



City Council - Transportation, Energy and Utilities Committee

Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,

Front Conference Room
645 Pine Street, Burlington, VT 05401

Join via Zoom, <https://zoom.us/j/84603122855>

To call into the meeting, including to speak during public comment:

Phone number: 312-626-6799, Webinar ID: 846 0312 2855

If you prefer to attend in person, you may join us in the Front Conference Room.

1. Agenda

Subject	1.1. Motion to amend/adopt agenda.
Meeting	September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,
Category	1. Agenda
Department	Public Works Department
Type	Action
Recommended Action	

2. Minutes of 8.22.23

Subject	2.1. Motion to amend/adopt minutes.
Meeting	September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,
Category	2. Minutes of 8.22.23
Department	Public Works Department

Type Action

Recommended Action

3. Public Forum

Subject **3.1. PUBLIC FORUM - Verbal Comments**

Meeting September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,

Category 3. Public Forum

Department

Type

4. Deliberative Agenda

Subject **4.1. South Burlington Solar Ordinance**

Meeting September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,

Category 4. Deliberative Agenda

Department Other

Type Information

Recommended Action

Subject **4.2. Proposed North Winooski Ave Feedback Survey Language**

Meeting September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,

Category 4. Deliberative Agenda

Department Public Works Department

Type Action

Recommended Action

Subject **4.3. Railyard Enterprise Project Update**

Meeting September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,

Category 4. Deliberative Agenda

Department Public Works Department

Type Information

Recommended Action

Subject	4.4. 195-201 Flynn Ave Strategy - Executive Session
Meeting	September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,
Category	4. Deliberative Agenda
Department	Public Works Department
Type	
Recommended Action	

5. Director's Report

Subject	5.1. Director's Report
Meeting	September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,
Category	5. Director's Report
Department	Public Works Department
Type	Information

6. Councilor Items

Subject	6.1. Councilor Items
Meeting	September 26, 2023 - Transportation, Energy, and Utilities Committee - Tuesday, September 26, 2023, 4:30 PM,
Category	6. Councilor Items
Department	
Type	Information

7. Next Meeting 10/24/23

8. Adjournment



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

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645 Pine Street, Suite A
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Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Hannah King, Ward 8

Inquiries:
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Transportation, Energy and Utilities Committee of the City Council
Tuesday August 22th, 2023 – 5PM

Front Conference Room
645 Pine Street, Burlington, VT 05401
Masks Optional

Chair Barlow starts meeting at 5:01PM. Councilor King not present.

–DRAFT MINUTES–

1. Agenda

Councilor Bergman moves to approve the agenda as drafted understanding that more time can be given to North Winooski item as needed. Chair Barlow seconds. All in favor, passes unanimously.

2. Minutes of [8.15.23](#)

Councilor Bergman moves to approve the minutes. Seconded by Chair Barlow. All in favor, passes unanimously.

3. Public Forum

- Up to 30 Minutes
- Written comments may be submitted and will be included with the meeting record.

Jonathan Scott - Recommend that TEUC consider banning F35s and Private Aircrafts. Aviation is a significant driver of emissions.

Ashley Adams – Not supportive of F35s. Voices comments from three tenants. See [public comment](#).

Close public forum at 5:10 PM.

4. City Authority to Restrict Airport Activity

- Nic Longo
- Action
- 30 Minutes
- [Presentation](#)

Dave Carman, Deputy Director of Aviation Operations

Nick Clabbers – Outside Council for Airport and City

Kyle Clauss– Assistant City Attorney

Nick Clabbers – shares [presentation](#).

Councilor Gene Bergman – Santa Clara County (CA) clarifying question to NC.

NC – Goes over FAA and Aircraft Owners and Pilots Association investigations. Understanding is that ordinance is adopted but not enforced.

GB – Are you aware of any regulations at FAA regarding climate change?

NC – Unsure but believe there are ongoing efforts as result of congressional statute.

GB – Are you aware of any other airports looking at fuel efficiency standards with FAA?

NC – No.

GB – Would like to understand how to solve noise issue with FAA regulations or otherwise.

NC – Generally require full noise study under Part 150. Can put together more info on this.

Nic Longo – We are and have been part of this program for decades. We are updating noise map throughout next 12 months to be published. We are having public meetings to discuss Part 150 process.

NL – Working to get sustainable aviation fuel to Burlington as soon as possible. On a list to receive that. Also discussing no leaded fuel.

GB – Airforce needs to be held accountable as City is doing what we can to address the noise issue. Interested in talking to other airports about how we can move noise and sustainability goals through FAA.

Chair Mark Barlow – Are there any cases you can point to where FAA has ruled in favor with a complainant regarding restricting noise?

NC – There are some examples of explicit noise restrictions that FAA has approved. Most recent case in East Hampton NY, airport tried to adopt noise restrictions that were largely invalidated.

GB – Would like to see cases where noise restrictions were upheld.

James Leas – City needs to adopt a noise ordinance that is identical to FAA aircraft noise standard for all airport users. FAA doesn't apply to military planes.

NC – GHG emissions and passenger miles per gallon would likely fall under same type of non-permissible regulations as it would exclude certain airplanes and that is what FAA does not allow. They only allow safety related to airport operations to allow restrictions. Noise standard that matches FAA standard for civilians would likely run into issues because it is done to exclude military aircrafts. Compounding issue that requires airport to make facilities available to government aircrafts. Not sure if this would be preempted by DOD or other government arm. City has a lease with VT NAG to be considered.

GB moves to accept all material and forward this to City Council for its consideration leaving the question of whether there should be a deliberative item to the council president. All in favor. Passes unanimously. Item closes 6:03PM.

5. GMT Fare Policy

- Clayton Clark
- 30 Minutes

Clayton Clark walks through [draft fare plan](#). Though fare free was ideal, this is an improvement over past fare program.

Councilor Gene Bergman – Are you collecting demographic data?

CC – Will have data on where people get on the bus but not off the bus. We will be able to see how these people are paying. We do hope by 2024 to get automatic counters for when people get on and off.

GB – CATMA, have you discussed with City regarding permitting for new developments who are required to have TDM?

CC – Will look too coordinate.

GB – Outreach to current riders?

CC – We will have additional temp staff November – January to do outreach throughout region. Folks posted at Downtown Transit Center. Also working to get videos on how to use system and translated. Signs inside all buses and at transit centers. We also have a staff member on the buses.

GB – Will College St shuttle still be free?

Chapin Spencer – Still working on the route. Still waiting on prices from GMT.

Chair Mark Barlow – Will transfers be covered? School students?

CC – No but we will have daily caps. No changes for school students.

MB – Parkmobile has some people adverse to it. Older users. Demographic of bus riders, will some folks be averse to using this system?

CC – Would recommend they get the smart pass. Tied to credit card or debit card.

MB – Will this be in effect regardless of any action the legislature will take?

CC – They required we submit fare plan in December. The plan will likely be ready in February.

CC – Still working on sustainable funding approach.

CS – Board generally positively receives the approach and so does public. A lot of improvements from last fare plan. Expect board to approve this in the next month or two.

Item closes 6:37PM

6. N Winooski Ave Update

- Chapin Spencer
- Action
- 5 Minutes

Chapin Spencer points to [memo](#).

GB – Email - Doland's Auto received ticket for delivers. Lack of parking for customers. Think we need to have a loading zone here. Thought there was no enforcing until September. Loading Zone on other side of the street is too far away.

CS – Helpful to get feedback. Truck was parked in the bike lane. Nowhere in the city permits parking in the travel lane whether that be bike or vehicle. We can look back to see where the loading zone was requested. We received limits to enforce for time limited parking only which doesn't apply here.

GB – Ask that you weigh in on the appeal to wave the fine. And reach out to the Doland's to figure out a solution. Loading zone is too short and only in morning and always full according to Doland's.

MB – See this delivery truck parking in bike lane as common practice. We should do something to address this. Agree we need to be more forgiving during the transition period.

CS – City working with CHC and councilors to try to find ways to help CHC get parking for employees. CHC working on design for parking off street. We are looking to provide funds for this design. No funds for construction thus far. Will likely be hard to find public grant funds for construction.

GB moves the proposed motion as stated in memo. MB seconds. Who will be authoring the councilor initiated fund request?

CS – Staff create draft and forward to committee TEUC members to review.

All in favor. Passes unanimously.

Item closes 6:53

7. Director's Report

None.

8. Councilors' Update

GB – Would like update on Bird Bikes. Parked in sidewalk. Conversation about TDM may be appropriate along with other list provided.

MB – similar question about bird bikes. What is use of these?

9. Next Meeting 9/26/23

10. Adjourn

6:56 Mark Barlow Adjourns

RE: TEUC - September 26th 4:30PM

achalnick@gmail.com <achalnick@gmail.com>

Fri 9/22/2023 7:33 PM

To: Mark Barlow <mbarlow@burlingtonvt.gov>

Cc: William Ward <wward@burlingtonvt.gov>

[WARNING]: This email was sent from someone outside of the City of Burlington.

W/respect to the ordinance:

Section 3.18C(1) of our LDRs requires that all new commercial buildings have solar-ready roofs. Section 3.19 then requires all such buildings to install solar photovoltaic ("Solar PV") systems designed to maximize the use of the area of the Solar-Ready Zone.

If relevant to Burlington, Section 13.17 separately requires that the rooflines of residential buildings be oriented so that their rooflines maximize solar gain potential and Section 15.A.14(B)(2) requires street layouts to be oriented to maximize solar access and gain.

Also, we have adopted the residential energy stretch code which will require all new residential homes to be solar ready.

Best, Andrew

From: Mark Barlow <mbarlow@burlingtonvt.gov>**Sent:** Friday, September 22, 2023 2:22 PM**To:** Andrew Chalnick <achalnick@gmail.com>**Cc:** William Ward <wward@burlingtonvt.gov>**Subject:** Fw: TEUC - September 26th 4:30PM

Hi Andrew,

Attached is our agenda for the meeting and the SB Solar ordinance is first thing after Public Forum. Do you have a copy of the ordinance as enacted that you can forward for inclusion with the item on the agenda?

Looking forward to meeting you and hearing more on Tuesday,

Mark



Mark Barlow
City Councilor, North
District
mbarlow@burlingtonvt.gov
802.549.4433

From: Madeline Suender <msuender@burlingtonvt.gov>**Sent:** Friday, September 22, 2023 1:00 PM

Land Development Regulations



southburlington VERMONT,

AMENDMENTS ADOPTED JUNE 5, 2023

South Burlington Planning Commission

Jessica Louisos, Chair

Paul Engels

Donna Leban

Laurie (Lawrence Smith)

Duncan Macdonald

Michael Mittag

Francis MacDonald

South Burlington City Council

Helen Riehle, Chair

Meaghan Emery, Vice-Chair

Tim Barritt, Clerk

Tyler Barnes

Andrew Chalnack

- (4) Description of the requested accommodation and the section of the regulation for which accommodation is sought; and
- (5) Reason that the requested accommodation may be necessary for the individual(s) with the disability to use and enjoy the dwelling.

While a request for reasonable accommodation is pending, all regulations otherwise applicable to the property that is the subject of the request shall remain in full force and effect. A reasonable accommodation shall not affect an applicant's obligations to comply with other applicable provisions of these regulations not at issue in the requested accommodation.

C. Review.

A request for reasonable accommodation shall be reviewed by the Administrative Officer or Development Review Board, as set forth in these Regulations by type of review. The decision to grant, grant with conditions, or disapprove a request for reasonable accommodation shall be based on the following factors:

- (1) Whether the housing which is the subject of the request for reasonable accommodation will be used by an individual with a disability;
- (2) Whether the requested accommodation is necessary to afford an individual with a disability equal opportunity to use and enjoy housing of his or her choice;
- (3) Whether the requested accommodation would require a fundamental alteration in the nature of these Land Development Regulations, and;
- (4) Whether the requested accommodation would impose an undue financial or administrative burden on the City.

The written decision on the request for reasonable accommodation shall explain in detail the basis of the decision, including the Administrative Officer or Board's findings on these criteria. All written decisions shall give notice of an interested person's right to appeal the Administrative Officer's decision to the Development Review Board under section 17.13, or the Development Review Board's decision to the Environmental Court under 24 V.S.A. 4471.

3.18 Residential and Commercial Building Energy Standards

A. Applicability.

This section shall apply to the receipt of a zoning permit for the construction and subsequent alteration of all new principal buildings beginning December 1, 2015, or the date that this Section 3.17 becomes effective, whichever is later.

B. Residential Building Energy Standards (RBES).

Residential buildings, as defined by 30 V.S.A. section 51(a)(2), that are principal building, shall comply with the Stretch Code, as defined by 30 V.S.A. section 53(a). Such buildings for which the RBES Certificate certifying compliance with the Stretch Code is not recorded in the South Burlington Land Records shall be deemed land development without a zoning permit in violation of these Regulations.

C. Commercial Building Energy Standards (CBES).

Commercial buildings, as defined by 30 V.S.A. section 53(a), that are principal buildings, shall comply with the Commercial Building Energy Standards Stretch Code Guideline, as prepared and revised by the

Vermont Public Service Department. If no such Guideline exists, it shall not be applied. Such buildings for which the CBES Certificate certifying compliance with the CBES and Guideline is not recorded in the South Burlington Local Records shall be deemed land development without a zoning permit in violation of these Regulations.

- (1) New commercial buildings subject to this Section for which a complete application is submitted following the date these Regulations become effective, shall be required to meet the standards of Appendix CA: – Solar-Ready Zone of the Commercial Building Energy Standards as prepared and revised by the Vermont Public Service Department.

3.19 On-Site Solar Photovoltaic Systems

A. Purpose. It is the purpose of this section to implement renewable energy objectives of the City's Comprehensive Plan and Climate Action Plan by providing for the installation of on-site solar photovoltaic, or other renewable energy generation, on new buildings in concert with Solar-Ready Zone definitions established by the Vermont Commercial Building Energy Standards (CBES).

B. Applicability and Standard. This section shall apply to the receipt of a zoning permit for the construction and subsequent alteration of any building that, beginning May 11, 2023 is required by these regulations and/or the CBES, as amended from time to time, to establish a "solar-ready zone". For any such building required to establish a solar-ready zone, there shall be installed a solar photovoltaic ("Solar PV") system designed to maximize the use of the area of the Solar-Ready Zone employing typical Solar PV panel configurations, provided that

- (1) The requirement set forth herein shall be reduced to the extent:
 - (a) The interconnection with the relevant utility cannot accommodate (i.e., due to limited plant capacity) a Solar PV system designed to maximize the use of the area of the Solar-Ready Zone employing typical Solar PV panel configurations, or
 - (b) The Solar PV system is anticipated to generate in its first year of operation more kilowatt hours (kWh) than the "Expected Building Usage."
 - (i) The kWh that a Solar PV system is anticipated to generate shall be estimated based on the building site conditions by applying the "PVWatts Calculator" published by the National Renewable Energy Laboratory, or an equivalent or successor calculator.
 - (ii) The "Expected Building Usage" shall be an estimate of the number of kWhs the building is expected to consume during its first full year of typical operation, based on building type and uses, building technology, devices and appliances in the Northeastern U.S. (such as the "Baseline Energy Calculator" tool of the Office of Energy Efficiency and Renewable Energy, U.S. Department of Energy).
- (2) The requirement set forth herein shall be eliminated if the Solar PV system design that maximizes the use of the area of the Solar-Ready Zone employing typical Solar PV panel configurations is anticipated to generate less than 3,000 kWh of electricity in the first year of the building's operation as calculated above.
- (3) It is not the intent of this section to require that a Solar PV system interconnect with an electric utility or to require installation of a net metering system.
- (4) Where a permanently-installed, on-site renewable energy system, as defined within the CBES, is provided in lieu of a Solar-Ready Zone, the applicant shall demonstrate that said system will generate

a number of kWh that is equivalent to the number of kWh a Solar PV system is estimated to generate if a Solar-Ready Zone were established.

C. Submission Requirements: The application for a zoning permit shall include:

- (1) Certification by a qualified professional of the Expected Building Usage and of the anticipated kWh generation of the Solar PV system, and
- (2) As applicable, a written statement from the relevant utility or other evidence sufficient to determine the extent to which the requirement for a Solar PV system is reduced under Subsection B (1-2).

- (2) A retaining wall shall be erected within the boundaries of the applicant's property.
- (3) No part of any retaining wall shall be placed in such manner as to visually obstruct vehicular or pedestrian traffic. If determined necessary by the Administrative Officer, the placement of retaining walls near the corner of a property at the intersection of two roads shall provide for a clear vision area defined as a triangular area formed by the street right-of-way lines at points which are thirty (30) feet distant from the intersection of the street right-of-way lines and measured along such lines.
- (4) A retaining wall over eight (8) feet in height or proposed to be located within five (5) feet of a property boundary shall require approval by the Development Review Board as a conditional use subject to the provisions of Article 14, Conditional Use Review, and shall include a demonstration by a certified engineer that the retaining wall is structurally sound to serve its intended purpose.
- (5) Retaining walls shall be maintained in a safe and substantial condition.

13.17 Residential Design for New Homes

A. Purpose.

It is the purpose of this Section to promote pedestrian-oriented, energy efficient design of buildings that are not otherwise subject to site plan or supplemental design review under these Regulations. It is further the purpose of this Section to discourage repetitive design within and amongst neighborhoods.

B. Applicability.

This section applies to all new residential or predominantly-residential buildings except:

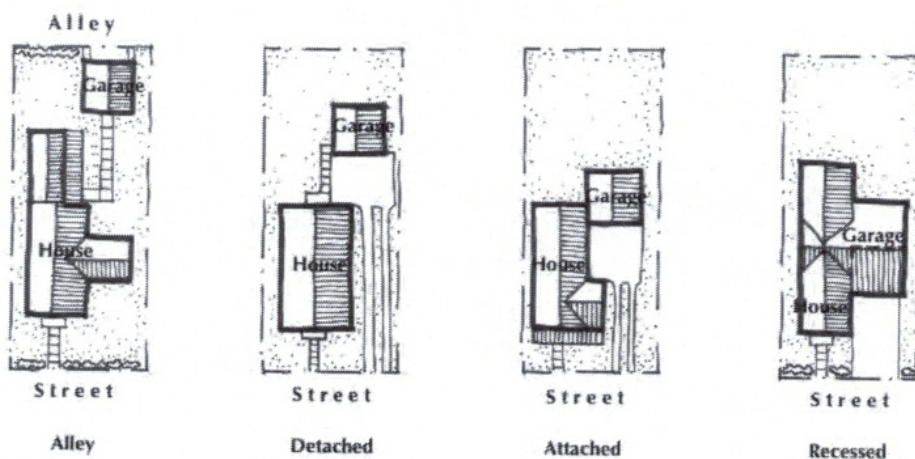
- (1) Buildings approved as part of an existing, unexpired subdivision or Planned Unit Development approval, or for which a complete application has been submitted prior to the effective date of these Regulations;
- (2) Buildings receiving approval as permitted Building Type in conjunction with an application for a Planned Unit Development employing Building Types;
- (3) Buildings on lots that exceed one (1) acre in size; and,
- (4) Buildings with the City Center Form Based Code District.

C. Standards.

- (1) **Building Orientation.** Residential buildings must be oriented to the street, to an approved civic space, or to a courtyard. Primary entries for single family and multi-family buildings must face the street, civic space, or courtyard. Secondary building entries may open onto garages and/or parking areas. Buildings should be oriented to maximize living space and windows to the south, east and west. Residential buildings should orient their rooflines to maximize solar gain potential, to the extent possible within the context of the overall standards of the regulations.
- (2) **Building Façades.** Building facades are encouraged to employ a theme and variation approach. Buildings should include common elements to appear unified, but façades should be varied from one building to the next to avoid monotony. Front porches, stoops, and balconies that create semi-private space and are oriented to the street are encouraged. Residential buildings with rear facades that orient towards a public recreation path should employ rear porches, balconies, or other features to enhance their architectural detail.

- (3) **Placement of Garages and Parking.** For garages with a vehicle entrance that faces a front lot line, the face of the garage that includes the vehicle entrance must be set back a minimum of eight feet (8') behind the front façade of a single or two-family dwelling. For buildings containing three or more dwelling units, the requirements of Section 14.06A shall apply.
- (a) The DRB or Administrative Officer may waive this provision for garages with vehicle entries facing a side lot line, provided that (i) the garage is visually integrated into the single or two-family dwelling; and (ii) the face of the garage that is oriented to the street is no more than eight feet (8') in front of the front façade of the house.
- (b) Rear alleys are encouraged for small lot single-family houses, duplexes and townhouses.
- (4) **Garages as Percentage of Front Façade.** Front-facing garages that are part of a principal building shall not exceed 40% of the linear width of the building's front façade. For buildings containing three or more dwelling units, the requirements of Section 14.06(A) shall apply.
- (a) For lots with frontage on Lake Champlain that are less than 100' in width at the front setback line, the non-garage portion of the principal building must be at least ten (10) feet in width at the front building line and the entry facing the street must be prominent.

Figure 13-5: Residential Garage Placement Options



- (2) Layout and configure the proposed street network to:
 - (a) connect with and extend existing streets;
 - (b) define one or more contiguous blocks that meet applicable block standards under 15.A.16 or as otherwise specified for the Zoning District, Transect Zone, or type of Planned Unit Development in which the subdivision is located); and to
 - (c) incorporate allowed Street Types and design standards under 15.A.14, including existing and planned streets, sidewalks, recreation paths, and transit stops.
- (3) Delineate building lots that front on and are oriented to the abutting street or civic space, and that meet applicable lot size and dimensional requirements by Zoning District, Transect Zone or type of Planned Unit Development or Building Type under Article 11.C, as applicable.
- (4) Designate within each block, or as otherwise provided within the subdivision, required civic spaces, parking lots or facilities, and infrastructure and utility corridors or easements that meet the requirements of these Regulations, which are to be retained in common or single ownership or dedicated to the City.
- (5) Incorporate within block configurations, as applicable, one or more alleys or service lanes, and midblock pedestrian passages as necessary to provide rear, side or shared vehicular and pedestrian access to fronting building lots, civic spaces and designated parking areas or facilities.

15.A.14 Street Network

A. Purpose and Intent.

It is the intent of the City to establish and maintain an integrated, interconnected transportation system that efficiently and safely serves all users, including pedestrians, bicyclists, motorists, transit riders and people with disabilities. Accordingly, the applicant must demonstrate that the proposed street network serving the subdivision is consistent with City objectives to:

- Maximize network accessibility and connectivity for all transportation modes and users;
- Minimize vehicle miles traveled;
- Provide adequate emergency vehicle access, and minimize emergency response times;
- Limit direct access onto arterial and collector streets, as necessary to preserve and enhance functional capacity;
- Create interconnected, walkable pedestrian- and bicycle-friendly residential neighborhoods and mixed use development;
- Provide for multiple, direct routes and connections between residential neighborhoods, schools, parks, employment, shopping and other activity centers or destinations;
- Incorporate or provide direct pedestrian connections to existing and planned public transit routes for any subdivision and development located within the Transit Overlay District; and to
- Accommodate on-street parking where appropriate or required.

B. Street Layout.

The arrangement of streets serving the subdivision must incorporate and extend the network of existing and planned arterial, collector and local streets in the vicinity, including existing and planned streets serving adjoining subdivisions, and as shown on the City's Official Map.

- (1) **Street Grid.** The street layout must establish or extend an interconnected street grid that logically relates to existing site topography, defines walkable blocks, produces useable building lots, reasonable street grades, and safe intersections, incorporates adequate stormwater drainage, and avoids or, where deemed necessary by the DRB, minimizes encroachments within and mitigates adverse impacts to resources identified for protection under Article 12.
- (2) **Street Orientation.** The street layout should be oriented to maximize solar access and gain on abutting building lots and block faces while remaining consistent with the existing and planned pattern of development and local topography and completing connections as required by this Article. Longer streets and block faces should either be aligned east-west or north-south, within 20 degrees of true east or true north, in relation to anticipated building lot and building roof orientation.
- (3) **Existing and Planned Public Streets.** The street network must incorporate existing and planned public streets, recreation paths and sidewalks shown on the City's Official Map; or as required by the DRB if the location, length or function of a proposed street within the City's street network warrants public ownership. The right-of-way provided for a public street shown on the Official Map must be of a similar location and alignment as that shown on the map, subject to approval and acceptance by the City Council. Planned right-of-way widths listed for public streets under Table 3-1: Planned Street rights-of-way, must also be incorporated in the proposed street layout as applicable.
- (4) **Street Connections.** The street network must maximize connectivity and provide for the future extension of streets of equivalent functional class and other connecting rights-of-way or easements through adjoining properties upon future subdivision, development or redevelopment. Street rights-of-way must extend to adjoining property lines to allow for future street, sidewalk, recreation path and utility connections. Accordingly:
 - (a) Right-of-way connections to properties adjoining the subdivision must be provided along property boundaries at regular intervals, spaced according to functional class, street type and, where applicable, required block lengths unless modified or waived by the DRB under 15.01(C).
 - (b) In making its determination to waive or modify a street right-of-way requirement, the Board shall consider substitution of a recreation path, sidewalk, or trail right-of-way prior to determination that a full waiver of a right-of-way is warranted.
 - (c) The DRB shall require that applicant construct a connecting street or recreation path to the property line; or to contribute a proportionate share of the cost to complete construction, in addition to any required impact fees. Where a street or recreation path is identified in the Impact Fee Ordinance, construction of planned improvements may receive credit pursuant to the Ordinance.
 - (d) For phased development, the DRB may approve a street or other right-of-way shown on the subdivision plat and, as a condition of subdivision approval, require that the right-of-way be clearly marked on the ground with one or more signs that indicate its existence and future use; and that construction must occur before any further subdivision or development may be allowed.

Feedback Wanted on North Winooski Avenue Changes

The northern two blocks of Winooski Avenue changed this August – parking was reduced to one side of the street, parking regulations were adjusted, and bike lanes were added. The changes were guided by the Winooski Avenue Corridor Study (<https://www.burlingtonvt.gov/dpw/WinAveImprovements>). We'd like to get your feedback so please take a few moments to complete this survey. Results will be compiled and made public, but no names or personal information will be shared.

1. Possible demographic questions: age, gender, etc.
2. What is your connection to the North Winooski Ave (check all that apply)
 - a. Homeowner
 - b. Renter
 - c. Business owner
 - d. Employee/Commuter
 - e. Other
3. How often do you use North Winooski Avenue?
 - a. Daily
 - b. Weekly
 - c. Monthly
 - d. Rarely
 - e. Never
4. How do you travel most often along North Winooski Ave?
 - a. By vehicle
 - b. By foot
 - c. By bicycle
 - d. By transit
5. What is your primary destination on North Winooski Ave?
 - a. Home
 - b. Work
 - c. Shopping/Dining
 - d. Travelling through
6. Does the new street configuration enhance safety for all road users?
 - a. Much safer
 - b. Safer
 - c. No difference
 - d. Less safe
 - e. Much less safe
7. Do you have any specific safety concerns related to the new street configuration?
8. Does the new street configuration make North Winooski Ave more functional?
 - a. Much more functional
 - b. More functional

Proposed North Winooski Avenue Feedback Survey Language

- c. No difference
 - d. Less functional
 - e. Much less functional
9. Do you have any specific accessibility concerns related to the new street configuration?
10. Please share any additional feedback you have regarding the new street configuration on North Winooski Ave.
11. Name (optional)
12. Email (optional)
13. Phone number (optional)

Railyard Enterprise Project

Burlington, VT

*Transportation, Energy,
and Utilities Committee
(TEUC)*

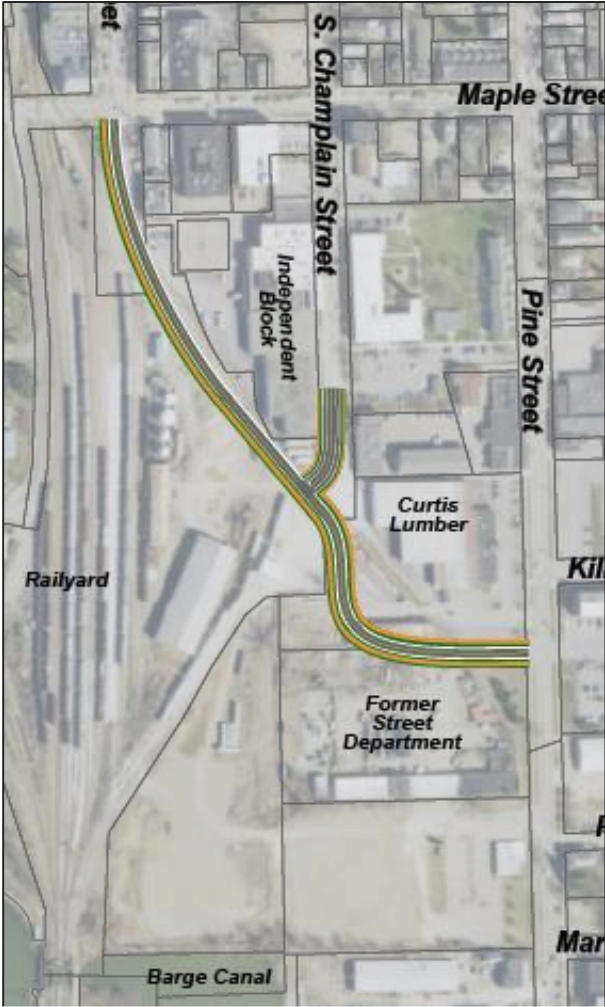
September 26, 2023



Project Area



Alternatives



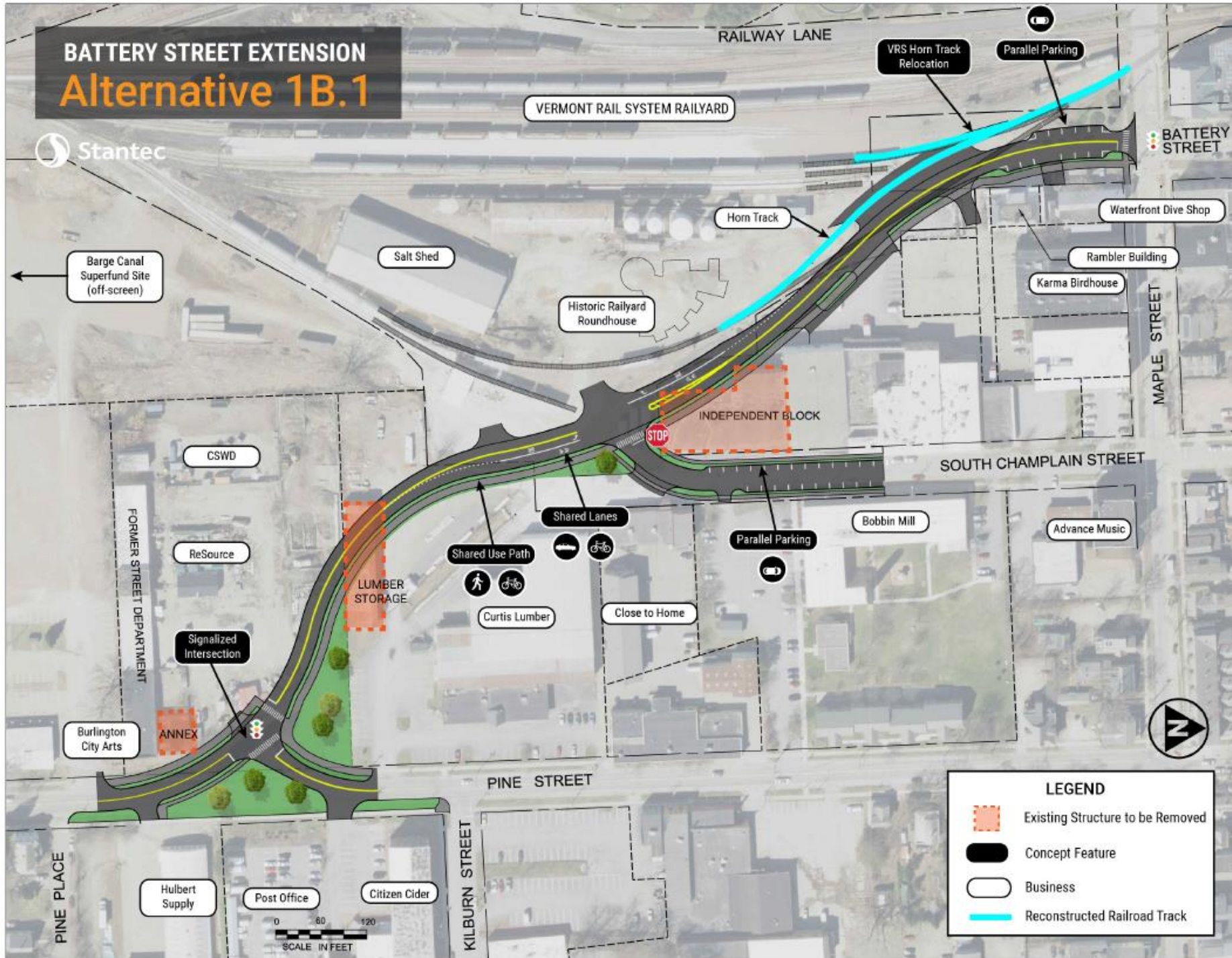
Alternative 1B



Alternative 2



Alternative 5B



Anticipated Preferred Alternative

Alternative 1B w/ one of the following Pine Street Intersection Options:

- 1B.1 Signalized "y"
- 1B.2 Roundabout
- 1B.3 Signalized "t"

Project Update

September 8, 2023

The Railyard Enterprise Project Environmental Assessment (EA) and Section 4(f) Evaluation documents have been published for public review and comment.

Document can be downloaded and viewed from the REP website

www.railyardenterprise.com

Public Comments Due by October 9, 2023

Hard copies can be viewed at City Hall and 645 Pine St Customer Service.



September 8, 2023

Railyard Enterprise Project
Burlington, Vermont

Environmental Assessment (EA)

Submitted to: Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590	Prepared for: City of Burlington Department of Public Works 645 Pine Street # A, Burlington, VT 05401	Prepared by: Stantec Consulting Services, Inc. 193 Tilly Drive, Suite 101 South Burlington, VT 05403-4440
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September 8, 2023

Railyard Enterprise Project
Burlington, Vermont

Section 4(f) Evaluation

Submitted to: Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590	Prepared for: City of Burlington Department of Public Works 645 Pine Street # A, Burlington, VT 05401	Prepared by: Stantec Consulting Services, Inc. 193 Tilly Drive, Suite 101 South Burlington, VT 05403-4440
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Project Update

Mid October, 2023 - 4(f) submittal to FHWA including public comments for review and comment

Mid December, 2023 – Final EA submittal to VTrans and FHWA

Mid January, 2024 – Final 4(f) submitted to FHWA addressing any FHWA comments

Late January, 2024 – FHWA issues decision

Late January, 2024 – Formally begin design work



September 8, 2023

Railyard Enterprise Project Burlington, Vermont Environmental Assessment (EA)

Submitted to:

Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Prepared for:

City of Burlington
Department of Public Works
645 Pine Street # A,
Burlington, VT 05401

Prepared by:

Slater Consulting Services, Inc.
193 Tilly Drive, Suite 101
South Burlington, VT 05403-4440



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South End Project Sequence

BURLINGTON SOUTH END PROJECT SEQUENCE - Last Updated on 03-03-2022

Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class I Paving		CONSTRUCTION					
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path		CONSTRUCTION					
Champlain Parkway Lakeside Avenue	PERMITTING & DESIGN		CONSTRUCTION				
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St				CONSTRUCTION			
Main Street - Great Streets (Battery to Union)		DESIGN	CONSTRUCTION				
Railyard Enterprise Project	NEPA, DESIGN, PERMITTING & ROW				CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	

How to Stay Engaged

Project Website

www.RailyardEnterprise.com

Join the Mailing List

Submit additional feedback

Contact DPW Project Manager:

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Senior Public Works Engineer

City of Burlington

cmims@burlingtonvt.gov

(802) 922-5001

THANK YOU!

