

## **Improvements Committee Report**

This ad hoc advisory committee was created by a Resolution of the Milton Select Board on November 18th, 2013. The Committee was charged with making recommendations regarding the establishment of voluntary aesthetic improvements along US Route 7, within the Tax Increment Financing Districts and other special areas in the Town of Milton, as may be identified by the Town. This role includes: 1) Advising the Milton Select Board or other Town Agencies regarding specific action to be taken on assigned projects; 2) Cooperate with property owners and business owners to improve aesthetic quality and promote a positive image of the Town.

Committee Members: Chair, Bill Kaigle, Milton Historical Society; Vice Chair, Amy Cook, Member at Large; Gisela Alpert, Milton Artists' Guild; Pilar Paulsen, Milton Artists' Guild alternate; Lori Donna, Economic Development Commission; Henry Bonges, Planning Commission; Julie Rutz, Planning Commission alternate; Katherine Sonnicks, Planning Director; Amanda Pitts, Planning Director alternate; Brian Palaia, Town Manager; Jacob Hemmerick, Town Planner.

Dear members of the Milton Selectboard,

We desire a community that is clean, safe, fun, stable, attractive, peaceful, efficient, convenient, natural, and economically vibrant. To that end, the role of improved aesthetics along Rt. 7 cannot be overestimated. Through this report, we hope you will find that the committee has dutifully fulfilled your charge to address opportunities to amplify existing advantages as well as to rectify the current state of lack along the portion of Milton traversed by Rt. 7.

We acknowledge and deeply appreciate the work that you and those you succeed have done to make possible many recent and pending improvements throughout our town, including the new municipal signage, Milton Square Shopping Center, The Community Gallery, enhancements at Bombardier Park, new sidewalks, the hourglass/town green, pending developments, and many other municipal projects.

The items detailed in this report comprise our wish list for addressing some remaining needs. Supplemental materials including associated articles and sources as well as research on additional desired items are included in an appendix.

In conclusion, the committee respectfully requests that the significant time and effort put forth on this topic by its members now and in past endeavors be honored through the actual implementation of our recommendations. (See public forums in 2000, 2012 and 2013, the design charette in 2006, the recreation survey and master plan creation, and the 2009 ad hoc Pathways Committee to name a few) The viability of each item on our wish list was carefully examined; there were several more items desired whose viability was less amenable though highly desired at this time. Thus, to study the topic further is to delay the benefits and to risk good faith in the process of volunteer service of this sort. There comes a time when the conditions are right for thoughtful progress; among those conditions is the courage of leadership. We find ourselves at

just such a juncture and wish to convey our heartfelt support of your courage and vision to elevate the sense of place in Milton immediately in a profound and positive way.

**To begin, consider the following advantages of Rt. 7:**

- A meandering route creates interest without obstructing flow. The route somewhat mirrors that of the Lamoille River, a unique feature and major source of identity and enjoyment here. Symbolically, the repetition reinforces this point.
- The length and purpose as a central corridor unifies disparate parts of town and their historical significance.
- The fact that we share Rt. 7 with other parts of the state offers us an opportunity to promote our stewardship of this portion of such an important linkage. The existence of our town along this route makes locating Milton easy and also makes possible our role as a connector to neighboring towns.
- Many species of birds, butterflies, honeybees and other fauna thrive on flora that grows in the sandy soils, upon which the road is built thereby offering opportunities to increase environmental stewardship.
- The generally flat topography makes winter plowing easy.

**Issues of lack include:**

- Abandoned buildings
- Unkempt properties
- Areas of barren topography
- Few inspirational settings to encounter as pedestrian, cyclist, or motorist
- Absence of positive, up-to-date identity
- Confusing way-finding to significant points of interest or need
- Minimal evidence of existing vibrant cultural life
- Minimal retail and commercial services and amenities (restaurants, clothing stores, galleries, recreational equipment and repair shops, home décor boutiques, book stores, architects, therapists, independent schools, Ice hockey rink, etc.)
- Multi-use path
- Access to the splendor of Lake Arrowhead just above the dam

**The following 10 items are prioritized based on immediacy of need and ease of implementation:**

- 1. Landscaping along Route 7**
- 2. Way-finding Signage**
- 3. Underground Utilities**
- 4. Lighting on Route 7**
- 5. General Stannard House**
- 6. Business Association Guided Property Maintenance**
- 7. Multi-use Path**
- 8. Aesthetic Guidelines**
- 9. Grants/Micro-Loan Program**
- 10. Town Green**

The information that follows provides details for each of these targeted projects and well as supplemental materials for your review.

We'd like to thank you for forming this committee to address such a vital part of our town and we are appreciative of the opportunity to have served on it.

Sincerely,  
The Rt. 7 Improvements Committee

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## 1. Landscaping along Route 7

Reporter: Henry Bonges

### Benefit:

A continuous landscaping of trees and possibly shrubs along Rt 7 would lend continuity to the main thoroughway in town. Offering a more relaxing scene to be enjoyed by all travelers, whether vehicular, walking, or biking. These trees would partially screen structures along Rt 7.

### Vision:

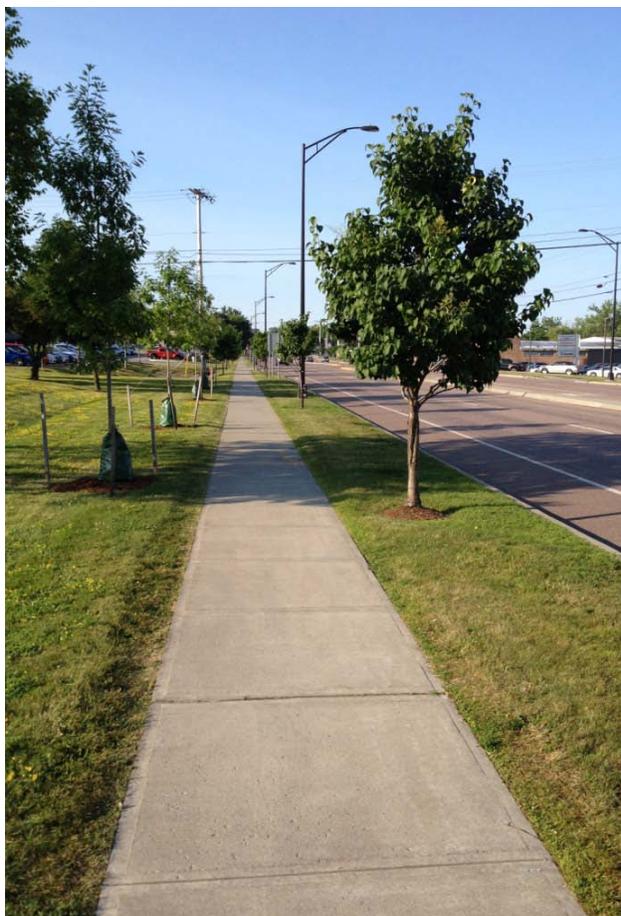
From the dam to Hartley Auto a continuous row of trees, possibly alternating with an appropriate shrub, would be planted on each side of route 7. This has been employed on Shelburne road in South Burlington, Essex, and many other towns.



Figure 1: Current Southern entrance to Milton



Figure 2: Portion of Route 7



Figures 3 &amp; 4: View along Shelburne Road



### Cost and Funding:

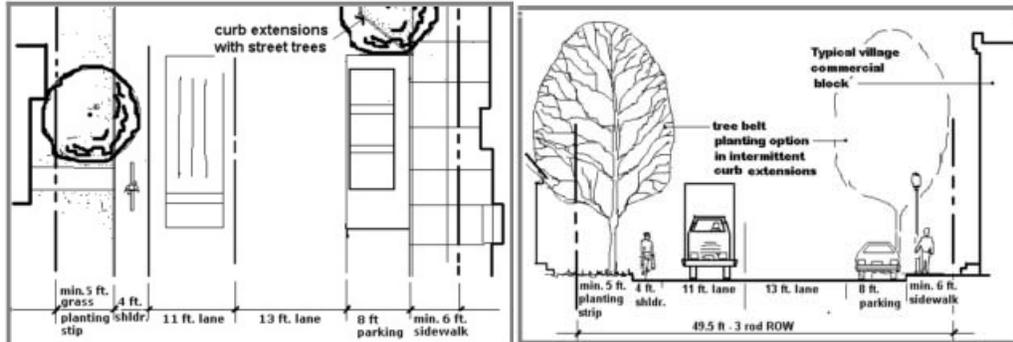
A pilot project could be implemented for less than \$3,500. The following example is for estimating purposes only. Specific plant varieties have not been selected. There is a desire for a mix of colorful foliage (maple, male ginkgo) and possibly, in a few places, some salt-tolerant evergreen shrubs. Compromised of \$2,892 for 12 trees (6 callery pear, 6 pin oak, from Gardeners Supply), a discount of 35%. \$100 for irrigation bags and \$500 labor to plant the trees. With the pilot project in place, a better approximation of the total number of trees needed could be made. Approximately 135 would do it, but this is subjective. The 135 accounts for many places where a tree may not be planted such as ditches or pavement, or where such trees or landscaping are already in place. Assuming 135 is correct, the Gardeners Supply quote with an added 10% discount would scale to \$32,500.

### Other considerations:

The Improvements Committee finds this to be the simplest improvement with the most benefit and should be the first consideration to be implemented.

Maintenance would fall to the town. The irrigation bags would minimize the watering; trimming should be done once a year.

Vtrans has a Landscape Guide For Vermont Roadways & Transportation Facilities prepared for The Vermont Agency of Transportation by the Vermont Chapter of the American Society of Landscape Architects dated 2002. This details in words and pictures how to plant along a roadway, such as:



The trees selected are salt tolerant and their foliage and shape are appropriate for planting along a road.

## 2. Way-finding Signage      Reporter: Bill Kaigle

### Benefit:

Infrastructure improvement. Would bring consistency, sense of place, alleviate confusion, and improve access to significant municipal and non-profit points of interest or need.

- 1) Cross boundary - Large, formal Welcome sign (in place 7/2013)
- 2) Closer - Automobile Directionals: Town Center, Bombardier Park, etc.
- 3) In Town Core - Smaller directional signs: Milton High School, Milton Elementary and Middle School, Milton Historical Society, Arrowhead Senior Center, etc.

The normal route for development of a Wayfinding Sign Family would be to perform a scoping study to determine design elements such as fonts, colors, etc. Through the town's collaboration with the Milton Artists' Guild on the 2013 gateway and Bombardier entrance signage projects, we have developed and installed design concepts that could be carried through in wayfinding signage, thus possibly saving up-front costs.

### Cost and Funding:

Lake Champlain Byway Council could contribute \$500 toward implementation. Once we have a clearer idea of direction, the Town is invited to approach Dan Albrecht of the CCRPC/LCBC for a "midyear budget adjustment" project.

Due to front-end design resources (Milton Artists' Guild, Ye Olde Sign Shoppe) and collaboration with the town, signage could be produced relatively inexpensively, for little more than the cost of production, with installation by the Town.

### Legality:

- Keep focus on municipal and non-profit resources
- Reference citations from Vermont Laws / Statutes:

**Title 10: Conservation and Development**  
**Chapter 21: TOURIST INFORMATION SERVICES**  
**10 V.S.A. § 494. Exempt signs**

### § 494. Exempt signs

The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:

(15) Municipal informational and guidance signs. A municipality may provide alternative signs of a guidance or informational nature and creative design to assist persons in reaching destinations that are transportation centers, geographic districts, historic monuments, and significant or unique educational, recreational, or cultural landmarks, including farmers markets that are members of the Vermont Farmers' Market Association selling Vermont agricultural products, provided that such destinations are not private, for-profit enterprises. A proposal to

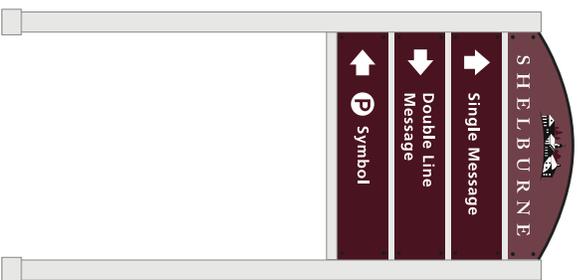
provide alternative signs shall contain color, shape, and sign placement requirements that shall be of a uniform nature within the municipality. The surface area of alternative signs shall not exceed 12 square feet, and the height of such signs shall not exceed 12 feet in height. The proposal shall be approved by the municipal planning commission for submission to and adoption by the local legislative body. Alternative signs shall be responsive to the particular needs of the municipality and to the values expressed in this chapter. These proposals shall be subject to and consistent with any plan duly adopted pursuant to 24 V.S.A. chapter 117, shall be enforced under the provisions of 24 V.S.A. §§ 4444 and 4445 and may emphasize each municipality's special characteristics. No fees shall be assessed against a municipality that provides signs under this section and, upon issuance of permits under 19 V.S.A. § 1111, such signs may be placed in any public right-of-way other than interstates. This section shall take effect upon the Travel Information Council securing permission for alternative municipal signs in accordance with 23 V.S.A. § 1029.

**Needs / Next Steps / Other considerations:**

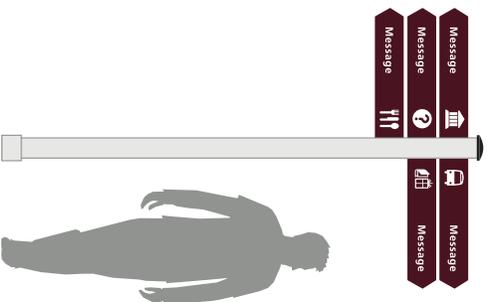
- In September 2014, Ye Olde Sign Shoppe submitted a proposal and design drafts to Dustin Keelty for 4 municipal road signs at these locations: Middle Road Recreation Park; Bombardier Municipal Complex entrance 2; Police; Fire & Rescue. The designs utilize the new oval / corrugated river motif. If the town proceeds with some or all of these signs, the Milton "brand" continues to take shape and can be further reinforced in future wayfinding signage.
- The Town should compile a list of destinations that would benefit from wayfinding signage, both in town core / Route 7 corridor and outer locations (i.e. Town Forest, Eagle Mountain)
- See the following for pre-existing examples of related signage from other area municipalities to pull ideas.



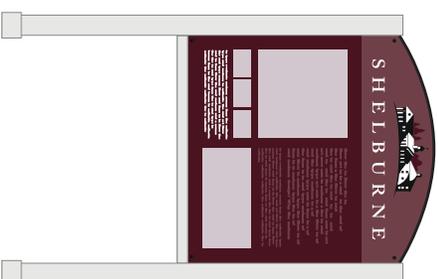
Gateway/Welcome



Auto Directional



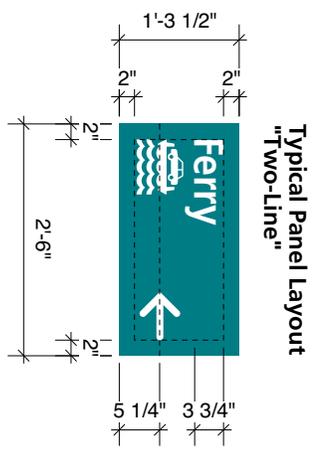
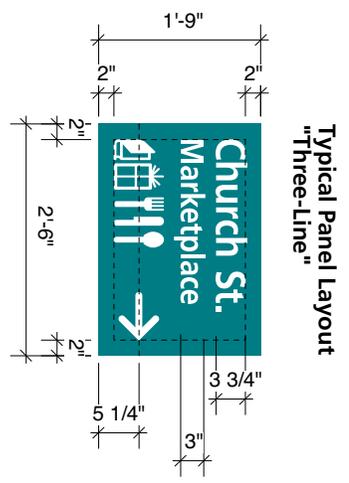
Pedestrian Directional



Pediment (2-Sided)



Kiosk (4-Sided)



<b>Burlington Wayfinding Improvements 2009</b>	
City of Burlington Department of Public Works 645 Pine St # A Burlington, VT 05401 802.863.9094	
VT Agency of Transportation Local Transportation Facilities 135 State Building Drawer 33 Montpelier, VT 05633	
Federal Highway Administration PO Box 568 Montpelier, VT 05601	
<b>Design Team</b> <b>LandWorks</b> 279 Middlebury St., Suite 32 Middlebury, VT 05753 802.388.3011 <b>Resource Systems Group</b> 55 Railroad Row White River Jct., VT 05001 802.295.4999	
<b>Revisions</b>	<b>BY</b>
4.2.09 Date 4.14.09 Description 4.17.09 Revisions reflect sign height and sign size to the provisions of 10 V.S.A. 494 (17) 4.17.09 Added square footage details 4.17.09 Added panel layout specs	JR JR JR JR
<b>WAYFINDING SPECIFICATIONS SHEET 1.2</b>	
<b>SIGN TYPE H.</b> "Hairpin" Directional - Additional Examples	
Scale: 3/4" = 1' Drawn by: MH Checked by: DR Date: 2/4/09 Project: Burlington Wayfinding	

# Burlington Wayfinding Improvements

2009

City of Burlington  
Department of Public Works  
645 Pine St # A  
Burlington, VT 05401  
802.863.9094

VT Agency of Transportation  
Local Transportation Facilities  
100 South State Building  
Drawer 33  
Montpelier, VT 05633

Federal Highway Administration  
PO Box 568  
Montpelier, VT 05601

### Design Team

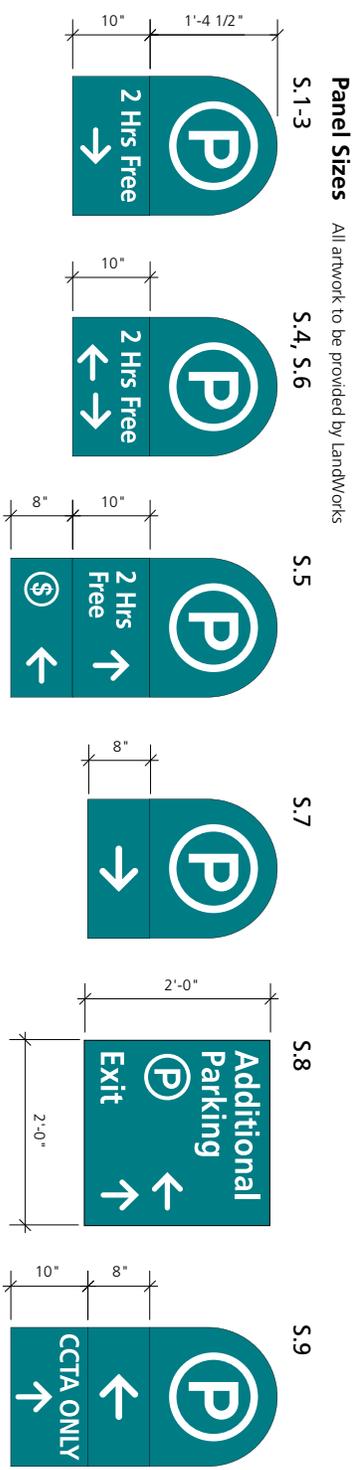
**LandWorks**  
290 North St, Suite 32  
Middlebury, VT 05753  
802.388.3011

**Resource Systems Group**  
55 Railroad Row  
White River Jct., VT 05001  
802.295.4999

Revisions	Date	Description
4.27.09	Revised S8	

BT  
JR

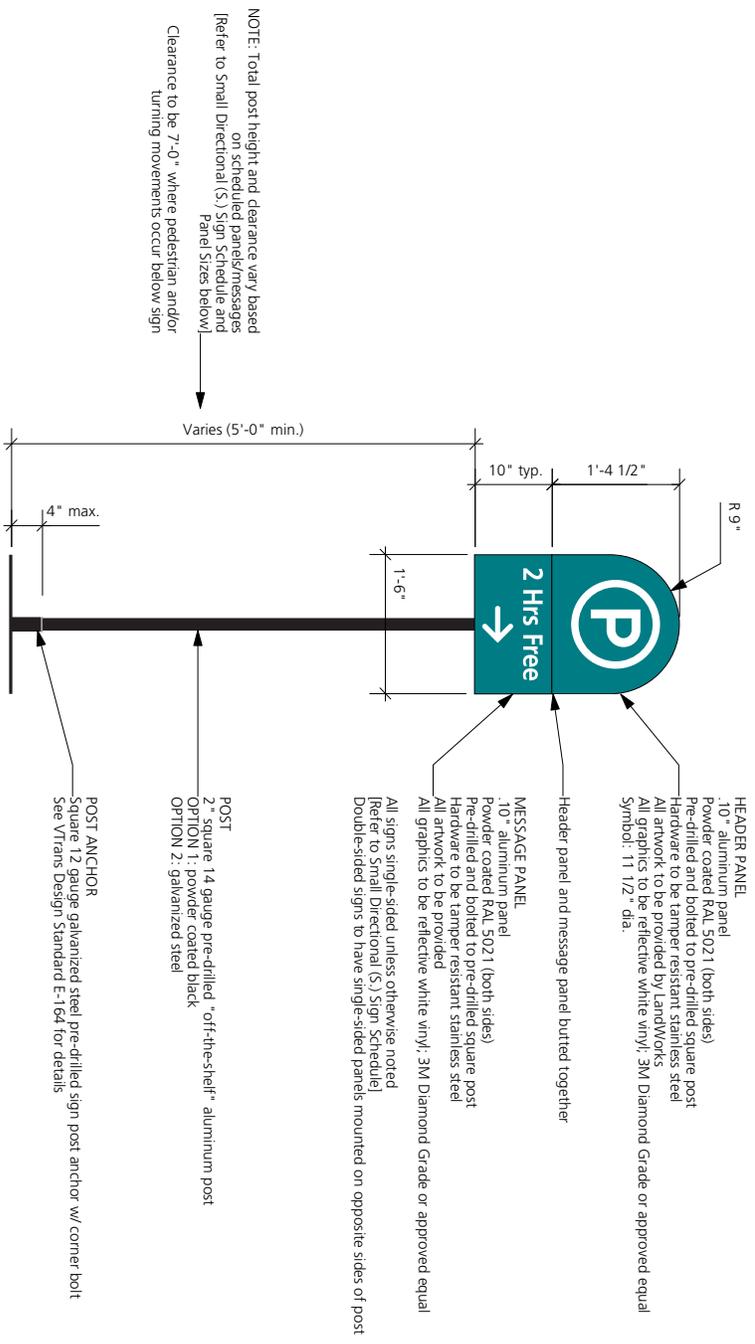
Scale: 3/4" = 1'  
Drawn by: MH  
Checked by: DR  
Date: 2/4/09  
Project: Burlington Wayfinding



### Panel Sizes

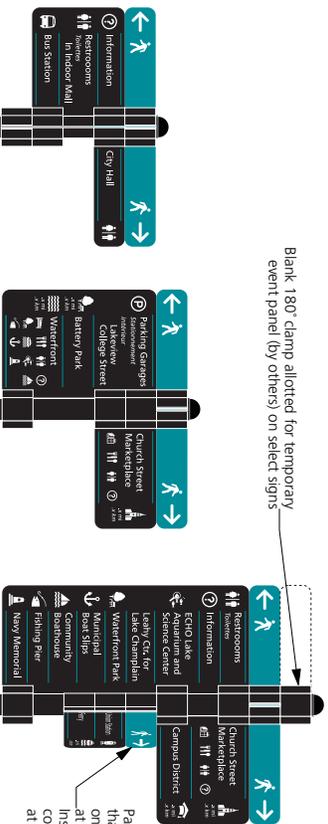
All artwork to be provided by LandWorks

All panels to be post mounted



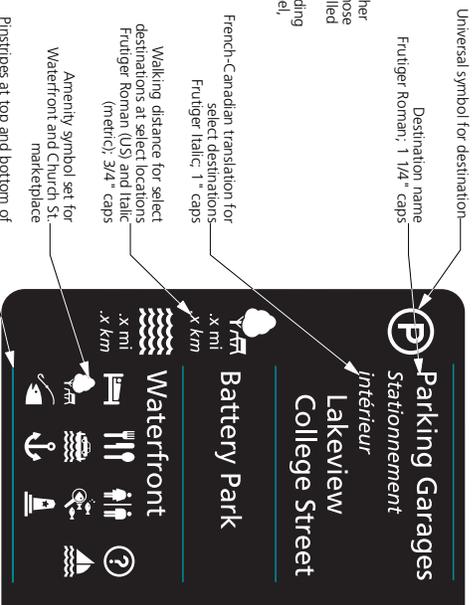
**Additional PW. Examples** Scale: 1/2" = 1'

Blank 180° clamp allotted for temporary event panel (by others) on select signs



Panels "clocked" to angles other than 90° or 180° (relative to those on same sign) cannot be installed at same top level. Install odd angle panels, including corresponding directional panel, at different height on post.

**PW. Graphic Panels**  
Scale: 1 1/2" = 1'



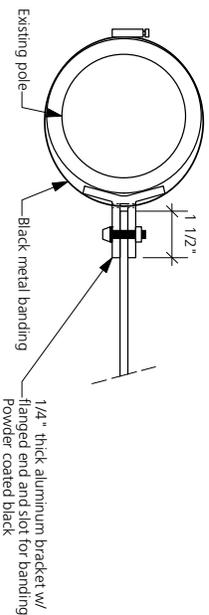
Directional graphics integrated into panel for surface mounted installations

PW.14 shown

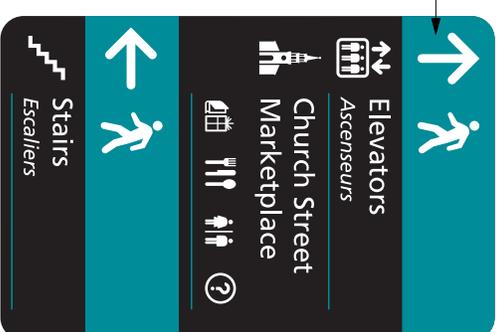
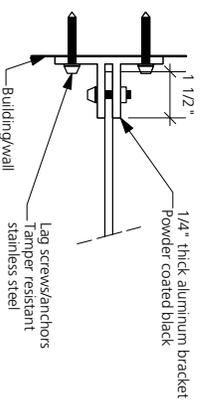
PW.18 shown

PW.29 shown

**Custom PW. Mounting Options** Scale: 3" = 1'



**Building/wall mount**



**Burlington Wayfinding Improvements 2009**

City of Burlington  
Department of Public Works  
645 Pine St # A  
Burlington, VT 05401  
802.863.9094  
VT Agency of Transportation  
Local Transportation Facilities  
150 Waterbury Building  
Drawer 33  
Montpelier, VT 05633  
Federal Highway Administration  
PO Box 568  
Montpelier, VT 05601

**Design Team**

**LandWorks**  
250 North Park St., Suite 32  
Middlebury, VT 05753  
802.388.3011

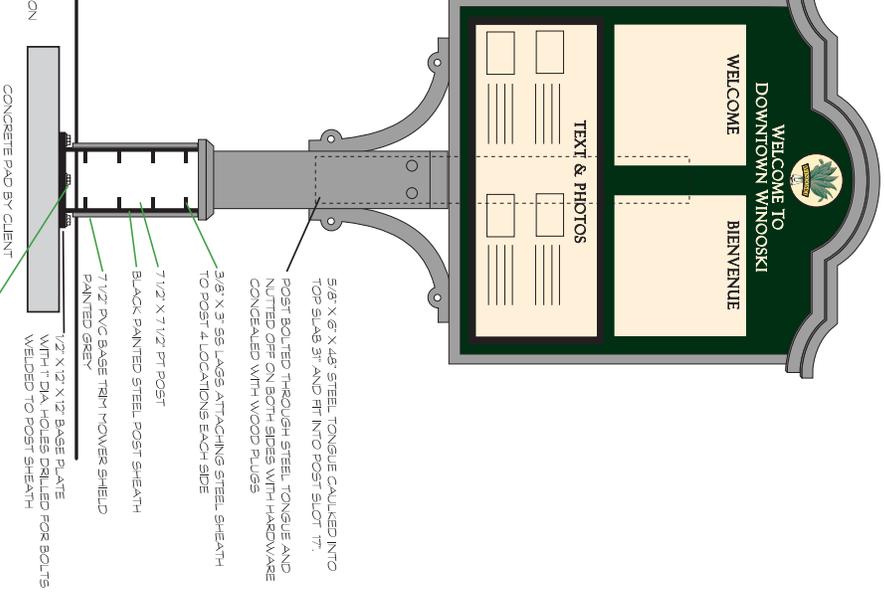
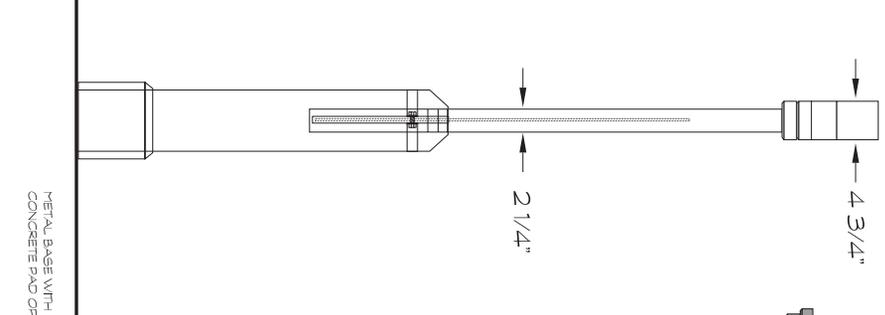
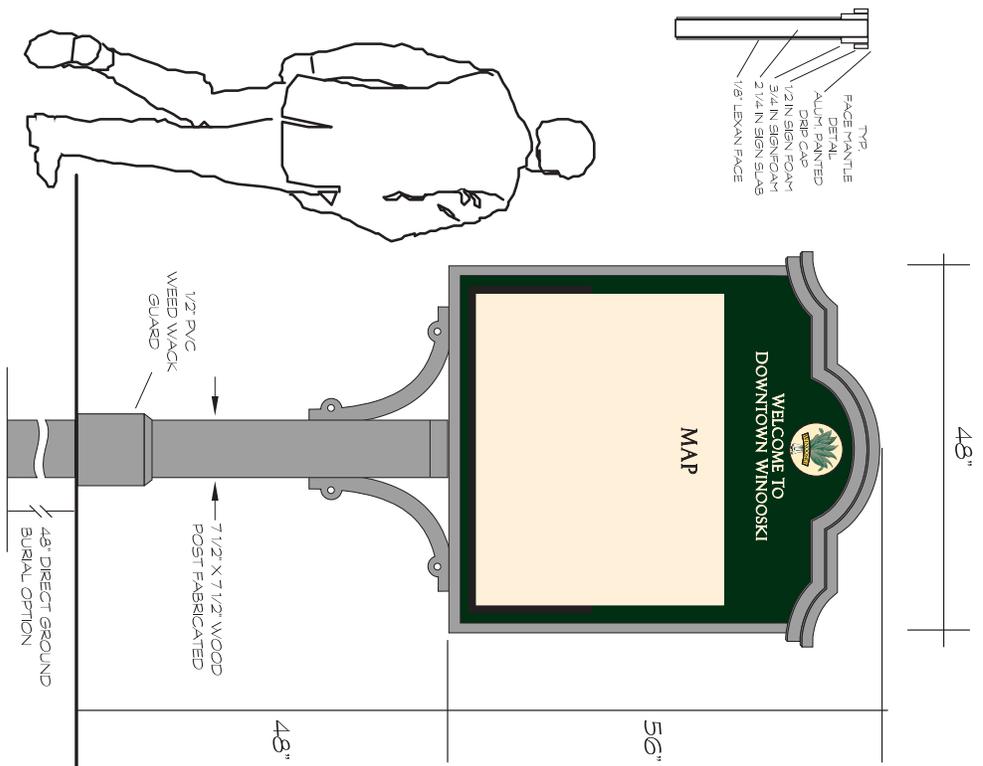
**Resource Systems Group**  
55 Railroad Row  
White River Jct., VT 05001  
802.295.4999

Revisions	Date	Description	By
4.2.09	Adjusted pictograms	JR	B2

**WAYFINDING SPECIFICATIONS SHEET 7.2**

**SIGN TYPE PW. Pedestrian Wayfinding - Additional Examples and Mounting Options**

Scale: varies  
Drawn by: MH  
Checked by: DR  
Date: 2/4/09  
Project: Burlington Wayfinding



2 1/4" LAMINATED MDO PLYWOOD PAINTED GREEN WITH GREY PAINTED BORDER AND OFF WHITE PAINTED COPY SURFACE APPLIED LOGO AS DIGITAL ART ON VINYL

1 1/2" SIGN FOAM MANTLE PAINTED GREY ALUMINUM DRIP CAP ALONG TOP EDGE PAINTED GREY PT POST PAINTED GREY

1/8" LEXAN FACE COVER BEGIN JUST BELOW MANTLE MOUNTED W/STAND OFFS FOR 1/16" GAP

ALL COLOR NUMBER DESIGNATIONS BENJAMIN MOORE EXTERIOR FLAT LATEX

1. TARTTOWN GREEN HC-134 FOR ALL SIGN FACES
2. GULLWING GREY: 234-50 FOR ALL MANTLES FOR ALL BORDERS
3. HINGED ONION OC-128 GRAPHIC FIELDS
4. LOGO - DIGITAL PRINT ON VINYL

NOTE: WOOD & WOOD MAKES NO CLAIM TO LIABILITY OF FASTENERS AND SUGGESTS COMPLETE REVIEW BY A LICENSED ENGINEER

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

**notes**

KIOSK  
SINGLE POSTED

QTY = 5 - 7  
TWO FACED

OPTION B  
SEPARATE ART  
EACH SIDE

**client**  
WINOOSKI FALLS

**scale**  
3/4" = 1'-0" **13**

**file name**  
KIOSK 1 POST B RI

**date**  
08/13/09

**drawing**  
GMD

**SPARKY POTTER  
DESIGN GROUP**

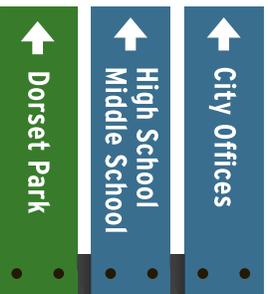
**design by:**  
**WOOD & WOOD**  
DESIGN • SIGN SYSTEMS  
INTERIORS • DECORATIVE ARTS  
98 CARROLL ROAD  
WATSFIELD, VERMONT 05673

802-496-3000  
802-496-7916 FAX  
woodwood@madriver.com

Gateway



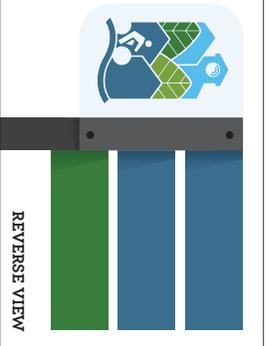
Auto Directional



Park Entry



Recreation Path



- BASIC DETAILS**
- Logo Panels for Gateway & Auto Directional Signs**  
Cut Opaque Acrylic w/ Applied Vinyl Graphic
  - Sign Posts**  
Stock Steel or Aluminum, Powder-Coated Dark Gray
  - Sign Panels**  
Stock Weight Aluminum, Powder-Coated w/ Applied Reflective Vinyl Lettering, Bolted to Posts w/ Visible Hardware



NOT TO SCALE. COLORS ARE REPRESENTATIONAL ONLY.

### 3. Underground Utilities      Reporter: Gisela Alpert

**Benefit:**

Burying the utility lines on the Route 7 corridor will enhance the aesthetic appeal, which in turn would promote economic growth.

**The Vision:**

Initially, the thought was to bury the lines once the hourglass project was being constructed. I have met with Mr. Bob Kennedy and Mr. Eric Lembery, both from Green Mountain Power. Unfortunately, our opportunity for burying the lines should have been undertaken when the new Hannaford Town Square was being built two years ago because the poles/lines are on the North side. Due to the lines being very old GMP, Comcast & FairPoint changed all of the poles along Rte 7 North from the old Hannaford all the way to West Milton Road and new sidewalks were installed as well (segments). It would be cost prohibitive to dig everything up at this time.

The hourglass proposal would consist of removing and burying at least 3 poles:





Phase II:

Another proposal that we should take into consideration when the town will be adding new sidewalks is a stretch on Rte 7 on the north side starting at approximately the Apollo Diner going West toward the Milton Diner or until Chrisemily Lane.



Route 7



Corner of Route 7 & Landfill Road



**West Milton Road**

### **Cost/Funding:**

Green Mountain Power, Comcast and FairPoint will provide cost proposals within the next two months to

- 1) bury the utility lines
- 2) conduit only

If we cannot bury all utility lines, the proposal is to do certain segments of Rte 7. Should the costs not be feasible at this juncture, the burial of the conduits should be placed. Please read below of other towns' successes:

**Morrisville** took advantage of a commercial strip-mall parking lot being torn up and although the town could not afford to bury their lines, they did bury a conduit for future use and successfully buried the utility lines **10 years** later!

**Barre City** did as part of their Big Dig Project (Main Street Reconstruction). They were Utility owned.

**Enosburg Falls** has water line, wastewater line, some electric, and as of last year, privately owned natural gas lines which are all underground.

**Woodstock** did two projects to bury electrical and telephone lines underground.

- The work was performed by Miller Construction
- Coordination with Electric and Telephone Companies throughout the design and construction phase
- All expenses were paid for locally (Rockefeller Foundation)
- The underground utility network was transferred to the utility companies
- Utility companies now own the underground system

**South Burlington** - The Shelburne Road, Kennedy Drive and Dorset Street projects, which were all 7 figure state-funded projects, buried private utilities.

The Town of **Hardwick** has a project going right now to bury utilities, using a federal earmark. The town owns the power company, so the move is fundable through the earmark, however, the other utilities – phone and data are privately-owned, so the town has to pay the difference between going aerial and going in-ground.

**Northfield Village** has buried electric and telephone facilities in the recent past. The municipality has paid for that work. We have a municipal electric department. If there are specific questions, call Steve Fitzhugh, Interim Manager at 802-485-3932.

**Brandon** adopted an undergrounding ordinance in anticipation of reconstruction of Segment 6 of the Route 7 project. Portions will be buried and others will be moved off Route 7 and behind the store fronts.

*List compiled by Abigail Friedman, Director, Municipal Assistance Center, Vermont League of Cities and Towns | 89 Main Street, Suite 4, Montpelier, VT 05602 | 800-649-7915 | 802-229-9111 ext. 1926)*

Further actions will include the awaited cost proposals from GMP, Comcast & Fairpoint but I will also be speaking with several of the successful towns regarding the economic benefit that they have experienced.

## 4. Lighting on Rt. 7

Reporter: Amy Cook

### Benefit:

The addition of lampposts along Rt. 7 will increase safety and accessibility, identify the central business district, and provide immediate visual unification in concert with other aesthetic elements, such as landscaping, enhanced commercial and municipal signage, and sidewalks and bike paths.

### Vision:

A series of streetlamps with modest adjustable illumination from roughly the Diner to the Dam. Different sections of the road will have different needs depending on pedestrian traffic, residential need for sleep, high traffic visibility, etc. so the height, spacing between lights, type of illumination (LED array) and timing to address seasonal daylight changes and general efficiency would be specific to the needs of each section and controlled at designated control panels. For example, sometimes lighting can be used to distract from or even hide unsightly conditions through shadow creations or directing the eye elsewhere by intensification. The style of the lights should be in keeping with the evolving style of Milton generally. During the 2007 design charette, a teardrop lamp with a traditional post was selected by the public as it offered nod to a charming historical period without locking us into that period; however, many style options for LED lights have come onto the market since that time so it is possible that a style decision might warrant reconsideration once an engineering plan for the unique needs of each section determines the variables one unifying style would need to provide.

### Cost and Funding:

Obviously, this is a major initiative taken in conjunction with Green Mountain Power. Many towns (Burlington, Essex Junction) have been forced to accept conditions of style, placement, source (bulb type), and duration of illumination upon accepting funding from the state, such as earmarks in LTF local transportation facilities projects. Therefore, Milton should be careful to recognize what control of these variables would be potentially relinquished in pursuit of cost savings (hourglass?!), and consider sources other than state funding for lighting.

To that end, here are some attractive solar-powered lights that warrant further study to determine their functionality in a northern climate:

<http://www.solarlighting.com/>



**Other Considerations:**

Coordinated placement with newly planted trees is critical as it can achieve visual harmony and complimentary goals.

We wish to thank Rick Hamlin of Donald L. Hamlin Consulting Engineers for his time and illuminating insights into design considerations. His firm serves as the engineers for the village of Essex. He is available for further consult at 878.3956 or [rhamlin@dlhce.com](mailto:rhamlin@dlhce.com).

Also, for additional considerations, see this section on lighting from Design Guidelines prepared for Manchester, VT by Land Works and Smith and Vasant Architects, funded by a grant from the Vermont Agency of Commerce, Department of Housing and Community Affairs:

Section 3: Design Patterns and Principles

**LIGHTING**

*Principle:* lighting should employ energy conserving fixtures coupled with housings and cut-off luminaries that direct the light only where it is needed.

*Principle:* lighting should not be excessively bright; rather it is necessary to maintain a consistent and uniform level of lighting for reliable visibility.

*Principle:* lighting design needs to recognize the value of the night sky by eliminating excess or unnecessary light and light scatter with fixture design and placement.

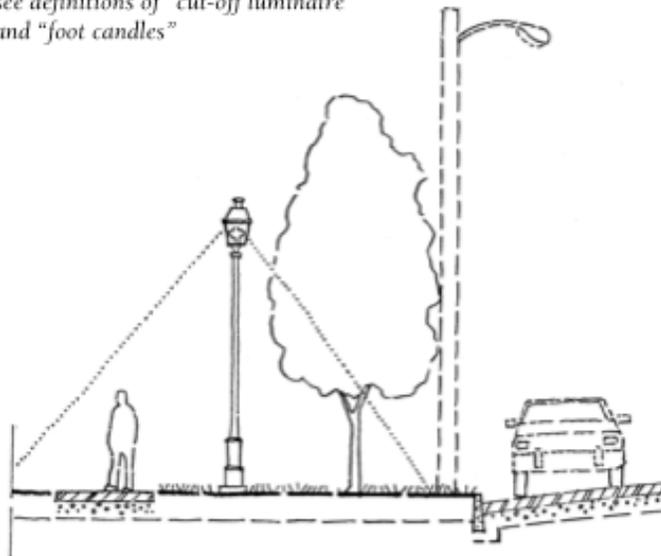
*Principle:* lighting installations should provide illumination levels suitable for the visual task or purpose intended and not create glare or unnecessary light spill.

**Pedestrian Scale Lighting**

When lighting pedestrian spaces and walks with decorative lighting only, basic “cut-off” technology can be used. Interference with street trees is not a problem on the street side.

A lower lamp post may be sufficient (12-14’).

*see definitions of “cut-off luminaire”  
and “foot candles”*

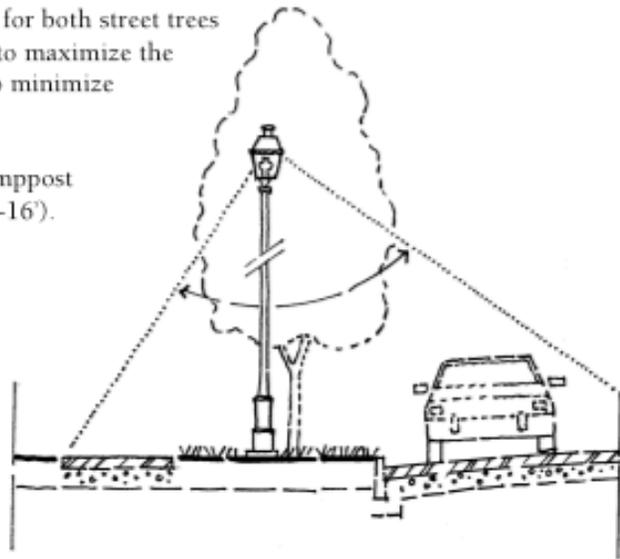


*Manchester Design Guidelines***Decorative Lighting for Streets and Walks**

When lighting streets and sidewalks with decorative, specific “cut-off” technology should be employed to ensure sufficient lighting levels for both street and sidewalk.

Streetscape planning should account for appropriate locations for both street trees and lighting fixtures to maximize the benefit of both and to minimize conflicts.

A taller decorative lamppost may be necessary (14-16’).

**Lighting Patterns:**

- Metal halide lamps and high-pressure sodium are the most energy efficient types of lighting. Metal halide provides superior color and atmosphere to the sodium/orange cast and is preferred as the primary lighting fixture.
- The lighting plan for any project may incorporate decorative, festive and special effect lighting. Special lighting needs to be considered on project by project basis and must take into account other issues such as light pollution and glare.
- It is desirable to achieve uniform levels of lighting when illuminating specific areas on a site such as parking lots, walkways, public spaces, drives. Where two sites share parking areas, drives, etc., lighting design and installation on both lots should be coordinated so as to maintain a uniform lighting level for both properties.

Section 3: Design Patterns and Principles

- The right light for the job matches recommended standards for wattage and/or footcandles

**Recommended Guidelines for Lighting**

This table provides a summary of established design standards for lighting applications in Manchester. It is important to note that recommended lighting levels differ depending on land use.

Lighting Application	Recommended Footcandle	Uniformity Ratio*	Lighting & Lamp Type	Recommended Mounting Height
Parking Lots	0.2 - 0.3	4:1	Metal Halide: Functional cut-off "shoe box" style or decorated lamp housings.	16' *
Collection Road	0.3 - 1.0	4:1	Metal Halide: Functional cut-off style lights.	16'
Streetscape (Downtown)	0.5 average	4:1	Metal Halide: Decorative cut-off style lights.	14'-16'
Walkways	0.1 - 0.2	4:1	Metal Halide or incandescent: Decorative post and lamp, or post / bollard mounted downtown light.	12' or 36" - 42" if on post or stairways.
Signs	1.0 - 3.0	2:1	Metal Halide or Incandescent: Ground or sign mounted & shielded.	As Required.

\* 16' is the maximum height for mounting as per the Manchester Zoning Ordinance see definition of "Uniformity Ratio" in glossary.

*Manchester Design Guidelines*

- Built-in lighting is efficient; as an example down-lighting eliminates glare and light spill to the night sky and is recommended for covered walkways and streetscape locations. Effective down-lighting engages and welcomes the visitor.
- Lighting types used shall reduce light pollution and employ designs which control directed light. Bare bulbs or direct light should not be visible to the human eyes.
- Low level post lights (30-42" high) with fixture incorporated into the post are an excellent way to direct light on pathways only.
- Fixtures and housing should employ shielded and directed lighting; lighting should not result in excessive shadows and high contrast bright areas versus dark areas.
- Cut-off lights can provide uniform light levels where needed; non-cutoffs contribute to light pollution.
- For individual project sites next to sites with appropriate lighting already in place, or side by side projects, consistent light level design and use of consistent product, housing and fixture type are recommended.
- Exterior light fixtures should be simple in design.
- Dark colored fixtures are generally preferred for pole mounted lights. Building mounted fixtures generally fit better if painted to match the building or background.
- Fixtures that are appropriate to the historic or contemporary designs and uses of the site should be used.
- Lights which produce a warm effect rather than a cool effect should be used.
- Incandescent and metal halide lights are appropriate.

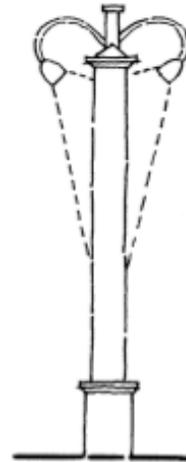
*See definitions of "cut-off luminaire" and "foot candles"  
See bibliography for additional information on lighting.*

*Section 3: Design Patterns and Principles*

**Lighting Signs from Above**

Sign mounted down lights are desirable because they focus light where it needs to be, and minimize, if not eliminate "light spill" and glare beyond the signboard itself.

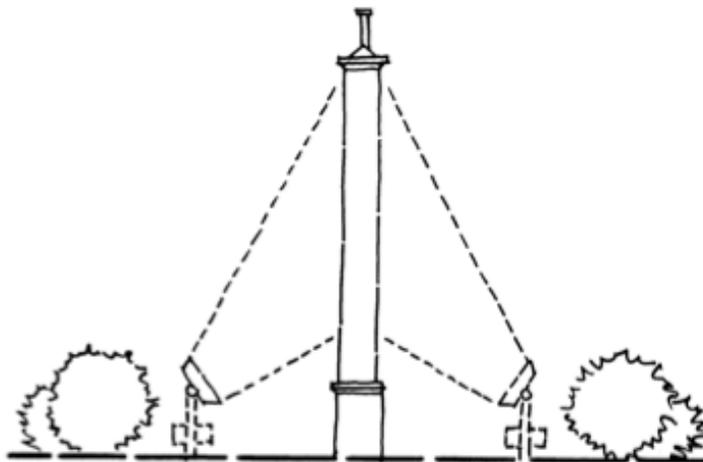
Lighting should be designed and mounted so as to fit the architecture of the sign.



**Lighting Signs from Below**

Shrubs hide and protect ground mounted light fixtures.

Lighting should be designed to illuminate only the signboard, limiting the "spill" of light beyond the sign surface and the potential for glare.



## 5. General Stannard House      Reporter: Bill Kaigle

### Vision / Purpose / Benefits

- The General Stannard House, located at 947 US Route 7 South in front of the Gardener's Supply distribution center, was the post-Civil War home of George Jerrison Stannard, Vermont's first Civil War volunteer and most significant hero of the conflict. General Stannard's flanking maneuver against Pickett's Charge at Gettysburg delivered a victory to the Union in this key battle.
- Save the house and restore it as an interpretive Civil War Historic Site, with possible other public uses: meeting space, welcome center, bicycle rest stop, gallery, others
- The house is a cultural asset at the southern gateway to Milton. We have a once in a lifetime opportunity to develop it as an educational historic destination, including a possible central hub location for a Route 7 Civil War Driving Tour of significant locations.
- The General Stannard House Committee was formed in July 2014 as a public community-based group, sponsored by the Milton Historical Society, a 501(c)(3) non-profit charitable organization. The Committee's mission and vision are to rehabilitate and sustainably repurpose the house to honor General Stannard's crucial contribution to the Union victory at Gettysburg and the preservation of the American United States.

### Funding

- Preservation Grants (VT Historic Preservation matching \$20,000 grant application submitted 10/6/14, (2) Lake Champlain Basin Program grant applications to be submitted 11/2014
- Community-based Foundation Grants
- AOT Grant (depending on established end use)
- Relentless fundraising - Individuals and Businesses
- Events

### Legality

- Owned by Bob Miller, REM Development. As of October 14, 2014, Miller's attorney Judy Zullo is drafting a 1-year license allowing the Committee to stabilize the house. Miller is in support of the project, and we are discussing future ownership scenarios.

### Needs / Next Steps / Action Plan

- See Conditions Assessment performed May 2014, which follows. The Committee's wish would be to follow the outlined plan fairly closely. (exception: possibly complete roof repair in Phase I instead of temporary metal roof)
- Complete future ownership picture
- Build awareness: Educate the public about General Stannard's significance, why his house should be saved, and why they should support the effort
- Stabilization: Roof replacement is top priority. Temporary tarp in place now, by Milton's AATEK Construction (Dave LaPlante). AATEK has given greatly discounted estimate for roof stabilization, repair and replacement of \$6,500.
- Fundraising, Fundraising, Fundraising
- Visit [www.generalstannardhouse.org](http://www.generalstannardhouse.org) and [General Stannard House Restoration on Facebook](#) to view current efforts. Email [generalstannardhouse@gmail.com](mailto:generalstannardhouse@gmail.com) to join list and receive meeting notifications. The Committee meets regularly and all are welcome.

# Conditions Assessment

General George Stannard House  
Milton, Vermont



Prepared for:

Bill Kaigle  
Milton Historical Society

With Funding From:

The Preservation Trust of Vermont

May 27, 2014



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**Dear Bill,**

As requested, I met with you and Terry at the house site on May 15, 2014 to conduct a Conditions Assessment of the General Stannard House. This report details my findings, ranks recommended remediation by priority, and estimates costs associated with the work. Conditions reported are those available to visual inspection at the time of my visit. The report will assist the building owner and the Historical Society in prioritizing repair, but should not be used as a basis for contractor bids. Bid documents contain substantially more information on quantities, standards, schedules, details and conditions of the work, which guide and protect both the owner and the contractor.

### **REPORT OBJECTIVES**

Typically, a Conditions Assessment examines a building, element by element, opines on condition and recommends remediation with estimated costs. The Stannard House is not a typical structure, and is certainly atypical with regard to condition for standing structures even of this vintage. Due to advanced deterioration, a routine assessment would be of questionable value here, and, we believe, would not best serve the owner and stakeholders of this highly significant building. For this reason, this assessment is customized to the unique conditions and values of the house, and seeks to address some fundamental questions about its future.

First and foremost among the issues facing the Stannard House is: can and should the building be saved. The recommendation will be based on a architectural description, assessment of historical significance, and assessment of general physical conditions and remediation estimates to stabilize the structure. Second is an assessment of what constraints control the building in terms of regulation and permitting. Third, is what reasonable steps can and should be taken to address immediate concerns and ensure the property has the best chance to be repurposed.

What can be discouraging in a project like the Stannard House is the amount of work, costs, and unknowns involved in getting the project all the way to the finish line. A phased approach can focus and concentrate efforts to reach critical milestones, and measurable success. The condition of the building and interest in having the structure eventually open for public use suggests a three phase approach:

#### **Phase 1: Stabilize and Weather Envelope**

#### **Phase 2: Construction**

#### **Phase 3: Program and Occupancy**

This report will break down the first phase into properly sequenced steps with specific recommendations and estimated costs. It will also provide general estimates for phase 2. Phase 3 should be a background task for the building owners and managers but should not distract attention from phase 1, for without stabilization and weather-proofing in the short term, the building will fail and phase 3 will not be realized.

## PROPERTY DESCRIPTION

The ca. 1840 General Stannard House is located at 947 US RT 7 South in the Town of Milton, located in a commercial/industrial -zoned area located about 4 miles south of Milton village. The building is a 5 x 2 bay, eaves-front, 1 ½ story wood-framed structure built in the Greek Revival style. Though the historical setting has been compromised by adjacent modern industrial buildings, there is sufficient open land around the structure itself, 200 feet minimum in each direction, to soften the impacts of modern development and preserve the immediate context.

Exterior: The house is set back 35 feet from RT 7 and rests on a mortared stone foundation extending 2 feet above grade. 2/2 double hung windows and recessed panel wooden doors were boarded over and the entry porch removed in the 1980s. An unadorned wooden box soffit with plain frieze and gable returns remains, though there is evidence it has been changed from the original, a segment of which exists but was obscured by the addition. Moldings throughout the exterior are simple, flat stock. A brick chimney penetrates the peak of the asphalt shingle covered gable roof just north of center.

A non-historic, wood-framed garage addition was built onto the west side of the house in 1950s. Unlike the house, the foundation is concrete cinder block and an overhead garage door opens into its south facing façade.

Interior: The center, main entry opens into the livingroom with dining room though an arch to the right. In the back left of the house are a study and stairs up to the 2nd floor and down to an unfinished basement; in the back right are the kitchen and only bathroom. Upstairs are 4 bedrooms located either side of the stairs and center hall which has a hatch to the unfinished attic. Like the exterior, moldings throughout the interior are plain dimensional stock except for some door casings in ground floor common areas which are slightly more ornate.



*General Stannard House as it appeared in the late 1800s.*

## HISTORIC SIGNIFICANCE

Of critical importance is the property's association with Brigadier General George Stannard who owned and lived in the house in the 1860s and 1870s and who constructed a farm on the property. General Stannard was one of the most important Generals in the American Civil War, and by the accounts of his peers and superiors, played a pivotal role in the final outcome securing the union. This association with the General is where much of the building's historic value lies, and despite its condition, the appearance of the house has changed little since it was constructed. The house is in its original location, retains its historic appearance, and is still widely known as the General Stannard House. Because of the association to the General, the pivotal role this Vermonter played in the American Civil War, it is worth every effort to retain this part of our common history important in the local, state, and national context.



Some background on Brigadier General Stannard is included here for reference:

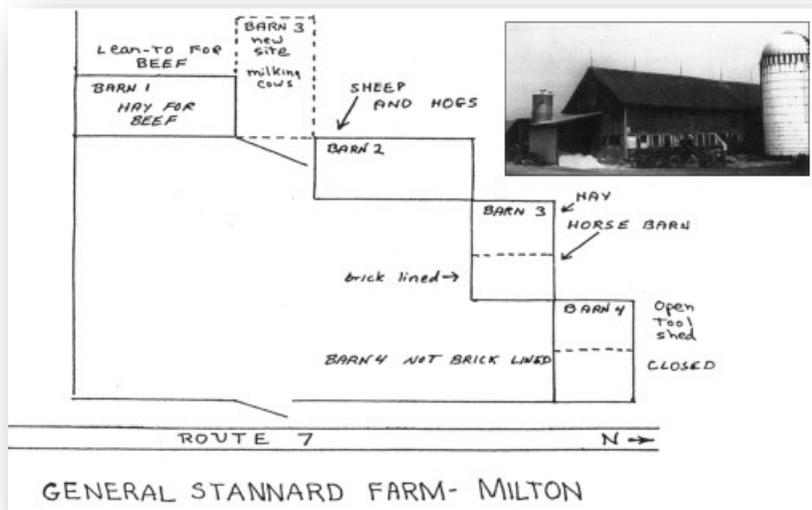
General Stannard was born in 1820 in Georgia, VT. He worked as a farmer, teacher, and brick foundry operator in St. Albans. In 1861 Stannard volunteered for duty in the Civil War, some local residents claiming he was the first Vermonter to do so. Over the next two years Stannard distinguished himself on the battlefield as an effective leader of troops in several campaigns, including the battle of Bull Run and the battle of Williamsburg. As a result, he was appointed Brigadier General on March 11, 1863 and joined the camps in defense of Washington with command of the 2nd Vermont Brigade. Stannard was known for relentless, precision drilling of his men with a quiet but effective style that won him the admiration and respect of those who served under him.

During the Gettysburg Campaign, Stannard's Brigade was sent from the capital to join the Army of the Potomac as it pursued Robert E Lee into Pennsylvania, marching 18 miles a day for a week to get there. During three separate assaults on the Union lines, Stannard swung his brigade 90 degrees to the approaching confederate forces, repelling the charges with successful flanking attacks in each case. The most significant of the flanking maneuvers was against "Pickett's Charge". About the Stannard-led repulse of Pickett, General Stannard's commanding officer, Major General Abner Doubleday, wrote *"I can only say that they performed perhaps the most brilliant feat during the war. For they broke the desperate charge of Pickett, saved the day and with it, the whole North from invasion and devastation."*

General Stannard continued in service to the Civil War and was wounded twice. The injury to his right arm sustained while holding Fort Harrison required that it be amputated and he returned to Vermont to recover and perform light duty military work. After resigning from the army in 1866, he served in various capacities, including as Doorkeeper of the United States House of Representatives until his death in 1886. He is buried in Lakeview cemetery in Burlington, and statues of General Stannard were commissioned and placed atop the Vermont Memorial at Gettysburg Battlefield, and at Lakeview Cemetery. The town of Stannard in Caledonia County is named for the General.

## OWNERSHIP AND DEVELOPMENT

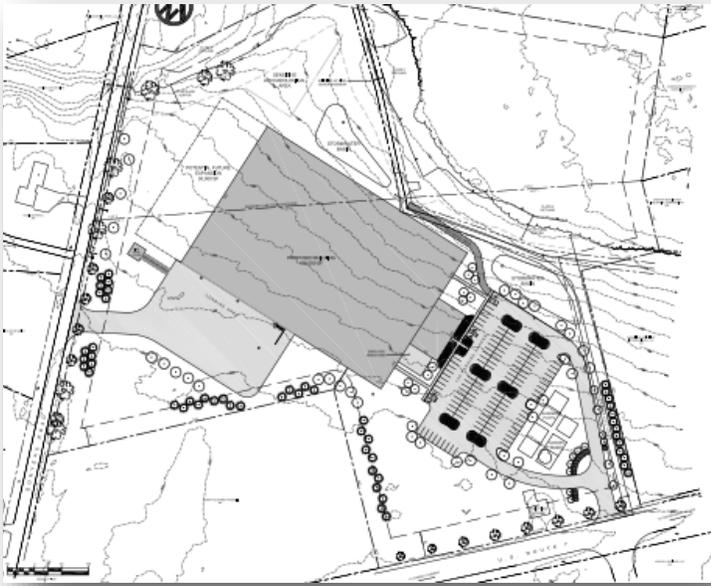
In 1868, General Stannard bought the subject property and house on Petty Brook in Milton. Soon after the purchase he built several barns, reported to have been specially arranged for operation by a man with one arm. Stannard raised horses and beef cows on the farm and ran a brick-making foundry in St. Albans until relocating to Washington DC in 1873.



Left photo shows the General Stannard Farm site plan with barns for raising beef cows and horses. The barns were known to have been specially constructed for Stannard who had lost his right arm to battle in the Civil War. The barns were burned by the Milton Fire Department as a training exercise in 1989. The same year the property was purchased by GBIC.



Above photo shows how the house appeared in the 1977 Vermont Division for Historic Preservation photo, when it was listed in the VT State Register of Historic Places. Raymond Sanderson Family owned the property until 1989, and subsequently sold it to the Greater Burlington Industrial Corporation (GBIC) who developed the land.



This plan sheet shows GBIC's completed project to redevelop the Property, including the Stannard Farm. The house is located in the lower right quadrant of the image, between the access driveway and RT 7. Despite commercial/industrial zoning in place, the house retains sufficient open space around it, and vistas from it, to preserve its immediate context.

## CONDITIONS ASSESSMENT

### General Discussion

The historic Stannard house has been vacant for approximately 25 years, owned by and under the stewardship of the Greater Burlington Industrial Corporation. During that time the asphalt roof shingles reached the end of their serviceable life and began to leak. Conditions worsened over time and the water has been penetrating unabated through multiple holes in the now collapsing roof for what appears to have been many years. The result has been catastrophic for the building interior, of which little appears to be savable. The good news: the foundation and building exterior were observed to be in better than fair condition. 2/2 historic sash are extant under plywood boarding, some with wooden storm windows. Some recessed panel exterior and interior doors also remain and appear to be salvageable. Even the wooden clapboards appear salvageable to a large degree.

The rear addition constructed on cinderblocks with an overhead garage door is of little historical value to the property. It is not uncommon to remove additions in poor condition to concentrate efforts and limited resources on the significant aspects of the property. In this case, the needs of the main house will be a challenge to address, and retaining the addition which is also in very poor condition would not make practical sense in that it would sap resources from the house configuration associated with General Stannard.

### Site and Drainage

The eaves-front house measures 35 ft x 28 ft (eaves/gable) and is set back 35 ft from RT 7 on level ground. Drainage is presently an issue because of several excavations against the foundation that were not filled in, presumably from a previous inspection. Drainage could be improved by filling the voids and regarding to achieve positive drainage to achieve positive slope away from the building.



Photo left shows the building sited slightly elevated on level ground with ample room around it. It is anticipated that the site can be re-graded for drainage without need for a curtain drain or other extra measures.

### Site and Drainage Recommendations

- 1) fill voids and re-grade to allow positive drainage away from the structure.  
Allow \$ 1000

### Foundation

The foundation generally comprises mortared stone to grade and mortared brick above grade. The basement ceiling height was observed to be 9 feet which was unusual. The stairs down to the basement were extended by 35 inches, also unusual. An examination of the interior foundation wall showed a mortar line approximately 35 inches below the joists. In combination, these three factors point to the house having been raised by 35 inches at some point, and based on the bricks and mortar it appears it was done in the 1800s. Because the increase in foundation height is primarily brick, and General Stannard managed a brick foundry in St. Albans, it is possible the house was raised while Stannard owned the property, but that is not certain by any means.



The condition of the foundation is generally good, as shown left, which was good news. Here the stone is well mortared with a soft lime mix.



In some areas the foundation need to be reset, Branches are growing in and through the wall in some places, and stones are loose and need to be pointed.



The bulkhead shown left has been open to the weather for an undetermined period. Trees and shrubs growing adjacent have dislodged the bricks. They will need to be removed and the bulkhead will need to be repaired or removed.



Photo shows lower mortared stone with brick extending above grade in good condition This and other evidence including a 9 ft ceiling height suggests the building was raised 35 inches.

## Foundation

### Recommendations

- 1) Retain and repair foundation. Repoint brick and stone as required. Ensure use of soft, compatible mortar suitable for use with the old bricks. Repair or pour concrete wall in place of bulkhead entrance to basement.  
Allow \$4000 in Phase 1

## Wood Structure

The building's structural wooden framing is visible in the basement and attic. Dimensional lumber joists rest on the foundation walls and two main carry beams in the basement: one beam parallel to the eaves supports the joists under the southern 2/3 of the building, the second beam parallel to the eaves carries the northern 2/3 of the building.



As observed in the basement, much of the framing is water-stained with organic material growing on it. This is due to water leaking through the roof and down through the building floors into the basement. The material should be tested to decide on a course of action, but many molds can be cleaned from wood and do not present an ongoing issue. Though the accessible wood “sounded” free passed the screwdriver test, a more detailed inspection will be needed once interior demolition is complete.



Rafters are original 4”x4”, pegged at the ridge. Due to ongoing water infiltration they are also stained with the presence of organic material. Some rotting wood was observed at the peak and will require further inspection once it is exposed.

Not visible during inspection is the framing within the wall cavities. Because the roof is leaking heavily over the exterior walls, damage can be expected in that area. The optimistic view is that surface organic material can be removed from framing once exposed, and the wood treated with a boron solution to kill any remaining mold or fungus.

The sill tested poorly on the street façade, but well on remaining facades. It can be expected that 50% of the sill will need to be replaced. How far to take the framing work in Phase 1 will depend on budget, but at a minimum the building needs to be stable in this phase. Framing conditions will be more clearly ascertainable after interior demolition.

## Wood Structure

### Recommendations

- 1) Inspect framing for damage and rot once exposed after interior demolition.
- 2) Replace or reinforce damaged framing to ensure the building is stable. Anticipate 50% sill replacement. Cross bracing will likely be required after the interior lath is removed.
- 3) Test for presence and type of mold on framing and remediate as needed.  
Allow \$ 6,000 in Phase 1.

## Exterior Woodwork



This is a Phase 2 Item. Like the foundation, exterior woodwork was observed to be in better than expected condition thanks to the attention given it by the Milton Historical Society who painted the building and covered the windows. There is damage to the soffit due to roof leaks, but much of the siding can be simply painted. The skirt board seen at the bottom of the siding in the left photo overhangs the stone foundation by some 3 inches which has further limited deterioration. This is all very good news for character-defining features, and the budget.



Left photo shows water-damaged soffit and board where the entry porch roof was attached. A porch half-column remains and should be preserved. The siding tends to bow out in places and the condition will not be fully known until interior surfaces are removed. Expect 20% replacement on the soffit, and 10% on the siding in Phase 2.



Greek Revival details such as the unadorned frieze, corner boards, and gable returns have water damage. It is important to retain these features but limited replacement will be necessary in Phase 2.

### Exterior Woodwork Recommendations

Phase 1:  
Allow \$ 0.00

Phase 2:

- 1) Repair and/or replace damaged woodwork in-kind
- 2) Refasten, re-nail loose siding
- 3) Reconstruct entry porch
- 4) Reconstruct back stairs

Allow \$6,500

### Windows and Doors



Historic 2/2/ wooden double hung sash windows were observed to be extant in the main block: visible on the second floor as shown in left photo and covered with plywood boards for security reasons on the first floor. Conditions of the windows and exterior trim appeared to be generally good. The historic main entry door also remained in place and should be retained and restored for reuse.

## Windows and Doors Recommendations

### Phase 1

1) remove plywood boarding and replace with plexiglass panels installed over spacers. This will provide security, protect the windows, ventilate the building, and allow light into the building so work can begin.

Allow \$ 1,500

### Phase 2

1) Free, lubricate, weatherstrip, paint, and install compatible storm windows (wood, triple track, or allied invisible).

Allow \$ 5,000

## Roof

The asphalt roof shingles and plank sheathing, as evident from exterior and attic observations have failed due to long term roof leaks. Both will need to be replaced. The disposition of the existing pegged rafters which are historically significant, needs more evaluation once the building framing has been exposed. Depending on condition, the roof support system may need to be augmented with additional rafters and the plates may need to be replaced.

For the above reasons we recommend that the existing shingles and sheathing be removed, the 4x4 rafters reinforced as required, and a temporary metal roof be installed as soon as possible to eliminate further water penetration into the building and potential structural collapse. The non-historic shed dormer should be removed in Phase 1. We don't believe this will result in an unnecessary duplication of effort as most of the work involved would be required to prepare for the permanent roof. A temporary roof can be installed quickly, and will allow the balance of Phase 1 work to be completed and proper assessments made in preparation for phase 2 when a permanent roof would be installed.



Photo left shows failed roof shingles and sheathing evident by the valleys between rafters. Of concern is the extend of water leaking into the exterior wall cavities. This will be known once the interior surfaces are removed.

## Roof

### Recommendations

#### Phase 1 (urgent)

- 1) Remove existing roof shingles and sheathing, brace and reinforce rafters as required, install wood strapping, install new temporary steel roof.  
Allow \$18,000.

#### Phase 2

- 1) Remove and sell/return temporary roof steel. Reinforce rafters as directed by engineer and construction permit.
- 2) Allow \$ 20,000.

## Chimney



A single brick chimney extends from the basement and penetrates the roof just north of center. Loose bricks and missing mortar above the roof line will need remediation

### Chimney Recommendations

#### Phase 1

- 1) Repoint brick chimney to prevent further deterioration when the roof is being replaced.  
Allow \$ 500

## Paint

Paint conditions are in fair to good condition on most of the building. Where the paint is failing, particularly on the soffit, the cause is the leaking roof. Addressing paint conditions is not urgent on this structure, other than priming any bare wood, and any unpainted surfaces exposed after the addition is removed. The entire building should be painted in phase 2 after the roof has been replaced and the woodwork repaired.

Getting painters who are capable of the kind of careful and thorough preparation necessary to ensure good paint performance is difficult; *Preservation Brief #10: Exterior Paint Problems on Historic Woodwork* should be used as a guideline, and painters pre-qualified by their familiarity with these guidelines and a willingness to follow them. Protecting the brickwork from any drips or spills is a critical and necessary part of any painting repairs.

Proper preparation of surfaces work is 90% of the success of a paint job, and is skilled work that should not be left to amateurs; there are also new paints on the market which extend the cycle of repainting by several years. Although the materials are more expensive, most of the cost of painting is in labor, so that extending the cycle quickly becomes a substantial net gain.

## **Paint Recommendations**

Phase 1:

- 1) Prime bare wood and any unpainted wood exposed when the rear addition is removed.  
Allow \$ 500

Phase 2:

- 1) Paint the building.  
Allow \$ 6,000

## **Interior**

As stated earlier, most of the building's building interior cannot reasonably be salvaged. The roof has been leaking and the building holding moisture for so long that surfaces and underlying materials have been ruined. Important exceptions are the stairs and railing to the second floor, interior doors, and a limited amount of flooring. Existing wooden moldings are simple flat stock likely painted with lead paint. These moldings can be replaced more cheaply and without harm to historic character. Below is a list of what should be removed and what can possibly be saved:

### Interior Remove:

Plaster and sheetrock surfaces, walls and ceilings -100%  
 First floor flooring - 75%  
 Second floor flooring - 50%  
 Cabinets and furnishings -100%  
 Trim and molding -100%  
 Plumbing and Heating -90%

### Interior Save:

Framing  
 Stairs to Second floor (do not meet code if public use upstairs)  
 Doors—Interior and Front  
 Pipes and conduit through foundation



Left photo is upstairs bedroom showing collapsed roof and soaked interior. The dormer and all interior surfaces should be removed in Phase 1.



Extant historic windows but ruined interior walls, ceiling, and floors. The site and exterior are more important historically than the building interior which is very simple. Discussion should take place about rebuilding the interior with the same, or similar configuration allowing for ADA as needed.



Shown left is the livingroom—not as damaged but still requiring removal of surfaces. Flooring could possibly be saved in this location. 2/2/ windows are important features and should be retained.

## Interior Recommendations

### Phase 1

- 1) Complete demolition of interior spaces back to framing using list on page 15 as a guide:  
Allow \$ 7,500

### Phase 2

- 1) Rebuild complete interior with new plumbing, electrical, and ADA use.  
Allow \$ 100,000—150,000  
(\*will require further planning)

## PERMITTING CONSTRAINTS

Rehabilitation of the property will be subject to several permit requirements: An ACT 250 permit established when GBIC bought and developed the property contains legally binding regulatory language that requires review by the VT Division for Historic Preservation (VDHP) for any significant improvements to the Stannard House, as excerpted below.

- 5) Any proposed changes to the Stannard House, including, but not limited to, stabilization, rehabilitation, relocation, or demolition will be submitted to the Division for Historic Preservation for review and comment prior to the commencement of the proposed changes.

This regulatory language requires, for a proposed project, a package of information be generated and submitted to VDHP outlining the work and impacts to the historic features of the house. The Division will review and comment on the proposal, accepting, rejecting, or suggesting changes to the proposed work. If the building is to be opened to the public, permits will be needed from the VT Division of Fire Safety for construction, plumbing, electrical, egress, and ADA. Master plumbers will need to certify the work and obtain permits for their own work. The VDHP approval needs to be obtained before any work is done, and because that process may take several weeks, it should begin immediately if any Phase 1 work will take place this year.

## REMEDICATION SUMMARY

It is recommended that a 20% contingency be included to Phases 1 and 2 for conditions that cannot be seen in a non-destructive investigation such as this one. Use of contractors skilled and experienced in preservation work will help manage discovered conditions and insure that proper consideration is given to materials, practices and preservation concerns; this is usually the most cost-effective approach and protects the integrity of the building, including its eligibility for grant funding.

This opinion of probable cost addresses historic preservation issues; it is not based on full research, specifications or details, and should be considered advisory only.

Our estimates are explicitly "Order of Magnitude" preliminary opinions of probable cost, exclusive of any Div.1 (General Conditions) costs, any specific costs associated with choice of materials and methods, any scale of work issues (small projects are more expensive per unit than larger ones), any project-specific conditions, any discovered conditions or additional information that a bidding contractor may well uncover, and that a specification can address but this brief report does not. They are probably lower than actual costs when all information has been gathered. Costs are based on hired labor and new materials, both at market rates in a volatile economy, taking into account special contractor expertise as required.

### **PHASE 1 OVERALL SCHEDULE: Stabilize and Weather Envelope**

- 1) Generate work plan with specifications for items 5-12
- 2) Obtain regulatory approvals from VT Div. for Historic Preservation
- 3) Obtain Contractor quotes based on work specifications
- 4) Seek funding based on approved work plan and costs
- 5) Remove rear addition and weatherproof newly exposed main block
- 6) Remove existing shingles, and deteriorated roof sheathing; install temporary steel roof on new wooden strapping fixed to rafters
- 7) Repair foundation and bulkhead, fill in voids and re-grade for proper drainage
- 8) Gut interior to the framing; remove bad flooring, retain planks on second floor as possible; have the building inspected by a structural engineer at this step to ensure building stability and scope of work required in Phase 2
- 9) Replace and reinforce existing framing as needed based on engineers evaluation.
- 10) Remove window boarding and install plexiglass panels with spacers over windows
- 11) Ventilate and dry the building
- 12) Install new back door

### **CONCLUSION**

The General Stannard House is a nationally important resource tied to the American Civil War. The General's house is demonstrably close to the point of no -return which would occur in a structural collapse, but the building has been stubbornly resisting that outcome. Action is urgently needed to arrest the cause of deterioration, and remediate the results of water penetrating the roof over the years. The loss of this building and it's connection to a man who changed the course of American history would be more challenging to absorb, we suspect, than is the challenge confronted by the stakeholders who wish to preserve this piece of history.

Repairs now will return a number of deferred maintenance details to a condition requiring only routine maintenance; conversely, these problems will accelerate shortly if not addressed. Employment of tradesmen with demonstrated expertise in historic building repairs - even though they appear more expensive than others - will avoid most maintenance problems created by unskilled repairs.

Once rehabilitated, a comprehensive plan for the use and periodic maintenance of the building should be developed to organize records, avoid costly repairs, anticipate cyclical replacement of materials, and utilize the best methods and materials from a growing body of research and experience with historic building maintenance, which often differs significantly from maintenance of newer buildings. While professional assistance will be required to generate proper specifications and provide some project oversight, we do not believe, considering the scope of repairs that focus in preservation, that an architect will need to be engaged to advance the project.

We are pleased to have had this opportunity to assist you in the on-going stewardship of this significant historic resource. Please don't hesitate to call if you have questions on any of the above, or need additional information or assistance in continuing restoration work on the building.

## REHABILITATION SCHEDULE AND ESTIMATES

<b>PHASE 1: Stabilization and Weather Envelope</b>	<b>ALLOW (\$)</b>
1. Generate Phase 1 scope of work and specifications	1,200
2. Obtain regulatory approvals from VDHP	500
3. Obtain Contractor quotes from work specifications	350
4. Seek funding based on approved Phase 1 work plan	n/a
5. Remove rear addition and paint all exterior bare wood	3,500
6. Remove roof and sheathing and install temporary steel roof, repoint chimney (*)	18,500
7. repair foundation and bulkhead, fill voids and re-grade perimeter for drainage	5,000
8. Gut interior to framing per list on pp 15 (*)	7,500
9. Reinforce/replace existing framing per engineer specs (*)	6,000
10. Remove window boarding and replace with plexiglass with spacers	1,500
11. Ventilate and Dry the building	750
12. Install new exterior back door	750
<b>Sub-Total Phase 1</b>	<b>45,550</b>
<b>PHASE 2: Construction</b>	
1. Exterior woodwork repairs, rebuild porch and back stairs	6,000
2. Repair windows, purchase and install storm windows	5,000
3. Install new standing seam metal roof	20,000
4. Paint the building	6,000
5. Rebuild Interior, framing, mechanicals	100,000—150,000
<b>Sub-Total Phase 2</b>	<b>137,000—187,000</b>
<b>TOTAL</b>	<b>182,550—232,550</b>
<b>TOTAL w/ 20% Contingency</b>	<b>219,060—279,060</b>

## **6. Business Association Guided Property Maintenance Reporters: Lori Donna, Katherine Sonnick**

### **Benefit:**

The Milton Business Association (MBA) would guide property maintenance. Business owners would encourage other business owners to maintain and improve their own properties.

### **Vision:**

The now inactive MBA would be resurrected, independent of Town government. The reinvigorated Association would focus on reaching out to business owners in town, particularly those along Route 7, to coax fellow property upkeep and improvements. As the request would be coming from fellow business owners, this would have the benefit of being a request not “from above” but from peers, and would keep the Town out of the enforcement end of things. There could be some sort mini-grants or fellow business assistance on helping clean up properties.

### **Cost and Funding:**

There would be little funding from the Town; however, the Economic Development Commission could play a critical role in reinvigorating the MBA and lend some time in helping organize their efforts. The Town could provide the MBA with some funding for a matching grant program for small property improvements such as painting, signage, and general clean up.

### **Other considerations:**

Currently, since there isn't an active business association, it doesn't necessarily share this vision. It might take some time and effort to help reform the MBA and work with them to move forward with this effort.

## **7. Multi-Use Path**

**Reporter: Henry Bonges**

### **Benefit:**

Connecting paths for walking and biking throughout the town enables a healthier, safer and friendlier environment. Other benefits are less automobile use and more community interaction.

### **Vision:**

Multi-use paths or sidewalks along the length of Route 7 connecting to sidewalks along all adjacent streets and appropriate crosswalks. Other high density paths are given priority, such as Birchwood Park, which has a high amount of traffic walking across I89 in a very unsafe manner.

### **Cost and Funding:**

This must wait until the Route 7 Corridor study is completed along with a Sidewalk Scoping study, which is focusing on Main Street and the areas around the high school. This is in line with Title 19 of the state's highway statute of "Complete Streets". Complete multi-use paths are already on the radar of the planning commission and SLB. The Improvements Committee confirms it as a priority with detail coming out of the above studies.

## 8. Aesthetic Guidelines      Reporter: Amy Cook

### **Benefit:**

Enhanced quality of life. Attractive streets and buildings reflect an ethos of care, which, over time, encourages compliant behavior and generally elicits generosity and good will among residents and visitors alike. An invitational atmosphere stimulates economic growth as businesses desire locations that value good design. A full compliment of retail and professional services attracts residents with stable and, often, higher incomes, which, in turn, increases the town's tax base. Most importantly, however, the increased mental and physical health of the community is supported when the look and feel of a town is pleasant and uplifting.

### **Vision:**

Aesthetic guidelines in Milton should be implemented in phases; initially they will be voluntary and, over time, become required. If the guidelines are readily available and incorporate flexibility and if the results are made visible enough, a transition of approximately five years is a reasonable adjustment period given there are regular opportunities for public input and revision during that transitional phase. The sooner the town's aesthetics improve overall, the easier the enforcement of the guidelines becomes. Thus, the following italicized information represents efforts toward reaching a balance between individual expression and community identity that, together, create a desirable sense of place. It is taken from a report of Design Guidelines prepared for Manchester, VT by Land Works and Smith and Vansant Architects, funded by a grant from the Vermont Agency of Commerce, Department of Housing and Community Affairs. Many aspects of this report were too restrictive (design patterns, for example) or not pertinent to our situation, or they speak to issues we are already addressing and thus were not considered here. However, many, many others, including signage landscaping, tree planting and maintenance are well researched and clearly explained with user-friendly illustrations so please examine it to focus on these points.

[http://vnrc.org/wp-content/uploads/typo3/Publications/designguidelines\\_full\\_doc.pdf](http://vnrc.org/wp-content/uploads/typo3/Publications/designguidelines_full_doc.pdf)

### ***Conceal Mechanicals***

*Mechanical equipment should be shielded from public view, preferably on the rear side of buildings. Ground-located equipment and dumpsters may alternatively be screened from view with fences or vegetation.*

*Screening transformers and other utilities can be accomplished in a more creative fashion that calls less attention to the element being screened. Two options include 1) incorporating the screening element into the architectural design of the building or utility buildings on the site or 2) setting the transformer or other such utility within a proposed planting bed rather than creating a rectilinear planting around the transformer designed specifically to screen it.*

### ***Integrated Lighting***

*Exterior light fixtures, whether purely decorative or lighting a sign, should complement the architectural style and color of the building. Consider the fixtures as part of the facade's composition and locate them as thoughtfully as one would other architectural elements. Fixtures should cast light only where needed to minimize glare, and be no brighter than necessary.*

***Integrated Signs***

*Signs should be architecturally integrated in a building's elevation. Whether signs are to be bracketed off the face of a building or mounted directly on the facade, plan for the placement of signs when designing an elevation so that they may be hung in logical spaces between windows or between floor levels. Avoid obscuring key architectural features of a building with signs.*

***Patterns for Landscaping***

- *Use native or naturalized species with proven performance and hardiness.*
- *Employ local technologies for installation and management.*
- *Maintain and enhance views of the surrounding and distant landscape.*
- *Consider functional landscaping: employ design techniques that stabilize slopes, provide low maintenance alternatives to lawn areas, reduce erosion and reinforce pedestrian circulation routes.*

***Submitting an Application for Design Review***

*Proposals should be illustrated to a degree that gives the reviewing Boards a thorough understanding of the project. The quantity and type of drawings or other information needed will vary with the nature and extent of the project. For example, a more thorough application packet will be needed for a new building in a historic district, or a facade renovation on a historic building, as compared with a proposal for rear deck on a newer building located off the street. The checklist below is a guideline to help inform a prospective applicant as to what may be needed in a design application; Town Boards may request additional information as needed to fully understand any particular project. Town staff are happy to provide guidance and answer questions as to what may be needed in any particular instance. Helpful or required information may include:*

***Building design***

- *Narrative explaining the scope of work proposed.*
- *Accurate, detailed drawings or photographs showing existing conditions of the building.*
- *Accurate, detailed scale elevations illustrating the proposed construction or alteration. Elevations should include neighboring buildings, proposed signs, light fixtures, and landscaping. In minor cases, a sketch superimposed over a photograph may suffice. In other cases (such as for new buildings or other significant proposals), digital imagery may prove helpful in visualizing proposals. Perspective drawings may also be needed -- for example, of a principal facade as seen from pedestrian eye level.*
- *Accurate detailed scale drawings of site development plan. (Residential uses need a sketch plan).*
- *Samples, specifications, cut sheets, photos of all materials, i.e.: roofing material, doors, window/muntin specs, siding, site furniture, handrails, fencing, brick, etc.*
- *Additional drawing(s) or sections of details for trim and finish work.*
- *Accurate and sufficient samples of paint chips for primary and trim colors.*
- *Manufacturer's cut sheet or specifications and locations for all HVAC units and other infrastructure*

***Lighting***

- *Show numbers & locations of proposed light fixtures on a site development plan.*
- *Provide manufacturer's cut sheets for all fixture(s) and/or pole(s); photos if available;*
- *specify colors.*
- *Specify types of bulbs and size/intensity for each type of fixture.*
- *Accurate, scale drawings or photographs of building elevations for wall-mounted lights.*

### ***Awnings***

- *Photo or brochure showing proposed design.*
- *Color sample or swatch of proposed material.*
- *Photograph or accurate scale drawing of building, showing where awning is to be installed.*

### ***Landscaping***

- *Accurate, detailed scale drawing of site plan showing location, number, and types, and sizes of proposed plantings or other site improvements, including fences, screening, benches, and the like.*

### ***Signs***

- *Color rendering of proposed sign, or photograph if already existing. Material specifications; accurate and sufficient samples of each proposed color. Photograph or accurate scale drawing of building elevation showing proposed location(s) of flush mounted or projecting sign(s), and/or*
- *Photograph or accurate scale drawing of site plan showing proposed location of freestanding sign.*
- *Type & location of all lighting fixtures & bulbs that illuminate sign.*

*With a complete submittal in hand, Town Boards can more fully understand the scope of a proposed project. This will help the review process go more smoothly for all parties.*

In addition to these points, it would be helpful to develop or include an illustrated glossary of design terms to be provided in a packet to applicants and existing residents alike as a means of educational advocacy.

### **Cost and Funding:**

Once the town establishes a healthy accessible infrastructure and sets a visually unified tone, individuals and businesses would fund these elements of their own. Fees for noncompliance could go into a specific maintenance account to be saved and used for problematic situations in the future.

### **Other Considerations:**

The committee feels the use of 'Before' and 'After' images are a very powerful tool and encourages the use of these whenever possible to garner support for improvements and compliance with required guidelines as a means of quickly and clearly conveying the value of aesthetic enhancements to all involved.

## **9. Grants/Micro-Loan Program      Reporter: Henry Bonges**

### **Benefit:**

Support developing businesses with capital needed to become sustainable, in form of grants and small loans. Leverages funds to help neighbors to do things to improve the overall community, puts money where we live.

### **Vision:**

Build on Milton's assets, to make the town a better place to live and work. Starting small, based on the needs and interest of members of the community, develop an organization to establish the capacity to provide local capital. Funding would address local needs and incubate and/or support mutual benefit enterprises. Starting point could be deciding which types of businesses we'd like to attract to Milton. Overall goal is to support and strengthen the community.

### **Cost and Funding:**

Survey successful Milton businesses to see who would be willing to lend support.

Example of the model:

<http://grassrootsfund.org/stories/feature-stories/small-maine-towns-non-profit-gives-aid-where-banks-wont>

<http://grassrootsfund.org/groups/bowdoinham-community-development-initiative-bcdi>

## 10. Town Green      Reporter: Gisela Alpert

### Vision/Benefit:

A central town green, enhancing the Rte 7 corridor/gateway for all visitors and where our residents can gather around the Milton ‘Tree’ giving a purpose of unity. There was a letter written a year ago, in the *Milton Independent*, about being offended at having another tree beside the “Remembrance Tree”. The follow up was:

**Bruchs Carlene** <[Carlene\\_Bruchs@cable.comcast.com](mailto:Carlene_Bruchs@cable.comcast.com)>

To: Lamdin Courtney <[courtney@miltonindependent.com](mailto:courtney@miltonindependent.com)>

RE: Tree of Remembrance

“We agreed that the Tree of Remembrance and that the community tree celebration were two separate things that serve two distinct purposes. I know that one of our long-standing members took it upon herself to write a letter to the *Independent* last year about our tree. The vast majority of our group believe that having a community tree on Route 7 as you come into town is a great idea and we hope that it continues. In fact, we were hoping that a permanent tree could be planted and used each year for that purpose. The Tree of Remembrance will be lit on Friday, November 28<sup>th</sup> and run through the holiday season.”

### Cost/Funding:

Looking at the VTrans proposed hourglass as the main location for the new town green, the Milton Artists’ Guild recently sent in a letter of intent to the Vermont Arts Council for a possible grant. Recipients of this grant can receive from \$1,000 up to \$15,000. We will find out if we were successful in our application by November 15, 2014.

For your understanding, please read our letter:

“Our project is the creation of a town green, a central feature of Vermont community life, and one which Milton has lacked for many years. The town green is critical at this time because, at long last, a dangerous intersection on Rt. 7 is being addressed with the help of VTrans, in the year 2015/16, and the reshaping of this central area affords the space to create a green. Since Main Street in the village ceased to be the main thoroughfare and the subsequent designation of a town core district further south on Rt. 7, the commercial and civic infrastructure has slowly shifted to an area, which lacks a unifying aesthetic design. Recent efforts to improve this state include the planned restoration of the General Stannard House assisted by the Milton Historical Society, the refurbishment of the town’s recreational buildings, and the Milton Garden Club’s nascent plans for a sensory garden at Bombardier Park. The increased pedestrian and vehicular safety of the new “hourglass” area (see attached image) makes possible the inclusion of art and a gathering space, for which the potential collaboration with artist Gisela Alpert is intended.

Gisela serves on the Rt. 7 Aesthetic Improvements Committee and is past-president of the Milton Artists’ Guild. She was the co-designer of the park and pedestrian avenue within Milton Square Shopping Center, a project of private developer Ernie Pomerleau, who issued a call to artists in the Milton Artists’ Guild. Her design for the town green will take into account the opportunity for burying utility lines, constructing bicycle and pedestrian pathways, landscaping,

seating, and artwork as well as the planting of a large evergreen tree to be featured at Milton's traditional lighting ceremony during the holiday season. Alpert's sculpture designs feature associations with the series of dams along the Lamoille River, an integral part of the town's geography and a source of both peaceful and energetic flow, healthy recreation, and environmental stewardship. Indeed the river appears in another of the town's recent improvements, the inclusion of new municipal site and town boundary signs designed by members of the Milton Artists' Guild.

There is a thoughtful process and cohesion in the trajectory of ideas and actions taking place in anticipation of just such an opportunity for animation as this grant represents. The town green will be a major asset to our 10,000+ residents and to all visitors who travel through our centrally located town. To that end, we are enthusiastic about collaborations that help us to help ourselves, and appreciate your consideration of our desire for the addition of this integral element to our town.

Sincerely,  
Pilar Paulsen, President  
Milton Artists' Guild



**The remainder of the funding:**

Fundraising – Town of Milton

Should the hourglass project not come to fruition, we will have to revisit a new site vision.

## APPENDIX

### Committee Meeting Minutes

- <http://www.miltonvt.org/government/elected/selectboard/improve.html> These are also posted on the town's website.

### Prior Efforts

- The 2007 Town core Streetscape and Accessibility Design Study <http://www.miltonvt.org/images/pdf/files/department/planning/TownCoreStScape.PDF>

### Potential Funding Sources:

- Citizens Institute on Rural Design <http://www.rural-design.org/apply> <http://www.rural-design.org/request-for-proposals>
- Orton Family Foundation <http://www.orton.org/who/mission>

### Relevant Articles and Books:

<http://www.miltonindependent.com/letter-tree-lighting-history/> (Keep this in mind for town green.)

Innovation space in Burlington <http://generatorvermont.com/> (Keep this in mind for Creamery or Industrial Park)

Art At the Crossroads [http://www.sevendaysvt.com/vermont/matt-bucy-is-making-white-river-  
junction-into-a-next-generation-nexus/Content?oid=2295903](http://www.sevendaysvt.com/vermont/matt-bucy-is-making-white-river-junction-into-a-next-generation-nexus/Content?oid=2295903)

<http://www.miltonindependent.com/wont-you-be-my-neighbor/> (Keep this in mind for potential arts center waterfront location.)

[http://www1.northernnewengland.aaa.com/new-england-journey/2014/03-04/Pages/bucolic-  
brunswick.aspx?zip=05354&stateprov=vt&city=vernon&devicecd=PC&referer=www.google.co  
m](http://www1.northernnewengland.aaa.com/new-england-journey/2014/03-04/Pages/bucolic-brunswick.aspx?zip=05354&stateprov=vt&city=vernon&devicecd=PC&referer=www.google.com) (More reasons to fight for a train stop, not to mention a college, here.)

Very Inspirational!

[http://icma.org/en/icma/newsroom/highlights/Article/105008/For\\_the\\_Love\\_of\\_Cities](http://icma.org/en/icma/newsroom/highlights/Article/105008/For_the_Love_of_Cities) the book is listed below.

The first three listed here are now available in our library!

[http://www.amazon.com/The-Rise-Creative-Class-Transforming/dp/0465024777/ref=sr\\_1\\_2?ie=UTF8&qid=1395771913&sr=8-2&keywords=rise+of+the+creative+class](http://www.amazon.com/The-Rise-Creative-Class-Transforming/dp/0465024777/ref=sr_1_2?ie=UTF8&qid=1395771913&sr=8-2&keywords=rise+of+the+creative+class)

[http://www.amazon.com/Home-Nowhere-Remaking-Everyday-Century/dp/0684837374/ref=sr\\_1\\_2?ie=UTF8&qid=1395774658&sr=8-2&keywords=the+geography+of+nowhere](http://www.amazon.com/Home-Nowhere-Remaking-Everyday-Century/dp/0684837374/ref=sr_1_2?ie=UTF8&qid=1395774658&sr=8-2&keywords=the+geography+of+nowhere)

[http://www.amazon.com/Death-Life-Great-American-Cities/dp/067974195X/ref=sr\\_1\\_1?ie=UTF8&qid=1395774539&sr=8-1&keywords=jane+jacobs](http://www.amazon.com/Death-Life-Great-American-Cities/dp/067974195X/ref=sr_1_1?ie=UTF8&qid=1395774539&sr=8-1&keywords=jane+jacobs)

[http://fortheloveofcities.com/?page\\_id=254](http://fortheloveofcities.com/?page_id=254)

### Similar Efforts Undertaken by Other Towns in Vermont

Improvements Committee inquiry to Vermont Planners Association about what other towns are doing for Voluntary Aesthetic Improvement Programs, and Managers' feedback and responses:

Question to municipal town managers: *Does any town have a program or guidelines for formally requesting that property owners and/or tenants clean up or take better care of their property, whether that includes keeping the grass cut, brush cut back, shingles repaired, trash removed, on a voluntary basis - if so, do you have guidelines for identifying the properties that become the subject of the request and can you share those please?*

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My quick two cents is that in Barre we committed to fixing the public infrastructure first. Property owners made improvements after without getting asked. Look at your right of way. Are the side walks crumbling and incomplete? Are the water and sewer lines good (no sense fixing up the front lawn if the City is going to come through in two years to tear it up). Are the road surface all broke up? Are the roadside ditches steep and difficult to maintain? Are the ditches over grown? There is a great deal of land under public responsibility and I find it hard to ask property owners to step up when the town/state wont.

Consider some carrots like tax stabilization of municipal taxes for improvements. The bigger the improvement the longer the stabilization.

*Mike Miller, AICP CFM  
Director of Permitting, city of Barre*

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Agreed with Mike...important for the town to step up and maintain public works. I used to get asked all the time why we didn't clean up and paint downtown fire hydrants, for ex... neither water nor fire depts had the time or made it a priority. Finally, I found a solution...the high school had an annual public service day, and I got a crew of kids who loved the idea and made it

happen. It all makes a difference: sidewalks, crosswalks, street signs, fixing fence posts, removing graffiti... and sometimes you can leverage one owner's work (repainting a building, for ex) to get publicity and spur others to do the same. Reverse entropy, build positive momentum.

*Lee Kron, CCRPC*

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Agree with the below. A Voluntary Aesthetic Improvement Program says 'risky business' to me.

*Dana Hanley, Community Development Director, Essex*

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So the sub-text is that the Selectboard would like to "do something" but they don't want to codify any requirements.

My suggestion is for the business owners to form some sort of association that would exist independent of town government. Then they can all coax each other to be better neighbors and clean up their junk properties to their hearts content but keep you out of the enforcement end of things.

*Ken Belliveau, Planning Director, Town of Williston*

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Are you thinking of simple things like planting flowers, etc. or big ticket items like fixing up rundown properties/storefronts?

I would suggest not having anyone with enforcement authority contacting, sending out letters -- maybe not even someone from the Town. Personally, I'd stay far away from anything that singled out an individual property owner. "Hey, Joe, we noticed you have a lot of junk cars on your lawn, we think it would be really great if you voluntarily clean it up. Please contact me in the Zoning Office" might not be received that well. Better instead to focus on the positive -- how small improvements might benefit the community/business climate, etc. The first step might be to get a couple of property owner/business owner who are interested on board, and maybe see if they are willing to reach out to their peers.

*Seth Jenson, Lamoille Regional Planning Commission*

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At the Downtown Conference last year in Barre, one presenter said they had helped catalyze property owners to make changes by using simple before/after visualizations/mock ups. The lesson was that it was very powerful to show property owners how a little work could uplift their building and thus their business. Seeing what was possible - because really, improvements *can* be hard to visualize - made people more likely to invest private funds on things like facade improvements, benches, flower pots, etc.

So, to support this without regulating it, if the town has some capacity, this could be a technical assistance service it offers: simple mockups to any property owners who are interested in spiffing up their buildings.

*Kate McCarthy, VNRC*

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In St. Albans City's downtown area, we have used the strategy of both improving the public right-of-way substantially, as well as announcing a matching façade improvement grant program, which also funds a local architect to do before and after concepts, as Kate mentions below. City Council makes all final grant decisions, after prepped by staff. It has worked really well for us.

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*Chip Sawyer, Planning Director, city of St. Albans*

A local matching grant program sounds great. How long has St. Albans' been up and running and how is the grant program funded? Are residential property owners eligible to apply for grants if their properties are in the downtown area?

*Irene Nagle*

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I believe that Bennington and several other towns may also have a small grant or loan fund for façade improvements within a downtown district... as seed money or incentive to help encourage owners along.

*Lee Kron, CCRPC*

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1. Urge them to be systematic and treat each property equally using a rating system and the same standards. They can let owners know where the business falls out across the board and that they are not being singled out.
2. Walk around with Public Works & City officials, and possibly businesses. It is surprising how many items are in the right-of-way that the City can take care of, and that makes it a joint effort. I.e., trash, old signs, left over infrastructure from signs or electric poles that was never removed, brush obstructing things, pervasive flooding puddles, etc..
3. Provide the committee with a small grant fund, like \$10,000 to do matching grants for improvements to signs, lighting, paint job etc. Those make a big difference, and with a lot of publicity can encourage their neighbors to do the same.

I used to staff a Design Review Committee in Maryland and I was always the one, as staff, who usually had to write a letter asking a business, generally not someone on the committee, to improve the appearance of their business. The embarrassing thing was as the committee

members often knew a lot of the businesses and targeted the ones they did not, often businesses run by immigrants.

At the City we separately ran several façade improvement grant programs using state funds. It was shockingly difficult to get people to take money. I had some really amazing, dedicated, persuasive interns. If you have a great volunteer group, this may be a good opportunity to roust up the takers on a grant program, set guidelines for what is a good grant project, etc.

*Ilona Blanchard, Economic Coordinator, City of South Burlington*

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Shaftsbury does not. We have a lot of folks who have had a difficult time in this Recession. And property appearances are notably suffering. Some people seem not care at all. I believe that in their heart of hearts, people would prefer to see a place 'neat as a pin'. It makes one feel happier. So – some of our town officials (i.e. Water Superintendent who does a lot of home visits to read meters) will give helpful suggestions to people who have really let things go. Eventually, however, I have to send the heavy-handed letter which talks about public nuisances and disease vectors, etc etc. with directions as to how to dispose of trash in an acceptable manner.

*Margy Becker, Shaftsbury Town Administrator*

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We have an ordinance in both the Village & the Town that requires lot mowing by 8/15. All are on the Town web site.

*Frank Heald, Municipal Manager, Ludlow*

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Map: Targeted Area - Diner to the Dam

