



Ward 5 NPA
DPW Conference Room, 645 Pine Street
Tuesday 20, 2016 7:00 – 9:00 pm

7:00 - Opening Statements and Welcome Address.

7:05 - Safety in the Neighborhood. Lt. John Young, BPD.

7:20 - Burlington Town Center Presentation and Q+A. Don Sinex, Devonwood.

8:00 - City Market South End Update. Allison Weinhausen, Community Engagement, City Market.

8:30 - Open Forum and Closing.

CHAMPLAIN PARKWAY REDESIGN GUIDELINES

"LET'S DO IT RIGHT"

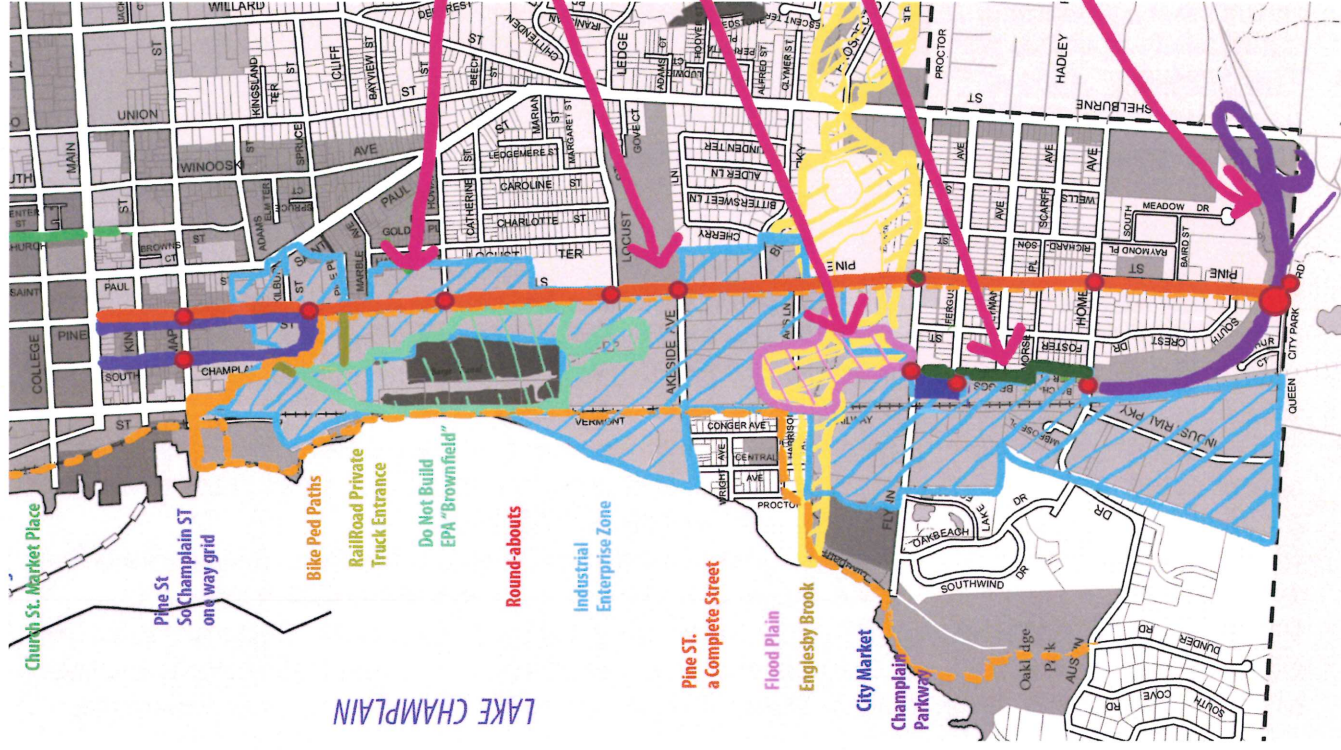
Cut 1 1/2 lane miles of road. Gain four acres of economic development and conservation. Cost savings of \$11.6 million. Get safe, separate walk and bike facilities. Have far fewer injuries and crashes. Slash intersection global warming gases, gasoline use.

Align with Pine St (C-6)

Do not build Flynn to Lakeside (C-2) segment

Convert Home to Flynn (C-2) to a "normal" roadway

Reconnecting highway segment with Pine St./Parkway/Queen City Park Rd using a Roundabout.



<https://www.facebook.com/SSBPineStreetNOW>

Also see: SafeStreetsBurlington.com

CHAMPLAIN PARKWAY REDESIGN GUIDELINES *Let's Do it Right* June 2016

The Champlain Parkway Redesign Guidelines (Guidelines) arose from public meetings at Arts Riot and many community discussions in the South End this year. Meant to shape a safe and complete streets concept, ultimately the final Parkway design must include public discussion of current day needs. For a project dating from the 1960s, plans do evolve over time! The Guidelines address the original "Purpose and Need Statement" of the "Southern Connector," a past Parkway name, with *solutions* in conformity with 21st century urban transportation concepts.

Compared to the current Parkway design, these Guidelines: (1) erase 1.5 lanes miles of pavement, an area over five acres; (2) conserve four acres between Flynn and Lakeside Ave., two acres for economic development on the "Gilbane" property and two preserving Englesby Brook; (3) leave Lakeside Avenue untouched except for walk/bike upgrades; (4) using roundabout technology avoid dozens of crashes and injuries to those traveling the corridor; (5) attain \$11.6 million cost savings, one quarter of the \$43 million project; (6) reduce by about a third intersections global warming gases, pollutants and gasoline use; (7) re-establish connectivity and enable improved bus services as well as future light rail; (8) offer better, safer access to City Market South End; (9) allow for some savings invested in lower Pine Street; (10) provide individual walk and bike facilities absent in the design; and (11) uniquely foster a livable and sustainable South End so critical to both a quality of life, and vitality of the arts and business economy.

Champlain Redesign Guidelines feature:

1. Reversing dead-ending of Pine Street at the Parkway Current design dead-ending worsens the nearby single-lane bridge, cuts Queen City Park road access and linkages to the Industrial Avenue and points south.
2. The I 189 segment for years used for commuter parking, children bike riding and dog walk Some can be retained as a two-lane road allows a linear transit or park 'n ride facility.
3. From Home Ave. to Flynn Ave. the Parkway converted from a segregated road becoming becomes a "complete street" Melding Briggs and Batchelder into a single street with full connectivity possible with Morse, Lyman and Ferguson along with City Market.
4. The "Parkway" ends at Flynn Ave. The original "Purpose and Need" to speed traffic downtown no longer serves the City. The objective of shifting trucks off local streets to the industrial areas still occurs. The Flynn to Lakeside road remnant no longer facilitates industrial truck access or neighborhood connectivity benefits as the project was conceived.
5. The natural areas of Englesby Brook now preserved and two acres of prime development land at Gilbane recovered for businesses and associated jobs. The Gilbane property and Innovation Center now become an overall "Lakeside Innovation Zone." Guidelines affirm the value of the *energy and industrial innovation enclave* which mark the area from its earliest days. This "innovation enclave" engages with the City's food hub and energy production as a common goal.
6. Safe and separate walk and bike routes Walk/bike quality facilities along the Pine Street corridor serve the neighborhood, commuters, and feature a focus on "safe routes to school" thereby becoming a complete street with "low stress" bikeways.
7. Stormwater infiltration Mechanisms for stormwater include rain gardens, soils remediation and open space protection on the Barge Canal as an ongoing remediation site.
8. Pine Street to Main Street With Bicycle Connections: The Tuning Fork Separate from the Parkway project, the Railyard may allow a one way street design east from Curtis Lumber to South Champlain, north to Main Street then return down Pine Street—this allows the addition of a low-stress bike circulation and connector to the Burlington Bikepath.



Neighborhood Planning Assembly Minutes

NPA:
(choose one)

Wards 1 & 8	Wards 2 & 3	Wards 4 & 7	Ward 5	Ward 6
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Date of Assembly : 9 / 20 / 2016

Start Time: (Commence): 7:05 PM

Location: DPW Building, Pine St.

Finish Time: (Adjourn): 9:05 PM

Notetaker: Nate Orshan

Steering Committee Members in Attendance:

Alec Bauer
Elisa Nelson
Nate Orshan

Discussion Topics and Action Items:

(1) Safety in the Neighborhood - Lt. John Young, Burlington Police Department

Answered questions such as top South End calls to the BPD (#1: Issues with population of transient people; #2: Issues with motor vehicle use), the Department's approach to traffic violations, the outcome of recent de-escalation training, and more.

(2) Presentation and Q & A: Burlington Town Center - Don Sinex, Managing Director, Devonwood Investors LLC, and Jesse Beck, President, Freeman French Freeman

Sinex delivered a presentation with a status report for and details about the proposed Burlington Town Center redevelopment project and answered attendee questions. The zoning amendment is in its final stages, with a City Council public hearing on September 29. When asked if a critical dependency such as the zoning amendment were not passed what Devonwood Investors would do, Sinex stated that they would still try to propose some development project, though the scope and nature of such a project would depend on timing.

(3) Update: City Market South End - John Tashiro, General Manager, and Allison Weinhagen, Director of Community Engagement

Tashiro stated that the new store is on schedule for a Summer 2017 opening. Weinhagen shared details about recent Design Review Board meetings and developments that had occurred since their last presentation for the NPA. Among details shared were the fact that the City will not act to temporarily dead-end the streets along Briggs Street and the fact that City Market moved the entire footprint for the building two feet to the east (to accommodate vehicle entrances and exits from a single driveway) and three feet to the south (to accommodate a potential right-turn lane for the Champlain Parkway when it is finally built).

(4) NPA Related Open Forum and Closing

Tony Redington announced that, at the next month's Ward 5 NPA meeting (Thursday, October 20) in addition to a presentation about the Burlington Town Center redevelopment project, the Coalition for a Livable City would be announcing a proposal to modify the plans for the Champlain Parkway.

No action items.

Motion to adjourn adopted at 9:05 PM.



Neighborhood Planning Assembly Attendees

NPA (choose one)	Wards 1 & 8	Wards 2 & 3	Wards 4 & 7	Ward 5	Ward 6
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Date of Assembly : 9/20/16 Location: DPW

Please return to your convenor, Phet,
or email to cedofd@burlingtonvt.gov

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| 1 | Sue Plisinski | 21 |
| 2 | Tony Rowington | 22 |
| 3 | BARBARA GAIDA | 23 |
| 4 | Joseph Gaida | 24 |
| 5 | Mark & Wynn | 25 |
| 6 | Russell Aminzade | 26 |
| 7 | Jack Ward | 27 |
| 8 | Phet Keomany | 28 |
| 9 | Rebecca Galvin | 29 |
| 10 | Marcia Gustafson | 30 |
| 11 | Justin Winrock | 31 |
| 12 | Tom Winrock | 32 |
| 13 | ANN TAYLOR | 33 |
| 14 | Allison Wanhagen | 34 |
| 15 | ANDREW SIMON | 35 |
| 16 | ELISA NELSON | 36 |
| 17 | PAUL SMITH | 37 |
| 18 | | 38 |
| 19 | | 39 |
| 20 | | 40 |