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CHAMBERLIN NEIGHBORHOOD LAND USE AND TRANSPORTATION PLAN

6.30.2016



PREPARED FOR:

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
AND CITY OF SOUTH BURLINGTON

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CHAMBERLIN NEIGHBORHOOD STUDY

PREPARED FOR:

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION AND CITY OF SOUTH BURLINGTON

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1.0 INTRODUCTION

At their September 15, 2014 meeting, the South Burlington City Council approved a vision statement and a charge for the Chamberlin Neighborhood-Airport Planning Committee (CNAPC) to develop a land use-transportation plan for the Chamberlin Neighborhood. The Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington retained the consulting team of RSG, Crosby|Schlessinger|Smallridge (CSS), Orion Planning+Design, Third Sector Associates, and Hoyle Tanner & Associates (the Consultants) to work closely with the CNAPC over a 15-month period to develop this plan, which included 16 meetings of the CNAPC and three Community meetings.

TABLE 1-1: MEMBERS OF THE CHAMBERLIN NEIGHBORHOOD-AIRPORT PLANNING COMMITTEE

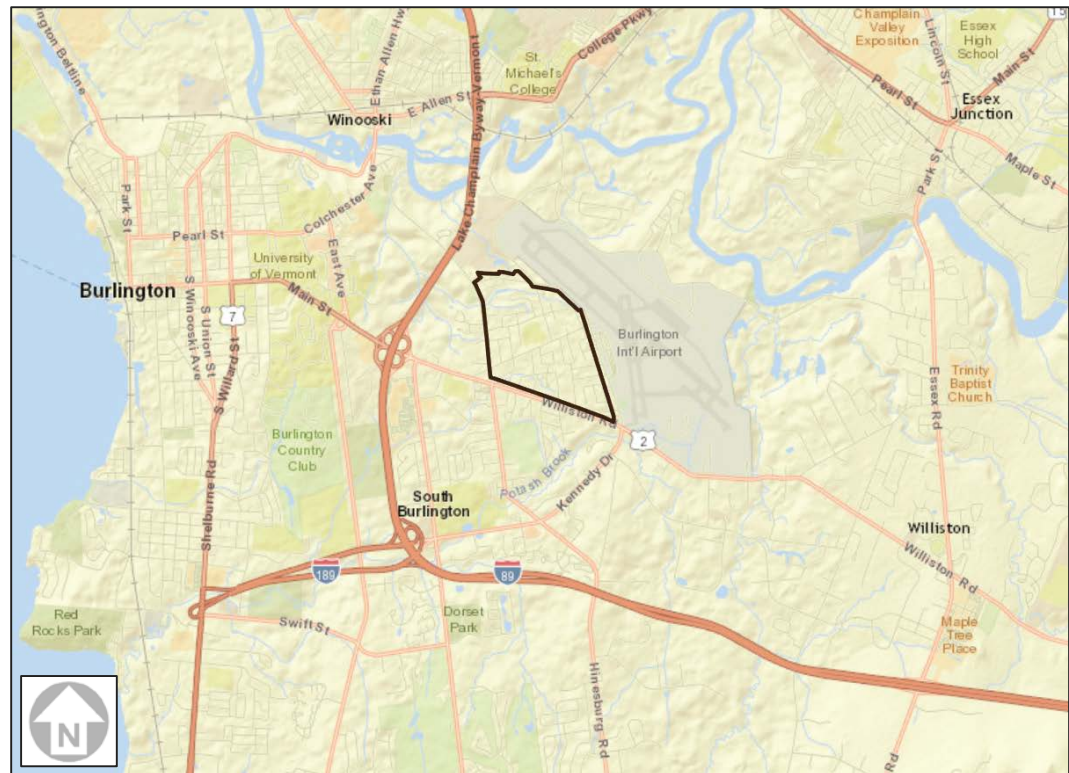
Name	Representing
Carmine Sargent, chair	Area 3
Tracey Harrington	Planning Commission
Pat Nowak	Airport Commission, SB Representative
Karsten Schlenter	SB School District Appointee
Walden Rooney	Area 1
Greg Severance	Area 1
Linda Brakel	Area 2
Marc Companion	Area 2
Lisa LaRock	Area 2
George Maille	Area 3
Kim Robison	Area 3
John Simson	Greater SB Area
Patrick Clemens	Greater SB Area
David Hartnett	Burlington City Council Representative
Bill Keogh	Airport Commission, Burlington Rep

This report represents the final report of the Chamberlin Neighborhood Land Use and Transportation Study. The report culminates with an Implementation Plan, which is a prioritized list of civic improvements and transportation improvements. The Implementation Plan was formally approved by the CNAPC at a meeting on June 16, 2016.

1.1 | PROJECT CONTEXT

The Chamberlin Neighborhood, adjacent to Burlington International Airport (BIA) in the City of South Burlington, has challenging and unique land-use dynamics. Occupying a central place in the north half of South Burlington, the neighborhood has been defined both by its proximity to the airport, as well as by the character of the neighborhood itself.

FIGURE 1-1: NEIGHBORHOOD CONTEXT

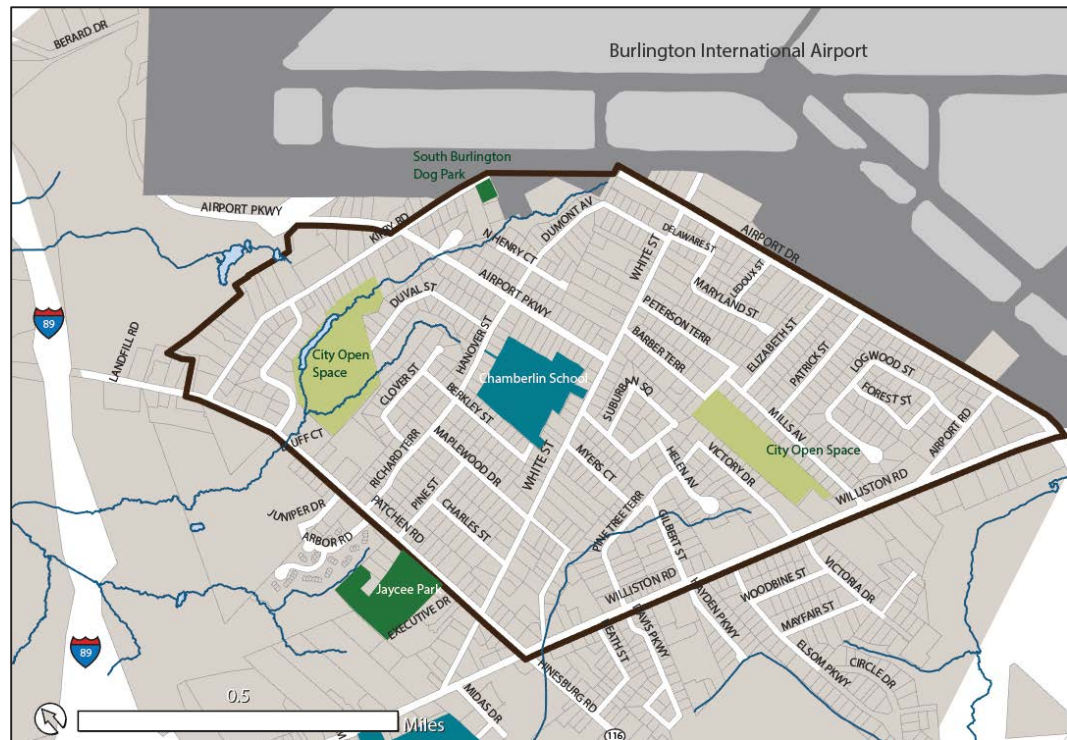


While there are no formal boundaries of the Chamberlin Neighborhood, the boundaries for the purpose of this study are:

- Kirby Road to the north
- Burlington International Airport to the east
- Williston Road (US Route 2) to the south
- Patchen Road to the west

The precise boundary of the Chamberlin Neighborhood is illustrated in Figure 1-2.

FIGURE 1-2: CHAMBERLIN NEIGHBORHOOD STUDY AREA



The neighborhood is largely comprised of single-family houses and has been home to generations of South Burlington residents. It also is home to the Chamberlin School (one of three South Burlington elementary schools), two City open spaces, and a dog park. In addition, Jaycee Park is immediately adjacent to the neighborhood.

The Burlington International Airport (BIA), owned by the City of Burlington, first opened in 1920. Since then, BIA has expanded its physical size, increased the frequency of flights, and become the location of the Vermont Air National Guard. These changes have inevitably created higher traffic volumes and noise levels around the airport and within the Chamberlin Neighborhood.

Although the neighborhood and the airport are two distinct entities, there is an area between the two consisting of formerly private properties that the Airport has acquired. Beginning in 1998, BIA initiated a voluntary property acquisition program to comply with federal regulations related to airport noise. As of 2016, BIA has acquired approximately 120 properties on the eastern edge of the Chamberlin Neighborhood, referred to in this report as the “Acquisition Land.” As houses have been razed, vacant lots have been seeded over with grass and maintained as open space, although the future land use has yet to be decided.

The acquired properties are shown in Figure 1-3 in orange.

FIGURE 1-3: ACQUISITION LAND



1.2 | PROJECT VISION AND OBJECTIVES

The vision and objectives of this study were approved by the South Burlington City Council at their September 15, 2014 meeting.

VISION STATEMENT

The City Council stated the Vision for this Study as follows:

“The Chamberlin Neighborhood is a beloved sector of the South Burlington community, with great history, tradition, and assets which have long been identified as vital to sustain and honor into the future. The Burlington International Airport is a social and economic asset to the Cities of South Burlington and Burlington, as well as to the surrounding region and state. The City of South Burlington, through this project, seeks to develop a vision and strategies for the future that will harmonize both the Chamberlin Neighborhood and the Burlington International Airport. Furthermore, it is recognized that both face similar challenges in land use, transportation, and noise issues, and a coordinated approach will benefit all.

The City of South Burlington seeks long term sustainability of the Chamberlin Neighborhood and Burlington International Airport, resulting in a neighborhood that remains attractive and affordable to families and endearing to the community, as well as a successful, attractive airport that provides economic sustainability to the region and state in an innovative and harmonious manner.”

OBJECTIVES

The following objectives, paraphrased from the City Council, are the ways in which the City sought to achieve its vision:

1. Establish a process for **productive dialogue** between the Chamberlin Neighborhood and BIA, including identifying communication methods within the neighborhood and between the neighborhood and other decision-making bodies such as the City, School District, and Airport, and to seek to establish a mechanism for ongoing communication between the neighborhood and Airport.
2. Facilitate development of a **neighborhood land use and transportation plan** that:
 - a. Strengthens the neighborhood
 - b. Supports the retention of affordable housing
 - c. Relates the neighborhood to any planned developments and transportation improvements in the vicinity of the study area
 - d. Results in an improvement plan for parks, streetscape, and other public amenities
3. Identify **multimodal transportation connections/improvements**, both transitional and long-term, that enhance neighborhood mobility and livability, while maintaining efficient ground access to BIA.
4. Develop, with collaborative input, **a vision for the neighborhood that can help shape the re-use of Acquisition Land** as described in the Part 150 Noise Land

Inventory and Re-Use Plan that BIA develops every 5 years in compliance with
Airport Improvement Program Grant conditions.

1.3 | PROJECT HISTORY

The Chamberlin Neighborhood Land Use and Transportation Plan formally began in September 2014, when the City Council of South Burlington approved the study and identified the project vision and the objectives (described above) and who would serve on the project team. The Council approved of the creation of the Chamberlin Neighborhood Airport Planning Committee (CNAPC) for overall project oversight. Other project team members identified were City staff, CCRPC staff, BIA staff, and Consultants. The entire project timeline is shown in Figure 1-4.

Key milestones of the project include:

- In April 2015, the CNAPC developed its vision for the project, while the Consultants developed an existing conditions analysis.
- Also in April 2015, BIA began demolition of properties previously acquired through its Noise Compatibility Program.
- In May 2015, the CNAPC, supported by the Consultants, held a Community Listening Session to understand local concerns about the neighborhood.
- From July to September, 2015, the CNAPC worked with staff from the City and the CCRPC to digest the results of the Community Listening Session and discuss the priorities of the neighborhood.
- During the fall of 2015, the Committee met to review the roles of the Airport and the City, learn about and provide feedback on the revised Noise Exposure Maps being prepared by the Airport, and discuss how to coordinate with upcoming Airport planning projects including the update to the Airport Re-Use Plan.
- In January 2016, the CNAPC formed a Noise Sub-Committee, comprised of a subset of CNAPC members to focus on the noise issues in the neighborhood.
- In January 2016, the CNAPC and Consultants began developing a set of recommendations for the neighborhood, which were refined over the next six months with input from the public in two community meetings (April and June 2016).
- In June 2016, at their 16th and final meeting, the CNAPC unanimously approved a slate of short-, medium-, and long-term recommendations. Collectively, these recommendations are referred to as the Implementation Plan, and include cost estimates and a discussion of next steps, including responsible parties for advancing the recommendations. The final Implementation Plan, and the process by which it was developed, is described in this report. The CNAPC also unanimously voted to approve the final report of the Noise Subcommittee, which outlined a series of organizational and action steps to address noise-related issues in the area.

FIGURE 1-4: CHAMBERLIN NEIGHBORHOOD STUDY TIMELINE

2014	
15-Sep	South Burlington City Council adoption of project objectives, vision, and identification of project team
2015	
January - June	Collection and analysis of existing conditions within the study area
8-Apr	CNAPC meeting (with Consultant Team)
20-May	CNAPC meeting (with Consultant Team)
27-May	Community listening session held at Chamberlin School
25-Jun	CNAPC meeting (with Consultant Team)
7-Jul	CNAPC meeting
13-Jul	CNAPC meeting
9-Sep	CNAPC meeting
9-Nov	Publication of the Airport's updated Noise Exposure Map
9-Nov	CNAPC meeting
19-Nov	CNAPC meeting
2016	
13-Jan	CNAPC meeting
27-Jan	CNAPC Noise Subcommittee meeting
28-Jan	CNAPC meeting and next steps and project schedule, and initial improvement strategies discussed
10-Feb	CNAPC Noise Subcommittee meeting
18-Feb	CNAPC meeting (with Consultant Team) - Preliminary Transportation suggestions
9-Mar	CNAPC Noise Subcommittee meeting
16-Mar	CNAPC meeting (with Consultant Team) - Preliminary Civic Improvement and Institutional Arrangement Suggestions
23-Mar	CNAPC Noise Subcommittee meeting
6-Apr	CNAPC Noise Subcommittee meeting
13-Apr	CNAPC meeting (with Consultant Team) - Refined Transportation suggestions
20-Apr	CNAPC Noise Subcommittee meeting
28-Apr	Community Meeting
4-May	CNAPC Noise Subcommittee meeting
11-May	CNAPC meeting (with Consultant Team) - Refined Civic Improvement and Institutional Arrangement suggestions
16-May	CNAPC meeting
26-May	CNAPC meeting (with Consultant Team) - Review of Draft Implementation Plan
7-Jun	Community Meeting
16-Jun	CNAPC meeting (with Consultant Team) - Review of Draft Final Report, Vote to recommend Implementation Plan to the City Council
30-Jun	Final report submitted

1.4 | REPORT ORGANIZATION

This report has the following sections:

- **Existing Conditions Assessment:** A snapshot of the Study Area.
- **Development of Alternatives:** A description of every suggestion considered and how each one evolved over the course of the Study.
- **Implementation Plan:** A summary of all final recommendations.

2.0 EXISTING CONDITIONS ASSESSMENT

The assessment of existing conditions within the Chamberlin Neighborhood focuses on land use, transportation, and noise. This section provides a baseline description of the Chamberlin Neighborhood and leads to developing opportunities for improvements that are addressed in the following sections of the report. Also provided in this section is a summary of completed and ongoing plans/studies that may affect transportation and land use within the Chamberlin Neighborhood.

2.1 | NEIGHBORHOOD LAND USE ASSESSMENT

As in much of metropolitan Burlington, housing development in the Chamberlin Neighborhood proceeded slowly through the 1920s and 1930s, but occurred rapidly following World War II. Throughout the 1950s and 1960s, single-family homes were constructed, typically on lots of one quarter of an acre. By roughly 1965, the neighborhood was largely developed, the land use being predominantly single-family residential, with the Airport at the east and commercial uses along Patchen Road and Williston Road at its western and southern edges, respectively.

Today, land use in the area still consists principally of single-family residential. A small portion of land is multi-unit residential, including duplexes, triplexes and the six-unit “Kirby Cottages” project on Kirby Road. Two senior assisted care residential buildings (Pillsbury Manor North and Gazebo Apartments) share a parcel on Williston Road. Residential uses within the neighborhood are cohesive, and are interspersed with other land uses, including:

- The **Chamberlin Elementary School**, owned by the South Burlington School District, is located on White Street at the heart of the Study Area.
- **City open spaces** include the Garvey property parallel to Mills Avenue, the DeGraffe property off Duval Street, and Jaycee Park, just outside the study area on Patchen Road.
- **Commercial uses** within the Study Area are at the periphery of the area, primarily along Williston Road.
- **Land acquired by BIA** as part of their FAA Part 150 Noise Compatibility Plan, located along the eastern edge of the Study Area.
- The City leases 2.1 acres of land from the Airport for the **Community Dog Park** at the eastern end of Kirby Road. The City and BIA are currently in discussions regarding moving the Dog Park to a new location within the Acquisition Land.

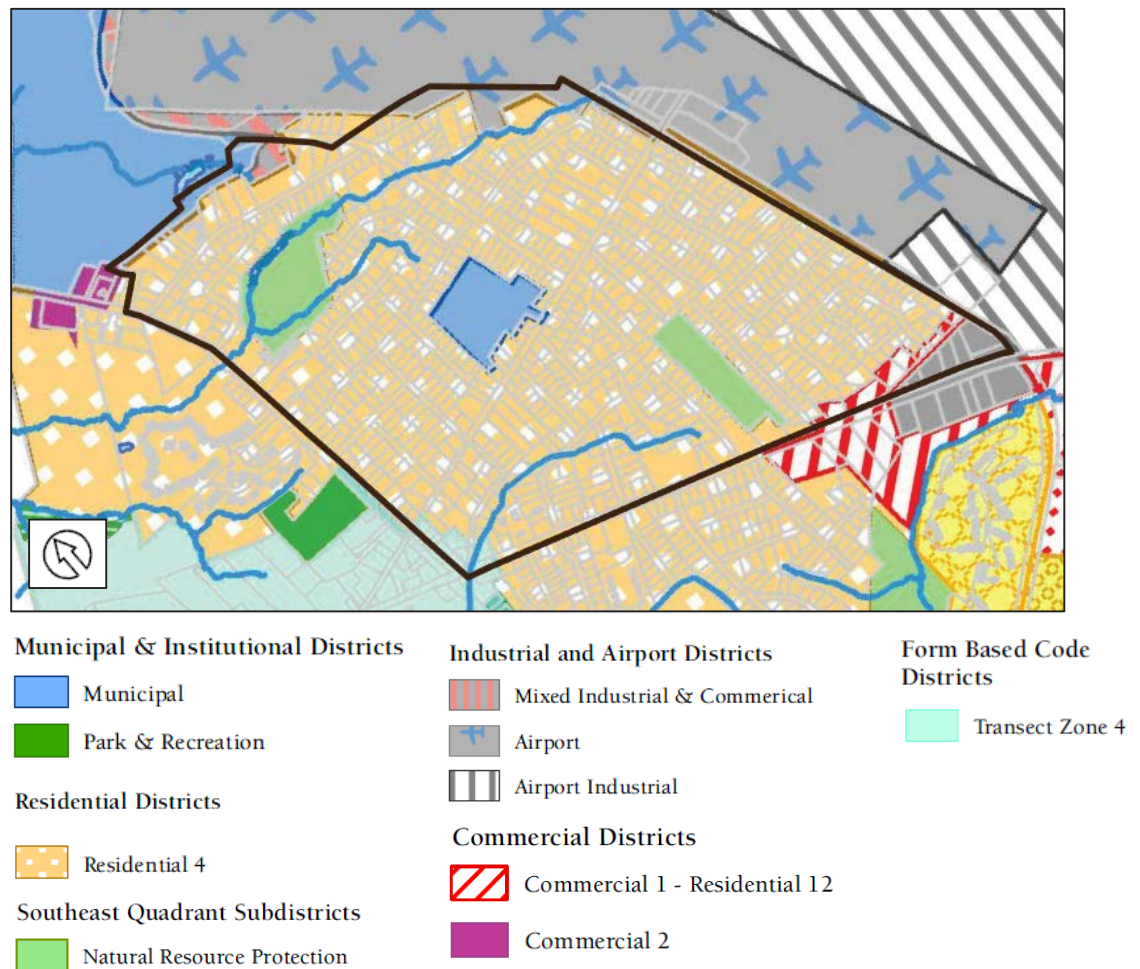
ZONING

The primary zoning classifications under South Burlington’s Land Development Regulations, updated June 27, 2016, applicable within and immediately adjacent to the Study Area are:

- **Residential 4**, which applies to most of the properties within the study area including the properties acquired by BIA (the “Acquisition Land”).
- **Municipal**, applicable to the Chamberlin School.

- **Natural Resource Protection**, which applies to the Garvey Property near Mills Avenue and the DeGraffe property off Duval Street.
- **Airport**, which is the designation historically applied to lands owned by Burlington International Airport that are in active airport-related use.
- **Airport Industrial**, the designation covering land in airport-related use that consists of multiple properties, some of which are owned by BIA.
- **Mixed Industrial & Commercial**, which encourages general industrial and commercial activity in areas of the City served by major roads and having ready access to the Airport.
- **Commercial 1**, which encourages general retail and office uses that serve as or enhance a compact central business area.
- **Commercial 2**, which encourages general commercial activity. This applies to the Chittenden Solid Waste District (CSWD) drop-off center and several businesses nearby.

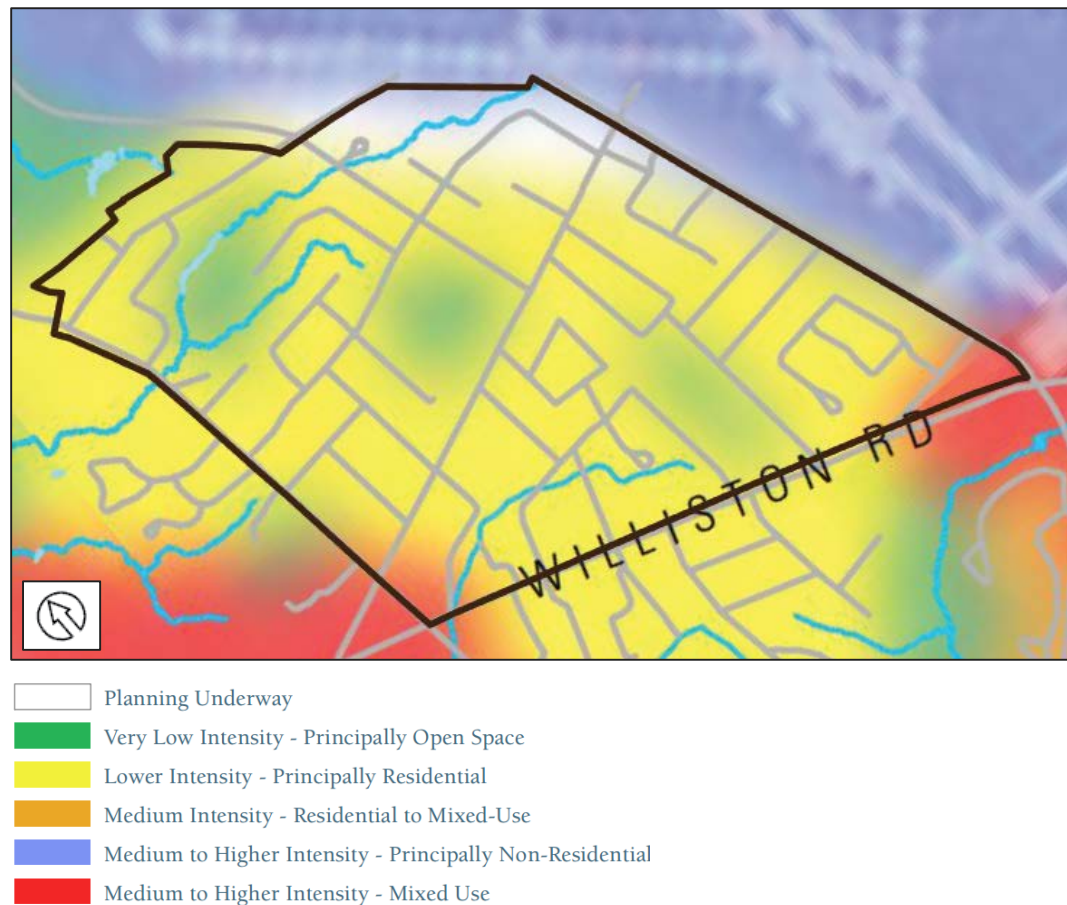
FIGURE 2-1: CITY ZONING WITHIN STUDY AREA (CITY ZONING MAP, 4.11.16)



As noted above, nearly all of the properties acquired by BIA under the FAA Noise Compatibility Program are zoned Residential 4, which does not allow airport-related or commercial uses. Future land use planning will be guided by regulatory constraints on reuse of these parcels, and by municipal zoning.

The City's Comprehensive Plan, adopted February 1, 2016 suggests flexibility in this area in its Future Land Use map, with a decided continuation of low intensity residential uses (Figure 2-2).

FIGURE 2-2: FUTURE LAND USE (CITY COMPREHENSIVE PLAN, 2.1.16)



PUBLIC SPACES

There are four public spaces within the project area totaling approximately 31 acres, (9% of the study area):

- **The Garvey Property**, a 7.37 acre rectangular parcel located between Mills Avenue and Victory Drive off of Williston Road. A recreational path runs through the wooded park to connect Williston Road to Lynn Avenue.
- **The DeGraffe Property**, an 11.2-acre parcel at the end of Duval Street. The parcel is wooded and undeveloped. Centennial Brook runs through it.

- **The Chamberlin School** sits on a 10.2-acre parcel that includes a basketball court, playground equipment, ball field, and multiple use field area. The schoolyard is surrounded by houses and is accessible via the main driveway on White Street and a pedestrian path from Hanover Street.
- The **Community Dog Park**, a 2.1-acre parcel located at the eastern end of Kirby Road. This land is leased from BIA.

Jaycee Park, a 6.9-acre park with a youth baseball/adult softball field, picnic area with shelter, 2 basketball courts, playground, parking, building with heat and restrooms, and open field area for field sports is directly across Patchen Road from the Project Area.

FIGURE 2-3: OPEN SPACE AND RECREATION



EDUCATION AND PUBLIC RESOURCES

Within the neighborhood, Chamberlin School serves as a physical and community anchor for the area. Serving grades Kindergarten through 5th on a 10-acre site on White Street, the School's 76,000 square feet of building space as well as its playing fields and outdoor spaces are used as a public gathering space.

FIGURE 2-4: CHAMBERLIN ELEMENTARY SCHOOL



In its June 3, 2015 recommendations to the South Burlington School District Steering Committee, the South Burlington School & Community Master Planning Task Force recommended that the Chamberlin School be re-designated for other uses. The following excerpt suggests possible re-uses:

“While the population continues to decline in the surrounding neighborhood primarily due to the continue land acquisitions of Burlington International Airport, the location of Chamberlin School makes it uniquely suited for community or civic uses such as Parks & Recreation space, Library, and or Senior Center. Though the Library may ultimately become part of City Center, Chamberlin could be an ideal temporary home to accommodate the renovations of the high school.”ⁱⁱⁱ

The desire of the City and School District to ensure mobility and walk to school options has provided an important focus for land use and transportation planning. For the 2014-2015 school year, Chamberlin School reported a total enrollment of 227 students, or 24% of the 948 elementary-aged students in South Burlington’s public schools. The South Burlington School District, VT Demographic Study completed in December, 2014 projects that Chamberlin School’s enrollment will decline over the coming decade and stabilize at approximately 200 students in the period from 2020 to 2025.ⁱⁱⁱ

The Chamberlin School draws students from a much broader geographic area of the City than the Chamberlin Neighborhood alone. The school’s student population is drawn from neighborhoods along Kennedy Drive, north of I-89, and from the eastern portion of the Southeast Quadrant along Hinesburg Road, along with a handful of students who reside outside the districted area. As such, the Chamberlin Neighborhood’s land uses, transportation system and community facilities are an important resource for students and their families who come to the neighborhood each school day. It is also useful context to bear in mind that enrollment and change in the School itself will be a function of land use and development throughout the sending area, and any changes to the boundaries of the sending area, as well as changes within the School’s immediate neighborhood.

The Centerpoint School on Airport Drive provides adolescent treatment services and the Leaps and Bounds Child Development Center on Williston Road provides childcare services for infants, toddlers and preschool children. There are some registered childcare homes

within the study area, and also the Childrens' Schools on Patchen Road is just outside the study area.

There are other public resources within the neighborhood or just outside the neighborhood, such as the South Burlington Department of Public Works and public areas within the Burlington International Airport such as the runway viewing area.

FIGURE 2-5: EDUCATION AND PUBLIC RESOURCES



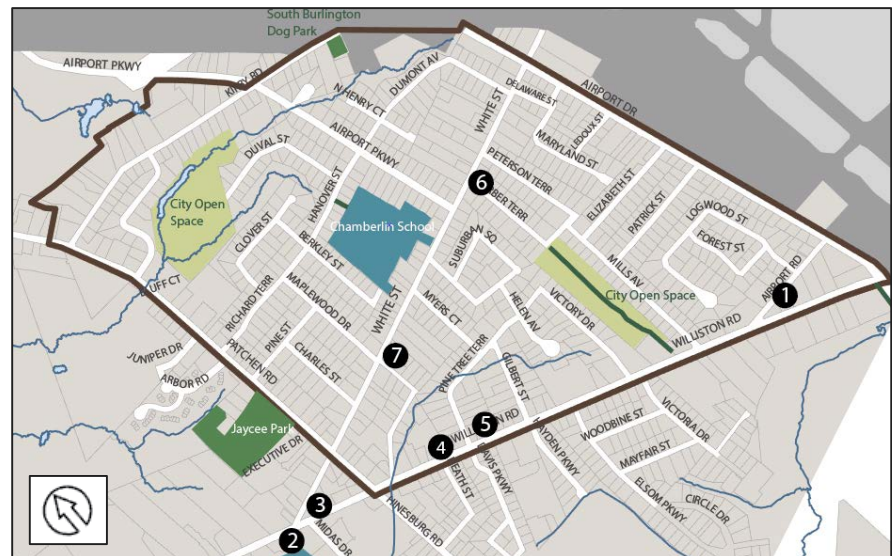
HISTORIC RESOURCES

The project area includes a number of resources listed on the State of Vermont Historic Sites & Structures Survey. The Parkway Diner (1) on Williston Road is the only commercial resource, although the Al's French Frys sign (2) and the Swiss Host Motel and Village (3) are just outside the project area at the intersection of White Street and Williston Road.

Two houses on Williston Road – 1386 (4) and 1422 (5) are listed on the Survey, and are also on the State Register of Historic Places. Another house at 9 Barber Terrace (6) is also included in the Survey. The Pizzagalli House (7) at the corner of White Street and Cottage Grove is considered eligible for the National Register of Historic Places, as the earliest example of International Style architecture in the State of Vermont. Numbers in the text correspond to Figure 2.6. While the historic houses on Williston Road date back to 1830 and 1905, the commercial properties are from the mid-19th Century when automobile travel had become very popular.



FIGURE 2.6: HISTORIC RESOURCES



2.2 | TRANSPORTATION SYSTEM ASSESSMENT

STREETS AND PHYSICAL CHARACTER

The Chamberlin Neighborhood street plan has a very distinct urban pattern and character (Figure 2-6). All of the internal streets but one, White Street, are a block or two in length, nearly uniform in width with fairly uniform building setbacks, and are characterized by a sense of closure. These short streets are all visually terminated at both ends by one of these conditions:

- the street dead ends into a cross street;
- the street dead ends in a cul-de-sac;
- the street ends in a 90-degree angle; or,
- the street bends at a more gradual angle, which terminates the sight line.

FIGURE 2-6: CHAMBERLIN NEIGHBORHOOD STREET LAYOUT



In each instance, the short blocks become, in effect, outdoor rooms (Figure 2-7), defined by the continuous building facades flanking the street and the visual terminus at both ends of the street. In many cases, large mature trees reinforce the street wall and create a canopy - a “ceiling” by arching over the street (Figure 2-8). Traffic calming elements such as speed humps and raised intersections help to slow traffic, reinforcing the “outdoor room” quality,

as evidenced by the photo of the three basketball hoops at the street edge on one neighborhood block (Figure 2-9).

FIGURE 2-7: OUTDOOR ROOMS

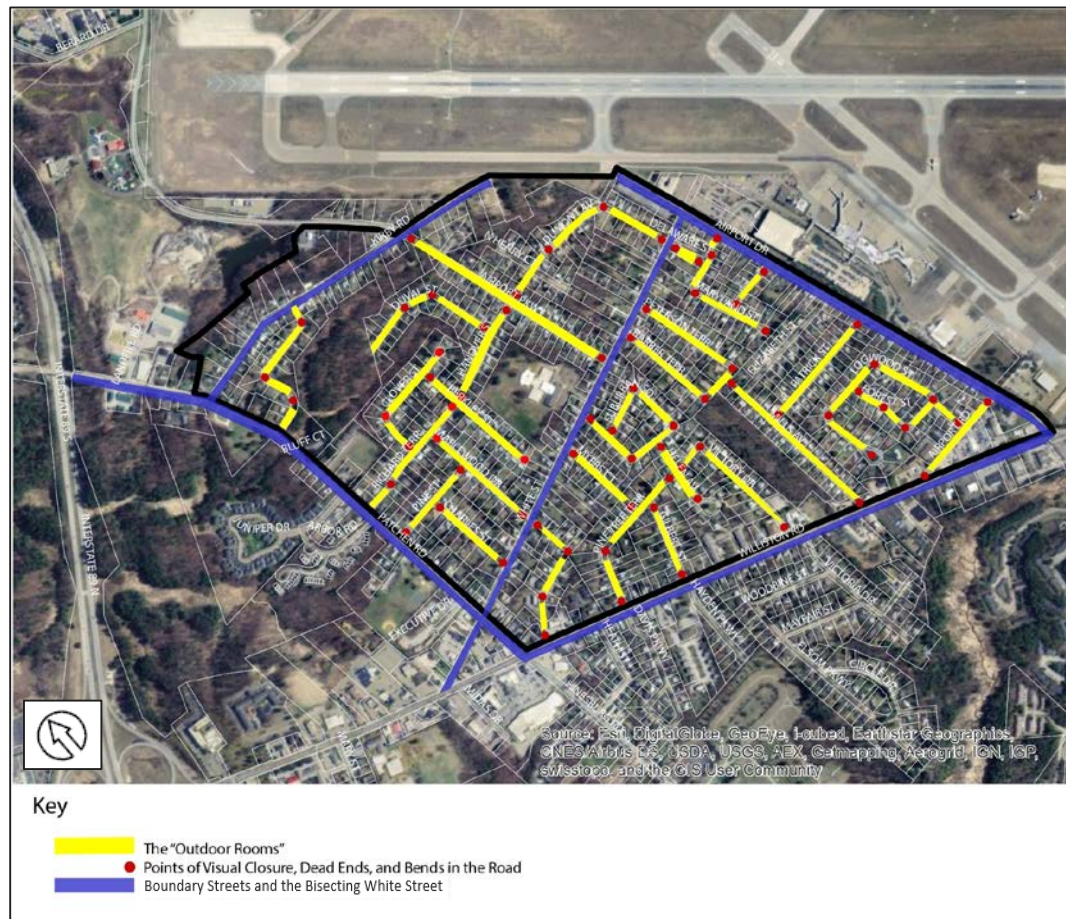


FIGURE 2-8: TYPICAL STREET



FIGURE 2-9: BASKETBALL HOOPS



In sum, the Chamberlin Neighborhood urban form, its physical character, is reflected in these intimate outdoor rooms. It is very different from the majority of post war residential subdivisions and possesses unique qualities. Very few of the internal streets have sidewalks, and there is no pedestrian scale lighting.

The City of South Burlington's GIS Parcel data was used to estimate right of way widths for key streets within the study area. From this analysis, the right-of-way widths are 66 feet for the arterial and collector streets in the study area, and 50 feet for all local streets.

TABLE 2-1: RIGHT OF WAY WIDTHS

STREET	ROAD CLASS	ROW WIDTH (FT)	TRAVEL LANES	SIDEWALK
Airport Drive	Arterial	66'	2 striped	Continuous buffered 5' concrete sidewalk on west side between White Street and Williston Road, 4' landscaped asphalt sidewalk on portions of east side adjacent to the Airport
Airport Parkway	Arterial	66'	2 striped	Continuous buffered 5' concrete sidewalk on west side between White Street and Kirby Road
Patchen Road	Collector	66'	2 striped	Continuous buffered 5' concrete sidewalk on east side between Kirby Road and Williston Road, continuous buffered 5' concrete sidewalk on west side between Bluff Court and Williston Road
White Street	Collector	50'	2 striped	Continuous buffered 5' concrete sidewalk on south side between Patchen Road and Airport Drive, buffered 5' concrete sidewalk on north side between Airport Parkway and Chamberlin School entrance
Kirby Road	Local	50'	2 unstriped	Continuous buffered 5' concrete sidewalk on south side between Patchen Road and Airport Parkway
Hanover Street	Local	50'	2 unstriped	Buffered 5' concrete sidewalk on south side between Berkeley Street and Airport Parkway
Dumont Avenue	Local	50'	2 unstriped	Buffered 5' concrete sidewalk on south side between Airport Parkway and White Street

PEDESTRIAN FACILITIES

As described above, the block sizes and formations vary greatly within the Chamberlin Neighborhood, with many roads that loop from one street to another, but with dead-ends,

cul-de-sacs, and few cut-through paths. The shorter blocks are approximately 400 feet in between intersections, which translates to roughly a two-minute walk. The longer block edges tend to be those that run north-south, with many blocks averaging 700 feet to 900 feet between intersections, or a four to five-minute walk.

Sidewalks

There are currently 27,345 feet, or 5.2 miles, of sidewalks within the Chamberlin Neighborhood study area, primarily along the perimeter, including both sides of Patchen Road, Williston Road, and Airport Drive. There is also a continuous 0.66-mile sidewalk along the south side of White Street that connects Airport Drive and Patchen Road.

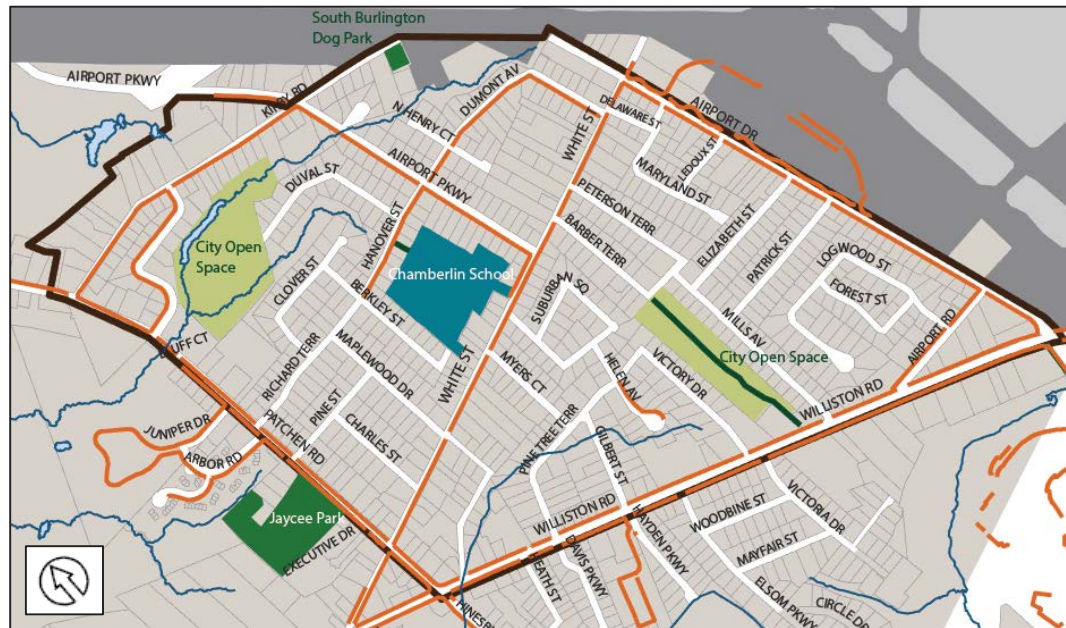
The Chamberlin School's main entrance is served by the sidewalk on the south side of White Street, as well as a short segment of sidewalk along the north side of White Street between the driveway entrance and Airport Parkway. The rear entrance to the school is served by a sidewalk on the south side of Hanover Street. Other sidewalks near the school include one on the west side of Airport Parkway and one on the south side of Dumont Ave.

Few interior blocks within the neighborhood have sidewalks, although there is a cluster of housing in the northwest corner of the study area on Kirby Road and Queensbury Road that is served by sidewalks on one side. The eastern edge of Helen Avenue between Pine Tree Terrace and the cul-de-sac also has a sidewalk, but there are no connecting pedestrian facilities that link to it.

Recreation Paths

There are two recreational paths that bisect some of the larger blocks within the study area (Figure 2-10). The longest is a 0.28-mile gravel path through the wooded Garvey property, which runs between Williston Road and Lynn Avenue. There is also a 0.07-mile (360 feet) path that connects from Hanover Street to Chamberlin School, allowing foot access to the school from the north.

FIGURE 2-10: SIDEWALKS AND RECREATION PATHS



Walkability

Nearly all residents in the Chamberlin Neighborhood are within a five-minute walk, or 0.25 miles, of a park or open space, although the character of the spaces differ widely (Figure 2-11). Improving these connections is an important aspect of neighborhood vitality.

A distance of 0.25 miles is often used as an acceptable walking distance in U.S. research studies; although trips longer than 0.25 miles are common, peoples' willingness to walk also varies based on duration and purpose.

To understand the project area's walkability, the "Walk Score" of the neighborhood was calculated for five different locations (Figure 2-12). A property's walkability score is based on the walking distance from the property to dining and drinking options, groceries, shopping, errands, parks, schools, and cultural and entertainment establishments.^[1] The areas closer to Patchen Road and Williston Road had notably higher Walk Scores than locations closer to the Airport and in the northern sections of the study area. This is due to the higher concentration of dining, groceries, shopping, errands, and schools for the areas on the western side of the study area.

In calculating the walk score, amenities within a 5-minute walk (0.25 mile) are given maximum points. A decay function is used to give points to more distance amenities, with no points given after a 30 minute walk (1.5 miles).^[2]

In the Vermont Agency of Transportation (VTrans) 2012 report on the Economic Impact of Bicycling and Walking in Vermont, the effects of walkability on real estate values was estimated for houses in Vermont. Results suggest that walkability has a significant positive correlation on property values.

Overall, the neighborhood has average pedestrian connections within it, and outside of it, connecting to other area. Improving these connections is an important aspect of neighborhood vitality.

FIGURE 2-11: 0.25 MILE/5-MINUTE WALKING RADIUS FROM OPEN SPACES

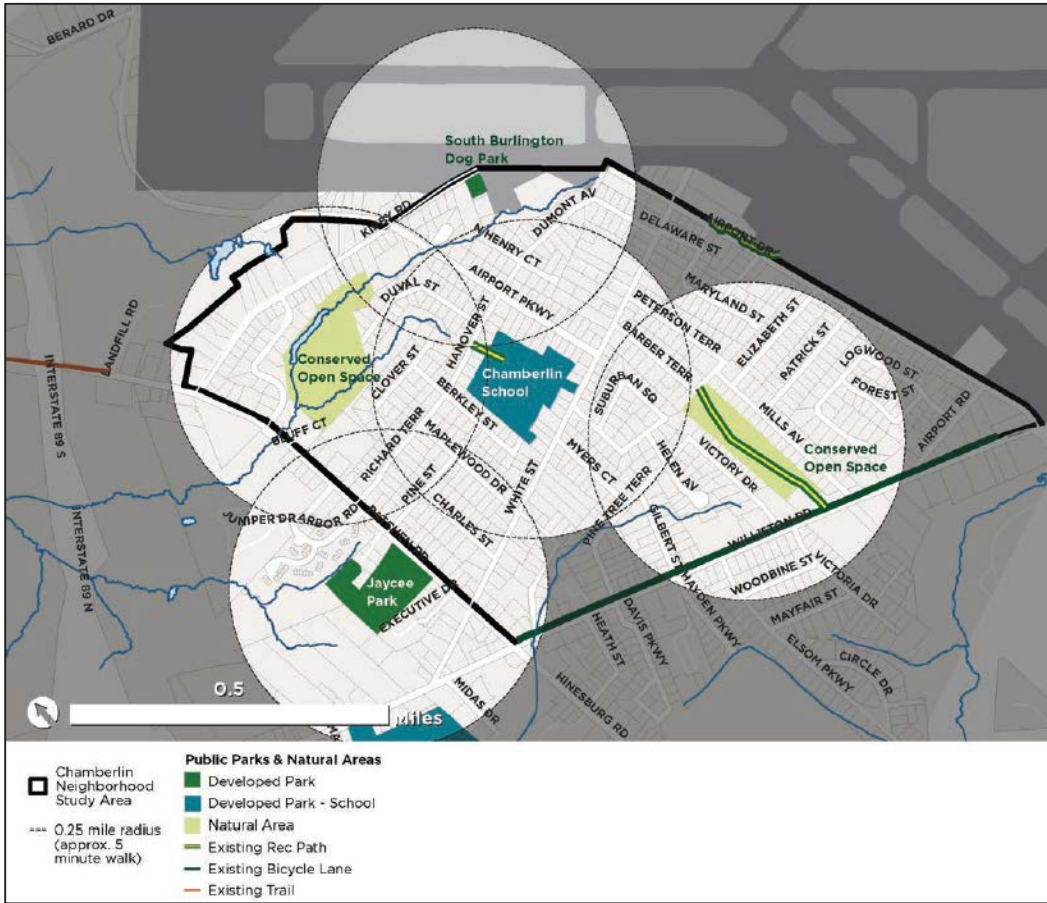
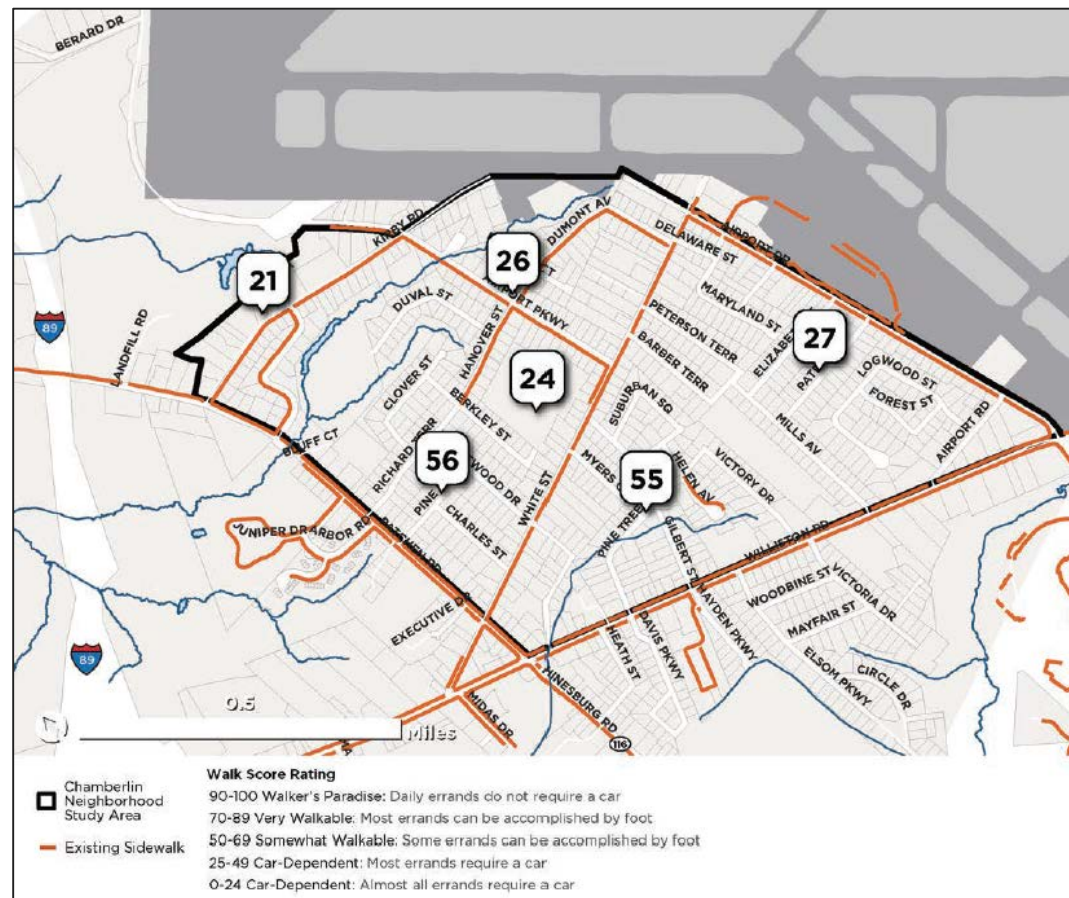


FIGURE 2-12: WALKSCORES



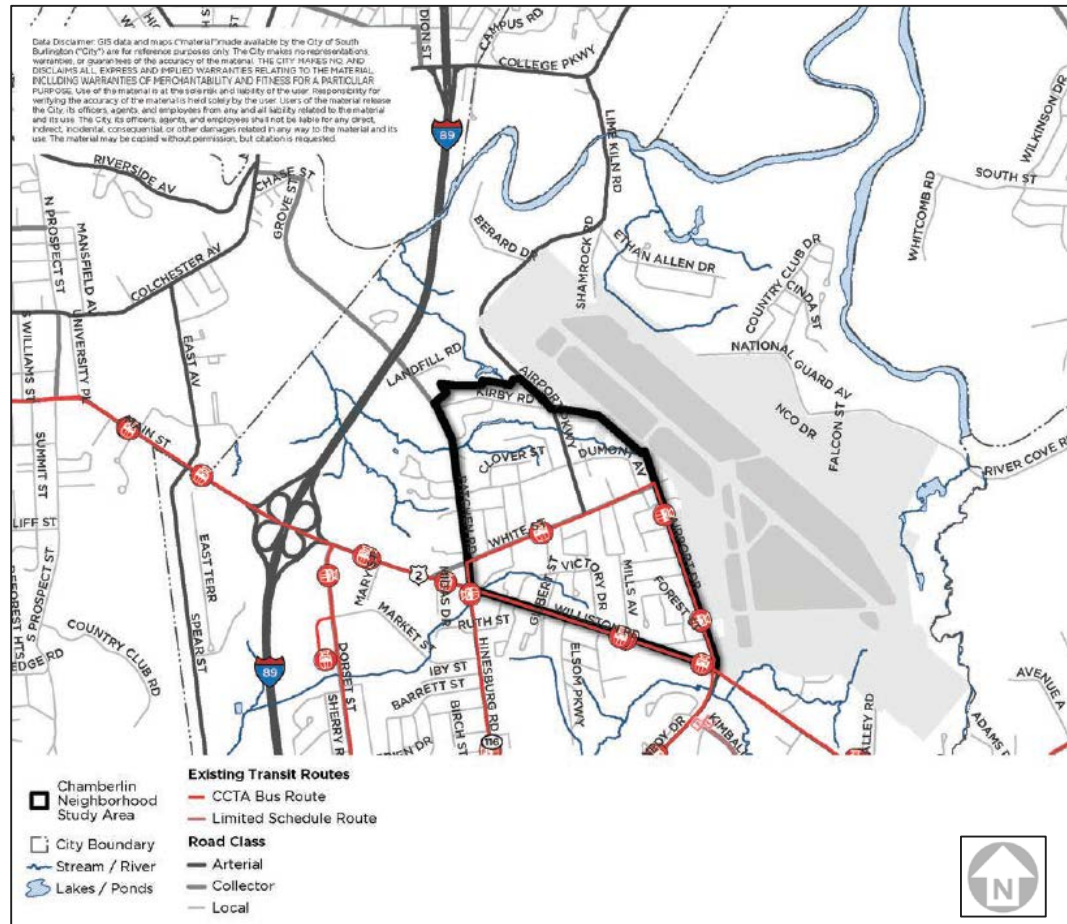
TRANSIT

Currently (as of June 2016), the Chamberlin Neighborhood is accessible by three CCTA^{iv} bus transit lines: the 1 Williston, the 1V Williston Village, and the 12 South Burlington Circulator. No resident within the neighborhood is further than a 20-minute walk from the nearest bus stop. The 1 and 1V run along Williston Road, making stops at nearly every block between Patchen Road and Kennedy Drive. The 12 circulates South Burlington, with key stops at the Burlington Airport, Chamberlin School, and the corner of Hinesburg Road and Williston Road.

- The 1 and 1V Williston Bus runs between 6:15 AM to 12:05 AM Monday through Friday, 6:30 AM to 12:05 AM on Saturday; and 8:00 AM to 7:05 PM on Sundays. The stops along Williston Road and Kennedy Drive have weekday headways every 15 minutes during peak hours and every 30 minutes during off-peak hours, Saturday headways of 30 minutes, and Sunday headways of one hour and 15 minutes.
- The 12 runs between 6:25 AM and 9:20 PM with 30 minute headways on weekdays and Saturday, and with hour and 15 minute headways on Sundays between 8:45 AM and 7:35 PM.

There currently are no bus shelters serving any of the bus stops in or near the project area and CCTA has no immediate plans for new shelter installations. Shelter placement decisions are generally driven by ridership, and, according to CCTA, the bus stop locations in and around the Chamberlin Neighborhood do not currently meet the ridership threshold for shelter installation.

FIGURE 2-13: CCTA TRANSIT



TRAFFIC OPERATIONS

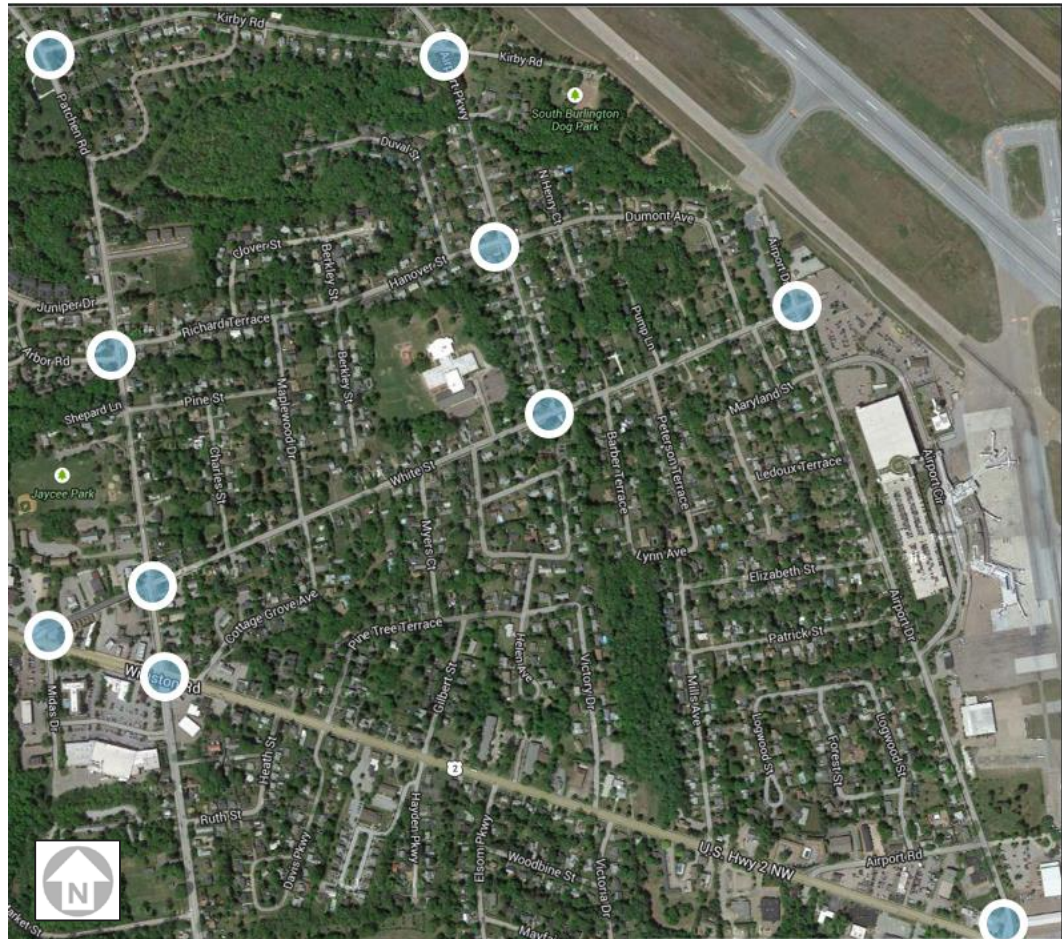
Traffic operations relate to vehicle congestion during peak hours. The study examined peak hour vehicle delays at the following ten intersections:

- Patchen Road/Kirby Road
- Airport Parkway/Kirby Road
- Patchen Road/Richard Terrace
- Airport Parkway/Hanover Street and Dumont Avenue
- White Street/Patchen Road
- White Street/Airport Parkway
- White Street/Airport Drive
- US 2/White Street and Midas Drive

- US/Patchen Road and VT 116
- US 2/Kennedy Drive

Vehicle delays were examined assuming Spring 2015 traffic conditions. A detailed description of the elements that contribute to these traffic volumes is presented below.

FIGURE 2-14: 10 STUDY INTERSECTIONS



Background Traffic Volumes and Adjustments

Recent VTrans and CCRPC turning movement count data were assembled for the study area intersections (all intersections were counted between 2012 and 2014).

Following VTrans traffic study guidelines, raw peak hour traffic volumes were adjusted to represent the design hour volume (DHV)^v in 2015 using two adjustment factors:

1. Design hour adjustment factors are based on VTrans permanent count station P6D040, which is located along US 7 in Colchester, VT. The 2013 DHV at this station was compared to the peak hour volumes on the date of the turning movement count to formulate DHV adjustments. DHV adjustments increased raw count volumes by up to 6% at the study intersections.

2. An annual adjustment factor, which represents general background traffic growth, is based on historic count data at VTrans permanent count station P6D040, as presented in the 2013 VTrans Red Book. Traffic volumes on US 7 are projected to increase by 16% over 20 years from 2013 to 2033.

Scenario Volume Graphics

Figure 2-15 and Figure 2-16 present estimated Spring 2015 traffic volumes at the study area intersections. The traffic volumes represent the raw count volumes adjusted to design hour conditions.

FIGURE 2-15: 2015 AM PEAK HOUR, SPRING 2015

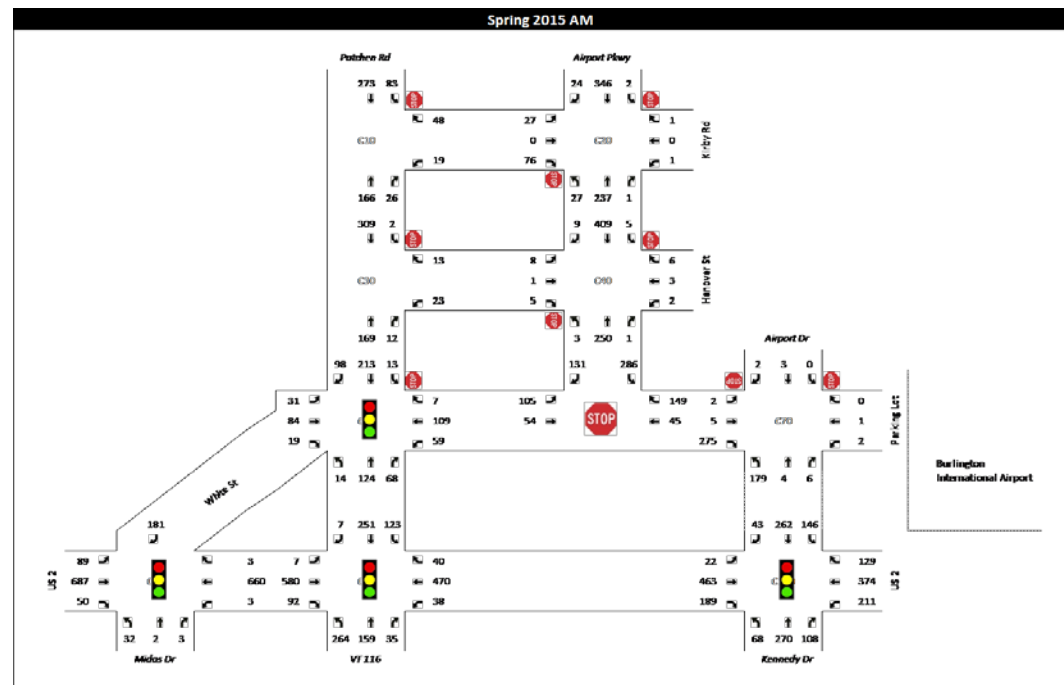
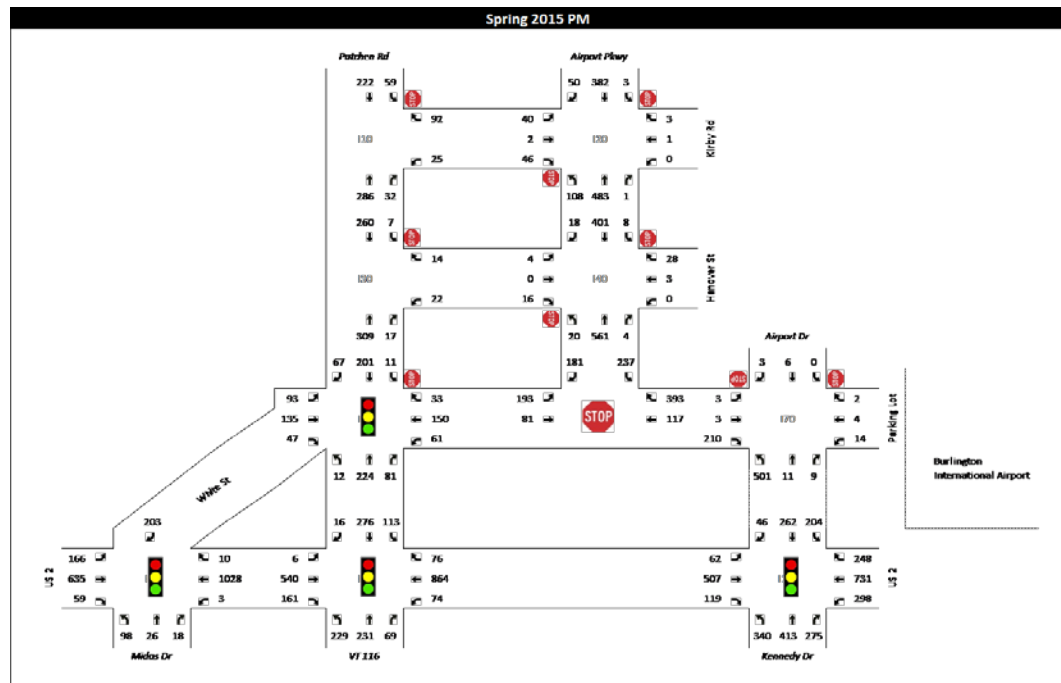


FIGURE 2-16: 2015 PM PEAK HOUR, SPRING 2015



Congestion Analysis

Level-of-service (LOS) is a qualitative measure describing the operating conditions as perceived by motorists driving in a traffic stream. LOS is calculated using the procedures outlined in the 2000 and 2010 Highway Capacity Manuals.^{vi} In addition to traffic volumes, key inputs include the number of lanes at each intersection, traffic control type (signalized or unsignalized), and the traffic signal timing plans.

The 2010 Highway Capacity Manual defines six qualitative grades to describe the level of service at an intersection. Level-of-Service is based on the average control delay per vehicle. Figure 2-17 shows the various LOS grades and descriptions for signalized and unsignalized intersections.

FIGURE 2-17: LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

LOS	CHARACTERISTICS	UNSIGNALIZED	SIGNALIZED
		TOTAL DELAY (SEC)	TOTAL DELAY (SEC)
A	Little or no delay	≤ 10.0	≤ 10.0
B	Short delays	10.1-15.0	10.1-20.0
C	Average delays	15.1-25.0	20.1-35.0
D	Long delays	25.1-35.0	35.1-55.0
E	Very long delays	35.1-50.0	55.1-80.0
F	Extreme delays	> 50.0	> 80.0

The delay thresholds for LOS at signalized and unsignalized intersections differ because of the driver's expectations of the operating efficiency for the respective traffic control conditions. According to HCM procedures, an overall LOS cannot be calculated for two-way stop-controlled intersections because not all movements experience delay. In signalized and all-way stop-controlled intersections, all movements experience delay and an overall LOS can be calculated.

The VTrans policy on level of service for **Signalized and All-Way Stop Intersections** is:

- Overall LOS C should be maintained for state-maintained highways and other streets accessing the state's facilities.
- Reduced LOS may be acceptable on a case-by-case basis when considering, at minimum, current and future traffic volumes, delays, volume to capacity ratios, crash rates, and negative impacts as a result of improvement necessary to achieve LOS C.

The VTrans policy on level of service for **Two-Way and One-Way Stop Intersections** is: LOS D should be maintained for side roads with volumes exceeding 100 vehicles/hour for a single lane approach (150 vehicles/hour for a two-lane approach) at two-way stop-controlled intersections. No LOS criteria are in effect for volumes less than these volume thresholds.

Level-of-Service Results









The Highway Capacity Manual congestion reports within Synchro (v8), a traffic analysis software package from Trafficware, routinely relied upon by transportation engineering professionals, were used to assess traffic congestion at the study intersections.

All stop-controlled intersections operate at LOS C or better on all approaches during both the AM and PM peak hours. The four signalized intersections operate at an overall LOS C or better with the exception of:

- The US 2/VT 116 and Patchen Road intersection, which operates at an overall LOS D during both the AM and PM peak hours.
- The US 2/Kennedy Drive and Airport Drive intersection, which operates at an overall LOS D during the PM peak hour.

Figure 2-18 presents the LOS results during the weekday AM and PM peak hours.

FIGURE 2-18: PEAK HOUR LOS RESULTS

Intersections	2015 No Build					
	AM Peak Hour			PM Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c
 Patchen Rd/Kirby Rd						
WB, from Kirby Rd	B	11	0.11	B	12	0.19
NB, along Patchen Rd	A	<1	-	A	<1	-
SB, along Patchen Rd	A	2	0.06	A	2	0.05
 Airport Pkwy/Kirby Rd						
EB, along Kirby Rd	B	13	0.19	C	25	0.33
WB, along Kirby Rd	B	13	0.01	B	15	0.01
NB, along Airport Pkwy	A	<1	0.02	A	2	0.10
SB, along Airport Pkwy	A	<1	0.00	A	<1	0.00
 Patchen Rd/Richard Terrace						
WB, from Richard Terrace	B	11	0.06	B	12	0.07
NB, along Patchen Rd	A	<1	-	A	<1	-
SB, along Patchen Rd	A	<1	0.00	A	<1	0.01
 Airport Pkwy/Hanover St and Dumont Ave						
EB, from Hanover St	B	14	0.03	B	14	0.05
WB, from Dumont Ave	B	12	0.02	B	13	0.07
NB, along Airport Pkwy	A	<1	0.00	A	<1	0.02
SB, along Airport Pkwy	A	<1	0.00	A	<1	0.01
 Patchen Rd/White St						
Overall	B	13	0.49	B	14	0.56
EB, along White St	B	15	-	B	14	-
WB, along White St	B	18	-	B	13	-
NB, along Patchen Rd	A	9	-	B	15	-
SB, along Patchen Rd	B	10	-	B	14	-
 Airport Pkwy/White St						
EB, along White St	B	10	0.24	B	15	0.47
WB, along White St	A	10	0.26	C	23	0.75
SB, from Airport Pkwy	B	14	0.56	C	21	0.68
 Airport Dr/White St*						
EB, from White St	A	2	-	A	2	-
WB, from Parking Lot	A	5	-	B	10	-
NB, along Airport Dr	A	5	-	A	7	-
SB, along Airport Dr	A	5	-	B	11	-
 US 2/White St and Midas Dr						
Overall	A	9	0.39	B	14	0.60
EB, along US 2	A	3	-	A	5	-
WB, along US 2	A	2	-	A	8	-
NB, from Midas Dr	D	55	-	E	55	-
SB, from White St	D	53	-	D	49	-
 US 2/VT 116 and Patchen Rd						
Overall	D	48	0.72	D	50	0.83
EB, along US 2	E	71	-	E	58	-
WB, along US 2	C	24	-	E	56	-
NB, from VT 116	D	37	-	C	33	-
SB, from Patchen Rd	E	57	-	D	48	-
 US 2/Kennedy Dr and Airport Dr						
Overall	C	34	0.63	D	48	0.87
EB, along US 2	D	36	-	D	48	-
WB, along US 2	C	23	-	D	47	-
NB, from Kennedy Dr	D	43	-	D	43	-
SB, from Airport Dr	D	38	-	E	62	-

*Denotes an intersection where SimTraffic was used to calculate delay

Generally, congestion on the streets in the study area is at acceptable levels when compared to state standards. However, community members consistently raised issues of high traffic volumes and speeds, particularly on White Street, Kirby Road, and Airport Parkway. Each of these streets provide access to traffic traveling through the neighborhood from points north and south.

2.3 | NOISE CONDITION ASSESSMENT

The Federal Aviation Administration (FAA) implements Federal Aviation Regulation, Part 150, Airport Noise Compatibility Planning (FAR Part 150). This Federal regulation guides and controls planning for aviation noise compatibility on and proximate to airports. Part 150 describes the procedures and standards for preparing a **Noise Exposure Map** (NEM) and an Airport **Noise Compatibility Program** (NCP).

In the late 1980s, the BIA prepared its first FAR Part 150 Noise Study. This led to the creation of a Noise Exposure Map showing what areas would be exposed to a yearly day-night average sound level (dnL) of 65 decibels (dB)^{vii}, which is considered a noise level that is incompatible with residential land use. BIA's NEM has been updated several times since its first one was published in 1990. The most recent update was prepared in October 2015, and the previous version occurred in 2006.

The intent of a Noise Compatibility Program is to provide a plan to mitigate noise impacts to the areas surrounding airports while still maintaining airport access, capacity, and efficiency.

Upon submittal of a Noise Exposure Map and Noise Compatibility Program to the FAA, and subsequent review and approval, an airport may initiate two types of noise abatement activities:

- 1) Undertake noise *insulation* programs, in which structures are retrofitted to reduce indoor noise exposure; or
- 2) Noise *acquisition* programs, in which parcels with noise-sensitive uses are purchased on a purely voluntary basis from willing sellers, by the airport.

To date, BIA has primarily pursued the second of these two activities, purchasing approximately 120 properties from willing landowners whose homes are located within the 65dnL line, as established by the 2006 Noise Exposure Map. Within the context of the Chamberlin Neighborhood study, these properties are referred to as the "Acquisition Land" (Figure 2-19). Of note is that the City of South Burlington still owns the streets that formerly served the acquired properties.

FIGURE 2-19: ACQUISITION LAND



To date, re-use of acquired property has consisted of:

- Rezoning and use of five parcels along Airport Drive Extension for airport-related parking and support.
- The lease of 2.1 acres of land at the eastern end of Kirby Road to the City of South Burlington for use as the Community Dog Park (Figure 2-21); and
- Installation of a 150' long "Living Wall" on two parcels across from the Airport Parking Garage where homes had been removed, which is being evaluated to determine its effectiveness in mitigating noise experienced by abutting properties (Figure 2-22).

All other acquired properties are, at the time of the writing of this report, utilized as airport buffer land.

FIGURE 2-20: CELL PHONE LOT ON FORMER RESIDENTIAL PARCELS



FIGURE 2-21: COMMUNITY DOG PARK



FIGURE 2-22: LIVING WALL



NOISE LAND INVENTORY AND RE-USE PLAN

Planning for the Acquisition Land occurs in two main ways. First, BIA has a long-term Master Plan, “Vision 2030,” which sets forth potential uses on the acquired properties based on projections of airport passenger and commercial activity. Second, because the Airport received grant funds under the Airport Improvement Program (AIP) for acquisition of incompatible land uses, it is required to prepare a Noise Land Inventory and Re-Use Plan every 5 years.

The Re-Use plan identifies the proposed disposal or retention of all acquired noise land to date. An airport must dispose of unneeded noise land by market sale where there is no current or future airport use or if the land is not otherwise necessary for noise buffer. FAA must review the Re-Use Plan and accept it if the proposed disposal or retention of the noise land parcels meet applicable criteria. FAA approval of an Airport’s Re-Use Plan authorizes the airport to convert the land to a use that is compatible with airport operations, subject to local land use regulation.

BIA issued its first Re-Use Plan in 2009, where they proposed to retain most of the acquired noise land for noise buffering and for airport compatible redevelopment. As of the writing

of this report, BIA is engaged in its second Five-Year Re-Use Plan, which is estimated for completion in late 2016.

The parcels acquired by the Airport represent a challenge and an opportunity for the Chamberlin Neighborhood. While the property has been taken out of residential use, only a handful of sites along Airport Drive Extension have been re-zoned to allow Airport-related uses. The remaining land retains its residential zoning designation, and has not been applied for any specific future land use, either by the City or the Airport, through a formal Site Plan Review application or other formal use change initiative. At this time, only those uses permissible in the R4 district are allowed unless and until the City approves a new zoning classification. However, the residential uses allowed under R4 zoning are specifically prohibited under FAR Part 150, as they are incompatible with airport use.

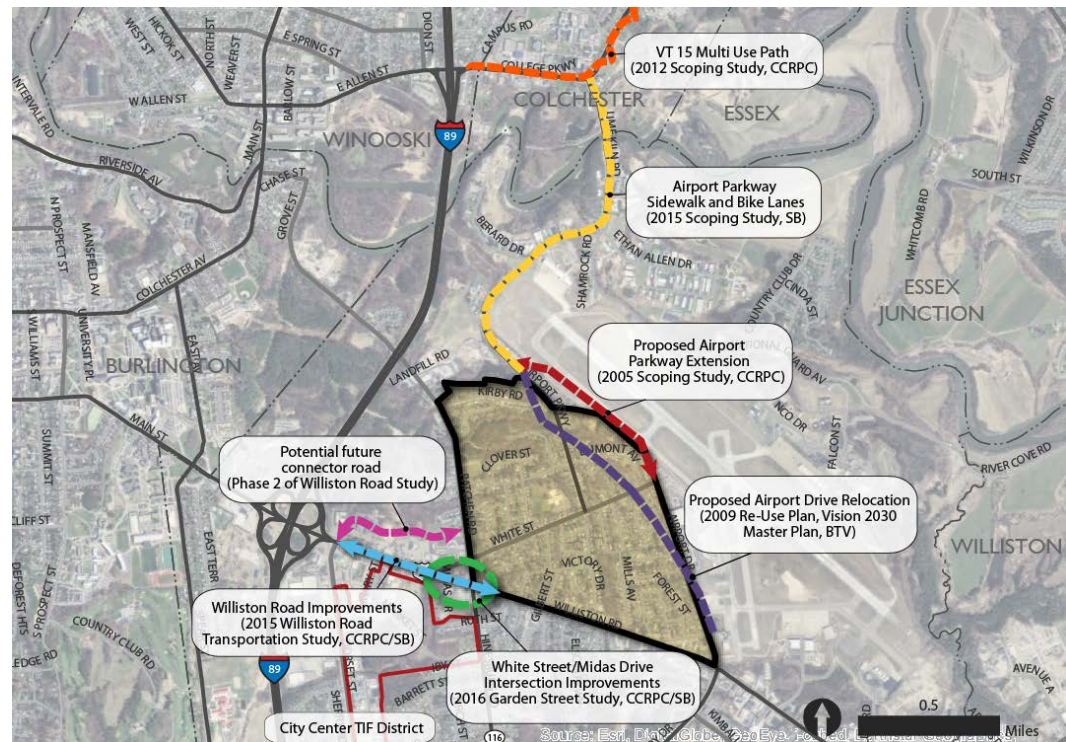
While consistent with federal guidelines for airport-related planning, residential property acquisition and demolition has led to concerns among Chamberlin Neighborhood residents about the neighborhood's aesthetic quality, safety, stability, and housing affordability, as well as concerns about communication and transparency between BIA and the Neighborhood.

2.4 | RELEVANT PLANS AND STUDIES TO THE CHAMBERLIN NEIGHBORHOOD

There are several plans and studies that have been completed or are ongoing that are relevant to the Chamberlin Neighborhood study. The Consultants reviewed several of the notable transportation projects in and adjacent to the study area as part of the existing conditions report. These include:

- Airport Drive/Airport Parkway Improvements (CCRPC, 2005)
- Vermont Route 15 Bicycle & Pedestrian Scoping Report (CCRPC, 2012)
- Chamberlin Safe Routes to School, School Travel Plan (South Burlington, 2013)
- South Burlington Schools Master Planning and Visioning Process (South Burlington, 2015)
- Williston Road Transportation Study (Phase I Initial Technical Evaluation, CCRPC, 2015)
- Garden Street Project (Definition Report, South Burlington, 2015)
- Airport Parkway Pedestrian and Bicycle Scoping Study (South Burlington, 2015)

FIGURE 2-23: PROPOSED TRANSPORTATION IMPROVEMENTS



Airport Drive/Airport Parkway Improvements (Scoping Study, CCRPC, 2005)

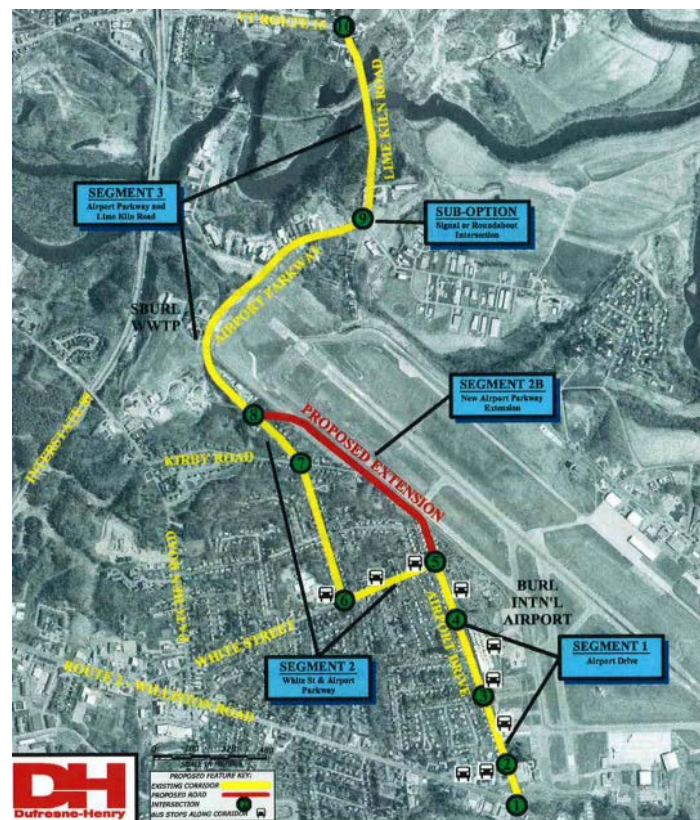
<http://www.ccrpcvt.org/wp-content/uploads/2016/01/Airport-Drive-Airport-Parkway-Improvements-Scoping-Study.pdf>

This scoping report examined the need for improving the existing Airport Drive/Airport Parkway/Lime Kiln Road corridor, as well as analyzed alternative strategies for creating a link from Airport Drive/White Street northward to Airport Parkway. The purpose was to reduce traffic impacts on the local neighborhood, provide pedestrian and bicycle connections, and improve the link from US 2 to VT 15, while providing Airport Access with adequate capacity.

At the time this scoping study was completed in 2005, the Airport was to begin an update to their Master Plan, and their property acquisition program under FAR Part 150 was in a very early phase. The scoping study evaluated the impact of a connection, acknowledging that the actual alignment could change subject to future master planning and property acquisition by the Airport.

The preferred alternative was a connector from Airport Drive to Airport Parkway, because it addressed all of the project's purpose and needs and garnered the most support by the public who attended the Alternatives Meeting held on June 10, 2004.

FIGURE 2-24: AIRPORT DRIVE/AIRPORT PARKWAY IMPROVEMENTS (2005)



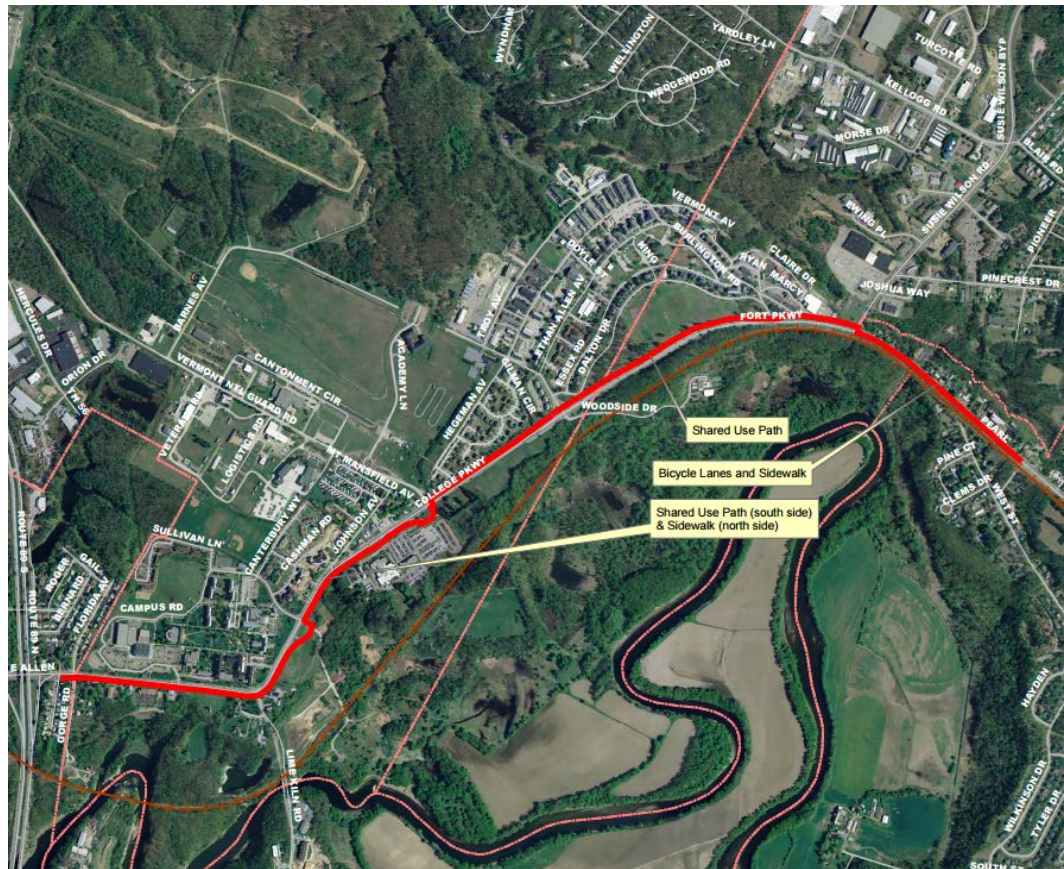
Vermont Route 15 Bicycle & Pedestrian Scoping Report (CCRPC, 2012)

http://www.ccrpcvt.org/wp-content/uploads/2016/02/VT15PathFinal_20130430.pdf

This study was an update of earlier recommendations for increasing bicycling and walking mobility in the Vermont Route 15 (VT-15) corridor between the West Street Extension intersection to the east and Lime Kiln Road to the west. Lime Kiln Road connects VT-15 in Colchester to Airport Parkway in South Burlington. The study segment passes through Winooski, Colchester, Essex, and Essex Junction.

The recommended alignment consists primarily of a shared use path adjacent to VT-15.

FIGURE 2-25: RECOMMENDED SHARED USE PATH ALIGNMENT ON VT-15 (2012)



Chamberlin School Safe Routes to School (School Travel Plan, South Burlington, 2013)

<http://saferoutes.vermont.gov/sites/saferoutes/files/Chamberlin%20STP%202013.pdf>

Chamberlin School serves grades K through 5. For the 2014/2015 school year, the Chamberlin School had a total enrollment of 226 students. Students who live further than 0.6 miles from the school are offered bus service. Students of any grade are allowed to bike to school with parental permission, where the helmet policy is strictly enforced and bike racks are available adjacent to the school playground area. Each spring, the school offers education through its “Bicycle Skills Rodeo.”

Due to gaps in the pedestrian infrastructure, high traffic volumes, speeding, and other perceived dangers, many students who live within walking or bicycling distance are riding the bus or being driven to and from school. From a February 2013 survey, speed of traffic, amount of traffic, and distance were the top reasons why parents do not let children walk or bike to school, although 42% of respondents lived within 0.5 mile of the school.

Physical improvements recommended from the study included:

- Adding lighting, signage, improving sight lines, and adding a stop sign and stop bar near the school
- Add more sidewalks
- Add crosswalk at White Street and Patchen Road
- Add in-street pedestrian signals
- Reduce lane widths and add a bike stripe on Airport Parkway
- Twice per year painting and stenciling the crosswalk on White Street, ladder-style

FIGURE 2-26: CHAMBERLIN SCHOOL PREFERRED WALKING AND BICYCLING ROUTES (2013)



South Burlington Schools Master Planning and Visioning Process (South Burlington, 2015)

http://www.sburl.com/index.asp?Type=B_BASIC&SEC=%7B8521D390-0442-4D2C-B47A-157A39E5C8E2%7D

The City and the South Burlington School District began the master planning and visioning process in November 2014. This process included discussion of how to best move forward with school configuration, given growing pressures on the school, city facilities, and its infrastructure over the past several years. Part of the analysis included understanding civic facility needs, demographics, enrollment trends, as well as current resources, locations, and consideration of consolidation with other City schools.

As mentioned previously, this process has resulted in a set of options to the South Burlington Steering Committee issued on June 3, 2015. With regard to the Chamberlin School, one option is to “(d)esignate...the Chamberlin School for other uses”. Other uses suggested in their report include community and civic uses such as Parks & Recreation space, Library, and Senior Center.

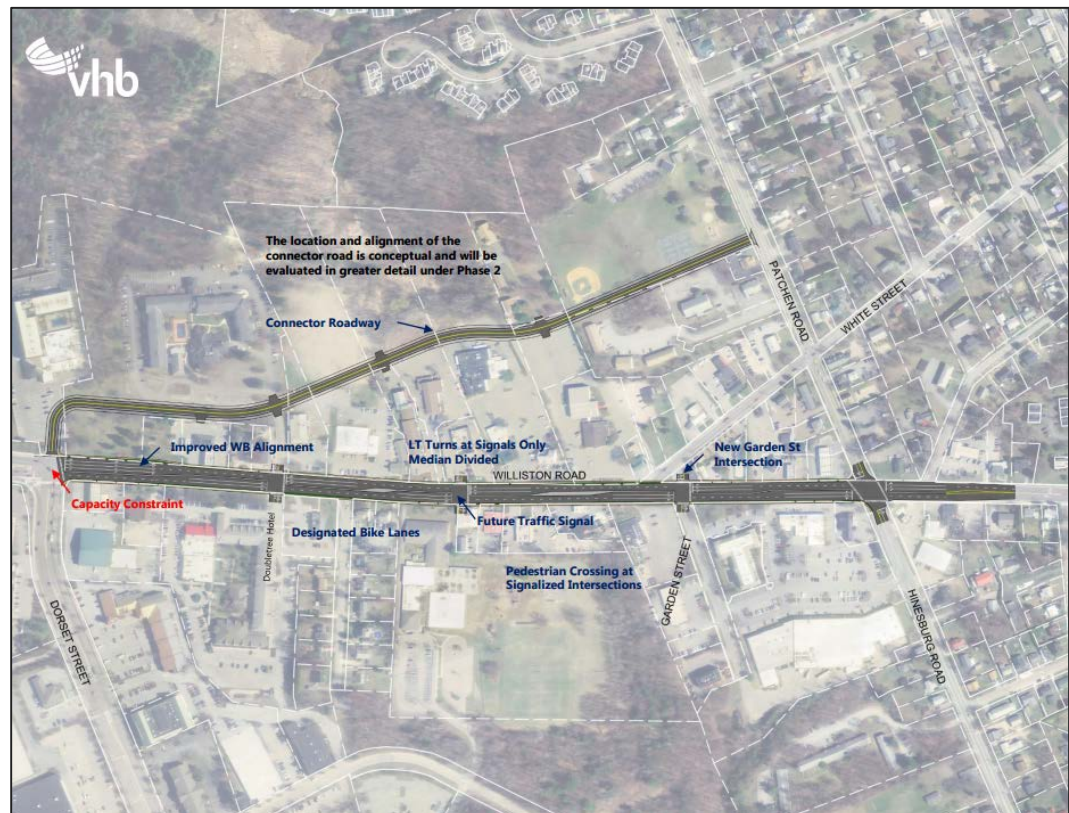
Williston Road Transportation Study (Initial Technical Evaluation, CCRPC, 2015)

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/williston-road-transportation-network-study>

The CCRPC is currently conducting a study to understand and evaluate near and long term strategies for Williston Road between Dorset Street and Hinesburg Road, given the future land use objectives of the City Center development, and the City's multi-modal vision of a Walkable Community. Key concepts proposed to the Planning Commission, which are relevant to the Chamberlin Neighborhood study, include:

- Connector road north of the corridor from Dorset Street to Patchen Road, in the vicinity of Jaycee Park
- New Garden Street intersection at the White Street/Williston Road intersection
- Bike lanes along Williston Road, with two through travel lanes
- Upgraded and widened sidewalks
- Considerations for Bus Signal Preemption

FIGURE 2-27: WILLISTON ROAD PROPOSED TRANSPORTATION IMPROVEMENTS (2015)

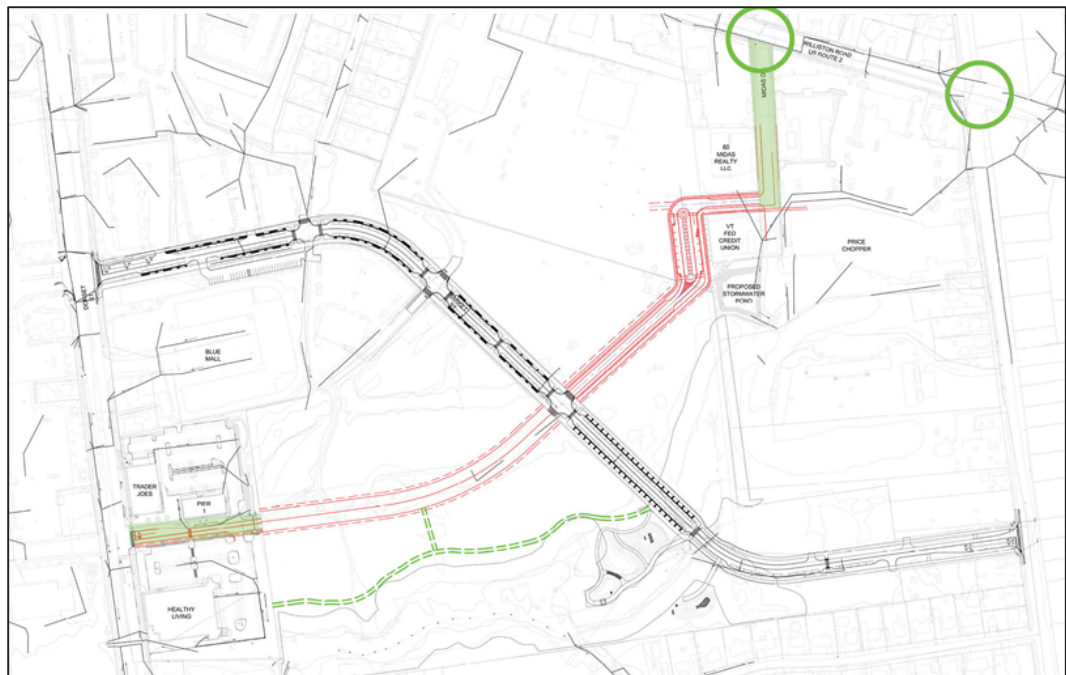


Garden Street Project (Definition Report, South Burlington, 2015)

http://www.s Burlington.com/index.asp?Type=B_BASIC&SEC=%7BB8F12E38-B205-476F-83C4-4E3922433644%7D

The City of South Burlington is designing Garden Street, a new downtown street within its City Center area that will ultimately connect Dorset Street to Williston Road, with improvements at the White Street/Williston Road and Hinesburg Road/Patchen Road intersections. Figure 2-27 shows the alignment of the proposed Garden Street. Garden Street and White Street will be “support streets”, Hinesburg Road and Patchen Road will be “neighborhood streets”, and Williston Road will be a “commercial street”. The alternatives for the White Street, Patchen Road, and Williston Road intersections will need to be factored into the traffic considerations in the Chamberlin Neighborhood study.

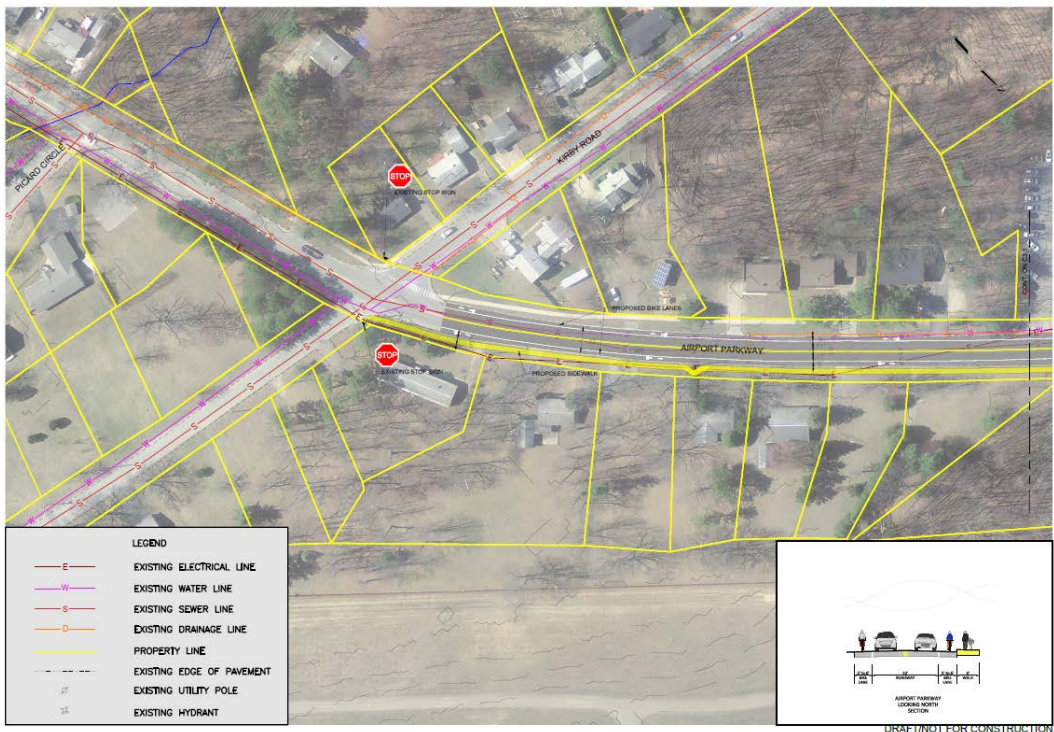
FIGURE 2-28: GARDEN STREET ALIGNMENT (2015)



Airport Parkway Pedestrian and Bicycle Scoping Study (South Burlington, 2015)

The City of South Burlington is in the process of reviewing design plans for a sidewalk and bike lanes on Airport Parkway between Kirby Road and Lime Kiln Road. This improvement would help improve regional bicycle and pedestrian connectivity by connecting South Burlington (via the Chamberlin Neighborhood) to Vermont Route 15, where bicycle and pedestrian improvements are in the planning stages (see Vermont Route 15 Bicycle & Pedestrian Scoping Report, above).

FIGURE 2-29: AIRPORT PARKWAY DRAFT PLANS (JANUARY 2016)



3.0 DEVELOPMENT OF ALTERNATIVES

In January 2016, the Consultants, CNAPC members, and planning staff from South Burlington and the CCRPC began to develop an Implementation Plan to meet the project objectives. Seven CNAPC meetings and two community meetings were held from January to June 2016 to present and discuss a variety of transportation improvements, civic improvements, and institutional arrangements¹ that could be pursued for the Neighborhood.

For each of the planning issues – transportation improvements, civic improvements, and institutional arrangements – the Consultants developed concepts that were initially reviewed by the CNAPC, tested through the public process, and finalized through discussion and review by the CNAPC. This iterative process helped refine the options, evaluate their feasibility, and assign priorities, ultimately leading to an Implementation Plan, presented later in this report.

In general, each issue area – transportation, civic improvements, institutional arrangements -- was the focus of two CNAPC meetings. The first meeting was a presentation of preliminary suggestions, and the second was a presentation of refined concepts. Formal feedback was collected at these meetings and at the April 28 community meeting in the form of written surveys. Each formal survey resulted in an approval rating, which translated “Yes”, “Maybe”, and “No” answers to a percentage approval. Additional, more open-ended feedback was collected during other CNAPC meetings and at the June 7 community meeting. A draft Implementation Plan was presented at the May 26, 2016 CNAPC meeting, and a draft final report and Implementation Plan was presented at the June 16, 2016 CNAPC meeting.

The following sections explain how each of the planning issues evolved over the six-month period based on this feedback from the CNAPC and the public, and based on research and recommendations from the Consultants.

Ahead of each suggestion is a **green dot**, a **red dot**, or a **combination of the two** to quickly indicate whether or not that suggestion has been included in the Implementation Plan.

● **This suggestion is included in the Implementation Plan.**

● **This suggestion is not included in the Implementation Plan.**

● ● **Part of this suggestion is included in the Implementation Plan and part is not included.**

¹ For the purposes of this project, the term “institutional arrangements” refers to formal means by which the neighborhood can advocate for policies or improvements, including a mechanism for ongoing communication with BIA.

3.1 | TRANSPORTATION IMPROVEMENTS

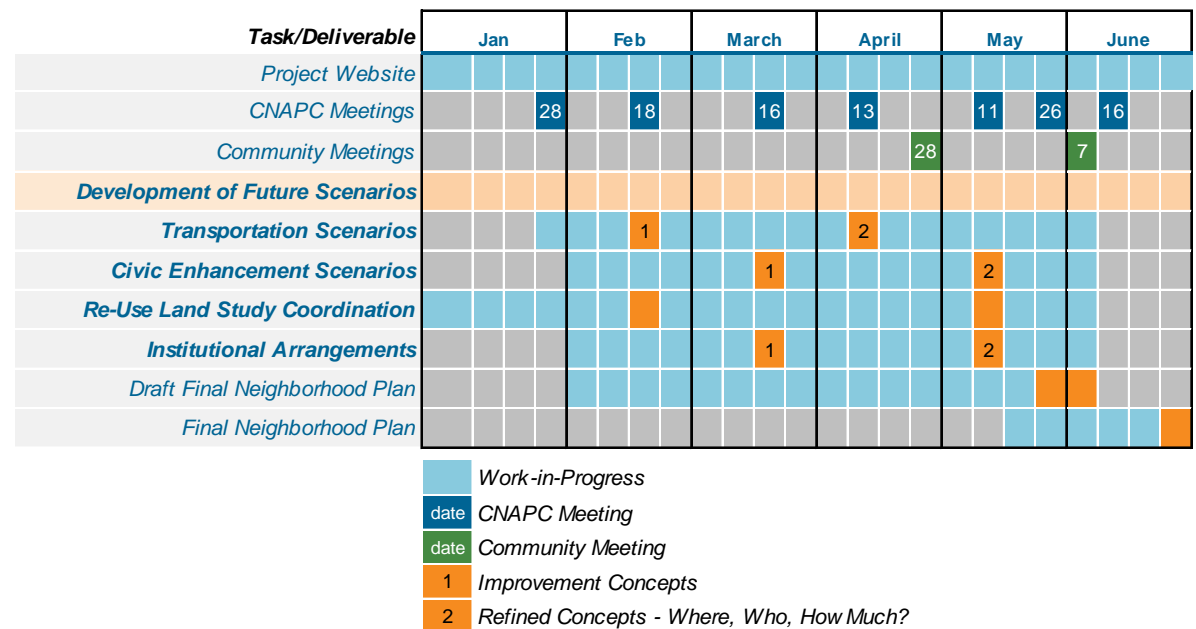
Out of the existing conditions assessment, initial brainstorming, and input from the first community meeting, transportation improvements were organized into three categories:

1. **Bicycle and Pedestrian Connectivity:** Ensures that residents and visitors can comfortably travel within, to, and from the neighborhood using non-motorized means of transportation.
2. **Street Improvements:** Chiefly focused on traffic calming measures.
3. **Airport Drive:** Includes the realignment/reconstruction of Airport Drive itself and transportation system enhancements associated with this action.

There were two CNAPC meetings devoted to transportation improvements that will be referred to throughout this section of the report. The first, on February 18, 2016, was a presentation of various concepts. The second, on April 13, 2016, was a presentation of the same concepts, but with details of cost, location, and geometry, and not including concepts that received low support from the February meeting. More feedback was obtained and priorities were refined at a community meeting on April 28 and as part of other CNAPC meetings.

The overall project schedule illustrating the meeting development process is shown in Figure 3-1.

FIGURE 3-1: CHAMBERLIN NEIGHBORHOOD PROJECT SCHEDULE



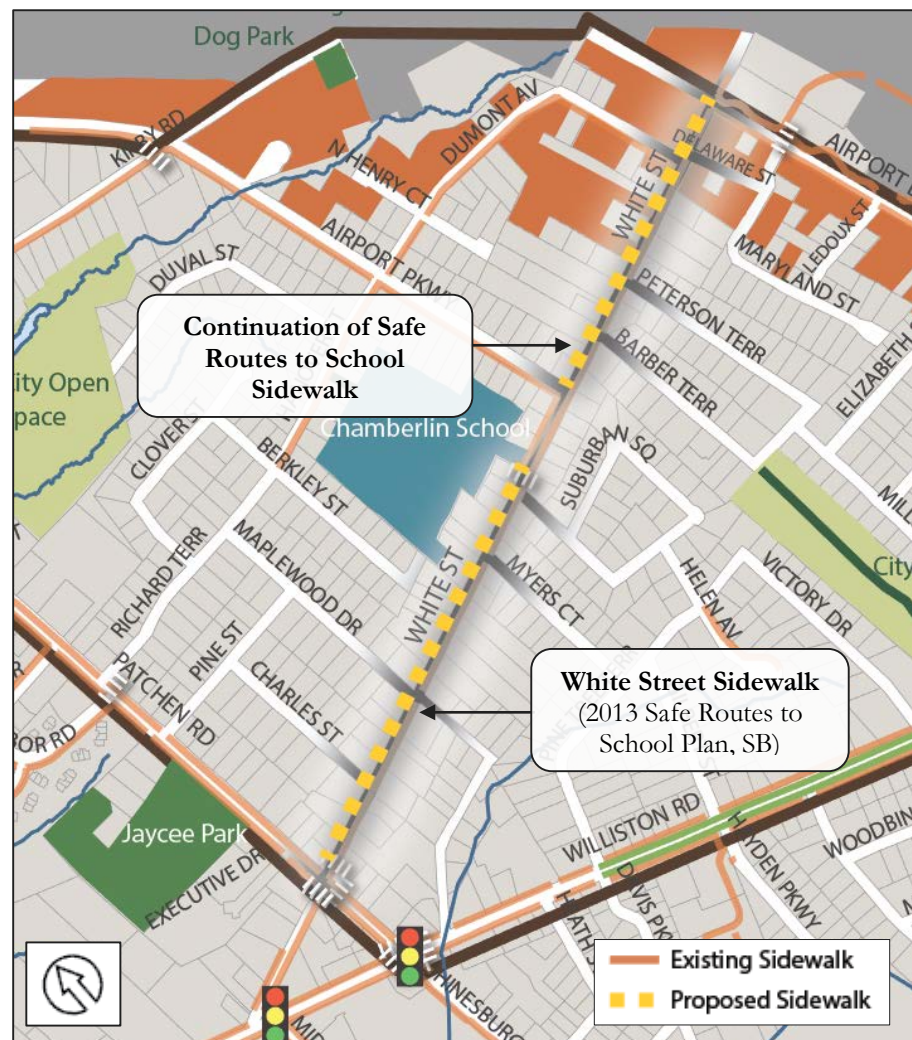
BICYCLE AND PEDESTRIAN CONNECTIVITY

Four bicycle/pedestrian connectivity improvements were suggested at the February 18 CNAPC meeting, and one improvement was first suggested by a member of the public at the April 28 community meeting.

● **White Street Sidewalk**

A sidewalk on the north side of White Street was suggested at the February CNAPC meeting. There is currently a sidewalk on the south side of White Street between Patchen Road and Airport Drive. Along the northerly sideline of White Street, however, only 300 feet of sidewalk have been constructed connecting Airport Parkway to the Chamberlin School. A north-side sidewalk from Patchen Road to the school had previously been recommended in the City's 2013 Safe Routes to School Plan. The Consultants proposed following through with that recommendation and extending the sidewalk all the way to Airport Drive, rather than stopping at the school.

FIGURE 3-2: WHITE STREET SIDEWALK



68% of the CNAPC approved of this recommendation. Those who did not support it or were unsure of it commented that the sidewalk on the south side is sufficient, and the north-side sidewalk is especially not needed if the school closes.

The idea was presented again at the April CNAPC meeting with more detail and justification:

- **Advantages:**
 - More convenient for pedestrians
 - Accommodates bus stops on the north side of White Street
 - If the school closes, it will hopefully be replaced by another neighborhood asset
- **Disadvantages:**
 - May impact some front-yard features

The sidewalk's approval ratings at the end of the April CNAPC meeting and the April community meeting were the same as the initial presentation. Comments were similar as well.

● **Overland Paths**

Because of the street layout of the neighborhood, connectivity from one street to another and between streets and destinations is limited or otherwise inconveniently circuitous.

Overland paths - walking paths over private land of willing landowners - were proposed as a solution to this problem.

Two illustrations of this problem are:

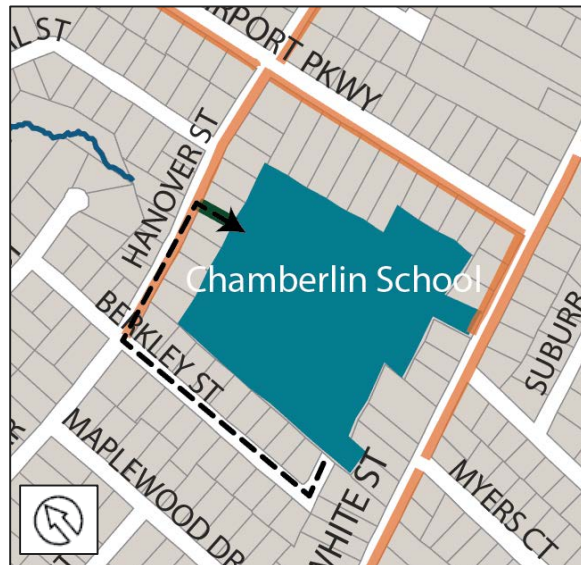
Example 1: Logwood Street to the open space between Mills Avenue and Victory Drive. People living on Logwood Street, especially near the cul-de-sac, would need to travel down Logwood Street, onto Airport Road, then Williston Road to reach the open space (6/10 of a mile). If there was a path from Logwood Street through several yards to access Mills Avenue, residents would have a much more direct route to this neighborhood destination (potentially less than 1/10 of a mile).

FIGURE 3-3: WALKING DISTANCE EXAMPLE 1



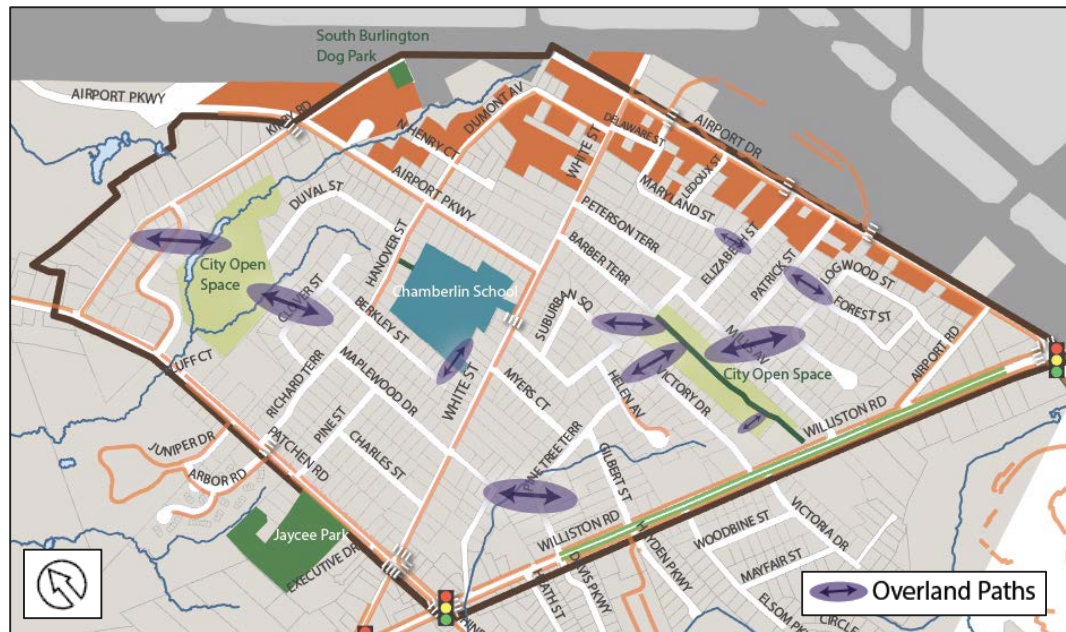
Example 2: Berkeley Street to the Chamberlin School: This is an example of a de facto overland path; although Berkeley Street is a dead end street for vehicles, residents can walk from the end of the street onto school property rather than walking north, turning onto Hanover Street, and accessing the school from that entrance.

FIGURE 3-4: WALKING DISTANCE EXAMPLE 2



These connections and other possible connections were suggested.

FIGURE 3-5: PROPOSED OVERLAND PATH LOCATIONS



This concept received a very high approval score of 86% at the February CNAPC meeting. CNAPC members voted just for the concept, not for specific locations, which must be decided by residents directly affected. Because of this support, overland paths were expanded upon at the April CNAPC meeting. The **Mad River Path** was presented as an example of overland paths in another community in Vermont.

Overland paths received a lower approval rating at the April CNAPC meeting and community meeting (67% and 71%, respectively). At the April community meeting, a participant suggested constructing a **boardwalk along Centennial Brook Ravine** between Patchen Road and Airport Parkway, in the City open space off Duval Street.

The Mad River Path

The Mad River Path is a system of continuous public pathways from Warren to Moretown that provides access to working forests and farms, commercial centers, open spaces, and schools, pathing through both public and private land. It is managed by the Mad River Path Association, a 501(c)(3) nonprofit.



FIGURE 3-6: PROPOSED LOCATION OF CENTENNIAL BROOK BOARDWALK



The CNAPC chose to include overland paths and a boardwalk in the Implementation Plan, but ultimately, the decision to pursue these (in the suggested locations or in other locations) is the responsibility of individual residents.

● ● **Crosswalks**

Crosswalks were recommended at several key locations:

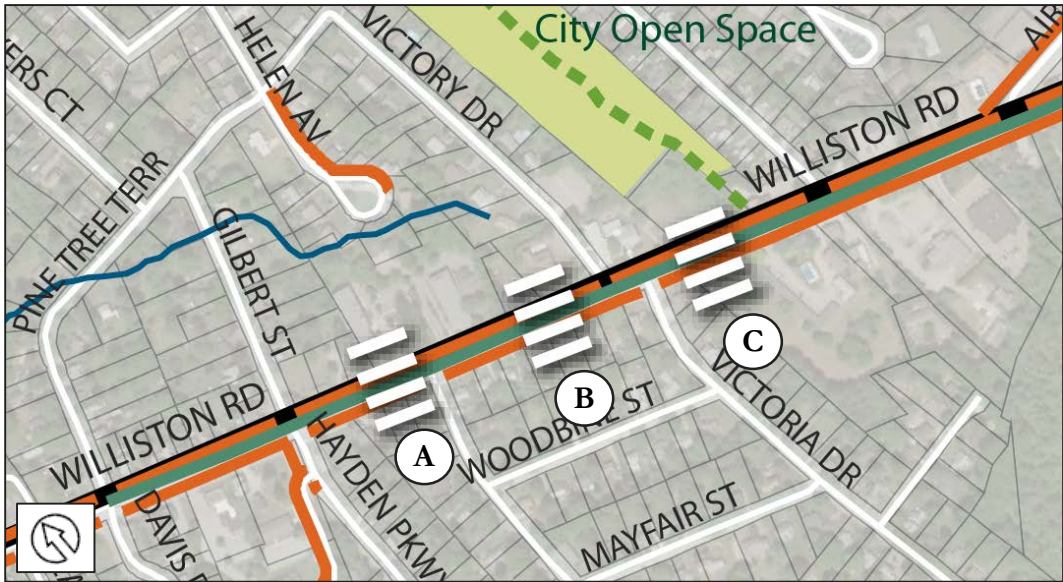
- On Patchen Road to connect to Jaycee Park
- On White Street
 - At Maplewood Drive
 - At Airport Parkway (to line up with the existing short sidewalk on the north side of White Street)
 - At Peterson Terrace
- On Williston Road. Williston Road currently does not have a crosswalk between Patchen Road and Airport Drive, a length of almost one mile.

FIGURE 3-7: POTENTIAL CROSSWALK LOCATIONS



A **crosswalk with a median and a pedestrian signal** was recommended on Williston Road because of the road’s high traffic volumes and high speeds. Because of the many driveways and streets off of Williston Road, this type of crosswalk must be strategically placed so that the median does not block left turn movements. Three locations were evaluated for such a crosswalk and presented as options A, B, and C.

FIGURE 3-8: WILLISTON ROAD CROSSING OPTIONS



Feedback at the February meeting showed highest support for the crosswalk at Jaycee Park and the crosswalk on White Street at Airport Parkway. While a crosswalk on Williston Road was supported, there was no clear preference for one of the three possible locations.

At the April CNAPC meeting and community meeting, the Consultants recommended that crosswalks be installed at Jaycee Park, at White Street/Airport Parkway, and on Williston Road at location option C. This Williston Road crossing was chosen due to its proximity to the recreational path near Mills Avenue and nearby businesses. While all crosswalks will have ladder-style striping, the Williston Road crossing will also have advanced yield lines and rectangular rapid flashing beacons. These crosswalks all received very high approval and were included in the Implementation Plan.

FIGURE 3-9: RECTANGULAR RAPID FLASHING BEACON AND ADVANCED YIELD LINE EXAMPLES



● ● **Bicycle Accommodations**

Bicycle accommodations were suggested at the February meeting, in the form of both **on-road bike lanes** and **protected bike lanes**. These were recommended for White Street and Patchen Road initially. Both of these streets have 30 feet paved widths, two lanes of travel,

and speed limits of 25 mph. Because of the characteristics, on-road bike lanes could be added just by restriping the roads; instead of two 15-foot vehicle lanes, there would be two 10-foot vehicle lanes and two 5-foot bike lanes.

FIGURE 3-10: EXISTING CROSS-SECTION OF WHITE ST AND PATCHEN RD

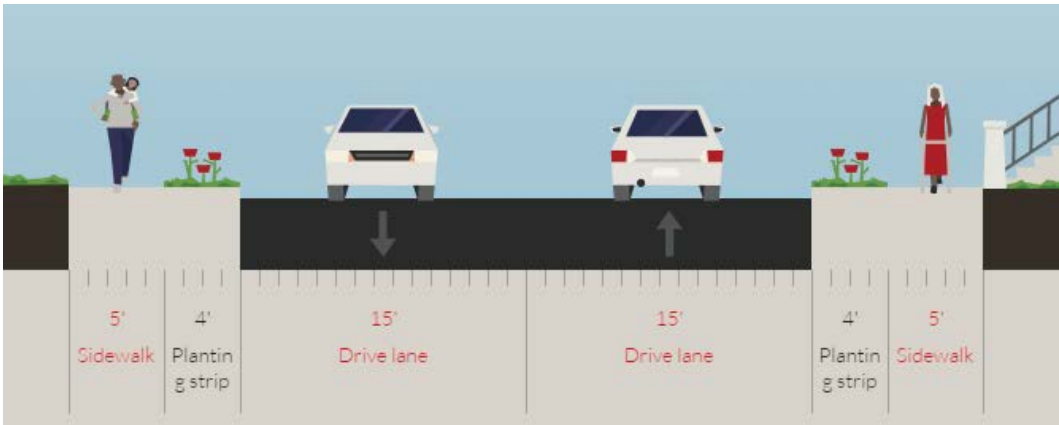


FIGURE 3-11: CROSS-SECTION WITH ON-ROAD BIKE LANES

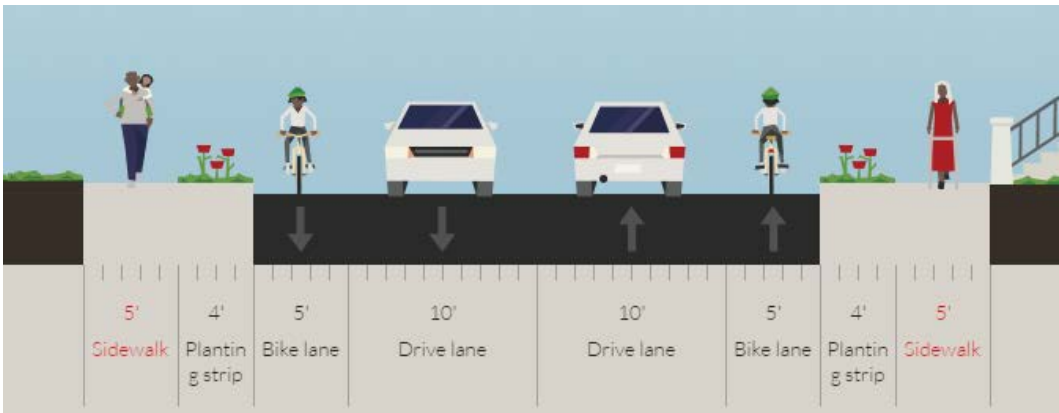


FIGURE 3-12: WILLISTON ROAD BIKE LANES



Protected bike lanes are a larger project, requiring moving the curb, adding a physical barrier, and using more right-of-way than is currently being utilized, but this design is more inviting to bicyclists of all ages and abilities.

FIGURE 3-13: POSSIBLE CROSS-SECTION WITH PROTECTED BIKE LANES (50-FOOT RIGHT OF WAY)

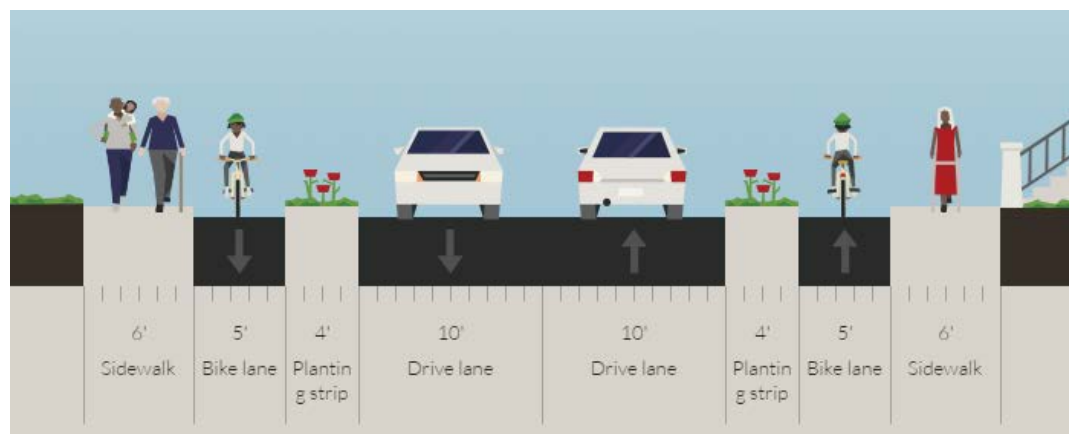


FIGURE 3-14: PROTECTED BIKE LANE DEMONSTRATION IN MONTPELIER



At the February CNAPC meeting, on-road bike lanes received a 95% approval rating, and protected bike lanes received an 82% approval rating. Concerns for protected bike lanes showed that people seem to really like the idea but are concerned about the money and space associated with it.

At the April 13 CNAPC meeting, the Consultants presented the CNAPC with other possible bike lane locations because of the high level of support for the concept and to provide the neighborhood with improved connectivity to planned bicycle accommodations nearby. Bike lanes were suggested for **Airport Parkway** and **Hanover Street-Richard Terrace** as a connection to the planned bike lanes on Airport Parkway between Kirby Road and Lime Kiln Road^{viii}.

Because Richard Terrace has only 20 feet of paved width – too narrow for two vehicle lanes and two bike lanes – **Suggestion Lanes** were proposed as a way to continue the bicycle connection down Richard Terrace. Suggestion Lanes were one of the concepts presented at the February meeting, receiving an approval rating of just 59%. Suggestion Lanes received the same low approval at this April meeting, and this entire connection was considered to already be low enough traffic that bicyclists can ride safely, so the bicycle connection on Hanover Street / Richard Terrace was not included in the Implementation Plan.

Also at the April 13 CNAPC meeting, a member of the public in attendance recommended bike lanes on **Airport Drive**. It was agreed that this recommendation would be added to the list of recommendations, as the eventual reconstruction of Airport Drive, if it occurs, would be many years in the future.

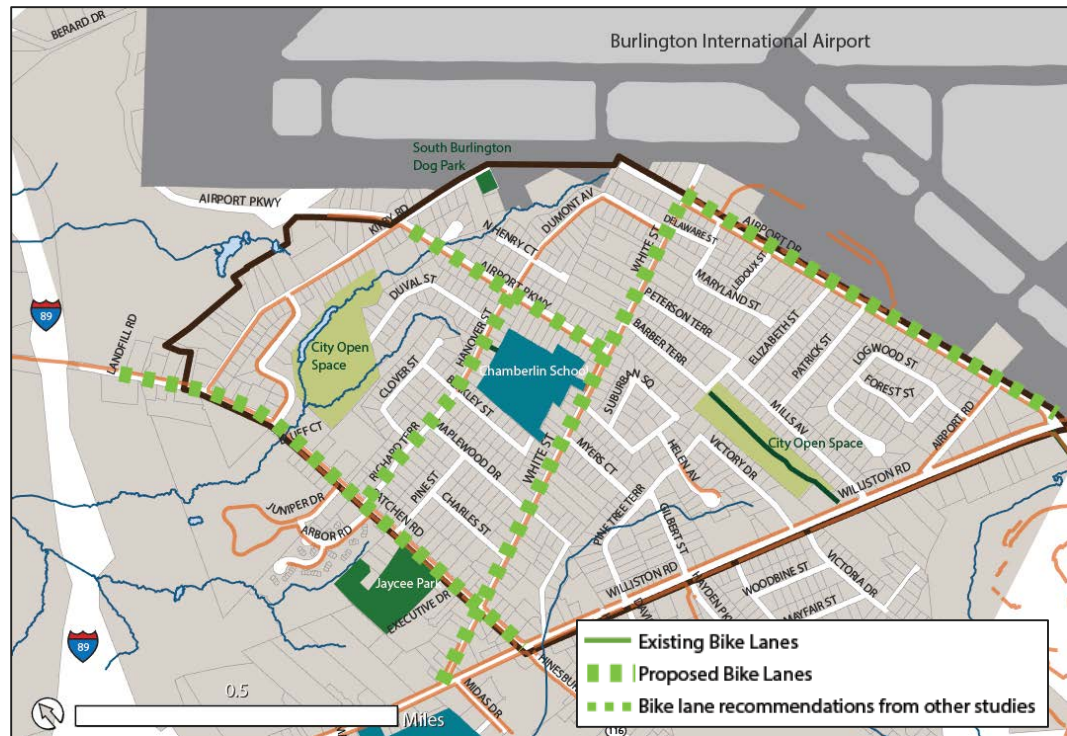
An illustration of all considered bike lanes, as well as bike lanes part of proposed nearby projects, are shown in Figure 3-14.

Suggestion Lanes

Suggestion Lanes give pedestrians and bicyclists priority on the edges of narrow, low-traffic roads through the use of a pair of dashed lines. The space in between the dashed lines is wide enough for one vehicle, so vehicles are meant to drive in the center of the road until an oncoming vehicle is encountered, at which point both vehicles will move to the right after yielding to any pedestrians and bicyclists. This example from Hanover, New Hampshire, was shown to the CNAPC.



FIGURE 3-15: ALL PROPOSED BIKE LANES



Bicycle accommodations on White Street, on Patchen Road, on Airport Drive, and on Airport Parkway were all advanced to the Implementation Plan. Originally, bike lanes were a short-term solution and protected bike lanes were a long-term solution, but over the course of this process, considering all other priorities, the CNAPC decided not to advance protected bike lanes.

● ***Airport Parkway Sidewalk***

One suggestion received at the April 28 community meeting was to put a **sidewalk on the northeast side of Airport Parkway**. There is an existing sidewalk on the southwest side between White Street and Kirby Road. The Consultants proposed a sidewalk on Airport Parkway between White Street and Kirby Road at the May 11 CNAPC meeting but it did not receive support. A major reason is that most of the land on the northeast side has been acquired by BIA and is now vacant.

● ***Airport Parkway Sidewalk and Bike Lanes (Outside of Study Area)***

Outside of the Study Area, the City and the CCRPC are currently working towards implementing a sidewalk and bike lanes on Airport Parkway between Kirby Road and Lime Kiln Road. This proposed design was noted at CNAPC meetings and included in this report since it is immediately relevant to the bicycle and pedestrian network of the Chamberlin Neighborhood.

FIGURE 3-16: PROPOSED AIRPORT PARKWAY IMPROVEMENT LOCATION NEAR STUDY AREA



STREET IMPROVEMENTS

Eleven street improvements were suggested at the February CNAPC meeting, one of which was first suggested by a member of the public at a community meeting. Each improvement is a form of traffic calming and/or placemaking.

Because the placemaking improvements (such as neighborhood welcome signs) are better categorized as civic improvements and were refined in that context following the February meeting, they are identified here but not expanded upon.

● *Radar Speed Signs*

At the April community meeting, a suggestion was received from the public to put up a **radar speed sign** on White Street to remind drivers that it is a 25 mph zone. This suggestion was thereafter added to the list of suggestions, and it is one of only two street improvements that were advanced to the Implementation Plan.

These electronic signs, either placed below a regular speed limit sign and solar-powered, or as portable devices, show drivers their speed and start blinking when the speed crosses a certain threshold. The City currently owns two portable radar speed signs that will be periodically relocated to different streets around the municipality.

FIGURE 3-17: EXAMPLE OF A SOLAR RADAR SPEED SIGN



● *Medians and Pinch Points*

Medians are short segments of oblong islands in the middle of a street, which restricts the travel path of vehicles and causes them to slow down. This concept had an approval rating of 68% at the February meeting.

FIGURE 3-18: ILLUSTRATED MEDIAN ON VICTORY DRIVE



Pinch points are pairs of curb extensions placed across the street from each other to slow traffic. Pinch points had a similar approval as medians, at 64%.

FIGURE 3-19: ILLUSTRATED PINCH POINTS ON VICTORY DRIVE



Pinch points and medians serve similar purposes and would be placed on similar types of streets, so at the April meeting, two streets suitable for either measures were identified: Victory Drive and Logwood Street. These were chosen due to their lack of existing traffic calming measures and their likelihood of vehicles driving too fast. However, the CNAPC felt that although the concept itself may be fine, neither are necessary in the suggested locations. These ideas were not advanced past the April meeting.

FIGURE 3-20: PROPOSED MEDIAN / PINCH POINT LOCATIONS



● **Painted streets**

Street murals at intersections emphasize the presence of a neighborhood, reduce traffic speeds, and draw neighbors together. While several members of the CNAPC were very enthusiastic about this idea, the overall approval rating was only 59% and not advanced further. However, because street murals would be a neighbor-led project, there is always the possibility of an enthusiastic group of neighbors coming together in the future to make this happen.

FIGURE 3-21: PAINTED STREETS IN PORTLAND, OR



● ***Pedestrian Refuge Islands***

Refuge islands make intersections safer for pedestrians by allowing them to cross one direction of travel at a time. They also slow down motorized traffic and provide an opportunity for landscaping. A refuge island was suggested at the intersection of Kirby Road and Airport Parkway, where the existing crosswalk is 70 feet wide.

FIGURE 3-22: ILLUSTRATION OF REFUGE ISLAND AT INTERSECTION OF AIRPORT PKWY AND KIRBY RD



The CNAPC had a 91% approval rating for this idea after the February meeting, and the April meeting resulted in a lower rating (but still relatively high) of 75%. However, this ultimately was recognized by the CNAPC to not be a crucial change in the neighborhood and it was not included in the Implementation Plan. The Consultants determined that no other locations within the study area were suitable for refuge islands.

● ***Curb Radii Reduction***

At the February meeting, the Consultants used the corner of White Street and Maplewood Drive as a possible location where the curb radius could be tightened. This idea received a 77% approval rating at the February CNAPC meeting and a 67% rating at the April meeting. This idea was eventually removed from the list of priorities. The Consultants determined that no other locations within the study area were suitable for tighter curb radii.

FIGURE 3-23: ILLUSTRATION OF CURB RADIUS REDUCTION AT INTERSECTION OF WHITE ST AND COTTAGE GROVE AVE



● ***Whimsical Crosswalks***

Communities across the country are incorporating colors and patterns into their crosswalks to emphasize pedestrian priority and to contribute to and celebrate neighborhood identity. Several examples were given.

FIGURE 3-24: RAINBOW CROSSWALK IN SAN FRANCISCO, CA

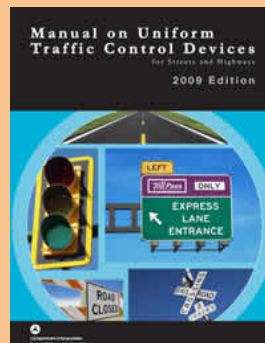
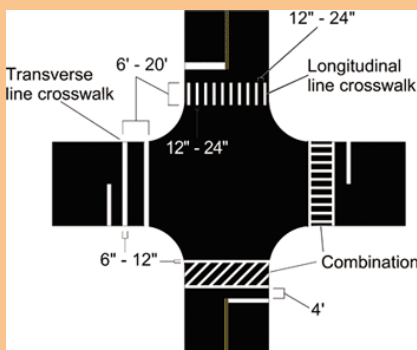


FIGURE 3-25: PATTERNED CROSSWALK IN THE ARTS DISTRICT OF BURLINGTON, VT



This concept received an approval rating of 82% at the February meeting and a lower rating of 58% at the April CNAPC meeting. One concern was that these would be slippery for motorcyclists and bicyclists when wet. These were not discussed at the April community meeting but were presented at the June community meeting with no stated disapproval.

Are Colored/Patterned Crosswalks Safe?



One concern with whimsical crosswalks was whether they are compliant with national traffic safety standards. The **Manual on Uniform Traffic Control Devices** (MUTCD) states in Section 3G.01, Paragraph 6:

Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines.

This suggests that crosswalks must have white lines and the space in between those lines should not be filled with a distracting color or pattern.

Interpretation Letter 3(09)-8(l) - Colored Pavement Treatment in Crosswalks was written by the Federal Highway Administration in response to an email from the traffic department of Buffalo, NY requesting an official interpretation of the MUTCD regarding a proposed colored crosswalk design in Buffalo. It states:

The proposed colored pavement treatment in Buffalo consists of yellow, white, beige, green, and gray colored "jigsaw-puzzle" pieces that are fit together within the area bounded by the white transverse lines that establish the crosswalk... It is our Official Interpretation that the proposed treatment in Buffalo would degrade the contrast of the white crosswalk lines and should not be used.

...

It is our understanding that the Buffalo treatment is designed to be an artistic and aesthetic enhancement to the neighborhood. Even though it is non-retroreflective, its use in areas with street lighting means that it will be prominently visible to road users both day and night and it has a significant potential to distract road users and thereby reduce safety. Also, it should be noted that Section 3B.18 of the MUTCD prescribes that only the uniform use of diagonal or longitudinal white bars in the crosswalk area is allowed to perform the function of adding conspicuity to a crosswalk.

To recognize the safety reasons for the MUTCD statement and the Interpretation Letter, but to also not rule out artistic crosswalks, the Consultants recommends using only white paint but in a creative way.

Locations for whimsical crosswalks were not determined, but one suggestion is at Chamberlin School, where there is an existing crosswalk. The school is at the center of the neighborhood and therefore an ideal location to celebrate the neighborhood, and a crosswalk would not get worn out here as quickly as on Patchen Road, where there is more traffic, yet it is a street used enough that most Chamberlin residents would drive, bike, or walk near it.

This concept advanced and is part of the Implementation Plan.

● ***Mini roundabouts***

Formally called neighborhood traffic circles, these intersection devices slow down traffic and create an opportunity for landscaping and public involvement. These received an approval score of 50% at the February CNAPC meeting and were not advanced.

FIGURE 3-26: MINI ROUNDABOUT ON BLODGETT STREET, BURLINGTON, VT



● ***Recategorized under Civic Improvements after first being introduced with transportation suggestions:***

- Neighborhood welcome signs
- Lamp post banners

- Planting strips and front yard gardens
- Bike racks
- Public art

AIRPORT DRIVE

Because visitors must use Airport Drive to access the Burlington International Airport, Airport Drive and the network of streets adjacent to it is an important link in the Chamberlin Neighborhood and a key piece of this study. As this study has progressed, the project team has worked to clarify what is already planned (and not planned) for Airport Drive, what kind of neighborhood amenities could be allowed on Airport property in the future, what a realignment could/should look like, and when a realignment might happen. Major changes to Airport Drive will likely only happen in the long term (>8 years). There are no confirmed plans as of the writing of this report, but the project team and the City has described out a vision for this street with the knowledge that is available now.

At the February CNAPC meeting, the proposed **Airport Drive realignment from the Airport's 2009 Re-Use Plan** was presented, though formal feedback was not obtained.

FIGURE 3-27: PROPOSED AIRPORT DRIVE REALIGNMENT (BIA 2009 RE-USE PLAN)



● **Street Reconfigurations**

Also at the February meeting, possible street closing scenarios were shown for the short term - where Airport Drive stays as is - and for the long term - in the event that Airport Drive is reconstructed. The intent of closing streets off to Airport Drive is to reduce cut-through traffic through the Chamberlin Neighborhood of people from outside the neighborhood driving to the Airport.

In all **short-term street reconfigurations**, White Street still connects to Airport Drive, Maryland Street and Ledoux Street do not, and several scenarios are offered for Elizabeth and Patrick Street:

- **Option 1:** Elizabeth and Patrick Streets are both closed to Airport Drive.
- **Option 2 and 3:** Elizabeth Street or Patrick Street is closed.

- **Option 4:** Elizabeth and Patrick Streets are a one-way pair.
- **Option 5:** Elizabeth and Patrick Streets are closed to Airport Drive but connected to each other with a connection parallel to Airport Drive, over the Acquisition Land.
- **Option 6:** Elizabeth and Patrick Streets connect to each other (as in Option 5) but have a joint connection to Airport Drive.

The CNAPC mostly did not support these options, but there was somewhat higher interest in Option 4 and Option 6. Based on feedback, people do want less traffic on Elizabeth and Patrick Streets but do not want these to be completely closed off to Airport Drive.

These two options were presented at the April CNAPC meeting and the April community meeting with the recommendation that Option 4 be implemented with one-way signs; it is easy, inexpensive, and can be considered a trial. If it does not work the signs can be removed at no cost. The joint connection involves building a new road segment and could be a medium-term solution.

Ultimately, because of a neutral to low approval of these reconfigurations and skepticism that they would make a noticeable difference, these suggestions were not advanced after the April meetings.

Two **long-term scenarios**, assuming Airport Drive is realigned according to the 2009 Re-Use Plan design, were also presented at February's meeting:

- **Option 1 (the Airport's plan):** White Street, Maryland Street, Ledoux Street, and Elizabeth and Patrick Streets would all be closed to Airport Drive.
- **Option 2:** The same configuration as Option 1 except that White Street would be open to Airport Drive.

CNAPC members felt strongly that White Street should stay open to Airport Drive, and therefore approval ratings for Long-Term Options 1 and 2 were 32% and 86%, respectively.

● ● **Airport Drive Realignment**

On March 24, the Airport held a presentation of its updated Re-Use Plan, in progress at the time. In that presentation, the **Airport 2030 Vision** alignment and an **Alternate Development Scenario** were shown.

The 2030 Vision alignment was presented at the April community meeting and received a low approval rating (47%).

The map displays the Airport Environs Noise Study area. Key features include:

- Runway 15-33** at the top.
- Noise Buffer Area / Reserved for Aviation-Related Development** (indicated by a black dashed line).
- Land Use Areas** (indicated by different colors: blue for parcels acquired in VAP, orange for eligible parcels for acquisition).
- Noise Contours** (indicated by purple lines for 2015 and 2020 contours).
- Roadway Closures** (indicated by red lines).
- Roadway Improvement** (indicated by green lines).
- 75 dB DNL** and **70 dB DNL** contours.
- Reserved for Terminal Area Expansion** (indicated by a black dashed line).
- Reserved for Airport Road Improvement** (indicated by a black dashed line).
- 60 dB DNL** contour.

Legend:

- Land Use Areas
- 2015 Noise Contours
- 2020 Noise Contours
- Parcels Acquired in VAP
- Roadway Closures
- Eligible Parcels for Acquisition
- Roadway Improvement

NOT TO SCALE

[illegible]

- Consists of a two-lane roadway with a design following Complete Streets principles

- Includes attractive spaces for public enjoyment
- Includes continued links of White Street and Richard Terrace onto Airport Parkway

The realignment of Airport Drive, including the characteristics supported by the City, is included in the Implementation Plan.

3.2 | CIVIC IMPROVEMENTS

Civic Improvements discussed with the CNAPC and at the Community Meetings fell into four categories:

1. **Civic Enhancements:** Streetscape and other public realm improvements (e.g., welcome signs and street lights) that create a more attractive neighborhood and help to establish a stronger neighborhood identity
2. **Front Yards and Public Rights of Way:** (1) Use of the public right of way on residential streets not being used for the roadway and (2) zoning changes to allow porches within the private front yard setback
3. **Enhancements to Mills Avenue and Duval Trails:** Introduction of amenities to these trails to add interest and increase use
4. **Use of the Airport Acquisition Land:** Creating resources/amenities within the acquisition land that serve airport patrons and employees as well as neighborhood residents

There were three CNAPC meetings that addressed civic improvements that will be referred to in this section of this report: February 18, March 16, and May 11. There was also a community meeting on April 28 where civic improvements were discussed and feedback was gathered.

The February 18 meeting primarily addressed transportation improvements, but several civic improvements were introduced as well. The March 16 meeting, the first CNAPC meeting with a primary focus on civic improvements, was a presentation of preliminary suggestions. The May 11 meeting was a presentation of refined improvements.

CIVIC ENHANCEMENTS

● *Neighborhood Welcome Signs and Banners*

The idea of **gateway/welcome signs and banners** was introduced at the February 18 CNAPC meeting as a way of helping to create an identity for the neighborhood. Welcome signs could be located at key entry points into the neighborhood, while banners would be hung from lamp posts along major streets. Photographs were used to illustrate examples of signs and banners from other locations. Meeting attendees had a positive response to this idea (95% approval rating for signs and 82% approval rating for banners). Further examples were shown at the March 16 CNAPC meeting, though welcome signs and banners were not included on the response sheet at that meeting.

FIGURE 3-30: NEIGHBORHOOD GATEWAY SIGN EXAMPLES



Gateway signs were advanced to the Implementation Plan, but banners were not for several reasons. Banners need to be affixed to poles (typically light poles), but there are no light poles on most of the streets. And, banners are not typically found on residential streets.

● ***Pedestrian Scale Lighting***

The installation of **pedestrian scale street lights** was introduced as a way to make residential streets safer and more attractive, and to encourage walking and biking. Conversations with Public Works director/City Engineer Justin Rabidoux indicated that the City would support the decision by a neighborhood to install pedestrian-scale street lights pending funding availability. He recommended using 14-foot LED lights.

Street lights were presented as an option at the March 16 CNAPC meeting. CNAPC members commented that existing residential streets are very dark and do not always feel safe at night and gave the idea a favorable rating of 83%. Adding in the votes from the Non-CNAPC members at the meeting brought the favorable rating down to 65%. Some concern regarding light pollution was expressed.

The installation of street lights was shown at the May 11, 2016 Community Meeting and received a favorable rating of 80%, although there was some concern expressed that street lights without curbs and sidewalks would seem out of place.

FIGURE 3-31: EXISTING FRONT YARDS WITH PORCHES AND 18' TALL STREET LIGHTS INSTALLED AT 60' ON CENTER



FIGURE 3-32: EXISTING FRONT YARDS WITH PORCHES AND 14' TALL STREET LIGHTS INSTALLED AT 40' ON CENTER



FRONT YARDS AND PUBLIC RIGHTS OF WAY

● **Front Porch Zoning**

Front porches provide an added amenity to a house and help to foster interaction between neighbors. An interest in the construction of front porches was raised by residents early in this project. The existing residential zoning requires a 30' front setback and most houses are built to that setback line. Neighborhood homeowners wanting to add a front porch are required to apply for a setback waiver, which can be a long process and is not always successful.

The presentation at the March 16 CNAPC meeting introduced the idea of amending the existing zoning to allow porches within the 30' front setback zone and included graphics showing that with porches between 6 and 12 feet in depth, sunlight is still able to reach the front windows of the house. Cross sections were developed to illustrate the introduction of front porches of 6 and 12 feet in depth on existing streets, and photographs illustrating porches of different sizes and both covered and uncovered. The favorability response from CNAPC members was 100%. Adding in the votes from the Non-CNAPC members at the meeting brought the favorable rating down to 82%.

At the April 28 Community Meeting, attendees were shown the same illustrations and the favorability rating for a zoning change was 88%. Attendees commented that porches promote community by allowing neighbors to get to know each other, feel connected and support each other in times of need. Others commented that such a change would have zero cost to the City and would have a high positive impact on the community.

Front porch zoning was strongly supported at the May 11 CNAPC meeting, although one member was concerned that residents would use their porch to store junk. Committee members commented that the revised zoning should include a definition of a porch to ensure that any porches constructed within the front yard setback could not be enclosed at a later date.

FIGURE 3-33: EXAMPLES OF SMALL COVERED PORCHES



FIGURE 3-34: EXAMPLES OF COVERED PORCHES



FIGURE 3-35: EXAMPLES OF PARTIALLY COVERED PORCHES

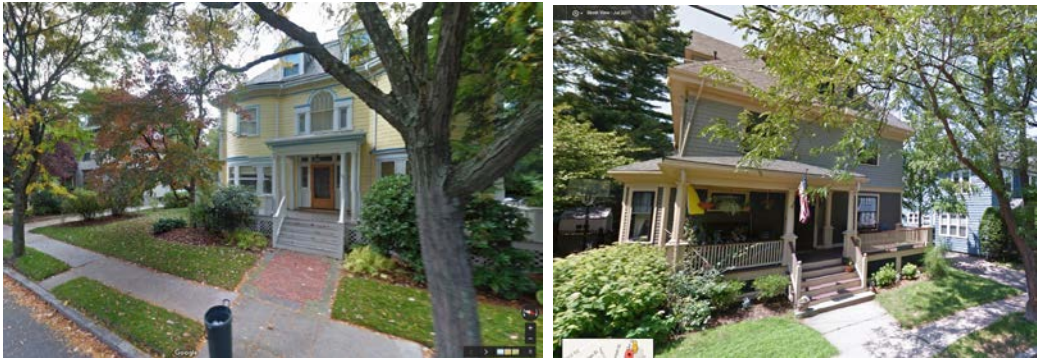


FIGURE 3-36: EXAMPLES OF UNCOVERED PORCHES



FIGURE 3-37: CROSS-SECTION OF PORCHES WITH SUNLIGHT PATH

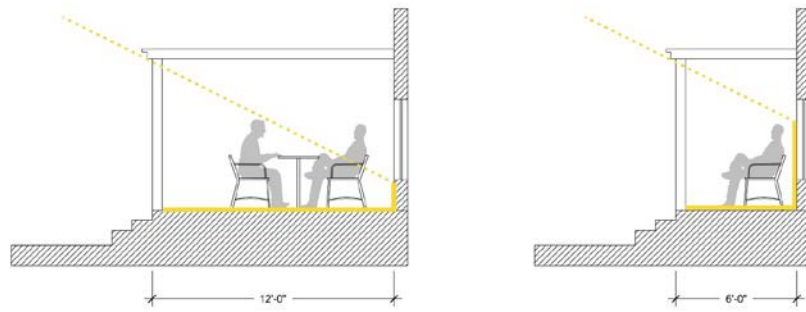


FIGURE 3-38: EXISTING FRONT YARDS

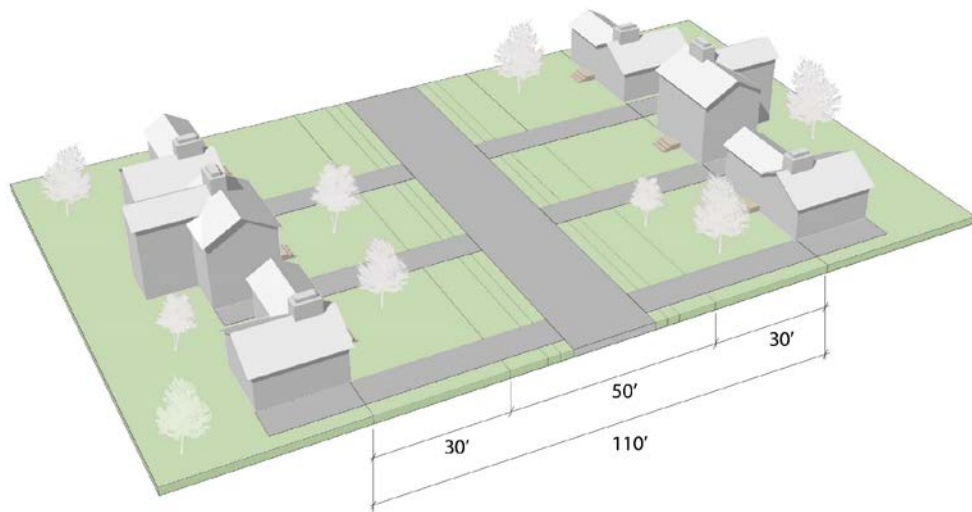


FIGURE 3-39: FRONT YARDS WITH 6' AND 12' PORCHES



FIGURE 3-40: TYPICAL EXISTING STREET CROSS-SECTIONS

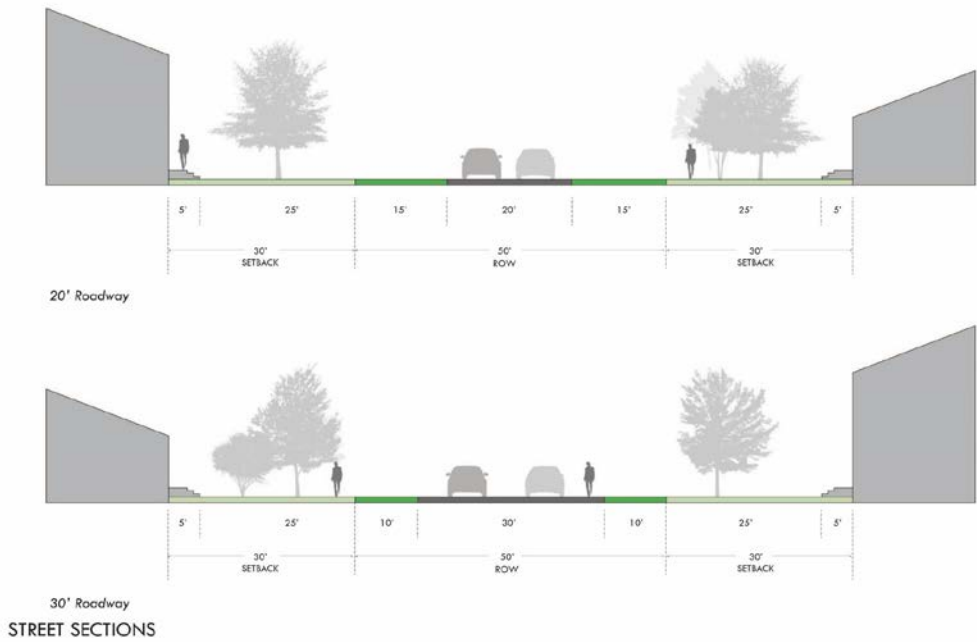


FIGURE 3-41: STREET CROSS-SECTIONS WITH PORCHES



● **Landscaping in the Public Right of Way**

The existing public right of way on residential streets is 50' wide, while the actual roadway is 20' or 30' wide, depending on the street, leaving 10' to 15' of vacant public right of way between the roadway and the private front yards. The idea of allowing residents to plant within the public right of way was raised as a way to introduce additional landscaping. Justin Rabidoux indicated that the City would be open to this idea, provided that homeowners signed a license agreement with the City and that plantings were low (no trees) to preclude roots interfering with utility lines.

At the March 16 CNAPC meeting, cross sections and 3-dimensional drawings were shown to illustrate plantings within the public right of way. The drawings showed alternative plantings including 3.5-foot-high fences or hedges at the property line with lower plantings in the public right of way as well as low plantings extending from the existing front yards into the public right of way with no taller element. CNAPC members gave the idea a favorability rating of 83%; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 60%.

The same illustrations were shown at the April 28, 2016 Community Meeting. Meeting attendees gave a 68% favorability rating to the concept.

This recommendation received strong support at the May 11 CNAPC meeting. CNAPC members agreed that a license agreement would set out the City's expectations in terms of

the scale and maintenance of plants and fences and would be useful in case of disagreements between neighbors.

FIGURE 3-42: FRONT YARDS WITH PORCHES, FENCES, HEDGES, AND GARDENS



ENHANCEMENTS TO MILLS AVENUE AND DUVAL TRAILS

The existing Mills Avenue (Garvey Property) and Duval Trails (DeGraffe Property) are pedestrian paths through wooded areas. The idea of introducing other features to add interest to the trails and attract new users was raised at the March 16 CNAPC meeting and again at the April 28 Community Meeting. Photographs of a number of different potential amenities were shown at the two meetings. Several attendees at the CNAPC meeting commented that abutters did not want amenities that would attract more users and that amenities might make more sense on the multi-use trail (see discussion of multi-use trail under Use of Acquisition Land).

These enhancements generally had strong support from the CNAPC, but low support from community members who participated in CNAPC and community meetings. Many abutters were opposed to attracting more users and others liked the more natural state of these trails or were concerned about who would maintain the new items. As a result of the lack of support, it was recommended at the May 11 CNAPC meeting that these enhancements not be implemented at this time. The CNAPC members endorsed this decision.

● **Benches**

Benches placed alongside the path would enable users to rest as well as to stop and enjoy the wooded area. A variety of bench styles, from rustic wood benches to more elegant iron benches and artist designed benches, were shown at the CNAPC meeting on March 16. The CNAPC members gave the benches a 92% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 55%.

The favorability rating of benches at the Community Meeting was 59%. Comments included concern over attracting vagrants and the suggestion that benches would make more sense at locations with views to the mountains (see discussion under Use of Acquisition Land).

FIGURE 3-43: EXAMPLES OF BENCHES



● **Plant and Tree Labels**

Plant and tree labels are a low cost, unobtrusive way to add interest to the trail and educate users on plant species. Photographs of several different styles were shown at the March 16 CNAPC meeting. The CNAPC members gave the labels a 75% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 59%. Plant and tree labels had a 64% favorability rating at the Community Meeting. Attendees commented that the signs would be of limited interest, and might be done with private money.

FIGURE 3-44: EXAMPLES OF PLANT AND TREE LABELS



● **Birdhouses**

Birdhouses can help to attract a variety of bird species and would add visual interest to the trails. Photographs of several styles, including traditional and whimsical, were shown at the March 16 CNAPC meeting. The idea of birdhouses was well-received and CNAPC members requested that bat houses be included in the recommendation. The CNAPC members gave the bird and bat houses a 92% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 64%. Bird and bat houses had a 71% favorability rating at the Community Meeting. Attendees expressed concern over the maintenance of the bird houses, although others were positive about the teaching opportunity and helping nature.

FIGURE 3-45: EXAMPLES OF BIRDBOUSES



● ***Fitness Trails***

Fitness Trails include a set of exercise equipment that people can use while out for a stroll or a run. The equipment promotes fitness and requires minimal maintenance and could encourage additional trail use. The CNAPC members gave the fitness trail a 67% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 45%. It was suggested by a meeting attendee that a fitness trail would be more heavily used if it were located near a bike path or running trail. Fitness trails had a 61% favorability rating at the Community Meeting. Comments included suggestions for placing them away from homes, and spacing the facilities out; others expressed concerns over maintenance and attracting vagrants while some thought a playground would be more useful.

FIGURE 3-46: FITNESS TRAIL EXAMPLE



● **Free Lending Libraries**

Free Lending Libraries have been popping up around the country as very small free-standing wooden birdhouse type structures with a door that enables neighbors to borrow and share books. They provide an attractive neighborhood resource at minimal cost. Images of a variety of styles, including one in South Burlington, were shown at the CNAPC meeting. The CNAPC members gave the libraries a 92% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 68%. Comments from meeting attendees included moving the libraries to more heavily trafficked areas to reduce vandalism and concern about who would be responsible for maintenance. The libraries had a 63% favorability rating at the Community Meeting. A gentleman at the meeting who had installed one at his own home volunteered to make an additional one for the neighborhood if it was desired. Comments included concern over maintenance.

FIGURE 3-47: FREE LENDING LIBRARY EXAMPLES



● **Miniature Museums**

A photograph of a **Miniature Museum** installed on a wall in Somerville, MA was shown at the two meetings. The museum creates the opportunity for residents to create and display small art works and provides an unexpected point of interest for trail users. The CNAPC members gave the museum a 50% favorability rating; adding in the votes of the non-CNAPC members attending the meeting lowered the favorability rating to 45%. The miniature museum received a 30% favorability rating at the Community Meeting.

FIGURE 3-48: MINIATURE MUSEUM IN SOMERVILLE, MA



USE OF AIRPORT ACQUISITION LAND

● *Multi-Use Trail*

The extension of Airport Drive to connect with Airport Parkway has been discussed for a number of years. Although there is no set alignment for this realigned roadway, based on alternative alignments that have been shown, the alignment will most likely be within the Acquisition Land, with a swath of Acquisition Land of varying width remaining on the neighborhood side of the new road. A **multi-use trail** through this land would provide a valuable amenity for airport users and employees as well as for neighborhood residents. The trail could run alongside the new road or deviate from the road alignment as a meandering path closer to the residential neighborhood. Photos of similar trails were shown at the March 16 CNAPC meeting. The CNAPC members gave the multi-use trail a 100% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 73%. The multi-use trail received an 83% favorability rating at the Community Meeting. There was some concern expressed regarding safety on the trail. It was suggested that heavy plantings could help to absorb airport noise.

FIGURE 3-49: MULTI-USE TRAILS ADJACENT TO AND SEPARATED FROM THE ROADWAY



The Consultants suggested that **interpretive elements** could be added at wider points in the trail, using the opportunity to provide information about the history of the neighborhood and the airport. Images of a similar open space adjacent to Logan International Airport were shown. The CNAPC members gave interpretive materials a 92% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 60%. Interpretive materials received only a 61% favorability rating at the Community Meeting.

FIGURE 3-50: INTERPRETIVE ELEMENTS ADJACENT TO LOGAN AIRPORT REFERENCING THE RESIDENTIAL COMMUNITY'S HISTORY



● ***Maintenance of Views***

Currently, drivers and pedestrians on Kirby Street have a **view** to Mount Mansfield in the distance; drivers and pedestrians on White Street and the southeastern end of Airport Drive have mountain views as well. At the March 16 CNAPC meeting, photos of those views were shown and the Consultants suggested that those views should be maintained by encouraging the airport to site new facilities to acknowledge, retain and frame these important vistas. The CNAPC members gave maintenance of views a 92% favorability rating; adding in the votes of the non-CNAPC member attending the meeting lowered the favorability rating to 75%. At the Community Meeting, maintenance of views received a favorability rating of 80% and it was suggested that benches be provided so that residents could sit down while enjoying the view.

FIGURE 3-51: MOUNTAIN VIEWS FROM KIRBY ROAD AND WHITE STREET



3.3 | INSTITUTIONAL ARRANGEMENTS

Throughout the development of this Plan, CNAPC members, residents, and City and CCRPC staff have stressed the importance of building a strong sense of public engagement and ownership in the neighborhood's future. CNAPC members stressed the importance, moving forward, of ensuring that there is clear and consistent information about actions proposed in or for the neighborhood, including policy changes such as rezoning as well as physical projects such as sidewalk enhancements. The actions in the Implementation Plan for this project would have varying degrees of impact, but each presents an opportunity to build a better base of information among residents and a stronger sense of engagement.

Many other issues, including Airport-related development and operational activities and planning around the future of Chamberlin School, have been and will continue to be controversial, requiring special attention to communication and public engagement.

The many steps and actors/parties who would be involved in communication, information dissemination, decision-making, and project management about potential improvements are collectively described as the **Institutional Arrangements** for each option in the Implementation Plan. Institutional arrangements include two components:

- The types of **opportunities that will be provided for public engagement** and feedback on a specific implementation step or action item, and
- The **information pathways for communication** about actions, events or investments that could affect or enhance the neighborhood.

The Implementation Plan includes, for each project or step, specific recommendations for the public engagement opportunities and information pathways. Describing these in detail is intended to help residents, City officials and staff, and stakeholders such as the South Burlington School District and Burlington International Airport set common expectations for communication and participation moving forward. By including Institutional Arrangements in the Plan, the plan also assigns responsibilities and sets expectations for each stage of a project (i.e. planning, engineering/design, implementation).

OPPORTUNITIES & METHODS FOR PUBLIC ENGAGEMENT

Over the past six months, the CNAPC evaluated a number of different opportunities and methods for public engagement to inform the Implementation Plan. The many options for enabling and encouraging public engagement involve different levels of participation, formality, and time commitment. Options considered by the CNAPC and presented for public feedback in this Plan fell into three general categories:

1. **Neighborhood-Based Options:** An organization (whether formally incorporated, such as a 501(c)(3) or other non-profit, or not) could be initiated and formed by residents within the Chamberlin Neighborhood, either as a general-purpose organization or focused on one specific area of implementation (e.g. public art, trails, advocacy, etc.).
2. **City-Based Options:** Several different types of formal, standing committees (i.e. Natural Resources Committee, Bike/Pedestrian Committee) and ad hoc groups (e.g. the Urban Agriculture Task Force) can be formed by the City of South Burlington. Standing committees, such as the Bike/Pedestrian Committee, can take up a particular project or initiative as a work task. Forming a City committee involves Council appointments and adherence to applicable process and procedures, including Vermont Open Meeting laws, but formal committees can benefit from staff and financial support.

In addition, the South Burlington City Charter enables the creation of “neighborhood forums” to address specific issues. The neighborhood forum is one potential vehicle to advance the Chamberlin Neighborhood’s interests, possibly through advancing the recommended Implementation Plan of this study.

3. **Special Committees or Task Forces:** Through memorandums of agreement (MOAs), formal stakeholder processes, or other inter-agency agreements, special committees or task forces can be formed to take on larger issues or provide ongoing public engagement for major projects. In the Chamberlin Neighborhood, residents might expect, as an important example, that VTTrans and the City would convene and support a formal stakeholder process for planning, engineering and constructing the Airport Drive realignment/reconstruction, or potentially for development of a pedestrian path connecting from the Lime Kiln Bridge to the neighborhood. Special committees also might be formed with the City of South Burlington, the City of Burlington, neighborhood residents, the business community, and Airport representation to study zoning options for the noise land.

INFORMATION PATHWAYS

The term “Information Pathways” refers to communication about actions, events and investments that may affect or enhance the neighborhood. The introduction of social media, email blasts, and on-line neighborhood forums has changed expectations and methods of how information is disseminated, and often, planning processes and public hearing notices have not caught up to these developments. Moreover, who communicates information, when, and how often will affect how well informed residents feel, and how meaningful any feedback or participation will be on a given topic or project.

Like the types of committee arrangements described above, there are a number of different options for information pathways with different leadership responsibility, purposes, and reach. In some cases, such as review of a development application or a public hearing on zoning, Vermont law prescribes the types of information that must be provided and the timelines relative to public meetings and hearings; other communication is at the City’s, School District’s, or BIA’s discretion, and additional information and communication often is provided in addition to required public notices. The credibility of who or what agency is providing information (i.e. School District versus individual resident, etc.) also is important to consider for different issues.

The Implementation Plan reflects a number of options discussed by the CNAPC and presented to the public. These include:

- **Neighborhood-based communication:** Resident-generated newsletters, listservs, and social media such as Facebook or Twitter are increasingly important sources of information and communication. South Burlington in general, and the Chamberlin Neighborhood in particular, have access to the Front Porch Forum listserv for neighborhood communication. The City and other organizations post notices regularly through Front Porch Forum.
- **Newspapers and news outlets:** Participants in the April 28 community meeting were asked about their use of local newspapers and outlets – chiefly *The Other Paper*, the *Burlington Free Press*, and *Seven Days* – as sources of information. Both residents and City officials have the option to provide content through *The Other Paper*, which public meeting participants indicated was an important source of information about issues affecting the neighborhood.
- **City-based communication:** In addition to meeting requirements for public notices under Vermont’s Planning and Development Act and Open Meeting Law, the City maintains a website with news releases, meeting calendars, and special announcements, and also initiates emails and mailings from time to time on specific topics. Because email and mailing lists (other than property tax rolls) are often incomplete and can become outdated, the efficacy of special mailing/emails can be limited through no fault of the City’s.
- **Special communication:** There are a number of cases where some sort of special purpose communication is indicated, which may take the form of a special notice or

mailing about a specific project (i.e. crosswalk painting, or announcements from the South Burlington School District on its planning process).

4.0 IMPLEMENTATION PLAN

The CNAPC, with input from community meetings, the Consultants, and the City, ultimately decided to advance seven short-term improvements, six medium-term improvements, and two long-term improvements. These are summarized in the Implementation Plan Matrix and described below.

4.1 | TRANSPORTATION

BICYCLE AND PEDESTRIAN CONNECTIVITY

White Street Sidewalk

Priority #14

Medium Term

A sidewalk on the north side of White Street between Patchen Road and Airport Drive did not receive overwhelming support from the CNAPC and the public, but because it reached a high enough threshold and is a standard safety practice, the Consultants recommended including it in the Implementation Plan as a lower priority and as a medium-term measure.

FIGURE 4-1: ILLUSTRATION OF PROPOSED WHITE STREET SIDEWALK



Overland Paths

Priority #11

Medium Term

Overland paths are recommended as the first priority of the medium-term measures. The idea to have a boardwalk along Centennial Brook was introduced in late April, and it has been included as a sub-recommendation under overland paths.

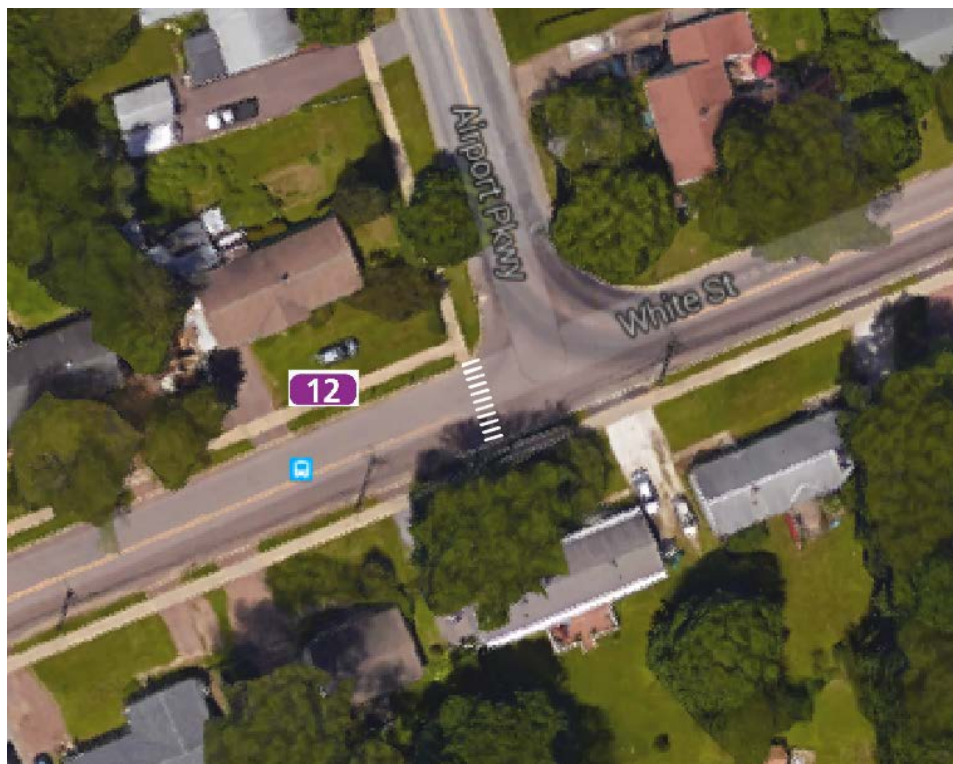


Crosswalks

Striping	Priority #4,5	Short Term
With Median	Priority #10	Medium Term

Recommended crosswalk locations are:

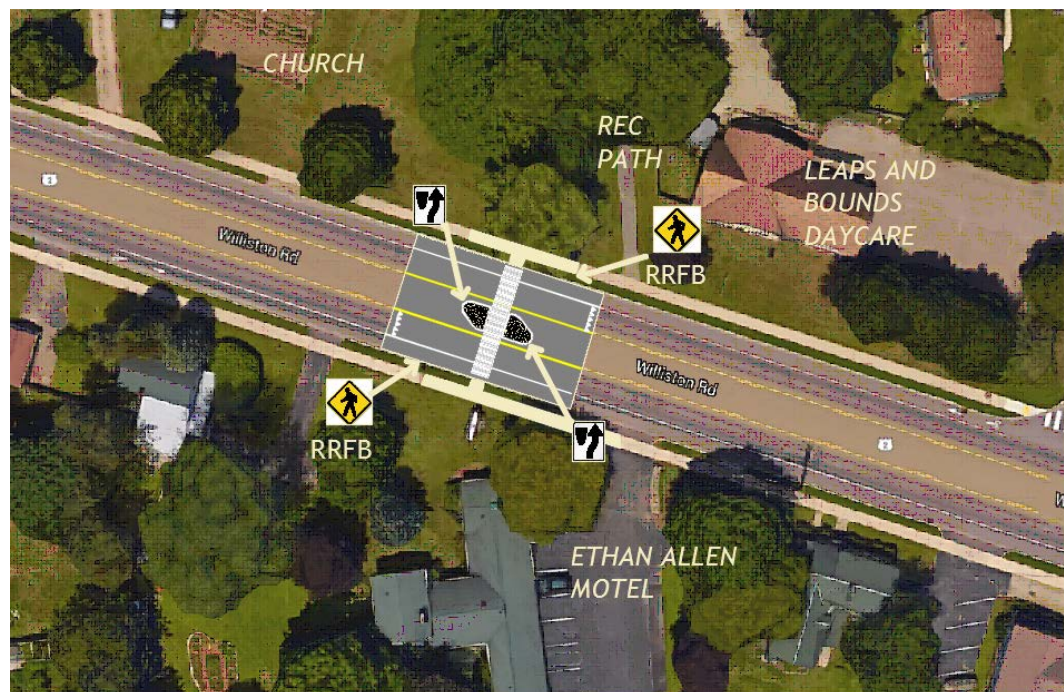
- White Street at Airport Parkway (striping only, short-term)
- Patchen Road at Jaycee Park (striping only, short-term)
- Williston Road midblock (with median and RRFBs, medium-term)



White Street at Airport Parkway: the crosswalk should align with the sidewalk on the north side of White Street / southwest side of Airport Parkway. This location is also close to a bus stop.



Patchen Road at Jaycee Park: The crosswalk should align with the potential future connector road (Phase II of the Williston Road Transportation Study, an effort between the CCRPC and the City of South Burlington).



Williston Road midblock: This location has been chosen because it will not affect left turns into driveways or side streets, and because of its proximity to nearby businesses and the recreational path in the City open space between Mills Avenue and Victory Drive.

On-Road Bike Lanes

Priority #2, #3

Short Term

Bike lanes are recommended at the following locations as a short-term measure:

- White Street between Williston Road and Airport Drive
- Patchen Road between Williston Road and Landfill Road
- Airport Drive between White Street and Williston Road
- Airport Parkway between White Street and Kirby Road
- Airport Parkway between Kirby Road and Lime Kiln Road (Outside of Study Area; project already in planning by the City and the CCRPC)

FIGURE 4-2: RECOMMENDED BIKE LANE LOCATIONS



Airport Parkway Sidewalk and Bike Lanes (Outside of Study Area)

It is recommended that the City move forward with the sidewalk and bicycle lanes currently being planned along Airport Drive between Kirby Road and Lime Kiln Road.

Priority #12

Medium Term

STREET IMPROVEMENTS

Radar Speed Signs

Priority #1

Short Term

Two portable radar speed signs have already been purchased by the City, so their installation on White Street is now the CNAPC's first priority. One sign will be installed on each side of White Street, somewhere between the beginning of the street and the school.

FIGURE 4-3: PORTABLE RADAR SPEED SIGN



Whimsical Crosswalks

Priority #6

Short Term

Whimsical crosswalks are recommended in the Chamberlin Neighborhood as a short-term measure, though location(s) have yet to be decided. One possibility is in front of the Chamberlin School, for the following reasons:

- The school is at the geographic center of the neighborhood
- A relatively high percentage of residents are likely to travel past here in a given day, and many of them will be children attending school
- A crosswalk here would not get worn out as quickly as on Patchen Road, where there is more traffic

Considering safety concerns over more colorful crosswalks, it is recommended that the crosswalk use only white paint, but with a creative pattern.

FIGURE 4-4: CROSSWALK IN EAST TOWN, MILWAUKEE, WI (HOME TO A SUMMER MUSIC SERIES)



AIRPORT DRIVE

Airport Drive Reconstruction

Priority #16

Long Term

It is recommended that Airport Drive be reconstructed as a long-term measure. The exact alignment is to be determined. It could approximately follow the alignment “Alternate Development Scenario” shown in the Airport’s Noise Land Inventory and Reuse Plan Update on March 24, 2016 and it would include the characteristics supported by the City in the City’s statement to the Airport, including:

- Consists of a two-lane roadway with a design following Complete Streets principles
- Includes a 10-foot recreation path and sidewalk
- Has adequate separation from the Chamberlin Neighborhood for buffering of traffic noise
- Includes attractive spaces for public enjoyment
- Includes continued links of White Street and Richard Terrace onto Airport Parkway

FIGURE 4-5: AIRPORT DRIVE “ALTERNATE DEVELOPMENT SCENARIO” (BIA 2016 RE-USE PLAN)



4.2 | CIVIC IMPROVEMENTS

CIVIC ENHANCEMENTS

Neighborhood Welcome Signs and Banners

Priority #7

Short Term

It is recommended that gateway/welcome signs be installed at six key entry points into the neighborhood:

- Kirby Road at Airport Parkway
- Kirby Road at Patchen Road
- White Street west of the Acquisition Land
- White Street east of Patchen Road
- Mills Avenue at Williston Road
- Logwood Street and Airport Road

These locations were chosen as points where a visitor turns into the residential neighborhood. A seventh location, Patchen Road at Williston Road, was considered but rejected at the CNAPC meeting because it is a busy commercial intersection outside of the residential neighborhood. The sixth location, Logwood Street and Airport Road, was requested by the CNAPC.

FIGURE 4-6: RECOMMENDED GATEWAY SIGN LOCATIONS

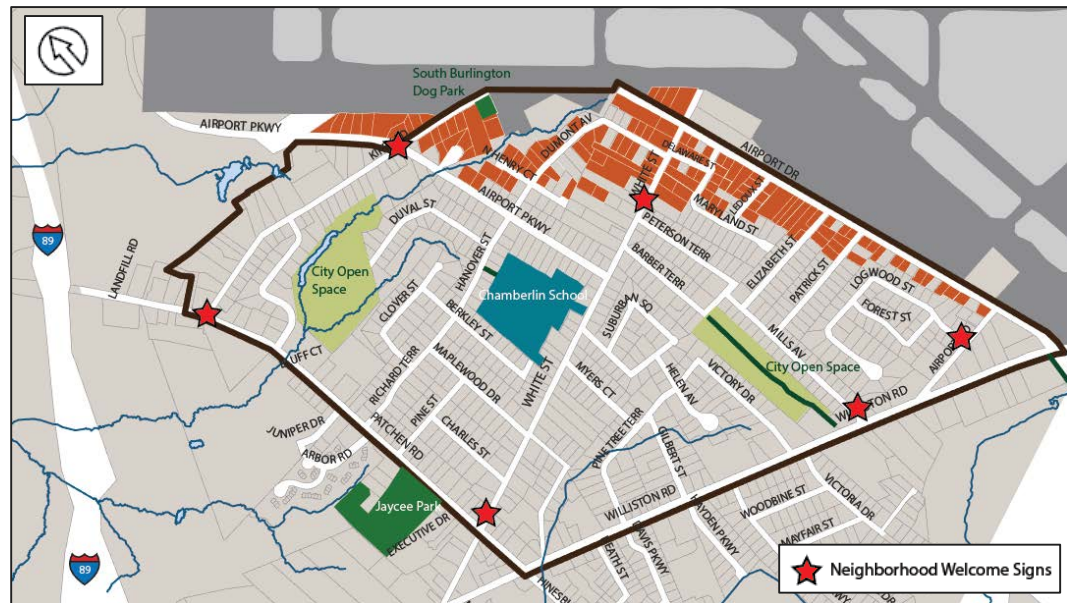


FIGURE 4-7: GATEWAY SIGN EXAMPLE



The CNAPC also proposed having a South Burlington welcome sign along Patchen Road near the boundary between South Burlington and Burlington (Figure 4-8). Currently, there is no signal to people traveling down Grove Street (in Burlington) that they have entered South Burlington (Figure 4-9).

FIGURE 4-8: WELCOME SIGN UPON ENTERING SOUTH BURLINGTON

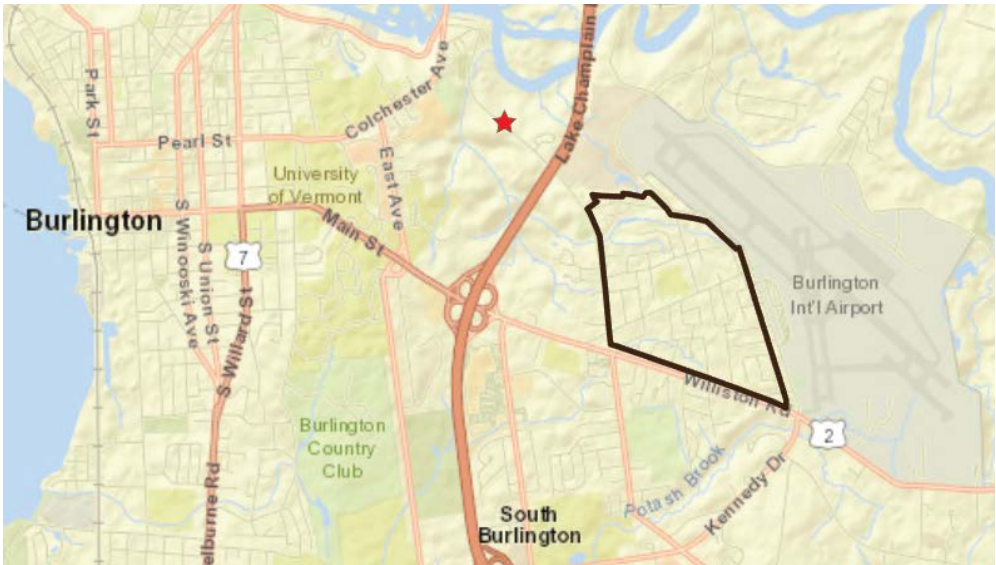


FIGURE 4-9: STREET VIEW OF THE BORDER BETWEEN SOUTH BURLINGTON AND BURLINGTON



Implementation Steps:

- Work with City to determine preferred locations (on publicly-owned land)
- Design signs
- Fabricate and install signs (could be done as part of roadway improvement project)

Pedestrian Scale Lighting

Priority #15

Medium Term

It is recommended that **pedestrian scale street lights** be installed on both sides of White Street. Based on a conversation with Justin Rabidoux, it is recommended that 14 foot (60 feet on center) LED lights be used. Although earlier meetings had shown support for pedestrian scale street lights, it was felt that the lights are more appropriate on streets with sidewalks and curbs. At the May 11 CNAPC meeting, committee members agreed that White Street should be the first street to have the lights installed, and that lights on other streets could be considered over time if requested by the residents of those streets.

Implementation Steps

- Work with City to have project added to the City's list of capital improvement projects for funding

FIGURE 4-10: WHITE STREET WITH STREET LIGHTS, SIDEWALK, AND BIKE LANES



FRONT PORCHES AND PUBLIC RIGHTS OF WAY

Front Porch Zoning

Priority #8

Medium Term

The concept of amending the existing zoning regulations to allow **front porches** within the required front yard setback was well-supported throughout the project. It is recommended that the zoning be revised to allow front porches to extend up to 12-15 feet into the required front yard setback.

Examples of zoning regulations from other municipalities that can serve as a model for a South Burlington zoning amendment are included in the Appendices.

FIGURE 4-11: EXAMPLES OF FRONT PORCHES ON ONE-STORY HOUSES



Implementation Steps

1. Planning Department develops Draft Zoning Amendment and submits to Planning Commission
2. Planning Commission studies and reports findings
3. Public Hearing held
4. Amendment submitted to City Council

5. Public Hearing held
6. Adoption of Zoning Amendment

Landscaping in Public Right of Way

Priority #9

Short Term

It is recommended that the City allow homeowners to make landscaping improvements to the right of way in front of their houses following the execution of a license agreement. Fences and hedges at the property line should be maximum 3.5' high. Plantings within the City ROW should not include trees or other deep-root plants that could interfere with utility lines; the City will have the right to dig up plantings for utility maintenance.

FIGURE 4-12: STREET MODEL WITH PORCHES, SHRUBS, AND PLANTINGS IN PUBLIC RIGHT OF WAY



Implementation Steps

- City development of a license agreement (an example is included in the Appendix)
- Execution of the license agreement by individual property owners

USE OF AIRPORT ACQUISITION LAND

Multi-Use Trail

Priority #17

Long Term

The addition of a **multi-use trail** through the Acquisition Land received strong support at the Community Meeting. It is recommended that a multi-use trail be developed on the Acquisition Land in conjunction with the extension of Airport Drive to connect with Airport Parkway. The CNAPC members strongly supported this recommendation at the May 11 CNAPC meeting. Two potential conceptual alignments were shown – one with the trail closely following the roadway and one with a meandering trail at the outer limits of the Acquisition Land, closer to the remaining houses.

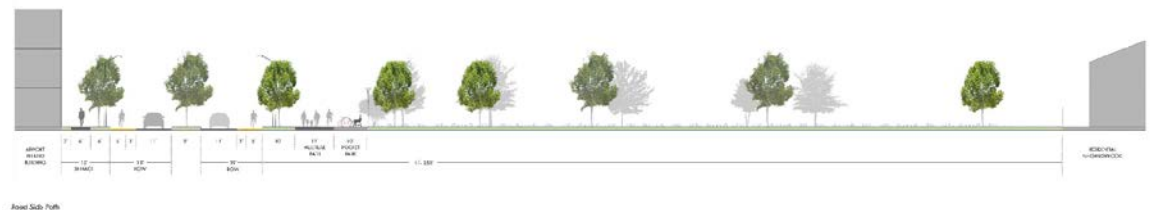
As discussed in Chapter 3, the Consultants had suggested that **interpretive elements** could be added at wider points in the trail, using the opportunity to provide information about the history of the neighborhood and the airport. This concept did not receive strong support and is not included as a final recommendation.

FIGURE 4-13: ROADSIDE TRAIL AND MEANDERING PATH EXAMPLE



Conceptual path of roadside trail shown in yellow (roadside path); conceptual path of meandering trail shown in red (meandering path);

FIGURE 4-14: CROSS SECTION OF ROADSIDE PATH



[illegible]

1. Multi-use path to be built in conjunction with relocated Airport Parkway
2. Determine preference for trail location: adjacent to road vs meandering
3. Coordinate with roadway design team to design multi-use trail as part of roadway project

Priority #13

Maintenance of views received strong support and it was suggested that benches be provided so that residents could sit down while enjoying the view of the mountains. It is recommended that **pocket parks** at key viewing locations be developed as part of the multi-use trail described above. The three recommended locations include:

- These pocket parks could include a bench, bike racks and plantings. A typical site plan and photographs of similar pocket parks were shown to the CNAPC at the May 11 meeting and the concept was strongly supported. In the short-term, inexpensive “pop-up” parks could be installed prior to development of the multi-use trail.

It is also recommended that the Airport site new buildings in a way that preserves these existing views.

FIGURE 4-16: RECOMMENDED POCKET PARK LOCATIONS

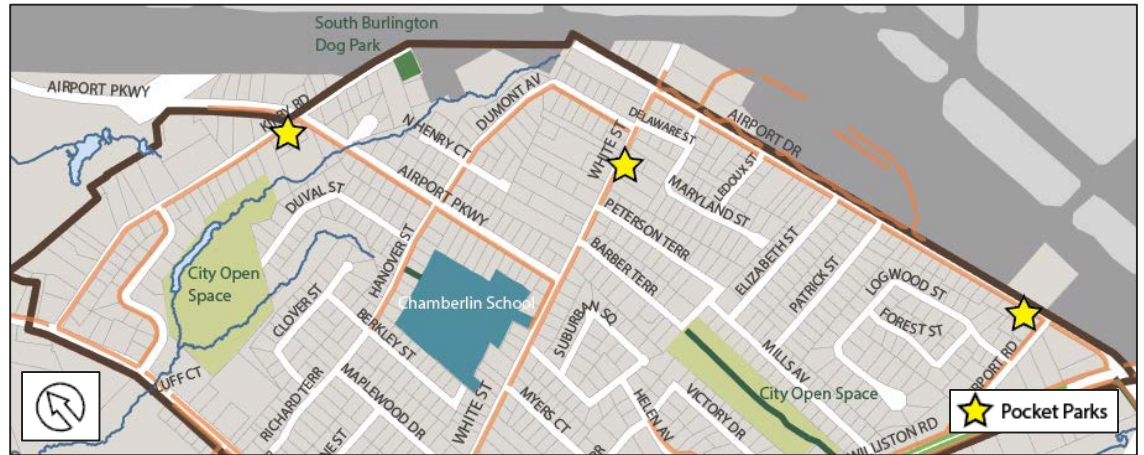
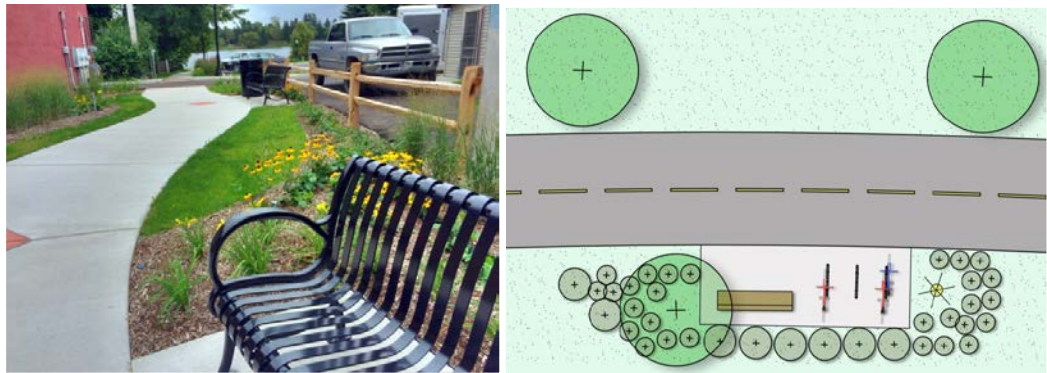


FIGURE 4-17: POCKET PARK EXAMPLES



Implementation

1. Encourage airport to maintain these view corridors when siting new buildings
2. Work with Airport to install temporary “Pop-up” parks on Acquisition Land prior to development of the multi-use trail

4.3 | INSTITUTIONAL ARRANGEMENTS

DEVELOPING RECOMMENDATIONS

For each recommended action in the Implementation Plan, a set of “institutional arrangements” was developed that recommends a structure for public engagement, a point of contact or responsibility within an involved organization (i.e. City of South Burlington, VTrans, Airport, South Burlington School District), and information pathways including methods, frequencies, and responsibilities for communication. While it is likely that these recommendations will change as projects evolve, the recommendations in the Plan are intended to help set common expectations among residents, the public at large, the Airport, local and regional staff, and City leadership with respect to project leadership, public engagement, and communication.

The recommendations for institutional arrangements were developed through the planning process and public meetings, where a structured questioning process was used to test out what communication and participation options provided the best fit for different recommended actions. CNAPC members and the public were asked to think through and articulate the best information pathways for different types of planning and implementation projects. For each of the items in the Implementation Plan, the CNAPC and project team considered a number of aspects of communication:

WHO?

- **Who is the right ‘messenger’ for different communications?**
Example: South Burlington School District, rather than the City, should lead communications about the future of Chamberlin School.
- **Who/what position is the right “point person” in each organization?**
Example: The City Planner coordinates the Bike/Pedestrian Committee, while the Director of Planning & Zoning manages zoning amendments.
- **Who are the neighborhood audiences for different kinds of information?**
Example: School planning will involve residents and current/prospective parents, where crosswalks within the neighborhood is likely to be a more local issue.

WHERE?

- **What are the right ‘geographies’ for information on different actions, events or plans?**
Example: Residents in Country Club Estates may be less interested in regular information on a boardwalk path in the woods along Centennial Brook than those living adjacent or close to the site.
- **Where are the best places for information exchange and gatherings?**
Example: Holding meetings at Chamberlin School can facilitate residents’ attendance, but some public meetings and formal hearings must be held at City Hall.

WHAT?

- **What actions, events and investments should be communicated to the neighborhood?**

Example: Actions in the Implementation Plan should involve communication specifically to neighborhood residents, where larger City-wide initiatives or plans will not warrant targeted local outreach.

WHEN?

- **How often should information be provided about Implementation Plan items versus general, operational issues (i.e. Airport activities)?**

Example: A sidewalk project may warrant regular weekly emails/posts to a neighborhood listserv before and during construction.

- **What are the ongoing information needs?**

Example: Should a regular update be provided on all of the items in the Plan, and if so, by whom?

HOW?

- **What are the best information pathways for different types of issues or notices?**

Example: A posting by the Department of Planning & Zoning in the neighborhood “Front Porch Forum” and a public notice in The Other Paper would be appropriate notice of a Planning Commission meeting to consider changing zoning to allow front porches.

FINDINGS FROM THE PUBLIC PROCESS

At the public meeting, participants were asked the questions above relative to the topics in this plan (planning for the future of Chamberlin School; transportation; and civic improvements). Public feedback on these questions provided the CNAPC and project team with strong direction and recommendations on Institutional Arrangements overall. Key findings from the public discussion were:

1. **What issues or activities in the neighborhood would you want to be notified about?** Top responses were Chamberlin School plans, transportation system changes, and Airport-related development; participants had far less interest in path, trail and recreation planning; neighbor-to-neighbor programs, parks (including the dog park), and civic improvements.
2. **What issues or events in the neighborhood would prompt you to participate more actively?** Top responses were a decision to close Chamberlin School, plans to change or modify roads, Airport development plans, and rezoning proposals. Few participants said that they would be more motivated to participate by planning for the dog park, noise mitigation committee meetings, VT Air National Guard information, or other CNAPC meetings.
3. **What are the ways you are most likely to respond to an issue or proposed action in your neighborhood?** Top responses were attending a public meeting and submitting comments via email or an online forum; others indicated that they might be motivated to join a neighborhood group or committee, or to call someone in leadership to express ideas or concerns.
4. **What are the best ways to communicate about opportunities to participate, or issues affecting the neighborhood?** Participants responded consistently that emails or Front Porch Forum postings from the City (i.e. a department or committee member, communicating in a formal capacity), announcements in *The Other Paper*, or emails from another local organization would be appropriate, effective and credible means. There were few positive responses for using the City website (i.e. passive information, by posting announcements without a corresponding email or notification), physical mailings, Facebook, or a physical message board at a local site as communication methods.

TAKEAWAYS AND OVERALL RECOMMENDATIONS

There are a number of important “takeaway” messages from the project’s feedback process, all of which helped the CNAPC and the project team shape the recommended institutional arrangements in the Implementation Plan. These are likely to provide useful guidance to the City, Airport, School District and residents for a number of future actions and initiatives in this neighborhood.

CNAPC members expressed strong interest in and general support for the activities proposed in the Implementation Plan, and **there was agreement that planning and implementation will continue to be advocated by the CNAPC, or its logical successor, after the recommendations of this study are submitted to the City Council.**

The CNAPC expressed its intent to initiate an ongoing group that would advocate for the neighborhood, and that would be poised to coalesce around specific issues or events. With regard to the Implementation Plan presented in this report, it is anticipated that some recommendations will proceed through City- and School District-based committees and processes, but that the CNAPC, or its successor, will be a prime mover in this process.

Among South Burlington residents who are not CNAPC members, as gathered from feedback at the project’s Community meetings, interest in participation and providing feedback is substantially issue- and event-driven. Citizen interest in active participation is chiefly tied to specific proposals or actions (i.e. changes to Chamberlin School, changes to roads, rezoning, Airport development).

Residents expressed a strong interest in providing input on plans and projects in process, as well as policy changes such as allowing porches, rather than initiating or generating new projects and ideas themselves. In this context, clear, timely notice of events is welcome and will be beneficial to residents’ sense of engagement and participation. Clearly defined opportunities for participation, and clear pathways for providing feedback, also will be welcome and beneficial.

CNAPC members were receptive to the idea of having formal stakeholder sub-committees, with neighborhood residents well represented, for large-scale projects such as the Airport Drive realignment/reconstruction and a path along Airport Drive. This is reflected in the Implementation Plan for major projects.

There is support for keeping formal Airport-related communication and interaction on a separate track, but to ensure that the CNAPC is appropriately represented in any discussions. With regard to noise-related issues, the CNAPC’s Noise Subcommittee is an example of a likely connection between the CNAPC and the Airport. As other airport-related issues arise – such as potential rezoning linked to an airport land use proposal, or a proposal for redeveloping Airport Drive – the core CNAPC, or its successor, will want to participate in any formal discussions.

While the South Burlington Planning Commission will have an evident and important role in any future rezoning, the Airport should be the primary lead for communication around its

development plans, and in coordination with the City of South Burlington, would initiate the convening of special working groups on particular topics.

Future Use of the Chamberlin School

In November 2014, the South Burlington City Council commissioned the South Burlington School + Community Master Planning Task Force. The Task Force was asked to make recommendations regarding visions, goals, and needs of the City, School District, and community at large. They submitted their final recommendations in June 2015.

With regard to school planning, the Task Force considered multiple factors, including the state of existing school facilities and trends in demographics and school enrollment, and many others. A key point in their recommendations is to designate the Chamberlin School for other uses.

This recommendation, and the general issue regarding the future use of the Chamberlin School, has been discussed at several CNAPC meetings. Some members expressed noteworthy concern about the prospect of the eventual closure of the school, citing its importance as a center of Neighborhood vitality. While no formal vote was taken, the CNAPC expressed their sense of the importance of the school building and property as a hub for the neighborhood and as a community resource.

4.4 | IMPLEMENTATION PLAN MATRIX

See the following three pages for a matrix of all improvement recommendations, organized by priority and timeframe and listing cost estimates, expected funding sources, and recommended project leadership for each recommendation.

Transportation improvements are shaded light or dark yellow.



Civic improvements are shaded light or dark green.



Following the Implementation Plan matrices is a table of improvements that were considered but not recommended, for reasons described in Section 3 of this report.

AND FINALLY, LET'S CELEBRATE!

At the final community meeting on June 7, 2016 at the Chamberlin School, a member of the public suggested that neighborhood residents join together for a celebration. It would be a way for neighbors to meet and get to know each other, and to enjoy the neighborhood together. Two possible ways this could be done were suggested:

Focal Points

Residents would walk around the neighborhood during a set time window and visit other homes - an Open Studios meets Show-and-Tell concept. One resident might show off their vegetable garden, another might talk to neighbors about their solar panels, and another might provide some snacks.

Cookout

Residents would gather together for a barbecue, possibly on the park-like Acquisition Land if permission is granted.

As one CNAPC member said, "Let's pull together for the neighborhood!"

SHORT TERM RECOMMENDATIONS (LESS THAN 3 YEARS)

Priority	Improvement	Location	Cost Estimate		Funding Source	Project Leadership
			Low	High		
1	Portable Radar Speed Signs	White St (2)	Already purchased		City Transportation Budget	DPW
2	On-Road Bike Lanes	White St: Williston Rd to Airport Dr	Negligible		City Transportation Budget	1) Bicycle & Pedestrian Committee 2) DPW
		Patchen Rd: Williston Rd to Landfill Rd				
		Airport Dr: White St to Williston Rd				
		Airport Pkwy: White St to Kirby Rd				
3		Airport Parkway: Kirby Rd to Lime Kiln Rd (outside of Study Area)	Included in Airport Parkway Sidewalk Project		City Transportation Budget/Vtrans TA	DPW
4	Crosswalk-durable materials	White St @ Airport Pkwy	\$1k	\$3k	City Transportation Budget	DPW
5		Patchen Rd @ Jaycee Park	\$4k	\$6k		
6	Whimsical Crosswalks	TBD	\$5k	\$10k	Local	1) Planning and Zoning 2) Bicycle & Pedestrian Committee
7	Neighborhood Welcome Signs	White St/Patchen Rd	\$1k	\$3k	Local/Neighborhood	1) Neighborhood Volunteer(s) 2) Planning and Zoning 3) DPW
		White St west of Acquisition Land				
		Mills Ave/Williston Rd				
		Logwood St/Airport Rd				
		Kirby Rd/Patchen Rd				
		Kirby Rd/Airport Pkwy				
		Patchen Rd at Burlington boundary				
8	Front Porch Zoning	All residential streets	-		Homeowner	Planning and Zoning
9	Landscaping in Public ROW	All residential streets	Varies		Property Owner	1) Planning and Zoning 2) DPW

MEDIUM TERM RECOMMENDATIONS (3-7 YEARS)

Priority	Improvement	Location	Cost Estimate		Project Leadership
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			Low	High	Funding Source	
10	Crosswalk with Median Island	Williston Rd west of Recreational Path	\$15k	\$25k	Vtrans TA	DPW
11	Overland Paths, Centennial Boardwalk	TBD	Typical: \$2k With Bridge: \$50k; With Boardwalk: \$75k	Typical: \$5k With Bridge: \$100k; With Boardwalk: \$100k	Local / Neighborhood	1) Neighborhood Volunteer(s) 2) Planning and Zoning 3) Bicycle and Pedestrian Committee 4) DPW
12	Sidewalk	North side of Airport Pkwy: Kirby Rd to Lime Kiln Rd (outside of Study Area)	\$1.2 million	\$1.5 million	Vtrans TA	DPW
13	Pocket Parks at Vistas to Mountains	Kirby Rd / Airport Pkwy	\$16k	\$24k	Local, RPC-TIP, FAA, BTV	1) Planning and Zoning 2) Neighborhood Volunteers 3) DPW
		White St west of Acquisition Land	\$16k	\$24k		
		Near Cemetery	\$16k	\$24k		
14	Sidewalk	North side of White St: Airport Dr to Patchen Rd	\$400k	\$650k	Vtrans TA	1) Bicycle & Pedestrian Committee 2) DPW
15	Pedestrian Scale Lighting	White Street	\$650K	\$850k	Local	1) Planning and Zoning 2) DPW

LONG TERM RECOMMENDATIONS (8+ YEARS)

Priority	Improvement	Location	Cost Estimate		Funding Source	Project Leadership
			Low	High		
16	Reconstruction	Airport Drive	\$12M	\$20M	RPC-TIP	1) Planning and Zoning 2) Various stakeholders including: Bicycle and Pedestrian Committee, CCRPC, Vtrans, and BIA representatives
17	Multi-Use Trail Through Acquisition Land	Acquisition Land along Airport Dr / Airport Pkwy	\$1.3M	\$2.7M	Local, RPC-TIP, FAA, BTV	1) Bicycle and Pedestrian Committee 2) Other stakeholders including: BIA representatives, Planning and Zoning, and DPW

IMPROVEMENTS CONSIDERED BUT NOT ADVANCED

Improvement	Location
Crosswalk	White St @ Maplewood Dr White St @ Peterson Ter
Protected bike lanes	White St and Patchen Rd
Suggestion lanes	Richard Ter
Sidewalk	Airport Pkwy: White St to Kirby Rd
Medians/Pinch Points	Victory Dr and Logwood St
Painted Streets	
Pedestrian Refuge Island	Kirby Rd / Airport Pkwy
Curb Radii Reduction	White St / Maplewood Dr
Mini Roundabouts	
Street Reconfigurations	Near Airport Dr
Benches	City Open Space
Plant and Tree Labels	City Open Space
Birdhouses	City Open Space
Fitness Trails	City Open Space
Free Lending Libraries	City Open Space
Miniature Museum	City Open Space

ⁱhttp://www.district.sf.sbschools.net/modules/groups/homepagefiles/cms/483095/File/NEWS%20on%20MAIN%20PAGE/SB_SCMstrPlan_TF%20Final%20Report_150603%20with%20Appendices.pdf?sessionid=30b0ae550ded9674b0ec53007260c49f

ⁱⁱ South Burlington School + Community Master Planning Task Force. Recommendations to the Steering Committee June 3, 2015. See:
http://www.district.sf.sbschools.net/modules/groups/homepagefiles/cms/483095/File/NEWS%20on%20MAIN%20PAGE/SB_SCMstrPlan_TF%20Final%20Report_150603%20with%20Appendices.pdf?sessionid=30b0ae550ded9674b0ec53007260c49f

ⁱⁱⁱ South Burlington School District, VT Demographic Study; p. 14.

^[1] Economic Impacts of Bicycling and Walking in Vermont. VTTrans. July 6, 2012. p A28.

^[2] Walk Score Methodology. <https://www.walkscore.com/methodology.shtml>

^{iv} CCTA is rebranding itself to Green Mountain Transit over the course of 2016.

^v The DHV is the 30th highest hour of traffic for the year and is used as the design standard in Vermont.

^{vi} The HCM 2010 does not provide methodologies for calculating intersection delays at certain intersection types including signalized intersections with exclusive pedestrian phases and signalized intersections with non NEMA-standard phasing. Because of these limitations, HCM 2000 methodologies are employed where necessary.

^{vii} The full text of the Noise Compatibility Planning Program regulations may be accessed at:
http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&sid=44fb7ed6bee65430ad245a9c5ae49582&rgn=div5&view=text&node=14.3.0.1.3.21&idno=14#se14.3.150_11

^{viii} The City of South Burlington Department of Public Works has completed an engineering design of a sidewalk and bike lanes on Airport Drive from Kirby Road to Lime Kiln Road. Bike lane alignments recommended for the Chamberlin Neighborhood are designed to connect to this.

APPENDIX

Most supporting documents and meeting notes related to the Chamberlin Neighborhood Study can be found online. Summaries of feedback worksheet responses from three CNAPC meetings are included only in this appendix. Public involvement materials are compiled in the appendix, and can be found online.

ONLINE RESOURCES

The CCRPC has a project page for the Chamberlin Neighborhood Study:

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/chamberlin-neighborhood-planning-project>

The City of South Burlington has an online library of all meeting agendas and meeting notes:

<http://clerkshq.com/default.ashx?clientsite=SouthBurlington-vt>

APPENDIX

This Appendix consists of the following sections:

1. Summary of Feedback Worksheet Responses
 - a. CNAPC Meeting February 18, 2016 (Transportation Improvements)
 - b. CNAPC Meeting March 16, 2016 (Civic Improvements)
 - c. CNAPC Meeting April 13, 2016 (Transportation Improvements)
2. Public Involvement Report
 - a. Public Meetings (Flyer, Postcard, Agenda, Notes, Meeting Evaluations, Media Clips)
 - b. Public Comments

A Summary of Worksheet Responses from CNAPC Meeting #11 (February 18, 2016)

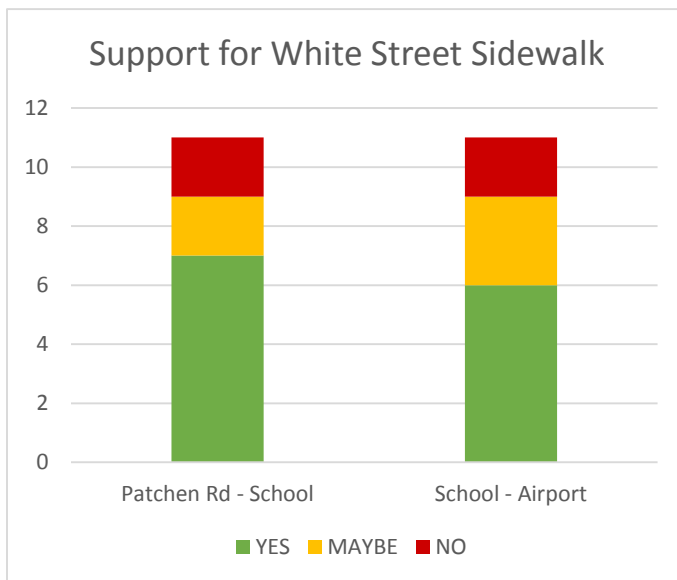
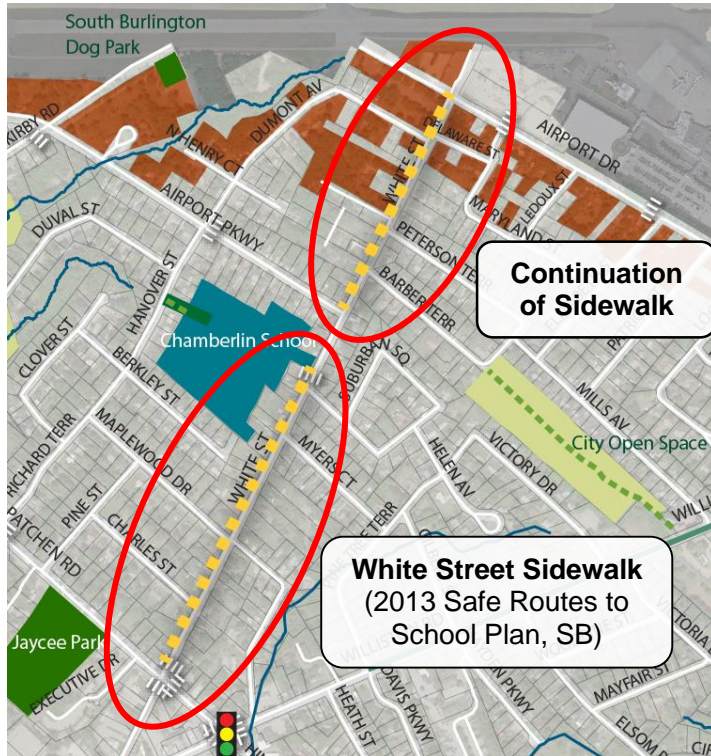
Compiled 3/2/16 by RSG

So far, 11 CNAPC members have turned in worksheets. This is a summary of their responses.



PEDESTRIAN/BICYCLE CONNECTIVITY

1. White Street sidewalk. There is currently a sidewalk on the south side of White Street. The 2013 Safe Routes to School (SRTS) Plan recommends installing a sidewalk on the north side of the street between Patchen Road and Chamberlin School. We also suggest extending this proposed sidewalk from the school to the airport.



Comments

Several respondents commented that the sidewalks on the south side of White Street are sufficient, and pointed out that the school will be closed.

Interpretation:

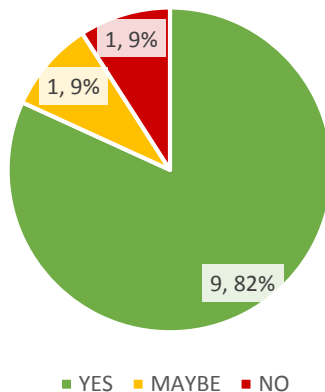
There is no overwhelming support or disapproval for a sidewalk on the north side of White Street.

There is also not a big difference in opinion between the SRTS sidewalk and the continuation.

2. Overland pedestrian paths: Connecting streets to other streets and open spaces. *Exact locations to be determined.*



Support for Overland Pedestrian Paths?



Comments:

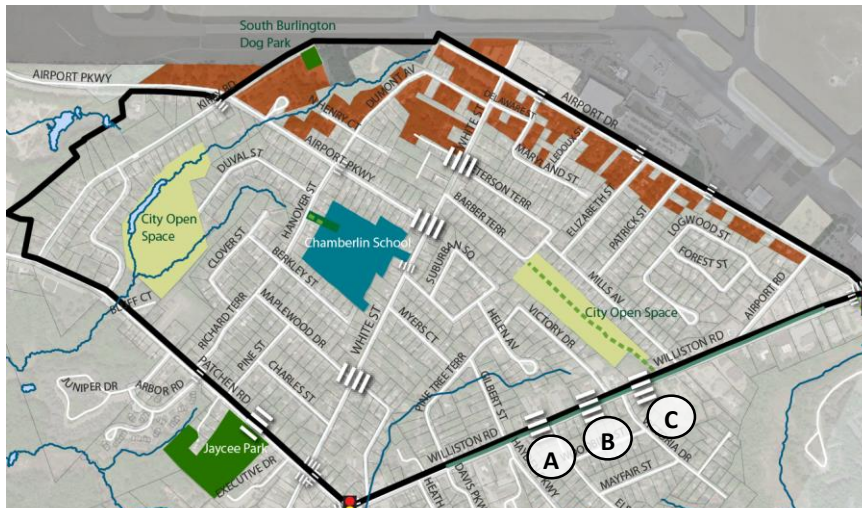
Carmine suggested a connection between Logwood St and Patrick St.

Two respondents commented that residents directly affected must support/decide this.

Interpretation:

The concept of overland pedestrian paths was supported by almost everyone. As for specific locations, in general each option was circled half the time and left uncircled the other half. There was only one respondent who crossed out any connections. Therefore, feedback on specific locations is not clear since for most respondents, uncircled connections may mean “No” or “Maybe/Neutral”, or possibly that those connections were not noticed.

3. Crosswalks



Crosswalks



Comments:

Williston Road:

There was one suggestion to add a crosswalk about midway between Mills Ave and Airport Rd.

There was one suggestion to add a crosswalk on Williston Rd at the end of Mills Ave.

There was one suggestion to have two crosswalks on Williston Rd. Others circled more than one, but it is not clear if they want two crosswalks or if those are just their favorite options, with no particular preference.

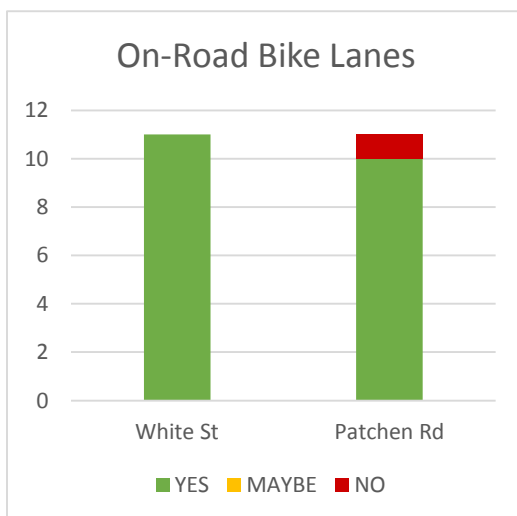
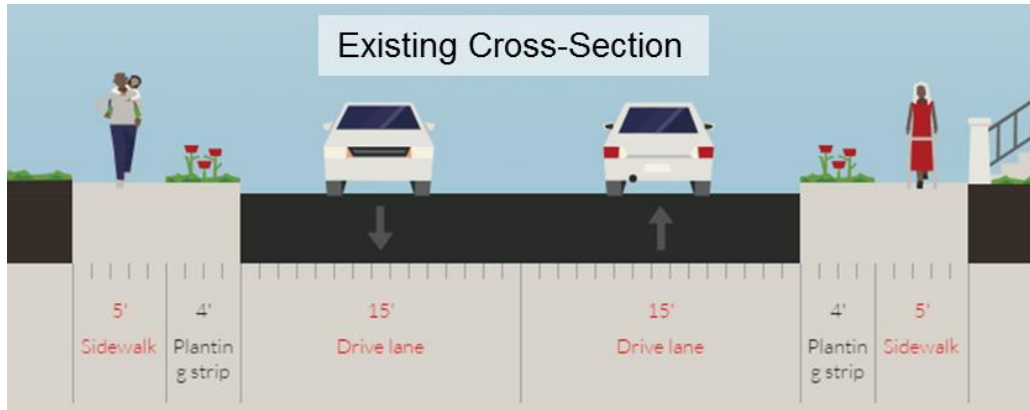
Interpretation:

- Crosswalks on White St @ Airport Pkwy and on Patchen Rd @ Jaycee Park were highly supported.
- A crosswalk on White St @ Maplewood Dr was moderately supported.
- A crosswalk on White Street @ Peterson Terrace did not receive much support.
- All but one person circled at least one of the Williston Road crossings, so a Williston Rd crossing is highly supported. However, there is no obvious preference on which crossing is best.
- **Note:** Unlike with overland paths, crosswalks are a more familiar idea and these suggestions are more specific, so people probably have a better understanding of where they would not want a crosswalk and made that clear by crossing out options. Therefore, un-circled crosswalks likely mean “neutral/maybe” rather than “no” in general. (As further evidence, there were many cases of people crossing out ones they do not support, which was not true with the overland paths.)

4. Bicycle accommodations on White St and Patchen Rd

Option 1: On-Road Bike Lanes

- Short-term
- No need to move curb; just restriping
- Very little cost

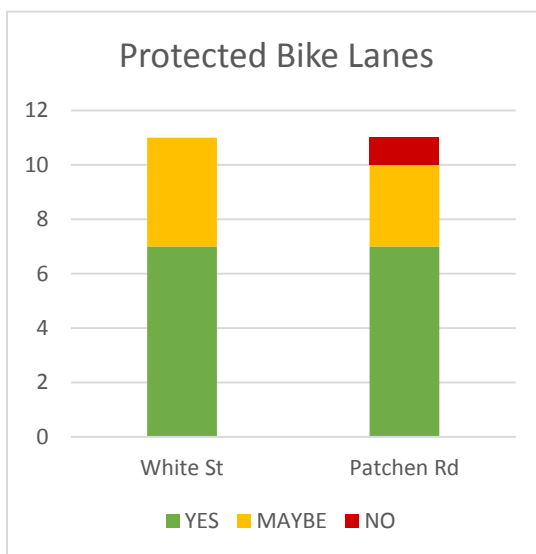


Interpretation:

High approval for bike lanes!

Option 2: Protected bike lanes

- More inviting to people of all ages and abilities
- Must move curb and use more ROW
- More expensive; long-term



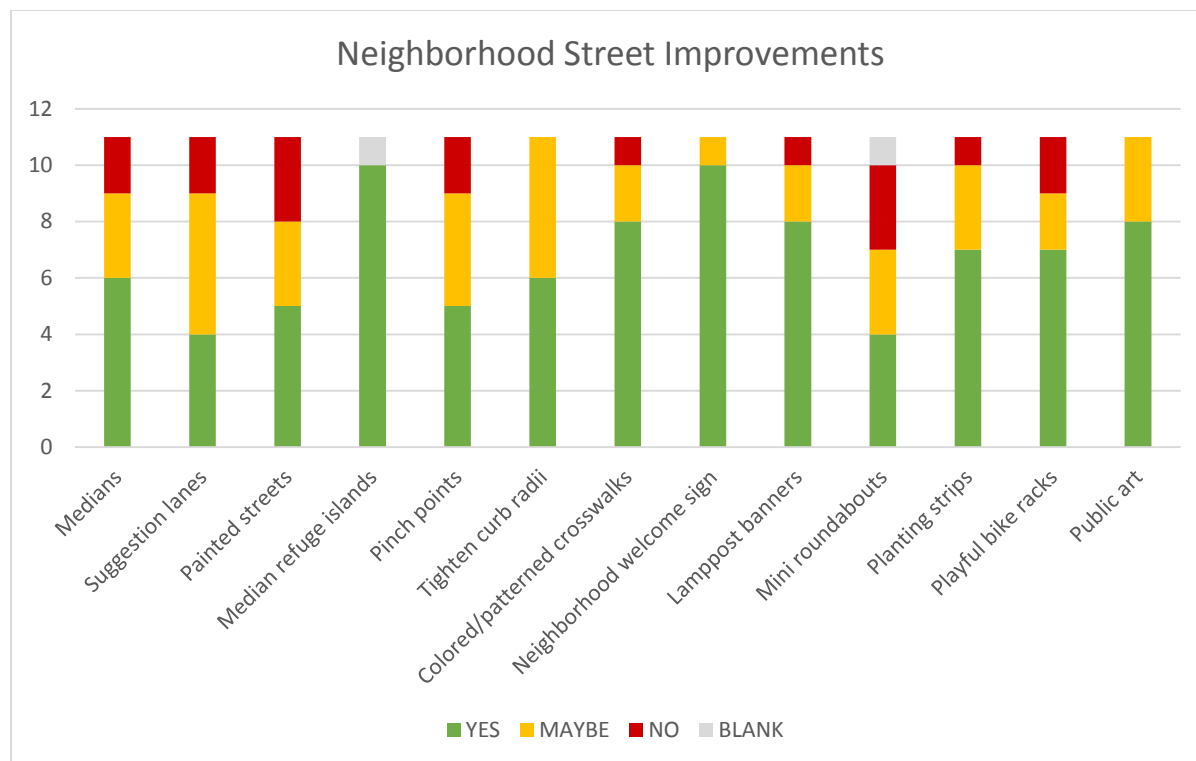
Comments:

Several respondents (two of whom said “maybe” and one of whom said “yes”) pointed out that this is a long-term solution.

Interpretation:

People seem to really like the idea of protected bike lanes but are concerned about the money/space associated with it.

NEIGHBORHOOD STREET IMPROVEMENTS



Comments:

- One person expressed concern about maintenance of painted streets (and voted “no” to them).
- One person expressed concern about maintenance of planting strips (and voted “maybe” for them).
- Two people pointed out that there are currently no lampposts to put banners on (but both voted “yes”).
- Patrick pointed out that the main goal here is to calm or discourage traffic, especially on White Street.

Interpretations:

- Ideas with the highest approval (based on “yes” responses) are: median refuge islands, a neighborhood welcome sign, colored/patterned crosswalks, lamppost banners, and public art.
- No ideas had majority “no” answers. The most “no” answers for a given idea were 3 (of 11 responses), and these were for painted streets and mini roundabouts.



Median:



Suggestion lanes:



Painted streets:



Pedestrian refuge island:



Pinch point:



Tighten curb radii:



Fun crosswalks:



Welcome sign:



Banners:



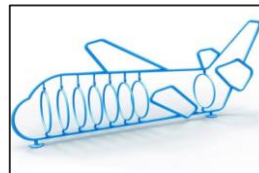
Mini roundabouts:



Planted strips:



Fun bike racks:



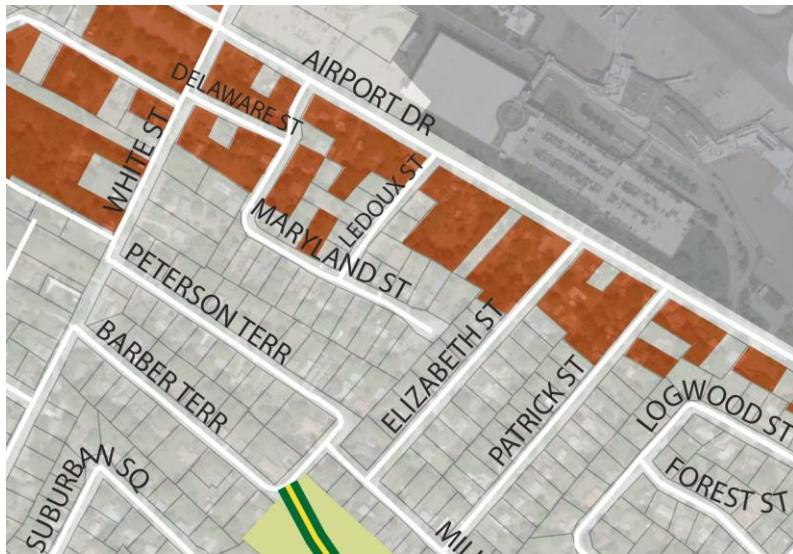
Art:



AIRPORT DRIVE IMPROVEMENTS

Short term (Airport Drive not reconstructed)

- Option 1: White St and Delaware St open; all others closed
- Option 2: White St, Delaware St, and **Elizabeth St open**
- Option 3: White St, Delaware St, and **Patrick St open**
- Option 4: White St and Delaware St open, **Elizabeth St and Patrick St one-way pair**
- Option 5: White St and Delaware St open, **Elizabeth St and Patrick St loop**
- Option 6: White St and Delaware St open, **Elizabeth St and Patrick St loop with joint connection to Airport Dr**



Comments:

Two respondents pointed out that the decision should be based on the opinions of residents of this area.

Two respondents supported the idea of trials.

Patrick would “like to make it easy for the neighborhood to get out to their arterials. Also, slow/calm traffic on White St with mini roundabouts, pinch points, etc.”

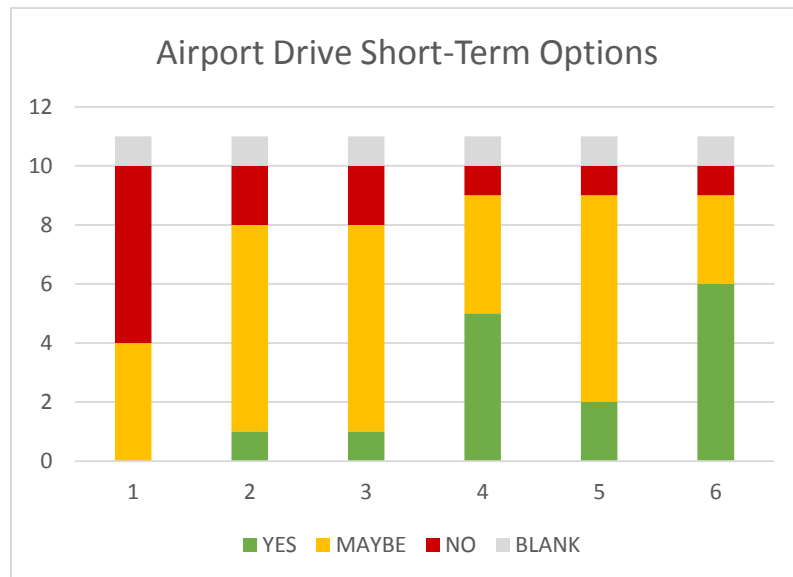
One respondent said that White Street should remain open (but based on spoken comments at the meeting, this is a common opinion).

Interpretation:

“Maybes” were very common answers.

The majority of respondents said “no” to Option 1, and no one said “yes” to it.

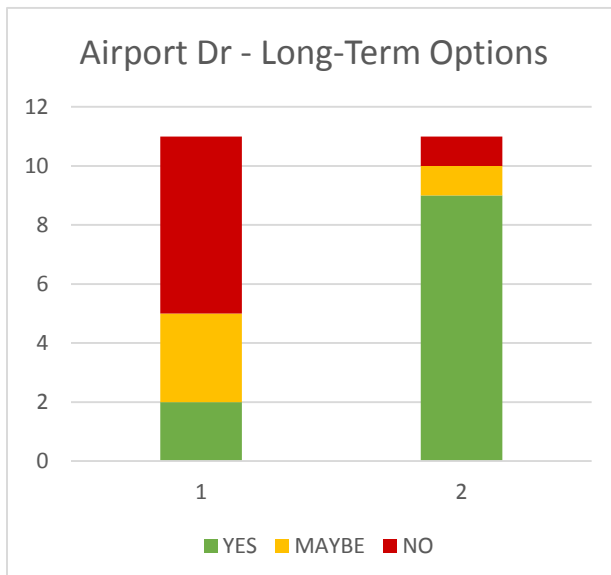
Two options with uncommonly high amounts of “yes” answers (about half of respondents) were



options 4 and 6. Based on this, it seems that people want less traffic on Elizabeth and Patrick Streets, but that these streets should not be completely closed to Airport Dr.

Long-term (Airport Drive reconstructed)

- Option 1, 2009 Re-Use Plan: White St closed (connects to Maryland St). Elizabeth St and Patrick St loop.
- Option 2: **White St open** (connects to new Airport Dr). Elizabeth St and Patrick St loop



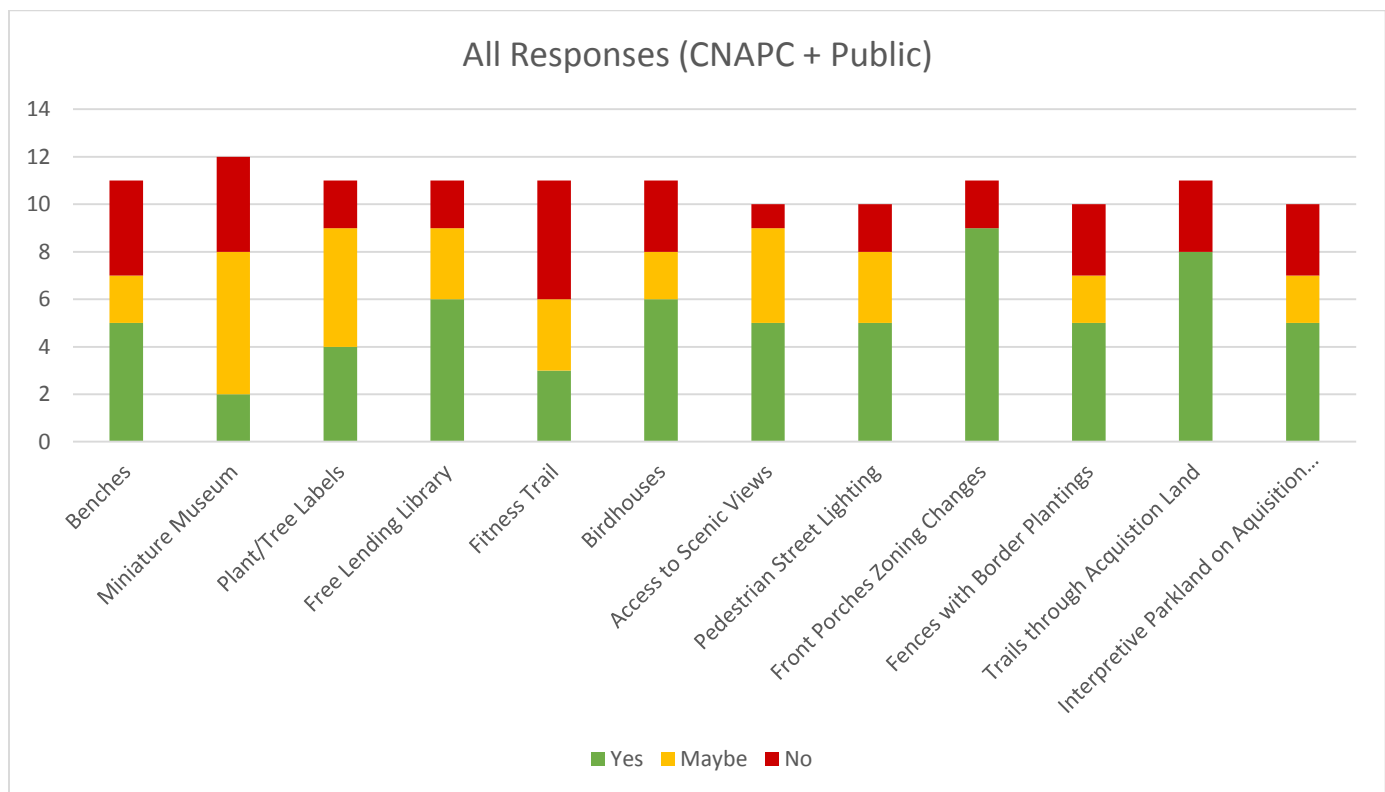
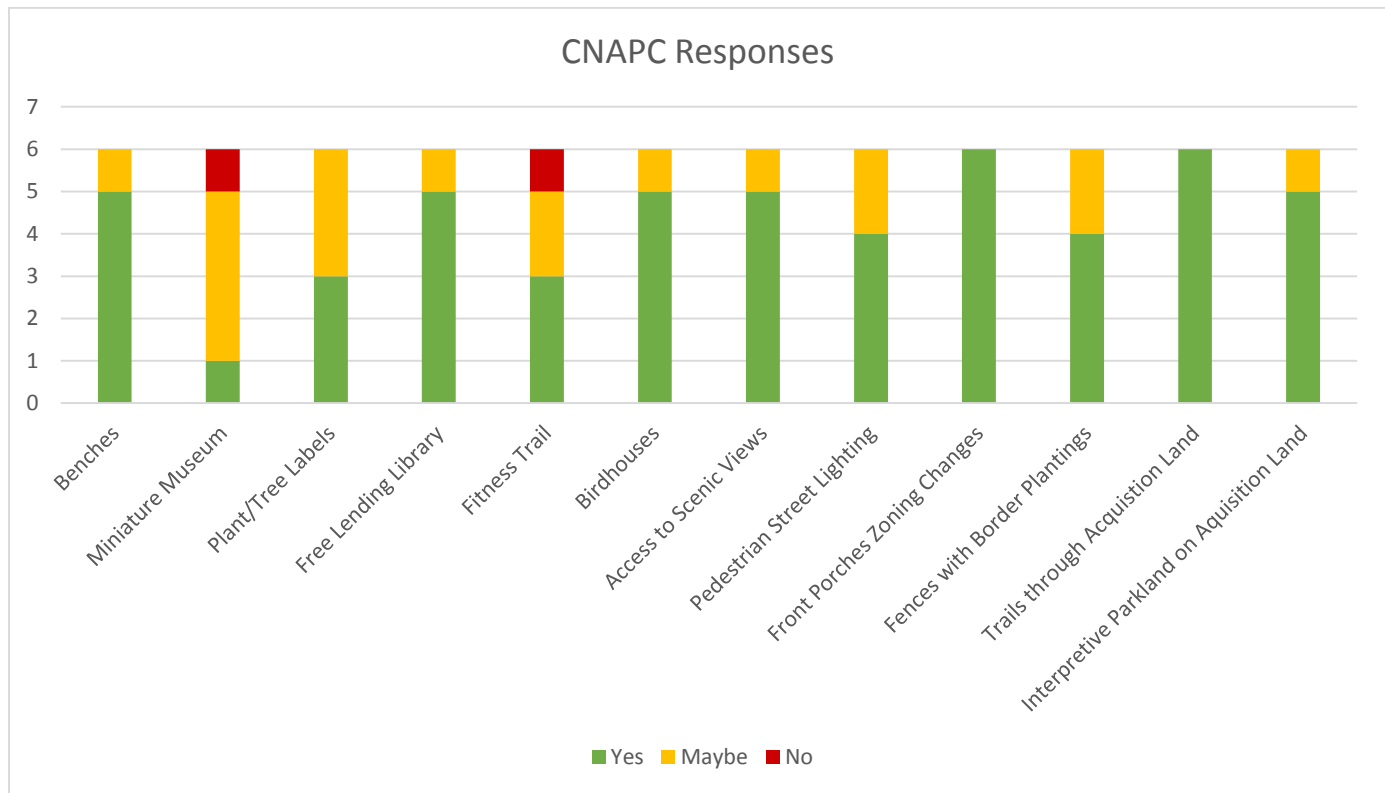
Comments:

The same respondents who said that White Street should remain open and that traffic calming is important on White Street repeated these opinions here.

Interpretation:

Based on the worksheet responses and what CNAPC members said at the meeting, it seems that Option 2 is preferred because White Street stays open.

Summary of Civic Improvement Worksheet Reponses from CNAPC Meeting #12 (March 16, 2016)



Summary of Worksheet Responses from CNAPC Meeting #13 (April 13, 2016) - Transportation Improvements

CNAPC Responses (6)

Improvement	Location	Cost Estimate		Funding Source	Approval Score	Priority	Implementation	Yes, No, or Maybe?	If "No" or "Maybe", Why? (and any other notes)
		Low	High						
Crosswalk	White St @ Airport Pkwy	\$1k	\$3k	Vtrans TA	82%	High	Short Term	100%	
Crosswalk	Patchen Rd	\$4k	\$6k	Vtrans TA	82%	High	Short Term	83%	
On-Road Bike Lanes	White St	\$5k	\$10k	Vtrans TA	95%	High	Short Term	92%	
	Patchen Rd	\$4k	\$9k					100%	
	Airport Drive	\$4k	\$8k					100%	
	Airport Pkwy	\$2k	\$5k					100%	
Bike Lanes / Suggestion Lanes	Hanover St / Richard Ter	\$3k	\$5k	Vtrans TA	95% / 59%	High	Short Term	58%	Streets already narrow; already bike-friendly
One-Way Streets	Elizabeth / Patrick	\$0	\$1k	Local	64%	Medium	Short Term	58%	Ask residents
Overland Paths	TBD	Typical: \$2k With Bridge: \$50k	Typical: \$5k With Bridge: \$100k	Local	86%	Medium	Medium Term	67%	
Crosswalk with Median	Williston Rd "C"	\$10k	\$20k	Vtrans TA		Medium	Medium Term	67%	
Pedestrian Refuge Island	Airport Pkwy/Kirby Rd	\$8k	\$10k	Local	91%	Medium	Medium Term	75%	
Whimsical Crosswalks	TBD	\$5k	\$10k	Local	82%	Medium	Medium Term	58%	Make sure not slippery when wet
Curb Radii Reduction	White / Cottage Grove	\$10k	\$12k	Local	77%	Medium	Medium Term	67%	
Sidewalk	White St	\$400k	\$650k	Vtrans TA	68%	Medium	Medium Term	67%	
Medians	Victory Dr	\$8k ea	\$10k ea	Local	68%	TBD	Medium Term	8%	Unnecessary
Pinch Points	Victory Dr	\$10k ea	\$14k ea	Local	64%	TBD	Medium Term	8%	Unnecessary
Joint Connection	Elizabeth or Patrick	\$100k	\$150k	RPC-TIP	68%	Low	Long Term	58%	Ask residents. Doesn't seem popular among CNAPC
Realignment	Airport Drive	\$12M	\$20M	RPC-TIP		Medium	Long Term	100%	Increase priority?
Protected Bike Lanes	White St, Patchen Rd	TBD	TBD	Vtrans TA	80%	Low	Long Term	100%	Increase priority?

**Final Report on Public Involvement
Chamberlin Neighborhood Project, South Burlington, Vermont**

Attachments

Public Meetings

(Flyer, Postcard, Agenda, Notes, Meeting Evaluations, Media Clips)

- Public Meeting #1: May 27, 2015
- Public Meeting #2: April 28, 2016
- Public Meeting #3: June 7, 2016

Public Comments



Chamberlin Neighborhood Project

Shaping Your Community's Future



Wednesday, May 27th, 6:30-9:00PM

Chamberlin School, White Street

**What's the future of the Chamberlin
Neighborhood? Come share your
hopes and dreams with us!**

FREE Lasagna Dinner and Childcare
www.ccrpcvt.org/chamberlin

The Study is funded by the Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC and the City will ensure that public meeting sites are accessible to people with disabilities. Requests for free interpretive or translation services, assistive devices, or other accommodations should be made to Emma Long, CCRPC Title VI Coord., at 802-846-4490 ext.21 (711 for Telecommunications Relay Services), or elong@ccrpcvt.org, at least 72 hours in advance.



Chamberlin Neighborhood Community Meeting
Wednesday, May 27, 2015, 6:30PM
Chamberlin School, White Street, South Burlington
www.ccrpcvt.org/chamberlin

- 1) Welcome (6:30)** Paul Conner, Director of Planning & Zoning
- 2) Introduction to the Chamberlin Neighborhood Planning Project (6:35-7:00)**
Carole Schlessinger, Crosby | Schlessinger | Smallridge; Bob Chamberlin, RSG;
Gene Richards, Burlington International Airport
- 3) Small Group Work (7:00-8:30)**
Each table will address four themes:
 - A) What's In & Around Our Neighborhood: Land Use and Open Spaces
 - B) Urban Form: Physical Character & Landmarks
 - C) Mobility: Walking, Biking, Driving, Transit
 - D) Airport Master Plan
- 4) Report Back from Small Group Work (8:30-8:55)**
- 5) Thank you, Next Steps, and Adjourn (8:55-9:00)**

A special thanks to the South Burlington Parks and Recreation Department for arranging childcare and to Marco's Pizza for providing an affordable dinner.

Chamberlin Neighborhood Airport Planning Committee (CNAPC) Members

Linda Brakel
Patrick Clemins
Marc Companion
Tracey Harrington
Lisa LaRock
George Maille
Pat Nowak
Kim Robison
Walden Rooney
Carmine Sargent
Karsten Schlenter
Greg Severance
John Simson

Chamberlin Neighborhood Study Contacts

Lee Krohn, CCRPC Project Manager
802-733-7788 / lkrohn@ccrpcvt.org

Bob Chamberlin, Senior Director, RSG
802-861-0516 / robert.chamberlin@rsginc.com

5/26/15



South Burlington Chamberlin Neighborhood Airport Area Transportation-Land Use Study Community Meeting #1 Meeting Notes

DATE: Wednesday, May 27, 2015
TIME: 6:30-9:00 PM
PLACE: Chamberlin School, White Street, South Burlington
PRESENT: Please see end of document

Paul Conner, Director of Planning & Zoning for South Burlington, welcomed everyone and provided a brief overview of the Chamberlin Neighborhood Airport Area Transportation-Land Use Study. A presentation was made by Bob Chamberlin of RSG, Carole Schlessinger and Skip Smallridge of Crosby | Schlessinger | Smallridge, and Gene Richards of the Burlington International Airport. The presentation highlighted the study's goals and objectives, existing and future land use, zoning, historic resources, development patterns, transportation facilities, and the airport's vision. The presentation also included discussion of the study process, outreach, and schedule. The presentation is available at: <http://www.ccrpcvt.org/transportation/corridors/chamberlin/public/>

After the presentation, participants worked in small groups to answer the following questions:

- 1. What Are Your Positive Visions for Your Neighborhood?**
- 2. What's In & Around Our Neighborhood:** What types of uses and amenities would you like to see in your neighborhood?
- 3. Urban Form: Physical Character & Landmarks:** What are sightlines, landmarks, architectural characteristics, streetscape characteristics that are important to protect and/or create?
- 4. Mobility In and Around the Neighborhood:** How can we be sure everyone can get where they want and need to go safely using all modes of transportation?
- 5. Airport Master Plan:** Are there elements of the Airport's Master Plan that can benefit the Chamberlin neighborhood? Are there elements that are missing, that you'd like to see? What are the best ways for the neighborhood to interface with the Airport?

Facilitator: Corey Mack

- 1. Positive Visions for Your Neighborhood:** Affordability, good schools!, neighborhood, like to watch aircraft.
- 2. What's In/Around Our Neighborhood:** Open space, dog park! (limited lease?). What to do with the houses that are bought out? Pocket park?
- 3. Urban Form:** Stores in walking distance or other services, streetscape, sidewalks/bike lanes (judiciously, not necessarily all roads). Civic space for public use to enhance the culture, repurpose the school? Something to block backyards (screening) as homes come down – fencing, flowering shrubs like Burlington waterfront. It would be nice to remove airport traffic from neighborhoods. Traffic pressures from Essex Junction (Lime Kiln Road) and Williston. Appreciation of the small neighborhood feel, but recognize the development pressures that come with change and airport expansion.
- 4. Mobility:** Keep busses in our neighborhood – maybe smaller? Bike lanes, bikepaths, sidewalks, not necessarily on all roads, but on the more busy roads. Pedestrian connections between streets that are otherwise cut off.

5. Airport Master Plan: Interesting opportunity with planned hotel and off ramp (14N). Would work well with rezoning or form-based code along corridors. It doesn't have to be big/ugly /industrial, could be integrated and provide services to airport visitors (hotel, restaurant, etc.). What about 12B? When the houses come down, what happens to the noise; will it travel further? Street lights, particularly where houses are being removed. Reduce through traffic and speed. Lines on main roads with bike lanes, narrow lanes to slow traffic. "Gateway" neighborhood within neighborhood and maintain identity.

What We Don't Want to See: Nightclub, something incompatible with our neighborhood. Is BJ's moving in near Williston Road?

What We Do Want: Multi-use civic space, network of paths through/near open space.

Key Issues: Traffic. Reduce cut-through traffic volume and speed; provide more opportunity for bus/walk/bike. Make the neighborhood less conducive to through travel.

Facilitator: Skip Smallridge

- When F-35 comes will homes still be in residential zoning or will noise zone eliminate more homes? No rezoning no more loss of homes.
- Widen Airport Drive – multi-lanes both ways, trees and wide sidewalks with landscaping on both sides.
- 14N – new interchange directly to 89 from Airport Drive to alleviate traffic on Williston Road.
- Open up Picard Circle to make a new entrance to expanded dog park.
- Sidewalk around Chamberlin School
- Bus stops – shelters with benches.

Facilitator: Paul Conner

1. Positive Visions for Your Neighborhood: Marshy creek just to west, Patchen Road major walking area, lots of chances to meet people. Some dangerous places. Speeding. Missing sidewalks. Lots of trees. Difficult to cross Patchen to Jaycee. Mid block crosswalks not all working. School centrally located. Park near Williston Road- beautiful; not known. Very few crosswalks on Williston Road.

2. What's In/Around Our Neighborhood: Smaller neighborhoods, fewer cars, cute homes. Very different feel from Hayden; more together, more homey vs. "put together," more community. Side item – Ruth/Heath a cut through.

3. Urban Form: Airport Parkway sidewalks on both sides. Bus shelters. Increase parking at Jaycee. Would really like to keep neighborhood.

4. Mobility: Worried about worst case of corporate buildings@ 65 area. But, some buffer buildings OK – a balance. Green space, pool, community center. Balance. Trails, community gardens, cookout. Like idea of straightening road; returns Airport Parkway to neighborhood. Safety on 116. Protect and enhance. CCTA access. Access and safety for bikes/peds in and around neighborhood to parks, streets, other areas. Move Patchen/Airport Parkway/White back to being neighborhood streets. Airport Road and White Street = stoptional.

Facilitator: Carole Schlessinger

1. Likes/Dislikes/General Thoughts: Positives: Residential and no stores/shops in middle of neighborhood, quiet streets, expand Airport Drive to Airport Parkway, Chamberlin School (i.e. Neighborhood school). **Negatives:** Growth of Airport Parkway and White Street, uncertainty in future plans for neighborhood.

Long-Term Vision: Residential neighborhood (including Chamberlin School), no more airport purchase of land/no more buy-backs, less noise, linkage of neighborhood to City Center, keep Chamberlin School as a community asset (community center, etc.).

2. What's In/Around Our Neighborhood: Commercial properties on Williston Road are close enough, don't need more or smaller versions in neighborhood. Concerns about potential zoning along Airport Road/Parkway – no commercial, preference is open space. No desire for additional roads. Pedestrian cut throughs. More park space. More social space – future of Chamberlin School? Pre-school, teen center, senior activities, etc. Some higher density residential (townhouses along Williston Road would be okay).

3. Urban Form: Sidewalks NOT an issue, save for routes to school for kids. Moon rising down White Street. Dog park further away from Airport security fence. Evergreens/cedars/lilacs to landscape airport land. Keep commercial buildings used and maintained (prevent eyesores). Mix of developed and undeveloped open space. Hockey/Hockey rink (outdoor). Observation/picnic area for watching planes take off and land.

4. Mobility: Too much traffic on White Street – it really divides the neighborhood – especially commercial shipping/trucks. Traffic calming like flashing speed limit signs. Parallel street to Williston Road to ease traffic on Williston. Bike path extending from White Street to Patchen to Dorset. Shelters for public transit. More dead end streets at Airport Drive NOT a bad thing (Patrick and Elizabeth).

5. Airport Master Plan: Airport Drive extension to Airport Parkway!!! More certainty and follow-through on plans. Continue improved public outreach from airport. Turn unused roads on airport property into open space.

Summary: Keep neighborhood residential. Connect Airport Drive to Airport Parkway. Decrease traffic on White Street. Streets for land deal? Continue recently improved community-Airport dialogue. Bike path connectivity off of Williston (White Street connector). School/community center and park space. Connectivity to City Center.

Facilitator: Charlie Baker/Christine Forde

1. Positive Visions for Your Neighborhood: Residential is affordable – more owners, less rentals. Parks. Safe walkability – sidewalks need to be improved, winter is really bad, better plowing. Noiseland – open park land. Less commercial traffic through/in neighborhood. Disconnect residential streets from Airport Parkway. Natural noise buffers.

2. What's In/Around Our Neighborhood: Don't need corner store. Dog park plus more park there. Park land. Like school here. Noise mitigation with landscaping and house sound mitigation. Walking paths, bike path/trails to connect to existing. School community center. Continue sidewalk down Patchen.

3. Urban Form: Keep small houses with big backyards. Minimize subdivision of existing. Lights shine on houses. Better street lighting. Traffic calming. Not have White Street be a through street.

4. Mobility: Bike routes (Kennedy to Chamberlin). Sidewalks passable in winter. Bike lanes. Transit route improvements and link to St. Mike's. Reduce parking on lawns. Bike/ped. connection to Holiday Inn/Williston from Kirby.

5. Airport Master Plan: Mulch might be killing trees in front of airport (too much mounding). 14N would help. Looping of residential streets would be good. 12B would help. Look at neighborhood connection to Airport Parkway-Essex if connected to minimize through traffic. Preserve view from White Street over airport. Potential of buildings as noise mitigation. Move taxiway east away from neighborhood. Noise mitigation. Why do helicopters fly in/out so low over neighborhood?

Facilitator: Bob Chamberlin

1. Positive Visions for Your Neighborhood: Home values increasing. Keep the single family home spirit. Feels like “urban renewal” on Patrick Street – safety issue on Airport Drive. Minimize through traffic (traffic engineering study) on Gilbert Street (used to be a dead end). GPS is evil. Meaningful NOISE mitigation. Ground run-up enclosures = GREs. Walkability – repair what we’ve got instead of building new, paths, winter maintenance.

2. What’s In/Around Our Neighborhood: Parks, garden plots, and open space. Small scale shops, retail, well maybe not... Meaningful sound mitigation, open space nice but no sound mitigation. More cul de sacs (sacre bleu!). Can we get better access to the open space? How about a sign showing where the park is? Streetlights (LED).

3. Urban Form: Big trees. Vistas of Mt. Mansfield – no utility poles. Front gardens. Curbs. Can we use the ROW differently on White Street? Front yards with porches (unanimous) – City landlords no porch (removable porches – loophole in the land use regulations). Identity = eg. Sign for Mayfair Park.

4. Mobility: Maintain the sidewalks – no new ones. Better signs into and out of the airport. Do we really need to charge for very short term parking? Better signs to the cell phone lot. Expand Airport Drive to 3 or 4 lanes. Get airport traffic off of White Street. Poor visibility on White Street. Weird and unsafe White/Airport Drive intersection. Gene loves biking. Safer biking on Williston Road.

5. Airport Master Plan: We like the airport’s parkway idea, but the details... How about a big old fence for noise? Auto Noise Report System (ANRS) in the 2006 NCP.

Facilitator: David Grover

1. Positive Visions for Your Neighborhood and 2. What’s In/Around Our Neighborhood:

Watching planes take off at the dog park. Neighbors – very social, everyone knows each other, friendly atmosphere. Walking. Accessible to downtown/Interstate. Grocery store, post office in walking distance. Close to future City Center. Bus transportation is accessible. Relatively safe in terms of crime – could use more street lights. Walk to airport. Nice big trees, established, small Vermont feel. Big back yards and gardens. Wildlife in the ravines, open space, paths. A sense of home after being here a while. Becoming a more diverse neighborhood in age and ethnicity.

3. Urban Form: Size of front yards – don’t have telephone poles, don’t need more sidewalk/curbing. Most streets are walkable. Some streets have open streets (few cars parked). With more renters there are more people parking on street – dangerous and changes the character of the neighborhood. BIA employees sometimes park on street. Would like parking for residents only. Airport patrons park on street – unwelcome. Scale of neighborhood (lot size, house size, etc.)

4. Mobility: Access of major regional arteries (15, 7, 2, I-89). Patchen Road near Grove Street development, is too restricted for neighborhood traffic – worried about SD Ireland development traffic. Would like to see a cut through to Airport Drive to Airport Parkway to connect them so people don’t have to use roads through neighborhoods. Good sidewalk on Patchen & Williston, plowed regularly. Bike lanes on Williston Road aren’t used – bikes on sidewalks. Pedestrian crossings on Williston are very dangerous. Can’t take a left out of Mills on to Williston – a light would fix this problem. U-turn at Elizabeth and Patrick will cause more traffic on Peterson, etc. Planners put people on Williston Road to airport, causes two problems: all of these people end up in the neighborhood and very difficult to turn onto Williston Road. Routing traffic from I-89 to Kennedy instead of Williston would help. There’s a bigger issue where the area is too congested at peak times, cant’ get out of neighborhood; need to circumvent this traffic somehow. Williston Road back to 4 lanes so that people will take Williston Road (some disagreement).

5. Airport Master Plan: Keep it green, keep trees, bushes, etc. Bring in community activities like a farmers' market and arts. Keep it natural, not landscaped. Consider a wildlife corridor to direct animals around airport. Skeptical that a noise wall will mitigate noise from planes above. Bike paths/walking paths in this area similar to what is in front of airport now. Airport does a good job maintaining property and paths – keep it up! Hate to see this school close if the F35 comes in. Parking garage already took the view of the mountains. Do not want a hotel in the area of the housing. Route traffic to Kennedy Drive from Whale's Tails on I-89. Can smell jet fuel in the right wind.

Take Away: Keep the character of the neighborhood the way it is – just the right size, friendly neighbors, safe, bikeable, walkable, needs street lights. Problems from airport patrons and employees. Remove all through traffic. Keep integrity of the neighborhood by reducing cut through traffic, keep it walkabout and bikeable, keep the natural feel of BIA acquired land – keep the trees, bring in community activities (farmers' market), and provide walk/bike paths.

Facilitator: Cathyann Larose

1. Wish List: Nice space (park/garden) when you leave airport – welcoming features (fountain). Garden spaces throughout neighborhood (community gardens), pedestrian connections between different parts of the neighborhood (easements?). Reduce the number of streets that connect to Williston Road (ex. Elizabeth, Patrick Streets) – dead end streets. Benches in parks. Sidewalks.

Issues to Solve: Traffic on White Street (check GPS directions?). Commuters frustrated by Williston Road backups at PM rush hour. Parking on Elizabeth Street – employees, pickups, travelers – correct signage/policy. Keep old tree growth. Lighting on streets is dim and not safe. Sidewalks, difficult accessibility. Connections to Jaycee. Multi-age parks, pocket parks, don't need to be large and overly programmed. Red light near school.

Character: Must keep welcoming, family friendly, quiet, limited traffic, maturity of landscaping, convenient, mixed demographics. Like corner stores. Land use – like bordering commercial. Access to Kinney Drug/south side of Williston Road. Would like neighborhood to be large and cohesive, currently street-based. Bus shelters on Williston Road and White Street. Airport Road has too much parking on road.

Communications with Airport: Currently 8 out of 10, was 0. Use Front Porch Forum. House demolition plan communications was 10 out of 10! Excellent. "Community-driven" community outreach/initiative is important and it works. Keep it up! Remember that not all residents use computers.

Participants

Rick	Brown
Marie	Friedman
Amanda	Hanaway-Corrente
Erin	Knapp
Nic	Longo
Patrick	Clemins
Marc	Companion
Bill	Keogh
George	Maille
Pat	Nowak
Carmine	Sargent
Karsten	Schlenter
Tracey	Harrington
Elizabeth	Allen
Jordan	Armstrong
Dave	Auer
Linda	Bailey
Liz	Bossi
Walt	Bourdieu
Eileen	Bouvier
Bob	Bouvier
Lucy	Boyajian
R	Brice
Collie	Chambers
Jean	Chaulot
Judy	Cohen
Meg	Collins
LouRhea	Dattilio
Eva	Diner
Leo	Duncan

Lonnie	Edson
Meaghan	Emery
Megan	Goyet
Anna	Johnston
Kim	Lane
Loretta & Steve	Marriott
Kit	Mercure
Randy & Patty	Miller
Kathy	Murphy
Amanda	Northrop
Bob	Nowak
Kara	Paige
Emily	Porter
Dave	Robinson
Walden	Rooney
Janice	Schwartz
Ephram	Schwartz
Joanne	Seguin
Chris	Shaw
Gary	Shepard
Catherine	Sicard
Barbara	Sirvis
John & Eleanor	Slattery
Margaret	Sunderland
Maida	Townsend
Bernie	Paquette
Paulie & Gordon	Lawrence
Clayton & Gail	Holmes
Chuck & Pam	Opferman

Facilitators

Charlie Baker, CCRPC
Bob Chamberlin, RSG
Paul Conner, City of South Burlington
Christine Forde, CCRPC
David Grover, RSG
Lee Krohn, CCRPC
Cathyaann LaRose, City of South Burlington
Corey Mack, RSG
Diane Meyerhoff, Third Sector Associates (Logistics)
Carole Schlessinger, Crosby | Schlessinger | Smallridge
Skip Smallridge, Crosby | Schlessinger | Smallridge

South Burlington Chamberlin Neighborhood Community Meeting #1 - Chamberlin School
Wednesday, May 27, 2015, 6:30-9:00 PM
8 Responses Received

1. How did you hear about the Meeting? (check all that apply)

a) Email from Friend/Colleague	1	g) Mailed Flyer	1
b) Email from Sponsors	1	h) Posted Flyer	
c) Email from Other		i) Burlington Free Press	1
d) The Other Paper	6	j) Seven Days	
e) City/CCRPC Website		k) Television	
f) Front Porch Forum	1	l) Other: CNAPC Member: 1; Neighbor: 1	

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome & Presentation		2	5			
Small Group Work	2	4	1			
Wrap-up	1	3	1			
Physical facilities for this event		3	4			
Amount of time allowed for input		4	3			
Overall value of this event to you	1	4	3			

Comments:

- Thank you – Made things clearer and good collaboration!
- Useful discussion
- Having small group discussions with a facilitator was great!
- Good idea to gather together area residents – well organized and executed!

3. Anything else you'd like to share with us?

- North end of Patchen Road goes to severely constricted streets in Burlington. Has already passed reasonable capacity.
- Reroute Airport traffic. Interstate exchange (new) at Whales Tails, north to Kennedy, up to Kennedy, to Airport. Full exchange for truck traffic.
- Make wildlife corridor landscaping along new road on west side of airport (with bike path and sidewalks and widened road).
- Scrap 12N idea for interstate exchange.
- Don't over plan the area where houses are removed – leave trees, flowering bushes, everything that blocks noise. Add paths, community gardens. Address new traffic routes between Williston Road and Route 15, Patchen Road and Colchester Ave.
- Please keep our neighborhood zoned residential.
- Would like to know what revenues via taxes South Burlington accrued and lost because of bought out residents. Also there is no way to mitigate noise – let's be realistic. Clearly homes and businesses in SB and surrounding communities are in "noise swath" on ground and in air!

Chamberlin Neighborhood Project – Community Meeting Comment Form
May 27, 2015, 6:30PM, Chamberlin School

Topic: What's In & Around Our Neighborhood - Land Use and Open Spaces

- Continuation of dog park. Keep a good balance with open space.

Topic: Urban Form - Physical Character & Landmarks

- Small mom & pop store, possible civic center/community center, screen backyards with flowering shrubs. Move traffic away from residential area.
- The change in Williston Road for bikes between Hinesburg Road/Kennedy Drive. Can we have it voted on to change it back?

Topic: Mobility - Walking, Biking, Driving, Transit

- Bike lanes on through network; continuation of city bus – maybe smaller; pathways between dead ends – so as to not have to walk all the way around the street, better line markings on main streets.

Topic: Airport Master Plan

- Hotel @ airport; possible restaurants; aesthetically pleasing, coordination with City Center; 12B and 14N exits, network of paths for walking; extra lighting along streets.
- As long as a through way is built to take the traffic away from the neighborhood it would help to keep our homes quiet and safe.

Municipal Matters

Planning Commission Reports

Staff recommended the planning commission go to the location and policy. Louisos suggests the city arborist join site visit. (3) Quest will submit a sustainable Agriculture quarterly report at the meeting.

Amendments to the Zoning Regulations, Draft City Center Form and review possible Center Official Map

A list of the proposed amendments. Commissioners discussed the secondary street would be in the Based Code regulatory streets could be 70 percent building and find other ways of standards. Commissioners at the following streets primary streets: Market, Conner from Market to the south, the street off Garden, and the street parallel to Dorset Street. Commissioners also discussed secondary streets, noting that San Remo is a secondary street. Commissioners also talked about the secondary street. Conner said

that staff will meet with architects and designers to review how the goals of the T-4 could be met with not having all the standards.

Commissioners then discussed rooftop requirements. In the regulations, it notes that "solar ready is encouraged." Commissioners were all in agreement with making sustainability a requirement, and solar ready roofs are one renewable option of doing so. Gagnon suggested expanding the sustainability options to include others, such as rooftop gardens, LEED platinum rating, stormwater treatment, or even paying into a fund. Conner said he would provide an outline of the options at the next meeting.

Commissioners then adjourned the special meeting and met with city council for a joint meeting.

Meeting adjourned at 6:50 p.m.

Members present: Chair Jessica Louisos, Vice Chair Tracey Harrington, Ted Riehle, Barbara Benton, Sophie Quest, and Bernie Gagnon. Staff present: Director of Planning and Zoning Paul Conner. Others present: Councilor Tom Chittenden and Sandy Dooley.

Planning Commission Regular Meeting

City Hall, second floor
Tuesday, May 12, 7-9:42 p.m.

There were no additions, deletions or changes in order of agenda items. There were no comments from the public unrelated to the agenda.

Planning Commissioner announcements and staff report

Gagnon announced that the airport demolition project has completed Picard Circle and the south end of Dumont Ave. There are bids going on for two additional contractors and the recommendations for contractors will go before the city council on May 18. Harrington announced that she went to one of the branding meetings. Louisos will enforce the meeting guidelines by ensuring members of the public raise their hands before being called upon. Louisos also announced that she and Conner attended the school board meeting the previous week and provided a presentation on

zoning and school district properties. Staff report: The Chamberlin Airport Neighborhood Committee will have an outreach meeting on May 27 at 6:30, and the committee will meet beforehand on May 20 at 7 p.m. in the Green Mountain Room (City Hall, second floor).

Initial consideration of zoning change request to increase lot coverage in the C-1, C-1 Auto, and C-2 Zoning Districts

Joe Weith of White + Burke, also former director of South Burlington Planning and Zoning, explained to commissioners that on behalf of property owner Bill Shearer, they recommend a maximum total lot coverage in these districts to be increased to 90 percent from the current 70 percent. Weith said this change promotes the stated purpose in the LDRs. Shearer's specific purpose for the recommendation is the need for more parking spaces due to demand from the automob-

PLANNING COMMISSION

CONTINUED ON PAGE 19

OPPORTUNITIES City of South Burlington

The City of South Burlington is seeking applicants for openings in city boards, commissions and committees:

(one & two 2-years remaining on 3-year terms) Advises City Council on zoning and development as required. Meets as necessary.

(one & one 2-year term) Develops standards for design of the Planning Commission; advises Development Review Board on zoning and development once a month.

(one & one 4-year term) Reviews and makes recommendations on commercial and residential property. Meets on zoning and development more often.

(one 2-years remaining on a 3-year) Assists the City in energy, affordable energy and lessen our reliance on fossil fuels on a month; occasionally more often with working groups. Works closely with Library Director to develop goals and strategies and addressing community needs during period of one month and serves on subcommittees.



**Chamberlin Neighborhood
Shaping Your
Community's
Future**



**Wednesday, May 27th, 6:30PM
Chamberlin School, White Street**

**What's the future of the
Chamberlin Neighborhood?
Share your hopes and
dreams with us!**

FREE lasagna dinner and childcare

www.ccrpcvt.org/chamberlin

Hosted by the City of South Burlington and the Chittenden County Regional Planning Commission. Questions? Call Diane Meyerhoff at 865-1794.



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Residents share ideas about the future of the Chamberlin neighborhood. Photo Credit: Lee Krohn/CCRPC.

Chamberlin Neighborhood Project Explores Future Use

Home » City » Chamberlin Neighborhood Project Explores Future Use

Thursday June 04, 2015

What's in store for the Chamberlin area neighborhood project?

In response to that question, residents filled the Chamberlin School gymnasium on May 27 for a community outreach meeting hosted by the City of South Burlington, the Chamberlin Neighborhood Airport Planning Committee (CNAPC) and its consultants.

This is the first of three community outreach meetings that will inform the work of the committee. The CNAPC will devise a report and recommendations for the South Burlington City Council and the South Burlington Planning Commission to review and process by February 2016. The report and recommendations will also be shared with the Mayor of Burlington, Burlington City Council and Burlington International Airport's Director of Aviation.

Bringing the Public Up-to-Speed

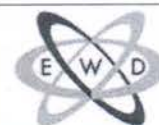
Before diving into small group discussions, the public received an introduction to the 15-members of the committee formed by the city council, the consultants approved by the Chittenden County Regional Planning Commission for the project, an overview of project objectives and important planning documents.

What are the CNAPC objectives? A brief summary:

- Strengthen the relationship between the Chamberlin neighborhood and the Burlington International Airport (BIA)
- facilitate development of a neighborhood land use/transportation plan
- identify multimodal transportation (for vehicles, pedestrians, and cyclists) connections/improvements
- Develop a vision for the neighborhood to help shape the re-use of Noise Land as described in the Part 150 Noise Land Inventory and Re-Use Plan (which is developed

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Consultants Bob Chamberlin of Resource Systems Group, Inc, Carole Schlessinger and Skip Smallridge of Crosby, Schlessinger and Smallridge, provided a brief overview of land use/zoning, historic resources, planned transportation improvements, and neighborhood layout. BIA Airport Director Gene Richards reviewed the 2030 Master Plan. In addition to the two aforementioned consultants, Birchline Planning, LLC., Third Sector Associates, and Hoyle Tanner Associates are the other approved consultants. All documents and project information can be found at www.ccrpcvt.org/chamberlin.

Brainstorming for the Future

After consolidating the audience members to eight full tables, the evening was broken down into four distinct discussion themes:

- What's in and around our neighborhood; land use and open spaces
- Urban Form: physical character and landmarks
- Mobility: walking, biking, driving, transit
- Airport Master Plan

Residents discussed what they already liked about the neighborhood and what could use improvement. Are there connections missing in the neighborhood? Could it be more accessible? What types of uses would residents like to see, or not see? Are there elements of the Airport's Master Plan that could benefit the neighborhood? What are the best ways for neighbors to interface with the airport?

Residents said rapport with neighbors is strong and they would like to keep it residential. Traffic, safety, more connectivity, use of open space for recreational or community-building use (i.e. pocket parks, community center) were noted as areas of opportunity. A representative at each table shared their groups' strongest points.

"The biggest thing that came up, if you had to say it in one sentence, is 'keep it residential,' and there was a lot of discussion of how to do that and what that means," Smallridge said.

"We'd like to make sure we can reduce the cut-through traffic within the neighborhood...and provide more opportunities for buses and sidewalks, bike paths, and roadways," one resident reported.

"The biggest theme was protecting and enhancing the neighborhood, and the specific one point was improving the access and safety for people in the neighborhood on foot and on bicycles and for those who have less mobility," Director of Planning and Zoning Paul Conner said.

"One of the frustrations we heard was that everyone knows everyone on their street but they can't get to the street behind them, so they may not know those neighbors, but they'd really like to," voiced City Planner Cathyann LaRose.

Resident Emily Porter said her group appreciated the neighborhood's residential feel and its affordability, but one suggestion was to "possibly extend the bike path from Kennedy [Dr.]. If we extend those roads all the way through, then, bettering the sidewalks and bike lanes on the rest of the road."

Meaghan Emery, resident and city councilor, said her group shared several of the same wishes, and they also had a question.

"The streets belong to the city, the land belongs to the airport in this home buyout program...if these streets were no longer used as streets, could the South Burlington-owned land be swapped for some of the airport-owned land?"

Calming and reducing traffic, keeping the natural feel of the area (keeping trees), continuing improved communication with the airport, and adding crosswalks across Williston Road were other pitched ideas.

"We are now going to enter into our work," Chamberlin said. "We are going to use this information to develop some concepts for the future and come back to you again in September where we'll have another meeting to present some ideas that you've helped create."

In addition to another upcoming community outreach meeting in the fall, there will be a final community outreach session, anticipated for January 2016, to present possible scenarios and an evaluation, including advantages and disadvantages of each scenario.

For residents, city, and the airport, the future looks bright, according to Gene Richard, director of aviation at the Burlington International Airport.

"We're heading in the right direction; it sounded very good to me," he said. "It's dialogue: I think any dialogue is good dialogue."

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Chamberlin Neighborhood Planning Begins

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Thursday April 16, 2015

The Chamberlin Neighborhood-Airport Planning Committee (CNAPC) held its first meeting at City Hall Wednesday, April 8, exactly one week prior to the start of the airport demolition project.

The committee consists of 15 members, a mix of neighbors from three affected regions of the neighborhood, a South Burlington Planning Commissioner, a South Burlington Airport Commissioner, a Burlington Airport Commissioner, two at-large community members appointed by city council, one city council/Burlington Mayoral appointment, and one school district appointed member.

The committee is charged with a handful of objectives which include strengthening the relationship between the Chamberlin neighborhood and the Burlington International Airport (BIA), strengthening the neighborhood, retaining affordability of housing, and devising a strategy that will weigh the needs of both parties. This vision includes a noise abatement strategy (such as guidance to the next Part 150 plan), a land use plan/development regulations within Quadrants 1 and 2, land use plan/development regulations within remainder of the Chamberlin area, a transportation plan for neighborhood and airport access, and a plan to improve parks, streetscape, and other public amenities.

The committee will collaborate with a project team, which consists of city staff (planning and zoning, public works, and city manager staff), airport staff, Burlington City staff, the Chittenden County Regional Planning Commission (CCRPC), a school district administrator, and the consultant team.

To kick off the first meeting, Lee Krohn, a CCRPC senior planner, asked committee members to introduce themselves and to identify what is most important to them in the study process.

Committee member Carmine Sargent, a resident in the neighborhood area 3 region, said her interest stemmed from talking with her neighbors and then speaking with the Burlington City Council, the Mayor of Burlington, and the BIA aviation director to talk about the neighborhood concerns.

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"We [neighbors] sort of developed an awareness with Burlington and the director of the airport and learned that they really wanted to rehab our neighborhood, not encroach on it. So I wanted to be on this to hold them to that truth," she said.

"I have kids in school--one at Chamberlin and one in middle school," said Greg Severance, a resident of neighborhood area 1. Airport Parkway is a main connection to his neighborhood. "Maintaining that corridor and sense of community is important to me...In addition to seeing it improved, I'd like to see potential pedestrian paths or bike paths from the Lime Kiln Bridge."

For Lisa LaRock of Valley Ridge Rd. (neighborhood area 2), traffic and overall safety is a main issue. Her 13-year-old son, who went to Chamberlin School, has friends in the area. "Once things start changing, I want to make sure that the safety is still there and that it maintains the neighborhood-feel."

After hearing from everyone, Bob Chamberlin of Resource Systems Group, Inc. provided a high-level overview of the study area, the City Comprehensive Plan and zoning in the study area, the Future Land Use map, the City Center/TIF, the Airport Vision 2030, Part 150 Noise Land Inventory and Re-Use Plan 2009, South Burlington Schools planning, and planned transportation improvements. The planned transportation improvements consist of the Airport Drive Extension to Airport Parkway, the Garden Street Study (White St./Midas Dr. intersection improvements), and the Williston Road Network Study--the latter of which will be presented at the April 14 Planning Commission meeting.

Airport Commissioner and South Burlington City Council Chair Pat Nowak said this process reminded her of the City and School Master Planning Task Force and encouraged committee members about its potential.

"To have that availability to show what could happen to an area has been a wonderful process that we've used," she said. "I think seeing the vision of what could take place with proper funding and collaboration--I think that will just go so far to help the residents to see that this is not devastation. This is opportunity," Nowak said.

In addition to the CNAPC meetings, all of which are open to the public, there will be three larger community outreach workshops. Committee members agreed on having an additional meeting before the first community outreach workshop projected for late May in order to appoint a committee chair and to review items for the workshop. The planning project outline states that the committee will meet every six weeks, but committee members said they were willing to increase the meeting frequency as necessary.

When the project reaches completion, the committee will create a report and provide their recommendations to the South Burlington City Council and the South Burlington Planning Commission to review and process by February 2016. The report and recommendations will also be shared with the Mayor of Burlington, Burlington City Council and the Director of Aviation at Burlington International Airport.

Steps toward the neighborhood-airport planning project began in December 2013, when South Burlington was awarded a \$17,000 Municipal Planning Grant by the Vermont Department of Housing and Community Development. The grant was to assist with the initial planning process focused on the future uses for the properties adjacent to the Burlington International Airport left vacant by the Federal Aviation Administration's (FAA) home buyout program. The City of South Burlington provided a \$4,500 match. Additionally, the project received funding from the Chittenden County Regional Planning Commission (CCRPC) with a \$150,000 grant.

Members: Neighborhood Area 1 residents: Walden Rooney and Greg Severance; Neighborhood Area 2 residents: Linda Brakel, Marc Companion, and Lisa LaRock; Neighborhood Area 3 residents: Carmine Sargent, George Maille, and Kim Robison; at-large community residents: John Simson and Patrick Clemens; South Burlington Planning Commission representative: Tracey Harrington; South Burlington District Appointee: Karsten Schlenter; Airport Commissioner: Bill Keogh; City of Burlington Appointee: Burlington City Councilor (North District) David Harnett.

Consultants approved by the CCRPC: Resource Systems Group, Inc.; Crosby, Schlessinger and Smallridge; Birchline Planning, LLC.; Third Sector Associates; Hoyle Tanner Associates

All information can be found on the CCRPC website, www.ccrpcvt.org/transportation/corridors/chamberlin.

SOURCE: Miranda Jonsword, Correspondent

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MAY 27 - JUNE 3, 2015

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activism

'THE NEW JIM CROW' BOOK DISCUSSION: Michelle Alexander's *The New Jim Crow: Mass Incarceration in the Age of Colorblindness* inspires a conversation about pressing social issues. Morse Block Deli, Barre, 7-8:30 p.m. \$5; preregister. Info, 476-0776.

community

CHAMBERLIN COMMUNITY LISTENING SESSION:

Neighbors chat about the Chamberlin Neighborhood Project over a lasagna dinner. Chamberlin School, South Burlington, 6:30-9 p.m. Free. Info, 865-1794.

MEN'S GROUP: A supportive environment encourages socializing and involvement in senior center activities. Montpelier Senior Activity Center, 10-11:30 a.m. Free. Info, 223-2518.

PEER SUPPORT CIRCLE: Participants converse freely in a confidential space without giving advice or solving problems. The Wellness Co-op, Burlington, 5-6 p.m. Free. Info, 777-8602.

conferences

VERMONT/NEW HAMPSHIRE MARKETING GROUP CONFERENCE: From customer service to social media, top industry speakers share their expertise with area professionals. See vtnhmg.org for details. The Woodstock Inn & Resort. \$50-449. Info, 457-2807.

crafts

KNITTERS & NEEDLEWORKERS: Crafters convene for creative fun. Burnham Memorial Library, Colchester, 6-8 p.m. Free. Info, 264-5660.

dance

AFROLATIN PARTY: Dancers ages 18 and up get down to the kizomba, kuduro and kompa with DsantosVT. Zen Lounge, Burlington, lesson, 7:15-8:15 p.m.; party, 8:15-10 p.m. \$6-12; free for party. Info, 227-2572.

DROP-IN HIP-HOP DANCE: Beginners are welcome at a groove session inspired by infectious beats. Swan Dojo, Burlington, 6-7:30 p.m. \$13. Info, 540-8300.

environment

ENERGY CO-OP OF VERMONT OPEN HOUSE: Pizza, anyone? Eco-minded folks nosh on slices while learning about the benefits of state-of-the-art heat pumps. Energy Co-op of Vermont, Colchester, 5:30-7 p.m. Free; preregister. Info, 860-4090.

etc.

TECH HELP WITH CLIF: Folks develop skill sets applicable to smartphones, tablets and more. Brownell Library, Essex Junction, 1-2 p.m. Free. Info, 878-6955.

film

'FREEDOM AND UNITY: THE VERMONT MOVIE: PART SIX': "People's Power" addresses contemporary tensions over energy, independence, the environment and the state's future. Bradford Public Library, 6:30 p.m. Free. Info, 222-4536.

food & drink

BARRE FARMERS MARKET: Crafters, bakers and farmers share their goods. Vermont Granite Museum, Barre, 3-7 p.m. Free. Info, 505-8437.

COFFEE TASTING: Sips of Counter Culture Coffee prompt side-by-side comparisons of different regional blends. Maglianero Café, Burlington, noon. Free. Info, 617-331-1276, corey@maglianero.com.

EDIBLE HISTORY TOUR: A two-mile stroll through Burlington takes foodies to local eateries, where they sample farm-fresh fare reflective of the culinary traditions of the city's early ethnic groups. ECHO Lake Aquarium and Science Center/Leahy Center for Lake Champlain, Burlington, 1 p.m. \$48; preregister. Info, 863-5966.

RUTLAND COUNTY FARMERS MARKET: Downtown strollers find high-quality produce, fresh-cut flowers and artisan crafts within arms' reach. Depot Park, Rutland, 2-6 p.m. Free. Info, 773-4813 or 753-7269.

games

DUNGEONS & DRAGONS NIGHT: Quick thinkers ages 14 and up rely on invented personas to face challenges and defeat enemies. Colchester Meeting House, 5:30-8 p.m. Free. Info, 264-5660.

health & fitness

BECOMING TOBACCO FREE: A treatment specialist offers structure and support to those looking to kick the habit. Burnham Memorial Library, Colchester, 11 a.m.-noon. Free; preregister. Info, 847-2278.

EATING WELL ON A BUDGET: A weekly workshop with Frances Fleming of UVM Extension highlights ways to save and get healthy. Community Room, Hunger Mountain Co-op, Montpelier, 5:30-7 p.m. Free; preregister. Info, 223-8000, ext. 202.

INSIGHT MEDITATION: Attendees deepen their understanding of Buddhist principles and practices. Wellspring Mental Health and Wellness Center, Hardwick, 5:30-7 p.m. Free. Info, 472-6694.



Chamberlin Neighborhood Project

Shaping Your Community's Future



Thursday, April 28, 2016, 7:00 – 9:00 PM
Chamberlin School, White Street

**Come share your feedback on potential
neighborhood improvement ideas!**

www.ccrpcvt.org

The Study is funded by the Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC and the City will ensure that public meeting sites are accessible to people with disabilities. Requests for free interpretive or translation services, assistive devices, or other accommodations should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. *21 (711 for Telecommunications Relay Services), or evaughn@ccrpcvt.org, at least 72 hours in advance.



Chamberlin Neighborhood Community Meeting #2

Thursday, April 28, 2016, 7:00PM

Chamberlin School, White Street, South Burlington

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/chamberlin-neighborhood-planning-project/>

- 1) Welcome (7:00) Paul Conner, Director of Planning & Zoning**
- 2) Introduction of CNAPC* Members and Comments from the Chair (7:10-7:25)**
- 3) Chamberlin Neighborhood Planning Project Strategies & Committee Concepts (7:25-7:45) Bob Chamberlin, RSG**
- 4) Poster Session – Feedback on Committee Concepts (7:45-8:45)**
- 5) Thank you, Next Steps, and Adjourn (8:45-9:00)**
Next Community Meeting: Tuesday, June 7, 2016, 7PM, Chamberlin School

*CNAPC: Chamberlin Neighborhood Airport Planning Committee

Chamberlin Neighborhood Airport Planning Committee (CNAPC) Members

Linda Brakel
Patrick Clemins
Marc Companion
Tracey Harrington
Lisa LaRock
George Maille
Pat Nowak
Kim Robison
Walden Rooney
Carmine Sargent, Chair
Karsten Schlenter
Greg Severance
John Simson

Chamberlin Neighborhood Study Contacts

Lee Krohn, CCRPC Project Manager
802-733-7788 / lkrohn@ccrpcvt.org

Bob Chamberlin, Senior Director, RSG
802-861-0516 / robert.chamberlin@rsginc.com

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APR. 27, 2016, 11:25 AM BY PRESS RELEASE LEAVE A COMMENT

News Release — South Burlington Chamberlin Neighborhood Project
April 26, 2016

Contact:

Diane Meyerhoff, Principal

Third Sector Associates

802.865.1794

diane@thirdsectorassociates.com

www.ccrpcvt.org

South Burlington Chamberlin Neighborhood Project Community Meeting
Chamberlin School Gym, White Street, South Burlington

Thursday, April 28, 2016, 7:00 – 9:00 PM

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/chamberlin-neighborhood-planning-project/>

Chamberlin Neighborhood Project, South Burlington

Shaping Your Community's Future

We want to your feedback! Join us on Thursday, April 28th, from 7:00-9:00PM at the Chamberlin School on White Street to talk about the future of the Chamberlin Neighborhood. The Chamberlin Neighborhood Airport Planning Committee (CNAPC) will share concepts developed over the past year. Participants will have the opportunity to assess give these concepts in a lively session featuring map posters.

This meeting is part of the Chamberlin Neighborhood Planning Project which engages residents, airport representatives, City officials, and regional stakeholders in a conversation about land use and transportation in the neighborhood. The outcomes of the study will be documented in a Transportation-Land Use Plan that will be submitted to the South Burlington City Council, and will both serve as the base for next steps in land use and transportation planning in the area; these will also help to inform the Airport's own planning efforts. A key part of this project is also about establishing communication among all parties, and the study is as much about process as it is about the outcome.

For more information, see: www.ccrpcvt.org or contact Diane at 802.865.1794 or diane@thirdsectorassociates.com.

All are welcome and encouraged to attend. The project is funded by the Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC and the City will ensure that public meeting sites are accessible to people with disabilities. Requests for free interpretive or translation services, assistive devices, or other accommodations should be made to Emma Vaughn, CCRPC Title VI Coord., at 802-846-4490 ext.*21 (711 for Telecommunications Relay Services), or evaughn@ccrpcvt.org, at least 72 hours in advance.

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VERMONT'S INDEPENDENT VOICE

South Burlington Chamberlin Neighborhood Project Community Meeting

When: Thu., April 28, 7-9 p.m.

Phone: 802-865-1794

Price: Free.

Visit website

The Chamberlin Neighborhood Airport Planning Committee shares concepts developed over the past year during a lively discussion with locals.

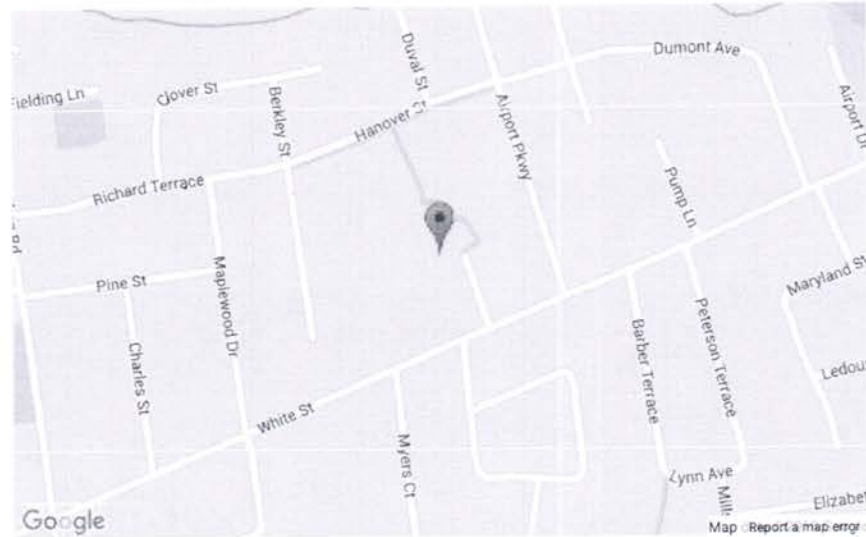
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Chamberlin Neighborhood Project, Shaping the Community's Future

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Thursday April 21, 2016

Join residents, airport representatives, city officials, and regional stakeholders in a conversation about land use and transportation in the Chamberlin neighborhood. The Chamberlin Neighborhood Airport Planning Committee (CNAPC) will share concepts developed over the past year on Thursday, April 28, from 7-9 p.m. at the Chamberlin School on White Street. Participants will have the opportunity to assess these concepts in a lively session featuring map posters.

The outcomes of the study will be documented in a Transportation-Land Use Plan that will be submitted to the South Burlington City Council, and will serve as the base for next steps in land use and transportation planning in the area. The information will also help to inform the airport's own planning efforts. A key part of this project is also about establishing communication among all parties, and the study is as much about process as it is about the outcome.

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CNAPC Refines Transportation Concepts

Home » City » CNAPC Refines Transportation Concepts

Thursday April 21, 2016

The Chamberlin Neighborhood Airport Planning Committee (CNAPC) refined the list of transportation scenarios it would like to share at its next public outreach meeting, Thursday, April 28, at Chamberlin School.

Bob Chamberlin of RSG, the consultant hired to work with the committee, shared a list of concepts in February and developed a scoring process to determine levels of interest for each proposal. The approval rating system was based on a point system: concepts that received "yes" as a response received two points, "maybe" received one, and "no" received zero; there were 11 respondents. Based on the feedback, Chamberlin presented the concepts with higher approval ratings at CNAPC's April 15 meeting. Chamberlin then outlined associated cost estimates, funding sources, priority levels, implementation timeframes, locations, and priority (based on approval rating).

Chamberlin broke down the concepts into three categories: bicycle and pedestrian connectivity, neighborhood streets (traffic calming), and reconstruction of Airport Drive. After reviewing them all, Chamberlin also organized the projects by short, medium, and long-term projects.

Short term (within three years of when funds are obtained):

Crosswalk: location: White Street; low cost-estimate: \$1k; high cost-estimate: \$3k; funding source: Vtrans TA; Approval score: 82 percent; priority: high

Crosswalk: Location: Patchen Road; low cost estimate: \$4k; high cost estimate: \$6k; funding source: Vtrans TA; 82 percent approval rating; priority: high

On-road bike lanes; Location: White Street, Patchen Road; low cost estimate: \$8k total; high cost estimate: \$18k total; funding source: Vtrans TA; 95 percent approval rating; high priority

On-road bike lanes (suggested lanes on Richard Terrace); Location: Airport Parkway and Hanover Street, suggested lanes on Richard Terrace; low cost estimate: \$5k total; high cost estimate: \$10k total; funding source: Vtrans TA; 95 percent (59 percent for suggested lanes); high priority

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CNAPC Refines Transportation Concepts

One-way streets; Elizabeth/Patrick St.; low cost estimate: \$0; high cost estimate \$1k; funding source: local; 64 percent approval score; medium priority

Medium term (three to seven years):

Overland parks; location TBD; typical low cost estimate: \$2k; low cost estimate with a bridge \$50k; typical high cost estimate: \$5k; high cost estimate with bridge: \$100k; funding source: local; 86 percent approval rating; medium priority

Crosswalk with median; Location: Williston Road; low cost estimate: \$10k; high cost estimate: \$20k; funding source: local; 86 percent approval rating; medium priority

Pedestrian refuge island; location: Airport Parkway/Kirby Road; low cost estimate: \$8k; high cost estimate: \$10k; funding source: Vtrans TA; medium priority

Whimsical sidewalks; Location: TBD; low cost estimate: \$5k; high cost estimate: \$10k; funding source: local; 91 percent approval rating; medium priority

Curb radii reduction; Location: White/Cottage Grove; low cost estimate: \$10k; high cost estimate: \$12k; funding source: local; 77 percent approval rating, medium priority

Sidewalk; Location: White Street; low cost estimate: \$400k; high cost estimate: \$650k; funding source: Vtrans TA; 68 percent approval rating; medium priority

Medians; Location: Victory Drive; low cost estimate: \$8k each; high cost estimate: \$10k each; funding source: local; 68 percent approval rating; priority TBD

Pinch points; Location: Victory Drive; low cost estimate: \$10k each; high cost estimate: \$14k each; funding source: local; 64 percent approval rating; priority TBD

Long term (seven or more years):

Joint crosswalk; Location: Elizabeth/Patrick Streets; low cost estimate: \$100k; high cost estimate: \$150k; funding source: Regional Planning Commission TIP (Transportation Improvement Plan); 68 percent approval rating; low priority

Realignment; Location: Airport Drive; low cost estimate: \$12 million; high cost estimate: \$20 million; funding source: RPC- TIP; medium priority

Protected bike lanes; Location: White Street, Patchen Street; low cost estimate and high cost estimate TBD; funding source: Vtrans TA; 80 percent approval rating; low priority

Director of Planning and Zoning Paul Conner noted that there are opportunities to apply for grants, but the committee will need to consider the fact that the city does not have a "special projects" item in place in the budget.

While these are concepts that the committee and meeting attendees have considered, they will be shared with the public at the next community meeting, which is scheduled for Thursday, April 28 at Chamberlin School at 7 p.m.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Reviews Draft Concepts

Home » City » CNAPC Reviews Draft Concepts

Thursday March 24, 2016

Imagine driving into the airport neighborhood, passing through welcoming gateways, admiring public art, and stopping at whimsical crosswalks for pedestrians.

The Chamberlin Neighborhood Airport Planning Committee is exploring ideas to re-invent a neighborhood that has seen great change since the FAA funded demolition of nearly a hundred homes.

The CNAPC convened on March 16 to hear consultants review draft concepts of neighborhood enhancements as well as suggestions/improvements for institutional arrangements.

Neighborhood Enhancements

Members and the public were given a feedback worksheet with guided and open-ended questions to measure the level of interest of the proposed enhancements. Skip Smallridge of Carole Schlessinger and Smallridge (CSS) revisited the civic enhancements portion and shared the results from the February 18 feedback worksheet; a small sample size of 11 participants. Of those answers, gateways received the highest positive response, followed by whimsical crosswalks, lamppost banners, and public art. Playful bike racks and planting strips received positive feedback, as well. Painted streets did not receive as much interest.

Conner reminded members that these small surveys help give the committee and the consultants a sense of which ideas and questions they'd like to pose to the public at its next public workshop. Juli Beth Hinds of Orion Planning & Design said that the worksheets will be available online as a fillable PDF so that they can continue to report on public feedback.

Smallridge introduced other enhancements for participants to score on the second worksheet. Would the public entertain more benches? Could there be interest in having "miniature museums" or a fitness trail, which, according to Smallridge, would be a fairly low-cost item? Plant and tree labels were suggested as a teaching opportunity for children, and free-lending libraries, some of which already exist in the city, could create a community-bonding amenity. Members were agreeable to the idea of birdhouses, as

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well, and even posed the possibility of bat houses and owl houses.

In regard to enhancements to homes, Smallridge went through a series of front porch layouts, which would require zoning changes if it draws in strong favoritism. He showed porches varying from six feet to 12 feet, small and full length porches, and covered and uncovered porches.

Furthermore, use of the public Right-of-Way to include additional fences, hedges with border plantings, front yard gardens, and pedestrian-scale street lighting gave way to additional visioning.

Smallridge then introduced the possibility of adding trails and/or interpretive parkland on the acquisition land.

"If we invest in terms of trails and parks and things of that nature on this property, doesn't that put any and all material resources as well as monetary resources at risk if the airport today says it's ok but tomorrow it's not?" member George Maille asked.

"In the interest of providing potential feedback to the airport about what you may be interested in, there's no harm in posing the suggestion," Conner said.

Institutional Arrangements and Information Pathways

Smallridge turned the presentation over to Hinds, who reviewed the institutional arrangements section.

In order, she reviewed arrangements with the airport and Chamberlin School, consideration of paths, trails and recreation, plans for community resilience and social networking, and ideas for transportation enhancements as well as visual enhancements.

For the airport, Hinds asked the committee to consider what is most important to the neighborhood's quality of life. The noise subcommittee's recommendation will also assist with the neighborhood/airport communication.

As for Chamberlin School, identifying quality of life for the neighborhood now while the school is operating is equally as important, Hinds said. She asked the committee to consider how to be engaged proactively in the school district's planning process. On that note, Carmen Sargent, chair of the CNAPC, encouraged everyone to attend the upcoming March 22 Master Planning & Visioning meeting.

Regarding neighborhood enhancements, Hinds posed overland trails--a network of formal and informal walking connections through the natural areas, neighborhood streets and public spaces. Visual enhancements could include neighborhood-specific logos using city branding guidelines or public art competitions. Sargent suggested working with the Vermont Council on the Arts, and member Karsten Schlenter suggested possibly involving schools in a public art project.

Hinds revisited the concept of road closures and one-ways near the airport as possible transportation enhancements. Staying actively involved with any future Williston Road and White Street changes should also be considered. If scoping for Airport Drive extension is initiated again, what type of notice and participation would the committee desire?

In order to provide a sense of unity and security, Hinds proposed the idea of building local networks to provide social resilience for communication, assistance, and support. This would address any potential "what if" scenarios the neighborhood may face. Setting up a neighborhood watch program, checking up on older neighbors, providing emergency kits, developing a community newsletter email list, or establishing a system to push event-related and emergency information, are just a few examples. What are the existing strengths of social networks in the neighborhood, and what additional external resources, in addition to the city, could be used?

The consultants will collect feedback from this meeting and discuss results at the CNAPC meetings in May. The committee will revisit transportation ideas at its next meeting on Thursday April 14.

There will also be a public workshop on Thursday, March 24, 6 p.m at the Burlington International Airport Second Floor Mezzanine to review The airport's Land Use/Reuse plan, which will include a presentation and opportunity for public comment.

CNAPC Noise Subcommittee Update

George Maille, chair of the noise subcommittee under the CNAPC, said that the subcommittee is working out the details of a noise planning & zoning committee that will survive the CNAPC, which disbands after June 2016. The subcommittee discussed the future committee's structure as well as its role and function. Committee members agreed to remove one member from the subcommittee, due to low attendance and its

effect on having a quorum.

Marc Companion, another subcommittee member, proposed having something akin to a contingency planning process for the neighborhood: what is the state, regional, and local plan if the neighborhood is incompatible for residential use, according to the FAA? This could be a project for the future, surviving noise planning & zoning committee could work on, Maille explained. The next subcommittee meeting is on March 23.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Talks Noise, Land Reuse, and Draft Concept Transportation Improvements

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Thursday March 03, 2016

The CNAPC slate was full at the February 18 meeting. The topics consisted of an update from its noise subcommittee, review of the Airport's Land Use/Reuse Plan, and an overview of draft concept transportation improvements from its own consultant, Resource Systems Group, Inc. (RSG). The work of the CNAPC will continue in monthly meetings until its deadline of June 2016.

Report from the Noise Subcommittee

At its first meeting, January 27, the noise subcommittee devised a series of goals — one of which included instituting a committee to address noise — that will survive the CNAPC. Maille, chair of the subcommittee, said that they are working on this goal and determining the criteria. Having representatives of legislative bodies and having representatives from all affected areas (South Burlington, Burlington, Winooski, Williston, Colchester, and Essex) should be considered.

Additionally, the subcommittee proposed the possibility of a State Airport Planning Cabinet position. Maille explained that this position would look into community needs, identify community threats, be involved in planning and funding efforts, and could also address land transportation related to the airport. The city attorney will need to review the feasibility of such a position.

Land Use/Reuse Plan Update

The airport hopes to submit its Land Use/Reuse Plan to the Federal Aviation Administration this July, according to Nic Longo, Burlington International Airport's director of planning and development.

The Land Use/Reuse Plan is an inventory of all the airport's land acquired with federal dollars. This is part of the airport's grant assurances (obligations), and it explains the process for potential land use and how it is needed for airport development uses. This document is submitted to the FAA every five years; this will be the airport's second five-

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Longo, BIA's Aviation Director Gene Richards, and Paul McDonald of CHA, the airport's consultant working on the plan, were invited to present an update. McDonald explained that the plan has a "very finite scope," in that they look at the disposition of properties acquired through the FAA Voluntary Land Acquisition Program and assess compatibility. If a property is deemed incompatible, there are other options to consider.

"The most common way by far to dispose a property is to transfer it to a different airport function," he said.

The airport could also transfer, exchange or sell the property for non-aviation purposes, although that is a rare case. If this were to occur, the airport would not be able to profit from the sale; the money would go back to the FAA, according to the FAA's Grant Assurance 31, "Disposal of Land."

There haven't been significant changes since the 2009 plan, McDonald said. The new noise contour maps and the work of the CNAPC is helpful input for the study, he added.

There will be a public workshop on Thursday, March 24 from 6-8 p.m. at the Burlington International Airport second floor mezzanine. There will be another workshop where the consultants will present their findings prior to submitting the plan to the FAA. CHA will attend the CNAPC's April meeting and will provide email updates for every CNAPC meeting.

Draft concept transportation improvements in the Chamberlin Neighborhood

Bob Chamberlin presented a series of concepts for transportation improvements, neighborhood streets, and short and long-term options for the airport, amidst possible reconstruction.

First, he presented the neighborhood in relationship to other planned transportation projects, such as the Williston Road Study, VT15 multi-use plan, Airport Parkway sidewalk and bike lanes, and the White Street/Midas Drive intersection redesign, among others. He also reviewed existing traffic calming conditions, bike lanes, and open space.

Chamberlin then identified projects that are under consideration: sidewalk on north side of White Street toward Chamberlin School, extension of that sidewalk to Airport Drive, overland paths, and crosswalks (Williston Road connections and connections to Jaycee Park).

For bike accommodations, Chamberlin presented both short and long term ideas. For the short term, on-road bike lanes with no curbing would be an option at a small cost. Driving lanes could be narrowed to 10 feet each way. The longer term suggestion would be to implement protected bike lanes.

Regarding neighborhood streets concepts, Chamberlin explained characteristics of a residential street and presented traffic calming suggestions. This ranged from structural changes--such as median refuge islands with landscaping, mini roundabouts, and tightening curb radii--to creative approaches like whimsical crosswalks (i.e. substituting crosswalk lines for piano keys), welcome signs/banners, street art, planting strips and front yard gardens.

The Airport Drive reconstruction, which is in the Airport's 2030 Master Plan, rounded out the evening. Below are the short and long-term options.

Short-term options: (1) Keep White Street and Delaware Street open and close all other streets; (2) Close Elizabeth Street and keep Patrick Street open; (3) Loop Elizabeth Street and Patrick Street.

Long-term options: (1) Close White Street; (2) Loop Elizabeth Street and Patrick Street; (3) Keep White Street open; (4) one-way options for Elizabeth Street and Patrick Street; (5) Close all other streets.

Committee members discussed possibility and cost of rerouting water lines, traffic, and public transportation. A full traffic study is outside the scope, but smaller ways to test options around traffic could be done, Chamberlin said.

Stay tuned for more Chamberlin neighborhood planning at the next CNAPC meeting scheduled for Wednesday, March 16.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Reviews Noise Subcommittee Work and Airport Land Use/Re-Use Plan

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Thursday February 11, 2016

The CNAPC met on Thursday, January 28 to discuss progress of its newly-formed noise subcommittee and flesh out the CNAPC's game plan with its primary consultant as the committee's June deadline draws nearer.

The noise subcommittee was formed at the January 13 meeting. The noise subcommittee under the CNAPC consists of six members: George Maille, Carmen Sargent, Marc Companion, Kim Robison, Dave Hartnett, and Linda Brakel. George Maille was voted chair of the subcommittee at its first meeting on January 27, and the CNAPC voted to include Brakel as an additional committee member the following day.

The sub-committee's goals consist of the following:

- A. Instituting a committee to address noise that survives the CNAPC
- B. Input into the new Noise Compatibility Program
- C. Looking at mitigation options and alternatives (berms, buildings, etc.)
- D. Instituting a noise monitoring program using a humanizing factor (allow city planners to recognize that the airport lies within a municipality and to take a more proactive position)
- E. Preserving as much of the Chamberlin neighborhood as possible
- F. Looking at multi-modal communication methods

The sub-committee will meet twice a month on an alternate date from the full committee; members also encouraged that Director of Aviation Gene Richards be part of the conversation.

At the subcommittee's February 10 meeting, members will review goals and priorities. Members will also address Goal #1 - initiate a Noise Planning Committee that will live past the CNAPC's noise subcommittee's lifetime using already established panels in communities and/or statutory definitions as in 5 V.S.A. chapters 15 and 17 as models.

Overview of scope of work for the airport's Land Use/Reuse study

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CNAPC Reviews Noise Subcommittee Work and Airport Land Use/Re-Use Plan
 Bob Chamberlin of Resource Systems Group (RSG), the committee's lead consultant, reviewed the Burlington International Airport's Land Use/Re-Use Plan.

The Land Use/Reuse Plan is an inventory of all the airport's land acquired with federal dollars. This document is submitted to the FAA every five years; this will be the airport's second five-year plan. This is part of the airport's grant assurances, and it explains the process for potential land use and how it's needed for airport development uses.

Chamberlin said that the airport hired a consultant to work on this plan, and he recommended the consultant meet with the committee twice, once in February and once in May. This was also a recommendation made by Richards as well as City Manager, Kevin Dorn.

The Re-Use Plan is for land that the airport owns, but the Master Plan looks at the bigger picture, explained Paul Conner, the director of planning and zoning. Any zoning changes that would be made to the region would first need to be approved by the planning commission and city council, Tracey Harrington added.

Pat Nowak asked what process would take place if a building were proposed for any of the land. Conner explained that the west side of Airport Drive is zoned Residential-4 (R-4). A change could take place if it's initiated by the city or the property owner. If the planning commission were to take up a zoning change proposal, there would need to be a series of public hearings, and then it would need to be passed on to the city council for another public hearing. The city council would then make the final vote.

Revised meeting schedule and scope of work

Chamberlin said that the committee should recommend and endorse short and long-term improvement strategies under three categories: transportation, civic improvements, and neighborhood land use.

Under each category, the committee reviewed ideas that stem from them. For transportation, ideas to consider include traffic calming, walkability (sidewalks, paths, crosswalks, etc.), safe connections to Williston Road and Jaycee Park, Airport Drive Extension, bus shelters/bus stops, and vision for city streets within the former 65 dbf region. For civic improvements, items such as street lighting, public art, scenic views, community center, and landscaping are on the plate. For neighborhood land use, items to hone in on include zoning changes, stormwater management (particularly the Centennial Brook Watershed), mutually-beneficial re-use of airport acquired lands, and maintain communication between neighbors, city, and the airport.

Regarding transportation, Chamberlin will return to the committee with specific recommendations, including cost, improvements and their locations, who will complete the duties, etc.

Want to attend a CNAPC meeting? The committee agreed on the following agenda: Thursday, February 18; Wednesday, March 16; Thursday, April 14; Thursday, April 28 (community outreach meeting); Wednesday, May 11; Thursday, May 26; Wednesday, June 8 (community outreach meeting); and Wednesday, June 15.

SOURCE: Miranda Jonswold, Correspondent

The South Burlington Chamberlin/Airport Study Committee held a public meeting on Thursday, 28 April 2016, at 7:00 p.m., in the Gymnasium of Chamberlin School, White Street.

COMMITTEE MEMBERS PRESENT: C. Sargent, Chair; K. Robinson, G. Maille, L. LaRock, J. Simson, P. Nowak, K. Schluter, W. Rjooney, G. Severence

ALSO PRESENT: P. Conner, Director of Planning & Zoning; L. Krohn, C. Forde, CCRPC; B. Chamberlin, S. Smallridge, C. Schlessinger, Consultants; E. Allen, N. Anderson, M. Ashton, T. Barritt, W. & C. Boardmen, E. & B. Bouvier, L. Boyajian, R. Brice, T. Chittenden, E. Clark, N. Corron, E. Diner, S. Dooley, L. Edson, M. Emery, D. Finnegan, M. Goyet, T. Gravelin, A. Hanaway-Corrente, R. Hubbard, M. John, M. Jonswold, R. Joy, E. Malone, L. & S. Marriott, K. Mercure, A. Morton, J. Nolin, R. Nowak, C. Orfe, B. Paquette, R. Plumley, S. & D. Quennelle, J. Rasewski, S. Reid, G. Shepard, C. Sheppard, C. Sicard, M. Sunderland, C. Thompson, M. Townsend

1. Welcome:

Mr. Conner welcomed members of the public and reviewed the history of funding for a committee to focus on ideas for the future of the Chamberlin-Airport neighborhood. He then introduced the committee Chair, Carmen Sargent.

2. Chamberlin Neighborhood Airport Planning Committee Remarks:

Ms. Sargent asked members of the Committee to introduce themselves. She then explained that the Committee was created by the City Council a year ago because of quality of life issues in the neighborhood. The Committee meets once a month with consultants. A number of residents also attend meetings. Ms. Sargent cited help from City Planner, Paul Conner, and from Lee Krohn of the Regional Planning Commission.

The Committee has three main goals: strengthening the neighborhood, creating walkable streets, and addressing noise mitigation. To address noise issues, a noise sub-committee was formed. Their report will be presented at the next community meeting in June. Tonight's meeting will focus on transportation.

Ms. Sargent noted that it is the Committee's hope that the City Council will create a "standing committee" to continue to address issues in this neighborhood.

3. Consultants' Presentation:

Mr. Chamberlin of RSG cited the work of the Committee to come up with improvements for the community. These improvements fall into 3 categories: transportation improvements and civic improvements, and institutional arrangements. Mr. Chamberlin drew attention to posters around the room based on ideas from people in the neighborhood.

The project has three main objectives:

- a. To establish an on-going process for a dialog with the Airport
- b. To develop a neighborhood land use transportation plan
- c. To submit recommendations to the City Council

The next meeting of the Committee will be on 11 May. The next community meeting will be on 7 June at which the final plan will be presented.

Mr. Maille noted that the Committee is discussing a "noise committee" which would survive the present committee. He also stressed that land acquired by the Airport has limited use.

Mr. Chamberlin then asked members of the audience to view the displays and to provide feedback.

4. Community Feedback:

Members of the audience provided feedback as follows:

An audience member questioned the Airport Drive display and did not understand the configuration of the second diagram, whether it was a possibility for the present or for the future. Mr. Conner explained that this is the Airport's plan, not the city's plan. The vision is for 2030 and beyond. The Airport is considering an Interchange directly into the Airport. There is another version of this that is less complex. Both are long-term visions. Mr. Conner added that the city does have a vision of connecting Airport Parkway and Airport Drive. This is also a long-range plan. The cost for such a project would range from \$12,000,000 to \$20,000,000.

CHAMBERLIN NEIGHBORHOOD AIRPORT PUBLIC MEETING

28 APRIL 2016

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Mr. Chamberlin noted that the top graphic indicates suggested street closures, which is a short-term vision. There is some agreement on the CNAP Committee regarding those closures.

An audience member expressed an interest in seeing the study for connecting Airport Parkway and Airport Drive. Mr. Conner said there will be 2 additional community meetings in the next few weeks. An Airport meeting in June will have that study as will the next CNAP community meeting.

Ms. Nowak asked Mr. Conner to explain the ownership of roads.

Mr. Conner said all roads in the neighborhood are owned by the City of South Burlington except the drive into the Airport for dropping off passengers. Anything to do with those roads is a city decision made through the City Council. A connector road would involve the Airport as an adjacent property owner. Ms. Sargent noted that because Airport Drive accesses the Airport, federal money can be obtained for a project that involves that road. Mr. Conner said this would depend on the type of project as there are different “pots” of money.

A community member asked about the road closures going into Elizabeth and Patrick Streets on Plan B.

Ms. Sargent said the Airport wants to close both streets, but they are still on the Airport Master Plan and probably won't happen soon. Mr. Conner said there are options to try something and see how it works. Ms. Sargent said one aim is to get “cut-through” traffic out of the neighborhood. She noted that most of that traffic is going to the Airport. Mr. Chamberlin added that there is also a goal of having fewer curb cuts, which would reduce potential accident points. There are several driveways being closed down.

Mr. Conner stressed the need to always consider “unintended consequences” of an action and whether traffic would affect a different street if a street were to be closed. He also stressed that the aim is to have safer neighborhood streets with cars going slowly when they should be going slowly.

A resident felt that Williston Road traffic could be kept moving by making it back to 4 lanes instead of having drivers going through the Chamberlin neighborhood to avoid Williston Road.

CHAMBERLIN NEIGHBORHOOD AIRPORT PUBLIC MEETING

28 APRIL 2016

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Another community said Williston Road is very scary where it goes into one lane, with big cars cutting off smaller cars. She asked why Williston Road was changed to allow this to happen. Mr. Conner said there was a transportation study done to improve safety, and this was considered. There were pros and cons, and the City Council decided that a center turn lane and slow lanes with bike lanes was safer.

A resident wanted to see more bike lanes through the neighborhood and neighborhood greenways.

Another community member noted that since Williston Rd. was changed, traffic backs up from Gracey's to Lacy's, and there are over 320 cars an hour on White Street, some of them going in excess of 50 or 60 miles an hour. Crossing guards have almost been hit many times by people who refuse to stop.

Mr. Conner said they are trying to think creatively about bringing neighborhood streets back to being neighborhood streets and to make streets feel like a place to go slowly. Mr. Chamberlin noted that White Street is a very straight street. He thought bike lanes might make it seem to be a street to go slower on.

Ms. Sargent noted there is a plan to change how White Street goes onto Williston Road by making it a 4-way intersection at Midas Drive. Mr. Conner said the city is in the design phase of that plan.

A resident asked for more enforcement of speeders. He noted a "nifty" STOP sign on Tilley Drive and suggested one for this area.

Ms. Nowak said the City Council is very concerned with traffic on White Street, but trying to control traffic is an issue. The city is getting new units to monitor car speeds, and this may be helpful.

Mr. Paquette spoke in favor of a bike lane instead of a second sidewalk on the north side of White Street. He also suggested benches at viewpoints and a boardwalk along Centennial Brook Ravine.

CHAMBERLIN NEIGHBORHOOD AIRPORT COMMUNITY MEETING

28 APRIL 2016

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Ms. Dooley asked how successful the amenities could be. Mr. Simson cited a “library” established in the Southeast Quadrant that is very successful. He cited it as something a community can do without government help. Mr. Conner added it is also a great way for neighbors to meet neighbors.

Mr. Conner thanked members of the public for attending and reminded them of the next community meeting in June.

Mr. Conner also reminded the community of Green Up Day on 7 May. Bags on picked up trash can be brought to City Hall from 11 a.m. to 2 p.m.

As there were no further questions or comments, the meeting was adjourned at 9:00 p.m.

Around



A late-season sighting of Bohemian waxwings, starling-sized passerine birds, at Technology Park on Community Drive, was captured by photographer Bernie Paquette. The tip came from Bruce MacPherson, president of the board of directors of the Green Mountain Audubon Society, who reported seeing more than 70 of the birds feeding on crabapples in front of the Symtech entrance. PHOTO: Bernie Paquette

Char

Join residents, and regional land use and neighborhood Airport Plan concepts developed April 28, from White Street. I to assess these map posters.

South Burlington Niquette and performed last of the annual Chorus' annual on the Range. The audience of the challenges of the old was finding "Cool V ment of long-ies by the "Wel well as the ner "Oklahoma."

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Shaping Your
Community's
Future**



**Thursday, April 28th, 7:00PM
Chamberlin School, White Street**

**Come share your
feedback on potential
neighborhood
improvement ideas!**

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SOUTH BURLINGTON CHAMBERLIN NEIGHBORHOOD PROJECT COMMUNITY MEETING IS APRIL 28

APR. 27, 2016, 11:25 AM BY PRESS RELEASE LEAVE A COMMENT

News Release — South Burlington Chamberlin Neighborhood Project
April 26, 2016

Contact:

Diane Meyerhoff, Principal

Third Sector Associates

802.865.1794

diane@thirdsectorassociates.com

www.ccrpcvt.org

South Burlington Chamberlin Neighborhood Project Community Meeting
Chamberlin School Gym, White Street, South Burlington

Thursday, April 28, 2016, 7:00 – 9:00 PM

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/chamberlin-neighborhood-planning-project/>

Chamberlin Neighborhood Project, South Burlington

Shaping Your Community's Future

We want to your feedback! Join us on Thursday, April 28th, from 7:00-9:00PM at the Chamberlin School on White Street to talk about the future of the Chamberlin Neighborhood. The Chamberlin Neighborhood Airport Planning Committee (CNAPC) will share concepts developed over the past year. Participants will have the opportunity to assess give these concepts in a lively session featuring map posters.

This meeting is part of the Chamberlin Neighborhood Planning Project which engages residents, airport representatives, City officials, and regional stakeholders in a conversation about land use and transportation in the neighborhood. The outcomes of the study will be documented in a Transportation-Land Use Plan that will be submitted to the South Burlington City Council, and will both serve as the base for next steps in land use and transportation planning in the area; these will also help to inform the Airport's own planning efforts. A key part of this project is also about establishing communication among all parties, and the study is as much about process as it is about the outcome.

For more information, see: www.ccrpcvt.org or contact Diane at 802.865.1794 or diane@thirdsectorassociates.com.

All are welcome and encouraged to attend. The project is funded by the Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC and the City will ensure that public meeting sites are accessible to people with disabilities. Requests for free interpretive or translation services, assistive devices, or other accommodations should be made to Emma Vaughn, CCRPC Title VI Coord., at 802-846-4490 ext.*21 (711 for Telecommunications Relay Services), or evaughn@ccrpcvt.org, at least 72 hours in advance.

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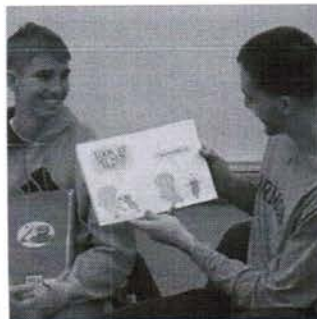


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South Burlington Chamberlin Neighborhood Project Community Meeting

When: Thu., April 28, 7-9 p.m.

Phone: 802-865-1794

Price: Free.

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The Chamberlin Neighborhood Airport Planning Committee shares concepts developed over the past year during a lively discussion with locals.

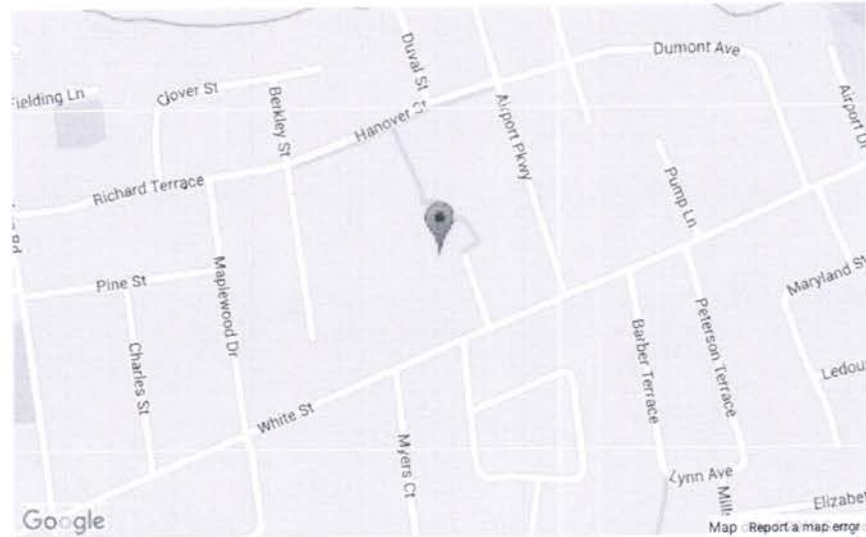
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Chamberlin Neighborhood Project, Shaping the Community's Future

Home » City » Chamberlin Neighborhood Project, Shaping the Community's Future

Thursday April 21, 2016

Join residents, airport representatives, city officials, and regional stakeholders in a conversation about land use and transportation in the Chamberlin neighborhood. The Chamberlin Neighborhood Airport Planning Committee (CNAPC) will share concepts developed over the past year on Thursday, April 28, from 7-9 p.m. at the Chamberlin School on White Street. Participants will have the opportunity to assess these concepts in a lively session featuring map posters.

The outcomes of the study will be documented in a Transportation-Land Use Plan that will be submitted to the South Burlington City Council, and will serve as the base for next steps in land use and transportation planning in the area. The information will also help to inform the airport's own planning efforts. A key part of this project is also about establishing communication among all parties, and the study is as much about process as it is about the outcome.

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CNAPC Refines Transportation Concepts

Home » City » CNAPC Refines Transportation Concepts

Thursday April 21, 2016

The Chamberlin Neighborhood Airport Planning Committee (CNAPC) refined the list of transportation scenarios it would like to share at its next public outreach meeting, Thursday, April 28, at Chamberlin School.

Bob Chamberlin of RSG, the consultant hired to work with the committee, shared a list of concepts in February and developed a scoring process to determine levels of interest for each proposal. The approval rating system was based on a point system: concepts that received "yes" as a response received two points, "maybe" received one, and "no" received zero; there were 11 respondents. Based on the feedback, Chamberlin presented the concepts with higher approval ratings at CNAPC's April 15 meeting. Chamberlin then outlined associated cost estimates, funding sources, priority levels, implementation timeframes, locations, and priority (based on approval rating).

Chamberlin broke down the concepts into three categories: bicycle and pedestrian connectivity, neighborhood streets (traffic calming), and reconstruction of Airport Drive. After reviewing them all, Chamberlin also organized the projects by short, medium, and long-term projects.

Short term (within three years of when funds are obtained):

Crosswalk: location: White Street; low cost-estimate: \$1k; high cost-estimate: \$3k; funding source: Vtrans TA; Approval score: 82 percent; priority: high

Crosswalk: Location: Patchen Road; low cost estimate: \$4k; high cost estimate: \$6k; funding source: Vtrans TA; 82 percent approval rating; priority: high

On-road bike lanes; Location: White Street, Patchen Road; low cost estimate: \$8k total; high cost estimate: \$18k total; funding source: Vtrans TA; 95 percent approval rating; high priority

On-road bike lanes (suggested lanes on Richard Terrace); Location: Airport Parkway and Hanover Street, suggested lanes on Richard Terrace; low cost estimate: \$5k total; high cost estimate: \$10k total; funding source: Vtrans TA; 95 percent (59 percent for suggested lanes); high priority

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CNAPC Refines Transportation Concepts

One-way streets; Elizabeth/Patrick St.; low cost estimate: \$0; high cost estimate \$1k; funding source: local; 64 percent approval score; medium priority

Medium term (three to seven years):

Overland parks; location TBD; typical low cost estimate: \$2k; low cost estimate with a bridge \$50k; typical high cost estimate: \$5k; high cost estimate with bridge: \$100k; funding source: local; 86 percent approval rating; medium priority

Crosswalk with median; Location: Williston Road; low cost estimate: \$10k; high cost estimate: \$20k; funding source: local; 86 percent approval rating; medium priority

Pedestrian refuge island; location: Airport Parkway/Kirby Road; low cost estimate: \$8k; high cost estimate: \$10k; funding source: Vtrans TA; medium priority

Whimsical sidewalks; Location: TBD; low cost estimate: \$5k; high cost estimate: \$10k; funding source: local; 91 percent approval rating; medium priority

Curb radii reduction; Location: White/Cottage Grove; low cost estimate: \$10k; high cost estimate: \$12k; funding source: local; 77 percent approval rating, medium priority

Sidewalk; Location: White Street; low cost estimate: \$400k; high cost estimate: \$650k; funding source: Vtrans TA; 68 percent approval rating; medium priority

Medians; Location: Victory Drive; low cost estimate: \$8k each; high cost estimate: \$10k each; funding source: local; 68 percent approval rating; priority TBD

Pinch points; Location: Victory Drive; low cost estimate: \$10k each; high cost estimate: \$14k each; funding source: local; 64 percent approval rating; priority TBD

Long term (seven or more years):

Joint crosswalk; Location: Elizabeth/Patrick Streets; low cost estimate: \$100k; high cost estimate: \$150k; funding source: Regional Planning Commission TIP (Transportation Improvement Plan); 68 percent approval rating; low priority

Realignment; Location: Airport Drive; low cost estimate: \$12 million; high cost estimate: \$20 million; funding source: RPC- TIP; medium priority

Protected bike lanes; Location: White Street, Patchen Street; low cost estimate and high cost estimate TBD; funding source: Vtrans TA; 80 percent approval rating; low priority

Director of Planning and Zoning Paul Conner noted that there are opportunities to apply for grants, but the committee will need to consider the fact that the city does not have a "special projects" item in place in the budget.

While these are concepts that the committee and meeting attendees have considered, they will be shared with the public at the next community meeting, which is scheduled for Thursday, April 28 at Chamberlin School at 7 p.m.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Reviews Draft Concepts

Home » City » CNAPC Reviews Draft Concepts

Thursday March 24, 2016

Imagine driving into the airport neighborhood, passing through welcoming gateways, admiring public art, and stopping at whimsical crosswalks for pedestrians.

The Chamberlin Neighborhood Airport Planning Committee is exploring ideas to re-invent a neighborhood that has seen great change since the FAA funded demolition of nearly a hundred homes.

The CNAPC convened on March 16 to hear consultants review draft concepts of neighborhood enhancements as well as suggestions/improvements for institutional arrangements.

Neighborhood Enhancements

Members and the public were given a feedback worksheet with guided and open-ended questions to measure the level of interest of the proposed enhancements. Skip Smallridge of Carole Schlessinger and Smallridge (CSS) revisited the civic enhancements portion and shared the results from the February 18 feedback worksheet; a small sample size of 11 participants. Of those answers, gateways received the highest positive response, followed by whimsical crosswalks, lamppost banners, and public art. Playful bike racks and planting strips received positive feedback, as well. Painted streets did not receive as much interest.

Conner reminded members that these small surveys help give the committee and the consultants a sense of which ideas and questions they'd like to pose to the public at its next public workshop. Juli Beth Hinds of Orion Planning & Design said that the worksheets will be available online as a fillable PDF so that they can continue to report on public feedback.

Smallridge introduced other enhancements for participants to score on the second worksheet. Would the public entertain more benches? Could there be interest in having "miniature museums" or a fitness trail, which, according to Smallridge, would be a fairly low-cost item? Plant and tree labels were suggested as a teaching opportunity for children, and free-lending libraries, some of which already exist in the city, could create a community-bonding amenity. Members were agreeable to the idea of birdhouses, as

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well, and even posed the possibility of bat houses and owl houses.

In regard to enhancements to homes, Smallridge went through a series of front porch layouts, which would require zoning changes if it draws in strong favoritism. He showed porches varying from six feet to 12 feet, small and full length porches, and covered and uncovered porches.

Furthermore, use of the public Right-of-Way to include additional fences, hedges with border plantings, front yard gardens, and pedestrian-scale street lighting gave way to additional visioning.

Smallridge then introduced the possibility of adding trails and/or interpretive parkland on the acquisition land.

"If we invest in terms of trails and parks and things of that nature on this property, doesn't that put any and all material resources as well as monetary resources at risk if the airport today says it's ok but tomorrow it's not?" member George Maille asked.

"In the interest of providing potential feedback to the airport about what you may be interested in, there's no harm in posing the suggestion," Conner said.

Institutional Arrangements and Information Pathways

Smallridge turned the presentation over to Hinds, who reviewed the institutional arrangements section.

In order, she reviewed arrangements with the airport and Chamberlin School, consideration of paths, trails and recreation, plans for community resilience and social networking, and ideas for transportation enhancements as well as visual enhancements.

For the airport, Hinds asked the committee to consider what is most important to the neighborhood's quality of life. The noise subcommittee's recommendation will also assist with the neighborhood/airport communication.

As for Chamberlin School, identifying quality of life for the neighborhood now while the school is operating is equally as important, Hinds said. She asked the committee to consider how to be engaged proactively in the school district's planning process. On that note, Carmen Sargent, chair of the CNAPC, encouraged everyone to attend the upcoming March 22 Master Planning & Visioning meeting.

Regarding neighborhood enhancements, Hinds posed overland trails--a network of formal and informal walking connections through the natural areas, neighborhood streets and public spaces. Visual enhancements could include neighborhood-specific logos using city branding guidelines or public art competitions. Sargent suggested working with the Vermont Council on the Arts, and member Karsten Schlenter suggested possibly involving schools in a public art project.

Hinds revisited the concept of road closures and one-ways near the airport as possible transportation enhancements. Staying actively involved with any future Williston Road and White Street changes should also be considered. If scoping for Airport Drive extension is initiated again, what type of notice and participation would the committee desire?

In order to provide a sense of unity and security, Hinds proposed the idea of building local networks to provide social resilience for communication, assistance, and support. This would address any potential "what if" scenarios the neighborhood may face. Setting up a neighborhood watch program, checking up on older neighbors, providing emergency kits, developing a community newsletter email list, or establishing a system to push event-related and emergency information, are just a few examples. What are the existing strengths of social networks in the neighborhood, and what additional external resources, in addition to the city, could be used?

The consultants will collect feedback from this meeting and discuss results at the CNAPC meetings in May. The committee will revisit transportation ideas at its next meeting on Thursday April 14.

There will also be a public workshop on Thursday, March 24, 6 p.m at the Burlington International Airport Second Floor Mezzanine to review The airport's Land Use/Reuse plan, which will include a presentation and opportunity for public comment.

CNAPC Noise Subcommittee Update

George Maille, chair of the noise subcommittee under the CNAPC, said that the subcommittee is working out the details of a noise planning & zoning committee that will survive the CNAPC, which disbands after June 2016. The subcommittee discussed the future committee's structure as well as its role and function. Committee members agreed to remove one member from the subcommittee, due to low attendance and its

effect on having a quorum.

Marc Companion, another subcommittee member, proposed having something akin to a contingency planning process for the neighborhood: what is the state, regional, and local plan if the neighborhood is incompatible for residential use, according to the FAA? This could be a project for the future, surviving noise planning & zoning committee could work on, Maille explained. The next subcommittee meeting is on March 23.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Talks Noise, Land Reuse, and Draft Concept Transportation Improvements

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Thursday March 03, 2016

The CNAPC slate was full at the February 18 meeting. The topics consisted of an update from its noise subcommittee, review of the Airport's Land Use/Reuse Plan, and an overview of draft concept transportation improvements from its own consultant, Resource Systems Group, Inc. (RSG). The work of the CNAPC will continue in monthly meetings until its deadline of June 2016.

Report from the Noise Subcommittee

At its first meeting, January 27, the noise subcommittee devised a series of goals — one of which included instituting a committee to address noise — that will survive the CNAPC. Maille, chair of the subcommittee, said that they are working on this goal and determining the criteria. Having representatives of legislative bodies and having representatives from all affected areas (South Burlington, Burlington, Winooski, Williston, Colchester, and Essex) should be considered.

Additionally, the subcommittee proposed the possibility of a State Airport Planning Cabinet position. Maille explained that this position would look into community needs, identify community threats, be involved in planning and funding efforts, and could also address land transportation related to the airport. The city attorney will need to review the feasibility of such a position.

Land Use/Reuse Plan Update

The airport hopes to submit its Land Use/Reuse Plan to the Federal Aviation Administration this July, according to Nic Longo, Burlington International Airport's director of planning and development.

The Land Use/Reuse Plan is an inventory of all the airport's land acquired with federal dollars. This is part of the airport's grant assurances (obligations), and it explains the process for potential land use and how it is needed for airport development uses. This document is submitted to the FAA every five years; this will be the airport's second five-

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Longo, BIA's Aviation Director Gene Richards, and Paul McDonald of CHA, the airport's consultant working on the plan, were invited to present an update. McDonald explained that the plan has a "very finite scope," in that they look at the disposition of properties acquired through the FAA Voluntary Land Acquisition Program and assess compatibility. If a property is deemed incompatible, there are other options to consider.

"The most common way by far to dispose a property is to transfer it to a different airport function," he said.

The airport could also transfer, exchange or sell the property for non-aviation purposes, although that is a rare case. If this were to occur, the airport would not be able to profit from the sale; the money would go back to the FAA, according to the FAA's Grant Assurance 31, "Disposal of Land."

There haven't been significant changes since the 2009 plan, McDonald said. The new noise contour maps and the work of the CNAPC is helpful input for the study, he added.

There will be a public workshop on Thursday, March 24 from 6-8 p.m. at the Burlington International Airport second floor mezzanine. There will be another workshop where the consultants will present their findings prior to submitting the plan to the FAA. CHA will attend the CNAPC's April meeting and will provide email updates for every CNAPC meeting.

Draft concept transportation improvements in the Chamberlin Neighborhood

Bob Chamberlin presented a series of concepts for transportation improvements, neighborhood streets, and short and long-term options for the airport, amidst possible reconstruction.

First, he presented the neighborhood in relationship to other planned transportation projects, such as the Williston Road Study, VT15 multi-use plan, Airport Parkway sidewalk and bike lanes, and the White Street/Midas Drive intersection redesign, among others. He also reviewed existing traffic calming conditions, bike lanes, and open space.

Chamberlin then identified projects that are under consideration: sidewalk on north side of White Street toward Chamberlin School, extension of that sidewalk to Airport Drive, overland paths, and crosswalks (Williston Road connections and connections to Jaycee Park).

For bike accommodations, Chamberlin presented both short and long term ideas. For the short term, on-road bike lanes with no curbing would be an option at a small cost. Driving lanes could be narrowed to 10 feet each way. The longer term suggestion would be to implement protected bike lanes.

Regarding neighborhood streets concepts, Chamberlin explained characteristics of a residential street and presented traffic calming suggestions. This ranged from structural changes--such as median refuge islands with landscaping, mini roundabouts, and tightening curb radii--to creative approaches like whimsical crosswalks (i.e. substituting crosswalk lines for piano keys), welcome signs/banners, street art, planting strips and front yard gardens.

The Airport Drive reconstruction, which is in the Airport's 2030 Master Plan, rounded out the evening. Below are the short and long-term options.

Short-term options: (1) Keep White Street and Delaware Street open and close all other streets; (2) Close Elizabeth Street and keep Patrick Street open; (3) Loop Elizabeth Street and Patrick Street.

Long-term options: (1) Close White Street; (2) Loop Elizabeth Street and Patrick Street; (3) Keep White Street open; (4) one-way options for Elizabeth Street and Patrick Street; (5) Close all other streets.

Committee members discussed possibility and cost of rerouting water lines, traffic, and public transportation. A full traffic study is outside the scope, but smaller ways to test options around traffic could be done, Chamberlin said.

Stay tuned for more Chamberlin neighborhood planning at the next CNAPC meeting scheduled for Wednesday, March 16.

SOURCE: Miranda Jonswold, Correspondent



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CNAPC Reviews Noise Subcommittee Work and Airport Land Use/Re-Use Plan

Home » City » CNAPC Reviews Noise Subcommittee Work and Airport Land Use/Re-Use Plan

Thursday February 11, 2016

The CNAPC met on Thursday, January 28 to discuss progress of its newly-formed noise subcommittee and flesh out the CNAPC's game plan with its primary consultant as the committee's June deadline draws nearer.

The noise subcommittee was formed at the January 13 meeting. The noise subcommittee under the CNAPC consists of six members: George Maille, Carmen Sargent, Marc Companion, Kim Robison, Dave Hartnett, and Linda Brakel. George Maille was voted chair of the subcommittee at its first meeting on January 27, and the CNAPC voted to include Brakel as an additional committee member the following day.

The sub-committee's goals consist of the following:

- A. Instituting a committee to address noise that survives the CNAPC
- B. Input into the new Noise Compatibility Program
- C. Looking at mitigation options and alternatives (berms, buildings, etc.)
- D. Instituting a noise monitoring program using a humanizing factor (allow city planners to recognize that the airport lies within a municipality and to take a more proactive position)
- E. Preserving as much of the Chamberlin neighborhood as possible
- F. Looking at multi-modal communication methods

The sub-committee will meet twice a month on an alternate date from the full committee; members also encouraged that Director of Aviation Gene Richards be part of the conversation.

At the subcommittee's February 10 meeting, members will review goals and priorities. Members will also address Goal #1 - initiate a Noise Planning Committee that will live past the CNAPC's noise subcommittee's lifetime using already established panels in communities and/or statutory definitions as in 5 V.S.A. chapters 15 and 17 as models.

Overview of scope of work for the airport's Land Use/Reuse study

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CNAPC Reviews Noise Subcommittee Work and Airport Land Use/Re-Use Plan
 Bob Chamberlin of Resource Systems Group (RSG), the committee's lead consultant, reviewed the Burlington International Airport's Land Use/Re-Use Plan.

The Land Use/Reuse Plan is an inventory of all the airport's land acquired with federal dollars. This document is submitted to the FAA every five years; this will be the airport's second five-year plan. This is part of the airport's grant assurances, and it explains the process for potential land use and how it's needed for airport development uses.

Chamberlin said that the airport hired a consultant to work on this plan, and he recommended the consultant meet with the committee twice, once in February and once in May. This was also a recommendation made by Richards as well as City Manager, Kevin Dorn.

The Re-Use Plan is for land that the airport owns, but the Master Plan looks at the bigger picture, explained Paul Conner, the director of planning and zoning. Any zoning changes that would be made to the region would first need to be approved by the planning commission and city council, Tracey Harrington added.

Pat Nowak asked what process would take place if a building were proposed for any of the land. Conner explained that the west side of Airport Drive is zoned Residential-4 (R-4). A change could take place if it's initiated by the city or the property owner. If the planning commission were to take up a zoning change proposal, there would need to be a series of public hearings, and then it would need to be passed on to the city council for another public hearing. The city council would then make the final vote.

Revised meeting schedule and scope of work

Chamberlin said that the committee should recommend and endorse short and long-term improvement strategies under three categories: transportation, civic improvements, and neighborhood land use.

Under each category, the committee reviewed ideas that stem from them. For transportation, ideas to consider include traffic calming, walkability (sidewalks, paths, crosswalks, etc.), safe connections to Williston Road and Jaycee Park, Airport Drive Extension, bus shelters/bus stops, and vision for city streets within the former 65 dbf region. For civic improvements, items such as street lighting, public art, scenic views, community center, and landscaping are on the plate. For neighborhood land use, items to hone in on include zoning changes, stormwater management (particularly the Centennial Brook Watershed), mutually-beneficial re-use of airport acquired lands, and maintain communication between neighbors, city, and the airport.

Regarding transportation, Chamberlin will return to the committee with specific recommendations, including cost, improvements and their locations, who will complete the duties, etc.

Want to attend a CNAPC meeting? The committee agreed on the following agenda: Thursday, February 18; Wednesday, March 16; Thursday, April 14; Thursday, April 28 (community outreach meeting); Wednesday, May 11; Thursday, May 26; Wednesday, June 8 (community outreach meeting); and Wednesday, June 15.

SOURCE: Miranda Jonswold, Correspondent

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Foodies find comic relief at a cuisine-themed improv show by members of Vermont Comedy Club's quick-witted troupe. Vermont Comedy Club, Burlington, 7 & 8:30 p.m. \$10. Info, 864-5684.

community**BURLINGTON WALK/BIKE COUNCIL MEETING:**

Two-wheeled travelers get in gear to discuss ways to improve conditions for cyclists and pedestrians. Room 12, Burlington City Hall, 5:30-7 p.m. Free. Info, 864-9572.

CENTRAL VERMONT HUMANE SOCIETY WALK FOR ANIMALS KICK-OFF PARTY: Humans show support for their four-legged friends at a fundraiser for the annual CVHS event. Central Vermont Humane Society, East Montpelier, 5:30 p.m. Free. Info, 476-3811.

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SERVICE AWARDS: Area professionals and volunteers are recognized for their efforts to protect children from abuse and neglect. Sheraton Hotel & Conference Center, South Burlington, 11 a.m.-2 p.m. \$25. Info, 863-9626.

SOUTH BURLINGTON CHAMBERLIN**NEIGHBORHOOD PROJECT COMMUNITY**

MEETING: The Chamberlin Neighborhood Airport Planning Committee shares concepts developed over the past year during a lively discussion with locals. Chamberlin School, South Burlington, 7-9 p.m. Free. Info, 865-1794.



Chamberlin Neighborhood Project

Shaping Your Community's Future



Photos courtesy of Lee Krohn

Tuesday, June 7, 2016, 7:00 – 9:00 PM
Chamberlin School, White Street

**Weigh in on the Draft
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comes to its conclusion**

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The Study is funded by the Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC and the City will ensure that public meeting sites are accessible to people with disabilities. Requests for free interpretive or translation services, assistive devices, or other accommodations should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. *21 (711 for Telecommunications Relay Services), or evaughn@ccrpcvt.org, at least 72 hours in advance.

Chamberlin Neighborhood Meeting

**Tuesday, June 7, 2016, 7:00PM
Chamberlin School, White Street**

Weigh in on the Draft Neighborhood Improvement Plan as the planning process comes to its conclusion



www.ccrpcvt.org

Questions? Contact Diane at 802-865-1794



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Chamberlin Neighborhood Study
c/o Third Sector Associates
60 Blodgett Street
Burlington, VT 05401

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c/o Third Sector Associates
60 Blodgett Street
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Chamberlin Neighborhood Study
Public Meeting - June 7, 2016

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Chamberlin Neighborhood Study
Public Meeting - June 7, 2016

Chamberlin Neighborhood Study
Public Meeting - June 7, 2016



Chamberlin Neighborhood Community Meeting #3

Tuesday, June 7, 2016, 7:00PM

Chamberlin School, White Street, South Burlington

<http://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/chamberlin-neighborhood-planning-project/>

- 1) Welcome (7:00)**
- 2) Introduction of CNAPC* Members and Comments from the Chair (7:10-7:25)**
- 3) Overview of the Evening, Bob Chamberlin, RSG (7:25-7:40)**
- 4) Poster Session – Feedback on Committee Recommendations (7:40-8:30)**
- 5) Debrief, Thank you, Next Steps, and Adjourn (8:30-9:00)**

*CNAPC: Chamberlin Neighborhood Airport Planning Committee

Chamberlin Neighborhood Airport Planning Committee (CNAPC) Members

Linda Brakel
Patrick Clemins
Marc Companion
Tracey Harrington
Dave Hartnett
Bill Keogh
Lisa LaRock
George Maille
Pat Nowak
Kim Robison
Walden Rooney
Carmine Sargent, Chair
Karsten Schlenter
Greg Severance
John Simson

Chamberlin Neighborhood Study Contacts

Lee Krohn, CCRPC Project Manager
802-733-7788 / lkrohn@ccrpcvt.org

Bob Chamberlin, Senior Director, RSG
802-861-0516 / robert.chamberlin@rsginc.com

5/25/16



**South Burlington Chamberlin Neighborhood Airport Planning Project
Community Meeting #3 - Meeting Notes**

DATE: Tuesday, June 7, 2016
TIME: 7:00-9:00 PM
PLACE: Chamberlin School, White Street, South Burlington
PRESENT: Please see end of document

1) Welcome

Cathyann LaRose, South Burlington City Planner, welcomed everyone. She announced that the City is sponsoring a webinar viewing on Friday. The webinar, "Airport Use and Noise Compatibility," is sponsored by the American Planning Association.

2) Introduction of CNAPC Members and Comments from the Chair, Carmine Sargent

Members of the Chamberlin Neighborhood Airport Planning Committee (CNAPC) were introduced. Carmine Sargent, Chair, explained that the Committee was formed specifically for the improvement of the neighborhood. Over the past eighteen months, the Committee took charge and worked together very well. The end goal, to develop recommendations to be considered by the Planning Commission and City Council, will be presented tonight.

3) Report of the Noise Subcommittee

(the presentation is available at: <http://www.ccrpcvt.org/transportation/corridors/chamberlin/public/>)

George Maille, Chair of the Noise Subcommittee, explained that the subcommittee was formed to provide all interested parties an on-going permanent forum to address airport noise and other related issues. The subcommittee communicates the community's concerns and strives to understand the resources available to address those concerns.

A priority recommendation of the subcommittee is that an Airport Noise Advisory Commission be formed to help move preliminary recommendations of the subcommittee forward. The new Commission would consist of nine members (three appointed by the City of South Burlington and one each from the Cities of Burlington and Winooski, the Town of Williston, and one representative each from BTV, VTANG, and ANG). Meetings would be held at least quarterly and be comprised of residents and other interested parties, particularly those who have relevant technical experience. The Commission would provide input and/or initiate action whenever changes are made to airport plans and airport operations. The Commission would collect technical information on noise monitoring and mitigation and serve as a conduit between the airport and the surrounding communities. The Commission would support open communication and transparency.

Other recommendations of the subcommittee include: participate in the FAA noise compatibility program; provide education on the sound insulation program; study the health effects of noise; conduct noise monitoring and assessment; develop noise mitigation strategies; conduct land use planning and zoning; and develop a community emergency plan.

Pat Nowak, CNAPC member, noted that the CNAPC will continue after the consultants' work is done (end of June). The group hopes to address the impact of home purchasing on the community. In the past, home purchases were done in secret and the committee feels the discussion needs to come out in the open. The CNAPC is looking for new participants and it is a great opportunity to discuss community issues early in the process.

4) Summary of Key Recommendations of the CNAPC

Bob Chamberlin of RSG explained that the objectives of the CNAPC were to: 1) establish a process for productive dialogue between the Chamberlin Neighborhood and the Airport; 2) facilitate development of a neighborhood land use/transportation plan; 3) identify multimodal transportation connections/improvements; and 4) develop a vision for the neighborhood that can help shape the re-use of "acquisition land." The CNAPC developed a series of recommendations, to be discussed tonight, that will be considered by the Planning Commission and City Council.

Bob explained that the draft recommendations were developed over the past year by fifteen committee members with input from three community meetings. The recommendations fall into three time frames: short term (0-3 years); medium term (3-7 years), and long-term (8+ years). There are 21 Priority Recommendations (11 short-term, 8 medium-term, 2 long-term). Prioritization was done based on CNAPC and community input, project "readiness," professional opinion (city staff, consultant team), identified project leadership (a "champion"), and estimated cost. Each of the recommendations is depicted on a poster and everyone will have a chance to weigh-in on the recommendation during the Poster Session.

5) Poster Session

Participants reviewed the five posters, asked questions, and left comments by placing sticky notes on the posters. A sixth poster was a sign-up sheet for people to get involved with four of the recommendations.

A) Neighborhood-Wide Transportation Improvements

- "Remove travel agency to make direct connect from White St. to Midas Drive"
- Install crosswalk on Williston Road at intersection of Midas Drive
- "Change Williston Rd back to 4 lanes??" x3
- "Where are speed bumps?"
- "More sidewalks along streets"
- "More street lights along Airport Dr and White St and Williston Rd"
- "Does crosswalk interfere w/ turn lanes for Mills Ave + Victory?" [sticky-note placed at recommended Williston Rd crosswalk]
- "Rename the streets – Airport Drive, Airport Road, Airport Pkwy"
- "Are there other locations on Williston Road that are being considered for a crosswalk?"

B) White Street Transportation Improvements

- "Add 4th crosswalk at White and Patchen"
- "Would speed bumps on White St be feasible?"
- "Put portable sign in crosswalk. School guard is plagued by speeders!" [sticky note placed at photo of portable radar speed sign]

C) Neighborhood-Wide Civic Improvements

- "On the property between Mills and Victory Drive – I would like to see this area stay as natural as possible. A 21 foot path is enough I would think for a natural area. Please leave the woods alone."

- “Residents need to be reminded that their takeover and clearance of land would be only paid for with tax dollars is not a practice that should be condoned.” [handwriting not completely legible]

D) Long Term Improvements

- “I’m all about a 2 lane roadway for Airport Drive.”
- “Just noticed green line is going thru properties that aren’t in acquisition zone – that we know of”

E) CNAPC Noise Sub-Committee

- “Including large lawn mowers used to cut grass on acquisition property. Noise is noise!”
- “Form airport - Air Force - noise advisory – Eva Dwier, 19 Duval St 658-4214”

F) Let’s Get Started! (Sign-Up Poster)

A sixth poster was a sign-up sheet for people to get involved with four of the recommendations.

Neighborhood Issues Group: Linda Brakel, Carmine Sargent, Carl Thompson, Karen Johnson

Neighborhood Welcome Signs: Pat Nowak, Gail Holmes

Overland Paths and Centennial Brook Boardwalk: Bernie Paquette, Bob Chamberlin

Pocket Parks: Kim Lane

6) Debrief/Questions & Answers/Next Steps

All the comments received tonight will be collected and evaluated. Some of the comments will likely be issues that we’ve already discussed; other will be new and we will address them in the final report. The CNAPC will review a final list of prioritized recommendations at their meeting on June 16th. After that meeting, the recommendations will be forwarded to the City Council.

Bernie Paquette suggested that the neighborhood have a celebration “ChamberHood.” Pat Nowak agreed, especially since the neighborhood has started to recover from last summer’s house removal. She suggested a neighborhood BBQ on airport land.

Meaghan Emery thanked everyone who worked on the project. She is inspired by this diverse group coming together, facing tough problems, taking ownership, working collaboratively, and taking initiative to find solutions. Bernie appreciates the neighborly tone of the public meetings. Carmine talked about the increase in transparency and the importance of keeping the momentum going. George Maille feels the neighborhood is no longer a victim of the Airport and City of Burlington.

The meeting was adjourned at 8:40 PM.

Draft Implementation Plan
June 7, 2016

Short Term Improvements (<3 years)

Priority	Improvement	Location	Cost Estimate		Funding Source	Project Leadership/Coordination	Communication Pathways <i>FPF: Front Porch Forum</i> <i>OP: The Other Paper</i>
			Low	High			
1	Portable Radar Speed Signs	White St (2)	Already purchased		City Transportation Budget	(I) SB DPW	FPF announcement from SB DPW; email feedback to SB DPW
2	On-Road Bike Lanes	White St	Negligible		City Transportation Budget	(P) SB Bike/Ped Committee; (I) SB DPW	FPF announcement from SB DPW; email feedback to SB DPW
3		Patchen Rd					
4		Airport Drive					
5		Airport Parkway, White St to Lime Kiln	Included in Airport Parkway Sidewalk Project	City Transportation Budget/Vtrans TA	(P) SB Bike/Ped Committee; (E) SB DPW; (I) SB DPW	FPF/City Website/OP request for stakeholders; email/FPF updates	
6	Crosswalk-durable materials	White St @ Airport Pkwy	\$1k	\$3k	City Transportation Budget	(P, I) SB DPW	FPF announcement from SB DPW; email feedback to SB DPW
7		Patchen Rd @ Jaycee Park	\$4k	\$6k	City Transportation Budget	(P, I) SB DPW	FPF announcement from SB DPW; email feedback to SB DPW
8	Whimsical Crosswalks	TBD	\$5k	\$10k	Local	(P) SB P&Z staff, SB Bike/Ped Committee; (E) SB Bike/Ped committee, neighborhood volunteers (if any); (I) SB DPW	SB P&Z Staff solicit volunteers through neighborhood email, FPF, OP; email feedback to SB Bike/Ped Committee; OP/FPF announcements thereafter
9	Neighborhood Welcome Signs	White St/Patchen Rd	\$1k	\$3k	Local/Neighborhood	Local lead; (P) SB P&Z staff; (E) SB P&Z staff, neighborhood volunteers (if any); (I) SB DPW	SB P&Z Staff solicit volunteers through neighborhood email, FPF, OP; OP/FPF announcements thereafter
		White St west of Acquisition Land					
		Mills Ave/Williston Rd					
		Logwood/Airport Rd					
		Kirby Rd/Patchen Rd					
		Kirby Rd/Airport Pkwy					
10	Front Porch Zoning	All residential streets	-		Homeowner	SB P&Z Staff (Schedule w/ SB PC); SB PC (review & hearings); SB CC (final public hearing & approval)	OP/FPF announcement of agenda item & times; neighborhood email for scheduled meetings/ public hearings
11	Fences & Hedges in Public ROW	All residential streets	Varies		Property Owner	(P) SB P&Z and DPW staff schedule with SB PC; SB P&Z, DPW staff develop policy; SB PC recommends to CC; CC adopt policy	FPF/City Website/OP announcement, email to neighborhood of PC meetings, times; email feedback to P&Z staff; FPF/City Website/OP and email to neighborhood of CC meeting, time

Medium Term Improvements (3-7 years)

Priority	Improvement	Location	Cost Estimate		Funding Source	Project Leadership/Coordination	Communication Pathways <i>FPF: Front Porch Forum</i> <i>OP: The Other Paper</i>
			Low	High			
12	Crosswalk with Median Island	Williston Rd west of Rec Path	\$15k	\$25k	Vtrans TA	(P, E, I) SB DPW	FPF announcement from SB DPW; email feedback to DPW
13	Overland Paths, Centennial Boardwalk	TBD	Typical: \$2k With Bridge: \$50k; With Boardwalk : \$75k	Typical: \$5k With Bridge: \$100k; With Boardwalk : \$100k	Local/Neighborhood	Local lead; (P) SB P&Z Staff schedule with SB Bike/Ped Committee; (E) SB Bike/Ped Committee; (I) SB DPW NOTE Overland Paths within the neighborhood would require local coordinating group/committee to be the <u>Lead</u> .	(P) OP/FPF announcement of Bike/Ped Committee agenda items & times, soliciting volunteers; email feedback to Bike/Ped Committee; (E, I) FPF announcements from DPW
14	Airport Parkway Sidewalk	Airport Pkwy	\$1.2 million	\$1.5 million	Vtrans TA	(P) SB Bike/Ped Committee, stakeholders; (E) SB DPW, stakeholders; (I) SB DPW	FPF/City Website/OP request for stakeholders; email/FPF updates; feedback to Bike/Ped Committee (P) and SB DPW (E, I)
15	Pocket Parks at Vistas to Mountains	Kirby Road	\$16k	\$24k	Local, RPC-TIP, FAA, BTV	(P) SB P&Z staff, SB Bike/Ped Committee; (E) SB Bike/Ped committee, neighborhood volunteers (if any); (I) SB DPW	FPF/City Website/OP request for stakeholders; email/FPF updates; feedback to Bike/Ped Committee (P) and SB DPW (E, I)
16		White Street	\$16k	\$24k			
17		Near Cemetery	\$16k	\$24k			
18	White Street Sidewalk	White St	\$400k	\$650k	Vtrans TA	(P) SB Bike/Ped Committee; (E) SB DPW; (I) SB DPW	SB P&Z Staff solicit volunteers through neighborhood email, FPF, OP; email feedback to SB Bike/Ped Committee; OP/FPF announcements thereafter
19	Pedestrian Scale Lighting	White Street	\$650K	\$850k	Local	(P) SB Bike/Ped Committee, stakeholders; (E) SB DPW, stakeholders; (I) SB DPW	FPF/City Website/OP request for stakeholders; email/FPF updates; feedback to Bike/Ped Committee (P) and SB DPW (E, I)

Long Term Improvements (8+ years)

Priority	Improvement	Location	Cost Estimate		Funding Source	Project Leadership/Coordination	Communication Pathways <i>FPF: Front Porch Forum</i> <i>OP: The Other Paper</i>
			Low	High			
20	Reconstruction	Airport Drive	\$12M	\$20M	RPC-TIP	(P, E, I) SB DPW and Bike/Ped Committee with Vtrans, stakeholder group	FPF/OP/City website and email to neighborhood soliciting stakeholders at outset; FPF/OP and stakeholder information program as part of project
21	Multi-Use Trail Through Acquisition Land	Acquisition Land near Airport Parkway	\$1.3M	\$2.7M	Local, RPC-TIP, FAA, BTV	(P) SB Bike/Ped Committee, BIA representatives, stakeholders; (E) SB Bike/Ped Committee, BIA representatives, SB DPW, stakeholders; (I) BIA/SB DPW	(P, E) FPF/OP/City website and email to neighborhood soliciting stakeholders at outset; email feedback to Bike/Ped Committee; (I) FPF/OP updates, feedback to SB DPW

Participants

Meaghan	Emery	Robert	Nowak
Richard	Brice	Bernie	Paquette
Norma	Corron	Rhey	Plumley
Eva	Diner	Sheila & Don	Quenneulle
Leo	Duncan	Sheila	Reid
Lonnie	Edson	Joanne	Seguin
Dan	Finnegan	Barbara	Sirvis
John	Haslett	Margaret	Sunderland
Karen	Johnson	Carl	Thompson
Anna	Johnston	Clayton & Gail	Holmes
Miranda	Jonswold	Stephanie &	
Martin	LaLonde	Patricia	Reilly
Kim	Lane	John & Mary	Slattery

Chamberlin Neighborhood Airport Planning Committee (CNAPC)

Linda	Brakel
Marc	Companion
Tracey	Harrington
George	Maille
Pat	Nowak
Walden	Rooney
Carmine	Sargent
Greg	Severance
Kim	Robison
John	Simson

City Staff

Cathyann LaRose, City of South Burlington

CCRPC Staff

Christine Forde, CCRPC

Lee Krohn, CCRPC

Consultants

Bob Chamberlin, RSG

Roxanne Meuse, RSG

Diane Meyerhoff, Third Sector Associates (Logistics)

South Burlington Chamberlin Neighborhood Community Meeting #3

Tuesday, June 7, 2016, 7:00PM – 15 Responses

1. How did you hear about the Meeting? (check all that apply)

a) Email from Friend/Colleague	3	g) Mailed Flyer	4
b) Email from Sponsors	4	h) Posted Flyer	1
c) Email from Other	0	i) Burlington Free Press	0
d) The Other Paper	9	j) Seven Days	0
e) City/CCRPC Website	1	k) Facebook	2
f) Front Porch Forum	4	l) Other: word of mouth	

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome & Presentation	1	5	3	3		
Poster Session	3	5	2	2		
Wrap-up	0	4	2	2		
Physical facilities for this event	2	7	3	2		
Amount of time allowed for input	2	5	4	2		
Overall value of this event to you	1	7	3	3		

Comments:

- Good format.
- Glad to see some positive ideas from the 18 months of work by the committee.
- Excellent presentation on airport noise as far as general guidelines. Same with poster session.
- Committee did a great job.
- I almost always agree with anything that will help our neighbors.
- Concerns about multi-use path going through properties that, as far as I've followed, are not in zones to be purchased. Confused about that. They responded the line was skewed. I like Bernie's idea of celebration.
- Really appreciate being notified!! Thank you!
- More concern over Chamberlin closing.
- Still need Williston Road to return to 4 lanes to take traffic pressure off White Street. White St. traffic is damaging to walkability of neighborhood.
- This was a good meeting!
- Great meeting – thank you!

3. Anything else you'd like to share with us?

- We need to be ever more mindful that any free space or open space needs to be monitored so that residents don't encroach on property and that personnel is available to oversee the maintenance of said free spaces. F35 not mentioned once. Yeah! Good meeting!
- Would like more specifics on noise reduction after all I have heard talk over 25 years. Like connections within neighborhoods but still not comfortable with bikepaths on Williston Road, White Street, and Patchen Road.
- We do have a nice neighborhood and would like to show it off to our neighbors within.
- Thank you for your work. Is there a place to get copies of the posters at this latest meeting?
- We can spend time and money on walking paths, etc. and down the road the airport will decide they have other ideas for acquired land.
- Really like the pathway planned for the modified/moved part of Airport Drive/Airport Parkway. Really like the new sidewalks and bike paths planned for the neighborhood. But still scared to bike down White St. Really like idea for proposed Noise Committee, good membership plan.
- I am mainly interested in moving F16 away from Burlington and not to get the F35s.
- Like to know what happens in future BEFORE things are set in stone.



**Chamberlin Neighborhood
Shaping Your
Community's
Future**



**Tuesday, June 7th, 7:00PM
Chamberlin School, White Street**

**Weigh in on the Draft
Neighborhood Improvement
Plan as the planning process
comes to its conclusion**

www.ccrpcvt.org

Hosted by the City of South Burlington and the Chittenden
County Regional Planning Commission. Questions?
Call Diane Meyerhoff at 865-1794.

Municipal Matters

CNAPC to Present Recommendations at June 7 Community Forum

MIRANDA JONSWOLD
CORRESPONDENT

The Chamberlin Neighborhood Airport Planning Committee (CNAPC) is coming to a close on its list of neighborhood enhancement recommendations for city council consideration.

At their May 26 meeting with

consultant Bob Chamberlin of Resource Systems Group Inc., CNAPC members put the finishing touches on the civic and transportation enhancements and communication pathways that will be presented at the third and final community forum on Tuesday, June 7.

The results are based heavily on positive feedback from CNAPC

members and the public, but they were also influenced by project readiness, professional opinion (city staff and consultants), identified project leadership, and estimated cost. Many of the concepts were presented at the April 28 community workshop.

Before reviewing priorities, Committee Chair Carmine Sargent asked Chamberlin to add a sug-

gestion made by resident Bernie Paquette to plant wildflowers in the acquisition land.

Chamberlin identified 10 short-term recommendations, seven medium-term recommendations, and two long-term recommendations. Depending on the recommendation, funding sources include local, neighborhood, city transportation budget, Vermont

Agency of Transportation, Chittenden County Regional Planning Commission Transportation Improvement Program, Federal Aviation Administration (FAA), Burlington International Airport, homeowners and property owners.

Details will be presented June 7, during a community forum at Chamberlin School.

MIRANDA JONSWOLD
CORRESPONDENT

City Hall, second floor
Tuesday, May 24, 2016
7:04-9:37 p.m.

Members present: Chair Jessica Louissos, Chair Tracey Harrington, Clerk Bernie Gagnon, Ted Riethe, Sophie Quest, and Duncan Macdonald

Staff present: Director of Planning and Zoning Paul Conner and City Planner Cathynn LaRose

Additions, deletions, or changes in the order of agenda items

In the interest of time, the commission decided to postpone Item Seven, the Chamberlin Committee update, to the next meeting. There were no comments from the public not related to the agenda.

Planning Commissioner Announcements and staff report

Planning Commission Synopsis

Macdonald announced that he attended the South Burlington Business Association annual member meeting. Jeff Schulman of UVM spoke about future plans for the athletics department, particularly the multi-purpose arena. Louissos went to the Resilient Vermont Conference at Norwich University on Friday, May 20; the main topic was about flooding. Quest went to the second day, May 21, where they talked about long-term resilience plans. She also shared a community resilience self-assessment to assess the city. Harrington asked if CCRPC offers anything around disaster planning. Conner said CCRPC has a Hazard Mitigation plan and Emergency Operations Plan. Harrington reminded commissioners that the CCRPC is holding a commission summit at the following week. Minute-taker Sue Alenick said that Commissioner Art Klugo's employer, PC Construction, was honored for being the top fundraiser for supporting local programs.

Staff report: staff is hosting a FBC session for engineers, architects, and landowners; planning commission training with the CCRPC is the following week (energy stretch code focus); city council has a public hearing on draft LDRs on June 6; mid-June there will be Incident Command System (ICS) training for emergency management with the fire chief as the emergency management director; June 7 is the last community outreach forum for CNAPC; Wheeler Conservation Easement Task Force is meeting June 16.

From: All Events in City [contact@allevents.in]
Sent: Saturday, May 28, 2016 3:10 AM
To: diane@thirdsectorassociates.com
Subject: Shaping Your Chamberlin Neighborhood's Future is now live on AllEvents.in



Hi,

I am super glad to share with you that your event **Shaping Your Chamberlin Neighborhood's Future** is now listed on allevents.in

What is All Events in City?

We at All Events in City help more than 25 Million people across the globe (from Toronto to Tokyo, Las Vegas to Rio, Mumbai to Michigan - 30,000 cities) to engage and explore events (Conferences to Concerts, Tourism Festivals to Summits, community meetup to music fests etc.) happening around them through - our mobile app, website, city evangelists and in-built social discovery platform.

More than 5 Million event organizers from Tourism Corporations to Entertainment companies, Industry Associations to Startups, Pubs to Hotels, Artists to Sports Personalities, Media Organizations use AllEvents.in to reach out to event explorers on our platform.

Below are details of your event that have been shared with us by one of your happy attendees:

Shaping Your Chamberlin Neighborhood's Future



07 Jun

South Burlington residents address noise concerns near small school

Posted: Jun 07, 2016 10:31 PM EDT

Updated: Jun 08, 2016 9:45 AM EDT

By Eliza Larson [CONNECT](#)

SOUTH BURLINGTON, Vt. - The latest plans to improve a South Burlington neighborhood were unveiled Tuesday night, but some residents question if the plans will even matter being so close to the airport.

A few residents, like Kim Lane, who has lived in South Burlington for 32 years, have questions about the future of their neighborhood.

"I would have liked to see more of the neighborhood come out," said Lane.

South Burlington began addressing concerns about the noise from the airport, traffic and safety in Lane's neighborhood years ago. They then created the Chamberlin Neighborhood Airport Planning committee (CNAPC) to focus on the particular part of town.

Tuesday night, CNAPC showed residents their latest plans, which include new sidewalks and bike lanes, zoning permits and noise mitigation ideas.

"This is the final product but that doesn't mean it can't be tweaked," said Carmine Sargent, CNAPC.

But as CNAPC spokespeople discussed their visions, planes flew overhead.

"To have your kids in this school listen to that all day long it has to be bad for the ears," said Richard Brice, South Burlington resident of 44 years.

Brice lives across the street from the Chamberlin School, where the meeting took place. He says, in theory, he likes the ideas the city committee presented, but he doesn't think some of them are necessary unless the school sticks around.

"Putting sidewalks on the north side of White Street is a good idea if the school stays," said Brice.

Noise from the airport and Air National Guard base is a concern for many South Burlington residents and rumors the school board plans to close the small school because of how the noise affects the children have been circulating around town.

At Tuesday's meeting, Chittenden County Regional Planning Committee project manager Lee Krohn says he could not speak to what the school board is considering, but he thinks that CNAPC's plans are a good idea no matter what happens.

"It could become a community center, a senior center, day care center, who knows what," Krohn said.

Sargent is the CNAPC chair. She says she can't imagine why the City Council would name the committee the "Chamberlin Neighborhood" if they don't expect to keep the Chamberlin part around.

"We would like to see all things possible for it to stay," said Sargent.

The committee says they will present a final version of their plans to the City Council next month.

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Primary email: [channel](#)

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Chamberlin Neighborhood Project – Public Comments Received

From: Loretta Marriott

Sent: Thursday, April 21, 2016 9:29 AM

To: Diane Meyerhoff

Cc: Paul Conner; Lee Krohn; Charlie Baker; Eileen Andreoli; Ray Gonda; Monica Ostby; Pat Nowak; Kim Lane; Corona; Carmine Sargent ; Sandy Dooley

Subject: Re: Chamberlin Neighborhood Mtg., 4/28, 7PM, Chamberlin School

Hi Diane, Thank you for your response.

Regarding the fragmentation that I mentioned. There are many aspects to that. One piece that I wonder if you might address is the inclusion of surrounding communities in the invitation to this meeting. For example, other South Burlington neighborhoods, Winooski, Williston and other municipalities, VTANG and VT Army Guard. We are at our best when we are all informed and working together.

Thank you, Loretta

From: Loretta Marriott

Sent: Tuesday, April 19, 2016 10:24 PM

To: diane@thirdsectorassociates.com

Cc: Paul Conner; Lee Krohn; Charlie Baker

Subject: Re: Chamberlin Neighborhood Mtg., 4/28, 7PM, Chamberlin School

Greetings Diane,

Re: Community Meeting #2: Thursday, April 28, 7:00-9:00pm

The quote below is from the CCRP website.

“The neighborhood has witnessed significant change in recent years, in part due to a voluntary home acquisition by the Airport to address noise compatibility issues under FAA regulations. Through this and related programs, over 100 homes have been acquired by the Airport on a **“willing buyer-willing seller”** basis and families have relocated. The homes themselves are in the process of being removed, but uncertainty remains over existing and future acquisitions, and what will happen next upon the land when those homes are removed.”

On 3/30/16 I sent Gene Richards and Nicolas Longo an email message with the following question about the Noise Land Reuse Plan “What do you plan to do about roadway closures (streets) on which residents currently live?”

Nicolas responded “We are working with each resident with each individual plan to help relocate and look towards the future.”

It would seem that a resident who sees a map / plan that shows a road going through their home might feel some pressure, to relocate. (That was diplomatic!)

In fact, I know from firsthand experience that some homeowners have been most distressed about selling their homes to BIA.

Anyone who leads the upcoming “lively session featuring map posters” would be wise to be aware that despite the soothing language emanating from BIA, there are some frayed nerves among the Chamberlin Neighborhood residents.

You may also be aware that there is much discussion from the South Burlington School Board about closing Chamberlin School due to noise and other issues. This would be devastating to our neighborhood.

Despite the attempt by interested parties to frame the various BIA / neighborhood issues in a fragmented manner, the Chamberlin Neighborhood experience is holistic. There is much emotion surrounding the way we are being treated.

I urge you to bring clear, comprehensive, honest information to this meeting.

Thank you.

Loretta Marriott

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