Burlington Development Review Board
Department of Permitting & Inspections
645 Pine Street
Burlington, VT 05401
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Marina Campbell, (Alternate)
Chase Taylor, (Alternate)

Development Review Board

Tuesday, December 16, 2025, 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
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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. Certificate of Appropriateness

4.1.
ZP-25-442; 351 North Avenue (NAC-CR, Ward 7) 375 North Avenue, LLC / Ben Frye
Proposed revision to requirements of the Transportation Demand Management (TDM) plan for Cambrian Rise development. (Project Manager, Scott Gustin)

4.2.
ZP-25-527; 116 Sunset Cliff Road (RL, Ward 4) Catherina O'Connell / Thomas Ellis
Proposed reconstruction of existing, deteriorated, retaining wall to stabilize the slope. (Project Manager, Kirk Dressing)

4.3.
ZP-25-577; 189-191 North Champlain Street (RM, Ward 2) Trans Property Holdings, LLC / Michael Alvanos
Proposed reconstruction of a six-unit residential fire damaged structure with modern amenities and site improvements. (Project Manager, Mary O'Neil)

5. Master Sign Plan

5.1.
ZPS-25-52; 110 Institute Road (I, Ward 4) City School Department / Administrative Offices / EED / Marty Spaulding
Proposed Master Sign plan for Burlington High School/Burlington Technical Center. (Project Manager, Mary O'Neil)

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.

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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
Kirk Dressing, Associate Planner
Joseph Cava, Permit Technician
Collin Naheedy, Code Compliance Officer

TO: Development Review Board
FROM: Scott Gustin
DATE: December 15, 2025
RE: ZP-25-442; 351 North Avenue

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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: NAC-CR Ward: 4N

Owner/Applicant: 375 North Avenue, LLC / Ben Frye

Request: Proposed revision to the requirements of the Transportation Demand Management (TDM) plan for Cambrian Rise.

Applicable Regulations:
Article 8 (Parking)

Background Information:
The applicant is requesting approval to amend the Transportation Demand Management (TDM) plan for Cambrian Rise. This application was originally scheduled for DRB review on October 7, 2025. The applicant requested deferral and has since modified the application to partially drop the request to change the period of implementation of the TDM plan from 10 years to 7 years. Much of this request is to exempt the affordable housing within Cambrian Rise from most of the TDM standards.

Previous zoning actions for this property (Permitting addresses vary from 329, 351, 351-375 and 375 North Avenue):

- **Zoning Permit ZP-25-226:** As-Built changes to Building C, Sunset House
- **Zoning Permit ZPF-24-84**: Install black aluminum fencing
- **Zoning Permit ZP-24-450:** Reapplication for ZP-22-399
- **Zoning Permit ZP-24-360:** Modify Building H into two buildings
- **Zoning Permit ZP-24-256:** Construct recreation path and related site work (expired)
- **Zoning Permit ZP-24-226:** Install retaining walls
- **Zoning permit ZP-22-582:** Add temporary parking east of Liberty House.
- **Zoning permit ZP-22-399:** Dissolve lots 8, 9, & 10 into one lot.
- **Zoning permit ZP-22-363:** Install garage and person doors within a garage.

- **Zoning permit ZP-22-31:** Amend PUD to increase dwelling unit count from 770 to 950 with related site and building changes.
- **Zoning Permit ZP-21-235:** Re-apply for 18-0791CA.
- **Zoning Permit 20-0683CA:** Changes to proposed Building C, convert parking to residential space (no increase in units), decrease non-residential space by 3,000 sf. February 2020.
- **Zoning Permit 19-0021CA/MA:** Amendment to original project increasing the overall unit count to 770. Redesign of Building M, adding additional stories to buildings M, P, Q, & R. Add building volume to B & G. Minor changes to plaza dimensions. October 2018.
- **Zoning Permit 18-0721CA:** Relocation of proposed path on SW side of building to align with existing opening on west elevation and small path leading from main path to vicinity of electrical transformer; modified paths near entry until adjacent buildings are complete; temporary black coated chain link construction fence surrounding west and south boundaries of building landscaping; new low stone wall. March 2018.
- **Zoning Permit 18-0791CA**; Revisions to Buildings B & G, with additional floor added to Building B. No change to total units in project; revisions to design of buildings and proposed transportation hub; revision to road phasing plan. May 2018.
- **Zoning Permit 18-0028AP**; Appeal of administrative decision relative to Impact Fees for orphanage renovation (zoning permit 16-0007CA/MA). DRB upholds staff decision, August 2017.
- **Zoning Permit 17-1307CA**; temporary fence and path for temporary dog park for residents of 375 North Avenue. June 2017.
- **Zoning Permit 17-0853CA**; Request for amendment of ZP17-0623CA/MA; Condition of approval #13 limiting construction days and times and Condition #3 addressing 10-year performance bond for construction. May 2017.
- **Zoning Permit 17-0716CA**; Replace two small windows on north and south gable ends located at the west elevation of former Orphanage building with one larger window in each gable end at the west elevation. January 2017.
- **Zoning Permit 17-0623CA/MA**; Proposed development consisting of 11 buildings containing 739 residential units, approximately 45,000 sq. ft. of non-residential support/amenity space, approximately 40,000 sq. ft. of neighborhood commercial spaces and 1,092 parking spaces. March 2017.
- **Zoning Permit 17-0376CA**; install new windows within new openings on western building elevation. September 2016.
- **Zoning Permit 17-0252SP**; second sketch plan review of planned unit development with mixed commercial and residential uses, related buildings, and infrastructure. October 2016.
- **Zoning Permit 17-0010CA**; Revisions to west chapel elevation (amendment to zoning permit 16-0007CA / MA). Openings for windows restored or added. July 2016.
- **Zoning Permit 16-1487CA**; Change to top floor, add veranda on roof. Amendment to zoning permit 16-0007CA/MA. July 2016.

- **Zoning Permit 16-0622CA**; Request change of materials for existing slate roof to standing seam copper on the former St. Joseph's Orphanage. Former address 351 North Avenue. January 2016.
- **Zoning Permit 16-1183SP;** Sketch plan review of 700+ unit planned unit development with mixed commercial and residential uses, related buildings, and infrastructure.
- **Zoning Permit 16-0007CA/MA**; Approval to convert building into 63 apartments and related site improvements. Approved September 2015; amended February 2016. June 2016.
- **Zoning Permit 15-0702LL**; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- **Zoning Permit 14-1286CA**; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- **Zoning Permit 12-0706SN**; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- **Zoning Permit 12-0121CA**; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- **Zoning Permit 11-0282CU**; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- **Zoning Permit 09-526CA**; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- **Zoning Permit 92-096 / COA 092-016**; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- **Zoning Permit 79-352;** install septic tank and seepage bed. July 1979.
- **Zoning Permit 77-03**; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- **Zoning Permit 77-628**; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

Recommendation: **Denial** as per, and subject to, the following findings:

I. Findings
Article 8: Parking
Sec. 8.1.16, Transportation Demand Management
(b) Applicability

Zoning permit ZP-22-32 was a project-wide amendment that increased total dwelling unit count from 770 to 950 units. Significantly, it also included a project-wide maximum parking waiver that allowed the applicant to exceed the applicable parking maximum by 216 spaces. Both the increase in dwelling unit count (an increase of more than 10) and the maximum parking waiver triggered the requirement for a project-wide TDM plan. ZP-22-32 included a TDM for the entire project, inclusive of affordable and market rate housing.

The proposed TDM plan asserts that two of the completed buildings that contain affordable housing, Laurentide and Juniper House, are exempt from the TDM requirements because they predate adoption of the TDM standards in the Comprehensive Development Ordinance (CDO). The proposed TDM plan also asserts that part of so-called Building H, just beginning construction, will also be largely exempt due to its inclusion of affordable housing.

The current TDM standards in the CDO do exempt affordable housing projects from most TDM requirements. Just outreach and education and the TDM agreement are required. See Table 8.1.16-1 below.

Table 8.1.16-1 Transportation Demand Management Program Required

	Applicable Projects	**Affordable Projects**	**Small Projects**
Project Type	• Creation of 10 or more dwelling units • A non-residential or Mixed Use development with a building footprint of eight thousand (8,000) sq.ft. or more; or the creation of fifteen thousand (15,000) sq.ft. or more of gross floor area	Projects involving one or more "Applicable Projects" and that also contain at least 75% of dwelling units meeting or exceeding the affordability criteria of Article 9, Inclusionary & Replacement Housing, or housing rented to tenants receiving federal or state rental assistance	Creation of five (5) to nine (9) dwelling units
Applicable TDM Sections	All provisions of Sec. 8.1.16 (c)	Sec. 8.1.16 (c) 1. and Sec. 8.1.16 (c) 4. only	Sec. 8.1.16 (c) 3. b. only

Cambrian Rise was most recently approved as a 950 dwelling unit planned unit development (PUD), inclusive of required affordable housing. As noted above, the PUD also includes a project-wide maximum parking waiver predicated, in part, on implementation of an approved TDM plan. Laurentide, Juniper House, and Building H are included within the PUD, provide much of its required affordable housing, and benefit from the maximum parking waiver. The affordable project exemption for TDM standards pertains to individual projects that include at least 75% affordable housing, such as the COTS project at 278 Main Street. The affordable housing components of Cambrian Rise are not stand-alone projects and do not qualify for any exemption from the TMD standards. **(Adverse finding)**

(c) Transportation Demand Management Program
The applicant has provided a revised transportation demand management plan for consideration.

a. Outreach and Education:

Cambrian Rise continues to be managed by Farrell Properties. As originally approved, this entity will serve as the Transportation Coordinator in collaboration with CATMA. In that role, Farrell Properties will coordinate with CATMA to prepare and disseminate materials as to TDM strategies and resources available to residents and employees. The Transportation Coordinator will also be responsible for record keeping and annual reporting to the city as required by this criterion.

The proposed TDM plan separates Champlain Housing Trust and Evernorth Vermont from the rest of Cambrian Rise, as the providers of the project's required affordable housing, and notes that they will establish and maintain their own relationship with CATMA. As noted above, the affordable housing with Cambrian Rise is part of the overall project and meets the project's inclusionary housing requirement. The TDM plan must be inclusive of the entire development.

The revised TDM plan notes that Farrell Properties' relationship with CATMA will last at least 10 years. This time span is consistent with the original TDM approved for the project. **(Adverse finding)**

b. TDM Strategies:

The currently approved TDM plan relies significantly on services provided by CATMA, a local transportation management association. The TDM plan includes the following strategies:

- Subsidized GMT passes and bike share membership.
- Locate one Carshare VT vehicle within the development and offer all residents a year of free membership. (Presently, there are two Carshare VT vehicles onsite, but there is no membership subsidy).
- A GMT bus stop is located within the development.
- Construction of pathway connections to the Burlington Greenway (bike path) and North Avenue (the Greenway connection has not been constructed).

As approved, these strategies are to be provided for a period of 10 years following issuance of a certificate of occupancy for the next project phase that is completed. This 10-year period started July 29, 2024.

The proposed TDM plan is similar to the original, and pledges to provide the 1 year of free carshare membership that was originally required but not provided. The proposed TDM plan also articulates provision of parking spaces, EV chargers, and other items that may be needed by Carshare VT. A 3rd onsite Carshare VT vehicle is contemplated; however, comment from Carshare VT staff indicates a 3rd vehicle would not be possible without a revenue guarantee provided by the applicant. Bus pass subsidies are not noted in the proposed TDM plan but are required. As originally approved, provision of these TDM strategies must continue for at least 10 years. **(Affirmative finding if conditioned)**

c. Parking Management:

Proposed parking management is largely unchanged, except that a 7-year reporting period is requested versus the originally permitted 10-year reporting period. The current TDM standards allow for a 7-year period for annual parking utilization studies

to assess the effectiveness of the TDM plan. The reporting period starts concurrently with the TDM strategy implementation period.

As required, the cost of parking is un-bundled from all residential leases and deeds, except for permanently affordable housing units. There is no dedicated commercial parking.

Priority parking spaces are provided. Motorcycle parking will be provided within the central garage. ADA and carshare parking spaces are noted on the project site plans. The maximum of 5 carshare spaces are proposed. Lacking any dedicated commercial parking, no carpool or vanpool spaces are required. **(Affirmative finding)**

d. TDM Agreement:
A new TDM agreement is referred to in the proposed plan, but is not actually provided. One can be provided in the event that the revised TDM plan is approved. **(Affirmative finding if conditioned)**

II. Reasons for Denial

1. Per the adverse findings above.

Cambrian Rise Transportation Demand Management Plan

Revised –

8/12/2025

Overview

The Cambrian Rise Development is located in a transitional neighborhood between Burlington's Old North End and the New North End, roughly one mile from the downtown core. The goal of Farrell Properties is to create a multi-modal neighborhood that disincentivizes car ownership and offers incentives and resources for people seeking to reduce car use. The distance from the downtown core presents a challenge to the goal of reducing car ownership, however the proximity of the Burlington Greenway and the existing bus route on North Avenue present excellent opportunities for encouraging reduced vehicle use. Farrell Properties has committed to several strategies that will take advantage of these opportunities. This aligns well with the City's land use and transportation goals, and the Transportation Demand Management (TDM) requirements. These goals, requirements, and the project's proposal for meeting these goals at Cambrian Rise are documented below:

Section 8.1.16 Transportation Demand Management

(a.) Purpose

To advance the goals of the City's land use and transportation plans, and promote public health, safety, welfare, and protection of the environment by:

- Reducing parking demand
- Reducing Car Ownership
- Reducing vehicle miles travel and congestion
- Increase transit use and non-motorized travel

(b.) Applicability

Cambrian Rise is subject to the Transportation Demand Management Plan requirement because the site is zoned as multi-modal mixed-use and created more than 10 dwelling units. Buildings constructed prior to the December 16, 2020 adoption of the TDM program within the amended Burlington CDO are not subject to the TDM requirement, although ....Further, per the subsequent amendment to the CDO's TDM requirements on January 31, 2023, buildings that qualify as "affordable projects" (i.e. "projects that involve one or more applicable projects and that also contain at least 75% of dwelling units meeting or exceeding the affordability criteria ...") are *only* required to adhere to section 8.1.16(c)1 and Sec. 8.1.16 (c) 4 (Outreach and Education and TDM Agreement) and are therefore exempt from Sec. 8.1.16 (c)2 and Sec. 8.1.16 (c)3 (TDM Strategies and Parking Management, respectively). Further note that although Buildings K and L (Laurentide, Juniper) are exempt due to their completion date and Building H is partially exempt due to its satisfaction of the definition of an Affordable Project, their residents will be able to take advantage of many of the TDM amenities available to the Cambrian Rise overall site. This will include the ability to participate in Bike/Car Share programming, generous bike parking, connections with the Burlington Greenway, and improved bike lane/bus accessibility.

(c.) Transportation Demand Management (TDM) Program

To address the TDM requirements of Section 8.1.16 of the Burlington Comprehensive Development Ordinance (dated December 16, 2020) the Cambrian Rise project offers the following strategies:

a. Outreach and Education
    i. Farrell Properties will act as the Transportation Coordinator for the Cambrian Rise Project. Cambrian Rise is a member of the Chittenden Area Transportation Management Association (CATMA). CATMA will facilitate and coordinate with Farrell Properties and the management teams of other properties located at Cambrian Rise. They will maintain their membership for a minimum of 10 years after the next certificate of occupancy is issued, and work with them to coordinate the following activities:
        1. Prepare educational materials regarding TDM strategies
        2. Organize an annual meeting for, and open to all Cambrian Rise tenants and employees. Hosted at Cambrian Rise.
            a. Present prepared educational materials
            b. Facilitate discussion on opportunities for increased use and participation.
        3. Annual travel survey prepared for and disseminated to all tenants and employees.
        4. Ongoing record keeping and annual reporting to the City of Burlington summarizing TDM offerings, including:
            a. Discounts available
            b. On-site resources available
            c. Owner vs. tenant and employee responsibilities
            d. Rate of participation including parking utilization
    ii. As non-profit entities providing affordable housing, Champlain Housing Trust and Evernorth Vermont will establish and maintain their own relationship with CATMA and coordinate the satisfaction of their unique requirements.

b. TDM Strategies

Cambrian Rise has been a member of CATMA, a Transportation Management Association, since 2016. Cambrian Rise has and will continue to work with CATMA to provide ongoing TDM strategies and will maintain their membership for at least 10 years, beginning on July 29th 2024. The following are portions of the memorandum of understanding between Farrell Properties and CATMA that specifically relate to the Cambrian Rise development:

CATMA administers and monitors programs and services for Cambrian Rise as listed below:

- Strategy development for enhancing transportation options and amenities
- Access to discounted Green Mountain Transit passes
- Access to Commuter Impact Tool and data collection
- Enhancement and implementation of a comprehensive transportation education, marketing and awareness program (via newsletters, communications, informational kiosk, website, events, and bike safety workshops)
- Commuter Prize Drawings
- Support in planning and implementing TDM measures in furtherance of request for parking waivers, traffic impact mitigation fee reductions, etc.
- Carpool and vanpool program support
- Surveys and analyses to track and measure progress

- Recommendations and support with attaining current and future goals

Goals and Performance Metrics:

Goals	Performance Measure
Goal 1 Enhance and implement the transportation amenities and services available to residents at Cambrian Rise	• Increase the transportation options available for residents • Increase residents' access to transportation options. • Improve existing transportation services and amenities to better serve residents *Resource – CATMA Survey Data*
Goal 2 Reduce residents' demand for parking, use of single occupancy vehicles and traffic impact	• Decrease total demand of parking among tenants • Decrease total SOV commutes *Resource – CATMA Survey Data, Online Impact Data, Requests of parking space (Farrell Properties)*
Goal 3 Increase residents' use of sustainable commute modes	• Increase number of residents utilizing sustainable commute modes • Decrease in SOV commutes • Decrease in use of on-site parking *Resource – CATMA Survey Data, Online Impact Data, Farrell Properties data collections*
Goal 4 Improve residents' awareness of available transportation options and benefits	• Increase residents' knowledge and awareness of commute options, resources, and benefits *Resource – CATMA Survey Data*

In addition to the above, all residents and employees at Cambrian Rise have access to a commuter membership with CATMA. Through this program they can take advantage of incentives and services that influence knowledge and usage of sustainable transportation. These programs are free to residents and tenants as part of the Cambrian Rise developer membership and include the following:

- CATMA Commuter Solutions Platform: Access to digital app that enables residents to earn rewards, enter drawings, search and coordinate carpools, access Guaranteed Ride Home, plan commutes and trips, calculate their cost savings/carbon footprint reduction.
- Carpool Matching Program: Assists in finding compatible carpool buddies through the CATMA carpool matching app.
- Commute Planning: Provides support for personal trip planning via phone, email, or app.
- Bikeshare Discount: Discounted Bikeshare per trip or designated hub location.
- Guaranteed ride home. Commuters are eligible for a free taxi home in the case of an emergency.

In addition to and in coordination with Cambrian Rise's membership in CATMA, Cambrian Rise has, and will continue to make significant investments in elements to further promote walkability and alternative modes of transportation, including:

1. Public Transit
    a. A GMT bus stop is located on-site. Upgrades to this bus stop are planned and awaiting

intersection improvements with North Avenue and include a dedicated bus pull-off.

2. Cars
    a. Two CarShare Vermont vehicles are currently located at Cambrian Rise. Originally, CarShare vehicles would not be possible without financial subsidies provided by Cambrian Rise. Currently these vehicles receive substantial use and no longer require a subsidy. However, Farrell Properties will begin to offer the 1 year of free CarShare memberships as required by the previously approved TDM plan in January 2026. Due to the high demand, Cambrian Rise is currently working with CarShare Vermont to add another vehicle to the site, and will continue to assess the need for additional CarShare vehicles and provide infrastructure (including paved parking spaces and space/facilitation of installation of EV charging piping, pedestals, and power supply, as needed by CarShare), as well as locations for future CarShare vehicles as the development proceeds.
3. Bikes
    a. Residents are eligible for a free e-bike share membership through Burlington Segways (d/b/a Burlington e-bikes). Cambrian Rise is working closely with Burlington e-bikes to facilitate their local grassroots, e-bike program and encourage resident usage of their services.
    b. A Burlington e-bike hub location is hosted on site, proximate to the transportation hub. This hub has the capacity for 20 +/- electric assist bikes. Depending on the needs of Burlington e-bikes, Cambrian Rise has committed to remaining flexible with regards to providing additional hub capacity and/or locations. The Transportation Coordinator will work with Burlington e-bikes to ensure appropriate racks are installed and maintained as more buildings come online and creates demand for this resource.
    c. Short-term bike parking is provided proximate to all major building entries in accordance with the zoning requirements, additional short-term bike parking is provided at the transportation hub, boardwalk, and central green.
    d. Long-term bike parking storage areas are provided inside each building, and often greatly exceed the minimum zoning requirements. Overall, more than double the required number of long- term bike parking spaces are provided. Most buildings include bike maintenance facilities, including indoor wash and repair stations to support bike ownership and ease of use.
    e. Significant streetscape improvements along North Avenue will include a dedicated and protected southbound bike lane.
    f. Cambrian Rise will construct a multi-use recreation path to connect between North Avenue and the Burlington Greenway. Portions of the pathway are already constructed along built portions of Cambrian Way. Farrell Properties is currently coordinating with BPRW and CEDO to plan for the full build-out of the Rec Path.

4. Pedestrian Accessibility
    a. An ADA, publicly accessible route is planned to connect from North Avenue, through the development, and to the Burlington Greenway. This pathway will utilize portions of the new multi-use recreation path as well as an elevator and stair tower, and internal ramps and walks.
    b. A multi-use recreation path is located along the south portion of Cambrian Way (“South Road”).
    c. A signalized pedestrian crossing is planned for the intersection of North Ave. and “South Road”.

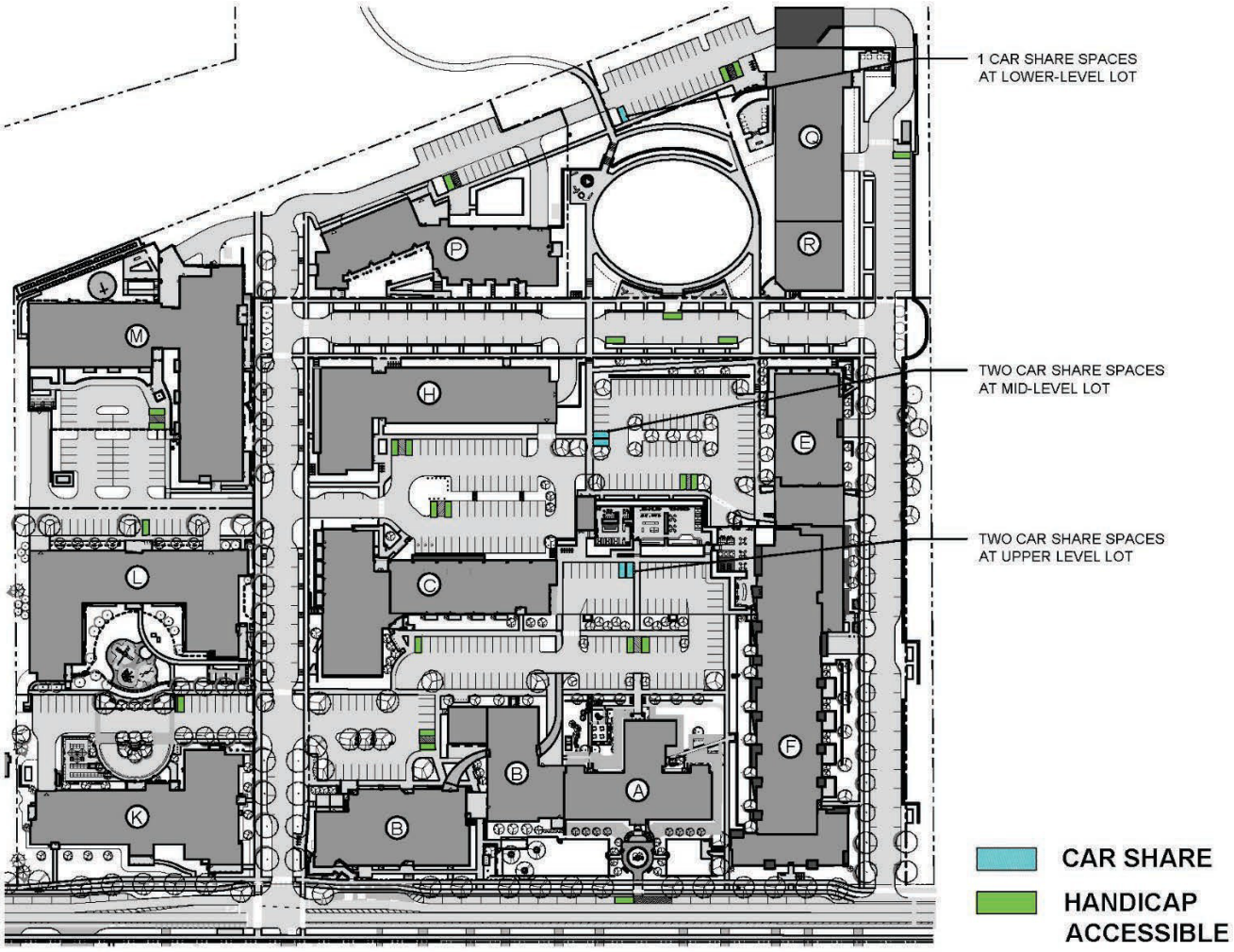
While TDM strategies required by the Burlington Zoning Ordinance are limited, Cambrian Rise has implemented a far more integrated approach which includes significant financial investments in physical improvements and subsidies. At completion, it is anticipated that Cambrian Rise will have provided over $2,000,000

in assuring transportation options and amenities to support sustainable transportation alternatives.

c. Parking management
    i. In conjunction with CATMA, the Transportation Coordinator will ensure a parking utilization study is performed at least once annually for 7 years, beginning concurrently with the TDM Strategy Reporting period.
    ii. Except for permanently affordable housing units, all residential parking is, and will continue to be "un-bundled" from residential leases and deeds. No dedicated commercial parking is proposed but will instead utilize shared parking during daytime hours.
    iii. No parking spaces will be made available to off-site users.
    iv. Priority Parking (see Appendix A)
        1. As the development proceeds, a minimum of five spaces will be made available for CarShare Vermont. Per CarShare request, Cambrian Rise has remained flexible with regards to their space location. Hence actual CarShare spaces may not be in the exact locations shown in Appendix A.
        2. Handicapped spaces and short-term bicycle parking spaces will be located proximate to every major building entrance.
        3. Motorcycle parking will be provided in the central garage, proximate to entries.
        4. Carpool and Vanpool spaces are not required on site (less than 20 spaces are planned for non-residential use). The transportation coordinator will re-evaluate the demand for this use annually, and if appropriate, offer this use for consideration during the annual TDM meeting.
d. TDM Agreement (See Appendix B)

Cambrian Rise

APPENDIX A



*Car Share locations subject to move as requested by CarShare Vermont. Common reasons for relocation include improving centralization and visibility.

WALL CONSULTANT GROUP

Date: 31 December 2024

To: Eric Farrell, Farrell Properties

From: Corey Mack, PE, PTOE, Consultant Transportation Engineer

Subject: Cambrian Rise Trip Generation Review
Updated Land Use Development Program

WCG has reviewed the proposed change to the land use development program at Cambrian Rise in Burlington, VT. We have compared the latest development program and trip generation estimate to the originally permitted condition (December 2016) and most recent development program (April 2019) trip generation estimates. This memo documents the trip generation estimate, adjustments, and summarizes the changes.

In summary:

- The proposed land use development program at Cambrian Rise includes several changes, including a reduction in office space, removal of the convenience store, reduction in the hotel use, increase in residential use, and other minor modifications.
- The current proposed land use development program results in an overall estimated external primary vehicle trip generation of 385 trip ends in the AM peak hour and 346 trip ends in the PM peak hour.
- The originally permitted development program from December 2016 estimated a total external trip generation of 381 trips and 425 trips in the AM and PM peak hours, respectively.
- The proposed land use development program results in an estimated 4 additional external primary vehicle trips in the AM peak hour and 79 fewer external primary vehicle trips in the PM peak hour compared to the originally permitted land use development program from December 2016.
- This change in new external primary vehicle trip generation is expected to result in no significant difference in the AM peak hour evaluation, and improve traffic operations and reduce transportation impacts in the PM peak hour compared to the originally evaluated and permitted land use development program from December 2016.
- With fewer PM peak hour trips, the updated Act 145 transportation impact fee is estimated to be reduced by 18.5% to $27,336.

BACKGROUND

Cambrian Rise is a mixed-use development located near 351 North Avenue in Burlington VT. The project is permitted under Act 250 land use permit 4C1301 with multiple amendments. The most recent Act 250 Jurisdictional Opinion stated that further changes to the Cambrian Rise

development are exempt from Act 250 review provided the project maintains the definition of a “priority housing project”.

The City of Burlington Planning and Zoning department has most recently reviewed a traffic supplement dated April 18, 2019. That most recent traffic supplement from April 18, 2019 included an increase in the number of housing units to 950 (including the 65 units at Liberty House), a reduction in the office and retail space, an increase in restaurant space, and other minor changes to the land use development program. In all permitting applications, Building A “Liberty House” consisting of 65 units of mid-rise residential housing, is considered an existing property under separate permitting.

The evolution of the land use development program and the resulting estimated primary external vehicle trip generation is documented in Table 1.

TABLE 1: SUMMARY OF LAND USE DEVELOPMENT PROGRAMS AND ESTIMATED PRIMARY EXTERNAL VEHICLE TRIP GENERATION FROM FORMER AND CURRENT CAMBRIAN RISE LAND USE DEVELOPMENT PROGRAMS

ITE LUC	Description	Units	*December 2016* *4C1301*	*October 2018* *4C1301-3*	*April 2019*	**January 2025** **Current**
221	Mid-Rise Apartment	DUs	*673*	*705*	*815*	**959**
252	Senior Adult Housing (Attached)	DUs	*	*	*70*	**70**
311	All-Suites Hotel	Rooms	*42*	*50*	*79*	**34**
311	Hotel (VIC)	Rooms	-	*40*	-	**-**
540	Junior/Community College	SF	*16,500*	-	-	**-**
565	Daycare Center	SF	*4,025*	*3,000*	*3,000*	**-**
710	General Office Building	SF	*22,541*	*60,250*	*64,900*	**-**
712	Small Office Building	SF	-	-	-	**2,457**
760	R&D Office (VIC)	SF	-	*40,000*	-	**-**
822	Retail (e.g.Shopping Center)	SF	-	*4,350*	*900*	**1,300**
826	Specialty Retail	SF	*2,675*	-	-	**-**
851	Convenience Market	SF	-	*2,000*	*2,000*	**-**
932	High-Turnover (Sit-Down) Restaurant	SF	*2,650*	*3,000*	*8,000*	**2,750**
Total External Primary Vehicle Trip Generation:						
		AM Peak Hour	*381*	*394*	*380***	**385**
		PM Peak Hour	*425*	*443*	*399***	**346**
Daily			*4620*	*5057*	*5635*	**4190**

** Previous land use development programs included senior housing, however the land use was included within LUC 221 and not specifically broken out as a distinct generator of traffic prior to the current traffic supplement*
*** Not explicitly calculated in the April 2019 Memo; estimated as Table 6 subtract Table 3*

VEHICLE TRIP GENERATION ESTIMATE

To estimate the total primary external vehicle trips of the proposed site, the following methodology was applied:

A. Estimate the base trip generation by evaluating the single-use trip generation for each land use code per ITE Trip Generation Manual, 11th Edition trip generation rates.[1]

B. Estimate internally captured trips using NCHRP Report 684 Methodology.

C. Estimate pass-by and primary trips by applying appropriate Trip Generation Handbook, 3rd Edition pass-by rates to external trips (the base trips from step A subtracting the internal trips from step B).

D. Estimate the effect of transportation demand management (TDM) by applying a TDM factor to the primary external trips estimated in step C, per VTrans guidance.

E. Estimate primary external vehicle trips as primary external trips estimated in step c subtracting the TDM trips estimated in step D.

A. Base Trip Generation

Base vehicle trips are the total estimated vehicle trips prior to any reductions associated with internal capture, pass-by, or transportation demand management (TDM) features. Base trip generation from the current development program has been estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The resulting base trip generation estimates are summarized by land use code (ITE LUC) in Table 2.

TABLE 2: BASE TRIP GENERATION OF THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units	94	316	228	146
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	34	rooms	6	6	6	6
712	Small Office Building	2,457	s.f.	3	1	2	3
822	Strip Retail Plaza (<40k)	1,300	s.f.	4	3	9	9
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	15	12	15	10
		sub-total		127	347	270	182
		total		474		452	

B. Internally Captured Trips

Because of the complementary nature of the proposed land uses on the Cambrian Rise site, some trips are made between the on-site uses. This capture of trips internal to the site has the

[1] 11th Edition was released in September 2021. Previous trip generation estimation utilized data from the ITE Trip Generation Manual, 10th edition, or earlier.

net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites). For these internally captured trips, the origin, destination, and travel path are all within the site.

Internally captured trips have been estimated using the recommended methodology in the ITE Trip Generation Handbook[2] and are shown in Table 3. Internal capture trips are estimated prior to splitting site generated trips into pass-by and non-pass-by trips or estimating the effect of TDM strategies.

TABLE 3: ESTIMATED INTERNALLY CAPTURED TRIPS

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units	0	4	4	5
252	Senior Adult Housing - Attached	70	units	0	0	0	0
311	Hotel	34	rooms	0	1	2	1
712	Small Office Building	2,457	s.f.	0	0	1	1
822	Strip Retail Plaza (<40k)	1,300	s.f.	1	0	6	5
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	4	0	6	7
		sub-total		5	5	19	19
		total		10		38	

Total external trips are estimated by subtracting the internally generated trips shown in Table 3 from the base vehicle trips estimated in Table 2. The resulting total external trips are shown in Table 4.

TABLE 4: ESTIMATED TOTAL EXTERNAL TRIPS

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units	94	312	224	141
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	34	rooms	6	5	4	5
712	Small Office Building	2,457	s.f.	3	1	1	2
822	Strip Retail Plaza (<40k)	1,300	s.f.	3	3	3	4
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	11	12	9	3
		sub-total		122	342	251	163
		total		464		414	

C. Pass-By and Primary Trips

The estimated external trips may be separated into primary trips and pass-by trips. Pass-by trips result in a change in turning traffic at project intersections, but do not add traffic to the adjacent street network. As defined by the ITE Trip Generation Handbook:

[2] NCHRP Report 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

"A pass-by trip is made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street…"

Pass-by trips are estimated using the average pass-by rates surveyed by ITE for that land use. These trips are anticipated in addition to the primary trips. In this case, only the retail store and restaurant are expected to attract pass-by trips, estimated in Table 5.

TABLE 5: ESTIMATED PASS-BY TRIPS

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units				
252	Senior Adult Housing - Attached	70	units				
311	Hotel	34	rooms				
712	Small Office Building	2,457	s.f.				
822	Strip Retail Plaza (<40k)	1,300	s.f.	1	1	1	1
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	5	5	4	1
		sub-total		6	6	5	2
		total		12		7	

All non-pass-by trips are estimated to be primary external trips. Primary external trips are made for the specific purpose of visiting the generating site. The estimated primary external trips are shown in Table 6.

TABLE 6: ESTIMATED EXTERNAL PRIMARY TRIPS

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units	94	312	224	141
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	34	rooms	6	5	4	5
712	Small Office Building	2,457	s.f.	3	1	1	2
822	Strip Retail Plaza (<40k)	1,300	s.f.	2	2	2	3
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	6	7	5	2
		sub-total		116	336	246	161
		total		452		407	

D. Effect of Transportation Demand Management

While the Trip Generation Handbook recommends calculating walk, bike, and transit trips prior to splitting trips into pass-by and non-pass-by trips[3], the VTrans TDM Guidance states "TDM reductions should be applied… after the pass-by factors have been applied". Based on a combination of physical, operational, and organizational TDM strategies, coupled with the mixed-use / moderate transit designation, substantial existing and proposed walk and bike infrastructure, and urban location, the site qualifies for the maximum 15% TDM adjustment

[3] ITE Trip Generation Handbook, 3rd Edition, page 95

suggested in the VTrans TDM Guidance. The 15% adjustment applied to primary (non-pass-by) external trips estimates the multimodal / TDM mitigated trips, as shown in Table 7.

TABLE 7: ESTIMATED MULTIMODAL / TDM MITIGATED TRIPS

				AM Peak		PM Peak	
ITE LUC	Description	Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)	959	units	14	47	34	21
252	Senior Adult Housing - Attached	70	units	1	1	2	1
311	Hotel	34	rooms	1	1	1	1
712	Small Office Building	2,457	s.f.	0	0	0	0
822	Strip Retail Plaza (<40k)	1,300	s.f.	0	0	0	0
932	High-Turnover (Sit-Down) Restaurant	2,750	s.f.	1	1	1	0
		sub-total		17	50	38	23
		total		67		61	

E. Net External Primary Vehicle Trips

The external primary vehicle trip total, or the expected number of new vehicle trips entering and exiting the development, is estimated as the total primary external trips shown in Table 6 subtracting the multimodal trips estimated in Table 7. The resulting estimated external primary vehicle trips are shown in Table 8.

TABLE 8: ESTIMATED NET EXTERNAL PRIMARY VEHICLE TRIPS FOR THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

					AM Peak		PM Peak	
ITE LUC	Description		Units/size		enter	exit	enter	exit
221	Multifamily Housing (Mid-Rise)		959	units	80	265	190	120
252	Senior Adult Housing - Attached		70	units	4	8	8	7
311	Hotel		34	rooms	5	4	3	4
712	Small Office Building		2,457	s.f.	3	1	1	2
822	Strip Retail Plaza (<40k)		1,300	s.f.	2	2	2	3
0		0	0	0	0	0	0	0
932	High-Turnover (Sit-Down) Restaurant		2,750	s.f.	5	6	4	2
			sub-total		99	286	208	138
			total		385		346	

Compared to the originally permitted development program from December 2016 under land use permit 4C1301, the net effect of the updated development program is an additional 4 primary external vehicle trips generated in the AM peak hour, and 79 fewer primary external vehicle trips generated in the PM peak hour. The total daily external primary vehicle trip generation is estimated to be 4,190 trips per day, a decrease of 430 trips per day compared to the originally permitted development program from December 2016.

TABLE 9: SUMMARY OF ESTIMATED PEAK HOUR TRIP GENERATION

Step	AM Peak Hour		PM Peak Hour
A.	**Base Trip Generation**	474	452
B.	**Internally Captured Trips**	10	38
C.	**Pass-By Trips**	12	7
C.2	**Primary Trips (A-B-C)**	452	407
D.	**Multimodal / TDM Trips (C.2 x 15%)**	67	61
E.	**External Primary Vehicle Trips (C.2-D)**	385	346
	Originally Permitted Trips in 4C1301 (From traffic report dated 12/28/16)	381	425
	Net Change in External Primary Vehicle Trips (current trips compared to originally permitted trips)	+4	-79

The proposed development program also removes higher trip generating land uses, such as the office space and convenience market, and replaces this floor area with residential housing. Generally, residential housing generates fewer peak hour trips per square foot compared to retail or office land uses. At the same time, with fewer non-residential land uses, the opportunity for travel efficiencies such as internal capture and pass-by trip making is reduced compared to previous land use development programs. The net result is a negligible change in estimated trip generation in the AM peak hour, and a substantial reduction in new external primary vehicle trip generation in the PM peak hour compared to previously permitted and approved conditions.

With a negligible change in the number of AM peak hour trips and fewer PM peak hour trips, the originally evaluated congestion and operations analyses are likely to remain acceptable or improved compared to the original TIA from December 2016 and subsequent amended trip generation assessments.

The Act 145 Transportation Impact Fee assessed to the project is based on the number of new PM peak hour trips generated by the proposed project. A reduction of 79 trips, or -18.5% reduction in trips, would result in a commensurate reduction in the Act 145 impact fee imposed by land use permit (LUP) 4C1301. LUP 4C1301 assessed an Act 145 fee of $33,541; the revised Act 145 impact fee would $27,336.

CONCLUSIONS

The methodology to calculate internally captured trips, primary and pass-by trips, and TDM trips has been updated to be consistent with the current development program and latest guidance by VTrans, the ITE Trip Generation Manual, 11th Edition, and the ITE Trip Generation Handbook, 3rd Edition.

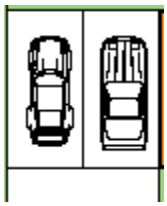
Under the updated methodology, the current development program results in a net change in external vehicle trips of +4 trips / -79 trips in the AM / PM peak hours compared to the originally

approved December 2016 land use development program. This reduction in new external primary vehicle trip generation in the PM peak hour is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016.

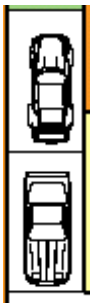
With fewer PM peak hour trips, the updated Act 145 transportation impact fee is estimated to be reduced by 18.5% to $27,336.

any pair of tandem parking spaces shall not serve more than one dwelling unit . Tandem parking shall also be allowed for dedicated employee-only parking where signed as such.

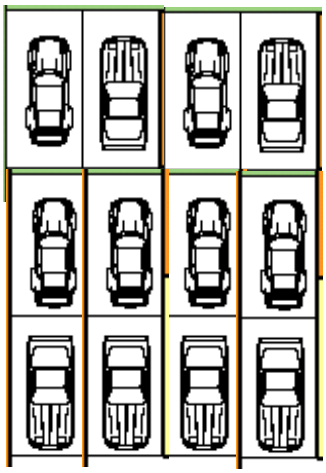
(c) Stacked parking shall be allowed for single-family detached dwelling units and Accessory Dwelling Units with no requirement for an attendant to be present.



Normal



Tandem



Stacked

Sec. 8.1.15 (Reserved)

Sec. 8.1.16 Transportation Demand Management

(a) **Purpose**: This section requires the implementation of a Transportation Demand Management (TDM) Program for certain projects for the purpose of advancing the goals of the City's land use and transportation plans, and promoting public health, safety, welfare, and protection of the environment by:

- Reducing parking demand;
- Reducing car ownership;
- Reducing vehicle miles traveled (VMT), single occupant vehicle usage and congestion; and,
- Increasing transit use and non-motorized travel;

(b) **Applicability:**

(1) A Transportation Demand Management Program shall be required for all projects in any Parking District involving any one or more of the following:

Table 8.1.16-1 Transportation Demand Management Program Required			
	Applicable Projects	**Affordable Projects**	**Small Projects**
Project Type	• Creation of 10 or more dwelling units • A non-residential or Mixed Use development with a building footprint of eight thousand (8,000) sq.ft. or more; or the creation of fifteen thousand (15,000) sq.ft. or more of gross floor area	Projects involving one or more "Applicable Projects" and that also contain at least 75% of dwelling units meeting or exceeding the affordability criteria of Article 9, Inclusionary & Replacement Housing, or housing rented to tenants receiving federal or state rental assistance	Creation of five (5) to nine (9) dwelling units
Applicable TDM Sections	All provisions of Sec. 8.1.16 (c)	Sec. 8.1.16 (c) 1. and Sec. 8.1.16 (c) 4. only	Sec. 8.1.16 (c) 3. b. only

For projects that were issued permits with TDM requirements prior to January 31, 2023, an administrative permit amendment may be requested to align the permit with the TDM requirements set forth herein.

(c) **Transportation Demand Management (TDM) Program**: A TDM Program shall include each of the following elements at a minimum:

(1) **Outreach and Education**:

a. Designation of a Transportation Coordinator who directly, or indirectly through membership in a Transportation Management Association, shall be responsible for each of the following:

1. Prepare and always make available to all residents and employees informational and educational materials regarding available TDM strategies and opportunities for increased use and participation;
2. Preparation and dissemination of an annual travel survey of all residents and employees; and,
3. Record-keeping and reporting to City upon request of all TDM activities offered and rates of participation (including parking utilization if applicable).

(2) **TDM Strategies**: In addition to compliance with the on-site Bicycle Parking requirements found in Article 8, Part 2, each TDM Program must incorporate TDM strategies to minimize the amount of parking demand associated with the project. At a minimum, a TDM Program shall select no less than two (2) of the following TDM strategies, which shall be selected and filed with the Administrative Officer on an annual basis:

a. Maintain an ongoing and active membership in a Transportation Management Association (TMA);
b. Provide GMT Transit passes to all residents and employees at a minimum discount of 50%;
c. Provide a free car share membership to all residents and employees;
d. Provide a free bike share membership to all residents and employees;
e. If not already provided through a TMA membership, provide residents and employees with a shuttle service, guaranteed ride home program, or ride to a nearby transit center.

(3) **Parking Management**: Where on-site or off-site parking is also made available:

a. Conduct parking utilization studies at least annually for a period of 7 years from receipt of a Certificate of Occupancy;

b. With the exception of permanently affordable housing units, the cost of parking shall be un-bundled from all residential and non-residential leases and deeds and made available at a market rate;

c. Where parking spaces are made available to off-site users, parking spaces may be made available by a renewable lease, provided the term of any lease does not exceed one (1) year; and,

d. Priority parking spaces: when on-site parking is provided, the following must be located in closest proximity to a primary building entrance and/or public street frontage:

1. ADA Accessible spaces;
2. Bicycles, scooters, and motorcycles spaces;
3. Car-share: where 1 space must be offered for projects with 20 or more residential units, subject to an agreement with a car-share provider; and,
4. Carpool and/or Vanpool vehicles: where more than 20 spaces are available for non-residential uses. In such cases, 5 spaces or 5% of the parking spaces on site, whichever is less, must be reserved for carpool/vanpool use before 9:00 AM on weekdays.

(4) **TDM Agreement**: Each TDM Plan shall include a signed commitment to and acknowledgement of each of the following on a form provided by the Administrative Officer:

a. Commitment to ongoing implementation of the TDM requirements as set forth above;

b. Acknowledgement that the project has no claim to the ongoing availability of nearby on-street public parking, and that, as is the case with other on-street public parking, the City retains the right to charge for, restrict or remove such on-street parking at any time;

c. Acknowledgement that failure to maintain transportation demand management as required above is a violation of this ordinance, and understanding that, pursuant to Sec. 2.7.8 of this ordinance, no zoning permit or certificate of occupancy may be granted until any such violation has been remedied; and,

d. Commitment to notify any subsequent owners and tenants in writing of their obligations under this section as part of any purchase and sale and/or lease agreements.

Review and Enforcement: The Administrative Officer shall be responsible for determining compliance with the TDM Program requirements as set forth above, and ongoing implementation shall be included as a condition of any discretionary or administrative permit required for development subject to the conditions of this Section.

Failure to maintain a TDM Program as required above shall be a violation of this ordinance, and pursuant to Sec. 2.7.8 of this ordinance no zoning permit or certificate of occupancy may be granted without a TDM Program in effect.

Guidelines regarding compliance with these TDM requirements shall be developed and provided to applicants by the Administrative Officer.

PART 2: BICYCLE PARKING

Sec. 8.2.1 Intent

It is the intent of this subpart to:

(a) Ensure the provision of parking spaces that are designed for bicycles and to ensure that bicycle parking needs of new land uses and development are met, while ensuring bicycle parking spaces are designed and located in a consistent manner. Provide bicycle access to employment, commercial destinations, and other transportation alternatives;

(b) Provide safe, convenient, and adequate bicycle parking facilities that:

1. Meet the demands of the use of the property;
2. Reduce hazards to pedestrians;
3. Enhance the visual quality of the city;
4. Reduce the adverse impacts associated with the bicycle parking, which includes bicycles parked on parking meters, signs, trees, etc; and,

Cambrian Rise Transportation Demand Management Plan

Last Revised – 3/29/2022

Overview

The Cambrian Rise Development is located in a transitional neighborhood between the Old North End and the New North End, roughly one mile from the downtown core. The goal of Farrell Properties is to create a multi-modal neighborhood that disincentivizes car ownership and offers incentives and resources for people seeking to reduce car use. The distance from the downtown core presents a challenge to the goal of reducing car ownership, however the proximity to the Burlington Greenway and the existing Bus route on North Avenue presents great opportunities for encouraging reduced vehicle use. Farrell Properties has committed to several strategies that will take advantage of these opportunities. This aligns well with the City's land use and transportation goals, and the Transportation Demand Management (TDM) requirements. These goals, requirements, as well as the project's proposal for meeting these goals at Cambrian Rise are documented below:

Section 8.1.16 Transportation Demand Management

(a.) Purpose

To advance the goals of the City's land use and transportation plans, and promote public health, safety, welfare, and protection of the environment by:

- Reducing parking demand
- Reducing car ownership
- Reducing vehicle miles traveled and congestion
- Increase transit use and non-motorized travel

(b.) Applicability

Cambrian Rise is subject to the Transportation Demand Management Plan Requirement because the site is zoned as multi-modal mixed-use and creates more than 10 dwelling units.

(c.) Transportation Demand Management (TDM) Program

In order to address the TDM requirements of Section 8.1.16 of the Burlington Comprehensive Development ordinance (dated December 16, 2020), The Cambrian Rise Project offers the following strategies:

a. Outreach and Education

i. Farrell Properties will act as the Transportation Coordinator for the Cambrian Rise Project. Cambrian Rise is a member of Chittenden Area Transportation Management Association (CATMA). They will maintain their membership for a minimum of 10 years after the next certificate of occupancy is issued, and work with them to coordinate the following activities:

1. Prepare education materials regarding TDM strategies
2. Annual meeting organized for and open to all tenants and employees
   - Present prepared educational materials
   - Facilitate discussion on opportunities for increased use and participation
3. Annual travel survey of prepared for and disseminated to all tenants and a employees
4. On-going record keeping and annual report to the city of all TDM offerings, including:
   - Discounts available
   - On-site resources available

- Owner vs. Tenant and employee responsibilities
- Rate of participation including parking utilization

b. TDM Strategies

Cambrian Rise has been a member of CATMA, a Transportation Management Association, since 2016. Cambrian Rise has and will continue to work with CATMA to provide ongoing TDM strategies and will maintain their membership for at least 10 years. The following are portions of the memorandum of understanding between Farrell Properties and CATMA:

CATMA administers and monitors programs and services for Cambrian Rise as listed below:

- Strategy development for enhancing transportation options and amenities
- Access to discounted Green Mountain Transit passes
- Access to Commuter Impact Tool and data collection
- Enhancement and implementation of a comprehensive transportation education, marketing and awareness program (via newsletters, communications, informational kiosk, website, events and bike safety workshop)
- Commuter Prize Drawings
- Support in planning and implementing TDM measures in furtherance of requests for parking waivers, traffic impact mitigation fee reductions, etc.
- Carpool and Vanpool program support
- Surveys and analyses to track and measure progress towards goals
- Recommendations and support with attaining current and future goals

Goals and performance metrics:

Goals	Performance Measure
Goal 1 Enhance and implement the transportation amenities and services available to residents at Cambrian Rise	• Increase the transportation options available for residents • Increase residents' access to transportation options. • Improve existing transportation services and amenities to better serve residents *Resource – CATMA Survey Data*
Goal 2 Reduce residents' demand for parking, use of single occupancy vehicles and traffic impact	• Decrease total demand of parking among tenants • Decrease total SOV commutes *Resource – CATMA Survey Data, Online Impact Data, Requests of parking space (Farrell Properties)*
Goal 3 Increase residents' use of sustainable commute modes	• Increase number of residents utilizing sustainable commute modes • Decrease in SOV commutes • Decrease in use of on-site parking *Resource – CATMA Survey Data, Online Impact Data, Farrell Properties data collections*
Goal 4 Improve residents' awareness of available transportation options and benefits	• Increase residents' knowledge and awareness of commute options, resources, and benefits *Resource – CATMA Survey Data*

All residents and Cambrian Rise have access to a commuter membership with CATMA.

In addition to and in coordination with Cambrian Rise's membership in CATMA, Cambrian Rise has and will continue to make significant investments in elements to further promote walkability, and alternate modes of transportation, including:

i. Public Transit
- A GMT bus stop is located on-site.
- A new climate-controlled transportation HUB has been constructed at the intersection of Cambrian Way and North Avenue. Use of the transportation HUB is awaiting intersection improvements with North Avenue, planned for 2022, and includes a dedicated bus pull-off. The HUB is equipped to support live display screens with bus routes and schedules.
- All residents have access to discounted GMT passes **(minimum discount 25%)** through Cambrian Rise's membership with CATMA.

ii. Cars
- One CarShare Vermont vehicle is currently located at Cambrian Rise. This CarShare vehicle would not be possible without financial subsidies provided by Cambrian Rise. Cambrian Rise will work with CarShare Vermont to assess the need for additional CarShare vehicles.
- All new tenants at Farrell Properties are offered a free of charge one-year membership with CarShare Vermont. (note: one-year memberships with CarShare have been an amenity provided to tenants, prior to Burlington's TDM requirements.)

iii. Bikes
- Residents are eligible for a subsidized [GreenRide] Bikeshare membership through Cambrian Rise's CATMA membership **(typ. annual plan $99.99, CATMA member plan $69.99)**.
- A GreenRide hub location is hosted on site, proximate to the transportation hub, with the capacity for 8 electric assist bikes and an electric kiosk. The Transportation Coordinator will work with GreenRide to ensure appropriate racks are installed and maintained as more buildings come online and creates demand for this resource.
- Short-term parking is provided proximate to all major building entries in accordance with the zoning requirements, additional short-term bike parking is provided at the transportation hub, boardwalk, and central green.
- Long-term parking storage areas are provided inside each building, and often greatly exceed the minimum zoning requirements. Overall, more than double the required number of long-term bike parking spaces are provided. Most buildings include bike maintenance facilities, including indoor wash and repair stations to support bike ownership and ease of use.
- Significant streetscape improvements along North Avenue will include a dedicated and protected southbound bike lane.
- Cambrian Rise will construct a multi-use recreation path to connect between North Avenue and the Burlington Greenway. Portions of the pathway are already constructed along built portions of Cambrian Way. The client is currently finalizing construction documents in coordination with BPRW for the full build-out of the Rec Path, with construction anticipated in 2022-2023.

iv. Pedestrian Accessibility

- An ADA, publicly accessible route is planned to connect from North Avenue, through the development, and to the Burlington Greenway. This pathway will utilize portions of the new multi-use recreation path as well as a elevator and stair tower, and internal ramps and walks.
- A multi-use recreation path is located along the south portion of Cambrian Way ("South Road").
- A signalized pedestrian crossing is planned for the intersection of North Ave. and "South Road".

While TDM strategies required by the Burlington Zoning Ordinance are limited to discounted GMT and CarShare memberships, Cambrian Rise has implemented a far more integrated approach which includes significant financial investments in physical improvements and subsidies. At completion, it is anticipated that Cambrian Rise will have provided approximately $2,000,000 in assuring transportation options and amenities to support sustainable transportation alternatives.

c. Parking Management

i. The Transportation Coordinator will ensure a parking utilization study is performed at least once annually for 10 years from receipt of Certificate of Occupancy.

ii. Except for permanently affordable housing units, all residential parking is and will be 'un-bundled' from residential leases and deeds. No dedicated commercial parking is proposed but will utilize shared parking during day-time hours.

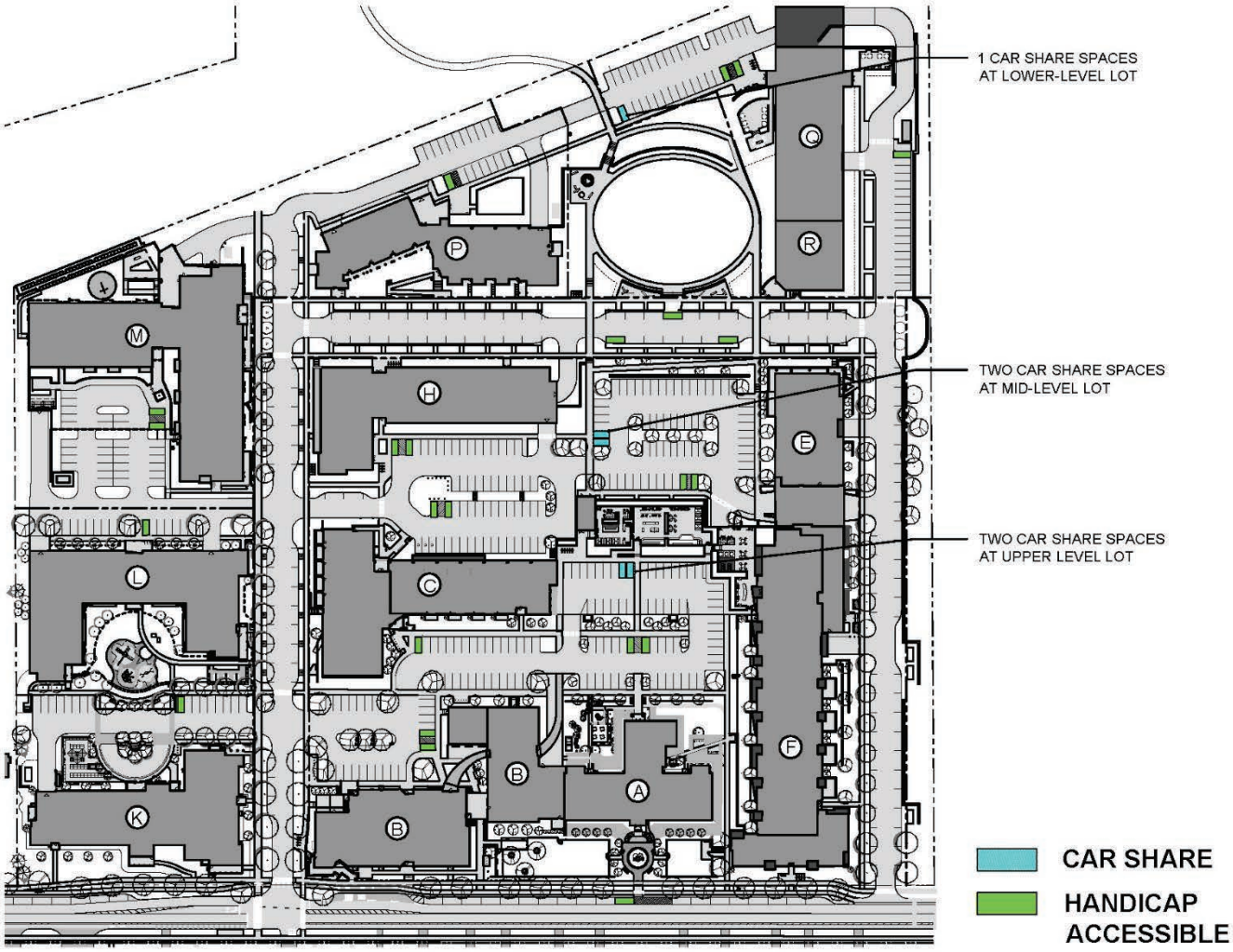
iii. No parking spaces will be made available to off-site users.

iv. Priority parking (see Appendix A)

1. Five spaces will be made available for Car-share Vermont, or other car sharing services.
2. Handicapped spaces and short-term bicycles parking spaces will be located proximate to every major building entrance
3. Motorcycles parking will be provided in the central garage proximate to entries.
4. Carpool and Vanpool spaces are not required on site (less than 20 spaces are planned for non-residential use). The transportation coordinator will re-evaluate the demand for this annually and if appropriate, offer this as a consideration during the annual TDM meeting.

d. TDM Agreement (see Appendix B)

APPENDIX A


1 CAR SHARE SPACES
AT LOWER-LEVEL LOT
TWO CAR SHARE SPACES
AT MID-LEVEL LOT
TWO CAR SHARE SPACES
AT UPPER LEVEL LOT
CAR SHARE
HANDICAP
ACCESSIBLE

Department of Permitting and Inspections
645 Pine Street
Burlington, VT 05401-8415
Phone: (802) 865-7188
www.burlingtonvt.gov/dpi

Transportation Demand Management Plan

Use this form for all applications for zoning permits for projects located in Burlington's Multimodal Mixed Use Parking District and including the creation of 10 or more dwelling units, a building footprint of 8,000 sf or more, or the creation of 15,000 sf or more gross floor area.

A TDM plan shall address each of the following items (see Sec. 8.1.16 (c) Transportation Demand Management (TDM) Program, of the Comprehensive Development Ordinance for details).

I. Outreach and Education

II. TDM Strategies

III. Parking Management

TDM Agreement

- Commitment to ongoing implementation of the TDM requirements I, II, & III as set forth above;
- Acknowledgement that the project has no claim to the ongoing availability of nearby on-street public parking, and that, as is the case with other on-street public parking, the City retains the right to charge for or remove such on-street parking at any time;
- Acknowledgement that failure to maintain transportation demand management as required above is a violation of the Comprehensive Development Ordinance, and understanding that, pursuant to Sec. 2.7.8 of the CDO, no zoning permit or certificate of occupancy may be granted until any such violation has been remedied; and,
- Commitment to notify any subsequent owners and tenants in writing of their obligations under this section as part of any purchase and sale and/or lease agreements.

Property Owner: Ethan Bauer

Applicant: BC Community Housing, LLC

Number of vehicle parking spaces: 1,345 Number of bicycle parking spaces: 1,106

Zoning Permit Number: _____

WALL CONSULTANT GROUP

Date: 13 December 2021

To: Eric Farrell, Farrell Properties

From: Corey Mack, PE

Subject: Cambrian Rise Trip Generation Review
Updated Land Use Program: Burlington Planning and Zoning

WCG has reviewed the proposed change to the land use development program at Cambrian Rise in Burlington, VT. We have compared the latest development program and trip generation estimate to the originally permitted condition (December 2016) and most recent development program (April 2019) trip generation estimates. This memo documents the trip generation estimate, adjustments, and summarizes the changes.

In summary:

- The proposed land use development program at Cambrian Rise includes several changes, including a reduction in office space, removal of the convenience store, addition of a neighborhood grocery store, and other minor modifications.
- The current proposed land use development program results in an overall estimated external primary vehicle trip generation of 362 trip ends in the AM peak hour and 348 trip ends in the PM peak hour.
- The originally permitted development program from December 2016 estimated a total external trip generation of 381 trips and 425 trips in the AM and PM peak hours, respectively.
- The proposed land use development program results in an estimated 19 fewer external primary vehicle trips in the AM peak hour and 77 fewer external primary vehicle trips in the PM peak hour compared to the originally permitted land use development program from December 2016.
- This reduction in new external primary vehicle trip generation is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016.

BACKGROUND

Cambrian Rise is a mixed-use development located near 351 North Avenue in Burlington VT. The project is permitted under Act 250 land use permit 4C1301 with four amendments. The City of Burlington Planning and Zoning department has most recently reviewed a traffic supplement dated April 18, 2019. That most recent traffic supplement from April 18, 2019 included an increase in the number of housing units to 950 (including the 65 units at Liberty House), a reduction in the office and retail space, an increase in restaurant space, and other minor changes to the land use development program. In all permitting applications, Building A “Liberty

House" consisting of 65 units of mid-rise residential housing, is considered an existing property under separate permitting.

The evolution of the land use development program and the resulting estimated primary external vehicle trip generation is documented in Table 1.

TABLE 1: SUMMARY OF LAND USE DEVELOPMENT PROGRAMS AND ESTIMATED PRIMARY EXTERNAL VEHICLE TRIP GENERATION FROM FORMER AND CURRENT CAMBRIAN RISE LAND USE DEVELOPMENT PROGRAMS

ITE LUC	Description	Units	*December 2016 4C1301*	*October 2018 4C1301-3*	*April 2019*	**December 2021 Current**
221	Mid-Rise Apartment	DUs	*673*	*705*	*815*	**815**
252	Senior Adult Housing (Attached)	DUs	*	*	*70*	**70**
311	All-Suites Hotel	Rooms	*42*	*50*	*79*	**64**
311	Hotel (VIC)	Rooms	-	*40*	-	**-**
540	Junior/Community College	SF	*16,500*	-	-	**-**
565	Daycare Center	SF	*4,025*	*3,000*	*3,000*	**-**
710	General Office Building	SF	*22,541*	*60,250*	*64,900*	**13,400**
760	R&D Office (VIC)	SF	-	*40,000*	-	**-**
820	Retail (e.g.Shopping Center)	SF	-	*4,350*	*900*	**1,300**
826	Specialty Retail	SF	*2,675*	-	-	**-**
850	Grocery Store	SF	-	-	-	**5,000**
851	Convenience Market	SF	-	*2,000*	*2,000*	**-**
932	High-Turnover (Sit-Down) Restaurant	SF	*2,650*	*3,000*	*8,000*	**5,000**
Total External Primary Vehicle Trip Generation:						
		AM Peak Hour	*381*	*394*	*380***	**362**
		PM Peak Hour	*425*	*443*	*399***	**348**
		Daily (including pass-by trips)	*4620*	*5057*	*5635*	**4742**

**Previous land use development programs included senior housing, however the land use was included within LUC 221 and not specifically broken out as a distinct generator of traffic prior to the current traffic supplement*
*** Not explicitly calculated in the April 2019 Memo; estimated as Table 6 subtract Table 3*

VEHICLE TRIP GENERATION ESTIMATE

To estimate the total primary external vehicle trips of the proposed site, the following methodology was applied:

A. Estimate the base trip generation by evaluating the single-use trip generation for each land use code per ITE Trip Generation Manual, 11th Edition trip generation rates[1]

B. Estimate internally captured trips using NCHRP Report 684 Methodology

C. Estimate pass-by and primary trips by applying appropriate Trip Generation Handbook, 3rd Edition pass-by rates to external trips (the base trips subtracted by the internal trips, A minus B)

D. Estimate the effect of transportation demand management (TDM) by applying a TDM factor to primary trips per VTrans guidance

E. Estimate primary external vehicle trips as primary external trips minus TDM trips (C minus D)

A. Base Trip Generation

Base vehicle trips are the total estimated vehicle trips prior to any reductions associated with internal capture, pass-by, or transportation demand management (TDM) features. Base trip generation from the current development program has been estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

The 5,000 SF neighborhood grocery store is expected to offer food, beverage, produce, food preparation materials, prepared foods, and household goods, similar to the Grocery Store land use description defined by ITE land use code (LUC) 850. The data supporting the trip generation rates for this land use code are based on sites ranging in size from 9,000 to 144,000 square feet, with the average data based on a 55,000 square foot site. Given the proposed site is not within the range of data, the base trip generation has been estimated using the smallest square footage in the sample set. The resulting base trip generation estimates are summarized by land use code (ITE LUC) in Table 2.

B. Internally Captured Trips

Because of the complementary nature of the proposed land uses on the Cambrian Rise site, some trips are made between the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites). For these internally captured trips, the origin, destination, and travel path are all within the site.

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[1] 11th Edition was released in September 2021. Previous trip generation estimation utilized data from the ITE Trip Generation Manual, 10th edition, or earlier.

TABLE 2: BASE TRIP GENERATION OF THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	80	267	194	124
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	10	11	12
710	General Office Building	13,400	s.f.	26	4	5	26
822	Strip Retail Plaza (<40k)	1,300	s.f.	4	3	9	9
850	Grocery Store	5,000	s.f.	18	13	53	54
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	26	22	27	18
		sub-total		171	328	309	251
		total		499		560	

Internally captured trips have been estimated using the recommended methodology in the ITE Trip Generation Handbook[2] and are shown in Table 3. Internal capture trips are estimated prior to splitting site generated trips into pass-by and non-pass-by trips or estimating the effect of TDM strategies.

TABLE 3: ESTIMATED INTERNALLY CAPTURED TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	3	9	20	13
252	Senior Adult Housing - Attached	70	units	0	0	0	0
311	Hotel	64	rooms	0	3	4	2
710	General Office Building	13,400	s.f.	7	3	3	7
822	Strip Retail Plaza (<40k)	1,300	s.f.	0	0	0	0
850	Grocery Store	5,000	s.f.	7	5	19	27
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	10	7	14	11
		sub-total		27	27	60	60
		total		54		120	

Total external trips are estimated by subtracting the internally generated trips shown in Table 3 from the base vehicle trips estimated in Table 2. The resulting total external trips are shown in Table 4.

[2] NCHRP Report 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

TABLE 4: ESTIMATED TOTAL EXTERNAL TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	77	258	174	111
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	7	7	10
710	General Office Building	13,400	s.f.	19	1	2	19
822	Strip Retail Plaza (<40k)	1,300	s.f.	4	3	9	9
850	Grocery Store	5,000	s.f.	11	8	34	27
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	16	15	13	7
		sub-total		144	301	249	191
		total		445		440	

C. Pass-By and Primary Trips

The estimated external trips may be separated into primary trips and pass-by trips. Pass-by trips result in a change in turning traffic at project intersections, but do not add traffic to the adjacent street network. As defined by the ITE Trip Generation Handbook:

> *"A pass-by trip is made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street…"*

Pass-by trips are estimated using the average pass-by rates surveyed by ITE for that land use. These trips are anticipated in addition to the primary trips. In this case, only the retail store, grocery store and restaurant are expected to attract pass-by trips, estimated in Table 5.

TABLE 5: ESTIMATED PASS-BY TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units				
252	Senior Adult Housing - Attached	70	units				
311	Hotel	64	rooms				
710	General Office Building	13,400	s.f.				
822	Strip Retail Plaza (<40k)	1,300	s.f.	1	1	3	3
850	Grocery Store	5,000	s.f.	3	2	8	6
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	7	6	6	3
		sub-total		11	9	17	12
		total		20		29	

All non-pass-by trips are estimated to be primary external trips. Primary external trips are made for the specific purpose of visiting the generating site. The estimated primary external trips are shown in Table 6.

TABLE 6: ESTIMATED EXTERNAL PRIMARY TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	77	258	174	111
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	7	7	10
710	General Office Building	13,400	s.f.	19	1	2	19
822	Strip Retail Plaza (<40k)	1,300	s.f.	3	2	6	6
850	Grocery Store	5,000	s.f.	8	6	26	21
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	9	9	7	4
		sub-total		133	292	232	179
		total		425		411	

D. Effect of Transportation Demand Management

While the Trip Generation Handbook recommends calculating walk, bike, and transit trips prior to splitting trips into pass-by and non-pass-by trips[3], the VTrans TDM Guidance states "TDM reductions should be applied… after the pass-by factors have been applied". Accounting for the anticipated effects of Transportation Demand Management, as suggested in the VTrans TDM Guidance, results a 15% reduction in primary (non-pass-by) external trips shown in Table 7.

TABLE 7: ESTIMATED MULTIMODAL / TDM MITIGATED TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	12	39	26	17
252	Senior Adult Housing - Attached	70	units	1	1	2	1
311	Hotel	64	rooms	2	1	1	2
710	General Office Building	13,400	s.f.	3	0	0	3
822	Strip Retail Plaza (<40k)	1,300	s.f.	0	0	1	1
850	Grocery Store	5,000	s.f.	1	1	4	3
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	1	1	1	1
		sub-total		20	43	35	28
		total		63		63	

E. Net External Primary Vehicle Trips

The external primary vehicle trip total, or the expected number of new vehicle trips entering and exiting the development, is estimated as the total primary external trips shown in Table 6 subtracting the multimodal trips estimated in Table 7. The resulting estimated external primary vehicle trips are shown in Table 8.

[3] ITE Trip Generation Handbook, 3rd Edition, page 95

TABLE 8: ESTIMATED NET EXTERNAL PRIMARY VEHICLE TRIPS FOR THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	65	219	148	94
252	Senior Adult Housing - Attached	70	units	4	8	8	7
311	Hotel	64	rooms	10	6	6	8
710	General Office Building	13,400	s.f.	16	1	2	16
822	Strip Retail Plaza (<40k)	1,300	s.f.	3	2	5	5
850	Grocery Store	5,000	s.f.	7	5	22	18
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	8	8	6	3
		sub-total		113	249	197	151
		total		362		348	

The net effect of the proposed development program is 19 fewer primary external vehicle trips generated in the AM peak hour and 77 fewer primary external vehicle trips generated in the PM peak hour compared to the originally permitted development program from December 2016. The total daily external trip generation is estimated to be 4,742 trips per day (including pass-by trips), an increase of 122 trips per day compared to the originally permitted development program from December 2016.

TABLE 9: SUMMARY OF ESTIMATED PEAK HOUR TRIP GENERATION

Step		AM Peak Hour	PM Peak Hour
A.	**Base Trip Generation**	499	560
B.	**Internally Captured Trips**	54	120
C.	**Pass-By Trips**	20	29
C.2	**Primary Trips (A-B-C)**	425	411
D.	**Multimodal / TDM Trips (C.2 x 15%)**	63	63
E.	**External Primary Vehicle Trips (C.2-D)**	362	348
	Previously Approved Trips from April 2019 Traffic Supplement	380	399
	Previously Permitted Trips in 4C1301-3 (Amended traffic report dated 10/16/18)	394	443
	Originally Permitted Trips in 4C1301 (From traffic report dated 12/28/16)	381	425
	Net Change in External Primary Vehicle Trips (current trips compared to originally permitted trips)	-19	-77

The revised land use proposal includes a significant number of pass-by trips due to the grocery store and increased restaurant space (Table 5). As noted earlier, pass-by trips are not new traffic generation, but trips resulting from the existing traffic already driving by the site. The net effect of pass-by trips at the development entrances is minor, as existing through trips on North Avenue are simply converted to turning movements. Outside the entrance intersections, pass-by trips are already on the road network and do not contribute to increased traffic volumes along North Avenue or beyond. The original Transportation Impact Assessment (TIA) from December 2016 did not include any land uses capitalizing on pass-by trips; all originally permitted trips were new, external primary vehicle trips.

The proposed development program also removes higher trip generating land uses, such as the office space and convenience market, and replaces this floor area with lower trip generating land uses such neighborhood grocery store. The net result is a reduction in overall new external primary vehicle trip generation in the peak hours compared to previously permitted and approved conditions.

The current proposed land use program is expected to generate fewer new, primary external vehicle trips than in the original TIA from December 2016 and the amended trip generation assessment from October 2018 and April 2019. Fewer new primary external vehicle trips are likely to improve the evaluated traffic operations and reduce transportation impacts compared to the originally permitted land use development program in December 2016.

CONCLUSIONS

The methodology to calculate internally captured trips, primary and pass-by trips, and TDM trips has been updated to be consistent with the latest guidance by VTrans, the ITE Trip Generation Manual, 11th Edition, and the ITE Trip Generation Handbook, 3rd Edition.

Under the updated methodology, the current development program results in a net change in external vehicle trips of -19 trips / -77 trips in the AM / PM peak hours compared to the originally approved December 2016 land use development program. This reduction in new external primary vehicle trip generation is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016.

continued availability of required parking spaces pursuant to Table 8.1.8-1 while also affording off-site parking use of those spaces.

The Parking Management Plan must demonstrate to the satisfaction of the DRB that making spaces available to off-site users does not negatively affect their ability for onsite users to park due to either:

1. There being an excess of onsite spaces beyond that necessary to satisfy the requirements of Sec. 8.1.8; and/or,
2. The spaces are to be made available during off-peak hours of the onsite and/or required users.

Parking spaces being made available to off-site users may be made available:

- Either with or without a fee;
- For transient use by the general public; and/or,
- By lease, provided the term of any lease does not exceed one (1) year.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.

Sec. 8.1.16 Transportation Demand Management

(a) **Purpose**: This section requires the implementation of a Transportation Demand Management (TDM) Program for certain projects for the purpose of advancing the goals of the City's land use and transportation plans, and promoting public health, safety, welfare, and protection of the environment by:

- Reducing parking demand;
- Reducing car ownership;
- Reducing vehicle miles traveled (VMT) and congestion; and,
- Increasing transit use and non-motorized travel;

(b) **Applicability:** A Transportation Demand Management Program shall be required for all projects located in the Multimodal Mixed Use Parking District (see Sec. 8.1.3(c)), and involving any one or more of the following:

Dwelling Units	Creation of ten (10) or more dwelling units
Non-residential or Mixed Use Development	A building footprint of eight thousand (8,000) s.f. or more; or, the creation of fifteen thousand (15,000) s.f. or more of gross floor area.

(c) **Transportation Demand Management (TDM) Program**: A TDM Program shall include each of the following elements at a minimum:

a. **Outreach and Education**:

i. Designation of a Transportation Coordinator who directly, or indirectly through membership in a Transportation Management Association, shall be responsible for each of the following:

1. Prepare and present informational and educational materials regarding available TDM strategies to all tenants and employees;

2. Organize and host an annual meeting for all tenants and employees to present and discuss available TDM strategies, and opportunities for increased use and participation;

3. Preparation and dissemination of an annual travel survey of all tenants and employees; and,

4. Record-keeping and annual reporting to City of all TDM activities offered and rates of participation (including parking utilization if applicable).

b. **TDM Strategies**: In addition to compliance with the on-site Bicycle Parking requirements found in Article 8, Part 2, the following TDM strategies shall also be included at a minimum for a period of 10 years from receipt of a Certificate of Occupancy as follows:

i. GMT Transit passes shall be provided to all tenants and employees for free for the first year of occupancy or employment, and at a minimum discount of 50% for every year thereafter; and,

ii. A car share membership shall be offered to all tenants and employees for free for the first two years of occupancy or employment, and at a minimum discount of 50% for every year thereafter; or,

iii. In lieu of i and ii above, maintain an ongoing and active membership in a Transportation Management Association (TMA) that offers equivalent TDM strategies or better.

c. **Parking Management**: Where on-site or off-site parking is also made available:

i. Conduct parking utilization studies at least annually for a period of 10 years from receipt of a Certificate of Occupancy;

ii. With the exception of permanently affordable housing units, the cost of parking shall be un-bundled from all residential and non-residential leases and deeds and made available at a market rate;

iii. Where parking spaces are made available to off-site users, parking spaces may be made available by a renewable lease, provided the term of any lease does not exceed one (1) year; and,

iv. Priority parking spaces - located in closest proximity to a primary building entrance and/or public street frontage - shall be made available for each of the following:

1. Handicapped spaces;
2. Bicycles, scooters, and motorcycles spaces;
3. Car-share: where 1 space must be offered for every 20 residential units, not to exceed a total of 5 spaces, subject to an agreement with a car-share provider; and,
4. Carpool and/or Vanpool vehicles: where more than 20 spaces are available for non-residential uses. In such cases, 5 spaces or 5% of the parking spaces on site, whichever is less, must be reserved for carpool/vanpool use before 9:00 AM on weekdays.

d. **TDM Agreement**: Each TDM Plan shall include a signed commitment to and acknowledgement of each of the following on a form provided by the Administrative Officer:

i. Commitment to ongoing implementation of the TDM requirements as set forth above;

ii. Acknowledgement that the project has no claim to the ongoing availability of nearby on-street public parking, and that, as is the case with other on-street public parking, the City retains the right to charge for or remove such on-street parking at any time;

iii. Acknowledgement that failure to maintain transportation demand management as required above is a violation of this ordinance, and understanding that, pursuant to Sec. 2.7.8 of this ordinance, no zoning permit or certificate of occupancy may be granted until any such violation has been remedied; and,

iv. Commitment to notify any subsequent owners and tenants in writing of their obligations under this section as part of any purchase and sale and/or lease agreements.

Review and Enforcement: The Administrative Officer shall be responsible for determining compliance with the TDM Program requirements as set forth above, and ongoing implementation shall be included as a condition of any discretionary or administrative permit required for development subject to the conditions of this Section.

Failure to maintain a TDM Program as required above shall be a violation of this ordinance, and pursuant to Sec. 2.7.8 of this ordinance no zoning permit or certificate of occupancy may be granted without a TDM Program in effect.

Burlington Development Review Board
645 Pine Street
Burlington, VT 05401
https://www.burlingtonvt.gov/DPI/DRB
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

Bradford L. Rabinowitz, Chair
Geoffrey Hand
Chase Blackstone Taylor
Leo Sprinzen
Caitlin Halpert
Alexander J. LaRosa
Brooks G. McArthur
Vacant (alternate)
Sean McKenzie, (alternate)

Burlington Development Review Board
Findings of Fact
Deliberative Hearing Tuesday, April 5, 2022

Board Members Present: Brad Rabinowitz (Chair), Geoff Hand, Alexander LaRosa, Brooks McArthur, Leo Sprinzen, Chase Taylor. (Geoff Hand recuses on this matter.)

Absent: Caitlin Halpert, Sean McKenzie, alternate.

Staff members present: Scott Gustin, Mary O'Neil, Joseph Cava, and Celeste Crowley.

Zone: NAC-CR **Ward**: 4N

Owner/Applicant: BC Community Housing / Eric Farrell

Request: Amend Planned Unit Development permitted under 17-0623CA/MA & 19-0021CA/MA to increase total residential unit count from 770 to 950; revisions to Buildings DEFI, M, C, and Q/R and related site changes.

Evidence Presented:
The Board examined the materials submitted in support of this request.

I. Findings

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

Background Information:
The applicant is seeking to increase the number of residential units within the Cambrian Rise development to 950. That change is reflected in a recently amended development agreement with the city. Increasing the unit count is also driving a number of related changes to this ongoing project. Key aspects of this amendment application are:

- Acknowledge execution of Amendment to Development Agreement, increasing allowable housing density from 770 to 950 units;
- Increase in calculated FAR from 1.16 to 1.29. (2 is allowable FAR);
- Combine previously approved buildings D, E, F and I (total area of 185,000 sf) into one structure: the *Aurora* (318,000 sf);

- Eliminate deck and push wall out at fourth floor south elevation to create new units in Building C; (elevation change);
- Change in configuration of Buildings Q/R.
- Creation of Common Green (reconfigured Lot 6);
- Addition of 2 units to Building M, 6th floor on northwest corner by conversion of amenity space, enclosure of open deck.
- Site modifications, including addition of a rooftop Boardwalk as resident amenity.
- Change to Phasing Plan (sequencing, not completion dates.)

The Design Advisory Board reviewed the proposed amendment at their March 15, 2022 meeting and unanimously recommended approval as submitted.

Previous zoning actions for this property (Permitting addresses vary from 329, 351, 351-375 and 375 North Avenue):

- **Zoning Permit ZP-21-235:** Re-apply for 18-0791CA.
- **Zoning Permit 20-0683CA:** Changes to proposed Building C, convert parking to residential space (no increase in units), decrease non-residential space by 3,000 sf. February 2020.
- **Zoning Permit 19-0021CA/MA:** Amendment to original project increasing the overall unit count to 770. Redesign of Building M, adding additional stories to buildings M, P, Q, & R. Add building volume to B & G. Minor changes to plaza dimensions. October 2018.
- **Zoning Permit 18-0721CA:** Relocation of proposed path on SW side of building to align with existing opening on west elevation and small path leading from main path to vicinity of electrical transformer; modified paths near entry until adjacent buildings are complete; temporary black coated chain link construction fence surrounding west and south boundaries of building landscaping; new low stone wall. March 2018.
- **Zoning Permit 18-0791CA**; Revisions to Buildings B & G, with additional floor added to Building B. No change to total units in project; revisions to design of buildings and proposed transportation hub; revision to road phasing plan. May 2018.
- **Zoning Permit 18-0028AP**; Appeal of administrative decision relative to Impact Fees for orphanage renovation (zoning permit 16-0007CA/MA). DRB upholds staff decision, August 2017.
- **Zoning Permit 17-1307CA**; temporary fence and path for temporary dog park for residents of 375 North Avenue. June 2017.
- **Zoning Permit 17-0853CA**; Request for amendment of ZP17-0623CA/MA; Condition of approval #13 limiting construction days and times and Condition #3 addressing 10-year performance bond for construction. May 2017.

- **Zoning Permit 17-0716CA**; Replace two small windows on north and south gable ends located at the west elevation of former Orphanage building with one larger window in each gable end at the west elevation. January 2017.
- **Zoning Permit 17-0623CA/MA**; Proposed development consisting of 11 buildings containing 739 residential units, approximately 45,000 sq. ft. of non-residential support/amenity space, approximately 40,000 sq. ft. of neighborhood commercial spaces and 1,092 parking spaces. March 2017.
- **Zoning Permit 17-0376CA**; install new windows within new openings on western building elevation. September 2016.
- **Zoning Permit 17-0252SP**; second sketch plan review of planned unit development with mixed commercial and residential uses, related buildings, and infrastructure. October 2016.
- **Zoning Permit 17-0010CA**; Revisions to west chapel elevation (amendment to zoning permit 16-0007CA / MA). Openings for windows restored or added. July 2016.
- **Zoning Permit 16-1487CA**; Change to top floor, add veranda on roof. Amendment to zoning permit 16-0007CA/MA. July 2016.
- **Zoning Permit 16-0622CA**; Request change of materials for existing slate roof to standing seam copper on the former St. Joseph's Orphanage. Former address 351 North Avenue. January 2016.
- **Zoning Permit 16-1183SP;** Sketch plan review of 700+ unit planned unit development with mixed commercial and residential uses, related buildings, and infrastructure.
- **Zoning Permit 16-0007CA/MA**; Approval to convert building into 63 apartments and related site improvements. Approved September 2015; amended February 2016. June 2016.
- **Zoning Permit 15-0702LL**; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- **Zoning Permit 14-1286CA**; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- **Zoning Permit 12-0706SN**; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- **Zoning Permit 12-0121CA**; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- **Zoning Permit 11-0282CU**; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- **Zoning Permit 09-526CA**; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.

- **Zoning Permit 92-096 / COA 092-016**; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- **Zoning Permit 79-352;** install septic tank and seepage bed. July 1979.
- **Zoning Permit 77-03**; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- **Zoning Permit 77-628**; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

Article 3: Applications and Reviews

Part 3: Impact Fees

Sec. 3.3.2, Applicability

The additional building area included in this amendment will affect overall impact fees. Impact fees due will be adjusted to reflect this additional building area. As requested, an updated spreadsheet of buildings and their interior uses and square footages has been provided to reflect the current proposal. **(Affirmative finding as conditioned)**

Section 3.3.6 Effect of Project Change on Impact Fees

If a proposed development is substantially modified in terms of square footage, a request for an adjustment to the impact fee may be made by filing a zoning permit application subject to the applicable filing fees. Any adjustment, if approved, is subject to the Impact Fee Administrative Regulations in effect at time of subsequent approval. Any change which increases a project size or impact shall require a new zoning permit and an accompanying adjustment to the impact fee amount.

The impact fees for all *new* area for each building will be calculated under the current (FY22) Impact Fee schedule. **(Affirmative finding as conditioned)**

Section 3.3.8 Time and Place of Payment

Impact fees must be paid to the city's chief administrative officer / city treasurer according to the following schedule:

(a) New buildings: Impact fees must be paid at least seven days prior to occupancy of a new building or any portion thereof.

(Affirmative finding as conditioned)

Part 5, Conditional Use & Major Impact Review:

Section 3.5.4: Submission Requirements

Any development subject to Major Impact Review under this Part shall also include an affidavit or certification documenting that the Pre-Application Public Neighborhood Meeting and requirements set forth by the department of Planning and Zoning.

The applicant has demonstrated compliance with this requirement. **(Affirmative finding)**

Section 3.5.6 Review Criteria

(a) Conditional Use Review Standards

Not applicable.

(b) Major Impact Review Standards

This proposed amendment, by itself, does not require major impact review. The amendment does, however, affect traffic and is addressed under criterion 5.

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

An updated traffic analysis has been provided to reflect the increase in residential units and overall reduction in commercial uses within the development. The analysis focuses on daily and peak hour trip generations and projects a net reduction in peak hour trip generation as compared to prior configuration and approval of the development. The analysis estimates that the development will generate 362 AM peak hour trip ends and 348 PM peak hour trip ends. These numbers compare favorably to the prior project approval with estimated 381 AM peak hour trip ends and 425 PM peak hour trip ends. Given the reduction in estimated traffic generation, impacts on intersection levels of service is not included in the updated analysis. Presumably such impacts will be proportionately lower due to the lower projected traffic generation.

The Department of Public Works remains interested in the timing of intersection improvements at Cambrian Way and North Avenue. The applicant notes that the warrants have not yet been met for the improvements and that they are scheduled for 2023. **(Affirmative finding)**

(c) Conditions of Approval

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.

No mitigation measures specifically tied to this amendment are necessary. **(Affirmative finding)**

2. Time limits for construction.

The original zoning permit approval for the Cambrian Rise project contains a 10-year buildout and related phasing schedule. No change to the 10-year timeframe is included in this amendment request. An updated phasing plan is included in this amendment that denotes completed phases and reorders some of the remaining phases. The 10-year construction timeline is unchanged. **(Affirmative finding)**

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

Residential use has no limitation on hours of operation. The construction hours were amended under ZP17-0853CA to allow construction Monday-Saturday, 7:00 AM to 6:00 PM and on Sunday 7:00 AM to 6:00 PM for interior construction only. No changes are sought in this amendment. **(Affirmative finding)**

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.

To be addressed in conditions of approval.

Article 4: Zoning Maps and Districts

Sec. 4.4.2 Neighborhood Mixed Use Districts

(a) Purpose

(4) Neighborhood Activity Center – Cambrian Rise (NAC-CR)

The Neighborhood Activity Center – Cambrian Rise District is intended to create a new center for mixed use development that allows for a range of housing types and tenures, and to accommodate a diverse range of complimentary general office, institutional and neighborhood oriented small-scale retail and service uses. Development should be compact, pedestrian-oriented and enhance the community with creative design, durable materials, and quality construction. Buildings should be oriented towards the streets. Human scale elements should help to define new streets as civic spaces. Parking should be located as to be screened from view from public streets and community spaces.

Changes proposed to the originally permitted project do not alter the compact site design and street layout, which provide the framework for the new mixed use neighborhood. Sidewalks, shared use paths, hardscaping, and street-level treatments of the proposed buildings maintain a pedestrian-friendly environment. The redesign of several buildings within the development, particularly building DEFI, will add new FAR. Dwelling unit counts and non-residential space is articulated per building within the project's use spreadsheet; however, it is likely that units and uses will continue to shift within the overall 950 unit count and 24,700 sf commercial space. **(Affirmative finding)**

b) Dimensional Standards and Density

There is no per-acre residential density limitation within the NAC-CR zone. Lot coverage and setbacks pertain to the entire district, rather than lot-by-lot. Essentially, the zoning district acts as a large planned unit development.

As proposed, FAR will increase from 1.16 to 1.29 and will remain well below the 2.0 FAR maximum permissible in this zone.

Lot coverage will increase from 63.6% to 67.6% and remains below the maximum permissible 72%. Inclusion of the 12-acre Kieslich Park that was part of the original project scope results in lot coverage of just 45.5%.

Front yard setbacks remain compliant at or above 20' along North Avenue. Side and rear yard setbacks of 10' and 20,' respectively, are compliant where applicable around the project periphery. Building height varies throughout the project and, in most cases, remains unchanged from prior project approval. Height for building E/F is most significantly different from the prior project approval. Buildings M and C are also modified with additional upper story space for new dwelling units. Since the prior project amendment, the methodology for height measurement has changed. Just the front building elevation is measured when it is within 50' of a public sidewalk (formerly, the distance was 10'). Height is measured in increments to account for changes in grade. The standard height limit of 65' is increased to

77’ due to the development bonuses tied to inclusionary dwelling units. The top story afforded by provision of inclusionary units must be set back 10’ from the front of the building. Measured in intervals as required, building height for E/F, M, and C are within a couple feet +/- of the 77’ maximum. Up to 5% variation is allowed per Sec. 5.2.6 below. The required 10’ upper story setback is observed as applicable. **(Affirmative finding)**

c) Permitted and Conditional Uses
Most of the uses within the development remain unchanged. Some previously approved commercial uses have been relocated within the development and/or reduced in size. The daycare and convenience store uses have been dropped. A grocery store has been added and is a permitted use. **(Affirmative finding)**

(d) District Specific Regulations
1. Ground Floor Residential Uses Restricted
Not applicable in NAC-CR.

2. Exceptions to Maximum Lot Coverage in NAC District
Not applicable in NAC-CR.

3. Development Bonuses/Additional Allowances
Not applicable. All additional development intensity is tied to by-right Inclusionary Housing bonuses allowed per Article 9.

Article 5: Citywide General Regulations

Section 5.2.1 Existing Small Lots.
Not applicable.

Section 5.2.2 Required Frontage or Access
All buildings front on public streets. **(Affirmative finding)**

Section 5.2.3 Lot Coverage Requirements
See Sec. 4.4.2 above.

Section 5.2.4 Buildable Area Calculation
Not applicable in the NAC-CR zone.

Section 5.2.5 Setbacks
See Sec. 4.4.2 above.

Section 5.2.6 Building Height Limits
(c) Exceptions to Height Limits.
Criterion 6 of this subsection allows for 5% variation in maximum building height to account for grade changes. As noted above, there are several instances of building height slightly above the 77’ maximum.

In no case do heights extend beyond the 5% variation (3.85') allowed. In all cases, grade changes along the face of the buildings on this sloped site. **(Affirmative finding)**

Section 5.2.7 Density and Intensity of Development Calculations
See Sec. 4.4.2 above.

Section 5.5.1 Nuisance Regulations
Nothing in the proposal appears to constitute a nuisance under this criterion. **(Affirmative finding)**

Section 5.5.2 Outdoor Lighting
See Sec. 6.2.2 (o).

Section 5.5.3 Stormwater and Erosion Control
A comprehensive stormwater management plan and Erosion Prevention and Sediment Control Plan have been approved for the overall project. The Water Resources Division has requested an updated schedule for installation of the stormwater infiltration system. This feature is an offset for the project's discharges into the North Avenue wastewater line.

Confirmation as to the sufficiency of these prior approvals for the proposed amendment is needed from the city's stormwater program. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1: Land Division Design Standards
This is an approved Planned Unit Development, with individual interior lot numbers. In the introductory memorandum, the applicant notes:
The Subdivision Plat will eventually be revised; however we have many details that remain to be finalized. Therefore we intend to submit a separate application soon that will depict an adjustment of some boundaries between certain lots and may also involve the consolidation of lots.
Although as a PUD only periphery setbacks are evaluated, it is important to understand interior lot lines as some buildings proposed for revisions will cross those previously established subdivision lot lines. Amending those lot boundaries will be essential. As these "lots" have now been assigned street addresses, future permit review could and should be isolated to individual lots rather than the PUD in its entirety. This would allow for manageable permit review in more "consumable" portions, and easier permit tracking for future review. **(Affirmative finding as conditioned)**

Part 2: Site Plan Design Standards
Sec. 6.2.2 Review Standards
(a) Protection of Important Natural Features:
One of the primary natural features of the site is the sloping grade toward the bike path and Lake Champlain. Site changes have sought to further enhance this prospect; with selected landscaping and amenity features to retain view and access to the west while enhancing residential features. Smaller sized trees and shrubs have been used within the central portion of the project so as to avoid obstruction of highly scenic views. Larger shade trees will be employed to soften areas along roads and between buildings. **(Affirmative finding)**

(b) Topographical Alterations:
Grading has been adjusted and retaining walls incorporated to screen visibility of revised vehicular circulation and parking from public roads and pedestrian areas. Refer to Plans L-201, L202 and L-206 for revisions to the landscaping layout.

This image is included to illustrate grading and landscaping revisions. Building DEF (Aurora) has since been revised.

Alterations to previously approved plans include a westerly expansion of Building D that now includes a multi-use rooftop amenity area or "Boardwalk". The latter affords views along the central axis of the project toward the lake and mountains. **(Affirmative finding)**

(c) Protection of Important Public Views:
While there are no specific regulatory requirements to protect public views in the NAC-CR district, the revisions to this plan reaffirm the applicant's commitment to identify and highlight the spectacular scenic views to the west. The substantial effort to assure residential amenity space is a highpoint of this plan; whether through the newly design Common, the Boardwalk, fire pits and outdoor recreation areas, rooftop spaces or community gardens. **(Affirmative finding)**

(d) Protection of Important Cultural Resources:
Burlington's architectural and cultural heritage shall be protected through sensitive and respectful redevelopment, rehabilitation, and infill. Archeological sites likely to yield information important to the cities or the region's pre-history or history shall be evaluated, documented, and avoided whenever feasible. Where the proposed development involves sites listed or eligible for listing on a state or national register of historic places, the applicant shall meet the applicable development and design standards pursuant to Sec. 5.4.8(b).

See supporting submission of VHB regarding impacts to historic resources.

(e) Supporting the Use of Renewable Energy Resources:
Plans illustrate the opportunity for solar array on the roof of the combined DEF building. At the very least, this building should be constructed "solar ready" in an effort to forward renewable energy resources. **(Affirmative finding)**

(f) Brownfield Sites:
The Vermont DEC website does not include these addresses. **Not applicable.**

(g) Provide for nature's events:
Special attention shall be accorded to stormwater runoff so that neighboring properties and/or the public stormwater drainage system are not adversely affected. All development and site disturbance shall follow applicable city and state erosion and stormwater management guidelines in accordance with the requirements of Art 5, Sec 5.5.3.

A fully developed Stormwater Management Plan was prepared and approved within the original application (17-0623CA/MA.) The changed unit count will require re-review of some overall items: A water and sewer capacity analysis with Water Resources, any required updates to the Stormwater plan and a firm timeline for subsurface infiltration systems with DPW.

Design features which address the effects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage from circulation areas shall also be incorporated.

Previous approvals have included the manner for snow removal and storage activities. This is annotated on Plan L-201.

Reference is made to elevation plans for Building DEF to confirm covered entries both along North Avenue, and Cambrian Way where multiple entrances/lobbies are available.

Building M and C are proposed for upper floor enclosures or additions (entries not proposed for alteration.)

Building Q/R will be "straightened" in footprint (not curved, as previously approved) but will retain entrance details.

(Affirmative finding as conditioned)

Building Q/R, view westerly from North Road. Note "straightening" of building footprint.

(h) Building Location and Orientation:

Building DEF is a revision to the formerly E/F building, and Building I which has been eliminated. Differing from early iterations, this new building now claims the entire length of the block, and presents three street frontages. In orientation, the narrow end fronts North Avenue (set 20'3" from the easterly property line, consistent with setback requirements for buildings fronting North Avenue) and runs westerly along Cambrian Way ("North Road") to its intersection with "West Road." **(Affirmative finding)**

Building DEF ("The Aurora") as viewed from "West Road" to the east. North Avenue is at top left; Cambrian Way circles the building on the north and west.

i) **Vehicular Access**:

Circulation patterns have been somewhat altered: There is a through-road "Main Entry Underpass" roughly midway along the North Road segment that allows the P2 garage entrance and trash/recycling/compost to be relocated away from the roadway. Vehicular circulation and parking connect between the North and South Road sections of Cambrian Way. Circulation and parking have also been connected along the western portion of the project, between Building P and Q/R. These alterations have allowed the central corridor to expand and allow better access to westerly views. Curb cuts were adjusted along the North Road segment of Cambrian Way to address the revised building configuration. **(Affirmative finding)**

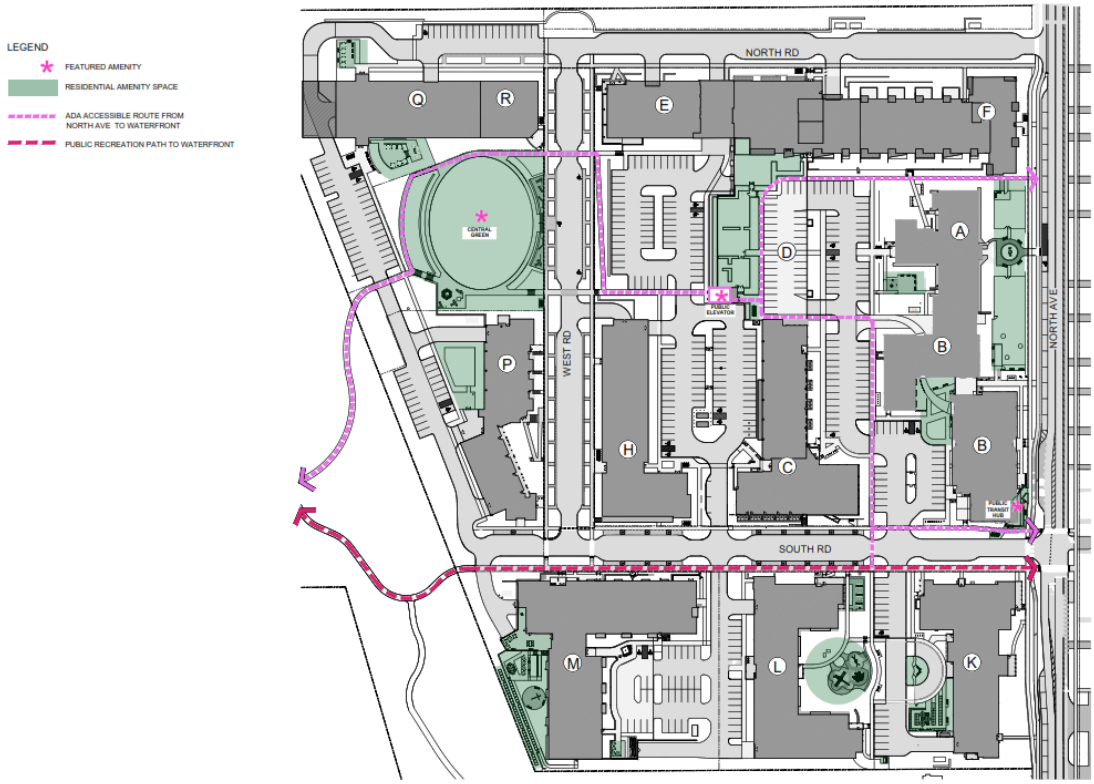
SOUTH ELEVATION

(j) Pedestrian Access:

Pedestrian circulation remains similar to the original approval, with alterations and reconfigurations central to the site and reflecting the increased amenity / Common area. Pedestrian circulation retains enhanced connections to the Bike Path. **(Affirmative finding)**

(k) Accessibility for the Handicapped:

The revised layout maintains the ADA accessible route through the center of the project which includes access to a stair and elevator in Building D. The route connects to the proposed recreation path through the new Kieslich Park and provides a fully accessible route between North Avenue and the Waterfront Bike Path. **(Affirmative finding)**



(l) Parking and Circulation:

See Vehicular Access above.

The plan reflects a 1,345 parking spaces. 979 (73%) are understory, 366 (27%) are surface parking. Since the last PUD amendment, City Council has amended the zoning ordinance to include the Multi Modal Mixed Use (MMMU) Parking District, incorporating Cambrian Rise and eliminating minimum required parking standards. The project retains pre-existing approval for the number of parking spaces on site. Previous applications have incorporated a robust Parking Management Plan which has informed new requirements for a Transportation Demand Management plan. **(Affirmative finding as conditioned)**

(m) Landscaping and Fences:

Reference is made to Plan L-201, L-202 and -206 for landscaping details. The landscaping plan has been revised to site layout revisions; smaller sized trees and shrubs are utilized within the central portion of the

project so as to avoid obstruction of highly scenic views. Larger shade trees will soften areas along roads and between buildings. Retaining walls are incorporated to screen visibility of vehicular circulation and parking from public roads and pedestrian areas. (See Inset 1 and 2.) Hardscape features are included to provide private and common gathering areas. **(Affirmative finding)**

(n) Public Plazas and Open Space:
Revisions to Cambrian Rise have created a large Common / Central Green at the westerly edge of Lot 6; providing opportunities for event space, recreational activities, or quiet resident enjoyment. Additionally the plan provides for a Boardwalk (atop Building D), and a larger contiguous usable open space within the westerly corridor. New amenities include a fenced off-leash dog area, grilling areas with seating and tables, fire pit locations, and rooftop gardening opportunities. A greenhouse is identified atop DEF/*Aurora*, near rooftop community garden space. The applicant asserts that the proposed Community Gardens atop the *Aurora* will be a first for Burlington. **(Affirmative finding)**

(o) Outdoor Lighting:
Where exterior lighting is proposed the applicant shall meet the lighting performance standards as per Sec 5.5.2.

Revised outdoor lighting utilizes fixtures originally approved, including 20' tall parking lot fixtures and 12 ½' pedestrian fixtures. Street lighting will remain unchanged.

The maximum illumination level for the parking lots remains at 4 footcandles. **(Affirmative finding)**

(p) Integrate infrastructure into the design:
Exterior storage areas, machinery and equipment installations, service and loading areas, utility meters and structures, mailboxes, and similar accessory structures shall utilize setbacks, plantings, enclosures and other mitigation or screening methods to minimize their auditory and visual impact on the public street and neighboring properties to the extent practicable.

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be place underground whenever practicable. Trash and recycling bins and dumpsters shall be located, within preferably, or behind buildings, enclosed on all four (4) sides to prevent blowing trash, and screened from public view.

Any development involving the installation of machinery or equipment which emits heat, vapor, fumes, vibration, or noise shall minimize, insofar as practicable, any adverse impact on neighboring properties and the environment pursuant to the requirements of Article 5, Part 4 Performance Standards.

All conditions relevant to this section previously approved shall remain in effect. New utility connections shall be undergrounded. The proposed drive-through from North Road allows the location of trash/recycling/compost to be located away from the roadway. **(Affirmative finding)**

Part 3: Architectural Design Standards
Sec. 6.3.2 Review Standards
(a) Relate development to its environment:

1. Massing, Height and Scale:

Building DEF: ("The *Aurora*")
While unique to Burlington's overall residential housing stock, buildings within Cambrian Rise have a commonality to them: Modern, multi-planed and of large scale. This elongated, contiguous structure runs the entire block between North Avenue and "West Road", undulating in the plane of its street façades to provide relief from its sheer length and breadth. The former St. Joseph's Orphanage set a scale for the Avenue, clearly the largest and most imposing singular structure prior to Cambrian Rise. Building DEF is a literal expansion of the Cambrian Rise model into one of larger gauge, creating a connected structure of 318,000 sf (an increase from the original 185,000 sf of D, E, F and I as originally approved.)

The connected cubical blocks that form *the Aurora* display a complex arrangement enhanced with balconies, differing window arrangements, contrasting materials, and alternating wall planes of recesses and pavilions that break up the sheer expanse. The plan reflects a methodology of breaking up larger

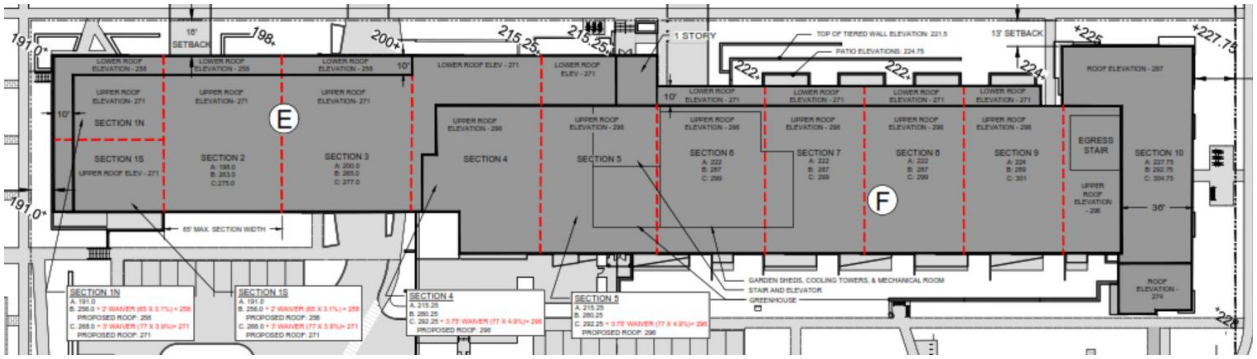
Building EF (The Aurora) on the left, Building D center (2 story), Liberty House center top.
View is from "West" Road toward the east.

masses into "readable" segments, each with a formula and rhythm for wall and window arrangement. The lower 4/5 floors of Sections 6, 7, 8, 9 (north elevation) emphasize a vertical arrangement, while the upper floors (sheathed in a darker siding) are clearly more horizontal. The plan changes on the westerly end (Sections 1-5) where darker sheathing on the lowest levels and strings of balconies and canopies above visually stretch the building horizontally. Fenestration and material organization provide overarching organization to the whole.

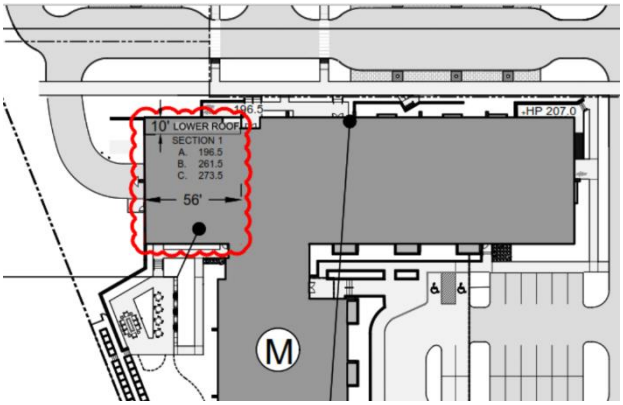
Building heights are limited to 65' (77' with IZ bonus). See plans L-EX3 and L-EX3a as revised. Zoning Amendment 21-07 altered the methodology for calculating roof height, which is now measured in no less

than 65’ intervals within 50’ of a frontage line. These plans now reflect the zoning revision. Height bonuses allowed for IZ (65’ + 12’) are now demonstrated with the required 10’ setback from the height allowed by right. Calculations provided in L-EX3 and L-EX3a exhibit this new methodology employed for Buildings DEF, M and C.

Due to the sloping grade and as allowed by Section 5.2.6 (b) 6, the administrative officer may allow up to a 5% variation in the maximum building height to address grade changes The applicant requests such consideration for discrete areas of DEF; particularly Section 1S, 1N, 4 and 5. The 5% allowance is best understood in this context. Sections 4 and 5 are mid-block and reflect the dip in the grade at that point. An analysis of allowable building height for Sections 2, 3 6, 7, 8, 9, and 10 shows the plan provides *less* than the maximum height for those sections; also a reflection of the drop in grade at the mid-point of the building. As revised, the plan is compliant with the height allowances afforded by the Comprehensive Development Ordinance, and meets the required 10’ building plane setback for the IZ height bonus.



Building M:
This application includes a request to add 2 residential units to the northwest corner of Building M. The units will be created by conversion of an enclosed resident amenity space, and enclosure of an open deck. Calculations on plan L-EX3 show a height based on a building height average + 77’ (height allowance with IZ bonus.)



Building “M” as proposed, with two new residential units on the northwest corner.
Compare to approved plan of ZP 19-0021CA/MA, below.

Building “M” as approved under ZP19-0021CA/MA.

Building Q/R:
Revisions to this connected building is merely to straight out the building footprint, and "open" the central corridor for unobstructed views to the west. Building height remains unchanged from the original approval.

Building C

Building C, as previously approved (above) and as proposed (below).

This application proposes the elimination of a balcony/roof deck and addition of new enclosed space on the fourth floor. The modified section of the roof is at grade 270', less than the 65' base height allowance afforded from grade 211'. As proposed, the expansion is compliant with the modified height calculation methodology.

(Affirmative finding)

2. Roofs and Rooflines.

All buildings are proposed with flat roofs. Renderings for DEF show the potential for extensive solar array; roof top decks, gardens, a greenhouse, sheds, kitchen and dining areas with seating and fire tables. Screening is provided around centralized mechanical equipment; with the elevator towers and a greenhouse specifically exempt from height limits. **(Affirmative finding)**

3. Building Openings

Building DEF has rhythmically placed building openings, consistent with the tempo of the façade and cadence of the building's mass. Arrangement is organized, maximizing options for views and light. Lobbies, entrances and vehicular entries are arranged logically, providing ample opportunities for residents to access the building and circulate to the interior of the site. **(Affirmative finding)**

(b) Protection of Important Architectural Resources:

Reference is made to the VHB submission.

(c) Protection of Important Public Views:

See Section 6.2.2 (c) above.

(d) Provide an active and inviting street edge:

Building DEF ("The Aurora") presents an interesting face to North Avenue, "North Road" and "West Road" on Cambrian Way. Highly articulated building planes with orderly arrangement of building elevations present a complex whole. The plan employs variations of building plane and architectural

features, providing interest while avoiding undifferentiated expanses of structure. The tension between horizontal and vertical elements of the composition; windows, balconies, materials, and voids ease the overarching reality of scale. On the north elevation, the darker sheathing materials along the highest floors visually "flatten" perceived height, and the regularly spaced lighter vertical components break up the horizontal breadth into more comfortable segments.

The building follows the westerly grade, stooping into the hillside as the topography changes. Height conforms to allowable limitations (77' max set back 10' from the base height with IZ bonus) with relief considered for the mid-block segments. Section 5.2.6 b. 6. offers an administrative 5% height differential where grade changes are pronounced; this project illustrating a situation where best and minimally employed.

Certainly uncommon to Burlington, the building introduces the design sophistication of multi-unit urban residential buildings more common to much larger metropolitan centers like Toronto.

If any part of the first floor of Building DEF is proposed to be non-residential, visual access into the interior of building must be provided at the street level through the use of large transparent windows and/or window displays in order to assure a dynamic and engaging public streetscape. In that instance, the use of mirrored, frosted, or tinted glass shall not be permitted along an active pedestrian street-level façade. **(Affirmative finding as conditioned)**

(e) Quality of materials:

All development shall maximize the use of highly durable building materials that extend the life cycle of the building, and reduce maintenance, waste, and environmental impacts. Such materials are particularly important in certain highly trafficked locations such as along major streets, sidewalks, loading areas, and driveways. Efforts to incorporate the use of recycled content materials and building materials and products that are extracted and/or manufactured within the region are highly encouraged.

Exterior sheathing and materials for Building DEF is a mixture of fiber-cement panels, faux wood slats and fiberglass windows. All are considered acceptable for new construction. **(Affirmative finding)**

(f) Reduce energy utilization:

All new construction shall meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.

New structures should take advantage of solar access where available, and shall undertake efforts to reduce the impacts of shadows cast on adjacent buildings where practicable, in order to provide opportunities for the use of active and passive solar utilization.

Post construction RBES and/or Commercial Energy Standards confirmation for energy efficiency will be required.

Solar – ready construction is highly encouraged for Building DEF. **(Affirmative finding)**

(g) Make advertising features complementary to the site:
Any signage will require separate permitting. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design:
See Section 6.2.2. (p) above.

(i) Make spaces secure and safe:
All building and life safety codes, as defined by the building inspector and the fire marshal, shall remain applicable.

Building entrances/entry points will be visible and adequately lit, and intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety. **(Affirmative finding)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

This project is within the Multimodal Mixed-Use Parking District. This district was formed since the original approval and prior amendment to Cambrian Rise. The effect is that there is no minimum parking requirement for this project. As previously approved, the project contains 1,129 parking spaces. Additional parking is included in this proposal and totals 1,345 spaces. A maximum parking waiver is needed. A TDM plan is required for the net new development included in this amendment. (**Affirmative finding as conditioned.)**

Sec. 8.1.9, Maximum On-Site Parking Spaces

Within the Multimodal Mixed-Use Parking District, the maximum number of onsite parking spaces is limited to 100% of the minimum parking requirement in the Shared Use Parking District.

Within the Shared Use Parking District, the following minimum parking standards apply:

- Multi-family attached dwellings – 1 space per unit
  - 950 units = 950 parking spaces
- Restaurant – 3 spaces per 1,000 sf
  - 5,000 sf = 15 parking spaces
- General office – 2 spaces per 1,000 sf
  - 13,400 sf = 27 parking spaces
- General retail (small < 4,000 sf) – 2 spaces per 1,000 sf
  - = 1,300 sf = 3 parking spaces
- Hotel – 0.75 space per room
  - 63 rooms = 47 spaces
- Grocery Store – 2 spaces per 1,000 sf
  - 5,000 sf = 10 spaces

The Shared Use minimum is 1,052. As noted above, 1,129 parking spaces have already been permitted and may be retained. A maximum waiver is needed for the proposed 1,345-space total. A maximum parking waiver request has been submitted. It notes a 219-space waiver. The necessary waiver is actually a few spaces less at 216 (1,345 – 1,129 = 216).

4. Waiver of Maximum Parking Limitations

A. The applicant requesting the waiver shall also provide:

(i) A peak demand parking study for two similar uses in the area; and,

A parking analysis of four comparable developments within Burlington and South Burlington has been provided. Parking provided at these developments is between 1.38 and 2.13 spaces per dwelling unit. Actual peak demand ranges between 1.20 and 1.36 spaces per dwelling unit. Note that each one of these comparable developments is within ¼ mile of retail, services, and employment. The requested parking wavier for this project amounts to ~1.41 spaces per dwelling unit, although the development includes a variety of non-residential uses that will share the onsite parking spaces. The slightly higher parking ratio is acceptable given the relative distance of Cambrian Rise from employment, services, and retail as compared to the four comparable developments in the analysis. **(Affirmative finding)**

(ii) A TDM Plan pursuant to the requirements of Sec. 8.1.16

See Sec. 8.1.16.

B. The following additional criteria shall be addressed regarding how:

(i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;

Public on-street parking will be available within the development and will serve visitors to the development and the nearby greenway. There will be opportunity for shared use of parking between residential and nonresidential uses within the development; however, the mix of uses is heavily residential. A more uniform mix of residential and nonresidential use would likely afford greater opportunity for shared use of onsite parking. As proposed, the 950 residential units will utilize most of the parking. **(Affirmative finding)**

(ii) The proposed development demonstrates that its design and intended uses will continue to support high levels off existing or planned transit and pedestrian activity;

The development includes a variety of transit options for residents, visitors, and employees. Membership in CATMA is proposed. It is served by an enclosed bus stop, and residents will benefit from access to reduced-cost bus passes. The project will link directly to the Burlington Greenway and to North Avenue. An onsite Carshare Vermont vehicle is provided. See also Sec. 8.1.16. (**Affirmative finding)**

(iii)The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

A supplemental site plan has been provided with the parking waiver request that depicts several areas within the development that could be converted from parking to additional residential and/or commercial development that would be served by the transit options noted above and in Sec. 8.1.16. **(Affirmative finding)**

Sec. 8.1.10, Off-Street Loading Requirements

Off-street loading requirements no longer pertain to this project, given its location within the Multimodal Mixed-Use Parking District. Prior project approval contained a loading areas plan for the development. **(Affirmative finding)**

Sec. 8.1.11, Parking Dimensional Requirements
The proposed parking spaces and circulation aisles are compliant with the standards of Table 8.1.11-1. **(Affirmative finding)**

Sec. 8.1.12, Limitations, Location, Use of Facilities
(a) Off-Site Parking Facilities
None proposed. **(Not applicable)**

(b) Front Yard Parking Restricted
(Not applicable)

(c) Shared Parking
(Not applicable)

(d) Single Story Structures in Shared Use Districts
(Not applicable)

(e) Joint Use of Facilities
There is nothing in the application expressly stating that parking facilities will be shared among the various uses. Given the layout of the site and variety of uses, parking will likely be shared. **(Affirmative finding)**

(f) Availability of Facilities
Nothing in the amendment plans indicates that the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for residents, customers, employees, and visitors only. **(Affirmative finding)**

Sec. 8.1.13, Parking for Disabled Persons
The site plans depict a number of handicap parking spaces in close proximity to pathways and building entries. ADA compliance is administered via the city's building permit process. **(Affirmative finding)**

Sec. 8.1.14, Stacked and Tandem Parking Restrictions
(Not applicable)

Sec. 8.1.15, Waivers from Parking Requirements/Parking Management Plans
(Not applicable)

Sec. 8.1.16, Transportation Demand Management
(b) Applicability

As the project is located within the Multimodal Mixed-Use Parking District, and the amendment includes more than 10 new dwelling units, it is subject to the standards of this section. **(Affirmative finding)**

(c) Transportation Demand Management Program
The applicant has provided a transportation demand management program prepared by VHB that addresses each of the following items.

a. *Outreach and Education:*
Cambrian Rise is, and will continue to be, managed by Farrell Properties. This entity will serve as the Transportation Coordinator in collaboration with CATMA. In that role, Farrell Properties will coordinate with CATMA to prepare and disseminate materials as to TDM strategies and resources available to residents and employees. The Transportation Coordinator will also be responsible for record keeping and annual reporting to the city as required by this criterion. **(Affirmative finding)**

b. *TDM Strategies:*
As noted previously, this project includes more than the minimum required bicycle parking and includes bike share as well. In addition to onsite bicycle parking, this criterion requires subsidy for GMT passes and car share memberships for all residents and employees or membership in a transportation management association (such as CATMA) that offers equivalent TDM strategies or better. A duration of 10 years is required for either option. The applicant's TDM plan cites membership in CATMA and several other strategies.

Membership in CATMA will assist with educational outreach and support as well as with ongoing reporting requirements. It will also enable resident and employee access to subsidized bus passes and Bikeshare memberships noted below. The TDM plan articulates a number of specific performance measures, including increase of transportation options available for residents, decrease in total parking demand, and decrease in total SOV commutes.

In addition to CATMA membership, the development already subsidizes one Carshare VT vehicle (not just the parking spaces to host it), and all tenants are offered a year of free car share membership. Additional car share spaces will be provided onsite, subject to an agreement with Carshare VT.

Unlike most developments, this project actually contains a GMT bus stop with additional improvements planned for 2022. While free bus passes are not proposed, all residents will have access to discounted bus passes. This benefit is tied to CATMA membership.

As noted under the bike parking standards of these findings, Bikeshare is present onsite, and all residents are eligible for membership at 30% cost savings. As with reduced-cost bus passes, this benefit is tied to CATMA.

The development includes construction of pathway connections to the Burlington Greenway (bike path) and North Avenue.

The package of TDM strategies offered by the applicant provide both programmatic incentives and infrastructure to encourage and facilitate use of alternative transportation by residents and employees. Together, these strategies satisfy this criterion.

This criterion requires implementation of these strategies for a period of 10 years following receipt of a Certificate of Occupancy. Cambrian Rise is a large, multi-phase project. Each individual phase is closed out with a Certificate of Occupancy. In order to meet the intent of this provision, TDM strategies should be implemented following issuance of a Certificate of Occupancy for the next project phase that is completed and carried on for at least 10 years thereafter. Each subsequent phase that is completed must be incorporated into the TDM strategies. **(Affirmative finding)**

c. Parking Management:
As parking spaces will be provided onsite, annual parking utilization studies will be required with related reporting to the city for a period of 10 years. This 10-year period should be the same as noted in criterion *b* above. As noted above the Transportation Coordinator will be responsible for conducting these studies and reporting to the city. The proposed TDM plan references these reporting requirements.

As required, the cost of parking will be un-bundled from all residential leases and deeds, except for permanently affordable housing units. There is no dedicated commercial parking.

Priority parking spaces will be provided. Motorcycle parking will be provided within the central garage. ADA and car share parking spaces are noted on the project site plans. The maximum of 5 car share spaces are proposed. Lacking any dedicated commercial parking, no carpool or vanpool spaces are required. **(Affirmative finding)**

d. TDM Agreement:
A written agreement committing to ongoing implementation of the TDM plan is required and has been provided with the TDM documents. **(Affirmative finding)**

Sec. 8.2.5, Bicycle Parking Requirements
As with vehicular parking, bicycle parking requirements are tied to use and, in some cases, the size thereof. A total of 1,098 bike parking spaces (up from 906) are now proposed (926 indoor/covered and 172 outdoor/rack spaces).

The applicants' bike parking table shows building, use, requirements (long and short term), and total spaces provided. A total of 453 long term bike parking spaces is required. A total of 108 short term bike parking spaces is required. The development will be providing more than the minimum required for both types and 1,098 overall. Note that 8 bike share spaces are included as well. Long term spaces

will be enclosed within the buildings onsite. Short term spaces will be provided at racks throughout the development. **(Affirmative finding)**

Article 9: Inclusionary and Replacement Housing
With the increase in dwelling units comes an increase in the number of required inclusionary housing units. Per Table 9.1.8-1, *Inclusionary Zoning Percentages*, 25% of the total unit count must be inclusionary (25% of 950 is 238 dwelling units {up from 193 in the prior amendment) in the NAC-CR zone. As originally approved, inclusionary units are to include a mix of rentals and condo units. As now proposed, there will be 625 rental units across the development, including 156 inclusionary units. There will be 325 for-sale units, including 81 inclusionary units. Written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required. **(Affirmative finding as conditioned)**

II. Minutes

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

III. Motion by Brad Rabinowitz:

In the matter of ZP-22-32, 351-375 North Avenue, I move we **approve** the application and adopt Findings and Conditions noted herein.

IV. Conditions of Approval

1. All conditions imposed in earlier permit approvals not herein altered shall remain in effect.
2. **Prior to release of this amended zoning permit**, written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required.
3. Impact fees based on the net new building area shall be paid at **least 7 days prior to issuance of a certificate of occupancy**. The impact fees for all new area for each building will be calculated under the current (FY 22) Impact Fee schedule.
4. **This approval includes the TDM plan** as addressed under Sec. 8.1.16 of these findings. The TDM plan shall be executed and sustained for a period of at least 10 years following issuance of a certificate of occupancy for the next project phase that is completed within the development.
5. If new uses are identified or new residential units requested, parking requirements shall be recalculated to reflect said changes.
6. The applicant team shall keep a running spreadsheet of all buildings with a breakdown of area and uses.
7. If any part of the first floor of Building DEF is proposed to be non-residential, visual access into the interior of building must be provided at the street level through the use of large transparent windows and/or window displays in order to assure a dynamic and engaging public streetscape.
8. Intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety.

9. The applicant must communicate with the Water Resources Division to provide an updated schedule of installation of the infiltration system. Confirmation as to the continuing acceptability of the post-construction stormwater management system is required. A revised letter of WW capacity is also needed.
10. The applicant shall submit an application to reflect boundary line adjustments within the development to align revised building footprints with lots and a corresponding phasing schedule. The applicant requests an adjustment to the sequencing of construction phases, which is understandable and likely acceptable; however the omission of completion dates for each phase is problematic. Zoning permit life is defined, and in this case, directly linked to an applicant-defined phasing schedule. Anticipated completion dates must be provided and linked to a phasing schedule; subject to review by the DRB.
11. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required. It is the applicant's obligation to amend State Wastewater and Act 250 permits to reflect changes within this review.
12. The traffic signal and improvements as guided by DPW shall be completed when the first phase of occupancy of the Aurora is occupied.
13. The signalized North Avenue crossing shall be installed within the next three months.
14. All exterior signage is subject to separate zoning approval.
15. Standard Conditions 1-15.

Second: Brooks McArthur
Vote: 5-0 (GH recused)
Vote: motion carried

Dated at Burlington, Vermont, this 7th day of April, 2022.

Respectfully Submitted,

_____
Bradford L. Rabinowitz, Development Review Board Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court, Environmental Division. (Comprehensive Development Ordinance Article 12, Section 12.2.3 Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Environmental Court within 30 days of the date of the written decision as follows:
(a) Notice of Appeal: The appeal shall be taken in such a manner as the Supreme Court or the environmental court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3, Vermont Statues Annotated. Notice of the appeal shall be sent by mail to every interested person appearing and having been heard at the hearing before the DRB, and, if any one or more of those persons are not then parties to the appeal, upon motion they shall be granted leave by the court to intervene.)

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
Kirk Dressing, Associate Planner
Joseph Cava, Permit Technician
Collin Naheedy, Code Compliance Officer

TO: Development Review Board
FROM: Kirk Dressing
DATE: December 16, 2025
RE: ZP-25-527; 116 Sunset Cliff Road

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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: RL Ward: 4

Owner/Applicant: Thomas Ellis & Catherina O'Connell / Thomas Ellis

Request: Proposed reconstruction of existing deteriorated retaining wall to stabilize slope.

Applicable Regulations:
Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines)

Background Information:
The applicant is seeking approval to replace an existing stone block seawall along the lakeshore with a reinforced concrete wall with the existing stone placed in front of the wall. Associated fill and grading work is also proposed behind the seawall. As the seawall is located partially below the 102' elevation, it is subject to review under the flood hazard area regulations in addition to dimensional and design review standards. As required, the project is subject to review and approval by the State National Floodplain Insurance Program Coordinator at VT DEC. Comments have been provided and find that the seawall is compliant with applicable flood hazard area standards.

Given the project location along the lakeshore, this application is subject to review by the Conservation Board. The Conservation Board reviewed this application at their December 01, 2025 meeting and recommended approval, subject to the following condition:

1. The final face of the natural stone block be no closer to the lake than present.

The applicant is amenable to these conditions.

Previous zoning actions for this property are noted below.

- 07/15/2025, Denial for repair of existing retaining wall
- 11/03/2025, Approval build to 2 second floor dormers, build third floor cupola space, and install windows
- 12/11/2019, Approval to remove existing failing concrete sea wall and replace with rip rap stone retaining wall, matching neighbors retaining wall

- 02/03/2006, Approval to renovate lakeside facade of existing single family home and expand deck
- 10/16/1998, Approval to amend previously approved renovations to the existing single family home to include a rear shed addition (6' x 14') and additional living space over the garage and new shed.
- 07/21/2004, Approval for third story addition and window changes to the existing single family house
- 09/15/1997 Approval to amend previously approved renovations and expansion of the existing single family home to include a porch and additional living space along the front elevation
- 06/20/1997 Approval for renovations to the existing single family home including building out the entire second floor of the structure with no change in footprint, and installation of a fence along the lake frontage of the property (75' Wide).
- 11/22/1993 Approval for fenestration and door changes to south and east elevations of the existing single family home with materials matching existing

Recommendation: **Certificate of appropriateness approval** as per, and subject to, the following findings and conditions:

I. Findings

Article 4: Maps & Districts
Sec. 4.4.5, Residential Districts:
(a) Purpose
(1) Residential Low Intensity (RL)
This district is intended for relatively low density residential development that includes a mix of housing types, generally including single family homes through quadplexes. The existing single family residence is consistent with this intent. No change in use is proposed. **(Affirmative finding)**

(b) Dimensional Standards
The subject property is accessed by a private road and has ±152' of frontage. It will not change, and the minimum required is 30'.

All setbacks remain unchanged. The proposed seawall is less than 18" in width across the top surface, however, the combination of the seawall and stone blocks will exceed 18" in width across the top surface. Proposed lot coverage calculations will be required.

Height of the replacement seawall will be similar to the existing seawall at about 6'.

The number of dwelling units remains unchanged at 1.

The footprint of the principal structure remains unchanged. **(Affirmative finding as conditioned)**

(c) Permitted & Conditional Uses
The seawall is accessory to the permitted single family home. **(Affirmative finding)**

(d) District Specific Regulations

1. Additional Residential Development Permitted
(Not applicable)

2. Exceptions to Dimensional Standards
(Not applicable)

3. Exception for Neighborhood Commercial Uses
(Not applicable)

4. Miscellaneous Standards
(Not applicable)

5. Residential Development Bonuses
(Not applicable)

Sec. 4.5.4, Natural Resource Protection Overlay District:
(a) District Specific Regulations: Special Flood Hazard Area
(7) Special Review Criteria
A. The danger to life and property…
The seawall will be placed within the lakeshore flood hazard area. Lakeshore flood dynamics are unlike those of river flood dynamics. The water does not flow at perceptible speeds and is not subject to constriction. Placement of the seawall within the lakeshore flood zone will have no impact on flood heights or velocities. **(Affirmative finding)**

B. The danger that material may be swept onto other lands…
The new seawall is to be constructed of reinforced poured concrete anchored to a reinforced concrete footer with natural stone blocks in front. There is little danger that the structure will be swept away by flood waters. **(Affirmative finding)**

C. The proposed water supply and sanitation systems…
Not applicable.

D. The susceptibility of the proposed facility and its contents to flood damage…
The seawall is a protective measure against flood damage to the property. The potential for flooding damage to the seawall itself is minimal. **(Affirmative finding)**

E. The importance of the services provided…
The seawall is of little importance to the Burlington community; however, it will provide substantial protection to the private property that it will be located on. **(Affirmative finding)**

F. The availability of alternative locations…
The point of the seawall is to protect the property from flood damage. Its placement within the flood zone is key to this function. It's location within the floodplain is acceptable. **(Affirmative finding)**

G. The compatibility of the proposed use with existing development…
Seawalls are commonplace along Burlington's lakeshore. **(Affirmative finding)**

H. The relationship of the proposed use to the Municipal Development Plan…
The Municipal Development Plan does not address seawalls. It does speak to the development pattern of relatively low density residential development within the RL zone. The subject property contains a single family home. Insofar as homes along the lakeshore commonly have seawalls, the proposal can be found in compliance with the MDP. **(Affirmative finding)**

I. The safety of access to the property…
The new seawall will have no effect on the safety of access to the property during times of flood. **(Affirmative finding)**

J. The expected heights, velocity, duration, rate of rise…
The maximum regulatory flood elevation along the lakeshore is 102' above sea level. The seawall will have no impact on flood heights, velocity, duration, rate of rise, or sediment transport. **(Affirmative finding)**

K. Conformance with all other applicable requirements…
See Articles 4, 5, and 6 of these findings.

(c) District Specific Regulations: Riparian and Littoral Conservation Zone
The subject property is affected by the Riparian and Littoral Conservation Zone (250' width from the 95.5' lakeshore elevation). This overlay zone limits the clearing of vegetation and new stormwater outfalls. As represented to the Conservation Board, only one tree will be removed. Existing trees will be protected from disturbance during construction. No new stormwater outfalls are proposed. The required stormwater measures and erosion prevention and sediment control plan shall be provided to the city's stormwater program for review and approval. **(Affirmative finding as conditioned)**

Article 5: Citywide General Regulations
Sec. 5.2.3, Lot Coverage Requirements
No lot coverage exceptions are sought. **(Not applicable)**

Sec. 5.2.5, Setbacks
No setback encroachments are sought. **(Not applicable)**

Sec. 5.2.6, Building Height Limits
No exceptions to height limits are sought. **(Not applicable)**

Sec. 5.2.7, Density Calculations
Density is unaffected. **(Not applicable)**

Sec. 5.5.1, Nuisance Regulations
Nothing in the proposal appears to result in creating a nuisance under this criterion. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control
As more than 400 sf of earth disturbance is proposed, a "small project erosion control" plan is required. This required EPSC plan has not yet been provided and needs to be. The plan is subject to review and approval by the city's stormwater program. **(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
(a) Protection of important natural features
The subject property is located along the Lake Champlain shoreline. The shoreline is an identified significant natural area. Much of the property is affected by the Natural Resource Protection Overlay District, specifically the riparian and littoral conservation zone, which stretches inland 250' from the 95.5' lakeshore elevation. As noted previously, only one tree will be removed. Existing trees will be protected from disturbance during construction. **(Affirmative finding)**

(b) Topographical alterations
The property slopes down towards the lake. The proposed seawall will replace an existing seawall and will have no perceptible impact on existing grades. **(Affirmative finding)**

(c) Protection of important public views
The replacement seawall will not adversely impact public views across the lake and towards the Adirondacks. **(Affirmative finding)**

(d) Protection of important cultural resources
The property contains no known archaeological resources. Much of the lakeshore is archaeologically sensitive. If, during construction, artifacts are unearthed, it is the applicant's responsibility to stop earthwork and to contact the Vermont Division for Historic Preservation for further guidance. **(Affirmative finding as conditioned)**

(e) Supporting the use of alternative energy
Not applicable.

(f) Brownfield sites
Not applicable.

(g) Provide for nature's events
See Sec. 5.5.3.

(h) Building location and orientation
Not applicable.

(i) Vehicular access
Not applicable.

(j) Pedestrian access
Not applicable.

(k) Accessibility for the handicapped
Not applicable.

(l) Parking and circulation
Not applicable.

(m) Landscaping, fences, and retaining walls
As the seawall will be greater than 5' tall, it must include textured surfaces and/or landscaping. The proposed natural stone blocks satisfy this requirement. **(Affirmative finding)**

(n) Public plazas and open space
Not applicable.

(o) Outdoor lighting
Not applicable.

(p) Integrate infrastructure into the design
Not applicable.

Part 3, Architectural Design Standards
Sec. 6.3.2, Review Standards
Not applicable.

II. Conditions of Approval

1. **Prior to release of the zoning permit the applicant shall**:
    a. Submit an erosion prevention and sediment control plan for review and approval by the city's stormwater program staff; and,
    b. Provide proposed lot coverage calculations, subject to staff review and approval.
2. As recommended by the Conservation Board:
    a. The final face of the natural stone block shall be no closer to the lake than present.
3. If, during construction, artifacts are unearthed, it is the applicant's responsibility to stop earthwork and to contact the Vermont Division for Historic Preservation for further guidance.
4. In all **Special Flood Hazard Areas** (including Floodway areas) such conditions require that:

    All development:

    (i) New construction and/or substantial improvements to structures shall be reasonably safe from flooding and be:
        1. Designed and adequately anchored to prevent flotation, collapse, or lateral movement during the occurrence of the base flood;
        2. Constructed of materials resistant to flood damage;
        3. Constructed by methods and practices that minimize flood damage; and
        4. Constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;

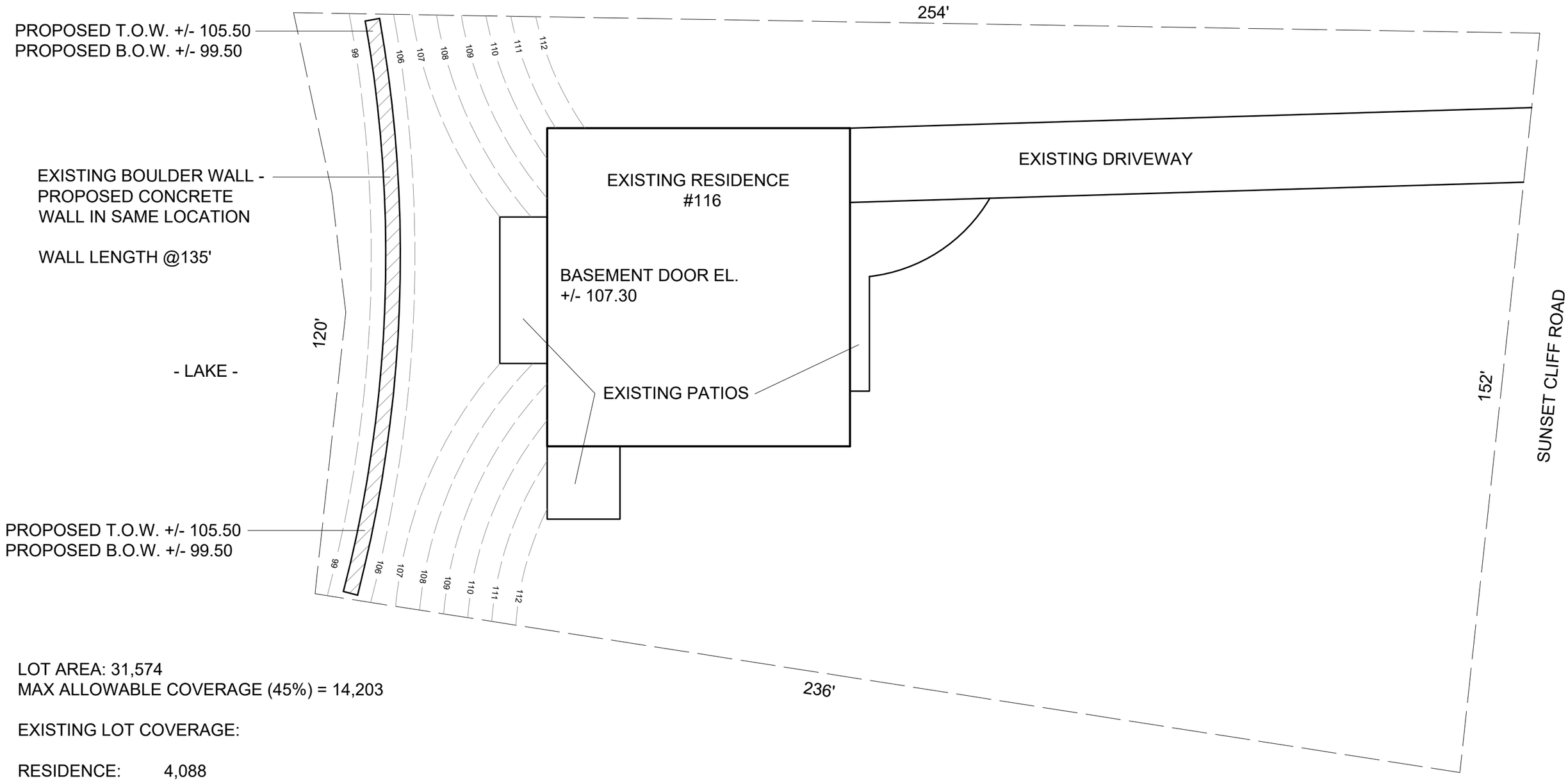
    (ii) All development shall be designed to minimize flood damage to the proposed development and to public facilities and utilities;

    (iii) All development shall be designed to provide adequate surface drainage to reduce exposure to flood hazards;

(iv) All new construction and substantial improvements that have fully enclosed areas below the lowest floor shall:
    1. Be solely used for parking of vehicles, storage, or building access, and such a condition shall clearly be stated on any permits; and,
    2. Be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Such designs must be certified by a registered professional engineer or architect, or meet or exceed the following minimum criteria: A minimum of two openings of two walls having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters;

(v) All necessary permits shall be obtained from those governmental agencies from which approval is required by federal or state law.

5. The Applicant/Property Owner is responsible for obtaining all necessary Building Permits through the Department of Permitting & Inspections as well as other permit(s) as may be required.
6. Standard permit conditions 1-15.



LOT AREA: 31,574
MAX ALLOWABLE COVERAGE (45%) = 14,203

EXISTING LOT COVERAGE:

RESIDENCE:	4,088
DRIVEWAY:	2,137
PATIOS:	919
BOULDER WALL:	405
TOTAL:	7,549 = 23.9%

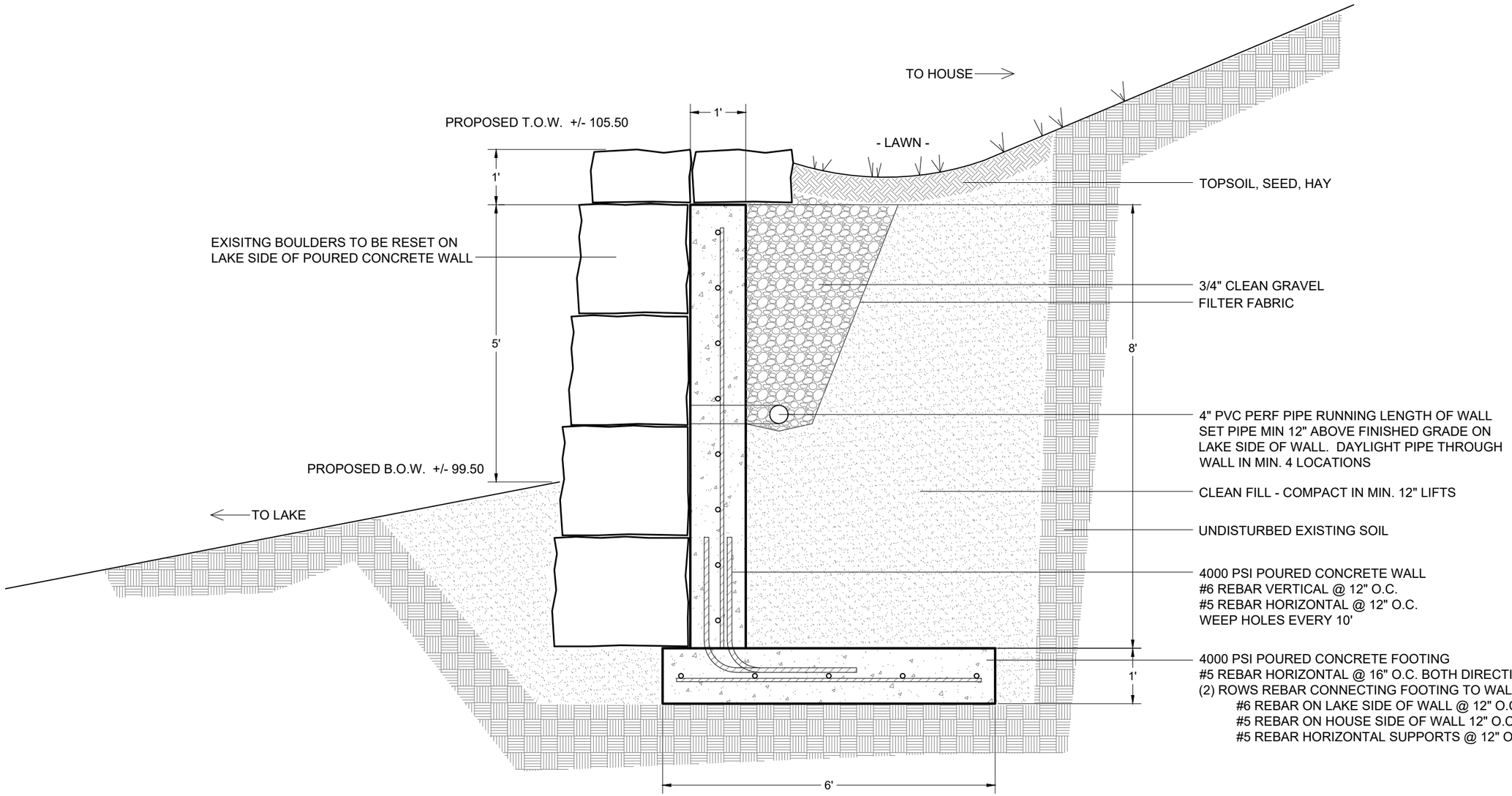
PROPOSED LOT COVERAGE:
NO CHANGE - SAME AS EXISTING

EXISTING ELEVATION AND CONTOUR DATA TAKEN FROM 'PROPOSED CONDITIONS SITE PLAN' - 'SHORELINE STABILIZATION' DRAWING NUMBER C1.1, DATED 3/13/2018 PREPARED BY CIVIL ENGINEER ASSOCIATES INC, 10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VERMONT.

SITE PLAN
1" = 30' - 0"

11/3/2025

ELLIS RESIDENCE
116 SUNSET CLIFF ROAD
BURLINGTON VT 05408



WALL CONSTRUCTION DETAIL
1/2" = 1' - 0"

11/3/2025

ELLIS RESIDENCE
116 SUNSET CLIFF ROAD
BURLINGTON VT 05408

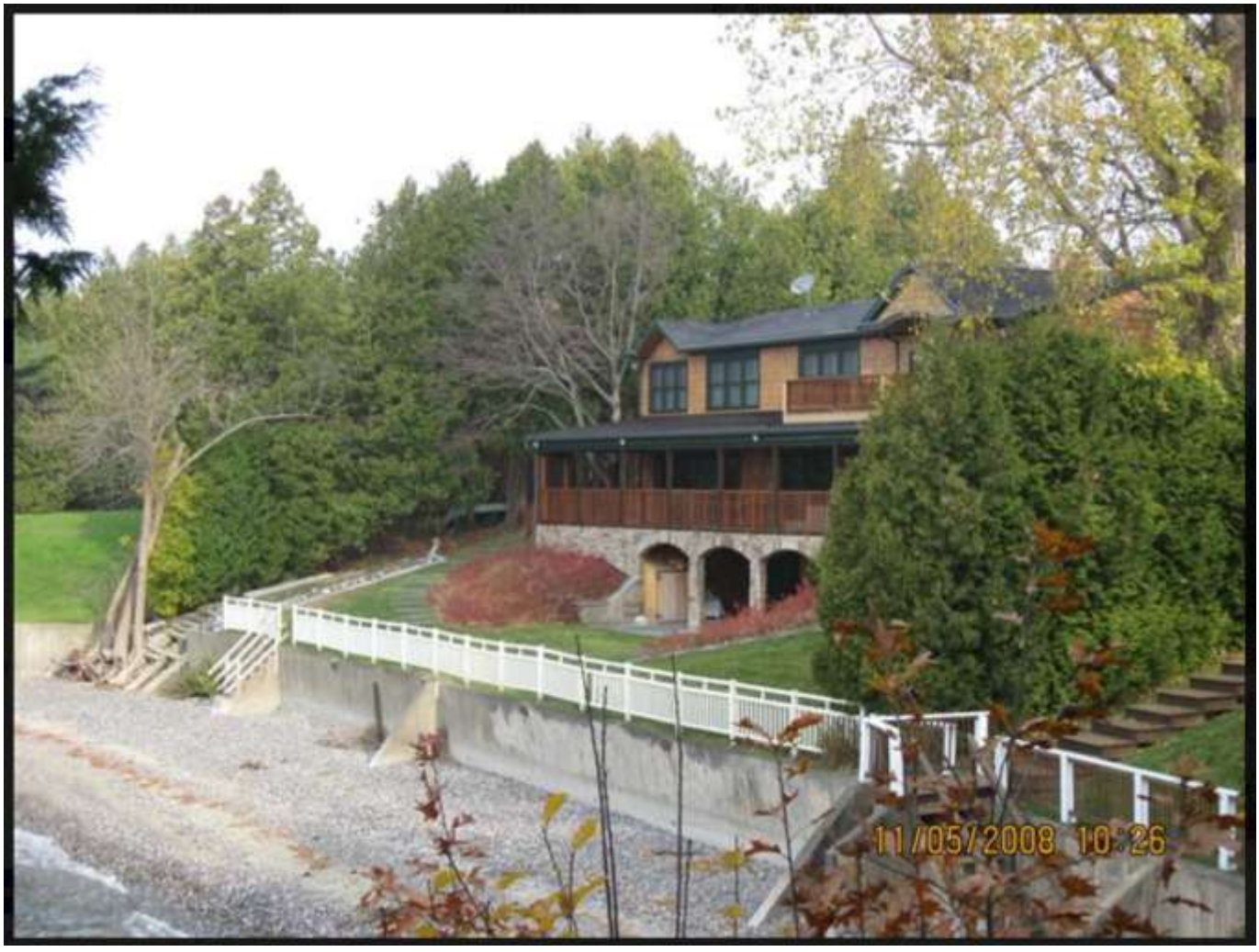
Ellis Residence
116 Sunset Cliff Road
Burlington, VT 05408

Thomas Ellis
339-927-5194
tmellis@gmail.com

Tax Parcel ID:	030-3-022-000
SPAN Number:	114-035-13145
Land Use:	R1 - Single Fam
Zoning:	Residential – Low Intensity
Lot Area:	31,574 Sq.Ft.

Project Scope:

This project involves the replacement of a previously existing concrete bulkhead/seawall style wall. The image below (found on the Burlington Property Database website) shows the existing conditions of the property in 2008. Sometime between 2008 and 2020 (when the Ellis Family purchased the property) the concrete wall was removed and replaced with natural stone boulders.



The image(s) below show the existing conditions of the property (photos taken 8/5/2025). For scale reference the average size of the stone boulders are 2' tall x 4' long x 2' deep. The wall is failing due to erosion behind the wall caused by wave action from the lake. You can see in the image that many of the boulders have tipped backwards toward the house. The intent would be to install a new poured concrete wall and to reinstall the boulders on the lake side of the wall for both aesthetic purposes and as a secondary protection of the new concrete wall. The length of the wall is @ 135 linear feet and the location of the proposed wall would be in the same location as the existing boulder wall. Site plans and wall construction details are provided in a separate document.

View of South–East property corner showing the last remaining section of concrete wall that was removed and replaced with boulders. This section of wall is to remain and the new wall will but up to the existing remaining section of concrete wall.

View of North-West property corner. The Ellis's property corner is about 10' off of the green metal stairway (which is on a community shared easement). The proposed work will not impact the existing stairway or any portion of the community association property.

Photo showing the erosion and failing wall stones

Department of Permitting and Inspections
Zoning Division
645 Pine Street
Burlington, VT 05401
https://www.burlingtonvt.gov/439/Zoning-Division
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William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Kirk Dressing, Associate Planner
Collin Naheedy, Zoning Compliance Officer
Joseph Cava, Planning Technician

MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner
Date: December 16, 2025
RE: ZP-25-577; 189-191 North Champlain 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.

File: ZP-25-577
Location: 189-191 North Champlain Street
Zone: RM **Ward**: 2
Date application accepted: November 6, 2025
Applicant/ Owner: Michael Alvanos / Tony Tram, Trans Property Holdings LLC
Request: Proposed reconstruction of a six-unit residential fire damaged structure with modern amenities and site improvements.

Background:

- **Zoning Permit 02-258 / COA 02-258;** install triple-3 vinyl siding on 6-unit building. December 2001.
- **Zoning Permit 87-335 / COA 87-126**; construct a 6/12 pitch roof over existing flat roof. No additional living space. June 1987.
- **Zoning Permit 79-354 / COA 79-32**; add two dwelling units to existing. July 1979.
- **Zoning Permit 79-018**; erect a 7' x8' entrance porch on the rear of the existing house at 189 Champlain Street. June 1978.

Overview: 189-191 North Champlain Street suffered a fire March 3, 2024, and has been a vacant building since then. This application proposes the reconstruction and restoration of the 6 residential units that existed. The building is non-conforming to use (6 units; current Neighborhood Code limits occupancy to 4 units for a primary structure). To maintain the non-conformity, rebuild (or an extension request) had to occur within the first year. It has been 20 months since the fire, so the existing non-conformity is lost.
A method to restore the 6 units is to utilize the Historic Building Rehabilitation Bonus (Section 5.4.8 (e)) that eliminates the density provision of the ordinance for buildings listed on the state or National Register. 189-191 North Champlain Street was listed on the Vermont State Register List of Historic Resources in 1995, and this therefore eligible for this bonus.

The programs and services of the City of Burlington are accessible to people with disabilities. For accessibility information call 865-7188 (for TTY users 865-7142).

Recommended motion: **Certificate of Appropriateness Approval** of the Historic Building Rehabilitation Bonus to restore the unit count to 6 and post-fire building rehabilitation.

I. Findings

Article 3: Applications, Permits and Project Reviews

Part 3: Impact Fees

As no additional units are proposed from conditions prior to the fire, and no new nonresidential building square footage is proposed, Impact Fees are not applicable.

Article 4: Zoning Maps and Districts

Section 4.4.5 Residential Districts

(a) Purpose

The Residential Districts are intended to control development in residential districts in order to create a safe, livable, and pedestrian friendly environment, while enabling neighborhood to evolve to meet the changing needs of households and the economy, and as a result of the climate emergency. They are also intended to create an inviting streetscape for residents and visitors. Development that places emphasis on architectural details and form is encouraged, where primary buildings and entrances are oriented to the sidewalk, and new buildings are interspersed within a wide range of historic structures and building facades designed for parking shall be secondary to the residential aspect of a structure.

*2. The Residential Medium Intensity (**Residential Medium, RM**) district is intended for residential development that includes a mix of housing types such as single family detached dwellings, with or without accessory dwelling units, duplex, triplex, quadplex, and multi-stories, and development generally results in moderately higher lot coverage as compared to the RL district. Neighborhoods within this district are typically walkable to downtown or other mixed-use areas of the city, and commercial uses within the district take the form of home-based businesses and the adaptive reuse of historic buildings for neighborhood-serving uses.*

The proposed retention of the pre-fire six-unit structure is allowable under the Historic Building Rehabilitation Bonus (Section 5.5.4 (e)). **Affirmative finding.**

(b) Dimensional Standards

Table 4.4.5-1 Lot Size, Frontage, Setback, and Lot Coverage Standards in Residential Districts

RM District	Min. lot frontage 30’	Front setback Min avg. of front setback 2 adjacent lots on both sides +/- 5’	Side Setback 7 Min. 10% of lot width or avg. of side setback of 2 adjacent lots on both sides	Rear: 15’	Lot Coverage 9 55%
Proposed 189-191 North Champlain Street	No change	No change	Existing structure sits on property line. No change or expansion to	No change	61.33% existing 61.22 proposed (Plan SP 1.0)

			either side yard setback proposed.		72% allowable under Historic Building Rehab Bonus, Sec. 5.4.8 (e), Table 5.4.8-1.

Affirmative finding with Historic Building Rehab Bonus.

Table 4.4.5-2 Principal & Secondary Structures Massing and Placement Standards in Residential Districts

RM District	Max Height & Stories 35', 3 stories	Max dwelling units per structure:2, 3, 4 4 in principal structure, 4 in Secondary Structure.	Max. Principal Structure Footprint 3 1800 sf.	Max Secondary Structure Footprint 3 900 sf	Max Building face before providing offset: 50'	Min. Distance between structures on same lot 15'
189-191 North Champlain Street proposed	Same as existing pre-fire.	6 proposed in principal structure (increase allowable by Historic Building Rehab Bonus, Section 5.4.8 (e) ii.	Existing	N/A	N/A	N/A

2. Minimum dwelling unit size is 350 sf.
3. Within RL and RM zones, lots may have up to one (1) Principal and one (1) Secondary structure per lot, except as may otherwise be allowed by Article 11. THIS PROVISION DOES NOT TAKE EFFECT UNTIL 11.1.2024 as warned by City Council, ZA 24-04, Neighborhood Code 2A, Part 1.
4. Within the RM district, a maximum of four (4) dwelling units are permitted in a Principal structure, and a maximum of four (4) units in a Secondary structure.

Affirmative finding with Historic Building Rehab Bonus.

(c) Permitted and Conditional Uses:

Residential use, as modified by district specific regulations in Section 4.4.5 (d) is a permitted use. **Affirmative finding.**

(d) District Specific Regulations

1. Additional Residential Development – Permitted

In addition to any applicable development permitted according to Article 11 – Planned Unit Development, the following additional development types and intensities shall be allowed within the Residential Districts, subject to the following standards.

A. Reserved

Table 4.4.5-3 Reserved

B. Residential Development Bonuses

The following exceptions to maximum allowable residential standards in Tables 4.4.5-1 and 4.4.5-2 may be approved in any combination subject to maximum limits set forth in Table 4.4.5-6 at the discretion of the DRB. Any bonuses that are given pursuant to this

ordinance now or in the future shall be regarded as an exception to the limits otherwise applicable.

i. Senior Housing Bonus

Not applicable.

ii. Residential Conversion Bonus

Not applicable.

iii. Limitations on Residential Development Bonuses

The proposal employs the Historic Building Rehabilitation Bonus, which is blind to density provisions of Sec. 4.4.4 (b) and 4.4.5 (b). Lot coverage will not exceed the maximum of 72% (Table 4.4.5-6). **Affirmative finding**.

2. *Exceptions to Dimensional Standards*

A. Encroachment into Side Setback for Residential Driveways

For purposes of enabling narrow or flag lots to create a driveway to provide a maximum of two tandem parking spaces, or to access a parking area behind a principal structure, driveways may encroach into a required side setback up to the property line. The maximum waiver from the side setback shall be the minimum necessary for the purposes of creating such a driveway or access to parking spaces. Applications for such waiver shall demonstrate that there will be no undue adverse impact on drainage, safety, light, and air, nor encroachment into a neighboring side yard. With such approval, the lot shall not be considered nonconforming due to the decreased setback.

Not applicable.

B. Encroachment into the Waterfront Setback

Not applicable.

C. Exceptions to Lot Coverage for Accessory Residential Features

In addition to lot coverage exemptions in Section 5.2.3 (b), within the RL and RM districts an additional ten (10) percent of lot coverage above the otherwise applicable limit may be permitted for the following amenity features accessory to residential uses provided that such features shall at no time be enclosed:

(i) Decks
(ii) Patios
(iii) Porches
(iv) Terraces
(v) Tennis or other outdoor game courts
(vi) Swimming Pool aprons
(vii) Walkways
(viii) Window wells and/or
(ix) Pervious pavement designed and maintained to infiltrate the 1 year / 24 hour stormwater event onsite, subject to review and approval by the Stormwater Administrator.

The proposal includes several features subject to the bonus provision of this section: Open double porches on the south and walkways. Lot coverage already exceeds the limitation of Table 4.4.5-1, even with this bonus. The plan profits from the additional lot coverage afforded under the Historic Building Rehabilitation Bonus. **Affirmative finding.**

3. Exception for Neighborhood Commercial Uses
Not applicable.

4. Miscellaneous Standards

A. Additions to Existing Residential Structures
Not applicable**.**

B. Accessory Residential Structures, Buildings, and Uses
Not applicable.

C. Residential Occupancy Limits
In all residential districts, the occupancy of any dwelling unit is limited to members of a family as defined in Article 13. Notwithstanding the following, the minimum square footage requirements shall be reduced by ten (10%) percent in situations where the residential premises are owner occupied.
Vermont statutory changes have eliminated provisions that have the effect of prohibiting unrelated occupants from residing in a single dwelling unit: (§4412 (14)). Not applicable.

Article 5: Citywide General Regulations
Part 1: Uses and Structures
Section 5.1.2 (a) Preexisting Structures
Although this is a pre-existing six-unit residential structure, the application or request for an extension for the non-conforming use did not occur within the one year time limit for retention. (The Neighborhood Code limits occupancy to a maximum of four units per structure.) By utilizing the Historic Building Rehabilitation Bonus, the additional units above 4 may be considered. **Affirmative finding.**

Section 5.1.2 (b) Pre-existing Non-conforming Structures
See information above about the loss of the existing non-conformity.

Section 5.1.2 (c) Principal Structures
More than one principal structure is permitted on a lot within a residential zoning district subject to the limits of Section 4.4.5 Residential Districts, or as otherwise authorized pursuant to the requirements of Article 11 – Planned Development. In all other districts, more than one principal structure may be permitted on any single lot.
Only one principal structure exists on the site. **Affirmative finding**.

Section 5.1.2 (d) Accessory Residential Structure or Buildings:

An accessory structure or building customarily incidental and subordinate to a principal residential use, structure, or building shall also be governed by the provisions of Section 4.4.5 (d) 4. B.
Not applicable.

Section 5.2.1 Reserved

Section 5.2.2 Required Frontage or Access
189-191 North Champlain Street has frontage on an accepted public street. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirements
See Table 4.4.5-1, above.

Section 5.2.4 Buildable Area Calculation and Steep Slopes Overlay
Buildable area does not apply as the property is not more than 2 acres.
189-191 North Champlain Street is not within the Steep Slopes overlay. Not applicable.

Section 5.2.5 Setbacks
(a) Setbacks required
See Table 4.4.5-1, above.

(b) Exceptions to Yard Setback Requirements:
The following projections into required yard setbacks may be permitted subject to the standards of Article 6 to ensure compatibility with neighboring properties:

1. Abutting Building with Doors or Windows
New buildings, additions, or significant improvements to existing buildings placed on a side or rear property line, or within 10 feet of another building, where no setback is required are subject to construction material and building opening restrictions as established in the effective Building Code.
Replacement windows on the north elevation, if within 10' of the abutting building, will be subject to this standard and Building Official review. **Affirmative finding as conditioned.**

2. *Building and Site Features*
Not applicable.

3. *Retaining Walls*
Not applicable.

4. *Historic Building Features*
Not applicable.

5. Accessory Structures and Parking Areas. Accessory structures no more that fifteen (15) feet in height, parking areas, and driveways may project into a required side and rear yard

setback provided they are no less than five (5) feet from a side or rear property line where such a setback is required.
The proposed bike rack is subject to this standard. **Affirmative finding as conditioned.**

7. Driveways. Common or shared driveways and walkways along shared property lines and associated parking areas, including those to serve residential lots and developments per Section 4.4.5 (d) f. A and Section 5.2.2 do not have to meet setback requirements along the shared property line. Other driveway encroachments may be permitted subject to Section 4.4.5 (d) 1. A.
The driveway for this parcel is not shared. Not applicable**.**

8. *Additional Exceptions for Non-conforming Structures under Section 5.3.5*
See Section 5.3.5, below.

Section 5.2.6 Building Height Limits
See Table 4.4.5-2, above.

Section 5.2.7 Density and Intensity of Development Calculations
Density caps are not applicable under the Historic Building Rehabilitation Bonus provisions. See Section 5.4.8 (e), below.

Part 3: Non Conformities
The existing structure is non-conforming to the number of residential units permissible within the Neighborhood Code. (4 units max for a Principal Structure). Additionally, the building sits close to the northerly property line. The Historic Building Rehabilitation Bonus will allow for the additional 2 residential units (see Section 5.4.8 (e), below). The existing non-conforming setback will not be altered or increased. **Affirmative finding with DRB approval of Historic Building Rehabilitation Bonus.**

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.

189-191 North Champlain Street is listed on the Vermont State Register of Historic Places.

(b) Standards and Guidelines:

The following development standards, following the Secretary of the Interior's Standards for the Treatment of Historic Properties, shall be used in the review of all applications involving historic buildings and sites subject to the provisions of this section and the requirements for Design Review in Art 3, Part 4. The Secretary of the Interior's Standards are basic principles created to help preserve the distinctive character of a historic building and its site. They are a series of concepts about maintaining, repairing and replacing historic features, as well as designing new additions or making alterations. These Standards are intended to be applied in a reasonable manner, taking into consideration economic and technical feasibility.

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

   189-191 North Champlain Street was constructed c. 1900 as Eugene Cadieux's grocery store, with his residence above and wagon sheds attached. By 1926 the main structure was listed as a tenement. The residential use will continue. **Affirmative finding.**

2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

   The massing and orientation of the building will remain as existing. Prior to the fire there was vinyl siding. To better satisfy the intent of the Historic Building Rehabilitation Bonus, the applicant has agreed to install a more compatible clapboard sheathing, or a siding informed by the removal of the existing vinyl to determine original appearance. **Affirmative finding as conditioned.**

3. *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

   No conjectural features are identified. **Affirmative finding.**

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

   This building was originally constructed as a flat-roofed Italianate style mixed use building. The brackets under the original cornice line are key to understanding that original

architectural style, and are recommended for retention. In addition, rafter tails are evident on the west porch roof; a remnant from their 1942 addition. **Affirmative finding as conditioned.**

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The original cornice brackets, a hold-over from the Italianate style mixed use building shall be retained and/or replaced to match the historic grocery store building character. The applicant has agreed to side the building in a material more compatible with the historic character of the building.
Affirmative finding as conditioned.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials recognizing that new technologies may provide an appropriate alternative in order to adapt to ever changing conditions and provide for an efficient contemporary use. Replacement of missing features will be substantiated by documentary and physical evidence.

Asphalt shingles are proposed for the (replacement) gable roof. Although vinyl siding had replaced aluminum siding in 2001, the applicant has agreed to replace the siding with a more compatible sheathing material to meet the standards of the Historic Building Rehabilitation Bonus. Unless exposure of original materials reveals different information, clapboard is intended.
Affirmative finding as conditioned.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

None identified.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*
   None identified.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.*
   See previous comments. **Affirmative finding.**

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*
    The fire loss that substantially damaged the structure precipitates the overall project. Plans define the desire to retain the prior six residential units as well as the building massing and orientation. **Affirmative finding.**

(e) Historic Building Rehabilitation Bonus:

In order to facilitate the rehabilitation and reuse of historic buildings in Residential and Institutional districts, development in excess of the limits set forth in Tables 4.4.4-1, 4.4.5-1 and 4.4.5-2 may be permitted by the DRB subject to all of the following conditions:

i. The principal building shall be listed or eligible for listing in the United States Department of the Interior's National Register of Historic Places or the Vermont State Register of Historic Places;
189-191 North Champlain Street is listed on the Vermont State Register of Historic Places.

ii. The density limits of the underlying zoning district in Sec. 4.4.4(b) and 4.4.5(b) shall not apply. The extent of development shall instead be limited to an expansion up to a total of 125% of pre-application gross floor area of the qualifying principal building in (i) above;
Prior to the fire, there were six residential units. The building has been vacant since the March 2024 fire; in excess of the one-year limitation to retain a non-conformity. Utilizing the Historic Building Rehabilitation Bonus will permit the restoration of the additional 2 units to fully restore the earlier residential unit count. **Affirmative finding.**

iii. The rehabilitation conforms to the requirements of Sec.5.4.8 (b) above
See Section 5.4.8 (b), above*;*

iv. Neighborhood commercial uses may be permitted by the DRB subject to the applicable requirements of Sec. 4.4.5(d)(3);
Not applicable.
and,

v. Lot coverage shall not exceed the figure established in Table 5.4.8-1:

Table 5.4.8-1 Historic Building Rehabilitation Bonus

District	Maximum Coverage[1]
RM, RM-W	Expansion up to the greater of 72% lot coverage or a total of 125% of pre-application principal building coverage.
1. The maximum lot coverages identified in this table are applied in Table 4.4.5-8 – Maximum Density, Lot Coverage and Building Heights with Bonuses	

The application proposes 61.22% lot coverage. **Affirmative finding.**

Section 5.4.9 Brownfield Remediation

Not applicable.

Part 5: Performance Standards

Section 5.5.1 Nuisance Regulations

All applications for a zoning permit shall be required to demonstrate compliance with the applicable nuisance regulations and performance standards pursuant to the requirements of the Burlington Code of Ordinances. All such standards shall be met and maintained for all uses, except for agriculture and forestry, in all districts, as determined or measured at the property line. In determining ongoing compliance, the burden of proof shall fall on the applicant, property owner, and/or all successors and assigns.

Paired with the Neighborhood Code zoning adoption and the opportunity for the Historic Building Rehabilitation Bonus, the increased residential units are consistent with the intent of the regulations. Within a residential area, replacement residential units are not anticipated to introduce any adverse impacts. **Affirmative finding.**

Section 5.5.2 Outdoor Lighting

No information has been provided about changes to lighting. If new fixtures are proposed, cut sheets and photometrics shall be provided for staff review. **Affirmative finding as conditioned.**

Section 5.5.3 Stormwater and Erosion Control

All new development and redevelopment projects that required a zoning permit shall be required to demonstrate compliance with the standards in Article 3, Stormwater and Erosion Control of Chapter 26 of the City Code of Ordinances: Wastewater, Stormwater, and Pollution Control.

The replacement of the gravel parking area and driveway with asphalt crosses the threshold of requiring an Erosion prevention and Sediment Control plan. **Affirmative finding as conditioned.**

Section 5.5.4 Tree Removal

No tree removal is identified on the landscaping plan. **Affirmative finding.**

Revise from here~

Article 6: Development Review Standards

Part 1: Land Division Design Standards

No land division is proposed. Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.1 Applicability.

These standards shall be satisfied for the approval of all development subject to the provisions of this ordinance found in Article 3, Section 3.4.2(1) – Site Plan Review

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The last approved site plan for this property was in 1979, which included minimal landscaping. This application includes a modest planting plan (SP 1.0). The maximum lot coverage allowed under the Historic Building Rehabilitation Bonus is 72% (Table 5.4.8-1), which the application achieves. **Affirmative finding.**

(b) Topographical Alterations:

None identified.

(c) Protection of Important Public Views:

There are no protected views from or through this site. Not applicable.

(d) Protection of Important Cultural Resources:

Burlington's architectural and cultural heritage shall be protected through sensitive and respectful redevelopment, rehabilitation, and infill. Archeological sites likely to yield information important to the city's or the region's pre-history or history shall be evaluated, documented, and avoided whenever feasible. Where the proposed development involves sites listed or eligible for listing on a state or national register of historic places, the applicant shall meet the applicable development and design standards pursuant to Sec. 5.4.8(b).

See Section 5.4.8, above.

(e) Supporting the Use of Renewable Energy Resources:

Where feasible, the site plan should be so designed as to take advantage of the site's inherent potential to utilize sources of renewable energy including direct sunlight, wind, or running water. The site plan should also incorporate site planning and landscaping decisions intended to minimize energy demand such as siting buildings to maximize solar access or the use of deciduous and coniferous trees to create shade and windbreak.

Buildings should, where appropriate within the context of the neighborhood development pattern, maximize their solar exposure by being oriented to maximize natural light and heat gain during winter months, and to minimize casting shadows into ground floor living space of a building on an adjacent property.

No change to the building's orientation is proposed. There is nothing within the proposal that would preclude the use of wind, water, solar, geothermal, or other renewable energy resource. **Affirmative finding.**

(f) Brownfield Sites:

Not applicable.

(g) Provide for nature's events:

Special attention shall be accorded to stormwater runoff so that neighboring properties and/or the public stormwater drainage system are not adversely affected. All development and site disturbance shall follow applicable city and state erosion and stormwater management guidelines in accordance with the requirements of Art 5, Sec 5.5.3.

Design features which address the effects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage from circulation areas shall also be incorporated.

Site work is not proposed (that would trigger Stormwater/EPSC review).

The work will largely replace or reconstruct existing features, including the two-story porch on the south elevation. **Affirmative finding.**

(h) Building Location and Orientation:

No change to building orientation is proposed. Not applicable.

(i) Vehicular Access:

Curb cuts shall be arranged and limited in number to reduce congestion and improve traffic safety. A secondary access point from side roads is encouraged where possible to improve traffic flow and safety along major streets. The width and radius of curb cuts should be kept to the minimum width necessary, and sight triangles and sufficient turnarounds for vehicles shall be provided to reduce the potential for accidents at points of egress.

Driveways for commercial properties may require a traffic study to identify the impacts of the movement of traffic to and from the property, and design for safe access. Access for service and loading areas should be located behind buildings or otherwise screened from streets or public ways with landscaping or other barriers. Whether commercial or residential, shared driveways are encouraged, where possible and appropriate.

The existing vehicular access point will be retained. **Affirmative finding.**

(j) Pedestrian Access:

Pedestrians shall be provided one or more direct and unobstructed paths between a public sidewalk and the primary building entrance. Well defined pedestrian routes shall be provided through parking areas to primary building access points and be designed to provide a physical separation between vehicles and pedestrians in a manner that minimizes conflicts and improves safety. Where sidewalks and driveways meet, the sidewalk shall be clearly marked by differentiated ground materials and/or pavement markings.

There is an existing concrete walkway that leads directly from the public sidewalk to the residential entires on the south elevation. **Affirmative finding.**

(k) Accessibility for the Handicapped:

Special attention shall be given to the location and integration of accessible routes, parking spaces, and ramps for the disabled. Special attention shall also be given to identifying accessible access points between buildings and parking areas, public streets and sidewalks. The federal Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be used as a guide in determining the adequacy of the proposed development in addressing the needs of the disabled.

ADA access is under the jurisdiction of the building official. After inquiry, an accessible unit will not be required. **Affirmative finding.**

(l) Parking and Circulation:

To the extent possible, parking should be placed at the side or rear of the lot and screened from view from surrounding properties and adjacent public rights of ways.

Attempts to link adjacent parking lots or provide shared parking areas which can serve neighboring properties simultaneously shall be strongly encouraged.

There is an existing gravel parking area that was permitted for 8 vehicles under a 1979 permit review. (Two additional parking spaces were provided within an attached garage structure.) The current proposed site plan will accommodate 9 surface parking spaces and 2 within the attached garage. One space is identified as handicap accessible and provides a loading area. **Affirmative finding.**

(m) Landscaping, Fences and Retaining Walls:

A planting plan has been provided on SP-1.0. **Affirmative finding.**

(n) Public Plazas and Open Space:

There is no requirement for a public plaza.

The two-story porch on the south elevation as well as a grassed yard area will add opportunities for resident enjoyment. **Affirmative finding.**

(o)Outdoor Lighting:

Where exterior lighting is proposed the applicant shall meet the lighting performance standards as per Sec 5.5.2.

No information about proposed lighting fixtures has been provided, and is required. **Affirmative finding as conditioned.**

(p) Integrate infrastructure into the design:

Exterior storage areas, machinery and equipment installations, service and loading areas, utility meters and structures, mailboxes, and similar accessory structures shall utilize setbacks, plantings, enclosures and other mitigation or screening methods to minimize their auditory and visual impact on the public street and neighboring properties to the extent practicable.

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be place underground whenever practicable. Trash and recycling bins and dumpsters shall be located, within preferably, or behind buildings, enclosed on all four (4) sides to prevent blowing trash, and screened from public view.

Any development involving the installation of machinery or equipment which emits heat, vapor, fumes, vibration, or noise shall minimize, insofar as practicable, any adverse impact on neighboring properties and the environment pursuant to the requirements of Article 5, Part 5 Performance Standards.

The location of mailboxes has not been defined and must be. The existing meter location is immediately in front of the building. Trash and recycling are proposed for an area identified near the parking. Trash and recycling must be enclosed on all four sides to prevent blowing trash, and must be screened from view. **Affirmative finding as conditioned.**

Part 3: Architectural Design Standards

Sec. 6.3.1 Applicability.

These standards are enacted and shall be satisfied for the approval of all development subject to the provisions of this ordinance found in Article 3, Section 3.4.2(b) – Design Review.

Sec. 6.3.2 Review Standards

(a)Relate development to its environment:

Proposed buildings and additions shall be appropriately scaled and proportioned for their function and with respect to the purpose of the zoning district. They should integrate harmoniously into the topography, and to the use, scale, and architectural details of

existing buildings in the vicinity; however, such consideration shall not require building height to be more limited than otherwise allowed within an applicable zoning district or overlay zone per Article 4.

The following shall be considered:

1. Massing, Height and Scale:

The post-fire rehabilitation will not alter the current massing, height or scale of the building. **Affirmative finding.**

2. Roofs and Rooflines.

The (newer) gable roof will be retained; all rooflines will match the pre-existing configuration and orientation. **Affirmative finding**.

3. Building Openings

Principal entrances shall be clearly defined and readily identifiable from a public street whether by a door, a canopy, porch, or other prominent architectural or landscape features. People with physical challenges should be able to use the same entrance as everyone-else and shall be provided an "accessible route" to the building. Attention shall also be accorded to design features which provide protection from the affects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage.

Window openings shall maintain consistent patterns and proportions appropriate to the use. The window pattern should add variety and interest to the architecture, and be proportioned to appear more vertical than horizontal. Where awnings over windows or doors are used, the lowest edge of the awning shall be at least eight (8) feet above any pedestrian way, and shall not encroach into the public right-of-way without an encroachment permit issued by the dept. of public works.

Buildings placed on a side or rear property line where no setback is required shall contain neither doors nor windows along such façade so as not to restrict future development or re-development options of the adjacent property due to fire safety code restrictions. Otherwise they should be setback a minimum of 5-feet.

Replacement windows are proposed throughout the building.

Affirmative finding.

(b) Protection of Important Architectural Resources:

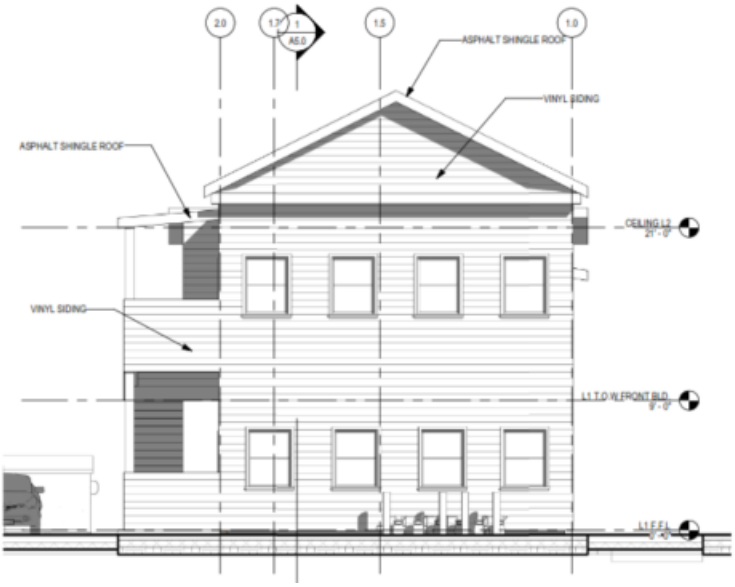
Burlington's architectural and cultural heritage shall be protected through sensitive and respectful redevelopment, rehabilitation, and infill. Where the proposed development involves buildings listed or eligible for listing on a state or national register of historic places, the applicant shall meet the applicable development and design standards pursuant to Sec. 5.4.8. The introduction of new buildings to a historic district listed on a state or national register of historic places shall make every effort to be compatible with nearby historic buildings.

See Section 5.4.8, above.

(c) Protection of Important Public Views:

Not applicable.

(d) Provide an active and inviting street edge:



The rehabilitation of this residential structure will restore and maintain the established alignment along the streetfront, presenting a refreshed face. **Affirmative finding.**

(e) Quality of materials:

All development shall maximize the use of highly durable building materials that extend the life cycle of the building, and reduce maintenance, waste, and environmental impacts. Such materials are particularly important in certain highly trafficked locations such as along major streets, sidewalks, loading areas, and driveways. Efforts to incorporate the use of recycled content materials and building materials and products that are extracted and/or manufactured within the region are highly encouraged.

Owners of historic structures are encouraged to consult with an architectural historian in order to determine the most appropriate repair, restoration or replacement of historic building materials as outlined by the requirements of Art 5, Sec. 5.4.8.

The application originally proposed reinstallation of vinyl siding; however to be eligible for the Historic Building Rehabilitation Bonus a more appropriate and compatible sheathing material is demanded. The applicant has agreed to utilize clapboard siding, in either wood or a fiber cement product to visually replicate the original siding. **Affirmative finding as conditioned.**

(f) Reduce energy utilization:

All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances. **Affirmative finding as conditioned.**

(g) Make advertising features complementary to the site:

Not applicable.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

Spaces shall be designed to facilitate building evacuation, accessibility by fire, police or other emergency personnel and equipment, and, to the extent feasible, provide for adequate and secure visibility for persons using and observing such spaces. Building entrances/entry points shall be visible and adequately lit, and intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety.

The plan shall adhere to all applicable building and life safety code requirements as defined by the building official and/or fire marshal. **Affirmative finding as conditioned.**

Article 8: Parking

There are no minimum parking standards with the adoption of ZA-22-07. The driveway and rear parking area are existing features. **Affirmative finding.**

Part 2: Bicycle Parking

Table 8.2.4-1 Bicycle Parking Requirements

Requirement, multi-unit: Long Term spaces: 1 per 2 bedrooms
Short Term spaces: 1 per 10 units.

Proposed bedroom count: 10. Long term bike parking requirement: 5 bike parking spaces. No short-term spaces are required.

Bicycle storage is identified on the site plan. Indoor bike storage is encouraged. **Affirmative finding.**

II. Conditions of Approval

1. Information about any lighting fixtures shall be provided for staff review and approval.
2. Replacement windows on the north elevation, if within 10' of the abutting building, will be subject to construction material and building opening restrictions as established in the effective Building Code.
3. The bike rack shall meet a minimum 5' setback from any property line.
4. 5 Long-Term bicycle parking spaces are required. Indoor winter storage is recommended.
5. The brackets on the primary façade will be retained or replaced to match the existing appearance.
6. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
7. Unless removal of the vinyl siding provides different information about original sheathing, the applicant shall install clapboard style siding. Fiber Cement products are acceptable. Vinyl is not.
8. Trash and recycling must be enclosed on all four sides to prevent blowing trash, and must be screened from view. The plan for such enclosure must be provided to staff for review and approval.
9. The location of mailboxes shall be identified on the plan.
10. As more than 400 sq. ft. will be disturbed, an Erosion Prevention and Sediment Control Plan is required. An EPSC application shall be provided for review and approval to the Stormwater Engineer **prior to release of the zoning permit.**
11. The trash and recycling enclosure must be enclosed on all four sides to prevent blowing trash and must be screened from the street. **Prior to release of the zoning permit**, the plan for said enclosure/screening shall be provided to staff for review and approval.
12. Standard Permit Conditions 1-15.

NOTE: These are staff comments only. The Development Review Board, who may approve, table, modify, or deny projects, makes decisions.

GENERAL NOTES

1. THESE NOTES APPLY TO ALL DRAWINGS AND GOVERN UNLESS NOTED OR SPECIFIED FOR MORE SPECIFIC REQUIREMENTS APPLICABLE TO PARTICULAR DIVISIONS OF THE WORK. SEE SPECIFICATIONS AND SHEET NOTES CONTAINED IN SUBSECTIONS OF THESE DRAWINGS.

2. THE GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION AND THE SPECIFICATIONS SUPPLEMENT THESE DRAWINGS AND ARE A PART OF THE CONTRACT DOCUMENTS.

3. CONTRACTOR SHALL VISIT SITE AND BE FULLY COGNIZANT OF ALL FIELD CONDITIONS PRIOR TO SUBMITTING BID. ANY CONFLICTS OR DISCREPANCIES BETWEEN THE DRAWINGS AND SITE CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE CONTRACTING OFFICER.

4. CONTRACTOR TO VERIFY ALL EXISTING DIMENSIONS IN FIELD. ON DRAWINGS, ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE DRAWINGS. CONTRACTOR SHALL VERIFY AND BE MADE COMPLETELY RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB. ARCHITECT MUST BE NOTIFIED IN WRITING OF ANY PROPOSED OR REQUIRED VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN, AND A WRITTEN CHANGE ORDER ISSUED BEFORE MAKING ANY CHANGES AT THE JOB SITE.

5. BY ACCEPTING AND USING THESE DRAWINGS, CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

6. CONTRACTOR ACKNOWLEDGES THOROUGH FAMILIARIZATION WITH THE BUILDING SITE CONDITIONS, WITH THE DRAWINGS AND SPECIFICATIONS, WITH THE DELIVERY FACILITIES, AND ALL OTHER MATTERS AND CONDITIONS WHICH MAY AFFECT THE OPERATIONS AND COMPLETION OF THE WORK, AND ASSUMES ALL RISK THEREFROM.

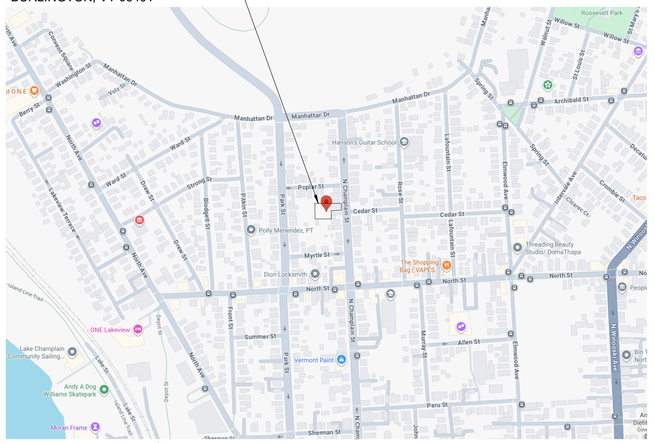
7. THE DRAWINGS SCHEMATICALLY INDICATE EXISTING AND NEW CONSTRUCTION. DUE TO THE NATURE OF THE WORK, ADJUSTMENTS WILL LIKELY BE REQUIRED IN THE FIELD TO MEET THE DESIGN OBJECTIVES.

DEFERRED SUBMITTALS

THE FOLLOWING ITEMS WILL BE PROVIDED ON A DESIGN/BUILD BASIS. CONTRACTORS ARE RESPONSIBLE FOR PROVIDING COMPLETE DESIGN AND SECURING NECESSARY PERMITS, INSURING SYSTEMS ARE CODE COMPLIANT, FULLY OPERATIONAL AND COMPLETE. DESIGN DOCUMENTS OF THESE PERMITS WILL BE SUBMITTED SEPARATELY TO THE CITY OF BERKELEY BUILDING DEPARTMENT BY RESPECTIVE CONTRACTORS FOLLOWING ARCHITECTS' AND DESIGN CONSULTANTS' REVIEW FOR COMPLIANCE TO DESIGN INTENT.

1. MEP DESIGN
2. FOUNDATION @ GARAGE
3. STRUCTURAL
4. ENVIRONMENTAL ASSESSMENT
5.

LOCATION OF SITE
189-191 NORTH CHAMPLAIN STREET
BURLINGTON, VT 05401



VICINITY MAP - NTS

189-191 NORTH CHAMPLAIN STREET

ISSUED FOR ZONING PERMIT

ARCHITECTURAL DRAWINGS

Sheet Number	Sheet Name
A0.0	GENERAL INFORMATION / COVER PAGE
A0.1	PHOTO SURVEY
A1.4	EXISTING CONDITIONS
A2.0	PROPOSED PLANS
A2.8	AXONOMETRICS
A2.9	ORTHOGRAPHIC
A3.1	PROPOSED ELEVATIONS
A9.1	WINDOW AND DOOR SPECS
EX-1.0	EXISTING SITE PLAN
SP-1.0	PROPOSED SITE PLAN
SP-1.2	SPECS (SITE DETAILS)

ABBREVIATIONS

@	AT	H.C	HANDICAP
A.B	ANCHOR BOLT	H.M	HOLLOW METAL
ACT.	ACOUSTICAL		
ALT.	ALTERNATE	INSUL.	INSULATION
ALUM.	ALUMINUM	INT.	INTERIOR
ARCH.	ARCHITECTURAL		
		LAV.	LAVATORY
BD.	BOARD		
BLDG.	BUILDING	MAX.	MAXIMUM
B.O	BOTTOM OF	M.E.P	MECHANICAL, ELECTRICAL, PLUMBING
		MIN.	MINIMUM
CEIL./CLG	CEILING	MISC.	MISCELLANEOUS
C.J	CONTROL JOINT	M.O	MASONRY OPENING
CL	CENTERLINE		
CLO	CLOSET	N	NORTH
CMU	CONCRETE MASONRY UNIT N.I.C		NOT IN CONTRACT
CONC.	CONCRETE	N.T.S	NOT TO SCALE
CONT.	CONTINUOUS		
		O.C	ON CENTER
D.F	DRINKING FOUNTAIN	O.D	OUTSIDE DIAMETER
DIA.	DIAMETER	OPP.	OPPOSITE
DIM.	DIMENSION		
DN.	DOWN	PROV.	PROVIDED
D.S.	DOWN SPOUT	PSF.	POUNDS PER SQUARE FOOT
DWG.	DRAWING	PSI	POUNDS PER SQUARE INCH
EA.	EACH	R.	RADIUS
EQ.	EQUAL	R.D	ROOF DRAIN
EXIST.	EXISTING	REBAR	REINFORCING BARS
EXT.	EXTERIOR	REQ.	REQUIRED
		R.W.L	RAIN WATER LEADER
F.D	FLOOR DRAIN	R.O.W	RIGHT OF WAY
F.E.C	FIRE EXTING. CABINET		
		S.C	SOILD CORE
GA.	GAUGE	SPECS.	SPECIFICATIONS
G.C	GENERAL CONTRACTOR		
GALV.	GALVANIZED	T.O	TOP OF
GYP. BD	GYPSUM BOARD	TYP.	TYPICAL
		V.C.T	VINYL COMPOSITION TILE
		W/	WITH
		WD.	WOOD

GRAPHIC SYMBOLS

- STRUCTURAL COLUMN OR GRID
- LEVEL (Level One, 876' - 0")
- NORTH ARROW
- ELEV / SECTION REF. (SECTION/ELEVATION, 1, A101, DRAWING NUMBER)
- INTERIOR ELEV REF. (1 Ref, Ref 1, A101, Ref 1, 1 Ref)
- DOOR TAG (101)
- WALL TAG (1i)
- WINDOW TAG (1t)
- ROOM NAME / NUMBER SQ.FT (Room name, 150 SF)
- REVISION CLOUD (1)

GENERAL PROJECT DATA

PROJECT SUMMARY:

THIS PROJECT INVOLVES THE RENOVATION AND CONSTRUCTION FOR SIX NEW RESIDENTIAL UNITS IN THE EXISTING STRUCTURE. THERE WILL BE THREE UNITS ON EACH LEVEL RANGING FROM 1-BEDROOM TO 3-BEDROOM UNITS.

EACH UNIT HAS A FULL BATHROOM, KITCHEN AREA, LIVING AREA, AND DEPENDING ON UNIT SIZE 1-3 BEDROOMS.

CHANGES TO THE SITE WILL TAKE PLACE TO PAVE AND RESIZE THE EXISTING GRAVEL DRIVEWAY.

APPLICABLE CODES

2015 NFPA 1 FIRE CODE
2015 NFPA 101 LIFE SAFETY CODE
2015 IBC
2010 ADA STANDARDS FOR BUILDING SAFETY CODE
2010 ADA ACCESSIBLE DESIGN
2012 VERMONT ACCESS RULES

2024 (CBES) *AMMENDED*

PROJECT DATA

OWNERS:	TRANS PROPERTY HOLDINGS, LLC 10 CEDAR STREET, BURLINGTON, VT 05401
PROJECT ADDRESS:	189 191 NORTH CHAMPLAIN STREET BURLINGTON, VERMONT 05401
PARCEL ID #	044-1-121-000
LAND AREA	12,937 SQ.FT
BUILDING TYPE	RESIDENTIAL
DENSITY	N/A
UNITS (EXISTING)	N/A
UNITS (PROPOSED)	6
BEDROOMS (EXISTING)	N/A
BEDROOMS (PROPOSED)	11
BATHS (EXISTING)	N/A
BATHS (PROPOSED)	6
ZONING	RM - RESIDENTIAL MEDIUM INTENSITY
CONSTRUCTION TYPE	V-B
TOTAL BUILDING AREA	
TOTAL BUILDING RECONS.	
BUILDING SETBACKS	SEE CIVIL PLAN
PARKING	ON-SITE
BICYCLE PARKING	N/A

architect

JRMA design studio
architecture - planning - development
www.jrmadesignstudio.com
Shelburne, Vermont 05482
ph. 802-734-3613

owner/client

189 191 NORTH CHAMPLAIN STREET

architectural stamp

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NO.	DESCRIP.	DATE
1	REV 1	10.01.25
2	REV 2	10.15.25
3	REV 3	10.20.25
4	ISSUED FOR ZP	11.06.25

189 191 NORTH CHAMPLAIN STREET

GENERAL INFORMATION / COVER PAGE

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	1/4" = 1'-0"

A0.0

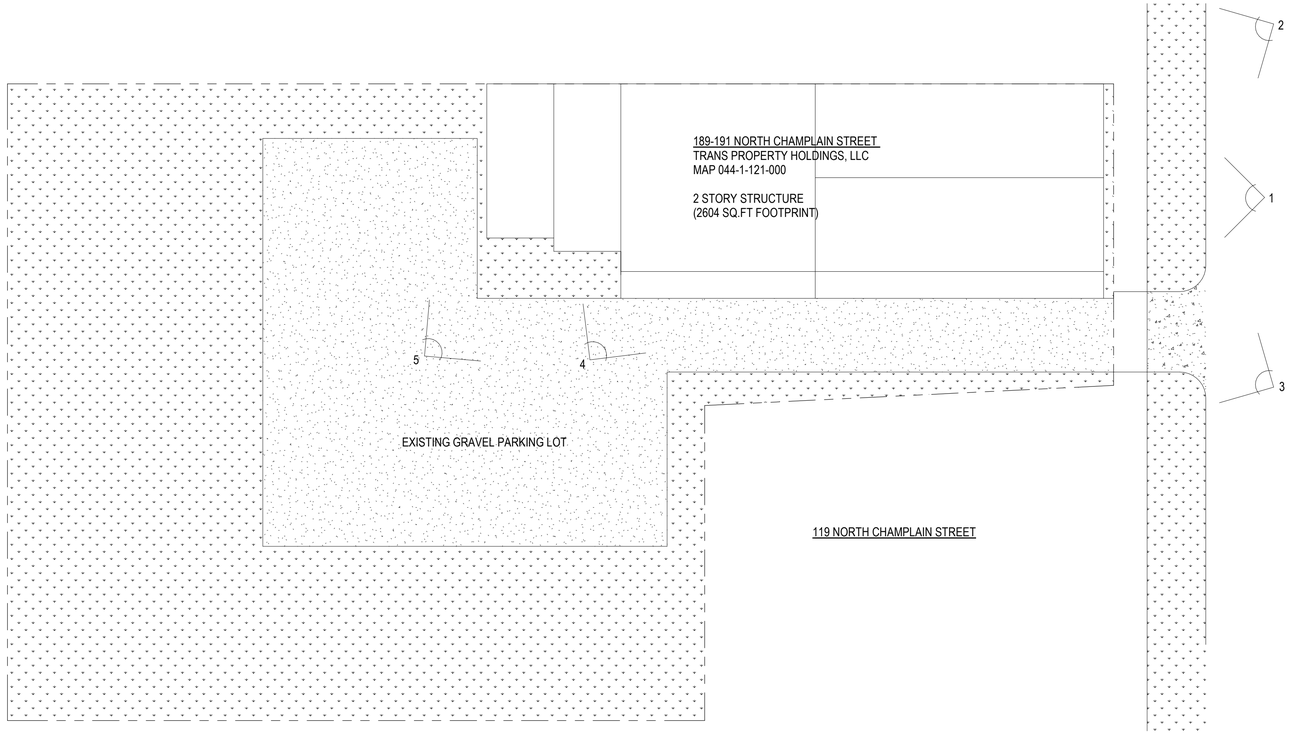
5

4

3

2

1



1 PHOTO SURVEY SITE PLAN
3/32" = 1'-0"

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1	REV 1	10.01.25

189 191 NORTH CHAMPLAIN STREET

PHOTO SURVEY

Project number	2025 350
Date	2025 10 15
Drawn by	C.R
Checked by	M.A
Scale	3/32" = 1'-0"

A0.1

SHORT TERM BIKE PARKING - ULINE

Single-Sided Grid Bike Rack - 9 Bike Capacity, Black

Everybody's biking! Secures bikes, deters theft. For commuter stations, libraries, schools.

- Sturdy 14-gauge construction, attractive powder coating.
- Rust-resistant.
- Mounting hardware included.

More Images

SPECIFY COLOR:

MODEL NO.	DESCRIPTION	SIZE L x W x H	BIKE CAPACITY	WT. (LBS.)	PRICE EACH 1	PRICE EACH 3+	COLOR	IN STOCK SHIPS TODAY
H-2891BL	Single-Sided	110 x 31 x 31"	9	78	$550	$520	Black	1 ADD

SHIPS UNASSEMBLED VIA MOTOR FREIGHT

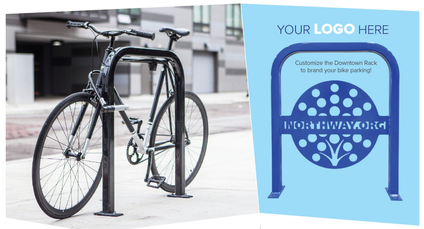
Additional Info | Parts | Shopping Lists | Request a Catalog

LONG TERM BIKE PARKING - 2 BIKE CAPACITY (FOR UNITS 101 AND 102)

Downtown Rack

The Downtown Rack uses thick, square-tube construction that can't be cut with a pipe cutter. The extended width of the Downtown Rack makes for easy bike parking by giving the bike full support and multiple locking points for a u-style bike lock.

©2022



Downtown Rack

FINISH OPTIONS

Galvanized | Stainless

Powder Coat

White | Black | Light Gray RAL 7042 | Deep Red RAL 3003 | Yellow RAL 1023
Chiri Bright Yellow | Orange RAL 2004 | Beige RAL 1019 | Iron Gray RAL 7011 | Hunter Green RAL 6009
Light Green RAL 6018 | Green RAL 6016 | Sopra Brown RAL 8004 | Blue RAL 5005 | Sky Blue RAL 5015
Dark Purple | Flat Black | Wine Red RAL 3005 | Bronze | Silver RAL 9007

MOUNT OPTIONS

Surface | In-Ground

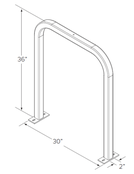
Tamper-resistant fasteners available upon request

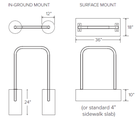
Rail

OPTIONAL LEAN BAR

©2022

Downtown Rack | **Submittal Sheet**





RAIL

CAPACITY	2 Bikes				
MATERIALS	2" x 2" x .188" square tube - mild steel 2" x 2" x .120" square tube - stainless steel				
FINISHES	☐ **Galvanized** An after fabrication hot dipped galvanized finish is our standard option.				
	☐ **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps. 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat				
	☐ **Stainless** Stainless Steel- 304 grade stainless steel material finished in either a high polished shine or a satin finish.				
MOUNT OPTIONS	☐ **Surface** Foot Mount has two 2.5"x0.4x.25" feet with two anchors per foot. Specify foot mount for this option. Temper-resistant fasteners available upon request.				
	☐ **In-Ground** In-ground mount is embedded into concrete base. Specify in-ground mount for this option.				
	☐ **Rail** Rail Mounted Downtown Racks are bolted to two parallel rails which can be left-freestanding or anchored to the ground. Rails are heavy duty 3" x 1.4" x 3/16" thick galvanized mounting rails. Specify rail mount for this option.				
	☐ 90	☐ 45A	☐ 45B	☐ 60A	☐ 60B
OPTIONAL LEAN BAR	☐ **Add Lean Bar**				

©2022

LONG TERM BIKE PARKING - 4 BIKE CAPACITY (FOR UNITS 103, 201, 202, 203)

Downtown Rack

The Downtown Rack uses thick, square-tube construction that can't be cut with a pipe cutter. The extended width of the Downtown Rack makes for easy bike parking by giving the bike full support and multiple locking points for a u-style bike lock.

©2022

Downtown Rack

FINISH OPTIONS

Galvanized | Stainless

Powder Coat

White | Black | Light Gray RAL 7042 | Deep Red RAL 3003 | Yellow RAL 1023
Chiri Bright Yellow | Orange RAL 2004 | Beige RAL 1019 | Iron Gray RAL 7011 | Hunter Green RAL 6009
Light Green RAL 6018 | Green RAL 6016 | Sopra Brown RAL 8004 | Blue RAL 5005 | Sky Blue RAL 5015
Dark Purple | Flat Black | Wine Red RAL 3005 | Bronze | Silver RAL 9007

MOUNT OPTIONS

Surface | In-Ground

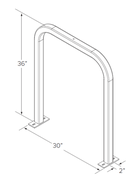
Tamper-resistant fasteners available upon request

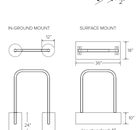
Rail

OPTIONAL LEAN BAR

©2022

Downtown Rack | **Submittal Sheet**





RAIL

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	☐ 90	☐ 45A	☐ 45B	☐ 60A	☐ 60B
OPTIONAL LEAN BAR	☐ **Add Lean Bar**				

©2022

Downtown Rack | **Rail Mounted Option**

RAIL MOUNTED OPTIONS

Rail mounted Downtown Racks are standard foot mounted Downtown Racks attached with bolts to a rail as in the diagram at left. Rail mounted racks provide more flexibility than other mounting options while providing the same degree of security.

Rail mounted Downtown Racks can be left freestanding, or they can be anchored to the ground using several anchors. This option allows for easier snow removal and sweeping. Installation of Rail mounted Hoops is also much less expensive than embedding the racks into the ground.

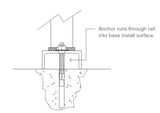
* Note - Though racks may be painted, the rails will remain with only a galvanized finish

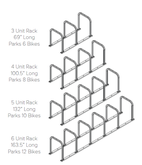
ADVANTAGES:

- Easier and inexpensive installation
- Can be left freestanding or anchored to the ground
- Easier to remove for sweeping and snow removal

APPLICATIONS:

- Installation to pavers
- Asphalt installations
- Ground, dirt, or mulch
- Situations where the rack needs to be moved occasionally





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architectural stamp

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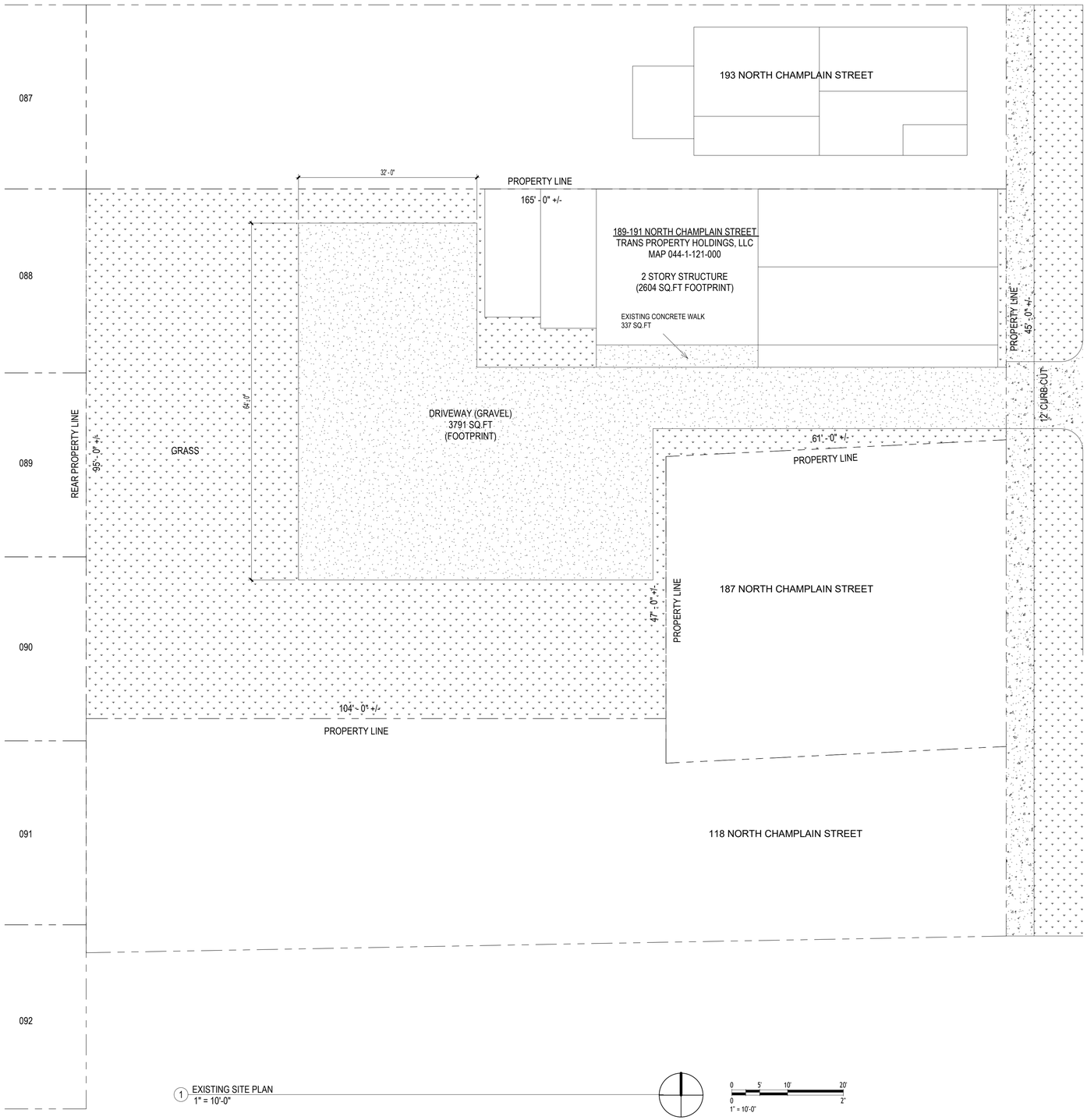
NO.	DESCRIP.	DATE
1	REV 1	10.01.25
2	REV 2	10.15.25

189 191 NORTH CHAMPLAIN STREET

SPECS (SITE DETAILS)

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	

SP-1.2



1 EXISTING SITE PLAN
1" = 10'-0"

0 5' 10' 20'
0 2'
1" = 10'-0"

UTILITES LEGEND

- BOUNDARY LINE / R.O.W
- ABUTTER LINE / R.O.W
- 181.96' DEED INFORMATION
- BUILDING
- SIGN
- EDGE OF PAVEMENT
- CURB LINE
- (2) PARKING TOTALS
- 120 CONTOURS
- W WATER LINE
- GATE VALVE
- WATER SHUT OFF
- HYDRANT
- S SEWER LINE
- (S) SEWER MH
- SD STORM DRAIN
- CATCH BASIN
- UGU UNDERGROUND UTIL.

ZONING & BUILDING INFORMATION

ZONING DISTRICT	RESIDENTIAL MEDIUM (RM)
OCCUPANCY EXISTING	(R2) RESIDENTIAL
OCCUPANCY PROPOSED	(R2) RESIDENTIAL
BUILDING TYPE	V
BUILDING AREA	2604 SQ.FT
BUILDING PERIMETER	251 FEET
ACCESS TO SITE	CAR PARKING ACCESS FROM NORTH CHAMPLAIN STREET

ZONING DIM STANDARDS — RESIDENTIAL MEDIUM (RM)

MAX INTENSITY — ZONING - ARTICLE 4 REFERENCES

MAX LOT COVERAGE 55%

SETBACKS
- FRONT
- SIDE
- REAR

HEIGHT

Table 4.4.5-1 Lot Size, Frontage, Setback, and Lot Coverage Standards in Residential Districts

District	Min. Lot Frontage[3,4,A, B] (linear feet)	Setbacks[C,1,2,3] Front	Side	Rear	Lot Coverage[4,D]
Residential Low (RL)	30'	**Min:** Avg. of front setback 2 adjacent lots on both sides +/- 5 feet **Max required:** 25 ft	**Min:** 10% of lot width or avg. of side setback of 2 adjacent lots on both sides	20 ft.	45%
Residential Medium (RM)				15 ft.	55%
Residential High (RH)	N/A	**Min required:** 5 ft **Max permitted:** 20 ft	**Max required:** 20 ft		80%
Residential Corridor (RC)	N/A				80%

	EXISTING	PROPOSED	CHANGE IN SF
LOT SIZE	12,937 SQ.FT	12,937 SQ.FT	0 SQ.FT
BUILDING	2,604 SQ.FT	2,604 SQ.FT	0 SQ.FT
DRIVEWAY/PAVEMENT	3,949 SQ.FT	3,766 SQ.FT	(-) 183 SQ.FT
WALKWAYS / SIDEWALKS / STEPS	337 SQ.FT	337 SQ.FT	
BIKE PADS	0	45 SQ.FT	(+) 45 SQ.FT
PORCHES/DECKS	1,044 SQ.FT	1,044 SQ.FT	0 SQ.FT
SHEDS	0 SQ.FT	0 SQ.FT	0 SQ.FT
TOTALS	7,934 SQ.FT	7,796 SQ.FT	(-) 138
COVERAGE	61.33 %	61.22 %	(-) 1.07%

TOTAL LOT COVERAGE ALLOWED	55 %
EXISTING LOT COVERAGE	61.33 %
PROPOSED LOT COVERAGE	60.26 %

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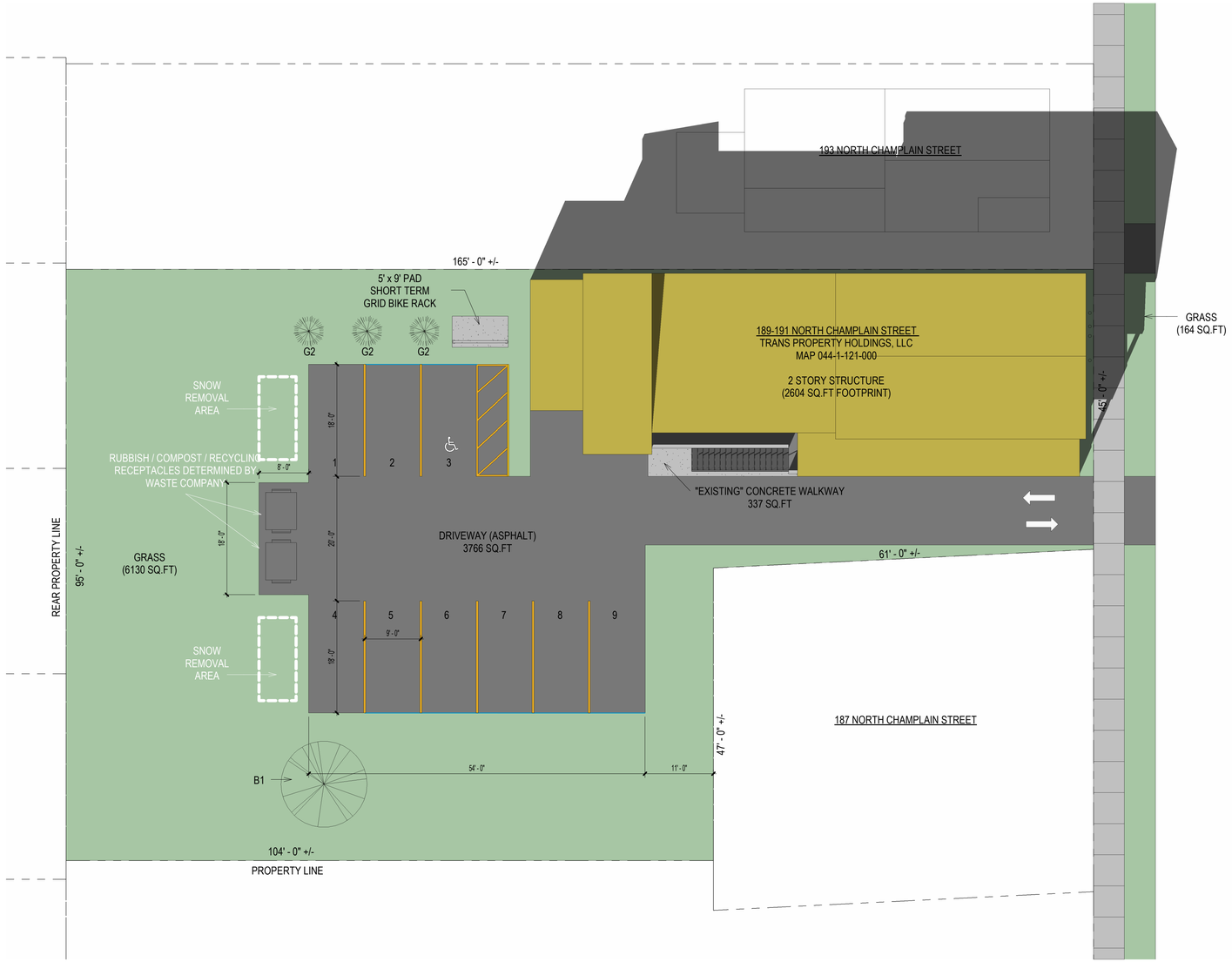
2	REV 2	10.15.25

189 191 NORTH CHAMPLAIN STREET

EXISTING SITE PLAN

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	As indicated

EX-1.0



1 PROPOSED SITE PLAN
1" = 10'-0"

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0 2'
1" = 10'-0"

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- ABUTTER LINE / R.O.W
- 181.96' DEED INFORMATION
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- SIGN
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- HYDRANT
- S SEWER LINE
- (S) SEWER MH
- SD STORM DRAIN
- CATCH BASIN
- UGU UNDERGROUND UTIL.

ZONING & BUILDING INFORMATION

ZONING DISTRICT	RESIDENTIAL MEDIUM (RM)
OCCUPANCY EXISTING	(R2) RESIDENTIAL
OCCUPANCY PROPOSED	(R2) RESIDENTIAL
BUILDING TYPE	V
BUILDING AREA	2604 SQ.FT
BUILDING PERIMETER	251 FEET
ACCESS TO SITE	CAR PARKING ACCESS FROM NORTH CHAMPLAIN STREET
ZONING DIM STANDARDS	RESIDENTIAL MEDIUM (RM)
MAX INTENSITY	
MAX LOT COVERAGE	55%
SETBACKS	
FRONT	
SIDE	
REAR	
HEIGHT	

Table 4.4.5-1 Lot Size, Frontage, Setback, and Lot Coverage Standards in Residential Districts

District	Min. Lot Frontage[2,3,4] (linear feet)	Setbacks[2,3,4,5,6] Front	Side	Rear	Lot Coverage[1,4,6]
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Residential High (RH)	N/A				80%
Residential Corridor (RC)	N/A	Min required: 5 ft Max permitted: 20 ft			80%

	EXISTING		PROPOSED		CHANGE IN SF	
LOT SIZE	12,937	SQ.FT	12,937	SQ.FT	0	SQ.FT
BUILDING	2,604	SQ.FT	2,604	SQ.FT	0	SQ.FT
DRIVEWAY/PAVEMENT	3,949	SQ.FT	3,766	SQ.FT	(-) 183	SQ.FT
WALKWAYS / SIDEWALKS / STEPS	337	SQ.FT	337	SQ.FT		
BIKE PADS	0		45	SQ.FT	(+) 45	SQ.FT
PORCHES/DECKS	1,044	SQ.FT	1,044	SQ.FT	0	SQ.FT
SHEDS	0	SQ.FT	0	SQ.FT	0	SQ.FT
TOTALS	7,934	SQ.FT	7,796	SQ.FT	(-) 138	
COVERAGE	61.33 %		61.22 %		(-) 1.07%	

TOTAL LOT COVERAGE ALLOWED	55 %
EXISTING LOT COVERAGE	61.33 %
PROPOSED LOT COVERAGE	60.26 %

PLANT SCHEDULE

KEY	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
B1	1	BETULA NIGRA "HERITAGE (SINGLE STEM)	SINGLE STEM RIVER BIRCH	16-18' HEIGHT	AS SHOWN
ORNAMENTAL GRASSES					
G2	3	CALAMAGROSTIS 'KARL FOSTER"	REED GRASS	2'-0" HEIGHT	24" O.C

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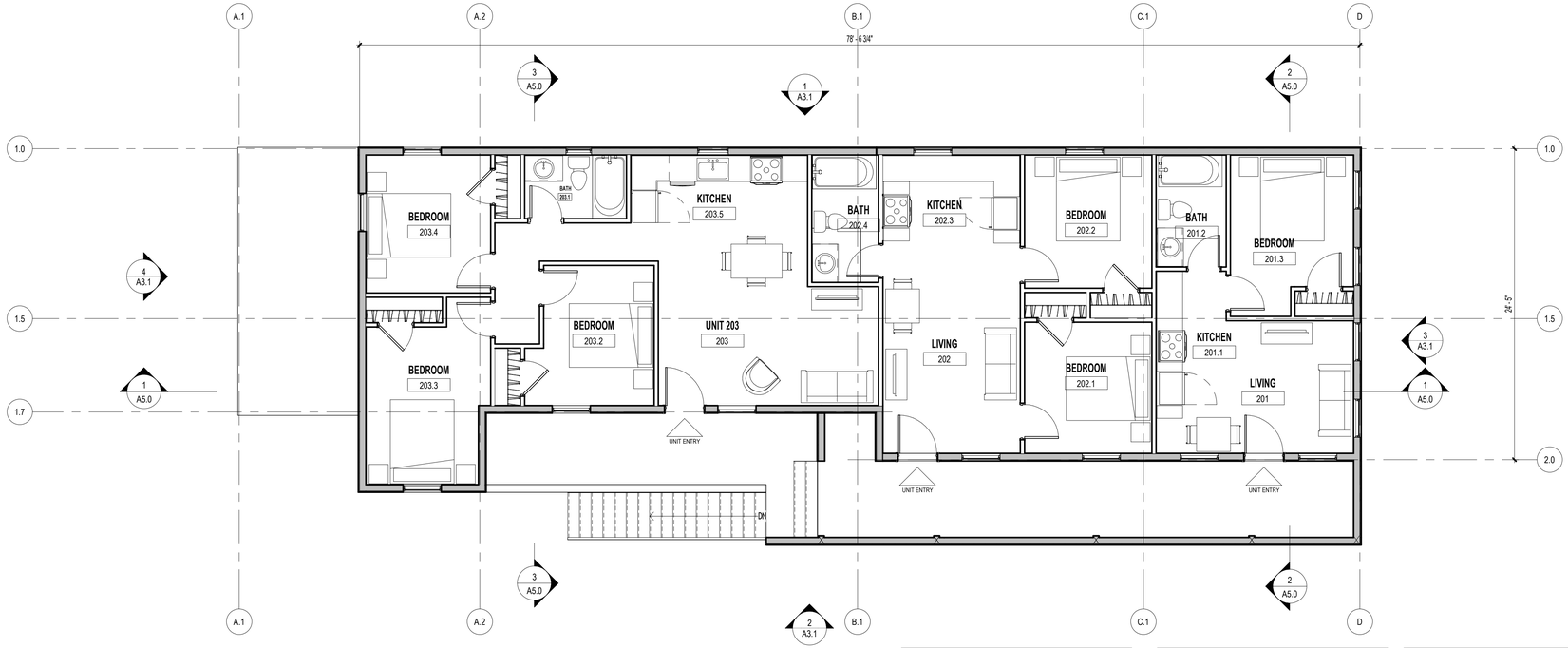
189 191 NORTH CHAMPLAIN STREET

PROPOSED SITE PLAN

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	As indicated

SP-1.0



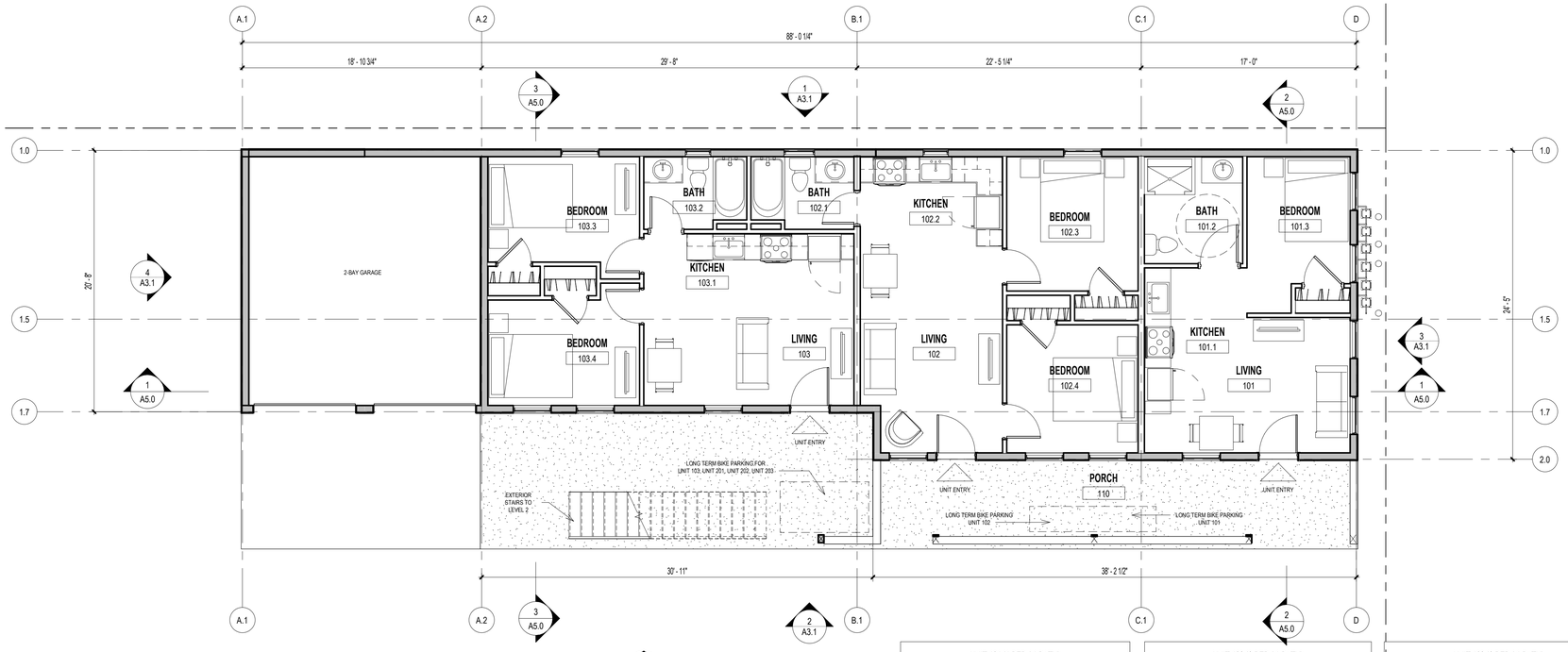
2 L2 PROPOSED
3/16" = 1'-0"

0 2.7' 5.3' 10.7'
0 2'
3/16" = 1'-0"

UNIT 201 (1 BED / 1 BATH)		
Number	Name	Area
201	LIVING	104 SF
201.1	KITCHEN	79 SF
201.2	BATH	48 SF
201.3	BEDROOM	111 SF
		342 SF

UNIT 202 (2 BED / 2 BATH)		
Number	Name	Area
202	LIVING	179 SF
202.1	BEDROOM	103 SF
202.2	BEDROOM	105 SF
202.3	KITCHEN	73 SF
202.4	BATH	53 SF
		513 SF

UNIT 203 (2 BED / 2 BATH)		
Number	Name	Area
203	UNIT 203	737 SF
203.1	BATH	40 SF
203.2	BEDROOM	102 SF
203.3	BEDROOM	123 SF
203.4	BEDROOM	106 SF
203.5	KITCHEN	118 SF
		1226 SF



1 L1 PROPOSED
3/16" = 1'-0"

0 2.7' 5.3' 10.7'
0 2'
3/16" = 1'-0"

UNIT 101 (1 BED / 1 BATH)		
Number	Name	Area
101	LIVING	87 SF
101.1	KITCHEN	118 SF
101.2	BATH	66 SF
101.3	BEDROOM	90 SF
		361 SF

UNIT 102 (2 BED / 1 BATH)		
Number	Name	Area
102	LIVING	127 SF
102.1	BATH	45 SF
102.2	KITCHEN	131 SF
102.3	BEDROOM	110 SF
102.4	BEDROOM	105 SF
		517 SF

UNIT 103 (2 BED / 1 BATH)		
Number	Name	Area
103	LIVING	117 SF
103.1	KITCHEN	109 SF
103.2	BATH	45 SF
103.3	BEDROOM	104 SF
103.4	BEDROOM	104 SF
		478 SF

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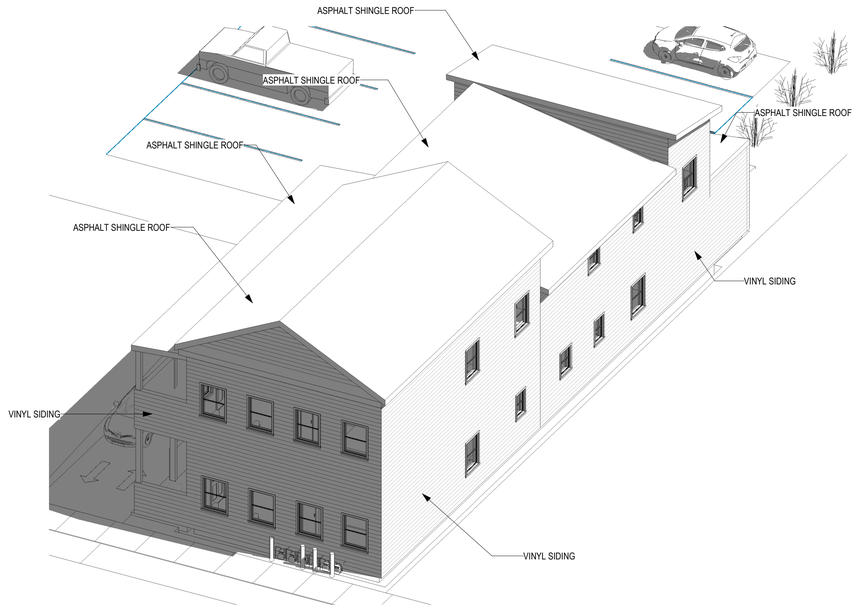
189 191 NORTH CHAMPLAIN STREET

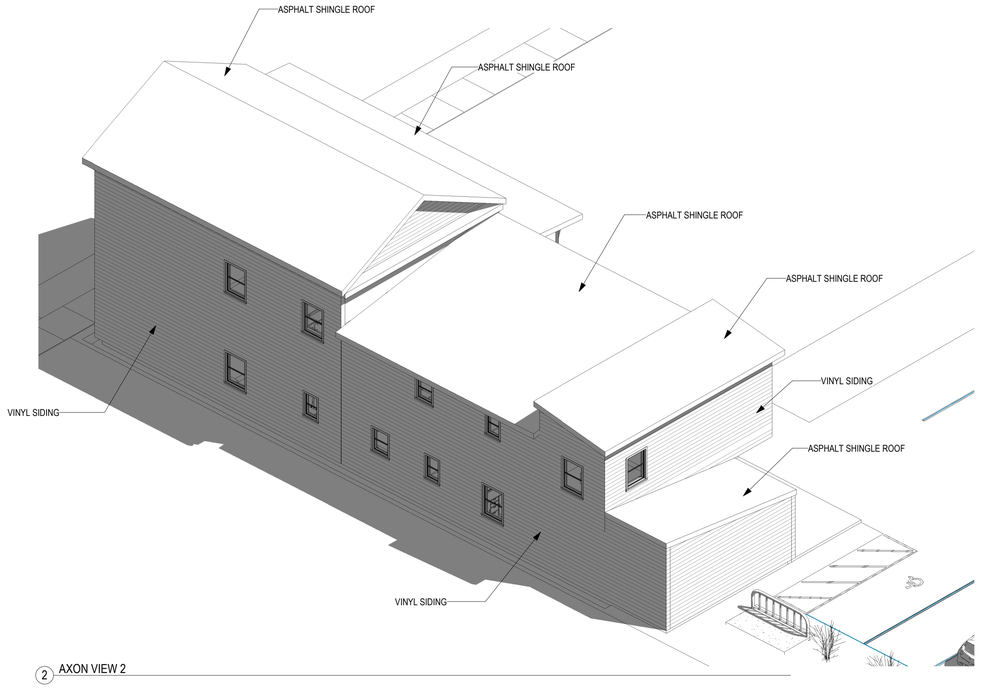
PROPOSED PLANS

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	3/16" = 1'-0"

A2.0



5 AXON VIEW 1



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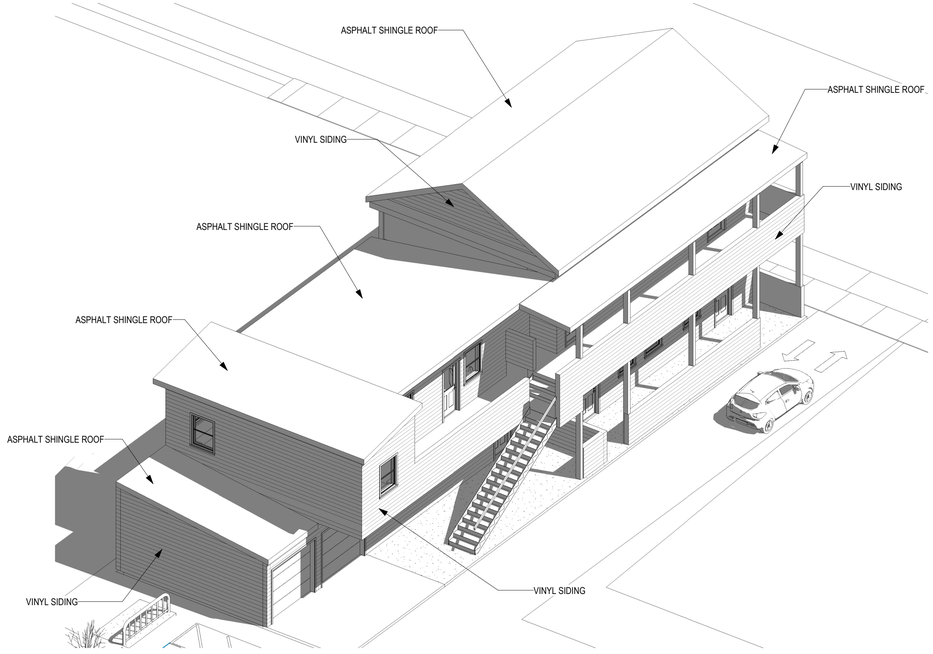
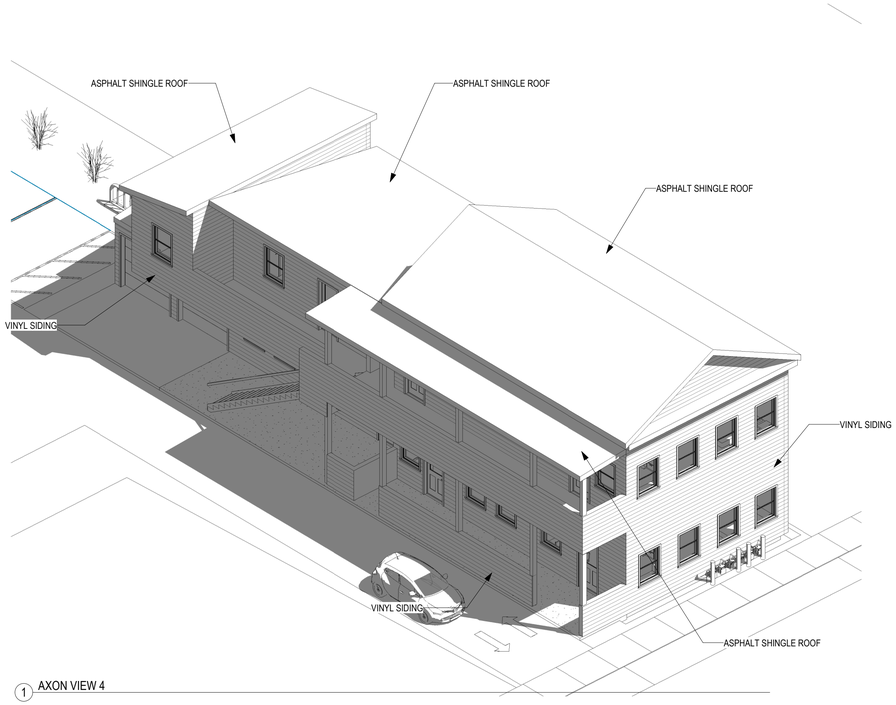


4 AXON VIEW 3



1 AXON VIEW 4

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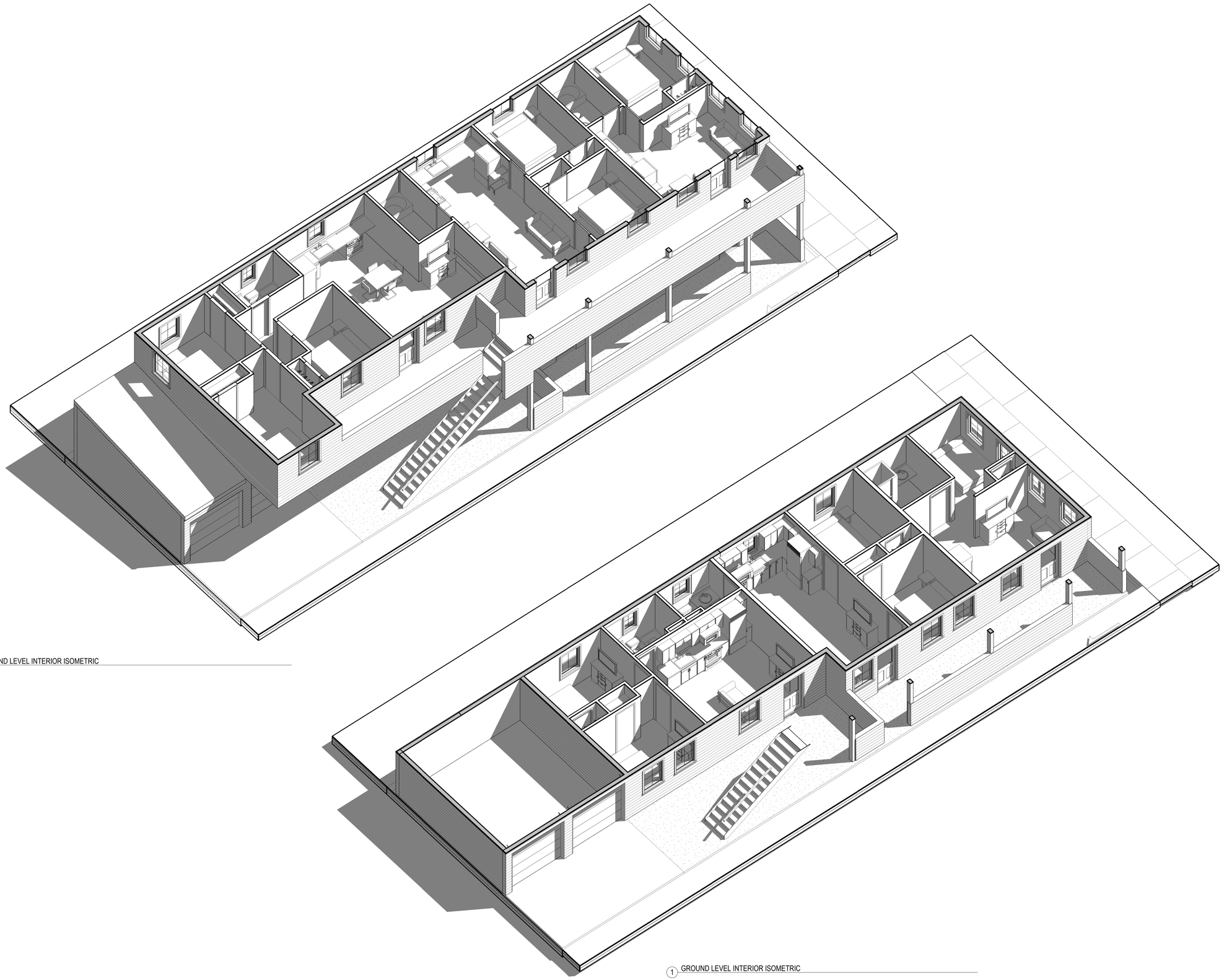
189 191 NORTH CHAMPLAIN STREET

AXONOMETRICS

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	

A2.8



2 2ND LEVEL INTERIOR ISOMETRIC

1 GROUND LEVEL INTERIOR ISOMETRIC

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189 191 NORTH CHAMPLAIN STREET

ORTHOGRAPHIC

Project number	2025 350
Date	2025 11 06
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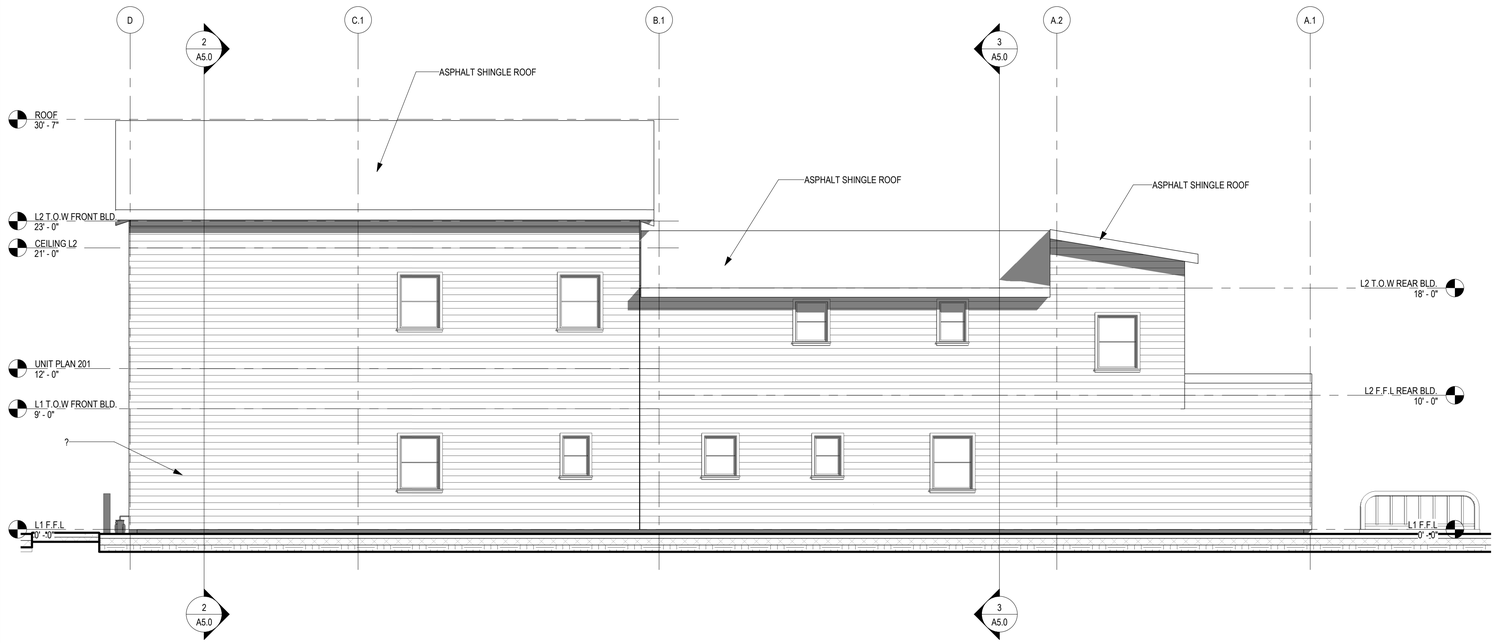
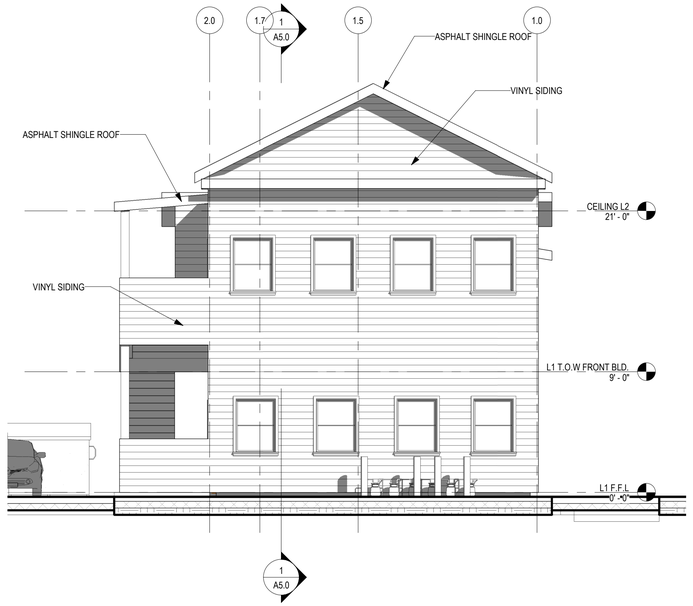
Checked by	M.A
Scale	

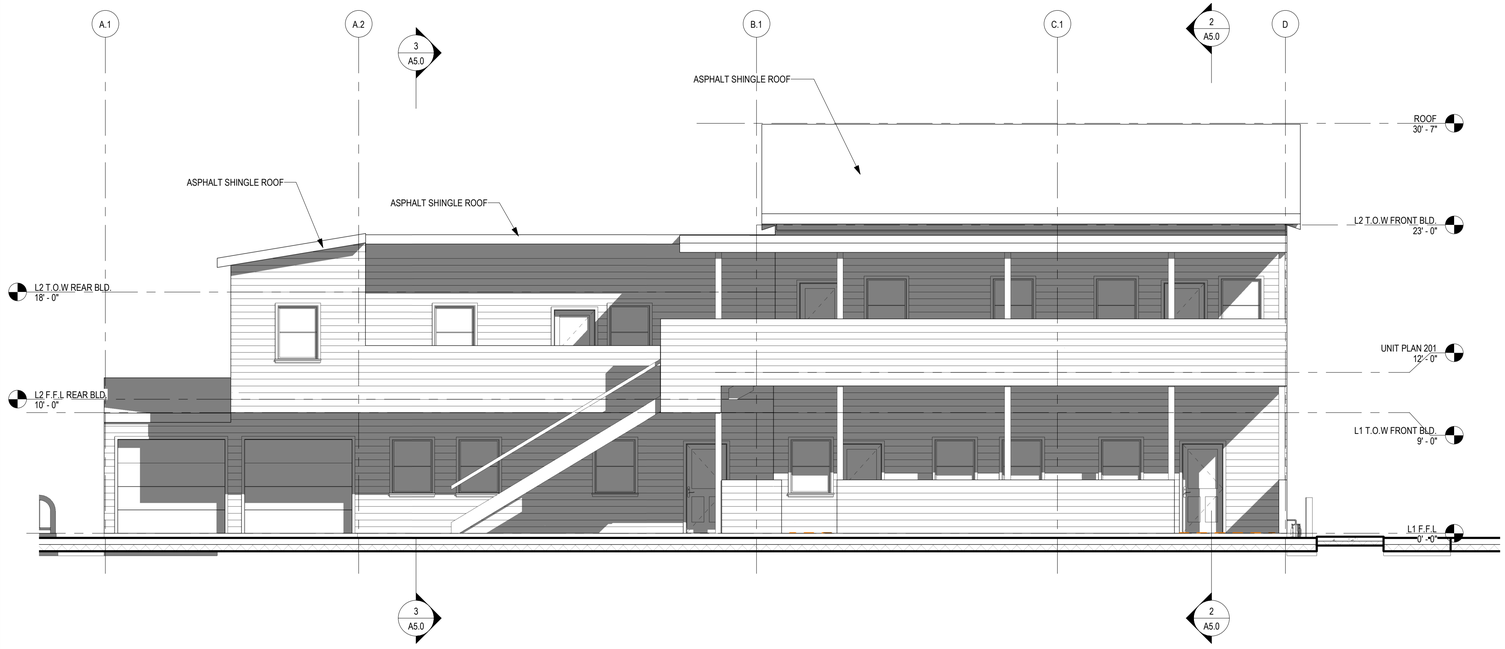
A2.9



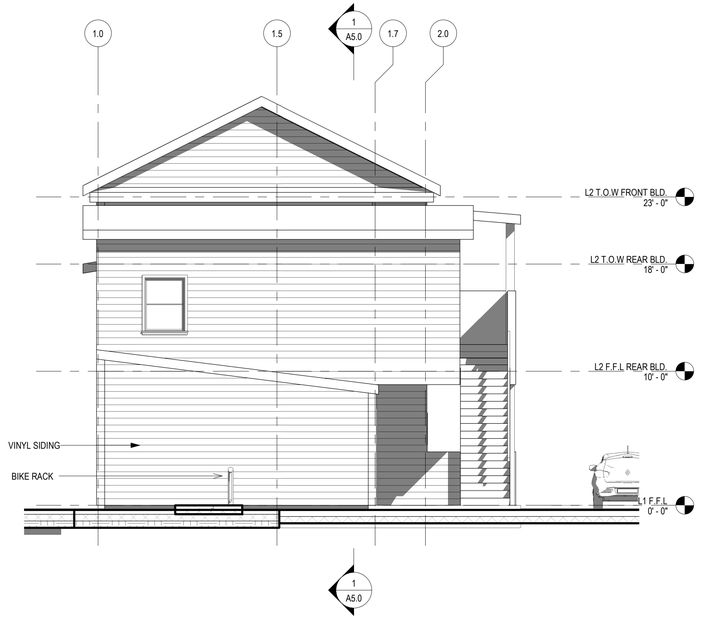
1 PROPOSED NORTH ELEVATION
3/16" = 1'-0"



3 PROPOSED EAST ELEVATION
3/16" = 1'-0"



2 PROPOSED SOUTH ELEVATION
3/16" = 1'-0"



4 PROPOSED WEST ELEVATION
3/16" = 1'-0"

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PROPOSED ELEVATIONS

Project number	2025 350
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Drawn by	C.R
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Scale	3/16" = 1'-0"

A3.1

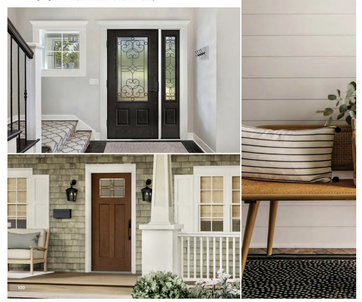
THERMA-TRU DOORS

Fiber-Classic. & Smooth-Star.

Great style for any home.

With many door styles in common and glass families that cross over between door collections, Fiber-Classic and Smooth-Star offer options to fit virtually every entrance — from front entry to patio to utility doors — at an excellent value.

Top: Fiber-Classic Oak Collection, Sahara Glass, Door – FC115, Sidelite – FC115SL, Finish – Raven. Bottom: Fiber-Classic Mahogany Collection, Sandtrap Glass, Door – FCMB36, Finish – New Earth. Right Page: Smooth-Star, Cafe Glass, Door – SA12, Finish – Estuary



102

Fiber-Classic & Smooth-Star

Grain Options

FIBER-CLASSIC. MAHOGANY COLLECTION.

Fiber-Classic Mahogany complements rich wood tones in home interiors, extending the look to the outside with beauty and elegance.

FIBER-CLASSIC. OAK COLLECTION.

Fiber-Classic Oak is the door that started the fiberglass revolution and features the warm look and feel of natural Oak graining.

SMOOTH-STAR.

Smooth-Star fiberglass doors are ready-to-paint with crisp, clean contours making them the more attractive and durable alternative to steel.

See the difference color can make.

Therma-Tru offers a wide variety of finish options for our doors. Explore PrismaGuard. premium finish and Same-Day. Stain color options on pages 250–256.

Glass Options

- Explore a portfolio of interchangeable decorative glass designs, and privacy and textured glass options starting on page 106
- Life frame options include Advanta, tilt frame with no screw plugs and a standard Lip-tite frame, starting on page 130. Both feature 23" wide glass and are suitable for use with a storm door.
- Welcome even more light into the home with EnLiten.. flush-glazed designs with 25–27" wide glass, starting on page 115.
- Low-E glass is available for internal blinds, divided lites and clear glass, providing exceptional energy efficiency.

[1]Comparison of pendulum impact test results for Therma-Tru doors in steel versus fiberglass. Visit thermatru.com for details.
[2]Comparison of fiberglass to wood doors (both without glass).

Door Construction

Fiber-Classic and Smooth-Star doors set the standard for beauty, quality and performance at an excellent value. Explore the craftsmanship and innovation of doors designed for long-lasting energy efficiency, durability and security.

WEATHER RESISTANCE

Composite rails protect the door at the top and bottom edges to help block moisture that can wick into doors.

SECURITY

Our fiberglass door slabs are up to 30% more resistant to kick-ins than standard steel doors.[1] Our Fiber-Classic and Smooth-Star doors feature an enhanced lock block combined with a ½" engineered lumber lock stile which increases rigidity and stability.

DURABILITY

With very little maintenance, a fiberglass door can bring a home years of durability. Unlike wood, fiberglass will not warp or rot. And, unlike steel, it will not dent or rust.

R-VALUES

Built with a polyurethane foam core that offers up to four times the insulating R-Value of wood[2], Therma-Tru. fiberglass doors insulate against cold and heat for exceptional energy efficiency.

NEW **Select full-lite configurations are now available with triple-pane Low-E clear and privacy glass options to meet ENERGY STAR. requirements in all 50 states.**

103

Fiber-Classic & Smooth-Star

Additional Options

WBDR Options: Look for this icon to find door styles that can be configured for WBDR.[1]

WBDR / HVHZ Options: Look for this icon to find door styles that can be configured for WBDR or HVHZ.[1]

Fire-Rated Options: Available on solid-panel doors. See pages 232–235.

FLUSH-GLAZED OPTIONS

Look for these icons (🔥) to find doors styles with flush-glazed glass. See pages 116–126.

Warranties

LIFETIME LIMITED WARRANTY

Fiber-Classic and Smooth-Star products are backed by a lifetime limited warranty. See page 277 for more information.

Fiber-Classic and Smooth-Star products with flush-glazed glass are also backed by the EnLiten.. Flush-Glazed Rider for Construction & Installation, and the EnLiten.. Flush-Glazed Rider for Homeowners. See page 115 for more information.

Fiber-Classic and Smooth-Star door systems are eligible for the Tru-Defense. Warranty Rider when properly assembled and installed with all Therma-Tru. specified system components, in accordance with the Rider. See page 8–9 for details.

■ = Available
○ = Not Applicable
S = Stain
P = Paint

	Fiber-Classic Mahogany Collection	Fiber-Classic Oak Collection	Smooth-Star
Door Widths			
2'0"	■	■	■
2'4"	■	■	■
2'6"	■	■	■
2'8"	■	■	■
2'10"	■	■	■
3'0"	■	■	■
3'6"	-	-	■
Door Heights			
6'6"	-	■	■
6'8"	■	■	■
7'0"	■	■	■
8'0"	■	■	■
Glass Options			
Decorative	16	16	16
Privacy & Textured	6	6	6
Internal Blinds	■	■	■
Flush-Glazed	■	■	■
Screen Vented	-	-	■
Simulated Divided Lites	■	■	■
Grilles Between Glass	■	■	■
Low-E	■	■	■
Clear	■	■	■
Additional Options			
Finish	S / P	S / P	P
Vented Sidelites	■	■	■

RETROFIT HINGED PATIO DOORS

Replacing common slider doors? Find hinged patio door options in this section. For more about our patio door systems, see pages 26–29.

5'0" Patio Opening = (2) 2'6" Doors

6'0" Patio Opening = (2) 2'10" Doors

[1]Please verify that there is a Therma-Tru impact-rated product approval for the configuration before buying.
Note: Finish colors may vary from an actual application due to factors including lighting and viewing. Visit your dealer or visit thermatru.com for more, including details on limited warranties and exclusions, Riders, ENERGY STAR-qualified products and Safety Glass.

Left: Smooth-Star, Clear Glass, Door – SW40
Right Page: Smooth-Star, Granite Glass with SDLs, Door – SZ10SDL, Sidelites – SZ00SDLSL

Fiber-Classic & Smooth-Star

COLOR MATCHES AVAILABLE

Explore other products from Fortune Brands Outdoors designed to match select colors shown here.

Look for the ( ) symbol. See your Therma-Tru seller for details.

Order 4" x 4" samples of select PrismaGuard finish colors at **store.thermatru.com.**

= Inspired by Yellowstone National Park.

Left Page: Smooth-Star, Cafe Glass, Door – SZ23, Finish – Golden Wheat

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Fiber-Classic & Smooth-Star

PrismaGuard. Premium Paint

Add a pop of color to Therma-Tru. doors and composite door frames, and tailor the look of the entry to make a beautiful lasting impression.

1. It starts with the smooth or wood-grained surface of a Therma-Tru door or composite door frame.
2. A base coat provides an even, consistent color across the surface.
3. A durable topcoat enhances the high-definition color while protecting against scratches and color fading.
4. A second application of the topcoat provides added durability and optimal sheen for a high-end look.

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MARVIN WINDOWS

Elevate Double Hung Window

Fiberglass Exterior / Wood Interior

Interior Finish

The Elevate collection features rich wood interiors in Bare Pine that can be stained to match interiors, or finished in our factory with clear coat or popular Painted Designer Black or Painted White. Factory finishing means you can expect consistent quality and aesthetics that come from our carefully perfected finishing process.

Exterior Finish

A strong alternative to vinyl, our Ultrex® pultruded fiberglass exterior finish is applied through a patented process to provide a superior, consistent finish. The American Architectural Manufacturers Association (AAMA) awards certifications to materials that pass numerous, rigorous tests. These tests simulate the harsh conditions that a finish will encounter throughout the life of the window or door. Passing these specification tests and achieving AAMA 624 verification gives independent verification that the Ultrex finish is best in class among fiberglass products.

Built for durability and low-maintenance, our Ultrex finish is 3x thicker than competitive finishes, with a smooth consistency and strong finish that resists fading, chalking, peeling, and cracking, even in the darkest colors. If a design change calls for a new color down the road, our material can be painted without voiding our warranty. Six colors are available in neutral and dark tones.

Finish samples are approximate and colors on screen can vary. Visit your local dealer to see actual color samples.

Exterior Trim

Get the performance of Ultrex® fiberglass in convenient, factory-cut exterior trim made for easy installation and superior performance over time. Exterior trim is available in colors to match our exterior window finish, and several trim styles. Choose flat-style for a clean, simple look or brick mould-style for a more traditional aesthetic.

Hardware

Styles

Windows in our Elevate collection feature classic low-profile durable hardware for clean aesthetics, safety, and security.

Satin Nickel Tilt Latch On Window

Finishes

Hardware finish samples are approximate. Please visit your local Marvin dealer to see hardware finish samples.

architect

JRMA design studio
architecture - planning - development
www.jrmadesignstudio.com
Shelburne, Vermont 05482
ph. 802-734-3613

owner/client

189 191 NORTH CHAMPLAIN STREET

architectural stamp

DISCLAIMER:
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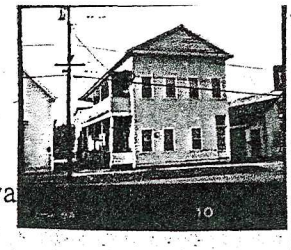
NO.	DESCRIP.	DATE
1	REV 1	10.01.25
2	REV 2	10.15.25

189 191 NORTH CHAMPLAIN STREET

WINDOW AND DOOR SPECS

Project number	2025 350
Date	2025 11 06
Drawn by	C.R
Checked by	M.A
Scale	

A9.1



STATE OF VERMONT
Division for Historic Preserva
Montpelier, VT 05602

HISTORIC SITES & STRUCTURES SURVEY
Individual Structure Survey Form

SURVEY NUMBER:

NEGATIVE FILE NUMBER: 95-A-3. #10

UTM REFERENCES:
Zone/Easting/Northing

U.S.G.S. QUAD. MAP:

PRESENT FORMAL NAME:

ORIGINAL FORMAL NAME:

COUNTY: Chittenden

TOWN: Burlington

LOCATION:
189 North Champlain Street

PRESENT USE: Apartments

ORIGINAL USE: Store\Dwelling

COMMON NAME:

ARCHITECT/ENGINEER:

PROPERTY TYPE: Commercial

BUILDER/CONTRACTOR:

OWNER: Allen, Michael
ADDRESS: 161 Lost Nation Road, Essex Jct., VT

PHYSICAL CONDITION OF STRUCTURE:
Excellent☐ Good☐ Fair☒ Poor☐

ACCESSIBILITY TO PUBLIC:
YES☐ No☒ Restricted☐

STYLE: Vernacular

DATE BUILT: c. 1900

GENERAL DESCRIPTION:

Structural System

1. Foundation: Stone☒ Brick☐ Concrete☐ Conrete Block☐
2. Wall Structure
   a. Wood Frame: Post & Beam☐ Balloon☒
   b. Load Bearing Masonry: Brick☐ Stone☐ Concrete☐ Concrete Block☐
   c. Iron☐ d. Steel☐ e. Other: _____
3. Wall Covering: Clapboard☒ Board and Batten☐ Wood Shingle☐ Shiplap☐ Novelty☐
   Asbestos Shingle☐ Sheet Metal☐ Aluminum☐ Asphalt Siding☐
   Brick Veneer☐ Stone Veneer☐ Vinyl☐ Bonding Pattern:
4. Roof Structure:
   a. Truss: Wood☒ Iron☐ Steel☐ Concrete☐
   b. Other:
5. Roof Covering: Slate☐ Wood Shingle☐ Asphalt Shingle☒ Sheet Metal☐
   Built Up☐ Rolled☐ Tile☐ Other: _____
6. Engineering Structure:
7. Other:

Appendages: Porches☒ Towers☐ Cupolas☐ Dormers☐ Chimneys☐ Sheds☐ Ells☐
Wings☒ Bay Window☐ 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 Number of Bays: 4x6
Approximate Dimensions: 22'x30' Entrance Location: Eaves Side thru Porch & Front. rt

SIGNIFICANCE: Architectural☒ Historic☐ Archeological☐

Historic Contexts:

Level of Significance:
Local ☐ State ☒ National ☐

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:
(189 North Champlain)

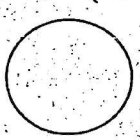
This full two story gable front vernacular structure was originally a flat roofed Italianate style structure. About 1970 the peaked roof was added, while retaining the bracketed cornice giving this structure almost a Greek Revival look. Details of the 1/1 sash utilize shadow lines that mimic ear enframements. The side porch, first built as a one story structure in 1919, was expanded to its present two stories in 1926. The rear additions, as they appear today were constructed in 1942. The front right side entrance has a large single pane transom window. The south side porch has half-height posts and a closed rail. In addition, there is an attached shed roof single story two bay, double door auto garage on the rear that was added in the 1942 building boom. While the main block is sided in wood clapboard, this has novelty siding.

RELATED STRUCTURES: (Describe)
N/A

STATEMENT OF SIGNIFICANCE:
The Burlington Directories, in 1901 listed Eugene Cadieux as the first occupant of the grocery store with a residence on the second level. By 1912, the rear of site was entirely built up with a wagon shed and wood yard. In 1926 the main structure was identified as a tenement. The far most rear buildings have since been removed, and today there are six residential units in this structure.

REFERENCES:
Sanborn Insurance Maps, Beers Maps and Burlington Directories.

MAP: (Indicate North in Circle)



SURROUNDING ENVIRONMENT:
Open Land ☐ Woodland ☐
Scattered Buildings ☐
Moderately Built Up ☒
Densely Built Up ☐
Residential ☒ Commercial ☐
Agricultural ☐ Industrial ☐
Roadside Strip Development ☐
Other:

RECORDED BY: Glynis A. Jordan

ORGANIZATION: City of Burlington

DATE RECORDED: March 20 1995

Department of Permitting and Inspections
Zoning Division
645 Pine Street
Burlington, VT 05401
https://www.burlingtonvt.gov/439/Zoning-Division
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Vacant, Associate Planner
Collin Naheedy, Zoning Compliance Officer
Joseph Cava, Planning Technician

MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner
Date: December 2, 2025
RE: ZPS-25-52: 52 / 110 Institute Road (BHS/BTC)

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.

File: ZPs-25-52
Location: Formerly 52 / 110 Institute Road
Zone: ICC- BHS **Ward**: 4
Date application accepted: October 16, 2025
Applicant/ Owner: Marty Spaulding / Burlington School District
Request: Master Sign Plan for BHS / Burlington Technical Center / Community Gymnasium/ District Support Offices

Background:

- **Zoning Permit ZP-23-536**; Amendment to ZP-223-276 / ZP-22-546 to reflect site changes required by Vermont's Department for Environmental Conservation (DEC) for Corrective Action Plan (CAP). Revision includes removal of remaining areas of contaminated soil outside of the LOD (limit of disturbance) area. Following tree removal the area will be capped with 18" of imported clean fill that can support vegetation growth. The placement of clean soil will cover the undulating bedrock surface and make the hillside area accessible to pedestrians and students. The City of Burlington Parks

The programs and services of the City of Burlington are accessible to people with disabilities. For accessibility information call 865-7188 (for TTY users 865-7142).

Department will plant native species to provide bank stabilization, shade and replacement of the trees removed from the area. December 2023.

- **Zoning Permit ZP-22-546**; demolish and remediate existing high school and construct new 250,000 square foot high school/technical center. November, 2022.
- **Zoning Sketch Plan Review ZSP-22-7**, Sketch Plan Review, demolish and rebuild high school/technical center. September 2022.
- **Zoning Permit 21-0583CA**; Expansion and renovation of Burlington High School and Burlington Technical Center. Request for a parking waiver and a five year project timeline. February, 2021.
- **Zoning Review 20-0194SP**; Sketch Plan review for renovations to BHS. September 1, 2020.
- **Zoning Permit 15-0982CA;** addition of storage shed. April 2015.
- **Zoning Permit 13-0291CA;** installation of rooftop condensing units on Buildings A and B. June 2013.
- **Zoning Permit 13-1037CA**; replace existing HVAC system with new heat pump system and condenser on roof of Building A. May 2013.
- **Zoning Permit 13-0053CA;** install new shed in north east portion of property. July 2012.
- **Non-Applicability of Zoning Permit Requirements 12-0558NA;** installation of photovoltaic system, Certificate of Public Good. November 2011.
- **Zoning Permit 11-1123CA**; install condensing unit on the side of F building at BHS. July 2011.
- **Zoning Permit 10-0850CA**; two new Energy Recovery Units on roof of A Building at Burlington High School. June 2010.
- **Zoning Permit 09-616CA**; Renovations to existing press box including new membrane roof covering, roof access hatch, ladder, and safety rail. March 2009.
- **Zoning Permit 09-321SN**; Electronic sign to be added to previously approved sign. October 2008.
- **Zoning Permit 09-241CA**; Relocate solar array from building side to flat roof of building with new rack mounting structure. September 2008.
- **Zoning Permit 09-137SN**; freestanding sign for Burlington High School. August 2008.
- **Zoning Permit 08-549SN**; one freestanding, internally lit, metal sign for Burlington High School. Application **denied**, February 2008.
- **Zoning Permit 06-457CA**; construction of 3,200 square foot building to house wood chip boiler system for existing high school. March 2006.

- **Zoning Permit 06-452CA**; redevelopment of high school athletic fields, parking, new service and entrance buildings and new sewage pump station. February 2006.
- **Zoning Permit 05-305CCA**; amended plan for building-mounted solar panels at BHS. Reduction from six panels to four. Child of permit 05-058CA. November 2004.
- **Zoning Permit 05-058CA;** Install 6 solar panels attaching to a pole located approximately 35 ft. off the SE corner of building A. July 2004.
- **Zoning Permit 04-723CA**; remove old green house. Enclose with walls, new roof and windows. July 2004.
- **Zoning Permit 00-028**; Installation of two metal halide flood lights on existing poles to illuminate the existing press box for the high school athletic field. July 1999.
- **Zoning Permit 99-186**; Amend previously approved bleacher system at the Burlington High School track to include a press box. October 1998.
- **Zoning Permit 98-305**; Replace existing steel and wood bleachers with new on the east and west sides of the Burlington High School track. Proposal includes installation of a slab on the east side (Portable units on the west). January 1998.
- **Zoning Permit 98-074**; Installation of a handicapped access ramp on the front of the existing Burlington high school. Materials to be painted metal (Dark green and concrete). August 1997.
- **Zoning Permit 97-033**; Add nonilluminated message board section under the existing freestanding sign for Burlington High School. Location on North Avenue and height and overall size to remain the same. July 1996.
- **Zoning Permit 87-678 / COA 87-215**; building three bay one-story garage for storage of aircraft parts for school program. January 1988.
- **Zoning Permit 87-320**; change an existing window on west side to exterior door to provide egress to new classroom. June 1987.
- **Zoning Permit 82-435**; construct bus shelter on the site of a removed bus shelter. September 1982.

Overview: Burlington School District seeks a Master Sign Plan for the BHS/BTC campus. The request includes consideration of Alternative Compliance, which requires both DAB and DRB review.
Signage in the Public Right-of-Way is subject to review by the Public Works Department and compliance with the Manual for Uniform Traffic Code Devices, ADA, and City Engineering specifications.

The **Design Advisory Board** reviewed the application at their December 9, 2025 meeting and voted as follows:

Motion by Gabe Stadecker:
I move that we recommend approval of the general package; allowing for discretion in the size of the monument sign creating an entry to the site; allowing for the increased lumens and more frequent message intervals as sign will be mutable and the school district will provide good faith compliance. We find the size of the monument sign appropriate to the scale of the project site. Building related signage is compliant under the Alternative Compliance provision. We accept the directional signs as individual panels and therefore compliant. We also recommend approval of the proposed color scheme, and would welcome a logo on the Monument sign when fixed. We propose the mural be reconsidered as a public art installation whether within this Master Sign Plan package or as a different application. We suggest flexibility in review of this plan.

2nd – Ricky Martin
Vote 4-0
Motion carries.

Recommended motion: Much of the Master Sign Plan may be advanced through supportive interpretation and a discretionary decision under Alternative Compliance. Other proposals are non-compliant, even under the defined allowances of Alternative Compliance. See Adverse Findings, below.

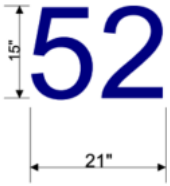
I. Findings

Article 7: Signs

Section 7.1.3 Exemptions
(b) Street Address Identification. As required pursuant to Chapter 27 Section 101 of the Burlington Code of Ordinances, numerals that identify the street address of the property so that it can be easily identified from a public thoroughfare by patrons, guests, and emergency responders provided such numerals are a minimum of 3" and maximum of 10-inches in height, and the area of the numerals does not exceed two (2) square feet. In cases where the building is not located within view of the public street, the numerals shall be located on a mailbox or other suitable device such that it is visible from a public thoroughfare.

Room identification is provided around the building as window decals to provide locational information to firefighters. Per this standard, the signs are directed at emergency responders, and therefore exempt from the standards of this Article. **Affirmative finding for exemption for room identification for emergency responders.**

The large "52" on the South sign band just barely exceeds the 2 sq. ft. limitation (2.18 sq. ft.) so the additional 20% deviation allowed the DRB would permit this street address signage. [Staff notes that the fire marshal has confirmed the official address for BHS will be 110 Institute Road. The building number may, however, be included within the overall Canopy Sign area, and is therefore compliant under those standards. **Affirmative finding.**



(c) Flags

2. In all other Zoning or Form districts: 1 flag per 25' of a lot's road frontage, up to a maximum of 6 flags which may or may not be attached to up to 6 freestanding poles are permitted. Each flag may be up to 24 sq. ft. in area with no single dimension exceeding 6-feet. The height of any freestanding flag pole shall not exceed the highest point of the Principal building on the lot or 50-feet, which is lower, and shall meet the minimum setback requirements per the district-specific dimensional requirements of Article 4 or 14 or 10-feet, whichever is more restrict.

Specific height of flag poles and dimensions of the flags have not been provided. The expansive road frontage will allow for the three flags proposed. The dimensional limitations may be Conditions of approval. **Affirmative finding as conditioned.**

(d) Property Management, Information, and Direction Signs. Non-illuminated Signs two (2) square feet or less in size controlling access to a property and/or oriented to and intended primarily for use internal to the property. Examples may include those announcing no trespassing or solicitation; warning or hidden dangers; the private nature of a road or driveway; directional and parking; and regulating fishing or hunting.

5 separate freestanding signs are proposed for informational / directional purposes. While non-illuminated, viewed collectively each sign exceeds the 2 sq. ft. limitation. If reviewed as individual directional stacked sign panels ("*Beach; Smoking prohibited; Bus Access Only; Community Gym")* each panel is only 1.75 sq. ft; meeting the 2 sq. ft. limitation.
Affirmative finding if DRB concurs that each panel meets the directional sign size limitation.

(j) Murals: Non-commercial artistic expression in the form of a unique hand-produced work of visual art which is tiled, painted directly upon, or otherwise affixed or placed directly onto an exterior wall of a building or structure provided that the Mural:

1. Does not contain any advertising copy, symbols, lettering, logos or other such recognized branding related to products or services provided on the premises where the mural is located except where otherwise permitted and incorporated into a permitted Sign Type as provided in Secs. 7.2.2 through 7.2.14 Sign Types;

As no image has yet been identified, **no Finding** is possible.

2. Is placed on a Secondary Frontage or non-street-facing side or rear elevation of a building or structure;
As illustrated, the proposed mural location fronts North Avenue, and therefore in conflict with this standard.
and,
3. Is not illuminated.
No illumination is identified.

Adverse finding for mural exemption as proposed on a street-facing elevation.
The application may be reviewed under the standards and limitations for a Wall Sign (Section 7.2.13); however the area proposed exceeds both locational allowance (*no higher than the floor level of the second story*) and the area limitation (*2 sf per linear foot of street frontage, or elevation where no street frontage is available associated with a first floor tenant*.) *In no case may the total area of all Wall Signs exceed the lesser of 200 sq. ft. or fifteen percent of the area of the façade or elevation to which they are attached.* Reviewed as a Wall Sign, the proposed mural appears to exceed area and locational standards. The DAB has suggested that the proposed installation be included as a Public Art feature, which has different standards. **Adverse finding for Mural exemption.**

Section 7.1.10 Sign Lighting

(i) Electronic Changeable Message:

Where permitted as provided in Secs. 7.2.2 through 7.2.14 Sign Types, Electronic Changeable Message displays shall:

1. *Not have any distracting appearance of motion including but not limited to flashing, blinking, shimmering, animation, video, or scrolling advertising.*
   Application concurs compliance. **Affirmative finding.**

2. *Limit the luminance of the display not to exceed 5,000 nits at any time.*
   The application requests **7,500** nits of illumination. Actual brightness will be controlled by photocell sensor. The applicant offers to ensure that there is no undue glare and that display dims appropriately in lower light conditions. Even with Alternative Compliance, the proposed illumination exceeds allowances of this Section. **Adverse finding**.

3. *Have characters of sufficient size to be easily discerned and must not constitute a safety hazard by distraction of drivers where readily visible to drivers of vehicles on any public way.*
   The application defines display size for up to three rows of up to roughly 10" characters. This creates a viewing distance of 100' and maximum viewing distance of roughly 350'. The optimal viewing distance aligns to the distance of cars at the stop line northbound on North Ave. The applicant asserts this is on the small side for recommended display size in this context, but adequate. **Affirmative finding**.

4. *Consist only of alphabetic or numeric characters on a plain background, and shall not include any graphic, pictorial, video, or photographic images.*
   BSD requests inclusion of an allowance to use static icons and logos (such as emoji, the Seahorse, or similar) as part of the informational text displays. The intent of the display is to encourage school and civic pride and engagement. **Adverse finding for inclusion of graphics or logos**, unless considered under Alternative Compliance.

5. *Utilize a maximum of only one color for the message on a dark background of only one color.*
   BSD also requests inclusion of an allowance to use display colors in a limited manner (such as depiction of the Seahorse in navy adjacent to white text describing an event). **Adverse finding** for compliance with standards. May be considered under Alternative Compliance, below.

6. *Have a minimum display time of two (2) minutes. When the message changes, it must complete the transition within 1 second or as rapidly as is technologically practicable whichever is less with no phasing, rolling, scrolling, flashing or blending.*
   The applicant requests a minimum display time shall not be less than **15 seconds**.
   Due to the nature of the multiple site occupants and the potential for multiple events, the applicant asserts that the display information cycle within a quicker time period than allowed by the ordinance. Even with a 20% variation offered by Alternative Compliance,

minimum message display would need to exceed 1 ½ minutes. **Adverse finding for minimum display time.**

7. *Be equipped with a light detector/photocell that automatically adjusts the display's brightness according to natural ambient light conditions.*
   Applicant assures compliance with this standard. **Affirmative finding.**

8. *Contain a default mechanism that freezes the changeable message in one position, or shuts off the device entirely, in the event of a malfunction.*
   Applicant proposes compliance with this standard. **Affirmative finding.**

9. *Limit the area occupied by the electronic changeable message to no more than 50 percent of the maximum total allowable Sign area as provided in Secs. 7.2.2 through 7.2.14 Sign Types.*
   The electronic changeable message is associated with a Monument Sign (Section 7.2.9) which has a maximum allowable area of 60 sq. ft. 50% of that allowance is 30 Sq. ft. With a display of 3'6" x 6'6", display is 23.22 sq. ft. **Affirmative finding.**

10. *Be limited to a maximum of three (3) lines of characters including all letters, numbers, spaces, or other symbols dedicated to the electronic changeable message.*
    The application proposes three lines of characters. **Affirmative finding.**

Section 7.1.11: Alternative Compliance

Minor variation and relief from any non-numerical standards found in this Article, and any numerical standard by no more than 20% of such requirements, may be granted by the Development Review Board after review and recommendation by the Design Advisory Board and a Public Hearing.

Decision by the DRB regarding any Alternative Compliance granted shall be made in writing, and upon affirmative findings that:

(a) The relief sought is necessary in order to accommodate a unique circumstance or opportunity;
(b) The relief, if granted, will yield a result equal to or better than strict compliance with the standard being relieved;
(c) The relief, if granted, is the minimum variation necessary from the applicable standard to achieve the desired result;
(d) The relief, if granted, will not impose an undue adverse burden on adjacent properties; and
(e) The remainder of the Sign will otherwise be developed consistent with the purpose of this Article, and all other applicable standards.

Alternative Compliance is requested for the following deviations from the standards of this part.

1. Inclusion of logos and images on Electronic Display. **Discretionary review by DRB.**

2. Use of display colors on electronic changeable message board. **Discretionary review by DRB.**
3. Increase in illumination of electronic changeable message board (5,000 nit limitation, 7,500 requested. > 20% relief allowance.) Adjacent to residential properties on the east and adjacent to a major thoroughfare, heightened illumination and frequently changing messages can introduce nuisance. **Adverse finding.**
4. Inclusion of Mural on street-facing elevation. Prohibited by Section 7.1.3 (j), *Exemptions*.
   When considered as a wall sign proposed area and location are contrary to the standards of Section 7.2.13. While Location is subject to discretionary review under Master Sign Plans (*may vary from the locational standards of Part 2 of this Section*), area is strictly upheld by Sign Types (*no individual Sign may exceed the maximum area limitations for the Specified Sign Type*.). **Adverse finding.**
5. **Area of Monument Sign** 60 Sq. Ft. allowed, 72 sq. ft. or specific signage proposed. 50% may be utilized for electronic message sign. **Discretionary review by DRB.**
6. **Height of Monument Sign** 6' ft from finished grade; 9'4" proposed; > 20% relief. **Adverse finding.**
7. **Setback requirements for Monument Sign.** Required: 3' from front property line or in line with the building façade; 5' from any side property line. Application proposes 56' from North Avenue and 29' from Institute Road (somewhat less when measured to property lines, as defined.) This is a very large site with two street frontages, and placement on an increasing grade. Discretionary review is allowed for sign location under Master Sign Plans. **Discretionary review by DRB**.

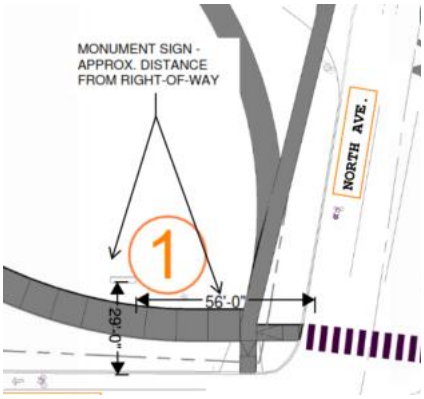
Part 2: Sign Types
Per Table 7.2.1-B, All Sign types proposed are permitted in the Institutional District. **Affirmative finding.**

Section 7.2.2 Awning and Canopy Sign
These signs are alternately referred to as Canopy or Band Signs; proposed over the south principal entrance; over the rear (north) entrance, at the entrance to Burlington Technical Center, and at the entrance to the community gym. All four signs comply with the standards of this section for width, height, depth, area and illumination. **Affirmative finding.**

Section 7.2.7 Freestanding Yard Sign (small)
The directional signage proposed across the site (for parking, building entrances, prohibitions) collectively exceed the 2 sq. ft. limitation of Directional Sign Exemptions. (Section 7.1.3 (d), above.) As they are fully detached from a building and placed in a yard with external support consisting of 1-2 posts, they may be interpreted as Freestanding Yard Signs.
Quantity is limited to 1 per lot. As Freestanding Yard Signs, they exceed the allowable limit. **Adverse finding** if determined to be a Freestanding Yard Sign (small.)
See discussion of alternative interpretation as "panels" that comply with allowed Directional Sign exemption of Section 7.1.3 (d), above.

Section 7.2.9 Monument Sign
Requirements:
Quantity: *1 per primary street frontage* Only 1 is proposed.
Depth *(face-to-face) 2.5'* Compliant at 2' 1 1/2"
Setback *(min):*

- *The lesser of 3-ft from the front property line or in line with the building façade.*
- *5-ft. from any side property line*
  Adverse finding. See image.



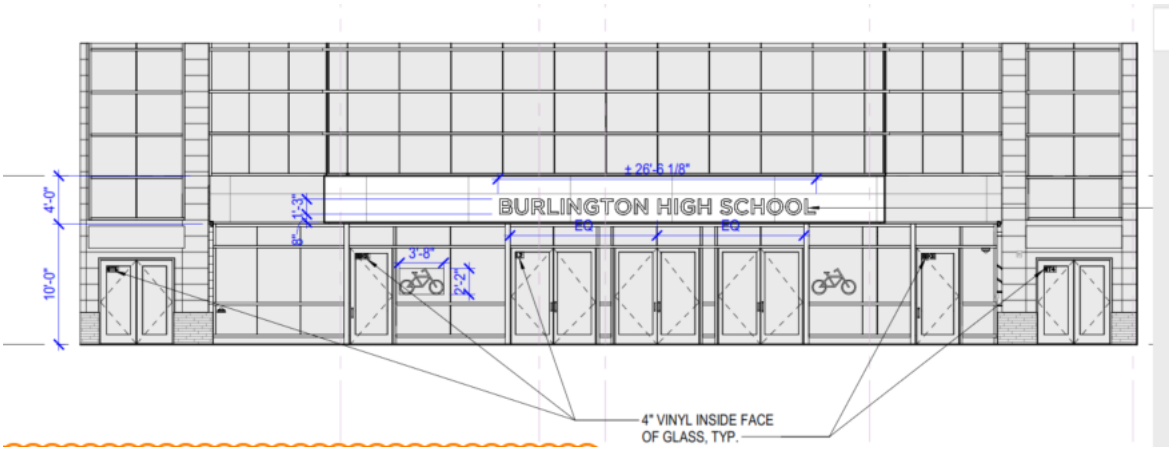
Area (Max) *60 sq. ft. (not including supports) or 0.5 sf per linear foot of street-facing building frontage whichever is less.*
72 sq. ft. of signage proposed. Utilizes 20% Alternative Compliance Relief. 50% dedicated to electronic changeable message.
Height *(overall max)* *6-ft from finished grade*
9'4" proposed. **Adverse finding.**

If illuminated, a Monument Sign may only be internally or externally illuminated or backlit.
External illumination. **Affirmative finding.**

A Monument Sign associated with a public or civic use may include manual or electronic changeable message.
Electronic changeable message included. **Affirmative finding.**

Section 7.2.13 Wall Sign
See discussion of proposed Mural under "Exemptions", above.

Section 7.2.14 Window Sign
Fire department room identifications are exempt per Section 7.1.3 (b), above.
Bike vinyl is compliant with the 20% limitation of area of any individual window if double window is considered a single installed unit; and is compliant with 30% limitation of total window area of all windows with signs. **Affirmative finding.**



Window								
	W1	Bike Vinyl	WINDOW	2	3.67	2.17	7.94	sf

Part 3: Master Sign Plans
Section 7.3.2 Applicability
Within any Mixed Use, Enterprise, or Institutional zoning district, all Signs located on a site, building, or a complex of buildings with three or more owners, tenants, or uses located on a single lot or adjacent lots under common ownership may be granted a Master Sign Plan submitted by the building owner and reviewed and approved by the DRB under the provisions of this Part. Signs located on City property erected by or at the direction of the City or any of its departments in the performance of their public duty or responsibility may also seek approval under the provisions of this Part.
Where a Master Sign Plan includes sufficient detail regarding the location, type, lighting, and other requirements of r individual Signs, those Signs may be approved as part of the Master Sign Plan without the necessity for an individual permit(s). Otherwise the installation of individual Signs proposed pursuant to, and in compliance with, an approved Master Sign Plan shall receive administrative review and approval pursuant to the procedural requirements of Section 3.2.7.

Section 7.3.3 Submission Requirements
A Master Sign Plan shall be a comprehensive plan of all planned Signs to be located on the site(s) and on all facades of the building(s) or building complex.
Information to be included in a Master Sign Plan shall include, but not be limited to, the following in sufficient detail as necessary to render a decision for the Master Sign Plan and individual Signs as may be applicable:

(a) Total number of Signs proposed, including any existing Signs that will remain.
The list of total signs proposed is on P. 2 of the BHS Signage Permit Package. All previously approved signs have been removed; none will be retained. **Affirmative finding.**

(b) Sketch of Signs clearly indicating size/dimensions of all Signs – including height above finished grade, lettering, logos or other graphics, colors, materials, texture.

Sketches of signs is depicted by A925, A940, A941, A942 drawings, as well as typical product cut sheets for the site Directional signs. **Affirmative finding.**

(c) Types of Signs – See Part 2.
See part (a) (above) for sign types.

(d) Building elevations / photographs clearly illustrating the placement of Signs placed on all buildings.
See A925 for building elevations.

(e) A site plan indicating the location of all freestanding Signs, buildings, and structures.
See A940 for site plan with sign locations.

(f) Methods of illumination.
The Canopy Signs and Street Address Identification are to be halo lit (reverse channel). Diffuse illumination will exit back of letters illuminating metal panel surface behind the letters without spill or glare.
The Monument Sign will be down lit on the north and south faces from the top to illuminate the fixed letters and supporting material. External illumination is acceptable for the BHS portion.
The Monument Sign Electronic Changeable Message is an LED display (self-illuminating).
Affirmative finding.

Section 7.3.4 Flexibility from Existing Standards

(a) The Master Sign Plan must establish standards of consistency applicable to all Signs to be provided on the subject property with regard to:

- *Colors;*
- *Letter/graphics style;*
- *Location and Sign Type;*
- *Materials;*
- *Methods of illumination; and/or*
- *Maximum dimensions and proportion.*

See p. 3 of the Sign Submission package. The applicant provides the following information:

a. Colors – Fabricated signs will use a combination of White and Navy Blue (School colors). Sign colors by type include:

i. Canopy Signs and Street Address Identification – Navy Blue face, white returns (to contrast with champagne/silver prefinished metal building fascia).
ii. Site Directional Signs – White lettering on Navy Blue.
iii. Fire Department Room IDs – White.
iv. Monument Sign Lettering – Navy Blue (to contrast with white/gray stone).

b. Letter/Graphics Style –
i. Standard San-Serif fonts Gotham-Medium and Gotham Narrow-Medium

throughout. See attached Canopy and Site Directional Sign Submittals.

c. Location and Sign Type –

i. Locations in plan on site as shown on A940.
ii. Elevations as shown on A926.
iii. Fire Department Room IDs will be associated with every space at every level of the building.
iv. Proposed sign is just over 25' from right of way. Due to site placement and scale of the building and property, Master Sign Plan includes a proposed allowance for the lettering portion of the sign to be as high as 9'-0" above grade.
v. The proposed mural location is on the face of the southeast stair tower. A structural framework is in place to support future art at this location. Master Sign Plan includes a proposed allowance for an art piece in the future at this location as shown and dimensioned on the building elevation. This location is approximately 320' setback from the right of way.
vi. All other sign types are per standard BCDO requirements.

d. Materials –

i. Highway and Official Signs – Painted aluminum, typical.
ii. Street Address Identification and Canopy Signs – Painted aluminum visible faces, polycarbonate diffuser film back, illumination from internal white LEDs.
iii. Flags – Fabric.
iv. Directional Signs – Painted aluminum, including posts.
v. Fire Department Room IDs – Vinyl.
vi. Mural – TBD per artist selection at a later date.
vii. Monument Sign – Concrete foundation; black concrete base; (below) electronic changeable message display; granite wall; painted aluminum letters on stand offs; white LED downlight strips; painted aluminum cap.

e. Maximum Dimension and Proportion –

i. Directional signs are interpreted as stacked sets at six locations with each individual sign being 5" tall and 3'-0" wide. In aggregate some locations may be up to 40" tall and 36" wide (currently proposed signs are up to 30" tall and 36" wide. See attached draft proposed product information.

ii. Monument Sign could be interpreted as approximately 72 SF in area (each side) based on total area of electronic changeable message display, fixed letters and logo, and visual box containing both. Master Sign Plan includes allowance for using the up to 20% numerical relief identified in Sec. 7.1.11 in order to scale the sign appropriately to the site and Civic application.

(b) A Master Sign Plan shall be consistent with the intent and purpose of the form or zoning district within which the site is located and the intent of this Article, and be compatible with the site and character of the surrounding area.

(c) All of the Signs in a Master Sign Plan shall be designed and organized in a manner consistent and complementary with the overall architecture of the Building, and employ

complimentary materials, colors, design, and scale of letters while still providing diversity and differentiation among individual tenants,

(d) Individual Signs in an approved Master Sign Plan may vary from the ***locational standards*** *of Part 2 of this Article pertaining to each Sign Type, and be granted Alternative Compliance per Sec. 7.1.11. However, no individual Sign may exceed the maximum area limitations for the specified Sign Type, or conflict with the limitations and prohibitions of Sec. 7.1.4 .*

Several signs exceed the limitations of their individual Sign Types, despite consideration of Alternative Compliance.

(e) Except for such variations approved by the DRB by acceptance of a Master Sign Plan pursuant to this Article, all other requirements, permits, and restrictions regarding Signs shall remain in effect.

See Adverse findings for deviations from these standards.

Section 7.3.5 On the Record Review

Pursuant to the authority of 24 V.S.A. §4471(b), any permit request for a Master Sign Plan approval by the DRB will be on the record, so that any appeal is not a de novo review, in accordance with the Vermont Rules of Civil Procedure.

If considered for approval, the following are recommended:

II. <u>Conditions of Approval</u>

1. Any relief allowed by the DRB is to be specifically articulated in adoption of a Master Sign Plan.
2. Each flag may be up to 24 square feet in area with no single dimension exceeding 6-feet.
3. The height of any freestanding flag pole shall not exceed the highest point of the Principal building on the lot or 50'feet, whichever is lower.
4. The replacement of "52" on the south canopy with "110" will modestly affect the sign area calculation. A revised plan shall be provided to reflect that change, required by the fire marshal's office.
5. The applicant team shall coordinate with Technical Services in the Department of Public Works to assure compliance with MUTCD, ADA, and City Engineering specifications for signage within the ROW.
6. Standard Permit Conditions 1-15.

NOTE: These are staff comments only. The Development Review Board, who may approve, table, modify, or deny projects, makes decisions.

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2. Sign Permit Table
3. Drawings
    a. A925 – Overall Building Elevations
    b. A926 – Signage Elevations
    c. A940 – Site Signage Plan
    d. A941 – Site Navigational Signage Elevation
    e. A942 – Monumental Signage Elevations & Details
4. Building Signage Preliminary Technical Drawings
5. Site Signage Preliminary Technical Drawings

Burlington High School and Tech Center
Burlington School District
52 Institute Road
Master Sign Plan

October 14, 2025

The property at 52 Institute Road supports staff and operations for Burlington School District (district wide support), Burlington High School, Burlington Technical Center, and provisions for Community access and use of facilities. This document summarizes the Master Sign Plan for the 52 Institute Road site per Burlington Comprehensive Development Ordinance (BCDO), Article 7, Part 3.

Submission Requirements (Sec. 7.3.3)

(a) The following total number of signs are proposed:
   a. Highway and Official Signs (7.1.3(a)) as required and as previously shown on zoning civil drawings. Includes signs on site identifying traffic requirements, elements such as ADA required accessible parking spaces, electric vehicle charging stations and policies, etc.
   b. 1 Street Address Identification (7.1.3(b)), which is located in line, sizing and treatment to match the adjacent Canopy Sign. See enlarged view 2/A926.
   c. 3 Flags (7.1.3(c)), located near the front entrance to the building. See 1/A940.
   d. 6 Directional Signs (7.1.3(d)), noting available drives, times of use, and site parking locations and requirements. See 1/A940 and 1/A941.
   e. For Each Internal Room: Fire Department Directional Signs (7.1.3(d)), required school fire safety room identifications in windows throughout building. See 1/A925.
   f. 1 Mural (7.1.3(j), to be created at a later date under separate project. See 3/A925 and 1 and 2/A940.
   g. 4 Canopy Signs (Sec. 7.2.2), one located at each of the building's primary entrances. See A925 and enlarged views 1, 2, 3, 4 on A926.
   h. 1 Monument Sign (Sec. 7.2.9), double sided and replacing the site's existing monument sign at the same location. This sign includes fixed lettering and an Electronic Changeable Message display. See 1, 2, on A940, and 1/A942.

   The Master Sign Plan replaces all prior approved signs. There are no existing signs on this property remaining.

(b) Sketch of signs is depicted by A925, A926, A940, A941, A942 drawings, as well as typical product cut sheets for the site Directional signs.
(c) See part (a) above for sign Types.
(d) See A925 for building elevations.
(e) See A940 for site plan with sign locations.
(f) The Canopy Signs and Street Address Identification are to be halo lit reverse channels. Diffuse illumination will exit back of letters illuminating metal panel surface behind the letters without spill or glare.
   The Monument Sign will be downlit on the north and south faces from the top to illuminate the fixed letters and supporting material. The Monument Sign Electronic Changeable Message is an LED display (self-illuminating).

Master Sign Plan Standards (Sec. 7.3.4)

(a) The Master Sign Plan establishes the following standards of consistency:

a. Colors – Fabricated signs will use a combination of White and Navy Blue. Sign colors by type include:
    i. Canopy Signs and Street Address Identification – Navy Blue face, white returns (to contrast with champagne/silver prefinished metal building fascia).
    ii. Site Directional Signs – White lettering on Navy Blue.
    iii. Fire Department Room IDs – White.
    iv. Monument Sign Lettering – Navy Blue (to contrast with white/gray stone).
b. Letter/Graphics Style –
    i. Standard San-Serif fonts Gotham-Medium and GothamNarrow-Medium throughout. See attached Canopy and Site Directional Sign Submittals.
c. Location and Sign Type –
    i. Locations in plan on site as shown on A940.
    ii. Elevations as shown on A926.
    iii. Fire Department Room IDs will be associated with every space at every level of the building.
    iv. Proposed sign is just over 25’ from right of way. Due to site placement and scale of the building and property, Master Sign Plan includes a proposed allowance for the lettering portion of the sign to be as high as 9’-0” above grade. (Monument sign by ordinance standard is required to be set back 3’ from front right of way and establishes a position for the sign content between grade and 6’-0” above grade.)
    v. The proposed mural location is on the face of the southeast stair tower. A structural framework is in place to support future art at this location. Master Sign Plan includes a proposed allowance for an art piece in the future at this location as shown and dimensioned on the building elevation. This location is approximately 320’ setback from the right of way.
    vi. All other sign types are per standard BCDO requirements.
d. Materials –
    i. Highway and Official Signs – Painted aluminum, typical.
    ii. Street Address Identification and Canopy Signs – Painted aluminum visible faces, polycarbonate diffuser film back, illumination from internal white LEDs.
    iii. Flags – Fabric.
    iv. Directional Signs – Painted aluminum, including posts.
    v. Fire Department Room IDs – Vinyl.
    vi. Mural – TBD per artist selection at a later date.
    vii. Monument Sign – Concrete foundation; black concrete base; (below) electronic changeable message display; granite wall; painted aluminum letters on stand-offs; white LED downlight strips; painted aluminum cap.
e. Maximum Dimension and Proportion –
    i. Directional signs are interpreted as stacked sets at six locations with each individual sign being 5” tall and 3’-0” wide. In aggregate some locations may be

up to 40” tall and 36” wide (currently proposed signs are up to 30” tall and 36” wide. See attached draft proposed product information.

ii. Monument Sign could be interpreted as approximately 72 SF in area (each side) based on total area of electronic changeable message display, fixed letters and logo, and visual box containing both. Master Sign Plan includes allowance for using the up to 20% numerical relief identified in Sec. 7.1.11 in order to scale the sign appropriately to the site and Civic application.

Electronic Changeable Message Sign (Sec. 7.1.10(i))

In order to provide an effective, fully functional, and readily visible electronic changeable message sign in alignment BSD, BTC and BHS needs on the site, the following notes and allowances are included in this Master Sign Plan. Each numbered item corresponds to the associated text of Section 7.1.10(i):

1. Sign shall not have any distracting appearance of motion including but not limited to flashing, blinking, shimmering, animation, video, or scrolling advertising. (BCDO language).
2. Luminance of the display shall not exceed 7,500 nits, an increase over the standard BCDO language). Actual brightness will be controlled by photocell sensor and BSD will work with the City to ensure that there is no undue glare and that display dims appropriately in lower light conditions. Note that standards range up to 10,000 nits for visibility in intense sunlight conditions. See also item 7.
3. Display size is selected for up to three rows of up to roughly 10” characters. This creates an optimal viewing distance of 100’ and maximum viewing distance of roughly 350’. The optimal viewing distance aligns to the distance of cars at the stop line northbound on North Ave. This is on the small side for recommended display size in this context, but adequate and selected to fit within other zoning priorities.
4. BDCO requirements prohibit any graphical, pictorial, video, or photographic images. As part of this application, BSD requests inclusion of an allowance to use static icons and logos (such as emoji, the Seahorse, or similar) as part of the informational text displays. The intent of the display is to encourage school and civic pride and engagement, and this is in line with that intent.
5. BDCO requirements prohibit any use of color in the display. As part of this application, if the allowance in item 4 is granted, BSD also requests inclusion of an allowance to use display colors in a limited manner (such as depiction of the Seahorse in navy adjacent to white text describing an event).
6. Minimum display time shall not be less than 15 seconds. When the message changes it must complete the transition as rapidly as technologically practicable without phasing, rolling, scrolling, flashing or blending. Due to the nature of the multiple site occupants and the potential for multiple events, it is essential to the purpose of the display that information cycle within a quicker time period than allowed by typical BDCO requirements.
7. Be equipped with a light detector/photocell that automatically adjusts the display’s brightness according to natural ambient light conditions. (BCDO language).
8. Contain a default mechanism that freezes the changeable message in one position, or shuts off the device entirely, in the event of a malfunction. (BCDO language).
9. Limit the area occupied by the electronic changeable message to no more than (50) percent of the maximum total allowable Sign area as provided in Secs. 7.2.2 through 7.2.14 Sign

Types. (BCDO language, display is approximately 22 SF, less than 40% of maximum total allowable Sign area).

10. Be limited to a maximum of three (3) lines of characters including all letters, numbers, spaces, or other symbols dedicated to the electronic changeable message. (BCDO language).

This Master Sign Plan was initially prepared by Brian Leet at Freeman French Freeman and any updates will be maintained by Burlington School District or their designated consultant.

Building Sign Calculations

	Sign ID	Description, Location	Type	Quantity	Length (ft)	Height(ft)	Area	Units	Illumination/ notes
Band									
	B1	Southern Main Entry	BAND	1	26.50	1.25	33.13	sf	Prefinished Aluminum reverse halo illuminated letters
	B2	Southern BTC Entry	BAND	1	28.17	1.08	30.51	sf	Prefinished Aluminum reverse halo illuminated letters
	B3	Northern Main Entry	BAND	1	26.50	1.25	33.13	sf	Prefinished Aluminum reverse halo illuminated letters
	B4	Northern Community Entry	BAND	1	16.17	0.83	13.47	sf	Prefinished Aluminum reverse halo illuminated letters
Code Language: 75% of that portion of the Sign Band associated with the street-level use. Awnings may supplement or replace band signage									
TOTAL Proposed							110.24	sf	
TOTAL Allowable							319.06	sf	
Window									
	W1	Bike Vinyl	WINDOW	2	3.67	2.17	7.94	sf	none
Code Language: 20% of the area of any indivudal window located between 4 and 7 feet above the djacent sidewalk or finished grade. Total area may not exceed 30% of the total window area of all windows with signs per façade or elev.									
Proposed: Door vinyl as shown per hotel standard; additional window signs possible for tenant spaces. Potential window signs for second floor spaces.									
TOTAL Proposed							7.94	sf MAX	
TOTAL Allowable					65.25	10.00	130.50	sf MAX	

Notes: - All dimensions are total size of sign, except awnings, where dimensions of lettering/ graphics is given based on diagram in ordinance

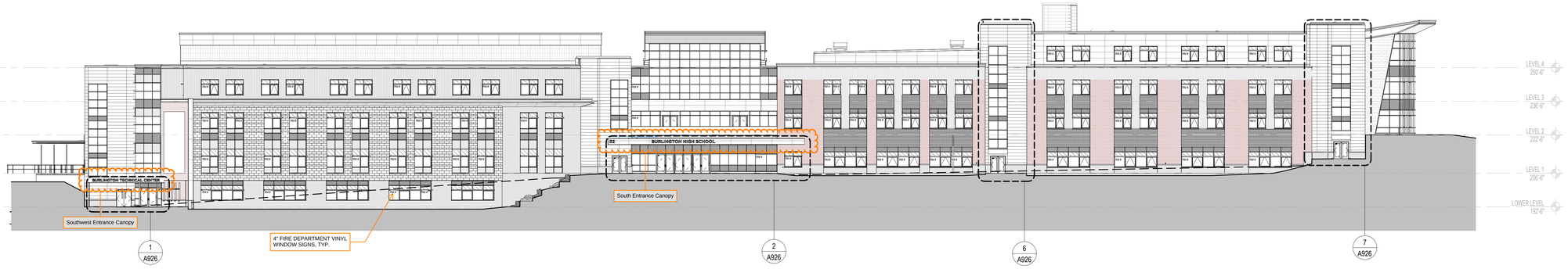
FIRE DEPARTMENT IDENTIFICATION NUMBERS

EACH ROOM WITH AN EXTERIOR WINDOW IS TO BE LABELED IN THE UPPER CORNER OF THE LEFTMOST (WHEN VIEWED FROM OUTSIDE) WINDOW WITH A WHITE VINYL CUT-OUT LETTERING 4" TALL MOUNTED TO INSIDE FACE OF GLASS. REFER TO THE SIGNAGE FLOOR PLANS (A920 - A924) FOR ROOM NUMBERS (RM #).

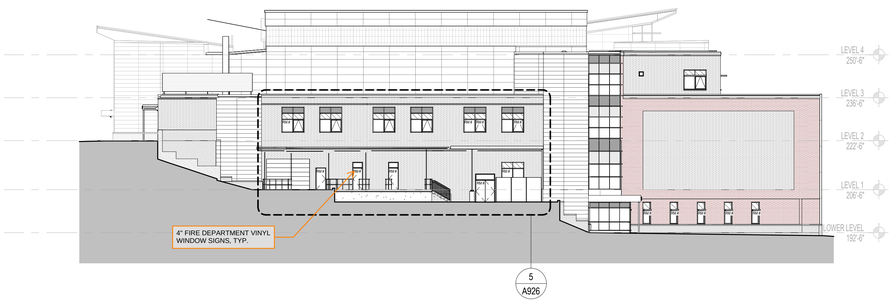
(PER GLAZING SUBMITTALS GLAZING VISIBLE LIGHT TRANSMITTANCE IS OVER 50% AND OUTSIDE REFLECTANCE IS UNDER 15% - GLASS IS NOT 'TINTED')

ZONING - SIGNAGE PACKAGE GENERAL NOTES

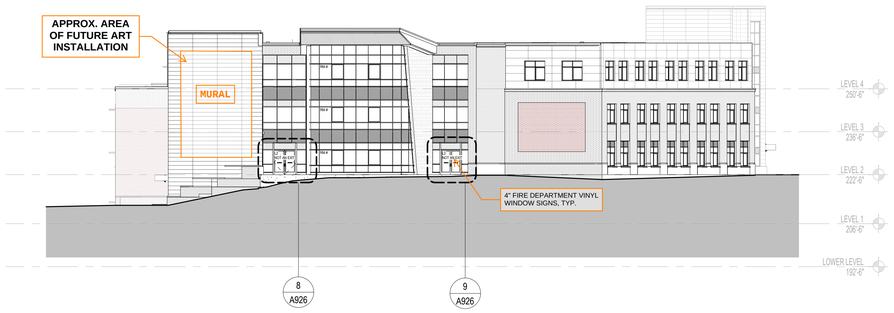
1. VYNIL SIGNAGE AT DOORS AND WINDOWS ARE FOR BUILDING CODE PURPOSES AND ARE NOT SUBJECT TO ZONING REVIEW.



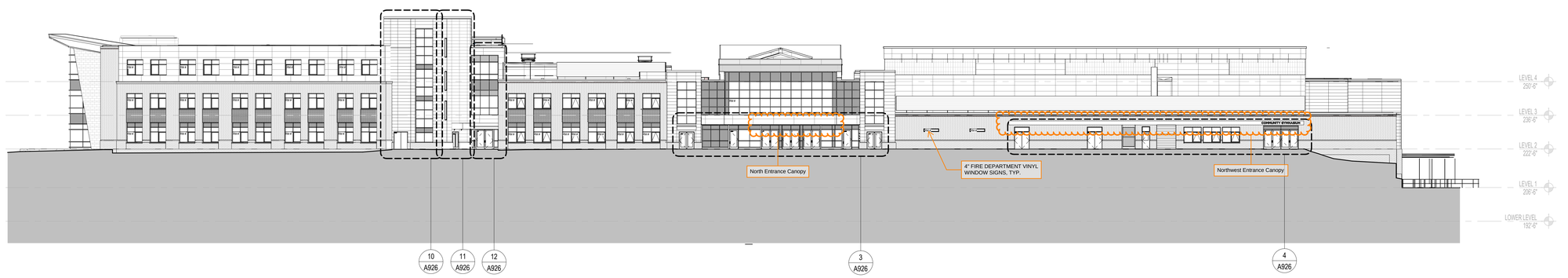
1 A925 SOUTH EXTERIOR SIGNAGE ELEVATION
SCALE: 1" = 20'-0"



2 A925 WEST EXTERIOR SIGNAGE ELEVATION
SCALE: 1" = 20'-0"



3 A925 EAST EXTERIOR SIGNAGE ELEVATION
SCALE: 1" = 20'-0"



4 A925 NORTH EXTERIOR SIGNAGE ELEVATION
SCALE: 1" = 20'-0"

GRAPHIC SCALE : 1" = 20'-0"
0 10' 20' 40'

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

FFF PROJECT NO:
Proj #2170

ORIGINATION DATE: 10/01/2025
SCALE: 1" = 20'-0"
DRAWN BY: RC
CHECKED BY:

ISSUE LOG:

SHEET CONTENTS:
MASTER SIGNAGE PACKAGE

SHEET NO:
A925

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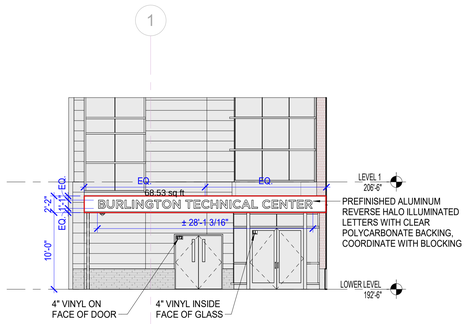
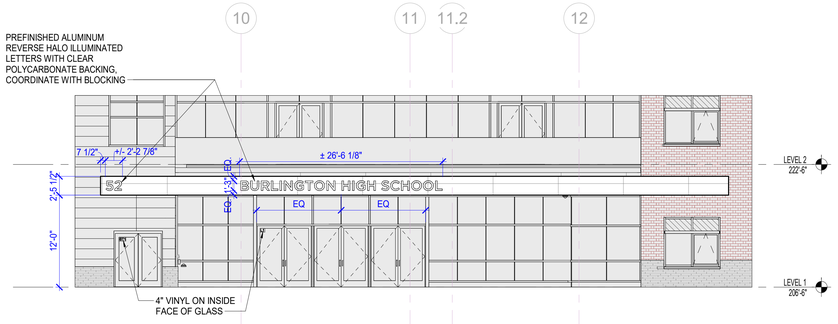
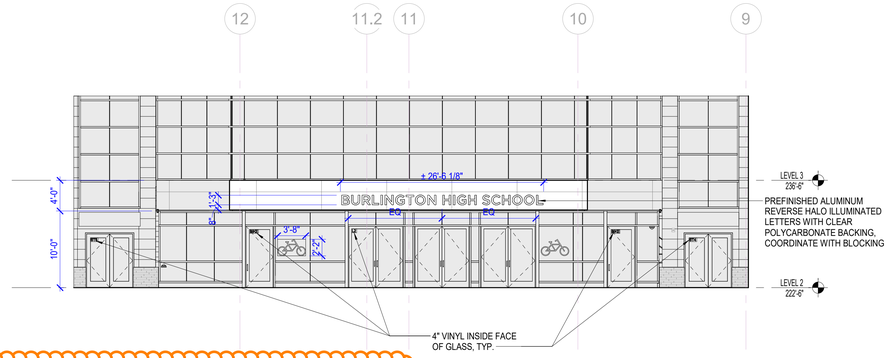
10/14/2025 11:23:54 AM



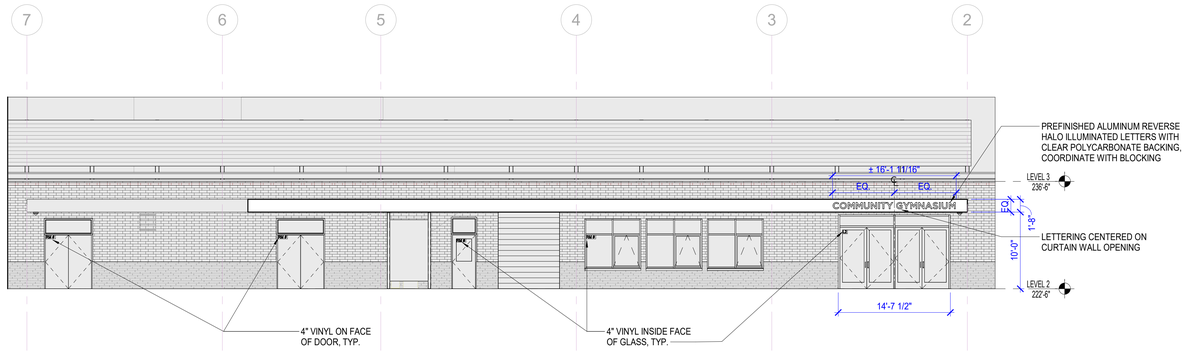
1 A926 SOUTH WEST ENTRY EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



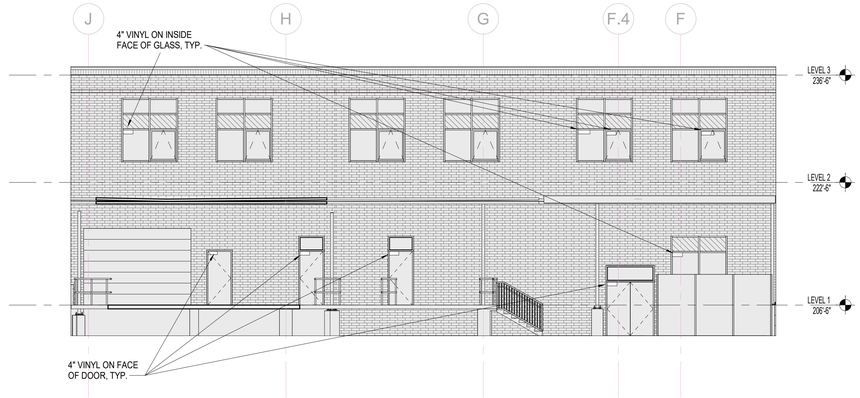
2 A926 SOUTH ENTRY EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



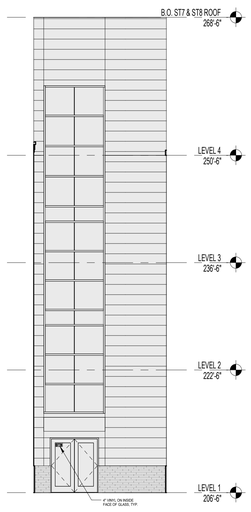
3 A926 NORTH ENTRY EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



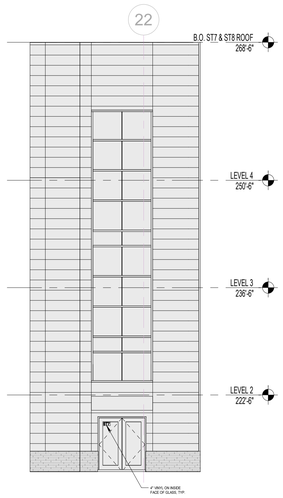
4 A926 NORTH-WEST ENTRY EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



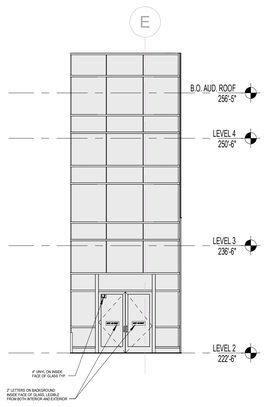
5 A926 WEST FACADE EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



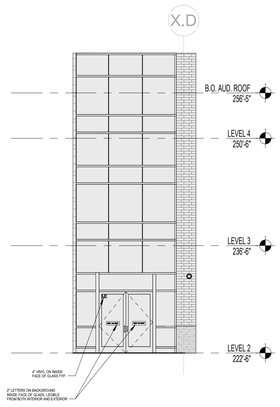
6 A926 STAIR 8 EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



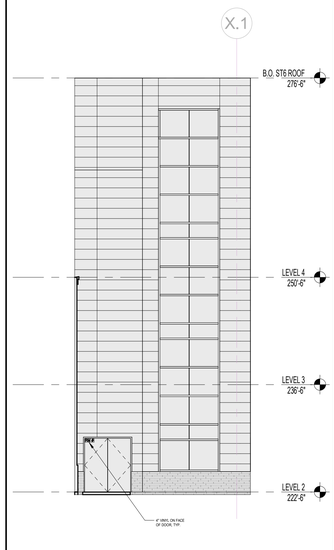
7 A926 STAIR 7 EXTERIOR SIGNAGE ELEVATION
SCALE: 1/8" = 1'-0"



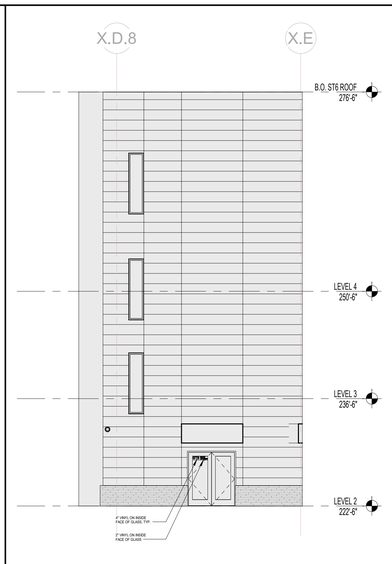
8 A926 C WING EXT. SIGNAGE ELEV. 1
SCALE: 1/8" = 1'-0"



9 A926 C WING EXT. SIGNAGE ELEV. 2
SCALE: 1/8" = 1'-0"



10 A926 ELEC. CLOSET EXT. SIGNAGE ELEV.
SCALE: 1/8" = 1'-0"



11 A926 STAIR 6 EXTERIOR SIGNAGE ELEVATION
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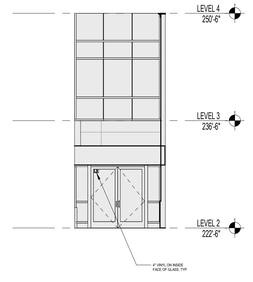

12 A926 C WING EXT. SIGNAGE ELEV. 3
SCALE: 1/8" = 1'-0"

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

FF PROJECT NO:
Proj #2170

ORIGINATION PLAN	SCALE:
06/27/2025	1/8" = 1'-0"
DRAWN BY: Author	CHECKED BY: Checker

ISSUE LOG:

CD ISSUE	NOT ISSUED
Rev. 90 - Signage Bid	06/27/2025
Rev. 93 - Signage Bid Updates	Date 93
Rev. 98 (DCD 58)	10/10/2025

SHEET CONTENTS:
EXTERIOR ENTRY SIGNAGE ELEVATIONS

SHEET NO:
A926

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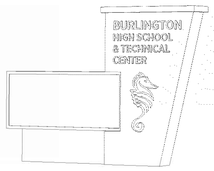
10/14/2025 11:23:05 AM



1

→ BHS → BTC ↑ COMMUNITY GYM
BUS ACCESS ONLY (BSD define hours)
NO BEACH PARKING
NO SMOKING OR TOBACCO

NOTE: DOUBLE SIDED SIGN, REVERSE ARROWS ON BACK

2

→ BHS ↑ BTC
NO BEACH PARKING
NO SMOKING OR TOBACCO

3

→ BTC
NO BEACH PARKING
NO SMOKING OR TOBACCO

4

→ COMMUNITY GYM
NO BEACH PARKING
NO SMOKING OR TOBACCO

NOTE: DOUBLE SIDED SIGN, REVERSE ARROW ON BACK

NOTE: 2 LOCATIONS ON SITE

5

AUTHORIZED ACCESS ONLY
NO BEACH PARKING
NO SMOKING OR TOBACCO

6

MISCELLANEOUS SIGNAGE

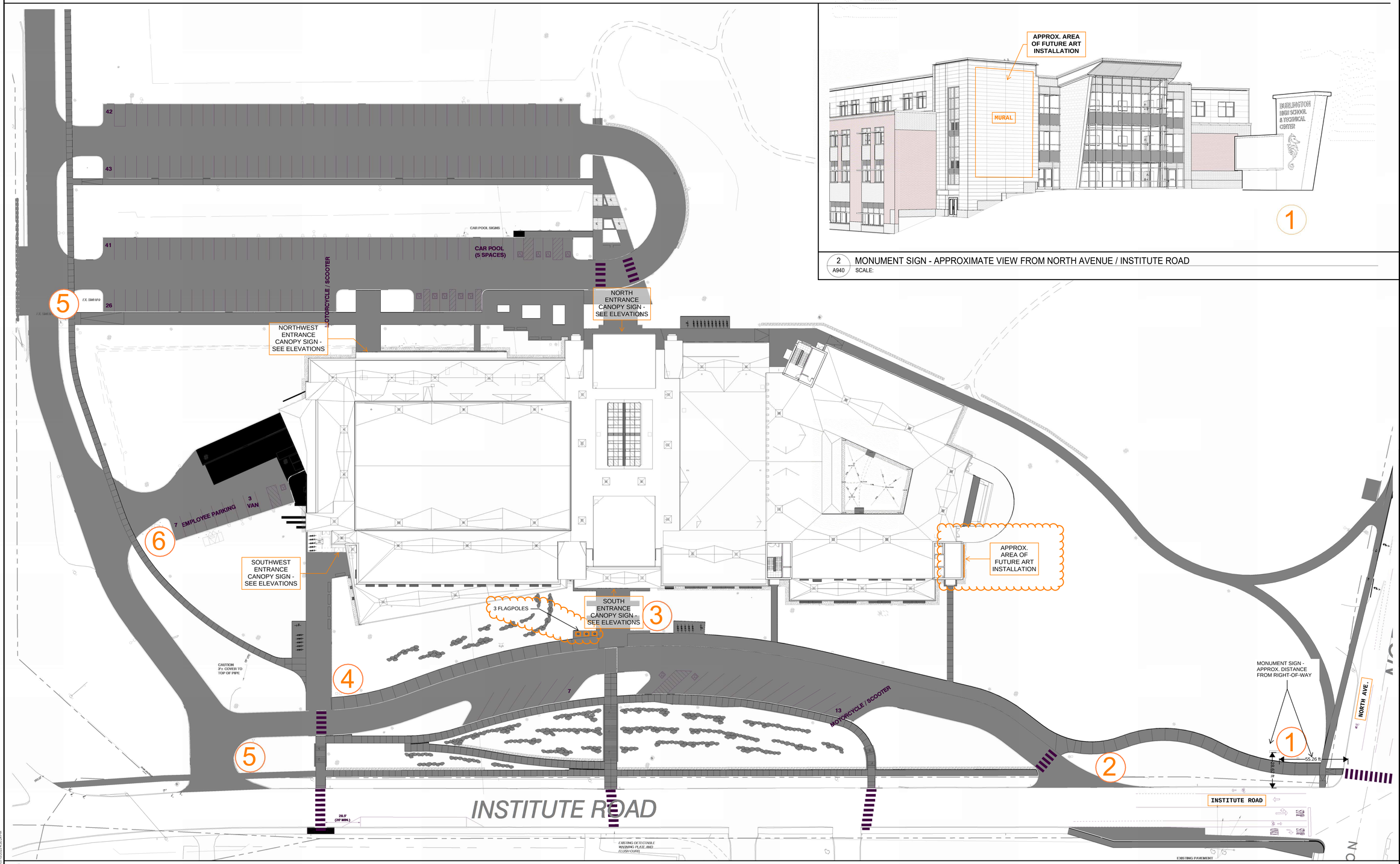
1. **3 FLAG POLES AT SOUTH MAIN ENTRANCE.**
2. **MURAL ART WORK AT EAST FACADE (NORTH AVE.)**

SITE SIGN FONT HIERARCHY

1. ENTRANCES
2. POLICIES
3. SMALL PRINT

EXACT FONT SIZES TO BE REVIEWED IN SIGN SUBMITTAL OR MOCKUP.

2 A940 MONUMENT SIGN - APPROXIMATE VIEW FROM NORTH AVENUE / INSTITUTE ROAD
SCALE:



1 A940 SITE SIGNAGE - SITE PLAN
SCALE: 1" = 30'-0"

10/10/2025 4:30:24 PM

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

FF PROJECT NO: **Proj #2170**

ORIGINATION DATE: **10/10/2025**
SCALE: **As indicated**
DRAWN BY: **Author**
CHECKED BY: **Checker**

ISSUE LOG:

SHEET CONTENTS: **MASTER SIGNAGE PACKAGE**

SHEET NO: **A940**

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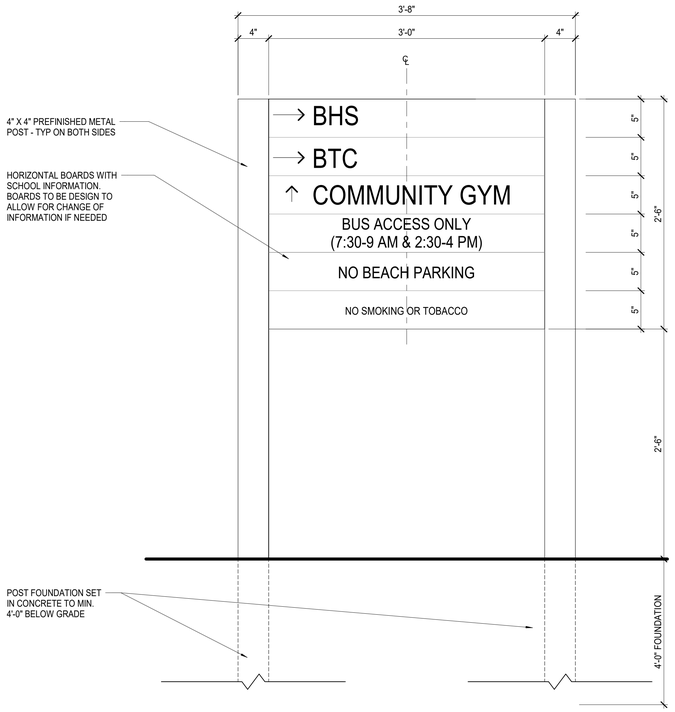

1 TYP. SITE SIGNAGE
A941 SCALE: 1 1/2" = 1'-0"

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

FFF PROJECT NO:
Proj #2170

ORIGINATION DATE:
~~06/27/2025~~ Invalid Date

SCALE:
1 1/2" = 1'-0"

DRAWN BY:
Author

CHECKED BY:
Checker

ISSUE LOG:

SHEET CONTENTS:
MASTER SIGNAGE PACKAGE

SHEET NO:
A941

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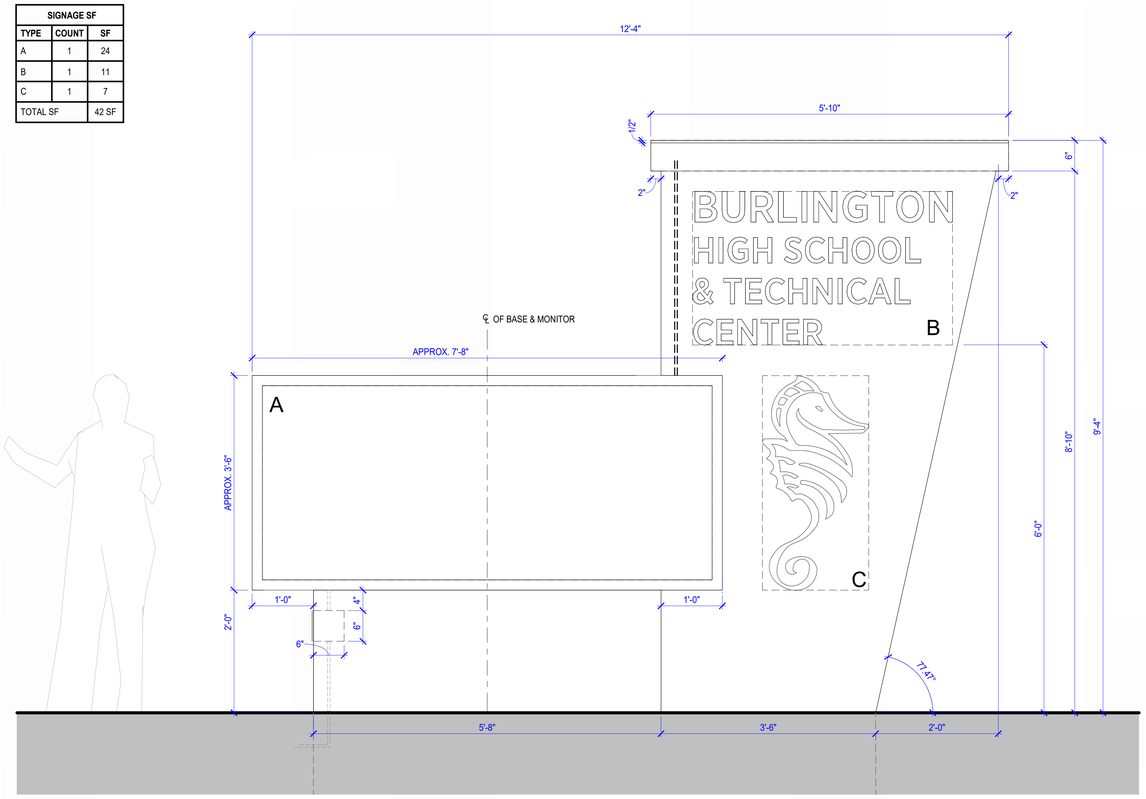
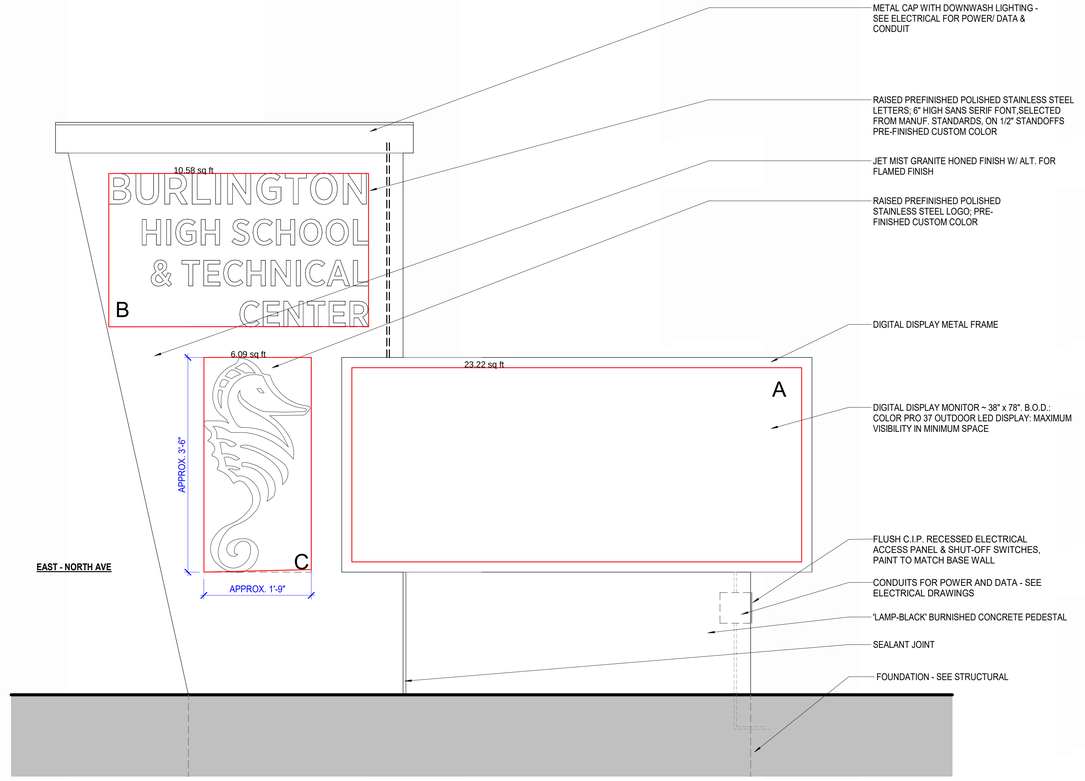
9/29/2025 10:03:31 AM

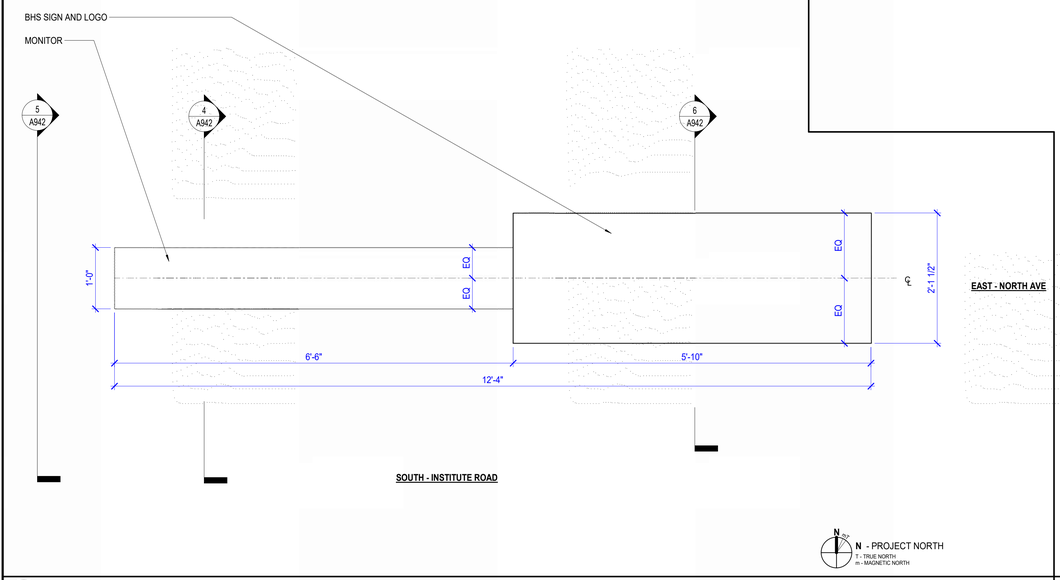
SIGNAGE SF		
TYPE	COUNT	SF
A	1	24
B	1	11
C	1	7
TOTAL SF		42 SF



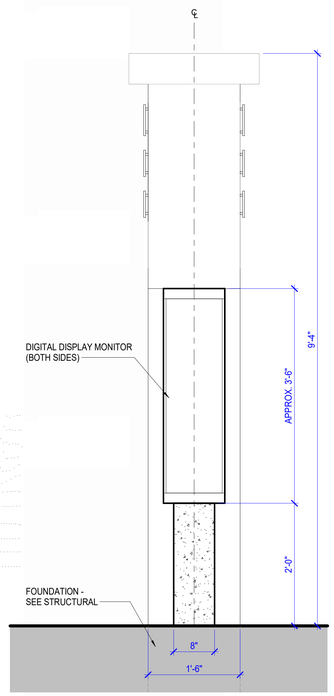
1 A942 MONUMENT SIGN - SOUTH ELEVATION (FACING INSTITUTE ROAD)
SCALE: 1" = 1'-0"



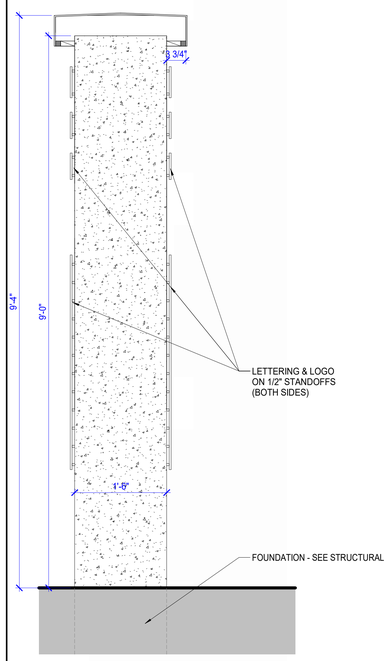
2 A942 MONUMENT SIGN - NORTH ELEVATION
SCALE: 1" = 1'-0"



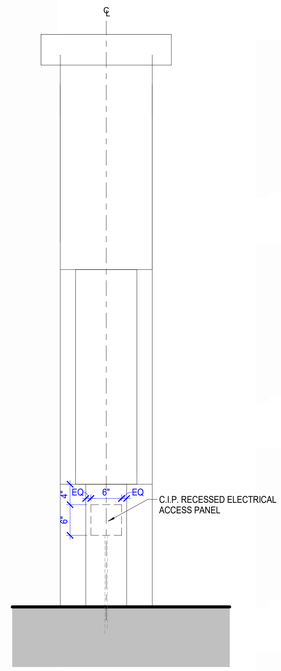
3 A942 MONUMENT SIGN - PLAN VIEW
SCALE: 1" = 1'-0"



4 A942 SECTION @ MONITOR
SCALE: 1" = 1'-0"



6 A942 SECTION @ MONUMENT
SCALE: 1" = 1'-0"



5 A942 EAST SIGN ELEVATION
SCALE: 1" = 1'-0"

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

FFF PROJECT NO:
Proj #2170

ORIGINATION DATE:	SCALE:
06/27/2025	As indicated
DRAWN BY: BK	CHECKED BY:

ISSUE LOG:

CD ISSUE	NOT ISSUED
Rev. 90 - Signage Bid	06/27/2025
Rev. 93 - Signage Bid Updates	Date 93
Rev. 98 (CCD 5B)	10/10/2025

SHEET CONTENTS:
STREET ENTRANCE SIGNAGE

SHEET NO:
A942

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10/13/2025 4:41:31 PM

SITE SIGNAGE PRELIMINARY
TECHNICAL DRAWINGS

PRELIMINARY SIGNAGE TECHNICAL DRAWINGS
LETTERING FOR CANOPY SIGNAGE
FONT TO BE UPDATED PER MASTER SIGN PLAN

QTY: 2 sets

COLOR PALETTE

Navy Blue PMS TBD

Paint finish to be satin unless otherwise specified

FACES: .090" aluminum faces painted

RETURNS: 3" deep .063 white aluminum returns; Returns welded to faces; All welds sanded smooth and painted White

BACKS: 3/8" Clear polycarbonate w/ Surface applied diffuser film to diffused LED's

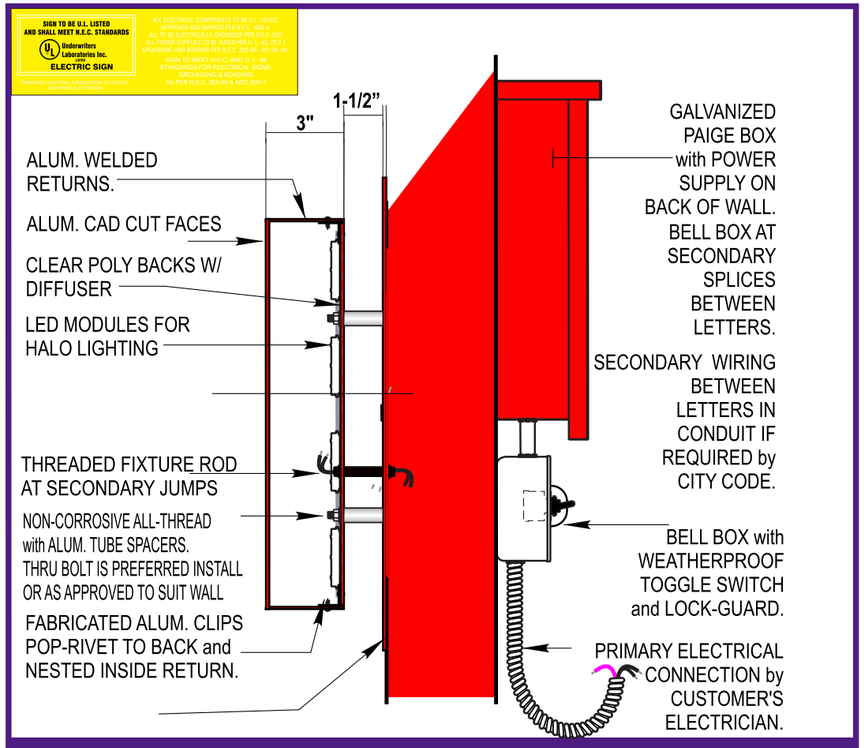
ILLUM.: Principal Sloan White LED's as required by manufacturer; **Remote Power Supplies**

INSTALL: Channel letters mechanically fastened to backer panel with 1-1/2" stand off

ALL SIGNS TO COMPLY WITH UL 48 AND WILL BE MARKED AS SUCH WITH APPROPRIATE LABORATORY LABELS.

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

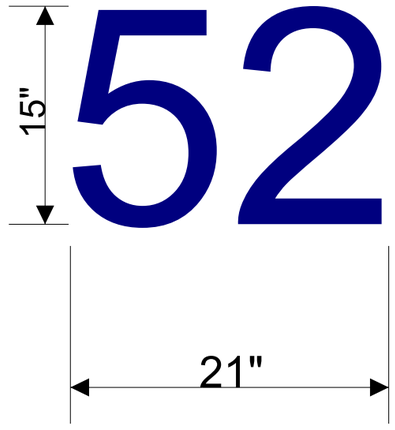
THE LOCATION OF THE DISCONNECT SWITCH AFTER INSTALLATION SHALL COMPLY WITH ARTICLE 600.6(A) (1) OF THE NATIONAL ELECTRIC CODE.



HALO LIT CHANNELS : Stand Off Remote

NOT TO SCALE

PRELIMINARY SIGNAGE TECHNICAL DRAWINGS
LETTERING FOR CANOPY SIGNAGE
FONT TO BE UPDATED PER MASTER SIGN PLAN



COLOR PALETTE

Navy Blue PMS TBD

Paint finish to be satin unless otherwise specified

FACES: .090" aluminum faces painted

RETURNS: 3" deep .063 white aluminum returns; Returns welded to faces; All welds sanded smooth and painted White

BACKS: 3/8" Clear polycarbonate w/ Surface applied diffuser film to diffused LED's

ILLUM.: Principal Sloan White LED's as required by manufacturer; **Remote Power Supplies**

INSTALL: Channel letters mechanically fastened to backer panel with 1-1/2" stand off

ALL SIGNS TO COMPLY WITH UL 48 AND WILL BE MARKED AS SUCH WITH APPROPRIATE LABORATORY LABELS.

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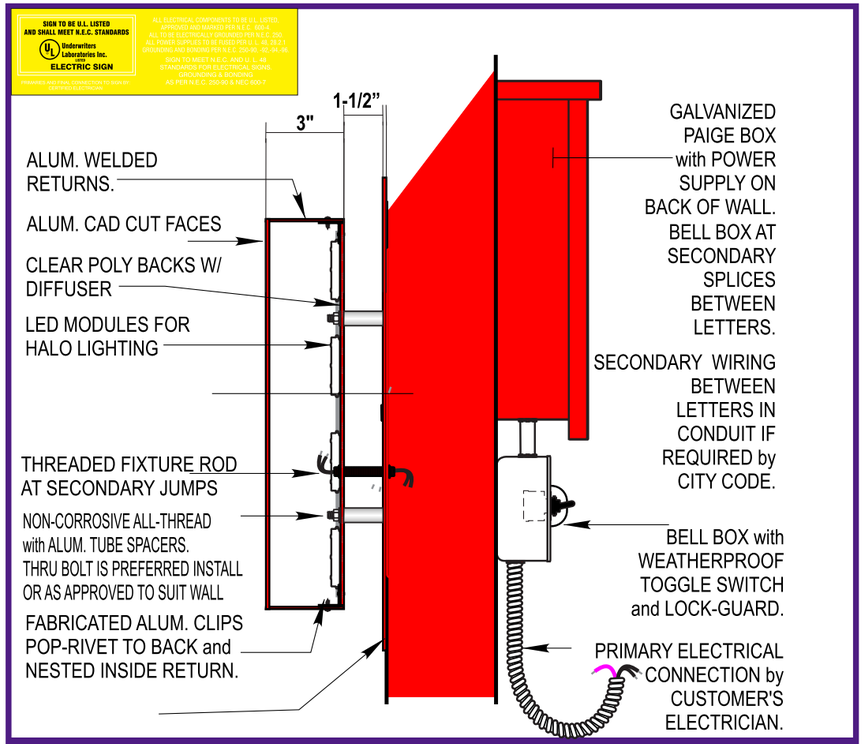

HALO LIT CHANNELS : Stand Off Remote

NOT TO SCALE

PRELIMINARY SIGNAGE TECHNICAL DRAWINGS
LETTERING FOR CANOPY SIGNAGE
FONT TO BE UPDATED PER MASTER SIGN PLAN

COLOR PALETTE

Navy Blue PMS TBD

Paint finish to be satin unless otherwise specified

FACES: .090" aluminum faces painted

RETURNS: 3" deep .063 white aluminum returns; Returns welded to faces; All welds sanded smooth and painted White

BACKS: 3/8" Clear polycarbonate w/ Surface applied diffuser film to diffused LED's

ILLUM.: Principal Sloan White LED's as required by manufacturer; **Remote Power Supplies**

INSTALL: Channel letters mechanically fastened to backer panel with 1-1/2" stand off

ALL SIGNS TO COMPLY WITH UL 48 AND WILL BE MARKED AS SUCH WITH APPROPRIATE LABORATORY LABELS.

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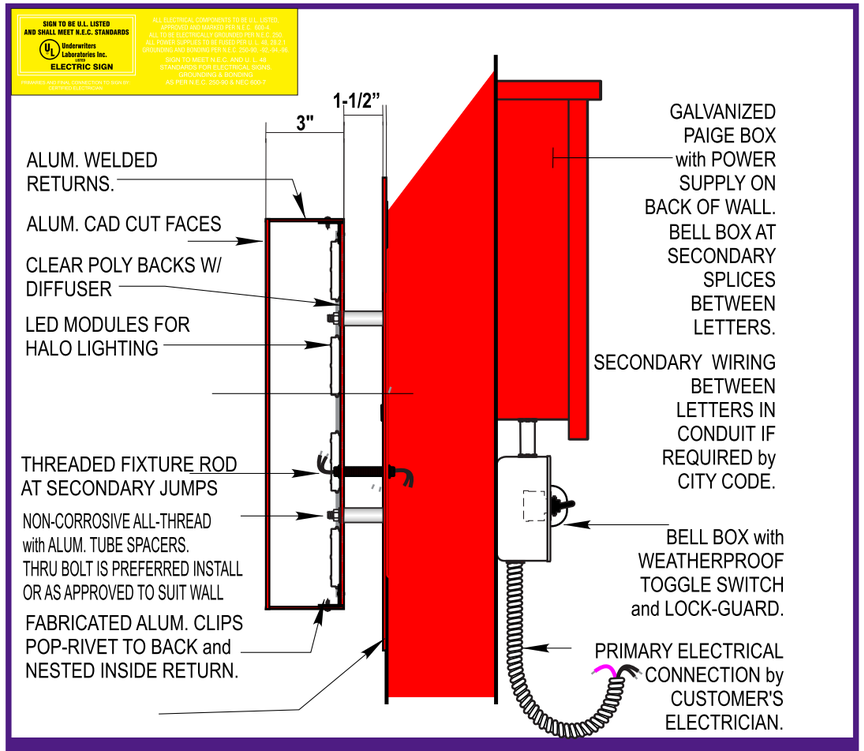


HALO LIT CHANNELS : Stand Off Remote

NOT TO SCALE

PRELIMINARY SIGNAGE TECHNICAL DRAWINGS
LETTERING FOR CANOPY SIGNAGE
FONT TO BE UPDATED PER MASTER SIGN PLAN

COLOR PALETTE

Navy Blue PMS TBD

Paint finish to be satin unless otherwise specified

FACES: .090" aluminum faces painted

RETURNS: 3" deep .063 white aluminum returns; Returns welded to faces;
All welds sanded smooth and painted White

BACKS: 3/8" Clear polycarbonate w/ Surface applied diffuser film to diffused LED's

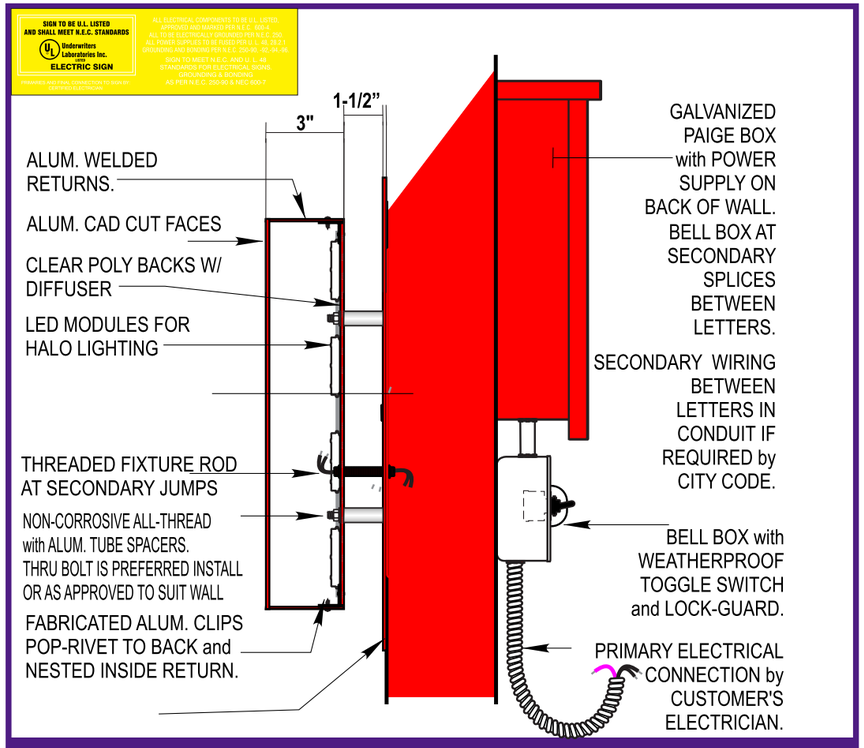
ILLUM.: Principal Sloan White LED's as required by manufacturer; **Remote Power Supplies**

INSTALL: Channel letters mechanically fastened to backer panel with 1-1/2" stand off

ALL SIGNS TO COMPLY WITH UL 48 AND WILL BE MARKED AS SUCH WITH APPROPRIATE LABORATORY LABELS.

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

THE LOCATION OF THE DISCONNECT SWITCH AFTER INSTALLATION SHALL COMPLY WITH ARTICLE 600.6(A) (1) OF THE NATIONAL ELECTRIC CODE.



HALO LIT CHANNELS : Stand Off Remote

NOT TO SCALE

PROOF #1

PROJECT #	DESIGN NAME	VARIATIONS	QTY	SINGLE or DOUBLE SIDED	HEIGHT	WIDTH	OUTPUT	MATERIALS	DATE
250898	Burlington High School - Site Signs	1 ea	28 total	S/S	5”	x 36”	Reflective white on dark blue sign panels		9-9-25

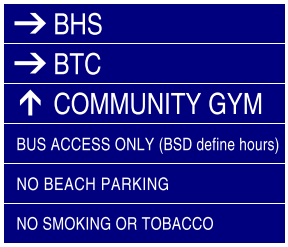
Color

white reflect on dark blue

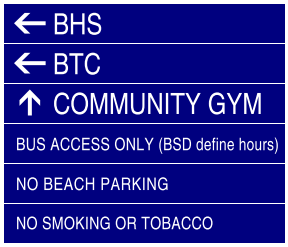
#2: double sided, 6 panels (reverse arrows on side 2)
#3: single sided, 4 panels
#4: single sided, 3 panels
#5: 2 units (5a, 5b), double sided, 3 panels (reverse arrows on side 2)
#6: single sided, 3 panels

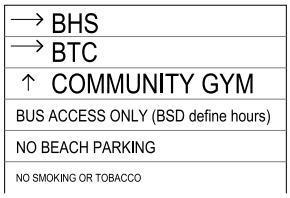
sign #2 - double-sided

SIDE 1

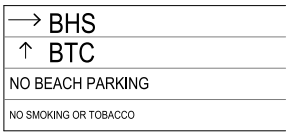


SIDE 2

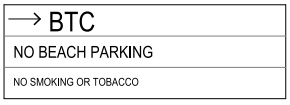




sign #3 - single-sided



sign #4 - single-sided

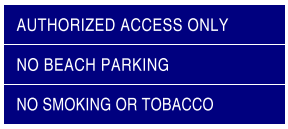


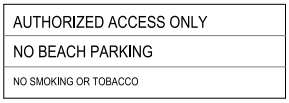
sign #5 - double-sided

SIDE 1

SIDE 2

sign #6 - single-sided





PRELIMINARY SIGNAGE TECHNICAL DRAWINGS
SITE DIRECTIONAL SIGNAGE
PROVIDED FOR ILLUSTRATION OF SIGN TYPE - WORDINGS AND FONT TO BE UPDATED

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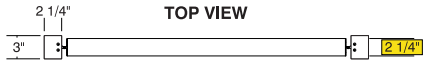
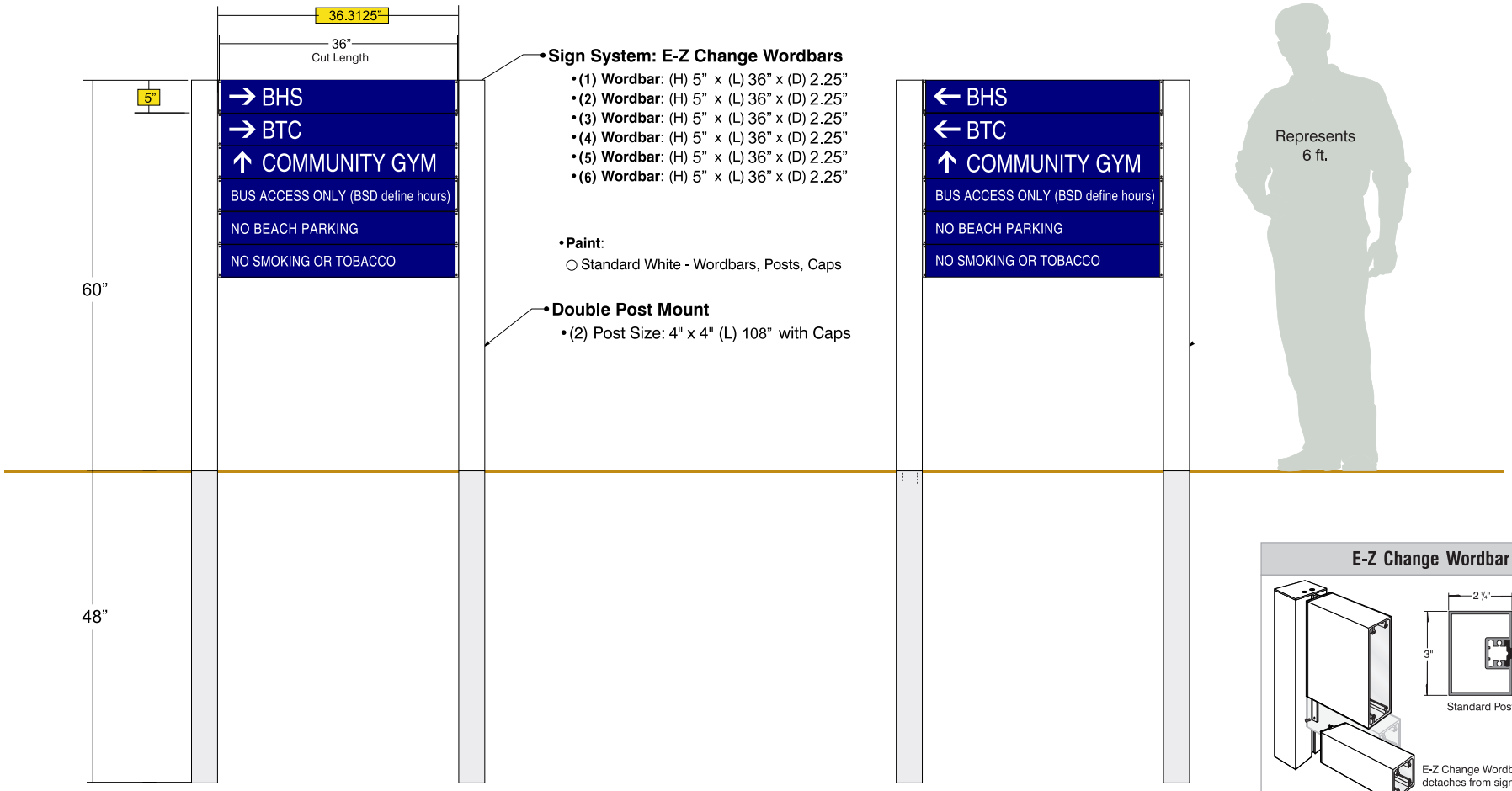
SIGNATURE:_____

I have verified that spelling and content are correct. I am satisfied with the document layout. I understand that my document will print EXACTLY as it appears. I assume all responsibility for typographical errors.



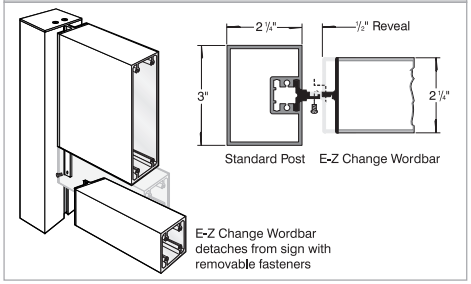
SIDE 1

SIDE 2



- **Sign System: E-Z Change Wordbars**
  - **(1) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
  - **(2) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
  - **(3) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
  - **(4) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
  - **(5) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
  - **(6) Wordbar**: (H) 5" x (L) 36" x (D) 2.25"
- **Paint**:
  - ○ Standard White - Wordbars, Posts, Caps
- **Double Post Mount**
  - (2) Post Size: 4" x 4" (L) 108" with Caps

E-Z Change Wordbar Detail



SBSIGNS
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PRELIMINARY SIGNAGE
TECHNICAL DRAWINGS
SITE DIRECTIONAL SIGNAGE

Color

white reflect on dark blue

DIRECTIONAL SIGN: DRIVE ENTRANCE AND BUS HOURS RESTRICTIONS

DIRECTIONAL SIGN: DRIVE TO UPPER PARKING SIGN

AT END OF PROPERTY (CONSTRUCTION FENCE)

DIRECTIONAL SIGN: BHS ENTRANCE AND PARKING NOTIFICATION

SOUTH SIDE: BUILDING NUMBER / BURLINGTON HIGH SCHOOL

DIRECTIONAL SIGN: BTC ENTRANCE NOTIFICATION

SOUTH SIDE: TECHNICAL CENTER

DIRECTIONAL SIGN: LOADING DOCK AREA

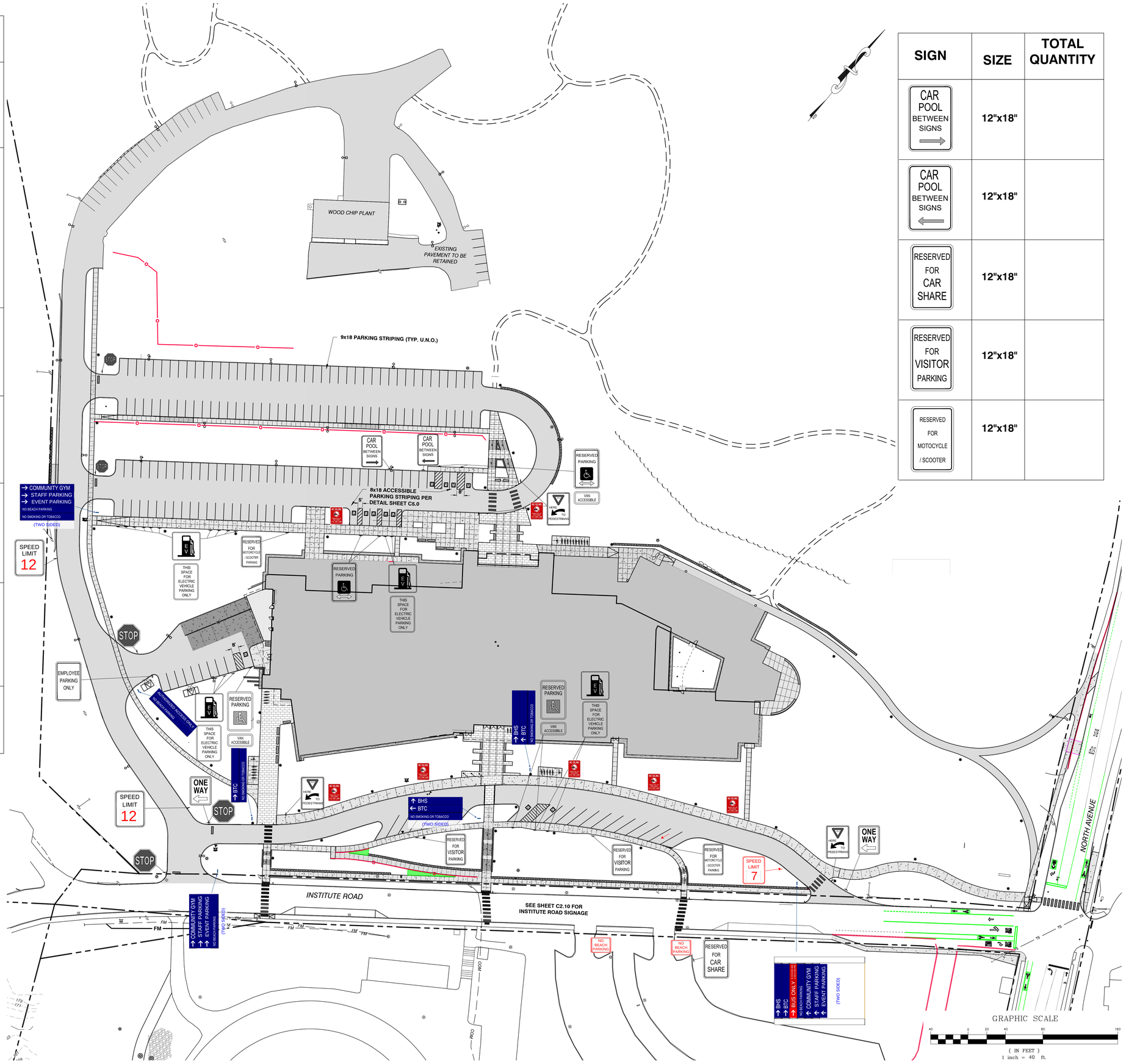
DIRECTIONAL SIGN: PARKING LOT

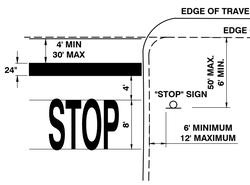
NORTH SIDE: COMMUNITY GYMNASIUM

NORTH SIDE: BURLINGTON HIGH SCHOOL

SIGN	MUTCD CODE	SIZE	TOTAL QUANTITY
STOP	R1-1	30"x30"	
E V	D9-11b	24"x24"	
THIS SPACE FOR ELECTRIC VEHICLES ONLY		24"x18"	
YIELD HERE TO PEDESTRIANS	R1-5aL	24"x18"	
ONE WAY	R6-2L	24"x18"	
RESERVED PARKING	R7-8	12"x18"	
VAN ACCESSIBLE	R7-8a	12"x6"	
RESERVED PARKING	R7-8D	12"x18"	
VAN ACCESSIBLE	R7-8a	12"x6"	
SPEED LIMIT 25	R2-1	24"x18"	

SIGN	SIZE	TOTAL QUANTITY
CAR POOL BETWEEN SIGNS →	12"x18"	
CAR POOL BETWEEN SIGNS ←	12"x18"	
RESERVED FOR CAR SHARE	12"x18"	
RESERVED FOR VISITOR PARKING	12"x18"	
RESERVED FOR MOTOCYCLE / SCOOTER	12"x18"	





* THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC

STOP BAR LAYOUT

N.T.S.

S-032 REVISED 10/7/2025

S-032 STOP BAR

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BURLINGTON HIGH SCHOOL & BURLINGTON TECHNICAL CENTER

52 INSTITUTE ROAD, BURLINGTON, VERMONT

CEA PROJECT NO: 21255

ORIGINATION DATE: 10/21/2025

SCALE: 1" = 40'

DRAWN BY: MAB

CHECKED BY: DSM

ISSUE LOG: CD ISSUE - 06/23/2023

SHEET CONTENTS: PROPOSED PAVEMENT MARKING PLAN

SHEET NO: C2.11

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SOUTHEAST VIEW: MONUMENT SIGN -

VIEW FROM INSIDE CONSTRUCTION FENCE, CORNER SIDEWALK IS TWICE AS FAR BACK AND HAS MORE VIEW TO THE BUILDING FROM CORNER

SOUTHEAST VIEW: FUTURE ART / MURAL

602 North Ave
Burlington, Vermont
Google Street View
Oct 2021
See latest date
BURLINGTON
HIGH SCHOOL
& TECHNICAL
CENTER

Signage Permit Application Comments - Design Team Responses December 9, 2025

Comment	Response	Action
Traffic signals/pedestrian heads: The package introduces new pedestrian movements and a new crosswalk on North Ave, but there are no pedestrian signal heads or pushbuttons shown. MUTCD requires these upgrades whenever new crossings are added. I would like to see this accurately represented in the package.	Changes to this intersection to facilitate the crossing on the north leg of the intersection are pending coordination on equipment, layout, etc. with DPW Traffic.	VHB coordinating with Burlington DPW traffic team
Mid-block crosswalk signage: No signage is provided. MUTCD calls for R1 6 “Yield Here to Pedestrians” or R1 5a “Stop Here for Pedestrians” at each approach, plus advance W11 2 pedestrian crossing signs with W16 7P arrow plaques.	Sheet C2.10 (attached) shows the required school zone crossing signs. The R1-6/5a is only needed if there are yield markings or a stop bar in advance of the crosswalk, which are not shown.	No change required.
Clustered crosswalks: There are three mid-block crosswalks placed very close together; barely 200 feet apart, which is the bare minimum spacing. More crosswalks are not always better; it often means more conflict points and not necessarily more safety. I realize I may be coming late to the party, but I’d like to hear some justification on why this was considered a good design choice.	Previously, there were two very closely spaced (~75 ft) mid-block crosswalks connecting walkways and destinations on each side of Institute Road. The new mid-block crossings are located at the anticipated desire lines for students to access destinations on each side of Institute Road. The preference was to mark appropriately spaced crosswalks that would be utilized by students along desire lines rather than have students crossing at these desired locations without markings and signage.	Explanation of prior permitting process and approvals is noted in response. Design team available for additional discussions if necessary.
STOP legends at signals: Pavement markings show “STOP” at a signalized intersection, which is not MUTCD compliant. STOP stencils are for STOP signs not light controlled intersections.	Yes, remove STOP markings at signalized intersections.	CEA will remove STOP markings from documents

Parking striping vs. signage: Spaces and no parking areas are striped but not defined with signage. Also Appendix C of the Code of Ordinances must be updated to define the spaces in public ROW; and include proper MUTCD signs (R7 1 “No Parking,” R7 8 “Reserved Parking,” R7 8a “Van Accessible,” etc.), placement, and specifications for the signs and orientation	This appears to be referring to existing parking zones within the Institute Road ROW that have not been part of this project. At the time of the permit these spaces were understood by the City and Design teams to be left as-is pending DPW review and planning for future Institute Road changes. Please clarify comment and intended scope request.	None planned, pending additional clarifications on comments.
Bus stops on North Avenue: Both the northbound and southbound stops are missing signage and specifications. MUTCD requires clear bus stop signs, placement standards, and curbside markings to define the stop zones. These also need to be detailed in Appendix C, and proper sign types, dimensions, and installation notes.	An R7-107 or R7-107b with a GMT pictograph would be appropriate at the bus stops.	CEA to indicate R7-107 or R7-107b with GMT pictograph and placement location on documents
Reserved/EV/motorcycle spaces: Custom wording like “THIS SPACE FOR ELECTRIC VEHICLES ONLY” and “RESERVED FOR MOTORCYCLE/SCOOTER” should be replaced with MUTCD compliant symbols (e.g., D9 11b for EV charging) and signage.	Parking signs in private lots don’t need to be MUTCD standard if they are word-only signs (symbols can’t be changed). The custom “THIS SPACE FOR ELECTRIC VEHICLES ONLY” signs shown are fine; if they are to be combined with an EV charging symbol sign as shown in the plans, the symbol should be a standard D9-11b. The standalone “RESERVED FOR MOTORCYCLE/SCOOTER” signs shown are fine as-is.	CEA to update EV charging symbol to D9-11b standard.
Directional signs: Language such as “CAR POOL BETWEEN SIGNS” and “RESERVED FOR CAR SHARE” is non-standard and not enforceable. Needs to be standardized.	There are no standard MUTCD signs for this application – the custom carpool and car share parking signs shown are fine as-is and their placement is consistent with the proposed TDM plan.	No change required.

Monument sign/electronic display: As previously pointed out, proposed size (72 sq. ft.) and height (9'4") exceed ordinance limits (60 sq. ft., 6' max). Brightness (7,500 nits vs. 5,000 allowed), message cycle (15 seconds vs. 2 minute minimum), and inclusion of logos/colors are all adverse findings under zoning.	**Monument Sign:** The proposed plan requests the 20% variance under Sec. 7.1.11 Alternative compliance on the proposed size (from 60 sf to 72 sf). It is the design team interpretation that the location of the sign (height from ground) under the Master Sign Plan has flexibility from standards per 7.3.4(d). We understand that both of these elements require DAB review and DRB approval. **Electronic Display:** It is the design team interpretation that the electronic display variations in colors/letters and graphics styles, and methods of illumination all can fall under Sec. 7.3.4 Flexibility from Existing Standards. We recognize that this will require DRB review and approval. BSD is prepared to adjust the electronic display elements of the master sign plan as mandated by DRB review. The physical sign assembly would not change, all elements flagged for adverse findings are a function of the display programming. Note in particular that it is not possible to purchase modern displays of this type at this low of a brightness, however they all have programmable dimming and can be set to comply with zoning requirements.	DAB and DRB review in process.
Mural: Proposed on North Avenue frontage, which zoning flagged as non-compliant. Needs reconsideration.	Intent of BSD is to provide public art in a future project. The nature, shape, and sculptural or graphical qualities of that art are entirely undefined. Provision was included in Master Sign Plan to initiate discussion and clarify requirements. We are interested in hearing DAB/DRB response to this item and can remove it from the MSP if required.	DAB and DRB review in process.
General consistency: Multiple overlapping reserved parking sign variants (R7 8, R7 8a, R7 8D); should be consolidated to avoid redundancy.	The combination of R7-8 and R7-8aP signs as shown in the plans are a standard MUTCD application and are fine as-is.	No change required.