



City of Burlington
Department of Public Works

Technical Services Engineering Division
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To: *City of Burlington Planning & Zoning
Don Sinex – BTC Mall Associates, LLC*

From: *Norman J. Baldwin P.E. – City Engineer/Ass't Director, DPW
Laura K. Wheelock P.E. - Public Works Engineer, DPW*

Date: *February 19, 2021*

Subject: *75 Cherry Street – BTC Mall Associates
Permit Amendment Application*

The Department of Public Works (DPW) had been working with the BTC Mall Associates Development Team (BTC) to review and discuss details of the project as it relates to the public Right-of-Way (ROW) along Cherry Street and Bank Street, the project intersections, as well as the internal streets as the applicant has indicated that they would like to turn over to the City 60-foot public ROW for the two internal streets.

DPW has conducted our review of the submitted plans dated 11/13/2020 including revisions submitted to DPW on 2/17/21; as well as the Traffic Impact Assessment dated 03/2020, revised by memo on 10/01/2020.

Water Resources review to be submitted separately.

1. Traffic Impact Study (TIS):

DPW has been working with Clough, Harbour & Associates, LLP to assist DPW in review of the traffic impact study submitted by the applicant for this project. A memo with their findings is attached to this communication as of the date of the communication. There are findings within the review that DPW feels need to be addressed before we are comfortable providing our recommendation to accept the study. The findings were communicated to the applicant on 2/17/21 for their consideration ahead of their DRB Hearing.

2. Project Plans:

DPW reviewed the project plans for impacts on Bank Street and Cherry Street, as well as the two internal project streets in anticipation that the Applicant will seek to have these streets and their ROW accepted by the City in the future. DPW's findings are as follows.

Bank Street/Cherry Street

The proposed improvements as shown in the submitted plan meet or exceed City Standards as currently specified with the following exceptions, notes, or comments:

- A. The Applicant will be required reconstruct the ROW where limits of construction work remove existing infrastructure, or contribute an amount agreed upon in the development

agreement towards a portion of the City's planned public improvement project along these streets.

Project Streets (Pine Street and St. Paul Street)

The proposed improvements as shown in the submitted plan meet or exceed City Standards as currently specified with the following exceptions, notes, or comments:

- B. Minimum clearance between the top of road on Pine Street and bottom of the 100 Bank Street building shall be 12'-6" minimum. Warning bars shall be placed in advance of this low clearance with signage and height indicating bar to warn trucks of low clearances.

General Comments

- C. DPW would like to review turning radius of vehicles at all project drives and loading docks to ensure encroachment within oncoming travel lanes does not exceed the Design Vehicle Guide that DPW has developed.
 - a. DPW is concerned with these encroachments on St. Paul Street with the future transit
- D. DPW has concerns for the overall streetscape with the addition of the loading docks on Pine and St. Paul. Additionally presentations from the applicant and discussion during meetings they have not provided clear need for both of these and it has only been speculated that both are needed.
- E. Areaways – DPW continues to be concerned with their placement within the clear sidewalk width for long term maintenance, accessibility, and aesthetic of the streetscape. DPW believes that a new structure should be able to accommodate the ventilation needed within the parcel footprint.
- F. Short term bike parking – following the findings of the Conservation Board on 2/1/21 to provide covered short term bike parking for the project, DPW met with the applicant to understand how they would meet this finding. Coming from those discussions the applicant in a communication with DPW stated they would accommodate the entire short term bike parking need for the project within their parking structure. DPW supports this approach with ensuring good signage so it is clear that these spaces are open to the public, free of charge, and how to safely access them.
- G. Garage lighting – DPW requests that the lighting levels at the entrances to the garage be brightly lit, to a tunnel lighting standard to ensure the safety of vehicles entering and exiting the structure and the comingling of the pedestrians and bicycles in close proximity to this area. It is extremely important to have lighting levels that are higher than minimums at these locations to ensure the transition from daylight to covered indoor lighting allows for proper acclimation and visibility from the outside of the structure.
- H. The parking garage exit/entrance shall have audio and visual warnings displayed for pedestrians on the street when a vehicle is entering/exiting the structure.
- I. Applicant will be required to place monuments at all parcel boundaries.
- J. Concrete sidewalk shall be 5" thick minimum and 8" thick at commercial driveways
- K. All public infrastructure intended must be within the proposed limits of the ROW.
- L. Any materials used in the ROW that exceed City Standards will be the responsibility of the Applicant, and the Applicant will be required to enter into a License Agreement with

DPW, unless otherwise waived, for the care, maintenance, replacement, removal for the life that material unless otherwise replaced with a Standard material, at which time the Agreement can be dissolved.

M. For the reconstruction of Bank/Cherry and new construction of Pine/St. Paul the Applicant must, at minimum, provide the following to DPW:

- 1) As-built drawings of all infrastructure in the ROW
- 2) Certification from the engineer of record that infrastructure constructed was completed per plans and specification
- 3) All documentation by the project resident engineer for all infrastructure in the ROW. This shall include but is not limited to: Notes, photographs, reports, quality control testing, change orders, submittals.
- 4) The City shall be invited to participate at all construction meetings
- 5) The City shall have the right to have oversight during construction, review of resident engineer documentation, submittals.

Should you have any questions please contact me at LWheelock@burlingtonvt.gov or 338-2125.



February 17, 2021

Laura Wheelock, P.E.
Department of Public Works
645 Pine Street
Burlington, VT 05401

**Re: City Place Traffic Impact Study Review
Burlington, VT
CHA File: 57094**

Dear Ms. Wheelock:

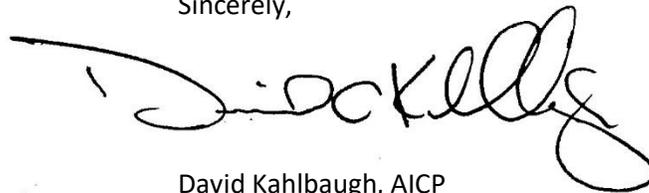
We have completed our review of the City Place TIS (March 2020) and the Trip Generation Update Memo (Oct 1, 2020) prepared by VHB. The following are our comments.

1. We agree with the trip generation assessment presented for the proposed development plan as described in the March 2020 TIS and for the revised development plan described in the October 2020 memo. This analysis shows that the current revised development plan will generate about 30% fewer new trips during the AM peak hour and 25% fewer new trips during the PM peak hour than what was proposed in the March 2020 study.
2. The March 2020 and October 2020 development concepts generate fewer site trips than the original development concept that was analyzed in the January 23, 2017 TIS.
3. The March 2020 study provided mode share and “internal capture” assessments of the site trips to estimate the amount of new vehicle traffic generated by the project during the peak hours. These calculations were not provided for the current revised development plan documented in the October 2020 Trip Gen Update. The change in the mix and density of land uses of the site may affect the amount of internal capture trips, and consequently affect how much vehicle traffic is generated onto the surrounding street network. The calculations of mode share and “internal capture” should be provided for the current development plan to document the estimated net new vehicle trips generated by the project. A table should be provided comparing the current net vehicle trip generation of the current proposal to the net vehicle trip generation of the former development proposals from March 2020 and January 2017.
4. The March 2020 study used the same source traffic data as the previous January 2017 study. Most of this data was originally collected in 2016-2017, but some of the data is from 2013-2015. It is noted that the traffic volumes for the intersection of Main Street and Prospect Street were updated for the March 2020 study using 2017 counts. Although some of this data is more than five years old, it is acceptable to continue to use this data as the basis of the analysis since most of the data is less than five years old, the study is an update of a formerly approved study and the traffic flows have been adjusted and balanced through the study network to adjust for the different years of the counts.

5. The March 2020 study adjusted the base volumes to reflect 2021 and 2026 conditions. However, the 2021 No-Build volumes at some of the study intersections are lower than the 2019 No-Build condition volumes from the 2017 study even though the 2021 No-Build volumes include the previously permitted phase 1 City Place project traffic. At other locations, the 2021 No-Build volumes are significantly higher; for example, the 2021 No-Build volumes at the Pearl/Colchester/Prospect intersection are 28% higher than the 2019 No-Build volumes and are also higher than the previously projected volumes at this intersection for the 2024 Build condition with the former development concept. Additional supporting documentation should be provided to validate and confirm these calculations of the No-Build and Build volumes. This documentation should include volume diagrams showing the 2021 and 2026 No-Build conditions without the other permitted developments to provide a basis of correlating the volumes from the March 2020 and January 2017 studies.
6. The site traffic distribution calculations and volume assignments to the street network should be provided for the March 2020 development concept (since this is the basis of the detailed level-of-service analysis).
7. The March 2020 analysis shows that two intersections will have operations at LOS E or LOS F during one or both peak hours in the Build condition.
 - a. Pearl Street/Prospect/Colchester (LOS F: AM & PM)
 - b. Main/Prospect (LOS E PM)This is a significant change in the LOS compared to the study of the former development concept. These intersections were shown in the 2017 study to operate at LOS D or better in the 2024 Build condition. Additional information should be provided explaining the factors contributing to the reduced LOS at these locations and to identify improvement strategies to mitigate for these conditions.
8. The capacity analysis of the intersections along S Winooski Avenue presented in the study are based on the former road configuration (four-lane undivided) of S Winooski Avenue. This analysis does not reflect the current Complete Streets Road Diet improvements that were implemented by the City in October 2020. Additional documentation should be provided to confirm that the traffic volumes developed for the Road Diet project reflect the permitted volumes for the City Place project and to provide updated analysis of the study intersections along S Winooski Avenue for the 2021 and 2026 conditions.

Please feel free to call me (518-453-3983) if you have any questions.

Sincerely,



David Kahlbaugh, AICP
Senior Transportation Planner

DCK/

c: Norm Baldwin; Burlington DPW
Dale Gozalkowski; CHA