

Wards 1 & 8 Neighborhood Planning Assembly (NPA)
September 11th, 2019 UVM Medical Center's McClure
Lobby Conference Room

AGENDA

Facilitator: Jonathan Chapple-Sokel

6:45 Refreshments and Open House

This is a time to meet and talk with neighbors

7:00 pm Speak-out

An opportunity to make announcements and to raise issues that affect our community

7:15 pm Brainstorm

An opportunity to contribute ideas about how our NPAs want to allocate our funding of \$2,500 per ward

7:20 pm Jason Williams

UVM Medical Center's actions to mitigate helicopter impacts on residents

7:30 pm Miro Weinberger

City Place update followed by questions and discussion

7:55 pm Miro Weinberger

City's Housing Action Plan - 10 minute presentation followed by 15 minutes of questions and discussion

8:20 pm Jon Murad

Burlington Police Department presentation and discussion: traffic safety and enforcement

8:45 pm Jack Hanson and Adam Roof

City Council update

9:00 pm Adjourn

The McClure Conference room is air conditioned and parking in the lot across from the McClure entrance is free. The City will provide free child care, if it is requested in advance of the meeting.

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 : 9-11-19 Location: UVM Medical

Please return to your convener, Phet Keomanyvanh
or email to pkeomanyvanh@burlingtonvt.gov

- 1 Keith Pillsbury
- 2 DAVE CAWLEY
- 3 Karen Fortin
- 4 Adam Runt
- 5 Richard Almyard w/d l.
- 6 Hannah Kij
- 7 Grace Usbert
- 8 Kaylie Hoberston
- 9 Aidan May
- 10 Susan Linskey
- 11 Dany Daniel
- 12 Sandy Baur
- 13 Charles Winkler
- 14 Susan Butani
- 15 Robert Butani
- 16 Susan Amet
- 17 Humaan Heidarian
- 18 An de Shuey
- 19 Sandy Wynne
- 20 Jason Stuffle

- 20 Jack Hanson
- 21 Angie Chappell-Solo
- 22 Sophie Quest
- 23 Aidan May
- 24 Kaylie Hoberston
- 25 Jason Williams
- 26 Kelt Wilsko
- 27 Jean Hopkins
- 28 KATHLEEN FORBES
- 29 Jimmy Lee
- 30 Patricia Seelan
- 31 Rachel Furrer
- 32 James Dufour
- 33 Carol Livingston
- 34 Caryn Long
- 35
- 36
- 37
- 38
- 40

Welcome students, residents,
families, friends old & new



Burlington East End Neighborhood Party !

Schmanska Park

63 Grove Street

Friday, September 13, 2019

4 pm to 7 pm

- Food & Drinks provided by Kampus Kitchen
- Music & games
- Bring your chair or blanket
- Enjoy your neighborhood park!

Sponsored by:

Old East End Neighborhood Coalition
UVM Office of Student and Community Relations
Kampus Kitchen
Burlington Parks and Recreation
Local Motion



Meet and mingle with your neighbors – Colchester Ave, Chase St, Barrett St, Mill St, Grove St, Bayberry Commons, Colchester Ct, Colarco Ct, Nash Pl, Thibault Pkwy, Latham Ct

For more info, visit Burlington East End Neighborhood Party event on Facebook



Burlington Housing Summit- Part 2 September 4, 2019

Thank you for joining us for the BTV Housing Summit – Part 2!

Background:

Housing is one of the most important topics facing our city. By getting it right, we have the opportunity to structure our land use in a way that benefits our climate and natural areas, makes it possible for our community to be more diverse, spreads the costs of our public services over a larger tax base, and much more.

In recent years, Burlington has made progress with a two-pronged approach to housing policy. Both strengthening the City's proud legacy of investing in permanently affordable housing, and also examining our land use policies with an eye toward how they restrict the creation of new housing. But we have more work to do. In April, Mayor Weinberger announced in his State of the City address a plan to bring new focus and urgency to five key areas of unfinished business from the City's Housing Action Plan. In June, we kicked off the public discussion with a meeting to gather community and stakeholder input about each of these five areas, and, knowing that there will be more work to do beyond this, to start generating a list of what other work should come next.

Now, we're hosting the BTV Housing Summit – Part 2 to share initial recommendations for policy reform in each of the five areas and ask for more input before turning the recommendations into policy proposals and delivering them to the City Council for action this fall.

About the five topics:

In each of these areas, we have the opportunity to make structural fixes that will help address the availability and affordability of housing in Burlington. These five areas are:

- **Energy efficiency in rental housing:** Updating our standards for energy efficiency in rental housing in order to support our climate goals and protect renters from unreasonably high utility costs.
- **Accessory Dwelling Units:** Making it easier for people to create Accessory Dwelling Units (ADUs) which offer more flexibility for families to age in place, offset housing costs for homeowners, and create additional neighborhood-scale housing options throughout the City.
- **Short-term rentals:** Implementing new regulations for short-term rentals like Airbnb that help us reduce impacts on long-term housing availability and neighborhoods, while balancing the economic benefit for Burlingtonians who are hosts.
- **Parking minimums:** Reforming our requirements for building new parking in residential developments in our downtown and along key transportation corridors, in order to reduce a major cost driver of housing, give people more choices when it comes to the cost of car ownership, and take a step toward aligning our land use policies with our climate goals.
- **Housing Trust Fund:** Continuing Burlington's legacy of supporting affordable housing by restoring and increasing the level of funding for the City's Housing Trust Fund.

Read more about each of these five areas and the City's initial recommendation for policy reform in the following pages. Find more information online at:

www.burlingtonvt.gov/mayor/burlingtonhousingsummit2019

Energy Efficiency in Rental Housing

What is the Issue?

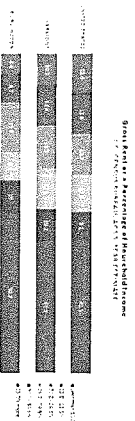
Energy costs are an important, and often overlooked, part of a household's housing costs. Finding practical solutions to reducing household energy costs is made more challenging by the "split incentive" issue.

This split incentive occurs when a property owner is the one responsible for making investments in building weatherization and efficiency, but the tenant is responsible for paying the utility bill. The property owner has little incentive to make the unit more efficient, while the tenant has few workable options for improving the efficiency of the unit on their own.

Burlington Context

Within Burlington, about 60% of all housing units city-wide are rented, and 85% of these units are impacted by the split incentive issue.

About 60% of renter households have a housing cost burden (meaning they're spending more than 30% of their income on rent before utilities). This is nearly 10% higher than the state and national averages.



What We've Heard

At the first Housing Summit, we asked participants about their reactions to the concept of improving energy efficiency standards for rental housing:

- General feeling that energy efficiency should be more closely connected to minimum housing standards
- Many felt that current Time of Sale could be strengthened to include the time of tenant turnover, and to apply to a property more than one time
- Some participants felt that the requirements should be much stronger, paired with a more robust system for inspecting the condition of rental units

Within Burlington's existing rental housing stock, 93%+ of units use natural gas for space heating, and 85% for hot water. Space and water heating are two of the biggest drivers of energy cost in our climate.

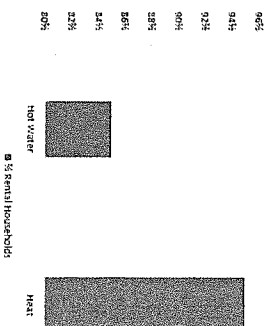
Therefore, the most effective energy efficiency upgrades that can be made to existing housing is weatherization (air sealing and added insulation) and upgrading to more efficient heating appliances.

Tenants cannot reasonably pursue these upgrades. With a persistent 1-2% vacancy rate in the City, this leaves tenants with few alternative options for finding more energy efficient units.

- Others were concerned that increased requirements, or revoking rental rights if these requirements aren't met, could actual increase costs to renters and/or cause displacement

- An overarching concern was about finding the right balance between increasing the requirements of units, and limiting what gets passed on to tenants
- Others had questions about how to improve tenant education about what they can do to improve efficiency
- There were questions about what types of improvements would be required and what the cost/feasibility of these improvements may be

Burlington Rentals using Natural Gas for Space Heat & Hot Water



Existing Time of Sale Ordinance requires up to \$1,300 in weatherization improvements when a rental unit is sold, but only addresses about 90 units per year.

Proposed Reform

Based on participant feedback to "carefully balance the carrot and the stick" in terms of energy efficiency requirements, the proposed policy reform includes:

Evolving Time of Sale Ordinance

- Expand minimum rental housing efficiency standards, which apply only at the time a unit is sold, to be a part of the minimum housing standards for obtaining a rental permit
- Apply to rental units where the tenant is responsible for directly paying space heating costs, and where the building uses more than 50,000 BTU's of energy per sq.ft.
- Leverage existing minimum housing inspections process to support energy efficiency upgrades

Required Improvements

The most cost-effective modern weatherization practices are proposed to be covered by this program:

- Insulation in exterior walls, open attics, attic hatches, ceilings, and roof cavities, and rooms over unheated basements & exterior spaces
- Repair of leaks & insulation of heating/cooling ducts, hot water pipes
- Multiple-glazed or storm windows, functional weather stripping on doors, and functional latches on all doors and windows
- Seal large gaps and holes where heated/cooled air easily escapes

Accessory Dwelling Units

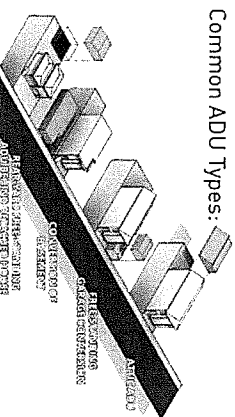
What is an ADU?

Accessory Dwelling Units (ADU's) are commonly defined as independent housing units created within single-family homes or on their lots. They are a flexible way to create housing units in cities with high housing costs.

In 2005, Vermont enabled ADU's statewide. Burlington passed its own ordinance in 2008, and updated it to be more permissive of ADU's in 2013. Still, few homeowners in the city have been able to realize the benefits of an ADU.

In 2018, the City conducted a review of ADU's in Burlington, including ways to improve or incentivize their creation, as well as ways to mitigate the abuse of this type of unit.

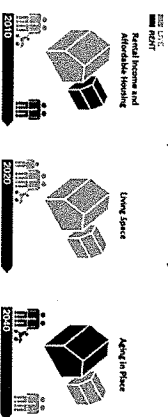
Common ADU Types:



BTV ADU Examples:



ADU Use Adapts to Family Situation:



What We've Heard

As part of the City ADU review, a survey was sent to owners of the 35 ADU's that were permitted in 2017. From this survey, the City learned:

- The chief benefit is the flexibility to use for income or family when needed
- ADU's have been expensive to build, and financed primarily with cash (range from \$20,000 - \$150,000)
- Most found the City permitting process confusing and complex
- Many owners would like a step-by-step how-to guide for ADU's in Burlington
- 70% of ADU's for rent were below \$1,000 / month

ADU Benefits

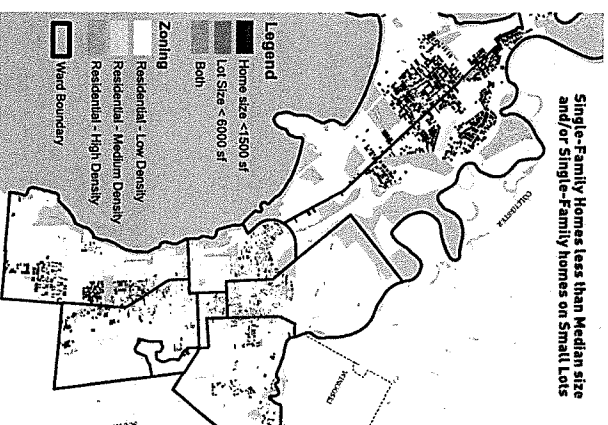
Homeowners: Provide additional income and/or more flexible living arrangements to meet the needs of multi-generational families including older adults interested in aging at home.

Renters: Allow for increased housing choices in the lowest density areas of a city. ADU's are often rented at affordable rates due to their small size.

Community: Create additional housing units without the overhead of large development projects, and with a minimal visual impact, other effects on neighborhood character.

At the June 2019 Housing Summit, we heard a lot of feedback on this topic:

- Reconsider lot coverage and ADU size limits, as current requirements only make sense for large homes/lots
- Consider alternative approaches to the parking requirement for an ADU
- Consider easier paths to permitting
- Encourage ADU's that offer affordable housing options
- Prevent ADU's from being used only as short-term rentals, abuses of owner-occupancy requirement
- Examine building code requirements for materials and/or construction methods to allow low-impact design



Proposed Reform

Based on the City's review of ADU's locally & nationally, and with input from the first Housing Summit, the proposed policy reforms include:

Reduce permitting barriers

- Allow ADU's for single-family homes regardless of zoning district
- ADU's no longer considered a "Conditional Use" or required to go before Development Review Board, unless other development characteristics require this review

Make zoning standards more accommodating of ADU's

- Eliminate the parking requirement
- Maintain 30% size threshold, but allow option to build up to a max size of 800 sq. ft. for small homes (see map at left)
- Maintain lot coverage standards, but allow option to waive % of the ADU's footprint for small lots when stormwater improvements are made to the site (see map at left)

Other policy reforms related to feedback on ADU policies

- If existing ADU is converted to a short-term rental, pay a fee to the Housing Trust Fund (See short-term rental proposal)
- Under proposed changes to the Inclusionary Zoning Ordinance, owners could opt to maintain an ADU as permanently affordable, and receive lot-coverage & fee waivers (per IZ reforms before Council today)

Short-Term Rentals (STR)

What is an STR?

Think AirBnB or VRBO. Short-Term Rentals (STR) are typically a dwelling unit rented in whole or in part to guests for overnight stays of 30 days or less.

Globally, the Short-Term Rental industry has grown rapidly, experiencing an 80% growth between 2012 and 2017. Here in Burlington, there was a 25% increase in short-term rentals between 2018-2019 alone.

While this has offered homeowners some flexibility to supplement their income, and has created more beds to accommodate tourists and overnight guests, there are concerns about the negative impacts on housing availability, affordability, and safety and nuisance impacts.

STR's in BTV

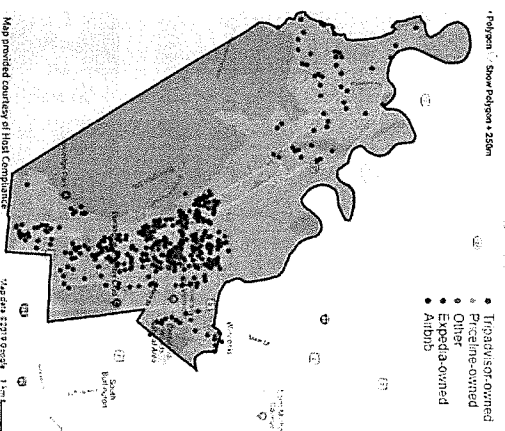
We've worked with Host Compliance to learn more about these units in the city, including:

- In 2019, there were 410 unique STR's found across all rental platforms
- 2/3 of those listings are for a whole house or apartment
- These listings represent about 4% of the 10,000+ rental units city-wide
- The zoning ordinance treats these as either a B&B or a hotel, but only 20 have received appropriate permits
- Recently, there have been a number of new units built specifically to be used as a Short-Term Rental

What We've Heard

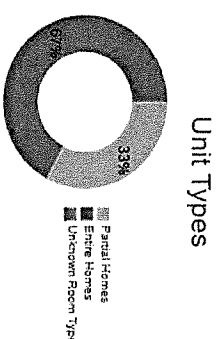
At the first Housing Summit, we asked participants about the benefits and drawbacks of STR's:

- Flexible, low-barrier opportunity for income stream for owners/tenants an important benefit
- More affordable and authentic opportunity for tourism/travelers
- The impact of STR's on the overall availability and affordability of the city's limited housing stock was the chief drawback
- Some were concerned about property speculation for STR-only use, and the inability for tenants to realize income from STR's
- Others were concerned about STR's not being held to same standards as hotels, and potential for neighborhood impacts



We also asked participants about the most important issues to regulate:

- Most important: create a definition and standards for STR's, which don't exist today
- If there are incentives to create ADU's, ensure they don't inadvertently incentivize the creation of STR's
- Have an impact fee if a unit is converted to an STR that benefits the HTF
- Consider limits on number of units in the city, number of days rented, and neighborhood housing characteristics
- Ensure standards can be enforced, and won't encourage illegal rentals
- Policy shouldn't benefit homeowners only, consider renters who may host and/or use STR's as housing



- Units rented 31+ consecutive days are considered long-term rentals and not subject to these policies
- Housing Replacement fees will be required when an STR replaces a long-term housing unit; fees not required when a new unit is built as an STR

Proposed Reform

The proposed policy seeks to balance the wide range of opinions regarding the benefits and impacts of STR's:

- **Bedrooms within a Unit as an STR**
 - Expand definition of and standards for Bed & Breakfast to include STR's
 - In residential zones, up to 2 rented rooms permitted, 3+ as a conditional use; in mixed use zones, up to 5 rented rooms permitted
- **Renting a Whole Unit as an STR**
 - Establish a new STR Use; make permitted or conditional use in same zoning districts as Bed & Breakfast
 - Limit number of STR's in a building, based on total units in the building:
 - 1-3 units (including an ADU): 1 STR
 - 4-5 units: 2 STR's
 - 6+ units: 3 STR's
 - Any building with 4+ STR's is considered a hotel
- **Adt'l Regulatory Considerations**
 - Parking is required for each room or unit rented as an STR
 - Short-term rentals are required to register as a rental for minimum life safety inspections, and remit rooms and meals taxes to state & city
 - Owner or tenant may be STR host; owner must sign permit application
 - Temporary/intermittent STR's are rented less than 10 consecutive and/or 30 total days in a year & will not require zoning permit

Minimum Parking Requirements

What is the Issue?

Cities across the country have required a minimum number of parking spaces for residential and commercial land uses for decades. The primary goal: to ensure abundant, and often free, parking is available.

But increasingly, cities are learning that these requirements are posing land use, economic, and transportation challenges.

Reducing or eliminating these requirements has been the subject of a robust national debate for the past several years. Hundreds of cities have now removed parking requirements in all or part of their community.

Burlington Context

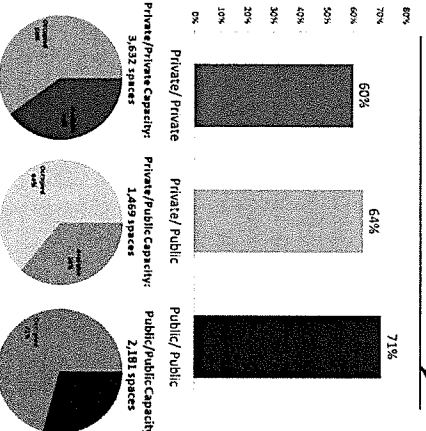
Within Burlington, three parking districts require varying amounts of parking for new development based on their location in the city. Since 2008, nearly 7,000 new parking spaces have been required with 2,000 of these downtown despite:

- almost 14% of all of the downtown land area is currently dedicated to parking
- about 30% of parking spaces are vacant during peak times (56% of which were in private parking facilities)
- about 39% of Burlington workers don't drive to work
- About 15% or 2,400 households in Burlington don't have a car

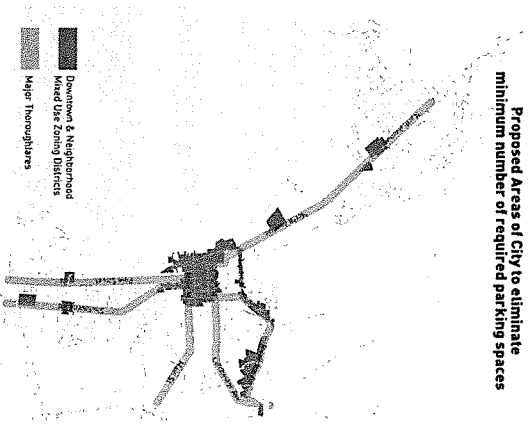
What We've Heard

At the Housing Summit in June, we asked participants about their reaction to the idea of no longer requiring a minimum number of new parking spaces:

- People were generally supportive of the policy change, and recognized that different parts of the city have different parking needs
- Need to expand options for sharing parking spaces, and ensuring people don't build too much parking
- Important to pair this policy change with increased investment for and expedited implementation of other transportation options
- Clarify that this does not mandate the removal of existing parking spaces



- Collect additional data about parking demand and car ownership in the city
- Opinions regarding the urgency of this change from both housing and climate change perspectives were shared
- Balance the realities: more housing along transit lines helps increase transit use and level of service, but current transit service needs improvements
- Some expressed concerns that parking is already difficult to find in Burlington, and cautioned that a policy could negatively impact resident, customer, and employees' experiences
- Consider the relationship to policies that encourage car ownership & driving, and city-wide on-street parking management



Proposed Reform

Based on the feedback during and following the first Housing Summit, the proposed policy reform includes:

No longer mandate the required number of parking spaces for new development within:

- Downtown
- Neighborhood Activity Centers
- Along City's Major Thoroughfares (See map below)
- Permanently affordable housing
- Adaptive reuse of a listed historic building
- Accessory Dwelling Units (see ADU proposal)

Enable more efficient use of existing & new parking spaces

- Release permitting requirements for existing parking to enable greater level of sharing
- Revise dimensional requirements so that new parking spaces require less space

Support and enhance service for alternative transportation options

- Modernize the traffic impact fee to be a more comprehensive and holistic "Traffic and Parking Impact Fee" to support wider range of capital improvements
- Maintain current limit on maximum number of parking spaces built

Housing Trust Fund

Background

The Housing Trust Fund is a critical resource for the creation and preservation of affordable housing in Burlington.

It was created in 1990, and since then it has contributed:

- 1,800+ affordable homes or beds
- \$6.9M in direct investment, leveraging another est. \$35M+

The Housing Trust Fund is funded by a dedicated tax of 1/2 penny per \$100 of assessed property value city-wide. This generates:

- \$12.42/year per avg homeowner
- \$200,000 in funding/year

What We've Heard

At the Housing Summit in June 2019, and in conversations with organizations that have used the fund to build and maintain affordable housing in Burlington, we heard:

- Near-unanimous consensus that the fund is not being supported at the right level today
- Many seemed to feel that raising to a full penny of dedicated tax would be a palatable number, though some felt even more is necessary (up to 2 pennies)
- Many shared ideas for how to expand the capacity of the fund, such as through additional revenue streams, and linking the rate to inflation to maintain its value over time

Burlington Housing Trust Fund(d) Facts

The vast majority of funding goes to the creation of new housing units by supporting projects. It also supports the capacity of non-profit organizations who create and preserve affordable housing.

The fund contributes about \$4,747/unit or bed of permanently affordable housing.

In addition to the dedicated tax, other monies that are contributed to the fund include:

- Inclusionary Zoning Payments-in Lieu (none since 2011)
- General Fund (discretionary, and only from 2016-2019)
- Housing Replacement fee payments (usually only every 1-2 years)

We've also heard from many of the organizations that use the HTF to build and maintain permanently affordable housing:

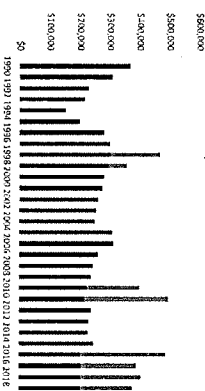
"It's harder to develop affordable housing in Burlington than in the rest of the state from a funding perspective... Thus the critical importance of the Housing Trust Fund as gap funding. It demonstrates a commitment from the City as to the importance of affordable housing preservation and production." - Calnefred Square Corporation

"...the Burlington Housing Trust Fund has funded two emergency maintenance projects over the years to keep us operational. I sincerely hope that the HTF fund is increased so that agencies that are providing crucial housing services to low income Vermonters can continue to be viable." - Burlington Dharma House

"In the past few years, increasing funding for the HTF when coupled with increases from the State Housing Conservation Board has resulted in the largest number of affordable housing apartments constructed in the City of Burlington in its history." - Champlain Housing Trust

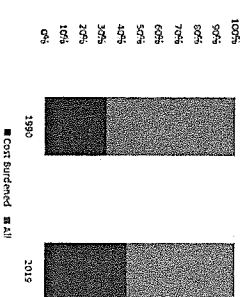
While it has benefited from a base funding stream for 30 years, that contribution has decreased by 40% when adjusted for inflation. During the same period, the number of cost-burdened low-income households in the city has risen.

Contribution to HTF 1990-2019 (Adjusted for Inflation)



Note: Actual contribution amounts have been adjusted for inflation to reflect 2019 dollars.

Low Income Households with Cost Burden



Proposed Reform

Based on the feedback during and following the first Housing Summit, the proposed policy reform includes:

- **Increase the dedicated tax for HTF**
- Pursue a charter change to restore the dedicated tax for HTF to one penny per \$100 of assessed property value

- **Boost the capacity of dedicated tax**
- Ensure the fund reflects inflation and changes in city-wide assessed values

- Monitor the impact of new and increased funding sources: Housing Replacement fees for Short-Term rentals (see proposal) and Fee-In-Lieu revenues from proposed 1Z Reforms before Council today

Consideration

We've heard support for increasing the amount of funding in the HTF, along with caution about the impact on taxpayers from increasing the dedicated tax. An increase to a full penny of dedicated tax would increase the annual contribution to the HTF from \$200,384 to \$371,081 and could impact property owners' tax bills in the following way:

Single Family Home	3+ Unit Rental Property	Commercial Property
Median Value: \$230,000	Median Value: \$439,100	Median Value: \$408,000
\$12.42/yr	\$23.71/yr	\$32.83/yr
at 1/2 penny/ \$100 assessed value	at 1/2 penny/ \$100 assessed value	at 1/2 penny/ \$100 assessed value
↓	↓	↓
\$23.00/yr	\$43.91/yr	\$60.80/yr
at 1 penny/ \$100 assessed value	at 1 penny/ \$100 assessed value	at 1 penny/ \$100 assessed value



Additional Feedback Sheet

If you would like to leave additional comments or questions about any (or all!) of these proposals, please record them here and drop this off with a city staff member.

North Country LifeFlight

Tail Number N9SP

Aircraft Summary

SUMMARY

2001 BELL 430

Rotorcraft

(10 seats / 2 engines)

OWNER

State of New York

Albany, NY, US

(Government)

CONTACT INFORMATION

T/Sgt. John Heverly – Lead Pilot

John.Heverly@Troopers.NY.gov



LifeNet of NY (7-13)

Tail N383AM

Aircraft Summary

SUMMARY

2015 Bell Helicopter Textron

Canada 407

Rotorcraft

(8 seats / 1 engine)

OWNER

Air Methods Corporation

Greenwood Village, CO, US

(Corporation)

CONTACT INFORMATION

Steve Anderson – Regional
Manager

Steve.Anderson@airmethods.com



DHART

Tail Number: N135DH, N335DH,
N435DH

Aircraft Summary

SUMMARY

2016 Airbus Helicopters
Deutschland Ec135 P2+
Rotorcraft
(7 seats / 2 engines)

OWNER

Mary Hitchcock Memorial Hospital
Lebanon, NH, US
(Co-owned)

CONTACT INFORMATION

Kyle Madigan – DHART Director
troy.k.madigan@hitchcock.org



UVM HealthNet Transport

Tail Number: N635DH

SUMMARY

2005 Eurocopter Deutschland
GMBH EC 135 P2+
Rotorcraft
(7 seats / 2 engines)

OWNER

Metro Aviation Inc
Shreveport, LA, US
(Corporation)

CONTACT INFORMATION

Jason Williams – Director
Community Relations
Jason.Williams@uvmhealth.org



Boston MedFlight

Tail Number: N273NE BK 117,
N72EH S76

SUMMARY

2013 Eurocopter Deutschland
GMBH MBB-BK 117 C-2

Rotorcraft

(8 seats / 2 engines)

OWNER

New England Life Flight Inc
Bedford, MA, US
(Corporation)



UNIVERSITY OF VERMONT MEDICAL CENTER (UVM) 67VT

HOSPITAL: City/State: Burlington, VT

Trauma - 1,

Phone: ED 1-888-389-3228

LZ Freq: UNIVERSITY VT ED (FM1-72) Freq (R) 155.340 T (T) 155.340 T 26
Freq (R) T (T) T
Freq (R) T (T) T

Coordinates: ID: UVM LAT/LONG: N 44°28'.30 W 073°11'.24

FM LEB: Heading: 336° Distance: 62 nm Time: 00:31 hr:min @ (120kts)

FM MHT: Heading: 338° Distance: 119 nm Time: 01:00 hr:min @ (120kts)

FM BTV: Heading: 280° Distance: 2 nm Time: 00:01 hr:min @ (120kts)

Helipad: Loc / Elev: Ground

Windsock:

Permanent Helipad: Yes **Perimeter Lts:** Yes **Lts. Freq:** None

Description: Helipad located off hospital grounds to the SE of the medical center.

Procedures/Noise Abate: Avoid flying over houses to N, & SW. UVM Base ID is KAA.

Obs/Haz: Local traffic for Burlington airport. See Noise Abatement Diagram.

Nearest Airport: ID/Name: KBTB, Burlington

Heading: 090°

Distance: 2 nm

ATC Freq: Tower 118.3

ATIS: 123.8

WX #: (802) 658-8382

Nearest Jet-A: ID/Name: KBTB, Burlington

Heading: 090°

Distance: 2 nm

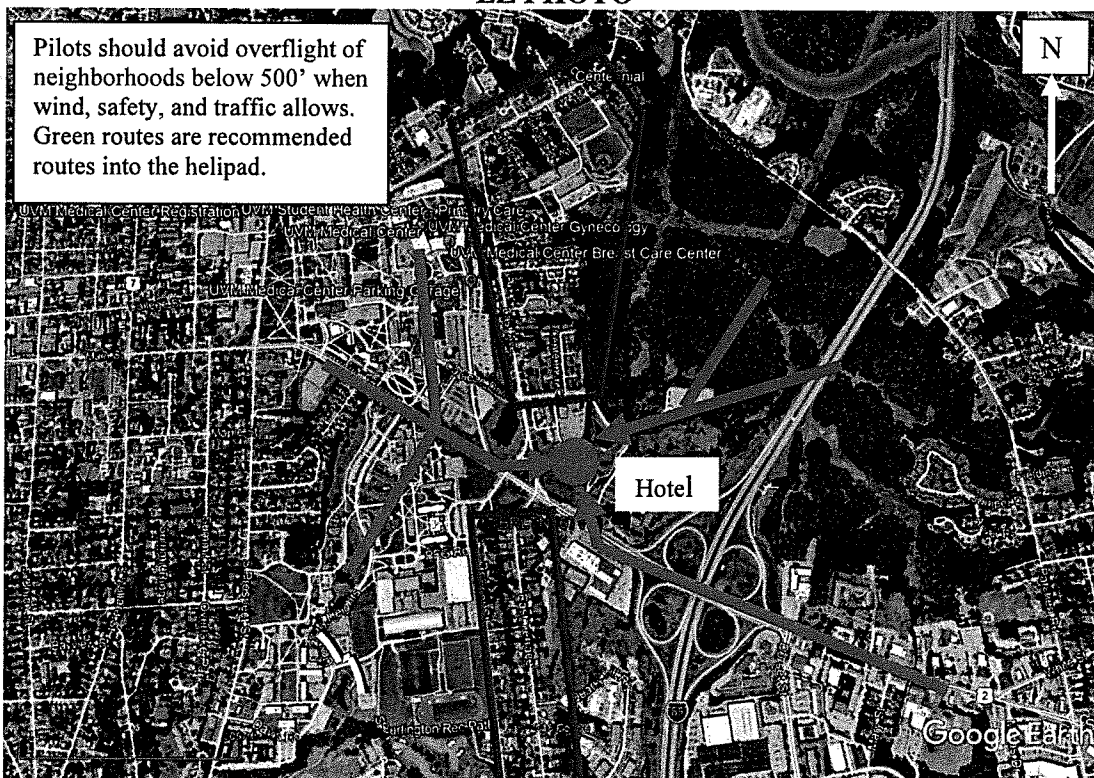
FBO: Heritage Aviation

Phone: 1 (877) 326-5288

Freq: 129.925

Notes: Call Prior for Fuel

LZ PHOTO



**Wards 1 and 8 NPA
Draft Minutes**

September 11, 2019

UVM Medical Center McClure Lobby

Steering Committee member present: Jonathan Chapple-Sokel, Caryn Long, Carol Livingston, Linda Rizvi

Note Taker: Phet Keomanyvanh

Start: 7:02

Public Speak Out

-The Mayor of Burlington is supporting F35 while pushing for a green net zero energy initiative. This is a contradiction to support the F35 that is the largest polluter due to after-burner use. Showed up at Mayor's Housing Summit to argue this. The City's goal is to create affordable housing but the F35 will affect over 2000 houses to push people out. The Mayor has the power to tell the military not to base the F35 at the airport.

-This Friday 13th there will be a Burlington East Neighborhood party at Schmanska Park. Food and drink will be provided.

-Next Tue. The Building oversight committee will be meeting at 5:30pm in the cafeteria in BHS

-The Community Coalition supports students and neighbors. Gave out welcome bags to students about information and resources. Work with UVM government to do projects such as safe rides

-UVM Medical noise reduction efforts have notified neighbors on how to improve this issue.

Brainstorm – Jonathan Chapple-Sokel

Each Ward was allocated \$2500 to spend on improving their NPA. Ward 1 and Ward 8 combines their NPAs so the budget is \$5000. Fill out index cards to give out ideas of what this fund can be used for.

UVM Medical Center-Jason Williams

Update on helicopter landing pads. Several residents have reached out about noisy helipad, have increased outreach and communications to inform residents. On master facility plan to look at the location of the helipad being located on the Rugby field. The helicopter service is operated by different companies. See attachment of flight routes and helicopter companies. Also constructing a sound perimeter wall on Mary Drive.

City Place update and City Housing Action Plan-Mayor Miro Weinberger

-Fall of 2017 after years of planning City Council approved development agreement from the developer that met City's needs such as higher environmental requirements. The developer took down most of the mall but by August of 2018 the project was stalled. Don Sinex silent partner Brookfield took control of the project and became the lead. They went to a bidding process and new design. By mid-July Brookfield shared that there was a major financial problem and wasn't able to proceed. Over the next month and half the City pushed Brookfield to go to the public but at the Aug. 28th meeting they didn't share much. There is a year-end deadline for Tax Increment Financing (TIF) that Brookfield is committed to. They are rethinking Don Sinex's design. Brookfield also owns Macy's and LL Bean buildin. The City went into this agreement knowing that development was an endeavor and there may be delays. The City made sure to protect itself from financial risk. Got a legal commitment to have Brookfield cover the loss of revenue from parking and retail-- they are writing checks to cover these losses. The downtown is still continuing to perform at a high economic vitality. CEDO is rolling out business supports and a team on this project to brief weekly updates. Still guaranteed to have two public streets returned and got rid of mall to build a mixed use project. TIF Districts are important for economic development to build public infrastructure that will grow tax base. If municipality that has a TIF district can make case for economic growth then can borrow money to improve infrastructure. There are only a few TIF districts in VT. Future revenues will pay for the tax.

-From the 2nd Housing Summit there were 5 proposals. Before became Mayor was a developer for affordable housing, many of it was permanent. CEDO set up Housing Trust Fund. Burlington has excelled in this area but has seen the housing affordability challenges of people qualifying. The average Burlingtonian is paying 40% of their income in housing. In 2015 set up s 22 action plan to build affordable housing and protect tenant rights. Will also build different types of housing for all backgrounds to add to the housing stock. Over the 5 years have built 500 affordable housing units and in another year will be another 100 units of affordable housing for seniors. Will make landlords accountable for maintaining housing compliance with the help of CODE Enforcement and See Click Fix. With the increase of housing stock the vacancy rate has doubled but still low enough where can't prevent landlords to lower rent. Need to continue on these strategies. See attached Housing Summit handout.

Jon Murad-Burlington Police Department traffic safety and enforcement

Crashes with injury are down but crashes overall are rising. Much of this has to do with traffic calming engineering and not with enforcement. The need for enforcement is on corridor of Main Street on University and jug handle. Do enforce stop sign violations but this is down too. Traffic stops decreased, each is equitable across all races. See that black drivers are stopped without a license more than white drives which affect the data. Have heard from the public that there is a need to increase enforcement in speeding and traffic stops. Looking at this on how to do this equitably. Searches have gone down after the legalization of marijuana. Don't have the data on stops that are related to cell phone use. Giving out a ticket doesn't change behavior, having traffic calming measures can have more impact. Do bike safety education such as lights and helmet. For enforcement of bikes issues will follow up with thief, accidents but won't chase the biker down because it's dangerous when a biker can change directions quickly.

<https://www.burlingtonvt.gov/sites/default/files/u585/Reports/BPDTrafficReport.pdf>

Jack Hanson - City Council

Post updates every Tuesday and on FPF. New appointment of new City Attorney, passed resolution for BPR&W to expand tree planting, passed a redesign of Shelburne roundabout. Burlington Electric Department release a 50 page report on strategies to get Burlington off fossil fuels by 2050. Want to continue the conversation on this. The report didn't dive into the suite of processes on how to get Burlington there. Will introduce a resolution to require each department to sign on and lay out how their processes will support this Net Zero initiative. Didn't support City Place from the beginning.

End: 9:30pm

Mayor's followups from September Wards 1+8 meeting - Information the Mayor, at the September Ward 1+8 NPA, said was available and would be provided:

- The City revenue from the things for which Brookfield is currently making payments to the City (eliminated space for parking, etc...) and the assessment of lost revenue.
- The historical look at the Downtown key indicators that assess the current impact of the City Place project (revenues, businesses openings and closings, whatever data the City collects and summarizes)
- From the Housing conversation, the historical rental rates, vacancy rates, and other indicators showing the progress that has been made.