

# PUBLIC INFORMATION MEETING

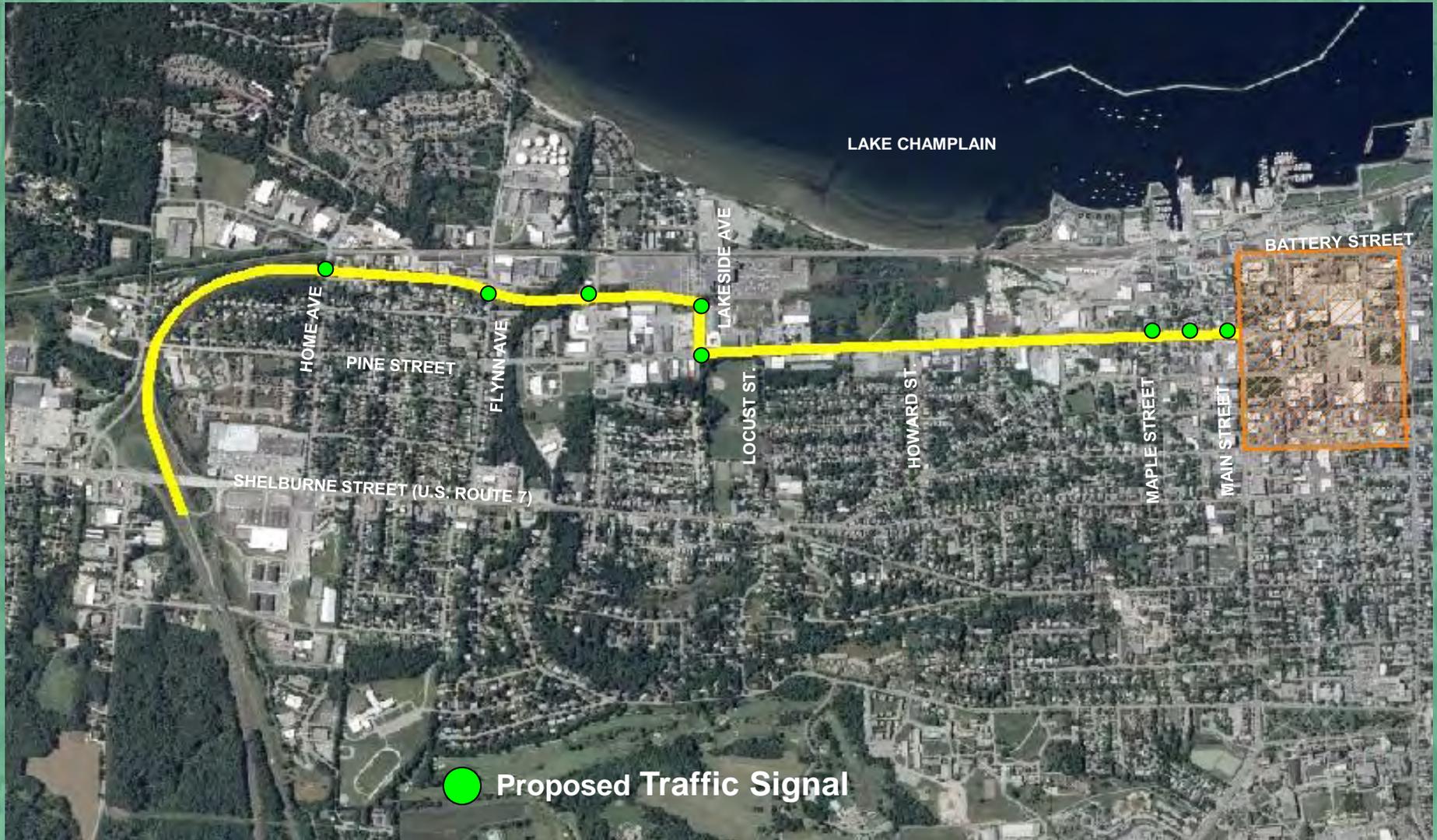
## Champlain Parkway Burlington, Vermont

### Neighborhoods / Community

May 26, 2010



# Champlain Parkway

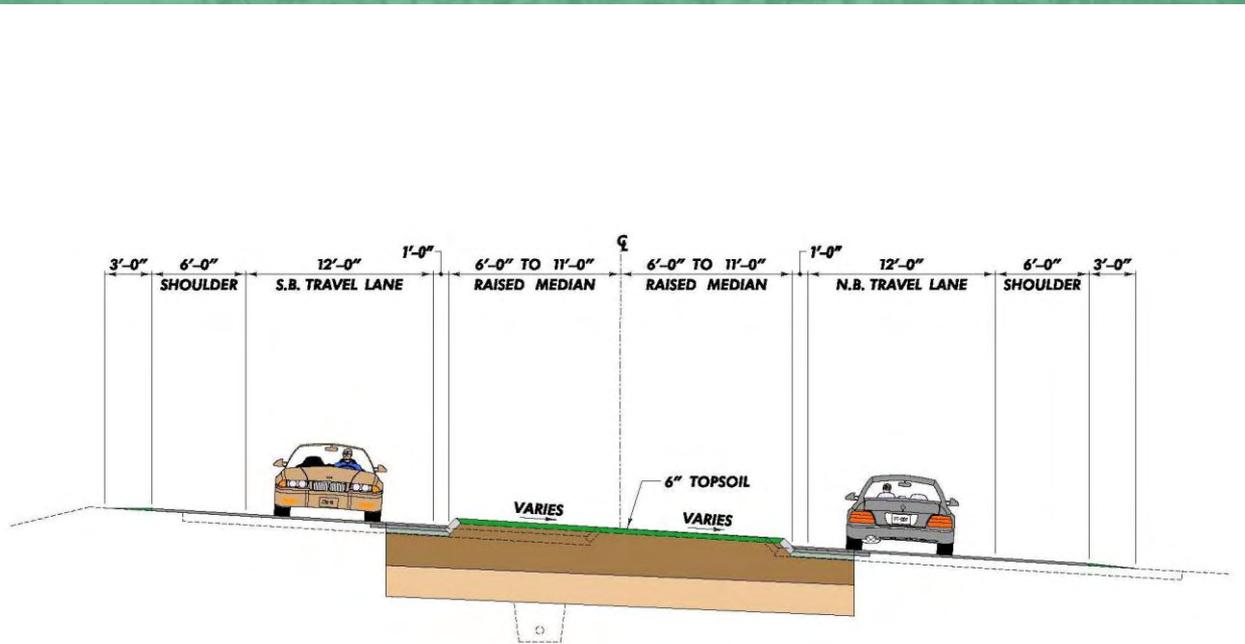


# Route 7 Interchange to Home Avenue Existing Condition



# Champlain Parkway

## Route 7 Interchange to Home Avenue



**PROPOSED TYPICAL SECTION  
ROUTE 7 INTERCHANGE TO HOME AVENUE**

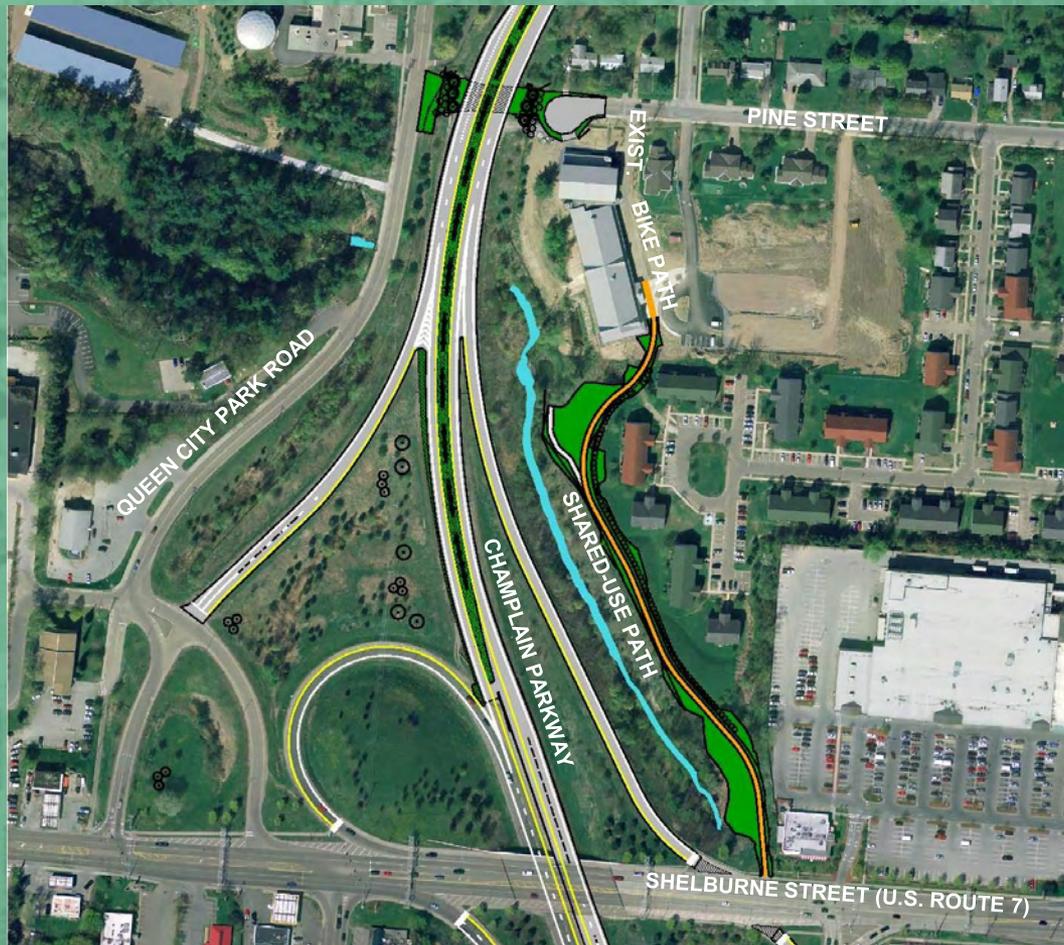
# Route 7 Interchange to Home Avenue with the Champlain Parkway



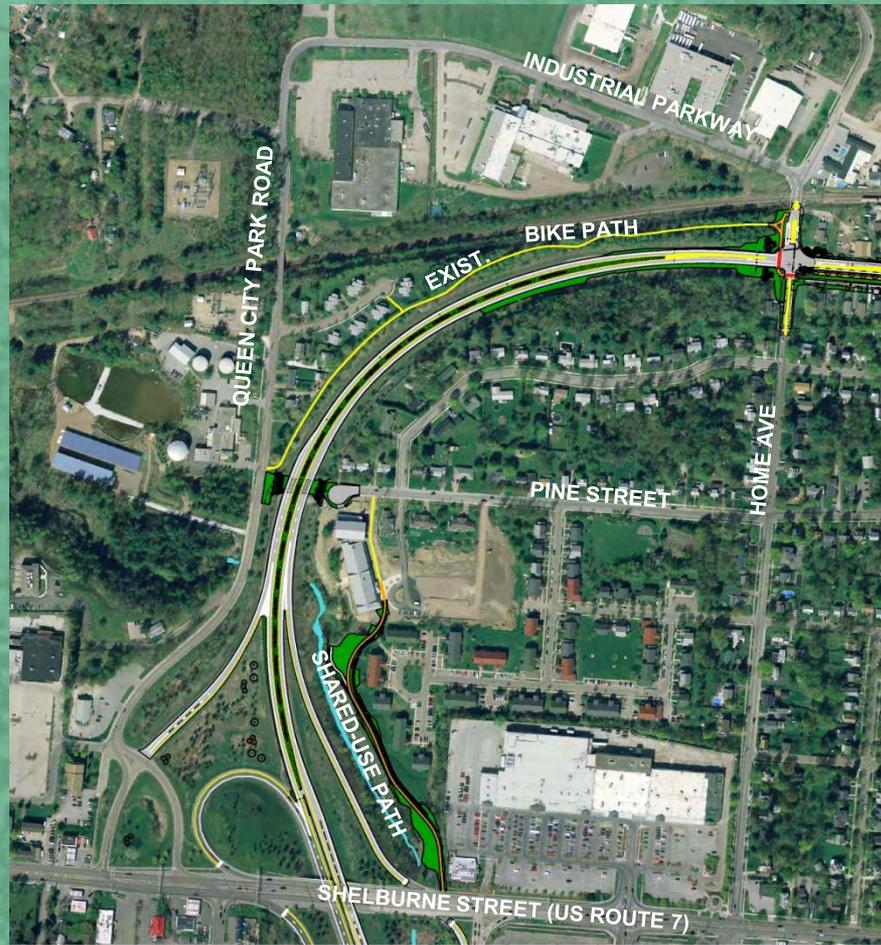
# Route 7 and I-189 Interchange Ramps with the Champlain Parkway



# Pine Street at Queen City Park Road with the Champlain Parkway



# Shared-Use Path System with the Champlain Parkway



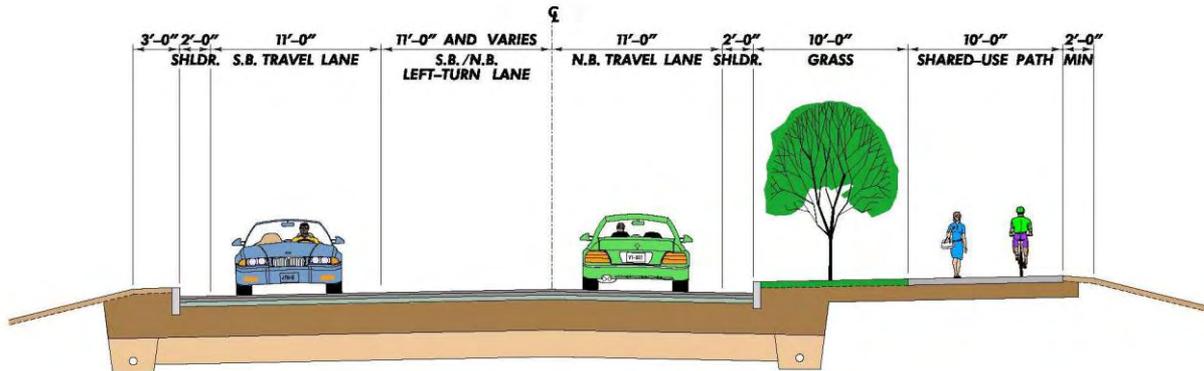
# Home Avenue to Lakeside Avenue



SHELBURNE STREET (U.S. ROUTE 7)

# Champlain Parkway

## Home Avenue to Lakeside Avenue



**PROPOSED TYPICAL SECTION  
HOME AVENUE TO LAKESIDE AVENUE**

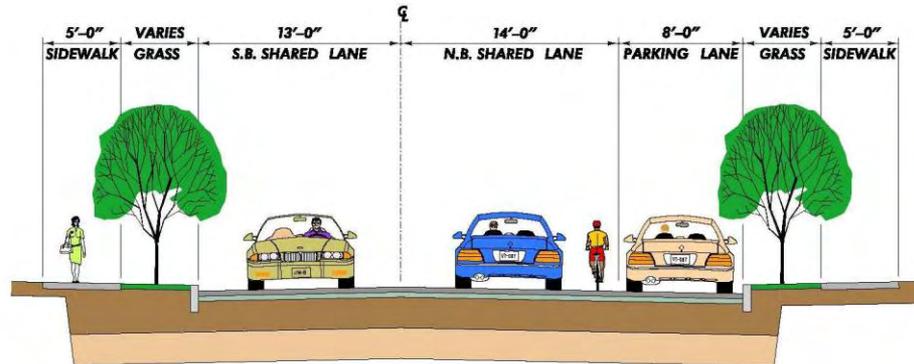
# Champlain Parkway View Looking North from Home Avenue Intersection



# Lakeside Avenue to Main Street

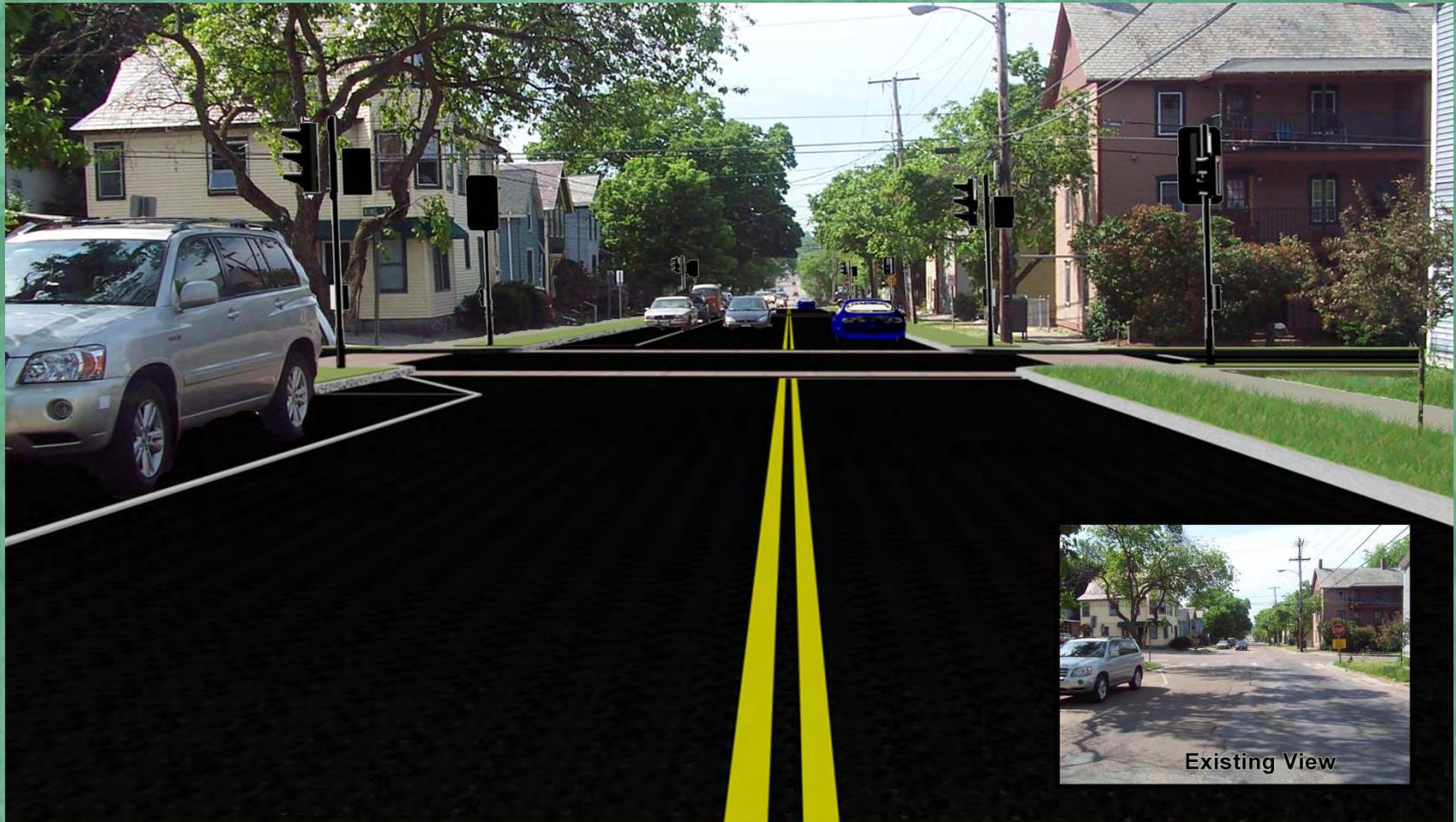


# Champlain Parkway Pine Street



**PROPOSED TYPICAL SECTION  
PINE STREET**

# Champlain Parkway View Looking South at King Street Intersection



# Pine Street from Maple Street to Main Street with the Champlain Parkway



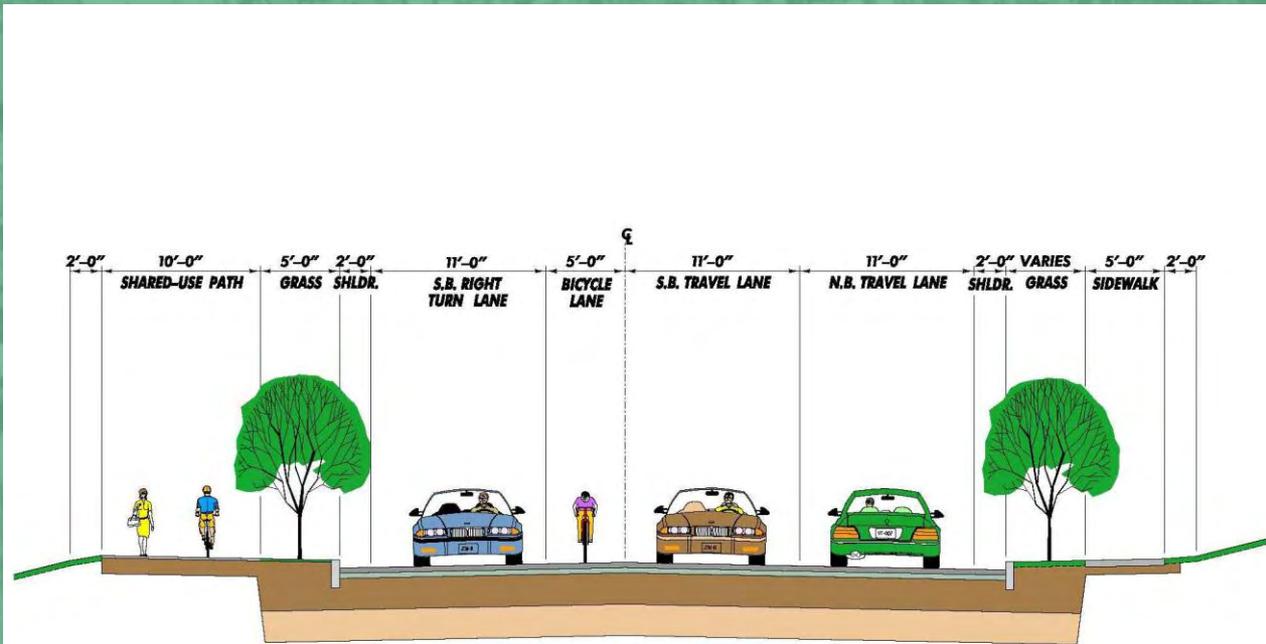
# Champlain Parkway

## Potential Shared-Use Path Location



# Champlain Parkway

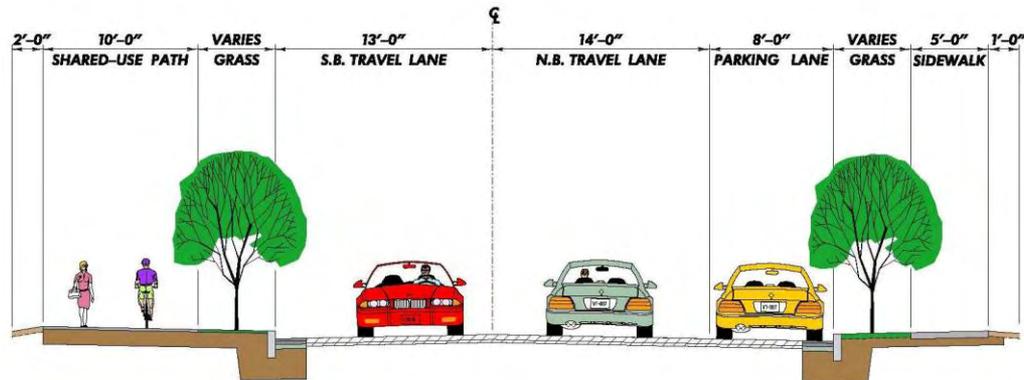
## Potential Shared-Use Path along Pine Street



**PROPOSED TYPICAL SECTION  
PINE STREET**

# Champlain Parkway

## Potential Shared-Use Path along Pine Street

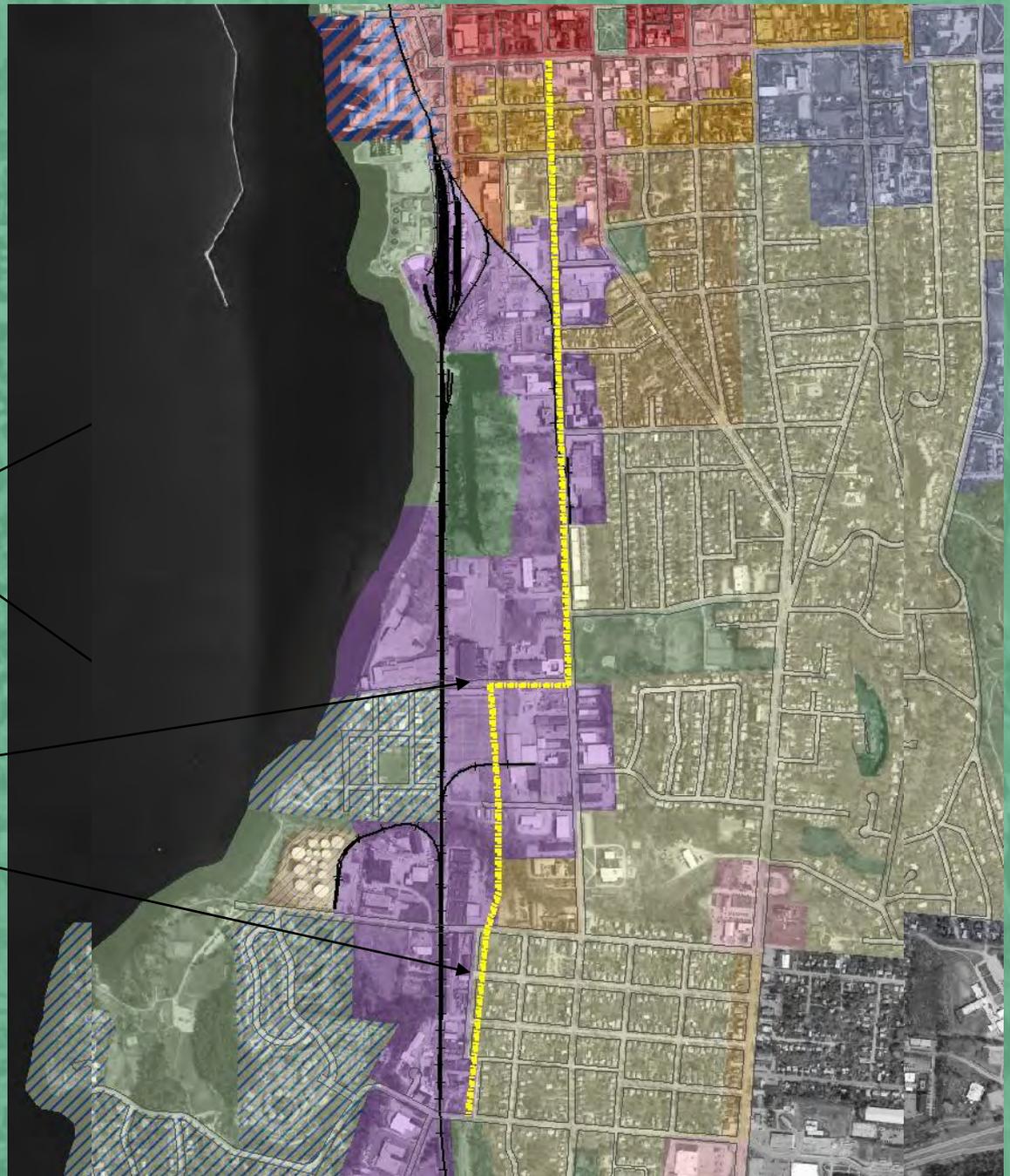


**PROPOSED TYPICAL SECTION  
PINE STREET**

# The purpose of the Champlain Parkway has evolved over 30+ years...

It used to be about providing quick access to the downtown, and getting trucks off residential streets.

Today, its primary focus today is serving the Enterprise District, and getting trucks off residential streets.



# Purpose

**The Champlain Parkway serves two important City policy objectives...**

- **Improves access to City's commercial-industrial district**
  - **Supports development/redevelopment, job creation/retention, growth of the City's tax-base**
- **Removes truck traffic from south-end residential streets**
  - **Improves livability, safety**

**These are articulated by the City's Municipal Development Plan (adopted most recently in 2006) as follows...**

# City Land Use Policy

*“The City of Burlington will...*

***Strengthen the Pine Street corridor for commercial - industrial development while minimizing adverse impacts on adjacent residential neighborhoods.”***

## Growth Areas – The Enterprise District:

*“Historically Burlington's major industrial corridor, the Enterprise District along and west of Pine Street, has seen new and expanded industrial uses, and the adaptive reuse of old warehouses and factories. The Enterprise District adjacent to the Pine Street corridor is one of the only places in the city where many commercial-industrial uses are permitted. Traditionally, these businesses have provided many well-paying jobs to both white- and blue-collar workers, added significantly to the regional economy and city tax-base, and helped to underwrite the cost of city services and utilities.*

*Nearby residents are particularly concerned about the impact of through-traffic, particularly trucks, on neighborhood streets; noise from nearby industrial uses; safety of pedestrians and children; and access to local parks and the lake. The City is working to protect these residential areas from the impacts of nearby industrial uses, and will promote future uses that are less transportation and trucking oriented. Traffic calming techniques and designated truck routes have been employed to discourage through-traffic and trucks in residential areas. The long anticipated completion of the Champlain Parkway should also help to address many of the traffic concerns.”*

# City Land Use Policy con't

## Neighborhoods in Transition – South End Neighborhoods:

“Residents are faced more and more with the impacts (most typically noise and truck traffic) resulting from the redevelopment and expansion of industrial uses nearby. Industrial properties are faced with angry neighbors with complaints over traffic, noise, and loss of open space. This is increasingly a problem as the City looks to support and retain existing manufacturing jobs and attract additional businesses to this area - the largest industrial zone in the city, and at the same time improve the livability of its residential neighborhoods.”

“The City must take immediate steps to ensure industrial uses adjacent to residential areas minimize their impacts on the residential character of the South End especially with regard to through traffic, air quality, noise and safety for cyclists and pedestrians - especially young children. At the same time, the City must take steps to protect core industrial areas by limiting scattered infill residential development and other uses that may threaten to erode the continued viability of industry and manufacturing.”

*2006 Burlington Municipal Development Plan (p. I-27-8), emphasis added*



# City Transportation System Policy

*“Redesign of the Champlain Park Way must therefore meet the following objectives:*

- To remove trucks from residential streets and serve as a designated truck route.*
- To remove through traffic from residential streets by serving as an alternative route into the city. This should be augmented by development of a Traffic Calming Plan for the South End neighborhoods.*
- To blend into adjacent residential neighborhoods with no more than 2 travel lanes, narrow lane widths, a low design speed and speed limits, sensitive streetscape design, utilities placed underground, and safe pedestrian crossings. Sound Barriers and fences should not be used in the new design.”*

*2006 Burlington Municipal Development Plan (p. V-9)*

# Neighborhood Context

## King and Maple

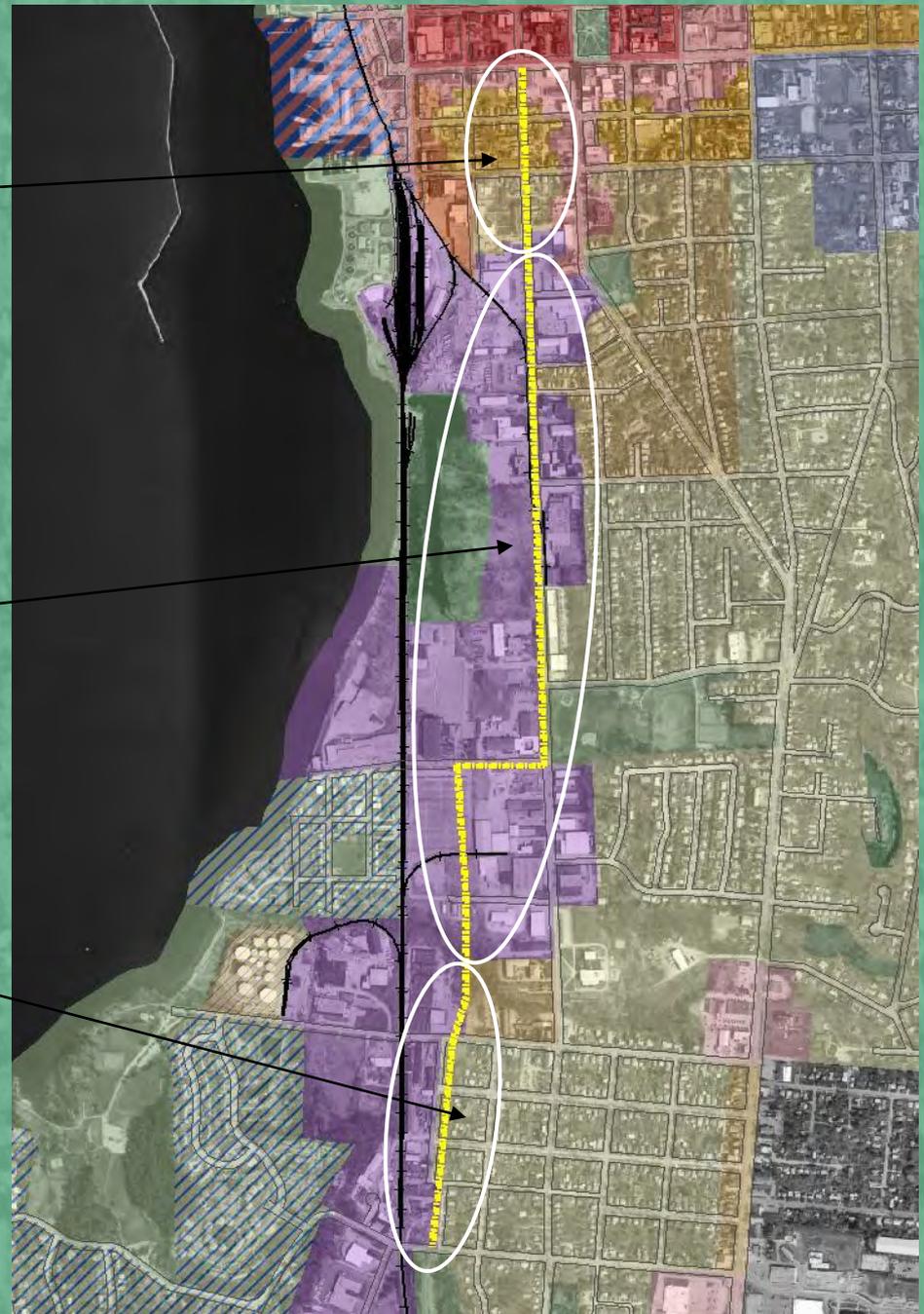
- Residential Zoning (high, med & low density)
- Listed NR Historic District
- Traffic congestion continues to be a challenge
- Pine St. improvements will help

## Enterprise District (a.k.a. Pine Street Corridor)

- Commercial-Industrial Zoning
- Employment Center
- Better truck access provided
- Neighborhood conflicts addressed

## Home and Flynn (a.k.a. “The Addition”)

- Residential Zoning (low density)
- Historic Neighborhood
- Truck traffic removed from residential streets
- Improved quality of life



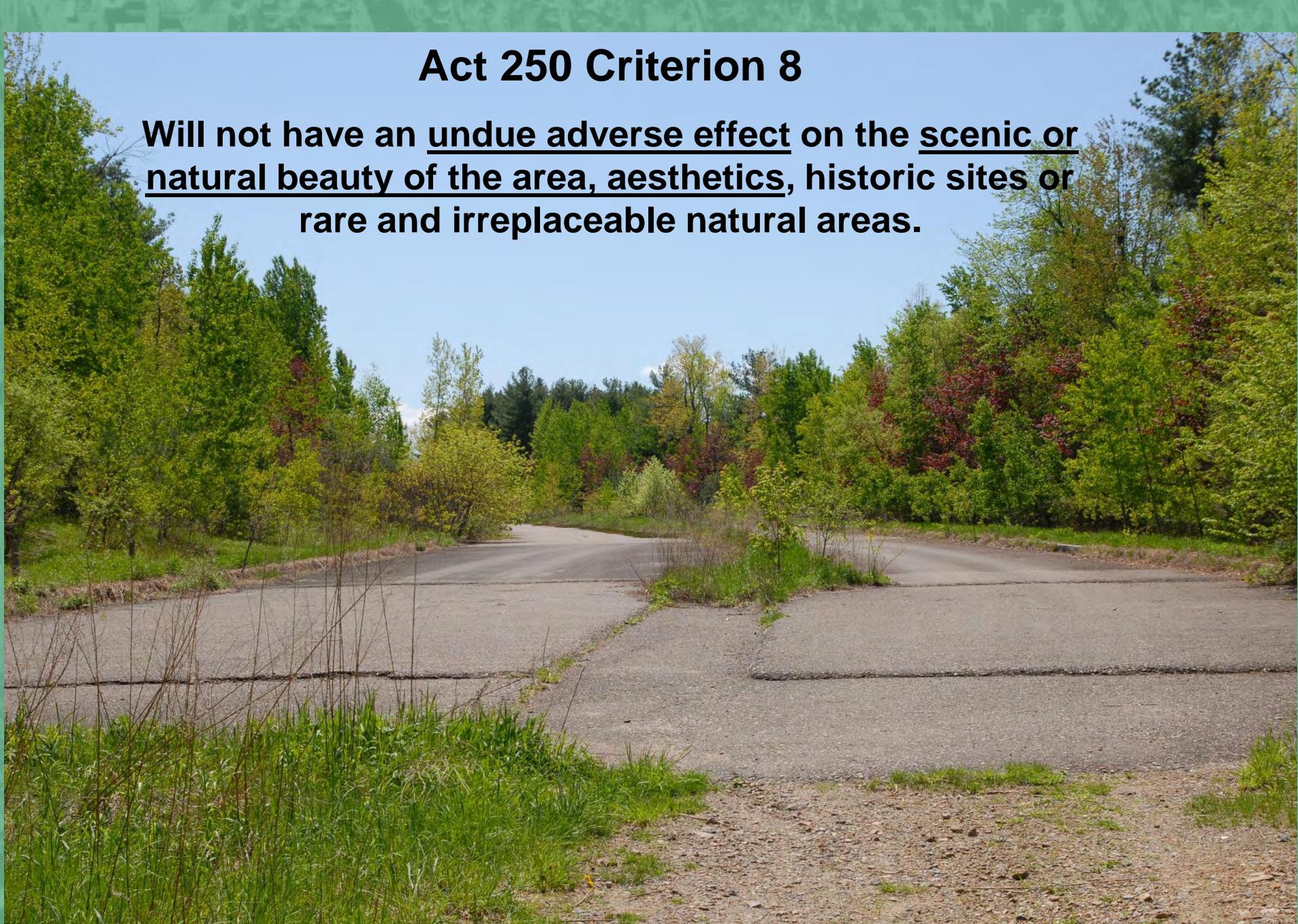


# Champlain Parkway: Aesthetic Impact Assessment



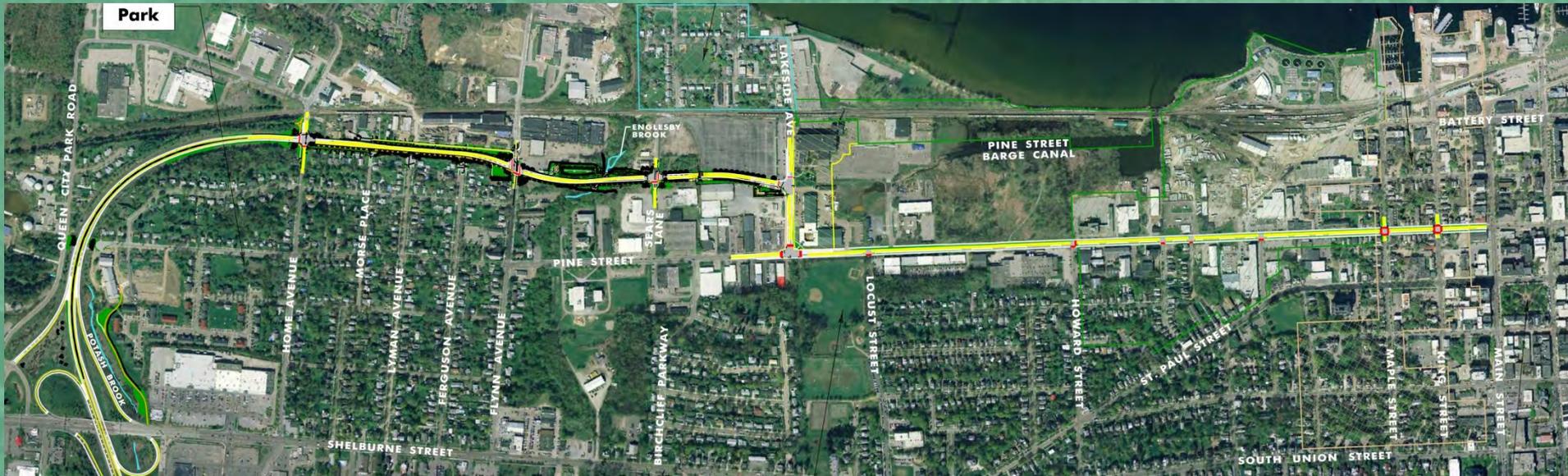
## Act 250 Criterion 8

Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas.



# Will the Aesthetic Impacts be Adverse?

1. What is the nature of the project's surroundings?
2. Is the project's design compatible with its surroundings?
3. Are the colors and materials selected for the project suitable for the context within which the project will be located?
4. Where can the project be seen from?
5. What is the project's impact on open space in the area?



# 1. What is the nature of the project's surroundings?

Is the project to be located in an urban, suburban, village, rural or recreational resort area? What land uses presently exist? What is the topography like? What structures exist in the area? What vegetation is prevalent? Does the area have particular scenic values?



# IDENTIFY SCENIC AND AESTHETIC RESOURCES

- Diversity
- Natural or Cultural Focal Point
- Uniqueness
- Documentation of Value



2) Is the project's design compatible with its surroundings?  
Is the scale of the project appropriate to its surroundings? Is the mass of the structures proposed for the site consistent with land use and density patterns in the vicinity?

3) Are the colors and materials selected for the project suitable for the context within which the project will be located?



#### 4) Where can the project be seen from?

Will the project be in the viewer's foreground, middleground or background? Is the viewer likely to be stationary so that the view is of long duration, or will the viewer be moving quickly by the site so that the length of the view is short?



**5) What is the project's impact on open space in the area? Will it maintain existing open space, or will it contribute to a loss of open space?**





**Would the impacts be adverse?**

# **Would the Project's Impact's be Undue?**

- 1. The project violates a clear written community standard intended to preserve the aesthetics or scenic, natural beauty of the area.**
- 2. The project offends the sensibilities of the average person.**
- 3. The applicant has failed to take generally available mitigating steps which a reasonable person would take to improve the harmony of the proposed project with its surroundings.**

**1. The project violates a clear written community standard intended to preserve the aesthetics or scenic, natural beauty of the area.**

**Such standards may for example, be set forth in the local or regional plan, or be adopted in the creation of an historic design district, or be incorporated into a municipal or State scenic road designation.**



**Legend**

- |                 |                      |
|-----------------|----------------------|
| Bus Route       | Bus/Shuttle Stop     |
| LCT Ferry Route | Marina/Ferry Landing |
| Railroad        | Train Station        |
| Bikepath        | Public Parking       |
| Parks           | Park & Ride Facility |

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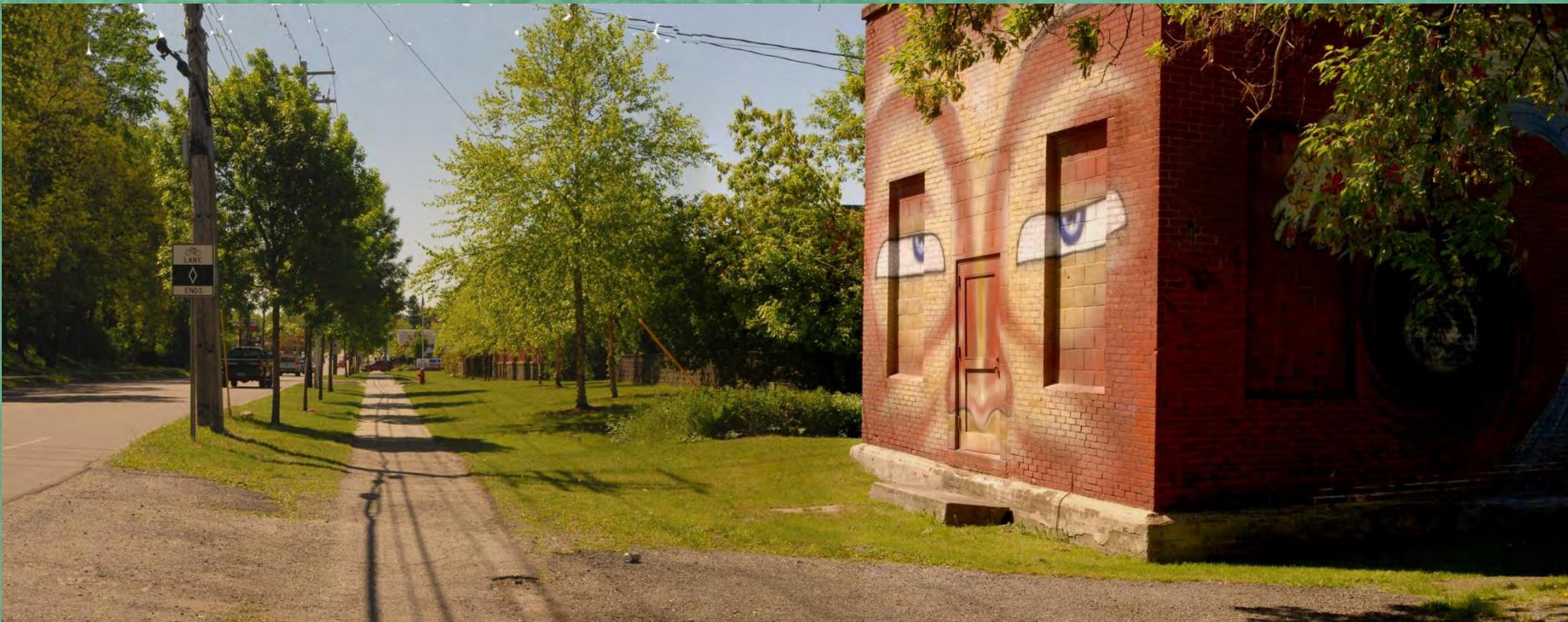
## **2. The project offends the sensibilities of the average person.**

**It is not enough that the Board may prefer to see a different design or style, or a different type of land use, but that the project , when viewed as a whole, is offensive or shocking, because it is out of character with its surroundings, or significantly diminishes the scenic qualities of the area.**



**3. The applicant has failed to take generally available mitigating steps which a reasonable person would take to improve the harmony of the proposed project with its surroundings.**

- **Location/Siting**
  - **Planting**
  - **Screening**
- **Sidewalks/Bicycle Accommodations**
- **Pedestrian Amenities: crosswalks, benches, lighting, paving textures**
- **Roadway Scale (size)**
- **Traffic Reductions**
- **Noise reductions**



**Would the Proposed Project have Undue Adverse Impacts on the Scenic and Natural Beauty of the Area or Aesthetics?**

# Project Information

- **Contact:**



Burlington Department of Public Works  
645 Pine Street  
Burlington, Vermont 05401  
(802) 863-9094

- **Websites:** [www.dpw.ci.burlington.vt.us](http://www.dpw.ci.burlington.vt.us)  
[www.champlainparkway.com](http://www.champlainparkway.com)

- **Additional Public Information Meetings:**

- **June 9<sup>th</sup> @ Wastewater Treatment Plant 6:30 PM**  
**Economic Development**
- **June 10<sup>th</sup> @ Burlington Electric Department Conference Room 6:30 PM**  
**Environment**



# Information Booths

- **Mobility**
- **Environment**
- **Neighborhoods/Community**
- **Economic Development**