LANCE SMITH, PHD

34 Lyman Ave

Burlington Vt, 05401

(802) 881-6242

RECEIVED

JUN 27 2016

DEPARTMENT OF PLANNING & ZONING

June 22, 2016

Scott Gustin, AICP, CFM

Principal Planner & Asst. Administrative Officer
Dept. of Planning & Zoning
149 Church Street
Burlington, VT 05401
(802) 865-7189

Dear Mr. Gustin,

As an interested person who lives in very close proximity to the proposed development of City Market at the corner of Flynn Avenue and Briggs Street, I would like to provide a comment on the Public Hearing Notice for the July 5, 2016 DRB meeting 16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5) Vermont Railroad Inc.

Our street, Lyman Avenue, is currently a quiet residential street. My two young children can ride their bikes on our street without concern. Even though we lack sufficient sidewalks on the route to Champlain Elementary School, we walk the streets with little worry. The neighbor kids a few houses down play basketball on the street in the evenings. Numerous Driver Training schools use our street to initiate new drivers. We purchased our house on this street specifically because of these dynamics.

The proposed City Market is likely to change all of this. Cars coming to City Market from the south are likely to cut-through our street to avoid the traffic light at the intersection of Flynn Avenue and Pine Street; cars that exit City Market onto Briggs Street will be channeled to our street, Ferguson Avenue and Morse Place as they attempt to head Eastward or Southward to get home. The dynamics on our street will be irrevocably changed.

For this reason, we join with the 70 other households in our neighborhood that are requesting that Lyman Avenue, Ferguson Avenue and Morse Place be disconnected from Briggs Street as a part of the zoning application.

We believe that our request is reasonable. We are not asking for much. The future plans for the Champlain Parkway entail dead-ending our streets anyway. We know that dead ending our streets can be accomplished with minimal expense. The folks who live on the collector streets of Flynn Avenue and Pine Street are likely to notice a small increase in the percentage of traffic on their streets, but the quality of life they experience on their streets will change little.

We are a family that is in support of having City Market as a new neighbor, we simply ask that development plans include disconnecting Lyman, Ferguson and Morse Place from Briggs Street so that the accompanying traffic does not significantly alter our neighborhood.

Yours sincerely,

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JUN 27 2016
DEPARTMENT OF
PLANNING & ZONING

Lance C. Smith, PhD

Scott Gustin

From: sbertrand <sbertrand@burlingtontelecom.net>
Sent: Tuesday, June 28, 2016 1:25 PM
To: Scott Gustin
Cc: Jamma; Bill Bryant; Nick Hinge; Paul O'Brian
Subject: 207 Flynn Avenue

Dear Scot,

My wife Jan Lea and I have lived at 130 Foster Street in the south end for over 25 years and we would like to be considered as interested people in the South End City Market application located for 207 Flynn Av owned by Vermont Railroad Inc. The application number is 16-1145CA/MA.

We consider this as a safety issue first and quality of life issue secondly. People speed through our neighborhood to avoid the Home Avenue/Pine street juggernaut especially during commuter hours and beginning July first the number of children (10 and younger) on Foster Street between Morse and Home Avenue alone will be 8. The Market will extend these busy hours dramatically. When canvassing for signatures to bring this problem to the attention of DPW all I needed to mention was traffic alone, no mention of the City Market project was needed as everyone knows the neighborhood has become a short cut for drivers already. Calming traffic in the neighborhood is essential... 15mph speedbumps at the minimum... and I'm talking at least 3 between Morse Place and Home Avenue alone. The City seems to not want sidewalks at all so something else has to be done to prevent City Market Traffic from impacting our neighborhood streets. The parkway project will help, but as all Burlingtonians know this may never happen. We need the feeder streets of Ferguson, Lyman and Morse blocked off prior to the Market opening AND traffic calming to save out neighborhood. We cant wait for the parkway for this to happen.

Yours Truly,
Stephen M. Bertrand
130 Foster Street
862-9683

Scott Gustin

From: David E. White
Sent: Monday, May 02, 2016 8:27 AM
To: Mary O'Neil; Scott Gustin
Subject: FW: Changes Affecting Flynn Ave

FYI

David E. White, AICP
Director of Planning & Zoning
City of Burlington, VT

*** **Please note** that any response or reply to this electronic message may be subject to disclosure as a public record under the Vermont Public Records Act*

From: Anne Damrosch [mailto:annedam@comcast.net]
Sent: Sunday, May 01, 2016 10:48 AM
To: Mayor's Office <mayor@burlingtonvt.gov>
Cc: Joan Shannon <jshannon@burlingtonvt.gov>; Chip Mason <cmason@burlingtonvt.gov>; David E. White <DEWhite@burlingtonvt.gov>
Subject: Changes Affecting Flynn Ave

Dear Miro,

I am writing to you about the upcoming changes to our neighborhood, because I have appreciated your sincere interest in neighborhood concerns in the past.

I went to the City Market public meeting two weeks ago, with great interest in the plans for the project. I am very happy and excited that the store is coming to the South End, and impressed with the building design. But I was concerned when I learned that there was a push from residents on Ferguson and Lyman to dead-end their streets, to prevent traffic from the store entering. Clearly, this would mean that most of the traffic would end up on Flynn Avenue, as well as some on Home Ave. As you know, the residents of Flynn Ave have long born the brunt of car and truck traffic in the neighborhood. Our houses shake when the trucks roar by; we breath their diesel fumes; we are awakened by the din beginning at 4:00 AM. Adding more cars and trucks, *before the Champlain Parkway is built*, will only make matters worse.

I would also like to add my voice to the growing consensus on the Pine Street Deli project. It is too big, too tall, drastically out of scale with the houses surrounding it. Plus, adding so many new apartments will only add to the traffic problems. The original design was acceptable to many in the neighborhood, because the scale was more consistent with the existing homes. For the developer to change the plan so drastically, and take an all or nothing stance, seems unreasonable and disrespectful to the residents.

Thank you,

Anne Damrosch
368 Flynn Ave.

Scott Gustin

From: Paul O'Brian <obrian1@hotmail.com>
Sent: Wednesday, June 29, 2016 12:47 PM
To: Scott Gustin
Subject: City Market Application for Flynn Ave.

Dear Mr. Gustin,

I would like to submit my comments for the record and to be considered as an interested party and resident of the neighborhood by the City in reference to the City Market application for the South End Location on 207 Flynn Ave. Application number 16-1145CA/MA. Thanks for taking the time to include this as an official comment. I'd like to preserve my appeal rights with this communication as I'm unable to attend the meeting with the Development Review Board at City Hall on July 5, 2016. I wasn't aware of the zoning hearing at all or other previous public meetings regarding this application. My first notice of the project was the City Market's sign that appeared on the property of Flynn Ave last fall indicating that the site was the future South End location of the City Market.

My concerns are with quality of life and safety in a residential neighborhood. I live three blocks from the proposed location of the market. The implications of an additional commercial property and a market that would generate significant amount of traffic in this residential neighborhood needs to be considered with great care and I don't believe the process and timeline has allowed for that. This is a quality of life issue and safety issue for residents of our neighborhood. It is a residential neighborhood and is not designed for and it was not anticipated that it would be subjected to the increased traffic and non-conforming use of a large market. I'd like to echo many of my neighbors' concerns for speeding and cutting through the neighborhood especially around "rush hours" and this project would certainly add to the amount of traffic in our quiet residential area.

I'm not sure what the solution is but it's critical to address safety and quality of life even if the City Market plans don't go through. I can certainly speak to my experiences on my street in front of my house. I have lived on Foster Street for 12 years. Traffic concerns and safety concerns have dramatically increased since I have moved there, most notably in the past three years. Foster Street pedestrians are in real danger since there are no sidewalks on our street. I've had a neighbor struck and seriously injured at the intersection of Home and Foster because someone ran that stop sign. Cars routinely run all stops signs in our neighborhoods and continue to speed through the neighborhood to avoid Flynn and Pine intersections , Pine and Home intersections and Home and Shelburne Rd intersections. I would ask the City to conduct a traffic study of those intersections and the adjoining streets to get an accurate estimate of the number of cars travelling in that area so that there is an *accurate base of knowledge before they consider the additional traffic* associated with a new City Market location. Even without the increased traffic and trucking that a City Market location would bring to the neighborhood, calming traffic is a critical need. There are many children that live on my block alone and they need to be protected. There is no adequate sidewalks on Foster or Briggs or Batchelder. It's apparent that the City Market and City think that this will be a walking destination for customers but I fail to understand how that conclusion was made or supported. I have heard the desire for speed bumps and the feeder streets of Lyman, Ferguson and Morse to be closed off so that traffic would be forced to use Flynn Ave. I don't think this is a

viable solution as it simply focuses the problem on Flynn and Pine intersection and the closing of those street ends would simply mean that people park there and walk to the market. Certainly, it is premature to allow for this type of development before the parkway is even completed and an application can be adequately reviewed with the actual anticipated routes in place that are anticipated for with the construction of the Parkway. I think it's premature for the application to be approved prior to a major consideration, the Champlain Parkway, being completed.

My other concerns with the Market's plan and the traffic designs relate to parking and deliveries. I haven't heard precisely how many parking spaces are going to be available for City Market (customers and employees). I understand from neighbors that the new site plans for 114 parking spaces. There is a real need to examine what the overflow parking requirement will be since there are no parking garages or metered parking like the ones proximate to the downtown location. I expect this to be inadequate as this store will be an auto destination and relatively little pedestrian traffic except for the residents of the nearby neighborhoods that actually do walk. And again, without adequate sidewalks and safe intersections, I sincerely doubt that most people will be walking to this market, especially in the winter when the streets are covered with snow and it's a hazard to walk in them. I have heard that employees will not be allowed to park in the Market's own parking area. If that is true that is a real concern. How are their own employees going to find adequate parking. If they're expecting that their employees will be walking there is absolutely no way to ensure that happens. Their application must include adequate parking for all employees in their estimate. Additional parking needs to be considered in the application and zoning restrictions must be adhered to. If this is truly going to be a pedestrian market for the neighborhood then there should be minimal (if any) parking to be considered at all if it is truly going to be a pedestrian accessed market. The market should reflect the anticipated design and pedestrian access, and neighborhood parking is a concern.

Our neighborhoods will undoubtedly be saturated with cars/trucks for the market's customers and deliveries if this isn't addressed. Is there going to be adequate parking for customers AND employees? I'd like to know the numbers and how they were arrived at. The City Market's parking downtown is illustrative of the problem with parking spilling into nearby garages and streets. I'd like to know what the plan is for parking and if employees have parking permits for the lot or will be required to park off site (and if so where?). Parking in that area is already at a premium for businesses on Flynn Ave and Oakledge Park. I'd also like to know what the delivery routes and times will be for the Market. Trucks driving through our neighborhood for deliveries is not something that we expected when we moved into the neighborhood and it should have been addressed in the permit application.

Have they considered any traffic concerns for the corner of Flynn and Pine? It's already at a maximum capacity with people trying to turn off Pine or Flynn since there are no green arrows.

This remains a residential neighborhood and I'd like to see that quality respected with any designs, and certainly the residents of those neighborhoods being given the opportunity to know well in advance of any preliminary decisions to allow an exception to current zoning requirements.

Accordingly, as homeowners and residents of the neighborhood we want to be listed as interested persons in the South End City Market application for the 207 Flynn Ave location owned by the Vermont Railroad. Application number 16-1145CA/MA.

Please acknowledge receipt of this communication and request.

Paul O'Brian
139 Foster St.
Burlington, VT 05401