Burlington Design Advisory Board
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Design Advisory Board

Tuesday, January 27, 2026, 3:00 PM

Remote and In Person (at 645 Pine Street) Meeting

Please click the link below to join the webinar:

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1. Agenda

1.1.

Session I – 3:00 PM – 3:30 PM

ZP-26-18; 125 Lakeside Avenue (E-LM, Ward 5) Ride Your Bike, LLC / Andrew Foley
Proposed construction of a multi-unit residential structure with related site infrastructure improvements. (Project Manager, Scott Gustin)

2. Adjournment

3. Informational and Non-Discrimination Statements

3.1.

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Department of Permitting and Inspections
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William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Kirk Dressing, Associate Planner
Joseph Cava, Permitting Technician
Collin Naheedy, Code Compliance Officer

MEMORANDUM

To: Design Advisory Board
From: Scott Gustin
Re: 125 Lakeside Avenue
Date: January 27, 2026

File: ZP-26-18
Location: 125 Lakeside Avenue
Zone: E-LM **Ward**: 5
Parking District: Shared Use
Date application accepted: January 15, 2026
Applicant/ Owner: Andrew Foley / Ride Your Bike, LLC
Request: Proposed construction of a mixed use development (204 dwelling units and 7,650 sf non-residential area) with related site infrastructure improvements.

Overview:
The applicant is seeking approval to construct a mixed use residential and commercial development and associated parking and site improvements. The two attached buildings will contain 204 residential units and 7,650 sf of non-residential space on the ground floor. Onsite parking will be split between structured and surface parking for vehicles and long- and short-term bike parking facilities. New green space in the form of stormwater infrastructure, gardens, and site amenity will be provided as well. The property is located within the SEID (South End Innovation District) overlay within the E-LM zone.

This application is the first of potentially several applications to redevelop what is presently ~ 13 acres of surface parking and other undeveloped space in the South End. A number of new lots and a public street grid are anticipated. The first 3 lots are included in a separate, but related, application. The first section of new public street is included in project plans for this application. The Development Review Board reviewed a sketch plan for the overall project concept in September 2024.

Article 6: Development Review Standards:
Part 1: Land Division Design Standards
Section 6.1.2 Review Standards
No subdivision is included in this application. As noted above, a separate application has been filed for a 3-lot subdivision and will be reviewed per the applicable subdivision criteria. Development included in this application would take place on proposed Lot 1 of that related subdivision.

Part 2, Site Plan Design Standards
Sec. 6.2.2, Review Standards
(a) Protection of important natural features
The proposed development will take place on what is presently a surface parking lot. No important natural features will be removed by this development. As noted above, new green space will be introduced onsite as part of this development proposal.

(b) Topographical alterations
The property is essentially flat and will remain so. Limited grading will be required, in particular, for stormwater infrastructure and building foundations. Development will work with the moderately descending east/west grade on Lakeside Avenue.

(c) Protection of important public views
There are no identified important public views from or through the subject property.

(d) Protection of important cultural resources
There are no historic buildings on the development site. The historic Queen City Cotton Mill building sits to the north, across Lakeside Avenue. The proposed development will not encroach into this nearby historic property.

(e) Supporting the use of alternative energy
Application materials indicate that ground-source geothermal heat pump will be used for heating and cooling of the building. Rooftop solar is anticipated in the future.

(f) Brownfield sites
The property is not a brownfield. It was green space prior to its conversion to parking to support the variety of commercial uses located in the Queen City Cotton Mill building across the street. An environmental site assessment has been done and found no soil contamination on the construction site.

(g) Provide for nature's events
A comprehensive stormwater management plan is included in the application. Several onsite green infrastructure features are proposed, including gravel wetlands, rain gardens, and silva cells for new trees. The stormwater system will be reviewed by the city's Stormwater Program in accordance with the standards of Chapter 26. An erosion control plan for use during construction has also been provided and will, likewise, be reviewed by the Stormwater Program.

Area for wintertime snow storage is not evident on the project plans and should be noted. Building entries are generally sheltered with overhangs or canopies.

(h) Building location and orientation

Sec. 4.5.6, *South End Innovation District*, (SEID) contains standards for building location and orientation standards specific to the SEID overlay.

Sec. 4.5.6, South End Innovation District Overlay:

(a) Areas Covered

The proposed development site is entirely within the SEID overlay.

(b) District Specific Regulations

Table 4.5.6-1:SEID Dimensional Standards & Density

Block Perimeter[1]	**Max. Intensity** (floor area ratio[2,3])	**Max Building Size per Floorplate**[4,5]	**Max. Lot Coverage & Pervious Surface Required**[6]	**Minimum Building Setbacks**[6] Front	Side	Rear	**Max. Height**[7]
1,600' max	2.5 FAR	Floors 1-6: 15,000 sq. ft. Floors 7-8: 10,000 sq. ft. *Except as permitted by Sec.4.5.6 (c) 1*	80% max impervious	0' min 20' max[5]	0' min 20' max[5]	0' min 20' max[6]	85'

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

The proposed construction will occur on a lot within what will become one block in the overall development. The lot fits within the maximum block perimeter.

A FAR of 2.36 is proposed (152,001sf) and is below the maximum permissible 2.5.

The proposed construction consists of two attached buildings. Each building footprint is below the 15,000 sf maximum permissible (14,927 sf and 12,552 sf)

Proposed lot coverage is 77.4% and is below the maximum 80% permissible.

The application notes that the proposed front setback is 9,' the side is 10' 4," and the rear is 20.' Actually, the property contains only front and side setbacks due to the 3 street frontages. In any event, building setbacks are complaint.

The development site is split by a 4-story / 45' height limit to the west and a 6-story / 65' height limit to the east. As proposed, the building will be up to 59' and 5 stories in the 4-

story height area and 66’ and 6 stories in the 6-story height area. The proposed heights are acceptable due to the affordable housing that is included in the project. Per Act 47 of 2023 (the so-called Home Act), developments including affordable housing as defined in statute may include an additional story of building height. Sec. 5.2.6 (c) 6 of the Comprehensive Development Ordinance enables up to 10% additional height to accommodate grades so long as an additional story does not result. Such is the case here.

Table 4.5.6-2: Frontage and Activation Standards

Frontage Type	Min lot frontage occupied by buildings[1,2]	Percent of ground floor building frontage containing non-residential uses[1]	Ground level entries required
Primary	80% min	80% min	Every 60’ min
Secondary	70% min	20% min or 500 sq. ft. whichever is greater	

1) Measured linearly.
2) A courtyard on a building façade adjacent to a street or Public Path, with minimum dimensions 12 feet minimum and 35 feet maximum, shall be counted in the calculation of frontage to satisfy this requirement.

The primary frontage is along the new Innovation Lane, and the secondary frontages are along Lakeside Avenue and the new Cross Street. The building along Innovation Lane has ~84% frontage. Along Lakeside Avenue and Cross Street, the secondary frontages are both ~ 84%.

Nonresidential uses occupy ~82% along the primary frontage and 29% and 37% occupancy along the Lakeside Avenue and Cross Street secondary frontages, respectively. Non-residential area is noted in the application plans and complies with the 500 sf minimum relative to frontage.

Ground floor entries are proposed with ~57’ maximum spacing along the primary frontage.

1. Dimensional Standards & Density
See above. Not applicable as to standards for floors 7 & 8 (not proposed) or bonus lot coverage (not proposed).

2. Frontage and Ground Floor Activation Standards
Not applicable for DAB review.

3. Parking
Not applicable for DAB review.

4. Uses
Not applicable for DAB review.

(i) Vehicular access

A single vehicular access point is proposed into the site. It will be located to the south along the new Cross Street and will provide access to structured and surface parking. The driveway is adequate for 2-way circulation.

(j) Pedestrian access
New sidewalks will line much of the site's perimeter except where limited by grades along Lakeside Avenue. Building entries will have direct access to both public sidewalks and interior walkways. The proposed sidewalk along Cross Street does not cross the driveway as recommended by this criterion; however, there is nothing for it to connect to further west. In this case, not crossing the driveway is acceptable. As required, walkways provide pedestrian routes to and from the onsite parking.

(k) Accessibility for the handicapped
The site plans depict ADA parking. The application narrative indicates that pedestrian circulation areas will be constructed to meet ADAAG guidelines throughout.

(l) Parking and circulation
As required by this criterion, the proposed parking is located to the side and rear of the development along Cross Street. As previously noted, parking will consist of structured spaces within a building and adjacent surface spaces. Screening of the parking is achieved by its location within the building. The surface parking lot, with just 13 spaces, is not large enough to require shade trees. Although not part of Design Advisory Board review, it is worth noting that a transportation demand management (TDM) plan will be required and is not included in the application materials.

(m) Landscaping, fences, and retaining walls
A comprehensive landscaping plan has been provided. New street trees are proposed along much of the site's perimeter and will require review and approval by the City Arborist. Interior green spaces integrate stormwater management features with other public amenity spaces. A series of raised garden beds along the western edge of the site are labeled "community garden." It is unclear if all, or some, of these will be publicly accessible via the city's community garden program or accessible only to residents. A combination of both is recommended.

A welded wire fence will run the length of the property's western boundary parallel to the railroad tracks. Vines will be planted along its length to soften its appearance. Another section of wooden fence atop a board form concrete wall is proposed along one of the interior gravel wetlands.

(n) Public plazas and open space
The site layout provides outdoor spaces, both hardscaped and greenscaped, for use by residents. Interior walkways facilitate pedestrian circulation, and functional green spaces provide for passive recreation and enjoyment in addition to stormwater management.

(o) Outdoor lighting
New outdoor lighting is proposed and is distributed among several lighting environments: building entries, walkways, court yards, and parking areas. A photometric plan depicts proposed

lighting levels in footcandles and calls out several individual lighting environments. The application narrative calls out a variety of lighting fixtures, including post-top, bollards, wall mounted, and catenary. No lighting fixture cutsheets have been provided and are needed.

Presumably, building entry illumination is captured in the photometric plan, but it is not called out specifically. Outdoor illumination of building entries is limited to an average of 5.0 footcandles. Confirmation is needed.

Walkway illumination is specified and is too bright. Per Sec. 5.5.2, f, 2 of the CDO, walkway illumination is limited to 0.5 footcandle average, and maximums within that average may not exceed 2.0 footcandles.

Parking garage illumination is called out and is brighter than the parking lot. Sec. 5.5.2, f, 5 of the CDO refers to IESNA standards for parking garage illumination. It is not clear what standard the applicants are using for the parking garage. This detail is needed.

Parking lot illumination levels are compliant with established maximums and uniformity ratio per Sec. 5.5.2, f, 1 of the CDO. Mounting heights are not evident and are limited to 25.' Mounting height information is needed.

(p) Integrate infrastructure into the design
Utility plans have been provided, and much of the related mechanical equipment will be within enclosed spaces. A place for trash and recycling pick up is clearly noted at the southwest corner, but the locations of the actual dumpsters and recycling receptacles are not evident. Garden storage area will be provided, and mailboxes will be in the building interior. A transformer to serve the project will be enclosed adjacent to the garden storage.

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

1. Massing, Height, and Scale

Two relatively large buildings are proposed and will be connected by open air covered walkways. The large scale of this development is mitigated by the careful massing of the buildings. They are split into several distinct sections with a prominent anchor at the corner of Innovation Lane and Lakeside Avenue. The ground floor is distinct from the upper floors, and the top level reads like a penthouse. The central entry along Innovation Lane is enhanced with a projecting canopy between the two buildings. As with massing, perceived height is mitigated by separate treatment of the top level with different materials and a slight recess.

Roofs and Rooflines

Flat roofs are proposed and are common for relatively large mixed use buildings. Varying rooflines among the sections of the two buildings adds visual interest.

2. Building Openings

Glazing along the ground floor street frontages consists largely of storefront type glass, particularly along Innovation Lane. Adjacent residential spaces have generous, uniformly applied glazing to enable passive solar illumination and outward views for occupants. Glass within the building anchor at the corner of Lakeside Avenue and Innovation Lane appropriately differs from glazing in neighboring sections.

(b) Protection of important architectural resources
There are no historic buildings on the subject property.

(c) Protection of important public views
See Sec. 6.2.2 (c).

(d) Provide an active and inviting street edge
Street-facing building entries are well defined and easily accessible from the public sidewalks. Ample storefront glass along the buildings' primary frontage and around to the secondary frontages enables visual access into the non-residential building spaces. As noted above, the street level building exterior is visually differentiated from upper levels. Recessed entries invite people into the buildings. The center entry along Innovation Lane acts as a primary gateway into the building and the site.

(e) Quality of materials
Exterior building materials consist largely of glass and fiber cement panels (wood and glass fiber varieties). Brick is the primary material at the corner of Lakeside Avenue and Innovation Lane. Metal mesh screening is proposed within the parking garage, and balconies will have metal guardrails with metal mesh. Canopies at street level are wooden. Metal copping lines the rooftop perimeters. Proposed materials are of acceptable quality and durability for this new construction.

(f) Reduce energy utilization
As proposed, the buildings will comply with current energy efficiency standards. According to the application narrative, it will be an all-electric construction with a ground-source geothermal system for heating, cooling, and hot water. Building insulation, energy recovery ventilation, and other elements will contribute to energy efficiency.

(g) Make advertising features complimentary to the site
Not applicable.

(h) Integrate infrastructure into the building design
Minimal rooftop mechanical equipment is evident on the project plans. Screening details, either with enclosures or siting on the rooftop, to minimize public visibility are needed. As noted above, most mechanical and utility equipment is located within the buildings or other enclosures.

(i) Make spaces safe and secure
The proposed buildings must comply with the city`s current egress requirements as administered by the building inspector. The construction will include fire protection per the 2025 VT Fire and Building Safety Code. Entries will be illuminated, and access into the site will be controlled.

RECOMMENDED MOTION:

Approve the project as conditioned and forward to the Development Review Board.

1. Revise site plans to depict wintertime snow storage area and locations of exterior dumpsters and recycling receptacles.
2. Revise outdoor lighting to be compliant with the standards of Sec. 5.5.2 and include fixture cutsheets.
3. Provide screening details for rooftop equipment.
4. City Arborist review and approval of the street trees is required. Public accessibility to some of the proposed community garden space is recommended. Coordinate with the Dept. of Parks, Recreation, & Waterfront.
5. A transportation demand management (TDM) plan is required.

Project Narrative for COA Level II Site Plan Review

Project Site:	125 Lakeside Avenue. (Ward 5, E-LM, SEID, Tax No. 053-2-009-000).
Project:	Ride Your Bike Building A
Property Owner:	Ride Your Bike, LLC
Applicant:	RYB Building A, LLC
Date:	January 14, 2026

Permit Request:
This application is for Site Plan approval for the development of Lot 1 at 125 Lakeside Avenue. While the Project has been associated with the *South End Coordinated Redevelopment (SECORD)*, this application is a "stand-alone" project, independent of any future development on other lots or parcels. The development program for the proposed Project includes 204 residential units, 7,650 SF of non-residential floor area, off-street surface parking for 25 vehicles, landscaping and other site amenities. In addition, improvements are proposed to the proposed north/south ROW (Innovation Lane) directly east of Lot 1, and to the east/west ROW (North Cross Street) directly south of Lot 1, including associated utilities (water, sewer, stormwater and power/telecom, lighting, etc.).

Note: Along with this application, a separate COA Level II Subdivision Review Application is being filed for 125 Lakeside Avenue, a 6.3-acre parcel, which will create two (2) additional lots plus a future right-of-way including:

- Lot 1: 1.48 ac (lot subject to this application)
- Lot 2: 3.75 ac
- Lot 3: 0.60 ac
- ROW: 0.50 ac.
- Total: 6.33ac

Background Information:
For the past several years, the owners of 125 Lakeside Avenue parcel, together with the owners of adjacent properties located at 68 Sears Lane (City of Burlington) and 175 Lakeside Avenue (Champlain College), have worked collaboratively on how best to transform the underutilized 13+ acre assemblage into a vibrant, sustainable and accessible mixed-use neighborhood. The collaboration, known as *South End Coordinated Redevelopment Plan (SECORD)*, relies on the land use controls codified by the City in the South End Innovation District (SEID) overlay zoning to inform a future development framework, enabling the Parties to collaborate on a planned mix of land uses as well as potential infrastructure solutions, such as transportation, parking, and utilities. This subdivision and Lot 1 site plan review comprise a stand-alone Phase 1 of the potential larger, mixed-use SECORD plan.

Pre-application and Sketch Plan review has been completed as follows:

Pre-Application Conferences (Section 3.2.1)

5/29/2024: Administrative Conference with Staff (Scott Gustin)
7/11/2024: NPA Public Neighborhood meeting
8/8/2024: TRC Sketch Plan Meeting
9/3/2024: DRB Sketch Plan Meeting
9/9/2024: Conservation Board Sketch Plan Meeting

The proposed development meets the relevant sections of the Burlington Comprehensive Development Ordinance as follows:

Applicable Regulations:

Article 3 (Applications and Reviews),
Article 4 (Maps & Districts),
Article 5 (Citywide General Regulations),
Article 6 (Development Criteria & Guidelines), Article 8 (Parking),
Article 9 (Inclusionary and Replacement Housing), and
Article 10 (Subdivision)

Articles
Article 3: Applications and Reviews
Part 5, Conditional Use & Major Impact Review:
Section 3.5.6

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

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

As described above, the proposed development of Lot 1 at 125 Lakeside Avenue implements the shared vision of SECORD, which has been planned over the past several years in close coordination with the City of Burlington and Champlain College. Existing or planned facilities include network of public streets and related infrastructure to serve this, and other projects in the immediate area. The City Planning Office, Department of Public Works, Department of Parks and Recreation and Burlington Electric Department have been involved in the municipal review of this proposal since Technical Review Committee on August 8, 2024. Ability to serve letters have been submitted to each department.

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

As noted above, the project site and adjacent properties are, for the most part, underutilized surface parking lots. Conversely, the character of the proposed development is consistent with goals and objectives of the *South End Innovation District (SEID)*: to transform the unrealized character of the site into an urban neighborhood of residential uses with amenities along with streets that allocate the majority of space to pedestrians and cyclists. Off-street parking will be limited and concealed behind the building mass. Green stormwater infrastructure is proposed throughout. The building form, setbacks and height meet the dimensional standards and density requirements established in the SEID.

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

Residential (attached multi-family dwellings) is the primary land use proposed for the Project, consistent with the goals and objectives of the *SEID* overlay. The project will also contain 7,650 SF of permitted non-residential uses identified in Table 4.5.8-3.

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

A traffic study has been prepared for the proposed project, incorporating the development program proposed for Lot 1 described above as well as existing/proposed access improvements in and around the existing transportation network.

The trip generation estimates conducted for this study indicate that the proposed development program will generate approximately 72 new vehicle trips during the morning peak hour and 80 new vehicle trips during the evening peak hour.

From a traffic operations perspective, the intersection capacity analysis results demonstrated that the proposed development would have minor impacts to traffic operations, with average intersection delays increasing by 3 seconds or less and 95th percentile queue length increasing by no more than two vehicles at any of the intersection approaches.

For additional information, please review to the Traffic Impact Study contained in the application.

The utilization of renewable energy resources;

In general, the Applicants share BTV's goal of achieving *Net Zero* status by "eliminating fossil fuel usage across the electric / thermal / ground transportation sectors by strategically electrifying, managing demand, realizing efficiency gains, and expanding local renewable

generation while increasing system resilience". In particular, the project will support these goals in the following manner:

- Fossil fuel elimination on residential appliances (clothes dryer / residential cooktop + oven)
- A ground-source geothermal heat pump system will be used to provide space heating and cooling for the building. The system will consist of a network of underground wells and associated piping located on the project site, which will exchange heat with the ground to serve the building's HVAC system.
- Multi-modal ground transportation has been incorporated into both the site and building design to encourage pedestrian, bike and public modes of travel, and discourage the use of private automobile.
- Roof top solar photovoltaics are anticipated to be incorporated, either at the time of construction or at some point in the future.

The Project is also designed to meet the requirements of the Vermont Energy Code , ensuring an energy-efficient thermal envelope and optimizing energy conservation.

Any standards or factors set forth in existing City bylaws and city and state ordinances;

The proposed project has been developed in close coordination with city departments and planners and is designed to meet City bylaws. The SECORD sketch plan, including a Lot 1 development, was reviewed by the Technical Review Committee on August 8, 2024. Insofar as comments from that review pertained to zoning standards, they are noted in these findings. Discussions with affected city departments are ongoing. The project is designed to meet, and will apply for, all relevant State permits.

(b) Major Impact Review Standards

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

Compared to the existing use of the project site as a surface parking lot, the proposed project will result in a reduction of water, air and noise pollution. The stormwater management plan includes permeable surfaces and green stormwater infrastructure throughout the project. These improvements will improve water quality discharge. The project will prioritize pedestrian and bicycle use over automobile use, which will also result in a reduction of air and noise pollution.

2. Have sufficient water available for its needs;

See Sec. 3.5.6 (a) 1 and water and wastewater allocation request to DPW.

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

See Sec. 3.5.6 (a) 1 and water and wastewater allocation request to DPW.

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

See Sec. 5.5.3. and stormwater and erosion control plans and report.

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

The proposed network of streets and shared pathways and other modes of transportation in and around the Project Site have been designed in collaboration with City personnel and its design consultants. For additional information please refer to the traffic study developed by VHB.

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

The Project will contain 204 residential units, including 171 studios / one-bedroom units, and 33 two-bedroom units. Using a school age modeling multiplier developed by Rutgers University, Center of Urban Policy Research "Residential Demographic Multipliers" Appendix 4, the Project unit mix will result in between .13 and .18 students per 2-bedroom unit or approximately 4-to-6 school age children (Note: no school age children are anticipated for the studios/1-BR units). These 4-6 children would represent less than 0.2% of the current school district enrollment and should not cause an unreasonable burden on the city's ability to provide educations services.

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

The Fire Department provided technical comments relative to fire safety at Technical Review. These technical requirements will be administered through the offices of the Fire Marshal and the Building Inspector. An ability to serve letter regarding the project has been requested from the Fire Marshal.

Other Ability to Serve Letters:

- An ability to serve letter regarding the project has been requested from the Police Department.
- See Sec. 3.5.6 (a) 1 for Electric and Public Works Departments. An ability to serve letter regarding the project has been requested from the Burlington Electric Department and Public Works Department.
- See Sec. 3.5.6 (b) 12 for Parks and Recreation Department. An ability to serve letter regarding the project has been requested from the Parks and Recreation Department.
- See Sec. 3.5.6 (b) 6 for School Department. An ability to serve letter regarding the project has been requested from the Burlington School Department.

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

The existing use of the Project Site is a paved, surface parking lot. Prior to its use as a parking lot, the site was used for agricultural purposes. As such, the site contains no rare, irreplaceable or significant natural areas, historic or archeological sites. The project will not have an undo impact on the scenic or natural beauty of the area or any part of the City.

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

The project is proposed in an underutilized surface parking lot with the potential to supply much needed housing to the city. The recently adopted SEID zoning regulations articulate purpose and standards for this growth center. Insofar as the proposed development is consistent with the intent of the SEID, it is consistent with the city's anticipated growth patterns.

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

The application demonstrates substantial conformance with the Municipal Development Plan. Specifically, the city developed the South End Innovation District (SEID) overlay to allow for housing within BTV's Enterprise-Light Manufacturing (E-LM) zone, home to many artists/makers, entrepreneurs, and companies large and small—and is a well-loved destination to explore local creations of all kinds.

The SEID overlay purpose states "The overlay is unique in its allowance for residential uses in that it limits the most intensive manufacturing and industrial uses allowed elsewhere in the district. The overlay permits arts, employment, and other non-residential uses intrinsic to an amenity-rich, convenient urban neighborhood. Development is intended to be dense and highly sustainable."

In addition, the SEID overlay states "Sites should incorporate ample public and private open spaces and include extensive networks of accessible paths that are free of cars. Streets should be constructed in a manner that allocates the majority of their space to pedestrians and cyclists."

The introduction of a variety of attached multi-family housing unit types and bedroom counts is consistent with the city policy to support the development of additional housing opportunities within identified activity centers (Land Use Plan, pg. I-2 & Housing Plan, pg. IX-1).

The project will manage its stormwater onsite utilizing the available green spaces (Natural Environment Action Plan, pg. II-12).

The development will provide inclusionary housing units (City Policies, pg. IX-1) as required by the Comprehensive Development Ordinance.

The project incorporates alternative energies (solar and geothermal), thereby reducing utilization of fossil fuels (City Policies, pg. VIII-1).

Carshare Vermont service is anticipated. The project includes far more than the minimum requirement for bike storage and maintenance facilities and provides easy access to the Burlington Greenway multi-use bike path (Stressing Other Modes of Travel, pg. V-12).

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

As noted above, the proposed development includes 204 residential units in a multi-family, mixed-use building. This project will help the City address its housing shortage in an area of the City where the demand for housing greatly outweighs the supply.

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

The South End of Burlington contains a rich variety of public parks and outdoor recreation facilities residents of the Project can access. These include the nearby Burlington Greenway Multi-use Path, Callahan and Oakledge Parks. These parks and recreation facilities are intended for this use and will be supported by the increased grand list associated with this development.

(c) Conditions of Approval:

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

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

   The proposed development is not expected to generate offsite noise or glare substantial enough to require mitigation.

2. ***Time limits for construction.***

   In order to address the shortage of housing in our community, the Applicant would like to commence the construction of the Project as soon as reasonably possible and accelerate the construction schedule to the greatest extent possible.

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

Construction schedule is anticipated to be Monday-Saturday 7:00am – 6:00 pm. Sunday construction work will be on an as-needed basis and generally limited to interior work. When completed, the mixed-use nature of the project will result in an operating schedule of 24/7/365: 24 hours per day, 7 days per week; 365 days per year.

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

We anticipate that any future enlargement or alteration of the Project 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: Maps & Districts

Sec. 4.4.3, Enterprise Districts:
(a) Purpose
(4) Light Manufacturing (E-LM)

1. The Light Manufacturing (E-LM) district is the traditional commercial/industrial center of Burlington, and is intended primarily to accommodate enterprises engaged in the manufacturing, processing, distribution, design, creating, repairing, or assembling of physical and digital goods, merchandise, equipment, or art. This district is primarily intended to provide for various industrial and commercial uses, with specific provisions and limits intended to preserve and enhance areas of varied character throughout district. In some locations, commercial and residential uses are allowed to support the wide range of services and employment opportunities desired in the district, and support adjacent areas of residential development. Development is intended to respect interspersed historic industrial buildings, and reflect the industrial aesthetic of the district's past. Parking is intended to be hidden within, behind, or to the side of structures. This district includes the SEID overlay which is intended to facilitate the redevelopment of a central portion of the E-LM into a walkable, mixed-use innovation district.

Sec. 4.5.6 South End Innovation District Overlay
(a) Purpose:

The South End Innovation District Overlay (SEID) is intended to provide for a dense, vibrant and dynamic mixed-use district. The overlay is unique in its allowance for residential uses in that it limits the most intensive manufacturing and industrial uses allowed elsewhere in the district. The overlay permits arts, employment, and other non-residential uses intrinsic to an amenity-rich, convenient urban neighborhood. Development is intended to be dense and highly sustainable. Lot coverage standards permit significant development but a high degree of permeable surfaces achieved through green stormwater infrastructure is encouraged. Buildings should range in height from one to eight stories, and should be constructed of materials and in manners that limit embodied carbon and achieve the highest possible energy performance permitted by the Vermont Building Code. Sites should incorporate ample public and private open spaces and include extensive networks of accessible paths that are free of cars. Streets should be constructed in a manner that allocates the majority of their space to pedestrians and cyclists. Buildings should be oriented to the public realm – streets, paths and open spaces, in a manner that creates a safe and inviting district. Site and building design should support public and ecological health to the highest possible degree. Parking should be hidden behind structures, including perimeter buildings or screening devices. Where possible, parking structures should be located along the most heavily trafficked roads to encourage residents, employees and visitors who arrive by car to park at the district's edge and travel on foot, by bike, or other mode of transportation that is compatible with Burlington's climate objectives. Special consideration should be given to the design and

construction of parking structures to allow for their renovation to other uses in coming decades as Burlington evolves from car dependence.

This proposed project has been developed in close coordination with the City of Burlington Departments, Planning Office and consultants in specific accordance with the E-LM district and SEID overlay purpose. As outlined in Section 4.5.6, SEID is intended to provide for a dense, vibrant and dynamic mixed-use district with developments that are dense, highly sustainable, and ranging in height from one to eight stories. Individual sites are intended to incorporate ample public and private open spaces, include extensive networks of accessible paths that are free of cars, prioritize street space for pedestrians and cyclists, and orient new buildings towards the public realm to create a safe and inviting district. Additionally, the City of Burlington Development Review Standards encourage buildings to maintain consistent massing at the street level, maintaining a relationship to the human scale through the use of architectural elements, variations or proportions and materials, surface articulations, and breaking down the mass and scale of new buildings by articulating separate volumes and reinforcing vertical proportionality in order to avoid repetitive facades.

(b) Dimensional Standards & Density

Table 4.5.6-1: SEID Dimensional Standards & Density

Block Perimeter[1]	**Max. Intensity** (floor area ratio[2,3])	**Max Building Size per Floorplate**[4,5]	**Max. Lot Coverage & Pervious Surface Required**	**Minimum Building Setbacks**[6] Front	Side	Rear	**Max. Height**[7]
1,600' max	2.5 FAR	Floors 1-6: 15,000 sq. ft. Floors 7-8: 10,000 sq. ft. *Except as permitted by Sec.4.5.6 (c) 1*	80% max impervious	0' min 20' max[5]	0' min 20' max[5]	0' min 20' max[6]	85'

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

The proposed perimeter of Lot 1 is approximately 1,020 lineal feet, less than 1,600lf maximum perimeter specified in Table 4.5.6-1 in the CDO. Refer to the language below to address the other metrics.

(c) Permitted & Conditional Uses

The proposed development includes Attached Dwellings – Multi-Family and non-residential uses on the first floor which are Permitted Uses in the SEID Overlay (refer to Table4.5.6-3)

(d) District Specific Regulations

The proposed development meets the SEID Overlay specific regulations. See below for specific responses.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

Max. Lot Coverage	80% impervious / 51,478 sf
Proposed Lot Coverage	77.4% impervious / 49,799 GSF

Sec. 5.2.4, Buildable Area Calculation

	Permitted	Proposed
Max. Building Size	15,000 square feet	14,927 sf (North) / 12,552 sf (South)
Notes	*Although the development is designed to function as a single building for the purposes of life safety, egress, circulation, and building systems, the massing of the building is divided into two separate volumes connected by a pedestrian bridge at Levels 2-6.*	

Sec. 5.2.5, Setbacks

	Required	Proposed
Front Yard	0’ min / 20’ max	9’-0” max
Side Yard	0’ min / 20’ max	10’-4” max
Rear Yard	0’ min / 20’ max	20’-0” max

Sec. 5.2.6, Building Height Limits

	Maximum Permitted	Proposed
4 story district	4-stories / 45’ (61’-10”)	5 stories / 59’-0” (see Notes below)
6 story district	6-stories / 65’ (71’ 6”)	6 stories / 66’-0” (see Notes below)
Notes	*1. Per Vermont HOME Act of 2023 (Act 47), in any area served by municipal sewer and water infrastructure that allows*	

residential development, bylaws shall permit any affordable housing development, as defined in subdivision 4303(2) of this title, including mixed-use development, to exceed density limitations for residential developments by an additional 40 percent, which shall include exceeding maximum height limitations by one floor, provided that the structure complies with the Vermont Fire and Building Safety Code. For the 4-story zone, this would increase the maximum allowable height to 5-stories and 56'-3".
2. Additionally, and separately, per Section 5.2.6(c) in the City of Burlington Comprehensive Development Ordinance, the Administrative Officer has the discretion to increase the maximum allowable building height by 10% to account for grade changes across the site, provided that this does not result in an additional story. Applying Section 5.2.6(c) to the application, the maximum allowable building height for the proposed 5-story portion of the building is 61'-10"; and for the proposed 6-story portion of the building, the maximum allowable building height is 71'-6".

Section 4.5.6(c)3 On-Site Parking

Spaces	*Maximum*	*Proposed*
Surface Parking	25 spaces / 15% lot area	13 spaces / 7% lot area

Sec. 5.2.7, Density and Intensity of Development Calculations

Maximum FAR Permitted:	2.5 FAR / 160,868 sf
Proposed FAR:	2.36 FAR / 152,001 sf

Sec. 5.5.1, Nuisance Regulations

The proposed mixed-use residential development complies with the purpose of the SEID district and does not include anything that constitutes a nuisance under this criterion.

Sec. 5.5.2, Outdoor Lighting

The proposed site lighting design meets all lighting requirements specified in Sec. 5.5.2 of the CDO. In general, the lighting design integrates a variety of light fixtures, including a combination of post-top lights, pedestrian bollards, building mounted and catenary light fixtures to meet the respective needs and design intent of the Project. For example, the southerly courtyard and internal parking lot are lit with a combination of post-top lights and building mounted fixtures, given its active character. By comparison, the northerly courtyard is lit with pedestrian bollards,

building mounted fixtures and catenary string lights, complimenting the more passive, pedestrian-oriented uses.

Street lighting within the proposed Right of Way will be the responsibility of BED which will oversee this portion of the design including photometric plan preparation and fixture specification. For additional information about site lighting see Sec. 6.2.2 (o) below as well as attached lighting cut-sheets and Photometric Plan.

Sec. 5.5.3, Stormwater and Erosion Control

The stormwater management plan includes permeable surfaces and green stormwater infrastructure throughout the project. These improvements will improve water quality discharge and meet City and Vermont ANR requirements.

An erosion prevention and sediment control plan has been provided. These measures meet City and Vermont ANR requirements.

Article 6: Development Review Standards:

Part 1, Land Division Design Standards
(a) Protection of important natural features

The subdivision approval is being reviewed separately. As noted above, there are no important natural features on the existing site.

(b) Block size and arrangement

The size and arrangement of proposed blocks meet the SEID maximum Block Perimeter of 1,600ft and the orthogonal layout established in the SECORD plan and agreed to by the Applicant and City of Burlington.

(c) Arrangement of Lots

The size and arrangement of proposed lots meet the SEID maximum Block Perimeter of 1,600ft and the orthogonal layout established in the SECORD plan and agreed to by the Applicant and City of Burlington.

(d) Connectivity of streets within the city street grid

The proposed project includes a new public street ROW (Innovation Lane) that connects to Lakeside Avenue at the north with an existing easement to Sears Lane at the south.

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

As noted above, the proposed public street ROW will enable connectivity of streets and sidewalks within the subdivision to the city's entire network.

Part 2: Site Plan Design Standards
Sec. 6.2.2 Review Standards
(a) Protection of Important Natural Features:

As noted above, there are no important natural features on the existing site.

(b) Topographical Alterations:

The proposed development is design to fit the existing site with minimal topographic alterations. Proposed public sidewalk grading is designed to meet ADA accessible route requirements.

(c) Protection of Important Public Views:

N/A. The current site is a private surface parking lot (views from and through private property are typically not protected) and does not contain any important public views.

(d) Protection of Important Cultural Resources:

The current site is a paved surface parking lot, with no important Cultural Resources.

(e) Supporting the Use of Renewable Energy Resources:

In general, the Applicants share BTV's goal of achieving *Net Zero* status by "eliminating fossil fuel usage across the electric / thermal / ground transportation sectors by strategically electrifying, managing demand, realizing efficiency gains, and expanding local renewable generation while increasing system resilience". In particular, the project will support these goals in the following manner:

- A ground-source geothermal heat pump system will be used to provide space heating and cooling for the building. The system will consist of a network of underground wells and associated piping located on the project site, which will exchange heat with the ground to serve the building's HVAC system.
- Multi-modal ground transportation has been incorporated into both the site and building design to encourage pedestrian, bike and public modes of travel, and discourage the use of private automobile.

(f) Brownfield Sites:

Since 2020, multiple environmental investigations have been conducted at 125 Lakeside Avenue. Historically, the property was used for agricultural purposes before becoming a large

parking area in the mid-20th century; it is not known to have ever been developed for industrial use.

A 2020 Phase I Environmental Site Assessment identified the urban setting and possible importation of fill beneath the paved lot as the only recognized environmental condition. Subsequent investigations in 2021 and 2022 evaluated soil quality, including targeted testing for metals, VOCs, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs) in anticipation of redevelopment. Only one isolated detection of PCBs was found to exceed the residential Vermont Soil Standard in the northeast corner of the parking area, which is on future Lot 2 outside of the Project Area.

In December 2021, follow-up sampling confirmed surrounding concentrations were below Vermont residential standards and not widespread. No further environmental investigation was recommended. On March 20, 2023, the Vermont Department of Environmental Conservation (DEC) issued a Site Management Activities Complete (SMAC) designation, confirming the site has met state requirements for investigation.

In late 2025, additional due diligence was performed to further plans for future redevelopment at 125 Lakeside Ave, which included groundwater sampling. Groundwater results identified one isolated detection of arsenic in the groundwater along the western portion of the Project Area. This arsenic detection may be attributable to its proximity to the rail corridor. The Applicant and their team are actively collaborating with the Vermont Department of Environmental Conservation and will be developing a Corrective Action Plan (CAP) to be reviewed and approved by DEC prior to project construction.

(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.

The current site is a paved surface parking lot, with no stormwater mitigation measures. The proposed stormwater management plan includes permeable surfaces and green stormwater infrastructure throughout the project. These improvements will improve water quality discharge and meet City and Vermont ANR requirements.

An erosion prevention and sediment control plan has been provided. These measures meet City and Vermont ANR requirements.

(h) Building Location and Orientation:

In terms of street frontage and setbacks, the building proposed for Lot 1 is located and oriented on the site in conformance with the design goals articulated in the SEID.

(i) Vehicular Access:

The proposed network of streets and shared pathways and other modes of transportation in and around the Project Site have been designed in collaboration with City personnel and its design consultants. For additional information please refer to the traffic study developed by VHB.

With specific regards to Lot 1, the proposed project has been designed to prioritize pedestrians and cyclists. For this initial phase, Innovation Lane is proposed to consist of two lanes for vehicles (a northbound and southbound lane) with short term parallel parking on the west side of Innovation Lane. The intent for future phases, is to convert the northbound lane to a two-way multi use bikeway. Intersections are designed to provide access by emergency and service vehicles.

North Cross Street is proposed to provide access to the small (25 space) parking lot and service vehicle access.

(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.

The proposed project has been designed to prioritize pedestrians and cyclists. For this 1st phase of the development, pedestrian access is provided to the building along Innovation Lane west sidewalk from Lakeside Avenue, at the mid-block crossing from the existing 125 Lakeside parking to remain and through the central courtyard from the small (25 space) parking lot on site. The hardscape and landscape plantings will provide for clear and pleasant circulation routes. Extensive short-term and long-term bike parking, both inside and outside is proposed. As noted above, future phases include replacement of the northbound vehicle lane on Innovation Lane with a two-way multi-use bikeway.

(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.

The pedestrian circulation areas are designed to meet ADAAG guidelines with compliant accessible routes provided throughout. ADA parking will be provided in the small (25 space) parking lot onsite.

(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. Any off-street parking occupying street level frontage in a Downtown Mixed Use District shall be setback from the edge of the front property line in order to provide space for active pedestrian-oriented uses. Where street-level parking is provided within an existing structure, the cars shall be screened from the sidewalk and the area shall be activated with landscaping, public art, or other design amenities. Parking areas of more than 20 spaces should be broken into smaller areas separated by landscaping.

As noted above, the proposed public ROW proposed along the east boundary of Lot 1 ("Innovation Lane") has been designed in collaboration with City personnel and its consultants and is consistent with *Great Streets* standards adopted by BTV. For Phase 1, Innovation Lane is proposed to consist of two lanes for vehicles (a northbound and southbound lane) with short term parallel parking on the west side of Innovation Lane. For future phases, the design intent is to convert the northbound lane to a two-way, multi-use bikeway. Intersections are designed to provide access by emergency and service vehicles.

Vehicular access to off-street parking spaces and service vehicle access will be provide by a new public ROW ("North Cross Street"), located west of and perpendicular to Innovation Lane. The off-street surface parking will be screened by the building (12 covered spaces and 13 surface spaces). The building mass will shade the surface parking most times of day.

Bicycle use and parking is a priority for this project, including long term interior parking spaces; a mobility courtyard with exterior covered bike parking around the perimeter; and bike parking along public sidewalks near building entries. See Section 8.2.5 below for additional bicycle parking details.

(m) Landscaping and Fences:

The Project is organized along a new, pedestrian-oriented street called 'Innovation Lane'. The streetscape, which is defined by a series of accessible building entry terraces, native planted raingardens and a protected tree line with soil cells, serves as the main public open space of the project and the spine of a future urban neighborhood promoting walkability and alternative transportation.

At mid-block along Innovation Lane, the primary building entrance welcomes residents and visitors with a sculptural wood awning. The entry is also framed by two elements (bike storage and a rain garden) which both celebrate and define the Project: alternative mobility and sustainable infrastructure. The main entrance to the nonresidential ground level space is also

off this mid-block activity hub and connects to the existing surface parking lot to the east via a crosswalk. Secondary building terraces open directly to public sidewalk and are defined by seasonal linear planters and planting beds. The use of various paving types helps clarify the public and private zones of the street. Additionally, permeable pavers along the tree-belt have been extended into the short-term parking areas to provide a more pedestrian-friendly environment.

The other main landscaped areas within the project are two private courtyards which support the project's residential program. The southerly courtyard is intended to be active, providing parking for a variety of transportation types (cars / bicycles /scooters, etc.), and serving as a flexible gathering space for residents, bike repairs and commercial space events. Accordingly, this courtyard is mainly hardscaped except for a gravel wetland and shade trees designed to meet city shade standards.

Conversely, the northern courtyard is characterized by green spaces organized around a gravel wetland along with community garden space, terrace, pergola and lawn areas. A fenced, continuous 20'-wide buffer runs along the west property boundary, serving as expansion space for the community garden. The 6' tall welded-wire fence will assure a safe environment for the residents while still being transparent to the public realm. These fences will also be planted with native and edible vines to provide food & seasonal interest for the community.

(n) Public Plazas and Open Space

Where public open space is provided as an amenity to the site plan, it should be sited on the parcel to maximize solar exposure, with landscaping and hardscape (including fountains, sitting walls, public art, and street furniture) to encourage its use by the public in all seasons. Public plazas should be visually and physically accessible from public rights-of-ways and building entrances where appropriate and shall be designed to maximize accessibility for all individuals, including the disabled and encourage social interaction.

See response to (m) above.

(o) Outdoor Lighting:

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

The proposed site lighting design meets all lighting requirements specified in Sec. 5.5.2 of the CDO. In general, the lighting design integrates a variety of light fixtures, including a combination of post-top lights, pedestrian bollards, building mounted and catenary light fixtures to meet the respective needs and design intent of the Project in a manner that complies with the CDO. For example, the southerly courtyard and internal parking lot are lit with a combination of post-top lights and building mounted fixtures, given its active character. The northerly courtyard is lit with pedestrian bollards, building mounted fixtures and catenary string lights, complimenting the more passive, pedestrian-oriented uses. Please refer to the lighting cut-sheets and Photometric Plan for additional details.

Street lighting within the proposed Right of Way will be the responsibility of BED, including photometric plan preparation and light fixture specification.

(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.

The urban nature of the SEID zone district requires that a project's exterior spaces must be carefully considered to ensure functionality and aesthetics. For example, the proposed community garden is an integral component to the landscape design and will require a storage building to house varies gardening tools & equipment. The storage building design will relate with the main structure and shall also be located near the garden. Compost bins may also be within this area but closer to the railroad tracks.

Fencing is proposed at two (2) locations:

1. A wood slatted fences is proposed in the southerly courtyard to screen the transformer and the surface parking lot from the Mobility Courtyard.
2. A vegetated welded wire fence (6-feet high) will be located along the western property boundary and short sections of the northern & southern perimeter. Native and Edible plantings are proposed along this fence.

Part 3: Architectural Design Standards
Sec. 6.3.2 Review Standards
(a) Relate development to its environment:
1. Massing, Height and Scale:

As outlined in Section 4.5.6, the South End Innovation District Overlay (SEID) is intended to provide for a dense, vibrant and dynamic mixed-use district with developments that are dense, highly sustainable, and ranging in height from one to eight stories. Individual sites are intended to incorporate ample public and private open spaces, include extensive networks of accessible paths that are free of cars, prioritize street space for pedestrians and cyclists, and

orient new buildings towards the public realm to create a safe and inviting district. Additionally, the City of Burlington Development Review Standards encourage buildings to maintain consistent massing at the street level, maintaining a relationship to the human scale through the use of architectural elements, variations or proportions and materials, surface articulations, and breaking down the mass and scale of new buildings by articulating separate volumes and reinforcing vertical proportionality in order to avoid repetitive facades.

The proposed development embraces the City's urban design goals by proposing a massing scheme that separates the project into two distinct building volumes connected by an open-air pedestrian bridge, and then further modulates the building's scale by stepping down from a six-story height along Innovation Lane to a five-story height along the Western portion of the site. By maintaining a consistent 6-story volume along Innovation Lane, the project aligns with the regulated massing of the SEID zoning district, reflects the massing of the historic Queen City Mill located across Lakeside Avenue, and helps to establish a consistent street wall for the future redevelopment of the adjacent parcels in the SECORD district.

At the ground level, the building's base is designed to enliven the adjacent sidewalk and public way by locating public-facing amenities, tenant spaces, and main entries along the proposed Innovation Lane corridor which serves as the primary frontage for the development. In contrast, the secondary frontages along Lakeside Avenue and North Cross Street are programmed with ground-level residential units, vehicular circulation, tenant amenities, and building operations. Ground-floor residential units along Lakeside Avenue are elevated slightly from adjacent grade to provide privacy to tenants, and mid-height plantings are proposed along the length of the residential side yard to modulate the scale and provide additional screening from vehicular traffic. The building's two public corners are occupied by commercial tenant spaces accessed directly from the public sidewalk along Innovation Lane.

2. Roofs and Rooflines.

The design of RYB Building A reflects the City's goals for new buildings to incorporate roof forms and pitches that are contextually appropriate, articulated with architectural elements, designed to conceal and minimize rooftop equipment, integrated with sustainable design features such as solar panels, green roofs, and stormwater management systems, and populated with active rooftop programming to provide panoramic views to the building residents and tenants.

The RYB Building A roof forms are designed to respond to the existing industrial morphologies of the South End District, which feature an array of low-slope gable roofs and flat roofs. While the majority of the five- and six-story building volumes are proposed to be capped by flat roofs with parapets, the Northeast corner of the building is designed with a masonry façade and a sloping parapet that reflects the scale, materiality, and roof form of the historic Queen City Cotton Mill, located directly across Lakeside Avenue from the project site. The building's MEP systems are designed to be highly efficient—through the use of an

open-loop ground-source heat pump for heating and cooling—and discrete, with only a single component of MEP equipment located on the roof. This MEP design allows the six-story roof to be dedicated to a large, roof-mounted photovoltaic array, while the five-story roofs are designed to accommodate a range of amenity spaces for building residents, including extensive green roofs and community roof decks oriented to provide unobstructed views of Lake Champlain and the Adirondack range to the West.

All of the roofing systems—including the roof canopies protecting the building's exterior walkways—are designed to tie into the site's stormwater management system, which utilizes an array of rain gardens and constructed wetlands at the ground level to detain and filter the project's stormwater. These landscape elements—along with the building-mounted scuppers and downspouts that carry water down to grade—are designed to be amenities to building residents and the general public that clearly communicate the flow of water through the site.

b. Building Openings

The exterior façade design of RYB Building A is intended to clearly identify principal building entries for both the multi-family building residents and at-grade commercial tenants. This is accomplished through the use of glazed storefronts recessed from the exterior façade to provide protective overhangs, landscaped terraces and rain gardens adjacent to primary entries, and architectural canopies to provide weather protection and visual identity. All entrances along the public way are located along grades designed to meet accessible route standards.

The window pattern of RYB Building A is organized into two primary designs: at-grade glazed storefronts along Lakeside Avenue, Innovation Lane, and North Cross Street, and inset residential windows at Levels 2-6. The storefronts are designed to provide visibility, transparency, and accessibility for at-grade commercial tenant spaces and residential amenity spaces. The storefront design maintains a consistent horizontal spacing across the entire site, aligned to the building's structural grid. In order to accommodate the significant grade change across the site, the height of the storefront glazing varies but a consistent lintel elevation is maintained across the entire building to maintain a consistent horizontal datum. The upper level, inset residential windows are arranged along the same building grid as the Level 1 storefront, and typically consist of a larger, fixed window paired with a narrower, operable window set within a single inset opening. While the residential window openings are vertically and horizontally aligned across the building façade, the distribution of individual windows—and in some cases, opaque infill panels—creates a subtle variety across the building's public-facing exterior.

(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.

The Project Site is currently a surface parking lot, does not involve any existing historic buildings, and is not located in any of the City's existing Historic Register Districts.

Directly north of the site is a 4-story brick masonry manufacturing structure located at 128 Lakeside Ave. Constructed as the Queen City Cotton Company in 1894, the structure contains approximately 160,000 square feet of gross floor area and is now occupied as a multi-tenant office building. The structure also appears on the local and State register of historic places.

The new building proposed for Lot 1 is compatible with the historic structure at 128 Lakeside Ave. While more contemporary in design, the new building shares similar massing and proportions as the mill. In particular, a shared design vocabulary is expressed through the uniform pattern of oversized windows on both buildings Further, the brick cladding at the corner element of the new building strengthens the visual connection between the two structures and allows the cement board cladding on the balance of the new building's facades to provide a pleasing counterpoint.

(c) Protection of Important Public Views:

Views from and through private property are typically not protected. Further, the current site is a private surface parking lot and does not contain any important public views.

The proposed RYB Building A development aligns with the massing regulations for the SEID Overlay District, where the building's volume is terraced such that the lowest-height portions of the development are located at the Westernmost portions of the site, along the existing railroad line separating the SEID Overlay District from the adjacent Lakeside residential neighborhood. Given the lack of any existing buildings on site, the proposed RYB Building A development will not impede any existing view corridors, and by abiding by the SEID height limits along Innovation Lane, future developments to the East will have access to views of Lake Champlain and the Adirondack Mountains. As noted in the narrative response to Section 6.3.2(a)2, the building's rooftops are designed to provide recreational and community spaces for the building's residents, offering distant terminal views to all building residents. Furthermore, the incorporation of West-facing exterior access balconies opens up views to Lake Champlain and the Adirondack Mountains to residents as they circulate to and from their dwelling units.

(d) Provide an active and inviting street edge:

RYB Building A is proposed as a mixed-use development, with a combination of public-facing, commercial tenants occupying large portions of the ground level, and attached multi-family dwelling units and residential amenity spaces located on upper levels. The building design provides an inviting street edge through a series of glazed storefronts along Innovation

Lane—the site's primary frontage—as well as the two primary public-facing corners at the intersections of Innovation Lane with Lakeside Avenue and North Cross Street. Proposed building entries are clearly identified with signage, lighting, planted landscaping, and exterior furnishings, and primary entries will be sheltered with inset entries and canopies.

As noted in the Section 6.3.2(a)3 narrative, building windows and glazing are designed with a consistently articulated fenestration pattern that creates a rhythm of glazed openings along the building's street edge. Additionally, openings and step-backs in the building's massing at select moments serve to differentiate the exterior façade and identify openings for pedestrian access to the development's interior courtyards.

(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.

RYB Building A is designed to utilize durable, sustainable, low embodied carbon, and—where feasible — regionally-sourced materials for the project's structural systems, interior finishes, and exterior façade. The ground-level podium will be constructed as a steel structure with 2-hour rated, concrete masonry unit (CMU) vertical circulation cores. Levels 2-6 are proposed to be constructed as a hybrid mass timber structure with cross-laminated-timber (CLT) floor and roof panels and nominal wood-framed bearing walls.

The exterior walls are proposed to be constructed from fire-retardant-treated wood framing and clad with a combination of fiber cement panels, low-C02 glass fiber reinforced concrete panels, and brick masonry. The exterior cladding will be installed outboard of continuous, rigid insulation and constructed as a rainscreen assembly for moisture management. Highly trafficked locations at—including the public sidewalks, covered exterior walkways, and interior courtyard spaces—will feature a combination of GFRC panels and fiber cement panels.

(f) Reduce energy utilization:
All new structures must 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.

RYB Building A is designed to minimize the project's operational energy through the incorporation of efficient building systems and the design of high-performance exterior

envelopes. The building is designed to meet applicable Vermont Commercial Building Energy Standards.

The building is designed as an all-electric development and will utilize ground-source geothermal system for heating, cooling, and hot water demand. As noted in Section 6.3.2(a)2 and shown on A.107 and A.116, the Level 6 rooftop will be utilized for photovoltaic solar arrays. By locating MEP equipment almost entirely within the building envelope, the design opens up nearly 13,000 square feet of rooftop space for solar arrays with south-facing orientation.

The building's massing and siting is designed in accordance with the SEID Overlay District regulations for building frontage, yard setbacks, and building height, which ensures future developments in the District are unencumbered by shadows cast by this project.

Energy modeling will be provided to optimize building envelope and mechanical systems performances in order to minimize building energy usage and Energy Use Intensity (EUI). This includes and is not limited to building insulation and glazing, mechanical heating and cooling, energy recovery ventilation, lighting, domestic hot water, and controls. All building elements will meet or exceed local and state energy code requirements.

(g) Make advertising features complementary to the site:
No advertising is included within this review. Any signage will require separate permitting.

All building signage shall abide by the regulations of Article 7 of the Burlington CDO, and will be submitted as part of a separate zoning permit application in accordance with Section 7.1.2 and Section 3.1.2. Generally, exterior signage of RYB Building A will be dedicated solely to identifying individual multifamily residential units accessed from exterior walkways, the building's property management offices, exterior-accessed residential amenity spaces, vehicular and pedestrian entryways, and ground-floor, public-facing commercial tenants. No additional commercial advertising is proposed as part of the development.

(h) Integrate infrastructure into the building design:

See Section 6.2.2 (p) above.

The design of RYB Building A incorporates machinery, infrastructure, and service elements into the landscape and building design. As noted in Section 6.3.2(a)2, the MEP systems and equipment are designed to be almost entirely located within the building envelope, except for a single rooftop HVAC unit located on the Level 6 amenity space as shown on A.107. This rooftop unit will be set back from the street-facing façade to minimize its visibility from the public street.

Utility rooms, meters, and connections will also be located within enclosed building spaces, except for the site's transformer, which is proposed to be located in a screened enclosure within the interior, landscaped courtyard and accessed by a temporary service parking space.

(i)Make spaces secure and safe:

As required by the 2025 Vermont Fire and Building Safety Code, the proposed RYB Building A will be equipped with automatic fire protection in accordance with NFPA 13 except as noted in 2021 IBC Section 903.3.1.1.1-2. The building will be equipped with three, fire-rated egress stairs designed in accordance with 2021 NFPA 101 Section 7.4.

Access to the building's non-commercial interior spaces will be regulated by an access control system installed at pedestrian entrances. An on-site property management office will be located adjacent to the building's primary entry on Innovation Lane for additional security.

Access to the building's courtyards will be restricted to two pedestrian gates equipped with automatic locks linked to the site's access control system. The remainder of the site perimeter will be secured with a welded-wire fence, as shown on A.200 and A.203. Access to the interior courtyards will be limited to building residents and property management staff; visitors to ground-floor commercial tenants will not be able to access the private interior courtyards.

Vehicular access is limited to a 24' wide driveway proposed to be located on North Cross Street. The driveway leads to the covered and surface parking spaces, and access to the parking spaces will be controlled by an automatic, high-speed overhead security grille where the driveway meets the building.

Article 8: Parking

Sec.* 4.5.6(c)(3) A*, Parking in SEID Overlay District

Per Sec 4.5.6 (c) (3) A, off-street parking within the SEID district cannot exceed 25 spaces or 15% of the lot area. The proposed project, which includes 25 off-street spaces located behind the building and concealed from public ROWs, addresses this SEID parking requirement. Other relevant CDO parking regulations that were considered include:

- ***Sec. 8.1.8, Minimum Off-Street Parking Requirements.*** Per Section 8.1.8 of the CDO: "minimum off-street spaces are eliminated in all parking districts for all uses except for applications to exceed occupancy of a dwelling unit for more than four (4) unrelated adults".
- ***Sec. 8.1.9, Maximum Parking Spaces.*** Not applicable, given that Sec 4.5.6 (c) (3) A of the SEID overlay district supersedes this section

Sec. 8.1.10, Off-Street Loading Requirements

Two (2) areas have been identified on the site plan that provide sufficient space for the unloading and loading of vehicles: the short-term parking spaces along Innovation Lane can be used for this purpose for all occupants of the building. In addition, space has been allocated at the north end of the 25-space parking (@ transformer in the mobility courtyard), for this purpose. Both areas have access to a public alley / public street to minimize conflicts with the circulation of other vehicles and pedestrians. Please refer to the Project site plan for additional detail.

Sec. 8.1.11, Parking Dimensional Requirements

Parking spaces depicted in the project plans, both under cover and in exterior parking lot, comply with the dimensional standards of Table 8.1.11-1, *Minimum Parking Dimensions*.

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Offsite parking facilities

As previously noted, the existing 125 Lakeside Ave parcel is a 6.3-acre surface parking lot containing 810 parking spaces. After the completion of the Lot 1 development, there will be approximately 543 parking spaces remaining on the balance of the 125LSA parcel that are controlled by the Property Owner and Co-Applicant of the Project.

(b) Downtown street level setback

(Not applicable)

(c) Front yard parking restricted

(Not applicable)

Sec. 8.1.13, Parking for Disabled Persons

Please refer to supporting site plans which depict several handicap parking spaces in close proximity to pathways and building entries. ADA compliance is administered via the city's building permit process.

Sec. 8.1.14, Stacked and Tandem Parking Restrictions

(Not applicable)

Sec. 8.1.16, Transportation Demand Management Plans (TDM)

The Applicant is committed to demonstrating a car-light neighborhood by actively promoting alternatives to car ownership. The project's TDM plan will contain the elements prescribed in Section 8.1.16. In particular, the Applicant will provide residents and employees with a 1.) free car share membership and 2.) free bike-share membership to programs to be developed for the

Project. The development team is working with car and bike share advocates to develop specific metrics which will fulfil this TDM strategy.

Sec. 8.2.5, Bicycle Parking Requirements

Space Type	***Required***	***Proposed***
Short Term	35 spaces	35 spaces *21 residential* *8 commercial* *6 vehicular*
Long Term	130 spaces	130 spaces *120 residential* *4 commercial* *6 vehicular*

Notes: Bicycle parking requirements are calculated based on the most restrictive Commercial bicycle parking requirements as established in Table 8.2.4-1, excluding the requirements for restaurants which will not be considered for commercial tenants in RYB Building A. For short term bicycle parking, the most restrictive program is Retail Sales and Services (1 space per 2,000 sf). For long term bicycle parking, the most restrictive is Office (1 space per 5,000 sf).

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

The Project is being developed as a *Priority Housing Project* and will meet the requirements under the Article 9 Inclusionary Zoning guidelines. At a minimum, the Project will contain a minimum of 20 percent (20%) affordability:

- Fifteen percent (15%) of dwelling units will be affordable at or below 65% AMI per Article 9 of the CDO;
- Additional Five percent (5%) of dwelling units will be affordable at or below 80% AMI per *Priority Housing Project* requirements

Sec. 9.1.12, Additional Density and Other Development Allowances

Not applicable; the Applicant is not requesting additional density and/or other development allowances permitted under this section of the CDO.

Sec. 9.1.17, Review of Proposal for Phasing

Not applicable; this Project will not be constructed in phases.

Article 10: Subdivision

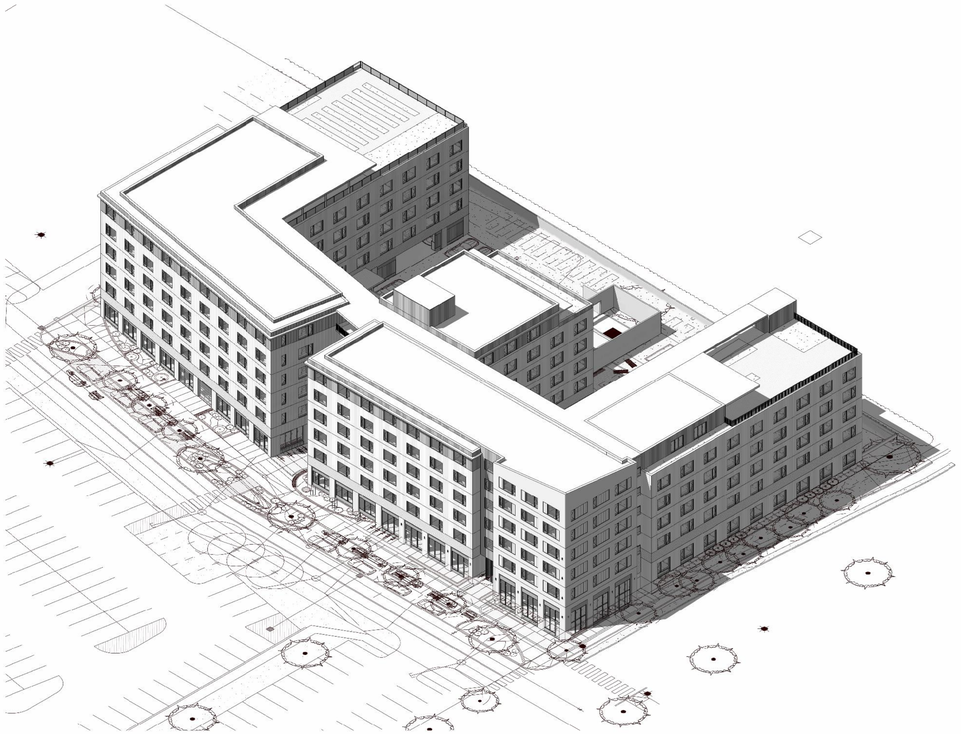
As noted above, a combined Preliminary and Final Plat Subdivision of the properties is under separate application. The proposed lot and street layout is contingent on the would-be subdivision. At the very latest, final plat approval must be sought and granted prior to commencement of construction.

Sec. 10.1.10 Performance Bond and Guarantee of Completion

As required by the City Ordinance.

Sec. 10.1.12 Dedication of Public Streets

The intent is to design and construct the streets to City standards. Dedication and acceptance as Public Streets shall occur at a future time agreed to by the Applicant and City.



2 G-000 AXON DIAGRAM



1 G-000 VIEW FROM INNOVATION LANE
1 : 5

CODE ANALYSIS

APPLICABLE CODES

2025 Vermont Fire and Building Safety Code
2021 NFPA 1 (as amended)
2021 NFPA 101 (as amended)
2021 International Building Code (as amended)
2021 International Existing Building Code (as amended)
2024 Vermont Commercial Building Energy Standard (CBES)

OCCUPANCY CLASSIFICATION

2021 IBC CHAPTER 3

Residential:	R2
Business:	B
Assembly:	A3
Mercantile:	M
Storage:	S-1, S-2

CONSTRUCTION TYPE

Per 2021 IBC Section 602

Level 1:	Type I-A
Levels 2-6:	Type III-B

Type I-A: Building elements as specified in Table 601 to be constructed of noncombustible materials.
Type III-B:Exterior walls to be constructed of noncombustible materials and the interior building elements are of any material permitted by code. Fire-retardant wood (FRTW) framing and sheathing complying with Section 2303.2 shall be permitted within exterior wall assemblies of a 2-hour rating or less.

BUILDING HEIGHT AND AREA

Per 2021 IBC Table 506.2

Max. Area:	64,000 SF (Type III-B R-2 S1)
Proposed Area:	31,864 SF

Per 2021 IBC Table 504.3

Max. Height:	75' (Type III-B R S)
Proposed Height:	65'-11"

Per 2021 IBC Table 504.4

Max. Stories:	5 stories (Type III-B R S)
Proposed Stories:	5 stories Type III-B over 1 story Type I-A

Note: Per 2021 IBC Section 510.2, a building shall be considered as separate and distinct buildings for the purpose of determining the limitation of number of stories when the buildings are separated with a horizontal assembly having a fire-resistance rating of not less than 3 hours, the building below the horizontal assembly is of Type I-A construction, shaft enclosures through the horizontal assembly have not less than a 2-hour fire-resistance rating, and the building below the horizontal assembly is protected throughout by an approved automatic sprinkler system in accordance with Section 903.3.1.1.

FIRE RESISTANCE RATING REQUIREMENTS

Per 2021 IBC Table 601

Type I-A

Primary Structure:	3 hours
Bearings Walls:	3 hours (Exterior) 3 hours (Interior)
Nonbearing Walls:	1 hour (Exterior, per Table 705.5) 0 hour (Interior)
Floors:	2 hours
Roofs:	1.5 hours

Type III-B

Primary Structure:	0 hour
Bearings Walls:	2 hours (Exterior) 0 hour (Interior)
Nonbearing Walls:	1 hour (Exterior, per Table 705.5) 0 hour (Interior)
Floors	0 hour
Roofs	0 hour

Dwelling Units
Per 2021 IBC Sections 402.2-3 and 2021 NFPA 101 Section 7.1.3.1

Walls:	1 hour
Floors:	1 hour
Exit Corridors:	1 hour

Opening Ratings
Per 2021 NFPA 101 Table 8.3.3.2.2

Elevator Hoistway:	2 hours
Elevator Doors:	90 minutes
Elevator Lobby:	1 hour
Stair Shaft:	2 hours
Apt Entry Doors:	20 minutes

BUILDING ENERGY AND ENVELOPE REQUIREMENTS

Building Envelope
Per 2024 Vermont Commercial Building Energy Standard Table C402.1(2)

Roofs:	R-45ci
Walls:	R-19 + R-12ci (wood-framed)
Floors:	R-23ci (mass) / R-38 (wood-framed)
Slabs:	R-20 for 48" below grade
Doors:	U-0.37

Fenestration
Per 2024 Vermont Commercial Building Energy Standard Table C402.3

Fixed:	U-0.29
Storefront:	U-0.33
Operable:	U-0.30 (R-2) / U-0.36 (non R-2)
Entry Doors:	U-0.63
SHGC:	U-0.38 (fixed) / U-0.34 (operable)
Max. Area:	30% of above-grade wall to be vertical fenestration

ACCESSIBILITY REQUIREMENTS

Per 2021 IBC Section 1108.6.2

Min. Type A:	2% units (5 units)
Min. Type B:	100% of units to be constructed to minimum Type B

ZONE ANALYSIS

SITE LOCATION

Project Address:	125 Lakeside Avenue, Burlington, Vermont, 05401
Parcel ID:	053-2-009-000
Parcel Area:	1.477 Acres / 64,347.5 Square Feet

ZONING DESIGNATION

Zoning Ordinance:	Burlington Comprehensive Development Ordinance Effective January 30, 2008 Amendments adopted 3/25/2024, Effective 06/4/2024
Zoning ID:	South End Innovation District (SEID) Overlay

USES (SECTION 4.5.6(c)4)

Per Table 4.5.6-3, the following proposed uses are permitted by right within the SEID zoning district:

Residential:	Multi-Family Housing (Primary)
Non-Residential:	Convenience Store Health Club Manufacturing – Light Parking Garage

DIMENSIONAL STANDARDS AND DENSITY (SECTION 4.5.6(c)1)

Standard	*Required*	*Proposed*
Block Perimeter	1,600' Maximum	1,020.16'

Min. Building Setbacks

Setback Type	*Required*	*Proposed*
Front Yard	0' Min / 20' Max	9'-0"
Side Yard	0' Min / 20' Max	10'4"
Rear Yard	0' Min / 20' Max	20'-0" (see note below)

Notes: The proposed rear yard setback, which abuts an active rail corridor at the Western parcel boundary, complies with the VTrans Rail Property Management Policy that generally prohibits the construction of any structure within 25'-0" of the centerline of rail tracks. The current centerline of the easternmost tracks is located 15' from the westernmost property boundary. The proposed rear yard setback of 20' provides minimum 10' of clearance between the proposed RYB Building A structure and the VTrans 25'-0" clearance requirements.

Max. Height (SEID District Overlay)
Per Map 4.5.6-2 SEID Specific Height Area Map

4-story district	4 stories / 45' max
6-story district	6 stories / 65' max

Max. Height (HOME Act of 2023)
Per 24 V.S.A § 4412(13). additional height allowed for affordable housing developments

4-story district	5 stories / 61'-10" max
6-story district	7 stories / 83'-3" max

Max. Height (Burlington Comprehensive Development Ordinance)
Per Sec. 5.2.6(c), 10% discretionary height allowance to account for grade changes across the site

4-story district	5 stories / 58'-3 1/2" max
6-story district	6 stories / 65'-1" max

Max. Height (Proposed RYB Building A)

4-story district	5 stories / 58'-3 1/2"
6-story district	6 stories / 65'-11"

Notes: Per Vermont HOME Act of 2023 (Act 47), in any area served by municipal sewer and water infrastructure that allows residential development, bylaws shall permit any affordable housing development, as defined in subdivision 4303(2) of this title, including mixed-use development, to exceed density limitations for residential developments by an additional 40 percent, which shall include exceeding maximum height limitations by one floor, provided that the structure complies with the Vermont Fire and Building Safety Code.

Additionally, and separately, per Section 5.2.6(c) in the City of Burlington Comprehensive Development Ordinance, BVT City Planning authorities have the discretion to increase the maximum allowable building height by 10% to account for grade changes across the site, provided that this does not result in an additional story beyond the maximum permitted. This results in maximum allowable building height of 5 stories / 61-10" for the proposed 5-story portion of the building, and a maximum allowable building height of 7 stories / 83'3" for the proposed 6-story portion of the building.

Max. Floor Area:	15,000 SF
Proposed Area:	North Building: 14,927 SF South Building: 12,552 SF

Notes Although the development is designed to function as a single building for the purposes of life safety, egress, circulation, and building systems, the massing of the building is divided into two separate volumes connected by a pedestrian bridge at Levels 2-6.

Max. FAR:	2.5 FAR (160,868 SF)
Proposed FAR:	2.36 FAR (152,001 SF)
Max. Lot Coverage:	80% impervious (51,478 SF)
Proposed Lot Coverage:	77.4% impervious coverage (49,799 SF)

FRONTAGE AND GROUND FLOOR ACTIVATION STANDARDS (SECTION 4.5.6(c)2)

Frontage Type	*Location*
Primary	Innovation Lane (East)
Secondary	Lakeside Avenue (North), North Cross Street (South)

Frontage Occupied	*Required*	*Proposed*
Primary	80% min. / 253.36'	83.8% / 265.42'
Secondary	70% min. / 147.04' (North) 70% min. / 129.98' (South)	83.7% / 175.92' (North) 83.5% / 151.75' (South)

Non-Residential Percentage	*Required*	*Proposed*
Primary	80% min. / 202.69'	82.4% / 208.75'
Secondary	20% min. / 29.41' (North) 20% min. / 25.99' (South)	28.9% / 42.58' (North) 36.5% / 47.5' (South)

Notes: Required non-residential frontage based on required min, primary frontage.

Public Entries	*Required*	*Proposed*
Ground Floor Entry	60' Max.	57'3" max. spacing on primary frontage

Notes: No ground floor public entries required on secondary frontages.

Section 4.5.6(c)3 Parking

Spaces	*Maximum*	*Proposed*
Surface Parking	25 spaces / 15% lot area	13 spaces / 7% lot area

PARKING REQUIREMENTS (SECTION 4.5.6(C)3)

Use Type	*Maximum Allowed*	*Proposed*
Attached Dwelling	408 spaces	25 spaces
Convenience Store	5 spaces	0 spaces
Health Club	7 spaces	0 spaces
Manufacturing (Light)	12 Spaces	0 spaces

BICYCLE PARKING REQUIREMENTS (SECTION 8.2.5)

Bicycle Parking

Space Type	*Required*	*Proposed*
Min. Short Term:	35 spaces *21 residential* *8 commercial* *6 vehicular parking*	35 spaces
Min. Long Term:	130 spaces *120 residential* *4 commercial* *6 parking*	130 spaces

RYB BUILDING A

125 LAKESIDE AVE
BURLINGTON, VT 05401
CHITTENDEN COUNTY, VT

COA LEVEL II APPLICATION
12/19/2025
NOT FOR CONSTRUCTION

DRAWING LIST - COA LEVEL III	
SHEET #	SHEET NAME
GENERAL	
G-000	COVER SHEET
G-100	SITE PLAN
G-101	SEID ZONING
G-102	BUILDING CALCULATIONS
G-103	CODE AND ABBREVIATIONS
G-104	SITE PHOTOMETRICS
G-105	BUILDING AREA TABLES
G-106	EXTERIOR RENDERS
CIVIL	
C-100	COVER SHEET
C-101	EXISTING CONDITIONS AND DEMOLITION PLAN - INNOVATION LANE
C-102	EXISTING CONDITIONS AND DEMOLITION PLAN - LAKESIDE AVE
C-201	SUBDIVISION PLAN
C-202	SITE LAYOUT PLAN 1 OF 2
C-203	SITE LAYOUT PLAN 2 OF 2
C-204	GRADING AND UTILITY PLAN
C-205	SEWER UTILITY PLAN INNOVATION LANE
C-206	SEWER UTILITY PLAN LAKESIDE AVE
LANDSCAPE	
L-050	ILLUSTRAVTIVE LANDSCAPE PLAN
L-075	PLANTING PLAN - NORTH
L-076	PLANTING PLAN - SOUTH
ARCHITECTURE	
A-101	NORTH - LEVEL 01 PLAN
A-110	SOUTH - LEVEL 01 PLAN
A-200	BUILDING ELEVATIONS NORTH
A-201	BUILDING ELEVATIONS NORTH
A-202	BUILDING ELEVATIONS NORTH
A-203	BUILDING ELEVATIONS SOUTH
A-204	BUILDING ELEVATIONS SOUTH
A-205	BUILDING ELEVATIONS SOUTH - ENLARGED
A-300	NORTH - BUILDING SECTIONS
A-301	SOUTH - BUILDING SECTIONS

NOT FOR CONSTRUCTION

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REVISIONS

REV #	DATE	DESCRIPTION

■ Client
Ride Your Bike, LLC
Address/ 125 Lakeside Ave, Burlington, VT 05401
Phone/ xxx.xxx.xxxx

■ Architect
GOA Architecture
Address/ 35 Crown Street, New Haven CT, 06510
Phone/ 203.777.7794

■ Structural Engineer
WSP Buildings Inc
Address/ 1223 Mineral Spring Avenue, North Providence, RI 02904
Phone/ 401.724.1771

■ MEP+FP
LN Consulting
Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401
Phone/ 802.655.1753

■ Civil Engineer
Engineering Ventures
Address/ 208 Flynn Av Suite 2A, Burlington, VT 05401
Phone/ 802.863.6225

■ Landscape Architect
Wagner Hodgson
Address/ 7 Marble Avenue
Phone/ 802.864.0010

■ Preconstruction CM
ReArch
Address/ 88 Technology Park Way, Suite 2, Burlington, VT 05403
Phone/ 802.863.8727

Project Title:
RYB Building A

Project Address:
125 Lakeside Ave, Burlington, VT

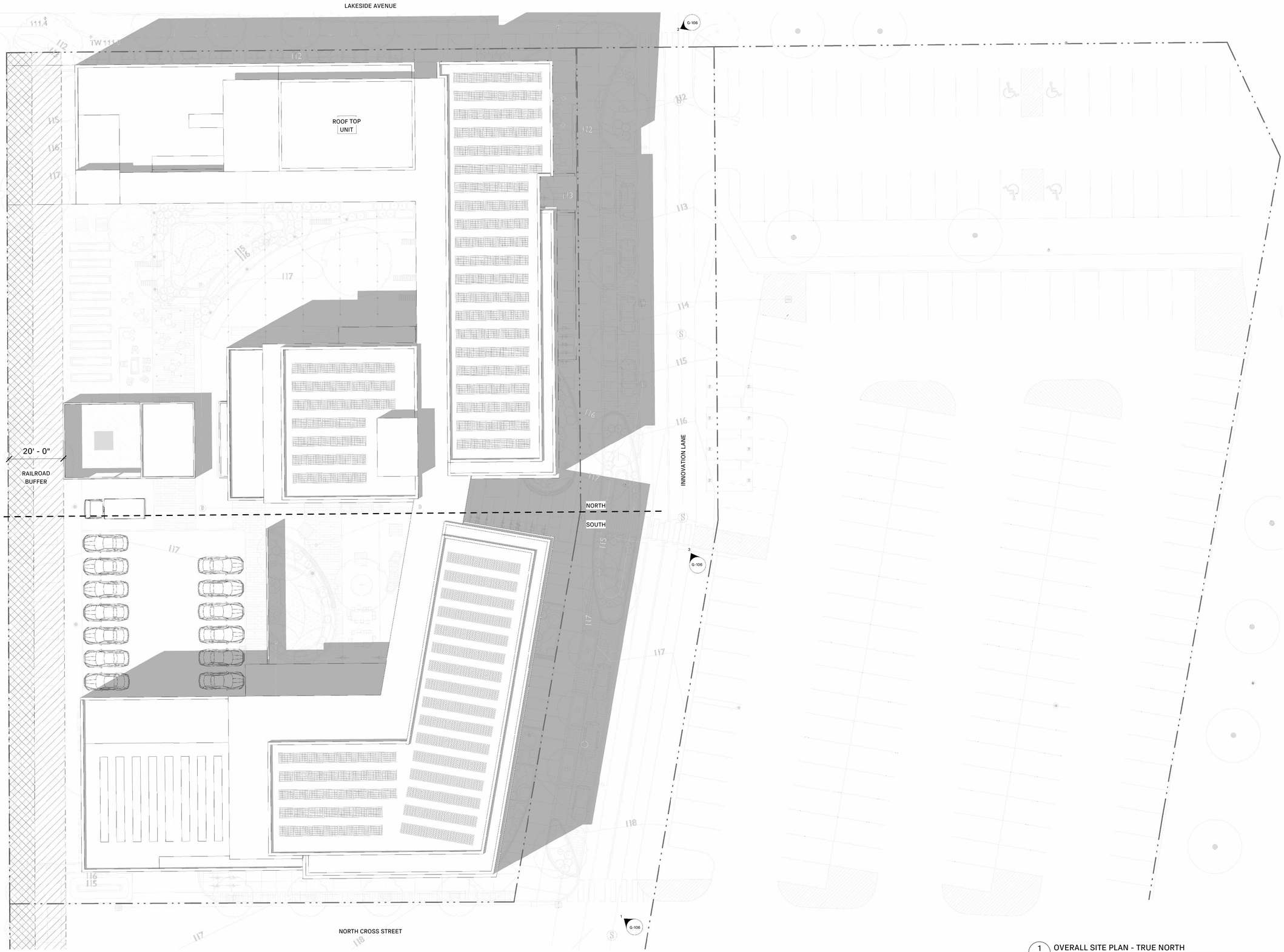
PARCEL ID: 053-2-009-000

GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

G-000
COVER SHEET

DRAWN BY:	AM
SCALE:	1 : 5
DATE:	12.19.2025



1 G-100 OVERALL SITE PLAN - TRUE NORTH
1/16" = 1'-0"

NOT FOR CONSTRUCTION

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Phone/ 802.864.0010

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Phone/ 802.863.8727

Project Title:
RYB Building A

Project Address:
125 Lakeside Ave, Burlington, VT

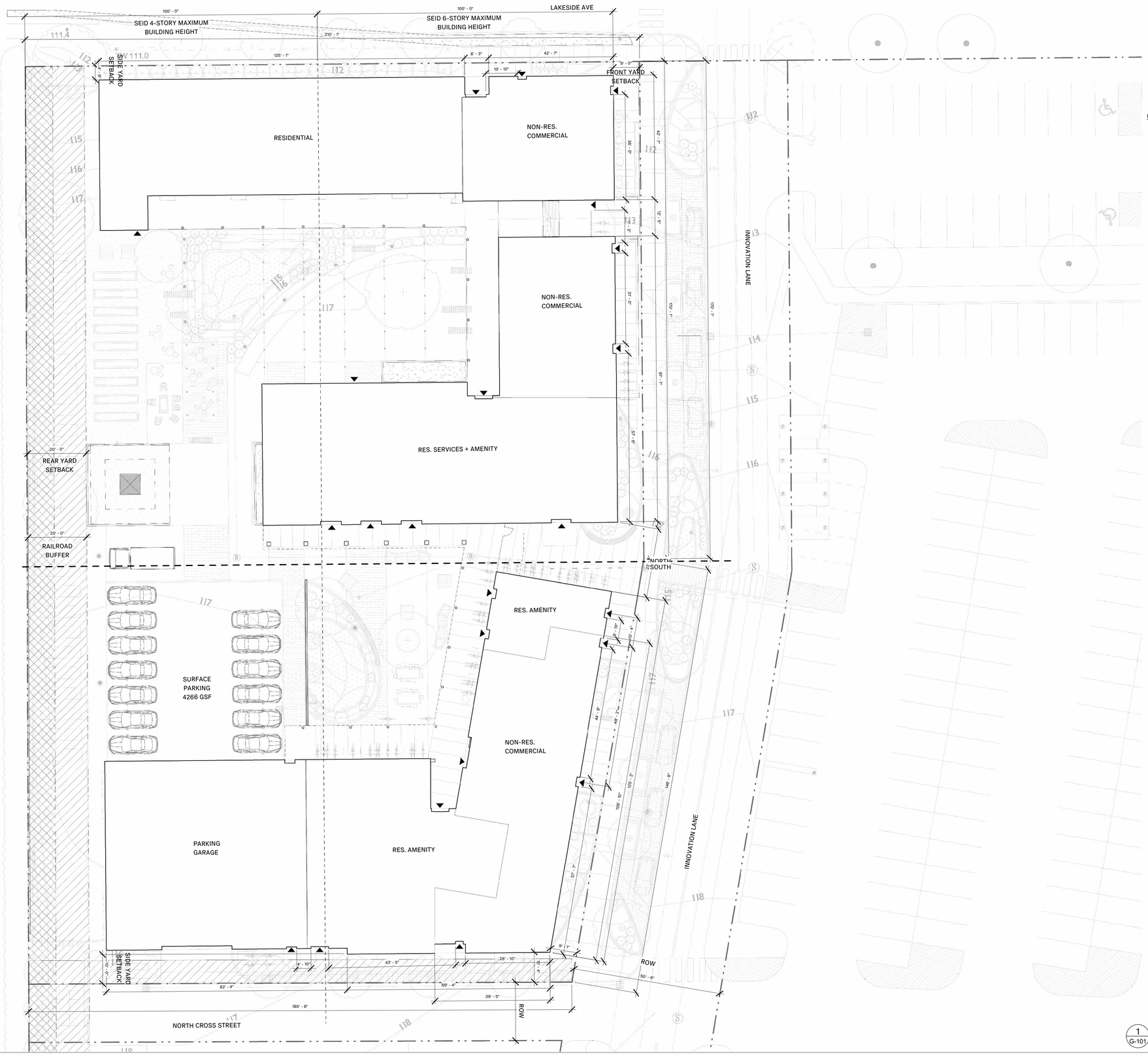
PARCEL ID: 053-2-009-000

GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7704

COA LEVEL II APPLICATION

G-100
SITE PLAN

DRAWN BY:	AM
SCALE:	1/16" = 1'-0"
DATE:	12.19.2025



ZONE ANALYSIS

SITE LOCATION

Project Address: 125 Lakeside Avenue, Burlington, Vermont, 05401
Parcel ID: 053-2-009-000
Parcel Area: 1.477 Acres / 64,347.5 Square Feet

ZONING DESIGNATION

Zoning Ordinance: Burlington Comprehensive Development Ordinance
Effective January 30, 2008
Amendments adopted 3/25/2024, Effective 06/4/2024
Zoning ID: South End Innovation District (SEID) Overlay

USES (SECTION 4.5.6(c)4)

Per Table 4.5.6-3, the following proposed uses are permitted by right within the SEID zoning district:
Residential: Multi-Family Housing (Primary)
Non-Residential: Convenience Store
Health Club
Manufacturing – Light
Parking Garage

DIMENSIONAL STANDARDS AND DENSITY (SECTION 4.5.6(c)1)

Standard	*Required*	*Proposed*
Block Perimeter	1,600' Maximum	1,020.16'

Min. Building Setbacks

Setback Type	*Required*	*Proposed*
Front Yard	0' Min / 20' Max	9'-0"
Side Yard	0' Min / 20' Max	10'4"
Rear Yard	0' Min / 20' Max	20'-0" (see note below)

Notes: The proposed rear yard setback, which abuts an active rail corridor at the Western parcel boundary, complies with the VTrans Rail Property Management Policy that generally prohibits the construction of any structure within 25'-0" of the centerline of rail tracks. The current centerline of the easternmost tracks is located 15' from the westernmost property boundary. The proposed rear yard setback of 20' provides minimum 10' of clearance between the proposed RYB Building A structure and the VTrans 25'-0" clearance requirements.

Max. Height (SEID District Overlay)
Per Map 4.5.6-2 SEID Specific Height Area Map
4-story district 4 stories / 45' max
6-story district 6 stories / 65' max

Max. Height (HOME Act of 2023)
Per 24 V.S.A § 4412(13). additional height allowed for affordable housing developments
4-story district 5 stories / 61'-10" max
6-story district 7 stories / 83'-3" max

Max. Height (Burlington Comprehensive Development Ordinance)
Per Sec. 5.2.6(c), 10% discretionary height allowance to account for grade changes across the site
4-story district 5 stories / 58'-3 1/2" max
6-story district 6 stories / 65'-1" max

Max. Height (Proposed RYB Building A)
4-story district 5 stories / 58'-3 1/2"
6-story district 6 stories / 65'-11"

Notes: Per Vermont HOME Act of 2023 (Act 47), in any area served by municipal sewer and water infrastructure that allows residential development, bylaws shall permit any affordable housing development, as defined in subdivision 4303(2) of this title, including mixed-use development, to exceed density limitations for residential developments by an additional 40 percent, which shall include exceeding maximum height limitations by one floor, provided that the structure complies with the Vermont Fire and Building Safety Code.

Additionally, and separately, per Section 5.2.6(c) in the City of Burlington Comprehensive Development Ordinance, BVT City Planning authorities have the discretion to increase the maximum allowable building height by 10% to account for grade changes across the site, provided that this does not result in an additional story beyond the maximum permitted. This results in maximum allowable building height of 5 stories / 61-10" for the proposed 5-story portion of the building, and a maximum allowable building height of 7 stories / 83-3" for the proposed 6-story portion of the building.

Max. Floor Area: 15,000 SF
Proposed Area: North Building: 14,927 SF
South Building: 12,552 SF

Notes Although the development is designed to function as a single building for the purposes of life safety, egress, circulation, and building systems, the massing of the building is divided into two separate volumes connected by a pedestrian bridge at Levels 2-6.

Max. FAR: 2.5 FAR (160,868 SF)
Proposed FAR: 2.36 FAR (152,001 SF)

Max. Lot Coverage: 80% impervious (51,478 SF)
Proposed Lot Coverage: 77.4% impervious coverage (49,799 SF)

FRONTAGE AND GROUND FLOOR ACTIVATION STANDARDS (SECTION 4.5.6(c)2)

Frontage Type	*Location*
Primary	Innovation Lane (East)
Secondary	Lakeside Avenue (North), North Cross Street (South)

Frontage Occupied	*Required*	*Proposed*
Primary	80% min. / 253.36'	83.8% / 265.42'
Secondary	70% min. / 147.04' (North)	83.7% / 175.92' (North)
	70% min. / 129.98' (South)	83.5% / 151.75' (South)

Non-Residential Percentage	*Required*	*Proposed*
Primary	80% min. / 202.69'	82.4% / 208.75'
Secondary	20% min. / 29.41' (North)	28.9% / 42.58' (North)
	20% min. / 25.99' (South)	36.5% / 47.5' (South)

Notes: Required non-residential frontage based on required min, primary frontage.

Public Entries	*Required*	*Proposed*
Ground Floor Entry	60' Max.	57'3" max. spacing on primary frontage

Notes: No ground floor public entries required on secondary frontages.

Section 4.5.6(c)3 Parking

Spaces	*Maximum*	*Proposed*
Surface Parking	25 spaces / 15% lot area	13 spaces / 7% lot area

PARKING REQUIREMENTS (SECTION 4.5.6(C)3)

Use Type	*Maximum Allowed*	*Proposed*
Attached Dwelling	408 spaces	25 spaces
Convenience Store	5 spaces	0 spaces
Health Club	7 spaces	0 spaces
Manufacturing (Light)	12 Spaces	0 spaces

BICYCLE PARKING REQUIREMENTS (SECTION 8.2.5)

Bicycle Parking

Space Type	*Required*	*Proposed*
Min. Short Term:	35 spaces	35 spaces
	21 residential	
	8 commercial	
	6 vehicular parking	
Min. Long Term:	130 spaces	130 spaces
	120 residential	
	4 commercial	
	6 parking	

1 G-101 LEVEL 01 - OVERALL SITE SEID
1/16" = 1'-0"

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REVISIONS

REV #	DATE	DESCRIPTION

■ Client
Ride Your Bike, LLC
Address/ 125 Lakeside Ave, Burlington, VT 05401
Phone/ xxx.xxx.xxxx

■ Architect
GOA Architecture
Address/ 35 Crown Street, New Haven CT, 06510
Phone/ 203.777.7704

■ Structural Engineer
WSP Buildings Inc
Address/ 1223 Mineral Spring Avenue, North Providence, RI 02904
Phone/ 401.724.1771

■ MEP+FP
LN Consulting
Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401
Phone/ 802.655.1753

■ Civil Engineer
Engineering Ventures
Address/ 208 Flynn Av Suite 2A, Burlington, VT 05401
Phone/ 802.863.6225

■ Landscape Architect
Wagner Hodgson
Address/ 7 Marble Avenue
Phone/ 802.864.0010

■ Preconstruction CM
ReArch
Address/ 88 Technology Park Way, Suite 2, Burlington, VT 05403
Phone/ 802.863.8727

Project Title:
RYB Building A

Project Address:
125 Lakeside Ave, Burlington, VT

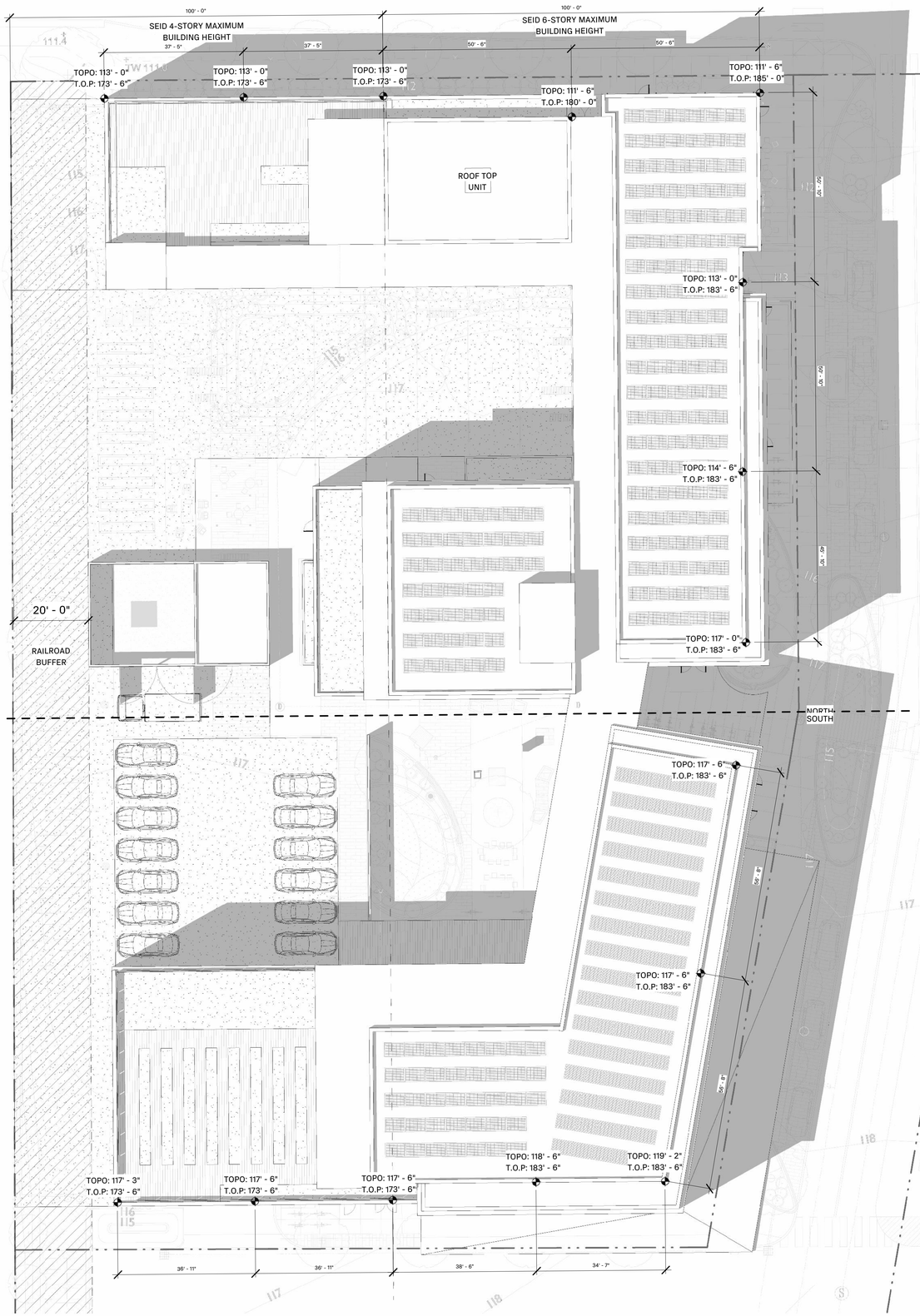
PARCEL ID: 053-2-009-000

GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7704

COA LEVEL II APPLICATION

G-101
SEID ZONING

DRAWN BY: AM
SCALE: 1/16" = 1'-0"
DATE: 12.19.2025



BUILDING HEIGHT AND AREA

Per 2021 IBC Table 506.2
Max. Area: 64,000 SF (Type III-B R-2 S1)
Proposed Area: 31,864 SF

Per 2021 IBC Table 504.3
Max. Height: 75' (Type III-B R S)
Proposed Height: 65'-11"

Per 2021 IBC Table 504.4
Max. Stories: 5 stories (Type III-B R S)
Proposed Stories: 5 stories Type III-B over 1 story Type I-A

Note: Per 2021 IBC Section 510.2, a building shall be considered as separate and distinct buildings for the purpose of determining the limitation of number of stories when the buildings are separated with a horizontal assembly having a fire-resistance rating of not less than 3 hours, the building below the horizontal assembly is of Type I-A construction, shaft enclosures through the horizontal assembly have not less than a 2-hour fire-resistance rating, and the building below the horizontal assembly is protected throughout by an approved automatic sprinkler system in accordance with Section 903.3.1.1.

1 G-102 ROOF PLAN - OVERALL SITE
1/16" = 1'-0"

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ReArch
Address/ 88 Technology Park Way, Suite 2, Burlington, VT 05403
Phone/ 802.863.8727

Project Title:
RYB Building A

Project Address:
125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

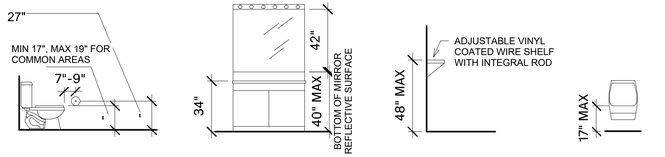
GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

G-102
BUILDING CALCULATIONS

DRAWN BY: AM
SCALE: 1/16" = 1'-0"
DATE: 12.19.2025

TYPICAL FIXTURE DIMENSIONS



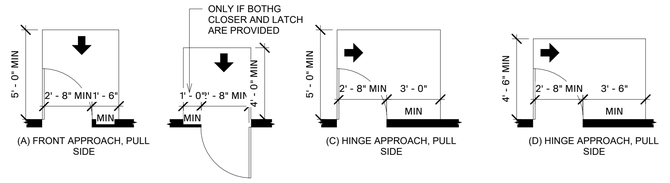
(A) TYPICAL WATER CLOSET AND TOILET PAPER DISPENSER

(B) TYPICAL LAVATORY AND MIRROR LOCATIONS

(C) TYPICAL WIRE SHELF AND ROD

(D) TYPICAL URINAL

DOOR MANEUVERING DIAGRAMS

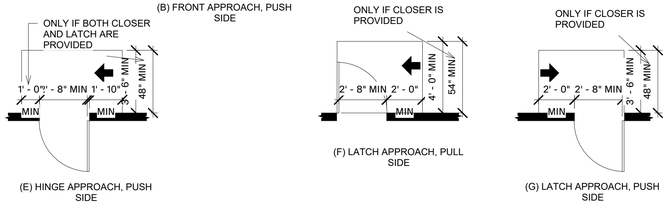


(A) FRONT APPROACH, PULL SIDE

(B) FRONT APPROACH, PUSH SIDE

(C) HINGE APPROACH, PULL SIDE

(D) HINGE APPROACH, PULL SIDE

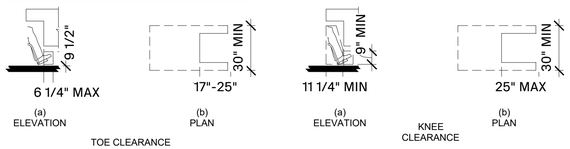


(E) HINGE APPROACH, PUSH SIDE

(F) LATCH APPROACH, PULL SIDE

(G) LATCH APPROACH, PUSH SIDE

TOE AND KNEE CLEARANCE DIAGRAMS



(a) ELEVATION

(b) PLAN

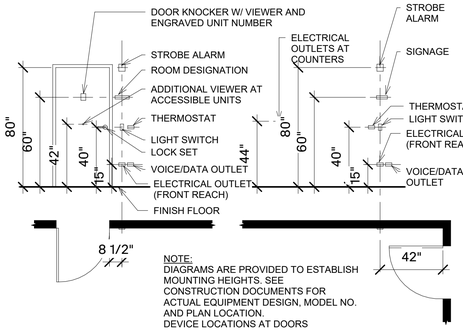
TOE CLEARANCE

(a) ELEVATION

KNEE CLEARANCE

(b) PLAN

MOUNTING HEIGHTS



NOTE:
DIAGRAMS ARE PROVIDED TO ESTABLISH MOUNTING HEIGHTS. SEE CONSTRUCTION DOCUMENTS FOR ACTUAL EQUIPMENT DESIGN, MODEL NO. AND PLAN LOCATION.
DEVICE LOCATIONS AT DOORS

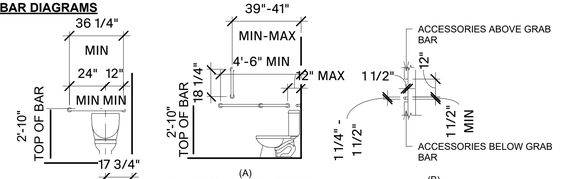
NOTES:

1. VERTICAL DIMENSIONS FOR BUILT-IN ACCESSORIES, CHASEWORK, COUNTERS, ELECTRICAL DEVICES, ELEMENTS, FEATURES, HARDWARE, PLUMBING FIXTURES, SIGNAGE, THERMOSTATS, ETC. REQUIRED TO BE IN COMPLIANCE WITH ACCESSIBILITY LAWS AND STANDARDS SHALL BE MEASURED FROM TOP OF FINISH FLOORING MATERIALS.

DRAWING SYMBOLS

GRID TAG	DRAWING TAG	SECTION MARK	LEVEL MARK	DOOR TAG	WALL TAG	ROOM TAG	BREAKLINE	SPOT ELEVATION	ELEVATION MARK	NORTH ARROW	FOUNDATION STEP	SLOPE ARROW
?		? ?	LEVEL 0' - 0"	?	W1	? ?					STEP	8 1/2" / 1' - 0"

GRAB BAR DIAGRAMS



FLUSH VALVE SHALL OCCUR ON SIDE OF TOILET WITH SPACE

(A) DWELLING UNIT WATER CLOSET FOR IAC COMMON/PUBLIC ACCESSIBLE TOILET

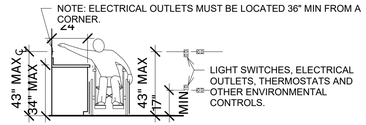
(B) TYPICAL GRAB BAR DIAGRAM

NOTES:

1. ALL GRAB BARS AND BLOCKING SHALL COMPLY WITH ALL APPLICABLE ACCESSIBILITY CODES, STANDARDS, AND LAWS.
2. BLOCKING SHALL BE INSTALLED AT TIME OF INITIAL CONSTRUCTION.
3. GRAB BARS SHALL BE PROVIDED AT COMMON/PUBLIC ACCESSIBLE TOILETS.
4. GRAB BARS SHALL BE FREE OF SHARP OR ABRASIVE ELEMENTS. EDGES SHALL BE ROUNDED.
5. GRAB BARS SHALL NOT ROTATE WITHIN THE FITTINGS.
6. STRUCTURAL STRENGTH OF MATERIALS, FASTENERS, MOUNTING DEVICES, AND SUPPORTING STRUCTURES SHALL RESIST A SINGLE FORCE OF 250 POUNDS APPLIED IN ANY DIRECTION AT ANY POINT ON THE GRAB BAR, FASTENER, MOUNTING DEVICES, OR SUPPORTING STRUCTURES.

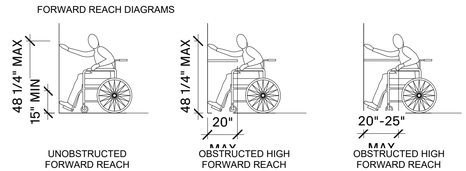
ENVIRONMENTAL CONTROLS DIAGRAM

CLEAR FLOOR SPACE OF 30" X 48" SHALL BE PROVIDED FOR A FORWARD OR PARALLEL APPROACH AT ALL CONTROLS, DISPENSERS, RECEPTACLES, AND OTHER OPERABLE EQUIPMENT SUCH AS THERMOSTATS. FOR REACH RANGES, SEE REACH RANGE DIAGRAM. CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 LBF.



REACH RANGE DIAGRAMS

FORWARD REACH DIAGRAMS

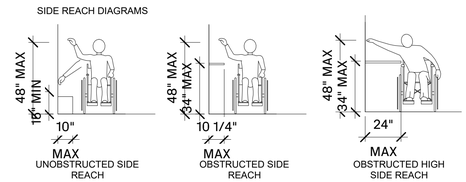


UNOBSTRUCTED FORWARD REACH

OBSTRUCTED HIGH FORWARD REACH

OBSTRUCTED HIGH FORWARD REACH

SIDE REACH DIAGRAMS

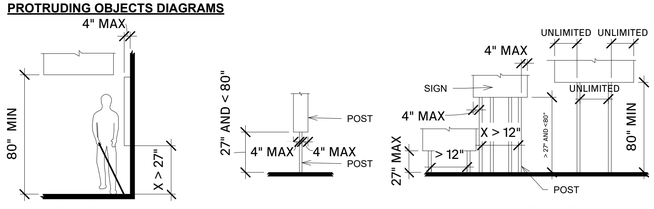


UNOBSTRUCTED SIDE REACH

OBSTRUCTED SIDE REACH

OBSTRUCTED HIGH SIDE REACH

PROTRUDING OBJECTS DIAGRAMS

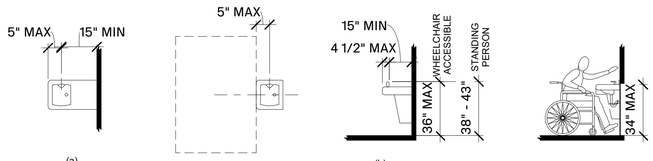


LIMITS OF PROTRUDING OBJECTS

POST-MOUNTED PROTRUDING OBJECT

POST-MOUNTED PROTRUDING OBJECT

LAVATORY AND DRINKING FOUNTAIN CLEARANCE DIAGRAMS



(a) PLAN

PARALLEL APPROACH AT DRINKING FOUNTAINS PRIMARILY FOR CHILDRENS USE (EXCEPTION 2)

(b) ELEVATION

HEIGHT OF LAVATORIES AND SINKS

GENERAL NOTES:

1.THE CONTRACTOR SHALL INSPECT EXISTING CONDITIONS AT JOB SITE BEFORE SUBMITTING BID. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CONDITIONS ON SITE WHETHER INDICATED ON DRAWINGS OR NOT.

2.THE CONTRACTOR'S WORK SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF THE CURRENT CONNECTICUT STATE BUILDING CODES AND ALL OTHER APPLICABLE CODES, ORDINANCES, AND LOCAL LAWS.

3.THE CONTRACTOR SHALL SUPPLY ALL LABOR, TOOLS, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THE WORK AS CALLED FOR ON THE DRAWINGS AND SPECIFICATIONS.

4.ALL MATERIALS AND EQUIPMENT NOTED ON DRAWINGS ARE NEW UNLESS INDICATED AS EXISTING.

5.OMISSIONS FROM THE DRAWINGS OR SPECIFICATIONS OR THE MIS-DESCRIPTION OF DETAILS OF WORK WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH WORK, BUT SHALL BE PERFORMED AS IF CORRECTLY SET FORTH AND DESCRIBED TO FURNISH A COMPLETE INSTALLATION IN ACCEPTABLE CONDITION TO THE AGENCY.

6.THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL TRADES AT THE SITE, WHETHER PART OF THIS CONTRACT OR UNDER A SEPARATE CONTRACT.

7.THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL INSPECTIONS AND FINAL APPROVALS FROM ALL GOVERNING AGENCIES, INCLUDING BUT NOT LIMITED TO THE CERTIFICATE OF OCCUPANCY.

8.THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK, AND SHALL REPORT ANY DISCREPANCIES BETWEEN DRAWINGS AND FIELD CONDITIONS TO THE ARCHITECT.

9.THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL CONDITIONS AND MATERIALS WITHIN THE PROPOSED CONSTRUCTION AREA. THE CONTRACTOR SHALL DESIGN AND INSTALL ADEQUATE SHORING AND BRACING FOR ALL STRUCTURAL OR REMOVAL TASKS. THE CONTRACTOR SHALL HAVE SOLE RESPONSIBILITY FOR ANY DAMAGE OR INJURIES CAUSED BY OR DURING THE EXECUTION OF THE WORK.

10.THE CONTRACTOR SHALL LAY OUT HIS OWN WORK, AND SHALL PROVIDE ALL DIMENSIONS REQUIRED FOR OTHER TRADES (PLUMBING, ELECTRICAL,ETC.).

11.THE CONTRACTOR SHALL DO ALL CUTTING, PATCHING, REPAIRING AS REQUIRED TO PERFORM ALL OF THE WORK INDICATED ON THE DRAWINGS AND ALL OTHER WORK THAT MAY BE REQUIRED TO COMPLETE THE JOB.

12.THE CONTRACTOR SHALL PROTECT ALL ADJACENT EXISTING ELEMENTS TO REMAIN.

13.HAZARDOUS MATERIALS MAY BE ENCOUNTERED DURING CONSTRUCTION OPERATIONS, INCLUDING ASBESTOS AND LEAD. COMPLY WITH ALL APPLICABLE REGULATIONS, LAWS, AND ORDINANCES CONCERNING THE REMOVAL, HANDLING, AND PROTECTION AGAINST EXPOSURE OR ENVIRONMENTAL POLLUTION.

14.THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR WORK, FOR THE COORDINATION BETWEEN THEIR RESPECTIVE SUBCONTRACTORS AND THEIR PORTION OF WORK, AND ANY OF THE OWNER'S CONTRACTORS OR SUBCONTRACTORS.

15.THE CONTRACTOR IS REQUIRED TO PATCH AND REPAIR ALL ADJACENT WALLS AND SURFACES AT SITE, DAMAGED DURING DEMOLITION AND CONSTRUCTION OR WITHIN THE BUILDING AS A RESULT OF DEBRIS REMOVAL.

LIST OF ARCHITECTURAL ABBREVIATIONS

A/C	AIR CONDITIONING	EXT	EXTERIOR	PAV	PAVILLION
ADJ	ADJUSTABLE	FEC	FIRE EXTINGUISHER CABINET	PTD	PAINTED
AFF	ABOVE FINISHED FLOOR	FIN	FINISH	RCP	REFLECTED CEILING PLAN
ALT	ALTERNATE	FF	FINISHED FLOOR	RECPT	RECEPTACLE
ALUM	ALUMINUM	FIXT	FIXTURE	REF	REFERENCE
ANOD	ANODIZED	FLR	FLOOR	REINF	REINFORCING
APPROX	APPROXIMATE	FLASH	FLASHING	RM	ROOM
BD	BOARD	FND	FOUNDATION	RO	ROUGH OPENING
BF	BOTTOM OF FOOTING	FO	FACE OF	SCHED	SCHEDULE
BLDG	BUILDING	FT	FOOT / FEET	SF	SQUARE FOOT
BM	BEAM	FURR	FURRING	SHT	SHEET
BOT	BOTTOM	GA	GAUGE	SIM	SIMILAR
BRK	BRICK	GALV	GALVANIZED	SPEC	SPECIFICATIONS
B/W	BETWEEN	GL	GLASS	SPKR	SPEAKER
BOW	BOTTOM OF WALL	GND	GROUND	SS	STAINLESS STEEL
CFMF	COLD FORMED METAL FRAMING	GRD	GRADE	STRUCT	STRUCTURAL
CLO	CLOSET	GWB	GYPSUM WALL BOARD	T&G	TONGUE AND GROOVE
CLR	CLEAR	GYPBD	GYPSUM BOARD	THK	THICK
CLT	CROSS LAMINATED TIMBER	HR	HOUR	THRESH	THRESHOLD
COL	COLUMN	ID	INSIDE DIAMETER	TO	TOP OF
CONC	CONCRETE	INSUL	INSULATION	TYP	TYPICAL
COORD	COORDINATE	INT	INTERIOR	UON	UNLESS OTHERWISE NOTED
CL	CENTERLINE	LT	LIGHT	VERT	VERTICAL
DET	DETAIL	MAX	MAXIMUM	VIF	VERIFY IN FIELD
DIM	DIMENSION	MTL	METAL	VOL	VOLUME
DR	DOOR	MFR	MANUFACTURER	W/	WITH
DWG	DRAWING	MIN	MINIMUM	WD	WOOD
EA	EACH	MISC	MISCELLANEOUS	WDW	WINDOW
EL	ELEVATION	NIC	NOT IN CONTRACT	W/O	WITHOUT
ELEC	ELECTRICAL	NR	NOT RATED	WT	WEIGHT
ENCL	ENCLOSURE	OC	ON CENTER		
EQ	EQUIPMENT	OD	OUTSIDE DIAMETER		
EXIST	EXISTING	OPP	OPPOSITE		

APPLICABLE CODES

2025 Vermont Fire and Building Safety Code
2021 NFPA 1 (as amended)
2021 NFPA 101 (as amended)
2021 International Building Code (as amended)
2021 International Existing Building Code (as amended)
2024 Vermont Commercial Building Energy Standard (CBES)

OCCUPANCY CLASSIFICATION

2021 IBC CHAPTER 3

Residential:	R2
Business:	B
Assembly:	A3
Mercantile:	M
Storage:	-1, S-2

CONSTRUCTION TYPE

Per 2021 IBC Section 602

Level 1:	Type I-A
Levels 2-6:	Type III-B

Type I-A: Building elements as specified in Table 601 to be constructed of noncombustible materials.
Type III-B:Exterior walls to be constructed of noncombustible materials and the interior building elements are of any material permitted by code. Fire-retardant wood (FRTW) framing and sheathing complying with Section 2303.2 shall be permitted within exterior wall assemblies of a 2-hour rating or less.

BUILDING HEIGHT AND AREA

Per 2021 IBC Table 506.2

Max. Area:	64,000 SF (Type III-B R-2 S1)
Proposed Area:	31,864 SF

Per 2021 IBC Table 504.3

Max. Height:	75' (Type III-B R S)
Proposed Height:	65'-11"

Per 2021 IBC Table 504.4

Max. Stories:	5 stories (Type III-B R S)
Proposed Stories:	5 stories Type III-B over 1 story Type I-A

Note: Per 2021 IBC Section 510.2, a building shall be considered as separate and distinct buildings for the purpose of determining the limitation of number of stories when the buildings are separated with a horizontal assembly having a fire-resistance rating of not less than 3 hours, the building below the horizontal assembly is of Type I-A construction, shaft enclosures through the horizontal assembly have not less than a 2-hour fire-resistance rating, and the building below the horizontal assembly is protected throughout by an approved automatic sprinkler system in accordance with Section 903.3.1.1.

FIRE RESISTANCE RATING REQUIREMENTS

Per 2021 IBC Table 601

Type I-A

Primary Structure:	3 hours
Bearings Walls:	3 hours (Exterior), 3 hours (Interior)
Nonbearing Walls:	1 hour (Exterior, per Table 705.5), 0 hour (Interior)
Floors:	2 hours
Roofs:	1.5 hours

Type III-B

Primary Structure:	0 hour
Bearings Walls:	2 hours (Exterior), 0 hour (Interior)
Nonbearing Walls:	1 hour (Exterior, per Table 705.5), 0 hour (Interior)
Floors	0 hour
Roofs	0 hour

Dwelling Units

Per 2021 IBC Sections 402.2-3 and 2021 NFPA 101 Section 7.1.3.1

Walls:	1 hour
Floors:	1 hour
Exit Corridors:	1 hour

Opening Ratings

Per 2021 NFPA 101 Table 8.3.3.2.2

Elevator Hoistway:	2 hours
Elevator Doors:	90 minutes
Elevator Lobby:	1 hour
Stair Shaft:	2 hours
Apt Entry Doors:	20 minutes

BUILDING ENERGY AND ENVELOPE REQUIREMENTS

Building Envelope

Per 2024 Vermont Commercial Building Energy Standard Table C402.1(2)

Roofs:	R-45ci
Walls:	R-19 + R-12ci (wood-framed)
Floors:	R-23ci (mass) / R-38 (wood-framed)
Slabs:	R-20 for 48" below grade
Doors:	U-0.37

Fenestration

Per 2024 Vermont Commercial Building Energy Standard Table C402.3

Fixed:	U-0.29
Storefront:	U-0.33
Operable:	U-0.30 (R-2) / U-0.36 (non R-2)
Entry Doors:	U-0.63
SHGC:	U-0.38 (fixed) / U-0.34 (operable)
Max. Area:	30% of above-grade wall to be vertical fenestration

ACCESSIBILITY REQUIREMENTS

Per 2021 IBC Section 1108.6.2

Min. Type A:	2% units (5 units)
Min. Type B:	100% of units to be constructed to minimum Type B

NOT FOR CONSTRUCTION

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REVISIONS

REV #	DATE	DESCRIPTION

■ Client
Ride Your Bike, LLC
Address/ 125 Lakeside Ave, Burlington, VT 05401
Phone/ xxx.xxx.xxxx

■ Architect
GOA Architecture
Address/ 35 Crown Street, New Haven CT, 06510
Phone/ 203.777.7794

■ Structural Engineer
WSP Buildings Inc
Address/ 1223 Mineral Spring Avenue, North Providence, RI 02904
Phone/ 401.724.1771

■ MEP+FP
LN Consulting
Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401
Phone/ 802.655.1753

■ Civil Engineer
Engineering Ventures
Address/ 208 Flynn Av Suite 2A, Burlington, VT 05401
Phone/ 802.863.6225

■ Landscape Architect
Wagner Hodgson
Address/ 7 Marble Avenue
Phone/ 802.864.0010

■ Preconstruction CM
ReArch
Address/ 88 Technology Park Way, Suite 2, Burlington, VT 05403
Phone/ 802.863.8727

Project Title:

RYB Building A

Project Address:

125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

G-103

CODE AND ABBREVIATIONS

DRAWN BY:	AM
SCALE:	1/4" = 1'-0"
DATE:	12.19.2025

Luminaire Schedule					
Qty	Label	Watts	Arrangement	LLF	Description
9	XB1	11	Single	0.450	LBL-S-36-LITHO-2-C(E)-P(X)-(W
1	XC1	24	Single	0.900	E449363_BEGA_2EB
15	XCA3	7	Single	0.530	AR-LED-xx4-WFL-740K
3	XF11	2.56	Single	0.900	MM-LED-w71-A45-12
2	XF71	41	Single	0.680	5913_BEGA_2ED-99(2)EF 2505)
7	XS1, A2	10	Single	0.900	DC4-SW-W-A-DOTGA-00000-30FIWSB-U-A
9	XS2, A2	15.3	Single	0.600	EX4S-275-80-35-BW-4'
95	XW1	5	Single	0.300	DWF HCW6B-30-88K-(350)

Please Note: Do not use this schedule for quoting or wattage calculating, contact Illuminate for a complete fixture schedule

Calculation Summary							
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
COVERED WALKWAY_Floor	Fc	1.97	4.2	0.5	1.13	3.20
GARAGE_Floor	Fc	1.98	4.1	0.7	2.83	5.86
Site	Fc	0.50	10.8	0.0	N.A.	N.A.
CATENARY WALKWAY	Fc	2.28	3.8	1.4	1.63	2.71
PARKING GARAGE	Fc	1.98	4.1	0.7	2.83	5.86
SURFACE PARKING	Fc	0.91	4.0	0.2	4.55	20.00
WALKWAY ONLY	Fc	1.28	4.2	0.1	12.80	42.00

WALKWAY ONLY

Illuminance (Fc)
Average = 1.28
Maximum = 4.2
Minimum = 0.1
Avg/Min Ratio = 12.80
Max/Min Ratio = 42.00

CATENARY WALKWAY

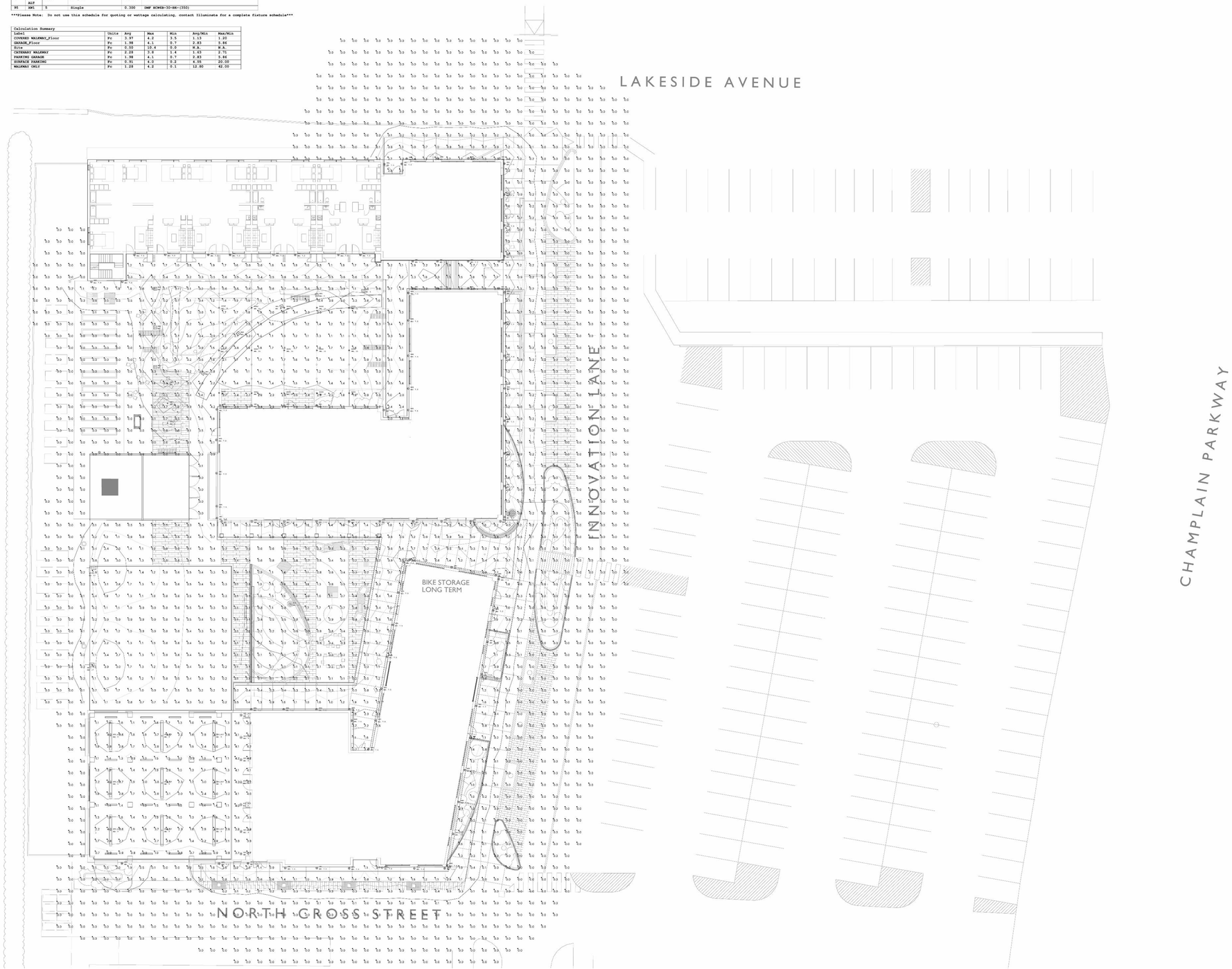
Illuminance (Fc)
Average = 2.28
Maximum = 3.8
Minimum = 1.4
Avg/Min Ratio = 1.63
Max/Min Ratio = 2.71

SURFACE PARKING

Illuminance (Fc)
Average = 0.91
Maximum = 4.0
Minimum = 0.2
Avg/Min Ratio = 4.55
Max/Min Ratio = 20.00

PARKING GARAGE

Illuminance (Fc)
Average = 1.98
Maximum = 4.1
Minimum = 0.7
Avg/Min Ratio = 2.83
Max/Min Ratio = 5.86



1 G-104 SITE PHOTOMETRICS
N.T.S

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COA LEVEL II APPLICATION

G-104
SITE PHOTOMETRICS

DRAWN BY:	KG - ILLUMINATE
SCALE:	N.T.S
DATE:	12.19.2025

CONDITIONED FLOOR GSF AREA		
BUILDING	LEVEL	TOTAL GSF
NORTH	LEVEL 01	14801 SF
NORTH	LEVEL 02	14927 SF
NORTH	LEVEL 03	14927 SF
NORTH	LEVEL 04	14927 SF
NORTH	LEVEL 05	14927 SF
NORTH	LEVEL 06	10611 SF
SOUTH	LEVEL 01	8100 SF
SOUTH	LEVEL 02	12552 SF
SOUTH	LEVEL 03	12552 SF
SOUTH	LEVEL 04	12552 SF
SOUTH	LEVEL 05	12552 SF
SOUTH	LEVEL 06	7324 SF
TOTAL		150754 SF

UNIT TYPE COUNT		
UNIT TYPE	COUNT	BATH COUNT
1 BR	117	1B
1 BR+	5	1B
2 BR	18	1B
2 BR	15	2B
STUDIO	39	1B
STUDIO+	10	1B
TOTAL:		204

COVERED EXTERIOR CORRIDOR GSF		
BUILDING	LEVEL	TOTAL GSF
NORTH	LEVEL 01	3492 SF
NORTH	LEVEL 02	2933 SF
NORTH	LEVEL 03	2933 SF
NORTH	LEVEL 04	2933 SF
NORTH	LEVEL 05	2933 SF
NORTH	LEVEL 06	3408 SF
SOUTH	LEVEL 01	1650 SF
SOUTH	LEVEL 02	1301 SF
SOUTH	LEVEL 03	1301 SF
SOUTH	LEVEL 04	1301 SF
SOUTH	LEVEL 05	1301 SF
SOUTH	LEVEL 06	2022 SF
TOTAL		27508 SF

UNIT CORRIDOR TYPE	
CORRIDOR	COUNT
EXTERIOR	125
INTERIOR	79
TOTAL:	204

TOTAL GSF		
BUILDLING	LEVEL	TOTAL GSF
NORTH	LEVEL 01	18904 SF
NORTH	LEVEL 02	17860 SF
NORTH	LEVEL 03	17860 SF
NORTH	LEVEL 04	17860 SF
NORTH	LEVEL 05	17860 SF
NORTH	LEVEL 06	14019 SF
SOUTH	LEVEL 01	14204 SF
SOUTH	LEVEL 02	13853 SF
SOUTH	LEVEL 03	13853 SF
SOUTH	LEVEL 04	13853 SF
SOUTH	LEVEL 05	13853 SF
SOUTH	LEVEL 06	9346 SF
TOTAL		183327 SF

UNIT COUNT						
UNIT	GSF	LEVEL	BUILDING	UNIT TYPE	BATH COUNT	CORRIDOR
LEVEL 01						
101NA	856 SF	LEVEL 01	NORTH	2 BR	2B	EXTERIOR
102NB	806 SF	LEVEL 01	NORTH	2 BR	2B	EXTERIOR
103NC	548 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
104ND	548 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
105NE	548 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
106NF	548 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
107NG	548 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
108NH	557 SF	LEVEL 01	NORTH	1 BR	1B	EXTERIOR
LEVEL 02						
201NA	856 SF	LEVEL 02	NORTH	2 BR	2B	EXTERIOR
202NB	806 SF	LEVEL 02	NORTH	2 BR	2B	EXTERIOR
203NC	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
204ND	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
205NE	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
206NF	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
207NG	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
208NH	574 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
209NI	574 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
210NJ	548 SF	LEVEL 02	NORTH	STUDIO+	1B	EXTERIOR
211NK	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
212NL	479 SF	LEVEL 02	NORTH	STUDIO	1B	EXTERIOR
213NM	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
214NN	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
215NO	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
216NP	548 SF	LEVEL 02	NORTH	1 BR	1B	EXTERIOR
217NQ	548 SF	LEVEL 02	NORTH	STUDIO+	1B	EXTERIOR
218NR	833 SF	LEVEL 02	NORTH	2 BR	2B	EXTERIOR
219NS	480 SF	LEVEL 02	NORTH	STUDIO	1B	INTERIOR
220NT	541 SF	LEVEL 02	NORTH	1 BR	1B	INTERIOR
221NU	527 SF	LEVEL 02	NORTH	1 BR	1B	INTERIOR
222NV	846 SF	LEVEL 02	NORTH	2 BR	1B	INTERIOR
223NW	518 SF	LEVEL 02	NORTH	STUDIO	1B	INTERIOR
224NX	558 SF	LEVEL 02	NORTH	1 BR	1B	INTERIOR
225SA	574 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
226SB	548 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
227SC	548 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
228SD	548 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
229SE	548 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
230SF	548 SF	LEVEL 02	SOUTH	1 BR	1B	EXTERIOR
231SG	877 SF	LEVEL 02	SOUTH	1 BR+	1B	EXTERIOR
232SH	966 SF	LEVEL 02	SOUTH	2 BR	1B	INTERIOR
233SI	437 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
234SJ	437 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
235SK	408 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
236SL	485 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
237SM	653 SF	LEVEL 02	SOUTH	1 BR	1B	INTERIOR
238SN	894 SF	LEVEL 02	SOUTH	2 BR	1B	INTERIOR
239SO	894 SF	LEVEL 02	SOUTH	2 BR	1B	INTERIOR
240SP	653 SF	LEVEL 02	SOUTH	1 BR	1B	INTERIOR
241SQ	485 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
242SR	653 SF	LEVEL 02	SOUTH	1 BR	1B	INTERIOR
243SS	420 SF	LEVEL 02	SOUTH	STUDIO	1B	INTERIOR
LEVEL 03						
301NA	856 SF	LEVEL 03	NORTH	2 BR	2B	EXTERIOR
302NB	806 SF	LEVEL 03	NORTH	2 BR	2B	EXTERIOR
303NC	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
304ND	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
305NE	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
306NF	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
307NG	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
308NH	574 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
309NI	574 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
310NJ	548 SF	LEVEL 03	NORTH	STUDIO+	1B	EXTERIOR
311NK	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
312NL	479 SF	LEVEL 03	NORTH	STUDIO	1B	EXTERIOR
313NM	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
314NN	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
315NO	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
316NP	548 SF	LEVEL 03	NORTH	1 BR	1B	EXTERIOR
317NQ	548 SF	LEVEL 03	NORTH	STUDIO+	1B	EXTERIOR
318NR	833 SF	LEVEL 03	NORTH	2 BR	2B	EXTERIOR
319NS	480 SF	LEVEL 03	NORTH	STUDIO	1B	INTERIOR
320NT	541 SF	LEVEL 03	NORTH	1 BR	1B	INTERIOR
321NU	527 SF	LEVEL 03	NORTH	1 BR	1B	INTERIOR
322NV	846 SF	LEVEL 03	NORTH	2 BR	1B	INTERIOR
323NW	518 SF	LEVEL 03	NORTH	STUDIO	1B	INTERIOR
324NX	558 SF	LEVEL 03	NORTH	1 BR	1B	INTERIOR
325SA	574 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
326SB	548 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
327SC	548 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
328SD	548 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
329SE	548 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
330SF	548 SF	LEVEL 03	SOUTH	1 BR	1B	EXTERIOR
331SG	877 SF	LEVEL 03	SOUTH	1 BR+	1B	EXTERIOR
332SH	966 SF	LEVEL 03	SOUTH	2 BR	1B	INTERIOR
333SI	437 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR
334SJ	437 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR
335SK	408 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR
336SL	485 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR
337SM	653 SF	LEVEL 03	SOUTH	1 BR	1B	INTERIOR
338SN	894 SF	LEVEL 03	SOUTH	2 BR	1B	INTERIOR
339SO	894 SF	LEVEL 03	SOUTH	2 BR	1B	INTERIOR
340SP	653 SF	LEVEL 03	SOUTH	1 BR	1B	INTERIOR
341SQ	485 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR
342SR	653 SF	LEVEL 03	SOUTH	1 BR	1B	INTERIOR
343SS	420 SF	LEVEL 03	SOUTH	STUDIO	1B	INTERIOR

UNIT COUNT						
UNIT	GSF	LEVEL	BUILDING	UNIT TYPE	BATH COUNT	CORRIDOR
LEVEL 04						
401NA	856 SF	LEVEL 04	NORTH	2 BR	2B	EXTERIOR
402NB	806 SF	LEVEL 04	NORTH	2 BR	2B	EXTERIOR
403NC	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
404ND	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
405NE	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
406NF	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
407NG	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
408NH	574 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
409NI	574 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
410NJ	548 SF	LEVEL 04	NORTH	STUDIO+	1B	EXTERIOR
411NK	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
412NL	479 SF	LEVEL 04	NORTH	STUDIO	1B	EXTERIOR
413NM	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
414NN	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
415NO	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
416NP	548 SF	LEVEL 04	NORTH	1 BR	1B	EXTERIOR
417NQ	548 SF	LEVEL 04	NORTH	STUDIO+	1B	EXTERIOR
418NR	833 SF	LEVEL 04	NORTH	2 BR	2B	EXTERIOR
419NS	480 SF	LEVEL 04	NORTH	STUDIO	1B	INTERIOR
420NT	541 SF	LEVEL 04	NORTH	1 BR	1B	INTERIOR
421NU	527 SF	LEVEL 04	NORTH	1 BR	1B	INTERIOR
422NV	846 SF	LEVEL 04	NORTH	2 BR	1B	INTERIOR
423NW	518 SF	LEVEL 04	NORTH	STUDIO	1B	INTERIOR
424NX	558 SF	LEVEL 04	NORTH	1 BR	1B	INTERIOR
425SA	574 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
426SB	548 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
427SC	548 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
428SD	548 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
429SE	548 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
430SF	548 SF	LEVEL 04	SOUTH	1 BR	1B	EXTERIOR
431SG	877 SF	LEVEL 04	SOUTH	1 BR+	1B	EXTERIOR
432SH	966 SF	LEVEL 04	SOUTH	2 BR	1B	INTERIOR
433SI	437 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
434SJ	437 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
435SK	408 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
436SL	485 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
437SM	653 SF	LEVEL 04	SOUTH	1 BR	1B	INTERIOR
438SN	894 SF	LEVEL 04	SOUTH	2 BR	1B	INTERIOR
439SO	894 SF	LEVEL 04	SOUTH	2 BR	1B	INTERIOR
440SP	653 SF	LEVEL 04	SOUTH	1 BR	1B	INTERIOR
441SQ	485 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
442SR	653 SF	LEVEL 04	SOUTH	1 BR	1B	INTERIOR
443SS	420 SF	LEVEL 04	SOUTH	STUDIO	1B	INTERIOR
LEVEL 05						
501NA	856 SF	LEVEL 05	NORTH	2 BR	2B	EXTERIOR
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504ND	548 SF	LEVEL 05	NORTH	1 BR	1B	EXTERIOR
505NE	548 SF	LEVEL 05	NORTH	1 BR	1B	EXTERIOR
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511NK	548 SF	LEVEL 05	NORTH	1 BR	1B	EXTERIOR
512NL	479 SF	LEVEL 05	NORTH	STUDIO	1B	EXTERIOR
513NM	548 SF	LEVEL 05	NORTH	1 BR	1B	EXTERIOR
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516NP	548 SF	LEVEL 05	NORTH	1 BR	1B	EXTERIOR
517NQ	548 SF	LEVEL 05	NORTH	STUDIO+	1B	EXTERIOR
518NR	833 SF	LEVEL 05	NORTH	2 BR	2B	EXTERIOR
519NS	480 SF	LEVEL 05	NORTH	STUDIO	1B	INTERIOR
520NT	541 SF	LEVEL 05	NORTH	1 BR	1B	INTERIOR
521NU	527 SF	LEVEL 05	NORTH	1 BR	1B	INTERIOR
522NV	846 SF	LEVEL 05	NORTH	2 BR	1B	INTERIOR
523NW	518 SF	LEVEL 05	NORTH	STUDIO	1B	INTERIOR
524NX	558 SF	LEVEL 05	NORTH	1 BR	1B	INTERIOR
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530SF	548 SF	LEVEL 05	SOUTH	1 BR	1B	EXTERIOR
531SG	877 SF	LEVEL 05	SOUTH	1 BR+	1B	EXTERIOR
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542SR	653 SF	LEVEL 05	SOUTH	1 BR	1B	INTERIOR
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616NP	548 SF	LEVEL 06	NORTH	1 BR	1B	EXTERIOR
617NQ	548 SF	LEVEL 06	NORTH	STUDIO+	1B	EXTERIOR
618NR	923 SF	LEVEL 06	NORTH	2 BR	2B	EXTERIOR
619NS	480 SF	LEVEL 06	NORTH	STUDIO	1B	INTERIOR
620NT	559 SF	LEVEL 06	NORTH	1 BR	1B	INTERIOR
623NW	817 SF	LEVEL 06	NORTH	2 BR	1B	INTERIOR
624NX	558 SF	LEVEL 06	NORTH	1 BR	1B	INTERIOR
625SA	574 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
626SB	548 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
627SC	548 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
628SD	548 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
629SE	548 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
630SF	548 SF	LEVEL 06	SOUTH	1 BR	1B	EXTERIOR
631SG	878 SF	LEVEL 06	SOUTH	1 BR+	1B	EXTERIOR
632SH	963 SF	LEVEL 06	SOUTH	2 BR	1B	INTERIOR
633SI	437 SF	LEVEL 06	SOUTH	STUDIO	1B	INTERIOR
634SJ	639 SF	LEVEL 06	SOUTH	1 BR	1B	INTERIOR
TOTAL:						204

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New Haven CT, 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

G-105

BUILDING AREA TABLES

DRAWN BY: AM

SCALE:

DATE: 12.19.2025



4 G-106 AERIAL VIEW
1 : 5



3 G-106 VIEW FROM INNOVATION LANE
1 : 5



2 G-106 VIEW FROM LAKESIDE AVE AND INNOVATION LANE
1 : 5



1 G-106 VIEW FROM CROSS ST AND INNOVATION
1 : 5

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REVISIONS

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Project Title:
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Project Address:
125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

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Phone/ 203.777.7704

COA LEVEL II APPLICATION

G-106
EXTERIOR RENDERS

DRAWN BY:	AM
SCALE:	1 : 5
DATE:	12.19.2025

SURVEY NOTES

1. EXISTING PHYSICAL FEATURES & TOPOGRAPHY SHOWN HERE ARE BASED ON A SURVEY PERFORMED BY LATITUDES LAND SURVEYING IN FEBRUARY 2025.

2. PROPERTY LINES FOR ABUTTING PARCELS NOT ADJOINING THE SURVEYED PREMISES ARE BASED ON GIS INFORMATION PROVIDED BY VERMONT CENTER FOR GEOGRAPHIC INFORMATION.

3. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES.

4. NORTH ORIENTATION IS REFERENCED TO APPROXIMATE VERMONT GRID NORTH DERIVED FROM GPS READINGS OBSERVED BY OTHERS.

2. ENGINEERING VENTURES HAS NOT PERFORMED ANY BOUNDARY OR TOPOGRAPHIC SURVEYS. THE PROPERTY LINES, EASEMENTS, AND OTHER REAL PROPERTY DESCRIPTIONS PROVIDED ON THESE PLANS DO NOT DEFINE LEGAL RIGHTS OR MEET LEGAL REQUIREMENTS FOR A LAND SURVEY AS DESCRIBED IN VT STATUTES, AND SHALL NOT BE USED AS THE BASIS OF ANY LAND TRANSFER OR ESTABLISHMENT OF ANY PROPERTY RIGHT.

GENERAL NOTES

1. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATION UPON OR ADJACENT TO THE SURVEYED PREMISES. EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES. ALL DISCREPANCIES SHALL BE REPORTED TO THE OWNER AND ENGINEER. SITE CONTRACTOR SHALL CALL UTILITY LOCATOR SERVICE AND UTILITY OWNERS 72 HOURS, EXCLUSIVE OF WEEKENDS AND HOLIDAYS, PRIOR TO ANY DIGGING, DRILLING, OR BLASTING.
   A. DIG SAFE (TEL: #811)
   B. NON DIG SAFE MEMBER FACILITIY OPERATORS IF KNOWN. A LIST OF DIG SAFE MEMBERS BY STATE CAN BE FOUND ON THE DIG SAFE WEB SITE WWW.DIGSAFE.COM
2. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY CONDITIONS THAT VARY FROM THOSE SHOWN ON THE PLANS. THE CONTRACTOR'S WORK SHALL NOT VARY FROM THE PLANS WITHOUT THE EXPRESSED APPROVAL FROM THE ENGINEER.
3. THE CONTRACTOR IS INSTRUCTED TO COOPERATE WITH ANY AND ALL OTHER CONTRACTORS PERFORMING WORK ON THIS JOB SITE DURING THE PERFORMANCE OF THIS CONTRACT.
4. THE CONTRACTOR SHALL RESTORE LAWNS, DRIVEWAYS, CULVERTS, SIGNS AND OTHER PUBLIC OR PRIVATE PROPERTY DAMAGED OR REMOVED TO EXISTING CONDITIONS OR BETTER AS DETERMINED BY THE ENGINEER. ANY DAMAGED TREES, SHRUBS AND/OR HEDGES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, UNLESS NOTED OTHERWISE.
5. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIRED PERMITS.
6. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING, AND INCURRING THE COST OF ALL REQUIRED PERMITS, INSPECTIONS, AND CERTIFICATES UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS.
7. THE CONTRACTOR WILL PROTECT EXISTING PROPERTY LINE MONUMENTATION. ANY MONUMENTATION DISTURBED OR DESTROYED, AS JUDGED BY THE ENGINEER OR OWNER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE UNDER THE SUPERVISION OF A VERMONT STATE LICENSED LAND SURVEYOR.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE ALL PLAN SHEETS AND SPECIFICATIONS, AND COORDINATE WORK WITH ALL CONTRACTS FOR THE SITE.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT EXPLORATORY TEST PITS AS MAY BE REQUIRED TO DETERMINE UNDERGROUND CONDITIONS.
10. ALL TRENCH EXCAVATION AND ANY REQUIRED SHEETING AND SHORING SHALL BE DONE IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS FOR CONSTRUCTION.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING AND THE MAINTENANCE OF SURFACE DRAINAGE DURING THE COURSE OF WORK.
12. MAINTAIN FLOW FOR ALL EXISTING UTILITIES, UNLESS NOTED OTHERWISE.
13. ALL SITE FILL SHALL MEET SELECTED FILL STANDARDS UNLESS NOTED OTHERWISE ON THE DRAWINGS.
14. CONTRACTOR TO GRADE ALL AREAS ON THE SITE TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND IMPERVIOUS SURFACES.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL FIELD LAYOUT. THE CONTRACTOR SHALL PROVIDE MARKED-UP AS-BUILT PLANS FOR ALL UTILITIES SHOWING CONNECTIONS, BENDS, VALVES, LENGTHS OF LINES AND INVERTS. AS-BUILT PLANS SHALL BE REVIEWED BY THE OWNER AND HIS REPRESENTATIVES BEFORE UTILITIES WILL BE ACCEPTED.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER INSTALLATION, MONITORING, MAINTENANCE AND REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURES AND TAKING PRECAUTIONARY STEPS TO AVOID ANY SEDIMENT TRANSFER TO NEIGHBORING SITES OR WATERS OF THE STATE.

SHEET INDEX

C100 COVER SHEET
C101 EXISTING CONDITIONS AND DEMOLITION PLAN – INNOVATION LANE
C102 EXISTING CONDITIONS AND DEMOLITION PLAN – LAKESIDE AVE
C201 SUBDIVISION PLAN
C202 SITE LAYOUT PLAN 1 OF 2
C203 SITE LAYOUT PLAN 2 OF 2
C204 GRADING AND UTILITY PLAN
C205 SEWER UTILITY PLAN – INNOVATION LANE
C206 SEWER UTILITY PLAN – LAKESIDE AVE

DEMOLITION NOTES

1. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL CONVENE A MEETING WITH THE PROJECT OWNER, PROJECT ENGINEER, OWNER AND LESSEES, CONTRACTOR AND REPRESENTATIVES TO REVIEW LIMITS AND SCHEDULE OF DEMOLITION AND CONSTRUCTION AND TO ENSURE CONTINUED ACCESS AND UTILITY SERVICE TO ADJACENT RESIDENTS.

2. NO DEMOLITION SHALL COMMENCE UNTIL THE SITE IS PROPERLY PREPARED FOR CONSTRUCTION AS SHOWN ON THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN ON SHEET C102.

3. ALL DEMOLITION ITEMS FROM THE DEMOLITION, UNLESS NOTED BY THE OWNER TO BE STORED OR REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROMPTLY REMOVED FROM THE SITE. EXCESS OR UNSUITABLE SOIL SHALL BE REMOVED FROM THE SITE. PROJECT CONTRACTOR TO PROVIDE LIST FOR OWNER'S REVIEW FOR SALVAGED EQUIPMENT ETC. FOR OWNER TO RECLAIM.

4. ALL ADJACENT FACILITIES AND STRUCTURES NOT INDICATED AS INCLUDED IN THE SCOPE OF WORK SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING OR REPLACING ALL ADJACENT FACILITIES OR STRUCTURES DAMAGED DURING CONSTRUCTION TO PRE-CONSTRUCTION CONDITION OR BETTER.

5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK AREA NOT ONLY DURING DEMOLITION PROCEDURES, BUT FOR THE DURATION OF CONSTRUCTION.

6. CARE SHALL BE TAKEN NOT TO DAMAGE OR DISTURB ANY TREES AND SITE LIGHTING NOT INDICATED FOR REMOVAL DURING CONSTRUCTION.

7. PROPOSED FEATURES ARE SHOWN ON THIS DRAWING FOR REFERENCE ONLY.

8. ALL EXISTING UTILITIES, FENCING AND SITE FEATURES SHOWN WITH CROSS HATCHING (–/·/·/·/·/–) ARE TO BE REMOVED (MH, CB, PIPE, ETC).

9. SEED AND MULCH ALL RESULTING DISTURBED AREAS IN ACCORDANCE WITH THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN WHERE NO WORK IS ANTICIPATED WITHIN 48 HOURS.

10. REFER TO DEMOLITION SPECIFICATIONS AND BID INSTRUCTIONS FOR SALVAGE AND ADDITIONAL WORK ITEMS. CONTRACTOR SHALL COORDINATE PHASING AND DEMOLITION OF THOSE ITEMS WITH OTHER TRADES.

LINETYPE & SYMBOL LEGEND

EXISTING FEATURES		PROPOSED FEATURES
C/O	CLEAN OUT	C/O
S	MANHOLE	S
CB	CATCH BASIN	CB
D	STORM MANHOLE	D
WV	TAPPING SLEEVE AND VALVE	WV
	CULVERT	
	BOLLARD	
	CONCRETE HEADWALL	
	FLARED END SECTION	
GV	GATE VALVE	GV
	HYDRANT	
	WATER SHUT OFF	
W	WELL	W
	LIGHT POLE	
	UTILITY POWER POLE	
TP1	SOIL BORING	SB 1
TP1	TEST PIT	TP 1
	SIGN	
+100.0	SPOT ELEVATION	+100.5
	TREE	
	SURVEY POINT	
	HANDICAP SYMBOL	
	TREELINE	
X	FENCE	X
	CONTOUR	100
	SWALE	
	STONE WALL	
	PROPERTY LINE	
	EDGE OF PAVEMENT	
S	SANITARY SEWER LINE	S
SD	STORM LINE	SD
W	WATER LINE	W
E	UNDERGROUND ELECTRIC	E
OHE	OVERHEAD ELECTRIC	OHE
UT	UNDERGROUND TELEPHONE	UT
GAS	GAS LINE	GAS
UD	UNDER DRAIN	UD
	RIGHT-OF-WAY LINE	
	SETBACK	

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COA LEVEL II APPLICATION

C100
COVER SHEET

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025

DEMOLITION NOTES

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DEMOLITION SCHEDULE

- LOD1 — LIMITS OF SOIL DISTURBANCE
- LOD2 — LIMITS OF PAVEMENT RE-STRIPING NO SOIL DISTURBANCE PROPOSED
- D1 — DEMOLISH AND REMOVE EXISTING LIGHT POLE. REROUTE EXISTING OVERHEAD POWER SUPPLY AS NECESSARY TO MAINTAIN POWER TO/FROM OTHER LIGHT POLES OUTSIDE THE CONSTRUCTION AREA
- D2 — DEMOLISH AND REMOVE ALL EXISTING SIGNS AND TYPICAL ABOVE GROUND FEATURES WITHIN DESIGNATED LIMITS OF DISTURBANCE AREAS
- D3 — DEMOLISH AND REMOVE ALL EXISTING TREES WITHIN DESIGNATED LIMITS OF DISTURBANCE AREAS
- D4 — CLEAR AND GRUB VEGETATION ALONG EXISTING FENCE LINE.
- D5 — SAWCUT AND REMOVE PAVEMENT AND SUBBASE MATERIAL – 2.1 AC
- D6 — DEMOLISH AND REMOVE EXISTING CONCRETE SIDEWALKS
- D7 — REMOVE OR PAINT OVER EXISTING PARKING STRIPING WITHIN SECONDARY LIMITS OF DISTURBANCE AREA SHOWN
- D8 — DEMOLISH AND REMOVE EXISTING STORM STRUCTURES AND PIPES
- D9 — EXISTING LIGHT POLES TO REMAIN



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.
for sheet size 24" x 36"

N

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Phone/ 802.863.8727

Project Title:

RYB Building A

Project Address:

125 Lakeside Ave,
Burlington, VT

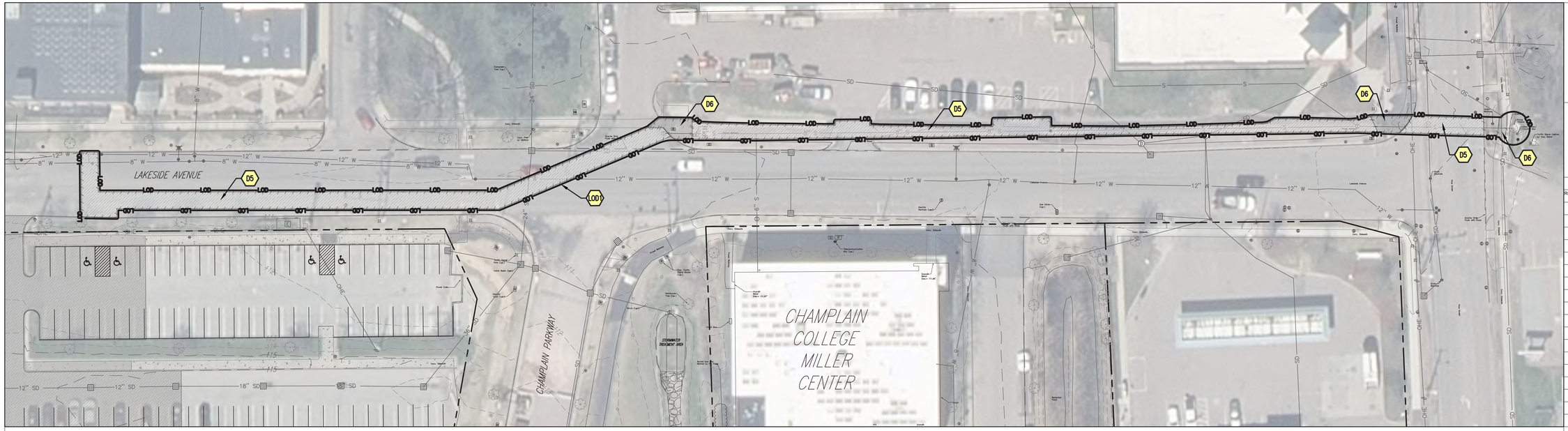
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COA LEVEL II APPLICATION

C101

EXISTING CONDITIONS AND DEMOLITION PLAN - INNOVATION LANE

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025



DEMOLITION NOTES

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DEMOLITION SCHEDULE

- LOD1 — LIMITS OF SOIL DISTURBANCE — LOD
- LOD2 — LIMITS OF PAVEMENT RE-STRIPING NO SOIL DISTURBANCE PROPOSED — LOD
- D1 — DEMOLISH AND REMOVE EXISTING LIGHT POLE REROUTE EXISTING OVERHEAD POWER SUPPLY AS NECESSARY TO MAINTAIN POWER TO/FROM OTHER LIGHT POLES OUTSIDE THE CONSTRUCTION AREA
- D2 — DEMOLISH AND REMOVE ALL EXISTING SIGNS AND TYPICAL ABOVE GROUND FEATURES WITHIN DESIGNATED LIMITS OF DISTURBANCE AREAS
- D3 — DEMOLISH AND REMOVE ALL EXISTING TREES WITHIN DESIGNATED LIMITS OF DISTURBANCE AREAS
- D4 — CLEAR AND GRUB VEGETATION ALONG EXISTING FENCE LINE.
- D5 — SAWCUT AND REMOVE PAVEMENT AND SUBBASE MATERIAL
- D6 — DEMOLISH AND REMOVE EXISTING CONCRETE SIDEWALKS
- D7 — REMOVE OR PAINT OVER EXISTING PARKING STRIPING WITHIN SECONDARY LIMITS OF DISTURBANCE AREA SHOWN
- D8 — DEMOLISH AND REMOVE EXISTING STORM STRUCTURES AND PIPES
- D9 — EXISTING LIGHT POLES TO REMAIN

GRAPHIC SCALE

30 0 15 30 60 120

1 inch = 30 ft.
for sheet size 24" x 36"

N

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Project Title:
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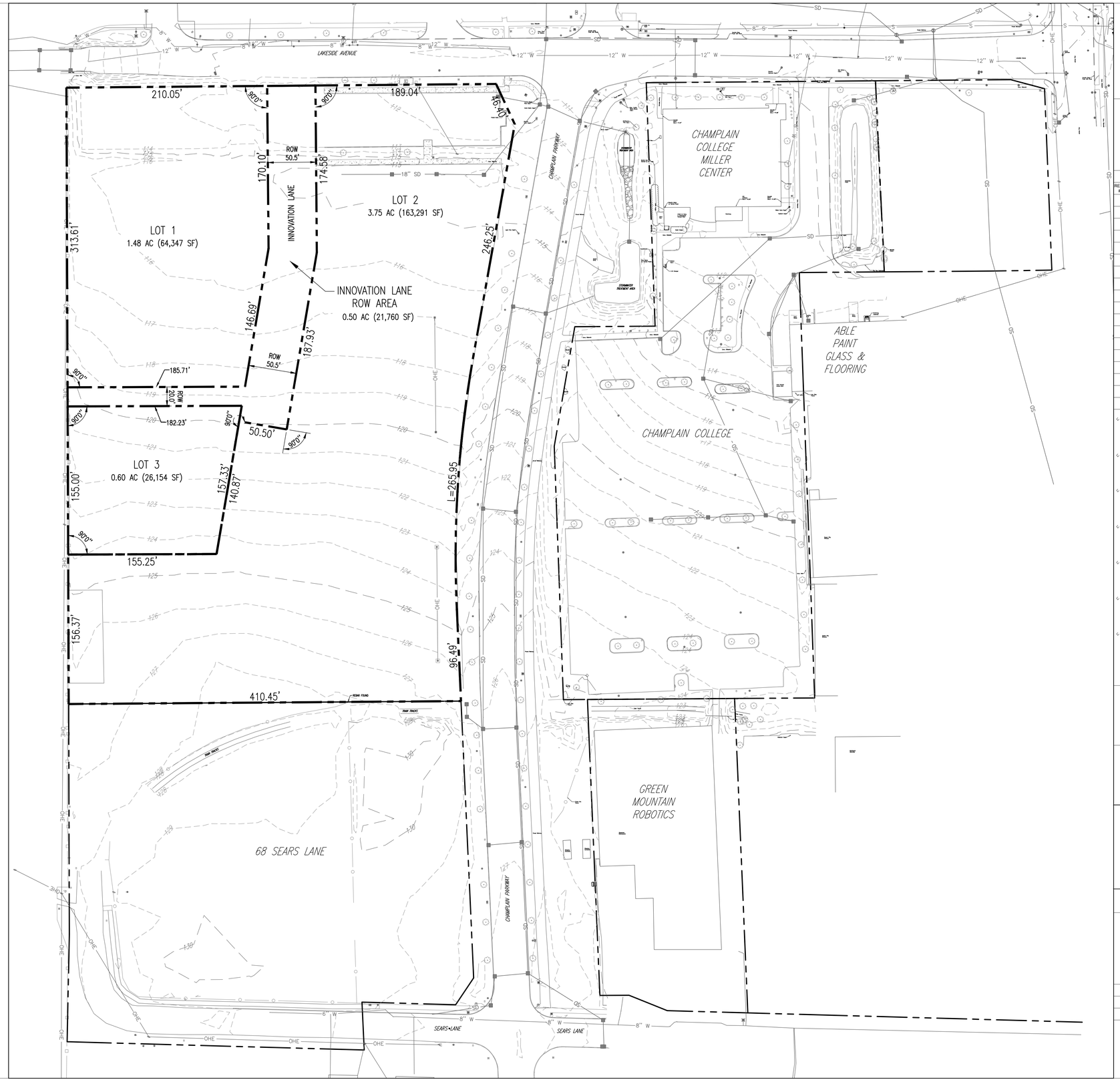
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Phone/ 203.777.7794

COA LEVEL II APPLICATION

C102
EXISTING CONDITIONS AND DEMOLITION PLAN - LAKESIDE AVE

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025



GRAPHIC SCALE

50 0 25 50 100 200

1 inch = 50 ft.
for sheet size 24" x 36"

N

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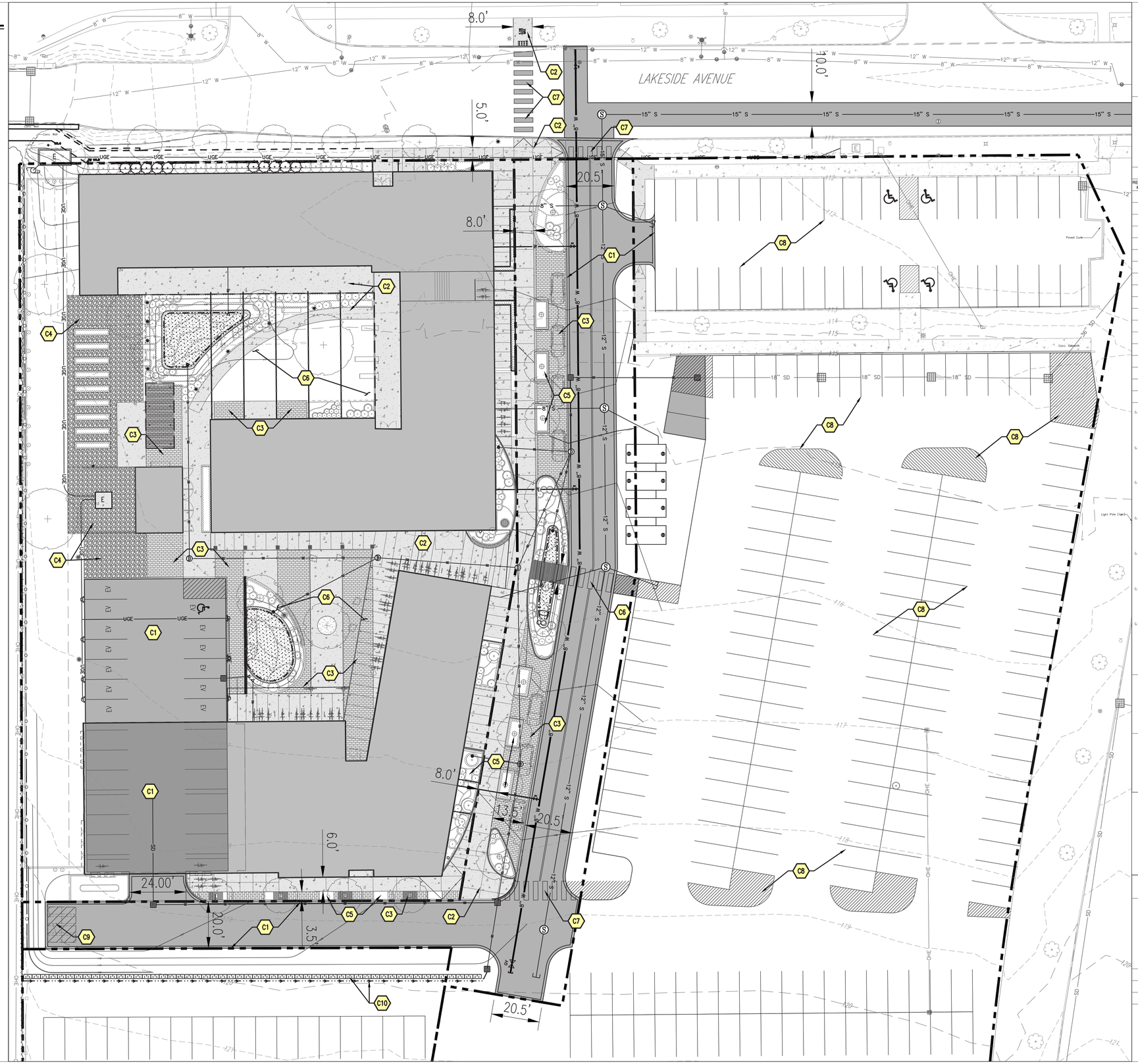
COA LEVEL II APPLICATION

C201
SUBDIVISION PLAN

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025

SITE SCHEDULE

- C1 — PAVEMENT AND SUBBASE FOR ROADWAYS AND PARKING AREAS
- C2 — CONCRETE SIDEWALK
- C3 — PERMEABLE PAVERS
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C4 — STONE WALKWAY
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C5 — STREETSCAPE PLANTING BEDS AND TREE GRATE ASSEMBLIES
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C6 — SEE LANDSCAPE ARCHITECTURE PLANS FOR INTERIOR COURTYARD DETAILS
- C7 — PAINTED CROSSWALK MARKINGS
- C8 — NEW PARKING MARKINGS TO BE PAINTED ACROSS EXISTING PARKING LOT
- C9 — TRASH AND RECYCLING DUMPSTER PICKUP LOCATION
- C10 — INSTALL WASTE BLOCKS AND PAVED SWALE TO DIRECT UPSTREAM STORMWATER FLOW TO NEW CATCH BASIN



N

GRAPHIC SCALE

20 0 10 20 40 80

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Preconstruction CM
ReArch
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Phone/ 802.863.8727

Project Title:
RYB Building A

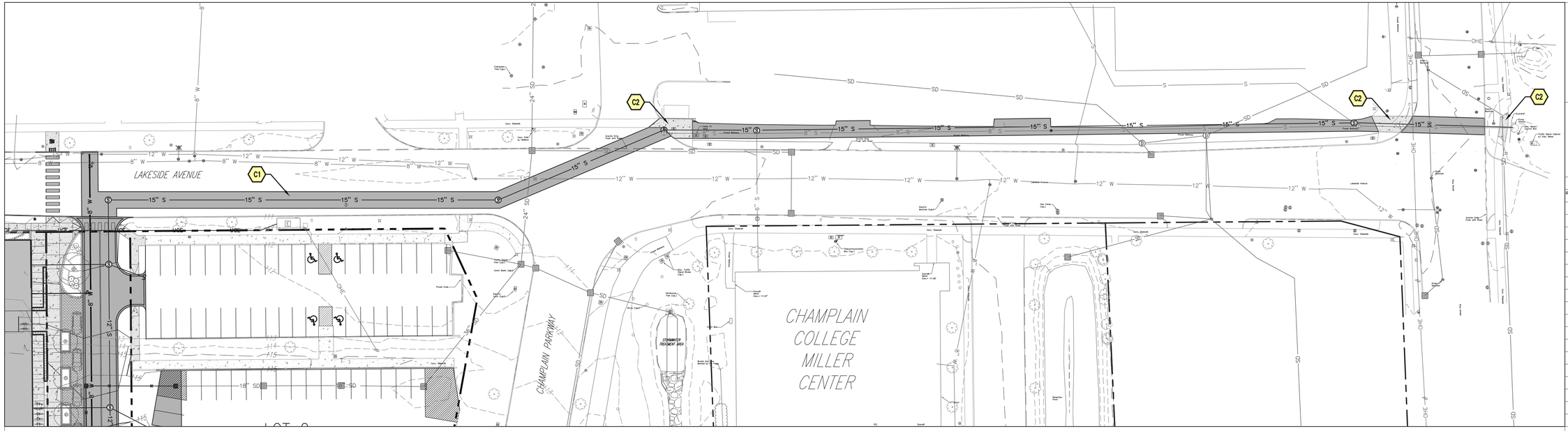
Project Address:
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COA LEVEL II APPLICATION

C202
SITE LAYOUT PLAN 1 OF 2

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025



SITE SCHEDULE

- C1 — PAVEMENT AND SUBBASE FOR ROADWAYS AND PARKING AREAS
- C2 — CONCRETE SIDEWALK
- C3 — PERMEABLE PAVERS
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C4 — STONE WALKWAY
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C5 — STREETSCAPE PLANTING BEDS AND TREE GRATE ASSEMBLIES
  SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL
- C6 — SEE LANDSCAPE ARCHITECTURE PLANS FOR INTERIOR COURTYARD DETAILS
- C7 — PAINTED CROSSWALK MARKINGS
- C8 — NEW PARKING MARKINGS TO BE PAINTED ACROSS EXISTING PARKING LOT
- C9 — TRASH AND RECYCLING DUMPSTER PICKUP LOCATION
- C10 — INSTALL WASTE BLOCKS AND PAVED SWALE TO DIRECT UPSTREAM STORMWATER FLOW TO NEW CATCH BASIN

GRAPHIC SCALE

30 0 15 30 60 120

1 inch = 30 ft.
for sheet size 24" x 36"

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Project Title:
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COA LEVEL II APPLICATION

C203
SITE LAYOUT PLAN 2 OF 2

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025

ABBREVIATIONS
CYCB – COURT YARD CATCH BASIN
CYP – COURT YARD PIPE
ILCB – INNOVATION LANE CATCH BASIN
ILP – INNOVATION LANE PIPE
NCCB – NORTH CROSS CATCH BASIN
NCP – NORTH CROSS PIPE
ILSM– INNOVATION LANE SEWER MANHOLE
ILSP – INNOVATION LANE SEWER PIPE
LASM – LAKESIDE AVE SEWER MANHOLE
LASP – LAKESIDE AVE SEWER PIPE

WATER UTILITY SCHEDULE

- **W1** 12"X12"X8" TEE CONNECTION AND WATER SHUT OFF VALVE AT 12" MAIN IN LAKESIDE AVE
- **W2** 8" DUCTILE IRON WATER MAIN FOR INNOVATION LANE
- **W3** 4" DUCTILE IRON BUILDING WATER SERVICE
- **W4** CAP PIPE FOR FUTURE CONNECTION

ELECTRIC UTILITY SCHEDULE

- **E1** NEW UTILITY POLE AND 7'x14' ELECTRIC VAULT SEE MEP PLANS FOR DETAIL
- **E2** UNDERGROUND ELECTRIC UTILITY LINE TO EXISTING VAULT SEE MEP PLANS FOR DETAIL
- **E3** TRANSFORMER SEE MEP PLANS FOR DETAIL
- **E4** UNDERGROUND ELECTRIC UTILITY LINE FROM NEW VAULT TO TRANSFORMER

STORMWATER UTILITY SCHEDULE

CYCB1 4' I.D. PRECAST MH
RIM: 115.73
INV. IN: 112.55 (12" HDPE)
INV. IN: 112.55 (12" HDPE)
INV. OUT: 112.45 (12" HDPE)
SUMP: 112.45

CYCB2 4' I.D. PRECAST MH
RIM: 115.94
INV. OUT: 112.68 (12" HDPE)
SUMP: 112.68

CYCB3 4' I.D. PRECAST MH
RIM: 116.00
INV. IN: 113.06 (12" HDPE)
INV. OUT: 112.96 (12" HDPE)
SUMP: 112.96

CYCB4 4' I.D. PRECAST MH
RIM: 115.87
INV. OUT: 113.63 (12" HDPE)
SUMP: 113.63

CYCB5 4' I.D. PRECAST MH
RIM: 116.47
INV. OUT: 114.60 (12" HDPE)
SUMP: 112.60

ILCB1 5' I.D. PRECAST MH
RIM: 114.46
INV. IN: 110.54 (18" HDPE)
SUMP: 110.54

ILCB2 5' I.D. PRECAST MH
RIM: 114.80
INV. IN: 110.60 (18" HDPE)
INV. OUT: 110.94 (18" HDPE)
SUMP: 110.60

ILCB3 5' I.D. PRECAST MH
RIM: 115.07
INV. IN: 111.00 (12" HDPE)
INV. OUT: 110.90 (18" HDPE)
INV. OUT: 110.90 (18" HDPE)
SUMP: 110.90

ILCB4 5' I.D. PRECAST MH
RIM: 115.56
INV. IN: 110.36 (18" HDPE)
INV. IN: 111.70 (12" HDPE)
INV. OUT: 111.40 (18" HDPE)
SUMP: 110.36

ILCB5 5' I.D. PRECAST MH
RIM: 116.96
INV. IN: 110.56 (18" HDPE)
INV. OUT: 112.79 (18" HDPE)
SUMP: 110.56

ILCB6 5' I.D. PRECAST MH
RIM: 118.66
INV. IN: 112.92 (12" HDPE)
INV. IN: 112.92 (18" HDPE)
INV. IN: 112.19 (18" HDPE)
SUMP: 112.19

ILCB7 5' I.D. PRECAST MH
RIM: 119.67
INV. OUT: 113.15 (18" HDPE)
SUMP: 113.15

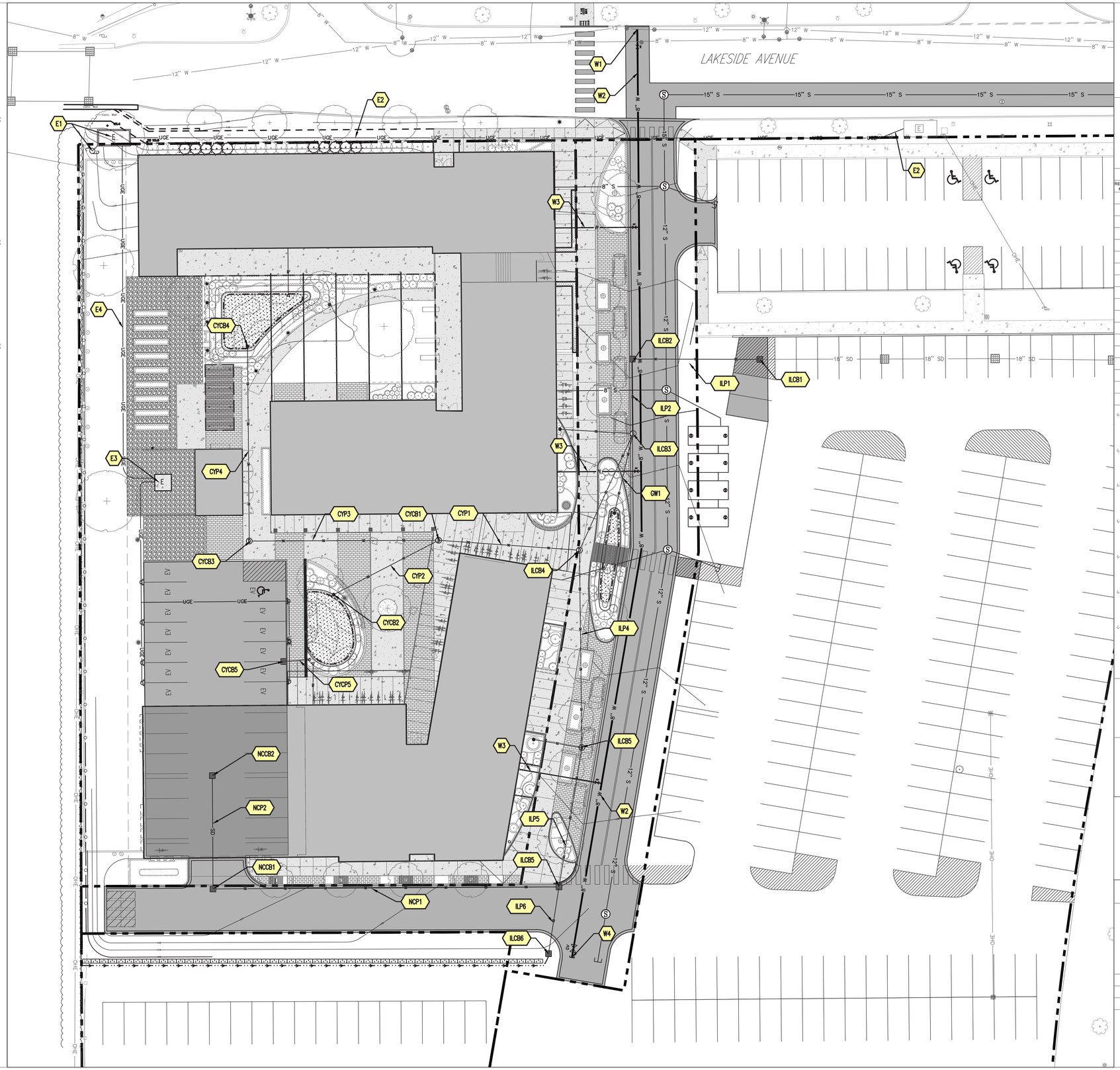
NCCB1 5' I.D. PRECAST MH
RIM: 118.91
INV. IN: 114.48 (12" HDPE)
INV. OUT: 114.38 (12" HDPE)
SUMP: 114.38

NCCB2 4' I.D. PRECAST MH
RIM: 117.68
INV. OUT: 114.96 (12" HDPE)
SUMP: 114.96

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
NCP1	12"	146.17'	1.00%	HDPE
ILP1	18"	53.91'	0.75%	HDPE
CYP4	12"	82.35'	0.69%	HDPE
CYP3	12"	80.00'	0.51%	HDPE
CYP1	12"	59.64'	1.26%	HDPE
CYP2	12"	49.93'	0.27%	HDPE
ILP6	18"	28.57'	0.82%	HDPE
ILP5	18"	59.73'	1.00%	HDPE
ILP4	18"	83.40'	1.00%	HDPE
ILP2	18"	30.00'	1.00%	HDPE
ILP3	18"	54.22'	1.00%	HDPE
GW1	12"	34.49'	1.00%	HDPE
NCP2	12"	47.88'	1.00%	HDPE
CYP5	12"	10.37'	1.00%	HDPE

N

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.
for sheet size 24" x 36"



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Project Title:
RYB Building A

Project Address:
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COA LEVEL II APPLICATION

C204
GRADING AND UTILITY PLAN

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025

LEGEND
CYCB – COURT YARD CATCH BASIN
CYP – COURT YARD PIPE
ILCB – INNOVATION LANE CATCH BASIN
ILP – INNOVATION LANE PIPE
NCCB – NORTH CROSS CATCH BASIN
NCP – NORTH CROSS PIPE
ILSM– INNOVATION LANE SEWER MANHOLE
ILSP – INNOVATION LANE SEWER PIPE
LASM – LAKESIDE AVE SEWER MANHOLE
LASP – LAKESIDE AVE SEWER PIPE
BS – BUILDING SERVICE

SEWER UTILITY SCHEDULE

INNOVATION LANE

5' I.D. PRECAST MH
RIM: 112.25
INV. IN: 106.66 (12" PVC)
ILSM1 INV. IN: 106.66 (8" PVC)
INV. IN: 106.66 (8" PVC)
INV. OUT: 106.56 (15" PVC)
SUMP: 106.56

5' I.D. PRECAST MH
RIM: 114.89
INV. IN: 107.62 (12" PVC)
ILSM2 INV. IN: 107.62 (8" PVC)
INV. IN: 107.62 (12" PVC)
INV. OUT: 107.52 (12" PVC)
SUMP: 107.52

5' I.D. PRECAST MH
RIM: 115.69
INV. IN: 108.40 (12" PVC)
ILSM3 INV. IN: 108.40 (8" PVC)
INV. IN: 108.40 (8" PVC)
INV. OUT: 108.30 (12" PVC)
SUMP: 108.30

5' I.D. PRECAST MH
RIM: 119.12
ILSM4 INV. IN: 110.06 (12" PVC)
INV. OUT: 109.96 (12" PVC)
SUMP: 109.96

84 X 192 INCH RECTANGULAR STRUCTURE
RIM: 115.10
SST1 INV. IN: 107.98 (12" PVC)
INV. OUT: 107.88 (12" PVC)
SUMP: 105.94

84 X 192 INCH RECTANGULAR STRUCTURE
RIM: 115.20
SST2 INV. IN: 108.20 (12" PVC)
INV. OUT: 108.10 (12" PVC)
SUMP: 106.03

84 X 192 INCH RECTANGULAR STRUCTURE
RIM: 115.30
SST3 INV. IN: 108.42 (12" PVC)
INV. OUT: 108.32 (12" PVC)
SUMP: 106.13

84 X 192 INCH RECTANGULAR STRUCTURE
RIM: 115.45
SST4 INV. OUT: 108.54 (12" PVC)
SUMP: 106.29

LAKESIDE AVE

4' I.D. PRECAST MH
RIM: 109.84
LASM1 INV. OUT: 103.54 (15" PVC)
INV. OUT: 101.29 (15" PVC)
SUMP: 101.29

4' I.D. PRECAST MH
RIM: 110.60
LASM2 INV. IN: 101.39 (15" PVC)
INV. IN: 103.64 (8" PVC)
INV. OUT: 103.97 (15" PVC)
SUMP: 101.39

4' I.D. PRECAST MH
RIM: 110.59
LASM3 INV. IN: 103.64 (15" PVC)
INV. OUT: 104.72 (15" PVC)
SUMP: 103.64

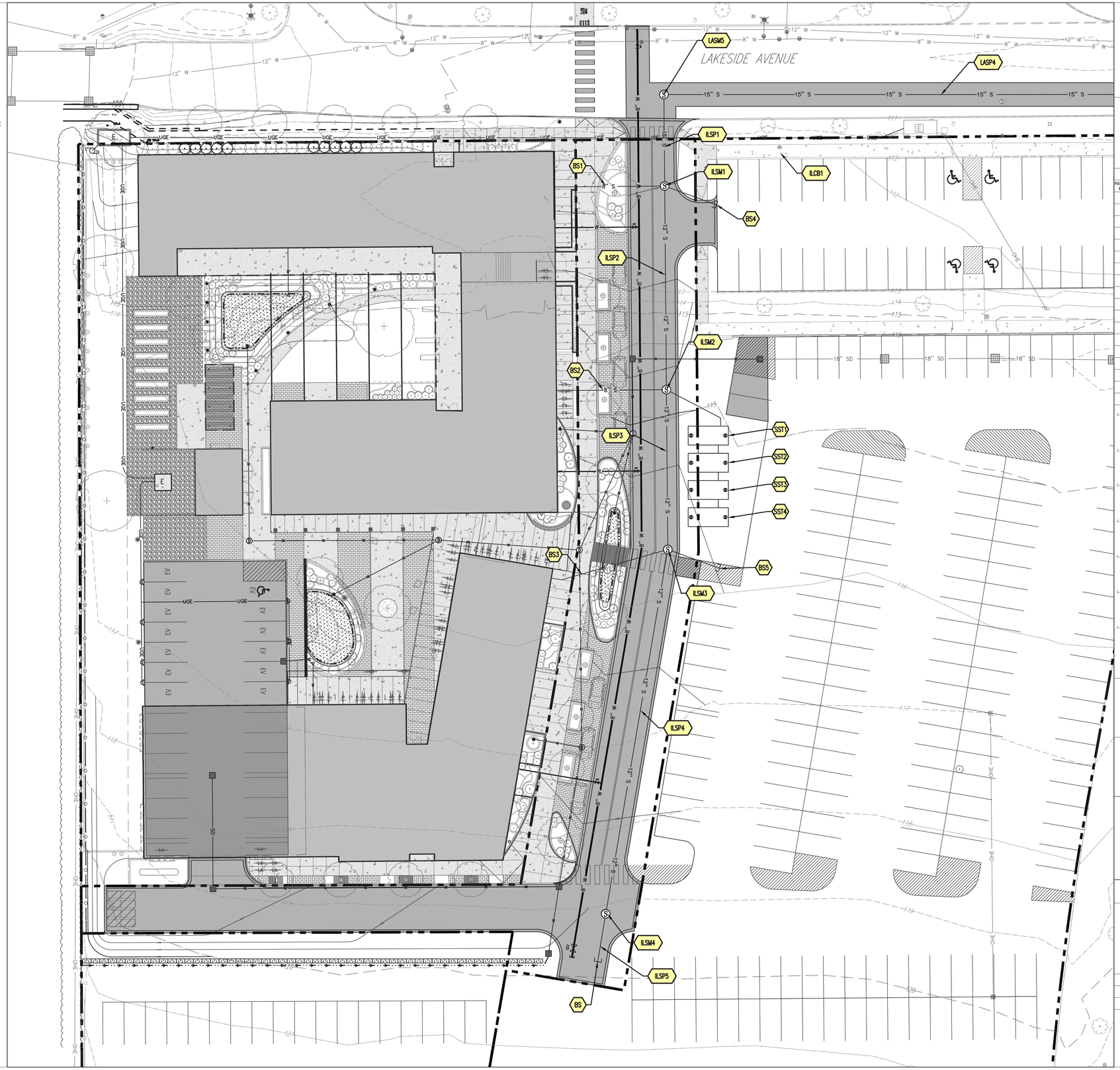
5' I.D. PRECAST MH
RIM: 110.76
LASM4 INV. IN: 104.82 (15" PVC)
INV. IN: 104.07 (15" PVC)
SUMP: 104.07

5' I.D. PRECAST MH
RIM: 110.44
LASM5 INV. IN: 106.33 (15" PVC)
INV. OUT: 106.23 (15" PVC)
SUMP: 106.23

Pipe Table

NAME	SIZE	LENGTH	SLOPE	MATERIAL
ILSP2	12"	86.10'	1.00%	PVC
ILSP1	15"	38.67'	0.60%	PVC
LASP4	15"	234.26'	0.60%	PVC
ILSP4	12"	156.25'	1.00%	PVC
ILSP3	12"	67.54'	1.00%	PVC
BS2	8"	46.50'	2.00%	PVC
BS5	8"	23.29'	2.00%	PVC
BS3	8"	46.59'	2.00%	PVC
ILSP5	12"	20.53'	1.00%	PVC
BS1	8"	46.67'	2.00%	PVC
BS4	8"	23.29'	2.00%	PVC
SSTP4	12"	11.50'	1.00%	PVC
SSTP3	12"	11.50'	1.00%	PVC
SSTP2	12"	11.50'	1.00%	PVC
SSTP1	12"	26.25'	1.00%	PVC
LASP1	15"	358.92'	0.60%	PVC
LASP2	15"	55.67'	0.60%	PVC
LASP3	15"	108.19'	0.60%	PVC
CCSWR	8"	53.23'	1.00%	PVC
PS1	15"	95.32'	0.60%	PVC

BS CAP STUBBED PIPE ENDS FOR FUTURE CONNECTION



N

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.
for sheet size 24" x 36"

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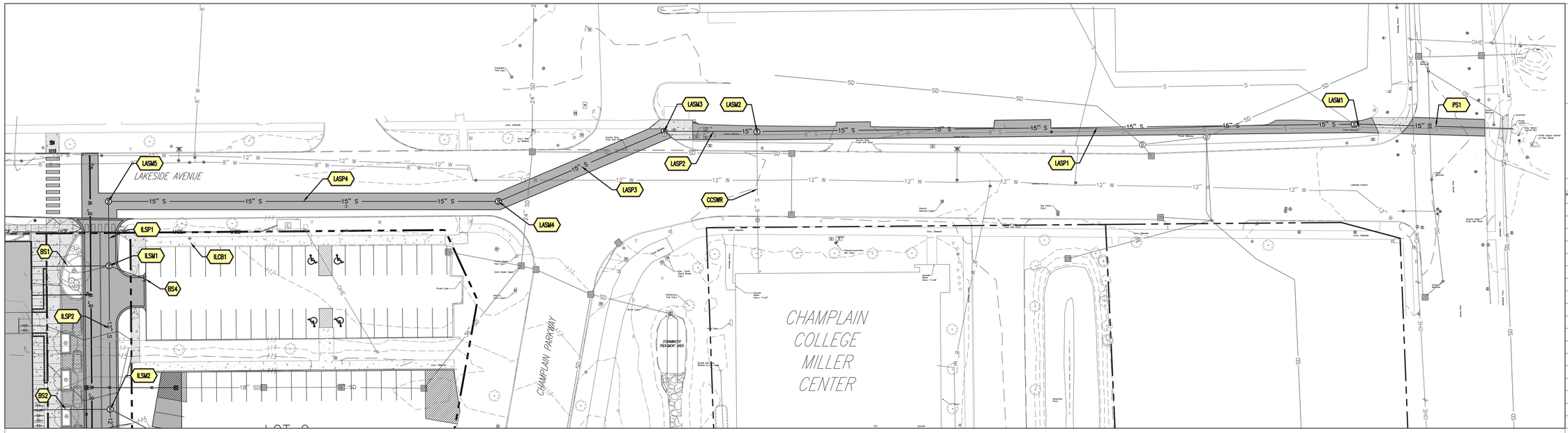
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COA LEVEL II APPLICATION

C205
SEWER UTILITY PLAN
INNOVATION LANE

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025



LEGEND
CYCB – COURT YARD CATCH BASIN
CYP – COURT YARD PIPE
ILCB – INNOVATION LANE CATCH BASIN
ILP – INNOVATION LANE PIPE
NCCB – NORTH CROSS CATCH BASIN
NCP – NORTH CROSS PIPE
ILSM– INNOVATION LANE SEWER MANHOLE
ILSP – INNOVATION LANE SEWER PIPE
LASM – LAKESIDE AVE SEWER MANHOLE
LASP – LAKESIDE AVE SEWER PIPE
BS – BUILDING SERVICE

SEWER UTILITY SCHEDULE

INNOVATION LANE

ILSM1
5' I.D. PRECAST MH
RIM: 112.25
INV. IN: 106.66 (12" PVC)
INV. IN: 106.66 (8" PVC)
INV. IN: 106.66 (8" PVC)
INV. OUT: 106.56 (15" PVC)
SUMP: 106.56

ILSM2
5' I.D. PRECAST MH
RIM: 114.89
INV. IN: 107.62 (12" PVC)
INV. IN: 107.62 (8" PVC)
INV. IN: 107.62 (12" PVC)
INV. OUT: 107.52 (12" PVC)
SUMP: 107.52

ILSM3
5' I.D. PRECAST MH
RIM: 115.69
INV. IN: 108.40 (12" PVC)
INV. IN: 108.40 (8" PVC)
INV. IN: 108.40 (8" PVC)
INV. OUT: 108.30 (12" PVC)
SUMP: 108.30

ILSM4
5' I.D. PRECAST MH
RIM: 119.12
INV. IN: 110.06 (12" PVC)
INV. OUT: 109.96 (12" PVC)
SUMP: 109.96

LAKESIDE AVE

LASM1
4' I.D. PRECAST MH
RIM: 109.84
INV. OUT: 103.54 (15" PVC)
INV. OUT: 101.29 (15" PVC)
SUMP: 101.29

LASM2
4' I.D. PRECAST MH
RIM: 110.60
INV. IN: 101.39 (15" PVC)
INV. IN: 103.64 (8" PVC)
INV. OUT: 103.97 (15" PVC)
SUMP: 101.39

LASM3
4' I.D. PRECAST MH
RIM: 110.59
INV. IN: 103.64 (15" PVC)
INV. OUT: 104.72 (15" PVC)
SUMP: 103.64

LASM4
5' I.D. PRECAST MH
RIM: 110.76
INV. IN: 104.82 (15" PVC)
INV. IN: 104.07 (15" PVC)
SUMP: 104.07

LASM5
5' I.D. PRECAST MH
RIM: 110.44
INV. IN: 106.33 (15" PVC)
INV. OUT: 106.23 (15" PVC)
SUMP: 106.23

Pipe Table

NAME	SIZE	LENGTH	SLOPE	MATERIAL
ILSP2	12"	86.10'	1.00%	PVC
ILSP1	15"	38.67'	0.60%	PVC
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ILSP4	12"	156.25'	1.00%	PVC
ILSP3	12"	67.54'	1.00%	PVC
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BS3	8"	46.59'	2.00%	PVC
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SSTP3	12"	11.50'	1.00%	PVC
SSTP2	12"	11.50'	1.00%	PVC
SSTP1	12"	26.25'	1.00%	PVC
LASP1	15"	358.92'	0.60%	PVC
LASP2	15"	55.67'	0.60%	PVC
LASP3	15"	108.19'	0.60%	PVC
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1 inch = 30 ft.
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COA LEVEL II APPLICATION

C206
SEWER UTILITY PLAN
LAKESIDE AVE

DRAWN BY:	TLB
SCALE:	As Noted
DATE:	12.19.2025



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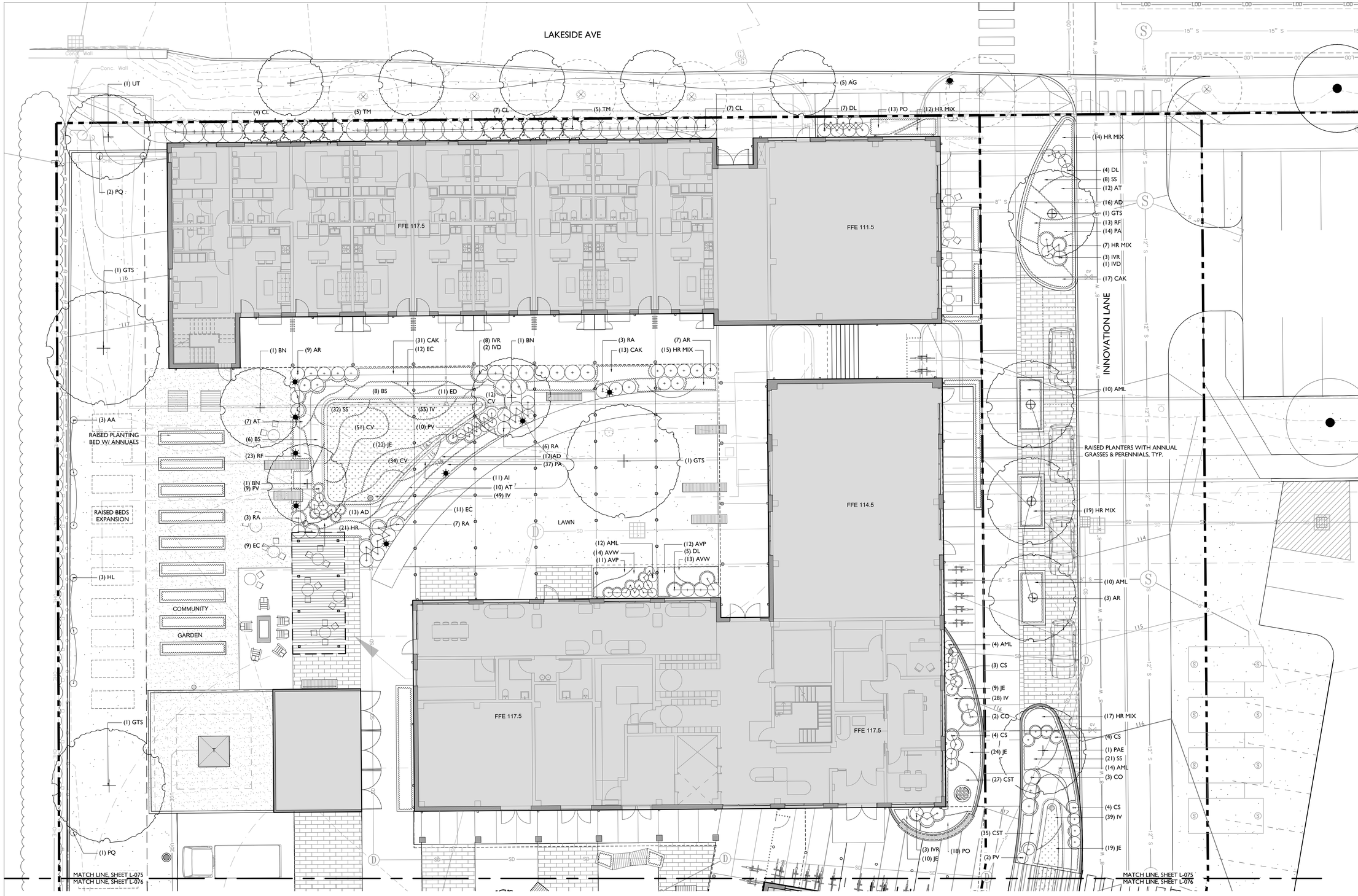
PARCEL ID: 053-2-009-000

GOA
35 Crown Street
New Haven CT. 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

L-050
ILLUSTRATIVE LANDSCAPE PLAN

DRAWN BY:	AH
SCALE:	1" = 20'-0"
DATE:	12.19.2025



10 0 10 20
SCALE OF FEET

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Project Address:
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COA LEVEL II APPLICATION

L-075
PLANTING PLAN - NORTH

DRAWN BY:	AH
SCALE:	1" = 10'-0"
DATE:	12.19.2025



PLANT SCHEDULE

KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
AR	3	Acer rubrum 'Frank Jr.'	REDPOINTE RED MAPLE	3.5"- 4" CAL	AS SHOWN
AG	6	Amelanchier x grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY	3" - 3.5"CAL	AS SHOWN
BN	3	Betula nigra 'Heritage'	HERITAGE RIVER BIRCH	3.5"- 4" CAL	AS SHOWN
GTS	5	Gleditsia tricanthos 'Skyline'	SKYLINE HONEY LOCUST	4"- 4.5" CAL	AS SHOWN
GTK	4	Gleditsia tricanthos 'Streetkeeper'	STREETKEEPER HONEY LOCUST	3.5"- 4" CAL	AS SHOWN
PAE	3	Platanus x acerifolia 'Exclamation'	EXCLAMATION PLANETREE	4"- 4.5" CAL	AS SHOWN
UT	4	Ulmus x 'Triumph'	TRIUMPH ELM	3.5"- 4" CAL	AS SHOWN
DECIDUOUS & EVERGREEN SHRUBS					
AI	33	Asclepias incarnata	SWAMP MILKWEED	1 GAL.	18" O.C.
AML	60	Aronia melanocarpa 'Lowscape Mound'	LOWSCAPE MOUND CHOKEBERRY	2 GAL.	2' O.C.
AR	16	Aronia melanocarpa 'Morton'	IROQUOIS BEAUTY CHOKEBERRY	2 GAL.	3' O.C.
AT	29	Asclepas tuberosa	BUTTERFLY WEED	2 GAL.	2' O.C.
CO	5	Cephalanthus occidentalis 'Sugar Shack'	BUTTON BUSH	3 GAL.	3' O.C.
CAH	6	Clethra alnifolia 'Hummingbird'	WHITE SWEET PEPPERBUSH	3 GAL.	3' O.C.
CL	19	Clethra Alnifolia 'Vanilla Spice'	VANILLA SPICE PEPPERBUSH	3 GAL.	4' O.C.
CS	34	Cornus sericea 'Kelseyi'	DWARF RED TWIG DOGWOOD	3 GAL.	2.5' O.C.
DL	26	Diervilla lonicera	NORTHERN BUSH HONEYSUCKLE	2 GAL.	3' O.C.
IVR	26	Ilex verticillata 'Red Sprite' (female)	WINTERBERRY (FEMALE)	3 GAL.	3.5' O.C.
IVD	7	Ilex verticillata 'Jim Dandy' (male)	WINTERBERRY (MALE)	3 GAL.	3.5' O.C.
PF	8	Potentilla fruticosa 'Abbotswood'	SHRUBBY CINQUEFOIL	3 GAL.	2' O.C.
RA	19	Rhus aromatica 'Gro-Low'	GROW-LOW SUMAC	3 GAL.	3' O.C.
RT	7	Rhus typhina 'Bailtiger'	TIGER EYES STAGHORN SUMAC	5 GAL.	4' O.C.
TM	10	Taxus x media 'Green Wave'	GREEN WAVE YEW	5 GAL.	5' O.C.

KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
ORNAMENTAL GRASSES					
CAK	61	Calamagrostis acutifolia 'Karl Foerster'	FEATHER REED GRASS	1 GAL.	24" O.C.
CST	192	Carex stricta	TUSSOCK SEDGE	1 GAL.	18" O.C.
CV	97	Carex vulpinoidea	FOX SEDGE	1 GAL.	18" O.C.
PV	40	Panicum variegatum ' Shenandoah'	SHENANDOAH SWITCHGRASS	1 GAL.	24" O.C.
JE	372	Juncus effusus	COMMON RUSH	1 GAL.	24" O.C.
SS	108	Schizachryium scoparium 'Standing Ovation'	LITTLE BLUESTEM	1 GAL.	24" O.C.
PERENNIALS & VINES					
AA	3	Actinidia arguta	HARDY KIWIBERRY	1 GAL.	AS SHOWN
AD	41	Aster divaricatus	WHITE WOOD ASTER	1 GAL.	18" O.C.
AVP	23	Astilbe 'Visions in Pink'	PINK ASTILBE	1 GAL.	18" O.C.
AVW	27	Astilbe 'Visions in White'	WHITE ASTILBE	1 GAL.	18" O.C.
BS	14	Baptisia 'Sparkling Sapphires'	CHERRIES JUBILEE FALSE INDIGO	1 GAL.	30" O.C.
CH	45	Chelone obliqua	PINK TURTLEHEAD	1 GAL.	18" O.C.
CP	26	Caltha palustris	MARSH MARIGOLD	1 GAL.	18" O.C.
CVB	6	Clematis virginiana Virgin's Bower	VIRGIN'S BOWER CLEMATIS	1 GAL.	AS SHOWN
CLE	4	Clematis sp.	CLEMATIS HARDY VARIETY - TBD	1 GAL.	AS SHOWN
EC	32	Echinacea 'Magnus'	MAGNUS CONEFLOWER	1 GAL.	18" O.C.
ED	55	Eupatorium dubium 'Baby Joe'	JOE PYE WEED	1 GAL.	24" O.C.
HR	189	Hemerocallis 'Happy Returns', 'Pardon Me', 'Rosy Returns'	DAYLILY MIX	1 GAL.	18" O.C.
HL	3	Humulus lupulus	COMMON HOPS	1 GAL.	AS SHOWN
IV	293	Iris versicolor	NORTHERN BLUE FLAG	1 GAL.	12" O.C.
PA	80	Perovskia atriplicifolia 'Crazy Blue'	RUSSIAN SAGE	1 GAL.	18" O.C.
PO	31	Polygonatum odoratum 'Variegatum'	SOLOMAN'S SEAL	1 GAL.	16" O.C.
PQ	6	Parthenocissus quinquefolia	VIRGINIA CREEPER	1 GAL.	AS SHOWN
RF	72	Rudbeckia fulgida 'Goldsturm'	BLACK-EYED SUSAN	1 GAL.	16" O.C.

10 0 10 20
SCALE OF FEET

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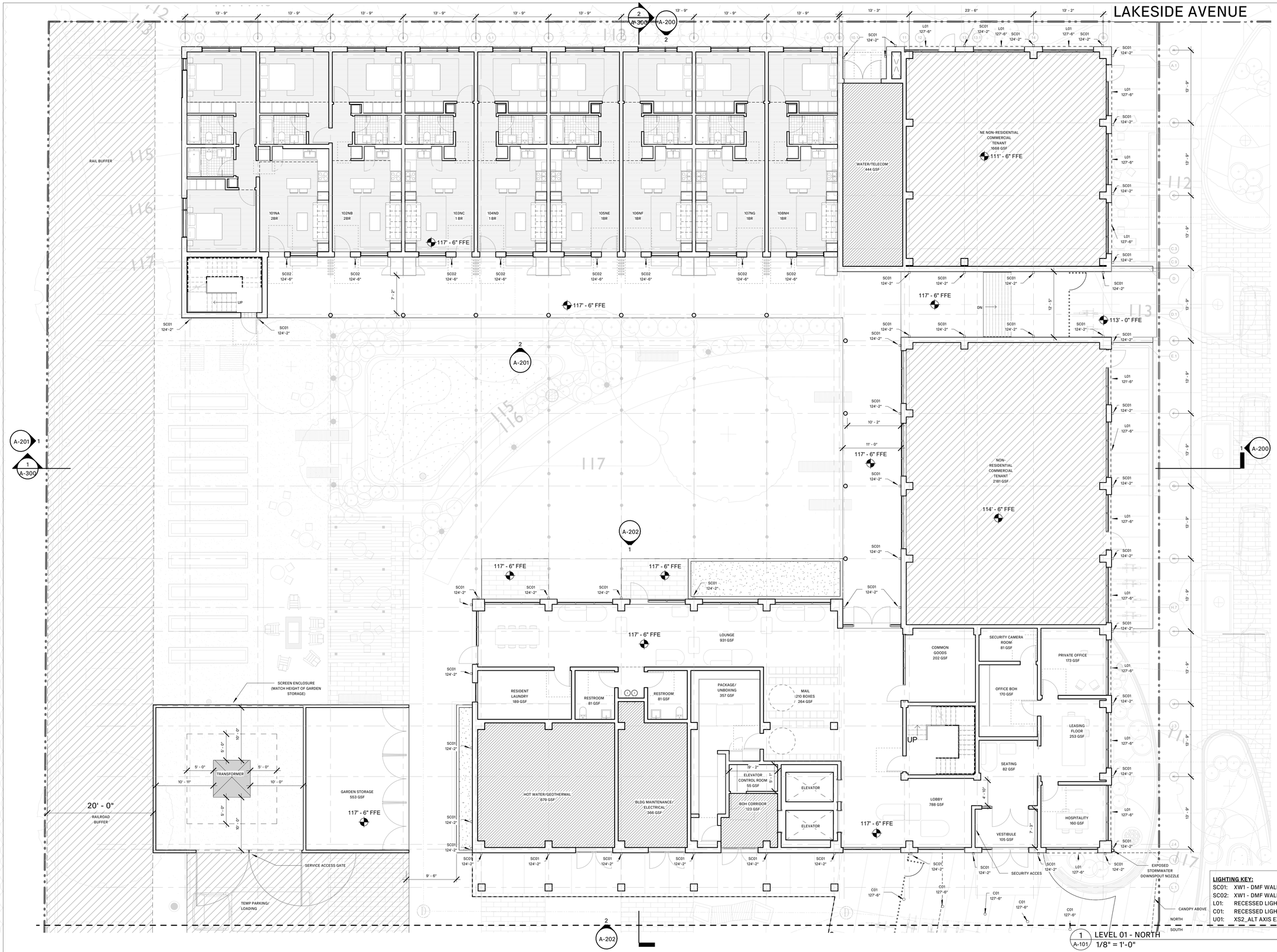
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COA LEVEL II APPLICATION

L-076
PLANTING PLAN - SOUTH

DRAWN BY:	AH
SCALE:	1" = 10'-0"
DATE:	12.19.2025



1 LEVEL 01 - NORTH
A-101 1/8" = 1'-0"

LIGHTING KEY:

SC01:	XW1 - DMF WALL MOUNT DOWN
SC02:	XW1 - DMF WALL MOUNT DOWN
LO1:	RECESSED LIGHTING STRIP
CO1:	RECESSED LIGHTING
UO1:	XS2_ALT AXIS EX4S

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COA LEVEL II APPLICATION

A-101
NORTH - LEVEL 01 PLAN

DRAWN BY:	AM
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025

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COA LEVEL II APPLICATION

A-110

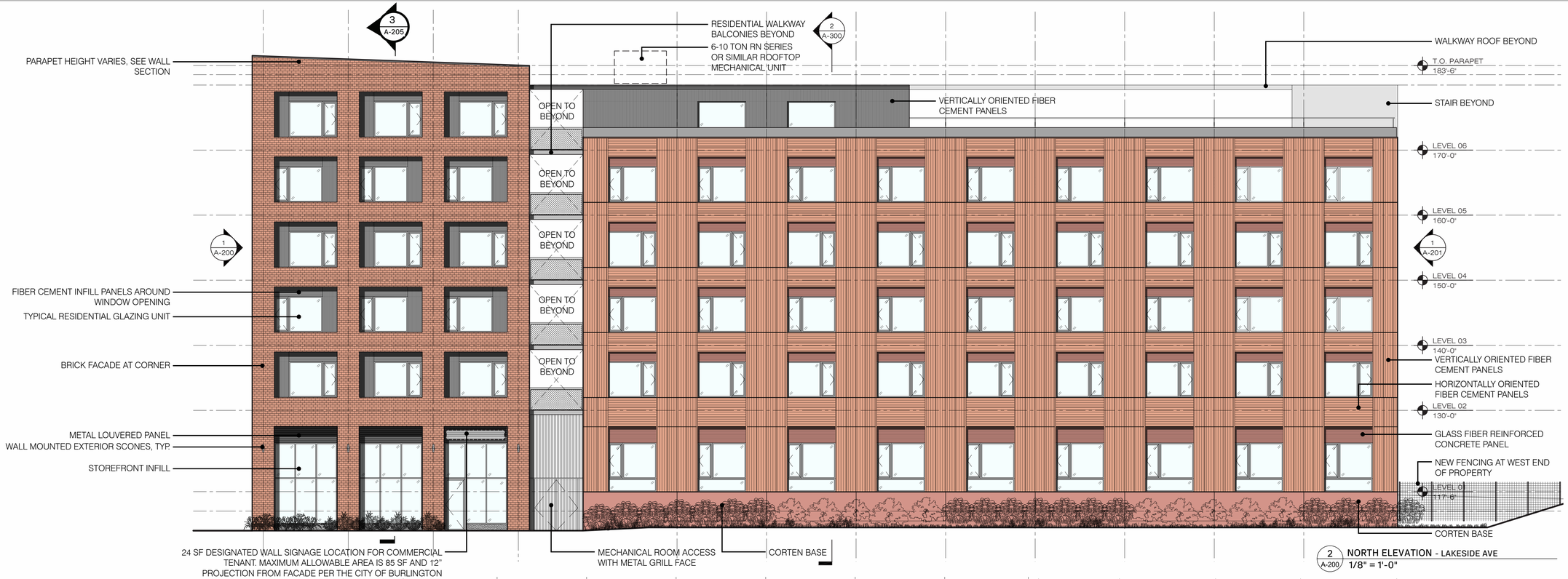
SOUTH - LEVEL 01 PLAN

DRAWN BY:	AM
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025

LIGHTING KEY:

SC01:	XW1 - DMF WALL MOUNT DOWN
SC02:	XW1 - DMF WALL MOUNT DOWN
LO1:	RECESSED LIGHTING STRIP
C01:	RECESSED LIGHTING
U01:	XS2_ALT AXIS EX4S

1 A-110 LEVEL 01 - SOUTH
1/8" = 1'-0"



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COA LEVEL II APPLICATION

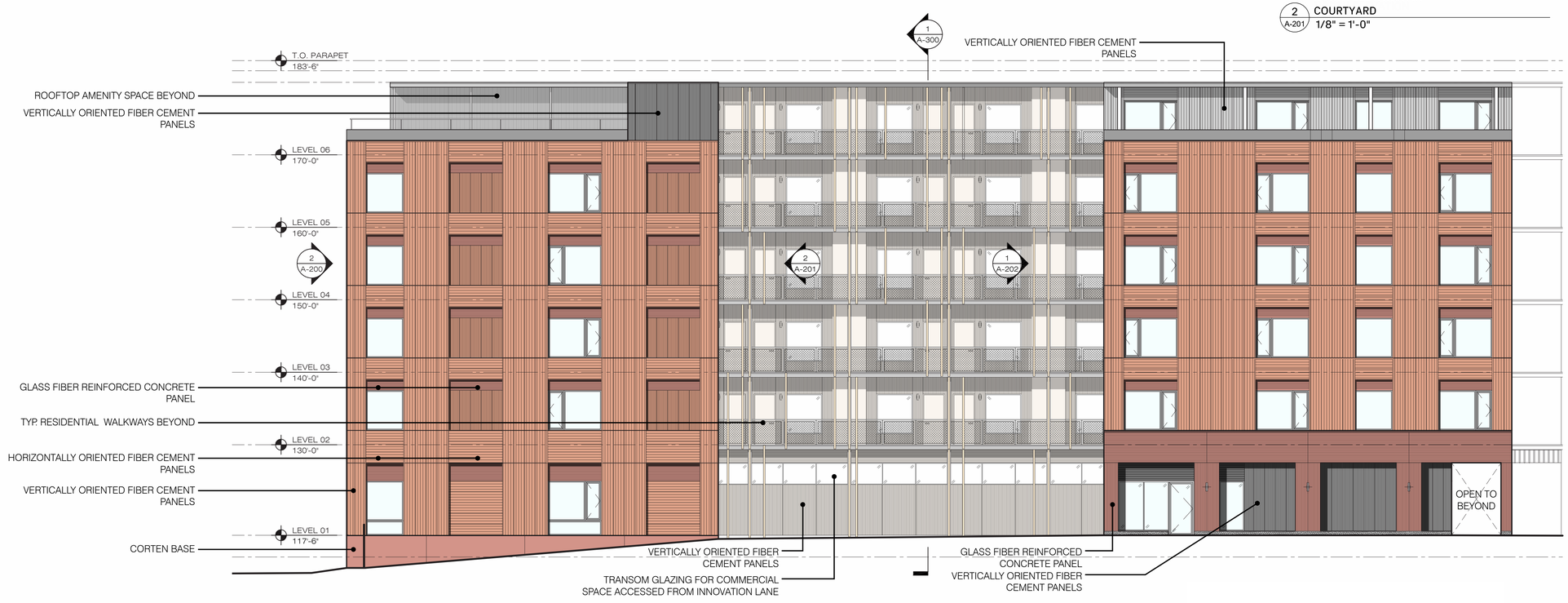
A-200

BUILDING ELEVATIONS NORTH

DRAWN BY:	AP
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025



2 A-201 NORTH ELEVATION IN COURTYARD
1/8" = 1'-0"



1 A-201 WEST ELEVATION
1/8" = 1'-0"

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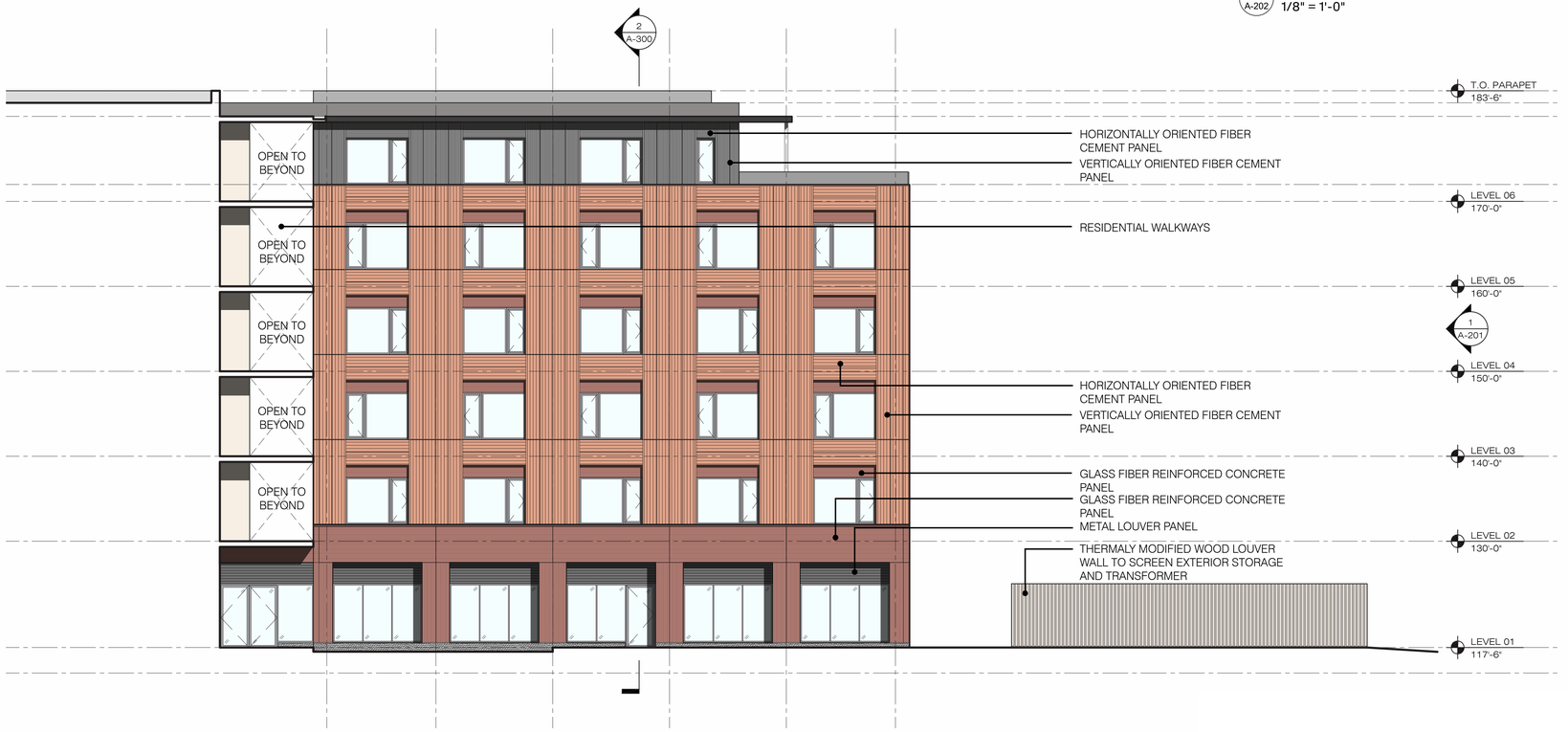
COA LEVEL II APPLICATION

A-201
BUILDING ELEVATIONS NORTH

DRAWN BY:	AP
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025



NORTH ELEVATION IN MOBILITY COURTYARD
2 A-202 1/8" = 1'-0"



SOUTH ELEVATION IN COURTYARD
1 A-202 1/8" = 1'-0"

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COA LEVEL II APPLICATION

A-202

BUILDING ELEVATIONS NORTH

DRAWN BY:	AP
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025



3 A-203 SOUTH ELEVATION - CROSS STREET
1/8" = 1'-0"



1 A-203 EAST ELEVATION- INNOVATION LANE
1/8" = 1'-0"

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COA LEVEL II APPLICATION

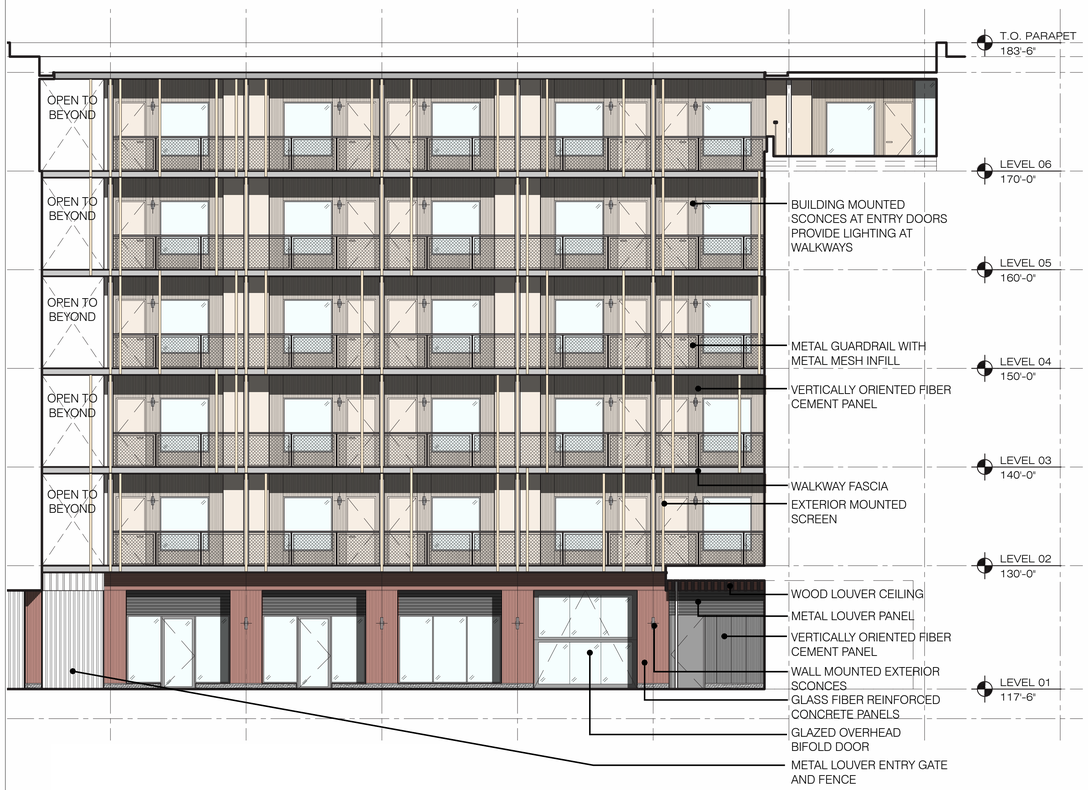
A-203

BUILDING ELEVATIONS SOUTH

DRAWN BY:	AP
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025



SOUTH ELEVATION IN MOBILITY COURTYARD
3 A-204 1/8" = 1'-0"



EAST ELEVATION IN MOBILITY COURTYARD
2 A-204 1/8" = 1'-0"



WEST ELEVATION
1 A-204 1/8" = 1'-0"

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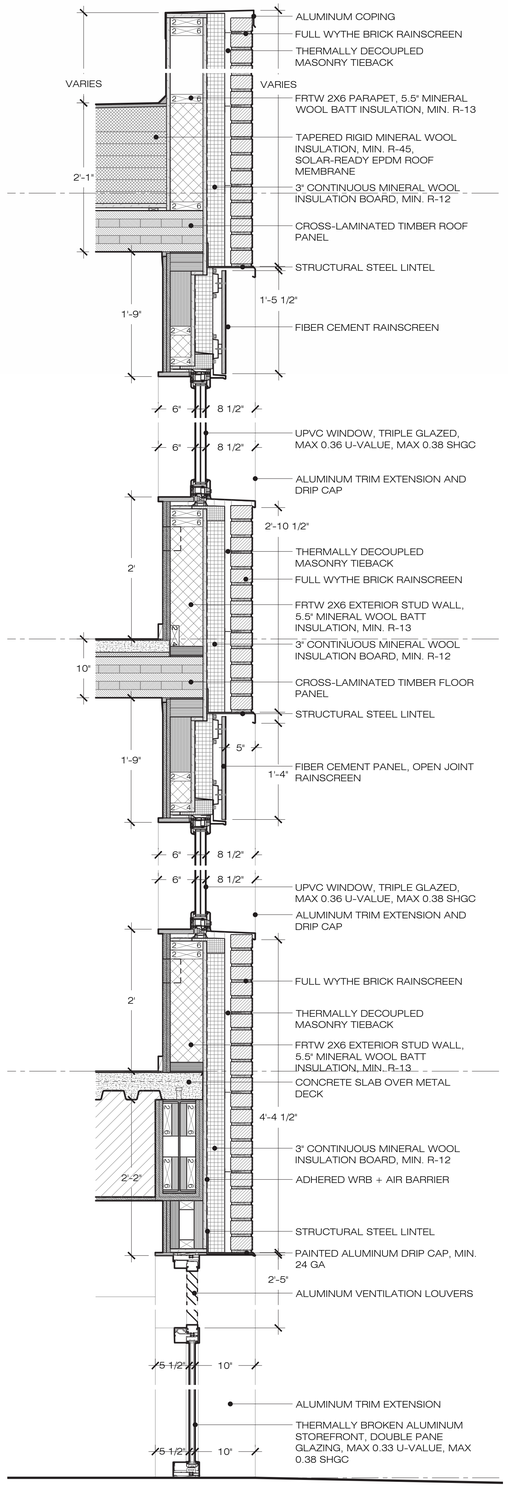
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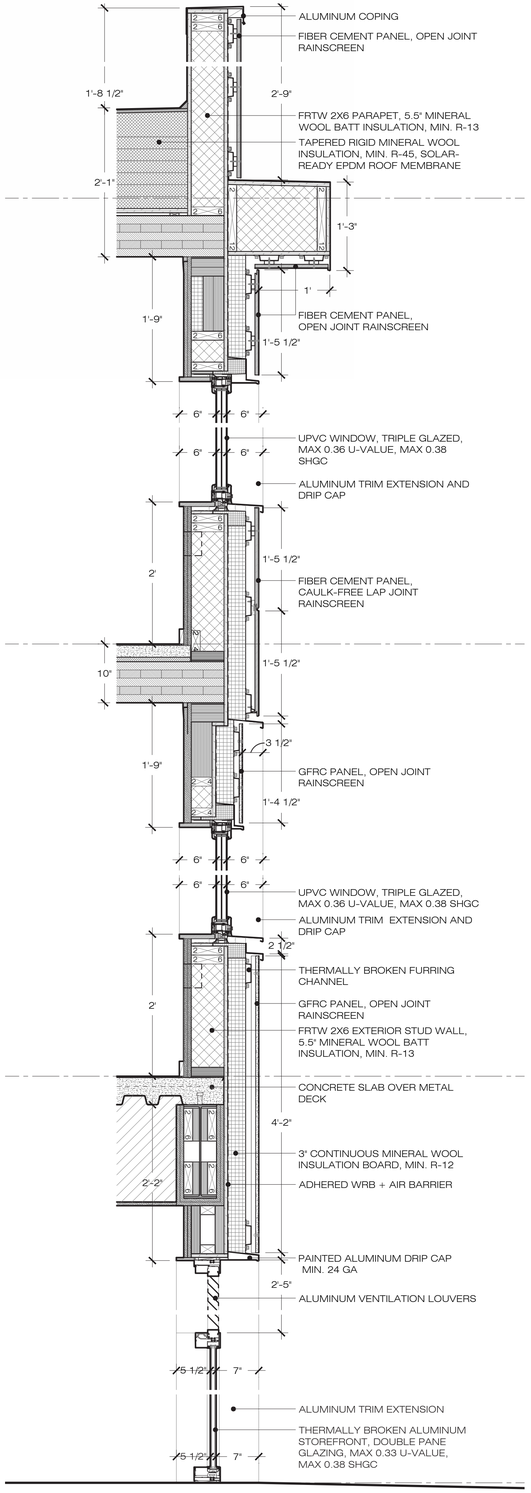
COA LEVEL II APPLICATION

A-204
BUILDING ELEVATIONS SOUTH

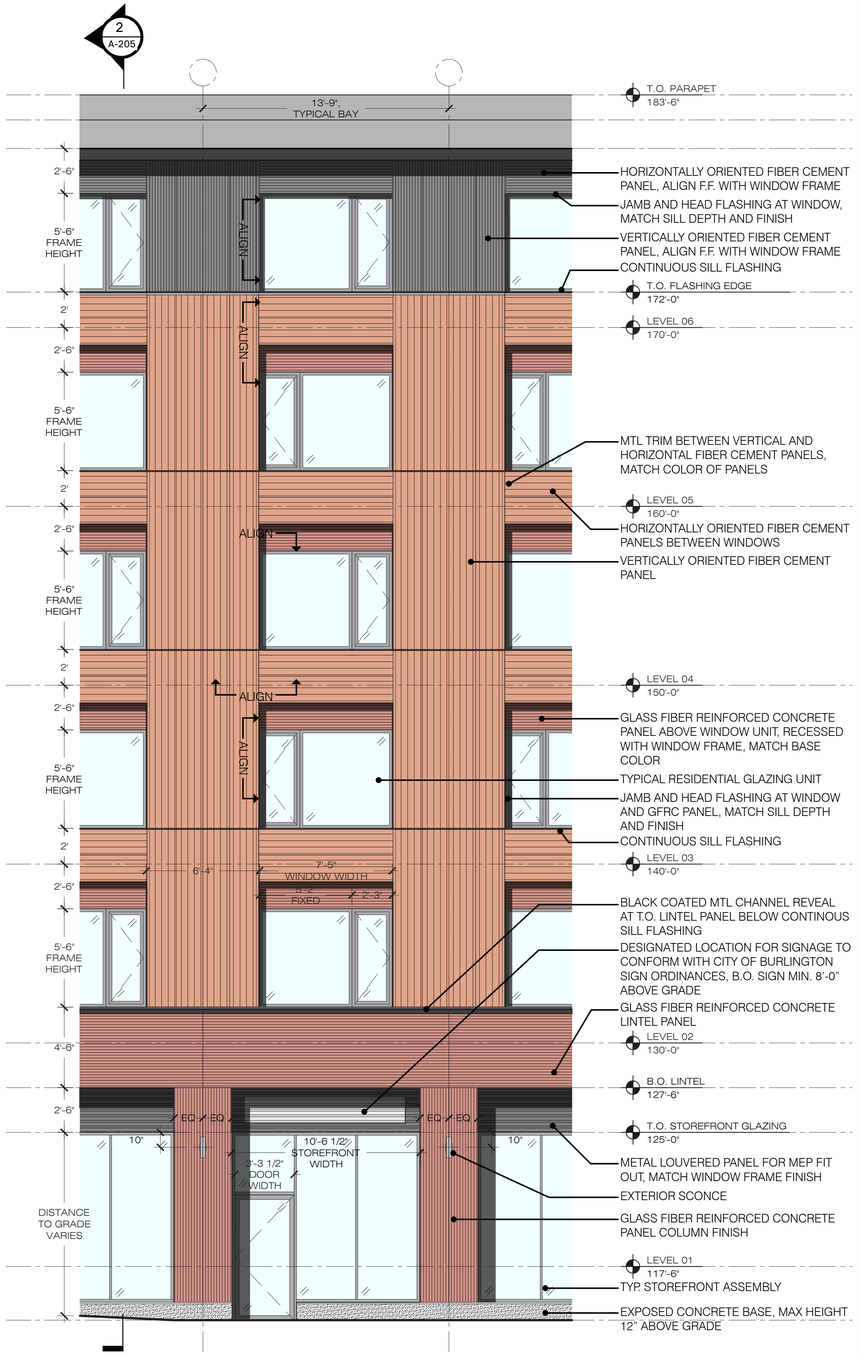
DRAWN BY:	AP
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025



3 A-205 TYPICAL WALL SECTION AT BRICK CORNER
1" = 1' - 0"



2 A-205 TYPICAL WALL SECTION
1" = 1' - 0"



1 A-205 ENLARGED TYPICAL ELEVATION
1/4" = 1'-0"

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Project Title:

RYB Building A

Project Address:

125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

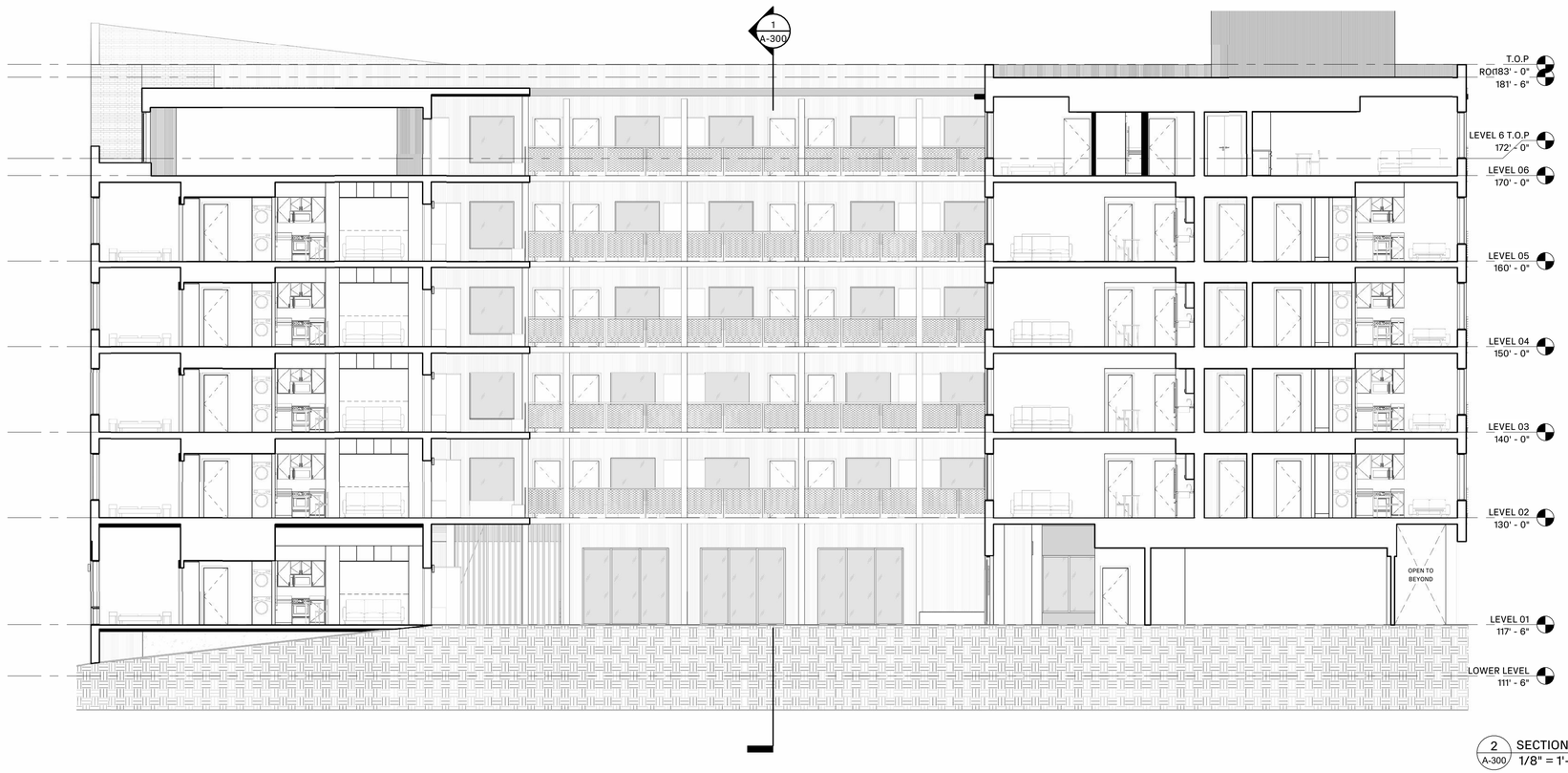
GOA
35 Crown Street
New Haven CT, 06510
Phone/ 203.777.7794

COA LEVEL II APPLICATION

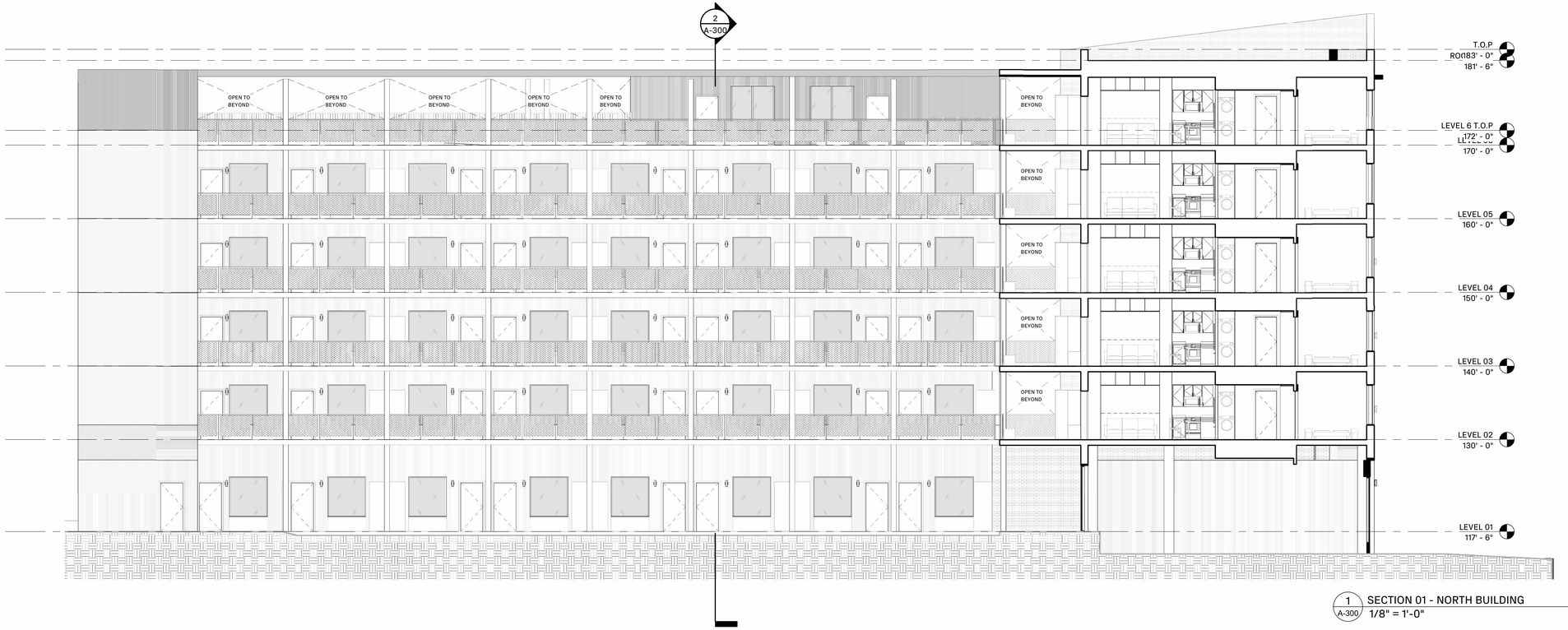
A-205

BUILDING ELEVATIONS
SOUTH - ENLARGED

DRAWN BY:	AP
SCALE:	VARIES
DATE:	12.19.2025



2 A-300 SECTION 02 - NORTH BUILDING
1/8" = 1'-0"



1 A-300 SECTION 01 - NORTH BUILDING
1/8" = 1'-0"

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COA LEVEL II APPLICATION

A-300
NORTH - BUILDING SECTIONS

DRAWN BY:	AM
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025

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COA LEVEL II APPLICATION

A-301

SOUTH - BUILDING SECTIONS

DRAWN BY:	AM
SCALE:	1/8" = 1'-0"
DATE:	12.19.2025

1 / A-301 SECTION 01 - SOUTH BUILDING
1/8" = 1'-0"


1


2


3


4


NORTH
1
LAKESIDE AVE
4
2
3
CHAMPLAIN PARKWAY
PINE STREET
SEARS LANE



(A) VIEW LOOKING NORTH TO LAKESIDE AVENUE



(B) VIEW LOOKING WEST TO RAILROAD



(C) VIEW LOOKING SOUTH TO SEARS LANE



(D) VIEW LOOKING EAST TO CHAMPLAIN PARKWAY



SATELLITE VIEW OF 125 LAKESIDE AVENUE

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COA LEVEL II APPLICATION

G-107
EXISTING SITE PHOTOS

DRAWN BY: AM
SCALE:
DATE: 12.19.2025