Burlington Planning Commission
149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7144 (TTY)
www.burlingtonvt.gov/pz

Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Michael Gaughan
Erin Malone
Julia Randall

Burlington Planning Commission

Tuesday, April 23, 2024, 6:30 PM

Remote & Virtual Meeting via Zoom
In person option available:
Bushor Conference Room (Room 102), 1st Floor of City Hall, 149 Church St.
To Join the Meeting on a Computer:
Link: https://zoom.us/j/97941883790?pwd=bGZBNzNyV1liL3p5NkhIL2dqUFIzdz09
Passcode: 658929
To Join the Meeting on a Phone:
Number: +1 646 931 3860 US Webinar ID: 979 4188 3790

1. Agenda

2. Public Forum

Subject	**2.1. Public Guidelines for Virtual Meeting Participation**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	2. Public Forum
Department	Planning
Type	

3. Chair's Report

4. Director's Report

5. Project Update: Great Streets

Subject	**5.1. Great Streets presentation**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	5. Project Update: Great Streets
Department	Planning
Type	Presentation

Recommended Action	Receive the presentation and provide feedback.

6. Project Update: Memorial Block Redevelopment

Subject	**6.1. Memorial Block Redevelopment presentation**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	6. Project Update: Memorial Block Redevelopment
Department	Planning
Type	Presentation
Recommended Action	Receive the presentation and provide feedback.

7. Project Update: South End Coordinated Redevelopment

Subject	**7.1. The South End Coordinated Redevelopment presentation**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	7. Project Update: South End Coordinated Redevelopment
Department	Planning
Type	Presentation
Recommended Action	Receive the presentation and provide feedback.

8. Proposed CDO Amendment: Neighborhood Code Part II

Subject	**8.1. ZA-24-04_Memo_NCII**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	8. Proposed CDO Amendment: Neighborhood Code Part II
Department	Planning
Type	Discussion
Recommended Action	Ask questions and provide feedback on the draft amendment's list of topics and standards to be addressed.

9. Commissioner Items

10. Communications

Subject	**10.1. Review and accept written communications.**
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	10. Communications

Department	Planning
Type	Communication
Recommended Action	

11. Adopt Minutes

Subject	**11.1.** Review and approve the 3/26 Planning Commission Meeting Minutes
Meeting	April 23, 2024 - Agenda - Tuesday, April 23, 2024, 6:30 PM, Burlington Planning Commission
Category	11. Adopt Minutes
Department	Planning
Type	

12. Adjournment

City of Burlington, VT
149 Church Street, 3rd Floor
Burlington, VT 05401
Phone: (802) 865-7144

www.burlingtonvt.gov/plan

Guidance for Participating in a Virtual Planning Commission Meeting

As social distancing measures to preserve public health and safety continue to be required to prevent the spread of COVID-19, or are recommended as a standard practice, the Office of City Planning will be supporting the Planning Commission to conduct their meetings online via Zoom. Here is information about how to join a virtual meeting, and what to expect while participating.

General Guidance for Public Participation

Please remember that in this digital meeting environment, meetings are open to the public and anyone may be watching or listening even if you cannot see them. Meetings will be recorded, and both the recording and chat content of the meeting will be maintained as a public record.

Please ensure your display photo and screen name are professional, such as using your first and last name. Please test your audio and video prior to the start of a meeting, and familiarize yourself with how to join a meeting by your chosen method. And finally, please be patient with us. Technology doesn't always work as planned, and we are all learning how to hold a successful virtual meeting!

How to Join a Virtual Meeting

Zoom allows participation via either computer or telephone. Each agenda for a meeting that will be conducted virtually will include details about how to join via either of these options, including a web address, phone number, Meeting ID, and password.

If you participate via computer, you have the option of seeing Commissioner videos and any presentation materials that may be shared. If you use either a standard phone or cell phone to call in, you will only hear the audio portion of the meeting. If you join via a smartphone, you may have the option to download the Zoom app, which will enable you to see and hear the meeting.

How to Participate in a Virtual Meeting

During meetings, only Planning Commission members and limited staff members will be viewed on video. Members of the public attending a meeting will be muted, except when invited to speak during public forum or a public hearing. Whether members of the public can speak at other times during the meeting is the discretion of the Chair.

If you want to speak during public forum, please take the following steps to assist us in making this process run as smoothly as possible:

- Email staff at cdillard@burlingtonvt.gov by 5pm on the day before a meeting to indicate your interest in speaking. You do not need to provide your comments. Staff will enable your microphone as your name is called from a list of interested speakers.
- During a meeting, you can use the "Raise Hand" feature, or indicate in a chat message that you wish to speak during public forum. Staff will enable your microphone as your name is called.
- If you are interested in submitting your comments in writing instead of speaking during the meeting, you may do so by 5pm the day before a meeting, they will be forwarded to the Commissioners ahead of the meeting.

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact the City Planning department or 711 if you are hearing or speech impaired.

City of Burlington, VT
149 Church Street, 3rd Floor
Burlington, VT 05401
Phone: (802) 865-7144

www.burlingtonvt.gov/plan

TO: Burlington Planning Commission
FROM: Meagan Tuttle, AICP Director, Office of City Planning
Charles Dillard, AICP, Principal Planner
Sarah Morgan, Planner
DATE: April 22, 2024
RE: Proposed ZA-24-04 Neighborhood Code Part 2 Topics

Overview & Background

The City Council adopted ZA-24-02 (Neighborhood Code) at its March 25, 2024 meeting. This amendment creates a new framework for the city's residential zoning districts that enables a range of housing types, including single-family, ADUs, duplex through four-unit developments, and townhouses and small multi-unit buildings. These amendments enable greater flexibility for existing homes as well as a range of housing options within neighborhoods, create new zoning standards along transportation corridors identified in *planBTV*, and comply with Act 47 of 2023 of the VT Legislature.

During its discussion of the proposed Neighborhood Code amendments in fall and winter 2023, the Joint Neighborhood Code Committee bifurcated the Code to facilitate discussion of the Code's core concepts while reserving later discussion for a second package of amendments. Part One, those amendments adopted in March, addresses substantive changes to Article 4 and Appendix A, as well as other sections. These changes evolve the residential zoning district standards, allowable uses, and district boundaries.

Neighborhood Code Part 2

A number of related standards need to be addressed throughout the *CDO*. Many of these were originally included in the "Relationship of Core Zoning Recommendations to other Ordinance Details" chart used in Joint Committee discussions, and some have emerged from additional public discussion at the hearings for Part 1 as well as from inquiries following adoption of the code. These are grouped based on general topic areas below. Using the general direction from past discussions of the Joint Committee, the Planning Commission, either as a body or through its Ordinance Committee, can review and make recommendations for these related standards.

Additional standards related to housing/development types and lots:

- Cottage Court standards, including site and lot dimensions, frontage, access, development intensity, open space and other topics as identified
- Flag Lot and fee-simple small lot standards, including site and lot dimensions, frontage, and access
- Planned Unit Development standards, including consideration of a threshold for lot/project size in the Residential districts as revised under ZA-24-02, as well as development intensity, permitted uses and other topics as identified
- Updates to applicable lot coverage, height, and development intensity bonuses for residential developments in both Article 4 (Residential Bonuses) and Article 9 (regarding projects with required Inclusionary Zoning units)

Additional considerations related to secondary structures:

- Secondary structure height relative to Primary structure, including discussion of context of secondary buildings in a historic district/on a lot with a listed structure

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact the City Planning department or 711 if you are hearing or speech impaired.

- Relationship between Secondary Buildings allowed in the residential standards, and citywide provisions for ADUs
- Consideration for allowing existing non-conforming and non-residential buildings that are encroaching in setbacks to be converted and/or vertically expanded (i.e. additional height);

Other topics for continued work related to Part 1:

- Consolidation of the applicability for Design Review and the Design Review Overlay zone into one section that provides clearer expectation of what is subject to review
- Technical Corrections, including clarifying Residential Corridor Zone purpose statement and to require frontage on a major thoroughfare; updating zoning for Starr Farm Park; internal reference correction
- Additional miscellaneous definitions to clarify and support consistent implementation of new standards, including what is counted with the maximum "building footprint"

Standards for which questions have been raised for further discussion:

- Possible situations where exceptions to maximum building footprint standards may be considered
- Stormwater and wastewater impacts resulting from infill development, including consideration of need for development review criteria and whether change to Chapter 26 (stormwater) may be needed to address and accelerate residential-scale green stormwater infrastructure solutions (Note: this must be undertaken in conjunction with DPW-Water division)
- Consideration for whether or not Article 9 Inclusionary Zoning should apply to lots with two structures exceeding 5 units, where the number of units in each building individually would not require IZ (Note: several IZ updates are under consideration currently; discussion should include how this question relates to IZ updates)
- Parking standards, including potential additional flexibility to allow stacked parking (3+ cars in a row) for residential developments and/or consideration of infill-related parking impacts in neighborhoods with high parking demand

"The Construction Zone"

Throughout the Joint Committee discussions, a number of questions and related issues were raised that are not within the core focus of the Neighborhood Code, or relate to issues that staff strongly recommends should be discussed in other plans and studies on the near horizon before the Commission provides recommendations. Others have been requested by one or more members of the Joint Committee for future discussion. Most of these topics were identified in the Joint Committee, except for where noted below:

- Beyond the creation of the Residential Corridor zone, consider other opportunities for redevelopment of larger sites, overall scale of development, and mix of uses along the north Avenue Corridor (part of upcoming *planBTV: New North End*)
- Potentially expand the factors that warrant Residential Corridor zone designation, and identify other applicable locations for this district
- Consider the transition of heights/intensities of development and mixed-use allowances of existing mixed-use districts adjacent to new Residential Corridor district (i.e. neighborhood mixed use and neighborhood activity center districts)
- Consider the impact on implementation resulting from existing regulations for historic properties (preservation plan is upcoming on department work plan)
- Consider whether building/fire code exceptions/alternative approaches have applicability for implementing middle housing types (i.e. sprinklers, stairs, etc.)
- Technical and financial assistance for "small" developers/homeowner developers to help build new homes at this scale
- *New:* Homeownership incentives (funding and other policies not in the purview of zoning) to support first-time homebuyers and owner occupancy of multi-unit infill developments

Next Steps
Following the Planning Commission's discussion of the Part Two topics, the City Council will receive their own update and opportunity to revise the list. Following City Council's review, the Planning Commission will commence discussion of the proposed standards.

Hello Commissioners,

In light of the directive from city council to examine Burlington's inclusionary zoning policy, I wanted to send some resources that may be useful.

Firstly, the UC Berkeley Terner Center for Housing Innovation just released the following report:https://ternercenter.berkeley.edu/wp-content/uploads/2024/04/Inclusionary-Zoning-Los-Angeles-April-2024.pdf

In it, author Shane Phillips used a tool to simulate construction of units under Los Angeles' Transit Oriented Communities (TOC) zoning policy, which has a voluntary inclusionary zoning component (in contrast to Burlington's, which is mandatory). The report seeks to understand the trade-offs between market-rate housing and below-market rate (BMR) construction.

I would recommend reading the full report, since it contains a lot of useful insights. A few things that stood out to me:

- Developers in LA choose more often to construct extremely low-income (ELI) housing (30% or less of area median income) at a lower percentage than the higher percentage option for very low-income (50% AMI) or low-income (80% AMI). For whatever reason, the project financials worked better when at the 8-11% ELI mix than at the 11-15% VLI or 20-25% LI mix.
- IZ has the effect of reducing the total number of both market-rate and overall units. The "rate of exchange" varies with the required IZ percentage. At 25%, a single ELI unit "costs" nearly 9 market-rate units. Put another way, a 25% requirement loses 9 market-rate units for every single IZ unit, or 8 units in total supply. The lowest exchange rate is 4.3 at 16%.
- There are decreasing marginal gains in IZ units at higher percentages, due to the overall reduction in housing construction/cost. Going from 11% to 16% IZ adds 7,300 BMR units in the simulation, but 16% to 25% only adds 4,100. At even higher percentages, the number of BMR units actually *decreases* due to the significant overall decline in total units.
- Unfunded IZ can be understood as a private subsidy from the developer, but market renters can and do end up absorbing this subsidy in the form of increased rents, either in mixed-income buildings individually or market-wide as fewer units are constructed. Phillips calculated the amount of subsidy over a 10-year period for a series of IZ percentages, then calculated the average rent increase on private renters needed per year to negate this subsidy. The baseline rate assumed is 4% annually, and a 5% annual rate increase over 10 years (an extremely plausible scenario given current trends) will entirely pass the cost of BMR subsidization onto market-rate renters.
- Decreased overall housing production and decreased production of market-rate housing has effects beyond increasing rent growth. It reduces municipal revenues and the capacity to provide services to vulnerable populations.
- Density/development bonuses for IZ are necessary to allow projects to be feasible, but these bonuses have reduced efficacy at a certain scale. For example, higher-cost

materials and construction techniques are required at certain building heights (elevator at 3 stories, second staircase at 5, steel/concrete at 7-8 stories). A height bonus can thus be ineffective in spurring development given the added costs at each threshold.

- Here I will quote directly from Phillips:

"Voluntary participation is also important. Mandatory IZ policies without development bonuses are a worst-case approach, but even mandatory IZ with bonuses increases the risk that the policy will negatively impact market-rate production. If the IZ requirements or development bonuses are miscalibrated such that the cost of below-market units exceeds the revenues from additional market-rate units, then projects become financially infeasible. And even when IZ policies are carefully designed, they rarely take into account impacts on different neighborhoods or development types (e.g., low-rise vs. high-rise multifamily) or adapt to changing market conditions."

It is of course important to point out that this research was conducted in Los Angeles, and Burlington likely has other factors impacting housing construction.

Some questions to consider:

- Is it better to provide designated housing for extremely low-income households at lower rates (the most in need) or maintain our current model of assisting the median renter through subsidy?
- Is the scale of increase in supply through the Neighborhood Code, SEID, Cambrian Rise, City Place etc. sufficient to meet our current need in both market-rate and affordable units?
- Which types of projects (small multi-family, mid-rise, high-rise) are the most financially precarious, such that the added cost of IZ is most likely to deter construction?
- Should the cost of subsidy for affordable housing be borne by market-rate renters, or by the city at-large?
- Can we design a **voluntary** IZ policy with a near 100% use rate, as LA appears to have done with their TOC program?

I would also encourage commissioners to consider other affordable housing models. To the question above about who bears the cost, Burlington could instead try funded IZ through property tax abatement. This forgoes future property tax revenue from buildings with affordable units - a public subsidy rather than a private one. This is an approach that Portland, OR has taken recently: https://www.portland.gov/phb/documents/ih-program-info-sheet/download. I'd note that they also allow developers to designate affordable units in an existing building, rather than constructing new ones, with restrictions (similar size, in a half-mile radius etc).

Communication – Barbara Headrick

Charles,

Please, will you share this with the Planning Commissioners?

In UVM's strategy documents, they have revealed an intention to build parking garages on the edge of campus with UVM traffic using adjacent residential neighborhood streets to arrive at or leave the garage. This strategy will: 1) keep commuter traffic off of UVM's campus, 2) help UVM reduce what it spends on maintaining internal campus roads (shifting road deterioration to city streets and the cost to taxpayers), and allow UVM to use land internal to campus for purposes other than parking - such as student housing. I want to see more upperclassmen housed on campus BUT the UVM strategy on where to locate parking fails to reduce SOV driving among out-of-town commuters…. who are mostly employees and the small remainder being commuting students. Please, I'd like the city's TDM strategy to prevent parking facilities from being built on the edge of campus. There are ways to free up land internal to campus for more housing AND TDM measures that can be implemented to actually reduce commuter SOV rates.

UVM mistakenly claims its "parking on the periphery" plans to be a green strategy because commuters won't drive the last 1/10th of a mile to a surface parking lot internal to campus. This is not a green strategy because it doesn't reduce the number of SOV commuters. The 12,000 SOV employee commuters who work at UVM, UVMMV, and Champlain College are the source of most of our transportation generated pollution. We likely need our TDM public policy to use a carrot and stick approach to require the institutions to adopt policies that require commuters to leave their cars in their hometown park and ride lots and use employer provided shuttles to Burlington. This is the way to actually reduce SOV rates.

UVM's strategy of minimally shifting parking - by putting it on the edge of campus - is why UVM suggested that Planning Department start using the phrase "Vehicle Miles Traveled" instead of SOV count as a metric for TDM results. UVM is playing games with TDM. Having drivers enter a garage on the periphery of campus, instead of entering campus to use a surface lot only reduces the SOV drivers commute by less than 1/10th mile. UVM wants to tally VMT reduction of 1/10th mile X the number of commuters. That's a bad TDM strategy. One-tenth of mile a shorter commute is a tiny reduction in their daily SOV mileage because the typical commuter drives 10 miles or more round trip from a surrounding town (South Burlington, Shelburne, Charlotte, Milton, St Albans, Jericho, Montpelier, Barre etc.). tDM needs to eliminate most of the typical 10 miles or more Roundtrip of SOV driving.

The far better solution is for the institutions to require their out of town commuters to leave their car in their hometown's park and ride lot and use an employer provided "non-stop and direct-to-campus" (electric powered) shuttle for their trips to and from Burlington.

Given UVM's strategy to shift where people park locally on campus, please, can you help make sure the city's TDM policy and ordinance avoids creating loopholes (Such as vehicle miles traveled metric) which will enable the described shenanigans that don't reduce commuter SOV rates? I'd like to see the city's TDM ordinance include some teeth to make this happen. That means metrics and timelines will need to be specified in the TDM ordinance, along with financial and other consequence's for not achieving the targeted goals in the time specified.

*** To prevent UVM from implementing the strategy of moving parking to the edge of campus as a way to reduce on campus traffic and protect internal campus roads from deterioration due to traffic, I'd like to see the Planning Commission modify the Institutional zoning ordinance and write into the TDM strategy, an explicit prohibition of having parking garages built where campus traffic will enter from or empty onto adjacent residential streets. ****. This would be consistent, for example, with earlier requirements that UVM traffic primarily use Main Street (a state highway) or Spear Street for entrance and exit Traffic garages located on roads or driveways that connect with adjacent residential streets will cause more traffic and pollution in neighborhoods where people live. This is contrary to the goal of decreasing SOV rates, decreasing pollution, helping people live healthier, and have safer streets for walking and biking to campus and elsewhere. Garages also attract crime, violence, and drug dealing. Garages don't belong where UVM probably wants to place them around the edge of campus.

Perhaps UVM/UVMMC should build a co-owned garage adjacent to the I-89 highway interchange or at the University Mall in South Burlington. That garage could be used by commuters as well as visitors to UVM athletic events. Then UVM can covert parking lots internal to campus into 3rd and 4th year student residence halls. Shifting off campus students into on campus housing will increase our off campus housing supply for non students while also reducing the need for students to bring cars to Burlington.

Additional Suggestions:

1. Some years ago I attended a UVM transportation meeting on the UVM campus. Students said that the primary reason for bringing a car to campus is so they can go skiing. With this in mind, it would be good if our city's TDM strategy encouraged GMT and the institutions to work together to offer weekday and weekend Shuttle bus service from Downtown and UVM's Patrick gym to popular ski destinations. This service could serve locals and college students. Ideally the ski shuttle schedule would allow someone to ski just 1/2 day (morning or afternoon) or all day or the evening. Service routes could start with Bolton, Stowe, Mad River and Sugarbush and expand to other resorts.

2. I and others would like to see GMT switch from large, loud, dirty and usually empty buses to smaller e-buses. For example - the Gold loop route has low ridership and could switch to a smaller bus.

3. Free SSTA service for all seniors would allow GMT to get ride of less popular bus segments and focus on providing more frequent service where there is high demand.

4. The city's TDM plan should prompt city officials, the institutions, and bus operators to not operate buses on routes that cause pollution in excess of the pollution reductions it can take credit for. A example of a bus route that causes more pollution that it mitigates its the UVM Redstone bus route.

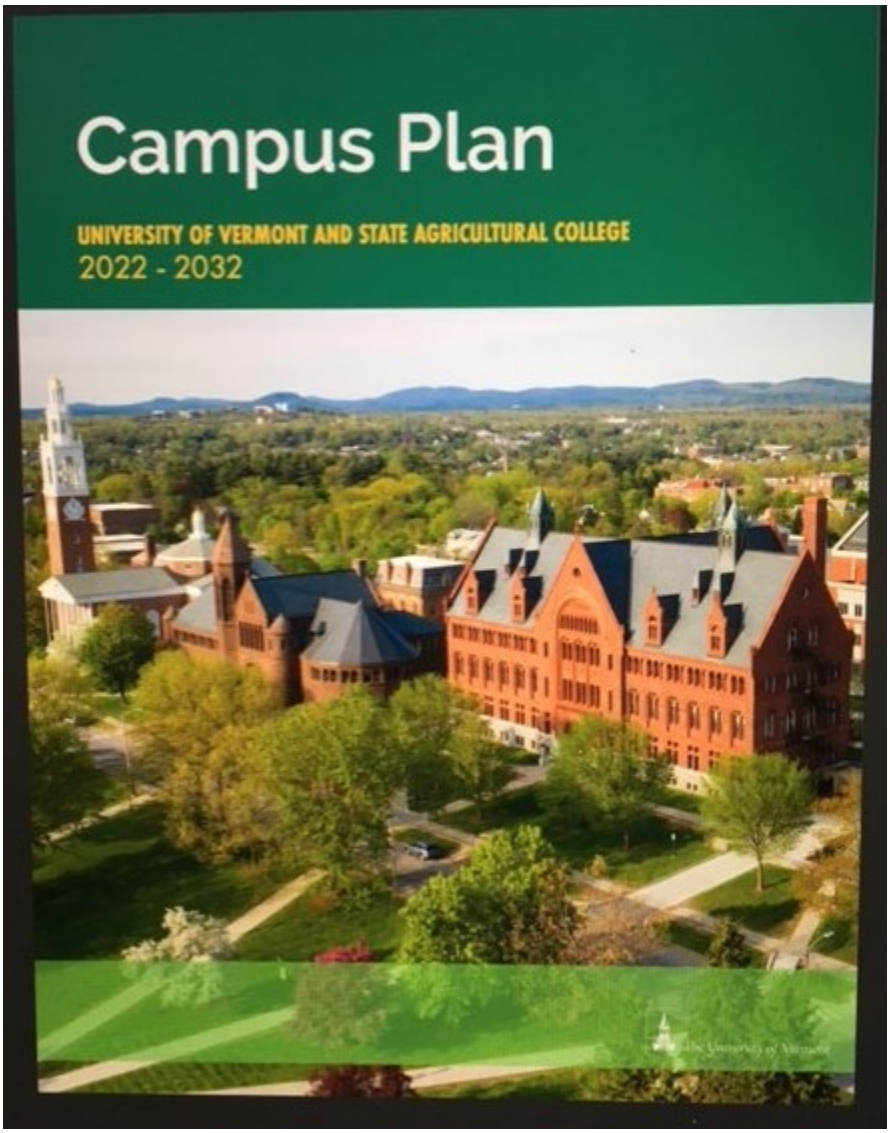
5. UVM's Redstone bus is environmentally irresponsible because it drives students 5 city blocks that are very easy to walk or bike. The bus starts at Coolidge Hall at the top of the Redstone Green and drives the 5 blocks to arrive at the Tyler Threatre on the UVM green. It then drives around the UVM Green and returns to Coolidge Hall. The 30 foot long bus is huge, loud, heavy, and dirty. The Redstone bus drives a one mile circle 50 times a day. That's a huge pollution footprint. Except for a few peak demand times each day, the bus is empty most of the time. The one mile loop means it drives by homes along South Prospect 100x a day, killing us with its greenhouse gas pollution. None of us want to ride the UVM bus.

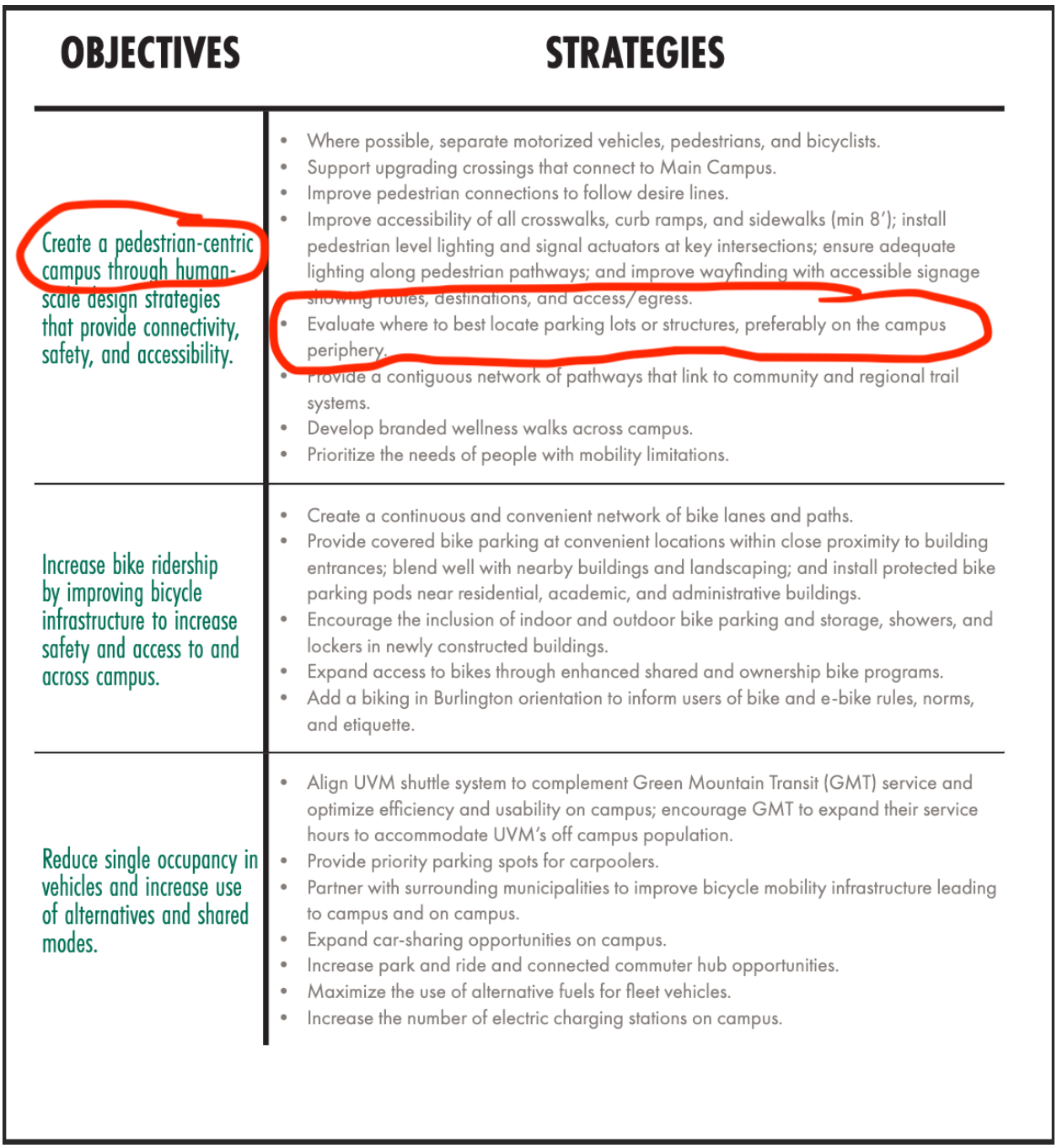
Long-term residents walk or bike wherever we go in town and especially a distance that is only 5 city blocks. The bus is polluting and unnecessary. The Redstone bus does not reduce student car use because students can't park near their classrooms on central campus. UVM's Redstone Bus only replaces active (bike/walk) modes of getting to class. Students residing on the Redstone Campus, who want to ride a bus, can catch any of the 3 UVM buses that use the on-campus road (University Heights) to arrive at their central campus destination. Waterman Hall is the only bus stop served by the Redstone bus that isn't served by the 3 on campus buses. (All of the route details and map are on UVM's transportation shuttle website.) The Redstone bus is largely redundant with the on campus buses. The Redstone bus does not provide a meaningfully faster ride. The 3 on-campus buses arrive in front of Tyler Theatre only 1 minute after the Redstone bus arrives. Hence the UVM Redstone bus is creating more pollution that it mitigates AND the Redstone Bus is unnecessary. If UVM wants to offer more bus capacity when the weather is bad, the Redstone bus should be routed to use UVM's internal campus roads and not South Prospect south of Main Street. This way the benefit and the impacts of the bus Redstone bus service would both be on UVM and not harming UVM neighbors.

Local Motion wants to increase active transportation throughout the city, therefore, convincing UVM to stop using the Redstone bus would advance this goal. City Councilors and city residents have asked for the Redstone bus to be removed from South Prospect (south of Main Street) for the past decade. UVM refuses because it allows students to wake up a minute later. It's time to put this bus effectiveness analysis and a best practice expectation to prioritized active transportation over inefficient bus transportation and reduce pollution in the TDM. The Redstone Bus should not be preserved because UVM hopes to build a garage that will bring more traffic to south prospect. The bus is bad for the environment and the garage will encourage SOV driving and increase the amount of pollution on South Prospect. It's a bad slippery slope that we need to prevent. By encouraging more students to bike or walk the 1/2 mile to class, (result if the Redstone bus is nixed), we can encourage more students to make active transportation a life habit. More students would begin using their bike to go everywhere - not just to get to class. And they would more likely opt to use their bike for off campus errands. It will then make them more likely to be bike riders after graduation. We can influence their future transportation choices. Combined with idea #1, most students wouldn't need to bring a car to Burlington.

Thank you very much for considering these ideas. Thank you for all you do.

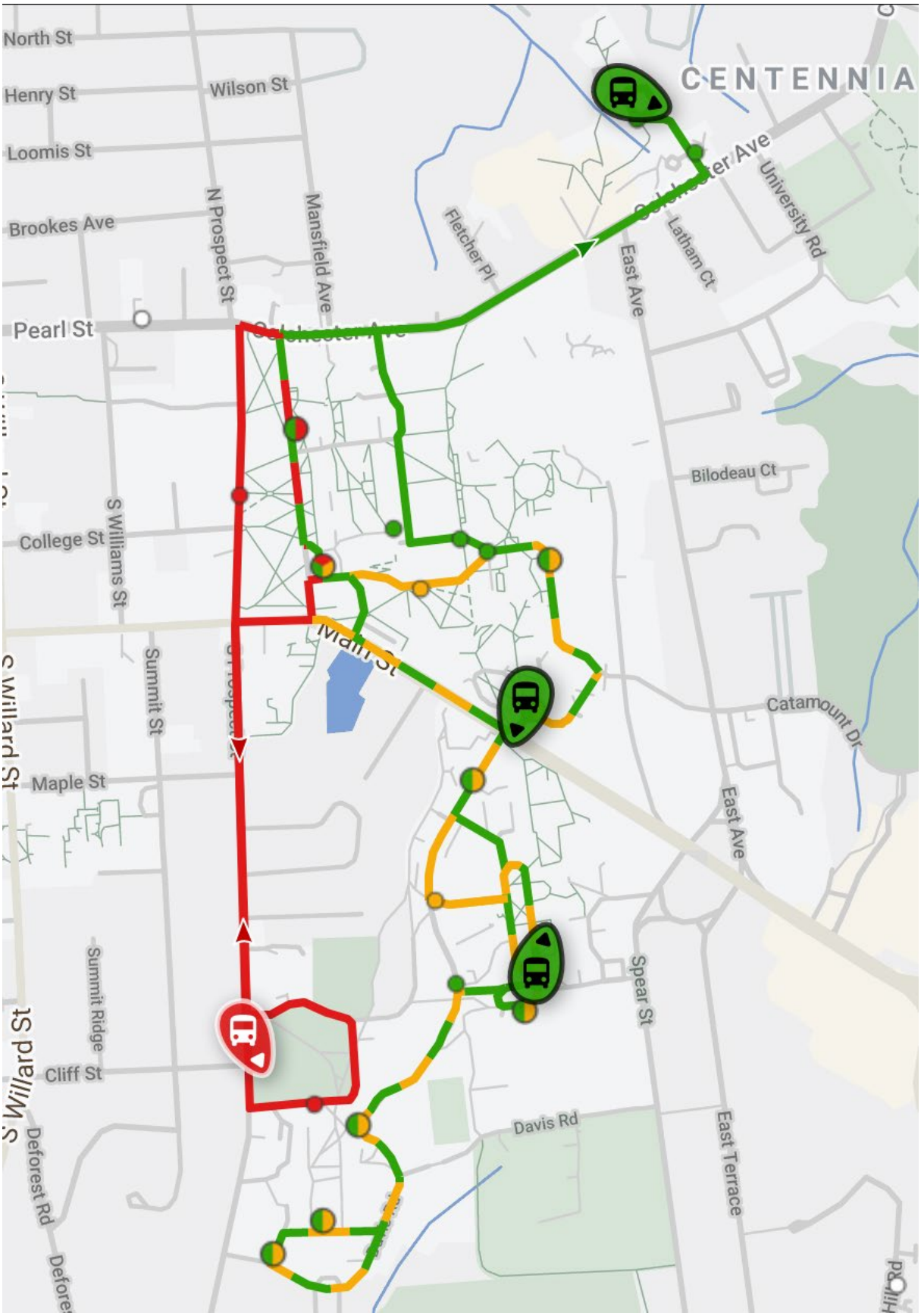
Barbara


Campus Plan
UNIVERSITY OF VERMONT AND STATE AGRICULTURAL COLLEGE
2022 - 2032



OBJECTIVES	STRATEGIES
Create a pedestrian-centric campus through human-scale design strategies that provide connectivity, safety, and accessibility.	• Where possible, separate motorized vehicles, pedestrians, and bicyclists. • Support upgrading crossings that connect to Main Campus. • Improve pedestrian connections to follow desire lines. • Improve accessibility of all crosswalks, curb ramps, and sidewalks (min 8'); install pedestrian level lighting and signal actuators at key intersections; ensure adequate lighting along pedestrian pathways; and improve wayfinding with accessible signage showing routes, destinations, and access/egress. • Evaluate where to best locate parking lots or structures, preferably on the campus periphery. • Provide a contiguous network of pathways that link to community and regional trail systems. • Develop branded wellness walks across campus. • Prioritize the needs of people with mobility limitations.
Increase bike ridership by improving bicycle infrastructure to increase safety and access to and across campus.	• Create a continuous and convenient network of bike lanes and paths. • Provide covered bike parking at convenient locations within close proximity to building entrances; blend well with nearby buildings and landscaping; and install protected bike parking pods near residential, academic, and administrative buildings. • Encourage the inclusion of indoor and outdoor bike parking and storage, showers, and lockers in newly constructed buildings. • Expand access to bikes through enhanced shared and ownership bike programs. • Add a biking in Burlington orientation to inform users of bike and e-bike rules, norms, and etiquette.
Reduce single occupancy in vehicles and increase use of alternatives and shared modes.	• Align UVM shuttle system to complement Green Mountain Transit (GMT) service and optimize efficiency and usability on campus; encourage GMT to expand their service hours to accommodate UVM's off campus population. • Provide priority parking spots for carpoolers. • Partner with surrounding municipalities to improve bicycle mobility infrastructure leading to campus and on campus. • Expand car-sharing opportunities on campus. • Increase park and ride and connected commuter hub opportunities. • Maximize the use of alternative fuels for fleet vehicles. • Increase the number of electric charging stations on campus.

UVM's Redstone bus route is in red. The on campus shuttles (green route) and the Redstone bus route both have bus stops at Coolidge Hall. (Top of Redstone Green.) The Redstone Bus only replaces walking and biking. It does not reduce car use. UVM can reduce pollution by eliminating the Redstone bus route. If the Redstone bus was eliminated, students would walk or bike the 5 city blocks between Coolidge Hall and Tyler Theater bus stop or they would use the three on-campus shuttles. Our city's TDM strategy needs to encourage bus operators to reduce bus service and bus pollution where active transportation is a viable alternative and other bus routes are convenient options.


North St
Henry St
Wilson St
Loomis St
Brookes Ave
N Prospect St
Mansfield Ave
Fletcher Pl
Latham Ct
East Ave
University Rd
Pearl St
Bilodeau Ct
College St
S Williams St
Summit St
Main St
Catamount Dr
S Willard St
Maple St
East Ave
Summit Ridge
Spear St
Cliff St
Davis Rd
East Terrace
Deforest Rd

Sarah Morgan

From: Bill Pierson <bill.viola@burlingtonTelecom.net>
Sent: Thursday, April 18, 2024 1:20 PM
To: Sarah Morgan
Subject: Requests for Planning Dept and Planning Commission

[WARNING]: This email was sent from someone outside of the City of Burlington.

Hi Sarah, This email is from Bill Pierson. I live at 33 North Ave in Burlington.
I wish to submit two ideas re the Neighborhood Code.
I hope that you may share them with the Planning Commission at an upcoming meeting.

1: "Quota" of affordable units
Some citizens have criticized the Neighborhood Code "because it doesn't address affordability". I get that the pre-existing CDO requires a certain number of affordable units in any new multifamily building, and that the Neighborhood Code does not remove that requirement.
However, I believe the existing "quota" for affordable housing in Burlington is no longer sufficient.
MY REQUEST
Please modify the Neighborhood Code (or the CDO) so as to increase the proportion of affordable units, which are required in a new multifamily building in Burlington.

2: Lots which lie in two distinct zoning districts
I see that the Neighborhood Code creates new Zoning districts, as well as boundaries between the districts.
Under the new boundaries specified in the Neighborhood Code, my neighbor's very small lot (which has frontage on Depot St) will be SPLIT between two distinct zones: half in RC and half in RM.
This will create a big headache for all of us here.
It's also going to create headaches for the City's Zoning Dept, when they deal with inquiries from citizens who own SPLIT lots; for the DRB, when they have to adjudicate permits for construction on SPLIT lots; and for the City's building inspectors, when they enforce ordinances on a SPLIT lot.
MY REQUEST
Please modify the boundaries between the new zoning districts in the Neighborhood Code, so that every lot in Burlington which is of small size, will be in exactly one Zoning district.
"One lot, one Zone" (unless the lot is big).

Thank you in advance for your help -- Bill Pierson

44 Wright Ave. Proposed Project

We would like to respectfully ask that the proposed project at 44 Wright Ave be shelved until the City Council passes the Neighborhood Code. We also ask, because this project has been filed in the warning period and there is widespread concern about its inappropriateness, that it be required to comply either with the current zoning of Low Density Waterfront Residential or with the rules of the new code ONLY after it is finalized and adopted with all amendments in place.

Even if the Neighborhood Code is passed as written, we feel that the project, as it currently stands, does not do enough to honor the guidelines set forth by both the Secretary of the Interior Standards, or Burlington's Standards for a location that is listed as a historic site under the heading of "Lakeside Neighborhood."

Art 5, Sec. 5.4.8 *(b) Standards and Guidelines* states twice, that historic buildings **AND** sites should be considered concomitantly in the direction for how to perform responsible development. We feel that has not been faithfully considered in this case on this small and narrow site and its proximity to the steep-slope and eroding shoreline.

In this case, the proposed building shows little or no deference to its neighboring building in scale, design or materials. It overpowers and dwarfs the historic building with which it shares the site and renders it subordinate, which is not faithful to Burlington's Standards and Guidelines set forth for historic properties.

The historic register https://www.burlingtonvt.gov/sites/default/files/PZ/Historic/National-Register-PDFs/LakesideHD.pdf defines the "Lakeside Neighborhood" to include Lakeside Ave., Central Ave., Conger Ave., Wright Ave. and Harrison Ave.

The site at 44 Wright Ave. has a particularly unique placement in the neighborhood. There are no natural or architectural features to disguise or help integrate an additional building onto the site or into the neighborhood. It is visible, without any sight interruptions from all sides including Lake Champlain. This site has served as something of a "Gateway" into the neighborhood because of its particular location and the awe-inspiring visual corridor to the lake it has provided for over 100 years. This has been a prominent feature of this site for **ALL** residents and visitors since the neighborhood was developed between 1894 and 1910 by the Queen City Cotton Company. It is the only example of a company-built residential area in the city.

We are also concerned about the relationship of this property to the steep-slope waterfront and how this density might affect runoff. Even without this project, typical erosion is likely—and, given changing weather patterns, even increase. That means some, or even much, of the land required to meet the 70% density benchmark could be lost to the lake—resulting in a site with higher density than is required by the proposed code.

It should also be noted that this would also affect setback requirements being lost over time.

The dense development on this site also highlights the lack of consideration for parking. Seven units squeezed onto this site could contribute as many as 10-14 cars to already over crowded streets in a contained neighborhood. There are only 3 onsite parking spots in this proposal. We believe the elimination of required parking under current zoning density is problematic; it could become catastrophic under more dense zoning if it is not considered in the Neighborhood Code.

Even though parking is not currently "required," we believe it is important that developers consider the effects it will have on neighborhoods and give responsible thought to the issue when planning projects such as this. *Because you can do it doesn't mean you should do it.*

It is our belief that the project, as it is proposed, possibly displays the worst-case scenario of what can happen under the new Neighborhood Code as it is currently written and could set an inappropriate standard for historic and unique sites. We believe that PlanBTV https://planbtv-burlingtonvt.opendata.arcgis.com states it well, and sets forth considerate guidelines for development in the Section under the heading of Our Future Land Use / Conserve /(learn more)/ "Consideration for Future Land Use and Development."

We are also concerned that the Neighborhood Code could be rolling out the red carpet to developers who have the potential to yield too much influence and power in our city without care for our neighborhoods or residents. We feel that it is already being displayed in this very early case.

This highly visible natural gateway into this unique historic neighborhood needs particularly careful consideration if it is to be developed in a sensitive and appropriate manner. We don't believe that has been respectfully considered or achieved. For these reasons we believe that development on this historic site requires extremely careful planning and consideration for this neighborhood, its residents and its visitors. We believe that this *test case* is a reality check displaying how the broad strokes with which the Neighborhood Code is painted can produce unintended consequences. Let us please consider carefully and not try to do this too fast and get it wrong. We can't stress enough: This **can't** be undone if the test of time proves that it was a bad decision.

Please consider the sensitivity, or lack thereof, of this project in a historic neighborhood on this small, narrow and vulnerable steep-slope adjacent waterfront site for the reasons stated and shelve this project as it stands until a comprehensive and thoughtful neighborhood code is vetted and adopted with all amendments in place. Hopefully, in any case, a more responsible and respectful plan can be agreed upon.

Concerned Lakeside Neighbors,

Donald A Danis
Marianne J Danis
Judy (Sunny) Satinsky
Karen Dawson
Molly Purvis
Anthony Liberatore
Alia Liberatore
Ken Sicard
Dana Sicard
Paul Wallace
Rebecca Wallace
John Wallace
Laurie Essig
Chelsey Pope Tallman
Josh Tallman
Tom Freiheit
Diane Freiheit
Bruce Allis
Mary Osgood
Linsey Brunner
Deborah Davis Marshall
Phil Marshall
Maureen Fry

Burlington Planning Commission
149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7144 (TTY)
www.burlingtonvt.gov/pz

Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Michael Gaughan
Erin Malone
Julia Randall

Burlington Planning Commission

Tuesday, March 26, 2024, 6:30 P.M.

Hybrid Meeting via Zoom and in the Bushor Conference Room

Draft Minutes

Members Present	A. Montroll, M. Gaughan, A. Friend, B. Baker, E. Malone
Staff Present	M. Tuttle, C. Dillard, S. Gustin (DPI)
Public Attendance	Sharon Bushor

1. Agenda

Call to Order	Time: 6:30pm
Agenda	No changes.

2. Public Forum

Name(s)	Comment
S. Bushor	• Interested in the TDM practices that can be put into effect in neighborhoods where you've got multiple unrelated homes and businesses. • Emergency shelters: a little more information would give people a better understanding of what the parameters are without giving the details. Consider adding some broad language like Scott put into the memo to all of you. • Two years ago, the University of Vermont Medical Center asked to make their temporary modular building permanent. It would be important if a temporary building is requested by the city to become permanent that building is evaluated to make sure that it really can be permanent before it's granted that request.

3. Chair's Report

A. Montroll	• The City Council on Monday 3/25, unanimously adopted the NC • Shifting focus to Part 2 of the NC

4. Director's Report

M. Tuttle	• The City Council adopted amendments that slightly lowered the allowable lot coverage in RM, caps the number of units per building in RM to 4, similar to RL; made some minor modifications to the boundaries of the Residential Corridor district based on those wildlife sightings that were discussed in the meetings; Maintained the RL zoning for the area between Willard and Mansfield in Ward 1; Added Minimum Housing Code violations to the list of things that can be grounds for denial of the zoning permit; delay the effective date for secondary structures to October 1st

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505.

	(while the code will go into effect and the provisions for secondary structures will be in there, someone will not be able to move forward with a permit to build one until later this year). • Next Monday 4/1 will be the swearing in for Mayor elect Mulvaney-Stanak. • M. Tuttle meeting Mayor Mulvaney-Stanak midweek next week to start their working relationship and to support her transition into City Hall. • During the Executive Committee meeting earlier same day, the committee was updated on things line the new North End Plan, Start Preservation Plan and other related issues. • M. Tuttle & C. Dillard attending the National Planning Conference in Minneapolis in a couple of weeks. M. Tuttle will also be out of office for about a week after that. Reach out to C. Dillard in the interim. • Thanks the Commissioners for all the work done on the NC.

5. Proposed CDO Amendment: ZA-24-03 Emergency Shelters

Action: Ask questions and provide feedback on the draft amendment. Warn the amendment for a public hearing.		
Motion: M. Gaughan	Seconded by: A. Friend	Vote: unanimous

How section 4413 has impacted development review in your experience using the standard?

S. Gustin:

- It comes up routinely. It affects schools, hospitals, state properties, city properties. It renders conditional use standards moot and it eliminates design review.
- Mentioning S. Bushor's comment: "If you don't know as an applicant about the statutory provisions here, right, you have no idea that the actual standards are different from what we have in our published zoning code."

The options presented to the PC:

- Delay doing anything with Amendment: ZA-24-03
- Move it forward and warn it for public hearing. During that process to take a look at the districts where it's allowed, not allowed and refine that.
- Look at the districts and refine it before the public hearing warning.

M. Gaughan:

- Thinks more discussion needs to happen.

6. Project Update: Citywide Transportation Options Study

Action: Receive the presentation and provide feedback

M. Gaughan:

- Not subsidizing an amenity that might be provided in a dynamic development.
- Wondered about shared models: having two developments team up and an amenity location but where it could be facilitated. Thinks it's worth exploring.

A. Friend:

- To what extent would these issues have been addressed if there was a different system of government in Vermont that instead of a town of based system of government there was a regional Commission to address these issues.

7. Commissioner Items

A. Friend:

• Thanks his fellow Commissioners and the Planning staff for all the work done on NC.

8. Minutes

Action: Review and approve the 3/12 meeting minutes		
Motion by: A. Friend	Second by: M. Gaughan	Approved: unanimous

9. Adjournment

Adjournment	Time: 8:08 p.m.	
Motion: E. Malone	Second: A. Friend	Vote: unanimous

DRAFT