

What is the Coordinated South End Redevelopment planning study?



The purpose of this MOU is to facilitate a **conceptual design and development framework** for coordinated, phased redevelopment of the MOU Parcels resulting in a **vibrant, sustainable and accessible mixed-use neighborhood**. The work completed under this MOU, which will include a planning study, is intended to provide a basis for the subsequent negotiation of a **Development Agreement** between the Parties.



Scan here for more information on the South End Coordinated Redevelopment



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Mutual Objectives in the Memorandum of Understanding (MOU)

Coordinating a joint redevelopment offers many benefits to the City, Champlain College and Ride Your Bike, LLC. The study will produce development framework scenarios - conceptual plans for ways the sites can be developed together - that meet the City's goals for housing and the South End. The study will look into the following topics:

- Existing transportation, water and other infrastructure challenges and how a coordinated development can help solve these challenges.
- How each development framework performs related to the following issues:
 - Financial feasibility
 - Ecological sustainability
 - Economic development
 - Accessibility
 - Livability (how safe, comfortable, and enjoyable a place is)
- How shared parking can create a car-light district while also helping existing Pine Street businesses.
- Safe, high-quality pedestrian and bicycle infrastructure
- An optimal mix of land uses to support each party's goals

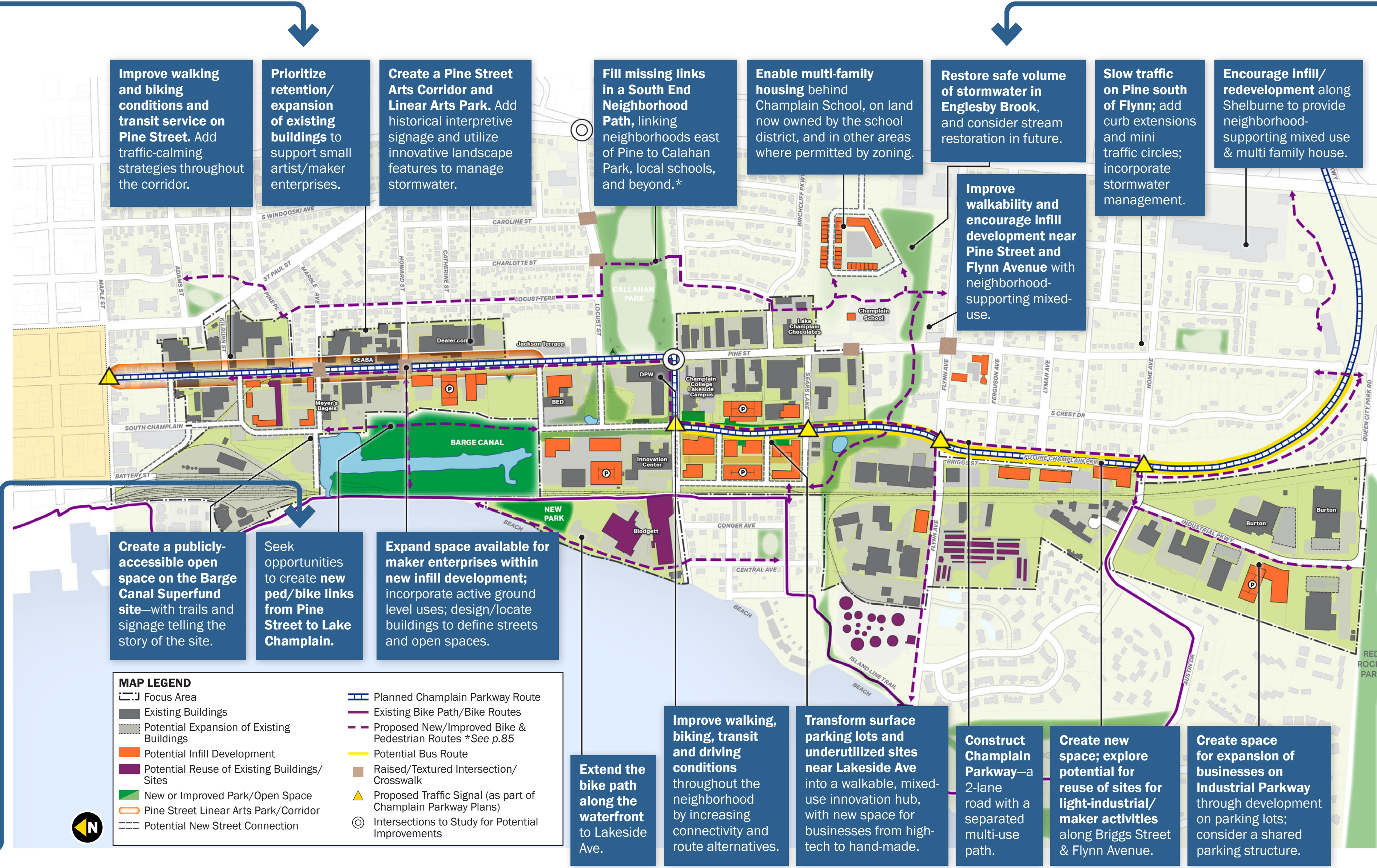


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The work will look into how these sites can support existing Pine Street businesses. This could be simply through housing hundreds of new local residents and customers, to opportunities for shared parking.

The bike path will stay where it is, but the MOU will explore options for making the Harrison Ave. crossing, safer and more inviting.

The MOU parties acknowledge the climate emergency. A goal is to coordinate planning in a way that adds new accessible paths for all users within the site and that improve connections in all directions.

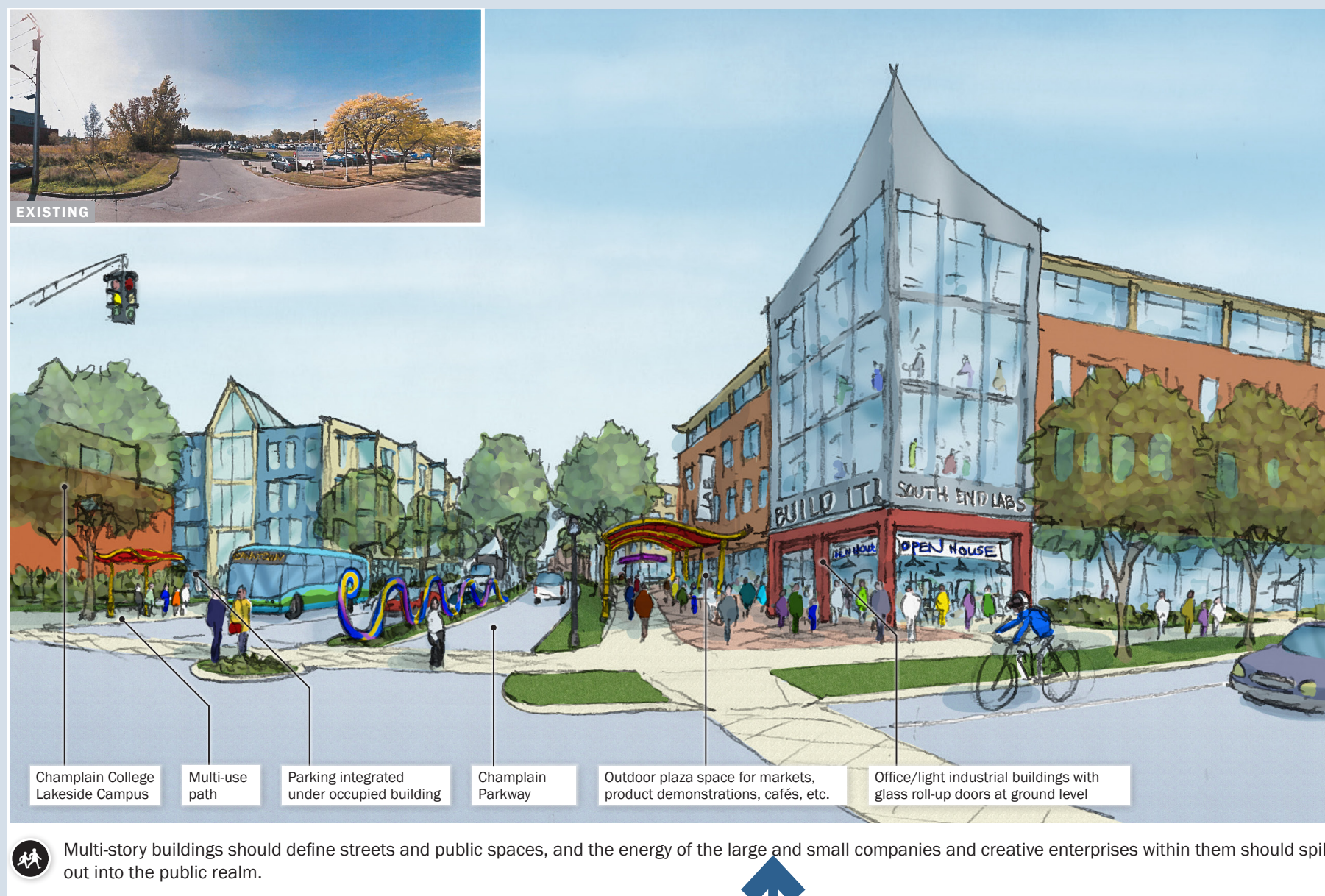


The study will first look at how rainwater flows off the site and into adjacent water bodies, like Englesby Brook. Then all development scenarios will attempt to find ways to manage stormwater on site and hopefully take pressure off Englesby Brook.

The study will look into opportunities to improve the Parkway's traffic function, intersections and public realm (sidewalks, bike lanes, and landscape).

This is an overarching goal of the MOU, along with housing.

planBTV: South End envisions a vibrant public realm. How does the coordinated redevelopment address this?



With infill development, create new pocket parks and plazas that provide space for collaboration and events, and double as stormwater management features.

The Champlain Parkway designs include a multi-use path on the east side only. The Coordinated Redevelopment work is looking at ways to liven up, beautify and green the Parkway's public realm, on both sides of the new street.

Creating a high quality, accessible and livable district is a fundamental goal of the MOU. The work will explore opportunities for new open spaces, streets and paths. Green infrastructures is a common goal connections are

What is Burlington's Innovation District? And how can this work help us achieve it?

What makes great innovation districts and arts districts tick?

Turns out they have a lot of characteristics in common:

- Creativity/innovation
- Collaboration
- Connectivity
- Diversity
- Anchors and multiple small players
- Non-profits and for-profits
- Places that offer serendipity/delight
- Intensity and density of uses
- Kick-start investment
- Coordinated efforts/programming/management

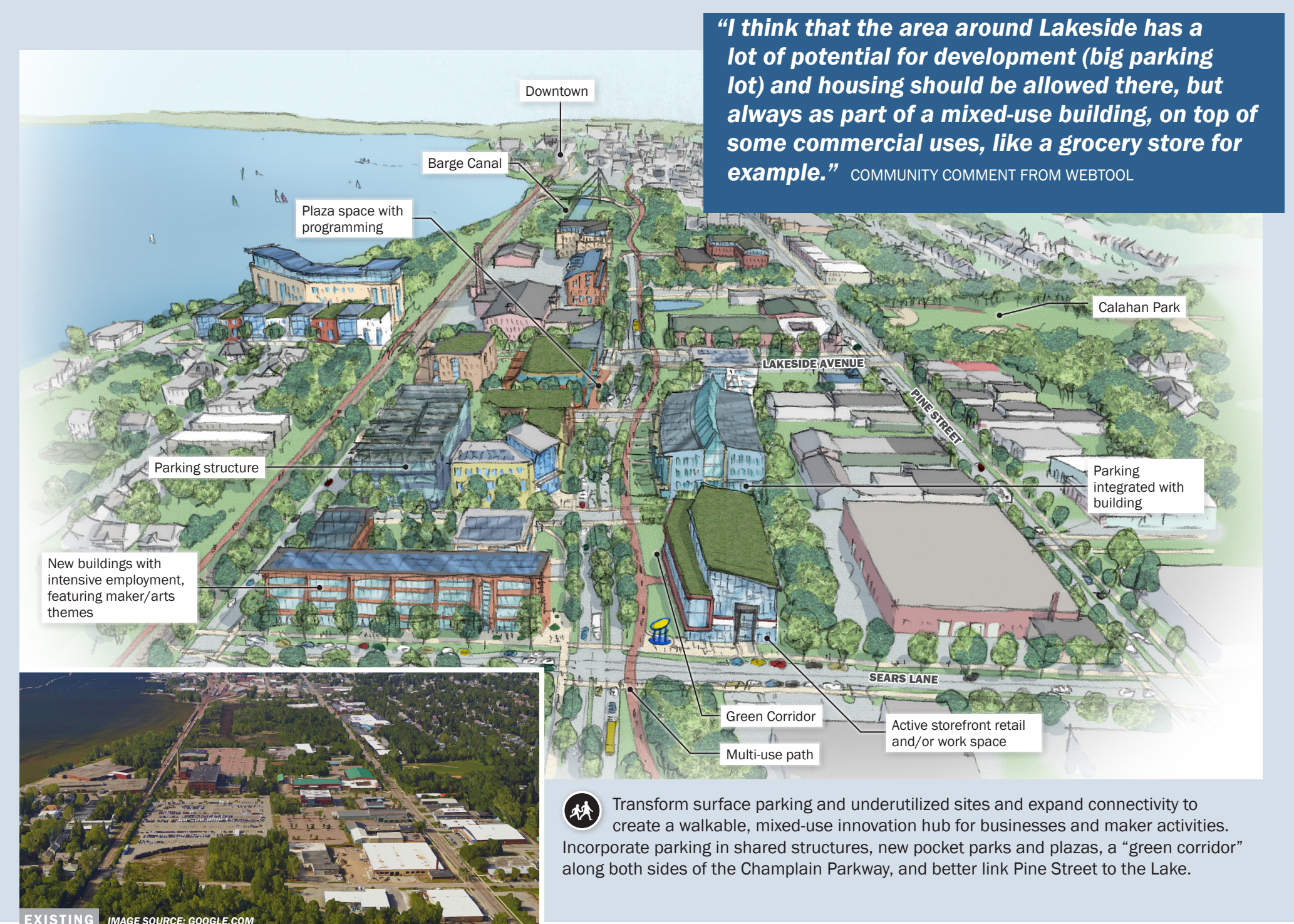
What kinds of spaces do these districts need?

INNOVATION DISTRICTS	ARTS/CULTURAL DISTRICTS
Proximity to other innovators and places to interact	Proximity to other artists and places to interact
Knowledge spillover opportunities	Knowledge spillover opportunities
Collaborative/shared spaces	Collaborative/shared spaces
Production spaces	Production, consumption, interactive spaces
Flexible spaces with range of affordability	Affordable spaces
Ancillary and support uses and services	Ancillary and support uses and services
Experience-rich	Experience-rich
Density and intensity of uses	Density and intensity of uses
Walkability	Walkability
Diversity	Diversity
Space for anchors and multiple small players	Space for organizations, consumption (galleries, theatres, ancillary AND individual artists)
Non-profit and for-profit	Non-profit and for-profit
Start-up public investment (infrastructure, programming, management, marketing)	Start-up public investment (infrastructure, programming, management, marketing)

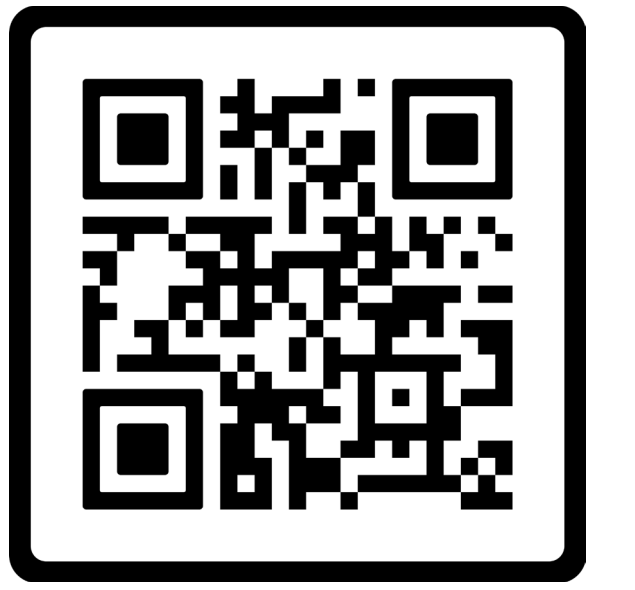
What are the common elements in success stories?

- Strategic action by cross-sector partners (not us vs. them, nor working in silos)
- Place-based orientation that is human-scale
- Core of creative and innovative businesses, activities and programming
- Diverse coalition of private, general public, developers, policy makers, and government officials
- Public/private participation and communication
- Artists engaged in their community—communities much larger than just arts and cultural uses and users
- Variety of spaces

SHARE YOUR IDEAS HERE



What is the South End Multimodal Center Feasibility Study? And how does it inform the coordinated redevelopment?



Scan here for more information on the South End Coordinated Redevelopment

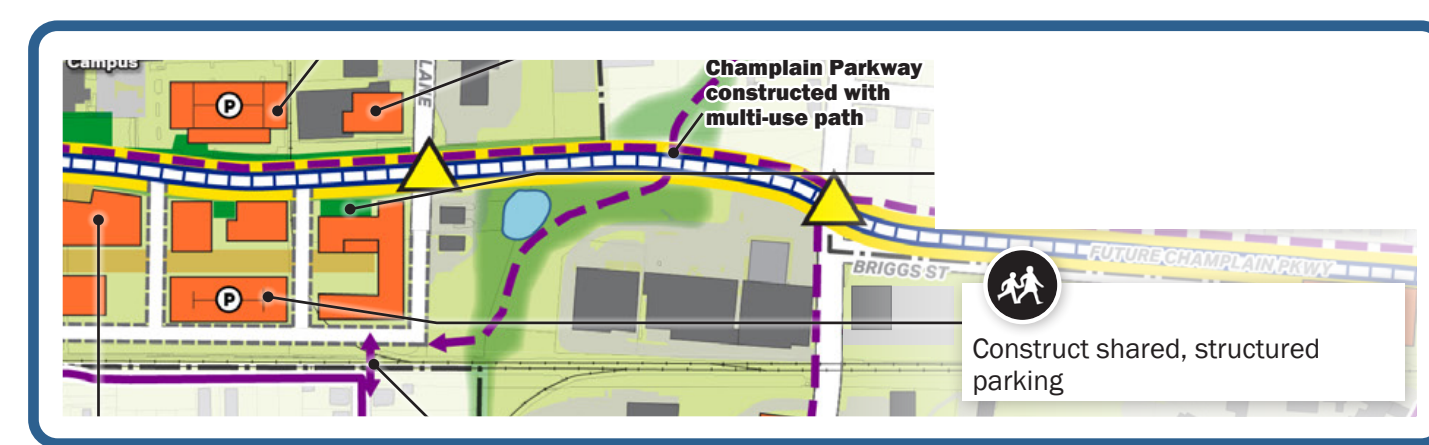
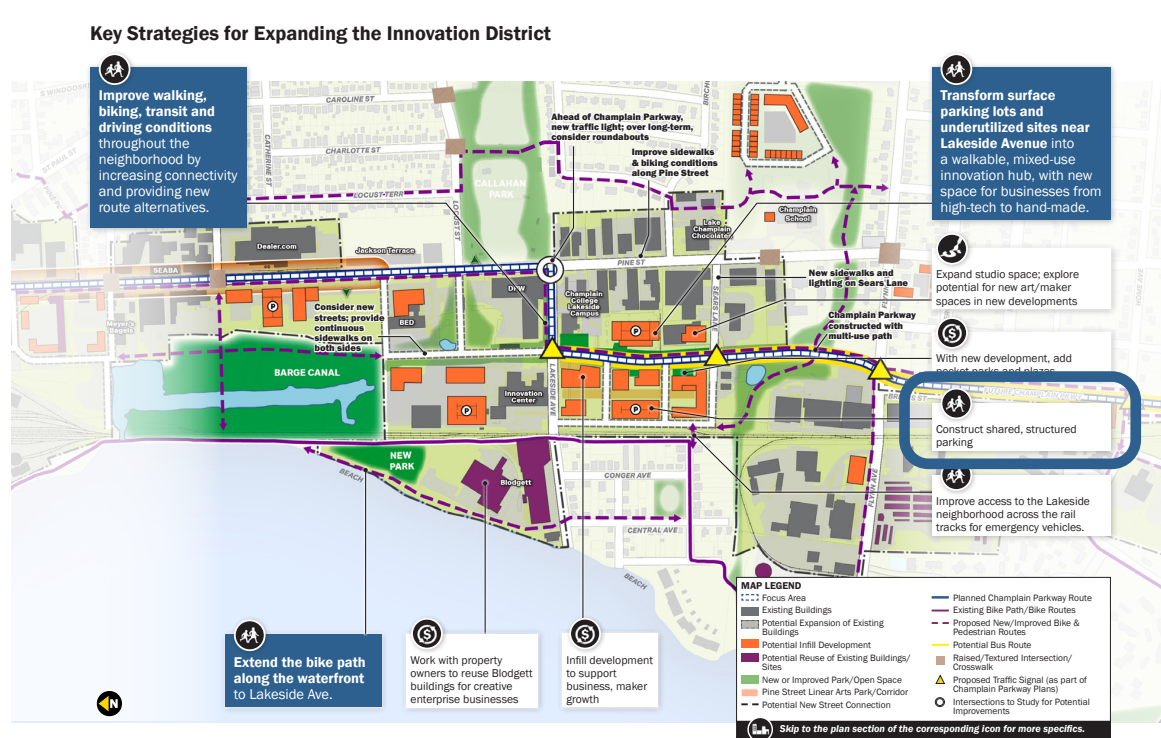


Study Goals:

- Evaluate the feasibility of a transit center at the City-owned 68 Sears Lane
- Develop an estimate of parking demand
- Investigate two site layout options, one with residential and one without
- Develop conceptual construction cost estimates and investigate potential funding

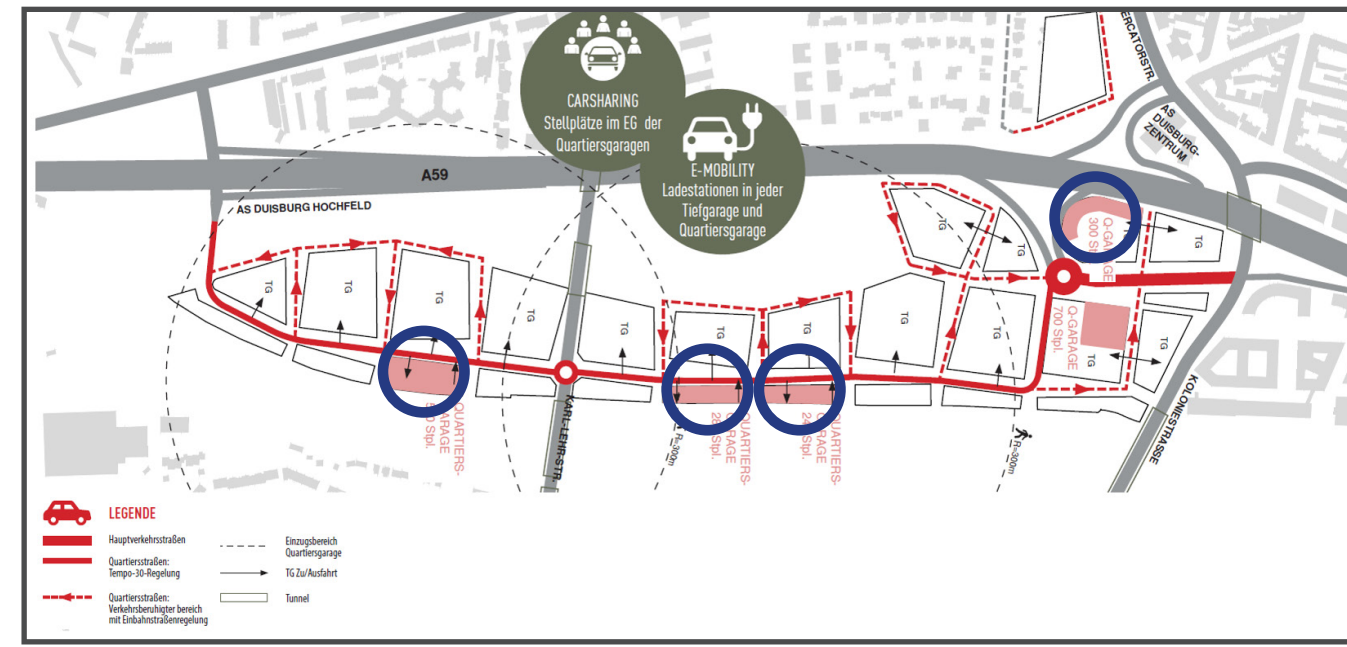
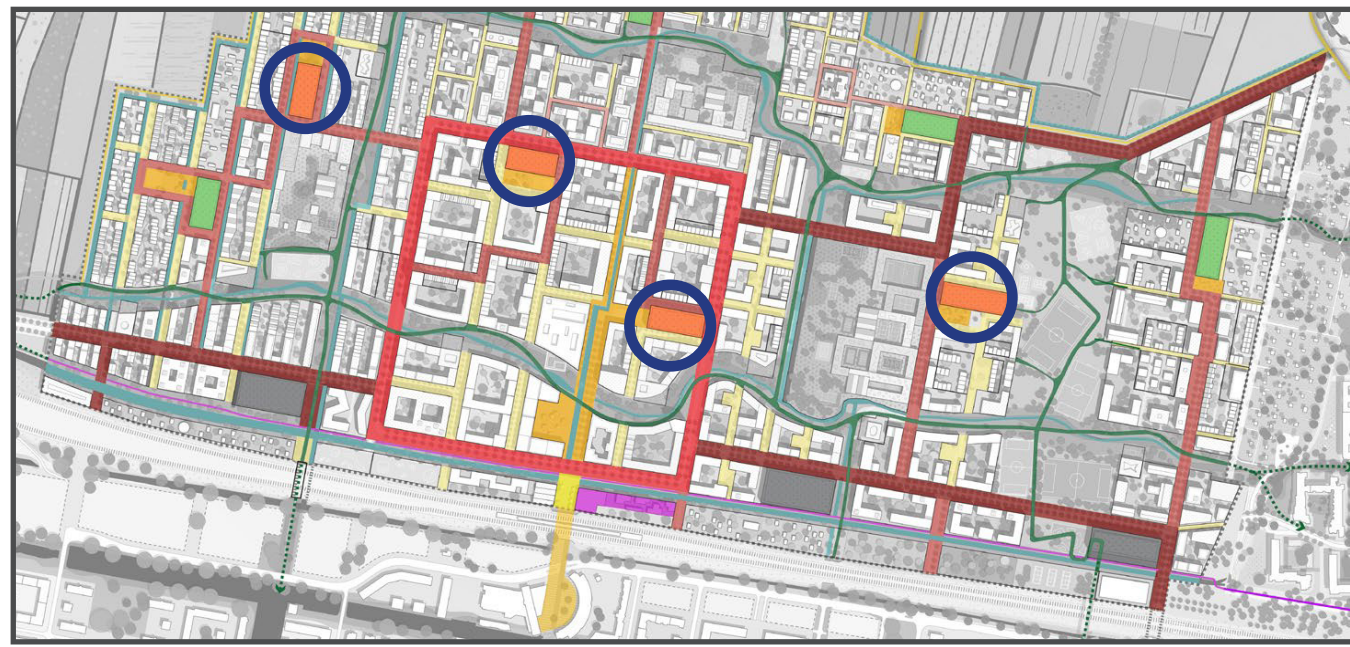
Why structured parking? And how does the SEMC inform the coordinated redevelopment?

planBTV: South End calls for shared, structured parking in the South End.



Shared, structured parking is a common practice around the world in the creation of new urban districts. Locating shared parking at a district's edge and/or only along major roads helps keep cars off its streets and leaves those spaces for sustainable, fun, healthy and social ways of moving through the city.

○ Shared, structured parking in two new districts in Germany.



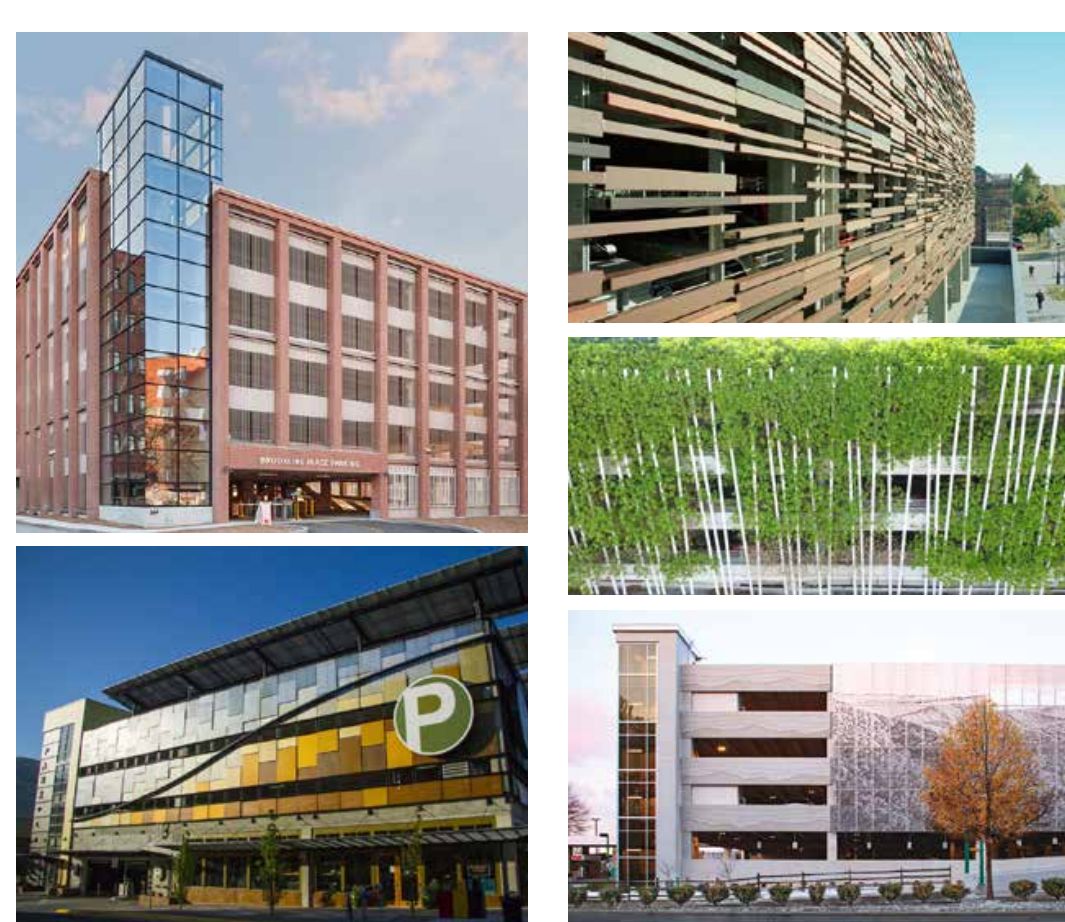
The proposed South End Innovation District zoning amendment seeks to limit the development of parking structures to a small number of shared garages, rather than a large number of small garages. This will help consolidate cars and traffic, leaving more of the South End for people.

What is a multimodal center? And what could one offer the South End?

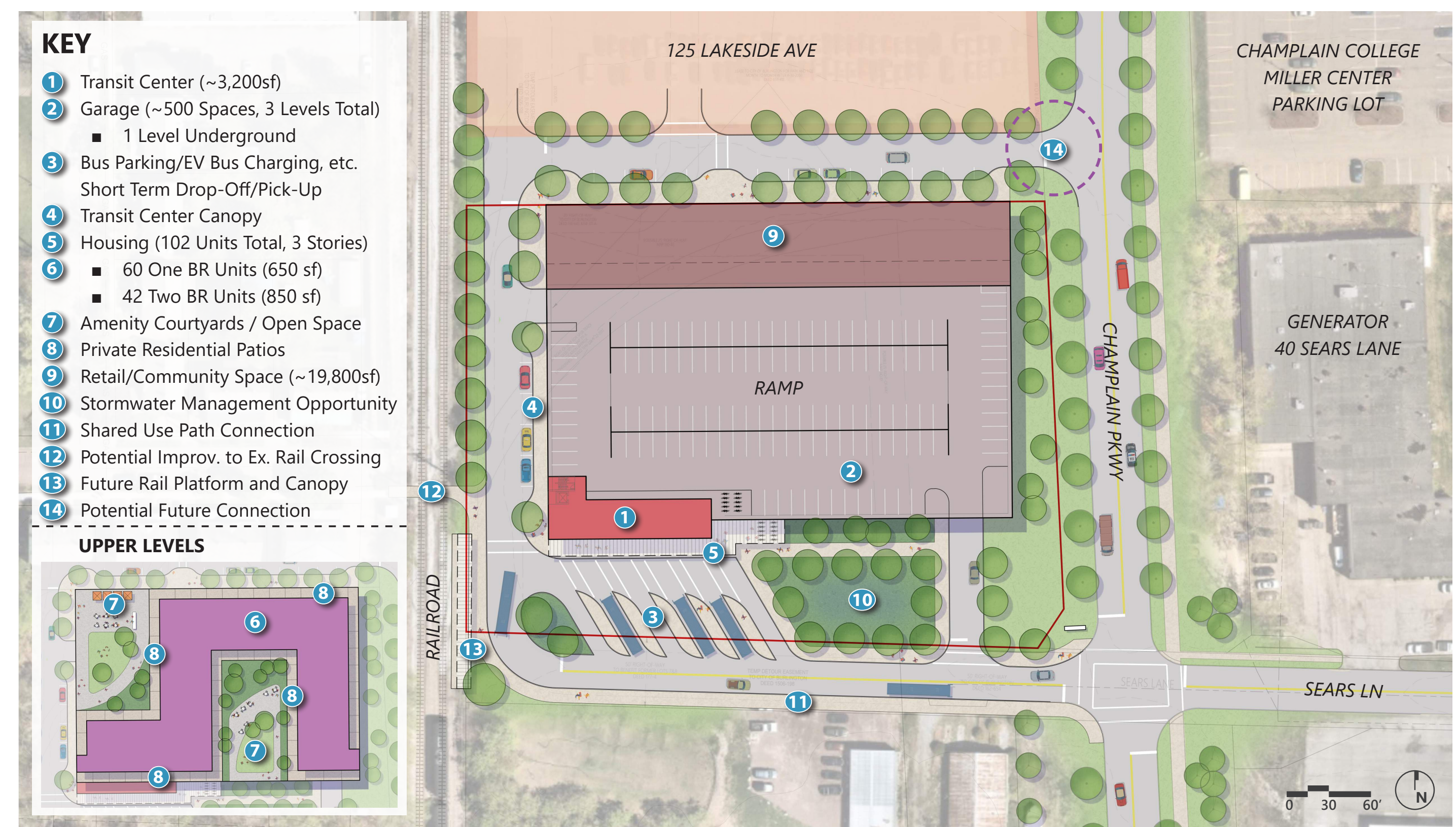
A multimodal center, or mobility hub, is a place where parking, transit, bike parking and bike share, car share and other ways of moving around come together. They offer options for those who can't or do not want to drive a private vehicle.

The SEMC study shows how parking structures can be wrapped to better blend in with their environs.

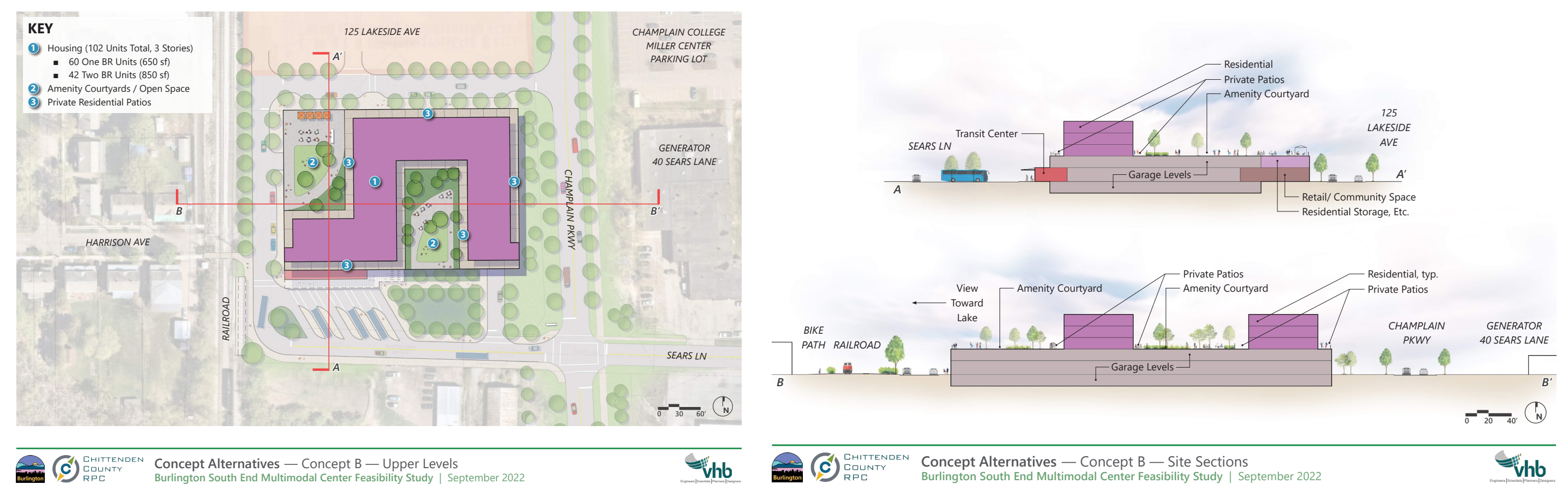
The SEMC study proposes a bicycle hub with secure parking, showers and other facilities to help make cycling more convenient.



Concept Alternatives — Concept A
Burlington South End Multimodal Center Feasibility Study | September 2022



Concept Alternatives — Concept B — Ground Level
Burlington South End Multimodal Center Feasibility Study | September 2022



Concept Alternatives — Concept B — Upper Levels
Burlington South End Multimodal Center Feasibility Study | September 2022

How will a coordinated development advance the goal of shared parking and a more car-light South End?

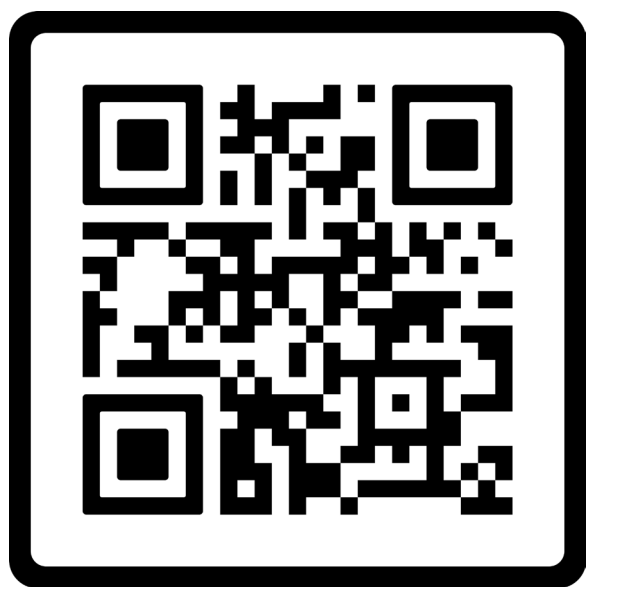
The MOU parties agree that the district's long-term future is car-light. However, cars and the need to store them are a reality today and in the short term.

The MOU will look at ways to integrate shared parking, including for bikes, as well as transit and other mobility options, into the sites.

The development scenarios will be analyzed on how they encourage a car-light future for the South End.

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What is the proposed South End Innovation District zoning amendment? And how could it regulate a coordinated redevelopment?



Scan here for more information on the South End Coordinated Redevelopment

Key Question

How can large surface parking lots and other underutilized sites on and near Lakeside Avenue be re-envisioned to:

- Become vibrant places that enhance and preserve South End identity
- Create new space for makers, jobs, and even homes
- Increase the area's environmental and economic resilience



District Boundary

How can large surface parking lots and other underutilized sites on and near Lakeside Avenue be re-envisioned to:

- Become vibrant places that enhance and preserve South End identity
- Create new space for makers, jobs, and even homes
- Increase the area's environmental and economic resilience
- This boundary seeks to preserve many arts/making/manufacturing uses that exist today while making space for new such uses, in addition to housing.

Proposed Innovation District



In addition to building height, the amendment regulates building bulk.

Maximum Floor Plate Size

- Proposal:**
- Max. Building Footprint, Floors 1-6: 15,000 sf.
 - Max. Building Footprint, Floors 7-8: 10,000 sf.
 - Exceptions to Floors 7-8 bulk standards when buildings are constructed using mass timber and/or to Passive House or other sustainable building standard



Rationale: Limiting the floor plate of buildings in the SEID promotes a district that is visually and physically permeable. These spaces between multiple smaller-footprint buildings facilitate walkability, comfortable micro-climates and view corridors through the district.

Floor Area Ratio (FAR)

CDO Floor Area Ratio definition:

"In accordance with the district-specific provisions of Article 4 where the intensity of development is measured on a floor area ratio basis, the calculation of development intensity shall be measured by dividing the **gross floor area** of all structures on a site, or portion of the site where split by a zoning district boundary, by the **gross site area**."

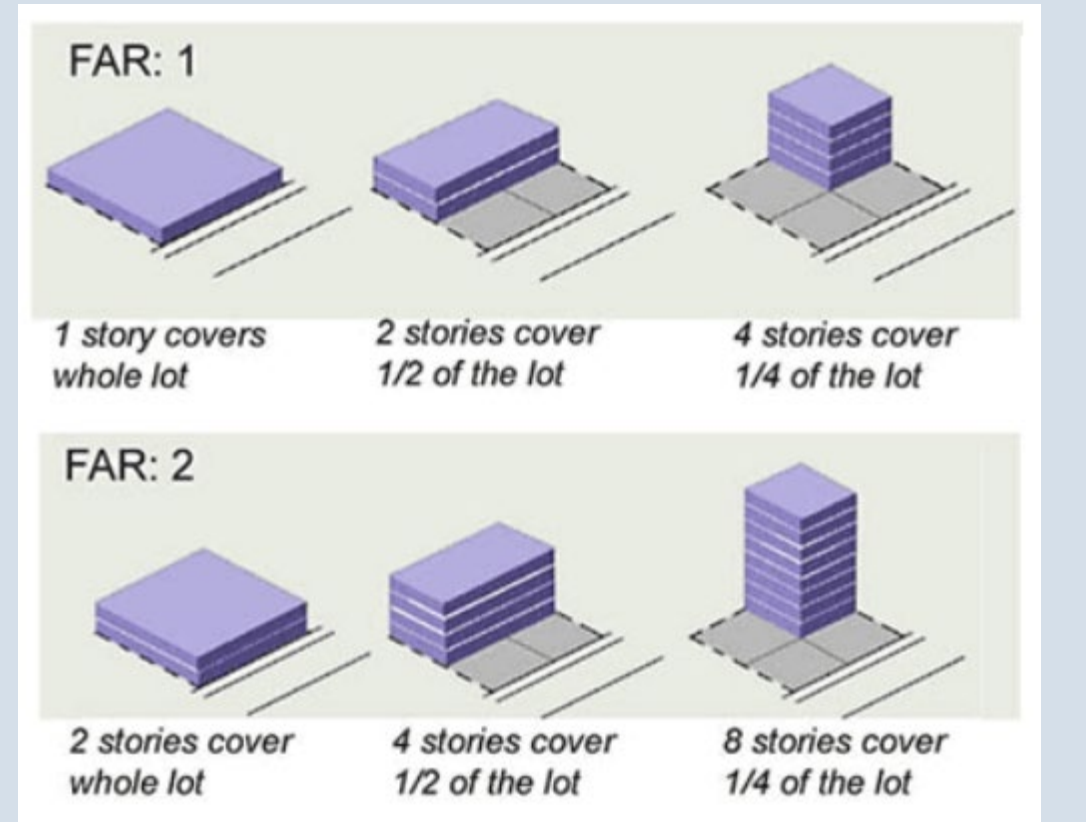


Image Credit: Julie Campbell

How does the SEID amendment propose to regulate building height and size?

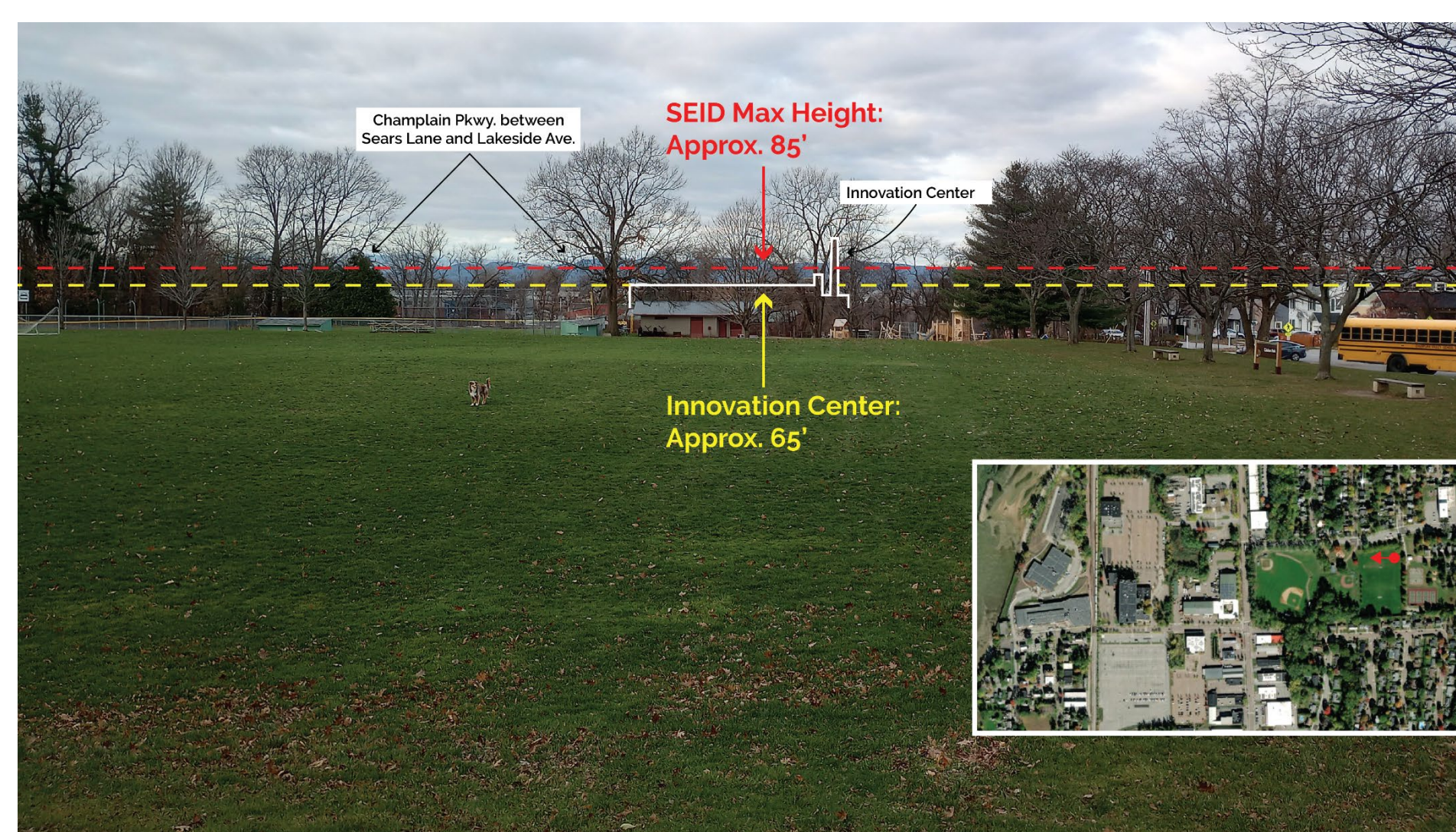
Building Size Standards - SEID vision



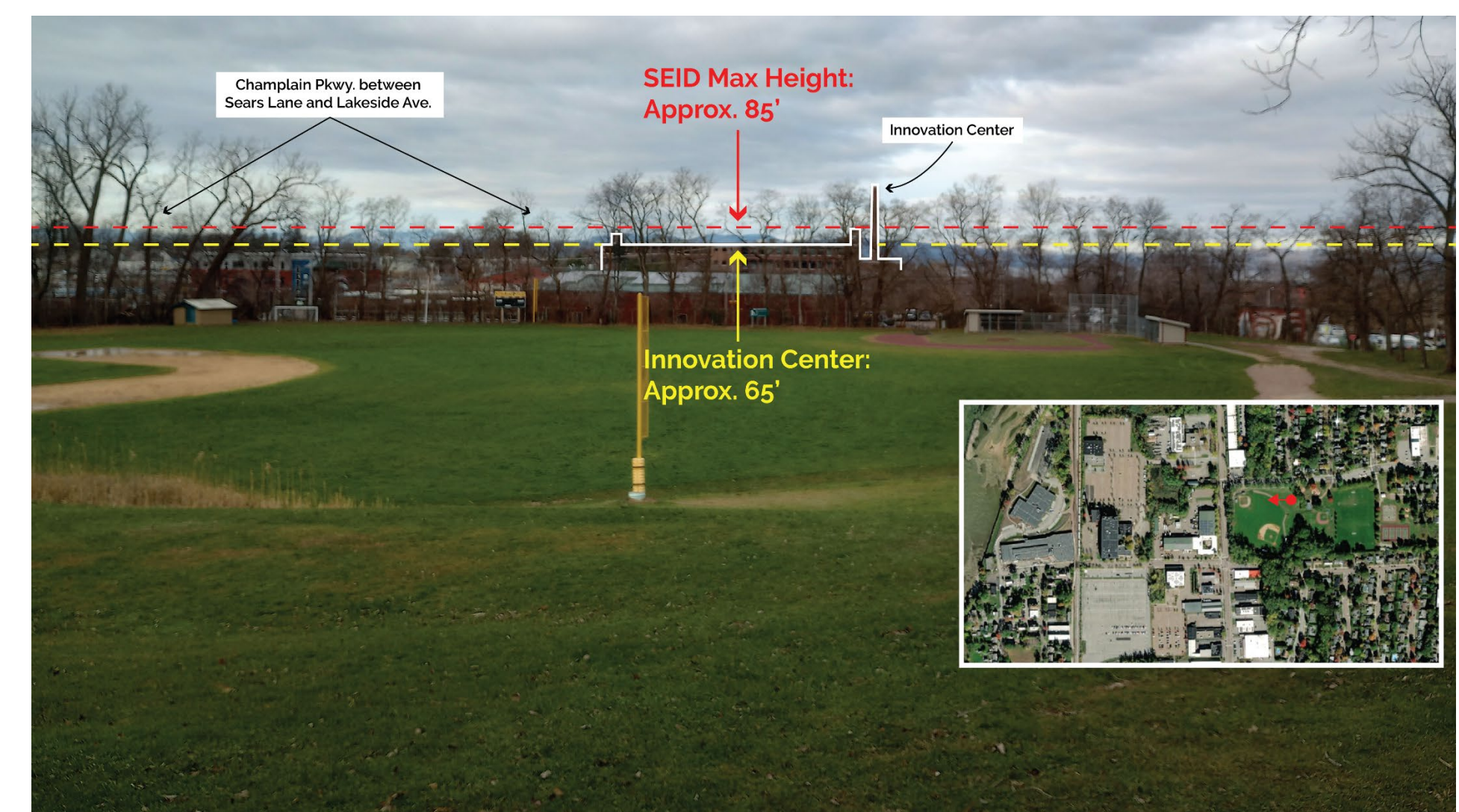
BUGA (Heilbronn, Germany)



WIR (Berlin, Germany)



Building Height - view west



Building Height - view south



Building Height - view NW



Building Height

Proposal: A maximum height limit of 8 stories / 85'.

Rationale: A mix of building heights, when properly organized, can achieve multiple planning goals. Taller buildings lining high-traffic corridors, as commonly practiced in Europe, can assist in intercepting noise and air pollution from entering the District's interior and adjacent open spaces. Additional height will also allow the District to house density levels that help Burlington meet its ten-year housing goals. Finally, different building heights can create a "texture" to the district that facilitates a range of uses that facilitate a vibrant and activated public realm.

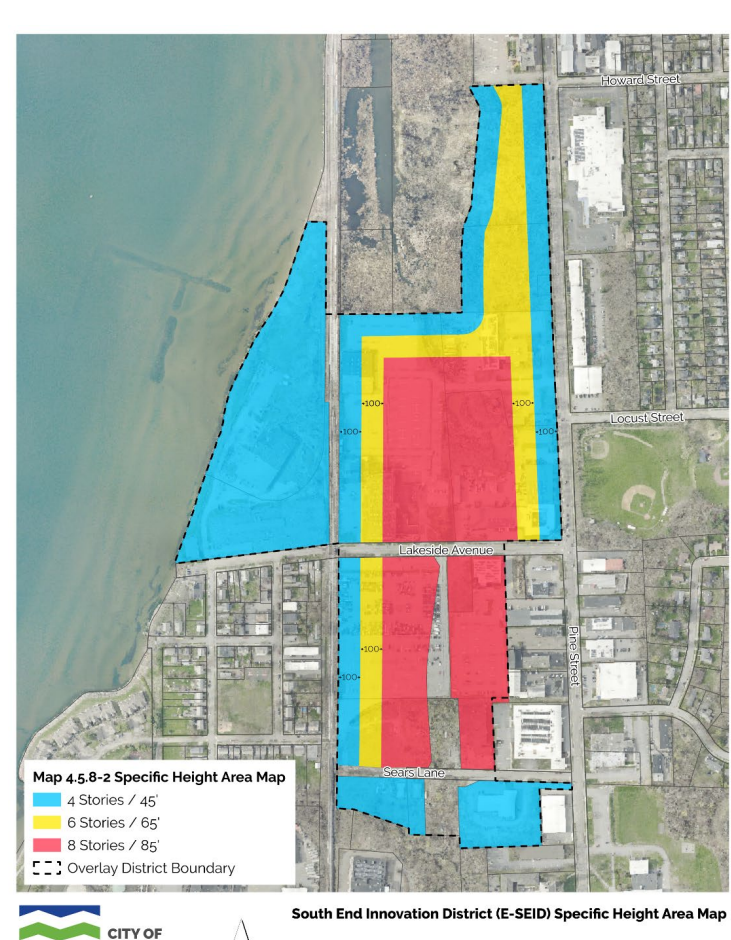


Building Height

Proposal:

Staff recommends the following:

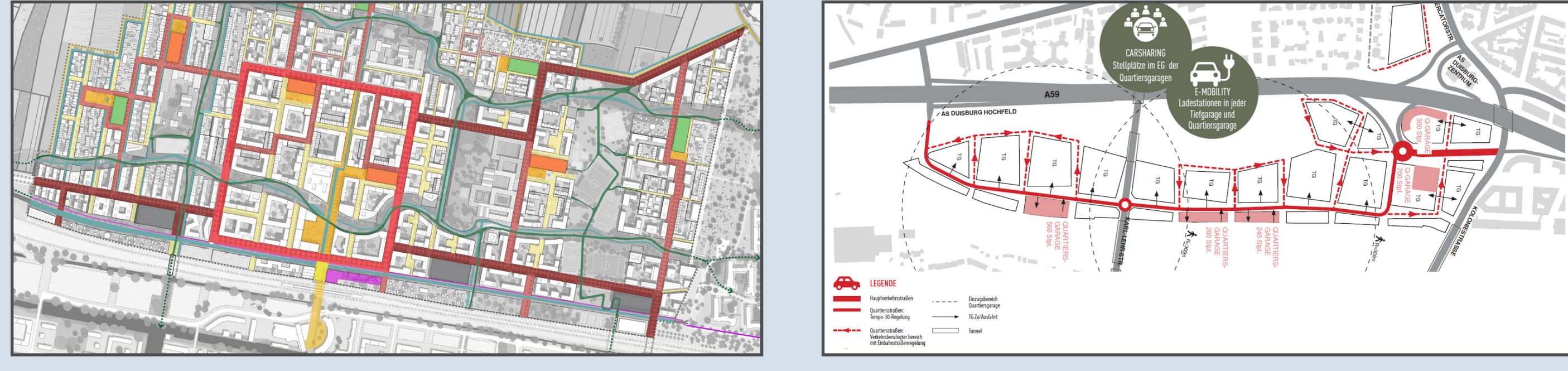
- Specific Height Area Map to regulate height and mitigate shadow and view impacts to Pine Street, Barge Canal and Lakeside neighborhood



What about parking?

The proposed South End Innovation District zoning amendment seeks to limit the development of parking structures to a small number of shared garages, rather than a large number of small garages. This will help consolidate cars and traffic, leaving more of the South End for people.

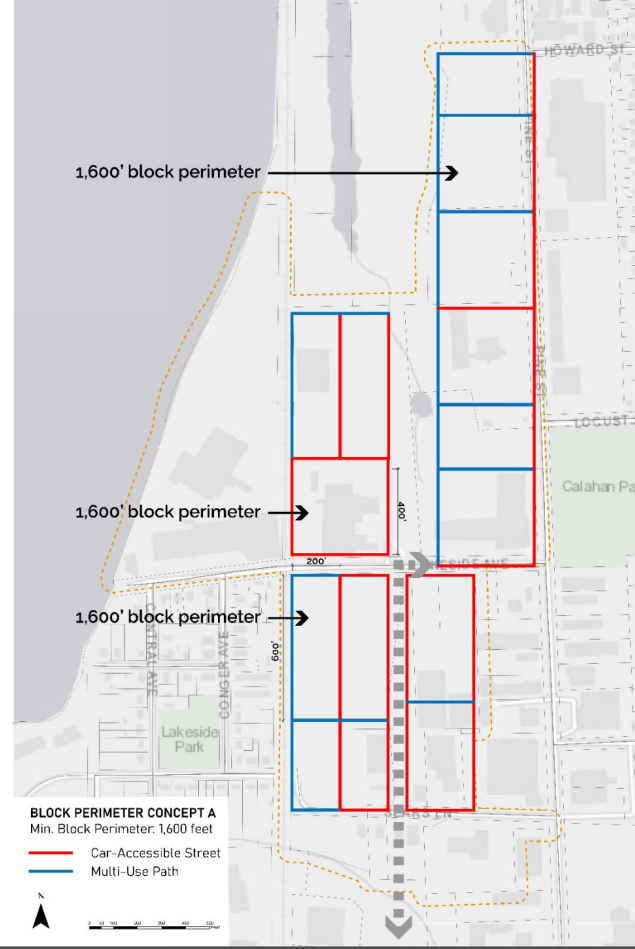
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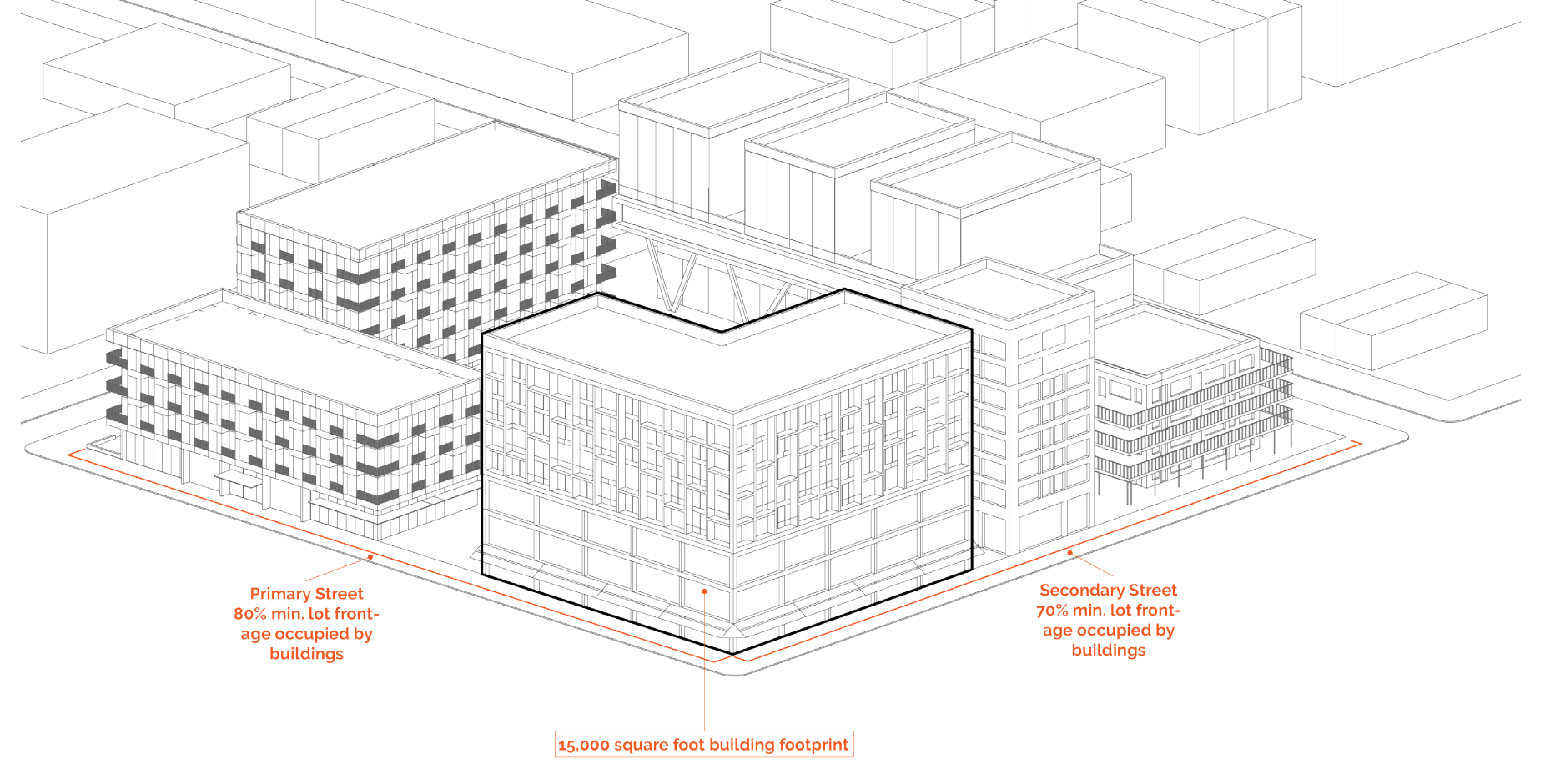
Here are a few other concepts that the amendment proposes for the South End Innovation District.

Block Perimeter

- District mobility is regulated by a maximum block perimeter (1,600 ft.)
- Street locations and designs are proposed by developer and ultimately accepted by City Council



Buildout and Bulk Framework



Setbacks

Proposal: Setback standards establish a urban building pattern:

- Min: 0'
- Max: 20'

Rationale: The Innovation District should be a highly urbanized, human-scaled district prioritizing accessible and active mobility. As such, the district's primary streets should be lined with buildings to the greatest possible extent. Where reductions in frontage are administratively approved, such voids in the street wall should provide access to interior courtyards or open space where feasible



Ground Floor Entries

Proposal: At least one ground floor entry is required each 60' linear feet of each building façade fronting on a public or private street or open space.

Rationale: To foster and maintain a high degree of ground floor and public realm activation, ground floor entries should be frequent in the district.



Pervious Area

Proposal: 20% of any lot should be pervious, with a minimum of 25% of that pervious area composed of DPW-approved GSI (e.g. constructed wetlands, suspended pavement, pervious pavement).

Rationale: The existing E-LM lot coverage standard is 80%. This proposed pervious area standard goes beyond the existing standard by requiring a minimum amount of GSI.

Proposal: The pervious area minimum standard may be reduced to 10% of the site area if 100% of the provided pervious area is composed exclusively of DPW-approved GSI

Rationale: The Innovation District should be a model for ecological urbanism. It is located within an urban ecosystem that is simultaneously contaminated, sensitive and rich in biodiversity. Furthermore, the South End's stormwater and wastewater infrastructure capacity relies on creative solutions that disconnect and slow flows from new development to the greatest extent possible.

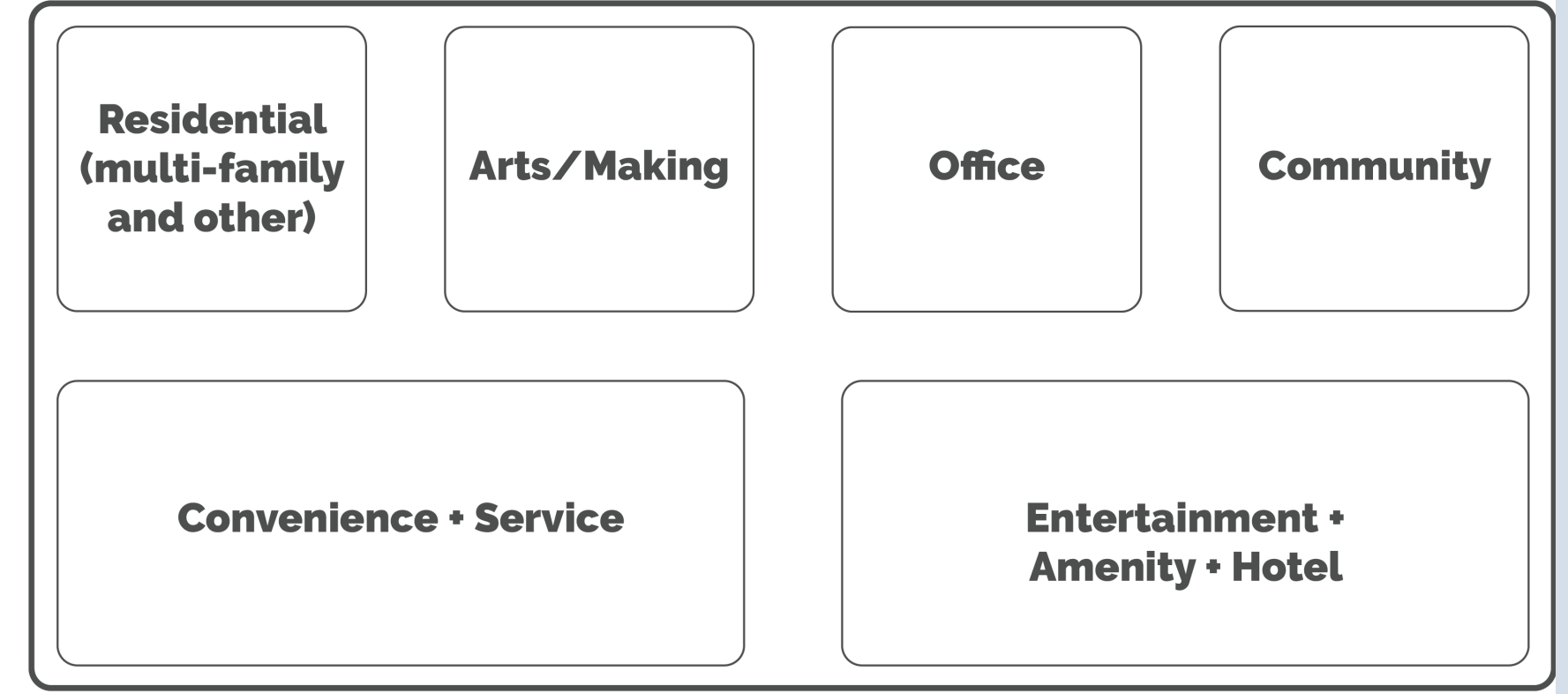


And Land Use?

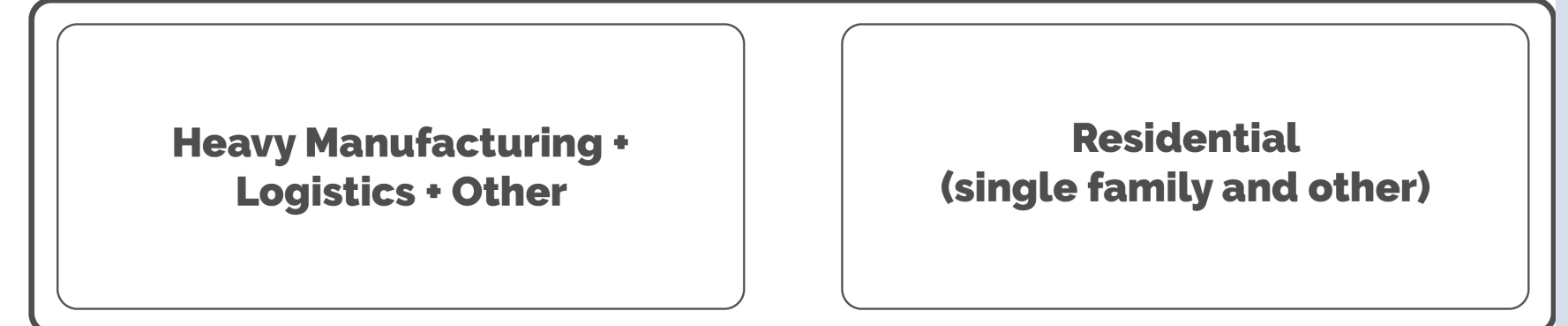
The South End Innovation District should be a vibrant, mixed-use district that incorporates all that is great about the South End, while also making space for homes. Below is a simple breakdown of the kinds of uses that are proposed for the South End Innovation District.

Land Use Concept

Permitted
All uses allowed "as-of-right"



Not Permitted



Ground Floor Uses

Proposal: Required active ground floor uses can be reduced:

- From 80% to 30% min. on primary frontages
- From 20% to no requirement on secondary frontages

Rationale: Ground floor non-residential use requirements have produced high vacancy rates of such space nationally and abroad. Also, residential uses at ground floor can be conducive to an activated urban district and should be permitted. The proposed reductions are intended to provide flexibility in development while also activating the district's public realm.

Proposal: Ground floor uses should have a minimum depth reflective of market conditions and high quality urban form.

Min. Depth: 25' (80% of all non-res. uses) and 10' (20% of all non-res. uses)

Rationale: An unintended consequence of ground floor commercial requirements in mixed-use development across the country is a glut of long-term vacant space. The proposal allows for portions of ground floor non-residential spaces to be as shallow as 25 feet while smaller portions are permitted at depths of just 10 feet. These standards provide flexibility in the development of ground floors and create smaller, more affordable non-residential spaces that still activate ground floors and the district's streetscapes.

Ground Floor Uses

Proposal: Building corners should include active non-residential uses.

Rationale: Non-residential uses at building corners in an urban district help to establish a highly visible retail or service landmark at building corners and intersections of streets and paths. Additionally, non-residential uses at corners can mitigate any undesirable impact of such uses to adjacent and nearby residences.

Proposal: A minimum of 80% of any ground floor along primary frontages shall be occupied by non-residential uses.

Rationale: Development along the Innovation District's primary streets should be oriented toward and designed for the convenience, comfort and enjoyment of people not in cars. Requiring a high percentage of such non-residential uses on the ground floor, with exceptions granted as per below, will help create a vibrant, safe and enjoyable Innovation District.

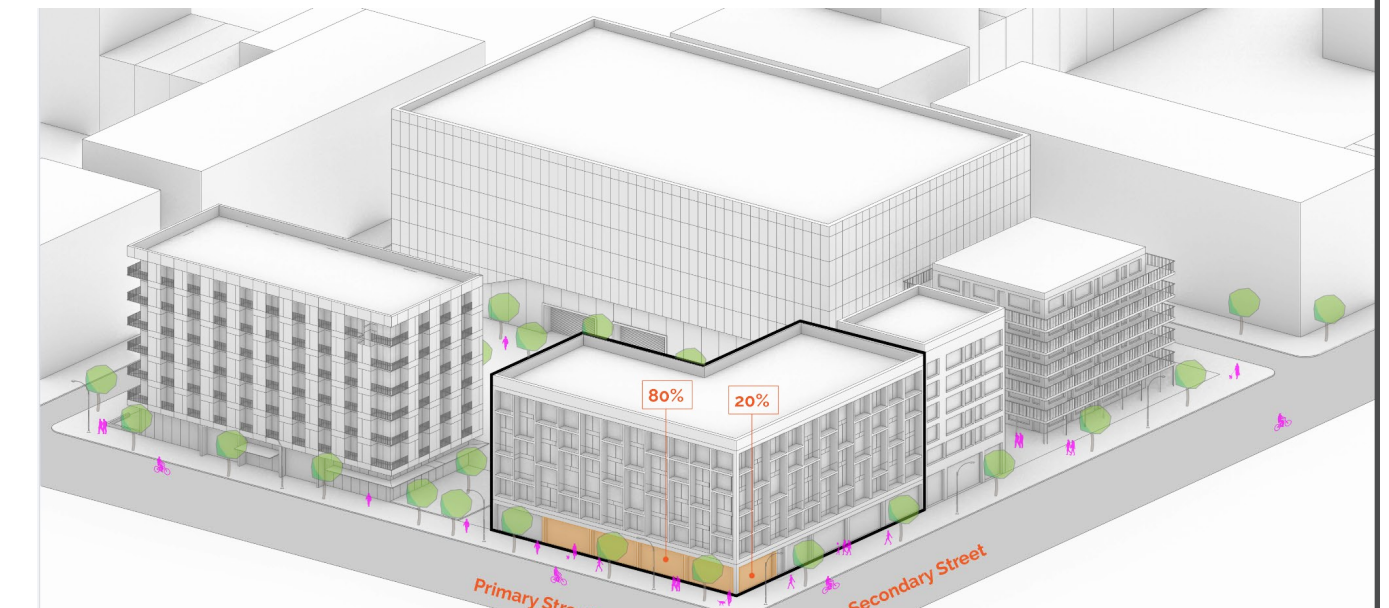
Proposal: A minimum of 20% of any ground floor along secondary frontages shall be occupied by non-residential uses, or 500 square feet, whichever is greater.

Rationale: Development on the Innovation District's secondary streets should balance a vibrant urban street life with the needs and desires of residents, employees and others. Secondary streets may be lined with higher amounts of non-residential ground floor uses, but they are not required beyond 20 percent.

Ground Floor Uses

Proposal: Required active ground floor uses can be reduced:

- From 80% to 30% min. on primary frontages
- From 20% to no requirement on secondary frontages



Ground Floor Uses

Proposal: Required active ground floor uses can be reduced when all non-residential uses are maintained as affordable for 30 years.

Rationale: Affordable non-residential space supports a thriving local economy. Such space is in short supply across the city.



Ground Floor Uses

Proposal: Required active ground floor uses can be reduced in exchange for publicly accessible open space at least 4,000 sf in size and located adjacent to or on roofs of buildings.

Rationale: Open spaces can achieve ground floor public realm activation and create livable neighborhoods.



Ground Floor Uses

Proposal: Required active ground floor uses can be reduced when the building's residential mix consists of a minimum of 25% larger units, including at least 10% 3-bedroom and 15% 2-bedroom units.

Rationale: Typical apartment construction in the North American market consists almost entirely of studio and one-bedroom apartments. Equity and improved housing choice goals demand more family-sized apartments, particularly in amenity-rich settings like Burlington's core neighborhoods, including the future South End Innovation District.



Ground Floor Uses

Proposal: Required active ground floor uses can be reduced in exchange for equivalent non-residential space in detached, permanent structures (e.g. kiosks, small, one- or two-story buildings, pavilions) located in the public realm.

Rationale: Non-residential uses located in detached buildings within a district's public realm, including its streets, plazas and parks, can promote an active, accessible and economically healthy district in the same ways ground floor uses do. It can also be more feasible to create small, very affordable non-residential spaces in these smaller detached settings than in mixed-use building podiums.

