STATE STREET PARKING GARAGE

Presented to the Montpelier City Council
April 8, 2020

Presented by Rabideau Architects Inc.
The City of Montpelier and State of Vermont approved permits for a 348 space parking garage on lands now or formerly belonging to the Capitol Plaza Corporation and the Mary Heney Trust on State Street.

These permits are being appealed by a group of city residents. Through these appeals, specific concerns have been raised.

In an effort to resolve the issues at hand, the design team representing the City of Montpelier in consultation with the City’s attorneys, has modified the design of the State Street garage to address the appellants’ concerns.

The purpose of this presentation is to inform the City Council of the updated design, and to illustrate what specific steps are being proposed to mitigate the appellants’ concerns. The design changes shown here will constitute the “Design” as the project moves through the appeal process.
Arial View Looking South to North Showing revised design.
Goals of the proposed redesign:

1. Provide for a clear pedestrian and bicycle connection to the recreation path.
2. Provide for vehicle and delivery access to neighbors and current users of the city leased Heney parking lot.
3. Reduce the visual and physical impact on the Heney Lot, and the view this lot provides towards the river.
4. Continue improvement of the design in conformance with city and state regulations.
5. Create a more conventional exterior appearance with individual masonry trimmed openings on each floor through a new split level design.
The revised Site Plan

1. The new recreation path connector starts at the existing information kiosk on State Street. It meets the recreation path at the new bridge.

2. The space between the garage and the existing building at Overlake Park LLC. is increased from twenty feet to forty seven feet.

3. The only crossing of the recreation path access is restricted to emergency use only.

4. Truck access is maintained to Overlake LLC. and design truck turning movements have been verified.
1. The proposed landscape plan provides significant plantings of trees and shrubs along the banks of the North Branch of the Winooski River.

2. New plantings are proposed adjacent to the Overlake Park LLC Property and to provide shade in the Heney lot.

3. A birch grove, and the planted trellis system mounted on the façade of the garage partially screen the view and soften the visual impact of the new structure.

4. The intersection of the new pathway to the Montpelier recreation path is richly landscaped and creates a pleasant node on this community resource.
Looking Closer at the intersection of paths

1. The node where the path from State Street meets the recreation path is richly landscaped, and overlooks the North Branch of the Winooski River.

2. Way finding aids, benches, and repair kits are provided.
Service Access is maintained

The new parking garage is twenty-seven feet shorter, placing it 47 feet away from the Overlake Park building at the nearest point.

The new design has been analyzed and proven to accommodate the kinds of trucks currently serving Overlake Park LLC’s “Garage Building.”
Views are Maintained

The shortened garage preserves the view corridor from State and Elm Streets towards the Winooski River.

The new building design aligns with the Christ Church’s parish building to form a regular streetscape.

Look closely to the left of the information kiosk, you can also see the new pedestrian path and the historic rail bridge in the distance.
Views are maintained

Here is the same view, showing the view south from Elm Street in the summer.
1. The parking garage will be twenty seven feet shorter in the east to west direction.

2. The new design provides 345 parking spaces compared to the 348 spaces detailed in the previous design.

3. The parking garage will change to have level parking decks connected by ramps at each end.

4. The recreation path connection will start at the existing information kiosk on State Street and extend to the recreation path without crossing traffic.

5. The facades have been updated to reflect item 2, level floor plates relate better to surrounding structures.

6. Building coverage is reduced while the height is increased. See the next slide for a comparison of the new and previously approved design.
The Montpelier zoning regulations measure building height from average finished grade to the highest point on the structure. Height limits do not apply to:

- Belfries, spires, steeples, cupolas, domes or similar architectural features not used for human habitation;
- Skylights, parapet walls, cornices, chimneys, ventilators, or mechanical equipment usually located on the roof level

<table>
<thead>
<tr>
<th></th>
<th>Previously Approved:</th>
<th>Now Proposed:</th>
<th>Change:</th>
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<tbody>
<tr>
<td>Average Finished Grade</td>
<td>521.75 ft.</td>
<td>523.00 ft.</td>
<td>+ 1.5 ft.</td>
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<tr>
<td>Maximum Allowable:</td>
<td>581.75 ft</td>
<td>583.00 ft</td>
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</tr>
<tr>
<td>Highest Parking Surface (code)</td>
<td>558.00 ft</td>
<td>563.00 ft</td>
<td>+ 5.0 ft.</td>
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<tr>
<td>Top of Parapet (note b.)</td>
<td>562.00 ft</td>
<td>571.50 ft</td>
<td>+9.5 ft.</td>
</tr>
<tr>
<td>Top of Elevator Enclosure (note b.)</td>
<td>572.40 ft</td>
<td>581.50 ft</td>
<td>+9.1 ft.</td>
</tr>
<tr>
<td>Top of Stairwell(s) (note b.)</td>
<td>572.40 ft</td>
<td>578.40 ft</td>
<td>+ 6.0 ft.</td>
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- Regardless of where one measures, no portion of the new design exceeds the maximum allowable height.
- When measured in the manner required by the zoning regulations, the new design is five feet taller than the previous Design.
- Measured from finish grade, the typical parapet height is 43 feet 6 inches, and reads as four stories. The taller elements listed here are fully compliant with the zoning requirement and occupy an incidental percent of the total building area.
North – South Cross section showing the split level design.

1. This new design features a split level format. Half the floor is five feet above or below the other half.

2. The halves are joined by ramps and open exit stairs.

3. This stepped plan works with local topography so that the lowest level on each half story meets finished grade.

4. An extra level of parking meets existing grade on the Heney Lot. This level qualifies as a basement.

5. A.D.A. compliant pathways are located on all four sides connecting the principal garage entry and pay kiosk to the Heney lot, the proposed Hampton Inn, the recreation path, and Christ Church.
Level floors also allow for a more regular façade treatment and more human scaled window openings.
The fifth parking level is on the roof. The parking garage typically presents a four story tall wall. The typical height is 43 feet six inches. The northeast corner shows five stories due to topography and the ramped pedestrian pathway on both the north and east sides.

Rain covers for the open stairwells, and the enclosure of the passenger elevator are made of aluminum and glass to be transparent as possible.

All building height measurements are explained on the slide “How has Building Height Changed” above, and comply with zoning regulations.

Exterior materials are as previously approved; standard modular brick in two colors, green screen vertical planting system, painted steel braces, brackets, railing components, stone, and applied art panels. The introduction of individual trimmed masonry openings is new and is intended to reflect window openings of a size and treatment more typical to the Downtown Business Neighborhood zoning district.
1. The section shows that the typical exterior wall reveals four stories and 43 feet six inches in total height. The district standard is six stories and 60 feet.

2. The section shows significant trim bands between the ground level and the second floor above, and at the top of the wall as required by Downtown Business Neighborhood zoning district standards.

3. The notes describe a wide variety of traditional and novel materials.
View from the Confluence of the Winooski River and the North Branch
The view from State Street demonstrates several features of the design worth noting:

1. The top of the garage parapet wall is compatible with the adjacent hotel, and shows how five levels looks like four stories.

2. The level floors make the garage relate well to adjoining buildings, and reveal the traditional three part design required by the zoning ordinance.

3. Masonry, green wall system, and a variety of opening treatments reveal the major design elements in this one view.

4. The space between the garage and the Hampton Inn has increased from 10 to 12 feet. A ten foot pedestrian path with decorative paving connects to the Montpelier recreation path to the south through this space.
Conclusions:

- The design of the State Street Parking Garage proposed by the City of Montpelier has been revised in several ways. The design changes presented here revised both the building design and the site design.
  - The garage has less visual and physical impact on the Heney Lot while maintaining almost the same number of parking spaces (345).
  - Pedestrian and bicycle traffic circulation is much improved and more readily identifiable including a pathway along the western boundary of the Heney lot for pedestrians and cyclists to access the Montpelier recreation path.
  - The garage structure has level floors that lead to the structure having a more conventional appearance.
  - The garage building is taller, but still below the district zoning standards, and visually looks like a four story building from most views.
- The design team and City representatives continue to coordinate with Christ Church and the Capitol Plaza Corporation regarding both design and implementation.
- The design team and City representatives continue to coordinate a wide variety of shared utility improvements with special emphasis is electrical power and water supply.