Burlington Development Review Board
Department of Permitting & Inspections
645 Pine Street
Burlington, VT 05401
www.burlingtonvt.gov/DPI/DRB
Telephone: (802) 865-7188
Fax (802) 863-0466

AJ LaRosa
Caitlin Halpert
Geoff Hand
Sean McKenzie
Brad Rabinowitz
Leo Sprinzen
Miles Waite
Marina Campbell, (Alternate)
Evan Gould, (Alternate)

BURLINGTON DEVELOPMENT REVIEW BOARD
Tuesday, September 3, 2024, 5:00 PM
MINUTES

Hybrid & In Person (at 645 Pine Street) Meeting

Board Members Present: AJ LaRosa, Geoff Hand (5:05 PM), Brad Rabinowitz, Leo Sprinzen, Miles Waite, Marina Campbell (5:05 PM), and Evan Gould

Board Members Absent: Caitlin Halpert and Sean McKenzie

Staff Members Present: Scott Gustin and Joseph Cava

Staff Members Absent: Mary O'Neil and Garret King

I. **Agenda**
II. **Communications**
III. **Minutes**
IV. **Consent**

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)
Chuck Adams: Sworn in

AJ LaRosa: This item has been marked as consent. Does anyone on the board have an issue with treating this as consent? Hearing none, has the applicant had a chance to review the staff report?

Chuck Adams: Yes, I have.

AJ LaRosa: Did you have any questions or comments regarding the staff report?

Chuck Adams: No, none.

AJ LaRosa: Are there any questions or comments from the board? Hearing none, are there any questions or comments from the public? Hearing none, would someone like to make a motion?

AJ LaRosa: Motioned to approve and adopt staff recommendations, Brad Rabinowitz 2nd. Vote 7-0. Motioned carried.

V. **Sketch Plan**

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)

John Caulo, Kevin Worden, Chapin Spencer, Zach Nersinger, Nic Anderson, and Sharon Bushor: Sworn in

AJ LaRosa: Can you tell us about this project?

John Caulo: There has been a lot of collaboration with various agencies, and it boils down to how does a city like Burlington transition from a large city in a rural state to a densely populated city? We have conducted workshops on sustainability, mobility, and housing density. The depictions are of the proposed Right-of-Ways (ROWs). Once the streets are in place, the individual parcels can be developed to accommodate a new range of mixed-use development. The developments, mixed-use topologies, accommodate multiple modes of travel. The goal is to make this area a larger contributor to the South End. One of the challenges that we will face include infrastructure like wastewater to accommodate what could happen.

Brad Rabinowitz: Is the intention, based on the design, to create another Cambrian Rise development?

John Caulo: The mixture of development topologies makes this a unique example separate from Cambrian Rise.

Kevin Worden: There are provisions in the ordinance that apply specifically to the South End Innovation District (SEID).

AJ LaRosa: We do not know what this type of development will look like because we are missing data like traffic studies and density that aligns with wastewater allocations.

John Caulo: We have extrapolated the data, including parking, based on the cumulative impacts of services needed for this type of development. There would also be an agreement of maximum impacts as the project is constructed in phases.

Brad Rabinowitz: It sounds like the first phase of development will be subdivisions to identify the parcels.

Kevin Worden: Correct, the next steps would be to organize the data and present the project as a Planned Unit Development (PUD).

Miles Waite: How will the separate parcels be preserved throughout this process with so many different groups involved?

Kevin Worden: Everyone will participate and decide how to proceed as the development evolves.

Evan Gould: I would like to disclose that I was involved with the ordinance process, but I do not foresee it being an issue.

AJ LaRosa: I would like to express similar thoughts.

Evan Gould: As part of the loss of parking in this area, how will future parking be addressed?

Chapin Spencer: Streets will be constructed to city standards regardless if the City takes them over or not.

Miles Waite: Was the Champlain Parkway designed with cross streets?

Chapin Spencer: No, the Champlain Parkway is a straight throughway between Interstate 89 and the end where it intersects with Lakeside Avenue. Future development will need to be re-designed as the development progresses.

Kevin Worden: We are not requesting something that cannot be done, given that other contingencies need to be figured out.

Geoff Hand: How did you come up with this particular layout?

John Caulo: The distances between the proposed parcels is not much different than the average city block. We feel that this is the most preferable and elegant solution to maximize footprints between Lakeside Avenue and Sears Lane.

Zach Nersinger: Some of the placements of the cross streets were based on other factors like emergency vehicles accesses, pedestrian, and bicycle traffic.

John Caulo: Assuming phase one is approved, development will begin in the north and migrate to the south.

Geoff Hand: Which option would you pursue?

AJ LaRosa: I think we would like to see the specific road layout for streetscaping so an amendment does not cause a change that would ultimately impact the remainder of the development's construction. We have seen this issue arise previously with the Cambrian Rise development.

Chapin Spencer: I would like to respond to breaks and accesses into the Champlain Parkway. In terms of a master plan, the existing plan does not obstruct the flow of the existing traffic pattern on the Champlain Parkway.

AJ LaRosa: Our first point of contact would be regulatory.

Chapin Spencer: What we still need to capture is traffic studies.

AJ LaRosa: Speaking on project approval, the projected trip ends will impact what we can approve later on.

Nic Anderson: The proposals are also based on access to streets and bus stops.

Kevin Worden: Some of this information is also based on non-residential uses.

John Caulo: Yes, we have been in discussion with daycares as one of the mixed use options.

AJ LaRosa: As a resident of this area, I am looking for you to illustrate the differences between pedestrian, bicycle, and automotive traffic.

Evan Gould: Are the proposed ROWs located behind the development?

John Caulo: The proposed ROWs are intermingled with the development. An association would manage green spaces/common areas without shifting the maintenance responsibility to Parks and Recreation to manage.

AJ LaRosa: How long is the distance between Lakeside Avenue and Sears Lane?

Chapin Spencer: About 1,000 feet.

Miles Waite: Will the infrastructure like sewer lines be constructed parallel to existing infrastructure lines?

Kevin Worden: The existing system utilizes gravity to the treatment plant. The new line would be a force main to the treatment plant. For Phase I, we would not construct the new force main, but there could be a holding tank that could detain sewage flow during rain events and then discharge to the gravity system during dryer weather.

AJ LaRosa: The permitting would need to extend between Pine Street and to offsite property between Lakeside Avenue and Sears Lane where it crosses private property.

Chapin Spencer: This is part of the planning and conversations that we have been having. At this stage, there are no conceptual designs in place, but capacity is being discussed at other properties in the South End that extend beyond this development. This is information that needs to be negotiated.

AJ LaRosa: If the City is the owner of one of the existing parcels, does this flag §4413?

Scott Gustin: No, §4413 is based on ownership and operation.

Brad Rabinowitz: Is the off-balance design of the Champlain Parkway against the proposed development intentional?

Nic Anderson: The uses of this development contributes to the design, where the pattern of development is not symmetrical anymore.

Kevin Worden: I would also like to point out that the internal streets will be smaller and narrower, which is a contributing factor.

John Caulo: This is something we are interested in pursuing to be consistent with the goals of sustainability.

Geoff Hand: How was the proposed development designed to complement the existing infrastructure?

John Caulo: It will enrich the environment even if it is only pedestrian connections for the betterment of the larger community.

AJ LaRosa: The design seems to create a community that gathers around this central corridor. Programmatically, a clearly centralized space for gathering is successful for bridging the residents of this development with the larger community.

John Caulo: We have been considering local and civic uses in this development too.

Evan Gould: One piece of feedback I would give is differentiating between pedestrian and bicycle ROWs.

Leo Sprinzen: I think this type of development could support a small market/grocery store.

Marina Campbell: Is there any concern with emergency vehicle access?

Kevin Worden: Streets will be built to accommodate emergency vehicles. Access is already available at Lakeside Avenue and Sears Lane.

Miles Waite: Will the railroad bridge over Lakeside Avenue be upgraded to accommodate the proposed development?

Chapin Spencer: We have not spoken with the railroad about this yet, but discussions will begin as part of the Railroad Enterprise project. Each time we have this conversation it is difficult to balance federal law with municipal law.

AJ LaRosa: Is there anyone in the public who wishes to speak on this?

Sharon Bushor: The storefronts on the primary level need to cater to the population that they will be serving. This includes addressing the missing middle for affordable housing that does not disrupt the colorful character of the existing neighborhood. I think of the South End as a creative place with opportunities to balance everything that we want.

Evan Gould: Have street names been chosen?

John Caulo: No.

AJ LaRosa: Hearing no additional questions or comments, we will close the hearing on this item to deliberate on other matters.

VI. Adjournment

Hearing closed at 6:25 PM.

Alexander J. LaRosa, Chair of Development Review Board — Date 9/17/24

Joseph H. Cava

Joseph H. Cava, Permitting & Inspections Permit Technician — Date 9-17-24

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