Springfield Downtown Redevelopment Plan

Prepared For

Springfield on the Move
Town of Springfield
Southern Windsor Regional Planning Commission

Prepared By

The Cavendish Partnership
Planning Urban Design Landscape Architecture & Participation

in Association with

Douglas J. Kennedy & Associates
Planning Development & Economics

December 1995

THE CAVENDISH PARTNERSHIP

December 7, 1995

Larry Keefe, Chair
Springfield on the Move
Town of Springfield
Springfield, Vermont
05156

Re: Springfield Downtown Redevelopment Plan

Dear Larry,

It is with great pleasure that we submit our findings to your committee and the Town. Public participation in the planning process has been phenomenal, spirits are very high, and community is poised to move a step closer to realizing its dream..

It is critical that you do not lose your momentum. The past three months have been exciting and we have made great progress but many in respects the next three months will be more important. Now is the time develop your action plan for the next six months. Your committee should be: reconfirming the vision, shoring up the organization with shakers and movers, formalizing land owner agreements, revising your marketing and business plan and preparing for the next round of grant applications.

We have enjoyed working with the Town over the past three months and hope that we can continue to work with you and your committee in getting downtown "Springfield on the Move." Thank you for selecting our team for this important assignment. Best wishes.

Sincerely yours,
THE CAVENDISH PARTNERSHIP, INC.

Stephen P.C. Plunkard, ASLA
Principal

Enclosure: 10 Reports

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Analysis of Existing Conditions

Scope of Services: The consultant will inventory and analyze existing circulation conditions in the downtown area that include but are not limited to: inventory of parking spaces, condition of sidewalks, pedestrian hazards, high accident locations, truck traffic and turning movements and other safety related issues. The consultant will also provide estimates of the impact of the State Office Complex on average daily traffic, parking and the increase in pedestrian traffic in the downtown area.

Findings

Inventory of Parking Spaces

Parking spaces in the downtown were inventoried in the field by counting individual spaces and categorizing them by use. One hundred and thirty three-on-street parking spaces and 680 off-street parking spaces are in the downtown. For purposes of this report we have assumed that they will build the state office complex.

Table 1: Existing Downtown Parking Spaces Use/Ownership

SPACE CLASSIFICATION	NUMBER OF PARKING SPACES
On-Street Public Parking	133
Off-Street Public Parking	26
Private Off-Street Parking	680
Proposed State Office Complex	184
TOTAL OF EXISTING SPACES	**1023**

Existing Parking Demand Analysis

We measured and categorized the use of each building by use to determine the existing parking demand for the downtown. The number of spaces required for each use was factored by using conventional parking demand criteria. The following table represents the demand for parking in the downtown based on current building use.

Table 2: Existing Parking Demand Analysis

BUILDING USE	SQUARE FEET	FACTOR	SPACE DEMAND
Retail	29,260	3 Spaces/1000 SF	87
Service	29,033	3 Spaces/1000 SF	87
Vacant Retail	3,600	3 Spaces/1000 SF	09
Vacant Office	6,300	1 Space/300 SF	21
Industrial	81,326	1 Space/Employee	100
Restaurants (3)	145 Seats	1 Space/3 Seats	48
State Offices	40,500	N/A	184
Warehouse	17,424	N/A	10
Churches	N/A	Shared Parking	N/A
Post Office	4,800	N/A	15
Town Offices	3,950	N/A	26
Other	10,800	N/A	20
		TOTAL	**607**

Future Parking Demand Analysis

Based on the proposed Master Plan the following table represents the anticipated demand for parking in the downtown area. Springfield's downtown currently has 1023 public and private spaces. The current parking demand is for 607 spaces. When the improvements identified in the master plan are implemented there will be a demand for an additional 176 parking spaces or a total of 783 parking spaces.

Table 3: Future Parking Demand Analysis

NEW USE	PARKING DEMAND
Comtu Falls Renovation	
200 Seat Restaurant	66
Retail Space 6230 SF	10
Former Visiting Nurses Building	
Retail Space 6700 SF	10
Handley Building	
Retail 5600 SF	15
200 Seat Restaurant	66
Guy Building - 2600 SF Office	9
Ice Cream Bar/Boat Rentals	
900 SF - Shared Parking	0
Total New Spaces Required	**176**

Although there may be enough parking in the downtown area to satisfy current and future needs; developing a cooperative program for sharing parking spaces and designating employee long term parking areas may be necessary. This will be particularly important regarding on-street parking, although the aggregate number of spaces for the downtown is adequate there is a lack of parking close to existing and proposed retail and service areas. Increasing the number of available parking spaces for the proposed Comtu Falls and the Handley Building renovation projects will be necessary.

Accessible Parking Spaces and Sidewalks

There are 1023 public and private parking spaces in the downtown area, using American with Disabilities Act standards for parking there should be twenty accessible parking spaces in the downtown, two of the twenty should be van accessible. There are currently four publicly owned on-street accessible spaces and sixteen privately owned spaces in the downtown. The total includes five spaces at both Senior Housing Centers and eleven divided between the Post Office, Chamber of Commerce, Vermont National Bank Parking Lot, Elks Building, Merchants Bank Building and the Community Center. The new state office complex will have eight accessible spaces and two van spaces. Existing on-street parking has signage denoting accessible spaces. Privately owned accessible space does not have adequate signage. The downtown area currently exceeds the Americans with Disabilities Act Standards for the appropriate number of accessible spaces.

Crosswalks

Throughout the downtown there a number of marked pedestrian crosswalks. The crosswalk locations seem appropriate. However, the crosswalks do not have drop curbs to allow full access to the sidewalks. The following table describes the curb condition at each crosswalk.

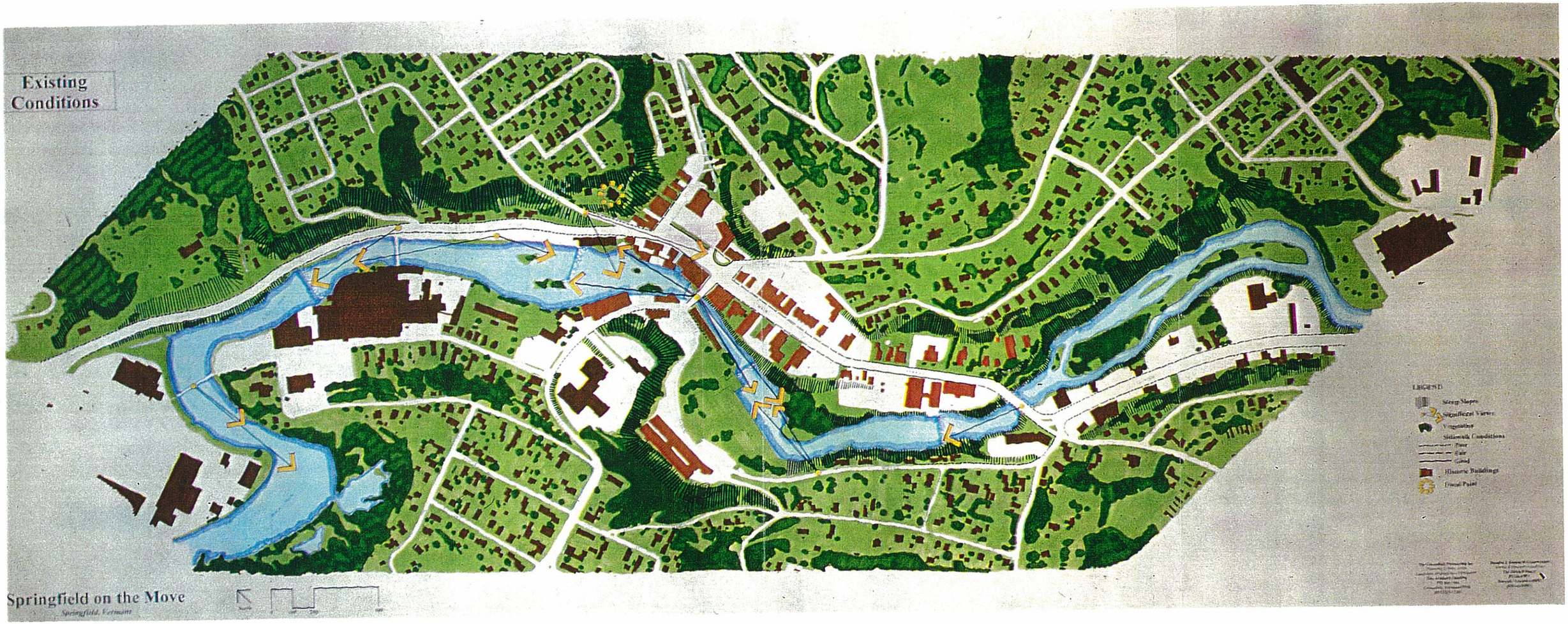
Table 4: Crosswalks and Drop Curbs

CROSSWALK/LOCATION	COMMENTS
1. River & Elm Street	No Drop Curb
2. Valley & Main	Drop Curbs OK - Needs Add'l Crosswalk
3. VNB Parking Lot Entrance on Main St.	Drop Curb Present But Needs Repair
4. Summer St./Main St./Park St. Intersection	All Functional Drop Curbs
5. Between Merchant's Bank & Furman's	No Drop Curb on Furman's Side of Street
6. Between VCC and Masonic Assembly	No Drop Curbs on Either Side of Street
7. Between Town Hall Parking Lot and Springfield Savings Bank	Both Sides Functional Drop Curbs
8. Between 112 Main St. & Sicard Opticians	Both Functional Drop Curbs
9. Between Post Office & Lovejoy Tool	Both Functional Drop Curbs
10. Between Community Center & 138 Main St.	No Drop Curb on Community Center Side
11. Between Community Center & Dr. Phillip Larkin DDM	Need Drop Curb on Dentists's Side
12. At South End of Clinton Street Bridge	No Drop Curbs on Either Side
13. Between Sunoco & Whitcomb Building	No Functional Drop Curb or Crosswalk

Condition of Existing Sidewalks

The condition of existing sidewalks varies considerably throughout the downtown. The condition of the sidewalks were rated good, fair and poor for physically a challenged person to use. Good sidewalks had no obstacles and are in good structural condition. Fair sidewalks had some obstacles and are in need of repairs. Poor sidewalks had major obstacles including no drop curbing, frost heaves, structural cracks and surface deterioration. Sidewalks in the downtown were generally rated from good to fair. Sidewalks from the Springfield Shopping Plaza to Elm Street were rated fair to poor. Sidewalks from the former J & L: Complex to South Street were also rated fair to poor. (See Page 5 - Existing Conditions Map)

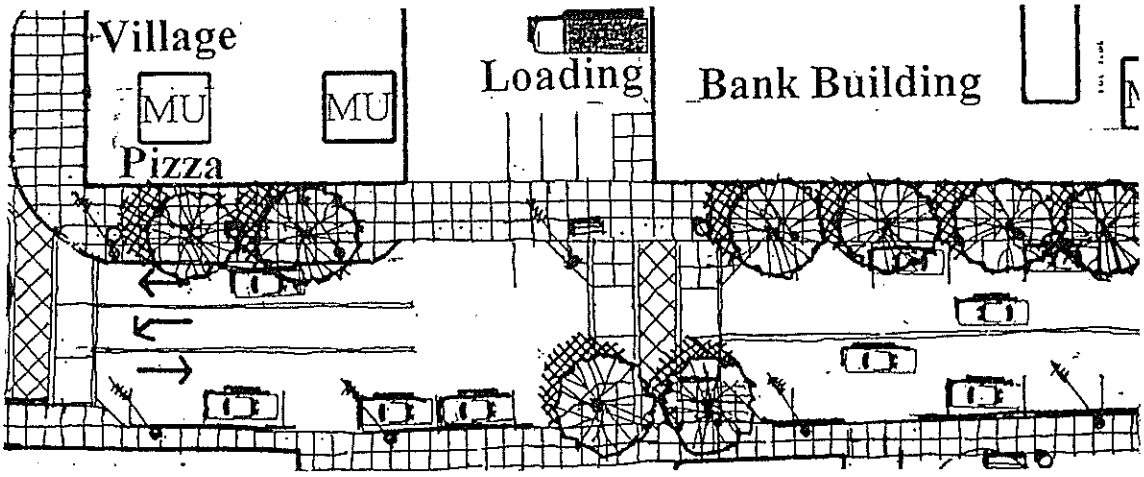
Figure One: Existing Conditions Map



Pedestrian Hazards

The major intersection in the downtown, Main and Park/Summer Streets is a controlled intersection. All traffic stops allowing pedestrians ample time to cross the street. The mid-block cross walks do not have adequate site distances for pedestrians due to the proximity of cars parked on the street. To view oncoming vehicles and safely cross the street a pedestrian has to stand in the traffic lane. Pedestrian islands (see Figure Four below) from the sidewalks would calm the traffic and afford pedestrian opportunity safely view on coming traffic. In addition, signs alerting motorists that pedestrians have the rights of way are needed at each cross walk. Cross walks are needed at the intersection of Valley and Main Streets. Presently there is a cross walk at the north and east sides of the intersection but there is no cross walk on the south side of the intersection. Main Street south of the intersection needs to be narrowed and an additional cross walk should be installed. With the addition of a cross walk on the south side of the intersection the mid-block cross walk may be redundant.

Figure Four: Pedestrian Islands



High Accident Locations

According to the Springfield Police Department (no formal records are available) traffic accidents most frequently occur at the intersection of Park/Summer and Main Street. This study did not investigate the geometry or signalization of this intersection in detail to determine if there are any deficiencies that contribute to the accident rate.

The Vermont Agency of Transportation accident history file for VT 11 and VT 143 (Summer Street and Main Street) shows that there were two accidents resulting from a failure to yield the right of way. Both accidents occurred at 4:00 P.M.. One accident occurred while the road was wet in November and the other with dry road conditions in May.

Based on field observations it would appear that many factors may contribute to the safety record at this intersection including: the volumes of traffic - more 12,000 AT, site distances from Park Street to the north and south, the gradient of the approach from Summer Street; and the irregular geometry of the intersection. (See Attached Traffic and Parking Map - Page Seven)

Truck Traffic and Turning Movements

The downtown is in a narrow valley bordered to the west by the Black River and to the east by steep slopes. All northbound and southbound truck traffic has to travel through downtown. As the industrial growth (Industrial Park and Airport) in North Springfield continues to expand the number of truck trips through the downtown will continue to increase. If it is, possible industrial growth should be directed to lands between the downtown and Interstate 91. Based on field observations it does not appear that an alternate truck route through the downtown would be feasible. To the extent possible, southbound trucks wishing to go to the North Springfield Industrial Park should be encouraged to use Interstate 91's Exit 8 - Ascutney/Claremont and approach the industrial park via Vermont Routes 131 and 106 respectively. Northbound trucks should be encouraged to use Exit 6 - Rockingham/Chester and approach the park via Route 11 and 106 bypassing the downtown.

The Vermont Agency of Transportation completed a "Three Vehicle Analyses" on June 20th of 1991. They took actual counts for medium size trucks and buses, heavy trucks and passenger cars. The analysis concluded the following:

Table 5: Turning Movement Data - Main and Park/Summer Streets -Heading North on Vermont Route 11 - Main Street

Vehicle Type	Turning to Park	Turning to Summer	Through Traffic
Heavy Trucks	1	0	19
Med. Trucks/Busses	3	3	56
Passenger Cars	197	201	2224
Total	**204**	**204**	**2299**

Table 6: Turning Movement Data - Main and Park/Summer Streets - Heading East on Park Street

Vehicle Type	Turning to Main Street - North	Turning to Main Street - South	Through to Summer Street
Heavy Trucks	1	2	0
Med. Trucks/Busses	6	3	2
Passenger Cars	333	175	188
Total	**340**	**180**	**190**

Table 7: Turning Movement Data - Main and Park/Summer - Heading West on Summer Street

Vehicle Type	Turning to Main Street - North	Turning to Main Street - South	Through to Park Street
Heavy Trucks	1	0	0
Med. Trucks/Busses	6	4	0
Passenger Cars	620	158	162
Total	**627**	**162**	**162**

Table 8: Turning Movement Data - Main and Park/Summer Streets - Heading South on Vermont Route 11 - Main Street

Vehicle Type	Turning to Park	Turning to Summer	Through Traffic
Heavy Trucks	0	0	22
Med. Trucks/Busses	2	5	60
Passenger Cars	307	705	2095
Total	**309**	**710**	**2177**

Impact of the State Office Complex

Vehicular Traffic Impacts

We have investigated the impact that the State Office Complex will have on the downtown from three perspectives: vehicular and pedestrian traffic and market impact. We address automobile and pedestrian impacts in this report. The market impact is addressed in an accompanying report prepared by Douglas J. Kennedy and Associates.

We surveyed the State agencies that will be moving into the State Office Complex to determine where they lived which direction they would be coming to and going home from work to. The following table summarizes the findings.

Table 9: Origin and Destination of Springfield State Employees

TOWN OF ORIGIN/DESTINATION	NUMBER	DIRECTION
Andover, Vermont	1	North/West
Baltimore, Vermont	1	North
Bellows Falls, Vermont	1	South

TOWN OF ORIGIN/DESTINATION	NUMBER	DIRECTION
Bradford, Vermont	1	South
Brattleboro, Vermont	2	South
Brownsville, Vermont	1	North
Cavendish, Vermont	3	North
Charlestown, New Hampshire	2	South
Chester, Vermont	4	North/West
Claremont, New Hampshire	1	North/East
East Wallingford, Vermont	1	North
Grafton. Vermont	1	North/West
Hartland, Vermont	3	South
Ludlow, Vermont	3	North
Mendon, Vermont	1	North
Newfane, Vermont	1	South
North Springfield, Vermont	3	North
Norwich, Vermont	1	South
Orwell, Vermont	1	South
Perkinsville, Vermont	5	North
Proctorsville, Vermont	1	North
Putney, Vermont	1	South
Quechee, Vermont	1	North
Reading. Vermont	4	North
Rochester, Vermont	1	North
Saxtons River, Vermont	3	North/West
South Royalton, Vermont	1	South
Springfield, Vermont	31	Local
Thetford Center, Vermont	1	South
Townsend, Vermont	1	North/West
Walpole, New Hampshire	1	South

TOWN OF ORIGIN/DESTINATION	NUMBER	DIRECTION
Weathersfield, Vermont	8	North
West Lebanon, New Hampshire	1	South
Woodstock, Vermont	1	North
Westminister, Vermont	1	South
TOTAL EMPLOYEES SURVEYED	**93**	

For planning purposes we have assumed that local traffic would be distributed to the adjacent housing areas evenly. The projected number of employees for the State Office Complex is 185 full and part time employees. Of the projected number of employees 93 responded to the survey. For those that did not respond we have assumed that they would have similar origins/destinations to those that did respond and have applied increases in trips per day proportionately. Based on the preceding information it would appear that during a day 63% of the traffic would be traveling to and from the State Office Complex north. The remaining 37% would be travel to the south via Mineral/Clinton Streets to Interstate 91. We do not have traffic data for the intersection of Main and Clinton Streets.

Based on two trips per day per employee and no ride sharing, cars heading south on Main and turning to Park Street would increase from 309 trips to 401 or 29%. Cars heading north to Main Street from Park Street would increase from 340 to 432 or 27%. Traffic impacts to both the Main/Park/Summer and Clinton/Main would be significant and may be increased by shift changes by major employers. To moderate peak traffic flows investigating the possibility of developing an agreement among major employers may be necessary (J&L Complex, Bryant, Lovejoy and State of Vermont) to stagger work shifts if traffic becomes too burdensome in the downtown.

Pedestrian Traffic Impacts

The geometry of the Park/Factory Streets intersections and the Mineral/South/Clinton street intersections should be studied in more detail to determine if a different alignment would improve pedestrian safety and traffic flow. We include preliminary plans for these intersections in the attached Master Plan drawing. Based on shopper surveys (by Douglas J. Kennedy & Associates) we anticipate that state employees will frequent downtown restaurants and shops. Sidewalks from Mineral/Park Street to the bridge should be upgraded.

A pedestrian/bicycle path is in the planning stages for Mineral Street. This segment of the path is part of a comprehensive plan that connects North Springfield to the Connecticut River. With or without the path state office workers may walk/jog/run/cycle to work or may choose to exercise during their lunch hour using traversing the Mineral/Park/Main Street loop. Presently there are very few pedestrian amenities in the downtown area.

2

Circulation Plan

Scope: Using information gained from inventory work and incorporating the goals and objectives of the area residents and the "Springfield on the Move" Committee, develop a circulation plan that includes: bus stops for public transit, bike and pedestrian paths, automobile and truck traffic, parking lots, riverwalks and other features that link the State Office Complex with the downtown.

Recommendations

Bus Stops for Public Transit

Presently there are three bus stops in the downtown. The bus stops are at the Vermont National Bank parking area and in front of both of the senior housing buildings. The bus stops are geographically placed to serve the downtown well and we do not recommend any changes in their location or in the practice of picking up passengers who "flag down" the bus. This study did not address the bus system on a regional basis but we fully endorse the use of public transit and feel that the downtown can only benefit from a regional public transportation system. If the Comtu Falls building is redeveloped as an art and crafts center, it may be necessary to consider parking spaces for tour buses next to the building on Mineral Street.

Bicycle/Pedestrian Paths and Riverwalk

A bicycle/pedestrian path study (Dubois and King - Engineers and VAOT) has been underway for over a year. It is our understanding that the recommended route for the path in the downtown is from Clinton Street to Mineral Street heading north through the downtown from Park to Main Street to River Street. We concur with this alignment and have incorporated the route into the Master Plan that accompanies this report.

Pedestrian access should be provided to the river in as many places as possible. For the most part land along both sides of the Black River is privately owned. The proposed Master Plan depicts a major pedestrian connection from Wall Street to the Town Hall through the Springfield Savings and Loan parking lot to the Black River. We envision that the stair/path way would eventually connect the downtown with an outdoor performance area. Next to the lower parking lot for the proposed State Office Complex we have proposed a river walking path on top of the

existing wall and along the Black River. In addition, the plan depicts a pedestrian bridge crossing the Black River connecting the State Office Complex and parking lot to the outdoor performance area and lower Main Street. This connection could be particularly important for parking for the outdoor performance area. From the outdoor performance area a pathway has been proposed to link the outdoor performance area with the Community Center at the Clinton Street intersection. This pathway may require both hard surface and decking.

Walking paths have also been introduced at two other Black River locations. The first is a walkway that would parallel the Black River from the Handley Building to the PVDC pedestrian bridge. The second is on the opposite side of the river connecting the proposed PVDC parking lot to the main PVDC Building. Paths close to the river should be designed to withstand periodic flooding and debris may have to be removed from the paths in the spring.

Overall all of the streets in the downtown should be made more pedestrian friendly by introducing better lighting, shade trees, benches, appropriate signage and traffic calming devices.

Automobile and Truck Traffic

We do not have detailed recommendations for improving automobile circulation in the downtown other than possible geometric changes at the intersections of Main and Park Streets and Mineral and Clinton Streets as previously mentioned. Overall it is hoped that by improving the pedestrian environment, expanding the regional bus system and creating a bicycle/pedestrian path the general congestion in the downtown will be reduced. Through truck traffic can be reduced by not allowing trucks in the downtown other than for deliveries. This would encourage through truck traffic to use the Ascutney or Rockingham exits on I-91.

Businesses should encourage their vendors to make deliveries during non peak traffic hours. As the downtown becomes revitalized and the traffic increases it may be necessary to mandate delivery hours. It is not recommended that on street parking loading zones be created to adapt to deliveries at this time. The limited amount of on street parking should be reserved for customer parking. Loading zones should be formalized in alleyways and at the rear of buildings.

Employees should be given incentives for walking, jogging and bicycling to work. If they choose to ride to work, they should be encouraged to ride share or take the bus. Employee parking should be limited to satellite parking areas thus freeing up on-street customer parking.

Parking Lots

The majority (613) of the parking spaces are privately owned. For planning purposes we have prepared plans that address improvements to private parking facilities. Improvements range from simple realignments to one level parking structures. The following describes each of the recommended changes that correspond to the accompanying master plan map.

Vermont National Bank Parking Lot

Improvements to this privately owned parking lot should include realignment of parking spaces (markings), redesign of the entrance from Main Street. Acquisition of the single family home behind the bank on Valley Street will allow for the creation of a wider exit from the parking area.

Mineral Street - Park Street Parking Lot

This surface parking area is ideally suited to become a one level parking structure. The existing parking lot surface elevations would facilitate the creation of at grade access points from both Park Street and Mineral Street. Although it is not necessary now, additional parking in this area could be very important to adapt to future downtown growth, particularly if 10 Park Street is redeveloped as a mixed use building and vacant spaces in the downtown become occupied.

Bank - Senior Housing - Town Hall Parking Lots

Behind the buildings on the east side of Main Street are several privately owned parking areas. Linking these parking areas from Summer Street to the Town Hall may be possible. By connecting the lots there would be greater efficiencies in parking and circulation. The connection would require the removal of part of a building and cooperative agreements and easements from several land owners.

Lovejoy Parking Lot

The Lovejoy private parking area could be expanded for private or public parking. If the 450 seat band shell/performance area is constructed on the Lovejoy property as recommended in the Master Plan expanding the parking in the area may be desirable. The proposed pedestrian access to the band shell area from Main Street is by way of a newly constructed staircase on Springfield Savings and Loan property. If this portion of the plan were implemented, it may be necessary to replace the Springfield Savings parking spaces to another location.

State Office Complex and Lohutka Parking Lot

If it is possible to purchase, lease or obtain and easement for the Lohutka Property that abuts the proposed lower parking lot (109 spaces) for the State Office Complex, the additional land could be available for an additional 50 public parking spaces. This new parking lot could share the same access road for the State parking area and provide parking for employee parking for downtown businesses and customer parking for 10 Park Street. This parking area is approximately 20 feet lower than Mineral Street. To provide easy access to the downtown and 10 Park Street it may necessary to construct a stair or elevator tower from this parking level to Mineral Street at 10 Park Street and/or at the State Office Complex.

PVDC Expanded Parking Area

The existing PVDC parking area along River Street could be realigned to allow for a pedestrian walkway and a green buffer. In the long term this parking may need to become public parking so that the Hanley Building on River Street can become viable for commercial use. Creating parking for the PVDC complex on the west side of the river may be possible. The

creation of a parking area on the south side of the complex would require the removal of the wooden portion of the main PVDC building and the removal of some sheds associated with the complex. In addition, constructing an automobile bridge on the Black River at this end of the complex may be possible. If one was available, it would be great if one of the historic cast iron bridges that the Vermont Agency of Transportation has stockpiled could be used.

Summary of Recommendations

- Public transit should be encouraged, Springfield should continue its efforts to become an active participant in the regional public transportation network.

- Pedestrian and bicycle traffic is critical to the success of a healthy downtown. People who are on foot will use downtown businesses and services more frequently.

- The Town should continue support the effort to create a bicycle path through the downtown and provide a variety of pedestrian amenities on Main Street and along the Black River.

- When the State Office Complex is operational traffic at the intersections of Main & Park and Main and Clinton may increase more the 25% during peak periods. The Town should encourage major employers to set up van and car pooling

- There are an adequate number of public and private accessible spaces in the downtown. However, the privately owned spaces need to better marked with appropriate and standardized signage.

- Efforts should be made to develop cooperative agreements with major downtown employers to stagger work shifts to decrease traffic congestion.

- There are an adequate number of parking spaces to serve the needs of the downtown. Some parking lots could be combined to create greater efficiencies in parking and circulation.

- Parking areas should be designated for long term and short term parking. The long term parking areas should be connected to the downtown with attractive walkways.

- Downtown merchants should develop a map/directory depicting parking areas and pedestrian routes.

3

Master/Streetscape Plan

Scope: Develop a streetscape plan that incorporates the activities of "Springfield on the Move" a downtown group working on revitalizing the downtown area, State of Vermont Department of State Buildings and the circulation plan. The streetscape will include crosswalks, parking, bus stops, truck unloading zones, bicycle and pedestrian pathways, riverwalk and other amenities associated with the downtown. The consultant with the assistance from SWCRPC will develop a citizen participation program to gather input and comments on these plans.

Public Participation Strategy

The project team working in cooperation with the Springfield on the Move Committee and the Southern Windsor Regional Planning Commission staff developed a plan for citizens to participate in the planning and design process. The plan included a series of structured planning workshops and a final presentation to the Board of Selectmen. The planning workshops included participation from senior citizens, landowners, merchants, public officials, Realtors, shoppers and people who lived in the downtown both as homeowners and renters. In addition to the public planning workshops comments were solicited at meetings of the Chamber of Commerce, the Springfield Regional Development Corporation and the Springfield Rotary Club. After each of the meetings and workshops participants were given a toll-free number to call with comments and suggestions.

At the start of the project a press conference was convened to describe the goals, schedule and scope of the project to the local print and broadcast media. The project received extensive coverage from both the print and broadcast media. In addition, all of the public meetings were broadcast on the local television station.

Planning Workshops and Presentations

Each month the project team facilitated planning workshops. At the beginning of each workshop there was a brief presentation of consultant findings and after a short break for refreshments the participants had and opportunity to critique the plans and offer suggestions for improvements. Each of the workshops addressed marketing and planning and design issues. The marketing issues are discussed in a separate accompanying report prepared by Douglas J. Kennedy and Associates.

At the first workshop the project team described the planning and design process and presented project inventory and analysis findings. During the second half of the meeting the participants described their vision for the downtown. Key components of the visions are summarized as follows:

- Lots of people in the downtown . . . shopping, working, recreating
- All businesses open at least one night per week
- More places to eat . . . delicatessens, coffee shops, restaurants on the river
- New shops . . . books, antiques, general merchandise, clothing, sporting goods
- Streetlights, benches, interpretative signage, waste receptacles, bike racks, trees
- Pedestrian Access to the River
- Outdoor and indoor entertainment
- Restoration and Economic revitalization of dilapidated structures
- Galleries and Artist's lofts in the upper stories of buildings

Based on the inventory and analysis findings and the public input the project team prepared two conceptual plans for the downtown. Both plans were presented to the entire group of participants. Following a break for refreshments the participants were divided into two groups. Each of the focus groups spent approximately a half hour evaluating each plan in detail, telling the project team what they liked about the plans, what they would like to see modified and what they would like to see discarded. Their comments were recorded by the project team. (See Preliminary Master Plans Figures 5 & 6, Pages 19 & 20)

The project team prepared a final master plan based on the site analysis and market findings and the public input. The final plan was presented a the third workshop and received overwhelming public support. The project team refined the final plan and prepared cost estimates and a phasing plan. The final plan, cost estimates and phasing plan were presented at a special meeting of the Board of Selectmen on December 7, 1995.

The Master Plan

The final master plan was completed in a period of four months. It resulted from several weeks of field investigations and research and hours of input from the public and public officials. The plan should be viewed as a guide. In some instances more detailed feasibility analysis may be required to test some suggestions outlined in the plan. In other cases it may be possible to begin carrying out elements of the plan immediately. Given appropriate levels of private and public support it is anticipated that the plan can be completed within ten years. The plan addresses both private and public sector projects. Accompanying the plan are cost estimates for each project. The cost estimates are in 1995 dollars and are **very** conservative. As more information becomes available the cost estimates should be updated. Included is a phasing plan that identifies individual projects ranging in scope and costs. Each project supports the "Vision" but similarly may be undertaken independently. The following describes key components of the master plan. (Refer to Figure Seven: Master Plan, Page 22)

Parking Improvements

Parking in the downtown has been addressed in several different areas. The parking inventory and analysis did not conclude that there was a severe shortage of parking in the downtown. Based on this finding the plan does not attempt to add a significant number of parking spaces to the downtown but instead focuses on improving the efficiency of existing lots by restriping, and sometimes combining them with adjacent lots. Most of the parking in the downtown is privately owned therefore most of the improvements will be the responsibility of the private sector.

Private sector improvements are recommended for the parking area behind the Merchants Bank Building connecting to the Town Hall. To create a parking loop will require the acquisition and demolition of a building behind the Town Hall and a cooperative agreement between the landowners. The River Street PVDC parking is crucial to the redevelopment of the Handley Building. If PVDC can create additional parking, as depicted on the plan, in the vicinity of the existing sheds it is recommended that PVDC either sell or lease its parking to the owner-developer of the Handley Building. If the performing arts' center becomes a reality, it will be necessary to develop an agreement with the Lovejoy Tool Company for access to, and expansion of, the existing parking area. The state office complex and Lohutko parking areas could also be used for performing arts center parking if a pedestrian bridge were constructed across the Black River connecting the two parking areas.

Public sector improvements. It is recommended that the Town purchase the Lohutko Property to expand public parking in the downtown. The new parking area would be an extension of the parking for the proposed State Office Complex and would be ideal for long term employee parking thus freeing up on-street parking for shoppers. We are also recommending that the Town acquire the smaller Springfield Savings and Loan parking lot across from the Town Hall to provide access to the river and the proposed Performing Arts Center.

The Town should request that the State Office Complex parking area be made available for public parking during non office hours . . . evenings and weekends.

Crosswalks

The existing cross walks are painted and located appropriately, with some exceptions throughout the downtown. It appears that jaywalking occurs on a regular basis at most mid-block locations. Currently there is no clear advantage for pedestrians to use the crosswalks. To cross the road safely pedestrians have to walk out between parked cars to view oncoming traffic and there are no signs alerting the motorist to pedestrian crossings. We recommend that pedestrian islands (See Figure Four/Page Eight) be constructed to allow the pedestrian safely to view oncoming traffic and to shorten the distance between curbs. The pedestrian islands are an important safety feature especially in areas with a high population of senior citizens. In addition to appropriate signs the crosswalks should be reconstructed with an audible rumble strip on either side of the cross walk. The sound will alert the motorist to pedestrian activity. Crosswalks can be painted, they can have a granite or brick header or they can be constructed of an entirely different paving material. To meet ADA requirements it is important that the walking/wheelchair surface is smooth. At each crosswalk it will be necessary to create drop-curbs.

Bus Stops

We are not recommending any changes in the location of the bus stops. However, signs or shelters at the stops with maps and times of service may encourage ridership. If the downtown becomes more oriented to tourist, it may be necessary to designate a parking/loading zone for tour buses.

Truck Loading Zones

Currently trucks load in designated areas behind buildings and on-street. It is recommended that on-street/double parking be prohibited during peak morning and afternoon traffic hours. It will take cooperation between merchants and the delivery companies. The practice of regulating off street loading and double parking is common place in most downtowns and with proper signage and enforcement, Springfield's double parking infractions should be rectified in the downtown within three months.

Bicycle and Pedestrian Pathways

The master plan includes the Springfield Trails and Greenways Bicycle Path on Mineral Street. Recommends pedestrian access to the Black River in several locations and includes river walkways at the State Office Complex, behind the Lovejoy Tool Company, at the proposed PVDC parking area and along River Street. The overall goal of the Master Plan is to make the entire downtown more pedestrian friendly.

Streetscape Improvements

The plan calls for streetscape improvements on most of the downtown streets. Improvements could be in the form of new light fixtures that match the light fixtures on the bridges, benches, new accent paving surfaces, street trees, improved signage, benches, trash receptacles, bollards and tree grates and guards.

Pedestrian Bridge

A preconstructed pedestrian bridge is proposed to connect the State Office Complex parking lot with the Performing Arts Center. The bridge is necessary for several reasons. First, it will provide pedestrian access from the State Office Complex to the Performing Arts Center and lower Main Street. Second, this location provides spectacular views of the falls upstream. Third, the bridge in of itself will become an attraction for the downtown. An almost identical example of this application can be seen connecting the Marble Works Complex with the Frog Hollow Crafts Center in Middlebury, Vermont.

Performing Arts Center/Amphitheater/Band Shell

A band shell and amphitheatre have been placed at the edge of the Black River on an axis with the Town Offices. This location is attractive for many reasons. The embankment could be graded to form a natural grass seating area. The facility would bring many people into the downtown during the evenings. The amphitheater location also affords views of the adjacent falls that could be illuminated for night performances. It is next to an existing parking area that could be expanded to provide additional parking. This location may present some challenges because much of the land is in the floodway and subject to annual flooding. If the band shell were built in the floodway, it would have to be designed so that it could withstand periodic flooding. In addition, the area may require some clean up each spring. The bandshell could also be moved closer to Main Street and the grand stair could become stadium seating. This is a great location for a performing arts' center, but before a final determination could be made a site survey and an analysis of the flooding conditions would have to be completed.

Ice Cream Bar - Boat Rentals - Restroom

The riverfront pavilion could be used on a seasonal basis and may include portable or permanent public restrooms, a snack bar and paddle boat rental shop. The pavilion has been located in this section of the river because it is flat, relatively shallow water, between the upstream falls and a downstream dam. The paddle area could be easily contained with buoys and could be in a safe site distance from the rental shop. It is envisioned that the pavilion would be privately operated and ran on a "for profit" basis. We feel that a facility like this in a downtown would be a regional attraction. The land is presently owned by the Lovejoy Tool Company therefore rights to develop the property and operating hours would have to be agreed upon before this proposal could move forward.

Intersection Realignment - Welcome Plaza

The intersection of Clinton/Main/Mineral/South Street has been realigned to form a three-way intersection. The existing intersection is a maze of islands, flashing lights, signs and is very confusing to the motorist coming from any direction. The proposal depicted in the master plan eliminates the traffic islands and combines Mineral and South Streets into a single road that intersects Main/Clinton at a right angle. The reclaimed space created in front of the Whitcomb Building could become a plaza/mini-park. It could be visually linked to the Chamber of Commerce and provide information and a resting place for cyclists and pedestrians.

Wall Street Stairway

The stairway to Wall Street and the adjacent neighborhood has been reconstructed in location just south of the old location. This stairway is an important historical link to the adjacent neighborhood and will take on a much greater significance when the performing arts center and pedestrian bridge is constructed.

Elevator/Stair Tower

If the Lohutko property becomes municipal parking lot, it may be necessary to provide a structure to get the pedestrians from the parking area to Mineral Street. The parking area is twenty to thirty feet below Mineral Street. The State Office Complex may be constructing a stair tower on an axis with their front door. Their stair tower would be centrally located for the state office complex parking lot but would not be convenient for the Lohutko Lot. It may be possible to use an existing elevator in the Comtu Falls building and bring pedestrians up through a quasi public entrance. Another alternative would be to construct a stair tower close to, or attached to, the building.

Building Demolitions

The master plan identifies several buildings that if demolished, may provide some benefits that would far outweigh the costs. First, the building behind Vermont National Bank is in an advanced state of deterioration and if removed could provide two way accesses into the Vermont National Bank parking lot and relieve some pressure from the one-way Main Street entrance. There is an existing stream that may actually run under the house. The stream could be incorporated as a feature into new entrance.

The plan calls for demolition of the southern end (the wooden structure) of the PVDC building and several sheds that are next to the Black River. The brick boiler room and former cafeteria would remain intact. By removing these structures it creates an opportunity to develop a parking area that could serve the south end of the building. In addition, there will be room to create a riverfront park and make a dramatic entrance statement for the PVDC. By increasing the parking on the PVDC side of the river it may make the complex more viable and attractive to a larger employer. In the long term the River Street parking will become less important and it may be leased or sold to the developer of the Handley Building.

Behind the Town Hall is a building that is at the bottom of the embankment and accessed from Wall Street. If this building were removed, it would create the opportunity to develop a single interconnected parking lot from the Town Hall to Summer Street the parking lot would be more efficient and provide a second means of egress within the core of the downtown.

Falls Overlook

Between the Handley Building and the barbershop (former fire station) there may be opportunity to develop a dramatic overlook. The overlook would most likely be constructed of wood and canter lever over the rapids and falls. There is a small stream of drainage way that empties into the river at this location so that great care would have to be taken not to disturb the

existing drainage. This is could become an outstanding tourist attraction and may encourage the rehabilitation of adjacent buildings.

Veterans Memorial Plaza

The plaza that is in front of the Penelopes restaurant has become dysfunctional. This space is the single most visually prominent space in the downtown and yet views of the plaza and the buildings are blocked by vegetation. This area played an important role in the history of the Town. It is were troops rallied before going off war, it has been the site of important celebrations and was important in the days of the Charlestown Trolley. The master plan calls for the redevelopment of the plaza. The new design should create a landmark linked to the heritage of the Town. The new space should be more open and flexible so that many different activities could take place there. The corner needs to become visually exciting with lots of people activity, color, textures and movement. One idea would be to commission a ceramic artist to tell the story of the history of Springfield in ceramic tiles placed in the pavement. In Milford, New Hampshire the Town dedicated such a space to the Veterans and had the names of the Town's veterans scored in bricks. In addition, to becoming a major attraction the Town sold additional bricks to downtown supporters raising more than $50,000.

River Park

Next to the Comtu Falls and the State Office Complex parking area we have proposed a small passive park. The park would include terraced seating areas and an exhibit that would describe history of the falls from the time of the Native Americans to the present day. This location would be slightly elevated and afford dramatic views up and down the river. The park could also be a great spot for downtown employees to take a bag lunch.

River Colonnade

It may be possible to connect the buildings that comprised the former Visiting Nursing Association complex with an interior walkway the faces the Black River. This interior colonnade would provide another exciting opportunity to view the falls and may serve as feature in adaptively reusing the building for a commercial use. One inspired idea mentioned for the complex is to have a gallery on the first floor with artists lofts above.

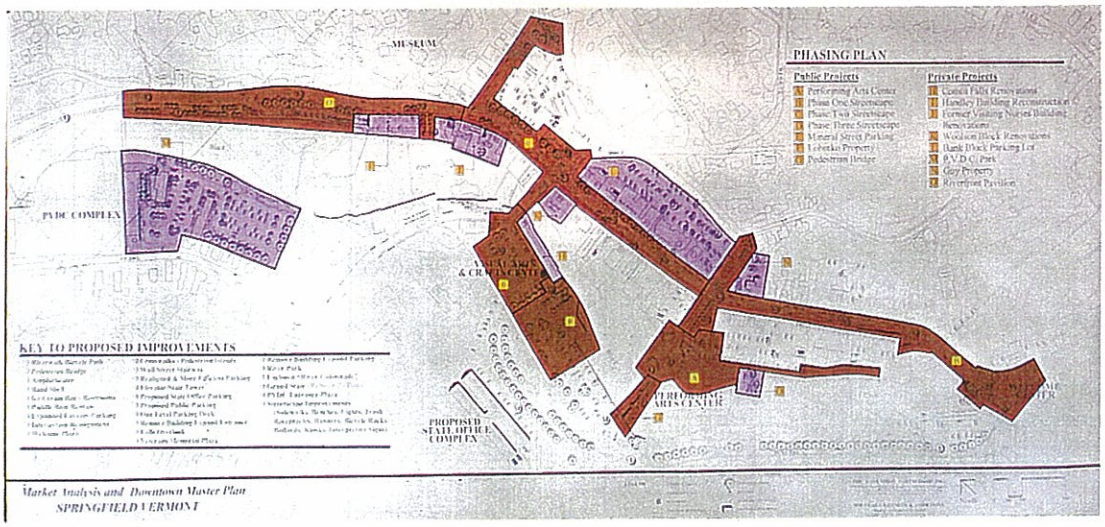
Grand Stair

Many great cities and small towns of Europe have grand staircases. In Vermont, Norwich University has a stairway from a parking area to the main quadrangle that has a very powerful theme. In each riser of the stair is inscribed the name of a famous Norwich University graduate. Perhaps Springfield's grand stairway could be a tribute to Precision Valley inventions or its favorite sons and daughters. The stairway could double as seating for the performing arts center.

Cost Estimates

The following cost estimates have been prepared for the planning and grant application purposes. They are based on aerial photo-grammetry and a level of detail appropriate for master planning. Before more detailed estimates can be prepared a site survey and additional design studies may be required. The estimates are very conservative and a twenty percent continency has been added to each line item. Cost estimates have been prepared for both public sector and private sector improvements. Estimates correspond to each project identified in the Figure Eight: Phasing Plan.

Figure Eight: Phasing Plan (Projects A-O)



Performing Arts Center

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
SITE PREP.						
Grading	10000	SF	$4.00	$40,000.00	$8,000.00	$48,000.00
Parking Lot						
Bituminous	24	EA	$3,000.00	$72,000.00	$14,400.00	$86.400.00
SUBTOTAL						$134,400.00
SURFACE CONSTR						
Concrete Sidewalk	4000	SF	$5.00	$20,000.00	$4,000.00	$24.000.00
Trees	20	EA	$400.00	$8,000.00	$1,600.00	$9.600.00
Light Fixtures	12	EA	$3,000.00	$36,000.00	$7,200.00	$43.200.00
Benches	4	EA	$800.00	$3,200.00	$640.00	$3.840.00
Trash Receptacles	2	EA	$700.00	$1,400.00	$280.00	$1.680.00
SUBTOTAL						$82,320.00
Specialties						
Band Shell						$25.000.00
Boat Dock	700	SF	$40.00	$28,000.00	$5,600.00	$33,600.00
SUBTOTAL						$58,600.00
TOTAL						$275,320.00

Phase One Streetscape - Town Hall to Chamber

Item	Quantity	Unit	Cost/Unit	Subtotal	Contingency 20%	Total
Demolition						
Granite Curb	500	LF	$2.60	$1,300.00	$260.00	$1,560.00
Sidewalk	700	SY	$5.60	$3,920.00	$784.00	$4,704.00
SUBTOTAL						$6,264.00
SURFACE CONSTR.						
Granite Curb	500	LF	$22.00	$11,000.00	$2,200.00	$13,200.00
Concrete Sidewalk	5600	SF	$5.00	$28,000.00	$5,600.00	$33,600.00
Brick Band	620	SF	$10.00	$6,200.00	$1,240.00	$7,440.00
Trees	35	EA	$400.00	$14,000.00	$2,800.00	$16,800.00
Tree Grates	5	EA	$600.00	$3,000.00	$600.00	$3,600.00
Tree Guards	5	EA	$150.00	$750.00	$150.00	$900.00
Light Fixtures	32	EA	$3,000.00	$96,000.00	$19,200.00	$115,200.00
Benches	6	EA	$800.00	$4,800.00	$960.00	$5,760.00
Trash Receptacles	4	EA	$700.00	$2,800.00	$560.00	$3,360.00
SUBTOTAL						$199,860.00
Specialties						
Bicycle Rack	2	EA	$400.00	$800.00	$160.00	$960.00
Concrete Stairs	2450	SF	$12.00	$29,400.00	$5,880.00	$35,280.00
Fountain	1	EA	$2,500.00	$2,500.00	$500.00	$3,000.00
Planters	5	EA	$2,000.00	$10,000.00	$2,000.00	$12,000.00
Paved X-walks	2750	SF	$10.00	$27,500.00	$5,500.00	$33,000.00
SUBTOTAL						$84,240.00
TOTAL						**$290,364.00**

Phase Two Streetscape - Main Street - Valley Street to Town Hall

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
DEMOLITION						
Asphalt	100	SY	$5.40	$540.00	$108.00	$648.00
Curb	200	LF	$2.60	$520.00	$104.00	$624.00
SUBTOTAL						$1,272.00
SURFACE CONSTR						
Concrete Sidewalk	7300	SF	$5.00	$36,500.00	$7,300.00	$43,800.00
Brick Band	220	SF	$10.00	$2,200.00	$440.00	$2,640.00
Trees	8	EA	$400.00	$3,200.00	$640.00	$3,840.00
Tree Grates	5	EA	$600.00	$3,000.00	$600.00	$3,600.00
Tree Guards	5	EA	$150.00	$750.00	$150.00	$900.00
Light Fixtures	16	EA	$3,000.00	$48,000.00	$9,600.00	$57,600.00
Benches	4	EA	$800.00	$3,200.00	$640.00	$3,840.00
Trash Receptacles	2	EA	$700.00	$1,400.00	$280.00	$1,680.00
SUBTOTAL						$117,900.00
Specialities						
Bicycle Rack	2	EA	$400.00	$800.00	$160.00	$960.00
Fountain	3	EA	$2,500.00	$7,500.00	$1,500.00	$9,000.00
Paved X-walk	5000	SF	$10.00	$50,000.00	$10,000.00	$60,000.00
SUBTOTAL						$69,960.00
TOTAL						$192,972.00

Phase Three Streetscape - River St. from PVDC to Overlook

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
Demolition						
Asphalt	200	SY	$5.40	$1,080.00	$216.00	$1,296.00
Curb	200	LF	$2.60	$520.00	$104.00	$624.00
Sidewalk	300	SY	$5.00	$1,500.00	$300.00	$1,800.00
SUBTOTAL						$3,720.00
Surface Construction						
Concrete Sidewalk	1000	SF	$5.00	$5,000.00	$1,000.00	$6,000.00
Brick Band	210	SF	$10.00	$2,100.00	$420.00	$2,520.00
Trees	50	EA	$400.00	$20,000.00	$4,000.00	$24,000.00
Tree Grates	5	EA	$600.00	$3,000.00	$600.00	$3,600.00
Tree Guards	5	EA	$150.00	$750.00	$150.00	$900.00
Light Fixtures	24	EA	$3,000.00	$72,000.00	$14,400.00	$86,400.00
Benches	6	EA	$800.00	$4,800.00	$960.00	$5,760.00
Trash Receptacles	2	EA	$700.00	$1,400.00	$280.00	$1,680.00
SUBTOTAL						$130,860.00
Specialties						
Bicycle Rack	2	EA	$400.00	$800.00	$160.00	$960.00
Overlook	1200	SF	$12.00	$14,400.00	$2,880.00	$17,280.00
Paved X-walk	1300	SF	$10.00	$13,000.00	$2,600.00	$15,600.00
Shurpak	9200	SF	$4.00	$36,800.00	$7,360.00	$44,160.00
SUBTOTAL						$78,000.00
TOTAL						**$212,580.00**

Mineral Street Parking - Comtu Falls - Streetscape

Item	Quantity	Unit	Cost/Unit	Subtotal	Contng. 20%	Total
Parking Lot						
Bituminous	46	EA	$3,000.00	$138,000.00	$27,600.00	$165,600.00
Surface Construction						
Concrete Sidewalk	1900	SF	$5.00	$9,500.00	$1,900.00	$11,400.00
Trees	22	EA	$400.00	$8,800.00	$1,760.00	$10,560.00
Light Fixtures	6	EA	$3,000.00	$18,000.00	$3,600.00	$21,600.00
Benches	4	EA	$800.00	$3,200.00	$640.00	$3,840.00
Trash Receptacles	2	EA	$700.00	$1,400.00	$280.00	$1,680.00
SUBTOTAL						$49,080.00
TOTAL						$214,680.00

Lohutko Property

Item	Quantity	Unit	Cost/Unit	Subtotal	Contng. 20%	Total
Parking Lot						
Bituminous	68	SPACE	$3,000.00	$204,000.00	$40,800.00	$244,800.00
Surface Construction						
Conc. Sidewalk	2900	SF	$5.00	$14,500.00	$2,900.00	$17,400.00
Trees	22	EA	$400.00	$8,800.00	$1,760.00	$10,560.00
Light Fixtures	6	EA	$3,000.00	$18,000.00	$3,600.00	$21,600.00
Benches	4	EA	$800.00	$3,200.00	$640.00	$3,840.00
SUBTOTAL						$53,400.00
Specialities						
Elevator Tower						$50,000.00
TOTAL						$348,200.00

Pedestrian Bridge

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
Structure						
10 Foot Wide Bridge						$50,000.00
Surface Construction						
Light Fixtures	6	EA	$3,000.00	$18,000.00	$3,600.00	$21,600.00
TOTAL						$71,600.00

Renovations Comtu Falls Building

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
Restaurant Renovations	3000	SF	$50.00	$150,000.00	$30,000.00	$180,000.00
Commercial Renovation	6230	SF	$35.00	$218,050.00	$43,610.00	$261,660.00
	2200		$5.00	$11,000.00	$2,200.00	$441,660.00

Handley Building

Item	Quantity	Unit	Unit Cost	Subtotal	Conting. 20%	Total
New Building	14000	SF	$100.00	$1,400,000.00	$2,800.00	$1,402,800.00
Boardwalk	2400	SF	$40.00	$96,000.00	$480.00	$96,480.00
TOTAL						$1,499,280.00

Former Visiting Nurses Building

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
Building Renovations	24000	SF	$35.00	$840,000.00	$168,000.00	$1,008,000.00
Surface Construction						
Concrete Sidewalks	2200	SF	$5.00	$11,000.00	$2,200.00	$13,200.00
Lights	4	EA	$3,000.00	$12,000.00	$2,400.00	$14,400.00
Trees	2	EA	$400.00	$800.00	$160.00	$960.00
Benches	3	EA	$800.00	$2,400.00	$480.00	$2,880.00
Planter	1	EA	$2,000.00	$2,000.00	$400.00	$2,400.00
Trash Can	2	EA	$700.00	$1,400.00	$280.00	$1,680.00
SUBTOTAL						$20,640.00
TOTAL						$1,064,160.00

Woolson Block Renovations

Item	Quantity	Unit	Cost/Unit	Subtotal	Conting. 20%	Total
Interior & Exterior	18000	SF	$50.00	$900,000.00	$180,000.00	$1,080,000.00

Bank Block Parking Lot

Item	Quantity	Unit	Cost/Unit	Subtotal	Contingency 20%	Total
Demolition						
Apartment Building						$25,000.00
Asphalt	1800	SY	$5.40	$9,720.00	$1,944.00	$11,664.00
Sidewalk	75	SY	$5.60	$420.00	$84.00	$504.00
SUBTOTAL						$37,168.00
Parking Lot						
Bituminous	10	EA	$3,000.00	$30,000.00	$6,000.00	**$36,000.00**
Surface Construction						
Granite Curb	340	LF	$22.00	$7,480.00	$1,496.00	$8,976.00
Concrete Sidewalk	2100	SF	$5.00	$10,500.00	$2,100.00	$12,600.00
Trees	12	EA	$400.00	$4,800.00	$960.00	$5,760.00
Light Fixtures	6	EA	$3,000.00	$18,000.00	$3,600.00	$21,600.00
SUBTOTAL						$48,936.00
TOTAL						**$122,104.00**

P.V.D.C. Park

Item	Quantity	Unit	Cost/Unit	Subtotal	Contg. 20%	Total
DEMOLISH						
Buildings						$50,000.00
Parking Lots						
Bituminous	146	SPACE	$3,000.00	$438,000.00	$87,600.00	$525,600.00
Surface Construction						
Granite Curb	250	LF	$22.00	$5,500.00	$1,100.00	$6,600.00
Concrete Sidewalk	9000	SF	$5.00	$45,000.00	$9,000.00	$54,000.00
Trees	46	EA	$400.00	$18,400.00	$3,680.00	$22,080.00
Tree Grates	12	EA	$600.00	$7,200.00	$1,440.00	$8,640.00
Tree Guards	12	EA	$150.00	$1,800.00	$360.00	$2,160.00
Light Fixtures	12	EA	$3,000.00	$36,000.00	$7,200.00	$43,200.00
Benches	5	EA	$800.00	$4,000.00	$800.00	$4,800.00
Trash Receptacles	2	EA	$700.00	$1,400.00	$280.00	$1,680.00
SUBTOTAL						$143,160.00
Bicycle Rack	2	EA	$400.00	$800.00	$160.00	$960.00
Flags	4	EA	$2,000.00	$8,000.00	$1,600.00	$9,600.00
SUBTOTAL						$10,560.00
TOTAL						$729,320.00

Guy Property

Item	Quantity	Unit	Cost/Unit	Subtotal	Contng. 20%	Total
New Building	2600	SF	$100.00	$260,000.00	$52,000.00	$312,000.00
Parking Lot						
Bituminous	10	Space	$3,000.00	$30,000.00	$6,000.00	$36,000.00
Surface Construction						
Trees	6	EA	$400.00	$2,400.00	$480.00	$2,880.00
TOTAL						$350,880.00

Riverfront Pavilion

Item	Quantity	Unit	Cost/Unit	Subtotal	Contng. 20%	Total
Buildings						
Restrooms	200	SF	$75.00	$15,000.00	$3,000.00	$18,000.00
Ice Cream Shop	200	SF	$85.00	$17,000.00	$3,400.00	$20,400.00
Boat Rental Shop	500	SF	$55.00	$27,500.00	$5,500.00	$33,000.00
SUBTOTAL						$71,400.00
Specialties						
Boardwalk/ Boat Dock	1200	SF	$40.00	$48,000.00	$9,600.00	**$57,600.00**
TOTAL						**$129,000.00**

5 Year Private & Public Revitalization Budget

Private Investment in Downtown
Past 18 Months. $1,200,000

Phase I Streetscape	***$290,364***
Phase II Streetscape	***$192,972***
Phase III Streetscape	***$212.580***
Mineral St. Parking	***$214,680***
Lohutko Parking	***$348,200***
Pedestrian Bridge	***$71,600***
Comtu Falls Buiding	***$441,660***
Handley Building	***$1,499,280***
Visiting Nurses Bldg.	***$1,064.160***
Woolson Block	***$1,080,000***
Bank Block Parking	***$122,104***
PVDC Parking	***$729,320***
Guy Lot & Building	***$350,880***
Riverfront Pavillion	***$129,000***
Performing Arts Center	***$275,320***

TOTAL PUBLIC & PRIVATE INVESTMENT **$7,022,120**

Market Analysis and Downtown Master Plan

SPRINGFIELD VERMONT

LEGEND

- EXISTING TREES
- LIGHT FIXTURES
- B BUS STOPS
- EXISTING BUILDINGS
- NEW USES - EXISTING BUILDINGS
- PROPOSED TREES
- BENCHES
- TRASH RECEPTACLES
- PROPOSED BUILDINGS

THE CAVENDISH PARTNERSHIP INC.
Planning Urban Design Landscape Architecture Participation
THE ACADEMY BUILDING CAVENDISH VERMONT 05142-0466
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North 0 50 100 250

DECEMBER 1995