



Image Credit: Suisman Urban Design

Cherry and Bank Street Concept Design

Community Feedback Meetings
April 10 & 11, 2018
Burlington, Vermont



Stantec

Who are we?



Kirsten Merriman Shapiro

Laura Wheelock

(City Project Managers)



Greg Goyette

Greg Edwards

(Street Design and Engineering)

Why are we here?

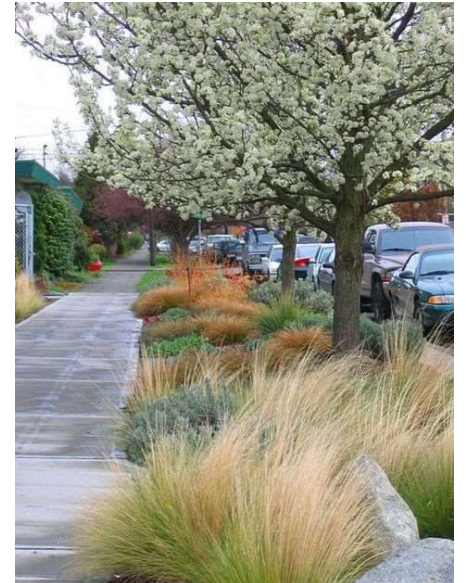
- Present a base design for improvements

Base design from “*City of Burlington Downtown Street Design and Construction Standards*”

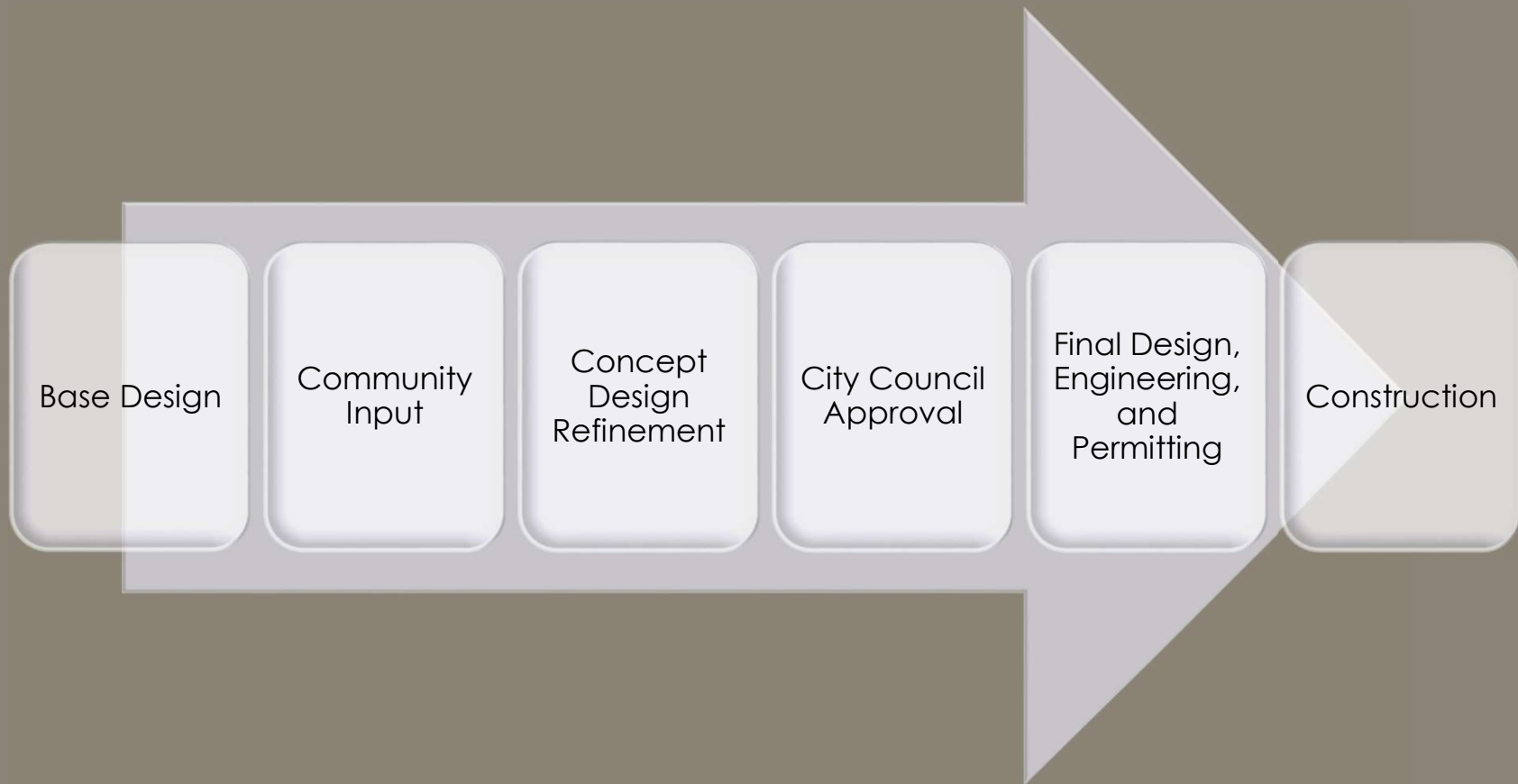
- Gather focused community feedback for street amenities (ie. public placemaking, street ecology, crosswalk design...)

Street amenities will be layered on top of base design

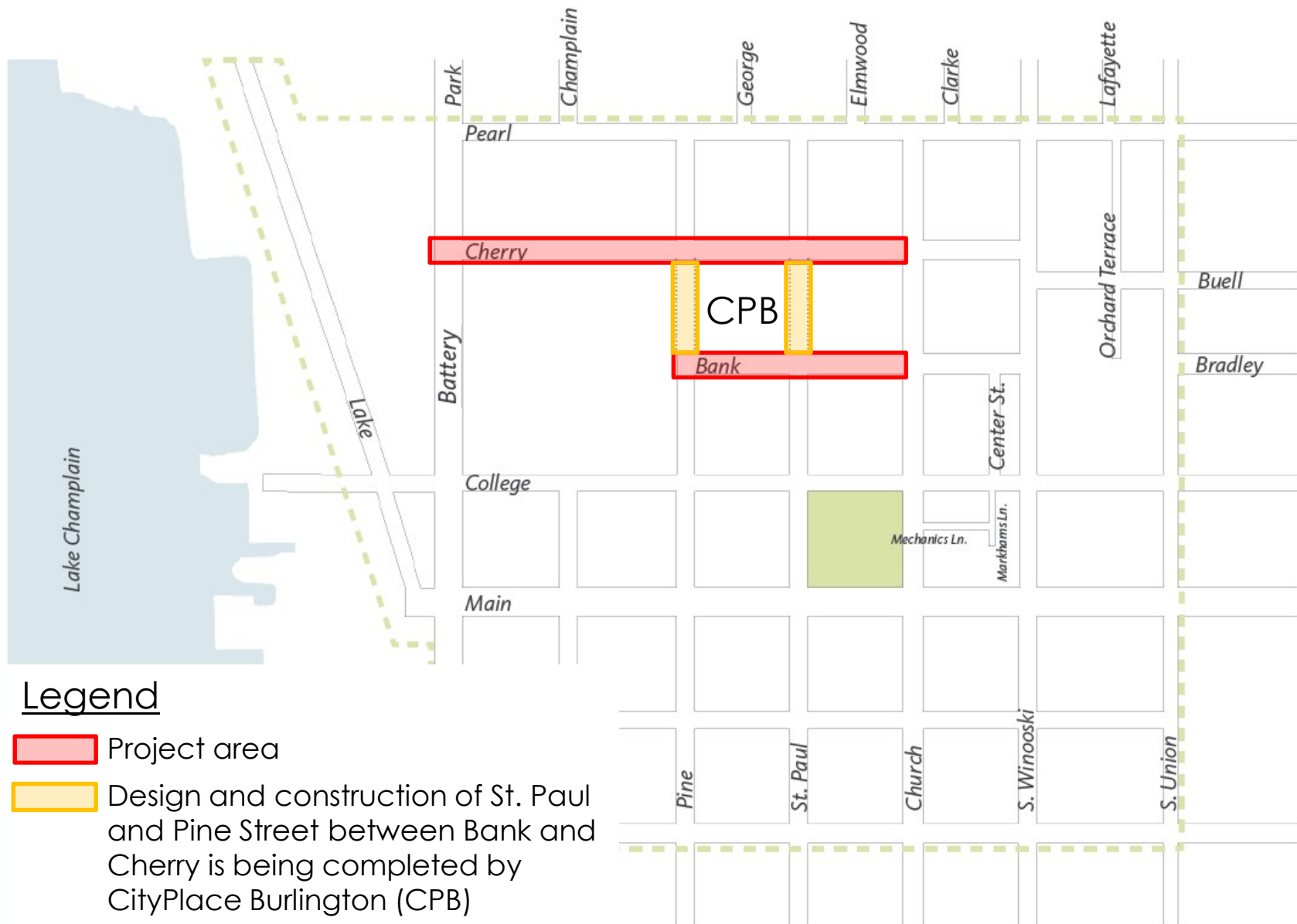
- Your thoughts will inform the design



What is the process?



Where are improvements proposed?



Map source: City of Burlington Downtown Street Design and Construction Standards

What has been completed to date?

- Reviewed Downtown Street Design and Construction Standards
- Developed a base design
- Began coordination with CityPlace Burlington development
- Existing parking inventory



Photo source: City of Burlington Downtown Street Design and Construction Standards

What are the next steps?

- April 3rd -30th: Gather community input including adjacent property owners and businesses ([comments](#) due April 30th)
- April 24 – May 15th: Refine concept
- May 21st: Present concept to City Council for consideration
- June 29th: Complete Conceptual Design Plans
- 2019: Complete Final Engineering & Permitting
- 2019/2020: Construction

Downtown Street Standards



What is the intent?

- Balance users and uses
- Define street types
- Standardize roadway and pedestrian zone dimensions for each street type
- Provide roadmap for:
 - Street ecology (landscape, stormwater)
 - Public placemaking
 - Bikeways
 - Lighting
 - Materials
 - Furnishings
 - Signage
- Provide common palette of materials and furnishings for ease of maintenance

CHERRY ST.

Cherry Street lies entirely within downtown, is only 5 blocks long. It terminates at Battery Park overlooking Lake Champlain and at the First Congregational Church on Winooski Avenue. Its north side is mixed with residential uses, state office buildings and religious institutions, while the south side is almost continuously commercial. The southern side of the street includes a 4-block long section with no intersections, and very few building frontages activating the street as a result of urban renewal activities in the 1970s.

The Burlington City Place property is anticipated to be redeveloped to include retail frontages and reestablish the street segments of St. Paul and Pine between Bank and Cherry. Along with the site's redevelopment, the City plans to reinvest in the streetscape for the four blocks between Battery and Church, based on the 2014 PIAP.

Design Considerations

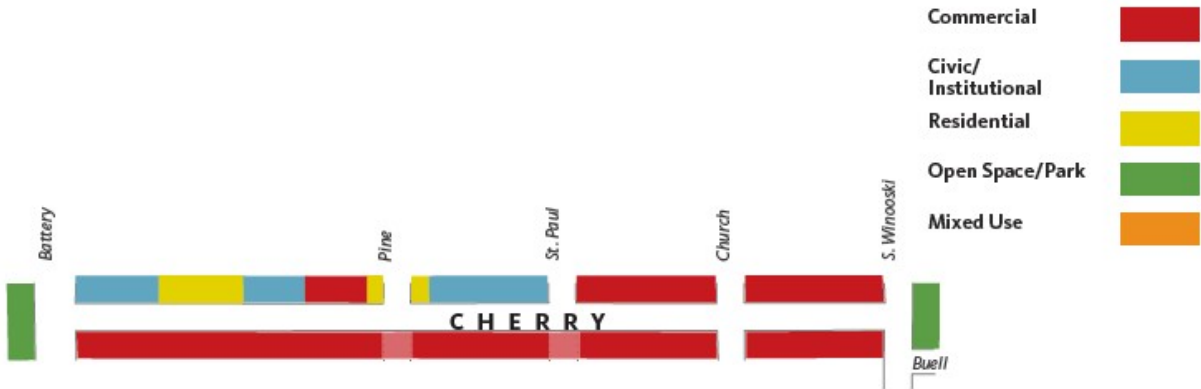
The corridor carries a significant number of bus lines and transit stops as it is one of the east-west streets that frames the new transit center. While only a 66' ROW, traffic counts are relatively low, giving it good potential for walking, biking, and placemaking improvements. The intersection with Battery Street should be an important consideration in future designs for this street, as pedestrian connections to the waterfront have been contemplated in this location, which could be realized if private property on Lake Street below Battery Park is redeveloped. In planning for streetscape improvements in this corridor, designers should be mindful of shadows cast by recent and future redevelopment along the south side of the street.

Existing Character/Uses

Urban Regional Linkages	Lies entirely within Downtown
Terminus within Downtown	West: Battery Park East: First Congregational Church
Terrain	Gently sloped
High Point/Low Point	High: 226' @ Union Low: 186' @ Battery
Views	To Battery Park and lake
Length	2105'
Number of Blocks	North side: 4 South side: 2 (4 blocks with redevelopment of BCP)
Intersecting Streets	5
Intersections	5 total: 3 cross, 2 "T"
Prevailing ROW	66'
Prevailing Roadway	Review existing street dimensions on page 64 .
Classification	Class III
Bus Service	Yes
Utilities & Lighting	Underground utilities & ornamental light poles, except b/w Battery–St. Paul
Water Systems	On combined sewer system, but has a separate storm and sanitary line available for connections. Possible sandy soils west of St. Paul, more likely west of Pine.

Recommendations

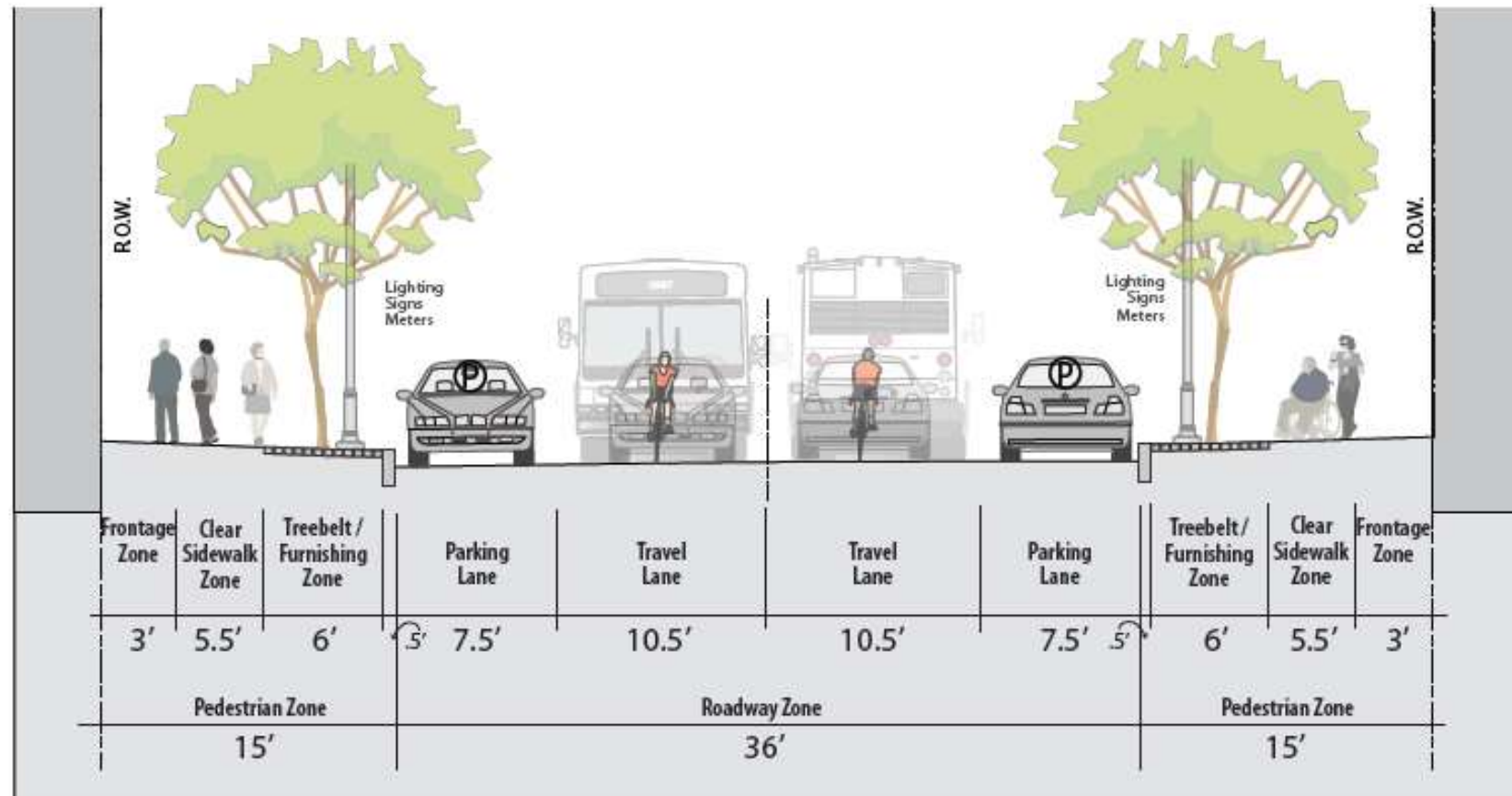
Proposed Bike Facility	Shared Right-of-Way
Recommended Street Type	"Commercial Slow Street with Transit (66' ROW, 36' Roadway)" on page 70



Cherry Street

Commercial Slow Street with Transit
(66' ROW, 36' Roadway)

36' Roadway Zone—30' Pedestrian Zone



Street Users: Parking, Deliveries, Cars, Trucks, Busses, Bikes, Pedestrians

BANK ST.

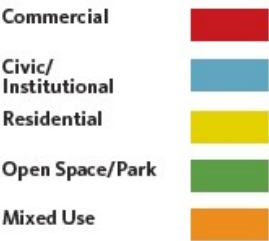
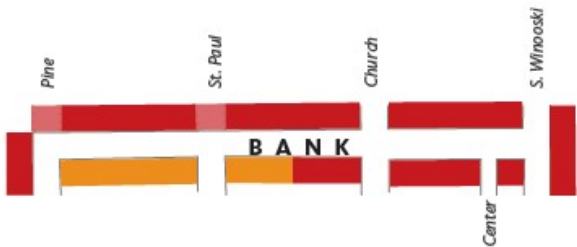
Bank Street is a short street that is somewhat isolated in the center of downtown due to 1970s urban renewal activities. It is almost entirely commercial, with one entire block occupied by the Burlington City Place (BCP). Small storefronts immediately adjacent to Church Street, and a number of older, formerly residential structures that have been converted to commercial/ mixed-use and provide strong character on some portions of the street. However, other blocks are lined by parking garages and inactive commercial frontages. Presently, several of the tallest buildings in downtown Burlington are located on Bank Street near the terminus of St. Paul and Pine Street.

Design Considerations

While the street currently experiences little through traffic, the redevelopment of the private Burlington City Place site is likely to transform this corridor, particularly with the reopening of portions of St. Paul and Pine Streets between Bank and Cherry. In the future, it is likely that there will be additional vehicular activity as a result of Bank Street being reintegrated into the downtown transportation grid, and the location of one of the entrances to the redeveloped property. Public improvements to two blocks of Bank Street associated with the redevelopment of the site will emphasize a vibrant and safe pedestrian streetscape and stormwater improvements.

Existing Character/Uses

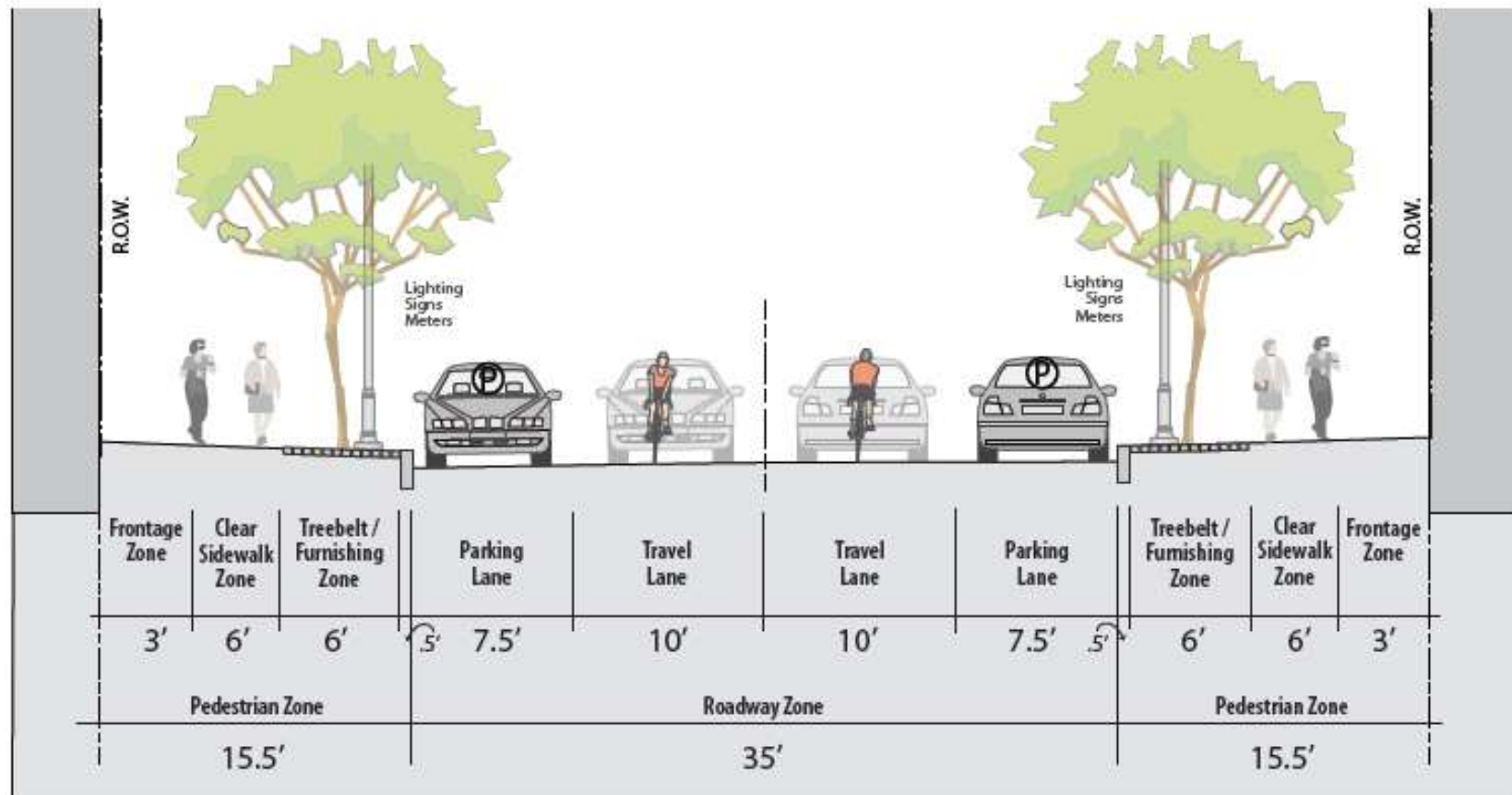
Urban Regional Linkages	Lies entirely within Downtown
Terminus within Downtown	West: People's United Bank East: City Market
Terrain	Gently sloped
High Point/Low Point	High: 224' @ Winooski Low: 202' @ Pine
Views	none
Length	1275'
Number of Blocks	North: 2 (3 proposed) South: 3
Intersecting Streets	4
Intersections	5 total: 2 (4 proposed) cross, 3 (1 proposed) "T"
Prevailing row	66'
Prevailing Roadway	Review existing street dimensions on page 64 .
Classification	Class III
Bus Service	No
Utilities & Lighting	Overhead utilities b/w Pine–St. Paul; underground utilities b/w St. Paul– Winooski. Ornamental light poles b/w Church–Winooski
Water Systems	West of St. Paul: part of the college street separate stormwater system. East of St. Paul: on the combined sewer. Soil condi- tions are unknown for infiltration.
Recommendations	
Proposed Bike Facility	Shared Use Lane Markings with Traffic Calming
Recommended Street Type	<i>"Commercial Slow Street (66' ROW, 35' Roadway)" on page 68</i>



Bank Street

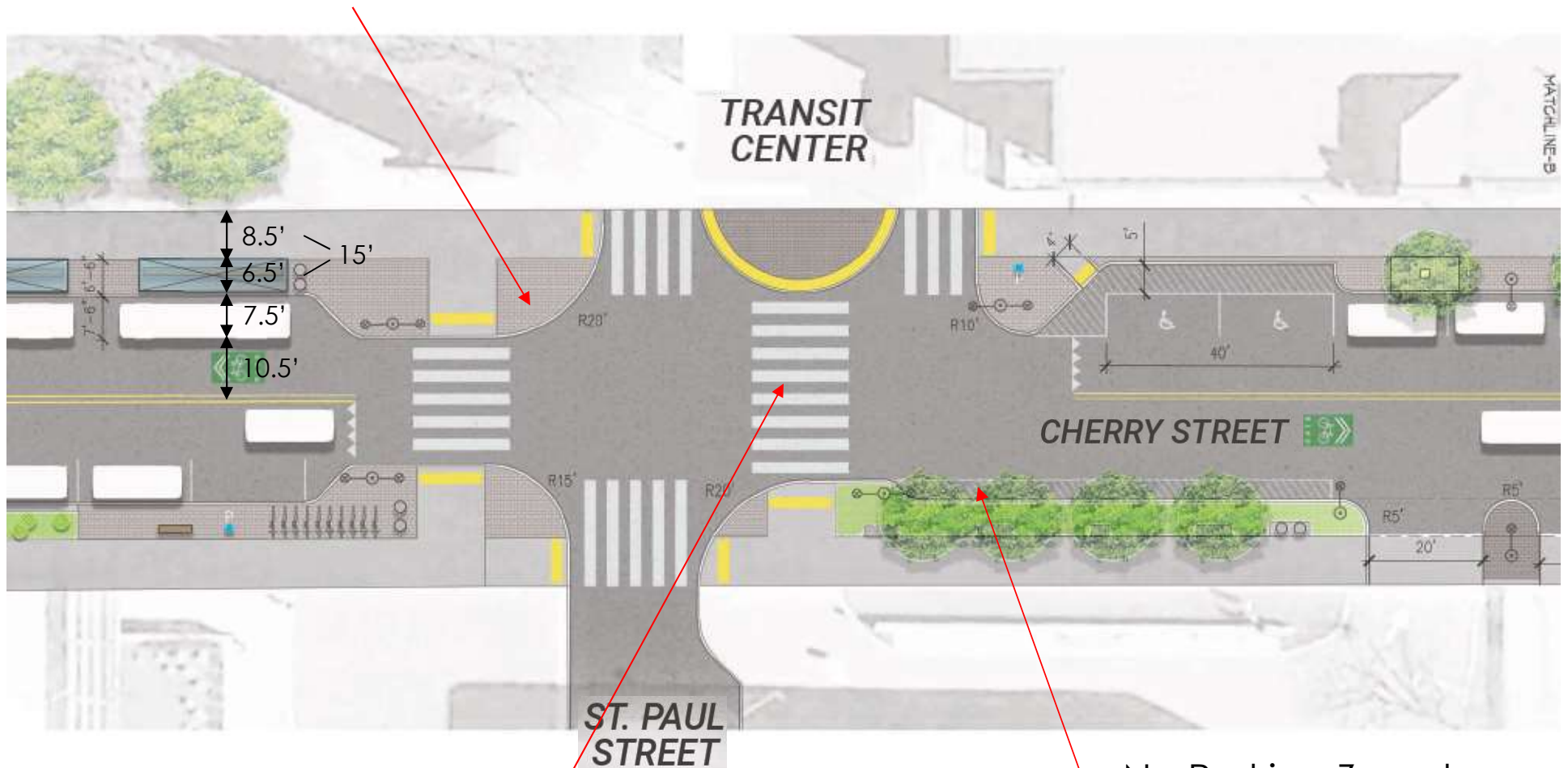
**Commercial Slow Street
(66' ROW, 35' Roadway)**

35' Roadway Zone—31' Pedestrian Zone



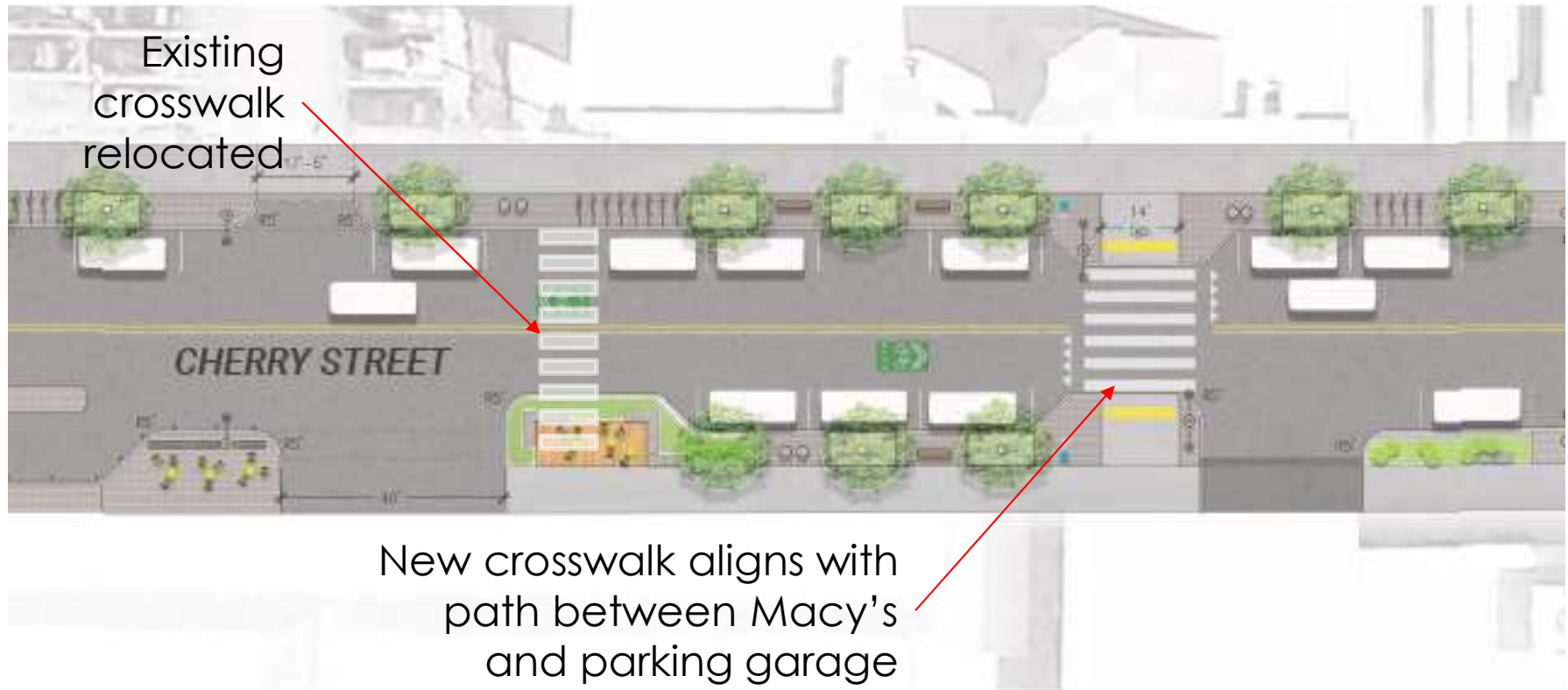
Street Users: Parking, Deliveries, Cars, Trucks, Bikes, Pedestrians

Curb extensions result in shorter pedestrian crossing distances and make pedestrians more visible to motorists



New crosswalk aligns directly with front door to Transit Center building

No Parking Zone to allow for busses to turn left out of transit center



Conventional Continental Crosswalk



Brick & Granite Crosswalk

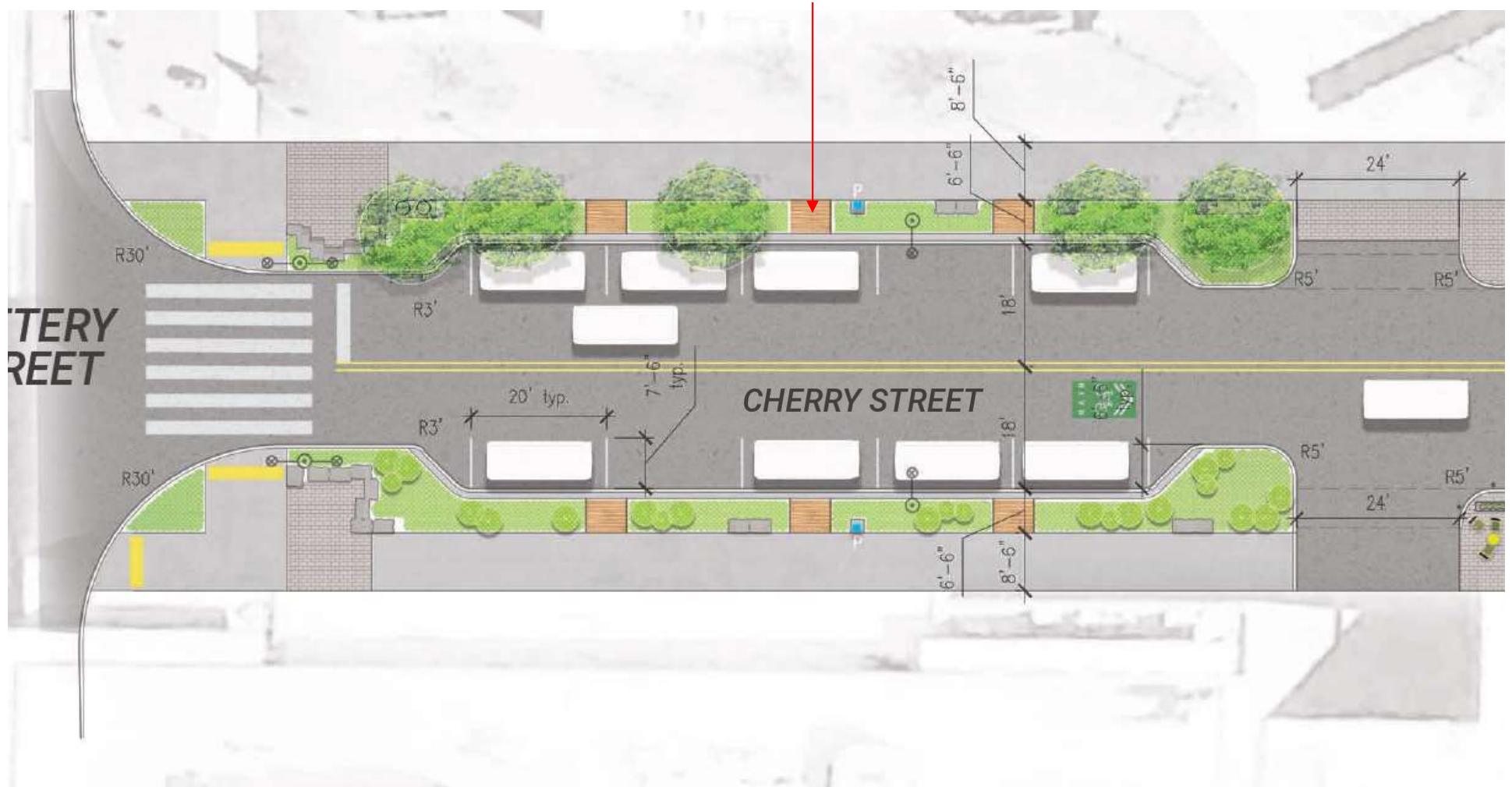


Enhanced Crosswalk (PILOT)

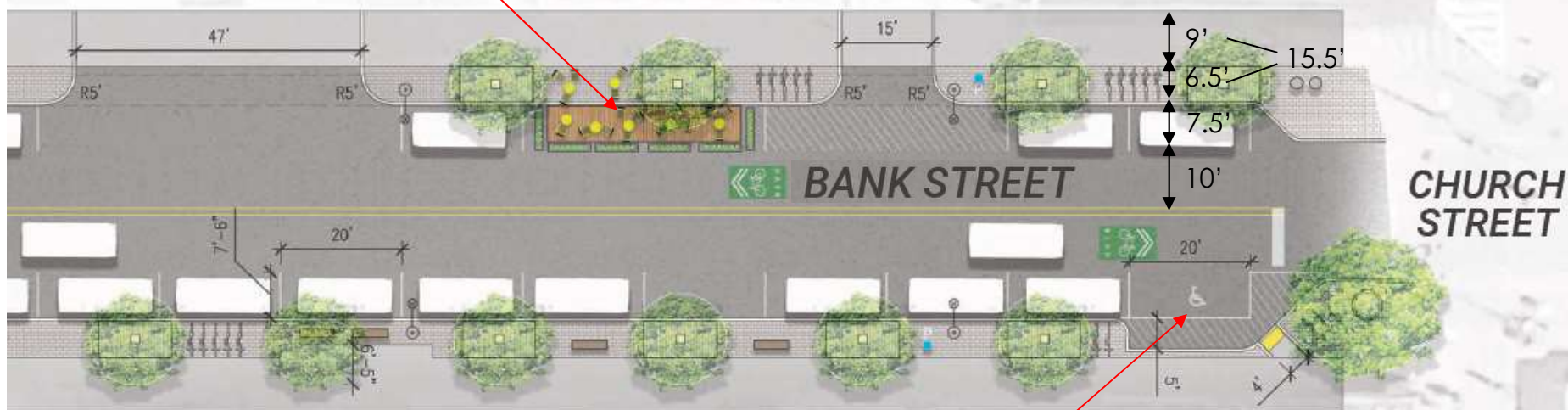


Custom Designed Crosswalk

Tree belt allows for landscaping, stormwater treatment, parking kiosks, public placemaking, bicycle racks, street lighting, trash receptacles, and signage installations



On-street parking can also be utilized for seasonal or permanent parklets



Roadway zone provides on-street parking including accessible parking spaces

St. Paul & Bank Street Alignment – Option #1



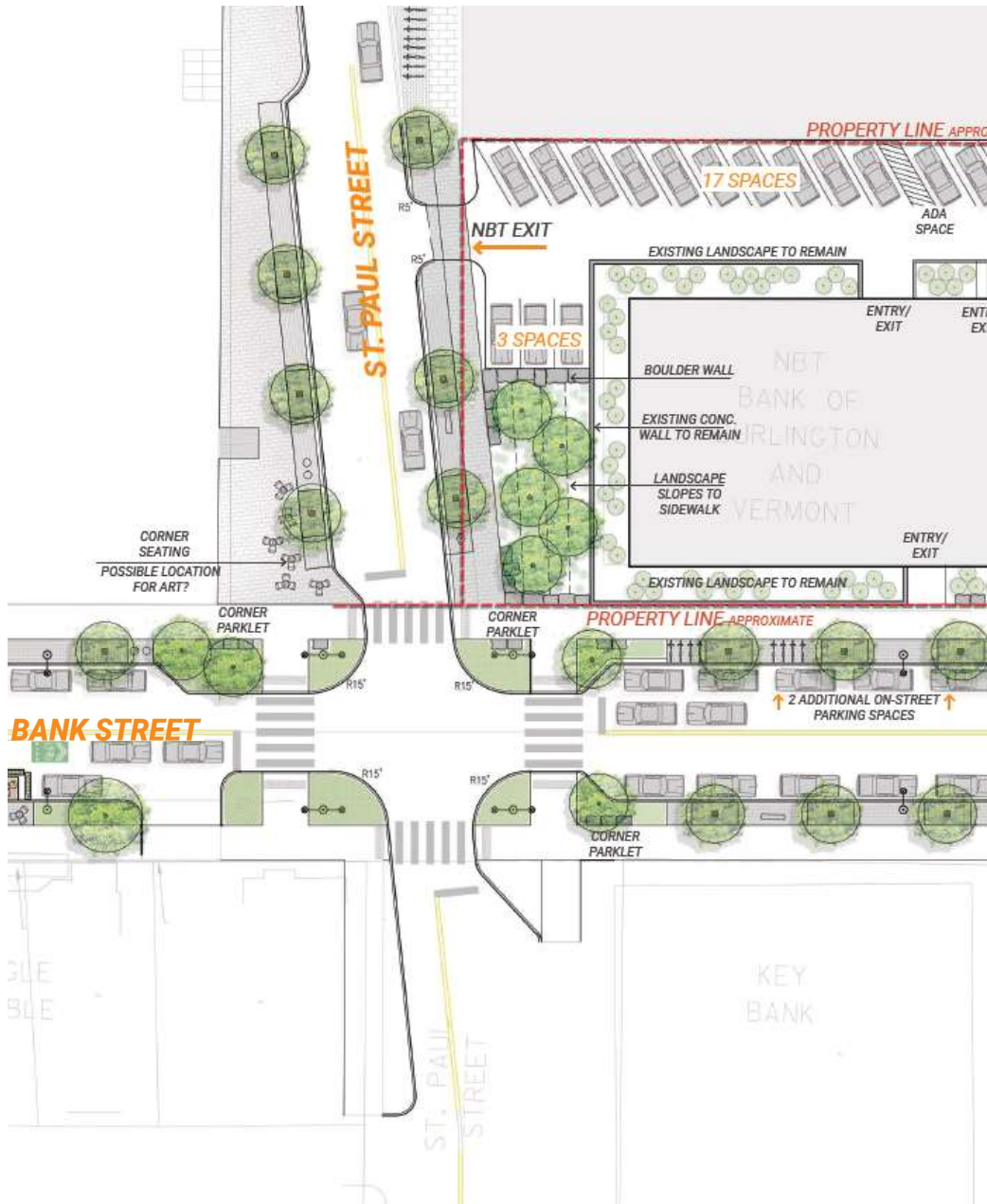
Benefits:

- Can be constructed within City ROW

Considerations:

- Offset intersection can be confusing for pedestrians, bicycles, buses, and motorists
- Bank egress located in middle of intersection

St. Paul & Bank Street Alignment – Option #2



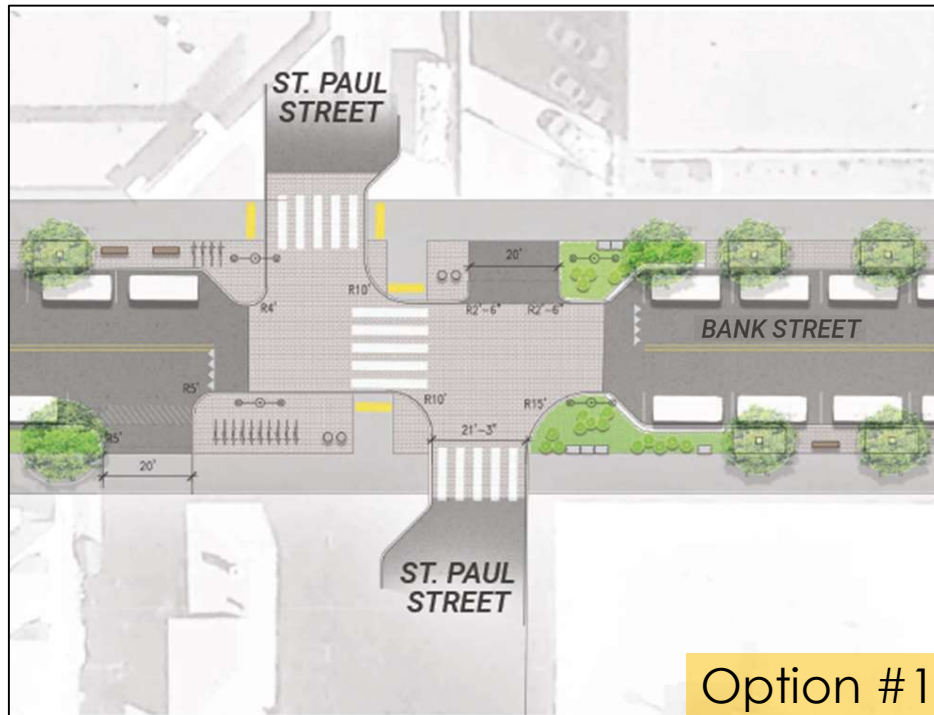
Benefits:

- Intersection alignment more predictable for all users
- Accommodates bus movements
- Eliminates driveway within intersection
- Provides opportunity for public placemaking at northwest corner
- Improved access for emergency vehicles

Considerations:

- Requires easement from adjacent property

St. Paul & Bank Street - Option Comparison

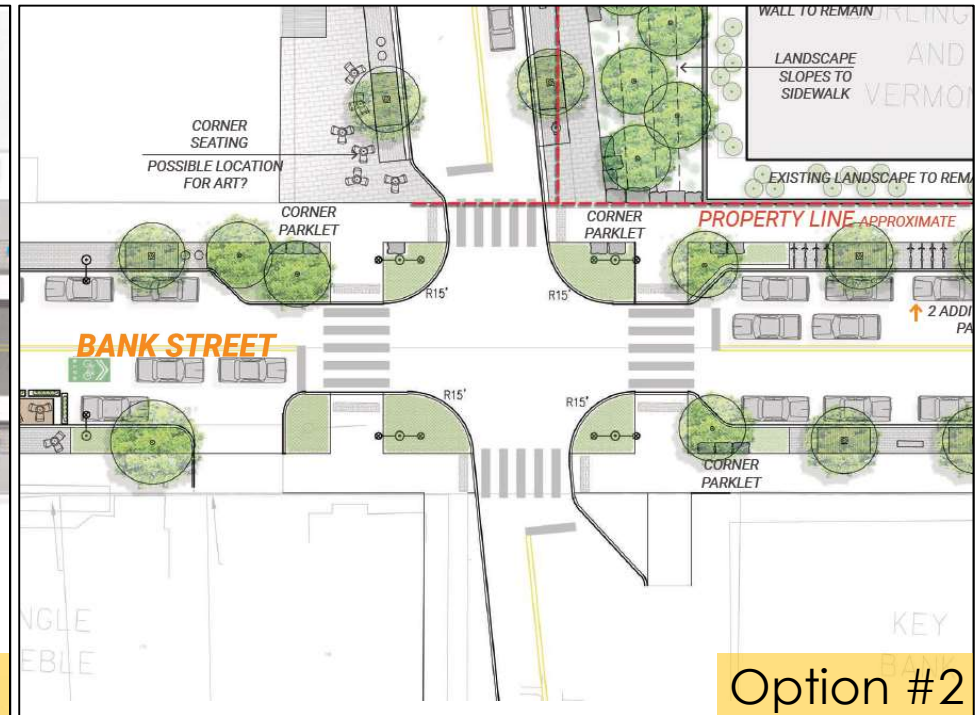


Benefits:

- Can be constructed within City ROW

Considerations:

- Offset intersection can be confusing for pedestrians, bicycles, buses, and motorists
- Bank egress located in middle of intersection



Benefits:

- Intersection alignment more predictable for all users
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- Improved access for emergency vehicles

Considerations:

- Requires easement from adjacent property

How can you help?

We are seeking feedback on amenities:

- Street ecology – trees, plantings, planters?
- Public placemaking – parklets, public art, seating areas, bulletin boards - locations, types?
- Crosswalks – locations, style?
- Lighting amenities – plugs for specialty lights, banners?
- Bike parking – where, how much?
- Vehicle parking – shared parking/loading zone, high-turnover parking, ADA parking – where?

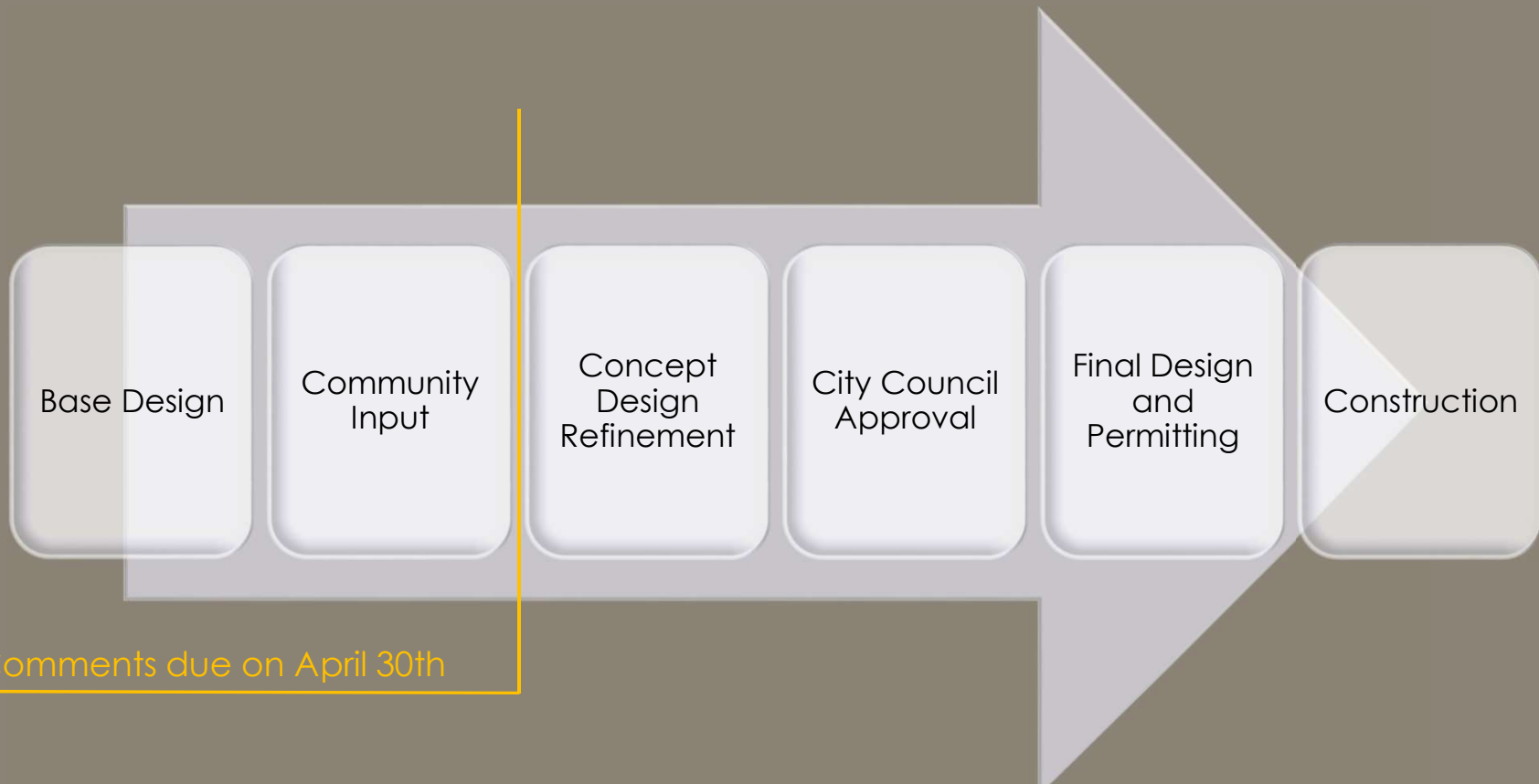
The following are governed by the Downtown Street Standards. We are not seeking feedback on these items.

- Roadway/pedestrian zone dimensions
- Street light fixture types
- Bicycle use of the road
- Utilities

How are we going to do this?

- Break out into small groups
- Each group to write down thoughts
- One scribe per group
- At the end, feedback will be reported back to the larger group
- Opportunity for additional questions at the end

What's next?



- Additional comments online through April 30th
<https://www.burlingtonvt.gov/CEDO/BTV-Mall-Redevelopment-Process/Bank-Cherry-Streets>
- Gather feedback from community, property owners, businesses, utility companies, technical staff, other City departments

What's next?

- April 30th: Last day for [open comment on design concept](#)
- April 24 – May 15th: Refine concept
- May 21st: Present concept to City Council for consideration
- June 29th: Complete Conceptual Design Plans
- 2019: Complete Final Engineering & Permitting
- 2019/2020: Construction

Questions?