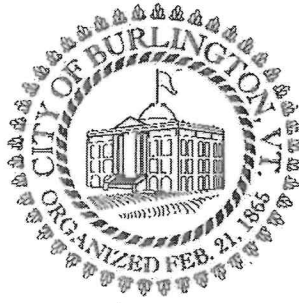


**Office of
the Mayor
Burlington,
Vermont**



Miro Weinberger
Mayor
Room 34, City Hall
Burlington, VT 05401
Tel: (802) 865-7272

IV. C. 1. Transmittal Letter

November 30, 2012

Ms. Diane Kelley
EPA Region 1
5 Post Office Square
Suite 100
Boston, MA 02109-3912

Dear Ms. Kelley:

Please accept the following proposal from the City of Burlington, Vermont for the Brownfields Area-Wide Planning Grant. The City is proposing the creation of an area-wide plan for the railyard area to help ensure that Burlington's clean-up decisions are informed by the planned re-use of the catalyst site. This effort will include the identification and integration of community priorities for the area's near- and long-term clean up, reuse and development, as well as an implementation strategy.

The City of Burlington has historically worked closely with non-profit and private partners, community leaders, and state and federal agencies, including the Vermont Department of Environmental Conservation, to expedite the complex brownfield transactions, and return historically underutilized properties to common assets. This brownfield area-wide plan will provide the opportunity to continue this good work in the railyard area, a catalyst brownfield site.

Thank you for the opportunity to submit this application. We look forward to the prospect of working with you on this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Weinberger", is written over a large, stylized flourish that extends to the right and loops back under the signature.

Miro Weinberger
Mayor

**2013 BROWNFIELDS AREA-WIDE PLANNING GRANT:
APPLICATION FOR FUNDING FROM THE CITY OF BURLINGTON,
VERMONT**

1. Applicant Identification

City of Burlington, Vermont
Burlington Community and Economic Development Office (CEDO)
149 Church St., Room 32 City Hall
Burlington, VT 05401

2. Applicant DUNS number: 830418245

3. EPA Cooperative Agreement Funding Amount Requested: \$200,000

4. Project Area Location and Description:

a. Railyard Enterprise Project, Burlington, Chittenden County, Vermont

b. Population of Area: 3,000 (Consolidated Plan --

<http://www.burlingtonvt.gov/CEDO/CDBG/Consolidated-Plan-for-Housing---Community-Development/>)

Population of City: 42,645 (2010: U.S. Census Bureau)

5. Project Contacts

a. Project Director:

Nick Warner, Projects Manager
Burlington CEDO
149 Church St., Room 32, City Hall
Burlington VT 05401
phone: (802) 865-7173 fax: (802) 865-7024
email: nwarner@ci.burlington.vt.us

b. Highest Ranking Official:

Mayor Miro Weinberger
149 Church St., Mayor's Office, City Hall
Burlington, VT 05401
phone: (802) 865-7272 fax: (802) 865-7024
email: miro@burlingtonvt.gov

6. Date Submitted: November 30, 2012

7. Project Period: two years from award date

8. Project Summary: The creation of a shared vision for Railyard Enterprise area brownfield, including existing conditions analysis and strategic steps for clean-up, re-use and development

IV. C. 2. Narrative Proposal

Ranking criterion 1. Community Need

On September 20, 2012, Mayor Miro Weinberger and Secretary of Transportation Brian Searles announced the commencement of work on the Burlington's Railyard Enterprise Project (<http://www.burlingtonfreepress.com/article/20120920/NEWS02/309200013/South-End-looks-up-New-access-through-railyard-announced>). Encompassing several brownfields properties, including the 14 acre Vermont Railway site and the catalyst site for this effort, the REP is an urban street grid project with the potential to bridge alternative transportation, create affordable housing, and increase economic development, while preserving the cultural richness and historic heritage of this traditionally low-income neighborhood.

Burlington's Community and Economic Development Office (CEDO) is applying for EPA AWP assistance to help create a shared vision for the brownfield within the Railyard Enterprise (RE) area, and to ensure that Burlington's clean-up decisions are informed by the planned reuse of the area. Part of this effort will include technical assistance to help evaluate existing conditions in the RE area, including the potential to expanded small business, the need for improved infrastructure, and existing environmental data and health risks.

Burlington's EPA AWP effort will also include the identification and integration of community priorities for the project area's near and long-term clean up, reuse and development, and help Burlington develop strategies for brownfield assessment, clean-up and reuse. Through this effort, Burlington will also build the capacity of local stakeholders (including the non-for-profit, public, and private sectors) to be effectively involved in brownfield area-wide plan development. Special attention will be paid to empowering local residents (particularly the traditionally poor and disadvantaged) with the information and data they need to be able to fully and actively engage in development and re-use decision making.

Through EPA assistance, Burlington's brownfield area-wide plan will also include an implementation strategy. To do this, CEDO will engage with community stakeholders (including the neighborhood's residents and non-profit bodies), conduct research and analysis of existing conditions in the railyard zone, and coordinate closely with other planning efforts, such as the HUD Sustainable Communities Challenge Grant funded effort, locally known as "Plan BTV". This area-wide plan will be the result of several key elements, including:

1. an extensive community engagement exercise to identify community priorities, and opportunities to meet those priorities through brownfield clean up and development;
2. research on the existing conditions in the RE zone's brownfields, including environmental conditions, infrastructure and economic development studies, and local health and environmental justice issues;
3. the development of the plan, including implementation strategies, and near- and long-term actions to move the plan towards fruition.

The REP area, a mix of industrial and commercial space in the regional rail yard and historic canal, is primarily brownfield. This will serve as the catalyst site for the AW plan. The total REP area runs north-south along Lake Champlain and parallel to "Pine Street", home to

Burlington's art and creative-culture hub. The REP area also includes commercial freight yard on Lake Champlain's eastern edge and to the west and north, a dense neighborhood of low and middle-income housing dating from the late 19th century to the mid-20th century.

This new urban street grid project also provides a north-south means to alleviate traffic congestion, while providing the opportunity for increased walking, biking, and public transit access. This is important for the neighborhood's low and middle-income residents living in the Bobbin Mill and Warf Lane complexes, and commuters and others that access Burlington from the south.

i. Economic and Other Concerns within the Project Area

The REP area has a highest concentration of affordable housing units in the City and is home to Vermont's highest concentration of low-income residents. Although historically a disadvantaged demographic, the area changed dramatically when Burlington became a Federal Refugee Resettlement Community in the late 1990's. Today, the neighborhood boasts dozens of languages and ethnic groups. (The Burlington School District has 56 languages spoken in the city's public schools). The REP is served by Champlain Elementary School, where 29.1% receive free or reduced lunch. (See Equity and Inclusion Report, BSD: <http://www.bsdtv.org/>)

Anecdotal evidence suggests that residents of Burlington's railyard area experience environmental impacts that are disproportionately high relative to higher income and less diverse sections of the City. Endemic PAH's and arsenic in the soils, lead paint issues, and air quality from traffic are all major community concerns (*Data from Phase II ESA's*). The alleviation of poverty through the development of polluted sites in an increasingly diverse neighborhood is the core strategy of this proposal. With non-white Vermonters 30% more likely to live in poverty, and with the cost of living on average \$10,000 higher than the national average, it is clear that affordable housing is a major health issue in the area.

While localized data is not available, the Vermont Department of Health (VTDOH) tracks community health indicators based on poverty, gender, and ethnicity, showing that income is "... a strong predictor of the health of the individual or community", stating that "wealth equals health" (*2010 Data from Vermont DOH Web Page*).

ii. How AWP Grant Funding Will Serve Residents

The AWP Planning grant funding will serve area residents by offering stakeholders the opportunity to create a shared vision that addresses the neighborhood's most pressing housing, transportation and environmental needs. The EPA BF AWP will ultimately serve low and moderate income residents in Burlington's Railyard Enterprise Project zone, a neighborhood with the highest concentration of affordable housing, including the Bobbin Mill and Warf Lane Apartments and home to a housing stock composed mostly of late 19th century and early 20th century housing. Not only is this area of low and moderate residents, one of the highest lead levels neighborhoods in the City, it also has the most to gain from clean-up and re-use of the Railyard brownfield catalyst site, located less than a quarter mile away.

Creating this area wide planning process will empower residents to articulate their cares, concerns and vision for their neighborhood, with an eye towards more affordable housing and transportation options, and business development and growth opportunities. This planning process will pay particular attention to engaging the traditionally disenfranchised and/or those who speak English as a second language. This work will have the fortune of tapping into the skills and expertise of local partners, including those working on affordable housing, environmental health, business development, and local transportation.

The BF AW plan will also allow the neighborhood's residents to consider better and more streamlined traffic flows, including how and where to integrate new bike lanes and pedestrian-friendly features. The plan development process will offer stakeholders the chance for low and moderate residents to consider new transportation scenarios, including access to the downtown core and beyond, while simultaneously addressing one of the city's most congested corridors, Pine and Maple Streets. Addressing these important transportation elements will reduce traffic and air pollution in the neighborhood while offering safer, healthier and more low-cost travel options. This funding will also serve the area's residents by empowering them with information and an increased capacity to participate in, take ownership of, and benefit from brownfield remediation, while addressing other environmental challenges.

Indeed, the area's environmental challenges are several fold: First, the REP area is composed mostly of homes dating from the late 19th and early 20th century, which according to the Burlington Lead Program, are especially susceptible to issues associated with lead-based paint. A recent soil testing campaign resulted in samples ranging from 0 parts per million (ppm) to over 5000ppm. A random sampling of forty properties found an average lead level of 860 ppm. (This is over twice the recommended EPA level for play areas and high-contact areas for children and is also listed by the EPA as a 'moderately high' level of concern for gardening with recommendations that clean soil be sought and used for this purpose).

And yet, despite high lead levels, this area has a burgeoning number of backyard gardens, grown to supplement traditional food sources for low income residents while providing an important cultural link for the area's newest arrivals. Unfortunately, backyard and greenbelt gardening can also mean a greater chance of lead exposure for the families with children who depend on it most (<http://soiltest.uconn.edu/factsheets/LeadGardenSoils.pdf>).

Despite this, the Burlington LEAD program is excluded from working on HUD Section 8 project-based properties, which encompass the majority of low-income housing in the REP area. (That said, the Lead Program has committed to providing valuable in-kind technical assistance during the EPA AWP process -- 150 hours with an average rate of \$24 per hour for a total of \$3,600).

The REP area also includes the City's most congested corridors, Pine and Maple Streets, making it one of the City's most susceptible air pollution points. Once a full environmental analysis is complete, residents and other stakeholders will be able to consider how to integrate and expand new transportation elements that can reduce traffic and air pollution, and ultimately improve the health and well-being of area residents.

The REP area, running north and south along Lake Champlain also remains under possible threat of Lake Flooding, as seen over the last several years. In 2011 alone, there were two federally declared floods: Lake Champlain flooding that peaked in late May, creating the highest recorded lake level reading in history, and Tropical Storm Irene which hit Vermont on August 28th, 2011. Both were Presidentially-Declared Disasters under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended (42 U.S.C. 5121 et seq.). Not only did these floods damage the project area's bike bath and several key businesses near the railyard, they compromised resident's health with the uncontrolled release of pollutants and contaminants into the Lake.

In addition the existence of brownfields, the prevalence of lead and other possible contaminants, and the continued risk of flooding, the REP zone lies far from fresh food sources, other than what can be grown in backyard gardens. Unlike the northern and central portions of the City, both of which have various grocery options, the REP sits equidistant between Burlington's downtown supermarket and the larger grocery store chains in South Burlington. As a result, access to food beyond backyard gardens is especially challenging for the neighborhood's low income, elderly or infirm where public transport links are poor and fewer consumers own cars.

iii. How Economic, Social and Health Concerns Relate to the Railyard Brownfield

The Railyard Enterprise brownfield is a 14 acre brownfield parcel. There is ample documentation of this from VT's Department of Environmental Conservation, maps of the area, and old fire insurance records -- although the full scope of the contamination has never been established.

A community vision for how to clean-up and reuse this area is an integral part of developing this new urban street grid. This new grid network has the potential to include much needed affordable housing, increase business opportunities and access to livable wage jobs for area residents, expand viable and alternative transportation options, and offer additional public access to Lake Champlain, while reducing air pollution, lead in area soils, and ensuring the long term health of the Lake. This clean-up and reuse is especially important for the area's low income residents.

The alleviation of poverty through the development of polluted sites in an increasingly diverse neighborhood is the core strategy of this proposal. With non-white Vermonters 30% more likely to live in poverty, and with the cost of living on average \$10,000 higher than the national average, it is clear that affordable housing is a major health issue in the area. Spending too much on housing relative to one's income causes a cascade of issues, including lack of healthy foods, and access to health care. Also, the *Vermont Asthma Plan* (2008) specifies "develop affordable housing for low-income Vermonters" as a specific recommendation, based on the fact that persons living in substandard housing have an increased risk of asthma and other health issues.

While localized data is not available, the Vermont Department of Health (VTDOH) tracks community health indicators based on poverty, gender, and ethnicity, showing that income is "...

a strong predictor of the health of the individual or community”, stating that “wealth equals health” (2010 Data from Vermont DOH Web Page). Additional information is available here:

Demographic information:

	BF AWP Area	Burlington	Vermont	National
Population	~3,000*	42,645 (2010: U.S. Census Bureau)	621,254	308,745,538 (2010: US Census Bureau)
Unemployment	8.2%**	4.1% (Bureau of Labor Statistics)	5.5% (VT Dept of Labor)	8.2% (Bureau of Labor Statistics)
Poverty Rate	25-30%*	20%*	11.1% (2010: US Census Bureau)	15.1% (2010: US Census Bureau)
Percent Minority	10%-20%*	9.1%*	4% (2010: US Census Bureau)	27.6% (2010: US Census Bureau)
Median Household Income	\$28,328*	\$46,012*	\$48,625 (2010: American Community Survey)	\$49,445 (2010: American Community Survey)

*Consolidated Plan, Burlington, VT:

http://www.burlingtonvt.gov/uploadedFiles/BurlingtonVTgov/Departments/CEDO/CDBG/Consolidated_Plan/Chapter%20Two,%20Section%20I.pdf

** Historical data indicates that this area has twice the unemployment rate

Ranking criterion 2. Brownfields Area-Wide Planning Project Description

i. The Catalyst Brownfield Site – The Burlington Railyard

Work for this effort will focus on the railyard, a 14 acre area built largely on fill. Bounded by Lake Champlain (a likely receptor for contaminant) to the west, and Pine Street to the east, the railyard has been in continuous use since 1898, starting with the Rutland Railroad until it was sold to the State of Vermont in 1964. Since that time, the property has been leased by the State Agency of Transportation to the Vermont Railway. This site has been selected because it has been identified as a new urban street grid area with the capacity to increase affordable housing, address challenging transportation problems, support economic growth and development and respond to the needs of the community, as articulated in the Legacy Action Plan, the downtown and waterfront plan (locally known at “PlanBTV”), and the more recent Chittenden County Regional Planning Commission ECOs plan. The REP was presented to and approved by the City Council in October 2012.

In addition to rail operations and maintenance, the site has been used as a scrap yard, coal storage yard, auto junkyard, landfill, petroleum terminal, repair shop, coke storage facility, power plant site, lumber yard, and truck storage facility. Leaking storage tanks were pulled from

the area in 1992. Contamination has entered the soils and possibly the ground water over the years. It is clear that significant abatement of hazards will be necessary.

EPA AWP effort will be a critical component in helping to support and further the City’s desire to make this a catalyst project that impacts not only the project area but the City overall. With the integration of additional affordable, energy efficient housing, transit system upgrades (including the Burlington bike path along Lake Champlain), and more fluid connections between the City’s southern end and downtown, the RE project will undoubtedly be one of Burlington’s more ambitious and exciting efforts and serve as a catalyst by helping to reduce and alleviate traffic congestion, expanding biking and walking, expand the availability of liveable wage jobs, and impact the City’s low vacancy rate by adding additional affordable housing.

ii. Project Tasks, Narrative Description and Budget

Funds through EPA BR AWP grant will result in a community-generated plan for the area. First, it will fund an existing conditions report, including a look at the infrastructure challenges and needed improvements, economic development potential, and a housing analysis. This information, including a look at the environmental issues, will be used to spur community engagement and dialogue about the area and a vision for development and growth. This public engagement effort will be built on Burlington’s long history and success with participatory visioning, including the creation of the Legacy Plan (Burlington’s sustainability plan and guide for 2030), the Moran Plan outreach effort, and most recently Plan BTV, a downtown and waterfront visioning effort funded through the Partnership for Sustainable Communities program. Our work here will result in an area wide plan for the project area, including next steps and resources available for plan implementation.

	Task 1: Cooperative Agreement Oversight	Task 2: Existing Conditions Research	Task 3: Community Engagement and Outreach	Task 4: Project Management incl. Analysis & Assessment	Task 5: Brownfield Site Reuse Plan incl. Implementation Strategy
Personnel incl. Fringe Benefits	\$5,000		\$60,000	\$22,000	\$15,000
Travel			\$2,000	\$1,000	
Contractual		\$50,000	\$20,000		\$11,000
Supplies	\$1,000	\$1,500	\$10,000		\$1,500
Total Funds	\$6,000	\$51,500	\$92,000	\$23,000	\$200,000

Task 1: Financial management and oversight including office supplies

Task 2: Contractual work to evaluate existing conditions in the railyard area, including business development potential, infrastructure improvements including necessary repairs to the bike path, and existing environmental and health risks.

Task 3: Community and Engagement Manager salary plus fringe benefits (\$36.09 x 10 hours week x 2 years = \$40,000) and equity and diversity community engagement specialist salary plus fringe (\$33.43 x 6 hours week x 2 years). Task 4 also includes meeting room space, fees for speaker series, the creation of a public input webtool, multi-lingual brochures and survey). This budget is based on the successful public engagement campaign development and launched by the

Department of Planning and Zoning for the downtown and waterfront plan, funded with a HUD Sustainable Communities Challenge Grant and locally known as “PlanBTV.”

Task 4: Includes salary and fringe benefits for Project Manager and Brownfields specialist, including time to work with consultancy team on current environmental and health considerations in the area (\$42.35 x 5 hours week x 2 years).

Task 5: Includes staff time and fringe to compile notes, survey results, public comments, maps and other products from the public engagement campaign. Includes contractual time to assist with layout and creation of final product and is based on PlanBTV’s experience and budget.

iii. Consistency and Integration with Community Planning Efforts

The BF AWP project is very much consistent with other planning efforts in the City, including Burlington’s Legacy Action Plan, our community-wide sustainable vision. Originally written with input from hundreds of community members and stakeholders, and later ratified by the City Council, this plan is built on the integration of sustainability’s 4 E’s – **economic** growth and development, quality **education** for all, a clean and healthy **environment**, and a commitment to social **equity**. Specific goals include an increase in affordable housing, stimulated economic vitality and small and medium business development, the advancement of multi-modal means of transportation, and reuse of the City’s brownfields. For details of the Plan (including the current update) please visit: <http://www.burlingtonvt.gov/legacy/>.

The BF AWP project would also dovetail with the Department of Planning and Zoning’s downtown and waterfront plan or “Plan BTV” (<http://www.burlingtonvt.gov/PlanBTV/>). Funded with a HUD Sustainable Communities Challenge Grant, this plan took a broader view of the area, including the railyard. Plan BTV calls for additional affordable housing, enhanced multi-modal transportation (included improved bike and pedestrian access), and support for local businesses (and the creative economy in particular). Plan BTV also calls for increased access to local foods for children and their families in the project area, and suggests means by which environmental impacts on Lake Champlain can be minimized.

Furthermore, the BF AWP, while supporting local planning efforts such as the Legacy Action Plan and Plan BTV, also compliments and is consistent with our county’s sustainability planning work: the ECOS Plan. Funded through HUD’s Sustainable Communities Regional Planning Grant Program, and managed by the Chittenden County Regional Planning Commission, the ECOS Project represents a unique opportunity to engage citizens, organizations and municipalities in a conversation about the future of the region. The BF AWP work dovetails and supports what has been articulated in the draft plan, most notably the importance of additional affordable housing and public transportation, access to open space, and the necessity to meaningfully engage with and empower our area’s economically disadvantaged into planning and visioning exercises(<http://www.ecosproject.com/>). Burlington is an active member on the Project Steering Committee and a major player in this effort.

The results of Burlington’s BF AWP will be a key component of the Railyard Enterprise Project. Not only will it provide important data for further investigation and other pre-construction planning if deemed necessary, it will result in a community vision about the area which will allow the administration to solicit funds and garner state and federal support for plan realization. Indeed, the results of this work will allow local government to further advance the Railyard

Enterprise project, a key administration priority and one presented to and approved by the City Council in October 2012.

iv. Performance Measurement

Work undertaken as part of Burlington’s EPA funded BF AWP can be delineated into outcomes and outputs. Outcomes from Burlington's BF AWP refer to the result, effect, and consequences that occur and are environmental, behavioral, and health-related. The principle outcome from this effort is the creation of an area-wide plan that will allow Burlington to eventually launch a clean-up of the area site, ultimately impacting public health and wellness, while also increasing economic growth and development in the region, improved transportation options, and build additional affordable housing. Thanks to the plan, Burlington will be better positioned to increase the capacity of local residents and stakeholders impacted by the brownfields to benefit from their reuse and development, and further possible networking and partnerships that can ultimately assist in clean-up and redevelopment. The project team will *track, measure and document progress in achieving the project outcomes by closely following our detailed timeline and cross-referencing this timeline with the progress on the specific tasks detailed there-in.*

Outputs, or the project's environment activities, and associated work products, will be produced over the two year period of the grant. Outputs will include: 1. increased community involvement opportunities which can help lead to informed decision making about catalyst site brownfield use and development; 2. an analysis of existing conditions within the RE area, and recommendations for key reuse of the brownfield sites; 3. recommendations for brownfield site assessment and clean-up, and finally; 4. the development of an area-wide plan which includes next steps, and specific resources available to help implement the plan. Outputs will be tracked, measured and documented through meeting notes, website comment forms, and attendance sheets. A detailed project time-line, modeled after Burlington's HUD-funded Plan BTV process, will be designed and followed.

Specific community engagement outputs can be illustrated this way:

Output	Number	# Individuals Reached
Community Meeting	9	360
On-line Neighborhood Announcements (Front Porch Forum)	10	20,000
Newsletter Updates and Event Postings (The City’s “BUZZ”)	6	12,000
Webpage	1	750
Speaker Series events	6	350
Public input tool	1	
Public Television Program	2	8,000
Multi-Lingual Fliers	2	1,200

Ranking criterion 3. Community Engagement and Partnerships

i. What's Currently Underway in Area Planning and Revitalization

Development of the REP project is in the conceptualization phase, although engagement with and support of this dynamic project has been garnered from city, state, and federal stakeholders. This same group (a variety of public, private and non-profit stakeholders) will be working to support the elements of the EPA BF AWP project, including the provision of knowledge, data, and expertise for the existing conditions evaluation and later during the planning and implementation of the public outreach and engagement process. This network of area partners includes affordable housing advocates (including the King Street Neighborhood Development Corporation and the Champlain Housing Trust), to the small business and arts community (represented by the South End Arts @ Business Association and others), to Local Motion (a Burlington-based non-profit working to promote multi-modes of transportation), to a variety of Departments, including the Department of Planning and Zoning and the Burlington Electric Department and their energy efficiency team.

The grant funding requested for Burlington's proposed BF AWP project will be the next logical step in the area's ongoing project revitalization effort. Work will begin with a full evaluation of existing conditions. This will provide area residents and other stakeholders with an understanding of the constraints around and opportunities in housing development, job growth, transportation and environmental health. This evaluation of existing conditions will be conducted with the help an outside expert and actively involve the Community and Economic Development Office's Brownfields Coordinator with in-kind support from the Burlington Lead Program and CEDO's Housing Director. Once this compressive analysis is complete, a full-scale engagement process, especially targeted to traditionally disadvantaged community members, will be conducted. The results of this community engagement exercise will lead to an area wide plan, including next steps regarding implementation.

This area-wide plan for and implementation strategy will serve as a logical springboard to the recently conducted Plan BTV, funded through the Partnership for Sustainable Communities Program. While PlanBTV takes a broader and more 100,000 foot view approach, Burlington's BF AWP process will hone in on a the catalyst brownfield site and redevelopment of the area.

The BF AWP project will be managed by the City's Community and Economic Development Office. Not only does CEDO have a long-standing track-record in managing complex projects involving a multitude of government and community partners, CEDO (and the City of Burlington) was one of the first recipients of the EPA Brownfield Pilot Initiative funds. Since 1997, the Brownfield Program has been highly effective in the redevelopment of sites, with well over \$24 million in public and private assessment, clean-up, and construction funds leveraged. Brownfield specialist Nick Warner will serve as the Project Manager for this effort.

The City also has extensive public engagement expertise and demonstrated leadership in outreach and environmental planning. This includes the Community and Economic Development Office's work on the Legacy Action Plan and Climate Action Plan. The Legacy Action Plan included extensive public engagement and the ultimate creation of a shared vision for the City. The recent Climate Action Plan involved the development and implementation of a

community engagement strategy with hundreds of community stakeholders (including members of the community and public and private sectors). This engagement work, which included coordinating 8 working groups that generated over 250 greenhouse gas reduction strategies, entailed dozens of small group meetings, surveys, television appearances, and presentations. This work was overseen by community engagement specialist Jennifer Green in conjunction with staff from the Department of Planning and Zoning. Jennifer will manage the community engagement and visioning portion of this project with assistance from CEDO's community outreach specialist and diversity and equity coordinator.

ii. Local Community-Based Organizations

The following table lists local community-based organizations, government entities, and other stakeholders that are already involved or will be involved in Burlington's proposed BF AWP project:

NAME/TITLE	AFFILIATION	ORG INFO	ADDRESS AND CONTACT INFO
Miro Weinberger/ Mayor*	City of Burlington	http://www.burlingtonvt.gov/	149 Church Street 802-865-7272
Chapin Spencer/ Executive Director*	Local Motion	http://www.localmotion.org/	1 Steele Street 802-861-2700
Brian Pine/ Vice President*	King Street Neighborhood Revitalization Corps	802-862-7232	87 Kings Street, Box 1615
Adam Brooks/ Executive Director*	South End Arts @ Business Association	http://seaba.com/	404 Pine Street 802-859-9222
David White/ Director*	Planning and Zoning Department, City of Burlington	http://www.burlingtonvt.gov/PZ/	149 Church Street 802-865-7188
Brenda Torpy/ Executive Director*	Champlain Housing Trust	http://www.champlainhousingtrust.org/	88 King Street 802-862-6244
Charlie Baker/ Executive Director	Chittenden County Regional Planning Commission	http://www.ccrpcvt.org/	110 West Canal Street Winooski, VT, 54041
Vicky Smith/Executive Director	King Street Youth Center	www.kingstreetcenter.org/	87 King Street (802) 862-6736

*organizations and stakeholders that have been involved in the proposed project area revitalization effort already and will be involved in the proposed BF AWP project going forward

iii. Working Together to Create the Brownfields Area-Wide Plan

CEDO will manage all phases of this project, including consultant identification and coordination, budget oversight, community partner outreach and networking, all elements of the community engagement process, and reporting. Burlington has a proud history of participatory

governance and a myriad of engagement tools and activities it will incorporate into the EPA AWP effort to ensure meaningful involvement and community ownership throughout the project. These tools and activities are based on experience and expertise developed for and employed by several other large scale project efforts, including development of the Moran Plant, the Legacy Action Plan, the Climate Action Plan, and more recently the downtown and waterfront plan (Plan BTV). All of these large scale planning and development efforts were conducted with full engagement of the City's community partners. This will be the case for the AWP effort, starting with a comprehensive site tour of the area.

Furthermore, every effort will be made to ensure meaningful involvement and community ownership of the process throughout the proposed BF AWP project. This public engagement process will include the integration of eight key public engagement activities, and modeled after the public process developed for the creation of PlanBTV and in Climate Action Plan development. To begin, **nine public meetings** will be held throughout the City. This includes staff visiting each of the City's five Ward meetings to gather input and feedback on the environmental constraints and opportunities outlined in the assessment, a larger public workshop held during the business day, and 3 separate night-time meetings. The City's diversity and equity specialist will ensure that this process involves as wide a range of Burlington stakeholders as possible. Public meetings will also include interpreters, food, and childcare.

Public engagement will also include the use of **social media** and the development of a website to provide the public with information on the existing conditions report and to capture community input. Other tools include the Front Porch Forum and the BUZZ newsletter to reach a broader audience. Together, these reach over one-third of the Burlington population.

Outreach will also include a **speaker series**. Six events will be held on the following topics: brownfields and environmental health, transportation, housing, public health, energy efficient design, the vitality of Lake Champlain. Each of these topics will integrate the role of equity and diversity in our sustainable future. Further public involvement includes a **public input webtool**, similar to what was developed by PlanBTV as a means to enhance the public engagement process. This tool will be used to share comments and ideas generated at the public meeting, and allow stakeholders to ultimately review and comment on the draft AWP.

Local media channels will also be used to outreach and gather ideas and support for the planning process. This includes regular appearances by City staff and partners on local access station Channel 17. Integrating the vision and voice of Burlington's youth will also be a vital part of the process. To help, this planning process will include an **art contest** to offer children an opportunity to express their hopes and desires for this area of the city. Special attention will be made to include children from the neighborhood school, Champlain Elementary.

Direct communication through email will be sent directly to stakeholders who sign up with Constant Contact. A **survey** (administered electronically and through hard copy) will offer an important way to get the community's pulse on development and growth in the REP area. Perhaps most important will be the direct **door-to-door contact**, lead by the community outreach professional with the help of University of Vermont interns and volunteers. Flyers about the project and public meetings will be available in English as well as French, Somali, Vietnamese and Nepali.

Ranking criterion 4. Community Benefits

i. How the Project Will Lead to Community Improvements

Burlington is poised to create a new urban street grid in a former industrial corridor. Known as the Burlington Railyard Enterprise Project (REP), this unique opportunity will ultimately integrate multi-use development, include affordable, energy efficient housing, and host a myriad of transportation alternatives, and additional public access to Lake Champlain. However, advancement of this REP depends on evaluating the existing conditions of the area with a special focus on the catalyst brownfield. The fruition of this project also depends on an extensive public engagement process based on the environmental realities and constraints of the area, the economic development potential, affordable housing opportunities, and infrastructure improvement recommendations.

Not only will this planning process empower area residents and other stakeholders with knowledge and information on the constraints and opportunities of the area, bringing the Plan to fruition will most directly impact Burlington's most disempowered and marginalized residents. For example, this new urban street grid project can provide a north-south means to alleviate traffic congestion, while providing the opportunity for increased walking, biking, and public transit access --- impacting public health. This project can also serve as a springboard for additional job growth, improving the economic livelihoods of the neighborhood's stakeholders. And, while providing guidance and a vision for a restored bikepath (extensively damaged by the 2011 floods) this project can ultimately lead to infrastructure improvements and access to new green space and Lake Champlain.

Development of the REP area is in the conceptualization phase; advancement will depend on a thorough and shared vision for the area including a “next steps” strategy. Support of this dynamic REP has already been garnered from city, state, and federal stakeholders. Furthermore, a variety of public, private and non-profit stakeholders will be working in tandem from design to implementation.

ii. How the Project Advances the HUD-DOT-EPA Partnership for Sustainable Communities Livability Principle

The Railyard Enterprise Project – which will ultimately come to fruition with the help of the EPA AWP effort -- is very much built around the **Partnership for Sustainable Communities Livability Principles** and dedicated to furthering Burlington’s sustainability principles and vision.

For example, with the creation of a shared visions document for the area, this Railyard Enterprise project area will be better positioned to support additional **affordable housing** for not only the traditionally disadvantaged but for Burlington’s new and changing demographic. Tapping into Burlington’s long history of climate planning, and the expertise of the Burlington Electric Department, this housing will be energy efficient, and benefit from the area’s new and expanded public transportation network.

The Railyard Enterprise area – again, building on the work of the BF AWP including the public engagement process – will also be well positioned to **support and enhance the small and medium sized business sector** by providing additional spaces for growth and development and for building on the advice and lessons learned from such community partners as the South End Arts @ Business Association. This area will also support existing communities -- through strategies like transit oriented, mixed-use development, and land recycling— and increase community revitalization and the efficiency of public works investments.

Equally important, this work will **coordinate and leverage key resources** while stimulating and advancing collaboration and the effectiveness of all levels of government to plan for future growth and development in the area, including making smart energy choices with the help of the City’s municipal energy department and Burlington’s locally generated renewable energy plans. Lastly, the Railyard Enterprise area **will value the exiting communities and neighborhoods** by enhancing the unique characteristics of the Pine Street Corridor, including the new and emerging cultural changes that make the neighborhood unique and celebrated.

Ranking criterion 5. Programmatic Capability and Past Performance

i. Federally and/or Non-Federally Funded Assistance Agreements

Burlington has successfully completed and managed a myriad of agreements. The following are an example. All completed the required financial and programmatic reporting requirements, including requests for reimbursements.

GRANT TITLE	GRANT NUMBER	AMOUNT	FY 2012 EXPENDITURES
CDBG - Entitlement Grant	M-11-MC-50-0200	812,155	604,260
CDBG – Brownfield Economic Development Initiative (BEDI)	B-09-BD-50-8013	1,040,000	151,051
Home Investment Partnership Program	M-11-MC-50-0200	479,889	307,036
Lead-Based Paint Hazardous Control Program	VTLHB0511-11	2,475,000	242,841
Neighborhood Stabilization Program	07110-NSP-Burlington	1,330,600	145,161

ii. Staff And Organization’s Knowledge, Experience, Qualifications, And Resources

The BF AWP project will be managed by the City’s Community and Economic Development Office. Not only does CEDO have a long-standing track-record in managing complex projects

involving a multitude of government and community partners, CEDO (and the City of Burlington) was one of the first recipients of the EPA Brownfield Pilot Initiative funds. Since 1997, the Brownfield Program has been highly effective in the redevelopment of sites, with well over \$6 million in public and private assessment, clean-up, and construction funds leveraged.

Nick Warner, Project Manager and Brownfield Specialist, has directed the City's EPA-sponsored Brownfields Redevelopment Program since the City's first EPA Assessment Pilot grant in 1997. His accomplishments include acquisition of over \$3 million in federal funding, two designations as an "EPA Brownfields Showcase Community" finalist, and work as a Mentor for the U.S. Conference of Mayors Brownfields exchange to Wheeling, West Virginia.

Jennifer Green, an environmental specialist with over 25 years of community engagement experience, will serve as Community Engagement Coordinator for this work. Jennifer's community participation expertise include the development and implementation of the Climate Action Plan, and the Legacy Plan update. As a Peace Corps volunteer, she conducted public engagement and outreach with local women's groups, helping in the design of small scale micro-enterprise projects. In addition to work with the City, Jennifer teaches community development and environmental planning at the University of Vermont.

Kesha Ram will serve as a community development and outreach professional on the project. Kesha is CEDO's Public Engagement Specialist, where her job is to find or create pathways for citizen participation in city planning, decision-making, and civic life. One of her major areas of focus is on immigrant and refugee communities in Burlington. She also serves as a citizen legislator in the Vermont House of Representatives, and in that capacity, she has used every method of communication to reach out to all citizens in the community from door-to-door engagement to extensive social media use.

Additional CEDO staff will offer in-kind support and guidance through the length of the project. For example: Jeff Tanguay is CEDO's Lead Program Coordinator. Jeff is responsible for the daily operations of Burlington Lead Program, a HUD-funded grantee that remediates lead-based paint hazards in low income housing in Burlington and nearby Winooski. Brian Pine is responsible for all housing policies and programs for the City of Burlington. He oversees the City of Burlington's Inclusionary Zoning Ordinance, HOME, CDBG Housing Initiatives and Lead-Based Paint Reduction programs, and the Burlington Housing Trust Fund. Brian manages CEDO's Housing Division with a focus on HOME, Housing Trust Fund, CDBG and Lead Hazard Reduction programs, and housing policies.

David E. White, AICP is the Director of Planning and Zoning for the City of Burlington where his 8-member staff facilitate comprehensive land use and development planning across the city, and administers the city's land development regulations and permitting process. Prior to becoming Director in 2007, David served for 12 years as Burlington's Comprehensive Planner and Certified Local Government Coordinator for historic preservation planning under agreement with the National Park Service.

Ranking criterion 6. Leveraging

Throughout the entire project timeframe, Burlington’s AWP effort will leverage additional funds and resources. For example:

Source	Amount	Uses
Local Motion	\$50/hour x 10 hours = \$500	Public Engagement and Plan Development, including outreach to transportation advocates and specialists
South End Arts @ Business Association	\$300	Public Engagement assistance: outreach to area businesses and room space
Champlain Housing Trust	See attached letter of support	Input on affordable housing component of AWP
Chittenden County Regional Planning Commission	Investing Federal Transportation Dollars \$75,000-\$90,000	Plan Development Transportation and Land Use for area
King Street Center	See attached letter of support	Public Engagement and Plan Development, including outreach to local residents, particularly neighborhood’s economically disadvantaged
King Street Neighborhood Revitalization Corporation	\$40/hour x 20 hours = \$800	Public Engagement and Plan Development, including input on affordable housing component of AWP

Additional City-staff support includes:

Staff Member/Department	Amount	Uses
David White/DPZ	50 hours x 36.44 = \$1,822	Provide as-needs guidance and feedback on planning process building on lessons learned from PlanBTV
Jeff Tanguay/CEDO	150 hours x \$24 = \$3,600	Technical assistance and certified lead in soil sampling
Brian Pine	50 hours x \$36 = \$1,800	Provide assistance on existing conditions work/outreach to area affordable housing advocates

Attachment: Project Milestone Schedule

Start Date (Month)	End Date (Month)	Tasks	Supports Outputs #	Responsible Party
1	6	Existing Conditions and Start Up		
		Draft Existing Conditions RFP: Share w/ Community Partners incl. DPW, CCRPC, KSNRC	2	Project Staff w/ Community Partners incl. DPW, CCRPC, KSNRC
		Release RFP	2	Project Staff
		Review Applications and Select Consultant Team	2	Project Staff w/ Community Partners incl. DPW, CCRPC, KSNRC
		Create Detailed Workplan for Public Engagement Strategy	1	Project Staff
		Review and Finalize Public Engagement with key Partners	2	Project Staff w/Key Partners
		Consulting Team Writes Existing Conditions Report	2, 3	Consultants with Input from Project Staff
		Review Draft Existing Conditions Report	2, 3	Project Staff w/Key Partners
		Finalize Report	2	Consultant
6	20	Public Engagement and Outreach		
		Community Meeting	1	Project Staff
		On-line Neighborhood Announcements (Front Porch Forum)	1	Project Staff
		Newsletter Updates and Event Postings (The City's "BUZZ")	1	Project Staff
		Webpage development and launch	1	Project Staff
		Speaker Series events	1	Project Staff with Community Partner Specialists
		Public input tool	1	Project Staff
		Public Television Program	1	Project Staff with Community Partner Specialists
		Multi-Lingual Fliers	1	Project Staff with University volunteers/interns
20	24	Final Area-Wide Plan Phase		
		Final Area-Wide Plan Preparation including Implementation Strategy	3, 4	Project Staff with Consultant
		Public Input on Plan Draft including Implementation Strategy	3, 4	Project Staff with Consultant
		Final AWP Completed including Implementation Strategy	3, 4	Project Staff with Consultant

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

* 3. Date Received:

postmarked November 30, 2012

4. Applicant Identifier:

5a. Federal Entity Identifier:

03-6000410

* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

City of Burlington, VT

* b. Employer/Taxpayer Identification Number (EIN/TIN):

03-6000410

* c. Organizational DUNS:

830418245

d. Address:

* Street1:

149 Church Street

Street2:

* City:

Burlington

County:

* State:

VT: Vermont

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

05401

e. Organizational Unit:

Department Name:

Community and Economic Development Office (CEDO)

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Dr.

* First Name:

Jennifer

Middle Name:

* Last Name:

Green

Suffix:

Title:

Coordinator, Legacy Project

Organizational Affiliation:

CEDO

* Telephone Number:

802-865-7173

Fax Number:

802-865-7177

* Email:

jgreen@ci.burlington.vt.us

Application for Federal Assistance SF-424

9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

EPA

11. Catalog of Federal Domestic Assistance Number:

66.814

CFDA Title:

Brownfields Area-Wide Planning Grant

*** 12. Funding Opportunity Number:**

EPA-OSWER-OBLR-12-06

* Title:

Brownfields Area-Wide Planning Grant

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of Burlington, VT

*** 15. Descriptive Title of Applicant's Project:**

Brownfield area-wide plan for Railyard Enterprise area

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant VT

* b. Program/Project VT-all

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: May 2013

* b. End Date: May 2015

18. Estimated Funding (\$):

* a. Federal \$200,000

* b. Applicant

* c. State

* d. Local

* e. Other

* f. Program Income

* g. TOTAL \$200,000

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on .

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.) Applicant Federal Debt Delinquency Explanation**

Yes

No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

Dr.

* First Name:

Peter

Middle Name:

* Last Name:

Owens

Suffix:

* Title:

Director, CEDO

* Telephone Number:

802-865-7174

Fax Number:

802-865-7117

* Email:

powens@ci.burlington.vt.us

* Signature of Authorized Representative:

* Date Signed:

November 30, 2012

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region 1
5 Post Office Square, Suite 100
BOSTON, MA 02109-3912

MEMORANDUM

Date: April 29, 2013

Subject: City of Burlington, Vermont - Approval of Pre-Award Costs

From: AmyJean McKeown, Project Officer *Amy Jean McKeown*

Thru: Carol Tucker, Section Chief
Brownfields Section *Carol Tucker*

To: Michael Kenyon, Director
Office of Administration and Resource Management (MIO)

On April 25, 2013, the City of Burlington, Vermont was advised by EPA that their proposal for Brownfields funding will be awarded. This particular cooperative agreement will provide \$200,000 for Brownfields Areawide Planning (AWP) activities related to the Railroad Enterprise area in downtown Burlington.

Due to the fact that there will be pre-award costs incurred more than 90 days prior to the actual awarding of the cooperative agreement, approval must be given by the Regional Award Official. The Brownfields section has had the opportunity to review the pre-award activities and has determined that the specified pre-award costs are appropriate, reasonable, and eligible for reimbursement. This grantee has requested the approval of pre-award costs up to the amount of \$10,000 to be incurred through June 30, 2013. These pre-award costs are necessary in order to conduct project management/oversight activities (including contracting) and travel to a national meeting of all new AWP awardees to be held in conjunction with the Brownfields Training Conference in May 2013. Additional pre-award costs to be incurred within 90 days prior to the actual awarding of the cooperative agreement will be detailed in the grantee's workplan.

We therefore request your approval, as the designated Regional Award Official, of these pre-award costs by concurring below. Should you have any questions with respect to this specific project, please contact Carol Tucker at 8-1221. Please return this signed document to us for our files.

Michael Kenyon

Michael Kenyon, Director
Office of Administration and Resource Management

4/29/13

Date