



Railyard Enterprise Project

Steering Committee Meeting #4

Preliminary Review of Alternatives

July 9, 2013



R S G INC.
RESOURCE SYSTEMS GROUP, INC.

Meeting Overview & Purpose

- Welcome/Introductions/Public Comment Period
- Meeting Objective:
 - Inform Steering Committee of Related Initiatives and Project Status
 - Obtain Steering Committee Comments on Revised Alternatives
- Related Initiatives
 - Area Wide Planning Grant
 - Brownfield Economic Revitalization Alliance (BERA)
 - Future Phase II Site Investigations on VT Railway Property (acquired from Havey 12/2012)
- Railyard Enterprise Project Status
- Level of Analysis for the Railyard Enterprise Project, the EIS, and Beyond
- Review/Discuss Preliminary Alternatives
- Screening Criteria

- Purpose & Need Statement
- Outreach
 - Curtis Lumber (June 10)
 - VT Railway (June 19)
 - Global Green (June 25-27)
 - Adams (June 27)
 - Bent Partnership (July 1)
 - Albee (July 3)
 - Havey (July 8)
- Revised Screening Criteria
- Revised Alternatives

Purpose & Need Statement

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.

Level of Analysis - PEL Study + EIS

Planning-Stage 1

- Purpose & Need Statement
- Development of a Range of Schematic Alternatives (10-20+)
- Qualitative Screening of Alternatives
- Narrow Range of Schematic Alternatives to a Range of Viable Alternatives (e.g. 3-5)

Planning-Stage 2

- Multimodal Design Criteria
- Development of Conceptual Alternatives
- Quantitative Evaluation
 - Resource Evaluation
 - Railyard Impacts
 - Stormwater and Utilization
 - Traffic Impacts
 - Cost Estimate
- Recommended Preferred Alternative

Environmental Impact Statement

- For Range of Preferred Alternatives, Including No Build
- Field surveys (environmental, topography and ROW)
- 3D Alternative Design Plans
- In-Depth Environmental Review
 - Phase II Site Assessments
 - Historic/Archaeology
- Environmental Justice
- Recommended Alternative
- Record of Decision (FHWA acceptance)

■ Preliminary Engineering

- Complete, detailed design plans for the project
- Permitting
- Right of way process
- Final Design
- Bidding

■ Construction

Burlington Complete Streets Guidance

Navigating the
Mandatory Reporting
Requirement of Act 34

Provided by the Department of
Public Works



■ City of Burlington Complete Streets Guidelines

- 60' right-of-way
- On-street bicycle lanes
- Sidewalks, both sides
- On-street parking

■ Bicycle/Pedestrian:

- As part of new street cross-sections—Complete Streets
- New shared-use paths-connection to planned shared-use path on Pine Street

■ Alternatives Include New Intersections with City Streets-Intersection Control (i.e. traffic signal, stop sign, roundabout) Not Yet Determined

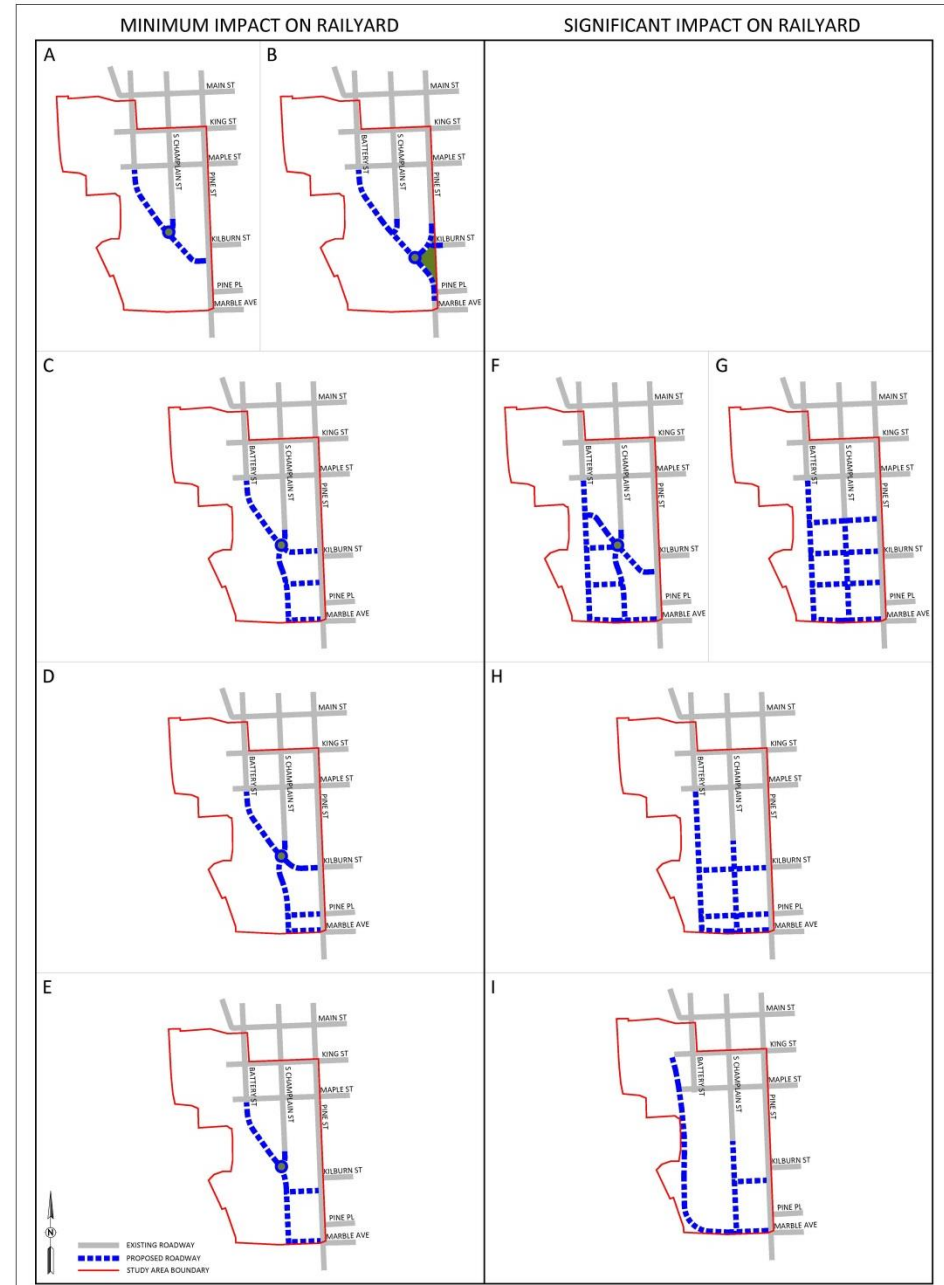
Framework for the Preliminary Alternatives

Spur Alternatives

Hybrid & Grid Streets, Historic Block Length (400')

Hybrid & Grid Streets, Aligned with Existing Streets

Hybrid & Grid Streets, Avoid Impacts to Existing Buildings



Railyard Enterprise Project Base Map



Railyard Enterprise Project - Base Map

Consistency with Purpose & Need

1. Deviation from historic block size (400') (Need #1)
2. New street frontage (feet)(Need #1)
3. Intersections Created (#) (Need #2 & #3)
4. New multimodal roadway links connecting existing neighborhoods with the Waterfront (y/n) (Need #2)
5. Brownfield Site Redevelopment Potential (y/n) (Need #1)
6. Impact on transit network (positive, neutral, adverse) (Need #3)
7. Impact on truck and other traffic through neighborhoods and /or Railyard access improved (positive, neutral, adverse) (Need #2 & #4)
8. Impact on Railyard operations (positive, neutral, adverse) (Need #4)

Resource Impacts

1. Species Impacts (#)
2. Hazardous Sites Potentially Impacted (#)
3. Historic Resource Impacts (#)
4. Archaeological Resource Impacts (#)
5. Private Property Impacts (# and square footage)

Next Steps

- Evaluation of Viable Alternatives (July - September)
- Alternatives Presentation (November)
- Initial/Final Scoping Reports (December)
- NEPA Documentation, 2014

Consultant Team Manager (RSG)

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Project Web Site

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

This map shows a section of Fayetteville, Arkansas, with a grid of streets. The streets shown include King St, Maple St, Church St, Adams St, Kilburn St, Marble Av, Pine St, S Champlain St, Battery St, and Browns Ct. The map also displays lot numbers (1, 14, 15, 8) and various street names like FAU S5008, FAU S5040, and FAU S5046. A scale bar indicates 0.07 miles.