

Parking

The removal of parking from the riverfront area brings with it the probable need for alternative sites for state and downtown parking. Based upon a review of city and state parking use, it is anticipated that approximately 200 cars will be displaced from the Taylor Street area, and 150 cars will be displaced from the Carr lot (presently a fee parking area), by the Greenway development. Total face value parking replacement should be 350 cars.

Replacement of those spaces can occur through various means:

- A. The introduction of the state parking lots and bikepath connections at the VT DET has provided 100+ additional parking spaces within walking distances or via shuttle buss from the Capitol Complex.
- B. The relocation of VT Agency of Transportation (VTTrans) employees from 133 State Street, the largest single employment center in the Capitol Complex after 120 State Street, will greatly reduce parking demand. Depending on the new occupancy of 133 State Street, a net loss of spaces may be equated with reduced state employees in the Capitol Complex. The data for this question is not currently available.
- C. The institution of a long discussed parking incentive plan for state employees to carpool and use public transportation would reduce parking demand as well.
- D. Development of the transit center and a more aggressive city-regional public transit system could serve to reduce parking demand for both state and downtown spaces. A 10% capture rate for transit (a reasonable but marked increase) would free up some 100 spaces. This could serve both in – city state employees as well as commuter state employees if developed with a peripheral parking lot plan. The locations for some of these lots were outlined in the Montpelier Parking and Circulation Study prepared in 1996.
- E. Depending on the loss – gain of state employees with the relocation to National Life over the past 5 years, additional parking spaces for state employees and legislators may need to be made up in parking garage structures. Depending on the location of parking structures, their use allocations between the city, downtown and state could vary widely and there are distinct possibilities that “shared” facilities could be developed. These will be discussed in greater detail below:

2 3 Levels - 280 spaces

1 3 Levels - 480 spaces

3 3 Levels - 250 to 300 spaces

Key to future buildings:

1. Below Court Street,

A multi-level structure built into the hillside with new mixed-use development facing Court Street has been shown as a possible shared city-state-downtown parking structure. The garage could have a capacity for 480 cars on three levels and still remain below the level of Court Street, essentially behind the Union Mutual, Post Office and Thrush Tavern sites. A garage in this location would be centrally located for city and state activities, and close enough to the transit center for multi-day transit travelers. Shared use of this facility could either be on a space or level basis with allocation of the three levels to different users, or a seasonal component could be added depending on the peak parking demands – summer – fall for city uses, winter - spring for state/legislative uses.

2. 133 State Street

As part of the expansion of 133 State Street, there is the opportunity to develop a core parking garage within the center of the U shaped footprint. The garage would have a capacity of 280 spaces on three levels with entrance/exits on State Street level, Governor Aiken Blvd. and Baldwin Street level.

This structure would be for state use only.

3. Behind Main Street in the current public parking lot.

Two for parking structure alternatives.

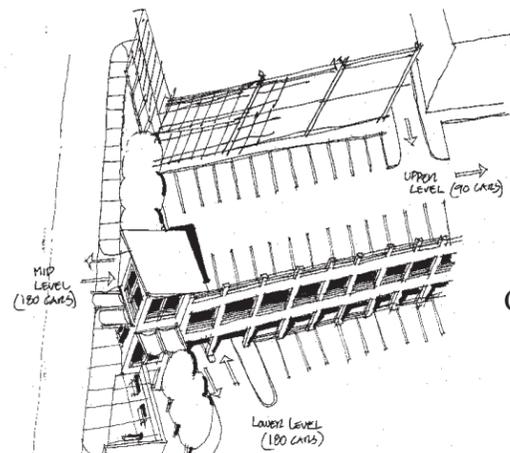
- A scheme that creates a parking structure that essentially “works around” the existing back building extension of the Aubuchon Hardware Store. This could be a multi story deck that goes over the top of the Aubuchon, leaving it undisturbed except perhaps for a different access route.
- A scheme that removes/rebuilds or relocates the Aubuchon building – and perhaps even accommodates other building extensions so that there can be an uninterrupted block for the parking structure.

The approximate capacity for a three-level garage in this location is 250 – 300 cars.

This structure would likely be for city/downtown use only.

Conclusion:

The amount of parking provided in Montpelier is dependent in large part upon public spaces provided to the city, and state employee spaces. It is entirely possible that a combination of employee incentives, parking management, and transit alternatives could make up for spaces lost to the development of a greenway along the Winooski River. It is also possible that a coordinated approach between the city and the state could more than make up for lost spaces, allowing a surplus of spaces to be allocated to new downtown businesses.



Court Street Garage across from the Pavilion

Future studies need to address parking and access in greater detail than this plan was intended:

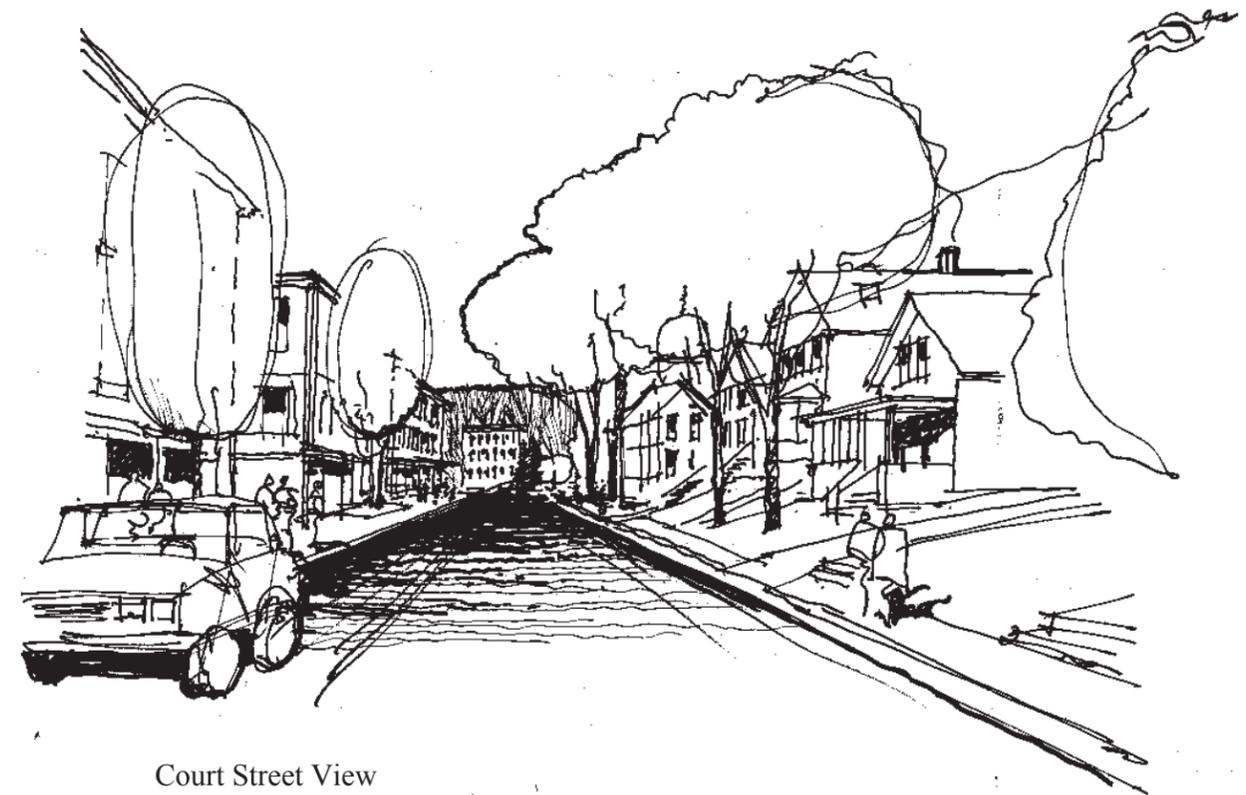
Outside the scope of this project is the technical analysis of traffic implications for the changes proposed. Changes to streets, parking areas, travel origins, destinations, and land uses impact traffic congestion and roadway / intersection capacities.

Traffic Analysis

It is highly recommended that the City/State Commission engage a traffic analysis study for the downtown in partnership with the CVRPC and assess the overall traffic issues in the downtown, as well as the changes to existing traffic patterns.

Parking needs

The supply and demand for downtown, state office, and legislature parking needs to be further studied and quantified for the purpose of assessing parking demands by peak day and months. A shared use program for the facility might need to base revenue sharing on a parking utilization study.



Court Street View