

May 14, 2014

ONE TAYLOR STREET REDEVELOPMENT

PUBLIC PARTICIPATION EVENT #1: COMMUNITY

PUBLIC INPUT & DISCUSSION TOPICS

City Gateways

- The intersection of Main Street and Route 2 is not a great gateway for Montpelier. Should be improved visually.
- Cityscape - 3 story building presence - preserve what views exist with statehouse and hillsides
- View sheds - capitol dome
- Actual gateway opportunity at corner

IMPORTANT VIEWSHEDS

From State Street

- Church steeples, clock towers and State House/Dome should be protected at every major intersection shown on walking map.
- Taylor should feel like more of a street - prioritize open space
- Power poles have to go

From Main Street

- New building should not block State House. A 6 story building is too tall.
- Questions asked about new pedestrian bridge, where it would go - it would cross Heney property and would need to cross Capitol Plaza lot.
- Width of Bridge?
- Re-grading - grade gain on main street to slope more towards river
- Unfortunate Shaw's is one level
- Unfortunate Vermont Center for the Blind has to be torn down
- Take down trees to view dome
- Open up to back access of buildings from Main Street
- Get rid of power lines

- Don't block view of dome
- View analysis will tell us whether 5 or 6 stories are appropriate
- Mansard roofs good foreground of statehouse
- View no cars from here
- Sugar maples behind dome - good stand – maintain views of these
- Junk trees along river should come down
- Would building interfere with view from main st. bridge
- Don't want dome and other roof scapes to be blocked
- Do not block dome
- Night time views/users need to be accommodated
- Gateway perspective to draw people down towards One Taylor
- Soften Shaw's walls
- Sense of loss from moving buses from City Hall
- Create views through the building
- Shaw's allure able to changing facade?
- Pocket park around what will be the former Assoc. for the Blind site
- Bus stop at Shaw's is important for people to have access to groceries
- View from Main St bridge of the river front and site could be interesting - architecture should be strong from that vantage with public art potential as well
- Are there studies on volume of bikepath traffic to justify taking down the building? (The bikepath is very heavily used and creating the linkage to Main St is one of the project's main goals)
- I envision there being a lot more green spaces with places to sit. It should be "parklike"
- It would be nice for folks going to the theatre to have place to sit outside and meet up.
- Does the bikepath bridge go straight to the Capitol Plaza? (No, bridge goes straight across the river, then crosses over multiple properties before crossing RR tracks into Carr lot)
- Is it just going to be a narrow bridge or will there be room on the bridge for people to sit or fish? (Possibly a timber framed bridge)
- Does it have to be right next to the existing bridge? (That's where it's been designed to go)
- It would be really nice to remove or screen the propane tanks by the riverbank.
- If you wanted to cross the bridge and go to State St. do you just cut across the parking lot (Yes, there will be stairs down to the level of the parking and the City leases it)
- Some nice benches and bike racks will be important so people can hop off the path and go to Julio's.



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From River Street/Taylor Street bridge Entrance

- Hide DMV/Heat Plant
- Sidewalks non-continuous and should be made consistent
- Remove power lines
- 6 steeples - want to maintain those
- Maintain dome glimpse
- Taylor street should be a gateway people are proud of
- View of Hubbard park and foreground buildings tied to park
- Use a green roof on new bldg to connect to Hubbard park forest
- East side of new building is visible from river & main
- Keep Hubbard Park views open from Taylor Street
- Potential holes of views to block
- View from River Street is irrelevant, but once turn onto Taylor view becomes very important
- River street access/wide , open, large so it needs definition
- Preserve views to statehouse, and improve view of river
- Dome should not be obscured - Transit center should be visible - 1 Taylor is key site
- My grandchildren love to look at the Capitol Dome - would hate to block the view of it.
- Yes, that's an important view...
- The VSECU building did a nice job of dropping down to avoid blocking all of the dome. I agree...
- What you see now [looking back across the river] is wasted space - it would be nice to look over green space and bikepath and have the other bank cleaned up [Shaws].
- Who owns the lower lots? (Heney & Jacobs)

Bio-Mass/ Pedestrian Bridge Site

- Mask parking lots with vegetation from bike way and project site.
- Seating along the walkway should be installed
- Lots of bike traffic will cross here
- Knot weed invasive species will block summer views, can this be eliminated?
- Steeple views maintained
- Hide view of back of Capitol Plaza Hotel
- Better signage is needed from bike path
- No sense of place @ bike bridge overlook
- Maintain view of City Hall Tower - some say don't inhibit design by that
- Are people concerned about blocking city hall view? - Not as much as most think



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- View of church steeple should be maintained
- Like to see the buses
- Keep views of towers & spires & bridge
- Hide back of capitol plaza
- Welcoming feeling from across river should be created
- Highlight spires
- Roof top park- show people activity
- View from River Street doesn't matter
- Do not block spires, peaks of towers
- Everything but spires is ugly
- Clock tower view on City Hall is important
- Some views from the west are interesting because you are looking through things like the Taylor Street bridge

Linkages - Downtown

- Connecting people to commercial areas of downtown was important.
- Connect visitors to commercial area via State Street and Taylor, so they avoid looking at the back of the buildings (hotel especially) and adjacent parking lot. Undesirable view. Could place murals on back of buildings to mediate the issue.
- Concerns for a fence along the railroad line as a barrier to downtown.
- If proposed transit center blocks views to the back of the buildings on State Street that would be good.
- The proposed architecture for the Transit Center should reflect the historical character of the downtown. Montpelier's industrial past is important.
- Can vt association blind building be saved and used as a public space?
- Better signage is needed to draw people downtown.
- This site should become part of the downtown
- Prefer outdoor farmers market not the indoor option
- Garden club is needed to pretty up downtown
- Downtown is from Taylor Street east, everything west is Capitol complex and not really downtown
- Include signage to highlight historic bridges, the railroad bridge across the North Branch is of particular historic importance, bridge enthusiasts from all over come to look at it
- Access is needed from downtown - grass, flowers, cribbing steps for retaining wall
- Is there a way to open the RR bridge to pedestrian traffic? (Yes, the plan is to have a new bridge for pedestrian and bike traffic)



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Linkages - Capitol Complex

- Pedestrian access to the Capitol Complex is better suited to the north side of Taylor Street due vehicular traffic at the gas station.
- Informational signage would be good at the corner of Taylor and State Street.
- Overhead utilities on Taylor Street are undesirable as an introductory experience to the Capitol complex and downtown Montpelier.
- Walk-thru to State house with lawn linkage to encourage State employees to access bike path
- Strengthen path link to State House Lawn
- Pathway to capitol from bridge head should be constructed
- Pull state employees from State Street to One Taylor site
- Main ways to statehouse from site need to be developed
- Develop link to state street from end of site
- Connect visitors to commercial area via Taylor Street to State Street, so they avoid looking at the back of the buildings (hotel especially) and adjacent parking lot. Undesirable view. Could place murals on back of buildings to mediate the issue.
- It's very ugly having the telephone poles and wires - it would be nice to bury them
- It would be nice to have trees on both sides of Taylor Street and matching streetlights out onto State Street.

Linkages - Community

- Circulation conflict between Redemption Center and proposed bikeway location after bridge crossing. People would like to see crossing the North branch on the other side of the railroad bridge to avoid the conflict.
- The visitor's experience of Montpelier once they arrive at the transit center is critical.
- Interpretive maps should be provided at the center, so visitors know where to go.
- The site should provide more parking for downtown. A parking garage would be best.
- We want pedestrian density
- Farmers market needs to stay downtown - brings people - more visibility
- Gondola to national life
- Linkage between DMV and building needs to be developed
- Connections up to other side of rail so tracks are not a barrier
- Zip line from national life to Taylor - national recognition would get funded.
- Overlooks on bridges would be nice
- No wooden bridge, prefer steel like the existing



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- Small open space courtyard at Christ Church is a nice pocket park, good concept for public space
- Project should have pedestrian linkages, sidewalks
- Create an overlook park on the south side of Memorial Drive (National Life land?) - could be a ledge park up high that offers spectacular views of the entire City with some selective clearing
- Linking back to community is critical
- Farmers market huge draw and should be downtown
- Farmers market is critical
- Spillover for farmers market to One Taylor should be encouraged
- The old proposed link to Langdon is important
- 780 LF frontage for farmers market is needed
- The historic buildings around here are all very Victorian, then there's the very "Moscow/KGB" building [DMV]...

Relationship to River

- Concern for salt entering the river during the winter time.
- Access, both physically and visually to the river are important.
- Maintaining riparian vegetation along the river is important, although it conflicts with views. How do we resolve this?
- Important as a wildlife corridor
- Discussed how access to river would be possible, should be encouraged
- North Branch area would be more feasible because bank is lower.
- Statement of how this is a city of rivers, but so far access is minimal.
- Improve rip rap landscape, become a showcase for healthy urban rivers. Trees grow out of "rip-rap" - it is ugly right now.
- Rivers are currently channelized, can these be different?
- It's sad - no river green space is present, we need some
- Prefer no access to river
- Can sloping access be developed?
- Boat access key
- Access steps: put boat in river - white water slalom races
- River is clear to Middlesex so there are boating opportunities
- The bank at confluence is in bad shape - will bank be repaired?
- Improving riverbank where North Branch and Winooski meet is important
- Need better urban riparian landscape potential showcase.
- Retaining walls should rebuilt



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- River access (ADA) is important
- Rebuild banks to get people down
- Edge of river like San Antonio - public ways/urban is desired
- River access along Winooski is needed
- Get rid of knotweed
- Usual of concrete block at river not good will wall should be rebuilt
- Path should enhance river experience. Be right on the river edge.
- Better access along the river and part of a park area
- It would be nice to have access down to the River
- River - Kayak portage interesting - below both dams - capitalize on this
- Riverbank retaining walls sculpted/sandblasted to show scenes of vt/montpelier heritage
- Is river access safe? liability considerations? strong currents
- Benches along the river on both sides of the North Branch and Winooski would be great
- Fishing access at the confluence
- Confluence should be public space
- Water front access points/properties commonly have a myriad of uses overlapping and attracting all sorts of people. Dynamic, a warren of access points, doorways to many attractions. Lots going on and people have favorite spots they are drawn to frequent.
- Maximize gathering space(s) within an urban plaza context; this is not a rural river front; it is an urban water front.
- No physical access because ADA problems
- Think way beyond natural riverscape
- Engage as educational opportunity of river
- This is an opportunity to front the City on the river
- Over looks at the river should be designed
- State does nothing to enhance river
- River access/community space is key
- Key factor: protect river/engage river/educate/buffers
- Talked about challenges of getting access to the water - ADA compliance needs research
- River moves to quickly for access from Heney Lot maybe access on other side at point behind Shaws.
- Point where 2 rivers converge should have a look-out
- Green area where 2 rivers converge
- Can we do something with the riverbank? A nicer retaining wall or something to stabilize what's there? Can there be decks and seating out over the edge? (Can't make any big encroachment into the floodplain, though some light poles, greenery and seating should be OK)



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- Will all of the trees along the riverbank need to come down in order to stabilize the bank?
- Other cities do a lot with their riverbanks and ours is just a dump. It would be nice to have improved access to the riverbank. (one of project goals is to have enhanced access for both passive and active recreation)
- Riverbank vegetation - would we have to keep the existing trees or plant new ones?
- FYI - granite retaining blocks are not actually local, they're all imported from Barre.
- The first white settler in Montpelier (Jacob Davis ~1791) had his house right at the confluence on the Carr lot.
- Once you fix up the Carr lot the other side of the river will look lousy by comparison - then we'll need to fix that up! This is such a huge opportunity.
- River access down to the North Branch for boating and fishing access is a lovely idea.
- I love the sound of the water by the confluence - trees can help buffer the sound from Memorial Drive.
- It was very peaceful at the confluence...
- Too bad you can't have underwater parking!
- Will the wall along the river be stabilized only or can it be done aesthetically?

Relationship to Bikepath

- Maintain connection to bike path all year long.
- Bikepath should be as close to edge of the river as possible to preserve the rest of the site for other uses.
- Bike path should be designed for multiple uses (biking, walking, jogging, rollerblading, etc..) and users (visitor, commuter, local recreationalist)
- Bike path should be a loop through downtown.
- Playground along bike path at park is desired.
- Park should be on one side of the gateway on main street side of new bridge.
- Shortage of Green space downtown, we need more.
- Bike path 5' lower would be nice. Can this be done?
- Still moving through a sea of parking, we need to change this.
- Attaching the new bike bridge to railroad bridge would be best
- Bike path - pass over bridge & split might work best
- Demo building for bike path? - why
- Whose responsible for maintenance of bike path – will not be good if not maintained well
- Proposed bike path on drawings, is this final? Can we change this?
- Urban need of continuity of paths, they are not now
- Can we see the bike path continuing to Main Street/Continuity is critical
- Bike path possibly cantilevered out over river



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- Some like having a green space between river and bike path
- Path spur to transit center with bike parking is desired
- Improved fencing - or no fencing - interaction with the river - no fence - design path away from river if didn't need fence then.
- Murals/public art on the north elevation of Shaw's facing the bike path would be great
- Lots of plantings and trees along the bike path are important
- Alternative bike path along Memorial Drive that does not impact various parking lots would be better
- Bike path that meanders not a straight shot is desired
- Family friendly area of bike path should be developed
- Need to accommodate bikes in the downtown better
- Walked to Heney lot to discussed direct access from lot - would be challenging to access bike path with elevation change but this is desired
- Talked about covered bridge for bike path. Is this the final design?
- Will the bikepath have to be just like the existing sections or can there be seating, etc.? It would be nice to have benches and lots of plantings.
- It would be nice to be able to get to the bikepath from the Meadow without having to go on Elm Street (But that would be very hard to accomplish)

Resilient Design

- Building a net-zero building is great, although unrealistic.
- We talked about resiliency and how to construct with the possibility of flooding how to position building - engage w/ streetscape so that pedestrians feel welcome.
- As we walked along State to Main, someone noted how cold and icy the south side of the street (north facing facade) and sidewalk gets. Of course this is common in Vermont, but we, too will have to deal with a north facing facade. He was sort of "kidding" about adding mirrors atop the building across the street to reflect sun to that area. Let's search for creative solutions to typical weather affects.

Building Uses

- New Transit Center should provide public bathrooms and protected public space.
- New Transit Center should include other program, ie restaurants, grocery store, museum, apartments, (not a hotel)
- Hotel more on Taylor street - green space on both sides
- A couple more places like Sarducci's is desired



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- Restaurant cafe, commuter garden (currently route 12) as face of Montpelier
- Food shelf use would be nice, symbol of city
- Hotel concern with chain hotel. CP in family for 20 years. Chain hotel and gateway - don't want that here, CP overlooked- Not handled well.
- What does data say about the need of a hotel?
- With only 60% occupancy rate - not a need for another hotel.
- Emphasis on residents - not hotel for out of towners - parking and low cost housing would be better.
- No market for office space - nor enough parking
- City needs housing - small in town. Senior Center apartments went immediately. Market rate housing to keep young people here. People sizing down. Hard to find a good rental.
- Not just subsidized low income housing. Market rate but yet affordable community wide - is needed here.
- Housing for older people. Especially rentals
- Farmers market - consider separate by farmers and crafts
- Play space for kids would be nice
- Housing need is strong in Montpelier, consider for One Taylor
- There are a lot of wishes for a relatively small site at One Taylor, not all can be accommodated.
- Lively uses at One Taylor would be good
- Provide a place for music
- Create a good spot to have coffee by the river
- Accommodate commuter rail in the future
- Would retail be feasible? probably not
- Could it be a theater/music home for lost nation?
- Restaurant/music/theater should be considered
- Need something beyond 9 - 5 uses ~ restaurant ~
- Leased housing is appealing
- Restaurant/retail is desired
- Nice non-subsidized smaller condos would be good
- It would be great to be able to get a coffee or glass of wine (some restaurant, bar or coffee shop) and be able to sit outside and enjoy the river.
- There's a need for more residential downtown (as well as more parking)...
- I agree - we need more housing for people downtown. Unless Capitol Plaza has really low vacancy it seems like condos would make more money and generate tax revenue.
- A vegetarian restaurant would great.
- I'd want to be able to get a pastry and coffee and sit down by the river.



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- There are always people sitting on the benches by the State St. bridge so it's popular to sit near the water.
- Littleton NH has decks out over the water and lots of little places to eat and drink - very popular.
- A patio overhanging the river had been considered for State and Langdon St but legal and engineering issues got in the way.
- Need to fill in State St with uses that draw people into the institutional core by Taylor Street.
- A bar/restaurant would be a draw. Montpelier has a lot but another probably wouldn't hurt.
- We need more condos and rentals so Montpelierites can stay downtown.

Building/Site

- The new Transit Center will only be successful if it accommodates everyone, including local residence, the working population, and visitors/tourists.
- Must be accessible - green space.
- All designs shown so far are rather than massive/tall& narrow. Need to look at alternatives
- Traditional elements like brick should be used.
- Needs to be inviting from both directions'
- Draw people both ways of access
- 24/7 location so it needs to be a very public space
- Store fronts at street level are desired
- Potential for facade facing river and facing downtown
- Do we want a wow building or hiding building? It should be beautiful/wow but nothing higher than cap plaza. Consider tiered/layered
- It needs to be a welcoming stop especially if you not from here.
- Power lines are obstructive and should be buried
- Lighting improvements on Taylor Street need to be considered
- Platform look-out from the building would be good
- Vegetation between top of bank and pavement or some sort of improvement from existing
- Define streetscape with the building
- 5-6 stories bit overly big
- What does it look like at night?- dynamic 24 hr. location should be considered
- Balconies that jut out - like the idea
- Building should be terraced down towards river



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- Want to see beautiful wall, VT stonecutter heritage, stunning stonework- replace to nice section
- Questions about how high building needs to be 3-4 stories
- Questions about whether city would remain owner of property and building - depends on future agreements
- Transit center should be something you want to be around
- Does the transit center need to be manned 24/7?
- Pedestrian connection throughout Taylor needs to be encouraged
- Urban density is good. We should not be afraid of height
- Building that "melts" & grows towards river
- 1 story building is preferred
- Should not be more than 3 stories - visual impasse
- See something in the space/big/not chunky, should melt to river
- Would like mass - block the ugly views, keep higher tops
- Environmental perspective - higher is better use of space
- Afraid of a 4-5 story building
- Bridge/city are highly visible and should be maintained
- 4 stories may block views
- Maximize green space or public space or more
- Fencing is ugly - is it necessary?
- Where to situate building, how wide do sidewalks need to be. A wider sidewalk along Taylor would be better but then power lines would need to go away.
- 3 story building would be good w/narrow sidewalk but 4 story building might be too imposing without setback or wider sidewalk.
- Terraced building with views across river would be good for sunlight but scenery across river isn't great
- Permeable surfaces would be great for parking and for roof
- Possibly two buildings with buses pulling around street side building (bus station, cafe) and taller building further back.
- Bury the wires
- Need a lot of benches
- Building set back from river - helps enjoy river from inside
- Develop sitting areas - not just path
- Do not block dome and other buildings
- Face of building should mirror rest of city (not like city center)
- Something to welcome people building should draw people into building & town
- With 4 front doors - interesting - imagine what inside could look like? use all fronts



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- Way finding would be important
- Nice stainless steel & glass bus shelters - see through and more sheltered
- Focus on celebrating the river
- Landscaping is key
- Plantings soften the building - natural element
- Scale and height need to fit in
- Needs to fit into historic fabric
- New buildings in Montpelier should be architecturally interesting
- PUBLIC ART (mentioned by several)
- City Center, the Post Office, and Rite Aid are examples of "newer" buildings in Montpelier that do not work well
- Signage should be low key
- City is working on a branding strategy including cohesive signage and wayfinding, something to keep in mind
- Needs to be lively at night
- Site analysis needs to include a careful documentation of small vignettes of architectural fabric to be sure they are retained, i.e. as we approached the back of Christ Church, someone noticed the interesting image of three nesting historic roof lines. There are more examples, but this is one to note.
- Combination at river - urban & natural elements in the design
- Field trips to cities with good waterfront development would be interesting
- Direct people through site both ends
- Way finding - signage needed
- Flood plain issues need to be addressed
- Get right on edge of the street
- Prioritize outdoor space - critical to lease for farmers market
- People need places to wait for the bus 24/7 - need a roof over waiting areas
- Electrical utility work - can we clean up?
- Co-location, reduce number of poles/cleanup
- Create a new front of the City
- Access through Northfield savings bank site would be good.
- Portico with buses underneath should be considered
- Plants - barrels street scaping or some form of improvement along Taylor is needed.
- Telephone poles - removal
- Should not detract from bridge being able to see landscape from downtown
- 2 stories is recommendation
- Welcoming feeling is necessary, especially with the architecture



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- We have many different architectural styles in town, consider keeping this
- Secure bike storage is needed
- Multi/hundreds of bikes should be accommodated
- Entry to the site - 1. curving with stairs ~ 2. sloping wall with steps
- Do we want to be part of street grid?
- Wish capitol plaza was updated, wish it was a better draw
- Want more tourists
- Great opportunity to connect more amenities in the community
- Do not want an anti-development/anti-competition attitude, we need to improve/bring in dollars
- Helping the tax base is desired
- Entry point attributes of the site need to be highlighted
- More urban feel to the site and building
- Farmers market huge draw
- Enough space? Probably not for all we desire.
- Fills hotel parking lot
- Needs to expand
- Permanent building for market would be good
- Screening for parking is needed
- Trees rather than a fence for RR?
- Building has 4 faces and needs to be considered
- What can be done to break up space?
- Site is behind everything look to river - no backstreet to building
- Want to look at river & get down there
- Where do current users end up =homeless
- Nervous about private development.
- Site is behind other buildings, this needs to be changed.
- Nervous about private development process - best way as stonecutters way - deferred to developers.
- River access/community space need to be integrated
- Need a building on west side of parking so the Taylor St. has building rather than parking view.
- Power poles terrible, should be removed.
- Keep building close to Taylor Street
- This point should be a destination/gathering spot
- Make it a green park as successful as Christ church green
- Walk able loop thru site - no dead ends



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- Minimal concerns of seeing the back of gas station across the river from the transit site.
- Power lines underground - bury as many as you can
- Views up the Winooski River are important including the 3 bridges
- Utilities, can we clean up?
- Terrace on the roof for events - view of downtown
- No sidewalk currently on Taylor, needs definition
- Define street & pedestrian
- Power Poles are a mess
- What about the lot across from 1 Taylor for parking?
- Permanent steel building for farmers market on the site. Could be used more than once per week rent it from town.
- Jacobs alley could be shortcut to Taylor Street - put in some grass & mini park
- Lots of little shops and kiosks would be great
- PUBLIC ART (mentioned by several)
- View back of gas stations should be screened
- River near view - need viewing platforms - open up the river "celebrate the river"
- Site should orient toward river
- Provide sitting area near river - exploit the river
- Lack of sidewalk leading from State down Taylor, this needs improvement
- The existing one story convenience store structure really doesn't fit
- Is the existing red building staying?
- Wish capitol plaza was updated, wish it was a better draw
- Screen back of Shaw's & focus view on water fall
- Focus down river not back of gas station
- Screen bad views
- Maintain dome view from corner
- Soften back of plaza hotel, back of Christ church parish hall
- Railroad bridge is an asset.
- Project should be visionary
- Architecture should be forward thinking
- There's no activity at street level - it would be great to have some. Improved sidewalk from start to finish to improve the streetscape.
- Does the building need to be on the north side of the jersey barriers? (Yes, the floodway cuts through the site in roughly that location and at least the bulk of the building needs to stay outside of that floodway)
- New building should be iconic... existing [newer] architecture is not stellar, but really like GBA's building. City Hall tower view is nice...



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- Lots of the Carr lot development could be hidden from view but nice to show off the new greenspace - would be inviting...
- I like the row of birches along the RR tracks - could they stay?
- If we build up then we can fit more downtown.
- Bill pointed out that path and bridge would be elevated at same grade as RR bridge with steps down to the lower parking lot level.
- Jacobs' building would be an interesting location for residential use.
- I could see decking out over the river for seating and fishing on the west side of the river.
- The back side of Shaws isn't very attractive - maybe the new bridge could have a solid back wall to block the view if it can't be screened with plantings.
- What draws visitors to a community is the history - interpretive features will be important.
- Could there be a train to Barre - even if it's little tourist trolley? (Train tracks are state owned and leased to the RR but one of the goals of the transit center is to be ready for passenger train service in the future)
- An old fashioned train could be a tourist attraction.
- Protective measures at the RR crossing should be attractive.
- Minimize parking and maximize green space by the river seems like the obvious thing to do. The Assn for the Blind lot would be a good place for a park.
- This is a great opportunity for green space in the center of town.
- Why would the City give away the land to a private developer? Bill's response was private developer will pay for their share - the City is not giving it away. However, the City is not in the business of being a developer, landlord, hotel operator or selling condos. Let the developer take the risk and help grow the tax base for the City.
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- Is it common to do this? (Very similar to the redevelopment in Barre. Senior Center is another example with housing above civic space.)
- Does the City have the final say or can the developer do whatever they want? (It's a partnership so everyone will evaluate the pros and cons before making a decision together)
- Is there a larger plan that this project fits into? (Yes, the Capitol District Master Plan identified this site as an important piece of the overall goals for the district, but was not detailed enough to flesh out exactly what should get built there.)
- I'm thrilled that the space will be put to good use.
- Kim from VCIL joined us: "Rollability and access is key" They can be a resource for technical considerations and suggested consulting the Outdoor Developed Areas Guide.



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- Littleton NH has covered wooden bridge connecting the senior center to shops. Every season is pretty and nice to get a muffin or soup and enjoy the river with kids.

Busses/Traffic

- Transit center traffic should be onsite
- Talked about tram access - service would be great
- Left on Taylor to State very problematic
- On street bus operation should be considered
- Will bus station at Shaw's go away with this project?
- Busses should not leave through State Street
- Save space by not turning around on site
- Visitor busses on street?
- What do you lose by using space for a bus turnaround?
- Can building accommodate turning busses
- Likes idea of seeing busses - do not hide them
- But-reduce the number of stacked busses ideally on street
- People like getting busses off on street but to running under building - it is inconvenient for pedestrians when people wait in middle of sidewalk for buses
- Consider one way traffic on Taylor
- CCRA/GMTA should have a lot of input in the design
- Traffic at Main St and River is considerable
- Slow moving traffic on Taylor and creating more organization at Taylor state intersection
- Can we move train station to site?
- Does the transit center really need up to 5 buses on site
- Bus station in Concord NH should be looked at - good flow with minimal impact
- Primary purpose of this project is transit center
- Driveway will be large portion of width and need to be downplayed
- Consider a cantilever over tracks
- Focus on public access/transportation
- Building should have main entrance on Taylor Street.
- Remove overhead utilities, ugly.
- Additional traffic on Taylor is bad
- Make sure this project works for bikers & pedestrians, too
- Can the buses go over the bridge - even Greyhound busses? (Yes, the bridge is wide enough but there is some concern about snow restricting width during the winter and exploring options to ensure two full size buses don't have to cross at the same time)
- How easy is it for buses to merge onto State Street? (It hasn't happened for a while but would not be a new thing so it can work)



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- Will we see an increase in bus traffic? (Not likely more trips from Greyhound though GMTA does want to expand service in Montpelier)
- Is there potential to use part of the state's parking lot for turning buses around? (Yet to be determined)

Parking

- Make sure this project can hold its own parking
- Parking analysis similar to Burlington may be considered.
- Satellite parking should be considered
- View of cars should be shielded
- Don't want to see building above parking
- Parking so serious that a garage is a good thing
- Commercial development & parking structure on west side of Taylor would be desired
- Parking garage should not block One Taylor
- A parking structure across Taylor would be great
- Commercial developed on Taylor Street as part of parking garage
- Motor coach parking & Tour Buses need to be accommodated
- No parking - use first floor as transit center and office then high rise parking lot - nowhere in this town for real parking. Can't get out of angled parking
- Now we have an opportunity for parking that we haven't had in years
- Where are people who are taking the bus going to park?
- Parking more important than hotel on 1 Taylor
- Another deck on Dept. of Labor site or behind pavilion would be better Keep high rise parking off river. Use 1 Taylor as park etc.
- Parking under building should be considered
- Satellite parking with frequent shuttles
- Need overnight parking in town
- Round about at intersection of Main & Barre Streets would help with bike/ped/vehicular circulation
- Parking close to the river has negative runoff impacts
- Parking garage is a bad idea for the State lot
- Put parking garage in area behind the old Thrush
- If parking is created on State Taylor St lot, find ways to make it visually interesting, buffer with living walls, wrap commercial use along Taylor St frontage
- Where do people park that are currently parking at Carr Lot?
- Shuttle on tracks to remove parking
- Park buses on riverside so people understand the building's use.



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- Do we know anything about the State's plans for their parking lot and where the parking currently on the Carr Lot would go?
- I appreciate that the City is in dialogue with the State over parking - they should meet the needs of their workers.

Travel/Tourism Department has data which would be informative to show where tours go when they come to town



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