

**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Public Meeting #2 Notes**

<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

DATE: Tuesday, May 21, 2013
TIME: 7:00 – 9:00 PM
PLACE: Main Street Landing Great Room, 60 Main Street, Burlington
PRESENT: Please See Attached

1) Welcome & Introductions

Peter Owens of the Burlington Community & Economic Development Office (CEDO) welcomed everyone to the second Railyard Enterprise public meeting.

2) Study Overview and Possible Transportation Alternatives

Bob Chamberlin of RSG provided a study overview, including a summary of the first public meeting, the purpose and need for the project, overview of the meeting, and next steps.

Summary of Public Meeting #1 (March 17, 2013)

Land Use: This is Burlington's last industrial neighborhood and participants would like to build upon what's already happening (DDC, artist-entrepreneurs) and create an Eco-District with low impact development.

Quality of Life: Participants would like to see green space, trees, public art, quality lighting, trash receptacles, and innovative stormwater management.

Travel Connections: Participants would like to see access to bike path from Pine Street and dedicated continuous bike lanes, wider sidewalks, eliminate sidewalk gaps, new streets or extensions (Battery, Marble, S. Champlain), and use of Complete Streets.

Railyard: Participants would like to preserve the rail for future uses and reduce truck traffic on Maple and King Streets.

Purpose & Need of Railyard Enterprise Project (abridged)

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements to...

1. Support economic development in the study area;
2. Improve livability of the surrounding neighborhoods;
3. Enhance travel connections for all modes between the Pine Street and the Burlington Waterfront;
4. Improve access to the Burlington Railyard.

Description of This Evening's Work

Bob asked participants to construct a vision of the Railyard Enterprise Area, by breaking into three themed groups: Economic Development/Opportunity; Neighborhood Livability/Sustainability; and Travel Connectivity.

Next Steps

- Resource Coordination Group Meeting #2, Discussion of Alternatives, Tuesday, June 11th
- Steering Committee #3, Discussion of Alternatives, Wednesday, June 12th
- Evaluation of Alternatives (June – September 2013)

3) Small Group Work

Travel Connectivity Facilitators: Jason Charest & Bryan Davis

- Internal connectivity vs. through connectivity
- Separate Bike Path and roadway on rail spur
- Rail use from Pine to Waterfront (plus further south to Albany, re-start Champlain Flyer route, use Union Station)
- Trolley buffered Bike Lanes
- Consider eliminating on-street parking if bike facilities are included
- Roundabouts/mini-circles at intersections to improve traffic flow
- Would diagonal road along old RR cut off the SW corner from future development/or discourage development?
- Where trailers are stored in SW corner, could air rights be used to develop housing? (do trailers even need to be there?)
- If/when rail and Union Station are used; can bike path be relocated to reduce conflicts w/ waiting passengers?
- Diagonal road (or Grid Street) could provide truck access to rail yard and reduce noise /traffic conflicts in King/Maple neighborhood.
- For any new roads, distinguish and determine road hierarchy to keep heavy traffic out of neighborhoods.
- Create neighborhood grid streets between Pine and S. Champlain; higher level road would connect Pine and Battery.
- How to accommodate people/parking for train station if/when train gets going? (shift people to transit, other modes).
- Through route could skirt project boundary to reduce traffic through neighborhoods.
- New roads would encourage economic development.
- RR proposal is to move sidings which could accommodate new roads.
- If a parking structure is built, include a waterslide off the top offer tours of wastewater treatment facility.
- Name of the Concept: "Slow, flow and go... All modes go!"

Economic Development/Opportunity Facilitators: Bob Chamberlin & Susannah Drake

- Development on west side of RR operations. Is this possible?
- Character of the street
- Champlain Parkway multiuse path to Kilburn
- u/g parkway
- Street in front of Street Department Bldg – use the current alignment of the building suggests a new street at right angles from Pine to give the building good street frontage.
- Frontage on historic buildings better visibility
- CSWD Alt. site being considered, they are currently on the Street Department property

- Spur to lumber yard used to deliver lumber to Curtis Lumber; is there another way to deliver rail to the CL site?
- Bike Lane along diag. not traffic? Perhaps the diagonal is for non-auto modes only
- Need a place to store bulk/move connect to rail/truck – N/S. streets
- Value of Pine place (not ideal grid street) extension to waterfront; Pine Place is a city street on the official City Map
- There are businesses that leverage the railroad; from an economic development standpoint we should consider attracting businesses that use rail
- Bridge and topography—need to consider ADA requirements for a bike bridge over the RR.
- Why do we love this?
 - Takes into account existing business yet creates new opportunity for more valuable development
 - I love old and new
- Frontage and space making
- Curtis hub – a strategic property
 - access
 - central
 - rail
- Historic bldg.
 - connection
 - new St. frontage
- Liner bldg. – railbed w/ central open space
- New connections – preserve BIG spaces and parcels
- Road grid creates good dev. Parcels
- Complete street connection
- Need for messy industrial space
- Which access points are critical?

Neighborhood Livability/Sustainability Facilitators: Michael Jager & Eleni Churchill

- The rail yard is an important part of Burlington’s history
- Embrace and celebrate the rail yard – make it part of the economic revitalization of the area
- Incorporate retail stores, studios (consider using rail cars) and other appropriate uses along the yard
- Consider converting the old highway department historic building into a rail museum
- Traffic is a major issue that affects livability in adjacent neighborhoods
- Create road connections for traffic diversion/dispersion
- Connect Pine Street and Battery Street (Union Line)
- All new roads need to accommodate pedestrians
- Improve lighting in the area – introduce attractive pedestrian scale street lights
- Create new/direct connections to the Burlington bike path from Pine Street
- Develop the land and design places with *Children in Mind (Generation Next)*– they are the future
- Create more green spaces and parks that children from adjacent neighborhoods can play safely
- Create a linear park along Lake Champlain
- Develop affordable housing and businesses that cater to area residents (no boutique stores)

Public Meeting Participants

Last	First
Adams	Jason
Aseltine	W. Dwight
Banks	Tim
Blanchard	Ilona
Brooks	Adam
Colcleasone	L.
Conant	Steve
Eddy	Jonathan
Feinberg	S.
Gauthier	Brennan
Hogan	Brendan
Jager	Michael
Knight	Joan
Lalumiere	Raymond
Lyons	Erica

Maalim	Maryan
Mason	Chip
Offenhartz	Sue
Osaba	Sara
Parsons	Tim
Porter	Mark
Redington	Tony
Robbie	Matt
Schmidt	Paul
Senville	Wayne
Taylor	Alicia
Taylor	Todd
Thibault	Sandrine
Thomsen	R. Hayden
Waite	Miles
White	Annie
Whitney	Mark

Steering Committee Members Present

Last	First	Organization
Birkett	Meredith	CCTA
Monte	Michael	CHT
Shannon	Joan	Burlington City Council
White	David	Burlington Planning & Zoning

Others Present

CCRPC Staff: Jason Charest, Eleni Churchill, Bryan Davis, Peter Keating

CEDO Staff: Kirsten Merriman-Shapiro, Peter Owens

Consultants Present: Bob Chamberlin, Susannah Drake, Brad Ketterling, Diane Meyerhoff

Written Comments Received

How will the project evaluate the “potential equity impacts to local populations? What will be the criteria for equity? How will the contracts for the construction of the Railyard Enterprise Project be procured? How will jobs be distributed?