



Downtown & Waterfront

Neighborhood Improvement Nights – November 2011

During the month of November 2011, the Planning and Zoning Department visited all five Neighborhood Planning Assemblies to discuss the planBTV Phase 1 analysis results and gather input from residents as to what their thoughts are regarding the downtown and waterfront area. Below is a summary of the main concepts/comments heard from those 5 meetings. You can find all comments received in Appendix A after this summary.

Getting Around Downtown

Summary/Main Concepts/Comments from Participants

- There is a need for more boat slips on the waterfront to accommodate visitors using this mean of transportation. Many Canadians are coming down but cannot stop in Burlington because of the lack of space for them.
- There is a need for safer and better separated bikes lanes on city streets, as well as safe commuter routes between communities
- Maintain and enhance the pedestrian environment downtown and on the waterfront: accessibility, safety and lighting
- Provide parking locations (Park and Ride) outside of the downtown and bring people in by regular shuttles. This would help reduce the amount of cars in our downtown, reducing the need for more parking as well.
- Better parking management is needed inducing a better wayfinding system. There is parking in the downtown but people cannot find it. Garages need to be improved upon so they feel safer.
 - Private parking lots are underutilized in the downtown and could be made available to the public and help create more availability.
 - Work with employers to provide incentives to alternatives to single occupancy vehicle and parking downtown. That would open up parking for customers and visitors.
- The transit hub on Cherry street is very congested and a new location with off street pick up would better serve the community.
 - Transit needs to be more frequent on most routes to make it useful for more people to use.
- Explore creative financial ways to fund a better transit system, like using a tax on gas, etc.
- The connection from downtown to the waterfront is made difficult because of the bluff. We need to create some better pedestrian connections from Battery Park down to the water.
- Explore transportation alternatives: trolleys, shuttles, funicular, etc.

Enjoying Downtown

Summary/Main Concepts/Comments from Participants

- Downtown could use more play spaces for children and teenagers, playground would bring families
- Improve downtown and waterfront restaurant experience: reservations, less chains

- Public restrooms at strategic locations and will identified are needed throughout the downtown and waterfront.
- Repurposing of railyard as a recreational destination
- Enhanced bike facilities would create more recreation opportunities for all ages.
- The great open spaces on the waterfront could be improved with more greenery, landscaping, better lighting and a few additional amenities for recreation.
- The community could make better use of the water (Lake Champlain) with additional events such as sailboat races, ice fishing in the winter, etc.
- Need improved calendar of events at downtown/marketplace
- An ice skating/hockey facility in the downtown or on the waterfront would bring people in the colder months.
- The Lake Champlain bike path is a tremendous resource to bring citizens and visitors into Burlington. It is in need of update and repair in several locations.
- Burlington already has many great events throughout the year. Continue to plan more events, especially if they can be free for the public to attend, i.e: free concerts in Battery Park.
- Find a permanent home for the farmer's market to increase its frequency.
- Rebuild the skatepark on the waterfront and plan for more sitting so that people can sit and watch.
- Develop a marina on the waterfront to provide better services to boaters and more boat slips.

Living Downtown

Summary/Main Concepts/Comments from Participants

- Living downtown is very expensive and an option only available to a few. Some of the affordable housing built on the waterfront is a great example of what can be done.
- The income affordability gap needs to be filled. We provide subsidized housing downtown and high end but are lacking the affordable market rate housing.
- Increasing density and people living downtown will help reduce sprawl and traffic in the downtown. It will create a downtown where people can live, work and play.
- There is sometimes tension between families living downtown and students living in converted single-family houses. More on-campus student housing should be created to relieve the pressure on neighborhoods.
- Provide a better diversity of housing types and costs to allow for anyone wanting to live downtown the opportunity to do so.
- Rental housing is not kept up by landlords and clashes with owner-occupied housing in downtown. Incentives for landlords to renovate and keep their properties attractive should be considered.
- A better variety of day to day shops (grocery, hardware, etc.) would help keep and bring more residents downtown. There is a lack of affordable grocery store now.
- The current limitation of 50% residential in a new development needs to be removed from the ordinance so that housing can be built.
- Absentee tenants in high end housing in places like Battery St and College Apartments, as well as Church St. do not add to the city's livability.
- Explore connection between downtown and Pine Street: how to improve and expand the South End's appeal as it relates to downtown

Working and Doing Business Downtown

Summary/Main Concepts/Comments from Participants

- There is a definite need for more day to day resident needs store such as hardware, affordable grocery store, etc.
- Continue to attract and retain good paying jobs into our downtown is vital for its livability in the future. More state workers could come to Burlington.
- The railyard property on the waterfront should be redeveloped to use this high value land in a more lucrative way.
- The waterfront area needs a bit more destinations (shops, restaurants, Target type store, etc.) to bring people there year-round.
- The superblock (where Memorial Auditorium is located) needs to be redeveloped with some mixed uses, for a more active area of the downtown and to create an entrance into the area.
- Keep first floor retail/commercial space to activate the street and create a safe and inviting pedestrian atmosphere.
- Bring more variety to downtown restaurants with lower cost ethnic food establishments.
- Ensure that vacant storefront spaces are filled, if not with retail, then use the space for more creative things like space for local bands to practice, art galleries for local artists, etc.
- Ensure connectivity of the Church Street Marketplace and waterfront using the continuum of retail establishments that would entice pedestrians/shoppers to go back and forth. Main Street.
- Provide amenities such as clean and well-marked public restrooms for shoppers
- Integrate renewable energy/green landscaping into retail spaces downtown
- Improve transit for shoppers: expanded bus schedule, etc.

APPENDIX A

Comments received during all 5 NPA meetings

Getting Around Downtown

Each Ward's detailed comments

Ward 1 NPA

Getting Around Downtown

Gave up car and bike as much as possible

- o Terrific biking opportunities (Union Street)
- o Desperate need for safer biking on the streets
- o Uneven sidewalks

Maintaining pedestrian orientation, natural environment

Keep marine entrance, boats

- o So much coming from Canada (coming by boat, less cars)
- o Updating our bike path connectors to neighborhoods
- o Maintain our sidewalks

Something like a ski gondola to take them up the hill (connecting waterfront to downtown) Boaters up, people downtown moving down

Driving and walking along the waterfront is prohibitive

Good to see some sort of park and ride somewhere

Places to park outside the downtown area – then something to ride into town. People movers, less cars in the downtown

Trolley could be a good idea (in the summer, we have so many tourists, electric open trolley)

Need for park and rides (statewide concern)

Too many cars downtown

- Hard to walk and bike in the midst of those cars downtown

Crosswalks not functioning? Timing is not enough to get across

College street shuttle could be more operational

More parking management

Need left turning arrows (some intersections are bad)

Other ways to cross the main arteries (elevated crosswalks, underpasses)

Connection to the waterfront

- o Mobility issues?
- o Attraction issues?
- o Wayfinding

Waterfront needs more swings and very well maintained walkways

Walked down College Street, there is parking behind the condo structure (on Battery). Parking is only 60% occupied, you don't see the hidden spots. Better signage for if this lot is full, go here (with map provided)

- Brochure and map of parking in downtown Burlington

People can look up parking on their iPhones

Having a map doesn't really tell you where it is
Need better signage, and the parking that is available after 5 (then becomes public parking)
Underground parking in between the Ice House and Wing building

Alternatives to parking?

People feel there is adequate parking, it just isn't publicized (for people who don't know where it is)
First 2 hrs are free

Some people (may be older) are afraid of parking structures

Hide our parking lots (particularly on the waterfront) don't want surface parking lots there

Philly has the flash—getting here to there without taking their car
Smaller, little ways for us to move around

College Street shuttle should run later hours

- College Street shuttle is the east-west
- Another for the north-south axis

If you don't ride, you don't know how to get off it
Shelter—need the real-time info there

What about a Mr. Roger's kind of trolley with a bell?

- It was loud, not an efficient mode
- Did it for the summer for tourist season

Need more space for boat

Thinking bigger picture than cars
Riding and walking her bike all over town
College Street shuttle-many people use

Bicycling and walking there are stumbling blocks (ride on the sidewalk on Colchester Ave)
Pearl, North Winooski and Prospect & Pearl –most dangerous intersections

Bringing people downtown and to the waterfront, College Street shuttle is the only way to get there. Need a trolley, electric route to get people from downtown to waterfront

Moving CCTA from Cherry to College

- It's very congested where it is now
- College is a bit more open space
- Taxi, buses, etc. multi transit
- For the buses that are going to Montpelier, St. Albans, etc – have their depot somewhere on Main Street
- Could definitely have substations instead of one big CCTA station

Dark walking on the top block of Church Street

- Battery Street, Pearl street, Church—big connector, but somewhat scary to walk

Top block of Church Street—quite a few vacancies

Certain peddlers draw people—different blocks, different seasons

Two big buildings that are vacant on that block. Have the farmer's market there on the top block

Marine traffic—they want to come, spend money in our downtown. Make it more accessible. Boat slips.

Train service—get the train going again.

Melinda Moulton—trying to get the trains back

Need marked public restrooms—where they are

Energy efficient trolley

Vermont ski gondola going from waterfront to downtown

- o Ski slalom down to the waterfront

Anytime we are bringing non-car visitors into Burlington, we're bringing in money, business, retail without dealing with parking issues.

Parking management and marketing

"I always find parking downtown" the fact that there isn't parking is a myth

Improvements have lost us parking spaces (lost surface parking). People went crazy with the bump-outs. Adds to the perception that downtown is hard to approach.

Are people looking more for surface parking or for the garages? Parking in the garages is easy, but don't always feel safe. Stairs that feel cramped, elevators are bad. It's dark and it feels uneasy. Need to be more inviting. More of an issue for women.

I would walk more if the sidewalks were more even, road and sidewalk maintenance

More intelligent crosswalks

There are a number of private lots that are not cooperative with the city—after hours they should be public parking. Court house hires someone Fri and Sat nights to keep people out. Could through aggressive negotiation be persuaded in making those spots available at night. Court house is supported by our taxpayer dollars, but can't park there

Most of the private lots are very underutilized (even during the day)

Parking garage on St. Paul street – stipulation for off-hour parking. Citizens Bank. Private parking lot but available

Zoning ordinance for downtown

There is a huge need for a multi-varied transportation system. Link water, train, buses, bike

Ward 2/3

- Parking – why do we need more/new parking in zone 5 – waterfront capacity now is only 65%
- What do we do to use parking that we have more effectively?
- Walking – public way to more people
- Depot st – shuttle buses
- How to get people from garages to the waterfront – moving people in and out

- Priorities: traffic? Pedestrian? Bikes? What is more important
- Summer versus winter uses
- Events – parking and ride from outside downtown locations – free bus on college street – why not at lower college street?
- Shuttle for events – assign costs
- Improve access from Battery park to the waterfront
- Shuttle on depot street and create a loop
- Funicular
- Good walking north to south – alleyway at Macy's
- Circulation plan for the waterfront? Cars and pedestrians – decrease the # of cars on the waterfront
- make the streets beautiful looking and healthy for people
- Elderly people and parking downtown
- Transportation plan 2003, implement the 25mph city wide but want 20 mph in downtown core
- Better use of private parking – county courthouse
- Pass available for any mode of transportation – cab, bus, shuttle

Ward 4/7

- Transit center shouldn't be downtown
 - It should be downtown for convenience
- 2hr parking meters should be increased to 3hrs
- More info on meters (meaning of color difference, heavily used parking times, parking tips)
- More bike parking and hybrid parking +
- Online reporting tool/app for dangerous spots, repairs, etc. – users could use and see trends
- Different parking rates @ meters depending on the time of day
- More long-term meters
- Overcrowded buses – UVM shuttles should go downtown
- Satellite parking @ outside edge of the city with small shuttles bringing people into town
- Size transit vehicles based on use and desire +
- Number 1 problem is parking, bus schedule is limited especially on weekends +
- Crosswalks near high pedestrian areas cleared first in winter
- Change meters to pay stations – pay for time actually spent parking
- Parking is hard to find, would walk up to 6 blocks – parking is already well lit and feels safe in the downtown core
- Scenic tram – from church street or UVM to the waterfront – or ski lift, gondola, funicular) +
- On-street parking shouldn't be used to calm traffic – is dangerous especially for cyclists +
- Need north/south bike route through downtown
- Consider prioritizing parking
- Eliminate meters @ post office, federal building and downtown – would allow better parking rotation
- Parking tickets are a deterrent (even the potential for tickets)
- More information on and more options for public restrooms
- Improve routes into downtown, possible Boulder transit example
- Free transit
- Better signage for transit times at stops
- Help bike commuters by improving bike routes, including in winter
- More available parking in private lots after hours – fee for right to retain exclusive use
- Appreciate city garages 2 hr free parking

"+" = multiple comments for same item

Ward 5

High rise garage where i-189 dumps.

1. Free shuttle like what happens during the holiday season or college st. shuttle.
2. Park and rides for commuters
3. An actual bus station that commuters can enter to get warm, etc.
4. Encouraging biking into the city by increasing opportunities to use bike and bus or a terminal for bikers.
5. Pedestrian and biker are competing for space on the sidewalk.
6. So. Winooski from Pearl to Main .St. from 4 lanes down to 3 lanes. A lane going both ways, a center turn lane, and bike lanes on both sides.
7. Take one car lane for a 2 way bike lane (going both ways).
8. Make separate traveling paths for bikes and pedestrians
9. Expanding College St. shuttle- Free
10. Encourage daily commuters to come up with an alternative parking spot. Occasional visitor should be the priority for available parking.
11. Parking is expensive and hard to find at waterfront
12. What are they going to do with Depot St.
13. Make surface parking at waterfront less appealing. Encouraging shuttles or biker/walkers
14. People powered transportation.
15. Train for City travel
16. More roundabouts
17. 10am-2pm free buses to increase ridership and that's when most have appointments
18. Parking meters that can use meters
19. Consider increasing free time at parking garages during 10am-2pm
20. Continue charging for on street parking at night.
21. Evening bus service and 3x an hour bus service
22. Monthly parking card for an meters or parking garage
23. Police to enforce laws that govern bikers
24. Do not allow parking in the bike lane
25. Bikes with trailers do not fit in some of the travel paths
26. Dog ride on buses

Ward 6

Traffic Circulation and Parking – David White, facilitator / Jenny Davis, note-taker

About 10 different residents participated in this dialogue which was about 45 minutes in length.

What are ways to improve getting around downtown?

From the DT point of view economically – which is more economically better for downtown? More parking or more housing?

With Urban renewal – captive audience. Why is parking more valuable than downtown living space?

David: more people is better – they invest dollars day-to-day.

Jerry Mannock: traffic circulation – check out the system in Perth, Australia – free buses north south loop, and east-west loop – free to ride – outside of city, there is a fare

i/of of we rode the buses for free while there - spent money at attractions when we got on and off the bus

David – how did they pay for that?

for Burlington: college – main could be east-west loop – College St shuttle is already free

add a loop to Main
could be a different loop in the other direction

City Loop bus – only goes in one direction – why doesn't it go the other direction? This would help downtown movement/circulation

Interested in parking garages – N. Winooski garage – electric vacancy sign should be used – it causes traffic issues when the sign is not working
Signage for parking for out of towners is needed...they don't know where the non-obvious spaces are located

What about a favorite status for people who live downtown who are looking for jobs? Should they receive preferential treatment?

Perhaps incentives should instead be given to people NOT driving, regardless of where they live.
Perhaps people drive short distances to work because they have other errands to run later in the day – incentives for them to use public transit.
David: What would these be – who would provide that?
Tax revenues, grants? Shouldn't fall on any one specific entity to shoulder.

Best practice for parking – Old Towne Pasadena, CA – combination of remote lots and meters downtown – a percentage of meters always available downtown – you paid a higher fee for the proximity OR you could park in a remote lot and take a shuttle downtown for less money (or free).
Portland, OR - parking meters – one machine per block that issues tickets and not coined meters – you do not have to pay meter readers to go around collecting the coins.
Local schools – multiple bus runs to schools, grow walking school bus – may be a challenge to get adolescents to think it is cool to take the bus.

Percentage of public-private spaces – how will city integrate and plan parking space location and how does that mesh with actual traffic? If all of the spaces are on Pearl St and the traffic is coming down Main St, how is that logical? What can be done to address this?
DAVID: landlords/mgt companies could do a better job of leasing spaces that employees are not using at night – there is a lot of potential for "shared" parking spaces downtown.
Would there be a pricing scheme/how would that affect public transportation?
DAVID: price according to desirability of space locations.

Cars into Burlington and out of Burlington – we used to have stats of the numbers on major thoroughfares. The qtys are large.
Do we have commuting pattern trackings and how that meshes with public transit? For example, if someone lives in Williston and needs to commute south on Shelburne Rd, they would have to transfer at Cherry St. That 10-15 minute delay may not be possible for them so they choose to drive instead of taking the bus.

The nice thing with the bus, you can put the bike on the front. I would bike to Williston if there was a safe route.

I think you should increase the price to park downtown.
If you want to encourage public transportation, why is there such a focus on parking in the downtown?
DAVID: competition for development in downtown vs. a community outside (Williston). They can offer things like parking that Burlington also needs to be able to offer.

Do you get push back from downtown businesses when you talk about increasing parking?

DAVID: The perception is that we don't have enough downtown parking. That is not the case. We are just not utilizing it effectively.

How might parking locations affect commuting traffic?

What about using the university parking on evenings and weekends? If the parking at the university is less expensive than parking downtown, more people would use that. Again, I think we should charge a lot more to park downtown.

Get people to think differently about different types of transportation (i/of cars) – people need to better understand the benefits of NOT driving.

Is the goal to increase spaces or increase efficiency of using those spaces?

DAVID: We will likely increase parking availability but not after increasing efficiency of the spaces we currently have – better usage.

I was not aware of waterfront parking – better signage or education of that is needed.

Employers could be more involved in educating people of parking options and provide incentives to employees who do not drive.

What is happening with a downtown transit center? CCTA is working on that – a few public mtgs already.

How you are directed and how you are coming into the city will impact where you park. Wayfinding is important in this process. Signage that send people to the next open lots.

Are there plans to educate people about biking benefits?

DAVID: Safe Streets Collaborative – trying to educate both cyclists and drivers to better-share the road. Bikes have the same rights as cars.

European cities – bikes scattered throughout the city (like Montreal) – you can rent bikes in different locations and drop it off in a different location.

Where are the majority of unused parking spots? Are they in-line with the high traffic areas/entrances to town? Education is needed so that employees are not taking the best parking spaces – thus keeping shoppers from getting them.

Could you incentivize using public transit? Employers giving employees incentives to do something different?

What organization does this?

Reduced rates to consumers to get them to try the bus.

Why can't the two-hour parking limit be enforced? This would keep employees from dominating the spaces.

Enjoying Downtown

Each Ward's detailed comments

Ward 1 NPA

I love downtown Burlington!

- Great Mix of events

Concern that restaurants are taking over Church St.

- They often sprawl into the center walkway and make it difficult for pedestrians to pass.
- Difficulty regulating private space (restaurants) within a public space (Church St.)

There is a large range of dining experiences

- Chain stores are moving in...
 - o Panera/Starbucks
 - o There is still a strong local dining experience

Two recent losses to the downtown were Old Navy and Ann Taylor

- Middle line goods, affordable necessities

Downtown area playground

- Children's museum?
- Another gathering point in the city core

Need for a real good museum

- Larger than Echo or Fire House

Service in Burlington is often slower, some restaurants don't take reservations.

Some retailers choose to go out to Williston because of the large space and cheap parking.

- Not as convenient as shopping in downtown Burlington

Visitors need restrooms!

- Put more public restrooms on Church St!
- Pay to use in order to cover upkeep costs!
- Also a need for better wayfinding into the downtown area, and for restrooms (wayfinding)

Need for more biking!! Everything about it!

- Bike lanes
- Maps
- Safety enforcement

Need for a public space for community problem solving.

- Would be open all the time

Level Memorial Auditorium and repurpose that lot!

Need for a Target!

Need for a hardware store in the downtown.

- Gregory's on Pine!
 - o Too far!

How to connect the Downtown and the Waterfront?

Increase experiences between the two locations

Zoning can encourage use, creating lanes that draw people from downtown to the water

Make better use of the city's brownfield sites

What do enjoy best about the Waterfront?

When I'm down at the Waterfront I find there is nothing to do!

- Need for more purpose driven activities
- Parking on the WF is also difficult
- Love of the wide open spaces on the WF
- Could be enhanced by a beautiful garden
 - Not a community garden
 - More like a botanical garden
 - Zen Garden?

Question about Waterfront

- is bike path waiting for overall redevelopment of Waterfront?
 - Yes, that will be developed with Waterfront North and Moran

Lake St is also part of WF North

Need for diversity of destinations

- Moran Plant
- Railyard
 - Could be used as an outdoor market
 - Craft fair
 - Could be used for housing...
 - Old cars could be repurposed into shops and vendor booths
 - Could make a museum with old railroad engines for kids!
 - Create educational and fun space!

There are not enough people currently living in the waterfront area to drive business

Need for other transportation opportunities leading to the waterfront (From driving)
Outside Skating Rink!!!

Ward 2/3

- Gondola from UVM with sky run
- Sailboat races
- Ice boat with ice
- Ice fishing events
- Noise – Amplified Music is an issue from concerts, people can hear from their home on Archibald believe the music is coming from the waterfront, some concerns about concerts on Church, business owner concerns with this, kids covering their ears
- Lighting – safety but not too much
- Improved linkages to the waterfront
- Events at the top block of Church Street to help people shop
- Balance of activities and peacefulness (mixed uses)
- Parks enforcement (yellow shirts) out at night on bikes, etc.
- Public access at all times to the waterfront

- Dining
- Boutiques
- More benches – get people to contribute again – maintain what we have
- Public restrooms
- Water fountains
- Pedestrian traffic, ability to walk around – like the walk on Battery street with benches and trees
- Walking tour markings – linked to other markings
- Gardens – near waterfront – label plants
- Enclosed portions of church???
- Build up front on story buildings – utilize space better – work with school on building and reducing energy footprint
- Enhance the natural experience
- Empty spaces need to be filled
- High rents on Church street pushes potential local shops out
- Year round – more frequent inside/outside vendors
- Cheaper ethnic food on Church street
- Educational adult learning center (glass blowing)
- Quiet spaces on the waterfront even during festivals
- Children spaces, places that are safe, all around the downtown
- Love the whole feeling of church, maintain the view of water/lake
- Someone was not aware of the College Street Shuttle – make it more obvious
- Swimming pool on the waterfront
- Merry-go round on the waterfront
- More dock spaces for boats – there is a 7 year waiting list
- More welcoming to incoming sailors
- Improved maintenance of sidewalks and other public infrastructure
- Lighting concern on side street (college/pearl/main)
- Upper Church – add more activities year round (Boston Common as an example)

Ward 4/7

- Need a waterfront Skatepark +
- Side streets – benches and bulletin boards for public notices
- More boat slips ++
- Garbage cans/all along the waterfront
- Improved bike path ++ - widen
- Local TV access with live cameras/studio on church street for passerby
- Larger community sailing center
- Ice hockey venue on the waterfront
- Marketplace pan handlers need to be curbed – they are more aggressive – big deterrent to shoppers
- Dragon heart festival needs to be more safe for pedestrians crossing battery street
- More temporary rotating public art on church street
- More free summer concerts in battery park
- More access for kids fishing along the waterfront
- Church street permanent mini theater for street performer
- Inviting gateway between north street and the waterfront and between north street and downtown ++
- Eating in downtown Winooski is better than eating in downtown Burlington – less distraction, smaller more quaint

- Activities along the marketplace can overwhelm the dining experience
- Better times for buses into downtown (Sunday schedule extended)
- Downtown is not an island – it needs to be included
- Bike lanes/one-way shared roads with bikes and cars
- Downtown bookstore is missing ++
- Railyard not good use of space – housing, roadways (public or private?)
- Place to play chess, cards, indoors for free
- Permanent home for the farmer’s market along the waterfront – heated with canopies (San Francisco, Richmond, Saguenay – nice skatepark, Quebec – indoor veggie market open daily in summer)
- More public restrooms – open during late night hours (24 hrs) – better signage for existing restrooms
- Tear down Moran Plant – air quality inside a concern – safety for pedestrians a concern due to increase traffic
- Need more visible and larger signs in parks for on/off leash dog areas
- Lights at waterfront dog park
- More festivals in our parks
- Memorial auditorium – upstairs/farmer’s market – downstairs/parking?

Ward 5

- More recreational amenities for visitors and boaters: showers, laundry
- Easier way to get to the waterfront rather than by car
- Underutilized waterfront: more formal businesses and use view shed better
- Church st – covered walkway – expanded covers
- Artificial ice outdoors on the waterfront: refrigerated
- Perkins Pier – better use as a park – it’s underutilized – place for boaters amenities
- Parking lots on the waterfront – more attractive or replace
- Perkins Pier master plan
- Railyards – working landscape versus opportunity to develop
- Passenger use of train
- Linking downtown with the waterfront
- Jazz clubs and pubs up and down main street
- Cross promotion with boaters and boat house and church street businesses
- Ice skating outdoors on church street and waterfront
- Improve waterfront regularly and more people will use it
- More restaurants and choices on the waterfront
- Access points and method to get to the waterfront.
- Oakledge park as a resource
- Better playgrounds for kids
- Fishing pier as a public resource
- Moran plant = traffic problem
- Bike path: better maintained with lighting
- Big concrete skate park with places to sit to watch
- Downtown open house – live showing broadcasts
- Adult playground with jungle gym
- Passenger train service
- Aerial tram from church street to the waterfront
- Waterfront as a passive recreation area no consuming and encourage conversation – speakers corner
- Chairs for folks on the waterfront – more sitting areas
- No more housing on the waterfront

- Fewer cars
- Encourage bikes
- Add a repair/sales store on the bike path – perhaps as a brand-for biking purposes
- Another grocery store in the mall – year round fresh market – farmer’s market with a permanent site
- Public concerts venue in the mall
- Lake as a resource for marina operations – expanded storage facility
- Maritime museum presence on the waterfront

Ward 6

- Maintain good access for local residents
- More balance in facilities and activities at waterfront – year round
 - Ice rink for example
- Add decent restaurant on the waterfront-year round access
- Trolley to get back and forth as an attraction for downtown
- Bilingual signs and maps
- Wayfinding
- Farmers market – more than 1 per week – make it more of an event and expand it
- Summer festivals are great
- What about winter time, why are people coming downtown in the winter?
- More indoor venues – main street landing, memorial auditorium
- Improve East-west connectivity down to the water
- Side street parking plan identifying the downtown designation
- No traffic crossing Church Street
- Satellite parking and ways to get downtown
- Private parking offered on weekends including surface lots
- Downtown caters well to local interest which also attracts tourists/visitors
- Need a more affordable store again like old navy
- Visual corridors and signage to connect between downtown and waterfront – better linkage
- Inspire people to move between church street and the waterfront
- Require 1st floor activities to attract people to move up and down the streets
- College street as pedestrian
- College street – wider sidewalks, median, plantings
- As a visitor, not enough to interest walkers
- Waterfront marina needs to be developed
- Floating breakwater south of harbor for services
- Provide information to boaters as to services available – welcome basket
- Kids activity book
- Church street marketplace calendar for activities that are going on
- Expanded ECHO – to get more people there
- Bike path improved
- Cover the sewer treatment plant

Events

- Ice sculpture events
- Annual pie race
- More? less? quality is the issues – make sure they are well done
- More volunteers to participate
- Coordinated event with retail and other activities

- Provide calendar in many forms
- City departments to support coordinated approach.

Living Downtown

Each Ward's detailed comments

Ward 1 NPA

How many people are retired?

300 out of 2100 are > 65

Needs for downtown

Need housing options

Did right – affordable housing on waterfront

Hurdle – interface between nightlife and living

More housing choices

Need more options

Too noisy for living battery & college

4 stories is high enough

High buildings on the waterfront cheat the public

See housing on 2nd and 3rd floor of Church Street

Mixed use → parking / retail / office / residential [stacked mixed use]

Expensive because of students

Too expensive to live downtown

Income affordability gap – needs to be filled

Waterfront is hub of activity but conflicts with housing

Thinks somewhat higher may be ok... too high will degrade character

No building west of Battery Street

Time to think of north 40 – should not be built out

More ownership vs. renters

Increase financial assistance for low income [for rentals and ownership]

Housing stock is in bad shape

Increased density will need common space so as to know your neighbors

Increasing density will reduce sprawl

Parking spaces/bedroom maybe obsolete

Encourage people to live where they work

Make downtown a comprehensive place to be [provides housing and job and recreation]

Retrieve slum housing from slum landlords

Wards 2/3

Pleasant and easy walkability – for visitors, employees, people living downtown

Greenspace – concerned about the build-up of noise – when there is new construction happening downtown, I want to know what kind of infrastructure will be in-place to deal with noise/buffer noise levels – when people are building – they use equipment that makes noise – plus, there are heating units and other equipment needed for the finished buildings to operate that all make noise -

HVAC Equipment is an example – noise outside of the larger hotels that stays on for hours – constant noise

Other major noise concern: disturbing, unnecessary and malicious – people who drive vehicles with modified mufflers. They drive at night after the noise ordinance – lower speed limits would help that.

I live just outside of downtown – on Bradley st – we like living downtown – we are a family of four – our livability impacted by the density of college students in our neighborhood – could downtown neighborhoods be more livable by zoning changes that would prohibit taking older homes and breaking them down into smaller living units for renters. College students are noisy, they vandalize, walk-by noise – functional family units could determine number of parking spaces – change to medium-density residential – now we are high-density – does not limit density now. Should try to cut down on traffic coming into downtown

Hungerford Terrace – historic district houses – quality of neighborhood is important to people who may want to take walks, but not necessarily walk downtown. Zoning is not compatible with maintaining “ambiance” in neighborhood – we think of College St as being a gateway to Burlington – structure should be more beautiful than it is – it is becoming a slum. The high-density zoning is creating this problem. It allows for a residential, family – we want transitional neighborhoods to be nice. The neighbors are split in the opinions of keeping the neighborhoods historic and the same – some think a more modern version of buildings. Zoning is set-up to push permanent, long-term residents out of Burlington.

Why has this only become an issue recently? More students and no where to put them? I have lived next Hungerford Terrace / College St corner – I have lived there for 30 years. It was the perfect location until the past 5 years – it is now out of control with noise – hoards of college kids coming downtown to the bars – housing between downtown and UVM

Why is Ethan Allen Club being turned into a dorm? It seems like everything that goes up between UVM and downtown is being designed for college students. I would like to see a greater mix of condos/family homes. The only people who want to live in a place that is full of condos are students/kids.

I think that the downtown needs to have more apts and condos above the real estate/retail units. I would offer a graduated menu of living units – some small, some medium, some larger housing units – to appeal to all types of people

There are probably young professionals who would like to live downtown, but they do not have the options of places to live/buy/rent. The downtown is also then safe if there are more people living downtown. Small retail spaces with housing units above them all.

Good development should be incentivized, bad development should be de-incentivized – the new zoning should allow for this.

If we had a mix of ages, income levels, professional levels, the student issues would minimize.

We have very little owner-occupied – that is a red flag – if people own, they have more investment in the neighborhood.

The project we heard about tonight only perpetuates the problem – 16, 2BR units is going to make things even worse.

What about seniors? They want to be able to walk, be near hospital, be near shopping - I am talking about seniors who do not need subsidized housing. We are not attracting those residents, need to make it more attractive to developers to create housing for seniors with money. Landlords now do not take care of their homes, they don't have to.

Ages 54+ has seen a large percentage of increase in population – we are missing an opportunity to appeal to this growing segment.

How can you make people develop? Can't we create zoning that will give incentives to developers to build for seniors?

There is currently an incentive to build with many units – pack more people in, make more \$\$\$\$. Current zoning does not help this.

College to Pearl, S Union, Willard/William - would be nice if this were medium-density

We have a beautiful city that is walkable, beautiful, we are not developing it correctly – it will be a student ghetto 30 years from now if we stay on this pace.

The reason why property values are height

Modular, pre-fab housing would be nice downtown – can make it look like anything you want on the outside. Net-zero cost – looking for lower-prices housing.

Rentals are not kept as nice as owner-occupied buildings. People who have less income will also not as likely to keep their homes as nice looking because they can't.

Every new place that is built for new people to live should have an equivalent number of parking spaces.

Ward 4/7

- Difficult to keep tenants when the majority are students
- Proximity to downtown
- Insurance concerns re: student housing
- Lakeview terrace and north street not included in the study area but should be linked – particularly from a business point of view
- Connect with north street
- Future of traffic patterns between the waterfront and downtown – include diocese property and link to urban reserve
- Railyard?
- Better outdoor amenity: setback? Incorporate more green space
- Siren alarms and restrictions on use after 10pm
- Mixed building? 50% residential needs to have a mix of housing and commercial – in the aggregate or individual building?
- Auxiliary apartments – accessory apartments – tax advantage
- Maintain subsidized housing and workforce housing
- Services and amenities for workers – more grocery store, less fringe stores- have good options within ½ mile of residences
- Help smaller stores make available better choices in food choice
- Lease conditions restricting # of people in apartments
- Is it a problem? Usually good public transportation

Ward 5

Gap in housing downtown – a mix of affordable housing and higher-end living – what kind of opportunities could we create for downtown?

Marsha - CHT has to include a certain percentage of low-income housing – should we have a higher percentage of low-income housing? This has to happen in order for the developers to be able to make

Joan – but we are missing the middle income housing

There is still a demand for the middle-income housing – it's not there. What about building "up" add floors

Programs sponsored by downtown employers that could offer more mid-income housing? – perhaps a city-private partnership to offer

Rentals for pet-owners needed.

People who live in downtown environments have a smaller footprint than housing in the outskirts of tow

Revisit the inclusionary housing rules – what about a provision for families and larger than one-person units – build units that accommodate things like bikes, computer stations.

Adding housing to the downtown also adds vibrancy.

Why do people living downtown pay such a high percentage to live downtown? What is the draw? (do they not have a car?)

What about changing the zoning in the outskirts of the city to allow for more density? This would push the people out of downtown – places where there is more greenspace, better schools, etc.

People cannot afford to buy downtown this is why there is so many renters downtown. It was impossible to find anything affordable downtown, so we purchased in Ward 5 (couple new to town – 6 months).

Infill development, increase vertically -- where we came from in GA people were moving downtown from the suburbs – could find nice townhouse style living where they did not have to shovel, mow, etc, a good mix of single family homes,

Take cool old historical buildings and turn them into condos.

What about getting rid of the zoning that requires that 50% of all new development is housing? Perhaps we need to tip the scale back the other way now.

More housing, more housing, more housing downtown – affordable housing is needed! I like the mix housing. I live in Flynn Ave co-housing – half of the households have to be below 50%. It would be nice to have more families downtown – would then need more playgrounds and more amenities.

There will need to be more compromise because there is not enough space – higher buildings are ok with this group – need to accommodate more density – just do not build too high too close to the waterfront.

We currently have one housing unit for every five jobs downtown. More housing downtown means more need for hardware stores, groceries – downtown would need a more affordable grocery store.

Convert higher floors on Church St that are currently vacant to residential housing (conversions for fire are costly and prohibitive).

No more housing on the waterfront – people who live on the waterfront feel they have more of a right to the waterfront than other residents. It also ultimately limits access to the water/parks. Could change the tenor of how everyone is able to use the waterfront/parks downtown. I like that there are festivals and activities downtown – I can hear the noise when there are events downtown and I still wan\

I want to see a mix of housing and office space downtown – we have a mix of renovated bldgs, but not enough modern office space that could invite a different type of businesses. We want jobs that do not require that people drive out fo the city to an “office park”. Young people who are recently graduated want to stay downtown.

Where would you put more housing? Infill development.

The dip below the Hood Bldg – what if that were filled in and built upon – what about using surface parking areas? Private parking lots could be converted to housing, pushing parking on the streets

What about housing on top of the mall? Two more stories could add more housing.

If we are going to put more housing downtown, we will need more parks – it will otherwise get too congested. If we start filling in parking lots with housing, we will lose open spaces,

Corner next to fire station – parking lot/used to be a yuchy hotel – what about mixed housing there? It is zoned for that. This is part of the Super Block.

We need a mix of housing costs – it can't all be high-end housing.

Ward 6

Main Ideas:

1. Is it necessary to encourage livability in the “downtown core” in order to have a vibrant downtown?
2. Is it possible to create affordable family housing in the downtown core due to high land values and limited space?
3. The downtown core should be expanded to include Pine St, focus on how to incorporate the South End into the “Downtown”
4. It may be time to rethink the definition of “historical” in order to create efficient and attractive buildings to developers.
5. Absentee tenants in high end housing in places like Battery St and College Apartments, as well as Church St. do not add to the city's livability.
6. Is having a “healthy/livable” downtown worth displacing jobs?
7. Is it better to encourage vibrancy in the downtown through restaurants/bars, and retail instead of housing, and layout housing plans around the edges of the “downtown core”

- Is it realistic to try and make living downtown affordable?
 - Limited space, high land values
 - Is it possible make middle income family housing a possibility in “downtown” core?
 - affordable for who?
 - No middle ground housing
 - Bigger than Burlington..
- Are there zoning restrictions?
 - used to be, now not so much

Borders

- retail on ground form, residential on top

Office tenants are easier to deal with than residential tenants

- typically more easier to manage
- Repositioning existing buildings...

- Demand for office space in the downtown area
 - Offices want parking...
 - Parking is expensive

How does office space fit into the Downtown Area?

- General Dynamix Building etc.
- Market will not bear the cost of fit ups for the IC

Champlain Parkway

- Should Pine St be industrial or should it be office?
- Job base in South end is where the job growth is
- Possible to do mixed housing?
- People want the mix!
- Challenge is that it has to be professional
 - o Office workers are not going to want to associate with residents
 - o Different forms of entrance for office workers and tenants

Living Downtown affordably, not realistic

- Recognize what it is and deal with it

New North End as successful neighborhood, is it possible to move up in the world of housing?

- Housing Crunch.
- Not possible to buy a starter building in the ONE
- Still fixer uppers but entry level price point does not exist.
- Possibly because of turnover

Absentee tenants in the downtown do not help Burlington's livability

- If high end units aren't used most of the time, what then?!
- Empty buildings vs empty units
- Policy's to change the empty vacancy problems
- These people invest in the community
 - o Doesn't contribute to livability in the Downtown

Other towns give bonuses for building affordable housing, Burlington does not.

Burlington developers have to increase prices in order to recap losses

Financing may be broken with this policy.

Too many sacred cows in Burlington. Time to rethink how we look at the city, where are the opportunities make them happen!

New building at Battery & Maple. Why is that building all office and not mixed use?

- Easier to build and find office tenants than residential

Healthy downtown, is worth displacing jobs to create housing?

- Condition % of housing to be affordable will simply not happen
- Housing VS Affordable Housing, does that make sense?
- Do we believe in living downtown?
 - o If so city practices need to accommodate.
 - o Red Square.

- Music is too loud for residential living
- Should we look at this

Burlington is livable and workable, should we be looking at bringing residential units into the downtown “bubble”?

Is downtown expanding down Pine St?

- Do we encourage workforce housing in surrounding area instead of downtown and rehabbing or taking down substandard housing, specifically if it is subsidized housing.

Memorial Auditorium, should it be taken out and then redevelop the whole area?

Master Plan this area.

Housing serves as an economic driver.

If people cannot afford the housing, can they spend money?

Are there statistics comparing Burlington to other city/s? Middle income does not live in the City Center.

Denver has a similar layout, it has downtown mall with office and retail, but with affordable housing around the core.

Should we reinvent the European middle ages layout? Burlington, you can get out of town, the landscape is beautiful. Draw in middle income.

Are we looking for a cultural change? Moving people downtown...

Looking at how housing fits downtown as opposed to how does it work.

Encouraging redevelopment, relaxing historic building standards. These are barriers to redevelopment, infill.

Market will not bare the proposed housing that is being proposed.

Flexibility and clear guidelines about historic buildings

- Trying to green, or create sustainable buildings is impossible with current restrictions
- Old buildings are treated as “historic”

Is it possible to upfit older or inefficient buildings at an economic level?

CEDO could, and has, implement practices to assist in upfitting of old and broken homes.

Regulations could give weighted assessments to each case.

Necessary to have creating upfitting of older and historic buildings in order to retain the “beauty” but also to have efficient good buildings.

Working and Doing Business Downtown

Each Ward’s detailed comments

Ward 1 NPA

We need more signs for public restrooms that you can see from your car – make sure the restrooms are clean, safe and has paper and is open – only residents know where they are.

Second floor spaces along Main St. and Church St. – too many vacancies – would be nice if these vacancies were housing.

Hardware store is needed downtown – and a different grocery store also needed downtown. City Market is too expensive, does not work for many people.

When I was a kid many people lived downtown – “urban removal” – many family homes were eliminated.

Would like to see housing, but not high rises. Four floors should be the max height.

Would like to see housing only as high as the reach of the firehouse (ladder). We came from NYC and I want to be able to look up and see the sky

I don't want to have to stand at the top of College St to see the lake. I do not want to lose the views.

What would bring you downtown more?

Leisure time, strolling, music, restaurants,

No point living downtown, unless you work downtown. It is expensive.

Perception is that parking is difficult to find downtown.

Crossing Church St is a problem at any intersection. Traffic lights could help that? Pedestrian lights for crossing. Or, is it something that you have to live with?

State workers used to have a larger presence downtown. The City should be more aggressive in recruiting state offices – good-paying jobs, these folks would spend money downtown – a mix of incomes could be coming downtown. Plus, we are the largest city in the state and we should have more state workers. Investing in office space would also be nice

Waterfront – Rail yard – it is ridiculous to have the railyard that close to the waterfront – that is valuable real estate and could be used for some other type of development.

More Casual cafés would be nice along the waterfront – destination businesses along the waterfront.

I still grieve about the loss of a hardware store downtown. Church st or close to it.

The marketplace is the area for boutique shops – it is not a “useful” place to shop – smaller shops target a different niche/consumer – less diverse in their offerings.

It shouldn't only be wealthy businesses that can use the space on Church St. It would be nice to have peace and justice store back downtown, as an example.

Waterfront: more places to live along the waterfront.

More destinations (you can only see so many sunsets) are needed – commerce. You would just need to manage traffic with increased use.

Enclosed year-round farmer's mkt downtown. The waterfront shouldn't be a big detour from Church St.

Don't put offices on the waterfront if there is not a good way for people to get in and out. What about an enclosed people meter? That would connect downtown waterfront.

Small offices along the waterfront sounds reasonable – what about a mixed use bldgs – business/arts/living quarters.

We could sacrifice some of the views to increase development. What about water quality with increased development?

Super Block: Get ride of Memorial, firestation, parking, keep library – could add housing, retail, parking on the Super Block – could add a civic center on the waterfront (to replace Memorial Auditorium).

Is Burlington a flip of Boston? Is that what we want? Look at homeless situation in B'ton – too many without places to live.

Every flat roof should have gardening.

More home ownership downtown would give the downtown cleaner, look and feel.

Evident Renewable energy – windmills, geothermal, solar panels – I want the city to be proud of that.

Target downtown would be great.

Train track – with engine – as a fixed playgroup for kids downtown.

What about people who work downtown and need to run errands before going home. We want a hardware store downtown.

We also need an affordable clothing store downtown (I miss Old Navy). Shopping downtown is expensive –

We are missing a bookstore downtown. I want to be able to go downtown for most of my shopping needs. I like to meander around a bookstore, get a cup of coffee, and do not want to have to go out to Barnes and Noble.

We need a bookstore downtown that will support the library with a 1% tax (like Borders did).

Sharon: We tried to get Target during the Clavelle-Monte reign, and Target did not want to come here.

Woolworths was another big loss for downtown. Entry level jobs will not allow workers to eat downtown.

Woolworths had a lunch counter. McDonalds leaving was also a hit. We need more affordable good options. This phenomenon is more exaggerated in retail.

As a man, where do you shop? Macy's, Kehoes,

Church Street really has become more exclusive.

A children's toy shop is also missing.

Wards 2/3

Building height is key to lower it

Hallmark store back on Church Street

Hardware store downtown

Retail space that are smaller square footage

Hotel Vermont – retail space on the first floor with residential on top

Cherry st should be small retail spaces all along the street to activate the street

More shopping on the waterfront to bring people down there

National chains are replicated downtown – no duplication of stores to keep it unique

Another big anchor store like Macy's

More local stores to appeal to tourists

Take more advantage of the lake for dining like Splash and Breakwaters

Keep first floor retail to activate the street and bring people in

Waterfront to become year-round activity

Macy's to include more different products

No connection on the side streets with other interesting places to shop or visit – Church Street – connect the waterfront with more shops and activities

First floor should be retail space – used to be a requirement and now it's being waived and now there is less retail activity.

Hardware store – every day item and needs

Keep green space – Marriott hotel is too much in your face. Should have been flipped around.

More local retailer – hardware

Burlington is great to locals and that why tourists like it

Less expensive shopping

Too much high end retailers

Lower price ethnic restaurants on Church Street.

Rents high on Church Street bring expensive restaurants

Reduce the turnover for stores – help them success

Use empty storefronts to have art events or other activities to bring folks downtown

Ward 4/7

- Why have businesses left?
- More of an experience then a destination
- Affordability – no basics – hardware, necessities = all over specialized now
- Make use of vacant spaces
- Wish list for new businesses (online)
- Need for peripheral parking with shuttle
- Incessant paving/traffic – better coordination
- Sidewalks need help – accessibility issues
- Lack of small, local businesses
- People may no longer shop there – only to go to café
- Need to bring more events back up to the street from the waterfront
- Need more natural features on church street
- Use vacant space for bands to practice (temporary)

Ward 5

Working at UVM coming downtown is something that is enjoyable. Important to be able to get downtown and eat lunch, shop etc.

How late do buses run?

Not late enough!

Last shuttle out at 6:45, then 7:20, #5 bus.

What keeps the downtown alive is that high school students change buses and also stay in the area.

Transportation hub

The more and later buses run the more likely to spend time and money in the area

Why is downtown business totally focused on retail?

Downtown is not totally focused on retail.

What kinds of incentives might exist to encourage downtown workers to shop more and go to events outside regular work hours?

Certain number of discount tickets from the Flynn to non profits that operate downtown.

Something to provide extra perks to keep downtown workers downtown

- Discount ski tickets

Where do you think of downtown?

Maple and Peru st as North South markers of downtown
- Wouldn't consider Peru as part of downtown

Since I stopped working downtown I don't go downtown
Downtown is not kid friendly after 7pm on a Friday

People who shop downtown are not exactly the people who work in the downtown area.

High on vacancy on top of Church St.

- o How do you encourage growth on the top of Church St?
- o Is there some other mixed use transition that could be done to transition into Pearl St.
- o Some sort of anchor to attract people...

Get people to choose to park closer to the top of Church.

Make it worth businesses while to operate at the top of Church St.

Parking

No place for employees to park!

Need to provide adequate parking

Build more stacked parking garages

Garages should be public to all, not off limits to public

When parking requirements were created, it was a shot in the dark.

There are places with so many more cars than can be accommodated

Not all buildings built would need to have parking attached to accommodate

If you bring people downtown you need to prepare for cars.

Is it still true that parking is still a problem? With the economy...

- Vacancy rates in the downtown area are only 3%

Increased wayfinding for people looking for parking.

People don't think about the garages on Cherry..

Downtown workers shouldn't have to think about where they need to park. Businesses need to supply parking.

Employees have an expectation of, having to walk so far to work..

How close does work need to be in order to walk/bike

What can the city do to accommodate individual needs, handicap parking spaces, businesses leasing space in front of buildings in order to accommodate special needs.

Are there underground parking garages downtown?

Why not go down?

High water table could cause problems.

Hanover has a huge amount of underground parking

How do we access that?

Types of stores that are more attractive?

- Toy Stores!
- They don't exist anymore!

Target, that sort of shopping does not exist in the downtown area.

- Canadiens love Target.
- Doesn't Target have a bad relationship with union?
- Target provides moderate end goods, something that is not readily available in the downtown
- Would be revolutionary
- Lots of volume
- Trucks bringing in stuff..
- Little bit of a lot of different things at decent price point
- Would reduce the need to get in a car and go to Williston.

Church St is not affordable to people with low income.

Lot of boutiques, niche retailers.

Need for discount stores.

Be nice to have a store like Woolworths

Rite Aid, has general merchandise...

Opportunity now that chains are shutting down for locally owned and operated businesses

Chains may have crowded out the locals, need to tap into local creativity

Making businesses bike accessible.

Something here is missing...

Low cost manufactured goods.

Only 1 music store in the downtown area, advanced music

Would like to see funky music stores.

Hardware store.

- What do you mean hardware store?
 - o Gregorys or Home Depot?
 - Ace Size, Aubuchon, smaller than Curtis by a little.

Certain types of businesses that should be on the Waterfront?

Waterfront as a recreational area, should we add stores?

Core function of the waterfront is recreation

Another core piece is public access.

Really important, there is not lot of other places where you can get to the waters edge.

Bike path..

What would bring you to the waterfront on a year round basis.

- Need for year round bathrooms.

Some sort of facility that would attract during the winter time.

Not a restaurant...

Maybe a large, well maintained skating rink.

Is it offices to bring in more people?....

Walking on the mall is the best part of using the waterfront.

Upgrade for Skinny Pancake area, cinema, flatbread, some sort of natural draw

There is nothing down in that area, no way to get people down there in cold weather

People don't go down for the office space.

IF there is no easy parking why would people go down to the waterfront

Is there a shuttle bus that could run people up and down from the waterfront continually.

Connecting the life in the downtown to the waterfront?

Trying to encourage some businesses along Main St, continue the corridor.

Cherry St is the logical, closest feeder to the waterfront

College St.

Public art urban design...

Need for something to go down to the waterfront to visit

What might draw you down to the waterfront?

Combination of retail and restaurant...

In the Moran Plant...

Give people more opportunities to eat right on the waterfront, café areas, like Breakwaters

Need for year round activities on the waterfront, so that businesses can be viable, what would draw people down...

What might we be able to have year round..

- Ice Skating Rink
- Waterfront view is a massive asset to Burlington

One of the biggest problems to recreation on the waterfront during the winter is lack of public bathrooms

What types of businesses have a competitive advantage in the downtown area?

- We have retail, we might need offices.
- Office workers miss the opportunity to take clients or themselves out to a vibrant area.
- Serving clients.
- Maybe another hotel.
- Restaurants seem to fueling the downtown, people are looking for entertainment opportunities.
- If people are in town for business, maybe they are in S. Burlington, but they come downtown for shopping and other.

Need for more class A office space. Modern structure is necessary. Attractive to high tech high paying jobs.

We could use another grocery as City Market seems to be at capacity.

Hardware store, things that people depend upon!

No dry cleaner

No there is one on Bank St.

There is nothing like a low cost hardware/goods supply store.

Lack of a Target!

Not enough middle class people live downtown to attract stores

Year round market, some sort of farmers market.

Permanent functional area for open air structure that could serve all seasons.

Maybe the mall is a place for something other than traditional retail.. something more like an open air mall

I work downtown and I never go into the Mall

I'm less apt to go downtown now that Borders is gone

Ward 6

Permanent and sheltered and accessible – farmer's market – city hall park and memorial

More people using transit – then driving – more express routes – not stopping at the Hospital and bring folks downtown directly.

\$0.06 gas tax and use funds for transit – City should implement that

Consolidating parking spaces – and better manage for utilization

Issue - Lack of office space and finding housing for employees

- Developer want process that is predictable and affordable – improve the process

Figure out what locals want to shop for – hardware store downtown.

It's about the experience in downtown. How do we improve it? Ask folks and be in constant contact and look at the results regularly.

Side streets are not as great as Church. Improve the experience on the side streets.

Ask folks walking up and down College how to improve it. Get winter experience to improve on the waterfront.

Waterfront – additions

More variety on the waterfront – shops, activities, etc.

Past Moran, there is nothing to do north of there.

Bring the trolley back for college street shuttle

Add more slots for boats and marina for boaters – that's underutilized (only 200 slips right now) with better facilities.

Make sure to keep the public access to the boat slips and the waterfront in general

Memorial auditorium on the waterfront –

Battery street is a demarcation – and unfriendly – creates a barrier between waterfront and downtown.

Open up the street that are stopped by the Town Center. Bring the grid back.

Side streets through Church street are not functional. – Conflict with pedestrians.

Close side streets one block from Church Street.

Dealer.com like companies – bring the downtown so create the space for them. Bring high paying jobs to capture the market.

Use part of the waterfront for some office space – to get more people there – could foster some of the activities back and forth.