

Burlington Development Review Board

Department of Permitting & Inspections
645 Pine Street
Burlington, VT 05401
www.burlingtonvt.gov/DPI/DRB
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Marina Campbell, (Alternate)
Evan Gould, (Alternate)



Development Review Board

Tuesday, September 3, 2024, 5:00 PM

645 Pine Street, Front Conference Room or Remote on Zoom:

Please click the link below to join the webinar:

Zoom: <https://us02web.zoom.us/j/83225696227?pwd=SGQ0bTdnS000Wkc3c2J4WWw1dzMxUT09>

Webinar ID: 832 2569 6227

Passcode: 969186

Telephone: US +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782
or +1 346 248 7799

1. Agenda

2. Communications

3. Minutes

4. Consent

4.1.

ZP-24-323; 59-61 Spruce Street (RM, Ward 6) Thomas Kelly / Meredith White / Lewis Creek Builders
Proposed demolition of deteriorated garage to construct a new garage matching the same footprint, height, and style. (Project Manager, Scott Gustin)

5. Sketch Plan

5.1.

South End Coordinated Redevelopment in the South End Innovation District (SEID)
Proposed redevelopment of three contiguous parcels, 68 Sears Lane, 125 Lakeside Avenue, and 175 Lakeside Avenue as a mixed-use Planned Unit Development (PUD). (Project Manager, Scott Gustin)

6. Adjournment

7. Informational and Non-Discrimination Statements

7.1.

Plans may be viewed upon request by contacting the Department of Permitting & Inspections between the hours of 8:00 a.m. and 4:30 p.m. Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING

submitted to the Zoning office is considered public and cannot be kept confidential. This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/dpi/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505.

Department of Permitting & Inspections

Zoning Division
645 Pine Street
Burlington, VT 05401
Telephone: (802) 865-7188

William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Garret King, Associate Planner
Joseph Cava, Permit Technician
Steve Cormier, Compliance Officer
Ted Boylan, DPI Administrator



TO: Development Review Board
FROM: Scott Gustin
DATE: September 3, 2024
RE: ZP-21-323; 59-61 Spruce Street

=====

Note: These are staff comments only; decisions on projects are made by the Development Review Board, which may approve, deny, table or modify any project. THE APPLICANT OR REPRESENTATIVE MUST ATTEND THE MEETING.

Zone: RM Ward: 6

Owner/Applicant: Meredith White & Thomas Kelly / Lewis Creek Builders

Request: Proposed demolition of deteriorated garage to construct a new garage matching the same footprint, height, and style.

Applicable Regulations:

Article 3 (Applications, Permits, and Project Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Review Standards)

Background Information:

The applicant is seeking approval to demolish a detached garage and to replace it with a new detached garage in the same location and within the same dimensional footprint. The existing garage is nonconforming with respect to the side yard setback. That nonconformity will be retained by the proposed garage. This application requires Board review because the existing garage is referenced in the VSR listing for the property. Demolition of historic structures requires Conditional Use Review, per Section 5.4.8 (d) of the Comprehensive Development Ordinance.

The Design Advisory Board reviewed this application August 13, 2024 and unanimously recommended approval. The Board suggested only that the applicant consider whether rafter tails could be included on the garden side of the new garage (like the existing garage). The applicant is willing to consider this suggestion, but revised plans have not been provided.

Previous zoning actions for this property are noted below:

- 1/2/24, Denial as incomplete application to demolish and replace garage
- 6/23/17, Approval to construct shingled roof over basement entry
- 4/6/01, Approval for rear two story addition and patio
- 6/15/93, Approval to convert duplex to single family home

Recommendation: Consent approval as per, and subject to, the following findings and conditions:

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

Approval shall be granted only if the DRB, after public notice and public hearing, determines that the proposed conditional use and associated development shall not result in an undue adverse effect on each of the following general standards:

- 1. Existing or planned public utilities, facilities or services are capable of supporting the proposed use in addition to the existing uses in the area;*

Removal and replacement of the garage will have no effect on this criterion. **(Affirmative finding)**

- 2. The character of the area affected as defined by the purpose or purposes of the zoning district within which the project is located, and specifically stated policies and standards of the municipal development plan;*

This is a medium intensity residential district. The demolition and replacement of a characteristically small detached garage will not result in a loss of residential units or overall character of the zoning district. **(Affirmative finding)**

- 3. The proposed use will not have nuisance impacts from noise, odor, dust, heat, and vibrations greater than typically generated by other permitted uses in the same zoning district;*

Demolition and replacement of the garage is not expected to generate nuisance impacts from noise, odor, dust, and the like. **(Affirmative finding)**

- 4. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterial roadways; connectivity; transit availability; parking and access; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand management strategies;*

There is no anticipated change to traffic. **(Affirmative finding)**

- 5. The utilization of renewable energy resources;*

No part of this application would prevent the use of wind, water, solar, or other renewable energy resources. **(Affirmative finding)**

- 6. Any standards set forth in existing City bylaws and city and state ordinances;*

None identified. **(Affirmative finding)**

(b) Major Impact Review Standards

Not applicable.

(c) Conditions of Approval:

In addition to imposing conditions of approval necessary to satisfy the General Standards specified in (a) or (b) above, the DRB may also impose additional conditions of approval relative to any of the following:

1. *Mitigation measures, including but not limited to screening, landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area.*

The proposed demolition and replacement of the garage will not produce adverse effects in need of mitigation. **(Affirmative finding)**

2. *Time limits for construction.*

No construction timeline or phasing are included in this proposal. With demolition of an historic building, construction of the replacement should begin within 6 months of demolition.

(Affirmative finding as conditioned)

3. *Hours of operation and/or construction to reduce the impacts on surrounding properties.*

Hours of operation are not applicable for use of the private accessory garage.

Construction hours are not specified. Typical construction hours in residential areas are Monday – Friday from 7:30 AM – 5:30 PM. Saturday construction may occur for interior work only. No work on Sunday. **(Affirmative finding as conditioned)**

4. *That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions; and,*

Any future enlargement or alteration will be reviewed under the zoning regulations in effect at that time.

5. *Such additional reasonable performance standards, conditions and safeguards, as it may deem necessary to implement the purposes of this chapter and the zoning regulations.*

Not applicable.

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(2) Residential Medium Intensity (RM)

The Residential Medium Intensity (RM) district is intended primarily for medium intensity residential development in the form of single family detached dwellings and attached multi-family apartments. In this case, the existing single family home use will not change. **(Affirmative finding)**

(b) Dimensional Standards and Density

Residential density remains unchanged at 1 dwelling unit.

Lot coverage remains unchanged at a compliant 44%.

Setbacks remain unchanged. The existing garage sits within the side yard setback. As proposed, that nonconformity will be retained but not increased.

Building height remains essentially unchanged at ~12' tall measured to the midpoint of the gable roof rise. **(Affirmative finding)**

(c) Permitted and Conditional Uses

The permitted single family home use remains unchanged. **(Affirmative finding)**

(d) District Specific Regulations

4. Accessory Residential Structures and Uses

Like the existing garage, the proposed garage contains two bays and has a footprint of 400 sf. The home contains 4 bedrooms and has a ~1,262 sf footprint. The number of garage bays is limited to the number of bedrooms in the home, and its footprint cannot exceed 75% of the home's footprint. The proposed garage is compliant in both cases. **(Affirmative finding)**

Article 5: Citywide General Regulations

Sec. 5.4.8 Historic Buildings and Sites

The City seeks to preserve, maintain, and enhance those aspects of the city having historical, architectural, archaeological, and cultural merit. Specifically, these regulations seek to achieve the following goals:

To preserve, maintain and enhance Burlington's historic character, scale, architectural integrity, and cultural resources;

To foster the preservation of Burlington's historic and cultural resources as part of an attractive, vibrant, and livable community in which to live, work and visit;

To promote a sense of community based on understanding the city's historic growth and development, and maintaining the city's sense of place by protecting its historic and cultural resources; and,

To promote the adaptive re-use of historic buildings and sites.

(a) Applicability:

These regulations shall apply to all buildings and sites in the city that are listed, or eligible for listing, on the State or National Register of Historic Places.

The subject property is included in the Vermont Historic Sites & Structures survey. Both the principal building and the detached garage are specifically referenced in the listing. The residence dates to ~ 1866. No date is specified for the garage, but it appears on the 1919 Sanborn map. **(Affirmative finding)**

(d) Demolition of Historic Buildings:

2. Standards for Review of Demolition.

Demolition of a historic structure shall only be approved by the DRB pursuant to the provisions of Art. 3, Part 5 for Conditional Use Review and in accordance with the following standards:

A. The structure proposed for demolition is structurally unsound despite ongoing efforts by the owner to properly maintain the structure;

See criterion B below.

or,

B. The structure cannot be rehabilitated or reused on site as part of any economically beneficial use of the property in conformance with the intent and requirements of the underlying zoning district; and, the structure cannot be practicably moved to another site within the district;

The existing garage has been assessed by a Vermont registered engineer as required. The assessment points out several significant factors in the building's deteriorated state. The roof is

failing, although, maintenance could likely have prevented this failure. More significantly, the foundation is failing, likely due to decades of frost/thaw cycles. A nearby tree is also pushing into the building, causing it to lean. The assessment finds that 75% - 90% of the building is beyond reasonable salvage or repair. **(Affirmative finding)**

or,

C. The proposed redevelopment of the site will provide a substantial community-wide benefit that outweighs the historic or architectural significance of the building proposed for demolition.

And all of the following:

D. The demolition and redevelopment proposal mitigates to the greatest extent practical any impact to the historical importance of other structures located on the property and adjacent properties;

The historic primary structure on the property is in good condition and will not be altered as part of this proposal. The replacement outbuilding will preserve the existing primary vs. secondary structure relationship on the property and will continue to serve as a garage for the residence.

(Affirmative finding)

E. All historically and architecturally important design, features, construction techniques, examples of craftsmanship and materials have been properly documented using the applicable standards of the Historic American Building Survey (HABS) and made available to historians, architectural historians and others interested in Burlington's architectural history;

Photo documentation and assessment of the existing garage has been provided as part of this application. **(Affirmative finding)**

and,

F. The applicant has agreed to redevelop the site after demolition pursuant to an approved redevelopment plan which provides for a replacement structure(s).

(i) Such a plan shall be compatible with the historical integrity and enhances the architectural character of the immediate area, neighborhood, and district;

(ii) Such plans must include an acceptable timetable and guarantees which may include performance bonds/letters of credit for demolition and completion of the project; and,

(iii) The time between demolition and commencement of new construction generally shall not exceed six (6) months.

This application includes a replacement structure to be used as a garage. Per this criterion, replacement is required. As submitted, the new garage will complement the existing house and character of the area. The historically characteristic layout of a relatively small detached garage set behind the primary residential structure will remain. **(Affirmative finding)**

This requirement may be waived if the applicant agrees to deed restrict the property to provide for open space or recreational uses where such a restriction constitutes a greater benefit to the community than the property's redevelopment.

(Not applicable) A replacement structure is included in this application.

3. Deconstruction: Salvage and Reuse of Historic Building Materials.

The applicant shall be encouraged to sell or reclaim a structure and all historic building materials, or permit others to salvage them and to provide an opportunity for others to purchase

or reclaim the building or its materials for future use. An applicant may be required to advertise the availability of the structure and materials for sale or salvage in a local newspaper on at least three (3) occasions prior to demolition.

The applicant is encouraged to deconstruct using the safest method possible, minimizing exposure to lead paint and any other potential public safety issue. Whatever material may be salvaged is encouraged for sale or reuse. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

Existing and proposed site conditions are nearly identical. The tree pushing into the existing garage will be removed, and several flag stones will provide a short walkway away from the new garage. The interior yard fence will be slightly realigned. **(Affirmative finding)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The massing, height, and scale of the proposed garage closely mirror those of the existing garage. Existing and proposed buildings are single story (the new building will contain loft space) with simple, uniform massing. Dimensions remain virtually unchanged between the existing and proposed buildings. **(Affirmative finding)**

Roofs and Rooflines

The gable roof on the existing garage will be mirrored on the proposed garage. Gable-roofed garages are common in Burlington's residential neighborhoods. **(Affirmative finding)**

2. Building Openings

As with the existing garage, the proposed garage will contain two overhead doors facing front. Likewise, two rear windows are proposed. A side door facing east will be installed in the new garage – something absent in the existing garage. **(Affirmative finding)**

(b) Protection of important architectural resources

See Sec. 5.4.8 above.

(c) Protection of important public views

There are no identified important public views from, or through, the subject property.

(Affirmative finding)

(d) Provide an active and inviting street edge

The existing and proposed garages are set relatively far back from the street and behind the primary residence. Orientation of the proposed garage mirrors that of the existing garage and will not impact the street edge in any perceptible way. **(Affirmative finding)**

(e) Quality of materials

The proposed garage will be clad in composite “LP Smartside” clapboard and trim. Asphalt shingles will be installed on the gable roof. Clad wooden windows will be installed. These materials are acceptable for new construction. **(Affirmative finding)**

(f) Reduce energy utilization

There is no indication that the proposed garage will be finished and heated inside. Little change in energy consumption is anticipated. **(Affirmative finding)**

(g) Make advertising features complimentary to the site

(Not applicable)

(h) Integrate infrastructure into the building design

The front overhead doors and side entry will be illuminated. Lighting fixture locations are depicted on the project plans and include an acceptable residential-style light fixture. The cut sheet shows acceptable illumination levels. **(Affirmative finding)**

(i) Make spaces safe and secure

As noted above, entries will be illuminated. **(Affirmative finding)**

II. Conditions of Approval

1. Construction hours are limited to Monday – Friday from 7:30 AM – 5:30 PM. Saturday construction may occur for interior work only. No work on Sunday
2. Photo documentation submitted with the application of the existing building shall be included in the zoning permit file for future information and reference.
3. Sale, relocation, deconstruction for salvage or reuse of materials from the existing garage is encouraged.
4. Construction of the new garage should commence within six months of demolition of the existing garage.
5. Prior to demolition, the applicant is advised to contact the VT Department of Health to inquire as to lead and asbestos assessment and related requirements.
6. Standard Permit Conditions 1-15.



WHITE/KELLY GARAGE

PROJECT NOTES:

THIS PLAN SET, COMBINED WITH THE CONTRACT, PROVIDES CONSTRUCTION DETAILS FOR THE BUILDING PROJECT. THE LEAD CARPENTER SHALL VERIFY THAT SITE CONDITIONS AND DIMENSIONS ARE CONSISTENT WITH THESE PLANS BEFORE STARTING WORK. WORK NOT SPECIFICALLY DETAILED SHALL BE CONSTRUCTED TO THE SAME QUALITY AS SIMILAR WORK THAT IS DETAILED. ALL WORK SHALL BE DONE IN ACCORDANCE WITH INTERNATIONAL BUILDING AND LOCAL CODES.

WRITTEN DIMENSIONS AND SPECIFIC NOTES SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND GENERAL NOTES. THE PROJECT ADVISOR/DESIGNER SHALL BE CONSULTED FOR CLARIFICATION IF SITE CONDITIONS ARE ENCOUNTERED THAT ARE DIFFERENT THAN SHOWN, IF DISCREPANCIES ARE FOUND IN THE PLANS OR NOTES, OR IF A QUESTION ARISES OVER THE INTENT OF THE PLANS OR NOTES. CARPENTER OR SUB-CONTRACTOR SHALL VERIFY AND IS RESPONSIBLE FOR ALL DIMENSIONS (INCLUDING ROUGH OPENINGS).

ALL TRADES SHALL MAINTAIN A CLEAN WORK SITE AT THE END OF EACH WORK DAY.

PLEASE SEE ADDITIONAL NOTES CALLED OUT ON OTHER SHEETS.

DRAWING SYMBOL LEGEND:

C01

D01

F-01

X-01

01

1

W01

CABINET

DOOR NUMBER

FINISH

FIXTURE

KEYNOTE

REVISION MARKER

WINDOW NUMBER

DWG SHT

DWG SHT

DWG SHT

DETAIL CALLOUT

ELEVATION CALLOUT

ELEVATION MARKER

SECTION CALLOUT

1'-4"

1'-5"

DIMENSION ARROW: FRAMING & ELEVATION DETAILS

DIMENSION ARROW: WALL SURFACE

PROJECT INFORMATION

PROJECT DESCRIPTION:
GARAGE REPLACEMENT

JURISDICTION:
BURLINGTON, VT

OCCUPANCY/USE:
ACCESSORY BUILDING/GARAGE

PROJECT DATA:
NEW CONSTRUCTION: 400 SF

SHEET INDEX

TITLE	SHEET
PROJECT SUMMARY	0.1
EXISTING GARAGE IMAGES	0.2
EXISTING SITE CONDITIONS	0.3
PROPOSED SITE PLAN	0.4
EXISTING CONDITIONS	1.1
PROPOSED GARAGE PLAN	1.2
EXTERIOR ELEVATION	2.1
EXTERIOR ELEVATION	2.2
BUILDING SECTION	2.3
NORTHEAST PERSPECTIVE	9.1
NORTH PERSPECTIVE	9.2
SOUTHEAST PERSEPCTIVE	9.3

Lewis Creek Builders
14 Morse Drive, Essex Junction, VT 05452
Find us on the web at :
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59 SPRUCE STREET
BURLINGTON, VT 05401
MEREDITH WHITE &
TOM KELLY

PROJECT SUMMARY

ISSUE DATE:
07.26.2024
SHEET #

0.1



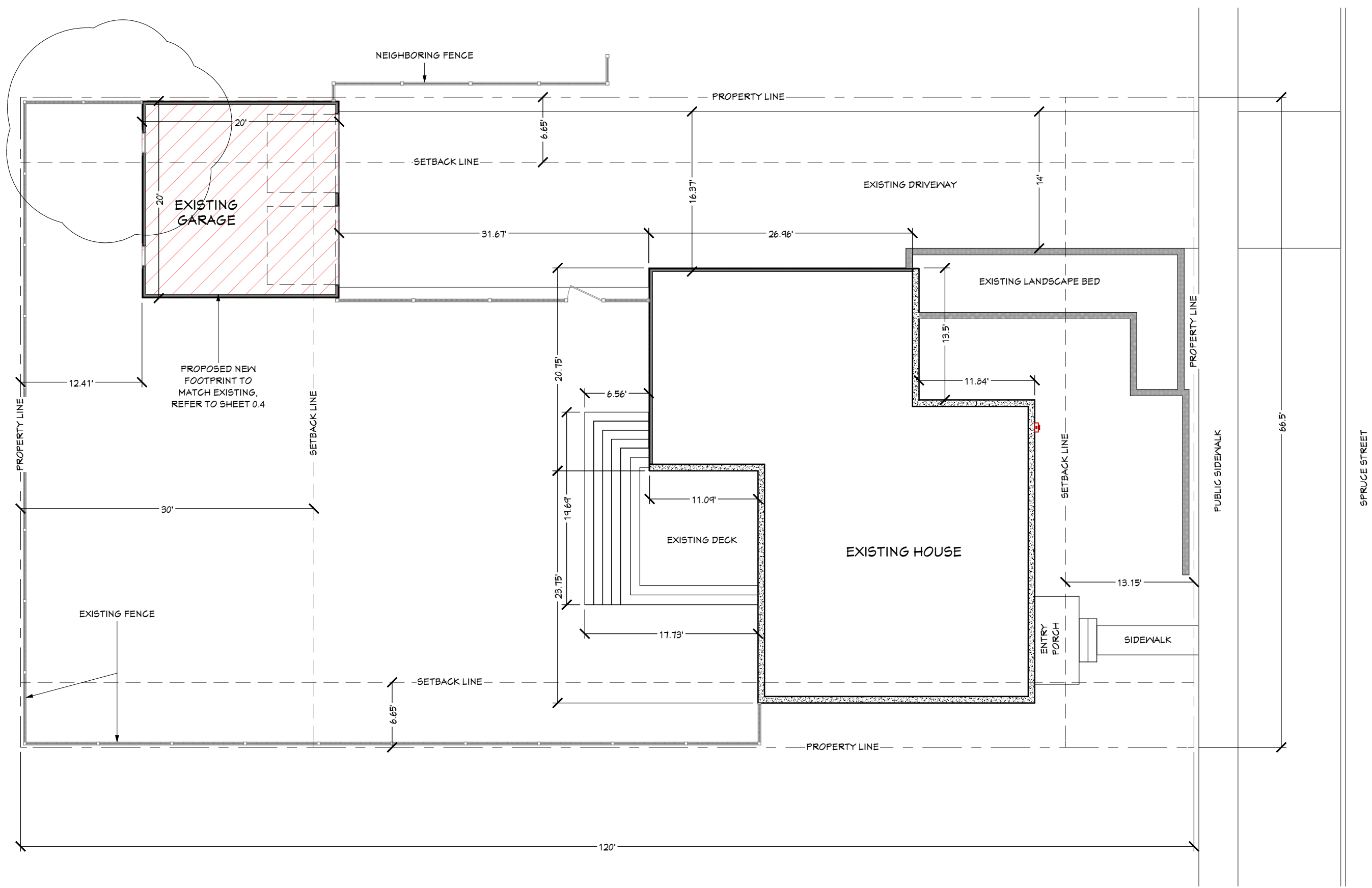
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**EXISTING
GARAGE
IMAGES**

ISSUE DATE:
07.26.2024
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0.2



① EXISTING SITE PLAN
1 in = 10 ft



LEWIS CREEK BUILDERS
DESIGN + BUILD

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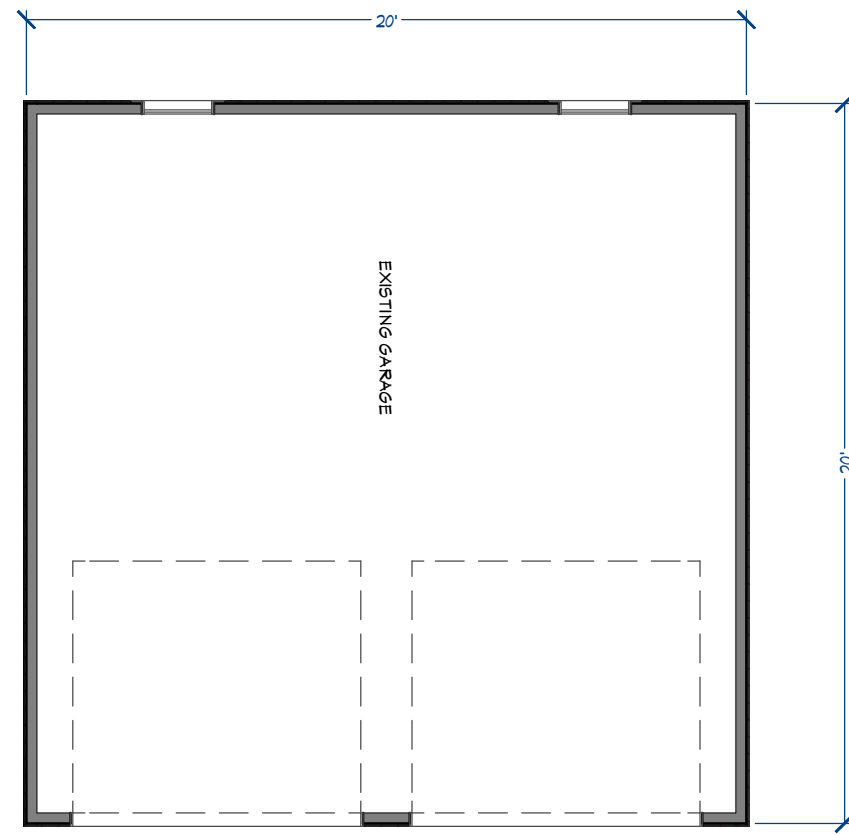
**EXISTING SITE
CONDITIONS**

ISSUE DATE:

07.26.2024

SHEET #

0.3



② EXISTING FLOOR PLAN
3/16 in = 1 ft



① EXSITING NORTH ELEVATION
3/16 in = 1 ft



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**EXISTING
CONDITIONS**

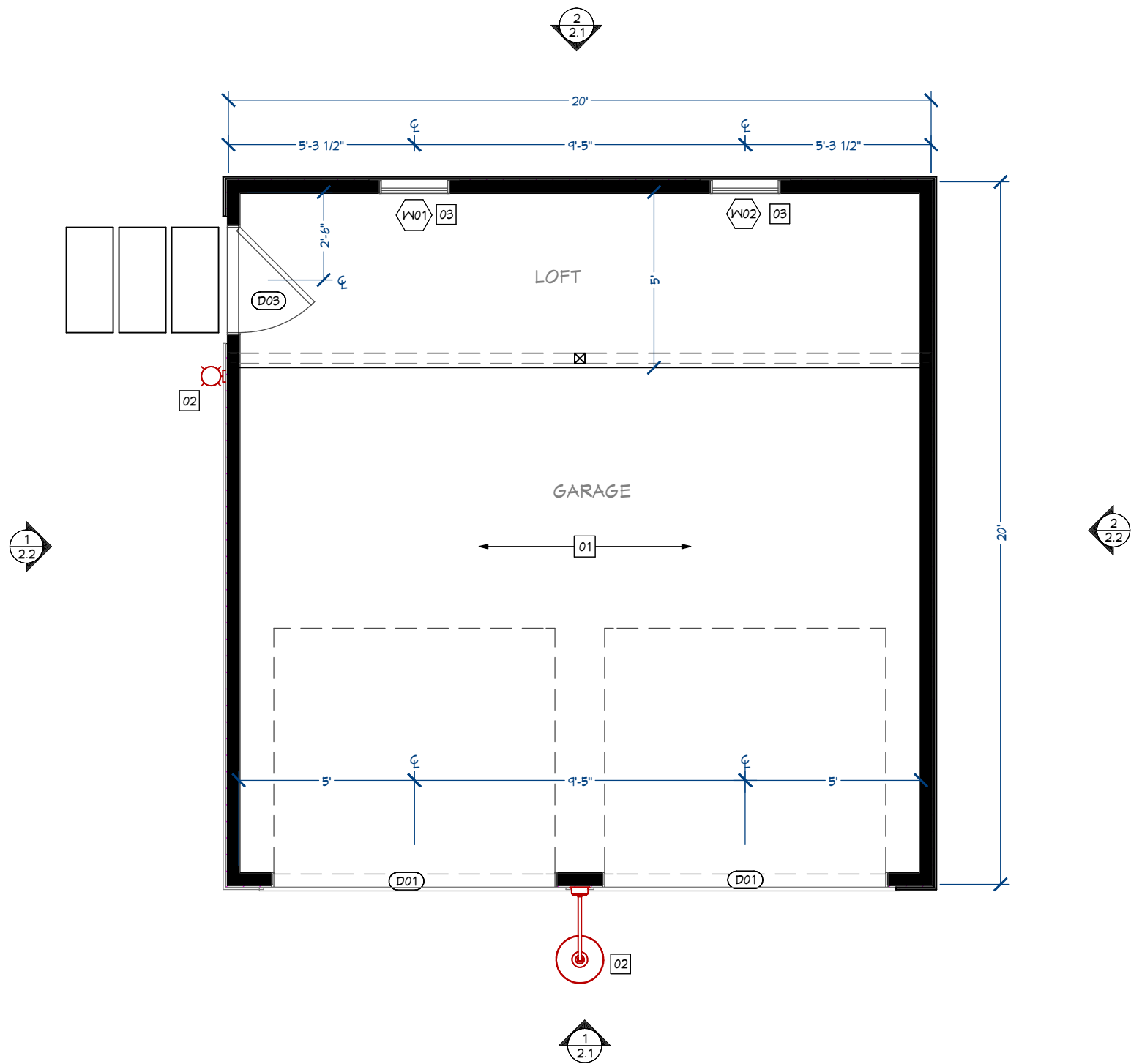
ISSUE DATE:

07.26.2024

SHEET #

1.1

PROPOSED PLAN KEYNOTES	
01	NEW CONCRETE SLAB AND FOUNDATION
02	NEW EXTERIOR LIGHTING
03	CENTER WINDOWS ON OVERHEAD DOOR



1 PROPOSED FLOOR PLAN
1/4 in = 1 ft



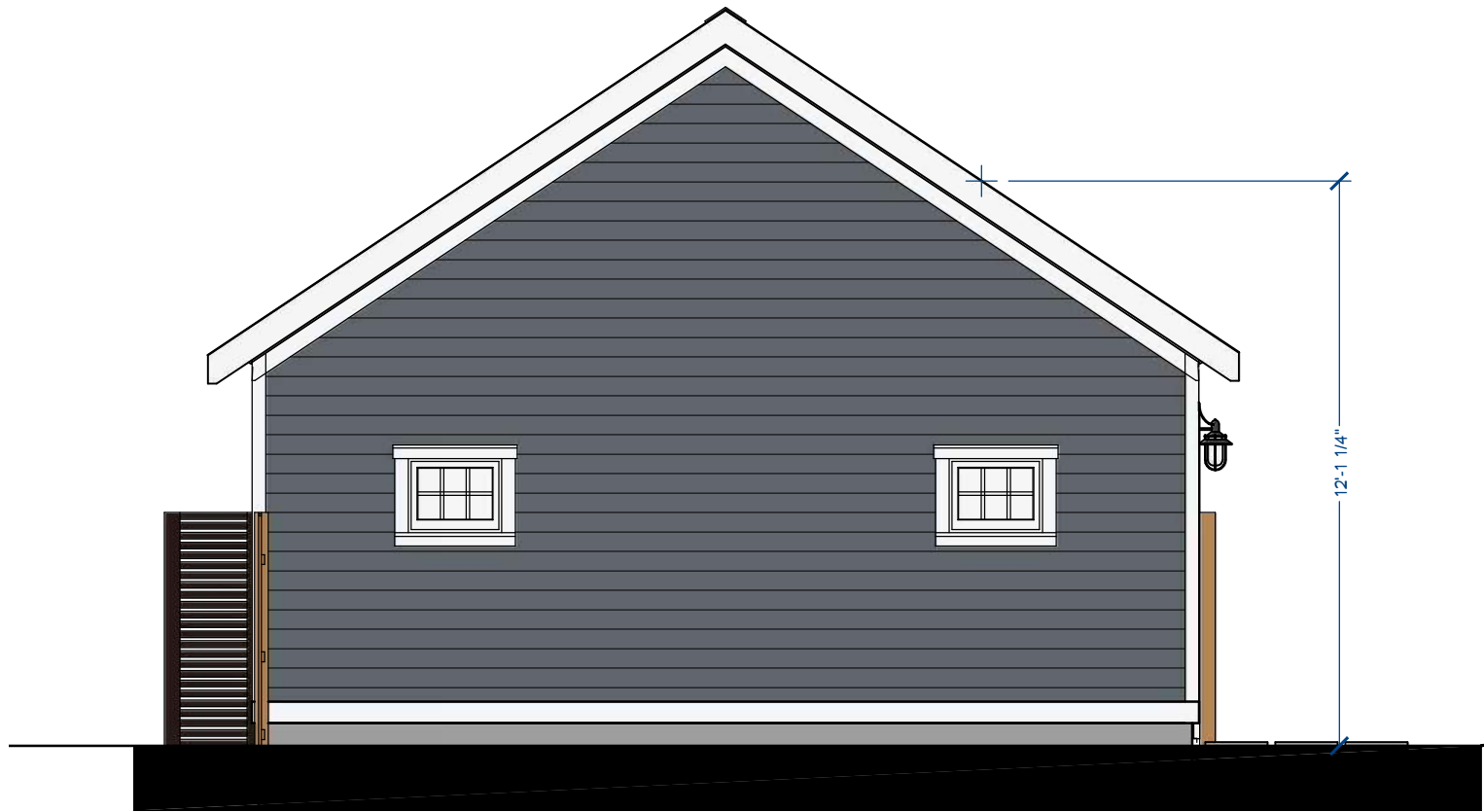
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PROPOSED
GARAGE PLAN

ISSUE DATE:
07.26.2024
SHEET #

1.2



② PROPOSED ELEVATION - SOUTH
1/4 in = 1 ft



① PROPOSED ELEVATION - NORTH
1/4 in = 1 ft



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**EXTERIOR
ELEVATION**

ISSUE DATE:

07.26.2024

SHEET #

2.1



② PROPOSED ELEVATION - WEST
1/4 in = 1 ft



① PROPOSED ELEVATION - EAST
1/4 in = 1 ft



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**EXTERIOR
ELEVATION**

ISSUE DATE:
07.26.2024
SHEET #

2.2



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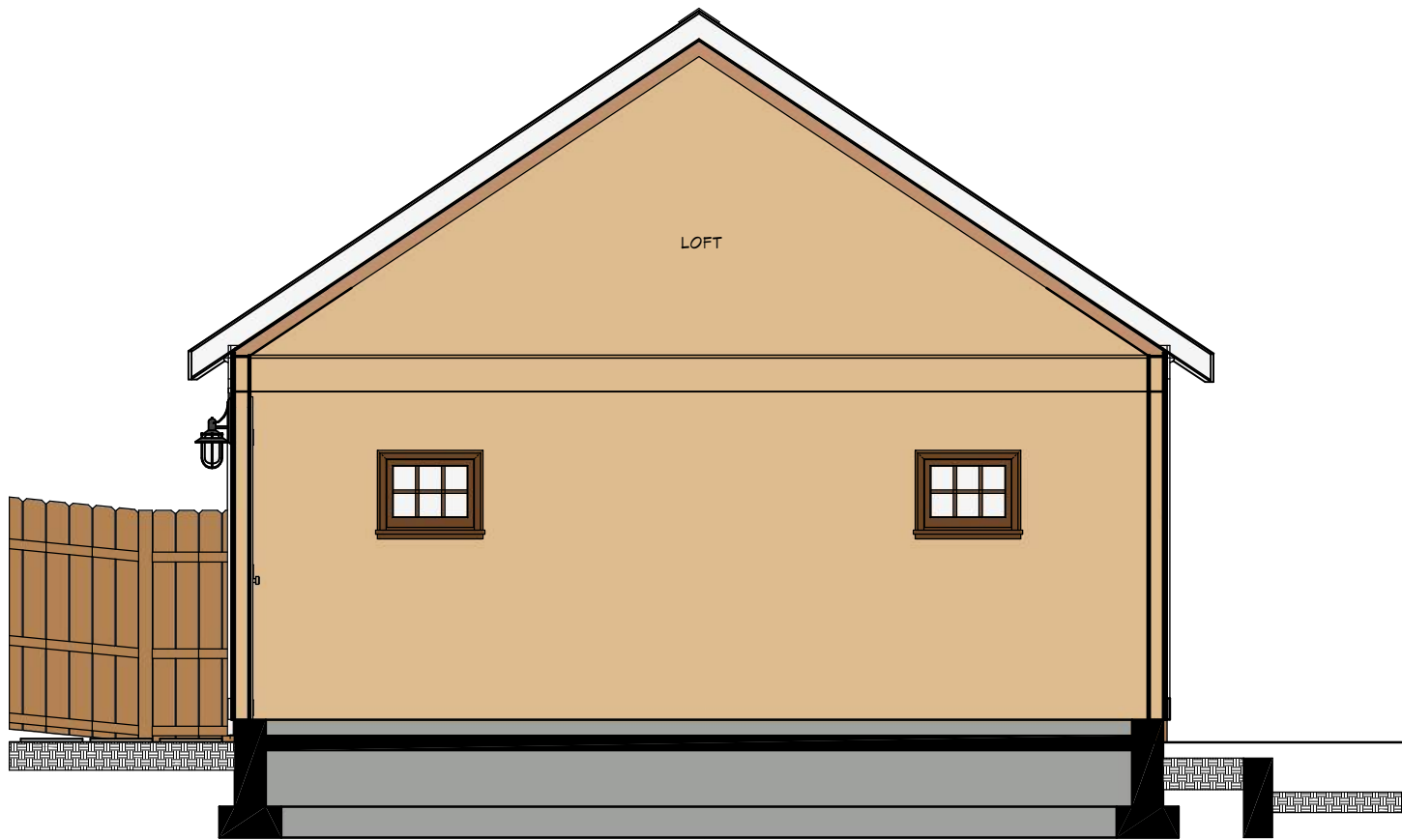
**BUILDING
SECTION**

ISSUE DATE:

07.26.2024

SHEET #

2.3



① PROPOSED BUILDING SECTION
1/4 in = 1 ft



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**NORTHEAST
PERSPECTIVE**

ISSUE DATE:

07.26.2024

SHEET #

9.1





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**NORTH
PERSPECTIVE**

ISSUE DATE:

07.26.2024

SHEET #

9.2



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**SOUTHEAST
PERSEPECTIVE**

ISSUE DATE:

07.26.2024

SHEET #

9.3

Westchester Double Hung



Old world design meets modern day performance. The design of the Westchester Double Hung is historically driven with its narrow checkrail, stiles, and wide bottom rail, while maintaining the modern conveniences of hidden tilt latches, effortless operation, and superior performance in low maintenance finishes. With a complete product offering including operating double and single hung, picture, and transom configurations, the Westchester Double Hung is sure to fill any niche.

Standard Construction:

- Frame with 0.063" thick exterior cladding with integral nail fin, mitered corners that are mechanically fastened and 5/8" thick wood interior.
- Sloped sill fabricated with 0.078" thick extruded vinyl with aluminum clad exterior and wood interior. PVC endcap water management system with integral angled installation leg.
- Full 1-3/4" thick sash with stiles and rails slot and tenon joined; Checkrail joined using dovetail and thermally broken with fiberglass interlock. Narrow 2" stiles and upper sash top rail, 1-1/2" checkrail, and 3-3/8" bottom sash rail. Stiles run through the bottom and top rails. 3/4" and 1" glass thickness.
- Removable tilt in sash operated with concealed constant force balances and hidden tilt latches in the sash stiles.
- Lock and latches operated with single combination lock and tilt mechanism.
- Standard, innovative, narrow profile, removable Flexscreen.



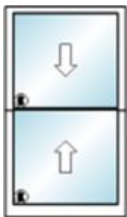
Pictured: Westchester Double Hung,
(Right) Ultra coat black interior

MINIMUM / MAXIMUM FRAME SIZES

Additional sizes may be available upon request and approval.

WESTCHESTER DOUBLE/SINGLE HUNG		WESTCHESTER PICTURE		WESTCHESTER TRANSOM	
Minimum Frame Width	17-1/2"	Minimum Frame Width	17-1/2"	Minimum Frame Width	17-1/2"
Minimum Frame Height	35-1/2"	Minimum Frame Height	35-1/2"	Minimum Frame Height	15-1/2"
Maximum Frame Width	59-1/2"	Maximum Frame Width	83-1/2"	Maximum Frame Width	95-1/2"
Maximum Frame Height	107-1/2"	Maximum Frame Height	107-1/2"	Maximum Frame Height	35-1/2"
		Maximum Sq/Ft	56	Maximum Sq/Ft	24

Performance Data:



Operating Double Hung: 47.5" x 83.5" Frame Size

AIR INFILTRATION.....0.13/0.11
WATER.....NO LEAKAGE @ 7.52 PSF
STRUCTURAL.....LC-PG50 (+50/-55)

Operating Double Hung: 59.5" x 107.5" Frame Size

AIR INFILTRATION.....0.13/0.13
WATER.....NO LEAKAGE @ 4.50 PSF
STRUCTURAL.....LC-PG30 (+30/-30)



Picture Unit: 71.5" x 107.5" Frame Size

AIR INFILTRATION.....0.01/0.02
WATER.....NO LEAKAGE @ 7.52 PSF
STRUCTURAL.....LC-PG50 (+50/-50)

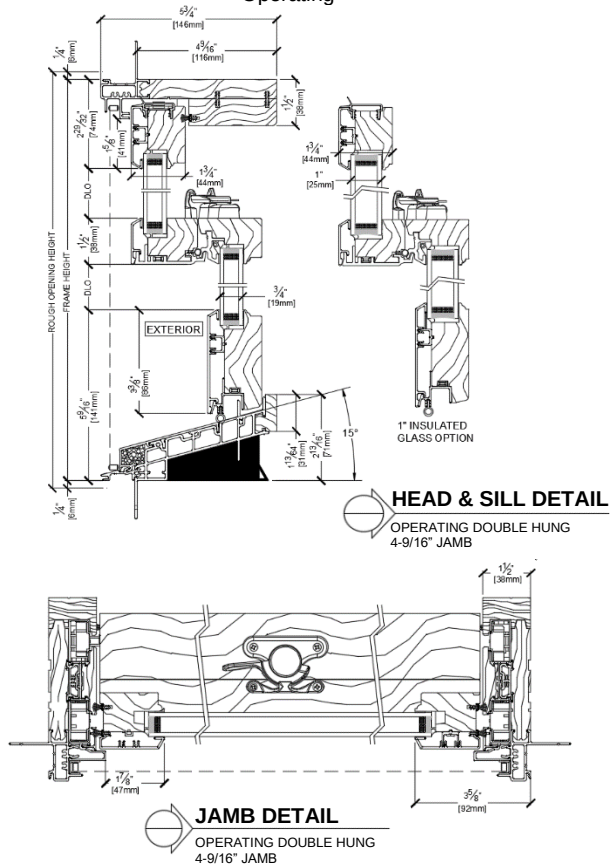
Thermal Performance (NFRC):

Air Filled			Argon Filled		
Low-E 272 Clear	Low-E 366	Triple IG (LE272/LE180/LEi89)	Low-E 272 Clear	Low-E 366	Triple IG (LE272/LE180/LEi89)
U-FACTOR.....0.32	U-FACTOR.....0.31	U-FACTOR.....0.24	U-FACTOR.....0.29	U-FACTOR.....0.28	U-FACTOR.....0.21
SHGC.....0.28	SHGC.....0.20	SHGC.....0.26	SHGC.....0.30	SHGC.....0.20	SHGC.....0.26
VT.....0.49	VT.....0.46	VT.....0.44	VT.....0.51	VT.....0.46	VT.....0.44
CR.....53	CR.....54	CR.....51	CR.....56	CR.....57	CR.....55

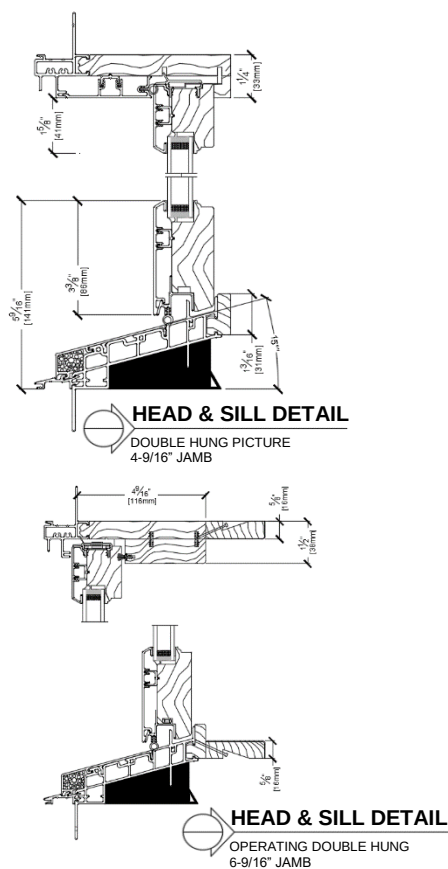
Values represent insulated glass units using standard black warm edge spacer. Additional glazing options available.

For a comprehensive list of glazing configurations, please refer to the Clad Westchester Double/Single Hung Product Performance Guide (NFRC) located in the Technical Resources Library on our website.

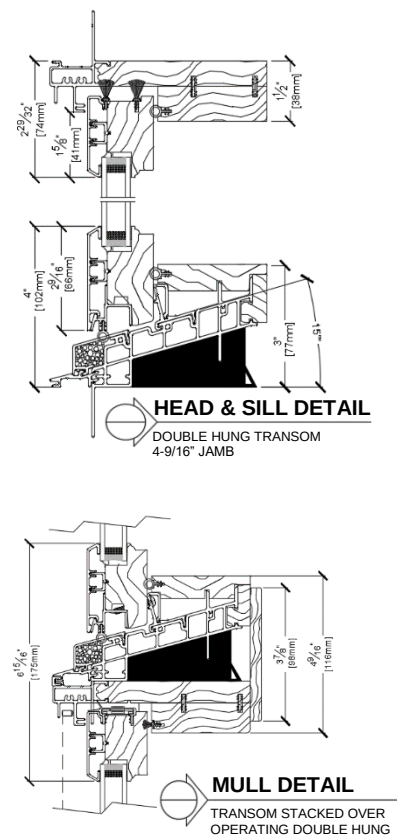
Clad Westchester Double Hung Operating



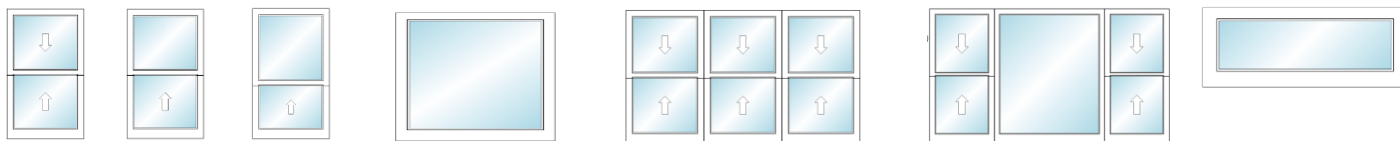
Clad Westchester Double Hung Picture



Clad Westchester Double Hung Transom



Additional product details may be found on our website www.sierrapacificwindows.com/ProfessionalResources/TechnicalLibrary



Typical configurations shown. Contact us for additional options.

LOCKING/OPERATING HARDWARE



Bright Brass



Matte Black



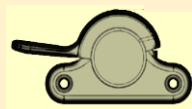
Finger Lift

Cabinet Handle

Twelve Available Finishes:

White, Champagne, Bronze, Bright Brass, Brushed Chrome, Polished Chrome, Antique Brass, Oil Rubbed Forever Bronze, Chestnut Bronze, Matte Black, Satin Nickel, Satin Brass

OPTIONAL CUSTODIAL LOCK FEATURE



SET SCREW

Westchester Double Hung / Single Hung Additional Features

- Color Palette of 50 powder coated finishes in four design collections that meet AAMA 2605 and AAMA 2604 specifications.
- Extensive offering of performance glass available using black warm edge or Cardinal XL Edge spacer for optimum efficiency.
- Simulated Divided Lites available in 5/8", 7/8" and 1" Putty; 5/8", 7/8", 1", 1-1/4" and 2" Traditional and Contemporary.
- Grilles-Between-Glass available in 5/8" flat and 11/16" contour.
- 60/40, 40/60 or custom venting splits.
- Optional roll formed full or half framed screens.
- Optional non-tilt adapter hardware.
- 10 factory finished Ultra Coat Paint colors or 3 Ultra Stain interior options.

Please visit our website www.sierrapacificwindows.com for additional details or to contact your nearest Sierra Pacific Branch or Dealer location.

Place Business Card or
Company Information Here

SPECIFICATIONS

Certifications/Qualifications

ADA Compliant	No
Prop65	No
Dark Sky Compliant	No
Location Rating	Wet
	kichler.com/warranty

Dimensions

Height	9"
Width	12"
Height From Center Of Wall Opening (Spec Sheet)	4.25"
Extension	17.25"
Weight	1 LBS
Canopy Height	5.25"
Canopy Depth	1"

Electrical

Input Voltage	120 V
---------------	-------

Light Source

Light Source	Bulb
Lamp Included	Not Included
# Of Bulbs/LED Modules	1
Max Or Nominal Watt	100 W
Lamp Type	A19
Socket Type	E26 (Medium)
Dimmable	Yes

Mounting/Installation

Interior/Exterior	Exterior Product
Mounting Weight	1 LBS
Modular	No
Lead Wire Length	6

FIXTURE ATTRIBUTES

Housing/Glass

Primary Material	EPMM
Shade Included	Yes
Shade Description	EPMM Dome Shade
Shade Dimensions	12.00 DIA X 6.25

Product/Ordering Information

Sku	49980BKT
Finish	Textured Black
UPC	783927542944

Finishes

- Olde Bronze
- Textured Black
- White



ALSO IN THIS FAMILY



CEDAR TEXTURE LAP

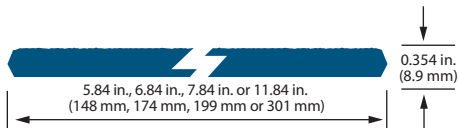
THE BOLD LOOK OF CEDAR WITHOUT MANY OF THE WORRIES

- One of the most durable lap siding options on the market today
- Available in lengths up to 16’ to help speed installation
- May create fewer seams than traditional 12’ siding
- Primed for exceptional paint adhesion
- APA-certified lap siding
- Treated engineered wood strand substrate

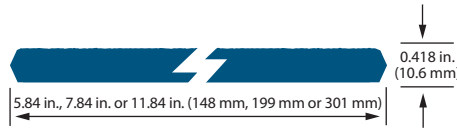


Cedar Texture

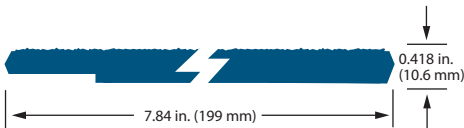
38 SERIES CEDAR TEXTURE LAP



76 SERIES CEDAR TEXTURE LAP



76 SERIES SMARTLOCK CEDAR TEXTURE LAP



DESCRIPTION	LENGTH	ACTUAL WIDTH	THICKNESS	PID NUMBER	WEIGHT
38 Series Cedar Texture Lap	12 ft. (144 in.)(3.7 m)	7.84 in. (199 mm)	0.354 in. (9 mm)	28869	1.5 PSF
	16 ft. (192 in.)(4.9 m)	5.84 in. (148 mm)	0.354 in. (9 mm)	25796	1.5 PSF
	16 ft. (192 in.)(4.9 m)	7.84 in. (199 mm)	0.354 in. (9 mm)	25797	1.5 PSF
76 Series Cedar Texture Lap	16 ft. (192 in.)(4.9 m)	11.84 in. (301 mm)	0.354 in. (9 mm)	25799	1.5 PSF
	16 ft. (192 in.)(4.9 m)	7.84 in. (199 mm)	0.418 in. (10.6 mm)	25786	1.5 PSF
76 Series Cedar Texture Lap	16 ft. (192 in.)(4.9 m)	11.84 in. (301 mm)	0.418 in. (10.6 mm)	25787	1.5 PSF
	16 ft. (192 in.)(4.9 m)	7.84 in. (199 mm)	0.418 in. (10.6 mm)	30317	1.5 PSF

Lap Siding	Reveal (size)					
Area (sq. ft.)	3-7/8" (5")	4-7/8" (6")	5 -7/8" (7")	6 -7/8" (8")	8 1/2" (9-1/2")	10-7/8" (12")
100	20 pcs.	16 pcs.	13 pcs.	11 pcs.	9 pcs.	7 pcs.
200	39 pcs.	31 pcs.	26 pcs.	22 pcs.	18 pcs.	14 pcs.
300	59 pcs.	47 pcs.	39 pcs.	33 pcs.	27 pcs.	21 pcs.
400	78 pcs.	62 pcs.	52 pcs.	44 pcs.	35 pcs.	28 pcs.
500	97 pcs.	77 pcs.	64 pcs.	55 pcs.	44 pcs.	35 pcs.
600	117 pcs.	93 pcs.	77 pcs.	66 pcs.	53 pcs.	42 pcs.
700	136 pcs.	108 pcs.	90 pcs.	77 pcs.	62 pcs.	49 pcs.
800	155 pcs.	124 pcs.	103 pcs.	88 pcs.	71 pcs.	56 pcs.
900	175 pcs.	139 pcs.	115 pcs.	99 pcs.	79 pcs.	63 pcs.
1000	194 pcs.	154 pcs.	128 pcs.	110 pcs.	88 pcs.	69 pcs.
1500	291 pcs.	231 pcs.	192 pcs.	164 pcs.	132 pcs.	104 pcs.
2000	388 pcs.	308 pcs.	256 pcs.	219 pcs.	177 pcs.	138 pcs.
2500	484 pcs.	385 pcs.	320 pcs.	273 pcs.	221 pcs.	173 pcs.
3000	581 pcs.	462 pcs.	383 pcs.	328 pcs.	265 pcs.	207 pcs.
3500	678 pcs.	539 pcs.	447 pcs.	382 pcs.	309 pcs.	242 pcs.
4000	755 pcs.	616 pcs.	511 pcs.	437 pcs.	353 pcs.	276 pcs.
4500	871 pcs.	693 pcs.	575 pcs.	491 pcs.	397 pcs.	311 pcs.
5000	968 pcs.	770 pcs.	639 pcs.	546 pcs.	441 pcs.	345 pcs.

Cedar Texture Shakes	Reveal (size)	
Area (sq. ft.)	9" (12")	10" (12")
100	34 pcs.	30 pcs.
200	67 pcs.	60 pcs.
300	100 pcs.	90 pcs.
400	134 pcs.	120 pcs.
500	167 pcs.	150 pcs.
600	200 pcs.	180 pcs.
700	234 pcs.	210 pcs.
800	267 pcs.	240 pcs.
900	300 pcs.	270 pcs.
1000	334 pcs.	300 pcs.
1500	500 pcs.	450 pcs.
2000	667 pcs.	600 pcs.
2500	834 pcs.	750 pcs.
3000	1000 pcs.	900 pcs.
3500	1167 pcs.	1050 pcs.
4000	1334 pcs.	1200 pcs.
4500	1500 pcs.	1350 pcs.
5000	1667 pcs.	1500 pcs.

Cedar texture shakes offer more options for the designer and craftsman. We've included coverage for the two most common applications, 9" and 10" exposures, for your convenience.

White/Kelly Garage: Proposed Exterior Materials

7/24/24

Fence:

Only fencing that needs to be removed for construction will be removed. New fencing installed to replace areas removed will match the existing. The interior yard fence on the east side of the garage will be reconfigured to make room for an access door off the driveway, located in the northeast corner of the garage.

Windows:

Please see the Sierra Pacific Westchester window brochure attached.

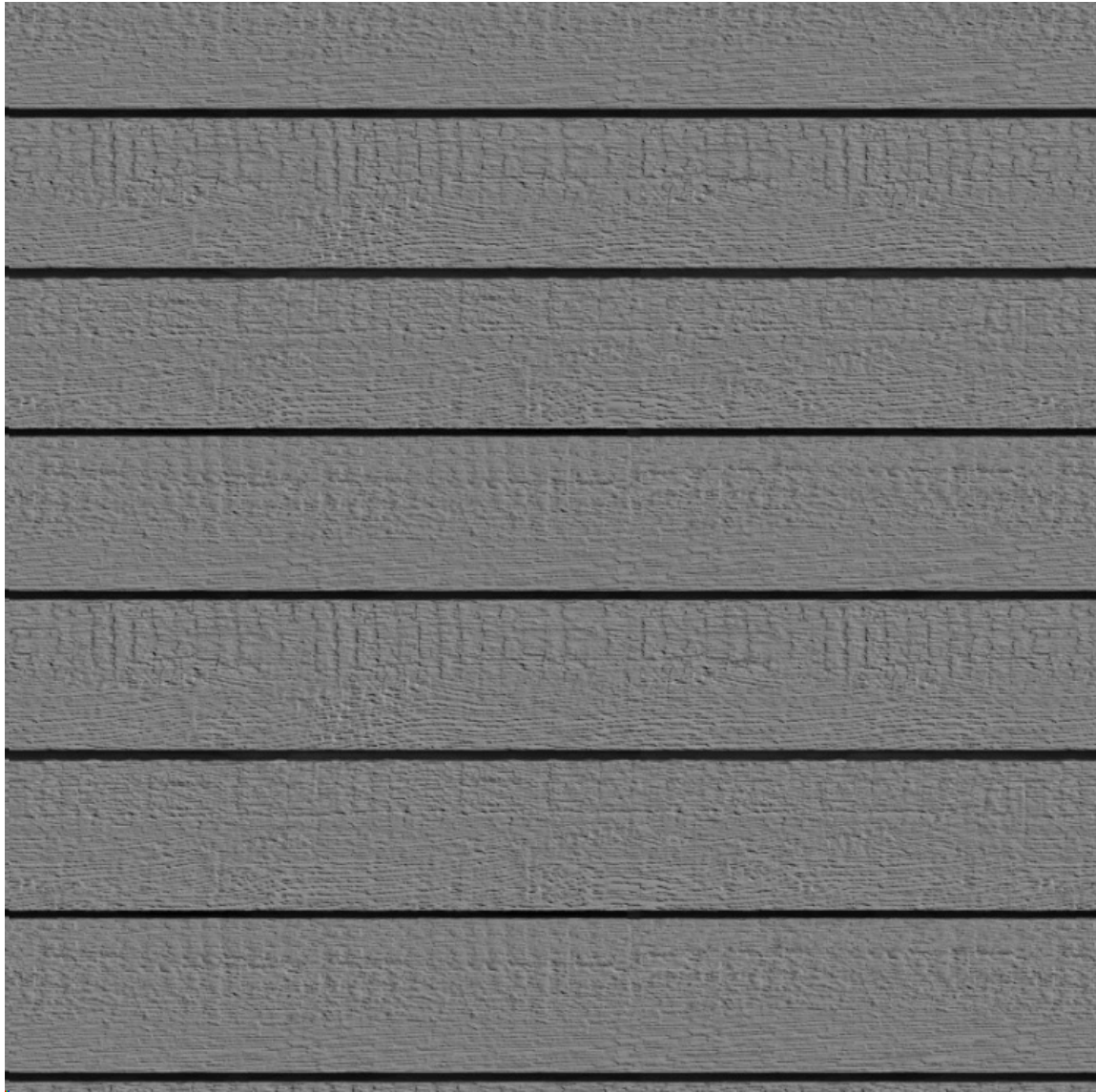
Roofing:

Owens Corning Duration asphalt shingles, color: Slatestone Gray



Siding:

LP Smart Siding, 3-7/8" reveal, color: Cavern Steel



Doors:

See the attachment for overhead and side door.

Exterior Lighting:

See the attachment for exterior lighting.

TT FIBERGLASS EXTERIOR SINGLE DOOR SUMMARY

Impact Rating:	None
Fire Rated?:	No
Handing:	Left Hand
Call Width:	3'0"
Call Height:	7'0"
Door Collection:	Smooth-Star®
Line:	Smooth-Star®
Glass Shape:	1/2 Lite
Style Shape:	Half Lite 1 Panel Shaker - FG
Glass Type:	Clear Glass with Grilles
Glass Design:	Grille
Grille Pattern:	Colonial 6 Lite 2Wx3H
Grille Style:	SDL - Flat 1-1/8"
Low-E?:	Yes
Caming:	None
Frame Profile:	None
Style Option:	S6200-SDLF1LE
Door Prefinish:	Unfinished
Jamb Prefinish:	Unfinished
Hardware:	No Hardware



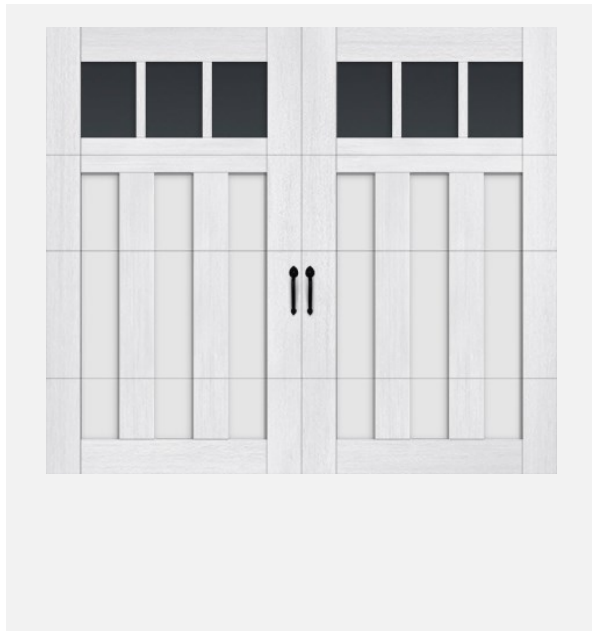


Americas's Favorite Doors®

Clopaydoor.com

Your Completed Doors

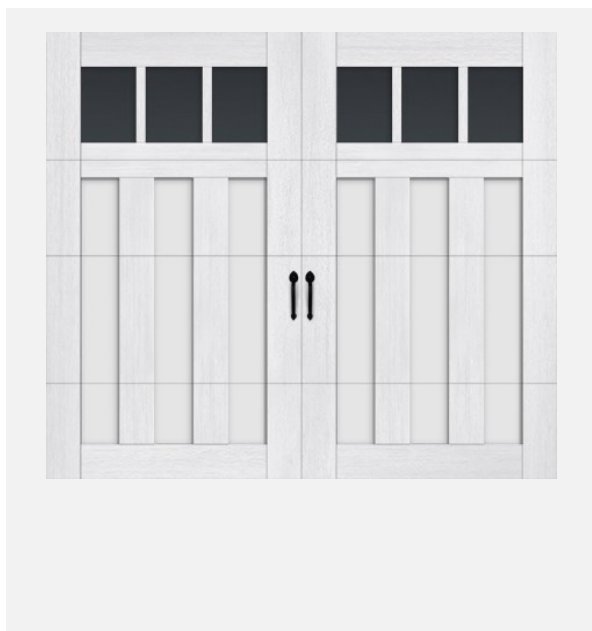
1 Garage Door



Canyon Ridge® Carriage House 4-Layer

Size:	Top Section:
8' 0" X 7' 0"	REC13
Style:	Glass:
CAN2-Design13	Double Pane Clear Glass (Insulated)
Construction:	Handle:
4-Layer 2" Intellicore ® Insulation R-Value 18.4	R-Cast Aluminum Spear Lift Handles x 1
Base Color:	StepPlate:
Standard White	Standard Step Plate Included x 1
Overlay Color:	Hinges:
Standard White	No Hinge
Material :	
No Cladding with Mahogany Overlay	

2 Garage Door



Canyon Ridge® Carriage House 4-Layer

Size:	Top Section:
8' 0" X 7' 0"	REC13
Style:	Glass:
CAN2-Design13	Double Pane Clear Glass (Insulated)
Construction:	Handle:
4-Layer 2" Intellicore ® Insulation R-Value 18.4	R-Cast Aluminum Spear Lift Handles x 1
Base Color:	StepPlate:
Standard White	Standard Step Plate Included x 1
Overlay Color:	Hinges:
Standard White	No Hinge
Material :	
No Cladding with Mahogany Overlay	



TEXADA

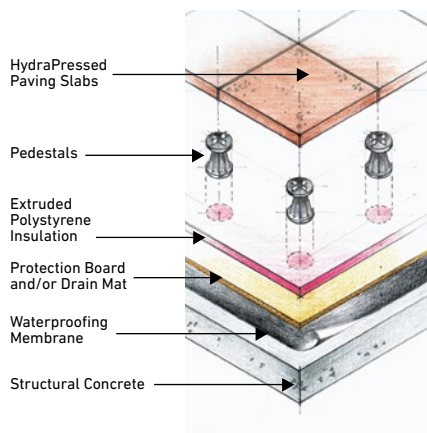
CONCRETE SLABS

CONTEMPORARY LOOK WITH
ULTIMATE DURABILITY AND
VERSATILITY

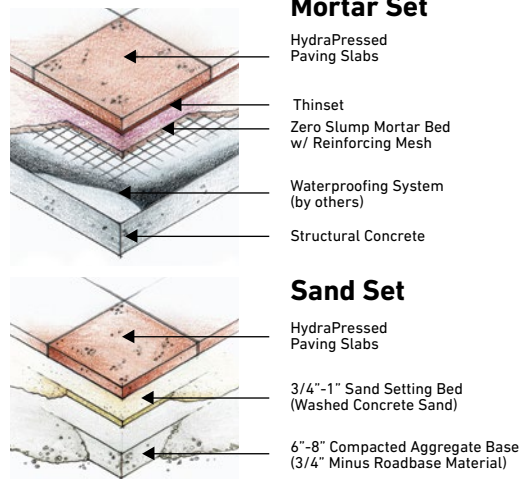
✓ FEATURES & BENEFITS

- Ideal for sand-set, adhered overlay and pedestal applications
- Contemporary shot blast finish
- Clean lines and large size ideal for contemporary plaza deck designs or elegant rooftop projects
- Hydraulically pressed resulting in high density and flexural strength for ultimate durability

Pedestal Installation



Mortar Set



Sand Set

ESTIMATING CHART		SQFT/ PALLET	SQFT/ LAYER	LAYER/ PALLET	UNITS/ PALLET	UNITS/ LAYER	SQFT/ UNIT	WEIGHT/ PALLET
18 X 18	457 x 457 x 40mm	135	—	11	60	—	2.25	1315 KG/ 2900 LB
12 X 24	305 x 610 x 50mm	96	—	12	48	—	2	1043 KG/ 2300 LB
24 X 24	610 x 610 x 50mm	100	—	(stacked on edge)	25	—	4	1089 KG/ 2400 LB

Check with your local Belgard Representative for product availability and color options.

SHAPES & SIZES

18 X 18



457 x 457 x 40mm
18 x 18 x 1 5/8"

12 X 24

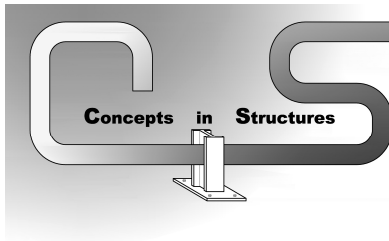


305 x 610 x 50mm
12 x 24 x 2"

24 X 24



610 x 610 x 50mm
24 x 24 x 2"

**CiS**

1 Main St, Suite 310
Union Station Bldg
Burlington, VT 05401
Phone: 802-540-3030
Fax: 802-540-3030
rvandyk@gmavt.net

April 9, 2024

CiS No.: 24103b-i

Mr. Chuck Adams
Lewis Creek Builders
14 Morse Dr
Essex Junction, VT 05452

Re: **Garage Inspection & Structural Evaluation**
Home of Tom Kelly & Meredith White
Property Located At: 59 Spruce St (Burlington VT)

To Whom It May Concern:

At the request of Mr. Chuck Adams (Lewis Creek Builders), CiS inspected exposed and accessible elements of the building referenced above (PHOTOS 1 and 2). The purpose of the March 27, 2024, inspection was to observe and evaluate the condition of the detached garage, to assess its structural integrity and to determine whether it is safe, sound and stable.

The garage is a single story, wood framed structure supported on, what appears to be, a concrete grade wall foundation system. The concrete grade wall, which does not appear to extend to frost depth, is in extremely poor condition and shows significant evidence of distress; evidence that includes the presence of numerous cracks and a lateral displacement of adjacent wall sections (south-west corner of the garage – see PHOTOS 3 and 4). The garage slab is, likewise, in poor condition, with evidence of numerous cracks, relative displacement between abutting sections of broken slab and a significant degree of slab settlement (4” to 6”) at the south-west corner of the garage (PHOTOS 5 and 6); conditions that render the slab unsuitable for parking and/or storing a car.

The poor condition of both slab and concrete foundation is most likely attributable to damage cause by frost related forces acting on the soil base below the garage floor. Forces that include seasonal (winter) uplift of both slab and wall elements as well as lateral forces acting outward on the foundation walls. Neither slab nor foundation wall system appears to have been design/detailed to accommodate or resist these (frost) forces.

The wood framed superstructure is, similarly, in poor shape, showing evidence of severe, moisture related decay/deterioration of individual elements and a partial failure of the roof system on the west side of the building (PHOTO 7). Additionally, the building shows evidence of significant wracking in the north-south direction, a condition that was likely caused by the growth of an abutting tree, located at west end of the south wall (PHOTO 8). The tree, in contact with the building, appears to have pushed the roof and building wall northward as it grew. This combination of deteriorated (decayed) framing elements, a partial roof failure and wracking has severely compromised the structural integrity of the building as well as it's stability and as a result the use of the building, in its current state, should be discouraged unless or until it can be shored up with temporary or permanent bracing.

Based on the observations noted above, it is clear that there is no reasonable, economical way to repair the garage slab and/or grade wall “in place”. Both slab and the grade wall system should be replaced with a properly designed/detailed, Code compliant, slab and foundation system; a foundation system (frost walls and footings) that is reinforced with steel and one that extends down below the line of seasonal frost. The slab would be cast separate from the foundation walls and allowed to “float” on properly compacted soil below. The slab may or may not have to be reinforced depending on quality of the bearing soils below and/or the anticipated use (loading) of the garage.

The wood framed superstructure is likewise in a condition that is beyond reasonable repair, an assessment that is based primarily on the extent of decay observed in much of the framing. It should also be noted that even undamaged framing elements (elements without evidence of decay/deterioration) appear to be undersized by today's standards and would likely have to be replaced and/or reinforced to comply with the current Code.

Concept to Structure!!

In summary and based on a personal observation of exposed and accessible elements of the building (both foundation system and superstructure) it is felt that the existing garage has been damaged and/or has deteriorated to a point where between 75% and 90% of the structure is beyond the point of reasonable salvage or repair, making replacement the only reasonable option for ensuring that the garage is usable, structurally sound and safe.

Please note that opinions and/or conclusions provided hereunder are based on a review of “best available information” at the time of the inspection and that they are subject to further review and/or revision should additional information become available.

CiS appreciates having had the opportunity to assist you with this inspection/assessment and we hope that you will keep us in mind if we can be of assistance at some future date.

Respectfully submitted,



Roland VanDyk, P.E.





PHOTO 1: Garage looking south-west



PHOTO 2: Garage looking south



PHOTO 3: Cracks & displacement in west foundation wall



PHOTO 4: Displacement in west foundation wall



PHOTO 5: Cracking and displacement/settlement of garage slab



PHOTO 6: Slab settlement in south-west corner



PHOTO 7: Failed section of roof at west side

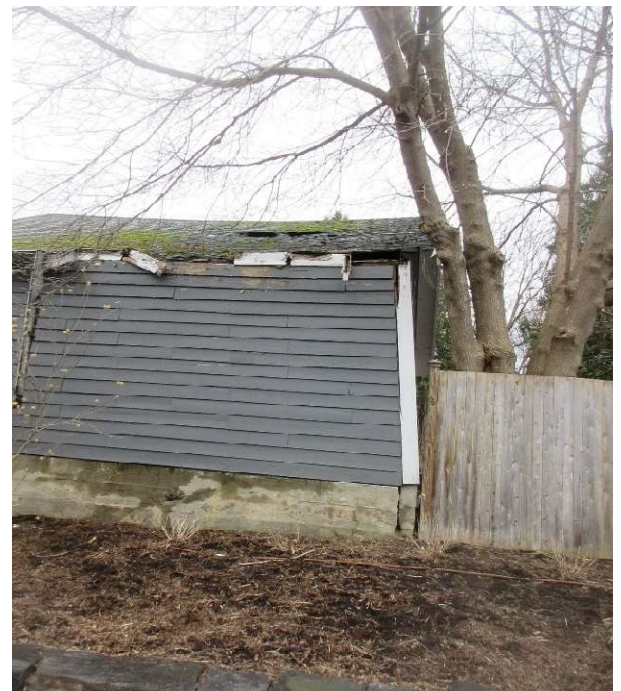


PHOTO 8: Warping of building due to tree growth



STATE OF VERMONT
Division for Historic Preservation
Montpelier, VT 05602

HISTORIC SITES & STRUCTURES SURVEY
Individual Structure Survey Form

COUNTY:	Chittenden
TOWN:	Burlington
LOCATION:	61 Spruce St.
COMMON NAME:	
FUNCTIONAL TYPE:	dwelling
OWNER:	Richard & Viola Young
ADDRESS:	59 Spruce St., Burlington
ACCESSIBILITY TO PUBLIC:	Yes ☐ No ☒ Restricted ☐
LEVEL OF SIGNIFICANCE:	Local ☒ State ☒ National ☐

GENERAL DESCRIPTION:

Structural System

- Foundation: Stone ☒ Brick ☐ Concrete ☒ ^{faced} Concrete Block ☐
- Wall Structure
 - Wood Frame: Post & Beam ☐ Balloon ☐
 - Load Bearing Masonry: Brick ☐ Stone ☐ Concrete ☐ Concrete Block ☐
 - Iron ☐ d. Steel ☐ e. Other: _____
- Wall Covering: Clapboard ☒ Board & Batten ☐ Wood Shingle ☐ Shiplap ☐ Novelty ☐ Stucco ☐ Sheet Metal ☐ Aluminum ☐ Asphalt Shingle ☐ Brick Veneer ☐ Stone Veneer ☐ Bonding Pattern: _____ Other: _____
- Roof Structure
 - Truss: Wood ☐ Iron ☐ Steel ☐ Concrete ☐
 - Other: rafter
- Roof Covering: Slate ☐ Wood Shingle ☐ Asphalt Shingle ☒ Sheet Metal ☐ Built Up ☐ Rolled ☐ Tile ☐ Other: _____
- Engineering Structure: _____
- Other: _____

Appendages: Porches ☒ Towers ☐ Cupolas ☐ Dormers ☐ Chimneys ☒ Sheds ☐ Ells ☒ Wings ☒ Other: _____

Roof Style: Gable ☒ Hip ☐ Shed ☐ Flat ☐ Mansard ☐ Gambrel ☐ Jerkinhead ☐ Saw Tooth ☐ With Monitor ☐ With Bellcast ☐ With Parapet ☐ With False Front ☐ Other: _____

Number of Stories: 2 1/2

Number of Bays: 3 x 2 (main block)

Approximate Dimensions: _____

Entrance Location: side hall

THREAT TO STRUCTURE:	
No Threat ☐	Zoning ☐ Roads ☐
Development ☐	Deterioration ☐
Alteration ☐	Other: _____

SURVEY NUMBER:	61 Spruce St.
NEGATIVE FILE NUMBER:	77-A-422
UTM REFERENCES:	Zone/Easting/Northing
U.S.G.S. QUAD. MAP:	
PRESENT FORMAL NAME:	
ORIGINAL FORMAL NAME:	Craven house
PRESENT USE:	residence
ORIGINAL USE:	same
ARCHITECT/ENGINEER:	
BUILDER/CONTRACTOR:	
PHYSICAL CONDITION OF STRUCTURE:	Excellent ☐ Good ☒ Fair ☐ Poor ☐
THEME:	
STYLE:	Italianate
DATE BUILT:	ca. 1866

LOCAL ATTITUDES:	
Positive ☐	Negative ☐
Mixed	Other: _____

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

Massing - front gabled main block with an ell section and rear wing. 2-story porch spans the juncture of the sections.

Fenestration - molded and bracketed window heads, double hung sashes with upper sash divided vertically into 4 sections. Round arched gable window with 2 over 2 sash - stone, arched basement window.

Door - plain surround, strip molded head - gabled entrance porch with segmental arched opening.

Cornice - paired brackets with drop pendants.

RELATED STRUCTURES:

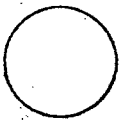
Clapboard garage with exposed rafter ends.

STATEMENT OF SIGNIFICANCE:

Built around 1866, this Italianate style house utilizes characteristic detail such as bracketed cornice and round arched gable window, but is further distinguished by a round-arched window set in the stone foundation. This feature is probably explained by the fact that the first owner of the house was L. Craven, a stonecutter.

REFERENCES:

1869, 1890, Sanborn maps; Directories

MAP: (Indicate North In Circle)**SURROUNDING ENVIRONMENT:**

Open Land ☐ Woodland ☐
Scattered Buildings ☐
Moderately Built Up ☐
Densely Built Up ☒
Residential ☒ Commercial ☐
Agricultural ☐ Industrial ☐
Other:

RECORDED BY:

Adele Cramer

ORGANIZATION:

VT Division for Historic Preservation

DATE RECORDED:

8/4/77

Department of Permitting & Inspections

Zoning Division
645 Pine Street
Burlington, VT 05401
Telephone:(802) 865-7188

William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Garret King, Associate Planner
Joseph Cava, Permit Technician
Steve Cormier, Code Compliance Officer
Ted Boylan, Division Administrator



TO: Development Review Board
FROM: Scott Gustin
DATE: September 3, 2024
RE: ZSP-24-5; 68 Sears Lane
ZSP-24-6; 175 Lakeside Avenue
ZSP-24-7; 125 Lakeside Avenue

=====

Note: These are staff comments only; decisions on projects are made by the Development Review Board, which may approve, deny, table or modify any project. THE APPLICANT OR REPRESENTATIVE MUST ATTEND THE MEETING.

Zone: E-LM Ward: 5S

Owner/Applicant: BCDC / John Caulo
 Ride Your Bike, LLC / John Caulo
 Champlain College, Inc. / John Caulo

Request: Sketch plan review of planned unit development (PUD) across 3 parcels and 13.3 acres containing a mixed use residential and commercial development.

Applicable Regulations:
Article 3 (Applications, Permits, and Project Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking), Article 9 (Inclusionary & Replacement Housing), Article 10 (Subdivision Review), Article 11 (Planned Unit Development)

Background Information:
The applicant has requested sketch plan review for a major residential and commercial mixed-use development involving three parcels on Lakeside Avenue and Sears Lane. Known as the South End Coordinated Redevelopment (SECORD), the project will include new subdivided lots, public streets and related infrastructure, up to 1,400 dwelling units, and approximately 126,740 sf of non-residential building space. The applicant anticipates seeking approval of the site layout, development intensity, and mix of uses in a phased planned unit development (PUD). Approval for individual buildings would be sought separately. Subdivision of the property may be combined with the PUD or sought separately. The subject properties are entirely within the South End Innovation District (SEID) overlay.

This project was before the Technical Review Committee on August 8, 2024. As required, a pre-application meeting with the neighborhood was held at the Miller Center on July 11, 2024 to provide an overview to interested residents.

Prior zoning permit actions for this property.
68 Sears Lane

- 8/23/22, Approval of tree clearing.
- 2/23/22, Approval of contractor's yard.
- 9/13/21, Approval of fence installation.
- 8/18/05, Approval of boundary line adjustment.

125 Lakeside Avenue

- 4/1/22, Approval for parking lot modifications.
- 4/21/20, Affirmative determination for pre-existing parking lot use.
- 5/24/01, Approval of 180,000 sf office and manufacturing facility (expired).
- 2/15/06, Approval to relocate bus shelter.
- 10/12/05, Approval for bus shelter.
- 8/18/05, Approval of boundary line adjustment.

175 Lakeside Avenue

- 2/18/14, Approval for ground-mounted mechanical equipment.
- 4/5/13, Approval of roof-mounted mechanical equipment.
- 7/30/12, Approval of take-out restaurant in bus (expired).
- 3/9/12, Approval of new pathway.
- 7/13/11, Approval of as-build entry changes to new Champlain College building.
- 5/20/11, Approval of outdoor signs.
- 8/23/10, Approval to amend 2-story building to 3 stories for Champlain College.
- 4/20/10, Approval for new office / educational building at former recycling site.
- 12/7/07, Approval of awning.
- 9/7/07, Approval for regrading and stormwater work.
- 7/7/06, Approval to replace truck scale with larger truck scale and related drainage work.
- 4/23/01, Approval of boundary line adjustment.
- 5/16/96, Approval to install 3 gates in existing fencing.
- 10/1/96, Approval to install chain link fencing.
- 7/30/96, Approval of outdoor sign and flag pole.
- 5/25/95, Approval to install above-ground fuel tank.
- 10/5/93, Approval for outdoor sign.

Recommendation: Not applicable for Sketch Plan review.

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6

(a) Conditional Use Review Standards

The sketch plans refer generally to residential and non-residential uses. Upon permit application, the applicant must specify non-residential uses. Conditional use review will pertain, or not, depending on the proposed uses.

(b) Major Impact Review Standards

1. Not result in undue water, air, or noise pollution;

Lacking details as to proposed non-residential uses, no assessment of this criterion is yet possible. The residential portions of the development are not expected to generate undue air or noise pollution impacts.

See Sec. 5.5.3 for stormwater management.

2. Have sufficient water available for its needs;

The proposed development will be served by municipal water. No concerns from the city's Water Resources Division have been noted as to provision of water.

3. Not unreasonably burden the city's present or future water supply or distribution system;

See criterion 2 above as to municipal water. There are significant capacity constraints as to municipal wastewater service. The sketch plans contain a potential plan for a new wastewater line connecting the development to the city's main wastewater treatment plant. Details as to this critical piece of infrastructure will need to be worked out prior to permit approval for the development.

4. Not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;

See Sec. 5.5.3.

5. Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;

The sketch plans do not contain a traffic analysis. One will be required upon permit application. The sketch plans do contain a memo from Stantec comprehensively outlining what the traffic study will include. This memo has been provided to the Department of Public Works for review and comment.

6. Not cause an unreasonable burden on the city's ability to provide educational services;

No information has been provided with respect to the number of anticipated school-age children. A range of multi-family dwelling units is contemplated. The permit application must include a delineation of dwelling units and bedroom counts (i.e. X number of 1-bedroom units, Y number of 2-bedroom apartments, etc.) and an anticipated number of school age children. Assuming subsequent permit application, approval, and construction, impact fees would be paid to help offset impacts on the school system.

7. Not place an unreasonable burden on the city's ability to provide municipal services;

The proposed development will generate additional impacts on city services; however, the extent of those impacts cannot be fully determined at sketch plan review. All affected City Departments (Parks & Recreation, Fire, Police, Electric, CEDO, Permitting & Inspections, School, and Public Works) will be involved in the review of this project.

8. Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;

See Article 6 for effects on significant natural areas, historic buildings, and archaeological significance.

9. Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;

The project is proposed entirely within the SEID overlay. This overlay was created specifically for development such as that contemplated in this sketch plan. The project is of sufficient size to warrant an analysis of city costs to support it and impact fees and infrastructure improvements to come as a result of it.

10. Be in substantial conformance with the city's municipal development plan;

While the sketch plans provide only general details, compliance with several aspects of the Municipal Development Plan are evident. The project will, in part, help to expand the innovation district with its mix of non-residential uses (planBTV South End, Expanding the Innovation District). It will do so by taking the place of the large existing parking lots in the development site, something specifically called for in the planBTV South End Framework. The proposed development layout includes new streets, sidewalks, and multi-purpose paths that connect with the existing city network (planBTV South End, Connecting Neighborhood Resources). Although planBTV South End was adopted without a recommendation for housing in the E-LM zone, it called for additional evaluation and discussion that resulted in adoption of the SEID overlay district that provides for multi-family housing. A major aspect of the development is the housing it will bring to the South End (planBTV South End, Housing & The South End).

11. Not have an undue adverse impact on the present or projected housing needs of the city in terms of amount, type, affordability and location;

The SEID overlay was created, in part, to enable intense mixed use residential and commercial development within a section of the E-LM zone. This project aligns with that intent. Housing will include 80% at market rate and 20% affordable (per city and state standards). The sketch plans note up to 1,400 housing units. For sale versus for rent is not yet specified. As noted previously, a breakdown of unit types should be provided upon permit application.

12. Not have an undue adverse impact on the present or projected park and recreation needs of the city.

The development will include interior green spaces; however, residents of the new dwelling units will likely utilize the city's park and recreation facilities. Prior to occupancy of each phase, park impact fees will be paid to help offset any related impact on park needs. It bears noting that parks impact fees could be reduced if new community gardens are included in the development.

(c) Conditions of Approval:

In addition to imposing conditions of approval necessary to satisfy the General Standards specified in (a) or (b) above, the DRB may also impose additional conditions of approval relative to any of the following:

1. Mitigation measures, including but not limited to screening, landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area.

The need for mitigation measures cannot yet be determined.

2. Time limits for construction.

The sketch plan materials note an anticipated build-out period of 10 to 15 years. Only two phases are noted. Given the size and complexity of this project, the anticipated build-out period is reasonable. More than two phases are recommended, as each phase can be closed to allow occupancy while other phases remain under construction or yet to be built. Phases for each new lot may make the most sense.

3. Hours of operation and/or construction to reduce the impacts on surrounding properties.

The construction schedule must include proposed days and hours for construction. Details as to the commercial uses will be required. If any conditional uses are proposed, days and hours of operation may be limited.

4. That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions; and,

Any future enlargement or alteration will be reviewed under the zoning regulations in effect at that time.

5. Such additional reasonable performance standards, conditions and safeguards, as it may deem necessary to implement the purposes of this chapter and the zoning regulations.

Not applicable for sketch plan review.

Article 4: Maps & Districts

Sec. 4.4.3, Enterprise Districts:

See Sec. 4.5.6 below.

Sec. 4.5.6, South End Innovation District Overlay:

(a) Purpose

The South End Innovation District Overlay (SEID) is intended to provide for a dense, vibrant and dynamic mixed-use district. The overlay is unique in its allowance for residential uses in and in that it limits the most intensive manufacturing and industrial uses allowed elsewhere in the district. The overlay permits arts, employment, and other non-residential uses intrinsic to an amenity-rich, convenient urban neighborhood.

Development is intended to be dense and highly sustainable. Lot coverage standards permit significant development but require a high degree of permeable surfaces achieved through green stormwater infrastructure. Buildings should range in height from one to eight stories, and should be constructed of materials and in manners that limit embodied carbon and achieve the highest possible energy performance permitted by the Vermont Building Code. Sites should incorporate ample public and private open spaces and include extensive networks of accessible paths that are free of cars. Streets should be constructed in a manner that allocates the majority of their space to pedestrians and cyclists. Buildings should be oriented to the public realm – streets, paths and open spaces, in a manner that creates a safe and inviting district. Site and building design should support public and ecological health to the highest possible degree.

Parking should be hidden behind structures, including perimeter buildings or screening devices. Where possible, parking structures should be located along the most heavily trafficked roads to

encourage residents, employees and visitors who arrive by car to park at the district's edge and travel on foot, by bike, or other mode of transportation that is compatible with Burlington's climate objectives. Special consideration should be given to the design and construction of parking structures to allow for their renovation to other uses in coming decades as Burlington evolves from car dependence.

The sketch plan materials generally align with the purpose of the SEID overlay. Details are lacking, but that is acceptable for a sketch plan. As noted previously, the proposed development will include a mix of residential and non-residential uses. The basic site plans provided depict new lots and blocks with buildings set close to the new streets with interior or structured parking. New streets will follow "great streets" design standards and will provide for multi-modal transportation.

(b) Areas Covered

The three properties included in this proposal are entirely within the SEID overlay.

(c) District Specific Regulations

Table 4.5.6-1:SEID Dimensional Standards & Density

Block Perimeter ¹	Max. Intensity (floor area ratio ^{2,3})	Max Building Size per Floorplate ^{4,5}	Max. Lot Coverage & Pervious Surface Required ⁶	Minimum Building Setbacks ⁷			Max. Height ⁸
				Front	Side	Rear	
1,600' max	2.5 FAR	Floors 1-6: 15,000 sq. ft. Floors 7-8: 10,000 sq. ft. <i>Except as permitted by Sec.4.5.6 (c) 1</i>	80% max impervious 25% min of pervious area must utilize GSI	0' min 20' max ⁵	0' min 20' max ⁵	0' min 20' max ⁶	85'

1. *Blocks may be enclosed by any combination of streets within public Rights-of-Way or Public Paths. Where a property abuts a railroad or area identified as Wetland, Conservation or Natural Area on Map 4.5.3-1 Natural Resource Protection Overlay District, such boundaries may serve as enclosing block boundaries.*
2. *Floor area ratio is described in Sec 5.2.7.*
3. *Bonuses for additional FAR for inclusionary housing projects are described in Sec. 9.1.12.*
4. *Maximum square footage applies to each floorplate.*
5. *One parking structure per lot established as of January 1, 2023 may exceed the 15,000 sq. ft. floorplate maximum standard according to the following:*
 - a. *When the structure contains a transit use, the maximum floorplate is 60,500 sq. ft., or*
 - b. *When the structure does not contain a transit use, the maximum floor plate is 30,000 sq. ft.*
6. *At least 25% of the pervious area on a lot must include one or more of the following Green Stormwater Management (GSI) techniques: constructed wetland, suspended pavement planted with shade trees, or pervious pavement. No more than 50% of the required GSI area may utilize pervious pavement.*
7. *Setbacks are measured from the property line; however, buildings must be at least 15' from the curb or edge of a public Right of Way if no curb exists.*
8. *Maximum building height in the E-SEID shall be further limited by Map 4.5.6-2: SEID Specific Height Area Map.*

Each block has a perimeter of less than 1,600.'

The sketch plans note a total FAR of 2.98 that includes bonuses for affordable housing. This FAR is below the upper bonus limit of 3.5 FAR for both city and state affordable housing standards.

Most building footprints are at or below 15,000 sf. One is 27,500 sf. There is allowance for exceeding 15,000 sf if structured parking and transit uses are included (30,000 sf or up to 60, 500 sf with transit). The single largest building footprint notes “multi-use mobility hub” and may qualify for the excess size (although structured parking is not evident).

Lot coverage details are not provided with the sketch plans and will be required upon permit application.

Building setbacks are compliant and range from 0’ to ~ 15.’

Building height information is not included in the sketch plans.

1. Dimensional Standards & Density

The sketch plans lack sufficient detail to determine full compliance with this criterion. Additional details will be required upon application. Generally, the proposed building layouts appear to be consistent with the lot frontage requirements of Table 4.5.6-2. The sketch plans depict a combination of “active uses only,” “all uses, except residential,” and “all uses, including residential” within potential building footprints. This delineation is aimed at the 80% vs. 20% non-residential building frontage along primary vs. secondary frontages, respectively. Permit application plans will need to specify primary and secondary frontages, area and frontage of non-residential ground floor uses, and entry details.

2. Frontage and Ground Floor Activation Standards

Additional detail is needed upon permit application to determine compliance with this criterion. The sketch plans depict building footprints that include residential and non-residential uses and building placement within maximum and minimum front setbacks and frontage lengths as required.

3. Parking

The sketch plans do not contain enough detail to determine compliance with this criterion. Structured and surface parking details will be required upon permit application.

4. Uses

Multi-family attached dwellings are a permitted use in the SEID district and are included in this proposal. Non-residential uses are not specified and must be upon permit application.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

The applicant is not seeking lot coverage exceptions under this criterion.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.5.6 above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.5.6 above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.6 above.

Sec. 5.5.1, Nuisance Regulations

In light of the residential uses proposed and the limitations on heavy industry within the SEID overlay, no nuisance impacts are anticipated.

Sec. 5.5.2, Outdoor Lighting

No outdoor lighting information is included in the sketch plans. Details as to fixture types, locations, and illumination levels will be required upon application for the project.

Sec. 5.5.3, Stormwater and Erosion Control

Details as to stormwater management measures will be required upon application. The SEID overlay standards require implementation of green stormwater management methods including constructed wetlands, suspended pavement planted with shade trees, and/or pervious pavement.

Over 400sf of land disturbance is proposed, so an Erosion Prevention and Sediment Control plan will also be required. Both items will be subject to review and approval by the city's stormwater program.

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Section 6.1.2 Review Standards

(a) Protection of important natural features

The arrangement of blocks and lots shall preserve watercourses, wetlands, steep slopes, flood-prone areas, rock outcroppings, wildlife habitat and travel corridors, specimen trees and contiguous stands of forest, and other sensitive ecological and geological areas to the extent practicable.

There are no significant natural features in the land to be subdivided and developed. The existing conditions consist largely of surface parking and compacted dirt and gravel. A relatively small area of trees and brush at the southeastern end will be removed, but new landscaped green spaces will be included throughout the development.

(b) Block Size and Arrangement

The size and arrangement of new blocks shall maintain the size and arrangement of existing neighborhood blocks within the zoning district, and support the pattern of interconnected streets throughout the city.

See Sec. 4.5.6 for block size and arrangement standards within the SEID overlay.

(c) Arrangement of Lots

The size and arrangement of new lots shall reflect and perpetuate the existing development pattern of the surrounding neighborhood. Lots shall be created in such a way as to enable their development pursuant to the requirements of this ordinance, and ensure a clear transfer of title. The proposed lot sizes and arrangement reflect the dimensional standards of the SEID overlay. As this project is a PUD, individual lots will not drive development characteristics so much as the overall site will.

Interior lot lines extending from a street should be perpendicular or radial to the street right-of-way line to the greatest extent feasible. Flag lots and through lots are discouraged, and shall be allowed only to the extent where topography and existing block and lot arrangement allow no suitable alternative. In such cases, a minimum frontage for access of 20 feet shall be required. Proposed lot lines are generally straight and perpendicular to the new and existing street rights-of-way. No flag lots are proposed; however, several will be through lots. See also Sec. 4.5.6.

(d) Connectivity of streets within the city street grid

The established grid of interconnected streets shall be maintained and extended to the extent practicable. All streets shall be in conformance with applicable street design and construction details as provided by the department of public works, and shall be dedicated to the city.

The proposed streets are interconnected within the development and the adjacent existing city street network. As noted above, they are proposed in a grid pattern. The streets will be built according to “great streets” standards and will be dedicated to the city upon completion.

(e) Connectivity of sidewalks, trails, and natural systems

The established sidewalk network shall be maintained and extended to the extent possible. Trail networks and uninterrupted corridors of greenspace outside of the established street grid should be maintained and extended wherever possible. All sidewalks shall be in conformance with applicable street design and construction details as provided by the department of public works, and shall be dedicated to the city.

Some basic sidewalk details are included in the “Innovation Lane” street drawings. The plans also depict existing and proposed multi-use paths through the development. There are no trail networks or green space corridors to maintain or connect to. Sidewalks and multi-use paths shall be constructed to Department of Public Works standards and dedicated to the city.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The property is not affected by any important natural features as identified in the Natural Resource Overlay map. As noted above, a relatively small area of trees and brush at the southeastern end will be removed, but new landscaped green spaces will be included throughout the development.

(b) Topographical alterations

The sketch plans lack grading details; however, the entire ~ 13 acres are largely flat and will likely remain so. Grading plans will be required upon permit application.

(c) Protection of important public views

There are no important public views from or through the subject property.

(d) Protection of important cultural resources

The properties have no known historical significance, nor are there any known archaeological resources.

(e) Supporting the use of alternative energy

No information as to alternative energy is included in the sketch plans. Incorporation of solar energy into the project design is encouraged.

(f) Brownfield sites

125 and 175 Lakeside Avenue both appear on VT DEC's hazardous sites list. Areas of contamination should be depicted on project plans and planned remediation noted. A corrective action plan may be required from DEC.

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

Permit application plans should denote areas for wintertime snow storage. Permit applications for individual buildings should include entryway shelter details such as canopies, roof overhangs, or similar items.

(h) Building location and orientation

See Sec. 4.5.6 for building location and orientation standards specific to the SEID overlay.

(i) Vehicular access

Details as to curb cuts, turning radii, and sight lines are not included in the sketch plans but will be required upon permit application. Application plans should also depict service and loading areas.

(j) Pedestrian access

As noted above, the sketch plans contain limited details as to sidewalks and no apparent details as to interior walkways. Application plans must include details for both. Pedestrian routes between parking areas and building entries must be provided and done in such a manner as to separate pedestrians from traffic circulation areas.

(k) Accessibility for the handicapped

The sketch plans depict no ADA parking. ADA standards are administered through the building code; however, application plans must at least denote ADA parking spaces.

(l) Parking and circulation

The sketch plans depict little in the way of parking and circulation details. A garage is noted in the southeast corner of the development. Application plans must include parking details as to location, type (surface vs. garage), dimensions, and circulation patterns. Surface parking areas with 15 or more spaces must include shade trees at a ratio of 1 shade tree for every 5 parking spaces. The objective is 30% shading of surface parking areas.

(m) Landscaping, fences, and retaining walls

The sketch plans contain only basic information as to location and approximate size of green spaces within the development. Application plans will require a comprehensive landscaping plan with species, size at the time of planting, and location. If any fencing or retaining walls are proposed, details must be provided upon application.

(n) Public plazas and open space

The sketch plans lack details as to public plazas or open space. There is opportunity in this project to provide several public open spaces and/or plazas for use by residents of the development and of the city generally.

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

Infrastructure details, such as that for mechanical equipment and solid waste and recycling facilities, are not depicted in the sketch plans. These features must be depicted and screened on site plans submitted with the permit application.

Part 3, Architectural Design Standards

Not applicable – little building information is provided in the sketch plans.

Article 8: Parking

Sec. 8.1.9, Maximum On-Site Parking Spaces

Within the Shared Use Parking District, the maximum number of onsite parking spaces is limited to 2 spaces per dwelling unit. The development matrix provided in the sketch plans notes 1,047 parking spaces for 1,387 dwelling units. This parking total is below the maximum permissible. A determination as to parking for nonresidential uses cannot be made without use and size details.

Sec. 8.1.10, Off-Street Loading Requirements

New buildings containing nonresidential uses must include dedicated space for the loading and unloading of vehicles. Loading areas must have access to a public alley or street and must minimize conflicts with the circulation of other vehicles and pedestrians. Application plans must include these details.

Sec. 8.1.11, Parking Dimensional Requirements

Parking dimensions are not included in the sketch plans and must be provided upon application.

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Shared Parking for Off-Site Use

Parking may be used by onsite or offsite users. There is no indication in the sketch plans that any of the parking will be a stand-alone primary use.

(b) Front Yard Parking Restricted & Residential Driveways

Not applicable.

(c) Availability of Facilities

No aspect of the sketch plans indicate use of the parking areas for storage or display of vehicles or materials.

Sec. 8.1.13, Parking for Disabled Persons

As noted above, application plans must include ADA parking details consistent with the standards of this criterion.

Sec. 8.1.14, Stacked and Tandem Parking Restrictions

The sketch plans contain no details as to stacked or tandem parking. If any is proposed, application plans must include details per this criterion.

Sec. 8.1.15, Reserved

Sec. 8.1.16, Transportation Demand Management

(b) Applicability

As the project results in more than 10 dwelling units and more than 15,000 sf commercial GFA, it is subject to the standards of this section.

(c) Transportation Demand Management Program

The sketch plans contain some basic information as to anticipated TDM measures.

a. Outreach and Education:

An onsite TDM coordinator will be designated and will be charged with dissemination of TDM education materials, conduction of annual travel surveys, and record-keeping.

b. TDM Strategies:

Proposed TDM strategies go beyond the minimum required. They will include emergency ride-home services, subsidized transit passes and bike-share memberships, parking cash-out, bike parking, and carpool programing.

c. Parking Management:

As required, the cost of parking will be unbundled for tenants. This unbundling requirement pertains to both rental and for-sale dwelling units and for commercial spaces. Onsite car-share vehicles and preferential carpool programming will be provided. Annual reporting as to the TDM will be required for a period of 7 years following issuance of a certificate of occupancy for the first project phase.

d. TDM Agreement:

The TDM agreement form will be provided to the applicant upon permit application for review and signature.

Sec. 8.2.5, Bicycle Parking Requirements

No bike parking details are provided in the sketch plans. Based on 1,400 residential units, 140 short term bike parking spaces will be needed. Long term residential bike parking is based on bedroom count (1 space per 2 bedrooms). Bike parking standards for nonresidential uses varies by use. Details will be required upon permit application.

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

As the proposed development includes more than 5 new dwelling units, it is subject to the inclusionary housing provisions of Article 9. Per Table 9.1.8-1, *Inclusionary Zoning Percentages*, at least 15% of the total unit count must be inclusionary (15% of 1,387 is 208 dwelling units) in the SEID overlay. The applicants propose to meet the city and state affordability requirements

with up to 20% affordable residential units. Inclusionary details (rental vs. ownership, onsite vs. other) will be needed upon permit application.

Sec. 9.1.12, Additional Density and Other Development Allowances

Provision of the required inclusionary housing affords the development an additional 0.25 FAR. Meeting state affordability requirements enables a 40% FAR bonus and 1 additional building story. The state bonus is incremental over the city bonus. The end result of meeting both city and state affordability standards is 3.5 FAR maximum and 1 additional story over the height limits in Map 4.5.6-2, *SEID Specific Height Area Map*.

Sec. 9.1.17, Review of Proposal for Phasing

See Sec. 3.5.6 (c) 2.

Article 10: Subdivision

Sec. 10.1.10, Performance Bond and Guarantee of Completion

(a) Bonds and Securities

This development includes significant new public infrastructure. A financial surety per the standards of this criterion will be required prior to construction.

See also Articles 3, 4, 5, and 6 of these findings. Note that this subdivision will require both preliminary and final plat review, as more than 5 lots are proposed.

Article 11: Planned Unit Development

Sec. 11.1.6, Approval Requirements

(a) The minimum project size requirements of Sec. 11.1.3 shall be met

There is no minimum project size requirement for a PUD in the E-LM zone.

(b) The minimum setbacks required for the district have been met at the periphery of the project

Conceptual building footprints are generally consistent with the setback requirements of the SEID overlay within the development and at its periphery.

(c) The project shall be subject to design review and site plan review of Article 3, Part 4

See Articles 3 and 6 above.

(d) The project shall meet the requirements of Article 10 for subdivision review where applicable
See Article 10 above.

(e) Density, frontage, and lot coverage requirements of the underlying zoning district have been met as calculated across the entire project

Density information provided in the sketch plans is project-wide, as allowed for PUD's. No lot coverage information has yet been provided, but it will be considered on a project-wide basis as well. Frontage requirements within the SEID overlay are articulated in Sec. 4.5.6.

(f) All other requirements of the underlying zoning district have been met as calculated across the entire project

Other requirements are addressed under the SEID standards of Sec. 4.5.6.

(g) Open space or common land shall be assured and maintained in accordance with the conditions as prescribed by the DRB

The sketch plans contain no details relative to maintenance of open space or common lands within the development. Presumably, some sort of HOA or other entity will be formed and will be charged with maintenance of open space and common lands. Details will be required with the permit application.

(h) The development plan shall specify reasonable periods within which development of each phase of the planned unit development may be started and shall be completed. Deviation from the required amount of usable open space per dwelling unit may be allowed provided such deviation shall be provided for in other sections of the planned unit development.

See Sec. 3.5.6 (c) 2.

(i) The intent as defined in Sec. 11.1.1 is met in a way not detrimental to the city's interests
Sec. 11.1.1, Intent

(a) Promote the most appropriate use of land through flexibility of design and development of land;

PUD enables a comprehensive plan for redevelopment of what is mostly large surface parking areas into a new city neighborhood. Application of standards project-wide versus lot-by-lot allows for flexibility in the project design and affords opportunity for a phased build-out rather than construction of many disparate individual development projects.

(b) Facilitate the adequate and economical provision of streets and utilities;

The project will include several new city streets and utility infrastructure. The entire project can support development of these public features. Incremental development likely could not.

(c) Preserve the natural and scenic qualities of open space;

There is little open space presently within the development site. As noted previously, new open spaces will be included in the project. Details as to type of open space and related amenities will be required upon permit application.

(d) Provide for a variety of housing types;

The sketch plans contain some general information relative to the variety of proposed housing. Some will be affordable, and most will be market-rate. Housing for families, seniors, and students is noted. All of it will be in large multi-family buildings. Additional information relative to the mix of housing units to be provided will be required with the permit application.

(e) Provide a method of development for existing parcels which because of physical, topographical, or geological conditions could not otherwise be developed; and,

The subject property does not need to be developed as a PUD. The scale, intensity, and type of development proposed; however, is most appropriately handled via the PUD process.

(f) Achieve a high level of design qualities and amenities.

At sketch plan, site designs are preliminary, as are anticipated amenities. Application plans must include significantly more detail to address all of the pertinent criteria. As noted previously, building design will be reviewed under separate applications.

(j) The proposed development shall be consistent with the Municipal Development Plan
See Sec. 3.5.6 (b) 10.

(k) Any proposed accessory uses and facilities shall meet the requirements of Sec. 11.1.6 below.
Not applicable to the development as proposed.

II. Conditions of Approval

Not applicable for Sketch Plan review.

South End Coordinated Redevelopment (SECORD)

7 August 2024

Mr. Scott Gustin, City of Burlington Zoning Administrator
Office of Permitting and Inspections – Zoning Division
645A Pine Street – PO Box 849
Burlington, Vermont 05401

RE: South End Coordinated Redevelopment (SECORD)
PUD Sketch Plan Application

Dear Scott:

On behalf of Ride Your Bike, LLC; Champlain College, Inc.; and the City of Burlington (the respective owners of 125 Lakeside Ave.; 175 Lakeside Ave.; and 68 Sears Lane), please accept this letter and other supporting documentation as a formal filing of a sketch plan permit application for a Planned Unit Development (PUD) proposed for the 3-parcel, 13.3-acre land assemblage. This sketch plan PUD is being submitted under the auspices of the Pre-Development Agreement executed by the three parties, approved by City Council on March 11, 2024.

In addition to the completed online application form, the following documents are referenced here and attached to the online application:

1. Public Realm Design 7/22/24 (Utile / Stantec)
2. Block & Parcel Layout/Conceptual Site Test Fit 8/1/24 (DiMella Shaffer)
3. Sketch Plan Development Program Summary 8/7/24 (DiMella Shaffer)
4. Mobility Framework Memo 7/29/24 (Stantec):
5. SEID Wastewater Concepts 6/17/24 (EV).

Upon review and approval by the DRB, this application would become the PUD Framework under the new SEID Overlay zone district regulations adopted by the City in 2023. This Framework, once approved, would act as a template from which subsequent PUD's for specific parcels would be evaluated.

Consistent with the SEID goals and objectives, SECORD's vision is to create a walkable, sustainable, and vibrant neighborhood by combining a range of uses - mixed-income housing, jobs, education, maker, culture and civic -- to address Burlington's urgently needed residential and economic growth. This new district will bring together mix of professionals, families, seniors, students, entrepreneurs, small business owners, artists, local producers, and other stakeholders reflecting Burlington's future into the 21st century.

A public realm network promoting multi-modal forms of travel is the fundamental organizing principle the SECORD site plan is organized around. The proposed public realm design contains public multi-use paths, sidewalks, dedicated bike lanes and open spaces in addition to vehicular rights-of-ways. Public ROW sections have been dimensioned and detailed by consultants, Utile and Stantec, based on the goals and objectives of Burlington's *Great Streets* Program: "walkable and bikeable / sustainable / vibrant / functional". The public realm design is also a collaborative effort, the product of a study funded, in part, by the SECORD parties with 3rd party grant funding provided under the direction of the City.

The proposed street network is based on the forecasted trips – combining the completed Champlain Parkway, current destination traffic from the neighborhood and the projected trips from future residents

in the South End. The proposed Mobility Framework trip generation analysis has incorporated the development program metrics submitted in this package in order to estimate the potential trips.

The Mobility Framework anticipates nominal impact of additional new traffic from the proposed SECORD development – when compared to the “background” trips generated from the Parkway and other destinations. The incorporation of one or possibly two east-west “Cross Streets” will eventually be necessary to support the creation of the desired South End neighborhood -- connecting the City and RYB parcels across the Parkway to the Champlain College parcel, and overtime, to the multiple Pine Street businesses. *The SECORD parties recognize that any new road access connecting to the Champlain Parkway would be conditioned upon the existing EIR, additional detailed traffic analyses, ongoing monitoring of new traffic patterns and reviews by the City and Vermont Transit.*

With the public realm established across the three-parcel, 13.3-acre PUD assemblage, the remaining land has been organized into preliminary blocks and lots per the regulatory requirements of the SEID. Assumed building floorplates and building heights within the SEID zoning have been applied and extrapolated to arrive at a realistic upper limit of cumulative development metrics the proposed SECORD PUD will generate.

Given the overall scope of the Project, we anticipate a phased construction build-out over a 10 to 15-year period, with Phase 1 commencing upon receipt of all necessary permits. When completed, the proposed SECORD development program will contain the following elements *:

- Gross Floor Area (SF): 1,310,100
- Housing Units: range between 1,100-1,400 DU
 - ◇ 20% of housing units (220-280 DU) – per Article 9 of the Burlington CDO, and Vermont “Priority Housing Project” affordability requirements
 - ◇ 80% to be market rate (880-1120 DU)
- Parking Spaces: 1,047 (incl potential Mobility Hub)
- Non-residential ground floor space: approximately 126,740 SF @ 40% of ground floor
- Public Realm Elements, including:
 - ◇ Public ROWs that derive from the “Great Streets” guidelines
 - ◇ Open Space
 - ◇ Dedicated bike lanes
 - ◇ Pedestrian connections to key parks, education places and retail activities

* See SECORD DEVELOPMENT PROGRAM MATRIX dated 8-2-24

Scott, we appreciate your ongoing assistance in reviewing this application and look forward to receiving comments and questions from the TRC and the DRB. If additional information is needed, please advise.

Sincerely,
SECORD

Todd Sarandos
Ride Your Bike, LLC

Jennifer Kennelly
Champlain College, Inc.

Brian Pine
City of Burlington

To:	Laura Wheelock	From:	Jason Schrieber
	City of Burlington, VT		Stantec
Project/File:	SECORD Mobility Framework	Date:	July 29, 2024

Reference: SECORD Mobility Framework

Stantec Consulting Services, Inc. proposes the following course of action to satisfy City of Burlington, VT requirements for the Mobility Framework associated with potential future Phase 1 impacts of the South End Coordinated Development (SECORD) project. The Mobility Framework will satisfy the existing conditions analysis, public realm and streetscape design, alternatives analysis, selection of mitigation measures, and ongoing monitoring of the anticipated transportation impacts of SECORD. This memorandum demonstrates that much of SECORD's mitigation program will be informed by monitoring of travel to and from the site once operational; this monitoring will determine the degree of support that SECORD may need to contribute to transportation improvements that address local travel impacts.

1 Project Background and Design Approach

The full-build project site is bounded by a rail corridor to the west, Lakeside Avenue to the north, Sears Lane to the south, and the new Champlain Parkway or the rear of parcels fronting Pine Street to the east. The project site includes three parcels that are part of a memorandum of understanding (MOU) between three parties: 125 Lakeside Avenue, which is controlled by Ride Your Bike, LLC; 68 Sears Lane, which is controlled by the City of Burlington; and 175 Lakeside Avenue, which is controlled by Champlain College.

The first phase of the development in the northerly portion of 125 Lakeside Avenue is currently planned to bring approximately 35,000 square feet of gross floor area (GFA) containing a mix of non-residential uses along with approximately 490 units of housing, which includes a mix of market-rate, workforce, and student housing, on 2.17 net developable acres. At full buildout, SECORD is estimated to have a total of 121,800 GFA of mixed non-residential uses, plus a total of approximately 1,437 residential units. At this time, Phase 1 is anticipated to be fully-occupied in approximately 2028 and the Full Buildout in approximately 2044. There may be additional phases after Phase 1, prior to full buildout, that are determined in the future and unknown at this time.

The project proposes a streetscape network and public realm which discourages travel by single-occupancy vehicle. The internal roadway network as well as the buildings themselves will be oriented in a manner to slow vehicle speeds and prioritize walking and bicycling. Safe, convenient connections to surrounding streets and land uses will be emphasized to encourage multimodal travel between on-site and off-site uses. A mobility hub is proposed to encourage adoption of micromobility, accommodate local bus services, and provide opportunities for bike sharing and/or car sharing. Finally, the mix of uses themselves will allow for high rates of internal capture to allow residents, workers, and visitors to carry out many different trip purposes on-site that they may otherwise need to drive between destinations to accomplish.

Reference: SECORD Mobility Framework

The project's construction occurs within the context of the design and consideration of Build Alternative 2 (the selected alternative) for the Champlain Parkway south of the site, which includes signal improvements to Pine Street north of the site. The Parkway includes a multi-use path along its length, carrying through the middle of SECORD. Additionally, the project is located at the southern terminus of the Island Line Trail, providing a second protected bike route into Downtown Burlington.

2 Methodology for Traffic Analysis

To assess the Project's multimodal transportation impact, the Mobility Framework will complete for each phase of development an Existing, No Build, and Build Conditions analysis.

The Existing Conditions analysis will be based on available traffic data and new counts in the study area defined below.

The No-Build Conditions analysis will project travel volumes in the study area for a horizon year based on a background growth rate approved by the City plus any expected trips from nearby development projects, accounting for any new transportation infrastructure and services that would impact the study area.

The Build Conditions analysis will be based on the No-Build analysis and incorporate Project-related travel and infrastructure improvements. Each analysis will follow the steps outlined below, unless the City prefers at that time an amended approach agreeable to all parties which better reflects best practice for mixed-use multimodal development analysis.

2.1 Study Area

Each analysis condition will include a study area that is comparable if not identical to that used for previous phases and other analysis conditions in order to compare impacts. The recommended study area includes the following intersections:

- Flynn Avenue & Champlain Parkway
- Flynn Avenue & Pine Street
- Flynn Avenue & Shelburne Road
- Sears Lane & Champlain Parkway
- Sears Lane & Pine Street
- Lakeside Avenue & Champlain Parkway
- Lakeside Avenue & Pine Street
- Locust Street & Pine Street
- Locust Street & Shelburne Road
- Howard Street & Pine Street
- Howard Street & St. Paul Street
- Maple Street & Pine Street

For each location, the most recent, seasonally-adjusted, multimodal turning movement count data will be acquired or collected in dry weather conditions in the months of September, October, May or June on a Tuesday, Wednesday or Thursday from 7am to 10am and 4pm to 7pm, as well as from 11am to 2pm on a Saturday. No data older than 18 months from the time of submitting the Traffic Analysis can be used unless approved by the City. The peak hour of travel will be summarized in both tabular and wireframe graphic formats.

Reference: SECORD Mobility Framework

In order to evaluate daily traffic changes, 48-hour multi-modal volume counts will be conducted during the same weekday of turning movement data collection at the following locations:

- Pine Street, south of Home Avenue
- Pine Street, south of Maple Street
- Champlain Parkway, south of Home Avenue
- Lakeside Avenue, west of Pine Street

Each location will be seasonally-adjusted, and the Average Annual Daily Traffic will be reported in both tabular and wireframe graphic formats. Additional locations may be added by the City, especially where local concerns about significant increases in daily trip-making may arise.

2.2 Trip Generation:

Trip generation estimates for any phase of development should use peak hour rates from the Institute of Traffic Engineers (ITE) *Trip Generation Manual 11th Edition*, or the latest available addition. The trip generation process should follow the recommended steps described in the ITE *Trip Generation Handbook*, for multimodal projects. This process includes the steps and assumptions depicted below:

Trip Generation Step	Data Sources	Notes
1. Initial Trip Generation	Institute of Traffic Engineers (ITE) Trip Generation Manual 11 th Edition.	Fitted curve equations should be used where the data set exceeds 4 studies and the regression fit (R^2) is at least 0.75.
2. Convert to Person Trips	Summary of Travel Trends by the National Household Travel Survey (NHTS), USDOT Federal Highway Administration (Washington, DC), 2017.	The Average Vehicle Occupancy (AVO) ranges from 1.18 to 2.1, based on land use.
3. Apply Internal Capture	National Cooperative Highway Research Program (NCHRP) 684 Internal Trip Capture Estimation Tool.	The current Phase 1 plan has reductions of 31% in AM and 40% in PM.
4. Apply Mode Share	US Census American Community Survey (ACS) 2021 5-year estimates of Journey to Work data Replica location-based survey data for the Spring 2023 season.	This currently results in a 70% auto mode share.
5. Convert Back to Vehicle Trips	Summary of Travel Trends by the National Household Travel Survey (NHTS), USDOT Federal Highway Administration (Washington, DC), 2017.	The AVO for the current Phase 1 program is 1.67.

Person trips by mode should be clearly summarized in a table, with vehicle trips clearly broken out.

2.3 Trip Distribution & Assignment:

Peak hour trips should be distributed to the north, east, south, and near the Project site (withing a 15-minute walkshed) based on regional job locations available in the Longitudinal Employer-Household Dynamics dataset from the US Census Bureau, as well as local network capacity. As opposed to simply distributing trips based on local turning movement patterns, this approach recognizes that development at

Reference: SECORD Mobility Framework

SECORD will have easy roadway access to southerly and easterly destinations via the Champlain Parkway but significant multimodal options to the north, thanks to the multi-use paths, sidewalks, and transit service connecting the development site to downtown Burlington. This methodology arrived at the directional mode splits below for the current Phase 1 program:

Direction	Directional Distribution (share of person trips going in this direction)	Directional Auto Mode Share (share of trips in this direction that are made by driving)
North	44%	55%
East	37%	90%
South	10%	93%
Inside 15 min walkshed	8%	30%

Specific distribution for every phase of the SECORD should be evaluated in close coordination with the City of Burlington. Similarly, assignment of these trips to study area intersections should be approved by the City. Summary tables and maps of trips by each mode should be produced.

2.4 Mobility Analysis

For every analysis condition, the following studies of mobility should be performed:

- **Safety Analysis** – Mapping of known crashes, notable sightline deficiencies, missing crossings, signal deficiencies, cross-section deficiencies, and other relevant evaluations of travel safety across all modes of transportation.
- **Pedestrian Accommodation** – Evaluation of sidewalk sufficiency (width & comfort ratings, such as those used for multimodal Level of Service [MMLOS] methods), ADA compliance, gaps, and crossing delays (preferably using Transportation Research Board’s Highway Capacity Manual [“HCM”], Sixth Edition Highway Capacity Manual measures of crossing delay) on primary access routes between the Project and proximate off-site destinations.
- **Bicycle Accommodations** – Bicycle level-of-stress evaluation for on- and off-road bicycle facilities and streets expecting the majority of Project-related bicycle activity.
- **Transit Accommodations** – Mapping of transit services, stops, boarding & alighting counts where available, and primary walking routes for the stop(s) that are expected to serve the majority of Project transit riders.
- **Vehicle Capacity** – Calculation of delays, volume/capacity ratios, and queues at study area intersections per the HCM, to be summarized in tabular format and on maps.

Results should be summarized in tabular and map formats.

3 Monitoring and Mitigation

A key output of the mobility analysis for each phase of development will be the projected number of daily vehicle trips on sensitive links in Burlington that may have an upper capacity threshold. These include the daily count locations identified in the study area above. The SECORD team proposes to annually monitor daily traffic volumes at all site entry points and at each of the off-site daily count locations to determine if the SECORD-generated traffic is approaching or exceeding traffic thresholds. This proposed monitoring

Reference: SECORD Mobility Framework

program, which should be updated as new opportunities and traffic conditions occur on the Champlain Parkway, includes these elements:

- Collection of 48-hour traffic counter data to derive ADT at site driveway entry and exits and at off-site daily count locations to derive total vehicle demand for SECORD on a typical weekday, as well as changes to local volumes on sensitive links. The date selected for data collection will be shared in advance with the City of Burlington and seek to avoid foreseeable events affecting regional travel (e.g. special events) and may be adjusted in the event of inclement weather.
- Traffic counts will be conducted before initial occupancy of each phase of SECORD, then within one-year of receiving a certificate of occupancy in the same month / season as the initial count. Subsequent monitoring counts will be conducted in the same month / season annually for five years from the occupancy of each phase.
- Comparison tables and maps of total site volume as well as off-site traffic will be produced for each count year to determine whether traffic is similar to predicted trip generation figures or approaching acceptable thresholds at off-site locations. Off-site thresholds should be verified with the City. Preliminary thresholds have been established separately for Pine Street south of Maple and the Champlain Parkway south of Home (see the “SECORD Northerly Trip Generation Memo” of 5/29/2024 and the “SECORD Southerly Trip Generation Memo” of 6/7/2024).
- Where actual counts exceed projections by up to 10% for that phase or approach 10% of acceptable thresholds for the off-site locations, the Project will commit to enhancing the mitigation program outlined in Section 4 below with appropriate measures that are mutually-determined to reduce trip-making in the subsequent count year.
- Where actual counts exceed projections by over 10% for that phase or exceed acceptable thresholds for the off-site locations, further development of future phases of SECORD will be expected to include significant expansion of the mitigation program, as well as contribute to off-site infrastructure improvements that mitigate adverse traffic impacts to sensitive locations. Specific mitigations and implementation timeframes will be negotiated by SECORD and the City prior to any further development of SECORD.

Analysis of traffic impacts on the local travel network will be provided within three months of data collection in a memorandum submitted to the City. As part of this memorandum, SECORD will also detail its transportation demand management (TDM) programming and commit to any modifications based on the program’s effectiveness in supporting travel by means other than single-occupancy vehicle. The City and SECORD will convene following submittal of the memorandum to confirm the ongoing monitoring approach and any needed mitigation expansion.

4 Anticipated Programmatic Support

In addition to a context-sensitive design and rich mix of land uses, the Project will provide a wealth of TDM programming to support travel by means other than single-occupancy vehicle. The TDM program will be profiled in more detail as part of the Mobility Framework. Measures to be considered include, but are not limited to:

Reference: **SECORD Mobility Framework**

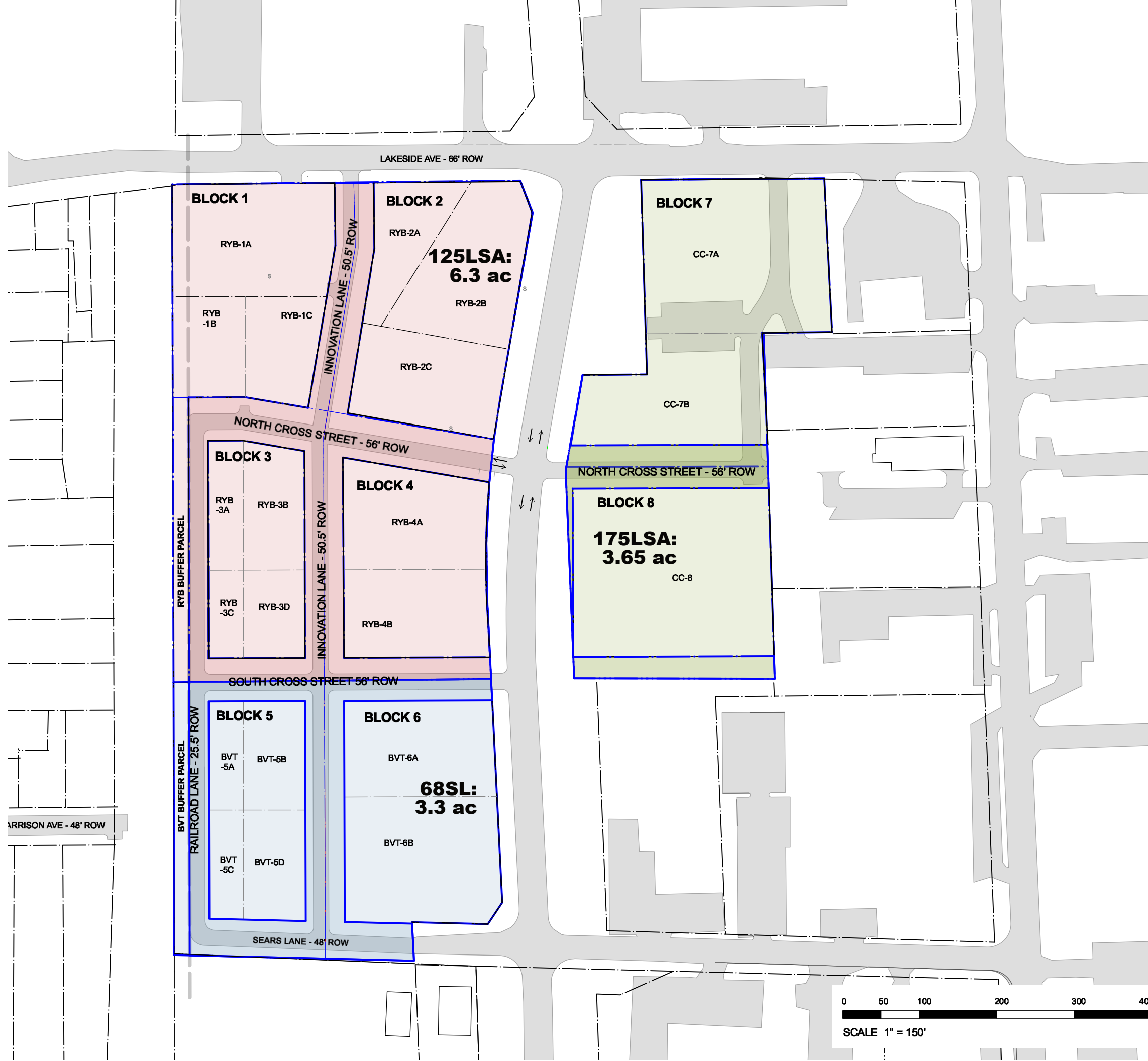
- Provision of an on-site TDM coordinator
- Provision of emergency ride home services
- Unbundled, market-rate parking for tenants
- Market-rate parking for customers
- Subsidized transit passes
- Parking cashout programs
- Public bicycle parking
- Subsidized bikeshare memberships
- On-site carshare vehicles
- Preferential carpool programming

Regards,

STANTEC CONSULTING SERVICES INC.



Jason Schrieber
Senior Principal
Phone: (617) 654-6093
jason.schrieber@stantec.com

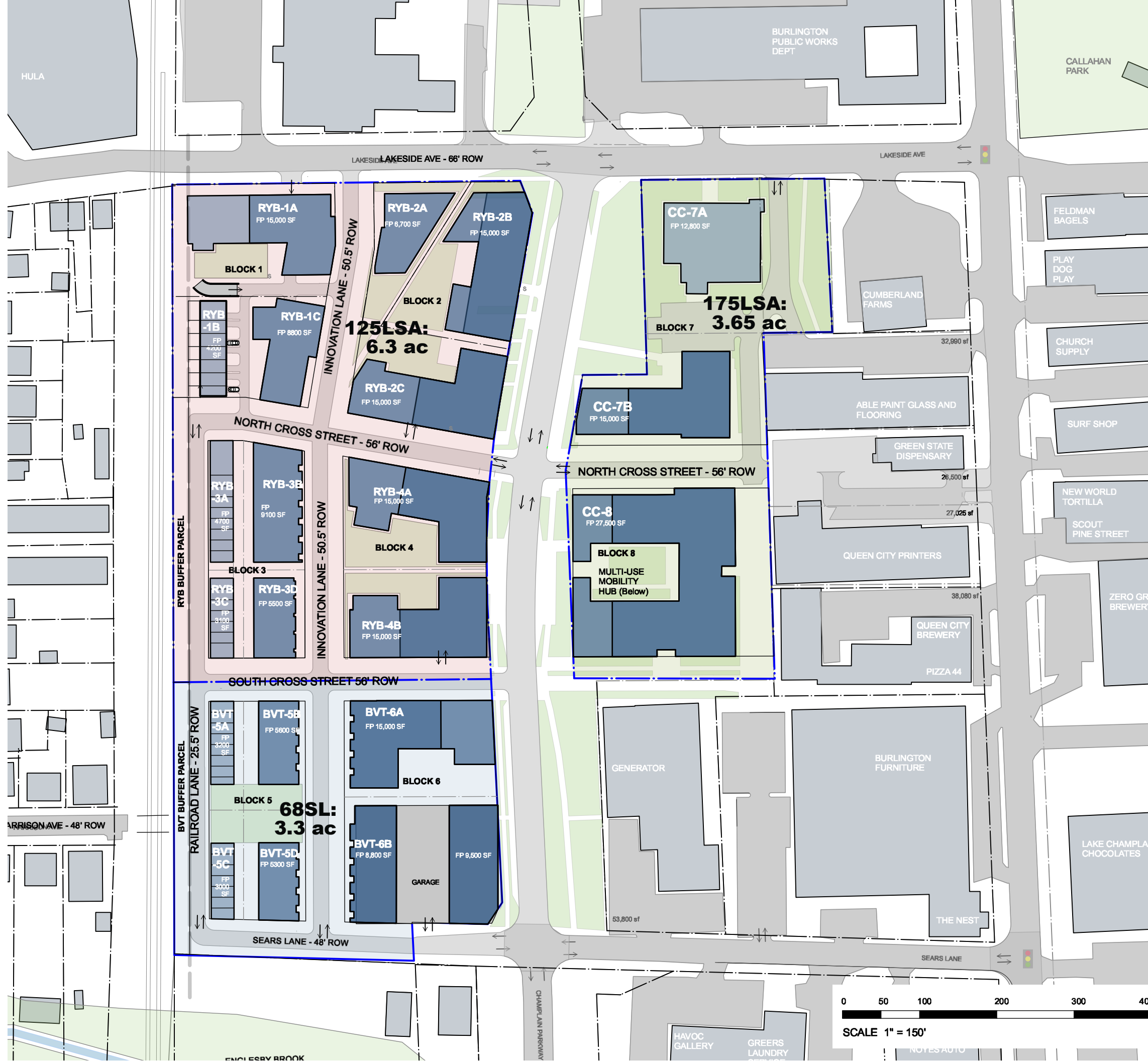


BLOCK AND PARCEL LAYOUT

Project Partners:



DIMELLA
SHAFFER



CONCEPTUAL
SITE TEST FIT

Project Partners:



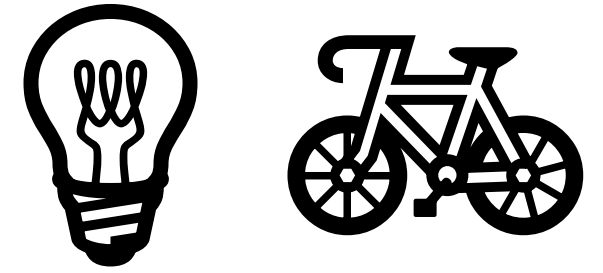
DIMELLA
SHAFFER

An aerial photograph of the Burlington South End area. The image shows a mix of urban and natural landscape. In the upper left, there's a large body of water. To the right, there are several baseball fields and soccer fields. The central part of the image features a large, mostly empty lot with some trees and a few buildings. Surrounding this central area are various residential and commercial buildings, parking lots, and streets. The overall scene depicts a neighborhood in the process of development or redevelopment.

Burlington South End Coordinated Development – Public Realm Design

Update
August 08, 2024

Innovation Lane Material Studies

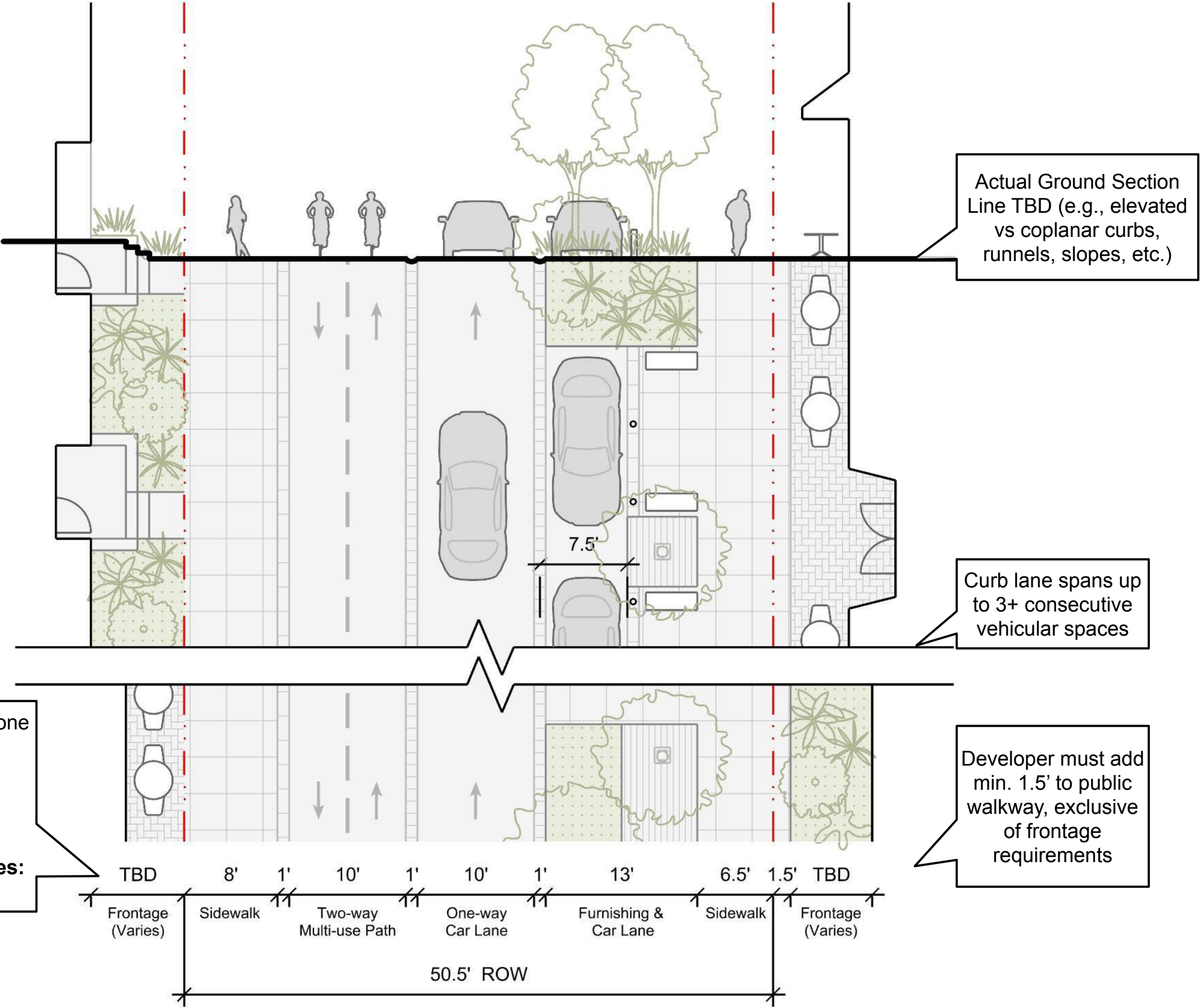
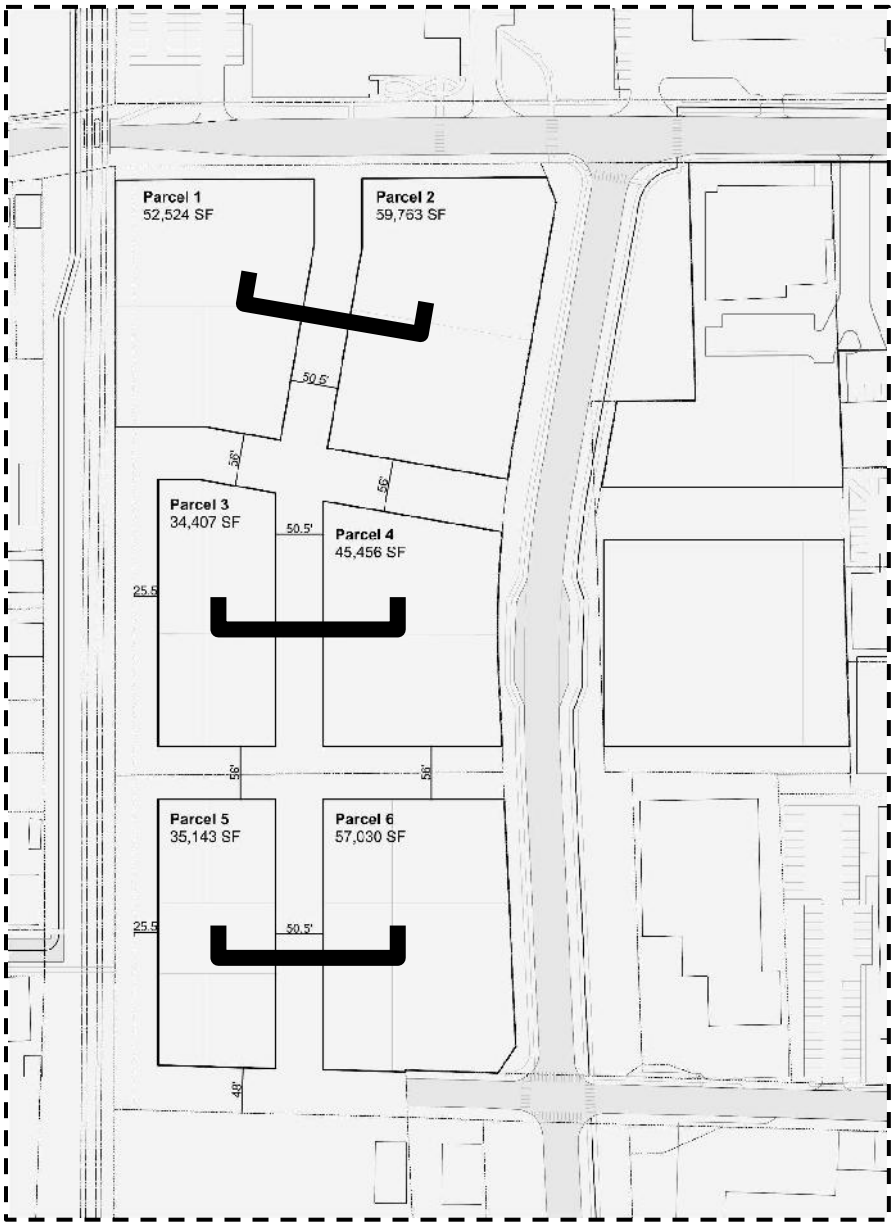


Innovation Lane

Phase II

Pedestrian Focused Slow Main Street

KEY PLAN



Innovation Lane

Phase II

Option A.1

- + All the same pavement
- + Two drain
- + No Curb



Precedents

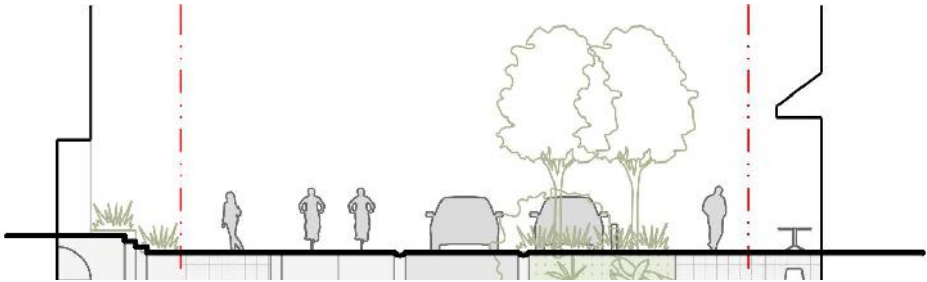


Innovation Lane

Phase II

Option A.1

- + All the same pavement
- + Two drain
- + No Curb

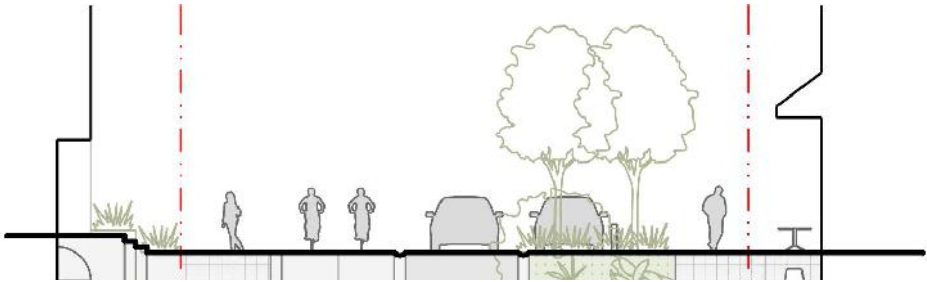


Innovation Lane

Phase II

Option A.2

- + Bike & Car asphalt
- + 2 Drain
- + No Curb
- + Optional Bike Flex Bollards



Precedents



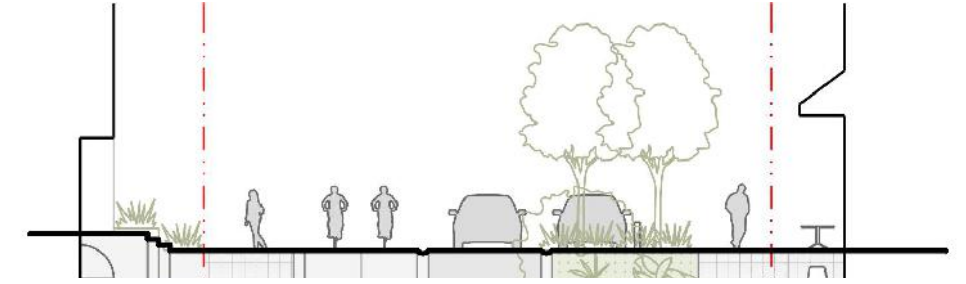
DRAFT

Innovation Lane

Phase II

Option A.2

- + Bike & Car asphalt
- + 2 Drain
- + No Curb
- + Bike Flex Bollards

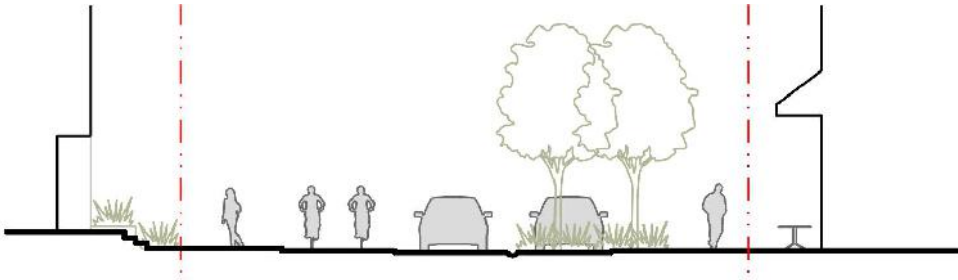


Innovation Lane

Phase II

- Option B**
- + Center bike & car asphalt
 - + Single Drain
 - + 3" Curbs to separate all travel

Precedents

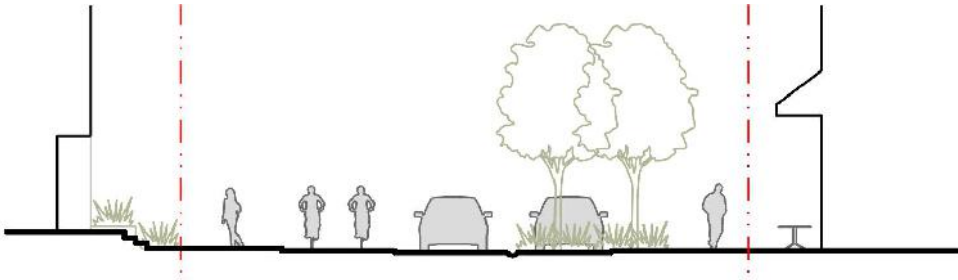


Innovation Lane

Phase II

Option B

- + Center bike & car asphalt
- + Single Drain
- + 3" Curbs to separate all travel



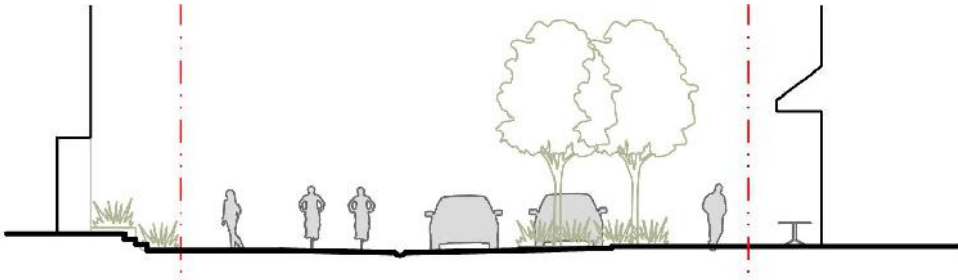
Innovation Lane

Phase II

Option C

- + 2' separation for bike lane
- + Bike & Ped share space
- + Single drain
- + Curb on car side
- + Optional planter or movable protection objects

Precedents

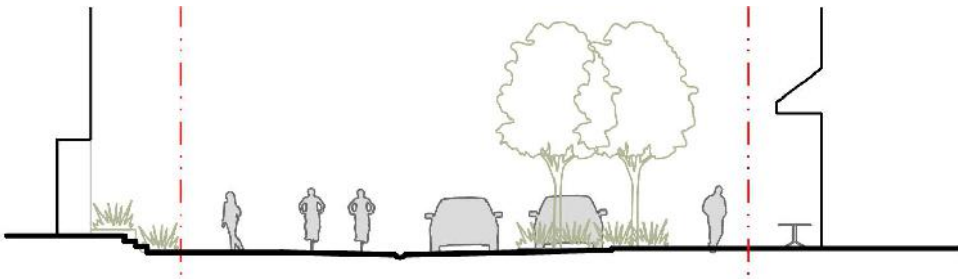


Innovation Lane

Phase II

Option C

- + 2' separation for bike lane
- + Bike & Ped share space
- + Single drain
- + Curb on car side
- + Optional planter or movable protection objects





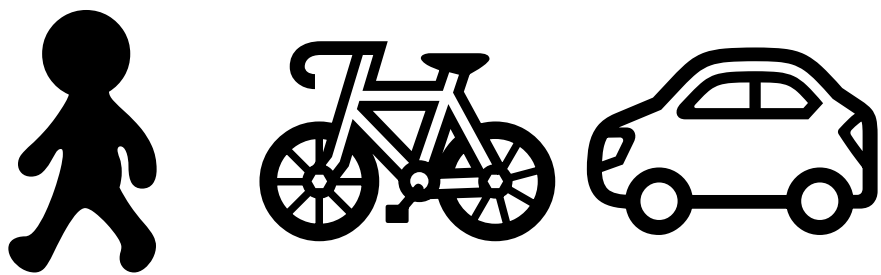
Thank You!

An aerial photograph of the Burlington South End area. The image shows a mix of urban and natural landscapes. In the upper left, there's a large body of water. To the right, there are several baseball fields and soccer fields. The central part of the image features a large, open, sandy area, possibly a construction site or a park. Surrounding this are various buildings, including a large white industrial-style building, and several parking lots filled with cars. Residential houses with green lawns and trees are visible on the right side. A railway line runs vertically through the lower left portion of the image.

Burlington South End Coordinated Development – Public Realm Design

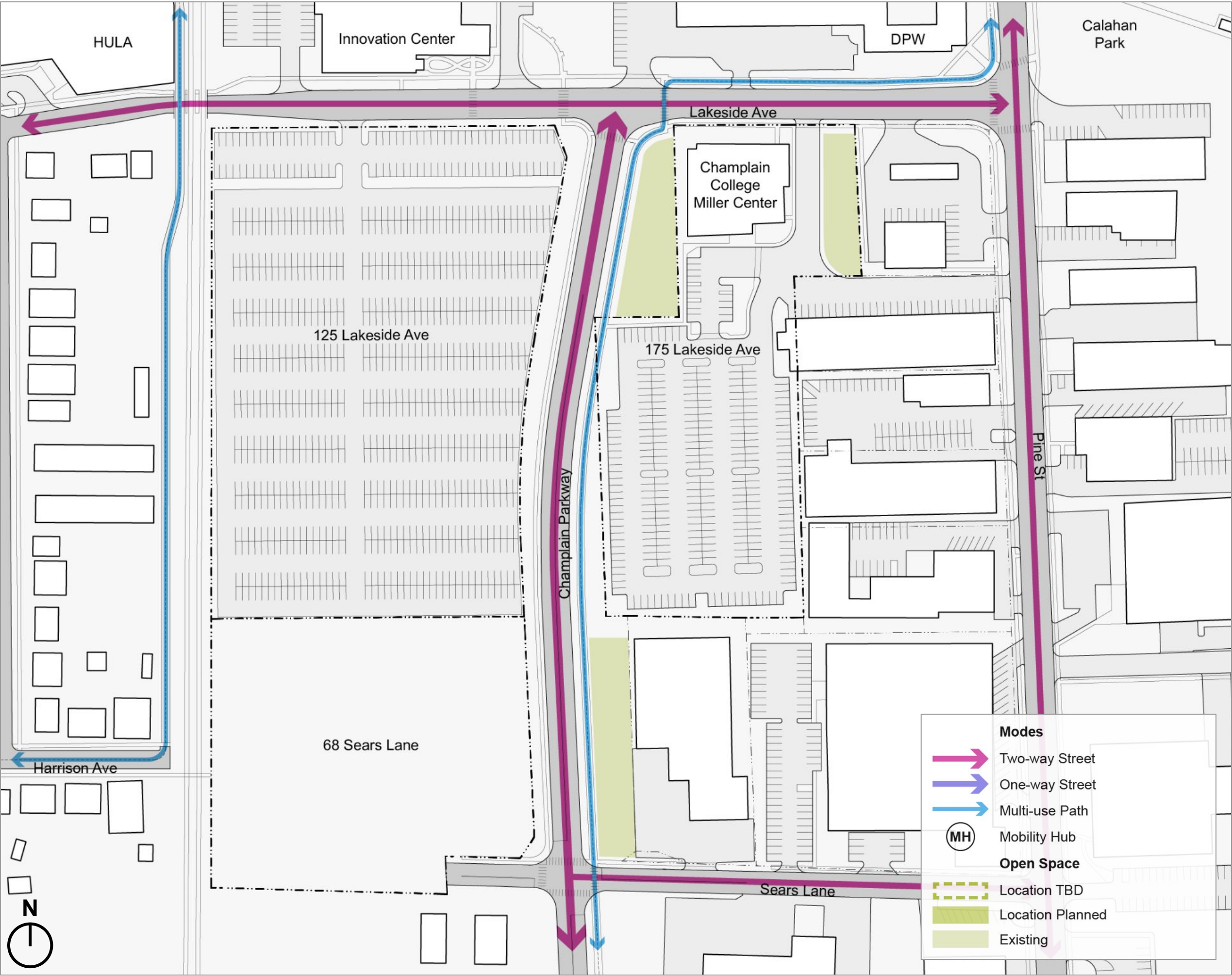
Update
July 22, 2024

Neighborhood Connectivity Diagrams



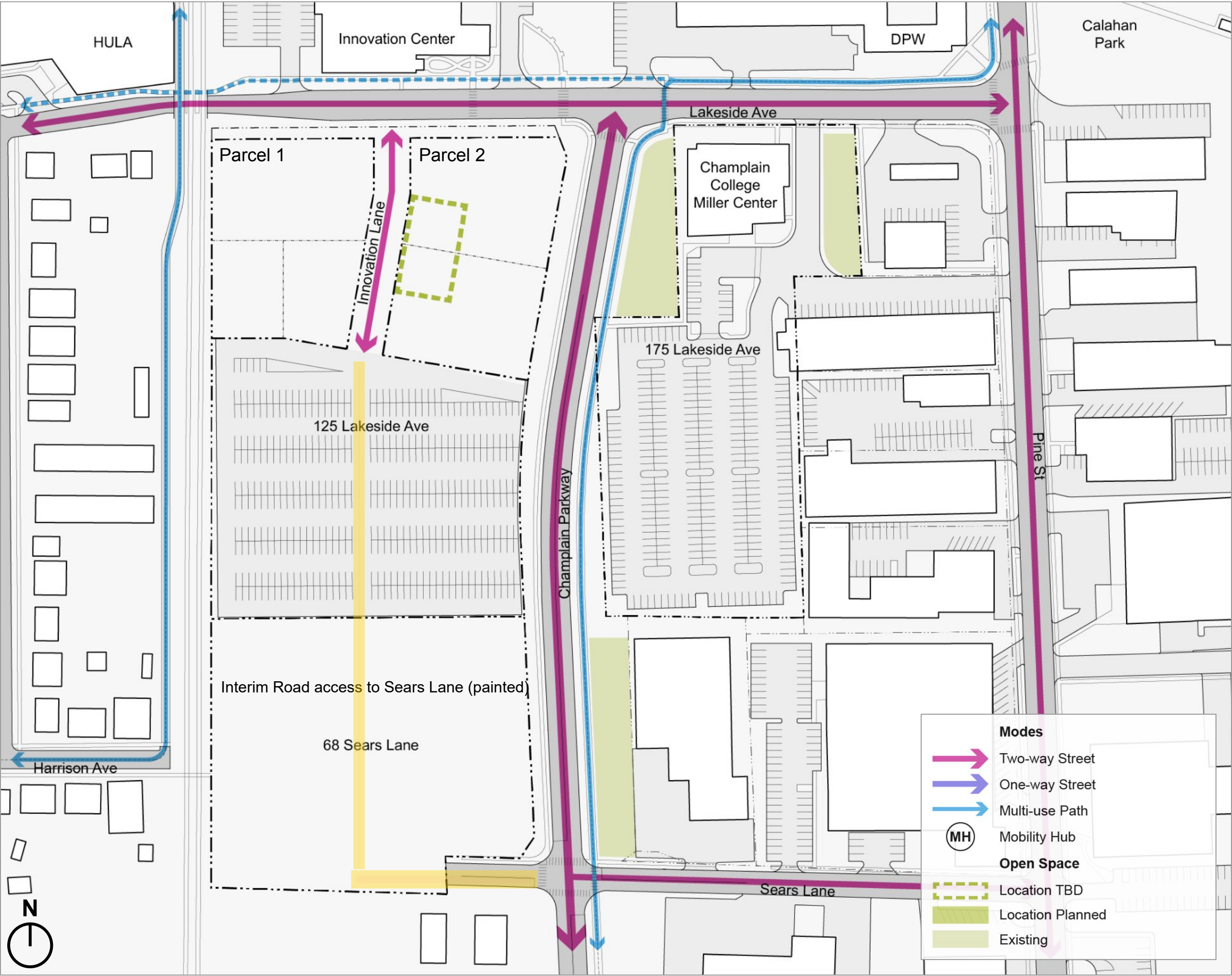
Connectivity Diagram:

Existing Conditions



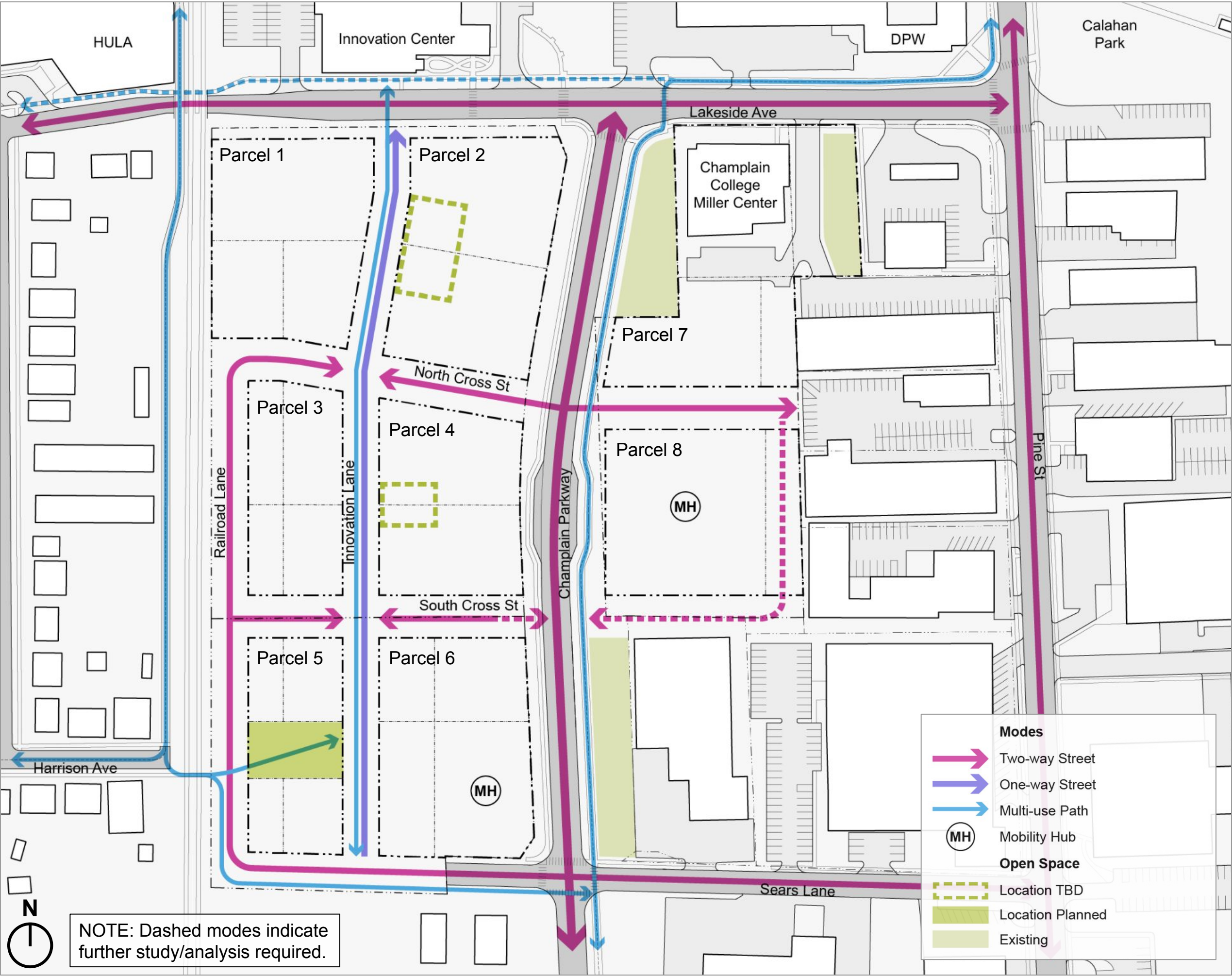
Connectivity Diagram:

Phase I



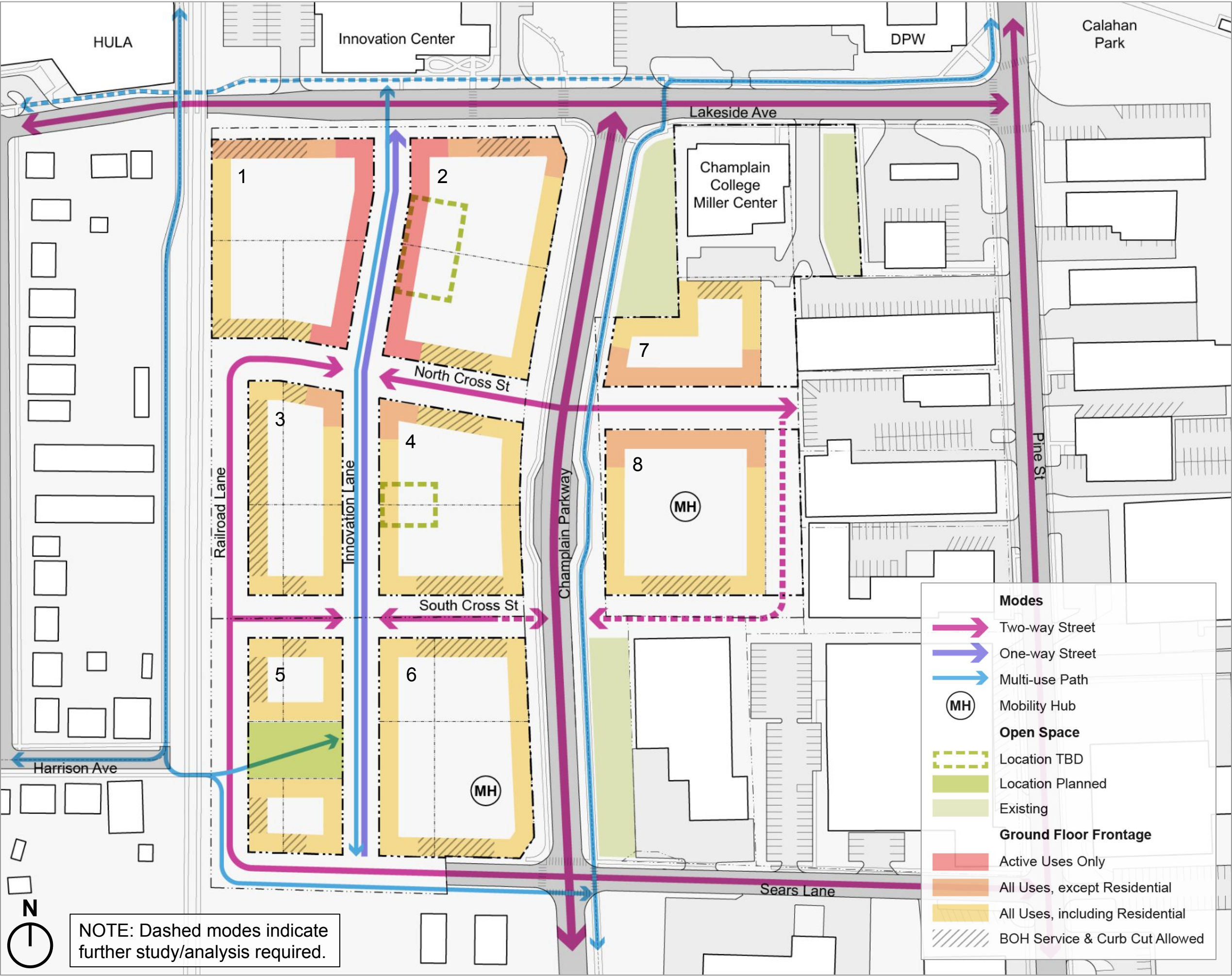
Connectivity Diagram:

Phase II (Full Build-out)



Connectivity Diagram:

Ground Floor Frontage Requirements



Public Realm Street Sections

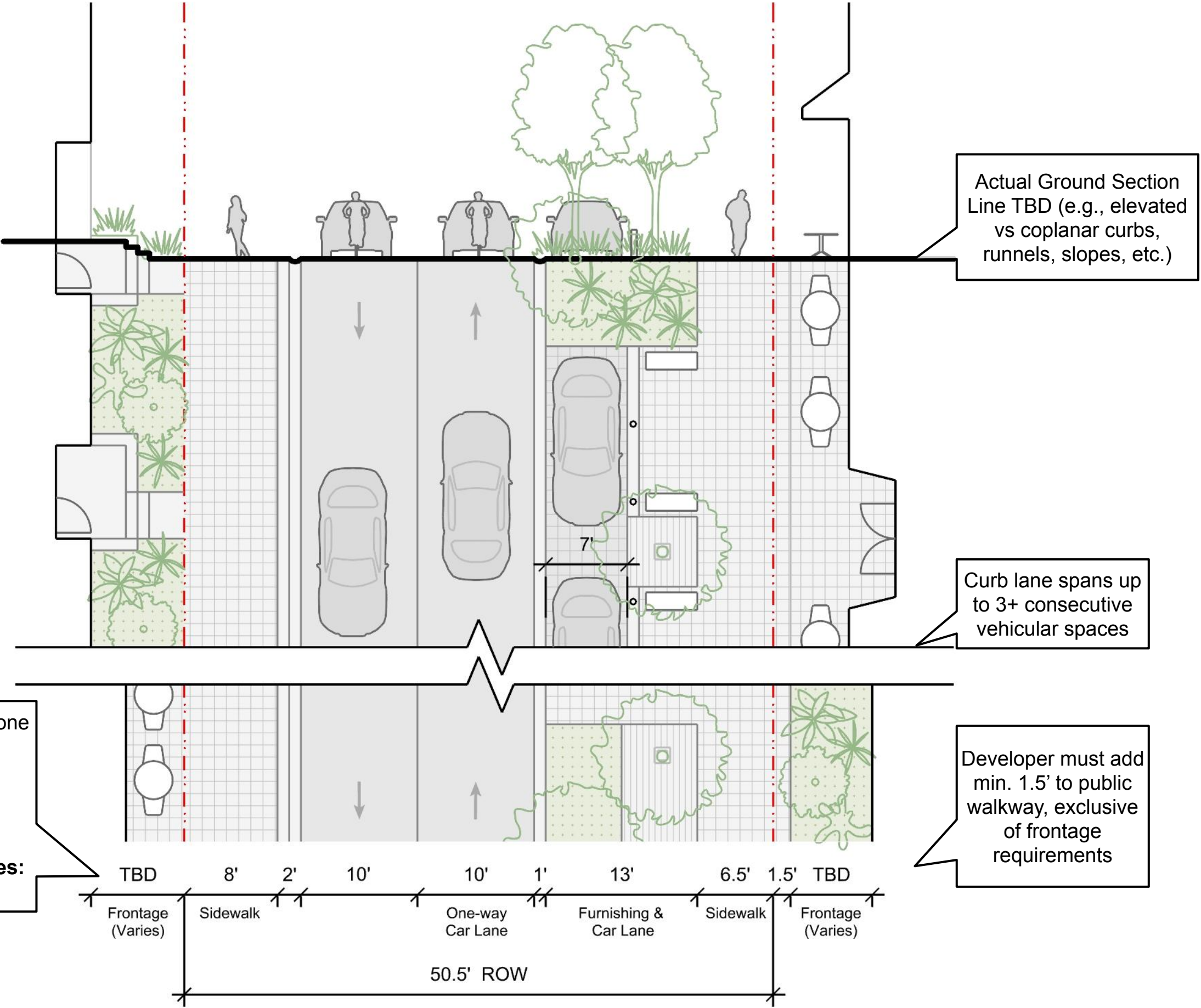
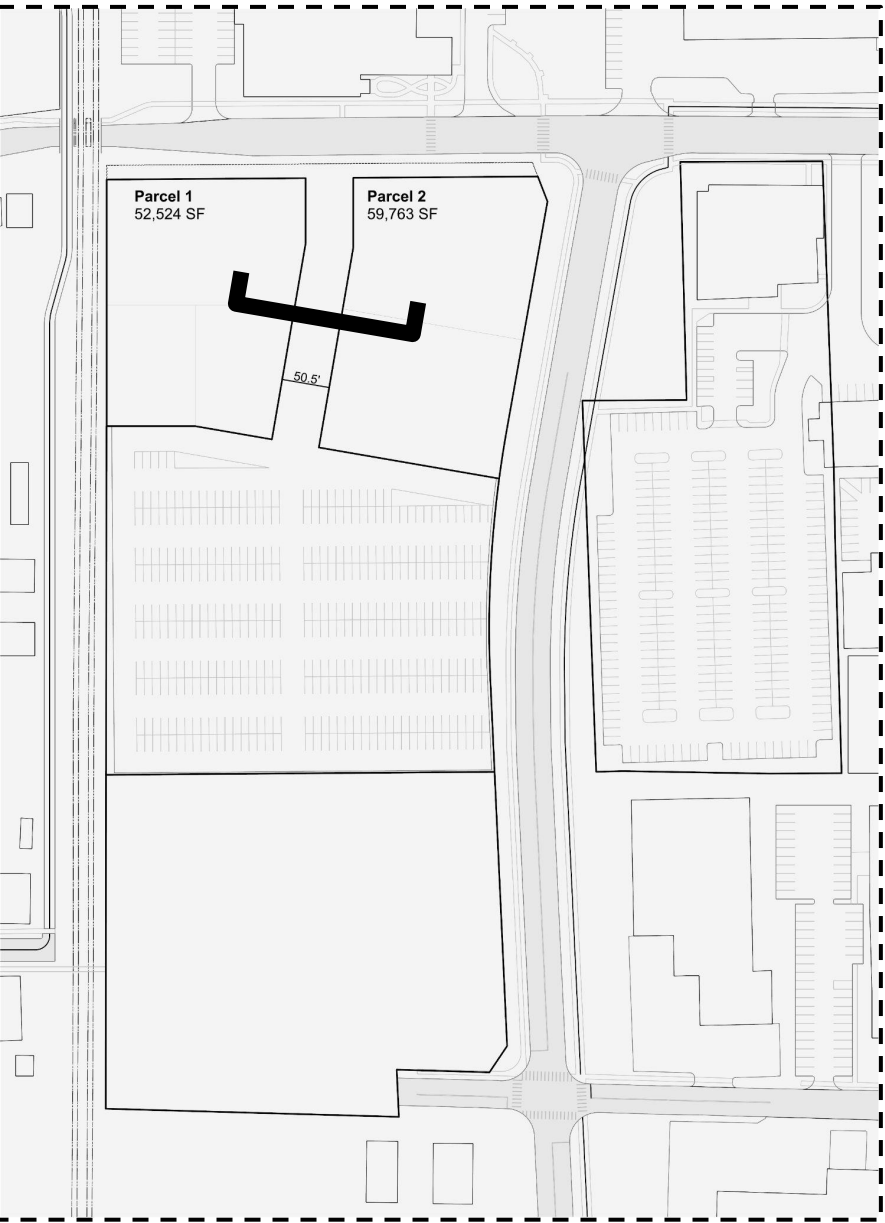


Innovation Lane

Phase I

Pedestrian Focused Slow Main Street

KEY PLAN

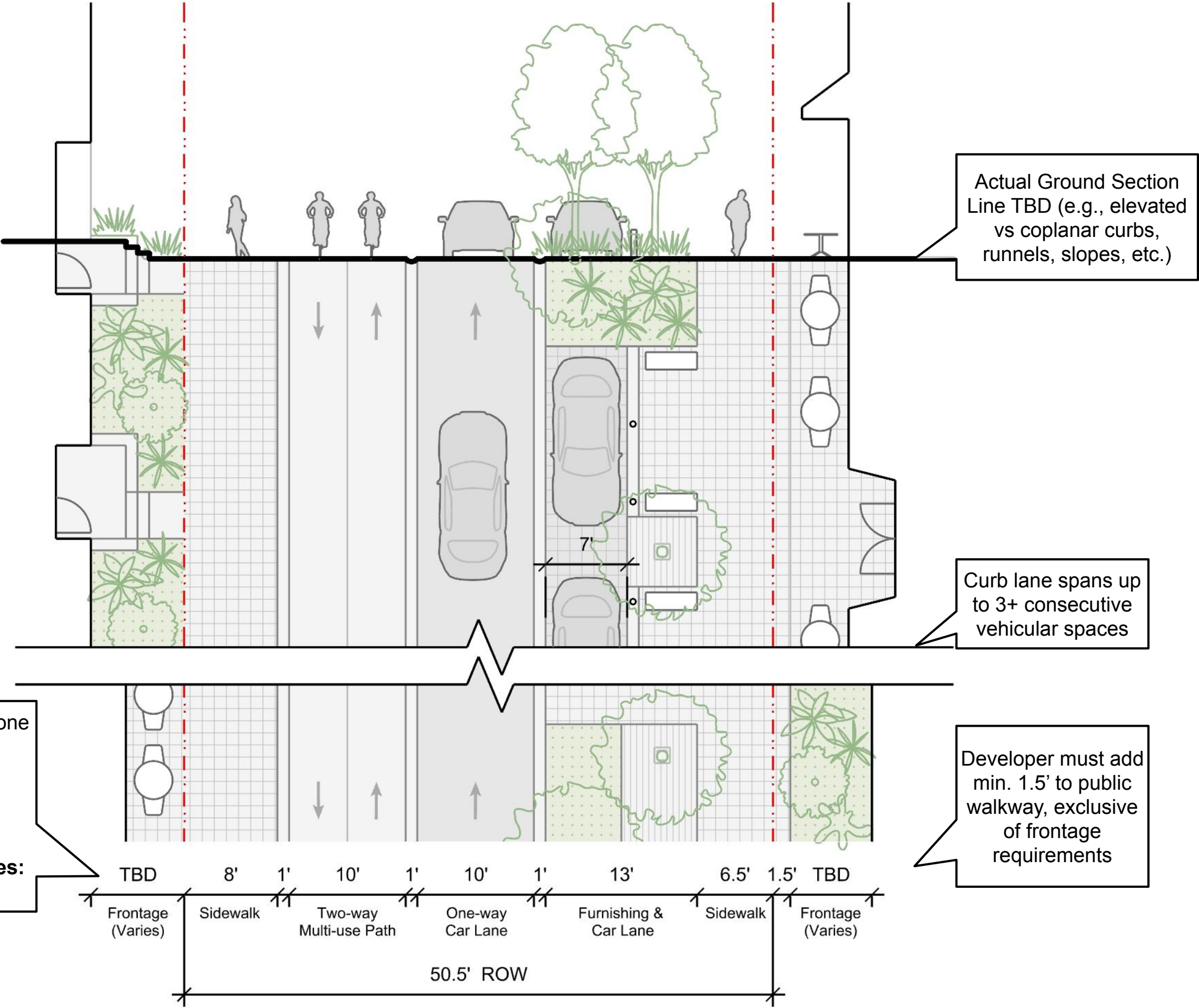
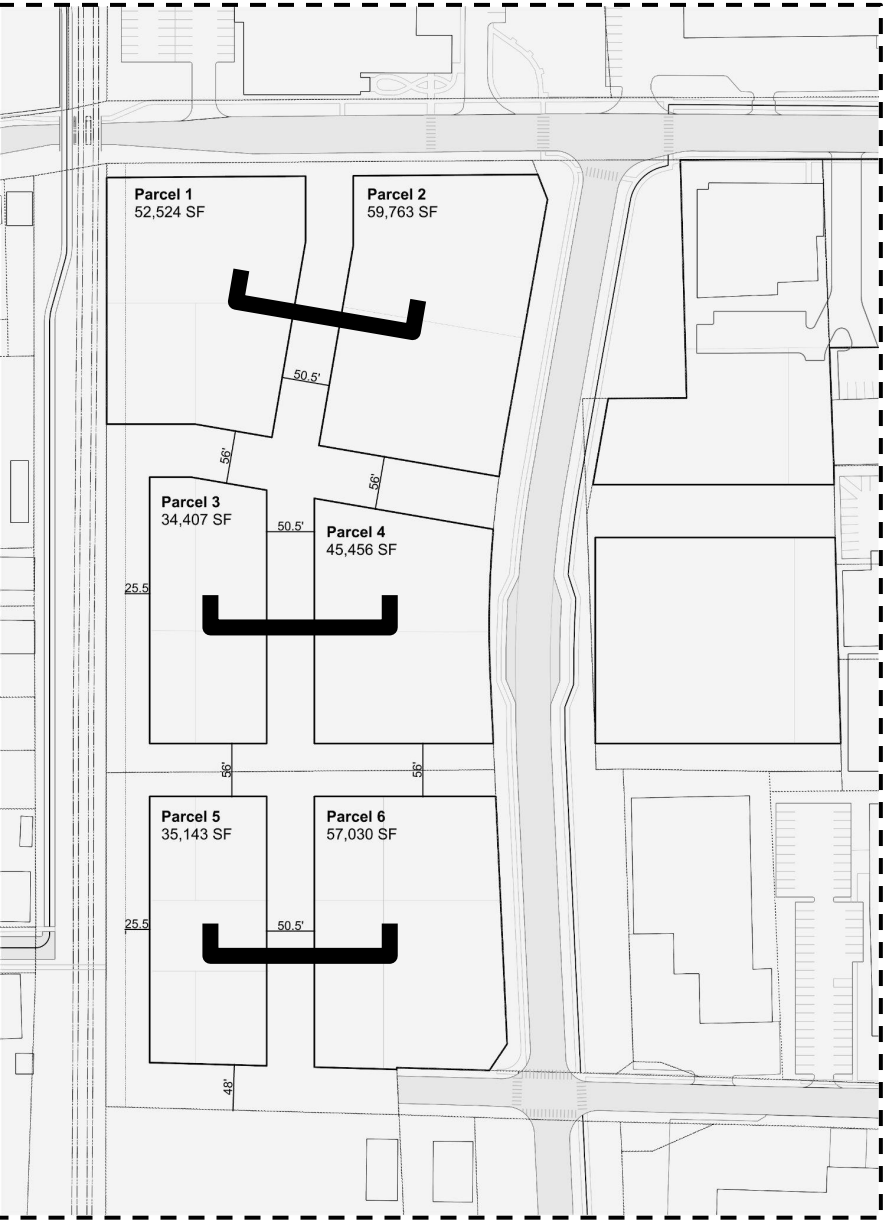


Innovation Lane

Phase II

Pedestrian Focused Slow Main Street

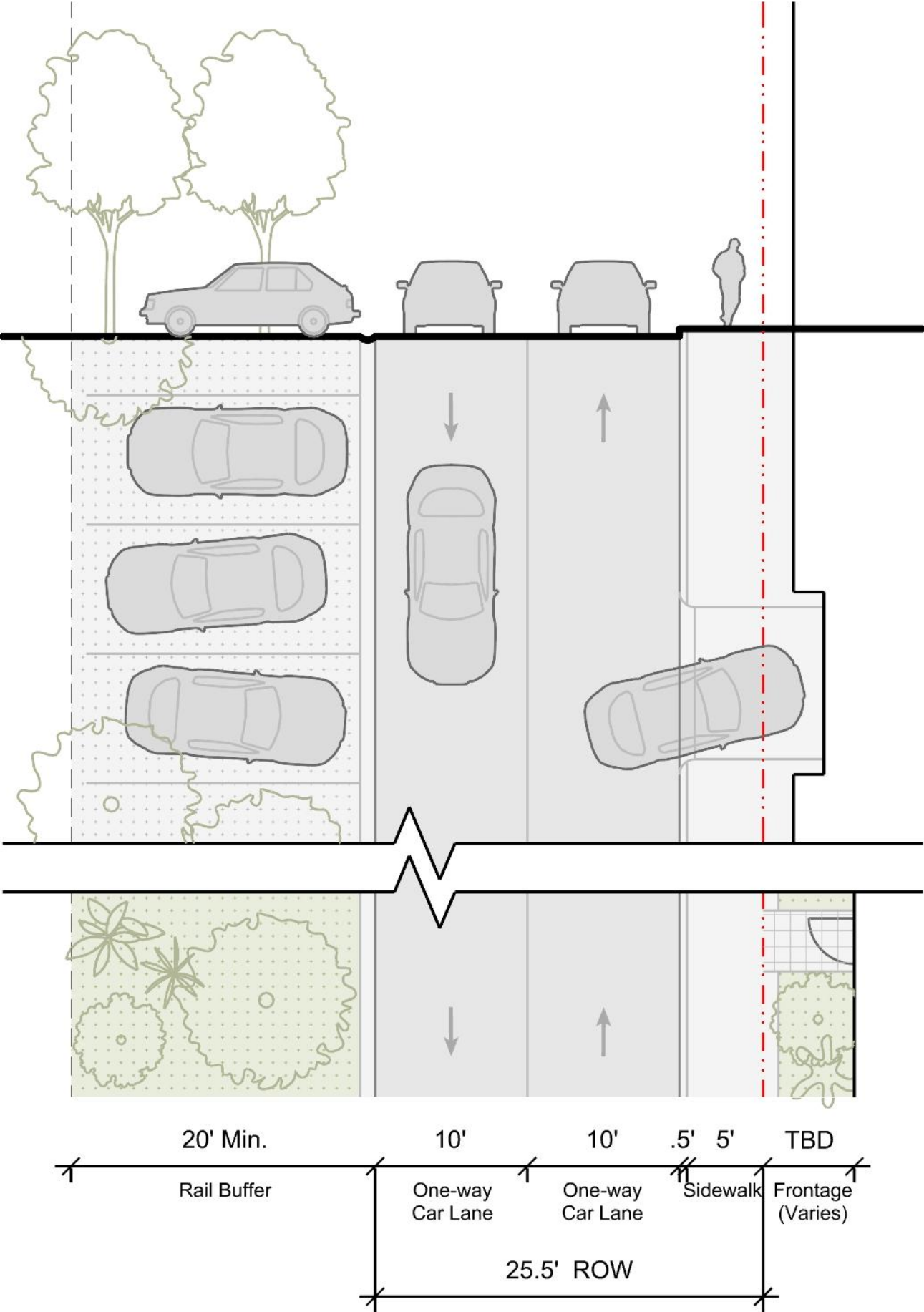
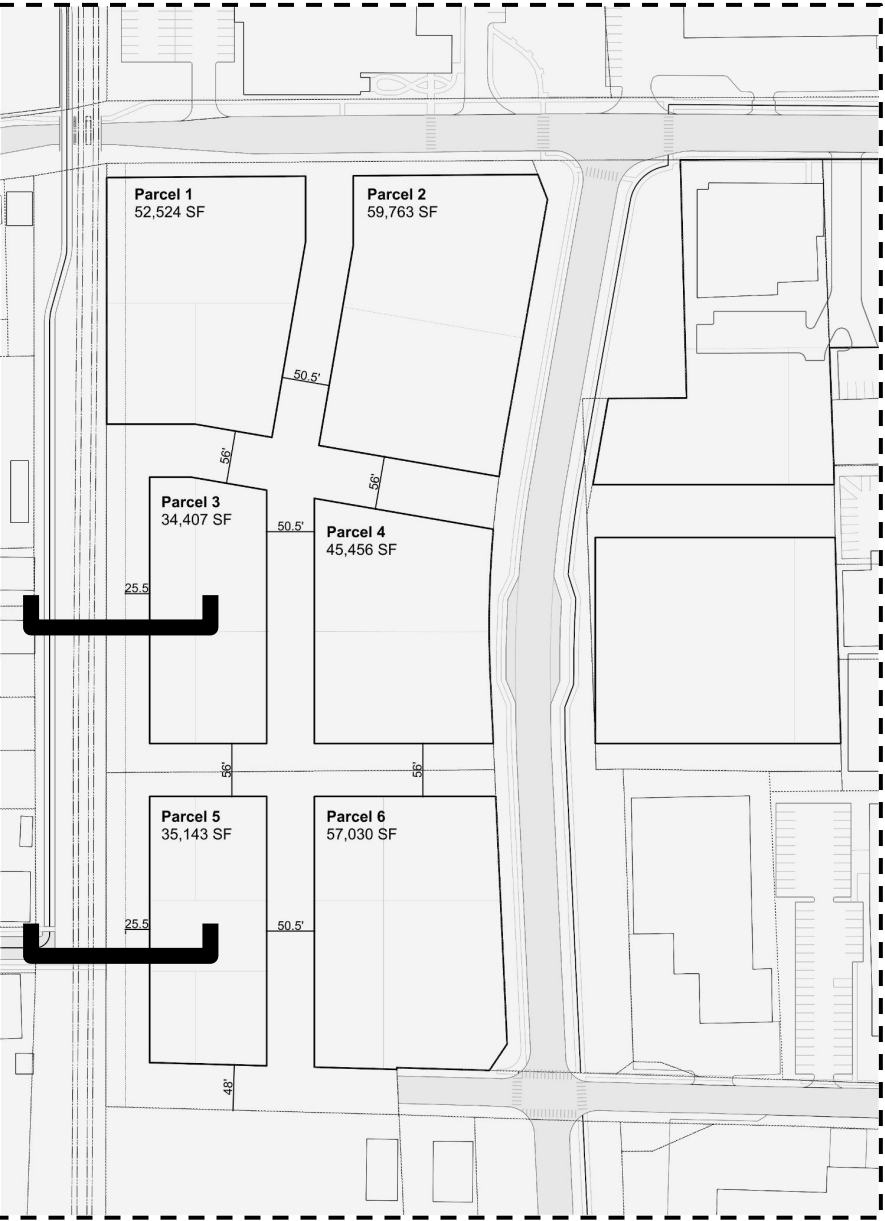
KEY PLAN



Railroad Lane

Access Alleyway

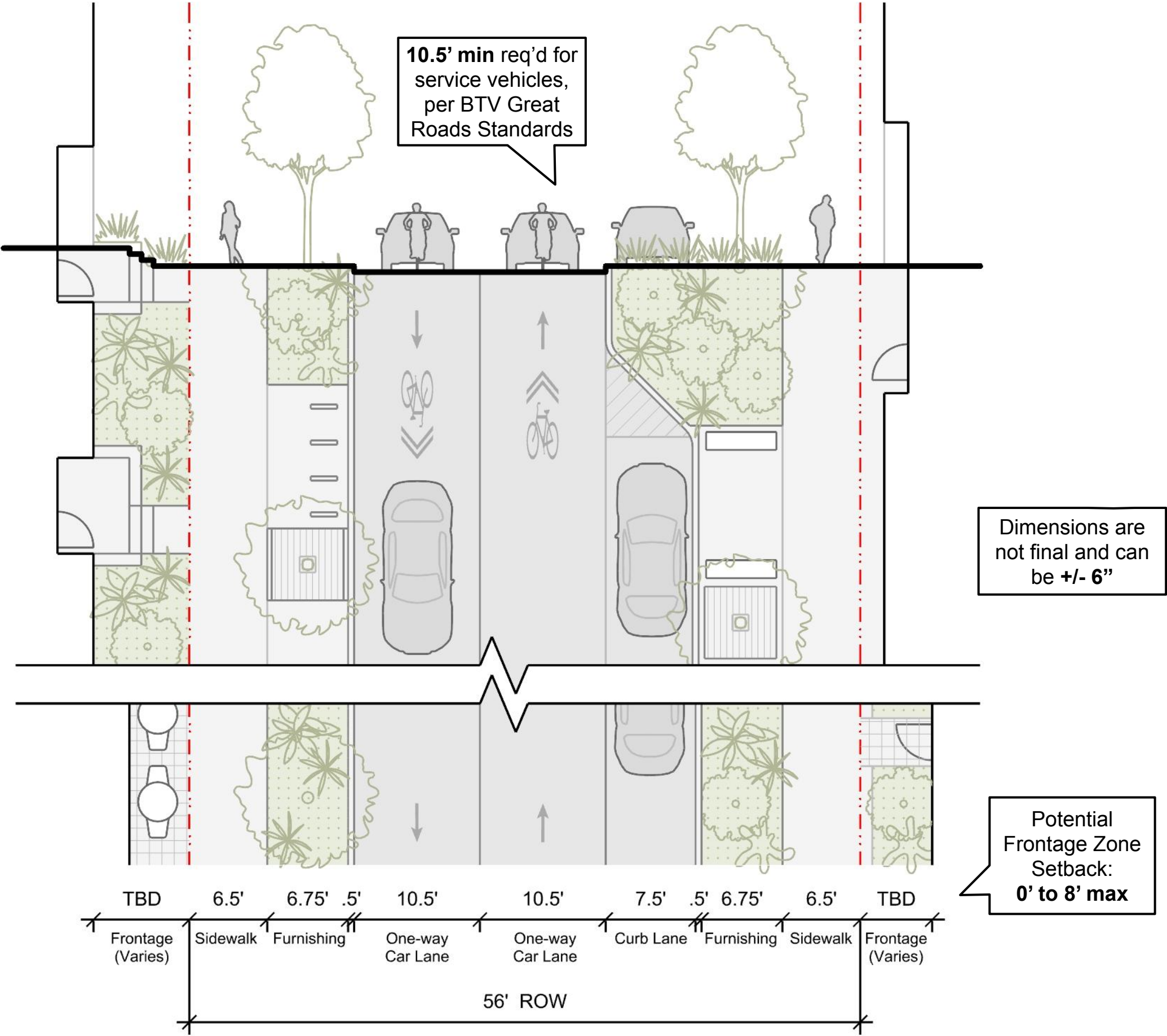
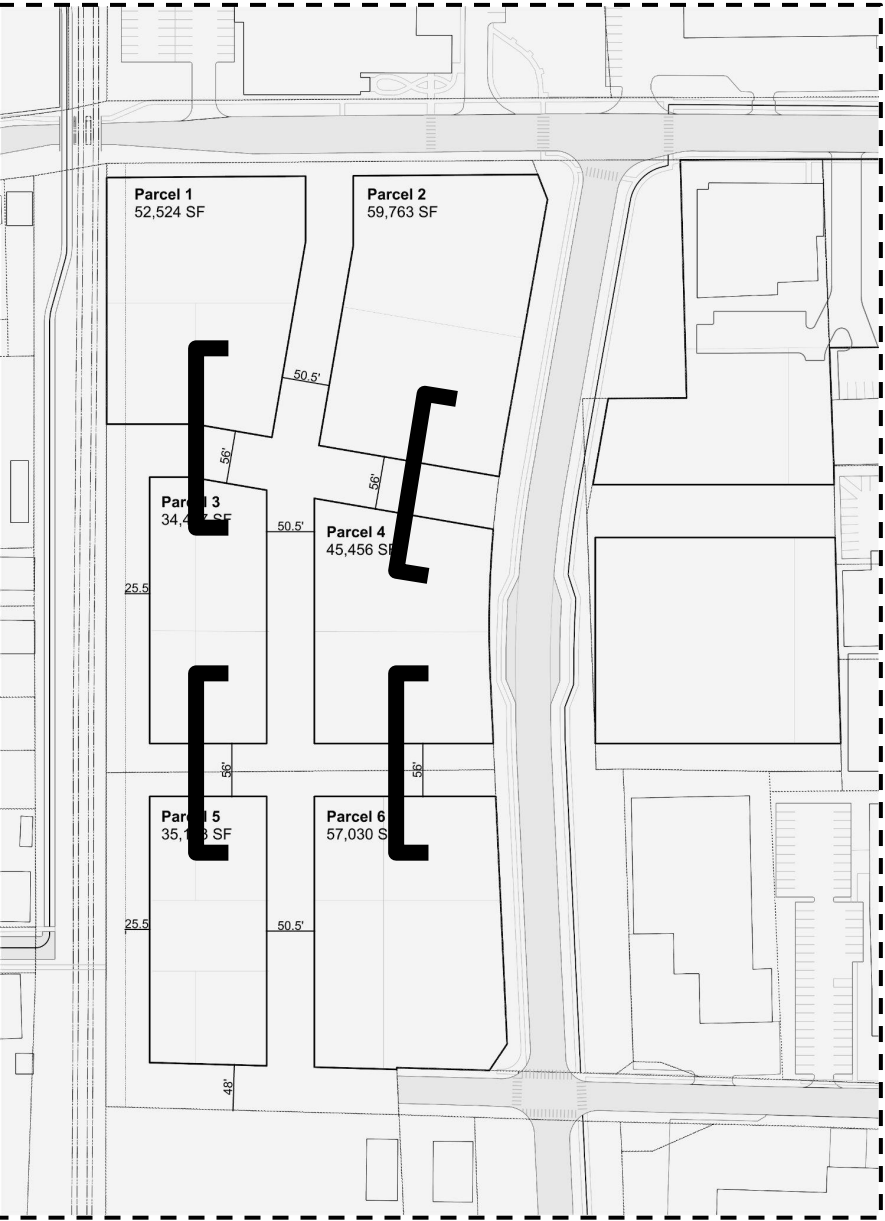
KEY PLAN



N/S Cross Street

Symmetrical Service & Circulation

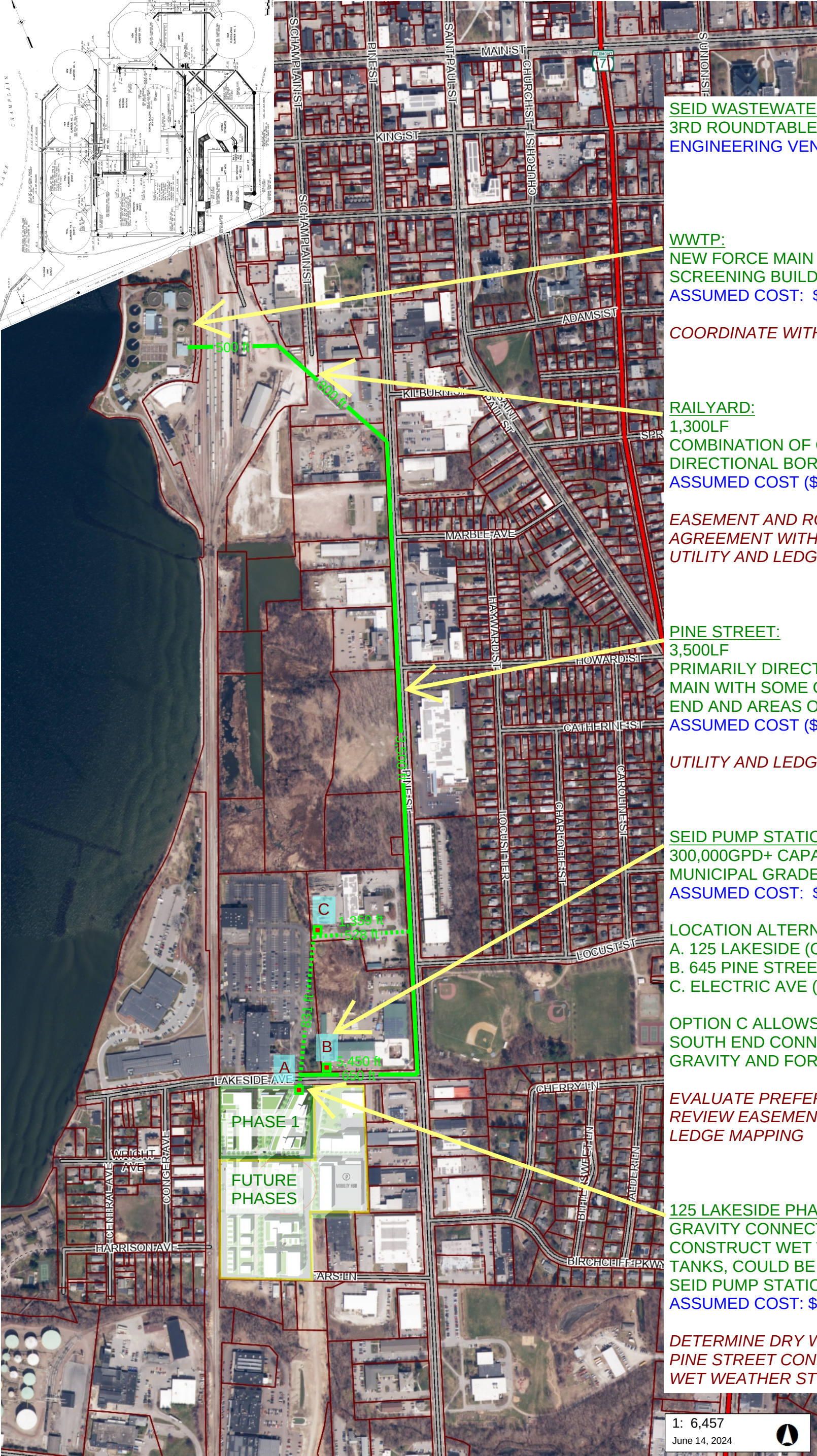
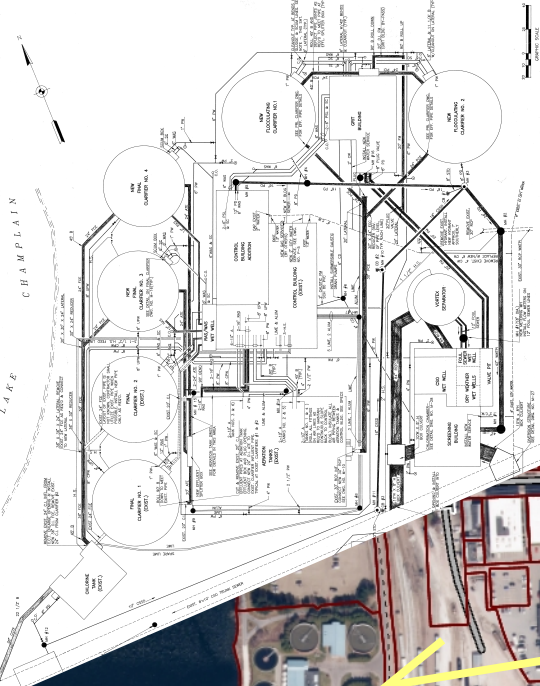
KEY PLAN





Thank You!

BURLINGTON MAIN WWTP PLAN:



SEID WASTEWATER CONCEPTS
3RD ROUNDTABLE - JUNE 17, 2024
ENGINEERING VENTURES, PC

WWTP:
NEW FORCE MAIN CONNECTION TO
SCREENING BUILDING INLET MANHOLE.
ASSUMED COST: \$100,000

COORDINATE WITH DPW/WWTP UPGRADE

RAILYARD:
1,300LF
COMBINATION OF OPEN TRENCH AND
DIRECTIONAL BORING FORCE MAIN
ASSUMED COST (\$300/LF): \$400,000

EASEMENT AND ROW REVIEW AND
AGREEMENT WITH VTRANS/VT RAIL.
UTILITY AND LEDGE PROBE MAPPING.

PINE STREET:
3,500LF
PRIMARILY DIRECTIONAL BORING FORCE
MAIN WITH SOME OPEN TRENCH AT EACH
END AND AREAS OF OBSTRUCTION.
ASSUMED COST (\$200/LF): \$700,000

UTILITY AND LEDGE PROBE MAPPING.

SEID PUMP STATION:
300,000GPD+ CAPACITY
MUNICIPAL GRADE PUMP STATION
ASSUMED COST: \$2M

LOCATION ALTERNATIVES:
A. 125 LAKESIDE (ON SUBJECT PARCEL)
B. 645 PINE STREET (CITY PARCEL)
C. ELECTRIC AVE (LOW POINT OF SEID)

OPTION C ALLOWS FOR ADDITIONAL
SOUTH END CONNECTIONS. ALTERNATE
GRAVITY AND FORCE MAIN ROUTING.

EVALUATE PREFERRED LOCATION AND
REVIEW EASEMENT, ROW, UTILITY AND
LEDGE MAPPING

125 LAKESIDE PHASE 1:
GRAVITY CONNECTION TO PINE STREET.
CONSTRUCT WET WEATHER STORAGE
TANKS, COULD BE USED FOR FUTURE
SEID PUMP STATION (A or B LOCATIONS)
ASSUMED COST: \$300,000

DETERMINE DRY WEATHER CAPACITY OF
PINE STREET CONNECTION AND SIZE
WET WEATHER STORAGE FOR PHASE 1

1: 6,457
June 14, 2024

