

planBTV New North End

Planning Commission

June 23, 2026

Overview of presentation

- Staff is bringing the plan to PC for review and approval.
- If PC warns plan for a Public Hearing on 6/23, earliest it would be held is 7/21
- **Key sections of the plan to review:**
 - Neighborhood Vision – Discussed 5/26
 - Transportation Framework – Discussed 5/26
 - Urban Design Framework – **Discuss 6/23**
 - Placemaking Framework – **Discuss 6/23**
 - Implementation – *Discussion will accompany each framework*

Vision & Guiding Principles

New North End residents envision their neighborhood growing to become a well-connected, inclusive, and vibrant community that balances growth with affordability, sustainability, and fosters a strong sense of place.

Guiding Principles:

- Foster a Strong and Inclusive Sense of Community
- Expand Housing Choice + Affordability
- Create a Safer, More Connected Transportation Network
- Strengthen Neighborhood Centers + Walkable, Mixed-Use Areas
- Protect and Enhance Natural Spaces
- Prioritize Sustainability & Green Infrastructure

How does the Plan support the vision?

Three interconnected frameworks:

- **Urban Design:** Focusing new housing and mixed-use development at key locations along North Avenue to build density and activity where it can be most useful
- **Multimodal Transportation:** Making it safe and practical to walk, bike, and take the bus for everyday trips within and through the neighborhood
- **Placemaking:** Creating and activating the public squares, streetscapes, and community spaces the neighborhood currently lacks

About Focus Areas in the New North End

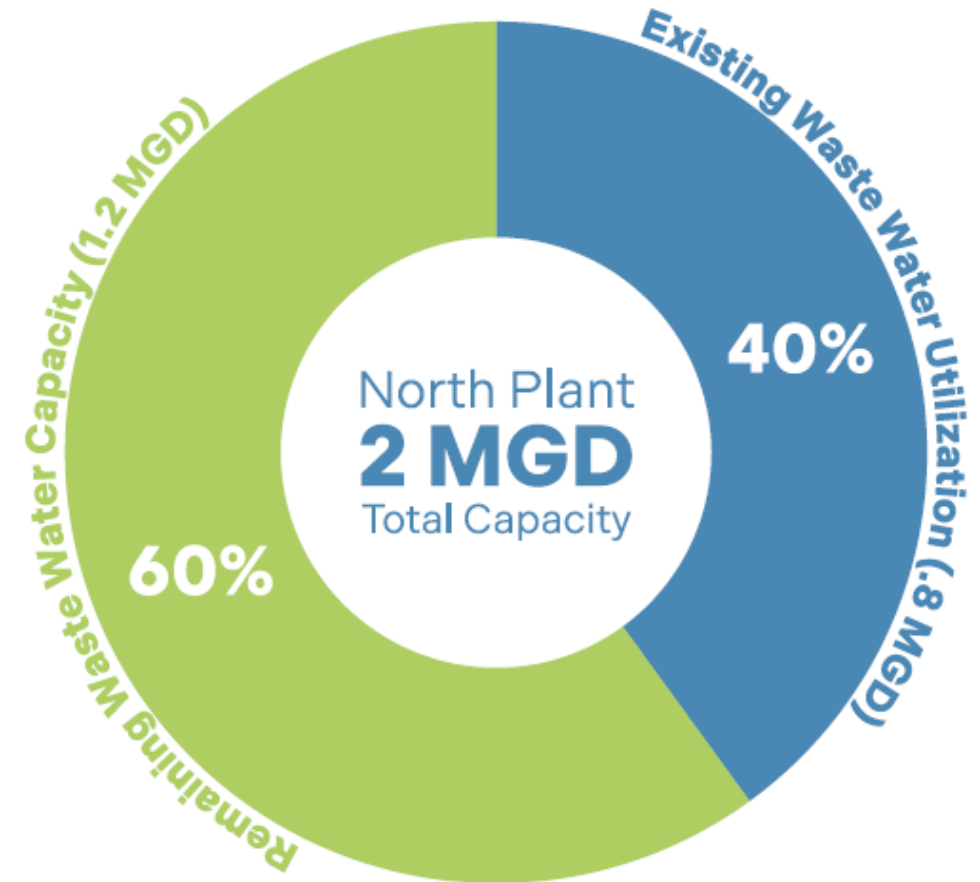
- Focus areas (in pink) are nodes of activity that have the potential to adapt and evolve into more vibrant community spaces.
- They are places that New North Enders said they wanted to see something more - whether housing, businesses, or people-first public spaces.
- They share a few key characteristics:
 - Capacity
 - Proximity
 - Opportunity
 - Connectivity



About Focus Areas in the New North End

- Focus areas (in pink) are nodes of activity that have the potential to adapt and evolve into more vibrant community spaces.
- They are places that New North Enders said they wanted to see something more - whether housing, businesses, or people-first public spaces.
- Include private and city-owned land
- They share a few key characteristics:
 - **Capacity**
 - Proximity
 - Opportunity
 - Connectivity

North Wastewater Treatment Plant Capacity, 2026



Selecting Focus Areas

Two-part selection process

- **Community Engagement:** During the Visioning phase, staff engaged with residents to identify areas of the neighborhood where there might be opportunities for change or growth.



Selecting Focus Areas

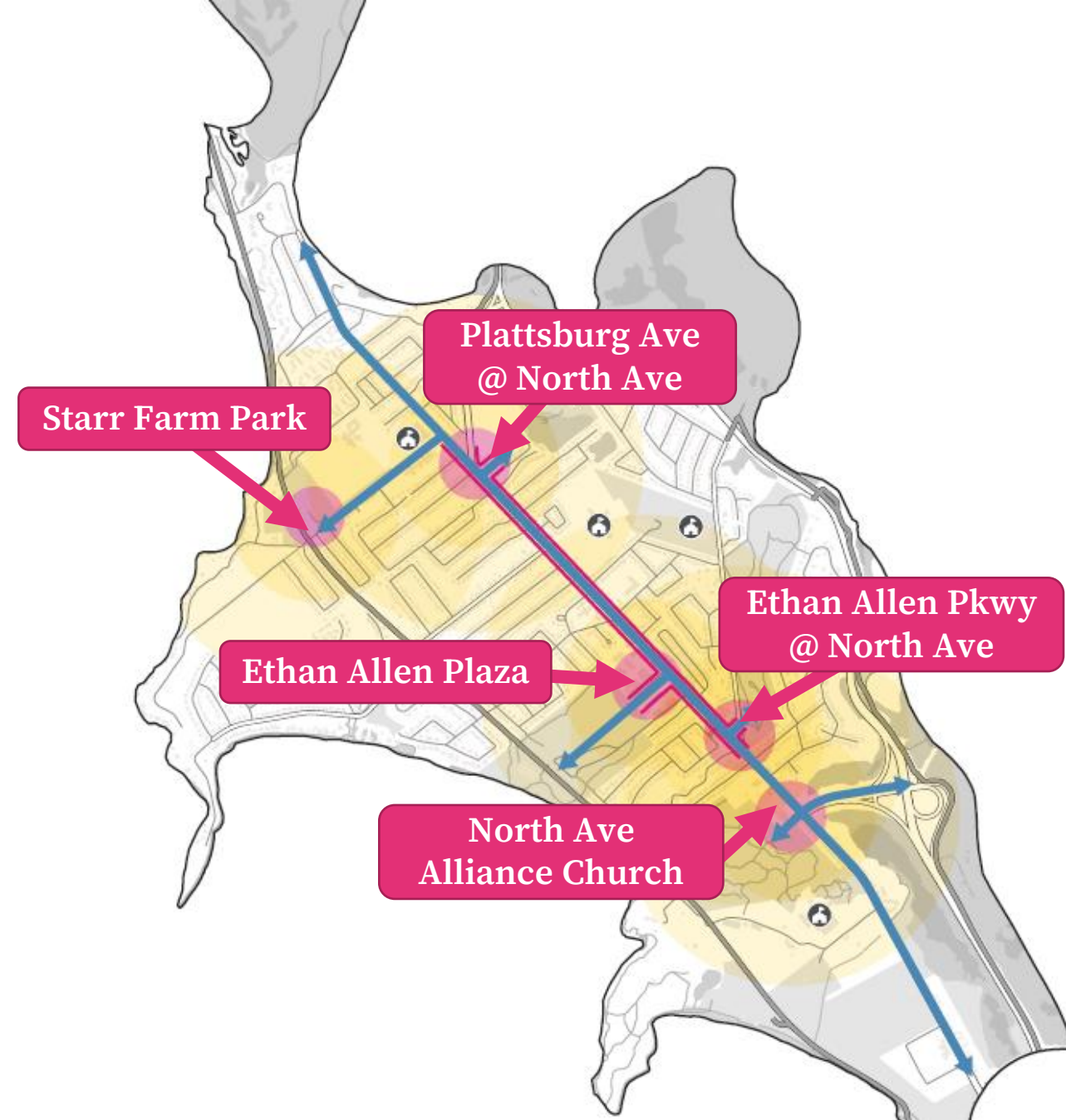
Two-part selection process

- **Soft-Site analysis:** Identified properties that had potential for redevelopment based on a variety of factors.



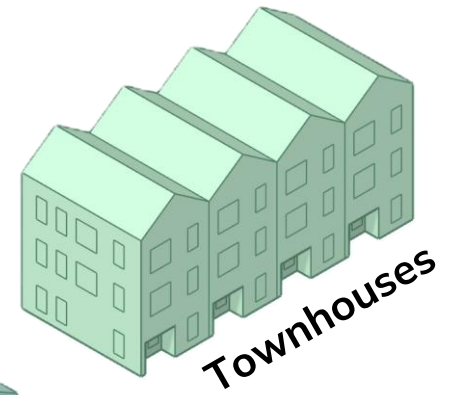
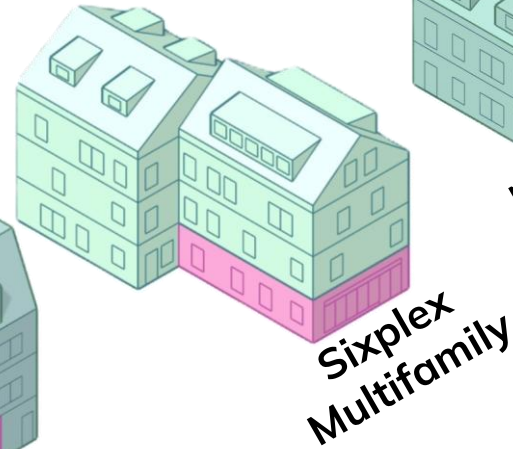
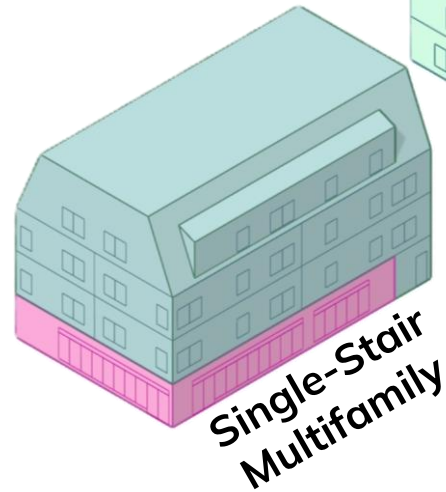
Selecting Focus Areas

- Focus areas are intentionally high-level and illustrative
- Conceptual visions that integrate transportation, land use, housing, and open space
- Not intended to be development proposals.
- Intended to guide further study, coordination, and public engagement.



Building Types

- Include a range of context-sensitive housing options, all of which are permitted under existing Neighborhood Code and Neighborhood Activity Center zoning
- Includes community centers, mixed-use buildings, and neighborhood multifamily housing



Focus Area #1: North Ave Alliance Church (Privately Owned)

- Vision includes housing, community gathering spaces, and mobility facilities
- Public gathering spaces supporting the mobility framework
- Gateway roundabout and public art landmark at intersection



Focus Area #1: North Ave Alliance Church (Privately Owned)

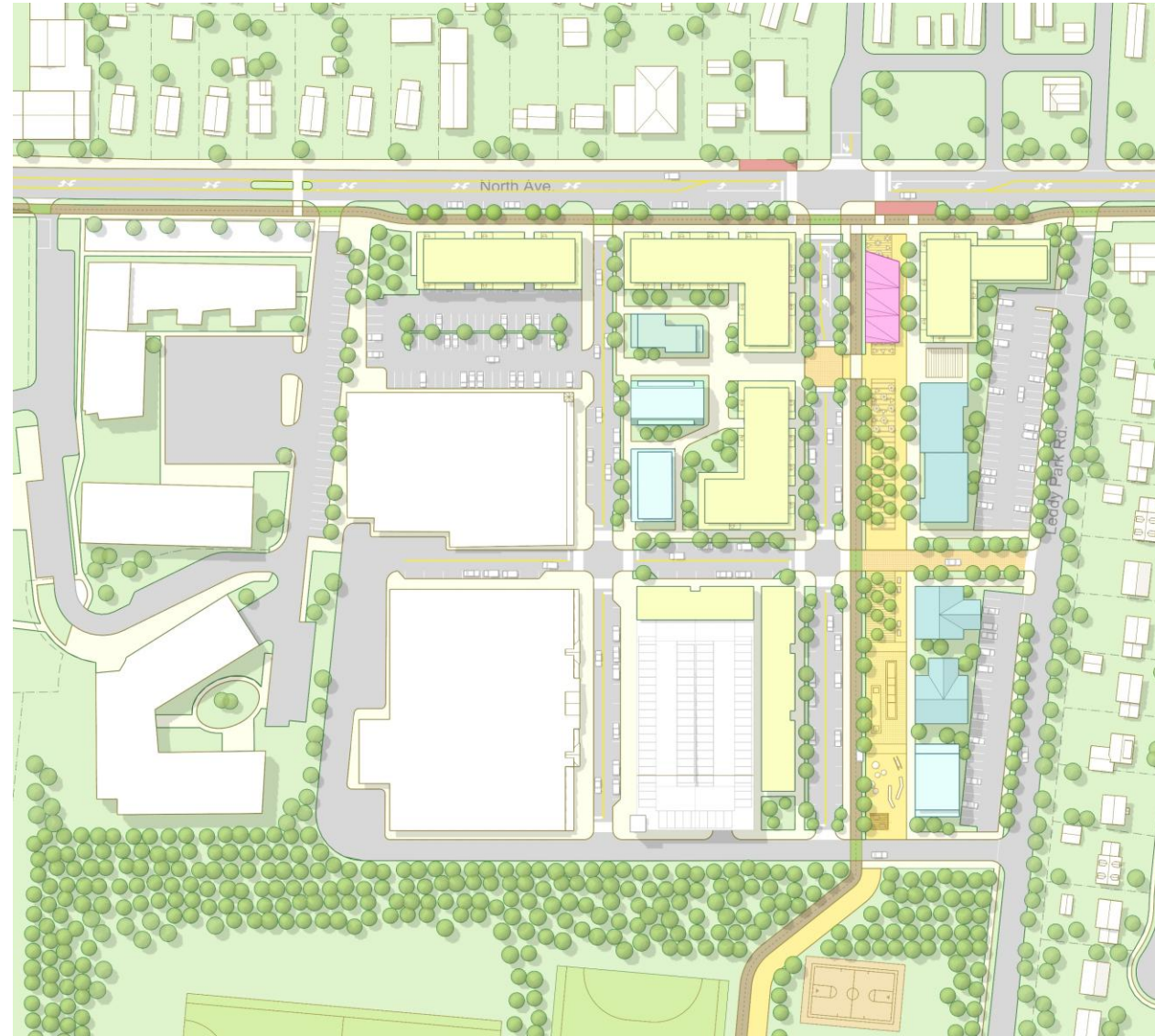
Building Metrics	
Total Housing Area (SF)	185,645
Total Dwelling Units	138
Total 1 Bed Units	51
Total 2 Bed Units	19
Total 3 Bed Units	7
Total Quads & Duplexes (2 Beds)	16
Total Townhomes (3 beds)	44
Total Bedrooms	274
Mobility Hub/Plaza (SF)	700

Parking Metrics	
Req'd Parking: Housing (1/DU)	137
Req'd Parking: Commercial (2/1,000 GSF)	0
Total Required Parking	137
Total New Parking	208
Delta	+71
Total On-Street Parking Spaces	76



Focus Area #2: Ethan Allen Plaza (Privately Owned)

- Evolution of NNE's primary commercial center into a vibrant, mixed use district.
- Incorporates a new linear park extending from North Ave. to Leddy Park & Bike Path
- Retains and proposes new retail and service spaces
- Structured parking replaces surface parking
- 2 redevelopment scenarios presented in plan



Focus Area #2: Ethan Allen Plaza (Privately Owned)

Phase 2 Building Metrics	
Total Housing Area (SF)	250,720
Total Dwelling Units	265
Total 1 Bed Units	162
Total 2 Bed Units	56
Total 3 Bed Units	18
Total Townhomes (3 beds)	-
Total Bedrooms	362
New Mobility Hub/Bike Shop/Cafe (SF)	2591
Existing Retail (SF)	137,816
Existing Retail Retained (SF)	85,867
Total Test-fit Ground Floor Retail (Retained + New)	140,158

Parking Metrics	
Req'd Parking: Housing (1/DU)	265
Req'd Parking: Commercial (2/1,000 GSF)	280
Total Required Parking	545
Total New Parking	588
Delta	+43
Total On-Street Parking Spaces	86



Focus Area #3: Plattsburg Ave/North Ave (Privately Owned)

- New village square and walkable neighborhood hub
- Mixed use infill and roadway safety improvements
- Supports walkability and connectivity:
 - Flynn Elementary
 - Franklin Square
 - Colchester Connection
- Northern gateway to neighborhood



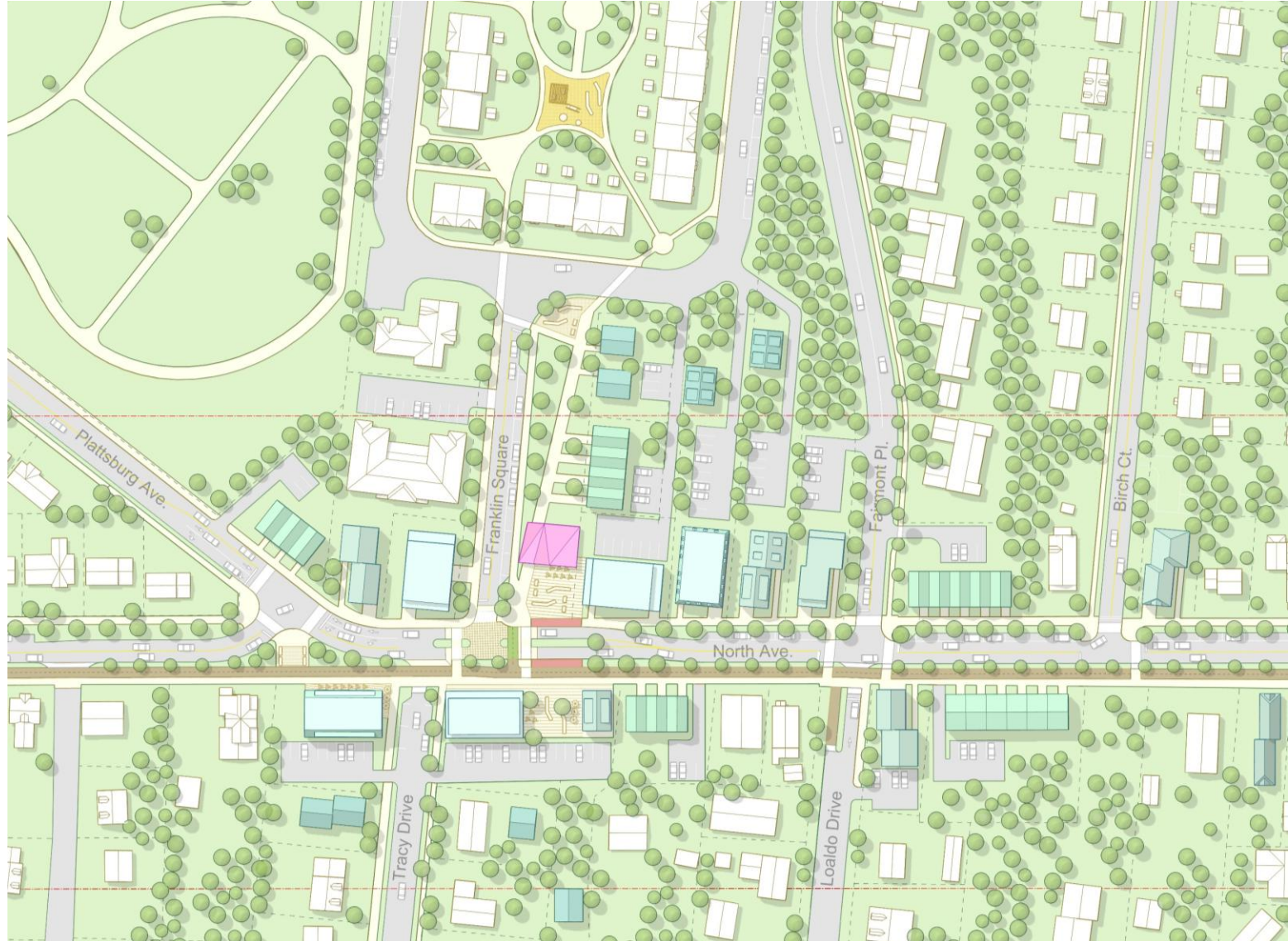
Focus Area #3: Plattsburg Ave/North Ave (Privately Owned)

Building Metrics

Total Housing Area (SF)	170,074
Total Dwelling Units	139
Total 1 Bed Units	60
Total 2 Bed Units	30
Total 3 Bed Units	10
Total Quads & Duplexes (2 Beds)	18
Total Townhomes (3 beds)	21
Total Bedrooms	249
New Retail/Mobility Hub (SF)	16,354

Parking Metrics

Req'd Parking: Housing (1/DU)	139
Req'd Parking: Commercial (2/1,000 GSF)	33
Total Required Parking	172
Total New Parking	188
Delta	+16
Total On-Street Parking Spaces	94



Housing & Community Spaces on City Owned Land

- Builds on Burlington's history of utilizing public land for housing, services, and other community amenities
- Aligns with and furthers the Mayor's Housing Strategy
- Plan explores whether city-owned land is able to support or help realize housing and community goals
- Concepts are illustrative visions, not approved plans or development proposals
- Significant additional study, public engagement, and feasibility analyses are required, which will be completed as part of a Citywide Asset Study

City Owned Land Rationale Framework

- Building on City Land Can **Make Housing More Affordable.**
- Building on City Land Can **Help Fund Our Park System.**
- Building on City land **means the community gets a say.**
- Building on City land can **model what sustainable development looks like.**
- Building on City land can **keep money in the local economy.**
- Building on City land **generates revenue for Burlington — permanently.**

City-Owned Land Recommendations

UD1: City Assets Study

- How much land the city owns and where it is located
- ID legal restrictions on use and process for removing such restrictions
- Property's capacity for housing and community development
- What the taxable, ecological, and community value of that land is today, and what it might be if the City did develop housing and community resources on it
- Partner with all appropriate departments, boards and commissions, including the Conservation Board, BPRW, Parks Commission, DPW Commission, Transportation, Utilities, and Energy Commission, and others
- Work with the Conservation Board to incorporate an assessment of ecosystem services on publicly-owned land, and include it as a factor in quantitative analysis to identify properties suitable for community development.

City-Owned Land Recommendations

UD2: planBTV: 2050 Next Steps

- Continue engagement on public land concept citywide
- Assess BPRW assets to determine park access performance and level of service
- Create and test scenarios of future growth where city properties do become new hubs of housing and community development, and scenarios where only private properties are sites of housing and where private owners control development priorities. These scenarios will help us understand how we can best meet community goals.
- If there is community support, make recommendations for a land bank, which could include specific city properties

City-Owned Land Recommendations

UD3: Park Acreage and Program Replacement

- In the event that public open space is identified and pursued as a site for housing and community development, the City should seek to replace a commensurate amount of acreage and program elsewhere in the City, in line with the 2027 update to the BPRW System Plan.

UD4: CHIP

- Pursue CHIP financing to help finance construction of housing-related infrastructure and related community benefits.
- Pursue funds for implementing new park amenities

City-Owned Land Recommendations

UD5: Public-Private Partnership Process Improvements

- Reform the City's processes for securing such partnerships
- Ensure enhanced public benefits through reformed procurement strategy identified in UD1

Focus Area #4: Ethan Allen Pkwy @ North Ave.

(Public/Private Ownership)

- Primarily driven by need for transportation safety improvements at North Ave & Ethan Allen Parkway and potential retail closures
- Extends programmed plaza and park amenities to North Avenue
- Site for a possible new community facility on North Avenue



Focus Area #4: Ethan Allen Pkwy @ North Ave.

(Public/Private Ownership)

Building Metrics

Total Housing Area (SF)	140,507
Total Dwelling Units	123
Total 1 Bed Units	72
Total 2 Bed Units	24
Total 3 Bed Units	7
Total Quads & Duplexes (2 Beds)	6
Total Townhomes (3 beds)	14
Total Bedrooms	199
New Retail/Mobility Hub (SF)	14,845

Parking Metrics

Req'd Parking: Housing (1/DU)	123
Req'd Parking: Commercial (2/1,000 GSF)	30
Total Required Parking	153
Total New Parking	183
Delta	+30
Total On-Street Parking Spaces	47



Focus Area #5: Starr Farm Park (Public Ownership)

- Housing integrated with existing & new public amenities
- Mobility hubs and community facilities supporting bike path
- Expands on existing park amenities, including splash pad and ice rink
- Multi-use path connecting Flynn Elem. & North Ave



Focus Area #5: Starr Farm Park (Public Ownership)

Building Metrics	
Total Housing Area (SF)	148,108
Total Dwelling Units	111
Total 1 Bed Units	52
Total 2 Bed Units	18
Total 3 Bed Units	5
Total Quads & Duplexes (2 Beds)	36
Total Bedrooms	211
New Retail/Mobility Hub (SF)	2,350

Parking Metrics	
Req'd Parking: Housing (1/DU)	111
Req'd Parking: Commercial (2/1,000 GSF)	3
Total Required Parking	116
Total New Parking	149
Delta	+33
Total On-Street Parking Spaces	51



Placemaking Framework

- Community feedback collected identified the need for more spaces that foster social connection & community gathering.
- Strengths of the neighborhood include access to parks and open space, but lack small cafes, indoor community spaces, and recreation facilities.



Placemaking Framework

This plan uses focus areas and other urban design strategies to introduce new types of public spaces to the neighborhood:

1. Public squares throughout the neighborhood such as at Ethan Allen Plaza, Plattsburg Ave, and Ethan Allen Parkway.
2. Additional community gardens distributed throughout the area
3. A people-first neighborhood Main Street with edges activated by ground floor retail, furnishings, streets trees, and social activity.
4. Complete streets that prioritize the experience of walking, biking, and taking transit through wide sidewalks, bike lanes, safe crossings, and green infrastructure including native plantings and stormwater/pollinator gardens
5. Neighborhood Gateways that let people know they are coming to or leaving a place that people care for, providing opportunities for awe through landscape and public art aligned with neighborhood values.
6. Indoor community spaces for use during winter months that could include small libraries, makerspaces, art studios, community kitchens, indoor recreation and greenhouses







planBTV New North End

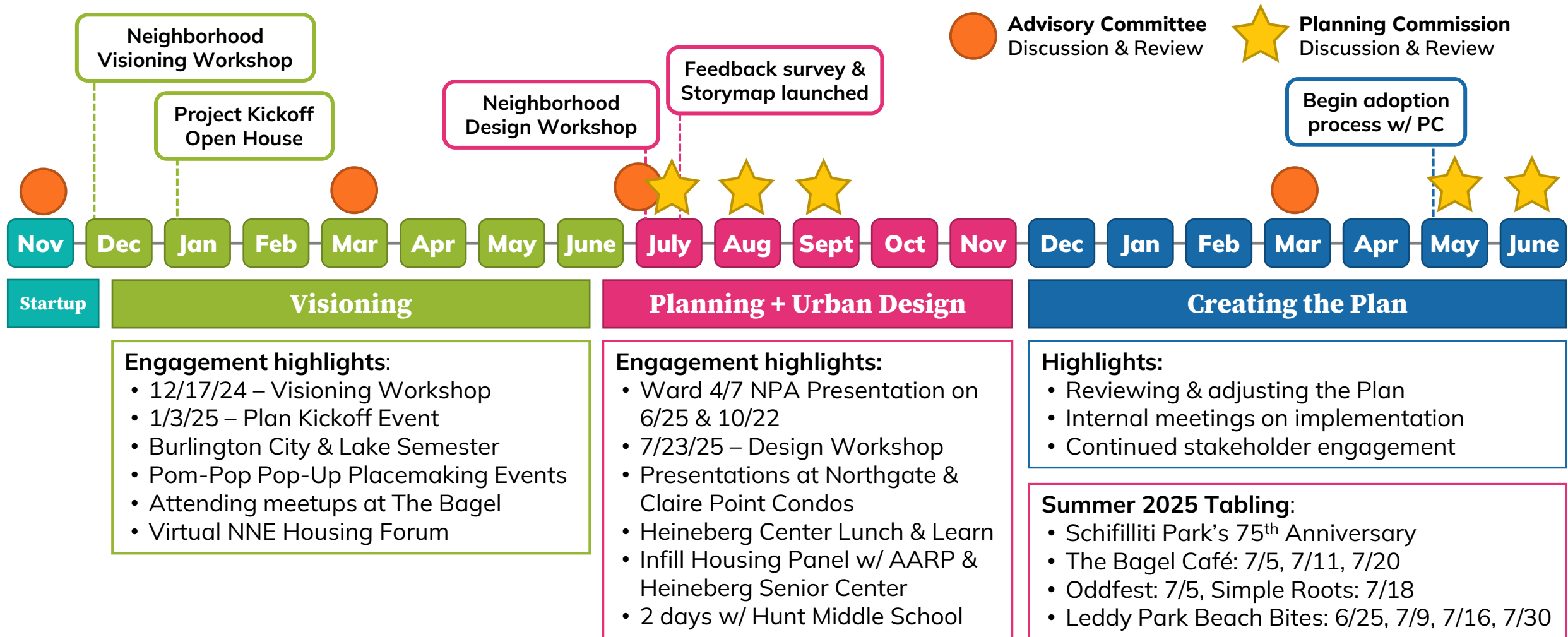
Planning Commission

May 26, 2026

Overview of presentation

- Staff is bringing the plan to PC for adoption
- Very lengthy and comprehensive neighborhood plan. Staff expects the PC to need at least 2 meetings for discussion and review before its warned for a public hearing.
- **Key sections of the plan to review:**
 - Neighborhood Vision – Discuss 5/26
 - Transportation Framework – Discuss 5/26
 - Placemaking Framework – Discuss 6/23
 - Urban Design Framework – Discuss 6/23
 - Implementation – *Discussion will accompany each framework*

Plan Timeline & Engagement Highlights



Does not include meetings with individual stakeholders, Boards & Commissions, or internal departments.

What We Heard – Transportation & Mobility

- Residents want to feel safer when walking & biking along North Avenue.
- There is strong support for an expanded mobility network
- Residents value the #7 bus operated by GMT and would like to see service expanded.
- Residents suggested improved multimodal connections, but acknowledged the need for improved facility maintenance and traffic flow.

What We Heard – Housing & Zoning

- People want a diversity of housing options, including townhouses, smaller homes, and medium-density development.
- Residents emphasized the importance of creating:
 - Homeownership opportunities for young families
 - Housing for the older adult population to be able to age in place
- Support for upzoning some existing low-density areas.
- Residents expressed concern about larger apartments due to affordability of new construction.

What We Heard – Neighborhood Character & Development

- Residents consistently expressed the desire for more walkable mixed-use areas with local shops, cafés, and other services.
 - This was envisioned specifically along North Ave and the Ethan Allen Shopping Center.
- There is a need for more social spaces, including plazas, play areas, and other multi-generational gathering spaces.

What We Heard – Nature & Sustainability

- Residents indicated that access to nature and the lake are some of the key benefits of the neighborhood, but expressed desire for more greenspace connectivity.
- There is a strong desire for more trees, shade, and landscaping with native plants along places like North Ave.
- Residents would like to see more community garden spaces, green stormwater infrastructure, and the preservation of key natural areas like Rock Point and Arms Forest.

Vision & Guiding Principles

New North End residents envision their neighborhood growing to become a well-connected, inclusive, and vibrant community that balances growth with affordability, sustainability, and fosters a strong sense of place.

Guiding Principles:

- Foster a Strong and Inclusive Sense of Community
- Expand Housing Choice + Affordability
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How does the Plan support the vision?

Three interconnected frameworks:

- **Urban Design:** Focusing new housing and mixed-use development at key locations along North Avenue to build density and activity where it can be most useful
- **Multimodal Transportation:** Making it safe and practical to walk, bike, and take the bus for everyday trips within and through the neighborhood
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North Avenue: The Neighborhood's Main Street

- North Avenue is the neighborhood's spine: the only continuous north-south street, home to its commercial activity, and the route nearly every resident uses to get anywhere.
- Also serves as a barrier due to high vehicle speeds, poor crossings, inadequate bike facilities, and general design has made it more of a throughway.
- This plan aims to establish North Ave as a "Main Street" corridor. Five focus areas identified are also priority locations to establish a Main Street character along the corridor and within the neighborhood.



About Focus Areas in the New North End

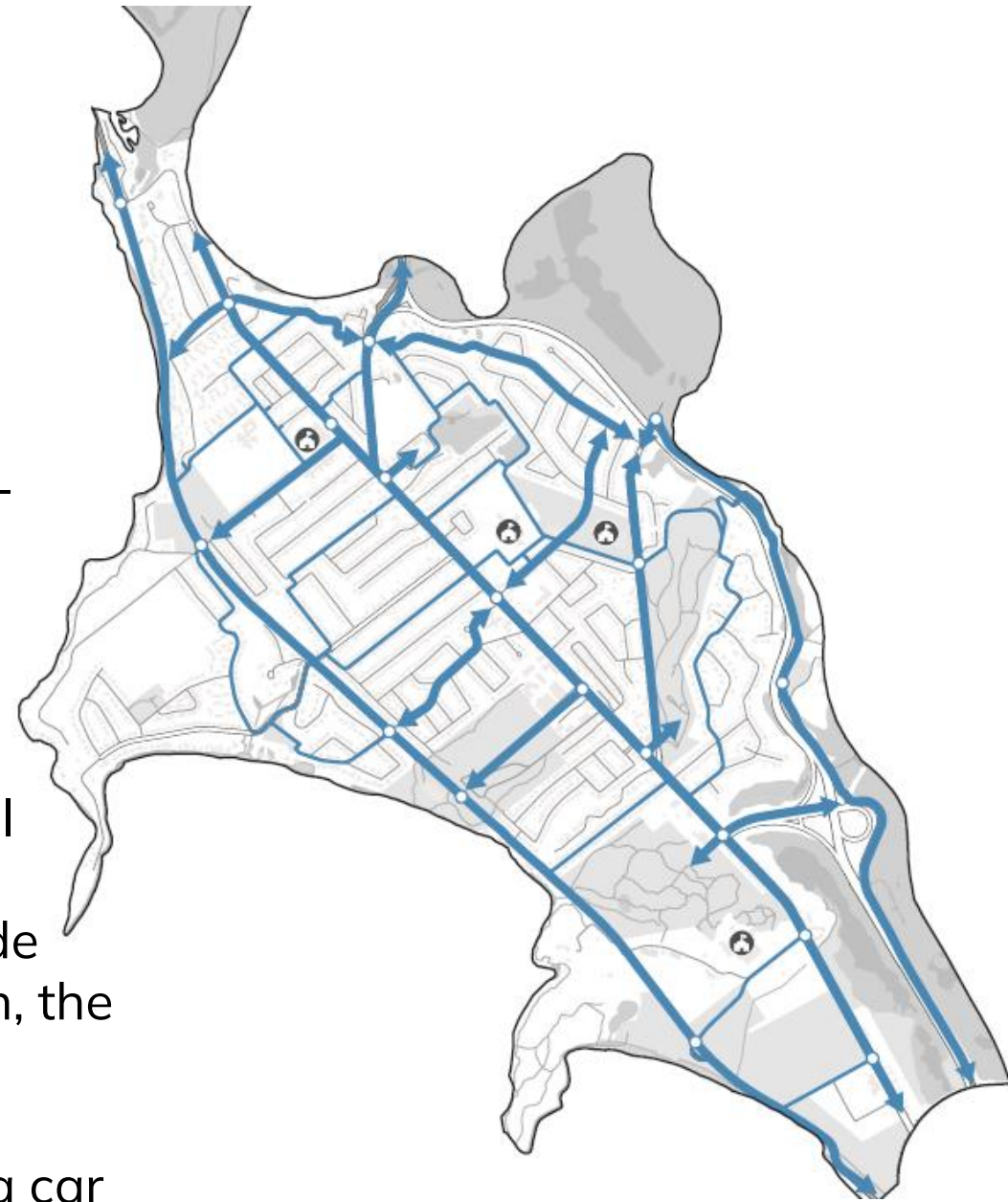
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A Connected Multimodal Network

The NNE's street pattern works against connectivity. Most residential streets branch off North Avenue and dead-end, funneling nearly all travel onto a single corridor. The mobility vision addresses this with a multi-layered approach:

- North Avenue is improved as a complete street, safe enough for daily walking and biking trips to local destinations
- Neighborhood Greenways designate quiet residential streets as low-stress routes for biking and walking.
- The Burlington Greenway and Route 127 path provide north-south spines connecting the NNE to downtown, the waterfront, and beyond.
- Mobility Hubs at key locations give people practical reasons to move through the neighborhood without a car



Public Spaces That Complete the Neighborhood

The NNE is rich in natural areas but lacks other types of public spaces: squares, plazas, and activated streets that give a neighborhood identity and draw people out of their homes. This plan uses focus areas to introduce these types of spaces:

- A public square at the heart of the corridor at Ethan Allen Plaza, with a linear multiuse plaza connecting North Avenue to Leddy Park
- A village square at Plattsburg and North Avenues, anchored by a mobility hub and café with plazas on either side of the street
- A gateway plaza and park entrance at Ethan Allen Parkway, extending the park's presence to the street



How it all fits together in planBTV NNE:

- This is a long-term framework for growth and investment in the New North End
- Plan guides decisions on development, streets, and public spaces
- Creates a more connected, livable, and walkable neighborhood
- Aligns housing, transportation, and public realm investments
- Supports residents of all ages, abilities, and backgrounds
- Envisions a neighborhood less dependent on cars for daily life



Active Mobility Network

planBTV NNE envisions an inter-connected mesh of facilities for walking, biking, and rolling that are safe, comfortable, and convenient for people of all ages and abilities.

- Safe
- Comfortable
- Convenient
- Ecological



Facility Types

- Separated Bike Lanes



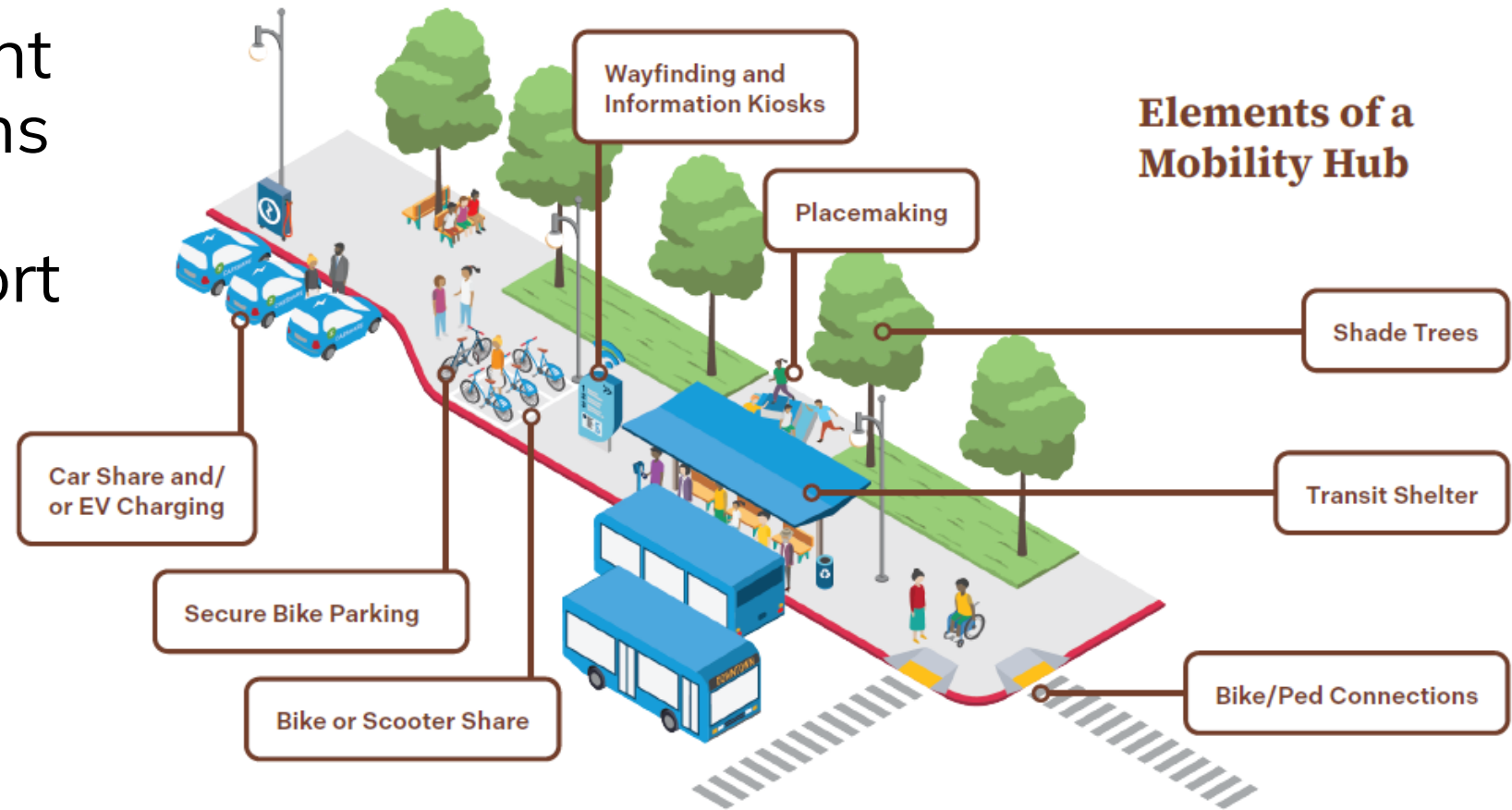
Facility Types

- Separated Bike Lanes
- Shared Use Paths



Mobility Hubs

Mobility hubs are places where different transportation options come together with amenities that support both neighborhood mobility and placemaking.



Mobility Hubs

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- **Gateway Mobility Hubs** at major transit stops and key community gathering places, providing transit access, CarShare Vermont vehicle locations, EV charging, secure bike parking, and ride-hail pickup areas.

Mobility Hubs

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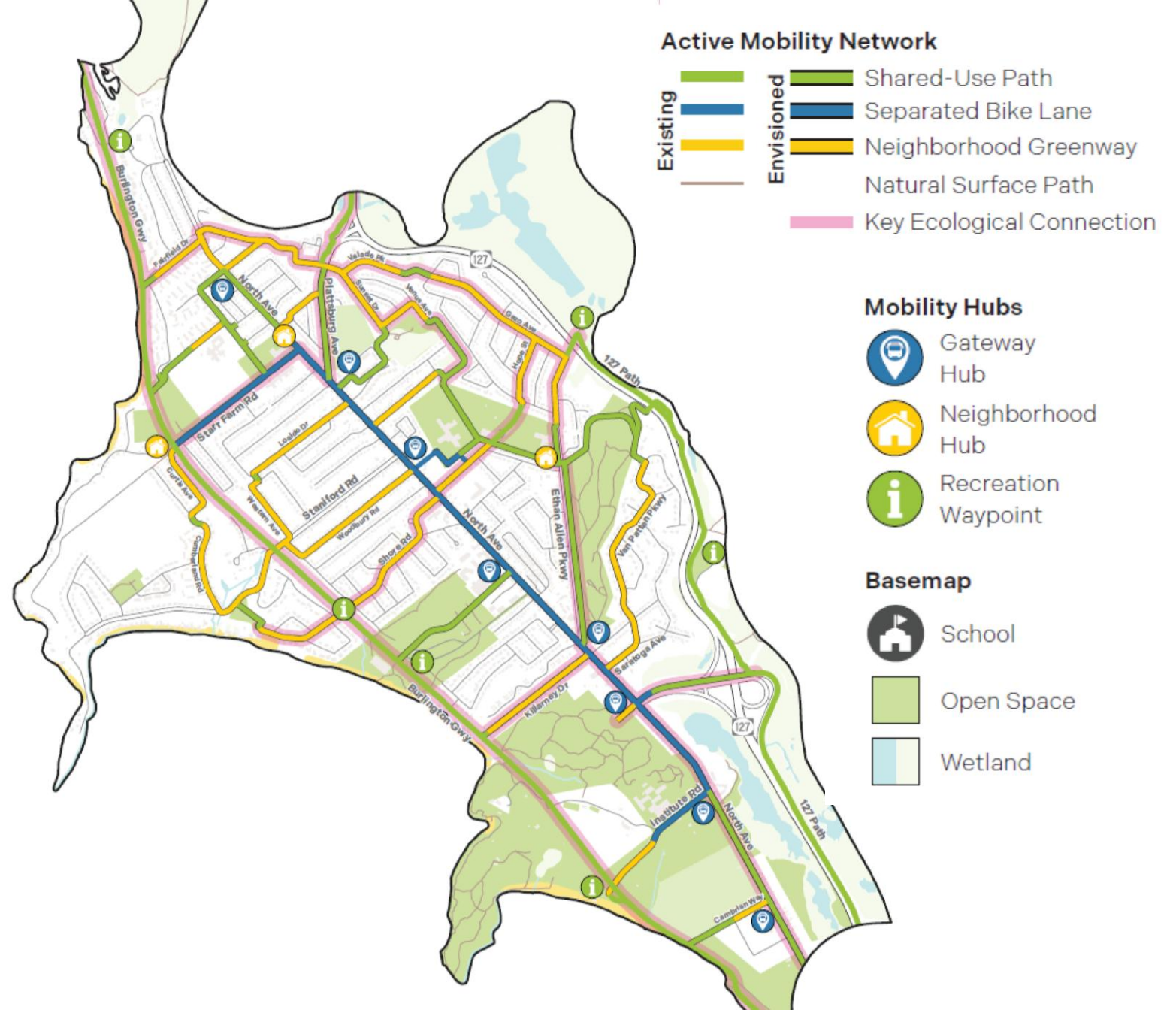
- Gateway Mobility Hubs
- **Neighborhood Mobility Hubs** that extend transportation options into residential areas and are accessible by sidewalks and bike paths. These smaller hubs provide EV charging, CarShare Vermont vehicle locations, bike parking, local information kiosks, and wayfinding.

Mobility Hubs

Mobility hubs are places where different transportation options come together with amenities that support both neighborhood mobility and placemaking.

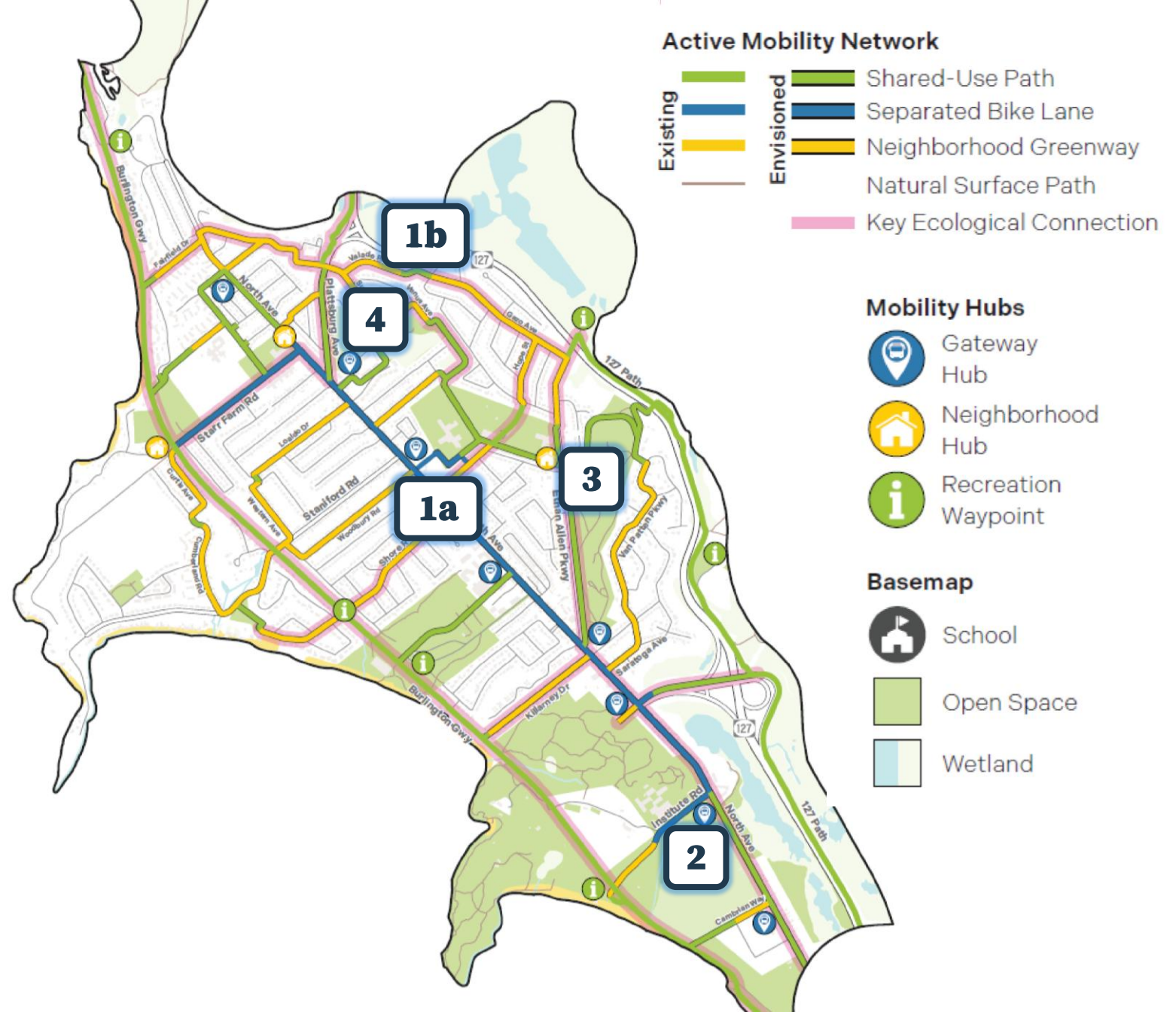
- Gateway Mobility Hubs
- Neighborhood Mobility Hubs
- **Recreation Waypoints** along the Burlington Greenway and other trails offering e-bike charging, bike repair stations, seating areas, secure bike parking, and wayfinding information.

New North End Active Mobility Network Vision



New North End Active Mobility Network Vision: Key Projects

1. Greenway Loop
2. High School to Burlington Greenway Connection
3. Ethan Allen Parkway
4. Plattsburg Ave



New North End Active Mobility Network Vision: Greenway Loop

1a. Shore Rd/Gosse Ct/ Hope Street

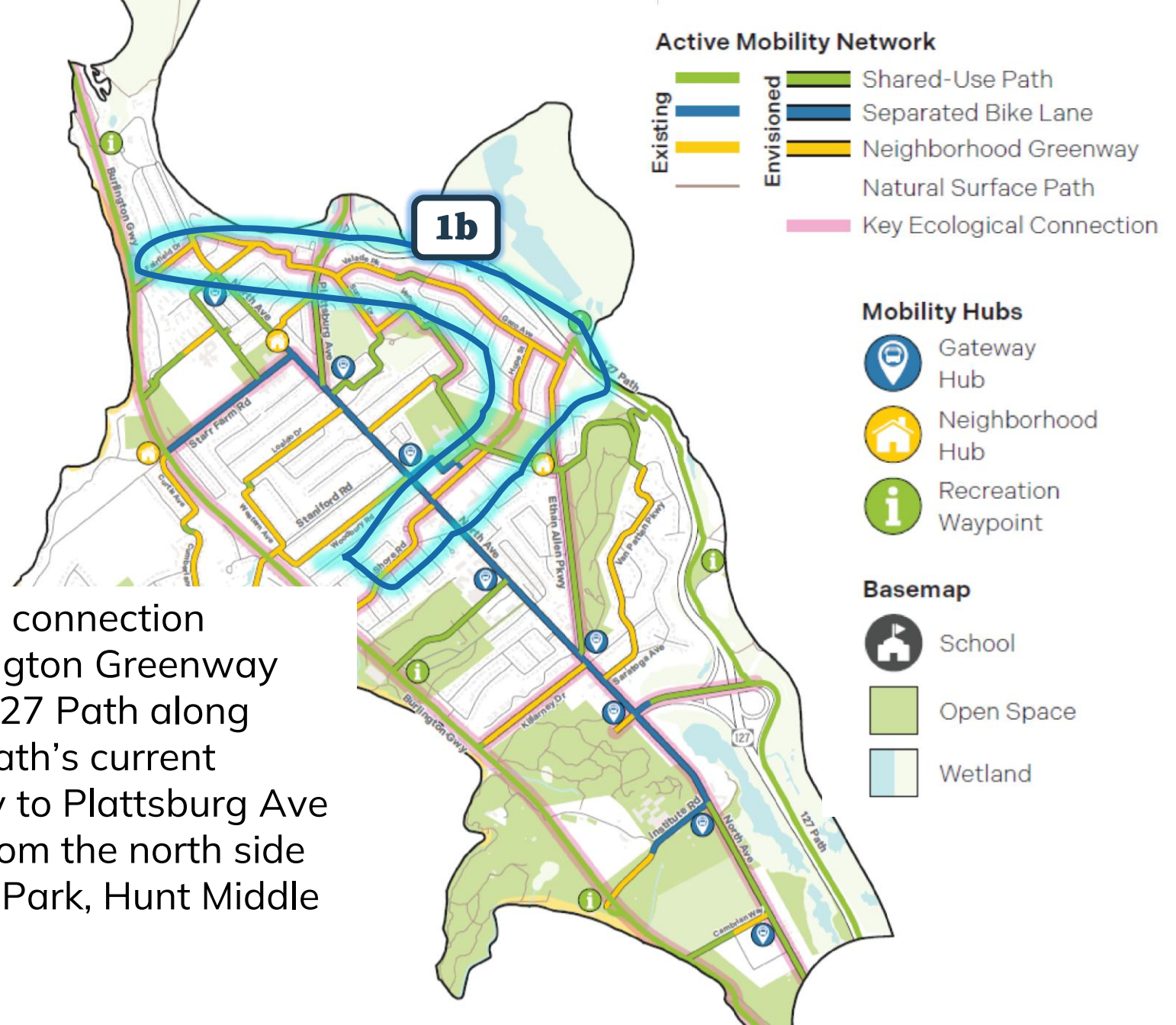
- Establish east west connection between VT 127 Path and Burlington Greenway in the heart of the neighborhood
- Realign offset intersection between Shore Rd. and Heineberg Rd.



New North End Active Mobility Network Vision: Greenway Loop

1b. Gazo Ave/Northview Drive/Fairfield Drive

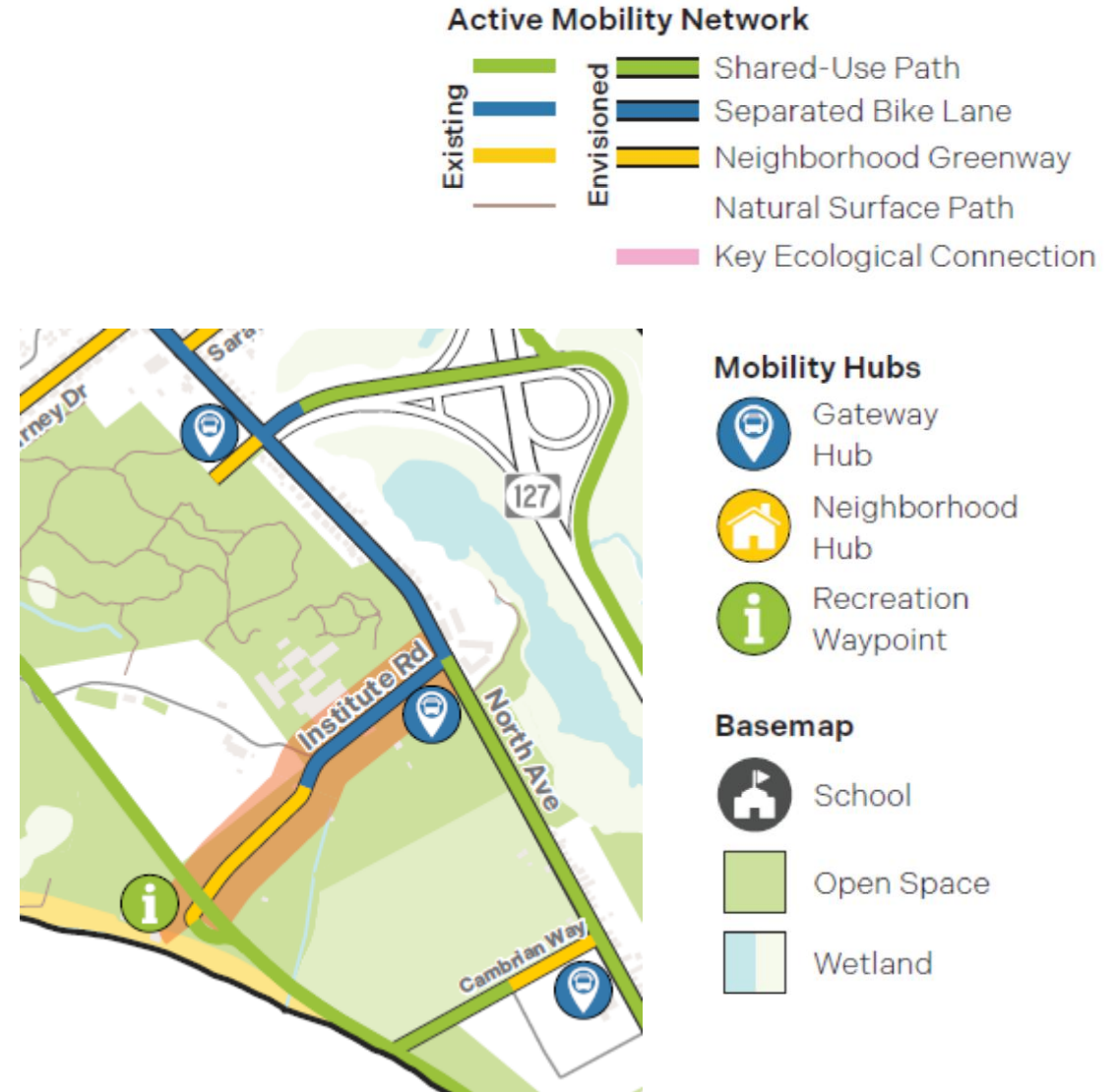
- Establish northern neighborhood connection between VT 127 Path and Burlington Greenway
- Provide an extension of the VT 127 Path along neighborhood streets from the path's current terminus at Ethan Allen Parkway to Plattsburg Ave
- Connect students and families from the north side of the neighborhood to Schiffflitti Park, Hunt Middle School, and Miller Center



New North End Active Mobility Network Vision

High School to Burlington Greenway Connection

- Implement a high comfort active mobility connection along Institute Road, through North Beach Campground, to the Burlington Greenway.
- Ensure the route feels safe and welcoming for students through adequate lighting and regular maintenance, and wayfinding.
- Take advantage of the momentum around the high school's reopening to deliver a connection that gives students from across the City a reliable, independent way to get to school.

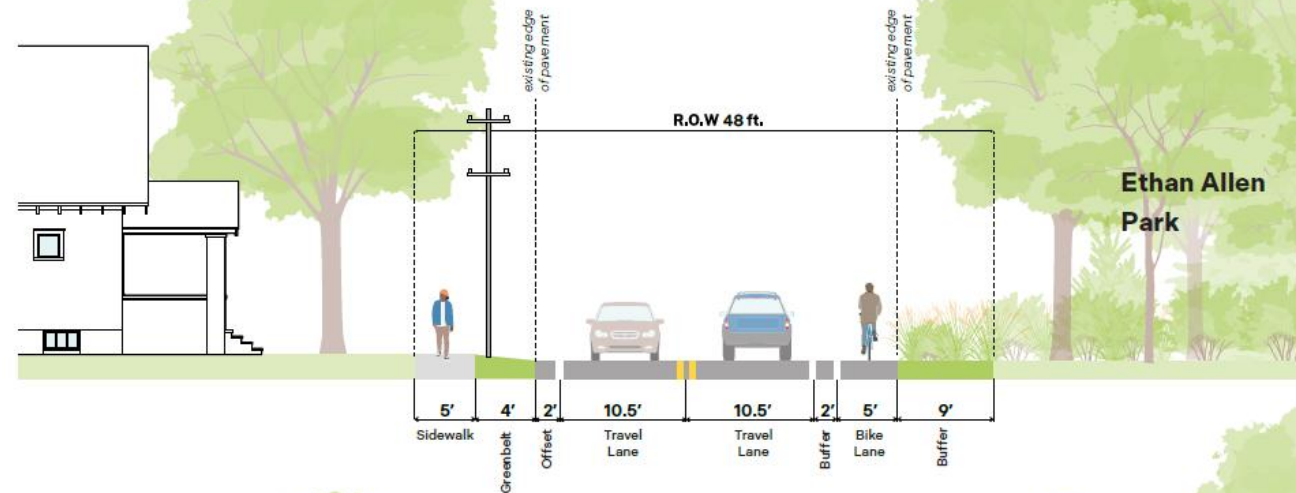


New North End Active Mobility Network Vision

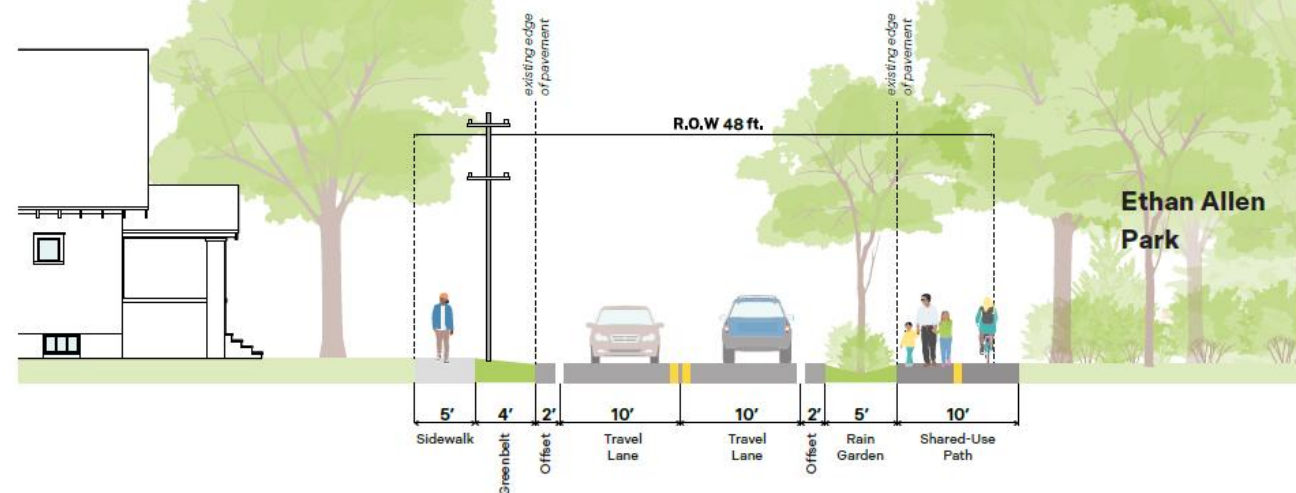
Ethan Allen Parkway

- Gazo Ave to CP Smith: traffic calming and neighborhood greenway treatments
- CP Smith School: Side path or separated bike lane along the length of the school property
- CP Smith to North Ave: Side path along the edge of Ethan Allen Park.

Ethan Allen Pkwy: Existing Cross Section



Ethan Allen Pkwy: Proposed Shared-Use Path

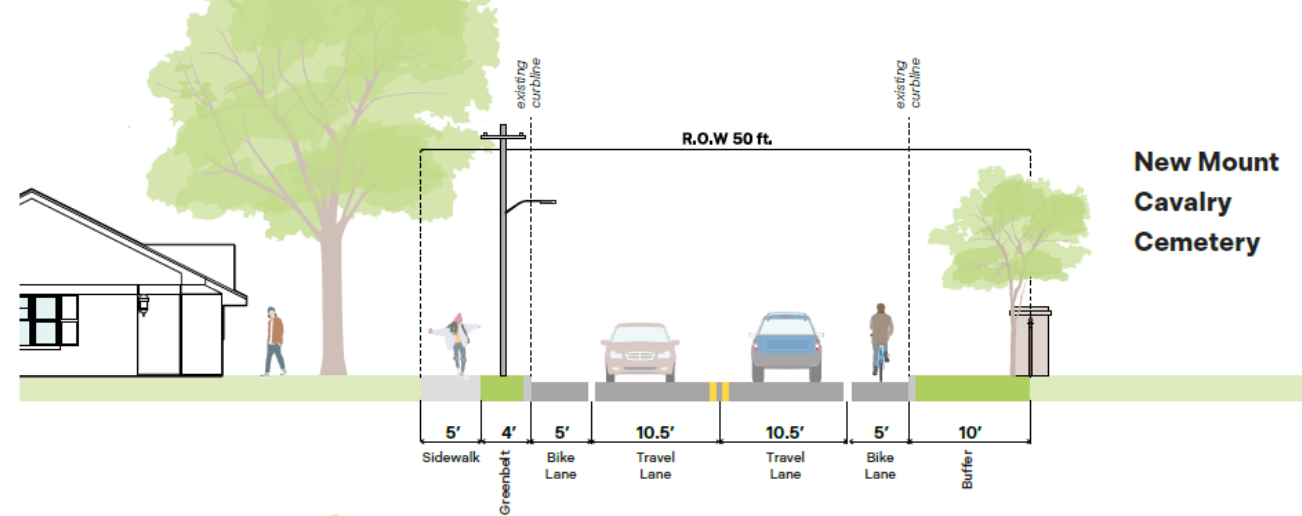


New North End Active Mobility Network Vision

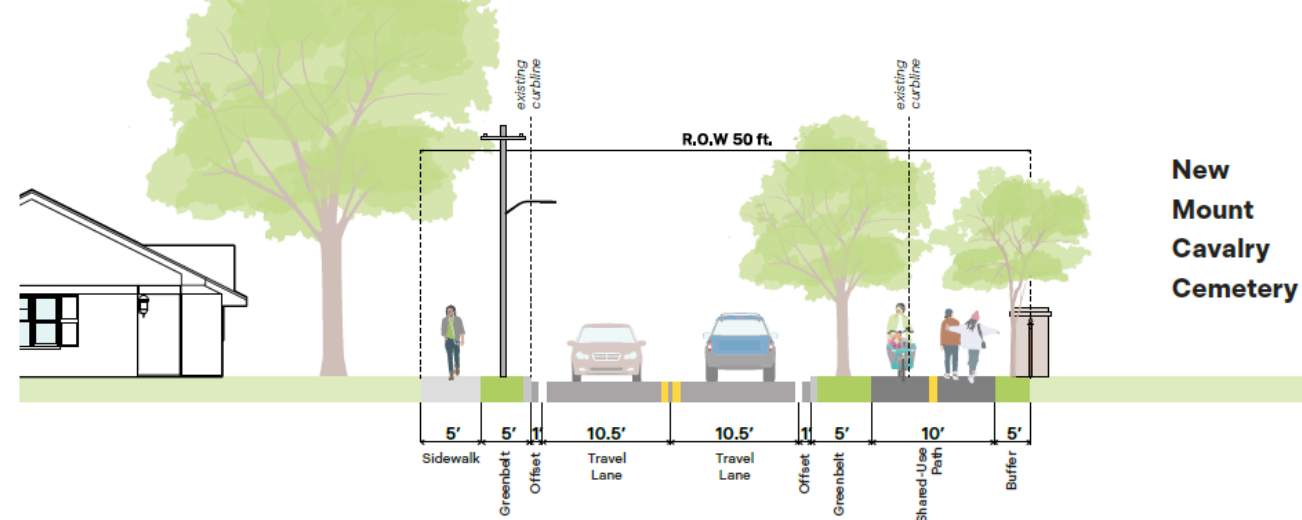
Plattsburg Ave

- Explore the potential for a side path along the Cemetery side of Plattsburg Ave.
- The future configuration of the Plattsburg Ave at North Ave intersection may preclude a side path on the east side without expansion of the ROW.
- A neighborhood greenway on Turf Rd and Barley Rd could provide an alternate route for bike connectivity if a path is not feasible on Plattsburg Ave.

Plattsburg Ave: Existing Cross Section



Plattsburg Ave: Proposed Shared-Use Path

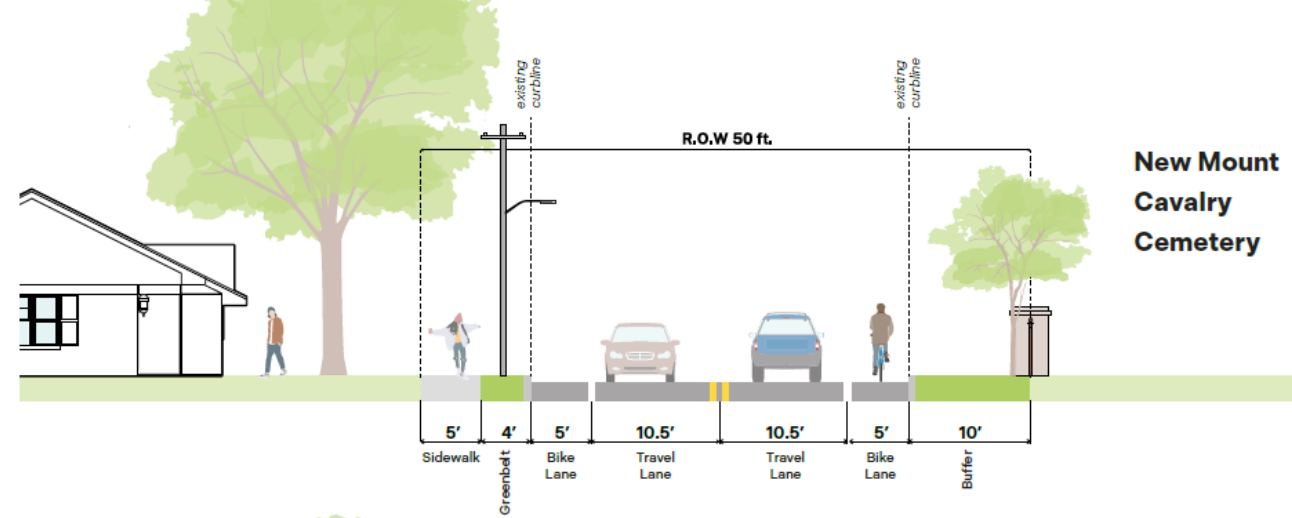


New North End Active Mobility Network Vision

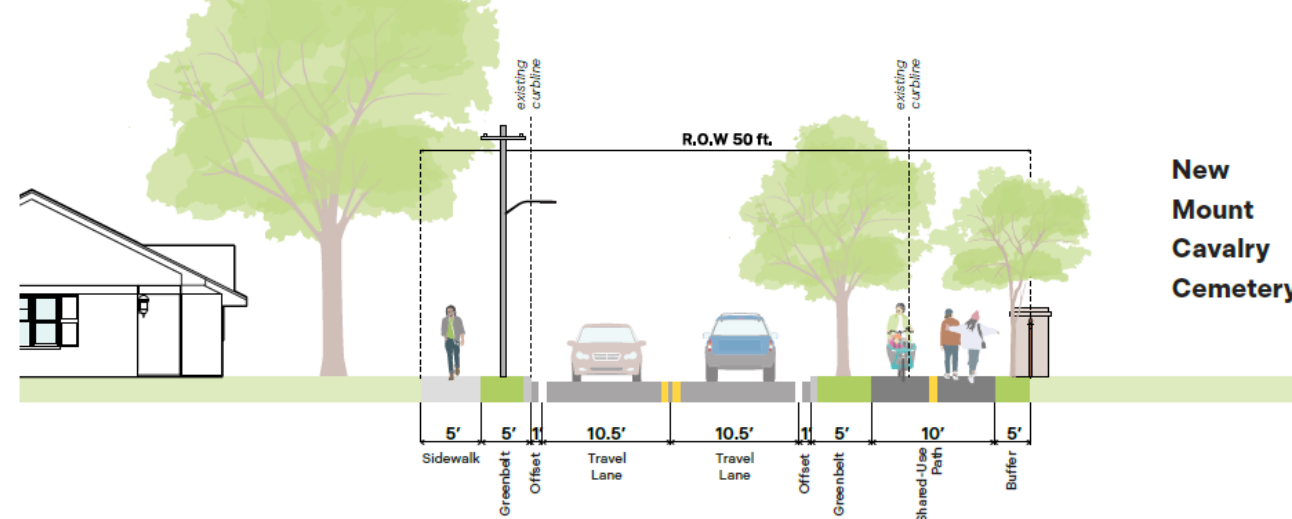
Plattsburg Ave

- Explore the feasibility of removing slip lanes at the intersection of 127 and Plattsburg Ave to reduce vehicle speeds, increase safety and eliminate the highway-like feel of the intersection.
- Explore the potential to restore native ecosystems and develop a neighborhood gateway in the space reclaimed from slip lanes.

Plattsburg Ave: Existing Cross Section



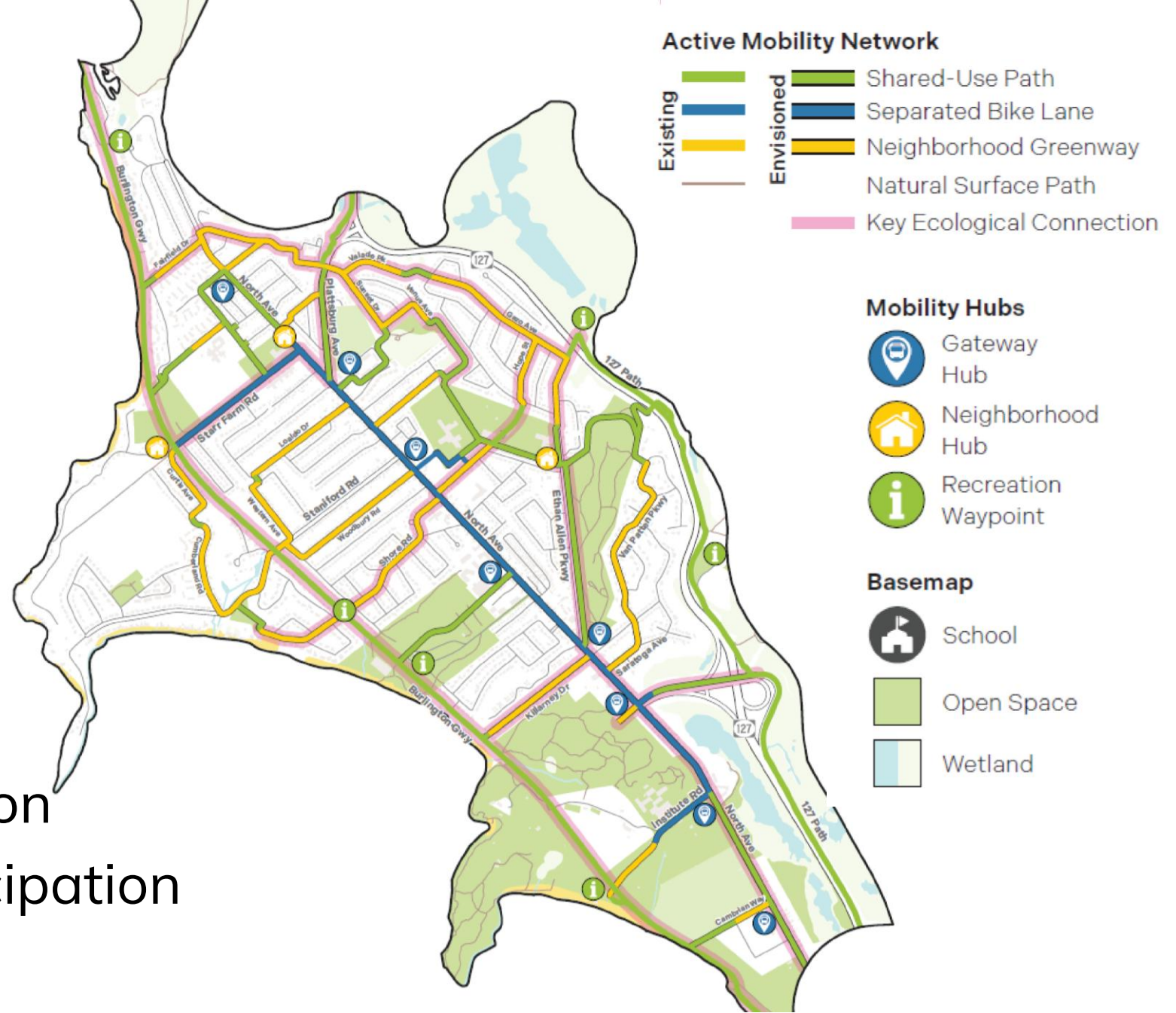
Plattsburg Ave: Proposed Shared-Use Path



New North End Active Mobility Network Vision Implementation

Pathways to Implementation

- Standalone Capital Projects
- With Development
- Interagency Coordination
- With Community Participation



Network Vision Recommendations

M1.	Design and construct the Neighborhood Greenway Loop. Utilize tactical implementation and placemaking measures in the interim.
M2.	Design and construct a formal connection between the High School and Burlington Greenway.
M3.	Conduct a scoping study for a shared-use path/neighborhood greenway connection on Ethan Allen Parkway from Gazo Ave to North Ave
M4.	Conduct a scoping study for a shared-use path connection on Plattsburg Ave from the 127 Interchange to North Ave
M5.	Work with the Conservation Board and BPRW to align the NNE Key Ecological Connections with those identified in the Burlington Open Space Plan, and incorporate ecological corridor design guidance — including native plantings, green stormwater infrastructure, and canopy expansion — into the New North End design guidelines recommended in P1.
M6.	Re-engage a regional task force focused on the feasibility of micromobility and microtransit in greater Burlington.
M7.	Develop a Citywide Mobility Hub Plan

A Vision for North Avenue: **North Ave as a Main Street**

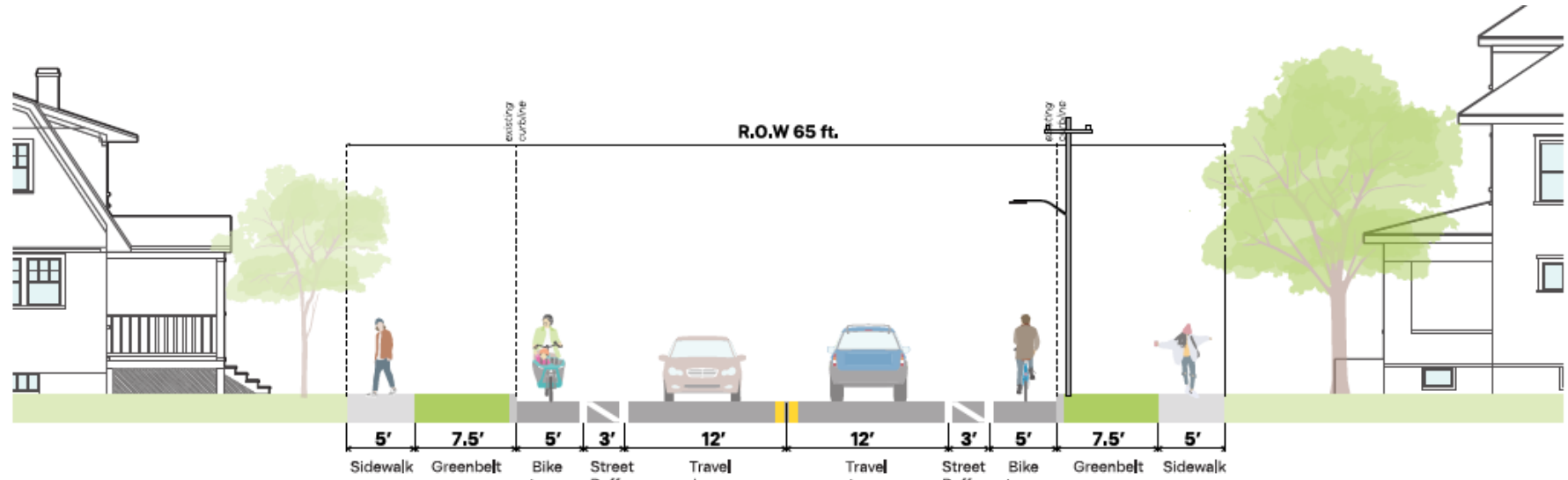
North Ave is underperforming relative to its potential as a neighborhood main street and multimodal corridor, and thoughtful change is needed.

Design Approach: North Ave as a Main Street

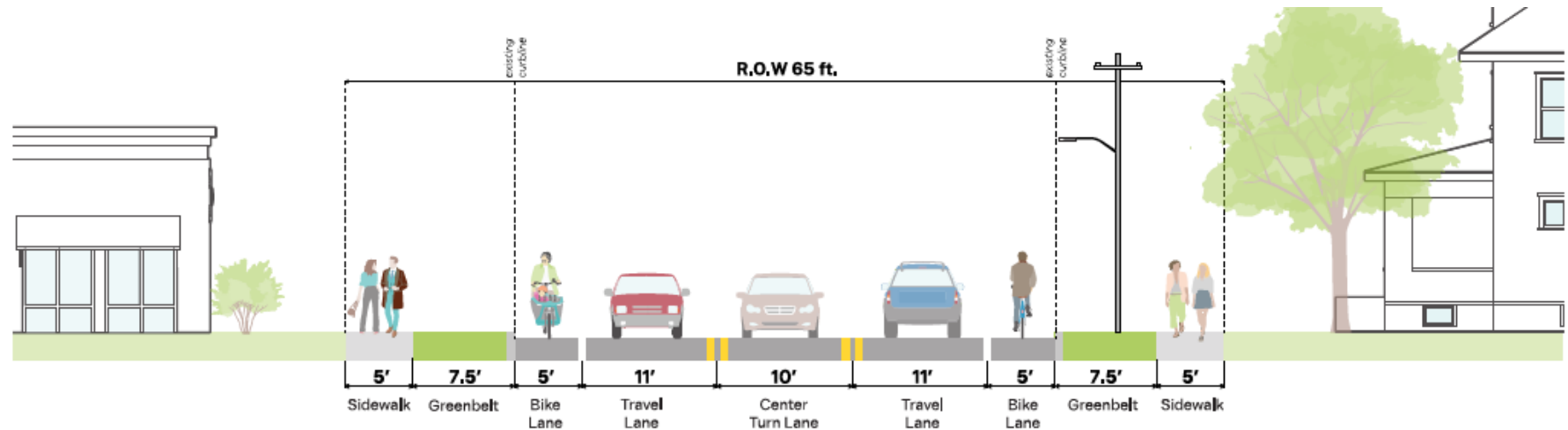
- Despite its recent past as a 4-lane road, North Ave has many of the same physical characteristics as a traditional small-town Main Street

A Vision for North Avenue: North Ave as a Main Street

**North Ave:
Existing 2 Lane
Cross Section**

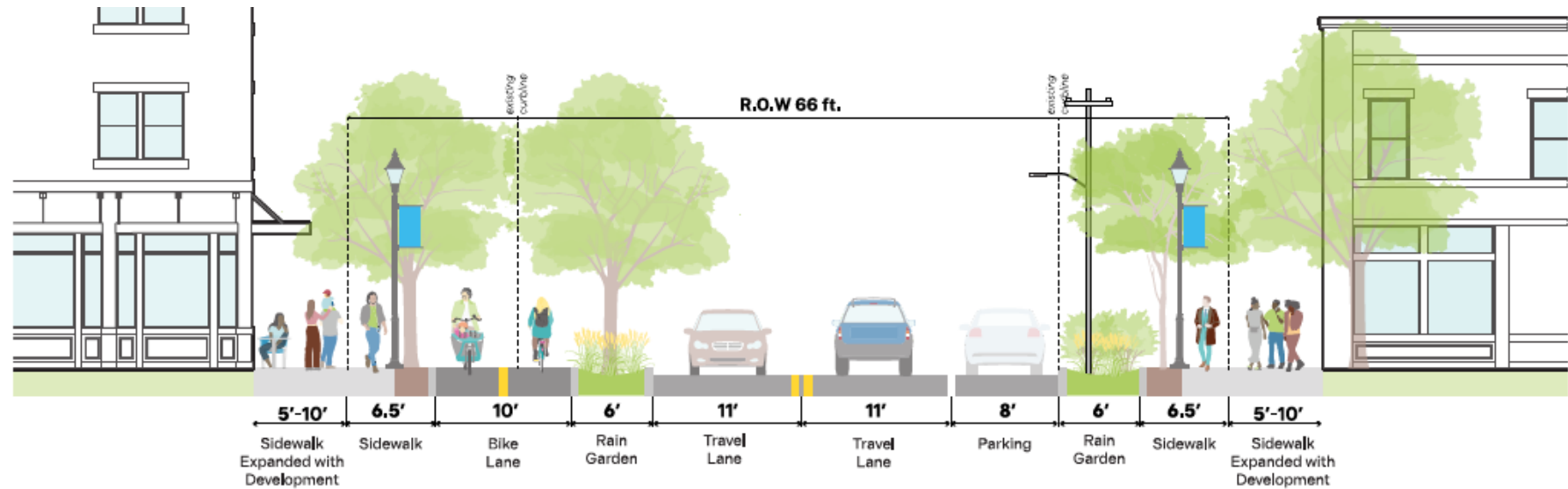


**North Ave:
Existing 3 Lane
Cross Section**

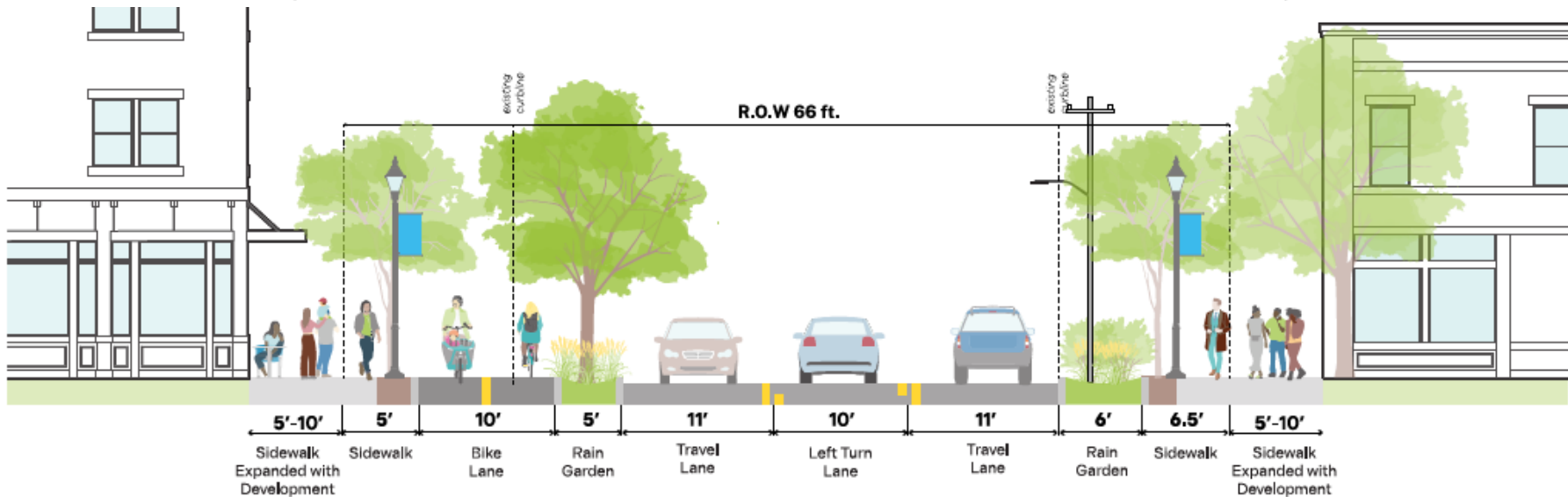


A Vision for North Avenue: North Ave as a Main Street

North Ave: Two-way Separated Bike Lanes, 2 Lane Cross Section



North Ave: Two-way Separated Bike Lanes, 3 Lane Cross Section

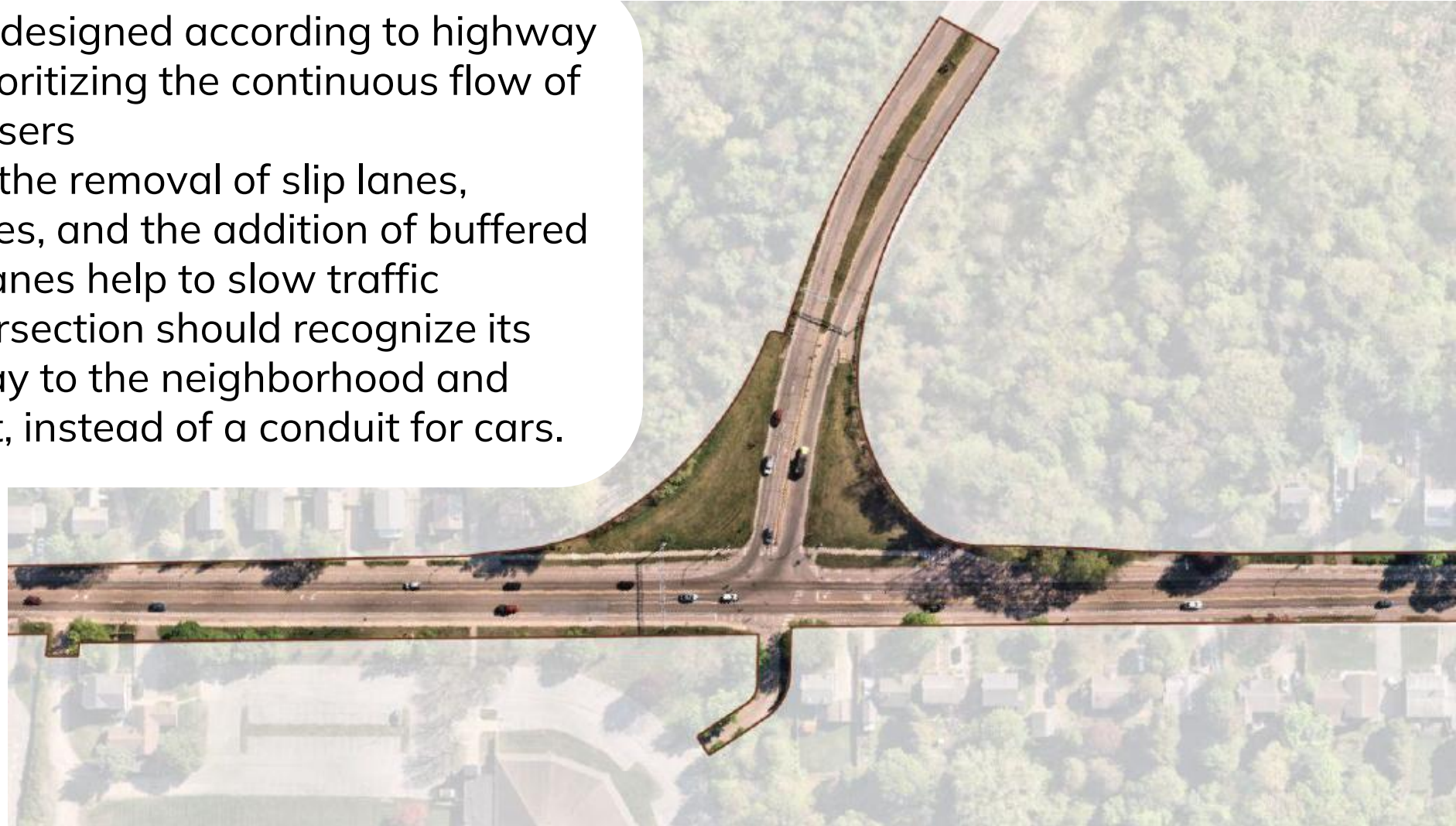


A Vision for North Avenue: **Re-Envisioning Key Intersections**

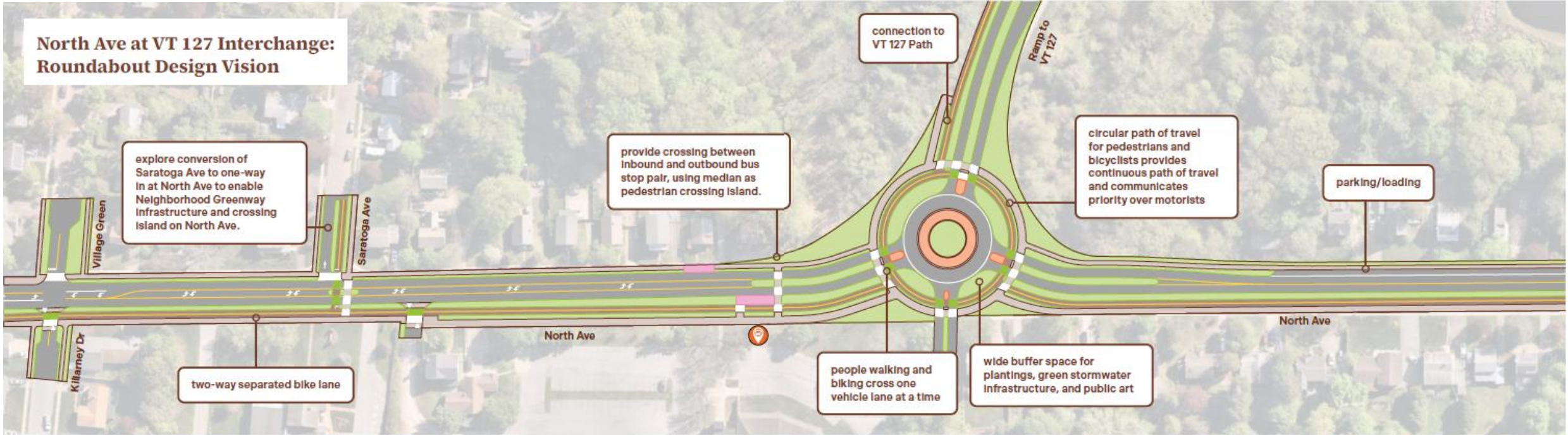
- Plan envisions multimodal futures for the three most important intersections along North Ave:
 - VT 127 Interchange
 - Ethan Allen Parkway
 - Plattsburg Avenue
- In order to improve safety, operation, and sense of place for all users, these intersections were re-designed at a conceptual level according to the established design goals for North Ave as a whole.

Re-Envisioning Key Intersections: **127 Ramps @ North Ave**

- Existing intersection designed according to highway design principles, prioritizing the continuous flow of vehicles over other users
- Recent changes like the removal of slip lanes, narrowing travel lanes, and the addition of buffered and protected bike lanes help to slow traffic
- Redesign of this intersection should recognize its position as a gateway to the neighborhood and place in its own right, instead of a conduit for cars.

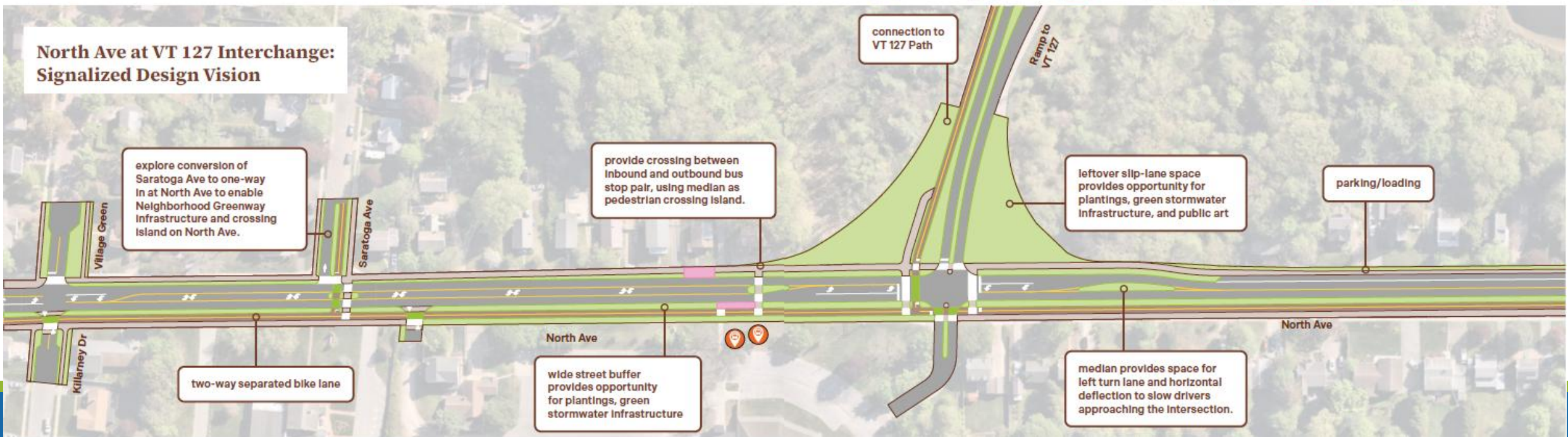


North Ave at VT 127 Interchange: Roundabout Design Vision



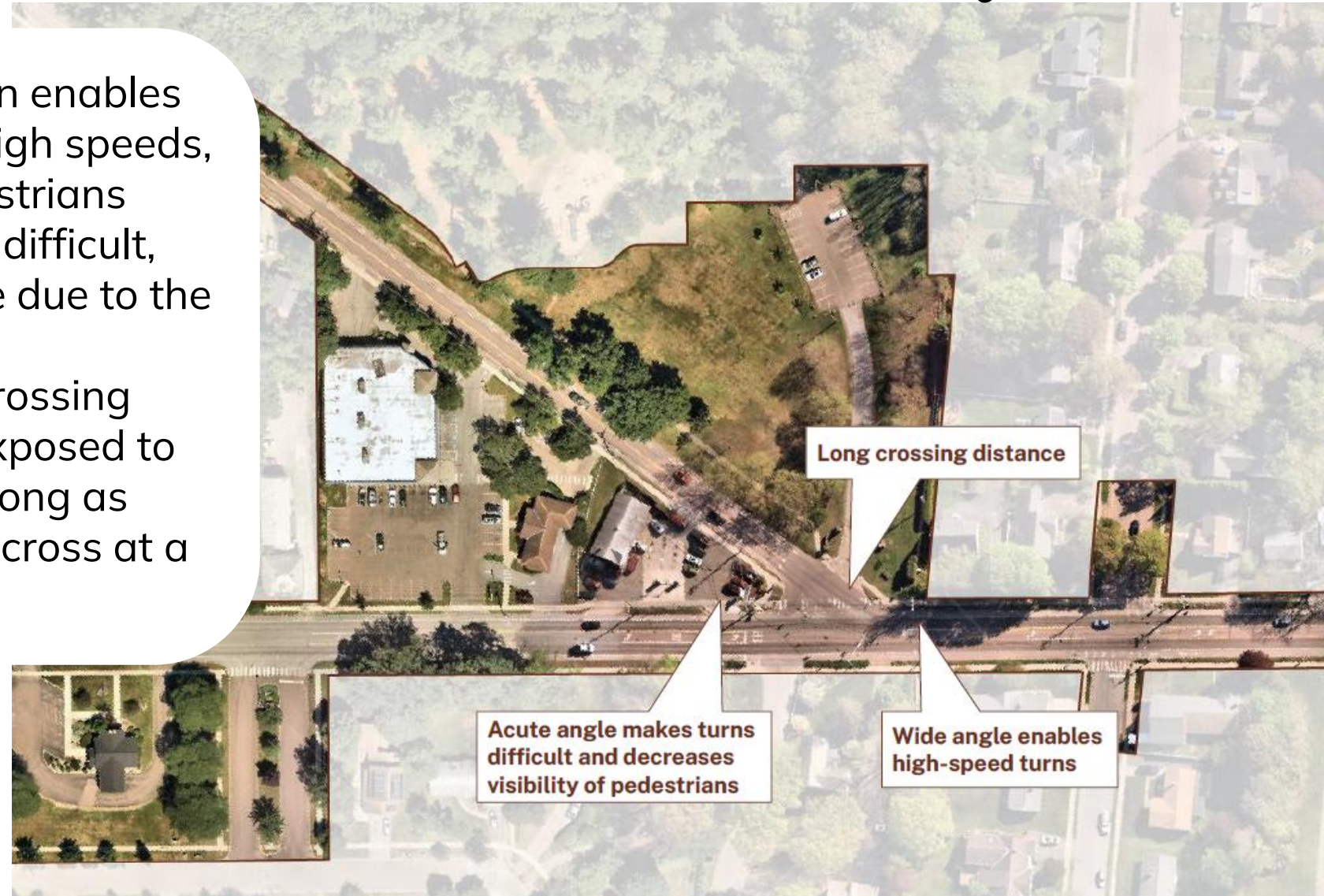
- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- ⓘ mobility hub

North Ave at VT 127 Interchange: Signalized Design Vision








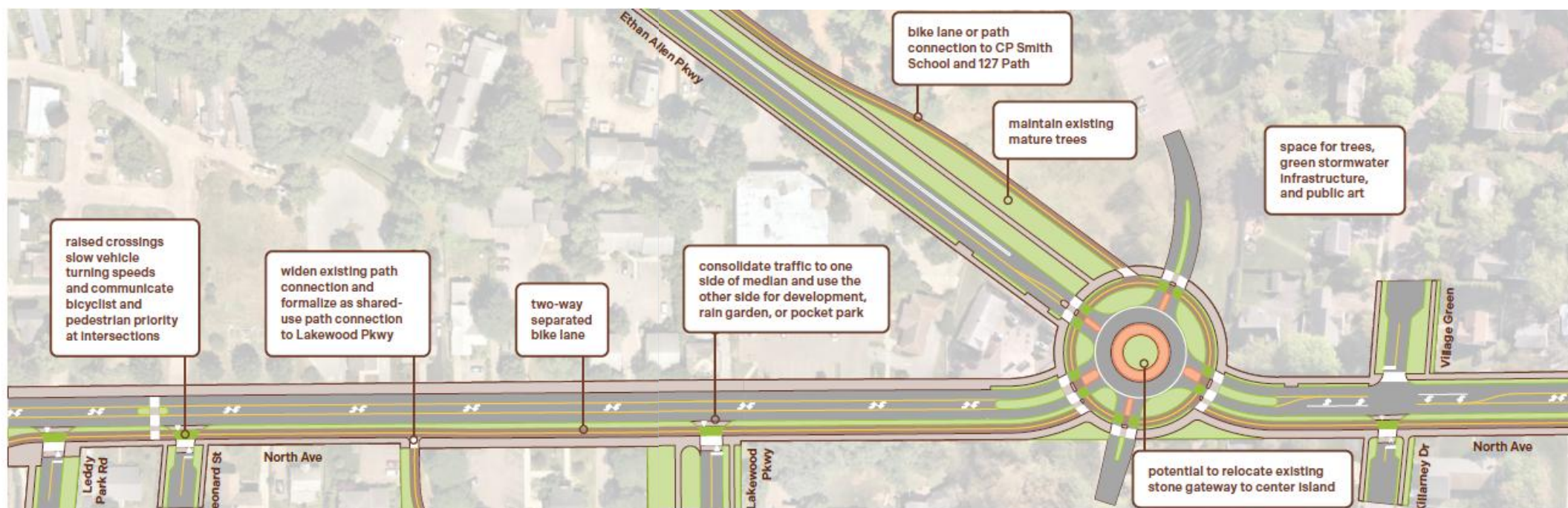
Re-Envisioning Key Intersections: **Ethan Allen Pkwy**

- Existing skewed intersection enables northbound right turns at high speeds, endangering crossing pedestrians
- Southbound right turns are difficult, particularly for large vehicle due to the acute angle.
- Due to skew, pedestrians crossing Ethan Allen Parkway are exposed to traffic for at least twice as long as they would be if they could cross at a right angle.





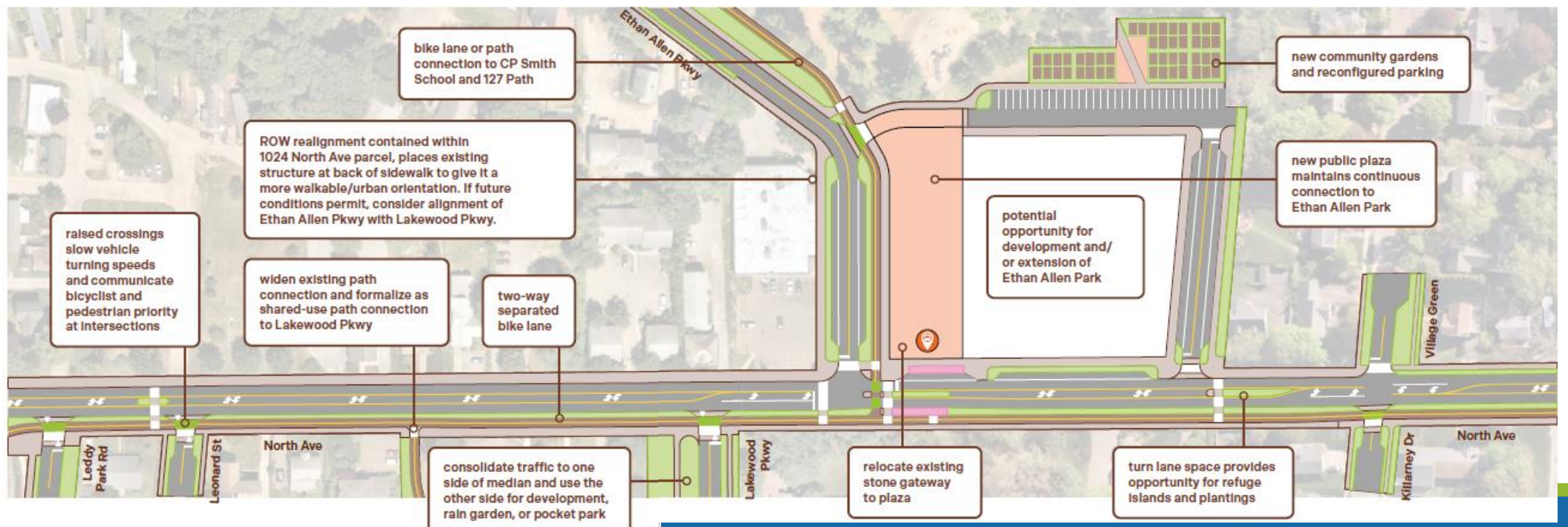
North Ave at Ethan Allen Parkway: Roundabout Design Vision

-  landscape
-  sidewalk
-  pavers
-  road
-  bike lane
-  bus stop
-  mobility hub

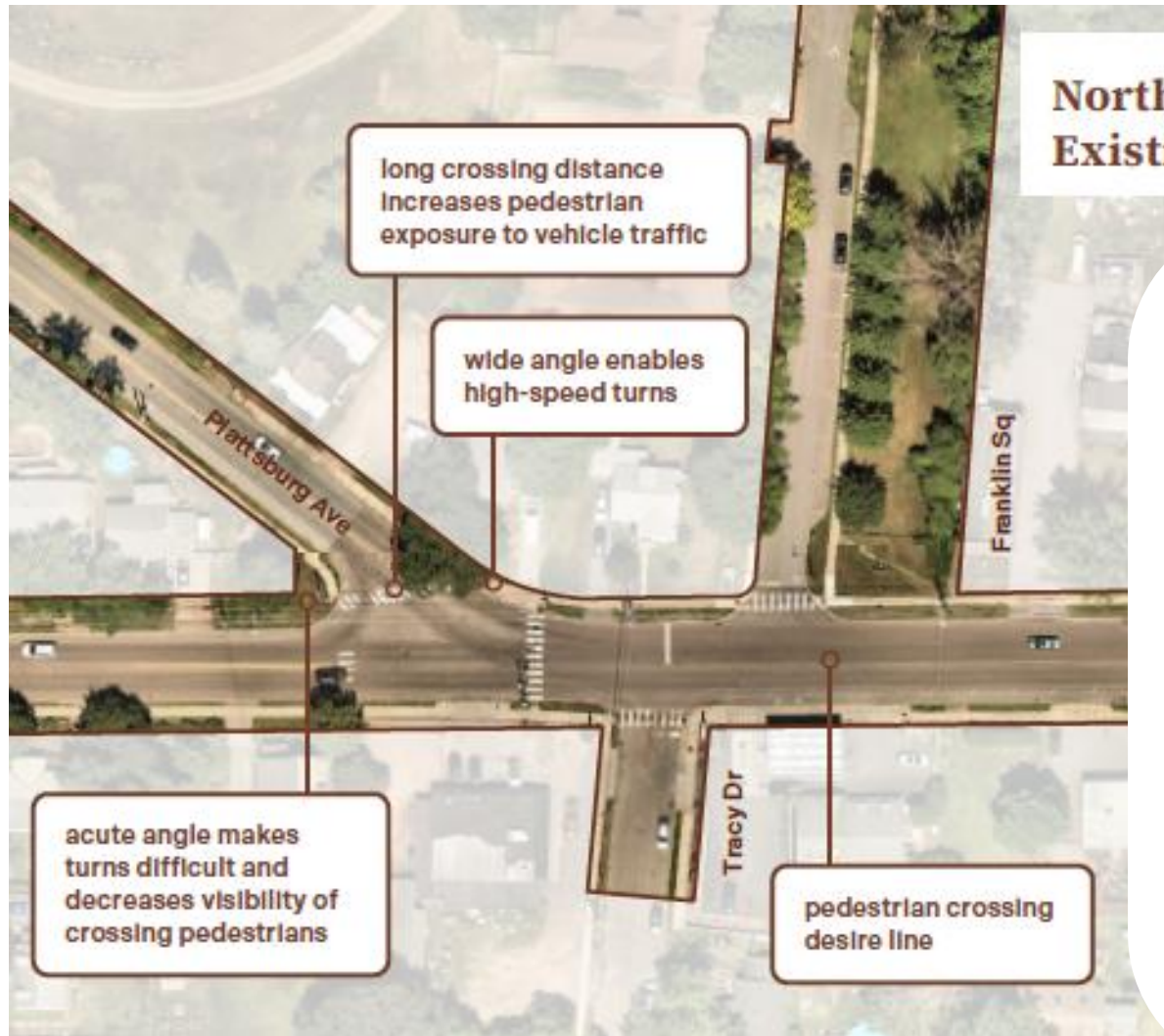


North Ave at Ethan Allen Parkway: Bend Ethan Allen Design Vision

-  landscape
-  sidewalk
-  pavers
-  road
-  bike lane
-  bus stop
-  mobility hub



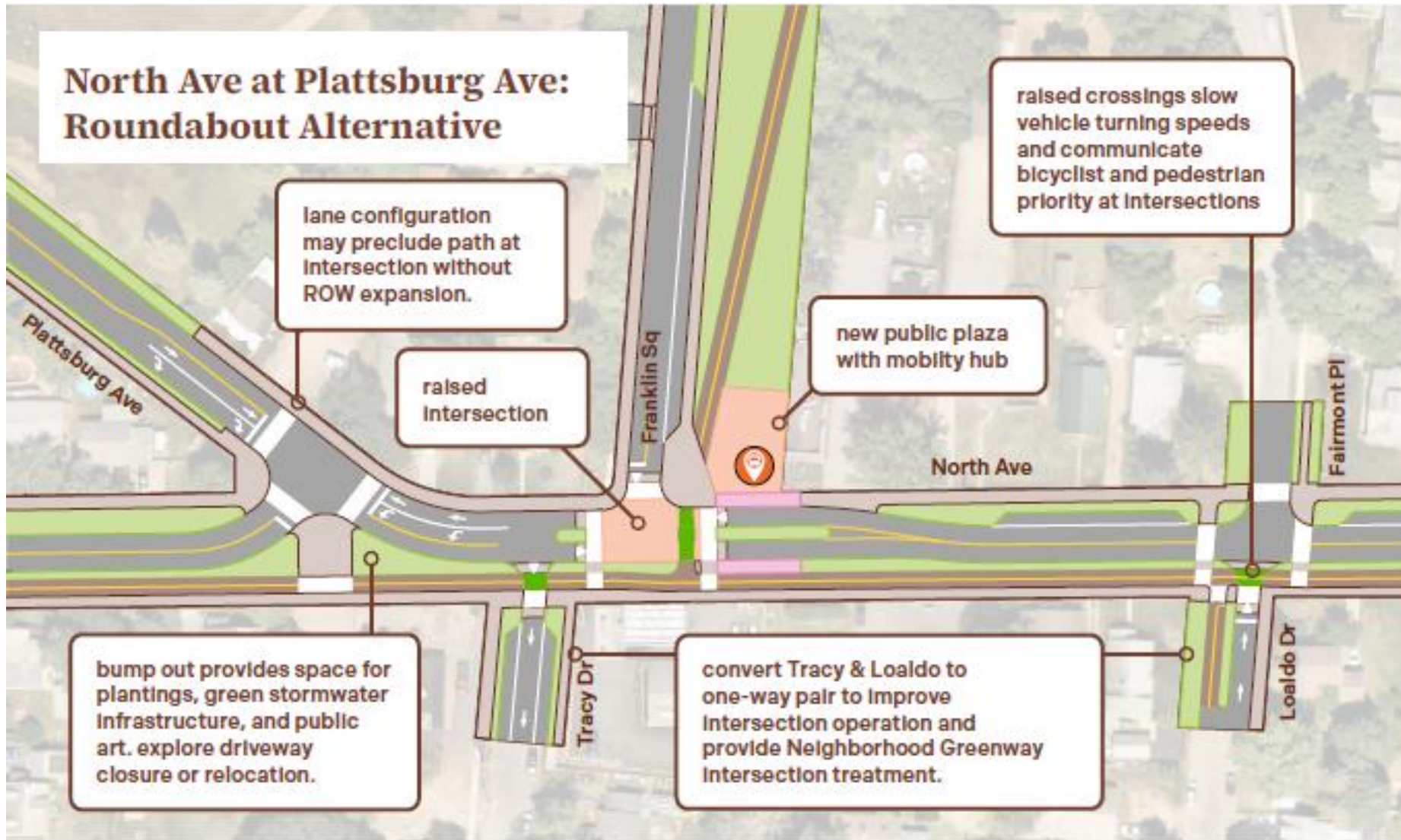
Re-Envisioning Key Intersections: **Plattsburg Ave**



North Ave at Plattsburg Ave: Existing Conditions

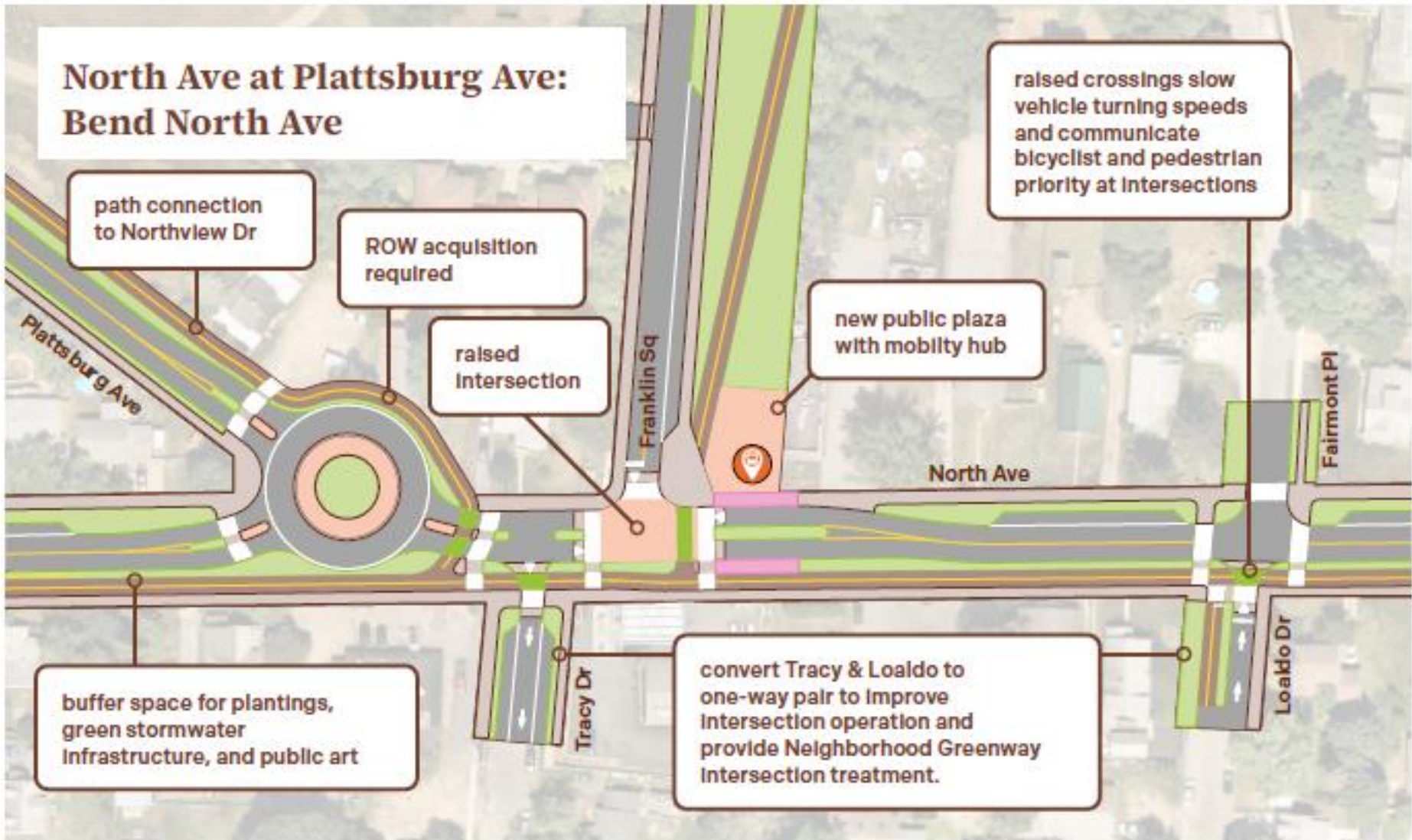
- The existing skewed intersection enables northbound right turns to be taken at high speeds, increasing the risk of fatal or injury crashes, particularly for pedestrians.
- Southbound right turns are difficult, particularly for large vehicles due to the acute angle. Pedestrians crossing North Ave are at risk due to decreased driver visibility.
- Due to the intersection skew, pedestrians crossing Plattsburg Ave are exposed to traffic for at least twice as long as they would be if they could cross at a right angle.

North Ave at Plattsburg Ave: Roundabout Alternative



- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- mobility hub

North Ave at Plattsburg Ave: Bend North Ave



- landscape
- sidewalk
- pavers
- road
- bike lane
- bus stop
- mobility hub

North Ave as a Main Street Recommendations

M8.	Undertake a scoping study and reconstruction of North Ave from Institute Rd to Killarney Dr to implement the Parkway Zone vision
M9.	Undertake a scoping study of North Ave from Killarney Dr to Gosse Ct to implement the Main St Zone vision.
M10.	Undertake a scoping study of North Ave from Gosse Ct to Starr Farm Rd to implement the Neighborhood Main St Zone vision.
M11.	Undertake a scoping study of North Ave from Starr Farm Rd to Northview Dr to implement the Neighborhood Slow Street vision.
M12.	Undertake a scoping study of North Ave from Institute Road to Washington St to implement the Neighborhood Connector Zone vision.
M13.	Lobby the State Legislature to make public transit financially sustainable and restore Sunday service and provide increased frequency on the Route 7 as the neighborhood expands.
M14.	Install bus shelters and benches at every bus stop warranted by daily boardings

Transportation Demand Management Framework

- Transportation Demand Management (TDM) refers to a wide range of policies, programs, incentives, and services that make it easier to get around without driving alone.
- TDM focuses on giving people practical choices, including walking, biking, rolling, taking transit, carpooling, or using shared vehicles when a car is needed.

The NNE's TDM Goals are:

- Improve community resiliency and emotional connectivity.
- Reduce VMT, reliance on SOV ownership, and GHG emissions
- Prioritize safety for vulnerable road users
- Support everyday trips such as errands, school travel, recreation, and social trips, in addition to commuting

TDM Recommendations

TDM1	Expand CarShare Vermont with a larger fleet, more types of vehicles, and more spaces for CarShare parking.
TDM2	Launch a neighborhood-based, easily accessible outreach and education program that provides information about existing mobility services, resources, and options.
TDM3	Expand “walk-to-shop” programs that provide mobility supportive equipment.
TDM4	Expand and support Safe Routes to School activities.
TDM5	Create an NNE mobility advisory committee to guide and champion implementation of TDM activities and capital projects, through grass roots organizing and local expertise.
TDM6	Conduct an annual transportation mode choice survey.
TDM7	Explore the feasibility of a volunteer-based microtransit program