

Burlington Planning Commission

Tuesday, July 8, 2025, 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 Meeting ID: 979 4188 3790

1. Agenda

2. Public Forum

3. Chair's Report

4. Director's Report

5. Annual Organizational Meeting

Subject	5.1. The Commission will hold its annual organizational meeting to elect officers and appoint members to its committees to serve for FY2025.
Meeting	July 8, 2025 - Planning Commission Agenda - Tuesday, July 8, 2025, 6:30 PM, Burlington Planning Commission
Category	5. Annual Organizational Meeting
Department	Planning
Type	
Recommended Action	

6. Comprehensive Plan Scope Update

Subject	6.1. Discuss and provide feedback on the Scope of Work for the planBTv Comprehensive Plan update.
Meeting	July 8, 2025 - Planning Commission Agenda - Tuesday, July 8, 2025, 6:30 PM, Burlington Planning Commission
Category	6. Comprehensive Plan Scope Update
Department	Planning

Type

Recommended Action

7. planBTV New North End Project Update

8. Commissioner Items

9. Adopt Minutes & Accept Communications

Subject	9.1. Adopt 5/27/25 Meeting Minutes
Meeting	July 8, 2025 - Planning Commission Agenda - Tuesday, July 8, 2025, 6:30 PM, Burlington Planning Commission
Category	9. Adopt Minutes & Accept Communications
Department	Planning
Type	
Recommended Action	

10. Adjournment



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TO: Burlington Planning Commission
FROM: Charles Dillard, AICP, Director, Office of City Planning
DATE: July 8, 2025
RE: Scope of Work – planBTV Update

Overview

The Municipal Plan is a fundamental component of Vermont planning practice. While not required, a municipality must have an adopted municipal plan in order to maintain zoning ordinances, regulate land subdivisions, collect impact fees, maintain official maps and have a capital budget and program. Regarding zoning ordinances, the municipal plan is the basis for such bylaws, and bylaws and any amendments to them must be demonstrated to be consistent with the municipal plan.

To remain in effect, the municipal plan must be updated and readopted every eight years. Burlington's most recent municipal plan, *planBTV* was adopted in 2019; as such, the plan's update must be adopted by the City Council by March 25, 2027.

The Office of City Planning has commenced work on the plan's update. The purpose of this memo is to summarize the plan update process, as well as the larger planning context in which it will take place.

Planning Context

The planBTV update occurs at a time of unprecedented alignment in Burlington's planning initiatives. During this update, the City will also be conducting planning processes to support a citywide transportation plan, a comprehensive parks system plan, and an economic development strategy. As communicated previously, the Office of City planning sees this alignment as an opportunity to coordinate these structural elements in a holistic revisioning of how Burlingtonians want to live in the future and how the City can better achieve the goals it set out in the 2019 plan update and in subsequent planning processes and across two Mayoral administrations. In addition to the value that holistic planning brings in acknowledging the many interrelated topics that these constituent plans represent, this unified planning approach will also streamline the work, including the rigorous engagement activities the City will be conducting over the next two years. The three related plans are summarized below:

- The citywide transportation plan arrives 14 years after the City's most recent such plan. At 18 pages, the 2011 Burlington Transportation Plan is a high-level, multi-modal transportation improvement plan that provides a coordinated list of roadway, transit, bicycle and pedestrian facility, streetscape and land use recommendations for implementation. This plan is rooted in the then-current Municipal Development Plan, which envisioned that by 2026, Burlington would be a community where "transit, cycling, and walking are successfully competing with the automobile for the dominant mode of choice." While this plan counts a number of notable successful implementation actions, including a series of corridor studies and a citywide 25 mile per hour speed limit, the fundamental vision has not been achieved. In fact, following the COVID pandemic's disruption to transportation behavior, Burlington has become a more car-dependent community. As such, the fundamental task of the transportation plan is to establish a transportation infrastructure and demand management program that allows Burlington to re-establish its commitment to being a multi-modal city where equitable access is the defining feature.
- Burlington's park system plan is both a standard part of BPRW's CAPRA (Commission for Accreditation of Park and Recreation Agencies) accreditation and a visionary document that will ensure Burlington's multi-faceted park system serves the community equitably and ensures that parks play an even more vital role in making Burlington a sustainable, dynamic and equitable community. The 2015 BPRW Master Plan focuses on seven system themes: *People*: recognizing culture, community and partnerships; *Wellness*: enhancing recreation opportunities and

programming; *Connection*: linking parks to people, *Stewardship*: protecting and preserving our environment; *Community*: creating inclusive social spaces; *Service*: streamlining operations; and *Impact*: motivating the local and regional economy. While there is much to celebrate in how Burlington has maintained a high-quality parks system, the new parks plan is an opportunity to expand the role of our parks as we embrace a sustained period of growth and density, but also climatic and global uncertainty.

- While CEDO and BWD, now merged as one CEDO, have practiced economic development at multiple scales, Burlington does not have an active economic development plan. *PlanBTV* does establish an economic development vision and lays out actionable strategies to achieve that vision. However, the comprehensive economic development strategy (CEDS) is an opportunity to conduct a more thorough investigation of Burlington's economic development opportunities and challenges.

Scope of Work

The scope of work for this combined planning effort is provided below. As noted in several places, this scope will provide the minimally-required elements as per the [2017 DHCD State Planning Manual](#). Ultimately, this scope of work will produce four standalone plan elements that are constituent parts to the *planBTV* framework.

0. Pre-Plan Work (May-July 2025)

- 0.1. Complete Draft Scope of Work that incorporates, at a high level, the discrete scopes of work for each contributing Plan component, including Transportation, Parks, and Economic Development, as well as phases and tasks that achieve the goal of tying the work together as one holistic plan. The Scope of Work will address how the Plan can be structured to be both a unified document and a collection of discrete plans, given the statutory requirement to update the Municipal Development Plan (Comprehensive Plan), as well as the need to produce a standalone Parks plan for accrediting purposes.
- 0.2. Confirm Scope of Work with Department of Public Works, Burlington Parks, Recreation and Waterfront, and Business, Workforce Development and Community and Economic Development.
- 0.3. Conduct a Planning Commission Review of *planBTV* to determine its, and its constituent area and topic plans' continued relevance. This statutorily-required review will almost certainly confirm that Burlington's thorough and ongoing planning processes do not necessitate a full re-write of *planBTV*, but instead an update and re-adoption.
- 0.4. Adopt a Memorandum of Understanding that formalizes Plan processes and working relationships between departments. The MOU will include an organizational chart, responsibility delegations and a framework for decision-making.

1. Planning Context (June-July 2025)

- 1.1. Prepare and distribute the *planBTV* Implementation Matrix to all City Department Directors in order to evaluate progress and continued relevance of implementation strategies for inclusion in the updated Comprehensive Plan

Task 1.1 Deliverable: Complete and up-to-date planBTV: Implementation Matrix documenting plan strategies, progress to date and relevance to evolved and current City priorities

- 1.2. Prepare and distribute implementation matrices for the plans and studies listed below to all relevant City Department Directors to evaluate progress and continued relevance of implementation strategies for inclusion in the updated Comprehensive Plan
 - *planBTV: Downtown & Waterfront*
 - *planBTV: South End*
 - *BPRW Master Plan*
 - *Net Zero Energy Roadmap*
 - *Downtown Parking Study*
 - *Microtransit Feasibility Study (to be conducted by GMT)*

PlanBTV Walk Bike Task 1.2 Deliverable: Complete and up-to-date plan Implementation Matrices documenting plan strategies, progress to date and relevance to evolved and current City priorities

- 1.3. Review ongoing City planning processes to achieve consistency and coherence across Departments and topics. At minimum, the following plans and studies should be considered:
 - *planBTV: New North End*
 - *Open Space Plan*
 - *preserveBTV: Historic Pres. Plan*
 - *Walk/Bike Action Plan Update*

Task 1.3 Deliverable: Citywide Planning Coordination Committee Charter outlining coordination plan and shared commitments among managing Department leadership and project management staff

- 1.4. Review adopted regional and state plans and ongoing processes to identify topics of concern and opportunities for coordination. This task should inform the regional context analysis in Task 2.1.

Task 1.4 Deliverable: Interjurisdictional Planning Coordination Committee Charter outlining coordination plan and shared commitments among the CCRPC and participating municipalities

2. Engagement Strategy (July-August 2025)

- 2.1. Draft Engagement Plan that will guide all engagement in support of the planning process. The engagement plan should include targeted outreach to identified populations and geographies, as well as generalized in-person and online venues and events.
- 2.2. Assemble Focus Groups to ensure that Burlington's diverse communities are represented early and often during the process. The City's Trusted Community Voices program will be a resource to identifying and engaging with Focus Groups representing Burlington's immigrant and refugee communities. The focus groups will send one or more representatives to the Plan Advisory Committee described below.
- 2.3. Assemble the Plan Advisory Committee (PAC), consisting of representatives of Focus Groups identified in Task 2.1, as well as Neighborhood Planning Assemblies (NPAs). The PAC will be responsible for reviewing work and deliverables throughout the process, in addition to serving as liaisons between the City and residents.
- 2.4. Form the Technical Advisory Committee, to consist of subject matter experts employed by the City and local/regional organizations and businesses. The Technical Advisory Committee will be responsible for reviewing work and deliverables throughout the planning process.

Step 2 Deliverable: Engagement Plan, including in-person, online and other strategies, as well as a documentation of identified Focus Groups and Advisory Committee members.

3. Burlington in 2025: Assessment of existing conditions (May-Sep 2025)

- 3.1. Collect and analyze data on the topics below. (All but the Transportation and Parks Assessments will be completed by City staff):
 - Demographics
 - Economic Conditions see 3.
 - Natural Resources and Physical Conditions
 - Transportation (see 3.2.)
 - Utilities, Facilities and Services (see 3.3)
 - Energy
 - Historic and Cultural Resources
 - Housing
 - Flood Resilience
 - Hazard Mitigation
 - Land Use
 - Regional Context
 - Community Safety
 - Public Health

- 3.2. Detailed Transportation Assessment (to be completed by DPW staff and selected consultant)
- Define and identify legal and functional road classifications and maintenance costs
 - Create or refine the Traffic Model, including the following elements:
 - Traffic signal timing, coordination and hardware
 - Analyze existing roadway network and traffic capacity
 - Intersection configurations and control types
 - Existing traffic volumes
 - Measure/identify current mode share Detailed assessment of current travel behavior
 - infrastructure, and service coverage across all modes
 - safety, accessibility, equity
 - Identify key barriers and gaps in mobility for all user groups, new upcoming housing and especially underserved populations.
 - Motor Vehicle ownership, use, VMT, GHG, emissions and particulate pollution
 - Parking Resources and Capacity
 - Crash history, Vision Zero, and Safe Systems Approach
 - Transit Operations, system performance, and Infrastructure
 - Condition of bike, pedestrian, micromobility, and ADA accessible infrastructure
 - Intercity Transportation Modes, including passenger and freight rail and air travel
 - Winter Travel Conditions
 - Review historic trends for vehicle volumes, transit ridership, transportation mode share
- 3.3. Detailed Parks Assessment (to be completed by BPRW staff and selected consultant)
- Parks Inventory
 - History of Burlington Parks
 - Classification and Inventory
 - Parks System Performance Analysis
 - Parks Level of Service
 - Access to Lake recreation
 - Community Center Programming
 - 10-Minute Walk Analysis to Parks and Community Centers
 - Bicycle Access Analysis to Parks and Community Centers
 - Accessible Access Analysis to Parks and Community Center
- 3.4. Detailed Economic Assessment and Market Analysis (to be completed by BPRW staff and selected consultant)
- Demographic and Workforce Trends
 - Industry and Business Climate
 - Housing, Cost of Living, and relationship to Economic Development
 - Neighborhood Economic Assessments
 - Airport and Air Travel
- 3.5. Document planned development, growth, impacts to Transportation and Parks Infrastructures and Programming
- Ongoing and Planned Transportation Projects
 - Ongoing and Planned Parks Projects
 - Current and future land uses
 - Current and planned developments
- 3.6. Draft a Parks Needs Assessment that incorporates the findings of Tasks 3.3 and 3.4, as well as broad community and targeted stakeholder engagement. The Needs Assessment will provide the required detail for informing the visioning work in Task 4.

Step 3 Deliverable: Existing Conditions Assessment

4. Vision – How will we live in Burlington tomorrow? (Sep–Dec 2025)
 - 4.1. Confirm the vision and frameworks expressed in each adopted Area Plan through engaging with communities and City staff. This task will be an opportunity to revisit Plans that were completed during or prior to the most recent *planBTV* update, and imbue them with new or evolving community preferences. The vision should reflect the broad list of topics required to be addressed in the comprehensive plan, but should include greater amounts of detail for the transportation; parks, recreation and waterfront; and economic development elements.
 - 4.2. Conduct more detailed visioning engagement with the communities of the Old North End, Hill District and East End, as these geographies have not been the focus of a detailed area plan. This task should mimic the engagement processes undertaken in *planBTV*: New North End. The vision should reflect the broad list of topics required to be addressed in the comprehensive plan, but should include greater amounts of detail for the transportation; parks, recreation and waterfront; and economic development elements.
 - 4.3. Update the *planBTV* vision themes to reflect the updated visions from Tasks 4.1 and 4.2, as well as to acknowledge the significant changes that Burlington has experienced since the Plan's adoption in 2019. This task will culminate in a new draft vision framework for the new comprehensive plan, to be tested in the Scenario Planning in Task 5. The vision should reflect the broad list of topics required to be addressed in the comprehensive plan, but should include greater amounts of detail for the transportation; parks, recreation and waterfront; and economic development elements.

Step 4 Deliverable: Draft Vision Framework

5. Scenario Planning (Jan–March 2026)
 - 5.1. Develop multiple scenarios, as needed, for the purposes of refining the updated Plan vision. The scenarios should be in the form of digital models of Burlington and depict housing growth, the condition and function of the city's transportation systems, parks infrastructure and programming, economic development and performance responding to the climate emergency. The performance of each indicator in creating equitable conditions will be examined. The following scenarios are proposed, but ultimately should be defined during the course of the planning process:
 1. A status quo scenario that is reflective of recent housing and economic trends, but that also includes known development projects. This scenario should assume that Burlington maintains its current transportation mode share, parks level of service and climate emergency response performance.
 2. A scenario that reflects the housing and economic development growth vision developed in Task 4.3 but that otherwise maintains current transportation mode share, parks level of service, and climate emergency response performance.
 3. A scenario that reflects in its entirety the vision developed in Task 4.3. This scenario should include housing and economic development growth targets for each area of the city, the community's preferred transportation mode share, envisioned parks and recreation infrastructure and programming, and climate emergency response performance.
 - 5.2. Define Evaluation Indicators/Criteria for use in analyzing the performance of scenarios developed in Task 5.1. The Evaluation criteria should be measurable and relate directly to the guiding principles underlying the Vision identified in Task 4.3, as well as the contributing area plan Visions identified in Task 4.1 and 4.2. Example criteria could include the following:
 1. Housing: cost, measured by expected average rent and sales price; affordability as measured by number and percent of affordable units at various income levels; unit type by number of bedrooms per unit
 2. Transportation: safety; vehicle miles traveled as measured generally and per capita; access to transit as measured by households within one-quarter mile of transit; access to

- separated/protected bicycle facilities as measured by households with low-barrier access to such infrastructure
- 3. Parks: access to community centers as measured by households within a 15-minute walk on sidewalks or paths; access to playgrounds within a 15-minute walk on sidewalks or paths
- 4. Economic Development: access to essential goods and services as measured by households within a 15-minute walk on sidewalks or paths; employment by sector as measured in total numbers and percent of workforce; retail revenue as measured by percent of total sales to households within a one-quarter mile radius
- 5. Climate: greenhouse gas emissions from transportation and building sources measured in tons of CO₂/year; building energy performance as measured by btu or kilowatt hours; wastewater generation as measured by gallons per day
- 5.3. Evaluate the scenarios identified in Task 5.1 using GIS or other computer-based analysis of the digital scenario models created in Task 5.1.
- 5.4. Conduct Scenario Planning Workshops in both public workshops and invited stakeholder sessions, to include the Focus Groups and PAC identified in Step 2: Engagement Strategy. The workshops will provide the public with information on how the scenarios performed based on evaluation criteria identified in Task 5.2. The goal of which will be to confirm the community's preferred Vision as identified in Task 4.3, but also to qualify that vision with the information gathered from the scenario modeling.
- 5.5. Refine the Vision identified in Task 4.3, based on community feedback of its performance, collected in Task 5.4, against the other scenarios evaluated in Task 5.3. This refined vision will be the foundation for the Goals and Objectives developed in Task 6.

Step 5 Deliverable: Scenario Planning Summary Report and Final Vision Framework.

6. Goals, Objectives and Implementation (March-July 2026)

- 6.1. Distill Vision themes identified in Task 4.3 and refined in Task 5.5 to create a Goals, Objectives, and Action Framework. The Plan must address the topics required of each contributing discipline. For the Municipal Development Plan, this will include the nine topics identified in the [State Planning Manual](#). For the BPRW Plan, this should include all required topics in the accreditation process. For the Transportation Plan, the objectives should be confirmed with the City Council's Transportation, Energy and Utilities Committee. The Economic Development Strategy's vision themes should reflect the priorities of the Administration (e.g. equity, sustainability, innovation, climate, housing). Ultimately, the aforementioned topics should be considered the minimum, and the Goals, Objectives, and Action Framework should also include additional topics and elements as identified in the planning process.
- 6.2. Conduct a Draft Goals, Objectives, Action Framework Open House Roadshow that clearly documents the process and rationale that informs the Plan.
- 6.3. Complete a Final Goals, Objectives, Action Framework, based on feedback received during the Open House Roadshow.
- 6.4. Create an Action-based Implementation Plan that incorporates all Goals, Objectives and Actions identified in Step 6. The Plan should document which City department and/or external partners is responsible for implementing the Action, funding sources where applicable, and a recommended implementation timeline that considers community priorities.

Step 6 Deliverable: Draft and Final Goals, Objectives and Actions Frameworks and Implementation Matrix

7. Production and Adoption (August-Dec 2026)

- 7.1. Draft the final Plan document. The Plan should be accessible and of interest to the Burlington community, neighboring municipalities, and regional and state partners. It should include the products and deliverables from Steps 1-6 in this Scope of Work. The four core plan elements (Municipal Development Plan, Transportation, Parks, and Economic Development) will be produced as standalone documents under the *planBTV* brand.
- 7.2. Draft the Plan website, which should be considered to be a primary way in which the Burlington community engages with the Plan. It should mimic, and where necessary, expand upon the Plan's digital and printed document from Task 7.2.
- 7.3. Present the Final Plan to Boards & Commissions
 1. Planning Commission
 2. TEUC
 3. DPW
 4. Parks Commission
 5. Church St. Marketplace
- 7.4. Present the Final Plan to the City Council
- 7.5. Adopt the Plan

CCRPC Initial Plan Review

Attached is the Initial Staff Review of the current *planBTV*. This review is statutorily required and a fundamental element of the plan update process. As noted, the review achieves the following objectives:

- Confirms that the municipality is actively implementing the existing comprehensive plan;
- Provides suggestions to improve the existing comprehensive plan during re-adoption in 2027; and
- Outlines statutorily required changes to comprehensive plan requirements since the adoption of the existing comprehensive plan.



MEMORANDUM

TO: Charles Dillard, Director of City Planning

FROM: Maya Balassa, Planner, and Kate McCarthy, Senior Planner

DATE: May 15, 2025

RE: Initial Plan Review

CC: Neighboring Municipalities Planning Staff and CCRPC Board Members

This memo constitutes the Initial Staff Review of the Plan BTV: Burlington Comprehensive Plan 2019-2027. The intent of this review is to meet the review and consultation requirements regarding municipal planning in [24 V.S.A. §4350](#) and the *CCRPC Guidelines for Confirmation of Municipal Planning Process, Approval of Municipal Plans, and Granting of Determinations of Energy Compliance*.

On a more practical level, this review will:

- Confirm that the municipality is actively implementing the existing comprehensive plan;
- Provide suggestions to improve the existing comprehensive plan during readoption in 2027; and
- Outline statutorily required changes to comprehensive plan requirements since the adoption of the existing comprehensive plan.

Implementation of City of Burlington Comprehensive Plan: 2019-2025

On April 17, 2025 the Burlington Director of City Planning submitted a complete version of the *Municipal Plan Implementation Assessment Guidelines and Standards for Confirmation of Municipal Planning Process and Approval of Municipal Plans*. The City documented that it has implemented the existing City Plan since 2019 through the following work:

- Burlington's Comprehensive Development Ordinance has been amended several times since the March 2019 adoption of Plan BTV. Amendments include changes to density calculations, inclusionary zoning, accessory dwelling units, shoreline regulations, parking requirements, and short-term rentals. There have also been updates to the Neighborhood Code and South End Innovation District, aimed at promoting more housing.
- Burlington continued to develop and approve capital plans.
- The City of Burlington developed or updated numerous supplemental plans, including its Climate Action Plan, Open Space Protection Plan, and a Walk Bike Plan. Burlington has also put focus and resources into several area and neighborhood plans: Downtown and Waterfront, South End, and the New North End.
- The *Municipal Plan Implementation Assessment Guidelines and Standards for Confirmation of Municipal Planning Process and Approval of Municipal Plans* includes an extensive list of other actions that have been undertaken or completed during the planning period. These have included actions relating to water quality policy; changes to promote neighborhood evolution and housing production, including affordable housing; public space improvements; safer streets; community services; and more.

Review of Existing Comprehensive Plan

CCRPC staff has the following observations and recommendations related to Plan BTv:

General

- *Plan remains a good summary of Burlington's characteristics and complexity:* Overall, this plan is a good representation of Burlington's characteristics, values, challenges, and opportunities. There are certainly opportunities to address new or intensified issues the city is facing: post-COVID changes to the economy and employer landscape, unsheltered homelessness, public safety, the worsening of the housing crisis, the introduction of housing targets, flood vulnerability of agricultural sites, and the changing federal funding landscape, among other things. Even so, it seems that a plan update rather than an overhaul could be appropriate. If there are new priorities for action – for example, the Mayor's priorities of climate, housing, and public safety – it seems that these could be incorporated within the plan's existing framework.
- *Strong plan organization and helpful website:* The organization of the plan is unique and effective. The accompanying website distills the plan's content so that it is more accessible. This seems to be a helpful resource for public engagement, as well as use of the plan.
- *Updating data:* All data in the plan will need to be updated to the most recent data available. This is particularly noticeable for data and charts based on Census and ACS data. Other points to consider:
 - When this data is updated it may influence or change trends identified in the plan.
 - Consider how data could be aggregated or disaggregated to reveal additional trends.
 - Consider whether there are data the City can show over multiple years to reveal trends that would influence policies and actions in the plan.
- *References to "current zoning tools:"* We noted some references to "current zoning tools" (for example, page 14); changes to the BTv Code since 2019 may mean some of these statements need to be updated.
- *References to the ECOS plan:* CCRPC's current regional plan was adopted in 2018. We expect to adopt our next plan in 2026. At that point, there will be an opportunity to update references to data in the ECOS plan (for example, on p. 24). Please let CCRPC staff know if we can be of assistance. In addition, a few specific updates you could make are noted below.
- *ECOS Plan conformance:* The new City Plan will need to be in conformance with the 2026 ECOS Plan, not the 2018 ECOS Plan. Please reach out to CCRPC if Burlington plans to make substantial changes, but at this time we believe the current City Plan conforms with the draft 2026 ECOS plan (pending Regional Future Land Use Map updates).
- *Coordination with the plans of adjacent municipalities:* It will make sense to update these in light of the new regional Future Land Use map. In addition, the completion of the Champlain Parkway may lead to updates in the section about South Burlington, and the text about the Winooski River Bridge could be updated depending on how that project advances. Note that in Colchester, the Warner's Corner area is identified as a "Village Center" (surrounded by Village Area) on the draft Regional Future Land Use map. If there have been any changes regarding the feasibility of connecting this area to sewer, those could be noted in this section.

Economy

- The economy section heavily utilizes data from 2017 that should be updated.
- There are references to the ECOS regional plan and designations that can now be replaced with reference to the new future land use maps, map designations, and State designations.
- The section can be updated to include housing and jobs creation that has occurred since the last update.
- This section could be updated to include discussion of environmental benefits and burdens to meet Act 181.
- The City may want to cite the 2020 ACCD Comprehensive Economic Development Strategy and the West Central Vermont Economic Development District.

Land Use and Housing

- *Conserve, Sustain, Grow Land Use Framework.* This framework provides a helpful visual and conceptual approach to help readers understand the ways in which the different policies and strategies manifest on the ground. A few comments:
 - The land use framework on pg. 29 shows an overlay for the parts of the community expected to see the most change. This graphic could be updated to refine the focus areas once finalized in the Plan BTV NNE and other plans.
 - One of the things that's useful about the "conserve, sustain, grow" framework is that it helps people see that a) a place needs all of these things, b) different locations play different roles, and c) growth is part of the picture, and the city gets to decide how and where that happens. It seems like this messaging remains relevant as Burlington heads into its next eight years.
 - The "sustain" and "conserve" categories are very thoughtfully written, and careful about respecting existing neighborhoods and important natural resources. It could be useful to review these categories as other supplemental plans (e.g. the open space plan, and BTV NNE Plan) are completed. This would be an opportunity to see whether updates are needed to accommodate the type of neighborhood evolution that is wanted and needed, as Burlington works to meet its housing targets.
- *Housing targets:* Incorporating the municipal housing targets provided by CCRPC will be a requirement in the next plan. Housing targets provide a focal point for municipalities to discuss and plan for the scale of housing needed in our region. The targets could be incorporated in different places, for example:
 - In the "Housing" section of "Burlington Today," housing targets could be included to illustrate scale of the housing deficit.
 - The targets could be referenced in the "Burlington as an Inclusive City" section.
 - Housing targets could be referenced in other sections, or even supplemental plans. Doing so could help provide context or build a case for the actions the City will need to take to achieve this target. Mentioning the housing targets in supplemental plans in particular helps ensure the compatibility of the recommendations that come out of these plans with the necessarily ambitious housing target.
- *Seasonal homes:* Data about seasonal homes will need to be included per HOME Act ([Act 47](#) of 2023) updates to [24 VSA §4382\(a\)\(10\)](#).
- *General land use comment:* Assess existing policies and the wording of "conserve" and "sustain" areas, in light of housing targets, neighborhood plans, the open space plan, and previous and anticipated changes to the code.

- *State designation programs:* Throughout, look for references to state designation programs (for example on p. 39 and p. 96) and update to reflect new program names. In addition, CCRPC recommends swapping out the term “growth centers” in the first paragraph on p. 24 for “compact centers,” since that better aligns with the language of the state’s goal and avoids confusion with the state designated growth centers program.
- *ECOS plan references* – Some sections, such as on p. 24 and 96, reference how Burlington is described in CCRPC’s 2018 Future Land Use Map; this will need to be updated with the newly defined future land use categories after the regional plan is adopted (est. fall 2026). There may also be updates to the percentage of land in “areas planned for growth.”

Transportation

- CCRPC will work with the City to assist with updating traffic volume data, travel characteristics, safety, and other transportation data in the plan. We recommend reviewing the following recent studies and plans to assess whether they could be utilized in the Plan BTV Comp plan or other supplemental plans: Incorporate information from the most recent studies and plans, including:
 - [Northern Waterfront Connections Study](#)
 - [Shelburne St, Home Ave and Farrell St Intersection Scoping Study](#)
 - [Bike/Pedestrian Bridge over I-89 Connections Study](#)
 - [Burlington Parks Universal Access Assessment Report](#)
 - [Burlington Amtrak Multimodal Connections Study](#)
 - [Burlington South End Multimodal Center Feasibility Study](#)
 - [Queen City Park Road – Austin Drive Bicycle and Pedestrian Connections Scoping Study](#)
 - [North Winooski Avenue Parking Management Plan](#)
 - [Burlington School District Travel Plan](#)
 - [Colchester Avenue: Bikeways, Parking, and Intersection Safety](#)
 - [Bikeway Connectivity, Pedestrian Safety, and Stormwater Management in Burlington’s Old North End](#)
 - [Railyard Enterprise Project Supplemental Scoping](#)
 - [Winooski Avenue Transportation Study](#)
 - [Lake Street Pedestrian Streetscape and Stormwater Feasibility Study](#)
 - [Winooski River Bridge Scoping Study](#)
 - [Colchester Avenue/Riverside Avenue Scoping Report](#)
- Some residents in Burlington may be eligible for the Older Adults and Persons with Disabilities transportation program, which is a service operated by the Special Service Transportation Agency. Consider highlighting this service within the plan. More information can be found [here](#).
- Throughout the plan there are numerous references to “reducing traffic congestion,” “avoiding traffic congestion,” etc. Try to avoid using terms like, “improve” or “reduce” when discussing traffic congestion, and instead – reframe the issue using a term like, “managing” congestion. CCRPC recommends doing so in an effort to distance ourselves from the build-our-way-out-of-congestion mindset. Instead focus discussions on managing congestion and using technology/TDM efforts to help with the efficient movement of people and goods.

- Page 26: Changes in Transportation Services & Technology. Among the discussion of residents and employees having access to transit and carpool matching services, it may be valuable to link to and reference [CATMA](#) and [Go! Vermont](#) platform.
- On pages 47, 48, and 77, the term “alternative transportation” mode is used. Instead of referring to walking, biking, transit as alternative modes of transportation, consider using a different term like active transportation, multimodal transportation, etc. For some residents, these are primary modes rather than alternative modes.

Enhanced Energy Plan (EEP)

Currently, Burlington’s EEP is embedded in its Comprehensive Plan, adopted in 2019.

The required elements of Burlington’s enhanced energy plan and compatibility with state goals regarding the use of energy and development of renewable energy resources are addressed in policy 6, 7.2, 7.4, 10.1, 10.2, 10.4, 10.5, 12.4, 19.1, 19.10, and 21.1. Further direction on these elements is included in plans that are adopted and incorporated by reference, as indicated in Appendix C on p. 122. Additionally, direction on these elements is included in plans referenced in this document, including the ECOS Regional Plan and Burlington Electric Department Integrated Resource Plan. On page 48, the plan states that ***“The City’s Climate Action Plan is our primary resource regarding actions necessary to reduce our greenhouse gas emissions...”***

Recommendations:

- An updated Burlington energy data guide is now available and can be found online here: [Regional Energy Plan - CCRPC](#) . The analysis and targets from this guide are required to be incorporated into the energy sections of the plan to ensure the City is meeting the [Vermont Department of Public Service Act 174 Energy Planning standards](#).
- Burlington’s Enhanced Energy Plan components should reference the new goals in the State of Vermont’s 2022 Comprehensive Energy Plan. See sample language below.
 - *The state’s [2022 Comprehensive Energy Plan \(CEP\)](#) is structured to meet the greenhouse gas requirements of [Vermont’s Global Warming Solutions Act](#), and to be consistent with [Vermont’s Climate Action Plan](#) as required by 10 V.S.A. § 592. The State’s energy and climate goals are:*
 - *To obtain 90% of all energy across all sectors (transportation, heating and electricity) from renewable sources by 2050, with the interim goals of 25% renewable by 2025 and 45% renewable by 2035.*
 - *In the transportation sector, 10% of energy needs will be from renewable energy by 2025, and 45% by 2040.*
 - *In the thermal sector, 30% of energy needs from renewable energy by 2025, and 70% by 2042.*
 - *In the electric sector, 100% of energy needs will be from carbon-free resources by 2032, with at least 75% from renewable energy.*
 - *Reductions in greenhouse gas emissions: 26% reduction from 2005 levels by 2025; 40% reduction from 1990 levels by 2030, and 80% reduction from 1990 levels by 2050.*

- The plan should list or reference the high-level goals in the [City's Net Zero Energy Plan, its updates](#) , and [City's Climate Action Plan](#). A list of examples of these goals and actions can be found at the end of this document.
- Consider including any relevant recommendations in [CCRPC's Climate Change and Land Use Guide](#).

Maps

The 2019 Comprehensive Plan does meet the statutory requirements for the types of maps that must be included in a municipal town plan. However, a few improvements could be made to the maps to ensure that the required level of detail is shown on the maps.

- Map 3: Identify wetlands, river corridors, forest blocks and habitat connectors.
- Map 2: Identify energy generators (i.e. McNeil Generating Plant, Winooski One and other city-owned generation) transmission lines, water supply, sewage disposal, and stormwater drainage infrastructure.
- Maps provided to you in CCRPC's energy data guide must be included or referred to by reference in the updated comprehensive plan to meet the Vermont Department of Public Service Municipal Energy Plannings Standards if the City seeks an affirmative determination of energy compliance.

Resilience and Emergency Management

- The plan mentions hazards to the built and natural environments in the "Burlington Today" section, acknowledging climate change as an underlying threat. It references the regional All Hazard Mitigation Plan which importantly notes a range of threats, including pandemics, civil disturbance, and recession. The Burlington Annex of the CCRPC All Hazard Mitigation plan is referenced on p. 48, consistent with references to other supplemental plans. With this in mind, Burlington includes resilience as an important aspect of being a dynamic, adaptable city, with numerous actions on p. 52 to address this. The hazard mitigation plan is mentioned in the plan under several of these actions.
- The City could reflect on lessons learned through recent pandemic and other disruptions, and consider adding actions to address these types of hazards.

Public Health

- Health is referenced throughout the document under "Hazards to our Built and Natural Environments" and under "Inclusive" and "Dynamic" sections. The category of "Hazards to our Built and Natural Environments" discusses climate change, hazard mitigation in response to more extreme weather due to climate change, and invasive species issues which is exacerbated by climate change and globalization. Might this category be changed to something that could also encompass a discussion on COVID-19? Can a discussion of the presence and increase of unsheltered people fall under the category of "An Inclusive City?" inclusive?
- Burlington could consider reaching out to Melissa Needham (Melissa.Needham@vermont.gov) at the Burlington District Office of the Vermont Department of Health (VDH) for assistance with updating public health data and goals into the Plan. VDH is available to review the City Plan to

provide feedback and advice about the public health implications of implementing the plan. VDH also has experience conducting health equity assessments at the municipal level.

- Mariah Flynn at the Burlington Partnership for a Healthy Community can be a good resource regarding substance use prevention in youth, and the policies that could be put in place (for example, limiting retail density, signage, etc.).
- Since the last plan update, there is more discussion (and likely data) about racial and other health disparities; there may also be lessons from pandemic response that the City wishes to fold into the comprehensive plan, particularly in thinking about community facilities, services, and partnerships. This could be one way to demonstrate that the city is meeting the new state planning goal of equitably distributing environmental benefits and burdens.

Statutory Changes to Comprehensive Plan Requirements Since 2018

Environmental Justice

- Vermont's Environmental Justice Bill (Act No. 154 / S.148) establishes policies and procedures to address environmental health disparities affecting marginalized communities on a state level. The bill highlights the disproportionate impacts of environmental hazards on BIPOC and low-income individuals and emphasizes equitable access to environmental benefits. Municipalities should use the bill to guide their own consideration of environmental justice focus populations and community engagement in planning and their municipal decisions. The bill also defines “meaningful participation” which the City should consider as it embarks on the City Plan update:
 - *“Meaningful participation” means that all individuals have the opportunity to participate in energy, climate change, and environmental decision making. Examples include needs assessments, planning, implementation, permitting, compliance and enforcement, and evaluation. Meaningful participation also integrates diverse knowledge systems, histories, traditions, languages, and cultures of Indigenous communities in decision-making processes. It requires that communities are enabled and administratively assisted to participate fully through education and training. Meaningful participation requires the State to operate in a transparent manner with regard to opportunities for community input and also encourages the development of environmental, energy, and climate change stewardship. (72 VSA § 6002).*
- Related, Act 181 updated 24 VSA §4302 to include a new statewide planning goal regarding the equitable distribution of environmental benefits and burdens – please see below.

The HOME Act – Housing Data, Programs, and Targets

- The HOME Act (Act 47 of 2023) of 2024 amended 24 V.S.A. § 4348a(a)(9) to require regional planning commissions to adopt regional housing targets published in the State Housing Needs Assessment and to establish municipal housing data and targets. Updates to 24 VSA §4382(a)(10) require that the municipal housing targets be included in municipal plans. CCRPC provided municipal housing targets to all its municipalities in March of 2025. These will be finalized in the summer/fall of 2025, formally adopted by June 2026.
 - Text of the Burlington City Plan discussing both housing and land use should be updated to address forthcoming housing targets and the provisions of Act 181.
- The HOME Act also amended 24 V.S.A. § 4382(a)(10) to require that municipal plans have housing goals to “meet the needs of a diversity of social and income groups in each Vermont

community, particularly for those citizens of low and moderate income, and consistent with housing targets.” Plans must include “specific actions to address housing needs of low- and moderate-income households.” These actions may include:

- Connecting residents to housing support programs and funding;
 - Pursuing planning or implementation grants for the creation of affordable housing through the Department of Housing & Community Development, Vermont Housing & Conservation Board, and other sources;
 - Supporting options for multi-modal transportation within the community to reduce the share of household income spent on transportation pursuant to 24 V.S.A. § 4348a(a)(9).
 - See the [Index of Housing Challenges and Solutions](#) section of HUD’s [Eliminating Zoning Barriers to Affordable Housing Guidebook](#) for sample plan actions to increase housing supply and affordability. [Vermont’s Enabling Better Places Guide](#) is also a good resource for specific regulatory actions in this topic.
- The City could consider including a summary of the HOME Act in the City Plan. Here is a proposed summary for use in the plan:
 - The legislature passed the Housing Opportunities Made for Everyone (HOME) Act (Act 47) during the 2023 session. This included municipal regulatory reforms and programs to support the construction and preservation of housing. The regulatory reforms in the HOME Act focused on creating housing opportunities in existing settlement areas by allowing incremental, infill development in areas that have adequate infrastructure already and are planned for growth in their municipality. The HOME Act also created several programs that aim to assist homeowners and renters by directing the Vermont Housing Finance Agency (VHFA) to create a Middle-Income Homeownership Development Program to subsidize developers constructing perpetually affordable housing and a Rental Housing Revolving Loan Program to provide subsidized loans for rental housing developments serving middle-income households.

Act 181 – Housing, Land Use Mapping, and State Designation Programs

- The passage of [Act 181](#) in 2024 led to significant changes in [24 V.S.A. § 4302](#) (State Planning Goals) that must be addressed in the updated Burlington City Plan.
 - **Changes to State Planning Goals - 24 V.S.A. § 4302:** Municipal plans must demonstrate that they are striving to meet state planning goals. Act 181 revised the state planning goals related to compact development to the following:

(A) Intensive residential development should be encouraged primarily in downtown centers, village centers, planned growth areas, and village areas as described in section 4348a of this title, and strip development along highways should be avoided. These areas should be planned so as to accommodate a substantial majority of housing needed to reach the housing targets developed for each region pursuant to subdivision 4348a(a)(9) of this title.

Burlington's City Plan will need to be amended to show how the municipal housing target will be accommodated in these geographic areas (e.g. Downtown Center, Village Center, PGA, VA) once the City receives a final municipal housing target from CCRPC.

In addition, statute now includes a planning goal to “equitably distribute environmental benefits and burdens.” Burlington could plan to add this as a goal to one of the chapters (probably the Land Use Chapter, potentially the Safe, Healthy, Connected People Chapter). Another way that Burlington could address this is to add a brief section or paragraph describing the ways the plan seeks to address the issues of environmental benefits and burdens. This could also be noted in the implementation sections, with an icon indicating which actions help improve environmental benefits, and reduce burdens, for marginalized groups, and should be added to Appendix E.

- **Future Land Use Map:** Act 181 requires RPCs to develop a new regional future land use map based on 11 land use districts defined in statute. The Regional Future Land Use Map, adopted by the RPC and approved by the new State Land Use Review Board (LURB - formerly the Natural Resources Board), is the map used to determine location-based Act 250 jurisdiction and state designation boundaries.

CCRPC has begun developing the new regional future land use map according to the new requirements. This work includes conducting outreach with our member municipalities and other interested and affected parties to build consensus on the maps. CCRPC intends to complete a new Regional Future Land Use Map in summer 2025 as part of the readoption of the ECOS regional plan in Spring 2026.

The Burlington Future Land Use Map in the Burlington City Plan must be compatible with the Regional Future Land Use Map. The standard of review to determine compatibility is defined in [24 V.S.A. § 4302](#).

The City and CCRPC are coordinating closely regarding the development of the Regional Future Land Use Map and the Burlington Future Land Use Map. CCRPC expects to develop a draft Regional Future Land Use Map in collaboration with municipalities by summer 2025 and hopes to formally adopt the map as a part of the ECOS Plan by June 2026.

- **Designation Programs:** Act 181 revises the [state designation programs](#) in several ways that impact the content of the Burlington City Plan. Most significantly, the boundaries of designated areas will no longer be approved by the State Downtown Board (which is now the State Community Investment Board). Instead, CCRPC will be responsible for mapping municipally-designated areas as a part of the regional future land use map. These same areas must be mapped in the municipal plan.

Another significant change to the state designation program is the consolidation of five state designation programs into two state designation programs: centers and neighborhoods. The center area program will have three “steps” related to how much planning and investment has been done by the municipality for those areas.

Burlington currently has a Downtown designation that will be mapped as a Downtown Center in the Regional Future Land Use Map. To stay on the same level of benefits for the current Downtown Area, Burlington should ensure it has all the requirements of “Step 3” for the new Center Area program in place as described in [24 V.S.A. § 5803](#). Any requirements that are lacking should be identified in the implementation section of the City Plan.

- **Location-based Act 250 Jurisdiction:** The passage of Act 181 makes Act 250 jurisdiction location-based. Specifically, the bill creates two areas that are exempt from Act 250 jurisdiction or subject to limited Act 250 jurisdiction:
 - **Tier 1B:** Areas that are eligible for Tier 1B status are shown on the Regional Future Land Use Maps as downtowns or village centers, planned growth areas, and village areas as defined in 24 V.S.A. § 4348a. RPCs will include Tier 1B areas on the Regional Future Land Use Maps upon municipal request (via City Council resolution). Per 24 VSA §4382, the land use element of the municipal plan: “Identifies those areas, if any, proposed for designation under chapter 76A of this title and for status under 10 V.S.A. §§ 6033 and 6034, together with, for each area proposed for designation, an explanation of how the designation would further the plan’s goals and the goals of section 4302 of this title, and how the area meets the requirements for the type of designation to be sought.”
 - Tier 1B allows for the following limited exemptions from Act 250:
No Act 250 permit or permit amendment is required within a Tier 1B area approved by the LURB under section 6033 of this chapter for 50 units or fewer of housing on a tract or tracts of land involving 10 acres or less or for mixed-use development with 50 units or fewer of housing on a tract or tracts of land involving 10 acres or less.
 - **Tier 1A:** Areas that are eligible for Tier 1A status are shown on the Regional Future Land Use Maps as downtowns or village centers and planned growth areas in 24 V.S.A. § 4348a. Tier 1A allows for full exemptions from Act 250. Municipalities must apply directly to the State Land Use Review Board (LURB) to have areas designated as Tier 1A. If approved by the LURB, Tier 1A areas are completely exempt from Act 250 jurisdiction. **If Burlington is interested in pursuing a Tier 1A area after the adoption of the City Plan, CCRPC recommends showing the Tier 1A area in the City Plan.**

Examples of energy related goals and actions that could be incorporated

- Substantial reductions in energy use through accelerated and integrated energy efficiency in building thermal envelopes, equipment, appliances, lighting, and control systems;
- Behavioral change around energy use and distributed renewable energy resources serving buildings and community networks to shift increases in electricity usage to less expensive and less constrained times of the day;
- Considering who is impacted by the design of every policy and program and reducing any potential harms;
- Ensure every building that is renovated will provide an energy efficient, comfortable, and healthy home or workspace;

- Policies that allow for increased density in key locations;
- Buildings are designed to be high performance, compact, mixed-use and sited near places where residents work and recreate;
- Redesign of roads to significantly increase multi-modal transportation;
- More investment in public transportation so it is more accessible, runs more frequently and is better utilized;
- Rapid and widespread electrification of space heating, water heating, and transportation to completely cease fossil fuel energy consumption;
- Continuation of Burlington Electric Department's practice of sourcing 100 percent of the City's electricity needs from renewables; and,
- Stakeholder engagement including community, state, regional, and federal partners.
- Continued reductions in GHG emissions in the City's government operations and Airport
- Increase carbon sequestration with additional forest and tree coverage
- Continue developing policy enhancements such as the City's
 - **Rental weatherization policy:** Designed to reduce fossil fuel in rental properties through weatherization. [More Info here.](#)
 - **Thermal Energy Systems Carbon Fee Ordinance** to reduce fossil fuel use and encourage electrification and/or the use of renewable energy systems in all city buildings, new construction and building over 50,000 square feet. [Ordinance info found here.](#)
 - **Benchmarking Ordinance** pertaining to buildings between 10,000-49,000 square feet of conditioned space. Approved by City Council in January 2025. [Ordinance info found here.](#)
- Consider additional action: increased incentive for homeowners and commercial buildings to take advantage of VGS' renewable offerings such as [heat pump installation/leases](#).
- Municipal enhanced energy plans are now required to evaluate whether forest blocks and habitat connectors identified pursuant to 24 V.S.A. § 4382(a)(2)(D) should be treated as possible constraints for development and how that may impact land development policies for the siting of renewable energy resources.
- Municipal enhanced energy plans are now required to evaluate how climate actions might cause harm to certain populations.
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For more information, see the [State of Vermont Climate Council's Guiding Principles for a Just Transition](#).

Burlington Planning Commission

Tuesday May 27, 2025, 6:30 P.M.

Hybrid Meeting via Zoom and in City Hall's Bushor Conference Room

Draft Minutes

Commissioners Present:

- | | |
|---|---|
| ☒ Andy Montroll | ☐ Michael Gaughan |
| ☒ Erhard Mahnke | ☒ Erin Malone |
| ☐ Ryan Nick | ☒ Julia Randall |
| ☐ Alexander Friend | |

City Staff Present:

- | |
|---|
| ☒ Charles Dillard, Director |
| ☒ Sarah Morgan, Senior Planner |
| ☒ Scott Gustin, DPI Zoning Div. Manager |

Public Attendance: Emily Adams (CATMA), Sandy Thibault (CATMA), Sharon Bushor, Barbara Headrick, Lisa Kingsbury, Ashley Bond

1. Agenda

Call to Order: 6:34pm

Changes to Agenda: N/A

2. Public Forum

<u>Name(s)</u>	<u>Comment</u>
Sharon Bushor	Sharon expresses concern about the decreasing trend in carpooling at UVM and UVMCMC, despite various incentives and highlights the need to enhance Transportation Demand Management (TDM) efforts, particularly for individuals needing urgent transportation. Additionally, she would like to know more about the response rates to CATMA's surveys from institutions and whether there are goals for improvement, noting that she didn't feel that the previous attempt at gathering feedback was representative. Urges that the Commission wait to accept this report until UVM provides more information about the anticipated parking needs for new housing developments.
Barbara Headrick	Barbara raised several concerns regarding the Transportation Demand Management (TDM) definition being used by entities like CATMA and UVM. She emphasized the importance of including nationally recognized TDM goals, particularly reducing solo vehicle (SOV) rates, to ensure that the definition aligns with broader objectives. She noted UVM's campus master plan, specifically its strategy to move parking away from the central campus, as crucial information that should be shared with city officials and the public to foster collaboration and transparency in decision-making. Barbara also advocated for more transparency in UVM's parking and transportation strategies, suggesting that UVM should consider delinking dorms from parking. Additionally, she sought clarification on specific projects, such as the new dorm near Coolidge Hall, the future of parking lots, and changes in UVM's parking surplus between 2024 and 2028. Lastly, Barbara questioned the methodology used to calculate SOV rates, noting discrepancies with other institutions and a lack of confidence in the reported changes.

3. Chair's Report

4. Director's Report

5. JIPMP 2025 Annual Update

Discussion Notes:

- [Click here to see recording of the presentation and discussion.](#)

6. Planning Project Updates - *To be discussed at 7/7/25 meeting*

7. Commissioner Items

- E. Malone: The Sustainability Academy and the Flynn Performing Arts Center are hosting an event celebrating the life cycle of trout. The parade starts at the Flynn, proceeds to the Sustainability Academy to gather participants, and culminates in Battery Park with a pageant highlighting the ecosystem and the connectivity of rivers and lakes. The event begins at 12 PM, with a recommendation for people to join during their lunch break around 1 PM.
- E. Mahnke: Wants to know about the timeline and process for the inclusionary zoning updates, noting that these updates are often presented alongside impact fees. Is concerned about the feasibility of aligning the inclusionary zoning changes with the impact fee adjustments, given that the latter must be prepared for the new fiscal year starting July 1. Asked whether inclusionary zoning will be brought to the council for consideration before July.
 - C. Dillard: The plan is to regroup at the first June meeting to review the IZ amendments and update the list of topics presented last March, including former counselor Hightower's resolution. Due to changes in city operations, the process has been paused, but there are plans to resume it. However, a full zoning commitment is unlikely to be ready by the time it goes to Council in July.
 - E. Mahnke: 1) Feels a comprehensive review of inclusionary zoning is necessary, similar to past processes, to ensure stakeholder involvement and thorough consideration; 2) Opposes eliminating the 25% exaction, citing its importance for maintaining affordability in developments like Cambrian Rise and wishes that had been the case for the South End Innovation District; 3) Would like to see a restoration of waterfront residential zones to support inclusionary zoning; 4) Supports making offsite requirements and payment in lieu changes more manageable and calls for clarification on the building-by-building exaction process, suggesting it be approached at the development level instead; 5) Consideration should be given to integrating inclusionary zoning with neighborhood code and exploring affordability requirements for larger infill developments.

8. Accept Minutes + Communications

Action: Accept minutes + Communications

Motion by: E. Mahnke

Seconded by: J. Randall

Vote: 3 yes, 1 abstain

9. Adjournment

Action: Motion to Adjourn @ 8:00pm

Motion by: E. Malone

Seconded by: E. Mahnke

Vote: Unanimous