

Burlington Design Advisory Board

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Ron Wanamaker
Emily Morse
Jay White
Jack Qualey
Gabriel Stadecker
Kathleen Ryan, Alt
Michael Alvanos, Alt



DESIGN ADVISORY BOARD Tuesday, September 27, 2022 3:00 PM

Remote and In Person (at 645 Pine Street) Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87155655137?pwd=ZEdGaGhxeFpRNDJQcFJrNWkvb1Vudz09>

Webinar ID: 871 5565 5137

Passcode: 796731

Or Telephone: US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

Agenda

Session I – 3:00 PM – 3:30 PM

Historic Preservation Review Committee (HPRC) / CLG

Review of preferred alternative of REIP Project, impacts to historic resources by HPRC members including Emily Morse, Gabriel Stadecker, and Jay White.

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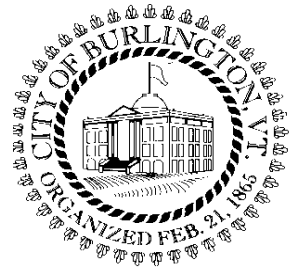
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Department of Permitting and Inspections

Zoning Division
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Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Joseph Cava, Planning Technician
Celeste Crowley, Permit Administrator
Theodore Miles, Zoning Specialist



MEMORANDUM

To: The Historic Preservation Review Committee
From: Mary O'Neil, AICP, Principal Planner
RE: Railyard Enterprise Project (REP)
Date: September 27, 2022

The Vermont Agency of Transportation, the Federal Highway Administration and the City of Burlington, in collaboration with project partners and consultants propose the construction of the Burlington Railyard Enterprise Project (REP), a transportation initiative designed to ease traffic congestion in the City of Burlington. The REP is a proposal to create a new roadway connecting Pine Street to Battery Street. The purpose of the Railyard Enterprise Project is to develop a network of multi-modal transportation infrastructure improvements connecting Pine Street and Battery Street 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 Waterfront South area, and;
4. Improve Intermodal connections to the Burlington Railyard, a National Highway System Designated Intermodal Facility.

The REP project was initiated in 2012, and has advanced from Steering Committee meetings, public meetings, preliminary alternatives identified, and evaluation of alternatives. As part of the NEPA (National Environmental Policy Act of 1969) process, required for projects completed within federal agencies like the Federal Highway Administration, stakeholder meetings and public meetings have been held, an environmental assessment made and significant historic resource and archaeological reporting completed.

NEPA is a balance statute- no activity is banned, but environmental values must be balanced with the economic benefits of a proposed agency action (creation of a roadway). The Environmental Impact Statement (EIS) is the mechanism for reporting process. The EIS requirement seeks to bring the public and other agencies into the picture by informing them of the environmental consequences and giving them an opportunity to comment and possibly come up with alternatives to the proposed action, or identify mitigation for actions proposed.

The group has now identified a Preferred Alternative, and seeks input from Burlington's Certified Local Government.

For background on the project see attachment *REP-Community Meeting 03102022*.

The planning for the roadway layout has been largely driven by an effort to avoid archaeological and historic resources, particularly perhaps the most important resource, the buried roundhouse (VT-CH-736, 1851-52). The preferred alternative 1B successfully navigates multiple archaeological sites, but does impact the northerly addition to the Burlington Department of Public Works building, and the southwest end of the Independent Block. Partial demolition is likely for both buildings. A c. 1980 lumber shed (resource 9b, Pine Street Industrial Historic District) proposed for removal is non-historic.

From the Pine Street Industrial Historic District (listed October 16, 2017):

3. Champlain Valley Fruit Company, 1909/c, 1920/c, 1930/1952, 241-243 South Champlain Street (extract)

This long, narrow series of connected buildings measures 300' from north to south. For many years, it housed the Champlain Valley Fruit Company, which began in 1915 and was originally located at 171 Battery Street. In 1918, the company moved to South Champlain Street by purchasing a warehouse and refrigeration plant built in 1909 by Wilson & Gaul.¹ Today, the buildings are referred to collectively as the "Independent Block". This interconnected series of five buildings reflects the growth and development of the Pine Street industrial area. Its location provides immediate access to the rail and road transportation network. While the buildings have evolved and changed over the decades, they still reflect the industrial past of the complex and portions continue to be used for cold storage of bulk goods.

Looking westward at the facade, each component is described from left to right:

- The southernmost portion is a massive, one-story, flat-roofed concrete block building with four windows and a single loading dock door opening onto South Champlain Street. A railroad siding runs directly behind the building. It was constructed c. 1955 and served as warehouse space for the Champlain Valley Fruit Company.²
- The next section incorporates the 1909 Wilson & Gaul building, which was updated in 1952 with a modernist façade and a second story at the front of the building designed by

Whittier & Goodrich, a local architectural firm. The first story is brick and the second story is clad with wood and metal panels and bands of windows. The building has a flat roof. Projecting molding outline a double height entranceway with a window above a door set in a surround of molded, corrugated translucent glass. The same projecting molding outlines the second story and all its openings. The second story has gangs of three vertical-pane windows, one to the left and two to the right of the entrance panel; a fourth set has four panes. Windows on the first story also have vertical panes, but have a second smaller pane at the bottom. There is a gang of three to the left and two to the right of the door and then a single pane and a double entry door. The door is reached by concrete steps and a landing running across the front of all three sections. The west (rear) side of this section is built of concrete block. Ten single-pane windows are evenly spaced across the second story, and the first story has a flat-roofed metal enclosure extending out, and it has five loading dock entries. On the interior, evidence of early 20th century construction is visible in the form of massive timber posts and floor beams, poured concrete walls and floors for cold storage, and very closely spaced floor joists to support the weight of produce and liquor cases stores above.

The southerly-most section of the building (c. 1955), formerly warehouse space is currently utilized as indoor parking. It is proposed for removal for the REP.



View from south, bottom of South Champlain Street.

13. Burlington Street Department, 1934/1954/1969/1974, 339 Pine Street (extract from nomination :)

This long, narrow, rectangular brick building extends west from Pine Street and was built in four phases. Phase I, built 1934, was funded by the federal Public Works Administration (Project #2215). The original structure, as shown in Figure 1, consisted of a one-story brick building with an office at the east end and seven large garage bays – three with doors and four without doors. Attached to the west end of the brick building was a ten-bay repair shop, framed with steel beams and open on the north elevation. The south elevation was a brick wall with evenly spaced metal windows. At the west end of the repair shop was a two-story, brick, storage building. These original structures have flat roofs, concrete foundations, and bricks set in common bond with headers every sixth row.

Phase II, built 1954, added a one-story, wood-framed addition onto the left half of north elevation of the one-story brick building. Designed by Street Department engineers and built by Street Department crews, the Phase II addition housed Street Department offices that were relocated from City Hall. The one-story, square addition has a flat roof and plywood siding. All windows have muntins running horizontally and doors have the same horizontal panes, creating a distinctive look. The east elevation has four pairs of two/two double-hung wooden windows and two, much smaller, windows of the same design. A shed-roofed extension on the north elevation shelters a fenced-in storage area, obscuring a door with sidelights, a block of nine horizontal-sash windows, paired three-horizontal pane windows, and another door with four horizontal panes. The west elevation has three, three-paned window groups flanking a paired set of three-pane windows.

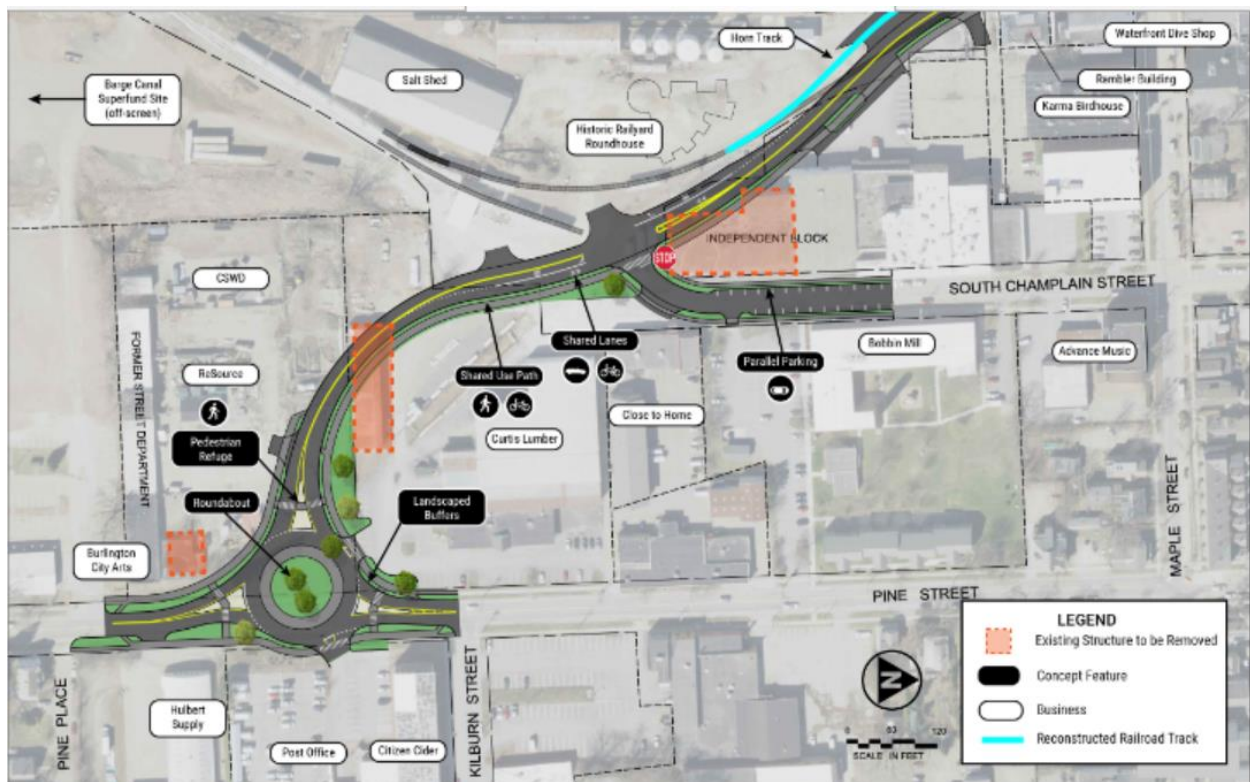
The 1954 office addition (below right) is proposed to be removed as part of the REP.



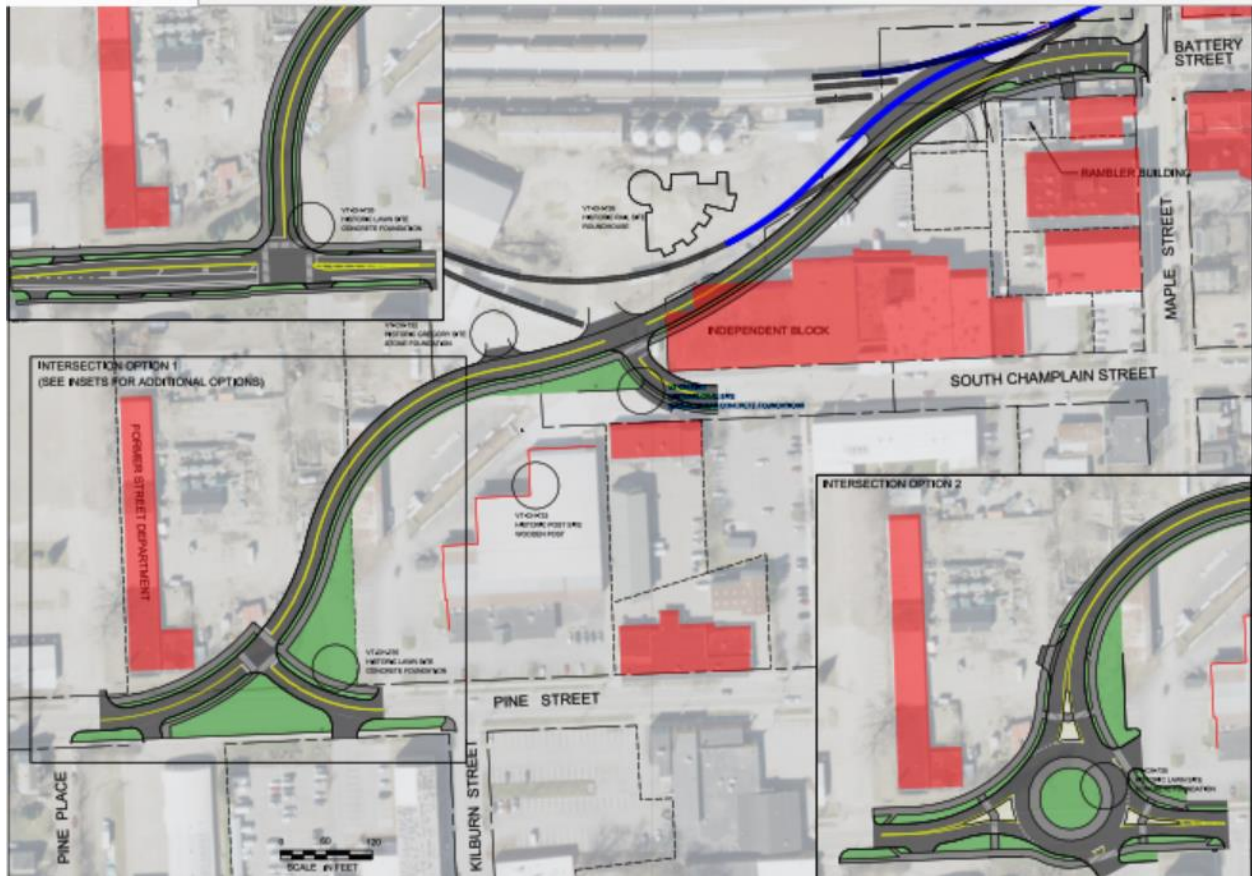
Current view, below:



The REP project team seeks comment from the CLG about the proposed impacts to historic resources, and particularly any suggested mitigation measures to compensate for loss.



Please note: interchanges have not been defined.



Preferred alternative 1B with historic resources identified.

The CLG may find that the evaluation of alternatives up to this point, and the selection of this preferred alternative:

1. Demonstrates the project has included all possible planning to minimize harm to historic resources;
2. Reflects assessment of all possible alternative, and has weighed each in light of potential effects;
3. Causes the least overall harm by balancing the following factors:
 - a. The ability to mitigate adverse impacts to each historic resource,
 - b. The relative severity of the remaining harm, after mitigation, to the resources' attributes or features that qualify them for the National Register,
 - c. The relative significance of each resource,
 - d. The views of officials with jurisdiction over each historic resource (CLG as representative body),
 - e. The degree to which the alternative meets the purpose and need of the project,
 - f. After reasonable mitigation, the magnitude of any adverse impacts to resources,
 - g. The preferred alternative has included all possible planning to minimize harm to historic resources.

Suggestions for mitigation for adverse impacts to the Burlington Department of Public Works Building and the Independent Block, if CLG supports preferred alternative 1B and determines mitigation is warranted:

- An educational component; perhaps interpretation of selected historic site. Something to acknowledge the buried roundhouse?
- An agreement to rehabilitate one building in return for the partial demolition of two others.
- A public declaration of policy by the City Council acknowledging the importance of historic resources. [Recognition for a willingness to allow loss to historic resources to accommodate the greater public need.]



Consultants	
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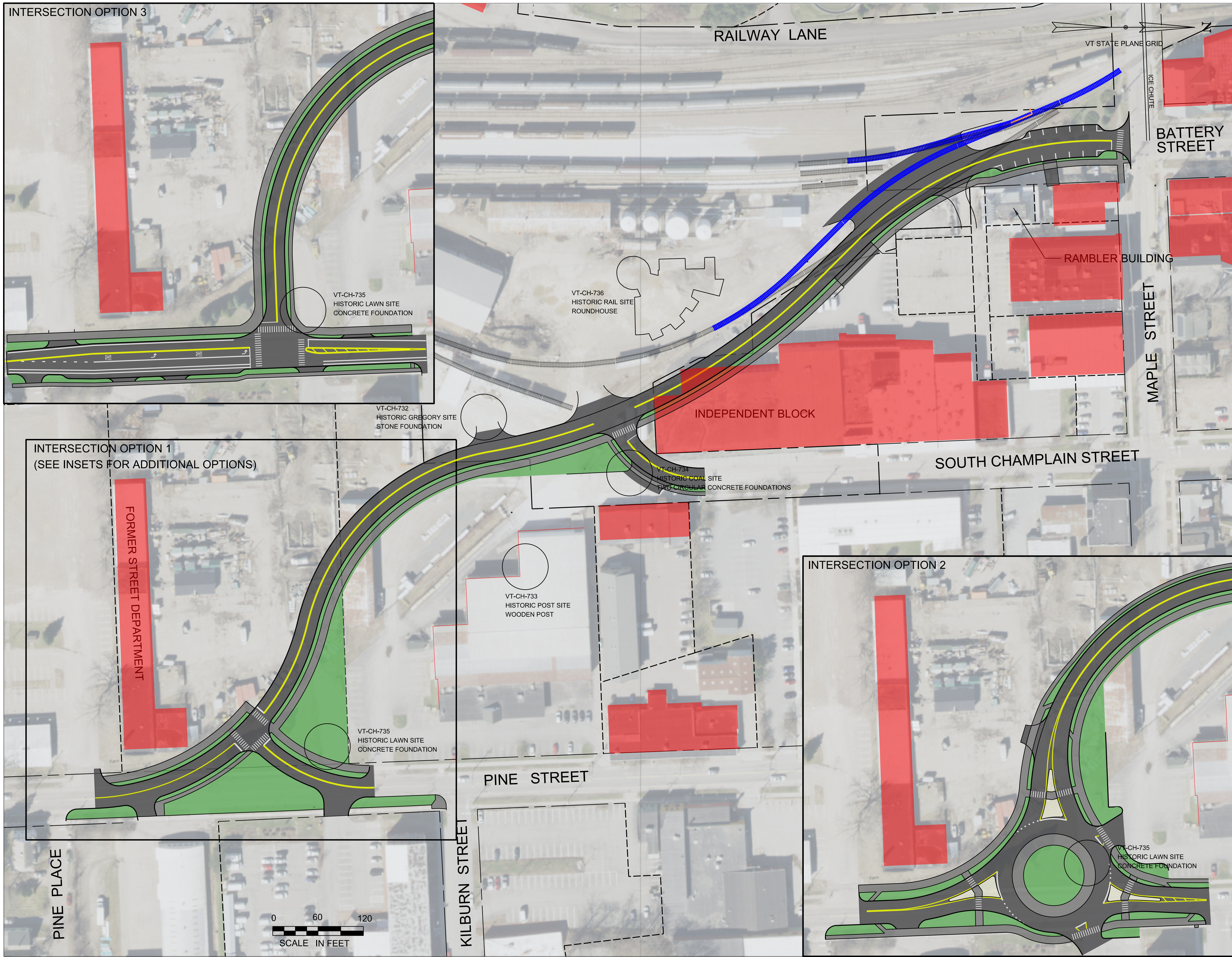
Notes

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FOR GEOGRAPHIC INFORMATION DATED
8/11/2021

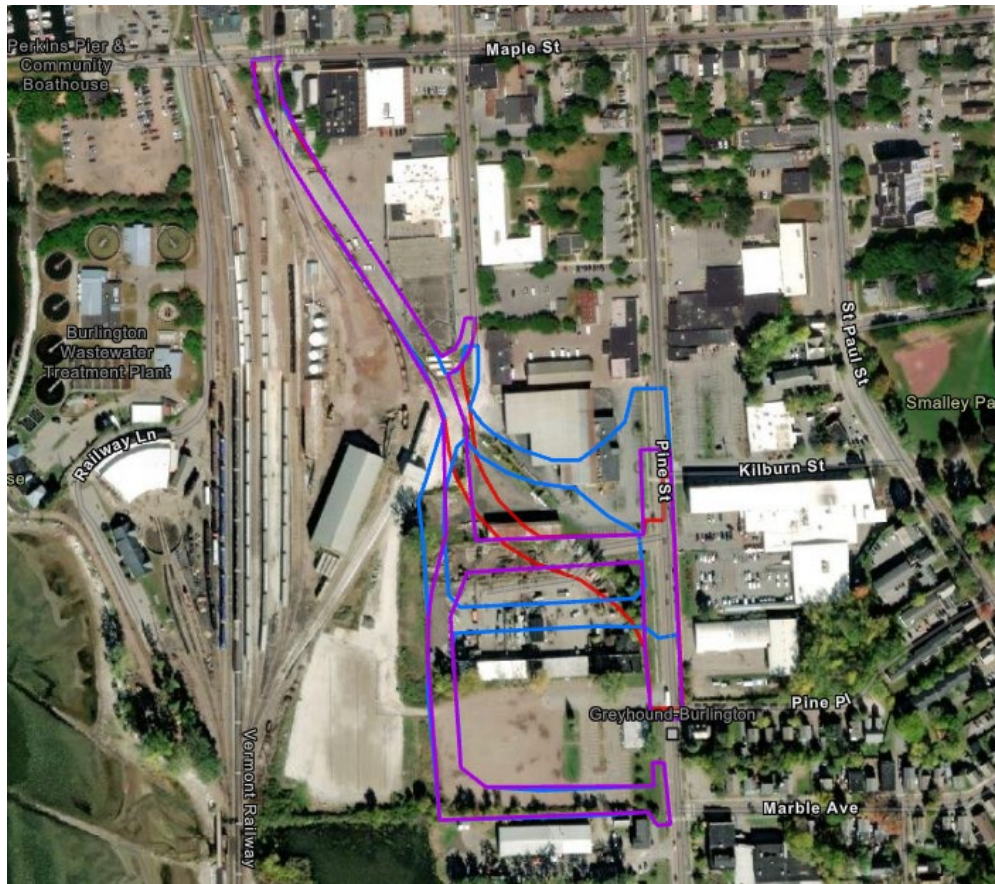
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Client/Project	City of Burlington, VT
	Battery Street Extension
	Burlington, Vermont
Title	Burlington Railyard Enterprise Project Alternative 1B.3

Project No. 179450464	Scale 1"=60'
Drawing No.	Sheet 2 of 5
	Revision 0



Review of Previously Completed Archaeological Studies for the Burlington Railyard Enterprise Project Area and Assessment of Project Alternatives



Submitted to:

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Submitted by:

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University of Vermont
Consulting Archaeology Program
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**UVM CAP report 1446
August, 2022**

Review of Previously Completed Archaeological Studies for the Burlington Railyard Enterprise Project Area and Assessment of Project Alternatives

Introduction

The Vermont Agency of Transportation (VTrans) in collaboration with project partners and consultants propose the construction of the Burlington Railyard Enterprise (BRE) Project, a transportation initiative designed to ease traffic congestion in the City of Burlington, Chittenden County, Vermont (Figure 1). This report presents a brief review of previously completed archaeological studies for project to assess the potential of project alternatives to adversely affect significant archaeological resources. This review and assessment is designed to assist VTrans and project engineers, Stantec, with project planning as well as regulatory compliance including Section 106 of the National Historic Preservation Act of 1966, as amended.

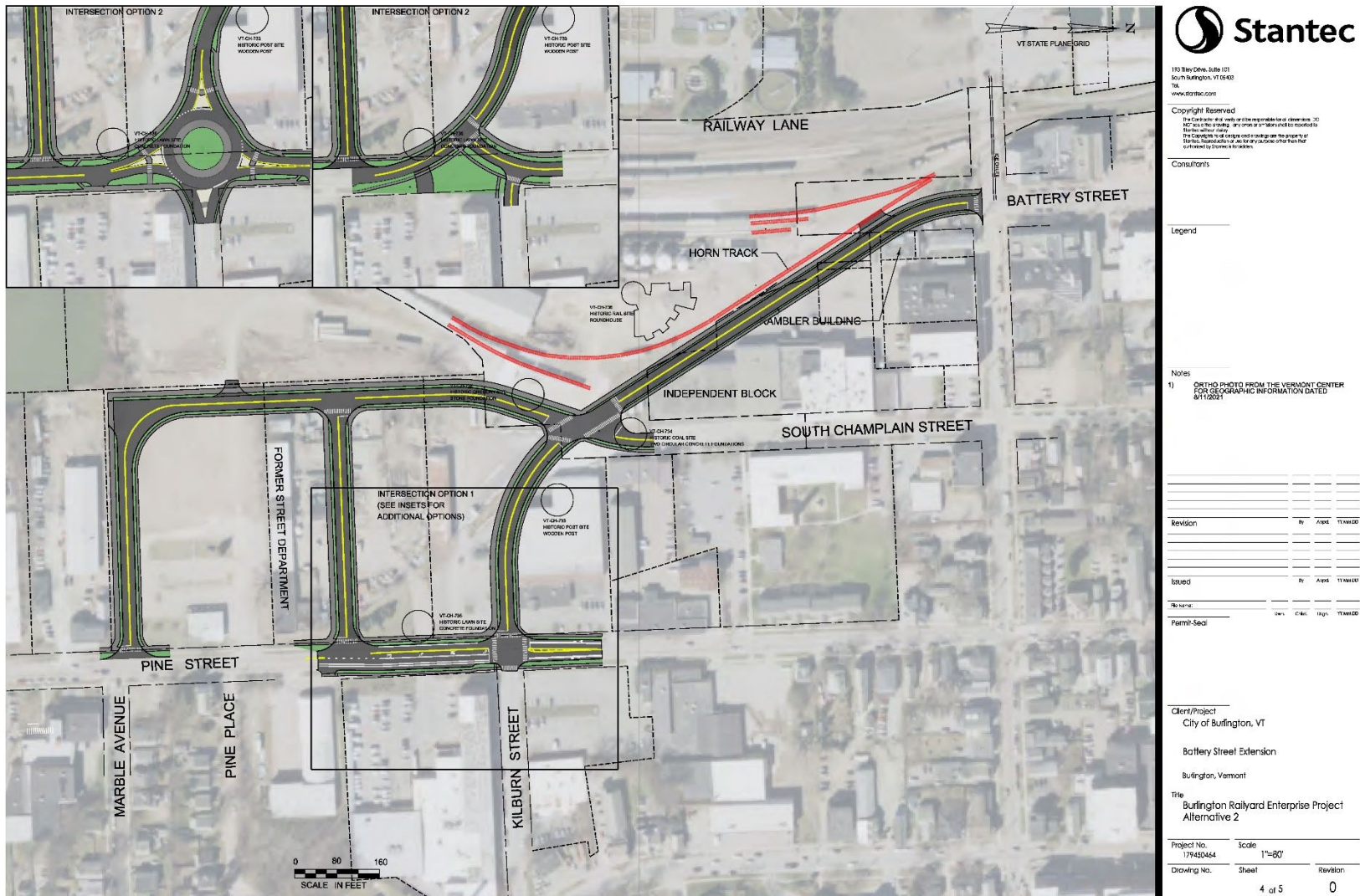
The proposed BRE includes the construction of a new section of roadway connecting Pine Street and Battery Street with intersections at Pine, South Champlain and Maple Streets. At present, three proposed alternatives are under consideration including Alternative 1B2 (Figure 2), Alternative 2 (Figure 3) and Alternative 5B (Figure 4). Each alternative varies in the way it intersects with Pine Street and in the configuration and location of intersections with Pine Street and South Champlain Street (see Figure 1-3). Previous reviews of the project area have included archaeological resources assessments, archaeological Phase I Surveys, Archaeological Phase II Site Evaluations and Historic Resources reviews for both the Southern Connector project and the BRE project, an area formerly included in Section C-6 of the Southern Connector project area.

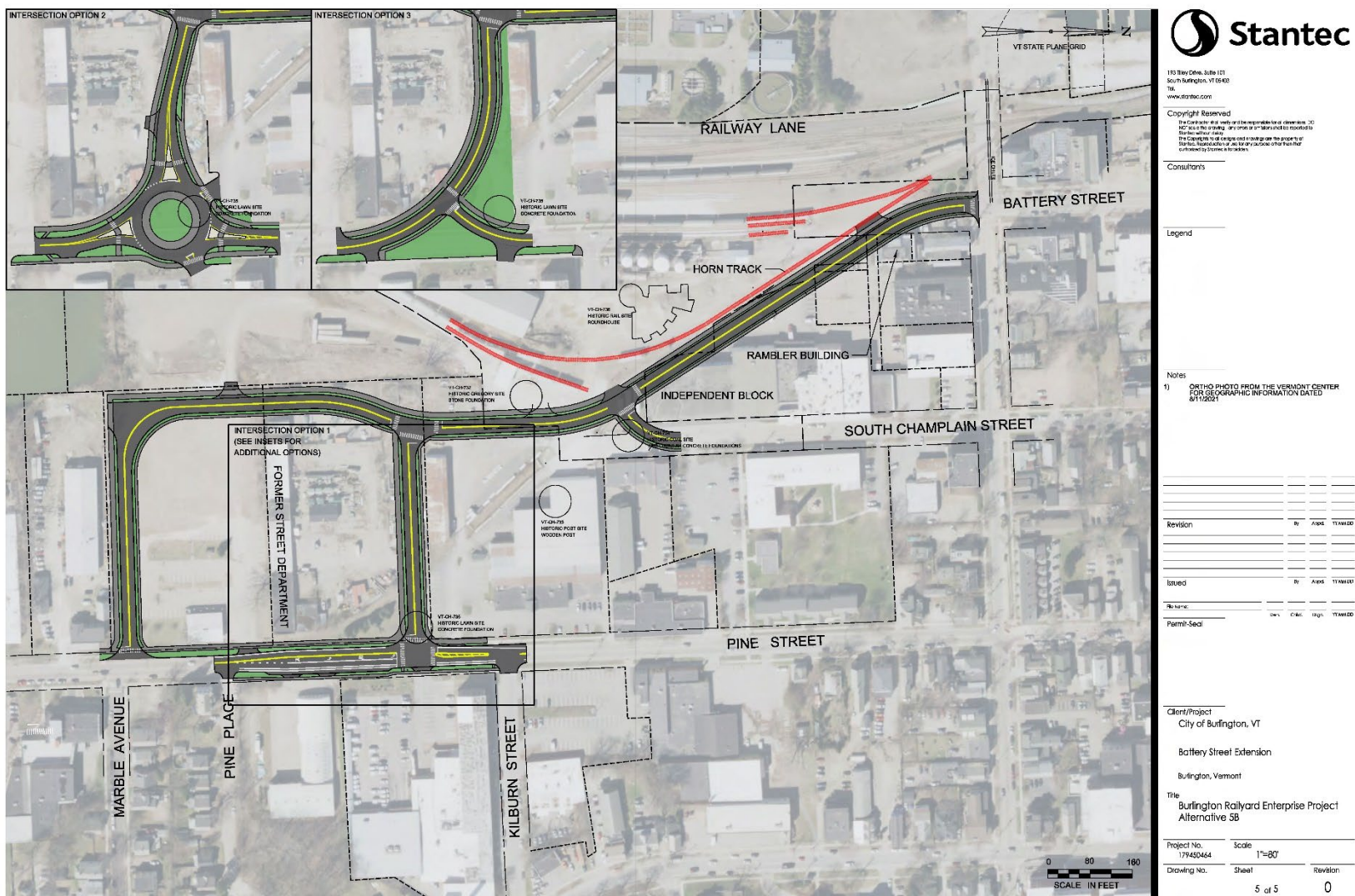
Previous Investigations

The first archaeological studies that included the BRE project area were conducted by the University of Maine at Farmington Archaeology Research Center (UMF ARC) in the context of investigations related to the larger Southern Connector Project which was proposed to link I-189 in South Burlington to South Battery Street in the City of Burlington in the north. The UMF ARC completed an Archaeological Phase IA in 1996 (Corey and Petersen 1998a) which focused solely on the C-6 portion of the overall Southern Connector Project. The C-6 Section included the Battery Street extension, which includes much of the same project area and transportation goals of the present BRE project. In the Phase IA, UMF ARC identified the Battery Street Extension portion as archaeologically sensitive and subsequently conducted an Archaeological Phase IB study of the broadly defined project's Area of Potential Effects (APE) to determine the presence/absence of archaeological resources (Corey and Petersen 1998b). The Phase IB study investigated five different alternatives for the Battery Street extension, utilizing mechanically excavated trenches to investigate the presence/absence of precontact Native American and historic archaeological sites (Figure 5). A total of five historic era archaeological sites were identified, VT-CH-732, VT-CH-733, VT-CH-734, VT-CH-735 and VT-CH-736 (Corey and Petersen 1998b)(see Figure 5).



Figure 1. Aerial photo showing the general location of the Burlington Railyard Enterprise Project, Burlington, Chittenden County, Vermont.





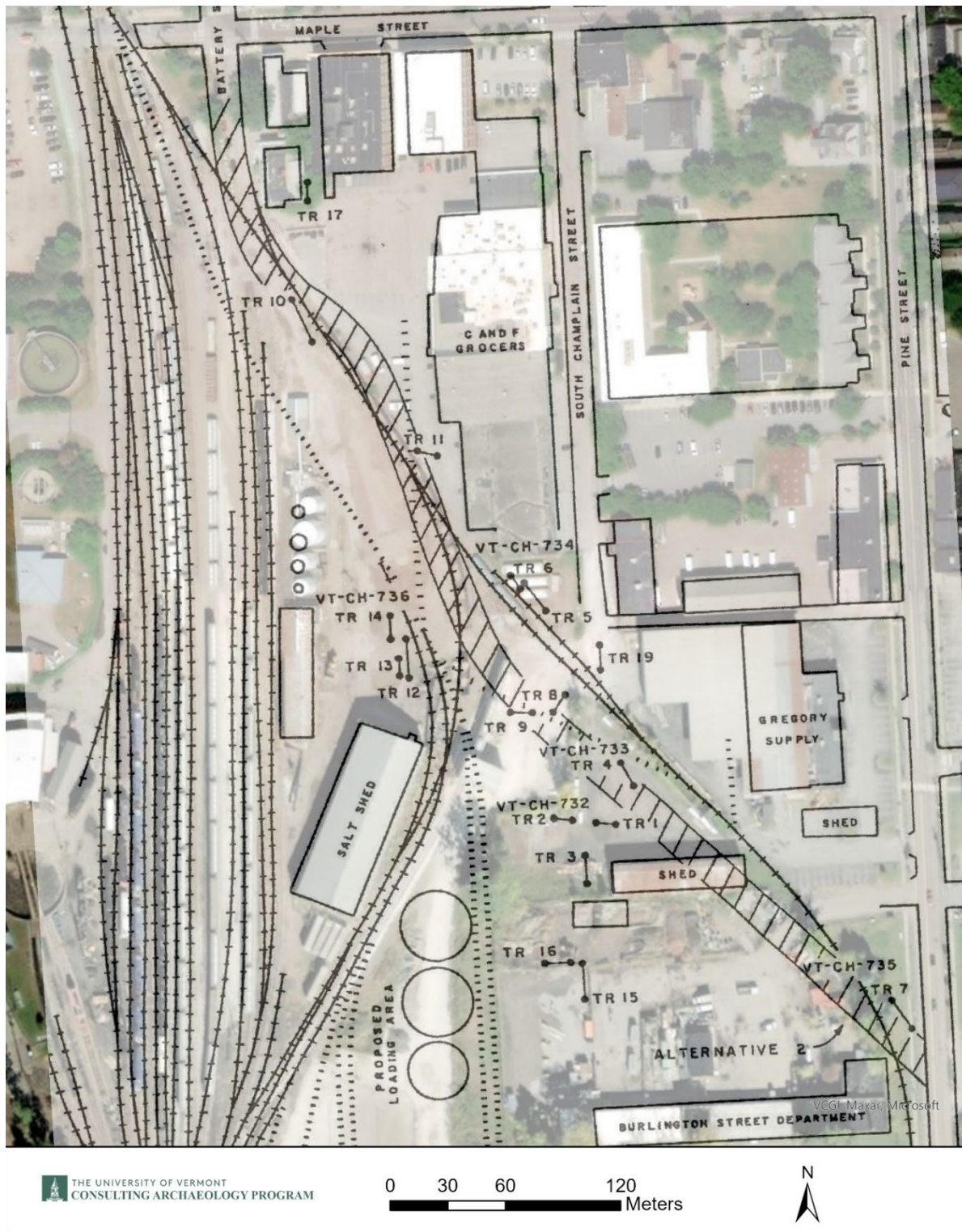


Figure 5. Georeferenced schematic map showing the location of UMF ARC Phase IB testing and archaeological sites within the Battery Street Extension portion of the Southern Connector project area (Corey and Petersen 1998b, Figure 25). Note only Alternative 2 of the five earlier Battery Street Extension alternatives is depicted.

The Post site (VT-CH-733) and the Lawn site (VT-CH-735) were determined to be not significant based on their evaluation during the Phase IB study in conjunction with historic background research. The other three sites, the Gregory site (VT-CH-732), the Coal site (VT-CH-734), and the Rail Site (VT-CH-736) were recommended for further study if they could not be avoided (Corey and Petersen 1998b).

Subsequently, Archaeological Phase II Site Evaluations were conducted for the Gregory (VT-CH-732) and Rail Sites (VT-CH-736) (Corey et. al. 1999). The Coal site (VT-CH-734) which contained two circular coal bins that were not considered significant and a potentially significant buried “cobblestone” surface, was not included in the Phase II study as it fell outside the preferred alignment alternatives at that time. As a result of the Phase II site evaluations, the Gregory site was found to be not significant, while the Rail site, representing the historic railroad roundtable, was determined eligible for the State and National Registers of Historic Places (see Corey et al. 1999). Subsequently a Phase III data recovery plan was developed to mitigate project impacts on the Rail site, but was never undertaken when adverse effects to the site were avoided through redesign.

Following the work by UMF ARC, in 2000, Werner Archaeological Consulting (Werner and Werner 2000; 2002) conducted a Cultural Resource Evaluation that covered the entire Southern Connector Project Area including the Battery Street Extension portion and the general location of the present Burlington Railyard Enterprise project. The Werner study, while acknowledging the project’s potential impact to several Historic Districts in the area, concluded that there were no archaeological properties within the project area (Werner and Werner 2002:42). This conclusion is in direct opposition to the results of the earlier studies by UVM ARC which Werner cites in their report (Werner and Werner 2002:2).

The initial Battery Street Extension project area within the original C-6 portion of the Southern Connector project ultimately was expanded to include a broader area which formed the boundaries of the initial BRE Scoping Study project area. Essentially, the initial BRE Scoping Study project area included more area to the east and northeast of the original Battery Street Extension alignment(s) to evaluate additional potential corridor and intersection options. In 2013, an Archaeological Resources Assessment of the BRE project area was undertaken by the UVM CAP (Knight 2013). This covered the area between King Street in the north and Marble Avenue in the south and from the lakeshore in the west to Pine Street in the east. This work summarized the UMF ARC studies and site locations referenced above, as well as identified previously unevaluated areas to the east and northeast of the Battery Street Extension alignment(s) that are potentially sensitive for precontact Native American sites (Knight 2013). Such areas would include the margins of a natural cove and associated wetlands that existed along the lakeshore prior to historic landfilling/reclamation. During the same year, the UVM CAP also completed a Historic Resources Review to evaluate the project’s potential to effect standing structures within the BRE study area (Kenny and Quinn 2013). This work outlined the historic development of the project area for the lumber and transportation industries.

In 2017, following further development of project plans in concert with Railyard redevelopment, the precise location of the NR eligible Rail site roundtable was relocated by the

University of Vermont Consulting Archaeology Program to aid in project design and ensure site avoidance of the significant site (Mandel and Knight 2017).

Archaeological Review of Current BRE Alignments

The current BRE project design has been reduced to three alignment alternatives (see Figures 2-4). These alignments share the same footprint in the northern portion of the project area to the east of the railyard and in their intersection with Battery Street at the northern end of the BRE project area. The three alternatives diverge, however, in their intersection with South Champlain Street and their intersection(s) with Pine Street (Figure 6). To evaluate the potential archaeological impacts of these three alternatives, their alignments were compared to the areas studied previously by UMF ARC in their archaeological Phase IB and Phase II investigations of the Battery Street Extension project area and location of previously identified archaeological sites. In addition, the estimated project limits of the three alternatives were compared with the areas that are potentially sensitive for precontact era Native American sites discussed in the ARA for the BRE (Knight 2013) and to maps locating extant and preexisting structures compiled in the Historic Resources Review (Kenny and Quinn 2013).

An overlay of the proposed alternatives on a georeferenced map of the earlier testing shows a close correlation between a large portion of the BRE project area and the area of the five Battery Street Extension alternatives studied earlier (Corey and Petersen 1998b; Figure 7). However, it is clear that the potential Pine Street intersections in BRE Alternatives 2 and 5B were south of the area previously investigated for the Battery Street Extension portion of the Southern Connector and therefore were not included in UMF ARC's Phase IB study area (see Figure 7). Furthermore the roundabout intersection option in Alternative 2 also includes area not studied previously, not previously built upon, and proximal to the boundary of a natural Cove and wetland complex that predated the industrial development of the waterfront (Figure 8). These small areas have the potential to contain intact natural soil horizons and, by extension, archaeological deposits below pavement and/or surficial fill. The Cove map overlay, also helps explain some of the clayey soils encountered by the UMF ARC in some of their Phase IB trenches, for example in TR15 and TR16 (see Figure 8).

Conclusions and Recommendations

A review of three BRE Alternatives and their intersection options indicates that a large portion of the project area was investigated previously as part of studies undertaken for the Southern Connector's C-6 section, namely the Battery Street Extension portion of that project. These earlier studies resulted in the identification of five sites, three of which ultimately were found to be not significant including the Post site (VT-CH-733), Lawn site (VT-CH-735), and Gregory site (VT-CH-732). One of the two other sites, the significant Rail Roundtable site (VT-CH-736), will be avoided by all three BRE Alternatives. The other site, the Coal site (VT-CH-734) has yet to be evaluated for significance and will be impacted by all three BRE design alternatives. As a result, we recommend that the buried cobblestone surface which will be impacted by all three alternatives (see Figure 2-4) be evaluated to determine whether or not it is significant and eligible for the State and National Registers of Historic Places. Based on the location of the cobble surface compared to the georeferenced historic Map of Burlington

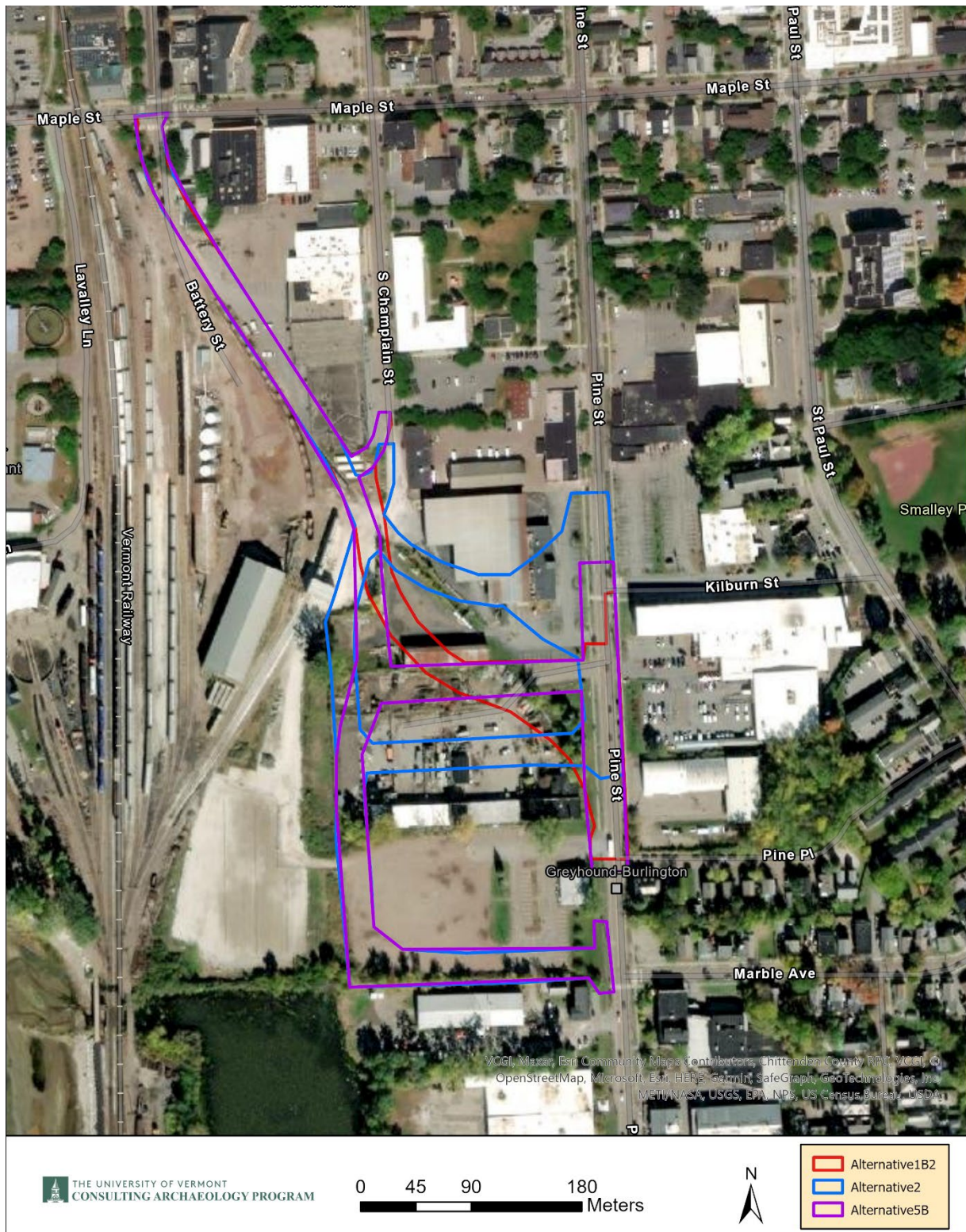


Figure 6. Aerial photo showing the Alternative 1B2, 2 and 5B of the Burlington Railway Enterprise project in Burlington, Chittenden County, Vermont. Note the alternatives share the same alignment north of the intersection of the proposed intersection of extended Battery Street and South Champlain Street.

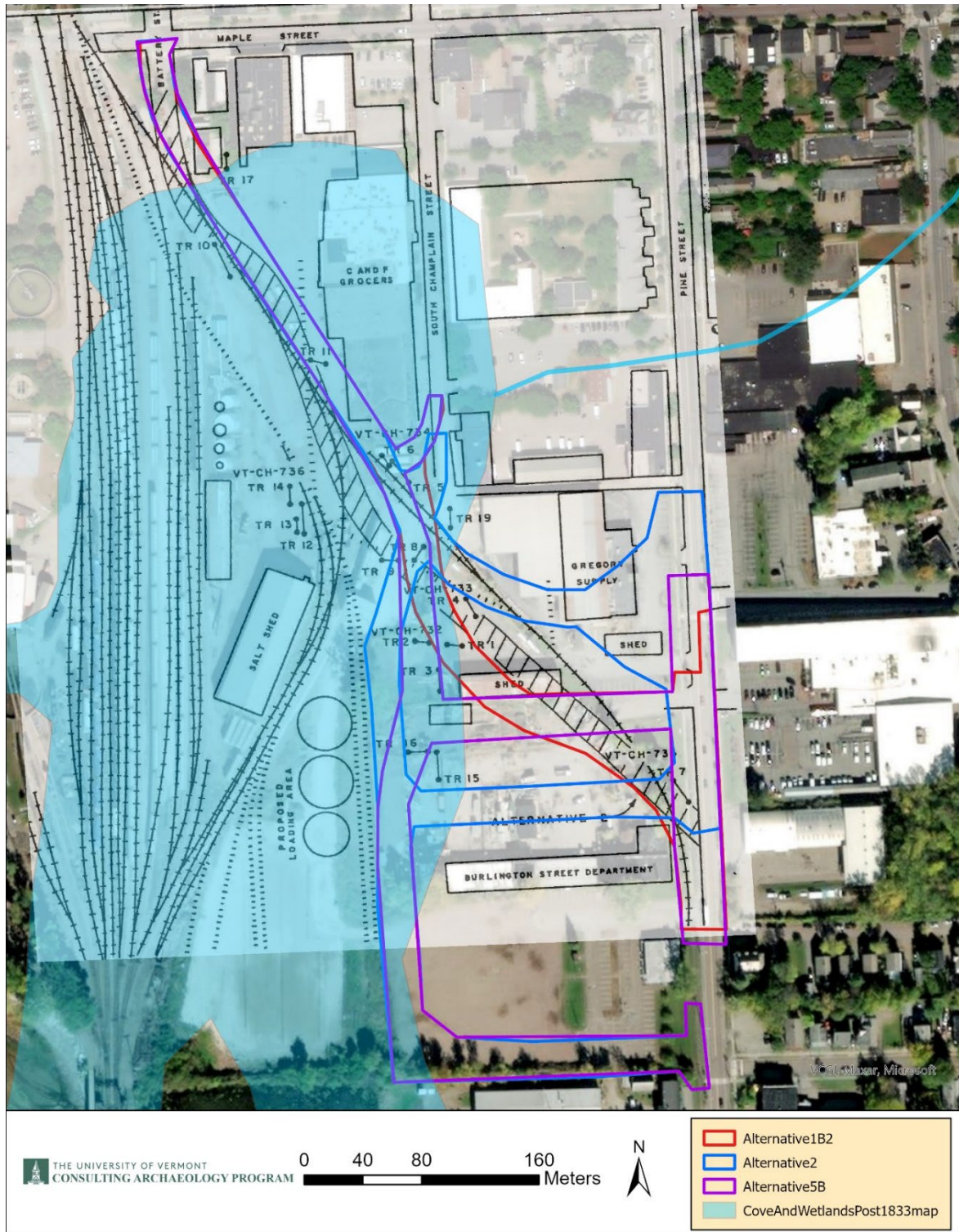


Figure 8. Burlington Railyard Enterprise alternatives in relation to a georeferenced schematic map showing the location of UMF ARC Phase IB testing and archaeological sites within the Battery Street Extension portion of the Southern Connector project area (Corey and Petersen 1998b, Figure 25). Also shown are the georeferenced limits of the “Cove” and inlet ravine stream from a post 1833 Map of Burlington (Anonymous; see Kenny and Quinn 2013, Figure 2).

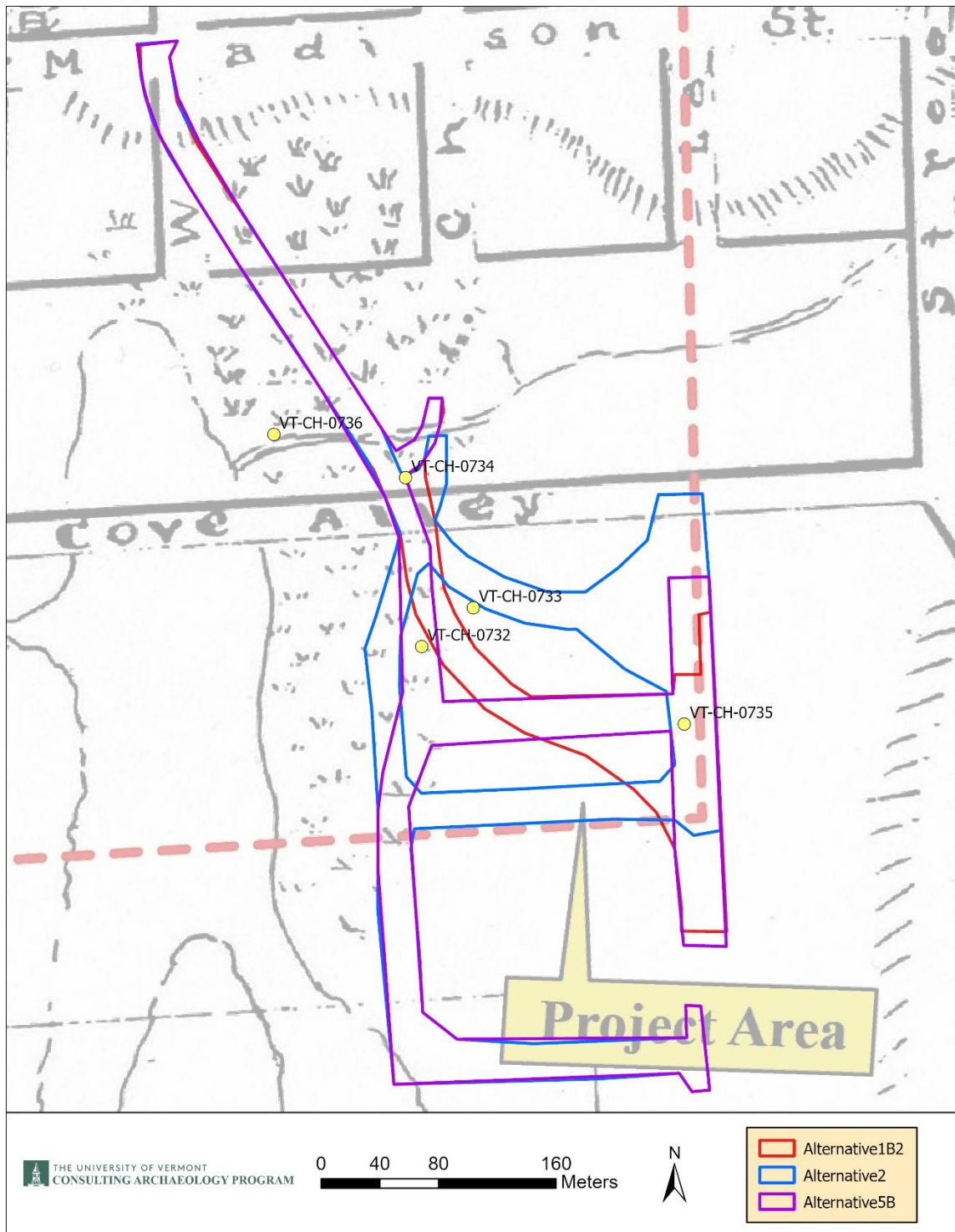


Figure 9. Burlington Railyard Enterprise alternatives and previously identified archaeological sites in relation to the georeferenced limits of the “Cove” and inlet ravine stream from a post 1833 Map of Burlington (Anonymous; see Kenny and Quinn 2013, Figure 2). Note the location of the Coal site, VT-CH-734, which contained a buried “cobblestone” surface to Cove Alley.

depicting the Cove, the feature could be related to an early road labeled Cove Alley, or other fill-based transportation corridor (Figure 9).

A review of historic maps and the history of the development of the BRE project area portion of the Burlington waterfront (cf Kenny and Quinn 2013) indicates that, with the exception of the Coal Site's cobblestone feature, additional study of the main BRE corridor north of roughly Curtis Lumber (old Gregory Supply) to Battery Street is unlikely to identify any additional archaeological resources that are potentially significant. In the northern portion of the BRE project area early residential structures were razed as the railyard expanded in the late 19th and early 20th century. As a result, there is little expectation of intact significant archaeological deposits. Historically, the southern portion of the BRE project area was used for lumber storage. As a result, there is little expectation of identifying significant archaeological deposits with data potential in this area either.

The intersections for the alternatives may require additional study, however. Battery Street Extension intersection options for BRE Alternatives 1B, 2 and 5B all intersect areas that were not previously investigated, were not built upon historically, and may contain intact natural soil horizons sensitive for precontact Native American sites (Figure 10). We recommend that these areas be studied at a Phase IB level to evaluate the presence or absence of intact natural soil horizons beneath pavement and likely fill and their possible sensitivity for precontact Native American sites. As mentioned above, due to a lack of historic construction in these areas, they are not expected to contain significant historic era deposits as this portion of the BRE project area historically was covered by the Skillings Whitney and Barnes Lumber yards (Kenny and Quinn 2013, Figures 7 and 9).

BRE Alternative 2 includes three intersection options. The north south portion of the alignment that connects to the intersection options follows the eastern margin of the infilled northern arm of the barge canal. While these alignments have the potential to impact historic wooden cribwork that established the eastern side of the infilled canal slip, the Barge Canal cribwork has been documented elsewhere (Crock 2001; Milner 2001) and therefore, this portion of Alternative 2 and B is not considered archaeologically sensitive. While the two northern options for Alternative 2 to intersect with Pine Street include sensitive areas depicted in Figure 10, the southernmost option to connect to Pine Street for Alternative 2 and Alternative 5B were not included as this area likely was compromised in recent history by the emplacement and removal of oil storage tanks installed after 1962 and removed prior to 1999 (Figure 11).

In sum, based on this review of BRE alternatives, we recommend that a Phase II site evaluation be conducted within the APE for the chosen Alternative at the Coal site, VT-CH-734. In addition, we recommend that Phase IB-level mechanical trenching be undertaken in any of the archaeologically sensitive areas depicted in Figure 10 that fall within the APE of the chosen Alternative and intersection option(s). Given that all of this recommended work has the potential to intersect contaminated soils, as with previous investigations in this area of Burlington, the work should be conducted by HAZMAT trained archaeologists or overseen by HAZMAT trained professionals.

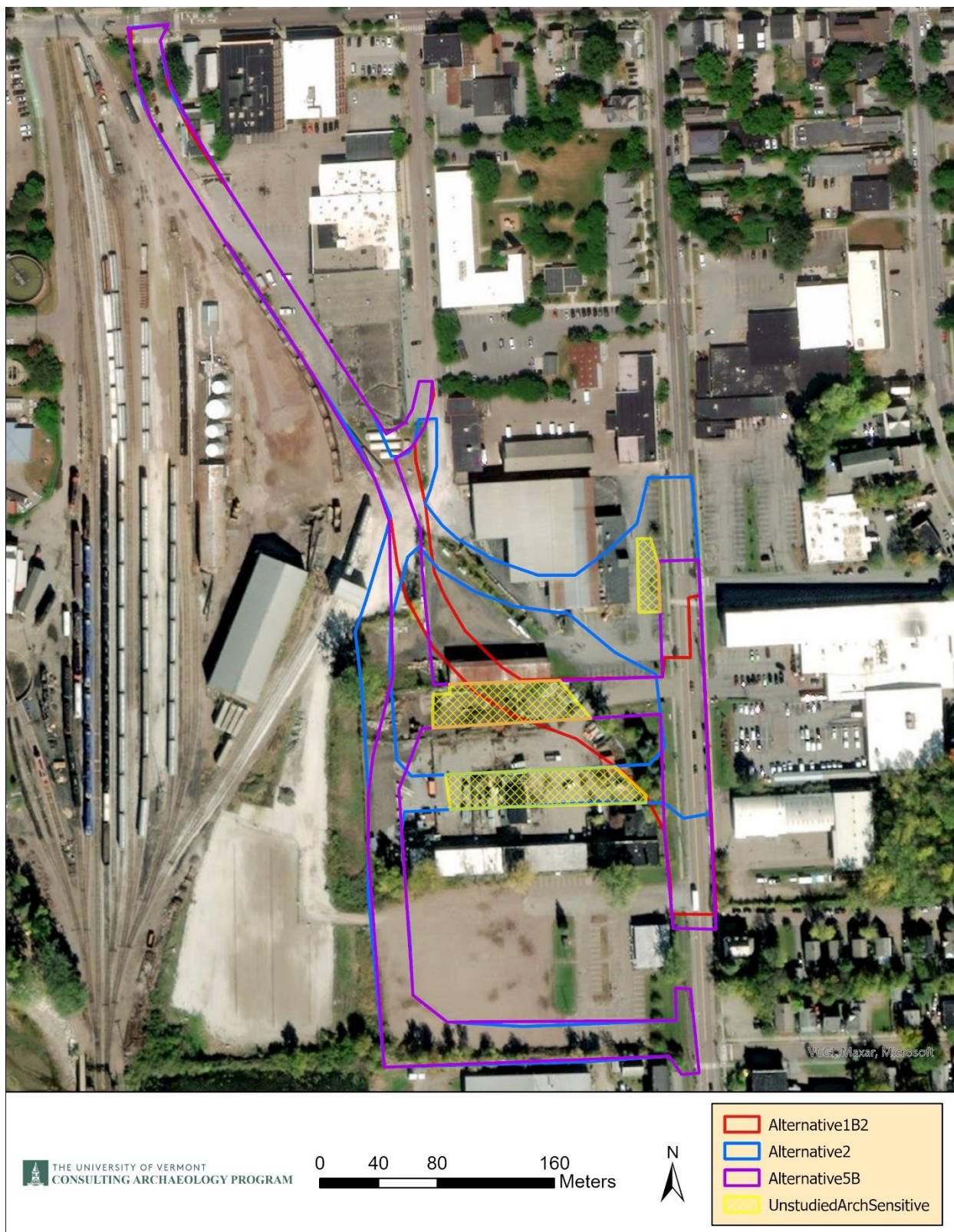


Figure 10. Aerial photo showing Burlington Rail yard Enterprise alternatives and previously unstudied archaeologically sensitive areas.



Figure 11. 1974 Aerial photo showing Burlington Railyard Enterprise alternatives and previously unstudied archaeologically sensitive areas (photo on file at UVM Howe Library).

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Anonymous

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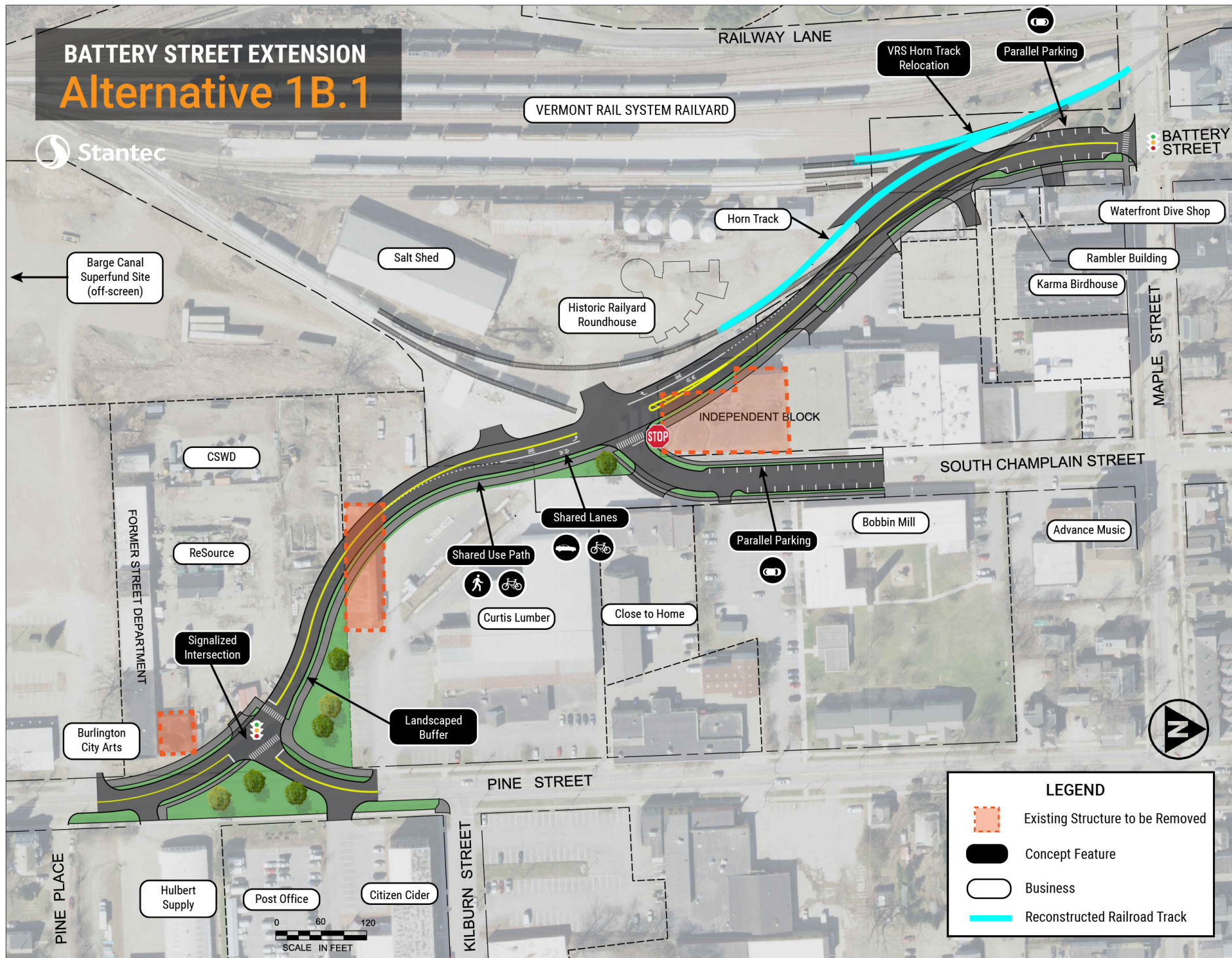
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Werner, Slobadonka U. and Michael R. Werner

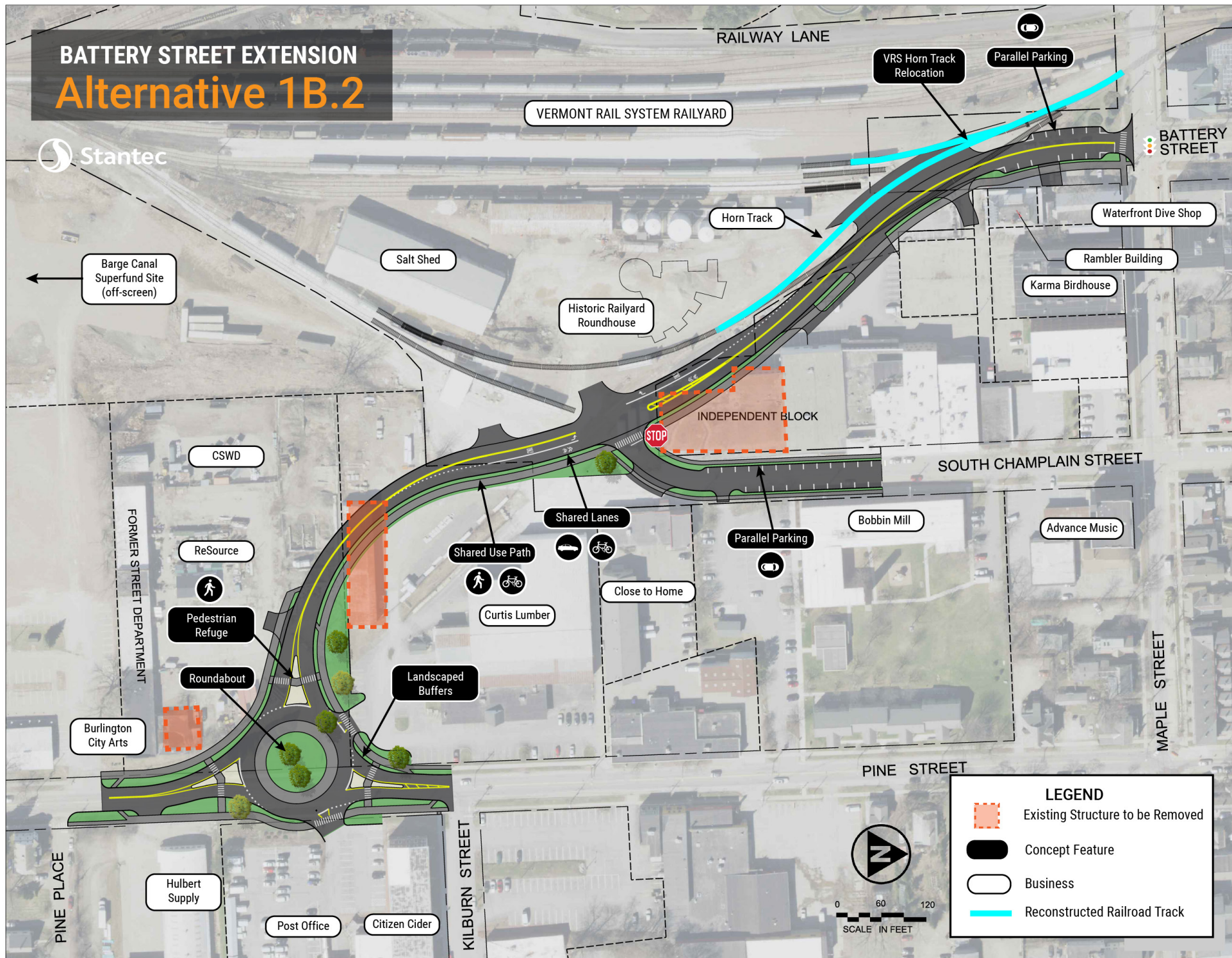
2000 Letter Report Cultural Resource Evaluation Preliminary Assessment for the MEGC-M5000(1) Project, Southern Connector, Champlain Park Way, Burlington, Chittenden County, Vermont. Werner Archaeological Consulting. Report prepared for Clough, Harbour and Associates LLP.

2002 *Southern Connector/Champlain Parkway MEGC-M5000(1): C-6 Section (Pine Street) City of Burlington Chittenden County, Vermont; Cultural Resources Investigation, Phase IA Identification Study.* Werner Archaeological Consulting. Report prepared for Clough, Harbour and Associates LLP.

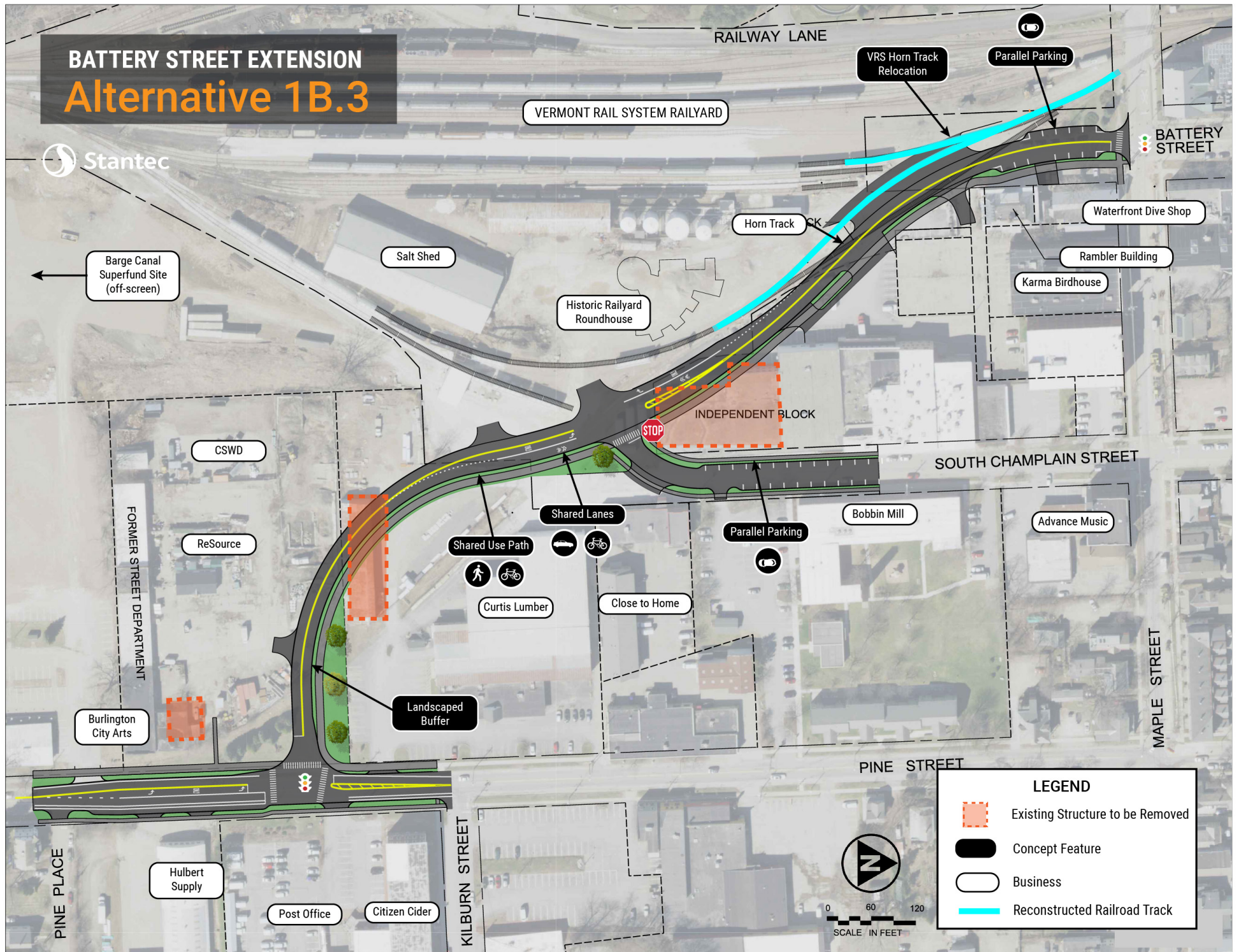
BATTERY STREET EXTENSION Alternative 1B.1



BATTERY STREET EXTENSION Alternative 1B.2



BATTERY STREET EXTENSION Alternative 1B.3



Railyard Enterprise Project

Burlington, VT

Community Meeting

March 10, 2022





Agenda

1. Introductions
2. Project Background
3. Project Area
4. Project Purpose
5. Project Need
6. Alternatives
7. Project Timeline + Milestones
8. South End Project Sequence
9. Discussion + Questions
10. Next Steps

Project Background

The Railyard Enterprise Project is a proposed new roadway connecting Pine Street to Battery Street.



REP Scoping PEL Study (Nov 2016)

REP Supplemental Scoping (Aug 2020)



Project Area



Project Purpose

The Purpose of the Railyard Enterprise Project is to **develop a network of multimodal transportation infrastructure improvements connecting Pine Street and Battery Street**, 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.



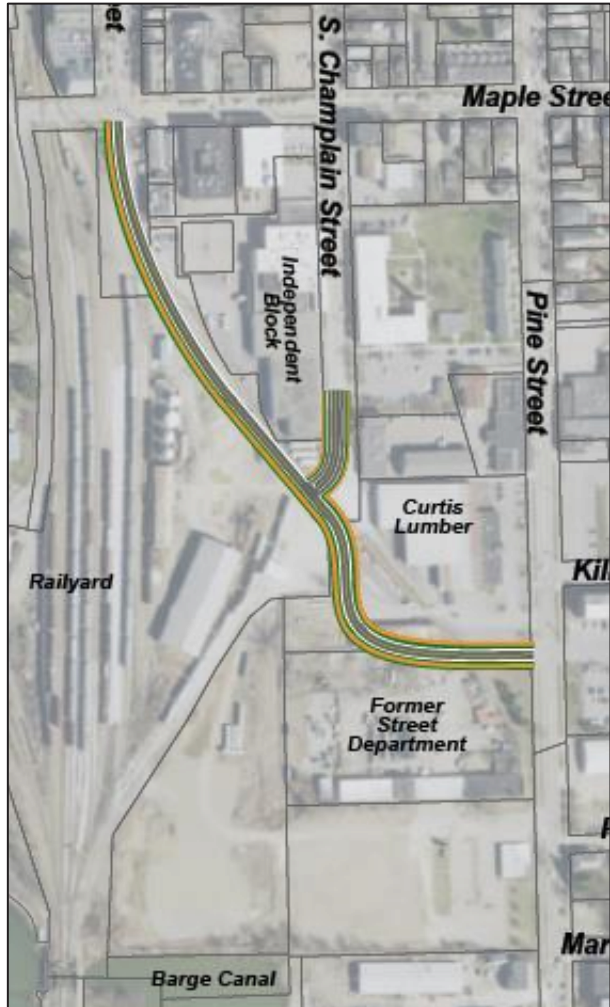
Project Need

The Project Need is based on the current lack of connectivity and infrastructure to support improved traffic operations within the Project Area.

- Facilities for pedestrians and bicyclists do not meet Complete Streets Guidelines
- Access to the area is hindered by a lack of infrastructure.
- The area is in critical need of improved multimodal options for neighborhoods and businesses
- Improved transportation infrastructure would help to lessen the impact of freight-related truck traffic on existing residential neighborhoods and provide a better connection to the Railyard.



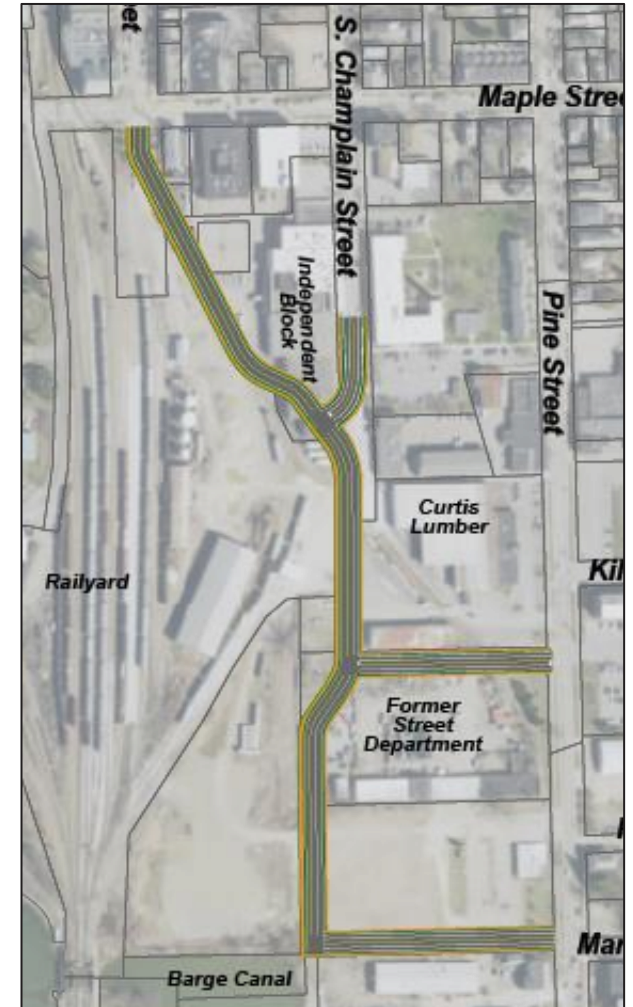
Alternatives



Alternative 1B

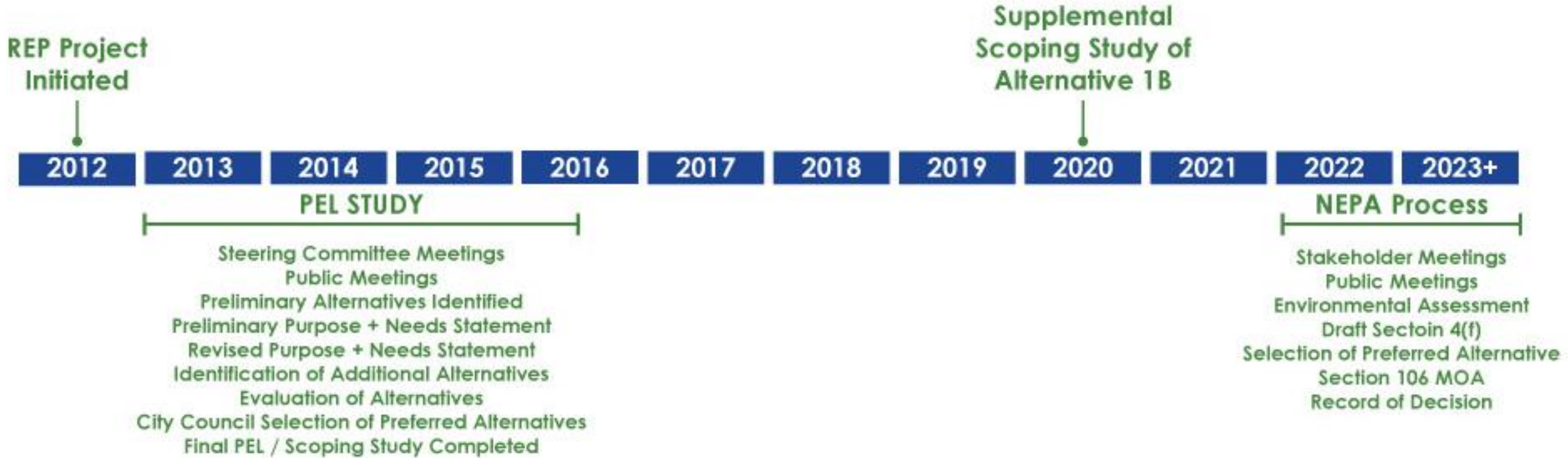


Alternative 2



Alternative 5B

Project Timeline

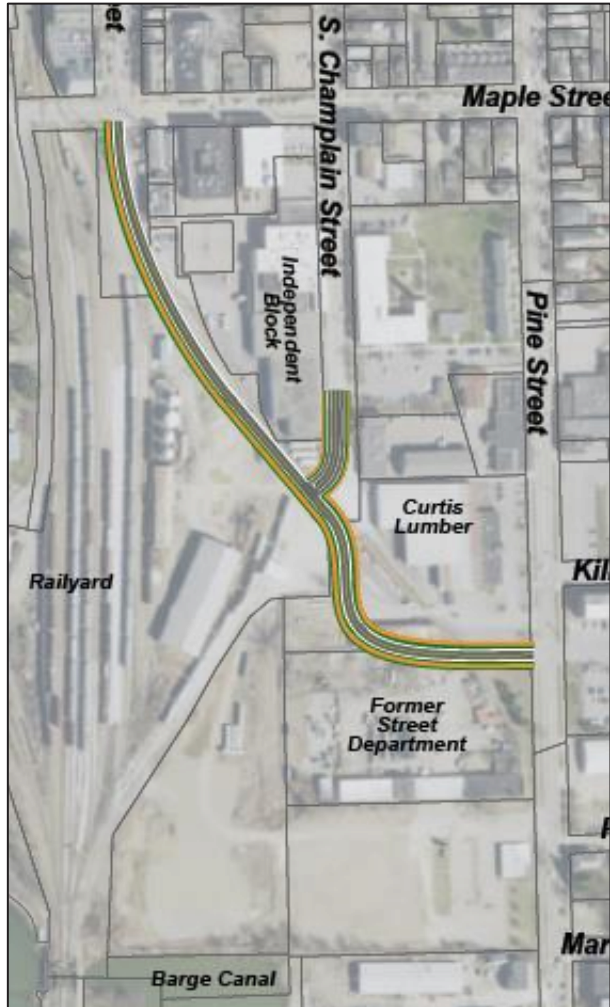


South End Project Sequence

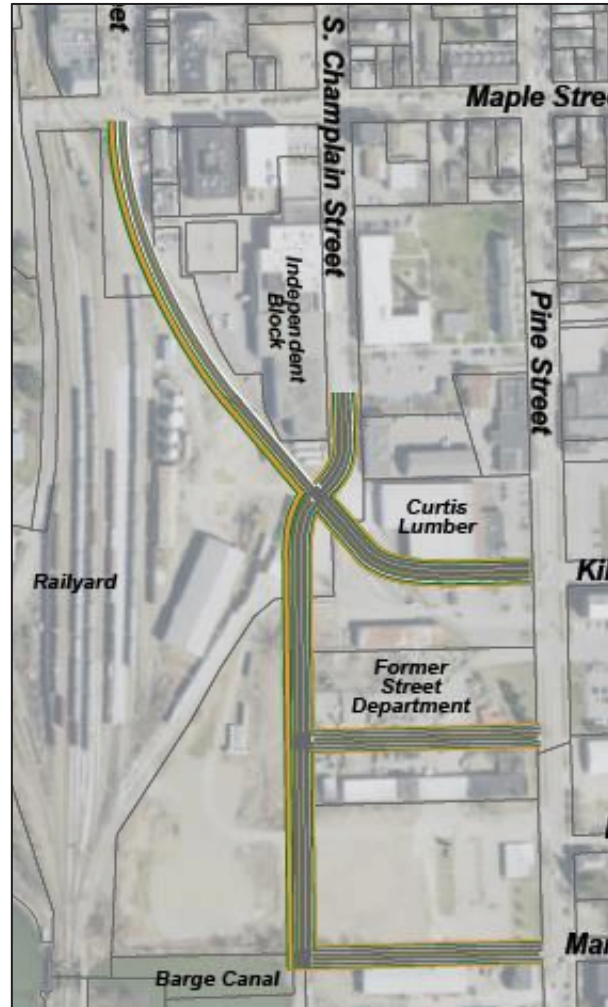
BURLINGTON SOUTH END PROJECT SEQUENCE - Last Updated on 03-03-2022

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	

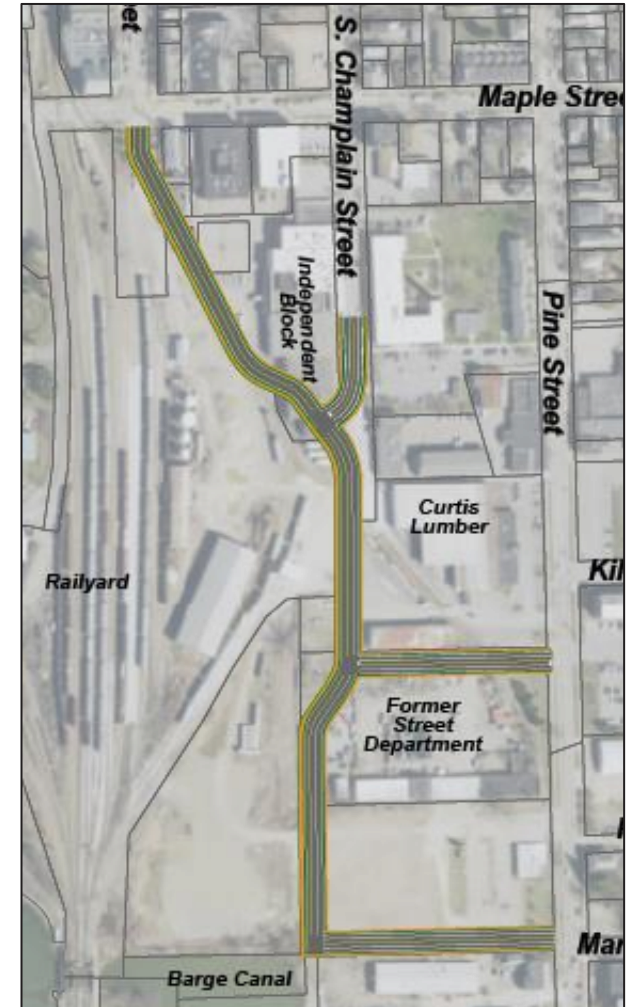
Alternatives



Alternative 1B



Alternative 2



Alternative 5B

Next Steps

- Refining Alternatives
- Alternatives Evaluation and Analysis
- Stakeholder + Public Meetings to Discuss Alternatives Evaluation + Analysis
 - June / July 2022
- File Environmental Assessment (EA)
 - October 2022
- Continue Project Design
 - Winter 2022-2023 and beyond



Questions + Contact

DPW Project Manager:

Corey Mims, PE

Senior Public Works Engineer

City of Burlington

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(802) 922-5001

For more project information:

www.RailyardEnterprise.com



Minutes
Historic Preservation Review Committee Meeting
Tuesday, September 27, 2022
Front Conference Room, 645 Pine Street

RE: Railyard Enterprise Project (REP), Preferred Alternative 1B.

Board members present: Jay White, Emily Morse, Gabe Stadecker

Staff present: Mary O'Neil

Remote attendees: Cecelia _____, Sharon Bushor

Mary O'Neil – Provides background for project, shares Public Meeting slides, discusses historic resources both below ground (archaeology), and above (Pine Street Industrial District map.) The extended project timeline, evolution, participating parties, project's intended outcome.

Jay White – Traffic pattern is greatly improved, plan is extremely well done. The buildings affected are not extremely architecturally important. If green on illustration is intended to reflect landscaping, the park-like installation at Independent Block is a public improvement. Can see a trend to include roundabout to move traffic, but not sure that is what we want. Shares energy concerns with traffic lights, and Pete Buttigieg (Secretary of Transportation) concerns about traffic in neighborhoods. This roadway will offer some protection to the Pine Street / Maple Street neighborhood, reduces traffic on Pine Street. There will be relief from living on a “parking lot.”

Emily Morse – Pine/Maple might become a more attractive neighborhood. Possibility of gentrification with increasing property values when traffic abates. Will residents be able to remain?

Jay White – Does see proposed building losses as a negative. Not everything old is historic. (References his 6 year residency in Prague.)

Gabriel Stadecker – Decongestion of the [Maple, Pine Street] corner will make it a more desirable place to live, pushing property values higher. But where isn't that the case right now? I don't see the building demolition as a problem. But there is a delightfulness of Pine Street, in its rectilinear alignment. Traffic metrics were put in place decades before put into use. We have seen communities cut-off or had connections severed with implementation of new roadways (cites Rose Kennedy Greenway in Boston.) This is a smart attempt here. Now we are drawing people into this area. BUT, no destination! This plan is so car-driven. Is it creating a benefit? Is it solving more than one problem? I think this is a Band-Aid for problems that afflict that part of town.

Jay White – Current layout is a dead-end (Battery, South Champlain.)

Gabriel Stadecker – The roundabout will destroy that area. The other [interchange, lower left illustration] also is a failure. Where do we get out of our cars and enjoy something? Is there a revitalization of that historic path? Is there a parallel for non-vehicular travel?

Mary O’Neil – points out multi-modal path included in project.

Jay White – Independent Block is a real “block” to the plan.

Gabriel Stadecker – Does this road set a precedent for future growth in this area? And then what? I have not seen the traffic studies. How do you continue to develop this part of the City? This plan is very short-sighted. I would like to see an overlay plan of how this part of town may be developed– when you create these bee-lines that scar the land with no thoughtful consideration of how this might look in 50 years. A Smart-Growth overlay of this area is needed before we consider the roadway.

Emily Morse – Shelburne Road is an example of that bee-line. It is a complete failure. Riverside Avenue project meanders, but doesn’t address problem and doesn’t solve anything. This does not get to a successful plan.

Gabriel Stadecker – You will never get human beings west of this road.

Mary O’Neil – I have had inquiries about potential for development in the area if the highway is completed.

Jay White – Agreed – we need to see a plan for how land could be developed, continuing a grid pattern, slowing traffic and offering opportunities.

Emily Morse – Shares experience of Springfield (Massachusetts) that segregated the community from the river when I-91 was built.

Gabriel Stadecker – we need a landscape precedent.

Emily Morse – What if roundhouse is the middle of a neighborhood.

Gabriel Stadecker – Yes, a park! You can’t see that roundhouse – it is invisible now. Will there be a sign pointing down, “You have just passed the roundhouse”? I want a 50 year plan, with development, before we sleeve a roadway through here. Look at current efforts at urban detanglement in urban centers. Boston is a case in point. Millions of dollars are being spent to undo this kind of work.

Jay White – Diagonal road move traffic faster, but creates a barrier – seriously limits the opportunity to develop any other functions.

Mary O’Neil – the railroad is the property owner west of this alignment.

Emily Morse – This plan has prioritized speed over dispersing volume.

Gabriel Stadecker – We need more fabric at the pedestrian level. What this does is solve one block and limiting potential for the entire area. There needs to be a vitality of commerce.

Emily Morse – This is short sighted to limit assessment by this committee to impacts to historic resources. We must discuss and prepare a plan to avoid or undo impacts of this proposed road.

Gabriel Stadecker – We need to assess any roadway with future growth plan. We have a priority of parking lots. This should be a strong urban infill concept.

Jay White – Benefit of future development is much greater than the proposed alleviation of traffic for one block.

Gabriel Stadecker – This [area] is the new fulcrum of the town. The Soda Plant is the bridge between a softening downtown and the strengthening South End. This is the tipping point. These are the most critical blocks in Burlington's future development right now.

Jay White – Waterfront! Downtown! Walkable! Everything developers want is here.

Emily Morse – Battery Street offers what we want; walkable, bike-able, has successful aspects.

Jay White – Even South Champlain Street.

Emily Morse – And St. Paul Street.

Jay White – There would be a demand for the properties in this area. Cove Alley!

Emily Morse – Preserving what we have, not through marked listing as historic properties, but we aren't just dumping cars into the area. There is such potential and opportunity here.

Jay White – an overlay of grid pattern with development plan is needed.

Gabriel Stadecker – We don't need to define the geometry of the streets. But we need to see:

- utilities

- landscape, visual corridors,

- plans that co-exist with built environment and infrastructure.

We need to preserve the ability and opportunity for smart growth, which is a priority BEFORE looking at a roadway corridor. This plan may have been so long in the making, urban design standards have shifted to different priorities.

Mary O'Neil – to summarize this conversation, the Historic Preservation Review Committee does not endorse the preferred Alternative 1B, and finds that its implementation would have negative impacts on growth patterns and portend to solve one problem (traffic on Pine Street) without a much needed, 50 year development plan for the area.

Jay White, Gabe Stadecker, Emily Morse agree. Mary and Gabe agree to draft a response to the overall REP project group.