



# Neighborhood Planning Assembly Minutes – Full Notes (No Pics)

**Date of Assembly:** 11/19/2015  
**Start Time:** (Commence): 7:05 PM  
**Finish Time:** (Adjourn): 9:20 PM  
**Location:** DPW Building, Pine St.  
**Notetaker:** Nate Orshan

## **Steering Committee Members in Attendance:**

Alec Bauer  
Abby Matera  
Nate Orshan

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## **(1) Introduction and Discussion – Brandon Del Pozo, Chief of Burlington Police Department**

### **Summary:**

*Introduced himself to the group and answered any questions, including talking about the Calls for Service Dashboard, the Community Police Academy, the current relationship between police officers and bike riders, and the goal of getting supervisors and officers to interact more with communities.*

Chief Del Pozo lives on S. Union St., and his son goes to Champlain School.

Calls for Service Dashboard:

<https://www.burlingtonvt.gov/Police/Calls-for-Service-Dashboard>

The Dashboard contains every single call since 2012 for police services except for car accidents & sexual assaults. It's slightly anonymized. You can look at, for example, all the burglaries in the Five Sisters neighborhood in the last 29 days.

Re the reliability of the data: Fighting against "Garbage in, garbage out". Valcour, the records management system, was built by Chief Shirling. Chief Del Pozo says that they're trying to go through the data and re-classify if needed. The data is actually very reliable.

He actually used the Dashboard to find a safer neighborhood to live in. "I like to leave work at work."

Q: What happened to the reckless-driver hotline?

A: It has to be defunct, because I don't know about it. Since Officers need to themselves witness reckless drivers, having people report incidents of bad driving isn't effective.

It's hard to change behavior of cyclists & motorists in the city just by enforcement. We only "touch" a small part of the population. Also, we have a younger-on-average driver. Best way to help is education, but also re-engineering the streets. (Says he actually feels a little more vulnerable cycling on Pine St.)

Advocates for protected cycling lane. Also wants to educate students, for example, "You need to have a light on at night."

In NYC, bike-share programs, protected bike lanes, and lowered-to-25-MPH roads led to reduced bike fatalities.

Q: What about a police culture that blames cyclists in accidents?

A: Most of our officers don't live in the city. This spring, I'd love to put as many cops as possible on bikes. If more bikes hit the road, cops will be forced to deal with them.

Q: What's the Community Police Academy?

A: At least once/year, we run the Community Police Academy to give citizens insight into policing. It's a series of training events, participatory exercises, and lectures to learn what it's like to be an officer. You get to see the training they get, the way . IT gives you a window into policing. (See <https://www.burlingtonvt.gov/sites/default/files/u72/2016%20Citizen%20Academy%20Description.pdf>)

Re the public communicating with the police: 911's great for action-oriented police work, but for the KKK flyer? (Talks about a person on Riverside Ave who, for example, threw a racially-antagonizing water balloon at someone. "What solves the situation is more community policing.")

Wants a sergeant assigned to each Ward and a lieutenant assigned to each district to start coming to meetings so that there'd be a police supervisor responsible for issues in each Ward.

"Human capital is expensive in policing. I'm committed to doing it in a fiscally responsible way."

Q: Have you heard about the need for an animal control officer? Right now you have to leave a message.

A: When an officer sees an animal, we'll put it in a shelter, but we don't have ways to do, for example, foster homes. We just foot the bill ourselves. Any time we do that, it comes right out of our budget.

## **(2) Updates: Parking Studies and Railyard Enterprise Project – Chapin Spencer, Director of the Department of Public Works**

### **Summary:**

*Shared updates re parking studies, including the recommendation for the Residential Parking Program, and re the Railyard Enterprise Project, which would have a major impact on the area west of Pine St from just south of Kilburne St. to King St.*

### **Update: Parking Studies**

Three transportation plans are under way

Downtown Parking & Transportation Management Plan (submitted by Desman Design Management) *See the Google Doc at*

<https://drive.google.com/file/d/0B2a6rrTWvesqZkVDWHNEckpvek0/view>

The three plans work together – downtown.

Recommendations:

- A range of options & price points.
- Establish a public/private policy body
- Have a downtown-wide menu of transportation options.
- Complete \$9M garage capital repairs.

Progress well underway:

Pay-by-cell's starting next Friday (11/27). Everybody will be able to pay by phone.

Residential Parking Management

<http://parkburlington.com/residential-parking/residential-parking-management-plan/>

(Includes November 2015 draft report)

Residential Permit Program (RPP): Recommends paying for permits in RPP zones.

<https://www.burlingtonvt.gov/sites/default/files/police/files/Parking%20plan%20executive%20summaries.pdf>

Q: Re comparing Burlington to Ann Arbor, how big do we see our population getting? Where's it going to end?

A: The parking plan doesn't address that; the master plan does. There are no roads into downtown that don't go through neighborhoods. So the more we can use alt-modes, and the more we can efficiently use what we already have, the less we have to build new garages. The plan says that in some places, there may need to be increases in strategic parking supply.

Q: What's to protect our neighborhoods from excessive parking? Where's it going to stop?

A: Our plan lays out new tools, for example, 2-hour public parking limit. We can use them on a neighborhood-by-neighborhood basis.

Q: Charging per permit? How is that fair?

A: It's for those who are enrolled in residential permit program, i.e., largely around the educational institutions. Also, the street ELECTS to do it, it isn't foisted on the street.

Q: How do you enforce the RPP?

A: The modest fee. We also receive about \$300,000/year in fines.

Re transportation plan public comment: you can do it via email, web form, many ways.

**Update: Railyard Enterprise Project (REP)**

<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

From website:

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements, which incorporate the principles of Complete Streets, to support economic development in the area; improve livability of the surrounding neighborhoods; enhance multimodal travel connectivity between the Pine Street corridor and the Burlington Waterfront South area; and improve intermodal connections to the Burlington Railyard.

We heard concerns from the neighborhood re Champlain Parkway from Maple & King St neighborhood. Also: 5 sisters people felt there wasn't a good connection to the waterfront.

REP Purpose & Need: Look at an investment in this area that would improve the area.

Major tasks:

- Development of evaluation criteria
- Evaluate alternatives

We have narrowed the alternatives down from 40 to 3. We'll go to BTVCC on 12/21 to present. There are also public meetings on this at Champlain School on 11/30 and at ArtsRiot on 12/9.

These projects are entirely separate from the Champlain Parkway. We believe it has value independent of it.

Q: Funding from?

A: Chittenden County Regional Planning Commission. There's a local match of 20%. We want to be eligible for federal funding as well. That has an effect on which of the alternatives we choose.

Q: It looks like a version of the Parkway plan. Like it's "the other side of the Champlain Parkway". Is this thing even needed? Also, what are the cost differences between the three plans? Also, no multi-modal? Also, delivery to Curtis Lumber via train right now? That impacted?

A: The new, big road would be multi-modal. (See website for more details.)

Joan Shannon, Councilor, South District: We're heard that this project is important to King St. neighborhood residents to help direct traffic OUT of that neighborhood.

**(3) Presentation: Major Impact Development  
on the Barge Canal Site, 453 & 501 Pine St. –  
Erik J. Hoekstra with Justin Dextrateur,  
Redstone Commercial Group**

**Summary:**

*Presented current plans and concepts for proposed development on 453 and 501 Pine St., the brownfields area on the west side of the street just south of Howard St. and the Maltex building.*

This site is an industrial site that's been ignored for a long time.

453 and 501 Pine Street: Just north of BED, right across street from Dealer.com. The Orange boundary in the picture is the Pine Street Barge Canal Superfund site boundary. 453 is NOT within that site boundary; it's a brownfield for sure, but it's not part of the Superfund( Fed EPA designation indicating extreme level of environmental . Note that BED & DPW buildings themselves are within the Superfund area.

Photo from 1953 (courtesy Shelburne Museum): There was a coal gassification plant that had coal tar as a byproduct. It was stored in tanks. There weren't as many regulations back then. The tanks allowed the coal tar to leak into the ground.

3<sup>rd</sup> picture: Shows stacks of lumber everywhere (picture from 1877). The barge canal was there to transport lumber to points south. So...it's been an active & industrial area for a long time.

Trish Coppelino's here from the Brownfield Economic Revitalization Alliance (BERA) project (she's Sites Management Section Chief at Vermont Agency of Natural Resources).

<http://www.anr.state.vt.us/dec/wastediv/sms/RCP/BERA.htm>

Trish: We have 6 BERA sites. The intent is to direct engagement from state and federal agencies to move the projects forward. We want to see infill on brownfield sites instead of on green spaces, and we want to minimize any environmental impacts.

Eric: (referring to slide) There are a lot of partners working on this project! There's a lot of attention on this site and a lot of study.

Slide: Purpose of the Enterprise Zone District. The point is, Pine St. corridor is an area that we've said, "This is where we want commercial development".

Initial Conceptual Site Plan: Includes wetland line and 100-year-flood line.

When CEDO and Mayor's office saw it, they essentially said, "It looks like a non-urban building sitting behind a sea of parking spaces," so we went back to the drawing board.

Current Conceptual Site Plan: Moves most of parking behind building, includes a lot more green spaces.

4-5-story building. Built of brick, a nod toward other buildings, for example, the Innovation Center with that turn-of-the-century mill architecture.

Density: (when you compare it to the Maltex and Dealer, it's got lower Floor Area Ratio and Building Coverage) It's really a constraint imposed by the brownfields, which forces us to look at a smaller footprint with a taller building.

Q: How much earth moved/displaced?

This is the first stop of many public-engagement stops. We'll do this same slideshow to the conservation board, the design-review board, and {something else Nate missed}. The whole process will end with us creating and presenting a more formal plan. It's a lengthy process with a lot of public engagement. Right now we envision that the building will be supported by piles, not by the ground immediately below it.

Now, there WILL be soil disturbance. As part of approval process, NRD & EPA, we'll have to come up with an action plan for, for example, how we handle soil that's disturbed.

Eventually we'll get a certificate of completion from the state.

We don't have any tenants. It could have retail to some arts/light manufacturing uses. The upper floors are more likely to be office space. There's no residential uses.

It's designed to feel like 2 buildings, like a historic building with a modern building added on, a kind-of "Vermonty" thing.

Q: The superfund site's still active, for example, they're still recovering coal tar from the ground. Wouldn't you first need to look at the groundwater flow?

A: We have a number of environmental consultants and engineers. We've been working with the BERA process. There is a suite of consultants, each with different responsibilities.

Q: Any development you do will affect groundwater flow to the superfund site. Last data I saw, that contamination was moving toward the lake? Any concerns?

A: That's the key design challenge addressed by the BERA process. We'll do extensive use of permeable barriers.

Q: Hydrostatic pressure's going to be enormous. I'm one of the "interspersed neighborhood" residents.

A: We inherit the liability. It's my and my partner's butts on the line. If there are issues, we'll be sued.

Q: If all issues are solved & mitigated, how do you envision the space operating? How many people coming in, how many jobs?

A: We're looking at 100K sq ft of commercial space, which easily means a few hundred jobs on the site. We'll be looking at the impact of bringing the people in, including a traffic review study. If there are significant impacts to traffic, we'll have to do mitigation.

We hope to have a variety of uses. We're also exploring subsidy & creative financing to be able to make some of the spaces more affordable for, for example, "funky" artist-type businesses.

Q: Will it have access for trucks?

A: It's really light. Nothing that would require frequent tractor-trailers. We're looking at exceeding the maximum city-required parking; we're seeking a waiver from the City to have.

Joan Shannon: We have a problem from the City side; the maximum-parking numbers weren't necessarily based on good numbers.

Q: Parking issues aside, it's still not going to be cost-effective for you to build according to what is good for a city re the water.

A: We believe in the principles of smart growth. In an urban environment, you should develop there.

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Motion to adjourn adopted at 9:20 PM.

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