



# **WEST RUTLAND**

## **TOWN PLAN**

**Adopted November 13, 2012**

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*West Rutland Town Hall painted by Peter Huntoon.*

# STATEMENT OF PURPOSE AND OBJECTIVES

The West Rutland 2012 Town Plan update is intended to guide the growth and development of the town. In addition to protecting the public health, safety and welfare of the residents, the policies and goals stated within this comprehensive plan were developed to preserve and protect the town's assets while providing a future vision for all citizens, businesses, and officials living and working within the town.

This plan is readopted on a five-year basis, according to State of Vermont statutes, and its purpose is to set long-range goals and policies for the citizens of West Rutland. At the same time, planning for the future is a continuing activity and should reflect new data, laws, technologies, planning concepts, and the changing needs and desires of the community.

The West Rutland Town Plan was prepared in conformance with the requirements in the Vermont Municipal and Regional Planning and Development Act (*Chapter 117 Section 4382. The plan for a municipality.*) As well, the West Rutland Town Plan is consistent with the Rutland Regional Plan, readopted in April 15, 2008, and is also compatible with approved plans from surrounding communities. Under the authority of the Selectboard, the West Rutland Planning Commission prepared this Town Plan and will submit it for formal approval to the Rutland Regional Planning Commission.

The 2012 West Rutland Town Plan will be implemented through (1) changing and adopting zoning and subdivision regulations and other land use controls, (2) inclusion in the capital improvements budget as part of the town's financial planning process, (3) cooperation with other government agencies, and (4) further studies. An implementation program should be developed in conjunction with the West Rutland Town Plan.

The Plan should be used in a variety of ways. First and foremost the Plan should be a basis for community programs and decision making. For example, it should influence the Town's budget and capital expenditures, community development efforts and natural resource protection initiatives. As required by law, it should also serve as a foundation of local land use controls, such as zoning, subdivision and health regulations.

Furthermore, the Plan should be given full affect in all appropriate regulatory proceedings, including, but not limited to ACT 250 and 30 VSA 248. (Powers and duties of the Department of Public Service and the Public Service Board as to companies other than railroads and aircrafts.)

## OBJECTIVES

1. Provide a framework within which detailed planning and regulatory land use controls can be developed.
2. Establish consensus concerning long-term growth potential, objectives, and priorities so that the town can undertake development within a coordinated local and regional context.
3. Improve, diversify, and stabilize the town economic base.
4. Provide adequate public service and facilities, recreational opportunities, housing, and transportation systems to meet existing and future needs.
5. Protect special areas and natural resources from encroaching development.

# **WEST RUTLAND COMMUNITY PROFILE**

## ***Physical Characteristics***

West Rutland is comprised of 9,570 acres located centrally in the Rutland Region. The town is bounded on the north by Pittsford, the south by Clarendon and Ira, the east by Proctor and Rutland Town, and in the west by Ira and Castleton. West Rutland, which has many natural assets, is primarily a residential community with a small portion of the land used for commercial purposes.

The town is located in a valley with three rivers; Whipple Hollow Brook, Castleton River, and Clarendon River. Together they form the West Rutland Marsh, a 451 acre wetland well known for its wildlife habitat. Two important valleys have influenced the development of the town and helped to produce its economic specialties. The first is the north-south valley created by Whipple Hollow Brook. This valley is fairly wide, flat, and in some places marshy. The eastern margin of the town rises from the valley to an elevation of 900 feet, providing several useful upland tables. The second is the east to west valley created by the Castleton River and the east running section of the Clarendon River. The "Castleton Gap" is quite narrow, rising from an elevation of 500 feet in the valley, to a northern mountain elevation of 2,111 feet and southern mountain elevation of 1,713 feet. This valley contains the major transportation and communications link between the City of Rutland and New York State.

## ***HISTORY OF WEST RUTLAND***

### ***Settlement***

On September 7, 1761 Benning Wentworth, the Royal Governor of New Hampshire, signed a charter for 26,000 acres establishing the Town of Rutland in the name of King George III. The current towns of Rutland, West Rutland, Proctor and the City of Rutland were all included in the charter. Governor Wentworth preferred to name towns for prominent people in the hope that they would back his territorial claims on the west side of the Green Mountains over those of the Governor of New York. The town was likely named after the Duke of Rutland or after John Murray, from Rutland, Massachusetts. There were 64 original grantees for the charter, each receiving rights to 350 acres. None of the grantees chose to settle in Rutland and each sold their rights to the land.

The first actual settler was Colonel James Mead who purchased 20 rights, which contained most of Center Rutland and nearly all of West Rutland. The other original settlers in West Rutland were farmers and a few tradesmen from Connecticut and Massachusetts. By 1840, there were 20 dwellings in West Rutland.

### ***Growth and Industry***

The history of West Rutland was closely tied to the marble industry at the early part of the century. Marble was first quarried in this vicinity, in Pittsford, as early as 1795. William F. Barnes, an innovator in marble quarrying, bought land and began quarrying in 1839. Originally the marble was pried loose from the top of the ground. Later, gunpowder loosened the marble from its position, yet there was much marble wasted and destroyed with this process. Mr. Barnes then discovered the "churn drill" to drill deep grooves around the blocks to be taken out. By the 1850's the marble industry began to flourish and with it, the Town of West Rutland. Marble companies built houses and tenements for the workers, most of whom were seasonal employees. Between 1870 and 1880 the population began to climb rapidly as the marble industry boomed. In 1870 there were 1,600 people living in West Rutland, but by 1880 there were over 3,000 residents.

Consolidation of the marble companies began in 1888 with the Vermont Marble Company purchasing the Gilson and Woodfin, then Ripley and Sons in 1899, the Sheldon Company in 1891 the Albertson Marble Company in 1899. The marble industry declined in the mid 20<sup>th</sup> century and the once powerful Vermont Marble Company's holdings were sold in 1978.

## ***Town Incorporation***

In the late 1800's, West Rutland residents began to feel dissatisfied with their representation in local politics and petitioned to separate from East Rutland. The Vermont legislature approved, and on November 19, 1886 West Rutland was incorporated as its own town. At the time the town was incorporated there were six churches in West Rutland; four Protestant, and two Catholic. The division of Rutland caused some perplexing problems, among them the division of the school fund, ascertaining of the Grand List, the future of the poor farm, the distribution of public money and public debt, and the value of the old town hall.

The first town meeting was held on March 1, 1887 in Campbell Hall on Marble Street. At this meeting, West Rutland's civic government was organized and the officers were elected to carry on town business.

Subsequent meetings were held here until 1909 when the present town hall was built to become the center of West Rutland civic activities. By 1890, the population was 3,680, comprised mostly of English, Irish, French, Italian, Swedish, Polish and a few Jewish families.

## ***Public Services***

The Town of West Rutland was authorized to set up district schools or "common schools". Each district had a prudential committee, whose duty it was to select teachers, to oversee the school, levy taxes to support the school, examine teachers, and to grant certificates. The prudential committee in each district also taxed families in the district according to the number of children in school. The first grammar school in West Rutland was built in 1800 on Pleasant Street. In 1810, the West Rutland Academy opened.

As the town grew in population, more school districts were built. On September 16, 1881, the West Rutland English and Classical High opened its doors. In 1891, the Vermont legislature passed a new school law abolishing the district school system and established the town school system.

In May of 1886, a new method of transportation was introduced. The Rutland Horse Railway consisted of trolley cars which were pulled by horses. The tracks followed along the Causeway, Main and Marble Streets, to the end of the line at Barnes House, which was the Delaware and Hudson Depot. In the 1890's, the trolleys were electrified and the use of horses was discontinued. Later the electric railway line was extended to Castleton, Lake Bomoseen, Fair Haven and Poultney. In 1924, the railway tracks were removed as the private automobile made this method of transportation obsolete.

A fire in West Rutland in 1891, led to the formation of a town Fire District. The H. H. Brown Engine and Hose Company were organized with volunteers. A major fire in 1903 destroyed many buildings on lower Marble Street which were rebuilt in the following year. In 1927, the first motorized firefighting equipment was obtained and in 1928 came the next major fire: the burning of the Main Street Elementary School. This building was restored in 1929, and enlarged to contain the elementary grades and the high school.

On August 1, 1891, electric streetlights were turned on for the first time. The West Rutland Coronet Band led a parade through the streets. A Cannon was fired and there were fireworks to celebrate the occasion. Many attempts were made to provide the town with water. In 1892, Syllier Smith built what became known as "Smith's Aqueduct" with Mead's Brook as its source. Pipes were laid down Clarendon Avenue to Ross Street and a watering trough was erected at the foot of Clarendon Avenue. Finally, the West Rutland Water Works Company was organized in 1902 and a reservoir was built. The reservoir supplied the town with water until a well and electrical pumping system was added to supplement the reservoir. The water system was sold to the Fire District #1 on October 1, 1928.

## ***Recent History***

The Town of West Rutland celebrated the centennial anniversary of its incorporation in 1986. Between the Centennial and the Millennium, the town has grown and experienced some important changes. Highlights of recent events and developments include: the formation of Rutland West Neighborhood Housing Services; completion of the upper Castleton Watershed project; renegotiation of the shared boundary with Rutland Town; the addition of a

portion of Marble Street to the National Historic Register; merger of the fire district; and purchase of land for public recreation, among many other accomplishments. The town has also updated the bylaws, adopted subdivision regulations, continually updated the Town Plan, undergone an extensive reappraisal, completed parcel mapping and worked hard to improve public services such as water, sewer, fire protection, and education.

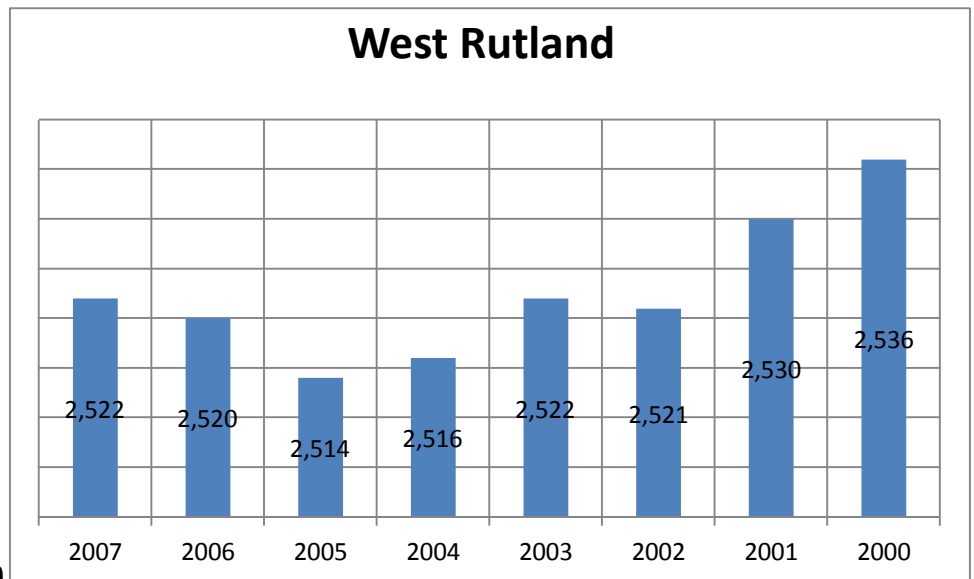
## SOCIO-ECONOMIC INFORMATION

All of the data is based upon the Census; therefore the most recent information is from 2000. Please refer to the Technical Appendix for a more detailed socioeconomic profile. In the future, when the new 2000 Census data is available, the Town of West Rutland will need to analyze its changing demographics and alter the plan accordingly.

### *Population*

The chart below shows the estimated population changes over the past decade in the Town of West Rutland. The population bottomed in 2005. In 2000 the population was 2,535. With subdivision applications being submitted to the planning commission the population will continue to grow.

**Figure 1: Town of West Rutland**



**Population 2000-2007 (estimated)**  
Estimated (US Census Bureau)

### *Age and Social Characteristics* (2000 Census)

The median age of West Rutland residents is 39. The number of school aged children, between 5 and 19 in West Rutland is 532. There are 1,242 males and 1,293 females.

Listed are the four largest ancestry groups of the Town's total population: 428 Polish, 434 Irish, 436 French, 220 Italian.

### *Households*

The number of households in West Rutland increased from 931 in 1990 to 1021 in 2000. The total growth in households, without a significant increase in population, is likely due to the substantial increase in one person households and the decrease in the number of families as a percent of total households West Rutland still has a higher percentage of families relative to total households than the county and the state, even with a greater percent decrease between 1980 and 1990.



## ***Civic Involvement***

There are many active community groups in West Rutland including the Friends of Town Hall, the West Rutland Historical Society, the West Rutland American Legion, Hiram Lodge #101, the Knights of Columbus, the West Rutland Rotary, Sports Booster Club, and the West Rutland Education Network among others.

Voter turnout in West Rutland, or the percentage of registered voters who cast ballots in the general elections, indicates an active community with a high level of participation and community involvement. In the 1998 general election, 58% of registered voters went to the polls and 71% in 1996.

The changing demographic makeup of the Town of West Rutland, while similar to that of the region and the state will undoubtedly affect municipal priorities. The relatively slow growth, increase in the number of school aged children, and smaller households all influence decisions related to public services such as education, recreation, and health.

## **NATURAL RESOURCES: *Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:***

### ***Goal 1***

Identify, protect, and preserve the valuable natural areas within West Rutland.

### ***Goal 2***

Protect and retain the present amount (no net loss) of significant wetlands, waterways and groundwater resources in West Rutland and enhance the recreation and educational opportunities as well as the natural beauty in these areas.

### ***Goal 3***

Maintain high quality groundwater and sufficient yields to adequately serve current and future residents of West Rutland and protect groundwater recharge areas.

### ***Goal 4***

Encourage manmade structures to blend into the natural landscape within the entire Town of West Rutland, but not to include ridgelines which are especially sensitive and shall be restricted from any and all development or manmade structure.

### ***Goal 5***

Avoid any further fragmentation of large woodland areas and other significant natural resources, and also maintain functioning wildlife corridors between major habitats by minimizing the creation of artificial barriers between natural areas.

## ***Agricultural and Forest Land***

Agriculture and silviculture are not only important economic activities in Vermont, but also are the foundation of a highly valued rural lifestyle and a significant factor in the shaping of the landscape. Land capable of supporting agricultural uses requires prime agricultural soils as well as moderate slope, adequate parcel size, and access. Like agriculture, forestry is an important activity in the state and region. Lands capable of supporting forests are critical to the support of silviculture as well as providing wildlife habitat and places for recreation.

Forestlands dominate the north-south ridgelines on either side of West Rutland while agricultural lands are in the outlying valleys along the Clarendon and Castleton Rivers.

### ***Recommendations:***

1. Encourage proper woodland management, and continued connection of woodland areas.
2. Preserve farm and forest lands and maintain the working landscape through conservation and agricultural easements and land acquisition.
3. Development within important agricultural and forested areas should be discouraged. Every effort should be made to site development off these important soils. Clustering or other innovative techniques are strongly encouraged to reduce the impacts of development. Farmers and landowners should be assisted and encouraged to work with the planning commission and other groups to achieve this goal, while meeting their own needs for economic land use.
4. Marketing of local farm products should be encouraged to aid the agricultural economy, as well as, increase access to fresh, healthy, locally grown foods.

## **WATER RESOURCES**

### ***Wetlands***

Wetlands are land areas that are saturated with water at least part of the year and include marshes, swamps, sloughs, fens, mud flats and bogs. Wetlands provide important wildlife habitat, but also provide other benefits such as storing storm water runoff, purifying surface and groundwater supplies, recharging aquifers, controlling erosion, as well as providing areas for recreation.

West Rutland has a significant amount of wetlands. The wetlands are primarily located in the central valley running north-south along the Castleton River, and including areas near the Clarendon and Whipple Hollow Rivers. The Town of West Rutland purchased a total of 223 acres along the Castleton River and the West Rutland Marsh in order to protect and preserve the function and values of the wetland.

In 1986, the Vermont Wetlands Act was passed by the Vermont Legislature. This act required the Water Resources Board to identify and protect the wetlands within Vermont. The laws required buffer zones to surround Class I and Class II wetlands to protect wetland function. These buffer zones are intended to protect the functions of the wetland. Class I and II Wetlands in West Rutland are shown on Map X.

### ***Recommendations:***

1. Add wetlands to the town's priority list for acquisition of land and easements for recreational and conservation purposes.
2. Improve points of access to wetland areas through trails, boat access and vantage points.

### ***Flood Plains***

West Rutland has a large portion of undevelopable land located in the flood plains. The flood plains mirror the wetlands and were originally mapped by the federal government.

### ***Recommendations:***

1. Continue to regulate any type of development in the floodplain, development in areas of high erosion potential (e.g. steep slopes and thin soils) and high susceptibility to surface water pollution (e.g. along wetlands, streams and ponds).
2. Reevaluate the boundaries of the flood plains and seek federal adoption of revised maps.

## **GROUND WATER RESOURCES**

An aquifer is the main ground water source for the Town of West Rutland. The aquifer extends south of West Rutland and is basically a depressed image of the Clarendon River. The two wells, located near the Sabotka Recreation Area at the end of Fairview Avenue, draw the town's water supply from the aquifer. A wellhead protection area has been designated to help protect the water supply from contamination and infiltration of chemicals.

### ***Recommendations:***

1. Protect the aquifer and wellhead area from development to ensure a safe water supply.
2. Ensure that new development and land use activities do not impair groundwater quality or exceed the capacity to supply adequate groundwater yields to existing residents and businesses.

### ***Streams and Rivers***

Surface water resources are abundant in West Rutland and not only provide ecological habitat but also recreational opportunities and visual beauty.

### ***Recommendations:***

1. Improve and maintain water quality.
2. Establish public access, including visual access, to water and shorelines.
3. Ensure that new development near streams or rivers is sited to blend with the natural surroundings and will not disrupt the desired recreational uses, scenery or ecological functions of the stream corridor.
4. Protect surface water quality from new development by maintaining or establishing undisturbed, naturally vegetating buffer strips on their banks. Ensure that adequate erosion control measures are taken if development activities are allowed within the buffer strip.
5. Application of lawn fertilizers and pesticides should be discouraged or controlled along lakeshores and streambeds. Best Management Practices or Accepted Management Practices are strongly encouraged as a means of protecting water resources. Every effort should be made to assist farmers and landowners interested in learning more about and employing these practices.
6. Control the removal of gravel from streambeds and banks through Stream Alteration Permit #404.

## **GEOLOGICAL RESOURCES**

The geological history of the West Rutland had a very important effect on the development of the community. Much of the landscape of West Rutland has been altered by the extraction and use of its geologic resources. West Rutland has many quarries that are no longer active. West Rutland is within the Appalachian region and has as two main parts: the development of the bedrock, including the marble; and the present topography and surface deposits.

### ***Accumulation of Sediments***

During the Cambrian and Ordovician periods of the Paleozoic era (600 to 450 million years ago), more than a mile of sediments accumulated in a slowly sinking unstable belt that extended the length of the present Appalachian Mountains. The sinking was somewhat irregular, and so formations were deposited with some variation in thickness; also, times of erosion removed formations in some areas.

In the West Rutland area, most of the sediments were carbonate rocks: limestone (calcium carbonate) and dolostone (calcium-magnesium carbonate). These sediments were deposited in clear shallow seas. Two types of impurities were formed with the carbonate rocks: clay, which was to become the streaks of green silicate minerals in the marbles; and organic matter, which was to become the fine grained graphite of the blue marble. These impurities were distributed somewhat randomly in the sediments, though some layers had more than others.

To the east, these carbonate rocks graded into detrital sediments (sands and mud) eroded from land areas perhaps a hundred miles to the east. The land areas continued to rise, supplying sands and mud. By Middle Ordovician time, a sheet of mud was being deposited as far west as West Rutland and even Albany; this mud became the slate of the slate belt in Vermont and New York.

## ***Metamorphism of Sediments***

In Middle or Late Ordovician time, the unstable belt stopped sinking. It was as if the land areas to the east rose and moved westward causing a "squeezing" of the sediments in the unstable belt. The solid rocks were folded, and some of them (particularly the marbles) flowed or oozed plastically, becoming thicker in some places and thinner in others. The limestone was metamorphosed to very finely crystalline marbles (locally known as "lime"); and the mudstone became slate. Also, the sandstone and mudstone far to the east slid westward across West Rutland on a thrust fault. The Taconic Mountains, and Herrick and Bird Mountains near West Rutland, are interpreted as parts of this thrust sheet.

***Erosion:*** Following the "mountain building" of Late Ordovician time, we have no geologic record for the West Rutland area until the last million years. Evidently the old mountains wore down, but there may have been later times of "squeezing" and mountain building.

In the last 50 million years the region may have been a land area that was being eroded. Just before glaciation, the land looked about as it does now - the main hill and valleys were there.

***Glaciation:*** In the last million years or less, continental ice sheets oozed slowly southward in several main advances, separated by a melting back of the ice. The glaciers modified the landscape by scouring valleys, smoothing the hills, and depositing glacial drift. The melt water must have been torrential. The valleys of the Castleton River is underlain by a hundred feet of glacial and melt water deposits, these represent the "dirt" that lies on the marble.

Accessible and usable upland tables and gently sloping areas exist, creating the eastern boundary lands of the town. The soils are of the Nellis Amenia Association, which are well drained, loamy, deep, and apt to be stony. The soils are also found in the Whipple Hollow area and in the southeast corner of the town.

***Soils:*** The severely limiting MuckPeat soils of the lower Castleton River Valley and the steeply sloping NassauDutchess soils of the high hills and mountains determine uses for the largest portion of West Rutland's land. Elevation, slope, shallow soils, and fragile vegetation require that extreme care be taken to protect these areas from uses that would promote erosion and change the ecological balance.

A moderately to severely limiting soil of the Strockbridge - Bernardson - Amenia Association lies in the southwest quadrant of the town, bounded in a semicircle from the Clarendon border north to the Castleton River and then east from the Castleton border to the narrow West Rutland Gap. The soils are rocky, loamy, well drained, and deep. They form sloping upland tables useful for rural development and agricultural uses.

### ***Recommendations:***

1. Inventory and digitally map the existing quarries in the Town of West Rutland.
2. Encourage quarry owners to implement safety measures to protect citizens.

### ***Scenic Resources***

West Rutland lies in a valley that provides many opportunities for scenic vistas along the mountainsides surrounding the town. In West Rutland, almost the entire western side has a slope classification greater than 25%. In the northeast part there are also slopes greater than 25% as well as a few small areas located in the southeast part of town. These many hillside views provide a sense of enclosure to this community. Clark Hill, Durgy Hill Ridgeline between West Rutland and Proctor, Hanley Mountain/Grandpa's Knob/Taconic Mountain Range are specific scenic resources to be protected from industrial/commercial development.

Our wetlands play an important role in our ecosystem. They add not only to the scenic beauty of our area, but they add harmony and continuity to our area. In 2002, the Vermont Supreme Court wrote in a summary statement addressing aesthetics and 30 VSA 248, "*Under Vermont's Two-Part Quechee Test, a determination must first be made as to whether a proposed project will have an adverse impact on aesthetics and the scenic and natural beauty of an*

*area because it would not be in harmony with its surroundings.”*

Industrial/Commercial wind turbines will have a significant adverse impact upon the scenic quality of our ridgeline vistas and as such, will have a negative impact on the aesthetics of the community for its residents. Industrial/Commercial wind development in the Town of West Rutland is prohibited.

**Goal 1:**

Encourage landowners to avoid undue adverse impacts on natural areas and scenic resources.

***Water Impact:***

Development in areas with excessive slopes are regulated as they may cause irreversible damage to the natural environment in the form of soil erosion, stream siltation and contamination of ground water. Upland slopes also perform a beneficial function in the replenishment of valley water tables. Rainwater and moisture occurring at higher elevations filters down through forest soils and accumulates in the basins of the watershed. Development of these slopes can result in a reduction of the surface area of absorption for precipitation, thereby degrading the quality of groundwater supplies.

***Recommendations:***

1. To continue to protect mountaintops and ridgelines with development restrictions and regulations utilizing specific Ridgeline Overlays.

## **WILDLIFE AND ENDANGERED/UNIQUE FLORA AND FAUNA HABITATS**

West Rutland has many unique natural areas that provide habitat for a wide variety of wildlife. For example, the Marsh provides a natural environment for numerous species of birds. This excellent, large, cattail marsh is located in the valley of the Castleton River. Birds that have been seen or heard in the marsh include American Bittern, Least Bittern, American Black Duck, and Virginia Rail. Rare birds in West Rutland include the Whippoorwill, Carolina Wren and the Sedge Wren. In addition, several deer wintering areas have been identified, and mapped, in the northern half of West Rutland. These areas are identified by evidence such as bud and bark scars, and droppings.

There are numerous rare flora species within West Rutland. The following plant species are ranked extremely rare by the State of Vermont: Smooth Forked Chickweed, Green RockCress, LargeBracted, Foxtail Sedge, Sharp MannaGrass, Nodding Trillium, American Dragon, and the Douglas Knotweed.

The Taconic Ridgeline and other scenic resources noted above are prohibited from Industrial/Commercial solar or wind project development. The eco-systems with their wetlands recharge wells, provide animals with connectivity and are home to rare flora and fauna species.

***Recommendations:***

1. Develop a strategy to manage and eradicate non-native invasive plants.
2. Maintain and improve wildlife habitat and natural areas in the town and region to the fullest extent possible.
3. Create and protect a functional, interconnected system of habitats within the town that link to similar systems of habitats in the region and state.
4. Consider West Rutland’s major habitat components as areas of regional significance because of their relative scarcity and important role in this portion of Rutland County and interconnectedness with other habitats in the region.
5. Minimize impacts of development on the system of interconnected habitats and the functional qualities of individual areas of biological significance.
6. Help landowners design development proposals that will fully comply with the goals and policies for biological diversity and protection.
7. Protect deer wintering areas from development and other uses that threaten deer habitat.

8. Work with regional organizations, such as the Rutland County Audobon Society, to help promote the health of the marsh.
9. Develop wildlife observation points and recreation networks, such as boardwalks, nature trails and interpretive trails.
10. Support recreational uses of the West Rutland Marsh. Consider protecting and promoting the marsh for educational and ecotourism purposes. Implement strategies to promote the marsh such as Marsh Appreciation Day.

## **AIR QUALITY**

West Rutland lies topographically in a valley running North-South, as well as another running East-West. Air quality is an important consideration in development and planning goals. Weather patterns, especially wind, impact air quality, as well as do sources of pollutant emissions. Air contaminants are regulated in Vermont by the Air Pollution Control Division (APCD) of the Department of Environmental Conservation (DEC). The APCD develops Vermont's State Implementation Plan (SIP), which details how the state will attain and maintain national Ambient Air Quality Standards established under the Clean Air Act.

Like most of Vermont, West Rutland is fortunate to enjoy exceptional air quality. The Town lies within a Class II "attainment" or "clean air" region as defined by Vermont's Air Quality Implementation Plan. As such, moderate changes in existing air quality are permissible, although a maximum level of pollution cannot be exceeded in accordance with Vermont's Air Pollution Control Regulations. Given the absence of large scale pollution generators in the community, local air quality concerns are limited mainly to emissions from traffic, especially traffic congestion and associated idling at busy intersections, heating systems (e.g. woodstoves) and some agricultural practices. While no existing problems have been identified, the cumulative effect of these sources may increase with additional growth and may have a greater impact on air quality in the future. Efforts to avoid periods of congestion, such as at Route 133/4a and the Route 4/4a intersection can help to maintain local air quality.

### ***Recommendations:***

1. Address air quality requirements in Town Zoning By-Laws.
2. Keep informed of development plans outside of West Rutland that may affect the Town's air quality.
3. Inform and instruct citizens of applicable air quality laws, such as the Open Burning Ban.

## **COMMUNITY FACILITIES, UTILITIES AND SERVICES: *Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:***

The West Rutland Town Plan shall promote and encourage the development of an integrated and efficient utilities infrastructure system to provide the services required by both commercial users and residents. This section contains information on emergency management, police service, fire protection, education, health and human services, water and sewer supply, solid waste, the public library as well as public land and buildings.

### ***Recommendations:***

1. Ensure that the rate of growth does not exceed the ability of the community, or the region, to provide the desired level of facilities and services.
2. The construction, expansion, or provision of public or private community facilities and services should be consistent with the goals and policies of this plan. We strive to contribute to the desired land use pattern of a central, compact town center located around the Marble Street Historic District extending down Route 4A, Main Street, and clustered development.
3. Consolidate community facilities – such as the maintenance facilities for police, fire and public works vehicles – to ensure the efficient use of town resources.
4. Create a land use pattern of relatively densely settled villages and clustered development radiating from the town center that may be efficiently served by community facilities and services.

# EMERGENCY MANAGEMENT

## ***Existing Conditions***

In February 1992, the Town of West Rutland Selectboard organized the West Rutland Emergency Management Division and appointed an Emergency Management Director to coordinate the efforts of all town departments and outside agencies to mitigate a disaster.

## ***Recommendations:***

1. Revise and review the West Rutland Rapid Response Plan on an annual basis.
2. Organize backup power for designated shelters.

# POLICE SERVICE

## ***Existing Condition***

The Town contracts its police services with the Rutland County Sheriff's Department. There is a deputy sheriff on duty in West Rutland a minimum of (8) hours daily each day of the year. Two deputies are assigned to West Rutland on a routine basis, one is on duty 40 hours weekly and the other is on duty 16 hours weekly. During other times, police service is provided by State Police or the Sheriff's Department, depending upon personnel availability. The purpose of the law enforcement is crime prevention, stolen property recovery, protection of life and property, as well as public education and community service.

The deputies have office space in the Town Hall, but their main headquarters is the Sheriff's Department on Wales Street in Rutland.

## ***Recommendations:***

1. Develop a collaborative organization with surrounding municipalities for joint police services.

# FIRE PROTECTION

## ***Existing Conditions***

The West Rutland Fire Department provides 24hour primary emergency response to the entire Town of West Rutland and belongs to the Rutland County Mutual Aid Network which provides support services to other towns in the county. The Department is housed within one fire station located at 217 Marble Street.

The Department has two fire engines ("pumpers"), one modular utility and transportation vehicle, and one four-wheel drive mini-pumper lighting vehicle. The Fire Department recently acquired vehicle extraction equipment and various new equipment via homeland security grants.

The Department is staffed by approximately 16 volunteer firefighters and is administered by the Fire Chief, an elected position approved by the Selectboard, and assisted by a First and Second Assistant Chief. The Fire Department is funded by a town wide fire tax, set to meet the annual operating budget and supplemented by a Truck Replacement Fund. In addition to the preservation of life and property, the West Rutland Fire Department also provides a fire prevention education program in the public schools annually during Fire Prevention Week.

All firefighters receive initial training within their first year of service through the Vermont Fire Service Training Council Program. Intradepartmental training is held weekly during the months of May through September and monthly the rest of the year. In addition, firefighters attend various state and regional firefighting courses and training.

Emergencies are reported through the state's 911 system and the information is relayed electronically to the Vermont State Police in Rutland who then dispatch the Fire Department. The average response time for the West Rutland Fire Department is approximately three minutes.

**Recommendations:**

1. Replacement of the four wheel drive utility and lighting vehicle with a four wheel drive mini pumper. This will allow for adequate response to emergencies requiring both rescue and fire suppression.
2. Explore the possibility of a shared maintenance and storage facility with the town highway and police vehicles.
3. Continue to educate the public on fire safety and prevention.

## EDUCATION

**Existing Conditions**

The citizens of West Rutland have many educational options available to them ranging from private facilities, the local school system for children grades K12, and several institutions for pursuing advanced degrees in neighboring towns.

**Preschool Care:** There are currently six registered day care facilities in West Rutland.

West Rutland Public School – Grades K12:

The public school building, located at 713 Main Street, was originally built in 1928 and had an addition in 1974. Recently, 2,900 square feet of new space was added and another 4,000 square feet was renovated. The entire school building is handicapped accessible.

The school building and adjacent fields, a total of 20 acres, are used extensively by the students and the citizens of West Rutland. Additionally, the public uses the two fields when school is not in session.

Children use the playground at all times. There are also Boy Scout and Girl Scout meetings held at the school.

**Enrollment:** A comparison of student enrollment figures is shown in the chart below.

**Figure 2: West Rutland School (K12)**

**Enrollment**

							Fiscal Year 2009-2008	Fiscal Year 2008-2009	Fiscal Year 2000-2009	Fiscal Year 2005-2009
	Total 2000	Total 2005	Total 2006	Total 2007	Total 2008	Total 2009	Incr/Decr	%Growth	CAGR	CAGR
Statewide total	104,559	98,361	96,636	95,481	94,114	92,572	(1,542)	-1.64%	-1.34%	-1.51%
West Rutland	456	407	384	399	385	370	(15)	-3.90%	-2.30%	-2.35%

**Source: Vermont Department of Education**

**Funding:** The West Rutland school system is supported by local property taxes and by state aid to education.

Higher Education: In the neighboring towns there are a many educational institutions offering a variety of advanced degree programs, such as St. Joseph’s of Rutland, Castleton State College, Middlebury College, Green Mountain College, UVM Rutland Campus and Vermont Community College.

Local vocational training opportunities are available for high school students and adults at the Stafford Technical Center in Rutland, The Carving Studio in West Rutland, as well as, some local businesses and employers, such as the Rutland Regional Medical Center and General Electric. The Vermont State Library also offers its Universal Class Online Program in a wide area of educational interests.

**Recommendations:**

1. Continue to foster cooperative efforts between the school, town, area businesses, and community.
2. Collaborate with the town to complete the restoration of the town hall.



3. Begin work on an educational foundation to seek out alternative sources of funding for school initiatives.
4. Collaborate with area colleges to build a K6 educational experience for students.

## CHILD CARE

Ensuring accessible, affordable and quality child care is an integral part of any community. Most young families today require some type of child care outside of the home. Recognizing this reality, child care is a critical community need. Seven licensed child care providers exist in West Rutland. Five are registered homes and two are school based. An additional 105 child care providers exist within a 10 mile radius. Appropriate and affordable child care is a vital part of a community's future. Child care may well be a factor in the future growth. Child care availability will attract families to live in West Rutland and purchase property. The 10 mile radius reflects child care opportunities where parent(s) might use them when they commute to work.

## HEALTH AND HUMAN SERVICES

### *Existing Conditions*

The residents of West Rutland have access to a variety health and human service providers in the town and neighboring communities, primarily Rutland City. Examples of agencies, facilities and private practitioners are:

***The Rutland Area Visiting Nurses Association*** – a not-for-profit home health agency; provides in home nursing and therapies.

***Vermont Department of Health*** – provides health care services through established federal and state programs including: WIC (Women, Infants and Children), Child Development Clinics, Care for Pregnant Teens, Partners in Health, and Well Baby Clinics among others.

***Rutland Mental Health*** – offers comprehensive mental health and substance abuse outpatient services for children, adolescents, and adults. The Community Services Program assists people with developmental disabilities.

***Rutland Regional Medical Center*** – the second largest hospital in Vermont provides acute Medical care as well as specialized services to residents throughout the Rutland Region.

***Castleton Family Health Center*** – a local multispecialty group practice providing quality, patient centered health care services in all areas of the county through the Rutland Region Physician's Group of the RRMC.

***Porter Hospital*** - affiliated with the Middlebury Porter Hospital; to be opened in Brandon at the former Training School (now Park Village).

Additional services available to West Rutland residents are: the Regional Ambulance Service, Southwestern Vermont Council on Aging, Women's Network, Adult Education Services, and Health share.

High decibel audible noise has many proven adverse human health impacts and the town should have appropriate zoning regulations. Low decibel audible noise has more of an annoyance factor and if long term, can result in a loss of mental and social well-being. Low decibel noise can cause sleep deprivation and its many concomitant health effects. These effects are more noticeable in rural areas where background noise is low. The Town should have appropriate zoning regulations for low decibel noise levels at night. In addition, potentially harmful human health issues, primarily related to non-audible noise (infrasound), are a concern.

### *Recommendations*

1. Participate in developing and maintaining the agencies and services currently available. (Examples of these programs are: the Success By Six program, parenting courses and services, One to One for the elderly, as well as afterschool, weekend, and summer programs for children and families.) Support the Health Officer and Community Services Officer positions and further development of services.
2. Promote collaboration with schools, law enforcement agencies, and health and human service agencies in evaluating needs and services.
3. Provide a variety of recreational activities and opportunities within the town through the recreation department.

# WATER SUPPLY

## ***Existing Conditions***

Water supply and distribution in West Rutland is provided by the Water Department and is governed by the Selectboard and supervised by the Town Manager. The West Rutland Fire District #1 and the Town of West Rutland merged in 1999 to form a joint board under the auspices of the town. The Water Commissioner operates the water system and is licensed by the State of Vermont Agency of Natural Resources.

The aquifer, from which all the water is drawn, is located near the Sabotka Recreation Area at the end of Fairview Avenue. Two wells pump the water for the entire system in a designated wellhead area. Well #2, drilled in 1984, is a secondary pump and can supply 357 gallons per minute, while Well #3 drilled in 2004 is now the primary pump and can supply 454 gallons per minute. Backup power supply was installed in 2004 to both wells for the use during a prolong power outage. There is an 830,000gallon water storage tank built in 1985 on Durgy Hill and a 190,000 gallon water storage tank was built in 2004 on Clark Hill to supply adequate capacity to the town for daily use and fire protection and to handle future expansion.

The town reservoir, off of Dewey Avenue, was closed in 1986 due to contaminated water samples. The Town of West Rutland has water supplies in excess of current demand; the water supply is expected to permit the moderate population increases and planned system expansion without adversely affecting the existing quality of service.

West Rutland Water Supply (19902005)

Current capacity = .68 MGD

Current demand = .29 MGD

Nearly 900 housing units are served by the water system and all are metered with backflow devices in place. The water meters are read biannually with a radio read system.

## ***Recommendations:***

1. Protect the water source and wellhead area to ensure a safe water supply for future generations in West Rutland.
2. Implement the Source Protection Plan.
3. Conserve watershed lands and purchase them when they become available.
4. Consider the construction of a water filtration plant if needed in the future.
5. Continue to upgrade the water distribution system.
6. Map the entire water distribution system to determine the location, size and materials used, waterline valves and location of fire hydrants with fire flow rates.
7. Encourage the conservation of water in the town.

# WASTEWATER TREATMENT FACILITIES

The Town of West Rutland provides wastewater collection and treatment facilities to over 950 residential, commercial and industrial users. Although this number of users serves the population within the central town core area, there are still many users in the outlying sections that currently use onsite septic disposal means.

The majority of the wastewater collection system was constructed as part of the USEPA Clean Water Act requirements. The facility started operation in 1971. Since this time, expansions resulting from growth due to development, required a new facility to be constructed, and the current treatment facility, came on line in May of 2000.

The current facility uses the concept of Sequential Batch Reactor technology, or *SBR*. Simply stated, this process combines the process of wastewater treatment to take place within one tank, versus, separating out the process into several other treatment vessels. This effectively reduced construction costs of the project, while allowing the best treatment option to be chosen for the town's specific application. The facility can accommodate a "treated"

capacity of up to 450,000 gallons per day by design. This is substantially higher than the old plant, and is designed to handle growth of the town for many years to come.

The most favorable addition to the new facility is the use of ultraviolet light for disinfection of the final treated effluent before going into the Clarendon River. This process replaces the old system of using Chlorine and Sulfur Dioxide gases for disinfection, and certainly is a much safer way to operate the facility.

The final waste product produced from the facility process is "sludge". The town currently transports this final product to the Rutland City wastewater facility for further dewatering and disposal. A backup option also exists. In the event the primary disposal site is not available sludge will be transported to the Glens Falls, New York facility for disposal.

***The Town of West Rutland Wastewater Department provides the additional recommendations during this next reporting period:***

1. Continue to promote "user" awareness on the proper disposal of cooking greases in the home.
2. This item would reduce costly sewer line flushing and vacuuming.
3. Emergency outage power plan
4. Continue and improve department's preventative maintenance program.
5. Continue locating sources of infiltration into the collection system and work with users to disconnect all sump pumps that are tied into the collection system.

## **SOLID WASTE**

***Existing Conditions:***

West Rutland residents are responsible for personal solid waste removal by either hiring a trash hauler, or bringing their trash to a commercially operated drop off location. The decision to require residents to be responsible for their own waste was made after an extensive study of solid waste costs in West Rutland.

After the landfill was closed in 1987, this private management of waste was considered the most cost effective method of disposal. A transfer station in West Rutland would be too expensive to build and maintain, causing a raise in taxes. A list of haulers who service West Rutland is available at the Town Hall.

The town belongs to the Rutland County Solid Waste District which allows the residents to purchase transfer station stickers enabling them to transport their own waste and dispose of it at a Rutland transfer station. There are also private transfer stations in Rutland which charge a flat fee per bag.

Recycling efforts have increased greatly in the last few years. On the last Saturday of each month at the town garage, the residents of West Rutland can bring their waste oil, paper, magazines and automobile batteries. They can also bring their recyclables such as glass, cans, newspapers, plastics, and cardboard to one of the Rutland County Solid Waste District's transfer stations for recycling. There are also other companies in Rutland where recyclables can be brought.

Local officials consider the current solid waste management system adequate. There are no plans in the near future for a town transfer station, landfill or incinerator due to the high expense to meet all of the state and Federal standards.

***Recommendations:***

1. Continue to be an active member of the Rutland Solid Waste District.
2. Educate the public to expand their recycling activities.

# THE WEST RUTLAND FREE LIBRARY

## ***Existing Conditions***

The West Rutland Public Library, 595 Main Street, provides information, education, recreation and cultural resources. Library hours are M, W, F 1:30 – 5:00 pm and T, Th. 1:30 – 7:00 pm. During the summer there is a reading program for children and throughout the year, books are delivered to those unable to visit the library in person. Various clubs and private parties throughout the year also use the community rooms.

The library had 9,620 books by the end of 2004 and acquired 653 new books over the past year. The library also has numerous periodicals and videos available. The West Rutland Library borrows a collection from the regional library in Berlin totaling 460 books in the past year. Interlibrary loans are requested through the State Library. The library has two computers installed for public use, one with Internet access.

There are three part-time staff and a custodian. All parking for the library is on street.

The library is funded by the Town of West Rutland and the Proctor Memorial Fund and is run by a committee of Trustees.

## ***Recommendations:***

1. The library is currently addressing the need for handicapped accessibility.

## COMMUNICATIONS

Since the adoption of the West Rutland Town Plan, there have been significant changes in the communications industry – both in telephone service and cable TV services. The pace of technological changes has taken us from basic analog telephone service of just a few years ago to the availability of advanced services like; high speed, broadband digital telephone and data services; a variety of choices for Internet Service Providers; increasing use of email and electronic messaging for both public and private communications and the latest technology Voice over Internet Protocol (VoIP)

### ***Telephone***

The traditional wire based telephone service providers continue to provide the largest share of communications service in the town. Fair Point Communication, which services West Rutland, provides digitally controlled local telephone service and is computer operated. Additionally, Comcast, formerly Adelphia Business Solutions, can provide local telephone service in the town. The latest additions for a local service provider market are VoIP providers like Vonage and Verizon DSL Voice Power. There are several different long distance companies that the residents of West Rutland can choose. There is significant growth of “Wireless” service in the area with cellular telephone service supplementing and or replacing tradition wire local and long distance services. The growth of cellular service and the potential for “wireless” broadband (i.e. internet service) will provide opportunities for continued growth in areas like home based business and small entrepreneurial operations in the town.

### ***Cable Television***

Comcast with regional offices in Rutland, Vermont is the cable television supplier to West Rutland.

Comcast has been serving West Rutland since 1959. Comcast provides underground installations as well as the above ground wiring. In West Rutland, almost the entire town has access to cable television.

Satellite dishes in West Rutland are considered structures and permits must be obtained for those individuals who wish to have one. However, as the satellite technology advances and smaller less esthetically intrusive collection dishes are required, the town will work to encourage alternative communications technologies to help reduce reliance on a dedicated wire based technology and the supporting Telephone / Power pole distribution network.

***PUBLIC LANDS AND BUILDINGS: Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:***

There are 33 parcels of land in West Rutland, which are publicly owned. These parcels may be directly owned by the town or under the ownership of public entities, such as the school system. See the table on the next page for a list of all publicly owned land in West Rutland.

***Recommendations***

1. Continue to use town owned property to benefit the citizens of West Rutland.
2. Consider public investment in the rehabilitation of downtown West Rutland. Redevelopment should serve commercial, industrial, residential, or open space (town green) needs.
3. Encourage public use of the Town Hall
4. Promote eco-tourism, education, and recreational uses for the West Rutland Marsh.
5. Encourage public “Greenup” participation and programs.
6. Develop a tree planting strategy in town Right of Ways working in conjunction with the Tree Warden.
7. Preserve and enhance the Historical District.

**Figure 3: West Rutland, Town owned  
Parcels Property Address Acreage**

Town Hall	35 Marble Street	.56
Town Garage	265 Ross Street	.83
Sewer Treatment Facility	336 Clear Water Blvd.	6.20
Town Land	969 Clarendon Avenue	110.30
Town Land (Trolley ROW)	199 Barnes Street	
Town Land (Trolley ROW)	Between 4A and 4	
Town Land Corner	Castleton Road and Whipple Hollow Road	.90
Town Wetlands	1500 Whipple Hollow Road	152.00
Town Pocket Park.	118 Marble Street	16
Town Biennial Park.	361 Marble Street	07
Town Recreation Park	380 Fairview Avenue	34.10
Town Pump Station	175 Barnes Street	.02
Town Pump Station.	100 Baxter Street	.36
Town Pump Station	972 Clarendon Avenue	.10
Town Pump Station	40 Elm Street	.11
Town Pump Station	145 Harrison Avenue	.29

Town Pump Station	1058 Main Street	.01
West Rutland Fire Station	217 Marble Street	.22
Water Dept. Water Tank	700 Old Town Farm Road	1.40
Water Dept. Watershed	1899 Clark Hill Road	322.00
West Rutland School	713 Main Street	14.10
Old School Lot	Whipple Hollow and Pleasant Street	.50
West Rutland Library Association	595 Main Street	.25
West Rutland Cemetery.	1604 Main Street	90
West Rutland Cemetery	Pleasant Street	
Whipple Hollow Road Cemetery	Bristol's Road	
Old Town Farm Cemetery	North Lane	

**TOTAL:** 645.38 acres

**ENERGY:** *Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:*

The plan shall encourage energy efficiency, recycling, innovative house siting where applicable, and encourage renewable and alternate power and fuel sources within the Town of West Rutland in cooperation with other organizations.

**Goal 1**

Conserve renewable and nonrenewable energy resources.

**Goal 2**

Lower the cost of purchased energy by creating fuel purchasing coops for fuel oil, propane, electricity (after deregulation), and firewood.

**Goal 3**

Investigate possibility of alternative sources of energy and encourage energy efficiency through innovative solutions by both businesses and residences, providing they do not conflict with other aspects of the Town Plan.

**Goal 4**

Create settlement patterns that reduce travel requirements for work, services, shopping and recreation  
 The residents of the Town of West Rutland use a variety of energy sources. According to the 1990 Census, the majority of the housing units in West Rutland use fuel oil as the major heating source. Fuel oil, kerosene, and other similar fuels are used in 75.2 % of the units in West Rutland. Bottle, tank or LP gas is used by 10 % of the housing units and is the second largest source of heat. Electric energy is the third major source, which is used by 3.4% of the units in West Rutland. Solar energy and wind power are not utilized to any significant extent.

## **ELECTRICITY**

Green Mountain Power (GMP), a Canadian company privately owned by GazMetro, serves the Town. There are also electrical facilities in Town owned by Vermont Electric Power Company (VELCO). A substation on Barnes Street supplies the electrical distribution system in West Rutland. The transmission system that supplies the area consists of two 46,000 volt lines; one from the Rutland area and one from the Poultney area. In emergency situations the Green Mountain Power system can be supplied from Proctor transmission lines. There are two major transmission corridors and a transmission substation owned by VELCO. The east-west corridor is a 115kV tie from New York State. The north-south corridor is a line from Vermont Yankee Nuclear Plant to the Chittenden County area. The segment from Vermont Yankee to the West Rutland substation is built and operated at 345kV, and the segment from West Rutland to Chittenden County is built and operated at 115kV. The project to extend 345kV to the New Haven, Vermont area is complete. The existing 3-phase distribution covers most of the existing urban compact that is zoned industrial and/or commercial. According to a VELCO study the region has adequate power until 2038 without any further development.

Present Vermont Tariff structures require that developers pay the cost of extending or upgrading electrical facilities to serve the developments. Subdivision regulations require that energy conservation be considered in the planning of developments. Easements must be made for the extension of private utilities such as telephone, electricity and cable television, and public utilities such as water and sewerage where available. Programs, such as Efficiency Vermont, have been developed to further electric conservation for residential, commercial and industrial customers.

## **NATURAL GAS**

Currently, natural gas is not available in West Rutland. There have been many proposals over the years for a natural gas pipeline in Vermont. The town might support natural gas as an alternative energy source/option for both residents and commercial users, but none of the current proposals have any benefits for the citizens of West Rutland.

## **ALTERNATIVE ENERGY RESOURCES**

Utility scale wind or solar, also referred to in this Plan as industrial/commercial wind or solar, is defined as any project that would fall under 30 VSA § 248 and residential wind or solar projects are those which would fall under 24 VSA § 4412, as well as under any of the restrictions within this Town Plan.

### ***Wind, Solar and Water***

Solar energy is commonly used for water and space heating. Some use passive solar design to reduce home heating costs by up to 10%. Any alternative energy source should be properly sited, appropriately scaled and implemented in a way as to not conflict with any other portion of the Town Plan. Any industrial/commercial-scaled project should also utilize the input of the citizens of West Rutland and adjacent towns. Industrial/Commercial wind projects are prohibited.

In order to maintain the scenic vistas and aesthetics so important to the character of the community, alternative energy sources, such as wind and solar, should be limited to residential and small agricultural usage. Commercial/Industrial wind development is counter to the aesthetics of the community and is prohibited.

The potential for waterpower exists and should be explored and encouraged if found to be economically feasible.

***Recommendations:***

1. Make public buildings models of energy efficiency.
2. Publicize information available from Rutland West Neighborhood Housing Services for energy efficiency testing and loans to use toward insulation, windows, etc.
3. Support opportunities for walking, cycling and other energy efficient, non-motorized alternatives to the automobile. (Endorse the proposal for the West Rutland Bicycle Pedestrian Path -March 2, 2000).
4. Support alternative energy sources such as residential-scale wind, water, and solar power or methane gas, provided that they do not conflict with any restrictions in this Town Plan.

**RECREATIONAL, CULTURAL, AND HISTORICAL RESOURCES: *Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:***

West Rutland’s historical legacy, especially the marble industry, has allowed for unique nexus of historical, cultural, economic, and recreational opportunities. The remains of the once booming quarries have fostered the growth of an arts community focused on marble carving and sculpture. An integration of the recreational facilities in West Rutland, such as bikeways and pedestrian paths, with the historic and cultural resources in town will likely contribute to economic vitality.

***Recreation Goals:***

***Goal 1***

Provide a range of recreational activities for town residents.

***Goal 2***

Improve and expand existing recreational facilities and programs.

***Goal 3***

Support the construction of a community center with recreational facilities for the public.

***Cultural Resources Goals:***

***Goal 1***

Support the growth of arts, historic, and other cultural organizations in West Rutland. Form a cultural committee to actively promote the cultural resources and local arts community.

***Goal 2***

Promote the ethnic traditions and values that give West Rutland its character and make it a special place to live.

***Goal 3***

Recognize the town’s cultural resources and historic settlement pattern as a significant, nonrenewable resource that creates a sense of place and community well being.

***Historic Resources Goals:***

***Goal 1***

Protect and preserve significant historic structures, sites, or districts as well as prehistoric archaeological sites within West Rutland.

***Goal 2***

Continue to restore the historic Marble Street District. Create a special zoning overlay to incorporate architectural and historic preservation requirements into the zoning regulations.



### **Goal 3**

Increase the community awareness of the role West Rutland has played in historical military conflicts (French, Indian and Revolutionary Wars among others) both geographically and by its inhabitants.

## **RECREATION**

### ***Existing Conditions***

The Town of West Rutland has some public recreational facilities and offers a limited number of recreational programs and activities within the community. There is a recreation park on Fairview Avenue (Sabotka's), and the area behind the West Rutland School. The recreation park consists of a t-ball/mighty mite field, walking trail, ball field, soccer practice field, picnic area, a small building with facilities, and a seasonal skating rink. The area behind the school consists of baseball, softball, and soccer fields, a basketball court and two tennis courts. The town recently purchased a large part of the West Rutland Marsh with the intention to develop compatible recreational uses there in the future.

There are many informal recreation opportunities in West Rutland. Outdoor recreational opportunities include access to hiking, snowmobile, and four-wheeling trails. Many people enjoy fishing, birding and canoeing in the marsh and Hanley Mountain is recognized as one of the best hang-gliding mountains on the East Coast.

Since the last plan update, a West Rutland Recreation Committee was formed to help expand the recreation opportunities for town residents. The Recreation Committee intends to expand programs for citizens of all ages, especially programs that would bring people together and allow the senior citizens to share their wealth of knowledge with the children of the community. The Recreation Committee has organized a youth soccer program; involved local children in skiing and snowboarding, and improved the skating rink. A major goal of the Committee is to construct a community center that would include recreational facilities as well as community meeting space.

### ***Recommendations:***

1. A paid position within the town for a Recreation Department Coordinator.
2. Write a *Recreation Master Plan* for the Town of West Rutland.
3. Do a feasibility study to purchase a large piece of property and construct a community center and community pool.
4. Construction upgrade to the Auditorium at the Town Hall to be utilized by all organizations throughout the community.
5. Upgrades and expand the recreation fields on Fairview Avenue (Sabotka's).
6. The construction of the bike paths/greenways and trails for walking, hiking, biking, etc.
7. The proposal for the West Rutland Bicycle Pedestrian Path - March 2, 2000 has been complete.
8. Support recreational uses of the West Rutland Marsh. Consider protecting and promoting the marsh for educational and ecotourism purposes. Implement strategies to promote the marsh such as Marsh Appreciation Day.

## **CULTURAL RESOURCES**

### ***Existing Conditions***

West Rutland has a variety of cultural resources and a growing artists community. The most prominent resource is the Carving Studio and Sculpture Center. This is a working facility founded by sculptors to promote and teach sculpting arts and to enhance and attract an international community of sculptors. Many participate in one of the numerous workshops, or arrange for highly individualized instruction. Others use studio space under various arrangements. Many other cultural resources are located nearby. In Rutland, St. Joseph's College offers various cultural activities throughout the academic year, many of which are open to the public. Castleton State College also offers cultural opportunities such as the annual Summer Festival of the Arts. Recently, the Paramount Theater opened in downtown Rutland. There are many galleries, concerts, and arts festivals in and around the Rutland

area. Community volunteer service organizations are also an important part of the cultural opportunities of the West Rutland community. These organizations include interests such as fundraising, ancestral heritage, religion, economic development, youth, social service and education. The churches of West Rutland, of which three remain, were focal points of the community and continue to contribute many social and community services as well as serve as historic resources.

***Recommendations:***

1. Encourage community art projects, cultural events, festivals and cultural tourism. Enter into partnerships with the local artist community for various projects (such as park improvements, downtown redevelopment, events, etc.)
2. Utilize public facilities and space as venues for visual and performance artists, historical exhibitions, and cultural events whenever possible.

## **HISTORICAL RESOURCES**

***Existing Conditions***

West Rutland is known for its historical background, especially that which centers around the marble industry. West Rutland has 100 architecturally and historically significant buildings. Although most of these buildings are residential, there are many historic churches, stores and civic buildings.

Part of this legacy is the Marble Street Historic District, which encompasses the historic commercial core of West Rutland. This district consists of nineteen buildings of which ten are commercial blocks, four are houses, and the remainder is barns/garages. The entire West Rutland Historic District still retains its integrity of design, setting, materials, workmanship, feeling, association, and location.

In 1988, the Vermont Division for Historic Preservation published a series of booklets entitled The Historic Architecture of Rutland County, detailing the historic building in West Rutland.

***Recommendations:***

1. Identify location of marble quarries and map (with names) to preserve historical natural resources.
2. Support the collection of marble memorabilia for marble history museum, or forming of local historical society.
3. Preserve town archives and historic photographs.
4. Encourage the restoration of historic public buildings such as the Town Hall and adaptive reuse of privately owned historic structures.
5. Find a permanent home for the West Rutland Historical Society.

## **HOUSING**

West Rutland has an existing settlement pattern typical of New England Towns. Most of the commercial activity density residential development is in and near the historic core of the community. Development density decreases and transition into agricultural and recreational uses radiating out from the center of town. New development typically occurs towards perimeter of the village area and along the major roads.

West Rutland has housing needs influenced by state and national trends but that are also unique to Rutland County and its location near one of the largest cities in Vermont. West Rutland is a bedroom community for Rutland's businesses. There are only 864 living units for a population of (2,553) and 53% of the housing stock was built before 1949. With a population of 15% senior citizens there are only 12 units of Elderly Housing Rental, no assisted living units facilities and no "Down sized housing" Planned Unit Developments for the Baby Boomers.

**Recommendations:**

1. The Town of West Rutland should continue to support the efforts of area housing agencies and private developers to provide safe and affordable housing and ensure an equitable distribution of affordable housing throughout the community and a variety of housing options for all household types.
2. Use leverage of financial loan products and grants from housing agencies such as Neighborworks of West Vermont (NWV) to make buying homes affordable and renovations of existing housing stock.
3. Protect the integrity of the community and show sensitivity to existing neighborhoods by continuously reviewing and updating the existing zoning and subdivision regulations.
4. Encourage property development for Senior Citizens/assisted living facilities also for subsidizing housing for the senior citizens and assisted living facilities and independent living units for rental or ownership.
5. Work diligently to expand the Grand list in order to lower the tax burden for the residential tax base.

The median income is \$41,955 and the average price of a single family home for 2007 is \$166,953. Median household income shows that it is difficult for town's people to purchase homes.

The issuance of building permits for new construction as well as home sales data are an indicator of trends in the area's housing market. The number of housing permits issued since 2003 is shown in the chart below

Overall, new housing development seems to be occurring at a moderate pace, as inventory/market makes it available.

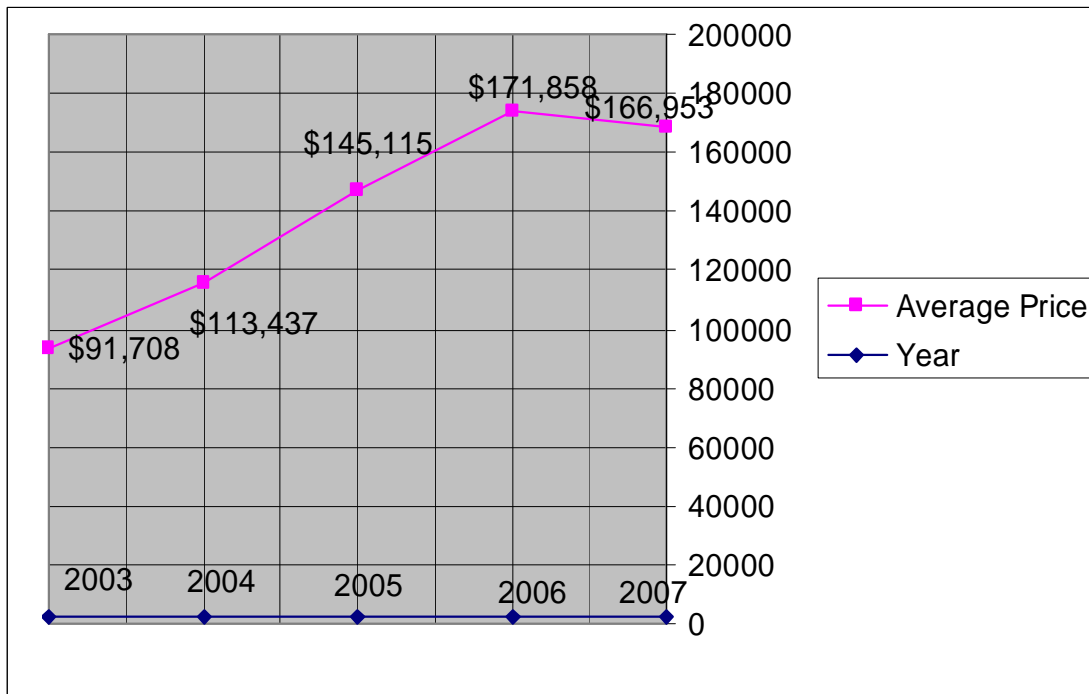
**Figure 4: Single-family Residential Building Permits Issued**

<b>Year</b>	<b>Number of permits Issued for new single family homes</b>
<b>2000</b>	<b>4</b>
<b>2001</b>	<b>3</b>
<b>2002</b>	<b>3</b>
<b>2003</b>	<b>5</b>
<b>2004</b>	<b>3</b>
<b>2005</b>	<b>7</b>
<b>2006</b>	<b>6</b>
<b>2007</b>	<b>4</b>
<b>2008</b>	<b>3</b>

## West Rutland 1999 – 2004

The number of home sales per year between 1999 and 2004 are juxtaposed with the median sale prices in the next chart. This data is for single family homes only and does not include multifamily units.

**Figure 5: West Rutland Home Sales 2003-2007**  
**Median Price and Number of Sales**



### ***Special Needs Population:***

The mentally disabled, homeless, physically handicapped, single parents and elderly persons are considered as the special needs population West Rutland has 20% of its population falling into this category. Planned Unit Development Housing with subsidized rent would play an important role in furnishing housing.

### ***Housing Affordability***

The Department of Housing and Community Affairs defines the term affordability as follows: Housing is affordable when households with incomes at or below the county median income pay no more than 30% of their gross income on housing costs. Affordable housing is usually available in the form of rental housing although some single-family homes occasionally meet affordability criteria. Some homes that appear affordable require costly improvements in safety and energy, which increases the real cost of the home, shifting it out of the affordable range. The town is fortunate to have Rutland West Neighborhood Housing Services based in the community to provide affordable housing both in the rental and single family areas. RWNHS has been providing technical assistance, low cost and no cost improvement loans, purchase assistance to low income first time buyers. The Rutland County Community Land Trust has also been active, helping to make certain properties affordable for low income residents through land purchase.

### ***Future Housing Needs***

If history is an indication of future trends, West Rutland should experience a continued slow steady growth in housing and housing demand. A moderate growth in population, coupled with a decrease in persons per household along with socioeconomic factors such as growth in the elderly population and more single parent households will likely produce a demand for more housing options. These could include: more rental options, smaller housing units, and specialty housing such as assisted living communities.

## ***NeighborWorks® of Western Vermont***

NeighborWorks® of Western Vermont formerly known as Rutland West Neighborhood Housing Services, Inc. is a community based nonprofit

The issuance of building permits for new construction as well as home sales data are an indicator of trends in the area's housing market. The number of housing permits issued since 2003 is shown in the chart below. organization which revitalizes and maintains the integrity of neighborhoods in the counties of Rutland, Bennington and Addison through a program of homeownership education, financial counseling, foreclosure prevention, inspection services, housing rehabilitation and acquisition. NeighborWorks® of Western Vermont in the 20 years of business (1985-2005) loaned \$9,398,048 and assisted 704 families in Rutland County. West Rutland residents have benefited in the investment of \$805,858 of those dollars.

In 1985, NeighborWorks® chose to define its initial neighborhood as the old Marble Street neighborhood for possible renovations. The focus as always has been to reverse the decline of Marble Street. In 2004 NeighborWorks® completed the renovations of the Kazon building on Marble Street, allowing six families to find safe and affordable housing as well as creating office space for NeighborWorks® and a Community Room for the benefit of the community.

## ***ECONOMIC DEVELOPMENT: Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:***

The economic development of West Rutland greatly affects the overall well being and progress of the community. Encouraging the development of commercial, retail, service, manufacturing and industrial resources and facilities in the region contributes to a sound and diverse employment base, which benefits the population.

The encouragement of efficient commercial and industrial development is crucial to the goals of 24 CH. 117 (the "Act"). This act balances the conservation of recreational opportunities afforded by the State's hills, forests, streams and lakes and the wise use of the State's nonrenewable earth and mineral resources with the continued health of the general population.

### ***Goal 1***

To strive for a diversified local economy.

### ***Goal 2***

To improve existing commercial and industrial zones by extending sewer, water, and other necessary infrastructure elements that encourage successful business development.

### ***Goal 3***

Encourage future retail activity to locate in current retail use areas such as Marble Street and Westway Mall, in order to preserve the "central hub" characteristic of the town and minimize the negative impact of increased traffic.

### ***Goal 4***

Encourage new industry that offers stable local employment opportunities and is responsible in terms of environmental and "quality of life" concerns.

### ***Goal 5***

Encourage professional services to locate in the area.

### ***Goal 6***

Encourage the promotion of the Historic Marble Street District and the artist community.

### ***Goal 7***

Increase marketing activities, economic development tools, and “urban design” to encourage business growth in designated areas such as the Marble Street District, the West Rutland Industrial Park, and the former Vermont Marble Company properties.

### ***Goal 8***

Continue to participate in the Village Designation Program.

### ***Goal 9***

Coordinate with other community based planning and development associations such as the West Rutland Development Corporation, the Friends of the Town Hall, and the Selectboard.

The current level of economic activity in West Rutland is limited, with a small number of industrial operations, and a central retail area, complemented by the “Marble Street” shops and services. In addition, there are a number of home based businesses and some agricultural activity ongoing in town.

The town has the potential to accommodate an increase in these activities. West Rutland is ideally located adjacent to the third largest city in Vermont, with an existing transportation system that is conducive to commercial activity. The town also has a good inventory of existing commercial space available, along with an underutilized industrial park, and vacant land zoned commercial and industrial.

The town should actively engage in marketing itself to attract new business, both through existing channels and new methods, such as a locally based advertising campaign, web site development, special events and the encouragement of open air markets. Grant funds should be sought to help pull together a comprehensive marketing plan for the community that may include the conceptualization of an “urban design scheme” and other direct and indirect marketing activities. The potential to coordinate such activities with the state and implement these projects with students from local regional colleges should be explored. These activities could result in not only increased awareness in the town’s assets and business potential, but also strengthen the sense of community within the town.

### ***Goal 10***

Encourage continued residential property development including but not limited to construction of accessory apartments, placement of modular style homes and new subdivisions.

### **Figure 7**

#### **Grand List totals for 2000 -2004**

While increased economic activity is a desire of the residents and a necessity for the fiscal health of the town and local school system, it should be noted that along with growth comes the potential for adverse impact on the town and its residents. The town should stay aware of this potential impact and utilize careful planning techniques in order to minimize the impacts and provide for not only growth, but stability in this growth, while preserving the aspects of town life that make West Rutland a desirable place to live. Responsible, well planned growth should be encouraged – boom and bust or haphazard growth should be avoided.

### ***Labor Force Characteristics***

While current census data for the region are not yet available, the Vermont Department of Taxes reports the Median Adjusted Income for the region at \$20,848, or 13% under the statewide average of \$23,562.

Additionally, the Vermont Department of Employment & Training (July 1999 Economic Demographic Profile Series) reports the 1997 \$18,535 average wage of those employed at occupations within the Town of West Rutland is 28% lower than the countywide average of \$23,774 and almost 38% lower than the statewide average of \$25,506. Additionally, the percentage of the town’s residents on food stamps and ANFC are 25% and 36% higher, respectively, than that of the countywide average. While town wide industry sector employment is yet to be provided by the 2000 census, regional employment figures for the County as provided by the Department of

Employment & Training (1997 data) are reflected below.

**Figure 6: Regional Employment  
Industry Category 2000**

<b>Subject</b>	<b>Number</b>	<b>Percent</b>
Agricultural, Forestry & Fishing	19	1.5%
Construction	80	6.3%
Manufacturing	230	18.2%
Wholesale trade	28	2.2%
Retail Trade	232	18.4%
Transportation, warehousing and utilities	86	6.8%
Finance, insurance, real estate	47	3.7%
Professional and Management	94	7.4%
Educational and Health	211	16.7%
Art and Entertainment	92	7.3%
Public Administration	44	3.5%
Other services	62	4.9%

**\*\* Figures reflect only that population that is covered by unemployment insurance**

The shift reflects a trend away from manufacturing and towards the service and retail trade.

The town has initiated many efforts recently to generate new revenue sources within the town boundaries including enhancement of the available sewer capacity, accessing of CDBG funds to revitalize portions of the downtown Marble Street district, and refinancing of its local development park to improve marketability of these sites. These efforts receive a good deal of community support reflective of the Town's commitment to its economic viability.

***Recommendations:***

Continue the town's tax stabilization program for encouraging new business.

Formulate an Economic Development Strategy for the Town of West Rutland to include:

1. Research of the existing economic infrastructure: commercial real estate market, employment opportunities, and relationship to the City and County economy.
2. Careful planning of new infrastructure needs that may include the growth and promotion of the planned bike and pedestrian path, expansion of existing sewer lines, and town web site development.
3. Incorporation of an "Urban Design Scheme" to include beautification measures such as upgraded signage and landscaping.
4. Investigation of available federal and state economic development program initiatives that will allow the town to reach its planned goals that may include: enhancement of the town's existing revolving loan fund and sourcing of CDBG funds for economic development projects.

## **TRANSPORTATION:** *Consistent with the restrictive regulations found in the West Rutland Land Use Plan, our goals are as follows:*

A transportation network is comprised of highways and streets, public transit, bicycle paths and sidewalks to satisfy all types of transportation needs within a community. West Rutland, because of its suburban, low-density nature is predominately an automobile oriented community. The Town of West Rutland Town Plan intends to provide a safe, efficient transportation system for the encouragement of new business, and to upgrade present infrastructure.

### ***West Rutland Transportation System***

The first roadways in West Rutland were established in the early 1800's. Railroads came to Vermont, and West Rutland, in the later 1840's. For a brief time, Rutland and West Rutland were connected by trolley, begun in 1885 with horse cars, and converted to electricity in 1894. Trolley service was abandoned in 1924 with the advent of the private automobile.

The major transportation corridors through West Rutland are US Route 4 and 4A running east and west, and Route 133, Marble Street, and Whipple Hollow Road forming the main north south routes through town. US Route 4 was paved in 1927, widened to four lanes in 1959, and then relocated to the current alignment and upgraded to interstate standards from West Rutland to Castleton in 1969. The existing highway network has not changed significantly in recent decades.

#### ***Goal 1***

Improve safety and flow on all public thoroughfares for vehicular traffic and all other uses. Research traffic calming programs/techniques, especially in the center of town and at the "jug handle" intersection.

#### ***Goal 2***

Establish and encourage pedestrian facilities and bike routes as well as upgrade aging and deficient sidewalks and infrastructure. Provide alternative modes of public transportation including bus, rail, and carpooling.

#### ***Goal 3***

Study and explore alternative traffic routes for industrial traffic. Improve transportation to industrial sites and consider both road and rail alternatives. Minimize routing through residential neighborhoods, such as Marble Street and Clarendon Avenue, and maintain the residential atmosphere of these areas.

#### ***Goal 4***

Establish a mechanism to provide for an ongoing Transportation Plan. Cooperate with neighboring communities and pursue regional transportation projects.

#### ***Goal 5***

Incorporate the arts into the design of transportation projects and improvements.

#### ***Goal 6***

Utilize new technologies, such as GPS, for mapping town infrastructure (roads, water, sewer etc.).

#### ***Goal 7***

Update zoning and subdivision regulations to carry the same standards as that set by the Selectboard for highway or utility construction.

#### ***Goal 8:***

Pursue gates on all railroad crossings.



## ***Highways***

The most important component of the transportation system in West Rutland is the system of roads and highways. The highway system provides vehicle circulation to all parts of the town and between neighboring communities. The highway system is necessary to facilitate travel to benefit the inhabitants of the town for commerce, safety, and leisure travel. An inventory of West Rutland roads is included in the *Technical Appendix – Section G* along with information pertaining to traffic volumes, capital improvements projects, paving history, and high accident locations.

## ***Parking***

In the downtown area of West Rutland, defined as the Urban Compact, parking is often only available on street for both residents and patrons of the commercial establishments. Some of the streets are narrow and the houses are close together causing some issues with lack of adequate parking. Alternatives should be examined to mitigate parking issues, especially parking on the sidewalk. Vacant lots and unused property should be reviewed as possible public, off-street parking lots.

## ***New Road Development***

New roads shall be designed to minimize the impact on traffic patterns.

Site plan review, zoning regulations, town road standards, and subdivision regulations govern new roads serving new development and commercial locations. Site plan review allows the Planning Commission to address access and circulation at commercial developments and subdivision regulations address roadway and intersection designs and circulation patterns for subdivisions, especially if this transportation infrastructure is to be maintained by the town.

## ***Scenic Roads***

The State of Vermont has a program that protects roads for their scenic qualities. The information for designating scenic roads is in the pamphlet “Designating Scenic Roads: A Vermont Field Guide”. The Town of West Rutland should consider designating the following town roads:

Boardman Hill Road  
Durgy Hill Road  
Clark Hill Road  
Old Town Farm Road  
Marble Street Extension  
Whipple Hollow Road  
Pleasant Street Extension

## ***Air Transportation***

Rutland State Airport, is located in Clarendon, and is one of ten state owned and operated public use airports in Vermont. The next nearest air carrier airport to the Rutland market is Burlington International, located about 67 miles to the north, the next nearest is Albany County Airport in New York State, about 80 miles to the southwest. The airport in Manchester, NH while farther away, also serves increasing numbers of residents due to the presence of budget airlines. Plans to improve service are under review to increase access to the Rutland Region.

The Rutland airport supports one schedule air carrier, ComAir, which is affiliated with Continental Airways. In terms of number of passengers carried and relative volume of goods moved, air travel is not a large component of the region’s transportation system.

## ***Bicycle/Pedestrian Transportation***

Bicycle and pedestrian travel are important elements in creating a balanced and sustainable transportation system. Within West Rutland, the most heavily trafficked pedestrian area is the Urban Compact in the downtown. Sidewalk plans should establish safe, interconnected walkways within the center of West Rutland with adequate buffering, in the form of median strips and vegetation, from the roadway.

Bicycling for recreation and transportation requires different types of facilities. Recreational bicycle paths, for

exercise or touring, are more desirable if they link variety of scenic, historic, and cultural sites along the route. In West Rutland there are many sites, such as the Carving Studio, that may be linked to form a recreational network of bicycling and pedestrian paths.

As transportation, bicycling can be a substitute for the automobile. Bicycle commuting in Vermont will most likely be by children and teenagers for school, visiting, and recreational activities. Transportation oriented bicycle facilities should be initially concentrated in Urban Compact between schools, stores, and higher density residential neighborhoods.

The town has recently produced a Bicycle Pedestrian Path Study (March 22, 2000) and applied for funds from the state to implement the project. This provides for both recreational and transportation oriented bicycling options as well as pedestrian improvements. The project has been completed.

**Public Transportation**

Not all residents own automobiles or have access to those vehicles at all times. Of these, some are temporarily inconvenienced but many are disadvantaged whether by age, income, or handicap. For these reasons and others, public and private transit services are an important component of the transportation system.

West Rutland in general is not well served by public transportation. Most access to public transportation within the Rutland Region is available only in the urban core – Rutland City and parts of Rutland Town – through Marble Valley Regional Transit District, social service agencies, Vermont Transit, and Amtrack passenger service. These services are described more thoroughly in the *Transportation Section* of the *Technical Appendix* (pages 13a – 21a). Of premier importance to the town is extension of MVRTD *The Bus* service routes into West Rutland to allow residents access to the urban core and other public transportation services. West Rutland will continue to participate, through its designated representative, in the Rutland Region Transportation Council (RRTC) and actively support the efforts of this regional transportation advisory committee.

**LOCAL GOVERNMENT, MUNICIPAL COORDINATION, AND PUBLIC PARTICIPATION**

**Town Administration**

The town government consists of a five member Selectboard, as well as a Town Manager who oversees the day to day operations of the town.

**Current Revenues and Expenses**

West Rutland has an annual operating budget of approximately 1.5 million. Property tax is the major source of town revenues. The Comparative Values chart below shows that most of the property tax burden is placed upon single-family housing units. There are 722 residential units accounting for 72% of the total value of the Grand List. Commercial property accounts for only 6% of the property tax revenues.

**Figure 7: 2008 Comparative Values by Land Use Category**

Taxable Values includes only those values used when issuing tax bills

Real estate	Count	Municipal Land Value	Educational Land Value Homestead	Educational Land Value Nonresidential	Total Education Land Value
Residential I	727	\$108,506,200	\$86,719,696	\$21,773,334	\$108,493,030
Residential II	66	\$15,402,000	\$14,016,900	\$1,385,100	\$15,402,000
Mobil Home U	8	515,500	313,100	202,400	515,500

<b>Mobil Home L</b>	27	2,288,100	1,395,000	893,100	2,288,100
<b>Vacation I</b>	5	338,000	0	338,000	338,000
<b>Vacation II</b>	4	408,700	0	408,700	408,700
<b>Commercial</b>	51	14,251,700	81,150	14,140,160	14,221,310
<b>Commercial Apts.</b>	7	1,645,800	0	1,576,620	1,576,620
<b>Industrial</b>	5	3,327,650	0	3,560,500	3,560,500
<b>Utilities E</b>	3	25,165,100	0	25,165,100	25,165,100
<b>Utilities O</b>	1	520,000	0	250,000	250,000
<b>Farm</b>	10	2,664,700	2,202,600	462,100	2,664,700
<b>Other</b>	7	777,300	176,800	600,500	777,300
<b>Woodland</b>	3	181,400	0	181,400	181,400
<b>Miscellaneous</b>	87	3,205,800	0	3,205,800	3,205,800
<b>Total</b>	<b>1011</b>	<b>178,928,950</b>	<b>104,905,246</b>	<b>74,142,814</b>	<b>179,048,060</b>
<b>Cable</b>	0			243,666	243,666
<b>Machinery and equipment</b>	0				
<b>Inventory</b>	0				
<b>Total taxable Property</b>		<b>178,928,950</b>	<b>104,905,246</b>	<b>74,386,480</b>	<b>179,291,726</b>
<b>Total Grand List</b>		<b>1,789,289.50</b>	<b>1,049,052.00</b>	<b>743,864.80</b>	

Source: West Rutland Grand List

### ***Property Tax Rates***

Funding for education comes from a mix of state and local sources. Since the last Plan update, Act 60 was passed, radically changing the way towns receive school funding. Act 60 was first implemented in the 1998/99 school year and reallocated state funding for education. A statewide property tax for education was implemented and distributed according to the number of students per district and their demographic needs. In West Rutland, because of the makeup of the Grand List, local taxes are primarily the burden of residential properties. As the three-year transition period for Act 60 ends, the effects on the Town of West Rutland can be more accurately assessed.

**Figure 8: Fiscal Year 2007-2008  
Property Tax Appropriations  
Homestead**

<b>Tax</b>	<b>July 2007</b>	<b>July 2008</b>
<b>School Tax</b>	<b>1.8633</b>	<b>1.1280</b>

<b>Town Tax</b>	<b>1.1149</b>	<b>.6787</b>
<b>Common Level of Appraisal</b>	<b>66%</b>	<b>100%</b>

**Non-Residential**

<b>Tax</b>	<b>July 2007</b>	<b>July 2008</b>
<b>School Tax</b>	<b>2.0448</b>	<b>1.2874</b>
<b>Town Tax</b>	<b>1.1149</b>	<b>.6787</b>
<b>Common Level of Appraisal</b>	<b>66%</b>	<b>100%</b>

Source: Town of West Rutland

***Coordination:***

In the past, West Rutland has had very little coordination with the adjacent municipalities. There has been some coordination with neighboring towns concerning road improvements, yet this aspect of planning has not been fully utilized. West Rutland realizes the importance of working with the adjacent municipalities. In order to utilize this facet of intertown planning, West Rutland has established goals for intertown coordination.

Cooperation is a two way street; the cooperation of the neighboring towns is needed in order to reach these following goals.

1. Remain an active member of the Rutland Regional Planning Commission.
2. Control strip development along Business Route 4.
3. Show sensitivity to land use patterns along the town borders.
4. Study the possibility of sharing educational facilities with neighboring towns.
5. Discuss proposals or projects that pose significant increases to truck traffic along highways such as
6. Clarendon Avenue and Route 4A.

West Rutland Town Hall

***Public Participation***

The participation of West Rutland residents in the local government has been a tradition since the first town meeting in 1887 and even before then when West Rutland was considered part of Rutland City.

The local governments have seen an increase in growth that has increased the responsibilities and demands upon each town. The many committees, boards, and study groups have contributed to the development and advancement of West Rutland.

Public participation was invited from the inception of the planning process and is encouraged in future revisions of the Town Plan and Bylaws.

## **WEST RUTLAND LAND USE PLAN**

The Land Use Districts, defined in the following paragraphs, are a guide for the growth and development of the Town of West Rutland. These land use areas provide for a variety of residential, commercial, agricultural, and recreational opportunities for the future while considering local environmental constraints as well as the existing land use patterns and the historic village center. This is not a zoning plan, although it provides guidance for zoning

changes and updates. The proposed future land use map, designating the boundaries of each district, is an integral part of the Future Land Use Plan.

### ***Village District***

The West Rutland village area is the social, civic and cultural center of the town. The pattern of densely settled, mixed use, residential and commercial structures and various municipal buildings is similar to many traditional Vermont settlements. This area also contains a very high concentration of historic structures including the Marble Street Historic District, which is listed in the National Register of Historic Places. This Land Use Plan strives to maintain the economic vitality and compatible mix of residential and commercial uses at the center of the community as well as preserve the historic integrity of the village. Therefore, the following land uses are encouraged within the confines of the village district: a variety of medium to high density residential uses; local, small-scale retail, offices, professional services, and institutions compatible with residential uses; public, cultural and civic uses (post office, town offices, churches, library, historical society, theaters, art spaces/galleries etc.). Pedestrian and bicycle facilities and well as transportation improvements would enhance the atmosphere in the village area and connect the various uses. Streets and neighborhoods that are predominately residential in the Village District should remain residential. Extensive auto related uses, and large-scale, intensive, commercial and industrial uses, which adversely impact the residential and community oriented atmosphere, are not allowed within the village district. Preservation and adaptive reuse of the existing historic structures is a priority in the village district. A historic district designation, or other overlay district, should be developed to identify standards for architecture, streetscape design, and site planning within the village to ensure that new development compliments the existing historic structures, many of which are on the State and National Registers of Historic Places. The Town of West Rutland has a "Downtown Designation" from the State of Vermont for the Marble Street Historic District. This program allows for special grants and other incentives to improve this area.

### ***Industrial District***

West Rutland has a limited amount of land suitable for industrial purposes, yet industrial development is desirable in order to expand the town's economic base. Convenient access to rail, power, and the Route 4 divided highway, makes the designated lands appropriate for industrial purposes. There are two distinct industrial districts in West Rutland:

1. The largest industrial land area is located mostly in the vicinity of the previous marble operations. This district is predominantly along the northern length of Marble Street beginning near Thrall Avenue and extending to where the name changes to True Blue Road. The remains of the marble operations, vacant buildings, machinery, and quarries make this a suitable location for industrial redevelopment.
2. Currently, there are several operations within this district including The Carving Studio and Gawet Marble & Granite. There is ongoing conversion and reuse of the remaining marble structures.
3. Extending municipal sewer to this area has been continuing to increase the development potential of the property. Limited commercial uses would be considered appropriate in the industrial district.
4. The West Rutland Industrial Park, located on Sheldon Avenue, was developed in the late 1970's to attract more light industrial operations to town. Currently, there are four companies conducting businesses within the park, but there are still a number of sites yet to be developed.
5. The Industrial Park needs adequate buffers due to its close proximity to residential neighborhoods. Emphasis in all industrial areas should be placed on minimizing adverse impacts from industrial uses (such as noise, vibration, dust, odor, among others). Appropriate buffering from adjoining properties and sitting to minimize visual impacts on the rural landscape is encouraged.

With more demands on the commercial district and lack of available commercial land, the Planning Commission has added Commercial uses to the Industrial District.

### ***Commercial District***

Business Route 4, which runs east and west through West Rutland extending into Rutland Town and Rutland City has developed as a linear commercial area, with the exception of a small pocket of rural properties remaining in the vicinity of Pleasant Street. This Plan proposes to maintain the commercial character of this area, and extend the commercial district the length of Business Route 4 between the Village and the border with Rutland Town and the

Jagazinski Farm. Extending sewer and water lines to the commercial district would also increase the development potential. This Commercial District is the appropriate location for local and regionally oriented businesses and services that require good automobile accessibility.

Development projects which enhance the cohesiveness of the Business 4 corridor, especially since it serves as a major “gateway” to West Rutland, both at the entrance/exit to the Route 4 Highway and at the border with Rutland Town, should be considered a priority. Most of the parcels along this corridor are highly visible and consideration should be given to site development and design. Access points and curb cuts should be designed to insure that Business Route 4 continues to serve as an important transportation link with neighboring communities.

### ***Residential District I -***

#### ***“Neighborhood Residential District”***

The district should be served by municipal water and sewer and is suitable for medium density residential development including subdivisions, multifamily structures, condo/townhouse units and mobile home parks in addition to single family homes. Every effort should be made to provide “neighborhood amenities” such as sidewalks and “pocket parks”, among others, in this area of medium density residential development.

### ***Residential District II -***

#### ***“Farming/Agricultural and Rural Residential District”***

This district is intended to provide land area for low density residential development, farming, forestry, recreation and other rural land uses. A large portion of this district is not served by municipal sewer or water and necessitates low density. Growth should be managed and consistent with the rural character of the area, the availability of municipal services, and site conditions. Conservation of open spaces and natural resources should be a high priority.

Protection and support of the remaining farms are important component of this district’s provisions, therefore, uses compatible with agricultural operations should be encouraged. For example, roads should be maintained to permit easy transportation of commodities and to accommodate farm purposes.

### ***Conservation Districts (I and II)***

Conservation areas contain lands that are very sensitive to development for a variety of reasons. They are generally characterized by significant natural resources such as dense forests, steep hills often with shallow soils, wetland areas and stream banks, among others or areas of scenic, cultural or historical significance.

These lands have been divided roughly into two conservation districts denoting the sensitivity of the land. The Town of West Rutland has designated a “Ridgeline Overlay” to protect the scenic vistas within the Town. In general, buildings shall be sited below ridgelines and below any sight lines to the ridgeline, so that they do not intrude upon the skyline and vistas. New development should blend into the natural landscape.

### ***Conservation District I***

This land serves as a buffer zone between the most restrictive of the land use areas and the other districts. Development above the 800foot contour has been designed to blend and harmonize with the landscape. Natural features such as forests, meadows and ridgelines should be conserved, and development shall be clustered in more appropriate areas.

Roads should follow natural contours, and not carve straight lines across the landscape. Shared driveways are encouraged, as they minimize the number of curb cuts along public roads and are economically and ecologically more efficient.

### ***Conservation District II***

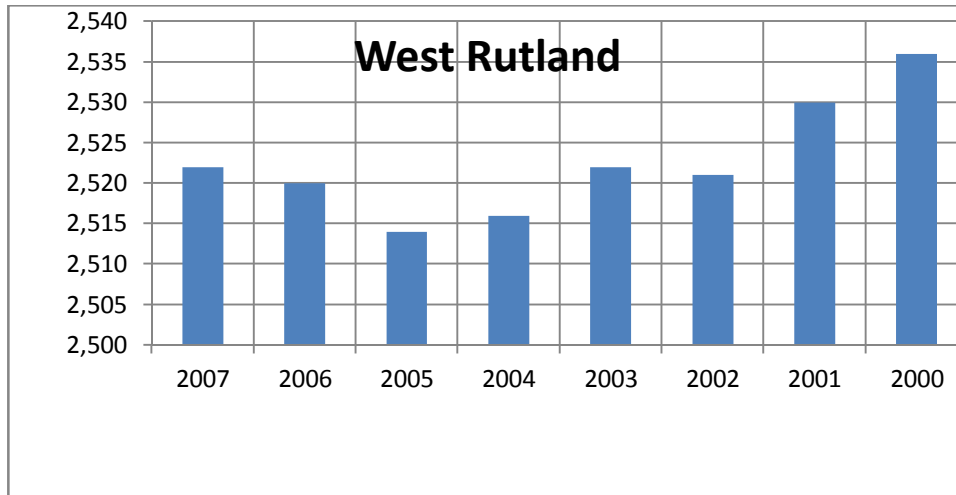
This is the most restrictive district containing lands on which development would have a very detrimental effect. These include lands above the 1,000foot contour, lands that are very steep, and lands that are in the floodplain.

Additional areas may be included in this district if there are considered to have unusual value to the town. These areas are suitable for low impact recreational uses, such as nature and hiking trails, etc. but intensive recreational activities, such as “four wheeling”, are not appropriate in conservation areas. Development above 1,000 foot contour should be extremely limited. Industrial/Commercial wind development is prohibited. Steep slopes, the availability of water, and the difficulty of onsite sewage disposal are serious issues for residential development at high elevations.

# Technical Appendix

## A. POPULATION

Figure 1: Town of West Rutland



Population 2000-2007 Estimated  
Estimated (US Census Bureau)

Figure 2 Populations, Housing Unit Comparison

### Population, Housing Units, Area, and Density: Year 2000

Town/County	Population	Area in square miles		Density per square mile of land area	
		Housing units	Total area	Population	Housing Units
West Rutland Town	2,535	1,079	18.00	140.9	60.0
Rutland County	63,400	32,311	944.77	68.0	34.6

\*US Census Bureau



### Figure 3 Age Distribution

#### Profile of General Demographic Characteristics: 2000

Age	Number	Percent
Under 5 years	126	5.0
5 to 9 years	158	6.2
10 to 14 years	186	7.3
15 to 19 years	188	7.4
20 to 24 years	113	4.5
25 to 34 years	324	12.8
35 to 44 years	430	17.0
45 to 54 years	376	14.8
55 to 59 years	134	5.3
60 to 64 years	116	4.6
65 to 74 years	207	8.2
75 to 84years	138	5.4
85years and over	39	1.5

\*US Census Bureau

## Figure 4 Education Attainment

### School Enrollment

#### Population 3 years and over enrolled in School

Subject	Number	Percent
Population 3 and over enrolled in school	602	100.0
Nursery school, preschool	28	4.7
Kindergarten	31	5.1
Elementary School Grades 1-8	279	46.3
High School Grades 9-12	179	29.7
College or Graduate School	85	14.1

\*US Census Bureau

## Figure 5 Employment Status

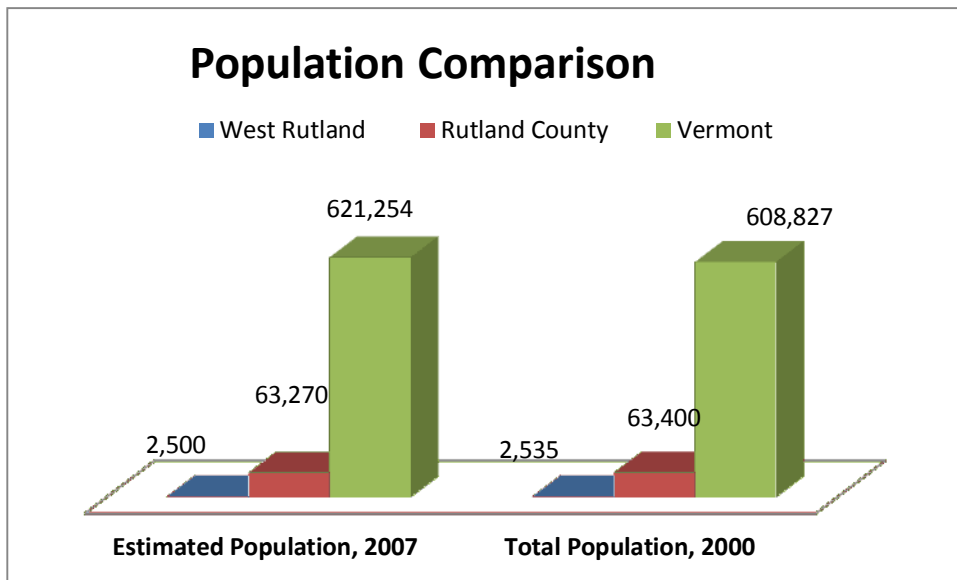
### West Rutland Town, VT Employment

Date	Employment		Unemployment	
	Total	% Change Year Ago	Rate	Unit Change Year Ago
1990	1,239	-	5.9	-
1991	1,184	-4.5	9.3	3.4
1992	1,219	3.0	12.3	3.0
1993	1,231	1.0	9.7	-2.6
1994	1,184	-3.9	7.6	-2.1
1995	1,207	2.0	6.9	-0.8
1996	1,210	0.2	7.6	0.7
1997	1,229	1.6	7.0	-0.6
1998	1,218	-0.8	5.1	-1.9
1999	1,190	-2.3	4.9	-0.2

2000	1,205	1.3	3.0	-2.0
2001	1,221	1.3	2.7	-0.3
2002	1,246	2.1	2.9	0.2
2003	1,225	-1.6	3.0	0.1
2004	1,266	3.3	2.2	-0.8

U.S. Bureau of Labor Statistics and Real Estate Center at Texas A&M University

**Figure 6 West Rutland's Population, Total County Population and Total State Population**  
Year: 2000, 2007



**West Rutland's Population by Sex 2000**

Female 49%

Male 51%

## B. HOUSEHOLDS AND FAMILIES

A household includes all the persons who occupy a housing unit. Persons not living in Households are classified as living in group quarters.

**Figure 7: Number of Households 1990, 2000 – West Rutland, Rutland County and Vermont**

Area	1990	2000	Percent Change	2000 1990
West Rutland	941	1,021	10.58%	
Rutland County	23,656	25,678	10.85%	Census
Vermont State	210,633	240,634	11.42%	the

Source: US Bureau

The large increase in

number of households may be due to the marked increase in one and two person households in Rutland County and Vermont as a whole.

## C. INCOME

Per capita income is the average income computed for every man, woman, and child in a particular group. The Census Bureau derived per capita income by dividing the total income of a particular group by the total population in that group (excluding patients or inmates in institutional quarters). Median income is the amount which divides the income distribution into two equal groups, half having incomes above the median, half having incomes below the median. The medians for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The medians for people are based on people 15 years old and over with income.

**Figure 8: Median Family Income**

### Income

Average household incomes have risen from \$29,250 in 1990 to \$37,389 in 2000. The state average household income in 2000 was \$40,856.

Income in 1999 Households  
(US Census Bureau.)

Income	Number	Percent of total
Less than \$10,000	1,026	9.2
\$10,000 to \$14,999	90	8.8
\$15,000 to \$24,999	137	13.4

\$25,000 to \$34,999	149	14.5
\$35,000 to \$49,999	225	21.9
\$50,000 To \$74,999	216	21.1
\$75,000 to \$99,000	72	7.0
\$100,000 to \$149,999	35	3.4
\$150,000 to \$199,999	4	.04
\$200,00 or more	4	.04

## HOUSING

### Housing by Type

**Total Housing Units 1,079**

1 Unit detached	716
1 Unit Attached	21
2 Units	166
3 or 4 Units	85
5 to 9 Units	48
10 to 19 Units	2
20 or more	0
Mobile Home	39

Source: US Census Bureau

#### Administrative Classification

As specified in Title 19 of the Vermont Statutes:

*Class 1 Town Highways:* form an extension of a state highway routes and carry a state highway route number.

*Class 2 Town Highways:* are selected as the most important route in each town with the purpose of securing trunk lines of improved highways from town to town and to places which have more than a normal amount of traffic.

*Class 3 Town Highways:* minimum standards for Class 3 highways require that they be negotiable, under normal circumstances, all seasons of the year by a standard, manufactured, pleasure car. This includes, but is not limited to, sufficient surface and base, adequate drainage, and sufficient width capable to provide winter maintenance.

*Class 4 Town Highways:* are all other town highways including trails and pent roads. The Selectboard determines which highways are Class 4 highways.

## G. TRANSPORTATION

### **Highway Classification**

Highways are classified by administrative and functional class. There are several classes of highways based on statewide usage and four classes of town highways.

An inventory by administrative class (table below) shows the state and locally maintained highway mileage in West Rutland. Figure 24 lists the specific Class 1 and 2 highways within West Rutland. The Urban Compact is a federal highway designation and is shown on the Town of West Rutland General Highway Map.

### **West Rutland Highway Mileage**

#### **Highway Type West Rutland Urban Compact Total**

Class 1	1.887 Miles
Class 2	.780 Miles
Class 3	9.510 Miles
<i>Total Town Highways</i>	12.177 Miles
Total State Highways	3.170 Miles
<i>Total All Highways</i>	15.347 Miles

Source: Vermont Agency of Transportation (VTrans) 2003

### **Figure 8: West Rutland Class 1 and 2 Town Highways**

**Class 1 Town  
Highway (TH)  
No.  
Name Limits**

TH 1 Main Street (VT 4A)	West Urban Compact Line East to Gilmore Street
TH 2 Clarendon Avenue (VT 133)	Main Street to Skyline Drive.

**Class 2 Town  
Highway (TH)  
No.**

**Name Limits**

Source: VTrans, 2007

The remaining town Class 4.

**Functional**

Functional roads into different highways according to Roads are given one of major arterial, minor Major Arterials: Major high volumes of traffic

Although they make up network (between five

roughly one third of all miles traveled. Protection of the traffic carrying function of arterial highways is of great importance. In addition to serving as conduits for interstate and interregional transportation and commerce, they also carry large numbers of commuters, shoppers, and visitors. If arterial roads become congested or otherwise decline in performance, there can be serious economic and social impacts.

**Minor Arterials:** Minor arterials connect rural areas and collector roads. They make up between 10 – 20% of the total highway network yet carry roughly half of all miles traveled, much of it for local purposes.

**Collectors:** These roads provide for traffic movement between neighborhoods and within a town and “collect” traffic from local roads. Collectors provide access to residential areas and uses such as parks and churches and serve as routes for transit where it is available. They convey traffic from local streets to minor and major arterials. They serve extensive local traffic and some through traffic.

**Local Streets:** These are designed to allow access to adjacent land uses, not to carry through traffic. Careful attention to this design principle is needed to ensure that residential streets are not transformed into collectors. Local streets provide access to homes, small businesses, and the like. Because of their nature, they should receive virtually no through traffic.

TH 3	Sections of Marble Street, Pleasant Street, and Whipple Hollow Road Main Street to Pittsford Town Line
TH 4	Whipple Hollow Road Main Street to Pleasant Street

highways are considered Class 3 and

**Classification**

Classification, or the classification of operations systems, groups streets and the function they are intended to fulfill. five possible designations: expressway, arterial, collector and local. arterials are designed to accommodate and carry the bulk of through traffic.

a small portion of the total highway and ten percent), major arterials carry

**Figure 9: Functional Classification (Major and Minor Arterials)**

West Rutland

**Arterial Name And/Or Limits Jurisdiction**

*West Rutland*

US 4	Running east west through the Town of West Rutland	state
VT 4A	Running east west through the Town of West Rutland	town
VT 133	From the Urban Compact Line South to the Clarendon Town Line	state

*Urban Compact*

US 4	Running east west through the Urban Compact	state
VT 4A	Running east west through the Urban Compact	town

Source: VTrans,

**Traffic Volumes**

Highway professionals describe traffic volumes in different ways. The most common traffic volume statistic is the Average Daily Traffic statistic, or ADT. The ADT represents the total traffic volume passing over the road in a year, averaged on a daily basis. Because most traffic counts are conducted for a week, the data is factored to obtain the ADT.

Approximately ten percent of ADT takes place during the busiest, or peak, hour.

The capacity of a lane of highway is approximately 1,600 to 1,800 vehicles.

Figure 19 shows the ADT's between 1990 and 1997 for some West Rutland roads by Automatic Traffic Recorder

(ATR) location(s). The highest volumes are on US 4, as expected, especially in the Urban Compact. Lower volumes occur on VT 133. Town highways, that are counted, show much lower volumes. In general, none of the volumes appear excessively high and, based on these statistics; it does not appear that there will be a problem with traffic volumes in the future.

**Figure 10: Traffic Volumes - West Rutland**

Route	Location	2007	2006	2005	2004	2003	2002	2001	2000
US4	US4 .15 mi West Exit 6	13900	14200	14200	14200	13300	14000	13900	13500
Th 4	Whipple Hollow Rd			700				590	
VT 4A Main St	VT 4A Just W of Barnes			2700			3000		3400
US4	US4 .15 mi w of WRut exit 6								13300
Marble St	Marble St .1 m N of VT 4A			2100					
VT 4A	Main St VT 4A between Proctor and Gilmore		10700		10900			13800	
Marble St	Marble .15 mi N of Crescent			230				340	
TH 3	TH3 .5 mi S of TH-4 Pleasant			50		90			120
TH 3	Whipple Hollow Rd					500			
Pleasant ST	Pleasant .1 mi S of Sheldon			1900				2100	
VT 133	Clarendon Ave			4200		3100			
Pleasant ST	Pleasant St S of Baxter			890				1100	
Marble St	Marble ST bwn Barnes & RRxing		1100					1200	
TH 46	Pleasant Hts		230						
TH 11	E Pleasant St 100 ft N of Durgy Hill			70					
TH 57	Westside			70					



	Court 200 ft W of VT 133								
TH 16	Clark Hill Road W of Dewey			70					

Source: Vtrans Automatic Traffic Recorder Station History

### **Bridges**

Bridges are critical components of the highway system, allowing travel over significant physical obstacles such as rivers, wetlands, and ravines. Bridges are also challenging to maintain and expensive to replace. Thus, they are a major focus of transportation planning and management.

Like highways, bridges may also be classified according to their state or local jurisdiction, with ownership generally determining responsibility for maintenance. Fortunately, repairs to many local bridges are eligible for at least some state funding through the local bridge assistance program.

Bridges with spans of 20 feet or more are generally eligible for federal support, while bridges (or culverts) with spans greater than six feet but less than 20 feet are generally eligible for state funding.

The condition of local and state bridges is evaluated regularly by the Vermont Agency of Transportation. Using a system developed by the federal government, bridges are given a rating of between 0 and 100.

Bridges with scores of less than 70 are considered eligible for nonlocal funding. However, due to demand, usually only bridges with much lower scores actually receive funding.

The Vermont Agency of Transportation (VTrans) prepares a one year capital program and a four year project development plan; which is a document produced by VTrans that illustrates the estimated expenditures of Fed/State/Local funds for a state fiscal year. These projects are to be undertaken in the next five years on state roads. The first project shown in the table below is the only project on a state highway that involves bridge replacements or roadway reconstruction in West Rutland. The second is a VTrans transportation project that does not appear in the Capital Program FY 2000, but is a project the Agency will be working on in the future.

### **Figure 11: VTrans Projects in West Rutland**

#### **Project Estimated Cost Estimated Year of Completion**

Construction of new sidewalks and installation of a pedestrian bridge over the Clarendon River (using the Agency's Historic Bridge Program), and rehabilitation of existing pedestrian facilities along VT 133 (Clarendon Ave).

\$89,000 2001

Railroad Crossing Project: Install lights and Flashers at Carris Reels. (VTR)

\$110,000 Complete

Source: VTrans Fiscal Year 2000 Capital Program and Project Development Plan and VTrans Project Status Report, January 4, 2000.

#### **High Accident Locations (HALs)**

Examining accident records to pinpoint accident locations also identifies deficiencies in the highway network. Such locations may indicate geometric features that are deficient and need to be improved. VTrans examines sections of highways and intersections for accident rates. Those that exceed a critical rate determined statistically are

considered high accident locations, (HAL's). Based on 1992 & 1996 data the 100 highest accident locations and the 100 highest accident intersections statewide were determined.

Accident records for the period 1984 & 1988 were examined for those portions of US 4, VT 4A, and VT 133 in West Rutland. The only segment found to be a high accident location at that time was VT 4A in the Urban Compact. However, 1992 & 1994 VTrans data reveals this section is no longer listed as a HAL.

The junction of VT 4A and BR US 4, the 'Jughandle', was rated as one of the 100 highest accident intersections in the state when analyzing 1983 & 1987 data. While some measures have been made to improve safety at this location, the town would like to continue to research traffic calming techniques for this intersection, including the possibility of a roundabout.

### ***Transit and intricate Bus***

With respect to other transportation modes, public transit, freight rail, and air transportation serve the region. In general, access to public transit in a large portion of the urban core, Rutland City and parts of Rutland Town, is adequate to meet current demand. However, outside the core, needs for access is not met. Currently, the Marble Valley Regional Transit District provides regular fixed route service to Rutland City, Rutland Town, and Proctor on five routes; it also provides contract based fixed route service to Castleton State College in Castleton.

Vermont Transit Lines is the primary intercity Bus Company serving the Rutland Region. Reflecting Rutland's role as a crossroads, Vermont Transit's routes follow U.S. Routes 7 and 4 (east of Rutland) and Vermont Route 103. Vermont Transit's ridership in the Region has declined over the last several years.

While much of this decrease in activity is due to the general decline of intercity bus transportation nationally, part of the decline experienced in the Rutland Region is believed due to the location and conditions on the current terminal.

Marble Valley Regional Transit District provides fixed route services, demand response services, contract services with human service agencies, and charter and special event services for groups. Demand response service provides door to door service for those who want or need it. MVRTD also provides contract services to Rutland Mental Health Social and Rehabilitative Services (SRS) and many others. In addition to all these services, MVRTD also serves as the Medicaid broker for arranging volunteer drivers for Medicaid services.

Social service agencies provide an extensive network of specialized transportation typically for each agency's clients. Social service agencies also tend to be restricted by rules limiting how they can obtain services and how much they can pay.

In an attempt to begin to organize and coordinate these wide ranging and disparate services, the State of Vermont funded the development of a number of Transportation Development Plans (TDP), in the public transportation zones throughout the State. The Rutland region has had a TDP developed and is in the final stages of adopting this plan.

The TDP plan calls for the development of a central brokerage to be managed by MVRTD. A brokerage is a service that arranges rides for clients calling in. The ride may be by public transportation, taxi, volunteer driver, or whatever means is appropriate and cost efficient for the client. Eventually the plan is to provide a service whereby a client need only call one telephone number to obtain a ride. This could include a ridesharing program among major employers. Additionally, service extensions to MVRTD to the north, south, and east are also recommended. MVRTD and whether it wishes to subsidize fixed route service to West Rutland. Those who need it most, although not heavily trafficked, use such services.

### ***Rail***

Rail transportation continues to be vital to the economy of the state and the region, as it is needed to move bulk commodities not conducive to highway transport. Rutland is one of the primary nodes of the Vermont rail network, with lines extending north, south, west, and southeast. Currently, the railroad system in the Region is

being used for both freight movement and passenger rail service. Amtrak provides daily passenger service to Fair Haven and Rutland City via the Clarendon and Pittsford (C&P), line from Albany and Penn Station in New York City. Regional freight service also is generally available on a daily basis, although not on the segment of Vermont Railway south of Rutland City.

In general, Vermont's rail facilities are adequate for light traffic, although often less than desired. Track improvements generally consist of rehabilitation rather than new construction to replace worn track components. This is a reflection of low traffic volumes that frequently will not yield sufficient return to justify new construction of worn capital assets.

To the west, the former Delaware and Hudson (D&H) line to Whitehall now owned by the Clarendon and Pittsford, a Vermont Railway subsidiary, serves as the gateway for rail traffic entering the State of Vermont.

To the north, the Vermont Railway serves Burlington and communities in between. To the south, the Vermont Railway serves Bennington and Manchester. To the southeast, the Green Mountain Railway serves Ludlow Chester and connects in Bellows Falls with the Central Vermont and Boston and Maine Railroads. The primary focal point for all this activity is Rutland, from which trains serving all these directions are originated and terminated.

The Clarendon and Pittsford railway traverses through West Rutland and this right-of-way abuts an industrial site. West Rutland should continue its relationship with the Vermont Railway and the C&P railroad to help provide possible rail access to this industrial site.

#### **Impact of Regional Transportation Element**

Two region wide documents; the Rutland Regional Plan, prepared by the Rutland Regional Planning Commission, and the Rutland Region Transportation Plan, prepared by the Rutland Region Transportation Council, impact local road decisions. Both contain similar transportation related policies, and implementation statements for the Rutland Region and communities within it (such as West Rutland). The Transportation Plan refines these statements into transportation improvements and recommendations for specific improvement projects. The Vermont Agency of Transportation (VTTrans) refers to both plans when recommending State funding for transportation projects.