# TooleDesignGroup



### Memorandum

Date:	April 17, 2018
То:	Peter Keating
Organization:	Chittenden County Regional Planning Commission
From:	Beth Isler and Nathaniel Fink
Project:	South Burlington, VT Pedestrian and Bicycle Feasibility Study
Re:	Existing Conditions Memorandum

The Chittenden County Regional Planning Commission (CCRPC) and the City of South Burlington (City) initiated this scoping study to analyze and evaluate the feasibility of pedestrian and bicycle facilities at the four locations shown in **Table 1** and **Figure 1**.

Table 1: Study locations

Street Name	Extent	Length
Spear Street	from U.S. Forest Service Building to	approximately 2.6 miles
	Shelburne town line	
Hinesburg Road	from Williston Road to Kennedy Drive	approximately 1 mile
Allen Road,	Allen Road from Baycrest Drive to	approximately 1.3 miles
Harbor View	Shelburne Road; Harbor View Road from	
Road, and	Shelburne Road to Baycrest Drive;	
Baycrest Drive	Baycrest Drive from Allen Road to Harbor	
	View Road	
Fayette Drive	from Queen City Park Road connection,	approximately 1,000 feet, to
	parallel to Shelburne Road	be determined by alignment

For each of the four locations, this memorandum describes:

- Relevant Plans and Studies
- Existing Conditions
  - Roadway Characteristics
  - $\circ \quad \text{Land Use} \quad$
  - o Natural Resources
  - Built Environment
  - Cultural Resources

Figure 1: Study Area Map



### 1.1. Relevant Plans and Studies

The following documents were reviewed and consulted to ensure consistency with this scoping study:

### 1.1.1. General

- Chittenden County Regional Active Transportation Plan 2017
- South Burlington Comprehensive Plan 2016
- South Burlington Parks Access Improvement Study 2014
- Chittenden County ECOS Plan 2013
- Walk Bike PlanBTV 2017

### 1.1.2. Spear Street

- Spear Street Corridor Study 2004
- 1.1.3. Hinesburg Road
  - Garden Street Project Definition Report 2015
  - South Burlington Market Street Improvements STP 5200 (17) 2010

### 1.1.4. Allen Road

• South Burlington, VT Pedestrian and Bicycle Feasibility Study 2016

### 1.1.5. Fayette Drive

- Champlain Path Feasibility Study: Charlotte to Burlington, Vermont 2004
- Shelburne Road Corridor Study 2012
- Champlain Parkway (draft) 2014
- PlanBTV South End (draft) 2015

# 2. Existing Conditions

This section assesses existing conditions to understand potential impacts of conceptual alternatives that will be developed as part of this study. Each of the resource types specified in the *VTrans Project Scoping Manual* are addressed below. This section describes:

- Roadway Characteristics
- Land Use
- Natural Resources
- Built Environment
- Cultural Resources

The base map for this scoping study was provided by the CCRPC. No field survey was performed. Site visits were conducted to verify all topographic features within the project study area.

### 2.1. Spear Street

Spear Street is a Minor Arterial that runs north-south. This study covers a segment of Spear Street from the U.S. Forestry Service Building at 705 Spear Street south to the Shelburne town line, a length of approximately 2.6 miles.

Spear Street features several notable topographic and scenic features. Starting at the northern end of the study area, Spear Street slopes down into the Potash Brook valley, passing under the Interstate 189 overpass, then slopes upwards and travels through a forested area. South of Swift Street, Spear Street follows a ridgeline with sweeping, scenic views of Lake Champlain and the Adirondack Mountains.

### 2.1.1. Roadway Characteristics

Spear Street is a two-lane roadway that carries two-way traffic. Refer to **Table 2** for roadway characteristics of Spear Street. Additional lanes for turning traffic are provided at Swift Street, Olivia Drive, Nowland Farm Drive, and Allen Road. The typical travel lane width is 12 ft., however narrower travel lanes are used at some intersections. Parking is not permitted on Spear Street within the study area.

Walking facilities are generally not present on Spear Street except for a short sidewalk segment on the west side starting at Deerfield Road extending approximately 350 ft. northward along the edge of Overlook Park. North of Swift Street, people walk on the 3 ft. shoulders. South of Swift Street, a shoulder that is approximately 5 ft. wide is provided on the west side of the roadway until the sidewalk at Overlook Park. After Overlook Park at Nowland Farm Road, the shoulder becomes a bike lane to the Shelburne town line and there are no walking facilities.

Conditions for bicycling vary along the length of the corridor. North of Swift Street, marked shoulders are present but are too narrow (3 ft.) to be considered a bicycle facility. From Swift Street to the Shelburne town line, a bike lane is provided in the southbound direction, while northbound bicycle and vehicle traffic share the same lane. At the Allen Road intersection, there are marked bike lanes for both directions on Spear Street extending approximately 490 ft. from the intersection.

	Spear Street
Functional classification	Minor Arterial
Length within study area	2.6 miles
Jurisdiction	Municipal
Right-of-way width*	62 – 68 ft.
Roadway width*	28 – 31 ft. (up to 44 ft. at some intersections)
2016 AADT**	7,267 north of Swift St; 7,882 north of Allen Rd; 6,674 south of Allen Rd
Posted speed limit	35 MPH
*Approximate Right-of-Way **AADT= Average Annual Daily Traffic	

Table 2: Spear Street Roadway Characteristics (source: VTrans Route Log Data)

Two signalized intersections are located in the study area at Swift Street and at Allen Road. Several stop-controlled intersections are located along Spear Street in which the minor approaches are stop-controlled.

### 2.1.2. Land Use

Land use along the Spear Street corridor consists low-density residential development, agricultural land, a city park, a church, and open space.

### 2.1.3. Natural Resources

### Water Bodies, Wetlands, and Floodplains

Potash Brook, which meanders in an east to west direction through South Burlington, crosses Spear Street between the westbound and eastbound lanes of Interstate 189. It is classified as a Priority Stream/River. A tributary of Potash Brook runs roughly parallel to Spear Street on the east side, starting at Nowland Farm Road then crossing Spear Street near Swift Street. See **Figure 2**.

Near the northern end of the study area, there are wetlands classified as Significant in the Vermont Significant Wetland Inventory (VSWI) and as VSWI Advisory Wetlands. These features are near Potash Brook in between the westbound and eastbound roadways of Interstate 189. A small VSWI significant wetland can also be found north of Pheasant Way on the west side of Spear Street. See **Figure 2**.

The study area contains a floodplain classified by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area. This area can be found near Potash Brook between the westbound and eastbound travel lanes of Interstate 189. See **Figure 2**.

### Agricultural Lands or Soils

The study area includes Prime Agricultural Soils of Statewide Importance. See **Figure 3**. However, these areas are not likely to revert to agricultural uses.

### Rare, Threatened, or Endangered Species

There are habitat blocks on the east and west sides of Spear Street just south of Interstate 189. An endangered species was observed (most recently in 1989) just east of Spear Street near the Shelburne town line. See **Figure 4**.

### 2.1.4. Built Environment

### Utilities

The study area features numerous overhead and below-ground utilities. Utility poles are located along the length of Spear Street with varying setbacks from the edge of the paved roadway. A water line is located parallel to the roadway for the length of the study area except between Interstate 189 and Swift Street. Several water lines connect with the water line parallel to Swift Street. A gas line is located parallel to the roadway except on the portion north of Swift Street. Several sewer lines intersect with the Swift Street corridor. See **Figure 5** and **Figure 6**.

### Stormwater Management

Drainage in the study area is managed by a system of ditches, culverts, catch basins, and stormwater lines. Though numerous catch basins are located in the immediate vicinity of Spear Street, only one catch basin is actually located within the paved roadway approximately 300 ft.

north of Pinnacle Drive. Spear Street does not feature any curbs within the study area. See **Figure 7** and **Figure 8**.

### Hazardous Waste

Parcels within the study containing hazardous waste are located at 1855 Spear Street, 1431 Spear Street, and 1350 Spear Street. See **Figure 7** and **Figure 8**.

Figure 2: Spear Street Natural Resources: Water Bodies, Wetlands, and Floodplains



#### Figure 3: Spear Street Natural Resources: Agricultural Lands or Soils



Figure 4: Spear Street Natural Resources: Rare, Threatened, or Endangered Species





Figure 6: Spear Street Built Environment: Utilities--southern detail







Figure 8: Spear Street Built Environment: Hazardous Sites and Stormwater Management--southern detail



### 2.1.5. Cultural Resources

### Historic and Archeological

An Archeological Resource Assessment (ARA) is not being conducted as part of this study because there is not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

### Architectural

The building stock located within the study area consists primarily of single-family residential development.

### Section 4(f) and 6(f) properties

Section 4(f) properties include publicly owned park and recreation areas, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. Historic sites include prehistoric and historic districts and sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places.<sup>1</sup>

Section 6(f) properties are properties acquired with Land and Water Conservation Act funds and coordinated with the Department of Interior. Usually replacement in kind is required.<sup>2</sup>

The following properties may be subject to Section 4(f) designation:

- 1400 Spear Street
- 1435 Spear Street
- Overlook Park (1575 Spear Street)

No properties were identified that may be subject to Section 6(f) designation.

### 2.2. Hinesburg Road

This study covers a segment of Hinesburg Road between the Williston Road/U.S Route 2 and Kennedy Drive. Hinesburg Road is relatively level topographically. Near the southern end of the study area, there is a downward slope into the Potash Brook valley, then back upwards on the approach to Kennedy Drive.

### 2.2.1. Roadway Characteristics

Hinesburg Road is a Principal Arterial that runs north-south. Within the study area, it is signed as Vermont Route 116. Hinesburg Road is a two-lane roadway that carries two-way traffic. Refer to **Table 2** for typical roadway characteristics. Additional lanes for turning traffic are provided at the Price Chopper driveway, Market Street, and Kennedy Drive. The typical cross section is 11.5 ft. travel lanes with 3 – 4 ft. shoulders. Parked vehicles were noted on the northbound shoulder near Market Street during a field visit.

<sup>&</sup>lt;sup>1</sup> FHWA Section 4(f) Tutorial. <u>http://www.environment.fhwa.dot.gov/section4f/properties.aspx</u>. Accessed February 2018.

<sup>&</sup>lt;sup>2</sup> Section 6(f) Land and Water Conservation Act. <u>http://www.fhwa.dot.gov/wadiv/envir/section6f.cfm</u>. Accessed February 2018.

A sidewalk is located along the east side of the roadway for the entire length of Hinesburg Road within the study area. It has a typical width of 4.5 ft. and is offset from the roadway by a 5-ft. grass buffer. There is a sidewalk on the east side of the roadway starting at Kennedy Drive and extending northward to the 550 Hinesburg Road driveway. The Awasiwi Trail is a walking trail that parallels the Potash Brook, crossing Hinesburg Road near 550 Hinesburg Road.

No dedicated bicycle facilities are provided on Hinesburg Road. The typical cross section features marked shoulders that vary in width along the length of the corridor from 2 - 4 ft. A shoulder narrower than 4 ft. is too narrow to be considered a bicycle facility. No shoulders are provided on the approaches to Williston Road or Kennedy Drive. Given the traffic volume and speed and lack of consistent shoulder width, conditions for bicyclists can be considered "high stress."

The intersections are both ends of the study area at Williston Road and Kennedy Drive are signalized. Several unsignalized intersections are located along Hinesburg Road consisting of three- and four-way intersections where the minor approaches are stop-controlled.

	Hinesburg Road
Functional classification	Principal Arterial
Length within study area	1 mile
Jurisdiction	Municipal
Right-of-way width*	67 – 70 ft. typical
Roadway width*	30 ft. typical. Widens to 40 ft. at some intersections
2016 AADT**	10,295
Posted speed limit	35 MPH
*Approximate Right-of-Way **AADT= Average Annual Daily Traffic	

Table 3: Hinesburg Road Roadway Characteristics (source: VTrans Route Log Data)

### 2.2.2. Land Use

Land use along the corridor consists mostly of low density to moderate residential development. A cemetery is located on the east side near the middle of the corridor. The northern end of the study area at Williston Road features one-story commercial uses. Several office buildings and multi-unit residential developments are located near the southern end of the study area at Kennedy Drive.

Hinesburg Road is adjacent to a development project called City Center, which aims to create a new mixed-use downtown area for the City of South Burlington. The project site is located directly to the west of Hinesburg Road. Modeling conducted for the 2010 *South Burlington, Market Street Improvements STP 5200 (17)* revised environmental assessment predicted an increase in traffic on Hinesburg Road and intersecting streets with the proposed development. Market Street, the envisioned main street of City Center, ends at Hinesburg Road near the northern end of the study area. It is reasonable to assume that future development of the City Center site will increase travel demand for all modes along the Hinesburg Road corridor.

### 2.2.3. Natural Resources

### Water Bodies, Wetlands, and Floodplains

As shown in Figure 9, there are two streams that cross Hinesburg Road in the study area. In the north, there is a stream with an associated FEMA Special Flood Hazard Area between Williston Road and Village Green Drive. Between Prouty Parkway and Kennedy Drive in the south, Potash Brook is a Priority Stream and its associated Special Flood Hazard Area cross the study area.

There is also a VSWI wetland on the east side of Hinesburg Road at Barrett Street.

### Agricultural Lands or Soils

Although the study area does include Statewide and Prime Agricultural Soils (Figure 10), it does not include land currently used for agriculture and is unlikely to be used for agriculture in the future.

### Rare, Threatened, or Endangered Species

Figure 11 shows that there is one location in the Hinesburg Road study area that contains an Uncommon Species. This site is at the southern end between Deane Street and Kennedy Drive.

### 2.2.4. Built Environment

### Utilities

Figure 12 indicates that there are water, gas, and sewer lines present along this section of Hinesburg Road, as well as overhead utilities. The intensity of utilities in this area means that there are likely to be impacts if a new facility is constructed.

#### Stormwater Management

At either end of the study area (that is, the intersections with Williston Road and with Kennedy Drive), there is a high concentration of storm lines. At the Williston Road intersection there are multiple catch basins that accompany these lines, but the GIS data for the area around Kennedy Drive (Figure 13) did not indicate as many catch basins. The data show there are small segments of storm line crossing Hinesburg Road at various locations between Woodcrest Drive and Kennedy Drive, but as they do not appear to be connected to a larger system, they may actually be culverts. The storm line extending from Barrett Street crosses Hinesburg Road, and there is a segment along Hinesburg Road that is approximately 1,200 ft. extending south from Wright Court.

#### Hazardous Waste

Parcels within the study containing hazardous waste are located at 26 Hinesburg Road, 290 Hinesburg Road, 620 Hinesburg Road, and 110 Kennedy Drive. See **Figure 13**.

### 2.2.5. Cultural Resources

### Historic and Archeological

An Archeological Resource Assessment (ARA) is not being conducted as part of this study because there is not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

### Architectural

The building stock located within the study area consists primarily of single-family residential development and some one-story commercial/retail buildings. There are some office buildings and multi-unit residential buildings near the intersection with Kennedy Drive.

### Section 4(f) and 6(f) properties

The following properties may be subject to Section 4(f) designation:

- St. John Vianney Church (160 Hinesburg Road)
- 400 Hinesburg Road

No properties were identified that may be subject to Section 6(f) designation.

Figure 9: Hinesburg Road Natural Resources: Water Bodies, Wetlands, and Floodplains



### Figure 10: Hinesburg Road Natural Resources: Agricultural Lands or Soils



Figure 11: Hinesburg Road Natural Resources: Rare, Threatened, or Endangered Species



Figure 12: Hinesburg Road Built Environment: Utilities



Figure 13: Hinesburg Road Built Environment: Hazardous Sites and Stormwater Management



### 2.3. Allen Road, Harbor View Road, and Baycrest Drive

This study area is bounded four road segments:

- Allen Road from Baycrest Drive to Shelburne Road
- Harbor View Road from Shelburne Road to Baycrest Drive
- Baycrest Drive from Allen Road to Harbor View Road
- Shelburne Road/U.S. Route 7 from Allen Road to Harbor View Road

This study area will consider both on- and off-road connections parallel to Allen Road.

### 2.3.1. Roadway Characteristics

#### Allen Road

Allen Road runs east-west between Shelburne Road/U.S. Route 7 and Spear Street. Starting at Shelburne Road/U.S. Route 7, it features a near continuous upward slope as it travels eastward. Classified as a Major Collector, Allen Road is one of two roads to provide direct through access between Shelburne Road and Spear Street between Interstate 189 and the Shelburne town line—the other one being Swift Street.

Allen Road is a two-lane roadway that carries two-way traffic. Typical roadway characteristics can be found in **Table 4.** The typical travel lane width is 11 - 12 ft. and there are no marked shoulders. Several driveways are located along Allen Road which provide access to commercial land uses and multi-unit residential developments. The intersection with Shelburne Road is a three-way signalized intersection. Parking is not permitted on Allen Road within the study area.

Pedestrian and bicycle facilities are present on some portions of Allen Road but not continuous along the entire length. A sidewalk segment approximately 340 ft. long extends from 90 Allen Road to 100 Allen Road. A shared use path extends from the 120 Allen Road driveway to approximately 170 ft. west of Baycrest Drive. The path is 8.5 ft.-wide. Both facilities are located on the north side of Allen Road.

### Harbor View Road

Harbor View Road is a low-volume residential street that runs roughly parallel to Allen Road. Classified as a Local road, it is a two-lane roadway that carries two-way traffic. Typical roadway characteristics can be found in **Table 4**. Similar to Allen Road, Harbor View Road slopes uphill in the eastward direction. Several driveways are located along Harbor View Road which provide access to commercial land uses and multi-unit residential developments. The intersection with Shelburne Road is a three-way signalized intersection. At the eastern end, Harbor View Road terminates at a three-way intersection at Baycrest Drive. During field visits, parking was observed on the south side near 16 – 20 Harbor View Road.

A sidewalk is present on the north side for the entire length of Harbor View Road. On the south side, there is a sidewalk which starts at the 16 Harbor View Road driveway and extends eastward to the 20 Harbor View Road driveway. No dedicated bicycle facilities are provided. However, the roadway characteristics indicate that it is suitable for bicyclists to operate in the road with motor vehicles given the low volume (607 AADT) and low speed limit (25 MPH).

### **Baycrest Drive**

Baycrest Drive is also a low-volume residential street. Starting from Harbor View Road, Baycrest Drive follows a curvilinear alignment in an upward slope towards Allen Road. Baycrest Drive carries two-way traffic, and is an unclassified private road. Single-family residential development is typical on both sides of the roadway with driveways. Minor intersections are located at Irish Cove Road and Irish Farm Road. Typical roadway characteristics can be found in **Table 4.** 

A shared use path is located along the west side of Baycrest Drive along the entire length within the study area. The path is 8.5 ft. wide and connects with the shared use path on Allen Road.

	Allen Road	Harbor View Road	Baycrest Drive
Functional classification	Major Collector	Local	Unclassified
Length within study area	0.8 miles	0.4 miles	0.2 miles
Jurisdiction	City	City	Private
Right-of-way width*	62 – 65 ft.	60 – 62 ft.	60 ft.
Roadway width*	22 – 28 ft. (38 ft. at Shelburne Rd intersection)	32 ft.	30 ft.
2016 AADT**	4,673	607	No data
Posted speed limit	35 MPH	25 MPH	N/A
*Approximate Right-of-Way **AADT= Average Annual Daily Traffic			

Table 4: Allen Road, Harbor View Road, and Baycrest Drive Roadway Characteristics (source: VTrans Route Log Data)

### 2.3.2. Land Use

Land use within the study area includes low density commercial, senior housing, multi-unit residential development, single family residential development, and open space.

### 2.3.3. Natural Resources

### Water Bodies, Wetlands, and Floodplains

As shown in Figure 14, there are areas in the eastern portion of this study area that are noted in the VSWI Advisory Layer. Likewise, there are some areas that abut the study area to the north, east, and south. There is a section of a larger VSWI wetland that crosses Allen Road between Shelburne Road and the rec path that connects Harbor View Road and Allen Road. There are also two streams that traverse the eastern half of the study area in a northwest-southeast direction.

### Agricultural Lands or Soils

Figure 15 indicates that there are Agricultural Soils of Prime and Statewide Importance in this study area. However, the area does not include land currently used for agriculture and is unlikely to be used for agriculture in the future.

### Rare, Threatened, or Endangered Species

No rare, threatened or endangered species have been identified within the study area.

### 2.3.4. Built Environment

### Utilities

Figure 17 indicates that there are overhead utilities along Bay Crest Drive, Allen Road, and Shelburne Road. There are also underground water, gas, and sewer lines along these roadways, as well as on Harbor View Road.

### Stormwater Management

Allen Road has many culverts along it, as well as storm lines for most of its length except for a segment in the middle of this study area. There is also storm line along Shelburne Road, and most of Harbor View Road and Bay Crest Drive, as shown in Figure 18. Storm lines are present in between Harbor View and Allen Roads as well. There are multiple catch basins throughout the area, except for the eastern two-thirds of Allen Road.

### Hazardous Waste

Parcels within the study containing hazardous waste are located at 120 Allen Road, 80 Allen Road, and 1380 Shelburne Road. See **Figure 18**.

### 2.3.5. Cultural Resources

### Historic and Archeological

An Archeological Resource Assessment (ARA) is not being conducted as part of this study because there is not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

### Architectural

The building stock located within the study area consists primarily of single-family residential development, with multi-unit residential buildings and some commercial buildings.

### Section 4(f) and 6(f) properties

No properties were identified in the study area that may be subject to Section 4(f) or Section 6(f).

Figure 14: Allen Road Area Natural Resources: Water Bodies, Wetlands, and Floodplains













Figure 18: Allen Road Area Built Environment: Hazardous Sites and Stormwater Management



### 2.4. Fayette Drive

This study area includes Fayette Drive and adjacent parcels located to the north and south. The approximate limits of the study area are bounded by Queen City Park Road, Shelburne Road, Holmes Road, and the Central Vermont Railroad. Fayette Drive begins at a perpendicular intersection with Shelburne Road. From there, Fayette Drive bends northward following an alignment parallel to Shelburne Road. It then continues to its northern terminus at Hannafords Drive. The purpose of selecting this study area is to examine north-south bicycle routes that provide an alternative to Shelburne Road, a major thoroughfare that does not have bicycle facilities on the segment adjacent to the study area.

### 2.4.1. Roadway Characteristics

Fayette Drive is an unclassified road that runs north-south. The road is publicly-owned from Shelburne Road to approximately 75 ft. south of Olde Orchard Park. The remainder is privately owned. Outside of Fayette Drive, the remainder of the study area is primarily under private ownership. Several private roads that provide access to adjacent land uses are in the study area, including Hannafords Drive, Comstock Circle, and Lewis Road. Holmes Road and Queen City Park Road are publicly owned and are located at the southern and northern ends of the study area, respectively. The roads in the study area are either located in the public right-of-way or on private parcels for which the City of South Burlington has an irrevocable offer of dedication.

Fayette Drive is a two-lane roadway that carries two-way traffic. Typical roadway characteristics can be found in **Table 5.** The approach to Shelburne Road consists of a left-through lane and a right-turn lane. Several driveways are located along Fayette Drive which provide access to commercial land uses and multi-unit residential developments. On-street parking stalls are marked on both sides of the street for the northernmost 500 ft. A series of "No parking" signs are located on the northbound side near the southern end of Fayette Drive.

Sidewalks are located on both sides of Fayette Drive for most of its length. For the northernmost 500 ft. of the corridor, adjacent to the Lowe's site, there is a sidewalk only on the east side. The typical sidewalk width is 5 ft. offset from the roadway by a grass buffer. A parcel located near the northern end of the study area, which is the former site of a K-Mart, is being redeveloped and will include bike lanes and sidewalks on the access road.

	Fayette Drive	
Functional classification	Unclassified	
Length within study area	at least 1,000 feet, to be determined by alignment	
Jurisdiction	Public and Private	
Right-of-way width*	60 – 63 ft.	
Roadway width*	32 ft. typical. Ranges from 23 – 40 ft.	
2016 AADT**	1,785	
Posted speed limit	25 MPH	
*Approximate Right-of-Way		
**AADT= Average Annual Daily Traffic		

Table 5: Fayette Drive Roadway Characteristics (source: VTrans Route Log Data)

### 2.4.2. Land Use

The developed parcels within the study area primarily consist of "big box" retail stores, lowdensity commercial uses, and multi-unit residential development. The study area also contains several undeveloped parcels. The site of a former Kmart is proposed for redevelopment as a Hannaford supermarket, which would relocate from its current location on an adjacent parcel.

### 2.4.3. Natural Resources

### Water Bodies, Wetlands, and Floodplains

As shown in Figure 19, there are two streams in the study area. Potash Brook is a Priority Stream and crosses Queen City Park Road at the northwest corner of the study area; it has an associated FEMA Special Flood Hazard Area. The other stream is not classified as Priority; it crosses Fayette Road just south of Orchard Park.

The VSWI Advisory Layer indicates that there are wetlands on the east and west sides of Fayette Road near Orchard Park. There are also two small wetlands on the north and south sides of Hannfords Drive between Fayette Road and Shelburne Road. There is a small wetland behind the Kmart site.

### Agricultural Lands or Soils

Figure 20 indicates that there are Agricultural Soils of Prime and Statewide Importance in this study area. However, the area does not include land currently used for agriculture and is unlikely to be used for agriculture in the future.

### Rare, Threatened, or Endangered Species

Figure 21 shows that there is one location in the Fayette Drive study area that contains an Uncommon Species. This site is at the northwestern corner between Queen City Park Road and Kindness Court.

### 2.4.4. Built Environment

### Utilities

As shown in Figure 22, there are many underground utilities within the study area. Water, gas and sewer lines are prevalent along the roadway alignments, but also through open parcels.

There are utility poles along Queen City Park Road, at the Kmart and Hannaford sites, and along Fayette Drive south of the Lowe's site.

The intensity of utilities in this area means that there are likely to be impacts if a new facility is constructed.

### Stormwater Management

The study area is served by a closed system of storm lines and catch basins, as shown in Figure 23.

### Hazardous Waste

Parcels within the study containing hazardous waste are located at 1325 Shelburne Road, 1095 Shelburne Road, on Queen City Park Road just south of Pine Street. See **Figure 23**.

### 2.4.5. Cultural Resources

### Historic and Archeological

An Archeological Resource Assessment (ARA) is not being conducted as part of this study because there is not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

### Architectural

The building stock located within the study area consists primarily of large commercial buildings and some multi-unit residential buildings.

### Section 4(f) and 6(f) properties

The following properties may be subject to Section 4(f) designation:

• 1233 Shelburne Road

No properties were identified that may be subject to Section 6(f) designation.

Figure 19: Fayette Drive Natural Resources: Water Bodies, Wetlands, and Floodplains



Figure 20: Fayette Drive Natural Resources: Agricultural Lands or Soils



Figure 21: Fayette Drive Natural Resources: Rare, Threatened, or Endangered Species



Figure 22: Fayette Drive Built Environment: Utilities



Figure 23: Fayette Drive Built Environment: Hazardous Sites and Stormwater Management



# 3. Next Steps

A discussion on this report may be held via conference call with the Project Steering Committee, if needed. A work session with the Project Steering Committee will then be held to begin to develop conceptual alignments.