

Department of Planning and Zoning

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MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Principal Planner
RE: ZP18-0481SP; 298 College Street
Date: Wednesday, December 13, 2017



File: ZP18-0481SP
Location: 298 College Street (former Ethan Allen Club)
Zone: RH **Ward:** 8E
Parking District: Neighborhood
Date application accepted: November 13, 2017
Additional material submitted: November 30 and December 1, 2017
Applicant/ Owner: Freeman French Freeman, Inc. / Kyle Dodson for Greater Burlington YMCA
Original Technical Review: February 11, 2016
Next Technical Review: December 14, 2017
Request: Redevelopment of the former Ethan Allen Club for the Greater Burlington YMCA; Basement plus two stories, approximately 65,000 sf (22,000 sf footprint.) Request for parking waiver.
Background:

- **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.

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- **Zoning Permit 15-0675CU**; seasonal change of use from club to community house / overnight shelter. January 2015.
- **Zoning Permit 11-0604SN**; replacement parallel sign for Ethan Allen Center. February 2011.
- **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.

Overview: 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 73% parking waiver is requested.

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 has two street frontages; Bradley and College.

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.

Accessory structures should be placed in a less visible location; deferential to the principal structure or use. Alternately, the plan may move toward a Planned Unit Development where more than one principal building occupy the site (RH has no minimum project size). 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?) For the proposed use, 188 parking spaces are required by the Comprehensive Development Ordinance. A 73% parking waiver will be requested. See attached Memorandum. 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. 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.

(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 2500 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.

Specific fixture, mounting, and lumens information will be required at the time of final application. A photometric will be essential in understanding light levels across the broad site.

(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) Relate development 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.

The Bradley Street frontage does not rise to the same prominence, with the structure deeply recessed onto the lot, with storage buildings and parking lot fronting the public way. 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, see inset, November 28, 2017 plan.

(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.

OWNER

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

ARCHITECT

Freeman French Freeman, Inc.
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(802) 864-6844

CIVIL ENGINEER

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

STRUCTURAL ENGINEER

SERVIDIO ENGINEERING
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Burlington, VT. 05401
802-860-0400

MEP ENGINEER

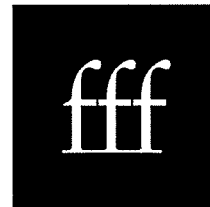
LN Consulting
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Winooski, VT 05404
Tel: (802) 655-1753

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



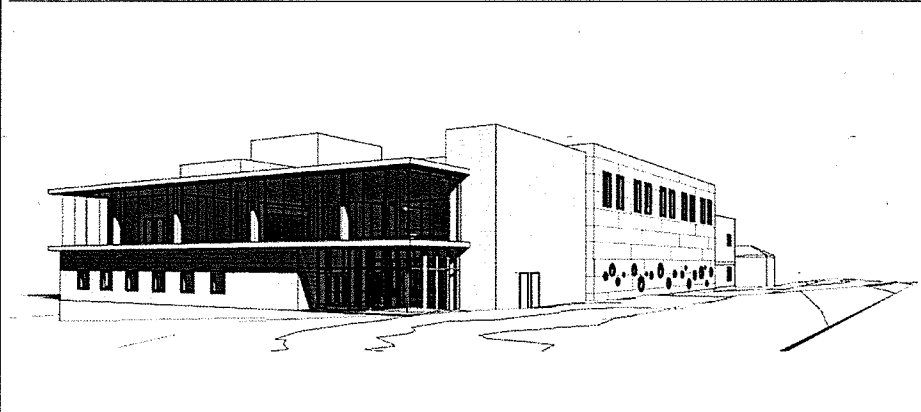
freeman | french | freeman

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

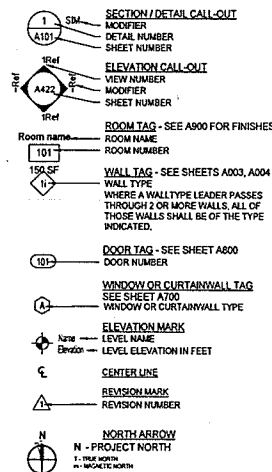
MATERIALS LEGEND

	METAL STUD FRAMING
	CONCRETE
	MASONRY - BRICK
	MASONRY - CMU
	BATT INSULATION
	RIGID FOAM INSULATION
	RIGID MINERAL FIBER INSULATION
	SPRAY FOAM INSULATION
	EARTH
	GYP SUM 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
EWC	ELECTRIC WATER COOLER	SECT	SECTION
EX/EXIST	EXISTING	SHT	SHEET
EXT	EXTERIOR	SIM	SIMILAR
ETR	EXISTING TO REMAIN	SPEC	SPECIFICATION
FD	FLOOR DRAIN	STD	STANDARD
FEC	FIRE EXTINGUISHER CABINET	STL	STEEL
FIN FLR	FINISH FLOOR	SS, ST, STL	STAINLESS STEEL
FIN	FINISH	STOR	STORAGE
FLR	FLOOR	STRUCT	STRUCTURAL
FRM	FIRE RESISTIVE MATERIAL	TEL	TELEPHONE
FT	FOOT OR FEET	TOC	TOP OF CONCRETE
GALV	GALVANIZED	TOS	TOP OF STEEL
GWB	GYP SUM WALL BOARD	TOW	TOP OF WALL
GYP	GYP SUM	TYP	TYPICAL
HC	HANDICAP	UNO	UNLESS NOTED OTHERWISE
HDW	HARDWARE	UC	UNDER CONTROL
HM	HOLLOW METAL	VB	VINYL BASE
HORIZ	HORIZONTAL	VCT	VINYL COMPOSITION TILE
HR	HANDRAIL	VERT	VERTICAL
HT	HEIGHT	VEST	VESTIBULE
INSUL	INSULATION	W/	WITH
INT	INTERIOR	WC	WATER CLOSET
IN	INCHES	WO	WOOD
JAN	JANITOR	W/O	WITHOUT
JC	JANITOR CLOSET		
LAV	LAVATORY		

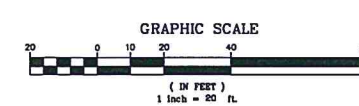
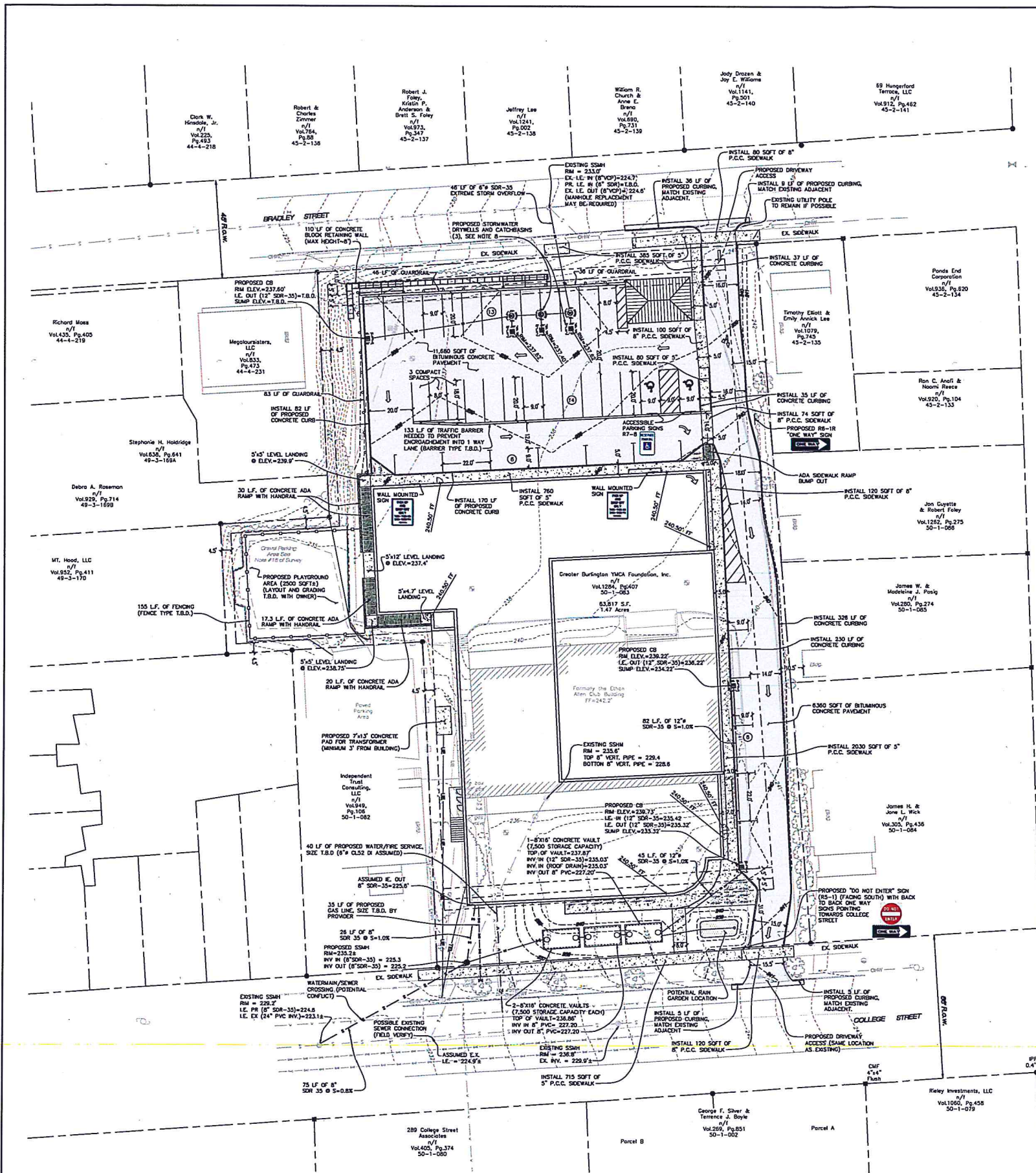
SYMBOLS LEGEND



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 = (50,000 SQFT / 5,000 SQFT) * 3 = XX
DAY CARE = (50,000 SQFT / 10,000 SQFT) * 1 = X
TOTAL REQUIRED = XX
TOTAL PROVIDED = 42

LONG TERM:

COMMUNITY SERVICES = (50,000 SQFT / 20,000 SQFT) * 1 = X
DAY CARE = (50,000 SQFT / 20,000 SQFT) * 1 = X
TOTAL REQUIRED = X
TOTAL PROVIDED = 2

PROPOSED BUILDING FOOTPRINT = 30,000 SQFT
PROPOSED BUILDING GROSS FLOOR AREA = 300,000 SQFT

NOTES

1. ALL BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED ON THESE DRAWINGS IS BASED ON A "BOUNDARY SURVEY FOR LANDS OF CHAMPLAIN COLLEGE INCORPORATED" PLAN BY BILTON PROFESSIONAL LAND SURVEYORS, PC DATED 18 SEPTEMBER 2011.
2. THE PROPOSED YMCA FACILITY AND BUILDING LAYOUT IS BASED UPON THE "BURLINGTON FAMILY YMCA" PLANS BY PFF DATED 31 OCTOBER 2007.
3. 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.
4. ALL PROPOSED UTILITY CONNECTIONS ARE SUBJECT TO TRC REVIEW AND INPUT AND UTILITY OWNER VERIFICATION. EXISTING UTILITY DATA AND INFORMATION IS BASED UPON THE BEST AVAILABLE DATA AND ALL ARE SUBJECT TO FIELD VERIFICATION.
5. 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.
6. ALL SHORT TERM AND LONG TERM BIKE PARKING SHALL COMPLY WITH CITY BIKE RACK STANDARDS.
7. ARCHITECTURAL, MECHANICAL, INTERIOR PLUMBING, STRUCTURAL, BUILDING DESTRUCTION, SITE CONTAMINATION AND/OR HAZARDOUS MATERIALS HANDLING DESIGN AND SERVICES TO BE PROVIDED BY OTHERS.
8. FOR CONCEPTUAL POST CONSTRUCTION STORMWATER DESIGN, SEE SCOTT MICHAEL MAPES ENVIRONMENTAL ENGINEERING / WATERSHED CONSULTING ASSOCIATES, LLC MEMO DATED JANUARY 22, 2016.
9. 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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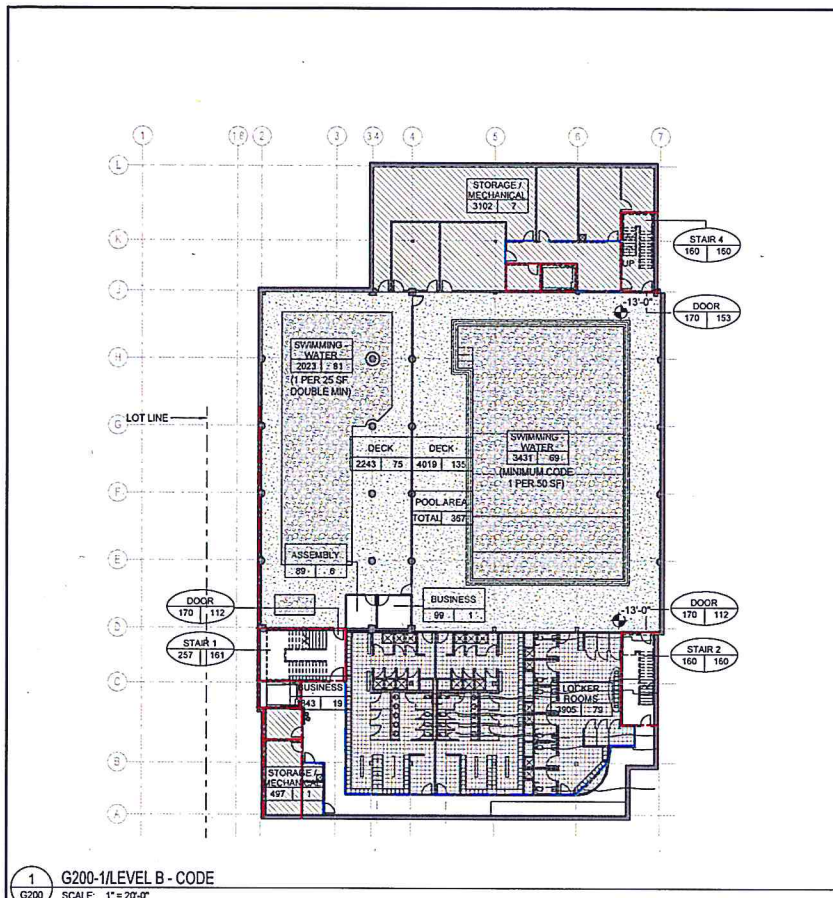
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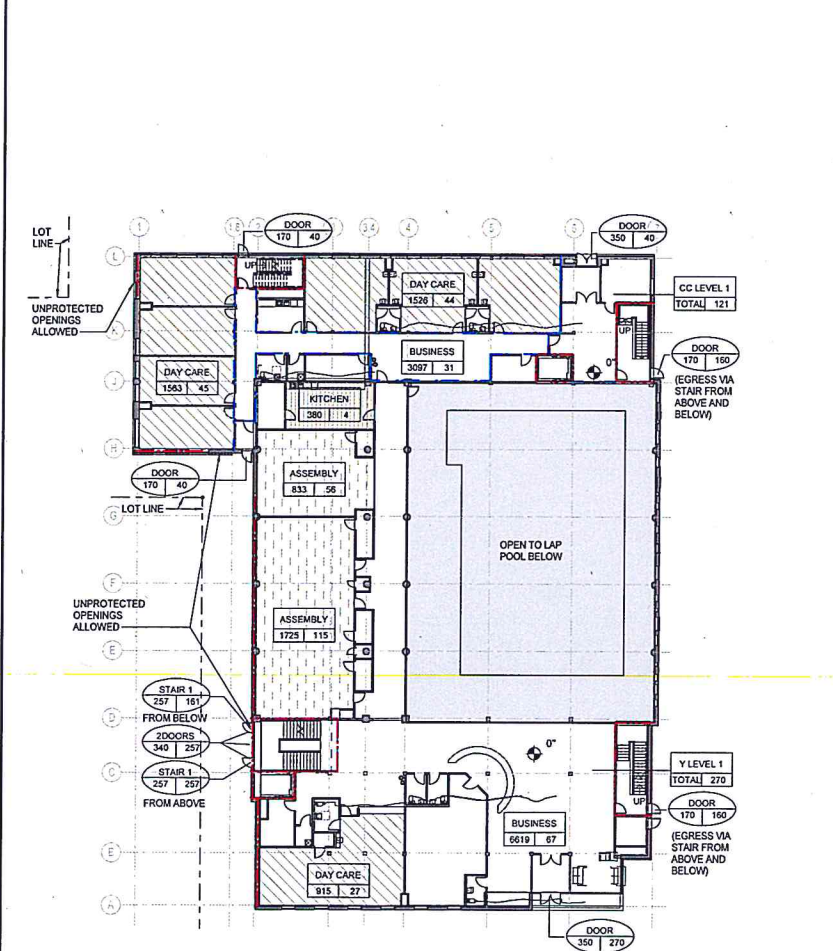
DATE: 10/20/2016

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
IN CHARGE	DATE

DATE: 10/20/2016



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 2014 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

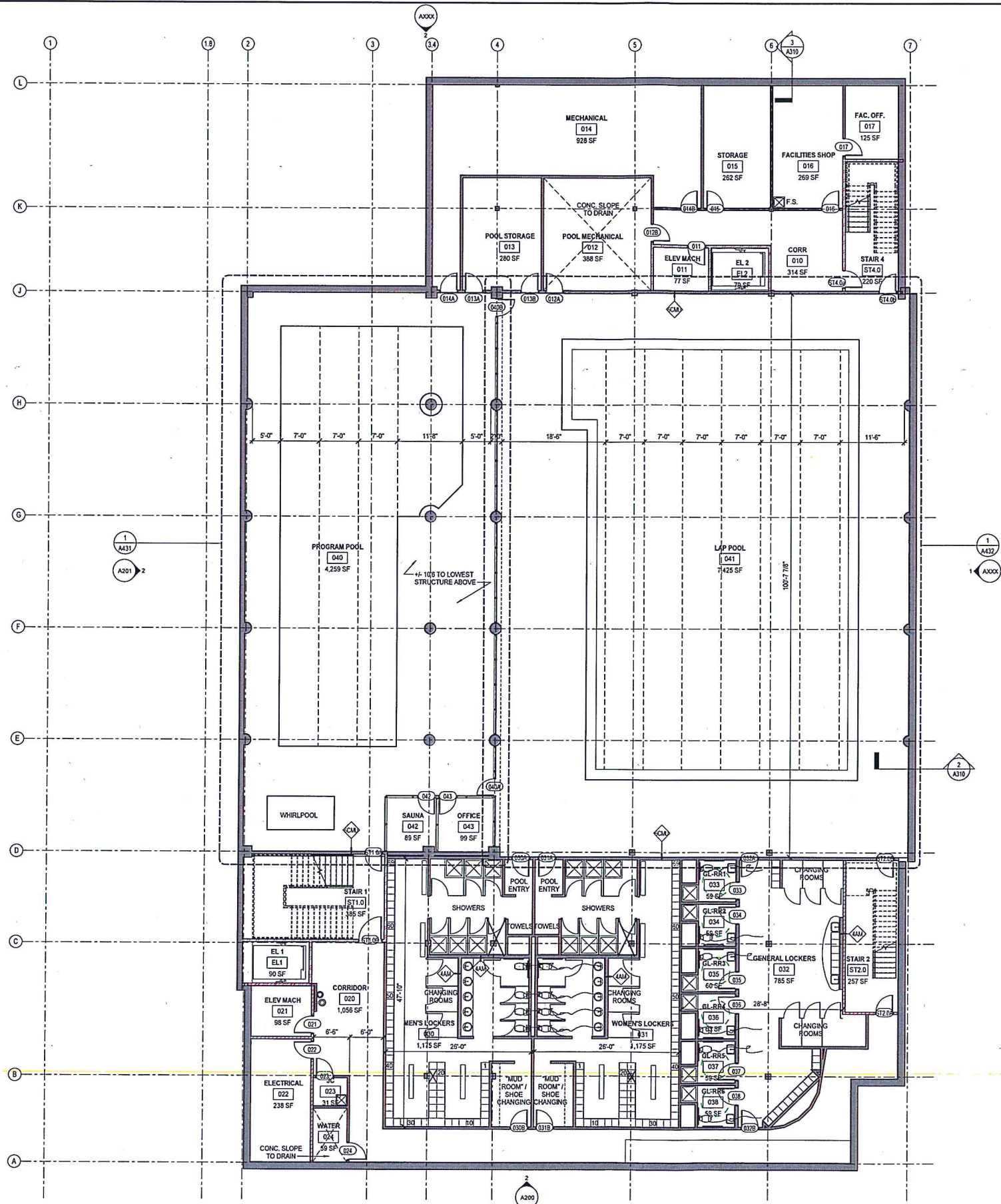
CODE PLAN LEGEND
BUILDING FRONTAGE:
ACCESSIBLE PERIMETER
RATED CONSTRUCTION:
WALL/PARTITION
CEILING/FLOOR ASSEMBLY ABOVE
SMOKE PARTITION
SMOKE BARRIER
12 HOUR RATING
1 HOUR RATING
2 HOUR RATING
3 HOUR RATING
OTHER:
CODE RELATED DISTANCE OR PATH OF TRAVEL
FE OR FEC
FIRE EXTINGUISHER (CABINET) LOCATION
AP
FIRE ALARM ANNUNCIATOR PANEL
FDC
FIRE DEPARTMENT CONNECTION
SP
STAND PIPE
EXIT **EXIT** **EXIT**
EXIT SIGN LOCATION
NAME
AREA **OCC**
SPACE, AREA AND NUMBER OF OCCUPANTS
NAME
CAP **OCC**
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 99
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 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						
ASSEMBLY	277	1/125	1/200	277	1/6	



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 A000 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



SCHEMATIC DESIGN SET
NOT FOR CONSTRUCTION

Greater Burlington
YMCA

BURLINGTON VERMONT

PROJECT NO:
A1630.00

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

Author: [blank]
Checker: [blank]

DATE LOG:
SCHEMATIC DESIGN 10/24/2017
DESIGNED FOR BUREAU
PLAN REVIEW: DRAFT

DRAFT

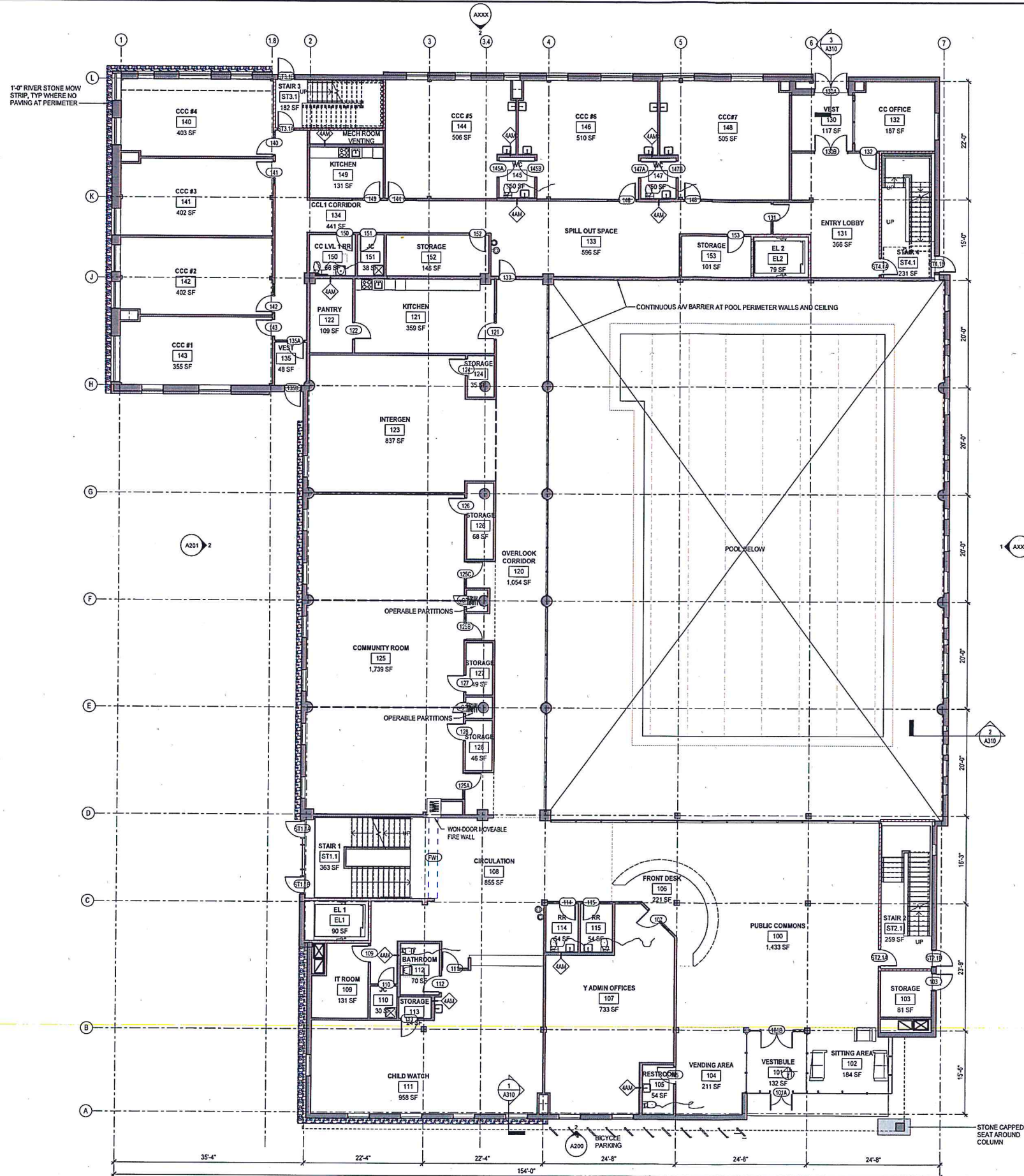
LEVEL B FLOOR
PLAN

DATE: 10/24/2017

A100

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

N - PROJECT NORTH
GRAPHIC SCALE
0 4 8 16'



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 - NEW METAL STUD / GYPSUM WALLBOARD WALL
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 - FE-2: KITCHEN/GREASE EXTINGUISHER (TYPE K)
 - GWB COLUMN ENCLOSURE
 - METAL COLUMN ENCLOSURE
 - PORCELAIN TILE COLUMN ENCLOSURE
- Room name — ROOM TAG - SEE A500 FOR FINISHES
Room number — 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

DATE:
10/24/17

SCALE:
1/8" = 1'-0"

AUTHOR:
Author

CHECKER:
Checker

DATE:
10/24/2017

REVISIONS:
PLAN REVIEW - DRAFT

DATE:
10/24/2017

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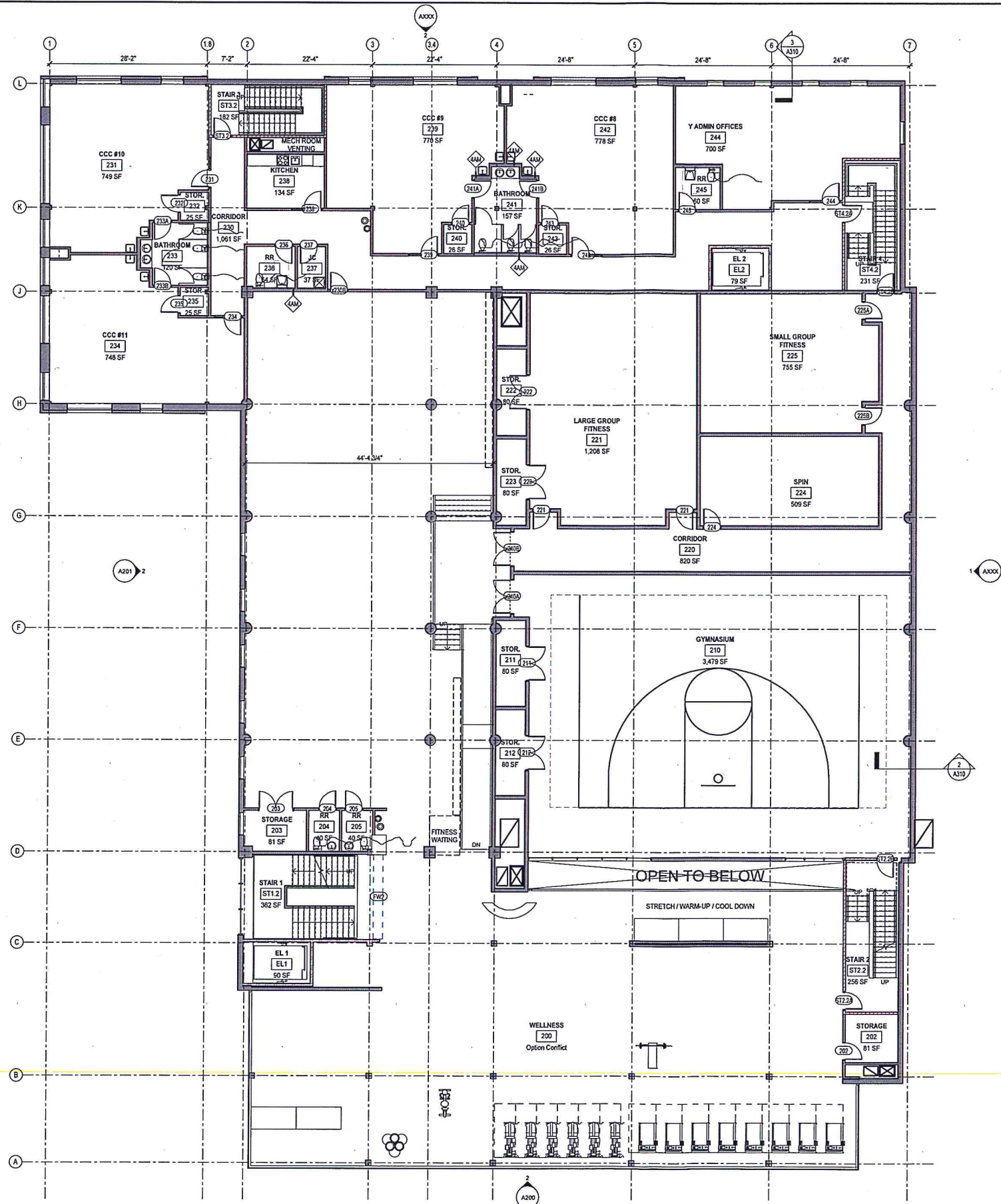
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A101/LEVEL 1
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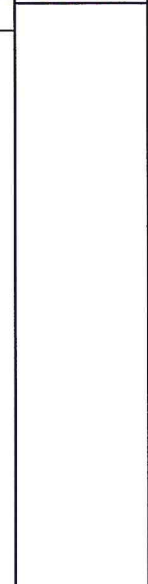
N - PROJECT NORTH
GRAPHIC SCALE
0 4' 8' 16'

A101



- ### FLOOR PLAN GENERAL NOTES
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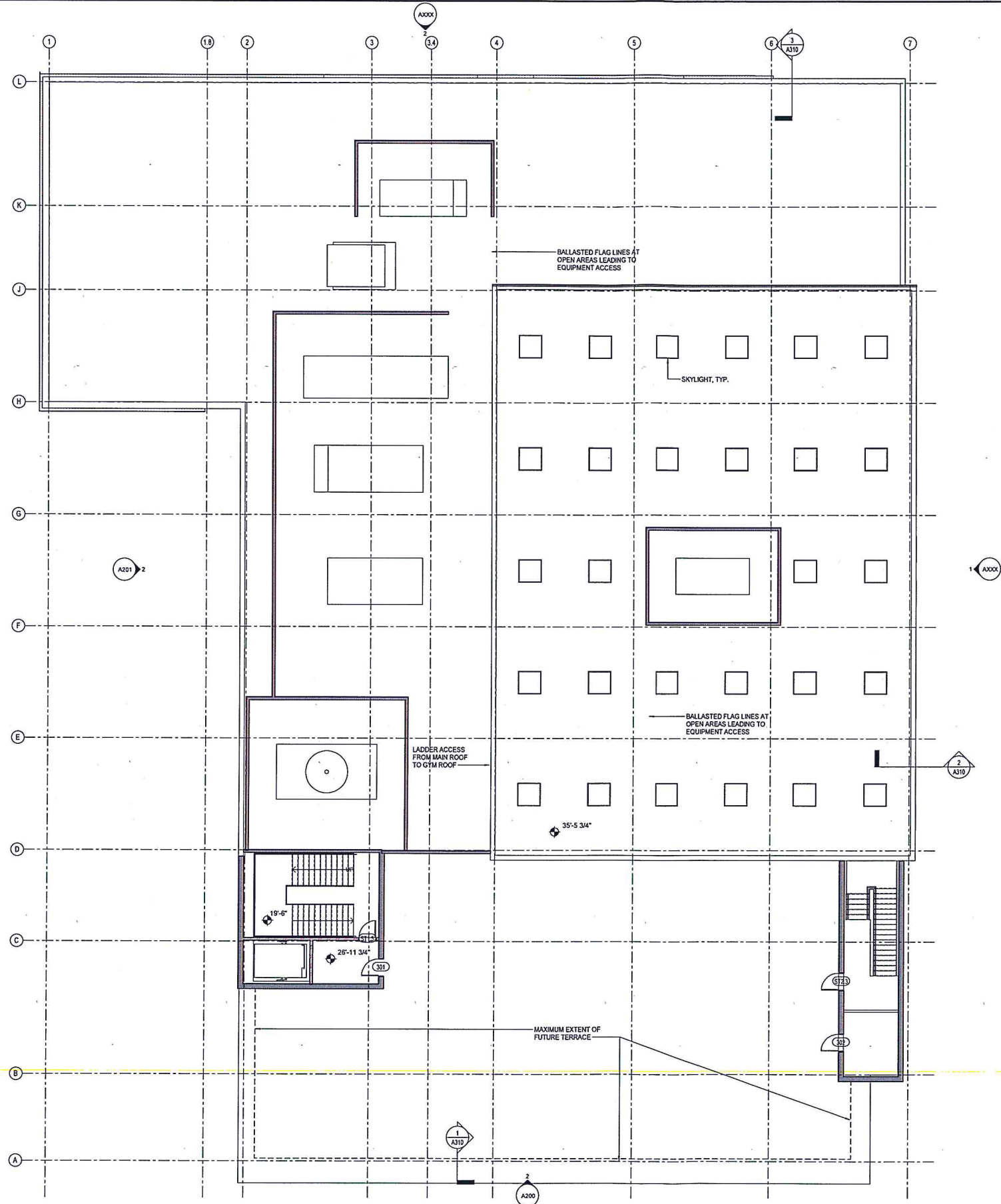
DESIGNED FOR: BUREAU

PLAN REVIEW: DRAFT

DRAFT

LEVEL 2 FLOOR
PLAN

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" PER FOOT. CRICKETS ARE TAPERED AT 1/2" PER FOOT, UNLESS OTHERWISE NOTED.

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

the y

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

AUTHOR: **Author** CHECKER: **Checker**

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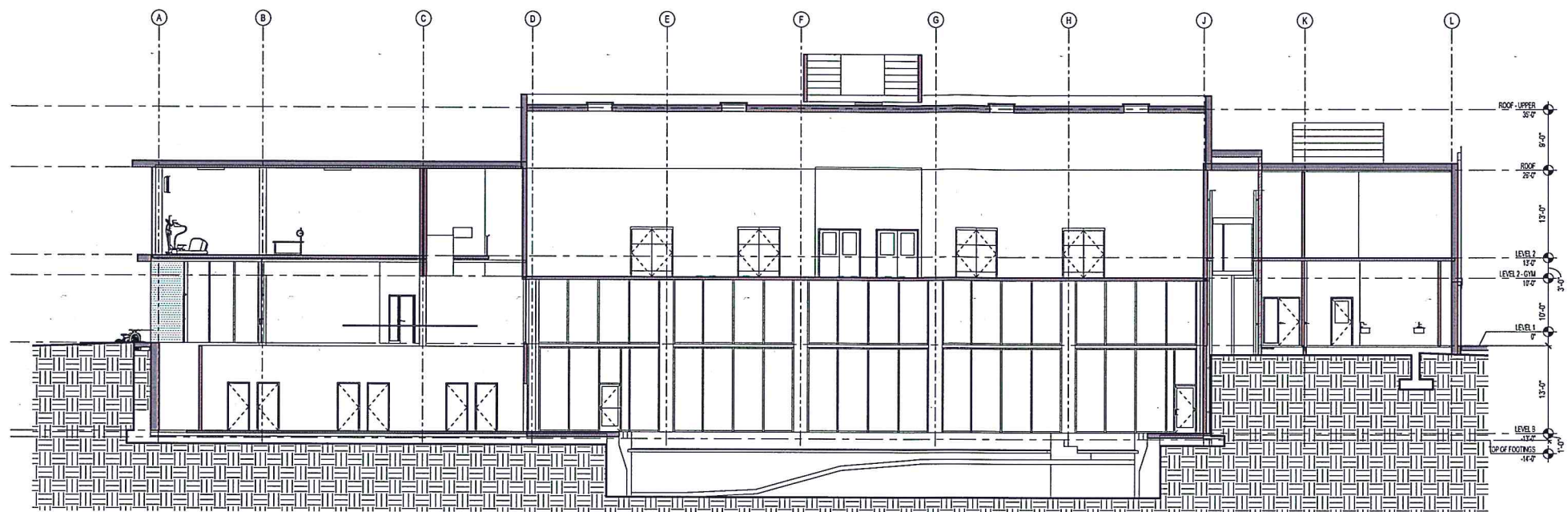
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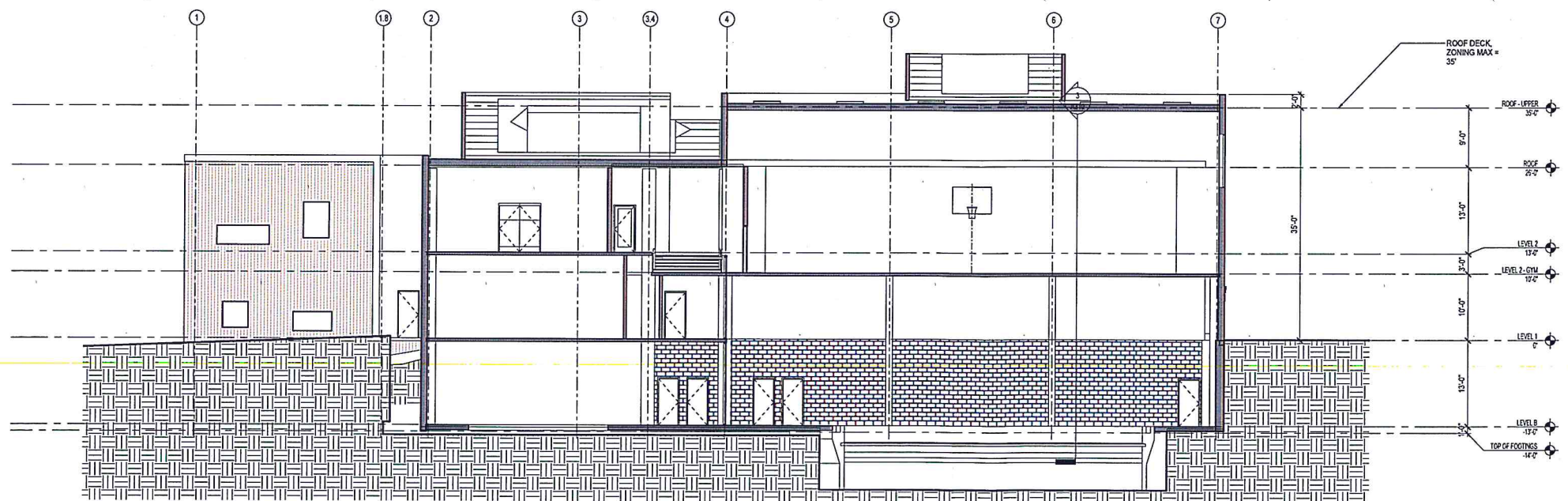
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A103 **ROOF LEVEL**
SCALE: **1/8" = 1'-0"**

N
N - PROJECT NORTH
1" = 16'-0"
GRAPHIC SCALE
0 4' 8' 16'

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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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



WINDOW SILL EXAMPLE - EXTERIOR



WINDOW SILL EXAMPLE - INTERIOR



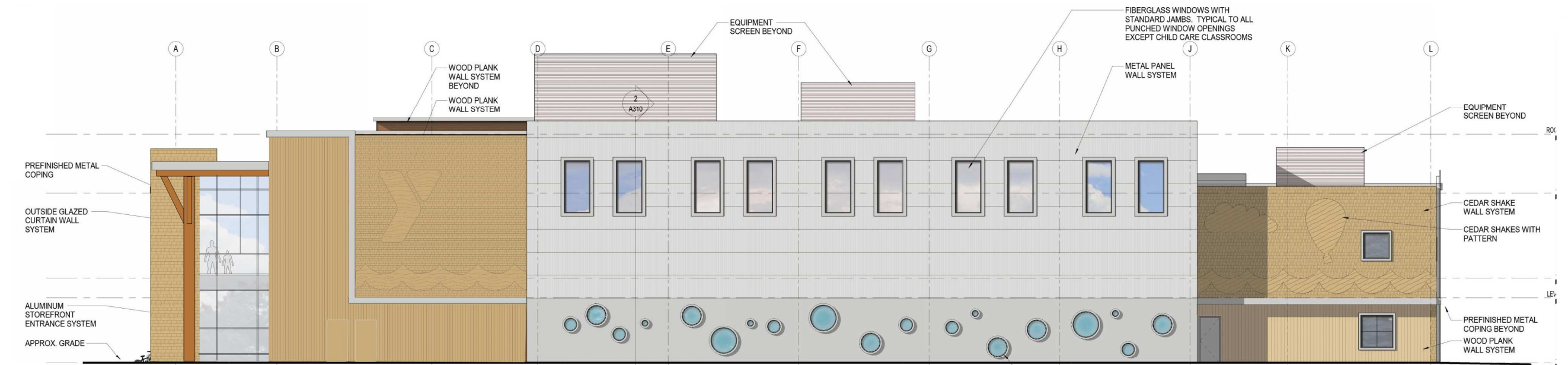
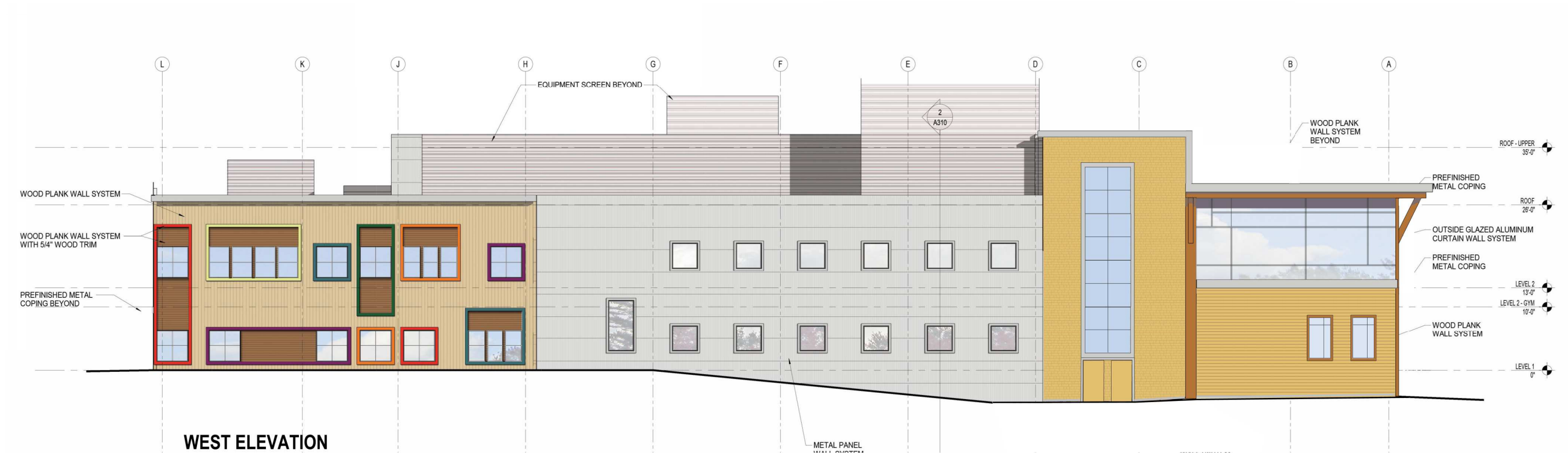
CEDAR SHAKE CUSTOM EXAMPLE

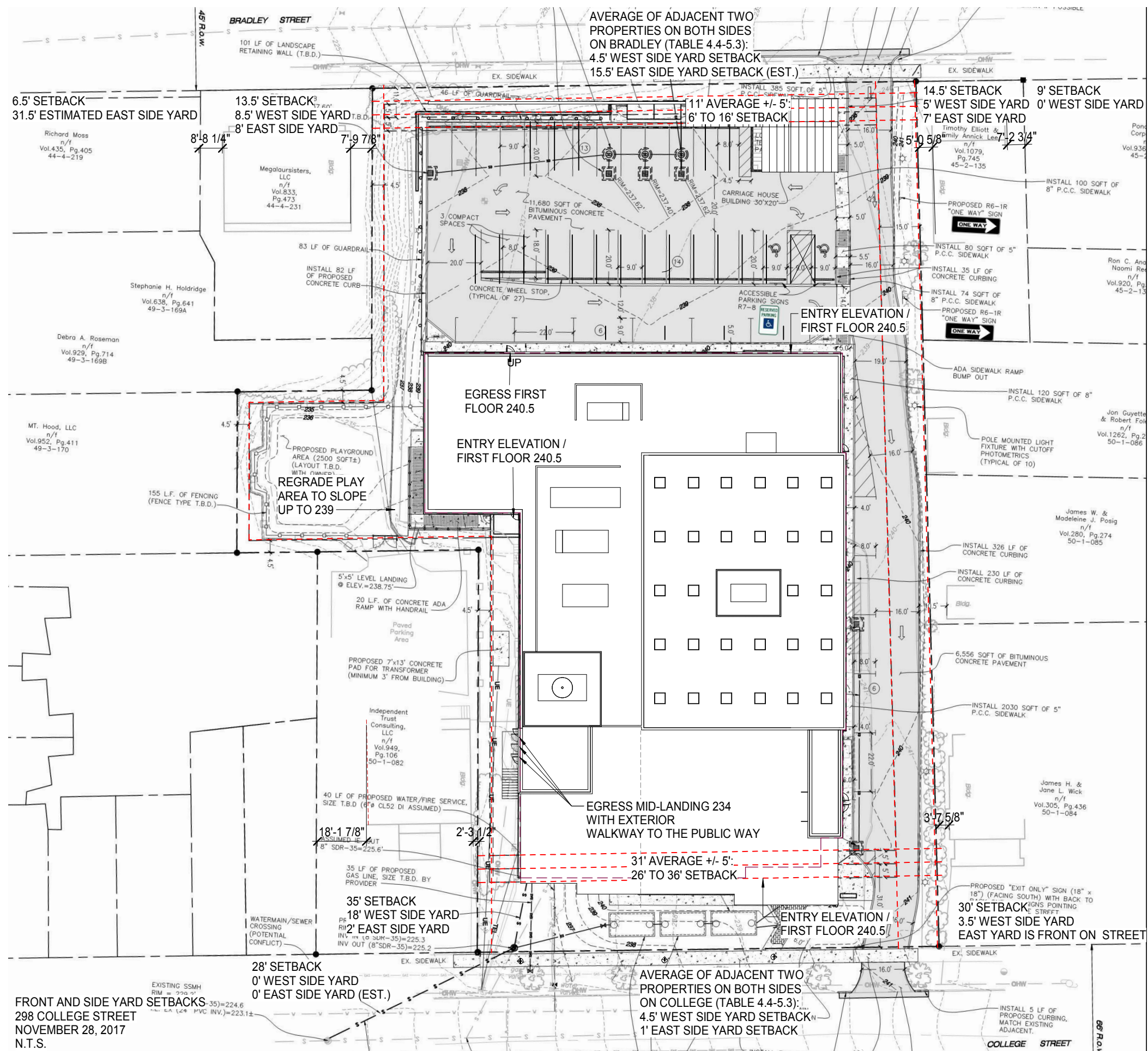


SOUTH ELEVATION



NORTH ELEVATION

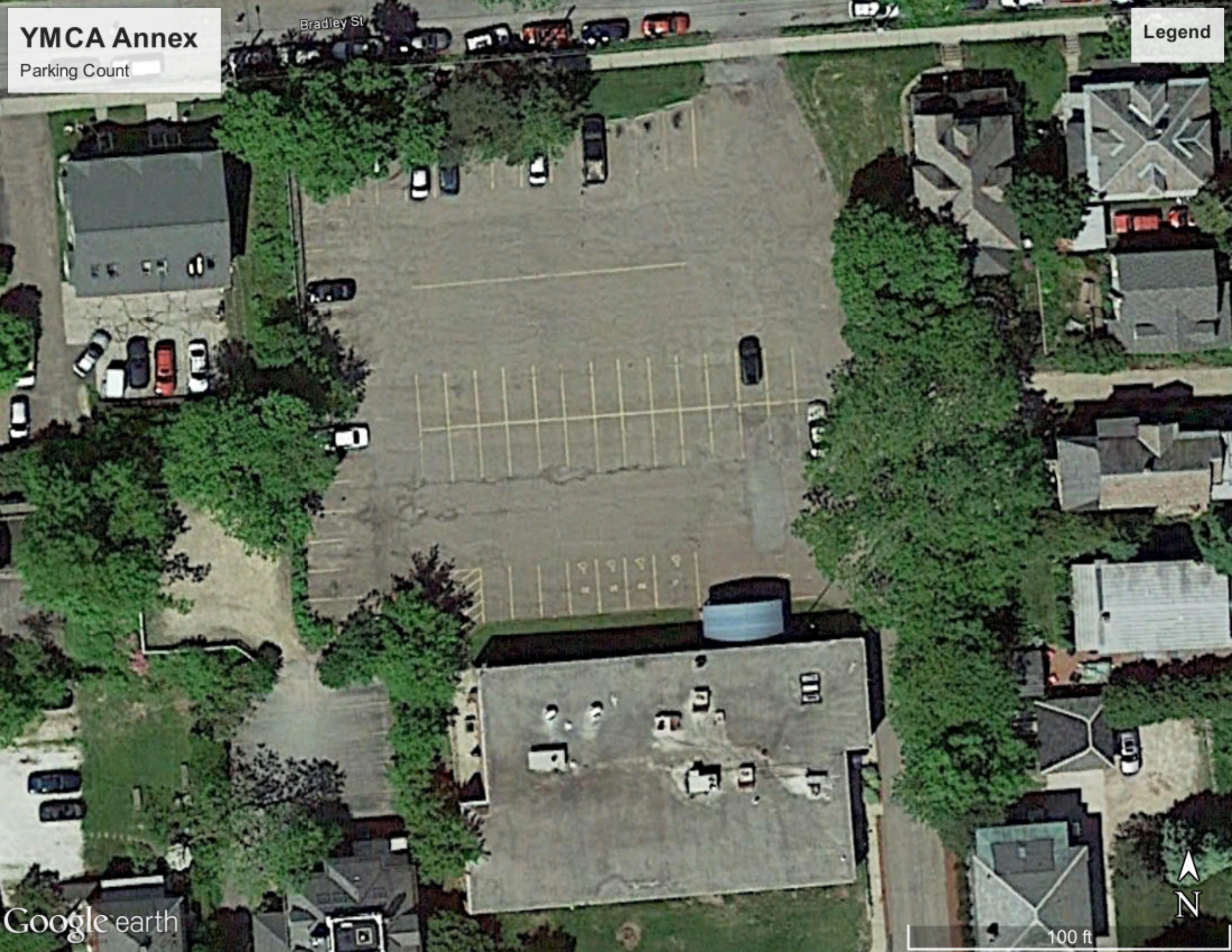




YMCA Annex

Parking Count

Legend



100 ft

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.

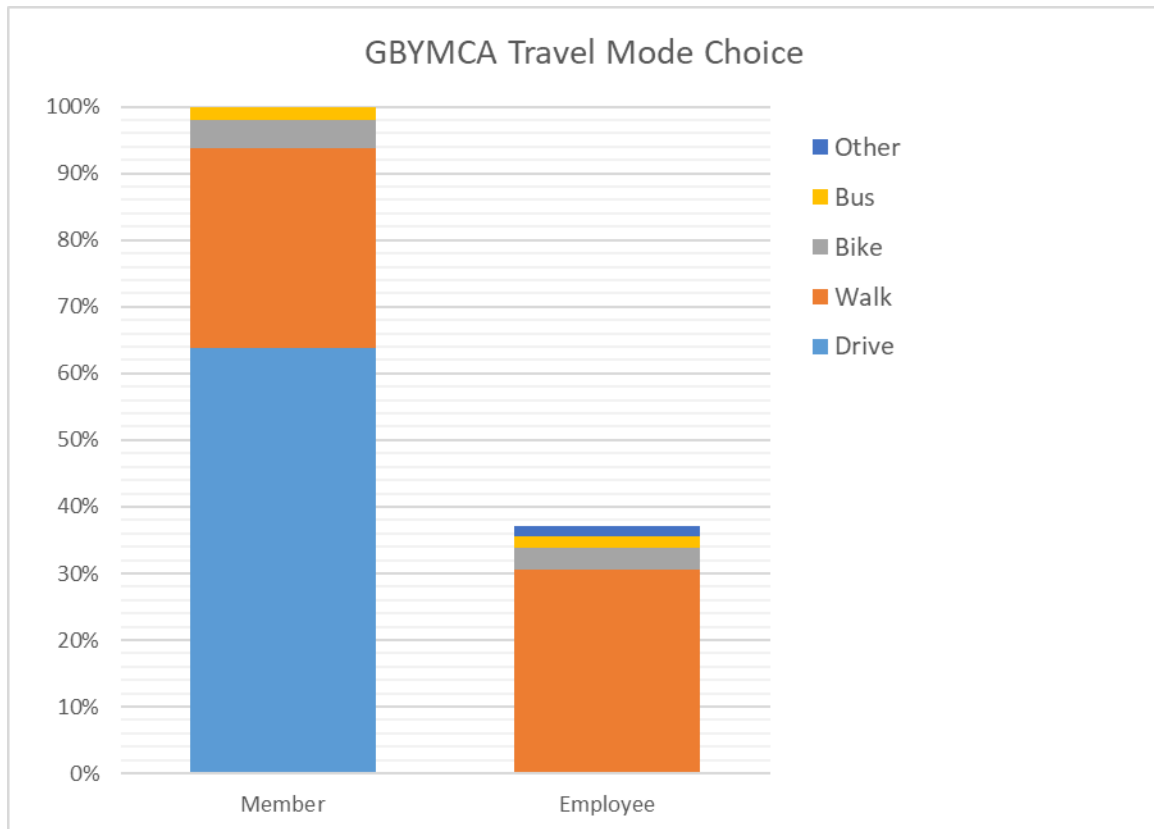


FIGURE 1: MEMBER AND EMPLOYEE TRAVEL MODE CHOICE TO AND FROM THE EXISTING GBYMCA RECREATIONAL COMMUNITY CENTER.

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 (CSVV) 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.

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

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
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David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
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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: Design Advisory Board
FROM: Scott Gustin
DATE: December 13, 2017
RE: 18-0498CA; 70 Marble Avenue

=====

Zone: RM	Ward: 5S
Owner/Representative:	Jane Michaud

Request: Amend prior zoning permit 17-0665CA to adjust roof height of addition.

OVERVIEW:

The applicant is requesting approval for an amendment to a recently issued zoning permit for a rear addition to her single family home. The home is included on the Vermont state register of historic places. As approved, the rear addition has a 220 sf footprint and is 2 stories tall. It is tucked behind the existing home. At the recommendation of staff, the roofline of the approved addition is slightly lower than that of the existing home. The applicant is now seeking approval to increase the height of the addition above that of the existing home.

Marble Avenue consists largely of detached single family homes with some larger multi-family structures mixed in. Much of the street was developed as worker housing in the late 19th and early 20th century. The homes along this street remain largely intact and reflect a distinctive Vermont vernacular. Most of the homes are 2 stories tall with gable ends facing the street, some with porches and some without. Many of the homes have rear additions. In most cases, these rear additions are single story or at least lower than the height of the original structure. The applicant asserts zoning inconsistencies in allowing taller rear additions. A search of the zoning files for Marble Avenue indicate just two such cases. One at 56 Marble Avenue was approved prior to adoption of the city's historic preservation standards. The other at 48 Marble Avenue was approved by newly hired staff. In most cases, additions to historic buildings include lower roof heights. Such practice is reflected in the built environment of this neighborhood.

ARTICLE 5: CITYWIDE GENERAL REGULATIONS

Part 4: Special Use Regulations

The existing home is included in the Vermont state register of historic places and dates to circa 1906. The building retains its original form and style. The proposed alteration is subject to review under these criteria.

Sec. 5.4.8, Historic Buildings and Sites

(b) Standards and Guidelines

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
The property's use as a single family home will remain.

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

The form and style of the existing historic structure will remain. No features are to be removed or altered as part of this request. The addition as now proposed; however, will increase in height and mass. As a result, it will become more prominent, more easily viewable from the street. This taller, larger addition will detract from the historic character of the existing home and will depart from the pattern of more subordinate additions in this historic neighborhood.

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

No conjectural features or alterations are proposed.

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

None proposed.

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

The original structure will remain largely intact.

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

Except where connected to the rear addition, no distinctive features of the existing historic home will be altered.

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

Not applicable.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

There are no known archeological resources on the property.

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

The new addition is clearly differentiated from the existing home. The materials and form of the new addition are acceptable. The increase in height and mass; however, threatens to invert the primary versus subordinate relationship between the existing historic home and the

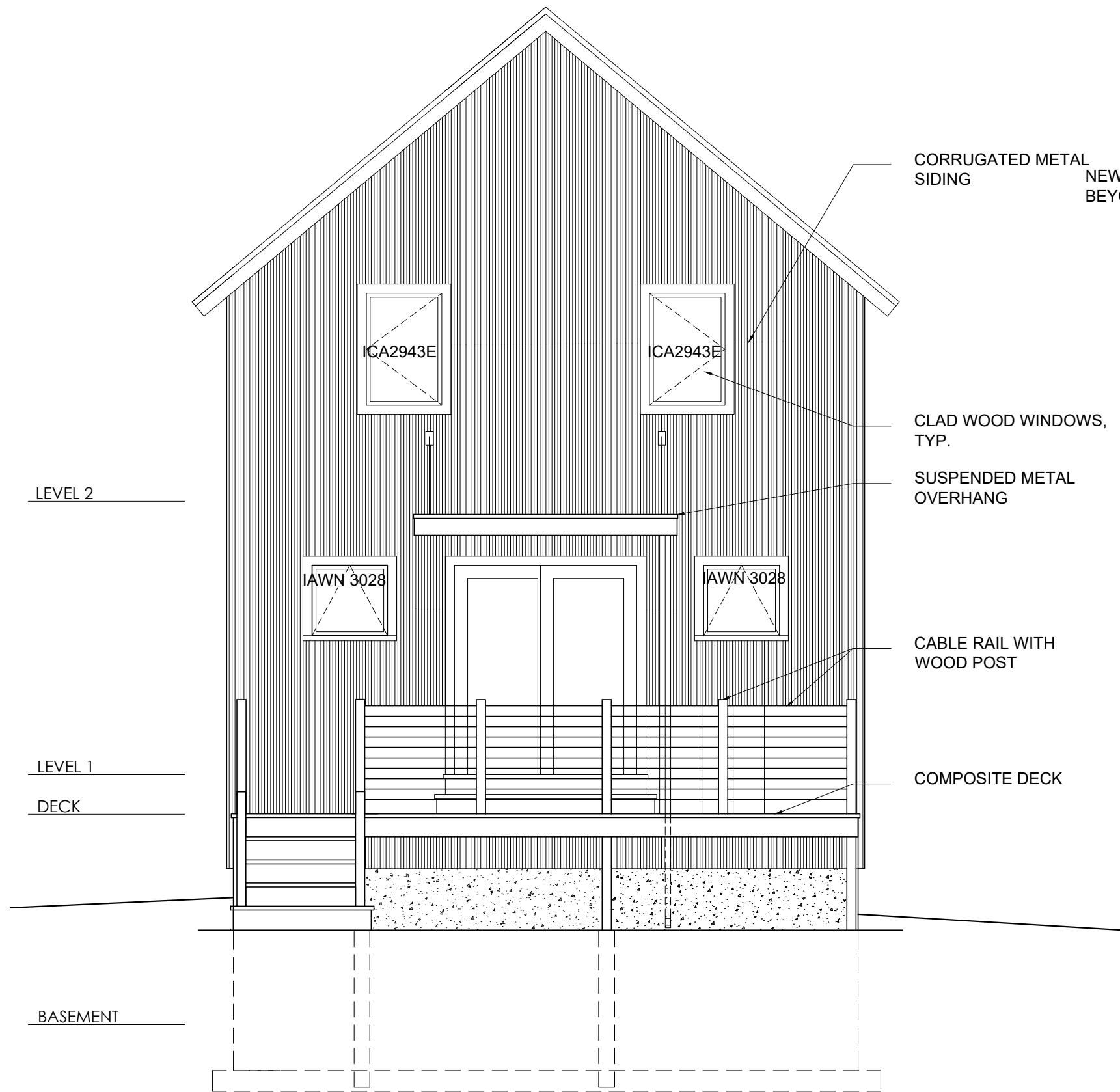
addition. While the scale of the addition does not consume the original structure, its larger mass and increased height do, in fact, make it more visible from the street and lessen focus on the original structure. As proposed, the addition would break from the established neighborhood pattern, further eroding its historic integrity.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

See #9 above.

RECOMMENDED MOTION:

Denial of the requested amendment is recommended per the foregoing comments.

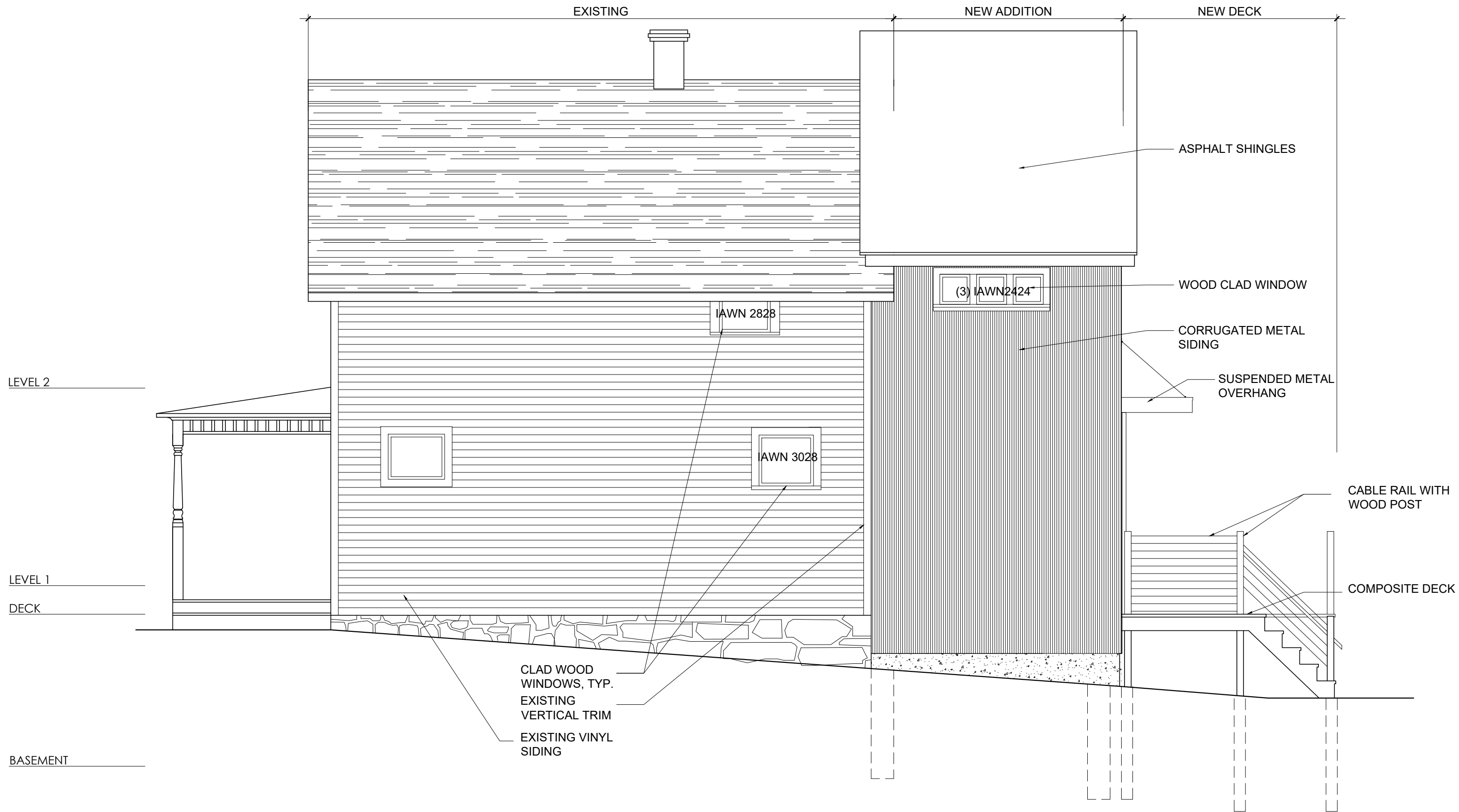


1 PROPOSED NORTH ELEVATION
SCALE: 1/4"=1'-0"



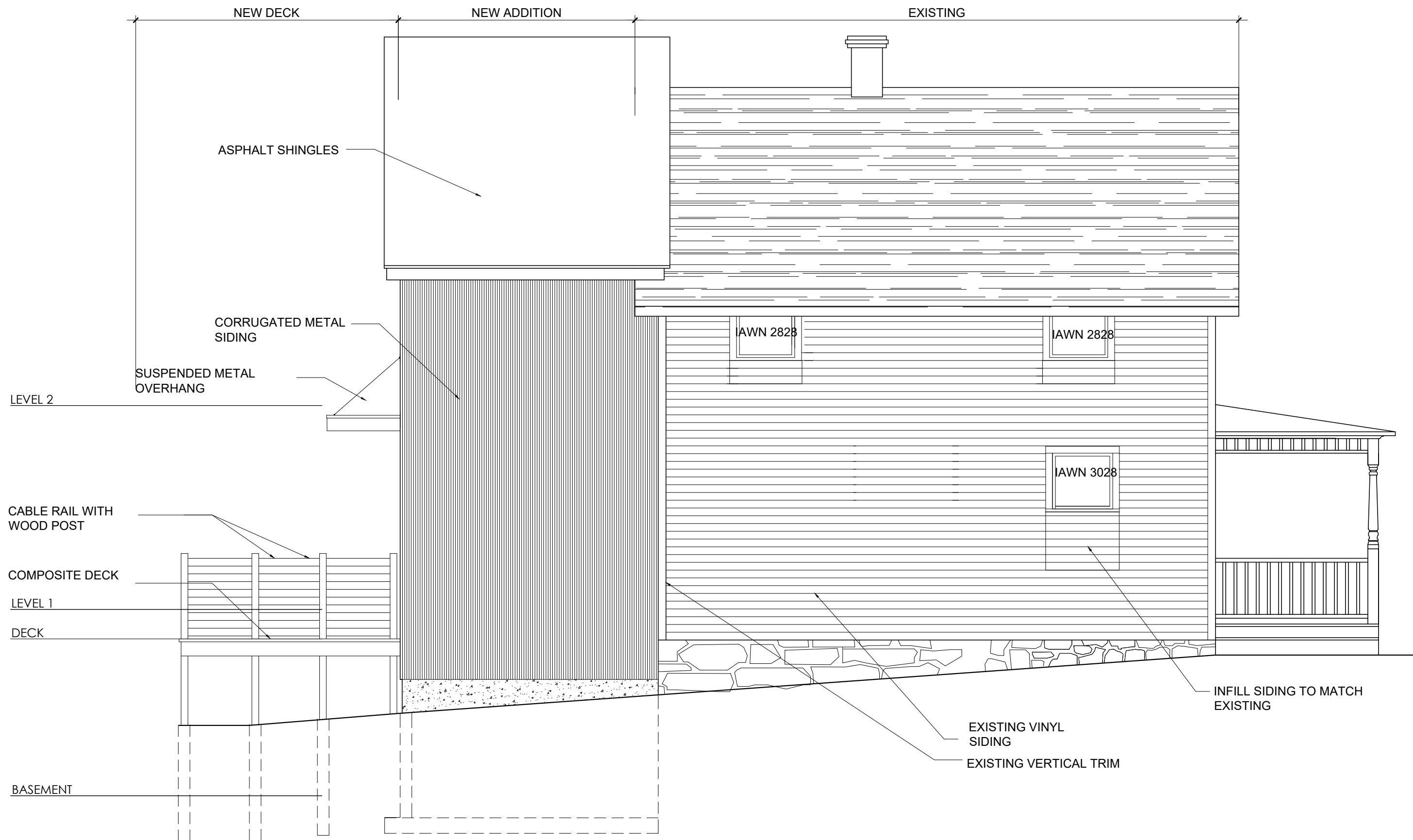
2 PROPOSED SOUTH ELEVATION
SCALE: 1/4"=1'-0"

RE-ISSUED FOR ZONING APPROVAL
NOT FOR CONSTRUCTION



2 PROPOSED EAST ELEVATION
SCALE: 1/4"=1'-0"

RE-ISSUED FOR ZONING APPROVAL
NOT FOR CONSTRUCTION



3
SCALE: 1/4"=1'-0"

RE-ISSUED FOR ZONING APPROVAL
NOT FOR CONSTRUCTION



struktur, pllc
47 Maple Street, Suite 304
Burlington, VT 05401
802.922.2632 / 802.881.9836
www.strukturvt.com

70 MARBLE AVENUE

MICHAUD ADDITION

BURLINGTON, VERMONT

Zoning Permit Submittal

DATE: 11.10.17
SCALE: 1/4"=1'-0"

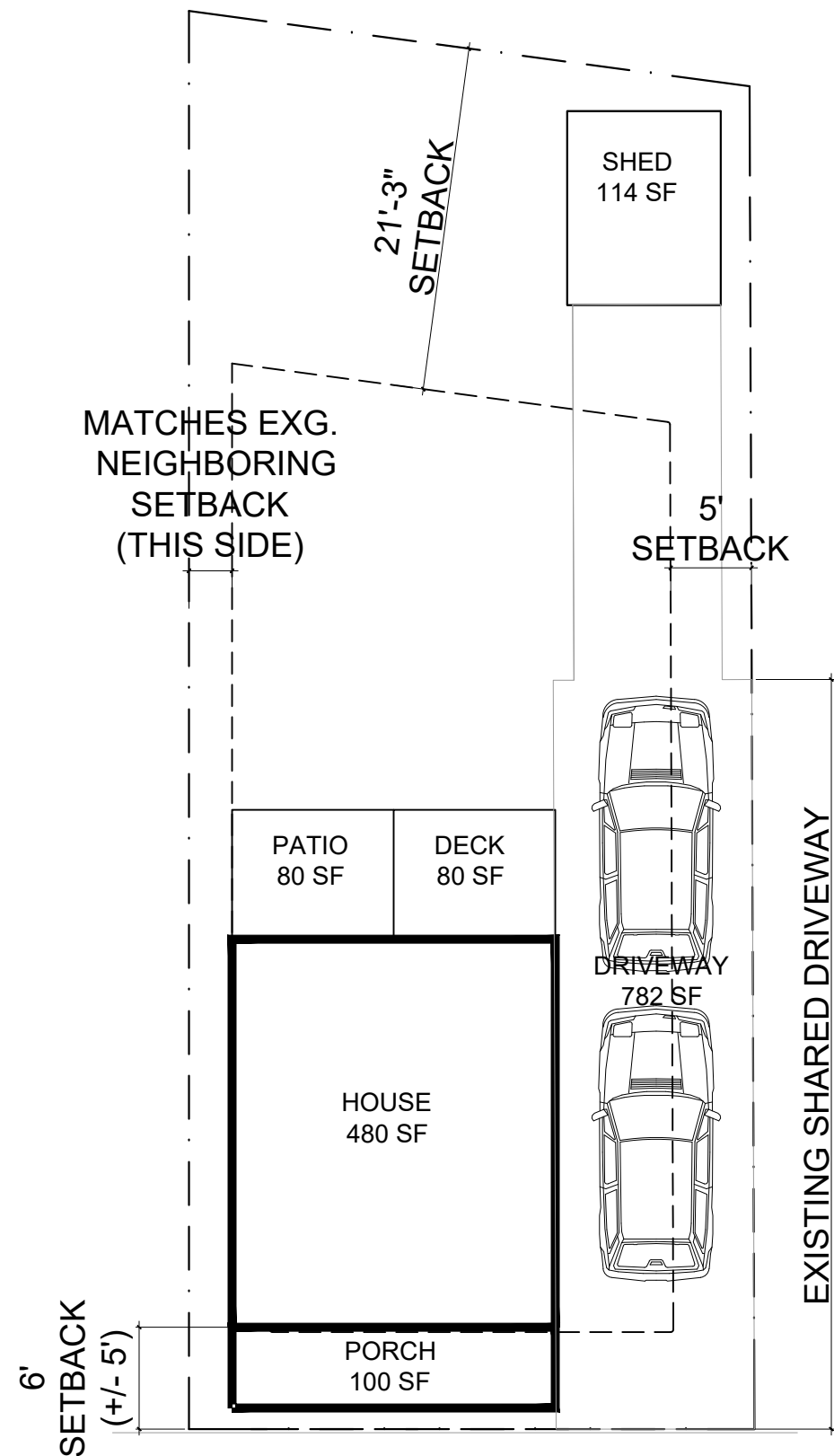
PZ-5



Marble Avenue Neighborhood

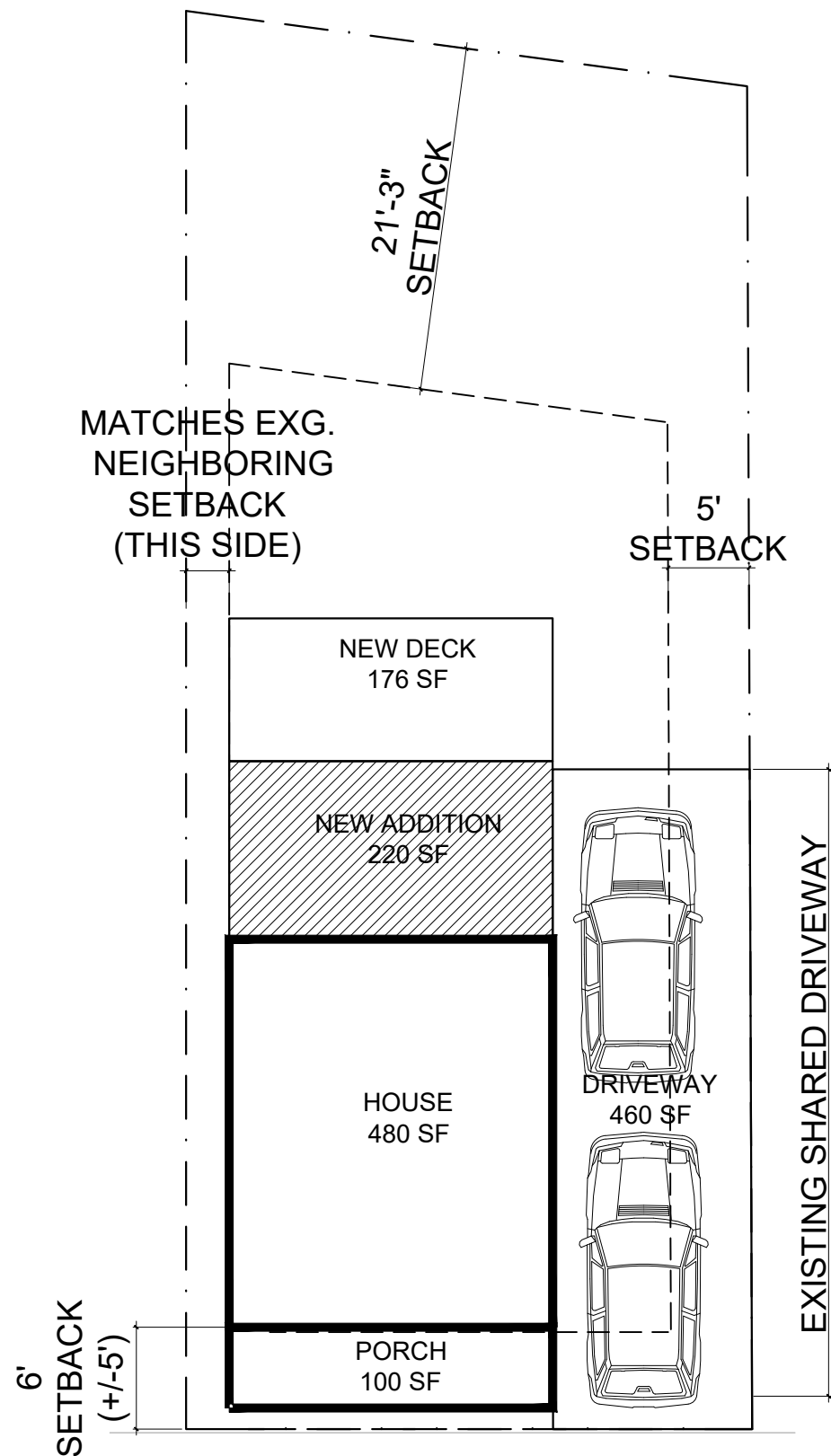
70 Marble Ave





EXISTING SITE PLAN

SCALE: 3/32"=1'-0"



PROPOSED SITE PLAN

DISTRICT:	= RM
LOT SIZE:	= 2901 SF (.0666 ACRES per City Property Database)
ALLOWABLE COVERAGE	= 1160 SF (@ 40%)
EXISTING COVERAGE	= 1376 SF (56% COVERAGE)
PROPOSED COVERAGE	= 1159SF (39%)
EXISTING ACCESSORY	= 260 SF (9%)
ALLOWABLE ACCESSORY	= 290 SF(10%)
PROPOSED ACCESSORY	= 276 SF (9%)
BUILDING HEIGHT (ALLOWABLE)	= 35'
BUILDING HEIGHT (ACTUAL)	= 25'
SETBACKS:	= AS SHOWN ON PLAN



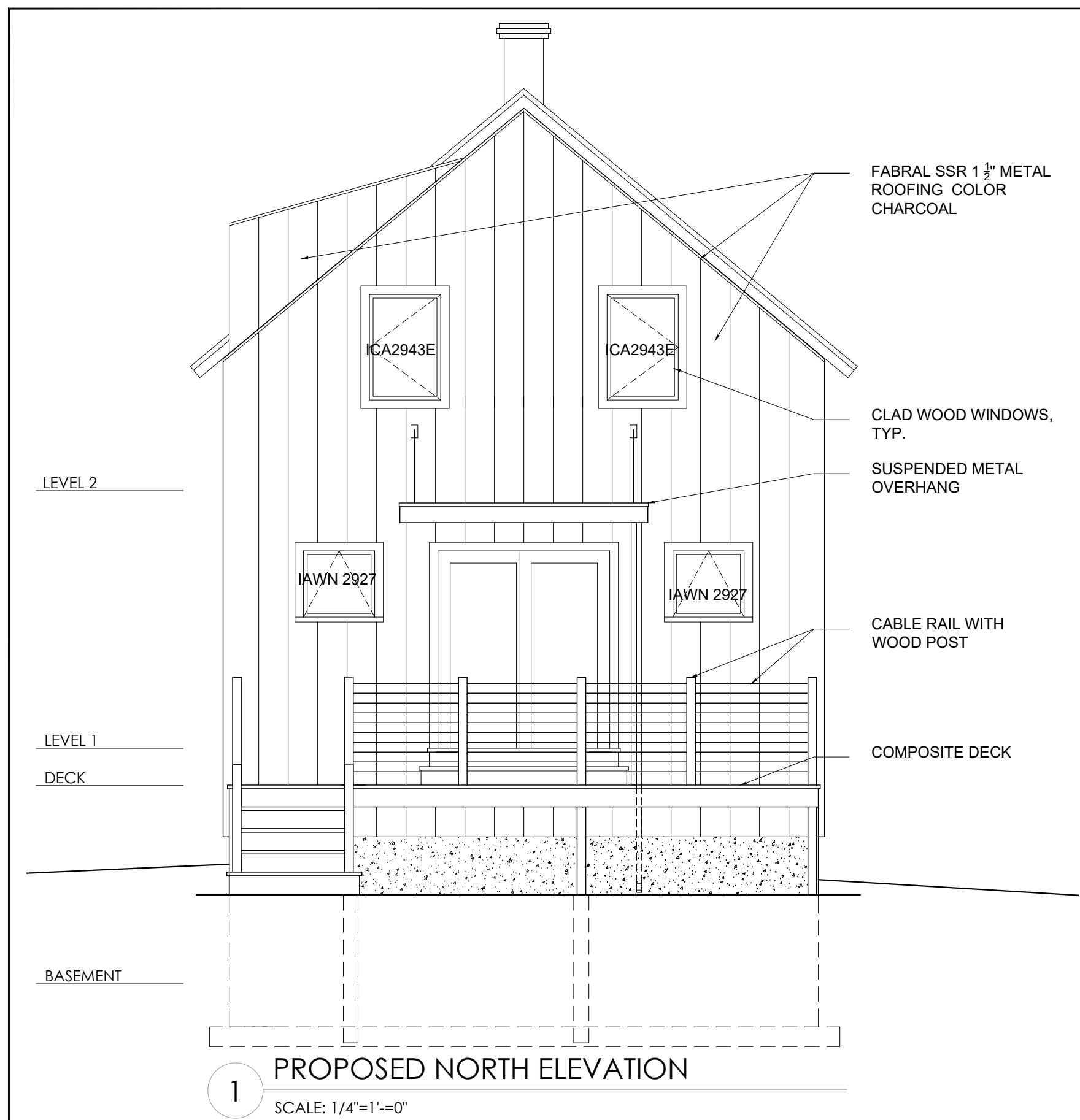
VIEW OF SHARED DRIVEWAY

RE-ISSUED FOR ZONING APPR
NOT FOR CONSTRUCTION

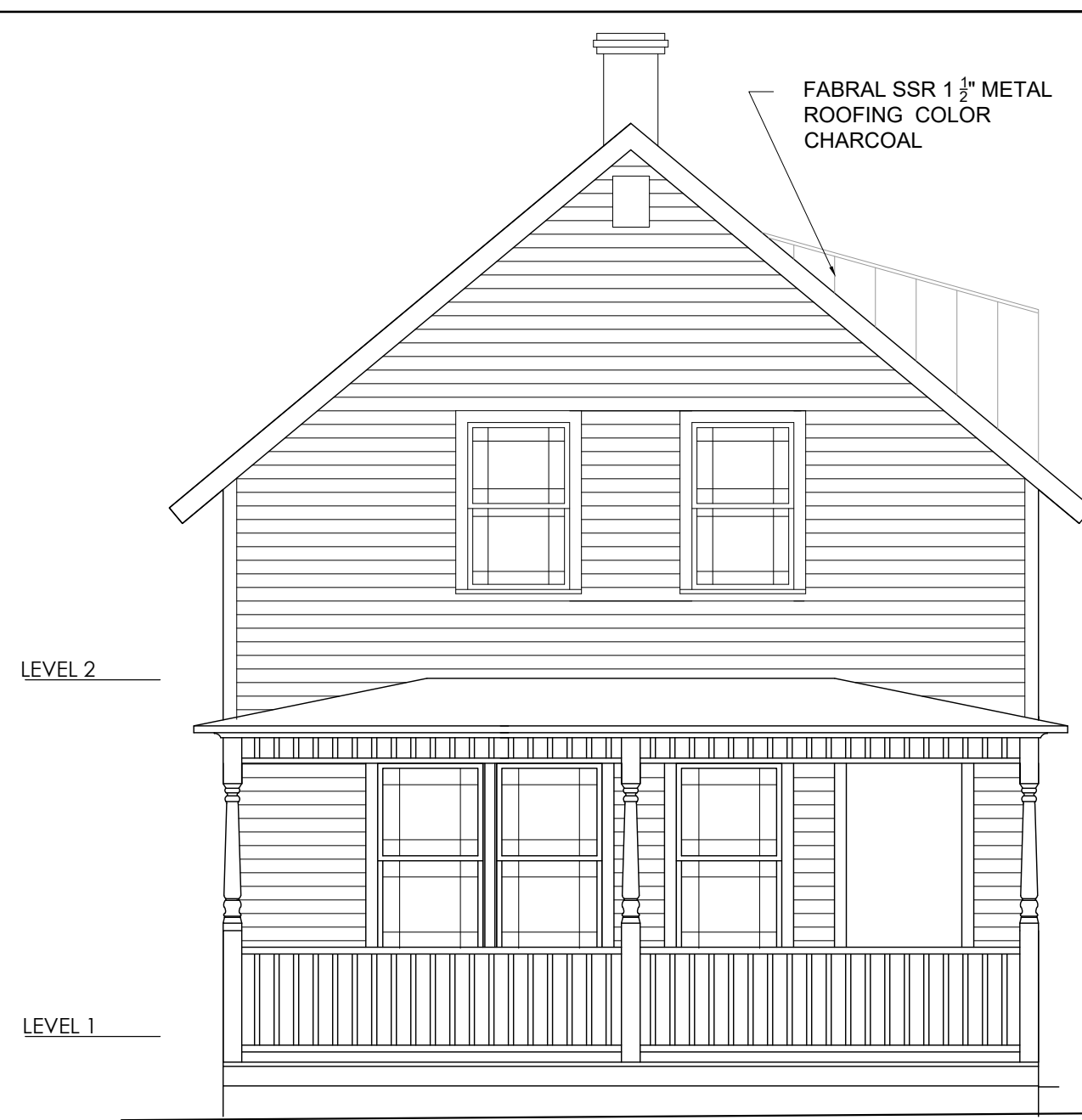


EXISTING ELEVATIONS

RE-ISSUED FOR ZONING APPR
NOT FOR CONSTRUCTION

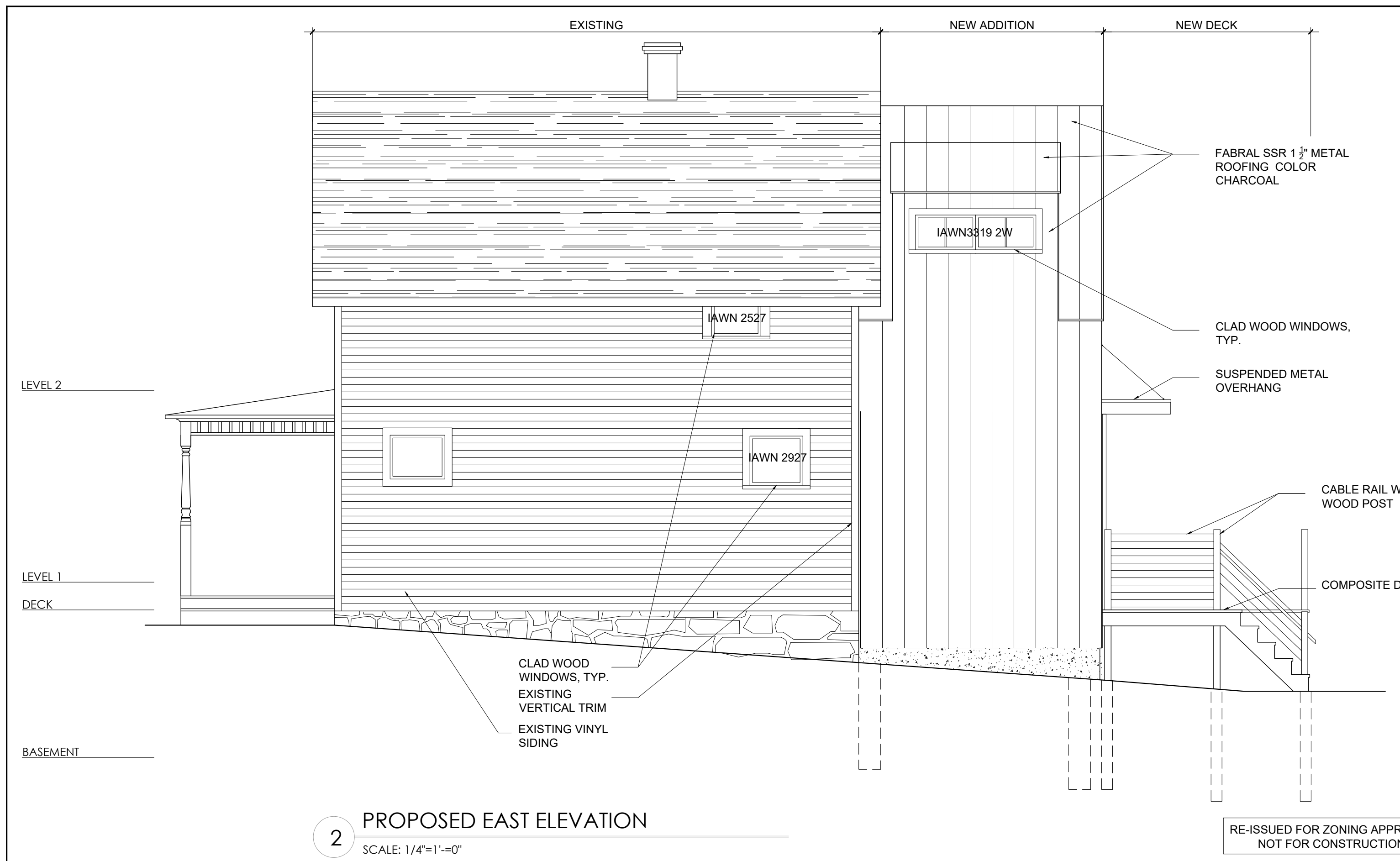


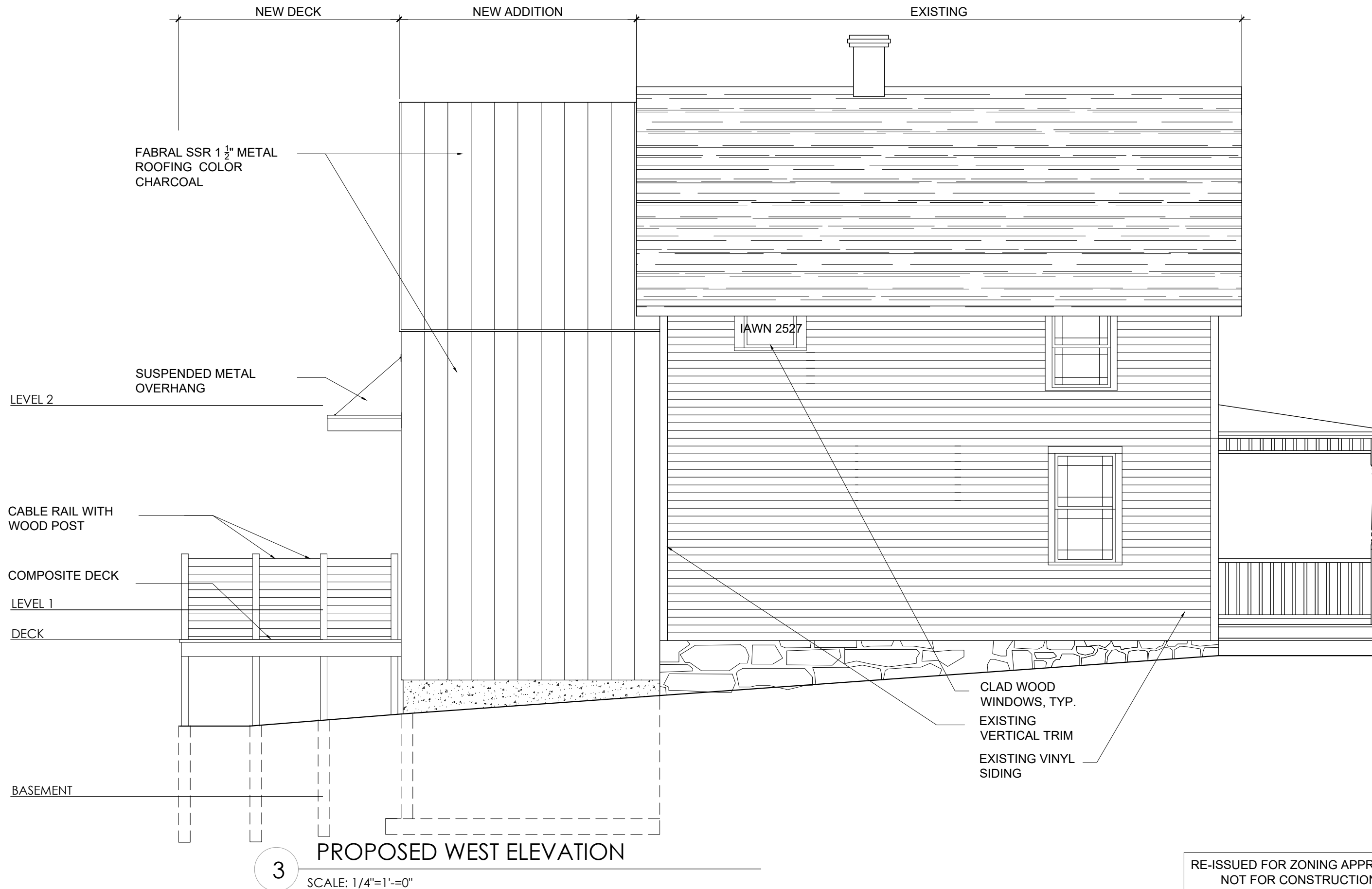
1 PROPOSED NORTH ELEVATION
SCALE: 1/4"=1'-0"



2 PROPOSED SOUTH ELEVATION
SCALE: 1/4"=1'-0"

RE-ISSUED FOR ZONING APPR
NOT FOR CONSTRUCTION



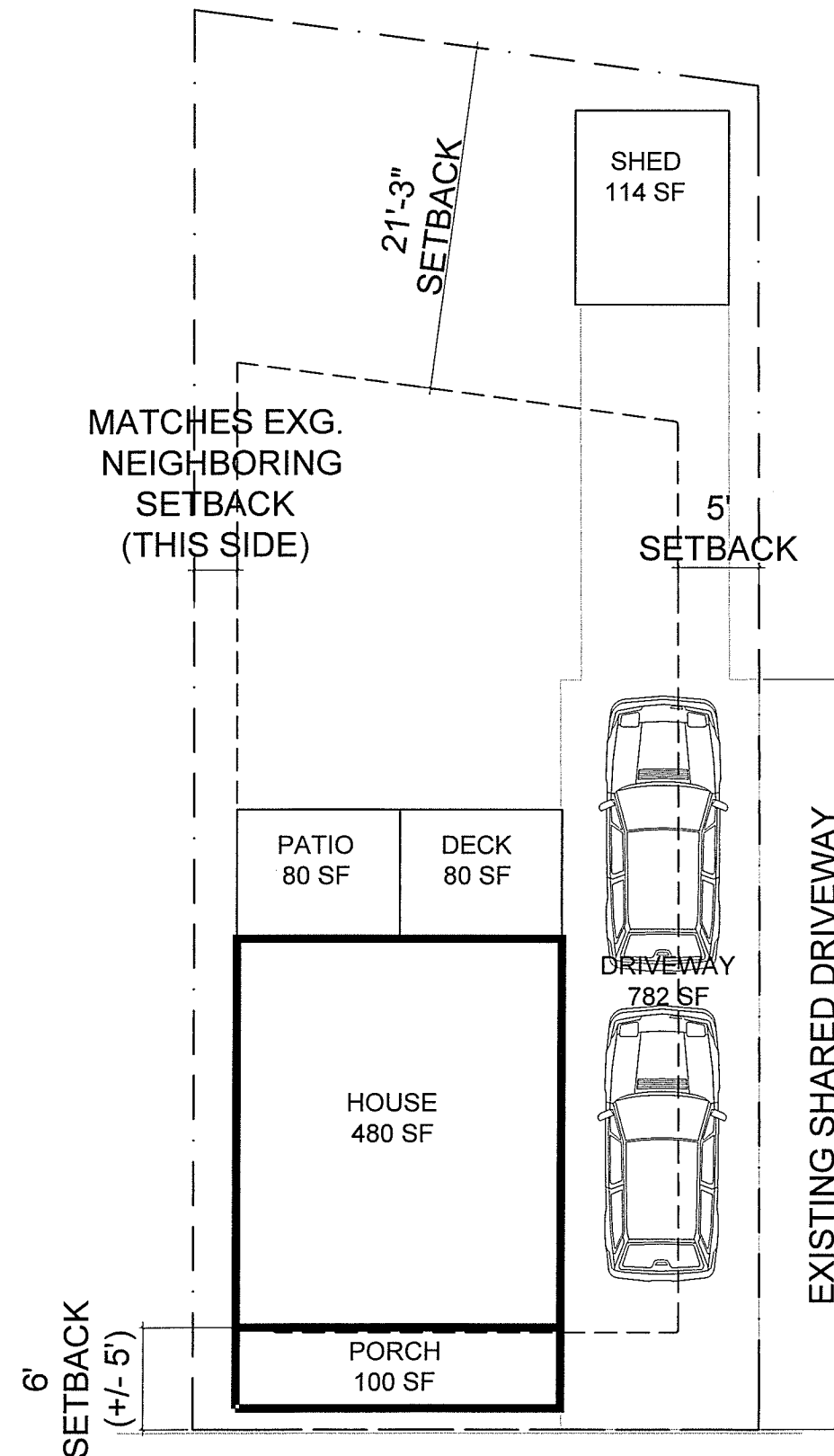


3

PROPOSED WEST ELEVATION

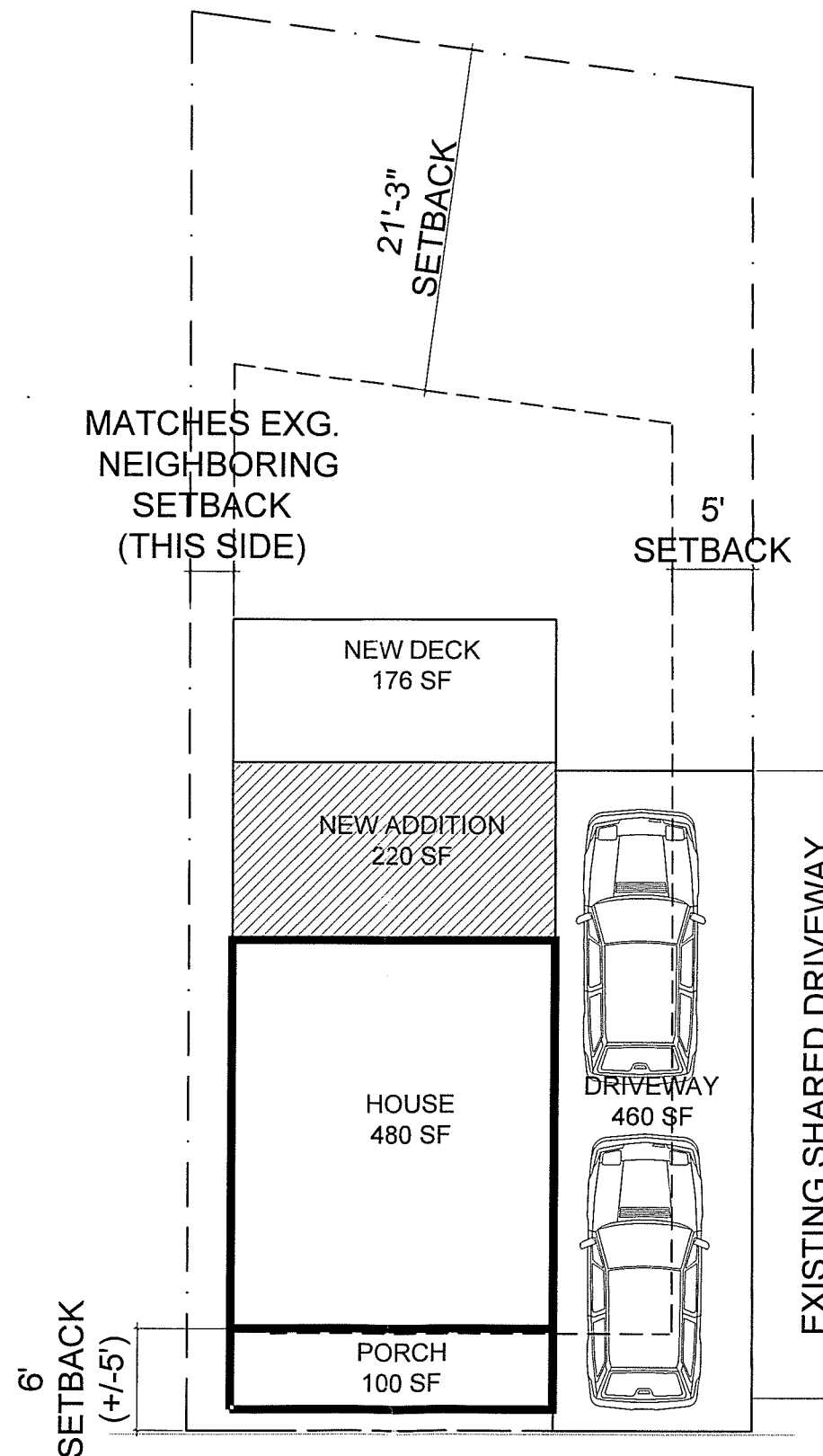
SCALE: 1/4"=1'-0"

RE-ISSUED FOR ZONING APPR
NOT FOR CONSTRUCTION



EXISTING SITE PLAN

SCALE: 3/32"=1'-0"

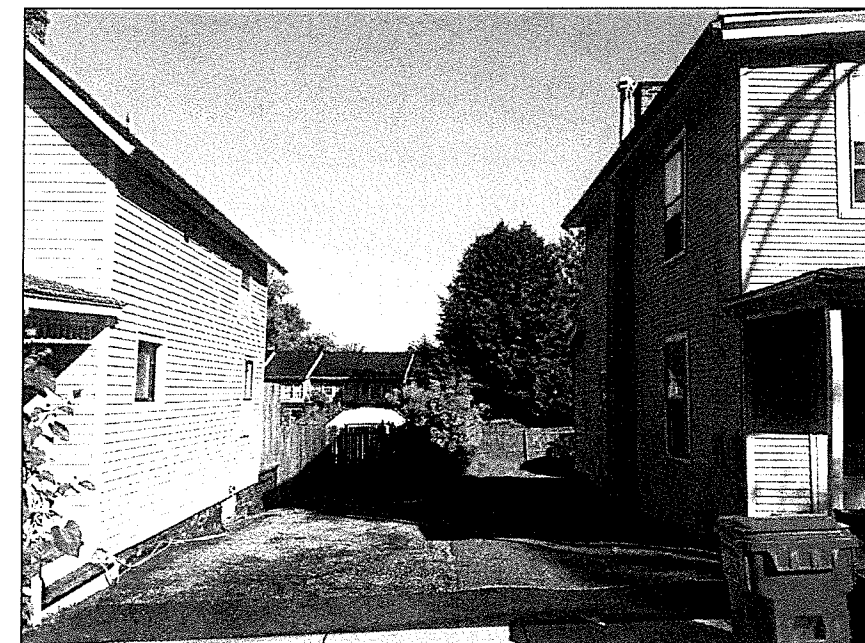


PROPOSED SITE PLAN

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RECEIVED
NOV 17 2017

DEPARTMENT OF
PLANNING & ZONING



VIEW OF SHARED DRIVEWAY

RE-ISSUED FOR ZONING APPROVAL
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RECEIVED
NOV 17 2017

DEPARTMENT OF
PLANNING & ZONING

EXISTING ELEVATIONS

RE-ISSUED FOR ZONING APPROVAL
NOT FOR CONSTRUCTION



struktur, pllc
47 Maple Street, Suite 304
Burlington, VT 05401
802.922.2632 / 802.881.9836

70 MARBLE AVENUE

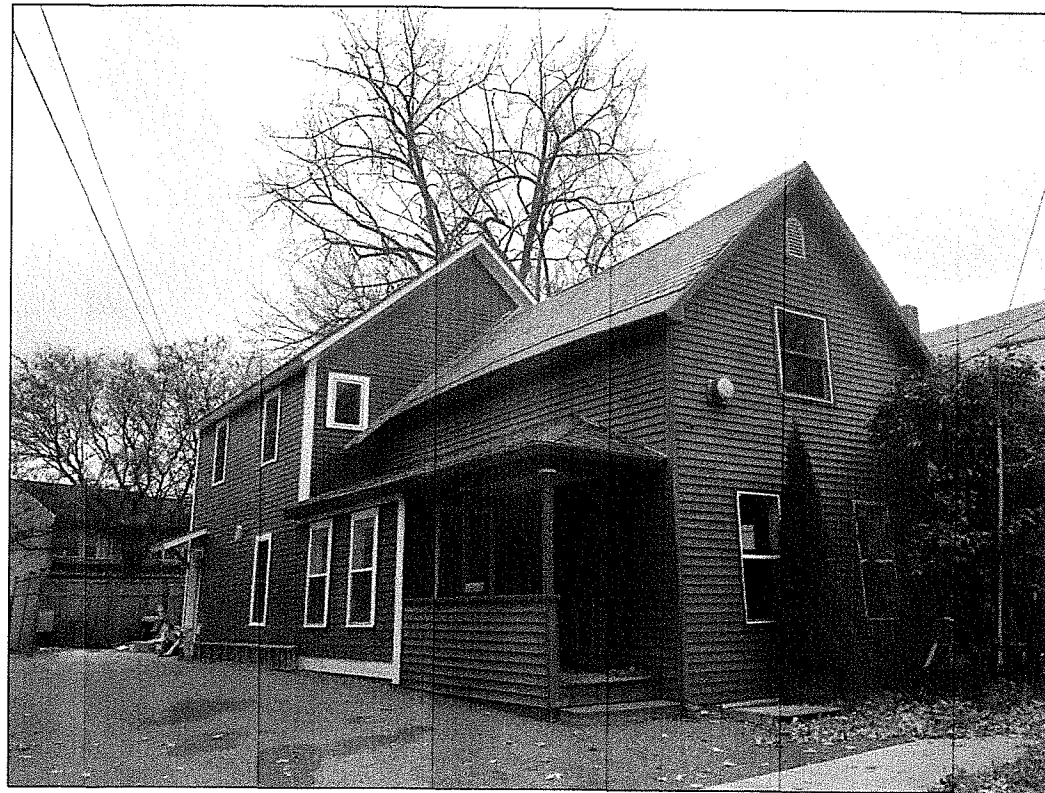
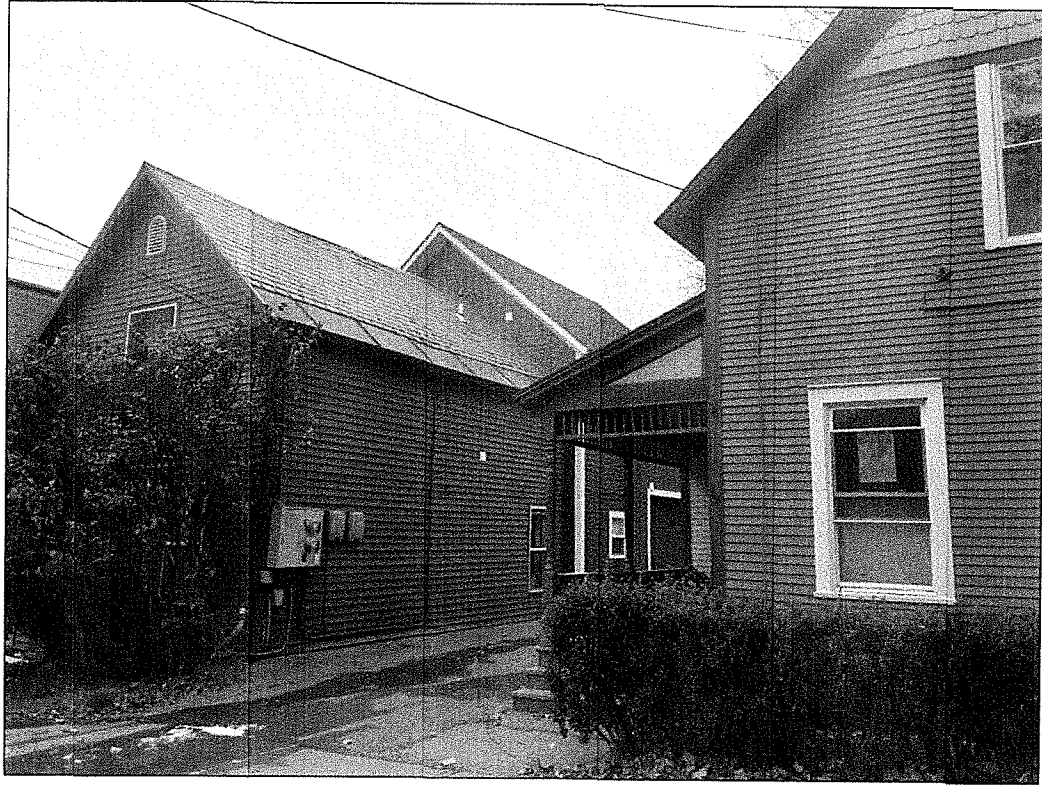
MICHAUD ADDITION

BURLINGTON, VERMONT

Zoning Permit Submittal

DATE: 5.31.17
SCALE: NTS

P2



RECEIVED
NOV 17 2017
DEPARTMENT OF
PLANNING & ZONING

MARBLE AVE - ZONING INCONSISTENCIES

RE-ISSUED FOR ZONING APPROVAL
NOT FOR CONSTRUCTION

Burlington Design Advisory Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DAB

Phone: (802) 865-7188

Fax: (802) 865-7195

Matthew Bushey
Ron Wanamaker
Leo Sprinzen
Steven Offenhartz
Tom Cullins
Philip Hammerslough, Alt.
Phil Wagner, Alt.



DESIGN ADVISORY BOARD **Wednesday** December 13th, 2017 at 3:00 PM Conference Room 12, City Hall, Burlington, VT Agenda

Session I – 3:00 PM – 3:30 PM

Form Based Code Presentation

Session II – 3:30 PM – 4:00 PM

18-0498CA; 70 Marble Ave (RM, Ward 5S) William and Jane Michaud
Amend ZP17-0665CA to adjust addition roof height.
(Project Manager: Scott Gustin)

Session III – 4:00 PM – 4:30 PM

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)

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).

Burlington Design Advisory Board

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Burlington, VT 05401

<http://www.burlingtonvt.gov/PZ/Boards/Design-Advisory-Board/>

Telephone: (802) 865-7188
(802) 865-7195 (FAX)

*Matt Bushey, Chair
Ron Wanamaker, Vice Chair
Tom Cullins
Steve Offenhartz
Leo Sprinzen
Philip A. Wagner, Alternate
Phil Hammerslough, Alternate*



Minutes

Burlington Design Advisory Board

Wednesday December 13, 2017 3:00 p.m.

Conference Room 12, City Hall, 149 Church Street, Burlington, VT

Present: Matt Bushey (Chair), Tom Cullins, Steve Offenhartz, Ron Wanamaker, Phil Wagner (alternate.), Leo Sprinzen, Phil Hammerslough (alternate)

Absent: None.

Staff present: Scott Gustin, Mary O'Neil

Session I – 3:00 PM – 3:30 PM

Form Based Code Presentation by David White, Director of Planning and Zoning.

Session II – 3:30 PM – 4:30 PM

18-0498CA; 70 Marble Ave (RM, Ward 5S) William and Jane Michaud

Amend ZP17-0665CA to adjust addition roof height.

(Project Manager: Scott Gustin)

Motion by Matthew Bushey: I move we approve submission, allow additional height, pending change in siding material to be compatible to existing in pattern or color.

Tom Cullins – 2nd.

Vote 4-1 (RW)

Motion carries.

Session III – 4:30 PM – 5:45 PM

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)

Present: Brian Leet and Alex Halperin, Freeman French Freeman Architects, Kyle Dodson, Greater Burlington YMCA.

Other Business:

Board voted to change CLG Grant application focus as Historic New England and the Division for Historic Preservation will seek funding for proposed Design Review workshop elsewhere. 2018 Grant application now to seek funds to continue digital mapping of historic properties in Burlington, focusing on state register listed buildings.

Motion by Steve Offenhartz, seconded by Ron Wanamaker. Unanimously adopted.

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