

**City of Rutland Plan Update – Summary of suggestions for the 2015 Adopted Plan
March 10, 2020**

- Section 1: Introduction – No comment
- Section 2: Executive Summary and Statement of Objectives – 2.5d Proposed Education Park District (EPD), in light of CSJ closing substitute language provided by Tara Kelly and supported by the RRA (see attached). 2.11 Coordination of Capital Improvements, clarify that the City does not currently have a CIP but should.
- Section 3: Statistical Information – 3.2b Employment Trends, social “assistance” use Federal terminology.
- Section 4: Land Use Plan – 4.2a Agricultural and Forest Lands, why not develop 250 acres of primary and secondary agricultural soils in the lower section of Otter Creek for commercial use? 4.6 Gateways, Should non-historic gateways have design review? 4.8i, remove “garish” and use language provided by RRA (see attached). 4.12 Education Park District use proposed new language (see attached).
- Section 5: Transportation Plan – 5.1a Arterials, change “Road Diets will be encouraged” to “Road diets can be explored where appropriate” based on community rejection. Replace “the key is in designing traffic patterns that minimize driver frustration while maximizing access” with “Among other considerations, traffic patterns should minimize driver frustration while maximizing access.” 5.8, Strike “bypass” the RRA supports encouraging visitors into Downtown as opposed to avoiding downtown.
- Section 6: Community Facilities Plan – No comment.
- Section 7: Education – 7.4 Proposed Education Park District (EPD) insert proposed new language (see attached.)
- Section 8: Housing Element – 8.2 Population and Demographic Trends, could this be updated? 8.7b Vacancy Rates and Vacant Buildings, incorporate language regarding the Rutland City Owned Properties committee and process, as well as, update vacancy rates.

- Section 9: Energy Plan – Strike sentence “This plan is somewhat controversial due to the adverse environmental impacts and infrastructure costs.” 2.5 change Town to City. 3.2 change Town to City. 3.5 Encourage use of “fuel efficient” and electric vehicles. 5.5 Strike not applicable to Rutland. 5.7 Remove from Energy Plan, add to Transportation. Update solar capital information by taking out the sentence referencing 10 megawatts by the end of 2015.
- Section 10: Economic Development – No comment.
- Section 11: Implementation Plan – 11.5 Historic Districts/Design Review, historic districts have context for Architectural Review however gateway districts need criteria that is unavailable until the new zoning is implemented.
- Maps – No comment.

The following shows redline PC changes with RRA suggested edits in blue.

2.5d Proposed District to Support Future Development of CSJ Lands

The College of Saint Joseph (CSJ) lost its accreditation in 2019. The closure is part of a national trend that has led to the closing of many small, private colleges similar to this one. As with many communities experiencing similar closures, the municipality is keenly interested in seeing the campus and other landholdings of CSJ repurposed to their highest and best use. This campus presents a prime opportunity for creative redevelopment that will benefit multiple goals for the City. As feasibility studies and visions for the future are considered, this plan seeks to support a variety of uses and ownership structures, provided impacts to existing neighborhoods are considered and mitigated to a reasonable degree. Further guidance toward establishing a new zoning district is provided in section 7.4 of this plan.

From 4.12

New District to Support Future Development of CSJ Lands

The purpose of establishing a new district to encompass the lands of the former College of St. Joseph (CSJ) is to assist creative redevelopment of the campus and its surrounding lands. General goals for this district include allowing a higher intensity of uses than currently allowed in the Single Family Residential district, cluster buildings, protect significant natural features, maximize retention of open space and buffers, and allow for retail and general services of a neighborhood scale.

7.4 Proposed District to Support Future Development of CSJ Lands

This plan proposes the establishment of a new zoning district to encompass the campus and other landholdings of the former College of St. Joseph. The general goal is to allow for a mixture of uses and ownership structures that support a variety of community goals such as recreation, housing, innovative business incubation spaces, and more. The intent is to support thoughtful development that is respectful of the established neighborhoods.

General Goals and Objectives for the type of development include:

1. Concentrate development in a clustered arrangement.
2. Site plans for the development of each project should identify and protect significant natural features.
3. Maximize retention of open space and buffer areas.

4. Broad, landscaped buffers should be established along major roads and along boundaries shared with residential areas.
5. Limit retail and general services to those serving the business community in the immediate area and neighborhood retail as would be expected in a mixed residential district.
6. Certain high density residential uses, such as senior housing or medical care facilities, shall be permitted.
- 6.7.Planned Unit Development could be considered.

More specific standards for development will be crafted as part of the process involved in establishing this district within the City's Land Use Ordinances.

4.8 Guidelines for Future Implementation

i) The block of North Main Street between West Street and Woodstock Avenue is, at present, a commercial area at the heart of Rutland's original settlement. Design control applies in this area and will help to ensure the district remains compatible with its neighbors.

5.1a Arterials

These are the major roadways through the City, which connect with major points in the region and State. They are U.S. Routes 4 (Woodstock Ave.), 4A (West St) & 7 Main Street. These arterials carry large volumes of traffic, more than 500 vehicles per hour. They also connect the four quadrants of the City with the central business district. In this role they serve pedestrian and bicycle traffic as well as vehicular traffic in an adequate manner and all future improvements should include consideration of the City's Complete Streets policy. Road diets can be considered where appropriate.

The City's approach to traffic enhancement will thus reflect the interests of neighborhood cohesion and pedestrian and bicycle circulation as well as and vehicular circulation, and safety of all users. This approach will at times contradict traditional traffic design practices, such as widening roads to speed the flow of traffic. Rather it recognizes that a certain amount of controlled congestion facilitates pedestrians and bicycles, and thus has a beneficial effect on the community overall. As is the case downtown, a slower pace of traffic can also enhance access to businesses located along the route. Among other considerations traffic patterns that minimize driver frustration while maximizing access should be designed. ~~The key is in designing traffic patterns that minimize driver frustration while maximizing access.~~

It is also important to note that the City owns the rights-of-way for Routes 4 and 7 within City limits and maintains these routes as part of the City street system. ~~In most towns, the State owns these routes.~~