

Downtown Burlington Station

Burlington City Council

December 9, 2013

St. Paul Street Bus Station – early years



St. Paul Street north of Main Street



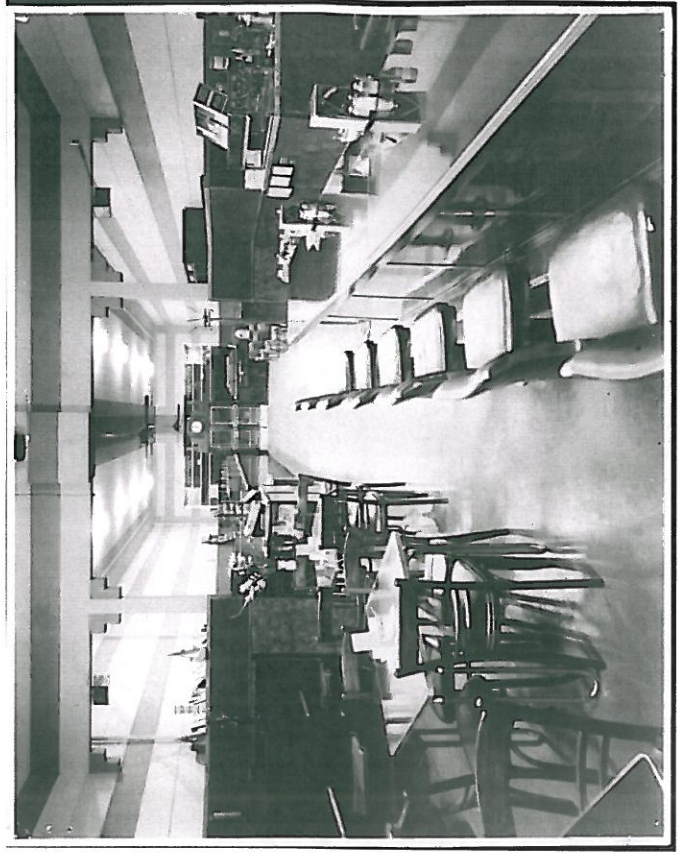
St. Paul Street Bus Station – later years



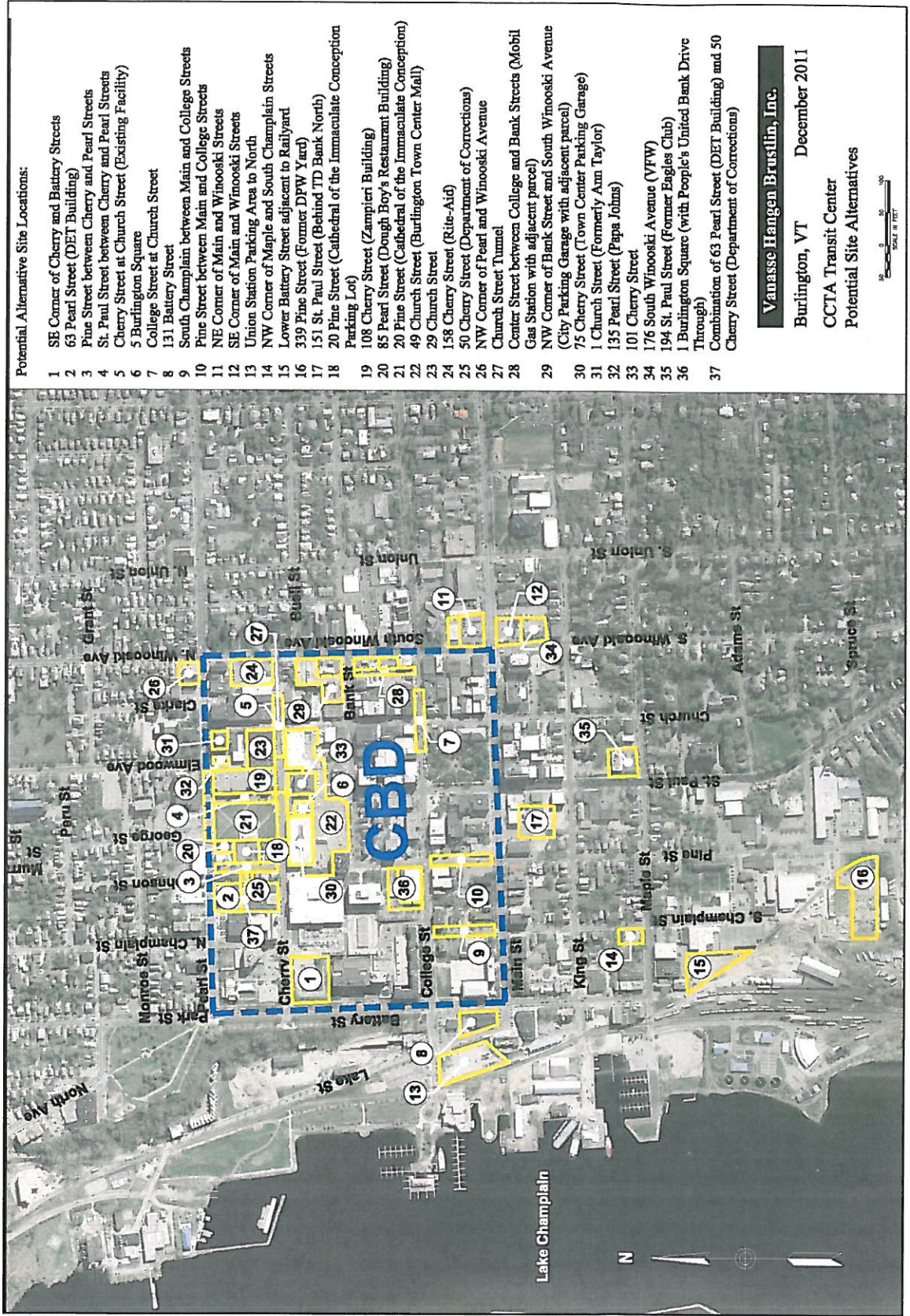
St. Paul Street Bus Station – later years



St. Paul Street @ Main Street



Downtown Burlington Station



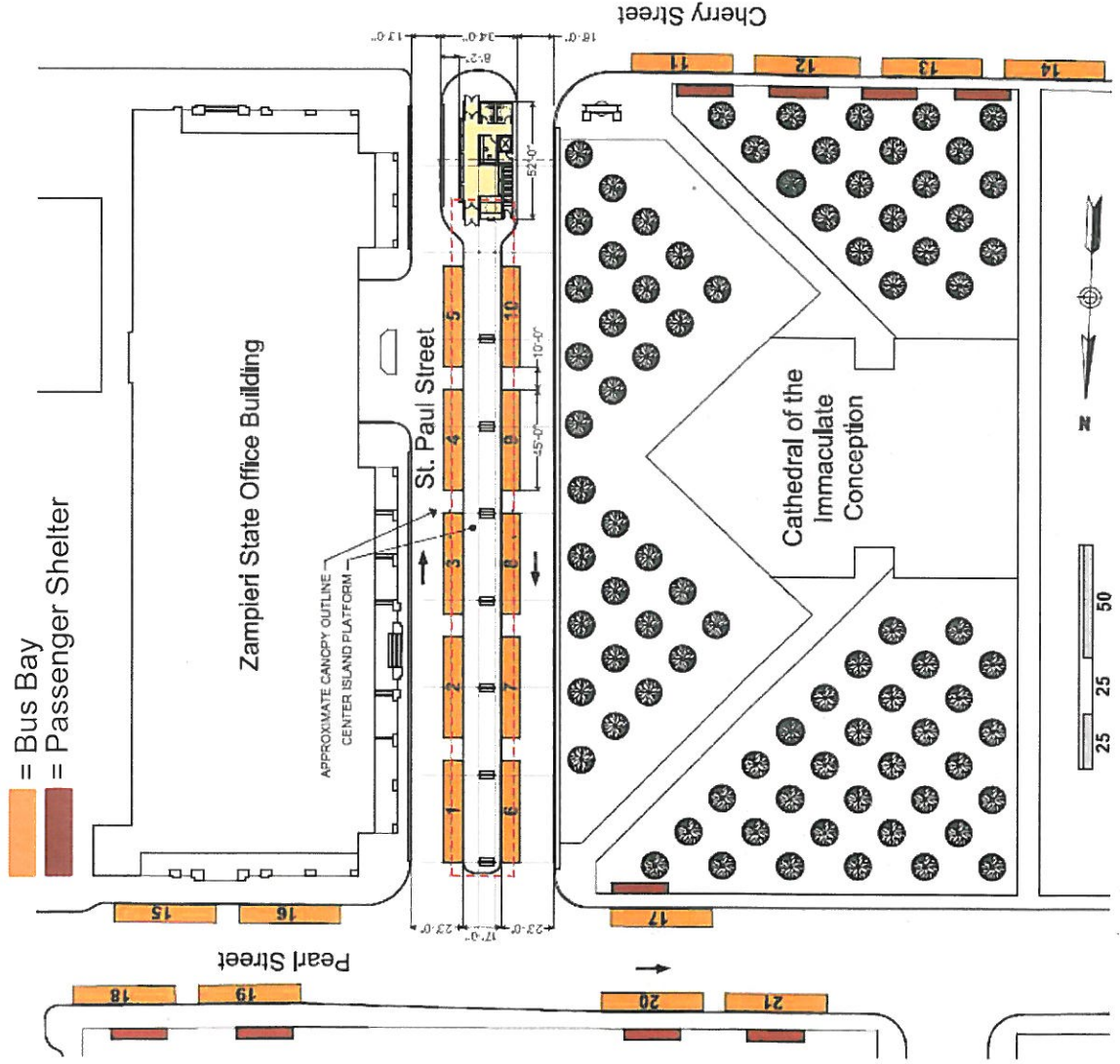
Nine Sites Identified for Secondary Analysis

- Site A: 63 Pearl Street (DET Building)
- Site B: St. Paul Street between Cherry Street and Pearl Street
- Site C: Cherry Street at Church Street
- Site D: 151 St. Paul Street (Behind TD Bank North)
- Site E: 85 Pearl Street (former Doughboy's Restaurant Building)
- Site F: 20 Pine Street (Cathedral of the Immaculate Conception)
- Site G: 50 Cherry Street (Dept. of Corrections)
- Site H: 135 Pearl Street (Papa John's)
- Site I: Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)

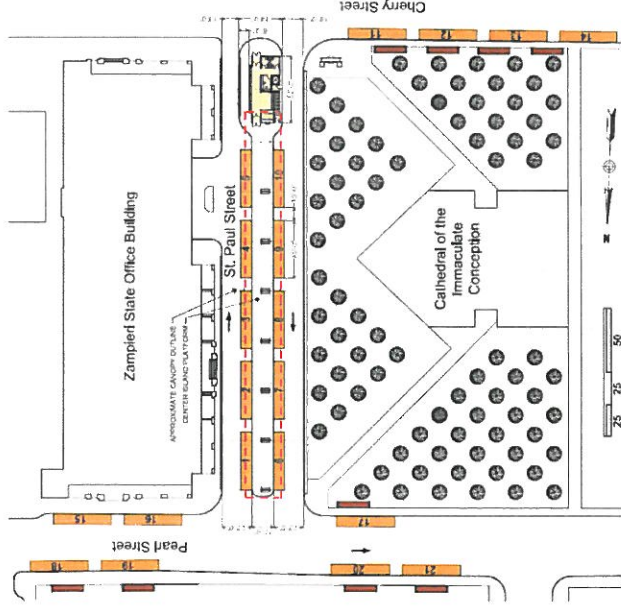


Site B: St. Paul Street between Cherry and Pearl identified as the preferred alternative.

Downtown Burlington Station – Site Plan

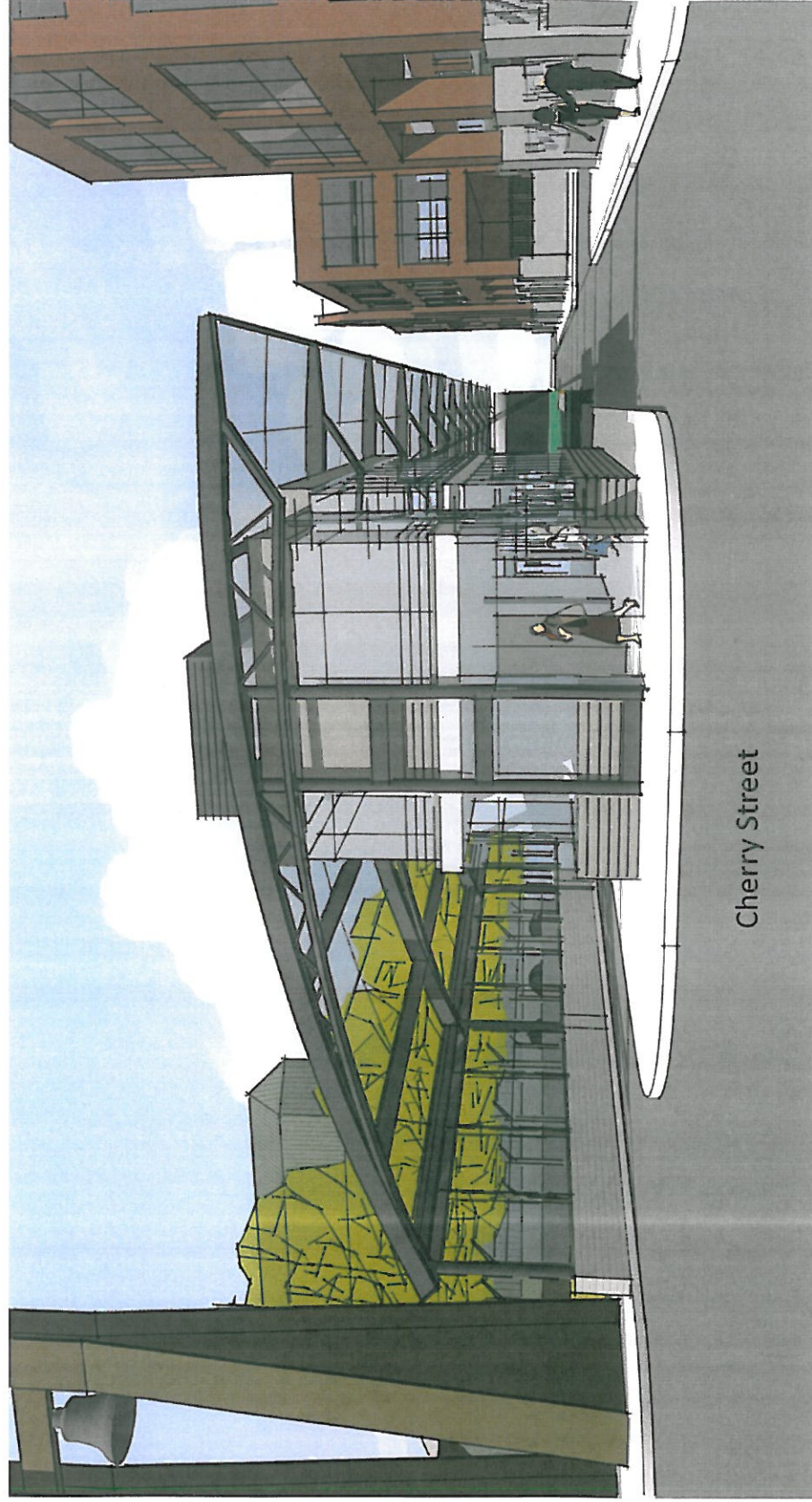


Downtown Burlington Station

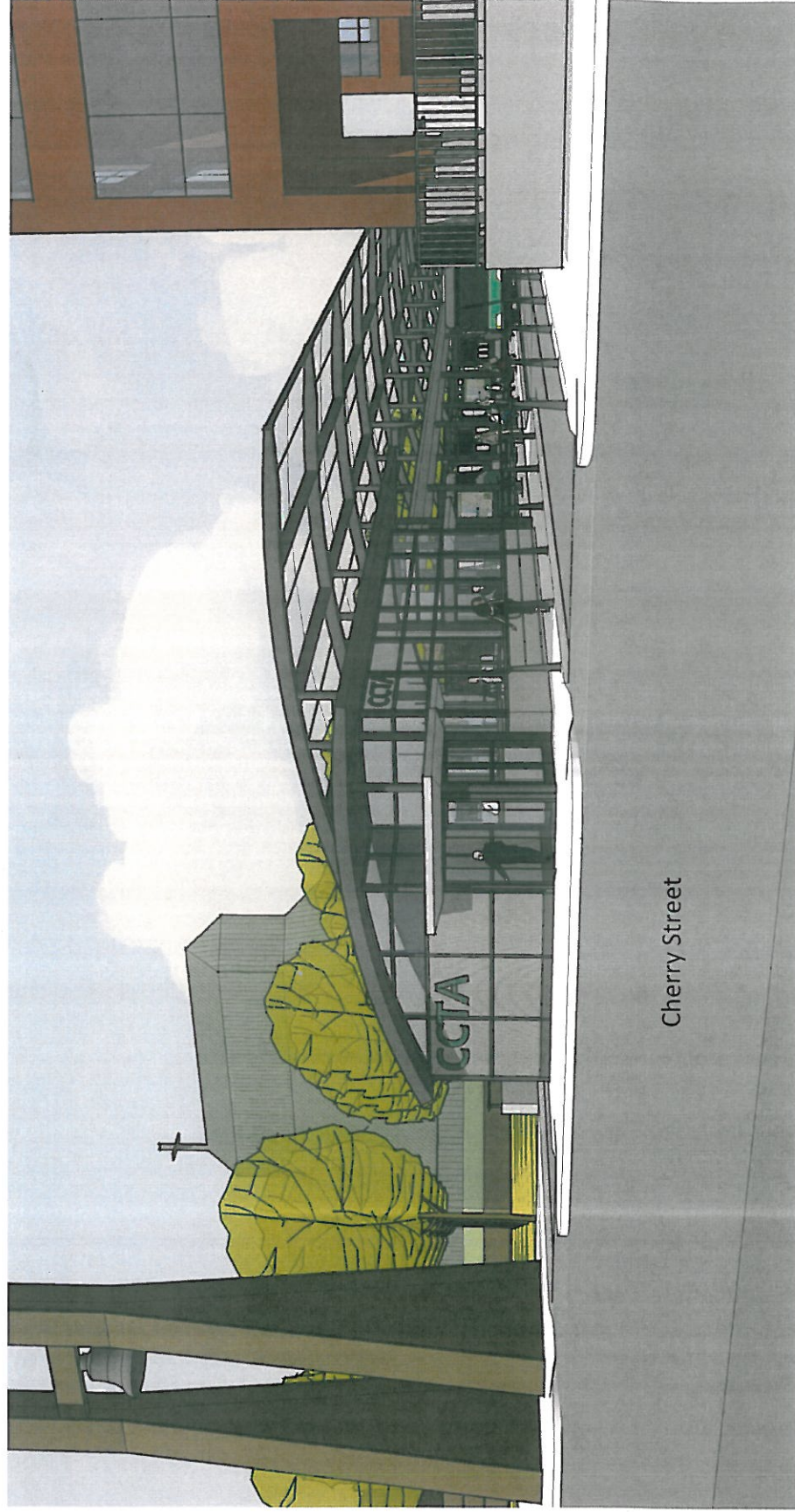


- Uses public space for a public purpose
- Does not remove property from current tax base
- Conveniently located to where customers want to be
- Eliminates buses crossing the Church Street Marketplace
- Provides Burlington with a “first-class” Transit Station
- Additional on-street bus bays are contiguous and convenient
- Essentially the scheme proposed by the City of Burlington in 2008
- Concept supported by local businesses, residents and City officials

Downtown Burlington Station – Original Design



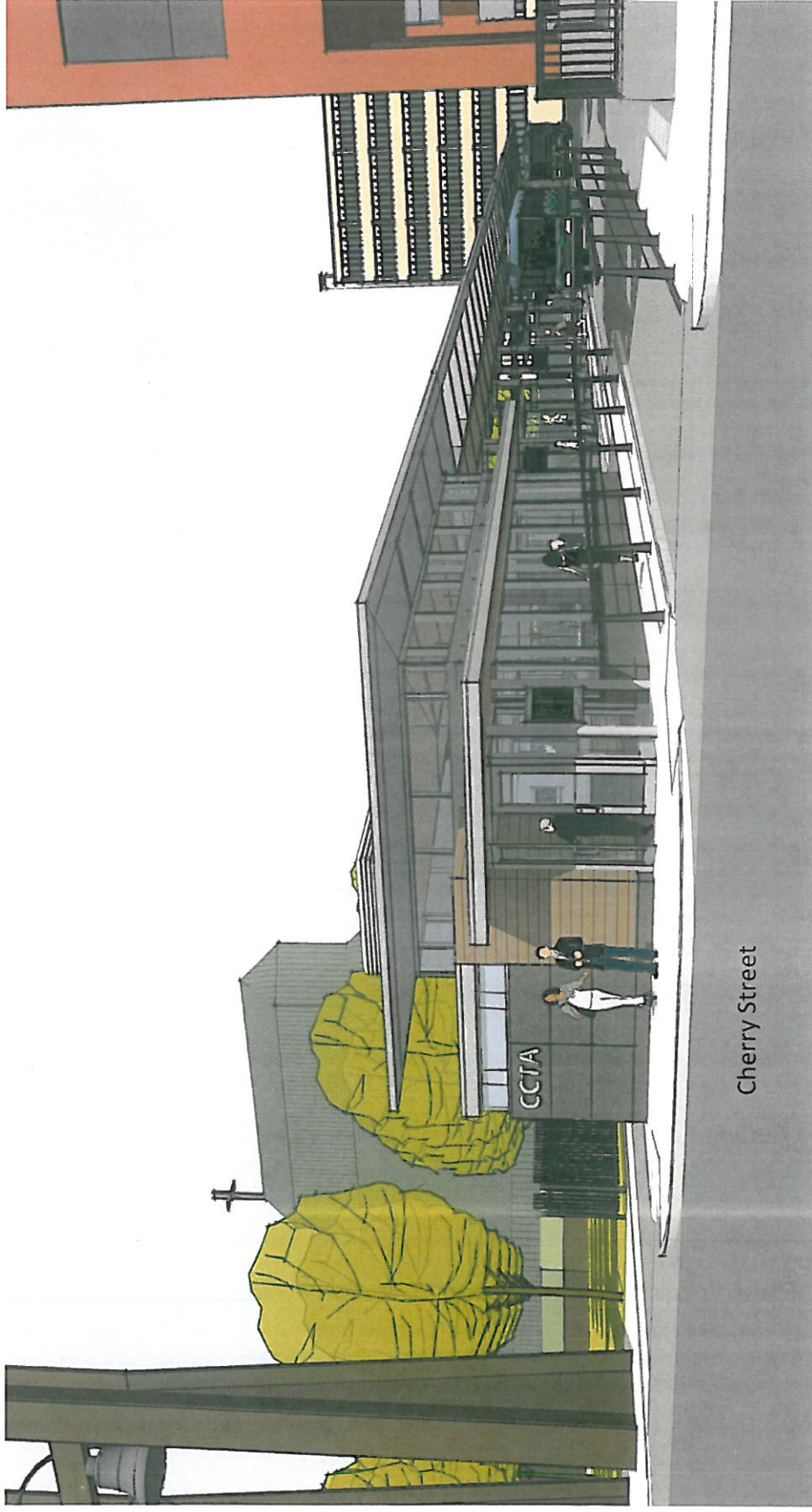
Downtown Burlington Station – Intermediate Design



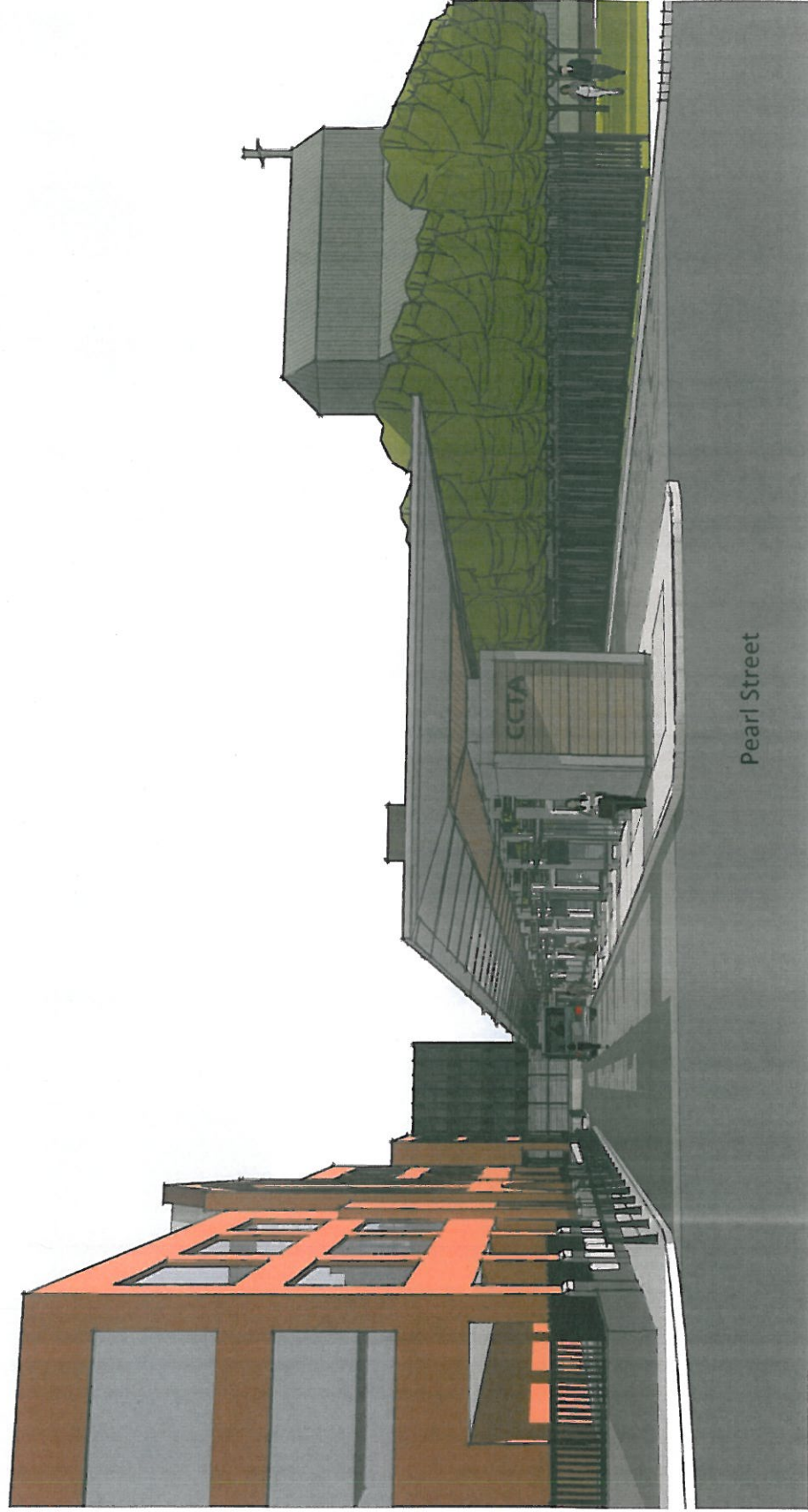
Downtown Burlington Station – Current Design



Downtown Burlington Station – Current Design



Downtown Burlington Station – Current Design



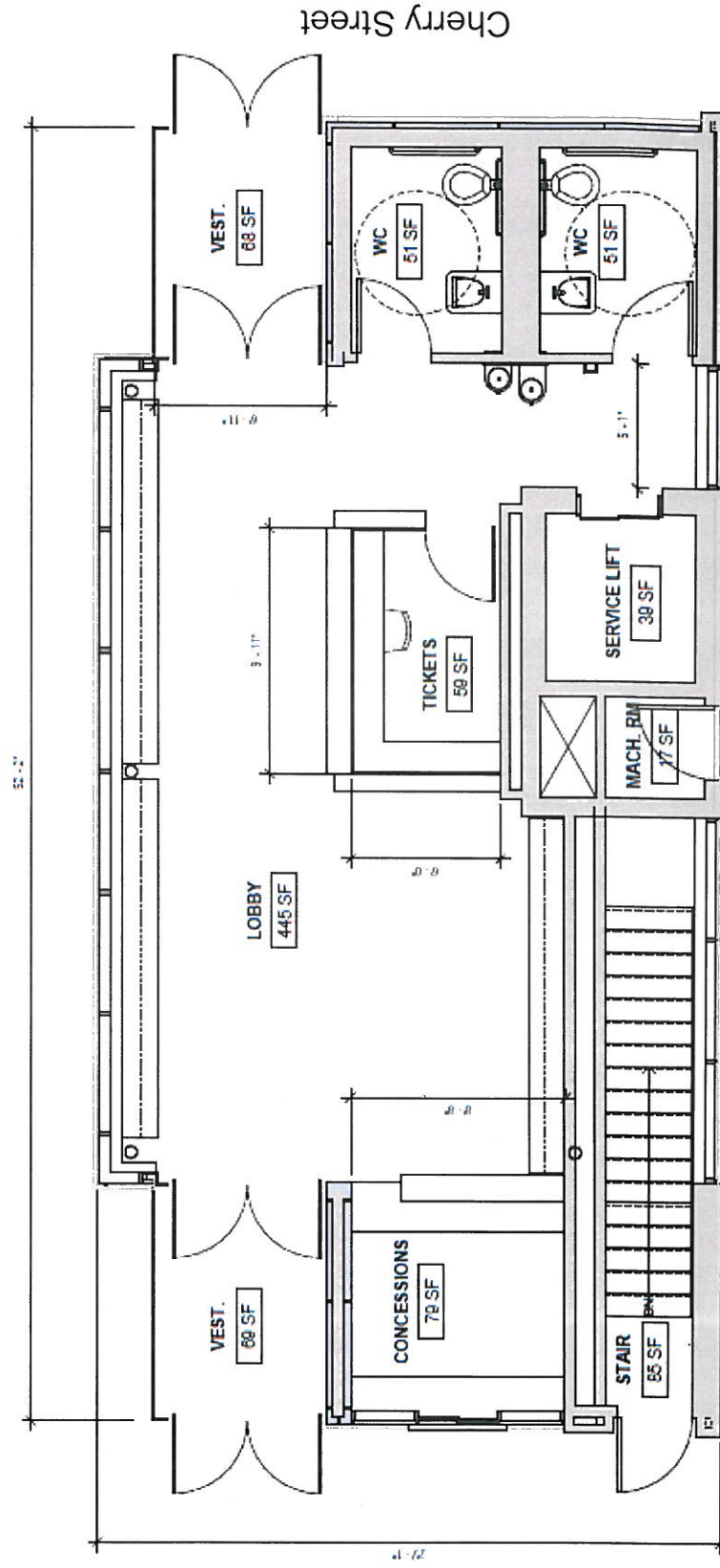
Downtown Burlington Station – Current Design



Downtown Burlington Station – Current Design

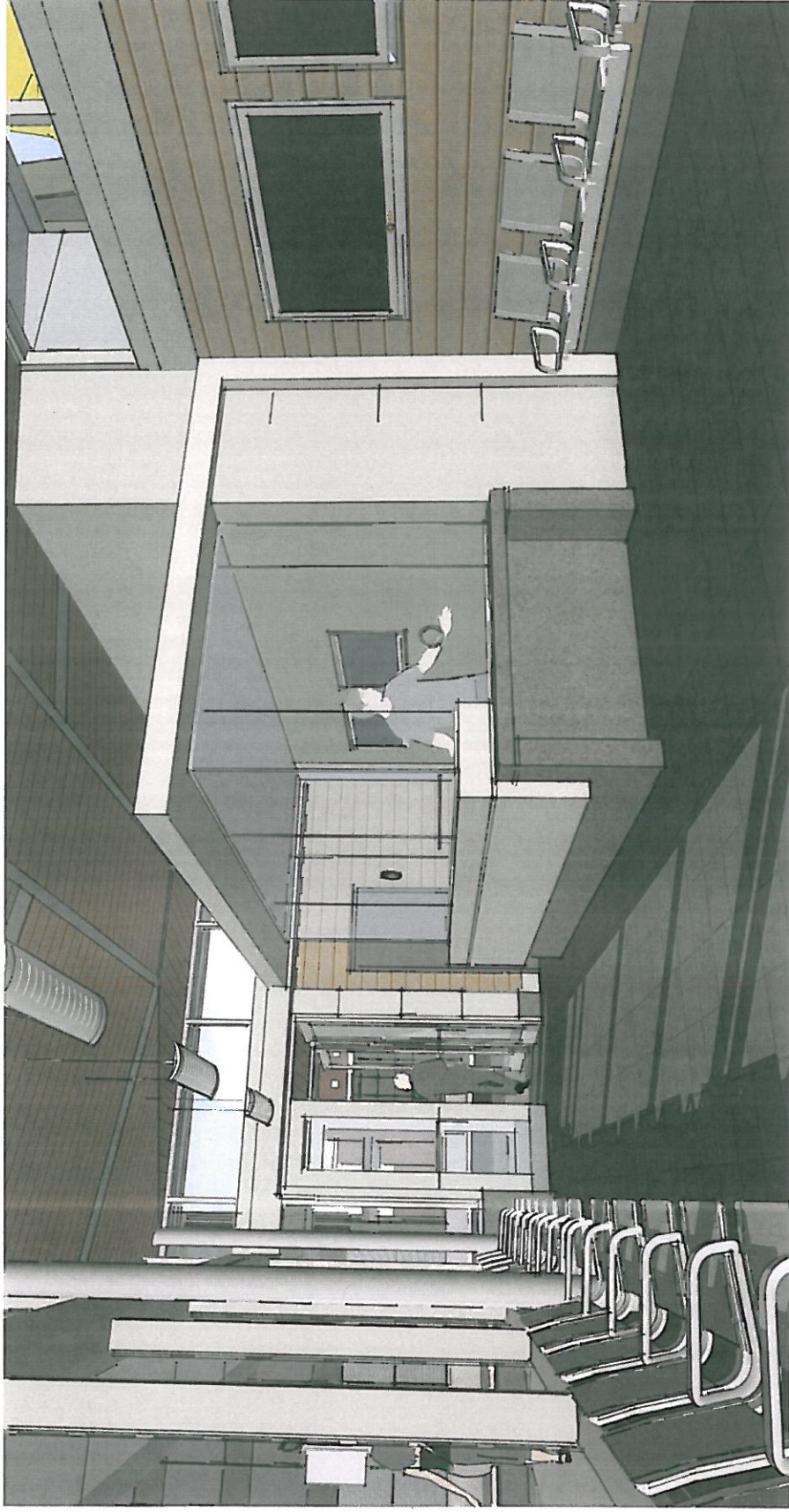


Downtown Burlington Station – Floor Plan

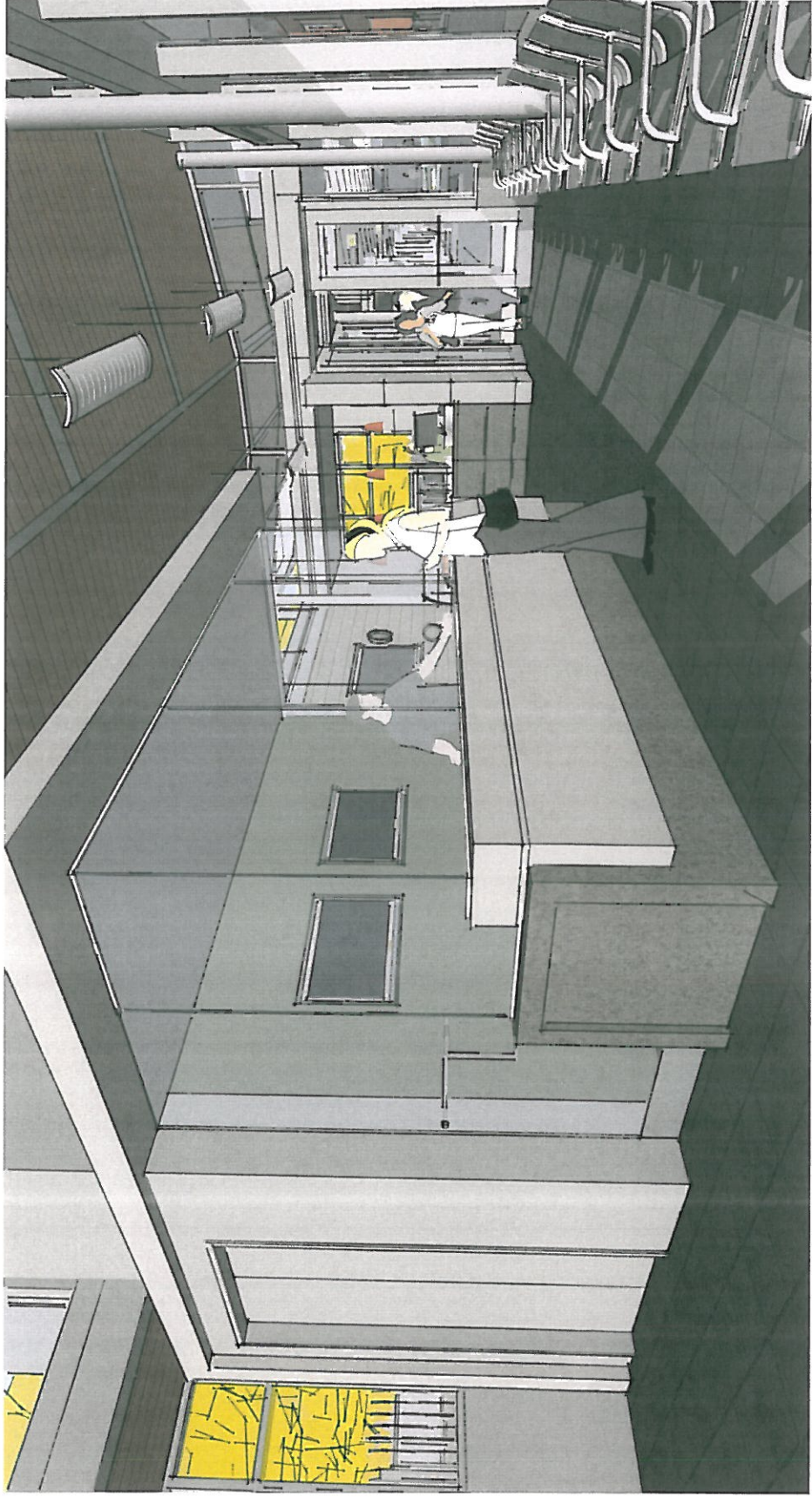


Passenger Level

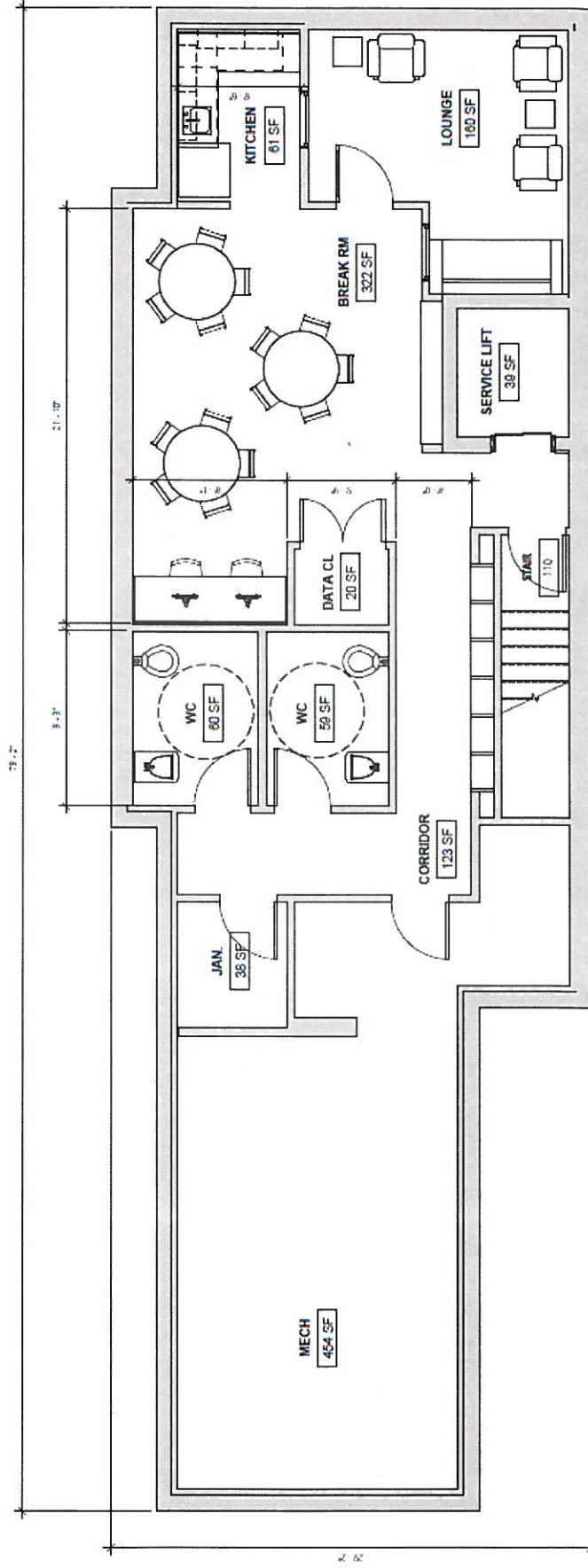
Downtown Burlington Station – Current Design



Downtown Burlington Station – Current Design

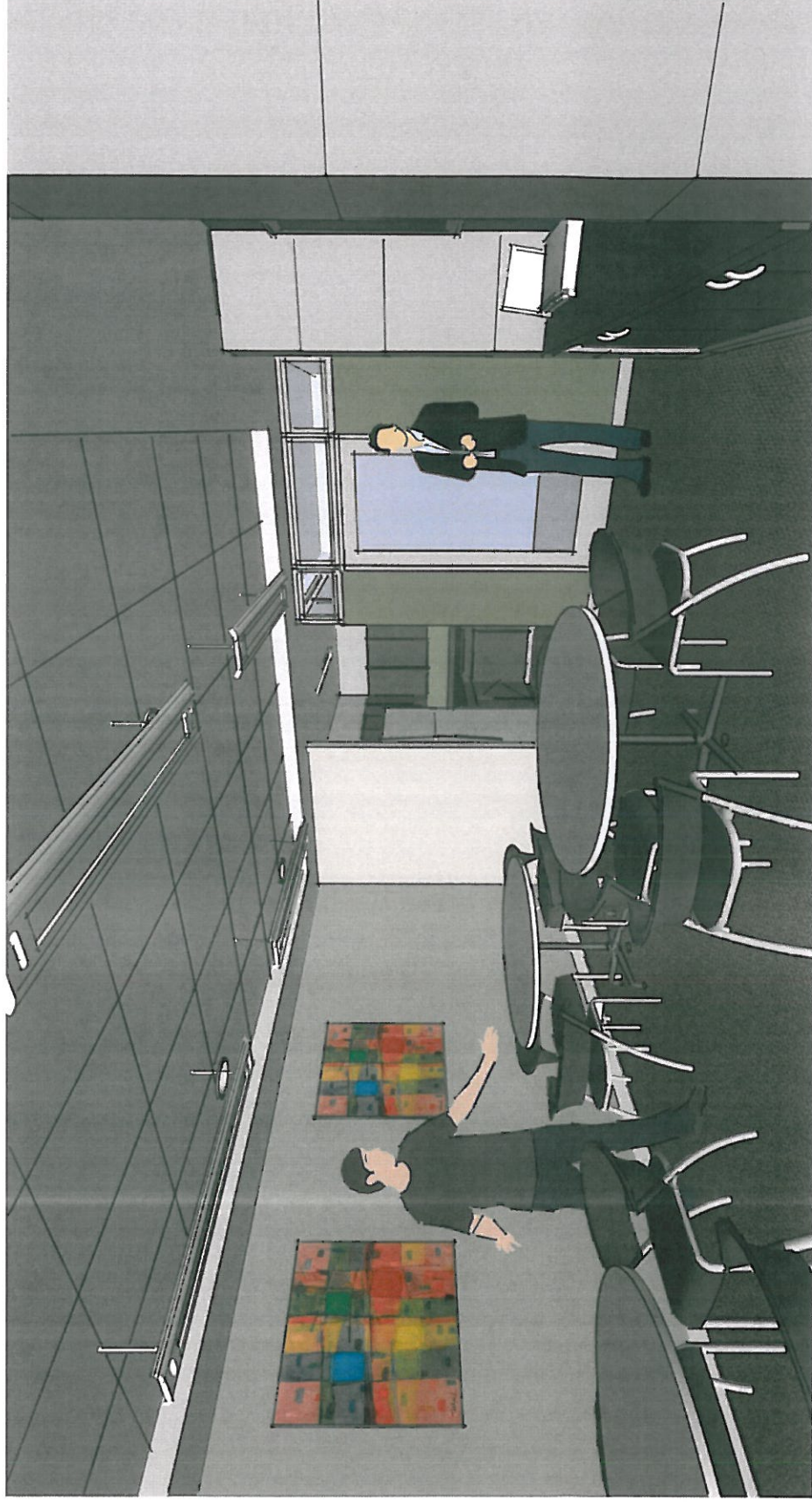


Downtown Burlington Station – Floor Plan

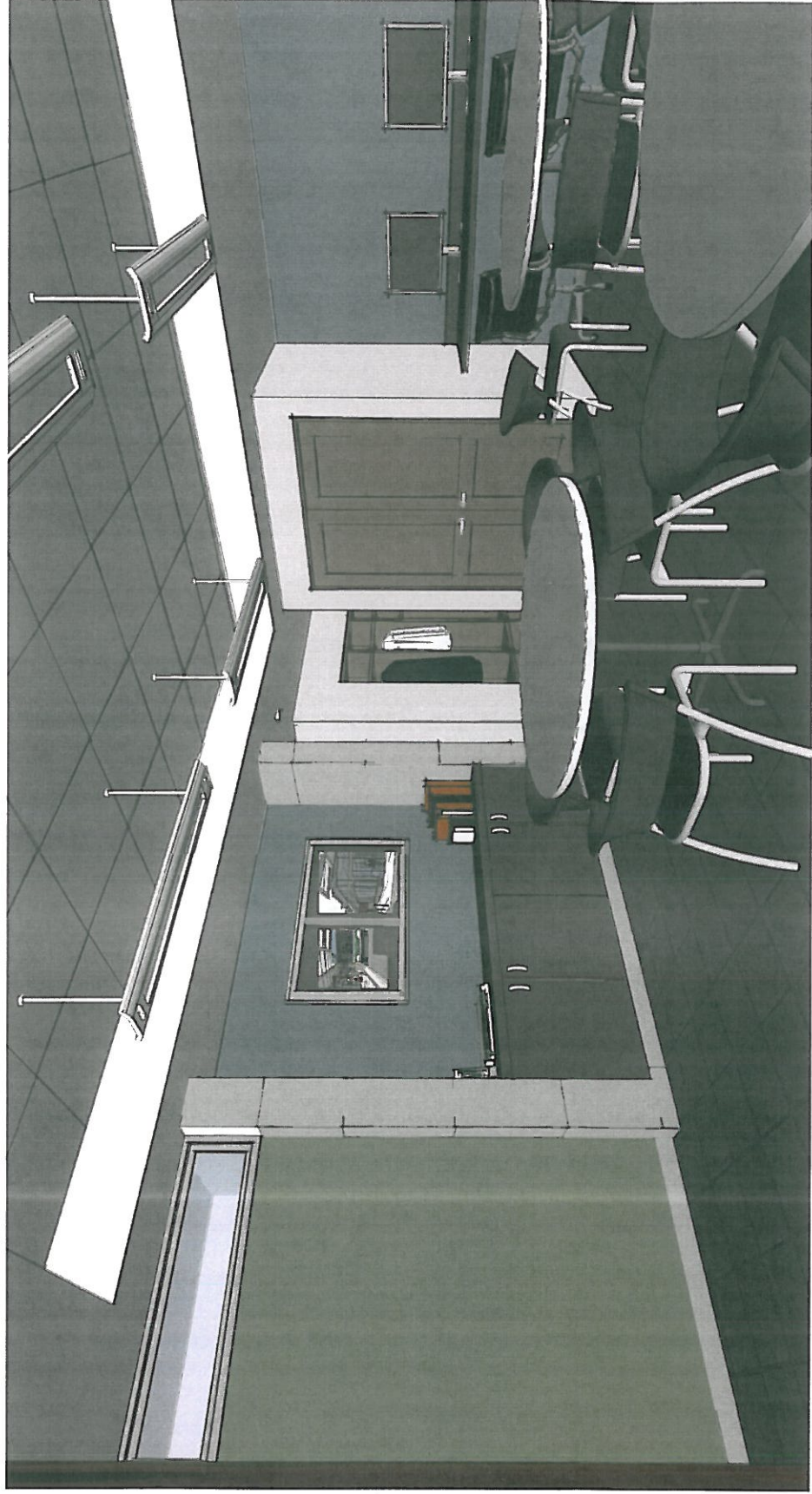


Employee Break Room

Downtown Burlington Station – Employee Break Room



Downtown Burlington Station – Employee Break Room



Current Overall Project Timeline

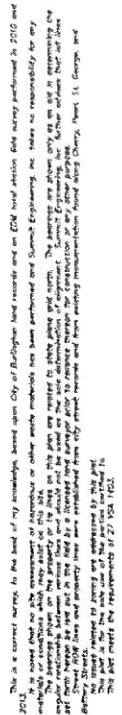
- Site Selection, Alternatives Analysis, and Concept Design - June 19, 2012 ✓
- National Environmental Policy Act (NEPA) Review - July 31, 2013 ✓
- Preliminary Engineering - Summer, 2013 ✓
- Utility Relocation Plan - December, 2013
- Land/ROW Agreements Completed - January, 2014
- Final Design - March, 2014
 - Final design completed and all contract/construction documents prepared
- Construction
 - Construction procurement commences – June, 2014
 - Construction contractor NTP –October, 2014
 - Construction complete – late Fall 2015

Elements of Easement Agreement

- Easement covers six roadway segments as shown on the next slides
 - ✓ St. Paul Street between Cherry and Pearl
 - ✓ North side of Pearl Street – east/west of St. Paul + 2 shelters
 - ✓ South side of Pearl Street – east/west of St. Paul + 1 shelter
 - ✓ North side of Cherry Street – west of St. Paul + 4 shelters
- St. Paul Street will become an exclusive “bus only” roadway
 - Cars entering and exiting the parking garage at the Zampieri State Office Building will also be permitted to use the southbound lane (lane closest to the Zampieri Building)
- Easement term is 99 years

[illegible]

Easement Area – Pearl Street



This is a correct survey, to the best of my knowledge, based upon City of Burlington land records and a careful survey of the land and improvements thereon. The survey was performed by me or under my direct supervision and I am a duly licensed Professional Engineer in the State of Vermont. I am not aware of any other survey or other records or from existing records that would conflict with the survey shown on this plan. The survey was performed by me or under my direct supervision and I am a duly licensed Professional Engineer in the State of Vermont. I am not aware of any other survey or other records or from existing records that would conflict with the survey shown on this plan. The survey was performed by me or under my direct supervision and I am a duly licensed Professional Engineer in the State of Vermont. I am not aware of any other survey or other records or from existing records that would conflict with the survey shown on this plan.

Thank you