

a big vision for a small city

AROUND THE BURLINGTON PLAN



MAIN STREET



CHURCH STREET



THE MALL



THE SOUTH END DISTRICT



NORTH WATERFRONT



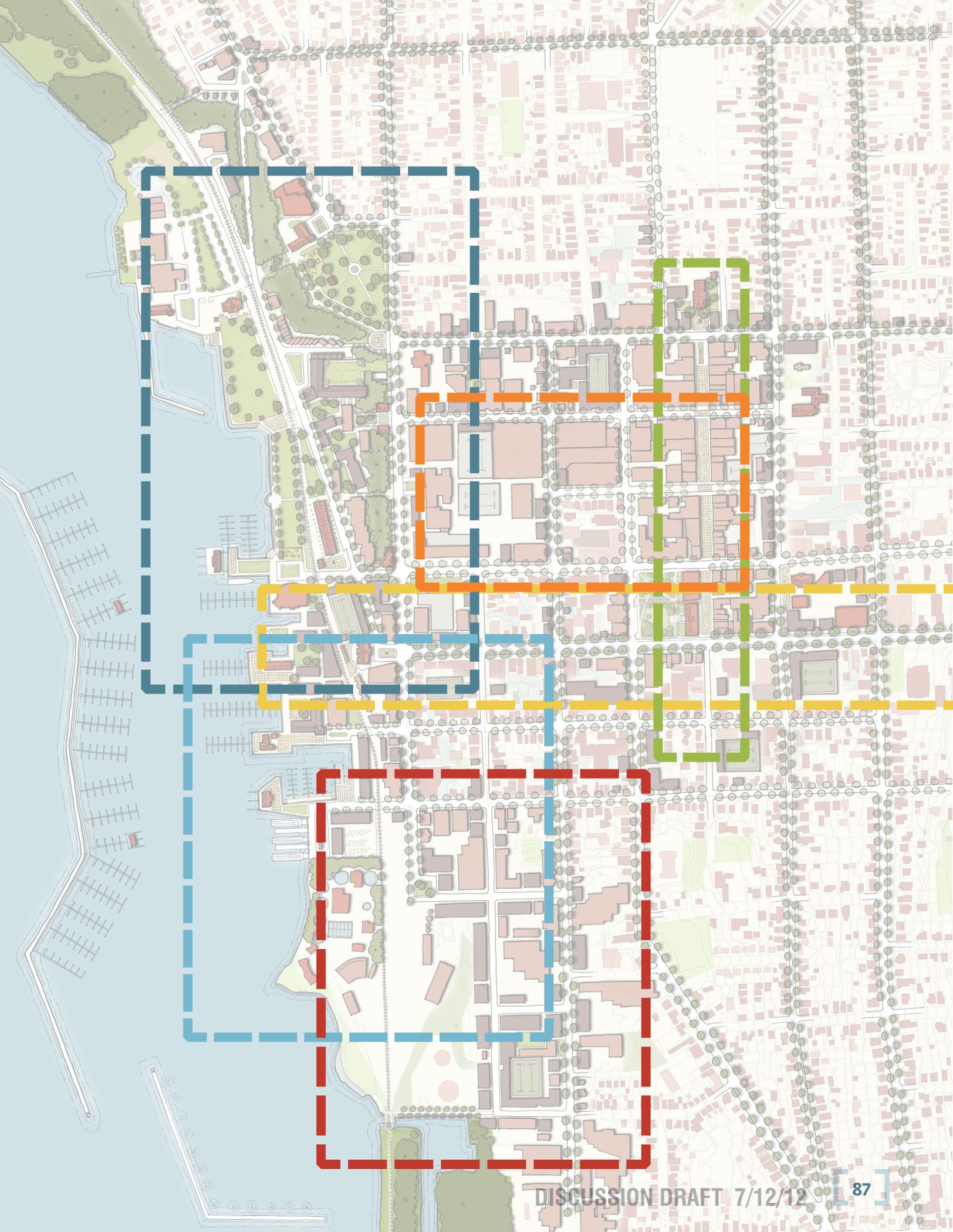
SOUTH WATERFRONT

Responsible lead party



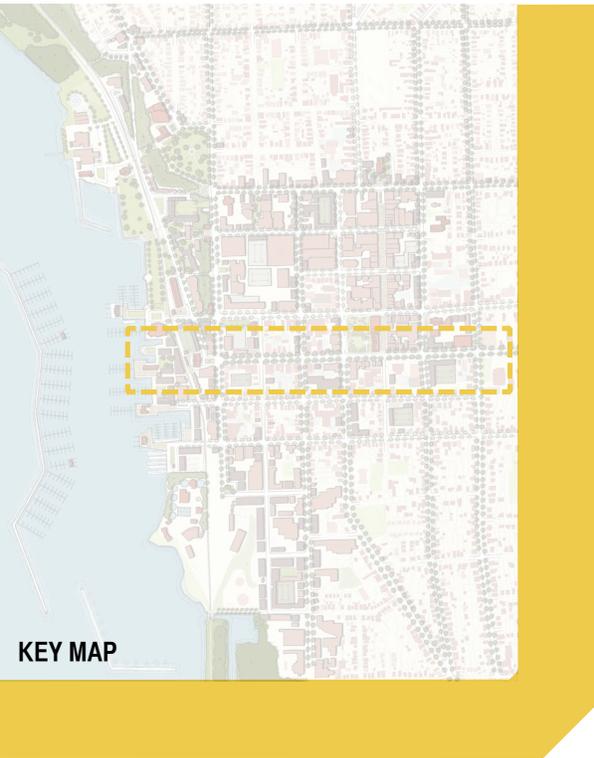
Tools for implementation.







MAIN STREET



KEY MAP

ELEMENTS OF THE PLAN

1 PASSENGER TRAIN STATION

Union Station's central location on Burlington's waterfront offers tremendous potential for the return of passenger rail, connecting the city with larger metropolitan areas to the north and south. A new civic square, with short-term parallel parking around its perimeter is proposed in front of the station.



Continue to pursue and advocate for Amtrak service on the western corridor at the state and federal level.



Mayor's Office

2 STREETScape IMPROVEMENTS

Main Street is a major connection between the Waterfront and Church Street. Infill of storefronts with active uses, as well as streetscape improvements, are needed to entice pedestrians to make their journey up and down the hill. Proposed streetscape improvements include diagonal and parallel parking, green street standards (e.g. flow through planters), additional street trees, wayfinding signage, benches, civic art, and cycle tracks.



Continue to implement the Complete Streets Design Guidelines adopted as part of the 2011 Transportation Plan.



Department of Public Works



Develop a comprehensive scoping/re-design for the entire Main Street corridor between the University and the waterfront.



Department of Public Works

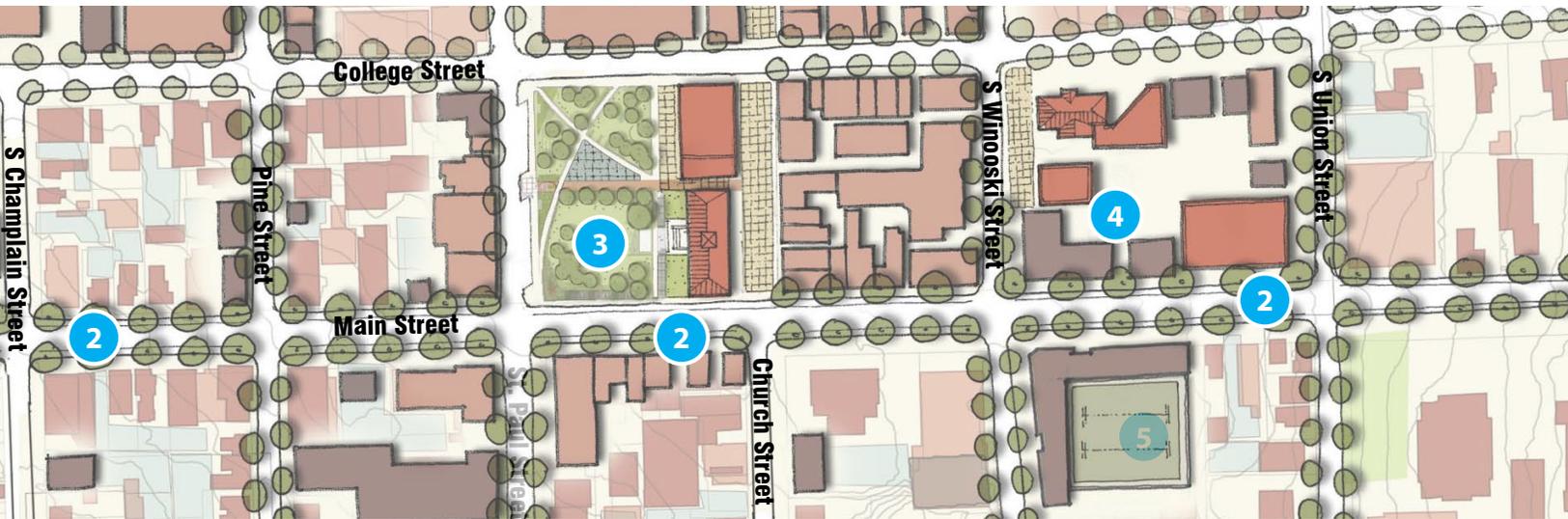


Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.



Planning & Zoning Department

The Main Street Corridor encompasses the blocks along Main Street between Battery and Union Streets. It is an active mixed-use corridor and gateway for entering the downtown and accessing the Lake Champlain waterfront.



3 CITY HALL PARK

The re-design of City Hall Park should ensure that this important civic space is activated with people, street vendors, events, sculpture, and outdoor dining. The park should serve as a central gathering space for the City and become more accessible to the public, with connections and amenities that will draw people from Church Street towards the waterfront and visa versa. Spaces should be designed for active use and public events, as well as quiet contemplation and respite. The strategic location of the park is significant as an important transition point in the City, mediating between the East-West corridors of Main and College streets and the North-South corridor of Church Street. Its location helps to connect much of the downtown to Union Station and the Waterfront. While it may be impractical today, the park could even someday sit on top of an underground parking structure much like the Boston Common.



Fund and build the Imagine City Hall Park master plan.



Parks and Recreation Department
Burlington City Arts

4 MAIN STREET GATEWAY & SUPERBLOCK

The re-development of the superblock at the intersection of Main Street and South Winooski Avenue will help to act as both an anchor and gateway to the downtown. A renovated and/or re-purposed Memorial Auditorium and possibly fire station would serve as a destination at the eastern end of the activated Main Street. The corner parcel could be transformed from a parking lot to a new mixed-use building with ground-floor retail, creating a more interesting and activated street to help encourage pedestrian activity. Upper floors could be used for offices, apartments, or student housing.



City should initiate a redevelopment study of this entire block, identifying physical obstacles and constraints, as well as potential uses/activities.



CEDO

5 PARKING GARAGE AT PERIPHERY

The plan shows one potential location for a parking garage that could serve Church Street and future demand generated by the redevelopment of the City's superblock site. Parking in locations like this, on the periphery of the downtown, will help to reduce downtown congestion and the amount of space dedicated to parking within the core of the retail district. A proposed new parking structure in this general location would replace existing surface parking lots, opening up opportunities for more infill development of underutilized lots.



Implement the regional park and ride plan, south end transit center and exit 14 intercept lot study.



Chittenden County Regional Planning Commission
Department of Public Works



Evaluate the feasibility of building a new structure parking garage on either side of Main Street at Winooski Ave, as well as on the Edmunds School Property.



MAIN STREET

EXISTING



PROPOSED



MAIN STREET GATEWAY AND SUPER-BLOCK

This rendering shows a view of the City-owned superblock at the corner of Main Street and South Winooski Avenue. The illustration shows the rehabilitated historic firestation and the preserved auditorium. Both of these buildings could be retrofitted for housing, restaurants, and other compatible uses that would re-invent these beautiful historic resources and help revitalize this critical gateway into the City. The corner lot, which is now a surface parking lot is developed with a mixed-use building that can accommodate ground floor retail and a mix of uses on the upper floors.

MAIN STREET REVAMP

This image shows a potential redesign for the Main Street corridor, to establish a stronger connection from Church Street to the Waterfront. The vehicular travel lanes are narrowed to accommodate for a protected bike lane that is located between the parked cars and the sidewalk. Back in parking is shown here, which provides greater pedestrian and driver safety. The pedestrian experience is improved with wider sidewalks, public art, flags representing the many cultures present in Burlington, and enhanced vegetation. Flow through planters provide additional greenery and help to treat stormwater closer to the source.



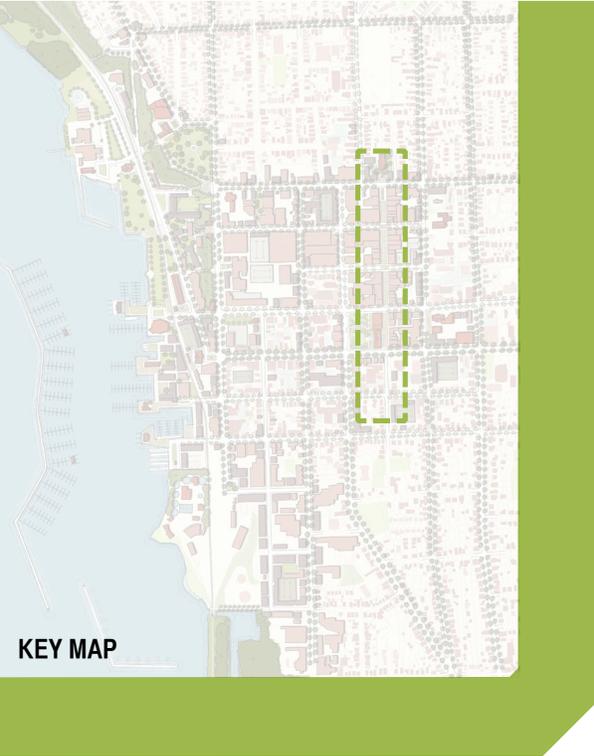
PROPOSED

EXISTING





CHURCH STREET



KEY MAP

One of Burlington’s most unique and defining assets is the Church Street area. Essentially acting as the “living room” of the City, Church Street is a vibrant, pedestrian-oriented corridor. Lined with mixed-use, commercial and office uses, the area serves as a strong nucleus for the City.

ELEMENTS OF THE PLAN

1 CHURCH SQUARE

The Unitarian Church that terminates the north end of Church Street is one of Burlington’s most visible and defining icons. Its significance, coupled with the fact that the northernmost block of the Marketplace is the least utilized, makes this area a critical candidate for a design intervention. The master plan proposes to spatially define the forecourt of the church to both “cap” off the terminus of Church Street while making it spatially contiguous with the rest of Church Street to the South. Ultimately, it would be up to the Church to explore possibilities and potential development of their property. Additionally, the public space and fountain within the top block needs to be re-designed to improve vitality, traffic flow and programming flexibility. These urban infill and redesign strategies can help to unify, define and activate the northernmost end of the Marketplace.



Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.



Planning & Zoning Department



Complete and implement the top-block re-design study initiated by the Church Street Marketplace.



Church Street Marketplace

2 CELEBRATE LOCAL AGRICULTURE

Given Church Street’s significant customer draw, there is a unique opportunity to showcase urban agriculture and the way the local food system integrates within the City. Seasonal agricultural installations (container gardens, interpretive guides, street vendors, etc.) could be located in central areas along Church Street, showcasing products native to the region and local producers. These installations are an opportunity to celebrate the City’s agricultural heritage and economy, tell our story about how we integrate the food system throughout our daily lives, and market the city as a destination in the farm to plate movement.



Church Street Marketplace should partner with the Intervale Center Food Hub and State Department of Agriculture to explore the possibilities. The re-design of City Hall Park and the top block of Church Street should ensure that these important civic spaces are activated with people: street vendors, events, sculpture, outdoor dining and serve as central gathering spaces within the City.

3 MORE BENCHES

THE favorite activity on Church Street is people-watching—people you know and people you don't. More benches and public seating along Church Street are needed to give shoppers a place to rest, listen to a street musician, or just take-in the flow of humanity. This is especially important for seniors – a rapidly growing segment of our population - and families with kids. A greater number of short benches will provide many opportunities for sitting and socializing.



Identify locations, find funding and install additional seating.



Church Street Marketplace

5 AWNINGS AND CIVIC ART

Church Street is a collection of diverse and interesting buildings that host a wide range of retail, food, and beverage establishments. Yet their individuality is obscured and homogenized by a number of intermittent glass / metal awnings. While these awnings provide much-appreciated shelter, they should be replaced in favor of, deep, retractable or suspended rigid awnings that accentuate the character of the individual building and draw visitors into the businesses. Civic art and urban furniture (street lamps, trash cans, recycling containers, benches, wayfinding signage, etc.) can be used to highlight Burlington's rich artist and craftsman culture and support local arts by commissioning local businesses to create the pieces.



Continue to encourage and enable property owners to remove the glass awnings.



Develop design guidelines for new awnings.



Church Street Marketplace



Church Street Marketplace Planning & Zoning

4 CITY HALL PARK & THE FIREHOUSE

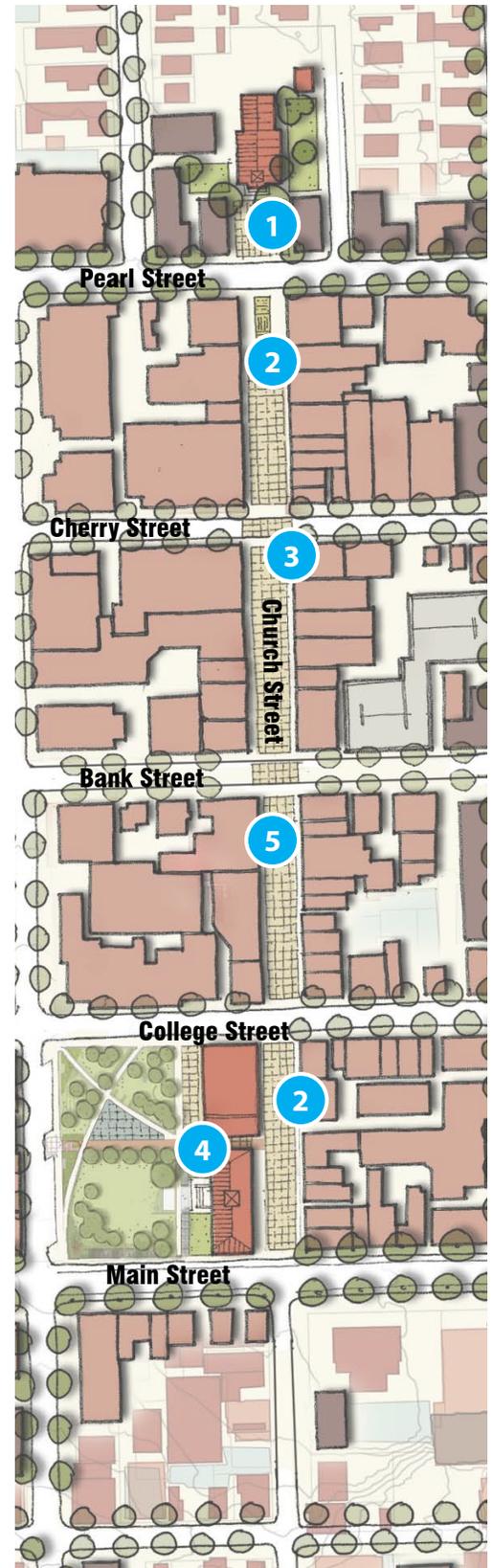
Due to its pivotal location between the Main Street and Church Street corridors, and as an amenity that can draw people towards the waterfront, City Hall Park should be programmed to maximize its civic presence and utility within the city with areas for both active and passive recreation. There need to be stronger connections between the activity and programming on Church Street with the green open space afforded in the park. In particular the alley between City Hall and the Firehouse should be redesigned and activated to draw people between the two. Public art, lighting, and activity can transform this into an attractive and inviting connection.



Implement, fund and build Imagine City Hall Park master plan.



Parks and Recreation Department
Burlington City Arts





CHURCH STREET



This rendering shows Church Street looking North towards the Unitarian Church. The image shows new buildings located next to the Church to create a sense of enclosure and opportunity for additional programming at this end of Church Street. The new buildings create a more formal and defined green space in front of the Church, an improvement which should attract more people into a space that is currently underutilized.

In the foreground is a seasonal agricultural installation that celebrates the proximity of the Intervale and showcases local crops. Benches are also shown, providing ample opportunity for people to sit, rest, and watch the people strolling by. Glass awnings are replaced by deep, retractable and suspended rigid awnings that are in character with the historic buildings on Church Street.

PROPOSED



EXISTING

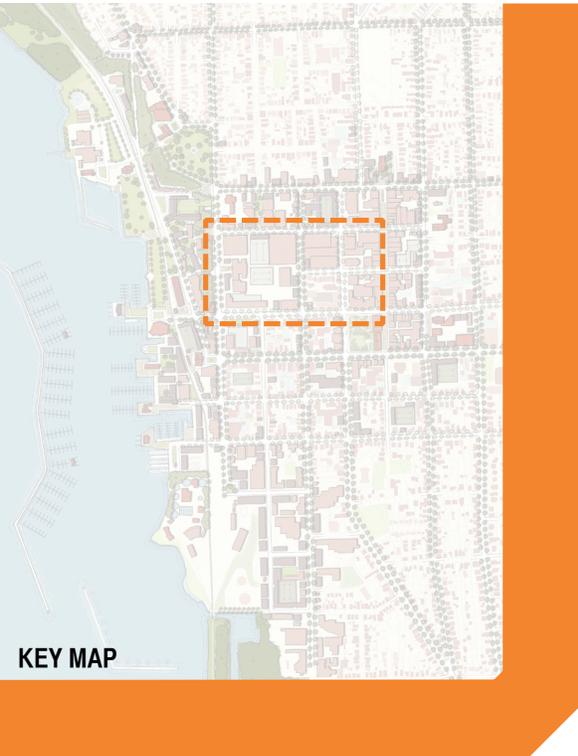


DISCUSSION DRAFT 7/12/12



THE MALL

ELEMENTS OF THE PLAN



KEY MAP

1 DOWNTOWN HOUSING

There is a significant unmet demand for housing throughout the city, but particularly affordable and moderately-priced housing downtown. Downtown workers, young professionals, and empty-nesters all want to live close to where they work, shop and recreate. With larger parcels available for redevelopment, significant undeveloped air space above the mall, and a relatively high and flat area of the City that has little impact on prominent views, this quadrant of the downtown is well suited for larger residential structures. The plan suggests the addition of larger residential, mixed-use buildings by redeveloping underutilized parcels, essential for addressing citywide housing needs, reducing traffic congestion and parking demand, and supporting the continued vitality of our downtown economy.



Ensure that zoning regulations render the development of housing easier, reducing barriers and costs.



Planning & Zoning Department

2 RESTORING CONNECTIVITY OF THE URBAN GRID

The large, contiguous footprint of the mall is out of character with the intimate and finer grained urban fabric of the City. When it opened in 1982, the Burlington Town Center Mall clipped both Pine Street and St. Paul Street. Inhibiting north-south movement in this quadrant of the City, the Mall acts as a barrier that forces additional vehicular traffic onto Battery and South Winooski, which lessens their attractiveness to pedestrians and bicycles. Today, older malls around the country are redefining themselves by embracing the surrounding urban environment and becoming less insular. In Burlington's case, this presents an opportunity to open the street level of the mall at Pine and St. Paul streets to create a public plaza and re-establish north-south traffic flow for pedestrians and bikes. Additionally at Pine Street, the underground ramp that provides access to the Burlington Town Center (BTC) parking garage could be continued through to Cherry Street, thereby re-establishing north-south traffic flow for vehicles and reducing congestion on Battery and Winooski.



Amend the Official Map to re-establish those connections in the street grid.



Planning & Zoning Department

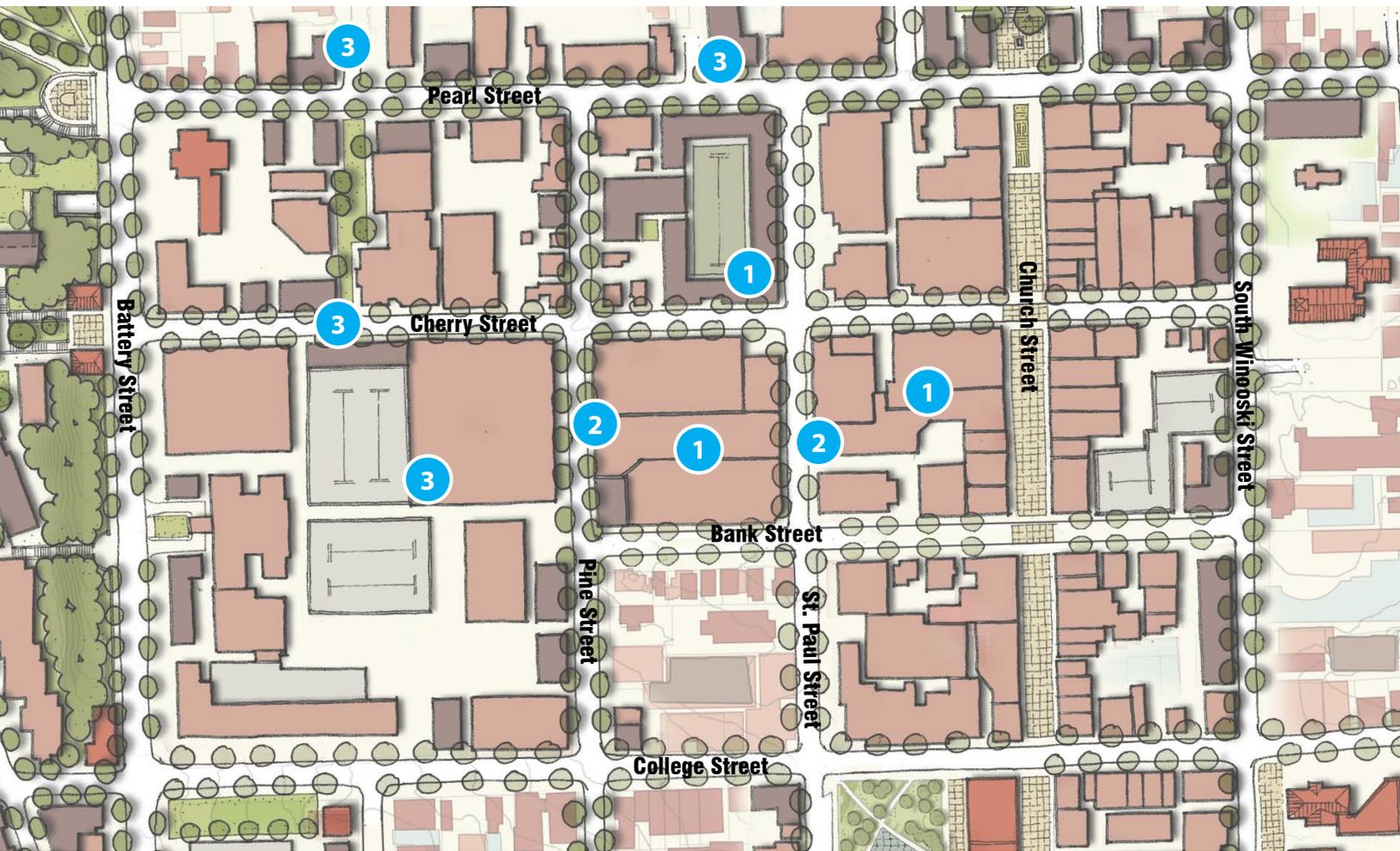


Work with Burlington Town Center to re-imagine how the proposed design intervention can work.



Planning & Zoning Department

The Burlington Town Center Mall occupies much of the downtown between the northern waterfront and Church Street. The large superblocks created by its original layout can be punctuated and activated in order to enable pedestrian and vehicular flow and thereby restoring the urban grid.



Existing Buildings Proposed Buildings

3 STRATEGIC URBAN INFILL AND LINER BUILDINGS

The BTC occupies a significant footprint in this quadrant of the City. Yet numerous opportunities exist for strategic infill and liner buildings along Cherry, Pine and Pearl Streets. Such structures should be designed to reinforce the urban street wall and provide active ground floor uses to promote a vibrant streetscape. Even the BTC can open itself to the outside streets and create a much stronger street presence. Activating these east-west streets for pedestrians through imaginative urban design and active street-level uses is essential to building connections between Church Street and the waterfront.



Aerial photograph of Town Center Mall looking southeast, with City Hall Park in the background.

 Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.

 Planning & Zoning Department



EXISTING

The above rendering shows a view looking southeast of Burlington as it exists today, with the Burlington Town Center Mall in the center of the image. City Hall is in the top center of the rendering and Battery Street in the foreground. Currently Pine Street and St. Paul Street dead end at the mall, forcing traffic onto Battery Street and South Winooski Avenue. The mall superblock also makes it difficult for cyclists and pedestrians to navigate through this area.



PROPOSED

The proposed plan for the mall area is to reopen Pine Street and St. Paul Street, preferably as complete streets that would accommodate all modes of transportation and parking, repairing the street grid and relieving pressure from Battery Street and South Winooski. In lieu of the complete street option, the mall could be more surgically modified to allow for a plaza to pass through that would be open to pedestrian and bicycle traffic. Both alternatives would greatly enhance the connectivity within the City while also updating the mall to more actively interface with the City and benefit from the additional visibility.

The rendering also shows redevelopment and infill within the urban renewal area, which is an area of the City where the pedestrian realm could be greatly enhanced by filling in large gaps in the street wall.





THE SOUTH END DISTRICT



KEY MAP

Located in the southwest quadrant of downtown, the South End District--or Railyard District--is currently a mix of industrial and commercial uses located near the regional rail yard and historic canal. The area is strategically located as the southern gateway of the City. Primarily Brownfield today but poised to evolve into an economic engine for the City, the South End should be encouraged to continue to emerge as an arts and creative enterprise district.

ELEMENTS OF THE PLAN

1 CONNECTIVITY OF THE URBAN GRID

As the Mall area to the North presents navigational challenges and a disruption in Burlington's urban grid, the South End District also has its share of connectivity issues and opportunities. The master plan proposes to integrate the southern end of Battery Street and South Champlain Street into the existing grid. These key connections will open up numerous opportunities for travel around the southwestern quadrant of the City, help to better distribute traffic going to and from the Pine Street corridor, and create significant new opportunities for redevelopment.



Amend the Official Map to establish new connections in the street grid.



Planning & Zoning Department

2 RETAINED BUT REORGANIZED RAIL FUNCTIONS

Rail is an important part of Burlington's past and its future. The more goods that can be transported by rail, the more we can reduce fuel consumption, greenhouse gas emissions, and truck traffic on our highways and in our neighborhoods. It is crucial to retain these types of "back of the house" functions within the city to maintain important services such as fuel delivery and the potential for greater utilization of rail for freight movement as an alternative to trucks. However Burlington's current rail functions could be reorganized for better efficiency and to provide space for redevelopment. Re-organization of the railyard also creates the opportunity to extend the urban street grid and improve traffic flow in this part of the City.



Work with VTrans and VT Railway around the re-organizing of the railyard activities.



Department of Public Works

3 STRATEGIC URBAN INFILL AND LINER BUILDINGS

Numerous opportunities exist for strategic infill and liner buildings in this area of the City. Such structures should help to reinforce the urban street wall and have active ground floor uses that promote a vibrant streetscape.



Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.



Planning & Zoning Department

4 FLEX-SPACE/ LIVE-WORK UNITS

Burlington already has the distinct regional advantage of a strong creative culture. This should continue to be embraced and capitalized on, particularly in this part of the downtown. Significant efforts should be made to provide inexpensive commercial, office, manufacturing and retail incubator space. In addition, opportunities should be created to enable emerging artists and entrepreneurs to both live and create within the same location. Live-work buildings have the benefit of providing a single-mortgage property that can accommodate living and working, significantly reducing the overall cost of housing, transportation and business incubation. These kind of spaces foster and support creative and innovative businesses and will help to shape the evolving economic base and identity of the City.



Amend the zoning regulations to provide for live-work units as a permitted use.



Planning & Zoning Department

5 PERIPHERY PARKING

Various parking options must exist around the periphery of the downtown, close enough to park and walk to multiple destinations, yet far enough outside of the core to efficiently disperse traffic congestion. The South End District is well suited for locating wrapped parking structures because of its inherently larger parcels as well as the compatibility with existing large buildings. A parking structure is recommended at the southern end of an extended South Champlain Street to service the South End and the expanding Pine Street arts district. This garage would help anchor redevelopment within the expanded urban grid, and accommodate liner buildings, which would hide the structured parking from the street and muffle noise.



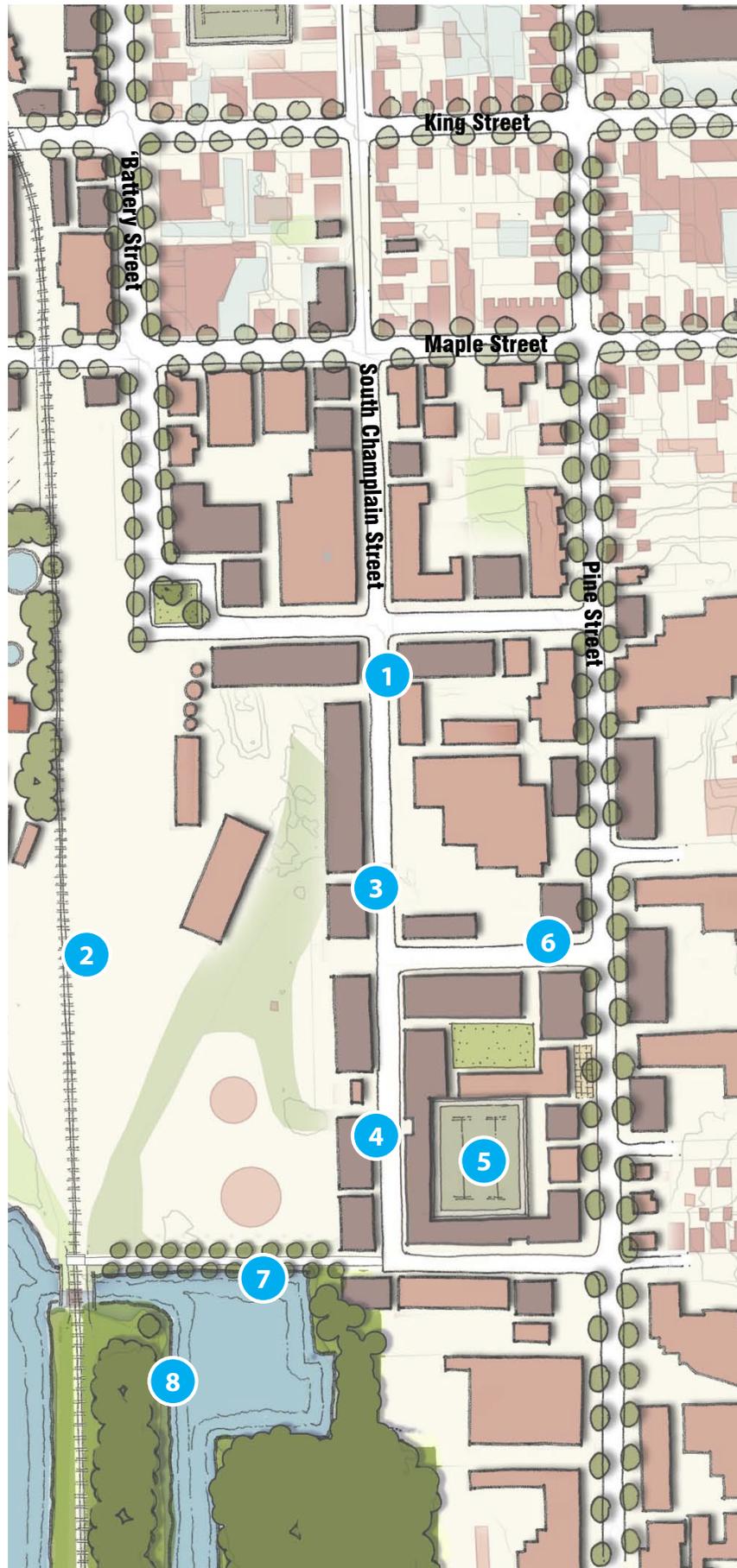
Evaluate the feasibility of building new structure parking garage.



Department of Public Works



Implement the regional park and ride plan, south end transit center and exit 14 intercept lot study.



Existing Buildings Proposed Buildings

6 STREETScape IMPROVEMENTS

The master plan calls for streetscape improvements along all streets in this area with particular emphasis on King and Maple Streets. This, in combination with the expansion of the street network, will strengthen the North-South connection in this part of the City. Improvements should include sidewalk enhancement, street lamps, street trees, benches, and civic art.



Continue to implement the Complete Streets Design Guidelines adopted as part of the 2011 Transportation Plan.



Department of Public Works



Develop a comprehensive scoping/re-design for existing and proposed side streets.



Department of Public Works

7 TRAIL / BIKE PATH CONNECTION

There is no access to the Bike Path between Maple Street and Lakeside Avenue because of a lack of interconnecting streets, the barge canal, and several industrial land uses. With an expansion of the street grid, as described above, there is an opportunity to create an east-west trail or bike path across the northern end of the barge canal with a bridge over the train tracks to connect Pine Street with the waterfront bike path.



Amend the Official Map to establish new right-of-way for a public bike/pedestrian path.



Planning & Zoning Department



Develop feasibility study in conjunction with the VT Railway.



Department of Public Works

8 EMBRACE THE BARGE CANAL

The former Barge Canal creates a significant open space immediately adjacent to the urban core, and affords a valuable opportunity for public access and passive recreation. This open space can be significantly enhanced with a network of trails and boardwalks providing controlled access to the remediated Superfund site. Improvements should also include interpretation and education regarding this site's important role in waterfront history, underwater archeology, and the remediation of contaminated sites.



Develop a Barge Canal master plan in conjunction with US Environmental Protection Agency, the State Department of Environmental Conservation.



Parks & Recreation Department



the railyard

As part of planBTV, **THE RAILYARD** is reimagined and transformed from a fringe area noticed and appreciated by few, to a central driving force behind a new creative center for artisan industrial activity. This reinvigorated neighborhood within the City will not appeal to everyone, with the noise and activity of an active rail yard, trucking, and other soft industrial activities grounding it to the City's working roots. But for others, this gritty backdrop will provide the inspiration and vitality to inspire creativity and new

ARTISAN INDUSTRIAL LIVING

a funky place for creative types



ideas. **THE RAILYARD** will tie together the downtown and the emerging high tech Pine Street corridor, with a new network of streets that extend the existing grid pattern. These new streets will have the benefit of relieving traffic backups on Maple Street, but more importantly, these streets will become new places for business, housing, biking, walking, and for observing industry and things being made.

creative building types

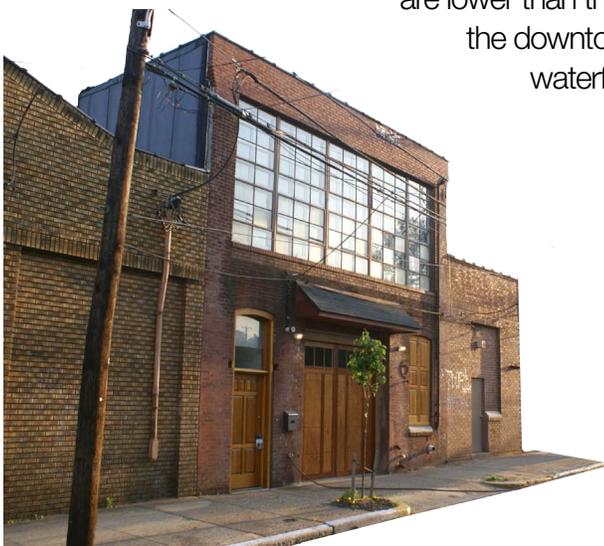
Local start-ups and new businesses form the foundation of a community by generating both financial and social capital. Local businesses serve as a morale booster that helps bolster the local economy and create the entrepreneurial spirit and buzz that attracts other creative types and an increase in tourism activity.

The process of encouraging new business development can be spurred by incentives for low cost incubator space as well as more permanent artisan industrial space at **THE RAILYARD**, where land values are lower than those in the downtown and waterfront.

Incubator spaces can be light weight structures that are modular and moveable, with modest rents. These spaces are often anticipated to be temporary in nature, but often times become permanent and loved buildings within a community. Artisan industrial live/ works are single income properties that can have residential units upstairs and areas for light or artisan industrial activities on the ground floor, where work can be observed by people passing by. These buildings can also be used for artist studios and other creative types.

“The southern end of Battery Street is an area of concern. This is also, however, a vital and functional business link to the city. If there was a way to connect trucks and necessary functional vehicles to the yard that didn’t encourage car traffic, that would allow them to continue to function as the freight center of Burlington.”

— Jacob Albee





KEY MAP

ELEMENTS OF THE PLAN

1 BATTERY PARK

Battery Park is an important civic space as well as an archeologically sensitive area with the possibility for human remains dating back to its use as a military encampment and hospital during the War of 1812. Interpreting and celebrating this rich history presents an opportunity to restore and rethink this important site. At the northern end of the park is an opportunity to help frame and better define the park space with a capstone building at Sherman Street which could be used consolidate and relocate a number of public safety structures into a central campus for the City. This could include, but is not limited to, a new consolidated fire station and/or expansion for the police department. Regardless of the occupant, there is great value in locating a building here that can define and help to activate this northern end of the park.



Develop a new master plan for Battery Park.



Parks & Recreation Department

2 BATTERY PARK OVERLOOK

The Master Plan calls for the Battery Street Overlook Park, located at the termination of Pearl Street, to be sunken to open views to the lake and mountains beyond. Currently, the raised viewing platform and fountain block any view of the lake as you approach from downtown. The Battery Park Extension along the west side of Battery Street should also be redesigned to reduce the continuous berm that blocks views of the water.



Develop a new master plan for Battery Park Extension.



Parks & Recreation Department

3 DEPOT STREET

The master plan calls for Depot Street to be re-imagined as a multi-modal shared street between the waterfront and the neighborhoods on the bluff to the North. Mainly intended for pedestrians and cyclists, the street would be designed as a flexible open street that gives preference to non-vehicular traffic. However, the street could also serve as a release valve after major waterfront events, enabling low-speed traffic to exit onto North Avenue.



Develop a scoping study with this alternative in mind, incorporating the work done in previous analyses.



Department of Public Works

4 STAIRWAY STREETS

Between Depot and College streets there are no formal connections down the escarpment between Battery and Lake streets. Several opportunities to create stairs, formalized trails or even a funicular, and the possibility has been discussed for years. The Master Plan calls for a series of connections beginning with Sherman Street and including Pearl, Cherry and possibly Bank streets. While envisioned mostly as staircases, mechanical conveyances such as a funicular or elevators could provide accessibility for those with mobility impairments, located at the most prominent connection points, such as the foot of Pearl and/or Cherry streets.



Work with private land owners on the waterfront along Lake St. to grant access and incorporate into any future re-development at the bottom of the hill.



Parks & Recreation Department

Department of Public Works



Develop designs and find funding for construction.

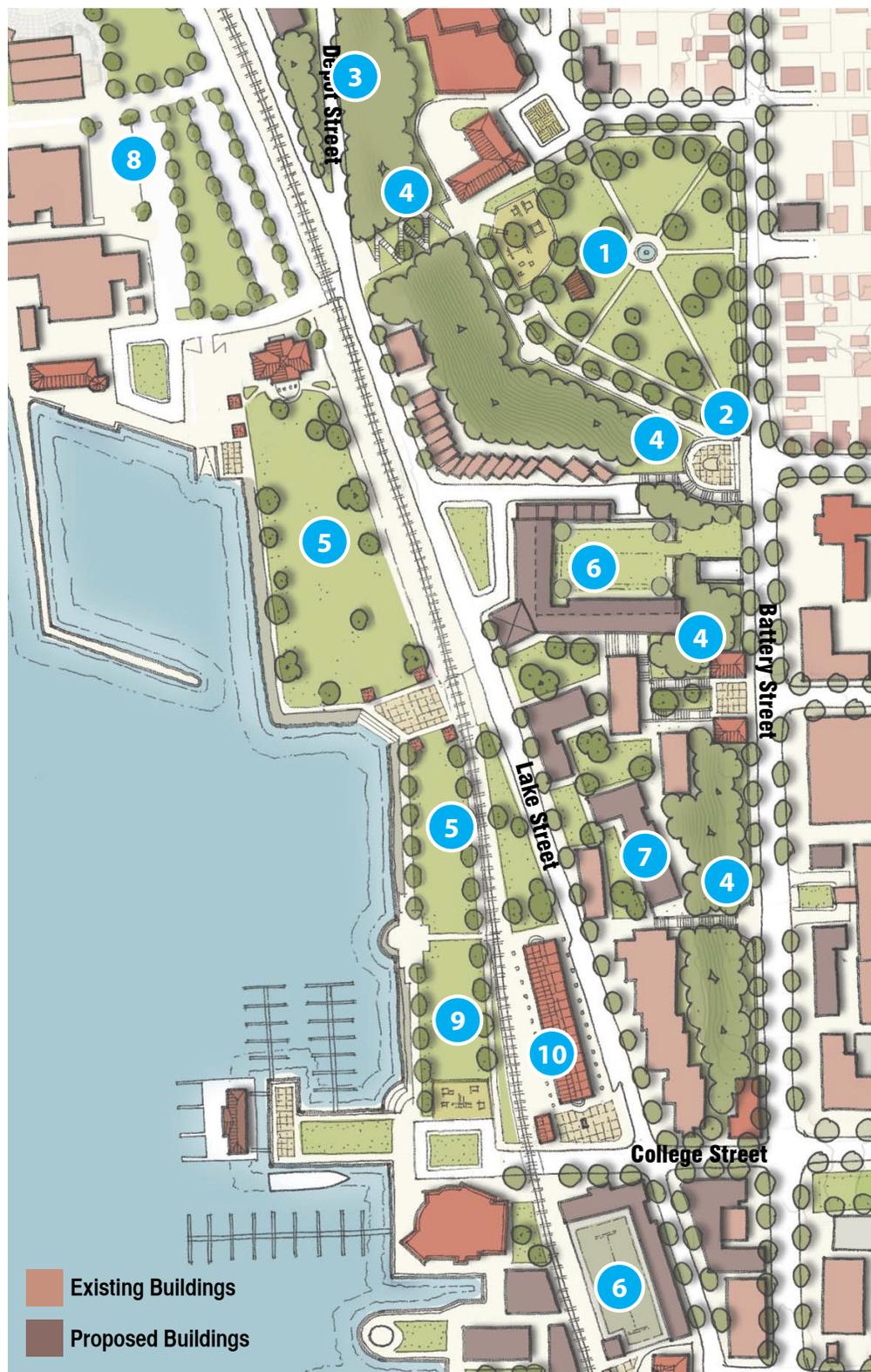


Parks & Recreation Department

Department of Public Works

5 WATERFRONT PARK

If Church Street is Burlington's living room, then Waterfront Park is the front lawn of the city. This space plays a significant role in the civic life of the City, hosting the community's most celebrated and signature events throughout the year. There are several opportunities to reimagine the park's open spaces as clearly defined "rooms" that facilitate specific functions. A new structure is shown at the mid-point of the park between the large open event space to the north and the promenade/lawn to the south. This structure and other landscaping and design elements are intended to differentiate the two spaces from one another, and create an entrance into the event area where ticketing and access control can be focused. A new building is shown at the far northern end of the park to provide a clear termination to the open space. This structure could be used to house many of the support services necessary to manage park events such as public restrooms, storage, public safety, event operations, and should help deflect noise from traveling up the hill. In addition, the master plan shows the bike path relocated from the middle of the park, with two new routes, one along the water and another along the rail line. This will allow the path to remain open during events. The plan also recommends the use of plantings that provide for open views of the Lake and the addition of stairs that step down into the Lake to allow people to sit closer to the water.



Develop detailed designs for the new structures and secure funding.



Develop a detailed design for the Bike Path relocation and secure funding.



Parks & Recreation Department



Parks & Recreation Department

The North Waterfront district is a significant civic asset to the City of Burlington, serving as the community's front lawn. Numerous opportunities exist to strengthen the downtown's connection with this important recreational area.



NORTH WATERFRONT

6 WATERFRONT PARKING STRUCTURE

Almost nothing is as sensitive a topic as parking – especially on or near the waterfront. It is a “necessary evil” to support public events and activities, yet using this most cherished part of our city to store cars should be handled carefully. If parking is going to be located on our waterfront, it must be within a structure that is hidden. The master plan illustrates two opportunities for parking structures on the waterfront, both wrapped with street level retail and upper story housing or office uses. One structure is shown tucked into the hillside below Battery Street with access from both Lake Street below and Battery Street above. The parking structure could also provide a needed connection over the embankment at the foot of Pearl Street via an elevator. The building should be designed with a green roof that provides public access to 270-degree views of the waterfront, lake, and mountains. This garage should also be designed to accommodate the large delivery trucks that need a place to go during events. The other potential garage location is below the southern section of Lake Street, with access from College Street and possibly Lake Street near Main Street. These structures would allow nearby surface parking lots to be redeveloped into civic spaces and mixed-use buildings to further activate the waterfront.



Partner with Main Street Landing in preparing a feasibility study for development of the site.



CEDO

7 CREATIVITY VILLAGE

New buildings create an opportunity for additional retail, restaurant, office, and residential uses, critical to expanding the vitality of the waterfront into all four seasons. A collection of smaller complementary buildings should be carefully stitched into the fabric of the existing warehouse structures along Lake Street to create a rich mix of activity and an interesting series of outdoor spaces enclosed by these new and old buildings. This area could target knowledge-based businesses, with housing for employees located in nearby buildings, in the character of a factory town where employee housing was located walking distance to work.



Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.



Planning & Zoning Department

8 MORAN CENTER

The redevelopment of the Moran Plant has been a long-held desire, yet elusive challenge for the City. It's expansive size and rich history presents a tremendous opportunity for creative adaptive reuse that can serve as an important anchor of activity for the northern end of the waterfront. Potential uses are confined by the Public Trust Doctrine which strictly limit the nature of private use, virtually assuring some form of public access.



Initiate a new competitive process to solicit a broad set of redevelopment responses from independent partners.



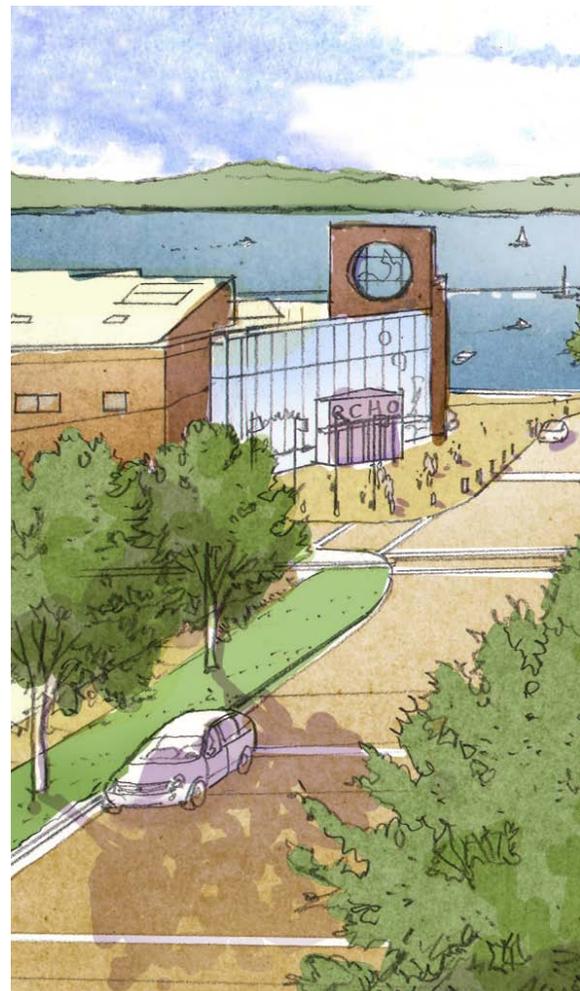
Mayor's Office
CEDO



Complete the redevelopment plan for Waterfront North, addressing: environmental contamination & storm water treatment; burying power lines and removing the electric substation; improving parking & access for the Moran site & the Urban Reserve; and development of a world-class skate park.



CEDO



9 SEASONAL SKATING RINK

A seasonal skating rink can activate the southern end of Waterfront Park during the winter, while remaining open for impromptu frisbee, soccer, lounging and special events during warmer months. It's important that such an activity be supported with nearby public restrooms and some shelter from the wind coming off the lake.

 Evaluate needed funding and staff resources.

 Parks & Recreation Department

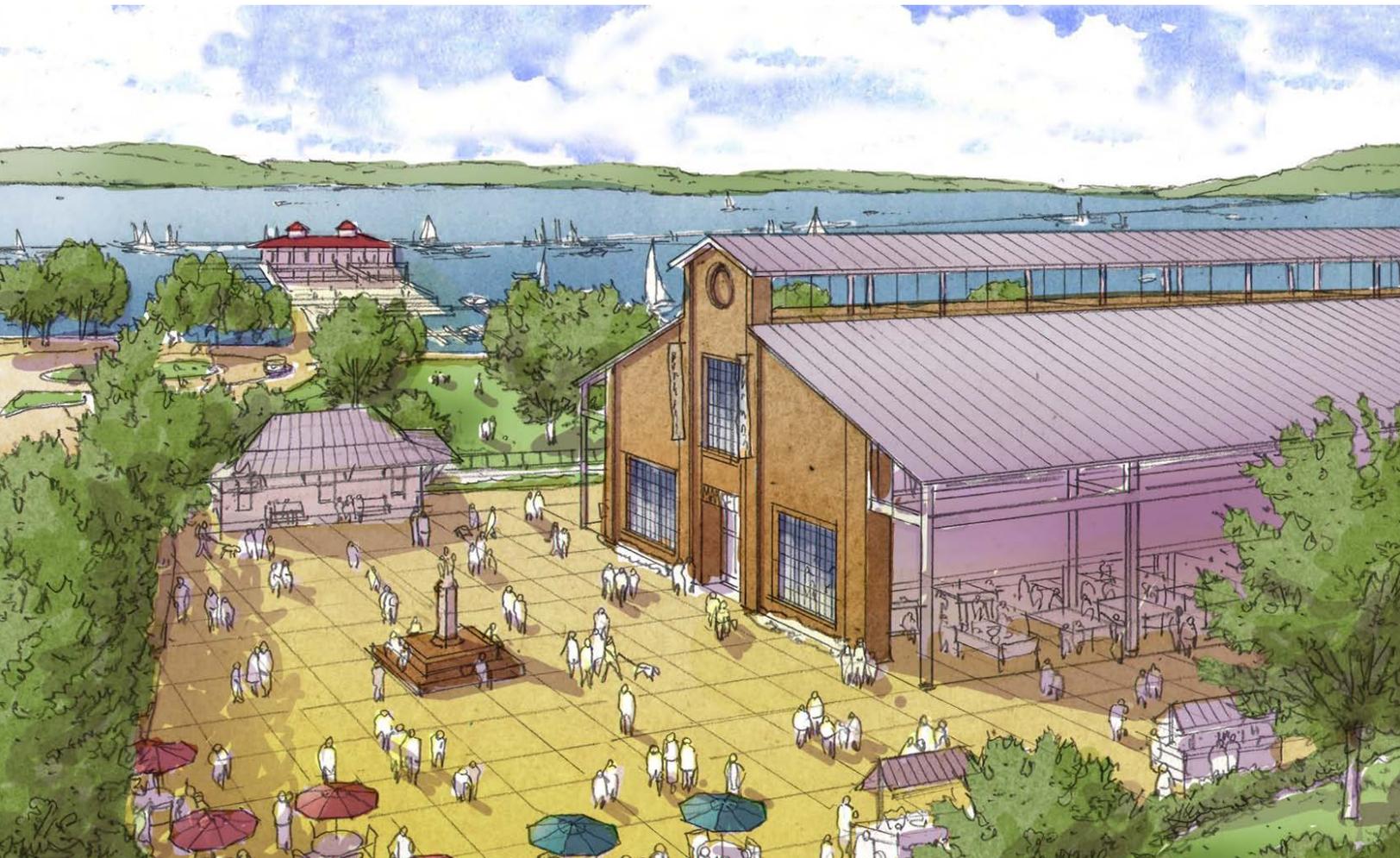
10 WATERFRONT PAVILLION

The Master Plan calls for a new civic building to be located at the corner of Lake and College streets, where currently there is a surface parking lot. The design of this open and flexible building is representative of the old rail station that once occupied a site nearby. Such a structure will be a defining icon for Burlington's waterfront and could be home to a winter farmers market, seasonal craft markets, indoor concerts, boat building, exhibition space, and more.

 Develop feasibility and design study for a new pavilion.

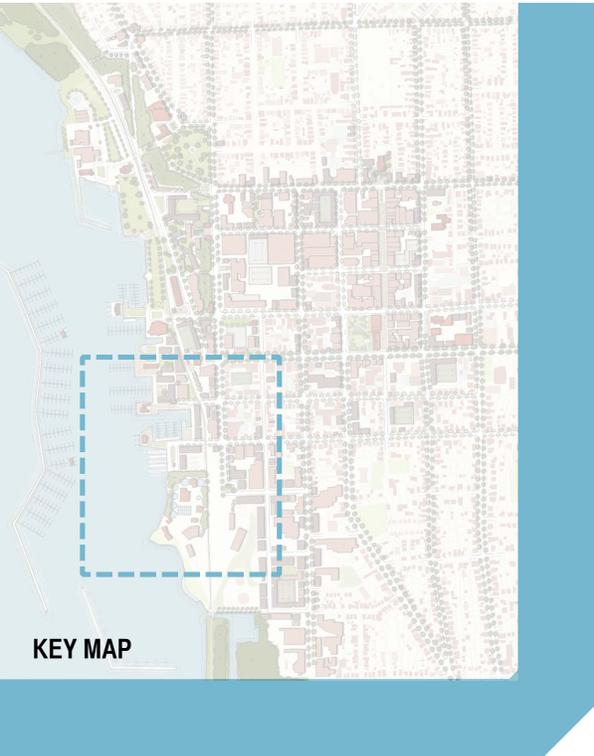
 Parks & Recreation Department

This rendering shows the proposed Waterfront Pavilion located across from the Echo Center, replacing existing surface parking lots. The structure provides both indoor and outdoor space for vending, events, exhibitions, and more. The plaza that surrounds the building provides hardscaped space for public gatherings, food truck vendors, and special events.





SOUTH WATERFRONT



1 LAKEFRONT MARITIME MUSEUM

Lake Champlain has a very rich maritime history, and has played an important strategic role in several military conflicts. The Master Plan calls for an existing or newly-developed wharf building to be converted into a lakefront Maritime Museum to showcase the region's rich history and ties to Lake Champlain and serve as another important waterfront attraction for the public.



Partner with the Lake Champlain Maritime Museum and Lake Champlain Transportation to consolidate and expand the museum's Burlington operations.



CEDO

2 ADAPTIVE REUSE AND INFILL

Numerous opportunities exist for strategic infill in this area of the waterfront to create an opportunity for additional retail, restaurant, hotel, office and residential uses that are critical to expanding the vitality of the waterfront into all four seasons. New structures should help to reinforce the urban street wall and have active ground floor uses to reinforce a vibrant pedestrian environment. Adaptive reuse of many of the existing waterfront buildings will help maintain the industrial and working character of the area.



Develop zoning regulations that emphasize building form, facilitate infill, activate the streetscape for pedestrians and protect public access to the lake.



Planning & Zoning Department

3 RELOCATED FERRY TERMINAL

The master plan contemplates moving the ferry terminal further south to free up more space for mixed-use waterfront redevelopment. Locating the terminal at Perkins Pier would still provide access to the street network without negatively impacting traffic flow on the waterfront and would be a use compatible with the adjacent wastewater plant. This site could also provide boat-trailer parking for transient boaters.



Partner with Lake Champlain Transportation as well as state and federal agencies to evaluate the feasibility of relocating the ferry operations and maintenance yard.



CEDO
Parks & Recreation Department

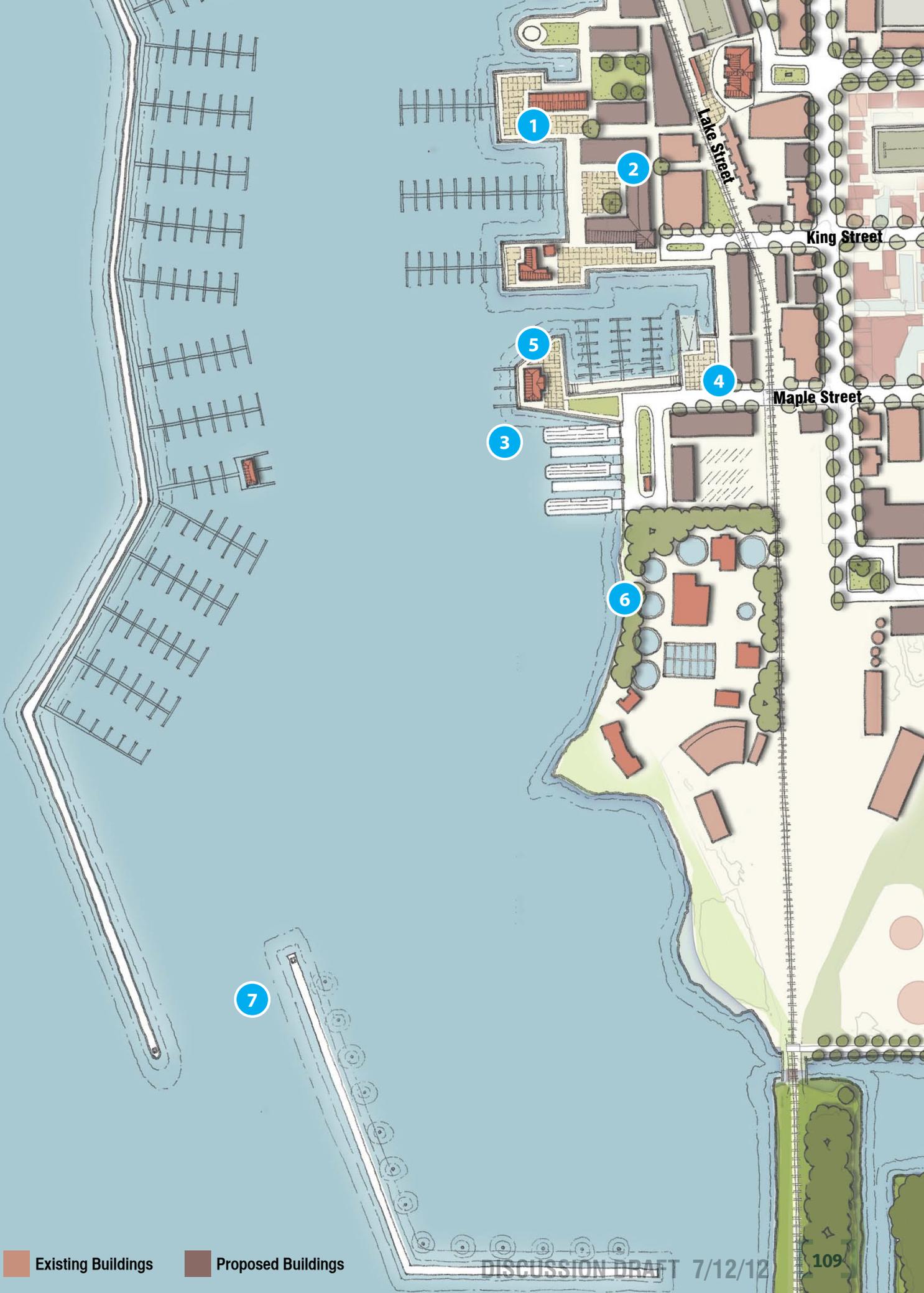


Work with the Army Corps and Department of Environmental Conservation around developing a feasibility study for the dredging, removal of underwater reefs and relocating the ferry access.



Parks & Recreation Department

Less civic and more mixed-use in character than the North Waterfront, the South Waterfront is truly the workhorse and activated waterfront of Burlington. In many ways this area serves as the front door to the City. The area from College Street down to and including the King Street Dock is envisioned as an active mixed-use area with retail, restaurants and an inn or hotel. The area from the King Street Dock to the sewage treatment plant focuses on marine uses such as ferry, boat storage, marine services and supplies.



Existing Buildings Proposed Buildings

DISCUSSION DRAFT 7/12/12



SOUTH WATERFRONT

4 MARINA SUPPORT SERVICES

Any significant expansion in the number of slips for boaters will require a complimentary investment in upland facilities to serve them. Currently there is unmet demand for seasonal boat storage. The master plan shows new buildings adjacent to the boat launch that buffer the railroad tracks and could help meet year round boat storage needs for local boat owners. Should seasonal boat storage not be economically viable, these buildings could instead be developed for mixed-use and marina support services such as showers, laundry, solid waste/recycling, marine supply and repair, etc.



Develop market and feasibility study for construction and operations of such a facility.



Lake Champlain Transportation CEDO
Parks & Recreation Department

5 HARBOR LAUNCH

Should a large number of boat slips be developed next to the breakwater, a new harbor launch will be necessary to ferry residents and guests between slips and the shore.



Develop a feasibility study to evaluate the management and operation of a municipal harbor launch service.



Parks & Recreation Department

6 MITIGATE ODORS FROM THE WASTEWATER TREATMENT PLANT

Vapor-phase or liquid-phase technologies, a physical enclosure, or even coffee grounds, should be considered to mitigate odors from the wastewater treatment plant, currently affecting large portions of the waterfront.



Investigate and implement measures to neutralize hydrogen sulfide gas (H₂S) odors.



Department of Public Works

7 BREAKWATER & MARINA EXPANSION

There is significant unmet demand for additional boat slips within the inner harbor, especially with Burlington serving as a major layover and resupply stop for travelers between the Hudson River, the Erie Canal, and the St. Lawrence River. As the current public and private marinas cannot meet this need, the master plan calls for the creation of 300 additional slips to accommodate both seasonal and transient boaters. Either connected or floating adjacent to the breakwater, additional slips could be accommodated on the west side of the inner harbor. Additional transient slips will cement Burlington's place as major destination on Lake Champlain, while more seasonal slips will help to reduce the 10-year waiting list for local boaters, expanding access to local members of the community. More boats and boaters will increase the need for marine and boater services, providing opportunities for local businesses and providing increased revenues for the city.

In addition, the south entrance of the harbor is exposed to the south wind and needs additional protection. A new floating breakwater is proposed to protect boaters from wind and waves, enabling the marina expansion on the southern end of the inner harbor.



Work with the Army Corps and Department of Environmental Conservation around developing a feasibility study for the dredging, removal of underwater reefs and establishing new floating docks and breakwater.



Parks & Recreation Department



Implement recommendations of the Burlington Harbor Management Plan.



Parks & Recreation Department

EXISTING

[BELOW]

The redevelopment of the Burlington Waterfront has been a long-held desire, while also a challenge for the City. It's expansive size and rich history presents a tremendous opportunity for a rich mix of activity that can serve as an important anchor and gateway for the City.



EXISTING

PROPOSED

[SEE FOLLOWING PAGES]

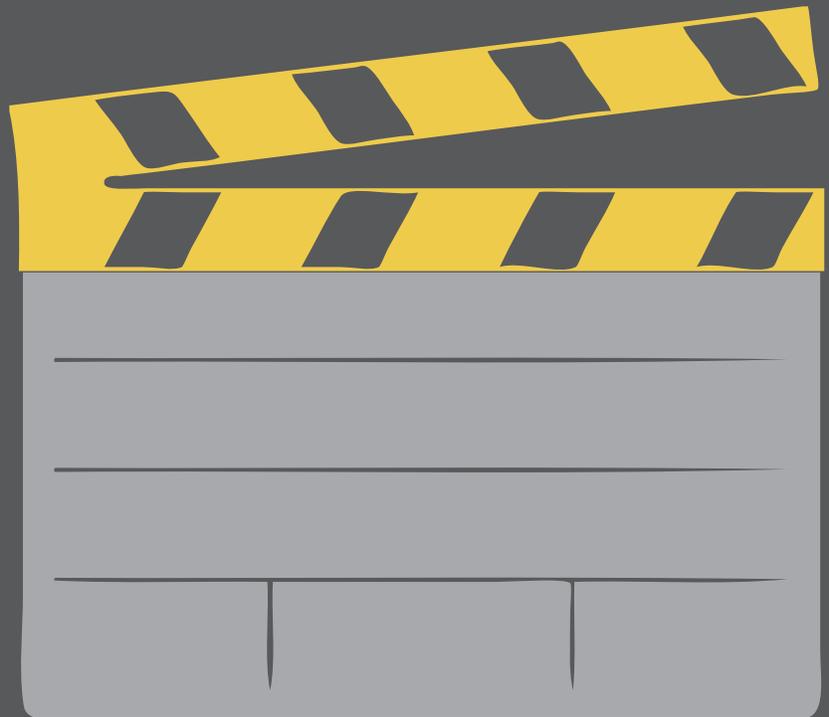
The vision for the waterfront shows a mix of new and old buildings creating a vibrant urban waterfront.

You can see in the foreground a U-shaped building which could be the site of a waterfront inn with a mixed-use ground floor. Some of the old shed buildings from the ferry back-of-house operations, which have been relocated south just beside the water treatment plant, have been incorporated into the new plan, retrofitted for new activities. A block with a large parking structure is tucked in adjacent to the train depot. This will provide parking for visitors and those using the train when commuter rail service returns to Burlington. Immediately across the street is the site for a new market building which can house Burlington's famous Farmer's Market in summer and winter as well as other events and markets throughout the year. A playground that uses kinetic energy created during children's play to power lights and pump water, is located across the street from the Echo Center in the park. Adjacent to Main Street Landing, where the old workshops from the lumber operations were located, new buildings reminiscent of historic industrial areas are shown, where workers in creative and green industries can live, work, shop and play.

Finally, at the left of the image, some of the 300 plus new boat slips are seen, which will address the backlog of demand for boat slips and bring additional visitors to the city by way of the water.







ACTION

ENGAGE

IN THE PLAN IMPLEMENTATION
PROCESS

CONTINUE TO

CONTRIBUTE

YOUR THOUGHTS, EXPERIENCES,
AND ENERGY

ADVOCATE

FOR WHAT WILL HELP MAKE
BURLINGTON EVEN MORE
SUCCESSFUL

SUPPORT

THE CONSENSUS AND
OUTCOME OF THE PLAN

INVEST

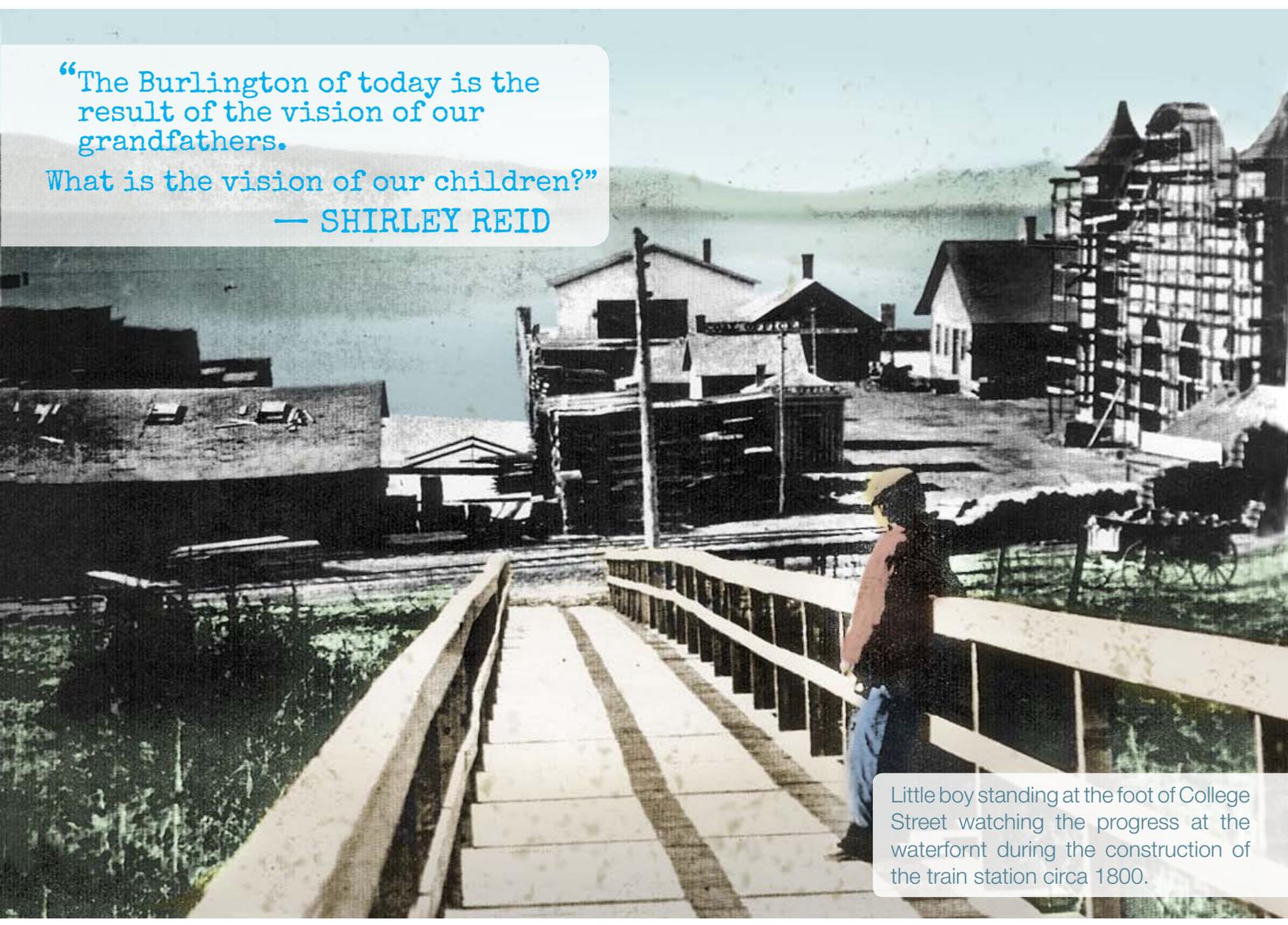
YOUR TIME AND ENERGY
IN BURLINGTON'S
FUTURE

Public feedback on this document will also be collected using the web tool.
Stay tuned to: www.burlingtonvt.gov/PlanBTV/map



reflecting on the past

“The Burlington of today is the result of the vision of our grandfathers.
What is the vision of our children?”
— SHIRLEY REID



Little boy standing at the foot of College Street watching the progress at the waterfront during the construction of the train station circa 1800.



planning for the future