provides an effective mechanism to slow traffic in this area. Average Annual Daily Traffic (AADT) volumes are in the range of 10,000 vehicles per day and this level of traffic has been stable for a number of years (see page 7 *East End Development Opportunities* report). Trucks and buses account for 8.45% of the daily traffic stream on Route 4. The majority (60%) of this truck traffic is single-unit trucks.

A query of crash data compiled by Vtrans for the most recent three years available (2013-2016) found only one crash having occurred in the East End area (Route 4 from Sawyer Road to Maxham Meadow Way). This low crash rate is likely due to the slow speeds in this area.

Hartland Hill Road intersects Route 4 at the 90-degree turn, forming a “T” intersection. Hartland Hill Road is under stop sign control. Traffic volumes and turning movements are not available for Hartland Hill, but field observations suggest the traffic volumes are low.

The Woodstock Road / Pleasant Street (Route 4) right of way is approximately 50-feet wide. Sidewalks have been constructed along both sides of Pleasant Street and Woodstock Road (Route 4) however significant gaps exist. There are gaps along the south side of Pleasant Street at the now vacant Wasp’s Diner, Sunoco station and historic Gulf station. The diner building protrudes into the right of way creating an obstacle to sidewalk construction. There is another gap along the east side of Woodstock Road between Hartland Hill and Sawyer Roads. A portion of this area includes very steep slopes, and a drainage crossing which is a constraint to sidewalk construction. Most sidewalks include a landscaped buffer between the sidewalk and travel lanes, and street trees are in place along a portion of Pleasant Street. There are no bicycle accommodations.

Marked and signed pedestrian crossings of Route 4 are available at Woodstock Road (Route 4) / Sawyer Road and Pleasant Street (Route 4) / Maxham Meadow Way. Due to the volume of traffic in both directions, we observed some difficulty for pedestrians crossing in heavy traffic.



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*Rectangular Rapid-Flashing Beacon (RRFB) in Hanover, NH.*

Due to the central location of this area relative to the Village Center, gaps in the sidewalks should be addressed, pedestrian crossings enhanced and bicycle circulation addressed.

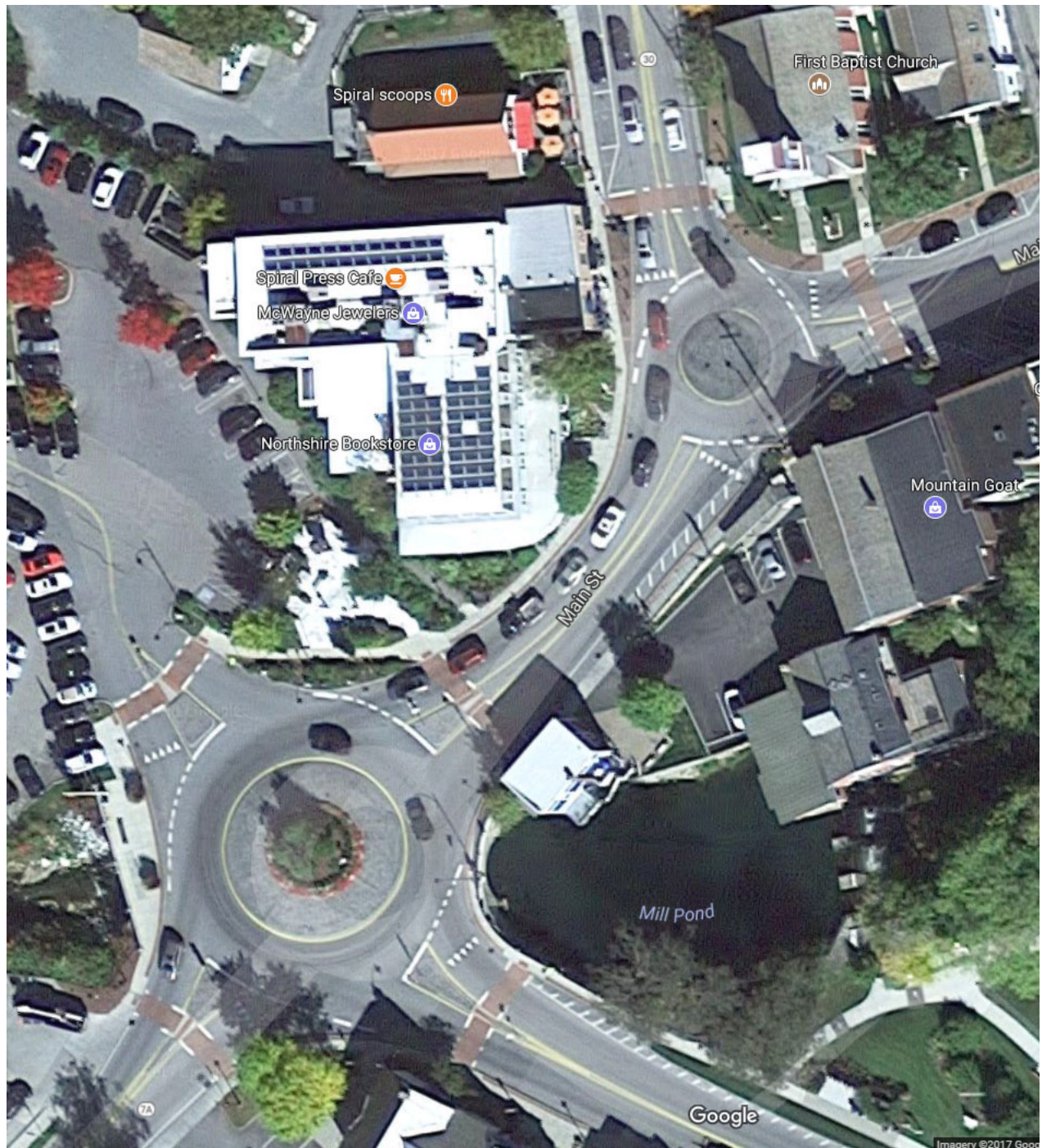
### Recommended Improvements

In order to accommodate additional traffic on Hartland Hill Road and create comfortable and safe pedestrian connections between the East End, the village center and the river, the following improvements are recommended:

**Mini-Roundabout at Hartland Hill and Route 4:** A mini-roundabout fits within the existing right of way, and is appropriate given the speed and traffic volumes at this location. A mini-roundabout would facilitate turning movements at this intersection AND facilitate pedestrian crossings. Mini-roundabouts are designed to be mountable and can accommodate trucks. A mini-roundabout has been in operation in Manchester Center, Vermont since 2013 (see photo). Further study is needed, to understand intersection levels of service and this is more appropriately undertaken when there is an understanding of the development program for the uphill properties.

**Sawyer Road Enhanced Pedestrian Crossing.** The pedestrian crossing at Sawyer Road will increase in importance with new attractions at the riverfront and new housing in the area. A raised intersection and pedestrian crossing enhanced with a Rectangular Rapid Flashing Beacon (RRFB) is recommended to facilitate

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*Mini-roundabout (right) and standard one-lane roundabout (left) in Manchester Center, Vermont.*

pedestrian safety and crossings. RRFBs include a pedestrian actuated flashing beacon that flashes in an irregular pattern that catches motorists attention and result in greatly improved driver compliance at uncontrolled intersections.

**Maxham Meadow Road Enhanced Crossing.** An RRFB is also recommended for the pedestrian crossing of Pleasant Street (Route 4) to assist pedestrian crossings.

**Bicycle Enhancements.** Due to limited right of way and slow speeds, bicycles may share the lane with cars or divert to Maxham Meadow Way to avoid Route 4 traffic. Additional enhancements can be evaluated in a scoping study.

## Implementation Considerations

### Transportation Improvements

Further study of the transportation improvements identified in this plan is needed. One potential next step would be to prepare a scoping study for pedestrian and bicycle improvements on Route 4 in the East End including the Hartland Hill Road intersection, sidewalks and enhanced pedestrian crossings, as described above, through the VTrans Bicycle and Pedestrian program. A scoping study would develop needed data and technical analysis in order to evaluate these proposed improvements, and would result in refined conceptual plans with cost estimates. The Town could apply for funding through VTrans' Bicycle and Pedestrian program or Transportation Alternatives program. These projects are administered through the Two Rivers Ottauquechee Regional Planning Commission. Given the East End's village location, it is recommended that a landscape architect with experience in streetscape design be included on the team in addition to traffic engineering professionals.

### Parks, Open Space and Riverwalk

The Riverfront Park and Riverwalk provide an important focus, amenity and catalyst for the East End area. Sustainable Woodstock should continue to work with property owners to extend the Riverwalk north along the river, which appears to be 'low hanging fruit' and would add value to properties in the area. A seamless connection between Pleasant Street and the river using walkway improvements and perhaps wayfinding signage is the goal.



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*Conceptual Riverwalk Section with a 10-foot path and riparian vegetation.*



### Brownfield Remediation and Cleanup

The EPA defines a brownfield 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...” Several East End properties have a history of commercial and industrial use, and brownfield conditions are present on some sites. Other sites have not been investigated, and some properties have no known history or suspected contamination based on historic land use patterns. The status of East End properties with respect to brownfield conditions is summarized in Appendix G of the *East End Development Opportunities Report*. Addressing brownfield conditions will be required for the reuse of sites affected by contamination. Resources including grants and low-interest loans are available to address brownfield conditions through the Vermont Department of Environmental Conservation (VTDEC) and through the Two Rivers Ottauquechee Regional Planning Commission (TRORPC).

The following discussion presents an overview of the brownfield remediation process (prepared by Stone Environmental):

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 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

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Act (CERCLA; 42 U.S.C. 103) and is designed to satisfy certain components required for the Innocent Landowner Defense under CERCLA.

*A Riverwalk can provide a focus and attraction for a revitalized East End.*

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 Two Rivers Ottawaquechee Regional Planning Commission.

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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:

- 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.

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.

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, the following steps are recommended:

- 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 **Evaluation of Corrective Action Alternatives (ECAA) 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 ECAA/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 Two Rivers Ottauquechee Regional 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.

### Planning and Regulatory Considerations

In developing these plans, and considering our experience in other communities, there are a couple of regulatory considerations that may facilitate economic investment in this area. These are described below:

**Parking Standards.** Traditional pedestrian-oriented downtown and village center districts typically have higher levels of walking and lower parking demand than suburban or strip commercial retail areas. The parking standards in the Woodstock zoning regulations (specifically 5 spaces per 1,000 square feet of commercial development) is a very typical ‘one-size-fits-all’ parking standard that is more at home in an auto-oriented commercial area than a mixed-use village center. Although it may seem counter-intuitive, overbuilt parking is a concern because it results in excessive pavement and stormwater runoff, fragmented development patterns, high development costs and it actually works to encourage of driving. Too little parking also has negative effects as well and is similarly not desirable. The challenge is to ‘right size’ parking standards to the context of the development, in this case a village center pattern with a mix of land uses in a walkable town center.

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The Town may wish to consider adoption of walkable village-center friendly parking standards, or allowing flexibility in parking standards, as a part of the zoning review. Vermont's Municipal Planning Grant program is a possible resource to support this work. Understanding actual parking utilization (when it comes to parking, perceptions may not reflect actual conditions), parking demand in a mixed-use setting and developing appropriate parking standards would help support a more walkable village environment.

**Neighborhood Development Area Designation.** If Woodstock wishes to encourage new and infill housing within walking distance of the village center, the Town may want to consider a Neighborhood Development Area (NDA) designation. The NDA is a state designation which confers benefits, such as reduced fees and taxes, for new residential development. Benefits are greater for mixed-income development, but market rate housing accrues benefits as well. The NDA must be within one-quarter mile of the designated village center and meet certain requirements. More information can be found at: <http://accd.vermont.gov/community-development/designation-programs/neighborhood-development-areas>.

## Funding Opportunities

### Transportation Infrastructure

#### Bicycle and Pedestrian Program Grants

The Bicycle and Pedestrian Program is administered by VTrans 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:	<a href="mailto:jon.kaplan@vermont.gov">jon.kaplan@vermont.gov</a>
Website:	<a href="http://vtrans.vermont.gov/highway/local-projects/bike-ped">http://vtrans.vermont.gov/highway/local-projects/bike-ped</a>

### 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, and 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](mailto:scott.robertson@vermont.gov)  
Website: <http://vtrans.vermont.gov/highway/local-projects/transport-alt>

### Parks, Open Space and Trails

#### 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](mailto: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



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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](mailto: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](mailto:jenny.lauer@vermont.gov)  
Website: <http://vtcommunityforestry.org/resources/financial-technical-assistance/vermont-urban-community-forestry-grants>

## Historic Preservation

### 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 or Village Center  
Deadline: Annually in July  
Contact: Caitlin Corkins  
Email: [caitlin.corkins@vermont.gov](mailto:caitlin.corkins@vermont.gov)  
Website: [http://accd.vermont.gov/strong\\_communities/opportunities/funding/downtown\\_village\\_tax\\_credit](http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_village_tax_credit)

### 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.

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](mailto: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](mailto:caitlin.corkins@vermont.gov)  
Website: [http://www.accd.vermont.gov/strong\\_communities/preservation/grants/historic\\_preservation](http://www.accd.vermont.gov/strong_communities/preservation/grants/historic_preservation)

## Planning

### Municipal Planning Grant Program

The Municipal Planning Grant (MPG) program encourages and supports planning and revitalization for local municipalities in Vermont. Awarded annually and administered by the Department of Housing and Community Development, the MPG program works to strengthen Vermont by funding local planning initiatives that support statewide planning goals such supporting compact settlement patterns separated by rural lands. MPGs require a 10% match for grants up to \$10,000 and a 20% match for grants greater than \$10,000.

Range: up to \$20,000  
Eligibility: Vermont municipalities  
Deadline: Annually in October  
Contact: Faith Ingulsrud  
Email: [faith.ingulsrud@vermont.gov](mailto:faith.ingulsrud@vermont.gov)

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Website: <http://accd.vermont.gov/community-development/funding-incentives/municipal-planning-grant>

### Brownfield Remediation and Cleanup

#### EPA Assessment Grants

Hazardous and Petroleum Assessment Grants are available to the Vermont Department of Environmental Conservation (VT DEC) and either municipal or regional planning organizations/commissions through an application process from the US EPA Region I Brownfield Program. As of September 1, 2016 there are six regional planning commissions that hold active Brownfield Assessment Grants, including TRORPC. 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. Specific Targeted Brownfield Assessment grants are also available directly from US EPA to assess individual properties that may require a higher level of assessment.

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](mailto:patricia.coppolino@state.vt.us)  
Contact: Kevin Geiger, Senior Planner  
TRORC  
Email: [kgeiger@trorc.org](mailto:kgeiger@trorc.org)  
Website: <https://www.epa.gov/brownfields/epa-targeted-brownfields-assessment-program-brownfields-and-land-revitalization-new>  
VT DEC:  
<http://dec.vermont.gov/waste-management/contaminated-sites/brownfields>  
TRORC:  
<http://www.trorc.org/programs/brownfields/>

#### US EPA Revolving Loan Fund Program

Revolving Loan Fund (RLF) grants enable states or political subdivisions (counties or regional commissions) to make low interest loans to carryout cleanup activities at brownfield properties. RLF funds are provided as low interest loans to private entities with access



## EAST END GATEWAY

or control of a brownfield or as a sub grant to state, municipal or nonprofit landowners. RLF sub-grants are available up to \$200,000 per site and require a 20% match in money spent, labor, materials, or services for eligible costs. A select property can receive multiple RLF sub-grants from different RLFs. RLFs can also be paired with cleanup grants (also available up to \$200,000). The recipient may request a waiver on the cost share based on hardship.

Range: Up to \$1,000,000 per parcel  
Deadline: Open for sub-grantees.  
Contact: Brett Long  
Agency of Commerce and Community Development  
Email: [brett.long@vermont.gov](mailto:brett.long@vermont.gov)  
Website: <https://www.epa.gov/brownfields/types-brownfields-grant-funding#tab-2>

### 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](mailto:gardner.frank@epa.gov)  
Website: <http://www.epa.gov/brownfields/types-brownfields-grant-funding>

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### **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:	Loans are capped at \$200,000
Eligibility:	Municipalities, non-profit organizations and private developers.
Deadline:	Rolling
Contact:	Brett Long
Email:	<a href="mailto:brett.long@vermont.gov">brett.long@vermont.gov</a>
Website:	<a href="http://www.accd.vermont.gov/business/relocate_expand/capital/brownfields">http://www.accd.vermont.gov/business/relocate_expand/capital/brownfields</a> <a href="http://www.veda.org/financing-options/other-financing-option/brownfields-revitalization-fund/">http://www.veda.org/financing-options/other-financing-option/brownfields-revitalization-fund/</a>