

## Burlington Development Review Board

Department of Permitting & Inspections  
645 Pine Street  
Burlington, VT 05401  
[www.burlingtonvt.gov/DPI/DRB](http://www.burlingtonvt.gov/DPI/DRB)  
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AJ LaRosa  
Caitlin Halpert  
Evan Gould  
Geoff Hand  
Sean McKenzie  
Leo Sprinzen  
Miles Waite  
Marina Campbell, (Alternate)  
Chase Taylor, (Alternate)



# Development Review Board

**Tuesday, February 17, 2026, 5:00 PM**

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

**Please click the link below to join the webinar:**

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

**Webinar ID:** 832 2569 6227

**Passcode:** 969186

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

## 1. Agenda

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## 2. Communications

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## 3. Minutes

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## 4. Consent

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### 4.1.

**ZP-26-6; 355 North Street (RCO-RG, Ward 2) City DPW Parks Rec Dept / Max Madalinski**  
**Proposed replacement of the Pomeroy Park playground. (Project Manager, Mary O'Neil)**

## 5. Public Hearing

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### 5.1.

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

### 5.2.

**ZP-26-19; 125 Lakeside Avenue (E-LM, Ward 5) Ride Your Bike, LLC / Andrew Foley**  
**Preliminary plat for 3-lot subdivision and area for future road right-of-way.**

## 6. Certificate of Appropriateness

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### 6.1.

**ZP-25-425; 52 North Cove Road (RL, Ward 7) Jackson Miller**  
**Proposed construction of a single utility-ready site for a movable dwelling consisting of a raised platform with utility connections. (Project Manager, Kirk Dressing)**

### 6.2.

ZP-25-378; 451 Appletree Point Road (RL, Ward 4) Jamie Spano  
Proposed after-the-fact tree removal and replacement/extension of deteriorated seawall. (Project  
Manager, Scott Gustin)

## 7. Adjournment

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## 8. Informational and Non-Discrimination Statements

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### 8.1.

Plans may be viewed upon request by contacting the Department of Permitting & Inspections between the hours of 8:00 a.m. and 4:30 p.m. Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Zoning office is considered public and cannot be kept confidential. This may not be the final order in which items will be heard. Please view final Agenda, at [www.burlingtonvt.gov/dpi/drb/agendas](http://www.burlingtonvt.gov/dpi/drb/agendas) or the office notice board, one week before the hearing for the order in which items will be heard.

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## Department of Permitting and Inspections

Zoning Division

645 Pine Street

Burlington, VT 05401

<https://www.burlingtonvt.gov/439/Zoning-Division>

Telephone: (802) 865-7188

(802) 865-7195 (FAX)

*William Ward, Director  
Scott Gustin, AICP, CFM, Principal Planner  
Mary O'Neil, AICP, Principal Planner  
Kirk Dressing, Associate Planner  
Collin Nahsed, Zoning Compliance Officer  
Joseph Cava, Planning Technician*



## MEMORANDUM

To: Development Review Board  
From: Mary O'Neil, AICP, Principal Planner  
Date: February 17, 2026  
RE: 355 North Street; ZP-26-6

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

**File:** ZP-26-6

**Location:** 355 North Street (Pomeroy Park)

**Zone:** RCO-RG **Ward:** 2

**Date application accepted:** January 5, 2026

**Applicant/ Owner:** Max Madalinski / City of Burlington

**Request:** Proposed replacement of the Pomeroy Park playground, including ADA accessible play structures.

### **Background:**

- **Zoning Permit 18-321;** Installation of four horse-shoe pits. May 2018.
- **Zoning Permit 18-126:** Install medium park ID sign associated with master sign plan 18-0620MP. May 2018.
- **Zoning Permit 08-47:** Install a ten-foot-high dome structure at the north entrance to Pomeroy Park. Application withdrawn June 2009.
- **Zoning Permit `1998-553;** Improvements to pomeroy park. October 1998.

**Overview:** The Department of Parks, Recreation and Waterfront proposes a replacement playground at Pomeroy Park. While the playground equipment itself is exempt subject to the statutory Limitation on Municipal Review §4413, the increased lot coverage and estimated construction cost trip the trigger for DRB review.

**Recommended motion: Consent approval,** per the following Findings and Conditions:

### **I. Findings**

#### **Article 3: Applications, Permits, and Project Reviews**

##### **Section 3.1.2 Zoning Permit Required**

##### **(c) Exemptions**

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

12. Child's play structures

**Article 4: Zoning Districts**

**Sec. 4.4.6 Recreation, Conservation and Open Space Districts**

**(a) Purpose**

*The Recreation, Conservation and Open Space (RCO) Districts are intended to protect the function, integrity and health of the city's natural systems environment, provide for a balance between developed and undeveloped land, protect air and water quality, provide adequate open areas for recreation, conservation, agriculture, and forestry, enhance the city's quality of life and the aesthetic qualities of the city, moderate climate, reduce noise pollution, provide wildlife habitat, and preserve open space in its natural state.*

- 1) **RCO-Recreation/Greenspace (RCO-RG):** *The Recreation/Greenspace District is intended to provide a diversity of passive and active recreational opportunities and other urban green spaces that provide for public use and enjoyment. The District includes a wide spectrum of recreational opportunities including developed parks with active public-use facilities, undeveloped open areas, dog parks, community gardens, urban parks and pocket parks, playgrounds, transportation corridors, and cemeteries. The District also includes private property, including a golf course and residential properties, where appropriate future development could be provided.*

**(b) Dimensional Standards and Density**

*The density and intensity of development, dimensions of building lots, the heights of buildings and their setbacks from property boundary lines, and the limits on lot coverage shall be governed by the following standards:*

**Table 4.4.6 -1 Dimensional Standards and Density**

| District                                                                                                                                                                                                                                                                                                                                                                        | Lot Coverage <sup>1</sup> | Setbacks <sup>1</sup> |                   |                   | Height <sup>1</sup> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-------------------|-------------------|---------------------|
|                                                                                                                                                                                                                                                                                                                                                                                 |                           | Front                 | Side <sup>2</sup> | Rear <sup>2</sup> |                     |
| RCO-A                                                                                                                                                                                                                                                                                                                                                                           | 5%                        | 15'                   | 10%               | 25%               | 35'                 |
| <b>RCO-RG</b>                                                                                                                                                                                                                                                                                                                                                                   | <b>5%</b>                 | <b>15'</b>            | <b>10%</b>        | <b>25%</b>        | <b>35'</b>          |
| RCO-C                                                                                                                                                                                                                                                                                                                                                                           | 5%                        | 15'                   | 10%               | 25%               | 25'                 |
| 1. See also exceptions to lot coverage, setbacks and maximum height in Article 5.<br>2. Percentages figure refers to either a percentage of lot width, 10% in the case of side yard setbacks, or lot depth of 25% in the case of rear yard setbacks.<br>3. City Parks have specific lot coverage maximums based on use and location. See table of lot coverage standards below. |                           |                       |                   |                   |                     |

Aside from playground equipment, no new structures are proposed. Not applicable.

**Table 4.4.6 -2 City Park Lot Coverage Maximum Standards**

| Park                       | Lot Coverage |
|----------------------------|--------------|
| Texaco Beach/Cambrian Rise | 10%          |
| Baird<br>Calahan           | 15%          |

|                                                                                       |     |
|---------------------------------------------------------------------------------------|-----|
| Leddy<br>North Beach and Campground<br>Oakledge<br>Schmanska<br>Smalley<br>Starr Farm |     |
| Appletree<br>Lakeside                                                                 | 20% |
| Pomeroy<br>Roosevelt                                                                  | 30% |

Proposed lot coverage is 26%; below the 30% limitation. The new lot coverage is from a poured-in-place rubber surface, although pervious, will not have pervious substrate introducing an impervious surface. **Affirmative finding.**

**(c) Permitted and Conditional Uses**

*The principal land uses that may be permitted, or conditionally permitted pursuant to the requirements of Article 3, within the RCO districts shall be as defined in Appendix A – Use Table.*

A park is a permitted use in the RCO-RG zoning district. **Affirmative finding.**

**(d) District Specific Regulations**

*The following regulations are district-specific exemptions, bonuses, and standards unique to the RCO districts. They are in addition to, or may modify, city-wide standards as provided in Article 5 of this ordinance and district standards as provided above in Tables 4.4.6-1 and 4.4.6-2.*

**1. Lot Coverage for Agricultural Structures.**

*The maximum allowable coverage may be increased to ten percent (10%) in the RCO-Agricultural District for agricultural structures not otherwise exempted from zoning review under V.S.A. 24 § 4413 (d), subject to approval by the DRB.*

**Not applicable.**

**2. Exemptions for low impact design (LID) stormwater management techniques**

*Due to the unique nature and critical importance of City Parks in the City's overall green infrastructure, LID stormwater management techniques (such as pervious pavement and asphalt, green roofs and rain gardens etc...) shall be credited against lot coverage as determined by the City's Stormwater Administrator pursuant to the requirements of Burlington Code of Ordinances Chapter 26.*

No LID management techniques are part of this application, due to budget restraints. **Not applicable.**

3. *Pervious surface materials not included in impervious lot coverage calculations*  
*Pervious surface materials, such as woodchips and clay or dirt playfields in City Parks shall not be included in impervious lot coverage calculations.*

Although the plan includes a poured-in-place rubberized surface material that is pervious, budget considerations prevented inclusion of a substrate that would meet pervious parameters. As a result, the playground surface must be considered impervious. **Not applicable.**

## **Article 5: Citywide General Regulations**

### **Section 5.2.2 Required Frontage or Access**

355 North Street has direct access to the public way and city sidewalks.

**Affirmative finding**

### **Section 5.2.3 Lot Coverage Requirements**

See Table 4.4.6-2, above.

### **Section 5.2.4 Buildable Area Calculation**

Not applicable.

### **Section 5.2.5 Setbacks**

See Table 4.4.6-1, above.

### **Section 5.2.6 Building Height Limits**

No buildings are proposed. Not applicable.

### **Section 5.2.7 Density and Intensity of Development Calculations**

Not applicable.

## **Part 3: Non-Conformities**

Not applicable.

### **Sec. 5.4.8 Historic Buildings and Sites**

Not applicable

### **Section 5.5.1 Nuisance Regulations**

As City property, parcel upkeep and monitoring will be consistent with other public parks.

**Affirmative finding**

### **Section 5.5.2 Outdoor Lighting**

No new lighting is proposed. Not applicable.

### **Section 5.5.3 Stormwater and Erosion Control**

AS the installation of the stone base/rubberized playground surface will disrupt more than 400 sf, an EPSC is required. **Affirmative finding as conditioned.**

**Section 5.5.4 Tree Removal**

Tree removal is not proposed. A tree protection plan is included within submission documents. Not applicable.

**Article 7: Signs**

No new signs are proposed. Not applicable.

**II. Conditions of Approval**

1. As more than 400 sq. ft. will be disturbed, an Erosion Prevention and Sediment Control Plan will be required for submission and approval by the Stormwater Administrator prior to release of the zoning permit. That application may be submitted electronically [here](#).
2. Standard Permit Conditions 1-15.

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





Entrance to Playground





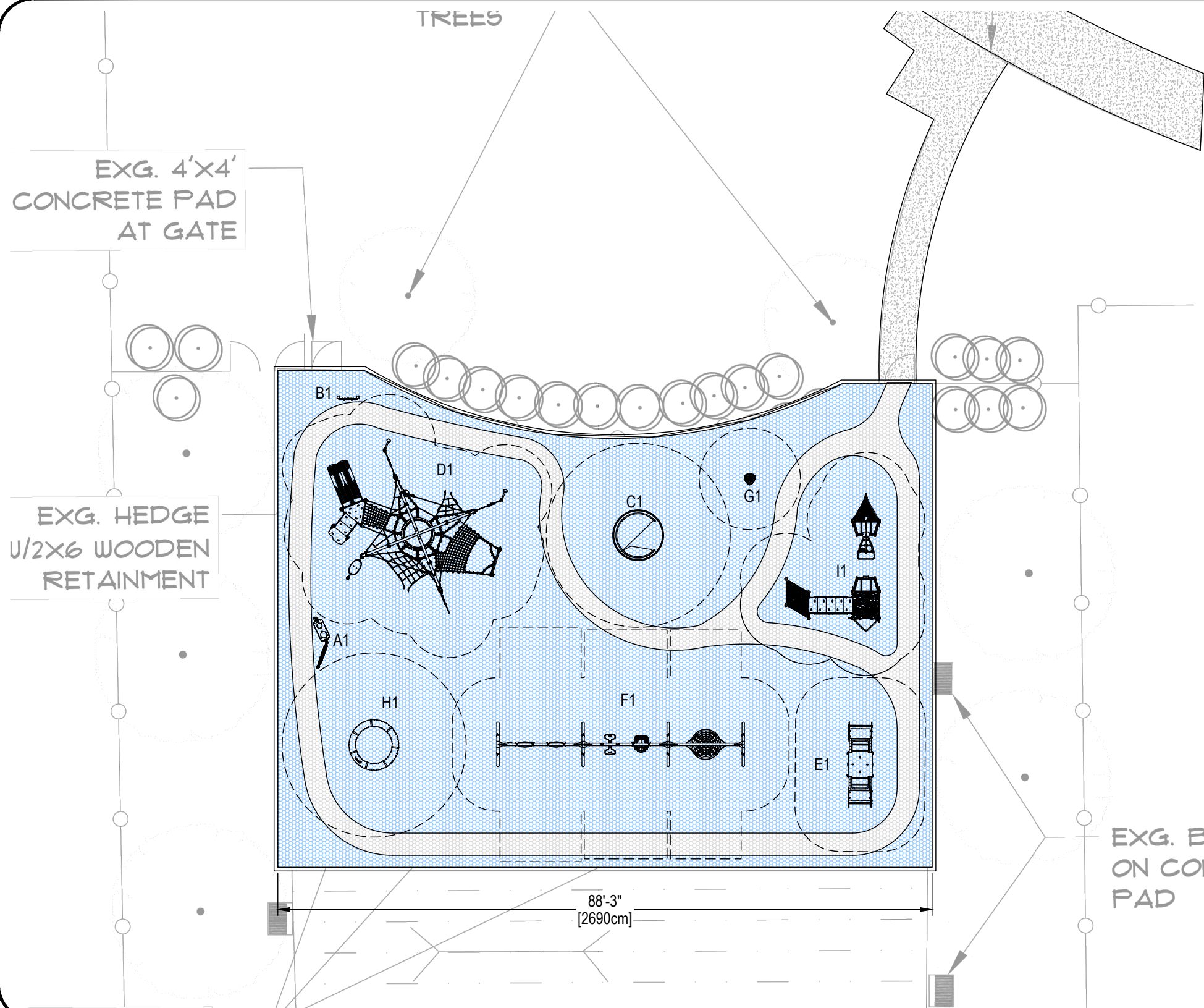
View from southeast corner





View from southwest corner





EXPOSED TREE ROOTS MUST REMAIN OUTSIDE OF USE ZONE. BRANCHES MUST BE AT LEAST 84-INCHES FROM THE HIGHEST DESIGNATED PLAY SURFACE.

ADA ACCESSIBLE PATH TO SITE IS REQUIRED, PER 2010 ADA STANDARDS (SECTION 206)

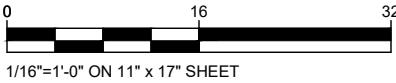
TOTAL SURFACING AREA: 5474 SF  
PERIMETER: 312 LF

- PIP AREA: 4479 SF
- PIP AREA: 995 SF

| # | Product Number         | Product Name                          | M.F.H. | Count |
|---|------------------------|---------------------------------------|--------|-------|
| A | PCM003121-xx01         | Play Panel 2 - Music, Classic         | 0'0"   | 1     |
| B | TPP280027-0401         | Kaleidoscope Play Panel, Square Posts | 0'0"   | 1     |
| C | PCM157-xx06            | Universal Carousel                    | 1'3"   | 1     |
| D | CRP810201-0902         | Mini Dome with Slide                  | 4'2"   | 1     |
| E | PCM162-0601            | Inclusive Multi Seesaw                | 3'3"   | 1     |
| F | KSW926-CUSTOM_20410935 | 3-Bay Swing                           | 7' 11" | 1     |
| G | GXY8014XX-xx17         | Spica 1                               | 3'3"   | 1     |
| H | GXY960012-xx17         | Supernova                             | 2'4"   | 1     |
| I | PCM725358-2D           | ADA Cliff Rider                       | 7' 9"  | 1     |

# Pomeroy Park

31 Booth St  
Burlington, VT  
Site Plan - 2-5 & 5-12



## MANUFACTURER'S SHOP DRAWING:

FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.

TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.

SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 51/2" OF 3,500 PSI MINIMUM COMPRESSIVE STRENGTH. CONTACT KOMPAN FOR SPECIFIC PRODUCT REQUIREMENTS. ALL COMPOSITE STRUCTURES SHOWN REQUIRE A SITE GRADE OF 2% MAXIMUM, 1% OPTIMAL. SPECIFICATIONS FOR EACH KOMPAN STRUCTURE MAY BE FOUND AT KOMPAN.COM/KOMPANMASTER

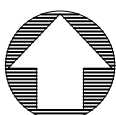
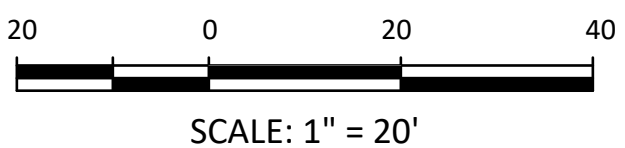
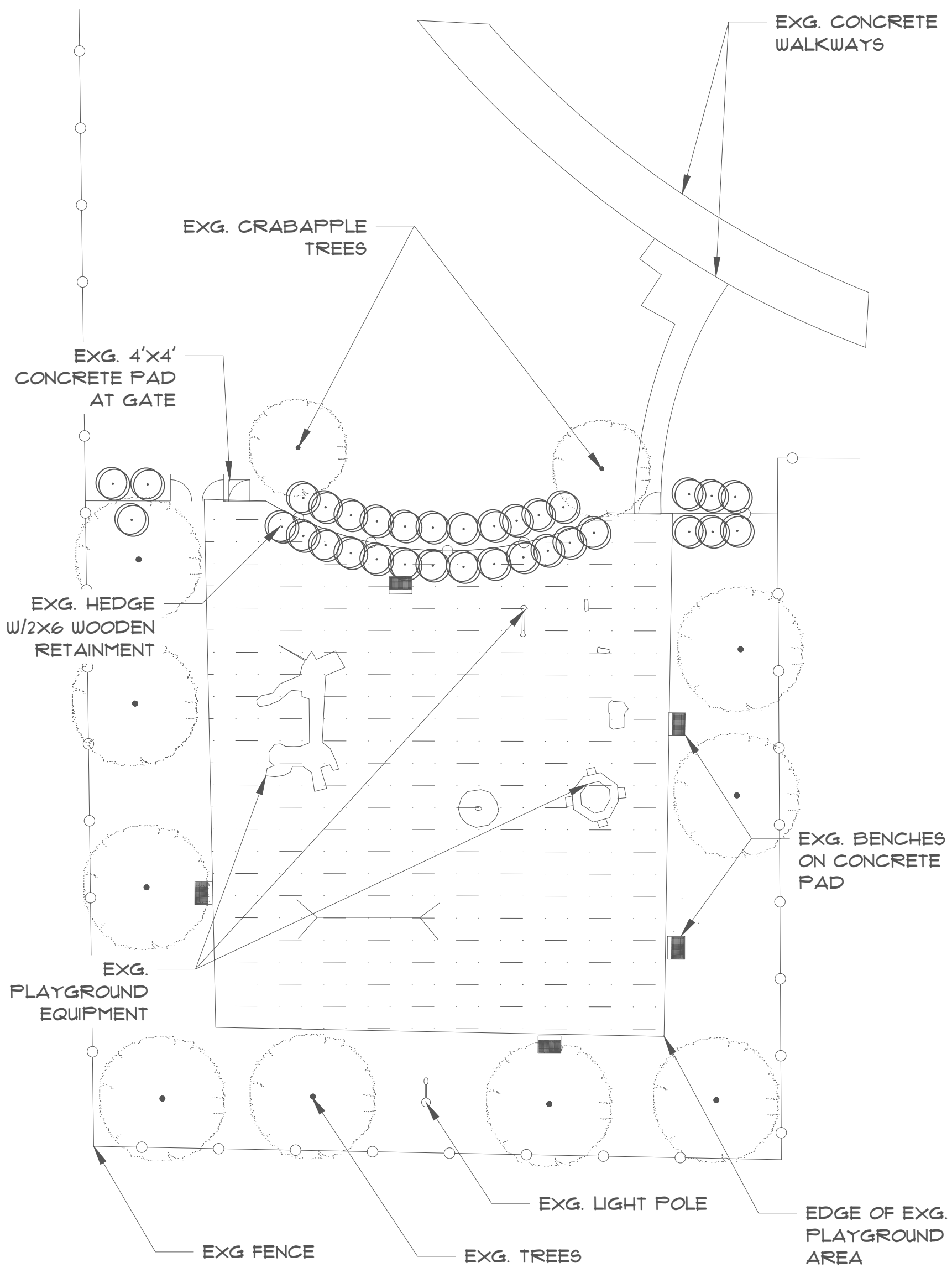
DIMENSIONS OF PLAY AREA, SIZE AND ORIENTATION, LOCATIONS OF ALL EXISTING UTILITIES, EQUIPMENT AND SITE FURNISHINGS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

PREPARED AND PRINTED IN USA BY KOMPAN © 2025 KOMPAN, INC. AUSTIN, TX. USA 800-426-9788

| SALES REPRESENTATIVE |          |            | SHEET           |
|----------------------|----------|------------|-----------------|
| Matt Collard         |          |            | K1.0            |
| REVIEW BY            | DRAWN BY | DATE       |                 |
| DESIGN               | JohnSt   | 06/11/2025 |                 |
| REV. NO.             | REV. BY  | REV. DATE  | REVISION NOTES  |
| 4                    | JohnSt   | 10/14/2025 | New Site Layout |

LAYOUT IS IN ACCORDANCE WITH ASTM F1487





# Pomeroy Park Playground Replacement EXG. CONDITIONS

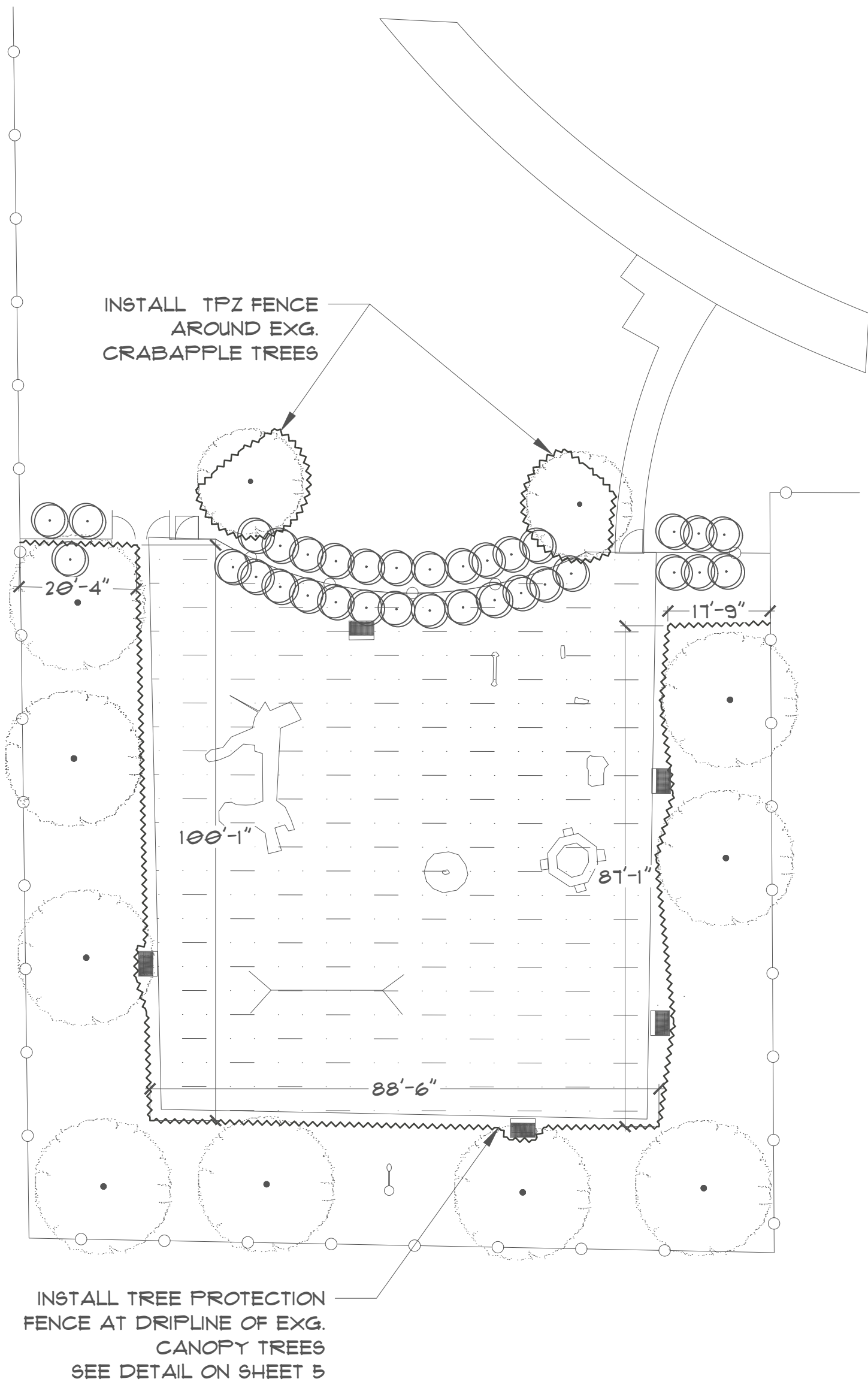


**BURLINGTON  
PARKS  
RECREATION  
WATERFRONT**

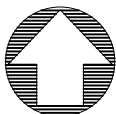
645 PINE STREET  
BURLINGTON, VT 05401  
(802) 864-0123

|                 |                 |
|-----------------|-----------------|
| DESIGNED        |                 |
| DRAWN<br>MWM    | SCALE<br>1"=20' |
| CHECKED<br>XX   | DRAWING NO.     |
| DATE<br>5/16/25 | SHEET 1 OF 5    |





SCALE: 1" = 20'



# Pomeroy Park Playground Replacement TREE PROTECTION



645 PINE STREET  
BURLINGTON, VT 05401  
(802) 864-0123

|                 |                 |
|-----------------|-----------------|
| DESIGNED        |                 |
| DRAWN<br>MWM    | SCALE<br>1"=20' |
| CHECKED<br>XX   | DRAWING NO.     |
| DATE<br>5/16/25 | SHEET 2 OF 5    |



# Percent Impervious in Pomeroy Park

Date: 2/11/2014

Version 2







## Department of Permitting and Inspections

645 Pine Street  
Burlington, VT 05401-8415  
Phone: (802) 865-7188

[www.burlingtonvt.gov/dpi](http://www.burlingtonvt.gov/dpi)

### Zoning Permit Application – Owner’s Signature & Consent

For use when the applicant is acting on behalf of the property owner.

|                                                                                                                                                                                     |                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>PROJECT LOCATION ADDRESS:</b> <u>355 North St; Pomeroy Park</u>                                                                                                                  |                                                                                                       |
| <b>PROPERTY OWNER*:</b> <u>City of Burlington, Parks &amp; Recreation Department</u><br><small>*If condominium unit, written approval from the Association is also required</small> | <b>APPLICANT:</b> <u>City of Burlington, Parks &amp; Recreation Department<br/>c/o Max Madalinski</u> |
| <b>POSTAL ADDRESS:</b> <u>645 Pine St, Suite B</u>                                                                                                                                  | <b>POSTAL ADDRESS:</b> <u>same</u>                                                                    |
| <b>CITY, ST, ZIP:</b> <u>Burlington, VT 05401</u>                                                                                                                                   | <b>CITY, ST, ZIP:</b> <u>same</u>                                                                     |
| <b>DAY PHONE:</b> _____                                                                                                                                                             | <b>DAY PHONE:</b> <u>802-881-4000</u>                                                                 |
| <b>EMAIL:</b> <u>plewis@burlingtonvt.gov</u>                                                                                                                                        | <b>EMAIL:</b> <u>mmadalinski@burlingtonvt.gov</u>                                                     |
| <b>SIGNATURE:</b> <u>Phil Lewis</u>                                                                                                                                                 | <b>SIGNATURE:</b> <u>[Signature]</u>                                                                  |

Property owner signature authorizes the applicant (if noted) to act on owner’s behalf for all matters pertaining to this zoning permit application. Signature also consents to the proposed work and to inspection by city zoning staff to close out the zoning permit upon project completion.

**Description of Proposed Project:** Replacement of the Pomeroy Park Playground.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# Property\_Owner\_Conset\_Form\_Tue\_Jan\_13\_2026\_11-46-25

Final Audit Report

2026-01-13

|                 |                                               |
|-----------------|-----------------------------------------------|
| Created:        | 2026-01-13                                    |
| By:             | Max Madalinski (mmadalinski@burlingtonvt.gov) |
| Status:         | Signed                                        |
| Transaction ID: | CBJCHBCAABAAONgsVKQuhNsZh-XQCGITkF9zdZk5iqfL  |

## "Property\_Owner\_Conset\_Form\_Tue\_Jan\_13\_2026\_11-46-25" History

-  Document created by Max Madalinski (mmadalinski@burlingtonvt.gov)  
2026-01-13 - 6:15:28 PM GMT
-  Document emailed to Phil Lewis (plewis@burlingtonvt.gov) for signature  
2026-01-13 - 6:15:32 PM GMT
-  Email viewed by Phil Lewis (plewis@burlingtonvt.gov)  
2026-01-13 - 8:06:40 PM GMT
-  Document e-signed by Phil Lewis (plewis@burlingtonvt.gov)  
Signature Date: 2026-01-13 - 8:08:22 PM GMT - Time Source: server
-  Agreement completed.  
2026-01-13 - 8:08:22 PM GMT



Department of Permitting & Inspections

Zoning Division  
645 Pine Street  
Burlington, VT 05401  
Telephone:(802) 865-7188  
(802) 865-7195 (FAX)

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



**TO:** Development Review Board  
**FROM:** Scott Gustin  
**DATE:** February 17, 2026  
**RE:** ZP-26-18; 125 Lakeside Avenue

=====

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

Zone: E-LM Ward: 5

Owner/Applicant: Ride Your Bike, LLC/Andrew Foley

**Request:** Proposed construction of a mixed use development (204 dwelling units and 7,650 sf non-residential area) with related site infrastructure improvements.

**Applicable Regulations:**

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

**Background Information:**

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, subdivision application. The first sections of new public street are included in project plans for this application.

The Development Review Board reviewed a sketch plan for the overall project concept in September 2024. More recently, the Design Advisory Board reviewed this application on January 27, 2026 and recommended approval with the following conditions:

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.

The DAB recommendation has been addressed in part. Trash and recycling facilities will be enclosed adjacent to the structured parking. No rooftop equipment, except for possible solar panels, is proposed. City Arborist approval of the street trees has been obtained, and a TDM plan has been provided. Community garden space is anticipated in the future development site just east of the current project proposal. Revision of project plans is needed to address the remainder of the DAB recommendation.

The Conservation Board reviewed this application on February 2, 2026 and recommended approval as presented.

**Recommendation:** Initial review and continuation of the public hearing until such time as Department of Public Works comments and questions relative to traffic and related infrastructure are addressed.

## **I. Findings**

### **Article 3: Applications and Reviews**

#### ***Part 5, Conditional Use & Major Impact Review:***

##### **Section 3.5.6**

##### **(a) Conditional Use Review Standards**

Not applicable.

##### **(b) Major Impact Review Standards**

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

This largely residential development is not expected to generate undue water, air, or noise pollution. Redevelopment of the surface parking will include substantial stormwater management improvements. Those improvements are expected to improve water quality. **(Affirmative finding)**

###### ***2. Have sufficient water available for its needs;***

The proposed development will be served by municipal water. Sufficient water capacity is available to serve the new dwelling units and commercial spaces. **(Affirmative finding)**

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

The municipal wastewater line that will serve the proposed development has limited capacity. In order to mitigate impacts, wet weather storage tanks are included in the development design. These tanks will control flow rates into the municipal system and will avoid large increases in peak flows. A capacity letter has been issued from Water Resources and contains a number of requirements to be met by the applicants.

Water and wastewater impact fees will be due to help offset impacts on the city's water and wastewater infrastructure. **(Affirmative finding as conditioned)**



4. *Not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;*  
See Sec. 5.5.3.

5. *Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;*  
A traffic impact analysis has been provided. It covers the usual items as to high crash locations in the area, peak hour trip generation, and traffic distribution within the nearby street network, including intersection level of service (LOS) impacts. There are two important caveats in the traffic study. One is that numbers from the Champlain Parkway's environmental impact analysis are used and are substantially higher than actual counts conducted in November 2025. The other is that the Parkway is not fully open yet but is expected to be within the next year.

The traffic study estimates the project will generate 83 AM peak hour trip ends and 98 PM peak hour trip ends. Unsurprisingly, most of the anticipated traffic generation is associated with the 204 residential units (75 AM and 80 PM peak hour trips). Minimal traffic related to the commercial spaces is expected. Impacts on nearby intersections generally results in no deterioration in LOS; however, in several specific turning movements, LOS drops a grade. The 2028 no build/build PM peak hour LOS at Pine and Lakeside drops from LOS B to C, and the 2033 no build/build PM peak hour LOS at the Champlain Parkway and Flynn drops from LOS D to E.

The Department of Public Works (DPW) has reviewed the traffic study and has made a number of comments and questions as reflected in a February 10, 2026 memo from Laura Wheelock, PE and Corey Mims, PE. There are a variety of questions about assumptions in the traffic study, impacts on the local street network, and a proposed crosswalk. All of DPW's questions and comments incorporated in the February 10 memo need to be addressed prior to permit approval.

Traffic impact fees will be due to help offset impacts on the city's transportation network.

The project plans depict new streets and sidewalks within new public rights-of-way included in the related subdivision. Construction details as to these new streets and sidewalks have not been provided. Such details are needed prior to construction. As noted by DPW, any street and sidewalk that is to be turned over to the city must be designed and constructed to meet city standards. **(No finding yet possible)**

6. *Not cause an unreasonable burden on the city's ability to provide educational services;*  
Most of the proposed dwelling units are 1-bedroom or studio configuration. Thirty-three dwelling units will contain 2 bedrooms. No school age children are anticipated in the studio and 1-bedroom dwelling units. Approximately 4-6 school age children are anticipated in the 2-bedroom dwelling units. Anticipated impacts on the city school system are minimal. **(Affirmative finding)**

7. *Not place an unreasonable burden on the city's ability to provide municipal services;*  
The proposed development will generate additional impacts on city services. The Technical Review Committee saw preliminary plans for this development in August 2024. Follow up coordination with various city departments has occurred since then. Department-specific comments are included in these findings, and impact fees will be paid to help offset impacts on city infrastructure. **(Affirmative finding as conditioned)**



8. *Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;* See Article 6 for effects on significant natural areas, historic buildings, and archaeological significance.

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

The project is proposed entirely within the SEID overlay. This overlay was created specifically for development such as that included in this application. Impact fees will be paid to help offset impacts on city services. **(Affirmative finding as conditioned)**

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

The project is in substantial conformance with the municipal development plan:

- The project will, in part, help to expand the innovation district with its mix of non-residential uses (planBTV South End, Expanding the Innovation District). It will do so by taking the place of the large existing parking lots in the development site, something specifically called for in the planBTV South End Framework.
- The proposed development layout includes new city streets and sidewalks that connect with the existing city network (planBTV South End, Connecting Neighborhood Resources).
- Although planBTV South End was adopted without a recommendation for housing in the E-LM zone, it called for additional evaluation and discussion that resulted in adoption of the SEID overlay district that provides for multi-family housing. A major aspect of the development is the housing it will bring to the South End (planBTV South End, Housing & The South End).
- The project will manage stormwater, in part, with newly created green spaces onsite (Comprehensive Plan, Natural Environment Action Plan).
- The project will include ground-source heat pump technology for heating and cooling, and will be constructed to accommodate rooftop solar panels (Comprehensive Plan, City Policies). **(Affirmative finding)**

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

The SEID overlay was created, in part, to enable intense mixed use residential and commercial development within a section of the E-LM zone. This project aligns with that intent. Housing will include 80% at market rate and 20% affordable (per city and state standards). As noted above, most dwelling units will be 1-bedroom or studio units (171). The remainder (33) will be 2-bedroom units. **(Affirmative finding)**

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

The development will include interior green spaces; however, residents of the new dwelling units will likely utilize the city's park and recreation facilities. Its location provides easy access to the waterfront bike path and to nearby Oakledge and Callahan Parks. Additional impacts to these parks facilities are expected to be modest. **(Affirmative finding)**

(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.*

This largely residential development is not expected to generate impacts in need of mitigation. Parking will be screened from public view. **(Affirmative finding)**

*2. Time limits for construction.*

Most zoning permits are valid for three years and afford 1 year to start construction and another 2 to finish. No extended timeframe is included in this application. Although a phasing plan would likely be beneficial in light of the two buildings, no phasing plan is included in the application. The standard 3-year time limit will apply with just one project phase. **(Affirmative finding)**

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

Days and hours of construction are proposed as Monday – Saturday, 7:00 am – 6:00 pm. Interior construction on Sundays as needed. No conditional uses that may warrant limited hours of operation are included in this application. **(Affirmative finding)**

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

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

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

See conditions of approval.

#### **Article 4: Maps & Districts**

##### **Sec. 4.4.3, Enterprise Districts:**

See Sec. 4.5.6 below.

##### **Sec. 4.5.6, South End Innovation District Overlay:**

###### **(a) Purpose**

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

*Development is intended to be dense and highly sustainable. Lot coverage standards permit significant development but require a high degree of permeable surfaces achieved through green stormwater infrastructure. Buildings should range in height from one to eight stories, and should be constructed of materials and in manners that limit embodied carbon and achieve the highest possible energy performance permitted by the Vermont Building Code. Sites should incorporate ample public and private open spaces and include extensive networks of accessible paths that are*



*free of cars. Streets should be constructed in a manner that allocates the majority of their space to pedestrians and cyclists. Buildings should be oriented to the public realm – streets, paths and open spaces, in a manner that creates a safe and inviting district. Site and building design should support public and ecological health to the highest possible degree.*

*Parking should be hidden behind structures, including perimeter buildings or screening devices. Where possible, parking structures should be located along the most heavily trafficked roads to encourage residents, employees and visitors who arrive by car to park at the district’s edge and travel on foot, by bike, or other mode of transportation that is compatible with Burlington’s climate objectives. Special consideration should be given to the design and construction of parking structures to allow for their renovation to other uses in coming decades as Burlington evolves from car dependence.*

The proposed development is consistent with the intent for the SEID overlay. As noted previously, the proposed development will include a mix of residential and non-residential uses. The application includes the start of what will become a network of new city streets and sidewalks. The new streets will follow “great streets” design standards and will provide for multi-modal transportation. Parking is limited and screened where provided. **(Affirmative finding)**

**(b) Areas Covered**

The proposed development site is entirely within the SEID overlay. **(Affirmative finding)**

**(c) District Specific Regulations**

Table 4.5.6-1:SEID Dimensional Standards & Density

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

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**

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

2) *Measured linearly.*

3) *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.  
**(Affirmative finding)**



*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*

As noted previously, the primary frontage will be along the new Innovation Lane. Secondary frontages will be along Lakeside Avenue and Cross Street. Minimums as to non-residential spaces along street frontages have been met as noted above and will be at least 15' deep. As required, non-residential space will occupy the corner at Lakeside Avenue and Innovation Lane and will continue along much of the Innovation Lane frontage. **(Affirmative finding)**

*3. Parking*

A single surface parking lot containing 13 spaces is proposed. It is within the 25-space / 15% of lot area maximum allowable. The surface parking lot is set behind the building along Cross Street. At-grade structured parking is proposed with a single access/egress point along Cross Street. Parking within is screened from public view by the building. A pedestrian entry affords access to the public sidewalk adjacent to the garage opening. **(Affirmative finding)**

*4. Uses*

Specific non-residential uses are not noted in the application narrative, except that they will consist of permitted uses per Table 4.5.6-3, *Uses Permitted & Limited within the SEID*. The application plans note several potential uses, including convenience store, health club, and light manufacturing. **(Affirmative finding)**

**Article 5: Citywide General Regulations**

***Sec. 5.2.3, Lot Coverage Requirements***

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

***Sec. 5.2.4, Buildable Area Calculation***

Not applicable.

***Sec. 5.2.5, Setbacks***

See Sec. 4.5.6 above.

***Sec. 5.2.6, Building Height Limits***

See Sec. 4.5.6 above.

***Sec. 5.2.7, Density and Intensity of Development Calculations***

See Sec. 4.5.6 above.

***Sec. 5.5.1, Nuisance Regulations***

In light of the residential and permitted non-residential uses proposed and the limitations on heavy industry within the SEID overlay, no nuisance impacts are anticipated. **(Affirmative finding)**

***Sec. 5.5.2, 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. Note that the applicants are coordinating with Burlington Electric Department for illumination of the public sidewalks.

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. **(Affirmative finding as conditioned)**

### ***Sec. 5.5.3, Stormwater and Erosion Control***

A comprehensive stormwater management plan is included in the development proposal. Both “green” and “gray” infrastructure will be utilized to collect and treat stormwater runoff prior to offsite discharge. Some elements include landscaped gravel wetlands, rain gardens, and tree silva-cells. The Conservation Board reviewed the stormwater management measures and recommended approval as proposed. Review and approval by the city’s Stormwater Program is pending.

Given the extent of earth disturbance required to construct this project, an erosion prevention and sediment control (EPSC) plan is required. No EPSC details have yet been provided and will be required, subject to review and approval by the city’s Stormwater Program. **(Affirmative finding as conditioned)**

## **Article 6: Development Review Standards:**

### ***Part 1: Land Division Design Standards***

#### ***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. **(Affirmative finding)**

*(c) Protection of important public views*

There are no identified important public views from or through the subject property. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(g) Provide for nature's events*

See Sec. 5.5.3 for stormwater management.

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. **(Affirmative finding as conditioned)**

*(h) Building location and orientation*

See Sec. 4.5.6, *South End Innovation District*.

*(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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(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 have been approved 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." They will be for use of project residents.

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. **(Affirmative finding)**

*(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. **(Affirmative finding)**

*(o) Outdoor lighting*

See Sec. 5.5.2.

*(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, and trash and recycling containers will be located nearby within the building. 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. **(Affirmative finding)**

**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. **(Affirmative finding)**

#### *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. **(Affirmative finding)**

#### *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. **(Affirmative finding)**

#### *(b) Protection of important architectural resources*

There are no historic buildings on the subject property. **(Affirmative finding)**

#### *(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. **(Affirmative finding)**

#### *(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. **(Affirmative finding)**

#### *(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. **(Affirmative finding)**

#### *(g) Make advertising features complimentary to the site*

Not applicable.



*(h) Integrate infrastructure into the building design*

Except for potential rooftop solar panels, no rooftop mechanical equipment is proposed. As noted above, most mechanical and utility equipment is located within the buildings or other enclosures.

**(Affirmative finding)**

*(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.

**(Affirmative finding)**

**Article 8: Parking**

***Sec. 8.1.9, Maximum On-Site Parking Spaces***

See Sec. 4.5.6 (c) 3.

***Sec. 8.1.10, Off-Street Loading Requirements***

A loading area is provided at the northwest corner of the surface parking area within the site. The loading area is set aside from other parking spaces and is proximate to interior circulation routes.

**(Affirmative finding)**

***Sec. 8.1.11, Parking Dimensional Requirements***

Dimensions of parking spaces are dimensionally compliant at 8' X 18,' and the 24' backup distance is sufficient for 2-way circulation within the parking areas. **(Affirmative finding)**

***Sec. 8.1.12, Limitations, Location, Use of Facilities***

***(a) Shared Parking for Off-Site Use***

Onsite parking will be for use by occupants of the property. **(Affirmative finding)**

***(b) Front Yard Parking Restricted & Residential Driveways***

Not applicable.

***(c) Availability of Facilities***

See subsection (a) above. Also, nothing in the application plans indicates use of the parking areas for storage or display of vehicles or materials. **(Affirmative finding)**

***Sec. 8.1.13, Parking for Disabled Persons***

ADA parking is shown in close proximity to pedestrian circulation features and building entries.

**(Affirmative finding).**

***Sec. 8.1.14, Stacked and Tandem Parking Restrictions***

Not applicable, none proposed.

***Sec. 8.1.15, Reserved***

***Sec. 8.1.16, Transportation Demand Management***

***(b) Applicability***

As the project results in more than 10 dwelling units, it is subject to the standards of this section, and a TDM plan has been provided. **(Affirmative finding)**



*(c) Transportation Demand Management Program*

*a. Outreach and Education:*

An onsite TDM coordinator, part of the applicant team, has been designated. The TDM plan asserts that this position will eventually transfer to onsite property management. The TDM coordinator will be charged with dissemination of TDM education materials, conduction of annual travel surveys, and record-keeping. **(Affirmative finding)**

*b. TDM Strategies:*

In addition to meeting onsite bike parking standards, the proposed TDM strategies include provision of free carshare memberships to all residents and employees and free memberships to an onsite bike share program that will be established within the project. Carshare VT has confirmed inclusion in the proposed TDM strategies. **(Affirmative finding)**

*c. Parking Management:*

The TDM plan asserts compliance with this criterion. The cost of parking must be unbundled for market-rate tenants. Onsite parking requires that annual parking utilization studies be conducted for at least 7 years from receipt of a Certificate of Occupancy. ADA parking is depicted as noted previously. At least 1 carshare space must be offered to a carshare provider. A carshare space is depicted in front of the new buildings, along Innovation Lane. Carshare VT has confirmed discussions with the applicants; however, no formal agreement has yet been executed. Such agreement is required, or in the alternative, written notice from Carshare VT that they do not want a vehicle here is needed. No carpool or vanpool spaces are needed. **(Affirmative finding as conditioned)**

*d. TDM Agreement:*

The TDM agreement form has been signed by the applicant and included in the TDM plan as required. **(Affirmative finding)**

***Sec. 8.2.5, Bicycle Parking Requirements***

Both long and short term bike parking facilities will be provided. The 204 residential units require 20 short term bike parking spaces (1 per 10 dwelling units) and 119 long term bike parking spaces (1 space per 2 bedrooms). The commercial uses are not finalized. The proposed bike parking is based on the highest standards for uses that could occupy the commercial spaces. As such, up to 4 short term bike parking spaces may be required (1 space per 2K sf), and up to 2 long term spaces may be required (1 space per 5K sf with a 2-space minimum). As proposed, 35 short term bike parking spaces and 130 long term bike parking spaces will be provided. Project plans depict locations for both the long and short term bike parking spaces. Importantly, long term spaces will be provided under cover. Particular details as to what, exactly, the bike parking will consist of is not clear, except that hoop racks will be provided. A detail or specification sheet for long and short term bike parking is needed. **(Affirmative finding as conditioned)**

**Article 9: Inclusionary and Replacement Housing**

***Sec. 9.1.5, Applicability***

As the proposed development includes more than 5 new dwelling units, it is subject to the inclusionary housing provisions of Article 9. Per Table 9.1.8-1, *Inclusionary Zoning Percentages*,



at least 15% of the total unit count must be inclusionary (15% of 204 is 31 dwelling units). The applicants propose to meet this standard, plus an additional 5% affordable housing units per state standards (affordable at or below 80% AMI per the state's Priority Housing Project requirements). **(Affirmative finding)**

***Sec. 9.1.7, Certificate of Inclusionary Housing Compliance***

Details, such as proportionate distribution of inclusionary units and rental rates, need to be worked out with the housing staff at the Community and Economic Development Office. The application asserts that the project will contain 20% affordable units (see above). There is no indication that off-site and/or payment in lieu will be utilized. Prior to issuance of any Certificate of Occupancy for this development, a certificate of inclusionary housing compliance must be obtained from the manager of the city's Housing Trust Fund. **(Affirmative finding as conditioned)**

***Sec. 9.1.17, Review of Proposal for Phasing***

See Sec. 3.5.6 (c) 2.

***Sec. 9.1.18, Timeline for Availability/Phasing of Inclusionary Units for Issuance of Certificate of Occupancy***

Inclusionary housing units shall be made available for occupancy on approximately the same schedule as the project's market rate units, inclusive of project phasing, if any. **(Affirmative finding as conditioned)**

**Article 10: Subdivision**

***Sec. 10.1.10, Performance Bond and Guarantee of Completion***

***(a) Bonds and Securities***

Although subdivision approval is sought under separate permit application, development of related public infrastructure (city streets and related infrastructure) within new public street rights-of-way is included in this permit application. Per this criterion, a covenant acceptable to the city attorney, running with the land, committing the applicant to complete the public improvements is required. A related financial surety (bond, letter or credit, or escrow) shall secure the covenant. A financial guarantee is required to ensure completion of the new public infrastructure. **(Affirmative finding as conditioned)**

**II. Conditions of Approval**

In the event that DPW's comments and questions as to traffic and related infrastructure are addressed, the following conditions are recommended.

1. **Prior to release of the zoning permit**, the following shall be addressed, subject to staff review and approval:
  - a. Revise site plans to depict wintertime snow storage area;
  - b. Revise outdoor lighting to be compliant with the standards of Sec. 5.5.2 and include fixture cutsheets;
  - c. Long and short term bike parking details; and,
  - d. Confirmation from Carshare Vermont that a carshare vehicle will be provided onsite or that Carshare Vermont does not wish to have a vehicle at the project site.
2. **Prior to release of the zoning permit**, the erosion prevention and sediment control plan and the post-construction stormwater management plan shall be reviewed and approved by city stormwater program staff.



3. **Prior to construction of new streets and/or sidewalks intended to become public**, a covenant acceptable to the city attorney, running with the land, committing the applicant to complete the public improvements is required. A related financial surety (bond, letter or credit, or escrow) shall secure the covenant. A financial guarantee is required to ensure completion of the new public infrastructure.
4. **Impact fees may be due at least 7 days prior to issuance of a certificate of occupancy**, as determined by the Water Resources Division and the Technical Services Division of the Department of Public Works based on water and wastewater flows and peak hour vehicle trip ends, respectively.
5. Inclusionary housing units shall be made available for occupancy on approximately the same schedule as the project's market rate units, inclusive of project phasing, if any
6. **Prior to issuance of a certificate of occupancy**, a certificate of inclusionary housing compliance must be obtained from the manager of the city's Housing Trust Fund.
7. This approval includes the proposed TDM plan.
8. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state.
9. Standard permit conditions 1-15.



## 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

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### 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 BTM'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 educational 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 <sup>1</sup> | Max. Intensity (floor area ratio <sup>2,3</sup> ) | Max Building Size per Floorplate <sup>4,5</sup>                                                                     | Max. Lot Coverage & Pervious Surface Required | Minimum Building Setbacks <sup>6</sup> |                                    |                                    | Max. Height <sup>7</sup> |
|------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------|------------------------------------|------------------------------------|--------------------------|
|                              |                                                   |                                                                                                                     |                                               | Front                                  | Side                               | Rear                               |                          |
| 1,600' max                   | 2.5 FAR                                           | Floors 1-6:<br>15,000 sq. ft.<br><br>Floors 7-8:<br>10,000 sq. ft.<br><i>Except as permitted by Sec.4.5.6 (c) 1</i> | 80% max impervious                            | 0' min<br><br>20' max <sup>5</sup>     | 0' min<br><br>20' max <sup>5</sup> | 0' min<br><br>20' max <sup>6</sup> | 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 Table 4.5.6-3)

***(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***

|                    | <u>Permitted</u>   | <u>Proposed</u>                          |
|--------------------|--------------------|------------------------------------------|
| Max. Building Size | 15,000 square feet | 14,927 sf (North) /<br>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***

|            | <u>Required</u>  | <u>Proposed</u> |
|------------|------------------|-----------------|
| 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***

|                  | <u>Maximum Permitted</u>  | <u>Proposed</u>                         |
|------------------|---------------------------|-----------------------------------------|
| 4 story district | 4-stories / 45' (61'-10") | 5 stories / 59'-0"<br>(see Notes below) |
| 6 story district | 6-stories / 65' (71' 6")  | 6 stories / 66'-0"<br>(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**

| <i>Spaces</i>   | <i>Maximum</i>           | <i>Proposed</i>         |
|-----------------|--------------------------|-------------------------|
| 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 SECD 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 SECD 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-20<sup>th</sup> 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 1<sup>st</sup> 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 placed 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 various 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 fence 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-CO2 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***

| <u><b>Space Type</b></u> | <u><b>Required</b></u> | <u><b>Proposed</b></u>                                                            |
|--------------------------|------------------------|-----------------------------------------------------------------------------------|
| Short Term               | 35 spaces              | 35 spaces<br><i>21 residential</i><br><i>8 commercial</i><br><i>6 vehicular</i>   |
| Long Term                | 130 spaces             | 130 spaces<br><i>120 residential</i><br><i>4 commercial</i><br><i>6 vehicular</i> |

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.





|       |                                      |
|-------|--------------------------------------|
| 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            |

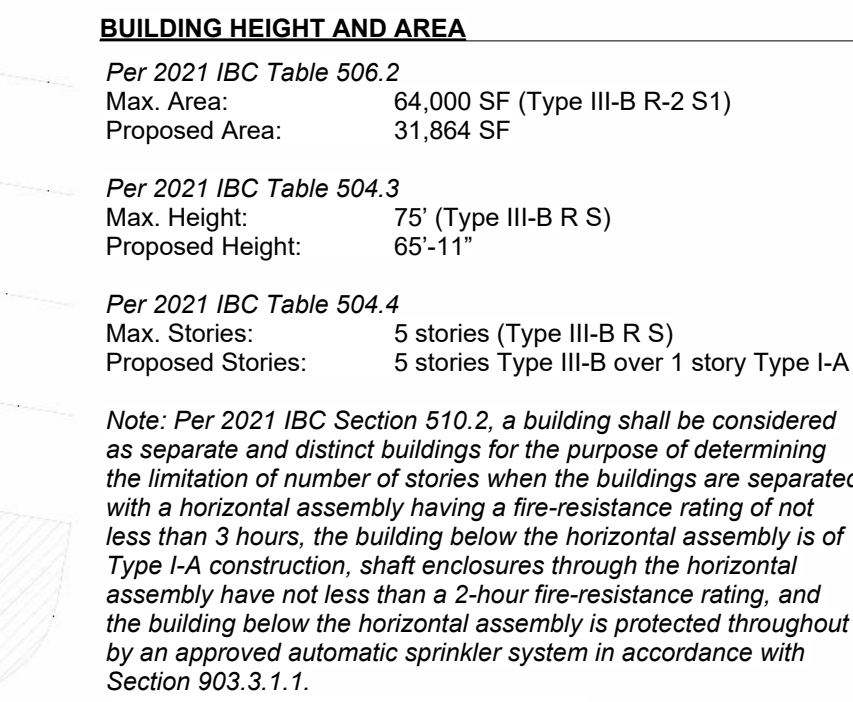












1 ROOF PLAN - OVERALL SITE  
G-102 1/16" = 1'-0"

NOT FOR  
CONSTRUCTION

The Architect retains all copyrights, all common law, statutory and other reserved rights for all drawings, specifications and documents prepared by the Architect. These drawings, specifications and documents are for use solely with respect to the project. They are not to be used by the Owner, Contractor, any Sub-Contractor, or material or equipment supplier on any other project, or for additions to this project, without the special written consent of the Architect.

REVISIONS[illegible]

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Address/ 1223 Mineral Spring Avenue, North Providence, RI 0290  
Phone/ 401.724.1771

MEP+FP

LN Cons

Address/ 208 Flynn  
Tel. 1-800-555-1234

■ **Civil Engineer**

Engineering V

Address/ 208 Flynn Av Suite 2

Phone/ 802.863.6225

■ Landscape Architecture

Wagner Hodgson  
Address: 7 Marble Avenue

Phone/ 802.864.0010

## ■ Preconstruction CM

ReArch

Address/ 88 Techno  
Phone/ 802.863.872

Project Title:

RVB Building A

Project Address:

125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

# GOA

35 Crown Street  
New Haven CT, 06510  
Phone/ 203.777.7

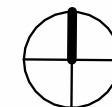
COA LEVEL II APPLICATION

# G-102

DRAWN BY: AM

SCALE: 1/16" = 1'-0"

DATE: 12.19.2025









| Calculation Summary   |       |      |      |     |         |         |
|-----------------------|-------|------|------|-----|---------|---------|
| Label                 | Units | Avg  | Max  | Min | Avg/Min | Max/Min |
| COVERED WALKWAY_FLOOR | Ft    | 3.97 | 4.2  | 3.5 | 1.13    | 1.20    |
| GARAGE_FLOOR          | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| Slab                  | Ft    | 0.50 | 10.4 | 0.0 | N.A.    | N.A.    |
| COVERED WALKWAY       | Ft    | 2.23 | 3.5  | 1.4 | 1.63    | 2.71    |
| PARKING GARAGE        | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| SURFACE PARKING       | Ft    | 0.91 | 4.0  | 0.2 | 4.55    | 20.00   |
| WALKWAY ONLY          | Ft    | 1.28 | 4.2  | 0.1 | 12.80   | 42.00   |

| Calculation Summary   |       |      |      |     |         |         |
|-----------------------|-------|------|------|-----|---------|---------|
| Label                 | Units | Avg  | Max  | Min | Avg/Min | Max/Min |
| COVERED WALKWAY_FLOOR | Ft    | 3.97 | 4.2  | 3.5 | 1.13    | 1.20    |
| GARAGE_FLOOR          | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| Site                  | Ft    | 0.50 | 10.4 | 0.0 | N.A.    | N.A.    |
| COVERED WALKWAY       | Ft    | 2.23 | 3.5  | 1.4 | 1.63    | 2.71    |
| PARKING GARAGE        | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| SURFACE PARKING       | Ft    | 0.91 | 4.0  | 0.2 | 4.55    | 20.00   |
| WALKWAY ONLY          | Ft    | 1.28 | 4.2  | 0.1 | 12.80   | 42.00   |

| Calculation Summary   |       |      |      |     |         |         |
|-----------------------|-------|------|------|-----|---------|---------|
| Label                 | Units | Avg  | Max  | Min | Avg/Min | Max/Min |
| COVERED WALKWAY_FLOOR | Ft    | 3.97 | 4.2  | 3.5 | 1.13    | 1.20    |
| GARAGE_FLOOR          | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| Site                  | Ft    | 0.50 | 10.4 | 0.0 | N.A.    | N.A.    |
| COVERED WALKWAY       | Ft    | 2.23 | 3.5  | 1.4 | 1.63    | 2.71    |
| PARKING GARAGE        | Ft    | 1.98 | 4.1  | 0.7 | 2.83    | 5.86    |
| SURFACE PARKING       | Ft    | 0.91 | 4.0  | 0.2 | 4.55    | 20.00   |
| WALKWAY ONLY          | Ft    | 1.28 | 4.2  | 0.1 | 12.80   | 42.00   |

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

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

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

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

INNOVATION LAB

CHAMPLAIN PARKWAY

NORTH CROSS STREET

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| REV. | DATE | DESCRIPTION |
|------|------|-------------|
|------|------|-------------|

[illegible]

- Project Title:

### RVB Building A

- Project Address:

125 Lakeside Ave, Burlington, VT

PARCEL ID: 053-2-009-000

# GOA

COA LEVEL II APPLICATION

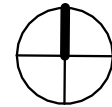
# G-104

## SITE PHOTOMETRICS

DRAWN BY: KG - ILLUMINATE

SCALE: N.T.S

DATE: 12.19.2025



1 SITE PHOTOMETRICS  
G-104 N.T.S



| 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 |

| 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 |

| TOTAL GSF |          |           |
|-----------|----------|-----------|
| BUIDLING  | 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 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        |

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

| 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 | EXTERIOR |
| 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 |
| 502NB    | 806 SF | LEVEL 05 | NORTH | 2 BR    | 2B | EXTERIOR |
| 503NC    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 504ND    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 505NE    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 506NF    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 507NG    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 508NH    | 574 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 509NI    | 574 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 510NJ    | 548 SF | LEVEL 05 | NORTH | STUDIO+ | 1B | EXTERIOR |
| 511NK    | 548 SF | LEVEL 05 | NORTH | STUDIO  | 1B | EXTERIOR |
| 512NL    | 479 SF | LEVEL 05 | NORTH | STUDIO  | 1B | EXTERIOR |
| 513NM    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 514NN    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 515NO    | 548 SF | LEVEL 05 | NORTH | 1 BR    | 1B | EXTERIOR |
| 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 |
| 525SA    | 574 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 526SB    | 548 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 527SC    | 548 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 528SD    | 548 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 529SE    | 548 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 530SF    | 548 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | EXTERIOR |
| 531SG    | 877 SF | LEVEL 05 | SOUTH | 2 BR+   | 1B | EXTERIOR |
| 532SH    | 966 SF | LEVEL 05 | SOUTH | 2 BR    | 1B | EXTERIOR |
| 533SI    | 437 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |
| 534SJ    | 437 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |
| 535SK    | 408 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |
| 536SL    | 485 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |
| 537SM    | 653 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | INTERIOR |
| 538SN    | 894 SF | LEVEL 05 | SOUTH | 2 BR    | 1B | INTERIOR |
| 539SO    | 894 SF | LEVEL 05 | SOUTH | 2 BR    | 1B | INTERIOR |
| 540SP    | 653 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | INTERIOR |
| 541SQ    | 485 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |
| 542SR    | 653 SF | LEVEL 05 | SOUTH | 1 BR    | 1B | INTERIOR |
| 543SS    | 420 SF | LEVEL 05 | SOUTH | STUDIO  | 1B | INTERIOR |







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.

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 FACILITY OPERATORS IF KNOWN. A LIST OF DIG SAFE MEMBERS BY STATE CAN BE FOUND ON THE DIG SAFE WEB SITE [WWW.DIGSAFE.COM](http://WWW.DIGSAFE.COM)
2. THE ENGINEER SHALL BE NOTIFIED IN WRITINGS 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.

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

1. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL CONVEY 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.
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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 (WH, 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 WORKS WITH OTHER TRADES.

| EXISTING FEATURES                                                                     |                          | PROPOSED FEATURES                                                                        |
|---------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------------------------|
|    | CLEAN OUT                |       |
|    | MANHOLE                  |       |
|    | CATCH BASIN              |       |
|    | STORM MANHOLE            |       |
|    | TAPPING SLEEVE AND VALVE |       |
|    | CULVERT                  |       |
|    | BOLLARD                  |       |
|    | CONCRETE HEADWALL        |       |
|    | FLARED END SECTION       |       |
|    | GATE VALVE               |       |
|    | HYDRANT                  |       |
|    | WATER SHUT OFF           |       |
|    | WELL                     |       |
|    | LIGHT POLE               |       |
|    | UTILITY POWER POLE       |       |
|    | SOIL BORING              |  SB 1 |
|    | TEST PIT                 |  TP 1 |
|    | SIGN                     |       |
|    | SPOT ELEVATION           | +100.5                                                                                   |
|    | TREE                     |       |
|    | SURVEY POINT             |       |
|    | HANDICAP SYMBOL          |       |
|    | TREE LINE                |       |
|  | FENCE                    |     |
|  | CONTOUR                  |     |
|  | SWALE                    |     |
|  | STONE WALL               |     |
|  | PROPERTY LINE            |     |
|  | EDGE OF PAVEMENT         |     |
|  | SANITARY SEWER LINE      |     |
|  | STORM LINE               |     |
|  | WATER LINE               |     |
|  | UNDERGROUND ELECTRIC     |     |
|  | OVERHEAD ELECTRIC        |     |
|  | UNDERGROUND TELEPHONE    |     |
|  | GAS LINE                 |     |
|  | UNDER DRAIN              |     |
|  | RIGHT-OF-WAY LINE        |     |
|  | SETBACK                  |     |

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[illegible]

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  - ReArch
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  - Phone/ 802.863.8727

RWB Building A

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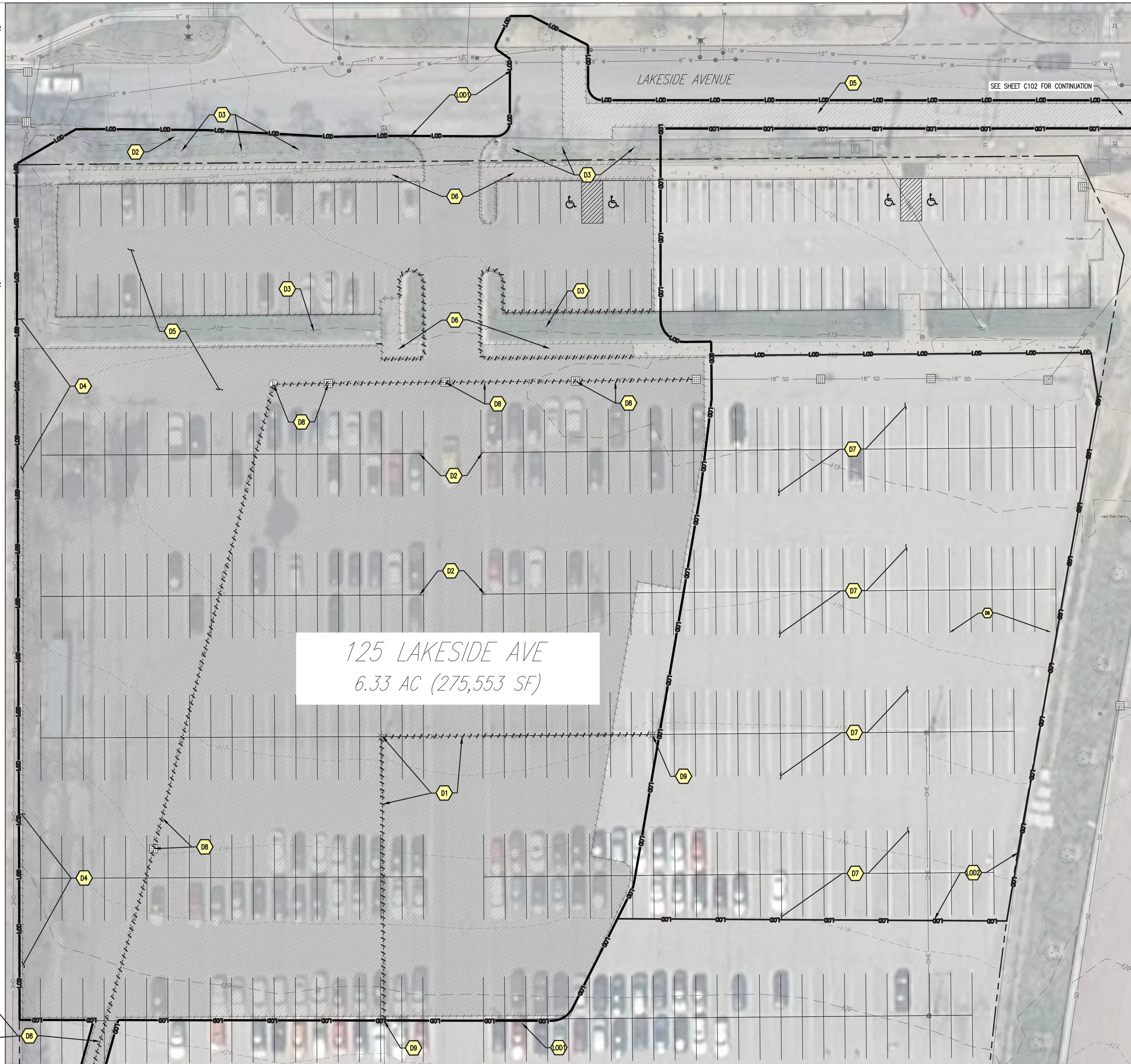
# C100

## COVER SHEET



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



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

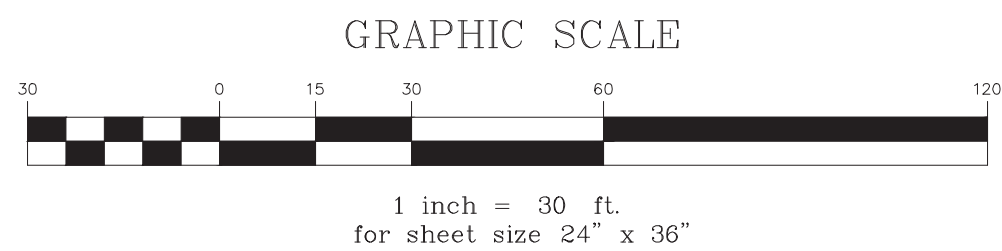
COA LEVEL II APPLICATION

|           |            |
|-----------|------------|
| DRAWN BY: | TLB        |
| SCALE:    | As Noted   |
| DATE:     | 12.19.2025 |





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.
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## DEMOLITION SCHEDULE

- |             |                                                                                                                                                                             |             |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>D001</b> | LIMITS OF SOIL DISTURBANCE                                                                                                                                                  | <b>L001</b> |
| <b>D002</b> | LIMITS OF PAVEMENT RE-STRIPING<br>NO SOIL DISTURBANCE PROPOSED                                                                                                              | <b>L002</b> |
| <b>D1</b>   | DEMOLISH AND REMOVE EXISTING LIGHT POLE<br>REROUTE EXISTING OVERHEAD POWER SUPPLY AS NECESSARY TO MAINTAIN POWER<br>TO/FROM OTHER LIGHT POLES OUTSIDE THE CONSTRUCTION AREA |             |
| <b>D2</b>   | DEMOLISH AND REMOVE ALL EXISTING SIGNS AND TYPICAL ABOVE GROUND FEATURES WITHIN DESIGNATED<br>LIMITS OF DISTURBANCE AREAS                                                   |             |
| <b>D3</b>   | DEMOLISH AND REMOVE ALL EXISTING TREES WITHIN DESIGNATED LIMITS OF DISTURBANCE AREAS                                                                                        |             |
| <b>D4</b>   | CLEAR AND GRUB VEGETATION ALONG EXISTING FENCE LINE.                                                                                                                        |             |
| <b>D5</b>   | SAWCUT AND REMOVE PAVEMENT AND SUBBASE MATERIAL                                                                                                                             |             |
| <b>D6</b>   | DEMOLISH AND REMOVE EXISTING CONCRETE SIDEWALKS                                                                                                                             |             |
| <b>D7</b>   | REMOVE OR PAINT OVER EXISTING PARKING STRIPING WITHIN SECONDARY LIMITS OF DISTURBANCE AREA SHOWN                                                                            |             |
| <b>D8</b>   | DEMOLISH AND REMOVE EXISTING STORM STRUCTURES AND PIPES                                                                                                                     |             |
| <b>D9</b>   | EXISTING LIGHT POLES TO REMAIN                                                                                                                                              |             |

NOT FOR  
CONSTRUCTION

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## REVISIONS

[illegible]

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- Preconstruction CM**  
**ReArch**  
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Phone/ 802.863.8727

Project Title:

RWB Building A

Project Address:

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**GOA**  
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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:     | 12.19.202 |





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Phone/

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Phone: 802.655.1753

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ReArch

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# GOA

35 Crown Street  
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COA LEVEL II APPLICATION

# C201

SUBDIVISION PLAN

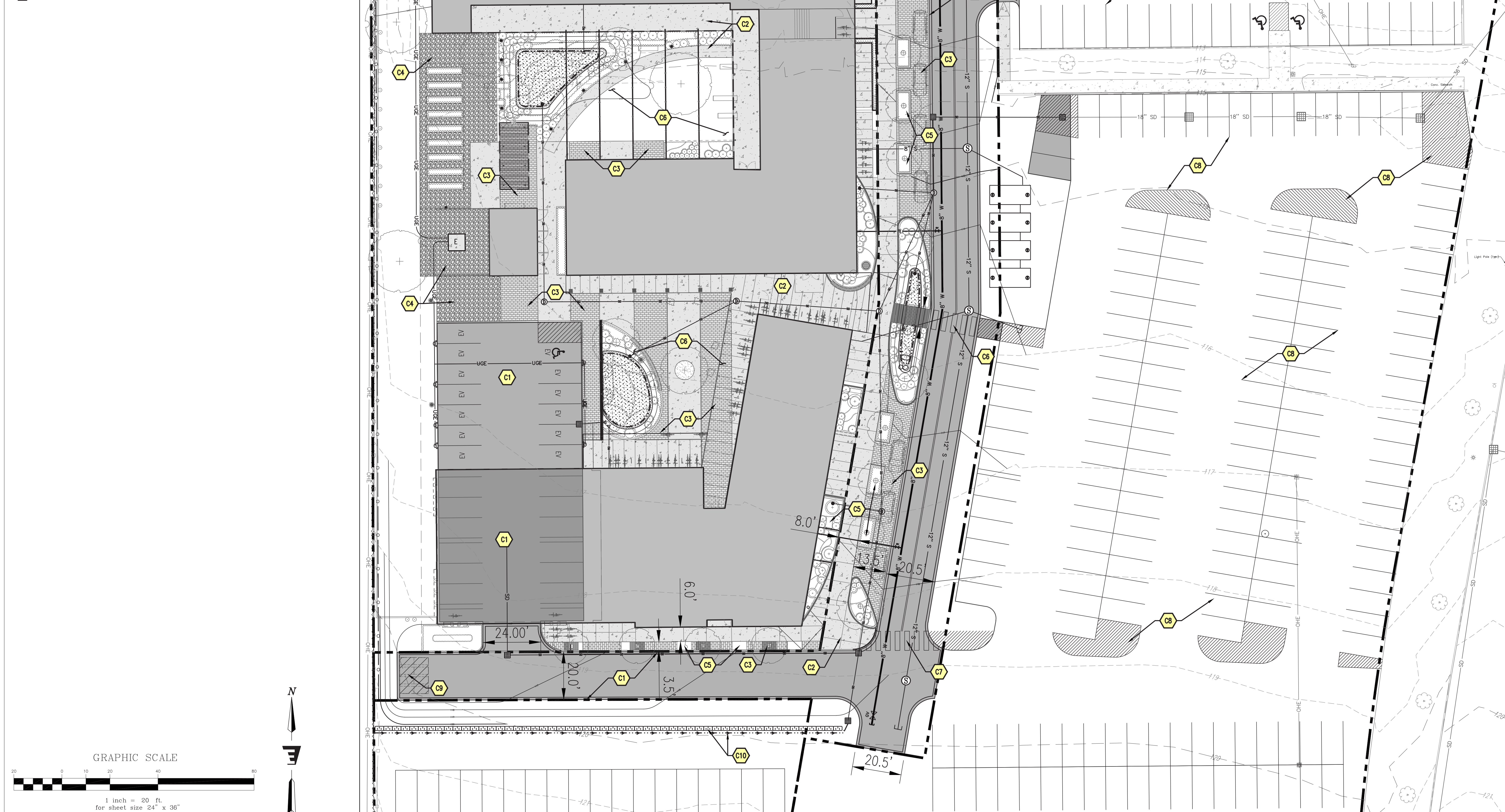
DRAWN BY: TLE

SCALE: As Noted

DATE: 12.19.2025



|     |                                                                                   |                                                                                                    |
|-----|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| C1  |  | PAVEMENT AND SUBBASE FOR ROADWAYS AND PARKING AREAS                                                |
| C2  |  | CONCRETE SIDEWALK                                                                                  |
| C3  |  | PERMEABLE PAVERS<br>SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL                                    |
| C4  |  | STONE WALKWAY<br>SEE LANDSCAPE ARCHITECTURE PLANS FOR DETAIL                                       |
| C5  |                                                                                   | STREETSCAPE PLANTING BEDS AND TREE GRATE ASSEMBLIES<br>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         |



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- Client  
Ride Your Bike, LLC  
Address/ 125 Lakeside Ave, Burlington, VT 05401  
Phone/
- Architect  
GOA Architecture  
30 Crown Street, New Haven CT, 06510  
Phone/ 203.777.7794
- Structural Engineer  
WSP Buildings Inc  
Address/ 1235 Memorial Spring Avenue, North Providence, RI 02871  
Phone/ 401.724.1771
- MEP+FP
- LN Consulting  
Address/ 208 Flynn Ave Suite 2J, Burlington, VT 05401  
Phone/ 802.655.1753
- Civil Engineer  
Engineering Ventures  
Address/ 208 Flynn Ave Suite 2A, Burlington, VT 05401  
Phone/ 802.863.8225
- Landscape Architect  
Wagner Hodgson  
Address/ 7 Marble Avenue  
Phone/ 802.864.0010
- Preconstruction CM  
ReArch  
Address/ 68 Technology Park Way, Suite 2, Burlington, VT 05405  
Phone/ 802.683.8927

**GOA**  
35 Crown Street  
New Haven CT, 06511  
Phone / 203.777.7777

|           |            |
|-----------|------------|
| DRAWN BY: | TLB        |
| SCALE:    | As Noted   |
| DATE:     | 12.19.2025 |











## SEWER UTILITY SCHEDULE

|      |                                            |
|------|--------------------------------------------|
| SST1 | 84 X 192 INCH RECTANGULAR STRUCTURE        |
|      | RIM: 115.10                                |
|      | INV. IN: 107.98 (12" PVC)                  |
|      | INV. OUT: 107.88 (12" PVC)<br>SUMP: 105.94 |
| SST2 | 84 X 192 INCH RECTANGULAR STRUCTURE        |
|      | RIM: 115.20                                |
|      | INV. IN: 108.20 (12" PVC)                  |
|      | INV. OUT: 108.10 (12" PVC)<br>SUMP: 106.03 |
| SST3 | 84 X 192 INCH RECTANGULAR STRUCTURE        |
|      | RIM: 115.30                                |
|      | INV. IN: 108.42 (12" PVC)                  |
|      | INV. OUT: 108.32 (12" PVC)<br>SUMP: 106.13 |
| SST4 | 84 X 192 INCH RECTANGULAR STRUCTURE        |
|      | RIM: 115.45                                |
|      | INV. OUT: 108.54 (12" PVC)                 |
|      | SUMP: 106.29                               |



## REVISIONS

**Cient**  
**Ride Your Bike, LLC**  
Address: 125 Lakeside Ave. Burlington, VT 05401  
Phone: 1

**Architect**  
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Phone: 802.863.6225

**Landscape Architect**  
**Wagner Hodgson**  
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Phone: 802.864.0010

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

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

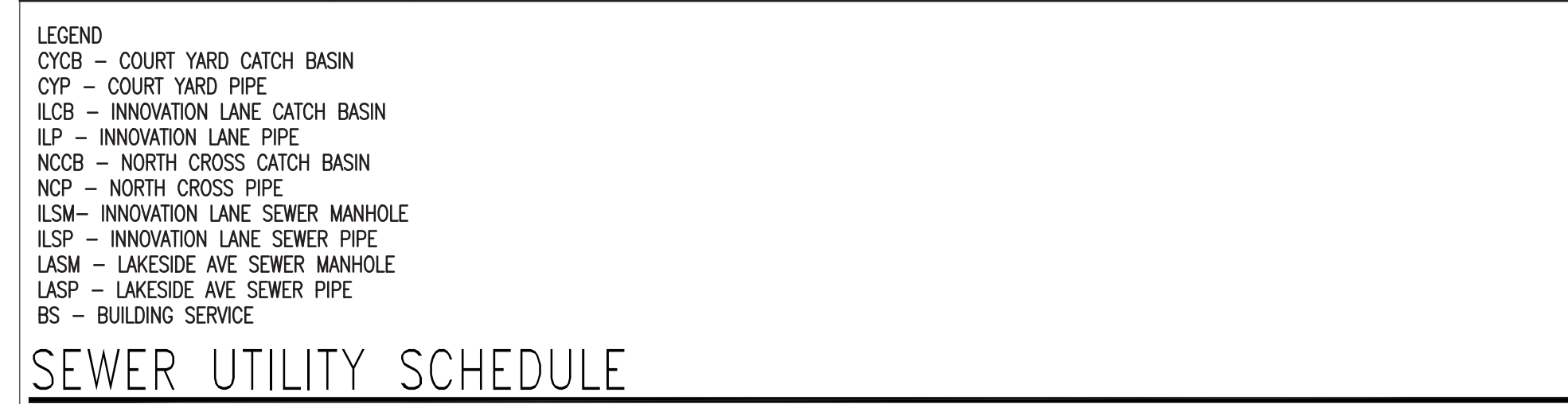
COA LEVEL II APPLICATION

# C205

SEWER UTILITY PLAN  
INNOVATION LANE

|           |            |
|-----------|------------|
| DRAWN BY: | TLB        |
| SCALE:    | As Noted   |
| DATE:     | 12.19.2025 |

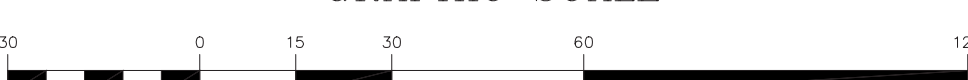




GRAPHIC SCALE

30 0 15 30 60 120

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



| NOT FOR CONSTRUCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
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| REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| V.#                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DESCRIPTION |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| Client<br><b>Ride Your Bike, LLC</b><br>Address/ 125 Lakeside Ave., Burlington, VT 05401<br>Phone/                                                                                                                                                                                                                                                                                                                                                                                             |             |
| Architect<br><b>GOA Architecture</b><br>35 Crown Street, New Haven CT, 06510<br>Phone/ 203.777.7794                                                                                                                                                                                                                                                                                                                                                                                            |             |
| Structural Engineer<br><b>WSP Buildings Inc</b><br>Address/ 1223 Mineral Spring Avenue, North Providence, RI 02904<br>Phone/ 401.724.1771                                                                                                                                                                                                                                                                                                                                                      |             |
| MEP+FP<br><b>LN Consulting</b><br>Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401<br>Phone/ 802.655.1753                                                                                                                                                                                                                                                                                                                                                                                  |             |
| Civil Engineer<br><b>Engineering Ventures</b><br>Address/ 208 Flynn Av Suite 2A, Burlington, VT 05401<br>Phone/ 802.863.6225                                                                                                                                                                                                                                                                                                                                                                   |             |
| Landscape Architect<br><b>Wagner Hodgson</b><br>Address/ 7 Marble Avenue<br>Phone/ 802.864.0010                                                                                                                                                                                                                                                                                                                                                                                                |             |
| Preconstruction CM<br><b>ReArch</b><br>Address/ 88 Technology Park Way, Suite 2, Burlington, VT 05403<br>Phone/ 802.863.8727                                                                                                                                                                                                                                                                                                                                                                   |             |
| Project Title:<br><b>RYB Building A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             |
| Project Address:<br><b>125 Lakeside Ave,<br/>Burlington, VT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| <div><div><b>GOA</b></div><div>35 Crown Street<br/>New Haven CT , 06510<br/>Phone# / 203.777.7794</div></div>                                                                                                                                                                                                                                                                                                                                                                                  |             |
| COA LEVEL II APPLICATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
| <b>C206</b><br><b>SEWER UTILITY PLAN</b><br><b>LAKESIDE AVE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| DRAWN BY:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TLB         |
| SCALE:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | As Noted    |
| DATE:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 12.19.2025  |





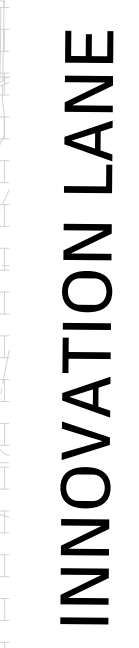












**LIGHTING KEY:**

SC01: XW1 - DMF WALL MOUNT DOWN

SC02: XW1 - DMF WALL MOUNT DOWN

L01: RECESSED LIGHTING STRIP

C01: RECESSED LIGHTING

U01: XS2\_ALT AXIS EX4S

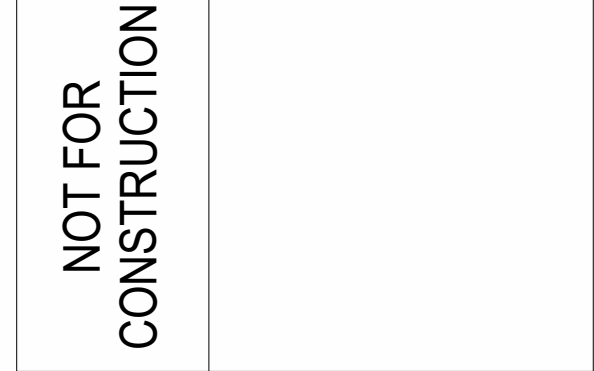












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[illegible]

- **Client**  
**Ride Your Bike, LLC**  
Address/ 125 Lakeside Ave., Burlington, VT 05401  
Phone/ 303 xxx-xxxx
- **Architect**  
**GOA Architecture**  
Address/ 35 Crown Street, New Haven CT,  
06510  
Phone/ 203 777 7794
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Address/ 1223 Mineral Spring Avenue, North Providence, RI 02904  
Phone/ 401 734 1771
- **MEP+FP**  
**LN Consulting**  
Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401  
Phone/ 802 553 1753
- **Civil Engineer**  
**Engineering Ventures**  
Address/ 208 Flynn Av Suite 2A, Burlington, VT 05401  
Phone/ 802 893 8225
- **Landscape Architect**  
**Wagner Hodgson**  
Address/ 7 Marble Avenue  
Phone/ 802 884 0010
- **Preconstruction CM**  
**ReArch**  
Address/ 86 Technology Park Way, Suite 2, Burlington, VT 05403  
Phone/ 802 893 7771

Project Title:  
RYB Building A

**Project Address:**  
125 Lakeside Ave, Burlington, VT  
PARCEL ID: 053-2-009-000

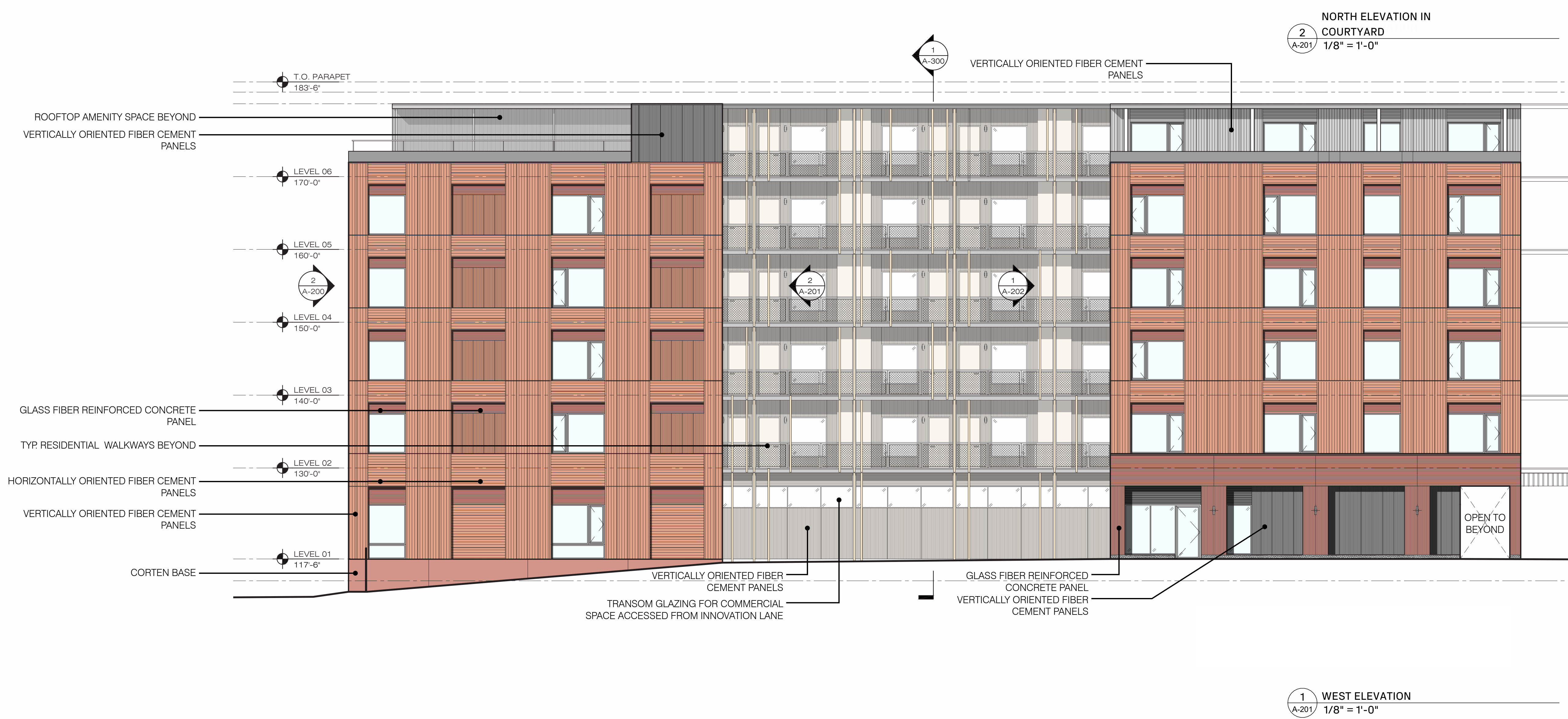
**GOA**  
35 Crown Street  
New Haven CT, 06519

COA | LEVEL II APPLICATION

# A-201

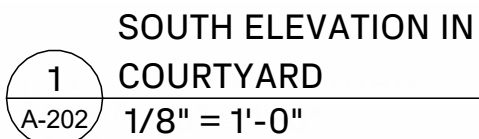
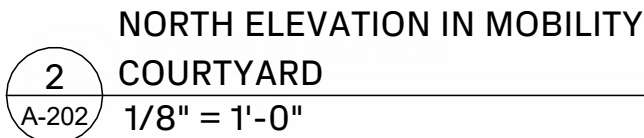
BUILDING ELEVATIONS  
NORTH

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



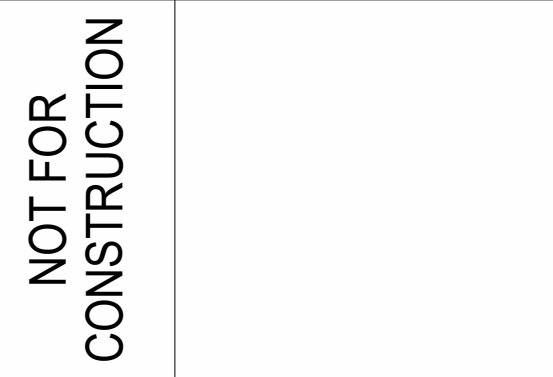
1 WEST ELEVATION  
A-201 1/8" = 1'-0"





DATE: 12.10.2025





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[illegible]

- Cient**  
Ride Your Bike, LLC  
Address/ 125 Lakeside Ave., Burlington, VT 05401  
Phone/ 802.xxx.xxxx
- **Architect**  
GOA Architecture  
Address/ 35 Crown Street, New Haven CT,  
06510  
Phone/ 203.777.7794
- **Structural Engineer**  
WSP Buildings Inc  
Address/ 1223 Millbrook Spring Avenue, North Providence, RI 02904  
Phone/ 401.724.1771
- **MEP+FP**  
LN Consulting  
Address/ 208 Flynn Av Suite 2J, Burlington, VT 05401  
Phone/ 802.665.1753
- **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, 06519  
Phone/ 203.777.7704

COA LEVEL II APPLICATION

# A-203

BUILDING ELEVATIONS  
SOUTH

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





| REV. | DATE | DESCRIPTION |
|------|------|-------------|
|------|------|-------------|

[illegible]

- **Client**  
Ride Your Bike, LLC  
Address: 125 Lakeside Avenue, Burlington, VT 05401  
Phone: xxx-xxx-xxxx
- **Architect**  
GOA Architecture  
Address: 35 Crown Street, New Haven CT,  
06510  
Phone: 203-777-7784  
Fax: 203-777-7783
- **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 21, Burlington, VT 05401  
Phone: 802-865-1753
- **Civil Engineer**  
Engineering Ventures  
Address: 7 Marble Avenue  
Burlington, VT 05401  
Phone: 802-864-0010
- **Landscape Architect**  
Wagner Hodgson  
Address: 7 Marble Avenue  
Burlington, VT 05401  
Phone: 802-864-0010
- **Preconstruction CM**  
ReArch  
Address: 88 Technology Park Way, Suite 2, Burlington, VT 05403  
Phone: 802-671-1007

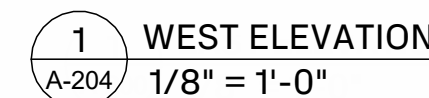
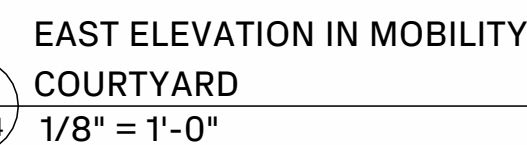
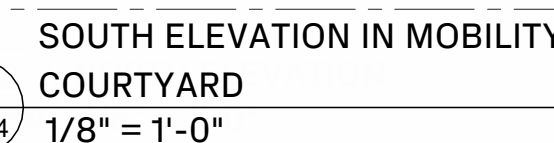
**Project Address:**  
125 Lakeside Ave, Burlington, VT  
PARCEL ID: 053-2-009-000

# GOA

# A-204

BUILDING ELEVATIONS  
SOUTH

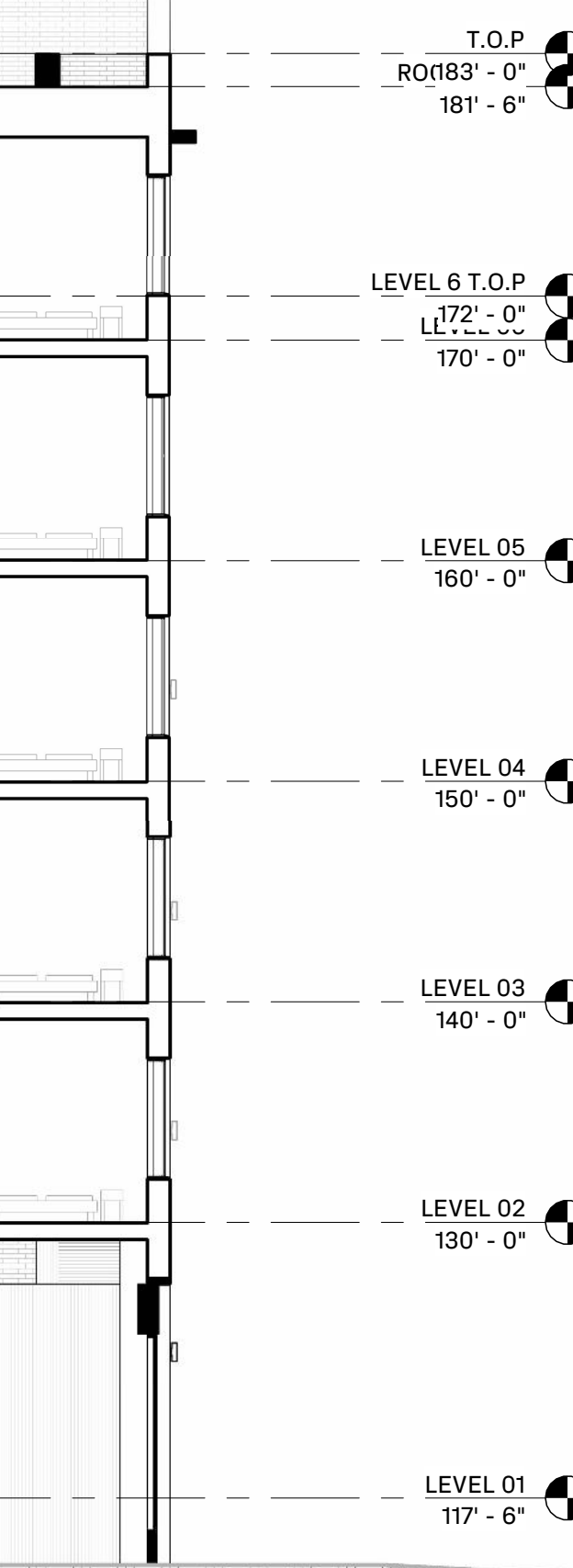
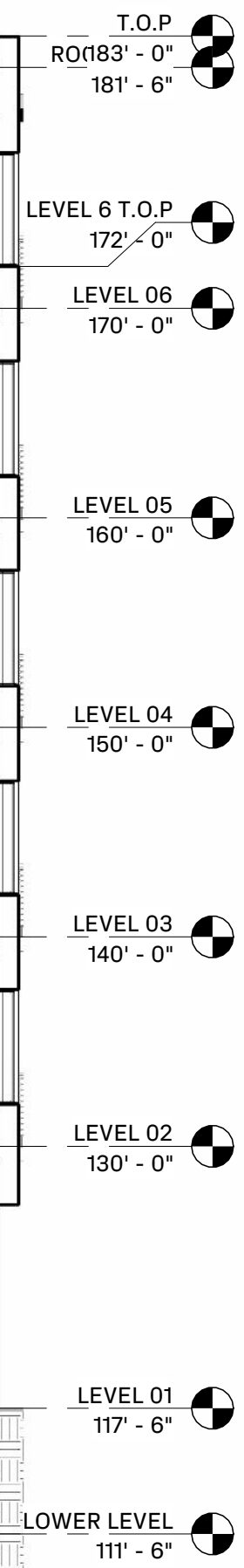
|           |              |
|-----------|--------------|
| DRAWN BY: | AP           |
| SCALE:    | 1/8" = 1'-0" |
| DATE:     | 12.19.2025   |













## REVISIONS

[illegible]

- Project Title:

RVB Building A

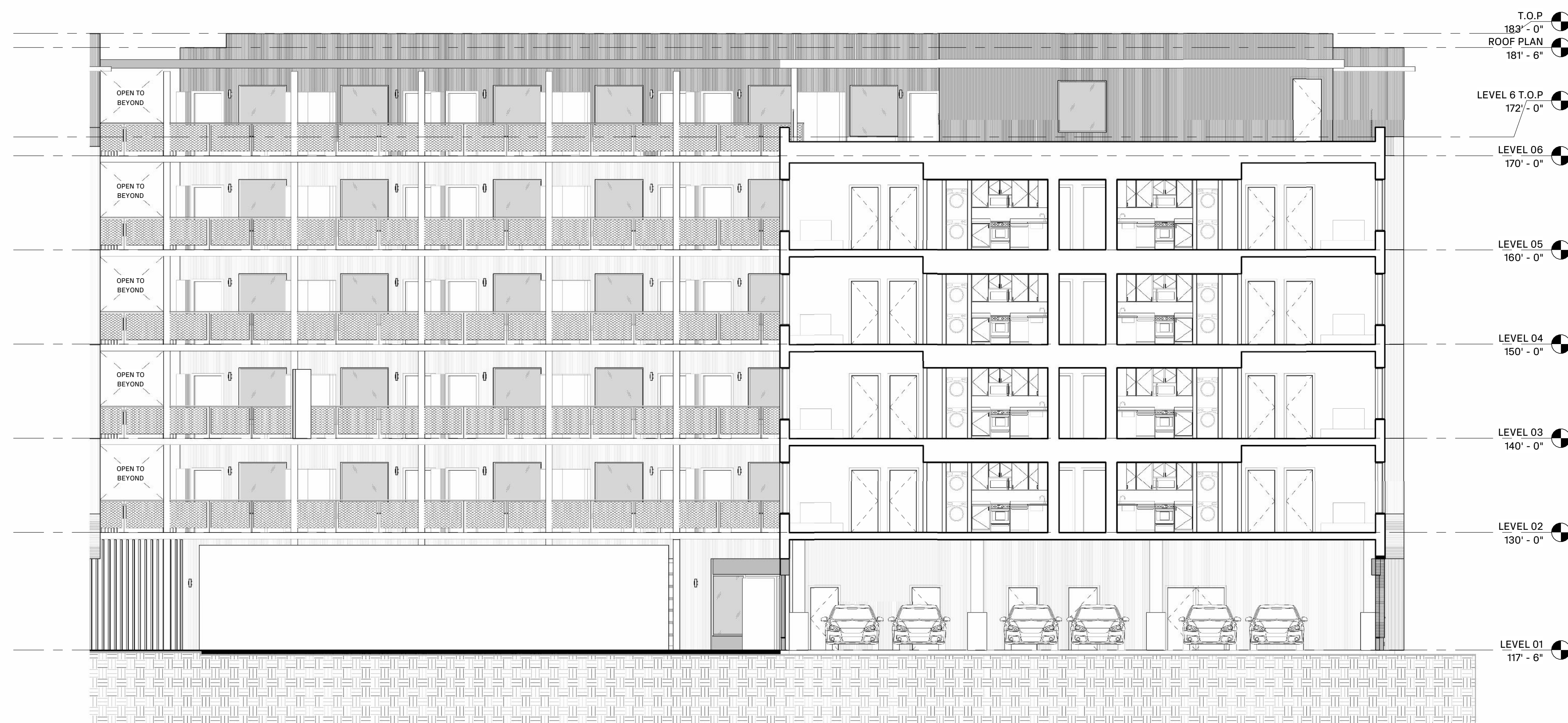
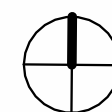
- GOA**  
95 Crown St.  
New Haven, CT 06510  
Phone/ 203.328.1100

COA LEVEL II APPLICATION

A-301

SOUTH - BUILDING  
SECTIONS

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



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











## Transportation Demand Management Plan

### 125 Lakeside Avenue – Phase A Building

#### Section 8.1.16 Transportation Demand Management

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

| <i>Table 8.1.16-1 Transportation Demand Management Program Required</i> |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                       |                                                 |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Project Type                                                            | Applicable Projects                                                                                                                                                                                                                                                                                 | Affordable Projects                                                                                                                                                                                                                                                                   | Small Projects                                  |
|                                                                         | <ul style="list-style-type: none"> <li>• Creation of 10 or more dwelling units</li> <li>• A non-residential or Mixed Use development with a building footprint of eight thousand (8,000) sq.ft. or more; or the creation of fifteen thousand (15,000) sq.ft. or more of gross floor area</li> </ul> | Projects involving one or more “Applicable Projects” and that also contain at least 75% of dwelling units meeting or exceeding the affordability criteria of Article 9, Inclusionary & Replacement Housing, or housing rented to tenants receiving federal or state rental assistance | Creation of five (5) to nine (9) dwelling units |
| <b>Applicable TDM Sections</b>                                          | All provisions of Sec. 8.1.16 (c)                                                                                                                                                                                                                                                                   | Sec. 8.1.16 (c) 1. and Sec. 8.1.16 (c) 4. only                                                                                                                                                                                                                                        | Sec. 8.1.16 (c) 3. b. only                      |

#### (c) Transportation Demand Management (TDM) Program:

A TDM Program shall include each of the following elements at a minimum:

##### (1) Outreach and Education:

- a. Designation of a Transportation Coordinator who directly, or indirectly through membership in a Transportation Management Association, shall be responsible for each of the following:
  1. Prepare and always make available to all residents and employees informational and educational materials regarding available TDM strategies and opportunities for increased use and participation;
  2. Preparation and dissemination of an annual travel survey of all residents and employees; and,
  3. Record-keeping and reporting to City upon request of all TDM activities offered and rates of participation (including parking utilization if applicable).

**RESPONSE:** The Transportation Coordinator will initially be Todd Sarandos. Ultimately this responsibility will be with the onsite property management team.

##### (2) TDM Strategies:

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



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

**RESPONSE:** Ride Your Bike, LLC will be implementing the following TDM strategies: 1) free car share membership, and 2) free shared bike access for residents and employees of the Phase A building. Ride Your Bike, LLC staff have been working with CarShare Vermont to develop a program for the site and have been developing an internal bike share program to make shared bicycles available to residents and employees of the Phase A building.

### **(3) Parking Management:**

Where on-site or off-site parking is also made available:

- a. Conduct parking utilization studies at least annually for a period of 7 years from receipt of a Certificate of Occupancy;
- b. With the exception of permanently affordable housing units, the cost of parking shall be un-bundled from all residential and non-residential leases and deeds and made available at a market rate.
- c. Where parking spaces are made available to off-site users, parking spaces may be made available by a renewable lease, provided the term of any lease does not exceed one (1) year; and,
- d. Priority parking spaces: when on-site parking is provided, the following must be located in closest proximity to a primary building entrance and/or public street frontage:
  - 1. ADA Accessible spaces;
  - 2. Bicycles, scooters, and motorcycles spaces;
  - 3. Car-share: where 1 space must be offered for projects with 20 or more residential units, subject to an agreement with a car-share provider; and,
  - 4. Carpool and/or Vanpool vehicles: where more than 20 spaces are available for non-residential uses. In such cases, 5 spaces or 5% of the parking spaces on site, whichever is less, must be reserved for carpool/vanpool use before 9:00 AM on weekdays.

**RESPONSE:** The Transportation Coordinator will ensure that annual parking utilization studies are completed annually and that the other measures outlined in this section are adhered to.



**(4) TDM Agreement:**

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

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

**RESPONSE:** The agreement has been signed by the Transportation Coordinator and is included in this packet.





## Department of Permitting and Inspections

645 Pine Street  
Burlington, VT 05401-8415  
Phone: (802) 865-7188  
[www.burlingtonvt.gov/dpi](http://www.burlingtonvt.gov/dpi)

### Transportation Demand Management Plan

Use this form for all applications for zoning permits requiring a TDM plan per Sec.8.1.16 of the CDO.

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

- I. Outreach and Education
- II. TDM Strategies
- III. Parking Management

#### TDM Agreement

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

Property Owner: Ride Your Bike, LLC

Applicant: Ride Your Bike, LLC

Number of vehicle parking spaces: 25 on site Number of bicycle parking spaces: 48 outside  
500 +/- off site 72 inside

Zoning Permit Number: TBD





**City of Burlington**  
Department of Public Works

Technical Services Engineering Division  
645 Pine Street, Suite A  
Burlington, VT 05402  
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450  
[www.burlingtonvt.gov/DPW](http://www.burlingtonvt.gov/DPW)

---

**To:** *City of Burlington Planning & Zoning  
Ride Your Bike, LLC / Andrew Foley*

**From:** *Laura Wheelock P.E. – City Engineer/Ass't Director, DPW  
Corey Mims P.E. – Senior Public Works Engineer, DPW*

**Subject:** *Ride Your Bike Building A; 125 Lakeside Avenue*

---

The Department of Public Works (DPW) has been working with the South End Coordinated Redevelopment (SECORD) team to review and discuss details of the project as it relates to the public Right-of-Way (ROW) along Lakeside Avenue, the project intersections on Lakeside Avenue, as well as the internal streets as the applicant has indicated that they would like to turn over to the City 50.5-foot public ROW for the primary internal street (Innovation Lane). DPW has conducted our review on both the Preliminary Plat dated 11/21/2025 as well as the Traffic Impact Study sent from VHB to DPW Tech services on 12/3/2025. Water Resources review to be submitted separately.

**Subdivision Preliminary Plat:**

DPW review of submitted Preliminary Plat resulted in the following comments:

- Concrete sidewalk located at the northern property boundary (south side of Lakeside Ave) is not owned or maintained by the City of Burlington
- Change to property access must be applied for separately with DPW
- Future Street ROW should maintain 50.5' minimum
- Future Street area of 0.5 Acres appears different than previously shared with DPW (0.62 acres). This should to be confirmed.
- Any private street that the applicant may want to discuss turning over to the City should be designed and constructed to meet City of Burlington standards. The applicant should work closely with DPW staff to ensure design of ROW ensures sufficient room to meet public's various mobility, utility and public space needs

**Traffic Impact Study (TIS):**

DPW has been working with the Development Team for over a year and a traffic impact study is required for evaluation of future street connection and impacts to public right of way operations.

1. Intersection operations and signal assumptions:

- Clarify which signal timing plans were used in the analysis (current field timings versus final designed Champlain Parkway timing).
- Clarify if the timings reflect post-Champlain Parkway opening operations.



- Why is there not a total intersection LOS evaluation for Champlain Parkway and Lakeside
  - Identify whether planned signal timing changes or signal optimization scenarios were evaluated and summarize their effect on intersection performance, if applicable.
  - Request that new traffic counts (post Champlain Parkway opening) to review peak hour signal delays
2. HULA parking usage and relocation:
- Note existing HULA use of the parking lot as part of existing conditions.
  - Address the planned relocation of HULA parking operations and how this change is incorporated into the traffic analysis assumptions.
  - Clarify how any relocated parking spaces for HULA are reflected in traffic counts, trip generation, or operational assumptions.
3. Land Use and trip gen assumptions
- Clarify the basis for applying a flat 25 percent internal capture assumption across all commercial uses for this phase and if this assumption reflects site-specific conditions.
  - Clarify the methodology used to apply internal capture, including if vehicle trips were converted to person trips and reconverted.
  - Include applicable ITE rates or calculations behind trip numbers that are shown in figure 4.
  - Confirm whether total peak hour trips (approximately 80–90 vehicles) are consistent with the assumed land uses and internal capture methodology.
  - Clarify how localized LOS D or E conditions and associated queue lengths were evaluated with respect to spillback potential?
4. Proposed New Crosswalk
- The proposed crosswalk located on the western side of future street and crossing Lakeside Ave is located in the stacked queue for the signalized intersection. This needs to be reviewed for relocation or removal.

**Development Area of Impact:**

It should be noted that with the recent completion of the Champlain Parkway Project. Excavation and replacement of infrastructure installed with federal funds so recent to its installation may trigger repayment of those federal dollars. DPW will share the proposed area of impacts with the State and FHWA to determine if repayment would be pursued and further discussions with the applicants may be required to work through any participation details.

Future connection to the Champlain Parkway is not identified in this phase of permitting and requires further design and review of the full site and internal traffic flows for consideration.

Should you have any questions please contact me at [cmims@burlingtonvt.gov](mailto:cmims@burlingtonvt.gov) or 802.922.5001.



It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and materials are correctly shown. This plat is my faithful representation of record evidence, parcel evidence, physical site conditions at the time of survey and all other specific evidence referred to in the notes section and on the plat herein. This plat meets the requirements of VT statute title 27, chapter 17, section 1403.

Draft For Permitting

Nathan O. Yager VT LLS # 59685

Date 11/21/2025

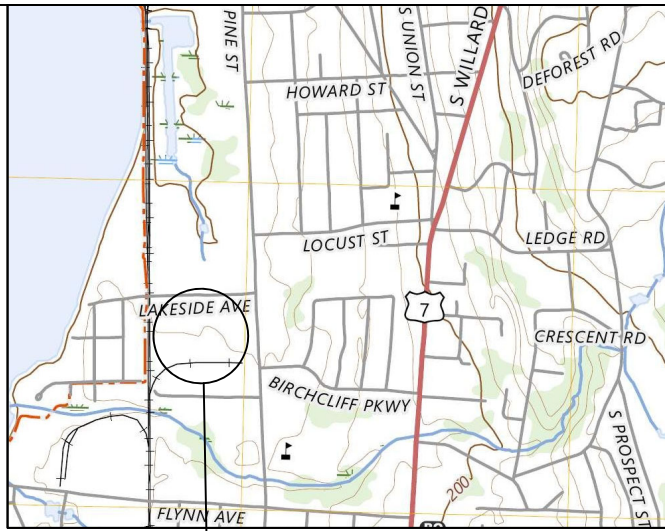


Project Engineer  
"It is hereby certified that this plat fully complies with all engineering requirements set forth in the subdivision regulations of the City of Burlington and all other engineering requirements of Burlington, Vermont"

By:

Registered

Seal

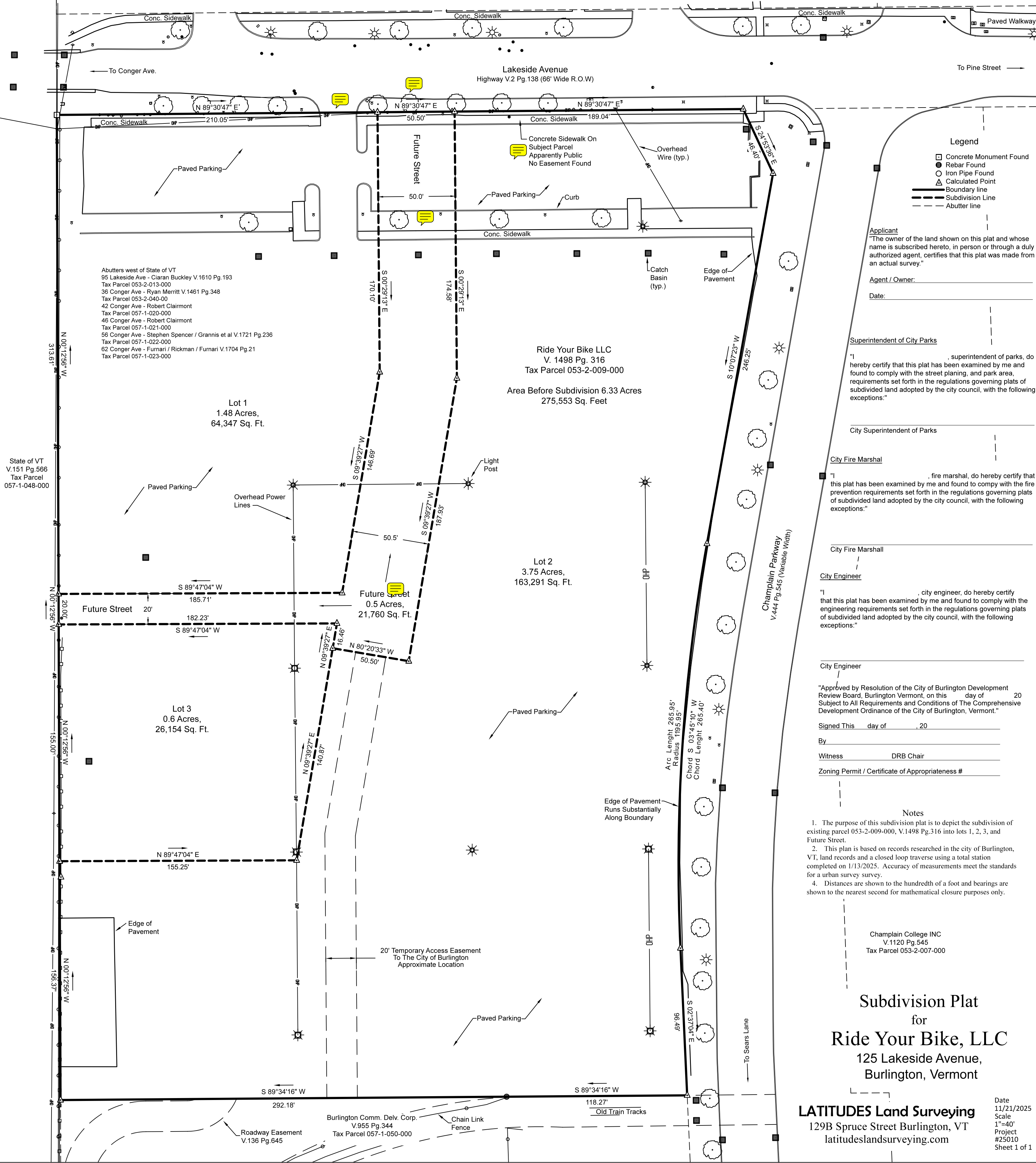


VT State Plane North  
Vertical Datum NAVD88



Graphic Scale

Fortieth Burlington LLC  
V.890 Pg.9  
Tax Parcel 053-2-010-000



Legend

- Concrete Monument Found
- Rebar Found
- Iron Pipe Found
- Calculated Point
- Boundary line
- Subdivision Line
- Abutter line

Applicant

"The owner of the land shown on this plat and whose name is subscribed hereto, in person or through a duly authorized agent, certifies that this plat was made from an actual survey."

Agent / Owner:

Date:

Superintendent of City Parks

"I, \_\_\_\_\_, superintendent of parks, do hereby certify that this plat has been examined by me and found to comply with the street planing, and park area, requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Superintendent of Parks

City Fire Marshal

"I, \_\_\_\_\_, fire marshal, do hereby certify that this plat has been examined by me and found to comply with the fire prevention requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Fire Marshal

City Engineer

"I, \_\_\_\_\_, city engineer, do hereby certify that this plat has been examined by me and found to comply with the engineering requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Engineer

"Approved by Resolution of the City of Burlington Development Review Board, Burlington Vermont, on this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
Subject to All Requirements and Conditions of The Comprehensive Development Ordinance of the City of Burlington, Vermont."

Signed This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

By \_\_\_\_\_

Witness \_\_\_\_\_ DRB Chair

Zoning Permit / Certificate of Appropriateness # \_\_\_\_\_

Notes

- The purpose of this subdivision plat is to depict the subdivision of existing parcel 053-2-009-000, V.1498 Pg.316 into lots 1, 2, 3, and Future Street.
- This plan is based on records researched in the city of Burlington, VT, land records and a closed loop traverse using a total station completed on 1/13/2025. Accuracy of measurements meet the standards for a urban survey survey.
- Distances are shown to the hundredth of a foot and bearings are shown to the nearest second for mathematical closure purposes only.

Champlain College INC  
V.1120 Pg.545  
Tax Parcel 053-2-007-000

Subdivision Plat  
for  
Ride Your Bike, LLC  
125 Lakeside Avenue,  
Burlington, Vermont

LATITUDES Land Surveying  
129B Spruce Street Burlington, VT  
latitudeslandsurveying.com

Date  
11/21/2025  
Scale  
1"=40'  
Project  
#25010  
Sheet 1 of 1



----- Forwarded message -----

From: **Vincent Comai** <[vcomai@burlingtonvt.gov](mailto:vcomai@burlingtonvt.gov)>

Date: Wed, Dec 31, 2025 at 6:26 AM

Subject: Re: 125 Lakeside Ave (Lot 053-2-009-000) - "Ability to Serve" Letter Request

To: Kevin Worden <[kevinw@engineeringventures.com](mailto:kevinw@engineeringventures.com)>

Cc: Phil Lewis <[plewis@burlingtonvt.gov](mailto:plewis@burlingtonvt.gov)>, Andrew Foley <[afoley@rosecompanies.com](mailto:afoley@rosecompanies.com)>, John Caulo <[john.caulo@gmail.com](mailto:john.caulo@gmail.com)>, Todd Sarandos <[todd@hulalakeside.com](mailto:todd@hulalakeside.com)>

Hello Kevin, I have reviewed the streetscape tree planting plan for this project with Jeff Hodgson and Amy Houghton of Wagner/ Hodgson Landscape Architects. We reviewed species selection , tree location , and spacing and I have concluded that the project meets the City's requirements for tree planting within city right of ways. V.J. Comai, City Arborist  
Sent from my iPhone



**From:** William Glen <wglen@burlingtonvt.gov>  
**Sent:** Friday, February 6, 2026 4:20 PM  
**To:** Seth Kuchenbecker <skuchenbecker@burlingtonvt.gov>  
**Cc:** Martin Lee <mlee@burlingtonvt.gov>  
**Subject:** SECORD, water in detail to be included on the civil plan.

Hi Seth,

I don't have much to say for comments on the SECORD plan other than we need water to be included in detail on the plan. Below are the conditional requirements included with their allocation letter which cover most of ever thing. I can offer comments on what is currently on the plan including mains and services are to be C-900 as opposed to ductile iron, not clear on the plan what the 4" water services are for,(domestic or fire), gate valves open right, tracer wire and marking tape required and a blow-off on the capped main is to be included. A plan review in detail though will require detailed plan.

Thanks, Willie

This capacity allocation letter is conditional on the Owner agreeing to all of the following conditions:

1. Burlington Water Resources review and approval of civil plans and inspection and testing of infrastructure is required. The development team shall ensure Burlington's water infrastructure construction standards are met. The following link has additional information about water connections in Burlington:  
<https://www.burlingtonvt.gov/340/Connection-Requirements>
2. The development team shall work with Water Resources to satisfy all parts of the latest version of the Capacity Review Checklist which is attached. The development team is expected to work with Water Resources to resolve comments associated with the review process.
3. The development team shall work with Water Resources to satisfy all parts of the latest version of the Water System and Sewer System Checklist which is attached. The development team is expected to work with Water Resources to resolve comments associated with the review process.
4. The project plan shall include a directive for the contractor to comply with AWWA-C651 section 4.8.9. The directive shall include the requirement for completion of all water main and/or service testing prior to connection of the main/service under test to the potable water system. A testable backflow prevention device that is acceptable to Water Resources shall be in place while filling and/or flushing main/service under test while they are connected to the potable water system. Main/service under test is to remain disconnected from the potable system with an air gap when not being filled and/or flushed.
5. Testable backflow preventers appropriate for the level of risk based on the proposed use of the buildings shall be installed on water services 1.5" diameter and larger. All fire suppression systems shall include backflow prevention devices.



6. Water Resources requires peak instantaneous fire flow data and hydrant flow testing prior to approval and installation of fire services.
7. An erosion prevention and sediment control (EPSC) plan approval is required. Owner shall coordinate with Burlington's Stormwater Program Manager to finalize design, construction and maintenance of the stormwater systems and all provisions of the Water Resources stormwater standards shall be met.
8. Owner is responsible for managing to the satisfaction of Burlington Water Resources any adverse stormwater runoff onto adjacent properties should they arise at future dates.

Groundwater and/or foundation drain shall not connect to sanitary or combined sanitary sewer. Developments shall not introduce new groundwater to the sewer system and appropriate design measures shall be followed. Appropriate site inspection measures and design measures may include but are not limited to the following: test borings, test pits, groundwater pumping test, waterproofing foundations, structural designs adequate for high groundwater, and not constructing a finished space below ground level.

9. So that future combined sewer overflow (CSO) risk associated with the SECORD Phase 1 development may be minimized, occupancy of the SECORD Phase 1 development is conditional upon the inclusion of an approved alternative wet weather storage system. The system shall include at a minimum...
  - a. Increase storage capacity above normal daily flow levels to accommodate system hold times during high precipitation volume and/or long duration storms with power outages.
  - b. A float/level measuring device withing the city collection system that will disable and reenale storage system pumps at predetermined water levels in the collection and/or the storage systems.
  - c. An alarm system that will notify the property manager and/or contracted septic company in the event that water in the storage system is at a predetermined high level while continuing to allow sufficient storage capacity/time for managers/contractors to respond.
  - d. An operation and maintenance manual for the wet weather storage system shall be developed and presented to the system owner and Water Resources.
  - e. An approved Emergency Action Plan detailing at a minimum the calculated average and peak wastewater flows, the storage volume and calculated storage time, pump setpoints, alarm levels with calculated response times, and emergency contacts. To facilitate troubleshooting and repair the Emergency Action Plan shall also include instruction for system operation, a mechanical drawing and an electrical schematic.

Note that all storage and pump design elements as described in the latest Vermont Environmental Protection Rules apply to the alternative wet weather system design, operation and maintenance.



From: [REDACTED]  
Sent: [REDACTED]  
To: [REDACTED]  
Subject: [REDACTED]

Hi, I hope you had a good day off. Because of the holiday DRB, Board of Finance and City Council meetings are all happening at the same time. I do have a few comments/ requests for agenda items.

52 North Cove Road.

Placement of the fence in relation to the mandated 45 foot buffer for wetlands.

Staff comments say the fence appears to be placed so maintenance can occur on both sides and not encroach upon the buffer. Would it be possible to state as one of the conditions that the fence MUST be placed so maintenance on both sides of the fence DO NOT ENCROACH on the 45 foot buffer ?

125 Lakeside Avenue

Good project overall. Concern is that the Housing we are creating ( studio and 1 bedroom mainly) are for a single individual or maybe a couple. Very few 2 bedroom units and even then that can only accommodate 1 or maybe 2 children at best. Limited family housing. Every developer leaves that issue for someone else. The lack of family housing adds to the instability of our residential neighborhoods. An observation and concern I have had for some time and seen this erosion come to pass.

One safety question... what is the current thinking of placement of transformers in relation to residential units? Are there safety standards or guidelines?

Thank you Scott. If appropriate please send these comments to the DRB.

Sharon Bushor

Ward 1 Resident





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| REVISIONS |           |
|-----------|-----------|
| REV #     | DATE      |
| 02        | 11-26     |
| DRB       | SUBMITTAL |

Client

Ride Your Bike, LLC

Address: 125 Lakeside Ave, Burlington, VT 05401

Phone: 802.865.8727

Architect

GOA Architecture

35 Green Street, New Haven CT, 06510

Phone: 203.777.7795

Structural Engineer

WSP Buildings Inc

Address: 1223 Mineral Spring Avenue, North Providence, RI 02904

Phone: 401.724.1171

MEP+FP

LN Consulting

Address: 208 Flynn Av Suite 23, Burlington, VT 05401

Phone: 802.865.8725

Civil Engineer

Engineering Ventures

Address: 208 Flynn Av Suite 2A, Burlington, VT 05401

Phone: 802.865.8725

Landscape Architect

Wagner Hodgson

Address: 125 Lakeside Avenue

Phone: 802.865.8727

Preconstruction CM

ReArch

Address: 88 Technology Park Way, Suite 2, Burlington, VT 05403

Phone: 802.865.8727

Project Title:

RYB Building A

Project Address:

125 Lakeside Ave,  
Burlington, VT

GOA

COA LEVEL 3 APPLICATION

L050

ILLUSTRATIVE LANDSCAPE PLAN

DRAWN BY:

AH

SCALE:

1" = 20'

DATE:

11.26.2025

Page 104 of 193









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 triacanthos 'Skyline'               | SKYLINE HONEY LOCUST           | 4"-4.5" CAL | AS SHOWN |
| GTK             | 4    | Gleditsia triacanthos '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 'Lowspice Mound'     | LOWSCAPE MOUND CHOKEBERRY  | 2 GAL. | 2" O.C.   |
| AR  | 16 | Aronia melanocarpa 'Morton'             | IROQUOIS BEAUTY CHOKEBERRY | 2 GAL. | 3" O.C.   |
| AT  | 29 | Asclepias 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'         | WHITESWEET PEPPERBUSH      | 3 GAL. | 3" O.C.   |
| CL  | 19 | Clethra alnifolia 'Vanilla Spice'       | VANILLA SPICE PEPPERBUSH   | 3 GAL. | 4" O.C.   |
| CS  | 34 | Cornus sericea 'Kelsey'                 | 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 'Abbotwood'        | 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 'Baltiger'                 | TIGER EYES STAGHORN SUMAC  | 5 GAL. | 4" O.C.   |
| TM  | 10 | Taxus x media 'Green Wave'              | GREEN WAVE YEW             | 5 GAL. | 5" O.C.   |

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 | Schizachyrium scoparium 'Standing Ovation' | LITTLE BLUESTEM        | 1 GAL. | 24" O.C. |

PERENNIALS & VINES

|     |     |                                                           |                               |        |          |
|-----|-----|-----------------------------------------------------------|-------------------------------|--------|----------|
| AD  | 41  | Aster divaricatus                                         | WHITE WOOD ASTER              | 1 GAL. | 18" O.C. |
| AVP | 23  | Asclepias 'Visions in Pink'                               | PINK ASTILBE                  | 1 GAL. | 18" O.C. |
| AVW | 27  | Asclepias '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 | 6   | 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 'Bibby Joe'                             | JOE PYE WEED                  | 1 GAL. | 24" O.C. |
| HR  | 189 | Homorocallis 'Happy Returns', 'Pardon Me', 'Rosy Returns' | DAYLILY MIX                   | 1 GAL. | 18" O.C. |
| HL  | 4   | 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. |

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REVISIONS

| REV. # | DATE     | DESCRIPTION   |
|--------|----------|---------------|
|        | 02.11.26 | DRB SUBMITTAL |

Client

Ride Your Bike, LLC  
Address: 125 Lakeside Ave, Burlington, VT 05401  
Phone: /

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: 802.855.1753

Civil Engineer

Engineering Ventures  
Address: 208 Flynn Av Suite 2A, Burlington, VT 05401  
Phone: 802.853.0225

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: 802.853.8727

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 III APPLICATION

L-076

PLANTING PLAN - SOUTH

DRAWN BY:

AH

SCALE:

1" = 10'-0"

DATE:

12.19.2025





## Memorandum

To: Corey Mims  
Burlington Department of Public Works  
645 Pine Street  
Burlington, VT 05401

Date: 02/11/2026

Project #: 200816.000

From: David Saladino, PE

Re: SECORD/RVB Building A Traffic Study - Peer Review Response

VHB has reviewed the comments on the 125 Lakeside Avenue/Phase A Building Traffic Impact Study provided by Burlington Department of Public Works (DPW) in an email dated 1/23/26 and has prepared the following responses.

### Response to Questions

#### 1. Intersection Operations and Signal Assumptions

- Clarify which signal timing plans were used in the analysis (current field timings versus final designed Champlain Parkway timing)
  - Given the somewhat unique situation presented in this traffic study, where the No Build volumes are based on projected post-Parkway opening volumes plus background traffic generated by Cambrian Rise and City Place buildouts, we utilized optimized timing plans to evaluate the signalized intersection operations.
- Clarify if the timings reflect post-Champlain Parkway opening operations.
  - Yes, the optimized signal timings used in the traffic analysis are based on post-Champlain Parkway opening traffic volumes (as specified in the *Champlain Parkway FSEIS* Build Alternative 2).
- Explain why there is not a total intersection LOS evaluation for Champlain Parkway and Lakeside.
  - The Highway Capacity Manual (HCM) does not provide a direct methodology for analyzing five-leg intersections. Therefore, the intersection was analyzed by dividing it into two closely spaced three- and four-leg intersections. Level of Service results are reported for each intersection approach but cannot be reported for the overall 5-leg intersection. A weighted overall intersection delay and LOS could be hand calculated, but it would not be consistent with HCM methodology.
- Identify whether planned signal timing changes or optimization scenarios were evaluated, and summarize their effect on intersection performance, if applicable.
  - Per the response to the first question above, optimized traffic signal timings were assumed in all of the signalized intersection capacity analyses.
- Request that new traffic counts (post-Champlain Parkway opening) be collected to review peak hour signal delays.
  - No response

#### 2. HULA Parking Usage and Relocation

- Note existing HULA use of the parking lot as part of existing conditions.
  - Currently, the 125 Lakeside Avenue parcel is largely comprised of a surface parking lot which includes approximately 810 striped parking spaces. 200 parking spaces in the 125 Lakeside Avenue lot are

Engineers | Scientists | Planners | Designers

20 Winooski Falls Way, Suite 400B, Winooski, VT 05404-2228

P 802.497.6100

F 802.495.5130

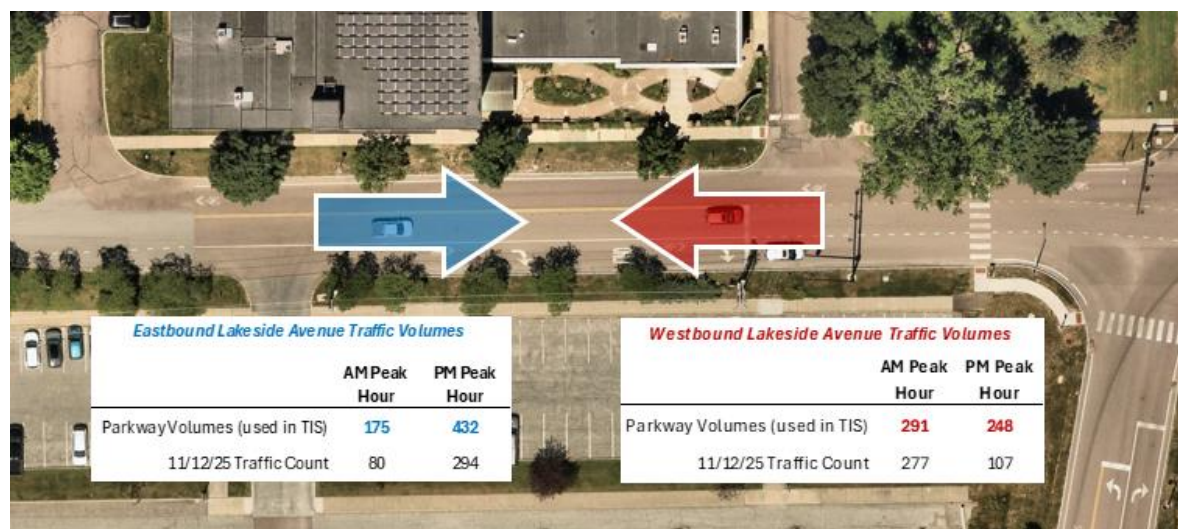
[www.vhb.com](http://www.vhb.com)



currently designated for Hula parking and 250 parking spaces are designated for CATMA/UVMMC parking.

- Address the planned relocation of HULA parking operations and how this change is incorporated into the traffic analysis assumptions.
  - Although Hula currently rents 200 parking spaces from Ride Your Bike, only 30-40 Hula tenants park in the 125 Lakeside lot on any given day. This condition changed recently when Hula modified its parking policy to allow its tenants to park anywhere at 50 Lakeside Ave or 125 Lakeside Ave.
  - Both UVMMC and Hula parking will remain at 125 Lakeside Ave during Phase 1 of construction and their designated parking location within the lot will be relocated away from construction activities.
  - Given the changes proposed to the existing conditions at 125 Lakeside Avenue, the Innovation Drive access onto Lakeside Avenue was not analyzed as part of the No Build conditions. See response below for further detail on assumptions and methodology employed under Build conditions.
- Clarify how any relocated parking spaces for HULA are reflected in traffic counts, trip generation, or operational assumptions
  - As noted above, the base traffic volumes used in the Traffic Impact Study are based on the ETC+20 volumes in the *Champlain Parkway FSEIS* Build Alternative 2, plus estimated background trips generated by Cambrian Rise and City Place. As shown in **Figure 1** below, the Parkway volumes along Lakeside Avenue used in the Traffic Impact Study are higher than traffic count data collected in November 2025 during both peak hours, indicating the volumes used for the Traffic Impact Study are conservatively higher than actual current traffic volumes.

**Figure 1: Comparison of Champlain Parkway Volumes to 11/25 Traffic Counts along Lakeside Avenue**



- Any shift in current Hula employee parking from the 125 Lakeside Avenue lot west to the Hula Lakeside site would still generate the same traffic volumes along Lakeside Avenue east of Innovation Drive.



- To test a conservative scenario, it was assumed that an additional 300 cars enter the 125 Lakeside lot to park during the AM peak hour and these additional 300 cars exit the 125 Lakeside lot during the PM peak hour (a level much higher than indicated in either the Parkway volumes or the November 2025 traffic count).
- The table of results below compare the 2033 AM and PM Build Level of Service results for the Lakeside Avenue/Innovation Drive intersection as presented in the Traffic Impact Study (top) against the hypothetical scenario with an additional 300 cars entering and exiting the 125 Lakeside Avenue lot (bottom). As shown in the table, the additional 300 vehicles have a negligible effect on the LOS results, with the scenario results showing LOS A/B conditions with delays under 13 seconds and v/c ratios under 0.5.

**Original Traffic Impact Study Level of Service Results**

| Intersection/Approach            | 2033         |     |      |              |     |      |
|----------------------------------|--------------|-----|------|--------------|-----|------|
|                                  | AM Peak Hour |     |      | PM Peak Hour |     |      |
|                                  | Delay        | LOS | V/C  | Delay        | LOS | V/C  |
| <b>Innovation &amp; Lakeside</b> |              |     |      |              |     |      |
| Lakeside Ave, EB                 | 0            | A   | 0.07 | 0            | A   | 0.17 |
| Lakeside Ave, WB                 | 0.7          | A   | 0.01 | 2.0          | A   | 0.05 |
| Innovation Ln, NB                | 9.0          | A   | 0.07 | 9.8          | A   | 0.05 |

**With 300 Additional Cars Entering/Exiting 125 Lakeside Ave Lot**

| Intersection/Approach            | 2033         |     |      |              |     |      |
|----------------------------------|--------------|-----|------|--------------|-----|------|
|                                  | AM Peak Hour |     |      | PM Peak Hour |     |      |
|                                  | Delay        | LOS | V/C  | Delay        | LOS | V/C  |
| <b>Innovation &amp; Lakeside</b> |              |     |      |              |     |      |
| Lakeside Ave, EB                 | 0            | A   | 0.07 | 0            | A   | 0.17 |
| Lakeside Ave, WB                 | 5.5          | A   | 0.23 | 2.0          | A   | 0.05 |
| Innovation Ln, NB                | 9.0          | A   | 0.07 | 13.1         | B   | 0.43 |

### 3. Land Use and Trip Generation Assumptions

- Clarify the basis for applying a flat 25% internal capture assumption across all commercial uses for this phase and whether this reflects site-specific conditions.
  - Given the complementary nature of the residential and commercial uses (i.e. small retail store, fitness studio, maker space) and the intention for this project to be connected and walkable, it was assumed that a relatively small portion of the trips generated by the commercial uses would be made by the residents of Building A. Given the relatively small size of the commercial uses, a standard internal capture assessment was not conducted and engineering judgement was used to estimate overall internal capture. The 25% assumption results in a negligible change in overall trip generation (i.e. reduction of 4 total trips during the AM peak and a reduction of 6 total trips during the PM peak).
- Clarify the methodology used to apply internal capture, including whether vehicle trips were converted to person trips and reconverted.



- See above regarding the internal capture methodology employed. The trip generation and internal capture estimates were made on a vehicle trip basis.
- Include applicable ITE rates or calculations behind trip numbers shown in Figure 4.
  - See expanded trip generation table below.

|                           |             |                                    | AM PEAK HOUR |             |         |        |       |      |
|---------------------------|-------------|------------------------------------|--------------|-------------|---------|--------|-------|------|
| Proposed Use              | Size        | ITE Land Use Code                  | Avg Rate     | Total Trips | % Enter | % Exit | Enter | Exit |
| Residential               | 204 units   | 221-Multifamily Housing (Mid-Rise) | 0.37         | 75          | 23%     | 77%    | 17    | 58   |
| Retail                    | 1,668 sq ft | 814 - Variety Store                | 3.04         | 5           | 55%     | 45%    | 3     | 2    |
| Fitness + Health Facility | 2,181 sq ft | 492 - Health/Fitness Club          | 1.31         | 3           | 51%     | 49%    | 1     | 2    |
| Maker Space               | 3,801 sq ft | 110 - General Light Industrial     | 0.74         | 3           | 88%     | 12%    | 2     | 1    |

|                           |             |                                    | PM PEAK HOUR |             |         |        |       |      |
|---------------------------|-------------|------------------------------------|--------------|-------------|---------|--------|-------|------|
| Proposed Use              | Size        | ITE Land Use Code                  | Avg Rate     | Total Trips | % Enter | % Exit | Enter | Exit |
| Residential               | 204 units   | 221-Multifamily Housing (Mid-Rise) | 0.39         | 80          | 61%     | 39%    | 49    | 31   |
| Retail                    | 1,668 sq ft | 814 - Variety Store                | 6.7          | 11          | 51%     | 49%    | 6     | 5    |
| Fitness + Health Facility | 2,181 sq ft | 492 - Health/Fitness Club          | 3.45         | 8           | 57%     | 43%    | 4     | 3    |
| Maker Space               | 3,801 sq ft | 110 - General Light Industrial     | 0.65         | 2           | 14%     | 86%    | 0     | 2    |

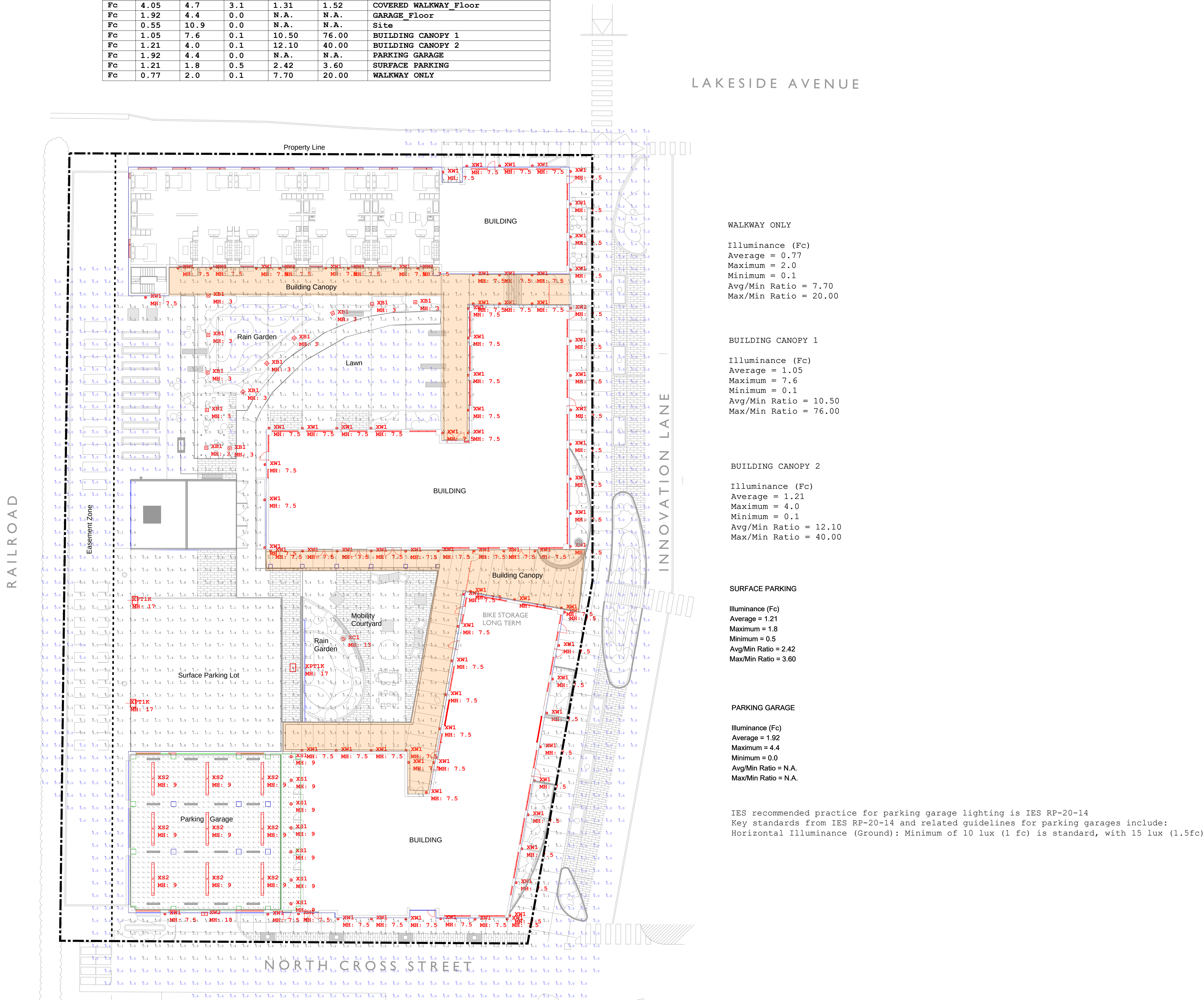
- Confirm whether total peak-hour trips (approximately 80–90 vehicles) are consistent with the assumed land uses and internal capture methodology.
  - Based on previous experience and engineering judgement we feel that the trip generation estimates for the Phase A building is reasonable and consistent with the assumed land uses and internal capture methodology.
- Clarify how localized LOS D or E conditions and associated queue lengths were evaluated with respect to spillback potential.
  - Aside from the Innovation Center approach to Lakeside Avenue (which remains a LOS E in both the 2033 No Build and Build conditions), the LOS E conditions presented in the Traffic Impact Study are limited to the Flynn Avenue/Champlain Parkway intersection – results that are consistent with the operational results previously reported in the Champlain Parkway FSEIS, the South End City Market Traffic Impact Study, and the South End Multimodal Center Study.
  - Per the intersection capacity analysis included in the Traffic Impact Study, the addition of site-generated trips has limited impact on vehicle queuing at the Lakeside Avenue/Champlain Parkway intersection, with site-generated trips increasing the 95<sup>th</sup> percentile queue length on the eastbound Lakeside Avenue approach to the Parkway by approximately 16 feet (less than one car length).
  - Per the intersection capacity analysis included in the Traffic Impact Study, the addition of site-generated trips has limited impact on the Flynn Avenue/Champlain Parkway intersection operations, resulting in the overall average intersection delay increasing by 4 seconds and the southbound Parkway approach 95<sup>th</sup> percentile queue length increasing by approximately 37 feet (less than two cars) during the PM peak hour. This back of queue on the Southbound Parkway approach does not extend through the Sears Lane intersection and does not block any driveways along the Parkway.



| Luminaire Schedule |       |       |             |       |                                     |                           |
|--------------------|-------|-------|-------------|-------|-------------------------------------|---------------------------|
| Qty                | Label | Watts | Arrangement | LLF   | Description                         | [MANUFAC] Mounting Height |
| 12                 | XB1   | 11    | Single      | 0.450 | LBL-S-36-L2780-4-C(X)-P(X)-UNV-STD  | Structura 3               |
| 1                  | XC1   | 24    | Single      | 0.900 | 84138K3 BEGA IES                    | BEGA 13                   |
| 3                  | XPT1K | 22.28 | Single      | 0.900 | ALT1-28L-20-27K8-4                  | KIM LIGHTING 17           |
| 7                  | XS1   | 10    | Single      | 0.900 | DC4-SM-W-A-D07GA-00000-30FINISH-O-R | DMF Lighting 9            |
| 9                  | XS2   | 15.3  | Single      | 0.600 | EX4S-27S-80-35-BW-4'                | AXIS LIGHTING 9           |
| 87                 | XW1   | 5     | Single      | 0.300 | DMF HCW6B-30-BK-(350)               | DMF Lighting 7.5          |
| 1                  | XW2   | 10.1  | Single      | 0.900 | RWL1-48L-10-3K7-2-UNV_EM            | BEACON PRODUCTS 10        |

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

| Calculation Summary |      |      |     |         |         |                       |
|---------------------|------|------|-----|---------|---------|-----------------------|
| Units               | Avg  | Max  | Min | Avg/Min | Max/Min | Label                 |
| Fc                  | 4.05 | 4.7  | 3.1 | 1.31    | 1.52    | COVERED WALKWAY Floor |
| Fc                  | 1.92 | 4.4  | 0.0 | N.A.    | N.A.    | GARAGE Floor          |
| Fc                  | 0.55 | 10.9 | 0.0 | N.A.    | N.A.    | Site                  |
| Fc                  | 1.05 | 7.6  | 0.1 | 10.50   | 76.00   | BUILDING CANOPY 1     |
| Fc                  | 1.21 | 4.0  | 0.1 | 12.10   | 40.00   | BUILDING CANOPY 2     |
| Fc                  | 1.92 | 4.4  | 0.0 | N.A.    | N.A.    | PARKING GARAGE        |
| Fc                  | 1.21 | 1.8  | 0.5 | 2.42    | 3.60    | SURFACE PARKING       |
| Fc                  | 0.77 | 2.0  | 0.1 | 7.70    | 20.00   | WALKWAY ONLY          |



|                                                                                                   |                                                                                                           |
|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| Project:<br>Ride Your Bike Project - Site                                                         |                                                                                                           |
| Contact:<br>Mike Corrao<br>Director of Spec Sales - NNE<br>207-219-1716<br>mcorrao@illuminate.com | Detail: Photometric Calculation<br>Date: 02/12/2026<br>Revision: 5<br>Scale: 1" = 20'-0"<br>Drawn By: SHJ |
| Generated For:<br>Wagner Hodgson Landscape<br>Architecture                                        | Drawing Number:                                                                                           |
| <br>263 Winn Street<br>Burlington, MA 01803<br>(781) 272-2300                                     | <b>L-1</b><br>Sheet 1 of 1                                                                                |



# RYB BUILDING A 125 LAKESIDE AVE BURLINGTON, VT

DEVELOPMENT REVIEW BOARD  
PRODUCT CUT SHEETS

GOA



# BICYCLE STORAGE



## INTERIOR BICYCLE STORAGE

MODEL:  
DERO "BIKEFILE"

TYPE:  
LONG-TERM BICYCLE STORAGE

LOCATION:  
BICYCLE STORAGE ROOM



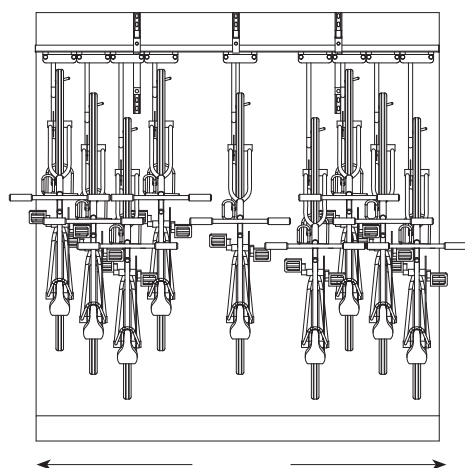
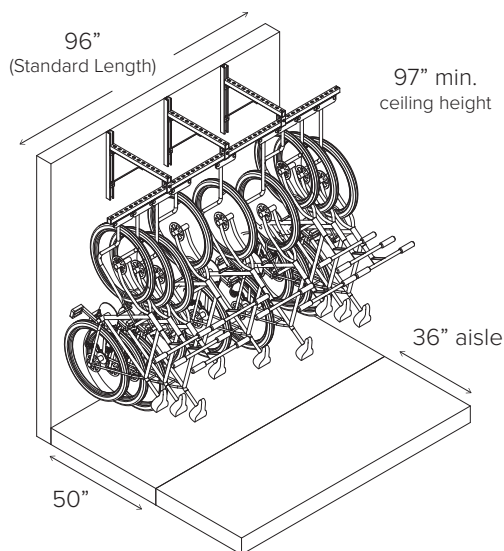
## EXTERIOR BICYCLE STORAGE

MODEL:  
HUNTCO "THE ARC"

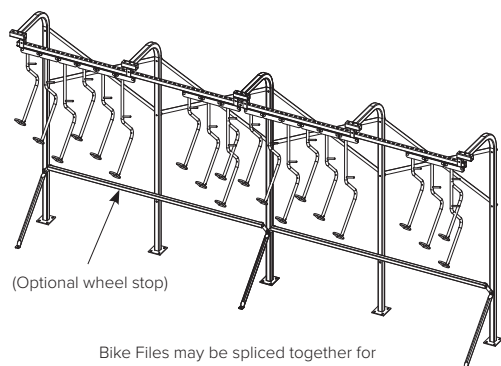
TYPE:  
LONG-TERM + SHORT-TERM BICYCLE STORAGE

LOCATION:  
MOBILITY COURTYARD AND BUILDING ENTRIES





Trolleys allow you to push neighboring bikes apart when hanging or removing a bike



Bike Files may be spliced together for expanded, continuous bike storage.

#### CAPACITY

9 bikes per 8 foot unit

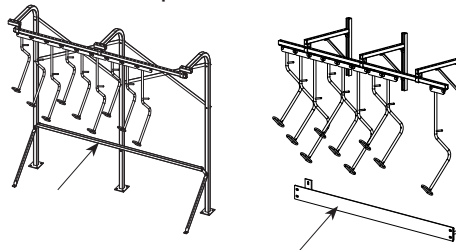
#### MATERIALS

**Trolley Track:** 12 gauge galvanized steel  
**Trolley Assembly:** Stainless steel  
**Arms:** 1" 16g

#### MOUNT OPTIONS

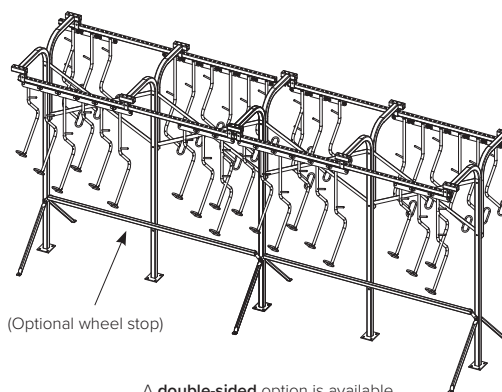
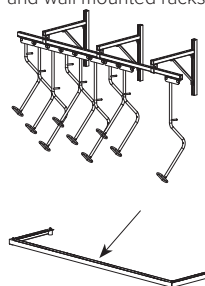
- ☒ **Wall**  
Track is mounted to wall mounted brackets.
- ☐ **Floor**  
Track is suspended from floor mounted braces.

#### WHEEL STOPS

- ☒ **Include wheel stops**
- 

#### CANE STOPS

- ☒ **Include cane stops**  
Optional cane-detectable stops are available for both floor and wall mounted racks for an additional cost



A **double-sided** option is available





## THE ARC

The Arc rack, a sleek,  
modern curve that  
won't overwhelm other  
architectural elements.

### CONSTRUCTION/MATERIAL

- 1.50" Steel Tubing
- 4" Steel Flanges

### DIMENSIONS

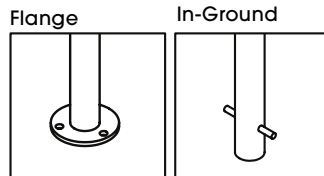
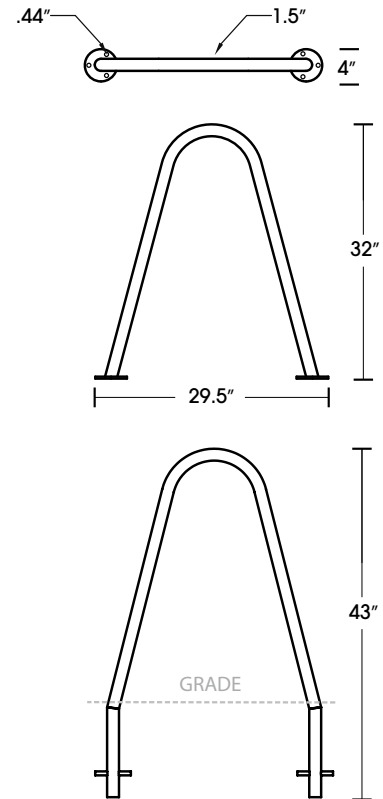
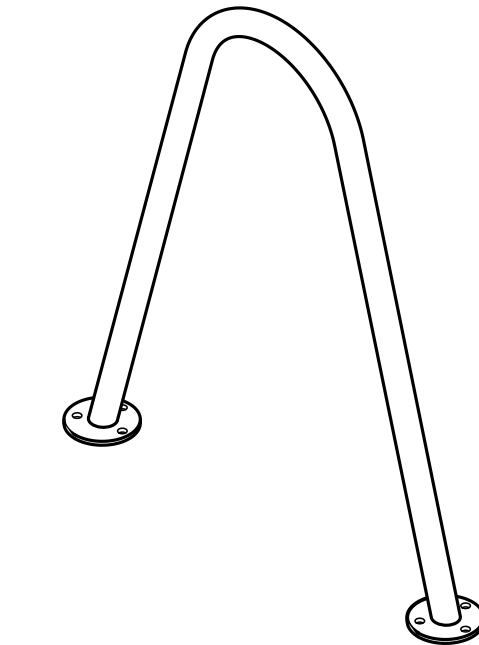
- 29.5" Length
- 4" Width
- 32" Height

### MOUNTING OPTIONS

- ☐ Flange Mount (Shown)  
(6) .44" Mounting Holes
- ☒ In-Ground  
11" Leg Extensions

### FINISH OPTIONS

- ☐ T304 Stainless Steel  
#4 Satin Finish
- ☐ Hot Dipped Galvanized
- ☐ Powder Coating  
# \_\_\_\_\_
- ☐ Thermoplastic Coating  
# \_\_\_\_\_



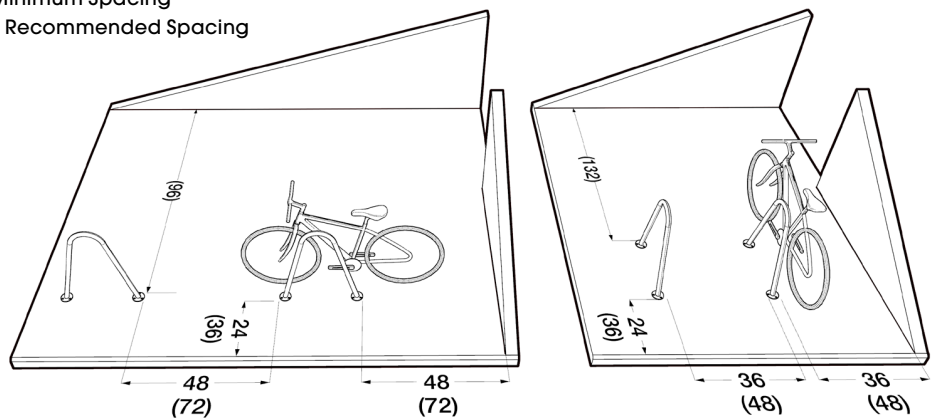
### RECOMMENDED LAYOUT

#### NOTES:

"Bike" is 70"

# Minimum Spacing

(#) Recommended Spacing



#### CONTRACTOR:

JOB: RIDE YOUR BIKE PROJECT

NOTES: Great Street Standard



# EXTERIOR LIGHTING



## LIGHT COLUMN

FIXTURE ID:  
XC1 - BEGA ASYMMETRIC B84495-K3

LOCATION:  
LANDSCAPED COURTYARDS



## LIGHT COLUMN

FIXTURE ID:  
XPT1 - BEGA ASYMMETRIC B99515-3K

LOCATION:  
SURFACE PARKING



# EXTERIOR LIGHTING



## CEILING MOUNTED FIXTURE

FIXTURE ID:  
XS2 - AXIS EXTEND 4 SURFACE EX45

LOCATION:  
COVERED PARKING



## PATH LIGHT

FIXTURE ID:  
XB1 - STRUCTURA LINEARL BOLLARD

LOCATION:  
LANDSCAPED COURYARDS



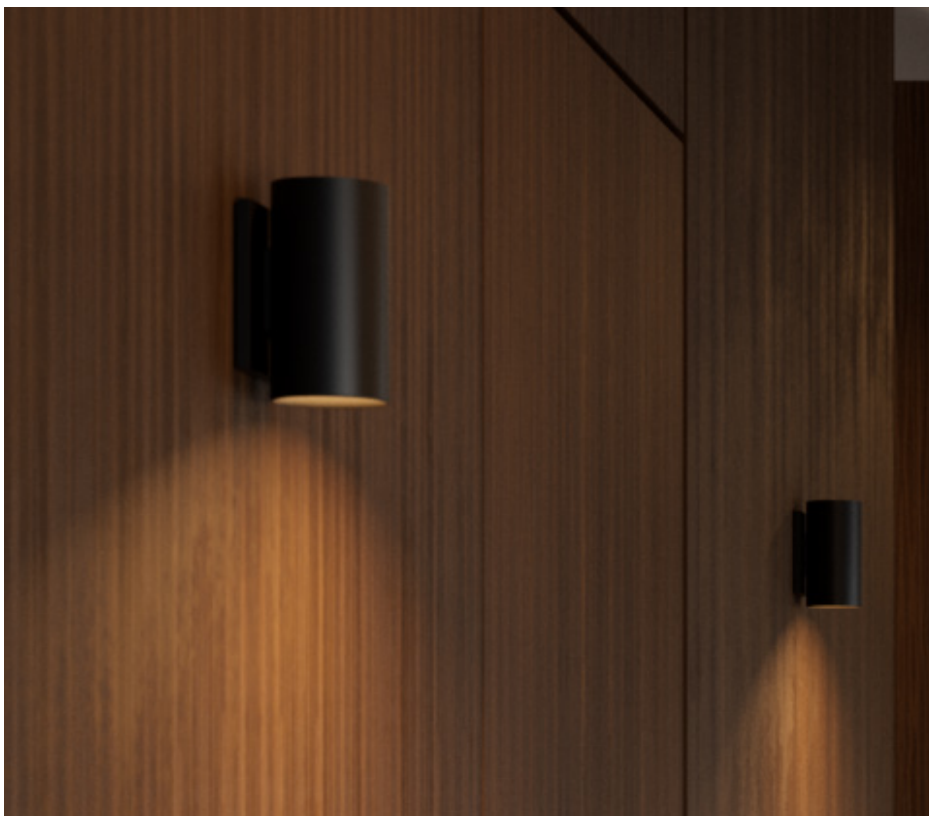
# EXTERIOR LIGHTING



## WALL SCONCE

FIXTURE ID:  
X1S - DMF M-SERIES DC4 SM

LOCATION:  
BUILDING ENTRIES



## WALL SCONCE

FIXTURE ID:  
XW1 - DMF H-SERIES HCW6B30BK

LOCATION:  
BUILDING ENTRIES



## Building element · Asymmetric

BEGA

### Application

Light building elements are luminous design features for public areas. These luminaires are ideally suited for delineating and structuring interior and exterior spaces such as landscape areas, plazas, building entrances, and atria. DarkSky Approved (2700K and 3000K only).

### Materials

Optically textured UV-stabilized acrylic diffuser  
Die-cast aluminum  
Extruded aluminum pole shaft  
Marine grade, copper free ( $\leq 0.3\%$  copper content) A360.0 aluminum alloy  
High temperature silicone gasket  
Pure anodized aluminum reflector

**NRTL** listed to North American Standards, suitable for wet locations  
Protection class IP 65

**Weight:** 54.0 lbs.

### Electrical

Operating voltage 120-277VAC  
Minimum start temperature  $-30^{\circ}\text{C}$   
LED module wattage 19.5 W  
System wattage 24.0 W  
Controllability 0-10V dimmable  
Color rendering index  $R_a > 80$   
Luminaire lumens 2358 lm  
LED service life (L70) 60000 hrs

### LED color temperature

- ☐ 4000K (K4)
- ☐ 3500K (K35)
- ☒ 3000K (K3) (DarkSky Approved)
- ☐ 2700K (K27) (DarkSky Approved)

**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

### Finish

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

### Available colors

- ☐ Black (BLK)
- ☐ Silver (SLV)
- ☐ RAL:
- ☐ Bronze (BRZ)
- ☐ White (WHT)
- ☐ CUS:

Type: X1C

BEGA Product: B84138-K3-XX

Project: RYB

Modified:

### Available options

- ☐ CUS Custom finish
- ☐ FSC Fusing
- ☐ MGU Marine grade undercoat
- ☐ RAL RAL Classic, matte finish



### Building element · Asymmetric

|               | LED    | A     | B      | C       | D      |
|---------------|--------|-------|--------|---------|--------|
| <b>B84138</b> | 19.5 W | 5 1/4 | 19 1/4 | 157 1/2 | 31 1/2 |

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com  
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## Wooden pole · Square straight

BEGA

**Application**

BEGA wooden poles soften the built environment by using natural materials of the highest quality. Compatible with pole-top luminaires that slip fit 3in. O.D. tenon. CE Certified, certificate 0679-CPR-0473. Poles specified without pole tops require internal approval before release. Installer must provide NRTL listed raceway or conduit from pole tenon to hand hole.

**Materials & Specifications**

Glue-laminated Scots pine/Douglas fir heartwood (<10% sapwood)  
 Timber sourced from FSC or PEFC sustainably managed forests, minimum 80 year growth and 250mm diameter trees  
 Fumigation and anti-termite treated  
 Water based wood stain  
 High-temperature laminate glue  
 Stainless steel hardware  
 Galvanized steel anchorage

**Finish**

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

**Available colors**

- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Black (BLK)  | <input type="checkbox"/> Bronze (BRZ) |
| <input type="checkbox"/> Silver (SLV) | <input type="checkbox"/> White (WHT)  |
| <input type="checkbox"/> RAL:         | <input type="checkbox"/> CUS:         |

**Wood Finish**

Wood is finished smooth minimum four coats of stain to both color and protect the wood, optionally available with a brushed finish. BEGA can supply you with wood stain for maintenance up to 20 years after purchase.

**Available colors**

- |                                           |                                           |
|-------------------------------------------|-------------------------------------------|
| <input type="checkbox"/> Brume            | <input type="checkbox"/> Chestnut         |
| <input type="checkbox"/> Ferrara oak      | <input type="checkbox"/> Original mineral |
| <input type="checkbox"/> Rustic (brushed) | <input type="checkbox"/> Tyrol pine       |
| <input type="checkbox"/> Tonnelier        | <input type="checkbox"/> Alizé            |
| <input type="checkbox"/> Terre d'Ombre    | <input type="checkbox"/> Basalt           |
| <input type="checkbox"/> Meteor           |                                           |

Type: XPTI

BEGA Pole: B98524-XXX-XXX

Location: Burlington, VT

Quote or Sales Order:

Date: January 23, 2026

Specifier: WHLA

Representative: illuminate

BEGA Luminaire: 99515

Total Mounted EPA: 0.3 sq. ft.

Total Mounted Weight: 9.7 lbs.

**Available options**

- |                              |                           |
|------------------------------|---------------------------|
| <input type="checkbox"/> BRU | Brushed wood finish       |
| <input type="checkbox"/> CUS | Custom finish             |
| <input type="checkbox"/> MGU | Marine grade undercoat    |
| <input type="checkbox"/> RAL | RAL Classic, matte finish |

**Included (available for pre-shipment)**

- |                                 |               |
|---------------------------------|---------------|
| <input type="checkbox"/> B79826 | Anchorage kit |
|---------------------------------|---------------|



Wooden pole · Square straight

|               | A  | B*  | C                                | D                               | E                                |
|---------------|----|-----|----------------------------------|---------------------------------|----------------------------------|
| <b>B98524</b> | 3" | 17' | 10 <sup>5</sup> / <sub>8</sub> " | 5 <sup>1</sup> / <sub>2</sub> " | 47 <sup>1</sup> / <sub>4</sub> " |

Pole wind load rating

| MPH   | 70   | 80   | 90   | 100  | 120 |
|-------|------|------|------|------|-----|
| EPA** | 34.4 | 25.8 | 19.5 | 15.1 | 8.5 |

\*Height is rounded to the nearest foot, for precise measurements see submittal drawing.  
 \*\*Data above assumes grade level installation and a maximum luminaire weight of lbs.

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 [info@bega-us.com](mailto:info@bega-us.com)

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Area/Roadway luminaire · Asymmetric · Single

BEGA

Application

Pole-top luminaire with asymmetric light distribution designed for the illumination of parking areas and roadways. Tool-less entry with hinged door for ease of maintenance. Provided with slip fitter to fit 3" O.D. poles. DarkSky Approved (2700K and 3000K only).

Materials

Clear safety glass  
Marine grade, copper free ( $\leq 0.3\%$  copper content) A360.0 aluminum alloy  
High temperature silicone gasket  
Mechanically captive stainless steel fasteners  
Silicone applied robotically to casting, plasma treated for increased adhesion  
Integral surge protector  
Pure anodized aluminum reflector

NRTL listed to North American Standards, suitable for wet locations  
Protection class IP 66

Weight: 9.7 lbs.

EPA (Effective projection area): 0.3 sq. ft.

Electrical

Operating voltage 120-277VAC  
Minimum start temperature  $-30^{\circ}\text{C}$   
LED module wattage 23.3W  
System wattage 41.0W  
Controllability 0-10V dimming down to 1%  
Color rendering index  $Ra > 80$   
Luminaire lumens 3559 lm  
LED service life (L70) 60000hrs

LED color temperature

- ☐ 4000K (K4)
- ☐ 3500K (K35)
- ☐ 3000K (K3) (DarkSky Approved)
- ☐ 2700K (K27) (DarkSky Approved)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

Available colors

- ☐ Black (BLK)
- ☐ Silver (SLV)
- ☐ RAL:
- ☐ Bronze (BRZ)
- ☐ White (WHT)
- ☐ CUS:

Type: XPT1

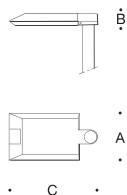
BEGA Product: B99515-3K-XXX

Project: RYB

Modified: 2,500 LUMENS

Available options

- ☐ CUS Custom finish
- ☐ FSC Fusing
- ☐ MGU Marine grade undercoat
- ☐ PCR Photocell receptacle
- ☐ RAL RAL Classic, matte finish
- ☐ STP Step dimming (120V only)



Area/Roadway luminaire · Asymmetric · Single

|               | LED   | A  | B                             | C                              |
|---------------|-------|----|-------------------------------|--------------------------------|
| <b>B99515</b> | 23.3W | 10 | 2 <sup>3</sup> / <sub>8</sub> | 17 <sup>3</sup> / <sub>8</sub> |

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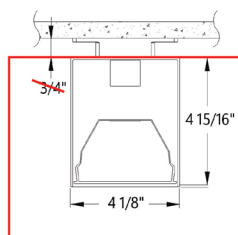
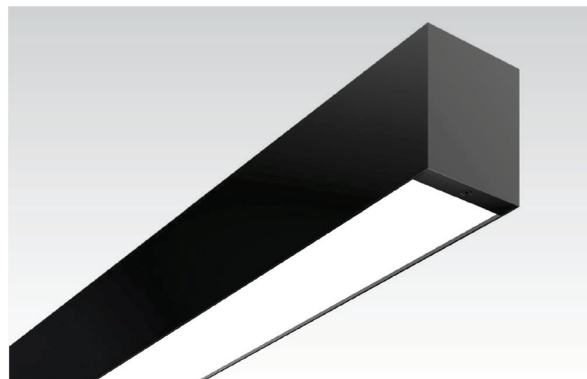
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## Extend 4

## Surface mount

## Type XS2

SHIELDING  
DIRECT

Project \_\_\_\_\_

Type \_\_\_\_\_

Notes \_\_\_\_\_

## PERFORMANCE PER LINEAR FOOT AT 3500K, 80 CRI

| NOMINAL LUMEN OUTPUT | INPUT WATTS* | EFFICACY | SHIELDING |
|----------------------|--------------|----------|-----------|
| 1200 lm/ft           | 10.1 W/ft    | 111 lm/W | SO        |
| 1000 lm/ft           | 9.9 W/ft     | 100 lm/W | GZ        |
| 1000 lm/ft           | 9.8 W/ft     | 102 lm/W | WW        |
| 1000 lm/ft           | 9.8 W/ft     | 102 lm/W | ASO       |
| 1200 lm/ft           | 12 W/ft      | 100 lm/W | BW        |

\*Please consult factory for custom lumen output and wattage.



## Ordering Guide

| EX4S                                                                                                                                                        |                                         |           |             |                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------|-------------|------------------|
| PRODUCT ID                                                                                                                                                  | NOM.LUMENS/FT                           | CRI       | COLOR TEMP. | SHIELDING        |
| EX4S Extend 4 Surface                                                                                                                                       | 400 400 lm/ft - Min.                    | 80 80 CRI | 27 2700 K   | SO spotless lens |
|                                                                                                                                                             | 1000 1000 lm/ft - Max for GZ, WW, ASO.* | 90 90 CRI | 30 3000 K   | GZ Graze         |
|                                                                                                                                                             | 1200 1200 lm/ft - Max.                  |           | 35 3500 K   | WW Wallwash      |
|                                                                                                                                                             |                                         |           | 40 4000 K   | ASO Asymmetric   |
|                                                                                                                                                             |                                         |           | 50 5000 K   | BW Batwing       |
| Outputs between listed min and max are available.<br>* 1000 lm/ft max. only for GZ, WW and ASO.<br>Consult factory for outputs outside of the listed range. |                                         |           |             |                  |

| LENGTH (FT)                                                                  | FINISH            | VOLTAGE       | DRIVER                                                                                                                                                                                                                           | CIRCUITS                                                                                  |
|------------------------------------------------------------------------------|-------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| 2 2'                                                                         | AP aluminum paint | 120 120 V     | DP dimming (0-10V) 1%<br>temp. range -22°F - +104°F (-30°C - +40°C)                                                                                                                                                              | 1 1 circuit                                                                               |
| 3 3'                                                                         | W white           | 277 277 V     | DPX dimming (0-10V) 1%, extended<br>temp. range -40°F - +122°F (-40°C - +50°C)                                                                                                                                                   | 2 2 circuits                                                                              |
| 4 4'                                                                         | BLK black         | 347 347 V     | LT(#) Lutron*                                                                                                                                                                                                                    | +E(#) emergency circuit*                                                                  |
| 5 5'                                                                         | C custom          | UNV universal | BI bi-level dimming                                                                                                                                                                                                              | +NL(#) night light circuit*                                                               |
| 6 6'                                                                         |                   |               | O(#) other*                                                                                                                                                                                                                      | +GTD(#) generator transfer device* **                                                     |
| 7 7'                                                                         |                   |               |                                                                                                                                                                                                                                  |                                                                                           |
| 8 8'                                                                         |                   |               |                                                                                                                                                                                                                                  |                                                                                           |
| 12 12'                                                                       |                   |               |                                                                                                                                                                                                                                  |                                                                                           |
| S(L) System Run                                                              |                   |               |                                                                                                                                                                                                                                  |                                                                                           |
| Lengths are nominal. Exact lengths can be specified, please consult factory. |                   |               | Integral drivers standard; remote drivers available for environments outside of driver operating temperature range or where fixture access may be limited. See page 2 for more details.<br>* Please consult factory; see page 2. | * Specify quantity. Minimum 3ft fixture length.<br>** 120V and 277V only. Please specify. |

| MOUNTING/SUSPENSION                          | BATTERY (OPTIONAL)                                                      | IC CONTROLS (OPTIONAL)                                                      | OTHER (OPTIONAL)                   | CUSTOM (OPTIONAL) |
|----------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------|-------------------|
| SB surface bracket                           | B(#) battery pack (integral)*                                           | OS(#) occupancy sensor                                                      | +EF end feed*                      | C custom          |
| S surface ceiling*                           | BR(#) battery pack (remote)**                                           |                                                                             | +N natatorium finish               |                   |
| SBBP surface bracket with bird protection    |                                                                         |                                                                             |                                    |                   |
| * Requires opening fixture for installation. | * Minimum 3ft;<br>** Dry/Damp location only.<br>Please consult factory. | See integrated controls guide for further details<br>Please consult factory | * End Feed standard for S mounting | Please specify    |

Product design and development is an ongoing process at Axis Lighting. We reserve the right to change specifications. Contact Axis for the latest product information.

1 / 6  
November 18, 2025

FILE NAME: EX4S.SPEC

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## Extend 4

## Surface mount

## Type XS2

## ● CONSTRUCTION

|                          |                                                                 |
|--------------------------|-----------------------------------------------------------------|
| <b>Housing</b>           | Extruded aluminum (0.08" nominal)<br>Up to 70% recycled content |
| <b>End Cap</b>           | Cast aluminum                                                   |
| <b>Interior Brackets</b> | Die formed sheet steel (18 gauge)                               |
| <b>Gaskets</b>           | Silicone rubber                                                 |
| <b>Lens Gaskets</b>      | Extruded elastomer                                              |
| <b>Lens</b>              | Extruded acrylic                                                |
| <b>Fasteners</b>         | All external fasteners are tamper proof<br>TORX T20             |

## ● OPTICS

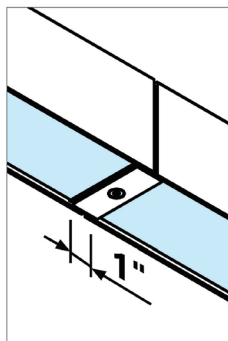


|            |                           |
|------------|---------------------------|
| <b>SO</b>  | Spotless lens;            |
| <b>ASO</b> | Asymmetric Spotless lens; |
| <b>WW</b>  | Wallwash;                 |
| <b>BW</b>  | Batwing;                  |
| <b>GZ</b>  | Graze.                    |

Impact modified PMMA lens used for all shielding options.

## ● SYSTEM (S(L))

Lengths of 2'-12' **standalone** are available. Runs of EXTEND4 that are greater than 12' in length are designated as systems (S(L)). System runs are comprised of a combination of 4' to 8' sections to be assembled on site using our joining system which includes a 1" sealed joiner plate. For more information on systems and joining, please refer to the EXTEND4 installation sheets available for download at [www.axislighting.com](http://www.axislighting.com).



## ● WEIGHT

|              |                  |
|--------------|------------------|
| <b>4 ft</b>  | 11 lbs / 5.0 kg  |
| <b>8 ft</b>  | 22 lbs / 10.0 kg |
| <b>12 ft</b> | 33 lbs / 15.0 kg |

## ● FINISH

**Powder coated**, custom finishes are available.

## ● OTHER MOUNTING OPTIONS

EXTEND 4 is also available with pendant, wall and recessed mount options.

- ❗ Specification sheets and installation sheets for all mountings for EXTEND 4 luminaires are available for download at [www.axislighting.com](http://www.axislighting.com)

## ● ELECTRICAL

|                        |                                                                                                                  |
|------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>DP</b>              | 0-10V dimming driver. Ambient operating temperature -22°F - 104°F (-30°C - +40°C)                                |
| <b>DPX</b>             | 0-10V dimming driver with extended temperature range -40°F - 122°F (-40°C - +50°C)                               |
| <b>Lutron driver**</b> | LDE1 - Hi-lume 1% EcoSystem with Soft-on, Fade-to-Black (min ambient operating temperature - 32°F (0°C).         |
| <b>Other drivers**</b> | DALI* - Digital Addressable Lighting Interface<br>DMX* - Digital Multiplex<br>Xitanium SR* - For wireless sensor |

\* Ambient operating range: -4°F - 104°F (-20°C - +40°C)

\*\*Remote only with EX2PDI.

|                  |                                                                                                                                                                                                                                                                                                                                 |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Emergency</b> | B(#)<br>Integral Emergency Battery pack, 3ft minimum. Ambient operating temperature -4°F - 122°F (-20° to 50°C) for 120V to 277V; 32°F - 122°F (0°C to 50°C) for 347V<br>BR(#)<br>Remote emergency battery pack operating temperature range -4°F - 122°F (-20°C - +50°C) for 120V to 277V; 32°F - 122°F (0°C - +50°C) for 347V. |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Input Voltage** 120V, 277V, 347V, **UNV**

**Surge Protection** Extend comes standard with surge protection device.

- ❗ Incorporating these components may have limitations or affect the length of the luminaire. Please contact factory for more details.

## ● LED SYSTEM

|                           |                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CRI</b>                | Minimum <b>80</b> or 90 color rendering index.                                                                                                                                                                                                                                                                                                                                              |
| <b>CCT Single Color</b>   | Choice of 2700K, 3000K, 3500K, 4000K and 5000K color temperature with a great color consistency (within 3-step MacAdam ellipse). Both within fixture and fixture to fixture.                                                                                                                                                                                                                |
| <b>LED life</b>           | Minimum 50,000h with 85% of lumen maintenance in 25°C ambient temperature, in compliance with IES LM-80 testing measurements.                                                                                                                                                                                                                                                               |
| <b>Thermal Management</b> | Aluminum housing acting as the heat sink to maximize life.                                                                                                                                                                                                                                                                                                                                  |
| <b>Environment</b>        | Dry and wet location rated IP66 for outdoor or indoor use. Impact resistant rated IK10. For extreme temperature environments, please contact factory. Remote drivers available for environments outside of driver operating temperature range or where fixture access may be limited. Ambient operating temperature range for fixtures with remote drivers -40°F to +167°F (-40°C - +75°C). |

## ● APPROVALS

Certified wet locations to UL and CUL standards. IP66 and IK10 rated.

## ● WARRANTY

Limited 5-year warranty is available. Warranty is valid provided luminaires are installed and used according to specifications. For full terms and conditions, please consult warranty section at [axislighting.com](http://axislighting.com).

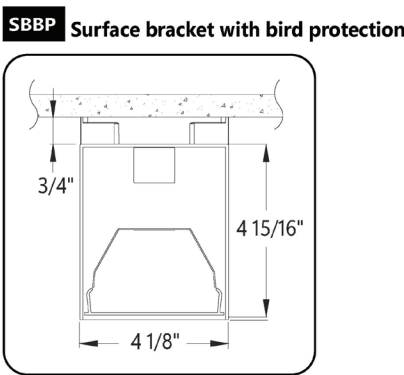
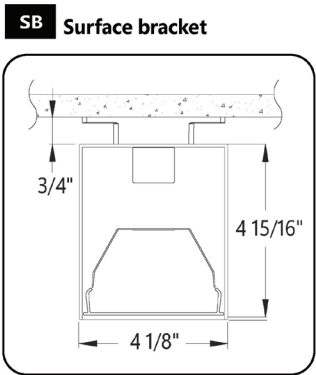
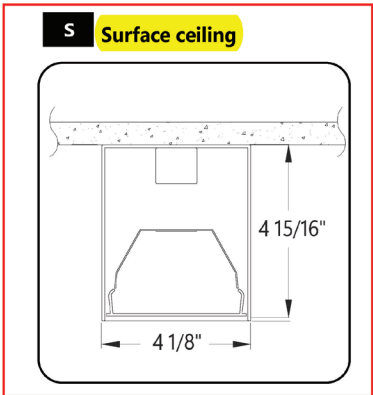


# Extend 4

## Surface mount

### Type XS2

#### SECTION VIEWS

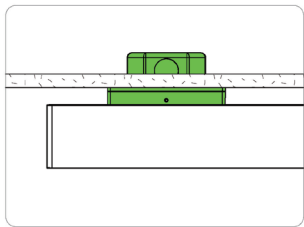


- SO** Spotless lens
- ASO** Asymm. lens
- GZ** Graze lens
- WW** Wallwash lens
- BW** Batwing lens

- SO** Spotless lens
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- SO** Spotless lens
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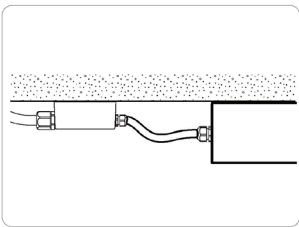
#### POWER FEED



WIRING THROUGH BRACKET

**STANDARD**

For SB mounting only.



**EF** END FEED

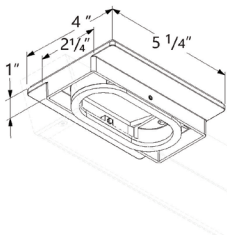
**OPTIONAL**

Standard for S mounting, Optional for SB mounting

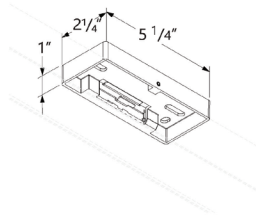
#### SURFACE AREA FOR EPA CALCULATIONS

| Extend 4 Surface Area<br>(Excluding mounting hardware) | Fixture Length      |                     |                     |
|--------------------------------------------------------|---------------------|---------------------|---------------------|
|                                                        | 24 in               | 48 in               | 96 in               |
| Top                                                    | 99 in <sup>2</sup>  | 198 in <sup>2</sup> | 396 in <sup>2</sup> |
| Front                                                  | 119 in <sup>2</sup> | 237 in <sup>2</sup> | 474 in <sup>2</sup> |
| Side                                                   | 20 in <sup>2</sup>  | 20 in <sup>2</sup>  | 20 in <sup>2</sup>  |

#### SURFACE BRACKET DIMENSIONS



**SB** Surface Bracket Power side shown.



**SB** Surface Bracket Non-Power side shown



## Extend 4

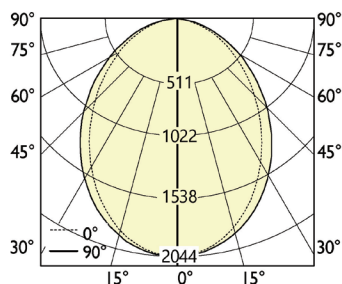
## Surface mount

## ● PHOTOMETRIC DATA

## SO Spotless lens

1200 lm/ft

## PHOTOMETRIC CURVE



Lumen/ft: 1200 lm/ft  
 Total Lumens: 4778 lm (for 4ft)  
 Input Watts: 43 W  
 Efficacy: 111 lm/W

IES FILE: EX4S-1200-80-35-SO-4.IES

TESTED ACCORDING TO IES LM-79-2019

## CANDELA DISTRIBUTION

| Vertical Angle | Horizontal Angles |      |      |      |      |
|----------------|-------------------|------|------|------|------|
|                | 0                 | 22.5 | 45   | 67.5 | 90   |
| 0              | 2044              | 2044 | 2044 | 2044 | 2044 |
| 5              | 2031              | 2030 | 2029 | 2027 | 2029 |
| 15             | 1924              | 1919 | 1910 | 1896 | 1895 |
| 25             | 1723              | 1711 | 1691 | 1660 | 1654 |
| 35             | 1454              | 1437 | 1404 | 1366 | 1355 |
| 45             | 1148              | 1130 | 1098 | 1058 | 1046 |
| 55             | 838               | 823  | 800  | 765  | 755  |
| 65             | 544               | 535  | 519  | 492  | 485  |
| 75             | 270               | 265  | 259  | 241  | 239  |
| 85             | 53                | 55   | 57   | 51   | 52   |
| 90             | 4                 | 4    | 4    | 4    | 4    |

## ZONAL LUMENS

| Zone  | Lumens |
|-------|--------|
| 0     |        |
| 0-10  | 192    |
| 10-20 | 537    |
| 20-30 | 776    |
| 30-40 | 877    |
| 40-50 | 845    |
| 50-60 | 710    |
| 60-70 | 507    |
| 70-80 | 268    |
| 80-90 | 64     |
| 90    |        |

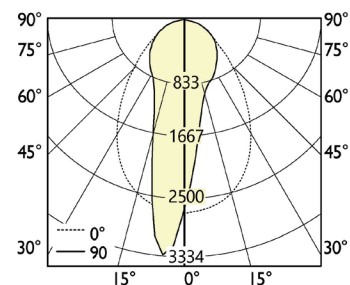
## LUMINANCE DATA (cd/m²)

| Vertical Angle | Horizontal Angles |       |       |
|----------------|-------------------|-------|-------|
|                | 0                 | 45    | 90    |
| 45             | 13853             | 13256 | 12621 |
| 55             | 12467             | 11907 | 11233 |
| 65             | 10983             | 10489 | 9790  |
| 75             | 8889              | 8536  | 7895  |
| 85             | 5193              | 5539  | 5081  |

## GZ Graze lens

1000 lm/ft

## PHOTOMETRIC CURVE



Lumen/ft: 1000 lm/ft  
 Total Lumens: 3957 lm (for 4ft)  
 Input Watts: 39.7 W  
 Efficacy: 100 lm/W

IES FILE: EX4R-1000-80-35-GZ-4.IES

TESTED ACCORDING TO IES LM-79-2019

## CANDELA DISTRIBUTION

| Vertical Angle | Horizontal Angles |      |      |      |      |
|----------------|-------------------|------|------|------|------|
|                | 0                 | 22.5 | 45   | 67.5 | 90   |
| 0              | 3026              | 3026 | 3026 | 3026 | 3026 |
| 5              | 3024              | 2747 | 2528 | 2349 | 2312 |
| 15             | 2842              | 2097 | 1643 | 1427 | 1376 |
| 25             | 2431              | 1523 | 1165 | 1066 | 1049 |
| 35             | 1810              | 1100 | 906  | 878  | 877  |
| 45             | 1134              | 779  | 703  | 709  | 726  |
| 55             | 656               | 515  | 509  | 551  | 579  |
| 65             | 358               | 314  | 326  | 379  | 409  |
| 75             | 160               | 152  | 164  | 195  | 210  |
| 85             | 32                | 34   | 39   | 37   | 37   |
| 90             | 4                 | 5    | 5    | 4    | 4    |

## ZONAL LUMENS

| Zone  | Lumens |
|-------|--------|
| 0     |        |
| 0-10  | 266    |
| 10-20 | 600    |
| 20-30 | 703    |
| 30-40 | 701    |
| 40-50 | 623    |
| 50-60 | 497    |
| 60-70 | 345    |
| 70-80 | 179    |
| 80-90 | 42     |
| 90    |        |

## LUMINANCE DATA (cd/m²)

| Vertical Angle | Horizontal Angles |      |      |
|----------------|-------------------|------|------|
|                | 0                 | 45   | 90   |
| 45             | 13502             | 8371 | 8645 |
| 55             | 9633              | 7475 | 8503 |
| 65             | 7143              | 6505 | 8143 |
| 75             | 5219              | 5331 | 6841 |
| 85             | 3066              | 3770 | 3528 |

**i** All IES files are available for download at: [www.axislighting.com](http://www.axislighting.com)



## Extend 4

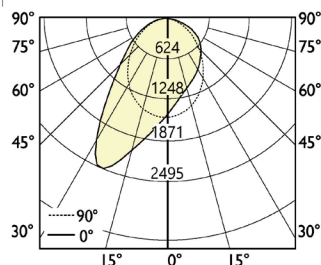
## Surface mount

## ● PHOTOMETRIC DATA

## WW Wallwash lens

1000 lm/ft

## PHOTOMETRIC CURVE



Lumen/ft: 1000 lm/ft  
 Total Lumens: 3984 lm (for 4ft)  
 Input Watts: 39.2 W  
 Efficacy: 102 lm/W  
 IES FILE: EX4S-1000-80-35-WW-4.IES

TESTED ACCORDING TO IES LM-79-2019

## CANDELA DISTRIBUTION

| Vertical Angle | Horizontal Angles |      |      |      |      |
|----------------|-------------------|------|------|------|------|
|                | 0                 | 22.5 | 45   | 67.5 | 90   |
| 0              | 1573              | 1573 | 1573 | 1573 | 1573 |
| 5              | 1564              | 1496 | 1450 | 1411 | 1405 |
| 15             | 1470              | 1297 | 1200 | 1148 | 1137 |
| 25             | 1286              | 1070 | 995  | 979  | 983  |
| 35             | 1042              | 852  | 827  | 854  | 874  |
| 45             | 775               | 645  | 664  | 722  | 760  |
| 55             | 532               | 460  | 495  | 586  | 641  |
| 65             | 329               | 294  | 329  | 425  | 475  |
| 75             | 159               | 146  | 170  | 225  | 251  |
| 85             | 31                | 32   | 40   | 43   | 46   |
| 90             | 4                 | 5    | 6    | 6    | 6    |

## ZONAL LUMENS

| Zone  | Lumens |
|-------|--------|
| 0     |        |
| 0-10  | 150    |
| 10-20 | 447    |
| 20-30 | 703    |
| 30-40 | 786    |
| 40-50 | 706    |
| 50-60 | 560    |
| 60-70 | 386    |
| 70-80 | 199    |
| 80-90 | 47     |
| 90    |        |

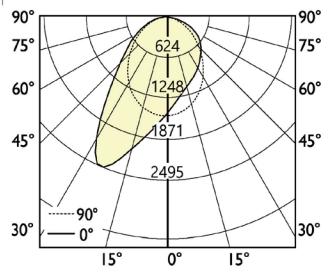
LUMINANCE DATA (cd/m<sup>2</sup>)

| Vertical Angle | Horizontal Angles |      |      |
|----------------|-------------------|------|------|
|                | 0                 | 45   | 90   |
| 45             | 9226              | 7902 | 9054 |
| 55             | 7814              | 7266 | 9406 |
| 65             | 6549              | 6563 | 9457 |
| 75             | 5186              | 5521 | 8157 |
| 85             | 3004              | 3873 | 4425 |

## ASO Asy. Flush Lens

1000 lm/ft

## PHOTOMETRIC CURVE



Lumen/ft: 1000 lm/ft  
 Total Lumens: 3984 lm (for 4ft)  
 Input Watts: 39.2 W  
 Efficacy: 102 lm/W  
 IES FILE: EX4S-1000-80-35-ASO-4.IES

TESTED ACCORDING TO IES LM-79-2019

## CANDELA DISTRIBUTION

| Vertical Angle | Horizontal Angles |      |      |      |      |
|----------------|-------------------|------|------|------|------|
|                | 0                 | 22.5 | 45   | 67.5 | 90   |
| 0              | 1573              | 1573 | 1573 | 1573 | 1573 |
| 5              | 1564              | 1496 | 1450 | 1411 | 1405 |
| 15             | 1470              | 1297 | 1200 | 1148 | 1137 |
| 25             | 1286              | 1070 | 995  | 979  | 983  |
| 35             | 1042              | 852  | 827  | 854  | 874  |
| 45             | 775               | 645  | 664  | 722  | 760  |
| 55             | 532               | 460  | 495  | 586  | 641  |
| 65             | 329               | 294  | 329  | 425  | 475  |
| 75             | 159               | 146  | 170  | 225  | 251  |
| 85             | 31                | 32   | 40   | 43   | 46   |
| 90             | 4                 | 5    | 6    | 6    | 6    |

## ZONAL LUMENS

| Zone  | Lumens |
|-------|--------|
| 0     |        |
| 0-10  | 150    |
| 10-20 | 447    |
| 20-30 | 703    |
| 30-40 | 786    |
| 40-50 | 706    |
| 50-60 | 560    |
| 60-70 | 386    |
| 70-80 | 199    |
| 80-90 | 47     |
| 90    |        |

LUMINANCE DATA (cd/m<sup>2</sup>)

| Vertical Angle | Horizontal Angles |      |      |
|----------------|-------------------|------|------|
|                | 0                 | 45   | 90   |
| 45             | 9226              | 7902 | 9054 |
| 55             | 7814              | 7266 | 9406 |
| 65             | 6549              | 6563 | 9457 |
| 75             | 5186              | 5521 | 8157 |
| 85             | 3004              | 3873 | 4425 |

**i** All IES files are available for download at: [www.axislighting.com](http://www.axislighting.com)



# Extend 4

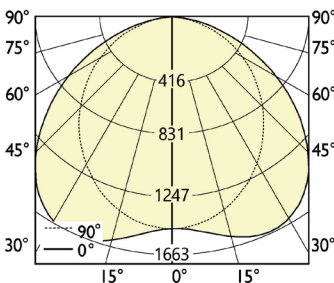
## Surface mount

Type XS2

### PHOTOMETRIC DATA

**BW Batwing lens**  
REFER TO LAYOUT  
~~1200 lm/ft~~

#### PHOTOMETRIC CURVE



Lumen/ft: ~~1200 lm/ft~~  
Total Lumens: ~~4786 lm~~ (for 4ft)  
Input Watts: ~~48 W~~  
Efficacy: 100 lm/W

IES FILE: EX4S-1200-80-35-BW-4.IES

TESTED ACCORDING TO IES LM-79-2019

#### CANDELA DISTRIBUTION

| Vertical Angle | Horizontal Angles |      |      |      |      |
|----------------|-------------------|------|------|------|------|
|                | 0                 | 22.5 | 45   | 67.5 | 90   |
| 0              | 1557              | 1557 | 1557 | 1557 | 1557 |
| 5              | 1547              | 1547 | 1553 | 1561 | 1563 |
| 15             | 1457              | 1479 | 1540 | 1599 | 1621 |
| 25             | 1298              | 1359 | 1502 | 1614 | 1656 |
| 35             | 1093              | 1196 | 1402 | 1541 | 1587 |
| 45             | 872               | 991  | 1224 | 1345 | 1378 |
| 55             | 649               | 758  | 968  | 1047 | 1061 |
| 65             | 429               | 507  | 658  | 689  | 683  |
| 75             | 218               | 255  | 334  | 326  | 315  |
| 85             | 44                | 55   | 68   | 60   | 62   |
| 90             | 5                 | 5    | 6    | 7    | 8    |

#### ZONAL LUMENS

| Zone  | Lumens |
|-------|--------|
| 0     |        |
| 0-10  | 149    |
| 10-20 | 437    |
| 20-30 | 688    |
| 30-40 | 855    |
| 40-50 | 897    |
| 50-60 | 800    |
| 60-70 | 585    |
| 70-80 | 305    |
| 80-90 | 69     |
| 90    |        |

#### LUMINANCE DATA (cd/m²)

| Vertical Angle | Horizontal Angles |       |       |
|----------------|-------------------|-------|-------|
|                | 0                 | 45    | 90    |
| 45             | 10386             | 14580 | 16414 |
| 55             | 9531              | 14208 | 15570 |
| 65             | 8548              | 13119 | 13614 |
| 75             | 7083              | 10861 | 10261 |
| 85             | 4253              | 6584  | 5962  |

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November 18, 2025

FILE NAME: EX4S.SPEC

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# Lineal Bollard

## Illuminated Aluminum Bollard

STRUCTURA

FIXTURE TYPE: \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_



High performance slender aluminum bollard with accent panel and configuration options.

### FEATURES:

- Small 4" x 3" footprint
- Available with wood or aluminum front accent panel
- Multiple distribution options
- Concealed mounting hardware

### SPECIFICATIONS:

**CONSTRUCTION:** Seamless aluminum housing comprised of 6005A-T61 extrusion and 6061-T6 end plates. Secures to an A36 steel base weldment. Gasketed handhole access behind accent panel.

**ELECTRICAL:** Powered by a Class P 120-277VAC primary integral power supply behind gasketed handhole cover behind accent panel. System is 0-10V dimmable. Minimum -40°C operating temperature.

**OPTICAL SYSTEM:** LED boards have solderless connections for field upgradability. Available in 2700K, 3000K, 3500K and 4000K color temperatures with >90 CRI. Optics are UV resistant molded PMMA in Type II and IV distributions. Consult factory for additional lumen output, CCT, and optical distribution options.

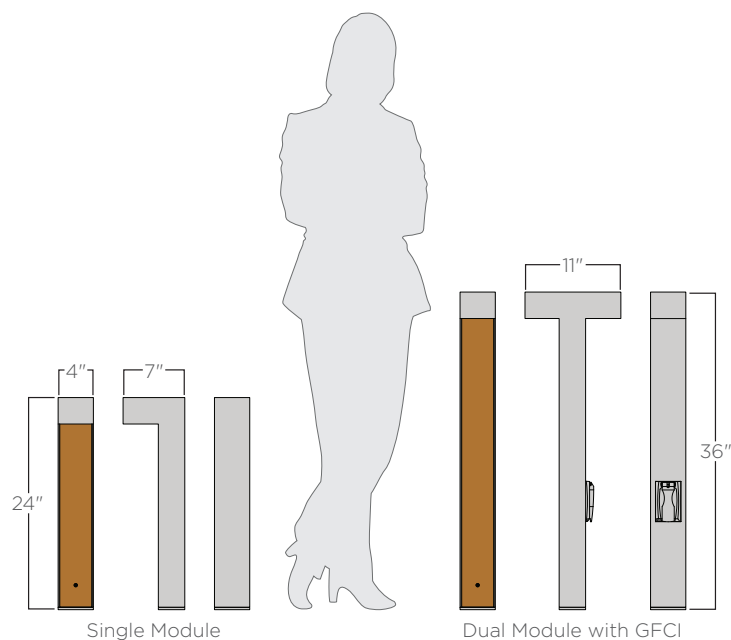
**FINISHES AND MATERIALS:** All exterior aluminum parts are polyester powder coat painted to AAMA-2604 standards. Wood pieces are finished with a low VOC waterborne matte exterior finish containing UV and mildew inhibitors. [Care and Maintenance](#)

**HARDWARE:** All luminaire hardware is stainless steel. Anchor bolt kit is hot dipped galvanized.

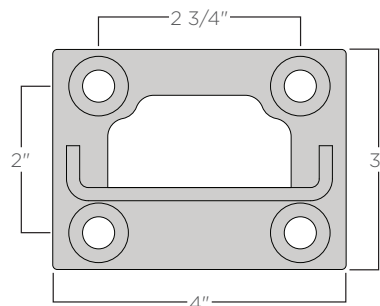


**LISTINGS & RATINGS:** Luminaire CSA listed according to CSA C22.2 No. 250.0-18/UL Standard 1598. Suitable for wet locations. LM-80 test reported L70 > 60,500 hours and calculated L70 > 154,000 hours.





|        |       | Standard Output       |       |
|--------|-------|-----------------------|-------|
| Module | Type  | Lumens <sup>(1)</sup> | Watts |
| Single | II    | 721                   | 11    |
| Single | IV    | 725                   | 11    |
| Dual   | II    | 1442                  | 22    |
| Dual   | IV    | 1450                  | 22    |
| Dual   | II/IV | 1446                  | 22    |
| Dual   | IV/II | 1446                  | 22    |



**ORDERING GUIDE:** EXAMPLE: LBL-S-36-L30SO-2-C5-P1/S3-UNV-STD

|     |   |   |   |    |   |   |   |     |    |     |
|-----|---|---|---|----|---|---|---|-----|----|-----|
| LBL |   |   |   | SO |   |   |   | UNV |    | STD |
| 1   | 2 | 3 | 4 | 5  | 6 | 7 | 8 | 9   | 10 | 11  |

|          |                       |
|----------|-----------------------|
| <b>1</b> | <b>Series</b>         |
| LBL      | Lineal Bollard        |
| <b>2</b> | <b>Module</b>         |
| S        | Single                |
| D        | Dual                  |
| <b>3</b> | <b>Overall Height</b> |
| 24       | 24"                   |
| 36       | 36"                   |
| <b>4</b> | <b>Light Color</b>    |
| L27      | 2700K <sup>(2)</sup>  |
| L30      | 3000K <sup>(2)</sup>  |
| L35      | 3500K                 |
| L40      | 4000K                 |
| AMB      | Amber                 |

|          |                                               |
|----------|-----------------------------------------------|
| <b>5</b> | <b>Light Source<sup>(3)</sup></b>             |
| SO       | Standard Output                               |
| <b>6</b> | <b>Distribution<sup>(4)</sup></b>             |
| 2        | Type II                                       |
| 4        | Type IV                                       |
| 2/4      | Front Type II/Back IV                         |
| 4/2      | Front Type IV/Back II                         |
| <b>7</b> | <b>Metal Finish</b>                           |
| C*       | See color options on finishes technical sheet |
| CSM      | Custom Color                                  |

|           |                                         |
|-----------|-----------------------------------------|
| <b>8</b>  | <b>Panel Material<sup>(5)</sup></b>     |
| P1/S*     | Wood (specify color) <sup>(6)</sup>     |
| P2/C*     | Aluminum (specify color) <sup>(6)</sup> |
| <b>9</b>  | <b>Voltage</b>                          |
| UNV       | 120-277V                                |
| <b>10</b> | <b>Options</b>                          |
| GFCI      | GFCI Box <sup>(7)</sup>                 |
| <b>11</b> | <b>Special</b>                          |
| STD       | Standard                                |

1. Lumen output based upon 2700K color temperature.
2. CCT of 2700K or 3000K color temperature required for DarkSky Approved.
3. Consult factory for other output options.
4. BUG rating of B0-U1-G1
5. Accent panel only on front side of bollard.
6. See color options on finishes technical sheet.
7. GFCI box requires 36" bollard height.

Product specification sheets subject to change.



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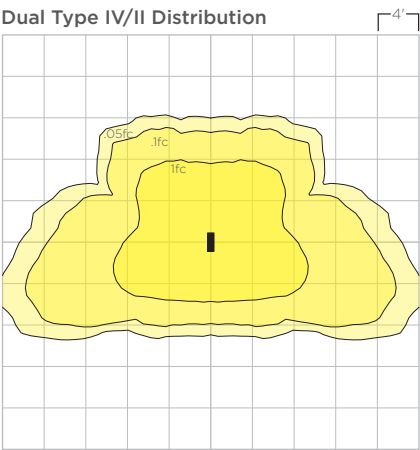
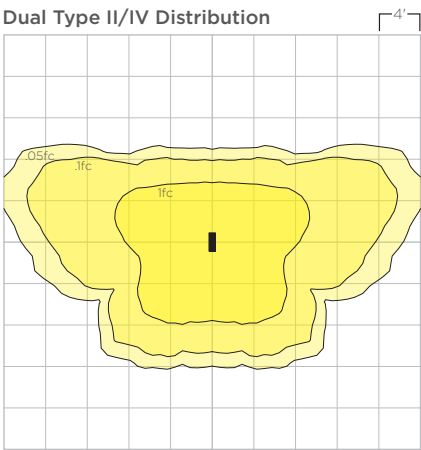
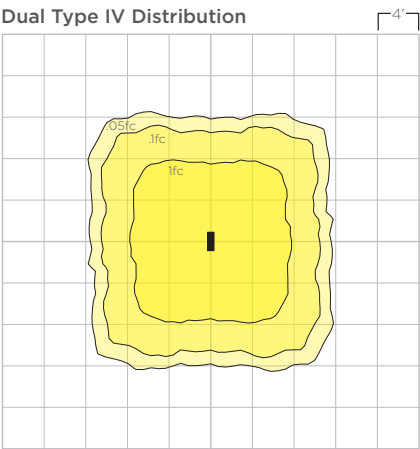
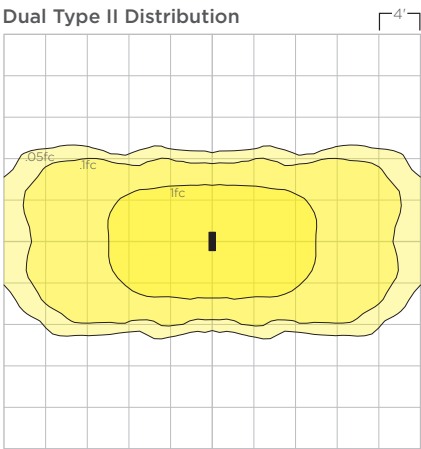
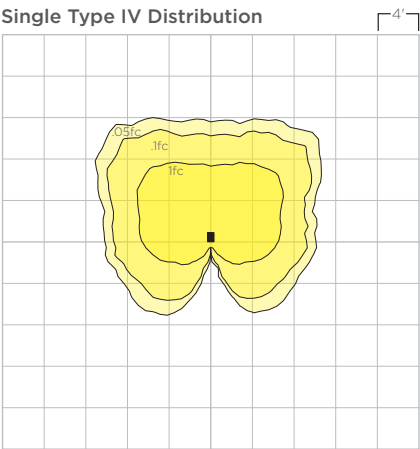
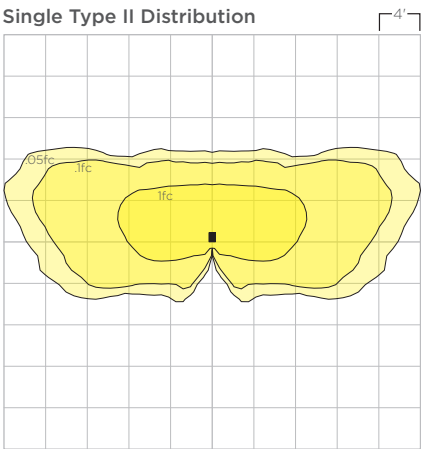
# Lineal Bollard

Illuminated Aluminum Bollard



FIXTURE TYPE: \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_



[IES file download](#)



# M Series Cylinder

|               |       |
|---------------|-------|
| Project:      | Type: |
| Product Code: | Date: |

V102523

## 4" Surface Mount



- Integrated Drivers allow for down to 0.1% dimming options within the pendant and no need to locate anything above the canopy
- Customize your cylinder with over one million configurations, allowing for easy maintenance and on-site modifications
- Attaches directly to a surface or recessed mounted junction box, ideal for areas with limited ceiling height & plenum space restrictions
- Die-cast aluminum trims with no visible hardware for a sleek, symmetrical design

### CYLINDER

#### Mount

Surface

#### Size

Diameter: 4"

Height: Small (4"), Medium (8"), Large (12")

#### Canopy

Standard

#### Trims & Shades

Standard, Snoot, Decorative, Hyperbolic, Flat Shade, Round Shade

#### Finish

White, Black, Brushed Aluminum, Bronze, Custom Color

### EMERGENCY LIGHTING

Optional Remote Inverter or Emergency LED Driver for lighting up to 90 minutes in event of power failure

### LIGHT OUTPUT & DISTRIBUTION

#### Lumens (Power)

750 lm (9.5W), 1000 lm (12.5W), 1250 lm (14.3W), 1500 lm (16.5W), 2000 lm (24.5W), 2500 lm (27.5W), 3000 lm (34W)

#### Color Quality

93 CRI, 2-step SDCM

#### Color Temperature

- 2700K
- 3000K
- 3500K
- 4000K
- Warm Dim (3000K–1800K)
- Tunable White (4000K–1800K)
- Tunable White (6500K–2700K)

#### Beam Spread

- Narrow Spot (15°)
- Spot (25°)
- Flood (40°)
- Wide Flood (60°)
- General (90°)

#### Lighting Type

- Downlight
- Adjustable

### POWER & CONTROLS

#### Input Voltage

120/277V

#### Dimming

0-10V (120/277V): 1%  
TRIAC/ELV (120V): 1%  
DALI-2 (120/277V): 0.1%

### SPECIALTY LENS

- Hexcell Louver

### RATINGS

- Wet Location / IP65 Rated Configurations Available
- NSF Listed (White and Black Finish Only)
- DarkSky Approved (Downlight only, CCT less than or equal to 3000K)

### WARRANTY

5 year limited warranty; 50,000 hours



DMF LIGHTING 1118 E 223rd Street, Carson, CA 90745 323.934.7779 info@dmflighting.com dmflighting.com

© 2023 DMF Lighting. All Rights Reserved. Specifications subject to change without notice. See website for U.S. and international patent information.







# M Series Cylinder

4" Surface Mount

## PRODUCT BUILDER

|                          |                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |
|--------------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| CYLINDER                 | <input type="text" value="DC4"/> | DC4 4" Cylinder                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |
| MOUNT                    | <input type="text" value="SM"/>  | SM Surface Mount                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |
| MOISTURE RATING          | <input type="text"/>             | S Standard (Damp Location) W Wet Location <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |
| LENGTH                   | <input type="text"/>             | S Small (4")<br>1500 lm Max M Medium (8")<br>2000 lm Max L Large (12")<br>3000 lm Max                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| LIGHT OPTIONS            | <input type="text"/>             | D Fixed <sup>1</sup> A Adjustable <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |
| LUMENS DOWN <sup>3</sup> | <input type="text"/>             | 07 750 lm <sup>1</sup> 10 1000 lm <sup>1</sup> 12 1250 lm <sup>1,4</sup> 15 1500 lm <sup>3,4</sup><br>20 2000 lm <sup>4,5</sup> 25 2500 lm <sup>4,5</sup> 30 3000 lm <sup>4,5</sup>                                                                                                                                                                                                                                                                                         |  |  |  |
| BEAM SPREAD DOWN         | <input type="text"/>             | GA General Ambient (90°+) <sup>4,6</sup> NS Narrow Spot (15°) <sup>7</sup> SP Spot (25°)<br>FL Flood (40°) WF Wide Flood (60°) <sup>4</sup>                                                                                                                                                                                                                                                                                                                                 |  |  |  |
| SPECIALTY LENS DOWN      | <input type="text"/>             | 0 None <sup>1</sup> H Hexcell Louver <sup>8</sup>                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |  |
| LUMENS UP                | <input type="text" value="00"/>  | 00 None                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |
| BEAM SPREAD UP           | <input type="text" value="00"/>  | 00 None                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |
| CCT                      | <input type="text"/>             | 27 2700K 30 3000K 35 3500K 40 4000K<br>3W Warm Dim (3000K-1800K) <sup>9</sup> T1 Tunable White (4000K-1800K) <sup>10</sup> T2 Tunable White (6500K-2700K) <sup>10</sup>                                                                                                                                                                                                                                                                                                     |  |  |  |
| FINISH                   | <input type="text"/>             | WH White BK Black BA Brushed Aluminum<br>BZ Bronze CC Custom Color                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |
| DIMMING                  | <input type="text"/>             | T TRIAC/ELV (1%) O 0-10V (1%) D DALI-2 (0.1%) <sup>11</sup>                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |
| EMERGENCY                | <input type="text"/>             | 00 None EM EM, Remote Test Switch <sup>12</sup>                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |
| TRIM / SHADE DOWN        | <input type="text"/>             | R Round Standard Trim <sup>1</sup> H Hyperbolic Trim S Shoot (black only) D Decorative Trim <sup>6,13</sup><br>L Low Profile Decorative Trim <sup>6,13</sup> RWC Round Shade: White, Clear RWW Round Shade: White, Warm RBC Round Shade: Black, Clear<br>RBW Round Shade: Black, Warm RAC Round Shade: Aluminum, Clear FWC Flat Shade: White, Clear FWW Flat Shade: White, Warm<br>FBC Flat Shade: Black, Clear FBW Flat Shade: Black, Warm FAC Flat Shade: Aluminum, Clear |  |  |  |

<sup>1</sup> Required for Wet Location/IP65 rating

<sup>1</sup> Only available in 750, 1000, 1250, 1500 or 2000 lm; with Round Standard, Decorative, or Low Profile Trim

<sup>2</sup> Only available in 750 or 1000 lm; Damp Location moisture rating; Round Standard or Hyperbolic trim

<sup>3</sup> Sum of Lumens cannot be greater than 1500 lm for Small size, 2000 lm for Medium size, 3000 lm for Large size

<sup>4</sup> Not available in Adjustable

<sup>5</sup> Only available in 0-10V

<sup>6</sup> Only available in 750 lm, 1000 lm, 1250 lm, or 1500 lm

<sup>7</sup> Only available in 750-2000 lm; Not available in Warm Dim or Tunable White

<sup>8</sup> Only available for Adjustable; not available for DALI-2

<sup>9</sup> Only available in 1000 lm; not available in Narrow Spot

<sup>10</sup> Only available in 1000 lm Downlight, 750 lm Adjustable and DALI-2 dimming

<sup>11</sup> Only available in 1000 lm Warm Dim, Tunable White or 1250 lm Static CCT Downlight and 1000 lm Warm Dim or Static CCT and 750 lm Tunable White Adjustable

<sup>12</sup> Not available in Uplight; TRIAC/ELV driver utilizes micro inverter; 0-10V or EcoSystem drivers utilize EM Kit mounted above ceiling with emergency LED driver & remote test switch

<sup>13</sup> Only available in General Ambient beam spread





# M Series Cylinder

4" Surface Mount

## PRODUCT BUILDER

### ACCESSORIES

|          |                                                              |
|----------|--------------------------------------------------------------|
| DCCX-RW  | Round Standard Trim, White                                   |
| DCCX-RB  | Round Standard Trim, Black                                   |
| DCCX-RA  | Round Standard Trim, Brushed Aluminum                        |
| DCCX-RZ  | Round Standard Trim, Bronze                                  |
| DCCX-RC  | Round Standard Trim, Custom Color                            |
| DCCX-HW  | Hyperbolic Trim, White                                       |
| DCCX-HB  | Hyperbolic Trim, Black                                       |
| DCCX-HA  | Hyperbolic Trim, Brushed Aluminum                            |
| DCCX-HZ  | Hyperbolic Trim, Bronze                                      |
| DCCX-HC  | Hyperbolic Trim, Custom Color                                |
| DCCX-S   | Snoot                                                        |
| DCCX-RWC | Round Shade: White Outside, Clear Diffused Inside            |
| DCCX-RWW | Round Shade: White Outside, Warm Diffused Inside             |
| DCCX-RBC | Round Shade: Black Outside, Clear Diffused Inside            |
| DCCX-RBW | Round Shade: Black Outside, Warm Diffused Inside             |
| DCCX-RAC | Round Shade: Brushed Aluminum Outside, Clear Diffused Inside |
| DCCX-FWC | Flat Shade: White Outside, Clear Diffused Inside             |
| DCCX-FWW | Flat Shade: White Outside, Warm Diffused Inside              |
| DCCX-FBC | Flat Shade: Black Outside, Clear Diffused Inside             |
| DCCX-FBW | Flat Shade: Black Outside, Warm Diffused Inside              |
| DCCX-FAC | Flat Shade: Brushed Aluminum Outside, Clear Diffused Inside  |
| DCCX-JW  | Junction Box Cover, White                                    |
| DCCX-JB  | Junction Box Cover, Black                                    |
| DCCX-JA  | Junction Box Cover, Brushed Aluminum                         |
| DCCX-JZ  | Junction Box Cover, Bronze                                   |
| DCCX-JC  | Junction Box Cover, Custom Color                             |





# M Series Cylinder

4" Surface Mount

## PRODUCT SUMMARY



**LED:** Cree® LED, Bridgelux

**DELIVERED LUMENS:** 750 lm (9.5W), 1000 lm (12.5W), 1250 lm (14.3W), 1500 lm (16.5W), 2000 lm (24.5W), 2500 lm (27.5W), 3000 lm (34W)

**EFFICACY:** 79 lm/W, 80 lm/W, 87lm/W, 91 lm/W, 82 lm/W, 91 lm/W, 88 lm/W

**COLOR QUALITY:** 93+ CRI, 2-step SDCM

**CCT:** 2700K, 3000K, 3500K, 4000K, Warm Dim (3000K-1800K), Tunable White (4000K-1800K), Tunable White (6500K-2700K)

**DIMMING:** Down to 1% for TRIAC/ELV at 120V, 1% for 0-10V at 120/277V, 0.1% DALI-2

**INPUT VOLTAGE:** 120/277V, 50/60Hz

**MAX INPUT CURRENT (120V):** 0.085 amps (750 lm), 0.110 amps (1000 lm), 0.125 amps (1250 lm), 0.145 amps (1500 lm), 0.205 amps (2000 lm), 0.235 amps (2500 lm), 0.290 amps (3000 lm)

**MAX INPUT CURRENT (277V):** 0.045 amps (750 lm), 0.055 amps (1000 lm), 0.060 amps (1250 lm), 0.070 amps (1500 lm), 0.100 amps (2000 lm), 0.110 amps (2500 lm), 0.135 amps (3000 lm)

**POWER FACTOR:** Greater than 0.9

**TOTAL HARMONIC DISTORTION:** Less than 20%

**AMBIENT OPERATING TEMPERATURE:** -20°C to 40°C

**EMERGENCY LIGHTING:** Optional installer mounted Remote Inverter or Emergency LED Driver for lighting up to 90 minutes in event of power failure

**PHOTOMETRIC TESTING:** Tested in accordance to IESNA LM-79-2008

**LISTINGS:** ENERGY STAR® qualified\*, California Title 24 2019 - 2022 JA8-E Compliant, UL Listed for Wet Location (option), IP65 rated (option), UL Certified US-CA, Declare, NSF/ANSI-2 Splash Zone Safe\*\*, Dark Sky Compliant (option), DALI-2 Compliant

**LIFETIME:** 50,000 hours at 70% lumen maintenance

**CYLINDER:** Extruded aluminum; 4" (small), 8" (medium), 12" (large)

**FINISH:** White, Black, Bronze, Brushed Aluminum, Custom Color

**MOUNT:** Installs in most 3" octagonal, 4" octagonal, 3" round, 4" round and 4" square boxes.

**JUNCTION BOX COVERS:** Allows up to 4 solid metal conduit branches. Compatible with 4" octagonal and 4" square boxes.

**WARRANTY:** 5 year limited warranty

\* Refer to ENERGY STAR Certified light fixtures database

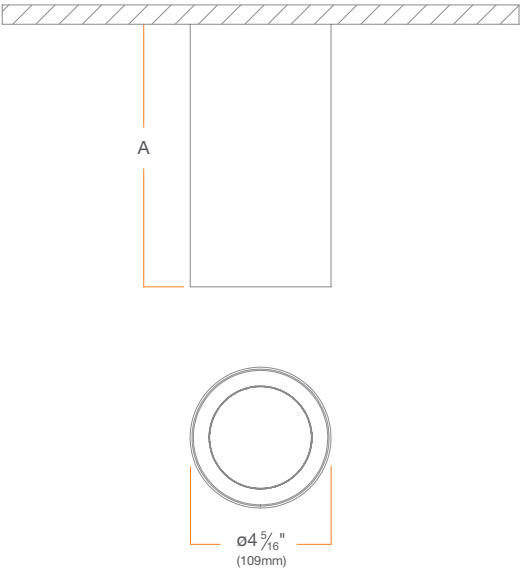
\*\* This product is evaluated in accordance to NSF/ANSI 2 for Splash Zones having designated trim finishes





Surface Mount

DC4SM



| CYLINDER SIZE | A            |
|---------------|--------------|
| Small         | 4" [102 mm]  |
| Medium        | 8" [203 mm]  |
| Large         | 12" [305 mm] |



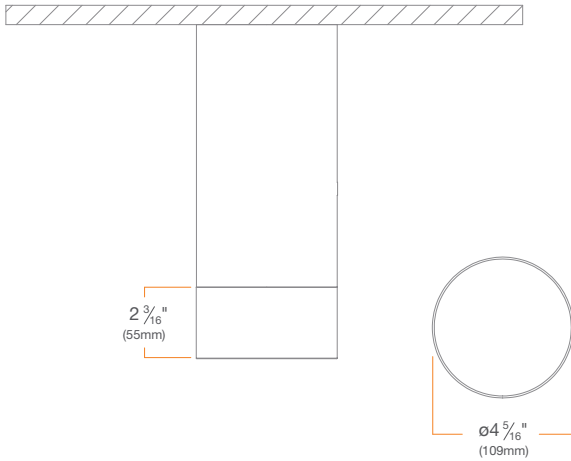


# M Series Cylinder

4" Surface Mount

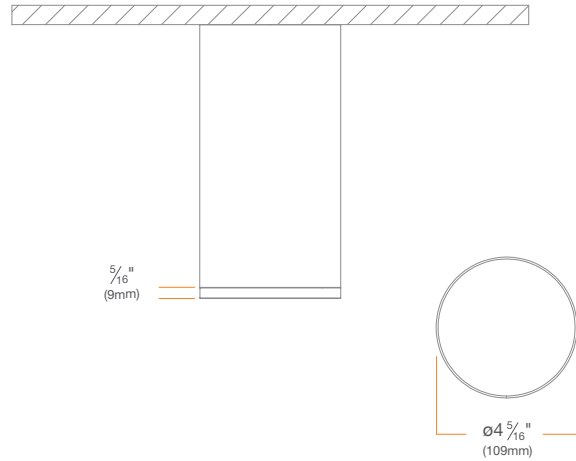
## Decorative Trim

DCCX-D



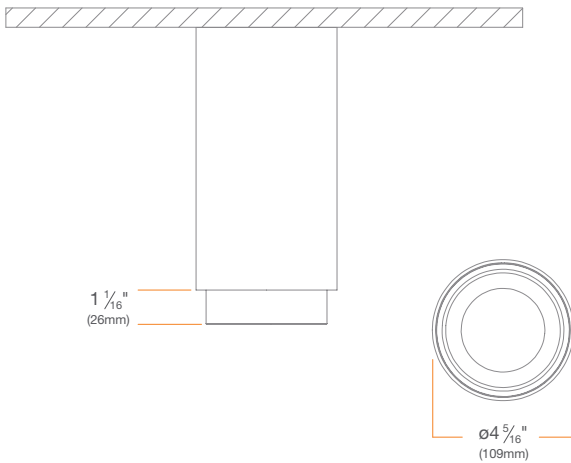
## Low-Profile Decorative Trim

DCCX-L



## Snoot Trim

DCCX-S





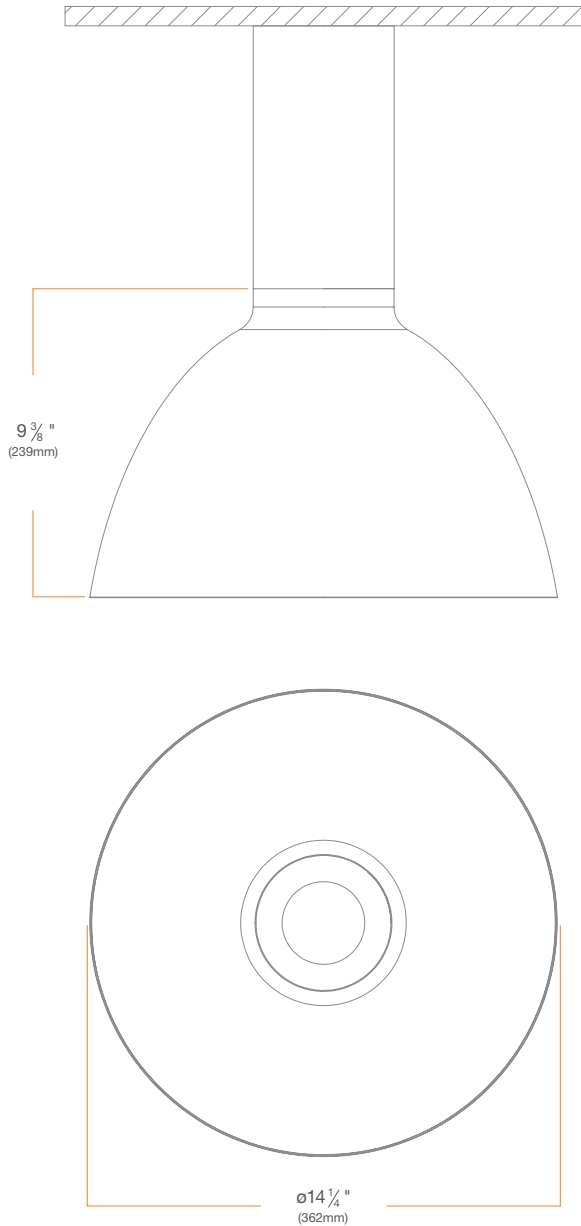


# M Series Cylinder

4" Surface Mount

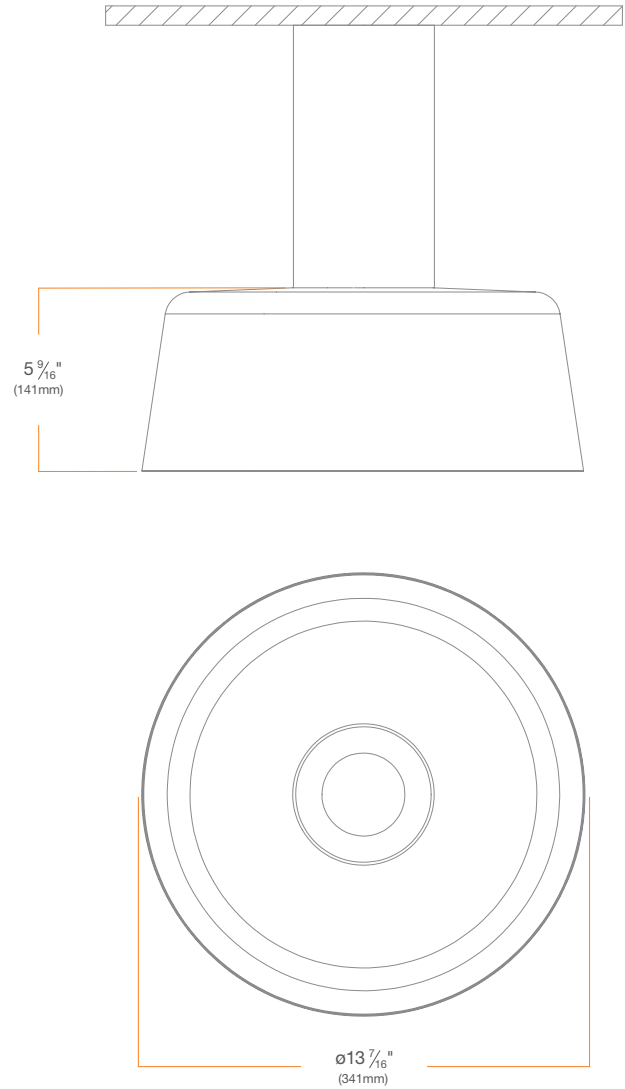
## Round Shade

DCCX-R



## Flat Shade

DCCX-F

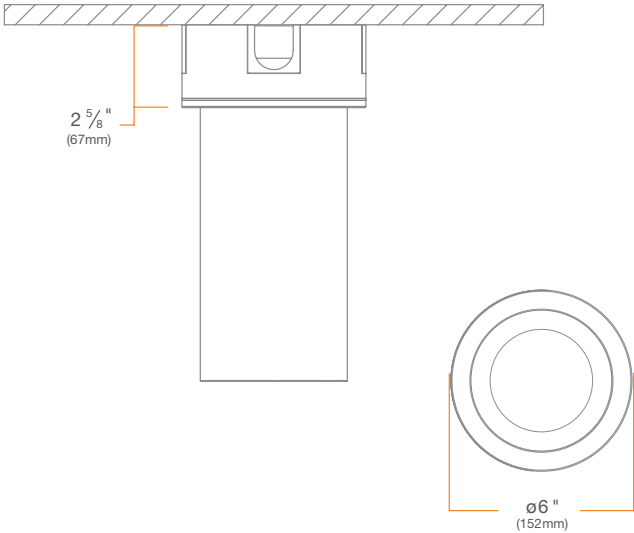




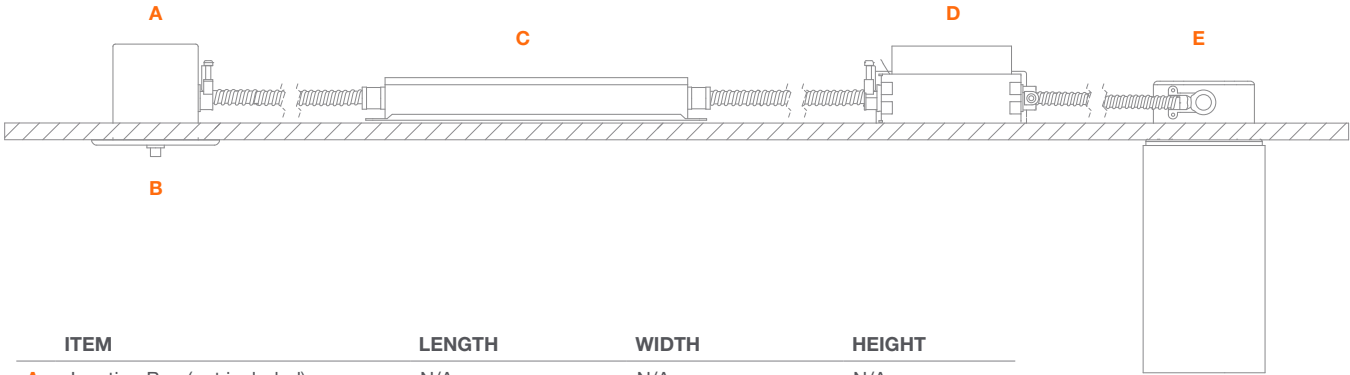


Junction Box (J-Box) Cover

DCCX-J



Emergency Lighting Kit



| ITEM                             | LENGTH            | WIDTH           | HEIGHT           |
|----------------------------------|-------------------|-----------------|------------------|
| A Junction Box (not included)    | N/A               | N/A             | N/A              |
| B Remote Test Switch             | 4 1/2" [114 mm]   | 2 3/4" [70 mm]  | 9/16" [15 mm]    |
| C Emergency LED Driver (Battery) | 10 5/8" [271 mm]  | 2 5/16" [58 mm] | 1 1/2" [38 mm]   |
| D Cylinder Driver                | 4 15/16" [126 mm] | 3 3/8" [85 mm]  | 2 11/16" [68 mm] |
| E Junction Box (not included)    | N/A               | N/A             | N/A              |





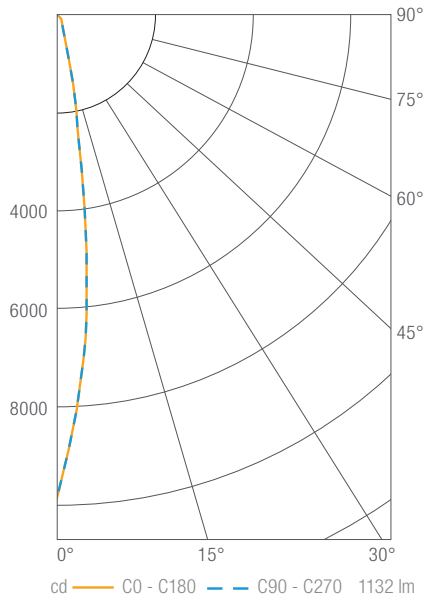
# M Series Cylinder

4" Surface Mount

## PRODUCT SUMMARY

### M Series Cylinder Fixed, 1000 lm, 3000K, Narrow Spot

DC4xxxxD10NSxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 9823 |
| 5°    | 6600 |
| 10°   | 2335 |
| 15°   | 734  |
| 20°   | 357  |
| 25°   | 244  |
| 30°   | 195  |
| 35°   | 159  |
| 40°   | 116  |
| 45°   | 85   |
| 50°   | 61   |
| 55°   | 42   |
| 60°   | 28   |
| 65°   | 16   |
| 70°   | 7    |
| 75°   | 4    |
| 80°   | 2    |
| 85°   | 1    |
| 90°   | 0    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 906    | 80          |
| 0-40  | 1004   | 89          |
| 0-60  | 1110   | 98          |
| 0-90  | 1131   | 100         |
| 0-180 | 1132   | 100         |

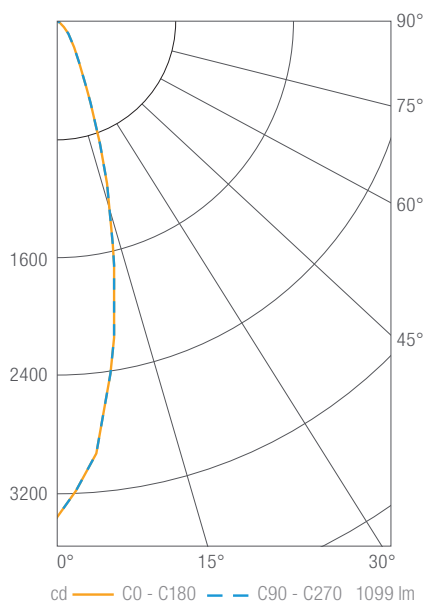
#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 1091         | 0.7'     |
| 6'                | 273          | 1.5'     |
| 9'                | 121          | 2.2'     |
| 12'               | 68           | 2.9'     |

Beam Angle: 14°

### M Series Cylinder Fixed, 1000 lm, 3000K, Spot

DC4xxxxD10SPxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 3366 |
| 5°    | 2967 |
| 10°   | 2203 |
| 15°   | 1391 |
| 20°   | 775  |
| 25°   | 419  |
| 30°   | 248  |
| 35°   | 167  |
| 40°   | 119  |
| 45°   | 87   |
| 50°   | 62   |
| 55°   | 43   |
| 60°   | 26   |
| 65°   | 15   |
| 70°   | 7    |
| 75°   | 4    |
| 80°   | 2    |
| 85°   | 1    |
| 90°   | 0    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 862    | 78          |
| 0-40  | 971    | 88          |
| 0-60  | 1078   | 98          |
| 0-90  | 1098   | 100         |
| 0-180 | 1099   | 100         |

#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 374          | 1.4'     |
| 6'                | 93           | 2.8'     |
| 9'                | 42           | 4.2'     |
| 12'               | 23           | 5.6'     |

Beam Angle: 26°





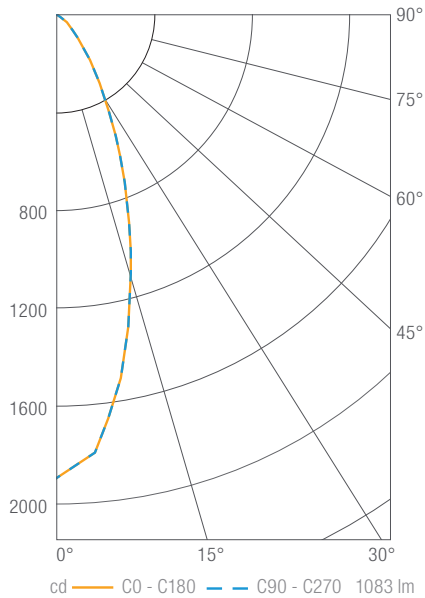
# M Series Cylinder

4" Surface Mount

## PRODUCT SUMMARY

### M Series Cylinder Fixed, 1000 lm, 3000K, Flood

DC4xxxxD10FLxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 1890 |
| 5°    | 1792 |
| 10°   | 1503 |
| 15°   | 1161 |
| 20°   | 849  |
| 25°   | 589  |
| 30°   | 391  |
| 35°   | 256  |
| 40°   | 162  |
| 45°   | 107  |
| 50°   | 74   |
| 55°   | 51   |
| 60°   | 30   |
| 65°   | 18   |
| 70°   | 8    |
| 75°   | 5    |
| 80°   | 3    |
| 85°   | 1    |
| 90°   | 0    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 760    | 70          |
| 0-40  | 925    | 85          |
| 0-60  | 1058   | 98          |
| 0-90  | 1081   | 100         |
| 0-180 | 1083   | 100         |

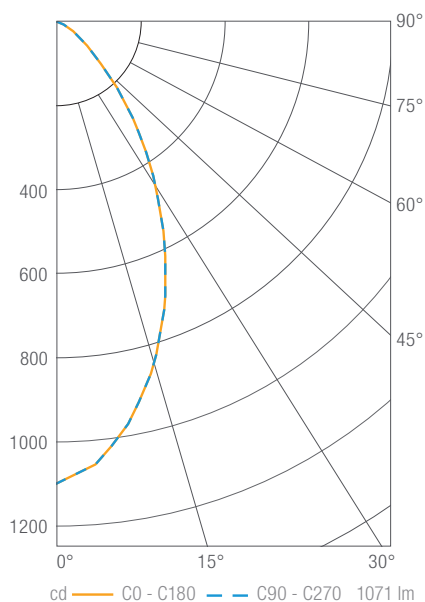
#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 210          | 2.0'     |
| 6'                | 52           | 4.0'     |
| 9'                | 23           | 6.0'     |
| 12'               | 13           | 8.0'     |

Beam Angle: 37°

### M Series Cylinder Fixed, 1000 lm, 3000K, Wide Flood

DC4xxxxD10WFxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 1100 |
| 5°    | 1058 |
| 10°   | 973  |
| 15°   | 866  |
| 20°   | 743  |
| 25°   | 609  |
| 30°   | 478  |
| 35°   | 361  |
| 40°   | 252  |
| 45°   | 161  |
| 50°   | 102  |
| 55°   | 68   |
| 60°   | 41   |
| 65°   | 24   |
| 70°   | 11   |
| 75°   | 6    |
| 80°   | 4    |
| 85°   | 2    |
| 90°   | 0    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 620    | 58          |
| 0-40  | 845    | 79          |
| 0-60  | 1037   | 97          |
| 0-90  | 1069   | 100         |
| 0-180 | 1071   | 100         |

#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 122          | 3.1'     |
| 6'                | 31           | 6.2'     |
| 9'                | 14           | 9.3'     |
| 12'               | 8            | 12.3'    |

Beam Angle: 55°





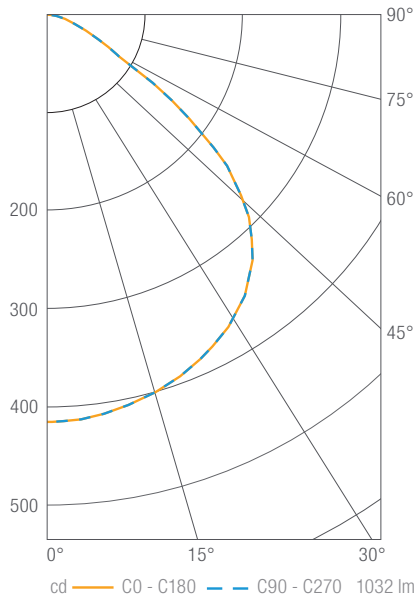
# M Series Cylinder

4" Surface Mount

## PHOTOMETRY

### M Series Cylinder Fixed, 1000 lm, 3000K, General Ambient

DC4xxxxD10GAxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 416  |
| 5°    | 415  |
| 10°   | 410  |
| 15°   | 403  |
| 20°   | 394  |
| 25°   | 382  |
| 30°   | 369  |
| 35°   | 351  |
| 40°   | 327  |
| 45°   | 291  |
| 50°   | 240  |
| 55°   | 162  |
| 60°   | 84   |
| 65°   | 54   |
| 70°   | 33   |
| 75°   | 21   |
| 80°   | 12   |
| 85°   | 6    |
| 90°   | 1    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 333    | 32          |
| 0-40  | 557    | 54          |
| 0-60  | 942    | 91          |
| 0-90  | 1024   | 99          |
| 0-180 | 1032   | 100         |

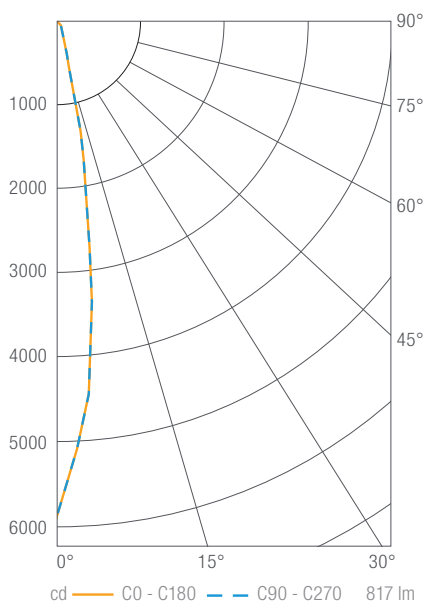
#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 46           | 7.8'     |
| 6'                | 12           | 15.5'    |
| 9'                | 5            | 23.3'    |
| 12'               | 3            | 31.1'    |

Beam Angle: 100°

### M Series Cylinder Adjustable, 750 lm, 3000K, Narrow Spot

DC4xxxxA07NSxxxxx30



#### Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 5897 |
| 5°    | 4418 |
| 10°   | 1911 |
| 15°   | 561  |
| 20°   | 280  |
| 25°   | 165  |
| 30°   | 117  |
| 35°   | 87   |
| 40°   | 69   |
| 45°   | 57   |
| 50°   | 47   |
| 55°   | 38   |
| 60°   | 31   |
| 65°   | 23   |
| 70°   | 16   |
| 75°   | 10   |
| 80°   | 4    |
| 85°   | 1    |
| 90°   | 0    |

Values in candela

#### Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 645    | 79          |
| 0-40  | 701    | 86          |
| 0-60  | 781    | 96          |
| 0-90  | 817    | 100         |
| 0-180 | 817    | 100         |

#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 655          | 0.8'     |
| 6'                | 164          | 1.7'     |
| 9'                | 73           | 2.5'     |
| 12'               | 41           | 3.3'     |

Beam Angle: 16°





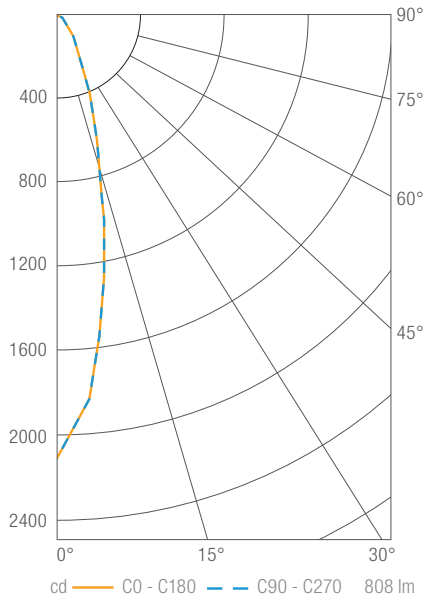
# M Series Cylinder

4" Surface Mount

## PHOTOMETRY

### M Series Cylinder Adjustable, 750 lm, 3000K, Spot

DC4xxxxA07SPxxxxx30



Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 2105 |
| 5°    | 1826 |
| 10°   | 1282 |
| 15°   | 800  |
| 20°   | 497  |
| 25°   | 310  |
| 30°   | 201  |
| 35°   | 137  |
| 40°   | 98   |
| 45°   | 73   |
| 50°   | 57   |
| 55°   | 45   |
| 60°   | 35   |
| 65°   | 23   |
| 70°   | 12   |
| 75°   | 5    |
| 80°   | 3    |
| 85°   | 2    |
| 90°   | 0    |

Values in candela

Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 573    | 71          |
| 0-40  | 668    | 83          |
| 0-60  | 773    | 96          |
| 0-90  | 808    | 100         |
| 0-180 | 808    | 100         |

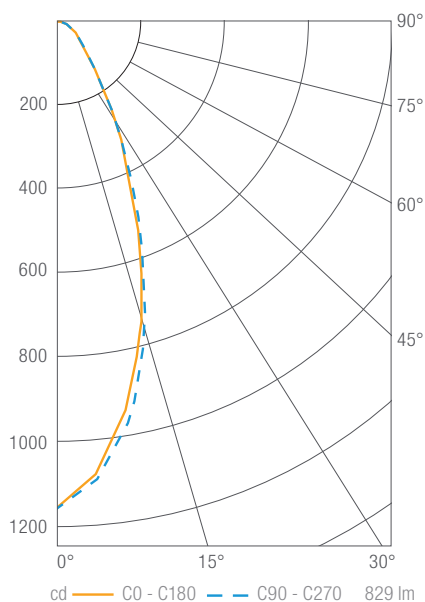
Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 234          | 1.3'     |
| 6'                | 58           | 2.6'     |
| 9'                | 26           | 3.9'     |
| 12'               | 15           | 5.2'     |

Beam Angle: 28°

### M Series Cylinder Adjustable, 750 lm, 3000K, Flood

DC4xxxxA07FLxxxxx30



Luminous Intensity

| Gamma | C 0° |
|-------|------|
| 0°    | 1158 |
| 5°    | 1081 |
| 10°   | 941  |
| 15°   | 765  |
| 20°   | 576  |
| 25°   | 414  |
| 30°   | 288  |
| 35°   | 192  |
| 40°   | 130  |
| 45°   | 96   |
| 50°   | 76   |
| 55°   | 61   |
| 60°   | 49   |
| 65°   | 38   |
| 70°   | 28   |
| 75°   | 18   |
| 80°   | 10   |
| 85°   | 4    |
| 90°   | 0    |

Values in candela

Zonal Lumen Summary

| Zone  | Lumens | Luminaire % |
|-------|--------|-------------|
| 0-30  | 510    | 62          |
| 0-40  | 633    | 76          |
| 0-60  | 766    | 92          |
| 0-90  | 829    | 100         |
| 0-180 | 829    | 100         |

Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3'                | 129          | 2.2'     |
| 6'                | 32           | 4.5'     |
| 9'                | 14           | 6.7'     |
| 12'               | 8            | 9.0'     |

Beam Angle: 41°



# H Series Cylinder

|               |           |       |     |
|---------------|-----------|-------|-----|
| Project:      | RYB       | Type: | XW1 |
| Product Code: | HCW6B30BK | Date: |     |

V093025



## Wall Mount

**ADA Compliant** Wall Mount Cylinder that mounts with ease while maintaining a low profile

**Integrated Brightness Switch** allows you to adjust the lumen output based on wall mounting height and illuminance needs

**Inviting Accent Light** perfect for any exterior or interior environment

**IP65 Rating Standard** ensuring superior protection against harsh exterior elements

### CYLINDER

#### Mount

Wall Mount

#### Size

Diameter: 3.5"

Height: 6.5"

#### Trims

Standard Trim Only

#### Finish

White, Black

### LIGHT OUTPUT & DISTRIBUTION

#### Lumens (Power)

Integrated Brightness Switch  
350 lm (5W), 750 lm (9W), 950 lm (12W)

#### Color Quality

90+ CRI, 3-step SDCM

#### Color Temperature

2700K 3000K  
Warm Dim (3000K – 2200K)

#### Beam Spread



General Ambient (90°+)

#### Lighting Type



Downlight

#### Warranty

5 year limited warranty; 50,000 hours

### POWER & CONTROLS

#### Input Voltage

120 V

#### 5% Dimming

TRIAC/ELV

#### Mounting

2-Gang Switch Boxes  
Most 3O, 4O, 4R & 4S Junction boxes

### RATINGS



Wet Location / IP65 Rated



NSF Listed



DMF LIGHTING 1118 East 223<sup>rd</sup> Street, Carson, CA 90745 323.934.7779 info@dmflighting.com dmflighting.com

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DMF LightSpeed  
Our Quickest Shipping Selections are Highlighted for shipping in 2 days or less

## H Series Cylinder

### Wall Mount

## PRODUCT BUILDER

EXAMPLE: **HCW6B27WH**

|          |              |                                            |                 |                                  |
|----------|--------------|--------------------------------------------|-----------------|----------------------------------|
| CYLINDER | <b>HCW6B</b> | <b>HCW6B</b> H Series Cylinder, Wall Mount |                 |                                  |
| CCT      | <b>30</b>    | <b>27</b> 2700K                            | <b>30</b> 3000K | <b>3C</b> Warm Dim (3000K-2200K) |
| FINISH   |              | <b>WH</b> White                            | <b>BK</b> Black |                                  |

## SUMMARY

|                | STATIC CCT                                                                                                                                                                                                                                                       | WARM DIM                                                         |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| CCT            | 2700K, 3000K                                                                                                                                                                                                                                                     | 3000K - 2200K                                                    |
| LUMENS (POWER) | Up to 950 lm - Selectable 350 lm (5W), 750 lm (9W), 950 lm (12W)                                                                                                                                                                                                 | Up to 950 lm - Selectable 350 lm (5W), 750 lm (9W), 950 lm (12W) |
| EFFICACY       | 70 lm/W, 60 lm/W, 67 lm/W                                                                                                                                                                                                                                        | 70 lm/W, 60 lm/W, 67 lm/W                                        |
| COLOR QUALITY  | 90+ CRI <sup>1</sup> , 3-step SDCM                                                                                                                                                                                                                               | 90+ CRI <sup>1</sup> , 3-step SDCM                               |
| BEAM SPREAD    | General Ambient (90°+)                                                                                                                                                                                                                                           | General Ambient (90°+)                                           |
| DIMMING        | TRIAC/ELV (120V) 5%                                                                                                                                                                                                                                              | TRIAC/ELV (120V) 5%                                              |
| LED CHIP       | Cree                                                                                                                                                                                                                                                             | Bridgelux                                                        |
| LISTINGS       | Energy Star Qualified <sup>2</sup> , California Title 24 2016-2022 JA8-E Compliant, UL Listed for Wet Location IP65 Rated, Shatter-resistant Construction, UL Certified US-CA, Declare, RoHS Compliant, NSF/ANSI 2 listed, suitable for splash-zone <sup>3</sup> |                                                                  |

<sup>1</sup> Tested in accordance to IESNA LM-79-2008

<sup>2</sup> Refer to ENERGY STAR Certified light fixtures database

<sup>3</sup> This product has been evaluated in accordance to NSF/ANSI 2 for Splash Zones having designated trim finishes. Complies with standard black and white finishes only.

## ADDITIONAL

**INPUT VOLTAGE:** 120V

**MAX INPUT CURRENT (120V):** 0.105 amps

**POWER FACTOR:** Greater than 0.9

**TOTAL HARMONIC DISTORTION:** Less than 20%

**AMBIENT OPERATING TEMPERATURE:** -20°C to 40°C

**LIFETIME:** 50,000 hours at 70% lumen maintenance

**WARRANTY:** 5 year limited warranty

**CYLINDER:** Extruded aluminum

**SIZE:** 6.5"

**FINISH:** White, Black

**INSTALLATION:** Standard bracket compatible with two-gang, 3" octagonal, 3" round metallic, 3" round non-metallic old work, 4" octagonal, 4" round, and 4" square junction boxes



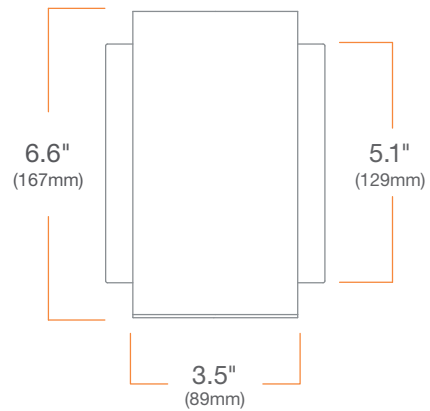
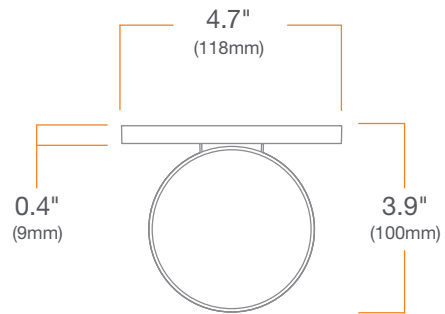


# H Series Cylinder

Wall Mount

## 6.5" Wall Mount

HCW6B



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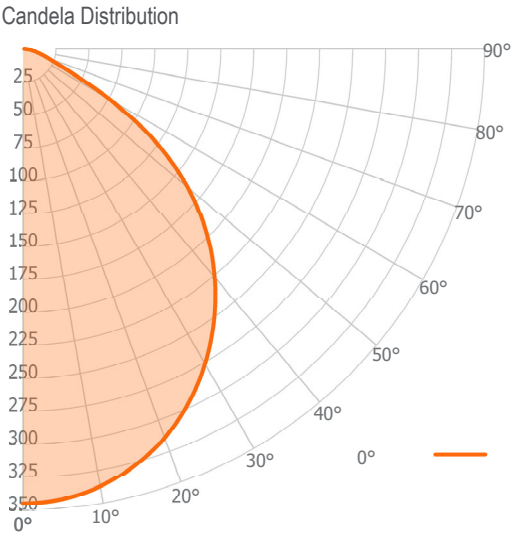


# H Series Cylinder

Wall Mount

## PHOTOMETRY

### HCW6B30WH 750 lm, 9W, 3000K



#### Luminous Intensity

|     | 0°  |
|-----|-----|
| 0°  | 345 |
| 5°  | 343 |
| 10° | 337 |
| 15° | 327 |
| 20° | 314 |
| 25° | 297 |
| 30° | 276 |
| 35° | 252 |
| 40° | 226 |
| 45° | 197 |
| 50° | 163 |
| 55° | 123 |
| 60° | 76  |
| 65° | 35  |
| 70° | 20  |
| 75° | 12  |
| 80° | 7   |
| 85° | 3   |
| 90° | 1   |

#### Zonal Lumen Summary

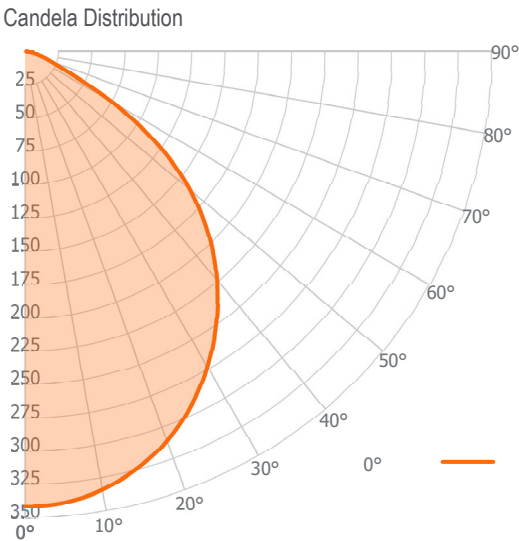
| Zone      | Lumens | Luminaire % |
|-----------|--------|-------------|
| 0° - 30°  | 262    | 35%         |
| 0° - 40°  | 419    | 57%         |
| 0° - 60°  | 679    | 92%         |
| 0° - 90°  | 735    | 100%        |
| 0° - 180° | 737    | 100%        |

#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3 ft              | 38.3 fc      | 6.8 ft   |
| 6 ft              | 9.6 fc       | 13.6 ft  |
| 9 ft              | 4.3 fc       | 20.5 ft  |
| 12 ft             | 2.4 fc       | 27.3 ft  |

Input Watts: **9.0 W**  
Lumens: **737 lm**  
Efficacy: **82 lm/W**  
Beam Angle: **97°**

### HCW6B3CWH 750 lm, 9W, 3000K-2200K



#### Luminous Intensity

|     | 0°  |
|-----|-----|
| 0°  | 342 |
| 5°  | 340 |
| 10° | 334 |
| 15° | 324 |
| 20° | 311 |
| 25° | 294 |
| 30° | 273 |
| 35° | 250 |
| 40° | 224 |
| 45° | 195 |
| 50° | 161 |
| 55° | 122 |
| 60° | 75  |
| 65° | 35  |
| 70° | 20  |
| 75° | 12  |
| 80° | 7   |
| 85° | 3   |
| 90° | 1   |

#### Zonal Lumen Summary

| Zone      | Lumens | Luminaire % |
|-----------|--------|-------------|
| 0° - 30°  | 259    | 35%         |
| 0° - 40°  | 415    | 57%         |
| 0° - 60°  | 672    | 92%         |
| 0° - 90°  | 728    | 100%        |
| 0° - 180° | 730    | 100%        |

#### Illuminance Chart

| Distance from LED | Foot Candles | Diameter |
|-------------------|--------------|----------|
| 3 ft              | 38.0 fc      | 6.8 ft   |
| 6 ft              | 9.5 fc       | 13.6 ft  |
| 9 ft              | 4.2 fc       | 20.5 ft  |
| 12 ft             | 2.4 fc       | 27.3 ft  |

Input Watts: **9.0 W**  
Lumens: **730 lm**  
Efficacy: **81 lm/W**  
Beam Angle: **97°**







January 18, 2026

To whom it may concern,

On behalf of CarShare Vermont, I am writing to offer my enthusiastic support for Ride Your Bike, LLC's proposed Lakeside Avenue development, which includes more than 200 residential units in phase one, with additional phases to follow.

This project represents an exciting opportunity to deliver much needed housing in an area of Burlington that is well positioned for thoughtful growth. It also stands out for its intentional focus on providing future residents with easy, affordable mobility options, rather than prioritizing excess parking for personal vehicles. CarShare Vermont has been collaborating with Ride Your Bike, LLC to jointly envision an on site carsharing network that would serve both residents and neighbors, providing shared access to vehicles while reducing demand for private car ownership and the parking spaces those vehicles require.

For nearly two decades, CarShare Vermont has operated a nonprofit carsharing service in the Burlington area, enabling hundreds of households to meet their transportation needs with significantly fewer personally owned vehicles. In 2025, 82 percent of CarShare Vermont members reported shedding a vehicle or choosing not to purchase one because of our service. With 87 percent of members belonging to zero or one vehicle households, members also drive substantially less, reducing their carbon footprint while saving money. Each CarShare Vermont vehicle replaces an estimated 15 privately owned vehicles, further reducing parking demand within the community.

I am both excited and hopeful about Ride Your Bike, LLC's vision and commitment to creating a development that thoughtfully prioritizes mobility, affordability, and sustainability over cars.

Sincerely,



Annie Bourdon  
Founding Executive Director





From: **Scott Gustin** <[SGustin@burlingtonvt.gov](mailto:SGustin@burlingtonvt.gov)>  
Date: Thu, Feb 5, 2026 at 10:59 AM  
Subject: RE: 125 Lakeside Ave development  
To: Annie Bourdon <[annie@carsharevt.org](mailto:annie@carsharevt.org)>

Fabulous! What a pleasant surprise 😊

Scott Gustin, AICP, CFM  
Principal Planner & Zoning Division Manager  
Dept. of Permitting & Inspections  
645 Pine Street, Burlington, VT  
802-865-7189

**From:** Annie Bourdon <[annie@carsharevt.org](mailto:annie@carsharevt.org)>  
**Sent:** Thursday, February 5, 2026 10:56 AM  
**To:** Scott Gustin <[SGustin@burlingtonvt.gov](mailto:SGustin@burlingtonvt.gov)>  
**Subject:** Re: 125 Lakeside Ave development

[ WARNING ]: This email was sent from someone outside of the City of Burlington.

Hi Scott,

Yes, I actually provided a letter of support for this project. We've been working closely with the development team--the plan is to provide memberships and make vehicles available at the property (available to residents and the general public). The Ride Your Bike team has been very proactive and invested in the collaboration with CSVt.

Thanks,

Annie

On Thu, Feb 5, 2026 at 10:45 AM Scott Gustin <[SGustin@burlingtonvt.gov](mailto:SGustin@burlingtonvt.gov)> wrote:  
Hi Annie,

Checking in with the usual question: Have the applicants for the 125 Lakeside Ave development reached out to Carshare for their proposed TDM plan? They cite Carshare memberships. It's a 204-unit residential project with ~7,000 commercial space proposed by Ride Your Bike, LLC and Rose Companies.

Scott

Scott Gustin, AICP, CFM  
Principal Planner & Zoning Division Manager  
Dept. of Permitting & Inspections  
645 Pine Street, Burlington, VT  
802-865-7189

--

Annie Bourdon (she/her)  
Executive Director  
CarShare Vermont  
[www.carsharevt.org](http://www.carsharevt.org)  
802-861-2340



## Department of Permitting & Inspections

Zoning Division  
645 Pine Street  
Burlington, VT 05401  
Telephone: (802) 865-7188  
(802) 865-7195 (FAX)

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



**TO:** Development Review Board  
**FROM:** Scott Gustin  
**DATE:** February 17, 2026  
**RE:** ZP-26-19; 125 Lakeside Avenue

=====

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

Zone: E-LM Ward: 5

Owner/Applicant: Ride Your Bike, LLC/Andrew Foley

**Request:** Preliminary plat review of 3-lot subdivision and area for future road right-of-way. No development included.

### **Applicable Regulations:**

Article 4 (Zoning Maps and Districts), Article 6 (Development Criteria & Guidelines), and Article 10 (Subdivision)

### **Background Information:**

The applicant is seeking preliminary plat approval for a 3-lot subdivision and related delineation of rights-of-way for future public streets. No development is included in this subdivision. All development anticipated on the subject lands is to be pursued under separate zoning permit.

Sketch plan review with the Development Review Board occurred September 3, 2024. As this subdivision is related to a "major impact" zoning application, separate final plat review will be required.

**Recommendation:** Preliminary plat approval as per, and subject to, the following findings and conditions.

## **I. Findings**

### **Article 4: Maps & Districts**

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

### 1. Dimensional Standards & Density

Proposed lot 1 will be the site of the first building in what is anticipated to be a larger, more comprehensive development. Lots 1 and 3 comply with the maximum block perimeter standard in Table 4.5.6-1. Lot 2 is the remainder of the existing lot and will be further subdivided under separate application in the future. As proposed, lot 2 will lessen the degree of existing nonconformity as to block perimeter and is acceptable. **(Affirmative finding)**

### 2. Frontage and Ground Floor Activation Standards

Not applicable for subdivision review.

### 3. Parking

Not applicable for subdivision review.

### 4. Uses

Not applicable for subdivision review.

## Article 6: Development Review Standards:

### Part 1: Land Division Design Standards

#### Section 6.1.2 Review Standards

##### (a) Protection of important natural features

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



There are no significant natural features in the land to be subdivided. The existing conditions consist largely of surface parking. **(Affirmative finding)**

*(b) Block Size and Arrangement*

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

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

*(c) Arrangement of Lots*

*The size and arrangement of new lots shall reflect and perpetuate the existing development pattern of the surrounding neighborhood. Lots shall be created in such a way as to enable their development pursuant to the requirements of this ordinance, and ensure a clear transfer of title.*

The proposed lot sizes and arrangement reflect the dimensional standards of the SEID overlay. Existing and proposed public street frontage are incorporated. Just 3 lots are proposed, and they are consistent with nearby parcel patterns in the SEID overlay.

*Interior lot lines extending from a street should be perpendicular or radial to the street right-of-way line to the greatest extent feasible. Flag lots and through lots are discouraged, and shall be allowed only to the extent where topography and existing block and lot arrangement allow no suitable alternative. In such cases, a minimum frontage for access of 20 feet shall be required.*

No flag lots are proposed. Lots 1 and 3 are regularly shaped. As the remaining parcel, lot 2 is somewhat irregular; however, even lot 2's boundary lines are fairly regular in their configuration. See also Sec. 4.5.6. **(Affirmative finding)**

*(d) Connectivity of streets within the city street grid*

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

This initial subdivision utilizes existing street frontage along Lakeside Avenue and also creates right-of-way space for future public streets. These new public streets will provide street frontage for each of the proposed lots and, likely, future subdivided lots. The future street rights-of-way show the initial stages of a future street grid. Conditions relative to dedication to the city will accompany final plat review.

The Department of Public Works (DPW) has commented on the preliminary plat and has noted that the depicted future street right-of-way needs to be 50.5' wide (not 50' as depicted) and that the total right-of-way area is 0.5 acre rather than 0.62 as previously shared with DPW. DPW also notes the requirement for curb cut access permit and that the concrete sidewalk at the northern property boundary is private. DPW comments must be addressed prior to final plat approval. **(Affirmative finding as conditioned)**

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

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



Sidewalks and multi-use paths shall be constructed to Department of Public Works standards and dedicated to the city. No sidewalks are depicted on the preliminary plat plans. Rather, they are included with the associated zoning permit for development on lot 1. **(Affirmative finding)**

## **Article 10: Subdivision**

### **Sec. 10.1.8, Preliminary Plat Review**

#### *D. Review Criteria*

*Decisions by the DRB on a preliminary plat shall be based on the project's conformance with the following:*

- 1. The requirements of the underlying zoning district(s) and all applicable overlay district(s) as set forth in Article 4;*  
See Article 4 above.
- 2. The review criteria for Conditional Uses and Major Impact in Article 3, Part 5 where applicable;*  
Not applicable.
- 3. The requirements of Article 5 with regard to Special Uses and Performance Standards as applicable; and,*  
Not applicable.
- 4. The land division and site development principles and design standards in Article 6.*  
See Article 6 above.

### **Sec. 10.1.10, Performance Bond and Guarantee of Completion**

#### *(a) Bonds and Securities*

New public street rights-of-way are included in this subdivision application; however, construction of public infrastructure within those rights-of-way is included in separate permit application (ZP-26-18). This criterion is addressed under that separate application.

**(Affirmative finding)**

## **II. Conditions of Approval**

1. This preliminary plat approval in no way grants or implies final plat approval.
2. Within 1 year of preliminary plat approval, a complete final plat application shall be submitted. Otherwise, the preliminary plat approval will expire unless extended by the DRB following written request by the applicant.
3. Preliminary plat comments from the Department of Public Works shall be addressed prior to final plat review and approval:
  - a. The depicted future street right-of-way needs to be 50.5' wide (not 50' as depicted);
  - b. Total right-of-way area (0.5 acre vs. 0.62) must be clarified;
  - c. Curb cut access permit will be required; and,
  - d. Note on the plat that the concrete sidewalk at the northern property boundary is private.





**City of Burlington**  
Department of Public Works

Technical Services Engineering Division  
645 Pine Street, Suite A  
Burlington, VT 05402  
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450  
[www.burlingtonvt.gov/DPW](http://www.burlingtonvt.gov/DPW)

---

**To:** *City of Burlington Planning & Zoning  
Ride Your Bike, LLC / Andrew Foley*

**From:** *Laura Wheelock P.E. – City Engineer/Ass't Director, DPW  
Corey Mims P.E. – Senior Public Works Engineer, DPW*

**Subject:** *Ride Your Bike Building A; 125 Lakeside Avenue*

---

The Department of Public Works (DPW) has been working with the South End Coordinated Redevelopment (SECORD) team to review and discuss details of the project as it relates to the public Right-of-Way (ROW) along Lakeside Avenue, the project intersections on Lakeside Avenue, as well as the internal streets as the applicant has indicated that they would like to turn over to the City 50.5-foot public ROW for the primary internal street (Innovation Lane). DPW has conducted our review on both the Preliminary Plat dated 11/21/2025 as well as the Traffic Impact Study sent from VHB to DPW Tech services on 12/3/2025. Water Resources review to be submitted separately.

**Subdivision Preliminary Plat:**

DPW review of submitted Preliminary Plat resulted in the following comments:

- Concrete sidewalk located at the northern property boundary (south side of Lakeside Ave) is not owned or maintained by the City of Burlington
- Change to property access must be applied for separately with DPW
- Future Street ROW should maintain 50.5' minimum
- Future Street area of 0.5 Acres appears different than previously shared with DPW (0.62 acres). This should to be confirmed.
- Any private street that the applicant may want to discuss turning over to the City should be designed and constructed to meet City of Burlington standards. The applicant should work closely with DPW staff to ensure design of ROW ensures sufficient room to meet public's various mobility, utility and public space needs

**Traffic Impact Study (TIS):**

DPW has been working with the Development Team for over a year and a traffic impact study is required for evaluation of future street connection and impacts to public right of way operations.

1. Intersection operations and signal assumptions:

- Clarify which signal timing plans were used in the analysis (current field timings versus final designed Champlain Parkway timing).
- Clarify if the timings reflect post-Champlain Parkway opening operations.



- Why is there not a total intersection LOS evaluation for Champlain Parkway and Lakeside
  - Identify whether planned signal timing changes or signal optimization scenarios were evaluated and summarize their effect on intersection performance, if applicable.
  - Request that new traffic counts (post Champlain Parkway opening) to review peak hour signal delays
2. HULA parking usage and relocation:
- Note existing HULA use of the parking lot as part of existing conditions.
  - Address the planned relocation of HULA parking operations and how this change is incorporated into the traffic analysis assumptions.
  - Clarify how any relocated parking spaces for HULA are reflected in traffic counts, trip generation, or operational assumptions.
3. Land Use and trip gen assumptions
- Clarify the basis for applying a flat 25 percent internal capture assumption across all commercial uses for this phase and if this assumption reflects site-specific conditions.
  - Clarify the methodology used to apply internal capture, including if vehicle trips were converted to person trips and reconverted.
  - Include applicable ITE rates or calculations behind trip numbers that are shown in figure 4.
  - Confirm whether total peak hour trips (approximately 80–90 vehicles) are consistent with the assumed land uses and internal capture methodology.
  - Clarify how localized LOS D or E conditions and associated queue lengths were evaluated with respect to spillback potential?
4. Proposed New Crosswalk
- The proposed crosswalk located on the western side of future street and crossing Lakeside Ave is located in the stacked queue for the signalized intersection. This needs to be reviewed for relocation or removal.

**Development Area of Impact:**

It should be noted that with the recent completion of the Champlain Parkway Project. Excavation and replacement of infrastructure installed with federal funds so recent to its installation may trigger repayment of those federal dollars. DPW will share the proposed area of impacts with the State and FHWA to determine if repayment would be pursued and further discussions with the applicants may be required to work through any participation details.

Future connection to the Champlain Parkway is not identified in this phase of permitting and requires further design and review of the full site and internal traffic flows for consideration.

Should you have any questions please contact me at [cmims@burlingtonvt.gov](mailto:cmims@burlingtonvt.gov) or 802.922.5001.



It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and materials are correctly shown.  
This plat is my faithful representation of record evidence, parcel evidence, physical site conditions at the time of survey and all other specific evidence referred to in the notes section and on the plat herein. This plat meets the requirements of VT statute title 27, chapter 17, section 1403.

Draft For Permitting

Nathan O. Yager VT LLS # 59685

Date 11/21/2025

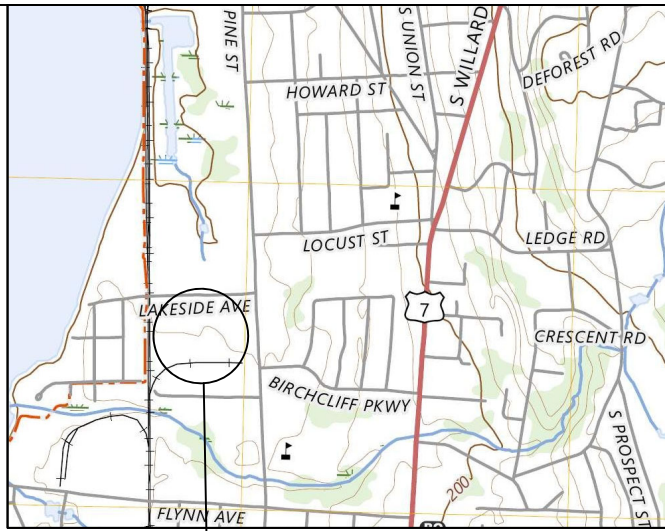


Project Engineer  
"It is hereby certified that this plat fully complies with all engineering requirements set forth in the subdivision regulations of the City of Burlington and all other engineering requirements of Burlington, Vermont"

By:

Registered

Seal

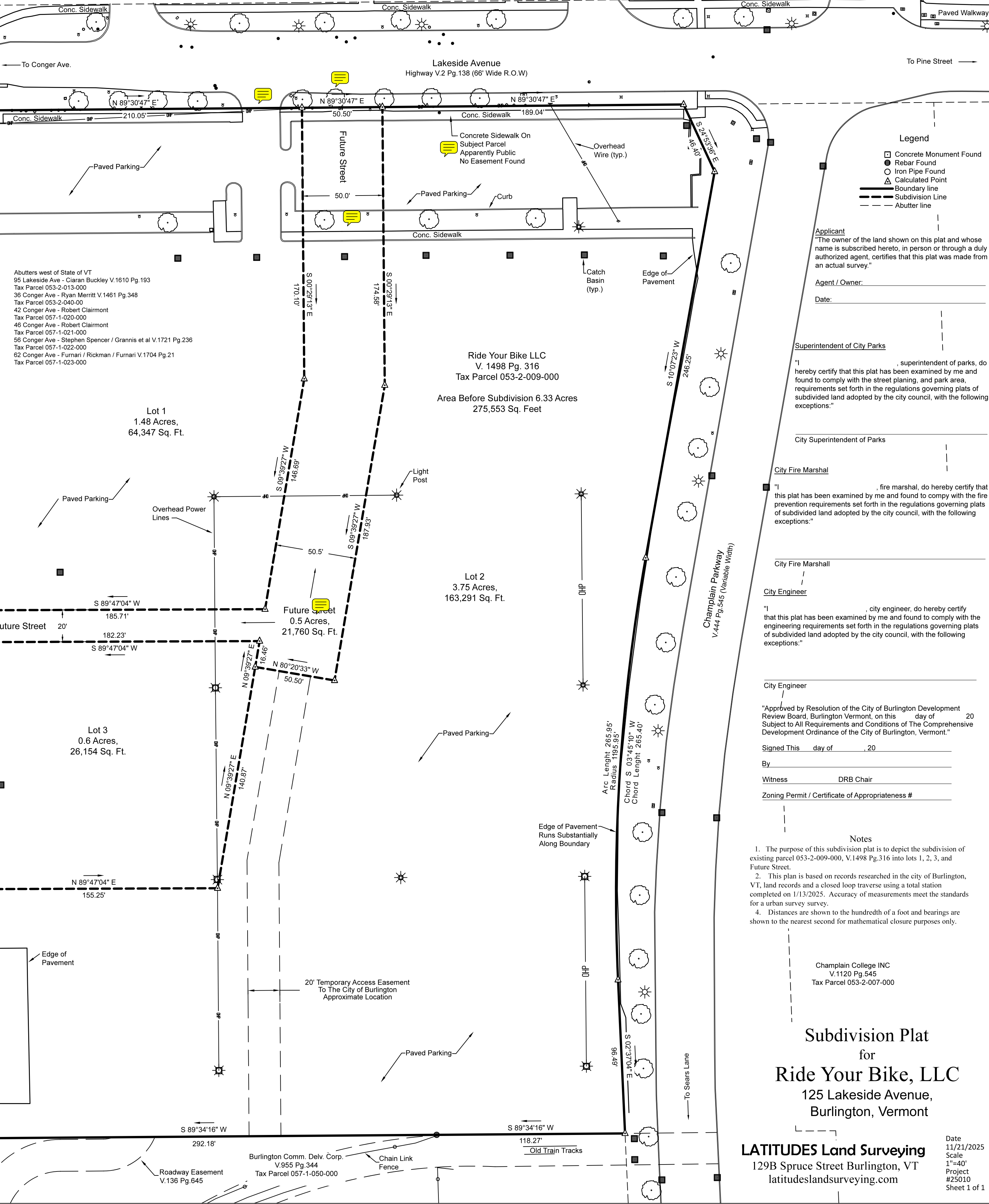


VT State Plane North  
Vertical Datum NAVD88



Graphic Scale

Fortieth Burlington LLC  
V.890 Pg.9  
Tax Parcel 053-2-010-000



Legend

- Concrete Monument Found
- Rebar Found
- Iron Pipe Found
- Calculated Point
- Boundary line
- Subdivision Line
- Abutter line

Applicant

"The owner of the land shown on this plat and whose name is subscribed hereto, in person or through a duly authorized agent, certifies that this plat was made from an actual survey."

Agent / Owner:

Date:

Superintendent of City Parks

"I, \_\_\_\_\_, superintendent of parks, do hereby certify that this plat has been examined by me and found to comply with the street planing, and park area, requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Superintendent of Parks

City Fire Marshal

"I, \_\_\_\_\_, fire marshal, do hereby certify that this plat has been examined by me and found to comply with the fire prevention requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Fire Marshal

City Engineer

"I, \_\_\_\_\_, city engineer, do hereby certify that this plat has been examined by me and found to comply with the engineering requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Engineer

"Approved by Resolution of the City of Burlington Development Review Board, Burlington Vermont, on this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
Subject to All Requirements and Conditions of The Comprehensive Development Ordinance of the City of Burlington, Vermont."

Signed This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

By

Witness \_\_\_\_\_ DRB Chair

Zoning Permit / Certificate of Appropriateness # \_\_\_\_\_

Notes

- The purpose of this subdivision plat is to depict the subdivision of existing parcel 053-2-009-000, V.1498 Pg.316 into lots 1, 2, 3, and Future Street.
- This plan is based on records researched in the city of Burlington, VT, land records and a closed loop traverse using a total station completed on 1/13/2025. Accuracy of measurements meet the standards for a urban survey survey.
- Distances are shown to the hundredth of a foot and bearings are shown to the nearest second for mathematical closure purposes only.

Champlain College INC  
V.1120 Pg.545  
Tax Parcel 053-2-007-000

Subdivision Plat  
for  
Ride Your Bike, LLC  
125 Lakeside Avenue,  
Burlington, Vermont

LATITUDES Land Surveying  
129B Spruce Street Burlington, VT  
latitudeslandsurveying.com

Date  
11/21/2025  
Scale  
1"=40'  
Project  
#25010  
Sheet 1 of 1



It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and materials are correctly shown.  
This plat is my faithful representation of record evidence, parcel evidence, physical site conditions at the time of survey and all other specific evidence referred to in the notes section and on the plat herein. This plat meets the requirements of VT statute title 27, chapter 17, section 1403.

Draft For Permitting

Nathan O. Yager VT LLS # 59685

Date 11/21/2025

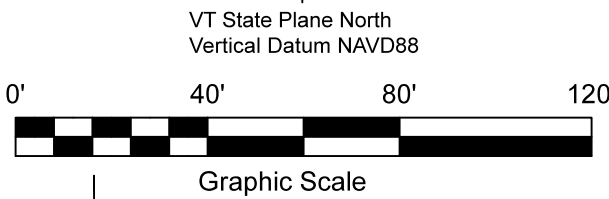
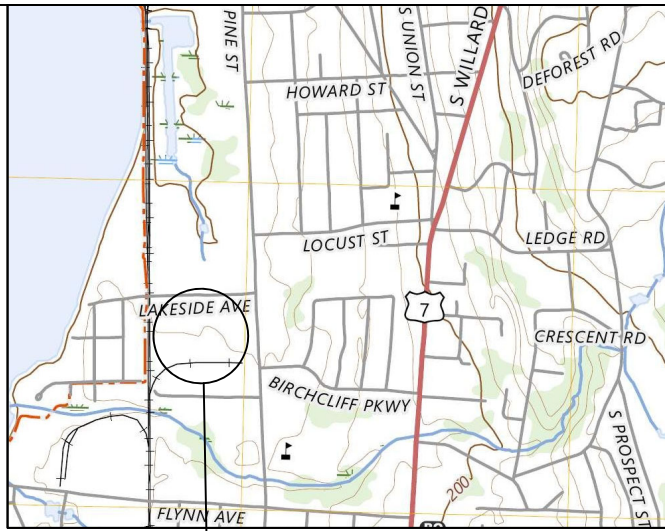


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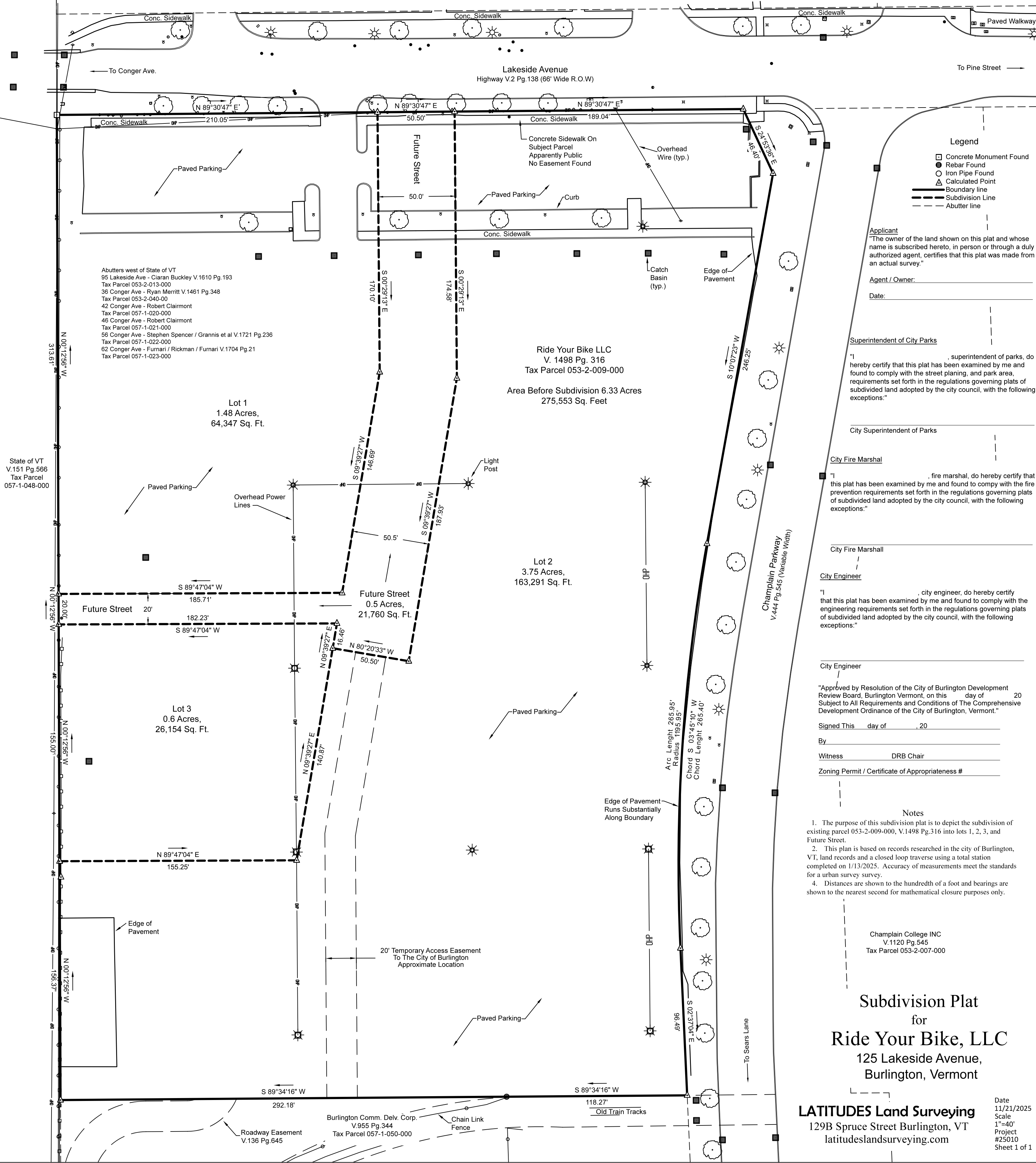
By:

Registered

Seal



Fortieth Burlington LLC  
V.890 Pg.9  
Tax Parcel 053-2-010-000



Legend

- Concrete Monument Found
- Rebar Found
- Iron Pipe Found
- Calculated Point
- Boundary line
- Subdivision Line
- Abutter line

Applicant

"The owner of the land shown on this plat and whose name is subscribed hereto, in person or through a duly authorized agent, certifies that this plat was made from an actual survey."

Agent / Owner:

Date:

Superintendent of City Parks

"I, \_\_\_\_\_, superintendent of parks, do hereby certify that this plat has been examined by me and found to comply with the street planing, and park area, requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Superintendent of Parks

City Fire Marshal

"I, \_\_\_\_\_, fire marshal, do hereby certify that this plat has been examined by me and found to comply with the fire prevention requirements set forth in the regulations governing plats of subdivided land adopted by the city council, with the following exceptions:"

City Fire Marshal

City Engineer

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City Engineer

"Approved by Resolution of the City of Burlington Development Review Board, Burlington Vermont, on this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_ Subject to All Requirements and Conditions of The Comprehensive Development Ordinance of the City of Burlington, Vermont."

Signed This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

By

Witness \_\_\_\_\_ DRB Chair

Zoning Permit / Certificate of Appropriateness # \_\_\_\_\_

Notes

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Date  
11/21/2025  
Scale  
1"=40'  
Project  
#25010  
Sheet 1 of 1



## Project Narrative for COA Level III Combined Preliminary and Final Plat Subdivision

**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

---

The parcel is 6.33 acre in size and currently used for surface parking. Specifically, the proposed subdivision includes the creation of two additional lots and proposed public right-of-way (ROW) as follows:

- Lot 1: 1.48 ac.
- Lot 2: 3.75 ac.
- Lot 3: 0.60 ac.
- ROW: 0.50 ac.
- Total: 6.33 ac.

As permitted under Section 10.1.7, respectively request the DRB conduct the review of the preliminary and final subdivision plats in one single public hearing. No physical improvements are proposed with the subdivision application, therefore no construction drawings, plans and profiles, are included in the proposed subdivision plat.

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

### **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 project is a subdivision of land that will allow for future development in accordance with the E-LM district and SEID overlay purpose.

##### **(b) Dimensional Standards & Density**



**Table 4.5.6-1: SEID Dimensional Standards & Density**

| Block Perimeter <sup>1</sup> | Max. Intensity (floor area ratio <sup>2,3</sup> ) | Max Building Size per Floorplate <sup>4,5</sup>                                                                     | Max. Lot Coverage & Pervious Surface Required | Minimum Building Setbacks <sup>6</sup> |                                    |                                    | Max. Height <sup>7</sup> |
|------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------|------------------------------------|------------------------------------|--------------------------|
|                              |                                                   |                                                                                                                     |                                               | Front                                  | Side                               | Rear                               |                          |
| 1,600' max                   | 2.5 FAR                                           | Floors 1-6:<br>15,000 sq. ft.<br><br>Floors 7-8:<br>10,000 sq. ft.<br><i>Except as permitted by Sec.4.5.6 (c) 1</i> | 80% max impervious                            | 0' min<br><br>20' max <sup>5</sup>     | 0' min<br><br>20' max <sup>5</sup> | 0' min<br><br>20' max <sup>6</sup> | 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 lots are less than 1,600ft perimeter. There are no minimum lot size or street frontage requirements in the SEID zone. Building FAR, lot coverage, and building height are unaffected by the proposed subdivision.

***(c) Permitted & Conditional Uses***

Not applicable for subdivision application.

***(d) District Specific Regulations***

Not applicable for subdivision application.

**Article 6: Development Review Standards:**

***Part 1, Land Division Design Standards***

***(a) Protection of important natural features***

No physical improvements are proposed with the subdivision application. Further, the existing parcel is a paved parking lot with no important natural features.

***(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 SEID plan.



***(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 SECD plan.

***(d) Connectivity of streets within the city street grid***

The subdivision plat depicts a new public street ROW that connects to Lakeside Avenue at the north and an existing easement to Sears Lane at the south. Actual street construction details will be reviewed separately as part of the 125 Lakeside Phase 1 zoning permit noted above. For the purposes of this subdivision, the proposed public street ROW will enable connection of the lots to the city's public street network.

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

Street, sidewalk, and multi-purpose path connectivity will be reviewed and considered under a separate zoning permit application for development. 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***

Not applicable for subdivision application.

***Part 3, Architectural Design Standards***

***Sec. 6.3.2, Review Standards***

Not applicable for subdivision application.

**Article 10: Subdivision**

***Sec. 10.1.8, Preliminary Plat Review and Sec. 10.1.9, Final Plat Review***

***D. Review Criteria***

***Decisions by the DRB on a preliminary and final plat shall be based on the project's conformance with the following:***

- 1. The requirements of the underlying zoning district(s) and all applicable overlay district(s) as set forth in Article 4;***

See Article 4 above.

- 2. The review criteria for Conditional Uses and Major Impact in Article 3, Part 5 where applicable;***



Not applicable for subdivision application.

**3. *The requirements of Article 5 with regard to Special Uses and Performance Standards as applicable; and,***

Not applicable for subdivision application.

**4. *The land division and site development principles and design standards in Article 6.***

See Article 6 above.







## Department of Permitting & Inspections

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

William Ward, Director  
Scott Gustin, AICP, CFM, Principal Planner  
Mary O'Neil, AICP, Principal Planner  
Kirk Dressing, Associate Planner  
Joseph Cava, Permit Technician  
Collin Miller, Code Compliance Officer  
vacant, DPI Administrator



**TO:** Development Review Board  
**FROM:** Kirk Dressing  
**DATE:** February 17, 2026  
**RE:** ZP-25-425; 52 North Cove Road

=====

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

Zone: RL Ward: 7

Owner/Applicant: Jackson Miller

**Request:** Proposed construction of a single utility-ready site for a movable dwelling consisting of a raised platform with utility connections.

### **Applicable Regulations:**

Article 3 (Applications, Permits, & Project Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking)

### **Background Information:**

The applicant is seeking approval to construct a platform for tiny home on wheels with associated porch, and driveway, as well as 2 runs of fencing, and a storage shed on a vacant parcel abutting the Winooski River. The parcel is within the Wetland Protection Zone, Special Flood Hazard Area, and Riparian and Littoral Overlay.

The Conservation Board reviewed this application February 02, 2026. The Board recommended approval of the project with the recommendation to do restoration planting with native riparian species.

Previous zoning actions for this property are noted below.

- **ZP-25-90** (03/17/2025) – Proposed construction of anchored tiny house on existing vacant parcel. **(Withdrawn)**
- **ZP-07-591** (09/20/2007) – Surface parking lot adjacent to wetlands **(Approved)**
- **ZP-07-501** (08/20/2007) – Surface parking lot adjacent to wetlands. **(Approved)**
- **ZP-1999-256** (06/01/1999) – Installation of stockade style fencing (3' And 6') along the side boundary of the vacant lot. **(Approved)**

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

### **I. Findings**



## **Article 3: Applications, Permits, & Project Reviews**

### **Sec. 3.3.1, Applicability:**

Impact fees may be due upon completion of the new single family home. Water impact fees are determined by estimated flows. Transportation impact fees are determined by estimated peak hour trip ends. Applicability of impact fees is determined by the city's Water Resources Division and Department of Public Works. **(Affirmative finding as conditioned)**

## **Article 4: Maps & Districts**

### **Sec. 4.4.5, Residential Districts:**

#### ***(a) Purpose***

##### ***(1) Residential Low Intensity (RL)***

This district is intended for relatively low density residential development that includes a mix of housing types, generally including single family homes through quadplexes. The proposed single family residence is consistent with this intent. **(Affirmative finding)**

#### ***(b) Dimensional Standards***

The subject property has  $\pm 13'$  of road frontage and it will not be changed. The minimum frontage is  $30'$ . Per Table 4.4.5-1 the DRB may reduce the frontage requirements for lots fronting a cul-de-sacs.

The front proposed yard setback is  $\pm 12'$ . There are only 2 parcels adjacent to the property, with front setbacks of  $\pm 22'$  and  $\pm 0'$  respectively. Per Table 4.4.5-1 the minimum setback is the average of the adjacent properties ( $11'$ )  $\pm 5'$  ( $6'-15'$ ). The southerly side yard setback is given as  $13'$  and the westerly side yard setback is given as  $9'$ . There is only 1 abutting property and it has a side yard setback of  $\pm 7'$ . Both comply with the average abutting property side yard setback.

Proposed lot coverage will be  $\pm 2.5\%$  and remains below the maximum permissible  $45\%$ .

The proposed home will be  $\pm 15'$  at the highest point of the roof rise and is below the  $35'$  height limit.

The maximum permissible number of dwelling units in the home is 4. Just 1 dwelling unit is included in this proposal.

The footprint of the principal structure will be  $240$  sf and is below the maximum permissible  $1,800$  sf. **(Affirmative finding)**

#### ***(c) Permitted & Conditional Uses***

The single family home is a permitted use in the RL. **(Affirmative finding)**

#### ***(d) District Specific Regulations***

##### ***1. Additional Residential Development Permitted***

**(Not applicable)**

##### ***2. Exceptions to Dimensional Standards***

**(Not applicable)**

##### ***3. Exception for Neighborhood Commercial Uses***



(Not applicable)

#### **4. Miscellaneous Standards**

(Not applicable)

#### **Sec. 4.5.3, Natural Resource Protection Overlay (NR) District**

##### ***(c) District Specific Regulations: Riparian and Littoral Conservation Zone***

The subject property is largely affected by the Riparian Conservation Zone and this overlay zone limits the clearing of trees over 6" caliper and addresses new stormwater outfalls. No trees are proposed to be removed and no new stormwater outfalls are proposed. The Conservation Board reviewed the proposal and recommended restoration plantings of native riparian species. Details will need to be provided with a proposed landscaping plan. **(Affirmative finding as conditioned)**

##### ***(d) District Specific Regulations: Wetland Conservation Zone***

##### ***(6) Criteria for Review***

The property is affected by the 100' wide buffer zone of nearby wetlands. There will be  $\pm 1,200$  sf of buffer disturbance during construction, and  $\pm 320$  sf of permanent disturbance after construction including the above grade leachfield. Both the wetland and the natural area will remain physically undisturbed and a naturally vegetated 45' buffer will remain between the proposed platform and residential unit and the wetland and natural area. **(Affirmative finding)**

##### ***(e) District Specific Regulations: Natural Areas Zone***

##### ***(5) Criteria for Review***

See 4.5.3(d)(6) above.

##### ***(f) District Specific Regulations: Special Flood Hazard Area***

##### ***(7) Special Review Criteria***

##### **A. The danger to life and property due to increased flood heights or velocities caused by encroachments**

The proposed structures are going to be built on posts and elevated above the base flood elevation meaning there will be minimal to no impact on flood heights and velocities. **(Affirmative finding)**

##### **B. The danger that material may be swept on to other lands or down stream to the injury of others**

The screened porch, tiny home pad, and related items such as exterior utility enclosure and shed must be constructed or installed and anchored such that they will remain in place during times of flooding. Per Agency of Natural Resource comments the fence should be constructed with a gap at the bottom to allow for floodwater/debris to pass. **(Affirmative finding as conditioned)**

##### **C. The proposed water supply and sanitation system**

The new home will be served by city water. The proposed septic system has been reviewed and approved by the Vermont Department of Environmental Conservation. A state wastewater permit has been issued. **(Affirmative finding)**

##### **D. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners**

The proposed tiny home pad and screened porch will be constructed on, and anchored to, helical piers and concrete sonotube footings. The lowest horizontal member of each structure will be



elevated to 102'. Floor level will be at or above 103' elevation. Such elevation should reduce the potential for flood-related damage. Elevation information for the utility service enclosure is not specified. This enclosure needs to be elevated at or above 103' elevation. An elevation certificate will be required to confirm structure elevations upon completion of construction. **(Affirmative finding as conditioned)**

**E. The importance of the services provided by the proposed facility to the community**

The city has long standing policy in place to preserve, protect and expand its housing stock. The proposed work will result in a new home where there was not one before. **(Affirmative finding)**

**F. The availability of alternative locations not subject to flooding for the proposed use**

The entirety of the property is located within the Special Flood Hazard area. **(Affirmative finding)**

**G. The compatibility of the proposed use with existing development and development anticipated in the foreseeable future**

The surrounding area is a residential neighborhood. The introduction of a new single family home is compatible with existing development in this neighborhood. **(Affirmative finding)**

**H. The relationship of the proposed use to the Municipal Development Plan**

The Open Space Protection Plan is incorporated into the Municipal Development Plan by reference. The proposed construction tightly limits impacts on nearby wetlands and the riparian buffer. In addition, the Comprehensive Plan specifically calls for preserving and sustaining our residential neighborhoods. This project will result in the addition of a new home appropriately constructed to withstand flood hazard area conditions. **(Affirmative finding)**

**I. The safety of access to the property in times of flood of ordinary emergency vehicles**

The proposed construction will not affect access to the property during times of flooding. Access comes by way of North Cove Road which will not be altered by the new home and related site work. **(Affirmative finding)**

**J. The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters expected at the site**

The maximum regulatory flood elevation along the lakeshore is 102' above sea level. The proposed structures will be elevated so that the lowest horizontal member is at or above 102'. Finished floor levels will be at or above 103' elevation as required. The new home is not expected to impact flood height, velocity, duration, rate of rise, or sediment transport. **(Affirmative finding)**

**K. Conformance with all other applicable requirements of this ordinance**

See Articles 4, 5, and 6 of these findings.

***Sec. 4.5.6, Mouth of the River Overlay District***

***(c) District Specific Regulations: Mouth of the River Overlay***

***1. Uses***

***A. Exception for Non-Residential Marine and Recreational Uses***



This criterion is aimed at permitting otherwise un-permitted uses in this area of the RL zone. Detached single family dwellings are permitted throughout the RL zone and are not addressed under this criterion. **(Not applicable)**

## **Article 5: Citywide General Regulations**

### ***Sec. 5.2.3, Lot Coverage Requirements***

No lot coverage exceptions are sought. **(Not applicable)**

### ***Sec. 5.2.5, Setbacks***

No setback encroachments are sought under this criterion. **(Not applicable)**

### ***Sec. 5.2.6, Building Height Limits***

No exceptions to height limits are sought. **(Not applicable)**

### ***Sec. 5.5.1, Nuisance Regulations***

Nothing in the application appears to constitute a nuisance under this criterion. **(Affirmative finding)**

### ***Sec. 5.5.2, Outdoor Lighting***

No information regarding outdoor lighting has been provided. If any is proposed, fixture cutsheets and locations need to be included on the project plans and be in compliance with the standards of this section. **(Affirmative finding as conditioned)**

### ***Sec. 5.5.3, Stormwater and Erosion Control***

An erosion prevention and sediment control plan has not been provided. One must be submitted for review and approval by the city's Water Resources Division. **(Affirmative finding as conditioned)**

## **Article 6: Development Review Standards**

### ***Part 1, Land Division Design Standards***

Not applicable.

### ***Part 2, Site Plan Design Standards***

#### ***Sec. 6.2.2, Review Standards***

##### ***(a) Protection of important natural features***

See 4.5.3 above.

##### ***(b) Topographical alterations***

No topographical alterations are proposed. **(Not applicable)**

##### ***(c) Protection of important public views***

There are no public views associated with this property. **(Not applicable)**

##### ***(d) Protection of important cultural resources***

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



*(e) Supporting the use of alternative energy*

Project plans do not depict alternative energy devices. **(Affirmative finding)**

*(f) Brownfield sites*

The subject property is not an identified brownfield. **(Affirmative finding)**

*(g) Provide for nature's events*

See Sec. 5.5.3 for stormwater management and erosion control.

Due to the fact the proposed dwelling will be movable, it is not practical for there to be any type of enclosed entry. There is a screened porch abutting the tiny home pad that will offer shelter near the building entry. **(Affirmative finding)**

*(h) Building location and orientation*

The location of the proposed home will be similar to neighboring homes along the street with the primary entrance oriented towards the street. **(Affirmative finding)**

*(i) Vehicular access*

A driveway is proposed off the end of North Cove Road which is the only feasible location for it. The curb cut should be easily visible and will allow for sufficient sight triangles. **(Affirmative finding)**

*(j) Pedestrian access*

This criterion requires that a pedestrian walkway be provided from the front door to the public sidewalk or street. There is no sidewalk on North Cove Road, and the road is private. Convenient access between the driveway and front entry is proposed via staircase. **(Affirmative finding)**

*(k) Accessibility for the handicapped*

No handicap accessibility is evident or required with this proposal. **(Not applicable)**

*(l) Parking and circulation*

Parking will be provided on driveway. Parking spaces appear to be dimensionally compliant. Circulation and access is provided via the private driveway.

Residential driveways are limited to 18' in width. As proposed, the driveway appears to comply with this limitation. **(Affirmative finding)**

*(m) Landscaping, fences, and retaining walls*

A discrete landscaping plan has not been provided, one is needed. This landscaping plan will need to depict proposed riparian plantings per Conservation Board recommendation. 2 runs of 6' tall wooden fence which is symmetrical on both sides are proposed and appear to be setback enough from the boundary line to allow for maintenance. **(Affirmative finding as conditioned)**

*(n) Public plazas and open space*

No public plaza or open space is included or required in this proposal. **(Not applicable)**

*(o) Outdoor lighting*

See Sec. 5.5.2.



*(p) Integrate infrastructure into the design*

Elevations depict an insulated utility service enclosure. The enclosure will be screened from the property to the south with a fence, however no materials or design specifics for the enclosure have been included. The site plan notes a utility pole is proposed. Information regarding whether utilities will be buried or above ground must be provided. **(Affirmative finding as conditioned)**

**Part 3, Architectural Design Standards**

**Sec. 6.3.2, Review Standards**

*(a) Relate development to its environment*

*1. Massing, Height, and Scale*

The proposed screened porch and future tiny home will not be physically attached to one another and will have differing rooflines and façades serving to add variety to the height, massing, and scale. **(Affirmative finding)**

*2. Roofs and Rooflines*

The only known roof is that of the screened porch and it will have a simple shed roof sloping perpendicular from the street. **(Affirmative finding)**

*3. Building Openings*

Due to the fact that this is ultimately a platform for a tiny home on wheels the only known building openings are on the proposed screen porch. The entrance of which is clearly defined and readily identifiable from the street, and the window pattern consistent and proportioned. **(Affirmative finding)**

*(b) Protection of important architectural resources*

There are no historic structures on the vacant property. **(Not applicable)**

*(c) Protection of important public views*

See 6.2.2 (c) above.

*(d) Provide an active and inviting street edge*

The proposed home will be oriented towards North Cove Road, and its front entry is easily apparent from the street. As noted above, a front walkway connecting to the public street is needed. **(Affirmative finding)**

*(e) Quality of materials*

The new screened porch will be clad in common softwood boards, the roofing will be clear corrugated polycarbonate, the decking/stair treads will be pressure treated southern yellow pine, and the railing will be western red cedar with black aluminum baluster. The materials proposed are of acceptable quality and durability for this new construction. **(Affirmative finding)**

*(f) Reduce energy utilization*

The porch appears to be unheated, and the home is a vehicle. **(Not applicable)**

*(g) Make advertising features complimentary to the site*

No advertising is included in this proposal. **(Not applicable)**



*(h) Integrate infrastructure into the building design*

See 6.2.2 (p) above. **(Affirmative finding as conditioned)**

*(i) Make spaces safe and secure*

Building entries must be illuminated. **(Affirmative finding as conditioned)**

## **Article 8: Parking**

### **Sec. 8.1.9, Maximum On-Site Parking Spaces**

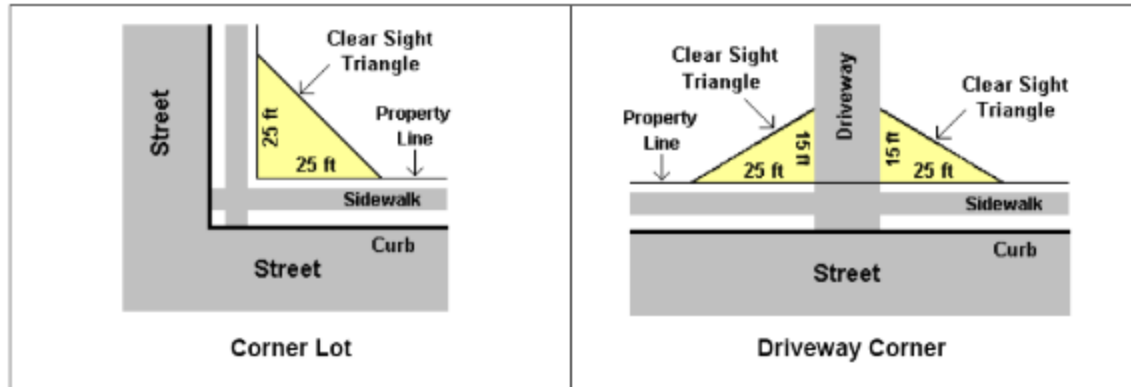
The property is located within the Neighborhood Parking District. Within that district, up to 3 parking spaces per dwelling unit are allowed. No enclosed parking area is proposed, only a 10' x 16' gravel driveway is proposed which is adequate for the parking of a single vehicle.

**(Affirmative finding)**

## **II. Conditions of Approval**

1. **Prior to release of the zoning permit**, revised project plans addressing the following are needed, subject to staff review and approval:
  - a. A front walkway connecting to the public street;
  - b. A landscaping plan is needed and must include species, locations, and size of proposed native riparian plantings per Conservation Board;
  - c. A proposed lighting plan shall be provided.
  - d. Information regarding the material of the proposed utility enclosure demonstrating flood resilience.
  - e. Stormwater management plans and erosion prevention and sediment control plans shall be submitted to the Water Resources Division, subject to their review and approval.
2. **Prior to the issuance of a Certificate of Occupancy** the applicant shall provide an elevation certificate for the screened porch and tiny home pad.
3. Fence be raised at least 3" off the ground to allow for floodwaters and debris to pass underneath.
4. Fences may be placed within the required setback along a property line, but shall be setback sufficiently to provide for the maintenance of both sides of the fence without entering onto the adjacent property and shall present a finished side to the adjoining property and public street. Fences placed within a clear sight triangle shall adhere to the standards of Sec. 5.2.6 (c).
5. **Section 5.2.6 (c) Clear Sight Triangle**  
Fences placed within a clear sight triangle along driveways and at street intersections, or between an existing building and the front property line, whichever is less, shall be limited to 3-feet in height above the curb in order to provide safe sight distances for pedestrians and vehicles.





6. Impact fees may be due, as determined by the Water Resources Division and the Department of Public Works based on water and wastewater flows and peak hour trip ends, respectively.
7. If, during construction, artifacts are unearthed, it is the applicant's responsibility to stop earthwork and to contact the Vermont Division for Historic Preservation for further guidance.
8. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
9. In all **Special Flood Hazard Areas** (including Floodway areas) such conditions require that:
 

All development:

  - (i) New construction and/or substantial improvements to structures shall be reasonably safe from flooding and be:
    1. Designed and adequately anchored to prevent flotation, collapse, or lateral movement during the occurrence of the base flood;
    2. Constructed of materials resistant to flood damage;
    3. Constructed by methods and practices that minimize flood damage; and
    4. Constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
  - (ii) All development shall be designed to minimize flood damage to the proposed development and to public facilities and utilities;
  - (iii) All development shall be designed to provide adequate surface drainage to reduce exposure to flood hazards;
  - (iv) All new construction and substantial improvements that have fully enclosed areas below the lowest floor shall:
    1. Be solely used for parking of vehicles, storage, or building access, and such a condition shall clearly be stated on any permits; and,
    2. Be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Such designs must be certified by a registered professional engineer or architect, or meet or exceed the following minimum criteria: A minimum of two openings of two walls having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The



bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters;

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

10. The Applicant/Property Owner is responsible for obtaining all necessary Building Permits through the Department of Permitting & Inspections as well as other permit(s) as may be required.

11. Standard Conditions 1-15.

















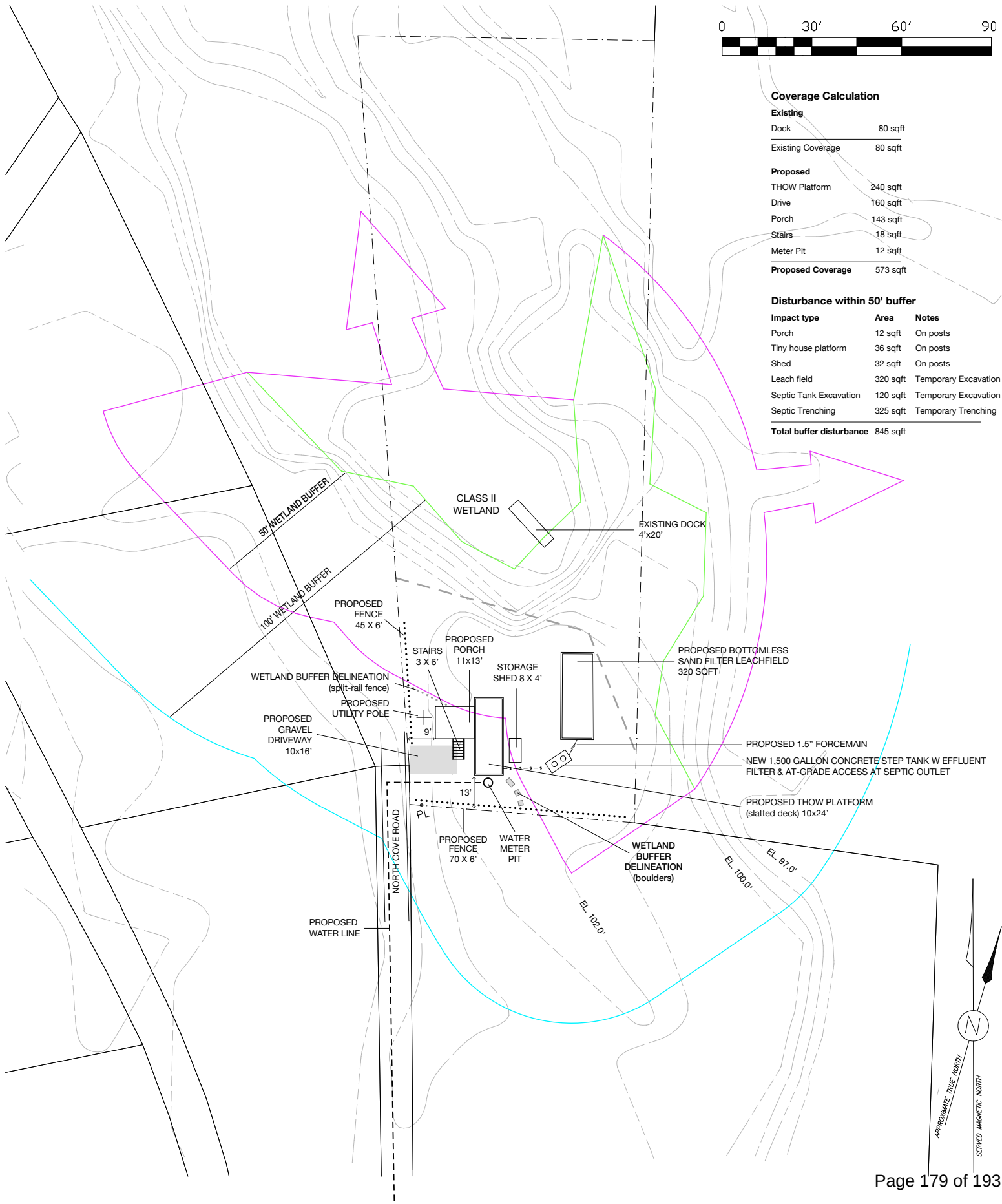






52 North Cove Road  
Jackson Miller

Site Plan



Coverage Calculation

|                   |         |
|-------------------|---------|
| Existing          |         |
| Dock              | 80 sqft |
| Existing Coverage | 80 sqft |

|                   |          |
|-------------------|----------|
| Proposed          |          |
| THOW Platform     | 240 sqft |
| Drive             | 160 sqft |
| Porch             | 143 sqft |
| Stairs            | 18 sqft  |
| Meter Pit         | 12 sqft  |
| Proposed Coverage | 573 sqft |

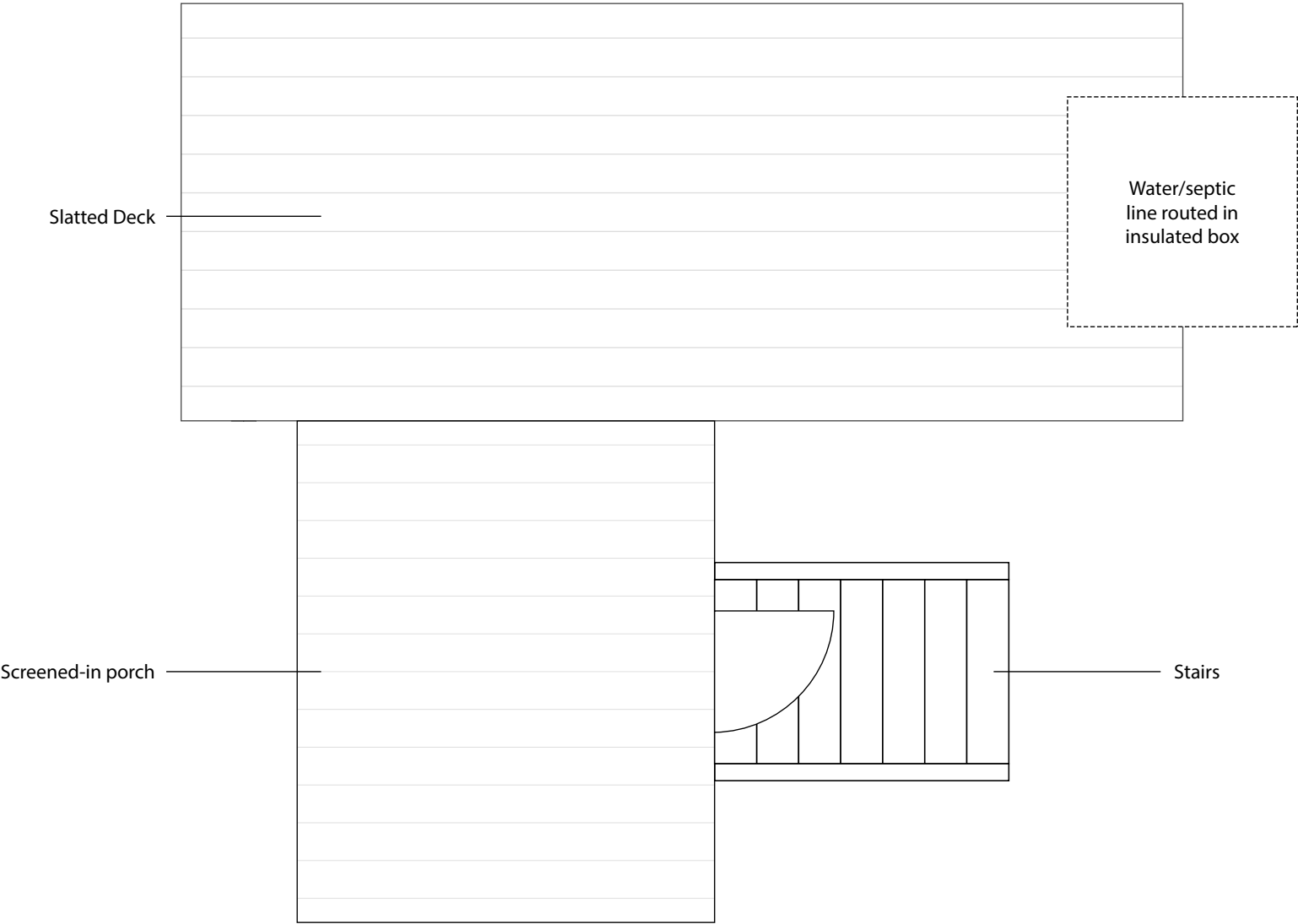
Disturbance within 50' buffer

| Impact type              | Area     | Notes                |
|--------------------------|----------|----------------------|
| Porch                    | 12 sqft  | On posts             |
| Tiny house platform      | 36 sqft  | On posts             |
| Shed                     | 32 sqft  | On posts             |
| Leach field              | 320 sqft | Temporary Excavation |
| Septic Tank Excavation   | 120 sqft | Temporary Excavation |
| Septic Trenching         | 325 sqft | Temporary Trenching  |
| Total buffer disturbance | 845 sqft |                      |





Top/Floorplan

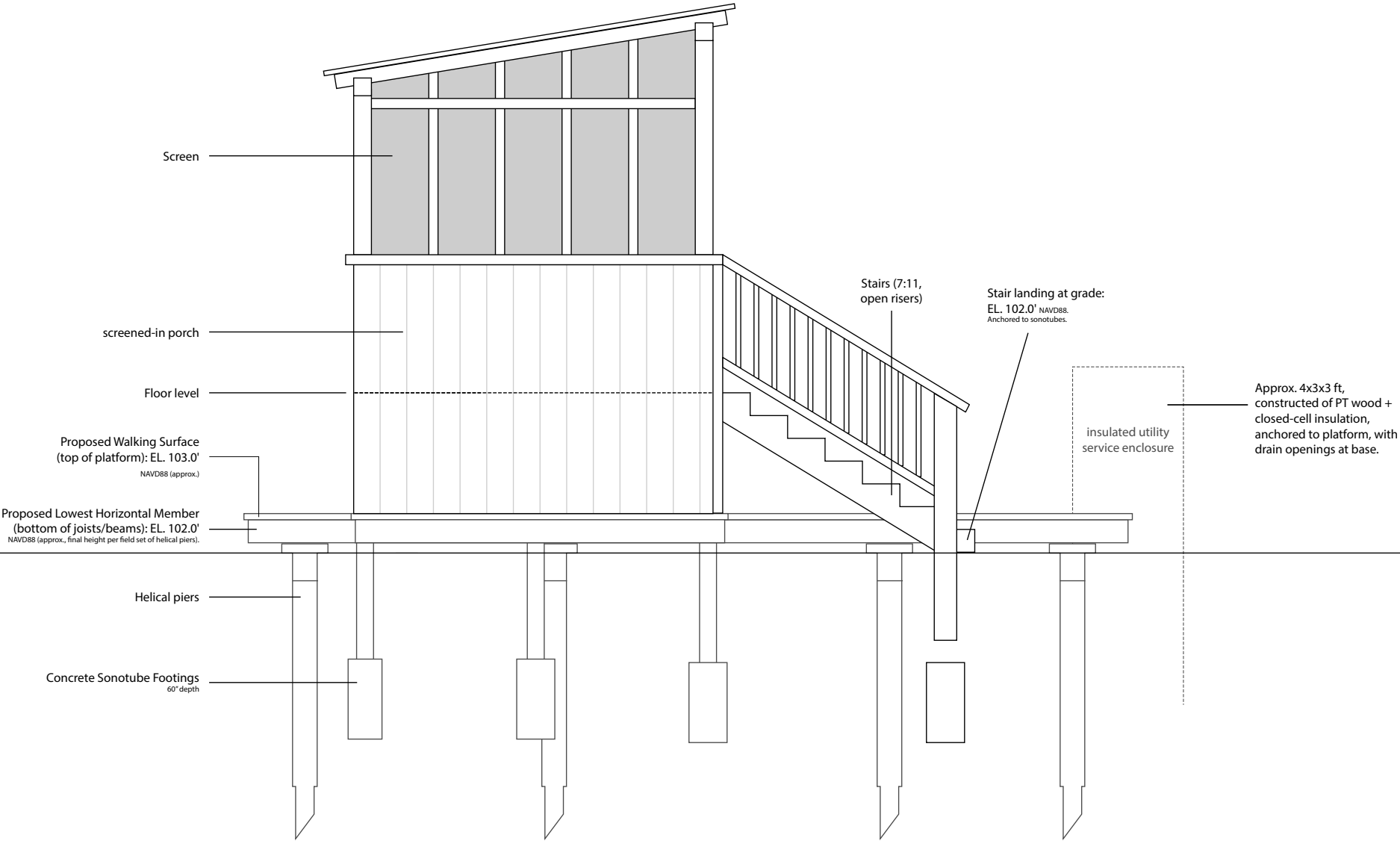




**52 North Cove Road**  
**Jackson Miller**



**Elevations: Front**

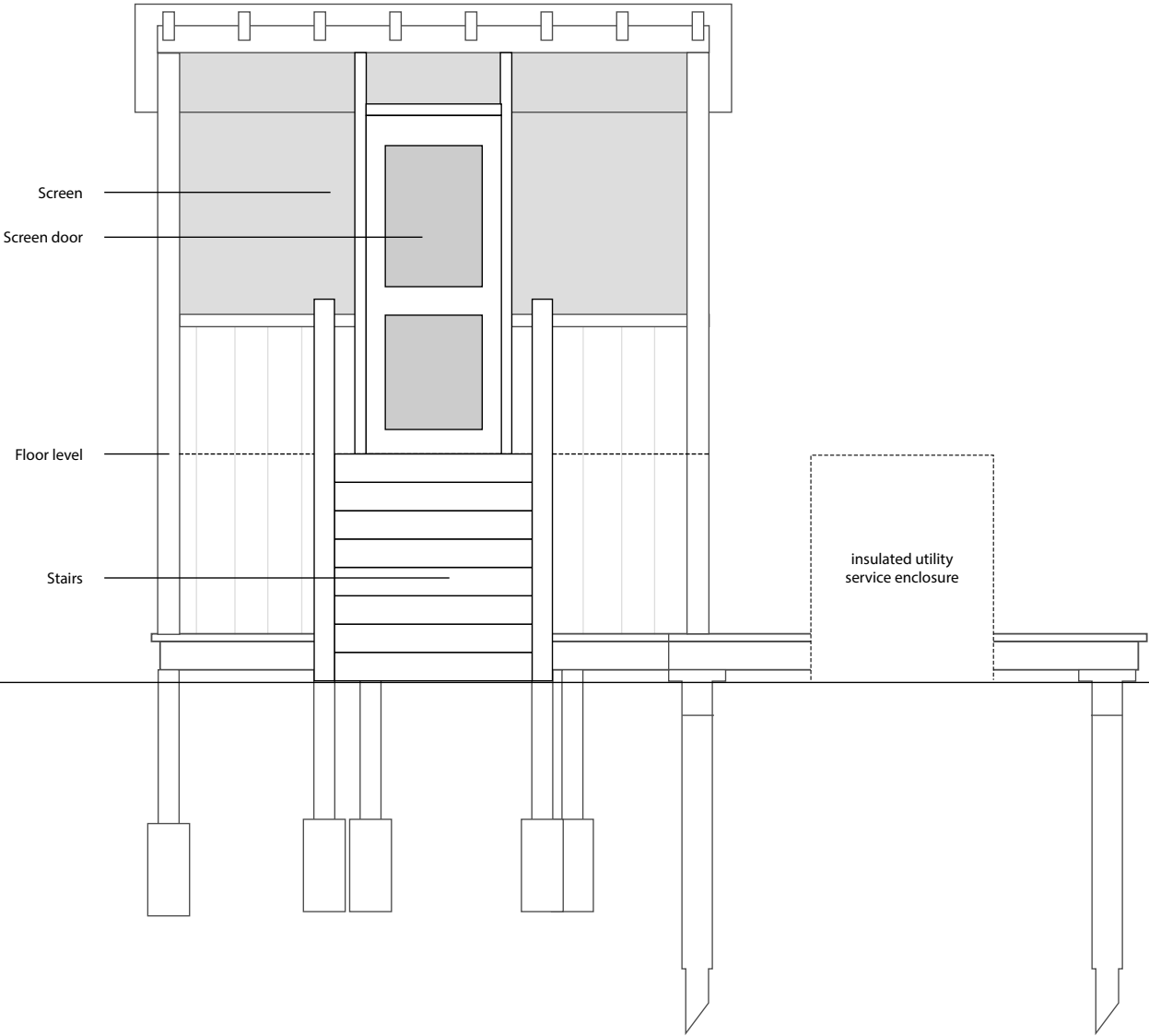




52 North Cove Road  
Jackson Miller



Elevations: Side





## 52 North Cove Road

Jackson Miller

### Manufacturer Images

- A. Door:** PCA Products: 36 in. x 80 in. Canoe Creek Bronze Aluminum Screen Door
- B. Roofing:** Suntuf 2.2 ft. x 12 ft. Corrugated Polycarbonate Roof Panel in Clear
- C. Siding:** 1 in. x 8 in. Ledger Common Softwood Boards
- D. Decking/Stair treads:** 2 in. x 12 in. Ground Contact Pressure-Treated Southern Yellow Pine Lumber
- E. Railings:** Western Red Cedar Stair 6 ft. Railing Kit with Black Aluminum Baluster
- F. Fence:** 6ft. Cedar Lattice Top Privacy Fence with 3" continuous gap



**A.**



**B.**



**C.**



**D.**



**E.**



**F.**





## ARROWWOOD ENVIRONMENTAL

950 BERT WHITE ROAD  
HUNTINGTON, VT 05462  
(802) 434-7276 FAX: (802) 329-2259

---

TO: Jackson Miller  
FROM: Jeffrey Parsons, Arrowwood Environmental  
DATE: January 15, 2026  
SUBJECT: Impacts of Proposed Platform and Residential Unit on Natural Areas and Wetlands on Jackson Miller's Property

Jackson Miller is proposing to build a 240 sq. ft. raised platform to accommodate a tiny house on wheels at 52 North Cove Road in Burlington, Vermont. In this short Memo I will address impacts from the construction and completion of this platform and occupation of a residential unit on site wetlands and natural areas.

Mr. Miller I proposing to build a house platform at the North Cove site. Please refer to the Site Plan previously submitted by Mr. Miller and Attached with this Memo.

### **Site Description**

The Site is located along North Cove Road along with many other residential homes. Mr. Miller property extends north into the large forested swamp wetland that is technically separated – but ecologically part of the large Derway Island wetland. The upland buffer that separates Mr. Miller's proposed house and the wetland consists of grasses and common old field plants such as asters and goldenrods and has been disturbed by the previous landowner. When Mr. Miller purchased the land it was littered with old machinery, garbage, and old construction material, among other debris. Mr. Miller has subsequently removed and disposed of this material.

### **Wetlands and Natural Areas**

The Derway Island wetland is significant for many functions and values. The wetland itself will be protected and will not be encroached upon. There are 2 rare plants' listed within this wetland – although it is not known if they occur near this proposed platform. A *Scirpus* spp. and the yellow buttercup-both Obligate wetland plants occur in the wetland but not the buffer as these are both plant species of very wet habitats. I did not observe either of them in the wetland or buffer. A lady tresses orchid is also listed nearby – at the Northshore Wetland on Lake Champlain. This plant does not occur in the immediate area. A rare perch fish is also found in the Winooski River nearby – but not in the immediate vicinity of the project.

The Derway Island wetland is likely home to deer, fox, raccoon, coyote, small mammals, rabbits, as well as numerous amphibians and reptiles, and birds. All of these species and groups of animals utilize the wetland for food and cover. None of these species or groups of species are sensitive to the presence of human beings and live along side the presence of humans and their communities. This project will not extend the human presence further into the wetland and Mr.



Miller will be restricted in removing any additional wetland buffer vegetation as a condition of his Wetland Permit. His Wetland Permit will permit Mr. Miller to construct only on dry ground and will require leave the remaining wetland buffer in place. Mr. Miller' permit will require that a vegetated 45' buffer remain.

Regarding Natural Areas – the area to be developed consists of previously disturbed herbaceous, grassy old field vegetation and does not itself constitute a Natural Area. The Natural Area boundary in this case is co-located with the wetland boundary. Mr. Parsons of Arrowwood Environmental delineated the wetland boundary in the summer of 2025. This wetland boundary was subsequently approved by the Vermont Wetlands Office District Biologist in the field.

### **Summary**

Both the Wetland and the Natural Area will remain physically undisturbed by the proposed construction and occupation of the raised platform and occupation of a removeable residential unit at 52 North Cove Road, Burlington, Vermont. A naturally vegetated 45' buffer will remain between the proposed platform and residential unit and the Wetland and Natural Area.



**From:** Heath, Tina  
**Sent:** Tuesday, March 25, 2025 10:23 AM  
**To:** patrick@larsengeology.com  
**Cc:** Johnson-Terk, Denise; Jackson Miller; Harry Miller; Jeff Parsons  
**Subject:** RE: Soil Test 52 N. Cove Rd

Thanks for the numbers, I've been to the site so I have a recollection of it, it did appear mostly managed/disturbed. There should be opportunities for buffer zone and/or wetland enhancement (i.e naturalization of the BZ on the remaining property). Based on the impact numbers, the project is eligible for permitting provided an enhancement plan is included.

Tina

---

**From:** [patrick@larsengeology.com](mailto:patrick@larsengeology.com) <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>  
**Sent:** Tuesday, March 18, 2025 2:46 PM  
**To:** Heath, Tina <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>  
**Cc:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>; Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>; Harry Miller <[hhmillerbuilder@yahoo.com](mailto:hhmillerbuilder@yahoo.com)>; Jeff Parsons <[jeff@arrowwoodvt.com](mailto:jeff@arrowwoodvt.com)>  
**Subject:** RE: Soil Test 52 N. Cove Rd

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Hi Tina, Thanks for the quick response.

Attached is a more detailed plan. As proposed, there would be about 1200 square feet of buffer disturbance (cyan hatch on plan) for construction, and only about 320 square feet of permanent disturbance after construction with the above grade leachfield. The leachfield will be constructed of 6x6 pressure treated beams and be 29'x11' finished.

The house will be 8.5'x24' with minimal buffer disturbance, except for site work.

The water supply will be a line coming from the south managed by Burlington public works. There would be no buffer disturbance from the water line burial.

Under the current ownership, the lot has been used exclusively for illicit solid waste disposal. Most of the area outside the delineated wetland has solid waste on it. The garbage would be cleaned up under the proposed plan as well. The vegetation is primarily burdock, etc. from my recollection. Maybe Jeff Parsons has a better idea?

I'd be happy to visit the site with you as well if that would be helpful. Let me know if this is enough information to make the call.

Best regards,  
Patrick

Patrick L. Larsen  
Larsen Applied Earth Science, LLC  
[www.larsengeology.com](http://www.larsengeology.com)  
802-793-6236

-----Original Message-----

From: "Heath, Tina" <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>  
Sent: Tuesday, March 18, 2025 1:03pm  
To: "[patrick@larsengeology.com](mailto:patrick@larsengeology.com)" <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>  
Cc: "Johnson-Terk, Denise" <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>, "Jackson Miller" <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>, "Harry Miller" <[hhmillerbuilder@yahoo.com](mailto:hhmillerbuilder@yahoo.com)>  
Subject: RE: Soil Test 52 N. Cove Rd

Hi Patrick,

I need the full scope of the project and details, more so than what's presented on the plan. I also need impact numbers to determine permit eligibility. Would this all be impacts to managed/disturbed buffer? Or is vegetation clearing required?



Tina

---

**From:** [patrick@larsengeology.com](mailto:patrick@larsengeology.com) <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>  
**Sent:** Monday, March 17, 2025 1:29 PM  
**To:** Heath, Tina <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>  
**Cc:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>; Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>; Harry Miller <[hmmillerbuilder@yahoo.com](mailto:hmmillerbuilder@yahoo.com)>  
**Subject:** RE: Soil Test 52 N. Cove Rd

You don't often get email from [patrick@larsengeology.com](mailto:patrick@larsengeology.com). [Learn why this is important](#)

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Hi Tina,

Please find attached a DRAFT site plan for the 52 N. Cove Road project. The property is currently under contract and the buyer needs to make sure the project is permittable asap. Jeff Parsons delineated the wetland, which is shown on the plan along with the 50' buffer. As you will see, the leachfield will have to be entirely within the wetland buffer to be compliant with the WWWS rules property line setbacks. The structure (tiny house on wheels) will be at least partially within the buffer, but we're still trying to figure out Burlington zoning setbacks to be sure.

Although the ANR Atlas shows the soil as 'fill', the test pits and soil borings showed no fill, but instead, very well drained sandy soils. The only fill was on the surface.

Can you please advise if this project would receive a VT wetland permit as its proposed? If so, Jeff Parsons of Arrowwood would be heading up that effort in the spring. If not, the lot will have to remain undeveloped.

Thank you!

Patrick

Patrick L. Larsen  
Larsen Applied Earth Science, LLC  
[www.larsengeology.com](http://www.larsengeology.com)  
802-793-6236

-----Original Message-----

From: "Heath, Tina" <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>  
Sent: Thursday, October 24, 2024 9:42am  
To: "Johnson-Terk, Denise" <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>, "Jackson Miller" <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>  
Cc: "Patrick Larsen" <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>, "Harry Miller" <[hmmillerbuilder@yahoo.com](mailto:hmmillerbuilder@yahoo.com)>  
Subject: RE: Soil Test 52 N. Cove Rd

Hi all, thanks for looping me in. As Jackson expected, I'm completely booked through the end of my field season and unable to attend on October 31. However, the site is pretty straightforward, with a large wetland complex at the toe of slope of fill on the northern end. The wetland's 50-foot buffer zone would encroach into much of the filled-in access area.

Regarding test pits, these are generally considered allowable as we recognize their need to determine wastewater viability. Honestly, we don't really ever see them in wetlands (for obvious reasons), and most either are located in disturbed buffer zones or are usually more than 50 feet from wetlands. In this situation, I do not have much concern except to fill back in/regrade in the disturbed areas, and perhaps seed/mulch in it's done in a managed vegetated area. From what I can remember of the site, it's mostly fill/parking area.

Please keep in mind the feedback I originally provided back in August- email attached.

Best,

Tina

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**From:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>  
**Sent:** Thursday, October 24, 2024 8:20 AM  
**To:** Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>



**Cc:** Patrick Larsen <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>; Heath, Tina <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>; Harry Miller <[hgmillerbuilder@yahoo.com](mailto:hgmillerbuilder@yahoo.com)>

**Subject:** RE: Soil Test 52 N. Cove Rd

It is on my calendar and will see you all then.

Regards.  
Denise



**Denise Johnson-Terk**, Environmental Analyst VI  
Vermont Department of Environmental Conservation  
Drinking Water & Groundwater Protection Division Essex Regional Office  
111 West Street | Essex Junction, VT 05452  
802-249-6277  
[denise.johnson-terk@vermont.gov](mailto:denise.johnson-terk@vermont.gov)  
<https://dec.vermont.gov/water/ww-systems>

**Note:** *Written communications to and from state officials regarding state business are considered public records and, therefore, may be subject to public scrutiny.*

*To preserve, enhance, restore, and conserve Vermont's natural resources, and protect human health for the benefit of this and future generations.*

---

**From:** Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>  
**Sent:** Wednesday, October 23, 2024 11:47 AM  
**To:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>  
**Cc:** Patrick Larsen <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>; Heath, Tina <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>; Harry Miller <[hgmillerbuilder@yahoo.com](mailto:hgmillerbuilder@yahoo.com)>  
**Subject:** Re: Soil Test 52 N. Cove Rd

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Hi Denise,

Confirming that I will also be there on Thursday, October 31 at 2pm!

I got an auto-reply from Tina Heath saying that she is basically booked through the end of her site visit season. I left her a voicemail but in the meantime I will try to line up a Wetland Consultant to be there. And we'll have a mini-excavator onsite.

Thank you!

On Tue, Oct 22, 2024 at 6:40 PM Harry Miller <[hgmillerbuilder@yahoo.com](mailto:hgmillerbuilder@yahoo.com)> wrote:

I am good for the. 31st at two also

[Sent from Yahoo Mail for iPad](#)

On Tuesday, October 22, 2024, 4:46 PM, Patrick Larsen <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)> wrote:

I'm good for the 31st at 2.

Patrick

Sent via the Samsung Galaxy S24+, an AT&T 5G smartphone  
Get [Outlook for Android](#)



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**From:** Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>  
**Sent:** Tuesday, October 22, 2024 2:44:11 PM  
**To:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>; Heath, Tina <[Tina.Heath@vermont.gov](mailto:Tina.Heath@vermont.gov)>;  
[patrick@larsengeology.com](mailto:patrick@larsengeology.com) <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>  
**Cc:** Harry Miller <[hbmillerbuilder@yahoo.com](mailto:hbmillerbuilder@yahoo.com)>  
**Subject:** Re: Soil Test 52 N. Cove Rd

Hi Tina,

Happy fall! I spoke with you a couple of months ago about this piece of land. I'm adding you to this thread with Denise Johnson, a state regional engineer, and Patrick Larsen, a WW system designer, to see if we can get on the same page and theoretically meet there for a site visit with a mini excavator to see what is possible. Denise put **Thursday, October 31st at 2pm** forward. Would that work for you by any chance?

Patrick, would that work for you?

Denise, what questions do you have for Tina that would give you the context that you need prior to a site visit?

Thank you all!

On Tue, Oct 22, 2024 at 2:10 PM Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)> wrote:

Oh my, tough site. I believe I have been asked about this site previously.

Mini-x and would definitely want to hear from wetlands on what they have to say beforehand, since I am not a wetlands ecologist and want to be on the same page as them and would not be offering up any "agreement can be reached in real time about what the soils are and what is possible" on this site visit, without wetlands personnel present.

Regards.  
Denise



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**Denise Johnson-Terk**, Environmental Analyst VI  
Vermont Department of Environmental Conservation  
Drinking Water & Groundwater Protection Division Essex Regional Office  
111 West Street | Essex Junction, VT 05452  
802-249-6277  
[denise.johnson-terk@vermont.gov](mailto:denise.johnson-terk@vermont.gov)  
<https://dec.vermont.gov/water/ww-systems>

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**From:** [patrick@larsengeology.com](mailto:patrick@larsengeology.com) <[patrick@larsengeology.com](mailto:patrick@larsengeology.com)>  
**Sent:** Tuesday, October 22, 2024 12:28 PM  
**To:** Jackson Miller <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>  
**Cc:** Johnson-Terk, Denise <[Denise.Johnson-Terk@vermont.gov](mailto:Denise.Johnson-Terk@vermont.gov)>; Harry Miller <[hbmillerbuilder@yahoo.com](mailto:hbmillerbuilder@yahoo.com)>



**Subject:** RE: Soil Test 52 N. Cove Rd

You don't often get email from [patrick@larsengeology.com](mailto:patrick@larsengeology.com). [Learn why this is important](#)

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Hi Denise,

An ANR Atlas map is attached for this lot. The address in the Atlas is 68 North Cove, Burlington. Half the .5 acre lot is mapped as Class II wetland, but I understand someone from wetlands has been on site and given some sort of go ahead. Jackson, can you advise who visited the site and what the communication was?

The rest of the lot is mapped as fill. Do you think we can get by with hand augers or should we get a mini excavator?

Thanks,  
Patrick

Patrick L. Larsen  
Larsen Applied Earth Science, LLC  
[www.larsengeology.com](http://www.larsengeology.com)  
802-793-6236

-----Original Message-----

From: "Jackson Miller" <[jamiller077@gmail.com](mailto:jamiller077@gmail.com)>  
Sent: Tuesday, October 22, 2024 11:32am  
To: [denise.johnson-terk@vermont.gov](mailto:denise.johnson-terk@vermont.gov), [patrick@larsengeology.com](mailto:patrick@larsengeology.com)  
Cc: "Harry Miller" <[hgmillerbuilder@yahoo.com](mailto:hgmillerbuilder@yahoo.com)>  
Subject: Soil Test 52 N. Cove Rd

Hi Denise,

My name's Jackson. Patrick gave me your email address because I'd like to do a soil test on a piece of property in Burlington that I'm hopeful about buying. He said it's a good idea to have a state regional engineer there so that agreement can be reached in real time about what the soils are and what is possible.

Could you give me a sense of your availability? Patrick, if you could weigh in as well, that would be great.

I don't work on **Mondays** so those are great for me unless it's on a weeknight or weekend. I can always get the afternoon off if I have a couple weeks notice. Not sure how far out we should be talking but let me know what your schedule looks like and we'll go from there. Would love to get this on my calendar!

Thank you,

--

**Jackson Strong Miller**  
(202) 746-2377

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**Jackson Strong Miller**  
(202) 746-2377

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**Jackson Strong Miller**  
(202) 746-2377







From: [REDACTED]  
Sent: [REDACTED]  
To: [REDACTED]  
Subject: [REDACTED]

Hi, I hope you had a good day off. Because of the holiday DRB, Board of Finance and City Council meetings are all happening at the same time. I do have a few comments/ requests for agenda items.

52 North Cove Road.

Placement of the fence in relation to the mandated 45 foot buffer for wetlands.

Staff comments say the fence appears to be placed so maintenance can occur on both sides and not encroach upon the buffer. Would it be possible to state as one of the conditions that the fence MUST be placed so maintenance on both sides of the fence DO NOT ENCROACH on the 45 foot buffer ?

125 Lakeside Avenue

Good project overall. Concern is that the Housing we are creating ( studio and 1 bedroom mainly) are for a single individual or maybe a couple. Very few 2 bedroom units and even then that can only accommodate 1 or maybe 2 children at best. Limited family housing. Every developer leaves that issue for someone else. The lack of family housing adds to the instability of our residential neighborhoods. An observation and concern I have had for some time and seen this erosion come to pass.

One safety question... what is the current thinking of placement of transformers in relation to residential units? Are there safety standards or guidelines?

Thank you Scott. If appropriate please send these comments to the DRB.

Sharon Bushor

Ward 1 Resident



## Department of Permitting & Inspections

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

*William Ward, Director  
Scott Gustin, AICP, CFM, Principal Planner  
Mary O'Neil, AICP, Principal Planner  
Kirk Dressing, Associate Planner  
Joseph Cava, Permit Technician  
Collin Naheedy, Code Compliance Officer*



**TO:** Development Review Board  
**FROM:** Scott Gustin  
**DATE:** February 17, 2026  
**RE:** ZP-25-378; 451 Appletree Point Road

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This application was continued to the March 2, 2026 Conservation Board meeting. As a result, deferral from the February 17, 2026 Development Review Board is necessary. It is now scheduled for March 25, 2026 DRB.