SPECIAL SESSION
Tuesday, May 10, 2022, 5:00 pm

This is a Hybrid Meeting (In-person and Virtual)
Council Chambers City Hall

Join Zoom Meeting

https://us06web.zoom.us/j/84252117452?pwd=bnlYa2VpYU1ESWxJZDd3T3BkWEFKQT09

Meeting ID: 842 5211 7452
Passcode: 502351
One tap mobile
929-205-6099

1. Call to Order – 5:00 p.m.
2. Adjustments to the Agenda
3. Executive Session: Personnel, Property Acquisition
4. Adjourn (estimated 7:00)

REGULAR COUNCIL MEETING
Tuesday, May 10, 2022, 7:15 pm (Time Change)

This is a Hybrid Meeting (In-person and Virtual)
Council Chambers City Hall

Join Zoom Meeting

https://us06web.zoom.us/j/87311555236?pwd=SlBvZkNtandGTzZPWEUvYmhMT1p5Zz09

Meeting ID: 873 1155 5236
Passcode: 340944
One tap mobile
9292056099

Page No.	Agenda		
	1.	Call to Order – 7:15 pm	
	2.	Adjustments to the Agenda	
	3.	Visitors and Communications	
	4.	Consent Agenda	
5		A.	Approval of Minutes of the Regular City Council Meeting May 3, 2022
		B.	Approval of City Warrants from Week of Wednesday May 11, 2022
9		C.	Clerk's Office Licenses and Permits
		D.	Accept Resignations of the 3 Members of the Barre City Energy Committee (Mayor)
10			i. Elaine Wang
11			ii. Phil Checchini
12			iii. Conor Teal
13		E.	Approve Acceptance of Dry Hydrant Grant from VACD (VT Association of Conservation Districts)
30		F.	Authorize Contract with Stone Environmental, Inc. for Keith Avenue Site Closure Plan
	5.	City Clerk & Treasurer Report	
	6.	Liquor Control Board	
	7.	City Manager's Report	
	8.	Unfinished Business: None	
	9.	New Business	
76		A.	Downtown Parking Study Update – Stephanie Clarke

80		B.	Approval of VTrans Merchant Street/Rte. 14 Intersection Design (PW Director & TAC Chair)
	10.	Upcoming Business	
	11	Round Table	
	12.	Executive Session – As Needed	
	13.	Adjourn	

Steven E. Mackenzie, P.E., City Manager

The portion of this meeting starting at 5:00pm and 7:15pm will be taped for re-broadcast on Channel 192 CVTV and will be re-broadcast on Wednesday at 9:00 a.m. and 12:00 noon
CVTV Link for meetings online – cvtv723.org/

OTHER MEETINGS AND EVENTS
Check the City Website for Meeting Warnings, Agendas, Meeting Location and Log-in Instructions.

Monday May 9th
Police Advisory Committee 6pm, Virtual using Zoom
Tuesday May 10th
Civic Center Committee 8am, Hybrid (Zoom and Council Chambers)
Thursday May 12th
Planning Commission 5:30pm Hybrid (Zoom and Council Chambers)
Tree Stewardship Committee 5:30pm Hybrid (Zoom and Council Chambers)
Monday May 16th
Cemetery Committee 11am, In Person Alumni Hall

Ground Rules for Interaction with Each Other, Staff, and the General Public

- Rules may be reviewed periodically
- Practice Mutual Respect
    - Assume Good Intent and Explain Impact
    - Ask Clarifying Questions
    - If off course, interrupt and redirect
- Think, then A.C.T.
    - Alternatives – Identify All Choices
    - Consequences – Project Outcomes
    - Tell Your Story – Prepare Your Defense
- Ethics checks
    - Is it legal?
    - Is it in scope (Charter, Ordinance, Policy)?
    - Is it balanced?
- "ELMO" – Enough, Let's Move On
    - Honor Time Limits
    - Be attentive, not repetitive
- Be open minded to different solutions or ideas
    - Remarks must be relevant and appropriate to the discussion; stay on subject.
    - Don't leave with "silent disagreement"
    - Decisions agreed on by consensus when possible, majority when necessary
    - All decisions of Council are final
- No blame
    - Articulate Expectations of each other
    - We all deeply care about the City in our own way
    - Debate issues, not personalities
- Electronics
    - No texting/email/or videogames during the meeting

City of Barre, Vermont

"Granite Center of the World"

Steven E. Mackenzie, P.E.
City Manager

6 N. Main St., Suite 2
Barre, VT 05641
Telephone (802) 476-0240
FAX (802) 476-0264
manager@barrecity.org

MEMO

TO: **City Council**
FR: **The Manager**
DATE: **05/06/22**
SUBJECT**:** **Packet Memo re: 05/10/22 Council Mtg Agenda Items**

Councilors:

The following notes apply to the subject Agenda, as published, and related packet support materials for the Subject Council Meeting.

General: No notes

Special Session(s): **Hybrid:**
(Please **Note** the different ZOOM link from the Regular Meeting):

5:00 p.m. Personnel
6:30 p.m. Property Negotiations

Adjustments to the Agenda:
Please Note the 7:15 p.m. start time (and different ZOOM link) for the Regular mtg.

Communications: No Notes

Consent Agenda: No Notes

Unfinished Business: No notes

New Business: No notes

Executive Session: None

Attachments: None

Special Meeting of the Barre City Council
Held May 3, 2022

The Special Meeting of the Barre City Council was called to order in person and via video platform by Mayor Jake Hemmerick at 6:00 PM at Barre City Hall. In attendance were: From Ward I, Councilors Emel Cambel and Thom Lauzon; from Ward II, Councilors Michael Boutin and Teddy Waszazak; and from Ward III, Councilors Michael Deering and Samn Stockwell. City staff member present was Human Resources Director Rikk Taft.

Absent: NONE

Others present: Members of the Manager Search Task Force: Amanda Gustin, chair, and Michael Sitton.

Adjustments to the Agenda: NONE

Executive Session –
Councilor Lauzon made the motion to find that premature general public knowledge of personnel discussion associated with the city manager search would clearly place the City of Barre at a substantial disadvantage should the discussion be public. The motion was seconded by Councilor Waszazak. **Motion carried.**

Council went into executive session at 6:01 PM to discuss personnel under the provisions of 1 VSA § 313 on motion of Councilor Cambel, seconded by Councilor Lauzon. Human Resources Director Rikk Taft, Ms. Guston, and Mr. Sitton were invited into the executive session. **Motion carried.**

Council came out of executive session at 7:20 PM on motion of Councilor Lauzon, seconded by Councilor Boutin. **Motion carried.**

There was no action taken.

The meeting adjourned at 7:21 PM on motion of Councilor Lauzon, seconded by Councilor Waszazak. **Motion carried.**

There is no recording of this meeting.

Regular Meeting of the Barre City Council
Held May 3, 2022

The Regular Meeting of the Barre City Council was called to order in person and via video platform by Mayor Jake Hemmerick at 7:30 PM at Barre City Hall. In attendance were: From Ward I, Councilors Emel Cambel and Thom Lauzon; from Ward II, Councilors Michael Boutin and Teddy Waszazak; and from Ward III, Councilors Michael Deering and Samn Stockwell. City staff members present were Manager Steve Mackenzie, Planning Director Janet Shatney, Buildings and Community Services Director Jeff Bergeron, Deputy Fire Chief Joe Aldsworth, and Clerk/Treasurer Carol Dawes.

Absent: NONE

Adjustments to the Agenda: The reallocation of VCLT stipend is deferred; the flag display request is moved to the beginning of the new agenda items to accommodate those in attendance, and the consent agenda item report on *Judd v. City of Barre* is moved to the end of the new agenda items.

Visitors and Communications – NONE

Approval of Consent Agenda:
Council approved the following consent agenda items on motion of Councilor Stockwell, seconded by Councilor Cambel. **Motion carried.**

A. Approval of Minutes:
    i. Regular meeting of April 26, 2022
B. City Warrants as presented:
    1. Approval of Week 2022-18, dated May 4, 2022:
        i. Accounts Payable: $139,781.85
        ii. Payroll (gross): $127,884.29
C. 2022 Licenses & Permits:
    1. Food Vendor Licenses:
        i. Crown Ice Cream LLC, ice cream truck
    2. Entertainment Licenses:
        i. Bake With Love, Saturday, June 11th from 8AM – 2:00 PM, fundraiser PRIDE event with flags, games, activities, and bake sale
D. Authorization to Submit GHSP (Governor's Highway Safety Program) Grant Application
E. Authorization to Award BOR (Bureau of Outdoor Recreation) Roof Evaluation Proposal
F. Assessor Certificate of No Appeal or Suit Pending PVR-4155 for filing in the 2021 Grand List Book
G. Authorize Manager to Execute Building Resilient Infrastructure and Communities 2020 Grant Agreement for updating the City's Hazard Mitigation Plan
H. Report on Judd v. City of Barre Lawsuit Status & Expenses to Date [moved to end of new items on agenda]
I. Authorize Award of Annual Supply Bids

City Clerk & Treasurer Report –
Clerk/Treasurer Dawes reported on the following:

- Fourth quarter property taxes are due by May 16th, as the 15th is a Sunday.
- House bill 444 containing the City's 2021 and 2022 charter changes just passed the House moments ago.

Liquor Control Board – Clerk Dawes reported all 2022 license renewals have been issued by DLC.

City Manager's Report –
Manager Mackenzie said he didn't issue a written report this week, and noted the following:

- Beginning negotiations on the collective bargaining agreements with the firefighters and steelworkers.
- Painting of stop bars, cross walks, and long bars has started.
- Two bulbouts are being installed on Washington Street as traffic calming devices.
- COVID numbers in Washington County are climbing. The Manager is monitoring the situation, and may issue new guidelines for staff and City buildings. He doesn't anticipate bringing mask mandates back.
- Lucas J. Herring Green Up Day is this Saturday, May 7th. There will be a dumpster behind City Hall where people can drop off their green bags, and the Public Works Department will pick up green bags left around the City next week.
- The Barre Town stump dump is available through this Saturday for drop off of ward waste. Manager Mackenzie will ask Barre Town if it's possible to extend the dates beyond this weekend.

- The City is waiting to receive a number of grant agreements from different state agencies, to begin implementation of various projects.

The Manager will provide an update on ARPA outreach efforts in the near future. It was suggested department heads add information on their reports about the items they can't get to on a weekly basis.

Unfinished Business – NONE

New Business –
A) Reallocation of VLCT Herring Stipend
Deferred.

C) Request for the City to Fly US Flag Over Main Street.
Mayor Hemmerick asked Councilor Boutin to introduce the topic. Councilor Boutin said he had spoken with other Councilors and was prepared to offer a motion to approve the flag request from resident Brian Judd, and proposing permanent approval to fly the large City-owned flag over N. Main Street annually for Memorial Day, Fourth of July, and Veterans' Day.

Mr. Judd said he submitted the application and Councilor Boutin shouldn't be representing the request. Mr. Judd said he sent the application to all Councilors, requesting the flag be displayed from May 27 – June 2, 2022 in honor of Memorial Day. He said he intended to submit future flag display requests for Fourth of July, anniversary of 9/11, and Veterans' Day, and he reviewed the history of his request last year to display the flag for the 9/11 anniversary.

Councilor Boutin began to read his motion to approve the request, with additional display dates, however Mr. Judd interrupted Councilor Boutin to say he wanted the Council to act upon his application rather than any motion being made by Councilor Boutin. Mayor Hemmerick attempted to restore order, however there were unsolicited comments from Mr. Judd and others in attendance. Councilor Boutin was unable to read his complete motion due to interruptions.

Councilor Stockwell made the motion to approve Mr. Judd's application, seconded by Councilor Boutin. The motion and second were withdrawn, as Mr. Judd continued to make unsolicited comments and objections.

Councilor Boutin made the following motion, seconded by Councilor Cambel:

> *In honor of our veterans, the City Council approves the current flag request and directs that the City's large American flag be displayed on Main Street on the following dates of each year until otherwise directed by the Council;*
>
> - *The last Monday in May (Memorial Day)*
> - *July 4th (Independence Day)*
> - *November 11th (Veterans Day)*
>
> *The City Manager or designee shall be charged with implementing this directive and will handle the logistics and other related concerns for safety and maintenance on the flag and anchors. The goal is to have the flag flying at least those days. The flag can be put up prior and taken down after based on staffing availability but the desire is not more than a week.*

Mr. Judd continued to state that Council needed to act on his application. Councilor Boutin made the motion to call the question. There was no second or action on calling the question. Council voted on the motion as presented. **Motion carried.**

Councilor Boutin made the motion to recess the Council meeting at 8:00 PM, seconded by Councilor Stockwell. **Motion carried.**

The video recording of the meeting continued, while the audio recording was turned off during the recess.

Mayor Hemmerick reconvened the meeting at 8:05 PM, and the audio recording was resumed.

B) Discussion of Housing Initiatives, Junior/Assistant Planner Position & On-boarding Timeline
Planning Director Janet Shatney said the junior planning position will take over some of the planning duties to free her up to work on grant management. Ms. Shatney said this position has been part of her succession planning for the past several years, and she talked about the work in the office, and the current vacancies for a full time assessor and a full time permit/zoning administrator.

Planning Commission chair David Sichel said the PC is meeting twice a month, with one meeting each month devoted to a work session. Current areas of focus include density issues; housing-related zoning; bringing zoning ordinances into conformance with statute changes; removing barriers to development; signage regulations; infill development and minimum square footage; retail cannabis; and parking and how it relates to housing.

Online viewer Shirley Snelling-Sexton said she is a veteran of 28 years, and she thanked the Council for approving the flag display.

Mr. Sichel said he is part of the All In For Barre housing task force, and they have formed five subcommittees to focus on specific areas of concern. There was discussion on increasing housing costs and shrinking vacancies and inventory; use of ARPA funds for housing initiatives; review/adjustment of design review district boundaries; creation of gateway districts; internships for identifying and inventorying vacant properties in the neighborhoods; how to build staff capacity; inviting Code Enforcement personnel to attend a future Council meeting to discuss their efforts surrounding vacant properties; timeline for bringing on new staff; and revisions to the vacant building ordinances.

Mr. Judd said he would volunteer as a non-paid intern to inventory vacant buildings throughout the City.

The meeting adjourned at 9:05 PM on motion of Councilor Lauzon, seconded by Councilor Boutin.
Motion carried with Mayor Hemmerick voting against.

After the meeting adjourned, Councilor Waszazak said the Friends of the Aldrich Library will be holding a concert as a memorial for longtime supporter Christine Litchfield.

New Business -
Other: Report on Judd v. City of Barre Lawsuit Status & Expenses to Date [moved from consent agenda]
Upcoming Business –
Round Table –
These items weren't taken up, as the meeting had adjourned.

The meeting was recorded on the video meeting platform.

Respectfully submitted,

Carolyn S. Dawes, City Clerk

Permit List to Council
April 30, 2022 to May 6, 2022

Planning, Permitting & Assessing Services
6 N. Main Street, Suite 7 ~ Barre, VT 05641

Street #	Street Name	Permit#	Permit Type	Work Description	Issue Date	Owner Name
77	Ayers Street	E22-000040	Electrical Permit	EM-04851. Add lights in the bathroom and fan in Unit B.	05/02/2022	Daniel & Patricia B. Thompson
0	Churchill Street	B22-000026	Building Permit	Construction of a 330 square foot pool deck next to 27-foot diameter above ground pool.	05/04/2022	Sarah Crane and Jaime DeJesus, Sr.
102	Prospect Street	B22-000024	Building Permit	Demo and remove existing enclosed front porch structure and replace with new to same dimensions in same location.	05/04/2022	Derek McGregor & Athena Tasiopoulos
105	N Main Street	B22-000025	Building Permit	Renovation of the second and third floors for office space.	05/04/2022	Malone 210 College St. Properties, Inc.
0	Churchill Street	Z22-000020	Zoning Permit	Installation of an above-ground pool 27 feet in diameter	Issued 05/04/22; effective 05/19/2022	Sarah Crane and Jaime DeJesus, Sr.
25	Keith Avenue	Z22-000019	Zoning Permit	Approval for a job trailer as a temporary structure placed on this property for the renovations being done on the adjoining 31 Keith Avenue's Downstreet Housing Recovery Project.	Issued 05/04/22; effective 05/19/2022	The Salvation Army

From: Elaine Wang [mailto:ekaube@gmail.com]
Sent: Monday, April 18, 2022 4:32 PM
To: Janet Shatney <PPADirector@barrecity.org>
Subject: Re: last meeting and recruitment RESIGNATIONS NEEDED

Janet,

It is with mixed feelings that I submit my resignation from the Barre City Energy Committee effective today. As you know I'll be moving on to Winooski and will simply not have the time. It's been a privilege serving Barre City as the co-founder, co-chair, and chair of the Barre City Energy Committee since it was created by City Council in 2013. It's been fun, educational, and rewarding advancing energy efficiency in Barre City alongside co-founder and co-chair Phil Cecchini since the inception of the committee, with the support of the City Council, the City Manager Steve MacKenzie, and staff liaisons Mike Miller and of course, and perhaps most of all, yourself. We have many sample events, outreach materials, data, and a few plans that will serve as a productive jumping off point for future committee members.

Thank you for all your hard work supporting the Barre City Energy Committee with such dedication and positivity when you have had so much on your plate.

Best regards,
Elaine Wang

From: Philip Cecchini [mailto:phil@cecchinivt.com]
Sent: Monday, April 18, 2022 4:44 PM
To: Janet Shatney <PPADirector@barrecity.org>
Cc: Elaine Wang <ekaube@gmail.com>; Conor Teal <conor.teal@protonmail.com>
Subject: Barre City Energy Committee

Hi Janet,

I am writing to confirm my intent not to renew my appointment to the Barre City Energy Committee when my term ends in June of this year. Over the last few years my other commitments have grown and I have not given the committee the time it needs – it is time to move on.

It has been a pleasure working to advance Energy Efficiency and Conservation in the City of Barre over the last years (perhaps 10 years?). If I can make myself available over the next few months to help on board new Energy Committee members.

Thank you for your energy and encouragement to move the Energy Committee mission forward.

Sincerely;

Phil Cecchini

From: Conor [mailto:conor.teal@protonmail.com]
Sent: Monday, April 25, 2022 10:53 AM
To: Janet Shatney <PPADirector@barrecity.org>; Philip Cecchini <phil@cecchinivt.com>; Elaine Wang <ekaube@gmail.com>
Subject: BCEC

Janet, et al,

I am writing to confirm my resignation as Vice-Chair and member of the Barre City Energy Committee. I recently moved out of the Barre area and I believe that a fresh perspective and new local representation on the committee would better serve the community in this capacity.

I have truly been inspired by working with you, those who have served on the committee, and from those who have contributed to various projects, forums, and discussions we hosted and conceived together. The pursuit of improved energy conservation and efficiencies of our scarce resources is worth pursuing; and working towards those goals in Barre City has been a privilege and progress has been made.

I will be available for assisting new committee members with onboarding needs and clarifying our work during my service.

Thank you for all of your contributions of wisdom, kindness, and diligence.

Sincerely,

Conor Teal

City of Barre, Vermont

"Granite Center of the World"

CITY COUNCIL ACTION ITEM
BRIEFING MEMO

City Council Agenda: 05-10-22
Consent Item No.: 4-E

AGENDA ITEM DESCRIPTION: Approve Dry Hydrant Grant from VACD

SUBJECT: Grant Award of $10,000 for installation of 3 dry hydrants for improved fire protection

SUBMITTING DEPARTMENT: Public Works and Engineering with Fire Department

STAFF RECOMMENDATION: Accept grant for financial assistance to construct dry hydrants at West Second St (end), Boynton St (near trestle corner) and Orange Reservoir Rd (near Small Orange crossing)

RECOMMENDED ACTION/MOTION: Approve acceptance of up to a $10,000 grant to construct 3 dry hydrants to support improved fire protection for Barre City and the Barre City Water Treatment Plant

STRATEGIC OUTCOME/PRIOR ACTION: Increases fire protection in North and Southeast areas of Barre City as well as securing a high capacity source to protect the City Water Treatment Plan in Orange VT.

EXPENDITURE REQUIRED: There are expected costs of $2900 dollars in labor and equipment remaining. the City has invested approximately $1870 in staff time during the design and grant application process. These combined amounts will fulfill match requirements.

FUNDING SOURCE(S): General fund, as a mix of FD and DPW budgeted labor.

LEGAL AUTHORITY/REQUIREMENTS: The City is required to provide fire protection to its citizens by ordinance. These facilities improve our capacity to respond to serious events and provide redundancy in the event of massive failure of the water system.

BACKGROUND/SUPPLEMENTAL INFORMATION: The Vermont Association of Conservation Districts Rural Fire Protection Program provided a 75/25 grant option to fund the majority of the costs associated with these upgrades. The Fire Department and Public Works joined together to file an application and develop construction plans for all three sites.

INTERESTED/AFFECTED PARTIES: Barre Citizens, insurers, BCFD

Water Treatment

1/3

VERMONT RURAL FIRE PROTECTION TASK FORCE
c/o VERMONT ASSOCIATION OF CONSERVATION DISTRICTS (VACD)
RURAL FIRE PROTECTION PROGRAM
170 Lower Sumner Hill
Sumner, ME 04292 (New Address)
dryhydrantguy@yahoo.com
802-828-4582

2021 RURAL FIRE PROTECTION GRANT PROGRAM APPLICATION

Application Deadlines are April 15th, June 15th & August 15th

Entire application packet, and all other forms, can be emailed to you or downloaded at www.vacd.org/programs/rural-fire-protection

PLEASE FILL IN ALL THE BLANKS - ESPECIALLY THE CONTACT INFORMATION

TOWN NAME Barre City COUNTY Washington NAME OF FIRE DEPARTMENT Barre City Fire

Name of Proposing Organization or Grantee (who check will be made out to) City of Barre

CONTACT PERSON INFO: NAME: Elijah Morgan TITLE: Engineering Tech.

DAYTIME PHONE #: (802)-476-0250 E-MAIL: engtech@barrecity.org

COMPLETE MAILING ADDRESS: 6 N Main St. Suite 1 Barre VT ZIP: 05641-4177

You are applying for ONE dry hydrant grant that covers 75% of the total project cost; maximum of $10,000.
(Maximum grant could be as much as $20,000 if the project meets other criteria such as project cost, type & date completed).
Final grant award will be determined after the site has been assessed, designed, and estimated.
COMPLETE A SEPARATE APPLICATION FOR EACH PROJECT

What is the service area of the hydrant and what type of structures are in this area? Water Treatment Plant & homes

What is the needed ISO fire flow for the hydrant? 1100 gpm (See **Needed Fire Flow** guidelines & include calculations with application)

Town where hydrant will be installed: City of Barre

Why is this site a priority for your town? Adjacent hydrants use more time for setup due to distan

How many operational Rural Fire Protection Systems (Dry Hydrants, etc.) do you have in your town right now? 0

If other towns will be served by this hydrant, name them: Town of Orange

Is your proposed system near or depend on an existing culvert or bridge that may be replaced in the near future? YES ☐ NO ☑

Do you have the proposed installation designed? YES ☐ NO ☑ If yes, attach design with this form.

If no, is design assistance needed? YES ☑ NO ☐ IF NO, EXPLAIN:

ALL designs must be submitted to and approved by Troy Dare-Engineering Technician prior to installation: 802-828-4582 - dryhydrantguy@yahoo.com

Do you prefer weekends for site visits? YES ☐ NO ☑ If yes, which day is better for you? Sat ☐ Sun ☐

PROJECT TYPE: ☑NEW ☐REPAIR/REPLACEMENT ☐UPGRADE(S) ☐DRAFTING SITE ☐OTHER

****PLEASE ATTACH ANY ESTIMATES OR QUOTES YOU HAVE FOR THE PROJECT****

BRIEF PROJECT DESCRIPTION: We want to place a dry hydrant at the bridge we built. This will allow for better coverage of local buildings

THIS PROGRAM REQUIRES 25% MATCH WHICH MAY BE PROVIDED IN CASH OR IN-KIND USE OF LABOR, MATERIALS, OR EQUIPMENT. FINAL GRANT PAYMENTS WILL BE CALCULATED AS 75% OF THE TOTAL PROJECT COST UP TO $10,000. MAXIMUM. **EXAMPLES:** IF YOUR PROJECT TOTAL IS $3,500, YOUR FINAL GRANT AWARD WILL BE $3,500 x 0.75 = $2,625. IF YOUR PROJECT TOTAL IS $10,000 YOUR FINAL GRANT AWARD WILL BE $7,500.

DESCRIPTION OF WATER SOURCE (Attach any maps or location information if available.):

		Seasonal Low (if known)	2% Drought Capacity (if known)
Lake/Pond: ☑	NAME: Lower Orange Res.	Volume (gallons)	Volume (gallons)
River/Stream: ☐	NAME:	Flow (cfs)	Flow (cfs)

Land Ownership: ☐Private ☐State ☑Town ☐Unknown ☐Other:

Do you have a **Landowner Agreement** in place that authorizes the installation and maintenance of the proposed rural water supply?
☐YES ☐NO If YES, please attach a copy of the agreement to your application. If NO, a signed agreement will be required before construction begins if you are awarded grant funds. A landowner agreement outlines installation & maintenance requirements by all parties involved. An example is included in this packet. An editable version is available online at vacd.org/programs/rural-fire-protection

Would you be interested in an all inclusive **Rural Water Supply Plan** for your Town and/or fire district? YES ☐ NO ☐

SEE SECOND PAGE
PLEASE READ IMPORTANT GRANT INFORMATION AND
SIGN TO COMPLETE APPLICATION

Water Treatment

VERMONT RURAL FIRE PROTECTION TASK FORCE

2021 Rural Fire Protection Grant Application

Application Deadlines are April 15th, June 15th & August 15th

Entire application packet, and all other forms, can be emailed to you or downloaded at www.vacd.org/programs/rural-fire-protection

CONDITIONS OF GRANT:

To ensure continued funding and success of this program, it's preferred that we complete RFP project grants in the construction season it is awarded. Please enter into the grant process with that objective.

Unless an extension is authorized by Troy Dare, Rural Fire Protection Program Manager, **all project work must be completed by November 1, 2021. All paperwork must be submitted by November 15, 2021** for payment of the grant. Rural water supply projects must have all the items completed on the list below for approval and reimbursement.

Final Report developed and submitted by November 15, 2020 which includes:

- **Expense Documentation Form,** including summary of total project expenses, amount requested for reimbursement and amount of local match (25% minimum required), **with copies of paid invoices and receipts.**
- **Six or more** color photos of the project before, **during** and after the project. Please focus on installation photos with action. (Please submit **high resolution, digital pictures**; either on a CD or emailed to dryhydrantguy@yahoo.com)
- **Public notice of project completion:** We allow online, public, and media notices to satisfy this grant requirement depending on the content of the post, but we still accept, and prefer, printed newspaper and town report publications. Please email complete URL links to the online media to dryhydrantguy@yahoo.com or mail the complete publication page including name, date, and page number to the RFP Office so we can use it in our yearly report. This report is used at fire service events across the state and VT Legislative functions.

A final site inspection will be conducted by Troy Dare, Task Force Engineering Technician to check the following:

- Standpipe **painted**. The paint helps reduce **ultra-violet ray breakdown** and identify dry hydrant location.
- Hydrant protected by **guard posts**. **Guard posts** need to be strategically placed to deflect vehicles and fire apparatus from damaging the connection point or other parts of the system; 6x6s, large stones, concrete blocks, etc. preferred.)
- **Maximum Suction Lift** does not exceed **15 feet**. **Maximum Suction Lift** is the vertical measured distance from the surface of the estimated low water level to the eye of the pump.
- **Year round access provided.** The access to the dry hydrant is adequate for fire apparatus and will be kept clear and plowed year round.
- **Signage - NO PARKING - Fire Lane** mounted on an 8' sign post, or something similar that keeps the sign visible at all times. (This can be a standard reflective dry hydrant sign or a custom, more aesthetically pleasing sign; as long as it says, "No Parking - Fire Lane," it's adequate.)
- **Maintenance Record** established with first back flush and maximum flow test recorded. Please **MAX flow test** the hydrant until pump reaches cavitation. Along with other important information about the new RFP system, the maximum flow rate is submitted to VT Enhanced 911 for inclusion in the VT State Emergency Response Systems databases. The known max flow rate can be used for training purposes and help monitor the integrity of the system.

Maintenance Required

Dry Hydrants, although relatively simple in concept, have maintenance requirements to remain efficient and operational. Once the system is complete, the maintenance required includes:

- Repainting of any exposed PVC pipe as necessary.
- An annual back-flush and test of the system.
- Maintaining vehicle access year-round.
- Replacing NO PARKING - Fire Lane signage when necessary.
- Other maintenance protocols for other types of rural water supplies.

By signing this application, I certify that the information provided above is accurate to the best of my knowledge. Our Town/ Fire Department will comply with all the requirements of the grant as explained above, including maintaining the system in the future, and will make our financial records available for audit if required.

Signature: John E. Mullen Printed: John E. Mullen

Title: City Manager Date: 5/24/21

Organization (Town, Fire Dept., or other Incorporated Entity): Barre City Fire Dept.

If available, please attach any designs/sketches, cost estimates, landowner agreements, maps, or any other relevant information to this completed application.

Developed Water Supply for Rural Fire Protection
Landowner Agreement

To: Doug Brent Fire Chief City of Barre Date: 05-26-2021
(Town or Fire Department Representative)

~~Town~~ City of: Barre, VT

Fire Department: Same

From: William Ahearn P.E. DPW Director
(Property Owner or Manager)

I hereby authorize the Town of Orange (hereinafter referred to as Town) to develop a refill site at (address) WTP Orange, VT Lower Orange Reservoir for the purpose of providing water to extinguish fires in my community and for other uses with my permission.

I further give the Town permission to erect a dry hydrant or other developed rural water supply system at this location. I understand that the Town will install the rural water supply system and provide materials.

The Town will complete all excavation work so that the surrounding areas and the surface of the ground will be smooth, and present a pleasing appearance. Vegetation will be reestablished.

The Town may use, test, and maintain the dry hydrant or other rural water supply system at any time they deem necessary for continuity of hydrant operations.

The purpose, installation, operation and maintenance of the dry hydrant or other rural water supply system have been explained to me. I fully understand and agree with the explanations provided.

William Ahearn P.E. 05-26-2021
Signature of Landowner or Property Manager DPW Director Date

I have fully advised the landowner of the purpose, installation, operation and maintenance of the dry hydrant or other rural water supply system.

Christopher P. Violette 5/26/2021
Signature of Town or Fire Department Representative Date

NOTE: The role and/or duties of the Town and Landowner in this agreement may be shared differently between the parties as necessary. This must be done in writing.

Barre City, VT

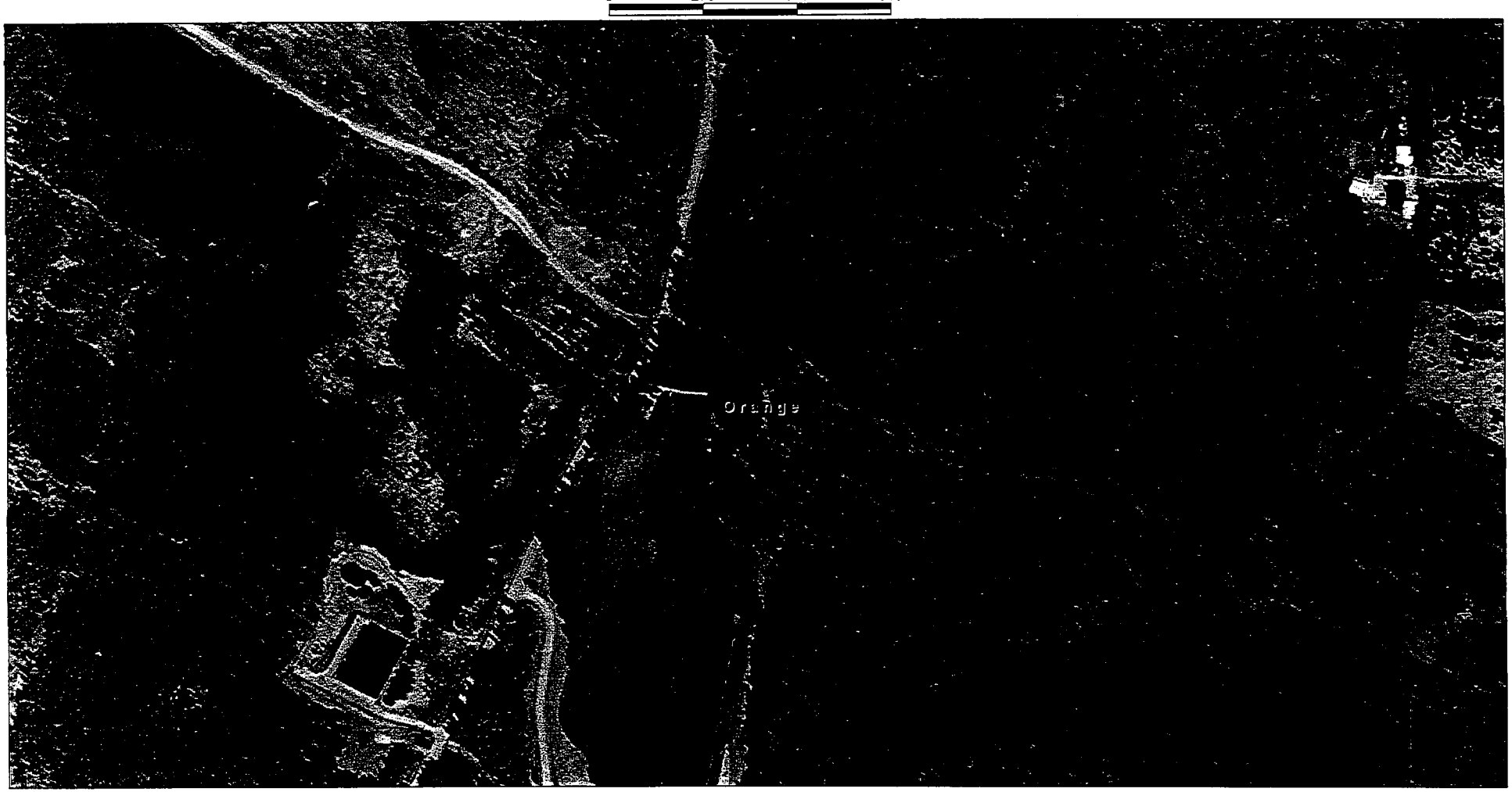
1 inch = 270 Feet

0 270 540 810

May 20, 2021

CAI Technologies

www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

Boynton 1/5

VERMONT RURAL FIRE PROTECTION TASK FORCE
C/O VERMONT ASSOCIATION OF CONSERVATION DISTRICTS (VACD)
RURAL FIRE PROTECTION PROGRAM
170 Lower Sumner Hill
Sumner, ME 04292 (New Address)
dryhydrantguy@yahoo.com
802-828-4582

2021 RURAL FIRE PROTECTION GRANT PROGRAM APPLICATION

Application Deadlines are April 15th, June 15th & August 15th

Entire application packet, and all other forms, can be emailed to you or downloaded at www.vacd.org/programs/rural-fire-protection

PLEASE FILL IN ALL THE BLANKS - ESPECIALLY THE CONTACT INFORMATION

TOWN NAME Barre City COUNTY Washington NAME OF FIRE DEPARTMENT Barre City Fire

Name of Proposing Organization or Grantee (who check will be made out to) City of Barre

CONTACT PERSON INFO: NAME: Elijah Morgan TITLE: Engineering Tech.

DAYTIME PHONE #: (802)-476-0250 E-MAIL: engtech@barrecity.org

COMPLETE MAILING ADDRESS: 6 N Main St. Suite 1 Barre VT ZIP: 05641-4177

You are applying for ONE dry hydrant grant that covers 75% of the total project cost; maximum of $10,000.
(Maximum grant could be as much as $20,000 if the project meets other criteria such as project cost, type & date completed).
Final grant award will be determined after the site has been assessed, designed, and estimated.
COMPLETE A SEPARATE APPLICATION FOR EACH PROJECT

What is the service area of the hydrant and what type of structures are in this area? Heavy machinery, residential homes,

What is the needed ISO fire flow for the hydrant? 1500 gpm (See **Needed Fire Flow** guidelines & include calculations with application)

Town where hydrant will be installed: City of Barre

Why is this site a priority for your town? Adjacent hydrants use more time for setup due to distan

How many operational Rural Fire Protection Systems (Dry Hydrants, etc.) do you have in your town right now? 0

If other towns will be served by this hydrant, name them: N/A

Is your proposed system near or depend on an existing culvert or bridge that may be replaced in the near future? YES ☐ NO ☑

Do you have the proposed installation designed? YES ☐ NO ☑ If yes, attach design with this form.

If no, is design assistance needed? YES ☑ NO ☐ IF NO, EXPLAIN:

ALL designs must be submitted to and approved by Troy Dare-Engineering Technician prior to installation: 802-828-4582 - dryhydrantguy@yahoo.com

Do you prefer weekends for site visits? YES ☐ NO ☑ If yes, which day is better for you? Sat ☐ Sun ☐

PROJECT TYPE: ☑NEW ☐REPAIR/REPLACEMENT ☐UPGRADE(S) ☐DRAFTING SITE ☐OTHER

****PLEASE ATTACH ANY ESTIMATES OR QUOTES YOU HAVE FOR THE PROJECT****

BRIEF PROJECT DESCRIPTION: At the corner of Bld. #112 and the end of the street a hydrant is needed. A recent building could've been saved w/ one.

THIS PROGRAM REQUIRES 25% MATCH WHICH MAY BE PROVIDED IN CASH OR IN-KIND USE OF LABOR, MATERIALS, OR EQUIPMENT. FINAL GRANT PAYMENTS WILL BE CALCULATED AS 75% OF THE TOTAL PROJECT COST UP TO $10,000. MAXIMUM. EXAMPLES: IF YOUR PROJECT TOTAL IS $3,500, YOUR FINAL GRANT AWARD WILL BE $3,500 x 0.75 = $2,625. IF YOUR PROJECT TOTAL IS $10,000 YOUR FINAL GRANT AWARD WILL BE $7,500.

DESCRIPTION OF WATER SOURCE (Attach any maps or location information if available.):

		Seasonal Low (if known)	2% Drought Capacity (if known)
Lake/Pond:	☒ NAME:	Volume (gallons)	Volume (gallons)
River/Stream:	☑ NAME: Jail Branch	Flow (cfs)	Flow (cfs)

Land Ownership: ☐Private ☐State ☑Town ☐Unknown ☐Other:

Do you have a **Landowner Agreement** in place that authorizes the installation and maintenance of the proposed rural water supply?
☐YES ☐NO If YES, please attach a copy of the agreement to your application. If NO, a signed agreement will be required before construction begins if you are awarded grant funds. A landowner agreement outlines installation & maintenance requirements by all parties involved. An example is included in this packet. An editable version is available online at vacd.org/programs/rural-fire-protection

Would you be interested in an all inclusive **Rural Water Supply Plan** for your Town and/or fire district? YES ☑ NO ☐

SEE SECOND PAGE
PLEASE READ IMPORTANT GRANT INFORMATION AND
SIGN TO COMPLETE APPLICATION

VERMONT RURAL FIRE PROTECTION TASK FORCE

2021 Rural Fire Protection Grant Application

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CONDITIONS OF GRANT:

To ensure continued funding and success of this program, it's preferred that we complete RFP project grants in the construction season it is awarded. Please enter into the grant process with that objective.

Unless an extension is authorized by Troy Dare, Rural Fire Protection Program Manager, **all project work must be completed by November 1, 2021. All paperwork must be submitted by November 15, 2021** for payment of the grant. Rural water supply projects must have all the items completed on the list below for approval and reimbursement.

Final Report developed and submitted by November 15, 2020 which includes:

- **Expense Documentation Form,** including summary of total project expenses, amount requested for reimbursement and amount of local match (25% minimum required), **with copies of paid invoices and receipts.**
- **Six or more** color photos of the project before, **during** and after the project. Please focus on installation photos with action. (Please submit **high resolution, digital pictures**; either on a CD or emailed to dryhydrantguy@yahoo.com)
- **Public notice of project completion:** We allow online, public, and media notices to satisfy this grant requirement depending on the content of the post, but we still accept, and prefer, printed newspaper and town report publications. Please email complete URL links to the online media to dryhydrantguy@yahoo.com or mail the complete publication page including name, date, and page number to the RFP Office so we can use it in our yearly report. This report is used at fire service events across the state and VT Legislative functions.

A final site inspection will be conducted by Troy Dare, Task Force Engineering Technician to check the following:

- Standpipe **painted**. The paint helps reduce **ultra-violet ray breakdown** and identify dry hydrant location.
- Hydrant protected by **guard posts. Guard posts** need to be strategically placed to deflect vehicles and fire apparatus from damaging the connection point or other parts of the system; 6x6s, large stones, concrete blocks, etc. preferred.)
- **Maximum Suction Lift** does not exceed **15 feet. Maximum Suction Lift** is the vertical measured distance from the surface of the estimated low water level to the eye of the pump.
- **Year round access provided.** The access to the dry hydrant is adequate for fire apparatus and will be kept clear and plowed year round.
- **Signage - NO PARKING - Fire Lane** mounted on an 8' sign post, or something similar that keeps the sign visible at all times. (This can be a standard reflective dry hydrant sign or a custom, more aesthetically pleasing sign; as long as it says, "No Parking - Fire Lane," it's adequate.)
- **Maintenance Record** established with first back flush and maximum flow test recorded. Please **MAX flow test** the hydrant until pump reaches cavitation. Along with other important information about the new RFP system, the maximum flow rate is submitted to VT Enhanced 911 for inclusion in the VT State Emergency Response Systems databases. The known max flow rate can be used for training purposes and help monitor the integrity of the system.

Maintenance Required

Dry Hydrants, although relatively simple in concept, have maintenance requirements to remain efficient and operational. Once the system is complete, the maintenance required includes:

- Repainting of any exposed PVC pipe as necessary.
- An annual back-flush and test of the system.
- Maintaining vehicle access year-round.
- Replacing NO PARKING - Fire Lane signage when necessary.
- Other maintenance protocols for other types of rural water supplies.

By signing this application, I certify that the information provided above is accurate to the best of my knowledge. Our Town/ Fire Department will comply with all the requirements of the grant as explained above, including maintaining the system in the future, and will make our financial records available for audit if required.

Signature: Steven E. Mackenzie Printed: Steven E. Mackenzie

Title: City Manager Date: 5/26/21

Organization (Town, Fire Dept., or other Incorporated Entity): Barre City Fire Dept.

If available, please attach any designs/sketches, cost estimates, landowner agreements, maps, or any other relevant information to this completed application.

Boynton 3/5

Developed Water Supply for Rural Fire Protection
Landowner Agreement

To: Doug Brent Fire Chief City of Barre Date: 05-26-2021
(Town or Fire Department Representative)

~~Town~~ City of: Barre

Fire Department: Same

From: William Ahearn P.E. DPW Director
(Property Owner or Manager)

I hereby authorize the ~~Town~~ City of Barre (hereinafter referred to as Town)

to develop a refill site at (address) Boynton St. for the purpose of providing water to extinguish fires in my community and for other uses with my permission.

I further give the Town permission to erect a dry hydrant or other developed rural water supply system at this location. I understand that the Town will install the rural water supply system and provide materials.

The Town will complete all excavation work so that the surrounding areas and the surface of the ground will be smooth, and present a pleasing appearance. Vegetation will be reestablished.

The Town may use, test, and maintain the dry hydrant or other rural water supply system at any time they deem necessary for continuity of hydrant operations.

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William Ahearn P.E. 05-26-21
Signature of Landowner or Property Manager DPW Director Date

I have fully advised the landowner of the purpose, installation, operation and maintenance of the dry hydrant or other rural water supply system.

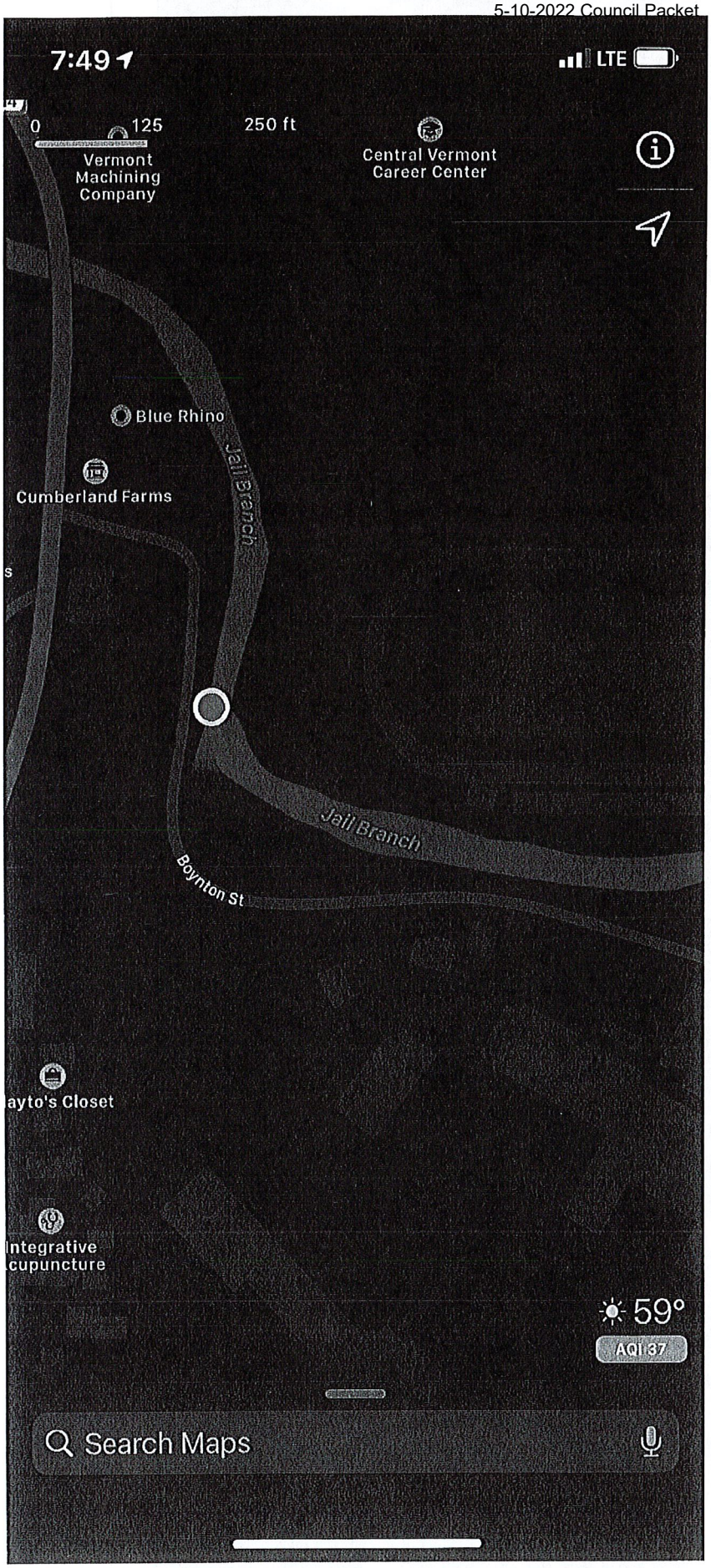
Fire Chief 5/26/21
Signature of Town or Fire Department Representative Date

NOTE: The role and/or duties of the Town and Landowner in this agreement may be shared differently between the parties as necessary. This must be done in writing.

Proposed location on Boynton St.

Boynton 4/5

Boynton 5/5



Boynton St
Dry Hydrant

Barre City, VT

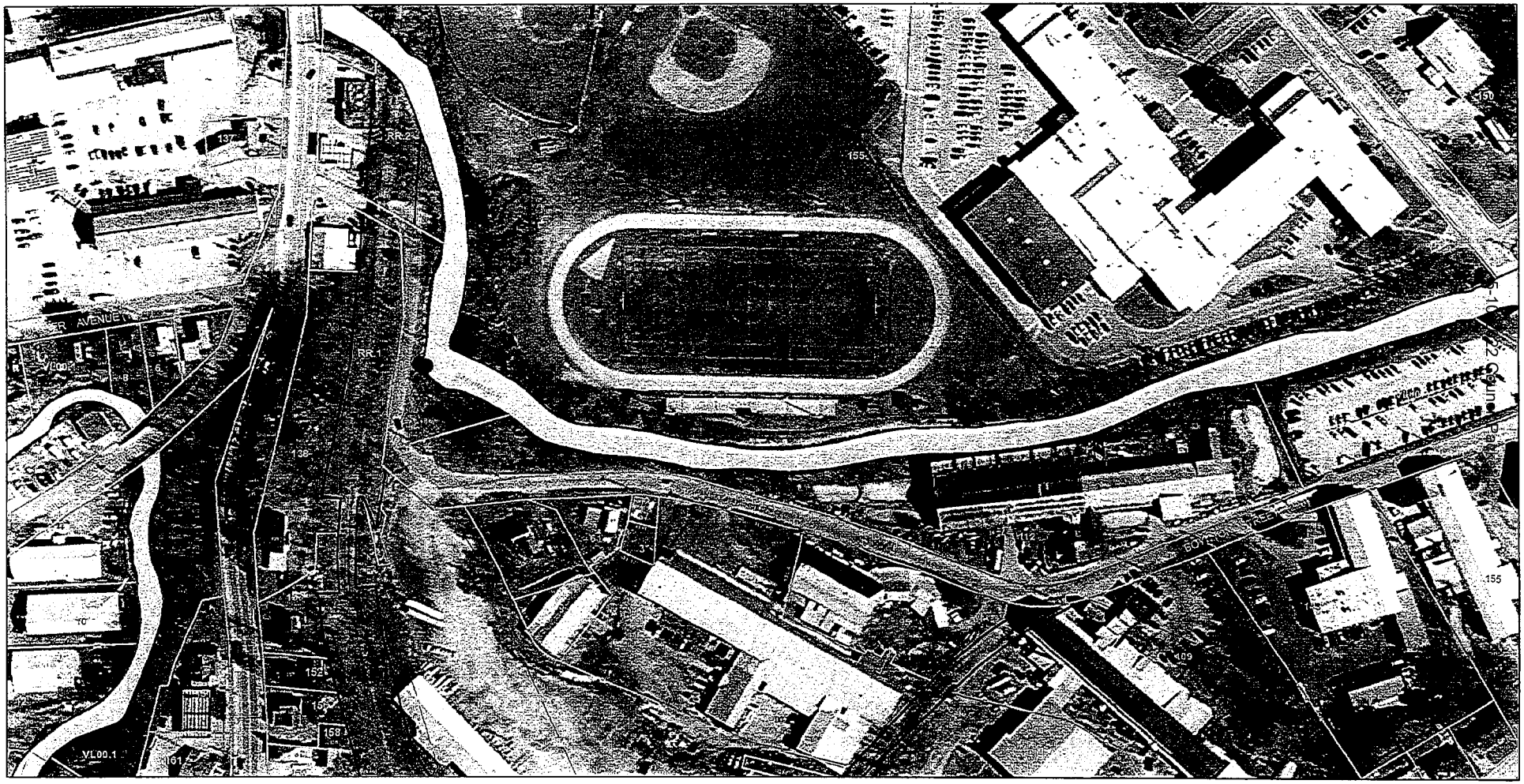
1 inch = 135 Feet

0 135 270 405

May 20, 2021

CAI Technologies

www.cai-tech.com



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Beynton St Dry Hydrant

VERMONT RURAL FIRE PROTECTION TASK FORCE
C/O VERMONT ASSOCIATION OF CONSERVATION DISTRICTS (VACD)
RURAL FIRE PROTECTION PROGRAM
170 Lower Sumner Hill
Sumner, ME 04292 (New Address)
dryhydrantguy@yahoo.com
802-828-4582

2021 RURAL FIRE PROTECTION GRANT PROGRAM APPLICATION

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PLEASE FILL IN ALL THE BLANKS - ESPECIALLY THE CONTACT INFORMATION

TOWN NAME Barre City COUNTY Washington NAME OF FIRE DEPARTMENT Barre City Fire

Name of Proposing Organization or Grantee (who check will be made out to) City of Barre

CONTACT PERSON INFO: NAME: Elijah Morgan TITLE: Engineering Tech.

DAYTIME PHONE #: (802)-476-0250 E-MAIL: engtech@barrecity.org

COMPLETE MAILING ADDRESS: 6 N Main St. Suite 1 Barre VT ZIP: 05641-4177

You are applying for ONE dry hydrant grant that covers 75% of the total project cost; maximum of $10,000.
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Final grant award will be determined after the site has been assessed, designed, and estimated.
COMPLETE A SEPARATE APPLICATION FOR EACH PROJECT

What is the service area of the hydrant and what type of structures are in this area? Commercial Buildings
What is the needed ISO fire flow for the hydrant? 1500 gpm (See **Needed Fire Flow** guidelines & include calculations with application)
Town where hydrant will be installed: City of Barre
Why is this site a priority for your town? Adjacent hydrants use more time for setup due to distan
How many operational Rural Fire Protection Systems (Dry Hydrants, etc.) do you have in your town right now? 0
If other towns will be served by this hydrant, name them: N/A
Is your proposed system near or depend on an existing culvert or bridge that may be replaced in the near future? YES ☐ NO ☑
Do you have the proposed installation designed? YES ☐ NO ☑ If yes, attach design with this form.
If no, is design assistance needed? YES ☑ NO ☐ IF NO, EXPLAIN:
ALL designs must be submitted to and approved by Troy Dare-Engineering Technician prior to installation: 802-828-4582 - dryhydrantguy@yahoo.com
Do you prefer weekends for site visits? YES ☐ NO ☑ If yes, which day is better for you? Sat ☐ Sun ☐
PROJECT TYPE: ☑NEW ☐REPAIR/REPLACEMENT ☐UPGRADE(S) ☐DRAFTING SITE ☐OTHER
****PLEASE ATTACH ANY ESTIMATES OR QUOTES YOU HAVE FOR THE PROJECT****

BRIEF PROJECT DESCRIPTION: A dry hydrant that is placed at the end of the road will solve our demand issues that we are having.

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DESCRIPTION OF WATER SOURCE (Attach any maps or location information if available.):

	Seasonal Low (if known)	2% Drought Capacity (if known)
Lake/Pond: ☐ NAME:	Volume (gallons)	Volume (gallons)
River/Stream: ☑ NAME: Stevens Branch	Flow (cfs)	Flow (cfs)

Land Ownership: ☐Private ☐State ☐Town ☐Unknown ☐Other:
Do you have a **Landowner Agreement** in place that authorizes the installation and maintenance of the proposed rural water supply?
☐YES ☐NO If YES, please attach a copy of the agreement to your application. If NO, a signed agreement will be required before construction begins if you are awarded grant funds. A landowner agreement outlines installation & maintenance requirements by all parties involved. An example is included in this packet. An editable version is available online at vacd.org/programs/rural-fire-protection

Would you be interested in an all inclusive **Rural Water Supply Plan** for your Town and/or fire district? YES ☐ NO ☐

SEE SECOND PAGE
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VERMONT RURAL FIRE PROTECTION TASK FORCE

2021 Rural Fire Protection Grant Application

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- **Public notice of project completion:** We allow online, public, and media notices to satisfy this grant requirement depending on the content of the post, but we still accept, and prefer, printed newspaper and town report publications. Please email complete URL links to the online media to dryhydrantguy@yahoo.com or mail the complete publication page including name, date, and page number to the RFP Office so we can use it in our yearly report. This report is used at fire service events across the state and VT Legislative functions.

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- Other maintenance protocols for other types of rural water supplies.

By signing this application, I certify that the information provided above is accurate to the best of my knowledge. Our Town/ Fire Department will comply with all the requirements of the grant as explained above, including maintaining the system in the future, and will make our financial records available for audit if required.

Signature: Steven E. Mackenzie Printed: Steven E. Mackenzie

Title: City Manager Date: 5/26/21

Organization (Town, Fire Dept., or other Incorporated Entity): Barre City Fire Dept

If available, please attach any designs/sketches, cost estimates, landowner agreements, maps, or any other relevant information to this completed application.

W. 2nd

3/5

Developed Water Supply for Rural Fire Protection
Landowner Agreement

To: Doug Brent Fire Chief City of Barre Date: May 26, 2021
(Town or Fire Department Representative)

~~Town~~ City of: Barre W Second Street

Fire Department: Same

From: William Ahearn P.E. DPW Director
(Property Owner or Manager)

I hereby authorize the ~~Town~~ City of Barre (hereinafter referred to as Town)

to develop a refill site at (address) W. Second Street for the purpose of providing water to extinguish fires in my community and for other uses with my permission.

I further give the Town permission to erect a dry hydrant or other developed rural water supply system at this location. I understand that the Town will install the rural water supply system and provide materials.

The Town will complete all excavation work so that the surrounding areas and the surface of the ground will be smooth, and present a pleasing appearance. Vegetation will be reestablished.

The Town may use, test, and maintain the dry hydrant or other rural water supply system at any time they deem necessary for continuity of hydrant operations.

The purpose, installation, operation and maintenance of the dry hydrant or other rural water supply system have been explained to me. I fully understand and agree with the explanations provided.

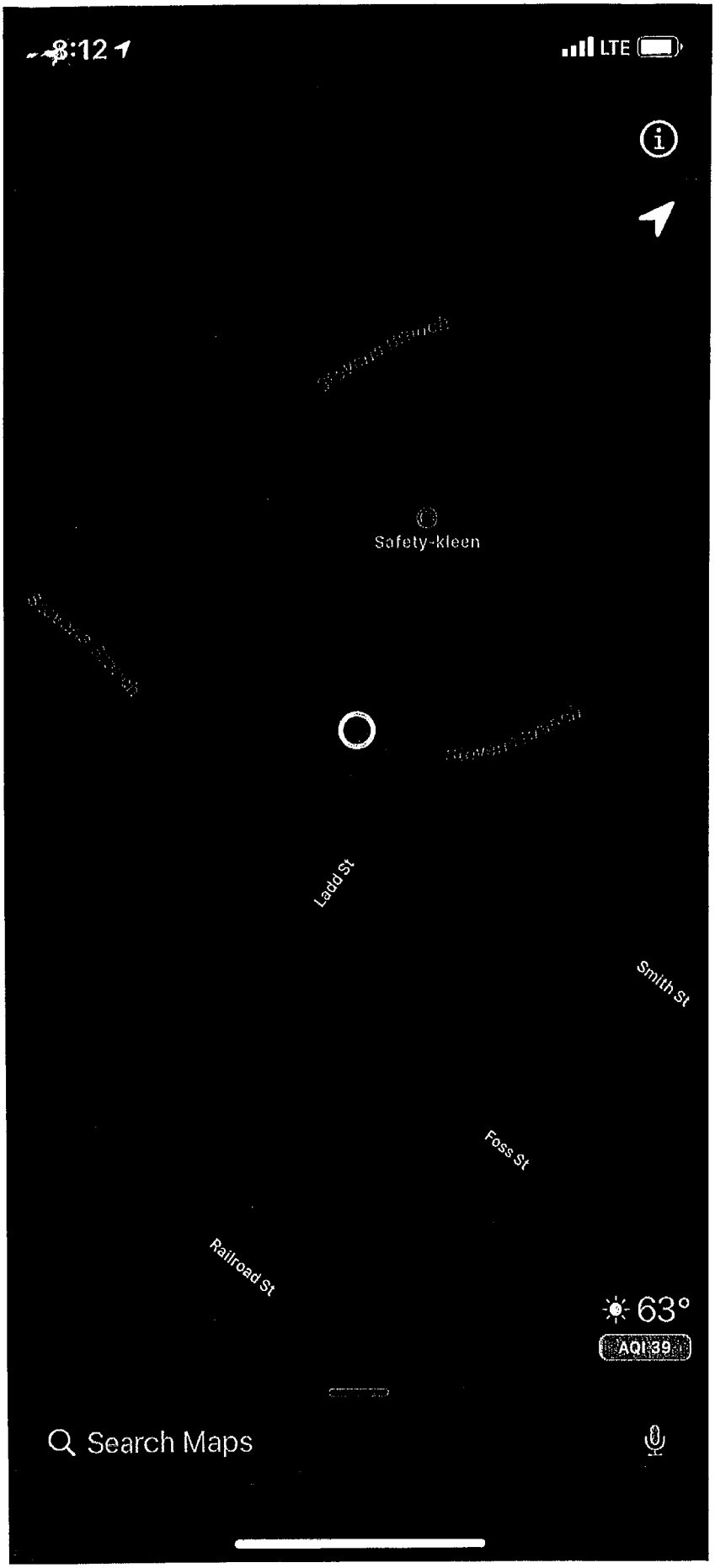
William Ahearn P.E. 05-26-2021
Signature of Landowner or Property Manager DPW Director Date

I have fully advised the landowner of the purpose, installation, operation and maintenance of the dry hydrant or other rural water supply system.

Douglas Brent Fire Chief
Signature of Town or Fire Department Representative

5/26/21
Date

NOTE: The role and/or duties of the Town and Landowner in this agreement may be shared differently between the parties as necessary. This must be done in writing.



West Second St
Dry Hydrant

Barre City, VT

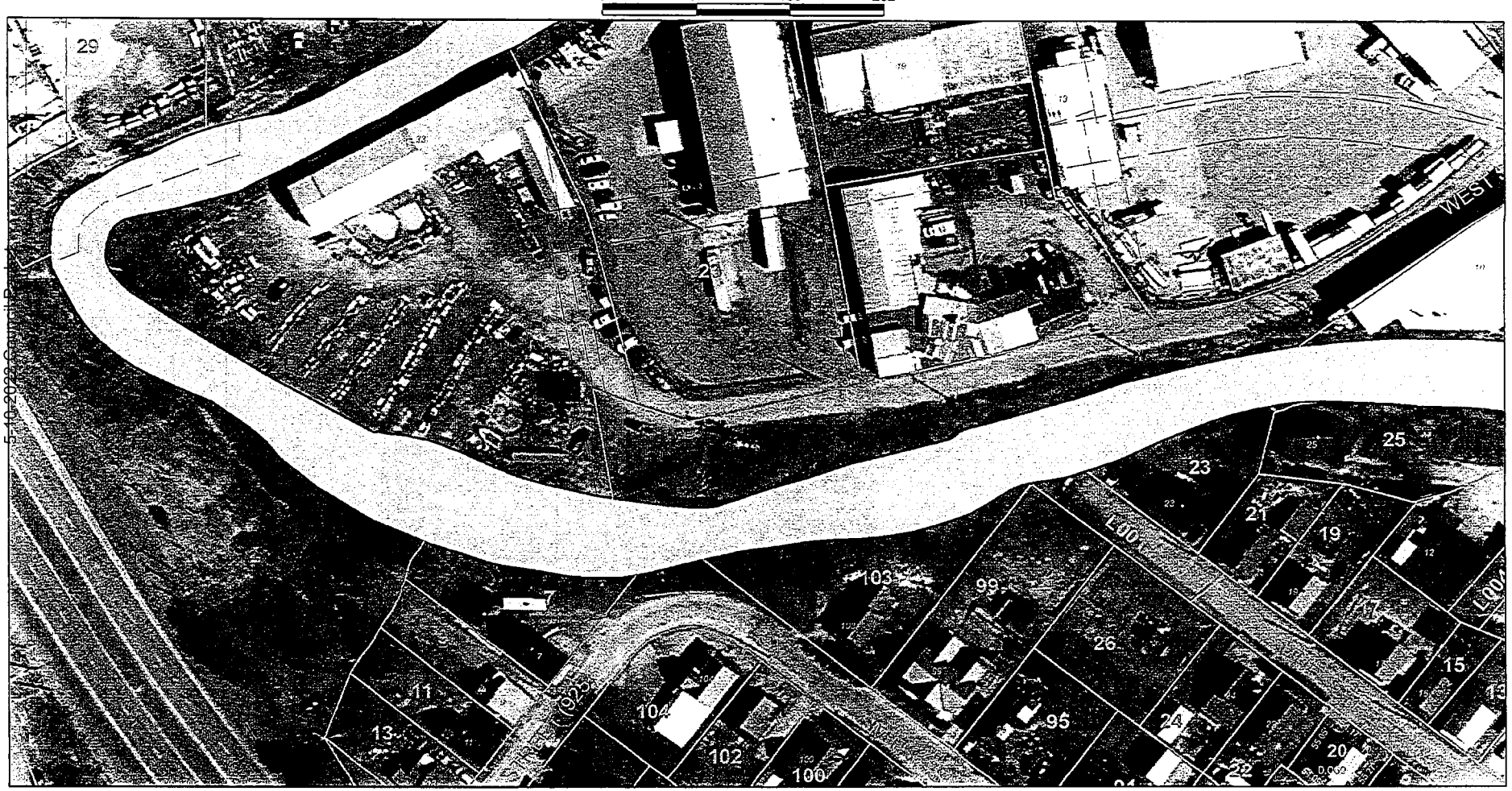
May 20, 2021

1 inch = 67 Feet

0 67 135 202

CAI Technologies

www.cai-tech.com



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City of Barre, Vermont

"Granite Center of the World"

CITY COUNCIL ACTION ITEM
BRIEFING MEMO

City Council Agenda: 05-10-22
Consent Item No.: 4-F

AGENDA ITEM DESCRIPTION: Approve Consultant Services Contract Amendment with Stone Enviromental for Keith Avenue Site Closure Work Plan

SUBMITTING DEPARTMENT: Public Works

STAFF RECOMMENDATION: Accept Stone Environmental work proposal for completion of investigative work towards Site Closure in the Keith Ave Pearl St environs.

RECOMMENDED ACTION/MOTION: Authorize Manager to execute contract Amendment with a revised schedule and adjusted contract amount of $3400. The work plan is anticipated to result in eligibility for nearly $30,000 in DEC Clean up funds for the planned work and cost recovery from the earlier removal of a Keith Avenue Fuel Tank of more than $25,000.

STRATEGIC OUTCOME/PRIOR ACTION: Further characterizes the Keith Avenue/Pearl St site and continues progress towards complete site closure.

EXPENDITURE REQUIRED: $3400 for work plan including cost recovery efforts for previous tank removal expenditures. Additional indirect costs associated with staff participation in project decision making are covered in Dept labor budget

FUNDING SOURCE(S): General fund

LEGAL AUTHORITY/REQUIREMENTS: As the property owner, the City has the legal responsibility for site cleanu The City purchased the property to promote downtown redevelopment generally but in particular to support the Downstreet flagship project at 22 Keith VAenue St. and to create municipal parking as outlined in the 2009 City master plan.

BACKGROUND/SUPPLEMENTAL INFORMATION: The City competed a partial corrective action plan in 2018 that included removal of dry cleaning solvent contamination soils, an abandoned underground fuel tank and vapor intrusion protection at 159 North Main St. Additional environmental work is necessary to confirm that groundwater is less contaminated and offsite vapor migration is not a health concern. This work proposes to accomplish that goal.

INTERESTED/AFFECTED PARTIES: Barre Citizens, adjacent property owners and VT ANR

STONE ENVIRONMENTAL INC

Amendment to Professional Services Agreement

Date: 08/24/21

Project Number: 14-021

Amendment Number: 6

This is an amendment to the Agreement dated March 10, 2014 between Stone Environmental, Inc. and the City of Barre, Vermont.

All provisions, terms, and conditions of the original Agreement remain as originally written unless specifically amended herewithin, or within previous Contract Amendment(s), if any.

Scope of Services

As stated in Attached proposal titled: *Proposal and Cost Estimate to resume groundwater monitoring and perform evaluation of corrective action alternatives, 12 Keith Ave, Barre City, Vermont* dated August 24, 2021

Schedule

As stated in Attached proposal titled: *Proposal and Cost Estimate to resume groundwater monitoring and perform evaluation of corrective action alternatives, 12 Keith Ave, Barre City, Vermont* dated August 24, 2021

Fee

As stated in Attached proposal titled: *Proposal and Cost Estimate to resume groundwater monitoring and perform evaluation of corrective action alternatives, 12 Keith Ave, Barre City, Vermont* dated August 24, 2021

Fee Summary

Fee change, this Contract Amendment:	$2,955
Total of Prior Contracts:	$98,272
Contract fee, as of this Contract Amendment:	$101,227

Terms and Conditions

The Terms and Conditions stated within the March 10, 2014 Contract were modified to reflect the following change, and this change continues to apply to the March 10 Contract and all subsequent amendments:

Clause 28: Acknowledgement of Arbitration is stricken from the Agreement.

(initials of parties)

_____ _____

Client Stone

Agreed and Accepted by

CLIENT

Name of client organization

Signature

Printed name

Title

Date

STONE ENVIRONMENTAL, INC.

Signature

Printed name

Title

Date

(Stone Federal ID Number: 030335427)

STONE ENVIRONMENTAL INC

535 Stone Cutters Way
Montpelier, Vermont
05602 USA

Phone / 802.229.4541
Fax / 802.229.5417
Web Site / www.stone-env.com

STONE ENVIRONMENTAL
535 Stone Cutters Way / Montpelier / VT / 05602 / USA
802.229.4541 / info@stone-env.com / www.stone-env.com

August 18, 2021

Steve Mackenzie, P.E., City Manager
William Ahern, P.E., Director of Public Works
City of Barre
6 North Main Street
Barre, VT 05641

Stone Project No. 14-021
Subject: Proposal and Cost Estimate to resume groundwater monitoring and perform evaluation of corrective action alternatives, 12 Keith Ave, Barre City, Vermont

Dear Steve and Bill,

Pursuant our meeting with Lynda Provencher of the Vermont Department of Environmental Conservation on July 16, 2021, Stone Environmental Inc. (Stone) presents the following proposal to perform tasks at the City of Barre property located at 12 Keith Ave (the Site).

1. Problem Definition

Prior Site investigation activities have demonstrated that soils, groundwater, and soil gas at the Site contain petroleum and chlorinated solvents contamination above relevant regulatory criteria. The most likely source of these contaminants in the environment is past use of the Site for commercial dry cleaning which resulted in a release of tetrachloroethylene (PCE) to the subsurface. In addition, during construction activities, a 6,000-gallon underground storage tank (UST) was discovered and found to have leaked. While remedial efforts performed at the Site in 2018-2019 have removed direct contact and indoor air exposure pathways for current users and removed the abandoned UST, further remediation is necessary for future users of the property at 143-151 North Main Street.

In addition, the Site currently does not meet the criteria for Site closure in relation to the Site groundwater plume. Additional rounds of groundwater concentration results are necessary to determine if concentrations are less than the Vermont Groundwater Enforcement Standards (VGES) at points of compliance (the property boundary).

2. Proposed Scope of Work

The proposed scope of work includes installation of a groundwater monitoring well network for ongoing monitoring of the PCE and petroleum plumes and assessment of indoor air quality within the 143-151 North Main Street building. As assessment of indoor air quality at 143-151 North Main Street was not performed following removal of source area soils, it will be important to understand current Site conditions as it is

plausible that remedial actions to address indoor air contamination are not necessary following the remediation and Site work performed in 2018-2019.

Based on the results of the July 16, 2021 meeting and subsequent communication with Ms. Provencher, required tasks include:

- Develop a Work Plan for VT DEC approval. The Work Plan will include an ongoing groundwater monitoring plan to assess trends of contaminant concentrations over time. During the Work Plan, Stone will work with the City of Barre and VT DEC to gain access to the 141-153 North Main Street property for indoor air assessment.
- Site investigation and monitoring, specifically:
    - Installation of up to four groundwater monitoring wells at the Site to evaluate dissolved phase contaminants.
    - Collection of groundwater samples for analysis of volatile organic compounds (VOCs) and total petroleum hydrocarbons. Groundwater samples will be collected on a quarterly basis. Continued monitoring and frequency will be evaluated after one year.
    - Prepare an annual groundwater monitoring report.
- Assess current condition of indoor air within 143-151 North Main Street to determine if remedial actions are necessary.
    - If indoor air concentrations remain above relevant regulatory criteria, Stone will prepare an Evaluation of Corrective Action Alternatives (ECAA) in accordance with the Investigation and Remediation of Contaminated Properties Rule (I-Rule).

Stone's Project Manager, Daniel Voisin, will apply for funding for the proposed scope of services from the VT DEC State-Tribal Assessment and Cleanup fund on the City of Barre's behalf. Voisin will also apply for reimbursement for expenses related to the removal of the abandoned heating fuel underground storage tank that was discovered and removed as part of the 2018-2019 remedial activities through the State of Vermont Petroleum Cleanup Fund.

3. Estimated Costs

The estimated costs to perform the scope of services described above is summarized in Table 1, below, and detailed in Attachment 1.

Table 1: Summary of Estimated Costs, Supplemental Phase II ESA, 12 Keith Ave, Barre City

	Task	Professional Services	Sub-Contractor	Expenses	Total
1	Work Plan	$2,332	$0	$23	$2,355
2	Field Work				
	Well Installation	$1,594	$6,100	$626	$8,320
	Groundwater Monitoring (1 year, 4 events)	$4,428	$4,758	$1,904	$11,090
3	Annual Groundwater Monitoring Report	$2,844	$0	$0	$2,844
4	Indoor Air Assessment	$585	$1,210	$90	$1,885
5	ECAA (Contingent)	$3,236	$0	$0	$3,236
6	Project Management	$1,279	$0	$0	$1,279
	TOTAL				**$31,009**

If successful in applying for VT DEC STAC funding, the only charge that will be made to the City of Barre will be for the cost related to the preparation of the Work Plan and funding applications, which we estimate to total $2,955.

4. Schedule

The schedule for completion of the field work will be developed as part of the Work Plan. The schedule provided below in Table 2 assumes a notice to proceed by the City of Barre by August 27, 2021.

Table 2: Schedule

Task	Expected Duration	Estimated Completion Date
Work Plan	1 week	September 3, 2021
Regulatory Review and Approval	4 weeks	October 1, 2021
Well Installation	1 day	Week of October 4, 2021
Initial groundwater sampling[1]	1 day	Week of October 12, 2021
Indoor air monitoring	2 days	Week of October 4, 2021
ECCA (as needed)	4 weeks	November 10, 2021
Annual groundwater monitoring report		Circa October 1, 2022

[1] Subsequent groundwater monitoring will be performed quarterly (every three months).

On behalf of Stone, thank you for the opportunity to provide you with this proposal. Please feel free to call or email me with any questions.

Sincerely,

Daniel Voisin
Senior Geologist, Director of Environmental Assessment and Remediation Services
Direct Phone / 802.229.1875
Mobile / 802.279.8174
E-Mail / dvoisin@stone-env.com

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12 Keith Ave. Groundwater Monitoring and ECAA

14-021

DETAILED FEE & SCOPE DETAILS

#	Staff Type	Name	Rate Per Unit	Unit	Amount	Subtotal		Scope Details
1	**Work Plan**							Develop Work Plan for DEC approval for well installation and ECAA SI, as needed. Perform Digsafe mark out and meet with DPW.
	Professional Services							
	Senior Professional 2		$ 150 / hour	1	$150			
	Staff Professional 3		$ 102 / hour	16	$1,632			
	Staff Professional 2		$ 94 / hour	4	$376			
	Staff Professional 1		$ 87 / hour	2	$174			
		Professional Services Summary		*23*		*$2,332*		
	Stone Equipment							
	Nissan NV200 Mileage		$0.58 / mile	40	$23.20			
		Expense Summary				*$23*		
	TASK SUBTOTAL						**$2,355**	
2	**Groundwater Monitoring Well Installation**							Install up to four (4) groundwater monitoring wells to and average of 25 feet bgs. Assumes 1 day of drilling. Log soil borings for color, moisture, VOCs, texture, etc. Develop wells. Contain purge water in 1 55-gallon drum for disposal as F-listed liquid waste. Survey wells against an assigned Site datum.
	Professional Services							
	Staff Professional 1		$ 87 / hour	14	$1,218			
	Staff Professional 2		$ 94 / hour	4	$376			
		Professional Services Summary		*18*		*$1,594*		
	Consultants*							
	Env. Drilling - Mob/Demobe		$800 / LS	1	$880			
	Env. Drilling - Day Rate		$1,695 / day	1	$1,865			
	Env. Drilling - Well Consumables		$24 / ft	100	$2,640			
	Env. Drilling - Soil Linters		$7.50 / EACH	20	$165			
	NRC - IDW Disposal		$500 / drum	1	$550			
		Consultant Summary				*$6,100*		
	Stone Equipment							
	Nissan NV200 Mileage		$0.58 / mile	30	$17.40			
	EAR PID		$90 / Daily	1	$90			
	EAR Samsung Field Tablet		$50 / Daily	1	$50			
	EAR Peristaltic Pump		$75 / Daily	1	$75			
	EAR Water Level Meter/Indicator		$30 / Daily	1	$30			
	EAR Geomax Total Station		$75 / Daily	1	$75			
	WRM Total Station Data Collector		$35 / Daily	1	$35			
	Stone Consumables							
	3/8/" OD LDPE Tubing		$0.20 / ft	100	$20.00			
	PPE		$19.50 / day/staff	2	$39.00			
	55-Gallon Drum		$65.00 / ea	3	$195.00			
		Expense Summary				*$626*		
	TASK SUBTOTAL						**$8,320**	
3	**Groundwater Monitoring - Year 1**							Coordinate bottleware. Collect 4 samples plus field duplicate and trip blank sample for 8260 and 8015. Perform sampling quarterly. Contain water in 55-gallon drum for disposal as F-listed liquid waste. Labor (per event): Staff Sci 1: 9 hrs on site and travel, 1 hour prep, 1 hour shipping PM (Senior 2): 1 hr to coordinate with City and order bottleware
	Professional Services							
	Senior Professional 2		$ 150 / hour	4	$600			
	Staff Professional 1		$ 87 / hour	44	$3,828			
		Professional Services Summary		*48*		*$4,428*		
	Consultants*							
	EAI - VOCs in Groundwater		$123.75 / ea	20	$2,723			
	EAI - TPH in Groundwater		$67.50 / ea	20	$1,485			
	NRC - IDW Disposal		$500 / drum	1	$550			
		Consultant Summary				*$4,758*		
	External Expenses							
	Shipping/Freight		$125 / ea	4	$550			
	Rental-Field Equipment		$135 / ea	4	$594			
	Stone Equipment							
	EAR Water Level Meter/Indicator		$30 / Daily	4	$120			
	EAR Peristaltic Pump		$75 / Daily	4	$300			
	Nissan NV200 Mileage		$0.58 / mile	120	$69.60			
	Stone Consumables							
	1/4" OD FEP tubing		$2.00 / ft	100	$200.00			
	55-Gallon Drum		$65.00 / ea	1	$65.00			
	Peristaltic Pump Tubing (L15)		$2.80 / ft	2	$5.60			
	Multi-Parameter Meter Calibration Solutions		$23.40 / ea	4	$93.60			
		Expense Summary				*$1,904*		
	TASK SUBTOTAL						**$11,090**	
4	**Groundwater Monitoring - Annual Report**							Annual Report: Staff Scientist 3: 16 hrs for report and manage data Staff Scientist 2: 6 hrs to prepare figures Staff 1: 4 hrs to manage data and prepare trend plots Senior 2: 2 hrs review.
	Professional Services							
	Senior Professional 2		$ 150 / hour	2	$300			
	Staff Professional 3		$ 102 / hour	16	$1,632			
	Staff Professional 2		$ 94 / hour	6	$564			
	Staff Professional 1		$ 87 / hour	4	$348			
		Professional Services Summary		*28*		*$2,844*		
	TASK SUBTOTAL						**$2,844**	

12 Keith Ave. Groundwater Monitoring and ECAA

14-021

DETAILED FEE & SCOPE DETAILS

#	Staff Type	Name	Rate Per Unit	Unit	Amount	Subtotal	Scope Details
5	**Indoor Air Assessment**						Collect 24-hour indoor air samples for VOC analyses from 143-151 N Main St and 1 exterior ambient location. Assumes 24 hr collection. Samples to be collected from basement and ground floor. Labor: Staff Sci 1: 2 hrs per trip, 1 hour to prep and manage samples. Sen 2: 1 hr to coordinate access and canisters with lab.
	Professional Services						
	Senior Professional 2		$ 150 / hour	1	$150		
	Staff Professional 1		$ 87 / hour	5	$435		
		Professional Services Summary		*6*		*$585*	
	Consultants*						
	Con-Test TO-15		$275 / ea	4	$1,210		
		Consultant Summary				*$1,210*	
	External Expenses						
	Shipping/Freight		$50 / ea	1	$55		
	Stone Equipment						
	Nissan NV200 Mileage		$0.58 / mile	60	$34.80		
		Expense Summary				*$90*	
	TASK SUBTOTAL					**$1,885**	
6	**ECAA Report**						If impacts to indoor air are found, an ECAA will be prepared to evaluate potential remedial alternatives. ECAA to be prepared in accordance with Irule.
	Professional Services						
	Senior Professional 2		$ 150 / hour	2	$300		
	Project Professional 3		$ 128 / hour	20	$2,560		
	Staff Professional 2		$ 94 / hour	4	$376		
		Professional Services Summary		*26*		*$3,236*	
	TASK SUBTOTAL					**$3,236**	
7	**Project Management and Agency Coordination**						Project management duties - prepare monthly invoices, communication between client and VT DEC, scheduling, project tracking, and contracting. Prepare application for STAC funding (2 hrs). Apply for reimbursement from UST program for abandoned Site UST (2 hrs). Assumes 5 months duration.
	Professional Services						
	Senior Professional 2		$ 150 / hour	8	$1,200		
	Accountant 2		$ 79 / hour	1	$79		
		Professional Services Summary		*9*		*$1,279*	
	TASK SUBTOTAL					**$1,279**	
	PROJECT TOTAL					***$31,009***	

**Stone Environmental's standard mark-up on all Consultant and reimbursable project expenses is 10%.*

TECHNICAL MEMORANDUM

DATE: *Thursday, May 05, 2022*

TO: *Stephanie T. Clark – White + Burke Real Estate Advisors*

CC: *Stephen E. Mackenzie – City of Barre*

FROM: *Andrew S. Hill*

PROJECT: *Barre Downtown Parking Study* **PROJECT #:** *20-21178.00-3*

RE: *Revised Report*

The City of Barre has made substantial investments in the prior decade to support invigoration and investment in their downtown. In 2011, the City completed a $17.5M reconstruction of North Main Street as well as master plan for redeveloping Merchant Row which would improve upon and expand surface parking options along the south side of North Main Street, as well as introduce pathways for alternative modes of transportation. (Part of this project, known as Enterprise Alley, has already been completed). The City also has in hand the completed plans for improving North Main Street to Summer Street and the City is well-positioned to undertake additional work in the near future via its approved TIF District. The benefits of this work have already been realized in the development of City Place and the rehabilitation of the Blanchard Block.

At this time, the City is contemplating the best methods to maintain this momentum and incent developers to pursue opportunities to both redevelop existing space and introduce new construction into downtown. However, due to the limited constraints of the downtown, finding parking to support these projects is proving challenging. The City is seeking an assessment of each proposed development project to determine its 'parking price tag' and subsequent recommendations on how to best address those parking needs through a) reconfiguration of existing public parking assets, b) better management of existing public parking assets, c) introduction of new parking supply, or d) investment into sustainable practices to mitigate projected parking demand while still allowing the project to move forward. This last item was not called out in the Scoping Document but referenced multiple times in the 2020 City Municipal Plan.

Scope of Work

In pursuit of the described objectives, DESMAN was tasked with executing the following tasks:

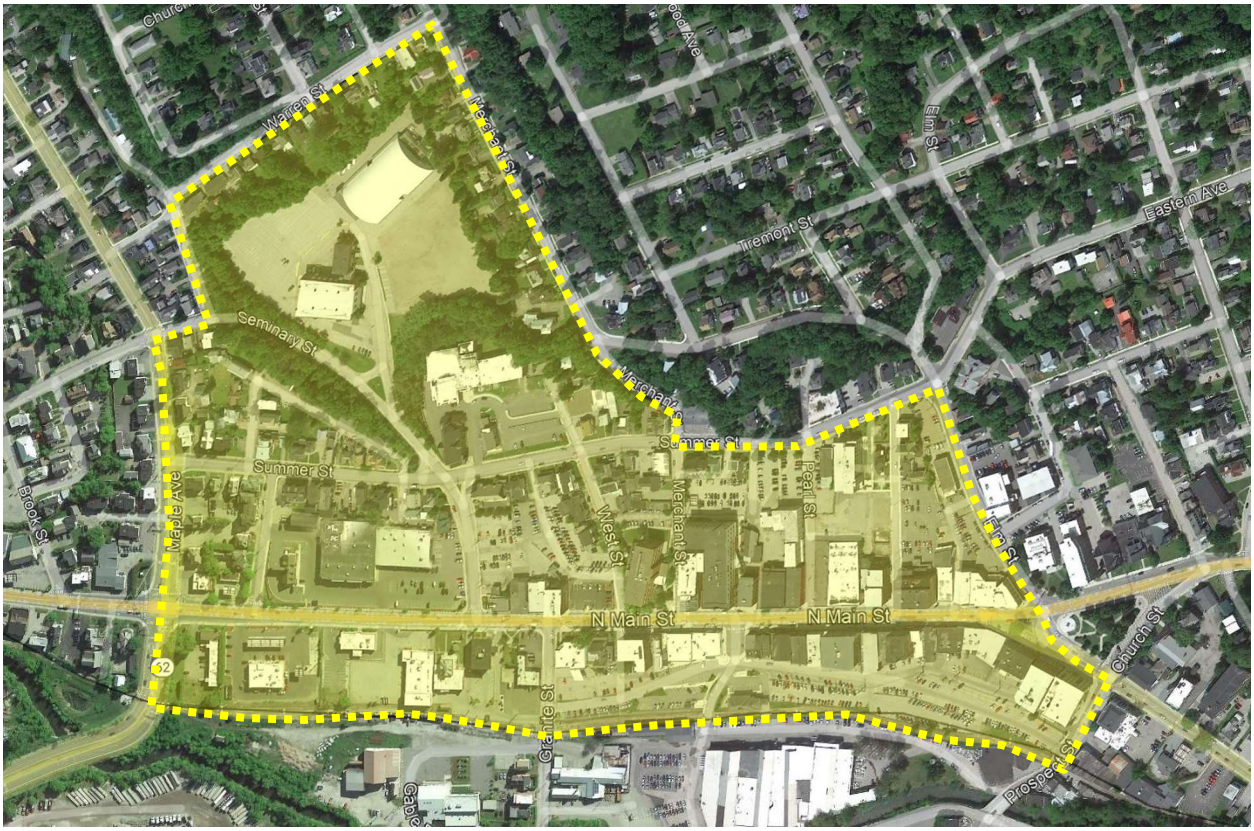
1. Attend a project initiation meeting with White + Burke and City of Barre representatives.
2. Conduct a parking supply inventory within the defined study area.
3. Conduct occupancy and turnover observations to establish baseline conditions within the study area.
4. Review the City's current parking requirements per zoning.
5. Develop a land use inventory covering active and vacant buildings within the defined study area.

6. Develop a parking demand model utilizing Urban Land Institute "Shared Parking" methodology and calibrate it to reflect current conditions.
7. Identify emerging developments likely to impact the study area within the next ten (10) years.
8. Apply emerging development data to the demand model to project future parking impacts and identify any potential shortfalls or other issues.
9. Where shortfalls are indicated, prepare recommendations for addressing these issues, supported by a description of the solution, potential capital and/or operating expenses, necessary action steps to implement, and listing of the option's relative merits and liabilities.
10. Prepare a technical memorandum summarizing field observations, applied methodology, analysis and recommendations and issue to the Client for review.
11. Meet once with the Client to review the report, answer questions and/or receive comments for revision.
12. Incorporate requests for revision and issue a final report for the Client use and distribution.
13. As needed, present the final report at a time and venue of the Client's choosing.

Defined Study Area

Based on the location of the City's existing parking assets, the 2010 Merchant's Row Master Plan, the 2012 North Main to Summer Street Master Plan, and ***direction from City of Barre officials***, DESMAN conducted our work within the area bounded roughly by Maple Avenue to the west, Warren Street to the north, Elm and Prospect Street to the east, and the railroad tracks to the south.

Figure 1: Defined Study Area



Parking Supply Inventory

DESMAN inventoried a total of 2,108 parking spaces within the defined study area, distributed across 33 off-street facilities and 25 different block faces. It should be noted that this inventory did not include lots or driveways associated with residential land uses and lots of less than 10 spaces which were clearly dedicated to a specific business or building as neither of these were likely to provide any relief against any projected parking supply shortfall.

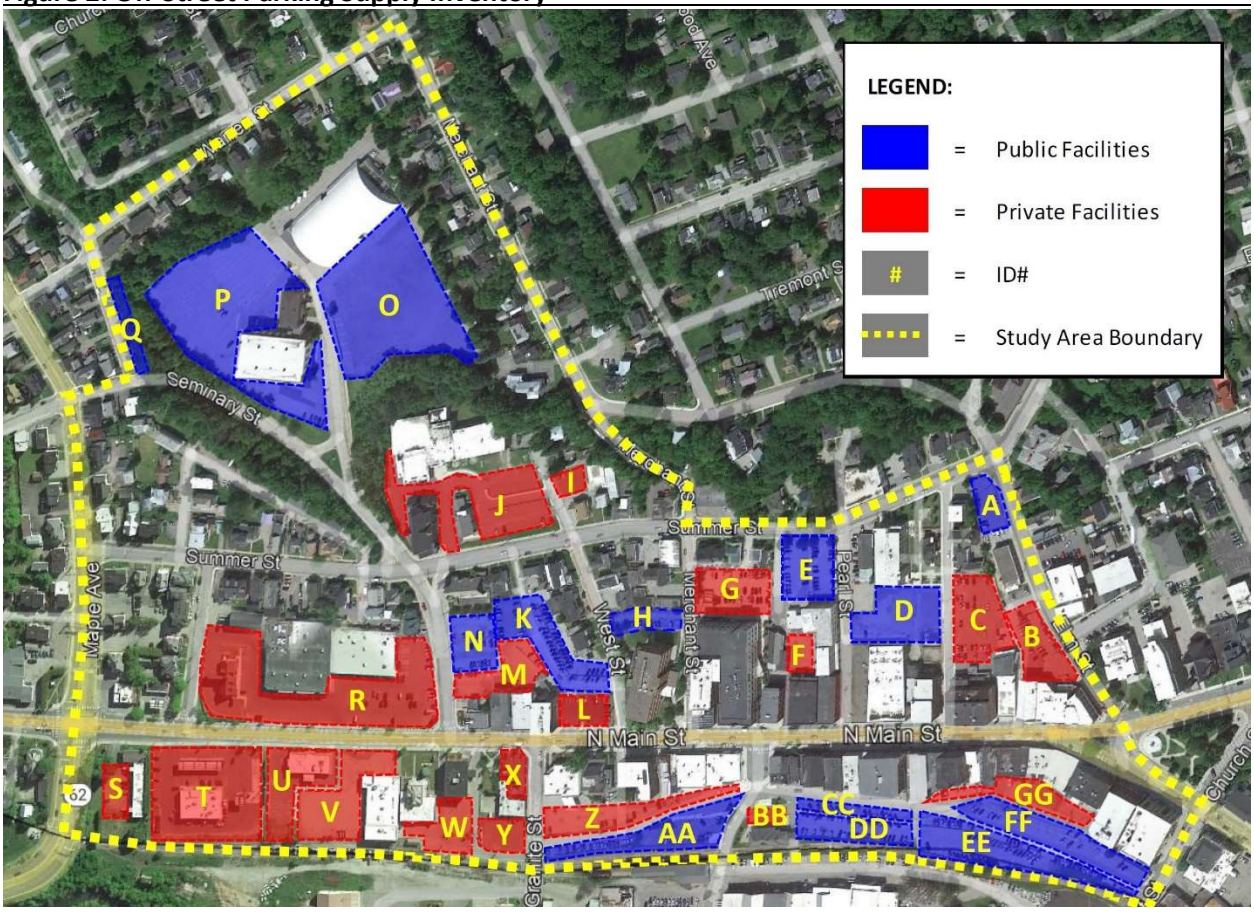
Off-Street parking accounted for 90% of the total parking supply (1,898 spaces). Of the Off-Street parking supply, 40% was contained in 19 lots containing a total of 766 parking spaces; these facilities were generally clearly signed for exclusive use by a particular business, institution or user group. The remaining Off-Street parking supply (60%) was contained in 14 public lots containing 1,132 parking spaces. An inventory of all Off-Street parking facilities is provided as ***Table 1***, below.

Table 1: Off-Street Parking Supply Inventory

			Meters						
ID	Name/Address	Ownersh	Red (30 min)	Black (2 Hrs)	Yellow (4 Hrs)	Green (10 Hrs)	Permit Spaces	Other Spaces	Grand Total
A	Lot C - Elm Street Parking Lot	Public				15	5		**20**
B	47-59 North Main Parking Lot	Private					54		**54**
C	107-119 North Main Parking Lot	Private					74		**74**
D	Lot L - Keith Avenue Parking Lot	Public				3	104		**107**
E	Lot G - Pearl Street Parking Lot	Public				17	36		**53**
F	Flanders Alley Parking Lot	Private					16		**16**
G	Barre City Place Parking Lot	Private					52		**52**
H	Vermont Superior Court Rear Lot	Public					16	3	**19**
I	St. Monica Auxilliary Parking Lot	Private						11	**11**
J	St. Monica Main Parking Lot	Private						90	**90**
K	Lot A - Campbell Place Parking Lot	Public				60	6		**66**
L	Northfield Savings Bank Parking Lot	Private						20	**20**
M	Key Bank Parking Lot	Private						21	**21**
N	Lot I - Rinker Parking Lot	Public				37	10		**47**
O	Ice Arena Parking Lot	Public						300	**300**
P	Barre City Auditorium Parking Lot	Public						174	**174**
Q	Lot H - Plain Street Parking Lot	Public				20	8		**28**
R	Main Street Shopping Center Parking Lot	Private						148	**148**
S	Pierre Hotel Parking Lot	Private						21	**21**
T	Jiffy Mart/Mobil Gas Parking Lot	Private						29	**29**
U	North Country Credit Union Parking Lot	Private						21	**21**
V	322 North Main Parking Lot	Private						57	**57**
W	Community National Bank Parking Lot	Private						32	**32**
X	306 North Main Street Parking Lot	Private						11	**11**
Y	3 Granite Street Parking Lot	Private						26	**26**
Z	People's United Bank Parking Lot	Private						39	**39**
AA	Lot B - Enterprise Alley Parking Lot	Public		25	7	10	29		**71**
BB	Depot Square Parking Lot	Private						9	**9**
CC	Lot F - Merchants Row Northern Parking Lot	Public			25			1	**26**
DD	Lot D - Granite Bank Parking Lot	Public				24	27		**51**
EE	Lot E - Locomotive Parking Lot	Public					48		**48**
FF	Lot F - Merchants Row Southern Parking Lot	Public	2		48	63	9		**122**
GG	54-158 North Main Parking Lots	Private						35	**35**
TOTAL			**2**	**25**	**80**	**249**	**494**	**1,048**	**1,898**

Figure 2, below, shows the location of each of these facilities within the defined study area.

Figure 2: Off-Street Parking Supply Inventory



The Public Off-Street Parking Supply Inventory is shown in ***Table 2***, below.

Table 2: Public Off-Street Parking Supply Inventory

			Meters						
ID	Name/Address	Ownersh	Red (30 min)	Black (2 Hrs)	Yellow (4 Hrs)	Green (10 Hrs)	Permit Spaces	Other Spaces	Grand Total
A	Lot C - Elm Street Parking Lot	Public				15	5		**20**
D	Lot L - Keith Avenue Parking Lot	Public				3	104		**107**
E	Lot G - Pearl Street Parking Lot	Public				17	36		**53**
H	Vermont Superior Court Rear Lot	Public					16	3	**19**
K	Lot A - Campbell Place Parking Lot	Public				60	6		**66**
N	Lot I - Rinker Parking Lot	Public				37	10		**47**
O	Ice Arena Parking Lot	Public						300	**300**
P	Barre City Auditorium Parking Lot	Public						174	**174**
Q	Lot H - Plain Street Parking Lot	Public				20	8		**28**
AA	Lot B - Enterprise Alley Parking Lot	Public		25	7	10	29		**71**
CC	Lot F - Merchants Row Northern Parking Lot	Public			25			1	**26**
DD	Lot D - Granite Bank Parking Lot	Public				24	27		**51**
EE	Lot E - Locomotive Parking Lot	Public					48		**48**
FF	Lot F - Merchants Row Southern Parking Lot	Public	2		48	63	9		**122**
TOTAL			**2**	**25**	**80**	**249**	**298**	**478**	**1,132**

As shown in the preceding table, the largest concentration of Public Off-Street Parking Supply (42%) is in undesignated and unregulated spaces surrounding the public Ice Arena and Auditorium. Spaces allocated for Public Parking Permit holders account for 27% of the total Public Off-Street Parking Supply, followed by spaces regulated by Green (10-hour) Meters (22%), Yellow (4-Hour) Meters (7%), Black (2-Hour) Meters (2%), and Red (30-Minute) Meters.

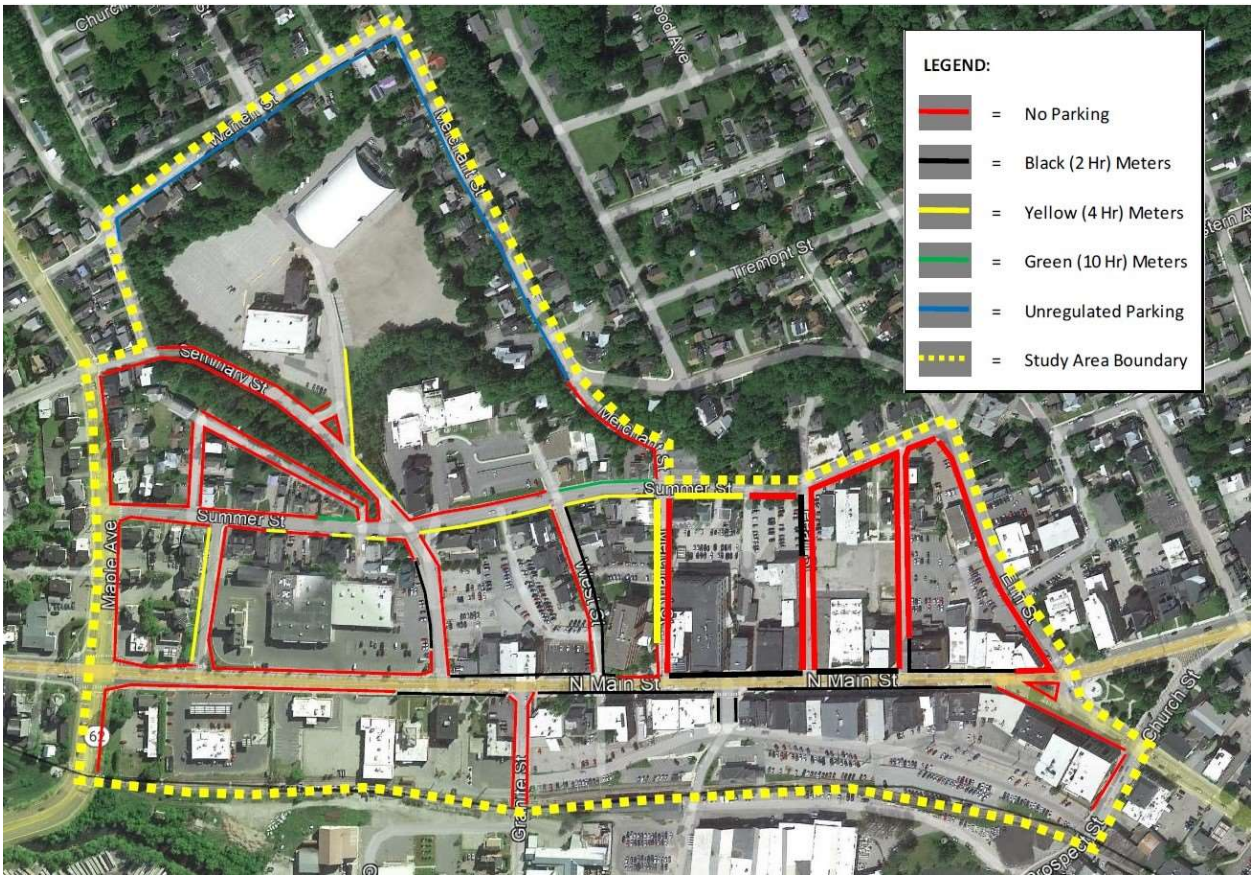
On-Street Parking Supply represents just 10% of the total parking supply within the study area (210 space) and just 16% of the total Public Parking Supply (1,342 spaces). DESMAN identified a total of 25 block faces which contained authorized parking spaces or area, the majority of these being subject to some form of time limit and associated meter. ***Table 3*** shows the On-Street Parking Supply within the study area.

Table 3: On-Street Parking Supply Inventory

Street	Side	From	To	Black (2 hr) Meters	Yellow (4 hr) Meters	Green (10 hr) Meters	Open/ Free	Grand Total
Warren Street	W	Plain St.	Merchant St.				21	**21**
Merchant Street	N	Warren St.	Summer St.				20	**20**
Auditorium Street	S	Seminary St.	Auditorium		18			**18**
Summer Street	E	Merchant St.	West St.			6		**6**
Summer Street	E	Seminary St.	Short St.			3		**3**
Summer Street	W	Cottage St.	Seminary St.		4			**4**
Summer Street	W	Seminary St.	West St.		8			**8**
Summer Street	W	West St.	Merchant St.		6			**6**
Summer Street	W	Merchant St.	Pearl St.		6			**6**
Keith Avenue	S	Summer St.	N. Main St.	3				**3**
Pearl Street	N	Summer St.	N. Main St.	4				**4**
Merchant Street	N	Summer St.	N. Main St.		15			**15**
West Street	S	Summer St.	N. Main St.	14				**14**
Seminary Street	N	Summer St.	N. Main St.	5				**5**
Cottage Street	N	Summer St.	N. Main St.		12			**12**
North Main Street	E	Seminary St.	West St.	9				**9**
North Main Street	E	West St.	Merchant St.	1				**1**
North Main Street	E	Merchant St.	Pearl St.	10				**10**
North Main Street	E	Pearl St	Keith Ave.	5				**5**
North Main Street	E	Keith Ave.	Elm St.	9				**9**
North Main Street	W	Prospect St.	Depot Square	17				**17**
Depot Square	S	N. Main St.	Merchants Row	2				**2**
Depot Square	N	Merchants Row	N. Main St.	2				**2**
North Main Street	W	Depot Square	Granite St.	10				**10**
North Main Street	W	Granite St.	Maple Ave.	5				**5**
TOTALS				**91**	**69**	**9**	**41**	**210**

Two- (Black) and Four-Hour (Yellow) meters governed the majority of this inventory. The location of these on-street parking spaces and their designations are shown in ***Figure 3*** on the following page.

Figure 3: On-Street Parking Inventory



Observed Existing Conditions

In evaluating the sufficiency of an existing or planned parking system, planning best practice calls for use of *Effective Parking Supply* rather than raw inventory. The Effective Parking Supply is the raw inventory adjusted to reflect potential impacts from snow cover or accumulation, misparked vehicles which cut off access to adjacent spaces, objects besides functional personal vehicles which may be stored in a parking space over an extended period, and other impacts. These adjustments reflect these impacts proactively and result in a projection of how adequate a parking system is practically and perceptively to end users. Based on industry best practice, DESMAN adjusted downwards on-street parking facilities by a factor of 15% and off-street facilities by a factor of 10%.

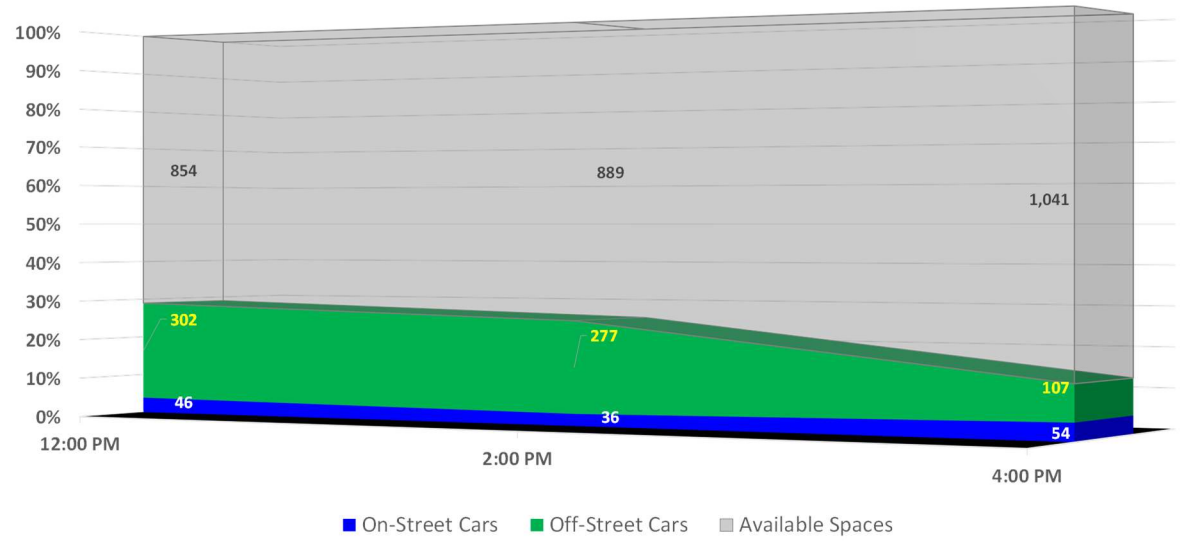
Additionally, formal occupancy counts were limited to the public parking supply and did not include private parking facilities, which were observed to have substantial available capacity[1], but are allocated to exclusive use by prescribed users. These assets can be applied to address existing or potential parking supply shortfalls, but only if a formal agreement can be reached with private property owners to share that available capacity. DESMAN did not assume the City had the current capacity to engage in or compel such agreements at this time.

[1] Informal observations suggest that utilization of Private Off-Street Parking Lots was comparable to observed utilization of Public Off-Street Parking Lot as presented in the following section.

The Effective Parking Supply for the combined Public On- and Off-Street Parking Supply within the study area was 1,202 spaces in contrast to the raw inventory of 1,342 spaces.

DESMAN conducted occupancy counts on Thursday, October 28 and Friday, October 29, 2021. Both days were clear, sunny and seasonable and no known special events were occurring during field work. Counts were performed in two-hour intervals between noon and 4:00 PM on Thursday, October 28 and between 10:00 AM and 6:00 PM on Friday, October 29. Utilization of the Public Parking Supply did not exceed 29% of the Effective Supply on Thursday, October 28. As shown in ***Figure 4***, at the busiest hour there were a total 348 vehicles parking in public spaces, leaving 854 spaces available.

Figure 4: Parking Occupancy and Availability, Thursday 10/28/2021



Utilization of the Effective Parking Supply for Public Off-Street facilities never exceeded 30% in the aggregate[2] or 80% in any individual facility during the course of observations conducted on Thursday, October 28 as shown in ***Table 4***.

Table 4: Public Off-Street Utilization, Thursday 10/28/2021

			Thursday, 10/28/2021								
		Effective Parking	12:00 PM			4:00 PM			6:00 PM		
ID#	Name/Address	Supply	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization
A	Lot C - Elm Street Parking Lot	18	2	16	11%	1	17	6%	2	16	11%
D	Lot L - Keith Avenue Parking Lot	96	34	62	35%	28	68	29%	22	74	23%
E	Lot G - Pearl Street Parking Lot	48	38	10	79%	28	20	58%	7	41	15%
H	Vermont Superior Court Rear Lot	17	13	4	76%	10	7	59%	4	13	24%
K	Lot A - Campbell Place Parking Lot	59	47	12	80%	43	16	73%	4	55	7%
N	Lot I - Rinker Parking Lot	42	7	35	17%	12	30	29%	6	36	14%
O	Ice Arena Parking Lot	270	0	270	0%	0	270	0%	0	270	0%
P	Barre City Auditorium Parking Lot	157	45	112	29%	14	143	9%	1	156	1%
Q	Lot H - Plain Street Parking Lot	25	2	23	8%	3	22	12%	2	23	8%
AA	Lot B - Enterprise Alley Parking Lot	64	15	49	23%	11	53	17%	5	59	8%
CC	Lot F - Merchants Row Northern Parking Lot	23	7	16	30%	6	17	26%	6	17	26%
DD	Lot D - Granite Bank Parking Lot	46	29	17	63%	24	22	52%	15	31	33%
EE	Lot E - Locomotive Parking Lot	43	32	11	74%	29	14	67%	5	38	12%
FF	Lot F - Merchants Row Southern Parking Lot	110	31	79	28%	68	42	62%	28	82	25%
TOTAL		**1,018**	**302**	**716**	**30%**	**277**	**741**	**27%**	**107**	**911**	**11%**

[2] Removal of the parking around the City Auditorium and Ice Arena caused peak occupancy relative to effective supply to rise from 30% to 45%.

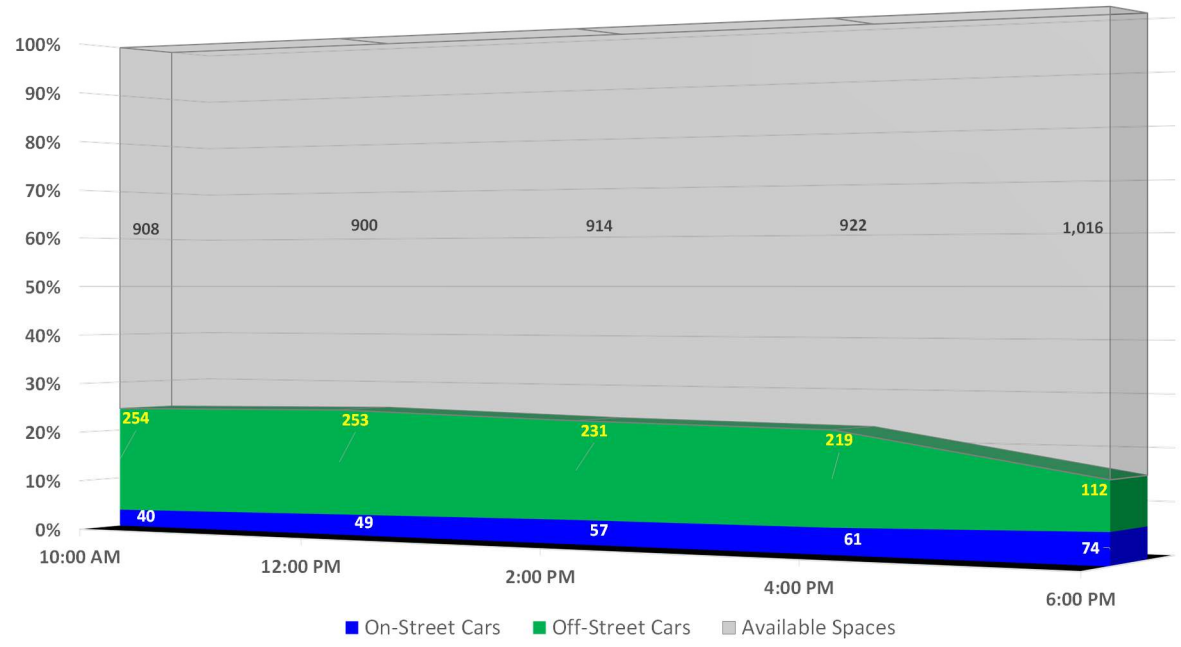
Utilization of the Effective Parking Supply for Public On-Street spaces never exceeded 29% in the aggregate, although there were sections of North Main Street and Depot Square (shown in red in ***Table 5***) which met or exceeded effective capacity during observations.

Table 5: Public On-Street Utilization, Thursday 10/28/2021

					Thursday, 10/28/2021								
					12:00 PM			4:00 PM			6:00 PM		
Street	Side	From	To	Effective Parking Supply	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization
Warren Street	W	Plain St.	Merchant St.	18	5	13	28%	3	15	17%	4	14	22%
Merchant Street	N	Warren St.	Summer St.	17	2	15	12%	0	17	0%	1	16	6%
Auditorium Street	S	Seminary St.	Auditorium	15	0	15	0%	0	15	0%	0	15	0%
Summer Street	E	Merchant St.	West St.	5	2	3	40%	1	4	20%	0	5	0%
Summer Street	E	Seminary St.	Short St.	3	0	3	0%	0	3	0%	0	3	0%
Summer Street	W	Cottage St.	Seminary St.	3	0	3	0%	0	3	0%	0	3	0%
Summer Street	W	Seminary St.	West St.	7	1	6	14%	0	7	0%	0	7	0%
Summer Street	W	West St.	Merchant St.	5	0	5	0%	0	5	0%	0	5	0%
Summer Street	W	Merchant St.	Pearl St.	5	0	5	0%	0	5	0%	0	5	0%
Keith Avenue	S	Summer St.	N. Main St.	3	0	3	0%	0	3	0%	0	3	0%
Pearl Street	N	Summer St.	N. Main St.	3	0	3	0%	0	3	0%	0	3	0%
Merchant Street	N	Summer St.	N. Main St.	13	5	8	38%	3	10	23%	5	8	38%
West Street	S	Summer St.	N. Main St.	12	1	11	8%	1	11	8%	1	11	8%
Seminary Street	N	Summer St.	N. Main St.	4	0	4	0%	0	4	0%	0	4	0%
Cottage Street	N	Summer St.	N. Main St.	10	2	8	20%	4	6	40%	6	4	60%
North Main Street	E	Seminary St.	West St.	8	1	7	13%	0	8	0%	3	5	38%
North Main Street	E	West St.	Merchant St.	1	0	1	0%	0	1	0%	0	1	0%
North Main Street	E	Merchant St.	Pearl St.	9	3	6	33%	5	4	56%	4	5	44%
North Main Street	E	Pearl St	Keith Ave.	4	3	1	75%	4	0	100%	3	1	75%
North Main Street	E	Keith Ave.	Elm St.	8	8	0	100%	3	5	38%	9	(1)	113%
North Main Street	W	Prospect St.	Depot Square	14	4	10	29%	5	9	36%	10	4	71%
Depot Square	S	N. Main St.	Merchants Row	2	1	1	50%	2	0	100%	2	0	100%
Depot Square	N	Merchants Row	N. Main St.	2	0	2	0%	2	0	100%	2	0	100%
North Main Street	W	Depot Square	Granite St.	9	6	3	67%	3	6	33%	3	6	33%
North Main Street	W	Granite St.	Maple Ave.	4	2	2	50%	0	4	0%	1	3	25%
TOTALS				**184**	**46**	**138**	**25%**	**36**	**148**	**20%**	**54**	**130**	**29%**

Utilization of the Public Parking Supply did not exceed 25% of the Effective Supply on Friday, October 29. As shown in ***Figure 5***, at the busiest hour there were a total 302 vehicles parking in public spaces, leaving 900 spaces available.

Figure 5: Parking Occupancy and Availability, Friday 10/29/2021



Utilization of the Effective Parking Supply for Public Off-Street facilities never exceeded 25% in the aggregate[3], but there were three facilities which exceeded their effective supply late in the day on Friday, October 29 as shown in ***Table 5***.

Table 5: Public Off-Street Utilization, Friday 10/29/2021

			Friday, 10/29/2021														
		Effective Parking	10:00 AM			12:00 PM			2:00 PM			4:00 PM			6:00 PM		
ID#	Name/Address	Supply	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization
A	Lot C - Elm Street Parking Lot	18	1	17	6%	1	17	6%	1	17	6%	1	17	6%	1	17	6%
D	Lot L - Keith Avenue Parking Lot	96	33	63	34%	29	67	30%	27	69	28%	8	88	8%	23	73	24%
E	Lot G - Pearl Street Parking Lot	48	20	28	42%	20	28	42%	17	31	35%	19	29	40%	11	37	23%
H	Vermont Superior Court Rear Lot	17	10	7	59%	13	4	76%	11	6	65%	20	(3)	118%	5	12	29%
K	Lot A - Campbell Place Parking Lot	59	48	11	81%	39	20	66%	42	17	71%	9	50	15%	5	54	8%
N	Lot I - Rinker Parking Lot	42	7	35	17%	3	39	7%	5	37	12%	2	40	5%	4	38	10%
O	Ice Arena Parking Lot	270	0	270	0%	0	270	0%	0	270	0%	0	270	0%	0	270	0%
P	Barre City Auditorium Parking Lot	157	4	153	3%	4	153	3%	4	153	3%	2	155	1%	0	157	0%
Q	Lot H - Plain Street Parking Lot	25	2	23	8%	1	24	4%	0	25	0%	8	17	32%	3	22	12%
AA	Lot B - Enterprise Alley Parking Lot	64	13	51	20%	11	53	17%	12	52	19%	8	56	13%	13	51	20%
CC	Lot F - Merchants Row Northern Parking Lot	23	6	17	26%	9	14	39%	7	16	30%	24	(1)	104%	10	13	43%
DD	Lot D - Granite Bank Parking Lot	46	37	9	80%	32	14	70%	35	11	76%	16	30	35%	16	30	35%
EE	Lot E - Locomotive Parking Lot	43	25	18	58%	22	21	51%	16	27	37%	44	(1)	102%	4	39	9%
FF	Lot F - Merchants Row Southern Parking Lot	110	48	62	44%	69	41	63%	54	56	49%	58	52	53%	17	93	15%
TOTAL		**1,018**	**254**	**764**	**25%**	**253**	**765**	**25%**	**231**	**787**	**23%**	**219**	**799**	**22%**	**112**	**906**	**11%**

Utilization of the Effective Parking Supply for Public On-Street spaces never exceeded 40% in the aggregate, but there were sections of North Main Street, Depot Square and Cottage (shown in red in ***Table 6***) which met or exceeded effective capacity during observations.

Table 6: Public On-Street Utilization, Friday 10/29/2021

					Friday, 10/29/2021													
				Effective Parking	10:00 AM			12:00 PM			2:00 PM			4:00 PM			6:00 PM		
Street	Side	From	To	Supply	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization	Occupancy	Availability	Utilization
Warren Street	W	Plain St.	Merchant St.	18	2	16	11%	2	16	11%	4	14	22%	4	14	22%	5	13	28%
Merchant Street	N	Warren St.	Summer St.	17	1	16	6%	1	16	6%	3	14	18%	2	15	12%	4	13	24%
Auditorium Street	S	Seminary St.	Auditorium	15	0	15	0%	0	15	0%	0	15	0%	0	15	0%	0	15	0%
Summer Street	E	Merchant St.	West St.	5	0	5	0%	0	5	0%	5	0	100%	2	3	40%	0	5	0%
Summer Street	E	Seminary St.	Short St.	3	1	2	33%	0	3	0%	0	3	0%	0	3	0%	1	2	33%
Summer Street	W	Cottage St.	Seminary St.	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Summer Street	W	Seminary St.	West St.	7	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
Summer Street	W	West St.	Merchant St.	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
Summer Street	W	Merchant St.	Pearl St.	5	1	4	20%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
Keith Avenue	S	Summer St.	N. Main St.	3	1	2	33%	1	2	33%	1	2	33%	1	2	33%	0	3	0%
Pearl Street	N	Summer St.	N. Main St.	3	0	3	0%	1	2	33%	1	2	33%	2	1	67%	1	2	33%
Merchant Street	N	Summer St.	N. Main St.	13	7	6	54%	4	9	31%	3	10	23%	4	9	31%	5	8	38%
West Street	S	Summer St.	N. Main St.	12	2	10	17%	2	10	17%	1	11	8%	3	9	25%	2	10	17%
Seminary Street	N	Summer St.	N. Main St.	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%
Cottage Street	N	Summer St.	N. Main St.	10	2	8	20%	4	6	40%	4	6	40%	7	3	70%	11	(1)	110%
North Main Street	E	Seminary St.	West St.	8	1	7	13%	2	6	25%	1	7	13%	1	7	13%	3	5	38%
North Main Street	E	West St.	Merchant St.	1	1	0	100%	1	0	100%	0	1	0%	0	1	0%	1	0	100%
North Main Street	E	Merchant St.	Pearl St.	9	2	7	22%	3	6	33%	3	6	33%	4	5	44%	5	4	56%
North Main Street	E	Pearl St	Keith Ave.	4	1	3	25%	2	2	50%	3	1	75%	4	0	100%	4	0	100%
North Main Street	E	Keith Ave.	Elm St.	8	2	6	25%	7	1	88%	8	0	100%	7	1	88%	9	(1)	113%
North Main Street	W	Prospect St.	Depot Square	14	8	6	57%	9	5	64%	13	1	93%	14	0	100%	9	5	64%
Depot Square	S	N. Main St.	Merchants Row	2	1	1	50%	2	0	100%	2	0	100%	2	0	100%	2	0	100%
Depot Square	N	Merchants Row	N. Main St.	2	2	0	100%	2	0	100%	1	1	50%	1	1	50%	2	0	100%
North Main Street	W	Depot Square	Granite St.	9	5	4	56%	6	3	67%	4	5	44%	3	6	33%	8	1	89%
North Main Street	W	Granite St.	Maple Ave.	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	2	2	50%
TOTALS				**184**	**40**	**144**	**22%**	**49**	**135**	**27%**	**57**	**127**	**31%**	**61**	**123**	**33%**	**74**	**110**	**40%**

In addition to performing the described occupancy counts, DESMAN also conducted License Plate Inventories on Friday, 10/29/2021 along both sides of North Main Street and Depot Square. The objective of this exercise was to determine typical length of stay and turnover for the on-street parking spaces serving the downtown core's businesses. License Plate Inventories were conducted hourly from 10:00 AM until 6:00 PM on the survey day, during which the license plates of each vehicle parked at one of these spaces within the survey area was recorded. DESMAN then analyzed this data to determine how long each vehicle was parked at a particular space (i.e., length of stay) and how many times a space was occupied during the survey term (i.e., turnover).

DESMAN conducts these surveys to determine if parking complaints may be the result of *qualitative*, rather than *quantitative* conditions. In an area where there are *quantitative* issues, there are simply more vehicles seeking a parking space than there are available parking spaces. In an area with *qualitative* issues,

[3] 42% utilization in the aggregate if the spaces contained within the City Auditorium and Ice Arena lots is removed from the effective parking supply.

there may be available parking spaces, but they are located in areas which are deemed too hard to find or too far away from common destinations to be viable. This often occurs in smaller downtown cores when employees and/or residents, usually the first to arrive in the area during a typical day, take up all the parking spaces along the street in front of the businesses they are working in or their residences. Later arriving customers and visitors who are unfamiliar with the area and need to maintain a line-of-sight connection with their destination in order to navigate to and from their parking space, will circle the block looking for an open parking spaces that meets their needs. If they are unable to find parking that meets their qualitative standards, they are likely to remark that "there is no parking" even though there may be open spaces nearby and report this conclusion to others. By analyzing length of stay and turnover trends, DESMAN can quickly determine if a qualitive issue exists in an area, even when no quantitative issues are indicated.

The areas DESMAN surveyed held a total of 70 parking spaces, all subject to two-hour time limits and governed by meters. During the course of the survey day, a total of 153 vehicles parking in these spaces, meaning that they turned over an average of 2.2 times during the survey day. The vast majority of parkers (94%) limited their stays to two or less hours as shown in ***Table 7***.

Table 7: License Plate Inventory Surveys, Friday 10/29/2021

Street	Time Limit	Side	Starting	Ending	# of Spaces	Cars/ Day	Turn-over	Length of Stay (hours) 1	2	3	4	5	6	7	8	Total Occ. Hours	Average LOS
North Main Street	2 Hrs	E	Seminary St.	Elm St.	34	72	2.1	37	32	1	1	0	0	0	1	116	1.61
North Main Street	2 Hrs	W	Prospect St.	Maple Ave.	32	66	2.1	30	32	2	1	1	0	0	0	109	1.65
Depot Square	2 Hrs	S	N. Main St.	Merchants Row	2	7	3.5	4	3	0	0	0	0	0	0	10	1.43
Depot Square	2 Hrs	N	Merchants Row	N. Main St.	2	8	4.0	4	2	2	0	0	0	0	0	14	1.75
Total					**70**	**153**	**2.2**	**75**	**69**	**5**	**2**	**1**	**0**	**0**	**1**	**249**	**1.63**

As the table above indicates, the average length of stay across the area was less than two hours. It should be noted that DESMAN also cross-referenced license plate data across all the spaces within this area to see if there were individuals abiding by the posted limit in a specific space, but moving their vehicle every two hours to another space within the survey area. DESMAN only identified three vehicles during the survey day that were recorded parking in more than one space, suggesting that this practice is very limited, when it is occurring.

Existing Land Uses

Parking demand is created by occupied land uses (i.e., retail stores, restaurants, office buildings, residences, churches, libraries, etc.) which attract patrons, visitors, employees, residents, and others to a particular project or area. A parking lot built on an empty patch of land will never fill of its own accord; it needs active land uses on the same or adjacent properties to create the demand for the facility's supply. Organizations such as the Urban Land Institute, the Institute of Transportation Engineers, the International Council of Shopping Centers, the American Planning Association, and others recognize this and have devoted extensive study to understanding the relationship between parking land uses and parking demand. This includes quantifying the relationship in parking demand ratios, which compare the number of vehicles attracted by a particular land use to a key metric such as the square footage of occupied space, and studying how parking demand can vary by land use according to time of day and time of year, a phenomenon known as "presence".

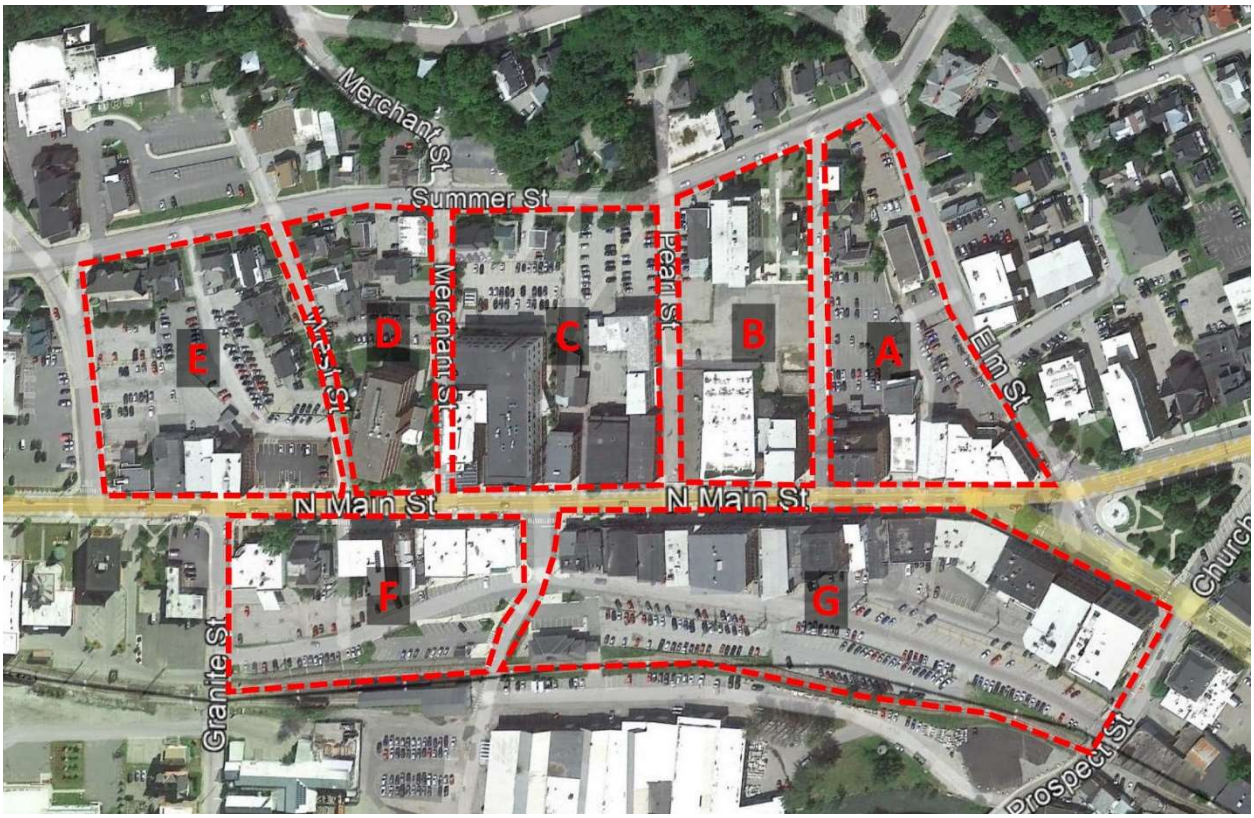
Based on this research, the Urban Land Institute has developed a methodology for projecting parking demand driven by land uses and modelling the variations in parking demand according to land use, user type, time of day and time of year. The methodology is termed "Shared Parking" because it was initially

developed to show how a project could 'share' a parking supply across multiple uses and users effectively and efficiently. This approach represented a departure from the traditional methodology which held to calculating the parking needs of each land use independent of the others and building to the sum of all demands. Members of the Urban Land Institute found this older approach to result in the provision of tens, hundreds and sometimes thousands of parking spaces which were unused much or all of the time during a typical year.

DESMAN used this methodology for projecting future parking needs across the study area because it offered the most realistic and accurate estimates of current peak and future parking demand which could be used to evaluate the impact of potential future conditions across the study area as the area recovers from the COVID-19 pandemic.

DESMAN worked closely with the City of Barre to prepare the land use inventory. Because the focus of the study is on publicly-owned parking assets and the downtown core, DESMAN limited our land use inventory to the following area shown in ***Figure 6***.

Figure 6: Land Use Inventory Focus (Impact) Area

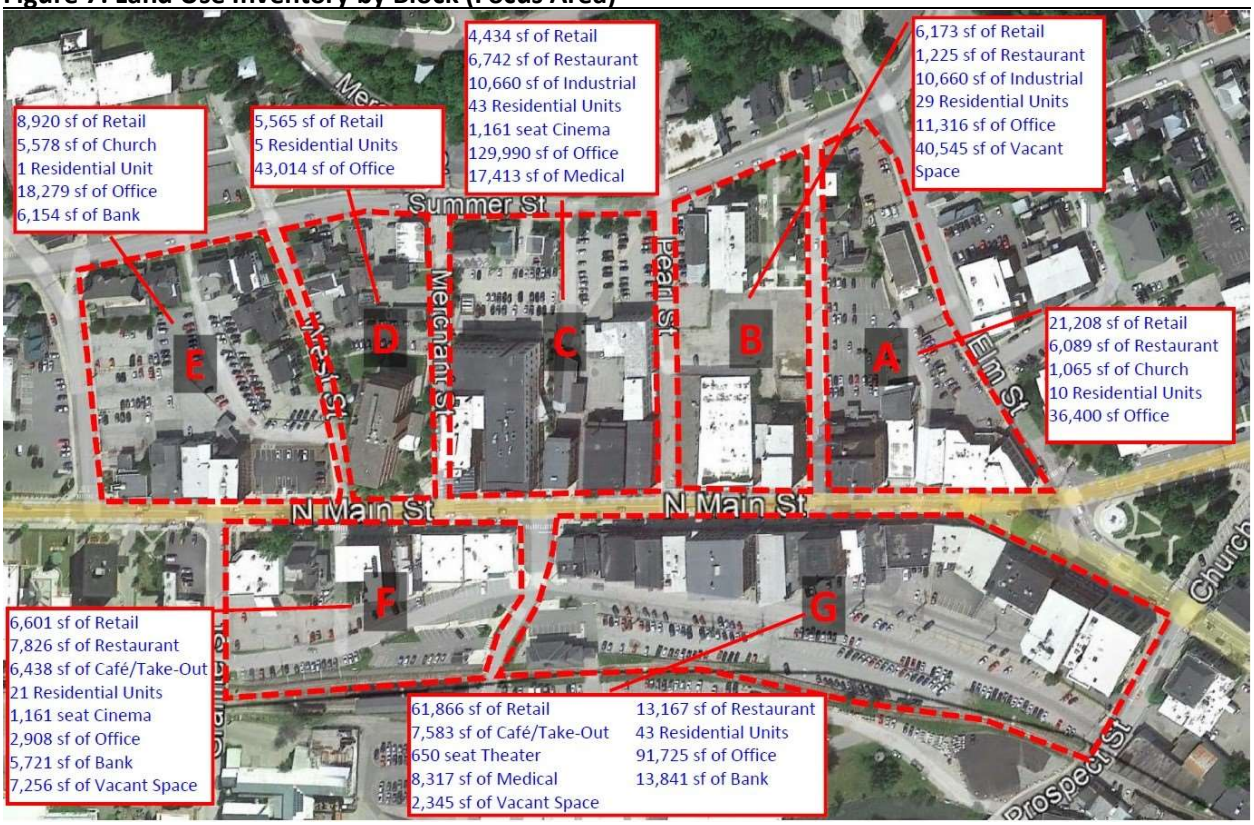


This area included all Public Off-Street Parking facilities within the study area with the exception of the lots supporting the Ice Arena and the City Auditorium and Lot H (Plain Street Lot) and the majority of the Public On-Street parking supply within the study area, which were the locus of this study and the area most likely to see future growth and development.

This inventory was organized by land use types specific to the ULI methodology which included the following:

- Retail uses included soft good stores, groceries, personal services businesses, and the like;
- Restaurant uses which focused on food and beverage establishments providing services as a higher price point, focused primarily on lunch and dinner service, with a separate and distinct bar/lounge area contained within the property;
- Cafes and/or Take-Out restaurants with limited seating capacity that do at least one-third of their annual sales as "give and go";
- Industrial uses which could include assembly plants, warehouses, and the like;
- Churches and other houses of worship;
- Residential uses which included short-term and multi-family units;
- Office uses which include traditional office space as well as governmental offices and buildings;
- Medical uses which include medical office buildings, clinics, and the like;
- And Banks.

Figure 7: Land Use Inventory by Block (Focus Area)



Omitted from the inventory were single-family homes, utility buildings, and multi-unit residential properties with dedicated parking lots. In all, the land use inventory accounted for roughly 931,000 square feet of development which included:

- 123,735 square feet of occupied retail space;
- 35,049 square feet of occupied Restaurant space;
- 14,021 square feet of occupied Café and Take-Out restaurant space;

- 10,660 square feet of occupied Industrial space;
- 6,643 square feet of active Church space;
- A total of 152 residences and/or residential units across 121,359 square feet;
- 1,811 seats in Theaters across 25,529 square feet;
- 333,632 square feet of occupied Office space;
- 25,730 square feet of occupied medical space; and
- 25,716 square feet of Bank.

The inventory also recorded vacant space and ancillary space for storage; the first was not generating any parking demand during field observations and the later would not generate any parking demand in and of itself. Much of the vacant space within existing buildings, often empty grade-level storefronts or upper story space, while the ancillary space was primarily located in basements and attics. In total, the inventory recorded roughly 50,146 square feet of vacant space and 159,317 square feet of ancillary space. ***Figure 7***, on the prior page, shows the distribution of land uses by block [with the exception of ancillary space] across the focus area.

Within the focus area defined in Figure 6, DESMAN inventoried a total of 1,071 total parking spaces. By applying standard adjustments, DESMAN calculated an effective parking supply of 960 spaces from the raw inventory of 1,071 spaces as shown in ***Table 8*** on the following page.

Roughly 30% (320 spaces) of the supply was contained within private parking facilities, 59% (630 spaces) were in parking lots owned by public agencies, and 11% (121 spaces) were made up of on-street spaces. Of the total public off-street supply (630 spaces), 29% (183 spaces) was partially or fully reserved for use by particular buildings' tenants under various agreements with the City.

Table 7: Focus Area Raw and Effective Parking Supply

Block	Name	Type	Ownership	Raw Inventory	Effective Supply
A	Lot C - Elm Street Parking Lot	Off-Street	Public	20	18
	47-59 North Main Parking Lot	Off-Street	Private	54	49
	107-119 North Main Parking Lot	Off-Street	Private	74	67
	Keith Ave (Summer to N. Main)	On-Street	Public	3	3
	N. Main St. (Elm to Keith)	On-Street	Public	9	8
B	Lot L - Keith Avenue Parking Lot	Off-Street	Public	107	96
	N. Main St. (Keith to Pearl)	On-Street	Public	5	4
C	Lot G - Pearl Street Parking Lot	Off-Street	Public	53	48
	Flanders Alley Parking Lot	Off-Street	Private	16	14
	Barre City Place Parking Lot	Off-Street	Private	52	47
	Summer St. (Pearl to Merchant)	On-Street	Public	6	5
	Pearl St. (Summer to N. Main)	On-Street	Public	4	3
	N. Main St. (Pearl to Merchant)	On-Street	Public	10	9
D	Vermont Superior Court Rear Lot	Off-Street	Public	19	17
	Merchant St. (Summer to N. Main)	On-Street	Public	15	13
	Summer St. (Merchant to West)	On-Street	Public	6	5
	West St. (Summer to N. Main)	On-Street	Public	14	12
	N. Main St. (Merchant to West)	On-Street	Public	1	1
E	Lot A - Campbell Place Parking Lot	Off-Street	Public	66	59
	Northfield Savings Bank Parking Lot	Off-Street	Private	20	18
	Key Bank Parking Lot	Off-Street	Private	21	19
	Lot I - Rinker Parking Lot	Off-Street	Public	47	42
	Summer St.(West to Seminary)	On-Street	Public	8	7
	N. Main St. (West to Seminary)	On-Street	Public	9	8
F	People's United Bank Parking Lot	Off-Street	Private	39	35
	Lot B - Enterprise Alley Parking Lot	Off-Street	Public	71	64
	Depot Square (Merchant to N. Main)	On-Street	Public	2	2
	N. Main St. (Depot Square to Granite)	On-Street	Public	10	9
G	Depot Square Parking Lot	Off-Street	Private	9	8
	Lot F - Merchants Row Northern Parking Lot	Off-Street	Public	26	23
	Lot D - Granite Bank Parking Lot	Off-Street	Public	51	46
	Lot E - Locomotive Parking Lot	Off-Street	Public	48	43
	Lot F - Merchants Row Southern Parking Lot	Off-Street	Public	122	110
	54-158 North Main Parking Lots	Off-Street	Private	35	32
	Depot Square (Merchant to N. Main)	On-Street	Public	2	2
	N. Main St. (Granite to Prospect)	On-Street	Public	17	14
Totals				**1,071**	**960**

Future Conditions

In order to project future demand, DESMAN developed a parking demand model specific to the defined study area. DESMAN employed the Shared Parking methodology recommended by the Urban Land Institute (ULI). This methodology is based on parking demand ratios developed from empirical study of existing land uses. The relationship between the number of spaces needed to support a land use and some critical driver representing the land use is expressed as a ratio of parking spaces needed per metric. For example, the Urban Land Institute has determined that a typical soft-goods retail store needs between 3.50 and 4.00 spaces per 1,000 square feet of Gross Leasable Area (GLA).

Organizations like the ULI and ITE (the Institute of Transportation Engineers) developed this ratio by studying many retail stores over a period of years and isolating the busiest hour of the busiest day of the year for each observation, then calculating the number of spaces occupied at that time and comparing it to the total square footage of each store. Similar studies were performed for restaurants, factories, churches, residential properties office buildings, clinics, banks and all other manner of land use. ***Table 9***, below, shows the land uses occurring within the study area and the corresponding demand ratio recommended for each one.

Table 9: Base Parking Demand Ratios

Land Use	User Group	Weekday	Weekend	Unit	Source
Retail	Customer	2.90	3.20	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	0.70	0.80	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
Restaurant	Customer	13.25	15.25	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	2.25	2.50	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
Café/Take Out	Customer	12.40	12.70	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	2.00	2.00	/ksf GLA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
Industrial	Visitor	0.29	0.29	/ksf GLA	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
	Employee	1.65	1.65	/ksf GLA	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
Church	Parishioner	0.09	0.09	/seat	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
	Staff	0.01	0.01	/seat	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
Residential	Short-Term Rental	1.00	1.00	units	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
	Multi-Family Apt	1.50	1.50	units	**Parking Generation: 5th Edition**. Washington, DC: *ITE - The Institute of Transportation Engineers,* 2019
Theater	Patron	0.30	0.33	/seat	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Staff	0.07	0.07	/seat	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
General Office	Visitors	0.25	0.03	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	3.14	0.32	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
Medical/Dental Office	Visitor	3.00	0.00	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	1.60	0.00	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
Bank	Visitor	3.50	3.00	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020
	Employee	2.50	1.75	/ksf GFA	**Shared Parking: 3rd Edition**. Washington DC: *ULI-The Urban Land Institute*, 2020

The demand ratios recommended by the ULI and ITE are based on the study of stand-alone buildings with their own dedicated parking supply and no transit service. The parking model works by taking a base ratio, modifying it to reflect local conditions and then applying it to the measure of a land use. As the preceding shows, most land uses are calculated on a number of spaces per every 1,000 square feet of area basis. Some land uses are tied to other metrics, such as the total number of residential units or seats. As seat counts were not available to DESMAN for the churches within the study area, DESMAN assumed a ratio of 1 seat per every 25 square feet of gross floor area per Lifeway Architects, a designer and builder for houses of faith and worship.

The ULI recommends that these base demand ratios be adjusted to reflect local conditions. There are three adjustments that are employed:

A. A ***modal adjustment*** which reflects the percentage of a population likely to drive themselves to a destination within the study area. A 100% modal adjustment assumes every user will drive by

themselves to their destination. Any reduction off of this represents some percentage of the population likely to arrive by other modes such as walking, biking, rideshare, transit, etc.

DESMAN reduced demand associated with employees for each land use by 20% based on Journey to Work Statistics from the 2019 American Community Survey specific to Barre, which reported 74.2% of all employees drove themselves to work alone each day and another 11.5% drove a vehicle in a carpool. The same survey also reported that 22.4% of all households in Barre did not have access to a vehicle, so DESMAN reduced the demand ratios by that factor.

B. A ***capture adjustment*** which reflects the percentage of a population already captive within the study area who are likely to patronize another land use in the same area. For example, the office worker who steps over to the local coffee shop on break is already 'captured' by the office building they work in; most likely their vehicle is parked adjacent to it. The trip to the coffee shop is not adding to parking demand in the study area, nor does it impose additional need for parking on the coffee shop. Any number applied as an adjustment below 100% assumes that some percentage of the users associated with one land use are actually captive and already accounted for in the demand projections associated with another land use.

   DESMAN assumed limited capture adjustments of 5% to patrons of retail stores, restaurants, and banks were likely to be downtown employees or residents walking to these establishments from their place of work or residence.

C. A ***local adjustment*** reflects the variance between demand projected by the model and actual conditions within the study area. Local adjustments are only applied when there is an adequate sample of actual occupancy counts against which model results can be compared. This adjustment essentially 'tunes' the model to local conditions. Local adjustments were based solely on comparison between estimated parking occupancy within the focus area and model outputs using the existing land use inventory.

   DESMAN observed a peak utilization of public off-street facilities within the focus area of 46% of the effective parking supply during field observations conducted in October 2021 and a peak utilization of 60% of the effective parking supply associated with on-street parking during the same period; in aggregate, the effective parking supply accessible to the general public was 48% utilized at the peak hour. Assuming that private parking facilities would be equally utilized, DESMAN estimated there were 461 vehicles parked across the total effective supply across the focus area of 960 spaces.

   DESMAN benchmarked this estimate against historical utilization data provided by the City of Barre. Specifically, the City of Barre provided parking occupancy counts[4] conducted in the spring and fall of 2018 and 2019 across all of the off-street public facilities[5] within the focus area. In the spring of 2018, the peak observed utilization across the surveyed facilities was 61% of total capacity (617 spaces). In the fall of 2018, the peak recorded utilization was 63%. In the spring of

[4] Counts were conducted on weekdays between April 30 and June 1, 2018; September 4 and October 5, 2018; April 29 and May 31, 2019; and September 3 and October 4, 2019. The timing for execution of these counts varied between 9:00 AM and 3:00 PM.

[5] Counts were conducted across the Merchant's Row South, Locomotive, Granite Bank, Merchant's Row North, Enterprise Alley, Rinker, Campbell Place, Pearl Street, Keith Avenue and Elm Street Lots.

2019, peak recorded utilization was 63%. In the fall of 2019, peak recorded utilization was 63% of supply as well. In comparison, DESMAN recorded peak utilization across the same facilities of just 46% of capacity; roughly 17% less than recorded in the fall of 2019. It was assumed that this variance reflected the impact of COVID-19 locally on activity across the focus area, specifically office worker presence.

While it is impossible to forecast the long-term impacts of the pandemic on working and commuting patterns, DESMAN does believe downtown Barre will recover a significant portion of its pre-pandemic vitality. Therefore, when calibrating the model to current land uses, DESMAN assumed a peak potential demand for up to 750 vehicles on an October weekday across the focus area, which would equate to utilization of 70% of the total raw supply. In order to calibrate the model to this benchmark, DESMAN applied a local adjustment of 0.37 across all land uses and user types.

These adjustments, and the resulting parking demand ratios specific to the defined study area, are shown in ***Table 10***.

Table 10: Applied Model, Capture and Local Adjustments and Site-Specific Parking Demand Ratios

WEEKDAYS

DAYTIME (6:00 AM - 4:59 PM)

Land Use	User Group	Base Ratio	Modal Adj.	Capture Adj.	Local Adj.	Project Ratio	Unit
Retail	Customer	2.90	1.00	0.95	0.37	1.01	/ksf GLA
	Employee	0.70	0.80	1.00	0.37	0.21	/ksf GLA
Restaurant	Customer	13.25	1.00	0.95	0.37	4.64	/ksf GLA
	Employee	2.25	0.80	1.00	0.37	0.66	/ksf GLA
Café/Take Out	Customer	12.40	1.00	0.95	0.37	4.34	/ksf GLA
	Employee	2.00	0.80	1.00	0.37	0.59	/ksf GLA
Industrial	Visitor	0.29	1.00	1.00	0.37	0.11	/ksf GLA
	Employee	1.65	0.80	1.00	0.37	0.49	/ksf GLA
Church	Parishioner	0.09	1.00	1.00	0.37	0.03	/seat
	Staff	0.01	0.80	1.00	0.37	0.00	/seat
Residential	Short-Term Rental	1.00	0.78	1.00	0.37	0.29	units
	Multi-Family Apt	1.50	0.78	1.00	0.37	0.43	units
Theater	Patron	0.30	1.00	1.00	0.37	0.11	/seat
	Staff	0.07	0.80	1.00	0.37	0.02	/seat
General Office	Visitors	0.25	1.00	1.00	0.37	0.09	/ksf GFA
	Employee	3.14	0.80	1.00	0.37	0.92	/ksf GFA
Medical/Dental Office	Visitor	3.00	1.00	1.00	0.37	1.10	/ksf GFA
	Employee	1.60	0.80	1.00	0.37	0.47	/ksf GFA
Bank	Visitor	3.50	1.00	0.95	0.37	1.22	/ksf GFA
	Employee	2.50	0.80	1.00	0.37	0.74	/ksf GFA

EVENING (5:00 PM - 12:00 AM)

Land Use	User Group	Base Ratio	Modal Adj.	Capture Adj.	Local Adj.	Project Ratio	Unit
Retail	Customer	2.90	1.00	0.95	0.37	1.01	/ksf GLA
	Employee	0.70	0.80	1.00	0.37	0.21	/ksf GLA
Restaurant	Customer	13.25	1.00	0.95	0.37	4.64	/ksf GLA
	Employee	2.25	0.80	1.00	0.37	0.66	/ksf GLA
Café/Take Out	Customer	12.40	1.00	0.95	0.37	4.34	/ksf GLA
	Employee	2.00	0.80	1.00	0.37	0.59	/ksf GLA
Industrial	Visitor	0.29	1.00	1.00	0.37	0.11	/ksf GLA
	Employee	1.65	0.80	1.00	0.37	0.49	/ksf GLA
Church	Parishioner	0.09	1.00	1.00	0.37	0.03	/seat
	Staff	0.01	0.80	1.00	0.37	0.00	/seat
Residential	Short-Term Rental	1.00	0.78	1.00	0.37	0.29	units
	Multi-Family Apt	1.50	0.78	1.00	0.37	0.43	units
Theater	Patron	0.30	1.00	1.00	0.37	0.11	/seat
	Staff	0.07	0.80	1.00	0.37	0.02	/seat
General Office	Visitors	0.25	1.00	1.00	0.37	0.09	/ksf GFA
	Employee	3.14	0.80	1.00	0.37	0.92	/ksf GFA
Medical/Dental Office	Visitor	3.00	1.00	1.00	0.37	1.10	/ksf GFA
	Employee	1.60	0.80	1.00	0.37	0.47	/ksf GFA
Bank	Visitor	3.50	1.00	0.95	0.37	1.22	/ksf GFA
	Employee	2.50	0.80	1.00	0.37	0.74	/ksf GFA

WEEKENDS

DAYTIME (6:00 AM - 4:59 PM)

Land Use	User Group	Base Ratio	Modal Adj.	Capture Adj.	Local Adj.	Project Ratio	Unit
Retail	Customer	3.20	1.00	0.95	0.37	1.12	/ksf GLA
	Employee	0.80	0.80	1.00	0.37	0.24	/ksf GLA
Restaurant	Customer	15.25	1.00	0.95	0.37	5.34	/ksf GLA
	Employee	2.50	0.80	1.00	0.37	0.74	/ksf GLA
Café/Take Out	Customer	12.70	1.00	0.95	0.37	4.44	/ksf GLA
	Employee	2.00	0.80	1.00	0.37	0.59	/ksf GLA
Industrial	Visitor	0.29	1.00	1.00	0.37	0.11	/ksf GLA
	Employee	1.65	0.80	1.00	0.37	0.49	/ksf GLA
Church	Parishioner	0.09	1.00	1.00	0.37	0.03	/seat
	Staff	0.01	0.80	1.00	0.37	0.00	/seat
Residential	Short-Term Rental	1.00	0.78	1.00	0.37	0.29	units
	Multi-Family Apt	1.50	0.78	1.00	0.37	0.43	units
Theater	Patron	0.33	1.00	1.00	0.37	0.12	/seat
	Staff	0.07	0.80	1.00	0.37	0.02	/seat
General Office	Visitors	0.03	1.00	1.00	0.37	0.01	/ksf GFA
	Employee	0.32	0.80	1.00	0.37	0.09	/ksf GFA
Medical/Dental Office	Visitor	0.00	1.00	1.00	0.37	0.00	/ksf GFA
	Employee	0.00	0.80	1.00	0.37	0.00	/ksf GFA
Bank	Visitor	3.00	1.00	0.95	0.37	1.05	/ksf GFA
	Employee	1.75	0.80	1.00	0.37	0.52	/ksf GFA

EVENING (5:00 PM - 12:00 AM)

Land Use	User Group	Base Ratio	Modal Adj.	Capture Adj.	Local Adj.	Project Ratio	Unit
Retail	Customer	3.20	1.00	0.95	0.37	1.12	/ksf GLA
	Employee	0.80	0.80	1.00	0.37	0.24	/ksf GLA
Restaurant	Customer	15.25	1.00	0.95	0.37	5.34	/ksf GLA
	Employee	2.50	0.80	1.00	0.37	0.74	/ksf GLA
Café/Take Out	Customer	12.70	1.00	0.95	0.37	4.44	/ksf GLA
	Employee	2.00	0.80	1.00	0.37	0.59	/ksf GLA
Industrial	Visitor	0.29	1.00	1.00	0.37	0.11	/ksf GLA
	Employee	1.65	0.80	1.00	0.37	0.49	/ksf GLA
Church	Parishioner	0.09	1.00	1.00	0.37	0.03	/seat
	Staff	0.01	0.80	1.00	0.37	0.00	/seat
Residential	Short-Term Rental	1.00	0.78	1.00	0.37	0.29	units
	Multi-Family Apt	1.50	0.78	1.00	0.37	0.43	units
Theater	Patron	0.33	1.00	1.00	0.37	0.12	/seat
	Staff	0.07	0.80	1.00	0.37	0.02	/seat
General Office	Visitors	0.03	1.00	1.00	0.37	0.01	/ksf GFA
	Employee	0.32	0.80	1.00	0.37	0.09	/ksf GFA
Medical/Dental Office	Visitor	0.00	1.00	1.00	0.37	0.00	/ksf GFA
	Employee	0.00	0.80	1.00	0.37	0.00	/ksf GFA
Bank	Visitor	3.00	1.00	0.95	0.37	1.05	/ksf GFA
	Employee	1.75	0.80	1.00	0.37	0.52	/ksf GFA

The model also included ULI recommended adjustments in parking demand for each land use and user group according to time of day and time of year. These adjustments, known as ***presence***, reflect the

percentage of demand experienced by a particular user type (i.e., patrons, visitors, employees, residents, etc.) associated with a particular land use at a particular hour of the day or month of the year, relative to the absolutely highest demand recorded for that user and land use. For example, retail shopping traditionally reaches its annual zenith at mid-day on the last Saturday before Christmas. For retail uses, the presence factor for December is 100%; all other months are calculated as a percentage off this figure. Also, if the busiest hour is 2:00 PM on that Saturday, every other hour is calculated a percentage of that peak hour. Inclusion of presence allows the parking demand model to simulate how land uses exert parking demand according to time of day, day of week and time of year across the study area currently.

Applied presence factors for time of day by weekday and weekend day and time of year are presented on the following pages as ***Tables 10, 11*** and ***12***.

Once calibrated, the model was then ready to receive inputs representing emerging developments in the area. As this data was entered into the model, the resulting projections reflected a reasonably accurate projection of future parking need associated with each development. DESMAN then used these projections to assess the adequacy of the current parking supply within the defined area. Once this model was set, DESMAN could then use it to identify peak hour conditions under current conditions, as well as to assess the impact of future developments.

Table 10: Presence Factors for Time of Year Variations in Demand by Land Use Type and User Type

Land Use	User Group	January	February	March	April	May	June	July	August	September	October	November	December	Holidays
Retail	Customer	59%	61%	69%	67%	72%	72%	70%	73%	66%	68%	76%	100%	85%
	Employee	69%	71%	79%	77%	82%	82%	80%	83%	76%	78%	86%	100%	95%
Restaurant	Customer	89%	88%	99%	95%	99%	94%	96%	96%	89%	93%	90%	100%	95%
	Employee	99%	98%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%
Café/Take Out	Customer	86%	86%	97%	95%	100%	98%	100%	100%	93%	97%	92%	96%	95%
	Employee	96%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Industrial	Visitor	100%	100%	100%	100%	95%	90%	85%	90%	95%	100%	100%	95%	90%
	Employee	100%	95%	100%	95%	100%	95%	90%	85%	95%	100%	100%	100%	90%
Church	Parishioner	90%	100%	90%	80%	70%	60%	70%	80%	90%	100%	95%	90%	80%
(Weekdays)	Staff	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Church	Parishioner	90%	85%	90%	100%	90%	85%	80%	75%	80%	85%	90%	95%	100%
(Weekends)	Staff	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential	Short-Term Rental	100%	100%	100%	100%	100%	95%	90%	95%	100%	100%	100%	100%	95%
	Multi-Family Apt	100%	100%	100%	100%	100%	95%	90%	95%	100%	100%	100%	100%	95%
Theater	Patron	65%	60%	80%	90%	85%	80%	75%	70%	65%	75%	80%	75%	100%
	Staff	75%	70%	90%	100%	95%	90%	85%	80%	75%	85%	90%	85%	100%
General Office	Visitors	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
	Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Medical/Dental Office	Visitor	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
	Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Bank	Visitor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Table 11: Presence Factors for Time-of-Day Variations in Demand by Land Use and User Type for Weekday

Land Use	User Group	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Retail	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	85%	90%	90%	90%	80%	50%	30%	10%	0%
(Typical)	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Retail	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
(December)	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Retail	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
(Holidays)	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Restaurant	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Café/Take Out	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Industrial	Visitor	0%	0%	20%	50%	75%	100%	75%	50%	25%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	75%	90%	95%	100%	100%	100%	100%	100%	100%	85%	60%	25%	10%	5%	0%	0%	0%	0%	0%
Church	Parishioner	0%	10%	33%	20%	10%	50%	100%	100%	100%	50%	20%	40%	10%	5%	5%	0%	0%	0%	0%
	Staff	5%	20%	50%	75%	90%	100%	100%	100%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%
Residential	Short-Term Rental	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
	Multi-Family Apt	90%	85%	80%	75%	70%	69%	68%	67%	66%	55%	60%	55%	50%	55%	65%	75%	85%	90%	100%
Theater	Patron	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Staff	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
General Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employee	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
Medical/Dental Office	Visitor	0%	10%	40%	85%	100%	100%	75%	60%	95%	90%	80%	35%	25%	10%	5%	0%	0%	0%	0%
	Employee	0%	20%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	40%	25%	0%	0%	0%	0%
Bank	Visitor	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%

Table 12: Presence Factors for Time-of-Day Variations in Demand by Land Use and User Type for Weekend

Land Use	User Group	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Retail	Customer	0%	0%	0%	0%	15%	23%	13%	25%	35%	42%	42%	47%	52%	75%	88%	100%	92%	96%	59%
(Typical)	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Retail	Customer	0%	0%	0%	0%	35%	63%	75%	82%	74%	68%	57%	58%	73%	89%	100%	100%	100%	88%	50%
(December)	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Retail	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
(Holidays)	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Restaurant	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Café/Take Out	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Industrial	Visitor	0%	0%	20%	50%	75%	100%	75%	50%	25%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	75%	90%	95%	100%	100%	100%	100%	100%	100%	85%	60%	25%	10%	5%	0%	0%	0%	0%	0%
Church	Parishioner	0%	5%	20%	60%	100%	100%	40%	30%	20%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%
	Staff	20%	40%	60%	80%	100%	100%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%	0%
Residential	Short-Term Rental	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Multi-Family Apt	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Theater	Patron	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Staff	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
General Office	Visitors	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical/Dental Office	Visitor	0%	0%	90%	90%	100%	100%	100%	100%	75%	50%	10%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	100%	75%	50%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Bank	Visitor	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

The parking demand model is designed to project parking demand by the hour, from 6:00 AM until midnight, for a typically busy weekday and weekend (Saturday) for each of the 12 months of the year, plus the two-week period between Christmas and New Year's Day (termed the "Holidays" in the model). This output allowed DESMAN to identify the busiest hour of the busiest day of the year for the study area, without performing hourly occupancy counts across the length of an entire calendar year. This 'peak' hour became the standard for evaluating the impact of future developments.

According to the model, under the current (2021) land use program, peak demand on a weekday is projected to occur at 2:00 PM on a December weekday, when there will be demand for up to 806 parking spaces across the focus area, under current conditions. ***Table 13*** shows peak hour demand projections for each month under these conditions.

Table 13: Peak Hour Projected Parking Demand for Impact Area Under Current Conditions

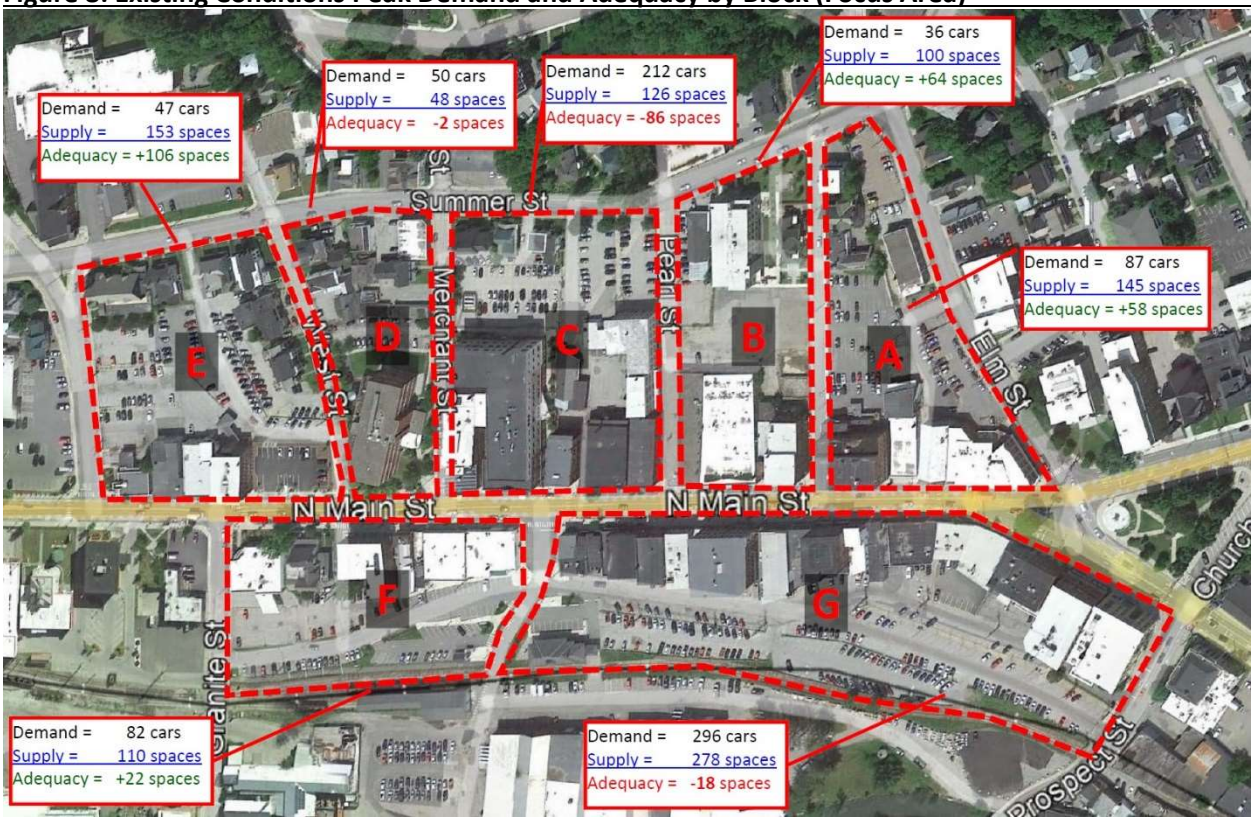
		WEEKDAYS												
Land Use	User Group	January 2:00 PM	February 2:00 PM	March 2:00 PM	April 2:00 PM	May 2:00 PM	June 2:00 PM	July 2:00 PM	August 2:00 PM	September 2:00 PM	October 2:00 PM	November 2:00 PM	December 2:00 PM	Holidays 2:00 PM
Retail	Customer	70	73	83	80	86	86	83	87	79	82	90	126	107
	Employee	18	18	21	20	21	21	21	22	20	20	22	26	25
Restaurant	Customer	94	93	104	100	104	99	101	101	94	98	95	105	100
	Employee	20	20	21	21	21	21	21	21	20	21	21	21	21
Café/Take Out	Customer	47	47	53	52	55	54	55	55	51	53	51	53	52
	Employee	7	7	8	8	8	8	8	8	8	8	8	8	8
Industrial	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	5	5	5	5	5	5	5	4	5	5	5	5	5
Church	Parishioner	8	9	8	7	6	5	6	7	8	9	9	8	7
	Staff	1	1	1	1	1	1	1	1	1	1	1	1	1
Residential	Short-Term Rental	6	6	6	6	6	6	5	6	6	6	6	6	6
	Multi-Family Apt	34	34	34	34	34	32	30	32	34	34	34	34	32
Theater	Patron	1	1	2	2	2	2	2	1	1	2	2	2	2
	Staff	8	8	10	11	11	10	9	9	8	9	10	9	11
General Office	Visitors	29	29	29	29	29	29	28	28	29	29	29	29	24
	Employee	293	293	293	293	293	293	278	278	293	293	293	293	234
Medical/Dental Office	Visitor	27	27	27	27	27	27	25	25	27	27	27	27	21
	Employee	12	12	12	12	12	12	11	11	12	12	12	12	10
Bank	Visitor	22	22	22	22	22	22	22	22	22	22	22	22	22
	Employee	19	19	19	19	19	19	18	18	19	19	19	19	15
Subtotal Customers/Guests/Visitors		*298*	*301*	*328*	*319*	*331*	*324*	*322*	*326*	*311*	*322*	*325*	*372*	*335*
Subtotal Residents		*40*	*40*	*40*	*40*	*40*	*38*	*35*	*38*	*40*	*40*	*40*	*40*	*38*
Subtotal Employees		*383*	*383*	*390*	*390*	*391*	*390*	*372*	*372*	*386*	*388*	*391*	*394*	*330*
TOTAL		**721**	**724**	**758**	**749**	**762**	**752**	**729**	**736**	**737**	**750**	**756**	**806**	**703**
Total Supply		**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**
Surplus/(Deficit)		**239**	**236**	**202**	**211**	**198**	**208**	**231**	**224**	**223**	**210**	**204**	**154**	**257**

		WEEKENDS												
Land Use	User Group	January 8:00 PM	February 8:00 PM	March 8:00 PM	April 8:00 PM	May 8:00 PM	June 8:00 PM	July 8:00 PM	August 8:00 PM	September 8:00 PM	October 8:00 PM	November 8:00 PM	December 8:00 PM	Holidays 8:00 PM
Retail	Customer	72	75	84	82	88	88	85	89	80	84	92	139	59
	Employee	15	15	17	17	18	18	17	18	17	17	19	22	21
Restaurant	Customer	166	165	185	178	185	176	180	180	166	174	168	187	178
	Employee	26	25	26	26	26	26	26	26	26	26	26	26	26
Café/Take Out	Customer	27	27	30	29	31	30	31	31	29	30	29	30	29
	Employee	5	5	5	5	5	5	5	5	5	5	5	5	5
Industrial	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Church	Parishioner	0	0	0	0	0	0	0	0	0	0	0	0	0
	Staff	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	Short-Term Rental	9	9	9	9	9	8	8	8	9	9	9	9	8
	Multi-Family Apt	50	50	50	50	50	47	45	47	50	50	50	50	47
Theater	Patron	143	132	176	198	187	176	165	154	143	165	176	165	220
	Staff	28	26	33	37	35	33	31	30	28	31	33	31	37
General Office	Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Medical/Dental Office	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Customers		*408*	*399*	*475*	*487*	*491*	*470*	*461*	*454*	*418*	*453*	*465*	*521*	*486*
Subtotal Residents/Guests		*59*	*59*	*59*	*59*	*59*	*55*	*53*	*55*	*59*	*59*	*59*	*59*	*55*
Subtotal Employees		*74*	*71*	*81*	*85*	*84*	*82*	*79*	*79*	*76*	*79*	*83*	*84*	*89*
TOTAL		**541**	**529**	**615**	**631**	**634**	**607**	**593**	**588**	**553**	**591**	**607**	**664**	**630**
Total Supply		**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**
Surplus/(Deficit)		**419**	**431**	**345**	**329**	**326**	**353**	**367**	**372**	**407**	**369**	**353**	**296**	**330**
PEAK HOUR =														

As shown in Table 13, the focus area is projected to have a surplus of roughly 154 spaces under current conditions, even at the peak hour. Peak hour projected demand is equal to 84% of the focus area effective parking supply.

While the preceding analysis indicates a surplus in the aggregate, there may still be facilities within the focus area that are running near or at their practical capacity during periods of peak demand. ***Figure 8*** illustrates the distribution of demand and supply by block across the focus area.

Figure 8: Existing Conditions Peak Demand and Adequacy by Block (Focus Area)



As the figure shows, parking demand and supply is not balanced on a block-by-block basis. In point of fact, shortfalls are projected for the blocks containing Barre City Place (C), the District Courts (D), and City Hall (G). This is not unusual in a downtown where some blocks are built to a density where it is not economically, or some cases, physically possible to create enough parking to balance the demand generated by the buildings contained therein.

In addition, this is largely a theoretical condition rather than a real one as users will seek out available parking on adjacent blocks. For example, Barre City Place parks a significant number of employees across the train tracks to the south in the lots along Metro Way, as well as the City-owned lots within the focus area. What this analysis can illustrate is how the imbalance between demand and supply on one block or across several contiguous blocks can create a perceived parking shortfall, even when a surplus of spaces is projected in the aggregate.

To project future supply and demand, DESMAN assumed the existing effective supply (960 spaces) and the existing land use program plus the following emerging developments:

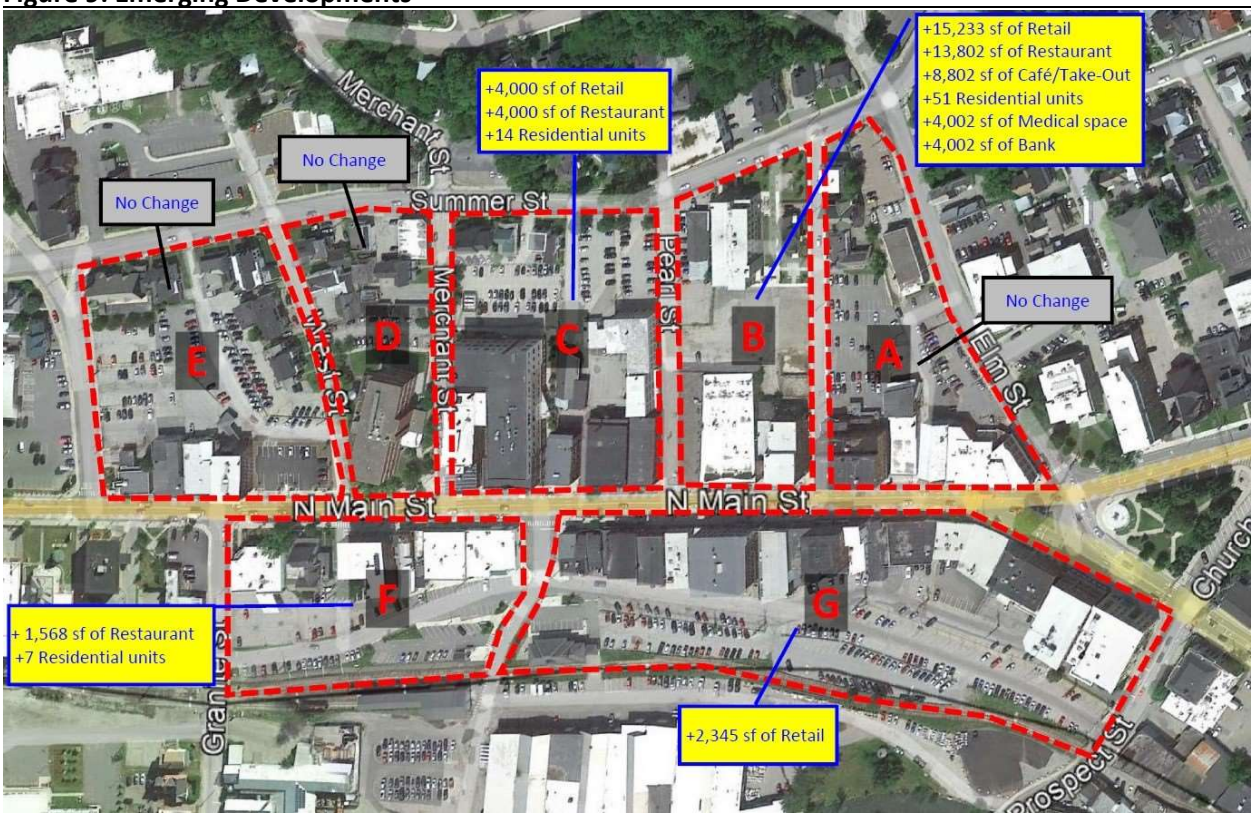
- A new development featuring 10,000 square feet of grade-level Retail space, a 5,000 square foot Restaurant, and 45 new upper story Residences on Block B.
- Absorption of 35,641 sf of current Vacant Space on Block B into:

- 5,233 sf of Retail;
- 8,802 sf of Restaurant;
- 8,802 sf of Café/Take-Out;
- 6 upper story Residences;
- 4,002 sf of Medical Space; and
- 4,002 sf of Bank.

- A new development featuring 4,000 square feet of grade-level Retail, a 4,000 square foot Restaurant, and 14 new upper story Residences on Block C.
- Absorption of 7,256 sf of current Vacant Space on Block F into:
  - A 1,568 sf Restaurant; and
  - 7 upper-story Residences.
- Absorption of 2,345 current Vacant Space on Block G into a 2,345 sf Retail store.

These developments are summarized in ***Figure 9***, below.

Figure 9: Emerging Developments



Including these emerging developments, the future land use program within the focus area would include:

- 145,313 square feet of Retail space;
- 54,419 square feet of Restaurant space;
- 22,823 square feet of Café' and/or Take-Out restaurant space;
- 10,660 square feet of Industrial space;

- 6,643 square feet of Church;
- 32 short-term rental Residences;
- 192 upper-story, multi-family Residences;
- Two Theaters with a combined capacity of 1,811 seats;
- 333,632 square feet of Office space;
- 29,732 square feet of Medical space; and
- 29,718 square feet of Bank.

When entered into the model, this program returned a projected peak hour demand for 970 spaces on a weekday and 860 spaces on a weekend, as shown in ***Table 14***.

Table 14: Projected Peak Hour Parking Demand Under Future Conditions

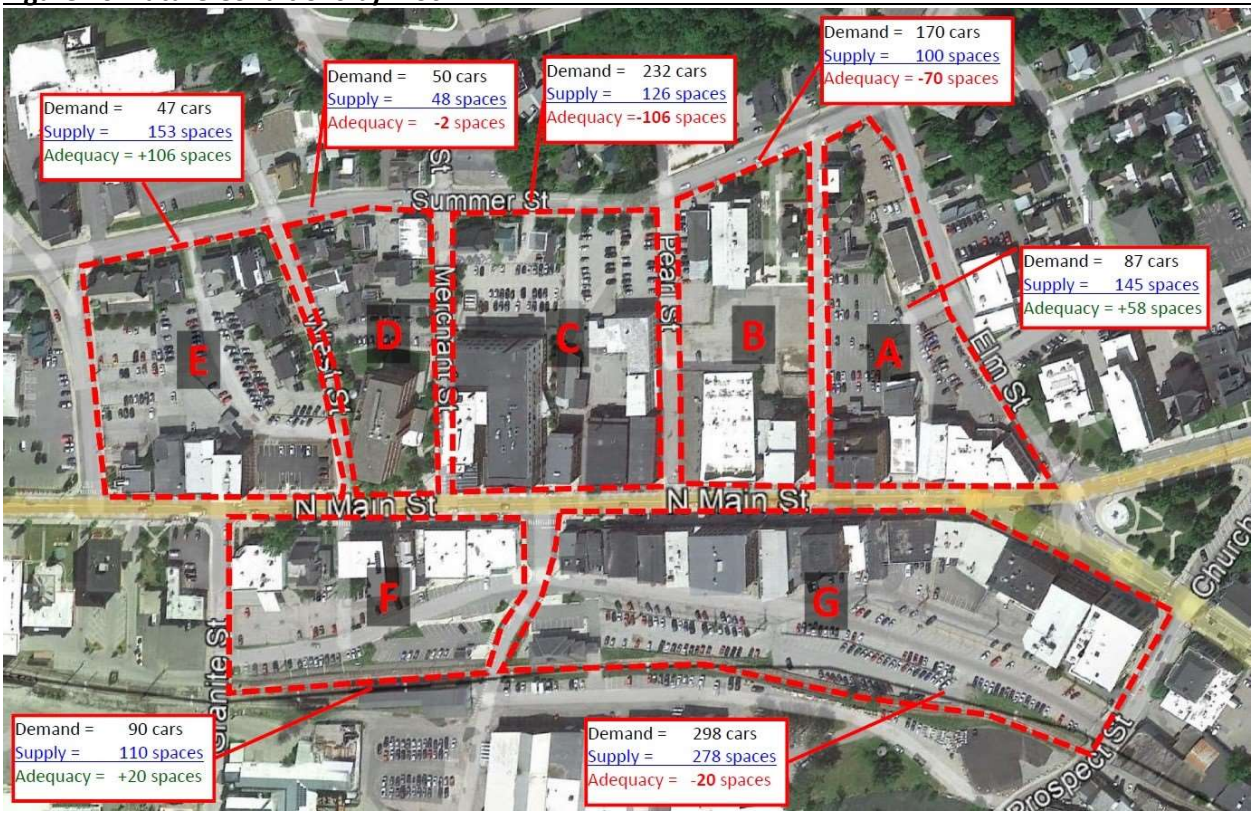
		WEEKDAYS												
Land Use	User Group	January 2:00 PM	February 2:00 PM	March 2:00 PM	April 2:00 PM	May 2:00 PM	June 2:00 PM	July 2:00 PM	August 2:00 PM	September 2:00 PM	October 2:00 PM	November 2:00 PM	December 2:00 PM	Holidays 2:00 PM
Retail	Customer	82	85	96	94	100	100	97	101	92	96	105	147	125
	Employee	21	21	24	23	25	25	24	25	23	23	26	30	29
Restaurant	Customer	146	144	162	156	162	154	157	157	146	152	147	164	156
	Employee	32	32	32	32	32	32	32	32	32	32	32	32	32
Café/Take Out	Customer	77	77	86	85	89	87	89	89	83	86	82	86	85
	Employee	12	12	12	12	12	12	12	12	12	12	12	12	12
Industrial	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	5	5	5	5	5	5	5	4	5	5	5	5	5
Church	Parishioner	8	9	8	7	6	5	6	7	8	9	9	8	7
	Staff	1	1	1	1	1	1	1	1	1	1	1	1	1
Residential	Short-Term Rental	6	6	6	6	6	6	5	6	6	6	6	6	6
	Multi-Family Apt	54	54	54	54	54	51	49	51	54	54	54	54	51
Theater	Patron	1	1	2	2	2	2	2	1	1	2	2	2	2
	Staff	8	8	10	11	11	10	9	9	8	9	10	9	11
General Office	Visitors	29	29	29	29	29	29	28	28	29	29	29	29	24
	Employee	293	293	293	293	293	293	278	278	293	293	293	293	234
Medical/Dental Office	Visitor	31	31	31	31	31	31	30	30	31	31	31	31	25
	Employee	14	14	14	14	14	14	13	13	14	14	14	14	11
Bank	Visitor	25	25	25	25	25	25	25	25	25	25	25	25	25
	Employee	22	22	22	22	22	22	21	21	22	22	22	22	18
Subtotal Customers/Guests/Visitors		*399*	*401*	*439*	*429*	*444*	*433*	*434*	*438*	*415*	*430*	*430*	*492*	*449*
Subtotal Residents		*60*	*60*	*60*	*60*	*60*	*57*	*54*	*57*	*60*	*60*	*60*	*60*	*57*
Subtotal Employees		*408*	*408*	*413*	*413*	*415*	*414*	*395*	*395*	*410*	*411*	*415*	*418*	*353*
TOTAL		**867**	**869**	**912**	**902**	**919**	**904**	**883**	**890**	**885**	**901**	**905**	**970**	**859**
Total Supply		**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**
Surplus/(Deficit)		**93**	**91**	**48**	**58**	**41**	**56**	**77**	**70**	**75**	**59**	**55**	**(10)**	**101**

		WEEKENDS												
Land Use	User Group	January 8:00 PM	February 8:00 PM	March 8:00 PM	April 8:00 PM	May 8:00 PM	June 8:00 PM	July 8:00 PM	August 8:00 PM	September 8:00 PM	October 8:00 PM	November 8:00 PM	December 8:00 PM	Holidays 8:00 PM
Retail	Customer	84	88	99	96	103	103	100	104	94	98	108	163	69
	Employee	18	18	20	20	21	21	20	21	19	20	22	26	24
Restaurant	Customer	258	255	287	276	287	273	278	278	258	270	261	290	276
	Employee	40	39	40	40	40	40	40	40	40	40	40	40	40
Café/Take Out	Customer	43	43	49	48	51	49	51	51	47	49	46	48	48
	Employee	7	7	8	8	8	8	8	8	8	8	8	8	8
Industrial	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Church	Parishioner	0	0	0	0	0	0	0	0	0	0	0	0	0
	Staff	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	Short-Term Rental	9	9	9	9	9	8	8	8	9	9	9	9	8
	Multi-Family Apt	80	80	80	80	80	76	72	76	80	80	80	80	76
Theater	Patron	143	132	176	198	187	176	165	154	143	165	176	165	220
	Staff	28	26	33	37	35	33	31	30	28	31	33	31	37
General Office	Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Medical/Dental Office	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Customers		*528*	*518*	*611*	*618*	*628*	*601*	*594*	*587*	*542*	*582*	*591*	*666*	*613*
Subtotal Residents/Guests		*89*	*89*	*89*	*89*	*89*	*84*	*80*	*84*	*89*	*89*	*89*	*89*	*84*
Subtotal Employees		*93*	*90*	*101*	*105*	*104*	*102*	*99*	*99*	*95*	*99*	*103*	*105*	*109*
TOTAL		**710**	**697**	**801**	**812**	**821**	**787**	**773**	**770**	**726**	**770**	**783**	**860**	**806**
Total Supply		**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**	**960**
Surplus/(Deficit)		**250**	**263**	**159**	**148**	**139**	**173**	**187**	**190**	**234**	**190**	**177**	**100**	**154**

Against the effective supply of 960 spaces within the focus area, a shortfall of 10 spaces was projected at the peak hour on a weekday and surplus of 100 spaces on a weekend day. Cumulatively, the introduction of new developments and absorption of existing vacant spaces will account for a net increase in peak hour

demand for 158 more spaces than needed under current conditions. These impacts will be felt most acutely in the blocks containing[6] the Worthen Block Building (B) where demand will grow by 134 spaces over current conditions, Barre City Place (C) where demand will increase by 20 spaces, the Morse Block Building (F), and City Hall (G) as shown in ***Figure 10***.

Figure 10: Future Conditions by Block



These projections should be considered 'worst-case' as they incorporate the following assumptions and/or practices:

A. Effective Parking Supply is used for estimating adequacy, which creates a 10%-15% 'buffer' between the actual number of parking spaces within the focus area and what is planned against. In other words, the 10-space shortfall is 'perceptive' rather than actual in nature.

B. The projections assume full absorption of existing vacant space and implementation of planned developments as detailed. Should absorption lag or not reach 100% of current vacant space or future development diverge from DESMAN's assumptions, demand could be different from the projections contained herein.

C. DESMAN adoption of 2019 utilization data to calibrate the model assumes that office occupancy returns to pre-pandemic levels. Currently, trending points to broad-spread adoption of flexible work-from-home policies or hybrid working styles across the United States, which is likely to result in lower than pre-pandemic daily office occupancy rates and resulting parking demand.

[6] The names of particular buildings are used only to provide the reader with a common reference in locating each block. There use does not connote these buildings as the location of new development or space absorption specifically.

Options

The preceding analysis indicates that, if all assumptions regarding future development and the absorption of existing vacant space are met, a nominal quantitative shortfall of 10 spaces could occur within the focus area at the peak hour. Qualitative parking issues, which occur when there are spaces open within an area, but not available to the users seeking them, is likely to proceed this quantitative shortfall by months or even years. Other examples of qualitative issues include open parking spaces which are located outside what the market would define as a reasonable walking distance[7], irregular or first-time visitors being unable to locate available parking, and long-term parkers taking up the most proximate parking spaces, pushing short-term parkers out to spaces outside the range of reasonable walking distance.

Often a community seeks to address qualitative issues by expanding the public parking supply in key areas (e.g., a quantitative solution). This is a viable, but not necessarily cost-effective or environmentally sustainable option. As of the date of issue for this report, the cost of surface parking is roughly $6,000 per spaces for just hard costs[8], while a single-level steel frame parking deck is roughly $15,000 per space, a basic pre-cast multi-level above grade parking structure is $27,500 per space, and below-grade parking can cost as much as $50,000 per space for the first level, increasing by a factor of between 50% and 100% per space for each additional level below grade. In addition, multiple studies have shown that solving a qualitative parking issue by increasing the quantity of parking spaces contributes to higher driving rates and road congestion, increasing greenhouse gas emissions, as total impervious surface coverage, which can contribute to heating pools during the summer months and contaminated runoff during foul weather.

For all of this, there are occasions when a quantitative solution is required, either by the end user, developers or their underwriters, to address parking concerns. In these instances, the physical parking supply can be expanded by one of three ways: 1) restriping a parking facility to gain more efficiency and increase the number of marked stalls; 2) creating more surface parking through absorption of existing green space or the demolition of existing buildings; or 3) introduction of structured parking options.

<u>Restriping/Redesign Options</u>
Gains in restriping are typically affected by reducing the width of the stalls in an area incrementally until there is enough empty space at the end of a row or string of parking spaces to add a few more. Depending on the geometrics of the parking lot, increased capacity can be achieved by radically changing the orientation of the facility, but this is quite rare and typically limited to those facilities with a uniform rectangular perimeter. Even rarer is the occasion where in narrowing the width of drive aisle and/or changing the angle of parking stalls allows for introduction of a new row or string in the newly freed space within the facility.

DESMAN studied the layouts of the City's surface lots, evaluating the potential of gaining capacity through one or more of the strategies outlined. While we do believe that the appearance and, in some cases, the function of the following facilities could be improved through resurfacing and restriping, we did not find any occasions where current capacity could be improved upon:

[7] This varies widely depending on the dynamics of each market and the user type, but for communities of Barre's scope and character, maximum acceptable walking distance between parking and destination is typically 300' or less for short-term parkers (i.e., shoppers, diners, visitors, etc.) and 600' or less for long-term parkers (e.g., employees, residents, etc.).

[8] I.e., labor, materials, and administration during construction. This figure does NOT include any land acquisition or soft costs for design services, insurances, financing, underwriting, contingencies, etc. Land acquisition costs are highly variable and can add hundreds, thousands, or more to the cost of each space. Soft costs are typically 20-25% of total hard cost per space.

- Lot C – Elm Street Parking Lot
- Lot L – Keith Avenue Parking Lot
- Lot G – Pearl Street Parking Lot
- Lot A – Campbell Place Parking Lot
- Lot I – Rinker Lot
- Lot H – Plain Street Parking Lot

The primary issue in each case was the size and/or shape of the facility. The geometrics (i.e., the length and width of the lot as well as the parking spaces, drive aisles and turning aisles contained within) were not large enough to allow for any appreciable gains in capacity by reducing the widths of the stall or drive aisles and/or changing the configuration of the facility. The lot serving the City Auditorium also appeared reasonably efficient, but could still benefit from resurfacing and restriping as the current striping has become quite faded. Similarly, the lot serving the Ice Arena is largely unstriped; the efficiency of its use would be improved upon with resurfacing and formal striping.

For the more linear lots south and west of North Main Street, the only potential gain that could be created would be by reducing the width of the existing parking stalls. Studies considering changing the alignment of these lots to run parallel to Granite Street or Prospect Street indicated losses in capacity relative to the existing configuration, as well as disruption to current traffic patterns which would likely increase congestion along North Main Street. Similarly, while some of the drive aisles in these lots were wider than necessary in places, the inefficiencies were not gross enough to allow for a gain in capacity by reducing the width of the drive aisles.

There are some nominal potential gains to be had by reducing the width of the parking stalls in some of these lots. Spot measurements suggested most of the parking spaces in the Enterprise Alley, Merchants Row North, Granite Bank, Locomotive, and Merchants Row South Lots were at least nine feet (9') in width. It is conceivable that, if the stall width was reduced to a universal 8'6" in these lots, some may have adequate length to allow for the creation of a handful of parking spots with the newly freed 6" per stall. DESMAN estimated potential gains for these facilities as follows:

- Enterprise Alley Lot: Four additional spaces (+4) over existing capacity.
- Merchants Row Northern Parking Lot: Two additional spaces (+2) over existing capacity.
- Granite Bank Parking Lot: Four additional spaces (+4) over existing capacity.
- Locomotive Parking Lot: Three additional spaces (+3) over existing capacity.
- Merchants Row Southern Parking Lot: Seven additional spaces (+7) over existing capacity.

Resurfacing an asphalt parking lot typically costs between $1.55 and $1.75 per square foot in northern New England[9] or $465.00 to $525.00 per space, plus an additional $10.00 to $15.00 per space for striping application. At an average of $500.00 per space, if the City of Barre were to pursue these options, the cost to resurface these lots would be roughly $163,770 for a net gain of twenty parking spaces at an average cost per net space gained of approximately $8,188.50.

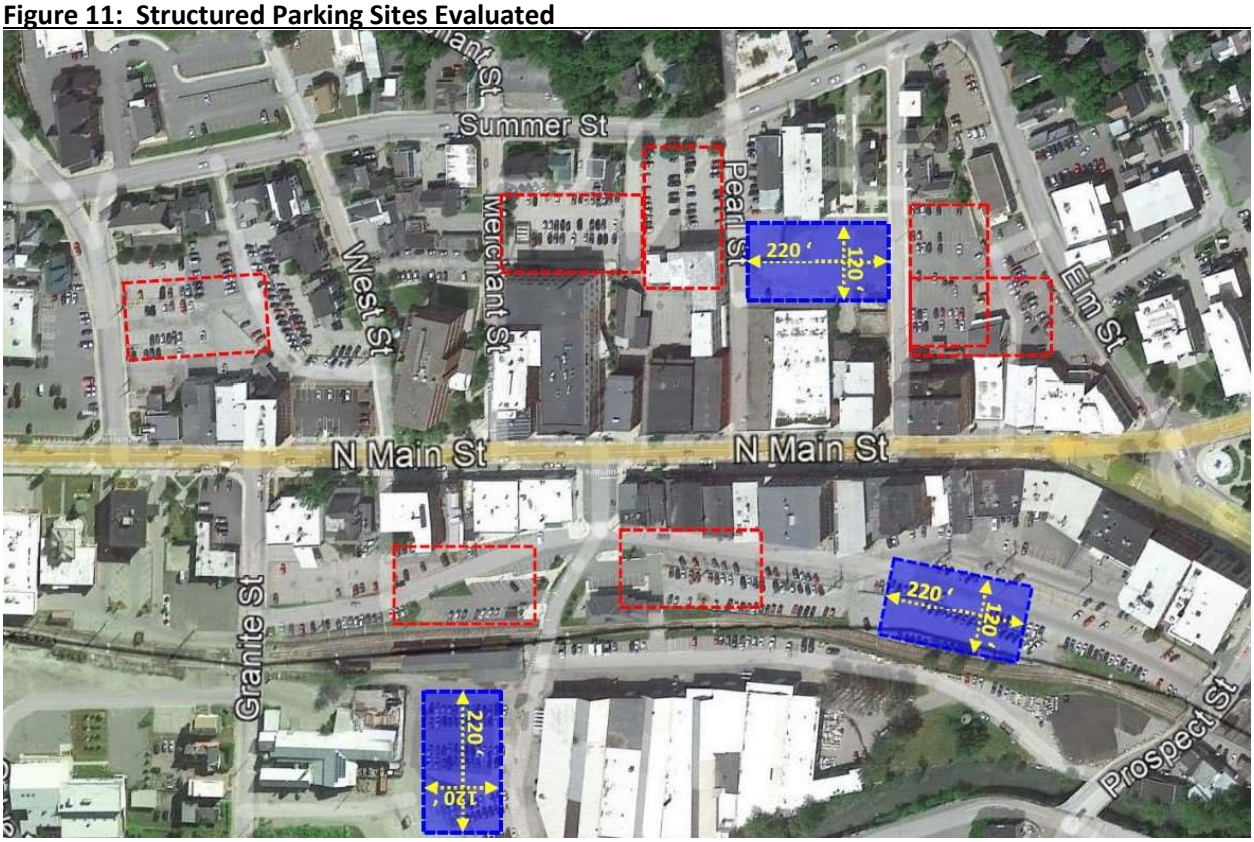
[9] Note: this assumes cleaning of the full extent of existing surface lots, surface preparation, and application of a 2" topcoat of fresh asphalt. Partial area resurfacing or just restriping without resurfacing could reduce costs, but DESMAN does not recommend this approach as it typically creates confusion for drivers and can expedite existing degradation in surfaces not resurfaced.

DESMAN also reviewed the design of each public lot to determine if capacity could be gained by removing green areas abutting these facilities, but again the expanded dimensions would not be substantial enough to afford an increase in capacity. DESMAN did not evaluate potential capacity gains which could be achieved through the acquisition of private properties abutting these facilities as it was our understanding that none of the properties were currently available for simple sale and could not recommend acquisition through eminent domain.

Structured Parking Options

In order to introduce structured parking in a cost-effective manner, a site with minimum dimensions of 120' by 220' must be acquired. These dimensions are for a parking structure featuring long-span, pre-cast construction, which is more affordable and easier to erect than cast-in-place construction and more durable than steel-frame construction. Such a facility would feature two parking bays consisting of a central two-way drive aisles of 24' in width and parking along both sides of each bay consistent of 90º, 9' x 18' parking stalls. Vertical circulation would be achieved by ramping both bays to maintain a floor-to-floor clearance of 10'8" while keeping the slope of each ramp shallow enough to allow users to comfortably park on. The facility would feature flat end bays with parking facing the outer wall at each end bay as well; these bays will be needed to allow the facility to meet ADA requirements. A facility of this size would provide roughly 80 parking spaces per level.

Figure 11: Structured Parking Sites Evaluated



DESMAN considered a total of ten (10) sites within the focus area of this study which initially appeared to offer enough space to support the introduction of a parking structure. Seven (7) of these locations, shown as red boxes in ***Figure 11***, were determined to be non-viable as they would require the City to displace existing private parking properties or, in some cases, buildings in order to accommodate the 120' x 220'

footprint. Three locations, shown as blue boxes in the figure below, appeared to have adequate area to accommodate the conceptual facility. Each of these options is somewhat problematic:

- The site over the existing Keith Avenue Lot would displace all but 15 of the existing 107 parking spaces permanently and would require closure of the entire lot for a period of between three and six months during the construction process. The outer walls of the proposed structure would have very limited (3' or less) setbacks from the existing abutting buildings. Finally, any structure of greater than two supported levels (three floors including the grade level) would tower over the abutting buildings and businesses. A three-level parking structure at this location would yield 81 spaces per floor or a gross gain of 243 spaces and a net gain of 151 spaces after replacement of the 92 existing spaces in the Keith Avenue Lot. Total hard costs for this structure are estimated to be roughly $4.4M; soft costs are estimated to be an additional $886,950. At an estimated project cost of $5,394,600 the cost per net space gained for this option is roughly $35,725.00.
- The site behind City Hall assumes displacement of approximately 97 existing parking spaces in the Merchant's Row South and Locomotive lots. It is DESMAN's understanding that the later facility is actually owned by the State of Vermont, so the City would need to gain approvals before proceeding with this option. In addition, the siting of the option would be subject to minimum setbacks from the adjacent rail line as required by the Vermont Department of Transportation and/or the Federal Railroad Administration.

  The height of the abutting buildings along North Main Street would allow for greater capacity in this location than the Keith Avenue Lot. Assuming erection of a four-story structure, the gross facility capacity would be 324 spaces for a net gain of 227 spaces after replacing the displaced existing spaces. Total hard costs for this structure are estimated to be roughly $5.9M; soft costs are estimated to be an additional $1.18M. At an estimated project cost of $7,095,600 the cost per net space gained for this option is roughly $31,258.00.
- The site over the Metro Way lot would allow for reasonable setbacks from abutting existing buildings and would not be subject to concerns regarding setbacks from the rail line to the north. However, it would require the City to purchase the land and accommodate the displaced existing parkers during the term of construction. More critically, the site is located at the outer edge of acceptable walking distance for both short- and long-term parkers going to locations along the southside of North Main Street; for users proceeding to business, residences, or institutions to the northside of North Main Street, the location is outside reasonable walking distance to many destinations.

  The proposed footprint for a structure at this site would displace 94 existing parking spaces. Assuming erection of four-story structure, the gross facility capacity would be 324 spaces for a net gain of 230 spaces after replacing the displaced existing spaces. Total hard costs for this structure are estimated to be roughly $5.9M[10]; soft costs are estimated to be an additional $1.18M. At an estimated project cost of $7,095,600 the cost per net space gained for this option is roughly $30,850.00.

Given the locus of projected demand from emerging developments, it is DESMAN's opinion that the Keith Avenue option is the best sited to address potential issues in the future, followed by the Merchant's Row/Locomotive lot site and then Metro Way.

[10] This estimate does not include the cost to procure the property from the current (private) owner.

As demonstrated in the prior section, the cost to build structured parking is substantial and would represent a significant debt against the City of Barre's good faith and credit moving forward. The argument could be made that this cost will be offset by the property taxes that will be generated by facilitating development and reinvigoration of the downtown. In many cases, municipalities like the City of Barre have deliberately waived parking requirements in their downtown districts and, by default, adopted the role of provider of parking specifically to achieve these objectives, effectively spurring investment by removing one the largest obstacles (i.e., the cost of providing necessary parking to support new buildings, land uses and/or enterprises). From this perspective (e.g., investment in parking infrastructure as an economic driver), it may be in the City's best interests to incur this expense and build a facility.

However, from the prospective of pure parking supply and demand, DESMAN cannot recommend any of these options to address a conceptual quantitative shortfall of 10 spaces or potential qualitative issues. From this perspective, DESMAN must advocate for pursuit of lower cost options first before we can advocate for development of costly structured parking.

Remote Parking Options

The parking lots surrounding the Barre City Auditorium and B.O.R. Ice Arena offer over 400 spaces of available capacity most weekdays, but are located well beyond acceptable walking distance between them and virtually all of downtown Barre. These facilities could serve as a viable resource only if the City were willing to commit to supporting their use through a shuttle program and pricing incentives.

To be clear, satellite parking is not viable for short-term parkers such as shoppers, diners, visitors, event attendees, etc. Short-term parkers are typically discretionary visitors who can elect to go elsewhere for goods, services and entertainment if the experience does not meet their expectations. They need proximal parking to support these expectations. In many cases, they may need parking within line of sight of their intended destination to navigate the area and feel comfortable with the experience. With a typical length of stay of three hours or less, these users will be highly resistant to any diversion or delay, so adding even a nominal inconvenience will be intolerable for most individuals.

Satellite parking is viable for long-term parkers such as employees and residents, if: 1) the shuttle services connecting the remote parking facility to the user's destination offer a high rate of reliable service, and 2) proper incentives are employed to make remote parking attractive relative to other options. In terms of headways (the time between shuttles) a good rule of thumb is every 5-10 minutes or less; as a general rule, the closer parking is to destination, the shorter the headways should be to make waiting for a shuttle tolerable. The proposed circulator route shown in ***Figure 12***, next page, is roughly 5,500' in total length, which would allow a single vehicle travelling at an average rate of 15 mph[11] to maintain headways of five minutes or less.

This proposed route would bring a shuttle from the satellite lots down Seminary Street and then North Main Street (**green line** in Figure 12) before turn up Keith Avenue and returning to Seminary Street via Summer Street (**pink line** in Figure 12). If the City were to contract to a service provider for the service[12], DESMAN estimates the annual total cost per year would be roughly $187,200 per shuttle at current market

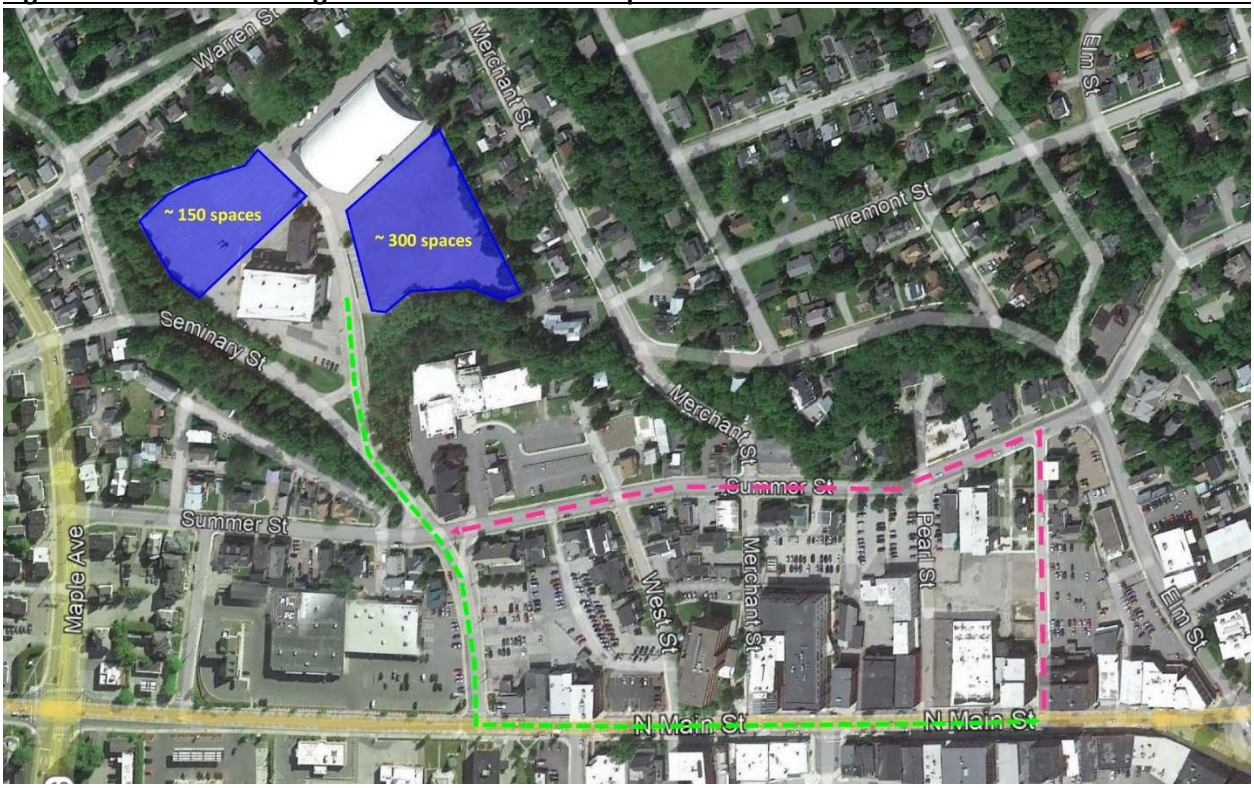
[11] This factors in both average vehicle travel rate plus the impact of 4-6 stops along the route to discharge or pick up passengers.

[12] DESMAN would recommend this over the City purchasing one or more vehicles (estimate $55,000/vehicle without financing charges), retaining their own drivers (estimate $101,400 per driver), and paying for all operating expenses (estimate $40,560 per vehicle for gas, insurance, maintenance, etc.).

rates[13]. An initial capital investment of roughly $150,000 would be required to put shelters in place in the remote lots, install signage indicating fixed stops along the route, purchase technology providing real-time location status to end users who download a free application on their mobile device, marketing, and communications. This would address the first conditions necessary for this option to succeed.

In addition to providing high-rate of service and reliable shuttling to and from the lots, the City would also need to provide an incentive for a portion of long-term parkers to utilize the less convenient remote lot over accommodations closer to their intended destination. The most effective and fair mechanism for creating this incentive is by adjusting the cost of parking. Moderate changes in current meter parking rates will not create a deterrent to the short-term parker, who is only staying for a few hours each time, for a few times each week. But a moderate increase in meter rates would impact a user parking downtown each day for 6-8 hours or more, five days per week for 50 or more weeks per year. Similarly, an adjustment in permit rates would create an incentive for some current permit holders to consider utilizing the remote lot, especially if parking was free there.

Figure 12: Satellite Parking and Circulator Shuttle Option



Currently, the City of Barre charges the equivalent of $0.50 per hour for any meter and $219.50 per year for any daytime permit[14]. In contrast, the next nearest municipality that charges for parking, Montpelier, currently charges a sliding scale of between $0.50 and $1.00 per hour for metered parking, depending on where the individual parks and $50.00 to $75.00 per month for permits. The City of Barre could create an incentive for a percentage of long-term parkers currently staying in the focus area to consider moving up

[13] Assuming one shuttle operating from 8:00 AM to 8:00 PM, Monday through Friday, for 52 weeks/year.

[14] Or $101.84/year for an overnight parking permit.

to the proposed remote lot if the cost of metered and/or permit parking were increased and the cost to park in the remote facility were to remain free.

There is no fixed dollar value for how much prices would need to increase to create this change; attempts to measure the general elasticity of parking demand in an open market have failed because there are too many variables (i.e., the cost of parking, the cost of gas, congestion along the travel route, weather conditions, quality of alternatives, income level of the individual, age of the individual, health of the individual, etc., etc., etc.) to allow for generation of a reliable, accurate formula for measuring impact of rate changes on parking behaviors. However, the concept of using parking prices to influence user behaviors is increasing in adoption and has been studied extensively.

The concept, known a *demand-responsive pricing*, was most famously applied by the City of San Francisco to redistribute demand between blocks where on-street parking was congested and blocks where on-street parking was underutilized. A program, called SFPark, and it's findings are summarized in article in *Access* magazine (https://www.accessmagazine.org/wp-content/uploads/sites/7/2015/10/SFpark.pdf) and detailed extensively in the San Francisco Municipal Transportation Agency's report (https://www.sfmta.com/sites/default/files/reports-and-documents/2018/08/sfpark_pilot_project_evaluation.pdf).

Shared Parking Strategies

Finally, there are significant private parking facilities just outside the focus area which may have available parking capacity at periods of peak demand which can be utilized to mitigate projected shortfalls and/or qualitative issues. This is a classic case of a qualitative parking issue created when there are open parking spaces, but they cannot be accessed by the users who need them. A shared parking agreement is a legal mechanism which allows two or more parties to make collaborative use of a facility to maximize its utilization while still preserving the rights of access and use of all users. Shared Parking Agreement include:

- Identification of the two parties entering into the contract and subject property.
- Definition of the needs of each party including number of spaces, when they are needed (i.e., time of day, days of week) and affirmation that both parties acknowledge each other's terms and agree to abide by them.
- Division of responsibilities for covering operations, maintenance, and enforcement costs and/or duties from each party.
- Mechanisms for enforcing the terms of each party, including under what conditions each party may be held responsible for policing activity in the facility during their term of use.
- Required insurance coverage for each party and statements of indemnification.
- Conditions under which the agreement may be terminated by a party.
- Where applicable, agreed upon terms of compensation for use and/or revenue sharing.
- Other covenants as applicable.

A sampling of Shared Parking Agreements is provided as an attachment to this document. It should be noted that DESMAN envisions that Shared Parking Agreements will be used to address existing or future parking issues actually occurring within the market. However, Shared Parking can also be used, where permitted, to address zoning requirements (see https://crcog.org/wp-

content/uploads/2016/07/Ch08_FactSheet_Parking.pdf and/or https://scdhec.gov/sites/default/files/docs/HomeAndEnvironment/Docs/ModelOrdinances/SharedParkingModelOrdinance.pdf and/or https://issuu.com/theparkingprofessional/docs/p_m_2022_01_issuu/14?fr=sOTg1NDQ1NzAxNzA).

Where Shared Parking is promoted as a strategy, the municipality can play one of three roles as follows:

1. The municipality acts as a *broker*, connecting private entities who have parking to share with those who are seeking it when requested. In this role, the municipality may provide guidance and/or templates to move the process forward, but otherwise functions at arm's length.
2. The municipality acts as *facilitator*, working with constituents who need to find parking and actively soliciting and negotiating with property owners who have parking to share to establish the basic terms needed to form an agreement. In this role, the municipality may draft an initial agreement and actively counsel one or both parties through negotiations to finalize the contract.
3. The municipality acts as a *participant*, negotiating and entering in agreements with private parties to use their facilities under the terms of the agreement as public parking.

The cost to pursue this strategy will depend on the role the municipality elects to play and whether they subcontract program design, marketing, communications, and/or administration to a third-party or task one of more of these to municipal staff members.

Recommendations

1. Given the cost and challenges of expanding the public supply through structured parking, the scope of projected shortfalls, and likelihood of all conditions occurring to create the shortfall, DESMAN cannot recommend development of an above- or below-grade parking facility at this time. Unless the City can justify creation as necessary to meet market conditions and/or facilitate development that will not occur otherwise, it is our opinion that this option is not a cost-effective method of addressing current or future issues.
2. In the immediate term, the City should investigate developing a program for formally promoting shared parking between private parties in need in a broker role, either to meet existing needs or address future development requirements.
3. Should shared parking prove to be an inadequate solution, we would recommend the City move forward with a pilot remote parking program.

In addition to these specific recommendations to address the described parking challenges, DESMAN would also recommend the City consider the following actions and initiatives, based on our experience in comparable communities and parking industry best practices:

A. **Renegotiate current contract terms with downtown property owners leasing public parking spaces**. These contracts offer private property owners exclusive access to a number of parking spaces, sometimes during standard business hours, sometimes around the clock. While these contracts also include terms which allow the City to periodically adjust the allocation set aside for the leaseholder's use according to their estimated need in the coming year, thereby freeing up those unclaimed spaces to use by other members of the general public, they still result in inefficiencies of use. According to the parking count day provided by the City for the spring and

fall of 2018 and 2019, the 183 spaces reserved under these leases were, on average utilized to only 42-54% of this capacity. In point of fact, the peak recorded utilization across these four terms was just 74%, meaning there were 47 spaces open at peak and roughly 100 spaces open on a typical day. By revising the terms of these contracts to obligating the City to provide a certain number of passes or permits, rather than physical spaces, each year, the City can capitalize on this inefficiency of use by overselling parking permits in these facilities to the general public.

B. **Consider piloting demand-responsive pricing to redistribute demand between over- and underutilized facilities.** Even before it becomes necessary to promote a remote parking option, adjusting parking rates to reflect the typical utilization of public assets in an attempt to 'balance' supply with demand could improve efficiency of use across the public parking system. At a bare minimum, we would recommend the City increase the cost of parking at on-street meters relative to the cost of parking at meters in surface lots to create an incentive for longer term users to seek out the less proximate parking spaces, leaving the closer curbside spaces open for diners, shoppers, visitors and other discretionary users.

C. **Investigate upgrading current meter technology.** The current state-of-the-art parking meters can not only accept multiple forms of payment including debit and credit cards, increasing customer convenience, but many come with operating systems and features which allow for tracking and analysis of historical use trends[15]. Some meter systems even come with occupancy sensor features which allow for tracking of actual use, length of stay and turnover and can even enhance enforcement efforts by automatically sending alerts when a parker fails to pay or exceeds to paid for length of stay[16]. As the market is so competitive right now, many meter vendors are willing to engage in no-cost, limited pilots to allow potential customers to 'test drive' their systems before committing to purchase.

   The most basic parking meter upgrades typically involve exchanging existing coin-operated parking meter heads with 'smart meter' inserts which will allow for acceptance of debit or credit cards as payment as well as coins and will integrate with the City's existing pay-by-cell system[17]. These inserts typically cost between $600 and $750 per unit for purchase and installation, but would allow the City of Barre to continue with the current one meter per stall operating format.

   Alternately, the City of Barre could potentially replace the meters in its off-street facilities and some of the longer block faces with multi-space meters, which will also allow patrons to pay with coins, bills, credit or debit cards as well as integration with the existing pay-by-cell system. These units cost between $6,500 and $8,500 per meter so, from a cost efficiency standpoint, work best when they can replace ten or more meter heads that might otherwise be upgraded with the aforementioned 'smart meter' inserts. Multi-space meters work on a pay-by-space, pay-by-plate[18] or pay-and-display format so that the patron can specifically identify what space or vehicle they are purchasing parking for as opposed to the more traditional one meter per space format. As a

[15] Payment trends can be used as proxy data to estimate utilization and payment by credit or debit card can provide inside into typical length of stay and turnover.

[16] See https://www.dedham-ma.gov/Home/Components/News/News/2365/ for an example of these meters deployed in Dedham, MA and https://www.sevendaysvt.com/vermont/why-are-there-new-sensors-on-burlington-parking-meters/Content?oid=34408876 for an ongoing pilot in Burlington, VT.

[17] See https://www.newarkpostonline.com/news/new-main-street-parking-meters-accept-credit-cards/article_099a52ed-3119-5343-ad06-281a1e755207.html for information on a pilot conducted by Elkton, MD.

[18] See https://keenenh.gov/parking/how-use-pay-station for an example of how this system works in Keene, NH.

result, installation of these meters needs to be supported by an aggressive education program so the populace understands how to use them.

D. **Expand on the current wayfinding system.** Wayfinding is the network of signs and other apparatus which directs inbound drivers to where public parking is located, identifies public parking assets, communicates the policies and terms of use for each facility, and assists pedestrians with moving from parking to their end destination and back again. The current wayfinding system in place could be improved upon, in particular the signage identifying each facility, communicating terms of use, and assisting pedestrians. A comprehensive, themed signage program can not only enhance downtown aesthetics, but can improve discretionary parkers confidence in being able to negotiate the path between less proximate (and presumably less congested) parking facilities and their destination. Some of the more modern, dynamic parking signs can even display real-time parking availability to approaching drivers[19].

Wayfinding improvements can cost as little as a few hundred or thousand dollars for fabrication and installation of basic static signage following MUTCD[20] standards to several thousand dollars for dynamic messaging systems to tens of thousands of dollars for expansive wayfinding design and development consultations. Both Montpelier and Winooski were recently awarded grants[21] from the State of Vermont Agency of Commerce and Community Development to develop wayfinding programs specific to their community. Examples of exemplary wayfinding program efforts include the following:

- https://www.wellesleyma.gov/963/Wellesley-Square-Wayfinding-and-Branding
- https://www.rochesternh.net/planning-development/pages/plans-studies-library (see 2018 Wayfinding Plan under "Transportation Topics")
- https://www.cityofportsmouth.com/planportsmouth/wayfinding-plan
- https://frazierassociates.com/portfolio-item/harrisonburg-va/

Costs to improve a wayfinding program will vary widely according to the type of signage (static versus dynamic), the degree of branding and design development employed at the outset of the process, and whether a municipality subcontracts the entire process out or performs some functions using public staff.

Costs to engage a wayfinding specialist to perform a basic evaluation of the current system and recommend core improvements, such as the placement of signs and general design specifications will typically run a few thousand dollars. A more intensive appraisal and design development study, which would include public engagement and development a 'branding program' specific to the community which would terminate in design specifications for static signage language, colors, materials, fonts, etc. as well as signage placement is likely to run between $10,000 and $25,000 depending on the scope of the engagement. In DESMAN's experience Corbin Design (https://www.corbindesign.com/) is one of the premier firms in the U.S. for these kinds of services.

[19] If the parking facilities have been set up with occupancy monitoring equipment.

[20] Manual of Universal Traffic Control Devices

[21] See https://accd.vermont.gov/press-releases/downtowns-receive-grants-improve-quality-life.

Manufacture and/or acquisition of static signage can run as littles as $200 per unit for basic, unbranded “off the shelf” signs up to over a $1,000 per unit for specially branded and produced signage. Installation typically costs between $300 and $600 per unit. In terms of scale, a 12-sign system upgrade could cost as little as $6,000 or as much as $19,200, applying these general guidelines.

Dynamic message signs typically cost much more per unit (~ $3,500 - $12,500), but can display multiple pre-programmed messages, which can translate into being able to communicate more information with fewer signs that a static signage system. The simplest of these systems is commonly seen along interstate highways and uses an LED-matrix to communicate basic text messages and simple graphics; more elaborate systems use LCD or plasma screens encased in weatherproof housings which can display any text, graphic, picture, or video that might be displayed on a standard computer monitor or television screen.

Installation of these signs typically requires significant civil/site work to install the sign mount and connect the sign to the municipal power grid and communications network. All of these signs must be ‘hardwired’ into theses systems as the power and data transfer requirements make battery or solar power sources and wireless communication non-viable. Depending on the extent of the work needed to accomplish this, the additional cost can run into thousands or even tens of thousands of dollars per sign. A recent bid submitted to San Diego’s International Airport quoted $175,000 for the manufacture and installation of a LED-based dynamic messaging system consisting of ten signs networked to a central server.

Barre TIF District Final Parking Study

City Council Meeting
May 10, 2022

1

Economic Development Efforts

- TIF District – window to incur debt ends March 2024
- Looking for opportunities to catalyze downtown development
- Parking study to evaluate parking barriers for developers

2

PARKING STUDY

- Launched Oct 2021
- First draft Dec 2021
- City Council feedback Jan 2022
- Final presented to Council May 2022

3

FINDINGS

- There is not a statistical parking problem today
- At times, perceived parking shortage
- Will need some parking solutions with new development

4

SOLUTIONS

Structured parking not advised

Other solutions include

- Demand-responsive pricing
- Restriping
- Smart meters and technology
- Wayfinding

5

WHAT'S NEXT?

Short term: Parking Committee to take up improvement ideas

Long term: Prospective developers can refer to this as menu to work with the City

6

7

City of Barre, Vermont

"Granite Center of the World"

ACTION ITEM BRIEFING MEMO
CITY COUNCIL AGENDA ITEM
CITY COUNCIL AGENDA: 05-10-22

New Business Item No.: 9-B

AGENDA ITEM DESCRIPTION: Council Decision for Merchant St – Maple Avenue Intersection Configuration – Left Turn Lane

SUBJECT: Transportation Advisory Committee Recommendation to Request Remove Maple Ave Inbound (VT 14 S) left turn lane to Merchants St. and staff recommendation for retention.

SUBMITTING DEPARTMENT or PERSON: DPW with Transportation Advisory Comm. (WEA and MH)

STAFF RECOMMENDATION: Council should decide the primary community values that will guide the VTrans final design. The decision weighs municipal plan objectives, traffic intensity concerns, vehicular traffic efficiency, citizen convenience, intersection safety and project schedule effects.

STRATEGIC OUTCOME/PRIOR ACTION: Resolution of different Advisory Committee recommendations from Administration's recommendation for City approval of final VTrans plans for intersection improvements.

EXPENDITURE REQUIRED: None

FUNDING SOURCE(S): 100% Federally Funded Safety Project unless utility capacity increases are sought

LEGAL AUTHORITY/REQUIREMENTS: The City under it previously signed Finance and Maintenance agreement agreed to facilitate and maintain a safety project deigned to improve this intersection. VTrans affords opportunity for community input as a part of their process. The City has previously signed F&M agreements in support of this extended duration project. Modification of the project should not trigger additional project design costs associated with the project.

BACKGROUND/SUPPLEMENTAL INFORMATION: The project was initially started in 1999. The intersection was designated a high crash location based on 1998-2002 data and accepted as a safety project for 100% federal funding. The intersection is an acute angle intersection where Merchant St meet Maple Ave. Acute angle intersections have several intrinsic safety flaws. VTrans proposal is to revise the intersection geometry to a 90° intersection. This will improve visibility and reinforce the responsibility of drivers to stop on

Merchant St. The VTrans proposal also includes a left turn lane on Vermont 14 south to allow drivers turning onto Merchant St to stop and await an opening without risk of rear end collision. Traffic bound for the city on Vermont 14 south is facilitated by two lanes as traffic flows smoothly with a dedicated through lane (see attached Intersection drawing)

The Transportation Advisory Committee (TAC) reviewed the project carefully. The 2004 intersection performance criteria warranted a left turn lane based on intersection capacity. Following up on discussion with the TAC, VTrans recalculated the intersection design criteria. New criteria for allowable intersection performance adopted in 2015 show there is currently no warrant for a turning lane based on capacity. Based on the current model, the intersection would be at 2/3 capacity without a turning lane. VTrans informed the TAC that if any changes to the intersection design were desired, that request should come from City Council.

VTrans observed that there are safety benefits from the dedicated left turn lane. (see attached VTrans letter of explanation). The original VTrans project did not include an assessment of safety for vehicles and pedestrians separately. The TAC raises this issue as an important balance point that is not addressed. The best available data, from the VTrans crash query tool, shows only 4 crashes near this intersection in past 10 years (0.4 crashes pr year), all of which are recorded as "property damage only". The 1998-2002 data which earned the high crash location designation showed 7 crashes over that four-year period (1.75 crashes per year), and most changes recommended from VTrans' 2004 HSIP (see attached) analysis of the location, removing confusing signs and increasing sign visibility, have been made.

The 2020 Municipal Plan states "the City should discourage any increase in non-local traffic on Merchant St". The TAC has also heard significant concern from Merchant St residents about traffic speed and traffic volume (through traffic) on Merchant St, which is traveled on average by 2000 vehicles a day. Previously in response to residents' concerns and TAC recommendation, the City installed a speed table and is currently scheduled to add pedestrian bulb outs at crosswalks on Merchant St. Adding a turning lane from Maple Ave to Merchant St increases the crossing distance for pedestrians, and vehicles queuing in the turning lane can obstruct visibility to through traffic of crossing pedestrians. It is worth noting that there is a corollary effect of reducing the speed of traffic into the City when traffic has to stop for a left turning vehicle.

The TAC voted to recommend that City Council ask VTrans to prepare a design without a left turn lane for the following reasons:

1. The adopted Municipal Plan's goal of discouraging through traffic in the Merchant St neighborhood
2. The lane is not warranted by intersection capacity, and increasing capacity would not be desirable because of the above goal
3. The vehicular safety of the intersection has been improved by previously recommended changes, and adding another lane would decrease pedestrian safety for neighborhood residents crossing into the cemetery

As DPW director, I am recommending the retention of the left turn lane for several reasons:

1) Local residents' concerns about traffic volume and speed are not significantly affected by including a left turn lane.
2) Efforts to improve safety should have a greater priority than concerns/satisfaction about traffic levels.

3) The language of the municipal plan is an objective not an obligatory instruction. The language is conditional "should" and there is no clear definition of "local" traffic. Literal compliance with the municipal plan language is not required.
4) Specifically, there are other tools that the City can deploy to discourage non-local traffic including additional speed tables and signage on Merchant St.
5) Merchant St is the preferred route for hundreds of Barre residents that live the in the NE quadrant based on efficiency and timing, e.g., Wellington, Sheridan, Tremont, Currier, Marcelle, Delmont etc.)
6) The availability of funding to complete this safety project without municipal burden warrants building the project at full scale. Should the left turn lane be determined the essential in the future it is highly unlikely that State/Federal funding would be available.

LINK(S):

- https://resources.vtrans.vermont.gov/factsheet/default.aspx?pin=04D196
- http://apps.vtrans.vermont.gov/CrashPublicQueryTool/

ATTACHMENTS: VTrans Intersection Plan view, VTrans letter of explanation to TAC, VTrans HSIP Report

INTERESTED/AFFECTED PARTIES: Barre residents in the northeast quadrant, Merchant St residents, Barre citizens, travelers approaching Barre City from VT14S

RECOMMENDED ACTION/MOTION: Council consider a motion requesting VTrans provide a revised design of project HES 037-1(8) based on advisement from the Transportation Advisory Committee and recommendation from the Director of Public Works.

• City of Barre, Vermont

"Granite Center of the World"

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To: Mayor Jake Hemmerick and the Barre City Council

From: Steven Mackenzie, P.E., City Manager

Re: Department Head Reports

Report Date: May 6, 2022

In order to keep you informed of the Department activities of the office, I'm forwarding this report of activities of the City staff for the previous Friday - Thursday. If there are any additional questions please do not hesitate to ask.

1. CLERK/TREASURER'S OFFICE:

- The House Government passed H.444, the bill containing Barre City's 2021 and 2022 charter changes, on Tuesday, May 3rd. Because the House had added the 2022 changes to the original bill, it must go back to the Senate for concurrence. It is scheduled to be taken up by the Senate on Friday, May 6th.
- Continue to work with the VT Homeowners Assistance Program (VHAP), which provides assistance with property taxes, mortgages, utilities, and condo or homeowner association fees. Also participating in the Low Income Household Waste/Water Assistance Program (LIHWAP) being administered through DCF Economic Services. This program is offering funding support for delinquent water/sewer bills. To date the City has received a combined total of just over $26,000 from the two programs.
- Received word from the Agency of Education that the $20,962 refund due to the City from the Education Fund will be processed before the end of the month.
- The annual spring TIF monitoring visit by VT Economic Progress Council (VEPC) is scheduled for Tuesday, May 10th. VEPC will review all documents related to TIF projects completed to date.
- Fourth quarter property taxes are due by May 16th, as the 15th falls on Sunday.
- Attended new clerk & treasurer trainings in Fairlee and W. Rutland, offering a workshop on a variety of topics: vital records, licenses, notary services, and property tax assessment appeals. Each year the VT Clerks & Treasurers Association offers trainings for new clerks & treasurers who were elected at this year's Town Meeting.

2. BUILDING AND COMMUNITY SERVICES:

- Alexis Dexter, from Forget Me Not Flowers and Gifts, held the "Say Yes to the Prom Dress" event on Saturday and Sunday in Alumni Hall. She will be back again on Saturday the 7th.
- The Greater Barre Crafters' Guild held a jury session on Saturday in Alumni Hall.
- There was a private birthday/basketball rental in the AUD on Sunday.
- On Monday, I met with administration staff from Barre Town Middle School to go over requirements for their "Step Up Night" to be held on June 16 at the AUD.
- On Tuesday, I participated in the City Council meeting via Zoom.
- The DMV held CDL testing in the Civic Center parking lot on Wednesday.
- I met with Dan Barlow, Executive Director of the Peoples Health and Wellness Center, at their site to look at a dead/dying tree.
- I participated in a phone meeting with Jim Berson on Wednesday regarding the Barre City Strategic Plan.
- I met with the City Manager on Wednesday for our weekly projects update meeting.
- The Swish/White River Paper "Vendor's Expo" was held on Thursday in the AUD. They had over thirty vendors on site and well over 500 visitors from their customer base went through. They also held a Vendor/Salesperson equipment training on Friday morning.
- I met with the Cemetery Committee Chair on Friday to set the agenda for the Committee meeting scheduled for Monday, May 16.
- We had two full burials and one cremation inurnment during the week at Hope. We continued with winter cleanup operations at Hope and started at Elmwood during the week. We also did some mowing and trimming at Hope. All the Cemetery mowers have been serviced for the season.
- The Facilities crew set up the AUD and Alumni Hall for the Swish/White River Paper event. We also spent time working on the Farwell softball field and cleaning the Rotary Park shelters and grounds. The Facilities mowers will be completely serviced by Tuesday, May 10.

2a. RECREATION:

- Participated in a Teams meeting with the UVM Extension Service 4 – H as we continue to plan summer workshops – Stream Monitoring – Jewelry Making—Engineering Build Challenge- Making Wigglebots. Continued work on program development.
- Created another ad for The World searching for Lifeguards.
- Provided the VRPA with photos for the Annual Meeting and the Facility of Merit Award that we will be receiving for our swimming pool.
- Attended a Recreation Committee meeting.
- There were several Rotary Park reservations taken and processed this week.
- Completed invoices for the B.O.R. and AUD for April 2022 (batting cages / gym uses).
- Prepared a general informational flyer for programs. Posted to social media.
- Connected with the grants administrators on time periods for the summer programs. Will attend a mandatory finance webinar next week for the grant. Program registrations, etc. will need to wait until all grant paperwork is received and signed. There is a grant starting date that must be followed as well.
- Connected with school personnel on Green Up projects.

3. DEPARTMENT OF PERMITTING, PLANNING AND ASSESSING:

Planning – Janet – the highlights (Monday through Friday):

- Participated in the bi-weekly meeting with BADC;
- Attended CVRPC Executive Committee meeting Monday afternoon, with executive session Monday evening;
- Attended Department Head meeting Tuesday morning;
- Attended City Council meeting Tuesday night;
- Obtained Manager signature on BRIC grant for the Local Hazard Mitigation Plan update funds, from approval off the consent agenda and sent the grant along to Vermont Emergency Management – now will work on a RFP for consultant solicitation;
- Worked on building history from assessing files for value and changes in 2014 for TIF Consultant Stephanie Clark;
- Permit Administrator work: see below;
- Assessor work: see below;
- Answering questions, phone calls, assisted fellow staff, timesheets, this weekly report write-up, etc.

Permitting – Janet – the highlights (Monday through Friday):

- Issued 3 building permits;
- Issued 1 electrical permit;
- Issued 2 zoning permits;
- Closed out 4 permits from electrical final inspections and building certificate of occupancies as received from Code Enforcement;
- Worked with Code Enforcement regarding finalizing the invoicing part of the Vacant Building inspections, how they get sent out, follow up with hard copy to people, etc.;
- Assistance this week helped with finalizing the Rental registry list with updated owners and addresses in preparation for printing over the next 2 weeks;
- Attended DRB hearing for the former Wilde Electric site and building in the rear on Thursday night, completed minutes and draft decision;
- Assisted multiple inquires this week at the counter, phone and email, adding more apartments to existing;
- Many phone calls, site visits, email responses regarding permitting;
- Copies files and emailed copies to attorneys, researchers, etc.

Assessing Clerk – Kathryn (Monday through Friday):

- On vacation 2 ½ days;
- Regular office tasks: permit copies into databases, address changes, mapping updates and sending information to our GIS company from maps filed in the clerk's office; filing, checking Grand List items, Street numbers, corrections, e-mail messages, phone calls, etc.;
- Processed 1 property transfer return this week for input into all systems;
- Sent out 1 map copy and 14 lister cards for those requesting them;
- Downloaded 12 homestead filings for grand list for tax billing – year to date total is 1,593;
- Distributed the April 2022 Property Transfer List for departments to update systems;
- Have verified or rejected 233 of 233 sales currently on the list (state adding each week now), into the VTPIE software (replacing the NEMRC Grand List module) for the sales study, mapping connection, homestead filing, etc.;

- Continue working on discrepancies between the in-house assessing software named ProVal and the widely used NEMRC grand list module;

Interim Assessor-Janet – the highlights (Monday through Friday):

- Ensured PVR form 4155 Certificate of No Appeals pending from the current 2021 Grand List made it on the Consent Agenda for approval for City Council to sign – it did not get signed that night, the City Clerk will ensure signatures are obtained at the 05/10/22 meeting and return to me for filing;
- Department Director continuously checking assessor email and phone inquiries;
- Department Director also sending out lister cards upon inquiry.

4. DEPARTMENT OF PUBLIC WORKS:

Wastewater Treatment Facility

Daily sampling and testing for process control requirements permit reporting

- 5/2/2022: Daily lab testing, Volatile Acids/Total Alkalinity test, checked all pumps and motors, pumped sludge out of primary (AM & PM), transferred sludge from digester #1 to #3 (over flow line is plugged due to lack of mixing), ran gravity belt for 9 hrs., ran belt press for 9 hrs., started pumping out digester #2 of water (watching the mud pump that is pumping out the digester due to chain keeps falling off and pulley key way keeps walking out), trained Zeb in the lab. 2 Workers out with Covid
- 5/3/2022: Daily lab testing, checked all pumps and motors, pumped sludge out of primary (AM & PM), clean digester building, ran gravity belt for 7 hrs., ran belt press for 9 hrs., transferred sludge from digester #1 to #3 (over flow line is plugged due to lack of mixing), 3 workers out with Covid
- 5/4/2022: Daily Lab testing, weekly sampling, checked all pumps and motors, ran gravity belt for 7 hrs., ran belt press for 9 hrs., pumped sludge out of primary (AM & PM), transferred sludge from digester #1 to #3 (over flow line is plugged due to lack of mixing), 2 workers out with Covid
- Week Flow Total 19.668 Million Gallons, Solids Pumped to Digester 80,555 Gallons, Solids to Drying Bed 79 Yards, Solids Removed from Drying Bed 120 Yards in to Truck from Canada

Sewer Department

- 04-28 N Main Pump Station check, walk West Side Sewer property, shop maintenance, Repair of Water break on Colby St
- 04-29 Sewer maintenance, check N Main Pump Station
- 05-02 Help out at the WWTP, N Main Pump Station check, ship maintenance
- 05-03 N Main Pump Station, cleaned line on Washington St., Maple Avenue and Harrington St., Meet with Engineer's at Pump Station, check manhole at N Main Pump Station,
- 05-04 N Main Pump Station check, help with Water Dept. Meters in and water on for City Cemeteries and picnic area

- **Water Treatment Facility**

  State required lab testing for compliance, Chemical tank/ chemical feed monitoring, Outdoor Buildings/Grounds Maintenance, Indoor Cleaning/Housekeeping

- 04-28 Picked up 2 dehumidifiers from Montpelier water treatment facility, Decanted solids basin
- 04-29 Distribution Chlorine Residuals- 3 sites, Distribution pump station check- 2 sites, Repaired Sodium Hydroxide fill valve and fill line
- 05-02 Distribution Chlorine Residuals- 3 sites, Distribution pump station check- 2 sites, Calculated run hours and water usage for last 12 months at Cobble Hill Meadows Pump Station

- 05-03 Disinfection by-products samples- 4 locations, Monthly eye-wash and emergency shower operation, Iron and manganese testing
- 05-04 Weekly generator inspection, Distribution Chlorine Residuals- 3 sites, Distribution pump station check- 2 sites, Sodium Hydroxide delivery 2600 gallons

Water Department

- 04-28 Repair Colby St. water break, 82 Railroad St. meter install, Meter readings, truck #14 maintenance, 14 Meadow Lane meter read
- 04-29 Meter readings, Inventory
- 05-02 West Hill Tank check, Meter readings, working at WWTP Digester Building, paperwork prep for Flushing
- 05-03 Meter readings, Inventory, Bleed line on Colby St., Flush Bond field hydrant, charge line and shut down hydrant on Beckley St., paperwork, shop maintenance
- 05-04 Meter readings, Meters in and water on for Hope Cemetery, Elmwood, St. Monica's, City Park and Picnic area

Street Department

- 04-28 Cleanup of tree on Cliff St. that had fallen, Dig for Water Dept. repair of break on Colby St, repairs to Police Dept. #3 & #7, Sweeping of City streets, Basin repair on Charles Street, paperwork, unload materials at BOR, change out Bob Cat # 2 tires, replace broken sign on Humbert & High Holborn St's, Fix sign on Elliston St., offload roller from trailer,
- 04-29 Prep and pave water hole on Colby St., pave catch basins that have been repaired, patching pot holes, Repair Basin on Delmont Ave.,
- 05-02 Sweeping of streets, Paint stop bars, rebuild paint sprayer, maintenance of truck #5, paperwork, shop maintenance, Pot hole filling, Basin repairs, put teeth on John Deere K624 bucket truck, sweeper and salt buggy, get Curb machine ready for jobs, load up paint truck, remove steel and Police Dept. tires from shop
- 05-03 Hot box pot hole filling, Pave Nelson St. water hole, clean out truck #6, Paint stop bars, paperwork, work planning, help with work at WWTP, Sweep up beltline and Berlin St. accident with Street sweeper, work on generator for stop bare painting, work on Bob Cat salt box, Sweeping pf City streets, maintenance of sweeper, salt buggy, trucks 1#16 & #31
- 05-04 Pickup Greenup bags, Grease and pressure wash DPW backhoe, Street sweeping, repairs on paint machine, truck #31, Case 590 loader, Case DV23 and clean up road edges on River St & Burnham St.

5. FINANCE DIRECTOR:

6. DEPARTMENT OF PUBLIC SAFETY:

6a. FIRE DEPARTMENT:

Weekly Fire Activity Report to follow this memo.

6b. POLICE

Police Media Logs to follow this memo.

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004423	05/05/22 03:17:27	Assist - Other	City Hall	An Officer located an unlocked door while on patrol.
22BA004422	05/05/22 02:54:14	Footpatrol	N Main St / Merchant St	An Officer conducted a foot patrol.
22BA004421	05/05/22 02:24:26	Footpatrol		Foot patrol Barre City.
22BA004420	05/05/22 02:16:53	Directed Patrol - Other	Quarry St	The speed cart was placed on Quarry St.
22BA004419	05/05/22 02:08:29	Directed Patrol - Other	Ayers St	
22BA004418	05/05/22 00:57:38	Directed Patrol - Motor Vehicle	Washington Street	
22BA004417	05/05/22 00:44:00	Traffic Stop	N Main St / Lennys	
22BA004416	05/05/22 00:01:17	Attempt To Locate	Pearl St	
22BA004415	05/04/22 23:20:48	Suspicious Person	Prospect St	
22BA004414	05/04/22 22:52:56	Traffic Stop	N Main St / Jiffy Mart	Traffic stop on North Main Street
22BA004413	05/04/22 22:50:53	Traffic Stop	N Main St	traffic stop north main street
22BA004412	05/04/22 22:30:00	Threats/Harassment	High Holborn St	Threats/Harassment on High Holburn Street
22BA004411	05/04/22 21:53:00	Suspicious Event	High Holborn St	Suspicious event on High Holburn Street
22BA004410	05/04/22 19:47:43	Traffic Stop	n main / west st	traffic stop north main street
22BA004409	05/04/22 19:40:25	Traffic Stop	N Main St / Keith Ave	traffic stop north main street
22BA004408	05/04/22 19:23:09	Traffic Stop	Short St	traffic stop short street
22BA004407	05/04/22 19:21:43	Traffic Stop	N Main St	
22BA004406	05/04/22 19:36:00	Traffic Stop	N Main St	traffic stop north main street
22BA004405	05/04/22 19:10:52	Traffic Stop	Maple Ave / Mulligan's	traffic stop maple ave
22BA004404	05/04/22 19:02:29	Traffic Stop	N Main St	traffic stop north main street
22BA004403	05/04/22 19:01:18	Assist - Agency	Fourth St	Agency assist on Fourth Street
22BA004402	05/04/22 18:54:31	Traffic Stop	Summer St	traffic stop summer street
22BA004401	05/04/22 18:30:32	Training-In-Service	Fourth St	
22BA004400	05/04/22 18:21:00	Disturbance	First St	
22BA004399	05/04/22 18:20:18	Traffic Stop	N Main St / First St	traffic stop north main street
22BA004398	05/04/22 18:16:00	Welfare Check	Prospect St	Assist with a mental health issue
22BA004397	05/04/22 17:56:39	Directed Patrol - Motor Vehicle	Maple Avenue	Directed patrol/Speed enforcement on Maple Ave

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004396	05/04/22 17:37:57	Traffic Stop	S Main St / Parkside Terr	
22BA004395	05/04/22 17:28:42	Traffic Stop	Maple Ave	traffic stop maple ave
22BA004394	05/04/22 17:23:48	Traffic Stop	N Main St	traffic stop north main street
22BA004393	05/04/22 17:13:09	Welfare Check	S Main St	Welfare check on a small child at the Hollow Inn
22BA004392	05/04/22 17:19:00	Traffic Stop	S Main St / Parkside Terr	
22BA004391	05/04/22 17:04:08	Larceny - Other	Hall St	
22BA004390	05/04/22 17:02:28	Traffic Stop	N Main St	traffic stop north main street
22BA004389	05/04/22 16:53:17	Traffic Stop	Parkside Terrace	
22BA004388	05/04/22 16:37:56	Traffic Stop	S Main St / Hollow Inn	
22BA004387	05/04/22 16:27:11	Traffic Stop	S Barre Road	
22BA004386	05/04/22 16:11:02	Traffic Stop	N Main St	
22BA004385	05/04/22 15:29:30	911 Hangup	Beckley St	911 hang up beckley street
22BA004384	05/04/22 15:24:44	Juvenile Problem	Parkside Ter	
22BA004383	05/04/22 14:08:32	Suspicious Vehicle	Beckley hill / st monicas	suspicious vehicle beckley street
22BA004382	05/04/22 15:58:00	Assist - Other	Washington St	
22BA004381	05/04/22 13:40:21	Assist - Other	Fourth St	
22BA004380	05/04/22 12:55:35	Suspicious Event	Pearl St	suspicious event pearl street
22BA004379	05/04/22 12:49:48	Juvenile Problem	Maple Ave	juvenile problem maple ave
22BA004378	05/04/22 10:59:37	Disturbance	Tilden House	disturbance south main street
22BA004377	05/04/22 10:32:53	Directed Patrol - Motor Vehicle	Pearl St	directed patrol pearl street
22BA004376	05/04/22 10:02:24	Evidence Management	Fourth St	
22BA004375	05/04/22 08:25:52	Noise	Plain St	noise plain street
22BA004374	05/04/22 07:59:29	Training-In-Service	Fourth St	
22BA004373	05/04/22 07:04:47	Traffic Stop	N Main St / Dominos	
22BA004372	05/04/22 06:37:53	Assist - Public	First St	
22BA004371	05/04/22 06:13:00	Traffic Stop	VT Rt 62 / Berlin St	
22BA004370	05/04/22 06:08:30	Traffic Stop	VT Rt 62 / Barre / Berlin Town Line	
22BA004369	05/04/22 05:54:45	Traffic Stop	Berlin St / VT Rt 62	
22BA004368	05/04/22 05:05:48	Traffic Stop	washington st / poulin auto	
22BA004367	05/04/22 04:55:35	Traffic Stop	Washington st / Jerry Dudleys	

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004366	05/04/22 02:28:09	Assist - Public	Fourth St	An Officer assisted someone
22BA004365	05/03/22 22:51:00	Assist - Agency	Carnes Rd	Agency assist to BTPD in E Barre
22BA004364	05/03/22 22:11:55	Suspicious Event	City Park	Suspicious event reported
22BA004363	05/03/22 22:08:14	Traffic Stop	Gable Place	Traffic stop on Gable PL
22BA004362	05/03/22 20:26:09	Motor Vehicle Complaint	N Main	Motor vehicle complaint on N Main St
22BA004361	05/03/22 20:12:35	Traffic Stop	Merchants Row / Prospect St	
22BA004360	05/03/22 20:09:51	Assist - Other	N Main St	Agency assist
22BA004359	05/03/22 19:44:12	Assist - Public	Elmore St	Public assist on Elmore.
22BA004358	05/03/22 19:25:09	Traffic Stop	Hill St	Traffic stop for registration on Hill St
22BA004357	05/03/22 19:22:42	Assist - Public	Seminary St	Public assist
22BA004356	05/03/22 19:20:58	Directed Patrol - Motor Vehicle	Maple Ave	Directed patrol on Maple Ave
22BA004355	05/03/22 19:16:31	Noise	Tremont St	Noise complaint on Tremont Street.
22BA004354	05/03/22 19:13:14	Traffic Stop	N Main St	
22BA004353	05/03/22 19:07:00	Traffic Stop	Prospect St	Traffic stop on Prospect Street
22BA004352	05/03/22 23:27:00	Attempt To Locate	Pearl St	Attempt to locate female with active arrest warrant on Pearl St
22BA004351	05/03/22 19:00:00	Traffic Stop	N Main St	Traffic stop registration violation on N Main St
22BA004350	05/03/22 18:59:56	Juvenile Problem	Plain St	Juvenile problem on Seminary St
22BA004349	05/03/22 18:55:00	Traffic Stop	Prospect St	traffic stop on Prospect Street
22BA004348	05/03/22 18:46:35	Traffic Stop	Park St	Traffic stop for stop sign violation on Park St
22BA004347	05/03/22 18:45:28	Directed Patrol - Motor Vehicle	Prospect St	Directed patrol on Prospect Street
22BA004346	05/03/22 18:39:35	Traffic Stop	N Main St #	Traffic stop for registration on N Main St
22BA004345	05/03/22 18:37:54	Directed Patrol - Motor Vehicle	Laurel Street	Directed patrol on Laurel St
22BA004344	05/03/22 18:24:34	Traffic Stop	Plain Street	Traffic stop for inspection on Plain St
22BA004343	05/03/22 18:19:25	Prisoner - Lodging/Releasing	Fourth St	Release of female prisoner
22BA004342	05/03/22 18:16:16	Traffic Stop	N Main St	Traffic stop for failure to signal on N Main St
22BA004341	05/03/22 18:13:34	Directed Patrol - Motor Vehicle	Seminary St	Directed motor vehicle patrol on Seminary St
22BA004340	05/03/22 17:40:52	Threats/Harassment	Ayers Street	Phone harassment reported
22BA004339	05/03/22 17:24:38	Prisoner	Fourth St	
22BA004338	05/03/22 17:21:00	Accident - LSA	N Main St	
22BA004337	05/03/22 16:08:13	Arrest Warrant - In State	Fourth St	Person with warrant arrested on Fourth Street.

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004336	05/03/22 16:05:51	Training-In-Service	Fourth St	
22BA004335	05/03/22 15:00:30	Drugs - Intel received	Hall St	
22BA004334	05/03/22 14:35:34	Surveillance	Pearl St	Surveillance Pearl Street
22BA004333	05/03/22 13:42:17	Suspicious Event	Cliff St	suspicious event cliff street
22BA004332	05/03/22 13:27:20	Suspicious Person	Bromur St	suspicious person bromur street
22BA004331	05/03/22 12:55:21	Assist - Other	N Main St	
22BA004330	05/03/22 12:24:20	Sex Offender Registry Violation	Fourth St	
22BA004329	05/03/22 12:12:37	Parking - General Violation	N Main St	
22BA004328	05/03/22 12:08:13	Suspicious Person	Harrington Ave	suspicious person harrington ave
22BA004327	05/03/22 10:46:20	Juvenile Problem	N Main St #	
22BA004326	05/03/22 10:42:09	Domestic Disturbance	Plains St	domestic disturbance plain street
22BA004325	05/03/22 10:31:46	Background Investigation - Local check	Fourth St	
22BA004324	05/03/22 10:26:57	Property Return / Disposal	Fourth St	property return fourth street
22BA004323	05/03/22 10:19:29	Prisoner - Lodging/Releasing	Fourth St	prisoner release fourth street
22BA004322	05/03/22 10:09:08	Prisoner	Fourth St	
22BA004321	05/03/22 09:43:00	Arrest Warrant - In State	Plain St	arrest warrant in state plain street
22BA004320	05/03/22 09:16:22	Assist - Other	N Main St	Agency Assist on North Main Street
22BA004319	05/03/22 08:57:43	Assist - Agency	Hill St	agency assist hill street barre town
22BA004318	05/03/22 08:01:43	Footpatrol	S Main St #	foot patrol south main street
22BA004317	05/03/22 07:24:59	Accident - Injury to person(s)	S Main St / Elmore St	Traffic crash on S. Main St at Elmore St.
22BA004316	05/03/22 06:02:00	Accident - Injury to person(s)	VT Rt 62 / Berlin St	Motor vehicle accident on RT 62.
22BA004315	05/03/22 00:03:37	Traffic Stop	Eastern Avenue	Traffic stop for expired registration on Eastern Ave
22BA004314	05/02/22 23:44:33	Traffic Stop	S Main St	Traffic stop on S Main St, operator was suspended
22BA004313	05/02/22 23:05:57	Traffic Stop	Washington St	Traffic stop on Washington Street
22BA004312	05/02/22 21:27:00	Assist - Other	N Main St	Assist on N Main St
22BA004311	05/02/22 21:25:20	TRO/FRO Service	N Main St	TRO service on N Main St
22BA004310	05/02/22 21:25:03	Suspicious Event	Knoll Motel	Suspicious event on N Main St
22BA004309	05/02/22 20:43:42	Domestic Disturbance	Ayers St	Disturbance on Ayers Street
22BA004308	05/02/22 20:41:22	Suspicious Person	N Main St	Suspicious person on North Main Street.
22BA004307	05/02/22 20:23:26	Assist - Other	Green Acres	Assist at Green Acres

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004306	05/02/22 20:14:03	Traffic Stop	Washington St	Traffic stop on Washington Street
22BA004305	05/02/22 20:01:17	Traffic Stop	Washington St	Traffic stop on Washington Street
22BA004304	05/02/22 20:00:46	Traffic Stop	N Main St #	Traffic stop for failure to stop on N Main St
22BA004303	05/02/22 19:49:03	Directed Patrol - Motor Vehicle	Seminary St	directed motor vehicle patrol on Seminary St
22BA004302	05/02/22 19:43:26	Directed Patrol - Motor Vehicle	Washington St	Directed patrol on Washington Street
22BA004301	05/02/22 18:25:58	Prisoner - Lodging/Releasing	Fourth St	Prisoner released on Fourth Street
22BA004300	05/02/22 17:50:43	Welfare Check	N Main St	Welfare check on N Main St
22BA004299	05/02/22 17:19:00	Fire - Rescue / MV Accident	S Main St	Motor vehicle accident on South Main Street
22BA004298	05/02/22 16:47:02	Prisoner	Fourth St	
22BA004297	05/02/22 16:44:44	Prisoner - Lodging/Releasing	Fourth St	Lodging Prisoner
22BA004296	05/02/22 16:28:17	Motor Vehicle Complaint	N Main St	motor vehicle complaint north main street
22BA004295	05/02/22 14:53:08	Assist - Agency	Bromur St	agency assist bromur street
22BA004294	05/02/22 14:26:20	Suspicious Event	N Main St	suspicious event north main street
22BA004293	05/02/22 13:09:10	Assist - Agency	Merchant St	agency assist merchant street
22BA004292	05/02/22 10:09:06	Assist - Other	Prospect St / Gustos	assist other prospect street
22BA004291	05/02/22 09:38:15	Drugs - Suspicious	Eastern Ave	
22BA004290	05/02/22 09:35:17	Arrest Warrant - In State	Blackwell St	arrest warrant in state blackwell street
22BA004289	05/02/22 09:20:22	Assist - Other	Blackwell St	assist other blackwell street
22BA004288	05/02/22 08:08:21	Training-In-Service	Fourth St	training in service fourth street
22BA004287	05/02/22 04:00:57	Suspicious Event	Pearl St	Suspicious activity reported on Pearl Street.
22BA004286	05/02/22 00:22:00	Suspicious Person	Highgate Apartments	
22BA004285	05/01/22 22:29:03	Directed Patrol - Motor Vehicle	S Main St	Directed patrol on South Main Street.
22BA004284	05/01/22 22:12:00	Assist - Public	Keith Ave	Assist on Keith Avenue
22BA004283	05/01/22 20:54:13	Disturbance	N Main St	
22BA004282	05/01/22 20:24:00	Suspicious Person	S Main St	Suspicious person at Cumberland Farms
22BA004281	05/01/22 19:41:53	Suspicious Event	Summer St	Suspicious event on Summer St
22BA004280	05/01/22 19:34:00	Assist - Public	Elmore St	Assist on Elmore Street
22BA004279	05/01/22 18:56:00	Suspicious Vehicle	Spaulding St	Suspicious vehicle on Spaulding Street
22BA004278	05/01/22 18:21:17	Footpatrol	N Main St	Foot patrol down town with K9
22BA004277	05/01/22 17:58:00	Stolen Vehicle	North Main St	

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004276	05/01/22 17:00:00	Assist - Public	N Main St	
22BA004275	05/01/22 17:23:05	Prisoner	Fourth St	
22BA004274	05/01/22 16:38:00	Assist - Public	Fourth St	Public Assist
22BA004273	05/01/22 17:00:00	Animal Problem	Walnut St / Tremont St	Animal Problem on Walnut St
22BA004272	05/01/22 16:03:03	Training-In-Service	Fourth St	
22BA004271	05/01/22 12:50:56	Suspicious Event	Eastern Ave	Suspicious Even on Eastern Ave
22BA004270	05/01/22 12:01:01	Supervisory Duties - Case review	Fourth St	Supervisory Duties- Case Review
22BA004269	05/01/22 11:31:37	Fraud		Citizen assist at Barre City PD
22BA004268	05/01/22 09:45:22	Motor Vehicle Complaint	N Main Street	Report of elderly erratic operator on N Main Street. Request for a welfare check.
22BA004267	05/01/22 09:39:09	Property - Lost	Fourth St	Found property on S Main Street.
22BA004266	05/01/22 08:53:00	Alarm - Security	N Parkside Ter	Alarm on North Parkside Ter
22BA004265	05/01/22 04:49:00	Domestic Assault - Misd	Pearl St	domestic assault pearl street
22BA004264	05/01/22 04:20:37	Arrest Warrant - In State	S Main Street	arrest warrant in state south main street
22BA004263	05/01/22 03:46:43	Untimely Death	S Main St	Untimely death on S. Main St.
22BA004262	05/01/22 01:00:51	Prisoner	Fourth St	
22BA004261	05/01/22 00:59:17	Prisoner - Lodging/Releasing	Fourth St	prisoner release fourth street
22BA004260	04/30/22 23:14:40	Suspicious Person	City Hall Park	Suspicious male at City Hall Park
22BA004259	04/30/22 23:07:07	Suspicious Vehicle	Playground 2000	Suspicious vehicle at Playground 2000
22BA004258	04/30/22 22:12:40	Suspicious Event	Elmore St	Suspicious event on Elmore Street.
22BA004257	04/30/22 22:07:15	Attempt To Locate	Green Acres	Attempt to locate subject with arrest warrant at Green Acres
22BA004256	04/30/22 21:54:59	Traffic Stop	Rt 62 / Berlin Line	Traffic stop for speeding on Rt 62.
22BA004255	04/30/22 21:51:33	Threats/Harassment	Walgreens Parking Lot	Threats/Harassment at Walgreens Parking Lot
22BA004254	04/30/22 21:38:13	Trespass	Parkside Terrace	Suspicious vehicle at Playground 2000
22BA004253	04/30/22 21:37:43	Traffic Stop	N Main St	
22BA004252	04/30/22 21:29:30	Traffic Stop	VT Rt 62 / Barre / Berlin Town Line	Traffic stop for speeding on Rt 62
22BA004251	04/30/22 21:16:22	Traffic Stop	Rt 62	Traffic stop for speeding on Rt 62
22BA004250	04/30/22 21:03:15	Traffic Stop	vt rt 110 / east barre	Traffic stop on VT Rte 110 in East Barre.
22BA004249	04/30/22 20:53:11	Traffic Stop	Washington St / Elm St	Traffic stop for speeding on Washington St.
22BA004248	04/30/22 20:52:42	Directed Patrol - Motor Vehicle	Washington St	Directed patrol of Washington St.
22BA004247	04/30/22 20:46:43	Traffic Stop	Washington St / Elm St	Traffic stop on Washington St.

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004246	04/30/22 20:36:35	Traffic Stop	US Rt 302 / Poulin Auto	
22BA004245	04/30/22 20:15:59	Traffic Stop	N Main St	Traffic stop for defective equipment on N Main Street.
22BA004244	04/30/22 20:08:30	Assist – Motorist	Jefferson St / Elm St	Assist Motorist on Elm Street
22BA004243	04/30/22 20:03:55	Traffic Stop	N Main St	
22BA004242	04/30/22 20:02:37	Traffic Stop	Cherry St	Traffic stop for display of plate on S Main Street.
22BA004241	04/30/22 19:42:42	Assist - Other	Highgate Dr	Suspicious vehicle at Highgate Drive
22BA004240	04/30/22 19:42:07	Assist - Agency	Cliff St	Agency Assist on Cliff Street.
22BA004239	04/30/22 19:40:45	Traffic Stop	N Main St / Blackwell St	
22BA004238	04/30/22 19:33:56	Traffic Stop	S Barre Rd	Traffic stop for vehicle not inspected on S Barre Road in Barre Town
22BA004237	04/30/22 19:19:50	Traffic Stop	Berlin St / Prospect St	Traffic stop for vehicle not inspected on Prospect Street
22BA004236	04/30/22 19:15:47	Traffic Stop	Merchant St	Traffic stop on Merchant Street
22BA004235	04/30/22 19:07:38	Traffic Stop	Skyline Dr	Traffic stop for vehicle not inspected on Berlin Street.
22BA004234	04/30/22 19:03:41	Suspicious Person	ayers/ n main st	Suspicious person on Ayers St
22BA004233	04/30/22 19:00:46	Traffic Stop	Washington Street	Traffic stop on Washington Street
22BA004232	04/30/22 18:55:33	Traffic Stop	N Main St	Traffic stop for registration on N Main St
22BA004231	04/30/22 18:52:17	Traffic Stop	Berlin St / Prospect St	Traffic stop for speeding on Prospect Street
22BA004230	04/30/22 18:42:02	Traffic Stop	Washington St	Traffic stop on Washington Street
22BA004229	04/30/22 18:39:44	Traffic Stop	Berlin St / Prospect St	Traffic stop for speeding on Prospect Street
22BA004228	04/30/22 18:39:31	Drugs - Intel received	S Main St	Report of possible drug activity on South Main Street
22BA004227	04/30/22 18:30:17	Traffic Stop	Prospect St / Skyline Dr	Traffic stop for vehicle not inspected on Prospect Street
22BA004226	04/30/22 18:24:28	Traffic Stop	Washington St / AJ Sunoco	Traffic stop on Washington Street.
22BA004225	04/30/22 18:20:18	Directed Patrol - Motor Vehicle	Hill Street	Directed motor vehicle patrol on Hill St
22BA004224	04/30/22 18:08:22	Directed Patrol - Motor Vehicle	Fourth St	An Officer worked a detail under the Vermont State Highway Safety DUI grant
22BA004223	04/30/22 18:03:31	Traffic Stop	N Main St / Super Sparkle	Traffic stop for vehicle not inspected on N Main Street.
22BA004222	04/30/22 17:53:00	Traffic Stop	Jones Brothers Way	Traffic stop for vehicle not inspected on N Main Street.
22BA004221	04/30/22 17:44:56	Traffic Stop	N Main St / Rubadub	Traffic stop for vehicle not inspected on N Main Street.
22BA004220	04/30/22 17:39:50	Traffic Stop	N Main St / Rubadub	Traffic stop for speeding on N Main Street
22BA004219	04/30/22 17:28:08	Traffic Stop	N Main St	Traffic stop for defective equipment on N Main Street
22BA004218	04/30/22 17:19:18	Traffic Stop	N Main St / Super Sparkle	Traffic stop for vehicle not inspected on N Main Street
22BA004217	04/30/22 17:15:38	Suspicious Event	Maple Ave	Report of an unlawful trespass on Maple Avenue.

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004216	04/30/22 17:07:52	Traffic Stop	north main st / sixth st	Traffic stop for vehicle not inspected on N Main Street.
22BA004215	04/30/22 18:20:00	Directed Patrol - Motor Vehicle	Washington Street	Directed patrol on Washington Street
22BA004214	04/30/22 15:35:07	Assist - Agency	N Main St	Montpelier Police requested a death notification on N Main Street.
22BA004213	04/30/22 15:24:45	Disturbance	Seminary St	Verbal dispute on N Seminary Street..
22BA004212	04/30/22 14:40:41	Assist - Other	Fourth St	
22BA004211	04/30/22 14:04:08	Accident - Non Reportable	N Main St	Accident on North Main Street
22BA004210	04/30/22 13:33:20	Threats/Harassment	Second St	Harassment on North Main Street
22BA004209	04/30/22 13:26:23	Suspicious Event	N Main St	Suspicious Event on North Main Street
22BA004208	04/30/22 13:13:38	Traffic Stop	Prospect St	Traffic stop for speeding on Prospect Street
22BA004207	04/30/22 12:56:14	Traffic Stop	Prospect St	Traffic stop for speeding on Prospect Street
22BA004206	04/30/22 12:46:51	Traffic Stop	Bailey St	Traffic stop for vehicle not inspected on Prospect Street.
22BA004205	04/30/22 12:33:14	Traffic Stop	Prospect St	Traffic stop for speeding on Prospect Street.
22BA004204	04/30/22 11:55:23	Assist - Other	N Main St	Public Assist on North Main Street
22BA004203	04/30/22 11:35:41	Supervisory Duties - Case review	Fourth St	Supervisory Duties- Case Review
22BA004202	04/30/22 09:30:52	Traffic Stop	Prospect St	Traffic stop for passenger side brake light out on Prospect Street.
22BA004201	04/30/22 09:19:25	Drug take back	Fourth St	
22BA004200	04/30/22 01:59:16	Domestic Disturbance	John St	Officers assisted a family with a disturbance
22BA004199	04/30/22 08:41:00	911 Hangup	Westwood Pkwy	911 hang up from 911 only phone on Westwood Parkway.
22BA004198	04/29/22 22:47:00	Noise	N Main St	Noise complaint
22BA004197	04/29/22 22:49:31	Motor Vehicle Complaint	N Main St	
22BA004196	04/29/22 22:26:10	Traffic Stop	north main st / busy bubble	
22BA004195	04/29/22 22:02:52	Traffic Stop	N Main St	
22BA004194	04/29/22 21:55:57	Untimely Death	Washington St	Untimely on Washington St
22BA004193	04/29/22 21:51:29	Traffic Stop	N Main St	Traffic stop for failure to signal at Jiffy Mart
22BA004192	04/29/22 21:09:51	Traffic Stop	s main st / lazer wash	
22BA004191	04/29/22 20:54:30	Traffic Stop	Perry St / King St	Traffic stop for registration on Perry St
22BA004190	04/29/22 20:39:49	Traffic Stop	Washington St / N Main St	
22BA004189	04/29/22 20:37:29	Traffic Stop	N Main St	Traffic stop for defective equipment on N Main St
22BA004188	04/29/22 20:06:08	Traffic Stop	Washington St	
22BA004187	04/29/22 19:50:57	Directed Patrol - Motor Vehicle	Washington Street	Directed patrol of Washington St.

Incident Number	Date/Time	Call Type	Street Name	Media/Press Summary
22BA004186	04/29/22 19:40:21	Traffic Stop	Washington St / Nelson St	
22BA004185	04/29/22 19:34:32	Assist - Public	Cliff St	Citizen assist
22BA004184	04/29/22 19:32:25	Motor Vehicle Complaint	Center Street	
22BA004183	04/29/22 19:25:00	Traffic Stop	N Main St / budzyn tires	
22BA004182	04/29/22 19:16:01	Traffic Stop	N Main Street	
22BA004181	04/29/22 18:41:00	Intoxication	n main st / city hall park	Intoxicated subject on N Main St
22BA004180	04/29/22 18:29:08	Directed Patrol - Motor Vehicle	Fourth St	An Officer conducted a directed patrol
22BA004179	04/29/22 18:26:54	Traffic Stop	Maple Ave / Seminary St	Traffic stop for inspection on Seminary St
22BA004178	04/29/22 18:14:46	Traffic Stop	Washington Dt	
22BA004177	04/29/22 18:11:18	Traffic Stop	Seminary St / Brook St	traffic stop for registration on Seminary St
22BA004176	04/29/22 17:51:29	911 Hangup	Woodland Dr	911 hangup on Woodland Dr
22BA004175	04/29/22 17:46:11	Directed Patrol - Motor Vehicle	Seminary St	directed motor vehicle patrol on Seminary St
22BA004174	04/29/22 14:41:39	Traffic Stop	N Seminary St	Traffic stop for vehicle with tinted front windows and tinted brake lights on N Seminary Street.
22BA004173	04/29/22 14:27:00	Traffic Stop	Maple Ave	Traffic stop for driving the wrong way on one way road on Warren Street.
22BA004172	04/29/22 13:56:30	Disorderly Conduct	S Main St #	
22BA004171	04/29/22 13:55:56	Suspicious Event	N Main St	Report of male refusing to leave a place of business on N Main Street.
22BA004170	04/29/22 13:39:12	Assist - Other	Brooklyn St	Parking issue on Brooklyn Street
22BA004169	04/29/22 13:06:59	Footpatrol	Main St	
22BA004168	04/29/22 12:54:58	Assist - Public	Fourth St	Public Assist
22BA004167	04/29/22 12:24:00	Prisoner - Lodging/Releasing	Fourth St	Released prisoners to WCSD for transport to court.
22BA004166	04/29/22 10:40:47	Assist - Other	N Main St	Agency Assist on North Main Street
22BA004165	04/29/22 10:21:21	Traffic Stop	S Main St #	Traffic stop for cell phone use on S Main Street.
22BA004164	04/29/22 08:39:42	Vandalism	North Main St	
22BA004163	04/29/22 07:38:01	Supervisory Duties - Case review	Fourth St	Supervisory Duties- Case Review
22BA004162	04/29/22 06:04:05	Assist - Agency	Fourth St	agency assist fourth street
22BA004161	04/29/22 06:00:25	Suspicious Event	West St	suspicious event west street
22BA004160	04/29/22 01:08:05	Prisoner	Fourth St	
22BA004159	04/29/22 00:14:59	Arrest Warrant - In State	Berlin St	Travis Farrell, arrested and lodged on multiple active arrest warrants

Council Packet Addendum

The materials here are additional documents that did not make the Friday Council Packet.

City of Barre, Vermont

"Granite Center of the World"

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Manager's Report
Tuesday
05/08/22

Following is my written summary of notable or significant municipal activities originating from or coordinated by the Manager's office for the preceding week. I provide this in lieu of a verbal report at the Council meeting, but will certainly address any questions you may have during the meeting

OPERATIONS:

NMPS Bid Results: As you know from verbal addendum to my 4/26 Manager's Report, the single Bid (i.e. Construction Cost - $1,377,365) for this pump station project came in $680,365 over the Engineer's estimate of $697,000 in this volatile construing market. Staff from DuFresne Group are value engineering the Bid/Design with the contractor (Neil H. Daniels, Inc., Ascutney, VT) to identify scope modifications in the approach to the pump station construction to see what cost savings may be achieved. We expect to meet with them this week to review the results of their work and to determine the next step(s). I still remain cautiously optimistic that the project can be successfully value engineered to a revised scope that is fundable in order to allow this project to proceed to construction this summer. For a number of reasons, including the uncertainty of the construction market, I don't believe waiting and/or rebidding the project are viable options. I anticipate we may have an initial, l informal summary of the value engineering process at your 5/27 Council meeting, and hopefully an Award Recommendation at your 5/24 meeting.

City Hall Park Flag: Some may have noticed the United States Flag in City Hall Park warrants its annual replacement. BCS director has that flag in stock and it will be replaced Monday.

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GRANTS:

Barre City Auditorium "3 Acre" Storm Water Project: The Central VT Regional Planning Commission (CVRPC) has notified us they signed the grant contract documents with the State in mid- to late February. They been allowing for their new Senior Planner, Brian Voigt, to address an existing project backlog before moving into new projects. He has been in contact with DPW Director Ahearn to initiate the coordination required to discuss development of the Request for Proposal for engineering services to prepare the construction/bidding documents and the role the municipality envisions in the project. We'll prove an update as to project schedule once this initial project management coordination has been completed.

EVENTS & REMINDERS:

Barre Town Yard Waste Drop-off Event: The Schedule has been extended thru Saturday, May 14th. See the City Web-site for details:

https://www.barrecity.org/barre-city-yard-waste-disposal.html

Auditorium Events: Marketing Agent Jim McWilliam advises that this past Thursday, 5/5, **Swish** - a janitorial and supply company located in White River Junction - sponsored a Vendor Expo for professionals from New Hampshire and Vermont. Large numbers of folks from business in both states have gathered to learn of new products and utilization of each.

On the 11th, both in the Auditorium and the BOR the **New England Highway Show** returns after a two-year absence due to COVID. Hundreds of highway and road personnel will gather for workshops and vendor/machinery displays. The main event takes place in the early afternoon with backhoe and plowing competition in the parking lots.

On the 21st the **MMA - Mixed Martial Arts** event returns with ten fights on the "card".

MISCELLANEOUS: Nothing to Report

ADVANCE NOTICE:

2022 Barre City Community-Wide Waste Management Events: DPW Director Ahearn has firmed up the City's miscellaneous wastes collection events which are scheduled as follows:

Tire Collection Day	July 23rd
Bulky Trash Day	September 24th
FALL Yard Waste Disposal	October 1 thru November 1*
Barre City DPW Street-Side Fall Collection Cycle	October 24-27

*Subject to confirmation in September

Links to the above schedules, along with additional links the Central VT Solid Waste Management District (CVSWMD) regarding Yard and Hazardous Wastes Disposal are listed below and are also included on the Web-site Scroll:

https://www.barrecity.org/annual-waste-disposal-events-schedule-2022.html

More Information on CVSWMD Leaf and Yard Waste

More information on CVSWMD Hazardous Waste Special Collections

By check number for check acct 01(GENERAL FUND) and check dates 05/11/22 thru 05/11/22

Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
01088 AFSCME COUNCIL 93							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0007	UNION DUES PAYABLE	0.00	204.75	E183
01150 AIRGAS USA LLC							
	9125126046	Wire Mig ER70S-6	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	236.17	145149
01027 AMERICAN RED CROSS-HEALTH & SAFETY							
	22421247	Lifeguard training	048-6301-320.0747	VOREC $10K REC - COVID19	0.00	200.00	145150
01110 APPRAISAL RESOURCE GROUP							
	VTBC-032022	Land valuation consulting	001-5020-440.1241	CONTRACT SERVICES	0.00	70.00	145151
23018 AUBUCHON HARDWARE							
	496550	Midwest nuts & bolts	001-8050-350.1060	SMALL TOOLS	0.00	3.12	145152
01209 AVENU INSIGHTS & ANALYTICS							
	INVB-035351	Land records management	001-5070-220.0417	RECORDING OF RECORDS	0.00	950.00	145153
02136 BANWELL ARCHITECTS							
	00009	Prof svc thru 3/31/22	050-5810-360.1160	2020 560K BOND	0.00	1,129.16	145154
02039 BERGERON JEFFREY							
	3387931	reimbursement boots	001-7015-340.0943	FOOTWEAR	0.00	349.00	145155
03254 CHAMBERLIN ALAYNA							
	042822	Lifeguard recertification	048-6301-320.0747	VOREC $10K REC - COVID19	0.00	150.00	145156
03205 CITY OF BARRE PENSION PLAN & TRUST							
	1STQTRCY22	employer contribution	001-9030-110.0154	CITY PENSION PLAN	0.00	4,523.91	145157
	1STQTRCY22	employer contribution	002-8200-110.0155	PENSION	0.00	782.81	145157
	1STQTRCY22	employer contribution	003-8300-110.0155	PENSION	0.00	782.81	145157
	1STQTRCY22	employer contribution	003-8330-110.0155	PENSION	0.00	1,854.48	145157
	1STQTRCY22-1	Employer contribution	001-9030-110.0154	CITY PENSION PLAN	0.00	1,507.97	145157
	1STQTRCY22-1	Employer contribution	002-8200-110.0155	PENSION	0.00	260.94	145157
	1STQTRCY22-1	Employer contribution	003-8300-110.0155	PENSION	0.00	260.93	145157
	1STQTRCY22-1	Employer contribution	003-8330-110.0155	PENSION	0.00	618.16	145157
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0006	ANNUITY PAYABLE	0.00	373.21	145157
					0.00	10,965.22	
03337 COMMUNITY BANK NA							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0001	FEDERAL TAX PAYABLE	0.00	12,810.81	145159
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0004	FICA PAYABLE	0.00	19,359.62	145159
					0.00	32,170.43	
03308 COMMUNITY BANK NA							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0013	HSA PAYABLE	0.00	75.00	145158
03315 CONSOLIDATED COMMUNICATIONS							
	04182022	radio circuits	001-8020-320.0724	RADIO MAINT	0.00	35.87	145160

By check number for check acct 01(GENERAL FUND) and check dates 05/11/22 thru 05/11/22

Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
	04182022	radio circuits	001-8050-320.0724	RADIO MAINT	0.00	35.87	145160
	04182022	radio circuits	002-8200-320.0724	RADIO MAINT	0.00	35.88	145160
	04182022	radio circuits	002-8220-320.0724	RADIO MAINT	0.00	66.96	145160
					0.00	174.58	
04095 DUFRESNE GROUP							
	16450	North end PS Const bid	003-8430-400.1401	NE PUMP STA RLF	0.00	1,252.50	145161
05023 ECOSTRATEGIES LLC							
	20222603-1	Energy consultant	048-9130-360.1335	ENERGY COMMITTEE NOVUS EX	0.00	1,980.52	145162
05069 EDWARD JONES							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0006	ANNUITY PAYABLE	0.00	67.00	145163
05059 ENDYNE INC							
	406737	Weekly testing	003-8330-320.0749	WASTEWATER SAMPLING/TESTI	0.00	310.00	145164
	407608	Weekly testing	003-8330-320.0749	WASTEWATER SAMPLING/TESTI	0.00	310.00	145164
					0.00	620.00	
05030 ESMI OF NEW YORK LLC							
	427958	3/27-4/2/22 biosolids	003-8330-230.0519	DISPOSAL OF SLUDGE	0.00	7,269.65	145165
	430101	4/10-4/16/22 biosolids	003-8330-230.0519	DISPOSAL OF SLUDGE	0.00	9,241.75	145165
	430615	4/17-4/23 biosoilids	003-8330-230.0519	DISPOSAL OF SLUDGE	0.00	7,002.30	145165
					0.00	23,513.70	
05007 EVERETT J PRESCOTT INC							
	6005776	4x2 di tap 2x1 bushing	003-8330-320.0740	EQUIPMENT MAINT	0.00	192.43	145166
	6008787	1 1/2 cplg quick lead fre	002-8200-320.0750	MAIN LINE MAINT	0.00	270.00	145166
					0.00	462.43	
06890 FERGUSON ENTERPRISES LLC #3326							
	1087031	water line pipe	002-8200-320.0750	MAIN LINE MAINT	0.00	42,072.48	145167
07006 GREEN MT POWER CORP							
	04142022A	Merchants Row EV	001-6045-200.0210	EVCS ELECTRICITY-MERCH RO	0.00	103.93	145168
	04262022	Bailey St West Hill Tank	002-8200-200.0208	Electricity-Bailey St	0.00	25.76	145168
	04272022	N Main St pump station	003-8300-200.0212	ELECTRICITY NO MAIN ST	0.00	233.61	145168
	042722	Hope Cemetery office	001-8500-200.0221	ELECTRICITY-OFFICE	0.00	51.79	145168
					0.00	415.09	
09021 IRVING ENERGY							
	225867	propane	001-7035-330.0836	PROPANE	0.00	1,578.48	145169
	232638	propane	001-7030-330.0836	PROPANE	0.00	346.17	145169
					0.00	1,924.65	
12024 LAROCHE TOWING & RECOVERY							
	27333	Tow I89 to highway dept	001-8050-320.0743	TRUCK MAINT - STS	0.00	300.00	145170

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
12301 LOGMEIN USA INC							
	IN6000135682	LogMeIn subscription	001-5020-210.0311	EQUIP PURCH & SW LICENSES	0.00	1,299.00	145171
12009 LOWELL MCLEODS INC							
	S70748	Steel	001-8050-320.0742	SNOW EQUIP MAINT	0.00	68.25	145172
	S70762	Gr8 bolt w/lock nut	001-8050-320.0742	SNOW EQUIP MAINT	0.00	11.06	145172
					0.00	79.31	
13075 MCWILLIAM JAMES							
	2021-30JM	Svcs 5/2-5/6/22	051-0280-360.1165	SEMP VCF TRUST PROJECTS	0.00	225.00	145173
13910 MGS EQUIPMENT AND REPAIR							
	220022	oil filters spindles	001-7015-320.0721	FIELD MAINTENANCE	0.00	896.50	145174
	220023	filter oil labor	001-8500-320.0740	EQUIPMENT MAINT	0.00	441.36	145174
	220024	Filters Hydro Fluid Blade	001-7015-320.0721	FIELD MAINTENANCE	0.00	495.48	145174
					0.00	1,833.34	
13189 MILES SUPPLY INC							
	BB0160594-01	towels liners trash liner	001-7020-350.1049	CUSTODIAL SUPPLIES	0.00	177.71	145175
	BB0160594-01	towels liners trash liner	001-7035-350.1049	CUSTODIAL SUPPLIES	0.00	46.60	145175
	BB0160777-01	trash liners paper towels	001-7020-350.1049	CUSTODIAL SUPPLIES	0.00	46.60	145175
	BB0160777-01	trash liners paper towels	001-7030-350.1049	CUSTODIAL SUPPLIES	0.00	74.04	145175
	BB0160789-01	safety glasses gloves	003-8330-340.0941	EQUIPMENT - SAFETY	0.00	70.80	145175
	BB0160789-02	XL gloves	003-8330-340.0941	EQUIPMENT - SAFETY	0.00	116.40	145175
	BB0161161-01	earplugs safety glasses	001-8050-340.0941	EQUIPMENT - SAFETY	0.00	177.04	145175
	BB0161192-01	trash can liners	001-8050-350.1065	SUPPLIES - STS	0.00	177.71	145175
					0.00	886.90	
13134 MOUNTAIN VIEW SECURITY SYSTEMS							
	773006	Remote control support	048-7000-320.0741	PD HOMELAND SECURITY	0.00	404.83	145176
14016 NELSON ACE HARDWARE							
	261416	LED A19 E26 BW 40W	001-7035-320.0727	BLDG & GROUNDS MAINT	0.00	8.09	145177
	261569	Alkline batteries 9V	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	15.09	145177
	261578	Key cut C-123 everest	001-8020-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	7.52	145177
	261607	Impact wrench 1/2"	002-8200-350.1060	SMALL TOOLS	0.00	259.99	145177
	261704	Recip saw blades stl rod	003-8330-320.0727	BLDG & GROUNDS MAINT	0.00	10.96	145177
	261704	Recip saw blades stl rod	003-8330-350.1060	SMALL TOOLS	0.00	147.34	145177
	261788	Misc hardware Drill bits	001-6070-200.0211	TRAFFIC LIGHT MAINTENANCE	0.00	48.90	145177
	261874	filter cartridge HF150A	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	17.09	145177
	261882	garden sprayer	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	20.69	145177
	261882	garden sprayer	001-8050-350.1062	SUPPLIES - SW	0.00	20.69	145177
	262030	door seal cinch	001-7035-320.0727	BLDG & GROUNDS MAINT	0.00	16.19	145177
	262112	battery lithium 6v 28L	001-7020-470.1270	MACHINES/EQUIPMENT OUTLAY	0.00	17.98	145177
					0.00	590.53	
14078 NEW ENGLAND AIR SYSTEMS LLC							
	182940	Installed new controller	001-7020-320.0727	BLDG/GROUNDS MAINT	0.00	1,613.01	145179

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14089 NORTHFIELD SAVINGS BANK							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0009	SAVINGS PAYABLE	0.00	100.00	145180
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0013	HSA PAYABLE	0.00	140.00	145180
					0.00	240.00	
15020 O'REILLY AUTOMOTIVE INC							
	5666-255722	Pump	001-7020-470.1270	MACHINES/EQUIPMENT OUTLAY	0.00	65.99	145181
	5666-256874	Absorbent	001-7020-350.1049	CUSTODIAL SUPPLIES	0.00	10.99	145181
					0.00	76.98	
15046 OFFICE OF CHILD SUPPORT							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0009	SAVINGS PAYABLE	0.00	224.27	145182
15051 ONE CREDIT UNION							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0009	SAVINGS PAYABLE	0.00	335.00	145183
15003 ORMSBY'S COMPUTER SYSTEMS INC							
	40598	ProDesk 600 HPZBook	001-5040-440.1240	COMPUTER EQUIP/SOFTWARE	0.00	2,865.00	145184
	40609	Uninstall Symantec	001-5040-110.0151	IT SUPPORT CONTRACT	0.00	718.75	145184
					0.00	3,583.75	
16077 PERSHING LLC							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0006	ANNUITY PAYABLE	0.00	125.00	145185
16003 PIKE INDUSTRIES INC							
	1178080	65 gyr 9.5mm	001-8050-360.1172	BITUMINOUS HOT MIX-STS	0.00	308.00	145186
	1178080	65 gyr 9.5mm	002-8200-320.0750	MAIN LINE MAINT	0.00	458.92	145186
					0.00	766.92	
16041 POWERPLAN							
	9378501	thermostat gskt oring	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	95.06	145187
16102 PRUDENTIAL RETIREMENT							
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0006	ANNUITY PAYABLE	0.00	285.00	145188
17004 QUARANTA STEPHANIE L							
	042822	Lifeguard recertification	048-6301-320.0747	VOREC $10K REC - COVID19	0.00	150.00	145189
17002 QUILL CORP							
	24791514	dab n seal tape post its	001-5050-350.1053	OFFICE SUPPLIES	0.00	3.45	145190
	24791514	dab n seal tape post its	001-5070-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	6.90	145190
	24791514	dab n seal tape post its	001-8020-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	15.79	145190
	24791514	dab n seal tape post its	002-8200-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	1.72	145190
	24791514	dab n seal tape post its	003-8300-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	1.72	145190

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	24791514	dab n seal tape post its	003-8330-350.1053	OFFICE SUPPLIES/EQUIPMENT	0.00	20.99	145190
					0.00	50.57	
18004 REYNOLDS & SON INC							
	3407143	Repair Milwaukee saw	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	122.50	145191
19416 SAFEWARE INC							
	3955210	Replacement filters	001-5010-370.1380	COVID-19 MATERIALS	0.00	693.84	145192
19418 SANEL NAPA - BARRE							
	360131	Grease gun	003-8330-350.1060	SMALL TOOLS	0.00	279.00	145193
19150 SHERWIN WILLIAMS CO							
	8407-2	Filters	001-8050-320.0740	EQUIPMENT MAINT - STS	0.00	10.39	145194
	8415-5	QP repair kit	001-8050-350.1060	SMALL TOOLS	0.00	96.45	145194
					0.00	106.84	
19098 SOUTHWORTH-MILTON INC							
	SCINV618858	generator repair	001-7020-320.0727	BLDG/GROUNDS MAINT	0.00	783.80	145195
21002 UNIFIRST CORP							
	70002479	lump sum adjustment	001-8050-340.0940	CLOTHING	0.00	-80.43	145196
	70002491	lump sum adjustment	001-7015-340.0940	CLOTHING	0.00	-15.73	145196
	70002492	Lump sum adjustment	003-8330-340.0940	CLOTHING	0.00	-98.97	145196
	70126583	Uniforms	003-8330-320.0743	TRUCK MAINT	0.00	12.30	145196
	70126583	Uniforms	003-8330-340.0940	CLOTHING	0.00	54.81	145196
	70126583	Uniforms	003-8330-340.0940	CLOTHING	0.00	37.87	145196
	70126586	Uniforms	001-7020-340.0940	CLOTHING	0.00	32.91	145196
	70126586	Uniforms	001-7030-340.0940	CLOTHING	0.00	59.41	145196
	70126586	Uniforms	001-7035-340.0940	CLOTHING	0.00	25.26	145196
	70126586	Uniforms	001-7015-340.0940	CLOTHING	0.00	12.03	145196
	70126586	Uniforms	001-8500-340.0940	CLOTHING	0.00	24.39	145196
	70126589	Uniforms	002-8220-340.0940	CLOTHING	0.00	79.85	145196
	70126590	Uniforms	001-8050-320.0743	TRUCK MAINT - STS	0.00	81.99	145196
	70126590	Uniforms	001-8050-340.0940	CLOTHING	0.00	243.38	145196
	70126590	Uniforms	002-8200-340.0940	CLOTHING	0.00	142.96	145196
	70126590	Uniforms	003-8300-340.0940	CLOTHING	0.00	83.94	145196
					0.00	695.97	
22100 VERMONT DEPT OF TAXES							
	PR-05/04/22	Payroll Transfer	001-2000-240.0002	STATE TAX PAYABLE	0.00	4,026.44	145198
PR01:283	PR-05/11/22	Payroll Transfer	001-2000-240.0002	STATE TAX PAYABLE	0.00	4,206.49	145198
					0.00	8,232.93	
22006 VLCT PACIF							
	20211264-A01	Loss damage deductible	001-8050-230.0530	SNOW DAMAGE-VEHICLES	0.00	1,000.00	145199

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
				Report Total		144,065.15	

To the Treasurer of City of Barre, We Hereby certify that there is due to the several persons whose names are listed hereon the sum against each name and that there are good and sufficient vouchers supporting the payments aggregating $ ***144,065.15
Let this be your order for the payments of these amounts.

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by name for check dates 05/11/22 thru 05/11/22

Gross	FWT	FICA	MEDI	SWT	SDI	ERFICA	ERMEDI	FUTA	SUTA	Local	Net
Employee: 0090 ABARE, LANCE R.											
1018.80	59.44	58.98	13.79	20.74	0.00	58.98	13.79	0.00	0.00	0.00	0.00
Employee: 0136 AHEARN, WILLIAM E.											
1940.80	159.74	119.14	27.86	91.74	0.00	119.14	27.86	0.00	0.00	0.00	0.00
Employee: 0145 ALDSWORTH, JOSEPH G.											
1626.50	123.98	89.93	21.03	36.09	0.00	89.93	21.03	0.00	0.00	0.00	0.00
Employee: 0190 AVERY, CARROLL A.											
894.40	60.01	51.67	12.08	24.14	0.00	51.67	12.08	0.00	0.00	0.00	0.00
Employee: 0417 BARIL, JAMES A.											
1385.65	130.37	74.92	17.52	39.45	0.00	74.92	17.52	0.00	0.00	0.00	0.00
Employee: 0570 BENJAMIN, KENNETH S.											
983.60	97.49	59.85	14.00	29.59	0.00	59.85	14.00	0.00	0.00	0.00	0.00
Employee: 1411 BENNINGTON, WILLIAM A.											
831.29	55.08	51.54	12.05	19.86	0.00	51.54	12.05	0.00	0.00	0.00	0.00
Employee: 0580 BENSON, NICHOLAS J.											
1313.28	146.71	79.04	18.48	44.35	0.00	79.04	18.48	0.00	0.00	0.00	0.00
Employee: 0590 BERGERON, JEFFREY R.											
1597.08	96.84	95.67	22.38	31.18	0.00	95.67	22.38	0.00	0.00	0.00	0.00
Employee: 1412 BLACKSHAW, BROOK W.											
802.62	52.01	49.76	11.64	19.00	0.00	49.76	11.64	0.00	0.00	0.00	0.00
Employee: 1005 BOMBARDIER, TIMOTHY J.											
1416.66	208.97	87.83	20.54	78.03	0.00	87.83	20.54	0.00	0.00	0.00	0.00
Employee: 1100 BRAMMAN, KATHRYN H.											
1053.60	109.07	64.81	15.16	32.81	0.00	64.81	15.16	0.00	0.00	0.00	0.00
Employee: 1097 BREAULT, BONNIE J.											
1318.71	156.91	76.02	17.78	47.41	0.00	76.02	17.78	0.00	0.00	0.00	0.00
Employee: 1130 BRENT, DOUGLAS S.											
1786.00	239.98	108.47	25.37	72.33	0.00	108.47	25.37	0.00	0.00	0.00	0.00
Employee: 1182 BROWN, ANDERSON C.											
1474.97	146.85	90.47	21.16	55.37	0.00	90.47	21.16	0.00	0.00	0.00	0.00
Employee: 1390 BULLARD, DON A.											
1261.28	177.79	78.20	18.29	54.78	0.00	78.20	18.29	0.00	0.00	0.00	0.00
Employee: 1397 BULLARD, JONATHAN R.											
1561.60	194.69	94.22	22.03	58.75	0.00	94.22	22.03	0.00	0.00	0.00	0.00
Employee: 1675 CARMINATI, JOEL F., JR											
1004.10	84.49	59.51	13.92	25.27	0.00	59.51	13.92	0.00	0.00	0.00	0.00
Employee: 1720 CETIN, MATTHEW J.											
1301.16	85.60	72.48	16.95	28.17	0.00	72.48	16.95	0.00	0.00	0.00	0.00
Employee: 1810 CHARBONNEAU, MICHAEL J.											
1980.05	239.67	109.68	25.65	72.24	0.00	109.68	25.65	0.00	0.00	0.00	0.00
Employee: 1815 CHASE, SHERRY L.											
873.85	77.35	50.24	11.75	23.40	0.00	50.24	11.75	0.00	0.00	0.00	0.00
Employee: 1832 CLARK, KAILYN C.											
928.00	65.44	57.54	13.46	25.65	0.00	57.54	13.46	0.00	0.00	0.00	0.00
Employee: 1880 COLLINS, APRIL M.											
710.80	45.54	43.55	10.19	17.20	0.00	43.55	10.19	0.00	0.00	0.00	0.00
Employee: 1964 COPPING, NICHOLAS R.											
1759.95	210.42	99.97	23.38	63.46	0.00	99.97	23.38	0.00	0.00	0.00	0.00
Employee: 2015 CRUGER, ERIC J.											
1281.15	131.95	74.67	17.46	39.92	0.00	74.67	17.46	0.00	0.00	0.00	0.00
Employee: 2205 CUSHMAN, BRIAN K.											
1347.63	90.46	75.30	17.61	29.53	0.00	75.30	17.61	0.00	0.00	0.00	0.00

Gross	FWT	FICA	MEDI	SWT	SDI	ERFICA	ERMEDI	FUTA	SUTA	Local	Net
Employee: 2207 CYR, CHRISTOPHER M.											
25.10	0.00	1.56	0.36	0.00	0.00	1.56	0.36	0.00	0.00	0.00	0.00
Employee: 2240 DAWES, CAROLYN S.											
1239.40	120.63	72.39	16.93	36.28	0.00	72.39	16.93	0.00	0.00	0.00	0.00
Employee: 2330 DEGREENIA, CATHERINE I.											
1635.84	229.63	96.13	22.48	68.63	0.00	96.13	22.48	0.00	0.00	0.00	0.00
Employee: 2332 DEMELL, WILLIAM M.											
1084.00	103.57	61.91	14.48	31.41	0.00	61.91	14.48	0.00	0.00	0.00	0.00
Employee: 2355 DEXTER, DONNEL A.											
1232.41	164.76	75.37	17.63	49.77	0.00	75.37	17.63	0.00	0.00	0.00	0.00
Employee: 2400 DODGE, SHAWN M.											
1092.53	88.78	67.22	15.72	37.03	0.00	67.22	15.72	0.00	0.00	0.00	0.00
Employee: 2415 DONALD, LANCE B.											
974.00	93.30	58.63	13.71	28.33	0.00	58.63	13.71	0.00	0.00	0.00	0.00
Employee: 2445 DROWN, JACOB D.											
1282.40	162.15	79.11	18.50	48.98	0.00	79.11	18.50	0.00	0.00	0.00	0.00
Employee: 2580 DURGIN, STEVEN J.											
1409.20	148.82	80.27	18.77	44.98	0.00	80.27	18.77	0.00	0.00	0.00	0.00
Employee: 2683 EASTMAN, LARRY E., JR											
4743.95	591.94	285.27	66.72	178.60	0.00	285.27	66.72	0.00	0.00	0.00	0.00
Employee: 2694 EMMONS, MICHAEL J.											
833.20	59.41	51.14	11.96	23.97	0.00	51.14	11.96	0.00	0.00	0.00	0.00
Employee: 2980 FARNHAM, BRIAN D.											
1262.94	137.30	76.05	17.79	41.53	0.00	76.05	17.79	0.00	0.00	0.00	0.00
Employee: 2985 FECHER, JESSE T.											
1562.79	167.57	96.89	22.66	61.59	0.00	96.89	22.66	0.00	0.00	0.00	0.00
Employee: 3027 FLEURY, JASON R.											
1703.60	214.63	96.82	22.64	64.73	0.00	96.82	22.64	0.00	0.00	0.00	0.00
Employee: 3275 FREY, JACOB D.											
2140.43	258.37	126.27	29.53	77.34	0.00	126.27	29.53	0.00	0.00	0.00	0.00
Employee: 3375 GAYLORD, AMOS R.											
1543.23	200.32	95.68	22.38	60.43	0.00	95.68	22.38	0.00	0.00	0.00	0.00
Employee: 3560 GILBERT, DAVID P.											
1100.38	120.90	66.85	15.63	36.61	0.00	66.85	15.63	0.00	0.00	0.00	0.00
Employee: 3690 GRANDFIELD, HEATHER L.											
983.01	83.11	58.20	13.61	38.29	0.00	58.20	13.61	0.00	0.00	0.00	0.00
Employee: 3701 GUYETTE, BRANDON L.											
1540.08	143.43	91.70	21.45	55.85	0.00	91.70	21.45	0.00	0.00	0.00	0.00
Employee: 4015 HASTINGS, CLARK H., III											
862.20	78.30	50.69	11.85	23.67	0.00	50.69	11.85	0.00	0.00	0.00	0.00
Employee: 4050 HEBERT, SARAH E.											
306.00	0.00	18.97	4.44	1.05	0.00	18.97	4.44	0.00	0.00	0.00	0.00
Employee: 4100 HEDIN, LAURA T.											
1280.60	127.74	75.63	17.69	38.41	0.00	75.63	17.69	0.00	0.00	0.00	0.00
Employee: 4137 HERRING, JAMIE L.											
958.80	40.06	59.07	13.81	23.80	0.00	59.07	13.81	0.00	0.00	0.00	0.00
Employee: 4214 HOAR, BRIAN W.											
1508.72	74.14	86.48	20.23	33.31	0.00	86.48	20.23	0.00	0.00	0.00	0.00
Employee: 4230 HOULE, JONATHAN S.											
2186.72	325.33	134.43	31.44	97.12	0.00	134.43	31.44	0.00	0.00	0.00	0.00
Employee: 4250 HOWARTH, ROBERT C.											
1338.96	44.81	72.16	16.88	16.27	0.00	72.16	16.88	0.00	0.00	0.00	0.00

Gross	FWT	FICA	MEDI	SWT	SDI	ERFICA	ERMEDI	FUTA	SUTA	Local	Net
Employee: 4260 HOYT, EVERETT J.											
1129.20	77.69	63.66	14.89	35.96	0.00	63.66	14.89	0.00	0.00	0.00	0.00
Employee: 4745 KELLY, JOSEPH E., JR											
1297.07	61.27	71.15	16.64	20.99	0.00	71.15	16.64	0.00	0.00	0.00	0.00
Employee: 4770 KIRKPATRICK, TROY S.											
1446.00	141.63	83.54	19.54	40.44	0.00	83.54	19.54	0.00	0.00	0.00	0.00
Employee: 4790 KOSAKOWSKI, JOSHUA D.											
1039.60	103.23	61.66	14.42	31.31	0.00	61.66	14.42	0.00	0.00	0.00	0.00
Employee: 4903 LANE, ZEBULYN M.											
1168.75	139.97	72.46	16.95	42.33	0.00	72.46	16.95	0.00	0.00	0.00	0.00
Employee: 4985 LEWIS, BRITTANY L.											
1101.20	106.19	66.21	15.48	32.20	0.00	66.21	15.48	0.00	0.00	0.00	0.00
Employee: 5010 LOWE, ROBERT L.											
1573.44	155.74	89.87	21.02	46.59	0.00	89.87	21.02	0.00	0.00	0.00	0.00
Employee: 5049 MACHIA, DELPHIA L.											
962.00	75.21	53.12	12.42	22.81	0.00	53.12	12.42	0.00	0.00	0.00	0.00
Employee: 5048 MACKENZIE, STEVEN E.											
2137.05	275.43	141.04	32.98	105.75	0.00	141.04	32.98	0.00	0.00	0.00	0.00
Employee: 5065 MAHONEY, BRANDYN A.											
733.50	54.07	45.48	10.64	22.48	0.00	45.48	10.64	0.00	0.00	0.00	0.00
Employee: 5085 MALONEY, JASON F.											
1191.60	97.01	69.70	16.30	31.36	0.00	69.70	16.30	0.00	0.00	0.00	0.00
Employee: 5091 MANNING, JEFFREY C.											
270.00	2.00	16.74	3.92	6.95	0.00	16.74	3.92	0.00	0.00	0.00	0.00
Employee: 5290 MARTEL, JOELL J.											
1231.80	113.69	71.02	16.61	34.19	0.00	71.02	16.61	0.00	0.00	0.00	0.00
Employee: 5425 MCGOWAN, JAMES R.											
2126.16	356.31	129.11	30.20	91.89	0.00	129.11	30.20	0.00	0.00	0.00	0.00
Employee: 5520 METIVIER, CHERYL A.											
941.55	85.06	54.46	12.74	25.56	0.00	54.46	12.74	0.00	0.00	0.00	0.00
Employee: 5600 MICHELI, STEVEN N.											
1592.82	130.51	97.27	22.75	45.45	0.00	97.27	22.75	0.00	0.00	0.00	0.00
Employee: 5725 MONAHAN, DAWN M.											
1659.06	134.43	94.82	22.18	41.80	0.00	94.82	22.18	0.00	0.00	0.00	0.00
Employee: 5751 MORGAN, ELIJAH R.											
1224.19	105.42	73.23	17.13	42.94	0.00	73.23	17.13	0.00	0.00	0.00	0.00
Employee: 5765 MORRIS, SCOTT D.											
219.44	35.00	12.35	2.89	19.17	0.00	12.35	2.89	0.00	0.00	0.00	0.00
Employee: 5768 MORRISON, CAMDEN A.											
1080.66	106.03	66.02	15.44	32.15	0.00	66.02	15.44	0.00	0.00	0.00	0.00
Employee: 5882 MORSE, BRADLEY P.											
561.98	33.49	34.84	8.15	16.73	0.00	34.84	8.15	0.00	0.00	0.00	0.00
Employee: 5880 MURPHY, BRIEANNA E.											
1219.20	130.46	73.83	17.27	39.48	0.00	73.83	17.27	0.00	0.00	0.00	0.00
Employee: 5900 NOACK, RODNEY											
833.21	19.18	50.23	11.75	20.58	0.00	50.23	11.75	0.00	0.00	0.00	0.00
Employee: 5930 NORWAY, JOANNE P.											
737.85	66.17	43.99	10.29	20.28	0.00	43.99	10.29	0.00	0.00	0.00	0.00
Employee: 5940 NYKIEL, BRYAN T.											
1071.60	73.53	66.44	15.54	24.67	0.00	66.44	15.54	0.00	0.00	0.00	0.00
Employee: 5950 O'GRADY, PETER L.											
414.00	0.00	25.67	6.00	7.56	0.00	25.67	6.00	0.00	0.00	0.00	0.00

Gross	FWT	FICA	MEDI	SWT	SDI	ERFICA	ERMEDI	FUTA	SUTA	Local	Net
Employee: 6030 PARKER, ROWDIE Y.											
977.20	106.05	58.83	13.76	32.16	0.00	58.83	13.76	0.00	0.00	0.00	0.00
Employee: 6088 PIERCE, JOEL M.											
1357.60	100.30	80.45	18.82	32.27	0.00	80.45	18.82	0.00	0.00	0.00	0.00
Employee: 6377 POIRIER, HOLDEN R.											
1055.88	101.16	64.49	15.08	30.69	0.00	64.49	15.08	0.00	0.00	0.00	0.00
Employee: 6395 POULIOT, BROOKE L.											
848.80	58.22	52.63	12.31	20.53	0.00	52.63	12.31	0.00	0.00	0.00	0.00
Employee: 6407 PRETTY, ALYSSA A.											
910.80	63.59	56.47	13.21	25.14	0.00	56.47	13.21	0.00	0.00	0.00	0.00
Employee: 6416 PROTZMAN, TODD A.											
575.00	45.09	35.65	8.34	14.27	0.00	35.65	8.34	0.00	0.00	0.00	0.00
Employee: 6415 PRUITT, BRITTAIN J.											
1175.58	30.53	62.77	14.68	11.78	0.00	62.77	14.68	0.00	0.00	0.00	0.00
Employee: 6418 PULLMAN, DAVID L.											
775.60	62.92	47.57	11.13	19.25	0.00	47.57	11.13	0.00	0.00	0.00	0.00
Employee: 6440 QUARANTA, STEPHANIE L.											
1358.80	192.17	76.05	17.79	52.49	0.00	76.05	17.79	0.00	0.00	0.00	0.00
Employee: 6600 REALE, MICHAEL R.											
1544.48	200.57	95.76	22.39	60.51	0.00	95.76	22.39	0.00	0.00	0.00	0.00
Employee: 6623 RICH, STEVEN A.											
880.00	50.83	54.04	12.64	12.54	0.00	54.04	12.64	0.00	0.00	0.00	0.00
Employee: 6640 RIVARD, SYLVIE R.											
943.40	91.25	57.66	13.49	27.41	0.00	57.66	13.49	0.00	0.00	0.00	0.00
Employee: 6689 ROCHFORD, ZACHARY J.											
1129.21	79.68	64.69	15.13	26.52	0.00	64.69	15.13	0.00	0.00	0.00	0.00
Employee: 6870 RUBALCABA, DAVID T.											
1739.47	233.64	106.38	24.88	70.43	0.00	106.38	24.88	0.00	0.00	0.00	0.00
Employee: 6872 RUSSELL, PAULA L.											
1121.20	75.18	65.90	15.41	25.26	0.00	65.90	15.41	0.00	0.00	0.00	0.00
Employee: 6874 RYAN, PATTY L.											
1669.04	235.02	103.48	24.20	77.85	0.00	103.48	24.20	0.00	0.00	0.00	0.00
Employee: 7049 SCHAUER, RUSSELL A.											
370.40	0.00	22.96	5.37	0.00	0.00	22.96	5.37	0.00	0.00	0.00	0.00
Employee: 7100 SEAVER, DEBBIE L.											
1259.14	191.04	72.92	17.05	62.15	0.00	72.92	17.05	0.00	0.00	0.00	0.00
Employee: 7190 SHATNEY, JANET E.											
1325.35	89.79	75.72	17.71	29.21	0.00	75.72	17.71	0.00	0.00	0.00	0.00
Employee: 7312 SMITH, CLINT P.											
1251.15	144.67	74.84	17.50	43.49	0.00	74.84	17.50	0.00	0.00	0.00	0.00
Employee: 7314 SOUTHWORTH, NORWOOD J.											
1074.40	118.54	66.10	15.46	35.90	0.00	66.10	15.46	0.00	0.00	0.00	0.00
Employee: 7330 STRACHAN, ROBBIE B.											
1230.60	93.87	75.84	17.74	27.43	0.00	75.84	17.74	0.00	0.00	0.00	0.00
Employee: 7334 STRASSBERGER, KIRK E.											
1094.55	71.99	64.08	14.99	24.37	0.00	64.08	14.99	0.00	0.00	0.00	0.00
Employee: 7465 TAFT, FRANCIS R.											
1437.50	166.70	85.50	20.00	50.35	0.00	85.50	20.00	0.00	0.00	0.00	0.00
Employee: 7520 TILLINGHAST, ZACHARY M.											
1236.90	120.09	71.03	16.61	36.37	0.00	71.03	16.61	0.00	0.00	0.00	0.00
Employee: 7600 TUCKER, RANDALL L.											
1417.20	125.30	78.83	18.44	37.68	0.00	78.83	18.44	0.00	0.00	0.00	0.00

by name for check dates 05/11/22 thru 05/11/22

Gross	FWT	FICA	MEDI	SWT	SDI	ERFICA	ERMEDI	FUTA	SUTA	Local	Net
Employee: 7610 TUCKER, RUSSELL W.											
1204.17	61.51	67.92	15.89	29.79	0.00	67.92	15.89	0.00	0.00	0.00	0.00
Employee: 7809 VAIL, BRAEDON S.											
1875.20	122.08	110.60	25.87	68.25	0.00	110.60	25.87	0.00	0.00	0.00	0.00
Employee: 8345 WORN, JESSICA L.											
1046.16	74.46	59.60	13.94	22.34	0.00	59.60	13.94	0.00	0.00	0.00	0.00
132131.73	12810.81	7845.02	1834.79	4206.49	0.00	7845.02	1834.79	0.00	0.00	0.00	0.00