

# Burlington Planning Commission

Tuesday, June 23, 2026, 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

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## 2. Public Forum

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## 3. Chair's Report

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## 4. Director's Report

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## 5. 802 Homes (10 min.)

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Subject	<b>5.1. Jeff Dube with Vermont's Department of Housing &amp; Community Development will present about the State's 802 Homes catalog.</b>
Meeting	June 23, 2026 - Planning Commission Agenda - Tuesday, June 23, 2026, 6:30 PM, Burlington Planning Commission
Category	5. 802 Homes (10 min.)
Department	Planning
Type	
Recommended Action	

## 6. July 14 Meeting - PC Organization Day

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Subject	<b>6.1. Staff to remind Commissioners that, as the July 14th meeting is an IZ Working Group meeting, the Planning Commission will meet from 6:00 pm to 6:30 pm on Tuesday, July 14th, to conduct the annual organizational day business.</b>
Meeting	June 23, 2026 - Planning Commission Agenda - Tuesday, June 23, 2026, 6:30 PM, Burlington Planning Commission
Category	6. July 14 Meeting - PC Organization Day

Department Planning

Type

Recommended Action

## **7. planBTV New North End Review**

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**Subject** 7.1. Staff will present the Urban Design (pages 134 - 183) and Placemaking (pages 184 - 197) frameworks and related strategies identified within planBTV New North End. [CLICK HERE TO VIEW OR DOWNLOAD THE PLAN DOCUMENT](#). This follows the Commission's review of the Neighborhood Vision and Transportation Framework during the May 26th Planning Commission Meeting. Staff recommends the Planning Commission consider warning a Public Hearing for this plan following the Commissioner's review and discussion.

Meeting June 23, 2026 - Planning Commission Agenda - Tuesday, June 23, 2026, 6:30 PM, Burlington Planning Commission

Category 7. planBTV New North End Review

Department Planning

Type

Recommended Action

## **8. Commissioner Items**

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## **9. Adopt Minutes & Accept Communications**

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**Subject** 9.1. Commissioners to accept any communications and adopt minutes.

Meeting June 23, 2026 - Planning Commission Agenda - Tuesday, June 23, 2026, 6:30 PM, Burlington Planning Commission

Category 9. Adopt Minutes & Accept Communications

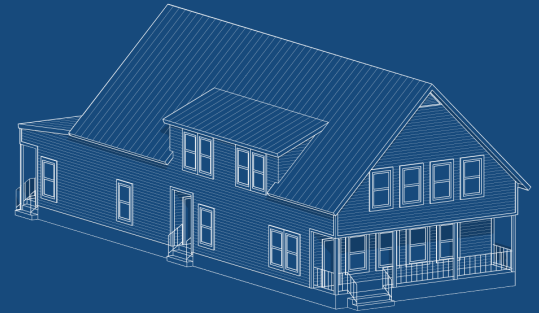
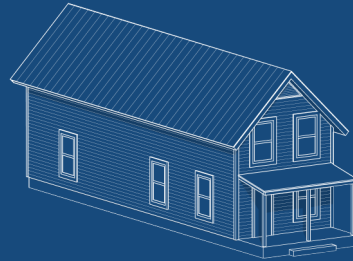
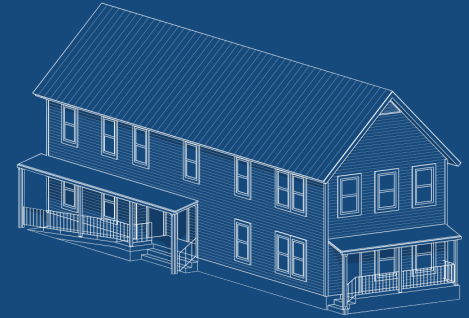
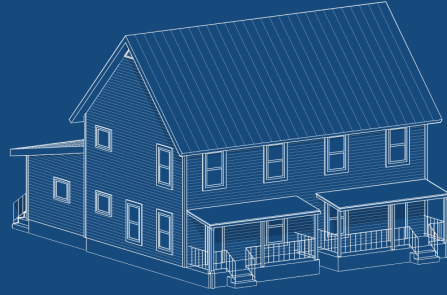
Department Planning

Type

## **10. Adjournment**

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# Vermont 802 Homes



# Vermont Homes for All Toolkit

A 'Design & Do' Toolkit for Small-scale Home Builders, Investors, and Community Leaders



## Phase 1: Engagement & Design (Toolkit)

**Actions:** Homes for All Toolkit, Builders' Workbook, Infill Case Studies  
**Status:** Completed 2024



## Phase 2: Training Curriculum & Cohort

**Actions:** 101-Level Training; Individualized Technical Assistance; CoP  
**Status:** Ongoing



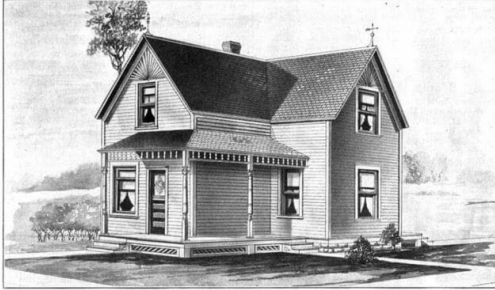
## Phase 3: Pre-Approved Design Access (802 Homes)

**Actions:** Construction-Ready Pre-Approved Designs  
**Status:** Age-Friendly Housing Workshops in July, Designs in Progress

# 802 Homes – Ready-to-Build Catalog of Home Designs

**\$725<sup>00</sup>** and Our **FREE BUILDING PLANS**  
 WILL BUILD, PAINT AND COMPLETE, READY FOR OCCUPANCY,  
 THIS INVITING \$1,100.00 SIX-ROOM COTTAGE.

We tell you on page 2 how we furnish, free, the plans for this house, or any of the many houses shown in this book.



**MODERN HOME No. 115**  
 With Wood Foundation, Not Excavated.

On the opposite page we illustrate a few of the materials we specify on this, our \$725.00 house.

The arrangement of this house is as follows:

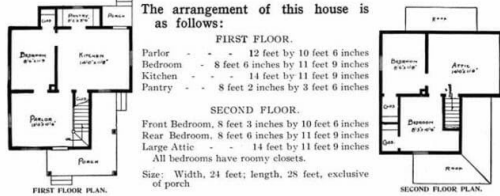
**FIRST FLOOR.**

- Parlor - - - 12 feet by 10 feet 6 inches
- Bedroom - - 8 feet 6 inches by 11 feet 9 inches
- Kitchen - - - 14 feet by 11 feet 9 inches
- Pantry - - - 8 feet 2 inches by 3 feet 6 inches

**SECOND FLOOR.**

- Front Bedroom, 8 feet 3 inches by 10 feet 6 inches
  - Rear Bedroom, 8 feet 6 inches by 11 feet 9 inches
  - Large Attic - - 14 feet by 11 feet 9 inches
- All bedrooms have roomy closets.

Size: Width, 24 feet; length, 28 feet, exclusive of porch



**GOOD MATERIALS MAKE GOOD HOUSES**

When planning our houses it is a question of how good, not how cheap. This statement is easily proven by referring to some of the materials we illustrate and describe on opposite page. In using our plans, you take no risk of getting poor materials, such as might occur if the work were done by some unscrupulous contractor. The mill work specified is the best in each grade. You take no risk when building from our plans, as we positively guarantee every piece of material we furnish, and if each piece is not entirely satisfactory, it may be returned and your money will be refunded, together with all transportation charges.



**SOUTH BEND NEIGHBORHOOD INFILL**

Pre-approved, ready-to build housing

# 802 Homes + “Development-Ready” Community Partners



**Create a roadmap for other communities** by identifying the steps required to incorporate **administrative approvals** into bylaws or streamline existing administrative approval processes

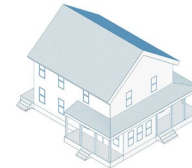
**State-Level Pre-Approval from Div. of Fire Safety**



**Streamlined Local Permitting and Approval**

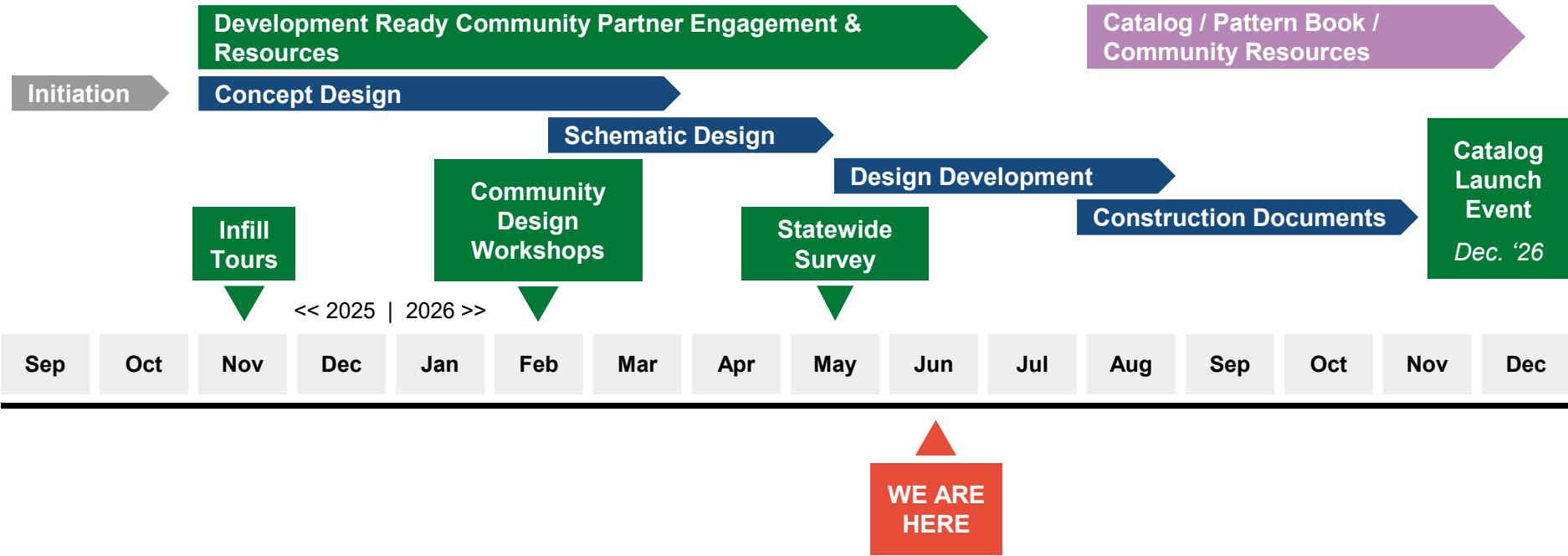


**Local Infill Opportunities and Supportive Bylaws**



**More Homes Delivered through Predictable Process**

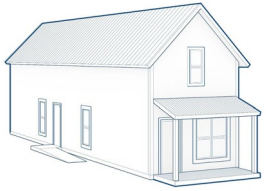
# Project Schedule



# 802 Homes Designs

*10 Home Designs, from Stater Home to 6-Unit, to Accommodate a Variety of Site Types and Housing Needs*

The designs will be **inspired by historic Vermont homes** that already exist in communities.

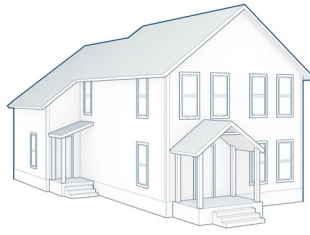


**Railroad Flat**

Single Unit

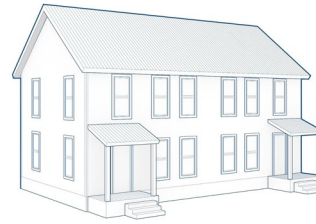


**Foursquare**



**Back-to-Back**

Two Units



**Side-By-Side**



**Paired Starter Home**



**Triple Decker**

Two Units

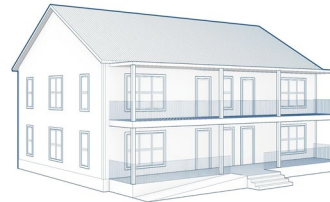


**Village 4**

Four Units



**Narrow Lot**



**Stackable**

Four or More Units



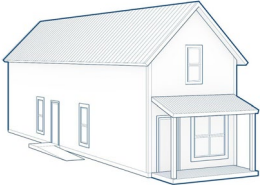
**Rowhomes**

# Age-in-Place and Universal Design

10 Home Designs, from Stater Home to 6-Unit, to Accommodate a Variety of Site Types and Housing Needs

6/10 Designs Include at Least One Accessible Unit

All Designs Incorporate Elements of Universal Design and Adaptability



Railroad Flat

Single Unit



Back-to-Back

Two Units

**Core goal:** Create small-scale, well-designed homes that allow people to remain in their communities while living in spaces that are safer, more manageable, and better aligned with their needs over time.



Triple Decker

Two Units

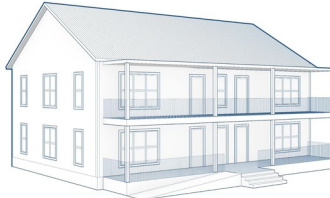


Village 4

Four Units



Narrow Lot



Stackable

Four or More Units



# Age-Friendly Housing Workshops

*Targeted Outreach with Older Vermonters to Support Age-in-Place and Accessibility Needs*

## Please help spread the word!

### In-Person

Thursday, July 9th, 6:00 - 7:30pm  
BCA Studios, Community Room  
405 Pine Street, Burlington, VT 05401

### Virtual

Thursday, July 16th, 1:30 - 3:00pm  
Monday, July 20th, 9:30 - 11:00am  
**RSVP to access the Zoom Link**

# 802 Homes

## Age-Friendly Housing Workshop



**Join us for an 802 Homes Age-Friendly Housing Workshop!**

As part of the Homes for All initiative, the State of Vermont is developing a catalog of **ready-to-build home designs** that aim to make housing easier, faster, and more affordable to build across the state. The designs range from small single-family homes to small multi-unit buildings **inspired by Vermont neighborhoods and communities.**



Scan the QR Code below or visit [tinyurl.com/802homesRSVP](https://tinyurl.com/802homesRSVP) to RSVP and let us know you'll be joining us!



Want to learn more information about this initiative? Go to [tinyurl.com/802homes](https://tinyurl.com/802homes)

**Join us for one of the workshops below** to help us refine the draft home designs to best meet the housing needs of Vermont's older adults. We look forward to hearing your feedback regarding **accessibility, safety, livability needs, long-term affordability**, and more.

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# 802 Homes + Off-Site Construction

*10 Home Designs, Each Designed Two Ways*

The designs will be calibrated to **multiple construction methods to support the diversity of our local builders and varying site constraints.**

## Platform Framing (On-Site)

Traditional method used to build homes on-site, often referred to as “stick built”, can work with panelized / Pods construction



## Panelized (Off-Site)

2D, most commonly used for exterior wall panels, can be finished to variable degrees (pre-insulated, or finished)



## Pods (Off-Site)

Mid-scale 3D, Bathrooms, Kitchens, Laundry rooms, can be used with panelized systems or a stick built base



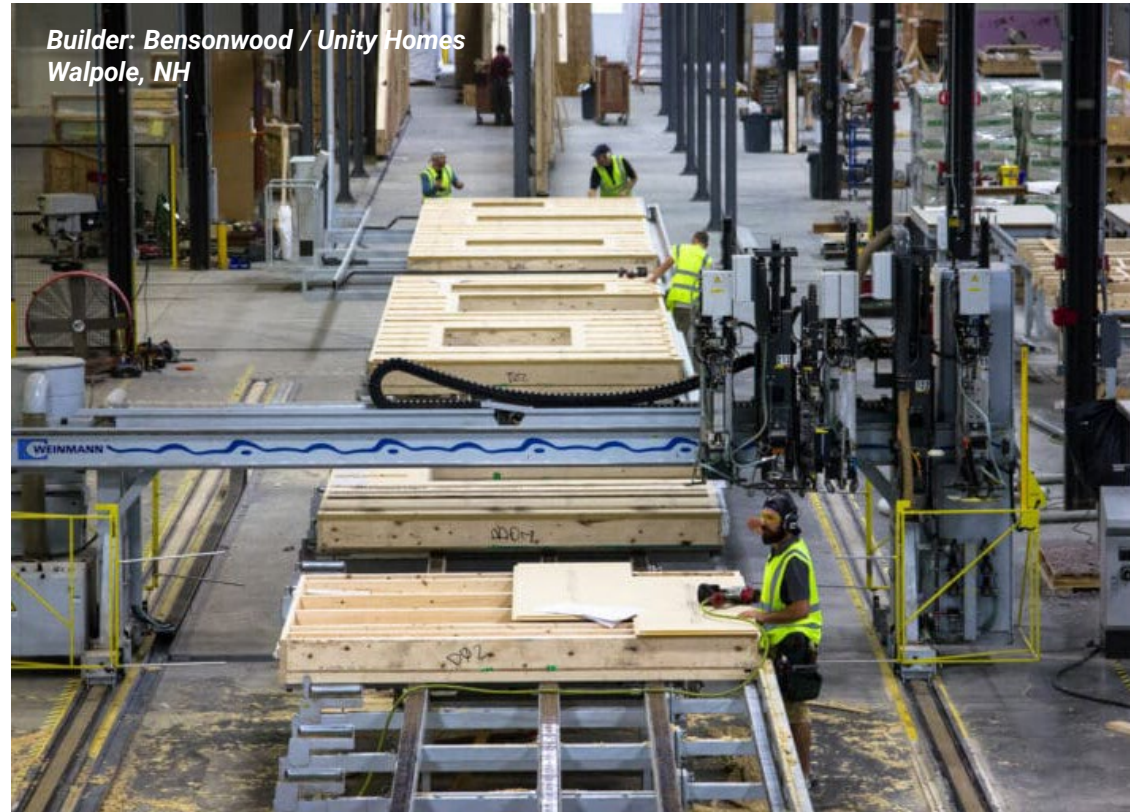
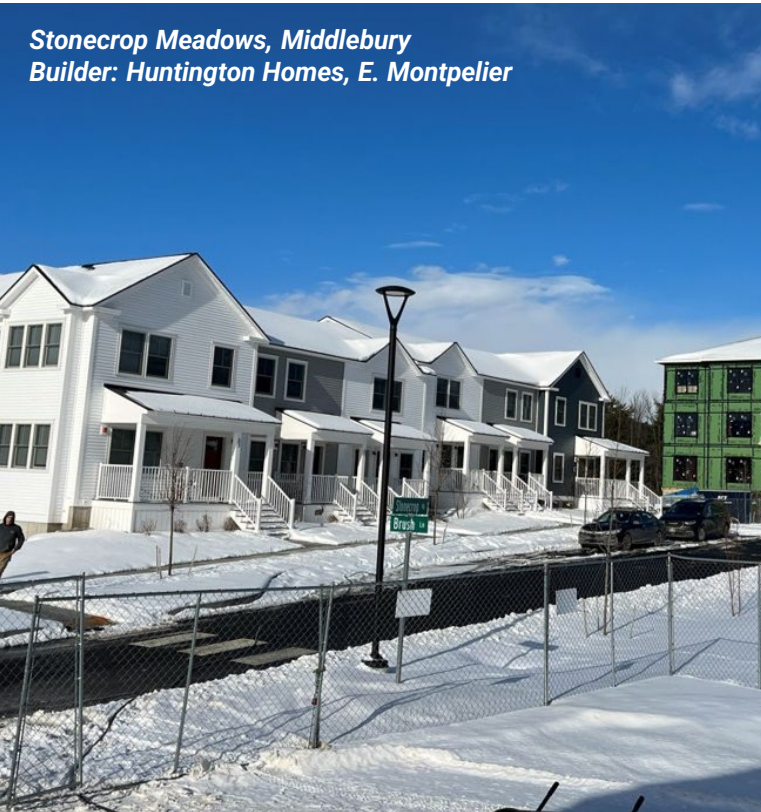
**OR**

## Volumetric (Off-Site)

Room-scale 3D, full room size volumes, in some cases electrical and plumbing work can be done in the factory rather than on site



# Benefits of Off-Site Built Housing?



**Speed to Market, Reduced Risk, Cost Savings, Labor Efficiencies, Consistent Quality and Less Waste, Scalability,**

# 802 Homes + “Development-Ready” Community Resources

*Co-Developed with Community Partners to Facilitate Implementation Momentum Statewide*

How can municipalities **create a predictable, right-sized process** for Missing Middle Housing, infill development, and 802 Homes?

## DESIGN GUIDE

802 Homes Companion Design Guide

- Vermont Missing Middle Home Precedent Guide
- Infill Site Matching & Design Principles
- Universal Design & Age-in-Place Compatibility

## DEVELOPMENT-READY BEST PRACTICES

Aspirational tool for communities in the pursuit of “development-readiness”

- Municipal Investment Prioritization & Alignment
- As-of-Right Development Standards Best Practices
- Development Review & Permitting Best Practices
- Checklist-style Guide for Municipal Action and Investment

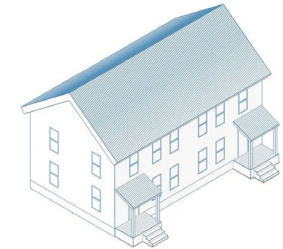
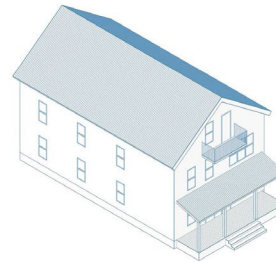
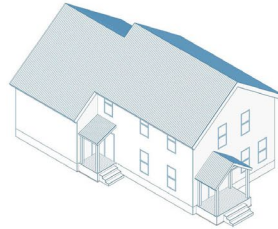
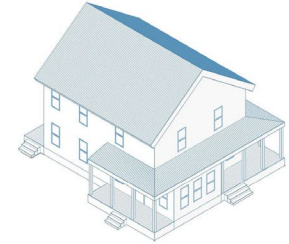
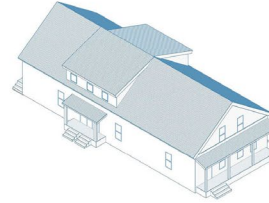
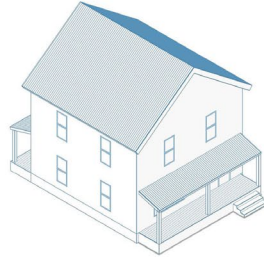
# From Design Plans to Built Homes

*How Can 802 Homes be a Vehicle for Recalibrating the Housing Delivery System?*

## **Align the system** –

building form, local codes, housing construction, workforce, infrastructure, and capital funding –

**to make housing development more predictable and less risky.**



# Scale Matters – Off-Site Housing Accelerator Pilot

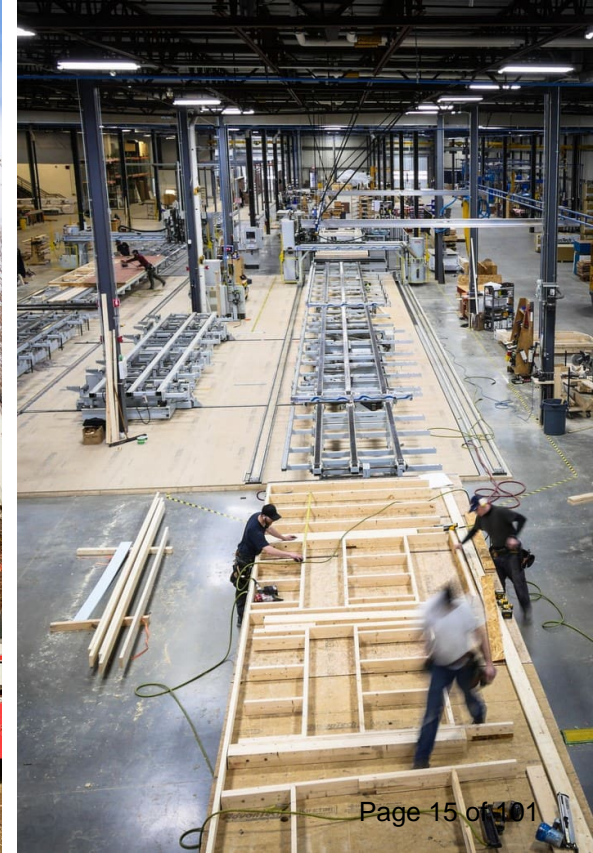
*How Can 802 Homes be a Vehicle for Recalibrating the Housing Delivery System?*

*Led by Treasurer's Office,  
with Support from DHCD*

Single, one-off projects  
cannot create efficiencies.

But **repeated production of  
standardized designs and  
scale** across communities  
may:

- Stabilize supply chains
- Promote Business Expansion
- Enable bulk purchasing
- Lower construction costs



# Aligning Infrastructure and Capital

*How Can 802 Homes be a Vehicle for Recalibrating the Housing Delivery System?*

**Streamlined, Predictable Permitting**

**Supportive Bylaws** and Funding through MPGs

**Developer Training** to Expand Capacity

**802 Homes Catalog, Pre-Approved Plans** that Reduce Soft Costs and Community Friction

**CHIP-Ready Sites** and Technical Assistance through VLCT

**Off-Site Accelerator / Bulk Purchasing** through Treasurer's Office to Reduce Per Unit Costs

**Coordinated Capital Stack** and **Seed Money** for Developers



**Financial Incentives** for Energy Efficiency (Tier III)

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**= Homes at a Price Vermonters Can Afford\***

**\*This is the vision**; our hope is to align programs and funding to make workforce housing projects viable without Federal subsidy!

# Age-Friendly Housing Workshops

*Targeted Outreach with Older Vermonters to Support Age-in-Place and Accessibility Needs*

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[Jeff.Dube@vermont.gov](mailto:Jeff.Dube@vermont.gov), 802-585-0061  
<https://accd.vermont.gov/current-initiatives/homesforall>

# 802 Homes

## Age-Friendly Housing Workshop

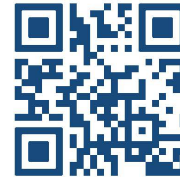


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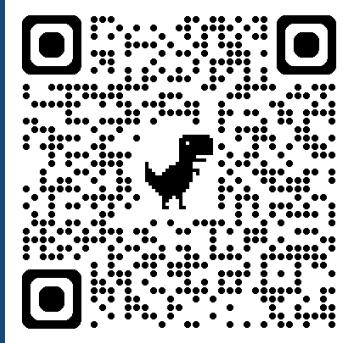
**DHCD**

**Chris.Cochran@vermont.gov**

802-595-5410

**Jeff.Dube@vermont.gov**

802-585-0061



<https://accd.vermont.gov/current-initiatives/homesforall>



City of Burlington, VT  
149 Church Street, 3<sup>rd</sup> Floor  
Burlington, VT 05401  
Phone: (802) 865-7194  
[www.burlingtonvt.gov/plan](http://www.burlingtonvt.gov/plan)

**TO:** Burlington Planning Commission  
**FROM:** Sarah Morgan, AICP, Principal Planner  
Charles Dillard, AICP, Director of City Planning  
**DATE:** June 17, 2026  
**RE:** Proposed MDP-26-02: planBTV New North End

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## **1. Overview & Background of planBTV New North End**

[planBTV New North End](#) is a long-term neighborhood plan that establishes a vision for the future growth and evolution of Burlington’s New North End. The planning process, which kicked off in December 2024, has been led by the Office of City Planning with collaborative support from the Chittenden County Regional Planning Commission. Over the past 18 months, City and CCRPC staff have worked closely with the consultant firm Utile and its subconsultants to develop a plan that addresses Burlington’s housing needs while also recognizing the neighborhood’s unique identify, natural assets, and transportation challenges.

Following its review and discussion of [planBTV New North End](#), staff recommends that the Planning Commission consider warning a public hearing on the plan for its meeting on July 28.

## **2. Plan Vision & Frameworks**

planBTV New North End is intended to guide future public investment, policy decisions, and private development in a manner that balances housing production, affordability, environmental stewardship, and quality of life. This document provides guidance for shaping future neighborhood growth over time through coordinated strategies in transportation, land use, and placemaking.

The plan is organized around three interconnected frameworks: Transportation, Urban Design, and Placemaking. Together, these frameworks are supported by an implementation strategy that identifies short-, medium-, and long-term actions to advance the plan's vision of a more connected, inclusive, and sustainable New North End where residents can more easily access housing, services, recreation, and other daily needs within their own neighborhood.

### **Framework 1: Transportation**

The Transportation Framework establishes a vision for a transportation system that supports neighborhood growth while creating a safer, more connected, and more complete New North End. Recognizing that the neighborhood's existing street pattern funnels nearly all travel onto North Avenue, the framework proposes a multimodal network that makes walking, biking, and taking transit safe and practical for everyday trips while reducing reliance on automobiles. The framework and subsequent recommendations are grounded in the principle that the neighborhood cannot continue to grow by simply adding more vehicles to *an* already-constrained system. Instead, it envisions an evolving neighborhood where residents have access to a variety of transportation options.

#### ***Summary of May 26 Planning Commission Comments***

During its May 26 review of the Transportation Framework, the Planning Commission expressed general support for the overall vision and recommended strategies. Commissioners indicated that the transportation framework should remain adaptable to evolving technologies and encouraged staff to consider how emerging mobility options, including autonomous vehicles, could be accommodated within the plan.

The Commission also raised several broader policy questions and analyses that will be addressed as part of planBTV 2050. These included:

- The role of demand-responsive transportation services, such as SSTA
- The market conditions and economic factors necessary to support the mixed-use and transit-oriented development envisioned in the plan
- The capacity of the Burlington Greenway to accommodate increased use associated with future housing growth.

Staff recognized these topics as important points that will be explored more closely through the detailed transportation and economic development elements of the Comprehensive Plan.

## **Framework 2: Urban Design**

planBTV: New North End's Urban Design Framework are the culmination of the planning process, presenting conceptual visions that holistically integrate transportation, land use, housing, and open space across a network of five selected sites called Focus Areas. These Focus Areas were selected through a two-part process that included community engagement that draws on local knowledge about sites that have opportunity to catalyze the New North End's evolution, and a data-driven soft-site analysis that identifies properties with potential for redevelopment. The five focus areas include three sites under exclusively private ownership – Ethan Allen Plaza, North Ave. Alliance Church, and Plattsburg Avenue at North Avenue; and two sites that are exclusively or partially publicly-owned – Ethan Allen Parkway at North Avenue, and Starr Farm Park. The memo section below describes the approach to city-owned land in these Focus Areas and the Plan's Implementation Frameworks.

The Focus Area frameworks are intentionally high-level and illustrative of how vibrant, accessible, well-connected, and resilient new development might take shape over time and help achieve the overall neighborhood vision. As such, these Focus Areas are not development proposals, but rather tools to open community conversations and outline next steps, which include further study, coordination and continued public engagement. Only once these next steps have been taken will implementation be possible or appropriate.

This cautious approach to visioning the New North End's evolution, however, does not mean that the Focus Areas lack precision. Instead, the City and consultant teams developed each framework through an iterative design process that is imbued with a deep understanding of urban design practices, real estate development finance, infrastructural capacity, and project procurement.

### **Building Types**

The Urban Design Framework includes a detailed description of building types that can facilitate the neighborhood evolution that residents who engaged in the process demand. Ranging from standalone community centers and four-story mixed-use buildings at the largest scale, to neighborhood multifamily at the smaller end, each type is visualized and includes a description of typical unit counts, layouts, and how they lend themselves to context-sensitive housing solutions. Importantly, each of these building types is allowed under the New North End's current zoning framework that consists primarily of Neighborhood Code and Neighborhood Activity Center districts.

### **Private Focus Areas Summary**

This memo briefly summarizes each of the focus areas. For detailed descriptions and images, please see the plan, along with presentation material to be shared at the June 23 Planning Commission meeting.

#### **North Avenue Alliance Church**

This property is currently occupied with the North Avenue Alliance Church and consists of the church building and a large surface parking lot. The site is surrounded by Arms Forest to the east, North Avenue to

the west, the Elks Lodge to the north, and single-family homes to the south. The plan's vision for this property is multi-faceted – it is a site for housing, community gathering spaces, and mobility improvements.

Utilizing the Neighborhood Code Planned Unit Development zoning rules, the site accommodates 138 new homes, new public gathering spaces that could host community markets and family-friendly activities. The vision also includes a new roundabout at North Avenue and Route 127 that includes a new public art landmark that becomes a gateway to the New North End.

### **Ethan Allen Plaza**

Today, the Plaza functions as the New North End's town center. Many essential needs can be met in and directly adjacent to the shopping center. However, through engagement with the community and property owner, the plan envisions Ethan Allen Plaza evolving to become a vibrant multi-use district hub anchored by a new linear park extending from North Avenue to Leddy Park.

This new public gathering space is envisioned to be flanked on either side by new mixed-use and multifamily development that could create between 265 and 320 new homes, as well as retained and new retail and service uses. Critically, this vision converts acres of surface parking into an urban area but retains parking supply via a new centrally-located parking structure. To facilitate continued conversation, the plan presents two options for the Plaza's redevelopment, one that imagines a wholesale redevelopment, and another that takes a more phased approach aimed at retaining more of the existing fabric.

### **Plattsburg Avenue at North Avenue**

Today, this intersection serves as the northern gateway into and out of the New North End. Long a focus of safety and traffic flow planning at the Department of Public Works, this intersection is nevertheless a challenging space for pedestrians, cyclists and drivers. The Plan capitalizes on the intersection's small but important commercial cluster and residential character to envision how a new "village square" could evolve. The vision utilizes the Residential Corridor zoning rules to show how thoughtful mixed-use infill, along with new public gathering spaces and roadway safety improvements could be the building blocks for a new walkable hub at the north end of the New North End. This Focus Area vision depicts 139 new homes and over 15,000 square feet of new retail and mobility hub space.

### **A Vision for Housing and Community Spaces on City-Owned Land**

planBTV: New North End builds on a national and international trend of cities exploring the land they own as sites for housing and sustainable urban evolution. Indeed, people have long made decisions to use the land they collectively own for the good of their community. Burlington has a deep and ongoing history of marshalling city land to build housing, services, and amenities. In fact, during the New North End planning process, the City was engaged in two mixed-use developments on property it owns at the Memorial Auditorium block and at its Sears Lane property as part of the South End Innovation District. Critically, the Mayor's Housing Strategy includes exploring public land as housing sites as one of its core fundamental planks. This plan builds on those efforts by exploring additional types of city-owned land that might be appropriate as sites for housing and community development.

Given the severity of the housing emergency, which impacts people of all incomes, this Plan looks far and wide for opportunities to build housing and community in the New North End. These ideas came both from resident feedback and planning team recommendations.

Building housing in city park land, though not a new idea, has never been explored in Burlington. Understandably, community feedback ranges significantly – that's why the plan recommends a cautious and deliberate approach. The Plan is clear and repetitive in calling for significant additional study, community engagement, and analysis of each site's feasibility, constraints, and tradeoffs will be needed before any decisions are made. The visions for city-owned land in the Plan are illustrative concepts, not approved plans or even proposals. Instead, they are intended to open a conversation about whether and how public land could contribute to the neighborhood's housing and community goals – not to predetermine outcomes.

## **Reducing Costs and Increasing Democratic Control of Community Assets**

The Plan identifies six core potential benefits of utilizing city-owned land as sites for housing and community development:

1. Building on city land can make housing more affordable by reducing or eliminating the land cost to development, which is typically 10-20 percent of a project's cost. Importantly, the Plan recommends long-term land leases, and never sale, as a means to retaining perpetual community control over land.
2. Building on city land can help fund the Burlington's park system through new tax revenue, impact fees, state-sponsored infrastructure investments and developer contributions.
3. Building on city land means the community gets a say through the Plan's recommendation to reform standard procurement practices to ensure community control over design, including what gets built, who it's for and how it contributes to community goals for public health, climate, ecology, economic development, mobility and more.
4. Building on city land can model what sustainable development looks like by using public control over development decisions to prioritize bio-based building materials, high-performance energy standards, and ecological building and landscape strategies.
5. Building on city land can keep money in the local economy by using public control over development decisions to require labor and community benefit agreements that guarantee fair wages and workforce development opportunities, local business prioritization for contractors and commercial tenants, and sourcing local and regional building materials.
6. Building on city land generates permanent revenue sources for Burlington through long-term land leases that mean property value appreciation accrues to the public rather than private landowners.

### **Public Focus Areas Summary**

This memo briefly summarizes the two focus areas that contain city-owned land. For detailed descriptions and images, please see the plan, along with presentation material to be shared at the June 23 Planning Commission meeting.

#### **Ethan Allen Parkway**

This Focus Area includes both private and public property – including land that is currently Ethan Allen Parkway right-of-way and the North Avenue frontage to Ethan Allen Park. Importantly, this Focus Area was identified primarily as an opportunity to improve a persistent transportation safety challenge at today's intersection of North Avenue and Ethan Allen Parkway. With an updated take on the 2015 North Avenue Corridor Study's recommendation to introduce a 90-degree bend in Ethan Allen Parkway, the Plan's focus area work envisions new parcels that could accommodate more than 120 new homes, 15,000 square feet of indoor and outdoor community gathering spaces, and new park amenities, including a new gateway plaza extending Ethan Allen Park to the new intersection at North Avenue.

#### ***Ethan Allen Parkway Focus Area Community Feedback***

As stated previously, building housing in city park land, though not a new idea, has never been explored in Burlington. Understandably, community feedback ranges significantly. Opponents of this concept noted the park's historic character and prominent entrance as elements that could be lost in such a redevelopment concept. Several noted that the grass lawn along Ethan Allen Parkway is an important community open space. Additionally, concerns arose around impacts to habitat and wildlife. Others simply object to the idea of building housing and community centers in the park. Beyond housing, the location of the envisioned bike path along Ethan Allen Parkway generated concern about potential impact to ephemeral plant species, as well as the park edge's grade changes.

On the other hand, supporters of the concept appreciated the concept as a potential supply of new homes. Excitement emerged about the potential to urbanize the park's gateway and add new businesses and indoor and outdoor community spaces. Proximity to Ethan Allen Park and its trails was a benefit to several who supported the concept. Suggestions for potential improvements included keeping building

heights below four stories, and incorporating environmentally sensitive landscaping and stormwater management.

Feedback generally supports the proposed infrastructure enhancements at the North Ave/Ethan Allen Parkway intersection, which many saw as improving traffic flow and safety for those walking, biking and rolling.

### **Starr Farm Park**

Today, Starr Farm Park area includes a tremendous wealth of public resources. The existing park and surrounding private land are home to a community garden, dog park, soccer fields, playgrounds, the Greenway and a network of trails that are critical mobility routes for residents. Acknowledging that access to such a rich network of amenities could create a very high quality of life for new residents, the Plan envisions new homes, a Greenway-located mobility hub, repair café, new park amenities like a splash pad and ice rink, and a new multi-use path along Starr Farm Road that provides safe access to Flynn School and North Avenue. In addition, this concept envisions more than 100 new homes and just over 2,000 square feet of new retail and mobility hub space.

#### ***Starr Farm Park Focus Area Community Feedback***

Again, building housing in city park land, though not a new idea, has never been explored in Burlington. Understandably, community feedback ranges significantly. The Starr Farm Park concepts were created with the purpose of opening a conversation on new ways to contribute to the New North End's and Burlington's housing and community goals, and like with Ethan Allen Park, initial community feedback reflects a range of perspectives.

Advocates of the Starr Farm Park concepts noted the diversity of housing types and how housing could bring more people into the park. They expressed enthusiasm for mixing in new uses to the park, like a food shop, small retail, repair café, and more community gardens. Strong support emerged for the concept's approach to mobility, with proximity to the Greenway and a new Starr Farm Road multi-use path to Flynn School and North Avenue creating opportunities for a car-light, bike-friendly future. Among supporters, Disagreement emerged over parking supply, with some urging minimal provision to encourage biking while others stressed matching parking to population growth to avoid spillover into nearby neighborhoods.

On the other hand, opponents expressed concern about tree canopy and habitat loss, including for rare and possibly threatened bird and plant species in the forest along Starr Farm Road. Significant concern also arose about the possibility for more impervious surface coverage and its impact on stormwater management and resilience. Others questioned whether resources existed to implement such a concept, and whether the site was close enough to shops, services and transit to support dense housing.

### **Urban Design Framework Implementation Strategies**

Reflecting the plan's cautious approach to Focus Area development concepts, the Plan identifies eight implementation actions that the City should take to further explore how the New North End can evolve:

1. UD1 recommends a Public Asset Study to identify appropriateness and feasibility of development on city lands across Burlington. The Plan outlines a framework for inclusive and broad-based collaboration with the range of interests and perspectives that must be considered
2. UD2 recommends continued exploration and public engagement on the use of City-owned land in the planBTV: 2050 process, including measuring the benefits and challenges of the approach in the Comprehensive Plan's scenario planning approach.
3. UD3 reiterates that the City should and must identify new public park acreage in the community and across the city in the event that public open space is identified and pursued as sites for housing and community development.

4. UD4 recommends formalizing a City policy to manage Community Housing and Infrastructure Program (CHIP)
5. UD5 expands upon the Plan’s call for a reformed procurement policy that foregrounds community control and facilitates efficient public-private partnerships.
6. UD6 recommends a concerted master-planning effort with the owner to guide the redevelopment of the Ethan Allen Plaza.
7. UD7 recommends further technical study to advance safety and accessibility improvements to Ethan Allen Parkway and resulting opportunities for infill development.
8. UD8 prioritizes proactive water and wastewater infrastructure planning and improvements to facilitate the Plan’s vision for growth and evolution.

**Framework 3: Placemaking**

Community feedback collected throughout the planning process identified current demand for more spaces that foster social connection and community gathering. Residents value the parks and open spaces that the New North End offers, but noted that additional place types are needed. Priorities include small cafes with performance spaces, rentable public areas, and semipermeable, shaded outdoor venues that accommodate both programmed events and casual interaction. Residents also called for indoor recreation centers, specifically ADA-accessible facilities, alongside outdoor amenities such as playgrounds, splashpads, and picnic shelters. Additionally, residents emphasized the importance of housing and mixed-use development that facilitates neighborhood cohesion and resident-led public art initiatives. With this in mind, planBTV: New North End recommends a Placemaking Framework that includes the following place types:

1. Public squares throughout the neighborhood such as at Ethan Allen Plaza, Plattsburg Ave, and Ethan Allen Parkway.
2. Additional community gardens distributed throughout the area
3. A people-first neighborhood Main Street with edges activated by ground floor retail, furnishings, streets trees, and social activity.
4. Complete streets that prioritize the experience of walking, biking, and taking transit through wide sidewalks, bike lanes, safe crossings, and green infrastructure including native plantings and stormwater/pollinator gardens
5. Neighborhood Gateways that let people know they are coming to or leaving a place that people care for, providing opportunities for awe through landscape and public art aligned with neighborhood values.
6. Indoor community spaces for use during winter months that could include small libraries, makerspaces, art studios, community kitchens, indoor recreation and greenhouses.

**3. Adoption Process Overview**

The following chart summarizes the current stage in the plan adoption process:

Planning Commission Process				
<b>Presentation to &amp; discussion by Commission:</b>  8/12/25, 9/9/25, 9/23/25, 5/26/26	Approve for Public Hearing:	Public Hearing:	Approved & forwarded to Council:	
City Council Process				
First Read:	Warn Public Hearing:	Public Hearing #1:	Public Hearing #2:	Council Approval & Adoption:

# **planBTV New North End**

Planning Commission

June 22, 2026

# Overview of presentation

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- Staff is bringing the plan to PC for review and approval.
- If PC warns plan for a Public Hearing on 6/23, earliest it would be held is 7/21
- **Key sections of the plan to review:**
  - Neighborhood Vision – Discussed 5/26
  - Transportation Framework – Discussed 5/26
  - Urban Design Framework – **Discuss 6/23**
  - Placemaking Framework – **Discuss 6/23**
  - Implementation – *Discussion will accompany each framework*

# Vision & Guiding Principles

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New North End residents envision their neighborhood growing to become a well-connected, inclusive, and vibrant community that balances growth with affordability, sustainability, and fosters a strong sense of place.

## Guiding Principles:

- Foster a Strong and Inclusive Sense of Community
- Expand Housing Choice + Affordability
- Create a Safer, More Connected Transportation Network
- Strengthen Neighborhood Centers + Walkable, Mixed-Use Areas
- Protect and Enhance Natural Spaces
- Prioritize Sustainability & Green Infrastructure

# How does the Plan support the vision?

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Three interconnected frameworks:

- **Urban Design:** Focusing new housing and mixed-use development at key locations along North Avenue to build density and activity where it can be most useful
- **Multimodal Transportation:** Making it safe and practical to walk, bike, and take the bus for everyday trips within and through the neighborhood
- **Placemaking:** Creating and activating the public squares, streetscapes, and community spaces the neighborhood currently lacks

# About Focus Areas in the New North End

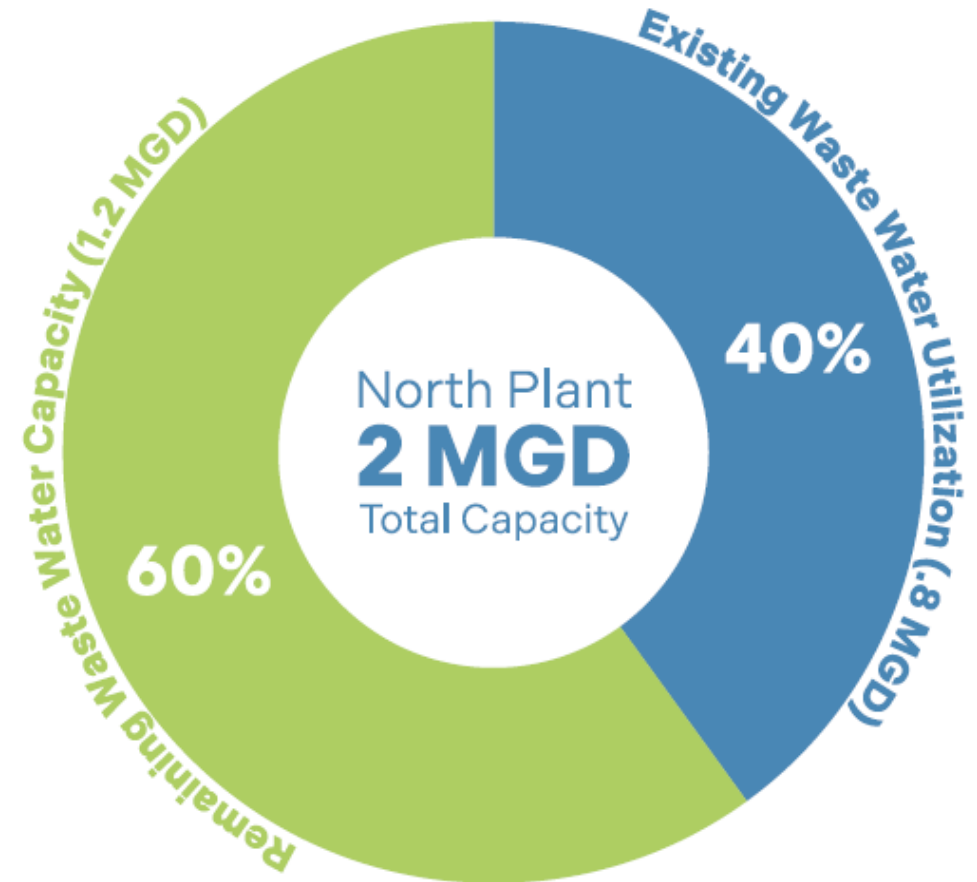
- Focus areas (in pink) are nodes of activity that have the potential to adapt and evolve into more vibrant community spaces.
- They are places that New North Enders said they wanted to see something more - whether housing, businesses, or people-first public spaces.
- They share a few key characteristics:
  - Capacity
  - Proximity
  - Opportunity
  - Connectivity



# About Focus Areas in the New North End

- Focus areas (in pink) are nodes of activity that have the potential to adapt and evolve into more vibrant community spaces.
- They are places that New North Enders said they wanted to see something more - whether housing, businesses, or people-first public spaces.
- Include private and city-owned land
- They share a few key characteristics:
  - **Capacity**
  - Proximity
  - Opportunity
  - Connectivity

## North Wastewater Treatment Plant Capacity, 2026



# Selecting Focus Areas

Two-part selection process

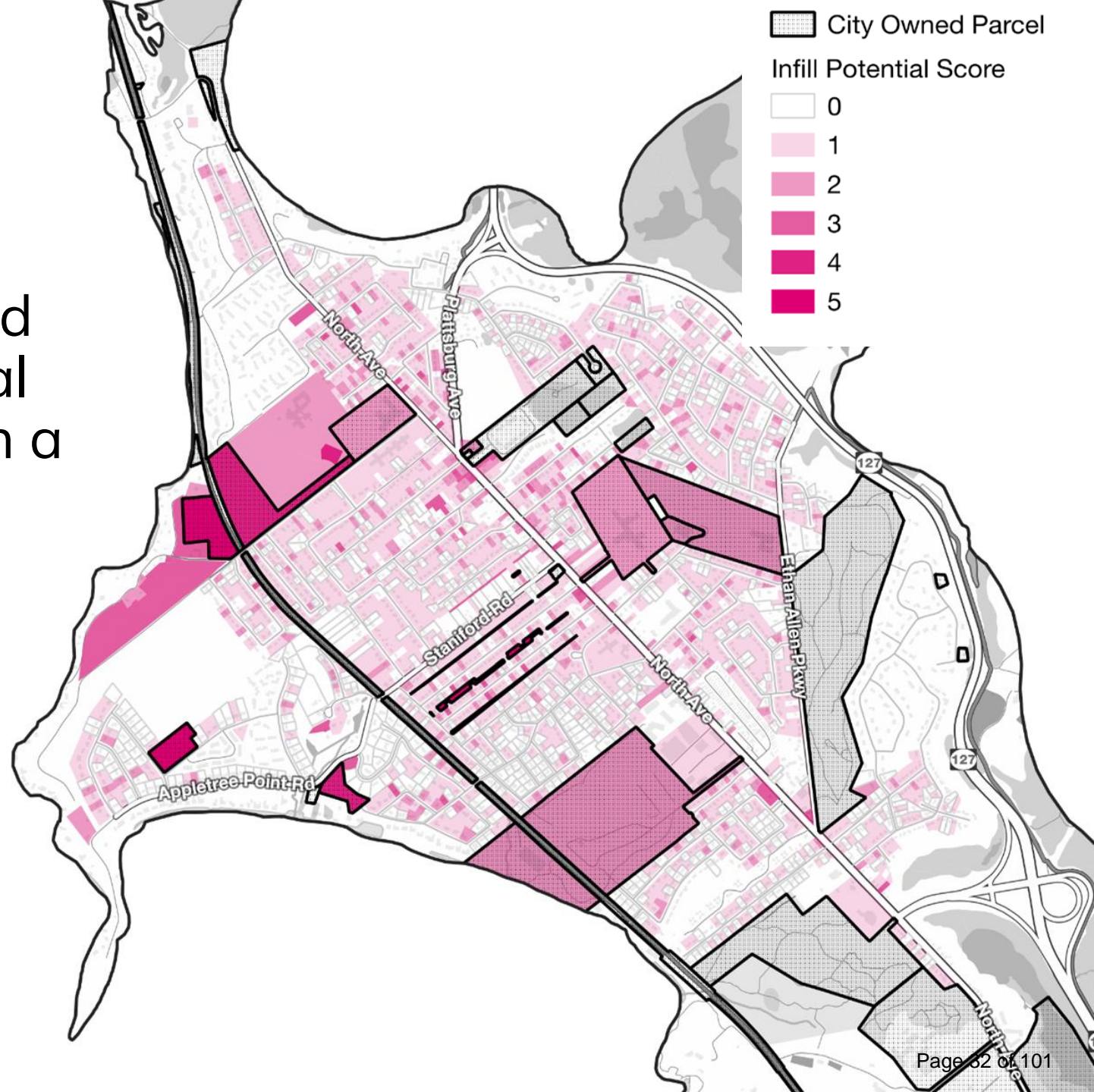
- **Community Engagement:** During the Visioning phase, staff engaged with residents to identify areas of the neighborhood where there might be opportunities for change or growth.



# Selecting Focus Areas

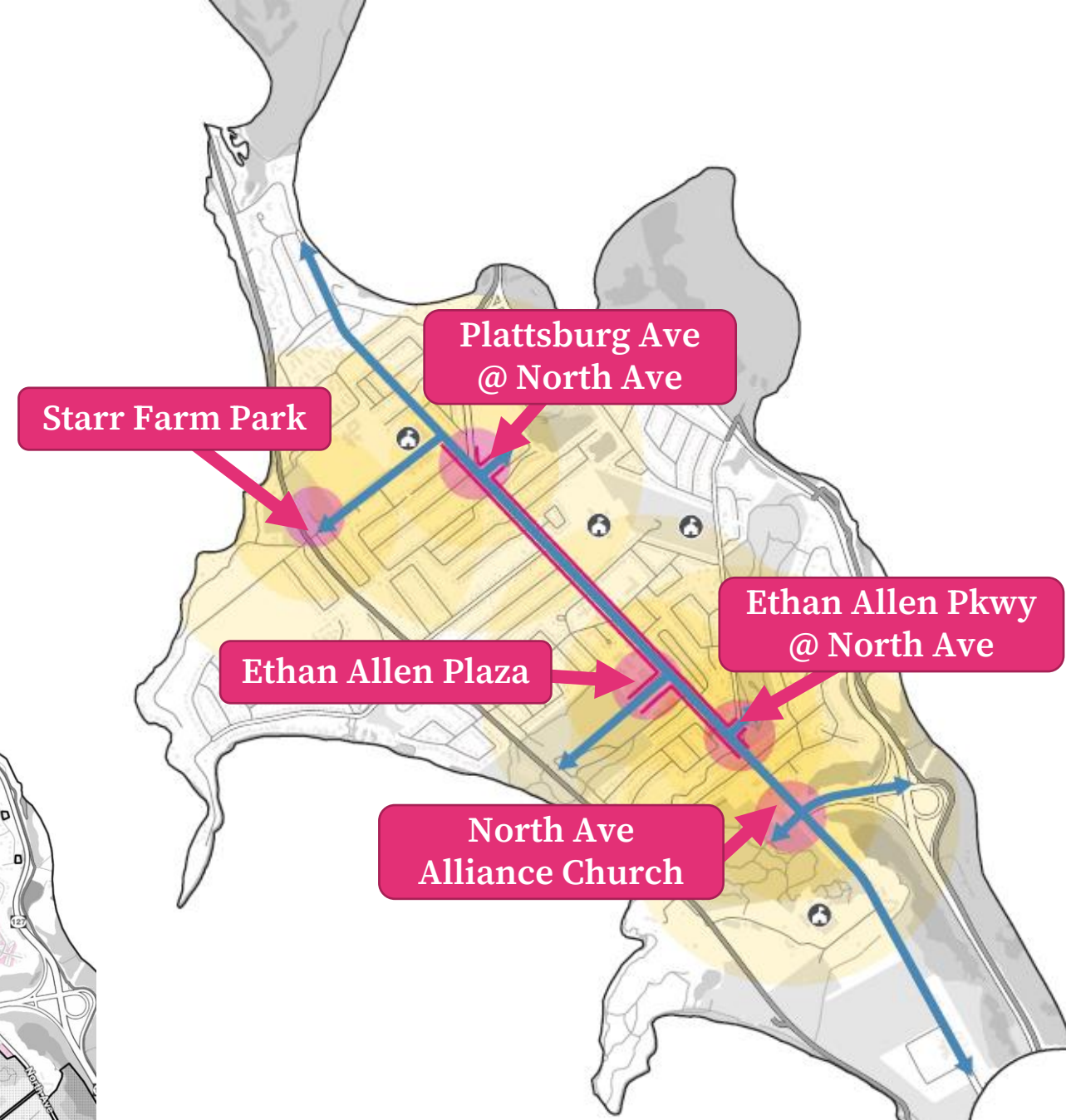
Two-part selection process

- **Soft-Site analysis:** Identified properties that had potential for redevelopment based on a variety of factors.



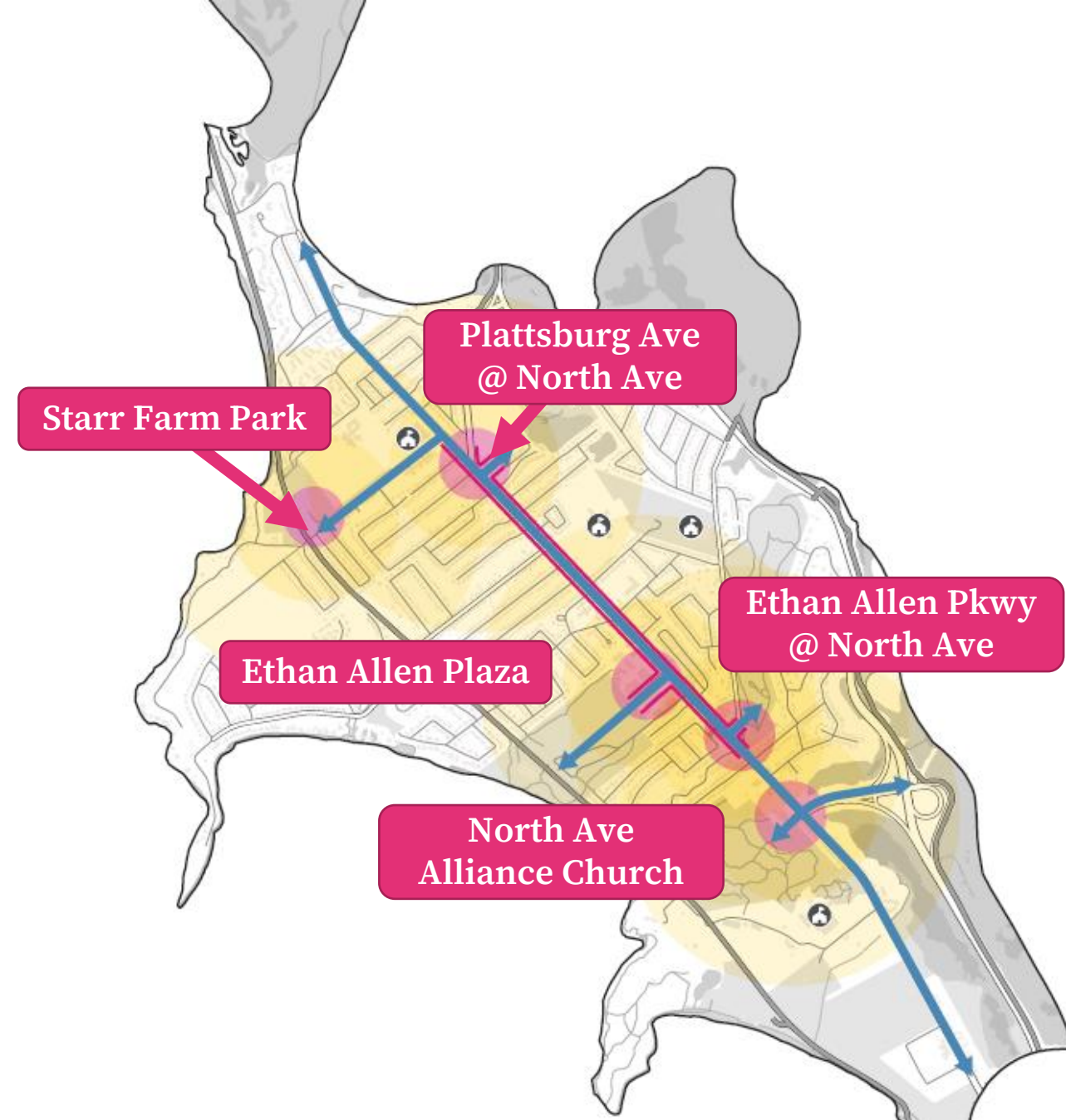
# Selecting Focus Areas

- Resulted in 5 focus areas
  - 3 private
  - 1 fully publicly owned
  - 1 partially publicly owned



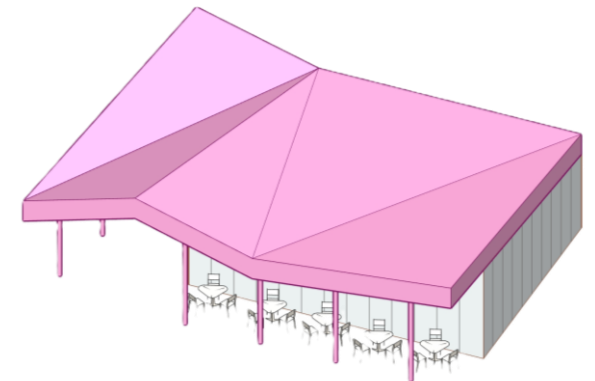
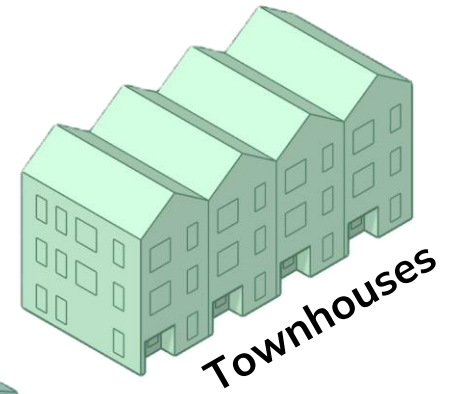
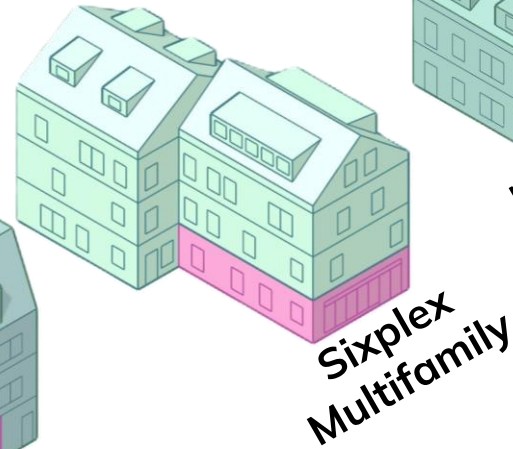
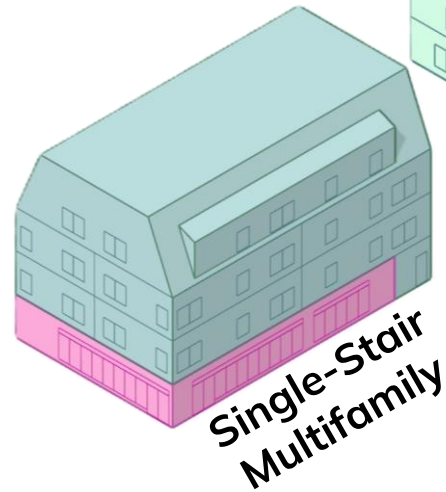
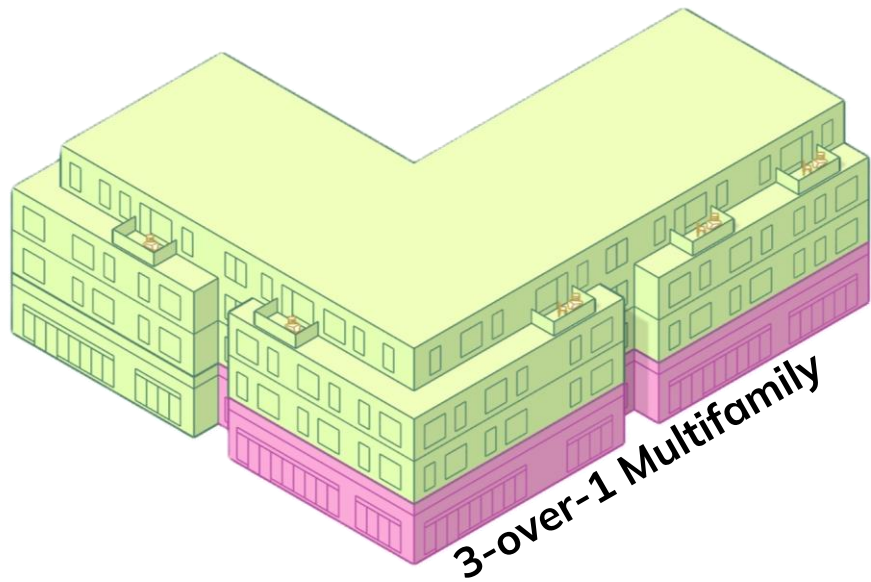
# Selecting Focus Areas

- Focus areas are intentionally high-level and illustrative
- Conceptual visions that integrate transportation, land use, housing, and open space
- Not intended to be development proposals.
- Intended to guide further study, coordination, and public engagement.



# Building Types

- Include a range of context-sensitive housing options, all of which are permitted under existing Neighborhood Code and Neighborhood Activity Center zoning
- Includes community centers, mixed-use buildings, and neighborhood multifamily housing



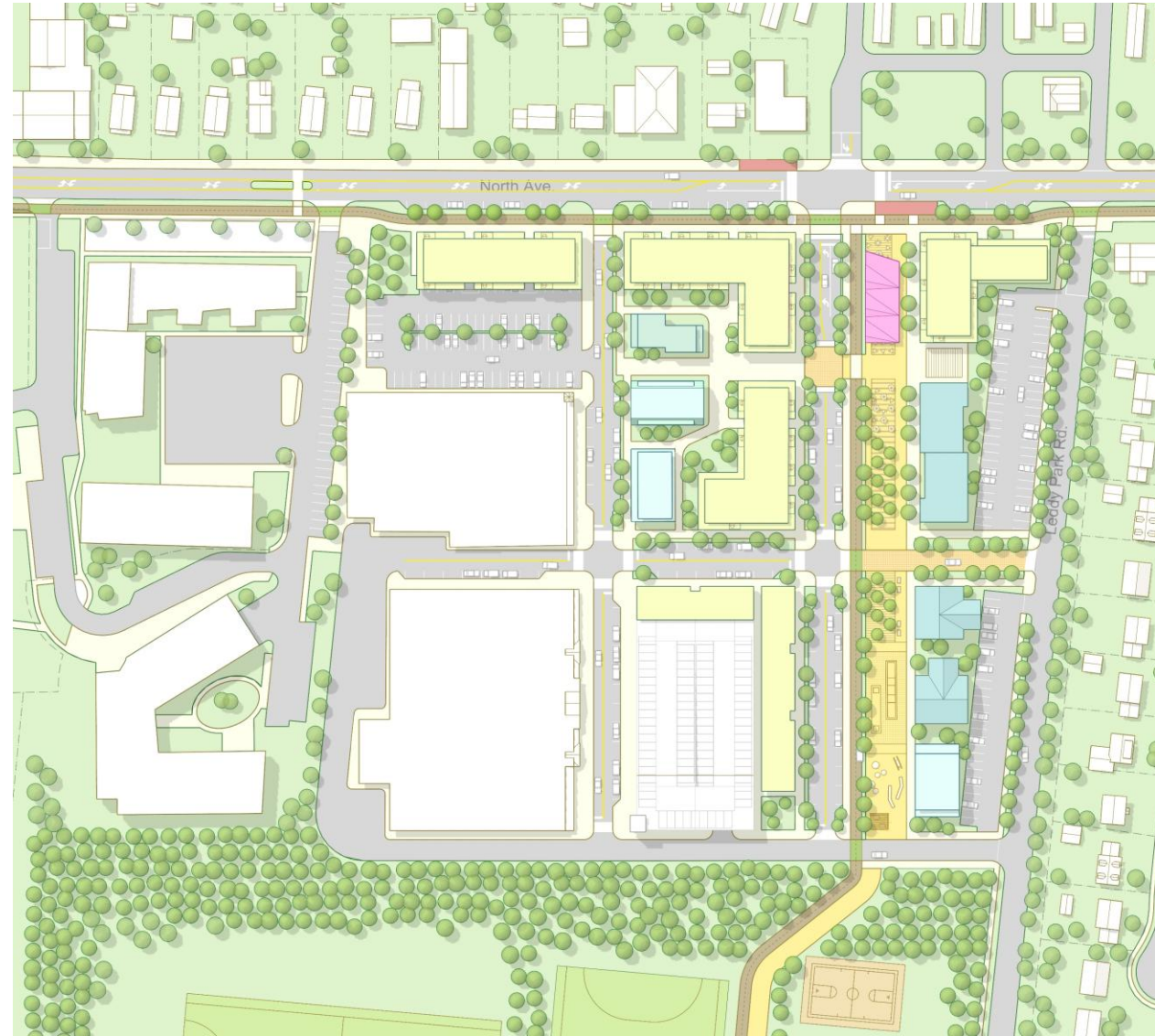
# Focus Area #1: North Ave Alliance Church (Privately Owned)

- Vision includes housing, community gathering spaces, and mobility facilities
- Public gathering spaces supporting the mobility framework
- Gateway roundabout and public art landmark at intersection



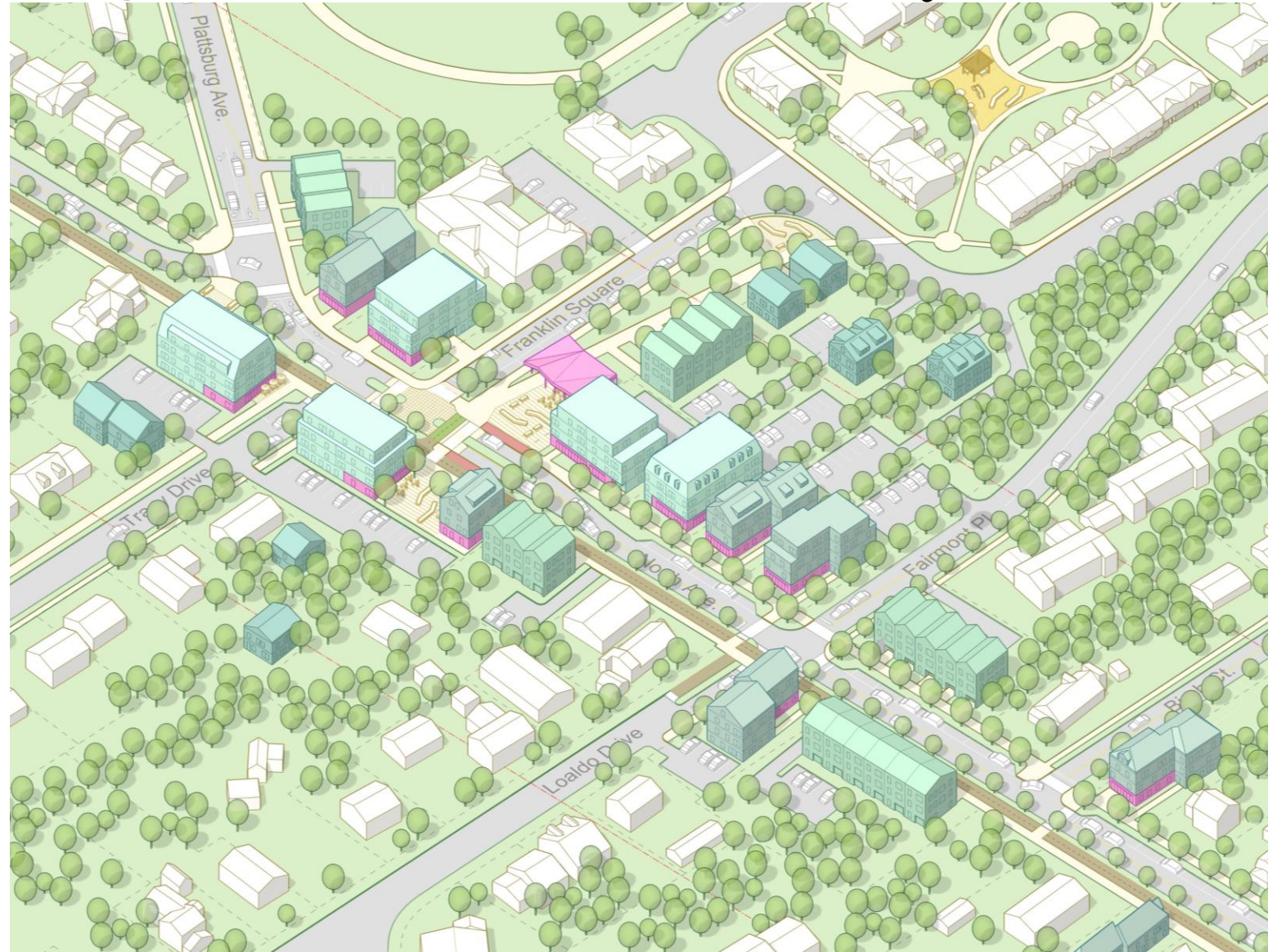
## Focus Area #2: Ethan Allen Plaza (Privately Owned)

- Evolution of NNE's primary commercial center into a vibrant, mixed use district.
- Incorporates a new linear park extending from North Ave. to Leddy Park & Bike Path
- Retains and proposes new retail and service spaces
- Structured parking replaces surface parking
- 2 redevelopment scenarios presented in plan



# Focus Area #3: Plattsburg Ave/North Ave (Privately Owned)

- New village square and walkable neighborhood hub
- Mixed use infill and roadway safety improvements
- Supports walkability and connectivity:
  - Flynn Elementary
  - Franklin Square
  - Colchester Connection
- Northern gateway to neighborhood



# Housing & Community Spaces on City Owned Land

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- Builds on Burlington's history of utilizing public land for housing, services, and other community amenities
- Aligns with and furthers the Mayor's Housing Strategy
- Plan explores whether city-owned land is able to support or help realize housing and community goals
- Concepts are illustrative visions, not approved plans or development proposals
- Significant additional study, public engagement, and feasibility analyses are required, which will be completed as part of a Citywide Asset Study

# Focus Area #4: Ethan Allen Pkwy @ North Ave.

(Public/Private Ownership)

- Primarily driven by need for transportation safety improvements at North Ave & Ethan Allen Parkway and potential retail closures
- Extends programmed plaza and park amenities to North Avenue
- Site for a possible new community facility on North Avenue



# Focus Area #5: Starr Farm Park (Public Ownership)

- Housing integrated with existing & new public amenities
- Mobility hubs and community facilities supporting bike path
- Expands on existing park amenities, including splash pad and ice rink
- Multi-use path connecting Flynn Elem. & North Ave



# Placemaking Framework

- Community feedback collected identified the need for more spaces that foster social connection & community gathering.
- Strengths of the neighborhood include access to parks and open space, but lack small cafes, indoor community spaces, and recreation facilities.



# Placemaking Framework

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**This plan uses focus areas and other urban design strategies to introduce new types of public spaces to the neighborhood:**

1. Public squares throughout the neighborhood such as at Ethan Allen Plaza, Plattsburg Ave, and Ethan Allen Parkway.
2. Additional community gardens distributed throughout the area
3. A people-first neighborhood Main Street with edges activated by ground floor retail, furnishings, streets trees, and social activity.
4. Complete streets that prioritize the experience of walking, biking, and taking transit through wide sidewalks, bike lanes, safe crossings, and green infrastructure including native plantings and stormwater/pollinator gardens
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6. Indoor community spaces for use during winter months that could include small libraries, makerspaces, art studios, community kitchens, indoor recreation and greenhouses

# **planBTV New North End**

Planning Commission

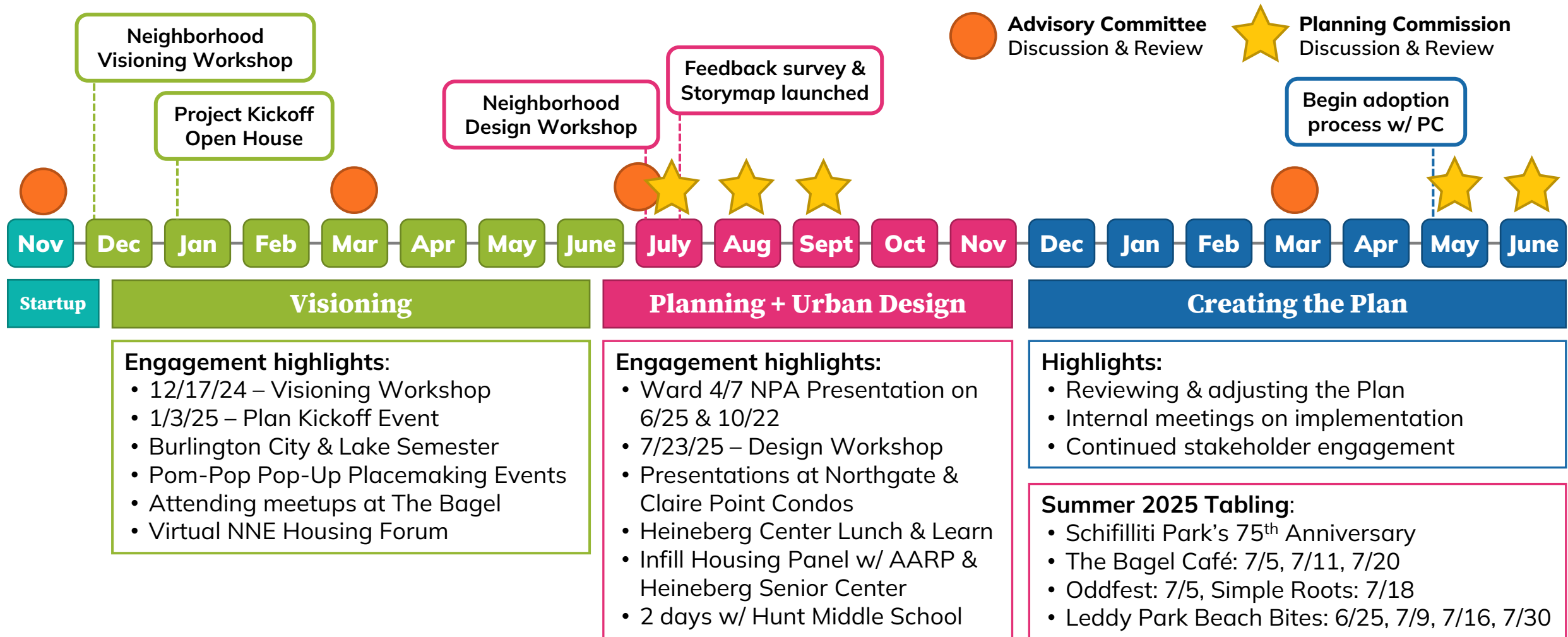
May 26, 2026

# Overview of presentation

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- Staff is bringing the plan to PC for adoption
- Very lengthy and comprehensive neighborhood plan. Staff expects the PC to need at least 2 meetings for discussion and review before its warned for a public hearing.
- **Key sections of the plan to review:**
  - Neighborhood Vision – Discuss 5/26
  - Transportation Framework – Discuss 5/26
  - Placemaking Framework – Discuss 6/23
  - Urban Design Framework – Discuss 6/23
  - Implementation – *Discussion will accompany each framework*

# Plan Timeline & Engagement Highlights



Does not include meetings with individual stakeholders, Boards & Commissions, or internal departments.

# What We Heard – Transportation & Mobility

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- Residents want to feel safer when walking & biking along North Avenue.
- There is strong support for an expanded mobility network
- Residents value the #7 bus operated by GMT and would like to see service expanded.
- Residents suggested improved multimodal connections, but acknowledged the need for improved facility maintenance and traffic flow.

# What We Heard – Housing & Zoning

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- People want a diversity of housing options, including townhouses, smaller homes, and medium-density development.
- Residents emphasized the importance of creating:
  - Homeownership opportunities for young families
  - Housing for the older adult population to be able to age in place
- Support for upzoning some existing low-density areas.
- Residents expressed concern about larger apartments due to affordability of new construction.

# What We Heard – Neighborhood Character & Development

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- Residents consistently expressed the desire for more walkable mixed-use areas with local shops, cafés, and other services.
  - This was envisioned specifically along North Ave and the Ethan Allen Shopping Center.
- There is a need for more social spaces, including plazas, play areas, and other multi-generational gathering spaces.

# What We Heard – Nature & Sustainability

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- Residents indicated that access to nature and the lake are some of the key benefits of the neighborhood, but expressed desire for more greenspace connectivity.
- There is a strong desire for more trees, shade, and landscaping with native plants along places like North Ave.
- Residents would like to see more community garden spaces, green stormwater infrastructure, and the preservation of key natural areas like Rock Point and Arms Forest.

# Vision & Guiding Principles

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New North End residents envision their neighborhood growing to become a well-connected, inclusive, and vibrant community that balances growth with affordability, sustainability, and fosters a strong sense of place.

## Guiding Principles:

- Foster a Strong and Inclusive Sense of Community
- Expand Housing Choice + Affordability
- Create a Safer, More Connected Transportation Network
- Strengthen Neighborhood Centers + Walkable, Mixed-Use Areas
- Protect and Enhance Natural Spaces
- Prioritize Sustainability & Green Infrastructure

# How does the Plan support the vision?

---

Three interconnected frameworks:

- **Urban Design:** Focusing new housing and mixed-use development at key locations along North Avenue to build density and activity where it can be most useful
- **Multimodal Transportation:** Making it safe and practical to walk, bike, and take the bus for everyday trips within and through the neighborhood
- **Placemaking:** Creating and activating the public squares, streetscapes, and community spaces the neighborhood currently lacks

# North Avenue: The Neighborhood's Main Street

- North Avenue is the neighborhood's spine: the only continuous north-south street, home to its commercial activity, and the route nearly every resident uses to get anywhere.
- Also serves as a barrier due to high vehicle speeds, poor crossings, inadequate bike facilities, and general design has made it more of a throughway.
- This plan aims to establish North Ave as a “Main Street” corridor. Five focus areas identified are also priority locations to establish a Main Street character along the corridor and within the neighborhood.



# About Focus Areas in the New North End

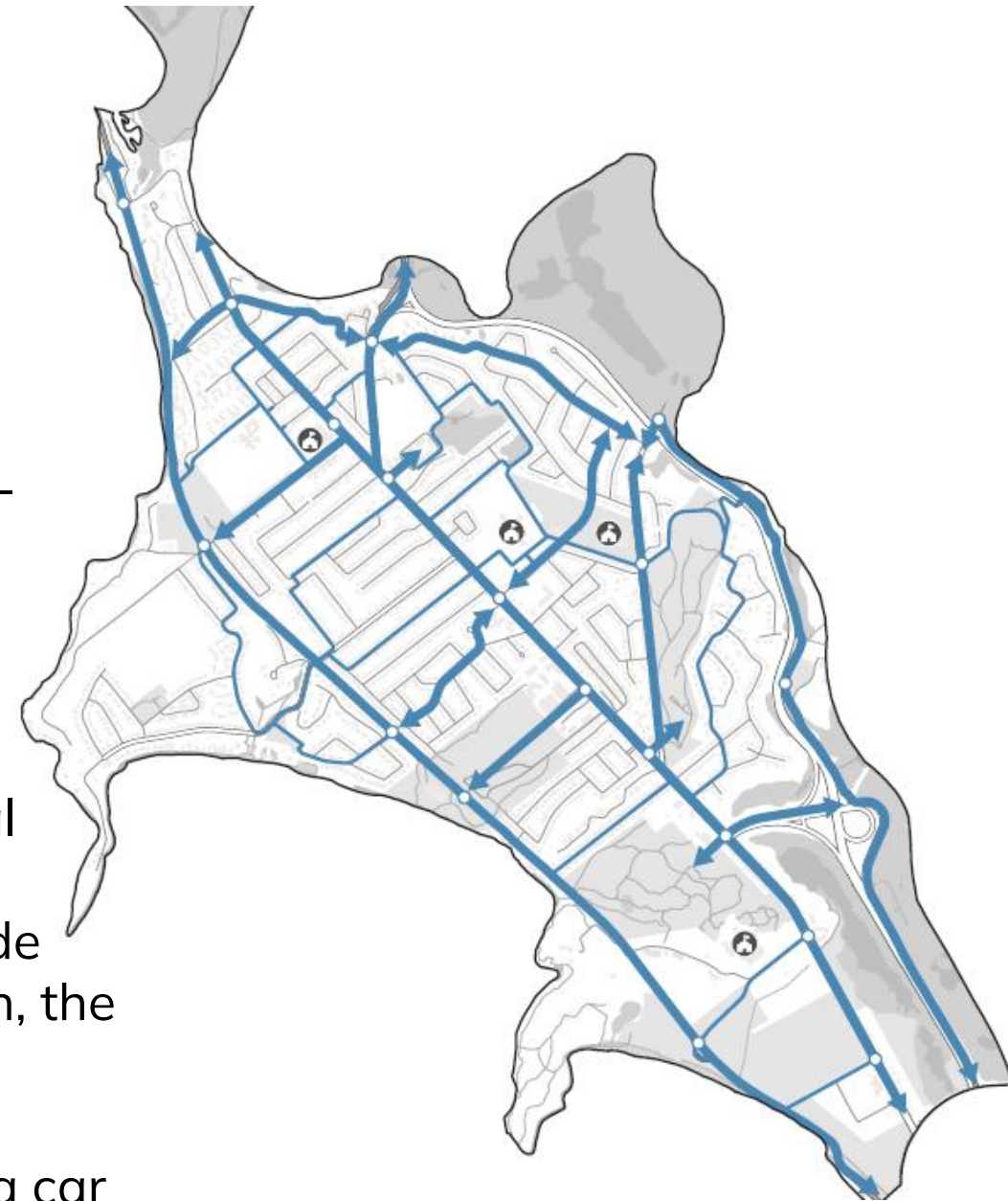
- Focus areas (in pink) are nodes of activity that have the potential to adapt and evolve into more vibrant community spaces.
- They are places that New North Enders said they wanted to see something more - whether housing, businesses, or people-first public spaces.
- They share a few key characteristics:
  - Capacity
  - Proximity
  - Opportunity
  - Connectivity



# A Connected Multimodal Network

The NNE's street pattern works against connectivity. Most residential streets branch off North Avenue and dead-end, funneling nearly all travel onto a single corridor. The mobility vision addresses this with a multi-layered approach:

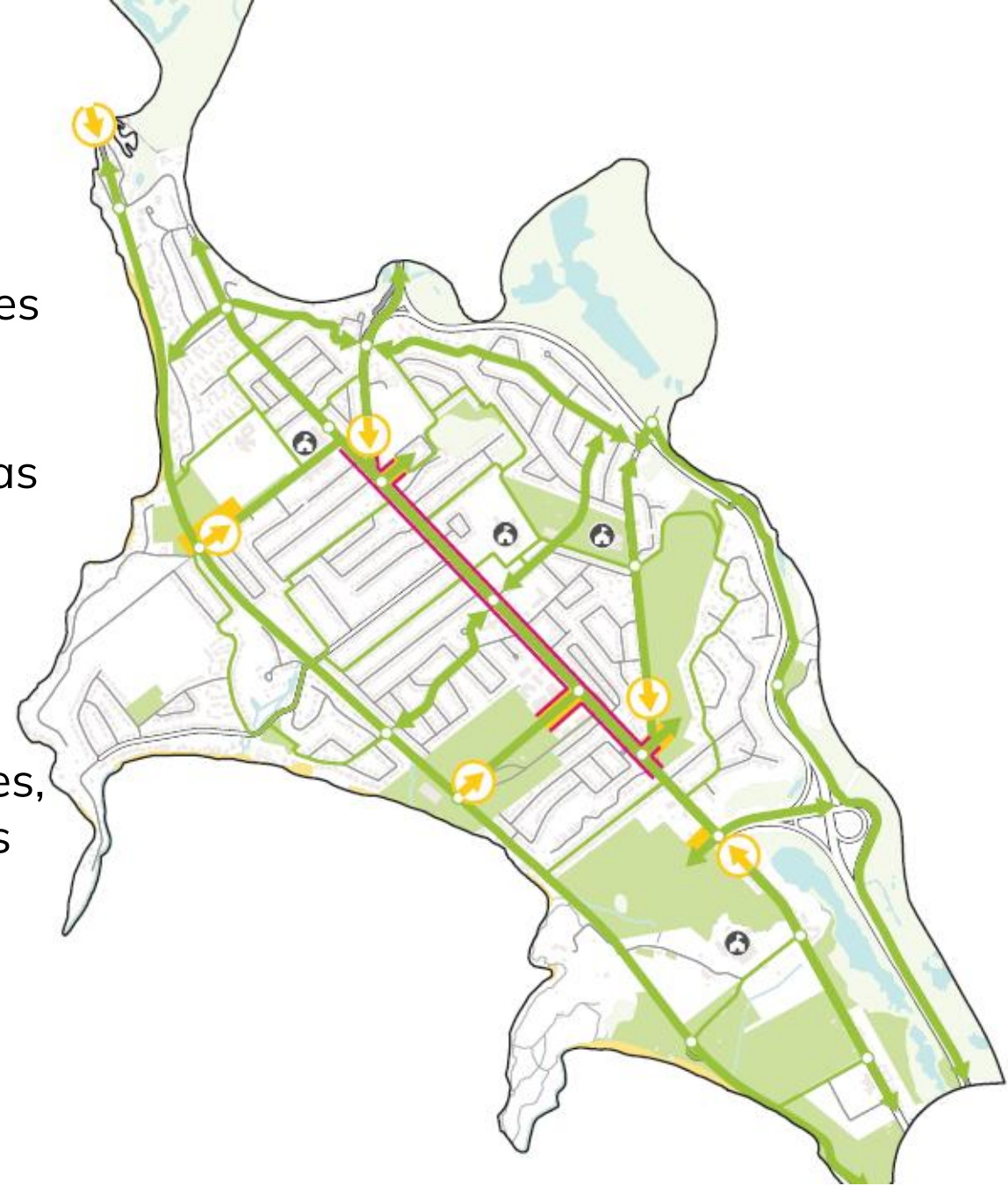
- North Avenue is improved as a complete street, safe enough for daily walking and biking trips to local destinations
- Neighborhood Greenways designate quiet residential streets as low-stress routes for biking and walking.
- The Burlington Greenway and Route 127 path provide north-south spines connecting the NNE to downtown, the waterfront, and beyond.
- Mobility Hubs at key locations give people practical reasons to move through the neighborhood without a car



# Public Spaces That Complete the Neighborhood

The NNE is rich in natural areas but lacks other types of public spaces: squares, plazas, and activated streets that give a neighborhood identity and draw people out of their homes. This plan uses focus areas to introduce these types of spaces:

- A public square at the heart of the corridor at Ethan Allen Plaza, with a linear multiuse plaza connecting North Avenue to Leddy Park
- A village square at Plattsburg and North Avenues, anchored by a mobility hub and café with plazas on either side of the street
- A gateway plaza and park entrance at Ethan Allen Parkway, extending the park's presence to the street



# How it all fits together in planBTV NNE:

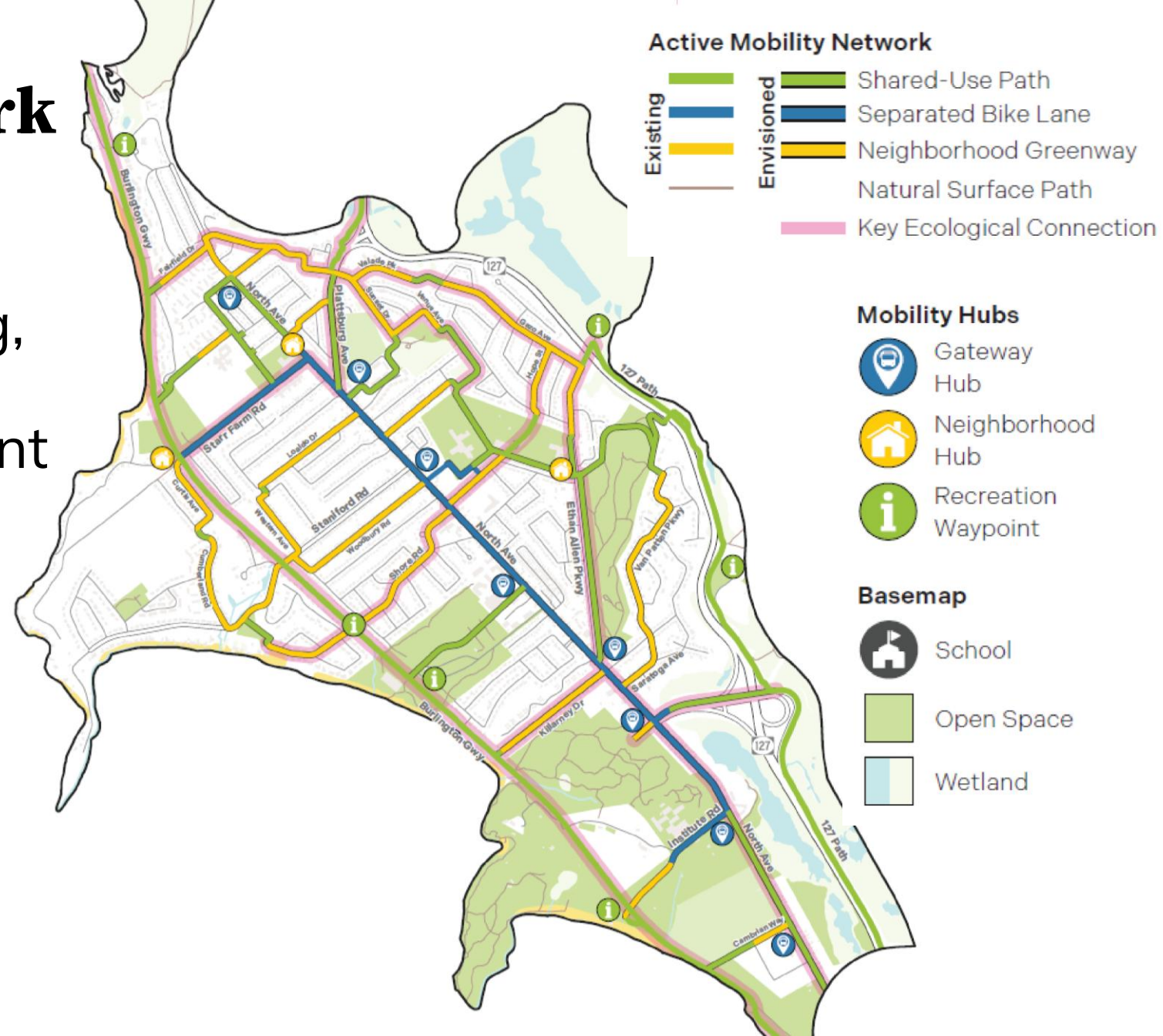
- This is a long-term framework for growth and investment in the New North End
- Plan guides decisions on development, streets, and public spaces
- Creates a more connected, livable, and walkable neighborhood
- Aligns housing, transportation, and public realm investments
- Supports residents of all ages, abilities, and backgrounds
- Envisions a neighborhood less dependent on cars for daily life



# Active Mobility Network

planBTV NNE envisions an inter-connected mesh of facilities for walking, biking, and rolling that are safe, comfortable, and convenient for people of all ages and abilities.

- Safe
- Comfortable
- Convenient
- Ecological



# Facility Types

- Separated Bike Lanes



# Facility Types

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- Separated Bike Lanes
- Shared Use Paths

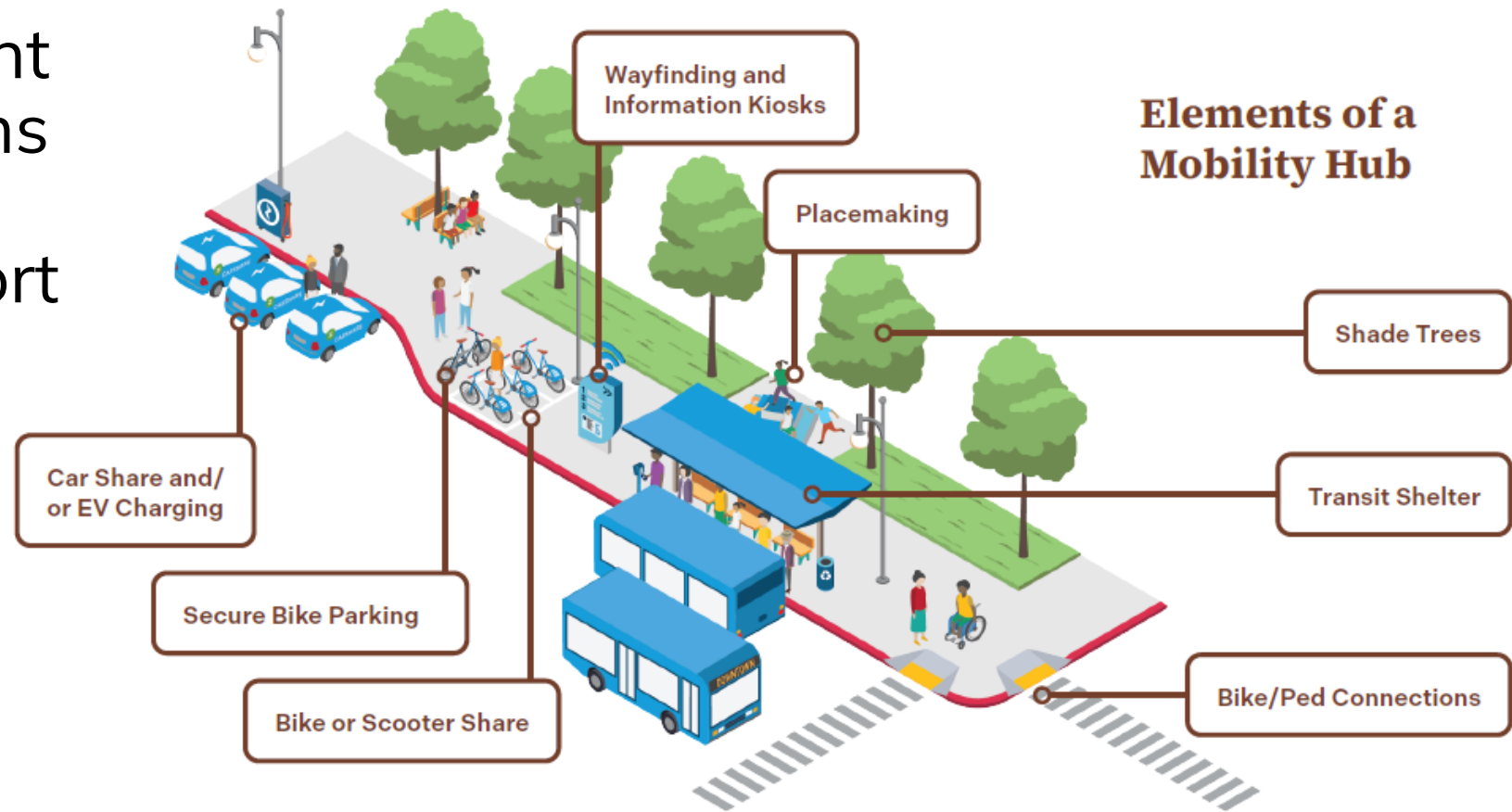


Also, Pine Street!



# Mobility Hubs

Mobility hubs are places where different transportation options come together with amenities that support both neighborhood mobility and placemaking.



# Mobility Hubs

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Mobility hubs are places where different transportation options come together with amenities that support both neighborhood mobility and placemaking.

- **Gateway Mobility Hubs** at major transit stops and key community gathering places, providing transit access, CarShare Vermont vehicle locations, EV charging, secure bike parking, and ride-hail pickup areas.

# Mobility Hubs

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Mobility hubs are places where different transportation options come together with amenities that support both neighborhood mobility and placemaking.

- Gateway Mobility Hubs
- **Neighborhood Mobility Hubs** that extend transportation options into residential areas and are accessible by sidewalks and bike paths. These smaller hubs provide EV charging, CarShare Vermont vehicle locations, bike parking, local information kiosks, and wayfinding.

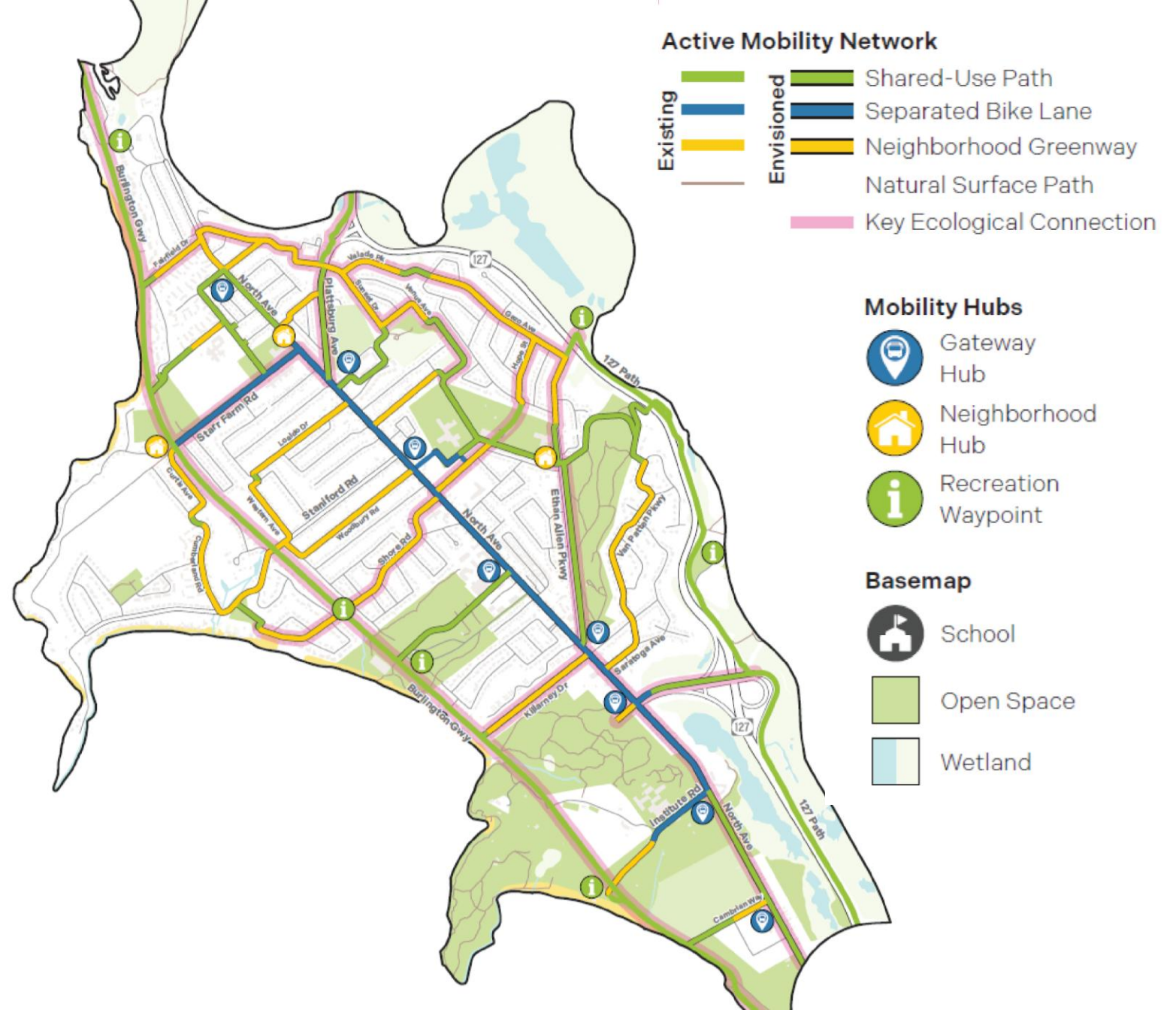
# Mobility Hubs

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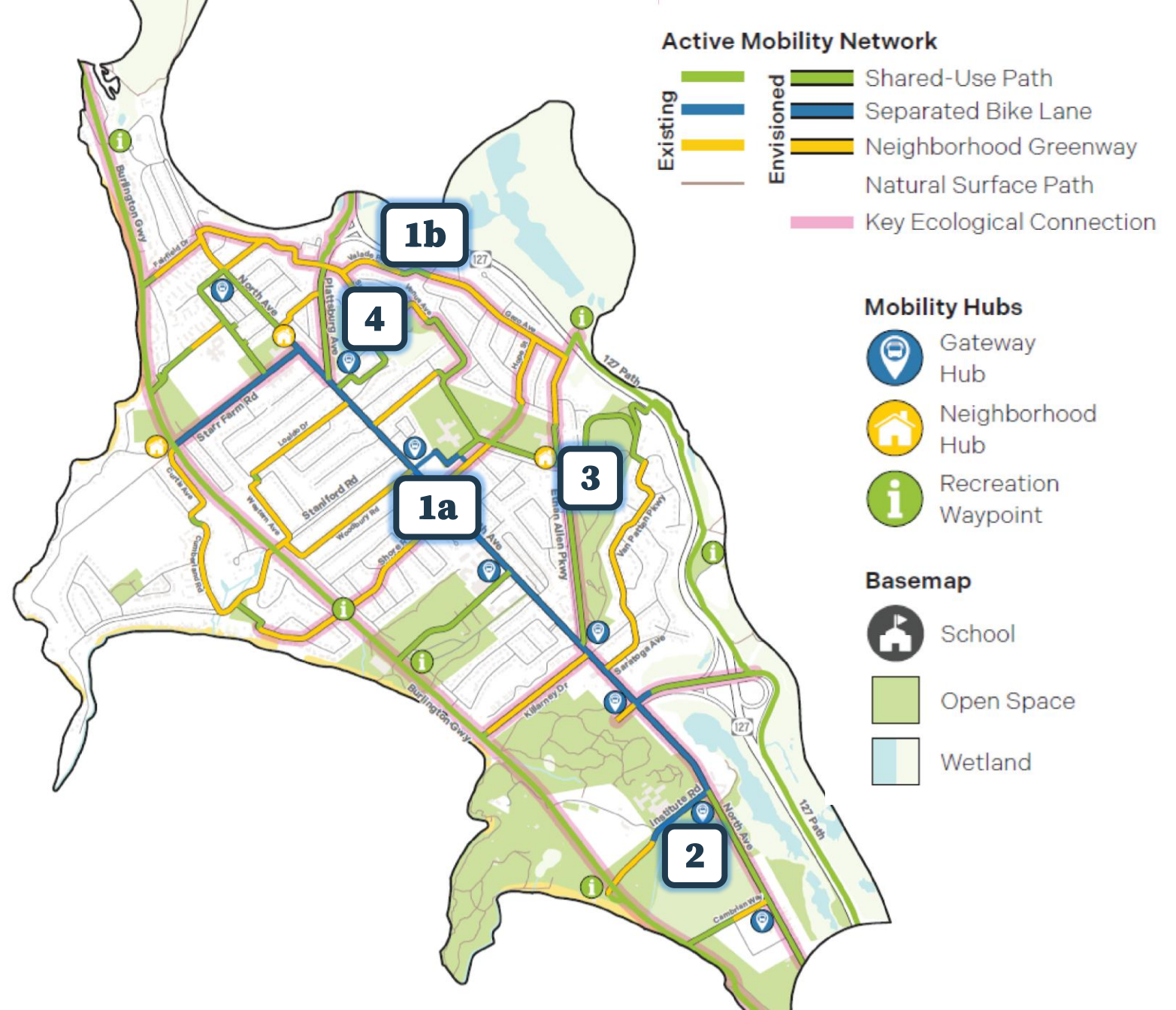
- Gateway Mobility Hubs
- Neighborhood Mobility Hubs
- **Recreation Waypoints** along the Burlington Greenway and other trails offering e-bike charging, bike repair stations, seating areas, secure bike parking, and wayfinding information.

# New North End Active Mobility Network Vision



# New North End Active Mobility Network Vision: Key Projects

1. Greenway Loop
2. High School to Burlington Greenway Connection
3. Ethan Allen Parkway
4. Plattsburg Ave



# New North End Active Mobility Network Vision: Greenway Loop

## 1a. Shore Rd/Gosse Ct/ Hope Street

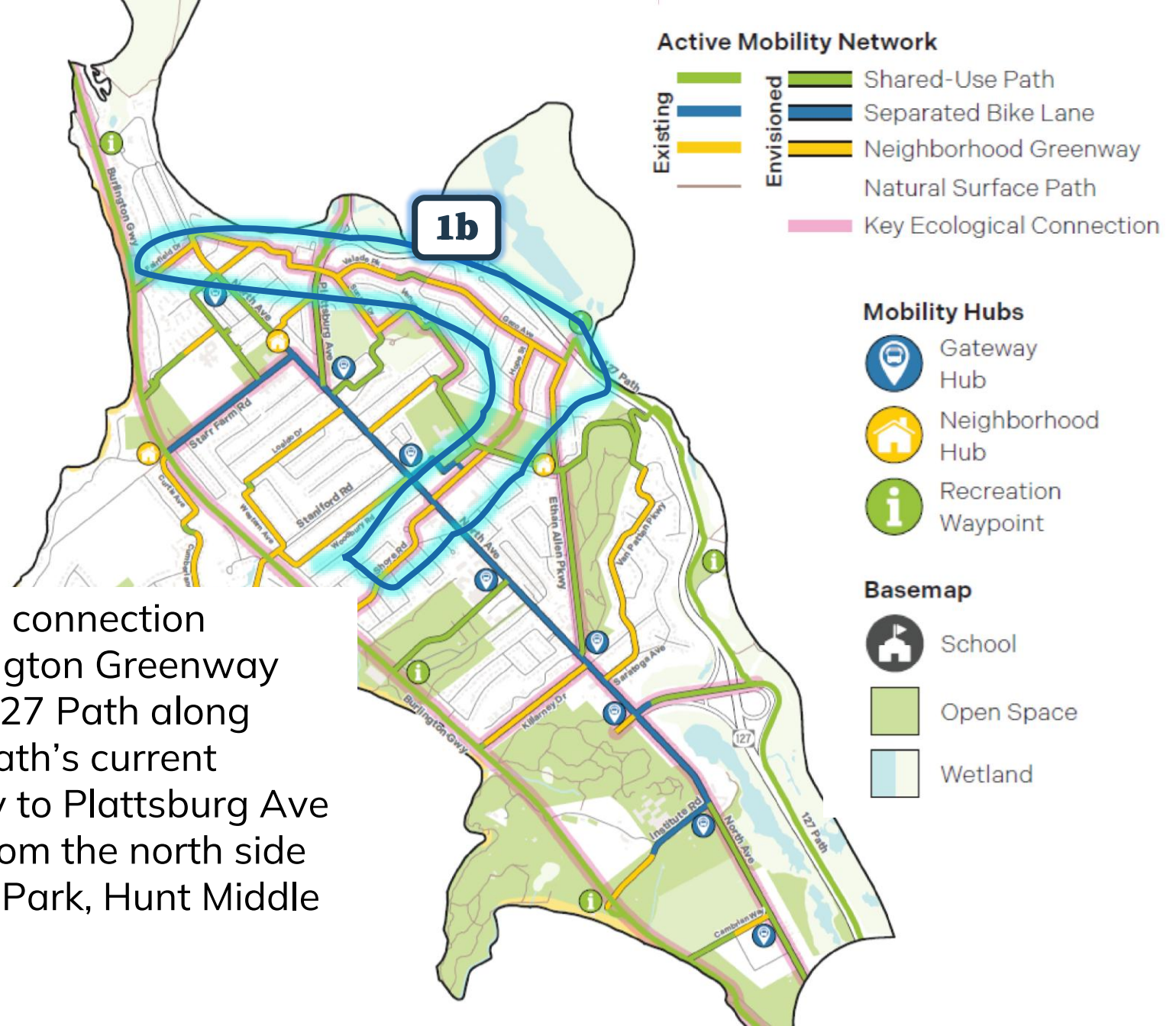
- Establish east west connection between VT 127 Path and Burlington Greenway in the heart of the neighborhood
- Realign offset intersection between Shore Rd. and Heineberg Rd.



# New North End Active Mobility Network Vision: Greenway Loop

## 1b. Gazo Ave/Northview Drive/Fairfield Drive

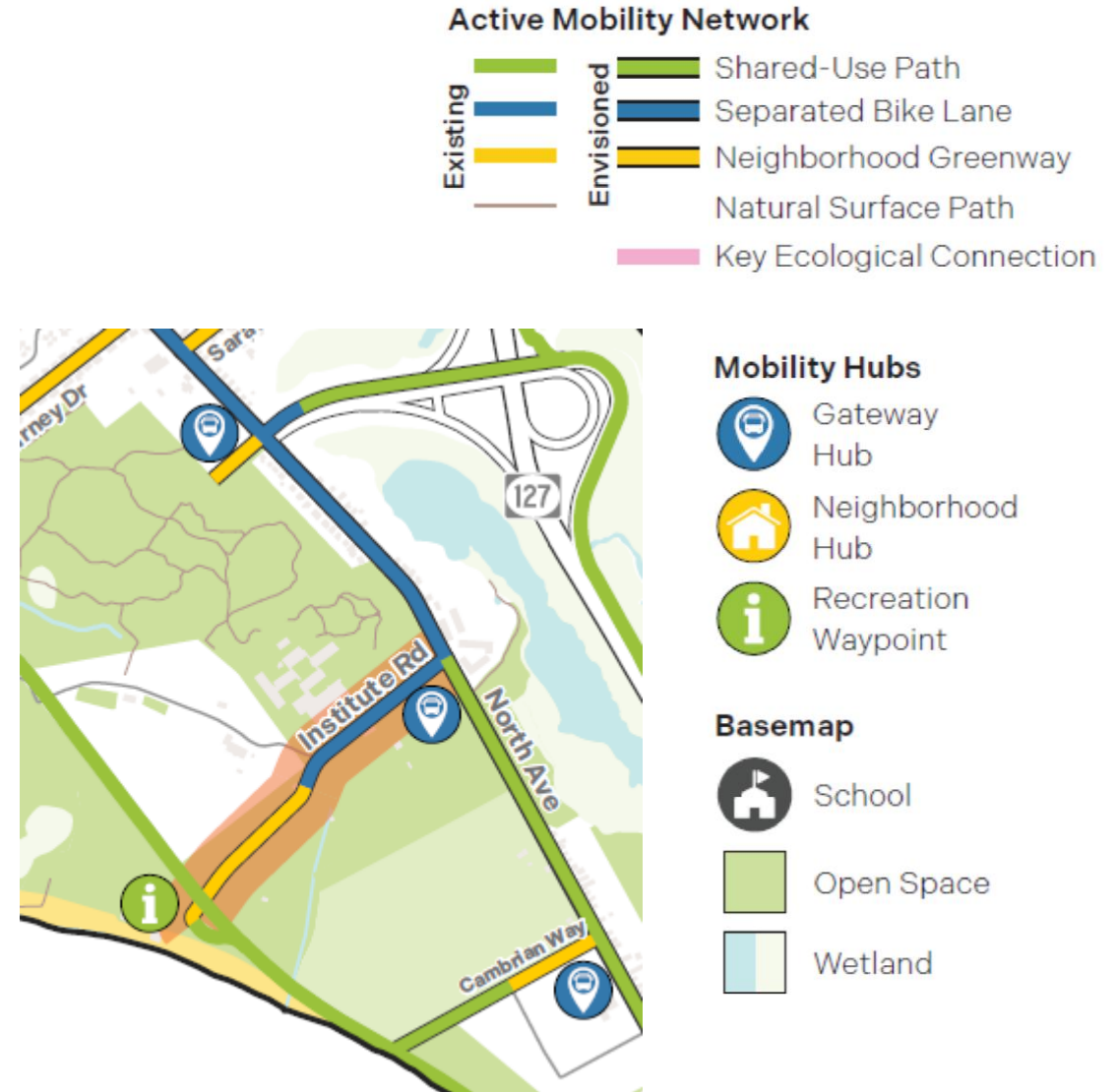
- Establish northern neighborhood connection between VT 127 Path and Burlington Greenway
- Provide an extension of the VT 127 Path along neighborhood streets from the path's current terminus at Ethan Allen Parkway to Plattsburg Ave
- Connect students and families from the north side of the neighborhood to Schiffflitti Park, Hunt Middle School, and Miller Center



# New North End Active Mobility Network Vision

## High School to Burlington Greenway Connection

- Implement a high comfort active mobility connection along Institute Road, through North Beach Campground, to the Burlington Greenway.
- Ensure the route feels safe and welcoming for students through adequate lighting and regular maintenance, and wayfinding.
- Take advantage of the momentum around the high school's reopening to deliver a connection that gives students from across the City a reliable, independent way to get to school.

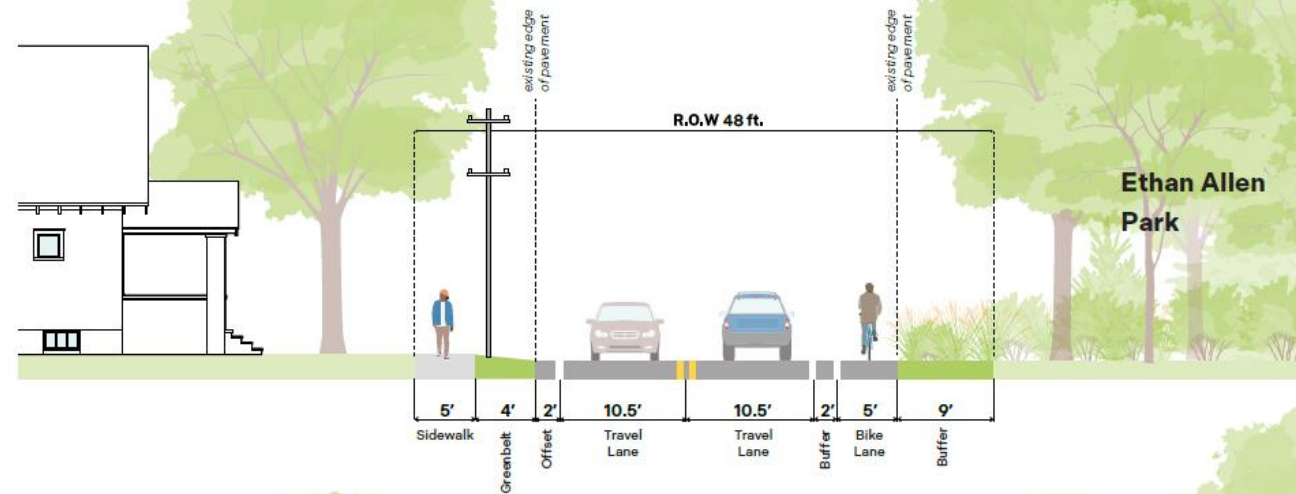


# New North End Active Mobility Network Vision

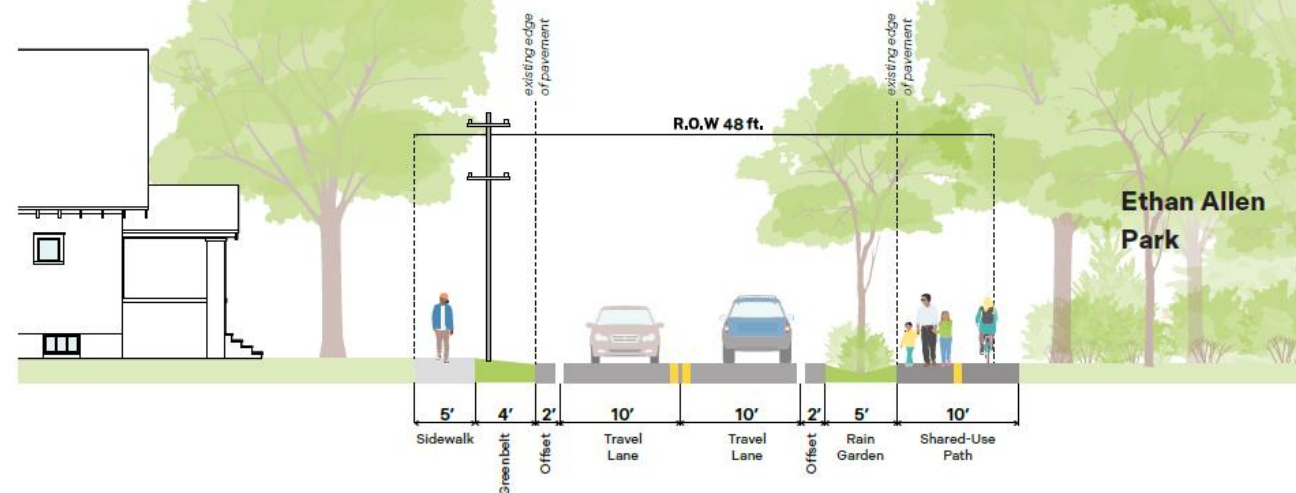
## Ethan Allen Parkway

- Gazo Ave to CP Smith: traffic calming and neighborhood greenway treatments
- CP Smith School: Side path or separated bike lane along the length of the school property
- CP Smith to North Ave: Side path along the edge of Ethan Allen Park.

**Ethan Allen Pkwy: Existing Cross Section**



**Ethan Allen Pkwy: Proposed Shared-Use Path**

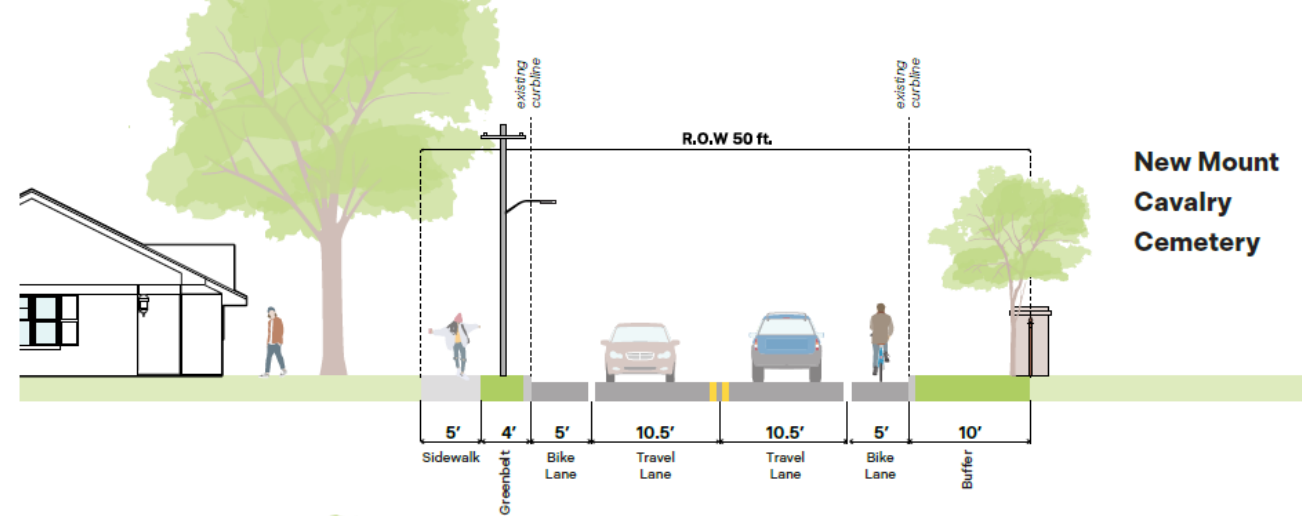


# New North End Active Mobility Network Vision

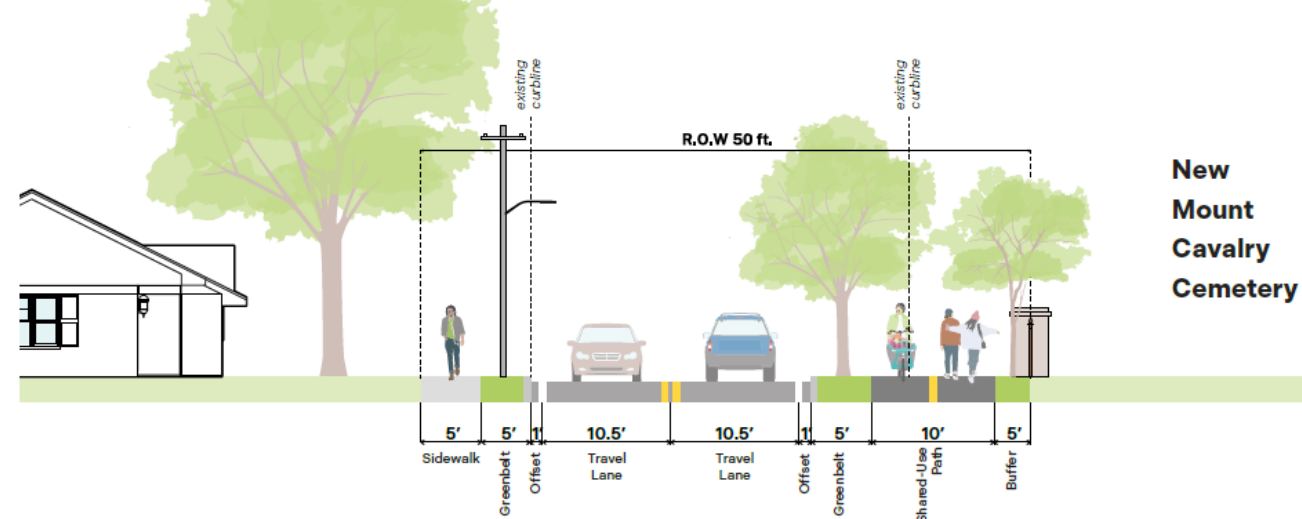
## Plattsburg Ave

- Explore the potential for a side path along the Cemetery side of Plattsburg Ave.
- The future configuration of the Plattsburg Ave at North Ave intersection may preclude a side path on the east side without expansion of the ROW.
- A neighborhood greenway on Turf Rd and Barley Rd could provide an alternate route for bike connectivity if a path is not feasible on Plattsburg Ave.

**Plattsburg Ave: Existing Cross Section**



**Plattsburg Ave: Proposed Shared-Use Path**

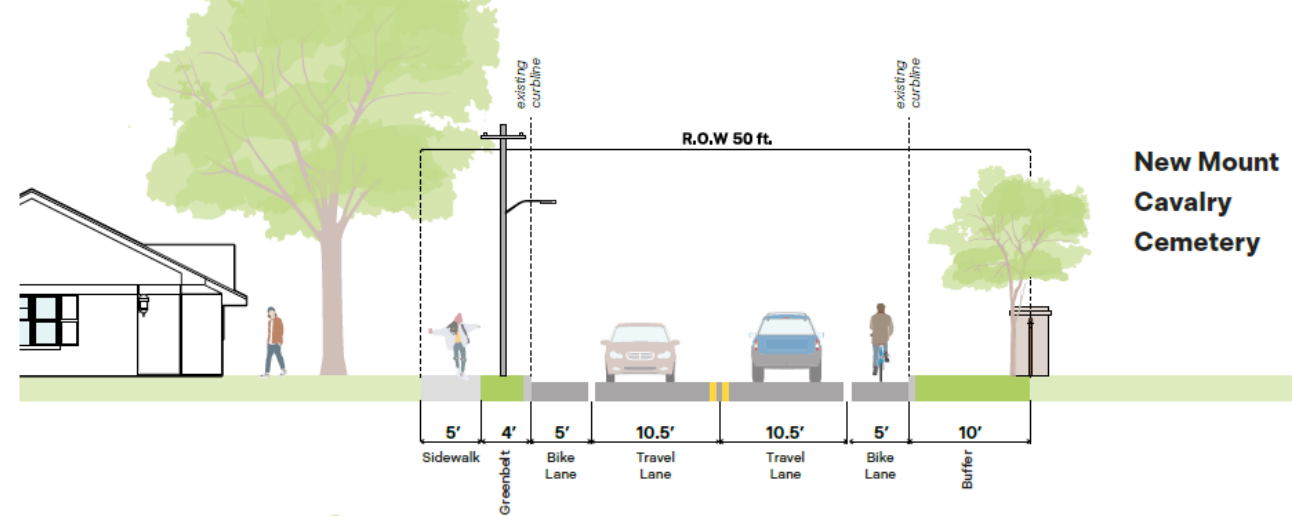


# New North End Active Mobility Network Vision

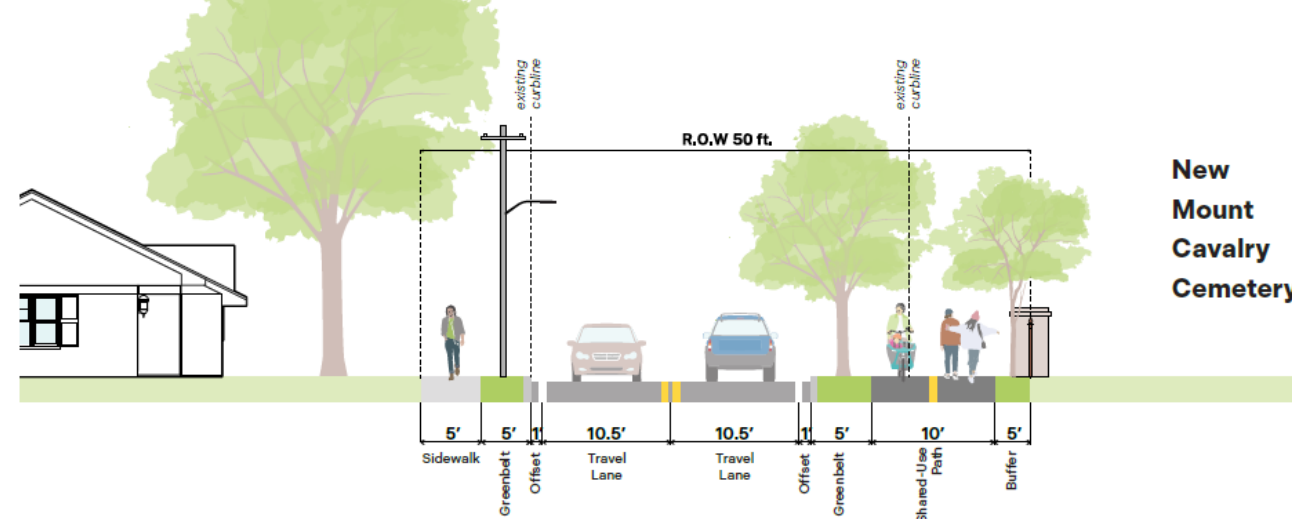
## Plattsburg Ave

- Explore the feasibility of removing slip lanes at the intersection of 127 and Plattsburg Ave to reduce vehicle speeds, increase safety and eliminate the highway-like feel of the intersection.
- Explore the potential to restore native ecosystems and develop a neighborhood gateway in the space reclaimed from slip lanes.

**Plattsburg Ave: Existing Cross Section**



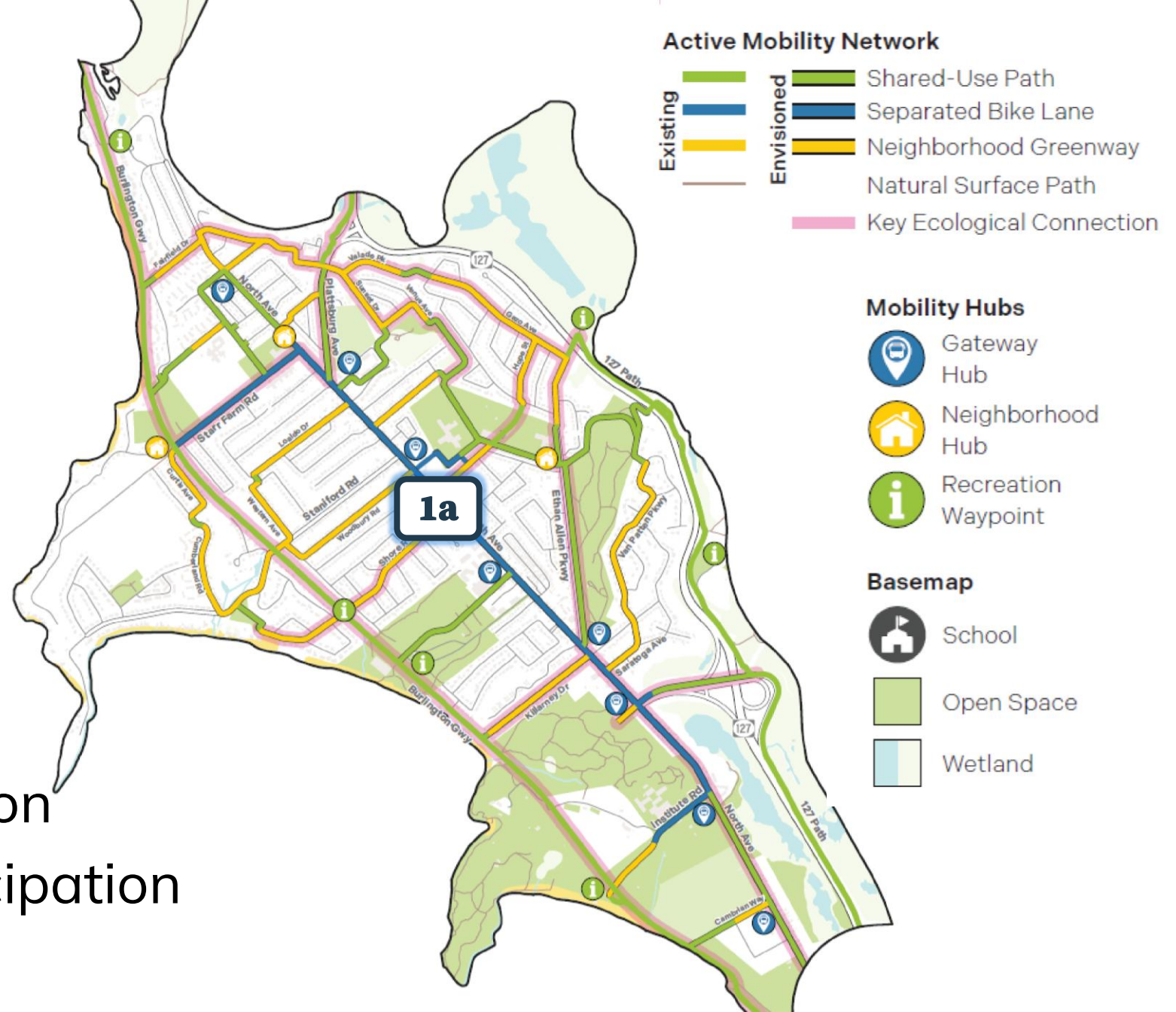
**Plattsburg Ave: Proposed Shared-Use Path**



# New North End Active Mobility Network Vision Implementation

## Pathways to Implementation

- Standalone Capital Projects
- With Development
- Interagency Coordination
- With Community Participation



# Network Vision Recommendations

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<b>M1.</b>	Design and construct the Neighborhood Greenway Loop. Utilize tactical implementation and placemaking measures in the interim.
<b>M2.</b>	Design and construct a formal connection between the High School and Burlington Greenway.
<b>M3.</b>	Conduct a scoping study for a shared-use path/neighborhood greenway connection on Ethan Allen Parkway from Gazo Ave to North Ave
<b>M4.</b>	Conduct a scoping study for a shared-use path connection on Plattsburg Ave from the 127 Interchange to North Ave
<b>M5.</b>	Work with the Conservation Board and BPRW to align the NNE Key Ecological Connections with those identified in the Burlington Open Space Plan, and incorporate ecological corridor design guidance — including native plantings, green stormwater infrastructure, and canopy expansion — into the New North End design guidelines recommended in P1.
<b>M6.</b>	Re-engage a regional task force focused on the feasibility of micromobility and microtransit in greater Burlington.
<b>M7.</b>	Develop a Citywide Mobility Hub Plan

# A Vision for North Avenue: **North Ave as a Main Street**

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North Ave is underperforming relative to its potential as a neighborhood main street and multimodal corridor, and thoughtful change is needed.

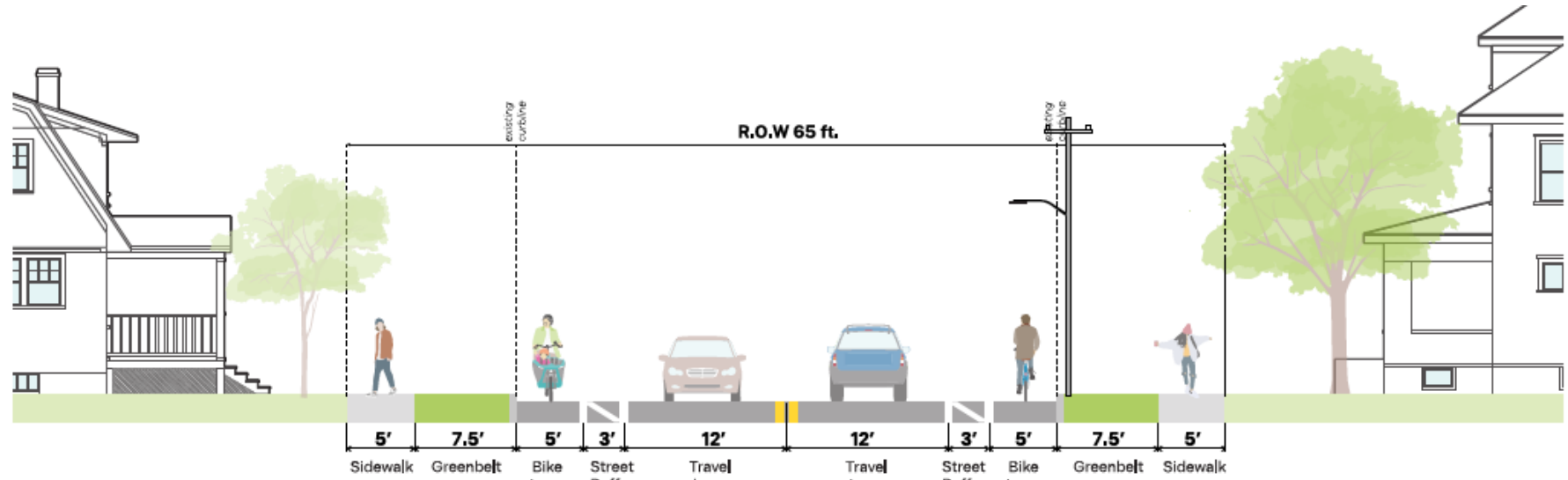
## **Design Approach: North Ave as a Main Street**

- Despite its recent past as a 4-lane road, North Ave has many of the same physical characteristics as a traditional small-town Main Street

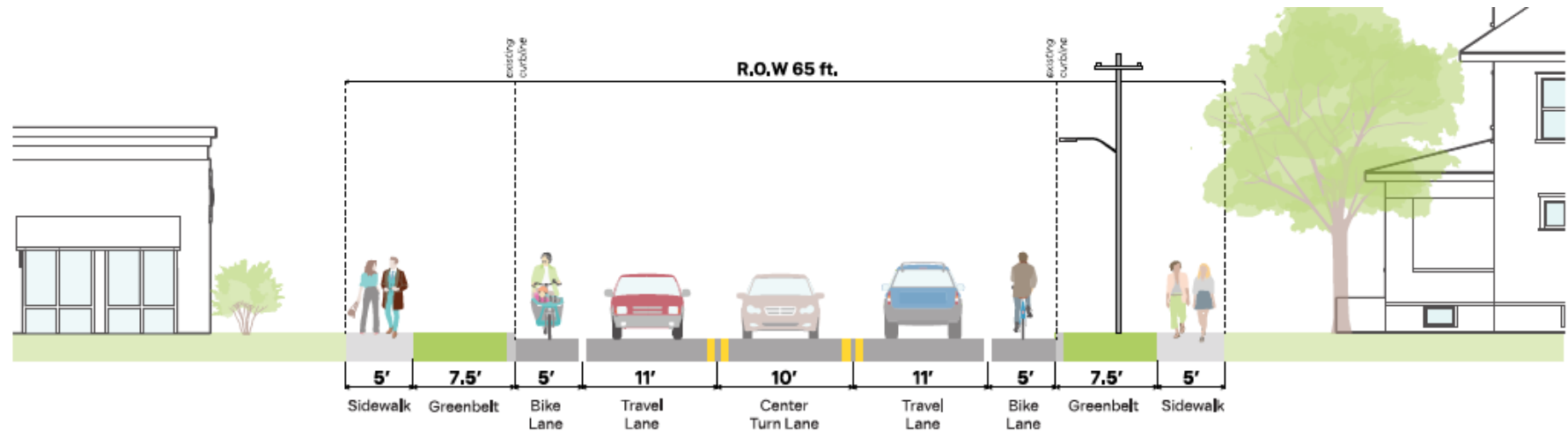


# A Vision for North Avenue: North Ave as a Main Street

**North Ave:  
Existing 2 Lane  
Cross Section**

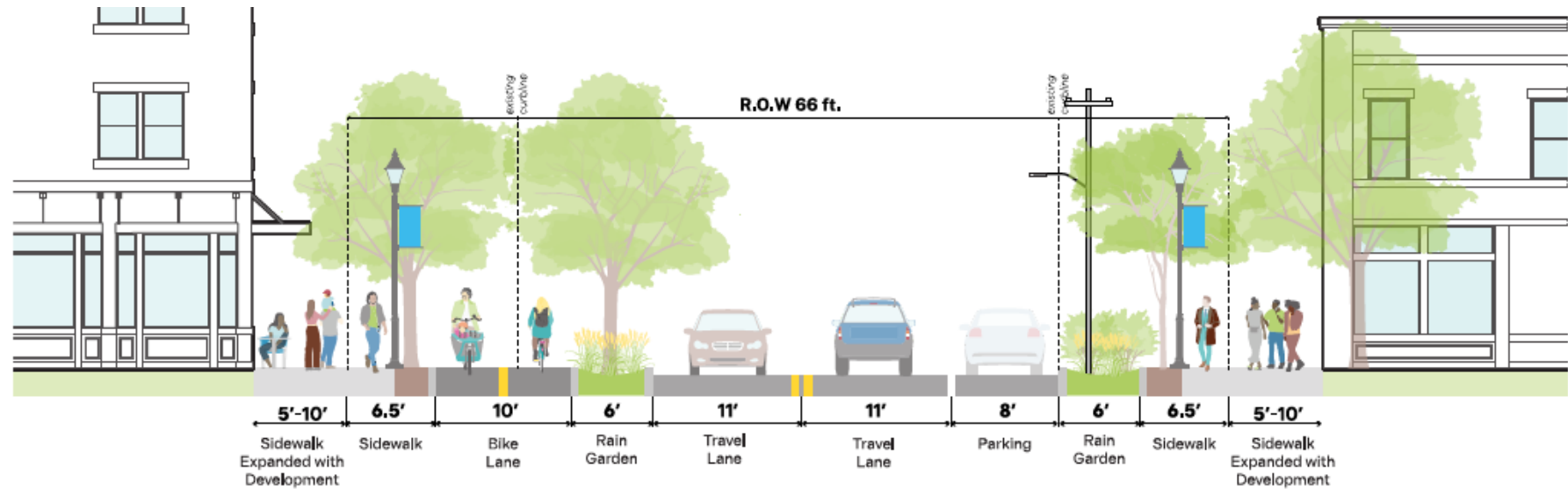


**North Ave:  
Existing 3 Lane  
Cross Section**

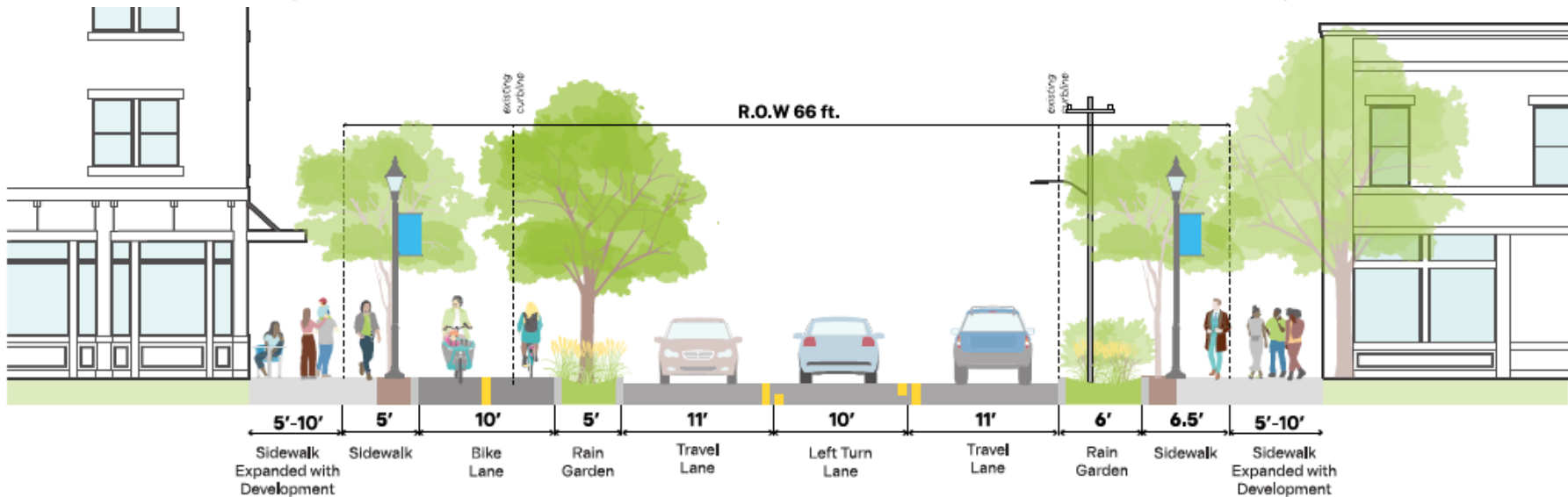


# A Vision for North Avenue: North Ave as a Main Street

## North Ave: Two-way Separated Bike Lanes, 2 Lane Cross Section



## North Ave: Two-way Separated Bike Lanes, 3 Lane Cross Section

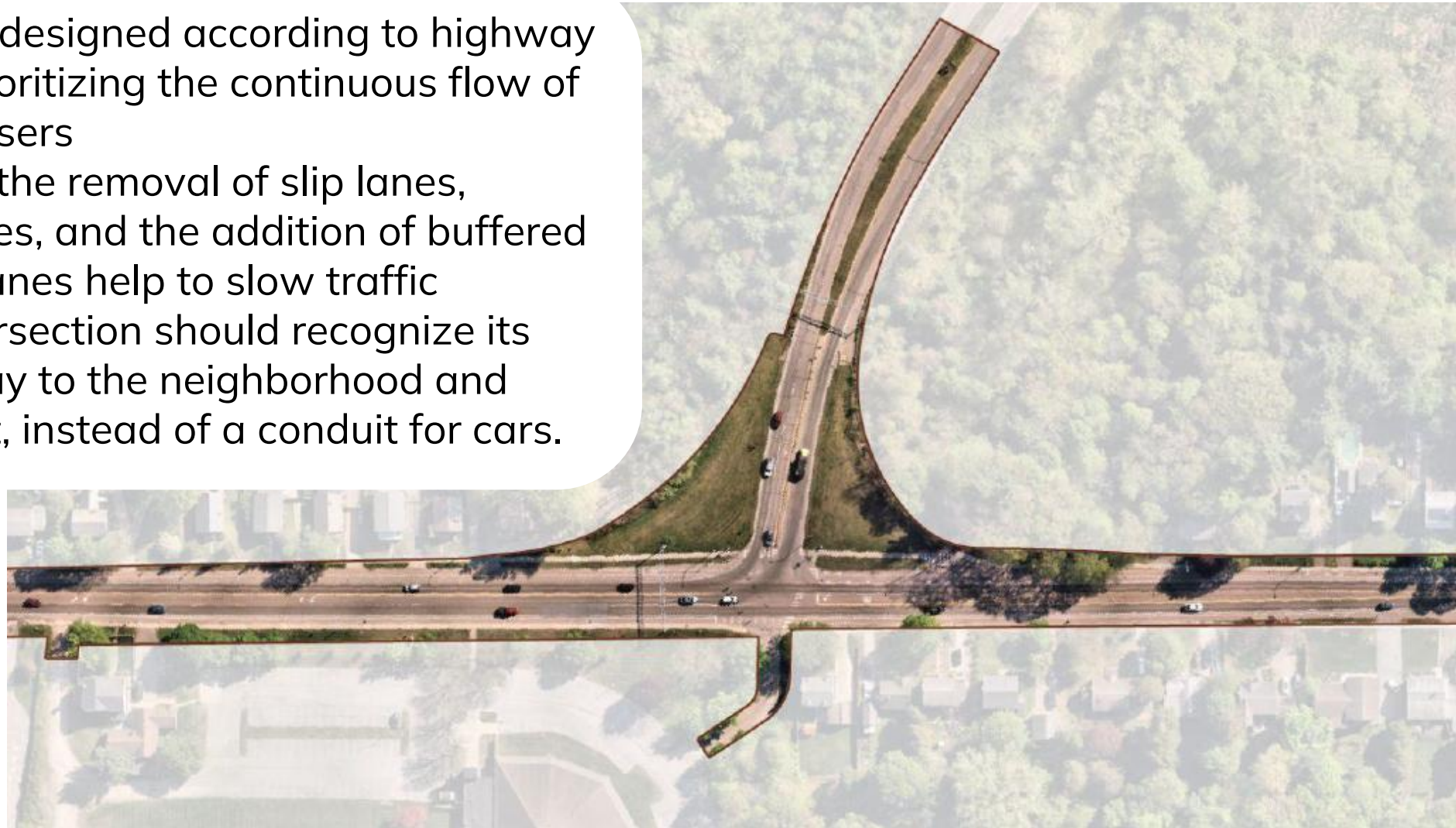


# A Vision for North Avenue: **Re-Envisioning Key Intersections**

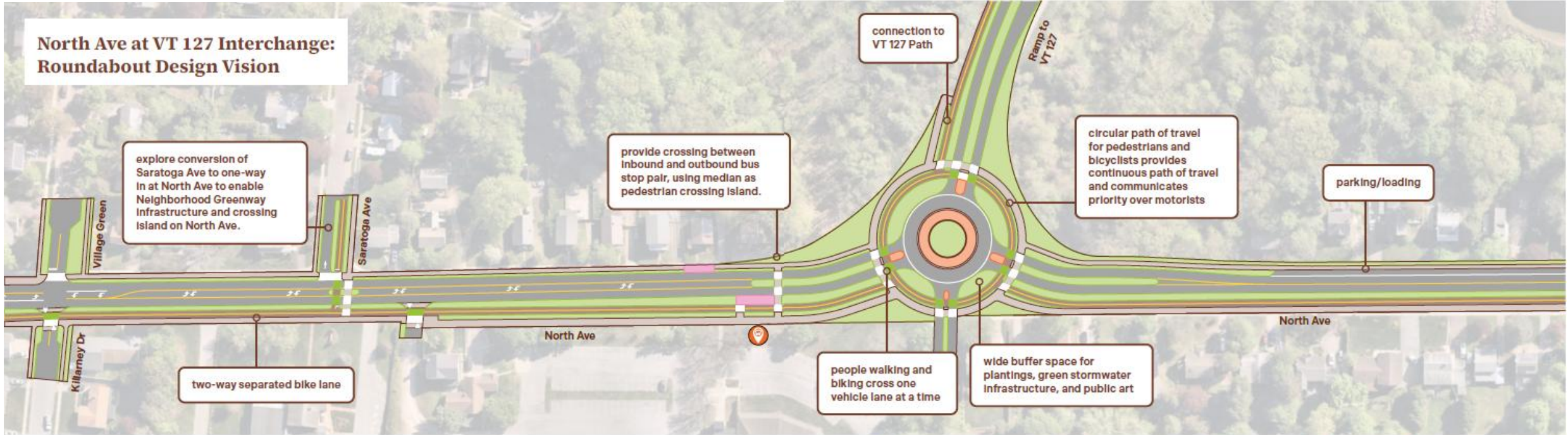
- Plan envisions multimodal futures for the three most important intersections along North Ave:
  - VT 127 Interchange
  - Ethan Allen Parkway
  - Plattsburg Avenue
- In order to improve safety, operation, and sense of place for all users, these intersections were re-designed at a conceptual level according to the established design goals for North Ave as a whole.

# Re-Envisioning Key Intersections: **127 Ramps @ North Ave**

- Existing intersection designed according to highway design principles, prioritizing the continuous flow of vehicles over other users
- Recent changes like the removal of slip lanes, narrowing travel lanes, and the addition of buffered and protected bike lanes help to slow traffic
- Redesign of this intersection should recognize its position as a gateway to the neighborhood and place in its own right, instead of a conduit for cars.

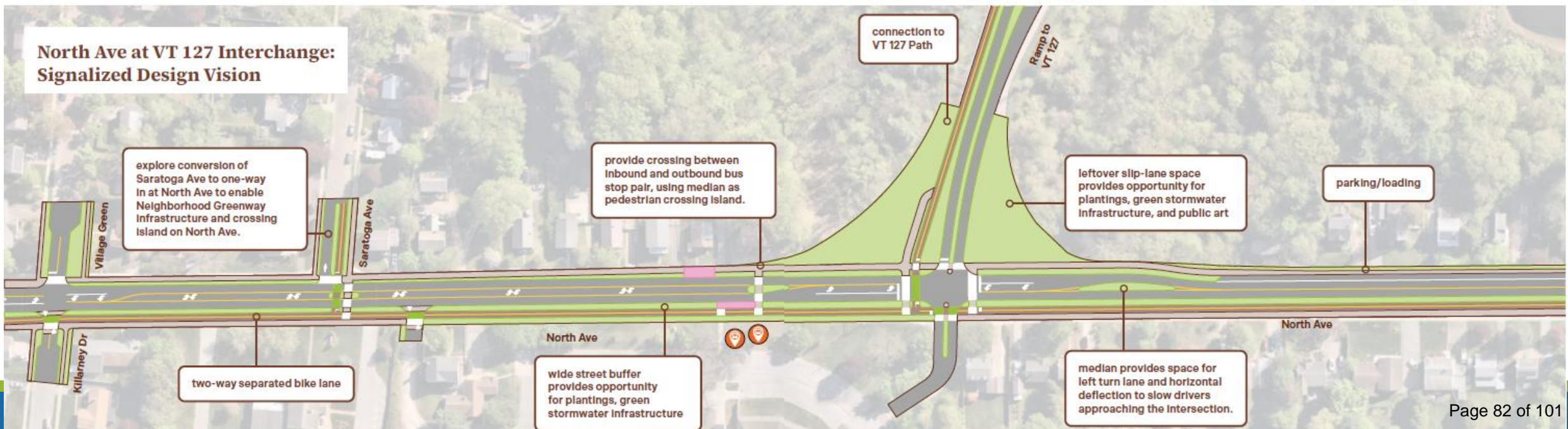


## North Ave at VT 127 Interchange: Roundabout Design Vision



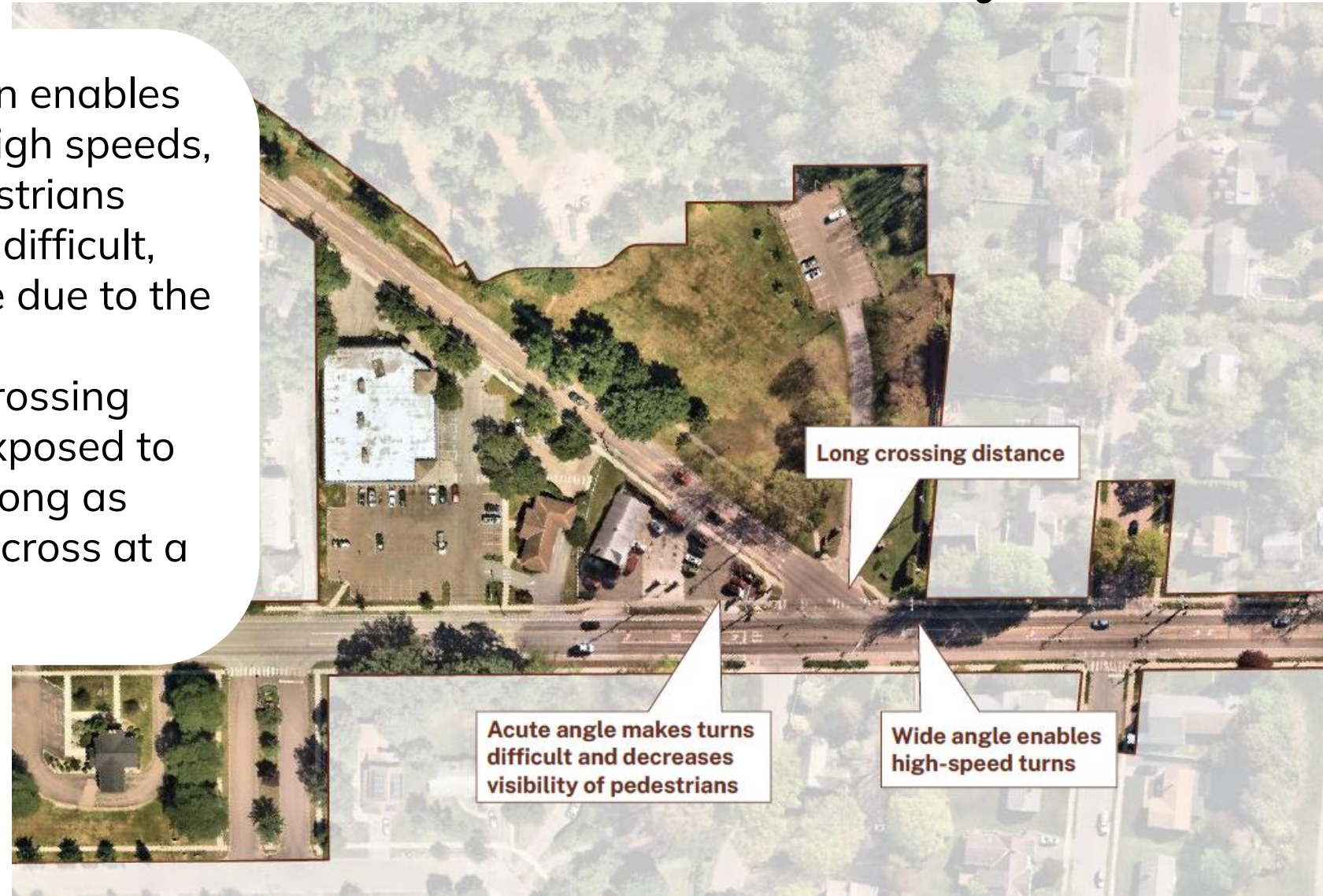
- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- ⓘ mobility hub

## North Ave at VT 127 Interchange: Signalized Design Vision



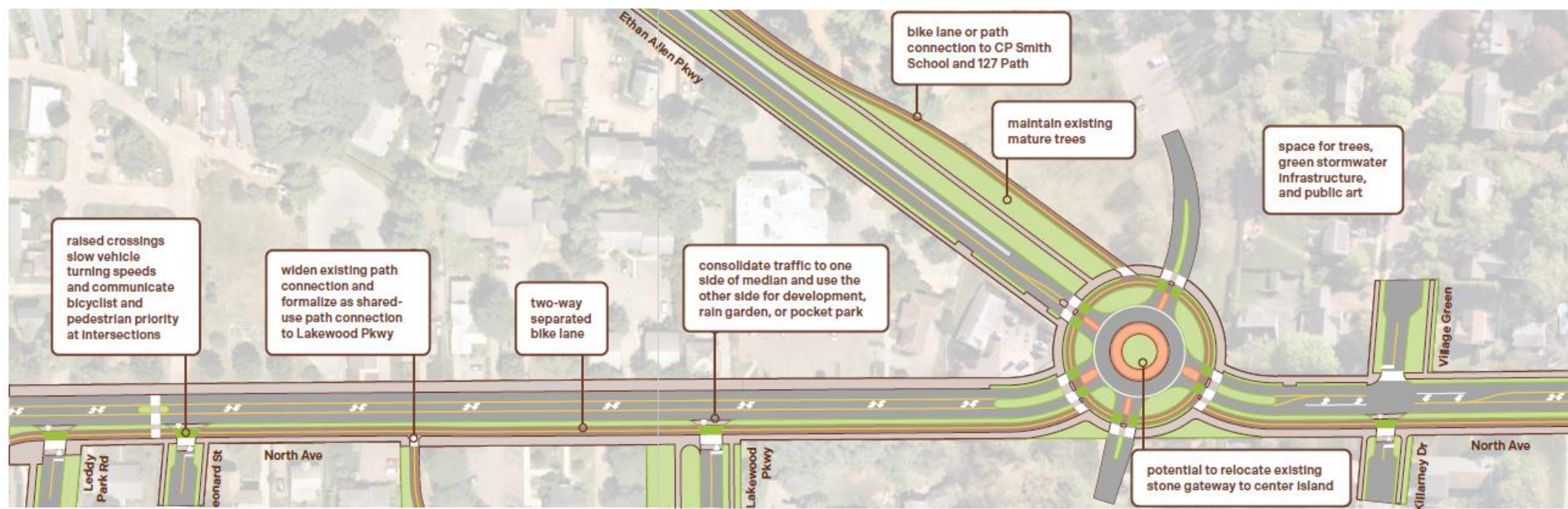
# Re-Envisioning Key Intersections: **Ethan Allen Pkwy**

- Existing skewed intersection enables northbound right turns at high speeds, endangering crossing pedestrians
- Southbound right turns are difficult, particularly for large vehicle due to the acute angle.
- Due to skew, pedestrians crossing Ethan Allen Parkway are exposed to traffic for at least twice as long as they would be if they could cross at a right angle.



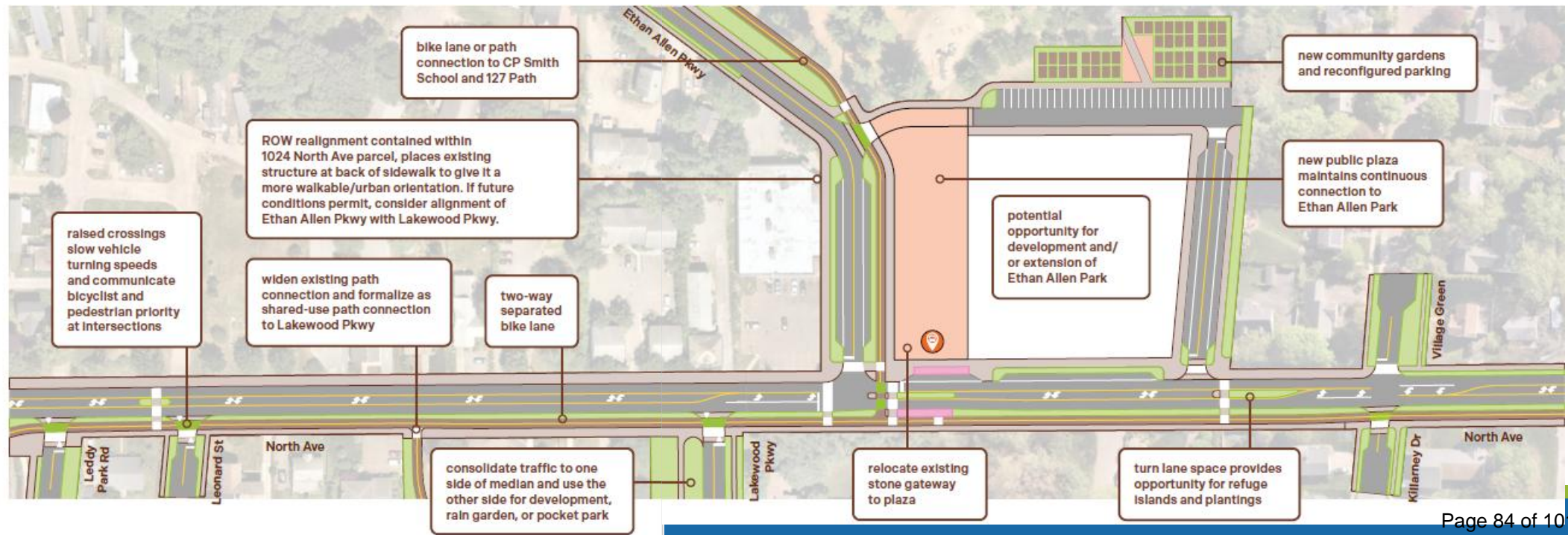
### North Ave at Ethan Allen Parkway: Roundabout Design Vision

- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- M mobility hub

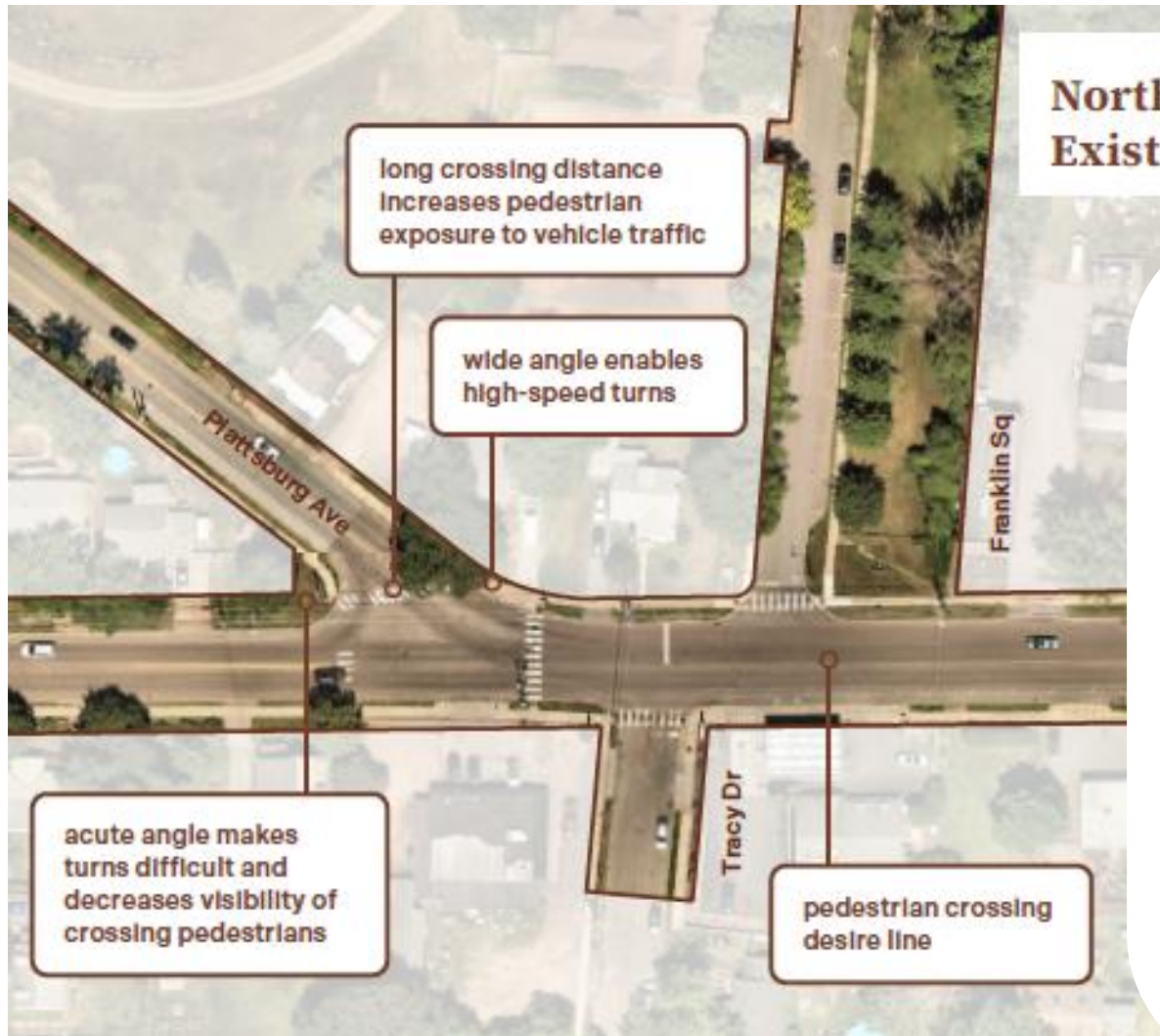


### North Ave at Ethan Allen Parkway: Bend Ethan Allen Design Vision

- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- M mobility hub



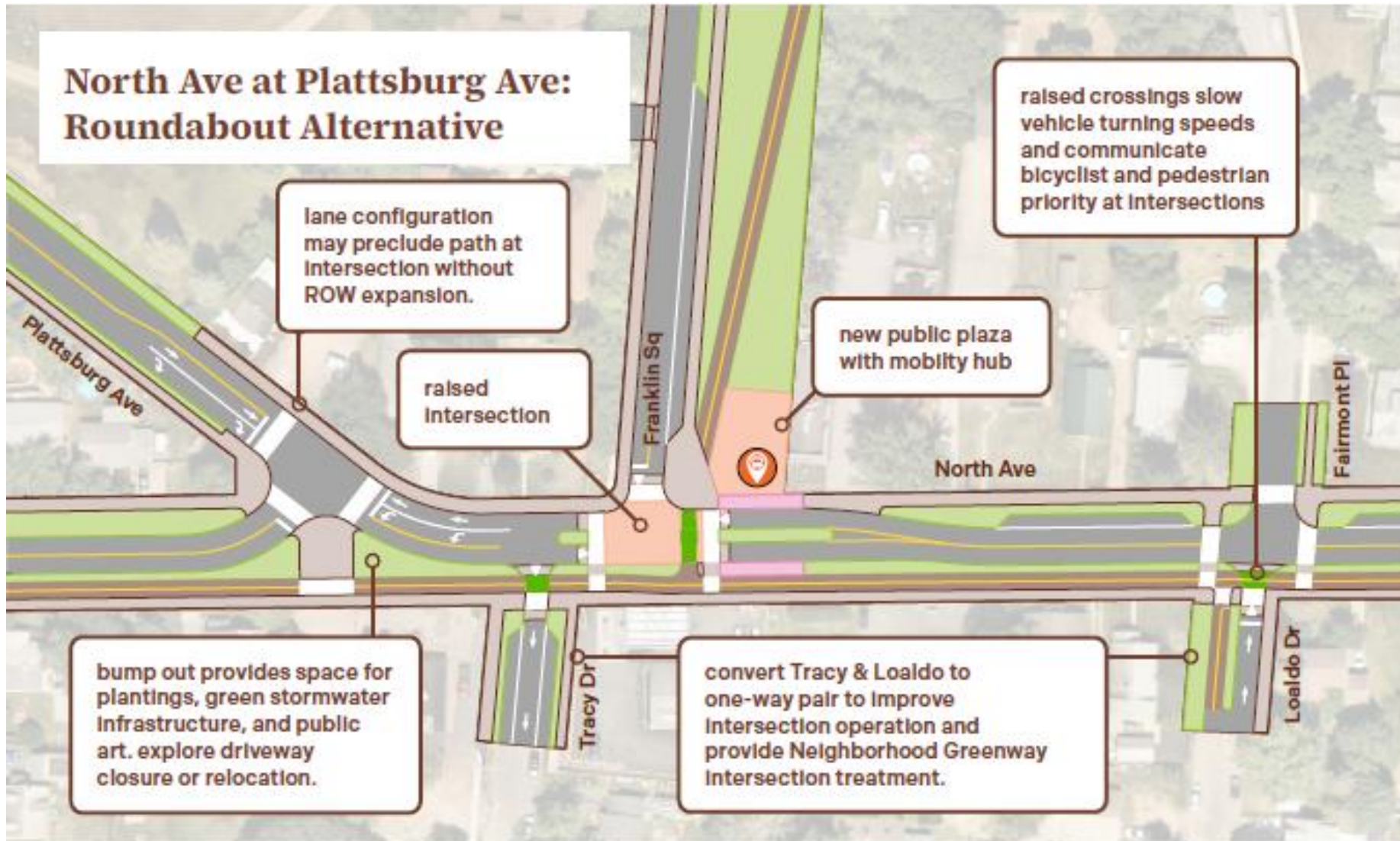
# Re-Envisioning Key Intersections: **Plattsburg Ave**



## North Ave at Plattsburg Ave: Existing Conditions

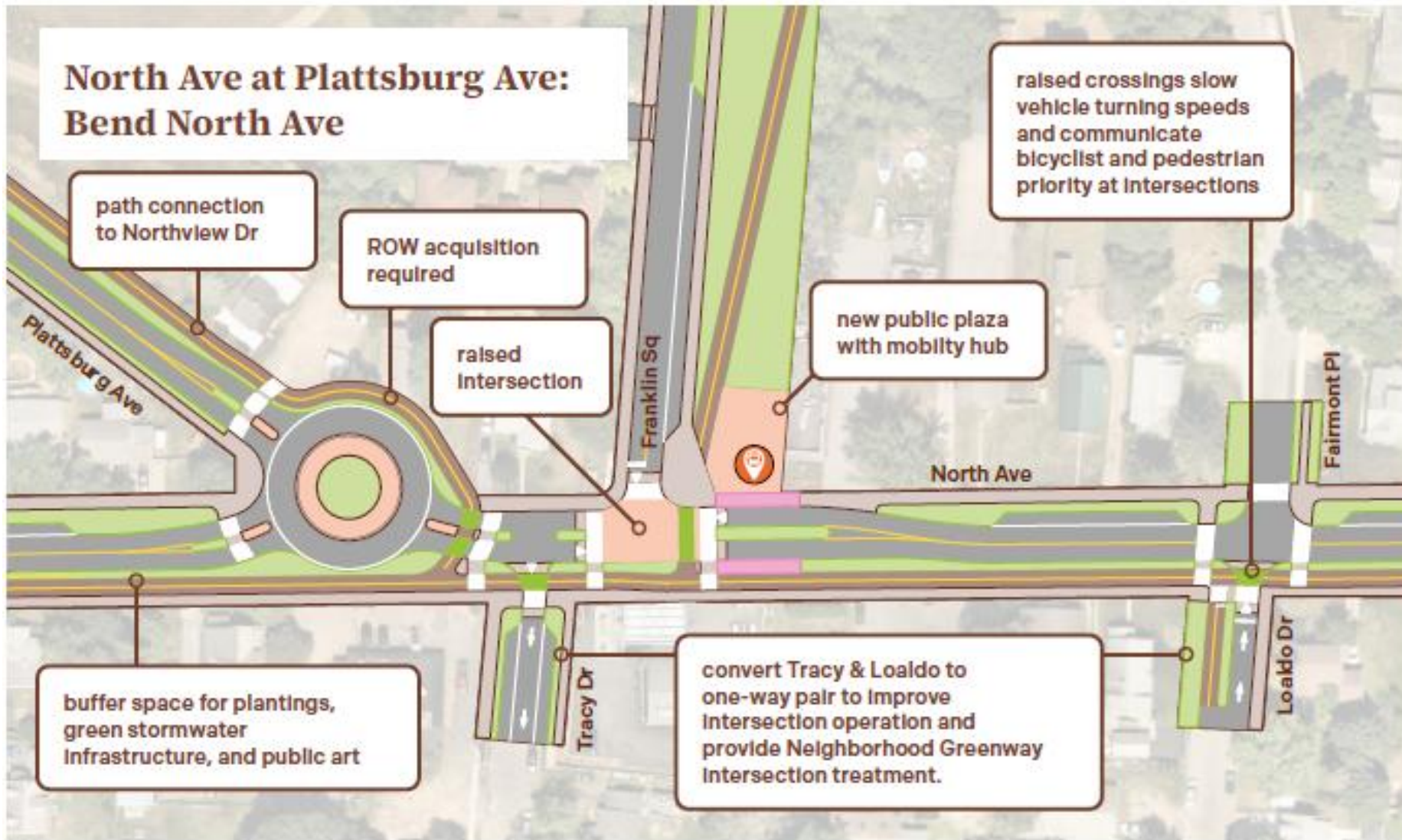
- The existing skewed intersection enables northbound right turns to be taken at high speeds, increasing the risk of fatal or injury crashes, particularly for pedestrians.
- Southbound right turns are difficult, particularly for large vehicles due to the acute angle. Pedestrians crossing North Ave are at risk due to decreased driver visibility.
- Due to the intersection skew, pedestrians crossing Plattsburg Ave are exposed to traffic for at least twice as long as they would be if they could cross at a right angle.

## North Ave at Plattsburg Ave: Roundabout Alternative



- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- 📍 mobility hub

# North Ave at Plattsburg Ave: Bend North Ave



- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- M mobility hub

# North Ave as a Main Street Recommendations

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<b>M8.</b>	Undertake a scoping study and reconstruction of North Ave from Institute Rd to Killarney Dr to implement the Parkway Zone vision
<b>M9.</b>	Undertake a scoping study of North Ave from Killarney Dr to Gosse Ct to implement the Main St Zone vision.
<b>M10.</b>	Undertake a scoping study of North Ave from Gosse Ct to Starr Farm Rd to implement the Neighborhood Main St Zone vision.
<b>M11.</b>	Undertake a scoping study of North Ave from Starr Farm Rd to Northview Dr to implement the Neighborhood Slow Street vision.
<b>M12.</b>	Undertake a scoping study of North Ave from Institute Road to Washington St to implement the Neighborhood Connector Zone vision.
<b>M13.</b>	Lobby the State Legislature to make public transit financially sustainable and restore Sunday service and provide increased frequency on the Route 7 as the neighborhood expands.
<b>M14.</b>	Install bus shelters and benches at every bus stop warranted by daily boardings

# Transportation Demand Management Framework

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- Transportation Demand Management (TDM) refers to a wide range of policies, programs, incentives, and services that make it easier to get around without driving alone.
- TDM focuses on giving people practical choices, including walking, biking, rolling, taking transit, carpooling, or using shared vehicles when a car is needed.

## **The NNE's TDM Goals are:**

- Improve community resiliency and emotional connectivity.
- Reduce VMT, reliance on SOV ownership, and GHG emissions
- Prioritize safety for vulnerable road users
- Support everyday trips such as errands, school travel, recreation, and social trips, in addition to commuting

# TDM Recommendations

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<b>TDM1</b>	Expand CarShare Vermont with a larger fleet, more types of vehicles, and more spaces for CarShare parking.
<b>TDM2</b>	Launch a neighborhood-based, easily accessible outreach and education program that provides information about existing mobility services, resources, and options.
<b>TDM3</b>	Expand “walk-to-shop” programs that provide mobility supportive equipment.
<b>TDM4</b>	Expand and support Safe Routes to School activities.
<b>TDM5</b>	Create an NNE mobility advisory committee to guide and champion implementation of TDM activities and capital projects, through grass roots organizing and local expertise.
<b>TDM6</b>	Conduct an annual transportation mode choice survey.
<b>TDM7</b>	Explore the feasibility of a volunteer-based microtransit program



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**Online Form Submittal: SUBMIT COMMENTS ON PLANBTV: NEW NORTH END HERE!**

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**From** noreply@civicplus.com <noreply@civicplus.com>

**Date** Thu 6/11/2026 1:36 PM

**To** Sarah Morgan <smorgan@burlingtonvt.gov>

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

**SUBMIT COMMENTS ON PLANBTV: NEW NORTH END HERE!**

First Name	Jennifer
Last Name	Tyler
Email Address	jenn.tyler@yahoo.com
Submit feedback on the Draft NNE Plan here:	Member of NACoOP-we def could use more entertainment activity for families esp that's affordable I'd love to go to echo but it's so expensive even for VT residents it's insane advertise more events and the housing crisis def needs to be addressed so securing some of the land for development wouldn't be a bad idea as long as it's affordable not 10 affordable and 30 reg rate places like CHT does all the time

Email not displaying correctly? [View it in your browser.](#)



## New North End Plan comments

**From** Sharon Bushor <sfbushor@gmail.com>

**Date** Tue 6/23/2026 1:13 PM

**To** Charles Dillard <cdillard@burlingtonvt.gov>; Sarah Morgan <smorgan@burlingtonvt.gov>; Andrew Montroll <amontroll@burlingtonvt.gov>

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

I have read pages 134 through 197 and will list comments as noted as a topic was presented.

1. Housing types were presented and discussed and I concur that the Neighborhood Multifamily Compact seemed like the right scale for existing development in the NNE. Also townhouses ( 3 story) in certain locations..see Portland, OR design.
2. Do not agree with the Alliance Church Property as a hub. Believe Ethan Allen Plaza is more central to the area and already has aspects of a hub. The location of the Alliance Church close to the 127 intersection may generate traffic issues and doesn't draw people into the NNE. Concern for the Arms Forest and Encroachment into this area. It is a natural area that supports other species and their habitats. It should not become a biking thoroughfare.
3. Ethan Allen Plaza is ideal for the hub.

Please don't eliminate the hardware store, bank and restaurants. These are rare services that provide access to products and necessary services. One suggestion and one BIG CONCERN.

THE CONCERN IS DON'T CREATE OTHER TOWN/ CITY CENTERS. ENHANCE THE NNE, PLEASE DON'T KILL THE CHURCH STREET MARKETPLACE.

SUGGESTION: For community involvement, create a large magnetic sheet with the boundaries and Hannaford's and the buildings to be retained. Have pieces of housing types that people can place to create this hub. Then take a photo to capture this idea and clear the sheet for other groups to create and design this hub. At the end, many ideas and photos are available for staff, the Commission and residents to further evaluate. Inclusive and allows ordinary people to share their insights. Just an idea.

### 4. Plattsburg Ave / North Ave

This proposal would benefit from an enlarged photo of the existing site and then another photo with the proposed changes drawn in. Find the graphics not helpful to allow me to envision the new design I do agree with most of the concerns stated by NNE residents. How many mini " centers," in close proximity does the NNE need? This area has some of the smallest and most affordable homes in the City. Do not want to alter this fact. I do agree that the addition of accessible housing that meets senior citizens needs.

## CITY OWNED LAND DEVELOPMENT

Some general comments:

1. Cost to maintain open space. NOT ALL OPEN SPACE NEEDS TO BE MAINTAINED. Much of it is protected as an essential element in supporting all species and our fragile and essential ecosystem. Humans need these spaces to survive and chipping away at them has long term effects.

The rationale for this approach cites many reasons .

1. Reduction in cost. This is valid. Information provided states the cost of land is 10 to 20% of the total cost for development. However I question the assumption or conclusion that this will allow for more affordable units. The other elements for design, building materials, maintenance etc make up the bulk of the costs.

2. Control over design. Since the proposal cites public/ private scenarios, the control is limited. Example of the Memorial Block is given. Memorial Auditorium and it's demise is a telling tale of City owned property. It is a shameful example of longterm neglect by many administrations. The new venture has remaining obstacles to solve,like where the new fire station will be located. Also I would state that public involvement has been minimal at best. This reminder of what the City considers inclusion of residents should give everyone pause in the existing system.

3. A list of required standards are offered as reasons for the use of public land.

a) Energy Standards are already a requirement. So in my opinion no net gain.

b) Stormwater runoff, already mandated.

So in my opinion no net gain.

c) Money for Parks to maintain open spaces. The City eliminated the Parks impact fee recently which would have required money from all developments. I spoke against the elimination since the City had adopted new zoning regs and anticipated increased development. So reinstate the Parks impact fee.

d) Fair wages for workers. The City has a liveable wage ordinance that addresses contracts with the City. This is already in place. So in my opinion no net gain.

e) Never have to give this land away. First each partnership contract would need to state land ownership and if there were criteria that the private partner could acquire ownership. As far as open space, it may still be City owned but it is GONE. No longer a habitat for all living creatures, it is now a built environment.

In this report, NYC and Boston are cited for their innovative approaches to developing City owned land. Examples are useful however their built environment is not a model I hope City Planners aspire Burlington to replicate.

Creating an inventory of under utilized City owned lots is useful. Unfortunately over the years we have sold some prime real estate. The Downtown City Market lot is one example. The school department has either sold or entered into long term leases for their properties. Therefore it leaves us with limited options. As you go around Burlington, there are many Privately owned business lots that are underutilized. I believe Permitting and Inspection and CEDO are working to change this.

Now to the two City owned open space parcels .

#### ETHAN ALLEN PARKWAY

I agree with the concerns voiced by residents and reported in this plan.

A few general comments include my prior concern about the graphics included. Real photos of the existing area coupled with another photo with the proposed concepts drawn in would be very helpful. From what I can tell, it looks pretty dense and not compatible even as a transition to the surrounding low density neighborhoods.

As far as the community gardens lined with parking. Just an FYI, fumes from engines are taken up by leafy greens and not good to ingest. Gardens need distance from traffic and vehicles.

#### STARR FARM WEST

Cost of maintaining proposed new amenities of a splash park and skating rink would be significant. Adding these costs need to be carefully evaluated. Once again, I share the concerns voiced by many residents regarding Encroachment and rare species.

In both proposals, a chart is provided showing the number of housing units added and other useful information. What is missing and I hope you would consider adding is:

% loss of open space

% of area dedicated to community gardens

For all proposals, one MAJOR financial concern is the longterm need for upgrades to the Water/ Sewer infrastructure. We just authorized a 200 million dollar bond. How much more can residents afford? Impact Fees provided by new development may help but if the goal is to make Burlington affordable this is a huge step backwards. Report does state existing infrastructure can support development but the need to upgrade remains an issue.

Finally, if you are still reading my comments, I do support Recommendations UD1 Public Asset Study, UD2 Use of Public Lands( KEY IS WHO WILL BE INCLUDED AT THE TABLE),

UD6 Redevelopment of Ethan Allen Plaza

UD8 Water main replacement see my comments above. BIG \$\$\$\$ CONCERN

I also support the Placemaking Recommendations;

P2 Neighborhood Pacemaking and

P5 Plaza Activation Program

Well that ends my comments. A little more than 2 minutes!

Thank you.

Sharon Bushor

Ward 1 Resident who cares about NNE

Please include in the packet and send to all Commissioners. Thank you.



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**Re: Date for Draft Plan Public Forum for the NNE?**

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**From** Joanna Elliott <joannanagy@hotmail.com>

**Date** Wed 6/10/2026 6:34 PM

**To** Charles Dillard <cdillard@burlingtonvt.gov>

**Cc** Sarah Morgan <smorgan@burlingtonvt.gov>; Mayor's Office <mayor@burlingtonvt.gov>

Some people who received this message don't often get email from joannanagy@hotmail.com. [Learn why this is important](#)

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

Hello Mr. Dillard,

Am I to understand then, that the plan for the New North End as written is to proceed without further public input?

I consider myself a relatively well informed citizen. I live in the NNE on Starr Farm Rd and work for Burlington school district. Imagine my surprise, then to only be finding out about the plans for our neighborhood now. Looking at your historical timeline of events to inform people in my neighborhood of these plans, I can find no events, zero at all, that actually took place in my neighborhood or the park that you are shrinking.

You have chosen to ostracize and disenfranchise residents who are "out of the know", disconnected from and disenfranchised by our city's communication systems, and could not even have considered a leaflet drop in our neighborhood over the last several years since this plan apparently launched? This seems like a clear effort to avoid interaction and confrontation with the citizens whose lives and community and environmental spaces you intend to alter.

How distressing the incredibly low effort level you and your department have shown to actually connect with the residents of this neighborhood who will be impacted by your choices and agenda.

It is appalling that this plan acts too clear cut many acres of forest here on star farm Road. There are vacant lots and paved surfaces all over the city and the best you can think of is using the rare green space of Burlington for your housing plans? Appalling and short sighted. And in a city that considers itself environmentally minded, climate-conscious, and focused on lake quality, you will clearcut land near the lake and increase runoff by paving many acres of surfaces?

I can see why you would want to shrink from facing the members of the neighborhood whose children helped fundraisers for the playground you seek to shrink or remove, which only just got installed in the last decade. It would be tough to look them in the face and tell them that you plan to destroy the park.

I hope that I have seriously misunderstood the plans and forward march of this disaster. I must surely be missing examples from your timeline of events that included door-to-door communication to the impacted residence of this neighborhood. Surely you must have sought out the types of residents who do not come to NPA meetings, and who do not have the money for Leddy Park beach bites? Surely you must have tabled about this in Franklin Square? Perhaps at Northgate? Perhaps there were leaflet drops I didn't see at Flynn Elementary? Surely these events provided childcare for all and interpreters for our new American community?

Sincerely,  
Joanna Elliott

On Jun 10, 2026, at 9:52 AM, Charles Dillard <cdillard@burlingtonvt.gov> wrote:

Hi Joanna,

Thanks for reaching out. There is not a planned public forum – the plan's community engagement phases extended from December 2024 to late 2025. That said, if you would like to share feedback or learn more, we would be happy to discuss the plan.

The Planning Commission will be discussing the plan at its upcoming meeting on June 23<sup>rd</sup>. After that, they would need to schedule a public hearing, which is a last step before it goes to two public hearings at the City Council, which would happen as early as August, but potentially later.

Thanks,  
Charles

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**From:** Joanna Elliott <joannanagy@hotmail.com>  
**Sent:** Wednesday, June 10, 2026 6:19 AM  
**To:** Charles Dillard <cdillard@burlingtonvt.gov>; planBTV: 2050 <planBTV2050@burlingtonvt.gov>  
**Subject:** Date for Draft Plan Public Forum for the NNE?

Some people who received this message don't often get email from [joannanagy@hotmail.com](mailto:joannanagy@hotmail.com).  
[Learn why this is important](#)

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

Good morning,

Having only recently learned about the draft plan for the NNE, and seeing that in 2026 there is a planned public forum on the draft plan, I looked for a date and was unable to locate one. Can you please tell me when and where the public forum for the NNE will occur?

Thanks!  
Joanna Elliott  
Starr Farm Road

Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

## Burlington Planning Commission

149 Church Street  
Burlington, VT 05401

[www.burlingtonvt.gov/cityplanning](http://www.burlingtonvt.gov/cityplanning)

Andy Montroll, Chair  
Michael Gaughan, Vice Chair  
Alexander Friend  
Erhard Mahnke  
Erin Malone  
Ryan Nick  
Julia Randall

## Burlington Planning Commission

Tuesday, March 24, 2026, 6:30 P.M.

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

### Draft Minutes

#### Commissioners Present:

- Andy Montroll
- Erhard Mahnke
- Ryan Nick
- Erin Malone
- Alexander Friend

#### City Staff Present:

- Charles Dillard, Director, Office of City Planning
- Sarah Morgan, Principal Planner

**Public Attendance:** Sharon Bushor, Mindy Watts

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### 1. Agenda

Call to Order: 6:30pm

Changes to Agenda: None.

### 2. Public Forum

Sharon Bushor:

Reiterated a previously expressed disagreement with a portion of the Natural Resources and Physical Conditions section of the planBTV 2050 Assessment of Existing Conditions, stating that there is ample funding available for land acquisition for conservation through the Conservation Legacy Fund. Stated that the Main Street Bridge should be referred to as the Winooski Bridge. Stated that more context needs to be added to the description of the UVM Medical Center in the Assessment, considering that it is a Level 1 Trauma Center and provides many specific medical services beyond those that a community hospital typically provides.

### 3. Chair's Report

A. Montroll did not share a Chair's Report.

### 4. Director's Report

- C. Dillard discussed the BUILD Resolution on barriers to housing development recently passed by the City Council, noting that a memo and presentation from the Office of City Planning and CEDO has been moved to the April 13 City Council agenda.

### 5. planBTV 2050 Update

C. Dillard reintroduced Mindy Watts of Interface Studio, the lead consultant for the planBTV 2050 project. M. Watts presented initial takeaways from the consultant team's first site visit in February, including observations about key challenges and opportunities facing Burlington. S. Morgan also discussed the project team's approach to community engagement, and M. Watts shared an overview of the public survey and previewed the upcoming community open house planned for April 30th. [See recording for full discussion](#) (Timestamp 00:06:55).

*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.*

**Discussion Notes:**

- R. Nick, A. Friend, M. Watts, and C. Dillard discussed community assets, office space and vacancy, and future economic development needs, including available room for businesses to grow and housing for employees.
- E. Mahnke discussed housing takeaways, and suggested a stronger emphasis on the availability of affordable housing in particular.
- E. Malone, M. Watts, and staff discussed takeaways from the PAC discussion of this presentation. E. Malone noted that this Planning Commission discussion feels more nuanced, and that contextualizing the challenges Burlington is facing is important. A. Montroll suggested that the state of downtown and Church Street, and current challenges, should be discussed more explicitly.
- E. Malone suggested updating some of the images in the slide deck.
- E. Mahnke discussed the resonance of the characterization of Burlington as a small city with big city problems.
- Commissioners and staff discussed the public survey and geographic survey analysis.
- A. Montroll requested earlier previews of upcoming plan content and decision points.
- Commissioners and staff discussed the process for future review and discussion of the Existing Conditions Assessment.

**6. Office of City Planning Workplan**

Staff provided an overview of the Office of City Planning's Workplan for the coming year, with anticipated timing of major projects, plans, studies, and zoning amendments. [See recording for full discussion](#) (Timestamp 01:25:34).

- Commissioners and staff discussed the Overdose Prevention Center, for which plans are still being developed, and emergency shelters. No immediate zoning amendments are currently planned for these topics.
- Commissioners and staff discussed the SECORD project, preserveBTV, and the Infill Housing Campaign in greater detail.

**7. Commissioner Items**

E. Malone: Shared an invitation to the upcoming Sustainability Academy Pancake Breakfast and Silent Auction event.

**8. Adopt Minutes and Accept Communications**

Action: Review and approve the March 10, 2025 Planning Commission meeting minutes and review and accept any communications

Motion by: A. Friend

Seconded by: R. Nick

Vote: Unanimous

Notes or Corrections: N/A

**9. Adjournment**

Action: Motion to Adjourn

Time of Adjournment: 8:32 pm

Motion by: R. Nick

Seconded by: A. Friend

Vote: Unanimous

## **Burlington Planning Commission Long-Range Planning Committee**

Tuesday, May 14, 2026, 5:00 P.M.

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

### **Draft Minutes**

#### **Committee Members Present:**

- Erin Malone
- Erhard Mahnke
- Zoe Richards  
(Conservation Board)
- Evan Gould (DRB)

#### **City Staff Present:**

- Charles Dillard, Director, Office of  
City Planning
- Sarah Morgan, Principal Planner

**Public Attendance:** Sandy Thibault, Emily Adams, Sharon Bushor, Barbara Headrick, Ashley Bond, Claire Miller, Lisa Kingsbury

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### **1. Agenda**

**Call to Order:** 6:30pm

**Changes to Agenda:** None.

### **2. Public Forum**

Barbara Headrick:

Congratulated the hospital on their TDM results. Noted the difference in TDM results across the institutions. Spoke in support of Champlain College's TDM vision statement, but noted that results are not sufficiently advancing this vision. Stated that UVM's TDM vision statement is vague and results are insufficient. Suggested there is a mismatch between UVM's policies and desired outcomes that is producing negative or counterproductive incentives, including an overreliance on parking revenues and student fees. Discussed UVM parking and shuttle locations. Stated that CATMA's metrics are too focused on bus operations, and other metrics as well as an updated TDM definition and strategies – whose goals are more focused on the hill institutions and on active transportation – should be considered.

Sharon Bushor:

Agreed with B. Headrick's comments. Discussed shifts in telework patterns, employee counts, and related parking needs at Champlain College. Discussed GMT's service reductions and bus utilization. Stated that UVMMC does a good job encouraging and maintaining carpool usage. Discussed the City and UVM's goals with regard to SOV trip reduction and the off-campus parking demand that UVM creates through its strict parking policies and enforcement.

### **3. Joint Institutional Parking Management Plan (JIPMP) 2026 Annual Update**

Emily Adams and Sandy Thibault from the Chittenden Area Transportation Management Association (CATMA) presented an annual update on the five-year (2023-28) JIPMP,

summarizing parking, mode choice, and other TDM data for UVM, UVMMC, and Champlain College. [See recording for full discussion](#) (Timestamp 00:14:27).

**Discussion Notes:**

- E. Malone, E. Adams, and Lisa Kingsbury (UVM Associate Director of Planning) discussed UVM's proximate zone expansion for undergraduate students to South Burlington to include the Catamount Run and Catamount East buildings, and transit service to these buildings.
- E. Mahnke requested that future reports include the total number of UVM and Champlain off-campus students from which mode choice percentages were calculated.
- E. Gould discussed GMT and institutional shuttle frequency and the frequency needed to increase utilization. E. Mahnke and S. Thibault discussed the impacts of GMT's service reductions.
- Z. Richard, E. Gould, and CATMA staff discussed the uptake and user experience of CATMA's app and incentives, and the collection of usage data. Z. Richards encouraged the simplification of the app and improved incentives to encourage more use.
- City staff discussed a forthcoming amendment to the TDM Ordinance and Article 8 regulations, and noted relevant planning work in planBTV 2050.
- E. Mahnke noted the difference in TDM outcomes between UVM and UVMMC, and suggested that UVM should follow UVMMC's example. He discussed UVM's new housing development in South Burlington and noted the impact of not developing on the Trinity Campus. He discussed the potential impacts of UVM's recent enrollment decline. E. Mahnke and CATMA staff discussed the student survey sampling and analysis process.

**4. Adjournment**

Action: Motion to Adjourn

Time of Adjournment: 6:10 pm

Motion by: E. Mahnke

Seconded by: Z. Richards

Vote: Unanimous