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Scott,

The Department of Public Works has been working in cooperation with the City Market Development Team, Members of City Council, as well as residents of the adjacent Ferguson/Lyman/Morse neighborhood in an iterative process of assessment and revisions to the project site plan with the goal of arriving at the site plan that:

- Does not unreasonably burden the adjacent neighborhood with cut through traffic
- That minimizes congestion within the street network
- Properly takes into account the proposed Champlain Parkway and harmonizes the two projects

The City Market Project team has been working closely with City staff since December 2015, and there have been several iterations of the Draft City Market Traffic Impact Studies prepared by the City Market Development Team to address Public Works Staff comments and concerns pertaining to the site plans and traffic impacts.

As a part of our process to improve the proposed City Market Project, there were numerous City Market conversations with residents and public forums, in addition there have been three joint meetings hosted by Public Works with the Ferguson/Lyman/Morse Neighborhood, City Staff and City Market Development Team.

These meetings were beneficial for City Staff to better understand the concerns of residents and to ensure their concerns were being considered within the City Market Development Proposal.

- The neighborhood had expressed concern that having Briggs Street as the primary access for City Market would induce exiting site traffic to more likely be directed south on local streets through their neighborhood.
- In addition, City staff informed the City Market Development Team of their concerns regarding the impacts and traffic management considerations of the Briggs Street access plan in conjunction with the future adjacent signalized intersection of the Champlain Parkway and Flynn Avenue which is a component of the permitted Champlain Parkway project.

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The City Market Team made major revisions to their project making Flynn Avenue their primary point of access as opposed to Briggs Street in response to these concerns..

In making these revisions and reviewing the revised site plan and the revised Traffic Impact Study, we feel there has been significant progress made to improve the project and the balance of issues appear to be getting less complex and fewer in number.

However in reviewing the current site plan and the Traffic Impact Study dated July 27, 2016, we have the following remaining comments and concerns.

- **Briggs Streets need for a Public Sidewalk**-Briggs Street as it exists today or within the Champlain Parkway Project does not have a public sidewalk. With the increased activity associated with the City Market project City Staff believes it is appropriate to require City Market to participate in the cost to build a public sidewalk along Briggs Street. More specifically City Staff would ask that City Market contribute half the cost to develop a sidewalk the eastern length of their parcel. Given the timing of the Champlain Parkway and City Market project; the sidewalk shown on their site plan internal to their site would suffice for now, however would ask that City Market contribute by placing funds in an escrow account for this purpose.
- **City Market Driveway Access Width**-Within the current site plan the Flynn Avenue Driveway apron is very broad and wide to accommodate commercial truck traffic. This broad apron is precipitated by the commercial delivery vehicles and the geometric limitations of the roadway with the existence of a center median for the adjacent rail crossing. We would ask that City Market consult with the City of Burlington/VTRANS Rail/Federal Rail Administration to determine if this center median can be abbreviated or relocated to allow for a less broad driveway apron.
- **Eastbound Right Turn Lane at Champlain Parkway and Flynn Avenue**-The Traffic Study identified that the project will have an impact on the eastbound approach of Flynn Avenue, and identified several potential alternatives to address this impact. One of these alternatives is to provide a separate eastbound right-turn lane, Because some of the other alternatives depend on future decisions and approvals by other State and/or Federal agencies this project should not be designed to preclude the possibility of constructing an eastbound right turn lane. Nor should the right turn lane pocket be created at the expense of eliminating parking on the north side of the street. We would suggest the Flynn Avenue frontage of the site be prepared to include provision of an eastbound right turn lane without eliminating parking on the north side of the street.
- **Increased Footprint to building**-An increased footprint to the building results in an increase in the volume of traffic which increases the delay experience. I will be seeking to fully understand this change and its implications operationally on the adjacent street network.
- **Neighborhood Traffic Calming** – The Traffic Study provides a recommendation for the City Market Team to monitor traffic volumes on the local street system near the project site after the City Market store is open for business. While we agree with this recommendation, we would also recommend that City Market have responsibility for any follow-up activities to develop and implement traffic calming treatments, if necessary.

I will be present at the meeting to answer any questions you may have.

Sincerely,

Norman J. Baldwin, P.E.
City Engineer/Ass't Director of Public Works