



Ward 5 Neighborhood Planning Assembly

Thursday, June 16, 2016 at 7:00 p.m. St. John's Club (downstairs), Central Ave. at Lakeside St.

Facilitator: Alec Bauer; Minutes: Nate Orshan

- 7:00 Introductions and Welcome
- 7:05 Legislative Update – Representative Mary Sullivan
- 7:30 Legislative Update – State Senator Michael Sirotkin
- 7:55 NPA Related Open Forum and Closing with Community Social, including lots of food

Ward 5 NPA Steering Committee:

- Alec Bauer, Locust St, awbauer@gmail.com
(Moderator)
- Bill Keogh, Alder Lane, bkeoghsr@yahoo.com
(Neighborhood Liaison)
- Hans Manske, Hayward St,
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the Neighborhood Coordinating Council)
- Elisa Nelson, Austin Dr,
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Liaison)
- Nate Orshan, Linden Terrace, natosongs@gmail.com
(Minutes)

City Councilors:

- Chip Mason, cmason@burlingtonvt.gov
- Joan Shannon, jshannon@burlingtonvt.gov

Board of School Commissioners:

- Susanmarie Harrington, sharrington@bsdvt.org
- Miriam Stoll mstoll@bsdvt.org

State Representatives Chittenden District 6-3

- Curt McCormack (D) 318-2585
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- Jill Krowinski (D) 363-3907 jkrowinski@leg.state.vt.us
Chittenden District 6-5:
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- Philip Baruth (D) 656-3298 pbaruth@leg.state.vt.us
- Virginia "Ginny" Lyons (D) 863-6129
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- Michael Sirotkin (D) 999-4360
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- Diane Snelling (R) 482-4382 dbsnelling@aol.com
- David Zuckerman (P/D) 598-1986 davidz@together.net

For information on accessibility, alternate forms of the agenda, including something on the agenda, etc., of the Ward 5 Neighborhood Planning Assembly, contact any of the Steering Committee members listed above. The Ward 5 NPA strives for flexibility in planning before and during the meeting. Accordingly, the specifics of the agenda and the allocated times may change.



Neighborhood Planning Assembly Minutes – Full Notes

Date of Assembly: 6/16/2015

Start Time: (*Commence*): 7:30 PM

Finish Time: (*Adjourn*): 9:00 PM

Location: St. John's Club, Central Ave.

Notetaker: Nate Orshan

Steering Committee Members in Attendance:

Alec Bauer
Elisa Nelson
Nate Orshan

(1) Legislative Update

– Representatives Johannah (Joey) Donovan and Mary Sullivan

Mary: Regarding the previous week, significant charter changes re firearm regulation for Burlington were not passed. We can bring them back next year if we feel that's a good strategic decision. But the NRA still has some sway in Montpelier.

Joey: There's a doc, the "sportsman's bill of rights". Sportsmen are well-organized. Any time there's a discussion of gun issue, they come out. It's not a very trusting relationship. We in Burlington are not always thought of as real Vermonters.

It was disappointing. We went to the Speaker's office. He felt his hands were tied, because so many members of Democratic caucus wouldn't be able to support it.

Q: Why would this require a charter change?

Mary: All powers of city come from State.

Re the special session:

Mary: That was an energy siting bill. The majority of the committee cared deeply about it. We made some mistakes, but we did NOT do the bidding of the Governor. What should have been a 2-hour session took 12 hours. We were finally able to pass it.

Q: Where was the discussion? Was there general push in favor of it?

Mary: The language was of concern. The guts of the bill were about allowing towns and regions to plan for energy siting. \$300K had been inadvertently left out.

Other bill: The Clean Water Fund, to add citizens to the board.

Meeting attendee (who was part of "Campaign 350"): I spent time up in the Northeast Kingdom, and the biggest complaint is the degree of environmental

destruction that needs to happen in order to accommodate the turbines, e.g., cutting trees, pouring concrete.

Another meeting attendee: Massachusetts developed a technique for evaluating a scenic view. It's inexpensive; laypeople can do it. It's repeatable. It has validity. I've always wondered why this process wasn't used.

Joey: Re the Ways and Means (W&M) Committee: We've straightened out estate taxes a bit. It doesn't kick in until you have at least a \$3M estate.

On W&M, you see almost every bill, because they all have a revenue impact.

I'm struck by what a small state we are...and how few taxpayers we have. It's a problem when you go looking for revenues.

Q: What are you proudest of this session?

Mary: Carbon pollution tax: getting that introduced, getting the discussion going. It'll be re-introduced next year.

Joey: Paid sick days. I got involved 5-6 years ago. It wasn't as generous as originally proposed, but it's a good start. It gives sick days to 60-70K Vermonters! It affects a lot of single moms. All Vermonters will, starting in 2019, have 6-9 days/year.

Meeting attendee: I'm an attorney who represents employers. One concern: A lot of employers offer their employees PTO; now employees will use their time for sick days and be left with fewer vacation days.

Joey: Also proud of "Ban the Box"! Another favorite. There was strong evidence that prospective employers wouldn't let folks get a second interview.

Joey: Re marijuana legalization: I thought we'd address it over two years. We didn't. So I don't think we had enough time to discuss the issues and get public interaction. I'm hoping we'll continue conversation next year. Whoever's Governor will play a big role; they'd have to be supportive of signing into law a legalization measure.

Rand Corp did study. There could be a huge amount of money we could get via taxes, but that would be if the state "got in early".

(2) Open Forum

Elisa Nelson: I'm Ward Clerk for Ward 5. We have primary voting on 8/9! Get your absentee ballot in.

Tony Redington: (Provided handouts for the Coalition for a Livable City and Champlain Parkway Redesign Guidelines.)

Motion to adjourn adopted at 9:00 PM.

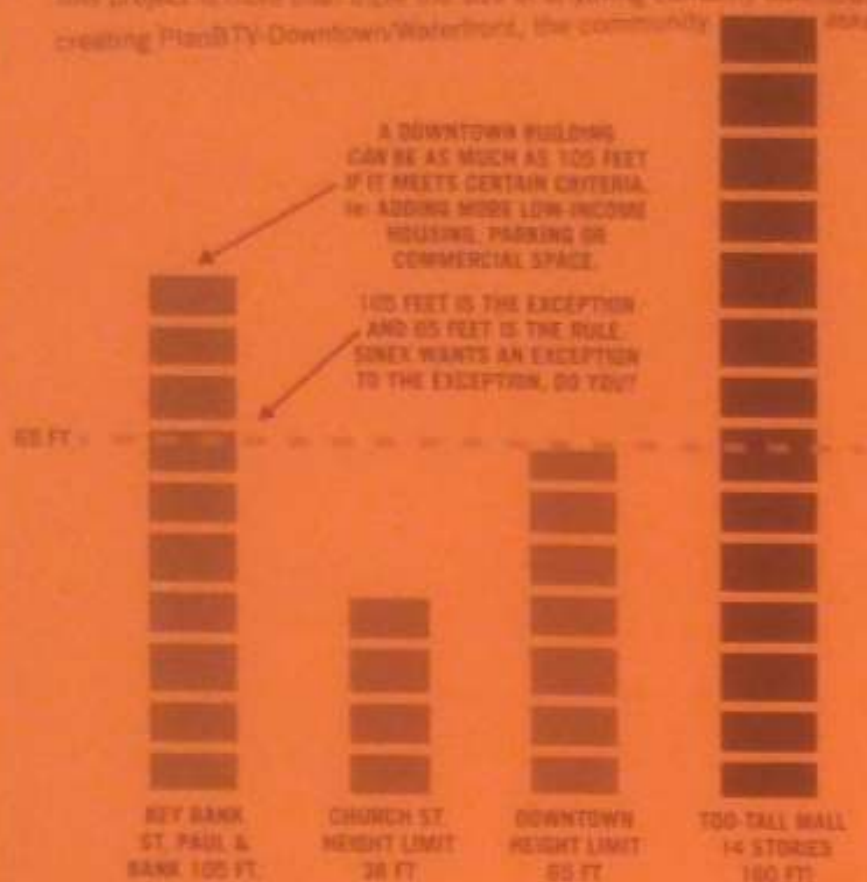
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An explanation of

DOWNTOWN BURLINGTON BUILDING HEIGHT

The Coalition for a Livable City has been working hard to share information and bring the public up to speed on the issues that concern us about Don Sinex's mall project and the fact that our city councilmen have passed a pre-development agreement despite the fact that much information is still unknown and current zoning does not allow for the height of this building. Sinex is requesting an exception which some call "spot zoning". Spot zoning is illegal, and would set a dangerous precedent. At 14 stories and a mass of more than one city block, this project is more than triple the size of anything currently downtown. During the two year public process of creating PlanBTV-Downtown/Waterford, the community

asked for human-scale buildings.
This is not human-scale.



"Building height varies depending on what side is measured and whether rooftop mechanical equipment and features such as solar panels are taken into consideration. Stories are not standardized. A building with higher ceilings and fewer stories might end up being taller than a structure with lower ceilings and more stories. For these reasons, height limits are often formulated with a maximum number of feet as well as consideration of stories."

—Ken Dye, June 2008

"When City Council was debating height, there were many public meetings and people did not want 175 ft height that included special bonuses. Council pushed that height, called it a compromise."

—Lee F. Swingle, resident

Get involved. Write to City Councilors:

www.burlingtonvt.gov/CityCouncil

Write to Planning Commissioners:

www.burlingtonvt.gov/PLANNINGCommissioners

Come to city meetings and speak during the public comment period.

From PlanBTV pages 37, 42

"Scale relates to the size of buildings in relation to ourselves and the world around us. Human scale is what feels comfortable to people. Both short and tall buildings—like those pictured here—can be human scale, and having this variation is important. The placement of doors and windows, the height of each story, and the relationship between details of the building all impact whether a building is at a scale that feels right to a person."

Of the public polled less than 15-20% were dissatisfied with the scale of buildings on Church Street and downtown. That means a great majority of people like the scale of our city as it is—honoring our natural assets—lake and mountain views.



Planning Commission

June 26th, Thursday 4-6 pm
Police Station, work session with staff

public comment period

June 14th, Tuesday 6-8:30

Police Station, regular public comment period

July 8th, Wednesday 6-8:30

City Council, Public Hearing

City Council in Chamber

July 17th, Monday 6-8:30

city hall meeting in room 1000, 1000-1000-1000

Learn More: **Facebook:** Stop the 14-Story Mall **Blog:** coalitionforlivablecity.blogspot.com

Coalition for a Livable City: Position on the Town Center Project

- The developer wants to situate his project in a specially designed zoning district, to be a special zoning. We demand that the City reject such zoning.
- We do not know anything about this developer and no agreement should be signed with him before his viability and credentials have been rigorously tested.
- The stipulated zoning change, up from 65 feet from the attractive historic streetside with houses, three (3) four buildings, twice the height of the three Vermont and eleven stories above much of the downtown. The City must reject this height explosion and retain the heights established by Plan RTV just two years ago, 65 to 100 feet.
- All new structures should be 100% Habitat Building LEED Platinum certified green, and meet the 2050 energy challenge.
- Height, mass, and shadow patterns affect the public streets, the pedestrian and winter drive. The developer must present a physical scale model of his plan prior to any City action that shows these values are protected. 55 stories is the optimal height for downtown buildings to maintain quality of life and character.
- The developer, and Plan RTV, admit the previous configuration of the mall is a failure. Before the City supports a new configuration, the public needs to see market studies that support the viability of any proposed design.
- The individual for City support of this project acts on the affordable issue of housing it will bring, a mere 20% of the need, with the possibility that he will default and not pay a fee. A better project would have every unit be affordable.
- A pre-lease agreement with Champlain College puts 80 units and as many as 100 or more students into city apartments on a segregated floor. Student housing downtown should be treated like all other housing with annual leases as comparable units to any portion of the housing complex.
- The Town Center "superblock" includes two street frontages obtained through federal Urban Renewal funding and transferred to the mall. Now the mall owner wants taxpayers to give him millions of dollars via a TB bond for the public use of these still private streets which he will use for retail freeways and access to his apartment blocks and office. The City must reject this outrageous demand.
- The developer is able to avoid underground Air 230 environmental review because he is plotting 274 units—just one below the 275 threshold. This is an avoidance in bad faith and should not be allowed, especially considering the fact that this development would be the highest building in the state of Vermont, with a mass of 300 feet, a 300 feet by 100 feet high.
- Sound city planning begins with a definition of Burlington as pedestrian friendly, architecturally interesting, and street encouraging, a walkable city of street cafes and locally-sourced businesses. To get there we must preserve lower building heights, expand pedestrian streets, reduce cars and public parking lots, and add more mass transit. Planning fails when it is a knee-jerk evidence of developer mega-proposals. If the City won't change course, the public must step in, demand change, and vote down any public subsidy for this behemoth!

CHAMPLAIN PARKWAY REDESIGN GUIDELINES

"LET'S DO IT RIGHT"

Cut 3 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 Hume to Flynn (C-2) to a "normal" roadway

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

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

courtesy of © Pine Street Coalition

The Champlain Parkway Redesign Guidelines (Guidelines) arose from public meetings at Auto Root 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 1980s, 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 Engleby 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 \$11.8 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 walks 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 Engleby 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 Turning Fork Separate from the Parkway project, the Railway 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.

Ward 5 NPA Attendance - June 16, 2016

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