

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

*Brad Rabinowitz
AJ LaRosa
Austin Hart
Springer Harris
Geoff Hand
Alexandra Zipparo
Samantha Tilton
Jim Drummond, (Alternate)
Zoraya Hightower, (Alternate)*



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday December 4th, 2018, 5:00 PM PUBLIC HEARING NOTICE

**The Burlington Development Review Board will hold a meeting on
Tuesday December 4th, 2018 at 5:00pm in Contois Auditorium, City Hall.**

- 1. 19-0433CU; 97 Spear St (I, Ward 8E) University of Vermont & State
Agricultural College**
Amend ZP 18-0929CA relative to construction traffic and construction hours.

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.

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

Brad Rabinowitz

AJ LaRosa

Austin Hart

Springer Harris

Geoff Hand

Alexandra Zipparo

Samantha Tilton

Jim Drummond, (Alternate)

Zoraya Hightower, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday December 4th, 2018, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT AGENDA

I. Agenda

II. Communications

III. Minutes

IV. Consent

- 1. 19-0416CA; 1 King St (DW-PT, Ward 5S) Lake Champlain Transportation Co.**
Relocation of 2 loading ramps.
(Project Manager: Ryan Morrison)
- 2. 19-0427CA; 375 North Ave (NAC, Ward 4N) 375 North Ave, LLC**
Proposed changes to approved building C to include: enclosure of SE top floor corner balconies to create 2 additional units for total of 102 units. Reducing 2nd, 3rd, and 4th floor balconies.
(Project Manager: Mary O'Neil)

V. Public Hearing

- 1. 19-0433CU; 97 Spear St (I, Ward 8E) University of Vermont & State Agricultural College**
Amend ZP 18-0929CA relative to construction traffic and construction hours.
(Project Manager: Scott Gustin)

VI. 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/drbb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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, FAICP, 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
Shaleigh Draper, Zoning Clerk*



TO: Development Review Board
FROM: Ryan Morrison
DATE: December 4, 2018
RE: 19-0416CA; 1 King 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: DW-PT Ward: 3C/5S

Owner/Applicant: Lake Champlain Transportation Company

Request: Relocation of the existing loading ramps.

Applicable Regulations:

Article 2 (Administrative Mechanisms), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking)

Background Information:

The applicant is seeking approval to relocate the existing ferry loading ramps from their current location to a new location.

The property sits within the Special Flood Hazard Area. This location triggers review under the SFHA criteria of Sec. 4.5.4. Project plans have been provided to the state floodplain coordinator. No comments have yet been received. Any comments received within the 30-day comment period will be incorporated into this permit.

Previous zoning actions for this property:

- 11/7/18, Approval for after the fact paving of gravel areas
- 10/5/17, Approval for replacement fuel tank and islands for dispensers
- 5/23/17, Approval for renovations to restaurant
- 3/7/16, Approval for replacement ticket booth
- 4/27/12, Approval for Lake Monsters Team Headquarters sign
- 6/10/11, Non-app issued for post-flood damage repairs
- 11/30/09, Approval for trussed gable roof
- 2/19/08, Approval for conversion of retail to office space
- 2/17/05, Approval for roof renovations
- 4/13/04, Approval to install ticket window
- 5/27/03, Approval for sur pac and parking lot lighting installation

- 2/21/03, Approval to replace existing restaurant building with larger restaurant building (not acted upon)
- 2/22/01, Approval for Maritime Museum sign
- 2/22/01, Approval to change use to museum
- 8/18/00, Approval to install an interpretative marker
- 5/1/00, Approval to change portion of retail space to creemee stand
- 6/3/99, Approval to amend prior approval for 5 finger docks with marine gas float
- 2/18/99, Approval to install 5 finger docks
- 10/10/95, Approval to install vertical metal siding on maintenance shed
- 10/29/93, Approval for construction of a 20' X 20' storage structure
- 4/9/92, Approval to construct HC accessible bathroom with ramp
- 5/9/91, Approval to construct new structure containing freezer and refrigeration units

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

I. Findings

Article 2: Administrative Mechanisms

Part 7: Enforcement

Sec. 2.7.8, Withhold Permit

A number of zoning permits have been approved for the subject property. Some, but not all, have final certificates of occupancy. Per this section, prior to issuance of a final certificate of occupancy for this project, any zoning permits not yet closed out with final certificates of occupancy must be addressed. **(Affirmative finding as conditioned)**

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. The ferry company is consistent with this intent. **(Affirmative finding)**

(b) Dimensional Standards & Density

Dimensional standards are largely unaffected by this project. Lot coverage will remain the same as existing (88.2% according to ZP19-0299CA). Up to 100% lot coverage is permissible. **(Affirmative finding)**

(c) Permitted & Conditional Uses

See (d) 2 below.

(d) District Specific Regulations

1. Use Restrictions

A. Permitted Uses: North of Main Street
(Not applicable)

B. Permitted Uses: Maple to Main Street

Only the following uses are permitted within that portion of the Downtown Waterfront – Public Trust District located north of the centerline of Maple Street extended north to the centerline of Main Street extended:

(i) Facilities for transporting pedestrians and vehicles upon Lake Champlain by ferry and cruise vessels, including necessary docks, wharfs, maintenance facilities, administrative offices, gift shops, snack bars and related parking facilities...

The ferry company is a permitted use within the Maple to Main Street section of the DW-PT zoning district. **(Affirmative finding)**

C. Other Regulations in Effect
(Not applicable)

2. Public Trust Restrictions

The subject property is located within that area of the DW-PT: Maple to Main Street. The ferry company is a permitted use and will remain unchanged. **(Affirmative finding)**

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

4. Lake Champlain Waterfront Setbacks

A. Additions to Existing Structures
(Not applicable)

B. Averaging of Setbacks
(Not applicable)

C. Permitted Encroachments

The DRB may approve one or more of the following within the required waterfront setback: structures such as walkways, planters, benches, fountains, public art, sitting walls and other improvements which will enhance the pedestrian environment and enjoyment of the waterfront; and public marinas, public recreational piers, ferry docks, lake excursion facilities, and open-air markets, provided pedestrian circulation is not unreasonably impaired.

The proposal is to relocate the existing ferry loading ramps to an area within the property that is not used for pedestrian areas. The loading ramps will extend slightly over the water, beyond the western terminus of the wharf. This wharf has historically been used for boat docking. **(Affirmative finding)**

5. Development Bonuses/Additional Allowances
(Not applicable)

Sec. 4.5.4, Natural Resource Protection Overlay District:

Almost the entire site is located within the Special Flood Hazard Area (at or below the 102' elevation). As a result, the following criteria apply.

(f) District Specific Regulations: Special Flood Hazard Area
(7) Special Review Criteria

A. The danger to life and property...

The relocation of the ferry loading ramps have no effect on flood heights or velocities.
(Affirmative finding)

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

The site work is in little danger of being swept away during times of flooding. (Affirmative finding)

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

No changes to water and sewer systems are proposed. (Affirmative finding)

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

Given its low elevation adjacent to the lakeshore, the property has been flooded a number of times. The newly relocated loading ramps will have no bearing on the susceptibility to flooding. The loading ramps must be, however, anchored to prevent flotation, collapse, or lateral movement.
(Affirmative finding as conditioned)

E. The importance of the services provided...

No new use is proposed. The ferry company will remain. As noted above, the ferry company is consistent with the intent of this DW-PT district. (Affirmative finding)

F. The availability of alternative locations...

As above, no new use is proposed. The ferry company is logically located along the lakeshore. The relocated loading ramps will be at the same elevation as the existing ramps. (Affirmative finding)

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

As previously noted, the ferry company is consistent with the intent of the DW-PT zone.
(Affirmative finding)

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

No new use is proposed. The ferry company use strengthens the working waterfront and contributes to the vitality of the downtown waterfront called for in PlanBTV: Downtown and Waterfront. (Affirmative finding)

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

While almost the entire property is within the Special Flood Hazard Area, access to it remains accessible from King Street during flood events. No changes in access are proposed.
(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 loading ramps 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, 6, and 8 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

Not applicable. The applicant states that there will be no need for new lighting fixtures as the boats will only operate during daylight hours.

Sec. 5.5.3, Stormwater and Erosion Control

The applicant has submitted an Erosion Prevention and Sediment Control (EPSC) Plan to the City's Stormwater Program Manager. Prior to the release of the zoning permit, the plan must be approved. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

(Not applicable)

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

a) Protection of Important Natural Features

The subject property is located along the Lake Champlain shoreline. The shoreline is identified as a significant natural area. Almost the entire site is affected by the Natural Resource Protection Overlay District, specifically the special flood hazard area. As required, an EPSC plan was submitted and is currently under review by the Stormwater Program Manager. As noted above, the EPSC plan must conform to stormwater program requirements and be approved by the Program Manager before this zoning permit can be released.

The proposal includes installation of 12 monopile fender dolphins in the waters of Lake Champlain. Because these are within state waters, the applicant will be tasked with obtaining all necessary state permits from the Agency of Natural Resources and possibly the U.S. Army Corps of Engineers. **(Affirmative finding as conditioned)**

- b) Topographical Alterations*
Not applicable.
- c) Protection of Important Public Views*
Not applicable.
- d) Protection of Important Cultural Resources*
Not applicable.
- e) Supporting the Use of Renewable Energy Resources*
Not applicable.
- f) Brownfield Sites*
Not applicable.
- g) Provide for Nature's Events*
See Sec. 5.5.3.
- h) Building Location and Orientation*
Not applicable
- i) Vehicular Access*
Not applicable.
- j) Pedestrian Access*
Not applicable.
- k) Accessibility for the Handicapped*
Not applicable.
- l) Parking and Circulation*
Not applicable.
- *m) Landscaping and Fences*
Not applicable.

- n) *Public Plazas and Open Space*
Not applicable.
- o) *Outdoor Lighting*
See Sec. 5.5.2.
- p) *Integrate Infrastructure into the Design*
Not applicable.

Part 3, Architectural Design Standards
(Not applicable)

Article 8: Parking

With the re-routing of ferry traffic to the new loading ramps, the site will see the loss of approximately 82 parking spaces (according to the most recently approved site plan). The applicant notes that there are 225 spaces currently on the property, and based on the parking requirements of Table 8.1.1-1 – Minimum Off-Street Parking Requirements, only 44 spaces are required onsite. The applicant has provided a list of the existing uses on the property, and the gross floor areas to calculate the parking requirement. Uses include a restaurant, office space, storage/warehousing, workshops, and a small amount of retail. Outside the ferry traffic queuing areas, there will be 174 parking spaces onsite. **(Affirmative finding)**

II. Conditions of Approval

1. **Prior to the release of the zoning permit**, the EPSC plan must be reviewed and approved by the Stormwater Program Manager.
2. **Prior to issuance of a certificate of occupancy for this zoning permit**, all prior zoning permits that have expired without their required certificates of occupancy shall be closed out with final certificates of occupancy. The applicant is advised to seek certificates of occupancy for these older zoning permit prior to seeking a certificate of occupancy for this new zoning permit.
3. The loading ramps shall be reasonably safe from flooding and be:
 - A. Designed and adequately anchored to prevent flotation, collapse, or lateral movement during the occurrence of the base flood;
 - B. Constructed of materials resistant to flood damage;
 - C. Constructed by methods and practices that minimize flood damage; and
 - D. 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.
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;

5. The Applicant/Property Owner is responsible for obtaining all necessary state and federal permits.
6. 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.
7. Standard permit conditions 1-15.

Layne Darfler

From: William Reilly <wjreilly7@gmail.com>
Sent: Wednesday, September 23, 2020 1:36 PM
To: Layne Darfler
Cc: Theodore Miles
Subject: Re: Zoning Violation# 293920: 254 S. Union St.

[WARNING] External Message

Hello Layne, Ted,

Good points, clarification needed.

- The site plan submitted today matches the site plan on file (7.8.91). The area designated as above ground pool is now listed as gravel (23'X25'=575').
- The path was misidentified as a side walk on the 7.8.91 site plan. It was never a side walk and has been a path (3'x90'=270') for 30+ years.
- Adding the former pool location/gravel area (575') & path (270') to total lot coverage: $845' + 4,405' = 5,250'$
 $5,250/4,405 \times 100 = 11.9\%$ lot coverage. ~~11.9%~~ *21.6% per updated site plan*
- Bedrooms are on the same floor as shown. We are not a B&B/ AirBnB, we do not serve meals. We provide bedrooms. We do however, pay state and local rooms & meals taxes. B&B is a Burlington city designation to describe short term rentals. The term B&B implies that meals are served. That is not true. We are an owner occupied residence that for 30+ years has periodically leased rooms thereby continuing the practice of previous owners going back to the early 1950's.

Hope this explains things.
(attachment)

October 26, 2020

Hello Burlington DRB board members,

I am writing at the request of my neighbors Bill Reilly and Cyn Secondi. I understand from Bill that, because of city regulations, they must document their long-standing practice of renting rooms.

Our kids grew up together and I can confirm they have rented portions of their home for as long as I lived in the South Union Street neighborhood (since 1989).

Sincerely,

Andrea Gray
153 Howard Street
Burlington

Ryan Morrison

From: William Reilly <wjreilly7@gmail.com>
Sent: Wednesday, October 28, 2020 4:51 PM
To: Ryan Morrison
Cc: Marc Wiener; csecondi@gmail.com
Subject: Re: 254 South Union Street short term rental application
Attachments: Andrea Grey.docx

[WARNING] External Message

Hello Ryan,

Thanks for the guidance.

Attached please find.

- Updated site plan highlighting the parking area
- 3 letters from neighbors confirming room rental going back more than 15 years.
 - Marc Jacobs
 - Andrea Grey
 - Polly Thompson

That should be the documentation needed. Comments and questions welcomed.

Be well, take care,

Polly Thompson

20 Westminster Terrace Bellows Falls, VT 05101

October 23, 2020

To Whom It May Concern:

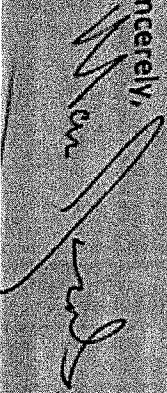
In September 1980, my husband Julian Thompson and I rented an apartment from William and Cyndie Reilly. The apartment was located in their residence at 254 S. Union St.

October 24, 2020

To Whom It May Concern:

I live at 260 South Union Street and have been a neighbor of Bill and Cyndie Reilly since 1994. I can confirm they have rented rooms since at least 1992 when I purchased 260 South Union Street. Years ago, it was not at all unusual for young families owning houses in this neighborhood to rent out rooms to defray the cost of owning homes.

Sincerely,



William Reilly
254 South Union Guest House
Burlington, VT 05401
www.254southunion.com
802-522-0031

King Street Dock Building Use

Building	Area (S.F.)	Use	Parking Required per 1000 S.F.	Spaces Required
A	2789	Restaurant	0	0.00
B	652	Gazebo	0	0.00
C	4220	Office	2	8.44
D	354	Shed	0.35	0.12
E	9795	Shop	1	9.80
F	128	Retail	2	0.26
G	77	Shed	0.35	0.03
H	12584	Warehouse	0.35	4.40
I	4133	Shop	1	4.13
I (2)	1904	Warehouse	0.35	0.67
J	65	Retail	2	0.13
K	5163	Office	2	10.33
K (2)	8414	Warehouse	0.35	2.94
L	6205	Warehouse	0.35	2.17

TOTAL 44

LAKE INDUSTRIES PROPERTY

Site Photos, April 21, 2019

*Refer to Project Plans, Sheet 1, for location and alignment of photos.
Lake elevation is 100.0' on this date.*



Photo #1



Photo #2

RECEIVED
JUN 19 2019
DEPARTMENT OF
PLANNING & ZONING

Lake Industries Property
Site Photos, April 21, 2019
Page Two



Photo #3



Photo #4

DEPARTMENT OF
PLANNING & ZONING

RECEIVED
JUN 19 2019

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, FAICP, 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
Shaleigh Draper, Zoning Clerk



TO: Development Review Board
FROM: Scott Gustin
DATE: December 4, 2018
RE: 19-0433CA; 97 Spear 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: I Ward: 8E

Owner/Applicant: University of Vermont & State Agricultural College

Request: Amend ZP 18-0929CA relative to construction traffic and construction hours.

Applicable Regulations:

Article 6 (Development Criteria & Guidelines)

Background Information:

On July 5, 2018, the University of Vermont received zoning permit approval to construct a new 96,681 sf, ~ 3,000 seat multipurpose events center to be situated between the existing Gutterson Field House and Patrick Gym facilities. The project also included a 17,331 sf addition along the north side of the existing athletics complex to house additional health and wellness facilities.

The zoning permit contained the following condition of approval that the applicants are seeking to amend:

1. Construction truck traffic shall be limited to 7:30 AM – 5:00 PM, Monday – Friday.
Construction truck traffic shall enter only via Spear Street and shall exit only via University Heights Road.

Upon completion of a construction traffic analysis, the applicants have decided to seek adjustments to the days and hours of construction and to permitted construction vehicle circulation.

The University of Vermont is an educational institution and, therefore, is subject to only limited zoning review per 24 VSA, Sec. 4413, *Limitations on municipal bylaws*. This application may be reviewed only with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, lighting, landscaping, and screening requirements.

Recommendation: Certificate of appropriateness 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) – (k)

Not applicable.

(l) Parking and circulation

As presently approved, all construction traffic is limited to entry via Spear Street and to exit via University Heights onto Main Street. All construction traffic is to occur only within the hours of 7:30 AM and 5:30 PM.

The applicants have found that larger construction vehicles cannot physically make the turn onto Main Street from University Heights Road. They can make the turn onto Spear Street. Truck turning templates have been submitted to demonstrate the scenarios. Furthermore, the construction traffic analysis found that the intersection of University Heights Road and Main Street experiences far more pedestrian activity than the intersection of PFG Road and Spear Street. As a result, the applicants are seeking permission to allow construction traffic to exit the site north of the sports complex onto Spear Street. Construction traffic would continue to enter the site from Spear Street south of Gutterson.

In an effort to avoid PM peak hour traffic, the applicants are seeking permission to extend construction hours to 6:00 PM. PM peak traffic occurs between 4:30 – 5:45. The extended hours would enable most construction traffic to leave the site either before or after the PM peak traffic time.

Lastly, the applicants are requesting permission to include Saturday and Sunday in the allowable days of construction so as to avoid a potential 3rd construction season. Sunday construction would be limited to interior work without deliveries. Given the project's location within a core campus overlay and its distance to neighboring homes along Spear Street, the more intensive construction schedule would not likely result in undue adverse impacts. **(Affirmative finding)**

(m) – (p)

Not applicable.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

Not applicable.

II. Conditions of Approval

1. Except as expressly modified in this approval, all conditions of zoning permit 18-0929CA remain in effect.
2. Construction truck traffic shall enter only via Spear Street and shall exit only via University Heights Road or Spear Street. Construction activity (including truck traffic) shall be

limited to 7:00 AM – 6:00 PM, Monday – Friday, 8:00 AM – 4:30 PM, Saturday, and 8:00 AM – 4:30 PM, Sunday (interior construction only and no deliveries on Sunday).

3. Standard permit conditions 1-15.



The University of Vermont

RECEIVED
NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

To:

Scott Gustin, Senior Planner
Burlington Department of Planning & Zoning
149 Church Street
Burlington VT 05401

November 9, 2018

Dear Scott,

Re: University of Vermont Multi-Purpose Events Center, 97 Spear Street:
Construction Traffic Impact and Construction Hours

The University received ZP# 18-0929CA for an addition of a multipurpose events center at the east side of the existing UVM PFG complex, and a smaller addition to the north side for health and wellness, for a total of 119,099 gsf new space. The proposed events center will replace the existing Patrick Gym, which will be reconfigured into practice space. There will be no net addition of spectators, as detailed in the submitted material related to this project.

The one major piece of information that we did not have at the DRB meeting was the construction traffic assessment for this project. That was completed in October, and includes both summer and fall traffic counts. We are submitting this document as a part of this application.

This assessment, prepared by RSG, shows that the largest construction vehicles, tractor trailers (TT) will not be able to physically negotiate the intersection at University Heights and Main Street, where they are required to exit.

In addition, the single unit heavy vehicles (SU) have blind spots in the front and on the right side of the vehicle. This becomes dangerous when combined with making a right turn to exit University Heights, onto Main Street, during the PM rush hour, when pedestrian volumes of 586 – 923 people per hour were measured.

Lastly, the consultant found that the highest (peak) traffic volume times are 7:45 – 9:00 AM in the morning, and 4:30 – 5:45 PM in the afternoon. ZP# 18-0929CA limits construction hours to 7:30 AM – 5:00 PM, Monday through Friday.

We would like to have construction hours that avoid workers arriving and leaving at peak traffic times in the morning and afternoon. In addition, weekend construction will be required in order to avoid a third construction season, which will both raise costs and be less than ideal for adjacent residents. Even though we are requesting M-F construction hours to be extended to 6 PM, most construction workers will leave at 3:30 PM (assuming they can start work at 7 AM), and deliveries will be scheduled to avoid peak traffic times.

CAMPUS PLANNING SERVICES

109 South Prospect Street, Burlington, VT 05405-0016
Telephone (802) 656-3208, Fax (802) 656-8895

Equal Opportunity/Affirmative Action Employer



The University of Vermont

Due to these findings, we are requesting a zoning permit for the following:

1. Tractor trailer vehicles be permitted to exit Spear Street at PFG Road (the northerly exit), for the duration of construction of the multipurpose events center. All turns would be accompanied by construction flaggers, since the vehicles will have to enter the opposing traffic lane on all turns, due to their size. See attached proposed internal traffic circulation diagram.
2. Single unit heavy vehicles be permitted to exit Spear Street at PFG Road (the northerly exit), for the duration of construction of the multipurpose events center. That would avoid potential conflicts between heavy vehicles with blind spots and hundreds of pedestrians crossing at Main Street.
3. We request that construction hours include the following:
 - a. Monday – Friday 7:00 AM to 6:00 PM.
 - b. Saturday 8:00 AM to 4:30 PM
 - c. Sunday 8:00 AM to 4:30 PM, interior construction only and no deliveries.

Please let me know if you need any further information or details.

Thank you for reviewing this request.

Sincerely,

Lani Ravin, AICP

Associate Planner, Campus Planning Services

RECEIVED
NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

Cc: Robert Vaughan, Director, Capital Planning & Management
Paula Carlaccini, Director, Facilities Design & Construction
Jeff Schulman, Director, UVM Athletics
Todd Merchant, project manager, FD&C
Lisa Kingsbury, Planning Relations and Interim Co-Director, Campus Planning Services

Attachments:

Construction Traffic Impact Assessment;
Proposed Internal Construction Circulation;
Single Unit Heavy Vehicle: Blind Spots, front and right;
Zoning Permit Application.

CAMPUS PLANNING SERVICES

109 South Prospect Street, Burlington, VT 05405-0016
Telephone (802) 656-3208, Fax (802) 656-8895

Equal Opportunity/Affirmative Action Employer

NOTES

- The Contractor shall be responsible for repairing all disturbed areas back to original condition, including but not limited to paving, curbing, sidewalks, road, parking areas, landscaping, site lighting, electrical, and etc. All asphalt shall be sawcut prior to paving.
- All stumps, rock, and other non-approved trench backfill material discovered during construction is the exclusive property of the Contractor and shall be removed from UVM property and disposed of in a State approved disposal location. All existing soils removed for fill shall conform to all applicable specifications Section 209-Excavation & Embankments. Contractor shall review soil investigation report and soils logs prior to bid. Any soil reused as fill under roads and applicable concrete sidewalks shall pass a subgrade proof roll with a loaded tandem. Fill soils that do not pass a subgrade proof roll shall be removed and replaced at the Contractor's expense.
- All passing sieve, proctor, and compaction testing expenses shall be paid by Owner. Testing coordination, all other required testing, and expenses for failed tests shall be the Contractor's responsibility.
- The Contractor shall contact the Burlington Electric Department prior to any work in the vicinity of the existing electric conduits.
- This project requires coverage under an Individual Construction Stormwater Discharge Permit and the City of Burlington Standard Erosion Prevention & Sediment Control Permit. The Contractor shall be the On-site Coordinator for the project and shall be responsible for all required inspections (minimum weekly and after any storm event that produces a discharge), turbidity readings, maintenance, and reporting. The On-Site Plan Coordinator shall be required to provide a turbidity meter for the project. The Contractor shall be responsible for installing, maintaining and removing all erosion and sediment control devices shown on the plans or details and, to the maximum extent practical, to minimize potential contamination of stormwater runoff from the construction activities.
- Contractor shall be responsible for all "As-Built" measurement and drafting requirements as outlined on the Detail Sheets. All trench excavations shall remain open until all as-built survey shots have been taken. Progress Record Drawings shall be submitted to the Engineer as indicated in the Record Drawing specifications.
- See Erosion Control and Logistics Plans for locations of staging / storage areas.
- The Contractor shall be responsible for all signage and construction barrier/safety fencing necessary for providing safe vehicular and pedestrian access through or around the site during construction.
- Definition of "Preconstruction Excavation" for these contract documents shall be: The site contractor shall expose utilities and obtain all necessary information, including but not limited to, invert elevation, size, depth, pipe type, joint location, etc. Contractor shall transmit survey the location and elevations of the utility. Contractor shall provide the engineer with sketches indicating horizontal and vertical information of pipe or conduit type and size, cross-section information, concrete encasement information (top and bottom elevations, width, etc.), joint location, etc. of each required existing underground utility. Accuracy of horizontal location is within 1 foot, and accuracy of vertical elevation is within 0.02 ft. (1/4"). Coordinate all excavation with City, Owner, and Engineer. Preconstruction excavations shall occur prior to ordering structures and prior to utility construction to facilitate redesign and/or design confirmation.
- The location of the preconstruction excavation symbols does not necessarily indicate the location of the buried utility. It is the responsibility of the Contractor to find and expose the utility.
- Contractor shall include 5 preconstruction excavations in addition to the ones shown on the drawings.
- Contractor shall be responsible for all costs of importing and placing topsoil and/or compost necessary to complete the project. Contractor shall test topsoil for approval by the Owner and Engineer.
- The Contractor shall be responsible for all signage and fencing necessary to providing safe vehicular and pedestrian access through or around the site during construction.
- All sewer and storm pipes shall be PVC SDR 35 unless otherwise noted.
- Core and boot all existing structures unless otherwise noted.
- All new catch basins and sanitary sewer manholes must have one 6" precast concrete grade ring.
- All waterline pipe shall be C900 PVC Blue Butte. All bends and fittings shall have red-mix cast in place thrust blocks.
- Contractor shall contact UVM Risk Management Training and Compliance office for any work involving contact with asbestos cement pipe.
- Temporary groundwater, stormwater, and sewer by-pass pumping and/or diversion is the responsibility of the Contractor. The Contractor is responsible for providing all necessary pumps and equipment to perform the work. Overnight pumping is not allowed.
- All sidewalks shall have 2% maximum cross slope. All ramps and stairs shall have a landing at the bottom with a maximum slope of 2% for 5 feet.
- Contractor to pin concrete sidewalks/slabs to all contact points with stairs, building, bike slab, retaining walls, etc.
- Contractor shall maintain full occupancy and fire department access to all surrounding buildings. Coordinate all temporary access with the University representative.
- This project is subject to all erosion prevention and sediment control measures including the monitoring, inspection, and reporting requirements of an Individual Construction Stormwater Discharge Permit. The General Contractor shall be the On-Site Plan Coordinator for the project and shall be responsible for providing a turbidity meter for water quality measurements.
- Buried natural gas is shown for alignment purposes only. Contact Vermont Gas Systems for design and details of new gas line. Contractor shall be responsible for the excavation, backfill, and restoration for the construction of the natural gas lines. Vermont Gas Systems will provide the piping, labor to install, and testing for the new gas main. Coordinate work and all gas shut down procedures with the Owner.
- Removal of all erosion control matting and inlet protection is the responsibility of the Contractor.
- At the end of the project, clean the sumps of all new and existing catch basins and storm manholes within the project limits.
- Electrical, lighting and PBX and daylight lines are shown for illustrative/coordination purposes only. Refer to Electrical plans and specifications for design.
- See Landscape and/or Structural plans for all retaining walls, utility pads, stairs, and exterior concrete at doors.
- Refer to Plumbing plans for sewer and storm design within five feet of the building.
- Refer to Plumbing and/or Fire Protection plans for waterline design within five feet of building.
- There are existing PBX conduits located in the vicinity of this project. The Contractor shall contact UVM Telecommunications and Network Services (609-3339) prior to any work in the vicinity of the PBX conduit. The Contractor shall carefully excavate around the PBX conduit to prevent damage to the PBX infrastructure. Contractor shall be responsible for placing Owner supplied locator balls over exposed conduits prior to backfilling.

Legend (See Sheet EX1.0 for existing conditions Legend)

- Proposed blue phone
- New light pole and base
- Inlet protection around catch basin
- Preconstruction Excavation
- Finish Grade Spot Grade Elevation
- Finish Grade Direction of Flow
- New Finish Grade Contour
- New Gas Line/Valve
- New Sewer Line/Manhole
- New Sewer Foremain
- New Storm Line/Manhole/Basin
- New Underdrain
- New Footing Drain - See Structural
- New Roof Drain
- New Water Line/Hydrant/Valve/Shutoff
- New PBX Line/Manhole
- New Concrete/Granite Curb
- New Loading Dock Chain-link fence
- New Building
- New pavement and subbase
- New Heavy Duty Concrete
- New Concrete Walk
- New Multi-Use Concrete walk
- New Concrete at Exterior Doors
- Pavement Repair - Remove existing, regrade and repave (3" min.)



TO MAIN STREET??

POSSIBLE ROUTING FOR LARGER TRAFFIC

CORNER REVISIONS LIKELY REQUIRED TO ACCOMMODATE LARGER TRUCK TRAFFIC

HEALTH & WELLNESS

TRAFFIC OUT (SPEAR ST. NORTH)

THIS AREA TO BE WIDENED TO ACCOMMODATE 2-WAY TRAFFIC OR CONSIDER "EXIT ONLY" FOR ALL TRAFFIC

NEW EVENTS CENTER

TRAFFIC IN (SPEAR ST. SOUTH)

LAYDOWN AREA

ADD ALTERNATE #5

LINE OF SIGHT FROM LAYDOWN AREA TO INCOMING TRUCKS



University of Vermont
Multipurpose Center

CANNONDESIGN

2170 Whitehaven Road
Grand Island, New York 14072
T: 716.773.8800
F: 716.773.9909

TruesCulles
Associate Architect
209 Battery Street
Burlington, VT 05401
(802) 658-2775

Krebs & Landis Consulting Engineers
Civil Engineering
164 Main Street, Suite 201
Colchester, VT 05446
(802) 876-0375

Wagner Hodgson
Landscape Architecture
7 Marble Avenue
Burlington, VT 05401
(802) 854-0010

Hovey Engineers
Code Consultant
101 Longwater Circle Suite 203
Norwell, MA 02061
(781) 978-3500

The Sextant Group
Tel-Data Consultant
290 Newbury Street, Suite 327
Boston, MA 02115
(617) 333-9229

Shade Engineering
Associate Mechanical Engineer
18 Clarendon Avenue
Montpelier, VT 05602
(802) 777-3198

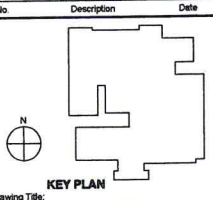
Pearson and Associates
Associate Electrical Engineer
174 Thomas Lane
Stowe, VT 05672
(802) 253-9007

RECEIVED
NOV 09 2018

DEPARTMENT
PLANNING & ZONING



No.	Description	Date
1	Early Site & Concrete Package	04 OCT 2018
2	85% Construction Documents	30 AUG 2018
3	Act 250 Submission	20 AUG 2018
4	90% Construction Documents	19 JUL 2018
5	Burlington CRB	12 APR 2018
6	DD Picking Set	23 MAR 2018
7	DD Progress Set	02 MAR 2018
8	Supplemental SD Set	03 NOV 2017
9	SD Picking Set	25 AUG 2017



OVERALL CIVIL
SITE PLAN

Project No.: 005353.00 Checked by: DMR

C0100

© 2017 The Cannon Design Corporation

Blind Zone in front of vehicle



RECEIVED

NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

Blind Zone on right of vehicle



MEMO

TO: Lani Ravin, UVM Campus Planning, Associate Planner
FROM: Mark Smith, PE
DATE: October 9, 2018
SUBJECT: Traffic Assessment for the OCMC Construction Traffic

RSG has performed an assessment of potential construction traffic impacts associated with the On-Campus Multipurpose Center (OCMC) project planned on the PFG¹ Complex. Our initial findings using both summer traffic data and traffic data with school in session are presented herein.

1.0 PROJECT DESCRIPTION

The Patrick/Forbush/Gutterson Complex ...will receive an upgrade and expansion to UVM's athletic facilities to better accommodate health, fitness, wellness, academic, athletic, events, and related programs. Scope of work will include expansion and upgrade of fitness, recreation, wellness and intramural facilities as well as creation of academic support spaces, upgrade venues for hockey and basketball, including practice facility availability, improved locker rooms, training, meeting spaces and offices.²

CURRENT TRAFFIC RESTRICTIONS

The South Campus Parking and Transportation Master Plan currently in effect and which is a condition of several land use permits restricts traffic around the PFG Complex to:

- Entering and exiting traffic may use the signalized access at University Heights / Main Street (US2). Westbound lefts from Main Street to University Heights are prohibited, however.
- An additional allowance includes one-way westbound (entering) from Spear St. via PFG Road or Davis Road.
- An allowance is also made for exits onto Spear from the 1st floor of the parking garage, the adjacent lower level surface parking to the south, and lower level of surface parking to the north for the Harris Millis Residence and dining hall.
- Entering traffic is also allowed via Davis Road from Prospect Street, however the utility of this circuitous and remote access point is doubtful for construction traffic.³

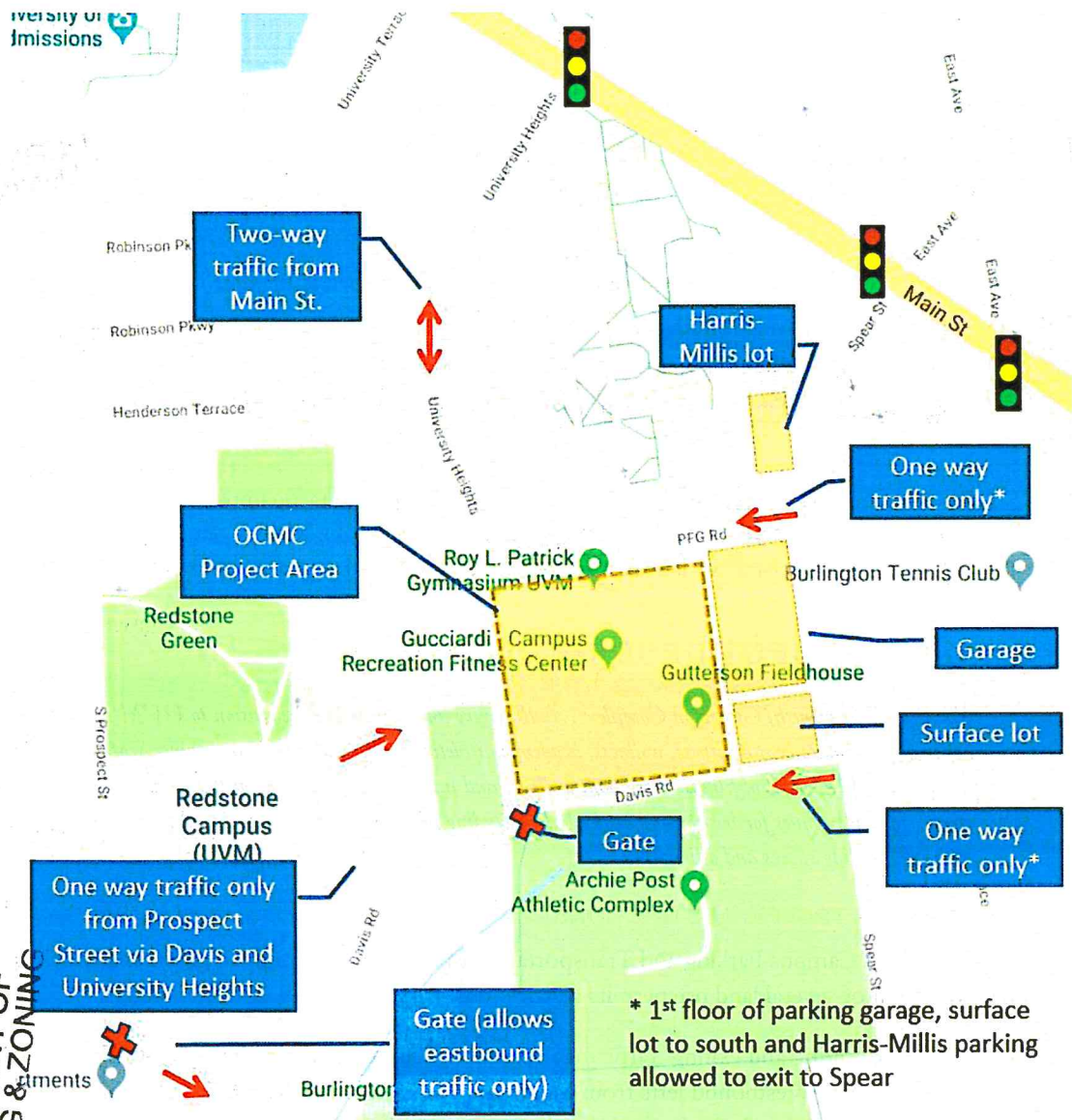
See Figure 1.

¹ Patrick/Forbush/Gutterson Complex

² <https://www.uvm.edu/~arch/?Page=projects/ocmc.html&SM=currentprojectmenu.html>

³ UVM discourages construction and delivery vehicles from using South Prospect Street as a point of access to campus.

FIGURE 1. TRAFFIC RESTRICTIONS ON SOUTH CAMPUS



RECEIVED
NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

2.0 TRAFFIC ANALYSIS

CONSTRUCTION TRAFFIC

Construction is expected to take several seasons, occurring both during the regular school year and the summer months. Traffic activity will vary considerably due to typical challenges of such a project, as the various phases progress from demolition, earthwork, foundation and utility work, enclosing new structures, to renovating or fitting up new finished spaces, as well as sitework.

The majority of construction workers will be shuttled to and from the site from a remote parking area. The typical workday starts and ends before the peak hours of adjacent street traffic.⁴

A summary of expected traffic volumes due to the project, as estimated by the construction team, is presented in Table 1, with corresponding assumptions in Table 2. Heavy vehicles include construction material and equipment deliveries, which would be spread throughout the work day. Heavy vehicles range in size from single-unit flatbed or panel trucks, to dump trucks, concrete trucks, and various size tractor trailers. Roughly 3/4 of these heavy vehicles will be the single unit type trucks.

TABLE 1. SUMMARY OF EXPECTED CONSTRUCTION TRAFFIC

Vehicle type:	hourly in AM				hourly in PM			
	off-peak		peak		off-peak		peak	
	avg	max	avg	max	avg	max	avg	max
Passenger vehicle or pickup (P)	36	90	2	5	32	80	8	20
Shuttle bus or van (S)	7	29	0	0	7	29	0	2
Single Unit Heavy Vehicles (SU)	5	20	2	10	5	20	1	5
Tractor Trailer (TT)	1	7	0	4	1	7	0	2
total	48	146	5	19	44	136	10	29

TABLE 2. ASSUMED DISTRIBUTION OF CONSTRUCTION TRAFFIC THROUGHOUT THE DAY

MAXIMUM portion in:	P	S	SU	TT	<=vehicle type
any AM off-peak hour	90%	95%	20%	20%	
any PM off-peak hour	80%	95%	20%	20%	
AM peak hour	5%	1%	10%	10%	
PM peak hour	20%	5%	5%	5%	

BACKGROUND TRAFFIC DATA

RSG collected traffic turning movement counts in late July of 2018, and again in late September (with school in session) at the primary access at University Heights on Main Street, and at the secondary access at Davis Road on Spear Street. Counts were collated for the AM and PM weekday peak hours and adjusted to represent the design hour using VTrans recommended adjustments.⁵

Total hourly volumes for the peak hours, and the hour preceding the peak, are presented in Table 3.

TABLE 3. TOTAL HOURLY VEHICLE TRAFFIC VOLUME AT KEY INTERSECTIONS⁶

Intersection:	Summer hourly volume				School in-session hourly volume			
	AM		PM		AM		PM	
	Pre-peak	Peak	Pre-peak	Peak	Pre-peak	Peak	Pre-peak	Peak
Univ Heights / Main St	2113	2651	2699	3116	2373	2690	2816	3228
Davis Rd / Spear St	658	898	933	1003	726	1068	917	1112
Jughandle / Main St	3215	4610	4812	5234	n/a	n/a	n/a	n/a

⁴ Main Street and Spear Street peak hours are 7:45-9:00 am and 4:30-5:45 pm

⁵ The design hour volume (DHV) represents the 30th highest hour of the year and is determined using the nearest Continuous Traffic Count station and comparing the 30th highest hourly value to the corresponding continuous count value on the day of the field count.

⁶ For comparison Saturday peak hour (12 noon-1 pm) volume was 2,303 at Main/U. Heights and 449 at Davis/Spear.

Tables 1 and 3 illustrates that the maximum construction traffic in any off-peak hour is less than the difference between pre-peak and peak traffic volume.

PEDESTRIAN TRAFFIC

Pedestrian traffic volume, as observed in the peak hour at each study intersection is shown in Table 4. Volumes are extraordinarily high on the east and north side of the University Heights intersection.

TABLE 4. PEDESTRIAN VOLUME⁷

		<i>Pedestrian volume across each approach:</i>			
Intersection:		EB	WB	NB	SB
Univ Heights / Main St	AM	20	884	68	584
	PM	32	923	96	586
Davis Rd / Spear St	AM	10	0	15	0
	PM	11	0	24	0

DISTRIBUTION OF CONSTRUCTION TRAFFIC

Given the constraints on entering and exiting traffic (Figure 1), RSG determined the distribution of construction traffic on the University Heights/Main Street and Davis Road/Spear Street intersections in the peak hours, presented in Table 5.

TABLE 5. PEAK HOUR DISTRIBUTION OF CONSTRUCTION TRAFFIC⁸

Intersection:	AM Peak				PM Peak			
	average		maximum		average		maximum	
	enter	exit	enter	exit	enter	exit	enter	exit
Univ Heights / Main St	1	1	1	3	0	10	0	24
Davis Rd / Spear St	4	0	19	2	1	0	5	2

POTENTIAL EFFECTS

For comparison, the potential traffic volume created by construction traffic to and from the site is shown as a percentage of traffic at the project access points. The results are shown in Table 6.

TABLE 6. COMPARE POTENTIAL PROJECT TRAFFIC TO EXISTING INTERSECTION TRAFFIC

Intersection:	summer				school in fall session			
	AM Peak		PM Peak		AM Peak		PM Peak	
	avg	max	avg	max	avg	max	avg	max
Univ Heights / Main St	0.1%	0.2%	0.3%	0.8%	0.1%	0.1%	0.3%	0.7%
Davis Rd / Spear St	0.4%	1.7%	0.1%	0.4%	0.4%	1.9%	0.1%	0.6%

Table 6 illustrates that volume will be insignificantly affected in all cases at University Heights, and only modestly in the morning (maximum case) at Davis Road / Spear Street. Furthermore, at Davis Road / Spear Street all traffic will be entering, adding little delay or congestion at that intersection.

⁷ With school in fall session.

⁸ Assumes no Passenger (P) vehicles exit in AM peak, Shuttle (S) may exit once. Tractor Trailers (TT) exit at Spear St. due to physical constraints. See Section 4.0.

To test the worst-case effect on traffic congestion RSG modeled the PM peak hour with and without maximum traffic at University Heights / Main Street. Overall average intersection delay is expected to increase by only 1 second per vehicle assuming summer volumes, and ½ second with fall school in session.

3.0 SAFETY

RSG collected crash data at Main Street / University Heights and along the section of Spear Street near PFG Road and Davis Road. This data is from the VTrans database, and includes crashes reported by the Burlington and South Burlington Police, as well as UVM Security or the State Police. Findings include:

- Main St., where adjacent to University Heights, is a designated High Crash Location⁹ (HCL) segment. Ranked 329th out of 772 such HCL segments.
- At University Heights on Main Street there were 105 crashes in the 5-year period between 2012 and 2018, including 3 pedestrian crashes and 7 heavy vehicle crashes. 20 crashes resulted in injuries.
- On Spear Street in the same 5-year period (2013-2017) there was 1 crash at Davis Road and 4 crashes at PFG Road. None involved pedestrians, bicycles or heavy vehicles. One crash at PFG Road resulted in an injury.

4.0 TRUCK TURNING TEMPLATE RESULTS

RSG imposed truck turning templates¹⁰ through each access intersection to test the potential impacts. All truck traffic is expected to be bound to or from the east on US 2. The design vehicles used include:

1. WB-67 tractor trailer (53' trailer).
2. A single unit concrete pumper truck (40.6 ft length overall)

Findings include:

- Right turns out to Main Street at University Heights are infeasible for the WB-67, from either exit lane, even when crowding the incoming lane. Impacts would include traffic signal poles on the southeast corner.
- Turns in or out at PFG Road at Spear Street are feasible for the WB-67.
- Turns in or out at Davis Road at Spear Street are feasible for the WB-67.

⁹ HCL segments are determined by comparing the actual crash rate over 5 years to typical crash rates at similar highway facilities throughout the State.

¹⁰ Autoturn v.10

RECEIVED
NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

- Turns in or out at any of the three intersections are feasible for the Concrete Pumper, however this vehicle is very large and cumbersome, with a high cab (similar to a tractor trailer), and limited sight distance for close objects.

See attached turning template illustrations.

5.0 SUMMARY OF FINDINGS

- The majority of construction workers will park off-site.
- Most of the small portion of workers parking on-site, as well as shuttle busses, will arrive and depart off-peak.
- The impact of construction traffic on congestion at either access point is negligible.
- Traffic levels in the hour preceding the peak hour, with expected construction traffic, is much less than existing peak hour traffic.
- Large tractor trailers cannot negotiate the turn out from University Heights at Main Street.
- Pedestrian traffic on the east and south side of the University Heights intersection is very high when school is in regular session.
- Main St., adjacent to University Heights, is a designated High Crash Location (HCL) segment.
- At the University Heights / Main Street intersection there were 105 crashes in the latest 5-year period, including 20 injury crashes, 7 involving heavy vehicles, and 3 involving pedestrians.
- Spear Street, in the vicinity of PFG or Davis Road, sees far fewer crashes than Main Street at University Heights.

END OF MEMO

RECEIVED
NOV 09 2018
DEPARTMENT OF
PLANNING & ZONING

Attachments:

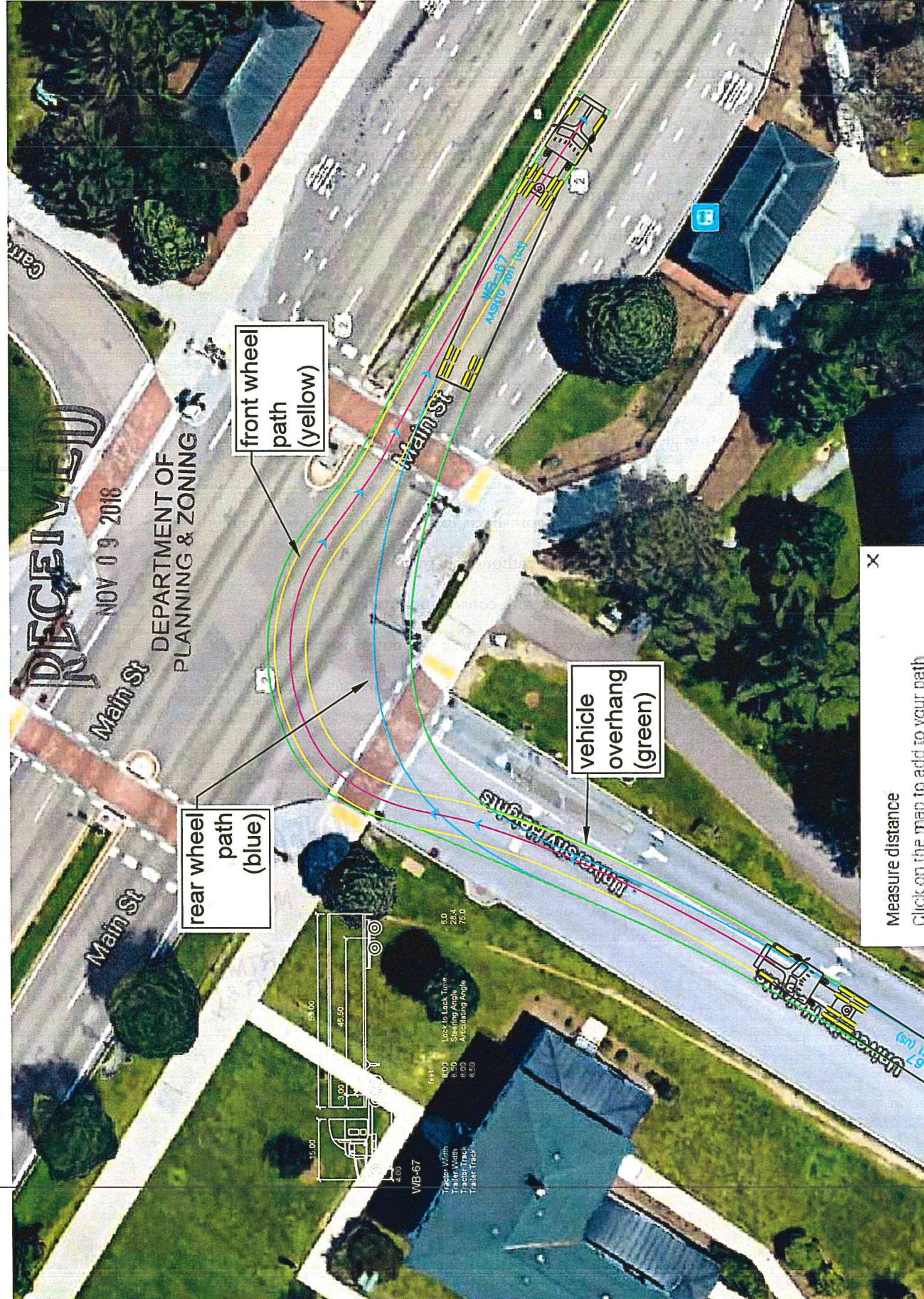
1. Autoturn graphic results at University Heights / Main Street:
 - a. WB-67 exiting right turn using both approach lanes
 - b. WB-67 using all lanes including the oncoming lane
2. Autoturn graphic results at Davis Road / Spear Street:
 - a. WB-67 entering
 - b. WB-67 exiting
3. Autoturn graphic results at PFG Road / Spear Street:
 - a. WB-67 entering
 - b. WB-67 exiting
4. Autoturn graphic results at University Heights / Main Street:
 - a. Concrete pumper truck
5. Synchro HCM congestion worksheets for University Heights / Main St.
 - a. Summer - PM peak without construction traffic.
 - b. Summer - PM peak with construction traffic.
 - c. Fall school in-session - PM peak without construction traffic.
 - d. Fall school in-session - PM peak with construction traffic.

RECEIVED
NOV 09 2018
DEPARTMENT OF
PLANNING & ZONING



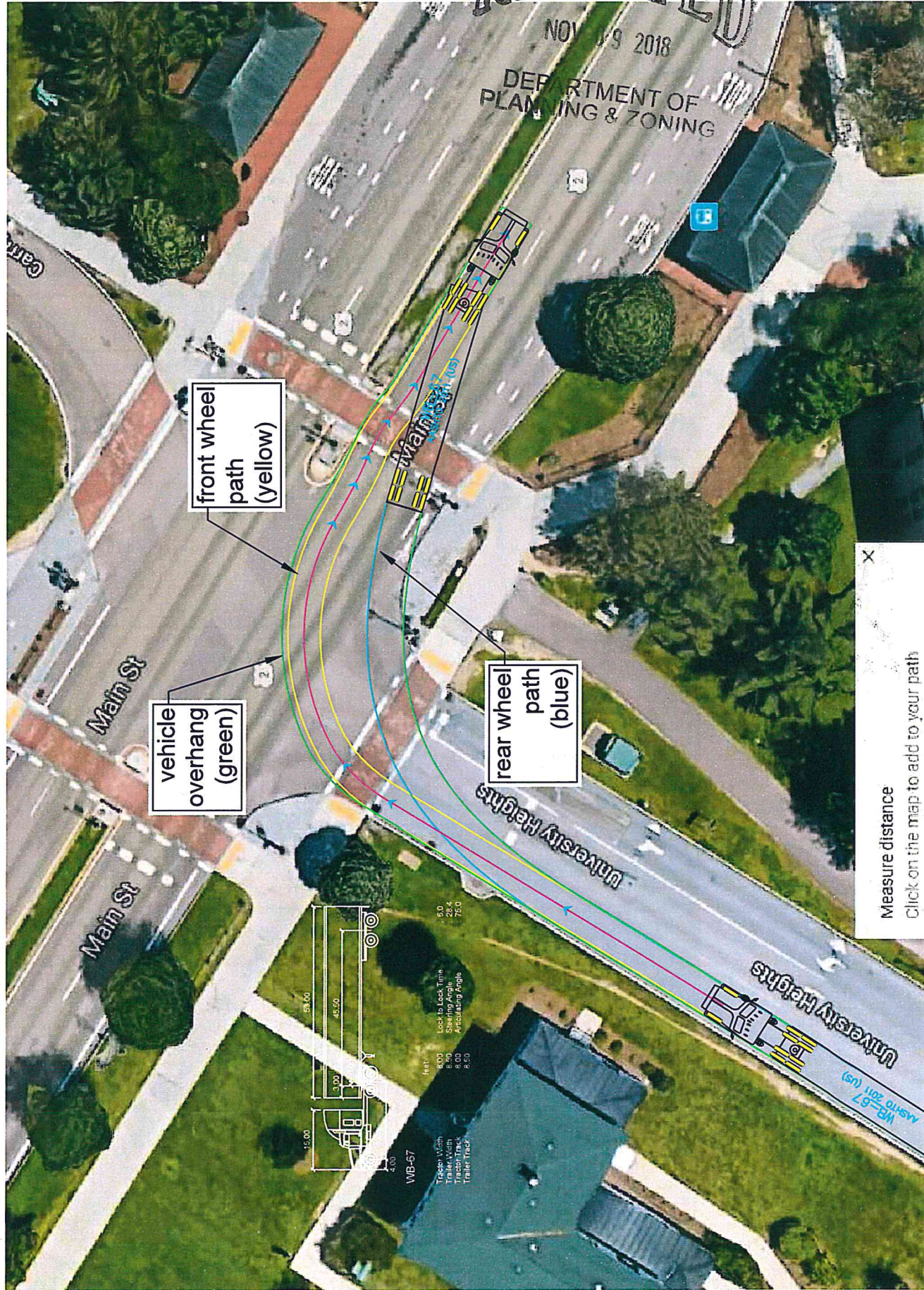
WB-67 Truck Turning Template Illustration - Right turn from University Heights to Main Street - USING BOTH APPROACH LANES

RSG 9-20-18



WB-67 Truck Turning Template Illustration - Right turn from University Heights to Main Street - USING THE ONCOMING LANE

RSG 9-20-18

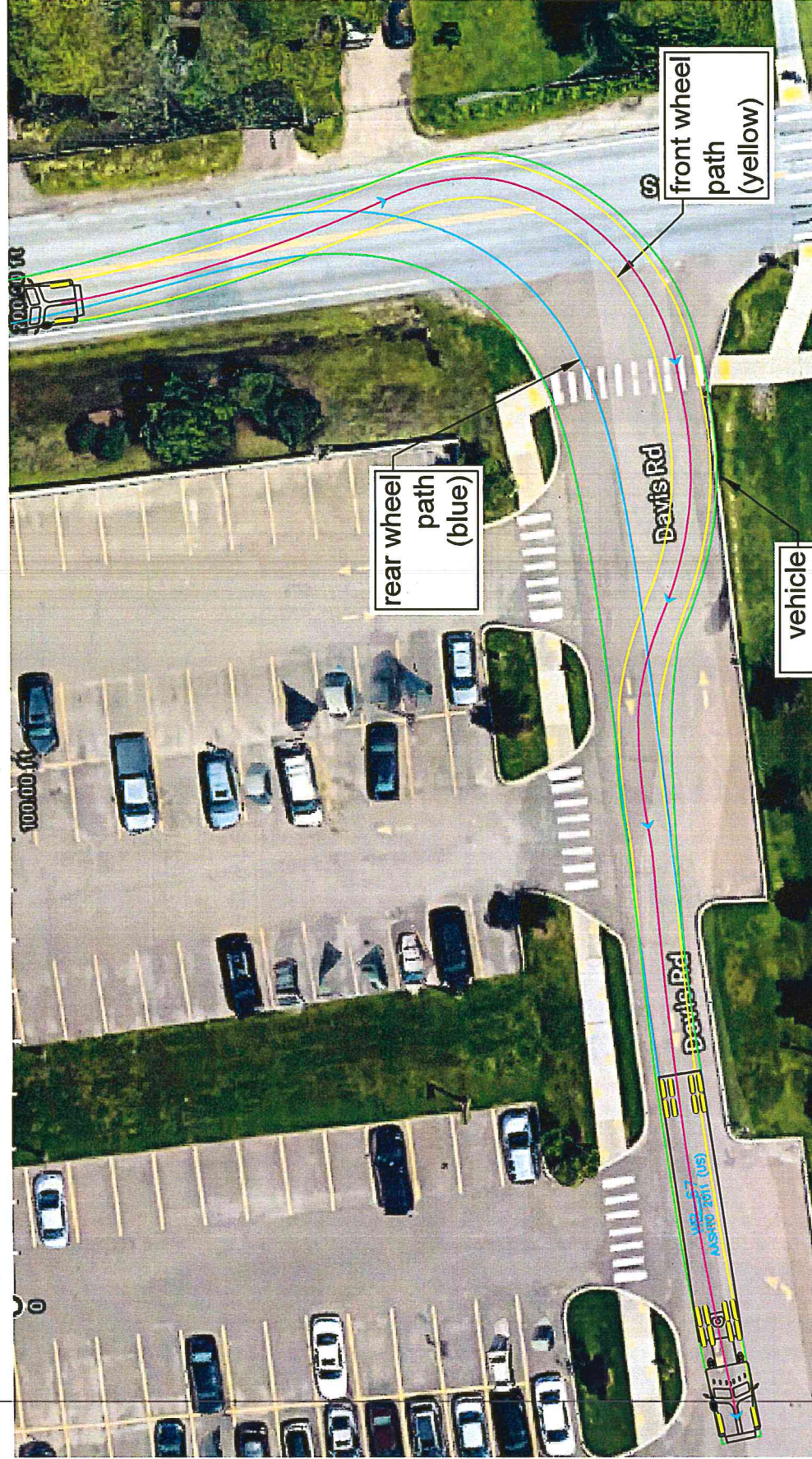


RECEIVED
NOV 09 2018

WB-67 Truck Turning Template Illustration - WB-67 Entering at
Davis Rd from Spear St

RSG 9-20-18

DEPARTMENT OF
PLANNING & ZONING

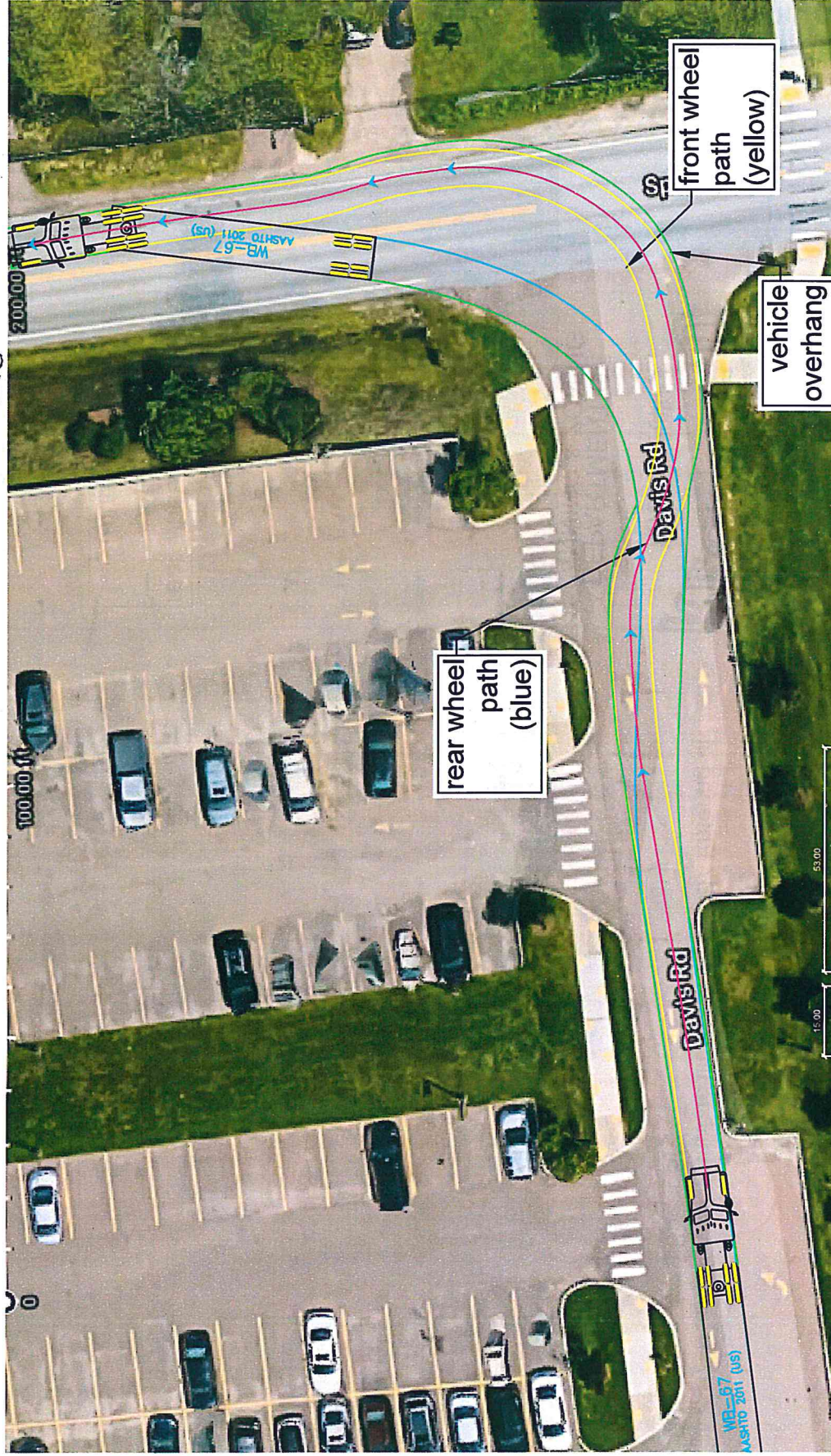


WB-67 Truck Turning Template Illustration - WB-67 Exiting Davis Road to Spear St

RECEIVED
NOV 09 2018

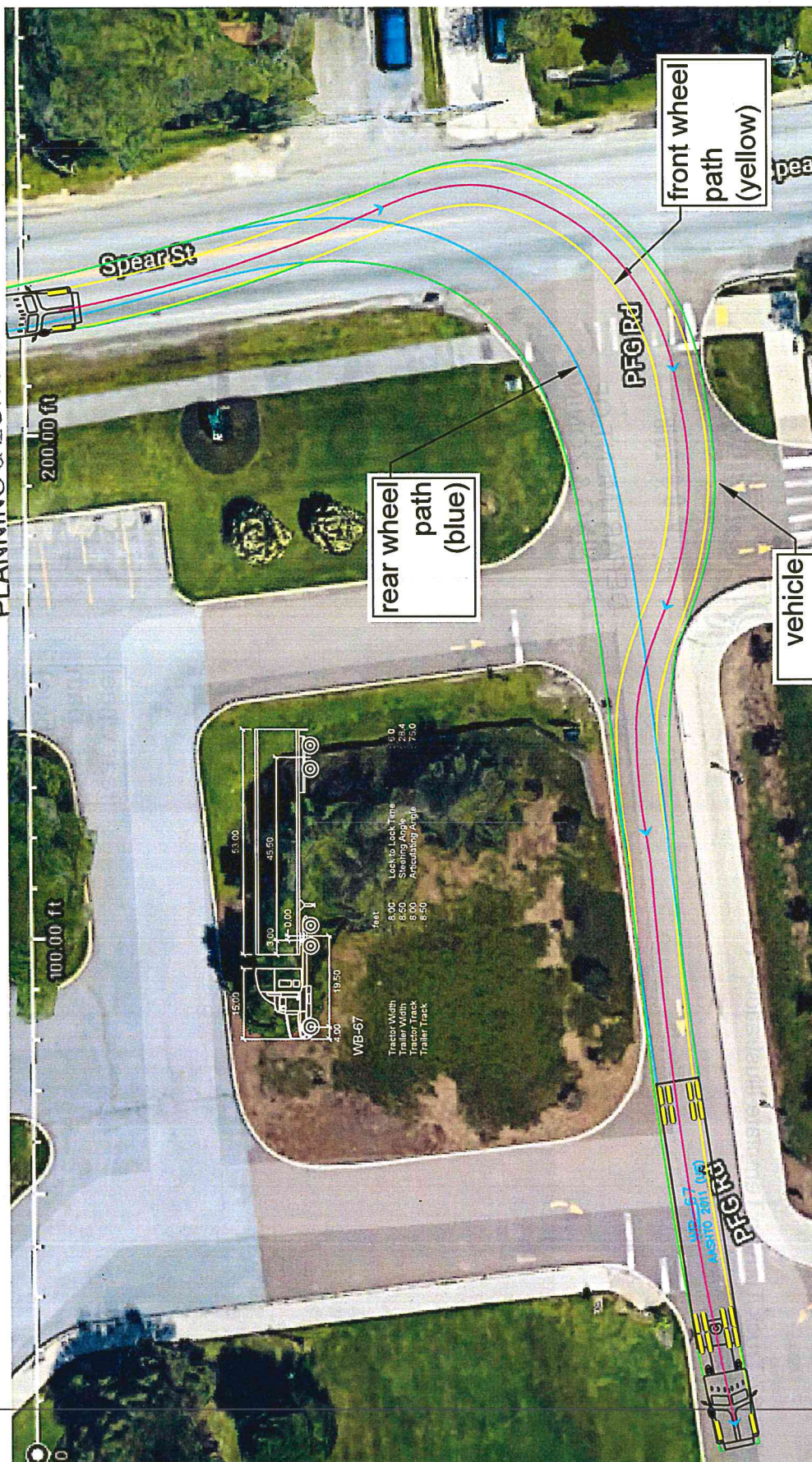
DEPARTMENT OF
PLANNING & ZONING

RSG 9-20-18



RSG 9-20-18

NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING

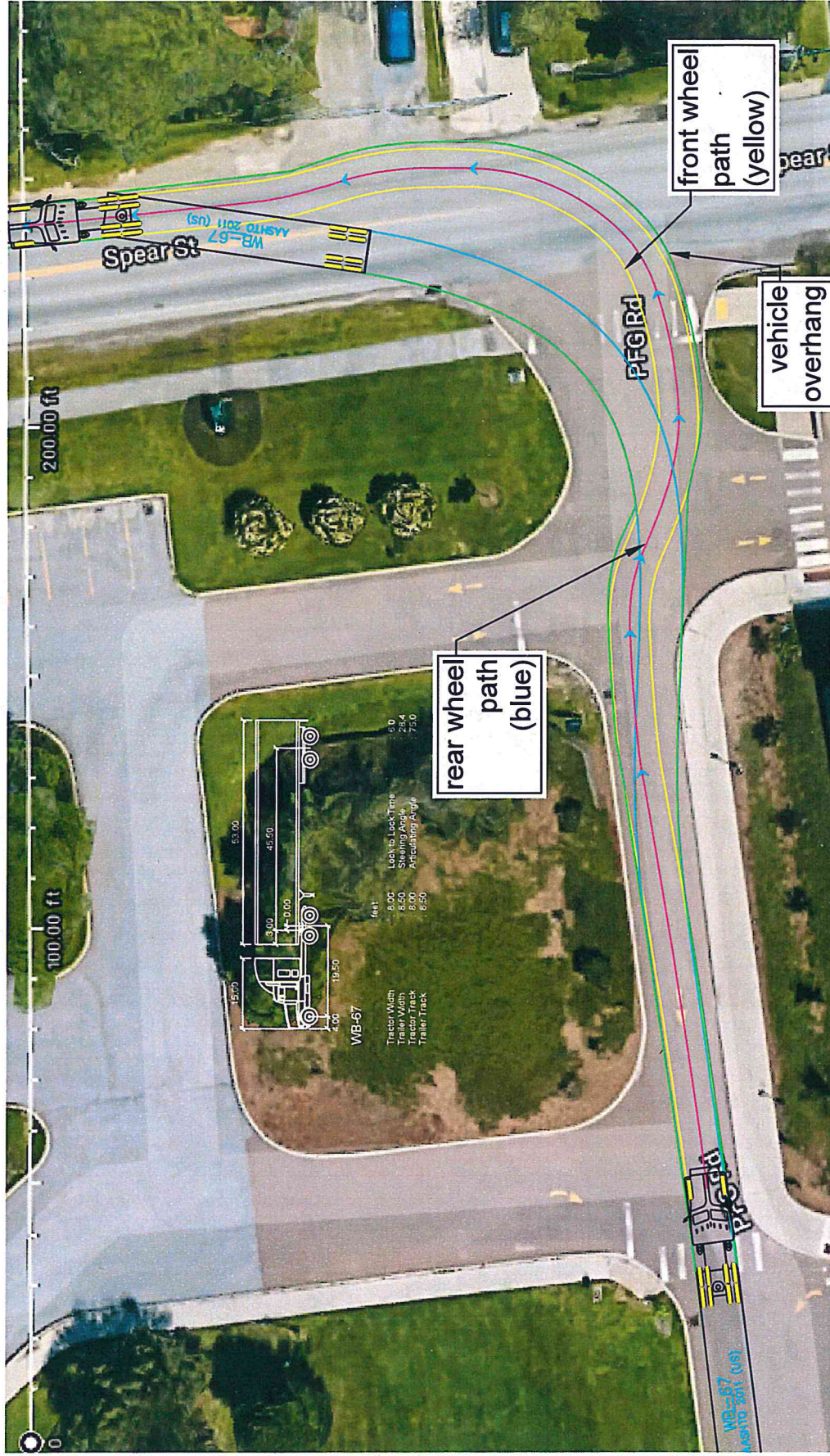
WB-67 Truck Turning Template Illustration - WB-67 Exiting PFG Road to Spear St

RSG 9-20-18

RECEIVED

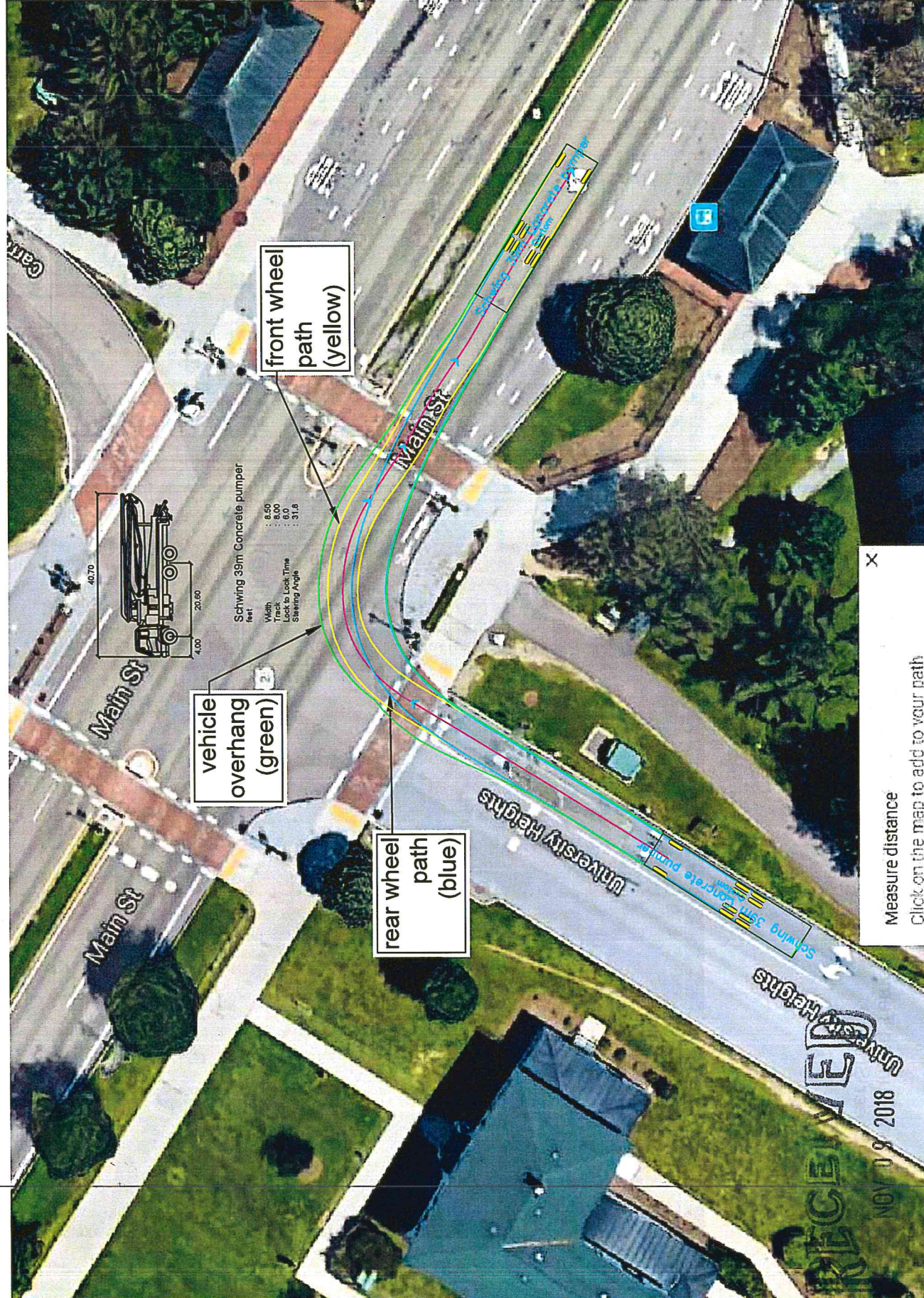
NOV 09 2018

DEPARTMENT OF
PLANNING & ZONING



Concrete Pumper Truck Turning Template Illustration - Right turn from University Heights to Main Street

RSG 10-4-18



HCM Signalized Intersection Capacity Analysis 21: Univ Heights & Main St

10/09/2018

	↖	→	↗	↖	←	↗	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↖		↗		↑	
Traffic Volume (vph)	0	1514	16	0	1397	0	83	0	91	0	2	0
Future Volume (vph)	0	1514	16	0	1397	0	83	0	91	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0		6.0		4.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		1.00			1.00		1.00		1.00		1.00	
Flpb, ped/bikes		1.00			1.00		1.00		1.00		1.00	
Fr _t		1.00			1.00		1.00		0.85		1.00	
Fl _t Protected		1.00			1.00		0.95		1.00		1.00	
Satd. Flow (prot)		3031			3079		1540		1378		826	
Flt Permitted		1.00			1.00		0.95		1.00		1.00	
Satd. Flow (perm)		3031			3079		1540		1378		826	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1514	16	0	1397	0	83	0	91	0	2	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	82	0	0	0
Lane Group Flow (vph)	0	1529	0	0	1397	0	83	0	9	0	2	0
Confl. Peds. (#/hr)			99						99			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%
Turn Type		NA			NA		Prot		Prot		NA	
Protected Phases		2			6		3		3		4	
Permitted Phases												
Actuated Green, G (s)		64.5			64.5		9.1		9.1		1.4	
Effective Green, g (s)		66.5			66.5		11.1		9.1		3.4	
Actuated g/C Ratio		0.72			0.72		0.12		0.10		0.04	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		2167			2201		183		134		30	
v/s Ratio Prot		c0.50			0.45		c0.05		0.01		c0.00	
v/s Ratio Perm												
v/c Ratio		0.71			0.63		0.45		0.07		0.07	
Uniform Delay, d1		7.6			6.9		38.1		38.1		43.3	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		2.0			1.4		1.8		0.2		0.9	
Delay (s)		9.6			8.3		39.9		38.3		44.2	
Level of Service		A			A		D		D		D	
Approach Delay (s)		9.6			8.3			39.1			44.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

RECEIVED

NOV 09 2018

DEPARTMENT
PLANNING
Synchro 9 Report
Page 1

HCM Signalized Intersection Capacity Analysis 21: Univ Heights & Main St

10/09/2018

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↖		↗		↑	
Traffic Volume (vph)	0	1514	16	0	1397	0	93	0	105	0	2	0
Future Volume (vph)	0	1514	16	0	1397	0	93	0	105	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0		6.0		4.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		1.00			1.00		1.00		1.00		1.00	
Flpb, ped/bikes		1.00			1.00		1.00		1.00		1.00	
Frt		1.00			1.00		1.00		0.85		1.00	
Flt Protected		1.00			1.00		0.95		1.00		1.00	
Satd. Flow (prot)		3031			3079		1540		1338		826	
Flt Permitted		1.00			1.00		0.95		1.00		1.00	
Satd. Flow (perm)		3031			3079		1540		1338		826	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1514	16	0	1397	0	93	0	105	0	2	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	93	0	0	0
Lane Group Flow (vph)	0	1529	0	0	1397	0	93	0	12	0	2	0
Confl. Peds. (#/hr)			99						99			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	100%	2%
Turn Type		NA			NA		Prot		Prot		NA	
Protected Phases		2			6		3		3		4	
Permitted Phases												
Actuated Green, G (s)		62.7			62.7		10.9		10.9		1.4	
Effective Green, g (s)		64.7			64.7		12.9		10.9		3.4	
Actuated g/C Ratio		0.70			0.70		0.14		0.12		0.04	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		2108			2142		213		156		30	
v/s Ratio Prot		c0.50			0.45		c0.06		0.01		c0.00	
v/s Ratio Perm												
v/c Ratio		0.73			0.65		0.44		0.08		0.07	
Uniform Delay, d1		8.7			7.9		36.7		36.6		43.3	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		2.2			1.6		1.4		0.2		0.9	
Delay (s)		10.9			9.4		38.2		36.8		44.2	
Level of Service		B			A		D		D		D	
Approach Delay (s)		10.9			9.4			37.4			44.2	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			12.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			93.0			Sum of lost time (s)				14.0		
Intersection Capacity Utilization			68.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 21: Univ Heights & Main St

10/03/2018

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑		↑	
Traffic Volume (vph)	0	1472	56	0	1334	0	163	0	151	1	6	0
Future Volume (vph)	0	1472	56	0	1334	0	163	0	151	1	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0		6.0		4.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		0.99			1.00		1.00		1.00		1.00	
Flpb, ped/bikes		1.00			1.00		1.00		1.00		0.92	
Frt		0.99			1.00		1.00		0.85		1.00	
Flt Protected		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)		2989			3079		1540		1378		819	
Flt Permitted		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (perm)		2989			3079		1540		1378		819	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	0	1533	58	0	1390	0	181	0	168	1	6	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	139	0	0	0
Lane Group Flow (vph)	0	1589	0	0	1390	0	181	0	29	0	7	0
Confl. Peds. (#/hr)			96				32		923	923		32
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	85%	85%	2%
Turn Type		NA			NA		Prot		Prot	Perm	NA	
Protected Phases		2			6		3		3		4	
Permitted Phases										4		
Actuated Green, G (s)		57.4			57.4		15.9		15.9		1.7	
Effective Green, g (s)		59.4			59.4		17.9		15.9		3.7	
Actuated g/C Ratio		0.64			0.64		0.19		0.17		0.04	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		1909			1966		296		235		32	
v/s Ratio Prot		c0.53			0.45		c0.12		0.02			
v/s Ratio Perm											0.01	
v/c Ratio		0.83			0.71		0.61		0.12		0.22	
Uniform Delay, d1		13.0			11.1		34.4		32.6		43.3	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		4.4			2.2		3.7		0.2		3.4	
Delay (s)		17.4			13.2		38.1		32.9		46.7	
Level of Service		B			B		D		C		D	
Approach Delay (s)		17.4			13.2			35.6			46.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			17.6			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			93.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			89.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 21: Univ Heights & Main St

10/03/2018

	↗	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑		↑	
Traffic Volume (vph)	0	1472	56	0	1334	0	173	0	164	1	6	0
Future Volume (vph)	0	1472	56	0	1334	0	173	0	164	1	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0		6.0		4.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		0.99			1.00		1.00		1.00		1.00	
Flpb, ped/bikes		1.00			1.00		1.00		1.00		0.92	
Frt		0.99			1.00		1.00		0.85		1.00	
Flt Protected		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)		2989			3079		1540		1338		819	
Flt Permitted		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (perm)		2989			3079		1540		1338		819	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	0	1533	58	0	1390	0	192	0	182	1	6	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	150	0	0	0
Lane Group Flow (vph)	0	1589	0	0	1390	0	192	0	32	0	7	0
Confl. Peds. (#/hr)			96				32		923	923		32
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	5%	85%	85%	2%
Turn Type		NA			NA		Prot		Prot	Perm	NA	
Protected Phases		2			6		3		3		4	
Permitted Phases										4		
Actuated Green, G (s)		56.9			56.9		16.4		16.4		1.7	
Effective Green, g (s)		58.9			58.9		18.4		16.4		3.7	
Actuated g/C Ratio		0.63			0.63		0.20		0.18		0.04	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		1893			1950		304		235		32	
v/s Ratio Prot		c0.53			0.45		c0.12		0.02			
v/s Ratio Perm											0.01	
v/c Ratio		0.84			0.71		0.63		0.14		0.22	
Uniform Delay, d1		13.3			11.4		34.2		32.3		43.3	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		4.7			2.3		4.2		0.3		3.4	
Delay (s)		18.0			13.6		38.4		32.6		46.7	
Level of Service		B			B		D		C		D	
Approach Delay (s)		18.0			13.6			35.6			46.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			93.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			90.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

RECEIVED
NOV 09 2018
DEPARTMENT OF
PLANNING & ZONING

Site Coverage:

Zoning, Medium-Density Residential (RM)

Parcel Size 4,208 ft.² (0.097 Acres)

Allowable Coverage at 40% 1,683 ft.²

Existing Onsite Coverage Removed:

A.C. Driveway & Path 158 ft.²

Rear Covered Landing 18 ft.²

Total = 176 ft.² (4.2%)

Proposed Onsite Coverage:

Rear Covered Decks & Stairs 142 ft.²

Rear Steps 10 ft.²

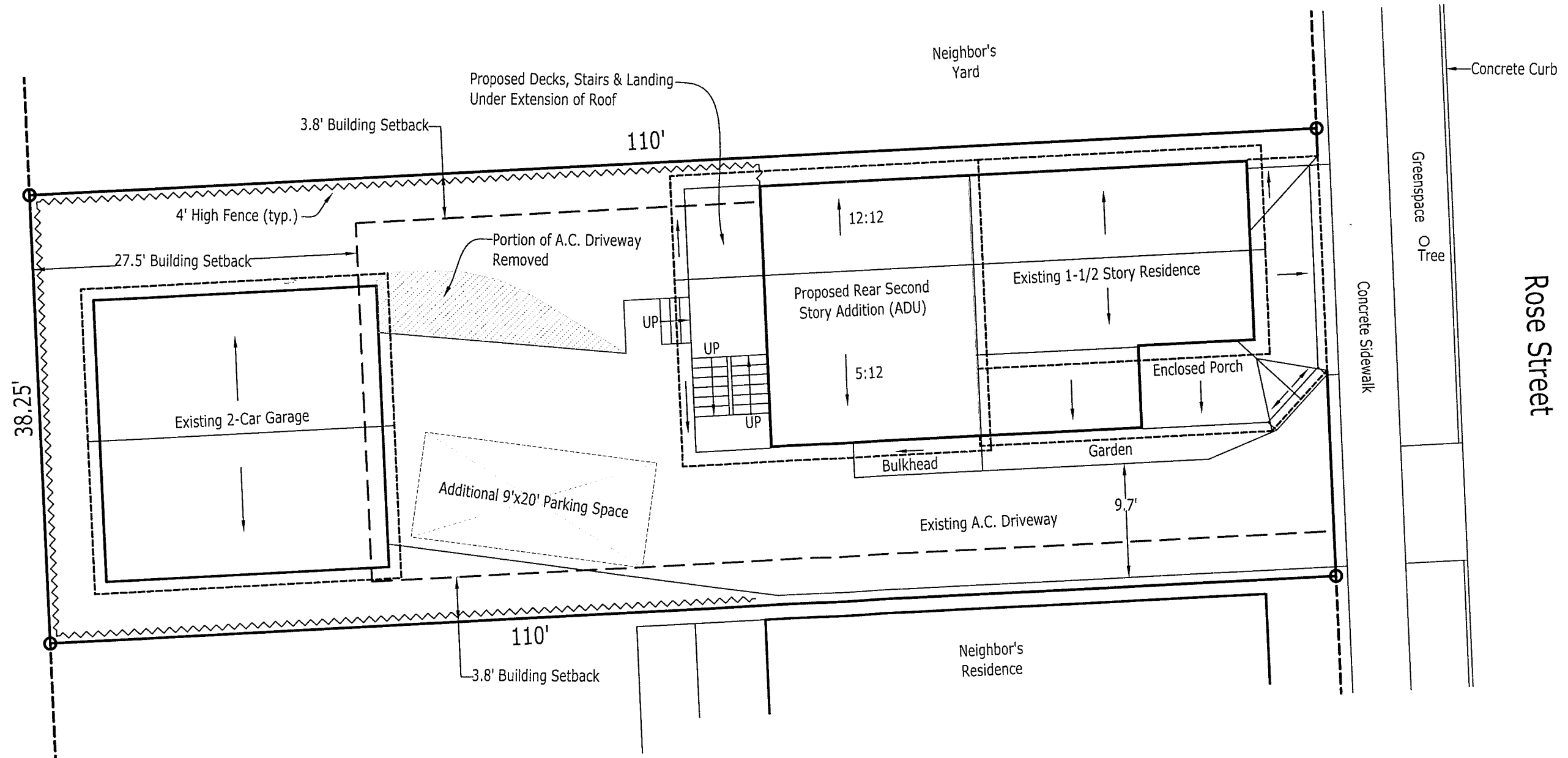
A.C. Path 13 ft.²

Total = 165 ft.² (3.9%)

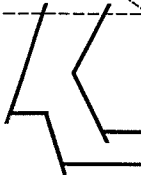
Total Existing & Proposed Onsite Coverage = 2,921 ft.² (69.4%)



DEPARTMENT OF
PLANNING & ZONING



RESONATE



SITE PLAN FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON VERMONT

DATE: 12/21/18

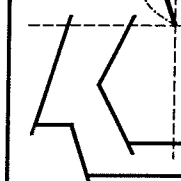
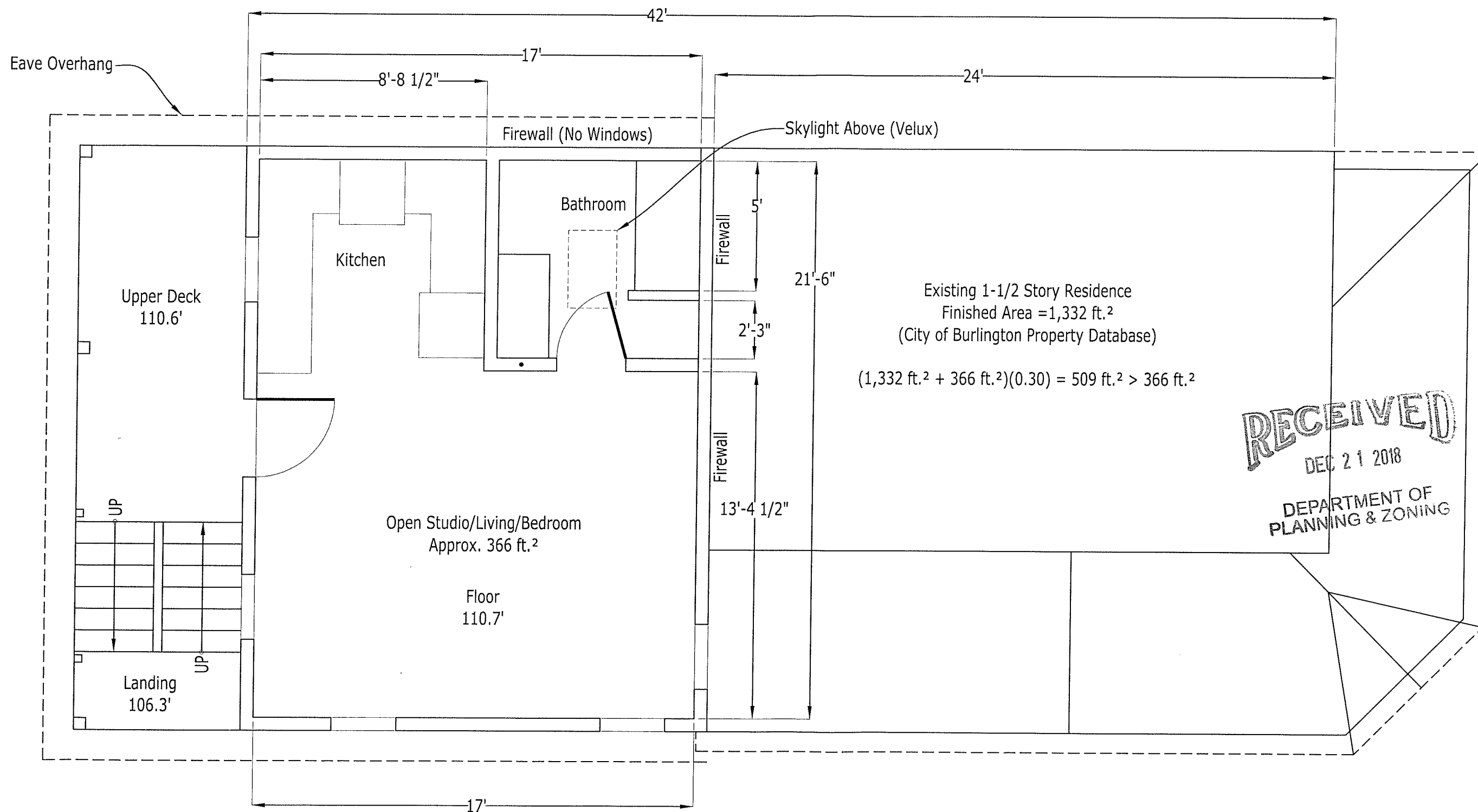
SCALE: 1/4" =

DRAWN: LRG

JOB: PRKS-HN
18016

SHEET:

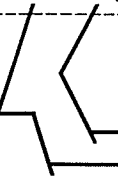
5





RECEIVED
DEC 21 2018
DEPARTMENT OF
PLANNING & ZONING

RESONATE



PROPOSED FRONT/EAST ELEVATION FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BRIDGTON, VERMONT

DATE: 12/21/18

SCALE: 3/8" = 1'-0"

DRAWN: LRG

JOB: PRKS-HM
18016

SHEET: 7



RECEIVED
DEC 21 2018
DEPARTMENT OF
PLANNING & ZONING

PROPOSED SOUTH ELEVATION FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON, VERMONT

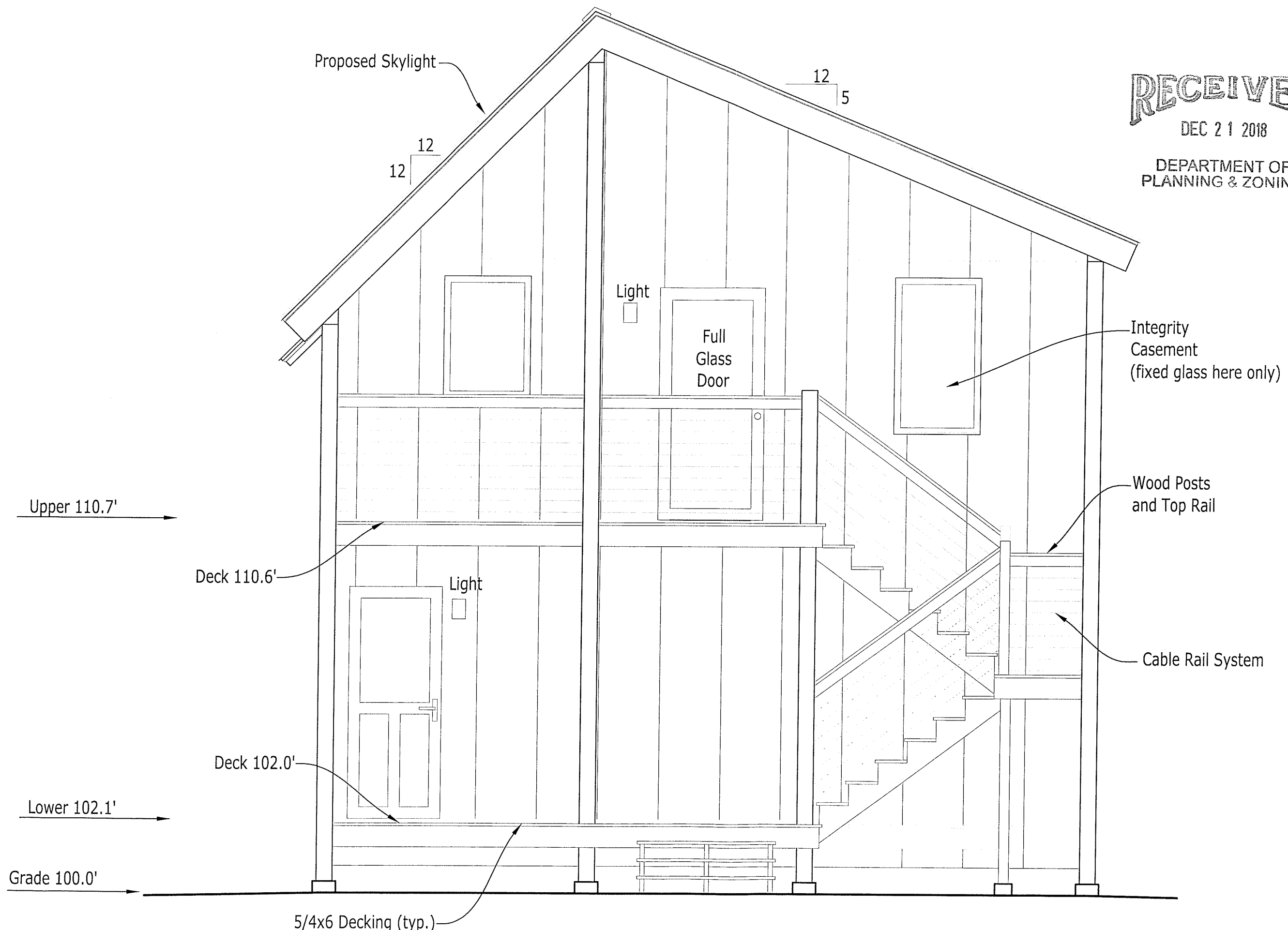
DATE: 12/21/18

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

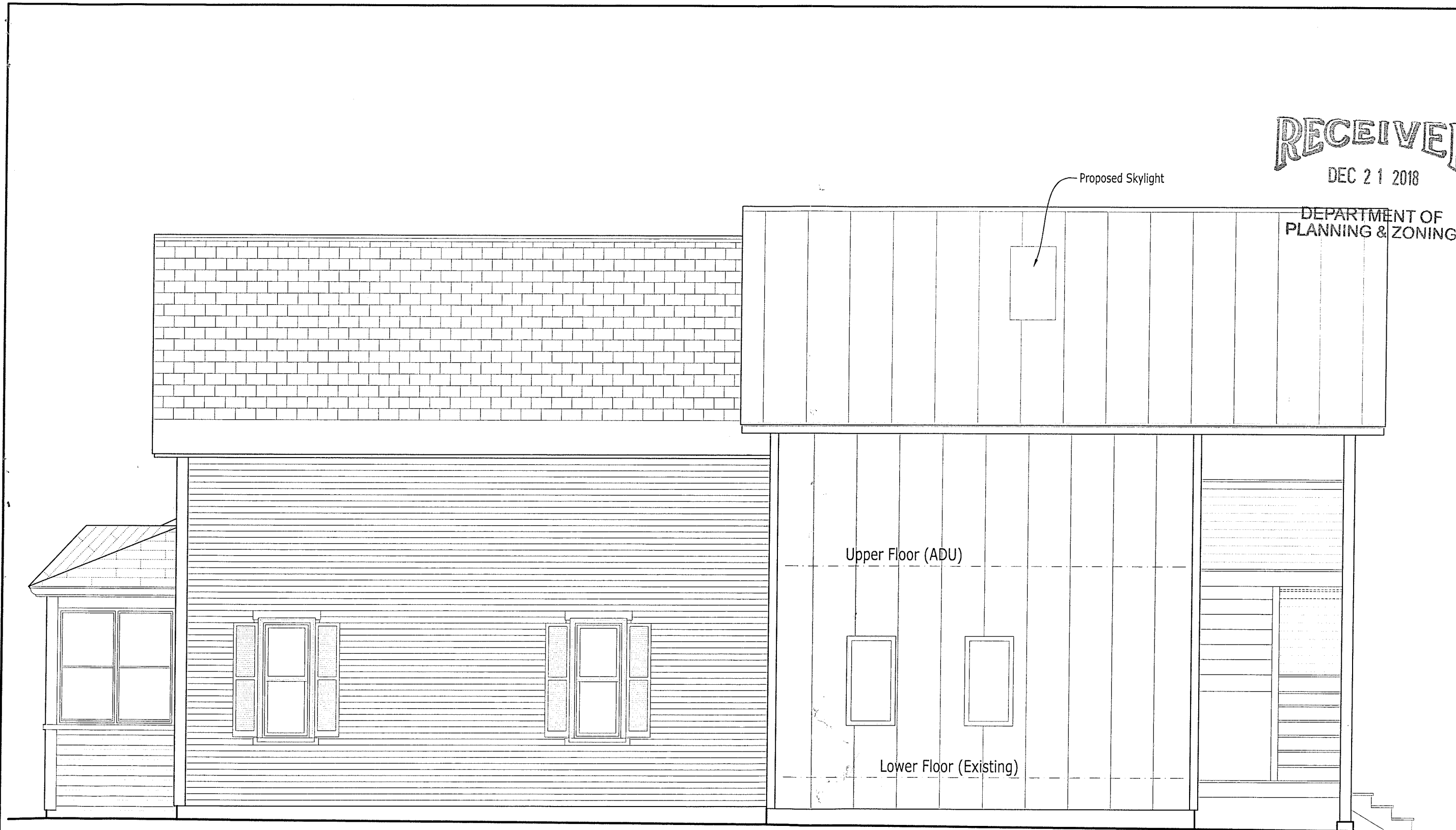
DRAWN: LRG

JOB: PRKS-HM
18016

SHEET: 8



RECEIVED
 DEC 21 2018
 DEPARTMENT OF
 PLANNING & ZONING



RECEIVED
DEC 21 2018
DEPARTMENT OF
PLANNING & ZONING

PROPOSED NORTH ELEVATION FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON, VERMONT

DATE: 12/21/1

SCALE: 1/4" =

DRAWN: LRG

JOB: PRKS-HN
18016

SHEET: 10

Site Coverage:

Zoning, Medium-Density Residential (RM)

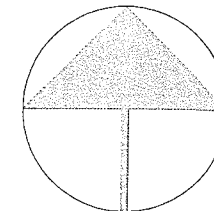
Parcel Size 4,208 ft.² (0.097 Acres)

Allowable Coverage at 40% 1,683 ft.²

Existing Onsite Coverage:

Residence	875 ft. ²
Enclosed Front Porch	174 ft. ²
Bulkhead	32 ft. ²
Rear Covered Landing	18 ft. ²
2-Car Garage	576 ft. ²
A.C. Driveway Path & Step	1,257 ft. ²

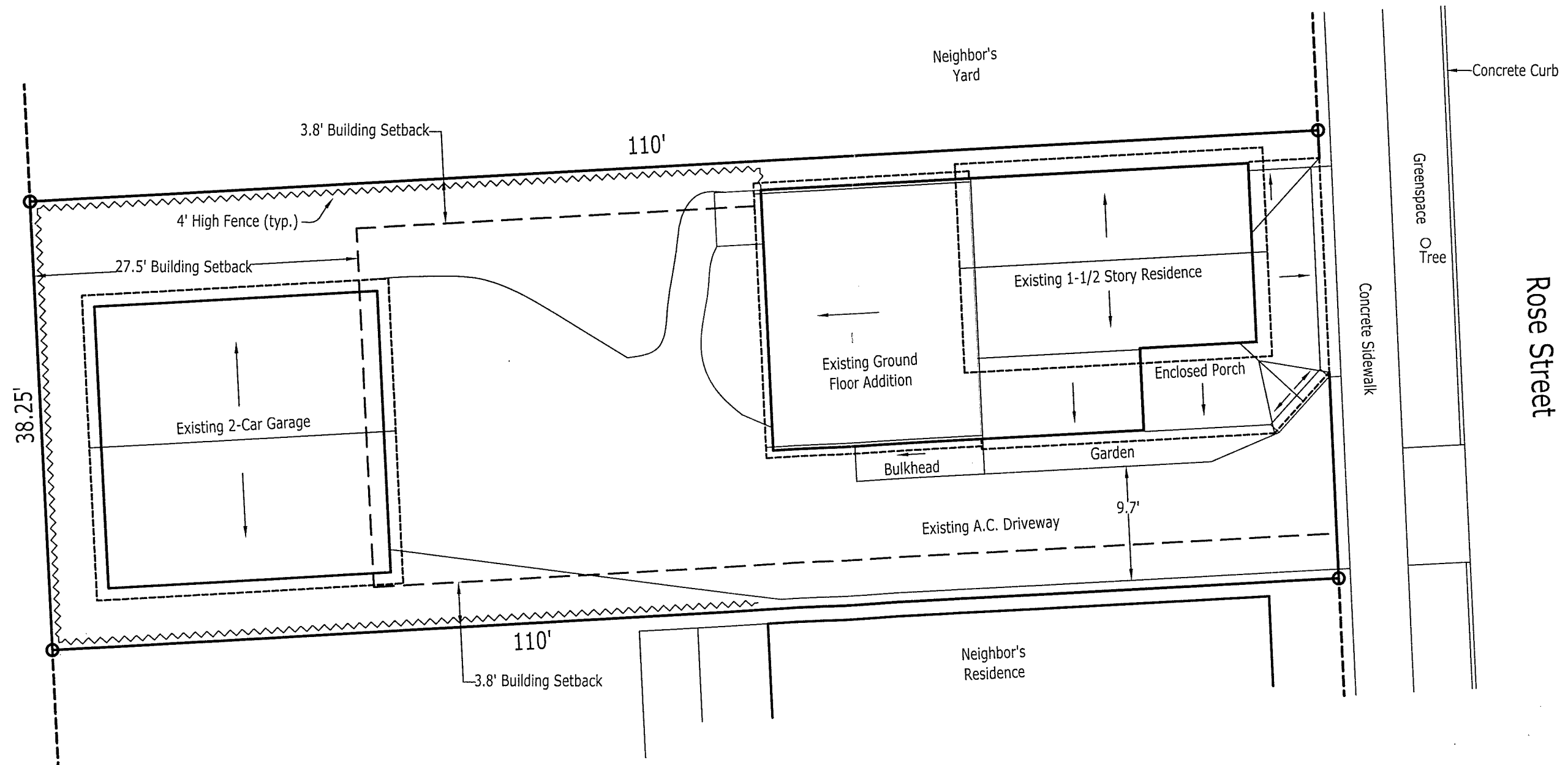
Total = 2,932 ft.² (69.7%)



NORTH-APPROX

RECEIVED
DEC 21 2018

DEPARTMENT OF
PLANNING & ZONING



RESONATE

SITE EXISTING CONDITIONS FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON, VERMONT

DATE: 12/21/18

SCALE: 1/4" =

DRAWN: LRG

JOB: PRKS-HN
18016

SHEET:

1



- - - Front/East Elevation - - -



- - - Rear/West Elevation - - -

RECEIVED
DEC 21 2018
DEPARTMENT OF
PLANNING & ZONING

EXISTING EAST & WEST ELEVATIONS FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON VERMONT

DATE: 12/21/18

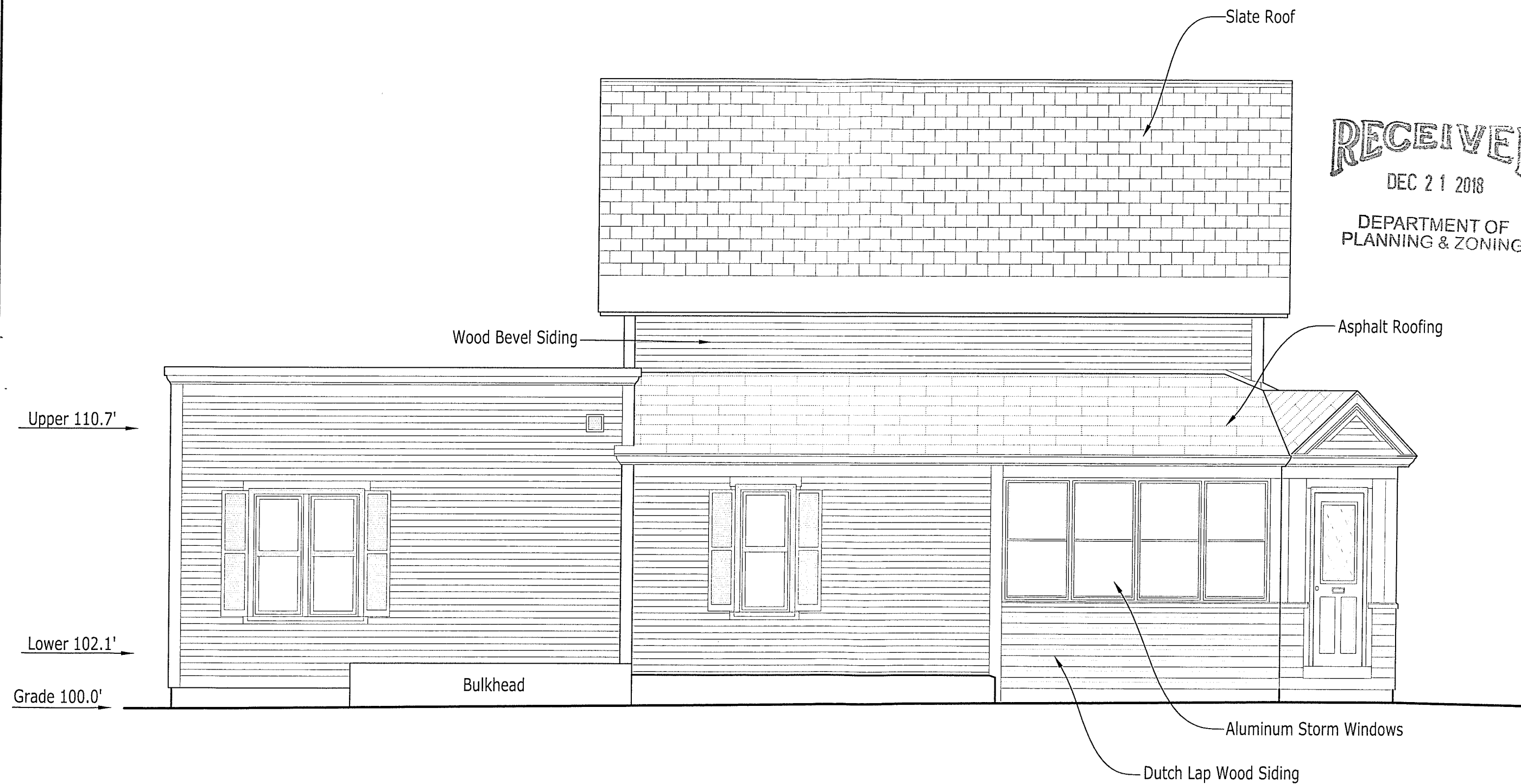
SCALE: 1/4" =

DRAWN: LRG

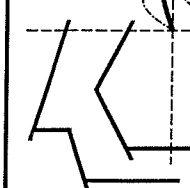
JOB: PRKS-HN
18016

SHEET:

2



RESONATE



EXISTING SOUTH ELEVATION FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON VERMONT

DATE: 12/21/18

SCALE: 1/4" =

DRAWN: LRG

JOB: PRKS-HN
18016

SHEET:

3



RECEIVED
DEC 21 2018

DEPARTMENT OF
PLANNING & ZONING

EXISTING NORTH ELEVATION FOR
ERIC PERKINS & EMILY HUNTER
99 ROSE STREET
BURLINGTON, VERMONT

DATE: 12/21/18

SCALE: 1/4" =

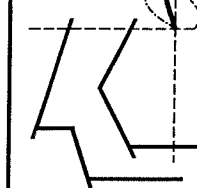
DRAWN: LRG

JOB: PRKS-HN
18016

SHEET:

4

RESONATE



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, FAICP, 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
Shaleigh Draper, Zoning Clerk



MEMORANDUM

To: Development Review Board

From: Mary O'Neil, AICP, Principal Planner

Mary O'Neil AICP

Date: December 4, 2018

RE: 311-375 North Avenue (Cambrian Rise); ZP19-0427CA

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.

Project: ZP19-0427CA

Zoning District: NAC-CR **Ward:** 4N

Date application accepted: November 6, 2018

Applicant/ Owner: BC Community Housing, LLC (Eric Farrell)

Request: Proposed changes to approved building C to include enclosure of SE top floor corner balconies to create 2 additional units for total of 102 units; reducing 2nd, 3rd, and 4th floor balconies. Altering entrance at north elevation; introduce wood feature on northeast corner commercial space. No changes to site plan.



Background (Permitting addresses vary from 329, 351, 351-375 and 375 North Avenue):
Future permitting will be assigned to newly addressed Cambrian Way as appropriate.

- **Zoning Permit 19-0021CA;** Amend Planned Unit Development permitted under 17-0623CA/MA to increase total residential unit count from 739 to 770; revisions to Buildings M, P, Q, & R with an additional story added to each. Redesign of building M; includes 2 levels of parking, expanded surface parking area and amenity spaces. Further revision to Buildings B and G (originally amended May 2018) to expand volume of upper stories and introduction of additional storefront glazing at the ground level. July 2018.
- **Zoning Permit 18-0721CA;** Relocation of proposed path on SW side of building to align with existing opening on west elevation and small path leading from main path to vicinity of electrical transformer; modified paths near entry until adjacent buildings are complete; temporary black coated chain link construction fence surrounding west and south boundaries of building landscaping; new low stone wall. March 2018.
- **Zoning Permit 18-0791CA;** Revisions to Buildings B & G, with additional floor added to Building B. No change to total units in project; revisions to design of buildings and proposed transportation hub; revision to road phasing plan. May 2018.
- **Zoning Permit 18-0509CA;** changes to Building C and adjacent site within Cambrian rise development. Eliminate approximately 50 surface parking spaces and make minor changes to building façade. No change in overall dwelling unit count and commercial spaces. December 2017.
- **Zoning Permit 18-0028AP;** Appeal of administrative decision relative to Impact Fees for orphanage renovation (zoning permit 16-0007CA/MA). DRB upholds staff decision, August 2017.
- **Zoning Permit 17-1307CA;** temporary fence and path for temporary dog park for residents of 375 North Avenue. June 2017.
- **Zoning Permit 17-0853CA;** Request for amendment of ZP17-0623CA/MA; Condition of approval #13 limiting construction days and times and Condition #3 addressing 10-year performance bond for construction. May 2017.
- **Zoning Permit 17-0716CA;** Replace two small windows on north and south gable ends located at the west elevation of former Orphanage building with one larger window in each gable end at the west elevation. January 2017.
- **Zoning Permit 17-0623CA/MA;** Proposed development consisting of 11 buildings containing 739 residential units, approximately 45,000 sq. ft. of non-residential support/amenity space, approximately 40,000 sq. ft. of neighborhood commercial spaces and 1,092 parking spaces. March 2017.
- **Zoning Permit 17-0376CA;** install new windows within new openings on western building elevation. September 2016.
- **Zoning Permit 17-0252SP;** second sketch plan review of planned unit development with mixed commercial and residential uses, related buildings, and infrastructure. October 2016.

- **Zoning Permit 17-0010CA**; Revisions to west chapel elevation (amendment to zoning permit 16-0007CA / MA). Openings for windows restored or added. July 2016.
- **Zoning Permit 16-1487CA**; Change to top floor, add veranda on roof. Amendment to zoning permit 16-0007CA/MA. July 2016.
- **Zoning Permit 16-0622CA**; Request change of materials for existing slate roof to standing seam copper on the former St. Joseph's Orphanage. Former address 351 North Avenue. January 2016.
- **Zoning Permit 16-1183SP**; Sketch plan review of 700+ unit planned unit development with mixed commercial and residential uses, related buildings, and infrastructure.
- **Zoning Permit 16-0007CA/MA**; Approval to convert building into 63 apartments and related site improvements. Approved September 2015; amended February 2016. June 2016.
- **Zoning Permit 15-0702LL**; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- **Zoning Permit 14-1286CA**; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- **Zoning Permit 12-0706SN**; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- **Zoning Permit 12-0121CA**; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- **Zoning Permit 11-0282CU**; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- **Zoning Permit 09-526CA**; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- **Zoning Permit 92-096 / COA 092-016**; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- **Zoning Permit 79-352**; install septic tank and seepage bed. July 1979.
- **Zoning Permit 77-03**; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- **Zoning Permit 77-628**; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

Overview: The applicant seeks to make assorted building modifications that will increase the unit count by 2 new units (total 102) and expand the top floor veranda with common room. Associated entry and balcony changes are included. The building vocabulary and fenestration will remain similar to previously approved.

Recommended motion: Consent approval, per the following findings and conditions:

I. Findings

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.**

Article 3: Applications and Reviews

Part 3: Impact Fees

Sec. 3.3.2, Applicability

The additional building area, and any new division of uses (commercial, residential, etc.) assumed in this permit application will affect overall impact fees. Impact fees due will be adjusted to reflect this additional building area. The revision of building C within this development will require the applicant to maintain an ongoing spread sheet of area and uses within each building to facilitate final calculations of fees. **Affirmative finding as conditioned.**

Section 3.3.6 Effect of Project Change on Impact Fees

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

The impact fees for all *new* area for each building will be calculated under the current (FY19) Impact Fee schedule. In the provided spreadsheet, the appropriate year of modification and revised area is required so as to inform final Impact Fee calculations. **Affirmative finding as conditioned.**

Section 3.3.8 Time and Place of Payment

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

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

Affirmative finding as conditioned.

Article 4: Zoning Maps and Districts

Sec. 4.4.2 Neighborhood Mixed Use Districts

(a) Purpose

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

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

No site changes are proposed. The reworking of building C will add new FAR, but remain within the limitations of the zoning district. All buildings will remain as originally oriented to the street. The new 2 units (as part of a total approved pool of 770) reflect the DRB's approval to allow units to be dedicated as buildings are completed. As of this plan, Building C will have 102 dwelling units.

b) Dimensional Standards and Density

Table 4.4.2-1 Dimensional Standards and Density

NAC-CR	Max Intensity (FAR) 2.0	Max Lot Coverage 60%	Setbacks			Building Height Min 22' Max 65' (Allowable bonus up to 75' for IZ)
			Front Min 0 Max 20'	Side 10' only applicable to periphery of NAC-CR and not to individual parcels.	Rear 20' only applicable to periphery of NAC-CR and not to individual parcels.	
Proposal	1.13	63.6* No change	No change	No change	No change	Building C- max allowed w/IZ bonus 286.0. Proposed 285.5'***

*Additional coverage allowable per **Table. 9.1.12-2, Lot Coverage Allowance** table for IZ units. Maximum additional coverage in NAC-CR is 72%. No change to coverage in this application.

**See plan A3-2 and A3-1, as revised 11.26.2018.

Affirmative finding.

c) Permitted and Conditional Uses

Two new units will be added as part of this modification for a total of 102 in this building. These units will draw from the total pool of 770 previously approved by the DRB.

The applicant will be required to provide a spreadsheet of proposed uses and breakdown of area for final computation of Impact Fees. **Affirmative finding as conditioned.**

(d) District Specific Regulations

1. Ground Floor Residential Uses Restricted

Not applicable in NAC-CR.

2. Exceptions to Maximum Lot Coverage in NAC District

Not applicable in NAC-CR.

3. Development Bonuses/Additional Allowances

The following exceptions to maximum allowable base building height and FAR in Table 4.4.2-1 above may be approved in any combination subject to the maximum limits set forth in Table 4.4.2-2 below at the discretion of the DRB. The additional FAR allowed shall correspond to the proportion of the additional building height granted to the maximum available.

A. Inclusionary Housing (see table, below and Article 9.)

B. Senior Housing

Not applicable in NAC-CR.

C. Maximum Bonus

In no case shall any development bonuses or allowances granted, either individually or in combination, enable a building to exceed the maximum FAR and maximum building height permitted in any district as defined below:

Table 4.4.2-2 Maximum FAR and Building Heights with Bonuses

NAC-Cambrian Rise	Maximum FAR 2.5	Maximum Height 75'
Proposal:	1.13 FAR	See Table 4.4.2-1, above.

Affirmative finding as conditioned.

Article 5: Citywide General Regulations

Section 5.2.1 Existing Small Lots.

Not applicable.

Section 5.2.2 Required Frontage or Access

Building C fronts on a street to be accepted by the City; soon to be identified and dedicated as a city street; Cambrian Way. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.2-1, above.

Section 5.2.4 Buildable Area Calculation

Not applicable in the NAC-CR zone.

Section 5.2.5 Setbacks

See Table 4.4.2-1, above.

Section 5.2.6 Building Height Limits

See Table 4.4.2-1 and 4.4.2-2, above.

Section 5.2.7 Density and Intensity of Development Calculations

See Table 4.4.2-1, above.

Section 5.5.1 Nuisance Regulations

Nothing in the proposal constitutes a nuisance under this criterion. **Affirmative finding.**

Section 5.5.2 Outdoor Lighting

See Sec. 6.2.2 (o).

Section 5.5.3 Stormwater and Erosion Control

A comprehensive stormwater management plan and Erosion Prevention and Sediment Control Plan have been approved for the overall project. No changes are proposed that would impact that approval.

Affirmative finding as conditioned.

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features

Not applicable.

(b) Topographical Alterations

Not applicable.

(c) Protection of Important Public Views

Public views from and through this property are not affected by the building changes.

Affirmative finding.

(d) Protection of Important Cultural Resources

No historic resources are impacted by this proposal. Not applicable.

(e) Supporting the Use of 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.

There are no noted changes to the approved stormwater management plan.

Snow management as previously articulated remains unchanged. **Affirmative finding.**

(h) *Building Location and Orientation*

Building location and orientation remain unchanged. Building C continues to have a prominent and commanding presence on South Road (soon to be Cambrian Rise). **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 unchanged. **Affirmative finding.**

(j) *Pedestrian Access*

Not applicable.

(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 defined 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.

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 unchanged. Total parking count for the entire development is proposed to be 1,129 (1,237 including 108 on-street) spaces; compliant for the uses and residential density identified in this application. See *Breakdown of Parking* submission information.

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.

There is no proposed change to parking, layout or circulation. See revised and updated *Parking Requirement for all Cambrian Rise Sites*, attached. Total required parking is 1085 spaces (as calculated by staff); total surface and garage parking spaces provided is 1129. Additional on-street parking spaces total 108 spaces. **Affirmative finding.**

(m) Landscaping, Fences, and Retaining Walls

No change. Not applicable.

(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.

The proposed alterations to building C allow for an enhanced “sunset veranda” on the northwest corner of the building, with access to an internal solarium. Although the larger decks are eliminated on the north elevation, new balconies are provided for those units on both the north and the west. Modifications are made to approved balconies on the southeast and south west corners, but access to these amenities remain. **Affirmative finding.**

(o) Outdoor Lighting

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

No additional information or changes have been submitted relative to outdoor lighting. If any changes are proposed, fixture and lumens information shall be provided to staff for review and approval. Overall lighting as approved in ZP17-0623CA/MA remains in effect.

Affirmative finding as conditioned.

(p) Integrate infrastructure into the design

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

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

No changes are noted. Not applicable.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment

Although this application represents several alterations to Building C, the overall building remains consistent within its context and true to the original permitting of the development.

Affirmative finding.

(b) Protection of Important Architectural Resources

Not applicable.

(c) Protection of Important Public Views

See Section 6.2.2. (c).

(d) Provide an active and inviting street edge:

The proposed revisions to building C support the stature and presence of the prominent place it occupies on South Road/Cambrian Way. The street level glazing at the northeast corner is proposed to be modified with a timber panel system, eliminating the opportunity to view the interior of this identified commercial space. (Floor plans define relocation of bathrooms at this

location, informing that choice.) It is preferable that all commercial uses have visual access to the interior. *Non-residential buildings should provide visual access into the interior of building at the street level through the use of large transparent windows and/or window displays in order to create a dynamic and engaging public streetscape.* Although not a streetfront, the intended pedestrian circulation and proposed commercial use would benefit from clear shopfront glass on this first floor location, with bathrooms relocated to an interior space. **Affirmative finding if conditioned.**

(e) Quality of materials

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

Building materials will remain consistent with previous approvals. **Affirmative finding.**

(f) Reduce energy utilization

The buildings 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

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. For multi-unit buildings, resident intercom systems are recommended.

Affirmative finding as conditioned.

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

This application proposes an increase in the unit count for this building by 2 units for a total of 102 units. These will be drawn from a total unit pool of 770 units, previously approved by the DRB.

The proposed development is located in the Shared Use Parking District. Within this district, the following minimum parking standards apply:

- Multi-family attached dwellings – 1 space per unit

- Restaurant – 3 spaces per 1,000 sf
- General office – 2 spaces per 1,000 sf
- General retail (small < 4,000 sf) – 2 spaces per 1,000 sf
- Large daycare - 1 space per every 2 employees + 1 per every 5 children
- Hotel – 0.75 space per room

Proposed parking is adequate; a minimum of **1,085** parking spaces is required (see *Parking Requirement for All Cambrian Rise Sites*, updated 9.21.2018. Staff has corrected specific parking requirements for office and hotel as noted.) A total of **1,129 off-street parking spaces** is proposed (including garage and surface parking). The proposed parking exceeds the minimum requirements for the combination of 770 residential units (770 spaces) and non-residential uses (315):

- Multi-family attached dwellings – 770 required
- Restaurant is 3,000 sf – 9 required
- General office is 117,700 sf – 235 required
- General retail (5,650 sf total in small < 4,000 sf units) –11 required
- Large daycare – 22 required
- Hotel – (.75 x 50 rooms) 38 required

The revised parking table indicates compliance with the minimums noted above. **Affirmative finding.**

Sec. 8.2.5, Bicycle Parking Requirements

A total of 906 bike parking spaces will continue to be provided (624 indoor/covered and 282 outdoor/rack spaces, previously approved.) The applicants' bike parking table shows building, use, requirements (long and short term), and total spaces provided. A total of 192 long term bike parking spaces is required. A total of 93 short term bike parking spaces is required. The development will be providing 906 overall. Long term spaces will be enclosed within the buildings onsite. Short term spaces will be provided at racks throughout the development.

Affirmative finding.

Article 9: Inclusionary and Replacement Housing

With the increase in dwelling units comes an increase in the number of required inclusionary housing units. Per Table 9.1.8-1, *Inclusionary Zoning Percentages*, 25% of the total unit count must be inclusionary: 25% of 770 is 193 dwelling units in the NAC-CR zone. As originally approved, inclusionary units are to include a mix of rentals and condo units. Written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required. **Affirmative finding as conditioned.**

II. Conditions of Approval

1. It is recommended that the northeast corner first floor shall retain the previously approved plan of broad glazing to ensure visual access into the interior of the building, in order to create a dynamic and engaging public streetscape. (Section 6.3.2 (d).)

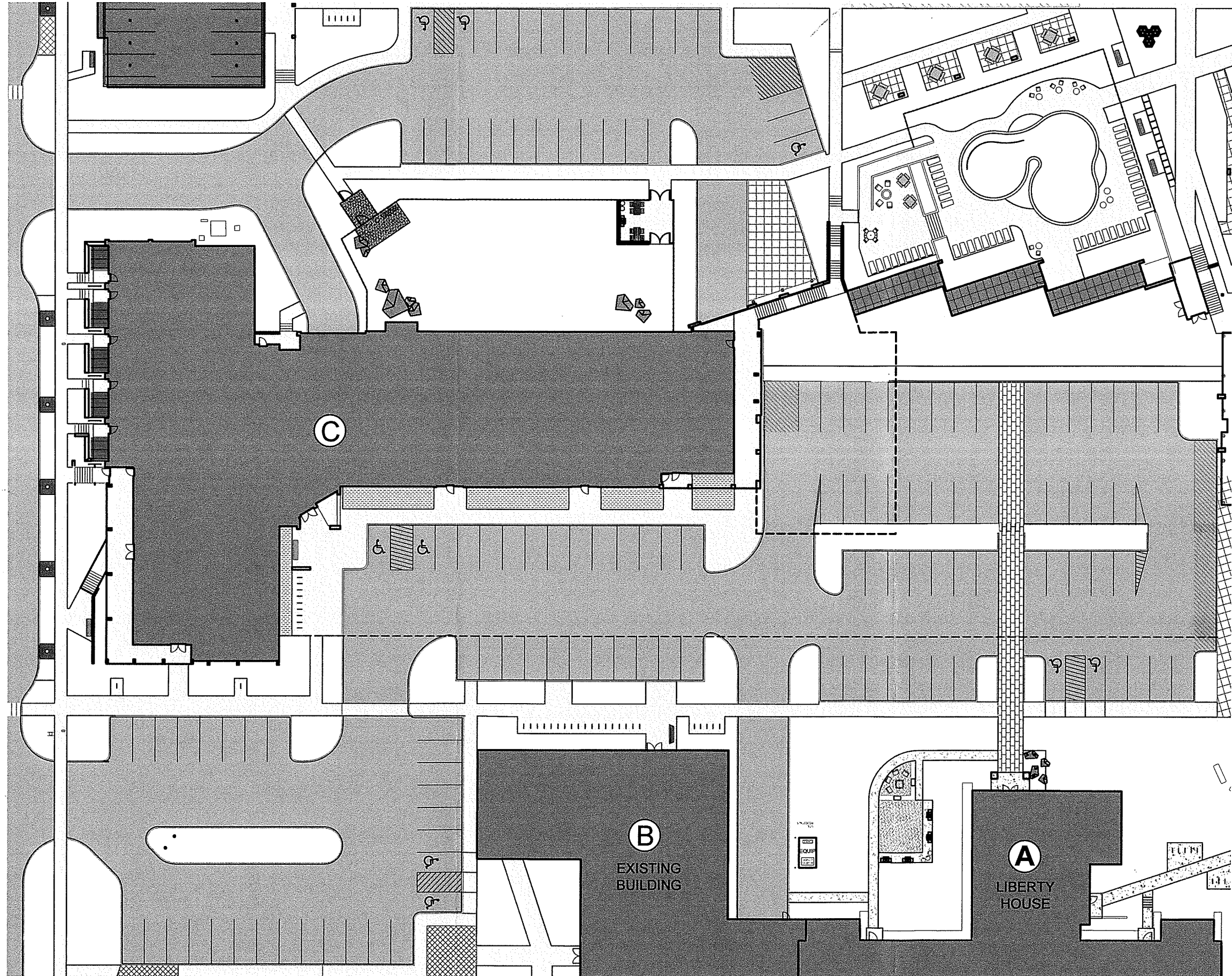
2. The Applicant/Property Owner is responsible for obtaining all necessary Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required.
3. **Prior to release of this amended zoning permit**, written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required.
4. Impact fees based on the net new building area shall be paid at **least 7 days prior to issuance of a certificate of occupancy**. The impact fees for all new area for Building C will be calculated under the current (FY19) Impact Fee schedule.
5. The applicant will maintain an ongoing spread sheet of area and uses within each building to facilitate final calculations of impact fees.
6. All exterior signage is subject to separate zoning approval.
7. All conditions of ZP17-0623CA/MA and as subsequently amended not expressly altered herein or by permits issued subsequent to that approval shall remain in effect.
8. Standard Conditions 1-15.

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

RECEIVED

NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



Active Projects\Burlington College 1321\Draw-CR-Masterplan\EXHIBITS\Bldg C Permit\CR-Building C Permit update.dwg, 11/8/2017 12:14:14 PM

T. J. Boyle Associates LLC

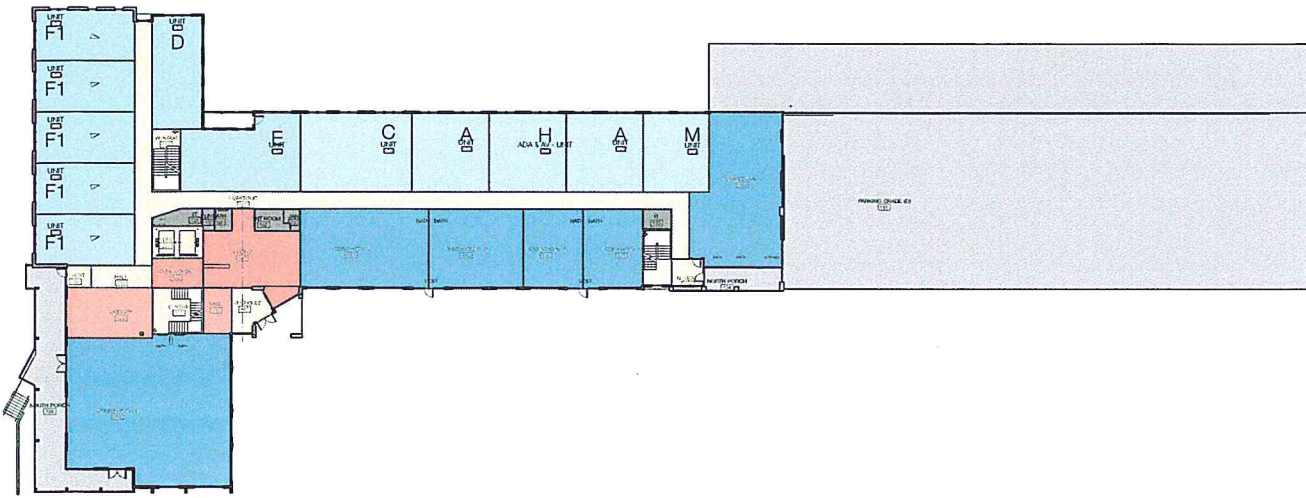
landscape architects • planning consultants



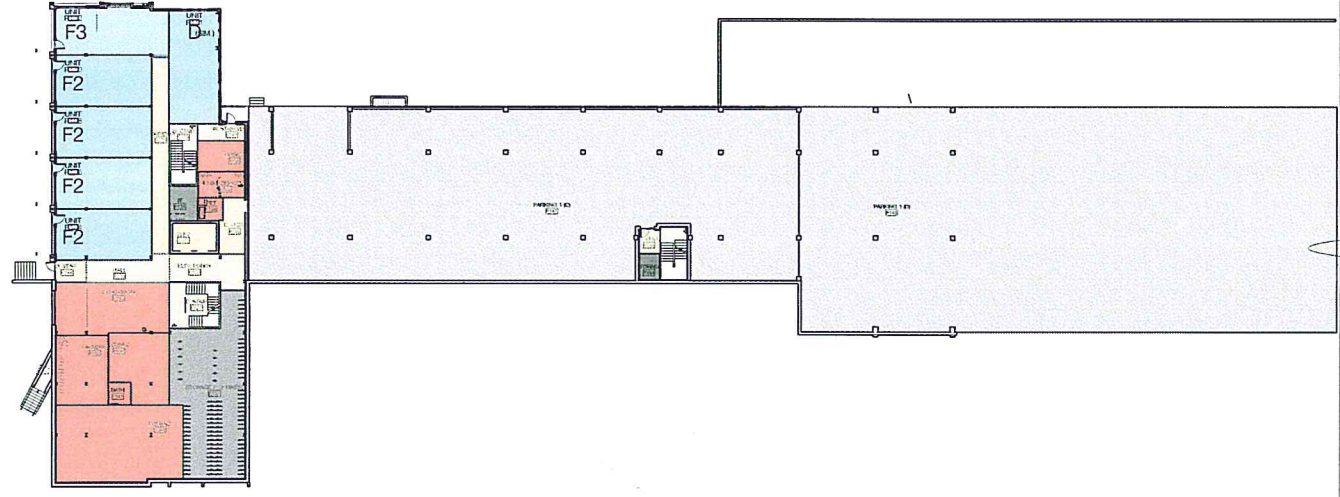
EB
drawn by

11-8-2017
date

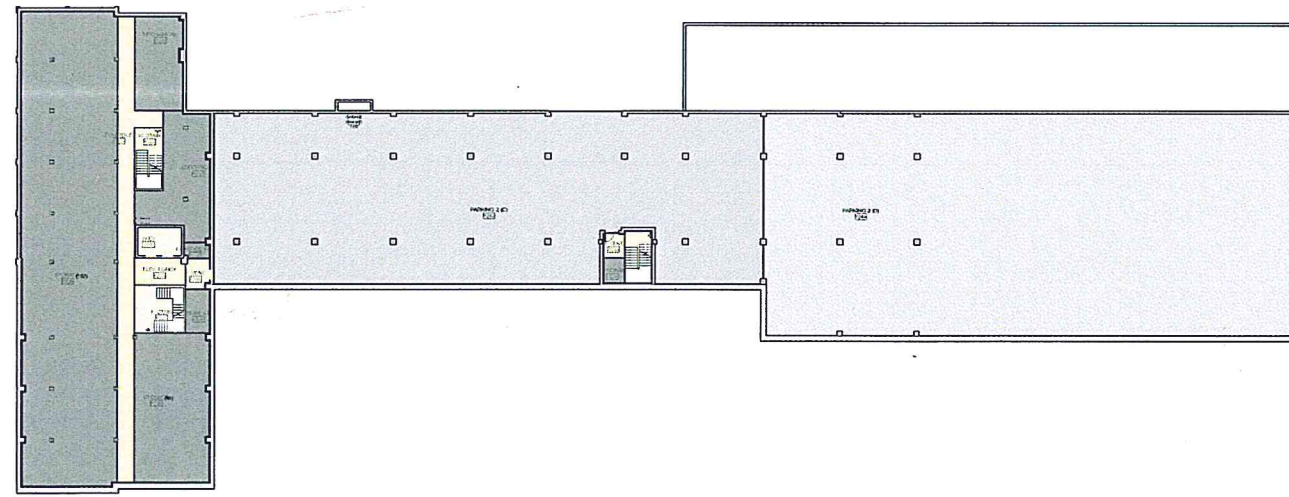
Cambrian Rise



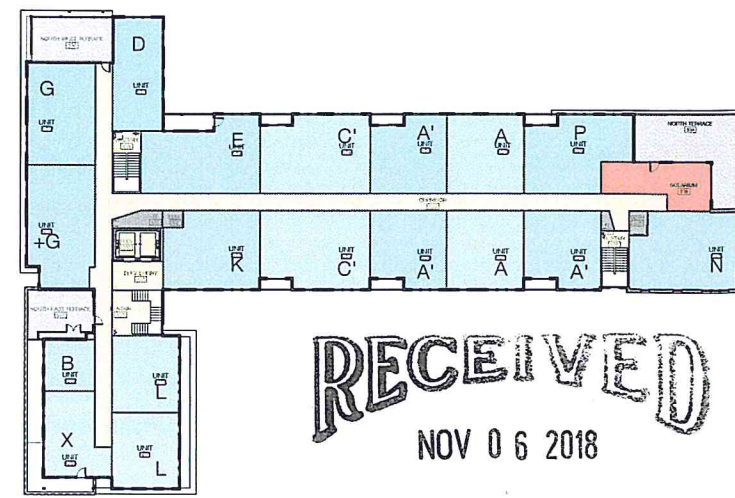
FLOOR 1 225'-0"
Scale: 1" = 30 ft



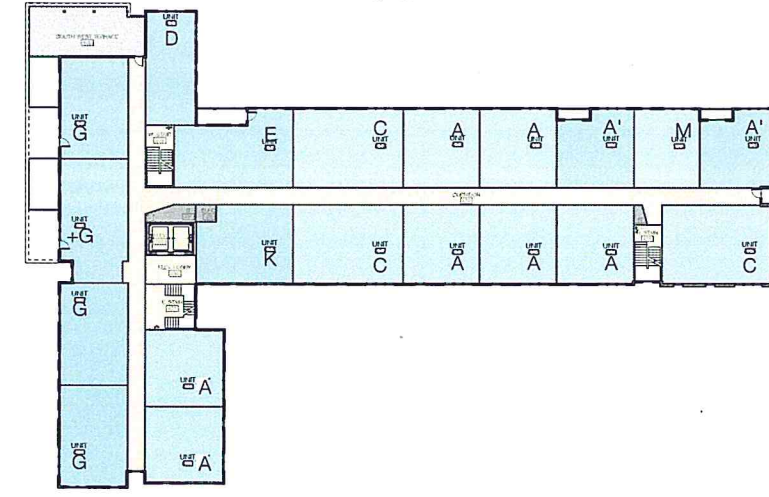
PARKING 1 211'-0"
Scale: 1" = 30 ft



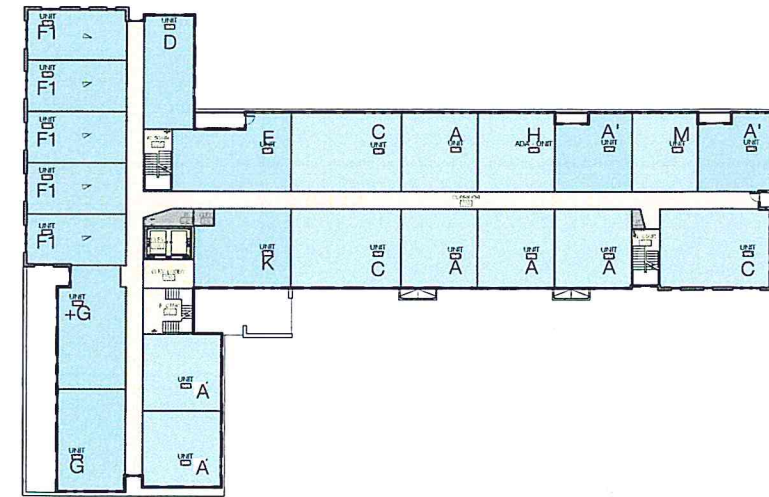
PARKING 2 201'-0"
Scale: 1" = 30 ft



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

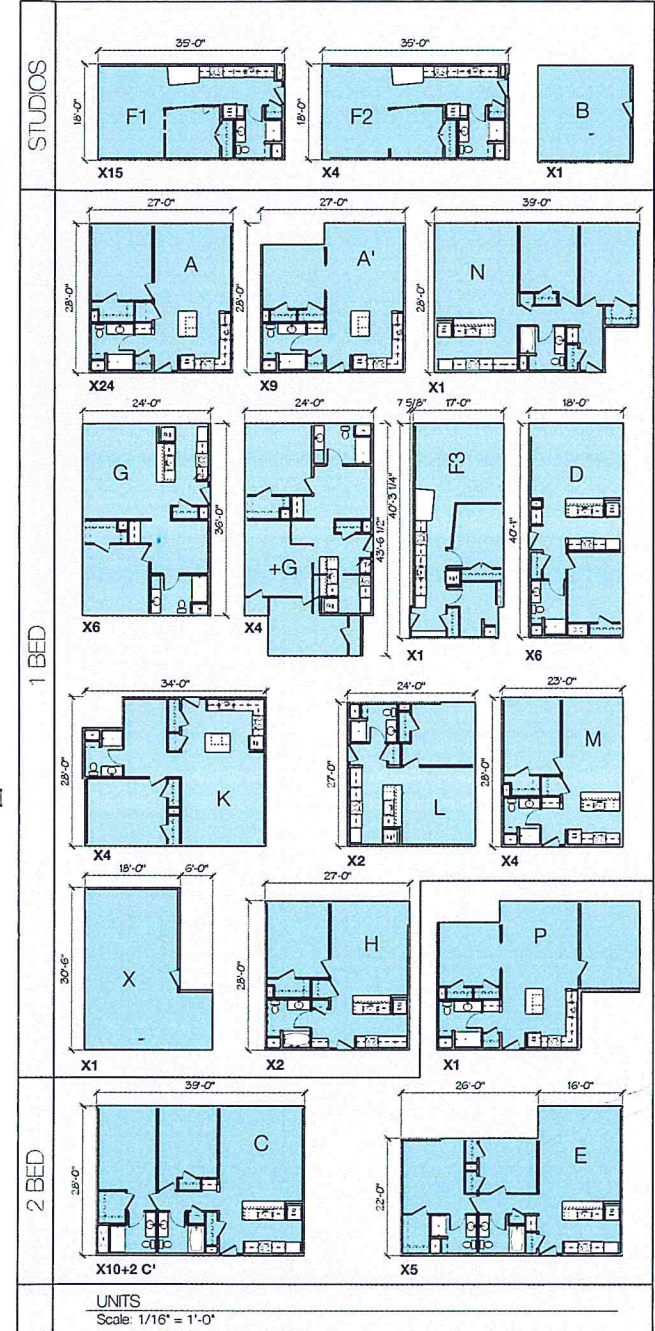


FLOOR 4 258'-3"
Scale: 1" = 30 ft



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

RECEIVED
NOV 06 2018
DEPARTMENT OF
PLANNING & ZONING



AREA CALCULATION		%	AREA
COMMERCIAL (Teal)		6%	7,860
APARTMENT (Blue)		63%	80,654
CIRCULATION (Yellow)		17%	21,372
AMENITIES (Red)		4%	5,711
UTILITARIAN (Dark Grey)		9%	12,107
TOTAL BUILDING AREA			0
LEVELS P1 & 1-5			127,704
EFFICIENCY (Bldg A.G./Rentable)			144%
TOTAL UNITS			102
UNCONDITIONED (Light Grey)			68,042

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

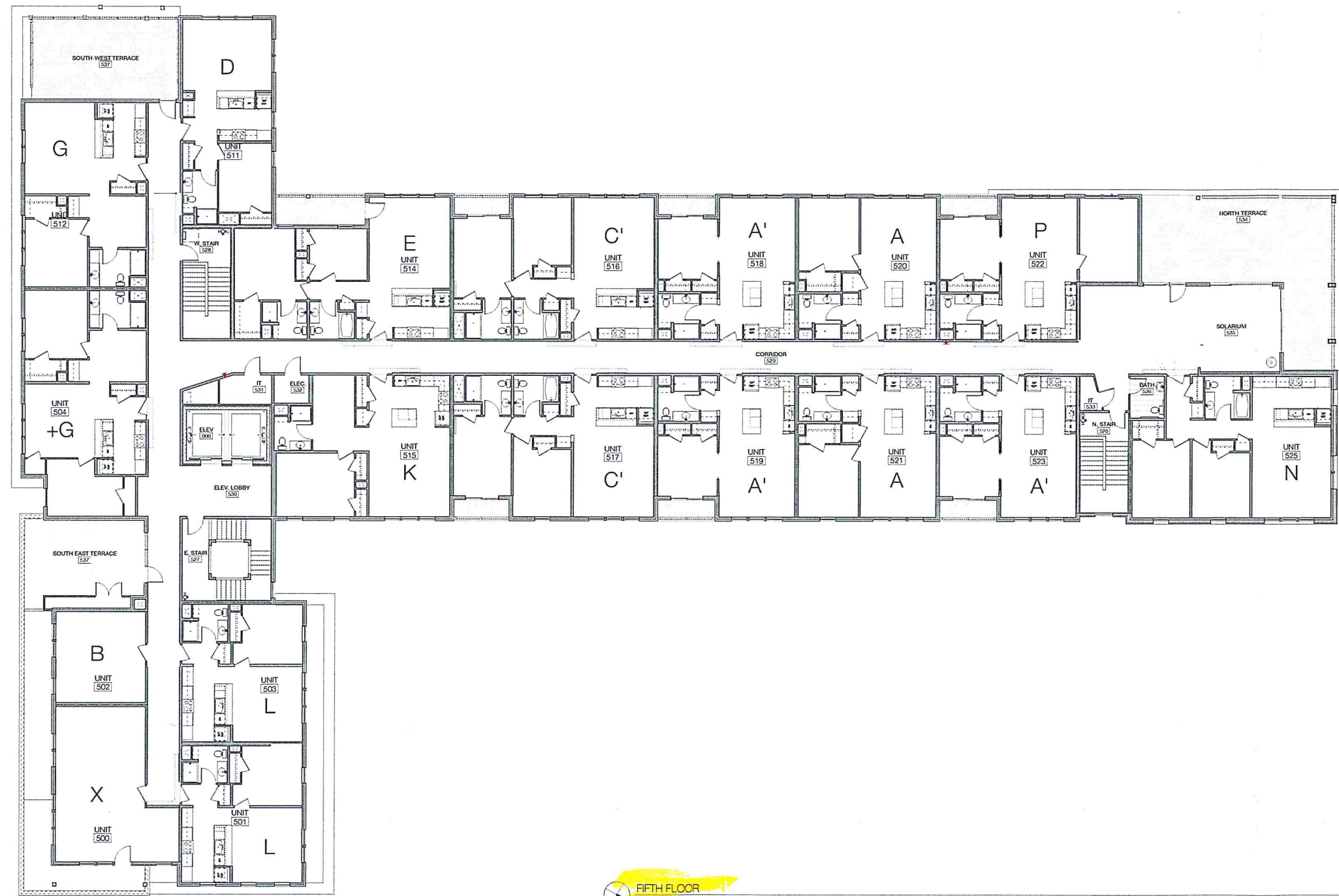
PERMIT REVIEW SET

Duncan Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 11.02.2017
DRAWN: AC/TB/DF

CD-1

RECEIVED
NOV 06 2018
DEPARTMENT OF
PLANNING & ZONING



FIFTH FLOOR
Scale: 3/32" = 1'-0"

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

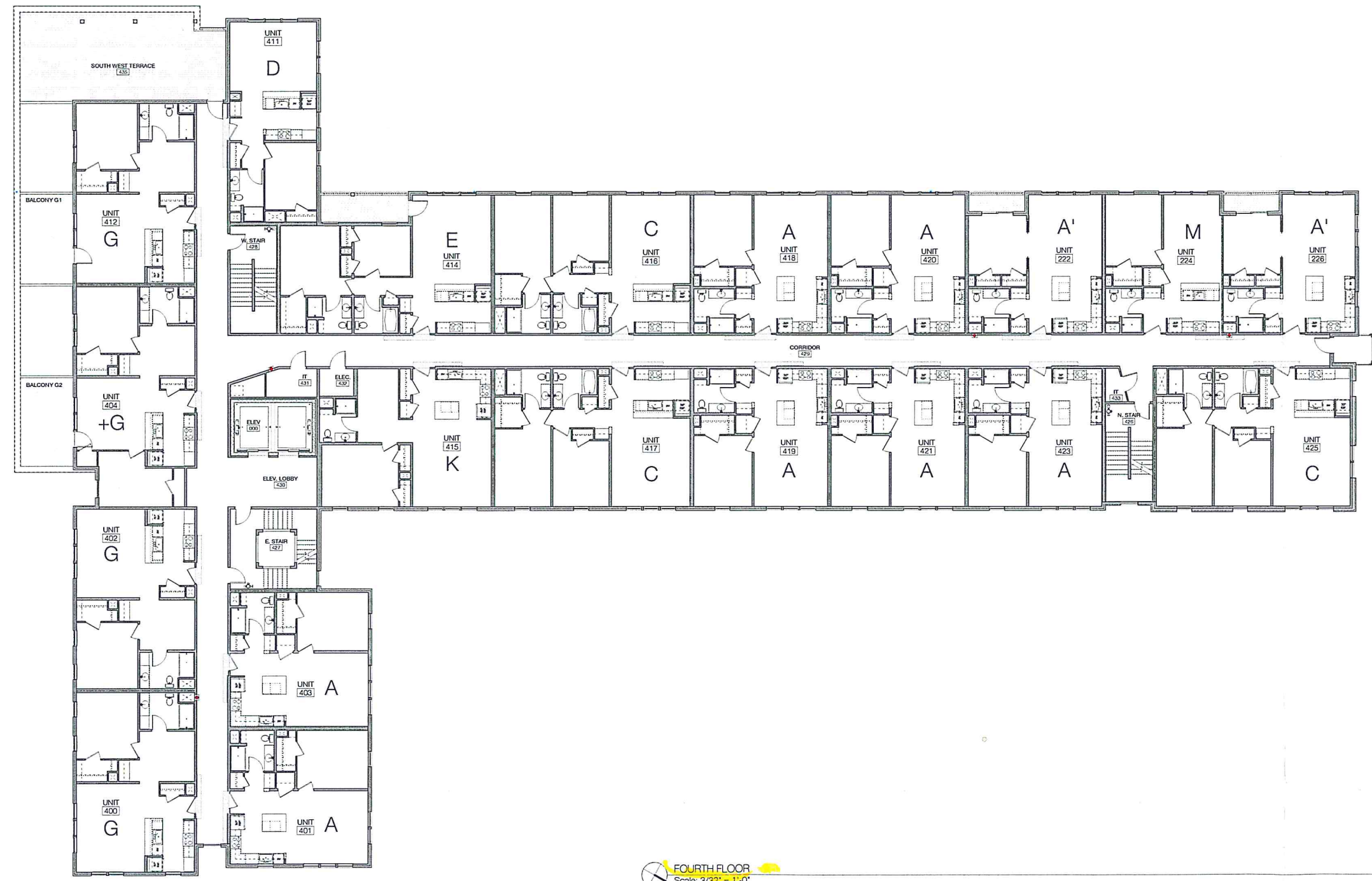
PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 11.02.2017
DRAWN: XXX, XXX
FL5.0

RECEIVED
NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



FOURTH FLOOR
Scale: 3/32" = 1'-0"

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

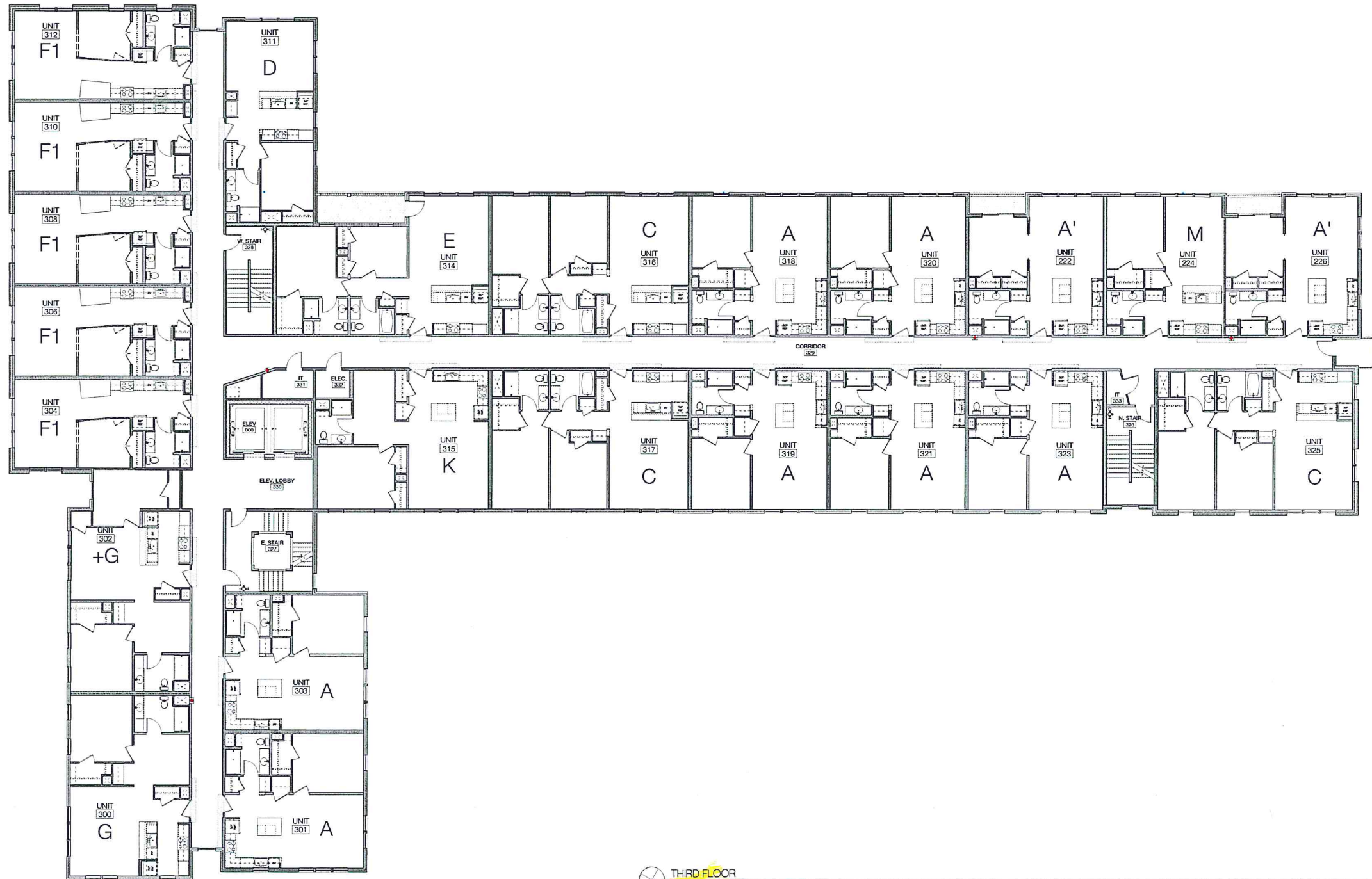
PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 11.02.2017
DRAWN: XXX, XXX
FL4.0

RECEIVED
NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



THIRD FLOOR
Scale: 3/32" = 1'-0"

CAMBRIAN RISE • BUILDING C & D
BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

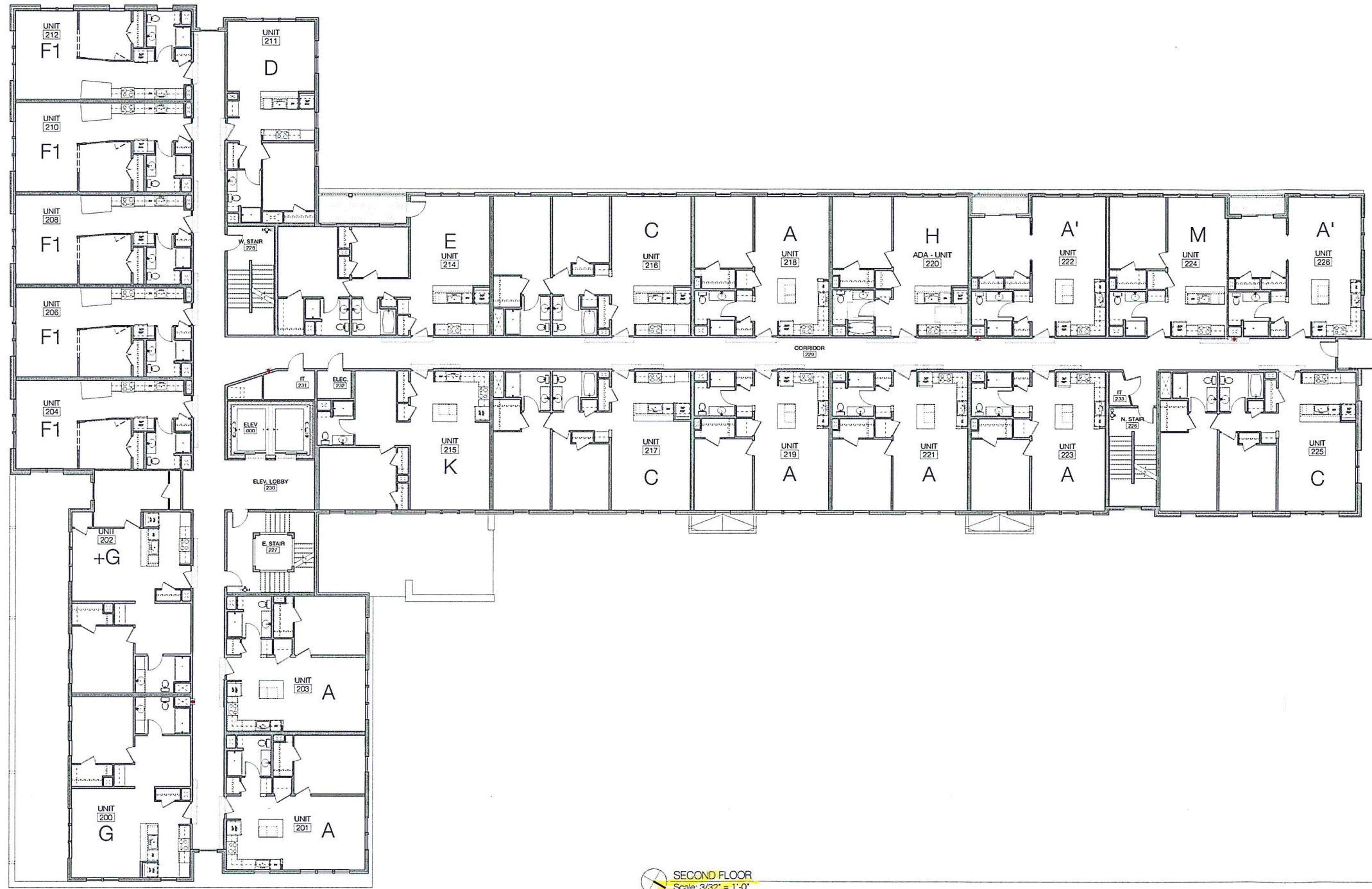
DATE: 11.02.2017
DRAWN: TB/DF/AC

FL3.0

RECEIVED

NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



SECOND FLOOR
Scale: 3/32" = 1'-0"

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

PERMIT REVIEW SET

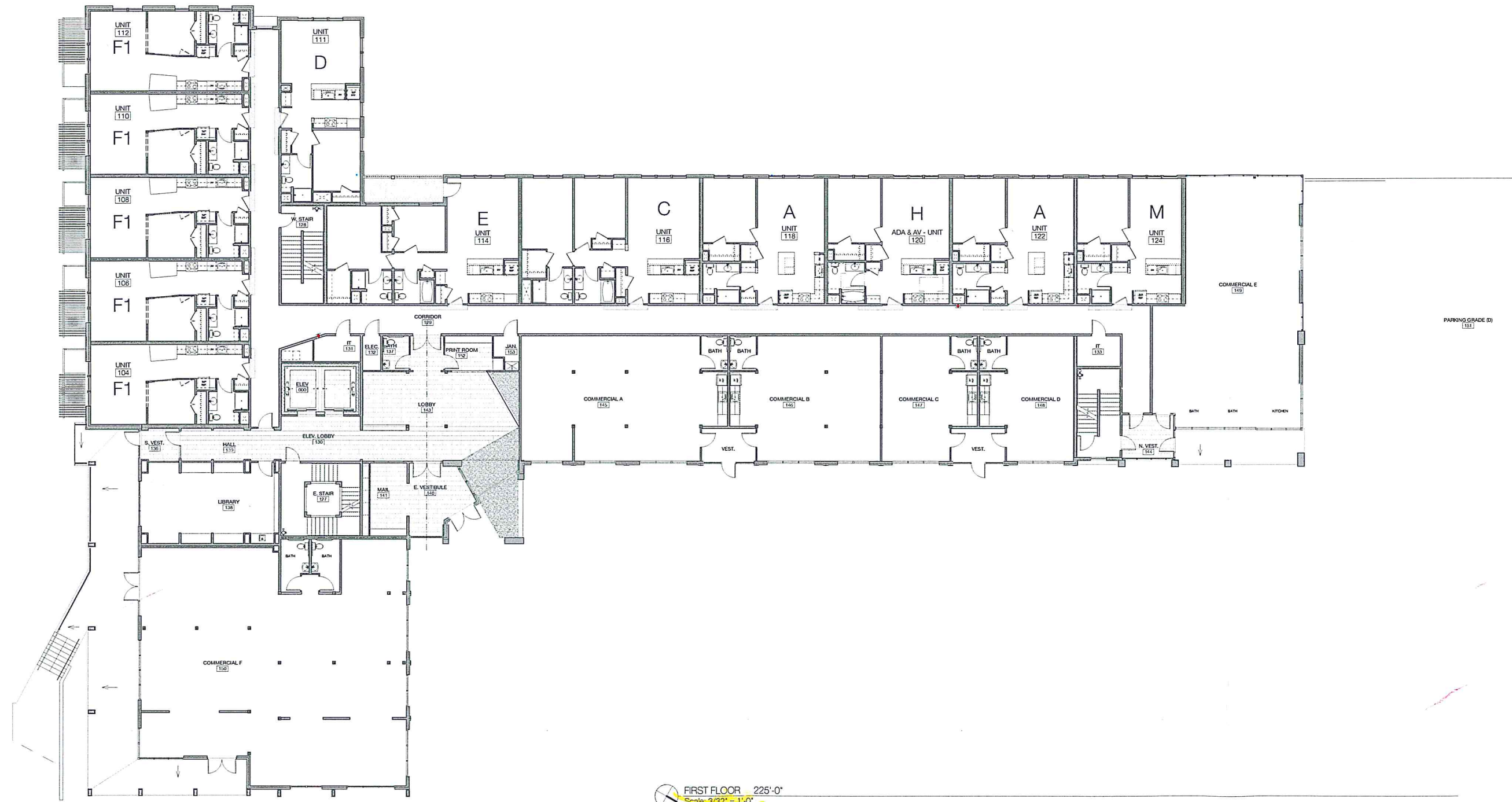
Duncan
Wisniewski
ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 11.02.2017
DRAWN: XXX, XXX

FL2.0

RECEIVED
NOV 06 2018
DEPARTMENT OF
PLANNING & ZONING



CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

PERMIT REVIEW SET

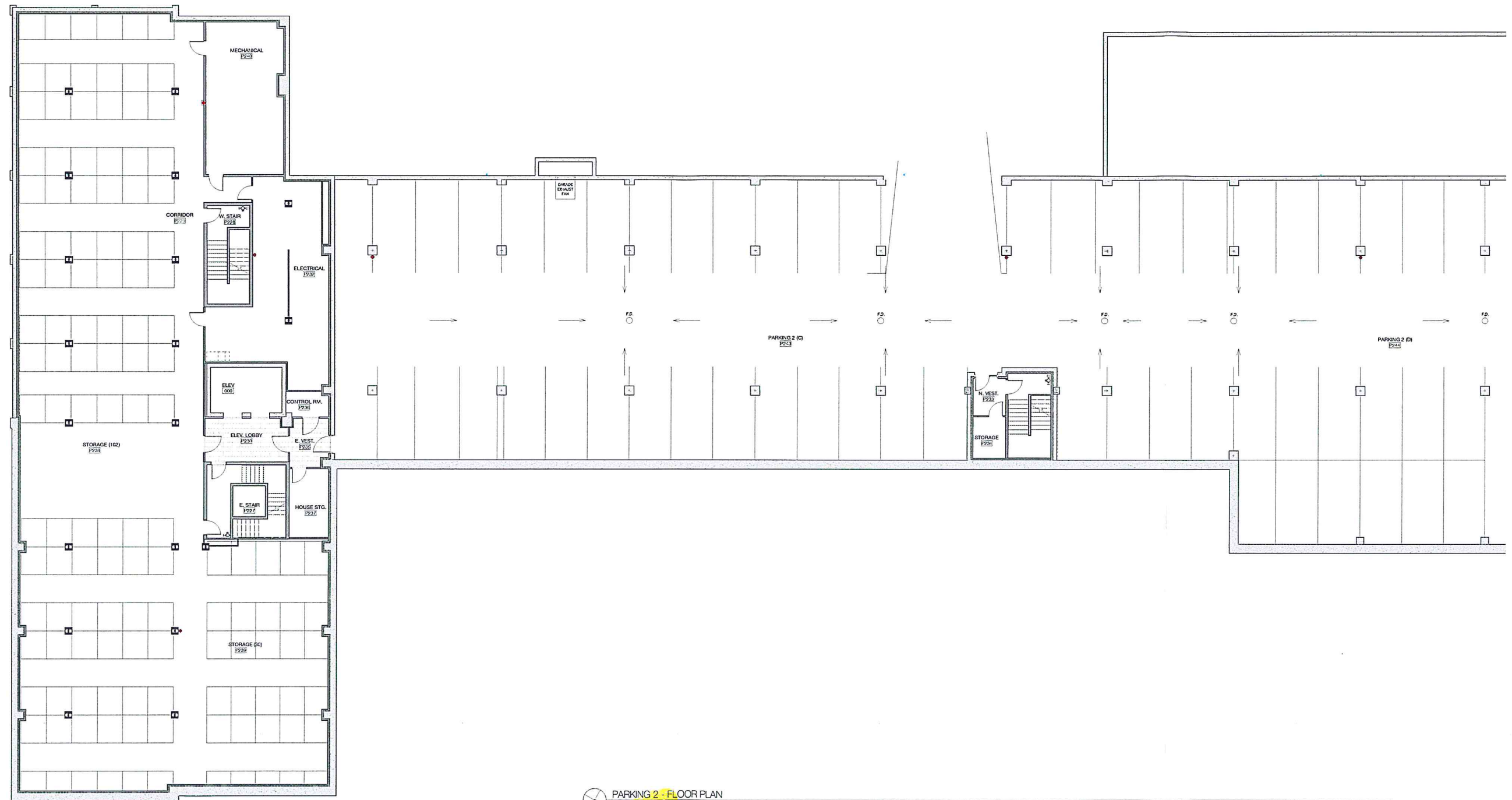
Duncan
Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

DATE: 11.02.2017
DRAWN: TB, DF

FL1.0

RECEIVED
NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



PARKING 2 - FLOOR PLAN
Scale: 3/32" = 1'-0"

CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

PERMIT REVIEW SET

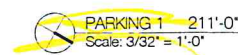
Duncan
Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6593

DATE: 11.02.2017
DRAWN: XXX, XXX

P2.0

NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING



BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

Duncan
Wisniewski 
ARCHITECTURE

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6593

DATE: 11.02.2017
DRAWN: TB, DF

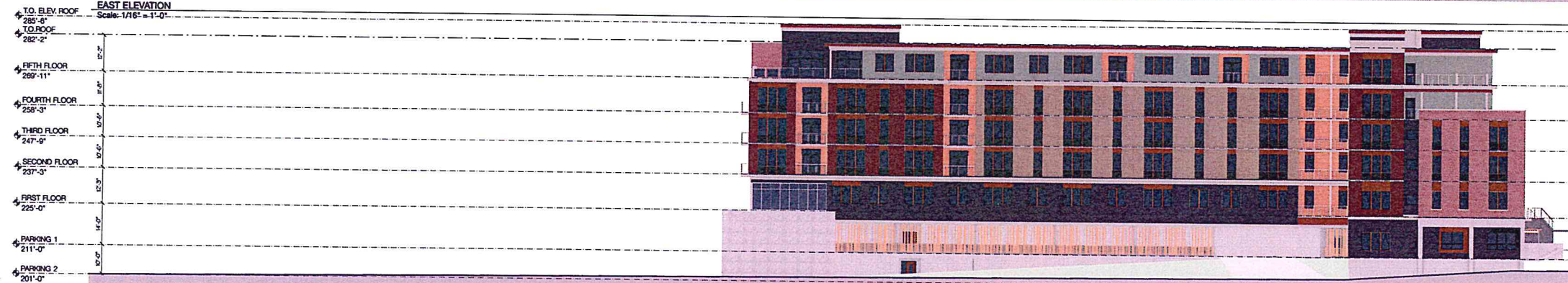
P1.0

RECEIVED
NOV 26 2018

DEPARTMENT OF
PLANNING & ZONING



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"



CAMBRIAN RISE • BUILDING C & D

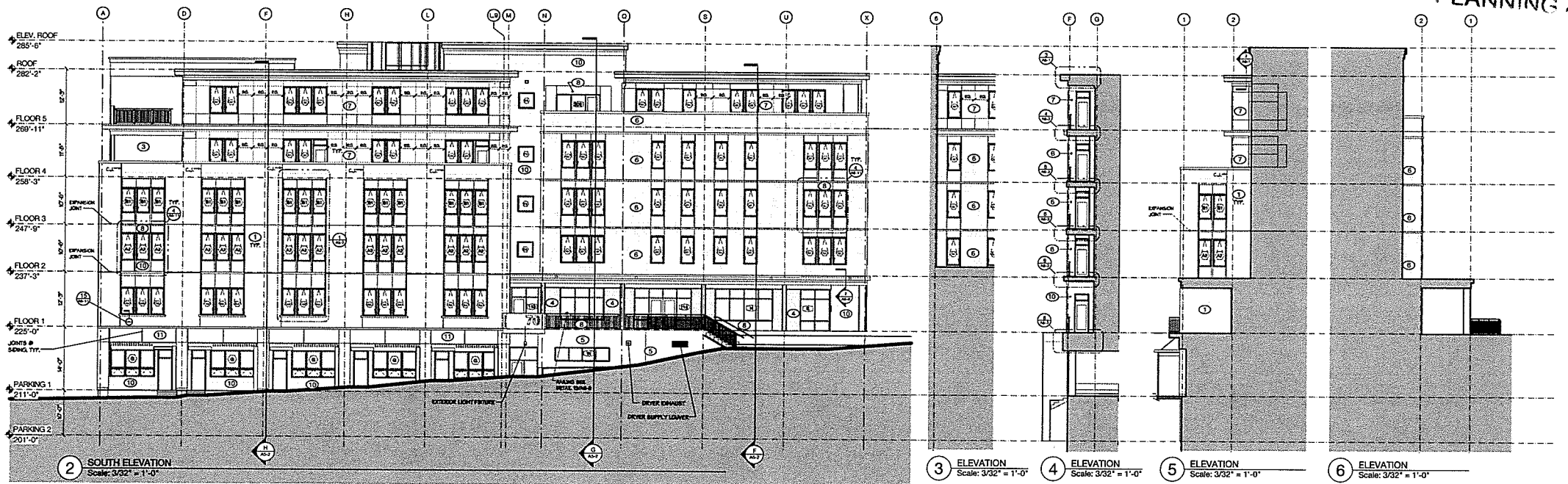
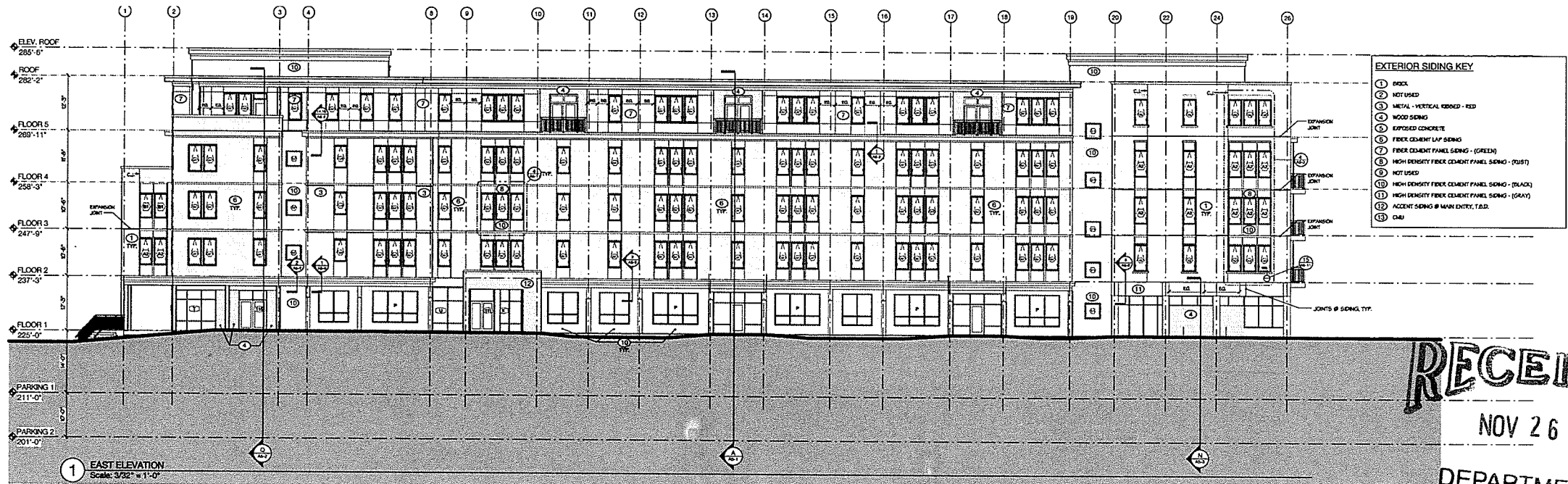
BURLINGTON, VERMONT

COPYRIGHT © 2017 ALL RIGHTS RESERVED
DUNCAN WISNIEWSKI ARCHITECTURE
A Professional Corporation

PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T. 802.864.6693

DATE: 11.26.2017
DRAWN: ABC
CD-2



CAMBRIAN RISE • BUILDING C & D

BURLINGTON, VERMONT

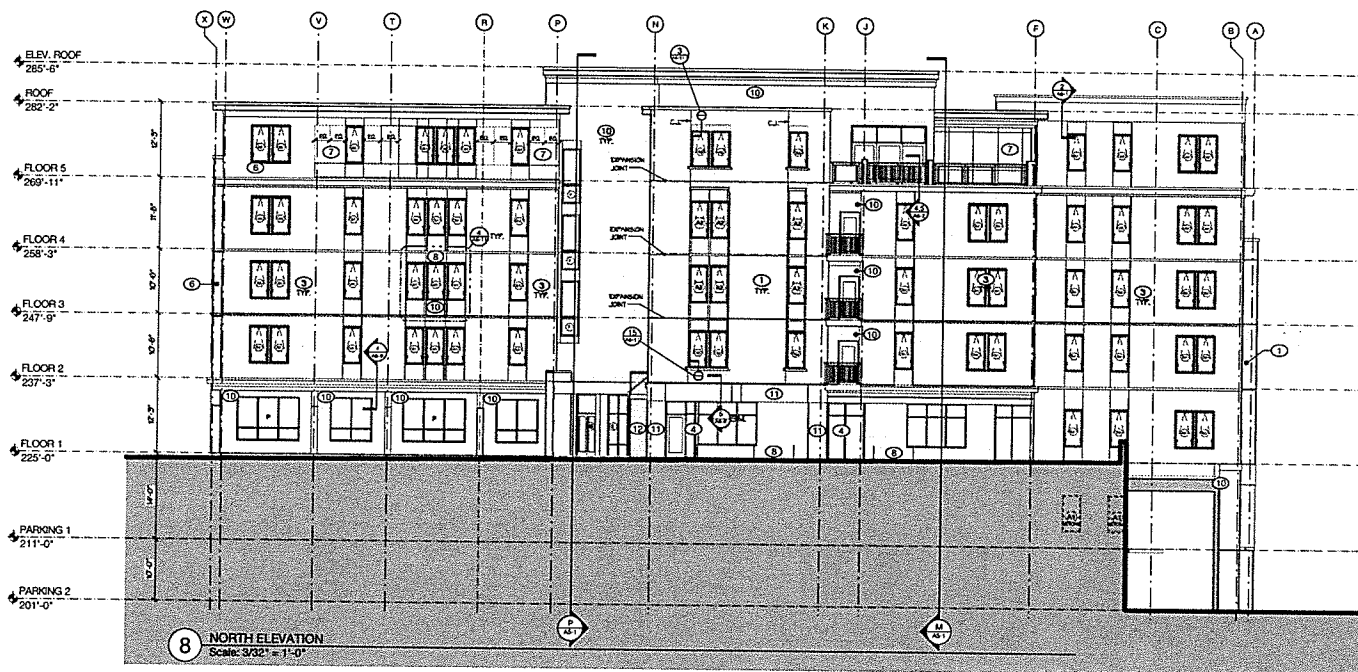
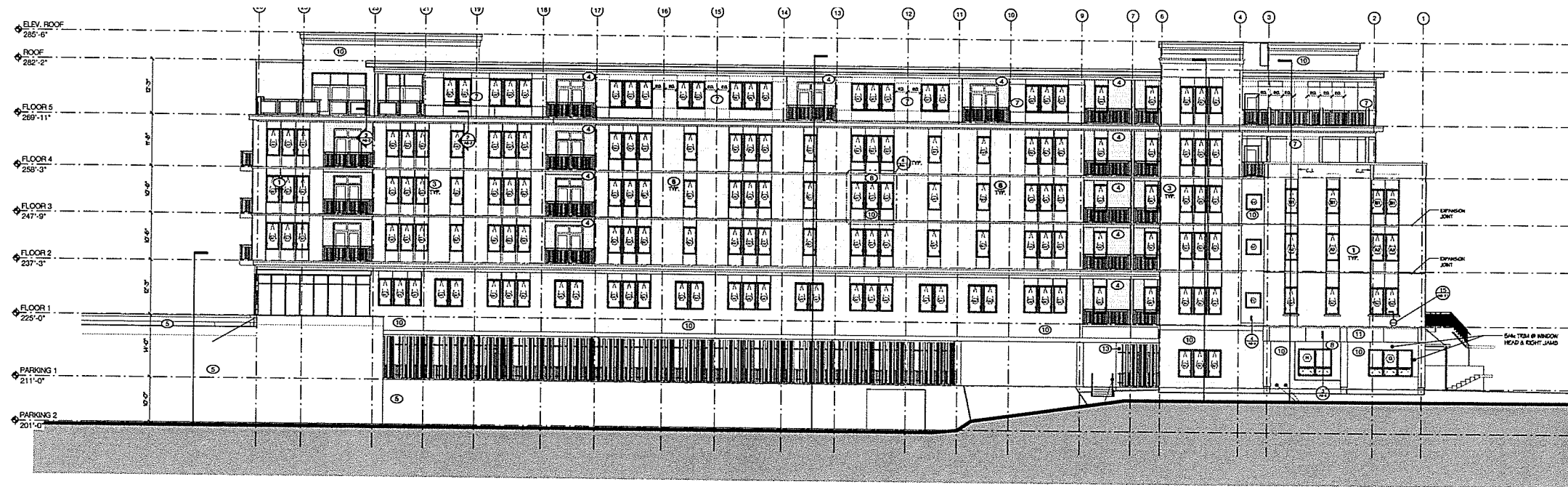
DATE: 11.26.2017
DRAWN: DF

PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE

235 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
TEL: 802.264.6003

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 - (TAN)
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.A.D.
13	CAD

RECEIVED
NOV 26 2018
DEPARTMENT OF
PLANNING & ZONING

CAMBRIAN RISE • BUILDING C & D BURLINGTON, VERMONT

© 2017 DUNCAN WISNIEWSKI ARCHITECTURE, P.C.
ALL RIGHTS RESERVED
A PROFESSIONAL CORPORATION

PERMIT REVIEW SET

Duncan
Wisniewski
ARCHITECTURE
230 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T. 802.664.6763

DATE: 11.26.2017
DRAWN: DF

A3-2

PROPOSE
N/E Corner





APPROVED
w/ glass
N/E Corner

PROPOSED

N/W





PROPOS
S/E corner



APPROVED
s/e corner



Breakdown of Parking Supplied for Cambrian Rise Residents					Updated: 8.28.18	
	Spaces for Rental Units	Spaces for Condos (incl Bldg H) + Non- Profits	Street Spaces	TOTALS		
Total Garage:	386	518		904		
Total Surface Lots:	<u>103</u>	<u>122</u>		<u>225</u>		
SUBTOTALS:	489	640		1129		
Total On-Street:						
North Rd			38	38		
South Rd			27	27		
West Rd			43	43		
	TOTAL with On-Street Spaces:			1237		

RECEIVED
NOV 06 2018

DEPARTMENT OF
PLANNING & ZONING

1105 Required Spaces		Allocated as Shown								
Residential Uses		Non-Residential	Commercial Uses							Professional/Trade College
Buildings	Apartment Units	Commercial	Bakery	Restaurant	Hotel	Office	Daycare	Retail		
	1		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		90								90
Bldgs B+G (Comm)			0							
Restaurant				9						9
General Office			17,200					34		34
Building C		102								102
Comm./Bldg C										
General Office			4,000			8				8
Retail			4,150					8		9
Bldg D Garage		23,000								
Building E		67								67
Building F										
Comm/Bldg E+F						70				70
General Office			35,000							
Building H		60								60
Commercial			3,250			7				7
Daycare (75 total kids w 14 staff)**			3,000				22			22
Building I										
Office			60,000			120				120
Building J										
Fitness			3,000							
Building K/CSC		70								70
Building L/CHT		76								76
Building M		115								115
Office/Service			1,500			3				3
Building P		60								60
Retail			1,500					3		3
Building Q		65								65
Bldg R - 50 Room Hotel			43,000		50					50
TOTAL REQ'D PARKING:				0	9	50	208	22	12	0
Total Residential (in Units):		770			375,385	235			11	
Total Non-Residential (in SF):		201,600								1085
NON-RESIDENTIAL SUMMARY										
118,600 sf/commercial space										904
83,000 sf/non-residential + support space										225
201,600 sf TOTAL NON-RESIDENTIAL										1129
* for residents and immediately adjacent neighbors										On-Street Spaces (not included 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										108
SUMMARY OF PARKING SUPPLIED										
TOTAL PARKING IN GARAGES:										904
TOTAL SURFACE LOT PARKING										225
TOTAL SURFACE + GARAGE PARKING:										1129
On-Street Spaces (not included in total)										108

RECEIVED

NOV 06 2018

DEPARTMENT OF PLANNING & ZONING

118,700 general Office (235)

5,650 Retail (11)

50 Room Hotel (75x50) = (37.5)

BIKE PARKING

BIKE PARKING	RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS										NON-RESIDENTIAL BIKE STORAGE/RACK CALCULATIONS									
	Building		Use	Residential		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		NON-RES SHORT TERM		Non-Residential Use Bike Parking Required						
	Unit Count	PROVIDED (space for)		Non-Residential	Non-res			Non-res	Req'd Parking Standard (LT)	Req'd Parking Standard (ST)	Req'd Parking Short Term									
																Updated: 10.4.18				
Arlington College Parcel				sub-total - College Parcel				sub-total spaces				sub-total - BCCH Parcel				Grand Totals				
	</																			

VIEW OF PARKING AT CAMBRIAN RISE

Updated: 10.4.18

		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
Hillington College Parcel												
b-total - College Parcel					324	86,350	Restaurant	Office	Retail	Office	5 Story	442 spaces
A	Residential	For Rent	65	90	20,200	Restaurant	Office	Retail	Office	5 Story		
B & G	Former College	For Rent/Sale	102	-	8,150	Garage	Office	Retail	Office	3 Story		
C	Multi-Use	For Rent	67	23,000	35,000	Restaurant	Office	Office	Office	3 Story		
D	Parking Garage	For Rent	67	35,000	35,000	Restaurant	Office	Office	Office	5 Story		
E & F	Residential	For Rent	67	35,000	35,000	Restaurant	Office	Office	Office	5 Story		
b-total - College Parcel					324	86,350	College Parcel Parking Total:					
Relative Percentage (based upon building SF)												
Community Housing, LLC parcel												
H	Residential	For Rent	60	6,250	60,000	Office	Office	Daycare	Office	4 Story	687	
I	Residential	For Rent		60,000	60,000	Office	Office		Office	5 Story		
J	Fitness	N/A		3,000	3,000	Fitness			Office	1 Story		
K & L	CSC/CSC Residential	Sell Off	146	1,500	1,500	Retail	Office		Office	4 Story		
M	Residential	For Sale	115	1,500	1,500	Retail	Office		Office	4 Story		
P	Residential	For Sale	60	1,500	1,500	Retail	Office		Office	4 Story		
Q	Residential	For Sale	65	43,000	43,000	50 room Hotel			Office	5 Story		
R	Commercial		446	115,250	115,250	BCCH + Non-Profit Parcel Parking Total:						
b-total - BCCH Parcel					446	115,250						
770					201,600							
and Totals							1129					

RECEIVED

DEPARTMENT OF PLANNING & ZONING

NOV 06 2018

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

Brad Rabinowitz
AJ LaRosa
Austin Hart
Springer Harris
Geoff Hand
Alexandra Zipparo
Samantha Tilton
Jim Drummond, (Alternate)
Zoraya Hightower, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday November 20th, 2018, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT Minutes

Board Members Present: A. LaRosa, S. Harris, G. Hand, A. Zipparo, J. Drummond (Alt.)

Board Members Absent: B. Rabinowitz, A. Hart, S. Tilton, Z. Hightower (Alt.)

Staff Present: Scott Gustin, Mary O'Neil, Ryan Morrison, Layne Darfler

I. Agenda

No changes to the agenda

II. Communications

A. LaRosa: Supplemental communications have been submitted for 441 Shelburne St and will be considered upon discussion of the topic

III. Minutes

A. LaRosa: Minutes from the November meeting will be discussed at deliberation

IV. Consent

1. 19-0326CA; 121 Crescent Beach Drive AND 19-0367CA; 133 Crescent Beach Drive (RL-W, Ward 4N) Crescent Beach Drive Association

Install stone on existing sand parking lot.

(Project Manager: Ryan Morrison)

A. LaRosa: Have the applicant's received staff comments?

Yes

A. LaRosa: Do you have any questions or concerns?

None

A. LaRosa: Do any members of the Board object to this item being on the consent agenda?

None

A. LaRosa: Are there any members of the public here to speak about this project?

None

G. Hand: Motion to approve and adopt staff findings and recommendations

A. Zipparo: Seconds the motion

5-0-0

2. 19-0355CA; 441 Shelburne St (RM, Ward 5S) 441 Shelburne Road, LLC

Convert boarding house and duplex into 10 unit residential apartments with associated site improvements. Reapplication for expired zoning permit.

(Project Manager: Scott Gustin)

A. LaRosa: Is the applicant here?

None stepped forward

A. LaRosa: Open to public hearing as no applicant is present and communications were submitted

S. Gustin: Applicant is looking for re-approval of what got approved because he missed the deadline for extension; Board could consider tighter timeline or aspects for completing construction

G. Hand: last time we approved there was public testimony are the submitters the same?

S. Gustin: Believe so as they abut the property; would be more comfortable to continue to another date then discuss without the applicant

S. Gustin: Continue to next item and come back to this in case the applicant comes in late

A. LaRosa: Move to continue public hearing until 12-18-18

G. Hand: Seconds the motion

5-0-0

V. Public Hearing

1. 18-0894LL; 14 Peru St (RM, Ward 3C) PBGC, LLC and 18-0895LL; 16 Peru St (RM, Ward 3C) BPJS Management LLC

Reopen appeal of administrative denial of lot line adjustment between 14 and 16 Peru Street.

(Project Manager: Mary O'Neil)

M.Daly: Provided brief permitting history and Board review of the project that is of issue; Application dates back to march, boundary line adjustment was considered to cure a construction encroachment. Came in with boundary line adjustment and at the July hearing an issue came up with respect to particular section of the code regarding further a non-conformance; Board asked both parties to take time and prepare comments regarding section of the ordinance and possibility of PUD. Came back in September continuance procedurally to allow appellant time to explore possibility for PUD. July denial- spent time meeting with architect and engineer, PUD not workable. We will not be proceeding to seek PUD. Asking Board to revise review and adjudication on the boundary line adjustment decision. Staff made adverse findings on a number of points resulting in denial; we addressed those in a memorandum and hearing that was held. Asking Board to agree with us that through steps we've taken and creation of parking easement we have addressed staffs concerns and the adverse findings. Ask that the Board agree that the specific section of the ordinance that was in contention does not apply to this project. Believe it is in the Boards discretionary authority and see that this was a mistake and that we have present plausible solutions. Alt is either enforcement action leading to construction waste or litigation

G.Hand: any info on economic waste? Do you have numbers with you

M. Daly: it is a 12 x 1 ft addition into the encroachment; client estimates its \$30,000 to fix the problem.

A. LaRosa: Any Board members have questions

None

A. LaRosa: Do any members of the public wish to speak

No

M. O'Neil: project manager, remind Board that alterations to the building still do not have a permit so they cannot be deemed approved through this action. There was a vertical enhancement of the building which requires DRB approval. The renovations that were done without permits continued that wall plan but still no permits taken out.

M. Daly: prior representation for applicant had met with staff and worked out solutions to those other issues. Saw evidence and recorded emails of that but it was the 12' x 1' encroachment that led to staff not being able to issue the permits.

G. Hand: if we were to deny the appeal then maybe deconstruction depending litigation; granting would grant boundary line adjustment but city says there are other aspects that require approval- Board could approve boundary line adjustment but not the changes of the structure which might violate the ordinance anyway.

M. Daly: Staff through issues that were there; it was a mistake that the work was done without permitting. Willing to sit down with staff to work out the other issues if the meeting goes our way.

M. O'Neil: confirm Staff had met but that was prior to the survey being done, the survey led to unfavorable information regarding the project.

G. Hand: Overview of Section 5 in ordinance; trying to understand if there is reasonable argument – does changing the boundary line effectually increase the structure.

K. Sturtevant: it's part of the underlying problem

A. LaRosa: under this provision the options are that they don't do it or they tear it down

G. Hand: Do we have the discretion to take into account the economic waste arguments

K. Sturtevant: A variance would be difficult because the issue was caused by the property owner

A. LaRosa: Can you provide an overview of the parking easement

M. Daly: Discussed parking arraignments

S. Harris: the house on the west was purchased after the construction took place- house was also purchased to accommodate this error- you estimated the deconstructed cost at \$30,000 but the appellant purchased the home instead of correcting the error.

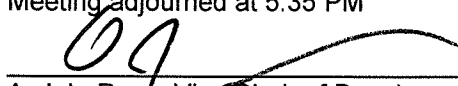
A. LaRosa: Any other comments or questions

None

A. LaRosa: Closed public hearing

VI. Adjournment 5:35 PM

Meeting adjourned at 5:35 PM


A. J. LaRosa, Vice Chair of Development Review Board


Layne Darfler, Planning Technician

12/4/18
Date

12-04-2018
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/dr/ agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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.