Burlington Town Center Redevelopment
Frequently Asked Questions
Prepared by the City of Burlington
Updated May 27, 2016

What information is available to help residents evaluate the proposed project?

The following page on the City's website includes the Predevelopment Agreement approved by City Council; past presentations, reports and studies generated since the public process regarding the project began in November 2014; and upcoming public meeting dates where the project will be discussed. The website can be accessed at: www.burlingtonvt.gov/btvmall

How can I share comments that I have about this project?

The BTC Mall Redevelopment page on the City's website includes a comment form, where input about this project can be submitted at any time. The page also includes information about upcoming public meetings that you can attend to share your comments during the public forum. As the City receives questions and comments on this project, this FAQ document will be updated. www.burlingtonvt.gov/btvmall

How has input from the community impacted the proposed project?

For nearly two years, the mall owner has worked with residents and the City to discuss the elements of a successful project, and plans for the mall have evolved based on the community's input. City Council approved a public-private partnership with the mall owner, to include a robust public process, in late 2014. The owner shared initial plans for the mall in January 2015, followed by presentations to NPA's, City Council and other City committees. In February, a multi-day workshop engaged hundreds of residents who shared 400 comments on the project. This input was reviewed in a public meeting in April 2015, and revised plans were presented in May 2015.

Following months of design revisions, feasibility analysis and discussion with the City about the development agreement framework, hundreds turned out during two public events in January 2016 to review the most current plans for the mall. In March and April 2016, the mall team attended several City Council meetings to answer questions about the design, program of uses, and community impacts/benefits. A Predevelopment Agreement was released on April 20, 2016, and following some modifications, was approved by City Council on May 2, 2016. To see more details on the public process, please visit: www.burlingtonvt.gov/CEDO/Public-Process

Based on community and Development Agreement Public Advisory Committee (DAPAC) input, the City has continuously advocated for modifications to the proposed plans in order to meet these key recommendations from the public:

- ***Create clear north/south and east/west connections through the mall***—Initial designs for the project showed only St. Paul St. re-opened to traffic. After much public interest, and

the subsequent urging by the City, the proposed project now includes full public streets at St. Paul and Pine Streets.

- ***Include a diversity of housing types (price points, targeted demographics, size) in the project***—Inclusion of a significant amount of housing has been one of the City's and public's highest priorities. 20% of the units will be permanently affordable, 30% of the units may be master leased by Champlain College, the remaining 50% will be available at market rate, including a mix of unit sizes from studio to 3 bedroom. Further consideration of "workforce housing" and ownership opportunities are still ongoing.
- ***Build public green space with a view of the water***—An earlier iteration of the project included a rooftop park; however, residents and the City did not feel that it would be an effective community space that the public should help pay for. Now, the project includes a smaller rooftop green space that will benefit the project's tenants, and instead includes a green roof system which will significantly improve stormwater management in this part of downtown. Also, based on great interest by the public, the proposed project now includes a top floor rooftop observation deck that will be accessible to the public with views of the Lake.
- ***Activate Cherry and Bank Streets with street level uses***— The mall owner has indicated that the proposed plans "turn the mall inside-out," with retail uses lining Bank and Cherry streets, and the architect's conceptual renderings of the streetscapes can be found here: https://www.burlingtonvt.gov/sites/default/files/CEDO/Files/btvmall/BTC%20Technical%20Review%20Set%2012-23-15%20to%20post.pdf *(Please note, this is a large file that will take time to load, and the images begin on page 26 of this document).* Additionally, the proposed Zoning Amendment includes language that requires street level activation, entrances and windows at defined intervals, and high quality design that enhances the pedestrian environment.
- ***Create a parking plan that shares parking and integrates the city-wide parking management plan***—Parking demand has been calculated using shared-parking calculations, and the proposed 925 space parking structure has been designed accordingly. The City retained an independent parking professional who validated the owner's parking projections. Additionally, the proposed Zoning Amendment includes language requiring the property to participate a downtown parking management program should one exist.
- ***Provide retail options that are diverse and include affordable options, both national and local***—The owner has indicated an intent to include a mix of retail options, but the programmatic pieces are still unknown to an extent. Thus far, the owner has demonstrated an ability to work well with local businesses, and also attract national companies like L.L. Bean.
- ***Include civic spaces and public spaces available for events, rentals, etc.***—In addition to the publicly accessible rooftop observation deck, the proposed plans include a ± 5,000 Sq.ft. public space.
- ***Incorporate walking and biking infrastructure in all elements of the plan***—The public streets at St. Paul and Pine will incorporate walking, biking and vehicular modes of transportation. The Predevelopment Agreement indicates that the proposed project will

include covered bike parking, and the owner has been working with Local Motion to incorporate recommendations on how this project can serve as a bicycle hub for downtown.

What has changed regarding the Pine Street Connection since the January 5 public meeting?

The City team has worked diligently to address concerns regarding the Pine Street connection as shown in the January 5, 2016 public presentation. In response to public calls and technical review findings for more robust and functional connections for all travel modes and for a more enduring, significant and activated public realm, the predevelopment agreement approved by the City Council on May 2 features a full, 60-foot wide public right of way on the western edge of the project. Similar to St Paul Street, the connection will reunite the north and south sides of Pine Street. While additional technical work remains, it appears the street will be able to have the full "complete street" functionality for vehicles, bikes and pedestrians without any underground tunnels. It will include street trees, landscaping, pedestrian amenities and green stormwater elements.

Why isn't the parking proposed to be underground, which could potentially reduce the proposed building height by three stories?

Both the City and the mall owner would much prefer to put the parking underground, and the original plans called for just that. However, after further analysis, it became very clear that it would be much too expensive, in a way that would significantly threaten the viability of the project, and would significantly disrupt downtown and nearby property and business owners. For the mall owner's perspective on this, see the FAQ document prepared by the Burlington Town Center mall team: https://www.burlingtonvt.gov/CEDO/BTVMall/FAQ

What are the next steps in the process to review and approve plans for the proposed project, and how can the community be involved?

Following the May 2 approval by the City Council of the Predevelopment Agreement, a proposed Downtown Mixed Use Core (DMUC) Overlay Zoning Amendment was delivered to the Planning Commission at its May 10 meeting. It is anticipated that this proposed amendment will be on the Commission's agenda for the next several meetings, before the Planning Commission could refer the amendment back to the City Council. When it's received, the Council would review the change in a first reading, refer it to the Council's ordinance committee, and then take a final vote following a second reading. Planning Commission Agendas are posted online at the following link and each meeting includes a Public Forum, during which comments on this project are welcomed.

A "sketch plan" for the project will be reviewed at the Conservation Board on June 6, 2016 and at the Design Advisory Board (DAB) meeting on June 14, 2016. The Development Review Board will hold a "special meeting" to review the plans on June 28, 2016.

Links to agenda materials for the Planning Commission, DAB, DRB and Conservation Board can be found online at: https://www.burlingtonvt.gov/PZ/Boards-and-Commissions

The City is also in the process of preparing a Development Agreement, which must be reached within 30 days of the zoning change. The Development Agreement would further refine the public and private commitments to the project.

Why is a Zoning Amendment being requested and why has the City agreed to consider it?

The proposed project includes a comprehensive mix of uses and community benefits that were envisioned first by the *planBTV Downtown & Waterfront* process, and reiterated by Burlingtonians over the past 18 months. In order to accommodate these elements on the site, the mall owner has requested the ability to develop a project with a maximum height of 160 feet. The City has agreed to advance the proposed Zoning Amendment to enable the redevelopment of this key site within our downtown, and to ensure that the many elements identified as important to the City in *planBTV* and in public discussion around the mall site are incorporated into ANY project that might be proposed within this area of downtown.

What impact would the proposed Zoning Amendment have on the development potential for the mall site?

Under the present zoning, a project on this site would be permitted to reach 105 feet in height and an 8.5 Floor Area Ratio (FAR) in building mass by utilizing bonuses, along Cherry and Bank Streets. Along Church Street, maximum building height is 38 feet.

The proposed DMUC Overlay, which applies to portions of the mall site and several adjoining parcels increases the maximum height to 160 feet and 9.5 FAR in mass without utilizing bonuses. Projects within the DMUC that have frontage on Church Street will be permitted to reach a maximum height of 45 feet, and must step back by 10 feet for every 10 feet in height above 45 feet.

Furthermore, the DMUC will include prescriptive design standards for façade articulation, materials, street activation at the ground floor, and gradual reduction in upper story floor size in order to taper building mass as the height increases. Finally, the DMUC includes requirements for: a master sign plan; the placement of parking, parking entrances and parking screening; and green buildings.

Is a 14-story building the right scale for Burlington?

The mall site was explicitly identified in *planBTV Downtown & Waterfront* – the City's official Municipal Development Plan – as a unique section of the City where larger buildings should be considered in order to meet City needs:

> "There is a significant unmet demand for housing throughout the city (as discussed in the Housing Nut). This is particularly true for affordable and moderately-priced housing downtown. Downtown workers, young professionals, and empty-nesters all want to live close to where they work, shop and recreate. With undeveloped air space above the mall, and a relatively high and flat area of the City that has little impact on prominent views, this quadrant of the downtown is well suited for larger residential structures. The plan suggests

the addition of larger residential, mixed-use buildings by redeveloping underutilized parcels, essential for addressing citywide housing needs, reducing traffic congestion and parking demand, and supporting the continued vitality of our downtown economy." (p. 108)

In addition to the goals of *planBTV Downtown & Waterfront*, other city land use and development policies have long encouraged dense, mixed-use downtown development with expanded housing options where people work and can utilize non- single occupancy vehicle (SOV) trips for other necessities. And, targeting major new growth in our downtown core helps implement the Regional ECOS plan goal for 80% of new development to be in areas already served by infrastructure.

A 14 story building would be 3 stories taller than Decker Towers, the City's current tallest structure. The proposed zoning amendment requires a number of design and massing features for developments within the overlay area to ensure that the impact of this height is minimized from a pedestrian's perspective, and from many of the viewpoints around the City. Furthermore, the Predevelopment Agreement for the BTC Mall includes design modifications proposed by the City's Technical Team to help further reduce the visual impact of the proposed project by creating more variation in the building's massing on its upper stories.

Is a zoning overlay district that applies to the mall site "Spot Zoning"?

No. "Spot Zoning" is an often cited, but frequently misunderstood term. In addressing questions regarding what actually constitutes spot zoning, the VT Supreme Court has used a four-part test that includes whether the change is for the benefit of the community, or only a particular landowner, and whether the change complies with the municipality's plans.

The proposed zoning overlay district (illustrated here: https://www.burlingtonvt.gov/sites/default/files/CEDO/Files/btvmall/Exhibit%20D_Burlington%20Town%20Center%20-%20Predevelopment%20Agreement.pdf) addresses the Supreme Court test in several respects. In June 2013, Council unanimously adopted the *planBTV: Downtown & Waterfront Master Plan* as part of the City's official Municipal Development Plan. This plan specifically identifies the Burlington Town Center as a location with redevelopment potential, and where significant mixed use was desired—and long before the current owner of the mall was ever involved. This project, as envisioned, will provide significant benefits to the community by re-establishing north-south streets, and creating new jobs, housing opportunities and tax revenues. Also, the proposed zoning overlay impacts properties owned by multiple owners.

Doesn't this zoning change signal to other developers that they can ask to build 14-story buildings in other parts of the City?

No, the zone for higher buildings is focused on only a small portion of the downtown in which additional height would be considered appropriate. Further, in its work over the past two years, a separate City Council and Planning Commission, the Form-Based Code Committee [right term] has reaffirmed the current height limits for the areas of the downtown surrounding the proposed overlay zone. While others may ask the City to consider a zoning amendment, the

City's land use and development policies currently only support large buildings like this in the core of the downtown, and within the UVM core campus on the hill. **Any** zoning change must follow the public and statutorily defined process for amending the City's municipal plans and regulations.

Isn't the City already working on a new zoning code for downtown? How does the proposed zoning amendment impact that work?

The City has been working on new zoning regulations for the downtown and portions of the waterfront for the past 3 years as part of our implementation of planBTV. Known as 'form based code," these proposed regulations provide greater detail and clarity on the City's expectations regarding how new development fits within and benefits our downtown. These regulations go beyond the current limits on use, height and mass. They prescribe a comprehensive set of urban design standards regarding things like the location of the building and parking on the lot, relief and setbacks across a building façade, the amount and transparency of glass, and the types of materials used. The intent is to ensure that new development fits well into the downtown, makes efficient use of the site, and activates the street for pedestrians. While this process is very close to completion, it is not expected that these regulations in their entirety will be in place in time to be applicable to the redevelopment of the Burlington Town Center.

However, a great deal of work has been done to consider the appropriate urban design standards for downtown. The proposed zoning amendment includes several of the most important elements of the proposed form base code. Examples include the horizontal and vertical articulation of the façade; setbacks and tapering of the height; proportion and transparency of glass at the street-level; the location, frequency and operability of entrances; and, acceptable façade materials.

Why doesn't this project have to go through Act 250 Review? How will the City ensure the appropriate level of scrutiny?

Downtown Burlington is a Vermont "Designated Downtown," which affords the City, and property owners developing projects within the designated area, assistance to support revitalization efforts. One such support is that qualified mixed use housing projects are exempt from Act 250 review.

However, the Development Review Board (DRB) will still be required to review this project under the City's Major Impact Review Standards, according to Sec. 3.5.6 (b) of the City's *Comprehensive Development Ordinance*. This requires the DRB to consider a range of potential environmental and community infrastructure impacts that could result from the project's development. The Major Impact Review Standards can be found on the City's website here: https://www.burlingtonvt.gov/sites/default/files/u119/20160331%20ART03-Applications.pdf

What about the 3D model?

In the Predevelopment Agreement approved by City Council on May 2, 2016, the mall owner committed $16,000 to have a model built to assist the community in its evaluation of the project. The City is making arrangements to have this model constructed based on feedback from the Planning Commission. For more details about this issue, see the FAQ document prepared by the Burlington Town Center mall team: https://www.burlingtonvt.gov/CEDO/BTVMall/FAQ

Why would the City invest nearly $22 million in public TIF funds in a private redevelopment project?

This project is a public-private partnership where the City and the developer are working together to redevelop an important site in our downtown. In this partnership the City is committed to paying for only the public, municipally-owned infrastructure including the construction costs for and ownership of St. Paul and Pine Street as new streets, subsurface utilities, and for streetscape improvements to Bank and Cherry Streets. The City has not committed any public funding to any of the private elements of the project.

This infrastructure will be entirely paid for by new tax increment generated by the new private investment in the mall property. These public improvements are long-standing goals of the City and if they were not being paid for by the new taxes generated by the mall investment the City would need to fund the Bank Street and Cherry Street improvements from other public sources.

Reconnecting St. Paul and Pine Streets to restore north-south connectivity, and the activation of Cherry Street to connect Church Street to the Lake are two key goals of planBTV Downtown & Waterfront and were important elements in the public discussion of this project. Without the City's investment in these public improvements using TIF, the public improvements likely would not be included in the project, and the project itself would likely occur in a significantly different or less desirable way than proposed.

What is TIF?

TIF stands for Tax Increment Financing, an economic development tool used by cities and states across the country. TIF is a mechanism to capture the net new (incremental) taxes that are generated within a district when a property is redeveloped, and to use those revenues to help finance public improvements critical to the success of the redevelopment. In the proposed BTC Mall project, new taxes generated by the redeveloped mall will be used to repay debt the City will incur in order to construct streetscape improvements on Bank & Cherry Streets, and to purchase and construct new streets at St. Paul and Pine Street. Before the City incurs any debt for these public improvements, Burlington voters must first authorize City Council to approve the use of the increased tax revenue and, in so doing, pledge the credit of the City to repay the debt for these improvements.

How will my taxes be impacted by this project?

Because the City proposes to use TIF to repay the debt for improvements to St. Paul, Cherry, Pine and Bank Streets, that this project will not result in an increase in taxes for Burlington

residents. Rather, this TIF investment potentially saves other taxpayers from needing to fund long-desired public infrastructure investments on Bank Street and Cherry Street. Further, the redevelopment of the mall site will generate enough additional tax revenue to not only cover the City's annual TIF debt payments, but also contribute additional tax revenue to the General Fund.

Burlington Town Center's Answers to Questions about the Redevelopment

As you know, there have been many public meetings and City Council sessions on the proposed redevelopment of the Burlington Town Center mall. But many Burlington residents have let me know that it can be difficult to get a handle on all the details, especially as things change, and I know that it takes time to come to public meetings, review written material and plans, etc. to stay up to date. I also know that while a good number of people came out to support the project at the City Council during its deliberations of the Predevelopment Agreement recently, many others came to express concerns or have posted questions or criticisms of the project since that time. Therefore, in an effort to provide the most accurate information and images here are answers to questions I've heard; if you have other questions you want me to address, post them or contact me directly at dsinex@devonwoodinvestors.com. We will continue to answer your questions, and address your concerns.

Where are the plans and presentations for this project posted?

The City of Burlington has a dedicated webpage where all of the public presentations, documents, and plans can be reviewed https://www.burlingtonvt.gov/CEDO/BTV Mall Redevelopment Process
Here you will find:

- Photos visualizing the project from key locations selected by the City;
- A 3D animated "fly through" model and animated sun studies.

All of the public forums are also summarized on this webpage, and all the slides presented by the BTC Mall team at these meetings are posted too. You will also see the City's presentation on the its design assessment, including its conclusion that the project massing and program overall fit with the City's downtown development policies (like planBTV) and current context, and that the zoning should be changed accordingly. Improvements and refinement of the façades and architectural interest consistent with new proposed zoning will continue in anticipation of any permitting approval.
Going forward, the City plans to keep this page updated throughout the Planning Commission and Development Review Board approval processes so that City residents have a single place to look for the most up to date material on the project.

Why is the project proposed to be 14 stories/160 feet high, more than the up to 105 feet of height currently allowed?

Many residents agree that the current mall building is a low, monolithic, awkward, inward facing waste of central downtown space. In designing the project, the owner has wanted to be responsive to what people desire for this portion of the downtown as expressed through the planBTV process and the many public forums and design meetings for this project. The public's input has caused the owner to change the project in many significant ways. The owner is proposing the project as designed to be responsive to the community's desire for a lot of different mixed uses and to maximize the potential of this site to serve many interests. In order to build the maximum amount of mixed income housing encouraged and allowed by the state's Priority Housing permitting law; add the office and commercial spaces demanded by the smart growth marketplace; affordably provide the needed parking without digging into the likely contaminated soil on the site; and turn the inside retail shops out to the street all while returning two

streets to public use, the project needs to go higher than current zoning. A great deal of time has been spent discussing the project's mix of uses and its height. The project is in a part of Burlington where 105 feet of height is presently allowed and there are already several tall buildings. PlanBTV calls for more density and greater height than currently allowed in this limited core downtown area to support housing and growth. The City's technical team has agreed that the project's proposed massing and uses are appropriate for this area of the City. Only 40 percent of the site is proposed to be built to the highest total allowed height because the building will be stepped back toward the center to help mitigate the feel of the height and shadows while providing roof space for storm water controls, outdoor tenant access, and good interior lighting. The photo views show that because of the topography of the City and many preexisting buildings the project will be well screened from many key locations, minimizing the impact of the proposed height. The permitting process will be an opportunity to refine the project materials and the look and feel of the façade through architectural features. If the project were not permitted to build at the proposed height, it would lose important uses (housing units, office space, etc.) and harm the project feasibility.

Why isn't there a physical 3D model we can look at?

The property owner heard the many public comments on this subject and responded to it by agreeing to give the City $16,000 so the City can commission a physical 3D model, eliminating concern expressed about the owner preparing the model. This is in the Predevelopment Agreement approved by City Council. Physical models are not often used any more in preliminary designing; more advanced photo realistic images and animated computer models are often far more helpful in evaluating a project. That's why the owner provided more than three dozen City selected photo views of the project and a 3D fly through of the project, using the City's own digital topographical model to ensure its accuracy.

I heard the City is going to bond for about $21M through Tax Increment Financing (TIF) to pay for the public streets and related improvements for this project – why should the City pay anything for this private development, and why use TIF?

The City is using this unique redevelopment opportunity to reacquire land to restore St. Paul and Pine Streets, both of which were lost to urban renewal more than 40 years ago. The City convinced the property owner to do this after hearing many residents call for restoration of the streets, and it will be a major benefit to Burlington. To pay for only the public streets and related improvements, the City will use a Tax Increment Financing (TIF) model which will use *increased property taxes generated by the project itself*, rather than other City taxpayers, to retire a special purpose bond for construction of these public improvements. This will mean that the redevelopment is not a financial burden on City residents and will leave general obligation bonding capacity for the City to address other critical infrastructure needs, on roads, at schools, etc. The City has been clear from the beginning that its support of the project is predicated upon fulfilling the planBTV vision, including street connectivity and streetscape improvements. The City will get its streets back, opening up important connections that substantially increase the desirability of this project for residents. The City's public streetscape infrastructure investment will be no more than $21 million, under a completion guaranteed maximum price contract, with the balance of the over $200 million project privately funded. These will be City owned, public streets. This investment means the project will have a 10% to 90% balance of public vs. private funding, conservative for this type of development. And while the City's TIF will pay only for the truly public aspects of this project, it is important to repeat that the TIF bond will be paid off by the developer's own

real estate taxes, not impacting City taxpayers. In other words, the TIF lets property taxes from *this project* pay for the public streets – rather than local taxpaying residents. This is not a project subsidy but instead a smart way for the City to reclaim this public infrastructure. Here are links to the City's own analyses of the tax payments and TIF impacts, showing that the City's revenue is better off if this TIF investment and redevelopment happen.

What protections are in place to ensure that this project doesn't end up like the hole in the ground in Newport, with the City and its residents left to clean up the mess?

This project uses a traditional debt/equity funding model with strong protections for the City and its residents. The funding for this project is the developer's own funds and that of additional financing sources such as life insurance companies and pension funds. These are lower risk investors that will insist on seeing financial sureties for the project and will require significant pre lease commitments. This is a difficult but important project; the owner understands that and agreed to the protections the City asked for in the Predevelopment Agreement:

- At the City's request, the owner agreed to provide underwriting/financial surety information to the City's expert.
- The owner will provide the City with its feasibility studies and provide money for the City to commission its own.
- The assignment clause in the agreement requires the developer to stay directly and personally involved.
- The owner also agreed to language that expressly requires financial surety for not only the public street improvements but also the private improvements.
- The owner agreed to clearly define "construction" to include "demolition" so the City can be sure that it will not be stuck with a hole in the ground.

Nothing will occur onsite until the protections the City asked for are in place.

How come the parking garage isn't proposed to be underground? It would help lower the buildings if we put the parking below grade.

The property owner looked into the feasibility of an underground garage. While the owner originally would have preferred to put the parking underground, unfortunately an underground garage will not work for both impact and cost reasons. It is estimated that a subsurface garage would require the excavation and relocation of approximately 234,000 cubic yards of soil (127,750 sq./ft. garage at 45 feet of excavation depth). Given the soils test results at adjacent sites such as the new Downtown Transit Center, we know that soils on this site likely will be considered contaminated and require careful management and appropriate disposal at solid waste landfills or other facilities. Excavation, transport, management, and disposal of this huge volume of material would cause significant project construction impacts. It would substantially extend the duration of the construction (approximately 9 months just for the required excavation transporting if done every day for 12 hours each day). It would require at a minimum approximately 19,500 truck trips to either landfills or other approved receiving facilities. It would also require an extensive and costly environmental assessment to pre characterize the potentially contaminated soil in place prior to construction or to identify a safe location in Burlington to temporarily stockpile the material while the necessary environmental assessment is performed to determine the

appropriate disposal options. The additional handling costs for removing, characterizing, trucking and appropriately disposing the soils is approximately $135/cubic yard (assuming it all exceeds the applicable soil quality screening standards), totaling up to $31 million. The additional construction costs to build an underground garage would also be substantial, estimated at $22 million extra hard costs to shore up the excavation and appropriately build a garage underground. That means the cost of an underground garage would likely be $53 million greater than the just over $20 million cost of the self-ventilating, above ground garage being proposed. This substantial additional cost and the significant impacts associated with excavation make the underground garage option untenable.

I heard that the developer wants to be able to close the public streets he's building for private events. Is that true?

No. The Predevelopment Agreement requires that developer deed the streets to the City as a part of this project. The City and developer will negotiate the circumstances when the new City streets can be temporarily closed for public events, such as festivals, street fairs, and art shows approved by the City.

Why is the developer saying that he needs to keep this project on track for permitting? He seems unwilling to slow down the review process for this project even though it will have a lot of impact on the City.

There has been an almost two-year public process on how to redevelop this important downtown site, with substantial input from the public and the City. There are still a number of critical steps to fulfill – such as zoning, permitting, final development agreement approval, and a public TIF vote – to make this project a reality. But if the project is not completed on time, UVM Medical Center will be forced to find space elsewhere for the offices it seeks to lease; there are no other suitable sites in Burlington. This means jobs will leave downtown, costing the City vibrancy and revenue. The owner also needs to move forward with this project in order to actually secure (and keep) other tenants and lenders. The schedule agreed to in the Predevelopment Agreement should be achievable and reasonable; further delay beyond that schedule puts the project at significant risk.

Is the project going to be built in a responsible, energy efficient and environmentally sensitive way? It is such a large project – will it have negative environmental impacts?

The project will be built to LEED Gold standards and the developer will diligently seek that certification. The project will incorporate solar and energy efficiency measures (and will continue to evaluate whether other ideas – such as geothermal or waste heat – could be used). The project will incorporate storm water treatment systems that will *improve* the City's Combined Sewage Overflow problems, even though it will have more users onsite for wastewater. By leaving soils in place, the project will not risk any impacts from excavation. Building more densely on this 4-5-acre underutilized downtown site as proposed, rather than building the same uses in a suburb, will save open space and allow for better long term energy savings, by creating a hub of activity right downtown so residents and visitors can avoid driving.

What balance of housing is proposed for this project (inclusionary, market, student, unit size, etc.)?

20% of the apartments will be permanently inclusionary under City rules. Up to 30% of the apartments will be available to be leased under a master agreement with Champlain College. The balance of the apartments will be available at market rates. The owner expects most of these to be rentals but will continue to evaluate whether some can be made available for ownership. The units will be a mix of sizes, efficiency through 3 bedrooms, determined as final designs are put in place and will meet the size standards set by the City for inclusionary units.

What are the rents expected to be on those inclusionary units and how long will they remain a part of that program?

The inclusionary units must remain permanently available only to income qualified renters. By City rule, that means they are available to households with annual income that is 65% of median adjusted for household size. (Sec. 9.1.12 of comprehensive development ordinance). "Affordable" is defined by the federal Housing and Urban Development agency to mean that the total cost of housing, including rent and utilities, does not exceed 30% of the household's gross annual income.
In calculating rents, the following relationship between unit size and household size apply:
Efficiency units = 1-person household
One bedroom units = 1.5-person household
Two bedroom units = 3-person household
Three bedroom units = 4.5-person household
Four bedroom units = 6-person household
(Sec. 9.1.12 of comprehensive development ordinance)
Based on the above, here are the calculations for the total monthly cost of housing (rent plus utilities) for each of these size apartments based on the 2016 HUD income limits:

Unit Type	Household Size	Median Income Adjusted for Household Size	65% of Median	Annual "Affordable" Housing Cost	Monthly "Affordable" Housing Cost
Efficiency	1	$58,833.33	$38,241.67	$11,472.50	$956.04
1 bedroom	1.5	$63,083.33	$41,004.17	$12,301.25	$1,025.10
2 bedrooms	3	$75,666.67	$49,183.33	$14,755.00	$1,229.58
3 bedrooms	4.5	$89,400.00	$58,110.00	$17,433.00	$1,452.75
4 bedrooms	6	$108,600.00	$70,590.00	$21,177.00	$1,764.75

It seems like housing students in a significant number of the apartments, rather than other residents, is not a good thing for the City – why does the project include a proposed Master Lease with Champlain College?

This is to assist in the City's own strategy recommendations in its "City of Burlington Downtown Housing Strategy Report May 2014." The Executive Summary (page 7) recommends that the City "*encourage development of student housing on strategic downtown sites to free up existing housing inventory for other market segments*. The economic and social benefits flowing from the historic mix of downtown residents across age and income has been disrupted by market pressures on many downtown neighborhood streets. *Making available key public sites for production of purpose built student housing to serve UVM and Champlain College students will free up opportunities to re balance*

impacted neighborhoods for families and other segments of the residential population."
The City Council unanimously approved the administration's Housing Action Plan in October 2015, which also includes the recommendation III (1) on p. 8 that states: "*Over the Next Five Years, Create Approximately 1,500 New, Well Managed Student Housing Beds On Campus and in the Downtown to Create a Better Balance in Our Community:* Meeting this goal will reduce the number of students living off campus in Burlington's historic neighborhoods by approximately 50 percent and restore a better balance to many of those neighborhoods. The City will not use public resources from the HTF or other sources of affordable housing creation to subsidize new student housing. Of the 1,500 beds, approximately 300 are accounted for by Champlain College's Eagles project, 300 are accounted for by UVM's redevelopment of the dormitories being rebuilt as part of the hospital expansion project (which will result in a net increase in on campus beds of that amount), leaving approximately 900 beds to make the goal. The City will take care to ensure that these new beds are created either on campus or in a way that does not distort the vibrant life of the downtown for all residents" The owner did hear the concerns about the amount of student housing in the project, and cut in half the original number of units Champlain College had expressed interest in. The 80 units approved for a master lease arrangement by the City Council is about 30% of the total apartments. The owner also agreed to give the City a review of the arrangement after a 15-year initial lease. Champlain has a history of managing student apartment rentals well and it would be a good thing for Champlain to be able to put upperclassmen right downtown. A significant master lease like this also would make the project easier to finance and that's a good thing for the overall project success. The City Council insisted, and the owner agreed, that the only master lease for student housing for this project would be for up to 80 units with Champlain College.

What about the impact on City services from this project?

This project has already started technical review sessions with City departments to address this question, and will go through Major Impact Review as a part of the permitting process, during which every relevant City department will be able to weigh in on these issues. Storm water handling and Combined Sewage Overflow events will be improved by the project. Streets will be opened, and the owner will conduct a traffic study as a part of permitting. The project will increase the tax base significantly. The owner believes that the project will be a major net benefit for the City and its services, but expects to go through that analysis thoroughly as required in the permitting process.

Won't construction of this project be a real disruption in the City? How will other merchants, residents and visitors be protected from these impacts during construction?

The project will be phased in order to help minimize disruption to surrounding merchants and residents. The good news is that there are currently no streets traveling through the project, and so the owner will be able to erect construction fences and do the bulk of the construction job with relatively minimal direct disruption. The Church Street side of the project, from St. Paul to Church, will not be touched at all in Phase I, and therefore the daily activity on that street will not be interrupted. At the City's request, a provision was added to the Predevelopment Agreement requiring the owner to work with the City on communications regarding construction disruption and on minimizing displacement of current tenants of the mall.

What are the economic benefits to the City, region, and state from this project?

The project has specific benefits to the City, including:
• More jobs: 900 direct and indirect construction jobs; 1,300 hundred permanent jobs
• Economic activity each year estimated at $190 million
• Additional City real estate taxes of approximately $3.3 million, plus increased sales, rooms & meals taxes
• A stronger retail base to improve all the City, rather than slowly shrinking retail in obsolete space
• Much needed downtown rental housing of mixed size and income type, including 20% inclusionary and market rate housing important to help Burlington's economic growth
• Newly reconnected streets to help restore the downtown grid and enliven the corridor between Church Street and Lake Champlain
• New offices so UVM Medical Center can keep jobs downtown, and so can other large institutional employers that otherwise have options only outside of downtown Burlington.
Here is the economic impact study commissioned by the owner from UVM Professor Kevin Chiang. The owner has also agreed that the construction jobs will have livable wages. Construction jobs will be offered to local, qualified workers, and the owner will participate in job fairs and training programs. The owner has said that this project has to work for the City, and recognizes that these labor commitments are important to show that. This project will bring jobs, activity and economic growth – beneficial for residents and visitors alike. There will be jobs at this project for a range of skills and backgrounds, from construction jobs skilled and unskilled, to maintenance, tech, retail, service/administrative, management, food preparation, and office jobs of various types.

Why do you expect that the redevelopment will actually *improve* not hinder Burlington's sewer system operation and storm water capacity?

The City of Burlington has more than sufficient sewer capacity to handle the added day-to-day wastewater that is expected by this redevelopment – and the redevelopment will actually *help* the City manage its storm water capacity. It is important to understand this 40-year-old development currently has no storm water systems at all – instead, storm water runs off unimpeded from this nearly 5-acre site onto adjacent streets and into the City's sewer system. Anyone who has been in downtown Burlington during a torrential rainstorm knows what happens – the sewer system cannot handle the increased water volume and some of our streets flood. Meanwhile, the lake is harmed because the City has to release wastewater to keep its treatment plant operational during these storms. The new development will incorporate modern systems and best management practices to help gather and hold storm water during a downpour, reducing the number of Combined Sewer Overflow events and improving the City's ability to withstand heavy rains. The developer's environmental engineers, Engineering Ventures, prepared this short summary at the City's request last March to explain the existing conditions and the expected improvement. Here is their report:

"Staff from Engineering Ventures have met with State staff and regulators to discuss the project on February 3, 2015 and February 4, 2016 to review the project. Meetings were also conducted with City of Burlington DPW staff on March 10, 2015 and February 10, 2016. During these

meetings, existing and proposed wastewater and stormwater management were discussed as follows:

Existing conditions:
Currently the Mall site is essentially 100% impervious and there are no onsite stormwater management systems in place. There is a separate stormwater system in College Street that handles some flow from just adjacent to the Mall on Bank Street. Wastewater and stormwater from the existing Mall site discharge mostly to the City combined sewer (wastewater and stormwater) system which is treated at the Main Wastewater Treatment Plant (MWTP). During rain events, the combined sewer system can reach or exceed capacity and the MWTP may be unable to treat all of the flow, resulting in combined sewer overflow (CSO) discharges.

Proposed conditions:
The City has made clear its goal of improving stormwater flow from the site in this project to offset increased wastewater discharge and reduce CSO discharges. The proposed uses at the site will result in an increase in wastewater discharge to the Burlington combined sewer. Several stormwater management strategies have been discussed with the goal of offsetting the increased wastewater discharge and reducing the peak rain event flows to the combined sewer system, thus reducing the combined sewer overflow occurrences at the MWTP. Stormwater management strategies discussed include traditional attenuation of stormwater (storage of rainwater in tanks and other structures with a slower rate of discharge), Low Impact Development stormwater systems (tree wells, rain gardens, green roof, infiltration practices, etc.) that would attenuate or reduce discharge (by infiltration or evapotranspiration of rainwater) and the potential to shift stormwater discharge locations to balance flows and capacity.

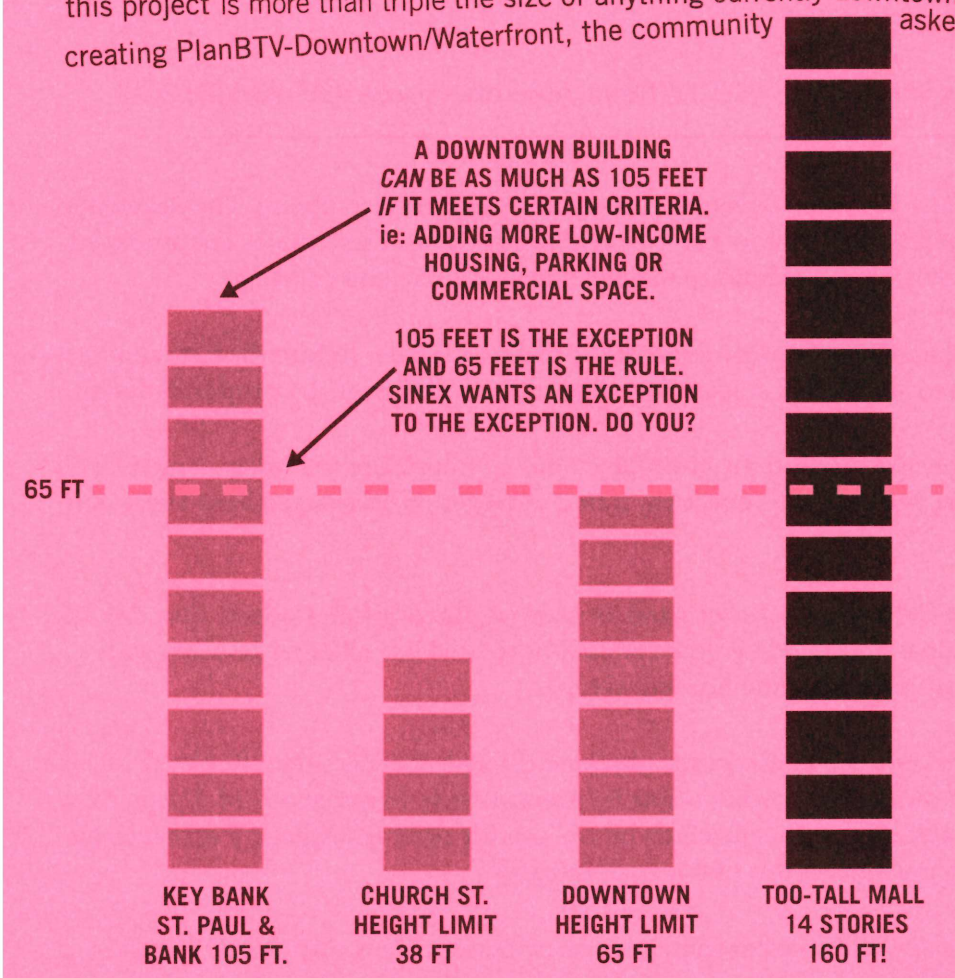
In summary, the project team has committed to upgrading stormwater handling on site by utilizing stormwater Best Management Practices (BMPs) that will reduce the rate which stormwater is discharged from the site, more than offsetting the increased wastewater discharge that will result from the increased uses proposed in the project."

An explanation of

DOWNTOWN BURLINGTO
BUILDING HEIGH

The Coalition for a Livable City has been working hard to share information and bring the public up to speed the issues that concern us about Don Sinex's mall project and the fact that our city councilors have passed a pre-development agreement despite the fact that much information is still unknown and current zoning does not allow for the height of this building. Sinex is requesting an exception which some call "spot zoning". Spo zoning is illegal, and would set a dangerous precedent. At **14 stories and a mass of more than one city block**, this project is more than triple the size of anything currently downtown. During the two-year public process of creating PlanBTV-Downtown/Waterfront, the community asked for human-scale buildings.

This is not human-scale.



"Building height varies depending on side is measured, and whether roofto mechanical equipment and features s as solar panels are taken into conside Stories are not standardized. A buildi higher ceilings and fewer stories migh up being taller than a structure with ceilings and more stories. For these r height limits are often formulated wit maximum number of feet as well as consideration of stories."

Seven Days, June 2015

"When City Council was debating hei there were many public meetings and did not want 105 ft [height that inclu special bonuses]. Council pushed tha height, called it a compromise."

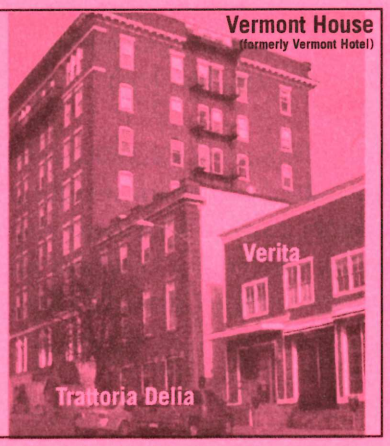
Lea T., Burlington Resident

Get involved. Write to City Councilo
www.burlingtonvt.gov/CityCouncil
Write to Planning Commissioners:
www.burlingtonvt.gov/PZ/PC/Memb
Come to city meetings and speak du the public comment period.

From PlanBTV pages 37, 42

"Scale relates to the size of buildings in relation to ourselves and the world around us. Human scale is what feels comfortable to people. Both short and tall buildings—**like those pictured here**—can be human scale, and having this variation is important. The proportions of doors and windows, the height of each story, and the relationship between details of the building all impact whether a building is at a scale that feels right to a person"

Of the public polled **less than 15-20% were dissatisfied with the scale of buildings** on Church Street and downtown. That means **a great majority of people like the scale of our city as it is** — honoring our natural assets — lake and mountain views.



Planning Commissio

June 9th, Thursday Police Station, wor session with short public comment pe

June 14th, Tuesday Police station, regu public comment pe

July 6th, Wednesda Contois, **Public Hea** City Council at Cor

July 11th, Monday

Locations/times subject to

Coalition for a Livable City: Position on the Town Center Project

- The developer wants to wrap his project in a specially-designed zoning district; this is spot zoning. We that the City reject spot zoning.

- We do not know anything about this developer and no agreement should be signed with him before his viability and credentials have been responsibly vetted.

- The requested zoning change, up from 65 feet from the absolute highest allowable with bonuses, allows foot buildings, twice the height of the Hotel Vermont and eleven stories above much of the downtow City must reject this height explosion and retain the heights established by Plan BTV just two years ag 105 feet.

- All new structures should be 100% Healthy Building/LEED/Platinum certified green, and meet the 20 energy challenge.

- Height, views, and shadow patterns affect the sunlit streets that pedestrians and retailers desire. The dev must present a physical scale model of his plan prior to any City action that shows these values are pro 3-5 stories is the optimal height for downtown buildings to maintain quality of life and character.

- The developer, and Plan BTV, admit the present configuration of the mall is a failure. Before the City s a new configuration, the public needs to see market studies that support the viability of any proposed

- The rationale for City support of this project rests on the affordable units of housing it will bring--a me of the total, with the possibility that he will default and just pay a fine. A better project would have eve be affordable.

- A pre-lease agreement with Champlain College puts 80 units and as many as 160 or more students into apartments on a segregated floor. Student housing downtown should be treated like all other housing annual leases at comparable rates in any portion of the housing complex.

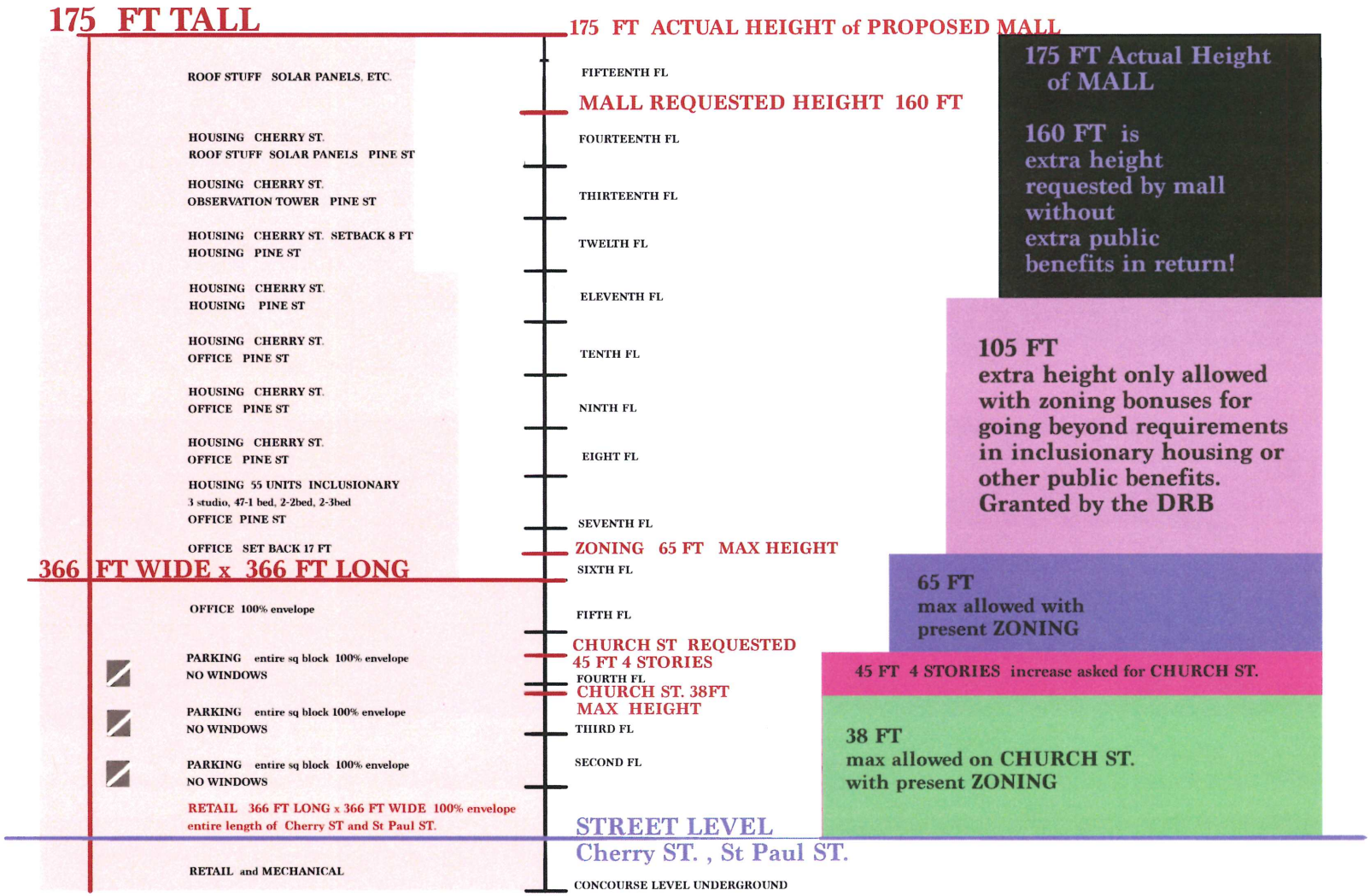
- The Town Center "superblock" includes two street footprints obtained through federal Urban Renewa funding and transferred to the mall. Now the mall owner wants taxpayers to give him millions of dolla TIF bond for the public use of these still-private streets which he will use for retail frontage and access apartment blocks and office. The City must reject this outrageous demand!

- The developer is able to avoid undergoing Act 250 environmental review because he is planning 274 un one unit below the 275 threshold. This is an avoidance in bad faith and should not be allowed, especia considering the fact that this development would be the highest building in the state of Vermont, with of 300 feet x 300 feet by 160 feet high.

- Sound city planning begins with a definition of Burlington as pedestrian friendly, architecturally-interes view-maximizing, a sunlit city of street cafés and locally-owned businesses. To get there we must prese lower building heights, expand pedestrian streets, reduce cars and visible parking lots, and add more m transit. Planning fails when it is a knee-jerk embrace of developer mega-proposals. If the City won't c course, the public must step in, demand change, and vote down any public subsidy for this behemoth!

CHERRY ST MALL BUILDING PROFILE

from St Paul St and Cherry St looking west.



NO WINDOWS ON THIS FLOOR.
Just slots for parking garage ventilation.

QUESTIONS:

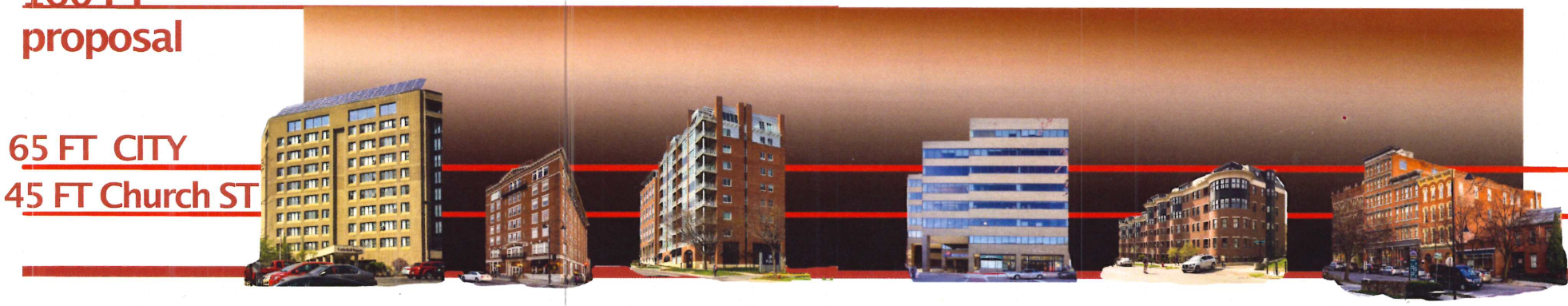
How many football fields can be put on the first floor?

Facebook: Stop the 14-story Mall
CoalitionForALivableCity.blogspot.com

©Coalition for a Livable City

Will the Proposed **NEW BUILDING HEIGHT OF 160 FT from original 65 FT** *allow BURLINGTON to still be a Livable, Lovable City with gorgeous views of Lake Champlain, and Sunlight on the Street?*

City and Church ST present and proposed zoning heights.*



100 Feet

Proposed NEW HEIGHT FOR DOWNTOWN mixed use core overlay

PLEASE CONTACT YOUR CITY COUNCILORS ASAP WITH YOUR IDEAS. https://www.burlingtonvt.gov/CityCouncil

Join our FACEBOOK page: facebook.com/Stop-the-14-Story-Mall-1711935382377782/

* downtown mixed use core overlay district DBTC

© Coalition for a Livable City

Date: June 22, 2016
To: Burlington Ward 4 & 7 NPA
From: David Armstrong, Planning Manager
Re: GMT Activities of Note, FY17

CCTA to GMT

- Chittenden County Transportation Authority (CCTA) has managed Green Mountain Transit Agency's (GMTA) rural operations since 2003. In 2011, the two merged into one entity. We are currently rebranding under one title, Green Mountain Transit (GMT), over all of our regions, both urban and rural. We hope to complete this rebrand by the Fall.

#7 North Ave Route Improvements

- Effective in late August, 2016, GMT will operate 5 additional peak hour North Ave trips. These additional trips will depart Cherry St/St Paul St at 7:00am, 7:30am, 4:00pm, 4:30pm and 5:00pm. These five new trips present no additional cost to Burlington or GMT, as these service hours will transition from several unproductive trips on the City Loop and Pine St routes.

Downtown Transit Center (DTC)

- The DTC on St Paul St. is progressing on schedule and on budget, and is slated for opening by September of this summer. Passenger amenities include an enclosed waiting area, partitions for wind/weather shielding, on platform passenger heaters, public restrooms and full-time ticket/information staff.

Automatic Vehicle Locating (AVL)

- In conjunction with the opening of the DTC, GMT will be launching a mobile AVL app for smartphones. This will enable knowledge of a bus's whereabouts in relation to a specific stop, free of charge.

Mobile Ticketing RFP

- GMT will be issuing a Request for Proposals for a mobile ticketing app. Such an application would enable smartphone users to buy a transit pass on their phone, then use their phone as their bus "ticket", eliminating the use of cash and/or paper tickets. As this is merely a RFP, GMT may or may not procure this technology, and if it is procured, a rollout timeframe is unknown.

System Redesign RFP

- GMT will be issuing a Request for Proposals for a complete system redesign. The aim of this study will be to take a fresh look at both urban and rural systems with an eye towards items such as more efficient scheduling of buses and drivers, more accessible routings, better connectivity between routes and regions, and so-on. This study will likely take the majority of FY17 to complete.

BRIDJ

- BRIDJ is a small company offering small scale transit to large-urban areas, (currently in Boston, D.C. and Kansas City). GMT, VTrans and BRIDJ are endeavoring to start a small-urban pilot project, which could connect areas such as the New North End to UVM Medical, etc. GMT, VTrans and BRIDJ are hopeful to get this off the ground in July of 2017.

GMT Downtown Transit Center

circa September 2016

(looking north along St Paul St, from Cherry St)

	Metric	Where is it Measured	Before Data	Target	After Data	Metrics for troubleshooting	What we're measuring	How it's measured
First 2 weeks = observe. If metric results are poor after 2 weeks, adjustments may be made to intersections. If metric results are poor after adjustments are made, the affected portions of the pilot project may be converted to the "before" configuration.	Intersection operations / side street delays		June - August 2015			*Intersection queues on any approach exceed the 95% threshold more than 5 times during the peak hour under normal corridor operations.	Level of service, queues	Count # of cars queued a intersections waiting for signal / to enter North Ave
		Rt 127						
		Ethan Allen Parkway						
		Shore Road						
		Killarney Drive						
		Saratoga Ave						
		Lakewood Parkway						
	Crashes / observational safety improvements		Will separate broadsides, rear ending, sideswipes etc. for 5-year average by month.			Severity or types of crashes increase	Frequency, type, location, severity, modes	BPD/BFD crash reports, unreported observations # of emergency vehicles
Working to define a threshold for acceptable vs. unacceptable change. If a threshold is defined, this will be included in the timeline shown for first 2 rows of metrics.	Travel times		August / September			Travel time increases are unacceptable	Length of time to traverse the corridor	Driving North Ave between Shore Rd - Rt 127 during AM / PM pea hour (+15 min. before/after)
		AM peak northbound	1:53 min.					
		AM peak southbound	1:50 min.					
		PM peak northbound	2:01 min.					
		PM peak southbound	2:11 min.					
All metrics to be considered within the overall corridor benefits / challenges, assessing what tradeoffs and changes are acceptable.	Traffic speeds		June - August 2015	reduce 85th percentile closer to 30mph, change pace speed to 26mph - 35mph or increase % in this pace		% vehicles exceeding 30 mph increases % of vehicles in target pace range decreases	85th percentile, % vehicles at high speeds, % of vehicles in pace	Tubes for 3-5 days at eac location
		Rt 127 to Saratoga Ave northbound	85th percentile 38mph, 79% in 31-40mph pace					
		Rt 127 to Saratoga Ave southbound	85th percentile 38mph, 78% in 31-40mph pace					
		Ethan Allen Shopping Center to Shore Rd northbound	85th percentile 34mph, 72% in 26-35mph pace					
		Ethan Allen Shopping Center to Shore Rd southbound	85th percentile 34mph, 75% in 26-35mph pace					
		Others TBD						
	Traffic volumes		June - August 2015			% of vehicles "abandon" the corridor	All modes	Tubes for vehicles, intersection movement for non-motorized traff video for bikes
		Plattsburg Ave	8200 AADT					
		VT 127 connector	7500 AADT					
		Plattsburg Ave - Shore Rd	12000 AADT estimate					
		Shore Rd - Ethan Allen Shopping Center	14100 AADT					
		Ethan Allen Shopping Center - EA Pkwy	14600 AADT estimate					
		Ethan Allen Parkway	3300 AADT estimate					
		EA Pkway - VT 127	15900 AADT					
		VT 127 - Institute Rd	10200 AADT estimate					
	Bikes on North Ave (on-road, peak hour totals)					Decrease in on-road bicycling		
		Shore Rd southbound	15					
		Shore Rd northbound	12					
		Heineberg Rd westbound	3					
		Shore Rd eastbound	1					
		Ethan Allen Shopping Center southbound	5					
		Ethan Allen Shopping Center northbound	7					
		Farrington Park westbound	6					
		Ethan Allen Shopping Center eastbound	8					
		EA Pkwy southbound	13					
		EA Pkwy northbound	19					
		EA Pkwy wesbound	3					
		VT 127 southbound (extra hours for school count)	26					
		VT 127 northbound (extra hours for school count)	25					
		SOUTH OF VT 127 TBD						
	Peds on North Ave					Decrease in ped activity		
		Shore Rd	101					
		Ethan Allen Shopping Center	82					
		EA Pkwy	39					
		VT 127	88					
	Parking utilization		July / August			Excessive complaints about loss of parking + no measurable increase in bicycling activity	# of cars parked on-street & destination	AM, mid-day, PM cour
	Two-way-left-turn-lane operations		n/a			TBD	TWLTL functioning as intended	Observations, feedbac (surveys, other input?)
	Emergency vehicle operations		TBD			TBD	Travel times, perception of accessibility	BPD / BFD response ti and feedback from Captains
	Quality of service, level of comfort, safety, public perception		winter 2015 / 2016 - Survey Team			TBD	Perception of quality, comfort and safety of travel by mode on the corridor	Survey (online, randomized, CCTA rid survey, intercept surv others?)
	Business impacts		TBD			TBD	assess any increase / decrease in activity at adjacent businesses	sales tax records, self-reporting by businesse
	School drop offs, walking/biking to school		spring 2016?			TBD	# of cars dropping off, # kids walking / biking to school	Volunteers? Help from SRTS coordinator, Loc Motion, PTOs?
	Transit operations		routine data			TBD	On time performance, ridership, operations	CCTA data and driver feedback
	Traffic violations		routine data				# of traffic violations for all modes	BPD data, Nixl, Socrat
*Intersection Operations	Changed Leddy Park Road to Lakewood ParkwayRemoved Manhattan and Plattsburg intersections from list of immediate metrics; will evaluate as needed							
	Jason will compile LOS/delay/queue for all that are available.							
	2016 spring re-counts are planned for the side streets (total queue + turning movements).							
	Signal comparisons are not based on current timing but on optimized signals							
	Intersection operation metrics changed from Level of Service to queues							
*Travel Times	May reassess travel times at 30mph							
*Traffic Speeds	AADT on 127 has consistently declined since 1990s, so an increase should still be within an acceptable range							
*Traffic Volumes / Bike Volumes	South of RT 127 and North of Shore Rd may be measured in early 2016							

Project FAQ *Sheet 1*

What does the pilot project involve?

The North Avenue Pilot Project involves measures to make North Avenue safer for pedestrians and bicyclists including signal improvements, temporary restriping and intersection changes between Washington Street and Plattsburg Avenue. The following changes will be made:

- The 4-lane segments of North Avenue will be reconfigured to 3 lanes,
- The intersections at Shore Road, Ethan Allen Shopping Center, Ethan Allen Parkway, and the VT 127 will be made more pedestrain-friendly,
- The signal at the intersection with VT 127 will be adjusted to increase safety by closing the high-speed northbound ramp and the free-flow westbound right-turn movement,
- Bike lanes will be added and existing bike lanes will be improved,
- Drain grates will be repaired or replaced with bike-friendly grates,
- Parking on North Avenue between Institute Road and VT 127 ramps and between Shore Road and Plattsburg Avenue will be swapped with the bike lanes.

A map of the changes can be viewed here

What is the project schedule?

The pilot measures will be installed in mid-June 2016, and an initial decision as to whether to remove or retain some or all of the measures prior to winter will be made by mid-October[1]. For more a more detailed schedule, please see the project timeline.

[1] *If the changes result in longer than expected traffic queues or significantly higher crash rates, they will be removed sooner.*

How much will the project cost?

The pilot installation will cost approximately $155,000. DPW's annual street and sidewalk capital budget is $2.4 million.

> "...Safe access for all users, including pedestrians, bicyclists, transit vehicles and riders, and motorists."

What has been the planning process for North Avenue?

In 2011, the City Council adopted a Transportation Plan that envisioned North Avenue as a Complete Street, designed to accommodate safe access for all users, including pedestrians, bicyclists, transit vehicles and riders, and motorists.

In 2013-14, the Department of Public Works and the Chittenden County Regional Planning Commission conducted a North Avenue Corridor Study. The Corridor Study was approved by the City Council and makes recommendations regarding short, medium and long-term projects on North Avenue.

Why is the city conducting this pilot?

The city hopes that the pilot measures will decrease the number of and severity of crashes, calm traffic, reduce speeding and make North Avenue safer for cars, pedestrians and bicyclists, while still providing efficient traffic flow.

Additionally, the pilot will determine whether the middle section of North Avenue should ultimately be designed with three or four lanes. This determination is critical as it will direct the design of future improvements called for in the corridor study including signalization, transit stops, crosswalks, and bike facilities.

Project FAQ *Sheet 2*

Is traffic safety on North Avenue an issue?

VTrans ranks high crash locations[1] on the 3,900 miles of federal aid highways in the state. The crash rate on North Ave[2] is significantly higher than that for comparable roads statewide[3].

Is speeding an issue on North Avenue?

Yes. Between 127 and Ethan Allen Parkway, 86% of cars speed, and between the Shopping Center and Shore Road, 46% of cars speed[4].

How long does it currently take to drive the 4-lane section of North Ave?

A vehicle traveling at the speed limit (30 mph) that received all green lights would take 1 minute and 36 seconds to travel the 0.8 mile 4-lane section.

Travel time data collected during the morning and evening commute hours in June and November 2015 found that, on average, it takes about two minutes to drive northbound, and slightly over two minutes to drive southbound.

I live in the New North End, and commute to work. Will my driving time increase?

One of the project's goals is to calm traffic and reduce speeds while still providing efficient travel times, so if you are one of the 86% of drivers who currently speed on North Ave between Ethan Allen Parkway and VT 127, your driving time is likely to increase slightly.

One of the purposes of the pilot is to determine what effect these changes have on driving times. DPW will closely monitor travel times and will, as needed and as possible, make modifications to optimize roadway and intersection efficiency. If pilot components result in unacceptable increases in driving times, it will be removed.

Why can't bikers use the sidewalk?

To safely accommodate both bikes and pedestrians, sidewalks should be widened to become a shared-use path 10 feet wide (8 feet in rare and very constrained areas)[5]. Existing sidewalks along North Ave are 5 feet wide.

The safety of biking on-road versus off-road is a hotly debated topic. While it may intuitively seem safer for bicyclists to be off the road, this is not the case where there are many cross streets, driveways, and visual obstructions. If the pilot is unsuccessful and alternate accommodations for bicyclists are needed, the City will explore the other design options that were included in the North Avenue Corridor Study.

How will I pass a bus or recycle truck?

If you get behind a bus or recycling truck, you can either wait, or pass if it's safe to do so.

[1] *High crash locations are locations that have 5 or more crashes in a 5-year period and have an Actual/Critical ratio of 1.0 or higher.*

[2] *This crash rate does not include crashes on side streets and in the shopping center.*

[3] *For more information on crash rates, please see pages 30-31 of the corridor study.*

[4] *Chittenden County Regional Planning Commission*

[5] *2012 AASHTO Guide for the Department of Bicycle Facilities; 2002 Vermont Pedestrian and Bicycle Facility Design Manual.*

Project FAQ *Sheet 3*

Is this really a pilot? Once the changes are made, isn't it a "done deal"?

This is a pilot. All the modifications that will be made are reversible, and DPW is committed to removing modifications that are problematic.

How will decisions about the project be made?

The City Council directed the Department of Public Works to:

- Collect data throughout the course of the pilot,
- Conduct a public input survey,
- Keep the project area City Councilors apprised of pilot developments, and
- Make recommendations to the City Council 4 months into the pilot regarding the removal or continuation of the pilot components.

The October 2014 City Council resolution regarding the North Avenue Corridor plan states that, "If public input from the New North End does not support its continuation, the City will restore the 4-3 lane pilot area to its current configuration."

Will raw data be shared?

Yes. Some residents have sought to have the raw data so that they can ensure DPW and the CCRPC is properly compiling and interpreting the data. The raw data files are linked on the project website.

How can I get more information?

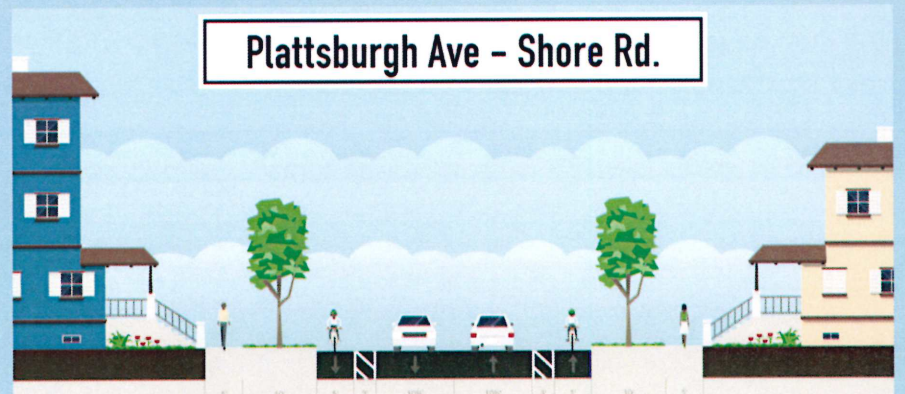
For more information, please visit the **DPW website**:
www.burlingtonvt.gov/dpw/north-avenue-corridor

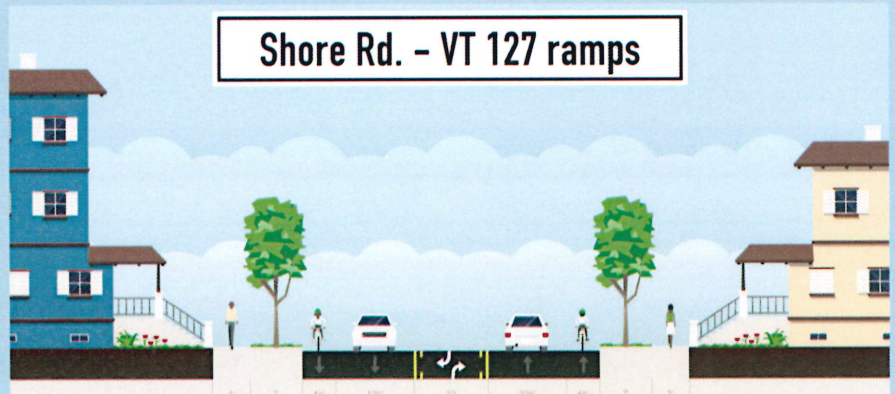
Or contact **Nicole Losch**:
645 Pine Street Suite A, Burlington VT 05401
Phone: (802) 863-9094 x3 Email: northavepilot@burlingtonvt.gov

How can I provide input regarding my opinion?

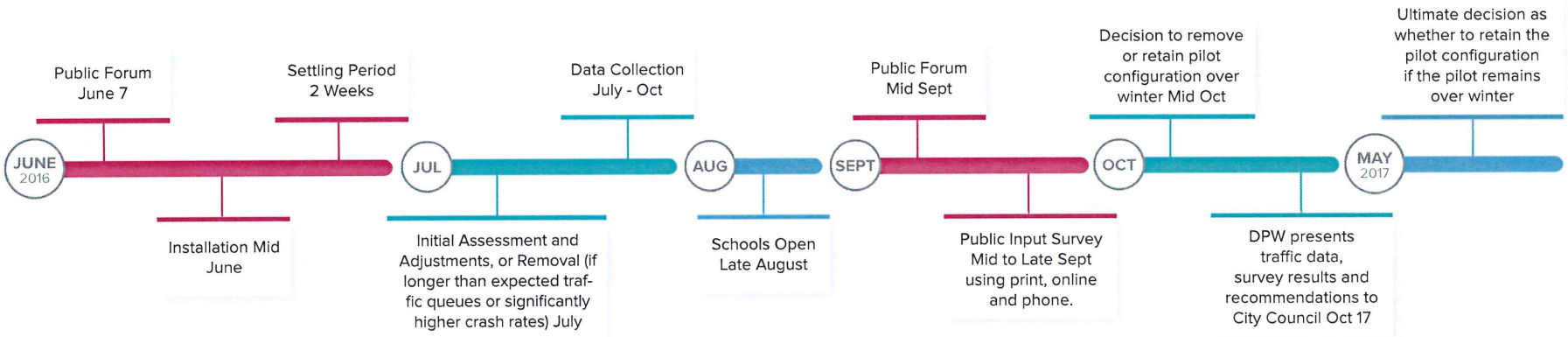
You have a number of ways to provide your input:

- Attend the June 7 public forum
- Comment by e-mail (northavepilot@burlingtonvt.gov)
- Comment by phone: (802)-863-9094 x3
- Attend the mid-September public forum
- Participate in the September public input survey (Surveys will be available in print, online and via phone)
- Attend the October 17 City Council meeting





NORTH AVENUE PILOT PROJECT



Timeline

DPW will be collecting and reviewing public comments throughout the pilot project. Please e-mail any comments to ***northavepilot@burlingtonvt.gov***

About the Project

The North Avenue Pilot Project involves temporary restriping and intersection changes along North Avenue between Washington Street and Plattsburgh Avenue. The pilot measures will be assessed to see if they have the desired effect of calming traffic and making North Avenue safer for cars, pedestrians and bicyclists, while still providing efficient traffic flow. The pilot measures will be installed in mid-June 2016, and a decision as to whether to remove or retain some or all of the measures over winter will be made by mid-October.

For more information about this pilot project, please contact:

Nicole Losch, Senior Planner
645 Pine Street Suite A, Burlington VT 05401
(802) 863-9094 x3
northavepilot@burlingtonvt.gov

Or visit the Burlington DPW website: www.burlingtonvt.gov/DPW

Opportunities for Public Input

- June 7 Public Forum
- Comments by e-mail, phone or snail mail throughout the project
- Sept Public Forum
- Public Input Survey using print, online, and phone Mid to Late Sept
- October 17 City Council Meeting

Wards 4 & 7 NPA
June 22, 2016
7:00-9:00 pm
The Miller Center, 130 Gosse Court, Burlington
Agenda
Draft

- 6:45-7:00 - Social Time and Snacks
- 7:00-7:15 - Ground-rules, introductions, announcements, nominations and requests.
- 7:15-7:30 - Open Forum
- 7:30-8:00 - Don Sinex - Burlington Town Center Redevelopment (10 minute presentation - 20 minute Q&A) - Plus either CEDO and/or Planning & Zoning
- 8:00-8:15 - Burlington Police Department - Lt. Michael D. Warren
- 8:15-8:30 - CCTA Discussion - David Armstrong
- 8:30-9:00 - Elected and Appointed Officials
    - City Councilors
    - School Board Members
    - Legislative Representatives
    - Department of Public Works

Ward 4 Steering Committee

Matt Cropp, Green Acres Dr., 338-1002
Dan Weber, Muirfield Road, 999-8043

Ward 7 Steering Committee

Liam Griffin, Billings Ct, (347) 647-0371
Martha Molpus, Heineberg Rd., 652-0323
Michael McGarghan, Birch Ct., 233-1238
Linda Deliduka, Village Green, 864-5114
David Kirk

GROUND RULES
Listen to others speaking
Respect the agenda and process
Share your opinion politely
Treat people respectfully

Wards 4 and 7 NPA Meeting
Wednesday, June 22, 2016
Draft

Robert E. Miller Community Center
130 Gosse Court, Burlington, VT

Meeting Start: 7:00pm

Steering Committee members: Michael McGarghan, Matt Cropp, Linda Deliduka, Martha Molpus

Welcome & Introductions
Facilitator: Michael McGarghan

Chris Trombly, Ward 7 resident, was nominated for the Steering Committee. Out of 26 Ward 7 residents, 25 voted Yes, with Mr. Trombly abstaining.

Sandi Omanovic, Ward 7 resident, was nominated for the Steering Committee. Out of 26 Ward 7 residents, 25 voted Yes, with Mr. Omanovic abstaining.

Open Forum

The Rivers Edge' gate is currently kept locked; there is a proposal to open the gate to create an emergency exit. The resident voiced support for keeping the gate closed, due to safety, cost of maintenance, and concern about excess traffic.

Coalition for a Livable City advocates that the proposed mall redevelopment height goes against community benefit and PlanBTV vision.

Resident voiced a concern about the Burlington College development compromising one of the most prominent natural open spaces in City limits.

The bike lane pilot project is slated to begin Thursday, June 23, and is on schedule to be completed by Monday, June 27, pending weather.

Presentation by Don Sinex, Mall Developer

Mr. Sinex's first thought upon reviewing the site was how it could be improved to better serve the purposes of living and working downtown in a present-day economy. He met with Mayor Weinberger and was informed of PlanBTV. His design integrated the plan, and his team is committed to environmentally sound development to increase vibrancy and investment. This will increase the walkability of downtown, and the ability to live and work in Burlington. The current design is not relevant; essentially an outdated suburban mall concept in the core of a downtown. The project will bring 900 construction jobs during development, and 1,200 permanent jobs in diversified sectors. The project is still in the design and public input process, and is receptive to feedback; the project has already been changed in design many times in response to constructive public input.

Burlington Police Department – Lt. Michael D. Warren

Lt. Warren has been in law enforcement for 18 years. His primary area of responsibility is the New North End. Some of the concerns heard from residents include vandalism using BB guns and bricks to break windows. Although these are low-level offenses from a criminality perspective, they are important to the department, and resources are being allocated. Neighborhood coordination is encouraged to deter and respond to vandalism and related offenses; email list serves and Front Porch Forum are avenues for this.

CCTA – David Armstrong

GMTA merge will be rural and add more routes, including 15 minute service from Cherry at no additional cost to the city. Transit station will open in August or September, and will have public bathroom.

Automatic vehicle location, so patrons can know when a bus is coming, will be available in a mobile app. Additionally, mobile app will be used for ticketing, to provide an alternative to cash or a paper ticket. In response to a public question, adding debit card functionality to the fare boxes would be a retrofit upgrade costing approximately one million dollars; the mobile app option will be more cost-effective.

Currently in the process of a redesign to look at systems changes across the area to be more efficient and effective, including the Bridge Program which uses data to inform the department about how patrons are using the system.

Elected and Appointed Officials

Councilor Kurt Wright – Charter change in March. We are the only City that uses Party designation in local municipal races. This will be put on the ballot.
Looking at residency requirement update, requiring department heads to live in Burlington. If a hardship exemption exists, they would have one year to move into city.

Councilor Tom Ayers-Pilot project to be implemented beginning Thursday the 23rd and finishing by Monday the 27th. A City Council meeting on October 17th will address whether to keep the change or move back to the current configuration. Public input is accepted in all forms, and a survey will come in August or September.

Anne Judson, School Board Commissioner – We're focused on the needs of safety and education, not wants. Champlain school is overcrowded. Bond may come in the fall, but working with City on where to save money and share cost. Looking to cut 1.2 million.

Meeting adjourned at 9:03pm.

Note Taker: Phet Keomanyvanh, CEDO

Neighborhood Planning Assembly Attendees

NPA (choose one)		Wards 1 & 8		Wards 2 & 3		Wards 4 & 7		Ward 5		Wa 6

Date of Assembly : 6-22-16 Location: Miller Ctr.

Please return to your convenor, Phet keomanyvanh
or email to ***cedofd@burlingtonvt.gov***

MARY HART (7)

1 Liz Miller
2 Don Sinex + 1
3 Roger Rosmon
4 Martie Majoros
5 Margaret Tewksbury
6 Judie Hill
7 Kelly Cross
8 Pat Hathaway
9 Marie Moisio
10 Diane H Morris
11 Dean Weaver
12 Wayne Dutchbourn
13 Pat Dutchbourn
14 Martin Waldron
15 Arnie Krieger
16 Natasha Molpus 7
17 Carynt Michael Long Ward 1
18 G Simpson Ward 6
19 Jon Ly Ward 2
20 Chris Trombly 7
Sandi Comanucci 7

Klick + Sherry Huber
21
22 Betsy Lawrence
23 Michael Palmer
24 Shirley Weisburgh
25
26 Sheryl Chamberlain
27 Patricia Branch
28 Chuck Branch
29 Paul Guy
30 Joanne Hunt
31 Sonam Chophel
32 Tsering Choden
33 Nagdup Dolma
34 Ken McGarvey
35 Joy McGarvey
36 Robert Payne
37 Rod Whitman
38 Ken Relan WMS
39 Robert Hereveldsen 4
40 ANN TAYLOR
Janet Patterson

NPA Liaison Phet keomanyvanh: 802-865-7172