



Desired Urban Form

- Multi-story buildings (2–5 stories)
- Building form defines streets/public spaces
- Active ground-level uses along major street frontages
- Structured parking where feasible; no parking lots along major streets
- Wide variety of materials accepted
- Creative use of facades encouraged, in keeping with arts district character

Preferred Uses

- Arts and maker focused; other large and small office-oriented enterprises
- Limited retail
- Potential for artist/maker work-live space

reinforce the **arts hub**

PINE STREET ARTS CORRIDOR & THE BARGE CANAL PARK

Welcome to the heart of the South End Arts District, a funky little hub of artists and makers and techy folks, nestled alongside the Lake and downtown. Here you'll find a railyard; a cidery; a Superfund site; offices and studios; and the ever-awesome Island Line Trail. This eclectic area has grit and energy and character...qualities we don't want to lose! Over time, we'll work to ensure an enduring and more visible arts presence, a more walkable Pine Street with new links to the Lake, and transformation of the Barge Canal into an accessible urban wild that celebrates its ecology AND its industrial roots.

Improve walking environment, bus stops, and bike travel. Continue to reinforce Pine Street as a vehicular "slow zone" and as a "green street."

Prioritize retention/expansion of existing buildings to support small artist/maker enterprises.

Create a Pine Street Arts Corridor and Linear Art Park; use landscapes and street edges to highlight the arts and manage stormwater.

Expand space available for maker enterprises with new infill development; incorporate active ground level uses; design/locate buildings to define streets and open spaces.

Encourage "funky facades"

Expand studio space; explore potential for work-live maker space

New development with arts element

With Champlain Parkway, off-street biking/walking path, Lakeside to Kilburn

With Champlain Parkway, 2-way bike lanes, Kilburn to Maple

MAPLE ST

LOCUST ST

With Champlain Parkway, traffic light added

Complete King Street neighborhood traffic study

SOUTH CHAMPLAIN

Meyer's Bagels

BARGE CANAL

BED

DPW

Innovation Center

Future Street connection(s). Location to be determined by Railyard Enterprise Project

Potential multi-modal link

New public park at Blodgett site; extend bike path along waterfront

Create a **signature park on the vacant Barge Canal Superfund site**—a special open space with trails.

Seek opportunities to create **new ped/bike links from Pine Street to the Lake.**

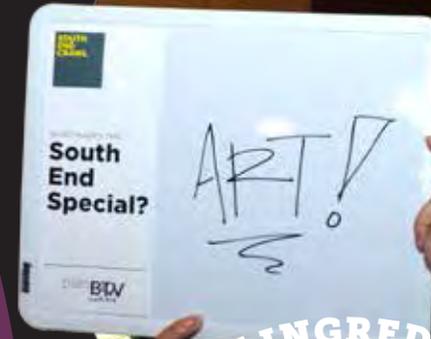
Legend

- Focus area
- Champlain Parkway
- Potential street
- Infill development
- Near-term reuse
- New park entrance
- Major new or improved bike and pedestrian connectors
- Bike path
- Paving
- New transit route
- Raised, textured crosswalks or speed tables

0 250 500 feet

KEY INGREDIENTS

- ✓ **Expand space available for maker enterprises with new infill development;** incorporate active ground level uses; design/locate buildings to define streets and open spaces.
- ✓ **Improve walking environment, bus stops, and bike travel.** Continue to reinforce Pine Street as a vehicular "slow zone" and as a "green street."
- ✓ **Prioritize retention/expansion of existing buildings** to support small artist/maker enterprises.
- ✓ **Create a Pine Street Arts Corridor and Linear Art Park;** use landscapes and street edges to highlight the arts and manage stormwater.
- ✓ Create a **signature park on the vacant Barge Canal Superfund site**—a special open space with a network of trails.
- ✓ Seek opportunities to create **new ped/bike links from Pine Street to the Lake.**



KEY INGREDIENT



South Enders want to keep this neighborhood a vibrant and funky place of creativity, creation, and art.

Expand studio space under non-profit or public ownership to preserve affordability. Explore potential for work-live space.

Continue to advance public and non-profit initiatives that would add studio space within the South End, ensuring that affordable studio space remains a permanent presence. Provide technical assistance to artists and makers looking to establish studio cooperatives. Pursue creation of permanently affordable work-live space dedicated to artists and makers.



Continue to assess demand and feasibility of creating affordable studio and/or work-live space for artists and makers.



South End Arts & Business Association, Burlington City Arts





In Atlanta's funky Little Five Points neighborhood, the facades of old buildings have become works of art.



KEY INGREDIENT



Prioritize retention/expansion of existing buildings to support small artist/maker enterprises. Encourage continued use of buildings for maker enterprises, from high-tech to handmade, as existing buildings are likely to be a more affordable source of space than new construction. Encourage creative use of façades (through murals, sculptural elements, etc) to highlight the creative spirit of the South End and/or the enterprises occurring within.



Ensure that new zoning is consistent with these objectives.



Department of Planning & Zoning, Planning Commission



Conant Metal & Light provides a local example of how buildings can elicit surprise and delight.



Interactive sculpture in Ann Arbor, MI; "The Cube" is a well-known piece of public art that can be rotated by kids, and is enjoyed by people of all ages.



Create an artful South End wayfinding signage strategy.

Use clear, simple wayfinding signage to direct people to South End destinations, including the bike path, the Lake, the Pine Street Arts Corridor, businesses along Flynn Ave, and the Lakeside Ave area. Develop a wayfinding plan that locates signage in key locations along Pine Street, Lakeside Avenue, the bike path, and Flynn Avenue. Signage design could be developed through a design competition. Example from Seattle, WA.



Develop a wayfinding plan



Department of Planning & Zoning, Burlington City Arts, South End Arts & Business Association, Department of Public Works



A paint and collage mural created by area youth under the guidance of local artist Maggie Standley emphasized the importance of wildlife and natural areas within the South End. This mural was created as part of the planBTV South End artist-led engagement project. Standley worked with youth from within the South End and beyond, and from a diversity of socio-economic and ethnic backgrounds, to explore what they like about the South End and what changes they envision for the future.

Showcase the arts with a Pine Street Arts Corridor and Linear Art Park.

Reinforce this section of Pine Street as an Arts Corridor, with a strong and visible arts presence. Create a Linear Art Park along Pine Street incorporating interactive sculptures, creative use of landscaping, murals created by local artists and youth, and other outdoor art pieces along the street edge and in front of Pine Street buildings. Include signage and/or banners that announce arrival within the Arts Corridor.



Develop an Arts Corridor & Linear Art Park Implementation Plan for this segment of Pine Street that identifies locations for installations, establishes a process and criteria for selecting/commissioning work, identifies potential funding sources, and engages local property owners and artists in shaping this initiative.



South End Arts & Business Association, Burlington City Arts, Department of Public Works



**MEET THE PINE
STREET ARTS
CORRIDOR:
WHERE ART BRINGS
THE STREET TO LIFE**



linear art park:
art in the
landscape

bikable
street

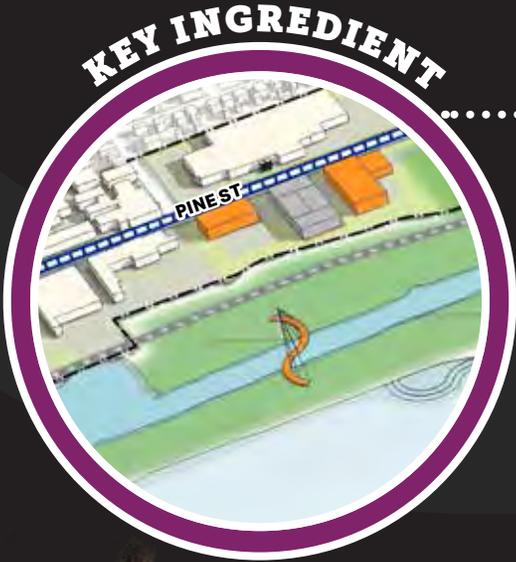
multi-use path

stormwater
infiltration

funky façades

pervious
paving

**MEET THE
BARGE CANAL
PARK, AN URBAN
WILD NESTLED
BETWEEN PINE
STREET AND THE
LAKE**



Create a signature park on the vacant Barge Canal Superfund site—a special open space with trails. This Superfund site and urban wild can become a publicly accessible open space destination, incorporating interpretive signage, art, and trails linking the Lakeside area, Pine Street and the Lake. Leverage opportunities to recognize and highlight the industrial heritage of the site. Consider use of boardwalks through sensitive ecological areas. Sensitivity to the site's environmental issues will be essential.



Seek grants to fund design and implementation of the Barge Canal Park. Partner with owners of privately held Barge Canal parcels.

Parks, Recreation, & Waterfront department



barge canal park & urban wild

potential for small boats

island line trail

signage

new path links Pine Street to bike path and lake

access to lake

Interpretive signage could tell the story of the Barge Canal's industrial heritage and ecology. This example is from Milliken State Park, part of the Detroit Riverwalk, where a former industrial site has been transformed back into a wetland.

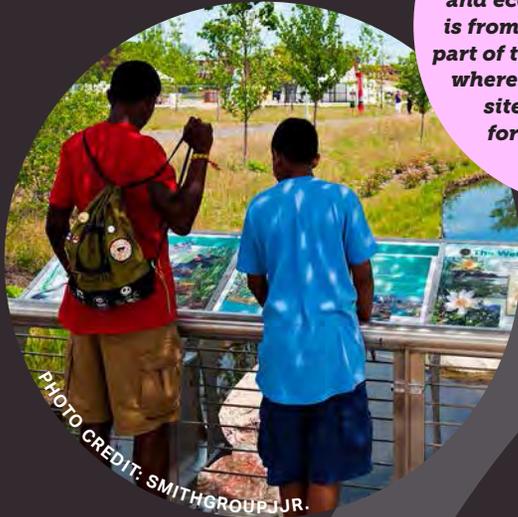


PHOTO CREDIT: SMITHGROUPJJR.

Signage can be artful and creative, designed to reflect the character of the site it serves. This signage is from the Jardin du Carrousel in Paris.



Boardwalk trails can be a great strategy for providing community access to places of environmental sensitivity, or where the land is best left undisturbed. Here's an example from the Parker River National Wildlife Refuge in Newbury, Massachusetts.



"The Barge Canal area is an important wild patch in the South End. It is NOT "underutilized"; but it is undervisited. Let Nature do her work (=cleaning up the pollution of the gasification plant) while still letting people come to visit and observe her working. There will need to be some explanatory panels, recounting the industrial history (without necessary celebrating it) and explaining its aftermath."

Community comment from the webtool

PHOTO CREDIT: DONNA WATERS



The Barge Canal site was once occupied by a coal gasification plant and has been designated as a Superfund Site. It blends nature and industry, history and ecology, beauty and grit.

Seattle's Gas Works Park was built on a former coal gasification plant—the same kind of facility that once occupied the Barge Canal site.

PHOTO CREDIT: LEE KROHN



planBTV South End

What do you like?

Barge Canal
Industrial
Heritage Park
rocks!

How would you improve it?

Ensure connectivity
& access to this

less



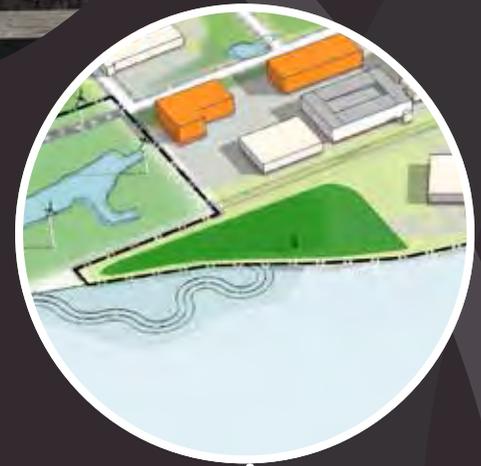
KEY INGREDIENT

So close, and yet so far! (View of the Myer's Bagels building and the Great Harvest building from the bike path.) Today, Pine Street is farther from the bike path than it looks. It's .8 miles—more than a 15 minute walk—from Maple Street to Lakeside Ave, with no paths or streets between connecting Pine Street to the Lake and the bike path. A new bike-ped path through the Barge Canal site would link the Lake and the Island Line Trail to the heart of the Pine Street arts district.



KEY INGREDIENT

Expand space available for maker enterprises with new infill development; incorporate arts/maker space and shared parking; use structured parking where feasible. For infill development at the Barge Canal site, seek to locate buildings along Pine Street; include trail links to Barge Canal Park; comply with deed restrictions and environmental constraints.



Seek opportunities to create new ped/bike links from Pine Street to the Lake, with connections to the Island Line Trail. If/where necessary given the sensitive ecology and environmental constraints of the Barge Canal site, consider establishing portions of trails as elevated boardwalks.

Explore potential for a new public waterfront park at the Blodgett site. As the Blodgett site transitions to new owners and uses, seek opportunities to establish a publicly accessible park along the waterfront.

 *Seek grants to fund design and implementation.*

 *Parks, Recreation, & Waterfront department, Department of Public Works*

 *Initiate conversations with property owners.*

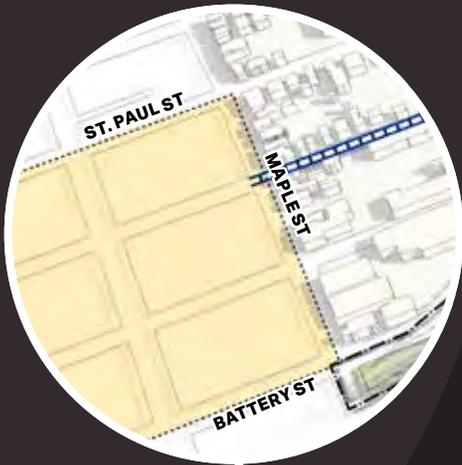
 *Community & Economic Development Office; Parks, Recreation, & Waterfront department*

 *Work with site owner to advance infill development.*

 *Department of Planning & Zoning; Community & Economic Development Office*



A study now under-way is investigating opportunities to consolidate the railyard and create new street connections linking Pine with Battery Street and/or South Champlain Street. More information at <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project>



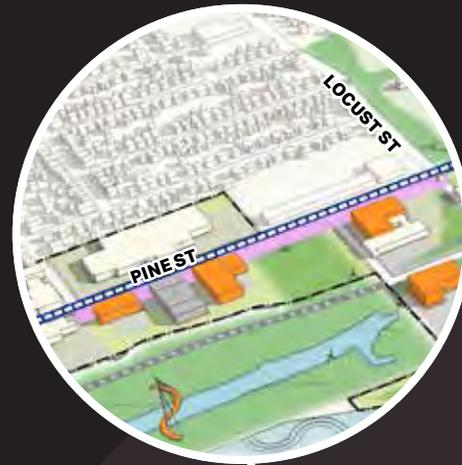
Complete King Street Neighborhood traffic study and implement recommendations. Study area extends from Main Street to Maple Street, and from Battery Street to Saint Paul.

 Complete study (anticipated 2015); seek funding for implementation.
 Department of Public Works



Continue to explore opportunities for new street connections in the Railyard Enterprise area. The Railyard Enterprise Project (REP) is exploring ways to consolidate the important functions of the railyard. New streets could connect Pine with Battery Street and/or South Champlain Street, defining new blocks and providing opportunities for new infill development.

 Complete the Railyard Enterprise Project (REP) study and move its recommendations forward.
 Chittenden County Regional Planning Commission, Department of Planning & Zoning, Community & Economic Development Office, Department of Public Works, VTrans, FHWA



Add sidewalks: west side of Pine between Howard and Locust. Fill this gap in the sidewalk network to provide continuous sidewalks on both sides of Pine.

 Consider funding design and construction of asphalt sidewalks in advance of the Champlain Parkway project.
 Department of Public Works

A walkable, bike-able, easily crossable, transit-served Pine Street, accessible to those of all mobility levels, was a clear priority for local residents interviewed by local artists Michelle Sayles and Jen Berger as part of the planBTV South End artist-led community engagement initiative. Sayles and Berger captured common themes in a mural.



With the Champlain Parkway, Pine Street will receive better crosswalks and bus stops, and a parallel biking and walking path between Lakeside Avenue and Kilburn Street. Bicycle lanes in both directions are proposed between Kilburn and Maple. New traffic lights will be provided along Pine Street at King and Maple, and the signal at Pine and Lakeside will be upgraded. For more information on the Champlain Parkway, skip to page 49.

KEY INGREDIENT



Improve walking environment, bus stops, and bike travel;

continue to reinforce Pine and other South End streets as vehicular “slow zones” and as “green streets” with robust stormwater management capabilities. With the Champlain Parkway, Pine Street will see better bus stops, improved walking and biking routes, and new stormwater management infrastructure.

Walkable, crossable, bikeable, soakable (stormwater management equipped) streets with good connections to transit should be the goal neighborhood-wide.



Construct the Champlain Parkway.



VTrans, Department of Public Works, FHWA

Explore potential for a new north-south multi-modal link through the Barge Canal site.

This link would help improve connectivity within this part of the South End, making it easier to get around, and should be thought about in conjunction with development of a Barge Canal Park. The link could also serve as a multi-modal extension of potential future north-south streets created through the Railyard Enterprise Project, and/or within the Lakeside Avenue area.



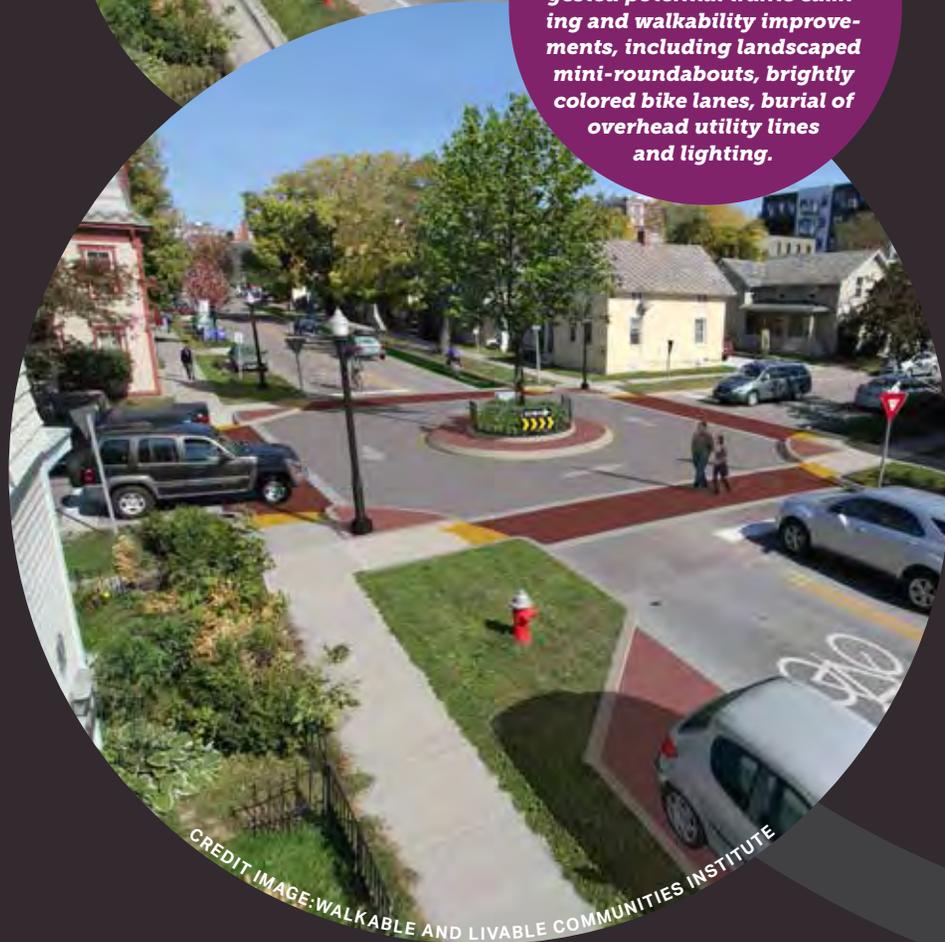
Consider long-term potential for connection in ongoing planning and development efforts within this area.



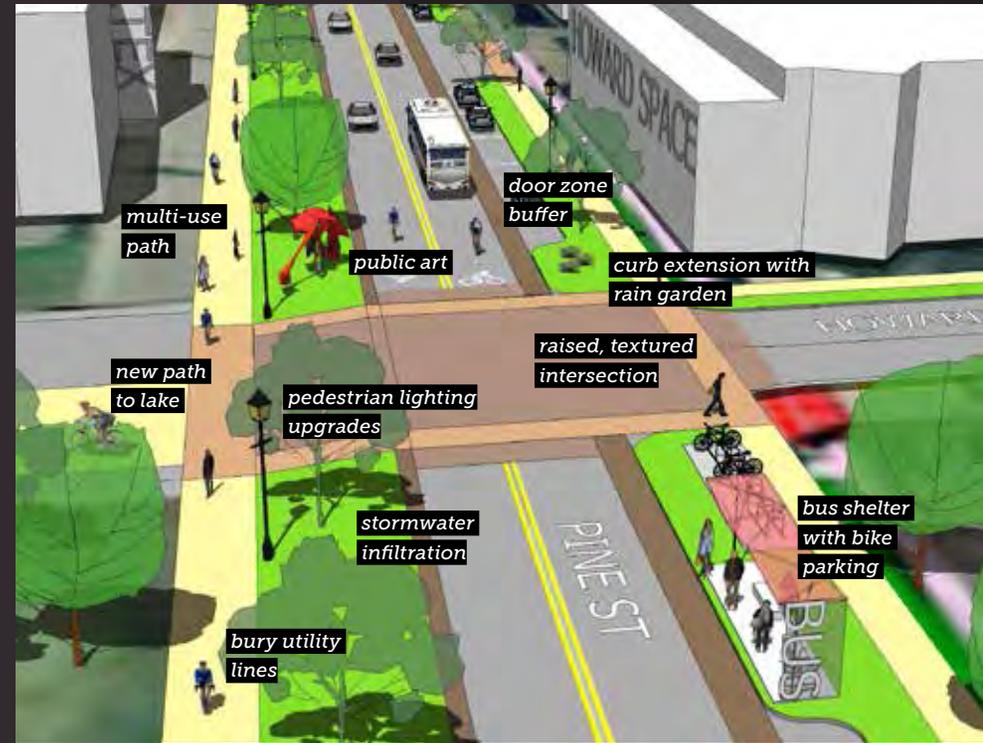
Department of Planning & Zoning, Department of Public Works, Parks, Recreation & Waterfront department



As part of the planBTV South End Active Living Workshop, the Walkable and Livable Communities Institute suggested potential traffic calming and walkability improvements, including landscaped mini-roundabouts, brightly colored bike lanes, burial of overhead utility lines and lighting.



CREDIT IMAGE: WALKABLE AND LIVABLE COMMUNITIES INSTITUTE



Pine Street at Howard Street, showing improvements that could make this street a better, safer place to bike, walk, drive and catch the bus.



Pine Street at Howard Street today, with a narrow discontinuous paved path on the left and no pedestrian lighting

Streetscape enhancements could dramatically improve Pine Street.