

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401

www.burlingtonvt.gov/pz/DRB

Telephone: (802) 865-7188

Fax (802) 865-7195

Austin Hart
Brad Rabinowitz
Israel Smith
AJ LaRosa
Geoff Hand
Alexandra Zipparo
Samantha Tilton
Jim Drummond, (Alternate)
Vacant, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday December 19th, 2017, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT AGENDA

I. Agenda

II. Communications

III. Minutes

IV. Consent

1. **18-0518MP; 208 Flynn Avenue (ELM/NMU, Ward 5S) Farrington Properties, LLC**
Master Sign Plan.
(Project Manager: Ryan Morrison)
2. **18-0503CA; 92 Appletree Point Rd (RL-W, Ward 4N) Antonio B Pomerleau Family Trust**
Addition to previously approved relocated camp building.
(Project Manager: Scott Gustin)
3. **18-0509CA; 329 North Ave (NAC, Ward 4N) BC Community Housing, LLC**
Changes to proposed Building C including: elimination of approximately 50 surface parking spaces, minor changes to building façade and site. No change to previously approved 739 units and proposed commercial spaces.
(Project Manager: Scott Gustin)

V. Certificate of Appropriateness

1. **18-0534CA; 194 Saint Paul St (DT, Ward 6S) Champlain College, Inc.**
Modify permit 14-0671CA/MA condition regarding allocation of on-site parking spaces for public use.
(Project Manager: Mary O'Neil)

VI. Sketch Plan

1. **18-0481SP; 298 College St (RH, Ward 8E) Greater Burlington YMCA Foundation Inc.**
Sketch Plan Review of redevelopment of former Ethan Allen Club for GBYMCA.
(Project Manager: Mary O'Neil & Scott Gustin)

VII. Other Business

1. **17-0755CA/CU; 235 Penny Lane (DW-PT, Ward 3C) City of Burlington/BHM, LLC**
Parking Management Plan.

VIII. Adjournment

Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), 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 Planning and 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/pz/drdb/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 Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk



TO: Development Review Board
FROM: Scott Gustin
DATE: December 19, 2017
RE: 18-0503CA; 92 Appletree Point Rd

=====

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-W Ward: 4N

Owner/Applicant: Antonio B Pomerleau Family Trust/Grace Pomerleau

Request: Addition to previously approved relocated camp building.

Applicable Regulations:

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

Background Information:

The applicant is seeking after-the-fact approval for an addition to an existing camp building. Under a previous zoning permit, the camp structure was relocated on the lot; however, the building was also significantly expanded. The prior zoning approval was to simply relocate the building. The applicant is now seeking approval for the completed addition. In addition to the increased building size, a small outdoor shower and a gravel parking area have been installed. The gravel parking area will be removed as it conflicts with the front yard parking standards of Article 8.

The Conservation Board reviewed this application at their December 4, 2017 meeting and recommended approval. On a vote of 5-0-0, the Board passed the following motion: Approve the application as presented. In this case, review after-the-fact made no difference in our considerations. We do not condone after-the-fact applications. We can envision scenarios wherein alterations can have impacts.

Previous zoning actions for this property are noted below.

- 9/29/14, Approval to relocate existing camp building closer to lakeshore

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

I. Findings

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(2) Waterfront Residential Low Density (RL-W)

The subject property is located in the RL-W zone. This zone is primarily intended for low density residential development in the form of detached single family homes and duplexes. Given its proximity to the waterfront, consideration for design review also applies. In this case, the use remains that of a single residential unit and remains consistent with the intent of the zoning district.

(Affirmative finding)

(b) Dimensional Standards & Density

Lot coverage increased from 5.8% to 8.9% and remains below the 35% limit.

The building is set to the 114' front yard setback based on the average of adjacent properties. Similarly, the building is set back 61' from the 100' lakeshore elevation based on the average of adjacent properties. The 105' wide property requires 10.5' side yard setbacks. Both sides of the building are more than 20' from the side property lines.

Building height increased from 1 story to 2 stories and 20' tall to the peak of the roof (and about 18' to the midpoint of the roof rise). Height is well under the 35' limit. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The single detached residential unit is a permitted use in the RL-W zone. **(Affirmative finding)**

(d) District Specific Regulations

1. Setbacks

(B) Encroachment into the Waterfront Setback

The standard waterfront setback is 75' to the 100' lakeshore elevation. This provision allows for encroachment into that setback based on the average setback of adjacent properties within 100.' In this case, that average is 58.5'. The 61' setback is acceptable. **(Affirmative finding)**

2. Height

No height exceptions are sought.

3. Lot Coverage

No lot coverage exceptions are sought.

4. Accessory Residential Structures and Uses

The outdoor shower is well within the limits for accessory residential structures. **(Affirmative finding)**

5. Residential Density

The residential unit is subject to an occupancy limit of 4 unrelated adults or a family as defined in the CDO. **(Affirmative finding as conditioned)**

6. Uses

Not applicable.

7. Residential Development Bonuses

None are sought.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.5 (b) above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

A single pole-mounted lighting fixture will illuminate the building entrance. It is an acceptable residential fixture. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

As required, both an erosion prevention and sediment control plan and a stormwater management questionnaire have been submitted. Both have been reviewed and approved by the stormwater program. **(Affirmative finding)**

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Sec. 6.1.2 Review Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The significant natural feature affecting this site is the lake and the associated Riparian & Littoral Conservation Zone. As required, the Conservation Board reviewed this project and found there to be no significant impacts on the lakeshore. **(Affirmative finding)**

(b) Topographical alterations

No significant topographic alterations are included in this application. **(Affirmative finding)**

(c) Protection of important public views

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

(d) Protection of important cultural resources

The building is not included on an historic register, nor is it eligible for inclusion. The addition has no adverse impact on historic or cultural resources. **(Affirmative finding)**

(e) Supporting the use of alternative energy

Nothing within the project utilizes alternative energy resources. Present energy efficiency codes of the city and state apply to the renovations. **(Affirmative finding as conditioned)**

(f) Brownfield sites

The site is not included on the Vermont DEC Hazardous Site List. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management. **(Affirmative finding)**

(h) Building location and orientation

The subject property is a rear lot with no street frontage. It is accessed by a long, shared driveway. There is no street for the building to face. Unsurprisingly, the building is oriented towards the lake with a doorway on its east elevation. Its placement along the lakeshore is consistent with that of neighboring homes. **(Affirmative finding)**

(i) Vehicular access

Vehicular access will not change. As noted above, the property is accessed from Appletree Point Road via a shared driveway. **(Affirmative finding)**

(j) Pedestrian access

As this property has no street frontage, there is no need to provide a front walkway to the sidewalk. With the removal of the parking area, there is no need to provide connection between it and the doorway. **(Affirmative finding)**

(k) Accessibility for the handicapped

ADA requirements as may be applicable are administered through the building code. **(Affirmative finding as conditioned)**

(l) Parking and circulation

As part of the building renovations and addition, a small gravel parking area was installed in the northwest portion of the property. Its location within the front yard setback conflicts with the front yard parking prohibition of Sec. 8.1.12 (c), *Front Yard Parking Restricted*, and will be removed as a result. Elimination of the parking is acceptable as there was no parking to begin with. No change in nonconformity results. **(Affirmative finding)**

(m) Landscaping and fences

Modest landscaping is included in this application. The large grassy lawn remains as such. A number of mature trees have been retained, and several new trees have been planted. **(Affirmative finding)**

(n) Public plazas and open space

No public plazas or open space are included in this proposal.

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

No ground mounted mechanical equipment is included in this application. Utility lines are buried.

(Affirmative finding)

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The single story camp has been significantly enlarged with a full second story, enlarged footprint, and addition of a large enclosed sunroom. The building remains relatively small as compared to its neighbors. Its massing is divided into two distinct components, and fenestration and simple building accents serve to break up the perceived mass of the structure. The two story structure fits within the context of nearby homes along the lakeshore.

(Affirmative finding)

2. Roofs and Rooflines

The hip roof of the original camp structure has been retained. The sunroom has a gently sloping shed roof. **(Affirmative finding)**

3. Building Openings

The fenestration pattern is simple but effective. Substantial glazing, of course, characterizes the lakeside sunroom. **(Affirmative finding)**

(b) Protection of important architectural resources

The subject building is not historically significant, nor is it eligible for listing on an historic register. Alterations to it have no adverse effect on Burlington's diversity of historic resources.

(Affirmative finding)

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

This property is anomalous in that it has no street frontage. It is set far away from Appletree Point Road and hugs the Lake Champlain shoreline. The work associated with this application has no impact on the exiting streetscape. **(Affirmative finding)**

(e) Quality of materials

The building is clad in board-and-batten siding. New windows are installed throughout. Asphalt shingles cover the roofs. The exterior building materials are acceptable. **(Affirmative finding)**

(f) Reduce energy utilization

The renovated building must comply with the current energy efficiency requirements of the city and state. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

Not applicable.

(h) Integrate infrastructure into the building design

No exterior mechanical equipment, rooftop or otherwise, is included in this application.

(Affirmative finding)

(i) Make spaces safe and secure

The singular building entry is illuminated. Egress requirements as established by the Department of Public Works apply. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. Following removal of the gravel parking area, the site shall be seeded and mulched for return to lawn or similar green space.
2. Occupancy of each dwelling unit is limited to “family” as defined in Article 13: Definitions of the Comprehensive Development Ordinance.
3. It is the applicant’s responsibility to comply with all applicable ADA requirements.
4. 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.
5. Standard Conditions 1-15.

Cambrian Rise
North Avenue
Burlington, Vermont

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1/3/2017

COVERAGE CALCS				
Building				313,686.00
Walks**				115,760.00
Roads				158,786.00
Total Coverage				588,232.00
Lot Coverage in 12ac Community Park (5% Coverage)				
Total Coverage (Total Site 33.65 ac - with 12 ac Community Park)				26,136.00
				614,368.00
Development Zone Area				
Total Site Area			21.65 ac	943,074.00
			33.65 ac	1,465,794.00
Development Zone Coverage (coverage out of 21.65ac)				
				62%
Total Site Coverage (Coverage out of 33.65ac, includes 12 ac Community Park)				
				42%

**Article 4: Zoning Maps and Districts of the Comprehensive Development Ordinance

2. Exception to Maximum Lot Coverage in NAC District

A. Landscaping

In calculating lot coverage, sidewalks are not to be included that are shaded with significant shade trees whose mature height is at least 35 feet and are planted 30 feet on center, linear. A substantial tree must be at least 3 inches in caliper and planted in accordance with Section 11 of the city's "Burlington Street Tree Planting Plan" design and planting recommendations.

Applying this exception, We can exclude our pubic street sidewalks, totaling 27,000 sf of walks. Recalculating to exclude these sidewalks, we have a total coverage of 561,232 or 59% of the Development Zone Coverage and 38% of the Total Site Coverage

Breakdown of Parking Supplied for Cambrian Rise Residents				
	Spaces for Rental Units	Spaces for Condos + Non-Profits	Street Spaces	TOTALS
Total Garage:	418	435		853
Total Surface Lots:	<u>117</u>	<u>122</u>		<u>239</u>
SUBTOTALS:	535	557		1092
Total On-Street:				
North Rd			20	20
South Rd			27	27
West Rd			43	43
	TOTAL with On-StreetSpaces:			1182

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CAMBRIAN RISE:		UNIT COUNTS					
		+ UNIT BREAKDOWNS					
	MICRO >400SF	STUDIO	1BDRM	2BDRM	3BDRM	Commercial Space	TOTAL UNITS
BLDG A		17	48				65
BLDG C		6	61	6	8	10500	81
BLDG D						GARAGE	0
BLDG E+F	21	60	15	25	1	3300	122
BLDG B+G		59	10	2		23000	71
BLDG H		1	18	38		5700	57
BLDG I				20	8	18000	28
BLDG J						GREENHOUSE	0
BLDG K (seniors)			63	7			70
BLDG L			36	33	7		76
BLDG M+N		4	7	42	26	3000	79
BLDG O+P			24	28		1300	52
BLDG Q				24	10		34
BLDG R						33000	
TOTALS:	21	147	282	225	60		735
*there are actually more micros within the studio total							
School Enrollment		Projected School Enrollment for Cambrian Rise at Buildout (based on City's Schools Ratio)				Alternate Calculation:	(Based on Existing Child Headcounts)
						OUR/FRE PROJECTED	CHT PROJECTED
		Studios	168	0	0		
		1 bdrm	219	0	0		
		2 bdrm	218	0.185	40	13	21
		3 bdrm	60	0.2	12	8	9
		TOTAL SCHOOLCHILDREN:			52.33	21	30
						TOTAL(Alt):	51

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Breakdown of Parking Supplied for Cambrian Rise Residents					Updated: 10.30.17	
	Spaces for Rental Units	Spaces for Condos (incl Bldg H) + Non- Profits	Street Spaces	TOTALS		
Total Garage:	386	435		821		
Total Surface Lots:	<u>108</u>	<u>113</u>		<u>221</u>		
SUBTOTALS:	494	548		1042		
Total On-Street:						
North Rd			20	20		
South Rd			27	27		
West Rd			43	43		
	TOTAL with On-Street Spaces:			1132		

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PARKING REQUIREMENTS FOR ALL CAMBRIAN RISE SITES												
907 Required Spaces			Allocated as Shown									
Residential Uses			Commercial Uses			Professional/						
Apartments	Non-Residential		Bakery	Restaurant	Hotel	Office	Daycare	Retail	Trade College			
1	Commercial		2.5	3.0	0.75	2.0	1.0	2.0	3.0			
space/unit	in Square Ft		spaces/per 1000sf	spaces/per 1000sf	spaces/ hotel room	spaces/per 1000sf	per 5 children+1	spaces/per 1000sf	spaces/per 1000sf			
Building A	65								TOTALS			
									65			
Residential	71								71			
Bldgs B+G (Comm)BAKERY		600	2						2			
Restaurant		2,050		6					6			
General Office		18,350				8			8			
								0	50			
Building C	81								81			
Comm./Bldg C												
General Office		8,825				18			18			
Retail		3,575						7	3			
Bldg D Garage		23,000										
Building E	122								122			
Building F												
Comm/Bldg E+F												
General Office		3,400				7			7			
Building H	57								57			
Commercial		5,700				11			11			
Building I	28								28			
Building I/Fitness*		15,000										
Daycare (75 total kids w 14 staff)**		3,000					22		22			
Building J/ Grnhse(accessory)*		3,000										
Building K/CSC	70								70			
Building L/CHT	76								76			
Building M	79								79			
Office/Service		3,000				6			6			
Building P	52								52			
Retail		1,300						3	3			
Building Q	38								38			
Bldg R - 42 Room Hotel		33,000			32				32			
TOTAL REQ'D PARKING:									907			
Total Residential (in Units):			739									
Total Non-Residential (in SF):			123,800									
NON-RESIDENTIAL SUMMARY									SUMMARY OF PARKING SUPPLIED			
82,800 sf/commercial space									TOTAL PARKING IN GARAGES:			
41,000 sf/non-residential + support space									TOTAL SURFACE LOT PARKING			
123,800 sf TOTAL NON-RESIDENTIAL									TOTAL SURFACE + GARAGE PARKING:			
* for residents and immediately adjacent neighbors									On-Street Spaces (not counted in total)			
** this is a conservative "guesstimate", based on 40 children at a staff rate of 1:4 and 35 children at a staff rate of 1:10									90			

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Building	Use	Type	Residential Unit Count	Non-residential Square Footage	Non-residential Primary	Non-residential Secondary	Non-res. Tertiary	No. Levels	Parking Spaces Provided Structured + Surface
Burlington College Parcel									
A	Residential	For Rent	65					5 Story	
B & G	Former College	For Rent/Sale	71	23,000	Prof./Trade School	Restaurant	Bakery	3 Story	
C	Multi-Use	For Rent	87 →	13,100	Office	Retail		5 Story	
D	Parking Garage	For Rent	-	23,000	Garage			3 Story	
E & F	Residential	For Rent	122	3,300	Office			5 Story	
Sub-total - College Parcel			345	62,400					
Relative Percentage (based upon building SF)						College Parcel Parking Total:			497 spaces
BC Community Housing, LLC parcel									
H	Residential	For Rent	57	5,700	Office			4 Story	91
I	Residential	For Rent	28	3,000	Daycare	Office		5 Story	41
I	Fitness	N/A		15,000	Fitness			Ground Fl	
J	Greenhouse	N/A		3,000	Greenhouse			1 Story	
K & L	CSC/CSC Residential	Sell Off	146					4 Story	155
M	Residential	For Sale	88 →	3,000	Retail	Office		4 Story	105
P	Residential	For Sale	52	1,300	Retail			4 Story	78
Q	Residential	For Sale	38					5 Story	83
R	Commercial			33,000	42 room Hotel				42
Sub-total - BCCH Parcel			409	64,000					
						BCCH + Non-Profit Parcel Parking Total:			595
Grand Totals			754	126,400					1092

- 15
739

BIKE PARKING

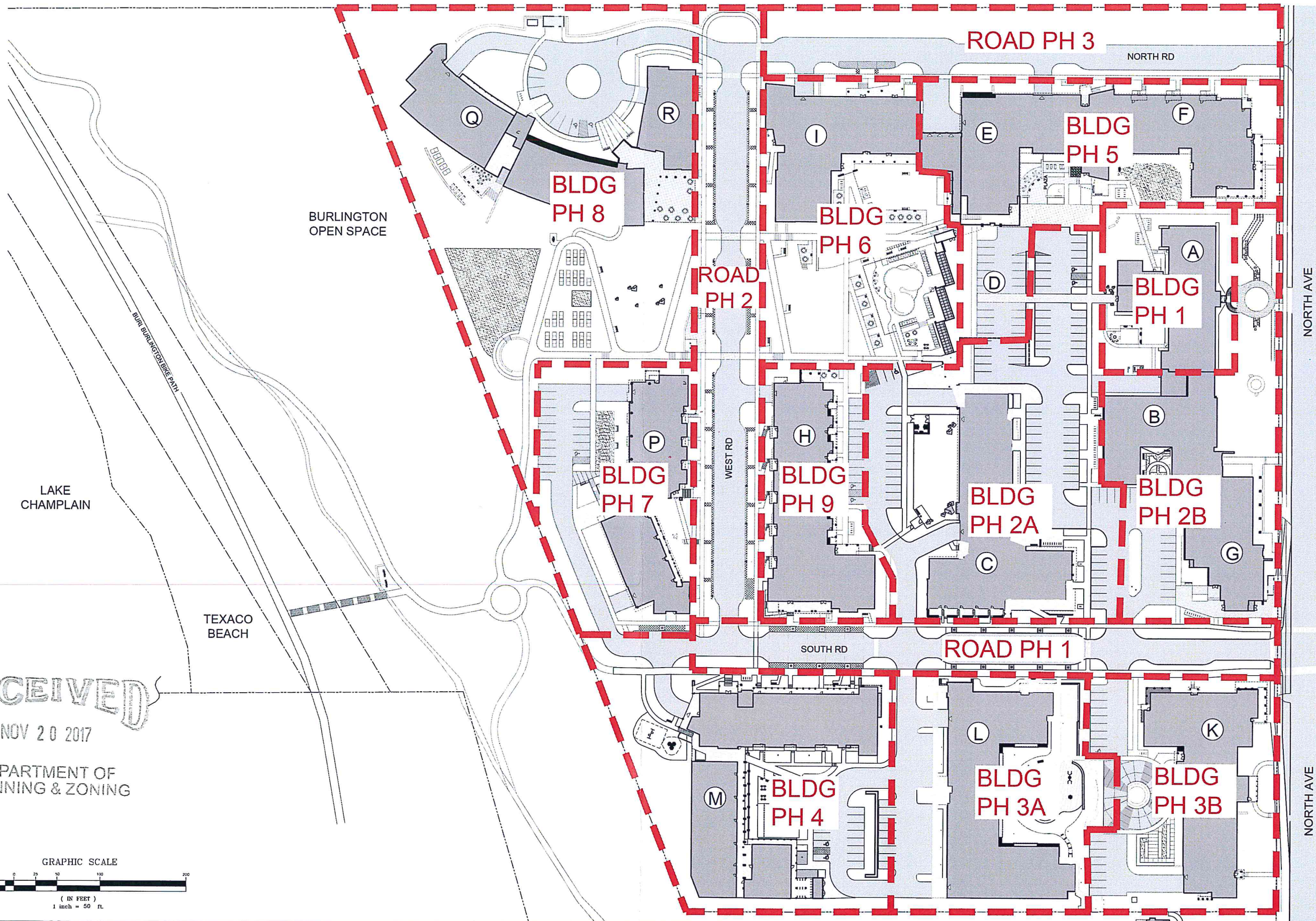
BIKE PARKING		RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS								NON-RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS				
		Residential Unit Count	Outdoor Racks PROVIDED (space for)	Long Term Bike Parking Req'd 1 per 4 units	Short Term Bike Parking Req'd 1 per 10 units					Non-Residential Square Footages + Uses				NON-RES. LONG TERM
						Building	Use	Non-residential Square Footage	Non-residential Primary	Non-res Secondary	Non-res. Tertiary	Req'd Parking Standard (LT)	Req'd Parking Long Term	Req'd Parking Standard (ST)
Burlington College Parcel														
A	Residential	65	20	16.25	6.50									
B & G	Former College	71	62	17.75	7.10	19,077	Prof./Trade Sch	Restaurant	Bakery	1 per 20,000sf	0.95	3 per 5,000sf	11.45	
C	Multi-Use	81	18	20.25	8.10	13,100	Office	Retail		1 per 5,000sf	2.62	1 per 5,000sf	2.62	
D	Parking Garage	-				23,000	Garage	For Resident Use						
E & F	Residential	122	30	30.50	12.20	2,000	Office			1 per 5,000	0.40	1 per 10,000	0.20	
Sub-total - College Parcel		339	130	84.75	33.90						3.97		14.27	Req'd Bike Parking 136.89 sub-total spaces
BC Community Housing, LLC parcel														
H	Residential	57	16	14.25	5.70	5,639	Office			1 per 5,000	1.13	1 per 10,000	0.56	91.00
I	Residential	28	30	7.00	2.80	4,025	Daycare	Office		1 per 20,000	0.20	1 per 10,000	0.40	41.00
I	Fitness					19,000	Fitness	For Resident Use						
J	Greenhouse					3,000	Greenhouse	For Resident Use						
K & L	CSC/CSC Res*	146	48	26.00	14.60									179.00
M & N	Residential	79	48	19.75	7.90	2,916	Retail	Office		1 per 5,000	0.58	1 per 5,000	0.58	106.00
O & P	Residential	52	14	13.00	5.20	1,000	Retail			1 per 20,000	0.05	1 per 5,000	0.20	82.00
Q	Residential	38	18	9.50	3.80	11,000					2.00	2 per 20 rooms	4.00	117.00
R	Commercial						42 Room Hotel			1 per 20 rooms				
Sub-total - BCCH Parcel		400	174	89.50	40.00		BCCH + Non-Profit Parcel Bike Parking Totals:				3.96		5.75	139.21
Grand Totals			Provided: 304	Req'd Long+Short Term TOTAL: 248.15							7.94		20.02	REQUIRED TOTAL: 276.10

*parking adjusted to reflect 70 senior/elderly units

	Long Term	Short
Required:	(LT)	(ST)
Residential:	185	74
NonResidential:	7	19
Total Req'd:	192	93

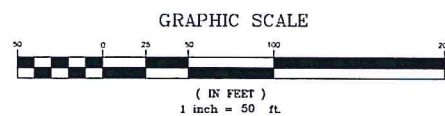
Provided:	Interior/ covered (LT) Bike Parking	Exterior (ST) Bike Parking
	598	304
TOTAL PROVIDED:		902

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DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
11-23-2016	PERMIT SET - DRAFT	04/18/2017	REVISION		
01-04-2017	PERMIT SET	11/02/2017	DRAFT		
01-31-2017	PERMIT SET - REVISED				

Owner:
BC Community Housing

landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555



MJB
design by
MJB
checked by

TKD / EB / JS
drawn by
scale 1" = 50'

T. J. Boyle Associates, LLC

01/31/2017
CAMBRIAN RISE

EXHIBIT - PHASING PLAN

sheet no:
L-EX4

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**MEMO ACCOMPANYING DRAWINGS SHOWING
PROPOSED REVISIONS TO BUILDING "C"**

TO: Scott Gustin + Mary O'Neil, Principal Planners, Burlington Planning + Zoning
FROM: BC Community Housing, LLC
DATE: November 17, 2017
RE: Changes from Original Proposal to Building "C"

Drawings Submitted:

- New Building Elevations/Diagram/Supporting Perspectives
- Shading Study
- Parking Plans

Proposed units for Entire Cambrian Rise project proposed to remain at 739, as already approved

No other changes are proposed or implied by this application, other than the proposed changes to Building C and its immediate vicinity

Revisions Proposed:

- Gates and seating/grilling area added to dog park entries on West side of building
- Revisions to main entry stair and seating area on Southeast corner, now opens more to the street, leading residents and visitors into the building
- Revisions to entry sequence in "knuckle" of building on east elevation – more bike racks added, some seating
- Removal of 6 parking spaces on west-side surface parking area, revised for addition of garbage truck pull-in and back-up space
- Slight changes to exterior design and balconies, but consistent with previously approved architectural vocabulary and palette
- Top-most private balconies removed from South elevation
- Commercial space on Northwest corner no longer recessed, instead brought to building edge
- Common areas with balconies on each floor in Northwest corner, balconies proposed to have glass panels along rail
- Changes to stairway on west elevation leading from grade to swimming pool area and dog park, overall, resulting in less concrete: solid concrete stairs replaced with "lighter" metal stairs and new metal rail (also more transparent with increased visibility), top landing made shorter than previously, plantings/landscaping proposed underneath first couple of stair landings, more playful exposed structure supporting the top portions of stairway, glass panels from northwest balconies continued along edge of boardwalk/overlook above greenhouses
- Addition of new tertiary exit at-grade along west side of building
- Added depth to boardwalk/deck and continued pedestrian path across parking lot to the west of Liberty House; removal of "dead end" of same lot and parking spaces to create circulation; amended surface parking count to a total of 108 parking spaces (net loss of 9 from original design)

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Plaza-level Parking Removed:

- New ground floor commercial at-grade on the east elevation and 6 residential units added on the west elevation, plus 6 new at-grade units (5 of which have doors directly to/from Cambrian Way)
- "Slats/Sticks" openings removed (formerly associated with parking) and replaced with additional level of commercial spaces on east elevation of building, residential units on west elevation.
- Added planters and walkways to create landscaped entry sequence to new ground floor commercial entrances

The number of structured parking spaces in the below-grade garage remains unchanged.

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk



TO: Development Review Board
FROM: Scott Gustin *SG*
DATE: December 19, 2017
RE: 18-0509CA; 329-375 North 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: NAC-CR Ward: 4N

Owner/Applicant: BCCH, LLC & 375 North Ave, LLC / Eric Farrell

Request: Request for amendment of zoning permit 17-0623CA/MA; Revisions to Building C and immediate site vicinity. Overall reduction of 50 parking spaces. No change in overall dwelling unit count (739).

Applicable Regulations:

Article 6 (Development Review Standards), Article 8 (Parking)

Background Information:

The applicant is seeking approval to make changes to so-called Building C and the surrounding site. Overall building size and architecture will remain consistent with the original zoning approval. Elevations will change somewhat. Most significantly, the previous at-grade parking deck will be replaced with enclosed building space for residential and commercial use. Minor site revisions include changes to nearby surface parking, walkways, bike parking, and landscaping.

Previous zoning actions for this property are noted below.

- Zoning Permit 17-0623CA/MA; Construct development consisting of 11 buildings containing 739 residential units, approximately 45,000 sq. ft. of non-residential support/amenity space, approximately 40,000 sq. ft. of neighborhood commercial spaces and 1,092 parking spaces. Approved March 8, 2017 and amended May 1, 2017.
- Zoning Permit 16-022CA; Remove slate roof and install copper. Approved January 2016.
- Zoning Permit 16-1077MP; Tree maintenance plan. Approved November 2015.
- Zoning Permit 16-007CA/MA; Convert orphanage to 63 residential units. Approved September 2015. Amended February 2016 to increase to 65 residential units and minor exterior alterations.
- Zoning Permit 15-0702LL; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]

- Zoning Permit 14-1286CA; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- Zoning Permit 12-0706SN; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- Zoning Permit 12-0121CA; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- Zoning Permit 11-0282CU; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- Zoning Permit 09-526CA; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- Zoning Permit 92-096 / COA 092-016; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- Zoning Permit 79-352; install septic tank and seepage bed. July 1979.
- Zoning Permit 77-03; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- Zoning Permit 77-628; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

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

I. Findings

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The proposed site changes have no effect on nearby natural features. (**Affirmative finding**)

(b) Topographical Alterations:

The proposed site revisions result in no perceptible changes to the overall project's grading plan. (**Affirmative finding**)

(c) Protection of Important Public Views:

Public views from and through this property are not affected by the site or building changes. **(Affirmative finding)**

(d) Protection of Important Cultural Resources:

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

The proposed changes have no adverse effect on the historically significant former orphanage building onsite. **(Affirmative finding)**

(e) Supporting the Use of Renewable Energy Resources:

Building C and its surrounding site contained no provisions for using renewable energy resources. The proposed amendment makes no changes affecting this criterion. **(Affirmative finding)**

(f) Brownfield Sites:

Not applicable.

(g) Provide for nature's events:

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

Stormwater management and provisions for snow management remain unchanged. **(Affirmative finding)**

(h) Building Location and Orientation:

Building C is oriented towards Cambrian Way. Building location and orientation remain unchanged. Minimal alterations to the building's southern façade are proposed; however, the introduction of individualized building entries and associated walkways connecting to the new public sidewalk make for a more welcoming building presence. **(Affirmative finding)**

(i) Vehicular Access:

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

Vehicular access to the site remains largely unchanged. Of course, access to the at-grade parking deck under the building now to be deleted is no longer needed. Some minimal surface parking circulation changes are also proposed including improved provision for garbage truck access to the west of the building. **(Affirmative finding)**

(j) Pedestrian Access:

Pedestrians shall be provided one or more direct and unobstructed paths between a public sidewalk and the primary building entrance. Well defined pedestrian routes shall be provided

through parking areas to primary building access points and be designed to provide a physical separation between vehicles and pedestrians in a manner that minimizes conflicts and improves safety. Where sidewalks and driveways meet, the sidewalk shall be clearly marked by differentiated ground materials and/or pavement markings.

Pedestrian access to the building will be changed with the introduction of new at-grade residential space and several new related entries into the building. **(Affirmative finding)**

(k) Accessibility for the Handicapped:

*Special attention shall be given to the location and integration of accessible routes, parking spaces, and ramps for the disabled. Special attention shall also be given to identifying accessible access points between buildings and parking areas, public streets and sidewalks. The federal Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be used as a guide in determining the adequacy of the proposed development in addressing the needs of the disabled. No changes to handicap accessibility are evident in the amended plans. Full compliance with ADA requirements will be under the jurisdiction of the building inspector. **(Affirmative finding as conditioned)***

(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.

The most significant change in this application is the elimination of a full deck of under-building parking. A new outdoor patio area and improved pedestrian entry replace the former driveway entrance into the building. Minimal changes to nearby surface parking are proposed. Several surface parking spaces are added or removed. A new connector will link two parking areas just to the north of Building C.

Parking shall be laid out to provide ease in maneuvering of vehicles and so that vehicles do not have to back out onto city streets. Dimensions of spaces shall at a minimum meet the requirements as provided in Article 8. The perimeter of all parking areas shall be designed with anchored curb stops, landscaping, or other such physical barriers to prevent vehicles from encroaching into adjacent green spaces.

Parking spaces and related circulation aisles remain dimensionally unchanged.

Surface parking and maneuvering areas should be shaded in an effort to reduce their effect on the local microclimate, air quality, and stormwater runoff with an objective of shading at least 30% of the parking lot. Shading should be distributed throughout the parking area to the greatest extent practical, including within the interior depending on the configuration. New or substantially improved parking areas with 15 or more parking spaces shall include a minimum of 1 shade tree per 5 parking spaces with a minimum caliper size of 2.5"-3" at planting. Up to a 30% waiver of the tree planting requirement may be granted by the development review board if it is found that the standard requirement would prove impractical given physical site constraints and required compliance with minimum parking requirements. All new shade trees shall be: of a species

appropriate for such planting environments, expected to provide a mature canopy of no less than 25-feet in diameter, and selected from an approved list maintained by the city arborist. Existing trees retained within 25-feet of the perimeter of the parking area (including public street trees), and with a minimum caliper size greater than 3-inches, may be counted towards the new tree planting requirement.

The requirement for 1 shade tree for every 5 parking spaces is met across the development. The shading plan submitted with this amendment demonstrates continued compliance with the 30% requirement. **(Affirmative finding)**

(m) Landscaping and Fences:

Except for some minor adjustments associated with parking layout and building entry revisions, the landscaping plan remains essentially unchanged. **(Affirmative finding)**

(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.

Public plazas and open space within the overall development remain essentially unchanged. Some additional amenity in the form of improved entry and provision of grills in the adjacent dog park have been provided. **(Affirmative finding)**

(o) Outdoor Lighting:

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

Outdoor lighting remains unchanged. **(Affirmative finding)**

(p) Integrate infrastructure into the design:

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

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be 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.

Infrastructure remains largely unchanged. To the northwest of Building C, several surface parking spaces will be removed in order to better accommodate garbage truck access. No other infrastructure changes are evident. **(Affirmative finding)**

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

The massing, height, and scale of Building C remain unchanged. **(Affirmative finding)**

2. Roofs and Rooflines.

The roofline of Building C remains unchanged. **(Affirmative finding)**

3. Building Openings

Removal of the at-grade under-building parking affects building fenestration. Where slatted screening once lined the parking area has now become enclosed building space with a new series of windows and doorways. Fenestration generally has been revised with new window styles, but the overall pattern remains largely unchanged. **(Affirmative finding)**

(b) Protection of Important Architectural Resources:

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

As noted previously, the proposed building and site changes have no adverse effect on the historically significant orphanage building and renovations thereto. **(Affirmative finding)**

(c) Protection of Important Public Views:

See Section 6.2.2. (c).

(d) Provide an active and inviting street edge:

Building C faces south toward Cambrian Way. Little about its street presence will change. Some minor fenestration changes and an alteration to an exterior stairway are about the extent of proposed changes. **(Affirmative finding)**

(e) Quality of materials:

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

The building material palette appears to remain unchanged. The arrangement of building materials differs somewhat from what was originally approved; however, the impact on building appearance is minimal. **(Affirmative finding)**

(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. **(Affirmative finding as conditioned)**

(g) Make advertising features complementary to the site:

No exterior signage is included in this application. Any such signage will require separate permitting. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design:

See Section 6.2.2 (p) above.

(i) Make spaces secure and safe:

As originally approved, all appropriate means of ingress and egress, and code requirements for building and life safety as defined by the building inspector and fire marshal must be observed.

Building entrances must be visible and adequately lit. Intercom systems for multi-family housing is recommended to maximize personal safety. **(Affirmative finding as conditioned)**

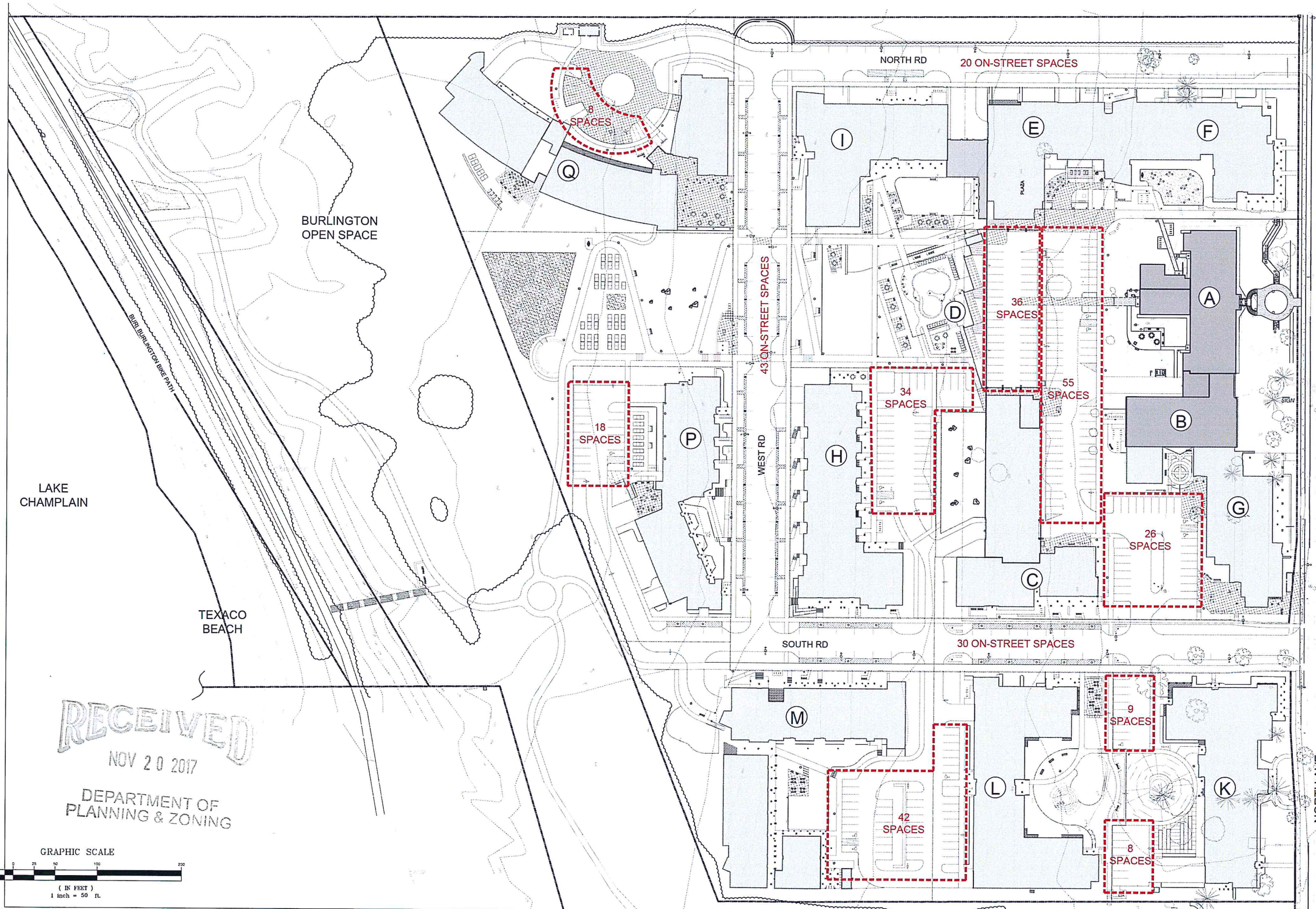
Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The proposed alterations in this application result in the loss of 50 parking spaces. Parking remains acceptable with 1,042 garage and surface spaces. The parking requirement for the overall development increases from 881 parking spaces to 896 due to the 7,300 sf of new commercial space in Building C. The application cites a requirement of 907 spaces. This discrepancy needs to be resolved, but parking is compliant in any event. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. **Prior to release of the zoning permit**, the overall parking requirement shall be resolved between the applicant's and staff's numbers.
2. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required.
3. All exterior signage is subject to separate zoning approval.
4. Except as amended in this zoning permit approval, all conditions of zoning permit 17-0623CA/MA remain in effect.
5. Standard Conditions 1-15.

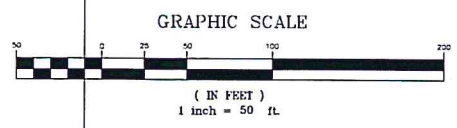


BURLINGTON OPEN SPACE

LAKE CHAMPLAIN

TEXACO BEACH

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date	Owner:	landscape architects planning consultants	T. J. Boyle Associates, LLC	MJB design by TKD checked by	TKD / EB / JS 01/20/2017	CMBRIAN RISE	sheet no:
	BC Community Housing	301 college street burlington vermont 05401 802 658 3555	scale 1" = 50'			EXHIBIT - SURFACE PARKING	EX5a

\\SSS\projects\active\Projects\Burlington College\13211Dwg-CR-Masterplan\DWG\13211Dwg-CR-EX-PARKING.dwg 1/20/2017 3:40:09 PM

LAKEVIEW CEMETARY

SUN ANGLE CALCULATION DATA FOR PROJECT LOCATION

LONGITUDE: 73° 13' 41.5" WEST
 LATITUDE: 44° 29' 26.9" NORTH
 CALCULATION DATE: JUNE 21, 2017
 ELEVATION: 200'
 TIME: SOLAR NOON (12:24 PM EST)

RESULTING SUN
 ALTITUDE ANGLE: 68.20°

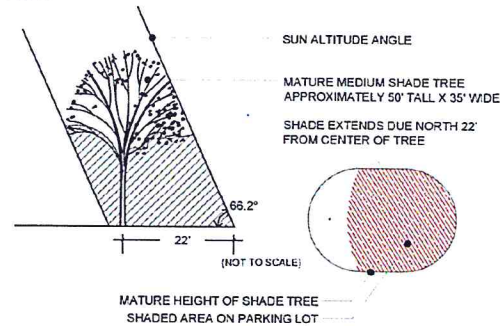
SHADE CALCULATIONS: Plant Sizes and Shadow Offset

Tree Type	Mature Height	Mature Canopy Size	Shadow Offset
Large Deciduous	65'	40'	28.7'
Medium Deciduous	35'	20'	13.2'
Small Deciduous	15'	10'	7.5'
Ornamental Deciduous	15'	10'	7.5'
Large Coniferous	65'	25'	28.7'
Medium Coniferous	40'	15'	17.6'
Small Coniferous	20'	7'	8.8'

All non-conifer tree shadows calculated at a limbed up height of 20'

Building	Height	Bldg Elev.	Shadow Offset
C	65.5'	281'	28.8'
C	71.5'	287'	31.5'
C	54.5'	270'	24.0'

EXAMPLE:



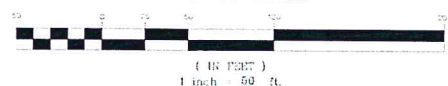
OVERALL SHADE CALCULATION TOTALS

TOTAL IMPERVIOUS SURFACE IN PARKING LOT	= 98,759 SF
TOTAL SHADE FROM MATURE TREE HEIGHTS LOT	= 44,130 SF
TOTAL SHADE ON SITE	= 44.7%
TOTAL SHADE REQUIRED	= 30%

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GRAPHIC SCALE



SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 4,442 SF
 TOTAL SHADE = 2,575 SF
 TOTAL SHADE = 57.9%

Impervious Surface = 44,503 sf
 Shaded area = 17,120 sf

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 6,125 SF
 TOTAL SHADE = 1,954 SF
 TOTAL SHADE = 31.9%

Impervious Surface = 11,269 sf
 Shaded area = 7,289 sf

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 44,503 SF
 TOTAL SHADE = 17,120 SF
 TOTAL SHADE = 38.4%

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 10,894 SF
 TOTAL SHADE = 3,428 SF
 TOTAL SHADE = 31.4%

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 11,209 SF
 TOTAL SHADE = 7,289 SF
 TOTAL SHADE = 64.7%

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 3,870 SF
 TOTAL SHADE = 1,659 SF
 TOTAL SHADE = 42.9%

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 3,168 SF
 TOTAL SHADE = 1,340 SF
 TOTAL SHADE = 42.5%

SHADE CALCULATION SUB TOTALS
 TOTAL IMPERVIOUS SURFACE = 17,560 SF
 TOTAL SHADE = 11,616 SF
 TOTAL SHADE = 66.3%

BURLINGTON
 OPEN SPACE

T. J. Boyle Associates, LLC

CAMBRIAN RISE

EXHIBIT - SHADING CALCULATIONS

1-EX1

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301 college street • burlington • vermont • 05401 802 • 658 • 3555

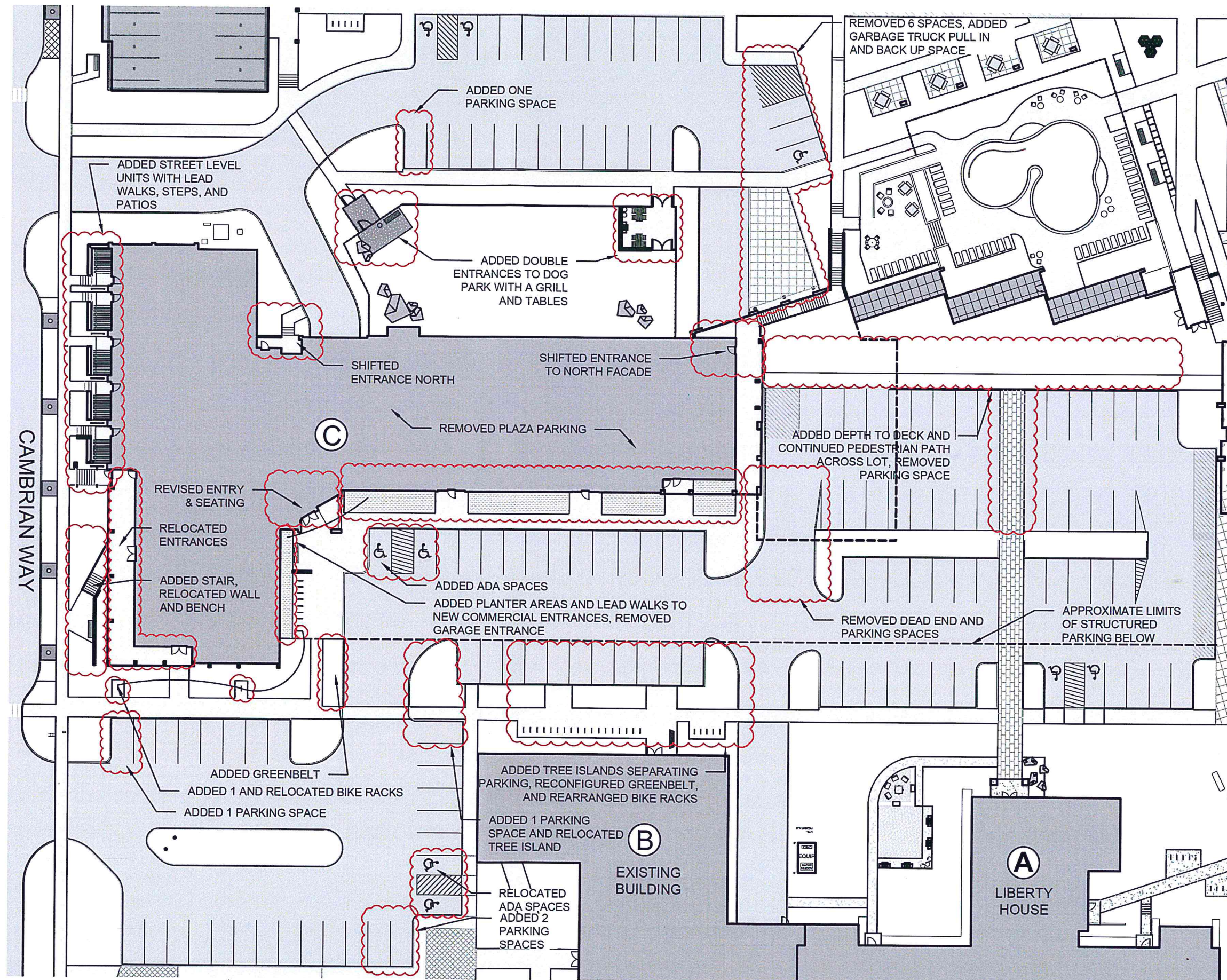


1" = 40'

BI DG C - 1-24-2017 PERMIT PLAN

I -01

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EB
drawn by

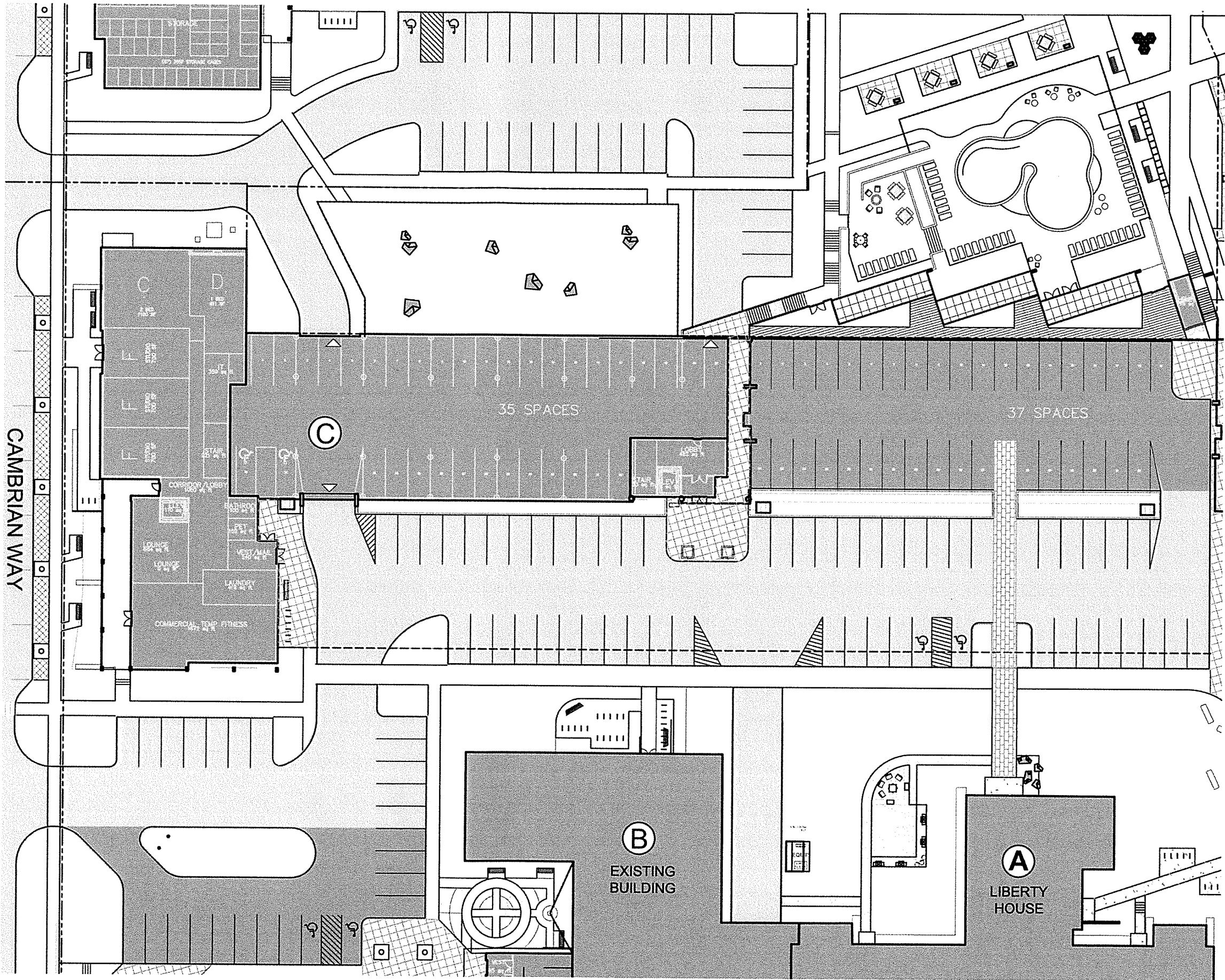
11-8-2017
date

Cambrian Rise

102

P:\Active Projects\Burlington College 1321\Draw-CR-Masterplan\EX-HIBITS\Bldg C Permit\CR-Building C Permit-approved base.dwg, 11/8/2017 1:12:06 PM

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www.tjboyle.com



EB
drawn by

11-8-2017
date

scale 1" = 40'

Cambrian Rise

BLDG C - 1-24-2017 PERMIT PLAN

L-01

SUN ANGLE CALCULATION DATA
FOR PROJECT LOCATION

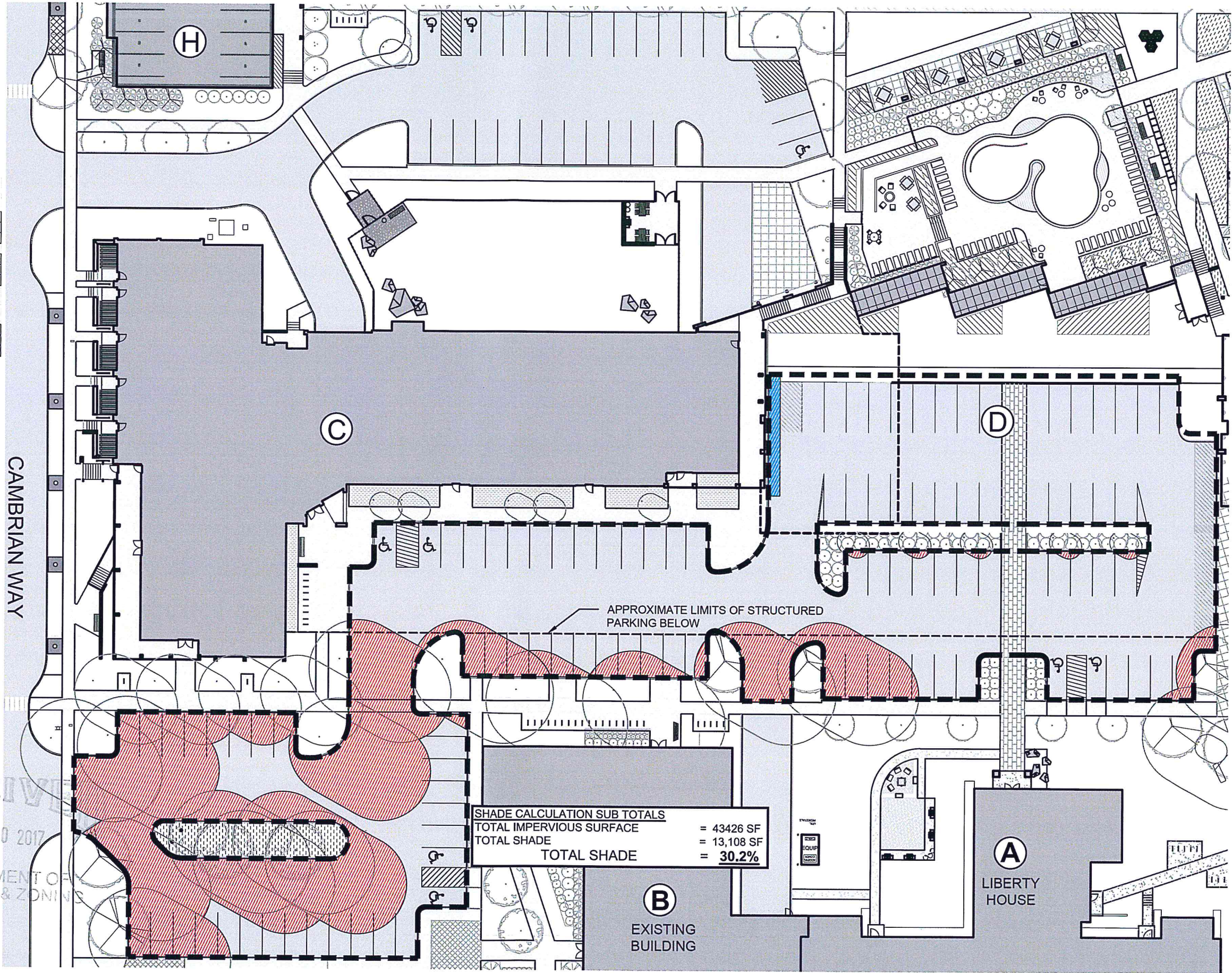
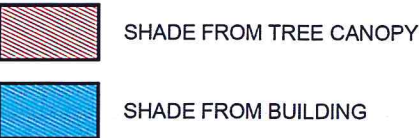
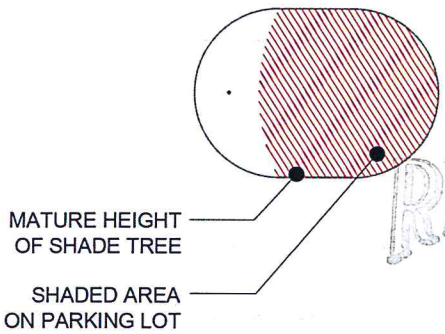
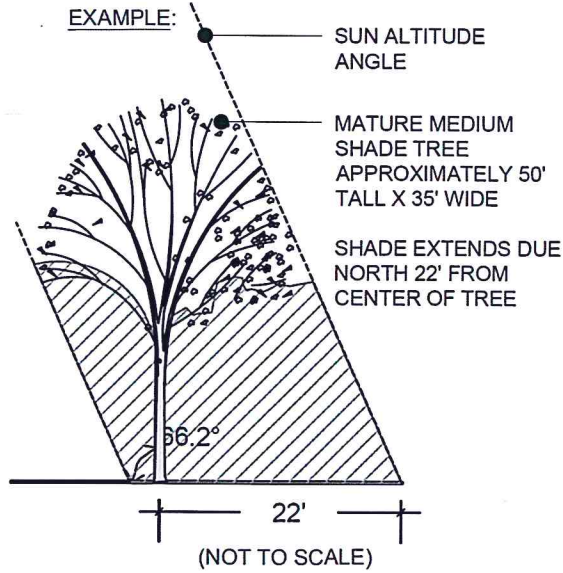
LONGITUDE: 73° 13' 41.5" WEST
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SHADE CALCULATIONS: Plant Sizes and Shadow Offset

Tree Type	Mature Height	Mature Canopy Size	Shadow Offset
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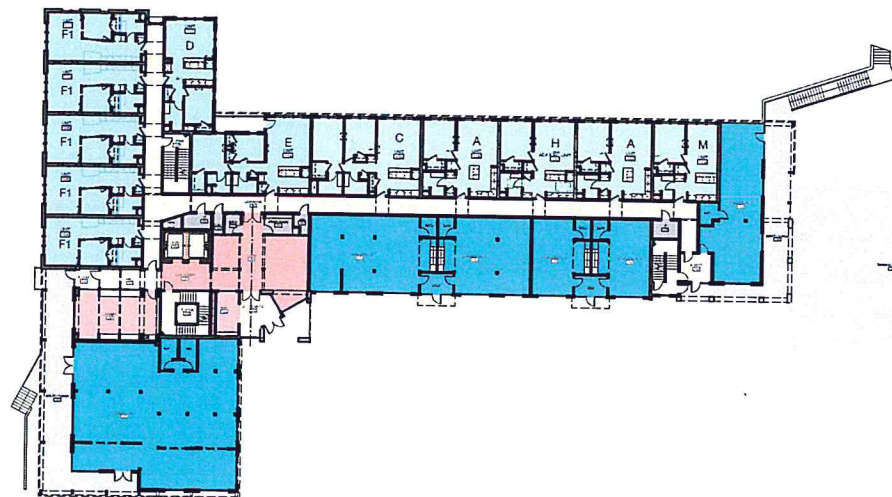
landscape architects • planning consultants

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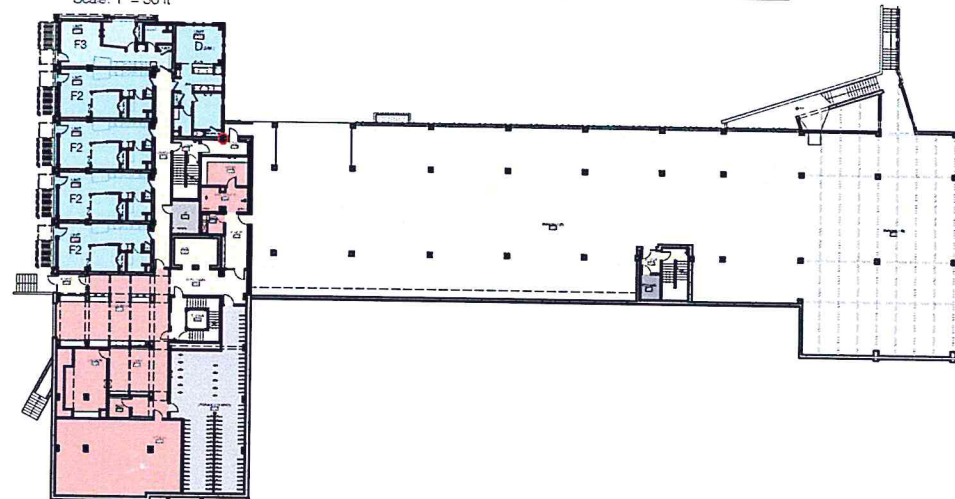
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Cambrian Rise

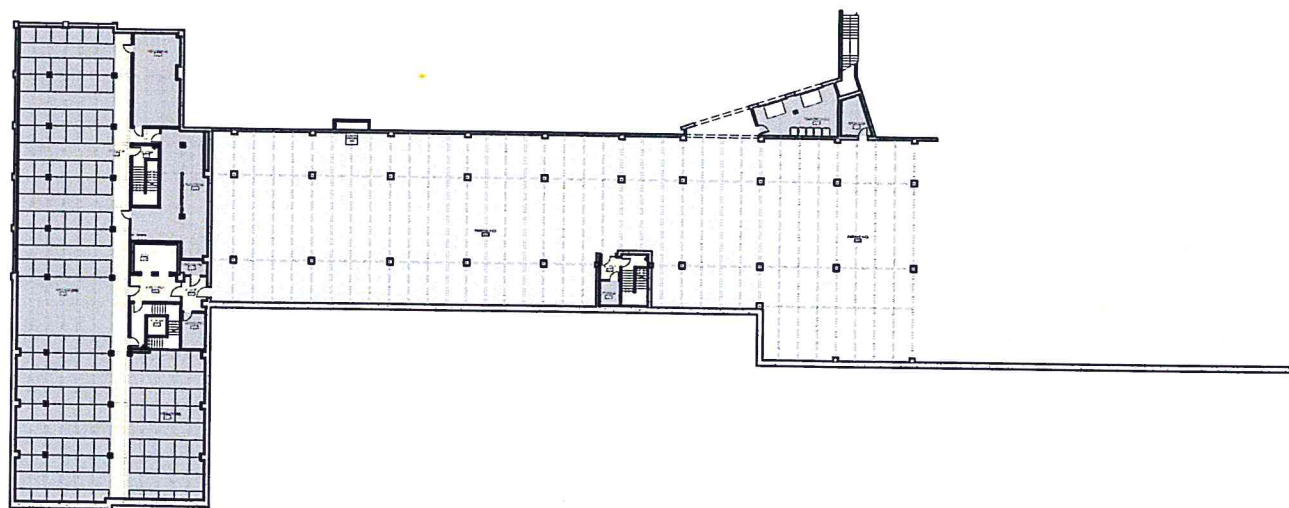
103



FLOOR 1 225'-0"
Scale: 1" = 30 ft



PARKING 1 211'-0"
Scale: 1" = 30 ft



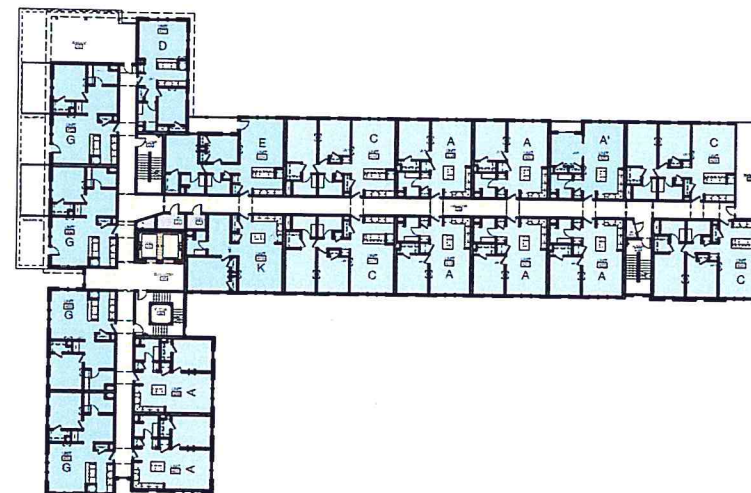
PARKING 2 201'-0"
Scale: 1" = 30 ft

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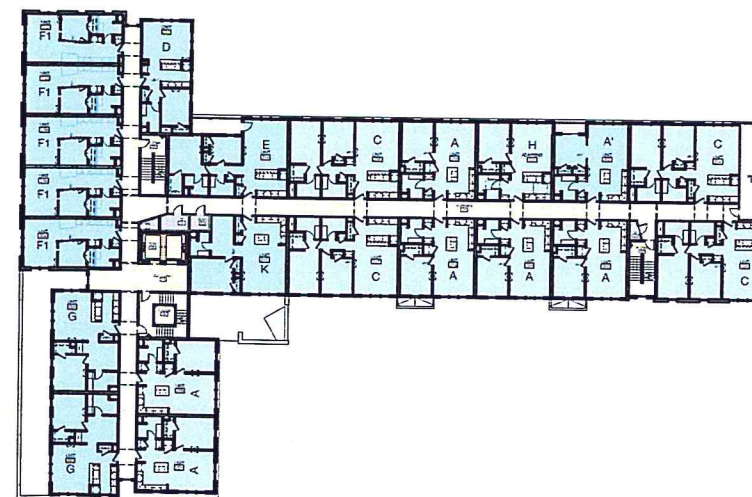
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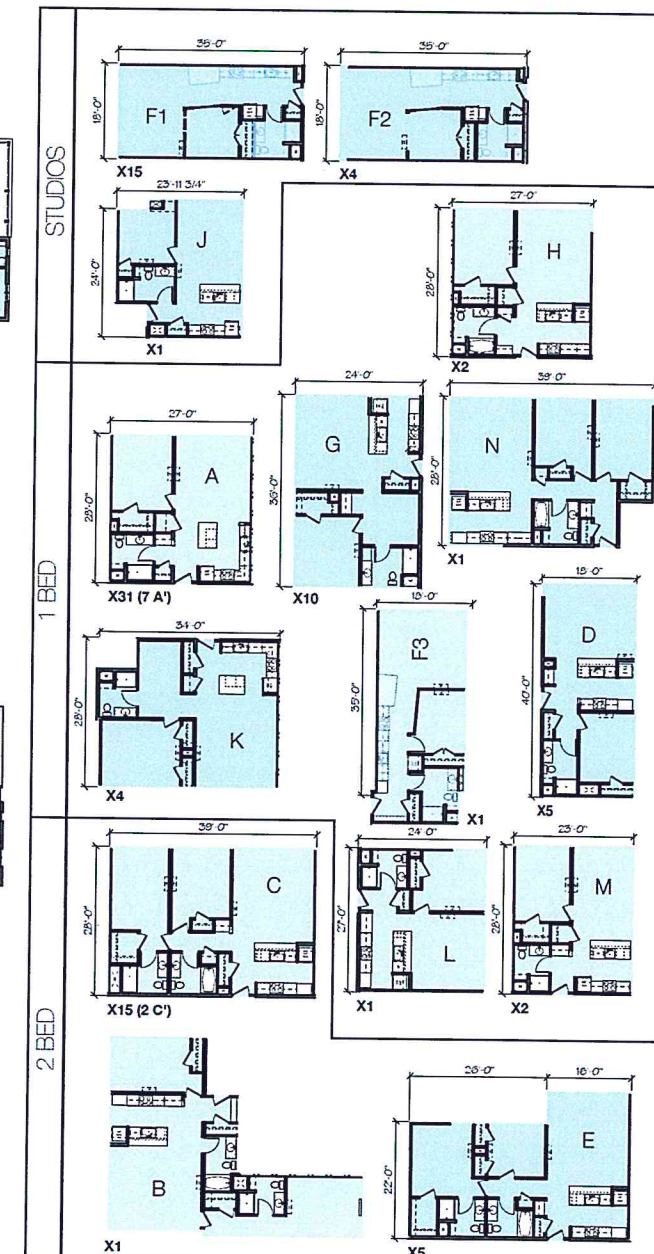
FLOOR 5 269'-11"
Scale: 1" = 30 ft



FLOOR 4 258'-3"
Scale: 1" = 30 ft



FLOOR 2 237'-3" (FLOOR 3 SIM 247'-9")
Scale: 1" = 30 ft



UNITS
Scale: 1/16" = 1'-0"

TOTAL UNITS: 98

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

Duncan
Wisniewski
ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401

DATE: 10.17.2017
DRAWN: AC/TB/OF

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DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

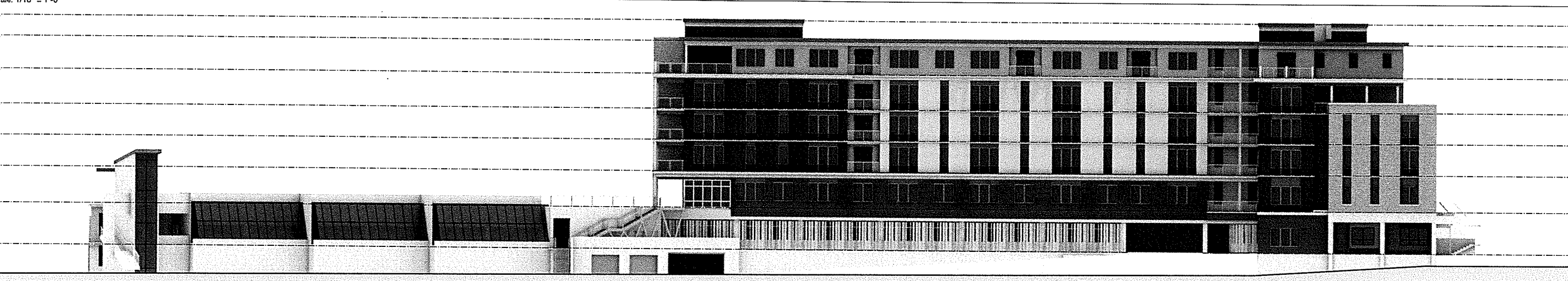
CD-1

ELEV. ROOF
287'-11"
 ROOF
280'-11"
 FIFTH FLOOR
269'-11"
 FOURTH FLOOR
258'-3"
 THIRD FLOOR
247'-9"
 SECOND FLOOR
237'-3"
 FIRST FLOOR
225'-0"
 PARKING 1
211'-0"
 PARKING 2
201'-0"



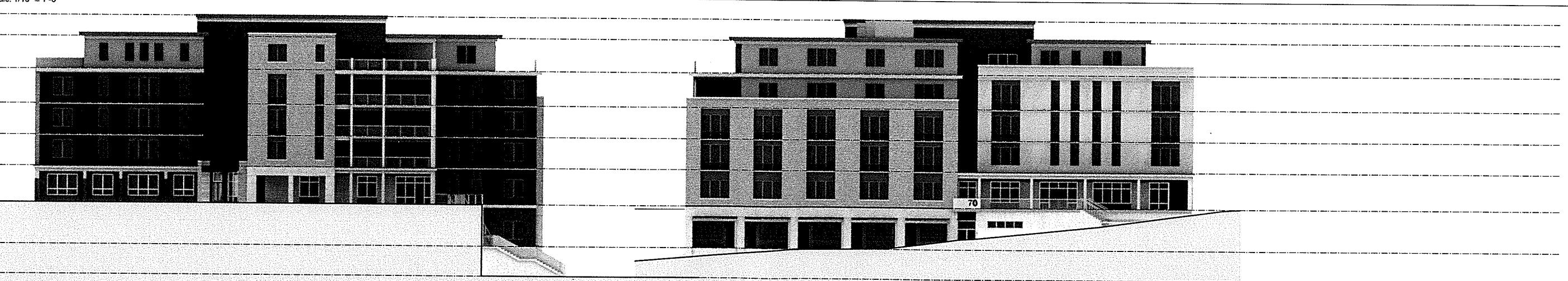
EAST ELEVATION
Scale: 1/16" = 1'-0"

ELEV. ROOF
287'-11"
 ROOF
280'-11"
 FIFTH FLOOR
269'-11"
 FOURTH FLOOR
258'-3"
 THIRD FLOOR
247'-9"
 SECOND FLOOR
237'-3"
 FIRST FLOOR
225'-0"
 PARKING 1
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WEST ELEVATION
Scale: 1/16" = 1'-0"

ELEV. ROOF
287'-11"
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211'-0"
 PARKING 2
201'-0"



NORTH ELEVATION
Scale: 1/16" = 1'-0"

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SOUTH ELEVATION
Scale: 1/16" = 1'-0"

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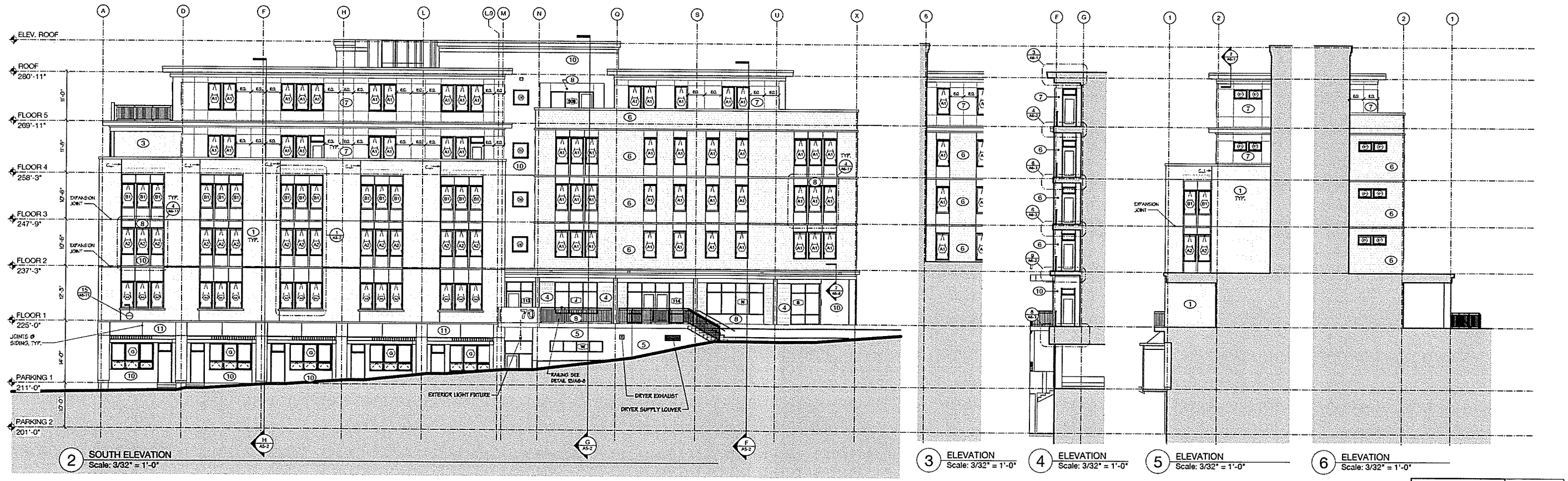
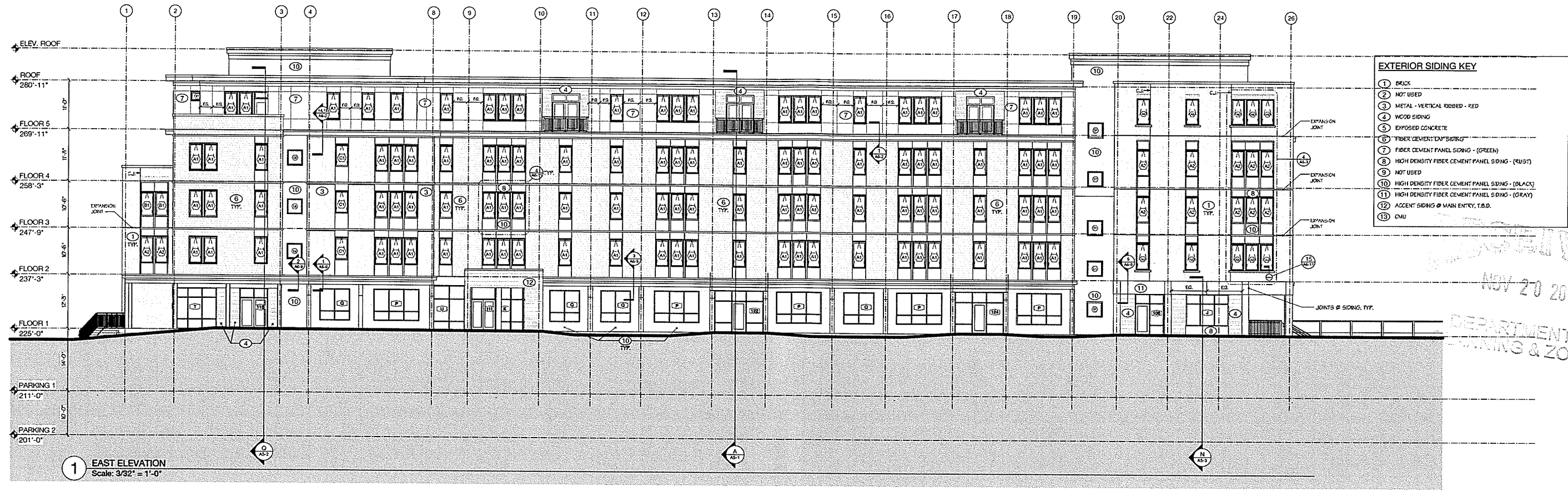
PROGRESS SET

Duncan
 Wisniewski
 ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
 BURLINGTON, VERMONT 05401
 T. 802.864.6693

DATE: 10.30.2017
 DRAWN: ABC

CD-2



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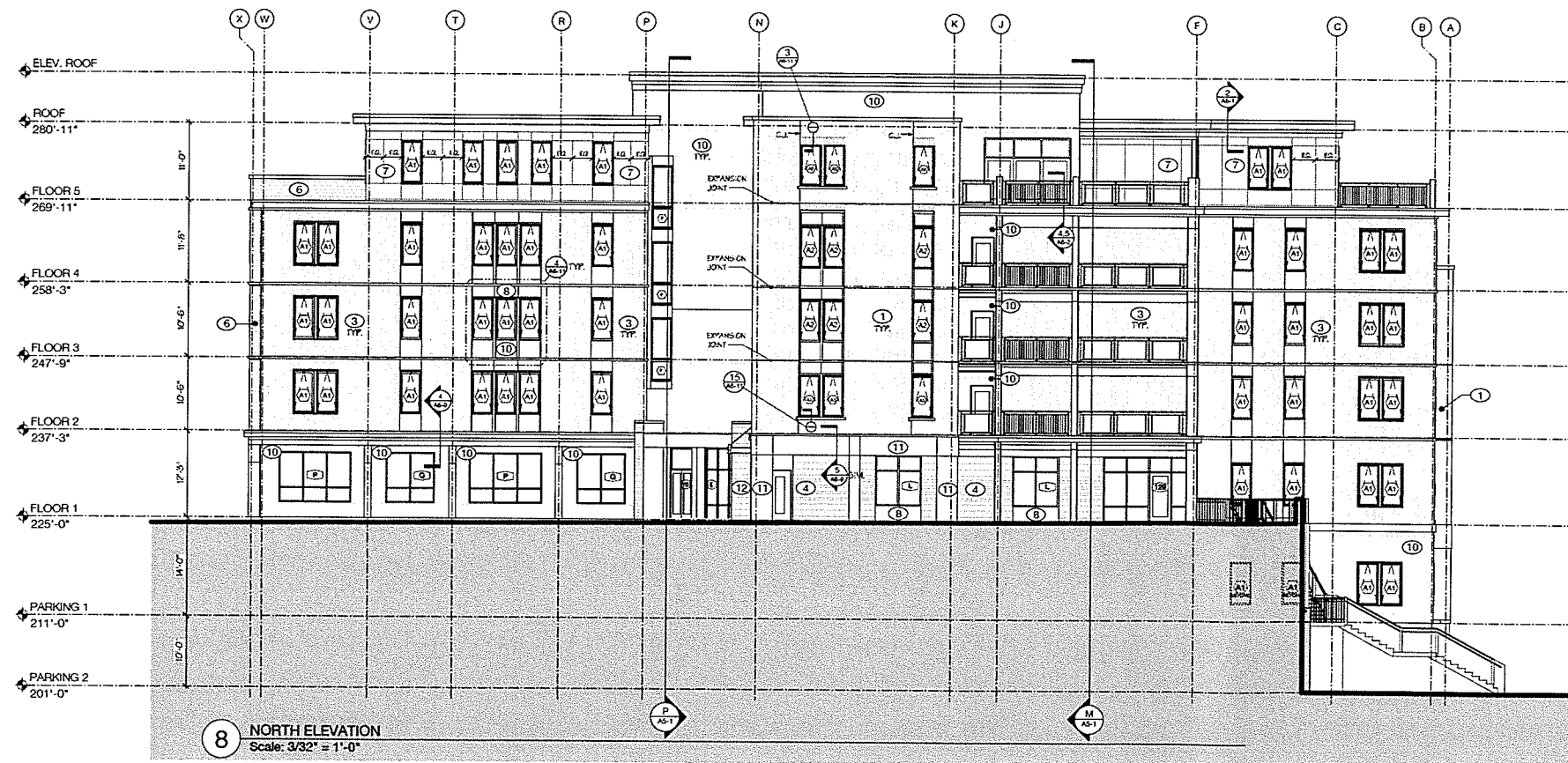
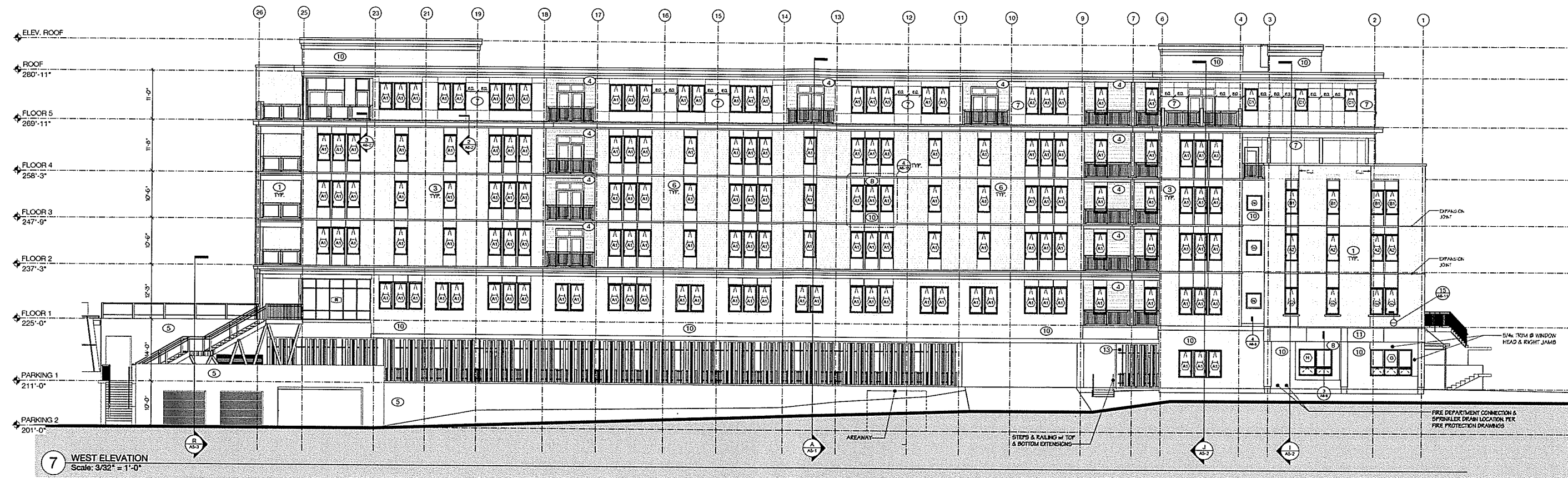
BID/CONSTRUCTION SET

**Duncan
Wisniewski**
ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 10.31.2017
DRAWN: DF

A3-1



EXTERIOR SIDING KEY

- 1 BRICK
- 2 NOT USED
- 3 METAL - VERTICAL RIBBED - RED
- 4 WOOD SIDING
- 5 EXPOSED CONCRETE
- 6 FIBER CEMENT LAP SIDING
- 7 FIBER CEMENT PANEL SIDING - (GREEN)
- 8 HIGH DENSITY FIBER CEMENT PANEL SIDING - (RUST)
- 9 NOT USED
- 10 HIGH DENSITY FIBER CEMENT PANEL SIDING - (BLACK)
- 11 HIGH DENSITY FIBER CEMENT PANEL SIDING - (GRAY)
- 12 ACCENT SIDING @ MAIN ENTRY, T.B.D.
- 13 CMU

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CAMBRIAN RISE
SITE CONCEPT

SCALE 1" = 50'

CITY OF BURLINGTON

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NEW PUBLIC PARK
12 ACRES

BIKE PATH
CONNECTION

GARDENS

GARDENS

ORCHARD

OVERLOOK

WEST ROAD

WEST ROAD

GREEN

POOL

DOG PARK

GRILL

GREENHOUSE

COMMUNITY
GARDEN

COMMUNITY
GARDEN

GARAGE

STONE
HOUSE

NORTH ROAD

LAKE VIEW CEMETERY

1"=50'

0 50 100 150
NORTH

NORTH AVE

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LAKE
CHAMPLAIN

TEXACO
BEACH

BURLINGTON
OPEN SPACE

LAKEVIEW CEMETARY

NORTH RD

NORTH AVE

SOUTH RD

NORTH AVE

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

DRAFT

date

Owner:

landscape architects planning consultants



MJB

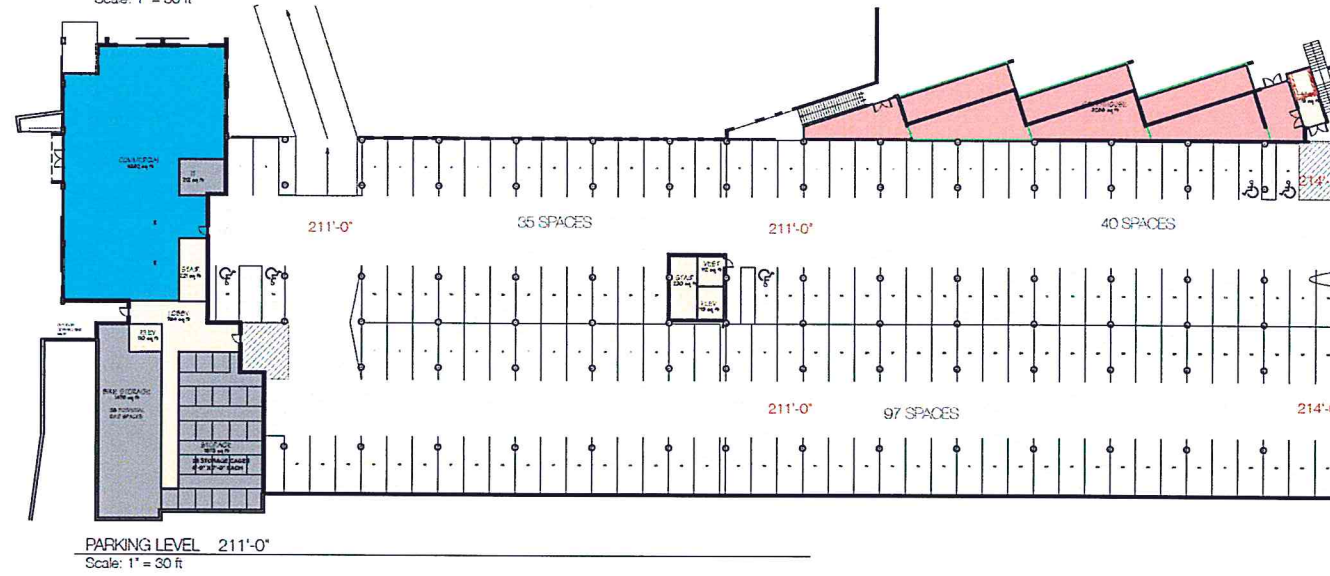
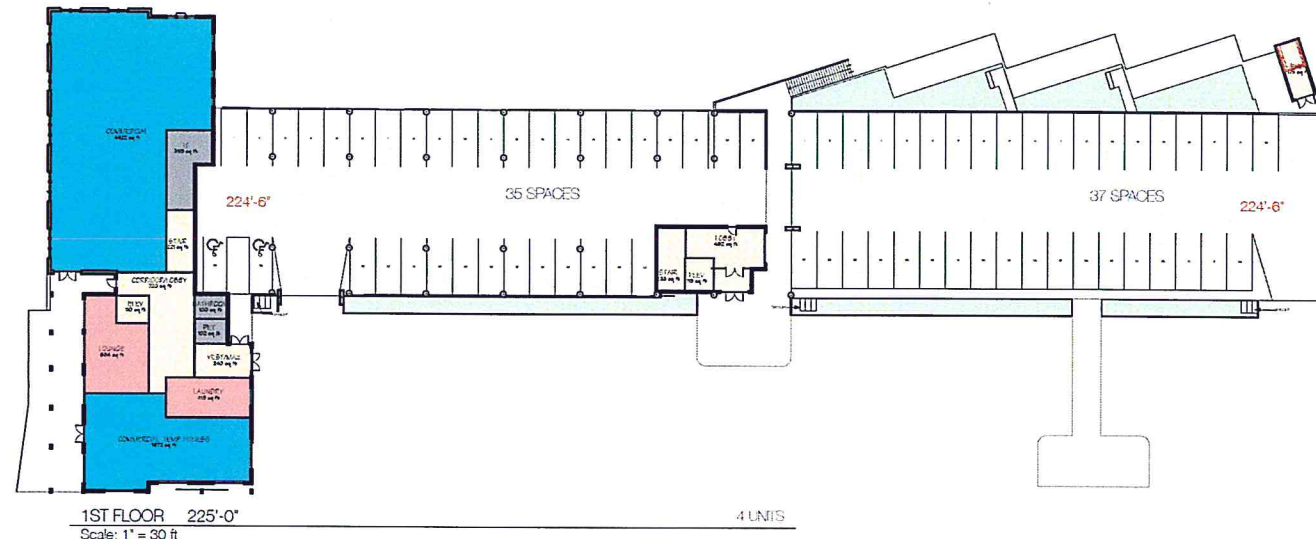
TKD / EB / JS

01/02/2017

CAMBRIAN RISE

T. J. Boyle Associates, LLC

Sheet no.

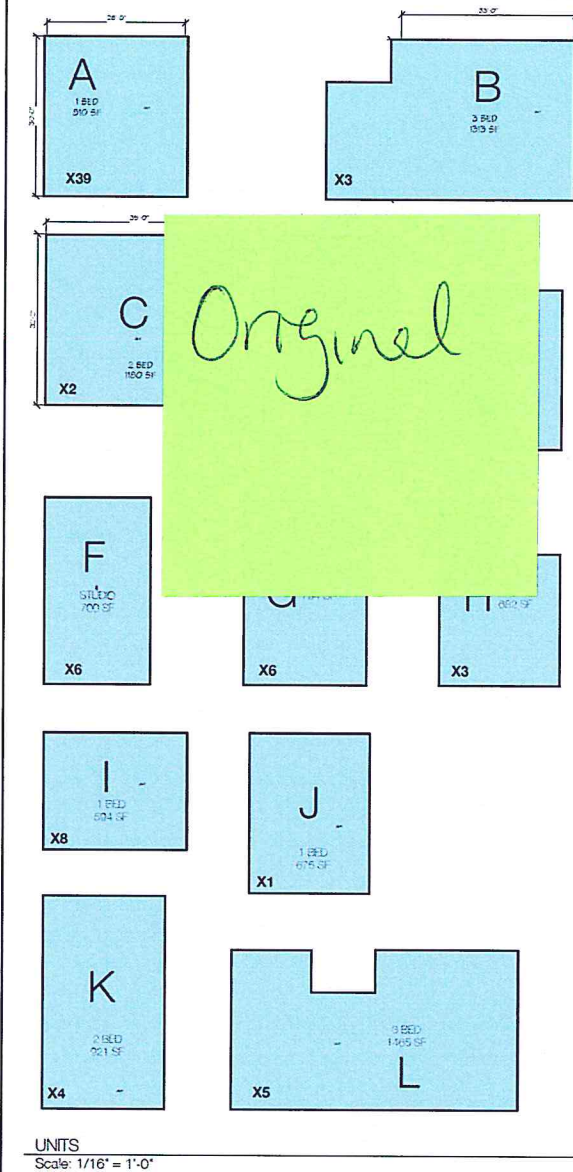
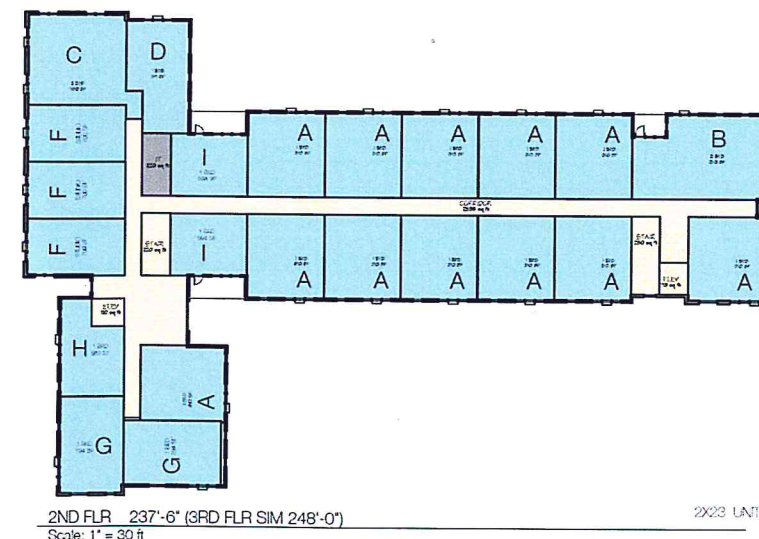
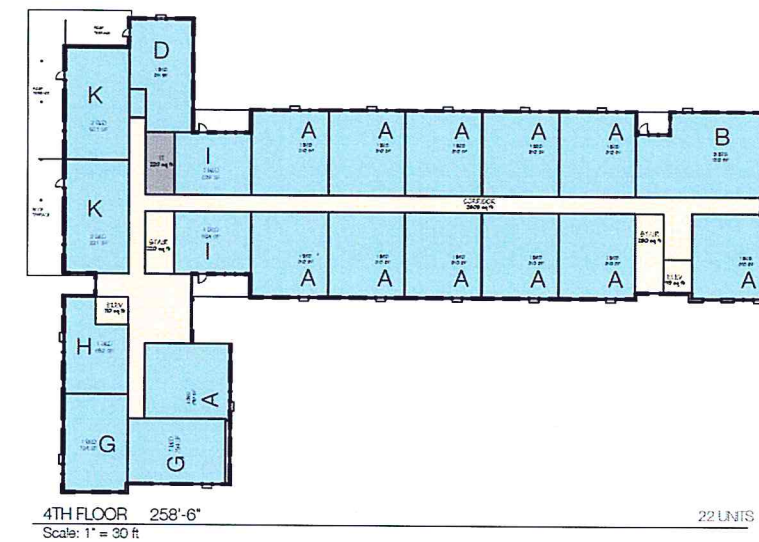
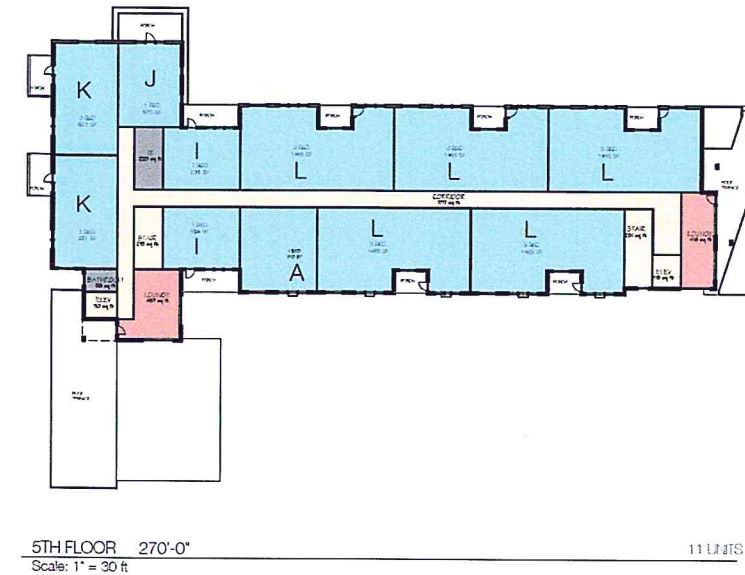


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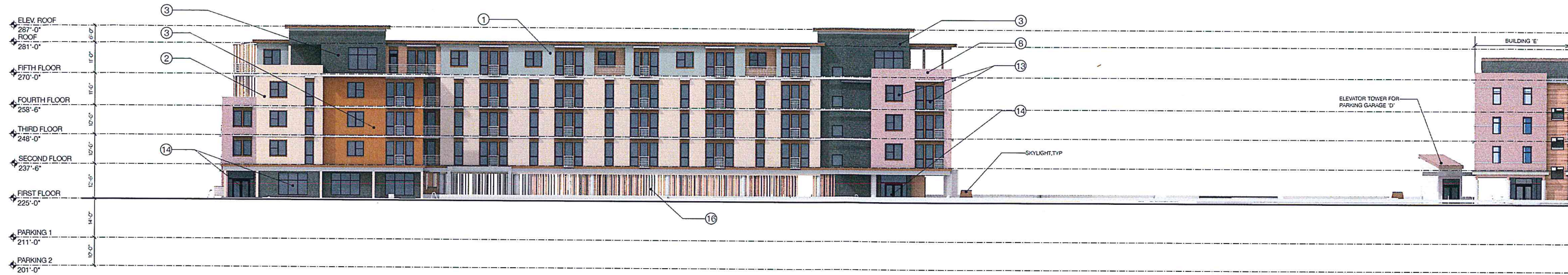
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6893

REVISED: 01.04.17
DATE: 11.23.2016
DRAWN: ABC

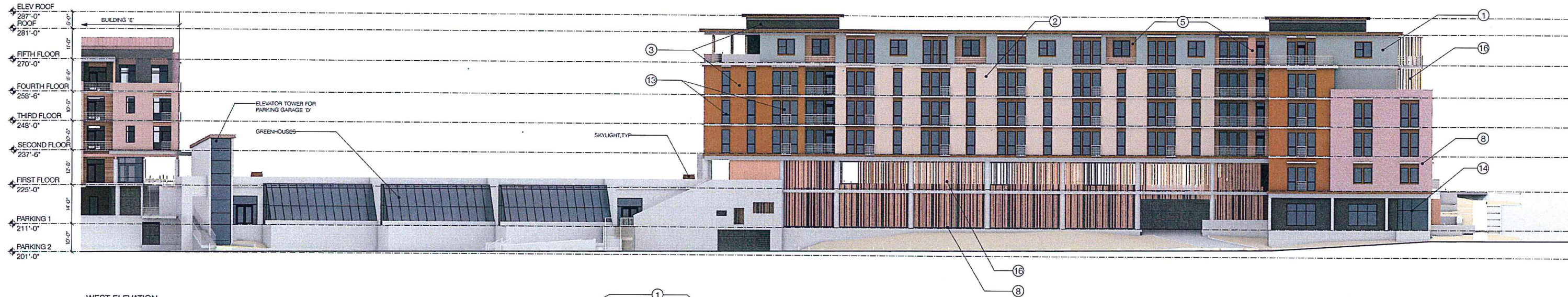
CD-1

PERMIT SET

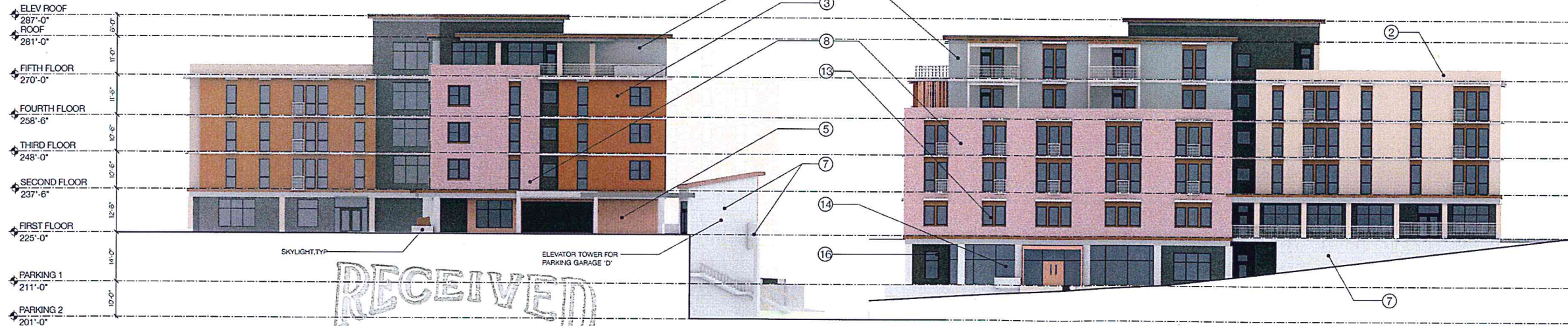
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EAST ELEVATION
Scale: 1/16" = 1'-0"



WEST ELEVATION
Scale: 1/16" = 1'-0"



NORTH ELEVATION
Scale: 1/16" = 1'-0"

SOUTH ELEVATION
Scale: 1/16" = 1'-0"

ELEVATION NOTES:

- | | |
|---------------------------|-----------------------------|
| ① FIBER CEMENT PANEL | ⑩ STANDING SEAM METAL ROOF |
| ② FIBER CEMENT LAP SIDING | ⑪ COMPOSITE TRIM |
| ③ CORRUGATED METAL SIDING | ⑫ ALUMINUM TRIM |
| ④ BOARD AND BATTEN SIDING | ⑬ FIBERGLASS WINDOW |
| ⑤ WOOD SIDING | ⑭ STOREFRONT FRAMING SYSTEM |
| ⑥ WOOD SHINGLE SIDING | ⑮ ACCENT PANEL |
| ⑦ EXPOSED CONCRETE WALL | ⑯ SCREENING |
| ⑧ BRICK MASONRY VENEER | |
| ⑨ STONE MASONRY VENEER | |

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PERMIT SET

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ARCHITECTURE

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DEVELOPMENT





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Cambrian Rise
North Avenue
Burlington, Vermont

8/17/2017

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ZONING

COVERAGE CALCS							
Building							293,245
Walks**							125,948
Roads							169,093
Total Coverage							588,286
Lot Coverage in 12ac Community Park (5% Coverage)							26,136
Total Coverage (Total Site 33.65 ac - with 12 ac Community Park)							614,422
Development Zone Area							943,074
Total Site Area						33.65 ac	1,465,794
Development Zone Coverage (coverage out of 21.65ac)							62.4%
Total Site Coverage (Coverage out of 33.65ac, includes 12 ac Community Park)							41.9%

****Article 4: Zoning Maps and Districts of the Comprehensive Development Ordinance**

2. Exception to Maximum Lot Coverage in NAC District

A. Landscaping

In calculating lot coverage, sidewalks are not to be included that are shaded with significant shade trees whose mature height is at least 35 feet and are planted 30 feet on center, linear. A substantial tree must be at least 3 inches in caliper and planted in accordance with Section 11 of the city's "Burlington Street Tree Planting Plan" design and planting recommendations.

Applying this exception, We can exclude our public street sidewalks, totaling 22,136 sf of walks. Recalculating to exclude these sidewalks, we have a total coverage of 561,232 or 60% of the Development Zone Coverage and 38% of the Total Site Coverage

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CAMBRIAN RISE:		UNIT COUNTS		NOV 20 2017		Updated:	
		+ UNIT BREAKDOWNS		DEPARTMENT OF PLANNING & ZONING		10.30.17	
RENTAL UNITS							
	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS		
BLDG A	17	48			65		
BLDG C+D	20	58	20		98		
BLDG E+F	55	19	25	1	90		
BLDG B+G	60	10	2		72		
BLDG I			20	8	28		
BLDG K (seniors)		63	7		70	Bldgs K+L will house our IZ units	
BLDG L		36	33	7	76		
TOTALS:	152	234	107	16	499		
IZ Breakdown		RENTALS		Per Bedroom Size:			
		Type of Unit		25% IZ Rental Requirement			
		by #Bedrooms	# of UNITS				
		Studios	152	38			
		1 bdrm	234	59			
		2 bdrm	107	27			
		3 bdrm	16	4			
		TOTAL Units:	509	127			
CONDOMINIUM UNITS							
	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS		
BLDG H	3	18	29	3	53		
BLDG M	5	25	54	13	97		
BLDG P		24	28		52		
BLDG Q			24	10	38		
TOTALS:	8	67	135	26	240		
IZ Breakdown		CONDOS		Per Bedroom Size:	IZ Units Currently Proposed in Bldg M	Remaining Condo IZ Units to be created in Building H	
		Type of Unit		25% IZ Condo Requirement			
		by #Bedrooms	# of UNITS				
		Studios	8	2	0	2	
		1 bdrm	67	17	8	9	
		2 bdrm	135	34	19	15	
		3 bdrm	26	7	3	4	
		TOTAL Units:	236	59	30	29	
NOTE: Any change in overall unit count and overall mix may alter the IZ requirements							

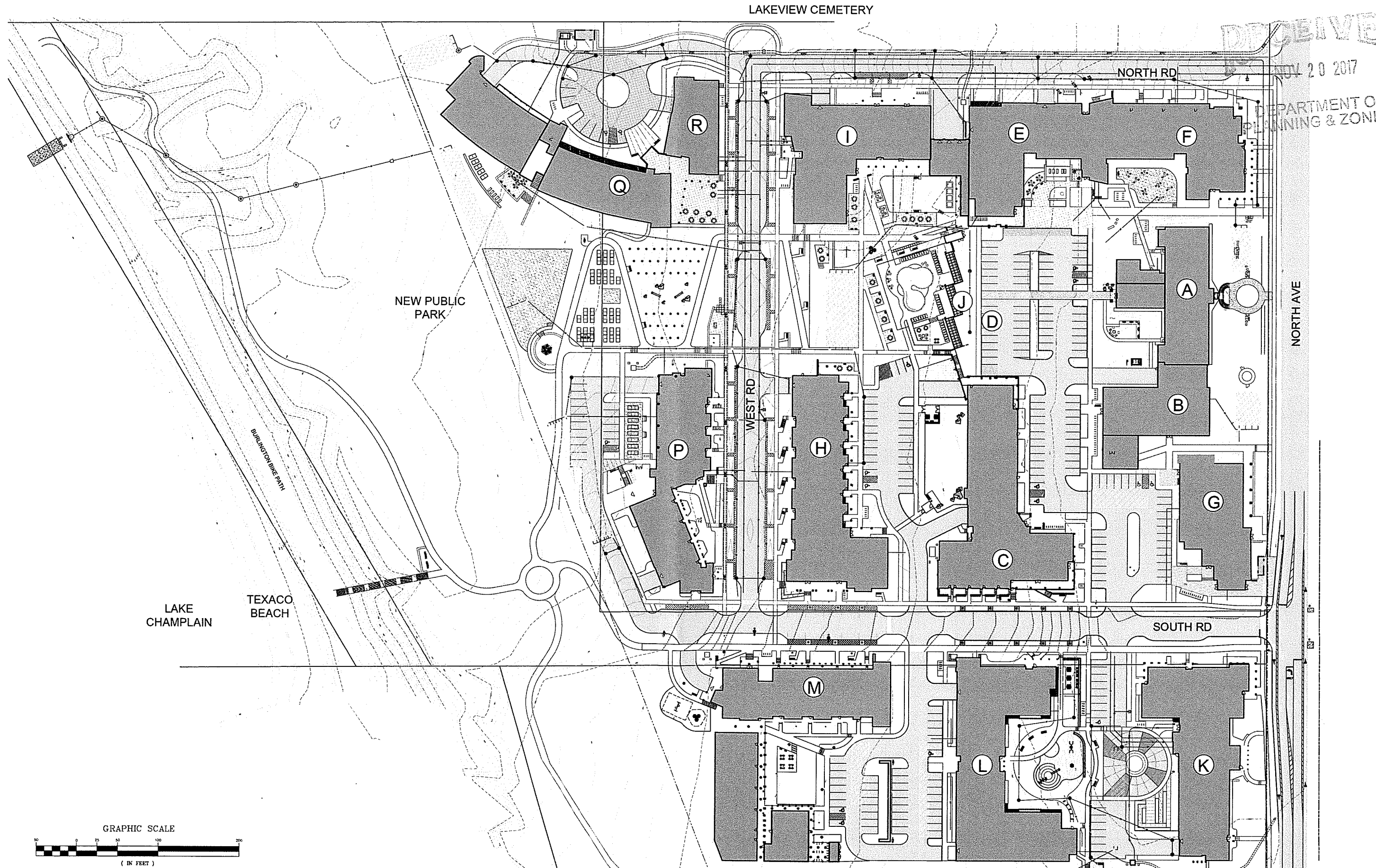
									Updated: 10.30.17
Building	Use	Type	Residential Unit Count	Non-residential Square Footage	Non-residential Primary	Non-residential Secondary	Non-res. Tertiary	No. Levels	Parking Spaces Provided Structured + Surface
Burlington College Parcel									
A	Residential	For Rent	65					5 Story	
B & G	Former College	For Rent/Sale	72	21,000	Prof./Trade School	Restaurant	Bakery	3 Story	
C	Multi-Use	For Rent	98	7,300	Office	Retail		5 Story	
D	Parking Garage	For Rent	-	23,000	Garage			3 Story	
E & F	Residential	For Rent	90	8,500	Office			5 Story	
Sub-total - College Parcel			325	59,800					
Relative Percentage (based upon building SF)						College Parcel Parking Total:			494 spaces
BC Community Housing, LLC parcel									
H	Residential	For Rent	53	5,700	Office			4 Story	84
I	Residential	For Rent	28	3,000	Daycare	Office		5 Story	41
I	Fitness	N/A		15,000	Fitness			Ground Fl	
J	Greenhouse	N/A		3,000	Greenhouse			1 Story	
K & L	CSC/CSC Residential	Sell Off	146					4 Story	155
M	Residential	For Sale	97	3,000	Retail	Office		4 Story	105
P	Residential	For Sale	52	1,300	Retail			4 Story	78
Q	Residential	For Sale	38					5 Story	83
R	Commercial			33,000	42 room Hotel				42
Sub-total - BCCH Parcel			414	64,000		BCCH + Non-Profit Parcel Parking Total:			548
Grand Totals			739	123,800					1042

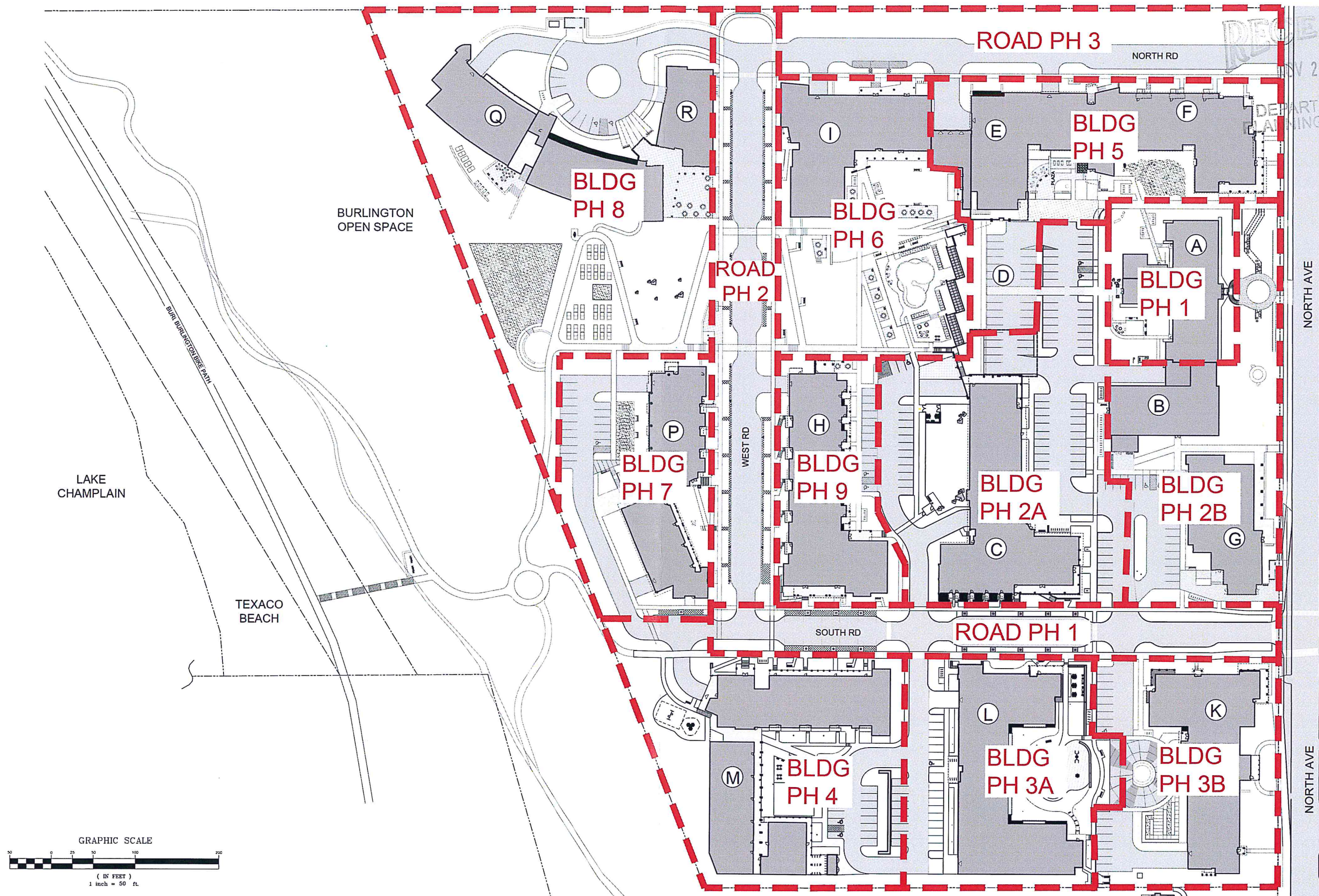
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 PLANNING & ZONING

BIKE PARKING														Updated: 10.30.17
		RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS								NON-RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS				
		Residential	Outdoor Racks	Long Term Bike	Short Term Bike	Non-Residential Square Footages + Uses				NON-RES. LONG TERM		NON-RES SHORT TERM		Non-Residential Use
Building	Use	Unit Count	PROVIDED (space for)	Parking Req'd 1 per 4 units	Parking Req'd 1 per 10 units	Non-residential Square Footage	Non-residential Primary	Non-res Secondary	Non-res. Tertiary	Req'd Parking Standard (LT)	Req'd Parking Long Term	Req'd Parking Standard (ST)	Req'd Parking Short Term	Non-Residential Use Bike Parking Required
Burlington College Parcel														
A	Residential	65	20	16.25	6.50									
B & G	Former College	72	62	18.00	7.20	19,077	Prof./Trade Sch	Restaurant	Bakery	1 per 20,000sf	0.95	3 per 5,000sf	11.45	
C	Multi-Use	98	22	24.50	9.80	13,400	Office	Retail		1 per 5,000sf	2.68	1 per 5,000sf	2.68	
D	Parking Garage	-				23,000	Garage	For Resident Use						
E & F	Residential	90	30	22.50	9.00	2,000	Office			1 per 5,000	0.40	1 per 10,000	0.20	
Sub-total - College Parcel		325	134	81.25	32.50						4.03		14.33	Req'd Bike Parking 132.11 sub-total spaces
BC Community Housing, LLC parcel														
H	Residential	53	16	13.25	5.30	5,639	Office			1 per 5,000	1.13	1 per 10,000	0.56	91.00
I	Residential	28	30	7.00	2.80	4,025	Daycare	Office		1 per 20,000	0.20	1 per 10,000	0.40	41.00
I	Fitness					19,000	Fitness	For Resident Use						
J	Greenhouse					3,000	Greenhouse	For Resident Use						
K & L	CSC/CSC Res*	146	48	26.00	14.60									179.00
M & N	Residential	97	48	24.25	9.70	2,916	Retail	Office		1 per 5,000	0.58	1 per 5,000	0.58	106.00
O & P	Residential	52	14	13.00	5.20	1,000	Retail			1 per 20,000	0.05	1 per 5,000	0.20	82.00
Q	Residential	38	18	9.50	3.80	11,000					2.00	2 per 20 rooms	4.00	117.00
R	Commercial						42 Room Hotel			1 per 20 rooms				
Sub-total - BCCH Parcel		414	174	93.00	41.40		BCCH + Non-Profit Parcel Bike Parking Totals:				3.96		5.75	144.11
			Provided:	Req'd Long+Short Term TOTAL:										
Grand Totals			308	248.15							8.00		20.08	REQUIRED TOTAL: 276.22
*parking adjusted to reflect 70 senior/elderly units							Long Term Short Term					Interior/		
							Required:	(LT)	(ST)			Provided:	covered (LT)	Exterior (ST)
							Residential:	185	74			Bike Parking		Bike Parking
							NonResidential:	7	19			611		308
							Total Req'd:	192	93			TOTAL PROVIDED:		919

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CHAMPLAIN COLLEGE

163 South Willard Street
P.O. Box 670
Burlington, Vermont
05402-0670

P 802.860.2700
F 802.860.2767

www.champlain.edu

27 November 2017

Ms. Mary O'Neil, Principal Planner
Burlington Department of Planning and Zoning
City Hall – 14 Church Street
Burlington, VT 05401

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NOV 29 2017

DEPARTMENT OF
PLANNING & ZONING

RE: Zoning Permit Application:
Eagles Landing – P&Z Project File: 14-0671CA/MA

Dear Mary:

Per our recent discussions, I enclose the following information in support of the zoning permit application for minor revision to the above-referenced project:

1. Completed Application Form;
2. Vermont Environmental Court - Settlement Agreement (Docket No. 55-4-14) dated February 24, 2015;
3. Copy of Written Notification to Parties participating in Appeal (per Settlement Agreement); and
4. Permit Application Fee of \$80.00

Please consider this correspondence a request by Champlain College to obtain Development Review Board (DRB) approval to modify Condition 1.B of the Settlement Agreement regarding the public parking allocation agreement between the City and the College for parking spaces located at *Eagles Landing*, the mixed-use student apartment building currently under construction at 194 St. Paul Street.

Background

The origin of this parking allocation discussion dates back to early 2014 when Champlain College made application to the DRB for permission to construct *Eagles Landing*. The Project design included a sixty-five foot (65') building height, which required a 20-foot height bonus from the DRB as the maximum building height limit in that zone district was forty-five feet (45'). At the time of our permit review, the Ordinance provided applicants wishing for utilize the height bonus provision of the Code with three (3) options:

1. Construct an energy efficient (LEED certified) building
2. Install public art to some agreed upon standard
3. Provide public parking as contained in our permit

The College elected Option 1, and an application was submitted based on the LEED-certified bonus provision. However, while we were in the middle of the permit review process, that specific bonus provision (which for some unknown reason contained a sunset date) elapsed, eliminating our ability to take advantage of the LEED certification height bonus. After conferring with the P&Z staff, the next best option was to use the parking provision as it proved to be the least disruptive to the ongoing permit process.

Parking Allocation Language in Eagles Landing Development Agreement

The parking allocation language contained in the *Eagles Landing* Development Agreement between the City and Champlain follows the bonus provision language contained in the Zoning Ordinance: 25 parking spaces shall be available to the public at all times, and another 40 spaces shall be available to the general public nights, weekends and holidays.



Proposed Re-Allocation of Public Parking Spaces

City staff (at DPW and CEDO) and the College agree that a re-allocation of parking spaces would advance the interests of both parties without compromising the intent of the Settlement Agreement. The collective goal is to ensure that any modification does not decrease the level of public parking benefit that existed prior to the sale of the Browns Court Parking lot. In fact, the proposed reallocation will result in more public parking (53 spaces) than existed at the former Browns Court parking lot (40 spaces).

The attached Table analyzes the public benefit of the current parking allocation on an hourly basis in order to establish a benchmark ("Total Public / Private Parking Hours") to evaluate the impact of the proposed re-allocation. In other words, the table reflects a balancing of the amount of public/private parking hours proposed in the re-allocation with the amount of public/private parking hours contained in the Settlement Agreement.

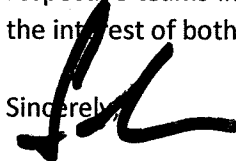
The upper portion of the Table focuses on the parking hours contained in the Development Agreement, and the lower portion is based on the proposed re-allocation. Salient points include:

- Both allocations result in almost identical amounts of "Total Public/Private Parking Hours" of public benefit.
- The proposed re-allocation results in an increase of public parking available at all times from 25 spaces to 53 spaces, an increase of 112%.
- The proposed re-allocation results in more hours of public parking available during peak times.
- The proposed re-allocation results in a more customer friendly management arrangement by having an increased quantity of parking spaces available to the public 24/7 (i.e., less confusion in signage and communication).
- Included in the re-allocated 53 "Public" parking spaces is one (1) public *Car Share* space and two (2) public parking spaces for short-term (15 minute +/-) loading and unloading.
- The balance of the parking spaces at *Eagles Landing* would be dedicated to Champlain to be used for a variety of private, project-related parking demands, including Retail tenant operators; property management and security staff; professional residential staff and resident parking for the properties along Browns Court.

At its November 15, 2017 meeting, the Public Works Commission, which has jurisdiction over the operation and management of public parking spaces within the City, approved the reallocation request. Assuming the DRB also supports this re-allocation, the College will seek to obtain final approval from the City Council to revise the language contained in the Development Agreement. We will also require sign-offs from Parties to the Settlement Agreement.

We appreciate the support of both Planning Director David White, DPW Director Chapin Spencer and their respective teams in working through the details of this proposal, and believe the revised formula advances the interest of both Parties while maintaining the public interest of the Settlement Agreement language.

Sincerely,



John Caulo

Associate Vice President – Campus Planning and Auxiliary Services

Attachments as noted

EAGLES LANDING
194 SAINT PAUL STREET

PUBLIC / PRIVATE
PARKING ALLOCATION

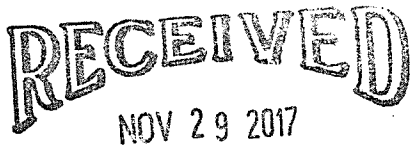
PREPARED BY: Chapin Spencer
DATE: 4 October 2017

	<u>Spaces</u>	<u>Hours</u>	<u>Rates</u>	<u>Days/wk</u>	<u>Parking Hrs / Wk</u>	<u>Parking Hrs / Yr</u>	<u>Percent</u>
DEVELOPMENT AGREEMENT - ALL HRS							
Weekday day public parking (7am-5pm)	25	10		5	1,250	65,000	
Weekday nights public parking (5pm to 7am)	65	14		5	4,550	236,600	
Weekends	65	24		2	3,120	162,240	
Total Public Hours					8,920	463,840	80.4%
Weekday day private parking (7am-5pm)	41	10		5	2,050	106,600	
Weekday nights private parking (5pm - 7am)	1	14		5	70	3,640	
Weekends	1	24		2	48	2,496	
Total Private Hours					2,168	112,736	19.6%
Total Public and Private Hours / Year						576,576	

	<u>Spaces</u>	<u>Hours</u>	<u>Rates</u>	<u>Days/wk</u>	<u>Parking Hrs / Wk</u>	<u>Parking Hrs / Yr</u>	<u>Percent</u>
PROPOSED: 53 SPACES 24/7 EXCLUSIVE - ALL HRS							
Weekday day public parking (7am-5pm)	53	10		5	2,650	137,800	
Weekday nights public parking (5pm to 7am)	53	14		5	3,710	192,920	
Weekends	53	24		2	2,544	132,288	
Total Public Hours					8,904	463,008	80.3%
Weekday day private parking (7am-5pm)	13	10		5	650	33,800	
Weekday nights private parking (5pm - 7am)	13	14		5	910	47,320	
Weekends	13	24		2	624	32,448	
Total Private Hours					2,184	113,568	19.7%
Total Public and Private Hours / Year						576,576	

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NOV 29 2017



DEPARTMENT OF
PLANNING & ZONING

SETTLEMENT AGREEMENT

The signatories below ("Parties") have reached the following settlement agreement in reference to all of the issues arising out of or related to *Eagles Place, LLC*, Docket No. 55-4-14 Vtec ("Lawsuit").

The Parties shall prepare a conformed copy of this Agreement in the form of a stipulation for submission to the Vermont Environmental Court within seven days of the completion and approval by the Parties of the Plans described in this Agreement.

This Agreement is contingent upon ratification by the City Council for the City of Burlington no later than February 23, 2015.

1. Stipulated Approval of Permit. The Parties shall jointly request that the Vermont Environmental Court approve conditional use and site plan approval, subject to the following agreements, final plans and conditions, for the construction of a mixed use building with ground-floor commercial space, residential units and enclosed parking ("Project"). The development merges three existing lots: 14-0671CA/MA (194 St. Paul St. (Ward 6, DT)(Tax Lot No. 049-3-028-000); 14-0672CA/MA (1 Browns Court (Ward 6, DT)(Tax Lot No. 049-3-027-000); and 14-0721CA/MA (14 Browns Court (Ward 6, DT)(Tax Lot No. 049-3-041-000). The Stipulated Approval shall contain the following provisions and conditions.

A. The Project shall be completed and maintained in accordance with the Plans approved herein by the Parties and the Stipulated Approval, including drawing A6—Elevation With Material Keys, revised January 2015. Compliance with the Plans, which are attached as Exhibit A to the Agreement ("Revised Plans") shall be a condition of the approval. The Revised Plans will result in a change to the approved program elements, to include:

- a. Dwelling units: 104
- b. Beds: 289
- c. Parking spaces: 66
- d. Retail area: 4,200 s.f.

B. Parking. Champlain College shall require that residents of Eagles Landing with cars display a distinctive sticker on their cars, so that residents of the neighborhood and the Champlain College can identify the cars as being owned by an Eagles Landing Resident. The Parties anticipate this requirement will allow neighbors to identify

vehicles violating parking restrictions under the terms of the Joint Institutional Parking Management Plan ("JIPMP") and report those violations. Champlain College will respond to those complaints and take appropriate action. 65 spaces of on-site parking located at the Project shall be made available to the general public pursuant to the City permit conditions, of which at least 40 spaces shall be available to the general public nights, weekends, and holidays, and another 25 spaces shall be available to the general public 24/7. Unless the City has developed and is prepared to implement upon issuance of the Certificate of Occupancy for the Project a parking management strategy Champlain College shall make the on-site spaces available to the general public and self-manage the parking operation.

- C. Other Conditions. Other Conditions to these approvals are attached as Exhibit B to this Agreement.
- D. Except as modified by the terms of this Agreement, all findings and conditions of the Burlington Development Review Board in its April 3, 2014, decision shall remain in full force and effect, subject to amendments to the permit in accordance with law. In the event of an application for a permit amendment, notice shall be provided to other parties as required by law. In the event Eagles Place LLC or Champlain College submits an application to amend the Permit that is the subject of this Agreement, it shall provide personal written notice to be mailed to each of Jacob Webster, Allan Hunt and Frank von Turkovich for so long as they own the properties they now own in the vicinity of the property that is the subject of this Agreement.
- E. Purchase of Adjoining Residential Properties. 8 Brown's Court, a residential duplex directly adjacent to the Project, is owned by Eagles Landing, LLC and shall be renovated as part of the Project for use no later than the date the Certificate of Occupancy is issued as faculty and/or staff housing. Further, in the event Champlain College ever purchases other residential properties directly adjacent to the Project (along Brown's Court, King Street or Maple Street), the College will renovate if necessary and use such properties as faculty and/or staff housing.

2. Other Agreements. The Parties shall in good faith work together to complete and approve the Plans, and take such other actions as are reasonable to implement this Agreement. The Parties will not oppose any applications for related permits required for the approval, construction or use of the project that is the subject of this Lawsuit. Nothing in this Agreement precludes the City from performing its regulatory functions, including but not limited to permit review and enforcement.

3. Fees and Costs. No Party may file a motion with the Court seeking attorney's fees or costs.

4. Miscellaneous. This Agreement represents a compromise to avoid litigation. By making this Agreement, no Party makes any admission concerning the strength or weakness

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NOV 29 2017

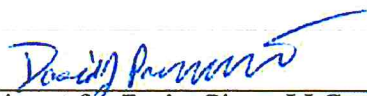
DEPARTMENT OF
PLANNING & ZONING

of any claim and no party makes any admission of wrongdoing or liability. This Agreement is a comprehensive agreement and all prior understandings and discussions are merged into this Agreement; provided, however, other executed side agreements between individual parties shall remain in full force and effect. The Parties shall execute such additional documents as are reasonably requested to implement this Agreement. This Agreement shall be interpreted under the laws of the State of Vermont. All Parties were represented by counsel in the drafting of this Agreement, or have chosen to proceed without representation of counsel. The presumption against the drafter shall not apply to the construction of this Agreement. Any participation by the mediator in the drafting of this Agreement was in his capacity as mediator in recording mutually agreeable settlement terms, and does not constitute legal advice to any of the Parties. The Parties rely solely on their counsel for legal advice and the suitability of this Agreement. Copies of this Agreement shall be as effective as the original and this Agreement may be executed in parts. This Agreement shall be binding upon the successors, heirs and assigns of the Parties.

5. Enforcement. In the event of any failure to comply with the terms of this Settlement Agreement, any party may bring an action in Chittenden Superior Court to enforce its terms.

Dated at Burlington, Vermont.

2/24/15
Date


Agent for Eagles Place, LLC
Sr. Vice President
David J. Prevost

CHAMPLAIN COLLEGE

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NOV 29 2017

163 South Willard Street
P.O. Box 670
Burlington, Vermont
05402-0670
P 802.860.2700
F 802.860.2767
www.champlain.edu

27 November 2017

DEPARTMENT OF
PLANNING & ZONING

Mr. Allan Hunt
89 Maple Street
Burlington, VT 05401

RE: Eagles Landing, 194 Saint Paul Street
Proposed Re-Allocation of On-site Public Parking Spaces

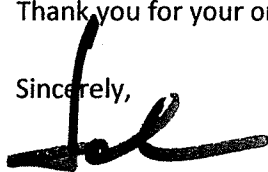
Dear Allan:

Please let this correspondence provide written notice regarding the College's proposal to modify the allocation of the on-site public parking allocation, and to confirm recent email communications regarding the above-referenced matter.

As I indicated in our recent communications, the College is making application to the DRB to modify Condition D of the Settlement Agreement, and this letter satisfies the Settlement Agreement's requirement to provide written notice via the US Mail.

Thank you for your ongoing support of the project. It is much appreciated.

Sincerely,



John Caulo
Associate Vice President – Campus Planning and Auxiliary Services

attachments as noted



11/27/2017

Champlain College Mail - Eagles: Reallocation of Public Parking



Caulo, John <jcaulo@champlain.edu>

Eagles: Reallocation of Public Parking

4 messages

John Caulo <jcaulo@champlain.edu>

Fri, Oct 13, 2017 at 8:37

To: Allan Hunt <huntinc@together.net>, "Von Turkovich, Frank" <FVonTurkovich@fvtlaw.com>

Gents:

Just a quick note to follow up my phone convo w/Frank and voice message to Allan regarding proposed proposed modification of public parking condition contained in the Eagles Settlement Agreement, DRB approval and Development Agreement. See attached [draft] memo to Public Works Commission which summarizes request/background/rationale.

Please note the proposed modification affects only the on-site public parking component of our approvals/agreements, and does not alter the underlying commitment by the College to restrict student parking in/around the neighborhood.

Assuming you have no issue with the substance of the request, kindly respond to this email in order to satisfy the notice requirement of the settlement agreement. Qs?: Please call. Many thanks.

-john

--

John Caulo - Associate Vice President | Campus Planning & Auxiliary Services

802.865.5470 (direct)

802.233.6640 (mobile)

Champlain College | PO Box 670 | BTV | 05402-0670

www.champlain.edu

Champlain College

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NOV 29 2017

DEPARTMENT OF
PLANNING & ZONING

2 attachments

 **PWC_DraftParkingAllocationMemo_101217.pdf**
288K

 **Eagles_ParkingAllocationTable_CS_1001417.pdf**
204K

John Caulo <jcaulo@champlain.edu>

Sat, Nov 18, 2017 at 7:54

To: Allan Hunt <huntinc@together.net>, "Von Turkovich, Frank" <FVonTurkovich@fvtlaw.com>

Gentlemen:

Just a quick update on this topic. The PW Commission met earlier this week and approved the reallocation as a Consent Agenda item. Next up will be the DRB in order to modify the permit condition.

Per my previous conversations with you both, I understand you have no objection to the proposed reallocation. Unless I obtain a response from you this week stating otherwise, we will conclude our notice requirement has been satisfied. Thank you. -john

[Quoted text hidden]

Von Turkovich, Frank <FVonTurkovich@fvtlaw.com>

Mon, Nov 20, 2017 at 4:17

To: John Caulo <jcaulo@champlain.edu>, Allan Hunt <huntinc@together.net>

Hi John:

11/27/2017

Champlain College Mail - Eagles: Reallocation of Public Parking

We're good with the new plan.

Thanks.

Frank

Frank von Turkovich

One National Life Dr. – M230

Montpelier, VT 05604

Tel. 802 229-3431

Mobile: 802 578-2536

From: John Caulo [mailto:jcaulo@champlain.edu]

Sent: Saturday, November 18, 2017 7:54 AM

To: Allan Hunt <huntinc@together.net>; Von Turkovich, Frank <FVonTurkovich@fvtlaw.com>

Subject: Re: Eagles: Reallocation of Public Parking

[Quoted text hidden]

CONFIDENTIALITY NOTICE: This e-mail and any attachments are intended only for the individual or company to which it is addressed and may contain information which is privileged, confidential or prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any use, dissemination, or copying of this e-mail or attachments is strictly prohibited. If you have received this transmission in error, please return the material received to the sender and delete all copies from your system. Thank you.

John Caulo <jcaulo@champlain.edu>

To: "Von Turkovich, Frank" <FVonTurkovich@fvtlaw.com>

Cc: Allan Hunt <huntinc@together.net>

Mon, Nov 20, 2017 at 6

Thank you!

Sent from my iPhone

[Quoted text hidden]

CHAMPLAIN COLLEGE

163 South Willard Street
P.O. Box 670
Burlington, Vermont
05402-0670
P 802.860.2700
F 802.860.2767
www.champlain.edu

27 November 2017

Mr. Frank Von Turkovich
c/o Jericho Management
One National Life Drive – M230
Montpelier, VT 05604

RE: Eagles Landing, 194 Saint Paul Street
Proposed Re-Allocation of On-site Public Parking Spaces

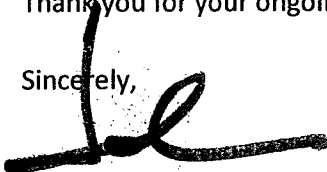
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Associate Vice President – Campus Planning and Auxiliary Services

attachments as noted

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DEPARTMENT OF
PLANNING & ZONING



11/27/2017

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PLANNING & ZONING

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Mobile: 802 578-2536

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Subject: Re: Eagles: Reallocation of Public Parking

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John Caulo <jcaulo@champlain.edu>
To: "Von Turkovich, Frank" <FVonTurkovich@fvtlaw.com>
Cc: Allan Hunt <huntinc@together.net>

Mon, Nov 20, 2017 at 6:

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Sent from my iPhone
[Quoted text hidden]

27 November 2017

Mr. John Caulo – Associate Vice President for Campus Planning & Auxiliary Services
Champlain College, Inc.
163 South Willard Street
PO Box 670
Burlington, VT 05402-0670

RE: Eagles Landing, 194 Saint Paul Street
Proposed Re-Allocation of On-site Public Parking Spaces

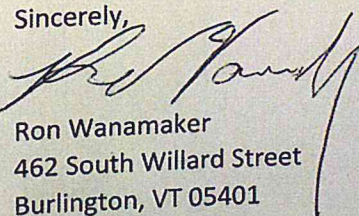
Dear John:

Thank you for contacting me as the spokesperson for the group of appellants which participated in the permit review proceedings associated with the above-referenced Project. Based on your recent communication with me, I understand Champlain College, along with the City of Burlington, propose a modification of the public parking condition contained in the *Eagles Landing* Settlement Agreement, DRB approval and Development Agreement.

Please be advised that I have forwarded your proposed request to the other individual members of our board, none of whom have expressed an objection to the proposed changes.

Thank you for providing us with the written notification of your intentions, and good luck with the balance of the project.

Sincerely,


Ron Wanamaker
462 South Willard Street
Burlington, VT 05401

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NOV 29 2017

DEPARTMENT OF
PLANNING & ZONING

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
<http://www.burlingtonvt.gov/PZ/>
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

David E. White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner *monel*
Date: December, 19, 2017
RE: ZP18-0534CA, 14-0671CA/MA; 194 St. Paul Street

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

Permit Number: ZP 18-0534CA; parent permit ZP14-0671CA/MA

Address: 194 St. Paul Street; "Eagles Landing"

Zone: FD5 **Ward:** 6S

Date application accepted: November 29, 2017

Original Decision Date: Stipulation Agreement reached with City March 16 2015; approval date tolled to Act 250 Commission Approval July 11, 2015. Permit extension granted April 11, 2016.

Applicant/ Owner: John Caulo for Champlain College.

Request: Modify permit condition regarding allocation of on-site parking spaces for public use.

Background:

- 10/20/2017; Install soffit accent lighting at southwest corner of building.
- 8/23/2017; Two signs for the duration of construction to advertise commercial space to let. Will be removed when building is complete.
- 6/6/2016; Miscellaneous modifications to project plans.
- 7/11/2015; Construction of mixed use building with ground-floor commercial space, 104 residential units and enclosed parking. Development to merge three existing lots.
- 11/13/13, Approval to demolish structure and parking areas and to excavate
- 1/9/09, Approval to change use to temporary boarding house
- 7/27/06, Approval to install freestanding sign
- 11/9/99, Approval to install parallel sign
- 8/27/97, Approval to install replacement 2nd floor windows
- 1/28/93, Approval to install a telecommunications cabinet

Overview: Zoning Permit 14-0671CA/MA allowed for the construction of a mixed use building with ground-floor commercial space, 104 residential units and enclosed parking. The approved plan merged three existing lots. That approval included two height bonuses for providing public parking; each parking bonus afforded an additional 10' in height and corresponding increase in FAR. The applicant seeks to modify the approved plan as conditioned in the Stipulation Agreement of March, 2015.

Under the original approval, height bonuses were offered under Article 4 (Section 4.4.1(d) 7.) for achieving 65' height. The parcel is now within the newly adopted Form District 5, which allows 65' by DRB approval. Bonuses are no longer offered.

Recommendation: Consent approval, per the following findings and conditions:

I. Findings

Height bonuses are no longer included in the ordinance, and the zoning regulations have changed for this district. The specific conditions of the Stipulation Agreement require notice to parties of the appeal. Changing the specific condition requires DRB approval.

The original project was reviewed under regulations in effect (Article 4, Downtown Transition District) and approved under a Stipulation Agreement (March 2015) that included 2 bonuses related to public parking. The cumulative height bonuses required that **65** parking spaces be made available to the public in the following manner:

- at least **40** parking spaces to be made available to the public at all hours of holidays, between the hours of 5:00 pm and 6:00 am on weekdays, and from 5:00 pm Friday until 6:00 am on the following Monday.
- At least **25** parking spaces to be made available to the public at all times.

The applicant requests reallocation, providing **53** parking spaces 24/7, which will equal the public/private parking hours provided under the original Stipulation Agreement (See Public/Private Parking allocation, attached.) Breaking the public parking benefit down in hours finds a greater public benefit in *more* public parking available around the clock, rather than limitations of nights/weekends/holidays.

The Department of Public Works and the Public Works Commission support the change.

No changes are proposed to the building (currently under construction), to the parking layout or count. The same number of parking spaces approved in the original permit will be constructed. All other conditions remain in effect. The request is simply in reallocation of the public spaces to make more public parking available around the clock.

The applicant has demonstrated compliance with the condition to provide written notice to parties of the appeal. That correspondence is attached.

Affirmative finding as conditioned.

Article 2: Administrative Mechanisms

Section 2.7.8 Withhold Permit

Per this standard, the applicant is required to remedy all violations and close out all zoning permits issued after July 13, 1989 prior to issuance of a Certificate of Occupancy for this permit. See attached list for guidance on open permits/violations. **Affirmative finding as conditioned.**

II. Conditions of Approval

1. All conditions of ZP14-0671CA/MA as defined by the Stipulation Agreement of March 2015 not herein altered shall remain in effect.
2. **Per Section 2.7.8, Withhold Permit**, the applicant is required to remedy all violations and close out all zoning permits issued after July 13, 1989 prior to issuance of a Certificate of Occupancy for this permit. See attached list for guidance on open permits/violations.
3. 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.

OWNER

Greater Burlington YMCA
266 College Street
Burlington, VT 05401
Tel: (802) 862-9622

ARCHITECT

Freeman French Freeman, Inc.
81 Maple Street
Burlington, VT 05401
(802) 864-6844

CIVIL ENGINEER

SCOTT MICHAEL MAPES
P.O. Box 5517
Burlington, VT. 05402
Tel: (802) 864-8100

STRUCTURAL ENGINEER

SERVIDIO ENGINEERING
135 College Street
Burlington, VT. 05401
802-860-0400

MEP ENGINEER

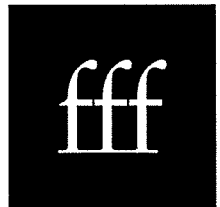
LN Consulting
69 Union St.
Winooski, VT 05404
Tel: (802) 655-1753

ENVIRONMENTAL ENGINEER

KAS CONSULTING
368 Avenue D, Suite 15 / P.O. Box 787
Williston, VT. 05495
Tel: (802) 383-0486

GREATER BURLINGTON YMCA
298 COLLEGE STREET, BURLINGTON VERMONT

SCHEMATIC DESIGN ISSUE - DRAFT FOR SKETCH PLAN REVIEW ONLY
OCTOBER 30, 2017



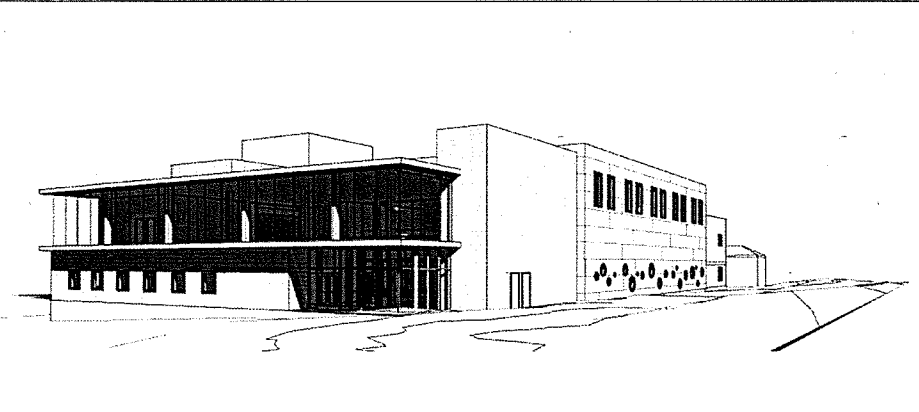
freeman | french | freeman

81 Maple Street • Burlington Vermont 05401
802-864-6844 • www.fffinc.com
Architecture • Planning • Interiors

LOCATION MAP



PERSPECTIVE



GENERAL NOTES

- ALL WORK TO BE DONE IN ACCORDANCE WITH STATE AND LOCAL CODES AND ORDINANCES.
- ALL WORK PERFORMED TO BE OF ACCEPTED INDUSTRY STANDARDS AND PRACTICES GOVERNING THE HIGHEST QUALITY OF WORKMANSHIP.
- CONTRACTOR TO COORDINATE KEYING REQUIREMENTS WITH THE OWNER AND THOSE SCHEDULED WITHIN THESE DOCUMENTS.
- FIRE PROTECTION DEVICES, FIRE ALARM DEVICES, EXIT SIGNS AND EMERGENCY LIGHTING ARE TO BE LOCATED AS DIRECTED AND REQUIRED BY CODE AND / OR AUTHORITIES HAVING JURISDICTION.
- ALL EXTERIOR WOOD BLOCKING AND ALL WOOD IN CONTACT WITH CONCRETE SLABS AND / OR MASONRY TO BE PRESSURE TREATED.
- CONTRACTOR TO VERIFY LAYOUT AND DIMENSIONS PRIOR TO THE START OF CONSTRUCTION AND TO CONSULT WITH THE ARCHITECT REGARDING ANY DISCREPANCIES THAT EXIST WITHIN THESE CONSTRUCTION DOCUMENTS.
- CONTRACTOR TO COORDINATE WITH THE OWNER FOR ANY ITEMS TO BE PROVIDED BY THE OWNER AND INSTALLED BY THE CONTRACTOR.
- CONTRACTOR IS RESPONSIBLE FOR PERMITS, FEES, ETC. ASSOCIATED WITH THE EXECUTION AND COMPLETION OF THE WORK AS DEFINED IN THE CONTRACT.
- PROVIDE FIRE TREATED WOOD BLOCKING IN PARTITIONS AS REQUIRED FOR MOUNTING OF CABINETS, SHELVING, GRAB BARS, TACK BOARDS, ETC.
- ALL WOOD FRAMING / BLOCKING AND UNIT MASONRY SIZES ARE NOMINAL, UNO.
- ALL EXPOSED INTERIOR STEEL TO BE PAINTED, EXPOSED EXTERIOR STEEL TO BE GALVANIZED, UNO.
- ALL INTERIOR PLAN DIMENSIONS ARE FROM FINISHED FACE OF WALLS, UNO.
- WHERE WALLS OR PARTITIONS ON EITHER SIDE OF A DOOR ARE SHOWN AS SOUND, SMOKE, OR FIRE RATED, THE WALL OR PARTITION OVER THE DOOR SHALL BE RATED TO THE HIGHEST RATING OF THE ADJACENT WALLS AND PARTITIONS, UNLESS OTHERWISE NOTED.
- THE DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY TO EACH OTHER AS DEFINED IN THE A201 GENERAL CONDITIONS. BRING CONFLICTING INFORMATION TO THE ATTENTION OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONFLICTING REQUIREMENTS NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT AND THE ARCHITECT WILL RENDER A DECISION ON HOW TO RESOLVE THE CONFLICT AT A LATER DATE. THE CONTRACTOR IS RESPONSIBLE FOR THE HIGHER COST OF THE CONFLICTING REQUIREMENTS UNLESS CLARIFIED IN WRITING WITHIN OR PRIOR TO SUBMITTING THE BID OR PROPOSAL.

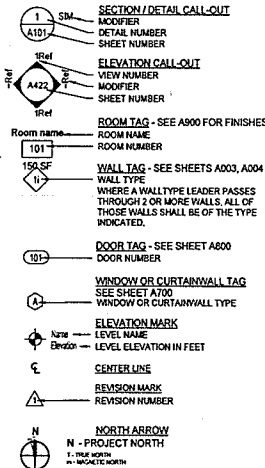
MATERIALS LEGEND

	METAL STUD FRAMING
	CONCRETE
	MASONRY - BRICK
	MASONRY - CMU
	BATT INSULATION
	RIGID FOAM INSULATION
	RIGID MINERAL FIBER INSULATION
	SPRAY FOAM INSULATION
	EARTH
	GYPSUM BOARD
	STEEL
	ALUMINUM
	CRUSHED STONE
	PLYWOOD

ABBREVIATIONS

ACM	ALUMINUM COMPOSITE PANEL	MATL	MATERIAL
ACT	ACOUSTICAL CEILING TILE	MAX	MAXIMUM
ADA	AMERICANS WITH DISABILITIES ACT	MECH	MECHANICAL
AF	ABOVE FINISH FLOOR	MFR	MANUFACTURER
ALUM	ALUMINUM	MIM	MISCELLANEOUS
APPROX	APPROXIMATELY	MISC	MISCELLANEOUS
BD	BOARD	MO	MASONRY OPENING
BLDG	BUILDING	MTD	MOUNTED
		MTL	METAL
CG	CORNER GUARD	NIC	NOT IN CONTRACT
CJ	CONTROL JOINT	NTS	NOT TO SCALE
CL	CENTER LINE	OC	ON CENTER
CLG	CEILING	OD	OVERFLOW ROOF DRAIN
CLR	CLEAR	OFF	OFFICE
CMP	COMPOSITE METAL PANEL	OH	OPPOSITE HAND OR OVERHEAD
CMU	CONCRETE MASONRY UNIT	OPP	OPPOSITE
COL	COLUMN	OFDI	OWNER FURNISHED
CONC	CONCRETE	OFDI	OWNER FURNISHED
CONT	CONTINUOUS	OFDI	OWNER FURNISHED
CORR	CORRIDOR	OFDI	OWNER FURNISHED
CPT	CARPET	OFDI	OWNER FURNISHED
CT	CERAMIC TILE	OFDI	OWNER FURNISHED
CFOI	CONTRACTOR FURNISHED	PJ	PANEL JOINT
	CONTRACTOR INSTALLED	PL	PLATE
	CONTRACTOR FURNISHED	PLAM/P-LAM	PLASTIC LAMINATE
	OWNER INSTALLED	PLYWD	PLYWOOD
DF	DRINKING FOUNTAIN	PREFAB	PREFABRICATED
DIA	DIAMETER	PT	PRESSURE TREATED
DIM	DIMENSION	PTD	PAINTED
DN	DOWN	QT	QUARRY TILE
DTL	DETAIL	RCP	REFLECTED CEILING PLAN
DWG	DRAWING	RD	ROOF DRAIN
EJ	EXPANSION JOINT	REF	REFERENCE/REFRIGERATOR
EL/ELEV	ELEVATION	REQD	REQUIRED
ELEC	ELECTRIC	RESIL	RESILIENT
EMER	EMERGENCY	REV	REVISION
ENGR	ENGINEER	RM	ROOM
EQ	EQUAL	RO	ROUGH OPENING
EQUIP	EQUIPMENT	SCHED	SCHEDULE
EW	ELECTRIC WATER COOLER	SECT	SECTION
EXT	EXISTING	SHT	SHEET
ETR	EXISTING TO REMAIN	SIM	SIMILAR
FD	FLOOR DRAIN	SPEC	SPECIFICATION
FEC	FIRE EXTINGUISHER CABINET	STD	STANDARD
FIN FLR	FINISH FLOOR	STL	STEEL
FIN	FINISH	SS, ST, STL	STAINLESS STEEL
FLR	FLOOR	STOR	STORAGE
FRM	FIRE RESISTIVE MATERIAL	STRUCT	STRUCTURAL
FT	FOOT OR FEET	TEL	TELEPHONE
GALV	GALVANIZED	TOC	TOP OF CONCRETE
GWB	GYPSUM WALL BOARD	TOS	TOP OF STEEL
GYP	GYPSUM	TOW	TOP OF WALL
HC	HANDICAP	TYP	TYPICAL
HDW	HARDWARE	UNO	UNLESS NOTED OTHERWISE
HM	HOLLOW METAL	UC	UNDER CONTROL
HORIZ	HORIZONTAL	VB	VINYL BASE
HR	HANDRAIL	VCT	VINYL COMPOSITION TILE
HT	HEIGHT	VERT	VERTICAL
INSUL	INSULATION	VEST	VESTIBULE
INT	INTERIOR	W/	WITH
IN	INCHES	WC	WATER CLOSET
JAN	JANITOR	WO	WOOD
JC	JANITOR CLOSET	W/O	WITHOUT
LAV	LAVATORY		

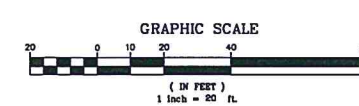
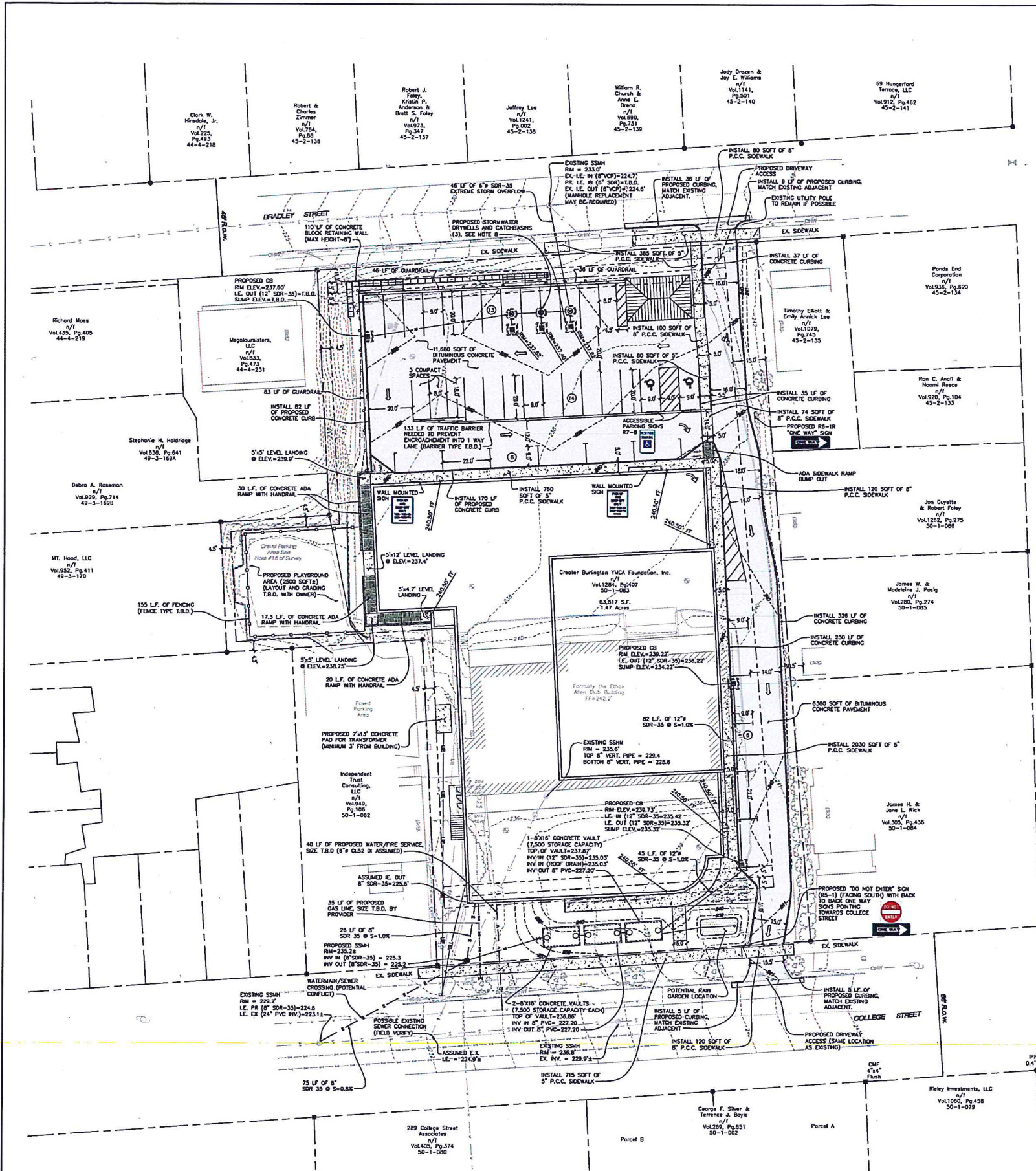
SYMBOLS LEGEND



SCHEDULE OF DRAWINGS

CIVIL	SITE PLAN
C-100	
ARCHITECTURAL	CODE PLANS
G200	LEVEL 6 FLOOR PLAN
A100	LEVEL 1 FLOOR PLAN
A101	LEVEL 2 FLOOR PLAN
A102	ROOF PLAN
A103	EXTERIOR ELEVATIONS
A200	
A201	EXTERIOR ELEVATIONS

DRAFT FOR SKETCH
PLAN REVIEW ONLY
OCTOBER 30, 2017
SCHEMATIC DESIGN ISSUE
NOT FOR CONSTRUCTION



ZONING INFORMATION

OWNER: GREATER BURLINGTON YMCA FOUNDATION, INC.
 LOT COVERAGE CALCULATION:
 ZONING DISTRICT: RESIDENTIAL HIGH DENSITY (RH)
 ALLOWABLE COVERAGE = 80%
 SUBJECT PROPERTY = 1.47 ACRES

COVERAGE:
 BUILDING / OVERHANGS: 14.2%
 TOTAL (INCLUDES SURFACE IMPROVEMENTS): 40.8%

EXISTING: 51.8%
 PROPOSED: 73.8%

SETBACKS:
 FRONT YARD SETBACK (COLLEGE STREET) = 31.0' (AVERAGE OF ADJOINING ±)
 FRONT YARD SETBACK (BRADLEY STREET) = 11.0' (AVERAGE OF ADJOINING ±)
 SIDE YARD SETBACK = 4.5'

PARKING REQUIREMENTS:
 ZONING ADJUDICATOR REQUEST PENDING

BICYCLE PARKING REQUIREMENTS

SHORT TERM
 COMMUNITY SERVICES = (10,000 SQ FT / 5,000 SQ FT) * 3 = XX
 DAY CARE = (10,000 SQ FT / 10,000 SQ FT) * 1 = X
 TOTAL REQUIRED = XX
 PROVIDED = 42

LONG TERM
 COMMUNITY SERVICES = (10,000 SQ FT / 20,000 SQ FT) * 1 = X
 DAY CARE = (10,000 SQ FT / 20,000 SQ FT) * 1 = X
 TOTAL REQUIRED = X
 TOTAL PROVIDED = 2

PROPOSED BUILDING FOOTPRINT = 30,000 SQ FT
 PROPOSED BUILDING GROSS FLOOR AREA = 300,000 SQ FT

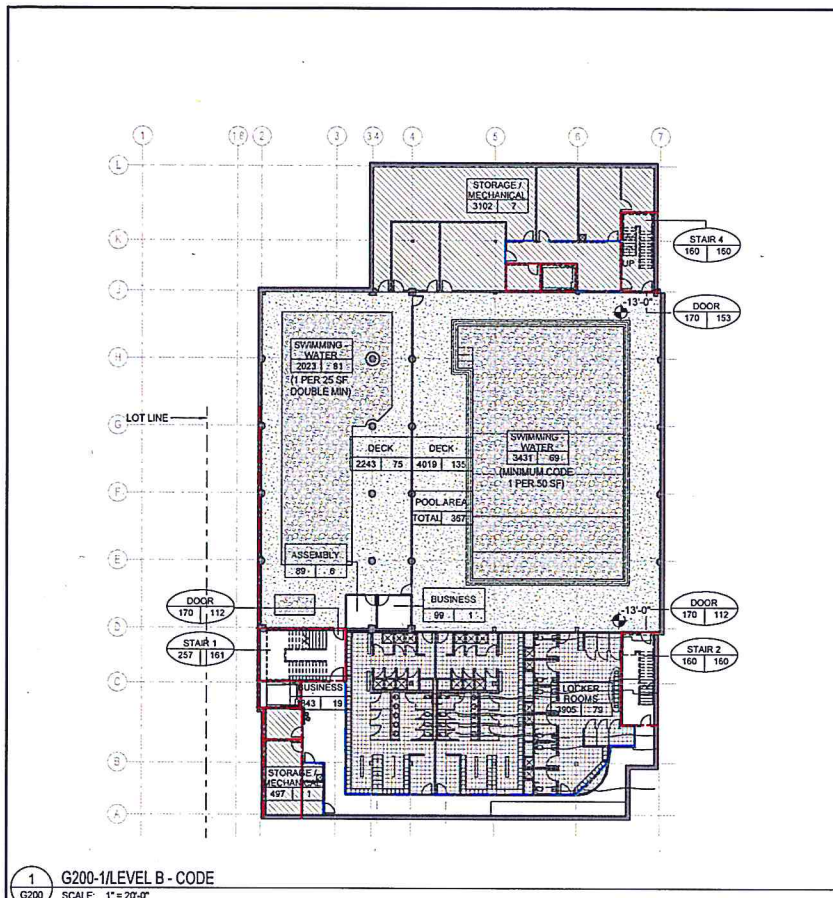
NOTES

- ALL BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED ON THESE DRAWINGS IS BASED ON A "BOUNDARY SURVEY FOR LANDS OF CHAMPLAIN COLLEGE INCORPORATED" PLAN BY BLITON PROFESSIONAL LAND SURVEYORS, PC DATED 18 SEPTEMBER 2011.
- THE PROPOSED YMCA FACILITY AND BUILDING LAYOUT IS BASED UPON THE "BURLINGTON FAMILY YMCA" PLANS BY PFF DATED 31 OCTOBER 2007.
- ALL DESIGN AND LAYOUTS DEPICTED ON THESE DRAWINGS ARE SUBJECT TO CITY AND STATE APPLICATION PERMIT REVIEW AND THEREFORE SUBJECT TO CHANGE ACCORDINGLY PENDING THOSE REVIEWS.
- ALL PROPOSED UTILITY CONNECTIONS ARE SUBJECT TO TRC REVIEW AND IMPACT AND UTILITY OWNER VERIFICATION. EXISTING UTILITY DATA AND INFORMATION IS BASED UPON THE BEST AVAILABLE DATA AND ALL ARE SUBJECT TO FIELD VERIFICATION.
- THE CONTRACTOR SHALL CONTACT DIO SAFE (888-344-7233 OR WWW.DIOSAFE.COM) AND THE BURLINGTON DEPARTMENT OF PUBLIC WORKS AT LEAST 72 HOURS PRIOR TO ANY CONSTRUCTION.
- ALL SHORT TERM AND LONG TERM BIKE PARKING SHALL COMPLY WITH CITY BIKE RACK STANDARDS.
- ARCHITECTURAL, MECHANICAL, ELECTRICAL, INTERIOR PLUMBING, STRUCTURAL, BUILDING DESTRUCTION, SITE CONTAMINATION AND/OR HAZARDOUS MATERIALS HANDLING DESIGN AND SERVICES TO BE PROVIDED BY OTHERS.
- FOR CONCEPTUAL POST CONSTRUCTION STORMWATER DESIGN, SEE SCOTT MICHAEL MAPES ENVIRONMENTAL ENGINEERING / WATERSHED CONSULTING ASSOCIATES, LLC MEMO DATED JANUARY 22, 2016.
- PARKING LOT LAYOUT, STORAGE, AND CIRCULATION PAVING REVIEW AND COMMENT FOR RS2 FOR CONFORMANCE WITH TRAFFIC STUDY AND PARKING SPACE REDUCTION ANALYSIS.

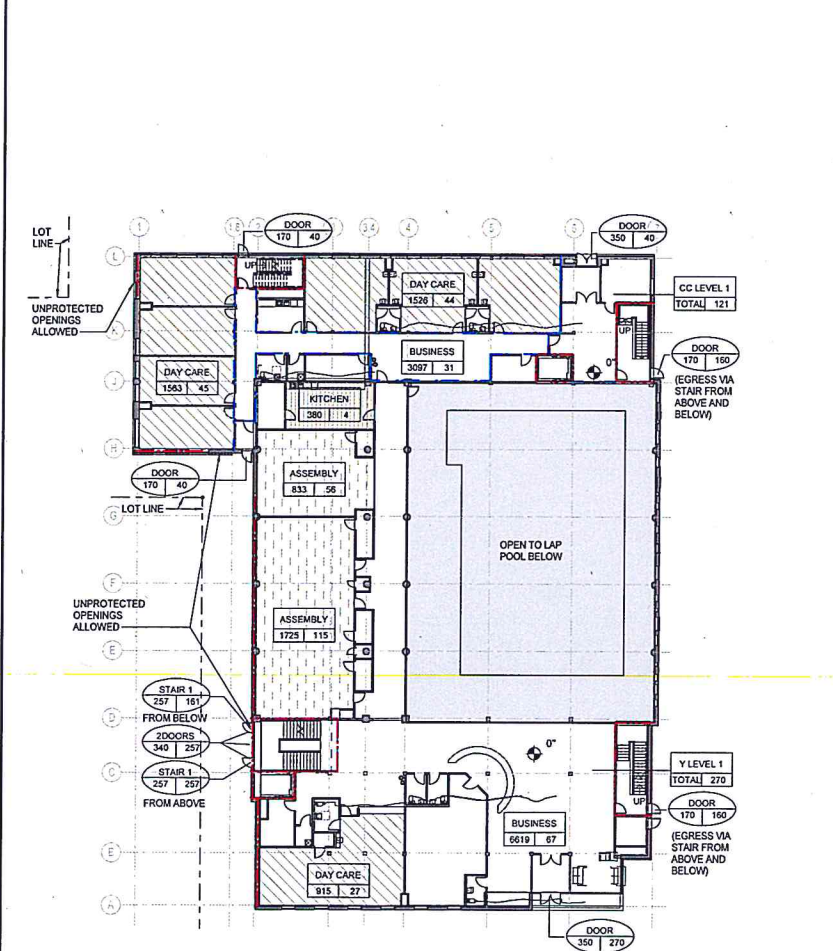
LEGEND

PROPOSED	EXISTING	
---	---	CONTOURS
---	---	EDGE OF PAVEMENT
---	---	PROPERTY LINE
---	---	BUILDING SETBACKS
---	---	GRAVITY SEWER
---	---	GAS LINE
---	---	GAS LINE (RETIRED)
---	---	WATER LINE
---	---	SLOPE CATCH LINE / LIMITS OF DISTURBANCE
---	---	OVERHEAD UTILITY
---	---	ROCK LINED SWALE
---	---	GRAVEL ROAD
---	---	PAVEMENT
---	---	SIDEWALK/CONCRETE
---	---	CURB
---	---	CULVERT
---	---	TREE LINE
---	---	UTILITY POLE
---	---	TREE
---	---	PARKING METER
---	---	WATER VALVE
---	---	GAS VALVE
---	---	WATER SHUT OFF
---	---	ELECTRIC PEDESTAL

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1 G200-1/LEVEL B - CODE
SCALE: 1" = 20'-0"



2 G200-2/LEVEL 1 - CODE
SCALE: 1" = 20'-0"

APPLICABLE CODES
LIST NOT INCLUSIVE OF ALL RELEVANT, APPLICABLE OR REFERENCED CODES
State Codes

- Vermont Fire and Building Safety Code 2015 edition
- Vermont Electrical Safety Rules 2014 edition
- Vermont Plumbing Rules 2015 edition
- Vermont Elevator Safety Rules 2015 edition
- Vermont Access Rules (ADA) 2012 edition
- Vermont Commercial Building Energy Standards 2015 edition
- VOSH - Safety & Health Standard

Model Codes Adopted by Inclusion or Reference

- NFPA 1 Uniform Fire Code 2015 edition
- NFPA 101 Life Safety Code 2015 edition
- International Building Code (IBC) 2015 edition
- NFPA 70 National Electrical Code 2014 edition
- ICC International Plumbing Code 2015 edition
- The National Board Inspection Code, National Board of Boiler & Pressure Vessel Inspectors 2015 edition
- 2010 ADA Standards for Accessible Design 2010 edition

CODE PLAN LEGEND
BUILDING FRONTAGE:

- ACCESSIBLE PERIMETER

RATED CONSTRUCTION:

WALL/PARTITION	CEILING/FLOOR ASSEMBLY ABOVE
SMOKE PARTITION	
SMOKE BARRIER	
12 HOUR RATING	
1 HOUR RATING	
2 HOUR RATING	
3 HOUR RATING	

OTHER:

- CODE RELATED DISTANCE OR PATH OF TRAVEL

FE OR FEC

- FIRE EXTINGUISHER (CABINET) LOCATION
- FIRE ALARM ANNUNCIATOR PANEL
- FIRE DEPARTMENT CONNECTION
- STAND PIPE
- EXIT SIGN LOCATION

NAME

- SPACE, AREA AND NUMBER OF OCCUPANTS

NAME

- EXIT, EXIT CAPACITY AND NUMBER USING EGRESS COMPONENT

CODE SUMMARY

BUILDING IS FULLY PROTECTED WITH AN NFPA-13 SPRINKLER SYSTEM

CONSTRUCTION TYPE: NFPA 101 IBC
PROTECTED NON-COMBUSTIBLE II-111 IA

OCCUPANCY:
BUILDING CONTAINS THE FOLLOWING NFPA 101 OCCUPANCIES:
CH 12 - ASSEMBLY TO 300 AND >300 TO 1000 OCCUPANTS
CH 16 - DAY-CARE
CH 18 - BUSINESS
CH 42 - STORAGE, LOW & ORDINARY HAZARD
BUILDING IS TREATED AS MIXED (UNSEPARATED) OCCUPANCIES (6.1.1.4.3.2)

BUILDING CONTAINS THE FOLLOWING IBC OCCUPANCIES:
303.4 - A-3 ASSEMBLY (INCLUDING INDOOR POOL)
304.1 - B BUSINESS
308.5.1 - I-4 INSTITUTIONAL (DAY CARE)
311.1 - S-1 MODERATE HAZARD STORAGE

BUILDING IS TREATED AS MIXED (NONSEPARATED) OCCUPANCIES (508.3)

BUILDING HEIGHT PROPOSED CODE MAX. ZONING MAX.
MEASURED TO ROOF DECK 35'-0" 85'-0" 35'-0"
STORIES ABOVE GRADE 3 4

BUILDING AREA PROPOSED CODE MAX. (A-3 LIMIT)
LARGEST FLOOR 24,811 GSF 48,500 GSF
NO FRONTAGE AREA BONUS USED

SQUARE FOOTAGES NEW
BASEMENT 21,581 GSF
LEVEL 1 17,405 GSF
LEVEL 2 24,811 GSF
ROOF (ENCLOSED) 1,003 GSF
TOTAL 65,305 GSF

OCCUPANCY
BASEMENT:
STORAGE/MECHANICAL @ 500 GSF PER OCCUPANT 8
LAP POOL @ 50 GSF PER OCCUPANT 69
PROGRAM POOL @ 25' GSF PER OCCUPANT 81
POOL DECKS @ 30 GSF PER OCCUPANT 210
BUSINESS @ 100 GSF PER OCCUPANT 20
LOCKERS @ 50 GSF PER OCCUPANT 79
TOTAL OCCUPANTS: 467

LEVEL 1:
ASSEMBLY @ 15 NSF PER OCCUPANT 171
BUSINESS @ 100 GSF PER OCCUPANT 69
FDC @ 35 NSF PER OCCUPANT 116
KITCHEN @ 100 GSF PER OCCUPANT 4
TOTAL OCCUPANTS: 390

LEVEL 2:
ASSEMBLY: OPEN @ 15 NSF PER OCCUPANT 363
ASSEMBLY: EQUIPMENT @ 50 NSF PER OCCUPANT 170
ASSEMBLY: EQUIPMENT @ 25' NSF PER OCCUPANT 21
BUSINESS @ 100 GSF PER OCCUPANT 67
DAY CARE @ 35 NSF PER OCCUPANT 69
TOTAL OCCUPANTS: 710

ROOF:
BUSINESS @ 100 GSF PER OCCUPANT 10
FUTURE EXTERIOR ASSEMBLY 5,475 NSF TERRACE @ 15 NSF PER OCCUPANT 349
TOTAL OCCUPANTS: 359

* INDICATES PROPOSED OCCUPANCY DENSITY HIGHER THAN CODE MINIMUM

ASSEMBLY CONSTRUCTION TYPE LIMITATIONS (NFPA TABLE 12.1.6)
TYPE II(11) CONSTRUCTION ALLOWS UNLIMITED OCCUPANTS AT LEVEL BELOW LEVEL OF EXIT DISCHARGE, UNLIMITED OCCUPANTS AT L.E.D. AND UNLIMITED OCCUPANTS ON STORY 2 AND 3 (INCLUDING ROOF TERRACE)

DAY CARE UPPER LEVEL PARTITION REQUIREMENT (NFPA 16.1.6.2)
LOCATION OF OCCUPANTS 24 MONTHS OR LESS IN AGE ON LEVEL ABOVE LEVEL OF EXIT DISCHARGE WOULD REQUIRE SMOKE PARTITIONS TO DIVIDE LEVEL INTO AT LEAST TWO COMPARTMENTS. THIS ARRANGEMENT IS NOT INTENDED AND ADDED SMOKE PARTITIONS ARE NOT SHOWN

RISK CATEGORY (IBC 1604.5)

AS AN ASSEMBLY FACILITY WITH MORE THAN 300 OCCUPANTS, THE BUILDING IS DESIGNED TO MEET THE REQUIREMENTS OF RISK CATEGORY III.

SEISMIC AND WIND CLASSIFICATIONS
SEE STRUCTURAL DRAWINGS.

FIRE RESISTANCE RATINGS (IN HOURS)
EXTERIOR BEARING WALLS 1
EXTERIOR NONBEARING WALLS 5 TO 10' SEPARATION N/A
EXTERIOR NONBEARING WALLS 10' TO 20' SEPARATION 1
EXTERIOR NONBEARING WALLS GREATER THAN 20' SEP 0
INTERIOR BEARING WALLS SUPPORTING MORE THAN ONE FLOOR, COLUMNS, OR OTHER BEARING WALLS 1
INTERIOR BEARING WALLS SUPPORTING A ROOF ONLY 1
INTERIOR CORRIDOR WALLS - NFPA 16.3.6 SMOKE PARTITION 0
OTHER INTERIOR NONBEARING WALLS: COLUMNS SUPPORTING MORE THAN ONE FLOOR, COLUMNS, OR OTHER BEARING WALLS 1
COLUMNS SUPPORTING A ROOF ONLY 1
BEAMS, GIRDERS, TRUSSES, AND ARCHES SUPPORTING MORE THAN ONE FLOOR, COLUMNS, OR OTHER BEARING WALLS 1
BEAMS, GIRDERS, TRUSSES, AND ARCHES SUPPORTING A ROOF FLOOR CONSTRUCTION 1
ROOF CONSTRUCTION 1
ROOF CONSTRUCTION MORE THAN 20' ABOVE FLOOR ELEVATORS, STAIRS AND SHAFTS UP TO 3 STORIES 1
ELEVATORS, STAIRS AND SHAFTS 4 OR MORE STORIES 2
FIRE SEPARATIONS (OCCUPANCY X TO OCCUPANCY Y) N/A

PROJECTIONS (CANOPIES) WITHIN 10' OF LOT LINE SEE IBC TABLE 705.2

INCIDENTAL USE FIRE RESISTANCE RATINGS - IBC TABLE 509
VALUES LISTED ARE FOR BUILDING WITH AUTOMATIC SPRINKLER SYSTEM
BOILER ROOM 0

ALLOWABLE EXTERIOR WALL OPENINGS (IBC TABLE 705.8)
VALUES SHOWN FOR UNPROTECTED OPENINGS IN SPRINKLERED BUILDING 5 TO 10 FEET FIRE SEPARATION DISTANCE 25%
10 TO 15 FEET 45%
15 TO 20 FEET 75%
OVER 20 FEET NO LIMIT

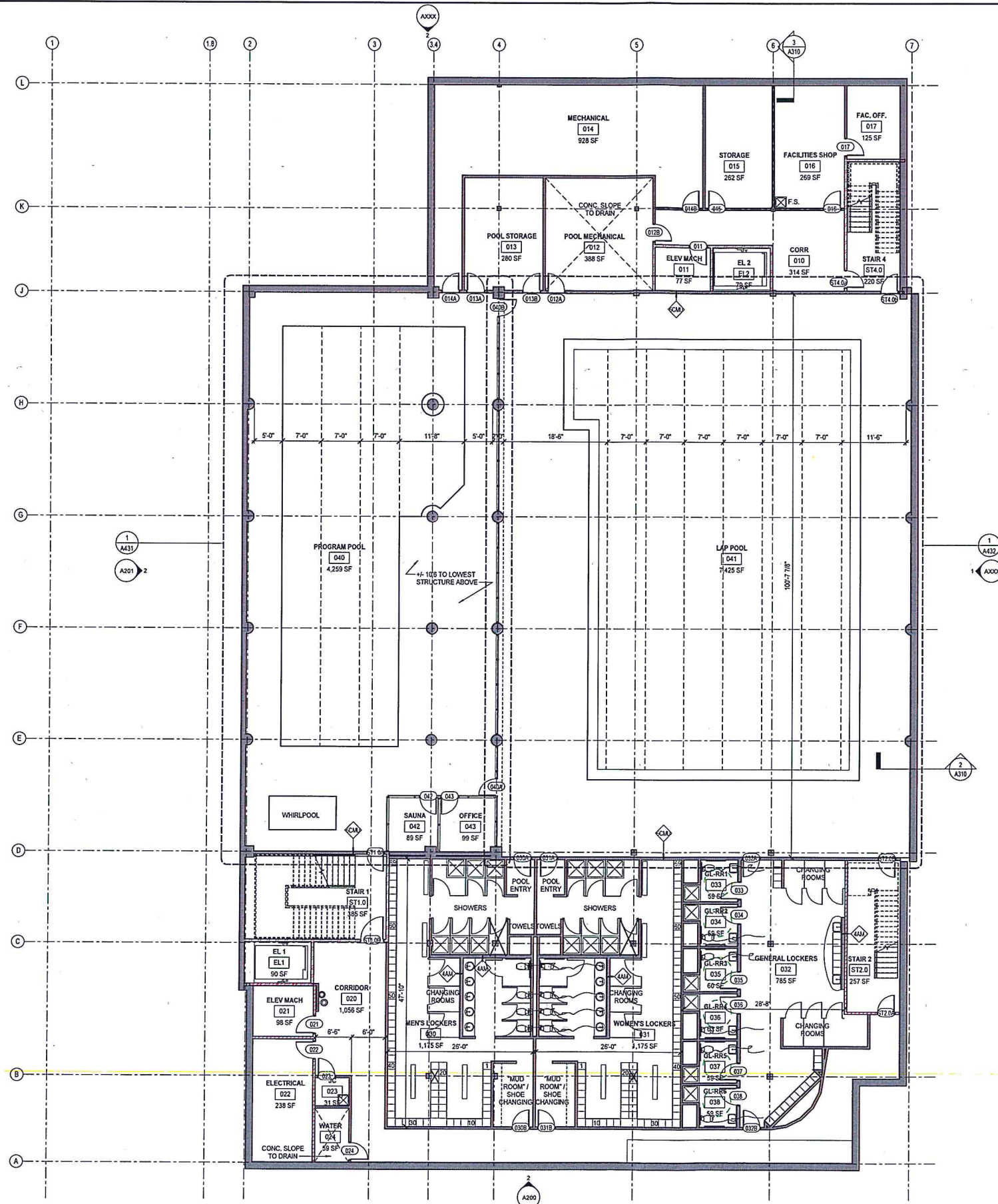
ALLOWABLE FINISHES CLASS
CORRIDORS AND LOBBIES A
ENCLOSED STAIRS A
ASSEMBLY OCCUPANT LOAD OVER 300 A OR B
OTHER SPACES A OR B
FLOOR IN EXIT AND ACCESS CORRIDORS E

MEANS OF EGRESS REQUIREMENTS
TRAVEL DISTANCE TO EXIT MAXIMUM (DAY-CARE) 200 FT
MAX COMMON PATH OF TRAVEL SERVING > 50 OCCUPANTS 20 FT
MAX COMMON PATH OF TRAVEL SERVING 50 OR FEWER 75 FT
DEAD END CORRIDOR MAX LENGTH 20 FT
MAIN ENTRANCE WIDTH TO ACCOMMODATE 1/2 OF TOTAL OCCUPANT LOAD MINIMUM CORRIDOR CLEAR WIDTH > 50 OCCUPANTS 44 IN
ANY DOOR FROM AN AREA HAVING AN OCCUPANT LOAD OF 100 OR MORE SHALL HAVE PANIC OR FIRE EXIT HARDWARE

ACCESSIBLE EGRESS / AREA OF REFUGE
PROVIDE AT EACH LEVEL PER NFPA 7.5.4 AND 7.2.12.

PLUMBING FIXTURE REQUIREMENTS (SEE IBC CHAPTER 29)

	MEN	WC*	LAV	WOMEN	WC	LAV
BASEMENT STORAGE	4	1/100	1/1000	4	1/100	1/1000
		0.04	0.04		0.04	0.04
POOLS, DECKS, LOCKERS	220	1/125	1/200	219	1/65	1/200
		1.76	1.1		3.38	1.1
BUSINESS	10	1/25	1/40	10	1/25	1/40
		0.40	0.25		0.40	0.25
BASEMENT TOTAL (EXACT)		2.20	1.39		3.82	1.39
LEVEL 1						
ASSEMBLY	85	1/125	1/200	86	1/65	1/200
		0.58	0.43		1.31	0.43
BUSINESS/KITCHEN	47	1/25	1/40	46	1/25	1/40
		1.88	1.15		1.88	1.15
DAY CARE	58	1/15	1/15	58	1/15	1/15
		3.87	3.87		3.87	3.87
LEVEL 1 TOTAL (EXACT)		6.43	5.06		7.06	5.06
LEVEL 2</						



- FLOOR PLAN GENERAL NOTES**
- ALSO SEE SYMBOL LEGEND ON COVER SHEET.
1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GWB OR TILE FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO NOMINAL CORNER OF MASONRY UNLESS NOTED OTHERWISE.
 2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPFP AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.
 3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.
 4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.
 5. REFER TO G200 LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.
 6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 6 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.
 7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL-LISTED FIRESTOPPING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.
 8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

- FLOOR PLAN LEGEND**
- ALSO SEE WALL TYPES SHEET A004
- EXISTING WALL / COLUMN TO REMAIN
 - NEW METAL STUD / GYPSUM WALLBOARD WALL
 - NEW MASONRY WALL
 - NEW STEEL/ CONCRETE COLUMN - SEE STRUCTURAL
 - FIRE EXTINGUISHER CABINET:
FEC-1: SEMI-RECESSED CABINET W/ FE-1
FEC-2: SURFACE MOUNT CABINET W/ FE-1
 - FIRE EXTINGUISHER ON WALL BRACKET:
FE-1: MULTI-PURPOSE DRY CHEM EXTINGUISHER (TYPE A-B-C)
FE-2: KITCHEN/ GREASE EXTINGUISHER (TYPE K)
 - GWB COLUMN ENCLOSURE
 - METAL COLUMN ENCLOSURE
 - PORCELAIN TILE COLUMN ENCLOSURE
 - ROOM TAG - SEE A500 FOR FINISHES
 - ROOM NAME
 - ROOM NUMBER
 - WALL TAG - SEE SHEETS A003, A004
 - WALL TYPE
WHERE A WALL TYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED
 - DOOR TAG - SEE SHEET A800
 - DOOR NUMBER
 - WINDOW OR CURTAINWALL TAG
SEE SHEET A810
 - WINDOW OR CURTAINWALL TYPE



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**Greater Burlington
YMCA**

BURLINGTON VERMONT

PROJECT NO: **A1630.00**

CALCULATION DATE: **10/24/17** SCALE: **1/8" = 1'-0"**

DRAWN BY: **Author** CHECKED BY: **Checker**

DATE LOG: **10/24/2017**

SCHEMATIC DESIGN
DESIGN FOR PERMIT
PLAN REVIEW - DRAFT

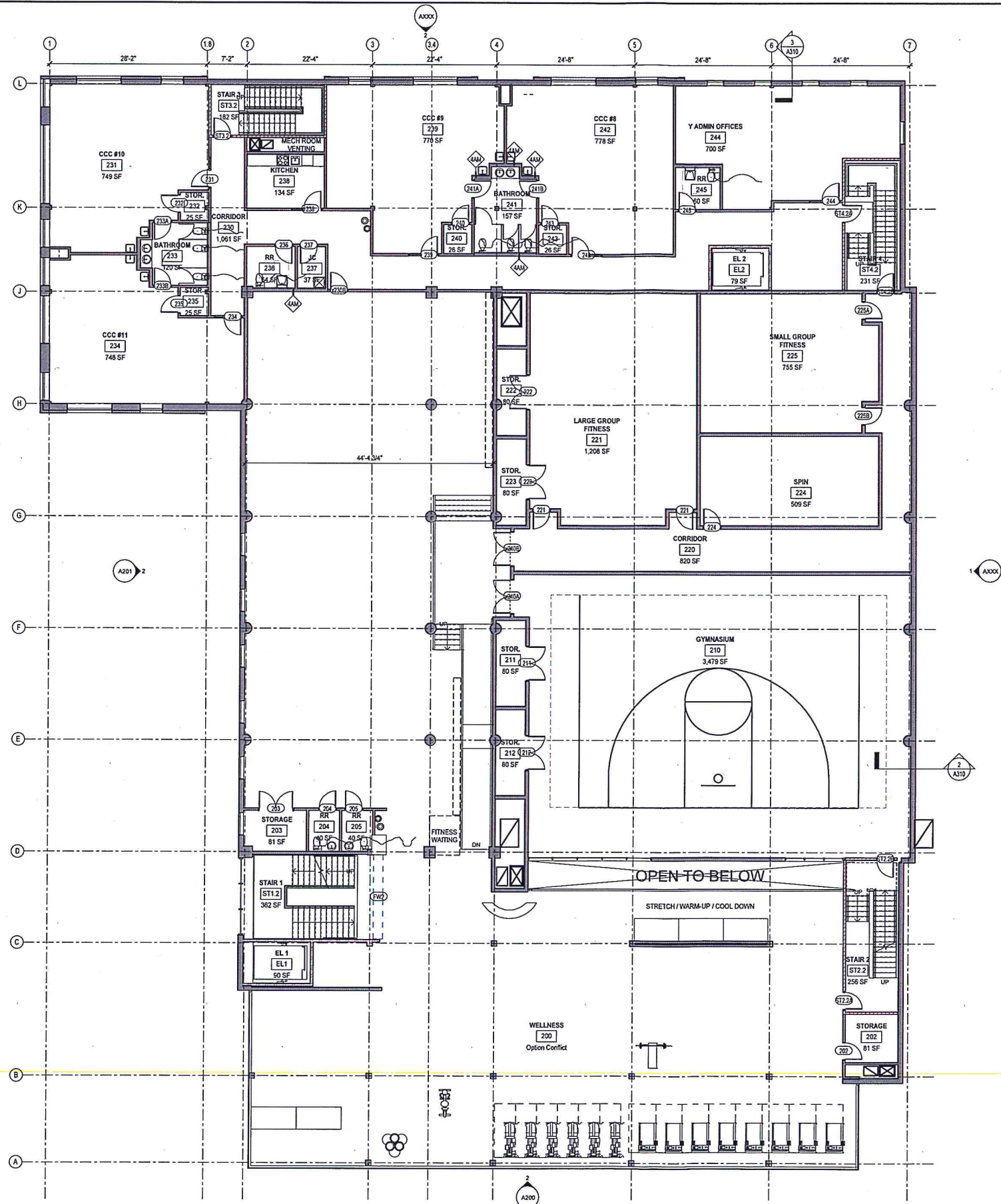
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LEVEL B FLOOR
PLAN

A100

1 A100/LEVEL B
SCALE: 1/8" = 1'-0"

N - PROJECT NORTH
GRAPHIC SCALE
0 4 8 16'



FLOOR PLAN GENERAL NOTES

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FLOOR PLAN LEGEND

ALSO SEE WALL TYPES SHEET A004

- EXISTING WALL / COLUMN TO REMAIN
- NEW METAL STUD / GYPSUM WALLBOARD WALL
- NEW MASONRY WALL
- NEW STEEL/ CONCRETE COLUMN - SEE STRUCTURAL
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- WINDOW OR CURTAINWALL TAG - SEE SHEET A810
 - WINDOW OR CURTAINWALL TYPE



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Greater Burlington
YMCA

BURLINGTON VERMONT

PROJECT NO:
A1630.00

DATE: 10/24/17
SCALE: 1/8" = 1'-0"

AUTHOR: [Name]
CHECKER: [Name]

DATE LOG:
SCHEMATIC DESIGN 10/24/2017

DESIGNED FOR: BOSTON
PLAN REVIEW: DRAFT

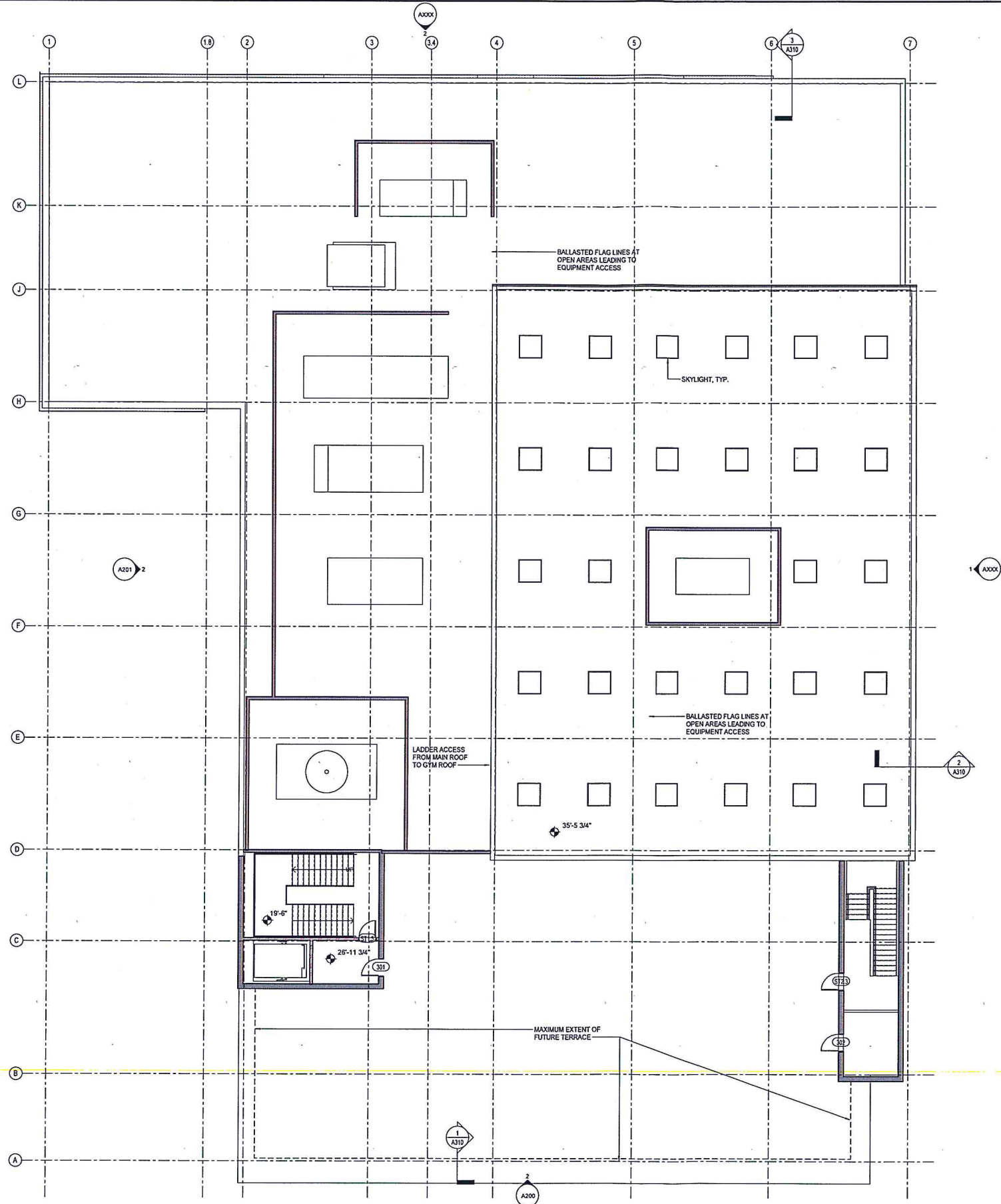
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SHEET CONTENT:

LEVEL 2 FLOOR
PLAN

SHEET NO:

A102



ROOF PLAN GENERAL NOTES	
1. SEE EXTERIOR WALL SECTION SHEETS AND EXTERIOR ASSEMBLIES SHEET FOR ROOF SYSTEM NOTES.	
2. SEE MEPPFP DRAWINGS & SPECIFICATIONS FOR ROOF TOP EQUIPMENT REQUIREMENTS INCLUDING CURBS.	
3. SEE PLUMBING DWGS FOR ROOF DRAIN QUANTITIES, SIZES & LAYOUT. CONTACT ARCHITECT IF DISCREPANCIES ARE FOUND.	
4. SECONDARY ROOF DRAINAGE IS PROVIDED USING SCUPPERS. SEE PLAN FOR SCUPPER SIZE & LOCATIONS.	
5. ROOF INSULATION IS TAPERED AT 1/4\"/>	
ROOF PLAN LEGEND	
○ RD	ROOF DRAIN
● MT	MAINTENANCE TEDOWN
□ SC	SCUPPER
□ SCP	SCUPPER TO PAD ON ROOF BELOW
□ SWRL	SCUPPER WITH RAIN LEADER TO PAD ON ROOF BELOW
△ RMF	ROOF MANIFOLD



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YMCA

BURLINGTON VERMONT

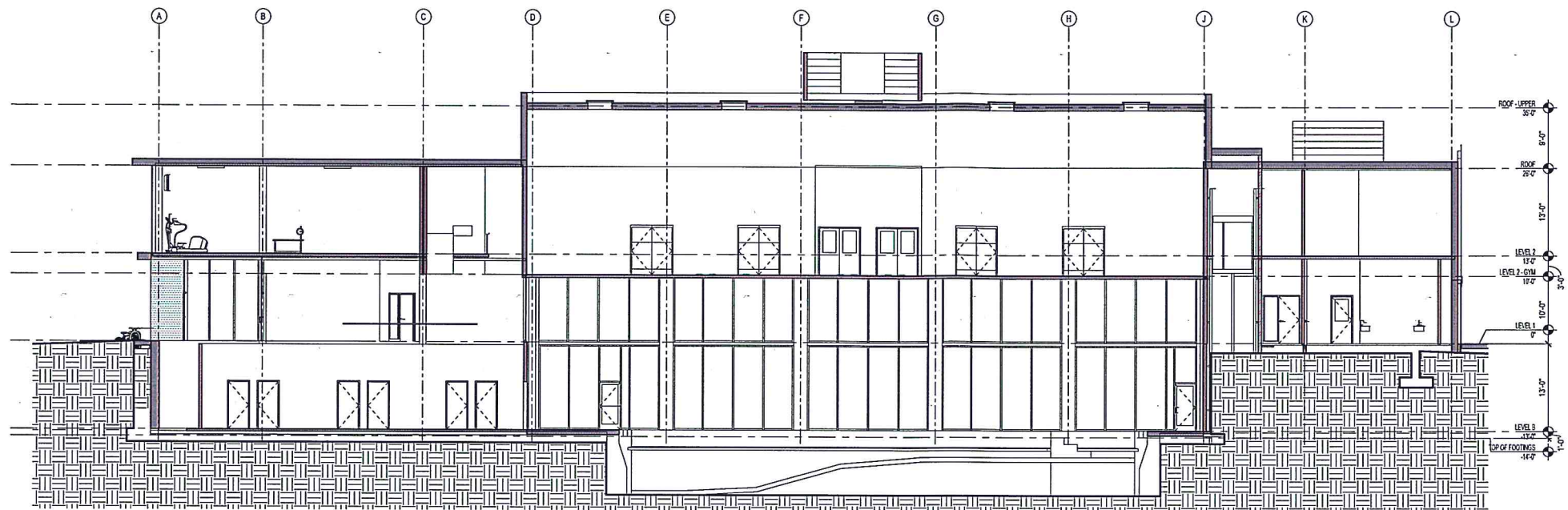
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Author: [blank] Checker: [blank]
DESIGNED BY: [blank]
CHECKED BY: [blank]
DATE: 10/24/2017

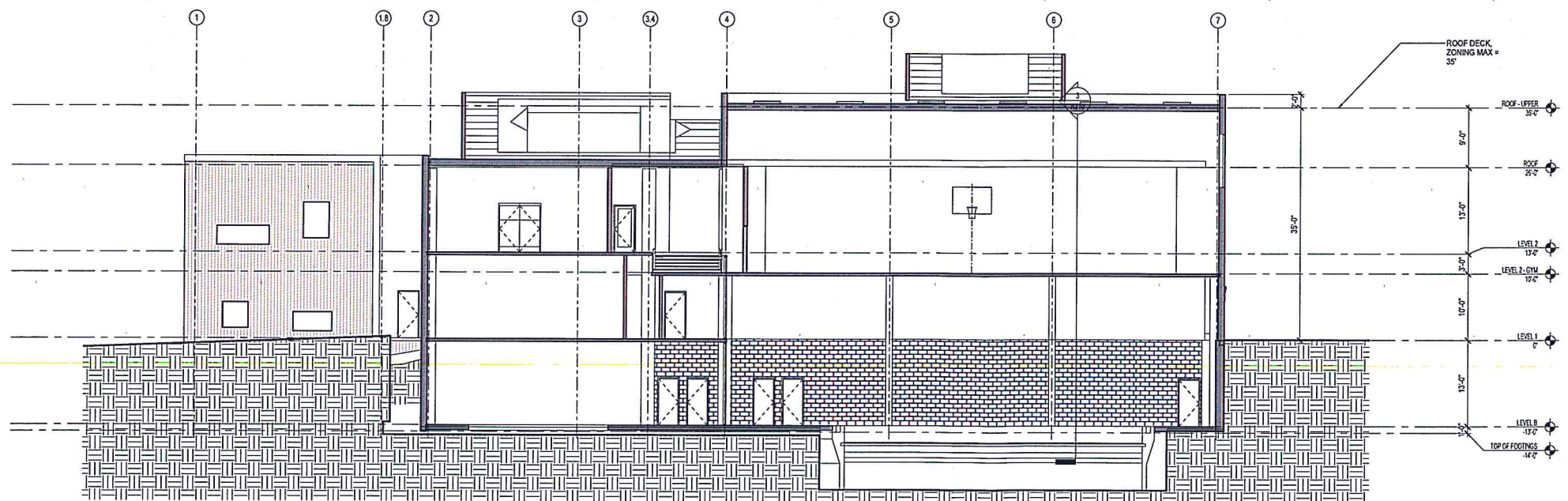
DRAFT

ROOF PLAN

A103



1 NORTH SOUTH BUILDING SECTION
A300 SCALE: 1/8" = 1'-0"



2 EAST WEST BUILDING SECTION
A300 SCALE: 1/8" = 1'-0"



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SCOTT MICHAEL MAPES



SCHEMATIC DESIGN SET
NOT FOR CONSTRUCTION

Greater Burlington
YMCA

BURLINGTON VERMONT

PROJECT NO: A1630.00

08/17/12 1/8" = 1'-0"

Author Checker

10/26/2017
SCHEMATIC DESIGN
ISSUED FOR DESIGN
PLAN REVIEW - DRAFT

DRAFT

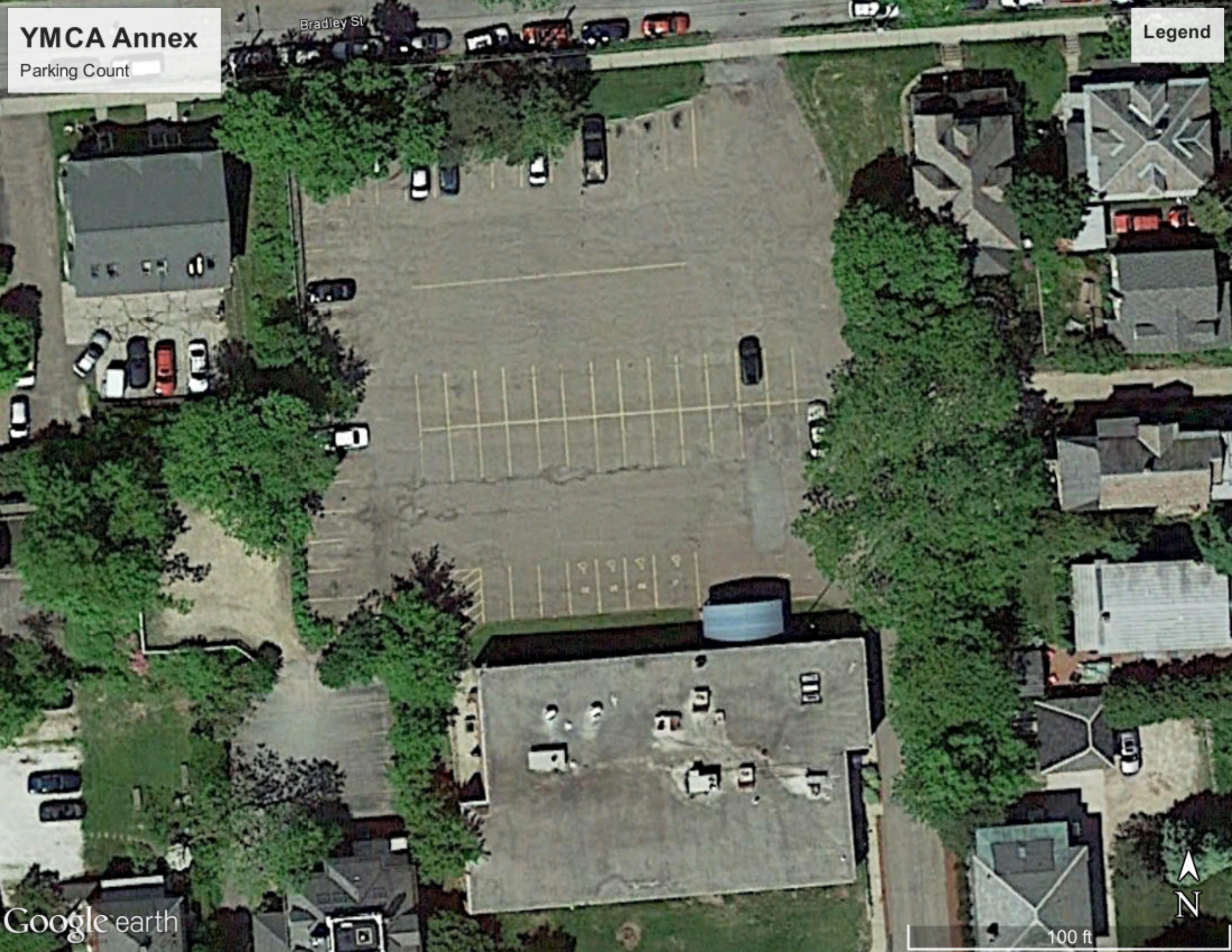
BUILDING
SECTIONS

A300

YMCA Annex

Parking Count

Legend



100 ft

MEMORANDUM

TO: Kyle Dodson, President/CEO GBYMCA
FROM: Mark Smith, PE
CC: Alex Halpern, FFF
DATE: November 8, 2017
SUBJECT: Greater Burlington YMCA Parking Waiver

As RSG has prepared the *Draft Parking Management Plan* (dated October 24, 2017), we offer the following considerations for the parking waiver necessary for the proposed new facility, as supported by the findings of the PMP:

Waiver Determination:

39 on-site spaces proposed
+12 off-site spaces
=51 provided
188 required by CDO (see PMP p. 3, Item 2)
 $51/188 = 27\%$, therefore a 73% parking waiver is necessary.

Justification for parking waiver:

- Survey data for the current GBYMCA, as reported in the Parking Management Plan (PMP) supports at least a 60% waiver, based on actual non-car based arrivals.
- In fact, the new location is being moved closer to the center of the user population, making it even more amenable to biking and walking.
- Current facility size and parking reflects a 66% waiver on current requirements (PMP p. 10).
- CDO requirements are shown to be misrepresentative of the project, as follows:
 - The small change in location does not justify a drastic increase in parking requirement (77 vs. 188 spaces) (See section 5A) of PMP).
 - The industry standard ITE¹ Parking Generation data shows YMCA's parking needs (represented specifically by recreational community centers) is 39% less than "health

¹ Institute of Transportation Engineers

/ fitness clubs” (PMP, Table 5), yet the CDO requires 3.0/1000 for health clubs, and 3.3 spaces /1000 s.f. for community centers (a 10% *increase*).

- Furthermore, it should be noted that the Burlington Neighborhood District is significantly more dense than typical ITE suburban survey locations, thus less prone to car dependency.
- The higher waiver (73% vs. 60%) could be justified with additional Transportation Demand Measures (TDM), or other measures (see PMP, Item 6) such as:
 - Providing more bike parking than required (as proposed),
 - joining CATMA² to support TDM management,
 - better coordination with, and utilization of SSTA³ for seniors or disabled people,
 - financial incentives to walk, bike or use transit – such as a fee structure for on-site parking, discounts for bus pass holders, etc.,
 - moving closer to the user base (see 2nd bullet above), and
 - utilization of the Gilbane lot on Lakeside Ave. for employee parking.

END OF MEMO

² Chittenden Area Transportation Management Association

³ Special Services Transportation Agency



WINDOW SILL EXAMPLE - EXTERIOR



WINDOW SILL EXAMPLE - INTERIOR



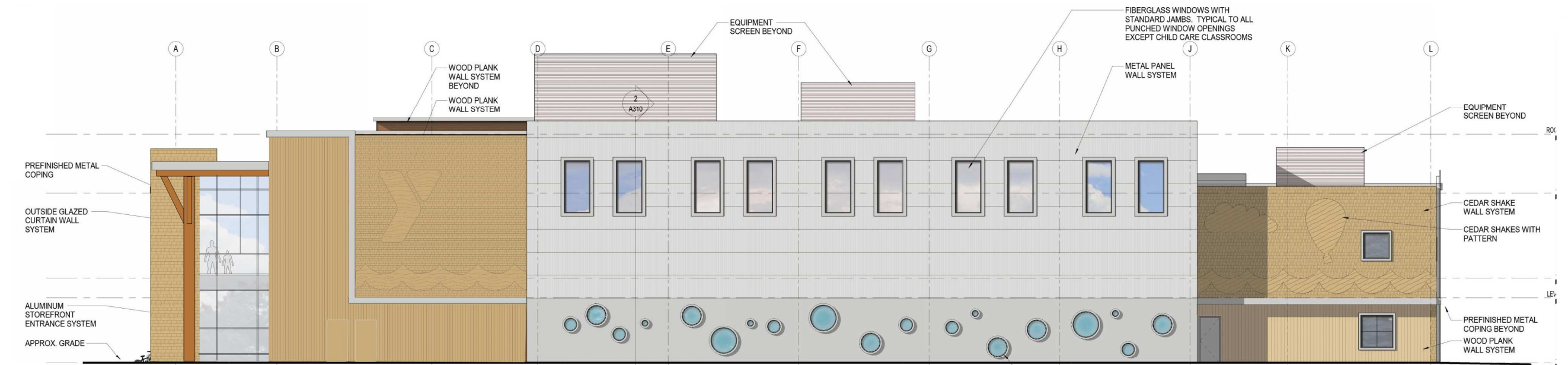
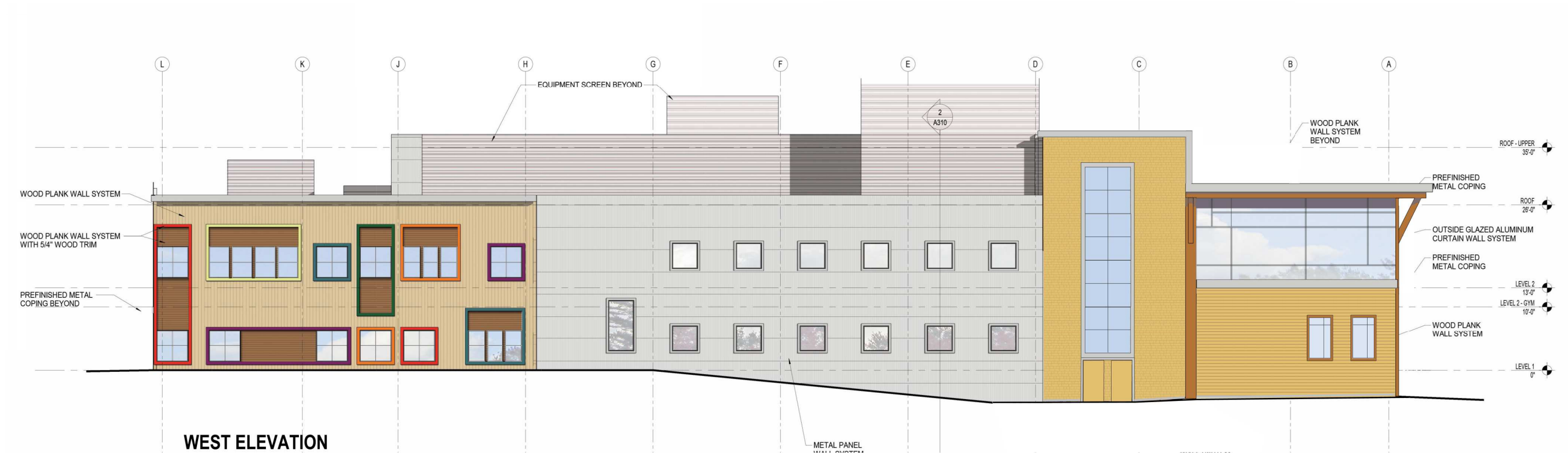
CEDAR SHAKE CUSTOM EXAMPLE

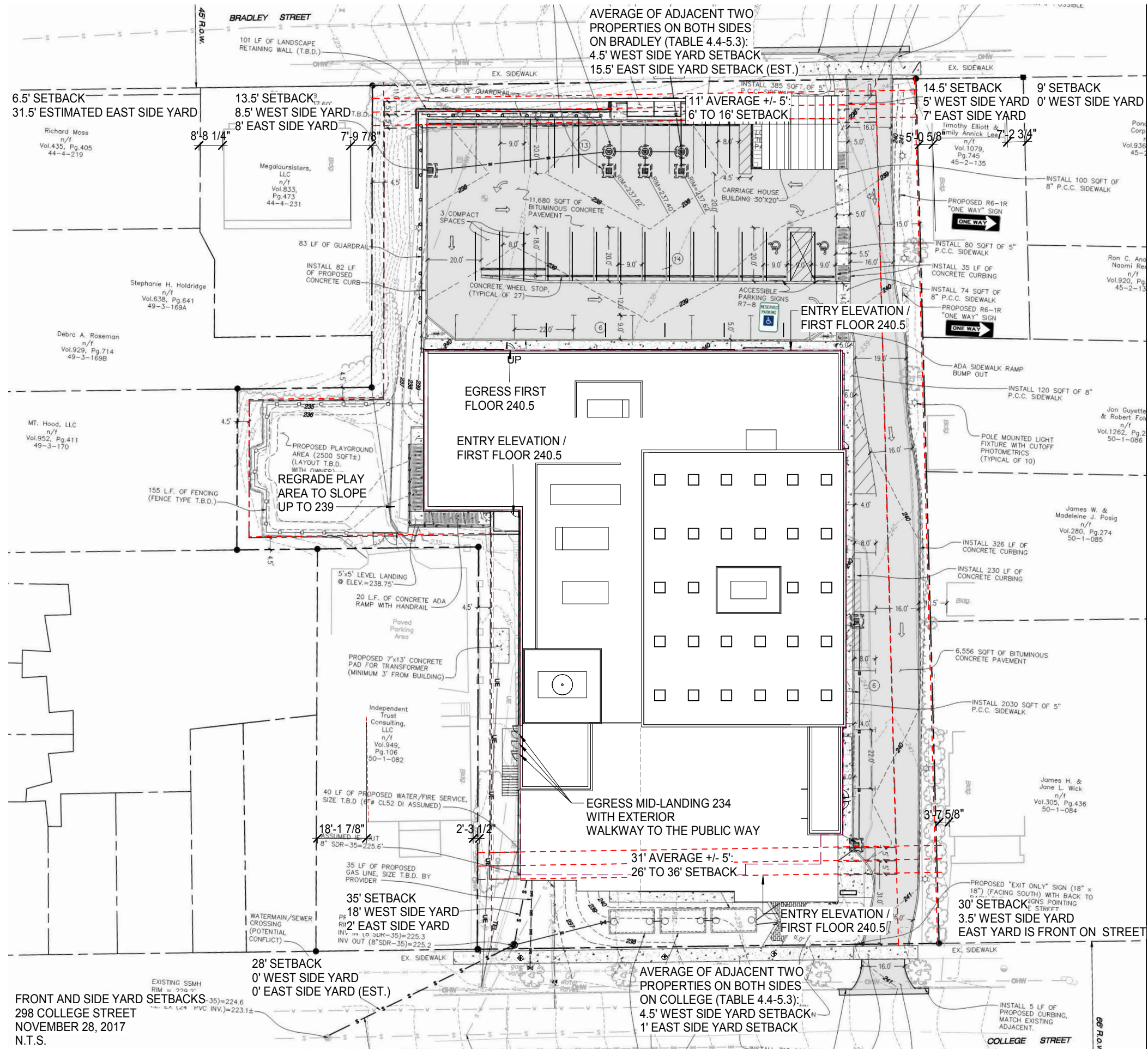


SOUTH ELEVATION



NORTH ELEVATION





PARKING MANAGEMENT PLAN

TO: Scott Gustin, Burlington Planning and Zoning
FROM: Jonathan Slason, PE
CC: Pam Mackenzie, CEO GBYMCA; Scott Mapes
DATE: October 24, 2017
SUBJECT: **DRAFT:** Parking Management Plan for the Proposed GBYMCA Development at 298 College Street, Burlington VT

The purpose of this document is to develop a strategy to manage the parking demand generated by the proposed Greater Burlington YMCA (GBYMCA, the Y) at 298 College Street in Burlington. The document includes:

- A review of the proposed site and facility operational characteristics;
- A calculation of the parking spaces required pursuant to Table 8.1.8-1 of Article A of the CDO;
- A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of Article 8 of the CDO and the goals of the Municipal Development Plan;
- An analysis of the anticipated parking demand for the proposed development; and
- Recommend strategies to reduce or manage the demand for parking into the future.

ITEM 1: Proposed Site and Operational Characteristics

The proposed facility is moving approximately 450' east along College Street from the existing facility located at the intersection of College Street and Union Street. The proposed location moves from the "Downtown" parking district into the "Neighborhood" parking district. The existing facility size is approximately 49,000 square feet, with only 8 dedicated parking spaces, and 12 parking spaces leased from nearby properties.

The total size of the proposed GBYMCA facility is 64,687 gross square feet (GSF), including healthy living and wellness venues, a youth development center, community rooms, and administrative space. These functions are broken down into land uses defined in the CDO in Table 1.

TABLE 1: GBYMCA GROSS SQUARE FOOTAGE INTO CDO LAND USE CODES¹

CDO Land Use	Size (GSF) – Percentage of Overall
Community Center	5,669 GSF – 8.8%
Daycare – Large	13,712 GSF – 21.2%
Fitness	44,585 GSF – 68.9%
Admin/Office	721 GSF – 1.1%
TOTAL	64,687 – 100%

The GBYMCA estimates 80 full time equivalent (FTE) employees at the primary healthy living and administrative facility, and 25 FTE employees at the child development center. The hours of operation for the two facilities are detailed in Table 2 (regular, non-holiday periods):

TABLE 2: PROPOSED GBYMCA HOURS OF OPERATION (PEAK WINTER HOURS). CHILD DEVELOPMENT CENTER HOURS VARY WITH THE PROGRAM.

Day(s)	Healthy Living Facility	Child Development Center
Monday - Thursday	5 AM – 10 PM	7 AM – 6 PM
Friday	5 AM – 9 PM	7 AM – 6 PM
Saturday	6 AM – 8 PM	Closed
Sunday	7 AM – 5 PM	Closed

The facility will receive regular trash, recycling, and compost collection; occasional deliveries of supplies; and typical parcel delivery.

The GBYMCA has estimated that membership will increase from 2820 individuals to 4875 individuals (+73%), and 1730 units to 3035 units (+75%). The existing facility averages approximately 20 member entrances per hour, with significant variations in arrival rate based on time of day, weather, and season. A recent travel behavior survey² noted that over 90% of members depart the facility within 2 hours of arrival.

The travel survey indicates that over half of the existing members are from Burlington and 81% of all members are from Burlington or the immediately adjacent communities of Colchester, Winooski, and South Burlington. Many of the remaining members register out of state zip codes, suggesting they are students at nearby institutions. The geographic distribution of membership is not expected

¹ Total building footprint allocated to uses. Common area, such as lobby and restrooms, proportionally allocated. Lobby and entrance not attributed to Day Care, as different location in building.

² Survey was administered in December 2015.

to change, and most members are expected to remain within a reasonable active transportation commute to the proposed facility, either by walking or cycling.

ITEM 2: CDO Parking Requirement

Table 8.1.8-1 of the Comprehensive Development Ordinance defines the parking requirement based on recognized land uses, proposed GSF, and number of employees. For each land use identified earlier, the following parking requirement has been calculated for the neighborhood parking district and is displayed in Table 3.

TABLE 3: CDO PARKING REQUIREMENT CALCULATION – NEIGHBORHOOD PARKING DISTRICT

Land Use	Table 8.1.8-1 Parking Rate	Independent Variable	Parking Requirement
Community Center	3.3 per 1,000 GSF	5,669 GSF	19 spaces
Daycare – Large	1 per 2 employees + 1 per 5 children	25 employees 108 children	12 spaces + 22 spaces
Health Club	3 per 1,000 GSF	44,585 GSF	134 spaces
Office – General	2 per 1,000 GSF	721 GSF	1 spaces
Total Parking Requirement			188 spaces

The existing facility, located 450-feet from the proposed site, is located within the downtown parking district; using these rates for the proposed facility, the parking requirement would be the following:

TABLE 4: CDO PARKING REQUIREMENT CALCULATION – DOWNTOWN PARKING DISTRICT

Land Use	Table 8.1.8-1 Parking Rate	Independent Variable	Parking Requirement
Community Center	1 per 1,000 GSF	5,669 GSF	6 spaces
Daycare – Large	2 Drop Off per 2 Employees	25 employees 108 children	25 spaces
Health Club	1 per 1,000 GSF	44,585 GSF	45 spaces
Office – General	2 per 1,000 GSF	721 GSF	1 spaces
Total Parking Requirement			77 spaces

ITEM 3: Parking Management Plan Narrative

This parking management plan documents the appropriate amount of parking that should be required for the proposed GBYMCA facility and develops a strategy for ongoing management and parking demand reduction strategies. The plan identifies and addresses the intent of Article 8 of the CDO and the goals of the Municipal Development Plan.

From the CDO, the purpose of Article 8 is to:

- (a) *Ensure there are adequate parking and loading facilities to serve the use or uses of the property;*

This parking management plan analyzes the operation of the existing and proposed facility, documents existing travel behavior, examines the land use connection of the YMCA, and explores national guidance for similar facilities to develop an appropriate parking requirement consistent with the expected parking demand and neighborhood vision.

- (b) *Ensure that parking facilities are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjoining properties from nuisance caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles parking off the street;*

Preliminary site circulation for vehicles, pedestrians, and bicyclists have been reviewed with the Planning and Zoning Department, the Department of Public Works, and will continue to be evaluated with the development of a Traffic Impact Study (TIS) for the proposed facility. The internal parking lot has been designed for safe, one-way travel with consideration to the neighbors.

- (c) *Reduce congestion in the streets and contribute to traffic safety; and*

Surveys of members have documented that many members do not drive primarily to the GBYMCA facility. Accordingly, the site has been designed to encourage walking and biking access as the primary mode of access. The site parking lot will be open to members and has been designed for one-way circulation, accounting for site constraints at the entrance and exit. Of the drivers who use the existing Y facility, the average location of remote parking is over 1,600 away from the current building.

- (d) *Encourage alternate modes of travel that will reduce dependence upon the single-occupancy automobile.*

With “Healthy Living” as a focus of the GBYMCA organization, the facility has been developed with walking and biking as the primary mode of access with high quality cycle parking and safe and efficient pedestrian access to and from the adjacent street network.

ITEM 4: Analysis of Parking Demand

The appropriate parking demand has been estimated through the following considerations:

Evaluation of the GBYMCA Land Use

A YMCA provides a unique service to the community not captured by the existing range of land uses in Appendix A of the CDO, which is used to identify the parking requirement. In particular, the

Greater Burlington YMCA (GBYMCA) is a non-profit operating in Burlington for almost 150 years, providing three areas of focus including youth development, healthy living, and social responsibility. These combined services, all contained within the facility, do not function the same as the seemingly related Daycare, Health Club, and Community Center land uses defined in the CDO. The services provided by the GBYMCA are complimentary, and similar to mixed-use developments, the peak demand for one of their services is generally not at the same time as the other services.

The Institute of Traffic Engineers (ITE) provides national guidance on parking and trip generation from different land uses. ITE assigns codes to each distinct land use, and ITE identifies a land use code for YMCA facilities specifically. ITE Land Use Code (LUC) 495: Recreational Community Center is defined as:

“A recreational community center is a stand-alone public facility similar to and including **YMCAs**. These facilities often include classes and clubs for adults and children; a day care or nursery school; meeting rooms; swimming pools and whirlpools;...”

Comparing ITE LUC 495 to ITE LUC 492: Health/Fitness Club, the PM peak hour trip and parking generation rates between the two land uses differs significantly (Table 5). Such a substantial difference in generation rates highlights the unique land use characteristics of Recreational Community Centers such as the GBYMCA.

TABLE 5: ITE TRIP GENERATION & PARKING RATES FOR THE PM PEAK HOUR

	Land Use Code 492: Health / Fitness Club	Land Use Code 495: Rec. Community Center	Comparing Land Use Code: 495 to 492
PM Peak Hour Trip³ Generation (Trips / 1,000 SF)	3.45	2.31	33% reduction
Peak Period Parking Demand⁴ (Vehicles / 1,000 SF)	5.27	3.2	39% reduction

The reduction showing how the more focused YMCA land use (495) reduces trips, even in the typical suburban environment that this data is based on.

One urban site for land use code 495 does identify that peak parking demand of 1.15 spaces per 1,000 SF. This urban site is closer aligned with the parking rates in the Downtown zone.

³ ITE Trip Generation 10th Edition

⁴ ITE parking generation 4th Edition

In summary of the proposed GBYMCA land use:

- A YMCA provides a unique range of services distinct from Health / Fitness Clubs and Day Cares;
- The range of services provided by the GBYMCA results in complimentary program peaks and associated parking demands;
- National traffic guidance authorities (ITE) distinctly categorize YMCAs in their literature; and
- A substantial difference in ITE trip and parking generation rates is noted between the YMCA category and those defined by the existing zoning land uses.

Given these characteristics, the CDO parking requirement calculation in Table 3 is recognized to overestimate the parking requirement, and a reduction in the parking rate would be more appropriate given the more specific land use of the Recreation Community Center.

Evaluation of Current GBYMCA Travel Behavior

To document the true parking demand for the existing facility, the GBYMCA surveyed their existing membership and employees to understand the current travel mode choice of the membership and employees. An online survey was conducted in mid-December. A variety of information was gathered from 145 members and 64 employees (response rate of 5% of the members, 66% of employees). The key information from the survey regarding GBYMCA member and employee travel mode choice to the existing downtown Recreational Community Center follows.

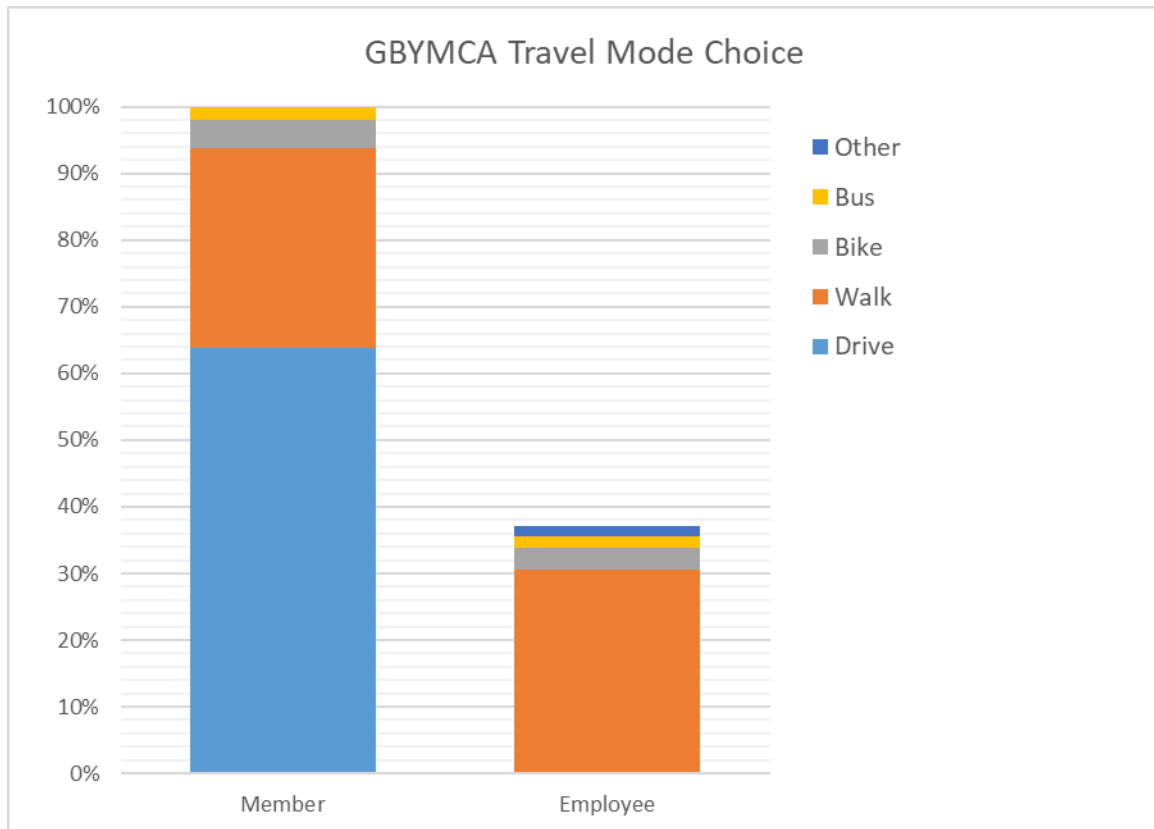


FIGURE 1: MEMBER AND EMPLOYEE TRAVEL MODE CHOICE TO AND FROM THE EXISTING GBYMCA RECREATIONAL COMMUNITY CENTER.

Figure 1 illustrates that roughly two thirds of both the members and employees (64% and 63%, respectively) drive downtown to access the GBYMCA.

Of members who report regularly driving to the Y, 64% (59 of 92) responded that they typically park on the street proximate to the GBYMCA and their other destinations, while 29% reported parking in an off-street parking lot or garage. A review of the locations and distances to those locations indicate that existing drivers are already parking at distances exceeding 1,400 feet away from the YMCA on average, with a weighted average by location of over 1,600 feet.

Parking Location	Percent of Drivers	Estimated Distance to Parking
Battery Street	11.8%	2500
I'm already downtown	3.9%	
Main Street	10.5%	550
North Winooski Ave	18.4%	1675
Other (not identified parking)	9.2%	
Pearl Street	19.7%	1200
Pine Street	5.3%	1700
South Union Street	9.2%	
St. Paul Street	1.3%	1300
Willard Street	10.5%	1200

It should be noted that the travel survey was conducted in December when users are more likely to drive and the number of bicycle trips would be underrepresented, the results only captured a portion of the members, and the results were never tested for statistical significance. Even so, the survey results indicate that a large number of members and employees walk to the Y Recreational Community Center, even in the winter.

The combined information of the degree of non-driver patronage and the distances that members are currently traveling between off-site parking and the YMCA strongly indicates that the new facility could also justify a reduction of on-site parking supply.

Evaluation of Adjacent Land Uses Necessary for Successful YMCAs

As suggested by the Travel Behavior Survey, YMCAs benefit from a centralized location by combining trip destinations. By locating within a short distance to a variety of land uses, YMCAs are better able to achieve their mission by reaching a larger population. The variety of adjacent land uses, near both trip origins (residential locations) and destinations (retail, office) allows the YMCA to become part of their member's daily routine.

The existing GBYMCA, in operation in an urban setting, has been in service to the community for over 80 years, providing only 20 spaces for use by employees (8 on property and 12 leased spaces). Similar YMCAs around the country operate successfully under similar limited parking scenarios. The intention of these YMCAs is to capitalize on the mixed-uses and variety of activities in the surrounding neighborhood, and in doing so, YMCAs are desirable destinations for non-motorized travel.

In addition, since YMCAs are commonly in densely developed areas near residential land uses, providing a large number of parking spaces, either in an open lot or multi-story structure, will likely not fit within the context of the surrounding neighborhood.

Adjacent Public Transit Routes

CCTA operates the College Street Shuttle Route with free, regular service along College Street between the UVM Medical Center and Waterfront throughout the week.

ITEM 5: Parking Demand Estimates

Based on the available data there are this PMP identifies three potential methodologies to develop parking demand estimates for the proposed GBYMCA facility.

A) Utilize downtown district rates

As this proposed facility is only 400' east of the downtown parking district, we believe that this facility will behave similarly to facilities located in the downtown parking district. Based on the survey data, a significant portion of members and employees utilize modes of active transportation to travel to the GBYMCA. As the proposed facility is only 450' of the existing facility we believe these mode choices would not change.

Additionally, the proposed GBYMCA is within walking distance of public parking garages, with the Bank Street garage approximately 1,600 feet away, which can be used as a viable alternative to on-

street parking if the parking demands exceed the capacity of the nearby on-street parking. This distance is reasonable given that aligns with existing average travel distances for patrons using off-site parking. The one urban data point for the YMCA parking use is generally in-line with the Downtown district rates.



B) Exempt existing GBYMCA size

The existing GBYMCA facility has been operating at its existing location for years, while providing no member parking, and only minimal employee parking. Assuming this current configuration operates efficiently, it should be assumed that it will continue to operate in a similar manner at the proposed location as it is only 450' east of the existing location.

The existing site, if permitted today, might have a parking expectation such as the following:

TABLE 6: EXISTING GBYMCA - USING DOWNTOWN DISTRICT PARKING RATES

Land Use	Table 8.1.8-1 Parking Rate	Independent Variable	Parking Requirement
Community Center	1 per 1,000 GSF	4,294 GSF	4 spaces
Daycare – Large	2 Drop Off per 2 Employees	19 employees 82 children	19 spaces
Health Club	1 per 1,000 GSF	33,773 GSF	34 spaces

Land Use	Table 8.1.8-1 Parking Rate	Independent Variable	Parking Requirement
Office – General	2 per 1,000 GSF	546 GSF	1 spaces
Total Parking Requirement			58 spaces

If the existing building were to be permitted in the Downtown District the 20 spaces being provided is a 66% waiver off the CDO parking requirements.

Based on this, it would be reasonable to assume that the GBYMCA should only need to provide parking, beyond the existing 20 spaces, for the additional size proposed. The total parking for the proposed additional 15,687 square feet is estimated based on the rates presented in Table 3 scaled proportionally down from the total size of 64,687 square feet. The total of 80 spaces is comprised of 20 existing and 60 new spaces based on the neighborhood parking rates.

C) Extrapolate Existing Supply

Like the previous methodology, it is assumed that the GBYMCA has been operating efficiently for years with minimal parking on-site. Based on current travel patterns it is likely that the additional size proposed will generate parking demand in-line with the current patronage patterns; much lower than the supply necessitated by the neighborhood district parking rates.

Based on this, it would be reasonable to assume that the proposed GBYMCA would need the same parking per square foot as this existing facility. This would assume all existing parking demand is scaled up accordingly, and any additional members would continue to find publicly available on-street and garage parking in a similar manner as existing members do.

SUMMARY

Based on the findings documented above:

- A YMCA provides a unique range of services not captured in the current zoning land use and based on national guidance; ITE Land Use Code 495: Recreational Community Center has been developed to appropriately size the parking demand of a YMCA. Table 5 indicates that being more specific with the type of land use suggests a waiver of nearly 40% is reasonable.
- The operations of the existing GBYMCA Recreational Community Center demonstrate the success of a reduced parking demand rate, and the YMCA land use, adjacent to a free, regular bus route in a mixed-use neighborhood, is sited within an area that encourages trip-chaining and active transportation such as walking and bicycling. The land use and existing multi-modal nature of the employees and members suggest that further waivers are reasonable off of the typical parking supply indicated by the CDO. The urban parking

supply of 1.15 per 1,000 sq ft (suggesting 74 parking spaces in this situation) identified in the ITE parking generation manual reinforces that in urban areas, with safe and efficient non-motorized access, the parking demand is lower.

- Three methodologies for comparing the estimated parking demand are presented below.

TABLE 7: ESTIMATED PARKING SUPPLY CALCULATION

Methodology	Parking Supply	CDO Spaces Required	Waiver Percent
A) Downtown District Rates	77 spaces	188 spaces	59%
B) Exempt Existing Footprint	80 spaces	188 spaces	57%
C) Extrapolate Existing Supply	26 spaces	188 spaces	86%

The total estimated parking supply as documented above ranges from 26 to 80 spaces. The parking provided on-site should be maximized, at least to a point to safely and efficiently accommodate the peak periods associated with day care drop-off and pick-up.

It is anticipated that the GBYMCA will continue to lease off-site parking spaces to reduce the potential for impacts on city streets and other public parking.

ITEM 6: Parking Demand Management Strategies

The GBYMCA is committed to the following strategies to reduce or manage the demand for parking for both members and employees into the future:

- **Provide an inviting environment for people walking and bicycling.** Encouraging both members and employees to walk, bike, and take transit to the proposed facility is consistent with the “Healthy Living” focus of the GBYMCA mission. Designing the new Y as an active oriented facility would include a clear, welcoming primary entrance facing the street; ample short-term bicycle parking near primary entrances; available showers and lockers; long-term, protected bicycle parking for employees; direct and continuous pedestrian access from College Street to Bradley Street, and through all vehicle parking areas. The employees currently travel primarily by active modes and the GBYMCA will continue to support and encourage this.

- **Become Executive Members of the Chittenden Area Transportation Management Association (CATMA).** CATMA provides a range of services that assist an organization to better understand and manage their transportation demands. As a member of CATMA, the GBYMCA will have access to their knowledge base and programs. In addition, CATMA may be able to assist with the following programs:
 - Securing off-site parking;
 - Coordinating shuttles to and from the site if needed;
 - Guaranteed ride home program;
 - Implementing a Bulk Transit Pass program for employees; and
 - Providing regional expertise on parking management strategies.
- **Continue to allow a flexible workspace.** While many employment positions at the GBYMCA require an on-site presence, as job duties allow, the GBYMCA will allow flexible working hours and work-from-home opportunities.
- **Recommend corporate membership into Car Share Vermont.** By allowing employee use of the Car Share Vermont (CSVIT) fleet, employees will have a vehicle option for work- or personal-related trips, even if the employee walked, biked or rode transit to the facility.
- **Create and enforce sensible rules for parking at the facility.** Time limits and restrictions will be clearly displayed for use of the parking area. GBYMCA staff will monitor for infractions, warn and track offenders, and repeat violators should be towed as necessary to ensure the parking supply is not abused.
- **Parking pricing.** The GBYMCA could offer pricing incentives as part of a membership amenity package. By encouraging use of off-site reserved parking as well as travel by non-auto modes. Parking allocation and potentially pricing can be incorporated into an overall membership package.
- **Continue to monitor traffic and transportation operations to adjust programs as needed.** Monitoring of the proposed parking supply may lead insight into peak demands, and certain programs may be managed to control parking demand. For instance, it may be beneficial for morning classes to be over, with enough time for participants to leave the site, prior to the morning Youth Development program drop-off period, and the next round of Healthy Living or community programs may be delayed until the drop-off period is over.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

To: Noelle MacKay, Director, CEDO

Fr: Chapin Spencer, Director
Patrick Mulligan, Assistant Director – Parking & Traffic

Re: Management of the Permitted East Lot on the Northern Waterfront

Date: November 21, 2017

Please accept this memo as confirmation that the Department of Public Works is prepared to manage the permitted 68-space East Lot on the northern waterfront adjacent to our Water Plant.

The East Lot is to be constructed as part of the Burlington Harbor Marina (BHM) project and then operated by the City as a public parking lot in accordance with DPW departmental policy and the Parking Agreement with Burlington Harbor Marina. We plan to install pay stations in the lot.

The City's Parking Agreement specifies that BHM will have 23 spaces reserved for its use from May 15 to October 15. Our department plans to have these spaces signed for BHM use only during this time period. The Parking Agreement further specifies that 19 additional spaces will be reserved for BHM use on weekends and holidays. Our department plans to have these spaces signed for BHM use only during weekends and holidays as detailed in the Parking Agreement.

The remaining 45 parking spaces in the East Parking Lot (26 on weekends and holidays) will be managed by the Department of Public Works for public parking on a first-come first-served basis and in a manner designed to maximize parking efficiencies, working with other Waterfront stakeholders at rates commensurate with nearby hourly and daily public parking rates. The City's Parking Enforcement Officers will provide enforcement of the public spaces.

Let me know if you need additional information.

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, Senior Programmer
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk



TO: Development Review Board
FROM: Scott Gustin
DATE: December 19, 2017
RE: 17-0755CA; 235 Penny Lane

As required by the Development Review Board's conditions of approval (#4) of zoning permit 17-0755CA for construction of a new marina at 235 Penny Lane, a memo articulating management of the proposed east parking lot has been provided.



City of Burlington
Department of Public Works
Office of Plangineering
645 Pine Street, Suite A
Burlington, VT 05402
802.863.9094 P
802.863.0466 F
802.863.0450 TTY
www.burlingtonvt.GOV

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Norman J. Baldwin, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

Date: April 25, 2017

To: City of Burlington Planning & Zoning Department
Jack Wallace, Zoning Permit Applicant

From: Chapin Spencer, Director of Public Works
Norman J. Baldwin, P.E.-City Engineer/Assistant Director – Technical Services
Megan Moir, Assistant Director – Water Resources

C.C. Laura K. Wheelock, P.E.-Public Works Engineer, DPW

Subject: 17-0755CA/CU; 235 Penny Lane; City of Burlington/Burlington Harbor Marina, LLC

At the Development Review Board held on Tuesday, March 21, 2017 there were a number of questions submitted by the Design Review Board to Public Works Technical Review Staff for consideration and written responses in preparation for the upcoming May 2, 2017 DRB Hearing.

Here are the questions that were submitted to Public Works Technical Review Staff from the DRB.

1. DPW's review of the Traffic Study
2. The Marina's and Sailing Center's Request for Parking Waivers;
3. The State floodplain person's comments on a) the marina's connection to municipal water and sewer and b) presence of an Underground Storage Tank (UST);
4. DPW's plans for management of the shared parking lots; and
5. The availability of handicap parking spaces to serve both the marina and the fishing pier.

In associated numerical order here are the responses by Public Works Technical Review Staff to each of the questions:

1. **DPW's review of the Traffic Study** - The Department of Public Works has reviewed the Traffic Impact Study prepared by Resource Systems Group (RSG) dated September 14, 2017. The

Department has had the opportunity to discuss the details of the Traffic Impact Study with the author of the study, Jon Slason of RSG and the Department of Public Works is satisfied with RSG's conclusions.

In addition, the Department has reviewed Planning & Zoning staff comments and draft conditions regarding the question of pedestrian connectivity from the East Lot to the Plaza. The proposed sidewalk adjacent to the East Lot should continue across the East Lot driveway entrances per DPW policy. Further west, adjacent to the Water Plant Pump Building, the Department has concluded that an at-grade striped walkway provides adequate access and safety for pedestrians given the projected volume of traffic is anticipated to be less than the existing condition therefore fewer conflicts.

- the number of parking spaces adjacent to the fishing pier parking lot has been reduced and converted into recreational space
- the Community Sailing Center(CSC) activities are anticipated to be relocated further north to their new facility under development.

We also requested crash data from the Burlington Police Department and their records indicate no crashes involving a pedestrian at this location in their current reporting system (going back to late 2011). Lastly, the Department finds the at-grade striped walkway preferable to a curbed concrete sidewalk given the potential construction impacts of a curbed sidewalk on the critical underground water pipes connecting the two Water Plant buildings.

2. **The Marina's Request for Parking Waiver** - The City supports the Marina's waiver request per their submission.
3. **The State floodplain person's comments on the marina's connection to municipal water and sewer and b) presence of an Underground Storage Tank (UST);**
 - a. As provided in an email to Scott Gustin by Assistant Director Megan Moir on March 21, the concerns that the State Floodplain person cites are Burlington standards 4.5.4(f)8.F & G related to the Natural Resource Overlay District which we do not usually specifically screen for in our review:
 - F. Water Supply Systems: New and replacement water supply and sanitary sewer systems shall be designed so as to prevent the infiltration of floodwaters into the systems and discharge from the systems;
 - G. On-Site Waste Disposal Systems: On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding;

Senior Water Resources Engineer Steve Roy has provided our typical review of on-land water and wastewater connections, including the new hydrant and water and wastewater capacity letters (see attached for his Water and Sewer System Review Checklists).

In light of F, we would suggest that the developers specify a water proof cover in their pump station design so as to prevent additional water from infiltrating into our system. There is no on-site Waste Disposal System, so item G is not relevant.

- b. Regarding the DRB's request for review by DPW's Water Resources Division of the Underground Storage Tank (UST) on site at the Marina, DPW does not have direct purview over the underground storage tank. It is our understanding that this UST needs to be registered and permitted by the State of Vermont Department of Environmental

design requirements in addition to the “strap downs” that the Flood Plain Manager mentioned. As such, the applicant should obtain/or should have obtained, a UST permit from that program.

While it is of some concern due to its proximity to the shore of Lake Champlain, the Marina has submitted and we have reviewed (though also not in our authority to approve) the Spill Prevention Plan and provided comments which would address any spills from the tank. Our direct concerns (from a drinking water standpoint) are mitigated by the fact that our water intake is at a substantial distance off shore. Additionally, we do have means to provide additional treatment for our water should any spill whether from this tank or a boating vessel occur.

4. **DPW’s plans for management of the shared parking lots** - The City will maintain ownership of the proposed 68 space East Lot after construction. Therefore, the Department of Public Works will be responsible for management of the lot. As noted above, the City supports the Marina’s request for a waivers based on their submissions and testimony. The operating season for the Marina goes from May 15 to October 15. The traffic study supports the arrangement to be memorialized in a Parking Agreement between the City and the Marina wherein the Marina will utilize 42 designated parking spaces in the East Lot on weekends and holidays during their operating season and 23 parking spaces during their operating season on non-holiday weekdays. The Department of Public Works will then manage and operate the balance of the facility (to encompass the entire lot during the Marina’s off-season) consistent with its management practices for the City’s surface public parking lots.
5. **The availability of handicap parking spaces to serve both the marina and the fishing pier –** Pursuant to the lease agreement, the Burlington Harbor Marina must provide 4 accessible spaces at the proposed parking lot adjacent to the fishing pier titled “The Plaza”. The accessible spaces will be available to the public on a first come first serve basis and will not be restricted to Marina use only. The new East Lot will also have additional accessible spaces.

Public Works Technical Review Staff will be in attendance at the upcoming May 2, 2017 DRB Hearing to answer any follow up questions.

Should you have any questions please contact us at cspencer@burlingtonvt.gov, nbaldwin@burlingtonvt.gov or mmoir@burlingtonvt.gov. Thank you.

Burlington Development Review Board

149 Church Street, City Hall

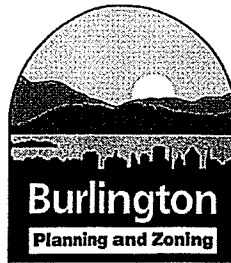
Burlington, VT 05401

www.burlingtonvt.gov/PZ/Boards/Development-Review-Board

Phone: (802) 865-7188

Fax (802) 865-7195

Austin Hart
Brad Rabinowitz
Israel Smith
AJ LaRosa
Alexandra Zipparo
Geoffrey Hand
Wayne Senville
Jim Drummond (Alt.)
Robert Purvee (Alt.)



Burlington Development Review Board

Findings of Fact

Deliberative Hearing Monday, May 8, 2017

In RE: 17-0755CA/CU, 17-0756CA, & 17-0757CA; 235 Penny Lane (Ward 3C, DW-PT) (Tax Lot No. 043-4-004-000, 043-4-007-000, & 043-4-004-001)

Owner/Applicant: City of Burlington / Burlington Harbor Marina, LLC

Request: Construct marina, parking lot, and related site improvements.

Members Present:

Austin Hart
Brad Rabinowitz
Jim Drummond
Alexandra Zipparo
Israel Smith

Evidence Presented:

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

I. FINDINGS

The applicant is seeking approval to establish a marina adjacent to the city's fishing pier at the end of Penny Lane. Most of the facility will actually be floating on the lake and is not included in this zoning permit. The zoning permit sought is for onshore improvements only and, of course, the proposed use. VT ANR and the US Army Corps of Engineers have permitting jurisdiction over the lake encroachment. Onshore construction includes a new marina yard and drop-off plaza, conversion of the present lakeside parking lot into park space, and construction of a new parking area east of the Burlington Electric Dept. building (where the approved but not constructed Moran parking lot was to be located). The existing pavilion next to the Water Department building will be demolished. The project spans three parcels and, therefore, includes three zoning permit applications – all reviewed concurrently. Lot line adjustments affect two of the parcels.

The Conservation Board reviewed this project February 6, 2017 and unanimously recommended approval of the project as presented.

The marina is a permitted use in the Downtown Waterfront – Public Trust (DW-PT) zone. Following comment from the state floodplain coordinator, the original plans have been revised to move all onshore construction above the 102' elevation (limit of the base flood); however, the

proposed gangway necessarily crosses a small sliver of land between the upland and floating marina facilities that lies within the Special Flood Hazard Area (SFHA) – between 95.5’ and 102’ elevation. This encroachment into the SFHA triggers conditional use review in addition to the SFHA review criteria under Sec. 4.5.4. The conditional use criteria have nothing to do with the SFHA criteria; however, this conditional use trigger was missed as part of zoning amendment ZA-15-02 that limited conditional use review to only those uses noted as conditional use in *Appendix A – Use Table – All Zoning Districts*. As noted above, the state floodplain coordinator has reviewed and commented on the proposal.

There is no previous zoning activity for this particular address. The public fishing pier (under 0 Lake St) was approved 8/26/99.

The Development Review Board initially reviewed this proposal on March 21, 2017. The Board continued the public hearing to allow the applicant time to address outstanding items related to parking, traffic, infrastructure, and comments of the state’s Floodplain Coordinator. Additional information has been provided to address those items, and city staff and the applicants were present at the May 2, 2017 public hearing.

Article 1: General Provisions

Part 1: General Provisions

Sec. 1.1.4 Jurisdiction

A question was raised as to why review of this zoning permit application does not include the floating components of the proposed marina. The Comprehensive Development Ordinance expressly applies to all land within the City of Burlington. Its jurisdiction does not extend to the waters of Lake Champlain. As noted above, state and federal jurisdictions apply within the waters of the lake. A nearby example of this arrangement is the Burlington Boat House. It floats on the lake and did not receive a zoning permit. The City Attorney’s Office has confirmed the Board’s limited jurisdiction over the marina project. **(Affirmative finding)**

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

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

The proposed development will be served by municipal utilities. Sufficient water and sewer service are available. A State of Vermont wastewater permit will be required. A capacity letter issued by the Dept. of Public Works has been obtained. Impact fees will be paid to help offset impacts on municipal utilities and facilities. **(Affirmative finding as conditioned)**

2. *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;*

The subject property is located in the Downtown Waterfront – Public Trust (DW-PT) District. This district is intended to enhance and diversify commercial and residential development in the downtown waterfront area, and to increase access, utilization, and enjoyment of the lakeshore by the community. Strong emphasis is placed on enhancing public access to the lakeshore. The proposed marina is consistent with this intent. **(Affirmative finding)**

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

The proposed marina is not expected to generate nuisance impacts from noise, odor, dust, and the like that may be more typically associated with industrial uses. The proposed construction is set far from homes further south along Lake Street. **(Affirmative finding)**

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

See Sec. 6.2.2 (i) for traffic analysis.

and,

5. *The utilization of renewable energy resources;*

No renewable energy utilization is included in this proposal. Future incorporation is not precluded by the project design. **(Affirmative finding)**

and,

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

As noted previously, the project is subject to VT ANR and the US Army Corps of Engineers jurisdiction. City building and energy efficiency codes will also apply.

(b) Major Impact Review Standards
Not applicable.

(c) Conditions of Approval:

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

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

The proposed development is not expected to produce offsite noise or glare substantial enough to require mitigation. **(Affirmative finding)**

2. Time limits for construction.

No construction timeline or phasing are included in the project plans. The standard 2-year timeframe for zoning permits will apply. **(Affirmative finding)**

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

The marina will function seasonally between May 15 and October 15. The marina and fuel dock will be open for business from 7am-6pm Sun-Thurs and 7am-8pm Friday, Saturday, Holidays and the day preceding a holiday. The public restrooms will be open and available to the public from 8am-5pm Sun-Thurs and 8am-7pm Friday and Saturday. The outer perimeter wave attenuating dock will be open to the public from 7am to 10pm.

Construction hours are not noted in the application. Typical construction hours are Monday – Friday from 7:00 AM – 5:00 PM. Saturday construction may be allowed upon request. No work on Sunday. **(Affirmative finding as conditioned)**

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

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

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

See the recommended conditions.

Section 3.2.10 Performance Bond or Financial Surety (previously under Sec. 10.1.10)

As new public improvements are included in this proposal – new public park space – this criterion applies. The DRB may require from the property owner, for the benefit of the city, a performance bond or other financial surety to assure completion of the proposed public improvements. The Board finds that no surety is required under these circumstances based on representations from the City that completion of the public improvements is protected in the City's development agreement with the applicant. **(Affirmative finding)**

Article 4: Maps & Districts

Sec. 4.4.1, Downtown Mixed Use Districts:

(a) Purpose

(4) Downtown Waterfront – Public Trust District (DW-PT)

The subject property is located in the Downtown Waterfront – Public Trust (DW-PT) District. This district is intended to enhance and diversify commercial and residential development in the downtown waterfront area, and to increase access, utilization, and enjoyment of the lakeshore by the community. Strong emphasis is placed on enhancing public access to the lakeshore.

The proposed marina is consistent with this intent. It will be open to the public, including access onto the floating facilities. It will also add a sizable water-dependent business to Burlington's downtown waterfront. **(Affirmative finding)**

(b) Dimensional Standards & Density

A FAR of 2 is allowed in the DW-PT zone. No new onshore buildings are included in this proposal. Existing FAR will remain unchanged.

There is no lot coverage limit in the DW-PT zone.

No minimum setbacks apply to the project as proposed.

No new onshore buildings are proposed. Existing building height remains unchanged.
(Affirmative finding)

(c) Permitted & Conditional Uses

See (d) 2 below.

(d) District Specific Regulations

1. Use Restrictions

A. Ground Floor Residential Uses Restricted
(Not applicable)

2. Public Trust Restrictions

The subject property is located within that area of the DW-PT north of Main Street. The proposed marina – open to the public on a non-discriminatory basis – is a permitted use.
(Affirmative finding)

3. Facades and Setbacks on Side and Rear Property Lines
(Not applicable)

4. Building Height Setbacks

A. Principal View Corridors
(Not applicable)

B. Church Street Buildings
(Not applicable)

C. Side Street Building Height
(Not applicable)

5. Lake Champlain Waterfront Setbacks

No new onshore buildings are included in this proposal. Proposed site work continues to allow public access to the lakeshore. **(Affirmative finding)**

6. Residential District Setback

(Not applicable)

7. Development Bonuses/Additional Allowances

None are sought.

Sec. 4.5.4, Natural Resource Protection Overlay District:

Minimal encroachment into the SFHA is proposed. It amounts to the gangway connecting the upland marina facilities with the floating marina facilities.

(a) District Specific Regulations: Special Flood Hazard Area

(7) Special Review Criteria

A. The danger to life and property...

The proposed marina will have no impact on flood heights or velocities. **(Affirmative finding)**

B. The danger that material may be swept onto other lands...

The gangway and related floating marina facilities will be anchored in place. The proposed UST must be strapped down to prevent buoyancy in the event of a flood. Flood velocities are typically not problematic along the lakeshore. Flood waters rise and then fall. Velocity is a danger within the floodway that follows the river corridor. There is little danger that the marina facilities will be swept away. **(Affirmative finding as conditioned)**

C. The proposed water supply and sanitation systems...

Municipal water and sewer will serve the marina. Utility plans and specifications sheets depict the details. They have been reviewed by the Department of Public Works. Comments from DPW recommend that a waterproof cover be provided for the pump station to prevent floodwater infiltration. There is no onsite septic system. **(Affirmative finding as conditioned)**

D. The susceptibility of the proposed facility and its contents to flood damage...

The gangway and related floating facilities will rise and fall with lake levels. They are very unlikely to ever be inundated. **(Affirmative finding)**

E. The importance of the services provided...

The proposed marina will serve as a significant public amenity affording improved access to the lakeshore. An existing lakeshore parking lot will be transformed to additional public parkland and marina space. **(Affirmative finding)**

F. The availability of alternative locations...

The gangway connects the upland marina facilities with the related floating facilities. It is a functionally dependent use necessarily located within the SFHA. **(Affirmative finding)**

G. The compatibility of the proposed use with existing development...

As noted elsewhere in these findings, the marina is consistent with the intent of the DW-PT zone. **(Affirmative finding)**

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

PlanBTV: Downtown and Waterfront specifically calls for additional marina operations to better serve the intense demand for water uses along Burlington's downtown water front. The plan notes the present conditions as inadequate and cites the exiting 8-year wait list for a boat slip (Water Use Expansion)

The proposed marina is accessible by boat, vehicle, bus, bike, and foot. It is consistent with PlanBTV: Downtown and Waterfront's call for transportation options and connectivity (Yield to Pedestrians, Biking, Bikeways, and Transit).

The pervious pavers to be used in construction of the marina facilities are consistent with the provisions of PlanBTV: Downtown and Waterfront (The Green Machine). **(Affirmative finding)**

I. The safety of access to the property...

Access to the property will be unaffected by the base flood event. All of the onshore marina facilities are located outside of the SFHA. The gangway and related floating facilities will rise and fall with the lake level. **(Affirmative finding)**

J. The expected heights, velocity, duration, rate of rise...

The maximum regulatory flood elevation along the lakeshore is 102' above sea level. The velocity of flood waters along the lakeshore is not problematic. Water is more or less stationary as it rises and falls. The duration of flooding and the rate of its rise depend entirely on spring snowmelt and precipitation events. The lake has risen above 102' just once on record (spring 2011). Sediment transport is insubstantial. Sediment transport is associated with moving waterways such as rivers. The proposed marina will have no impact on flood height, velocity, duration, rate of rise, or sediment transport. **(Affirmative finding)**

K. Conformance with all other applicable requirements...

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

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Article 4 above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable in the DW-PT zone.

Sec. 5.2.5, Setbacks

See Article 4 above.

Sec. 5.2.6, Building Height Limits

See Article 4 above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Article 4 above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

A comprehensive outdoor lighting plan has been submitted. Information relative to fixtures, locations, and illumination levels has been provided. There are two distinct lighting environments: 1) the marina site and 2) the parking lot. All of proposed fixtures and related lighting levels are acceptable under the standards of Sec. 5.5.2. The pole lights to be used in the newly converted park area appear to match those at Waterfront Park. The Department of Parks and Recreation has confirmed. The single new flag pole will be illuminated from above. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

The project will actually result in less impervious surface as compared to existing conditions. An existing asphalt parking lot will be converted to park area with substantial lawn. Pervious pavers will be installed at the new marina yard. Stormwater management relies on infiltration and additional green space prior to discharge offsite. As noted previously, the Conservation Board reviewed and recommended approval of this project. Final approval of the proposed stormwater management plan and erosion prevention and sediment control plan by the city's stormwater program has been obtained. **(Affirmative finding)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

No land subdivision is proposed. Two of the three lots, however, will be adjusted in size and configuration.

(a) Protection of important natural features

See Sec. 6.2.2.

(b) Block size and arrangement

Block size and arrangement will remain unchanged. **(Affirmative finding)**

(c) Arrangement of Lots

The proposed lot line adjustment serves to place the bulk of the marina facilities on Parcel C with the existing municipal buildings on Parcel B. The proposed lot arrangement is orderly and follows the existing and proposed conditions on the ground. **(Affirmative finding)**

(d) Connectivity of streets within the city street grid

Not applicable.

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

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The property does not contain any important natural features as identified in the Open Space Protection Plan or as outlined in Sec. 4.5.4, *Natural Resource Protection Overlay Districts*. The downtown waterfront is specifically excluded from the Riparian & Littoral Conservation zone. **(Affirmative finding)**

(b) Topographical alterations

The existing property is essentially flat and will remain so. Topographic alteration is modest and is largely related to stormwater improvements and construction of the new parking area. **(Affirmative finding)**

(c) Protection of important public views

There are significant public views from the subject property, particularly westward across the lake. These views will be preserved. The proposed construction will not adversely impact any identified public view corridor. **(Affirmative finding)**

(d) Protection of important cultural resources

The property is a lakeshore fill site of industrial origin. It has no known archaeological significance. It contains no archaeological site points, nor is it located within an archaeologically sensitive area. **(Affirmative finding)**

(e) Supporting the use of alternative energy

No alternative energies are incorporated into the project design. Construction of the project will have no adverse impact on potential use of alternative energies onsite. **(Affirmative finding)**

(f) Brownfield sites

The subject property is included on the Vermont DEC Hazardous Site List. Phase I and II environmental site assessments have been done, and a corrective action plan is in place. The applicant will continue to work with VT DEC to address onsite contaminants. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

There is sufficient room for snow storage around the new parking lot. Within the marina yard and drop-off plaza, there is no dedicated space for snow storage. Given the seasonal operation of the marina, winter time snow storage within these places may be acceptable. **(Affirmative finding)**

(h) Building location and orientation

No new onshore buildings are included in this proposal. **(Not applicable)**

(i) Vehicular access

Two access points will serve the marina. Both exist presently but will be modified as part of this project. Most boats will arrive at the marina by way of the lake. No new ramp or crane are included in this proposal.

A comprehensive traffic analysis has been done as part of this application; however, anticipated traffic generation (up to 20 weekday PM peak hour trips) is well short of the typical 75-trip threshold for a traffic study. Anticipated traffic is also significantly less than that associated with the unbuilt Moran redevelopment (77 PM peak hour trip ends). Traffic associated with the marina will parallel the seasonal use of the marina – most active during the warmer months with very little activity during the off-season colder months. As to be expected, Saturdays are anticipated to generate the most traffic with 309 total trip ends and 26 PM peak hour trip ends. Daily weekday trip ends are expected to total 284 with 20 PM peak hour trip ends. Level of service (LOS) and queue lengths were analyzed at three intersections (Battery & College Streets, College & Main Streets, and Lake Street & Penny Lane) with projections for 2018 and 2023 with build and no-build scenarios. In all scenarios, the anticipated traffic is expected to have little effect on intersection LOS during the PM peak hour (1 second or less increase in delay) and negligible effect on intersection queue lengths. All intersections are expected to continue at acceptable levels of service. No roadway network alterations are proposed. The Department of Public Works has reviewed the traffic study and concurs with its findings. **(Affirmative finding)**

(j) Pedestrian access

A new sidewalk/walkway will provide a pedestrian connection between the newly reconstructed bike path and the marina. It will also afford a connection to the marina for people parking in the new surface parking lot behind the Electric Dept. building. Given the significance of public accessibility to the marina, this pedestrian connection is particularly important. Where the sidewalk crosses the two entries to the new parking area, it is delineated with striping. It should be continuous concrete. West of the new parking area, the sidewalk becomes a striped walkway across the asphalt, sharing space with vehicles. Continuation of concrete had previously been recommended; however, the Department of Public Works recommends the striped asphalt instead. Doing so avoids disturbance of critical underground piping connecting the two Water Department buildings. **(Affirmative finding)**

(k) Accessibility for the handicapped

Four handicap parking spaces are included in the marina drop-off area that will be available to the public, affording immediate access to the marina and the newly formed park space. Additional handicap spaces are included in the new 68-space parking lot. Insofar as these, or any other handicap accessible features, are required it is the applicant's responsibility to comply. All of the applicable ADA requirements are administered through the city's building code. **(Affirmative finding as conditioned)**

(l) Parking and circulation

Space for new parking is limited. The marina is, of course, set close to the lake and relatively far from the road. As a result, space for parking is available between the existing Water Department and Electric Department buildings and the road. The existing parking area will be removed and replaced with the new, larger parking area. As recommended by this criterion, the parking area

is split into two sections rather than a singular mass. The location of the new parking lot is the same as that for the approved, but unbuilt, parking associated with the Moran redevelopment.

Parking spaces and associated site circulation are laid out such that vehicles will not back out onto Penny Lane. The parking area appears to be curbed at one end (east).

A number of new trees will be planted around the parking lot. In total, 18 new trees will border the parking area. This criterion requires 1 shade tree per every 5 parking spaces (at least 14 trees in this case). The proposed species (maple, elm, and honey locust) are appropriate to serve as shade trees and meet the minimum caliper requirement at planting (3" – 3.5" caliper). A shade analysis was provided at the March 21, 2017 public hearing and depicted adequate shading.

(Affirmative finding)

(m) Landscaping and fences

A comprehensive landscaping plan has been submitted and encompasses a diversity of plantings. As noted above, new shade trees will be planted around the new parking area. Most of the additional landscaping is concentrated in the new park space adjacent to the Water Department Pump Station. New plantings help to define the space and provide a buffer from the marina drop-off to the south. Some additional plantings will accent said drop-off area. **(Affirmative finding)**

(n) Public plazas and open space

Significant public open space is included in this proposal. The parking lot behind the two existing city buildings will be removed and replaced on one end with new public park space. In addition to new landscaping as noted above, the new park space will include pathways, sitting areas, and access to the lakeshore. Its location will afford ample solar access and unimpeded views across the lake. **(Affirmative finding)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

Site infrastructure including an electrical transformer, emergency generator, trash and recycling facilities will be set to the southwest corner of the marina site. The site plans depict screening around these items. Sheet C4.2 provides acceptable screening details. Any new utility lines must be buried. **(Affirmative finding)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

No new onshore buildings are included in this proposal. Two containers for workshop space and long term bike parking are proposed. Renderings of these containers were provided at the March 21, 2017 public hearing. **(Affirmative finding)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The proposed marina is located in the Downtown Parking District. As a result, the minimum parking requirement is 0.5 parking space per berth. In this case, 160 berths are proposed with a resultant minimum parking requirement of 80 parking spaces. A new 68-space parking lot is proposed. The marina proposes to use 42 of these 68 spaces along with an additional 4 new spaces in the separate lot between the Coast Guard and the Water Department building and 2 new handicap spaces at the marina drop-off (48 spaces total for the marina). The Community Sailing Center had considered using the remaining 26 spaces in the 68-space parking lot; however, they are expected to pull out of this arrangement and seek alternative parking under separate permit. There remain 10 short term spaces at the marina drop-off for users of the marina, fishing pier, and adjacent park land. A parking waiver is sought for the marina. See Sec. 8.1.15 for waiver details. **(Affirmative finding)**

Sec. 8.1.9, Maximum Parking Spaces

This section limits surface parking to 125% of the Neighborhood Parking District minimum parking requirement. As noted above, the minimum standard parking requirement will not be met. A parking waiver is requested. The proposed parking is nowhere near the maximum limitation. **(Affirmative finding)**

Sec. 8.1.10, Off-Street Loading Requirements

Loading and un-loading area will be available in the marina yard. **(Affirmative finding)**

Sec. 8.1.11, Parking Dimensional Requirements

Proposed parking spaces are dimensionally compliant at 9' X 20.' Back-up space is 20,' whereas 24' is the standard. While less than the standard distance, 20' affords the minimum required 10' dual aisle space within the parking lot. **(Affirmative finding)**

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Offsite parking facilities

(Not applicable)

(b) Downtown street level setback

The proposed parking lot is set back from Penny Lane to afford space for a new pedestrian sidewalk that will provide access to the marina and adjacent waterfront amenities. **(Affirmative finding)**

(c) Front yard parking restricted

(Not applicable)

(d) Shared parking in the Neighborhood Parking Districts

(Not applicable)

(e) Single story structures in Shared Use Districts

(Not applicable)

(f) Joint use of facilities

The new 68-space parking lot will serve both marina patrons and the general public. The existing parking lot between the Coast Guard and the Water Department building will be modified to result in a net new 4 spaces. This lot will serve both city employees and employees of the marina. **(Affirmative finding)**

(g) Availability of facilities

None of the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for visitors to onsite uses only. **(Affirmative finding)**

(h) Compact car parking
(Not applicable)

Sec. 8.1.13, Parking for Disabled Persons

The site plan depicts several handicap parking spaces in the new 68-space parking lot and in close proximity to the marina and the newly established Waterfront Park North. Associated striping is also shown. ADA compliance is administered via the city's building permit process. **(Affirmative finding as conditioned)**

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

Sec. 8.1.15, Waivers from Parking Requirements / Parking Management Plans

The parking waiver request for the marina has been modified. As noted above, the Community Sailing Center will pursue separate parking arrangements. The Board is making no findings or decision on the Sailing Center's previous parking waiver based on representations from the Sailing Center at the public hearings that the waiver request had been withdrawn. During peak times (weekends and holidays) the marina requests a 32-space parking waiver. Rather than use 80 parking spaces, 48 spaces (42 within the 68-space lot) are requested (40% waiver). During weekdays, the marina requests a 51-space parking waiver. Only 29 spaces would be used (64% waiver). The waiver request is simple and reasonable. Of the 160 boat slips proposed, only 96 will be seasonal. Seasonal users will keep their boats here and will typically arrive onsite by land. The other 64 slips will be transient. Transient users will arrive by boat and will not need car parking. The 48 parking spaces proposed amount to 0.5 space per seasonal boat slip – the minimum parking standard. The waiver increases during off-peak times due to reduction in use of the marina as demonstrated in the traffic study. The 29 spaces effectively result in 0.3 spaces per seasonal boat slip. Under both scenarios (peak and off-peak times), remaining parking spaces within the 68-space lot will be available for public use. Effective management of the east lot to assure that the parking spaces allocated to the Marina are actually available for marina users is critical to the Board's approval of the requested waiver.

The applicants should be prepared to report back to the Planning & Zoning Department each year for 3 years as to the actual onsite parking demand. **(Affirmative finding as conditioned)**

Sec. 8.2.5, Bicycle Parking Requirements

The proposed marina will require at least 10 short term bike parking spaces and 1 long term bike parking space. The site plan indicates locations for these facilities, and additional details were provided at the March 21, 2017 public hearing. The short term spaces will be provided with racks at the southeast corner of the new park space, and the long term spaces will be provided at the southwest corner of the site within one of the containers. **(Affirmative finding)**

Article 10: Subdivision

Sec. 10.1.15, Lot Line Adjustments

No subdivision is included in this proposal. Lot lines; however, will be adjusted. Two of the three parcels involved will be modified. As required, a boundary survey by a VT licensed land surveyor has been provided, albeit in draft form. The endorsement block needs to be corrected to indicate the signature of the Zoning Administrator per this criterion. No nonconforming parcels result from the proposed lot line adjustments. There is no minimum lot size requirement in the DW-PT zone. A mylar of the lot line adjustment, signed by the Zoning Administrator, shall be filed within the city's land records within 180 days of approval. **(Affirmative finding as conditioned)**

II. MINUTES

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

III. MOTION

Motion: Austin Hart

I move that the Board grant certificate of appropriateness and conditional use approval to construct a marina and related site improvements at 235 Penny Lane in the DW-PT zone, in accordance with Articles 3, 4, 5, 6, 8, and 10. Approval is based on the findings in Section I above and is subject to the following conditions:

1. **Prior to release of the zoning permit**, revised project plans depicting the following shall be submitted, subject to staff review and approval:
 - a. Specification of waterproof cover for the proposed pump station;
 - b. Specification for strapping to hold the underground storage tank in place during times of flooding; and,
 - c. Corrected endorsement block (for Zoning Administrator's signature) on the lot line adjustment.
2. **Within 180 days of this approval**, a mylar copy of the lot line adjustment, with signature of the Zoning Administrator, shall be filed in the land records. Failure to do so shall render this lot line adjustment approval null and void.
3. For the parking waiver, the applicants shall report back to the Planning & Zoning Department each year for 3 years from the date of this approval as to the actual onsite parking demand.
4. **Prior to issuance of a certificate of occupancy** for the marina, the applicant or Department of Public Works shall provide to the DRB a parking management plan

specifying additional details as to how the 68-space east lot will be managed so that the required parking spaces for the marina are, in fact, available for the marina users.

5. At least **7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the Planning & Zoning Department the impact fee as calculated by staff based on the gross square footage of the proposed development.
6. Days and hours of operation are approved as follows (from May 15 – October 15):
The marina and fuel dock will be open for business from 7am-6pm Sun-Thurs and 7am-8pm Friday, Saturday, Holidays and the day preceding a holiday. The public restrooms will be open and available to the public from 8am-5pm Sun-Thurs and 8am-7pm Friday and Saturday. The outer perimeter wave attenuating dock will be open to the public from 7am to 10pm.
7. Days and hours of construction are limited to Monday – Friday 7:00 AM – 5:00 PM. Saturday construction within those hours may be allowed upon request to the DRB. No construction activity on Sunday.
8. Per Sec. 4.5.4, (f) 8, construction within the Special Flood Hazard Area (i.e. the gangway) is subject to the following conditions:

C. 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.
- D. Residential Development:
 - (i) Not applicable.
- E. Non-Residential Development:
 - (i) All new construction and substantial improvements for nonresidential purposes shall have the lowest floor, including basement, elevated one foot or more above the base flood elevation. Existing non-residential structures may be flood proofed where designed to be watertight to one foot or more above the base flood elevation, with walls substantially impermeable and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A permit for a proposed building to be flood proofed shall not be issued until a registered architect or engineer has reviewed the structural design, specifications and plans and has certified that the design and methods of construction are in accordance with meeting the provisions of this subsection.
- F. Water Supply Systems:

New and replacement water supply and sanitary sewer systems shall be designed so as to prevent the infiltration of floodwaters into the systems and discharge from the systems;
- G. On-Site Waste Disposal Systems:

Not applicable;
- H. Recreational Vehicles:
 - (i) Not applicable.
- 9. A State of Vermont wastewater permit is required.
- 10. All new utility lines shall be buried.
- 11. It is the applicant's responsibility to comply with all applicable ADA requirements.
- 12. 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.
- 13. Any outdoor signage will require a separate sign permit.
- 14. Standard Conditions 1-15.

Seconded: Brad Rabinowitz

Vote: 5-0-0, motion carried.

Dated at Burlington, Vermont, this 26th day of May, 2017

Respectfully Submitted,

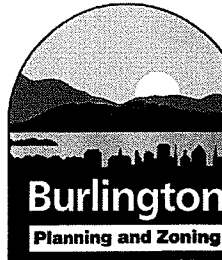

Austin D. Hart, Development Review Board Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. (Zoning Ordinance Article 17, Section 17.1.7, Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. The appeal shall be taken in such a manner as the supreme court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3). The Court rules may require that such an appeal be commenced within Thirty (30) days of the Board's decision.

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

*David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk*



TO: Development Review Board
FROM: Scott Gustin & Mary O'Neil, Principal Planners
DATE: December 19, 2017
RE: 18-0481SP; 298 College Street

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

Zone: RH Ward: 8E

Owner/Applicant: Greater Burlington YMCA Foundation, Inc.

Request: Sketch plan review of redevelopment of former Ethan Allen Club for GBYMCA.

Applicable Regulations:

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

Background Information:

This is Sketch Plan Review for the proposed redevelopment of the former Ethan Allen (membership) Club to the Greater Burlington YMCA. The existing building is proposed to be demolished, a replacement structure of approximately 65,000 sf with 39 parking spaces on-site, 12 off-site planned. A parking waiver is requested.

The Design Advisory Board will review this sketch plan at their December 13, 2017 meeting. As that meeting has not yet occurred at the time of this writing, comments from that meeting will be provided separately.

Previous zoning actions for this property are noted below.

- **Zoning Permit 16-0856CU;** establish health club use within a portion of the existing building. No site or exterior building changes proposed. March 2016.
- **Non-Applicability of Zoning Permit Requirements; 16-0825NA;** interior work only to create space for fitness classes. February, 2016.
- **Zoning Permit 15-0853CA;** change of use from temporary homeless shelter to temporary art gallery. March 2015.
- **Zoning Permit 15-0675CU;** seasonal change of use from club to community house / overnight shelter. January 2015.

- **Zoning Permit 99-576**; installation of a nonilluminated parallel sign for Ethan Allen Club. This is the only sign for the site. June 1999.
- **Zoning Permit 97-299**; installation of a nonilluminated fabric awning over the rear entry of the Ethan Allen Club. Emblem graphic without lettering to be applied to the end elevation of the awning. February 1997.
- **Zoning Permit 97-298**; removal of the existing structural canopy (cars drive under) over the rear entrance to the existing Ethan Allen Club. No change to traffic patterns or façade alterations included in this application. February 1997.
- **Non-Applicability of Zoning Permit Requirements**: Move business operations to vacant space. (Operation of the premises as a membership club for the Knights of Columbus; new business/membership club Ethan Allen Club.) March 1996.
- **Zoning Permit 94-105 / COA 094-023**; construction of an eight car parking lot for existing office building on adjacent lot. (To be accessed by that lot) Existing use of parcel is the Ethan Allen Club. August 1993.
- **Zoning Permit 85-104**; erect 2' x 4' freestanding sign. April 1985.
- **Zoning Permit 80-843**; renovation; move exterior wall in the bar area only eight feet to north. New fireplace, new bar, insulation, electrical work. April 1980.
- **Zoning Permit n.n.**; demolish the existing building and erect a new 72' x 120' two story building to encompass 16,280 sf. March 1972.

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

1. *Existing or planned public utilities, facilities or services are capable of supporting the proposed use in addition to the existing uses in the area;*
The proposed development will be served by municipal water, sewer, and electricity. It will be reviewed by the Technical Review Committee in December. Comments from that review will guide refinement of the project proposal.
2. *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;*

The property is located in the RH zone and relatively close to the downtown. While the zone is intended primarily for high density residential development, several non-residential uses that serve as amenities in residential areas (including health clubs) are allowed as conditional uses. This proposal is for a new health club. The purpose statement for this zone specifically states that

parking is intended to be hidden either behind or underneath structures. See Article 6 for comments relative to the parking layout.

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

The proposed health club will not have nuisance impacts from noise, odor, dust, heat, and vibrations greater than typically generated by other allowed uses in the RH zone.

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

No traffic analysis is included in the sketch plans; however, the parking management plan that has been provided includes some very limited traffic data. As calculated under the ITE code for health clubs, 224 PM peak hour trip ends may be anticipated. As calculated under the ITE code for recreational community center, 150 PM peak hour trip ends may be anticipated. The parking management plan asserts that multiple transportation choices reduce actual traffic generation but lacks specifics – it is largely focused on parking demand. A comprehensive traffic analysis will be required as part of the zoning permit application for this project. It must include the basics, such as AM, PM, and average daily trip generation estimates as well as nearby intersection LOS impacts and other information as may be required by the Department of Public Works.

and,

5. *The utilization of renewable energy resources;*

The sketch plans contain no information as to the utilization of renewable energy resources. Insofar as possible, the applicant is encouraged to integrate renewable energy elements into the project design.

and,

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

Technical Review Committee comments relative to applicable City bylaws will be provided following their December review. The permit application must address all comments provided.

(b) Major Impact Review Standards

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

No significant air or noise pollution is anticipated with this proposal.

See Sec. 5.5.3 for stormwater management.

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

See Sec. 3.5.6 (a) 1.

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

See Sec. 3.5.6 (a) 1.

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;
See Sec. 3.5.6 (a) 4.

6. Not cause an unreasonable burden on the city's ability to provide educational services;
This non-residential project will have no impacts on the city's school system.

7. Not place an unreasonable burden on the city's ability to provide municipal services;
The proposed development will generate additional impacts on city services; however, the extent of those impacts cannot be determined at sketch plan review. All affected City Departments (Parks & Recreation, Fire, Electric, CEDO, Planning & Zoning, and Public Works) will be involved in the review of this project. As noted previously, TRC review will take place in December.

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 will replace a long-standing membership club – one nonresidential use will be replaced with another. The intensity of development will increase, and impact fees will be assessed to help mitigate impacts associated with the redevelopment.

10. Be in substantial conformance with the city's municipal development plan;
The sketch plan submission generally indicates conformance with the municipal development plan.

The project is located within the Old North End Enterprise Community wherein new development and reinvestment is promoted (Land Use Plan, pg. I-26) and provides amenity to nearby residences and businesses within a mixed land use context (Land Use Plan, pg. I-2). The proposed redevelopment will include improved onsite stormwater management measures to lessen impacts on city systems and the receiving waters of Lake Champlain (Natural Environment, pg. II-3). The parking management plan incentivizes use of alternative transportation measures; the site is conducive to pedestrian, bike, and bus access (Transportation System Plan, 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;
This development will replace one nonresidential use with another. It will have no undue adverse impact on the present or projected housing needs of the city.

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

The proposed development will have no undue adverse impact on the park and recreation needs of the city. In fact, given the proposed use, it may lessen demands on public park and recreation needs.

(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 will likely not generate offsite noise or glare substantial enough to require mitigation.

2. Time limits for construction.

No construction timeline is included in the sketch plans. Unless one is provided with the permit application, the standard 2-year timeframe for zoning permits will apply. The applicant may wish to consider a phasing plan in the event that parts of the building are to be occupied prior to full project completion.

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

No construction schedule is included in the sketch plans. One must accompany the zoning permit application and articulate proposed days and hours for construction. Days and hours of operation of the new facility must also be provided.

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

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

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

Not applicable for sketch plan review.

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(5) Residential High Density (RH)

The subject property is located in the RH zone. This zone is primarily intended primarily for high density residential development in the form of large multi-family structures. As noted before, several nonresidential, but compatible, uses are allowed within this zone. Health clubs are one of them.

(b) Dimensional Standards & Density

Lot coverage will increase from 52% to 74%. It will remain below the 80% limit

The property has two front yards and several side yards. The required front yard setback along College Street is 31' +/- 5'. As proposed, the primary structure is an acceptable 26' – 27' from the front property line along College Street. The required front yard setback along Bradley Street is 11' +/- 5'. As proposed, the primary structure is 100' away from the front property line along Bradley Street; however, an accessory structure is set at an acceptable distance of 12' from this front property line. The intent of requiring structures to be built to the front property line is to provide a consistent rhythm of buildings along a particular street. The through nature of this parcel presents a particular challenge in meeting that front setback requirement along both street frontages. The accessory structure along Bradley Street is an attempt to address this requirement. See Article 6 for additional detail. The side yard setback requirement is noted as 4.5' on the west side and just 1' on the east side based on the average side yard setback of neighboring properties along College Street. Based on the average side yard setback of neighboring properties along Bradley Street, the side yard setback requirement is 4.5' on the west and 15.5' on the east. The through nature of this lot confuses this side yard setback provision as it is based on adjacent properties with the same street frontage. As proposed, the building complies with the greater of the applicable side yard setbacks. The driveway and parking are subject to a 5' setback. The driveway encroaches slightly into this setback and must be revised accordingly.

Building height appears to be at the 35' limit. Building height in this instance is calculated based on the average finished grade on all sides of the building. Basis for the height calculation is needed.

(c) Permitted & Conditional Uses

The health club use is conditional in the RH zone. Whether the associated daycare use is a separate primary use or simply accessory to the health club is not clear. That distinction needs to be made prior to zoning permit application. Both small and large daycares are conditional uses in the RH zone. Other uses noted in the application such as office space and community center space are accessory to the one or two primary uses.

(d) District Specific Regulations

1. Setbacks

No setback exceptions under this criterion are sought.

2. Height

No height exceptions are sought.

3. Lot Coverage

No lot coverage exceptions are sought.

4. Accessory Residential Structures and Uses

Not applicable.

5. Residential Density

Not applicable.

6. Uses

Not applicable.

7. Residential Development Bonuses

None are sought.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

The 64,687 sf facility equates to 43 residential units for the purposes of density calculations in this residential district (every 1,500 sf = 1 dwelling unit). This 1.47 acre parcel could contain up to 58 dwelling units (40 units/acre). The residential equivalency of 43 is acceptable.

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to constitute a nuisance under this criterion. Details relative to commercial uses must be included in the permit application.

Sec. 5.5.2, Outdoor Lighting

No outdoor lighting information is included in the sketch plans. The permit application will require a comprehensive lighting plan depicting individual lighting environments (parking, walkways, entries, etc.), photometric plan(s), lighting fixture cutsheets, and locations.

Sec. 5.5.3, Stormwater and Erosion Control

The site plan depicts proposed onsite stormwater management measures. Performance details are not included in the sketch plans. Submission of the zoning permit application will require a complete stormwater management plan subject to review and approval by the Conservation Board and the city's Stormwater Program. The same is true for the construction site erosion prevention and sediment control plan.

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The existing site has a ring of greenery around the parcel, on the west, north and east. Any specimen trees should be identified and assessed for retention and protection.

(b) Topographical Alterations:

The site has a natural topography with a rising slope to the east, and grade differential reflected in contours (226 on the west to 243 on the east.) The north of the site remains fairly flat, as it is the location of existing and proposed parking.

Any additional manipulation of topography shall be identified in final application materials.

(c) Protection of Important Public Views:

Distant terminal views of Lake Champlain and the mountains shall remain intact from public thoroughfares.

(d) Protection of Important Cultural Resources:

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

The Main Street – College Street Historic District, listed on the National Register of Historic Places in 1988 identifies this property as a non-contributing resource due to age. It does, however, relate the importance of the membership club in Burlington's history. See attached information. The existing Ethan Allen Club replacement building was identified in a 2010 *Survey of Modern Architecture* in Burlington. Constructed in 1972 and designed by noted Vermont architect Julian Goodrich, the building is associated with International Style. See attached survey information. The building has not been listed on the state or National Register of Historic Places.

(e) Supporting the Use of Renewable Energy Resources:

While design details are not yet firm, there may be opportunities to exercise renewable energy resources such as wind, water, solar, geothermal or other.

(f) Brownfield Sites:

The property is not listed on the Department of Environmental Conservation's brownfield list.

(g) Provide for nature's events:

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

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

A Stormwater Management Plan and an Erosion Prevention and Sediment Control Plan will be warranted. Preliminary studies have been forwarded to the Stormwater engineering team for assessment and feedback. Technical Review is planned for December 14, 2017.

A sheltered entry is provided on the south and north. The double doors to the children's playground remain exposed without canopy or cover.

(h) Building Location and Orientation:

The parcel is a through lot, with two street frontages: Bradley and College

There is no substantive building presence on Bradley. The principal building is setback 100' +/- away from Bradley and the frontage is lined with surface parking and accessory storage buildings. The new structure has chosen its primary face fronting College Street; the Bradley Street façade recessed from the street and behind a parking lot and smaller structures. (Illustrated on the site plan, more info provided on "Bike Shelter Floor Plan.") Both are minor accessory structures, intended for storage and bikes. The designs are deferential yet consistent in design with the principal structure. Their placement, however, remains in a highly visible location on Bradley Street, a predominantly residential neighborhood. The essential problem is how the redevelopment addresses Bradley Street, where a prominent building presence is desired, rather than a parking lot with screening.

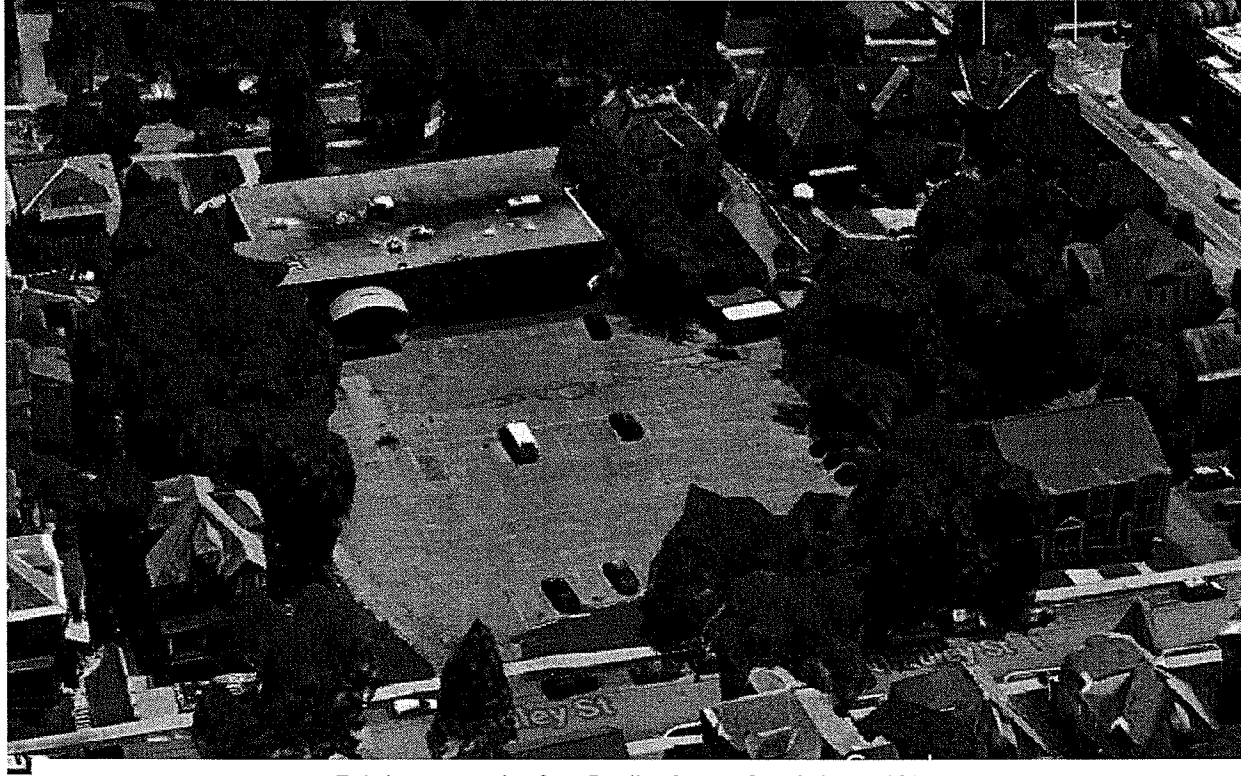
Section 5.1.2, (e), *Accessory Nonresidential Structures*, limits accessory structures to 500 square feet. The structures illustrated contribute a total of 840 sf. (588 and + 252 sf); in excess of the 500 sf limitation.

Unfortunately, the north street building frontage does not demonstrate alignment with neighboring buildings to reinforce the street edge but tends to duplicate the existing expanse of parking, albeit with two accessory structures and a fence-atop-retaining wall. The proposal plans to extend the siding (which matches the main building beyond) as a skirt down to grade below the interior finish floor.

The retaining wall with wooden guardrail proposed for the north street front of the lot has a preliminary estimate of 99' linear feet along Bradley Street with a height up to 8.' With no principle structure to fill in the street wall, the plan threatens to deaden the pedestrian experience with parking and sheds along the streetfront. The accessory uses (parking, storage) have secured a position in a place of prominence and visibility, treating it as a back yard rather than a street frontage. Plainly, the plan turns its back on Bradley Street, contrary to this standard.

The goal of the ordinance is providing a substantive principle building along the Bradley Street frontage in order to occupy the gap in the building rhythm created by the parking lot. This can be achieved a couple of ways: Expansion of the new building or a second building through a Planned Unit Development where more than one principle building occupies the lot. (RH has no minimum project size).

Accessory structures should be placed in a less visible location; deferential to the principal structure or use. A second building, fronting Bradley Street would satisfy strengthening both street walls with new development, which may include these accessory uses.



Existing perspective from Bradley Street. Google image 2017.

(i) Vehicular Access:

Access is proposed one way; from Bradley Street through the site to College Street, with circulation through the parking area/drop off.

(j) Pedestrian Access:

Pedestrian walks on both the north and south of the site will connect to existing public sidewalks. Bradley Street is proposed to receive new curbing to formalize and tie the new work with existing infrastructure. Any work in the ROW will require an agreement and approval of City Council.

(k) Accessibility for the Handicapped:

The building is proposed to have an elevator (Plans G200, A100, A101.) Two handicap parking spaces are illustrated on the site plan.

Compliance with ADA standards is under the jurisdiction of the building inspector.

(l) Parking and Circulation:

39 parking spaces are proposed on-site, with another 12 off site (Location? Lease agreement?) A parking waiver is requested. See Article 8 for details.

Vehicular circulation is proposed from the north, in a counter clockwise circulation pattern through the parking area, existing to the main drive and onto College Street. The one-way circulation concentrates traffic – both ingress and egress. It is preferable to have two-way circulation to lessen the impact on either street

A drop-off location is identified adjacent to rear entrances, with signage limiting parking during drop off times. That exercise will limit the use of those 6 identified parking spaces which will then only be available outside drop-off hours.

See Article 8 for a requirement for onsite loading area for all nonresidential construction outside of the downtown parking district. No loading area is evident in the sketch plans.

(m) Landscaping and Fences:

A landscaping plan has not been submitted, but will be required as part of a final application.

(n) Public Plazas and Open Space:

There are no identified public plazas, but a 2,500 sf play area for children participating in the Y's daycare is identified on the west of the site.

(o) Outdoor Lighting:

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

See Sec. 5.5.2.

(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.

The two accessory structures on the north of the site remain in a highly visible (rather than deferential) location.

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.

Trash bins are identified within one of the accessory structures fronting Bradley Street, meeting the requirement *enclosed on all four (4) sides to prevent blowing trash, and screened from public view*. The buildings, themselves, are in a highly visible location along a public street.

Utility meters, mechanical equipment, and any service areas must be identified on a site plan or building elevation as appropriate to assess impact and appropriateness of screening.

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.

Any machinery or equipment must be identified on site plans or building elevations to assess visibility and impact on neighboring properties.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Related to its environment

1. Massing, Height and Scale:

The proposed structure is consistent with the breadth of the building it is poised to replace; but will be 2 stories over basement-in-grade. More residential scaled buildings bookend this site both on Bradley and College; however, most are 2 ½ stories and perched closer to the public street. Pushing the new building toward College Street and capping the building with a flat roof will fill in the street wall with a building of comparable height.

The same is desired for Bradley Street.

2. Roofs and Rooflines.

Building elevations define a flat roof; dissimilar from abutting gable and compound roofs, but similar to the building it will replace. Notations on the plan for a “future assembly space” on the roof are not under consideration with this review.

3. Building Openings

Elevations define building segments, each with its own rhythm and window arrangement. The 2nd floor of the College Street (primary) façade is largely glazed, with a full two story glassed entrance wall. The first floor has paired sets of windows. The north elevation has an assortment of paired single windows, as well as ribbons of grouped sash. Spandrel panels or colorful casings accentuate the openings.

The north elevation features bubble-like features on the lower floor, and 5 pairs of larger windows on the 2nd floor. The fenestration on the west elevation is playful as well; windows are set in the same horizontal plane, but spandrels, casings, and building divisions provide interest and movement.

Exterior doors are provided on the south (College Street, north (daycare drop off entrances) east (egress via stair) and double doors on the west (access to playground.)

(b) Protection of Important Architectural Resources:

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

See Section 6.2.2 (d), above.

(c) Protection of Important Public Views:

See Section 6.2.2. (c), above.

(d) Provide an active and inviting street edge:

This parcel has two street frontages: College and Bradley. College is clearly the preferred façade, with an engaging street presence, welcoming entry, and large expanses of glass. However, the Bradley Street frontage is characterized by a retaining wall capped with a fence, two accessory structures and a parking lot. The principal structure is deeply recessed onto the lot. This standard is most impacted by the arrangement of the current siteplan, as the project does not provide an active and inviting street edge along Bradley Street as required.

See Section 6.2.2 (h) above for standards relating to building location and orientation

(e) Quality of materials:

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

Exterior sheathing is a mixture of metal panels, wood plank, and cedar shakes (arranged in artful patterns). An outside glazed curtain wall system includes an aluminum storefront entrance. Windows are fiberglass with standard jambs. Window systems are proposed to have colorful frames.

(f) Reduce energy utilization:

All new construction is required to meet the Guidelines for Energy Efficient construction according to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.

(g) Make advertising features complementary to the site:

Any signage will require a separate sign permit. The innovative arrangement of the cedar shakes to create the “Y” emblem (east and north elevations) constitutes a sign.

Per Article 13, Definitions:

Sign: Any words, lettering, parts of letters, figures, numerals, phrases, sentences, emblems, devices, designs, trade names, trade mark by which anything is made known, such as are used to identify or advertise an individual, a firm, an association, a corporation, a profession, a business, or a commodity or product, which are visible from a public street or right of way and used to attract attention.

Section 7.2.2, Signs in Residential and RCO Districts limits organizational signs to a total area for any individual use to 20 sq. ft.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

All development is required to meet applicable building and life safety code as defined by the building inspector and fire marshal.

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The minimum parking requirement pertains to the size of the use – in this case a health club and perhaps a second primary use with the daycare. As noted before, whether the daycare is accessory to the health club or another primary use needs to be clarified with the zoning permit application. For the purposes of sketch plan review, assume two primary uses – health club and daycare. The parking plan unnecessarily splits the project into four uses – community center, daycare, health club, and general office. The sizes of the community center and office space are clearly accessory to the overall facility. The 50,075 sq. ft. health club (and related accessory spaces) requires 153

parking spaces (3 spaces per 1,000 sf). The daycare requires 34 parking spaces (1 space per 2 employees and 1 per 5 children). The total parking requirement is 187 parking spaces. The applicant proposes 51 parking spaces, including 39 onsite and 12 off-site. A parking waiver is needed.

Sec. 8.1.9, Maximum Parking Spaces

This section limits surface parking to 125% of the Neighborhood Parking District minimum parking requirement. A parking waiver is needed. The proposed surface parking is nowhere near this maximum limitation.

Sec. 8.1.10, Off-Street Loading Requirements

This criterion requires an onsite loading area for all nonresidential construction outside of the downtown parking district. No loading area is evident in the sketch plans. One must be provided and noted on the site plan accompanying the permit application.

Sec. 8.1.11, Parking Dimensional Requirements

Angled parking spaces are compliant at 9' X 20,' and parallel spaces are compliant at 9' X 22.' Back up space for the angled parking is slightly less than the 24' standard (20' is proposed) but continues to afford sufficient room for two 10' drive aisles.

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Offsite parking facilities

Twelve offsite parking spaces are noted in the parking management plan; however, details as to their location is lacking. Reference is simply made to "nearby." Offsite parking may be utilized; however, no more than 50% of the total requirement may be located more than 600' away from the project site. Seemingly, this limitation is not a problem as less than 50% of the standard parking requirement is proposed in total. More significantly, the offsite parking must be secured for the duration of the use by way of easement or deed as approved by the City Attorney and recorded in the city's land records.

(b) Downtown street level setback

Not applicable.

(c) Front yard parking restricted

None of the proposed parking is located within a front yard setback. Screening is required.

(d) Shared parking in the Neighborhood Parking Districts

Not applicable.

(e) Single story structures in Shared Use Districts

Not applicable.

(f) Joint use of facilities

As enabled by this section, parking for the health club, daycare, and related accessory uses may share spaces within the onsite parking area.

(g) Availability of facilities

None of the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for members, clients, and employees.

(h) Compact car parking

Three of the onsite parking spaces are dimensionally compliant as compact spaces. The three spaces constitute less than 15% of the overall onsite count.

Sec. 8.1.13, Parking for Disabled Persons

The site plans depict several handicap parking spaces in close proximity to pathways and the building's main entrance. Associated striping is also shown. ADA compliance is administered via the city's building permit process.

Sec. 8.1.14, Stacked and Tandem Parking Restrictions

No stacked or tandem parking spaces are proposed.

Sec. 8.1.15, Waivers from Parking Requirements / Parking Management Plans

The proposed on- and off-site parking (51 spaces total) amounts to 27% of the parking requirement per the standards of Sec. 8.1.8. A 73% parking waiver is requested.

The parking management plan notes that the existing facility operates with parking that equates to a 66% waiver. More importantly, it notes that the proposed facility should qualify for at least a 60% waiver based on actual non-car based arrivals to the present facility. As noted above, the parking management plan divides the proposal into 4 separate land use categories. This division unnecessarily complicates the variables under consideration and results in virtually no change in parking requirement as compared to simply noting two uses: health club and daycare (188 versus 187 spaces, respectively).

The analysis of existing parking characteristics attempts to demonstrate the lack of need for dedicated parking. However, it ends up pointing out that many clients park offsite in city garages or on-street. It notes that some 2/3 of members and employees drive downtown to access the present facility, and of those who regularly drive to the present facility about 2/3 typically park on-street or in a garage. These conditions demonstrate that there is insufficient dedicated parking to accommodate actual demand. These numbers are based on present conditions, and the parking management plan is aimed at the new facility. The basic premise of a parking management plan; however, is to demonstrate a reduction in actual parking demand – not that cars will simply park elsewhere. The parking management plan should more fully address the characteristics of folks driving downtown, parking offsite, and then coming to the facility. How many drive to the facility as a destination, and how many drive downtown to work or shop and also come to the present health club by means other than a personal vehicle? This distinction is important. The parking management plan should also more fully articulate how the typical client stay at the facility (2 hours) can accommodate a shared parking scenario (i.e. 1 parking space serving multiple clients over the course of a day).

The parking management plan cites the easy walking distance of the proposed facility to the downtown, its location along the College Street bus route, and proposed membership in CATMA. Additional parking management strategies include flexible workspace, potential CarShare Vermont membership for employees, and parking fees. These items may all contribute to lowering actual parking demand. The management plan also postulates that the existing parking

nonconformity might be retained and that new parking requirements be based on the net new area of the proposed facility (net new 15,687 sf). While there is a rationale to this logic, nonconformity cannot be carried from one property to another. Just as importantly, the management plan makes clear that existing dedicated parking is insufficient to provide for actual parking demand.

The parking management plan submitted with this sketch plan outlines a number of proven methods that may lessen actual parking demand. The numbers; however, do not support the total waiver requested. In order to grant a waiver, the parking management plan needs to demonstrate an equivalent reduction in actual parking demand.

Sec. 8.2.5, Bicycle Parking Requirements

As with vehicle parking requirements, bike parking requirements are tied to the use of the property. The assumption at sketch plan is that the entire use is simply that of a health club. Interestingly, no bike parking requirement is articulated for health clubs in 8.2.5-1. The sketch plans note bike parking requirements based on two uses: Community Center and Daycare. As there is no standard for health club, reference to these two uses is acceptable. Required bike parking numbers cannot be determined without exact information as to the size of the two uses. As noted above, the vehicular parking information is incorrectly based on a division of uses into four categories and so cannot yet be used as a basis for the bike parking standards.

II. Conditions of Approval

Not applicable for sketch plan review.

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
<http://www.burlingtonvt.gov/PZ/>
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

David E. White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board
From: Ryan Morrison, Associate Planner
Date: December 19, 2017
RE: ZP18-0518MP, 208 Flynn 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.

File: ZP18-0518MP
Location: 208 Flynn Avenue
Zone: ELM **Ward:** 5S
Date application accepted: November 22, 2017
Applicant/ Owner: Stack 208, LLC
Request: Master sign plan for property containing several businesses.

Applicable Regulations:

Article 6 (Development Review Standards), Article 7 (Signs)

Background Information:

The applicant is seeking approval for a master sign plan for a mixed-use, multi-tenant property at 208 Flynn Avenue. The master sign plan includes 3 new signs in addition to several other existing signs.

Sign plans offer flexibility as to sign type and location but are required to be compatible with the site and buildings and character of the surrounding area pursuant to the provisions of Article 6 (that includes design standards). Individual signs in the plan may vary from the restrictions of Sec. 7.2.5 (signs in the Enterprise Districts) if approved by the Development Review Board (DRB) by acceptance of a master sign plan pursuant to this Article. Except for such variations approved by the DRB through a master sign plan, all other requirements, permits, and restrictions regarding signs shall remain in effect.

Recommendation: Denial, per the following findings and conditions:

I. Findings

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

Not applicable.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(g) Make advertising features complimentary to the site

The total sign area included in this master sign plan is compliant. There are several existing signs that will remain, in addition to the new signs proposed under the master sign plan. Overall, the sign design is consistent throughout, and simple in appearance. Given the broad scale of the front building, the proposed signage does not overwhelm, or detract from, the integrity of the building. **(Affirmative finding)**

Article 7: Signs

Part 1: General Provisions

Sec. 7.1.9 Types of Signs

(a) Freestanding Signs

The height of freestanding signs shall be measured from the official street grade to the top of the light standard or supporting standard, whichever is higher. Only one freestanding sign is permitted for each separate street frontage devoted to an establishment. A sign that stands without supporting elements, such as "sandwich sign" or interchangeable message boards on wheels, is considered a freestanding sign.

The property fronts only on Flynn Avenue, thus limiting the number of freestanding signs to 1. The proposal includes 2 freestanding signs. The business directory sign lists each business located on site. The freestanding address sign exceeds 2 sf in area, and thus cannot be considered exempt under Sec. 7.1.3 Exemptions. The address sign has to be viewed as a regulated freestanding sign, which in combination with the business directory sign, results in 2 freestanding signs. **(Adverse finding)**

Part 2: District Regulations

Table 7.2.1-1: Sign Regulation Summary

Sign Type	Dimensional Requirements	All Enterprise Districts
Parallel	Size	2-sf¹
	Maximum Height	14-ft²
	Illumination	Yes
Freestanding	Size	1-sf¹
	Maximum Height	6-ft
	Illumination	Yes

1. Size is determined per each linear foot of building frontage allocated to the establishment

2. Or ceiling height of the first floor, whichever is less, except in D, D-T, E-LM and NMU-NAC where the sign may be above 14 feet as per Sec 7.2.3(a)4, Sec. 7.2.4 (c)2D, or Sec. 7.2.4(c)6C.
3. Illuminated freestanding signs are not permitted in NMU district.
4. No signs shall be permitted in the Urban Reserve District.

The parallel sign is proposed at a height greater than 14 ft. Footnote 2 above allows for this within the ELM zoning district subject to Sec. 7.2.3(a) 4, which states:

“A sign above 14 feet may be allowed where the first floor of the building has a floor-to-ceiling height in excess of 14 feet, subject to the following:

- A. In no instance shall a sign be allowed above the floor level of a second story, or the cornice line of a structure whichever is lower;*
- B. Such signs shall be architecturally compatible with the design of the structure; and*
- C. No such sign can be internally illuminated.*

The building to which the ‘208’ parallel sign is to be attached is a single story, with a floor to ceiling height exceeding 14 feet. As a result, the sign may locate at a height greater than 14 feet and below the cornice line.

The proposed freestanding business directory sign complies with the 6 ft height limitation. However, the proposed ‘208’ freestanding address sign exceeds the 6 ft height limitation with a height of 7 ft. **(Adverse finding)**

Sec. 7.2.5 Signs in Enterprise Districts

The property is zoned Enterprise – Light Manufacturing (ELM), and signage is subject to this section. The total area of any parallel sign cannot exceed 2 square feet for each linear foot of building/establishment frontage, or 200 square feet, whichever is less. The property fronts only on Flynn Avenue, and the front building wall totals 264 feet in length – which would result in 528 sf of parallel sign area. However, all parallel signage will be limited to a total of 200 sf of area. Existing parallel signage on the building’s frontage totals approximately 86 sf, which leaves approximately 114 sf of new parallel signage area potential. At the time of this report, the dimensions of the proposed ‘208’ address sign on the building have not been submitted. This sign will need to be limited to a maximum size of 114 sf. The sign does not appear to exceed this size limitation. There are several other parallel signs located throughout the development advertising the various businesses. These signs are not visible from Flynn Avenue.

Freestanding signs are limited to 6 ft in height, and an area of ½ square foot per 1 linear foot of building/establishment frontage or a total of 60 square feet, whichever is less. The building’s frontage totals 264, which would result in a maximum allowance of 132 sf of freestanding sign area. However, as required, freestanding signage is limited to 60 sf in area. The existing freestanding directory sign exceeds 6’ in height, but its area totals 12 sf. This sign will be replaced with a new directory sign totaling 5.6 ft in height and 20.7 sf in area. The proposed freestanding ‘208’ sign (7.8 sf) exceeds the 6 ft height limitation with a height of 7 ft. In addition to the limitation of 1 freestanding sign per street frontage requirement, the ‘208’ freestanding address sign also exceeds the 6 ft height limitation. **(Adverse finding)**

Part 3: Sign Plans

Sec. 7.3.2 Applicability

Within any Mixed Use, Enterprise, or Institutional zoning district, all signs located on a site, building or a complex of buildings located on a single lot with three or more tenants or owners may be granted a zoning permit if the signs comply with a sign master plan submitted by the building owner and reviewed and approved by the DRB under the provisions of Sec. 7.3.4 below and Article 6.

The subject property is located within the Enterprise – Light Manufacturing (enterprise) zone. The buildings contain more than 3 tenants and is eligible for a master sign plan. **(Affirmative finding)**

Sec. 7.3.4 Flexibility from Existing Standards

The sign master plan shall be compatible with the site and buildings and character of the surrounding area pursuant to the provisions of Article 6. While individual signs in the plan may vary from the restrictions of Sections 7.2.3, 7.2.4, 7.2.5 and 7.2.6 in the type and placement of signs on a structure or lot, no individual sign may exceed the size limitations as per Sec. 7.2.3(a)(3).

Except for such variations approved by the development review board by acceptance of a master sign plan pursuant to this Article, all other requirements, permits, and restrictions regarding signs shall remain in effect.

This provision allows for individual signs to vary from the restrictions of Section 7.2.5 (Signs in Enterprise Districts) in the type and placement of signs on a structure or lot. This provision does not provide for an increase in the number of signs or the total sign area allowed for a property. Sec. 7.1.9 (a) limits freestanding signs to one per each separate street frontage. The property fronts only on Flynn Avenue, and thus is limited to just 1 freestanding sign. Additionally, Sec. 7.2.5 (d) specifically limits freestanding signs to 6' in height. The freestanding '208' address sign is proposed to be 7' in height. This particular section only allows flexibility in the type and placement of signs on a structure or lot. Flexibility is being sought to allow for additional freestanding signage, and to exceed a height limitation. Neither request is applicable to the provisions of a master sign plan. **(Adverse finding)**

II. Reasons for Denial

1. Per the adverse findings above.



Department of Planning and Zoning

149 Church Street, City Hall
Burlington, VT 05401-8415
Phone: (802) 865-7188
Fax: (802) 865-7195

www.burlingtonvt.gov/pz

RECEIVED

NOV 22 2017

Zoning Permit Application

Use this form for ALL zoning permit applications. See the relevant checklist for specific requirements.

PROJECT LOCATION ADDRESS:

208 FLYNN AVE

PROPERTY OWNER*:

Stack 208, LLC

*If condominium unit, written approval from the Association is also required

APPLICANT:

Stack 208, LLC

POSTAL ADDRESS:

110 Main St.

POSTAL ADDRESS:

110 Main St.

CITY, ST, ZIP:

Burlington VT

CITY, ST, ZIP:

Burlington VT

DAY PHONE:

802-316-6452

DAY PHONE:

802-316-6452

EMAIL:

dave@BTVspaces.com

EMAIL:

dave@BTVspaces.com

SIGNATURE:

DVFZ

SIGNATURE:

DVFZ

I am the owner. In addition, I duly authorize the applicant (if noted) to act on my behalf for all matters pertaining to this zoning permit application.

Description of Proposed Project:

Master Sign Plan

CONSTRUCT & INSTALL BLDG SIGN/DIRECTORY

Existing Use of Property:

☐ Single Family ☐ Multi Family: # Units

☒ Other: COMMERCIAL

Proposed Use of Property:

☐ Single Family ☐ Multi Family: # Units

☒ Other: COMMERCIAL

- Does your project involve new construction, addition, alteration, renovation, or repair to a structure that is heated or cooled? Yes ☐ No ☒

(If yes, the Vermont Residential Building Energy Standards (VRBES) apply. Visit the P&Z Office, Public Service Board or PSB website for details.)

- Will 400 sq ft or more of land be disturbed, exposed and/or developed? Yes ☐ No ☒

(If yes, you will need to submit the 'Erosion Prevention and Sediment Control Plan' questionnaire, with a site plan)

- For Single Family & Duplex, will total impervious area be 2500 sq ft or more? Yes ☐ No ☒

(If yes, you will need to submit the 'Stormwater Management Plan' questionnaire, with a site plan)

- Are you proposing any work within, below, or above the public right of way? Yes ☐ No ☒

(If yes, you will need to receive prior approval from the Department of Public Works)

- Are you proposing any onsite food or beverage production/manufacturing? Yes ☐ No ☒

(If yes, you will need to consult with Water Resources Division at the Department of Public Works: 863-4501)

Estimated Construction Cost (value)*: \$ 5,000

(*Estimated cost a typical contractor would charge for all materials and labor, regardless of who physically completes the work)

Within 30 days of submission, the permit application will be reviewed for completeness, and, if complete, will be processed administratively or referred to a board for review. All permit approvals or denials are subject to an appeal period (15 days for administrative permit; 30 days for board permit). A building (and/or electrical, mechanical, plumbing, curb cut) permit will also be required. Contact the Department of Public Works at 802-863-9094 to inquire. Please ask for assistance if you have any questions about filling out this form. Call the Planning and Zoning at 802-865-7188, or visit the office in the lower level of City Hall, 149 Church Street.

Office Use Only: Zone: EM

Eligible for Design Review? Y

Age of House 1980

Lot Size 3920

Type: SN ☒ AW ☐ FC ☐ BA ☐ COA 1 ☐ COA 2 ☐ COA 3 ☐ CU ☐ MA ☐ VR ☐ HO ☐ SP ☐ DT ☐ MP ☐

Check No. Charge

Amount Paid 250 -> 3 Signs

150 -> Master

Zoning Permit # 18-0518

800 M

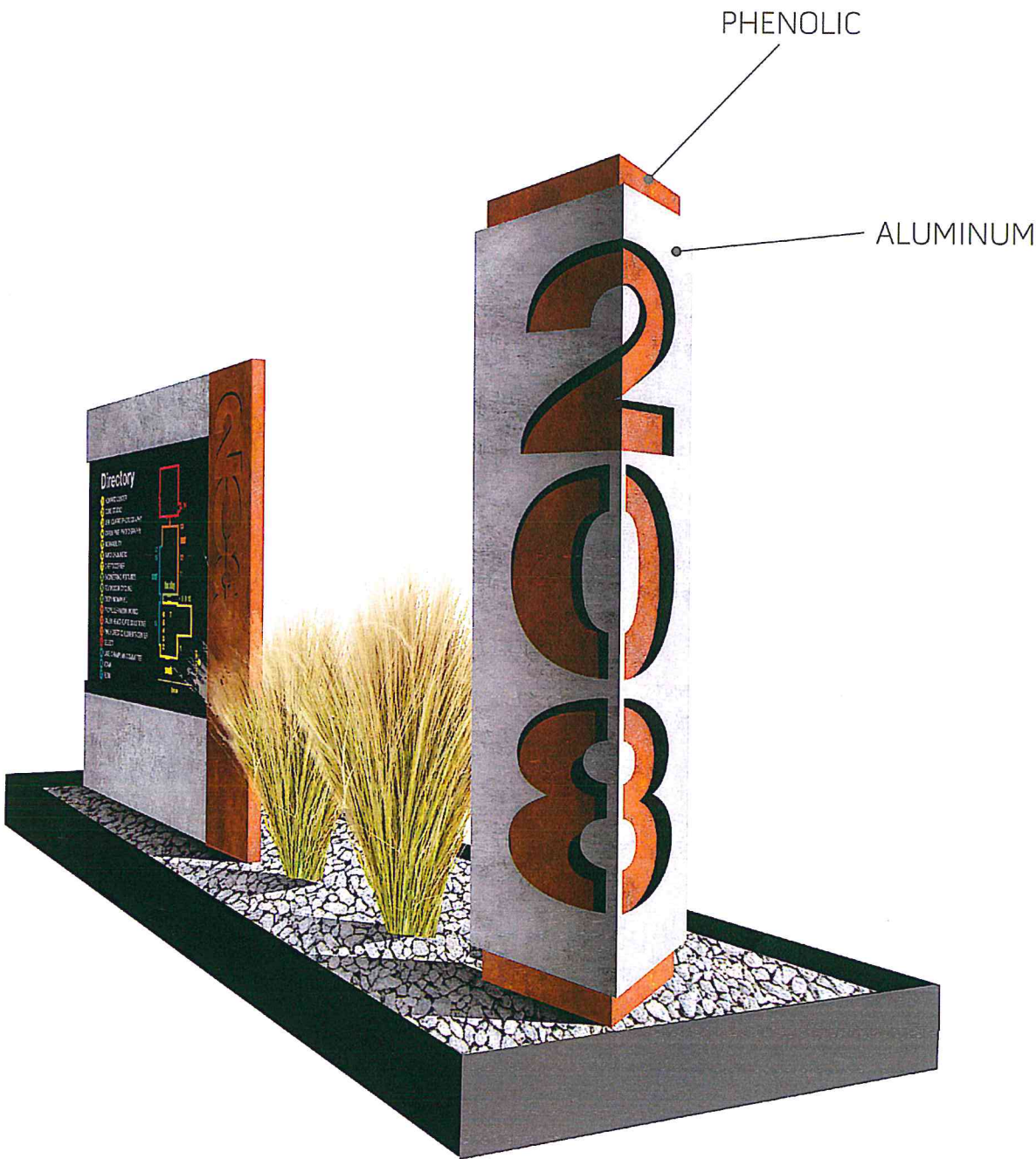
208 FLYNN FRONT WAREHOUSE UPDATE

RECEIVED
NOV 22 2017

DEPARTMENT OF
PLANNING & ZONING



208 FLYNN ENTRANCE SIGN & DIRECTORY



RECEIVED
NOV 22 2017
DEPARTMENT OF
PLANNING & ZONING

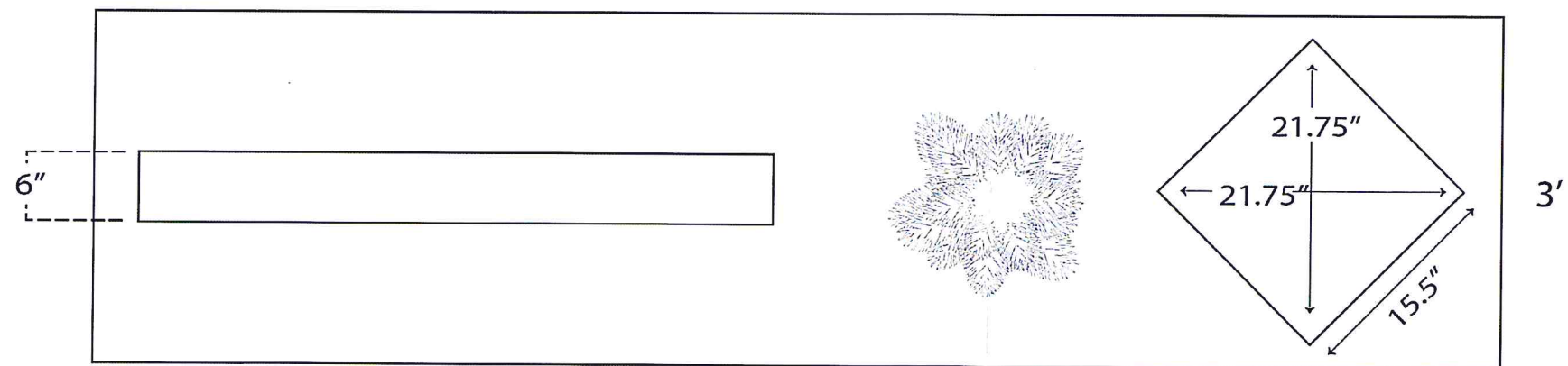
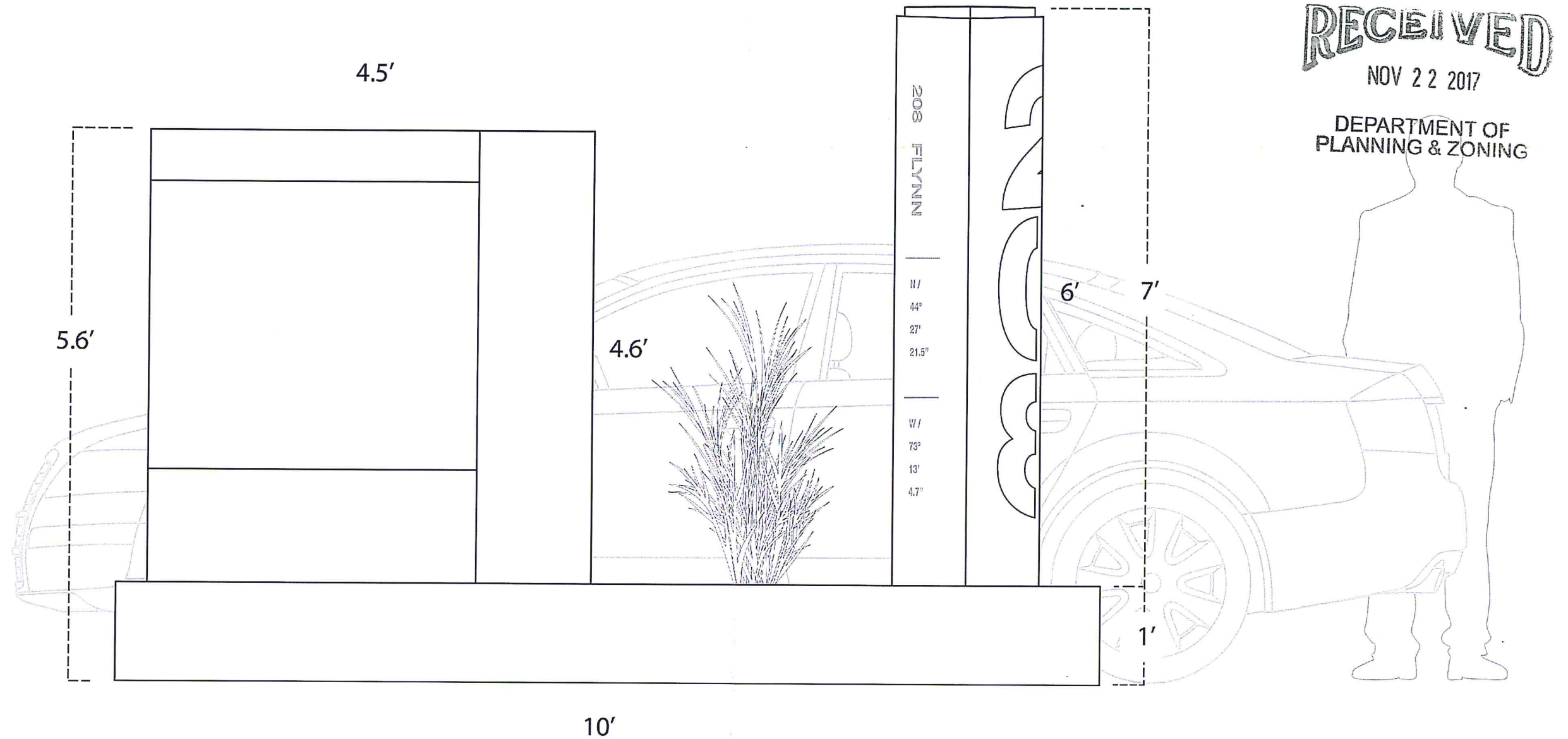


208 FLYNN

N /
44°
27'
21.5"

W /
73°
13'
4.7"

208 FLYNN ENTRANCE SIGN & DIRECTORY



Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401
www.burlingtonvt.gov/pz/DRB
Telephone: (802) 865-7188
Fax (802) 865-7195

Austin Hart
Brad Rabinowitz
Israel Smith
AJ LaRosa
Geoff Hand
Alexandra Zipparo
Samantha Tilton
Jim Drummond, (Alternate)
Vacant, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday December 19th, 2017, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT Minutes

Board Members Present: A. Hart, B. Rabinowitz, G. Hand, A. Zipparo, S. Tilton, J. Drummond (Alt.)

Board Members Absent: A. LaRosa, I. Smith

Staff Present: S. Gustin, M. O'Neil, R. Morrison, L. Darfler

I. Agenda

1. **18-0518MP; 208 Flynn Avenue (ELM/NMU, Ward 5S) Farrington Properties, LLC**
Master Sign Plan.
(Project Manager: Ryan Morrison)

A. Hart: 208 Flynn Ave Master Sign Plan withdrawn;

II. Communications

None

III. Minutes

A. Hart: Will discuss December 5th, 2017 minutes at deliberation

IV. Consent

1. **18-0503CA; 92 Appletree Point Rd (RL-W, Ward 4N) Antonio B Pomerleau Family Trust**
Addition to previously approved relocated camp building.
(Project Manager: Scott Gustin)

A. Hart: This project was recommended to the consent agenda by staff for approval with conditions without Public Hearing are there any objections to this?

None

A. Hart: Has the applicant received and reviewed the staff report and conditions?

Confirmed

A. Hart: Does the applicant have any questions or comments regarding that report?

None

A. Hart: Do any member of the Board object to this item remaining as consent?

None

A. Hart: Are there any members of the public who wish to speak on behalf of this project?

None

B. Rabinowitz: Motion to approve and adopt staff findings

The programs and services of the City of Burlington are accessible to people with disabilities.

Individuals who require special arrangements to participate are encouraged to contact the Department of Planning & Zoning at least 72 hours in advance so that proper accommodations can be arranged. For information call 865-7188 (TTY users: 865-7142).

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G. Hand: Seconds the motion
5-0-0

2. 18-0509CA; 329 North Ave (NAC, Ward 4N) BC Community Housing, LLC

Changes to proposed Building C including: elimination of approximately 50 surface parking spaces, minor changes to building façade and site. No change to previously approved 739 units and proposed commercial spaces.
(Project Manager: Scott Gustin)

A. Hart: Recused

G. Hand: Recused; J. Drummond will vote as alternate

B. Rabinowitz: Has the applicant received and reviewed the staff report and conditions?
Confirmed

B. Rabinowitz: Does the applicant have any questions or comments regarding that report?
None

B. Rabinowitz: Do any member of the Board object to this item remaining as consent?
None

B. Rabinowitz: Are there any members of the public who wish to speak on behalf of this project?
None

J. Drummond: Motion to approve and adopt staff findings

S. Tilton: Seconds the motion
4-0-0

V. Certificate of Appropriateness

1. 18-0534CA; 194 Saint Paul St (DT, Ward 6S) Champlain College, Inc.

Modify permit 14-0671CA/MA condition regarding allocation of on-site parking spaces for public use.
(Project Manager: Mary O'Neil)

A. Hart: Recused

B. Rabinowitz: Staff has recommended this as consent?

M. O'Neil: Correct

B. Rabinowitz: Has the applicant received and reviewed the staff report and conditions?
Confirmed

B. Rabinowitz: Does the applicant have any questions or comments regarding that report?
None

B. Rabinowitz: Do any member of the Board object to this item remaining as consent?
None

B. Rabinowitz: Are there any members of the public who wish to speak on behalf of this project?
None

M. O'Neil: There is question about an email that has been submitted via email to the board members but has not been brought to staff attention that needs to be disclosed.

B. Rabinowitz: Email was regarding mediation, it was sent to members of the board; assumed staff was included in email. Regarding neighbors being affected by project and that they were contacted.

M. O'Neil: That was included in project packets in front of the board tonight

B. Rabinowitz: Is there a motion?

S. Tilton: Motion to approve and adopt staff findings

J. Drummond: Seconds the motion
3-1-0

B. Rabinowitz: Motion does not pass re-open for discussion

A. Zipparo: Requests open as a public hearing

B. Rabinowitz: Opens public hearing

A. Zipparo: Can the applicant go over the general picture of parking?

J. Caulo: 25 spaces needed to be made available to the public with additional 40 for weekends and holidays. Recently the City went through the great streets program and some of that parking

will be changed from diagonal to parallel. The college has been working with the City to see how we can make more parking spaces available. There is a table that accompanies the narrative, working out the math and rebalancing the parking spaces for public benefits. We've been able to increase the public spaces from 45-53, the college needs parking spaces that they can control. This is something that, without unbalancing the public benefit, we are able to advance to interest the City with parking spaces closer to retail while holding a limited number of spaces for private use.

B. Rabinowitz: It does seem better to have public parking 24/7

J. Caulo: Working with DPW staff for parking kiosk and how to best manage that

A. Zipparo: The balance of the beds parking is offsite?

J. Caulo: The students will not be parking on the site, any student enrolled must register their vehicle with the college and are required to park along Lakeside Ave.

A. Zipparo: We're only seeing the 53 parking spaces tonight?

M. O'Neil: Correct, everything else approved in the original plan stays the same; no physical changes to the site.

B. Rabinowitz: Closed the public hearing

S. Tilton: Motion to approve and adopt staff findings

J. Drummond: Seconds the motion

4-0-0

VI. Sketch Plan

1. 18-0481SP; 298 College St (RH, Ward 8E) Greater Burlington YMCA Foundation Inc.

Sketch Plan Review of redevelopment of former Ethan Allen Club for GBYMCA.

(Project Manager: Mary O'Neil & Scott Gustin)

A. Hart: Sketch plan is an opportunity for review and feedback; so we will review what is before us today and provide some feedback or suggestions so that when you do apply our concerns can be incorporated or at least acknowledged.

K. Dodson: Provided brief overview and history of Greater Burlington YMCA in Burlington; Greater Burlington YMCA at 266 College St has provided services in Burlington since 1866; Existing facility offers several areas of service to the community: youth programs, daycare services, summer camps, after school activities, core fitness and wellness programs, basketball court, etc.

A. Halpren: Site has two fronts on it; discussed proposed site plan showcasing the parking lots and frontages onto Bradley St and College St. Athletic activities portion of building will front onto College St and the daycare activities will front onto Bradley St.

A. Zipparo: How big is the daycare space?

A. Halpren: 2,500 sqft to 3,000 sqft play space

J. Drummond: What are the rectangles on the front lawn area shown on site plan?

A. Halpren: Those are subsurface structures for stormwater

J. Drummond: Where does the snow go?

A. Halpren: Some snow storage on side, but mostly will need to be plowed out and removed from the site. Reviewed design elements of building including cedar siding

B. Rabinowitz: Surprised at the use of cedar due to its shorter lifespan

A. Halpren: Siding will have a stain on it to allow for longer lifespan but they also have other options such as cement shingle.

A. Hart: Concern over the blank spaces in elevation, claimed to be whimsical but that is not coming through on this plan

J. Drummond: Rooftop; are those mechanical screens?

A. Halpren: Correct; North elevation along Bradley st also has bike storage facility, recycling waste facility, and maintenance storage; all tied together with opaque cedar fencing.

B. Rabinowitz: Concerned with the 110' of concrete retaining wall; not an ideal aesthetic/

A. Halpren: We are doing what we can to not need that wall, but if it is necessary it will be screened by landscaping.

J. Drummond: It would be helpful to see a street elevation to see how the lot and structures tie into the neighborhood.

M. O'Neil: There were 2 key issues that staff recognized in the staff report; the goal of the ordinance is to provide substantive Street presence. The Bradley Street frontage is an issue, the Ordinance is asking for building frontage, the design has added an enclosure to parking but looking for guidance as to whether this will meet the requirement.

A. Hart: Would like to see something other than a parking lot for frontage, but the lot does go through from one street to the other; practical issues for one building- have any other options been explored

M. O'Neil: Major weakness looking at plan and what the regulations are. The interrelatedness of the fitness activities and the daycare services make it very difficult to separate the buildings.

K. Dodson: Challenges are costs; parking and que as shown makes traffic much safer

S. Tilton and A. Zipparo: Would like to see aesthetics taken into further consideration regarding fences, wall, and more green space.

M. Smith: Provided overview of traffic management plan; ITE Survey; Sticking to requirements in Ordinance; Existing Day care/health club has 57 spaces required; Proposed facility will have 187 spaces required; Existing facility has 14 spaces currently with 8 on site and 6 off site leased spaces. Ordinance required 187 spaces for new facility, Parking Plan designates shared parking 22, alternative modes of transportation 61 spaces, increase due to TDM strategy= 89 spaces required. Plan proposes total of 47 spaces with an unmet demand of 42 spaces. Existing unmet is 49; Waiver of 75% as the Ordinance allows up to 90%

M. O'Neil: Original submitted plan shows 12 off site spaces, where are those

K. Dodson: That 12 was an outdated number, correct number is 6 currently existing off site leased spaces

S. Gustin: Waiver is not meant to offset an unmet need, rather to show that the need for parking isn't there, which is not the case here. You are saying that you are providing 47 spaces and 42 members or cars have to find parking elsewhere. Essentially carrying over a nonconformity from another site. Parking waiver is when it is demonstrated that the need is less, not because you can't meet the need.

M. O'Neil: We've come to the other challenge where you're adding new services to the facility, not just simply moving from one location to the next. You are increasing activities by 73% in childcare and 75% in onsite activities. This increases the need to provide for those unmet needs.

K. Dodson: Some parking alleviation is being worked on through coordination with Champlain College for staff shuttling in from offsite.

S. Mapes: Reviewed stormwater plan; the site is about 1.47 acres; .6 acres is impervious; currently stormwater all drains to either Bradley or College St without any control. We will be collecting all runoff and detain to manage on site.

A. Hart: Do any members of the Board have further questions?

None

A. Hart: Do any members of the public wish to speak about this project?

None

VII. Other Business

1. 17-0755CA/CU; 235 Penny Lane (DW-PT, Ward 3C) City of Burlington/BHM, LLC Parking Management Plan.

A. Hart: Are we treating this as a Public Hearing item?

S. Gustin: According to their Conditions all they had to do was submit the parking management plan and they have

A. Hart: I would like to open this up as a Public Hearing item

R. Hessler: City Assistant Attorney; Parking has been approved and the various components have all complied with the permit requirements and are operating under their respective approved permits. Both parties represent that the City would be managing the public lot; here today to clarify what spaces will be operated by the marina and what will be public spaces

A. Hart: How are you going to keep the public from parking at the Marina spaces?

R. Hessler: Marina will police the lot and have individuals who do not comply towed.

J. Wallace: Same staff in charge of the Pease lot will be in charge of policing the marina spaces; will issue tags and take down vehicle information for members so if someone is in the space and not in register we could tow them. Marina will operate 23 spaces during season – May –Oct. Parks and Rec will manage the entire lot regarding any maintenance and upkeep. Will be entirely public during off season.

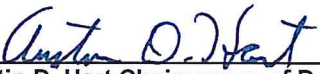
A. Hart: Do any members of the public wish to speak about this project?

None

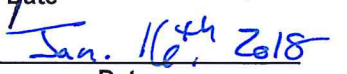
A. Hart: Public hearing closed

VIII. Adjournment

The meeting adjourned at 6:52PM


Austin D. Hart Chairperson of Development Review Board


Layne Darfler, Planning Technician


Date

Date

Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), 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 Planning and 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/pz/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

