



# **Railyard Enterprise Project**

## **Public Meeting #3**

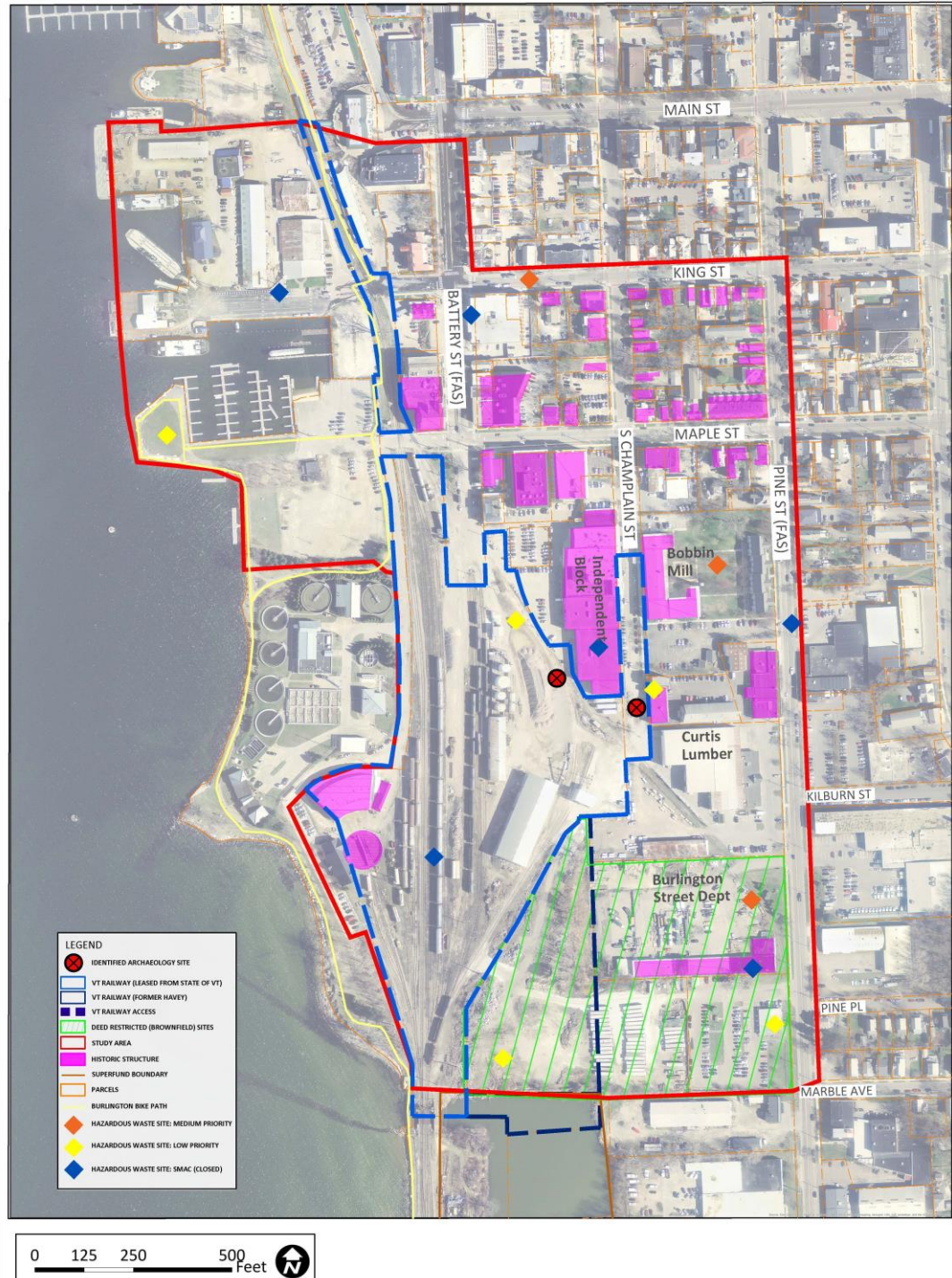
### ***Presentation of Phase 2 Alternatives***

December 9, 2015

# Agenda - Railyard Enterprise Project Public Meeting #3

1. **Welcome and Background** – *Chapin Spencer, Burlington Department of Public Works*
2. **Railyard Enterprise Project Presentation** – *Bob Chamberlin, RSG*
  - i. *Description of the Project Area*
  - ii. *Project Purpose and Need*
  - iii. *Major Tasks and Public Outreach*
  - iv. *Phase 2 Street Alternatives*
  - v. *Recommended Alternatives to Advance*
3. **Public Comment**
4. **Open House – Review of Recommended Alternatives**

# Project Area Base Map



# Railyard Enterprise Project – Purpose and Need

**The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements in the Pine Street and Battery Street area, and to:**

1. Support economic development in the area;
2. Improve livability of the surrounding neighborhoods;
3. Enhance multimodal travel connectivity between the Pine Street corridor and Battery Street in the Burlington Waterfront South area; and
4. Improve intermodal connections to the Burlington Railyard, a NHS designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods.

# Major Tasks

- Existing Conditions
- Local Concerns Meeting
- Purpose and Need Statement
- Public Workshop
- Alternatives Development
  - Universe of Options (30+)
  - Preliminary/Draft Alternatives (10)
  - Phase 2 Alternatives (7)

## Steering Committee:

- *City Council*
- *CEDO, Public Works, and P&Z*
- *The Greater Burlington Industrial Corporation (GBIC) and a Business Representative*
- *Ward 5 Neighborhood Planning Assembly and Residents*
- *King Street Revitalization Corporation*
- *Champlain Housing Trust*
- *Vermont Railway System*
- *Federal Highway Administration (FHWA)*
- *Vermont Agency of Transportation (VTrans)*
- *Chittenden County Regional Planning Commission (CCRPC)*
- *Local Motion*
- *Chittenden County Transportation Authority (CCTA)*



## Major Tasks (continued)

- Development of Evaluation Criteria
- Alternatives Evaluation
  - Qualitative Analyses for Preliminary/Draft Alternatives
  - Quantitative & Qualitative Analyses for Phase 2 Alternatives
- Alternatives Presentations
- City Council Selects Alternatives for Further Evaluation
  - Progress into Environmental Documentation (NEPA)
- Final Scoping/PEL Report

# Railyard Enterprise Project – Public Outreach

- REP Steering Committee – 8 Meetings
- Stakeholder Group: City, CCRPC, VTrans, FHWA – 4 Meetings
- Resource Coordination Group: State & Federal Agencies – 3 Meetings
- Three Public Meetings
- Numerous Stakeholder and Landowner Meetings
- TEUC Briefing, November 4
- Public Works Commission Briefing, November 18

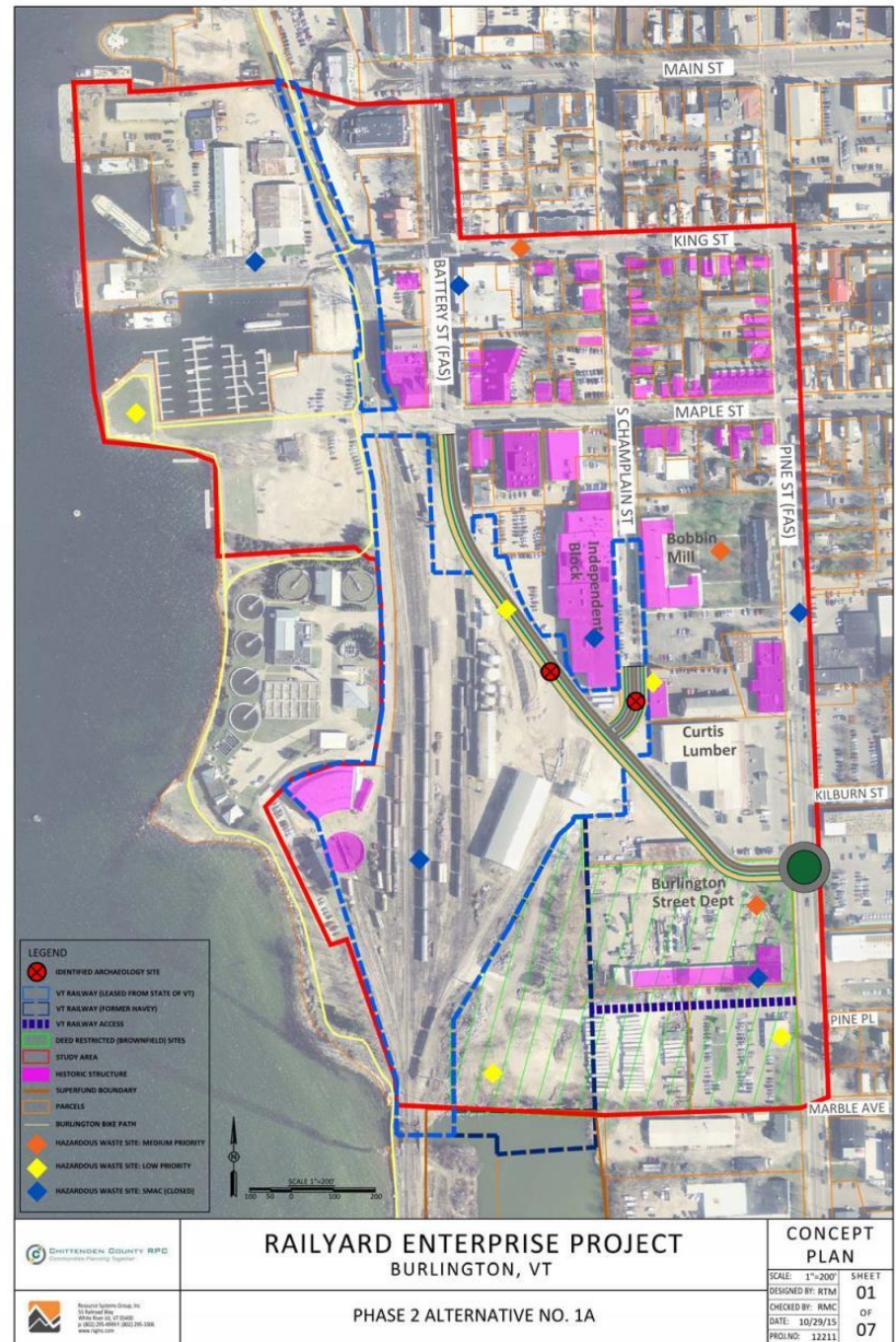


## Phase 2 Alternatives



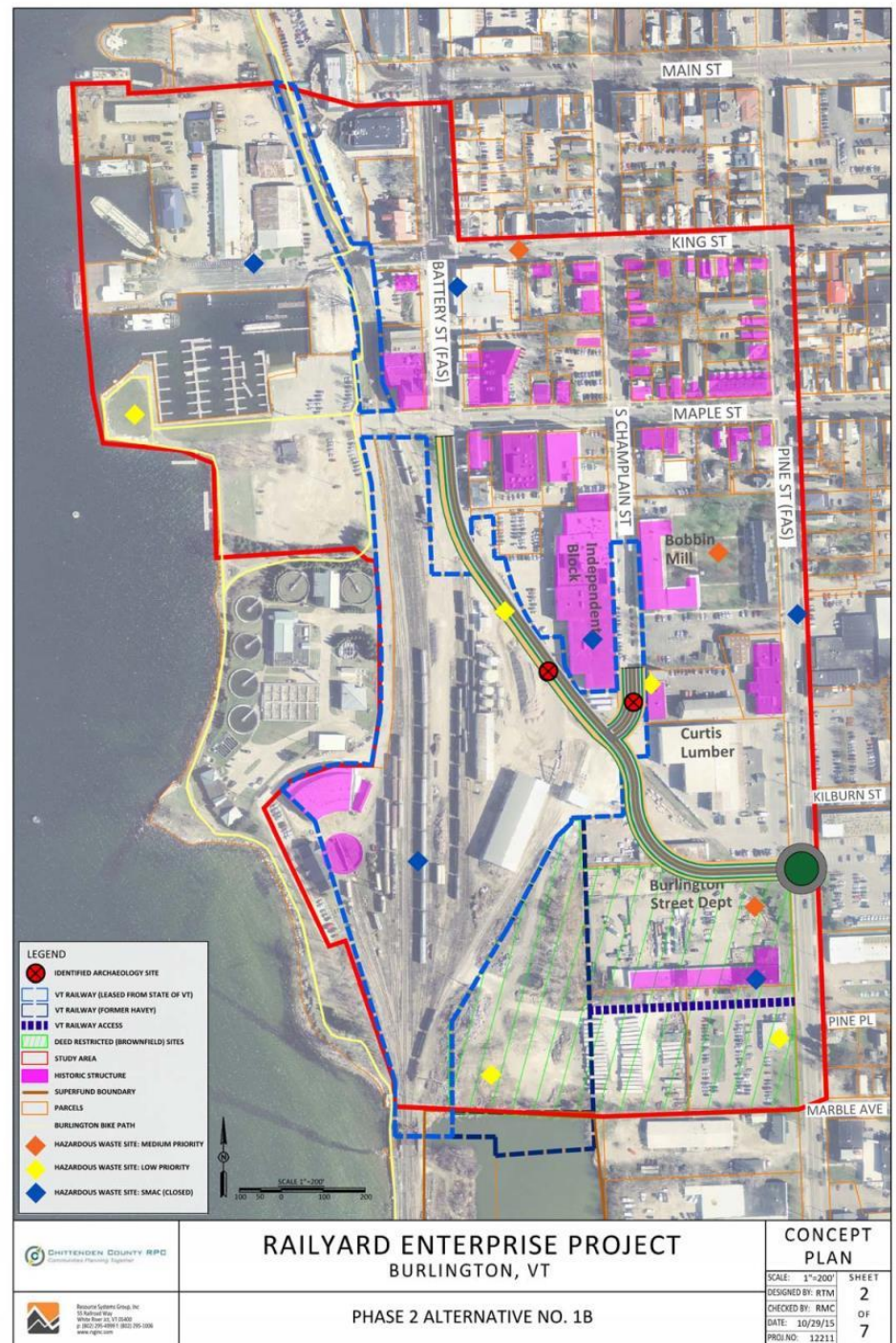
# Phase 2 Alternatives

## Alternative 1A



# Phase 2 Alternatives

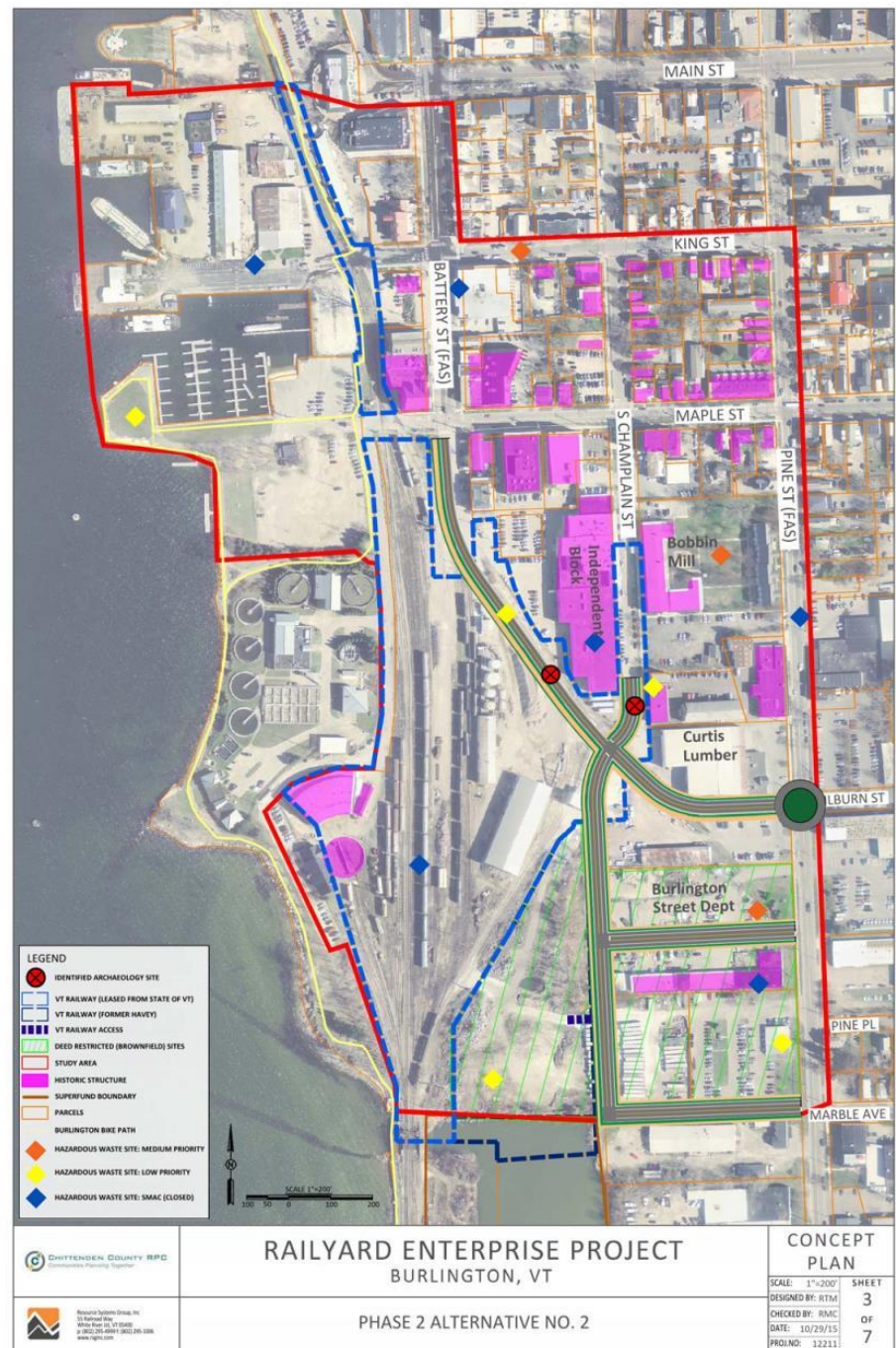
## Alternative 1B





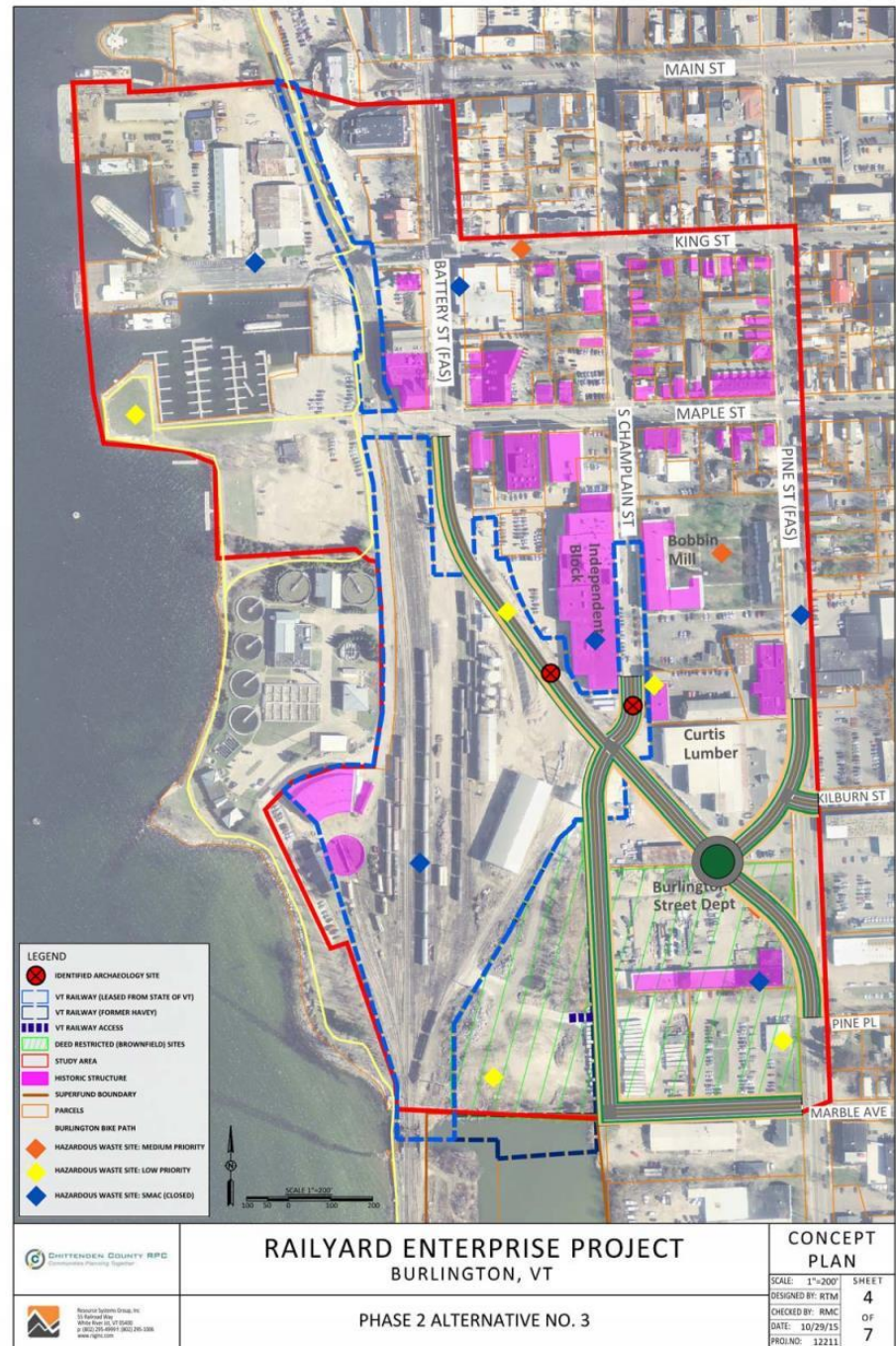
# Phase 2 Alternatives

## Alternative 2



# Phase 2 Alternatives

## Alternative 3





# Phase 2 Alternatives

## Alternative 4



# Phase 2 Alternatives

## Alternative 5A





# Phase 2 Alternatives

## Alternative 5B





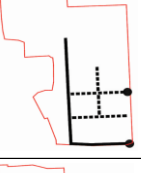






# Evaluation Criteria

- Construction Cost, including cost to mitigate railyard impacts
- Transportation System Impacts:
  - Bicycle/Pedestrian Mobility
  - Railyard
  - Traffic Impact
  - Transit Service
- Environmental Resource Impacts
  - Archaeological and Historic Resources
  - Floodplain
  - Pervious Areas (increase from the No Build)
  - Public Lands
  - Rare, Threatened, Endangered Species
  - Wetlands
  - Hazardous Waste Sites
- Local and Regional Issues
  - Satisfies Purpose and Need
  - Economic Benefits
  - Conformance to PlanBTV (2014) and ECOS (2013)
  - Environmental Justice

# Evaluation of the Phase 2 Alternatives – Final Ranking

		Rank	Estimated Construction Cost	Estimated Railyard Mitigation Cost
Alternative 1A		#1	\$6,543,000	\$6.5 million
Alternative 1B		#1	\$6,785,000	\$6.5 million
Alternative 2		#3	\$10,940,000	\$6.5 million
Alternative 3		#4	\$10,160,000	\$6.5 million
Alternative 4		#5	\$18,240,000	\$40-60 million
Alternative 5A		#2	\$14,920,000	\$0
Alternative 5B		#2	\$15,100,000	\$0

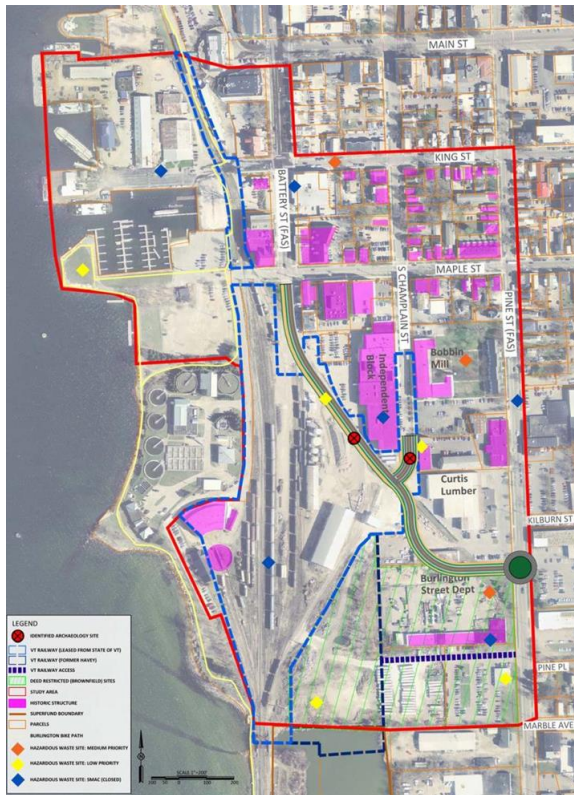
## Proposed Phase 2 Alternatives to Advance into NEPA Process

### Steering Committee & TEUC recommendation to the City Council:

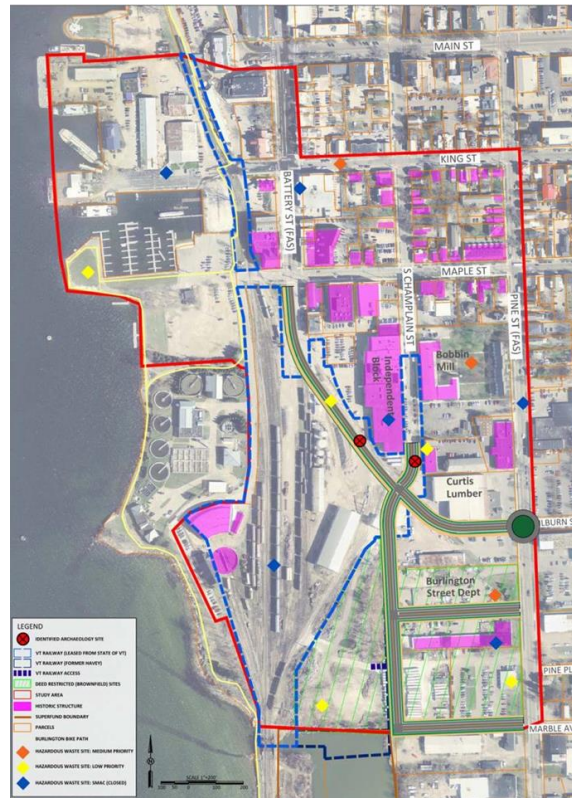
- **Alternative 1B** – *Scored the highest along with 1A. It was preferred over 1A due to subtle alignment differences that minimize private property impacts.*
- **Alternative 5B** – *Scored second highest along with 5A. It was preferred over 5A due to better facilitation of through traffic traveling between Battery Street and Pine Street. Note that this alternative has minor railyard impacts compared to 1B and 2 but has significant private property impacts.*
- **Alternative 2** – *Scored third highest.*

# Proposed Phase 2 Alternatives to Advance

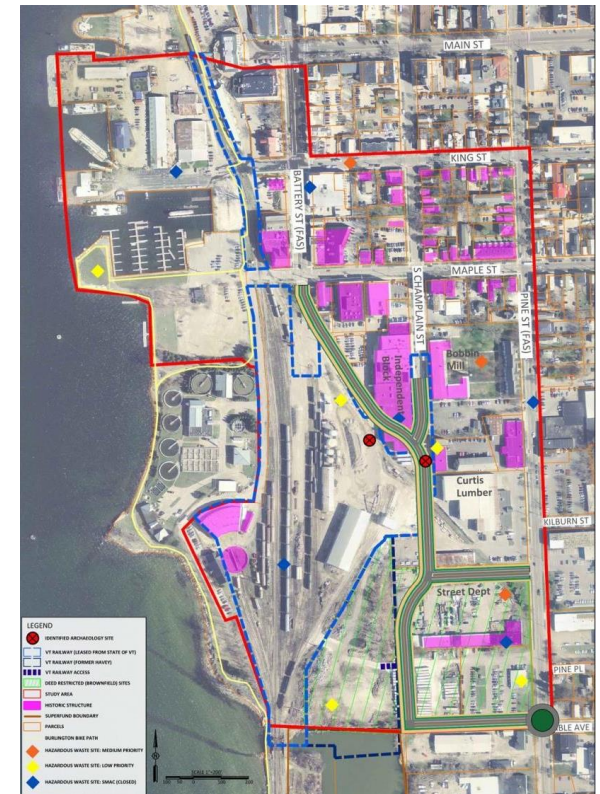
## Alternative 1B



## Alternative 2



## Alternative 5B



# Next Steps

- **Resource Agency Group (December 17)**
- **City Council Meeting – Selection of Alternatives to Advance into Environmental Documentation - December 21**
- **Draft and Final PEL/Scoping Report, January/February**
- **Environmental Documentation - 2016**





## Contacts

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**Project Web Site**

[http://www.ccrpcvt.org/transportation/scoping/  
railyard-enterprise-project/](http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/)