

## PlanBTV: South End Community Workshop Comments

### VISION PLAN “COMMENT CARD” FEEDBACK

At the planBTV: South End Community Workshop, Feb. 11 – 14, 2015, community members used “comment cards” to provide feedback on three Vision Plans, each showing different ways of thinking about the South End’s future. Feedback provided via the comment cards is transcribed below. For more information on the Community Workshop, the Vision Plans, or planBTV: South End, please visit [www.planbtvsouthend.com](http://www.planbtvsouthend.com)

planBTVSE Vision 1: Current Trends Extended	
WHAT DO YOU LIKE?	HOW WOULD YOU IMPROVE IT?
	Howard Street one way travelling west from Hayward to Pine
	Leave Pine Street Deli as is
Improved connections to the lake (sidewalks, etc) / increased attention to pedestrian needs	
Public transit – lightrail. And streetscapes design which involves benches, trees, appropriate low level street lighting are critical.	<ul style="list-style-type: none"> <li>- Define permanent open green space (planned)</li> <li>- Visual corridors</li> <li>- Rest can be developed</li> </ul>
Improved connections to lake. It should be beyond just sidewalks, make it a desirable pedestrian bike corridor.	
<ul style="list-style-type: none"> <li>- Artist community</li> <li>- Mixture of uses.</li> <li>- The lake! Oakledge and Callahan Park.</li> <li>- Infill development.</li> <li>- Turning surface parking lots into buildings/used space.</li> </ul>	<ul style="list-style-type: none"> <li>- Better grid connection</li> <li>- More focus on bike, pedestrian and public transit access</li> <li>- Greater access to the waterfront</li> <li>- Consider building parking decks and reduce surface parking</li> </ul>
<ul style="list-style-type: none"> <li>- Organic growth</li> <li>- Current trends</li> <li>- Pedestrian viability</li> <li>- Eateries</li> <li>- Lunchtime community growth</li> <li>- Evening community pedestrian growth</li> </ul>	<ul style="list-style-type: none"> <li>- Cancel Champlain Parkway</li> <li>- “If you build it – it will come” – so N/S artery passing Burl. suburb will come down to new highway</li> <li>- More pedestrian bridges?</li> </ul>
Bike path connector by barge canal / opening up more small streets at the N end of the study plan	Better bike lanes – protected
Actually don’t like prospect of ad hoc development. In 50 years this area will be a total mess without restrictions.	<ul style="list-style-type: none"> <li>- Define natural area – where things could be developed</li> <li>- Consider how to deal with freight traffic</li> <li>- how to relate interconnection between auto/bike/pedestrian</li> </ul>
- Continuous sidewalk both side of Lakeside!	

<ul style="list-style-type: none"> <li>- Infill in parking area south of innovation center</li> <li>- Commercial development across from SEABA</li> </ul>	
<ul style="list-style-type: none"> <li>- Open up empty spaces for public use and biking and walking.</li> <li>- Affordable space for artists</li> <li>- Incubator space for new tech start-ups</li> </ul>	<p>Don't use the South End for pass-thru traffic for commuters that don't need to access So. End – they will only use the connector to access/exit downtown Burlington</p>
<p>It comes [from] a perspective that the South End is not broken – does not need fixing just tweaking.</p>	<p>Add just a few of other plan details to 1. With connections of streets, bike paths, green spaces and parks</p>
<ul style="list-style-type: none"> <li>- Connectivity to bike path</li> <li>- Housing sprinkled around to bring more people into the balance</li> <li>- Mixed use is great</li> </ul>	<p>Don't understand what will happen to I-89 traffic. How to keep things from backing up on Pine? Can traffic go underground a bit in the railyard to maintain connectivity AND traffic flow?</p>
<ul style="list-style-type: none"> <li>- Less development, more organic, a “lighter touch”</li> <li>- Good access to lake allows the wild, weird, mysterious character of South End to remain and evolve</li> <li>- Let Barge Canal area continue its “work” = healing the land</li> </ul>	<ul style="list-style-type: none"> <li>- Roundabouts (Version 3)</li> <li>- Explicit bus/shuttle elements of vision?</li> <li>- Bike/ped elements?</li> </ul>
	<p>Need boatist/tourist infrastructure as well as better small boat access. Great place for classroom space/museum space or lake history.</p> <p>Perkins Pier – great lake access for many skill + levels. Has been an “orphan” in planning processes. At South End of PlanBTV Waterfront + North End or South End PlanBTV it seems forgotten.</p>
<ul style="list-style-type: none"> <li>- More bike/walk lanes</li> <li>- More sidewalks</li> <li>- More access to lake</li> <li>- I like that the development plan is not too intensive and quick development</li> <li>- Not too much housing</li> <li>- Maintains existing authentic culture</li> </ul>	<ul style="list-style-type: none"> <li>- Not needing to build infill on all open greenspace</li> <li>- Pine St. shuttle/trolley</li> <li>- Space for indoor/year round artist market</li> </ul>
<ul style="list-style-type: none"> <li>- Bike path connection @ north end Barge Canal</li> <li>- New development allows for gaps in traffic flow – badly needed</li> </ul>	<ul style="list-style-type: none"> <li>- Better access to bike path @ Lakeside</li> <li>- Possible small grocery store</li> </ul>
	<p>Improve bike path condition! The bike path has many holes and cracks...</p>

## planBTVSE Vision 2: Creating an Enterprise Village and Destination Park

WHAT DO YOU LIKE?	HOW WOULD YOU IMPROVE IT?
	More street connections to Champlain Parkway so very few streets are cut off. Limited access is not really desirable. / Open Callahan park to the south to Pine Street to improve pedestrian access.
<ul style="list-style-type: none"> <li>- “Urban village” – mixed development, includes retail/grocery, enterprise, housing, etc.</li> <li>- Cleaned up Barge Canal area</li> <li>- Increased E → W connectors to the lake</li> </ul>	Create bike path connector from Richardson St. to Birchcliff Pkwy (behind Champlain School)
Barge Canal Industrial Heritage Park rocks!! Ensure connectivity + access to this	And all recreated spaces 😊
<ul style="list-style-type: none"> <li>- Barge Canal park</li> <li>- Transit stops</li> </ul>	<ul style="list-style-type: none"> <li>- Bring City Market in to tie the urban village together</li> <li>- Pine Street shuttle bus</li> </ul>
Heritage Park!	no tall complexes like Winooski
<ul style="list-style-type: none"> <li>- Barge Canal as real destination park</li> <li>- Enterprise areas</li> <li>- Extend connector highway to Barge Canal</li> <li>- Artist work/live space</li> </ul>	<ul style="list-style-type: none"> <li>- <u>Not</u> tall buildings</li> <li>- Don’t make it like Winooski – high buildings – roundabouts, not pedestrian, less light</li> <li>- Please no Champlain Connector</li> </ul>
Heritage Park and Urban Village!	Trails through Heritage Park – N/S connector from BED to Meyer’s Bagels
I like the idea of multi-use village. And using the toxic area for industrial development. Need connectivity throughout.	All traffic from 89 goes thru Urban Village? How will that work? Is the center really on Pine Street? Or on Champlain. Urban village needs City Market!
<ul style="list-style-type: none"> <li>- Barge Canal</li> <li>- Bike path</li> <li>- Sidewalks</li> </ul>	No urban village
Love the “urban village”	Make it <u>true</u> urban downtown form – zero setbacks, no surface parking <<- FAR
	<ul style="list-style-type: none"> <li>- Open up park to sidewalk to incorporate into streetscape</li> <li>- Plan doesn’t address park area</li> <li>- Add more large-scale public art throughout South End!</li> </ul>
Park and ride @ Lakeside and K-mart (Cumberland Farms)	
This vision slows/slims traffic more than vision one.	

Like opening access to Barge Canal as natural historic park with access to bike path across the railroad + from north to south across the parkway	Encourage Blodgett redevelopment with housing + restaurant + relocation of bike path
Barge Canal Heritage Park	<ul style="list-style-type: none"> <li>- Need good access for 5 sisters to cross and get to bike paths</li> <li>- Maybe the Lake Champlain Maritime Museum could have space for interpreting heritage – shipyard – class room space – exhibits</li> <li>- Boardwalks through area to gain access for nature viewing</li> </ul>
<ul style="list-style-type: none"> <li>- Barge Canal Industrial Heritage Park</li> <li>- Urban village</li> <li>- Improve access to lake</li> <li>- Sears Lane infill</li> <li>- Safe walk, bike Pine St</li> <li>- New streets</li> <li>- New connections to waterfront</li> <li>- Arts hub</li> </ul>	<ul style="list-style-type: none"> <li>- Would like to see infill development behind Champlain El School (towards Shelburne Rd) + see underused school maintenance building/storage moved to public works- add 2<sup>nd</sup> story</li> <li>- City Market in Sears Lane</li> <li>- Flynn Street arts hub</li> </ul>
	<ul style="list-style-type: none"> <li>- Pine St needs to be able to cross the Parkway</li> <li>- N End of parking lot behind BED/Innovation Center should have a building facing the proposed park</li> </ul>
<ul style="list-style-type: none"> <li>- Urban housing that is green, beautiful and not tenement-like</li> <li>- Great crosswalks</li> <li>- Good sidewalks</li> <li>- Safe, dedicated bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>- I would like to see much better public transportation – a bus that cycles regularly from the S. end of Pine to the N. end North Ave.</li> <li>- I would like to see emphasis put on walking as a commuting method – not cars &amp; parking</li> </ul>
The Barge Canal park – leave it organic and open space up	Or fill in some water space and make open field space for events etc.
<ul style="list-style-type: none"> <li>- Urban development village</li> <li>- New options for public use of Blodgett buildings + open space</li> </ul>	<ul style="list-style-type: none"> <li>- @ Blodgett – restaurant with lake views!!</li> <li>- Keep south end of Pine St. connected to the south</li> <li>- More clear plan to upgrade sidewalks</li> <li>- Champlain Elem. School needs an upgraded drop-off/pick-up traffic pattern</li> </ul>
	<ul style="list-style-type: none"> <li>- No housing in center of enterprise zone</li> <li>- Housing at north end near Kerry’s Kwikstop or in Railyard Enterprise project</li> </ul>
Urban village density – must have structured parking	Structured parking – multimodal mixed use intercept facility

<ul style="list-style-type: none"> <li>- Pop-up park</li> <li>- Creative stormwater treatment</li> <li>- No housing in Arts Hub</li> <li>- It doesn't feel too claustrophobic/built up as Church St does</li> </ul>	<ul style="list-style-type: none"> <li>- Decrease car traffic/need for cars</li> <li>- Have limits on how high building can be</li> </ul>
<p>Housing/business in the "urban village"</p>	<p>I like the idea of a park at the barge canal but it should be done with a very light touch. This is a great wildlife area now, it should not be over-improved.</p>

## planBTVSE Vision 3: Pine Street Corridor Re-Imagined

WHAT DO YOU LIKE?	HOW WOULD YOU IMPROVE IT?
To make the Champlain Connector limited access with fences becomes very anti urban	Pine Street must connect with K-mart
	Less is more
	Park + ride Pine Street shuttle bus here
	Make Howard St. one-way (west bound) between Hayward St/Locust Terrace and Pine St.
Best of the three. I like the roundabouts and have seen them work well in Seattle & Mt. Ranias, MD.	
<ul style="list-style-type: none"> <li>- Bike path on water</li> <li>- More sidewalks</li> <li>- Improve bikability</li> </ul>	
	Howard Street, one way travelling west from Hayward to Pine
<ul style="list-style-type: none"> <li>- Waterfront residential at Blodgett</li> <li>- New public park near Blodgett</li> <li>- Connection to waterfront from across Jackson Terrace</li> <li>- Development LT where gas tanks are</li> <li>- Waterfront connections</li> <li>- Arts Hub</li> </ul>	<ul style="list-style-type: none"> <li>- Flynn Street Arts Hub</li> <li>- Redevelopment behind Champlain Elementary School – move school maintenance to Public Works</li> </ul>
<ul style="list-style-type: none"> <li>- Waterfront park improvement</li> <li>- Bike path improvement</li> <li>- Bike friendly environment</li> </ul>	<ul style="list-style-type: none"> <li>- Other way of car dump at end of parkway</li> </ul>
<ul style="list-style-type: none"> <li>- Extended Champlain Parkway</li> <li>- More east-west connectivity between Pine St + lake</li> <li>- Bike path along the lake side of Blodgett property</li> <li>- Focus on sidewalks + bike routes</li> </ul>	<ul style="list-style-type: none"> <li>- Don't extend arts corridor</li> </ul>
<ul style="list-style-type: none"> <li>- Open building frontage to Pine Street – better visual of building fronts</li> <li>- Artist work/live space</li> <li>- Bike path on waterfront</li> <li>- Green streetscapes along Pine St. &amp; connector</li> <li>- Develop space across from Dealer.com</li> <li>- More access to lake</li> </ul>	<ul style="list-style-type: none"> <li>- Housing on Blodgett site with public park compromise</li> <li>- Make housing work force housing only – pedestrian</li> <li>- Not roundabouts – they don't help bikers and pedestrians</li> <li>- Don't make higher buildings like Winooski</li> </ul>
<ul style="list-style-type: none"> <li>- Bike trail along the lake</li> <li>- Opening up small streets at N end of the plan</li> <li>- Pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>- Try one roundabout to see how they work – the one in Montpelier does not seem to be in a pedestrian heavy area</li> <li>- Get rid of the Champlain Parkway</li> </ul>

	<ul style="list-style-type: none"> <li>- Certainly not have the neighborhood fenced off</li> </ul>
I like the art scene and the sense of community already here.	I would love to see outdoor cafes lining the streets. Perhaps, even in winter some kind of outdoor stoves for a cozy atmosphere. And around the back of Arts Riot lot horse + buggy or sleigh rides should there be snow. In summers outdoor artists booths + singing minstrels. Even outdoor open mic's for poetry + music jams.
Mixed use at Pine + Flynn	Blodgett site should <u>not</u> be residential. Public park + access or continue enterprise only!! Housing – tiny houses on school property.
Like 1 or 2 roundabouts, but not that many.	Blodgett beach should be a park, not developed as housing. How cool would it be to have a waterfront park that you couldn't drive to, only accessible by foot/bike/boat.
I like the open space concept. Perhaps take the canopy idea further with an Urban Food Forest. Getting back to the idea of a common in Burlington is cool.	<ul style="list-style-type: none"> <li>- I use certain areas as urban food forest, nut trees, berry shrubs</li> <li>- Allow urban agriculture and gardening to take hold</li> <li>- Support these food and green infrastructure initiatives</li> </ul>
<i>Picture of two dolphin fins</i>	<i>Picture of two bananas</i>
	I would like to see
<ul style="list-style-type: none"> <li>- Intrigued by residential at Blodgett, but not sure</li> <li>- Love Pkwy to Barge Canal and beyond</li> <li>- Love doing something different at tank farm</li> <li>- Better sidewalks + underpass on Lakeside!</li> </ul>	Nervous about changes to salt sheds, RR / It's a unique economic thing. Be careful.
<ul style="list-style-type: none"> <li>- Love park entry – very needed to incorporate park into neighborhood!</li> <li>- Like joining/incorporation of "North" and "South" Pine St.</li> </ul>	Add City Market
<ul style="list-style-type: none"> <li>- Nice sidewalks</li> <li>- Good crosswalks</li> <li>- Dedicated bike lanes – safe</li> </ul>	I would like to see an emphasis on providing homes/housing for dedicated pedestrians/bikers – removing the emphasis on need for more parking. Then focusing funds & effort on creating excellence in public transportation.
New commercial district across from Dealer.com!	Like the Art Park concept but would prefer it be on Pine Street
<ul style="list-style-type: none"> <li>- Enhanced parkway features integrated with surrounding streetscape</li> <li>- Rerouting of bike path west of Blodgett, new park + more public building use incl. restaurant</li> </ul>	Callahan Park – West end – <u>not housing</u> but make a better pedestrian connection between park and Pine St.

<ul style="list-style-type: none"> <li>- Tank farm gone – yay – public amenities close to lake</li> </ul>	
<ul style="list-style-type: none"> <li>- Callahan Park entrance</li> <li>- Roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>- Improve connection from Flynn to arts district</li> <li>- City Market</li> </ul>
	<p>“Public” parking space/hub/“park + ride” concept @ K Mart w/ public transport/street cars running on Pine St.</p>
<ul style="list-style-type: none"> <li>- Walk to work</li> <li>- Activity center</li> </ul>	<ul style="list-style-type: none"> <li>- Need buffer between residential + industrial uses. Commercial with limited hours can be used to help livability near industrial</li> <li>- BED or St Anthony’s or Flynn Ave Business Park might house a community center akin to Mixed Center</li> </ul>
<p>Integrated workforce housing</p>	
<p>Blodgett property housing good</p>	<p>Need South End community center</p>
<p>I really like the bike path along the lake through the Blodgett property. But leave the existing path as well. I <u>hate</u> roundabouts. They are <u>not</u> bike or pedestrian friendly. They are for cars. We need less things for cars, more for bikes, pedestrians.</p>	<p>Improve by making paths wide enough for two wheelchairs to pass along <u>both</u> sides of Pine Street.</p>