



Appendix A

Public & Stakeholder Engagement

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**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #1 Meeting Notes**

DATE: Tuesday, January 29, 2013
TIME: 6:00-7:30PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) and Peter Owens of Burlington's Community & Economic Development Office (CEDO) welcomed Steering Committee members and introductions were made. Michele explained that her organization administers all federal transportation planning funds in Chittenden County. CCRPC will facilitate this process with Eleni Churchill as the project manager and Bob Chamberlin of Resource Systems Group (RSG) as the manager of the consultant team. The project will follow the Planning & Environmental Linkages (PEL) process that will expedite the necessary environmental review.

2) Public Comment Period: There were no comments.

3) Project Development Process and Scoping/PEL Studies

A. VTrans Project Development Process: Eleni described the process, explaining that its duration is four to six years, depending on environmental and right-of-way issues. She summarized it as follows:

Project Development Process

- Problem Identification and Authorization to Proceed
- Project Definition: Scoping/Conceptual Design/Environmental Review and Permits (National Environmental Policy Act, NEPA)
- Design: Preliminary & Semi-Final Project Plans
- Right-of-Way Acquisition
- Final and Contract Plans
- Construction

B. Scoping Process: Eleni shared a flow chart (see attached).

C. FHWA's Planning and Environmental Linkages (PEL): Eleni explained this new process helps to streamline the environmental review of a transportation project once the scoping process is complete. Chris Jolly of the Federal Highway Administration (FHWA) explained that the time savings is achieved by bringing forward the alternatives identified in the scoping process to the

environmental review. The PEL process requires frequent communications with the general public and Resource Agencies (Army Corp., Environmental Protection Agency, Agency of Natural Resources, etc.) throughout the process. Additional information can be found at: <http://www.fhwa.dot.gov/everydaycounts/>.

4) Steering Committee Roles & Responsibilities

Peter reviewed the draft document (see attachment). He highlighted some of the roles of the committee, especially to disseminate information back to the community that members represent and bring their feedback to Steering Committee meetings.

5) Study Scope of Work and Timeline

A. Project Background

Bob Chamberlin of RSG provided a history of the project. In 2010, the Waterfront South Access Project developed alternatives in the study area to promote economic development, improve truck access to the Vermont Railway rail yard, and to advance City land use goals. The Railyard Enterprise Project (REP) will work with stakeholders and the public to assess current and future conditions; develop a Purpose & Need Statement; develop and evaluate alternatives; and select a preferred alternative. There is strong City support for the Railyard Enterprise Project and the City is working closely with federal, state, and regional representatives to advance this project.

B. Study Team

CCRPC staff will manage the study with assistance from Burlington's Community & Economic Development Office (CEDO) and the Public Works Department (DPW). CCRPC has hired a consultant team, consisting of:

- RSG (project management/multimodal transportation planning, analysis, design)
- VHB (stormwater management)
- Dlandstudio (landscape architecture, multimodal design, innovative stormwater management)
- Rail consultant
- UVM Consulting Archaeology Program (historic/arch resource assessment)
- Vermont Survey
- Third Sector Associates (manage public outreach in close cooperation with the City)

C. Scope of Work

Bob described the project as interesting and complex and he indicated that there is great opportunity to solve problems with the help of everyone serving on the Steering Committee. Bob described the six specific tasks under the scope of work:

Task 1: Project Start-Up, Data Gathering (Feb-April)

Task 2: Local Concerns Meeting/Purpose and Need Statement/Coordination with Resource Agencies (March-April)

Task 3: Alternatives Development (April-June)

Task 4: Identify Constraints; Evaluate Alternatives (May-August)

Task 5: Alternatives Presentations (September)

Task 6: Draft & Final Scoping Report (September-October)

There was discussion of funding for the study and beyond. The study is being funded with federal dollars through the CCRPC with the City providing match funding. Chris Cole of VTrans explained that in order for a project to be funded, it must be included in three documents: the Transportation Improvement Programs (TIPs) of the State and CCRPC, the State budget, and the State Capital Program. The REP is included in the Capital Program for FY14 as part of the Appropriations Bill that is before the Legislature now. It will be added to the TIPs after approval by the Legislature. The Capital Program assures funding to complete this year's tasks, but not for construction. REP may appear as a "candidate" project for future funding. Once the REP is "on the books" VTrans can spend money to advance the project. How quickly the project advances depends upon the prioritization system. This is a critical project for the Agency—VTrans will continue to support it and move it forward. Chris explained that it is premature to discuss construction funding because the project is still an unknown. Likely, it will be funded with federal, state, and city funds and perhaps private funds as well.

Chris Jolly cautioned that there is no guarantee that the preferred alternative chosen by the City will be the one that will succeed after the environmental review process. However, by involving the resources agencies early in the process, it should eliminate surprises.

There was discussion of the importance of the Purpose & Need Statement as a guide throughout the project. The development of the Statement will be done in coordination with resource agencies, the Steering Committee, and the public. Dave Wulfson of Vermont Railway feels the REP is an important project for the Railroad and the City. He suggested that whoever drafts the Statement engage the railroad early because there is no eminent domain on railroad property. Vermont Railway is committed to being involved in this project and seeing it move forward.

Bob reviewed the project schedule and noted that at least one additional public meeting will be added under Task 4, because Chris Jolly suggested additional public input for the evaluation/screening of alternatives.

6) Next Steps & Public Meeting

The first public meeting will be held: Thursday, March 7, 2013 at 7PM in Contois Auditorium, Burlington City Hall. Eleni asked that the Steering Committee members inform their constituencies about this meeting. She explained that the meeting will include presentation of existing conditions and discussion of various issues in the study area. The major goal of the meeting is to listen to the public's concerns. The project team will be meeting with the Resource Agencies on April 10th to introduce the project.

The next Steering Committee, likely to be held at the end of March, will provide an opportunity to discuss the draft Purpose & Need (P&N) Statement. A draft statement will be developed by the project team and sent to the Steering Committee for review and comment. The draft P&N will also be discussed during the April 10th meeting with the Resource Agencies. The P&N Statement will be finalized with input from the Steering Committee and Resource Agencies. Eleni is available to talk with Steering Committee members who want to learn more about the development of the statement. Chris Cole noted that a project must have community support to advance to construction. The Purpose & Need Statement and strong community involvement are critical to success.

Neil Mickenberg is disheartened by the four to six year timeline. He had hoped this project would provide some relief for the King Street community from the Champlain Parkway. He asked if the project could be bifurcated to separate the more complex parts of the project to allow for smaller parts to move more quickly. Chris Cole responded in the negative, due to the complex resources issues. The Champlain Parkway is not linked to REP. VTrans supports the Champlain Parkway as designed. Peter suggested that REP stands on its own merits regardless of the Champlain Parkway. The group needs to focus on REP and take advantage of the opportunity. Michael Monte suggested that it is possible that inexpensive elements of the projects could be funded by the City and move more quickly than the overall project.

Chris Cole discussed the potential funding sources for REP. There are project elements that will not be eligible for federal funding and it will be up to the City to decide how to move them forward. The City will have to determine its level of commitment to elements that the State will not pay. The rail yard access road is eligible for federal funds and the State has made a commitment to Vermont Railway to be made whole.

There was discussion about warning of Steering Committee meetings. CEDO and CCRPC, with the help of FHWA, will draft a public involvement plan to share with the Steering Committee. A website is in development.

There was discussion about communications between the Steering Committee and the staff/consultant team. Eleni asked that communications be sent to both she and Bob Chamberlin (contact information below). She welcomes the committee's comments, questions, and concerns via email or phone.

The meeting was adjourned at 7:25PM.

Contact Information:

Robert Chamberlin, RSG
Consultant Team Manager
robert.chamberlin@rsginc.com
802-383-0118 x317

Eleni Churchill
CCRPC Project Manager
echurchill@ccrpcvt.org
802-846-4490 x11

Upcoming Meetings:

Railyard Enterprise Project (REP) Public Meeting:
Thursday, March 7, 2013 at 7PM in Contois Auditorium, Burlington City Hall

ATTENDEES

Members Present

First	Last	Organization
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Michele	Boomhower	CCRPC
Julie	Campoli	Burlington Resident
Steve	Goodkind	Burlington DPW
Chris	Jolly	FHWA
Joan	Shannon	City Council
Mary Anne	Michaels	VT Railway
Neil	Mickenberg	Burlington Resident
Ryan	Mitofsky	Ward 5 NPA
Michael	Monte	Champlain Housing Trust
Andy	Montroll	CCRPC Board
Peter	Owens	CEDO
Matt	Mahoney	King St. Neighborhood Redev. Corp.
Joe	Segale	VTrans Policy & Planning
Chapin	Spencer	Local Motion
Sandrine	Thibault	Planning & Zoning (For David White)

Others Present

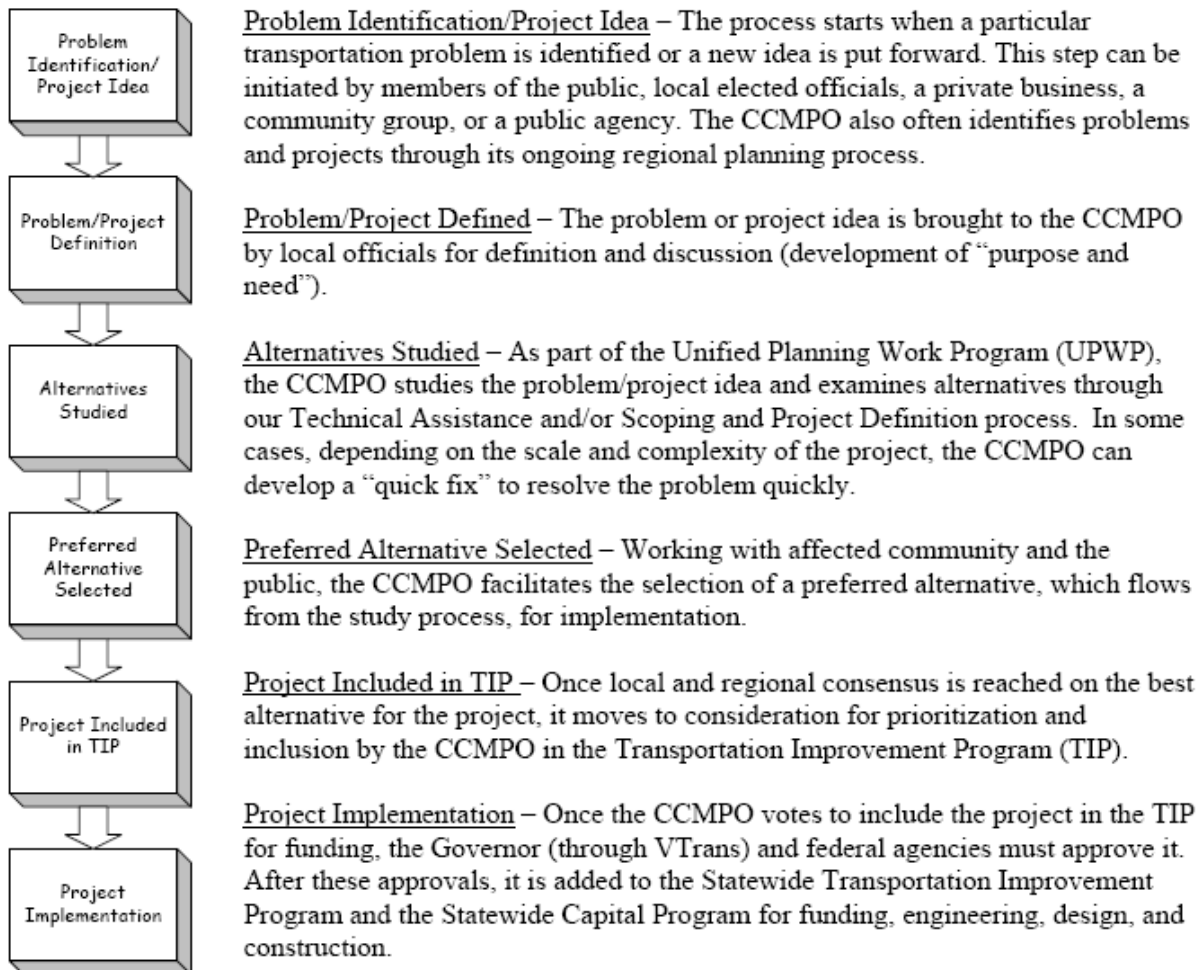
First	Last	Organization
Albright	Dan	CCRPC
Baldwin	Norm	DPW
Churchill	Eleni	CCRPC
Chamberlin	Bob	RSG
Cole	Chris	VTrans
Currier Phillips	Kasey	
Dunkiel	Brian	Attorney
Green	Jennifer	CEDO
Merriman- Shapiro	Kirsten	CEDO
Meyerhoff	Diane	Third Sector Associates
Wulfson	David	Vermont Railway

The Scoping Process as Part of the Life of a Project

Steps 2-4 are Considered Scoping (Problem Definition through Preferred Alternative Selected)

The Life of a Project: From Concept to Reality

Typical Stages in the Development and Funding of Transportation Projects



**DRAFT OPERATING PROCEDURES FOR THE
BURLINGTON RAILYARD ENTERPRISE PROJECT (REP) STEERING COMMITTEE
FOR CONSIDERATION BY THE COMMITTEE**

January 24, 2013

REP Steering Committee Purpose: To review and discuss key information, data (traffic, environmental, etc.) and alternatives for the Railyard Enterprise Project area and make recommendations relative to a preferred alternative to the Burlington City Council (via the Transportation, Energy, and Utilities Committee – TEUC). Active Steering Committee involvement and input will help define an acceptable and implementable alternative for the City.

I. Duties and Responsibilities

- A. Members of the REP Steering Committee are expected to: learn about the issues relevant to the project; disseminate this information to the community they represent; advise the Project Team of their opinions and those of their community in a timely manner; encourage early and broad community participation; and promote and affirm the outreach process for this effort. ***It is the responsibility of the committee member to regularly report to the organization or constituency to which s/he represents and to present to the Steering Committee the views of his or her constituency.***
- B. All participants are requested to respectfully listen to the opinions of others in an effort to ensure a constructive discussion and a successful project outcome.
- C. Steering Committee members will be expected to participate in scheduled public meetings and encourage others to attend and share their opinions at the meeting or by communicating with the Project Team. All Steering Committee meetings will have a public comment period.
- D. We understand that members of the Committee have many personal and professional commitments aside from this one. However, we ask that members make every possible effort to attend the meetings consistently. Anyone who misses more than two meetings in a row will find it difficult to participate in the work of the committee effectively.
- E. The Project Team, consisting of staff from the Chittenden County Regional Planning Commission (CCRPC), Community & Economic Development Office (CEDO), Public Works Department (DPW), and Resource System Group (Consultants) commits to the following responsibilities: to schedule Steering Committee meetings on a regular basis that will allow the participants to consider issues and offer timely input; to consider and respond to this input and concerns; to provide understandable and accurate data and project information; to provide timely notice of meetings, with agendas; and to record and distribute accurate summaries of the discussions.

II. Membership

A. Steering Committee members will be invited to participate as follows:

- City Councilor (1);
- Representatives of the City of Burlington Public Works, CEDO, and Planning & Zoning (3);
- Business Liaison (1);
- Representatives of the Neighborhood/Ward 5 NPA (1);
- Local Motion (1);
- Chittenden County Transportation Authority (CCTA) (1);
- Representative of King Street Revitalization (1);

- Representative of the Affordable Housing Community (1);
- Representative of the General Public (2);
- Representatives of the Regional Planning Commission Board and Staff (2)
- Representative of the Vermont Railway (1);
- Representative of the Federal Highway Administration (1);
- Representatives of the Vermont Agency of Transportation (3)

B. The public is welcome to attend the committee meetings as observers. A 10-minute public comment period will be set aside at each meeting for comments or questions from observers.

III. Project Management and Committee Staffing

Overall project management will be provided by CCRPC staff. Professional analysis and technical assistance will be provided by a consultant team led by Resource Systems Group (RSG). Third Sector Associates will assist with Steering Committee and public/community outreach. Committee staffing and meeting facilitation will be provided by CCRPC staff with assistance from Burlington's CEDO, DPW, and the consultant team.

IV. Consensus

The REP Steering Committee will seek to achieve consensus on proposals or alternatives; in the absence of a consensus, the opinions of the parties will be recorded in a written summary and taken into consideration by the Project Team. The opinions of the community are an important element in the process of developing alternatives, but the City, who must ultimately approve a preferred alternative, has to follow guidelines relating to feasibility, level of technical difficulty, environmental laws and regulations, and state and federal funding guidelines. The Project Team values the contributions and opinions of the community and the individual participants, but reminds the Committee that the City retains final decision making authority with regard to the project.

V. Duration

The Steering Committee will continue to function until a preferred alternative is presented to the Burlington City Council, anticipated in the fall of 2013.

VI. Meetings

- A. The REP Steering Committee shall meet 4-6 times through the duration of the project as determined by the project work and schedule.
- B. All Steering Committee meetings will be open to the public. Meeting dates, agendas, and notes will be posted on the project's website when the site is available (early February 2013).

The Project Team appreciates the time and effort that individuals commit to this kind of project and thank you for representing your community and working to enhance the planning process.

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

DATE: Tuesday, May 7, 2013
TIME: 6:00-7:30 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introductions were made.

2) Public Comment Period

Allan Hunt, a resident of the Maple Street neighborhood, offered comments (please see attached).

3) Project Status

3A. Debrief of Public Meeting #1 on March 7, 2013: Bob Chamberlin of RSG reported that fifty members of the public attended the meeting, including twelve Steering Committee members. The meeting was a basic project introduction. The breakout groups provided a substantial amount of information that will inform the next steps.

3B. Resource Coordination Group Meeting #1 on April 10, 2013: Bob reported that this group, convened by VTrans, consists of state and federal agencies involved with natural resources issues. By meeting with this group throughout the REP, it will allow us to move more quickly through the NEPA (National Environmental Policy Act) permitting process. This process concludes with an environmental document that allows the project to move forward.

3C. Landowner Outreach: Bob reported meeting with the following landowners: Burlington Housing Authority, Curtis Lumber, City of Burlington, Havey, Albee, Adams, Vermont Rail. He emphasized the importance of ongoing communication with private landowners in the study area.

4) Discussion of Draft Purpose & Need Statement

The draft statement (Version 6) is attached to these notes

Bob explained that the Purpose & Need Statement is important because it will be used to rank the project alternatives. Brian Dunkiel noted that the NEPA process requires that we have a series of reasonable alternatives to evaluate; the Purpose & Need statement will guide us in the evaluation of alternatives and ultimate selection of a preferred alternative.

There was discussion about the railyard designation as a National Highway System (NHS) intermodal facility. The ferry is not designated as such. It is important to emphasize the railyard's designation

because there are federal funds available for intermodal connectors providing access to NHS intermodal facilities. This designation does not place restrictions on the site.

There was concern about the jargon in the statement. The group asked that footnotes be provided to define multimodal transportation, complete streets, intermodal connections, and livability. Eleni Churchill of the CCRPC indicated that all these terms will be explained in the supporting text that complements the Purpose and Need where the statements will be discussed in more detail.

Eleni reported that Vermont Railway representatives, who were unable to attend tonight, asked that the Railway be included under the Economic Development Need Statement.

Neil Mickenberg discussed his concerns for the Livability Statement. When the REP was first presented, Neil understood that there would be an opportunity to grow small businesses and create affordable housing within the study area; he doesn't feel these have been included in the statement. There was discussion about whether or not this is covered as part of the reference to planBTV.

Joan Shannon believes one of the purposes of developing this area is to connect Pine Street with the Lake. The Lake is inaccessible for a long stretch of Pine Street. It was agreed to add this connection under the Multimodal Travel Connections Statement.

David White asked that "provide greater choice to people" be integrated into the need statements, since the federal government has been using the word "choice" frequently.

Meredith Birkett asked that the transit reference, in the Multimodal Travel Connections Statement, be changed to read "There is a need for additional multimodal connections in the Railyard Enterprise Project area to SUPPORT transit system performance..." (rather than "improve"). She feels this broader statement will provide more flexibility. The committee agreed.

There was discussion about the definition of livability and its association with air and noise pollution. The group agreed to change the Livability Need Statement to: "There is a need to improve the Livability of residential areas and emerging mixed-use districts in the Railyard Enterprise project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections will help improve travel conditions for all users in the Railyard Enterprise Project area." The group would like to have a reference to the federal definition of "Livability" in the supporting text.

For the last need statement, focusing on the Burlington Railyard, there was discussion about improving efficiency of the yard operations, possibly moving the commercial yard south to the Havey property recently purchased by VT Railway, and whether or not the railyard could be relocated. Railyard relocation is not on the table now.

Andy Montroll suggested adding outline numbers to the statement to make it clearer.

Eleni will revise the Purpose & Need Statement based on committee input and distribute it via email.

5) Preliminary Discussion of Alternatives

Bob quickly reviewed previous efforts at redesigning the project area.

6) Next Steps

- Public Meeting #2, featuring the development of Alternatives: Tuesday, May 21st, 7:00 PM, 60 Lake Street. Diane Meyerhoff will distribute meeting information and asked that Steering Committee members broadcast it to constituents, Front Porch Forums, etc.
- Project Team Design Workshop, Wednesday May 22
- Resource Coordination Group Meeting #2 on Tuesday, June 11th will focus on the Alternatives
- Steering Committee #3 on Wednesday, June 12th will focus on the Alternatives
- The evaluation of Alternatives will take place between June and September

The meeting was adjourned at 7:33 PM.

Upcoming Meetings:

- REP Public Meeting #2: Tuesday, May 21st, 7:00 PM, 60 Lake Street, Great Room, 3rd Floor
- REP Steering Committee Meeting #3: Wednesday, June 12th, 6:00 PM, Burlington DPW

ATTENDEES

Members Present

First	Last	Organization
Joan	Shannon	City Council
Chris	Cole	VTrans
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Michele	Boomhower	CCRPC
Julie	Campoli	Burlington Resident
Cioffi	Frank	GBIC
Steve	Goodkind	Burlington DPW
Neil	Mickenberg	Burlington Resident
Rodger	Brassard	Ward 5 NPA
Andy	Montroll	CCRPC Board
Peter	Owens	CEDO
Matt	Mahoney	King St. Neighborhood Redev. Corp.
Chapin	Spencer	Local Motion
White	David	Planning & Zoning

Others Present

First	Last	Organization
Dan	Albright	CCRPC
Norm	Baldwin	DPW
Eleni	Churchill	CCRPC
Bob	Chamberlin	RSG
Trish	Coppolino	ANR
Brian	Dunkiel	Attorney
Allan	Hunt	Burlington Resident
Kirsten	Merriman-Shapiro	CEDO
Diane	Meyerhoff	Third Sector Associates
Sandrine	Thibault	Planning & Zoning

Public Comments: Allan Hunt

My name is Allan Hunt. I live at 89 Maple Street and have owned two apartment buildings in the neighborhood for over 35 years. I appreciate the opportunity to address this committee and thank you for your commitment to finding alternative outlets for the traffic in our neighborhood. I am also a party to the Act 250 permit process for the Champlain Parkway and have filed an appeal to the Environmental Court. My goal in being involved is to give our neighborhood a voice in the proceedings for a project that is likely to have a devastating impact if approved.

The King Street neighborhood is the lowest income census tract in the State. It is very diverse, serving as a home to a large number of resettled refugees. It is also a Historic District, being the area of the earliest settlement of Burlington. Finally, it has a significant stock of affordable housing that has received millions of dollars of public investment. The neighborhood is also at a tipping point in terms of traffic, where the nearly 14,000 cars a day threaten to overwhelm the quality of life for its residents and drive out those of us who can afford to leave.

As many of you know, the Champlain Parkway has been in the planning process for over 40 years. Its original intent, which hasn't changed, is to reduce truck and vehicular traffic in the neighborhoods. The current plan works well for the southend but ADDS nearly 2,000 additional cars and trucks to the 14,000 already entering the northend of the project, which is our neighborhood! The traffic problem is made worse for us and is patently unfair! The additional traffic does represent the "tipping point" for our neighborhood, ultimately resulting in disinvestment, with higher income people choosing to leave or not to continue to invest as has happened in the past. Traffic on Pine Street between Maple and King, where many families live, is projected to increase by 46%!

Other impacts of the Parkway include the elimination of the bike lane between Maple and Kilburn; significant back-ups on the side streets running east/west, with some waits approaching 5 minutes; no major improvements are planned for pedestrian crossings, despite the increase in traffic. [A study done by Locomotion showed a 20%-25% compliance rate of cars yielding to pedestrians at the crossings studied.] The construction of a \$30 million Parkway with so many negatives simply makes no sense.

I am encouraged by the initial planning for the Railroad Enterprise Project. I believe, if implemented, it would have a positive impact on our neighborhood by diverting some of the traffic away from the residential streets. My concern has to do with timing, meaning this project needs to be implemented in conjunction with the opening of the Parkway. A way must be found to speed up the implementation of the Railroad Enterprise Project while delaying the construction of the Parkway so until such time both can be built at the same time. Thank you!

Thank you!

Purpose and Need of Railyard Enterprise Project

Purpose

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements, which incorporate the principles of Complete Streets, to support economic development in the area; improve livability of the surrounding neighborhoods; enhance multimodal travel connectivity between the Pine Street corridor and the Burlington Waterfront South area; and improve intermodal connections to the Burlington Railyard, a National Highway System (NHS)-designated intermodal facility.

Need

Develop supporting infrastructure to be consistent with the goals of planBTV (part of the municipal plan scheduled for adoption in the summer of 2013) associated with the Railyard Enterprise Project area, including supporting economic development in the area. There is a need for a new street network and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

Improve livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets, which in turn will improve local air quality and travel safety in the area. Additional transportation connections will help improve travel conditions for all users in the Railyard Enterprise Project area.

Enhance multimodal travel connections in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to improve transit system performance, enhance bicycle and pedestrian connectivity and access and facilitate travel from existing neighborhoods to the Waterfront. There is also a need to create new safe and efficient pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Burlington Bike Path and improve access from the King Street neighborhood.

Improve connectivity and access between nearby streets and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #3 Meeting Notes**

DATE: Wednesday, June 12, 2013
TIME: 6:00-7:30 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introductions were made. Bob Chamberlin of RSG noted that tonight's meeting is designed to obtain the Steering Committee's input on preliminary street alignment alternatives and to determine how best to narrow down the list to a smaller number of viable alternatives.

2) Public Comment Period: There were no comments. [Diane, we technically did not have one at this meeting.](#)

3) Project Status

Bob explained that we are currently working on Task 3:

Task 1: Project Start-Up, Data Gathering (Complete)

Task 2: Local Concerns Mtg/Purpose & Need/Coord.with Resource Agencies (Complete)

Task 3: Alternatives Development (April-June)

Task 4: Identify Constraints; Evaluate Alternatives (May-August)

Task 5: Alternatives Presentations (September)

Task 6: Draft & Final Scoping Report (September-October)

The study team met with the Resource Agencies today for a second time. This group, hosted by VTTrans, includes both federal and state-level agencies. There will be one more meeting with this group to keep them abreast of progress.

The second public meeting, held on May 22nd, was attended by about forty people. Ideas were generated on large maps and the design team used this information to formalize the alternatives that will be discussed tonight.

4) Finalize Draft Purpose & Need Statement (Draft is attached to this document)

Bob reviewed the 7th draft of the Purpose & Need Statement. Michael Monte of CHT asked if "Livability" (with a capital "L") had a specific meaning. Indeed, it does, according to FHWA:

<http://www.fhwa.dot.gov/livability/>

The study team would like to finalize the statement and asked that committee members send final comments in the next week.

5) Presentation and Discussion of Transportation Alternatives

Bob presented some background on the preliminary alternatives:

- **Focus First on New Street Alignments**
 - Shape of the Streets - Grid and/or Spur (diagonal alignment)
 - Where the Streets Connect - South Champlain Street and/or Battery Street
 - Impact on Railyard (can be minimal, moderate, significant)
- **City of Burlington Complete Streets Guidelines**
 - 60 foot right-of-way (ROW)
 - On-street bicycle lanes
 - Sidewalks on both sides
- **Alternatives Include New Intersections with City Streets-Intersection Control**
(i.e. traffic signal, stop sign, roundabout) **Not Yet Determined**
- **Modal Alternatives Are Not Yet Fully Developed.** Focus is on street design.
- **Alternatives Need to be Far-Ranging at this Stage**
 - Alternatives will be rejected according to how well they address the Purpose & Need Statement
 - Ongoing Meetings with Key Stakeholders including VT Railway and other private landowners

Brian Dunkiel asked that when this information is distributed to the public, some context be added. It appears to be focused on new street alignments, which is not in the spirit of the Purpose & Need. [The project team will not post powerpoint presentations on the website until conferring with the Steering Committee on this point.](#)

Bob described five “families” of alternatives that impact the railyard differently:

- Grid Streets-Connect to South Champlain Street Only-Minimal Impact on Railyard
- Grid Streets-Connect to Battery Street-Moderate Impact on Railyard
- Grid Streets-Connect to Battery Street-Significant Impact on Railyard
- Hybrid Streets (Grid and Spur)-Connect to Battery Street-Moderate Impact on Railyard
- Spur Streets-Connect to Battery Street-Moderate Impact on Railyard

He reviewed each family and possible alternatives via maps.

6) Discussion of Screening Criteria for Alternatives

Bob described the possible screening criteria associated with the Purpose & Need:

- Impact on Railyard operations (positive, neutral, adverse) (Need #4)
- Impact on truck traffic through neighborhoods and/or Railyard access improved (positive, neutral, adverse) (Need #2,#4)
- New street frontage (feet)(Need #1)
- New multimodal roadway links connecting existing neighborhoods with the Waterfront (y/n) (Need #2)
- Impact on transit network (positive, neutral, adverse) (Need #3)

He offered a series of criteria related to resource impacts, including: streams, shoreline, floodplains, wetlands, wetland buffers, threatened/endangered species, hazardous wastes, historic, archeological,

public parks/lands, right-of-way, land use, and estimated cost.

The group discussed a number of concerns, including:

- How to “match up” a new 60 foot street right-of-way with the older street widths.
- The current Champlain Parkway includes a 10 foot wide shared use path.
- How to measure and evaluate “livability.” Chris Jolly of FHWA offered to talk with his counterparts.
- How to measure economic development opportunity and whether or not street frontage is an appropriate proxy. PlanBTV may offer some additional measurement options.
- Add utility impacts under resources.
- Title 6, equity impacts should be included in the criteria. This will be done when we narrow the number of alternatives, but a preliminary screen can be done now.
- The Legislature has funded the planning and some preliminary design for REP
- Impacts to other landowners, like CSWD and parks, will be included under right-of-way impacts.
- The existing bikepath should be added to the maps.
- Could we make a connection to Marble Avenue?
- Truck traffic isn’t the only issue regarding livability. For the “consistency with the Purpose & Need” please revise to say: “Impact on truck **and other traffic** through neighborhoods...” [Diane, where is this from? I don’t see these words in the P&N???](#)

There was discussion about how well the alternatives addressed bike/pedestrian connectivity, something noted in the Purpose & Need Statement. Bob did not present all the bike/ped alternatives tonight, but will put together another map that overlays paths with road alternatives. **He will distribute this information to the committee.** Due to the concerns that new facilities may not be built to make new bike/ped connections, the group agreed to update the Purpose & Need by removing “new” from item number 3:

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and access and facilitate travel from existing neighborhoods to the Waterfront and Lake Champlain. There is also a need to create ~~new~~ safe and efficient pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Burlington Bike Path/Lake Champlain and improve access from the King Street neighborhood.

Bob will update the screening criteria and distribute it to the committee.

7) Next Steps

- Revisions to Alternatives/Revised Screening Criteria and SC #4 (July)
- Evaluation of Alternatives (June – September)
- Resource Coordination and SC #5 Meetings – Viable Alternatives Evaluation (September)
- Alternatives Presentations (2) - Public Meeting #3 and Burlington City Council (October/November)
- Initial/Final Scoping Reports (December)
- NEPA Documentation, 2014

The group agreed to meet one time over the summer to review the shared use path alternatives, the

updated screening criteria, and the revised the alternatives based on tonight's discussion. The next meeting will describe the process for narrowing down the alternatives and discuss the alternatives that will move forward. We are planning to have 3-5 alternatives to move forward to the Environmental Impact Statement (EIS). At the end of the EIS, there will be one preferred alternative, selected by the Burlington City Council (a member of the Council sits on the Steering Committee).

The meeting was adjourned at 7:50 PM.

Upcoming Meetings:

- REP Steering Committee Meeting #4: July 9th, 6:00 PM, Burlington DPW

ATTENDEES

Members Present

First	Last	Organization
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Michele	Boomhower	CCRPC
Rodger	Brassard	Ward 5 NPA
Julie	Campoli	Burlington Resident
Chris	Cole	VTrans
Chris	Jolly	FHWA
Matt	Mahoney	King St. Neighborhood Redev. Corp.
Mary Anne	Michaels	Vermont Railway
Neil	Mickenberg	Burlington Resident
Michael	Monte	Champlain Housing Trust
Andy	Montroll	CCRPC Board
Peter	Owens	CEDO
Chapin	Spencer	Local Motion

Others Present

First	Last	Organization
Eleni	Churchill	CCRPC
Bob	Chamberlin	RSG
Brian	Dunkiel	Attorney
Kirsten	Merriman-Shapiro	CEDO
Diane	Meyerhoff	Third Sector Associates

DRAFT – DRAFT – DRAFT

Purpose and Need of Railyard Enterprise Project

Purpose

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements, which incorporate the principles of Complete Streets, 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 the Burlington Waterfront South area; and 4) improve intermodal connections to the Burlington Railyard, a National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of planBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations.

There is a need for a new street network and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the Livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections will help improve travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and access and facilitate travel from existing neighborhoods to the Waterfront and Lake Champlain. There is also a need to create new safe and efficient pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Burlington Bike Path/Lake Champlain and improve access from the King Street neighborhood.

4) Improve connectivity and access between nearby streets and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #4 Meeting Notes**

DATE: Tuesday, July 9, 2013
TIME: 6:00-8:00 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introductions were made.

2) Public Comment Period: There were no comments.

3) REP-Related Initiatives

3A. Area Wide Planning Grant (AWP) (Nick Warner, CEDO)

Nick explained that the City received an AWP grant from the Environmental Protection Agency's (EPA). The funds provide CEDO staff time and consultants to assess and determine clean-up plans for distressed areas in the REP study area. The first task is to collect existing data, identify gaps in data, and fill those gaps with the help of environmental consultants. The information will help the community to make educated decisions about the future of the REP area and the appropriate level of redevelopment. The AWP also gives the City priority for other types of remediation funding. Nick and Jennifer Green will interact with the REP regularly.

3B. Brownfield Economic Revitalization Alliance (BERA, , VT DEC)

Trish explained that the BERA process will bring together the VT Agency of Commerce, VTrans, and DEC to facilitate and expedite brownfield assessment and remediation in the REP study area.

3C. Global Green Site Investigation, June 25-27 (Peter Owens, CEDO)

Peter explained that a national consulting team, the Global Green Team, came to Burlington to provide technical assistance for LEED neighborhood design in the REP area and the South End. Some of these ideas were incorporated into the alternatives and screening criteria for REP. Peter will distribute the Team's report when it becomes available.

3D. Phase II Site Investigation for VT Railway Parcel (former Havey Property, Trish Coppolino)

Trish explained that the CCRPC is funding the planning work and DEC will fund the investigation work.

4) Project Status (Bob Chamberlin, RSG, All)

4A. *Purpose & Need.* The Purpose & Need has been finalized (see attached).

4B. *Landowner Outreach.* Meetings were held with: Curtis Lumber (June 10); VT Railway (June 19); Global Green (June 25-27); Adams (June 27); Bent Partnership (July 1); Albee (July 3); Havey (July 8)

4C. *Level of Analysis for the REP.* Bob described the stages of the REP Scoping/PEL Study:

Stage 1 - Planning (Underway)

Purpose & Need Statement

Development of a Range of Schematic Alternatives (10-20+)

Qualitative Screening of Alternatives

Narrow Range of Schematic Alternatives to a Range of Viable Alternatives (3-5)

Stage 2 - Planning

Multimodal Design Criteria

Development of Conceptual Plans for Viable Alternatives

Quantitative Evaluation of Viable Alternatives: Resource Evaluation; Railyard Impacts; Stormwater and Utility impacts; Traffic impacts; Cost estimate

Recommend Preferred Alternative or Range of Preferred Alternatives

Stage 3 - Environmental Impact Statement (EIS)

For Range of Preferred Alternatives, Including No Build

Field surveys (environmental, topography and ROW)

3D Alternative Design Plans

In-Depth Environmental Review

Phase II Site Assessments

Historic/Archaeology

Environmental Justice

Recommended Alternative

Record of Decision (FHWA acceptance)

Final Stage - Preliminary Engineering & Construction

Rob Sikora of FHWA noted that a streamlined process for the EIS is now available through MAP-21 (Moving Ahead for Progress in the 21st Century Act). * This Steering Committee will be involved in stages one and two; the EIS process will be a new process. VTrans, not the CCRPC, will oversee the EIS with guidance by FHWA. The City may manage the EIS process through a cooperative agreement with VTrans.

5) Presentation and Discussion of Revised Alternatives

Bob Chamberlin noted that tonight's meeting is designed to obtain the Steering Committee's input on preliminary street alignment alternatives and to determine how best to narrow down the list to a smaller number of viable alternatives.

Bob explained that the framework for the preliminary alternatives is based on the City's complete streets guidelines. For tonight's discussion, two items should be considered "givens" and will be analyzed in the near future – bicycle/pedestrian accommodations and intersection control (ie. traffic signal, stop sign, roundabout).

The alternatives have been narrowed from thirteen to nine and are described by four "families" of alternatives that impact the railyard differently: Spur Alternatives; Hybrid & Grid Streets, Historic Block Length (400 feet); Hybrid & Grid Streets, Aligned with Existing Streets; and Hybrid & Grid Streets, Avoid Impacts to Existing Buildings. Bob described the project base map and discussed the alternatives.

Alternative A: Eleni asked that access to railyard from Pine Street be added, however it was noted that a "star" denotes that access. Bob will make the graphic more clear. Brian Dunkiel asked that the committee take time at its next meeting to better understand railway operations in order to better evaluate the alternatives. Bob will do so. There was discussion of the cost and environmental issues surrounding possible railway relocation.

Alternative B: The committee asked that the green space be removed from this alternative since it's not depicted in other alternatives. The committee asked that there be consistency at the intersections for each alternative (removed the roundabout).

Alternative C: There was concern that this alternative crosses through the Curtis Lumber building; ~~if aligned with Kilburn Street instead the proposed street would still conflict~~ if aligned with Kilburn Street instead, the proposed street would still conflict with the existing Curtis Lumber building footprint.

Alternative D: Amy Bell of VTrans felt that cross streets at Pine and Marble were too close together. It makes more sense to include-align with Marble ~~crossing~~ only.

Alternative E: The committee asked that another version of this alternative be created that shows traffic going directly to Battery without forcing a left turn (roadway running around the DPW Streets building).

Alternatives F through I: These alternatives include significant impacts to railway infrastructure, something that is not supported by VTrans due to the cost and environmental impacts. It was decided that Alternative G should remain on the list since it has the maximum property impacts and will provide an extreme case.

Rob Sikora provided history of the Southern Connector and railyard relocation analysis. Railyard relocation involves not only moving the railyard but having a place to move it to. A viable option has never been found, but Rob believes relocation should still be analyzed. (Bob – is this how you understood what he said?) Further, Rob feels that neither Alternative A nor Alternative B can be built due to a previous denial by FHWA during the Southern Connector analysis. Denial was based on limited economic development value. Brian suggested that the REP Purpose & Need is different from the Southern Connector Purpose & Need and Michael Monte suggested that these alternatives offer significant economic development value by providing a new roadway and therefore new development opportunities.

Commented [RMC1]: Diane, Michele recommended that one of these options survive to the next round but I don't recall anyone choosing one. Maybe Eleni remembers.

Commented [RMC2]: Yes, this is what he said.

Since time was short, Bob offered to revise the alternatives based on the discussion and distribute them to the committee along with the screening criteria (see attached). Once the alternatives are evaluated using the screening criteria, they will be reduced to a smaller number that will undergo more intense evaluation. The Committee will receive this information via email and we will likely meet again in September.

The meeting was adjourned at 8:04 PM.

*More information about Map-21 is available at: <http://www.fhwa.dot.gov/map21/>

ATTENDEES

Members Present

First	Last	Organization
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Michele	Boomhower	CCRPC
Chris	Cole	VTrans
Mary Anne	Michaels	Vermont Railway
Neil	Mickenberg	Burlington Resident
Michael	Monte	Champlain Housing Trust
Peter	Owens	CEDO
Chapin	Spencer	Local Motion

Others Present

First	Last	Organization
Dan	Albrecht	CCRPC
Norm	Baldwin	DPW
Eleni	Churchill	CCRPC
Bob	Chamberlin	RSG
Trish	Coppolino	VT DEC
Brian	Dunkiel	Attorney
Alan	Hunt	Burlington Resident
Chip	Mason	Ward 5 City Councilor
Diane	Meyerhoff	Third Sector Associates
Rob	Sikora	FHWA
Nick	Warner	CEDO

Purpose and Need of the Railyard Enterprise Project

Purpose

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements, which incorporate the principles of Complete Streets, 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 the Burlington Waterfront South area; and 4) improve intermodal connections to the Burlington Railyard, a National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of planBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations.

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2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the Livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections will help improve travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and access and facilitate travel from existing neighborhoods to the Waterfront and Lake Champlain. There is also a need to create safe and efficient pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Burlington Bike Path/Lake Champlain and improve access from the King Street neighborhood.

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INSERT Screening Criteria Memo

Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #5 Meeting Notes (Corrected 12-23-13)
<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

DATE: Wednesday, December 11, 2013
TIME: 6:00-8:00 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introductions were made.

2) Public Comment Period: There were no comments.

3) Study Status & REP-Related Initiatives

Bob Chamberlin of RSG explained that there are seven alternatives that met the initial screening criteria. The alternatives represent a full range of alternatives for further study and consideration.

Bob encouraged the committee to review the street design guideline memo that was distributed prior to the meeting (available on the website). A traffic model is being developed to evaluate the traffic flow of the alternatives. Results will be available for discussion at the next steering committee meeting.

An archeological assessment has been prepared by the consultant team. Bob highlighted one area from the assessment – the former Havey Property (now owned by Vermont Railway). This area is referred to as the “North Slip” as it was once a canal used by barges. It is considered an archeological “area of interest” and will likely need to be assessed further.

Bob reported that the Brownfield Economic Revitalization Alliance (BERA) is researching deed restrictions and assessing hazardous waste issues. A Phase II site assessment is underway for the former Havey property, now owned by VT Railway. As part of this assessment a monitoring well layout has been established. When the wells are drilled an archaeologist will need to be present for evaluation. The Area Wide Planning Grant (AWP), managed by CEDO, is managing and coordinating resources.

4) Review of Phase 2 Alternatives

Bob reported that the Purpose & Need Statement is finalized and will be used to analyze the alternatives. Bob reviewed each of the seven alternatives.

Neil Mickenberg, a Burlington resident, believes that Alternatives C1 and C2 do nothing but add traffic to the King Street neighborhood; they are inconsistent with the Purpose & Need in terms of “increasing livability.” He would like to see these removed from consideration. If the Purpose & Need doesn’t clearly exclude these alternatives, it should be amended. Ilona Blanchard, a resident of South Champlain Street, expressed her concern with these two alternatives as well. She noted that the neighborhood has a concentration of affordable family housing and a playground; adding additional traffic will not improve livability.

Michael Monte of CHT supports keeping all the alternatives and choosing the best solution when additional information is available. Bob explained that RSG is evaluating the alternatives and will have a complete assessment for the next meeting. Julie Campoli, a Burlington resident, noted that although these alternatives have high neighborhood impacts, they have a lot of economic development opportunities.

5) Discussion of Railyard Operations

Mark Colgan and Dan Stein of VHB made a presentation about railyard operations (the presentation is available at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>)

The railway operates on track owned by the State of Vermont. The track is leased, operated, and maintained by Vermont Railway. The Burlington rail yard is two miles long, stretching from Home Avenue to College Street and encompasses about 47 acres. The yard operates 24 hours a day and handles about 50-60 rail cars daily and 27,000 cars annually. There are 50 employees in Burlington. Commodities include ballast (crushed stone) and other aggregate, calcium chloride, and clay slurry. There is storage of commodities on site. Although Amtrak passenger service is not available now, it may be in the future. If Amtrak is to serve Burlington, there will likely be an additional track needed, possibly adjacent to the main line track between King and College Streets.

Chris Jolly of FHWA asked about the Purpose & Need Statement regarding “improve access to the railyard.” Mark responded that access improvements can’t be quantified until the study’s impacts to the railyard are understood. VHB will be assessing railyard access as part of the overall Phase 2 assessment to be presented at the next meeting.

There was discussion of truck traffic, truck routes, and unused rail sidings. The committee asked Bob and Eleni to gather the following data:

- Average number of trucks accessing the railyard
- Origins-Destinations and routes of trucks accessing the railyard
- Identify rail yard operations (such as storing commodities on-site) that could be consolidated with operations outside the yard – are there locations for commodities to be stored other than the rail yard?

6) Discussion of Evaluation Criteria

Bob outlined the evaluation criteria for the alternatives:

- Resource and Other Impacts: Historic, archeological, right-of-way, hazardous waste sites/brownfields, railyard, utilities, wetlands, rare species, floodplain, water resources, town/regional plans, environmental justice
- Traffic Performance: Level of Service (LOS) Analysis

- Estimated Costs
- Do the alternatives meet the study's Purpose & Need? To what degree do the alternatives promote economic development, enhance multimodal transportation, support Livability in adjacent neighborhoods, and improve access to the railyard?

7) Next Steps

- Evaluation of Phase 2 Alternatives (December/January)
- Steering Committee Meeting #6 (January/February)
- Alternatives Presentation (February/March)
- City Commissions and City Council Presentations (March/April)
- Initial/Final Scoping Reports (Spring 2014)
- EIS (2014-2015)

The meeting was adjourned at 8:03 PM.

ATTENDEES - Members Present

First	Last	Organization
Amy	Bell	VTrans (via phone)
Meredith	Birkett	CCTA
Michele	Boomhower	CCRPC
Rodger	Brassard	Ward 5 NPA (5:30)
Julie	Campoli	Burlington Resident
Chris	Jolly	FHWA
Mahoney	Matt	King St. Neighborhood Redev. Corp.
Mary Anne	Michaels	Vermont Railway
Neil	Mickenberg	Burlington Resident
Michael	Monte	Champlain Housing Trust
Peter	Owens	CEDO (6:45)
Joan	Shannon	City Council (6:30)
Chapin	Spencer	Burlington DPW
Jason	VanDriesche	Local Motion
David	White	Burlington Planning & Zoning

ATTENDEES - Others Present

First	Last	Organization
Norm	Baldwin	Burlington DPW
Ilona	Blanchard	Burlington Resident
Bob	Chamberlin	RSG
Eleni	Churchill	CCRPC
Brian	Dunkiel	Attorney
Mark	Colgan	VHB
Alan	Hunt	Burlington Resident
Kirsten	Merriman-Shapiro	CEDO
Diane	Meyerhoff	Third Sector Associates
Dan	Stein	VHB
Sandrine	Thibault	Burlington Planning & Zoning

**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #6 Meeting Notes**

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

DATE: September 4, 2014
TIME: 6:00-8:00 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome & Introductions

Michele Boomhower of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone at 6:07PM and introductions were made.

2) Public Comment Period: There were no comments.

3) Review Updated Purpose & Need (P&N) Statement

Eleni Churchill of the CCRPC reviewed the revised Purpose & Need (P&N) statement (attached). She explained that over the past few months, the City has been working with VTrans, FHWA, and the CCRPC to address concerns voiced by Steering Committee members and the public regarding the P&N developed last year. Acceptance of this new statement (July 2014) by the City, FHWA, and VTrans will allow this Railyard Enterprise Project to move forward.

Chapin Spencer of DPW thanked FHWA and VTrans for their participation in the process and feels that the new statement provides an accurate and strong foundation to move forward. Chris Jolly of FHWA is pleased that the City's concerns were addressed now rather than later in the process. This statement is the foundation for all the alternatives as well as the environmental document. Chris Cole of VTrans is also pleased with the outcome and thanked FHWA for their flexibility and willingness to work with the City and VTrans. Peter Owens of CEDO noted that this is a case where input of many voices made a difference. There were many people involved and everyone is on the same page now. Neil Mickenberg believes that the statement is a vast improvement over the previous version.

Michael Monte of Champlain Housing Trust supports the revised P&N but is concerned about the constraints in the project area, especially the availability of right-of-way. He's concerned that we might achieve only some of the goals, followed by some very difficult decisions. We may not succeed 100 percent with this statement; the more we try to do the more difficult it will be to succeed at all levels. Joan Shannon agreed that there are many stumbling blocks to be

expected along the way. She asked if the order of the need statements is prioritized and Eleni responded that they are not. Eleni explained that some of the criteria developed to evaluate the alternatives will be based on the project needs and a decision would be made to weight the needs/criteria at that point. The Steering Committee will have the opportunity to comment on the criteria and possible ranking of needs.

In response to a question about Vermont Railway reaction to this project, Eleni explained that the Railway is actively participating in the process as members of the Steering Committee and preliminary discussions with them were positive. Chris Cole explained that Vermont Railway's support is contingent upon which alternatives move forward and their impacts on the railyard.

4) Discussion of Process Moving Forward

4a) Draft Alternatives

Eleni explained that the process to move forward includes these first steps: 1) rescreening of the full set of *Draft Alternatives* based on the revised Purpose & Need, 2) developing a new list of *Draft Alternatives*, 3) developing screening criteria, and 4) evaluating the *Draft Alternatives* using the screening criteria. These steps will be completed by early October and a summary memo describing the process and preliminary outcomes will be shared with the Steering Committee and other stakeholders via e-mail.

Bob Chamberlin of RSG reviewed the sixteen draft alternatives developed last year. The presentation is available at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

4b) Phase 2 Alternatives

Bob explained that the evaluation of the “new” draft alternatives will narrow the list to a second set, called *Phase 2 Alternatives*, which will be subject to a more thorough evaluation (including traffic modeling and congestion analyses, railyard impacts, etc.) to determine whether they meet the P&N and to identify impacts to various resources.

The *Phase 2 Alternatives* will be presented to the Steering Committee and other stakeholders in October. In November, the evaluation criteria for the *Phase 2 Alternatives* will be developed with input from the Steering Committee and other stakeholders including Resource Agencies. A comprehensive evaluation of the *Phase 2 Alternatives* will be conducted during the winter months (2014-15) with input from the Steering Committee, Resource Agencies and other stakeholders.

4c) Reasonable Range of Alternatives

Following that work, a “reasonable range of alternatives” will be selected for the Environmental Impact Statement (EIS). The selection of the alternatives will involve the Steering Committee, Resource Agencies, a stand-alone public meeting, and City meetings. The result of this work will be a Scoping/Planning Environmental Linkages (PEL) Report in the spring of 2015. Following the PEL Report, the City, FHWA, and VTrans will undertake the Environmental Impact Statement (EIS).

There was discussion about narrowing the alternatives and the EIS process. It was re-iterated that the scoping/PEL process will narrow the alternatives to a reasonable number (possibly 3 to 5) for evaluation in the EIS. The City will manage the EIS under an agreement with VTrans and in partnership with FHWA and other stakeholders. It was emphasized that this process will be collaborative and that the EIS process would produce a *Preferred Alternative* which will then be reviewed by FHWA.

Kaitlin O'Shea of VTrans briefly explained the Historic Preservation Section 4(f) process. This rule states that a transportation project cannot adversely impact resources such as public parks, public and private historic structures, etc. unless no other feasible and prudent alternative exists. This is part of the evaluation and ultimately the approval process of a *Preferred Alternative*.

5) Wrap-up

The next meeting, at the end of October, will feature a presentation of the Phase 2 alternatives.

The meeting was adjourned at 7:13 PM.

ATTENDEES - Members Present

First	Last	Organization
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Emily	Boedecker	Local Motion
Michele	Boomhower	CCRPC
Chris	Jolly	FHWA
Neil	Mickenberg	Burlington Resident
Michael	Monte	Champlain Housing Trust
Peter	Owens	CEDO
Joan	Shannon	City Council
Chapin	Spencer	Burlington DPW
David	White	Burlington Planning & Zoning

ATTENDEES - Others Present

First	Last	Organization
Ilona	Blanchard	Burlington Resident
Bob	Chamberlin	RSG
Eleni	Churchill	CCRPC
Tom	Longstreth	ReSource
Diane	Meyerhoff	Third Sector Associates
Scott	Newman	Burlington Resident
Kaitlin	O'Shea	VTrans Historic Preservation
David	Saladino	RSG
Sandrine	Thibault	Burlington Planning & Zoning

Purpose and Need of Railyard Enterprise Project

Purpose

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, which incorporate the principles of Complete Streets, 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 National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of PlanBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations.

There is a need for a new street network between Pine Street and Battery Street and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections between Pine Street and Battery Street, that do not involve Maple or King Street, will help improve Livability and travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and accessibility and facilitate travel from existing neighborhoods to Battery Street, the Waterfront, and Lake Champlain. There is also a need to create safe, efficient, and dedicated pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Waterfront, the Burlington Bike Path, and Lake Champlain and improve access from the King Street neighborhood.

4. Improve connectivity and access between nearby streets, including Pine Street and Battery Street, and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

Revised 7-15-14

Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #7 Meeting Notes

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

DATE: March 4, 2015
TIME: 6:00-8:00 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome, Introductions, Changes to the Agenda

Eleni Churchill of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone at 6:07PM and introductions were made. There were no changes to the agenda.

2) Public Comment Period: There were no comments.

3) Review Purpose & Need (P&N) Statement

Eleni briefly reviewed the statement (attached to this document).

4) Updates Since the Last Meeting

Eleni described the work done by the project team (City, CCRPC & Consultants) from September 2014 to March 2015. A new set of Draft REP Alternatives was developed based on the revised Purpose & Need as well as qualitative screening criteria for use in the evaluation of the draft alternatives. Meetings were held and site visits conducted with the VTrans Cultural Resource Staff (Historic Preservation and Archeology Officers). Finally, staff from the Stakeholder Group (City, FHWA, VTrans, and CCRPC) met numerous times from late January to mid-February to evaluate the 10 Draft REP Alternatives.

5) Presentation and Discussion of the Draft REP Alternatives Evaluation Results

5a) Revised Draft REP Alternatives and Screening Criteria

Bob Chamberlin of RSG reviewed the ten Draft REP Alternatives. The presentation and the draft alternatives are available at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

Bob described the screening criteria for the evaluation of draft alternatives:

- **Development Impacts:** Historic Block Pattern, Street Frontage, Brownfield Redevelopment Potential
- **Transportation Impacts:** Reduction In Neighborhood Traffic, Connectivity Between the Pine Street and Battery Street Corridors, Transit Operations
- **Railyard Impacts:** Impact on Switching Yard Operations, Impact on Commercial Yard Operations

- **Resource Impacts:** Impacts to Historic Buildings/Resources, Impacts to Archeological Resources, Impacts to Private Properties

Neil Mickenberg asked about evaluating the costs. Eleni explained that Phase 1 is a high-level analysis; costs will be determined in Phase 2.

5b) Results of the Evaluation of the Draft Alternatives

Draft REP Alternatives were scored qualitatively (relative to the no-build condition) using the following unique scale:

--	substantially deficient or negative
-	deficient or negative
0	neutral
+	beneficial or positive
++	substantially beneficial or positive

Bob discussed the results of the qualitative evaluation of the draft alternatives. Committee members offered information about neighborhood traffic and connectivity, archeology (Jen Russell, VTrans), transit operations (Meredith Birkett, CCTA) and rail operations (Mary Anne Michaels, VT Rail). The complete evaluation matrix is posted at:

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

5c) Recommended Phase 2 Alternatives

Based on the evaluation results and the need to have a wide-range of alternatives in Phase 2, the Stakeholders recommend to advance Alternatives A, C, E, G and J into the Phase 2 Evaluation. The Steering Committee agreed with this recommendation.

6) Next Steps

- Refine Phase 2 Alternatives (March, will be sent to Steering Committee for review)
- Develop Detailed Evaluation Criteria for Phase 2 Alternatives (March/April)
- Evaluate Phase 2 Alternatives and Develop the Evaluation Matrix (April-June)
- Coordinate with and receive input from the following groups throughout the Phase 2 evaluation:
 - Stakeholder Group (City, FHWA, VTrans, CCRPC)
 - Steering Committee
 - Resource Agency Group (Corps of Engineers, EPA, ANR, SHPO, etc.)
 - The public
 - The City (TEUC & City Council)
- Based on Phase 2 Results, the City will Endorse a “Reasonable Range of Alternatives” for the EIS (summer/early fall 2015)
- Draft the Scoping/PEL Report (fall 2015)
- Begin the Environmental Impact Statement (EIS)

Jason VanDriesche of Local Motion asked that bike and pedestrian access be included in the evaluation criteria for Phase 2 Alternatives; Eleni agreed. Transit and rail criteria will be added as well. Jason also suggested that as we assess historic impacts we should evaluate to what degree an alternative might enhance or negatively impact historic buildings not merely account for direct impacts. Jen and Eleni commented that we already had similar discussions during Stakeholder meetings.

Responding to a question by Michele Boomhower of VTrans, Jen Russell provided a brief overview of the various ways that archeological impacts of transportation projects are addressed through mitigation and she provided specific examples such as the treatment of the exposed *Roundtable* in Montpelier (*Stone Cutters Way*).

Amy Bell of VTrans reminded the group that the Environmental Impact Statement (EIS) is an FHWA process. It is important that we coordinate closely with FHWA officials through this Scoping/PEL process. FHWA must concur with the selected alternatives that move into the EIS and there is no guarantee that more alternatives will not be introduced at that stage.

David White of Burlington Planning & Zoning asked if the six alternatives would be narrowed down. Eleni and Chapin Spencer of Burlington DPW hope so.

Residents had an opportunity to weigh in on the recommendations. Ilona Blanchard asked about the “T” intersection at Pine and Battery. One of these alternatives scored highly and one did not. Eleni responded that the alternative did not score highly due to other attributes that resulted in lower scores for this configuration. Jason noted that in addition to walk/bike connectivity, new public spaces should be evaluated. Allen Hunt is pleased with the work so far; there should be a connection between Battery and Pine Streets and these alternatives achieve that. He believes these alternatives would be positive for the neighborhood. Donald Dugan supports the reintroduction of grid streets and suggested that not all of the old DPW building is historic. Neil Mickenberg supports the alternatives and suggested that we also consider the impact to businesses at the south end of Pine Street. Ilona likes the way South Champlain connects to the new diagonal street as a way to discourage traffic on South Champlain.

The meeting was adjourned at 7:15 PM.

ATTENDEES - Members Present

First	Last	Organization
Amy	Bell	VTrans
Meredith	Birkett	CCTA
Michele	Boomhower	VTrans
Mary Anne	Michaels	Vermont Railway
Neil	Mickenberg	Burlington Resident
Peter	Owens	CEDO
Joan	Shannon	City Council
Chapin	Spencer	Burlington DPW
Jason	VanDriesche	Local Motion
David	White	Burlington Planning & Zoning

ATTENDEES - Others Present

First	Last	Organization
Mary	O'Neil	Burlington Planning & Zoning
Jen	Russell	VTrans
Bob	Chamberlin	RSG
Eleni	Churchill	CCRPC
Donald	Dugan	Burlington Resident
David	Grover	RSG
Charles	Hunter	Rail America
Kirsten	Merriman-Shapiro	CEDO
Diane	Meyerhoff	Third Sector Associates
Ilona	Blanchard	Burlington Resident
Solveig	Overby	DPW Commissioner

Purpose and Need of Railyard Enterprise Project

Purpose

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, which incorporate the principles of Complete Streets, 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 National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of PlanBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations. There is a need for a new street network between Pine Street and Battery Street and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections between Pine Street and Battery Street, that do not involve Maple or King Street, will help improve Livability and travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and accessibility and facilitate travel from existing neighborhoods to Battery Street, the Waterfront, and Lake Champlain. There is also a need to create safe, efficient, and dedicated pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Waterfront, the Burlington Bike Path, and Lake Champlain and improve access from the King Street neighborhood.

4. Improve connectivity and access between nearby streets, including Pine Street and Battery Street, and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

Revised 7-15-14

Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Steering Committee #8 Meeting Notes

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

DATE: October 29, 2015
TIME: 6:00-8:00 PM
PLACE: Burlington Department of Public Works, 645 Pine Street
PRESENT: Please See Attached

1) Welcome, Introductions, Changes to the Agenda

Eleni Churchill of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introductions were made. There were no changes to the agenda.

2) Public Comment Period: There were no comments.

3) Brief Presentation: Seeking New Location

Tom Longstreth of Resource (formerly ReCycle North) is facing the final three-year lease at 266 Pine Street and is looking for a new Burlington location to bring all their stores and programs under one roof. There is discussion of redeveloping 339 Pine Street (old DPW Streets Building) but ReSource is on a tight timeframe to raise funds and build. Tom would like to have a better idea of the REP timeline and how REP might impact that site. Chapin Spencer of DPW and Peter Owens of CEDO will continue to work with Tom on relocation.

4) Updates Since the Last Meeting

Eleni reviewed the five alternatives of the Phase II evaluation and briefly discussed the evaluation criteria. The objective of this meeting is to review the Phase II alternatives evaluation and for the committee to make a recommendation to the Burlington City Council to move a set of alternatives forward to the NEPA process.

5) Evaluation of Phase II Alternatives

Bob Chamberlin of RSG reviewed Phase II alternatives evaluation matrices. The presentation and meeting materials are available at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>
Bob reviewed the various Evaluation Criteria:

Evaluation Criteria – Cost Estimates

- Based on street sections described in the Design Criteria memo
- Complete Street Sections – assumed cost sharing and FAU status
- Slow Street Sections – assumed to be City-funded
- Mitigation of Railyard Impacts: Include provisions for: Mobilization/Demobilization; Traffic Control; Demolition; Stormwater Treatment; Final Engineering; Construction Management; Environmental Oversight; Contingency
- Right-of-Way (ROW) Acquisition

Evaluation Criteria – Transportation System Impacts

- Bicycle/Pedestrian Mobility: Additional linear feet of sidewalks, multi-use paths; Additional street crossings
- Railyard Impacts - Evaluated by VTrans and VRS: Impacts to switching operations; Impact to commercial operations; right-of-way
- Traffic Impact (2018 and 2035): Vehicle Mobility Index; Diversion of Traffic from Pine Street
- Transit Service: Evaluated by CCTA

Evaluation Criteria – Environment/Resources

- Agricultural Lands
- Archaeological Resources: Evaluated by VTrans
- Historic Resources: Evaluated by VTrans
- Floodplain
- Pervious Areas (increase from the No Build)
- Public Lands
- Rare, Threatened, Endangered Species
- Wetlands
- Hazardous Waste Sites
- Utility Impacts
- Right-of-Way (ROW) Impacts: Full and partial takings (excluding railyard)

Evaluation Criteria – Local and Regional Issues

- Satisfies Purpose and Need
- Economic Benefits: Based on assumed build-out of area by 2035 (developed by CEDO and City Planning & Zoning)
- Conformance to PlanBTV (2014) and ECOS (2013)
- Environmental Justice

There was discussion of using criteria more nuanced than Yes/No for items like conformance with existing plans, since it's rarely as clean cut as a Yes/No. [For the case where an alternative was judged not to be consistent with local and regional plans, a short explanation of why it isn't consistent should be provided.](#) There was discussion about the timing of completing federally-funded roadways versus locally-funded roadways and the level of local and state commitment that is required to move forward with construction. Jason VanDriesche of Local Motion reviewed the scoring for bicycle and pedestrian movement and provided input to the Stakeholder Team.

There was discussion about the quantitative assignation of positive, negative, and numbers when the differences among alternatives are not that great. The committee is concerned that this simplification skews the results and makes greater distinctions between alternatives than what really exists. This makes it very difficult to choose one alternative over another.

Michele Boomhower of VTrans noted that the federal NEPA process will determine the final alignment for which federal funds will be invested. The process may include some of the 38 alternatives that were considered in our process or bring new alternatives. The process could culminate in a Record of Decision (ROD) that provides federal dollars to a project that the City doesn't want to build. Although the nuance of the alternatives' scoring is important, the next part of the process will bring more refinement and ongoing dialogue. The end of the NEPA process, the Record of Decision, will likely not tell us how much federal funding will be available. Through the Act 250 process, [and through the recently enacted Act 245](#), we may have developer participation in needed infrastructure. There are lots of variables to be considered; this process is part of a continuum. Michele urged the committee to

think high-level and communicate the need to move forward to the City Council.

Chris Jolly of FHWA noted that the committee's work allowed us to move forward by paring down the alternatives in advance of the NEPA document. There will be lot more detail available regarding costs and impacts in the next phase of work. All the work that has been done to date will become part of the final NEPA document.

6) Recommendation: Proposed Phase 2 Alternatives to Recommend to the City Council to Advance into NEPA Process

Eleni explained that the Stakeholder Group (VTrans, FHWA, City, CCRPC) recommends the Steering Committee choose the following alternatives to recommend to the City Council to advance to the NEPA process:

- Alternative 1B – Scored the highest, along with 1A, but due to subtle alignment differences that minimize some property impacts, is preferred over 1A.
- Alternative 2 – Scored second highest, along with 5A and 5B, offering an expanded area for possible development over 1 A/1 B, but with higher resource impacts.
- Alternative 5B – Scored second highest along with 5A and 2. It was preferred over 5A due to better facilitation of through traffic traveling between Battery Street and Pine Street.

The committee discussed the alternatives, with Michael Monte of CHT supporting Alternative 3. Jason [van Driesche](#) noted that the three alternatives chosen by the Stakeholder Group are good for walking and bicycling. Chris Jolly asked if it is possible, under Alternative 5, to avoid both the railyard horn track and the Independent Block. Eleni responded that it was unlikely. Jim Lockridge of King Street Neighborhood Redevelopment likes Alternative 3, but also likes Alternative 2 if the grid street that impacts the [Street Department](#) building was removed. Neil Mickenberg supports moving the recommended alternatives forward. Chris Jolly believes these are reasonable alternatives to move forward.

Joan Shannon, City Councilor, would like Alternative 5 to avoid removing the house at Maple Street. Eleni responded that this alternative avoids the railyard thereby reducing costs. There was additional discussion of Alternatives 5A and 5B. Jason Adams of Adams Real Properties believes 5A and 5B are unreasonable as owner of the Independent Block property. [The former cold storage section of the building is currently being converted to office use. Alternatives 5a and 5 b will cause the removal of that part of the building \(i.e. the former cold storage area\), but will ~~Not only will it remove part of the building but it will~~ also remove 90 percent of the parking.](#) There will be a significant cost to acquire the Independent Block and the house at Maple Street.

The group agreed that they have concerns about Alternative 5, namely the economic impact of taking offices from local businesses and an individual house. Alternative 5B should minimize the impacts to these structures while also mitigating the impacts to the railyard while adding economic vitality to our community.

Eleni reported that in a meeting with Dave Wulfson of Vermont Railway, he is concerned with all the alternatives but likes 5B best.

NEIL MICKENBERG MADE A MOTION, DULY SECONDED BY JASON VANDRIESCHE, TO APPROVE THE RECOMMENDATIONS OF THE RAILYARD ENTERPRISE PROJECT STAKEHOLDER GROUP, NAMELY TO

RECOMMEND TO THE BURLINGTON CITY COUNCIL THAT ALTERNATIVES 1B, 2, AND 5B MOVE FORWARD TO THE NEPA PROCESS, WITH THE CAVEAT THAT ALTERNATIVE 5B MUST CONSIDER THE ECONOMIC IMPACT OF TAKING AN OFFICE BUILDING AND A HOUSE WHILE AT THE SAME TIME MINIMIZING THE IMPACTS TO THE RAILYARD. THE MOTION PASSED UNANIMOUSLY WITH THREE ABSTENTIONS FROM AMY BELL, MICHELE BOOMHOWER, AND CHRIS JOLLY.

7) Next Steps

- City Council Transportation, Energy, Utilities Committee (TEUC) Briefing, November 4
- Public Works Commission Briefing, November 18
- Public Meeting, late November/early December
- Resource Agency Group (EPA, Corp of Engineers, ANR, etc.)
- City Council Meeting – Selection of Alternatives to Advance into NEPA, December 21?
- Final Steering Committee Meeting? The group decided not to meet unless necessary.
- Draft and Final PEL/Scoping Report, January/February

The meeting was adjourned at 8:22 PM.

ATTENDEES - Members Present

First	Last	Organization
Amy	Bell	VTrans
David	Armstrong	CCTA
Michele	Boomhower	VTrans
Chris	Jolly	FHWA
Jim	Lockridge	King Street Neighborhood Redev. Corp.
Neil	Mickenberg	Burlington Resident
Michael	Monte	CHT
Peter	Owens	CEDO
Joan	Shannon	City Council
Chapin	Spencer	Burlington DPW
Meagan	Tuttle	Burlington Planning & Zoning
Jason	VanDriesche	Local Motion

ATTENDEES - Others Present

First	Last	Organization
Jason	Adams	Adams Real Properties, LLC
Ilona	Blanchard	Burlington Resident
Adam	Brooks	SEABA
Bob	Chamberlin	RSG
Eleni	Churchill	CCRPC
Trish	Coppolino	ANR
Brian	Dunkiel	City of Burlington
Steve	Goodkind	Burlington Resident
Allen	Hunt	Burlington Resident
Tom	Longstreth	ReSource
Roxanne	Meuse	RSG
Kirsten	Merriman-Shapiro	CEDO
Diane	Meyerhoff	Third Sector Associates
Solveig	Overby	DPW Commissioner

MEMO

TO: Resource Coordination Group via Jeff Ramsey, VTrans Environmental Specialist

FROM: Robert Chamberlin, RSG, Inc. &
Eleni Churchill, Chittenden County Regional Planning Commission

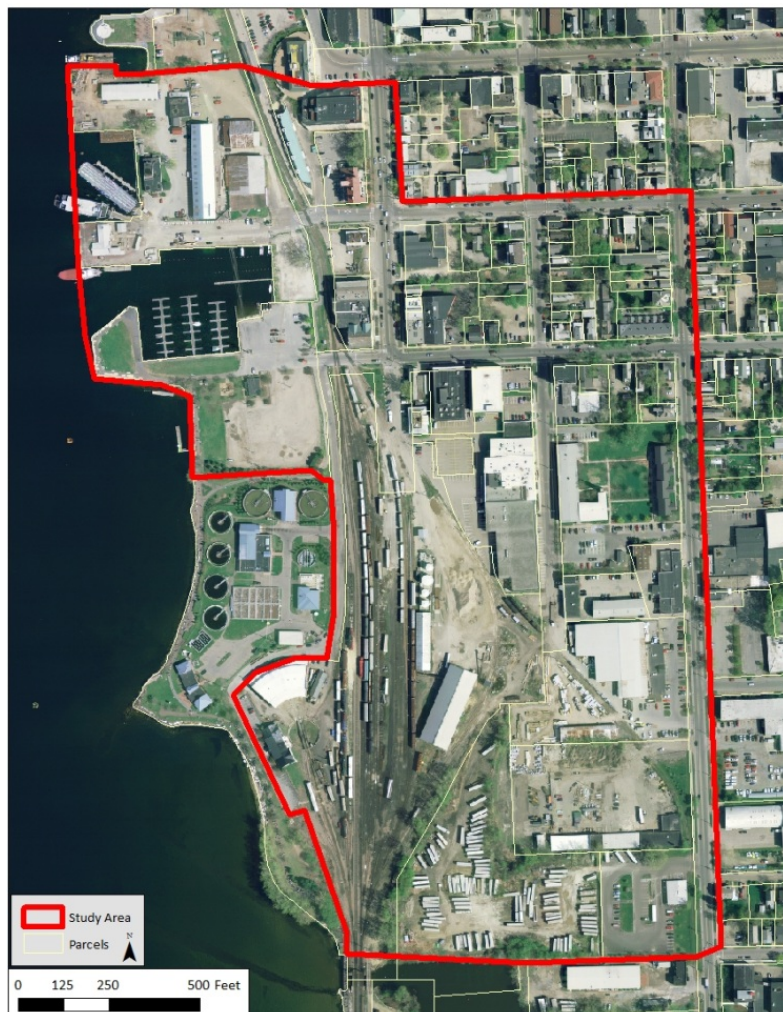
DATE: October 20, 2014

PROJECT: Railyard Enterprise Scoping/PEL Project (REP)

SUBJECT: Project Status Update

This memo intends to inform the Resource Coordination Group Agencies of the status of the Railyard Enterprise Scoping/PEL project (REP). This project is located in Burlington, north of the so-called Barge Canal (the EPA Superfund site), and south of Maple Street, between Pine Street and Lake Champlain - also encompassing the VT Railway multimodal transload facility and switching yard—see Figure 1.

Figure 1: Railyard Enterprise Project Study Area



The City of Burlington, in partnership with the Chittenden County Regional Planning Commission (CCRPC), and in close cooperation with VTrans and FHWA, initiated the Railyard Enterprise Project in early 2013. RSG, Inc. (RSG) was hired to lead the team of consultants. The project was presented at the Resource Coordination Group meetings in April and June of 2013.

Late in 2013/early 2014, the City of Burlington decided to pursue revisions to the Purpose and Need (P&N) statement to more clearly define the goals of the project and ensure that it fully captures the needs of the community. This decision was based on numerous concerns with the previous P&N expressed by Steering Committee members, the public, and other stakeholders and the understanding that the P&N is the foundational document that will guide this project all the way through completion.

Throughout the spring and early summer, the City, VTrans, FHWA and the CCRPC worked collaboratively to arrive at an agreed upon statement that satisfied the City's needs while adhering to federal and state requirements. In July, all parties agreed to a revised P&N statement that was accepted by the REP Steering Committee at their September meeting—see the revised P&N at the end of this memo.

The consultant team and major stakeholders (City, VTrans, FHWA, and CCRPC) met in August to discuss the next steps as we reengage with this project under a revised P&N. These steps were also presented to the project's Steering Committee and are listed below:

- Revisit the existing *Draft Alternatives* to see if any should be added, removed or changed due to the revised P&N.
- Engage and consult with VTrans resource staff (Archeologists, Historic Preservation, etc.) during all stages of alternative development and evaluation. Arrange for meetings with appropriate VTrans staff to review the *Draft Alternatives*.
- Revise previously developed Screening Criteria for evaluating the *Draft Alternatives* with input from all stakeholders (FHWA, VTrans, City, and CCRPC).
- Evaluate *Draft Alternatives* using Screening Criteria with input from all stakeholders.
- Based on results from the screening of *Draft Alternatives*, select *Phase 2 Alternatives* for more in-depth evaluation with input from:
 - Project Steering Committee
 - Resource Coordination Group
- Develop detailed/quantitative Evaluation Criteria for *Phase 2 Alternatives*
 - Coordination with all stakeholders
- Evaluate *Phase 2 Alternatives*
 - Coordination with stakeholders
 - Project Steering Committee Input
 - Resource Coordination Group Input
- Select a *Reasonable Range of Alternatives* to proceed to an EIS with input from:
 - Project Steering Committee
 - Resource Coordination Group
 - Public
 - City Council
- Draft/Final Scoping/PEL Report

Purpose and Need of Railyard Enterprise Project – July 2014

Purpose

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, which incorporate the principles of Complete Streets, 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 National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of PlanBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations.

There is a need for a new street network between Pine Street and Battery Street and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections between Pine Street and Battery Street, that do not involve Maple or King Street, will help improve Livability and travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and accessibility and facilitate travel from existing neighborhoods to Battery Street, the Waterfront, and Lake Champlain. There is also a need to create safe, efficient, and dedicated pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Waterfront, the Burlington Bike Path, and Lake Champlain and improve access from the King Street neighborhood.

4. Improve connectivity and access between nearby streets, including Pine Street and Battery Street, and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

END OF MEMO

COMPILATION OF COMMENTS FROM RESOURCE COORDINATION COMMITTEE

EMAIL FROM **JEFF RAMSEY (VTRANS ENVIRONMENTAL SPECIALIST)** TO
RESOURCE COORDINATION COMMITTEE

12/23/15

The purpose of last Thursday's Resource Coordination meeting was to brief this group and receive feedback on the Railyard Enterprise Project alternatives. During the meeting some people were concerned that they didn't have enough time to review and comment, so we are looking for additional input from the group. Please review the information contained in the links below and forward your comments to me. We had decided on a January 15th deadline for comments, I hope that still works for everyone. Also, please forward to others you think should review.

EMAIL RESPONSES TO JEFF RAMSEY'S REQUEST ARE AS FOLLOWS:

PATRICIA COPPOLINO VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC)
WASTE MANAGEMENT AND PREVENTION DIVISION (WMPD)

1/12/16

I know that this project is evaluating preferred alternatives and potential mitigation options at a very high level right now and these comments may be more focused on when the alternatives are at a more granular level regardless here are our comments for the REP:

- The VRS property (351 Pine Street/former Havey) has many specific issues that need to be addressed to ensure that any development on that property DOES NOT cause an impact to the remedy for the Pine Street Barge Canal Superfund site. The Agency of Natural Resources also has easements on this property that need to be complied with. The Railroad has also entered the State Liability program, anything that they do that causes a release or impact to the remedy will cause them to lose their liability protections with the state. It is imperative that any and all work conducted and designed for this site be reviewed and approved by WMPD.
- It seems that there was no calculus to include the costs to provide remedies to the sites with known environmental impacts, specifically the VRS property. The costs to conduct geotechnical work and engineering to allow for the mitigation do not seem to be included.
- There are also many properties within the REP that also contain the same easement held by ANR, this easement needs to be complied with and ANR will need to review and approve site work on these properties.
- There are other properties, based on past use, will most likely have contamination present that has not been reported to WMPD. It is our best advice that these properties be characterized well in advance of any construction to ensure that the proper environmental assessment is conducted and the impacts can be included in the overall design plan and cost.
- Lastly, the City of Burlington has been working on an Area Wide Plan that encompasses the REP, the information from this document does not seem to be reflected in the alternatives or the mitigation plans and assumptions.

JEANNINE RUSSELL *VTRANS CULTURAL RESOURCE TEAM*

1/12/16

The following comments are relevant to the archaeological resources located within the REP boundary.

1. Both Alt 1B and Alt 2 show significant impacts in the location of significant archaeological site VT-CH-736 (historic railyard engine and round house). Phase 3 studies will be necessary in this location regardless of impact levels to determine both the extent of the vertical and horizontal site limits but we want to limit the amount of Phase 3 studies necessary because this is a 4f property and ideally it is most significant for its location within the rail property as being the oldest surviving component of the original rail yard. The project itself has adverse impacts but the rail relocation increases those impacts exponentially.
2. While both Alt 1B and Alt 2 present adverse impacts to the site, Alt 2 presents greater impacts in terms of the number of track systems that span the known site (3 vs 1 in Alt 1B). It is feasible that the one track in Alt 1B may be able to be shifted slightly to avoid the majority of the known site but it will be impossible to shift 3 tracks to avoid the site.
3. There may also be potential impacts to archaeological resources in the far southern area of the site within the location of the superfund area and north of the Havey Property.

Coordination will need to take place as the project progresses to ensure that Site VT-CH-736 is protected to the greatest extent possible and explore all options for alternative track locations so as to minimize impacts.

MARK FERGUSON *VERMONT DEPARTMENT OF FISH & WILDLIFE*

1/13/16

I didn't attend the meeting. One interest I have is whether there are to be any impacts to the Lake Champlain lake bed. This would be in regard to rare, threatened, and endangered mussels. Thanks.

GLENN GINGRAS *VTRANS NATURAL RESOURCES*

1/14/16

From a natural resource perspective there appears to be no impacts to wetlands on 1B and roughly 25,000 sf of impact on alternative 2, so I would lean towards alt 1B. The wetland impacts were calculated based on VCGI mapping. I would recommend a formal wetland delineation be completed so that impacts can be fine-tuned.

THOR HELGASON *PINE STREET CANAL PERFORMING DEFENDANTS*

1/15/16

The Pine St. Canal Superfund Site Performing Defendants concur with the issues and concerns communicated by both VT DEC Waste Management Prevention and the United States Environmental Protection Agency regarding ensuring that any development on the VRS property and/or adjacent properties does not impact the remedy in place at the Pine St. Canal Superfund Site. The Performing Defendants look forward to reviewing further project details as they become available.

KAREN LUMINO *US ENVIRONMENTAL PROTECTION AGENCY*

1/15/16

EPA shares VT DEC's concerns expressed below.

I believe two alternatives are being advanced – Alt 1B and 2. Of these two, Alt 1B is, from my perspective, the better option as it veers further away from the turning basin. The concern with Alt 2 may be more in the construction of the road (heavy equipment, etc) versus the loading from cars/trucks during normal use.

Of perhaps even greater concern for the potential for adverse impacts to the remedy at the Pine Street Canal Superfund site are the railroad mitigation plans, forwarded to us on 12/17/2015 and common to both Alt 1B and 2; in particular, the re-alignment of rails or placement of any heavy objects/buildings in the area of the former norther slip.

Finally, be reminded that the deed restrictions that apply to the superfund site proper also apply to several properties that surround the site. these include several that may be impacted by the REP work. I've attached the most recent figure I have showing which parcels have the deed restrictions. I'm aware that some parcels have been split however the restrictions run with the land. The actual deed restrictions can be found on EPA's website but I can also forward you the links if you have trouble finding them.

We understand the comments submitted today are of the bigger-picture type and that the agencies and Performing Defendants will have the opportunity to review more detailed design documents as they develop.

1/19/16 (after being informed that 5B is an alternative as well)

There are pros and cons to Alt 5B from EPA's view point, all of which we've already voiced. We look forward to reviewing more detailed proposals in the future.

JENNIFER MOJO *VERMONT AGENCY OF NATURAL RESOURCES*

1/19/16

Wetlands (Tina Heath)

Alternative 1" appears to be least impactful to potential Class II wetlands. If there are impacts proposed, they will need to obtain a wetlands permit.

Waste Management (Trish Coppolino)

I know that this project is evaluating preferred alternatives and potential mitigation options at a very high level right now and these comments may be more focused on when the alternatives are at a more granular level regardless here are our comments for the REP:

- The VRS property (351 Pine Street/former Havey) has many specific issues that need to be addressed to ensure that any development on that property DOES NOT cause an impact to the remedy for the Pine Street Barge Canal Superfund site. The Agency of Natural Resources also has easements on this property that need to be complied with. The Railroad has also entered the State Liability program, anything that they do that causes a release or impact to the remedy will cause them to lose their liability protections with the state. It is imperative that any and all work conducted and designed for this site be reviewed and approved by WMPD.
- It seems that there was no calculus to include the costs to provide remedies to the sites with known environmental impacts, specifically the VRS property. The costs to conduct geotechnical work and engineering to allow for the mitigation do not seem to be included.
- There are also many properties within the REP that also contain the same easement held by ANR, this easement needs to be complied with and ANR will need to review and approve site work on these properties.
- There are other properties, based on past use, will most likely have contamination present that has not been reported to WMPD. It is our best advice that these properties be characterized well in advance of any construction to ensure that the proper environmental assessment is conducted and the impacts can be included in the overall design plan and cost.
- Lastly, the City of Burlington has been working on an Area Wide Plan that encompasses the REP, the information from this document does not seem to be reflected in the alternatives or the mitigation plans and assumptions.

Stormwater (Jenna Calvi)

The chief concern is how the project will meet the Water Quality Treatment Standard. The site has a lot of soil contamination, which will make infiltration difficult. The project will most likely have to find a way to meet the standard without infiltrating, and without interfering with any potential flood storage and wetland mitigation practices that could be requested by other ANR programs. This is certainly possible, it is unclear how from the current schematics.

Lakes & Ponds (Mischa Cetner/Dan Homier)

Regarding the proposed Burlington Railyard improvement project, Lakes & Ponds has identified concerns related to 1) state shoreland permitting jurisdiction, 2) lake encroachment permitting jurisdiction, and 3) Act 250.

1. Burlington, per their delegation to administer the Shoreland Protection Act, has jurisdiction of shoreland projects from the 100' elevation mark landward to 250' from Mean Water Level (95.5'). Due to a gap in their zoning, the Agency retains jurisdiction over shoreland projects between MWL and the 100' elevation mark. We expect Burlington to revise their zoning to address the jurisdictional gap in the near future. Regardless, it may be helpful for the applicant to consider their proposal relative to MWL (95.5'), Ordinary High Water (98'), and the start of Burlington's shoreland delegation jurisdiction (100').
2. Related to encroachment permitting concerns, it's our understanding that a project within the boundaries of a superfund site, such as the inlet/canal area to the south of the proposed

work, does not require state permits as long as the proposed project meets the intent of said state permits. As a result, it may be safe to treat the canal/inlet as if it is not part of the lake's shoreline (meaning work below MWL wouldn't require an encroachment permit, as it normally would for a Vermont lake or pond). That said, if the project does propose work lakeward of 95.5' in the area of the inlet/canal, or elsewhere along the shoreline, we'll need to more thoroughly consider implications for lake encroachment permitting and would like to be consulted.

3. If the proposed project falls under Act 250, Lakes & Ponds expects to assess the proposal in accordance with the 2005 Guidance for Agency Act 250 and Section 248 Comments Regarding Riparian Buffers and will submit comments accordingly.

Floodplain Program (Rebecca Pfeiffer)

All of the alternatives, except for 1A & 1B, had impacts to floodplain areas. Given that this project would be subject to ANR's Flood Hazard Area and River Corridor Rule, new encroachments in the flood hazard area are required to be offset so that there is no net loss of flood water storage or impacts to neighboring properties in the immediate vicinity. Additionally, there is some concern over the potential expanded storage or change in storage type occurring within the floodplain.

MICHAEL ADAMS *US ARMY CORPS OF ENGINEERS*

2/2/16

I attached a letter with initial comments on the proposed project. Based on what has been submitted, it's difficult to determine if the roadway or railyard work will impacts waters of the U.S. Obviously, the Corps prefers an alternatives that avoid impacts to Lake Champlain or any adjacent wetlands. It may become necessary for a qualified wetland consultant familiar with the methodology in the 1987 "Corps of Engineers Wetlands Delineation Manual" and regional supplement to delineate any and all wetlands within the project area. Data sheets supporting any wetland delineation should be completed. Project drawings should clearly indicate, with dimensions, the precise location of where you intend to place any fill material (whether temporary or permanent), excavate, or perform mechanized landclearing in any such wetlands or waterway.



**DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751**

11 Lincoln Street, Room 210
Essex Junction, Vermont 05452
February 2, 2016
(By Email)

Regulatory Division
File Number: NAE-2016-0087

Mr. Jeff Ramsey
Environmental Specialist Supervisor
Vermont Agency of Transportation
1 National Life Drive
Montpelier, Vermont 05633

Dear Mr. Ramsey:

I have received and reviewed the information submitted for the Railyard Enterprise Project proposed in Burlington, Vermont. I would like to take this opportunity to thank you for the early coordination on this project.

However, since you have not provided any details as to the proposed impacts to waters of the U.S., I cannot, at this time, make a preliminary judgment as to what type of permit, and thus how much involvement by the Corps, would be required. Once a preliminary design has been formulated that shows the limits of waters of the U.S. and how they will be impacted or avoided by the project, you should forward a copy to me so that I may then be able to make an initial determination. Generally, my concerns would be the extent of any impacts to Lake Champlain and/or wetlands, the availability of alternatives to minimize or avoid any of these impacts, and whether or not any historic properties would be impacted.

Again, thank you for providing the opportunity to comment at this early phase of the project. Please call me at (802) 872-2893 if you have any questions.

Sincerely,

Mike

Michael S. Adams
Senior Project Manager
Regulatory Division

Railyard Enterprise Project Study – Public Meeting #1 Evaluation Results

March 7, 2013 - 7:00-9:00PM – Burlington City Hall

13 Responses Received (Revised March 14, 2013)

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

a) Email from Friend/Colleague	2	g) Burlington Free Press	0
b) Email from Sponsors	3	h) Seven Days	1
c) Email from Other	1	j) Television	0
d) City's BUZZ	2	k) Ward 5 NPA	0
e) City/CCRPC Website	0	l) Other (<i>please describe</i>)	1
f) Front Porch Forum	7	UVM Staff Meeting, Local Motion Email	

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome		4	1	4		
Presentation		3	3	4	1	1
Small Group Work	1	7	3	1		
Wrap-up		5	2	1	1	
Physical facilities for this event		6	3	2	1	
Amount of time allowed for input	1	8	2	1		
Overall value of this event to you	1	5	4	1		

- Thanks.
- Felt rushed, would have liked to view ideas on wall; needed more time for small group work and more time for input.
- Use of less jargon in the presentation would be helpful – not everyone is “in the loop.”
- More opportunity for wider comments to the whole group. Some people had the chance, but not all.
- Contois Auditorium is terrible acoustics.
- Make sure to focus on complete streets, bike and pedestrian friendly, reducing car traffic, ensuring continued rail and water access.
- Sounds like there is a consensus about vehicle traffic in the area!
- The presentation was too much about “process.”
- The initial presentation was terrible. The project should have been clearly explained in the regional context of what else is going on. There should have been reference maps for the regional plan this is part of. There should have especially been clear info about how the Parkway fits in with this.
- The maps for small group were inadequate. There should have been clear physical designation of impediments, such as environmental, historical. There should have been clear info on the legal status of Pine St. rail tracks. Also, there should have been flooding overlays, from high water in 2011 and the average spring and fall impacts.
- It appears that there was not a clear traffic projection going forward. So what are we trying to accommodate? In the absence of projections, there should have been current counts, separated by vehicle type. Also, what kind of trips are cars making?

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

Carolyn Bates:

- Have tours of RR destination point
- Historic street building – historic museum
- Green infill trees gardens and amount of grass on all land that is open space. Great ideas.

Tony Redington: Get a competent sub for roundabout analysis feasibility (RSG is not competent!). Connection to parkway is fuzzy. Have key stuff online so we can use iPads, etc.

Karen Bates: Plan for stormwater management up front.

Rick Sharp: I believe it's time to finally clean up the last ugly industrial uses of the waterfront to the south of the ECHO Museum. I would start with the parcel closest to the beautiful waterfront we enjoy north of ECHO. I would propose converting the ferry dock repair facilities to on-site artists' studios mixed with small bars and restaurants and possibly space for a farmers market. The idea is to capitalize on all the tourists drawn to the waterfront and sell them local goods to support a flourishing arts community. Ferry repair facilities could be relocated to someplace else on the lake. The ferry repair facilities are located on filled land. It belongs to the people of Vermont under the public trust doctrine. It's time for us to take it back and put it to a use that benefits the City today – tourism. I enjoyed the meeting.

Elizabeth R. Curtiss: Last night's meeting about the Railyard Enterprise Project Study was frustrating for the following reasons (see meeting comments), but it did educate me and I appreciate this information. Attendance might have seemed small, but all constituencies seemed to be represented. Certainly, the community aspect redeemed it for me, and my facilitators were caring, attentive listeners. Thank you. Although this is a negative assessment, I appreciate the change to meet, and the openness and commitment of the presenters. I am a former member of the Governor's Rail Council and advocate for more intermodal, rail-based progressive planning.

Anonymous:

- It would be good to have the major landowners represented so we know their major limits and willingness to adjust.
- Let's think "big" – eco-districts are being developed around the country – what are they about? How can we use these ideas/apply them here?

MEETING NOTES

RAILYARD ENTERPRISE PROJECT PUBLIC MEETING #2

Tuesday, May 21, 2013

Attendees:

Meeting Notes:

BREAK OUT TABLE ON TRAVEL CONNECTIVITY

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

ECONOMIC DEVELOPMENT

- Development on west side of RR operations. Is this possible?

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

END MEETING NOTES



**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
REP Design Workshop**

DATE: Wednesday, May 22, 2013
TIME: 1:00 - 4:00 PM
PLACE: RSG, 180 Battery Street, Burlington
PRESENT:

Kelly Berry, VHB
Bob Chamberlin, RSG
Eleni Churchill, CCRPC
Mark Colgan, VHB
Susannah Drake, dlandstudio
Fang Guan, RSG
Charlie Knight, UVM

Diane Meyerhoff, TSA
Peter Owens, CEDO
Cathy Quinn, UVM
Krista Reinhart, VHB
Kirsten Merriman Shapiro, CEDO
Mark Smith, RSG
Sandrine Thibault, P&Z

1) Welcome & Introductions

Bob Chamberlin welcomed everyone and explained that the purpose of the meeting is to look at new roads and new transportation connections utilizing the Purpose & Need for the project (see attachment).

2) Historical Resources

Cathy Quinn from UVM showed a map with two historic districts – the Pine Street Historic District (which is in the process of being designated) and the Battery Street Historic District. In addition, some buildings are also listed on the State's historic site list. The Battery Street District is more constrained for historic resource because the northeast corner has many contributing buildings, meaning that those buildings are significant to the district. The Barge Canal is also being considered as a contributing site.

The DPW Street Department building is a state historic structure that is eligible for the national list. At one time, FHWA considered moving the building as a mitigation effort. In response to a question regarding the timetable for improving or renovating historic structures, Cathy responded that it's dependent on local zoning and possibly the federal tax credit process.

The Independent Food Building on S. Champlain Street is historic. Part of the building is used as a giant walk-in cooler by Cabot, who has a month-to-month lease. Jason Adams represents the owner of the building.

Cathy described the FHWA Section 4F process that is substantive rather than consultative. FHWA uses Section 4F as a guiding document for reviewing all environmental impacts as part of an EIS. FHWA uses a “feasible and prudent” criterion for the alternatives analysis, which can preclude the removal of historic buildings.

The group asked that Cathy include a step-by-step description of the historic mitigation process and details about the process for designating the Battery Street District. For the Battery Street District, it is important that landowners are notified about the opportunities to participate in the designation process.

The VTrans Archeologist, Jen Russell, has been contacted.

3) Archeological Resources

Charlie Knight of UVM explained that the goal of the archeological process is to identify significant cultural resources that are eligible for listing on the National Register. Since the resources are underground, he determines land areas that are intact; there is significant infilling of the REP area, especially in the harbor, railyard, and barge canal. The filled land is not archeologically sensitive. The ridge is very interesting to archeologists (above the “swamp” that is now the railyard). There is also a roundhouse that is now buried.

Testing was done by the University of Maine for the Southern Connector in 1996. They found five possible archeological sites. Three of these sites were further investigated with a Phase 1 study and found to be potentially significant:

- 732: Gregory Site/Curtis Lumber (stone wall, boat slip)
- 734: Coal Site (two occupations – the earlier occupation is a buried stone roadway probably related to commercial enterprise)
- 736: Old Roundhouse and turntable, 1850 (thought to be intact and large)

Additional investigation would be needed if the alignment disturbs these sites. It is likely a single season’s work, but if it’s significant and the site will be destroyed (like the roundhouse), the site would need to be opened and document before destruction.

The Southern Connector project area isn’t the same as the REP area so he needs to investigate the larger project area.

4) Stormwater

Krista Reinhart of VHB showed a map of stormwater resources. She has been working with Megan Moir at DPW.

Krista outlined a series of constraints and opportunities:

Stormwater: Existing infrastructure for management and developable land for stormwater management infrastructure is limited. The City will not allow REP to use their existing CSO for additional stormwater. However, the City is willing to consider a partnership to ease the load on St. Paul Street. A difficulty is the limited topographical relief – 14 feet from Pine Street to the Lake. The

soils are compacted and it's mostly fill.

Brownfield Sites: Other than the hazardous waste/Superfund sites, there does not appear to be additional brownfield sites. The property immediately adjacent to the barge canal (Havey/DPW) is affected by the Superfund site agreement. It's not clear if REP can discharge treated and controlled runoff into the barge canal.

Plants: There are some significant plants near the Barge Canal, but no showstoppers.

Krista outlines the State and City Requirements and Goals for Stormwater Management (insert slide?)

5) Hazardous Waste

Bob Chamberlin discussed the properties affected by the EPA Agreement (Havey, VT Rail, DPW). The most compelling is the restriction of excavation below five feet. Excavation at this level could negatively impact the sand cap that was installed as part of the barge canal mitigation in 2000.

There is a meeting tomorrow regarding the EPA Area Wide Assessment (AWP) and CEDO's planning grants to learn more about potential hazardous sites. VT Rail has requested a Phase II Brownfield Assessment and CCRPC is paying for preliminary planning for this assessment.

Bob described a map where ANR has identified numerous hazardous waste sites, including underground fuel storage tanks and a dry cleaner. Some sites are closed, some active, and some are low priority, SMAC, or NFAP.

6) Development of Refined Alternatives

(Bob – perhaps you can insert your thoughts here – below are my very meager notes!)

One alternative should include NOT moving the transload facility.

Maxi Grid – maximizes grid streets, maximum impact on railyard.

Curtis Lumber new spur and variations on building siting.

Not impact historic buildings, but build grid streets.

Purpose and Need of Railyard Enterprise Project

Purpose

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements, which incorporate the principles of Complete Streets, 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 the Burlington Waterfront South area; and 4) improve intermodal connections to the Burlington Railyard, a National Highway System (NHS)-designated intermodal facility.

Need

1) Develop supporting infrastructure to be consistent with the long term vision of planBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations. There is a need for a new street network and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the Livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. Additional transportation connections will help improve travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and access and facilitate travel from existing neighborhoods to the Waterfront and Lake Champlain. There is also a need to create new safe and efficient pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Burlington Bike Path/Lake Champlain and improve access from the King Street neighborhood.

4) Improve connectivity and access between nearby streets and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

Version 7 May 21, 2013

**Railyard Enterprise Project (REP)
Scoping/Planning & Environmental Linkages (PEL) Study
Public Meeting #3 Notes**

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

DATE: Wednesday, December 9, 2015
TIME: 6:30-8:30 PM
PLACE: Arts Riot, 400 Pine Street, Burlington
PRESENT: Please See Attached

1) Welcome & Introductions

Chapin Spencer of the Burlington Department of Public Works welcomed everyone to the third Railyard Enterprise public meeting.

2) Presentation of Transportation Alternatives for the Railyard Enterprise Project Area

Bob Chamberlin of RSG provided background on the project by discussing the project area, purpose and need statement, major tasks completed, and the public outreach effort. Bob outlined all the Phase 2 Street Alternatives and identified the alternatives that the REP Steering Committee recommended to move forward to environmental permitting. The Burlington City Council will decide whether to move these alternatives forward at their meeting on December 21st.

The presentation is available at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

3) Public Comment/Q&A

Comment: Can't the Railway give up a little to allow existing buildings not to be impacted since they will be gaining better access to their facility?

Question: Why can't you sidestep the archeological resources? A: We can't avoid the archeological resources without significantly impacting railway operations. The archeological resources are a roundhouse and coal storage bins that are considered of significant archeological value—especially the roundhouse.

Jim Lockridge: The economic development and transportation benefits of this project include "livability." However, one alternative bisects the old Street Department building thereby precluding the use of that building for other community/public uses. This reduces livability options for the neighborhood. Also, how can the public be heard in advance of the City Council decision on 12/21? A: This project aims to create additional streets/grid connectivity while reducing traffic in the Maple/King neighborhood thereby increasing livability. Grid streets will also increase opportunity for economic development. Public input and comments will be compiled tonight and reflected in the documents provided to the City Council.

Jason Van Driesche: I am a moderately skeptical member of the Steering Committee. There is a lot more work to be done. We want opportunities for people to live, work, and play in Burlington.

Diane Gayer: All of the alternatives are for slow and complete streets. What about creating pedestrian or transit only streets? We need to move beyond vehicular uses. A: We're trying to reduce the negative impact of traffic on a low-income neighborhood by distributing traffic through grid streets. There is a shared use path and CCTA will be using the new streets and participated on the Steering Committee.

Neil Mickenberg: There will be a 29 percent increase in traffic when the Champlain Parkway is complete. The REP proposal will relieve the traffic impacts to the King Street neighborhood. We need this.

Rick Sharp: Complete streets aren't only for cars. You need to show the sidewalks and the street layout.

Adam Brooks: The purpose and need statement addresses new business opportunities. Don't forget about the existing businesses that depend on local traffic. For instance, do the owners of the Kilburn Gates building know that a roundabout or traffic control is proposed near their building?

Q: What about the property owners who haven't been contacted or who are unwilling to sell their land? Will you use eminent domain for those who are not "willing" to sell? The complete streets idea is useless without enforcement. No one enforces the 25 MPH on Pine Street. A: The design of complete/slow streets will slow down traffic (look at St. Paul Street adjacent to City Hall Park and lower Church Street). There will be a lot more discussion with landowners and the Railway. Some of these buildings are historic.

Q: Livability includes living close to goods and services like Curtis Lumber and the CSWD facility. They shouldn't be chased out of Pine Street. Who's paying for this project? A: The City and CCRPC are working with Curtis Lumber; no one wants to see them leave. As for funding, some of the project will be federally funded.

Jacob Albee: Where did the \$6.5 million for railyard mitigation come from? A: An expert rail consultant. Q: What can you do with brownfields? A: There are some development limitations brownfields. There are examples across the country of successful redevelopment.

Q: Will an Act 250 permit be required? A: Yes, after the environmental assessment is complete.

C: Plenty of cities have railroad tracks embedded in the roads. The grid street area cannot support buildings due to the poor fill quality of the land. What about changing flows during rush hour like they do on the Champlain Bridge in Montreal?

Alan Hunt: I'm a 30 year resident of the area. Traffic is constant now, not including the additional 2,000 cars that the Champlain Parkway will introduce daily to the neighborhood. We need relief

from an environmental standpoint, safety, and impacts to a low-income neighborhood. Residents want a voice – this has to get built to bring meaningful relief.

Diane Gayer: I worked with UVM students to look at the Burlington ravine (brownfields/wetlands on the REP maps). The fill is very unstable. A lined compost facility is a viable option instead of new buildings.

Michael Monte: The King/Maple Street Neighborhood supported the Railyard Enterprise Project as a way to keep traffic out of their neighborhood. There are environmental justice issues at play here. Livability is real - it isn't a theory - for the residents.

C: For alternative 2, you should reduce the grid streets from three to two to avoid bisecting the CSWD property. The offset with Kilburn Street isn't ideal either.

4) Open House – Visit Stations

General Comments:

Can the project be stopped at any point? A: This is a 5-10 year process. At some point, the federal government will request payback if the project doesn't move forward. We've spent between \$180,000-200,000 so far. Eighty percent of this funding came from the CCRPC with the City providing 20 percent.

Need more grid streets, no one-way streets, and make the streets narrow with wide angles.

Alternative 1b:

College Street needs benches. College and Cherry Streets need to be one-ways with the new mall development.

I like the roundabout, signals, or a stop sign.

Maple and Pine is the worst intersection in the state.

Caroline Bates is a resident for 43 years and had a business on Howard/Pine. Just for cars to avoid affecting property, making a jog if need be. Ped/Bike path should be on a separate alignment. Make South Champlain a through street. Continue Marble St. across Pine and dead end at west end. Go down Havey property line and follow railroad access line and roundabout at Pine Place. Roundabout to connect at Kilburn – loop the road. Plan 2 shows it aligned.

King Street revitalization.

Several people want more grid streets instead of curved roadway.

Instead of roundabout have a signalized intersection that aligns with the existing street.

Narrow road profile but prioritize bike/ped facilities; give up tree belt, parking in lane.

Everybody loves Curtis Lumber.

Alternative 5b:

Jacob Albee does not support this alternative.

Estimated cost of acquiring buildings should be added to overall cost estimates.

The public needs to know that there is a political timeline to this project – it's unclear if future governors will support this project.

Carolyn Bates: Narrow roadway to go around buildings and limit the impact. Go around existing buildings, like Curtis Lumber, by putting the road on the lot lines. South Champlain should connect completely. You don't need the northern-most grid street. A walking path should parallel Pine Street

but be well-separated from it. It should have trees and a clearly striped lane for bikers versus walkers. We need more green space.

Residents cannot support this alternative because the railroad gets used a few times per year – it's not worth the impacts.

To avoid disturbing artifacts that no one knows exists is silly if impacting useful buildings.

Better truck access to the railyard is more important than protecting the railyard itself?

Need about 5 more people taking notes.

The meeting was adjourned at 8:45PM.

Public Meeting Participants

Adams	Jason
Albee	Kristin
Archambeau	Tiki
Atkinson	Harry
Avilix	Ibnar
Bates	Carolyn
Blanchard	Ilona
Brooks	Adam
Buffinton	Lee
Clarke	Jesse
Dickson	Donal
Dore	Diana
Eddy	Jonathan
Eickinann	E.
Epler-Wood	Greg

Fontridge	Jeffrey
Freese	Alicia
Gray	Andrea
Hedrick	Barb
Hunt	Allan
Keener	Rachel
Keogh	Bill
Lucey	Michael
Marchetti	Lisa
Martin	Lynn
McCormick	Michael
McGarvey	Ryan
McGarvey	Joy
Morton	Rachel
Nelson	Elisa

Norcross	Rick
Norton	Esther
Offenhartz	Sue
Offenhartz	Steve
Porteous	Dave
Plisinski	Stephen
Radcliffe	Amey
Roen	Harris
Sharp	Rick
Slote	Bayleh
Sohn	Julie
Spaulding	Patricia
Sullivan	Jim
Taylor	Susi

REP Steering Committee: Michele Boomhower, Jim Lockridge, Neil Mickenberg, Michael Monte, Peter Owens, Chapin Spencer, Jason Van Driesche

City Personnel: Norm Baldwin (DPW), Martin Lee (DPW), Meagan Tuttle (P&Z), Kirsten Merriman-Shapiro (CEDO)

CCRPC Staff: Eleni Churchill, Chris Dubin

Consultant Team: Bob Chamberlin, Roxanne Meuse, Diane Meyerhoff, Mark Smith

Written Comments Received

Negative intersection scoring for alternative #2 is over blown. These are new streets, not in a neighborhood, so pedestrian impact is vastly overstated.

Realistically, the best proposal is going to involved the least impact overall to stakeholders, but those impacts need to be evenly distributed. A complete removal/relocation of commercial rail operations does not seem feasible, but unless extensive building demolition occurs, the railyard will need to accommodate some changes. I think relocating the “horn track” would be a reasonable concession in order to maintain historic structures.

I’m worried about impact to Shelburne Street/Road if Pine Street is a slow street – with pedestrians in the way and a 29 percent increase in traffic. Who wants to go to Battery Street? People should be going downtown. Shelburne Street is a neighborhood too.

Please do not include the slow grid street that bisects the Street Dept. property. It will destroy potential for the community benefit of open or other public space.

Should have told people about this form. I found it just as I was leaving.

Railyard Enterprise Project Public Meeting #3 Evaluation Form
Wednesday, December 9, 2015, 6:30PM - Arts Riot, 400 Pine Street, Burlington

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

a) Email from Friend/Colleague	
b) Email from Sponsors	1
c) Email from Other	
d) City's BUZZ	1
e) City/CCRPC Website	
f) Front Porch Forum	2

g) Burlington Free Press	1
h) Seven Days	1
j) Neighborhood Plan. Assembly	1
k) Arts Riot Website	
l) Other (<i>please describe</i>)	3
Facebook, KSNRC, WAG/BBA Meeting	

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome		2	2	1		
Presentation		2	3			
Open House		1	3		1	
Physical facilities for this event	1	2	1	1		
Amount of time allowed for input		1	2	1		1
Overall value of this event to you		2	2	1		

Comments:

- Thanks to everyone who contributed to this project. Appreciate the info.
- I like Alternative #2 with tweaks – 1) preserve Curtis Lumber, 2) Remove middle grid street going through CSWD center, 3) loop south to preserve warehouse access but keep it aligned with Kilburn. Prefer to have good design with alignment at Kilburn at expense of design flow of curve in main thoroughfare to help keep Curtis Lumber. Removal of one Grid Street lowers costs and lowers negative intersection scoring.
- Needed more people to take comments. I tried four times to get someone to listen before I was heard – lots of wasted time and frustration.

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

- It's difficult to get comments in a public meeting – I'd suggest smaller groups.
- Do not tear down historic buildings to save a rarely used railroad track.



OFFICE OF THE CLERK/TREASURER

City of Burlington

City Hall, Room 20, 149 Church Street, Burlington, VT 05401

Voice (802) 865-7000

Fax (802) 865-7014

TTY (802) 865-7142

MEMORANDUM

TO: CEDO Director Owens, Planning Commission and Public Works Commission Members

FROM: Lori Olberg, Licensing, Voting and Records Coordinator

DATE: January 26, 2016

SUBJECT: 01/04/16 CITY COUNCIL COMMUNICATION

Enclosed please find a copy of the communication that was sent to you/your Commission.

Please keep this as part of your records.

Thank you.

1/4/14

4.07

PF Handout 2.01 12/21/15
Diane Gayer

NOTES from RR yards Scoping Presentation by RSG, CCRPC, and DPW
Wed. Dec. 9, 2015

NOTES from Monday 3pm meeting with Ibnar, Genese, Terry, Carolyn, and Diane

ALTERNATIVE ROUTES PRESENTED

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NB:

- Criteria: Cost, Transit impact, Rail Access, Environmental Resources impacts (incl. HP impacts), Local & Regional planning issues, etc.
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1. No discussion of coal and other pollutants likely in existing soils
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the Burlington City Council voted to
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5. Although presented as out-of-the-box thinking nothing was presented that represented "out-of-the-box" ... all were iterations of the same option. A much stronger look at other ways of solving the "stated" problem need to be presented.

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OTHER POSSIBLE SOLUTIONS

I. Criteria:

- Do NOT negatively impact the RR yards. Plan for the coming commuter rail. We need this active and alive if we want to survive as a thriving municipality linked to others.
- Do not affect Curtis Lumber, this is a critical industry for the region as a whole and for the maker and neighborhood viability in the specific.
- Consult with other business and industry per planning for the "roadway changes"—do not assume they know this is coming. They are your current, and thus important, civic investors and tax payers.
- Make use of the existing roadway at "Street Dept." just south of Curtis Lumber.
- Recognize the geologic history of the Ravine that is part of Burlington and its associated wetland and delta. There is a reason why this land was fallow, filled with debris, and not built on.
- No Housing to be built on filled or brownfield lands.
- Connect to South Champlain street.
- NO grid of streets through this "new" zone. Let an informal network grow from uses. Let the new pathways be lighter on the land than Slow Streets.
- We used to imagine light rail in Burlington, connecting it regionally. Let's pull those plans back out of the CCRPC files.
- Assume all existing buildings stay. Plan on the historic nature of the brick structures at the "Street Dept."
- Think more innovatively as to what types of businesses might occur on the land between the existing structures; create an RPF for proposals; learn from the Intervale—both in terms of what's possible and what's not.
- We must begin to plan for heavier storms, flood mitigation and rising sea levels. The 2013 flooding (3 months of 104' water level was real; Irene was real) was a huge wake-up call for many of us. Let's look at the role of waterfront open space, wetlands, streams, and our build-out with that in mind. The ferry was out of business for 2 months, the bike path was underwater and pavement undermined, the rise in sea level was lapping at the edge of the wastewater treatment center—this is not an imagined problem, but the reality we are moving into. The potential for this site to absorb some of this impact is important. A look at the history of water table levels and the soils (fill) data are important.

- There is a way to use the “open land” for more inspired and long-term needs than business as usual—from food hub for the neighborhood (using greenhouses) to lake access with a put-in at the barge canal.

II. ALTERNATE PROPOSAL

Whereas the current plans and alternates proposed by the City and CCPRC are based on implementation of the Champlain Parkway and acknowledge that the plans do not adequately manage the traffic impact at Maple and King;

And whereas we continue to propose and fight for a park’n’ride and multi-model center at the intersection of 189 and the so-called Southern Connector and believe a that commuter rail and transit system would be a much stronger solution;

We put forward the following:

Looking north from Pine Street: A roundabout at the location of the current street dept. roadway, across from the USPS parking lot (alignment to be just south of the Curtis Lumber).

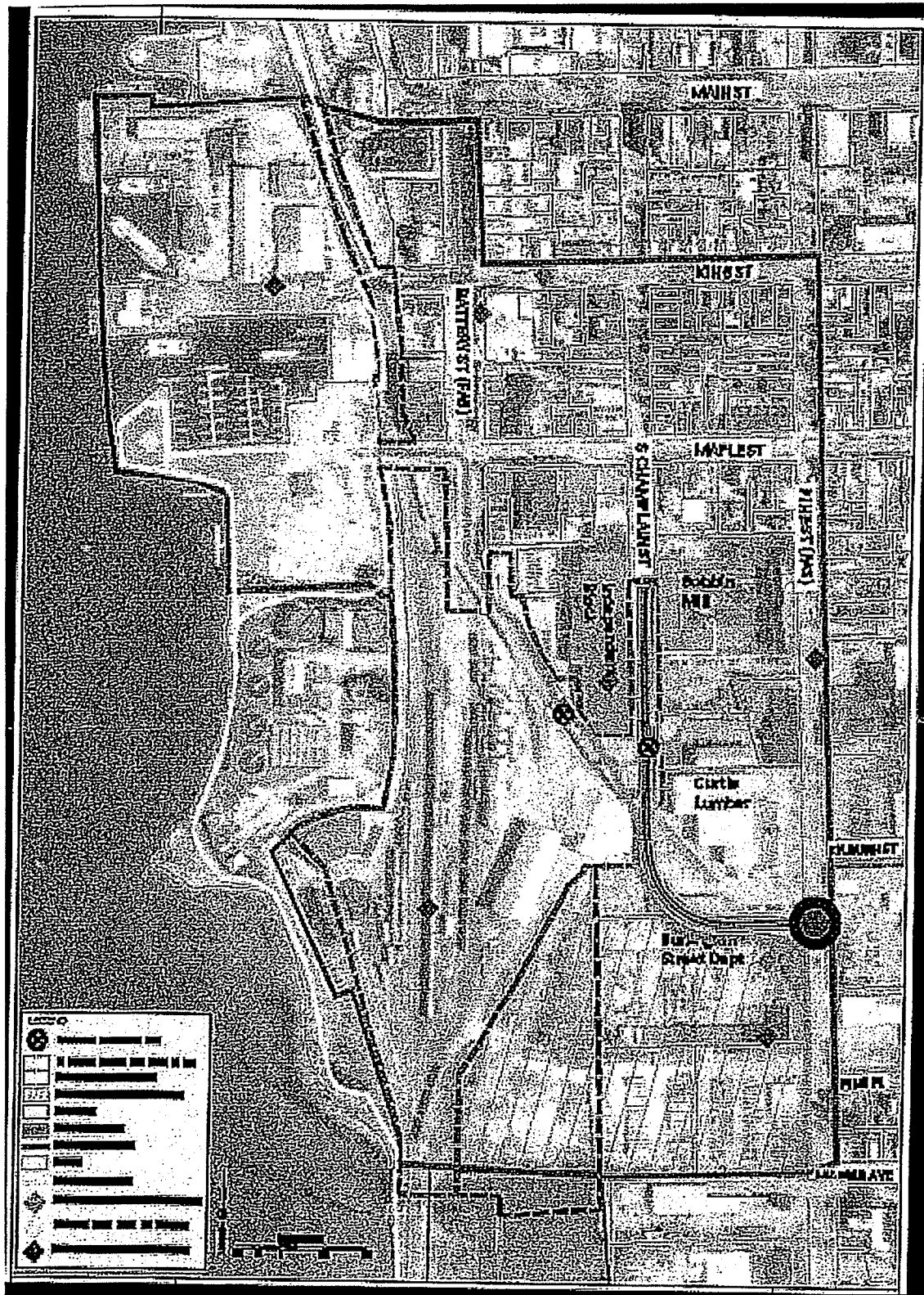
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Following the route:

From the roundabout north the road becomes a one-way loop. See photos from Montreal. Pine Street loops at Maple and turns down South Champlain, then onto the new extension, and around through the Street Dept road back to the roundabout. The one-way system is short and acts as a circulator. It cuts the traffic in half at Maple and King, but facilitates trucks to the Rail yards.

Bike/Ped/Bus Facilities:

The bike/ped pathway would follow the streets as well as spring off and follow the building edges between Pine and Battery Ext. A pervious pavement infill along the rail tracks would open this up for bike/ped access. A tree-lined avenue would help protect buildings from storms and trains. This would not be about parking or private vehicles. It would offer a neighborhood greenway connector however to the waterfront.



From: Rebecca Ryan <rryan@lungne.org>
Sent: Wednesday, March 06, 2013 2:09 PM
To: Robert Chamberlin; echurchill@ccrpcvt.org
Subject: Comments: Railyard Project
Attachments: ALAVT Resolution on Champlain Parkway July 2012.pdf

Dear Mr. Chamberlin and Ms. Churchill, I am unable to attend the March 7 hearing so please accept email comments (and attachment) instead. On behalf of the American Lung Association staff and volunteers, I request that the main purpose for the proposed Railyard Enterprise project is to provide relief from the adverse public health impacts of the Champlain Parkway on the King Street neighborhood. The Railyard Enterprise project is a good idea, but only if it is designed to directly help the King Street area in the near future. I have attached a resolution adopted in June 2012 by the American Lung Association in Vermont Leadership Board that outlines the reasons why we oppose the Champlain Parkway route through the King street neighborhood and why we support an alternative route. Please let me know if you have any questions. Thank you. Sincerely, Rebecca

Rebecca Ryan | Director, Health Education and Public Policy | Vermont
American Lung Association of the Northeast
Williston, VT | New York, NY | Waltham, MA
802.876.6862 | rryan@LungNE.org | www.LungNE.org



Resolution on Champlain Parkway's Impact on
the King Street Neighborhood
in Burlington, Vermont

WHEREAS, according to the 2009 Final Supplemental Environmental Impact Statement for the Champlain Parkway (FSEIS): "The proposed transportation corridor is expected to become the major routing for north south traffic in the area."¹

WHEREAS, a portion of Burlington, including the King Street neighborhood, was identified as an Enterprise Community by the United States Department of Housing and Urban Development and defined by "pervasive poverty, high unemployment and general distress"².

WHEREAS, a portion of Burlington, including the King Street neighborhood, is subject to Executive Order 12898, *The Federal Action to Address Environmental Justice in Minority Populations and Low Income Populations*, created to identify and address "disproportionately high and adverse human health or environmental effects."³

WHEREAS, the proposed plan for the Champlain Parkway will result in heavy traffic volumes being introduced into this residential neighborhood, including diesel trucks and buses⁴.

WHEREAS, the American Lung Association supports the protection of all people from the harm of air pollution, especially of those who suffer disproportionate exposure from local sources of emissions⁵, including children, the elderly, low income and minority populations.

¹ City of Burlington Public Works, *2009 Final Supplemental Environmental Impact Statement (FSEIS)*, Southern Connector Champlain Parkway, September 24, 2009, page 1-16.

² FSEIS, pages 3-23 and 3-24.

³ FSEIS, page 3-24.

⁴ Burlington Historic Preservation Review Committee, Letter to Mr. Kenneth R. Sikora, Environmental Program Manager, U.S. Department of Transportation, October 28, 2008.

⁵ American Lung Association (ALA) Public Policy Position: Energy, June 2011, page 2.

WHEREAS, motor vehicles are the largest source of many pollutants in the state of Vermont⁶.

WHEREAS, the American Lung Association supports measures to significantly reduce the air pollution caused by cars, trucks, and other mobile sources⁷.

WHEREAS, according to the World Health Organization, diesel engine exhaust causes cancer in humans⁸.

WHEREAS, fine particulate matter from diesel exhaust causes early death (from both short-term and long-term exposure), causes cardiovascular harm, aggravates asthma and other respiratory illnesses, and may cause reproductive and developmental harm.⁹

WHEREAS, the state of Vermont spent \$29 million in 2005 in health care and lost productivity costs due to diesel exhaust exposure¹⁰.

WHEREAS, there is an alternative, the Battery Street Extension, that would remove traffic from King Street neighborhood, thereby preventing exposure to the hazardous and toxic exhaust emissions associated with this traffic in the residential neighborhood, and divert route it though an industrial and commercial area.

WHEREAS, the Battery Street Extension was the designated route for many years and the route favored by the City of Burlington.

NOW THEREFORE BE IT RESOLVED:

The American Lung Association opposes the current Champlain Parkway proposal. The American Lung Association encourages the City of Burlington, the State of Vermont and the U.S. Congressional delegation to find an alternative plan to the current proposal in order to protect the health of Vermonters living in the King Street Neighborhood.

⁶ Vermont Department of Public Service, *Comprehensive Energy Plan 2011, Volume 2*, December 2011, page 226.

⁷ ALA Public Policy Position, June 2011, page 6.

⁸ International Agency for Research on Cancer, World Health Organization, press release, *IARC: Diesel Engine Exhaust Carcinogenic*, June 12, 2012.

⁹ U.S. Environmental Agency, *Integrated Science Assessment for Particulate Matter*, December 2009. DPA 600/R-08/139F.

¹⁰ Clean Air Task Force, <http://www.catf.us/diesel/dieselhealth/state.php?site=0&s=50>, accessed June 25, 2012.



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MEMORANDUM

TO: CEDO Director Owens, Planning Commission and Public Works Commission Members

FROM: Lori Olberg, Licensing, Voting and Records Coordinator

DATE: January 26, 2016

SUBJECT: 01/04/16 CITY COUNCIL COMMUNICATION

Enclosed please find a copy of the communication that was sent to you/your Commission.

Please keep this as part of your records.

Thank you.

COMMUNICATION

1/4/14

4.07

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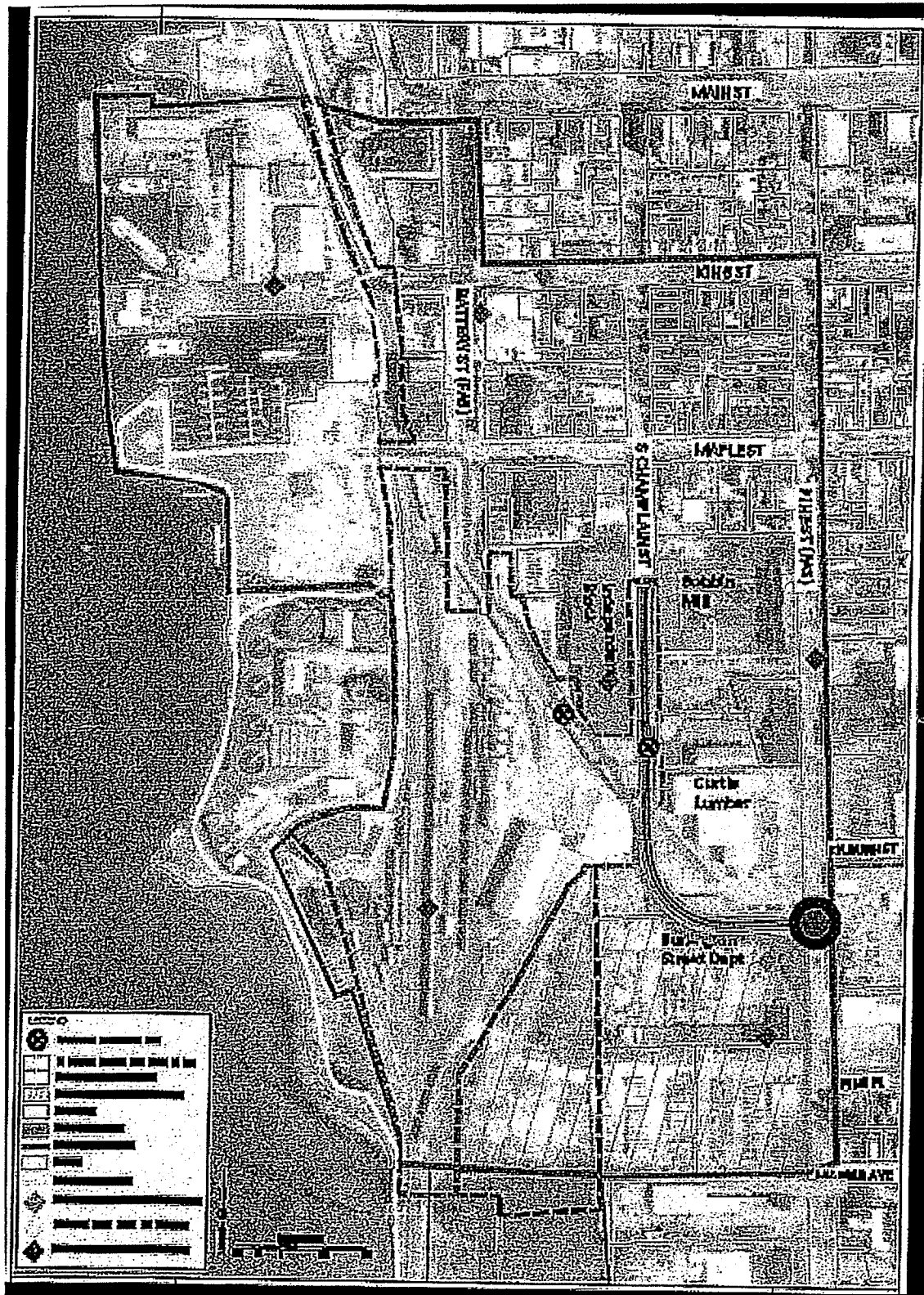
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Roxanne Meuse

From: Eleni Churchill <echurchill@ccrpcvt.org>
Sent: Friday, January 29, 2016 5:06 PM
To: Robert Chamberlin; Mark Smith
Subject: FW: Railroad Enterprise Project / Dennis Havey Communication

Bob and Mark – please include the string of e-mails below in the REP final report (Public Outreach Appendix – landowner section).

Thanks,
Eleni

From: Chapin Spencer [mailto:cspencer@burlingtonvt.gov]
Sent: Friday, January 29, 2016 4:40 PM
To: Eleni Churchill <echurchill@ccrpcvt.org>; Dennis Havey <vtequip@wcv.com>
Cc: Peter Owens <peter@burlingtonvt.gov>
Subject: RE: Railroad Enterprise Project

Thank you Dennis and Eleni for talking through these issues.

Dennis, I acknowledge that additional work is needed to reconcile boundaries and better determine the value of parcels. This work will be done as part of the environmental review process. Let's keep the conversation going.

Best,
Chapin

Chapin Spencer, Director
Department of Public Works
645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

Our Mission: To steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

From: Eleni Churchill [mailto:echurchill@ccrpcvt.org]
Sent: Friday, January 29, 2016 4:11 PM
To: Dennis Havey <vtequip@wcv.com>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens <peter@burlingtonvt.gov>
Subject: RE: Railroad Enterprise Project

Thanks for your response Dennis!

I will ask the City to review the conflicting parcel information and provide us with final boundaries for your property. At this point and as we are nearing the end of the Scoping/PEL phase for the Railyard Enterprise Project I believe that the best thing to do is to document all these issues as well as your concerns/comments (including these e-mails) in the final Scoping/PEL report so that they are part of the record and are taken into account during the NEPA (EIS) process.

Thanks and have a great trip to the Bahamas!

Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

From: Dennis Havey [<mailto:vtequip@wcvt.com>]
Sent: Friday, January 29, 2016 2:12 PM
To: Eleni Churchill <echurchill@ccrpcvt.org>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens <peter@burlingtonvt.gov>
Subject: Re: Railroad Enterprise Project

Perhaps when you get closer to figuring out **your own information** we can discuss your findings- it is not up to me to figure where the "professional consultants" you hired got their information!.

As we have discussed- this is a long term process and I understand that the former owners of both my current parcel and the one I sold to Vermont Railway have hired representation and will be involved with any happenings to either parcel as they are proposed in the future.

Based on this fact, and the fact that another attorney group will be involved, I will await your new information- but it now looks like there will be two parties willing to challenge any takings or Alternatives that involve the use of my land to further this project.. They have much more money than I and I would welcome their assistance.

I am leaving for the Bahamas on February 6th and be out of the Country until March 20th

Dennis

From: "Eleni Churchill" <echurchill@ccrpcvt.org>
To: "Dennis Havey" <vtequip@wcvt.com>
Cc: "Chapin Spencer" <cspencer@burlingtonvt.gov>, "Peter Owens" <peter@burlingtonvt.gov>
Sent: Friday, January 29, 2016 11:31:46 AM
Subject: RE: Railroad Enterprise Project

Hello Dennis,

Sorry for the delay in responding but we were trying to reconcile conflicting information regarding your property and the parcel that you sold to Vermont Rail Systems (VRS) from various City and other sources but I think we are making progress and we are hopefully close to resolving these issues. Our research indicates that there might be a parcel that is currently owned by you west of the 345 Pine Street parcel that does not appear to be on the City's Grand List but it's on the City's 2014 tax parcel map – please see figures/table below. We also reviewed the City's 2010 GIS Files and the Phase II ESA conducted by Stone Environmental (see attached) that shows that you are the owner of that property west of 345 Pine. These discrepancies might help explain the ROW estimation issues.

It would be helpful if you can let us know if you retain ownership for part of the 6723 parcel (GIS Files) immediately west of the 345 Pine Street parcel or executed a lot line adjustment and tell us where is

your westernmost north/south boundary that separates your property from VRS. We will use the information you provide to update the ROW impacts to your property for REP Alternatives 2 and 5B.

As far as your comment on the Barge Canal Market/Myers Bagels parcel we offer the following: We are aware that the actual owner of this parcel is Citizens Properties – the Barge Canal/Myer’s Bagels nomenclature was simply for RSG’s internal use and there is a note in the spreadsheet to that effect. There are sliver takings of this property necessitated by aligning the new street with Marble Avenue. The Citizens Properties (Parcel ID 053-1-006-000) has an assessed value for land of \$304,600, which is why the sliver takings are as high in valuation.

Please give me a call if you have any questions of need to discuss further.

Thanks,
Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

See below for City of Burlington Sources:

- GIS parcel file (2010)
- [Tax parcel maps](#) (2014)
- [Grand List](#) (2016)

The 2010 GIS file shows parcel 6723 (aka 049-2-038) as the tall trapezoid and adjacent square combined, and parcel 6815 (aka 053-1-017) as the easternmost square:



The 2014 tax parcel map shows parcel 049-2-038 (aka 6723) as the tall trapezoid, and parcel 053-1-017 (aka 6815) as the two squares combined (here's a [link](#) to the entire map):



The 2016 Grand List is a spreadsheet not a map, but it lists acreage for each parcel ID. Comparing the acreage listed in the Grand List to the measured acreage (using CAD), the Grand List appears to not include the square in between the trapezoid and the easternmost square:

<i>via Grand List</i>		
	Parcel	Acres
Havey	053-1-017-000 (6815)	1.72
Railyard	049-2-038-000 (6723)	4.54

<i>via CAD measurement</i>	
	Parcel
Havey	6815 square
Railyard	6723 trapezoid
?	6723 square

From: Dennis Havey [<mailto:vtequip@wcvt.com>]
Sent: Monday, January 18, 2016 7:44 PM
To: Eleni Churchill <echurchill@ccrpcvt.org>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens <peter@burlingtonvt.gov>
Subject: Re: Railroad Enterprise Project

Glad to see that we have finally correctly identified my parcel of land-that is the good news... the bad news is we are still using incorrect information and figures!

The entire East/West portion of my land does not measure 250'. In fact, if we use the maximum taking right of way of 60', that East/West portion alone would be 18,000 square feet! Unless there are other Alternatives marked 2 or 5B that I have not received after ending at 250' (sic) on an East/West direction the information I have received shows the North/South development **taking place entirely on my property** not on land I have already conveyed to Vermont Railway.

The current tax assessment on my property from the property tax bill shows a value of \$300,000.00 with a building at \$117,000, yard items at \$24,800.00 and land at \$158,200 **not \$113,500.00!**

You have identified 6928 as Barge Canal Market/Myers Bagels and show a partial taking of some land there-according to research done by my attorney- neither of those entities own land at 377 Pine Street (Parcel 053-1-006-000) and there appears to be no taking shown on any of the Alternatives I have received-could you explain what those figures represent and identify what land (both square footage and location), if any, will be utilized in the Alternatives forwarded.

I am sure upon receipt of this requested information along with any corrected adjustments you might make to the spreadsheet calculations that we will have more questions.

Thanks,
Dennis

From: "Eleni Churchill" <echurchill@ccrpcvt.org>
To: "Dennis Havey" <vtequip@wcvt.com>
Cc: "Chapin Spencer" <cspencer@burlingtonvt.gov>, "Peter Owens" <peter@burlingtonvt.gov>
Sent: Monday, January 18, 2016 2:55:08 PM
Subject: RE: Railroad Enterprise Project

Hello Dennis,

In response to your latest questions, Bob Chamberlin of RSG provided the attached spreadsheet (contains data that you already have) and the following narrative/information:

Within the attached spreadsheet, the Parcel IDs are from the City's GIS file. Parcel ID 6723 is the parcel that Havey conveyed to VRS. The remaining Havey parcel is Parcel ID 6815, at 345 Pine Street.

“Partial Takings” are calculated from the area that would accommodate a Complete or Slow Street within any of the Alternatives. In either case, Complete or Slow Street, the maximum right-of-way width is 60 feet, inclusive of all of the cross-sectional elements (i.e. streets, green strips, sidewalks, multi-use path, etc.).

Alternatives 2 and 5b have a Partial Taking on 345 Pine Street for a street that is aligned with the southern boundary of the property. The street extends from Pine Street, and crosses the property for a distance of approximately 250 feet (the entire east-west lot length) before crossing onto the VRS (former Havey) property (Parcel ID 6723). The total amount of this area has been calculated within the CAD drawing as 12,205 feet (for Alternative 2) and 15,125 feet (for Alternative 5b, which includes additional area to accommodate a roundabout at Pine/Marble).

From the City’s Grand List, the assessed value of the land at 345 Pine Street is \$113,500. The partial taking for Alternative 2 amounts to approx. 16% of the land value, or \$17,900. The partial taking for Alternative 5b amounts to approx. 20% of the land value, or \$22,228.

I hope this helps answer your questions. As I mentioned in my previous e-mail, more detailed ROW information will be gathered (including property appraisals) during the NEPA phase of the project.

Thank you,
Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

From: Eleni Churchill
Sent: Tuesday, January 12, 2016 12:56 PM
To: 'Dennis Havey' <vtequip@wcvr.com>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens <peter@burlingtonvt.gov>
Subject: RE: Railroad Enterprise Project

Hi Dennis,

I will review your questions with Bob Chamberlin at RSG (REP consultant) and get back to you by the end of this week. Bob is currently at a conference out of state and he will be returning to the office on Thursday.

Thanks,
Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

From: Dennis Havey [<mailto:vtequip@wcvr.com>]
Sent: Tuesday, January 12, 2016 4:39 AM
To: Eleni Churchill <echurchill@ccrpvt.org>

Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens
<peter@burlingtonvt.gov>

Subject: Re: Railroad Enterprise Project

Thanks again for your prompt response! As I look at the numbers on the forwarded information I get a little more confused..

What are the dimensions for both the slow and fast roads with associated walks, green space, parking etc. being planned for my property? Your figures for square footage do not seem to match any criteria I can find for the specifications for either road.

What are the dimensions and locations of the 6655 square feet you show as Barge Canal/Myers Bagel (correctly Citizen's Oil) on those documents? I am assuming that land is North of 6928 and South of my land. Seems odd that 6655 square feet has a value of \$28,700. while 25000 square feet next door has a value of \$33,000 when they touch each other!

Based on the information I have received from you so far I can assure you that the information you are presently using and passing on to me as a basis for this project concerning my property is not correct and probably should be revisited before we go much further on in this process- both to save time and money at a later date when corrections are going to be necessary.

As per our conversation, I truly understand this is a long process but to have to do it twice because of faulty information is a waste of time and money.

Thanks again,
Dennis

From: "Eleni Churchill" <echurchill@ccrpcvt.org>

To: "Dennis Havey" <vtequip@wcvl.com>

Cc: "Chapin Spencer" <cspencer@burlingtonvt.gov>, "Peter Owens" <peter@burlingtonvt.gov>

Sent: Monday, January 11, 2016 3:27:05 PM

Subject: RE: Railroad Enterprise Project

Hello Dennis,

Good to talk to you today! As we discussed, Alternatives 1B, 2 and 5B were selected by the City Council to advance into the environmental permitting process (EIS) for further evaluation. A preferred alternative will be selected at the end of the EIS process.

Attached you will find additional documents that could help answer your questions regarding the square footage calculations for the construction of new streets on your property. I am also attaching the resolution passed by the City Council at their December 21st meeting.

Also, as we discussed earlier, there have been no modifications or changes to the Deed restrictions for your property or any other properties bound by the Pine Street Settlement Agreement.

I hope this helps. Please let me know if you have any further questions or need additional information.

Thanks,
Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

From: Dennis Havey [<mailto:vtequip@wcvr.com>]
Sent: Monday, January 11, 2016 8:09 AM
To: Eleni Churchill <echurchill@ccrpvt.org>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Peter Owens
<peter@burlingtonvt.gov>
Subject: Re: Railroad Enterprise Project

Thanks for your response.

Several questions do not appear answered in the information you sent me and I would like to know if you have this information available.

There is no taking of my land evidenced in Alternatives 1A or 1B on your Evaluation Matrix. I am interested in the square footage parameters you used as a base in each of the other five Alternatives as they relate to taking of my property.(ie total square footage required to construct both fast and slow roads including bike lanes, parking, sidewalks, tree belts, setbacks and any other footage deemed necessary to complete the Alternatives as presented. I would also like the percentage of taking to satisfy completion of those five Alternatives in relationship to the total square footprint of the property not including the 30 foot right of way presently granted to Vermont Railway. I would assume those numbers are readily available as you must have had a basis to figure the costs for the partial takings.

Have there been any modifications or changes in the Deed restrictions to my property or any other property bound by the Pine Street Settlement Agreement to allow any type of improvements or constructions that were previously prohibited by the Pine Street Settlement Agreement? I am also interested in any such changes as they affect my propertyi that have not been directly given to me or Lasmo Oil (formerly Golden Eagle Oil)?. Specifically, as a property owner bound by the Pine Street Settlement Agreement there are many uses to my property that are prohibited- have any of those restrictions been lifted or modified?

Thank you for your prompt response to these questions,
Dennis Havey

From: "Eleni Churchill" <echurchill@ccrpcvt.org>
To: "Dennis Havey" <vtequip@wcvr.com>
Cc: "Chapin Spencer" <cspencer@burlingtonvt.gov>, "Peter Owens" <peter@burlingtonvt.gov>
Sent: Friday, January 8, 2016 5:16:18 PM
Subject: RE: Railroad Enterprise Project

Hello Dennis,

Sorry we did not respond earlier but your request arrived just before the beginning of the holiday season.

So you know, the consultant team developed cost estimates for the Construction of all Phase 2 REP Street Alternatives and for a plan to mitigate impacts to the Railyard. The estimated costs for the Phase 2 Alternatives varied based on the length and cross section (complete streets/slow streets) of the proposed new streets, the Right-of-Way (ROW) impacts (full and partial takings), and other factors.

Attached you will find two documents; the first one is the Evaluation Matrix for the Phase 2 REP Alternatives that provides you with conceptual cost estimates for the proposed streets and the mitigation of Railyard impacts and the second one is a table that provides a more detailed information on the estimated ROW costs (construction costs are not included) for each of these alternatives.

I would like to reiterate that the ROW cost estimates for partial and full takings used for this initial scoping phase of the REP are based on property/building values included in the Burlington Grand List. No special land/building appraisals were conducted as part of this phase of the project. Property appraisals will be done during the next phase of the project to arrive at more accurate estimates of the magnitude of ROW impacts and costs.

Please let me know if you have any questions or need additional data/information. I am also happy to meet with you to review the attached data.

Thank you,
Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission
www.ccrpcvt.org

From: Peter Owens [<mailto:peter@burlingtonvt.gov>]
Sent: Friday, January 08, 2016 10:52 AM
To: Dennis Havey <vtequip@wcvr.com>
Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Eleni Churchill

[<echurchill@ccrpcvt.org>](mailto:echurchill@ccrpcvt.org)

Subject: Re: Railroad Enterprise Project

Happy new year Dennis. Yes, between holidays and the Donald, we have been busy.

Eleni/Chapin: What do we have for a basis on \$6 mil number Dennis refers to below?

Thanks. /po

On Jan 8, 2016, at 10:42 AM, Dennis Havey [<vtequip@wcvt.com>](mailto:vtequip@wcvt.com) wrote:

Hoping the reason I have not received a response to this request is a busy holiday season.

From: "Peter Owens" [<peter@burlingtonvt.gov>](mailto:peter@burlingtonvt.gov)
To: "Dennis Havey" [<vtequip@wcvt.com>](mailto:vtequip@wcvt.com)
Cc: "Chapin Spencer" [<cspencer@burlingtonvt.gov>](mailto:cspencer@burlingtonvt.gov), "Miro Weinberger" [<miro@burlingtonvt.gov>](mailto:miro@burlingtonvt.gov), "Eleni Churchill" [<echurchill@ccrpcvt.org>](mailto:echurchill@ccrpcvt.org)
Sent: Tuesday, December 22, 2015 8:08:43 AM
Subject: Fwd: Railroad Enterprise Project

Dennis: Good to see you yesterday. Its been a long time. I am replying with Chapin's correct email address.

cspencer@burlingtonvt.gov

We honestly appreciate your perspective. It is a long process and a complicated one. The alternative analysis is standard in NEPA. The idea is when we get to a preferred alternative and the associated impacts, we can say we did so only after considering the impacts of a wide range of possible alternatives. The idea is to prevent the gov't from advancing projects without due consideration of alternatives and public input on those alternatives. That is exactly what your comments provide.

I am also cc'ing project manager Eleni Churchill.

Eleni/Chapin: Can we get a breakdown on the rough \$6 mil figure Dennis references below?

A long night. Thanks to all.

-Peter

Begin forwarded message:

From: Dennis Havey <vtequip@wcvr.com>
Subject: Railroad Enterprise Project
Date: December 22, 2015 at 2:08:14 AM EST
To: <cspenser@burlingtonvt.gov>
Cc: <miro@burlingtonvt.gov>, Peter Owens
<peter@burlingtonvt.gov>

Thanks for spending the time to talk to me yesterday concerning the City's stand of which proposal they would put forth. An honest response would have garnered more respect than a dishonest one. None of the three alternatives presented had one third of the total property involved being taken (as is the case in the one you and your Committee recommended) and the response that Alternative 5B had the least amount of private land taking involved was a complete falsehood! I understand one of your main goals is to keep Vermont Railway happy but four ninety degree turns off Pine Street does not seem to advance any notion of a smooth flow onto Battery Street and does nothing to relieve the need for the Railway to move spur lines considerably past my land.

There was also mention of commercial development in the new blocks being created- unless things have changed with the Pine Street Settlement agreement I can assure you that my parcel does not qualify for that and most other development plans.

I heard the number of around Six Million plus for mitigation and acquisition thrown around. Please forward me that breakdown.

While I understand that this is just the start of a long process and things might change in the future I will tell you **honestly** that any approved Alternative that involves the taking of one third of my land will be met with a long and costly court challenge.

Thanks for your prompt response,

Dennis Havey

cc: Robert O'Neil, Esq

Mark Smith

From: Eleni Churchill <echurchill@ccrpcvt.org>
Sent: Wednesday, May 25, 2016 11:45 AM
To: Mark Smith
Subject: FW: Rail enterprise zone

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Eleni Churchill
Sent: Wednesday, December 30, 2015 11:12 AM
To: 'David' <dwwulfson@aol.com>
Cc: MaryAnne Michaels <mmichaels@vrs.us.com>; Houghton Selden <shoughton@vrs.us.com>; 'Meyerhoff Diane (diane@thirdsectorassociates.com)' <diane@thirdsectorassociates.com>
Subject: RE: Rail enterprise zone

Hello David,

Thanks for sharing your thoughts on the three Railyard Enterprise Project (REP) alternatives. We will include them in the REP Scoping/PEL report.

Yes, the work that we have done to date is the first phase of the project development process for the REP. A more detailed evaluation of benefits and impacts (including railyard access and operations) of the three alternatives and development of mitigation plans/options will take place during the Environmental Permitting process which will possibly require an EIS.

Thanks and Happy New Year to you too!

Eleni

Eleni Churchill - 802.861.0117
Transportation Program Manager
Chittenden County Regional Planning Commission www.ccrpcvt.org

-----Original Message-----

From: David [mailto:dwwulfson@aol.com]
Sent: Tuesday, December 29, 2015 2:39 PM
To: Eleni Churchill <echurchill@ccrpcvt.org>
Cc: MaryAnne Michaels <mmichaels@vrs.us.com>; Houghton Selden <shoughton@vrs.us.com>
Subject: Rail enterprise zone

Hi Elani,
Last week I had a chance to meet with Spencer Chapin from city of Burlington .
He shared with me three plans .
All of which have relocated rail infrastructure included.
I want to go on the record that none of these plans will work without extensive engineering regarding railroad needs.(access and operations).
I am assuming this is only preliminary work at this time, but needed to share my thoughts.
Thanks.... Happy new year.

DW



Appendix B

Burlington City Council

Contents:

1. Resolution
2. Meeting Minutes
3. Presentation
4. Memorandum: Recommended Alternatives