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## MEMO

TO: Transportation, Energy and Utilities Committee

FROM: Kirsten Merriman Shapiro, Senior Policy and Project Specialist, CEDO  
Laura K. Wheelock P.E., Public Works Engineer  
Meagan E Tuttle, AICP, Principal Planner, Planning and Zoning

RE: Great Streets Initiative – June 2017 Concept Plans for St. Paul Street & Overall Update

DATE: June 20, 2017

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The Great Streets Initiative is a culmination of many years of planning and project development, including the public vote in March of 2015 to use the City's downtown TIF district to make new investments in the downtown public infrastructure, to ensure that Burlington residents have a downtown that is a vibrant, walkable and sustainable urban center. Through this initiative, we'll advance several key projects envisioned by plans such as Imagine City Hall Park, planBTV Downtown & Waterfront, the 2011 Transportation Plan, and the City's first planBTV Walk/Bike.

The Great Streets Initiative premise is to work with citizens, stakeholders and officials of Burlington on these three separate projects:

1. **Downtown Street Standards:** This project will create a palette of urban elements and standard dimensions that will lead to downtown streets that are beautiful, practical, affordable, sustainable, and appropriate for downtown Burlington from Pearl to Maple and Union to Battery.
2. **Main Street / St. Paul Street Plans:** This project will apply those standards in a concept plan for the redesign of six blocks of Main Street from Union to Battery, and two segments of St. Paul Street from Main to Maple. This effort will culminate in the construction of two key segments of Main Street between Pine and Church.
3. **City Hall Park Plans:** This project continues the effort to reconstruct the only public park in downtown Burlington. The Great Streets Initiative advances the schematic designs from the 2011-2012 [Imagine City Hall Park](#) engagement process, and will culminate in the much anticipated reconstruction of the park.

### Update

In June 2016, the City of Burlington launched the Great Streets Initiative to advance several key projects to invest in a downtown that is vibrant, walkable and sustainable. In particular, this project builds on and implements many years

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of planning and project development, including the public vote in March 2015 supporting the use of the City's downtown TIF district to make investments in two blocks of Main Street (Pine to Church) and two blocks of St. Paul Street (Main to Maple).

Until recently the focus of the work on this project has been on the Main Street Concept plan, City Hall Park Design, and the Standards and the public outreach associated with those portions of the project. Early in 2017, the focus of the efforts under Great Streets shifted to St. Paul Street, as City Officials realized the benefits of constructing St. Paul Street ahead of the other portions of the project. We are currently targeting construction of the two blocks of St. Paul Street to start in the summer of 2018.

### Input on St. Paul Street Concept Plans

The City is currently soliciting feedback on the St. Paul Street Concept Plans. On June 6, we held a special neighborhood meeting to present two concepts for the St. Paul segment of this project to residents and businesses. The two concepts are enclosed along with a chart summarizing the key differences among the existing street layout and these concepts.

It is important to note that while both concepts advance the Great Streets Initiative goals to make our downtown streets more walkable, increase safety, expand stormwater management, and accommodate outdoor seating/dining and other uses of the public right-of-way, they also impact on-street parking. The plans enclosed detail that Concept A retains diagonal parking on the east side of the street, but reduces the number of spaces to allow for the addition of stormwater management features within the street. Alternatively, Concept B converts this diagonal parking to parallel, allows for a significant widening of the sidewalk on the east side of the street, and provides an opportunity for a flexible space that can be used to accommodate a truck loading zone.

More information about these plans can be found online at [www.greatstreetsbtv.com](http://www.greatstreetsbtv.com), and within the downloadable June 6 meeting presentation.

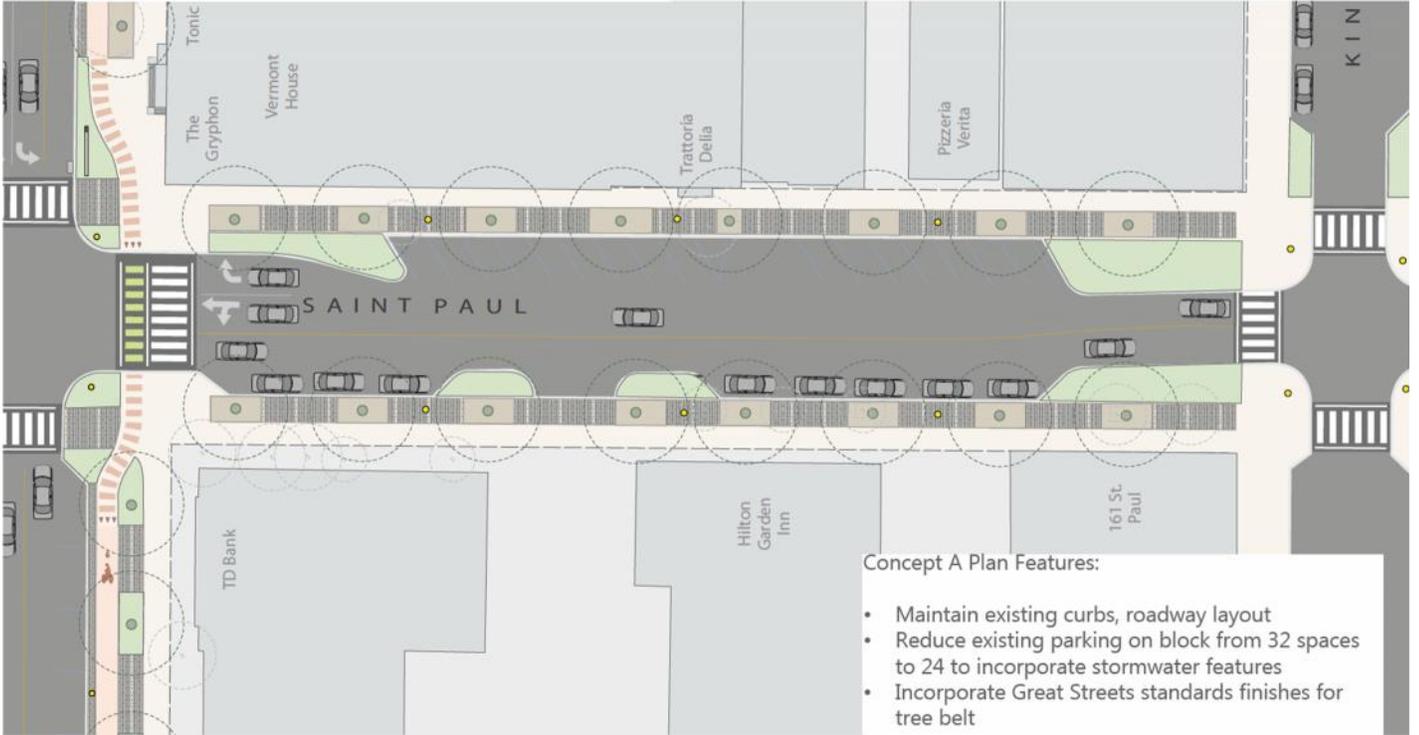
During the upcoming TEUC meeting, the Great Streets Initiative's project managers will present the concept plans for St. Paul Street as well as a summary of public and stakeholder input received to-date. The TEUC is requested to endorse these plans and co-sponsor an upcoming request to the City Council to continue onto the design phase of the project by executing a contract amendment with the design team. We welcome any other input to the project management team that will be helpful in guiding refinements per the schedule above.

If you have additional questions about the Great Streets Initiative or any of the individual efforts included in this phase of work, please feel free to contact any of the project managers directly:

Laura Wheelock, [lwheelock@burlingtonvt.gov](mailto:lwheelock@burlingtonvt.gov) or 802-540-0397  
Kirsten Merriman Shapiro, [kmerriman@burlingtonvt.gov](mailto:kmerriman@burlingtonvt.gov) or 802-865-7284  
Meagan Tuttle, [mtuttle@burlingtonvt.gov](mailto:mtuttle@burlingtonvt.gov) or 802-865-7193

Thank you.

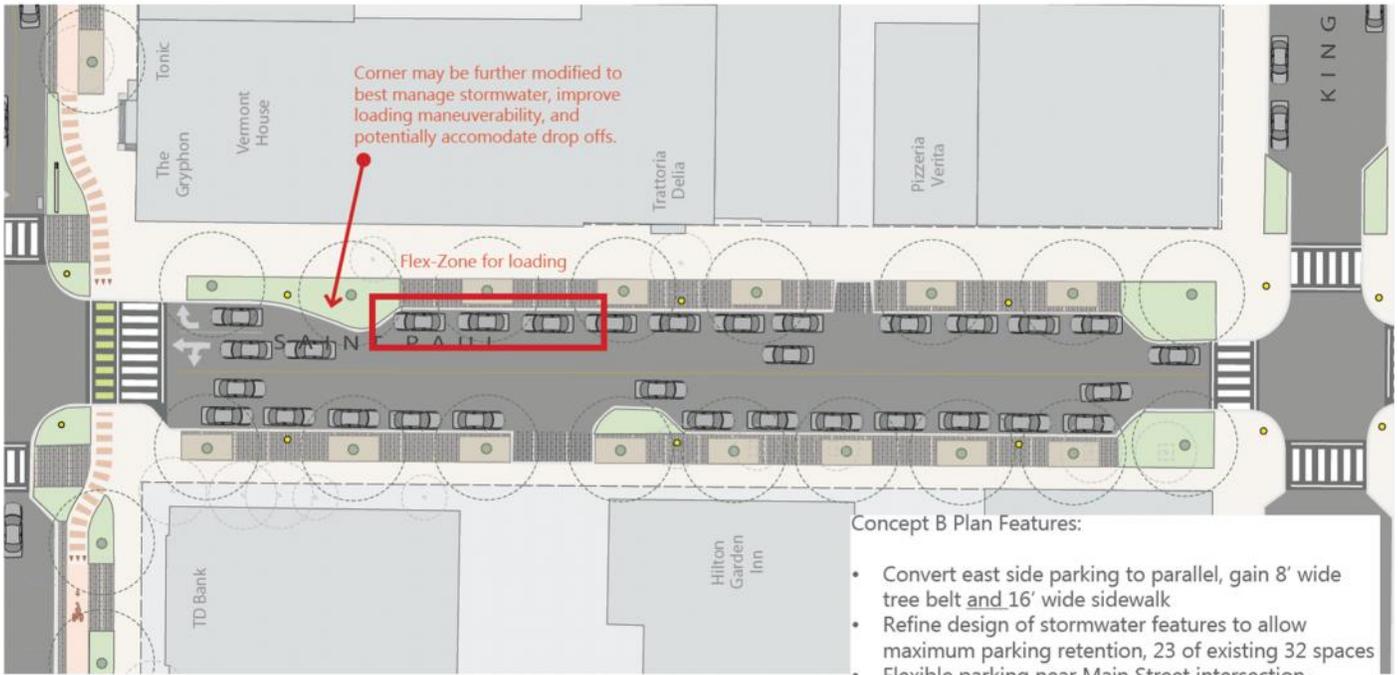
**St Paul Street- Main to King- Concept A**



**St Paul Street- King to Maple- Concept A**



### St Paul Street- Main to King- Concept B



#### Concept B Plan Features:

- Convert east side parking to parallel, gain 8' wide tree belt and 16' wide sidewalk
- Refine design of stormwater features to allow maximum parking retention, 23 of existing 32 spaces
- Flexible parking near Main Street intersection-loading zone by day, public parking in evening
- Incorporate Great Streets standards finishes

St. Paul Street Presentation June 6, 2017

### St Paul Street- King to Maple - Concept B



#### Concept B Plan Features:

- Refine design of stormwater features to add parking spaces, increase to 22 from 20 spaces
- Incorporate Eagle's Landing Transit Stop bumpout
- Incorporate Great Streets standards finishes for tree belt; underground utilities

## St Paul Street- Comparison of Existing to Concepts

		<b>Existing Street</b>	<b>Concept A</b>	<b>Concept B</b>
<b>Typical Roadway &amp; Sidewalk Dimensions</b> (no proposed changes to private building encroachments)	North Block	50' Roadway 8.5' Tree Belt 7' - 8' Sidewalk	Same as Existing	39' Roadway 8.5' Tree Belt 8' Sidewalk West/ 16' East
	South Block	38' Roadway 10' - 11' Tree Belt 5' Sidewalk	38' Roadway 8.5' Tree Belt 6.5' - 7.5' Sidewalk	Same as Concept A
<b>Total On-Street Parking</b> Main to Maple		52	44	45
<b>Nearby Off-Street Public Parking</b>		40 @ Brown's Court	65 @ Eagle's Landing (Net increase of 25 spaces nights & weekends)	Same as Concept A
<b>Loading Zone</b>		One diagonal parking space mid-block; right turn lane near Main Street used informally	Same as Existing	Parallel Parking spaces near intersection of Main St. signed for loading day/ parking night
<b>Street Trees</b>		16	31	32
<b>Stormwater Management</b>	Ratio of stormwater gardens & tree belt to sidewalks & roadway	Minimal infiltration from tree lawns King-Maple, all other drains to sewer	Design to capture rainfall from 90% of storm events, slow down and treat storm-water before enter sewer	Same as Concept A
<b>Overhead Utilities</b>		Exist King to Maple	Buried	Same as Concept A
<b>Outdoor Seating</b>		None	New seating in tree belt	Same as Concept A
<b>Flex Area for programming to support adjacent users</b>	Outdoor dining, public art, bike parking, etc.	Extremely limited/none	Very limited- only in tree belt where min clearance can be met	Significant space- tree belt & sidewalk, esp. east side Main - King