

**CITY OF MONTPELIER
CAPITAL CITY OF VERMONT**

City Manager's Weekly Report – 5/06/2016

UPCOMING MEETINGS ...

Monday, May 9 th	Montpelier Community Fund Board, 10:00 A.M. at 100 East State Street
	Planning Commission, 5:30 P.M. in the City Council Chambers
Tuesday, May 10 th	Transportation Advisory Committee, 6:00 P.M. in the City Manager's Conference Room
Wednesday, May 11 th	Regular City Council Meeting, 6:30 P.M. in the City Council Chambers
Thursday, May 12 th	Capital Improvement Program Meeting, 5:00 P.M. in the City Manager's Conference Room
	Conservation Commission, 7:00 P.M. in the City Manager's Conference Room

You can also click on the following link for a listing of the Montpelier Senior Activity Center's upcoming events: <http://www.montpelier-vt.org/calendar.aspx?CID=30,36>

ATTACHMENTS ...

-  1 Taylor Street Project History
-  DPW Memo re: Chapman Road and Terrace Street Parking Ordinances (fyi)

CITY MANAGER'S REPORT ...

1 Taylor Street Redevelopment Project

We received a request to put together a summary of the history of the 1 Taylor Street Redevelopment Project. That summary is provided as an attachment to this memo.

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Community Services Planning

The Steering Committee (made up of staff and volunteer/elected advisors from Recreation, the Montpelier Senior Activity Center, Parks, Cemetery, the City Manager's Office, and the City Council) met with our identified facilitators this week to orient the facilitators to City services and develop a plan for the data collection and public process around a future integrated Community Services Department. The contract for these services, including an outline of this process, is on the City Council agenda for consideration at their May 11th meeting.

Dog Ordinance Update

The working group continues to meet. We expect to have a proposal for the May 25th meeting with the draft reviewed by the Parks Commission the previous week.

Legal

VCFA vs. City, Tax Appeal. – Awaiting decision. Oral argument on cross motions for Summary Judgment was held at Washington Superior Court on Tuesday, January 12th. Represented by Robert Fletcher

NOTE - Legal Update re Illuzzi vs City: Motion for continued discovery filed by plaintiff. Awaiting ruling on Motions (2) for Summary Judgment. Represented by Constance Tryon Bell through VLCT

WEEKLY UPDATES FROM DEPARTMENT HEADS ...

Community Justice Center

The spring issue of the American Prospect Magazine features an article about the Montpelier Community Justice Center's Restorative Reintegration Program's approach to helping people succeed when they return to their community from incarceration. Read the article <http://prospect.org/article/getting-beyond-prison-vermont-case-study> to learn about Circles of Support and Accountability (COSA) and what happens when ordinary community members give of their time weekly, over the course of a year or more, to show up for and support people who must start over, manage their lives differently from before, and prove that they are safe.

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TOPICS FOR UPCOMING COUNCIL MEETINGS ...

- May 25
- Zoning – Part 2
 - Parking Advisory Committee Appointments?
 - Taxi/Uber
 - Meet Master Plan Consultant
 - Dog Ordinance
 - Meet Community Services Facilitator
 - Approve Local Option Tax resolution
 - Parking Ordinance Amendment 1st reading
 - Set Summer meeting schedule
- June 8
- Zoning – Part 2 (continued) or Part 3
 - Goal: Keep Montpelier Affordable
 - Parking ordinance amendment 2nd reading
 - Approve New Fees
 - Approve EDSP
 - Executive Session: Water Security
- June 22
- Zoning – Part 3 or 4
 - Goal: “Steady State”
 - Water/Sewer Long-term Plan
 - Taylor Street Cost Estimates
- July 13
- Eminent Domain Hearing re: Overlake Park
 - Goal: Healthy Community



William J. Fraser
City Manager



1 Taylor Street Redevelopment Project History, Timeline, Budget Update 5/5/16

Project History

The 1 Taylor Street Redevelopment project (formerly the Carr Lot project) dates back to the late 1990s when the Conservation Commission took up the idea and the City-State Commission included this concept in the 2000 approved Capital District Master Plan.

Between 2002 (the initial bond vote) and 2010 the City completed a required Environmental Assessment (EA) for the Transit Center at the Carr Lot site after reviewing other potential locations. Other EAs were explored but not completed as part of a parking replacement study process. During this period there were many circumstances that changed the project:

- The project originally included a parking garage. Difficulty in finding an appropriate site led to a Council vote to discontinue efforts on a garage.
- The level of contamination on the Carr Lot became a greater issue than originally anticipated. It resulted in the lot being closed to the public and prompted EPA involvement. The EPA required a proposal for a testing plan (which took a year to approve), the testing work and results analysis (another year) and approval of a site mitigation plan based on those results (another half a year). We now know the extent of contamination, what is needed to move ahead with a project and the estimated costs of mitigation.
- FEMA revised the flood maps for the first time in 30+ years. In the draft mapping, the Carr Lot was placed in the floodway which precludes construction of any new buildings although parking, bike path, open space etc. could still occur there. The City performed some river hydraulic analysis and has appealed the floodway determination. The city's appeal was approved after another year.

Between 2010 and 2012, preliminary plans for the bike path were completed, an appraisal for the Carr Lot was completed, and preliminary right of way plans were completed. The TKS Properties and Association of the Blind parcels were purchased in 2013. The Carr lot purchase closed on January 2, 2014.

In 2013 and 2014, the decision was made to bring in a private partner to maximize development at the Transit Center site. Following Federal procedures an RFQ and then

an RFP were issued to identify this development partner. The Council voted in 2014 to partner with Redstone on this project. With Redstone onboard, a public process was completed to contemplate conceptual design and site use. The Council voted in the fall of 2014 to move forward with housing on the upper floors of the Transit Center. In 2015 we completed the schematic design of the project and worked to secure right of way acquisition.

Project Funding and Budget

In March 2002 the citizens of Montpelier voted in favor of an \$800,000 bond to support this project.

In the early 2000s earmarks were obtained for federal funding from the Federal Transit Agency (FTA) and the Federal Highway Agency (FHWA). FTA provided \$1,967,357 as part of an 80%-20% grant. FHWA provided \$1,490,250 as part of a 100% grant and \$3,680,000 as part of an 80%-20% grant.

In 2010 the cost estimate for the project was \$4.4M. In 2012 the cost estimate for the project was \$6.3M. In July 2015 the cost estimate (based on schematic designs) for the City's portion of the project was \$6.5M (the current construction cost estimate) and it was determined that we had a \$1.4M budget gap. By the beginning of 2016 we closed this funding gap enough to move forward through the receipt of \$850,000 in Community Development Block grant funds, \$250,000 in Ecosystem Restoration Funds, and \$128,000 in sales tax reallocation funds.

In March 2016 the citizens of Montpelier voted in favor of a \$710,000 bond, \$350,000 of which will be used for the remaining Federal match needed for 1 Taylor Street. Another \$250,000 had been set aside in capital reserve in prior years for this project.

Timeline

This is a complex project with multiple funding sources, requiring the acquisition of eight downtown parcels, and a great deal of City, State, and community involvement. The timeline for this project has shifted many times since 2000.

Currently, the timeline is on hold until right of way is obtained. We anticipate there is approximately 12 months' worth of design, permitting, and bidding work required between when we obtain right of way clearance and when we can be under construction. Therefore, if we clear right of way by September 2016, we can start construction in September 2017.

What are taxpayers currently paying?

Currently the taxpayers are paying \$43,200.36 a year to Mr. Allan Carr for the purchase of the property (above the appraised value.) While used as a State parking lot, the City is collecting \$78,500 in lease revenue from the State of Vermont. All of this revenue is being assigned to the project account. Additionally, the taxpayers are paying for staff time to work on the project. We estimate that this includes 10% of City Manager Bill Fraser's time, 20% of Assistant City Manager Jessie Baker's time, 10% of DPW Project Manager Corey Line's time, and 5% of the Finance Accounting Manager's time.

Once Operational

It is anticipated that once operational, the site, green space, and parking will be owned by the City of Montpelier and Redstone will own the upper floors of the Transit Center. Redstone will cover costs related to their property. The City will have a lease agreement with Green Mountain Transit to operate the Transit Center. It is anticipated that this will not include a lease payment but rather GMT will cover all costs of operating. We anticipate that the added cost to the municipal budget for maintenance of the new bike path, green space, and additional parking will be approximately \$10,000/year and there will be a bond payment of \$65,000 for 20 years. Estimated tax revenue from the new apartments is approximately \$50,000 per year.

City of Montpelier
Department of Public Works
Memorandum

for
Packet
1st reading
5/25

To: William Fraser, City Manager

From: Thomas McArdle, Director of Public Works
Anthony Facos, Chief of Police

Copy: Robert Gowans, Fire Chief

Date: May 4, 2016

Subject: Chapman Road & Terrace Street Parking Ordinances

Residents of Chapman Road brought their concerns to our attention about obstructed access to their street caused by parked vehicles. Chapman Road is a very narrow (15' avg) minor residential street which is geometrically not suitable to support on-street parking while serving as access for delivery trucks and other service vehicles. Similarly, Terrace Street in this area is also quite narrow (19' avg) but will support on-street parking while leaving sufficient room one-directional travel including delivery trucks. However, due to the inadequate width of Terrace Street, it has been verified that parked vehicles severely restrict turning maneuvers within the confines of an intersection. The residents reported that vehicles parked on Terrace Street have caused the operators of garbage trucks to refuse service until access has been cleared. The combined effect of vehicles parked on Terrace Street and Chapman Road limit use of the streets to passenger vehicles.

Upon receipt of the access obstruction notice last fall, the Fire Department conducted an inspection using their fire truck and ambulance to travel through the neighborhood. The Chief concluded that delivery of emergency services would be unduly restricted by on-street parking and requested the posting of signs to prohibit on-street parking. The restrictions were authorized by emergency Police order and remain in place.

Additional observations were conducted over the ensuing months, including during the Legislative session when overflow parking is a common occurrence along neighborhood streets adjoining the state Capitol complex. Although the existing seasonal parking restriction on Terrace Street (Section 10-717 (hh)) helps to address one aspect of the issue, it became clear that on-street parking impacts persist throughout the year and is more than simply an occasional nuisance. Parking on Terrace Street opposite Chapman Road adversely impacts the turning movement needs of service and emergency vehicles wishing to enter or exit Chapman Road. Furthermore, the vehicles of concern are parked along a crest vertical curve impacting the sight lines for opposing motorists which, when combined with the narrow street width sufficient for only one-way traffic flow, results in a safety hazard. The safety concern is amplified when pedestrians are present in the street due to the absence of sidewalks. To help rectify this situation, a full-year parking restriction is proposed for a length of 110' (approximate 5 spaces) on this portion of the street.

Signage currently exists on Terrace Street which prohibits parking on the north side of the street from Bailey Avenue to Hopkins Street and on the south side of the street for 55' east of Bailey Avenue. These two parking prohibitions are not currently supported by a city ordinance but are essential for sufficient width for one-directional travel and turning maneuverability at the intersection of Bailey Avenue and Terrace Street. This matter is addressed in the proposed amendment.

Upon review of the dimensions of the street and other factors affecting the capacity and ability of the streets to support on-street parking, we have concluded that amendments to the City's code of ordinances should be recommended to the City Council as follows:

CHAPTER 10, ARTICLE VII. PARKING and PARKING METER ZONES

Section 10-716. PARKING PROHIBITED

New Section:

(uuu) Chapman Road: Parking is prohibited on both sides of Chapman Road for its entire length.

Revise Existing Section:

(ccc) Terrace Street: Parking is prohibited on the westerly side of Terrace Street from its intersection with Bailey Avenue northerly for a distance of seven hundred sixty (760') feet to the driveway serving #26 Terrace Street ("Redstone" property) and on the easterly side northerly to Redstone Avenue. Parking is also prohibited on the southerly side of Terrace Street from Bailey Avenue easterly for a distance of fifty five (55') feet and beginning at a point located two hundred ten (210') easterly of Bailey Avenue and extending easterly for a distance of one hundred thirty (110') feet. Parking is also prohibited on the northerly side of Terrace Street beginning at Bailey Avenue easterly to Hopkins Street.

C: Adjoining Property Owners