

Burlington Design Advisory Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DAB

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DESIGN ADVISORY BOARD Tuesday, November 24, 2015 at 3:00 PM Conference Room 12, City Hall, Burlington, VT Agenda

*Each applicant has about 10 minutes to present his/her application to the board within their allotted session time. **Please note session times are approximate.***

Session I - 3:00-3:30 p.m.

1. **16-0581SP; 85 North Ave (NMU, Ward 3C) Catamount/Lakeview LLC**
Sketch plan of proposed four story, 56-unit residential building with associated parking garage.
(Project Manager, Scott Gustin)

Session II – 3:30-4:00 p.m.

2. **16-0587SP; 194 and 202 South Champlain St (RH, Ward 5S) Erik J. Hoesktra**
Sketch plan to demolish addition and garage at 194 So Champlain Street, replace with new duplex and garage structure. In association, demolish single family home at 202 So Champlain Street, replace with new single family home. (Project Manager, Mary O'Neil)

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

Department of Planning and Zoning

149 Church Street, City Hall
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Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Interim Chief Administrative Officer
Mary O'Neil, AICP, Senior Planner
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP 16-0587SP, 194 and 202 South Champlain Street
Date: November 24, 2015

File: ZP16-0587SP
Location: 194 and 202 South Champlain Street
Zone: RH **Ward:** 5S
Date application accepted: November 9, 2015
Applicant/ Owner: Erik Hoekstra
Request: Demolish addition and garage at 194 South Champlain Street, replace with new duplex and garage. Demolish single family home at 202 South Champlain Street and replace with new single family home.



Background:

194 South Champlain Street

- Zoning Permit 15-1081CA; remove two chimneys from structure. Denied May 2015.

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

- Zoning Permit 15-0984CA; window replacement, replace front porch. Approved May 2015.

202 South Champlain Street

There are no zoning permits on file for this property.

Overview: The applicant owns both properties: 194 South Champlain Street is a duplex; 202 South Champlain Street is a single family residence. The proposal is to demolish a rear addition and garage at 194 and replace with a new duplex and garage structure. The abutting single family home at 202 South Champlain is proposed to be demolished and replaced with a new single family home. Both properties are on the National Register of Historic Places within the original Battery Street / King Street Historic District.

Part 1: Land Division Design Standards

No division of land is proposed. Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The application does not contain enough information to understand any existing natural features. A full application will require submission of an existing and proposed landscaping plan.

(b) Topographical Alterations:

None identified.

(c) Protection of Important Public Views:

There are no protected views from either site.

(d) Protection of Important Cultural Resources:

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

Both properties are listed on the National Register. See Section 5.4.8, below.

(e) Supporting the Use of Renewable Energy Resources:

No information has been submitted about intent to include renewable energy resources.

(f) Brownfield Sites:

None are identified. The rear garage/workshop will need to be assessed for any potential contamination issues relative to petroleum spill or similar environmental concern based upon its previous uses.

(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 will need to follow applicable city and state erosion and stormwater management guidelines in accordance with the requirements of Art 5, Sec 5.5.3.

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

The availability of porches, canopies, and similar architectural solutions to shielding occupants from inclement weather will be evaluated when design information is submitted. Snow storage will need to be identified for the development.

(h) Building Location and Orientation:

The structure at 194 is proposed to be retained, with development at the mid and rear block area. 202 South Champlain will be redeveloped, and proposes a new structure that will be aligned with the street fronts of other existing buildings. A fuller analysis of buildings, including the setback of the property north of 194 South Champlain should be included to confirm appropriate front yard setbacks.

It appears that the replacement structure at 202 South Champlain Street duplicates the existing south side yard setback. This would be acceptable if the lots remain separate; merging lots (as part of a PUD) will require a building setback that is 10% of the new lot width.

The replacement structure proposed for 202 South Champlain is depicted as crossing a property boundary line on the north. If the development is proposed as a PUD, than the applicant should clearly define. Otherwise, the replacement building unacceptably crosses onto another parcel.

(i) Vehicular Access:

There is an existing driveway at 194 South Champlain Street. 202 South Champlain Street has neither a driveway nor parking.

(j) Pedestrian Access:

Both properties can be accessed via the public sidewalk. A ramp/walkway is shown as existing from the rear of 202 South Champlain Street to the driveway and parking area of 194. As there are no permits on file, it is not known when this was established.

(k) Accessibility for the Handicapped:

There is no identification of handicap access or parking at either address. ADA requirements are under the review of the building inspector.

(l) Parking and Circulation:

Submitted plans illustrate an expansive gravel drive and parking area at 194 South Champlain Street, with a multi-bay garage structure/workshop in the rear. 202 South Champlain has no defined parking; but the walkway illustrated suggests that some arrangement is in place for use of parking at the 194 location. When reviewed by the DRB under Article 8, parking requirements will be addressed.

(m) Landscaping and Fences:

More information will have to be submitted to understand existing and proposed landscaping.

(n) Public Plazas and Open Space:

There are no public plazas present or required. Open space for tenant use is a requirement for Planned Unit Developments.

(o) Outdoor Lighting:

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

A lighting plan will be a requirement for final application.

(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.

Minimal information has been submitted for the benefit of Sketch Plan Review; more comprehensive information will be expected at the time of final application submission.

Part 3: Architectural Design Standards
Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

As building elevations have not been submitted, an analysis of massing, height and scale cannot be completed.

2. Roofs and Rooflines.

Architectural plans have not been submitted, so an analysis of rooflines cannot be made.

3. Building Openings

No information to address for Sketch Plan.

(b) Protection of Important Architectural Resources:

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

See Section 5.4.8.

(c) Protection of Important Public Views:

There are no public views from either site.

(d) Provide an active and inviting street edge:

Not enough information has been submitted to make an analysis of this standard.

(e) Quality of materials:

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

Owners of historic structures are encouraged to consult with an architectural historian in order to determine the most appropriate repair, restoration or replacement of historic building materials as outlined by the requirements of Art 5, Sec. 5.4.8.

Not enough information has been submitted to make an analysis of this standard.

(f) Reduce energy utilization:

Not enough information has been submitted to make an analysis of this standard.

(g) Make advertising features complementary to the site:

Not enough information has been submitted to make an analysis of this standard.

(h) Integrate infrastructure into the building design:

Not enough information has been submitted to make an analysis of this standard.

(i) Make spaces secure and safe:

All development will be required to meet appropriate building and life safety code, and any standards relative to ingress and egress as defined by the building inspector and fire marshal.

Sec. 5.4.8 Historic Buildings and Sites

The City seeks to preserve, maintain, and enhance those aspects of the city having historical, architectural, archaeological, and cultural merit. Specifically, these regulations seek to achieve the following goals:

To preserve, maintain and enhance Burlington's historic character, scale, architectural integrity, and cultural resources;

To foster the preservation of Burlington's historic and cultural resources as part of an attractive, vibrant, and livable community in which to live, work and visit;

To promote a sense of community based on understanding the city's historic growth and development, and maintaining the city's sense of place by protecting its historic and cultural resources; and,

To promote the adaptive re-use of historic buildings and sites.

(a) Applicability:

These regulations shall apply to all buildings and sites in the city that are listed, or eligible for listing, on the State or National Register of Historic Places.

Both properties are listed on the National Register of Historic Resources, within the Battery Street / King Street Historic District. See attached information.

194 South Champlain Street was built in 1850 as a replacement for a wooden school house. Originally within District 2, it was re-identified as the District 8 schoolhouse. It was sold in 1874 to Horace W. Smith and converted to residential use. The accessory structure (garage) was constructed between 1938 and 1942.

202 South Champlain Street was constructed between 1853 and 1869, originally on the same parcel as the store owned by Horace W. Smith (now Handy's Lunch.) The lot was subdivided sometime between 1889 and 1918, leaving the single family residence on its own parcel.

(b) Standards and Guidelines:

The following development standards, following the Secretary of the Interior's Standards for the Treatment of Historic Properties, shall be used in the review of all applications involving historic buildings and sites subject to the provisions of this section and the requirements for Design Review in Art 3, Part 4. The Secretary of the Interior's Standards are basic principles created to help preserve the distinctive character of a historic building and its site. They are a series of concepts about maintaining, repairing and replacing historic features, as well as designing new additions or making alterations. These Standards are intended to be applied in a reasonable manner, taking into consideration economic and technical feasibility.

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

194 South Champlain Street's original use was a district schoolhouse, but has been residential since 1874. The residential use will continue. 202 South Champlain Street, constructed between 1853 and 1869 has been residential. It is proposed to be demolished and replaced with another single family home. Uses will continue; structures are not proposed to be retained at 202 South Champlain; partial demolition is proposed for the principle structure and total demolition of the accessory building at 194.

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

The rear ell of 194 South Champlain Street can be documented prior to 1889 (Fire Insurance Map), and was likely an addition to accommodate conversion to residential use in 1874. The multiple chimneys suggest the likelihood that this was a domestic kitchen. The proposal to remove the rear ell on the primary structure will eliminate a portion of the building that characterizes the property and has gained historic significance in its own right.

The proposed removal of the garage/workshop (built between 1938 and 1942) will eliminate one component of the site, its use to be replaced by a similar use (parking.)

The proposed demolition of 202 South Champlain Street will remove an original single family residence, built between 1853 and 1869. Despite its replacement siding, it retains its location, design, setting, feeling, association and likely materials and workmanship under more modern alterations. Early mapping indicates that it was originally on the same parcel at Smith's Store (now Handy's Lunch), but was subdivided from that lot. It has remained a single family residence. Its removal will erode the historic integrity of the street and the district, particularly when viewed collectively with the loss of 189-191 South Champlain Street a few years ago. As neighborhood character is established by a collection of buildings that have a contextual relationship to each other, the Battery King Street Historic District is a record of those buildings; few of which were singularly notable examples. It was the cohesiveness and relationship between the buildings that gave credibility to the significance of the district. As the corner of Maple and South Champlain Street has two empty lots, 189-191 South Champlain has been demolished, and now alteration or replacement is proposed for 194 and 202, the fabric of the historic district is fraying with additional loss.

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

As more definitive plans emerge, an assessment of project design can be made to determine if conjectural features are proposed. Such an appraisal cannot be made at this time.

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

The rear ell of 194 South Champlain Street has acquired historic significance in its own right; evidence of the change of use to residential from schoolhouse, and as tangible testimony to

traditional 19th century building evolution. Its loss will be an erasure of an important building component that has merit in its own right.

202 South Champlain Street is already recognized as part of a complex of historic structures, and retains its importance as part of that collection within the Battery King Street Historic District.

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

Horace W. Smith purchased 194 South Champlain Street from the City of Burlington in 1874 when the schoolhouse was no longer retained for use within the new district configuration.¹

As Smith is recognized as a carpenter, builder and slater, it can reasonably be assumed that the rear addition may be his own work. Smith's store was on the corner of South Champlain and Maple Street (the current Handy's Lunch), and 202 South Champlain Street was built on a lot shared with his store. He may have an association with the construction of that structure as well. While perhaps not elaborately designed or embellished, their construction should be considered consistent with building construction techniques of the mid 19th century. Some particular elements may not be evident without further scrutiny and removal of more recent alterations.

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

As elevations or plans for the proposed redevelopment have not been submitted, it cannot be determined how compatible replacement will be with the existing structures. The removal, in whole or in part will constitute a loss to the historic integrity of all structures on both parcels, and is proposed not as a solution to deterioration or failure but to provide increased or replacement housing and parking.

At 202 South Champlain, the development will remove a historic single family home with replacement of a single family home. As building plans have not been submitted, it cannot be discerned if the replacement is intended to be a reproduction or some new design.

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

Demolition is the the most extreme form of physical treatment. The appropriateness will be determined by this review.

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

None have been identified. If ground disturbance brings significant artifacts or other resources to light, then appropriate measures will be taken in the treatment and handling of such items.

¹ Smith paid \$1,962.67; agreed to by the School Commissioners and the City Council. *Tenth Annual Report of the City of Burlington, Vt.* (Burlington: R.S. Styles & Son's Steam Job Printing House, 1875), p. 65.

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

The rear ell of 194 remains a distinctive component of the structure, embodying information about building evolution and traditional residential expansion; certainly worthy of retention. If it is determined that a greater public good is served by its removal, the new residential addition will need to meet this standard of differentiation and compatibility.

Similarly, the structure at 202 South Champlain Street continues to have historic merit and will be subject to this standard. While the historic integrity of the property will be substantially diminished by building removal, the compatibility of a replacement structure will be analyzed within these standards.

The demolition of the accessory structure at 194 South Champlain Street will be a similar loss of historic fabric and historic integrity of the property and its environment. New development will be weighed relative to new value toward the public good.

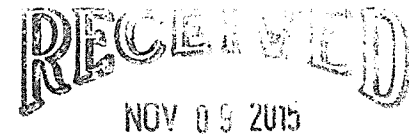
10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The removal of the rear ell at 194 will leave 2/3 of the historic resource which, fronting the public street, will retain most of its visual characteristics. Therefore the removal of the proposed residential addition would leave a fractional measure of the essential historic structure.

The removal of 202 South Champlain will entirely eliminate the historic merit of the property, and render it a loss to the historic district. The structure's removal will not retain the historic integrity of the property, which will have been lost.

The garage structure, as accessory, has gained importance on a secondary level. Development that sacrifices accessory structures has found acceptability when a greater public benefit is identified. While it would be preferable to retain the structure and rehabilitate for the proposed parking need, its loss can be weighed within the context of the overall development proposed for 194 and 202.

**194 & 202 South Champlain
Proposed Redevelopment Project**



DEPARTMENT OF
PLANNING & ZONING

Narrative

After acquiring the properties in April 2015, a restoration of the historic masonry structure at 194 South Champlain was completed including a complete reconstruction of a historically compatible front porch. The next phase of this project seeks to remove a poorly built wood addition off the rear of the masonry building along with a concrete block garage structure to replace both with a new duplex building with covered parking on grade beneath the new duplex. The overall lot coverage on 194 South Champlain will be reduced along with greater compliance to rear and side yard setbacks with the new structure. Green space will be added in the rear where none currently exists. The structurally and functionally obsolete house at 202 South Champlain is also proposed for demolition to be replaced by a single-family home with a smaller building footprint. The new structure will increase the rear yard setback providing more green space for the occupants.

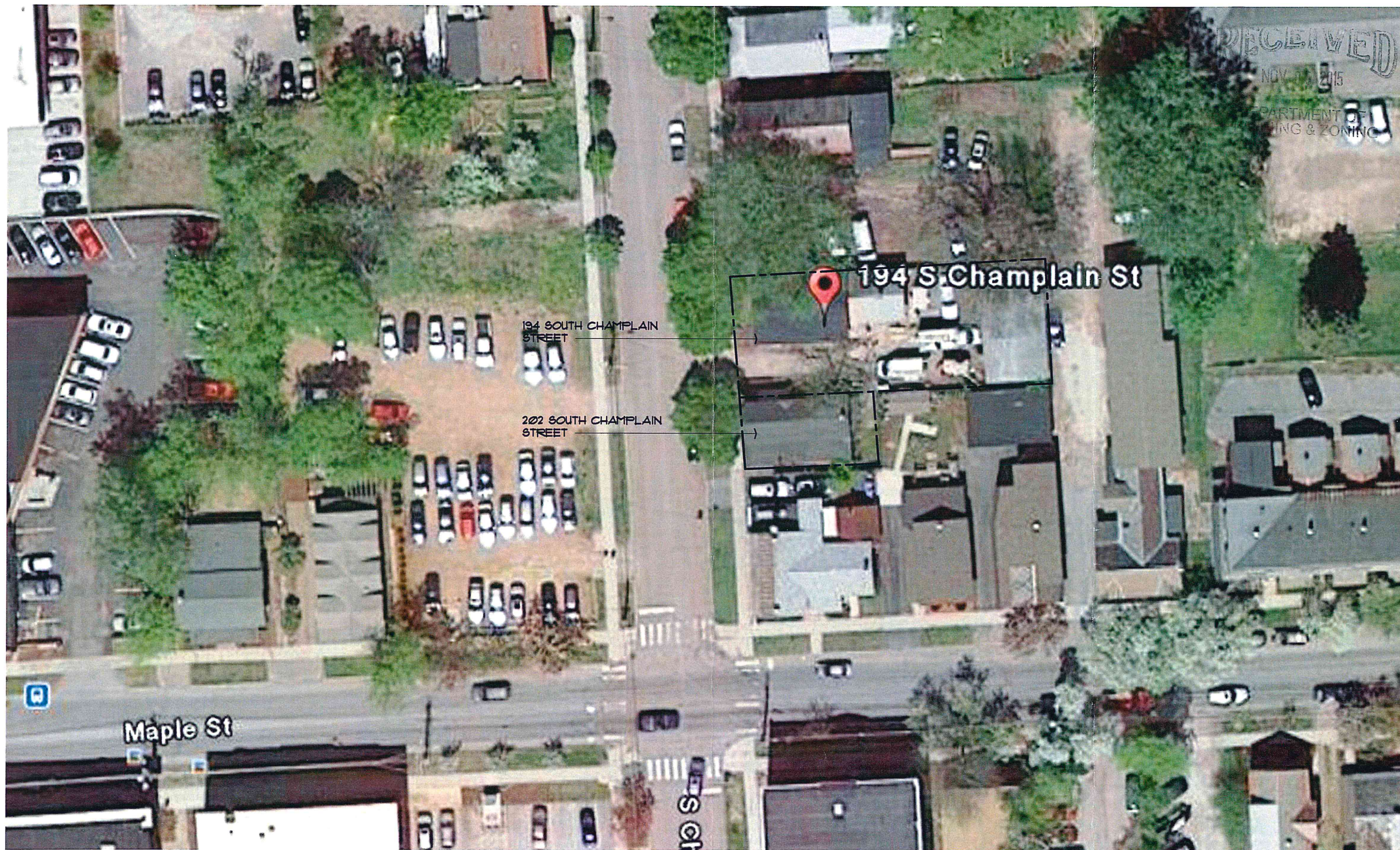
Density and Parking Calculations

194 South Champlain

- Lot area – 0.1372 acres
- Potential density in RH at 40 units per acre – 5.488 units
- Existing density – 2 units
- Proposed density – 4 units
- Existing parking – approximately 7 spaces
- Proposed parking – approximately 7 spaces

202 South Champlain

- Lot area – 0.0333 acres
- Potential density in RH at 40 units per acre – 1.3 units
- Existing density – 1 units
- Proposed density – 1 units
- Existing parking – 0 spaces
- Proposed parking – 0 spaces



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186 SOUTH
CHAMPLAIN

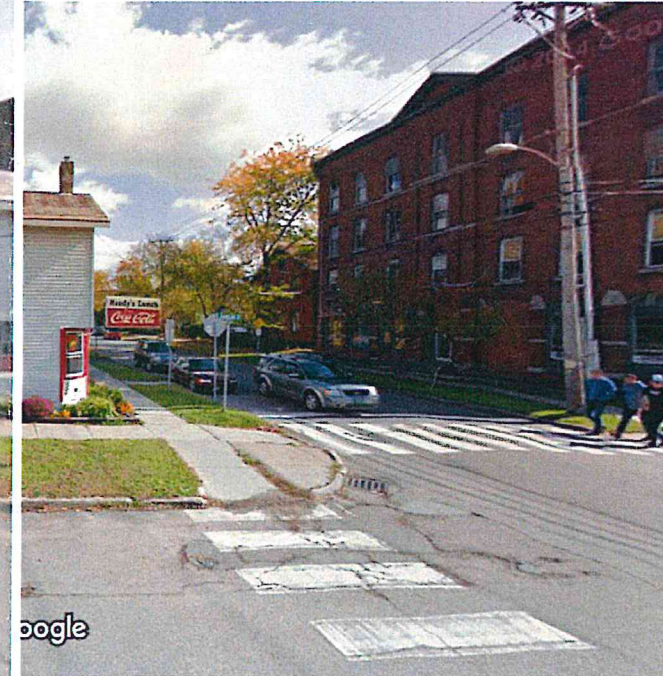


194 SOUTH
CHAMPLAIN



202 SOUTH
CHAMPLAIN

HANDY'S
LUNCH



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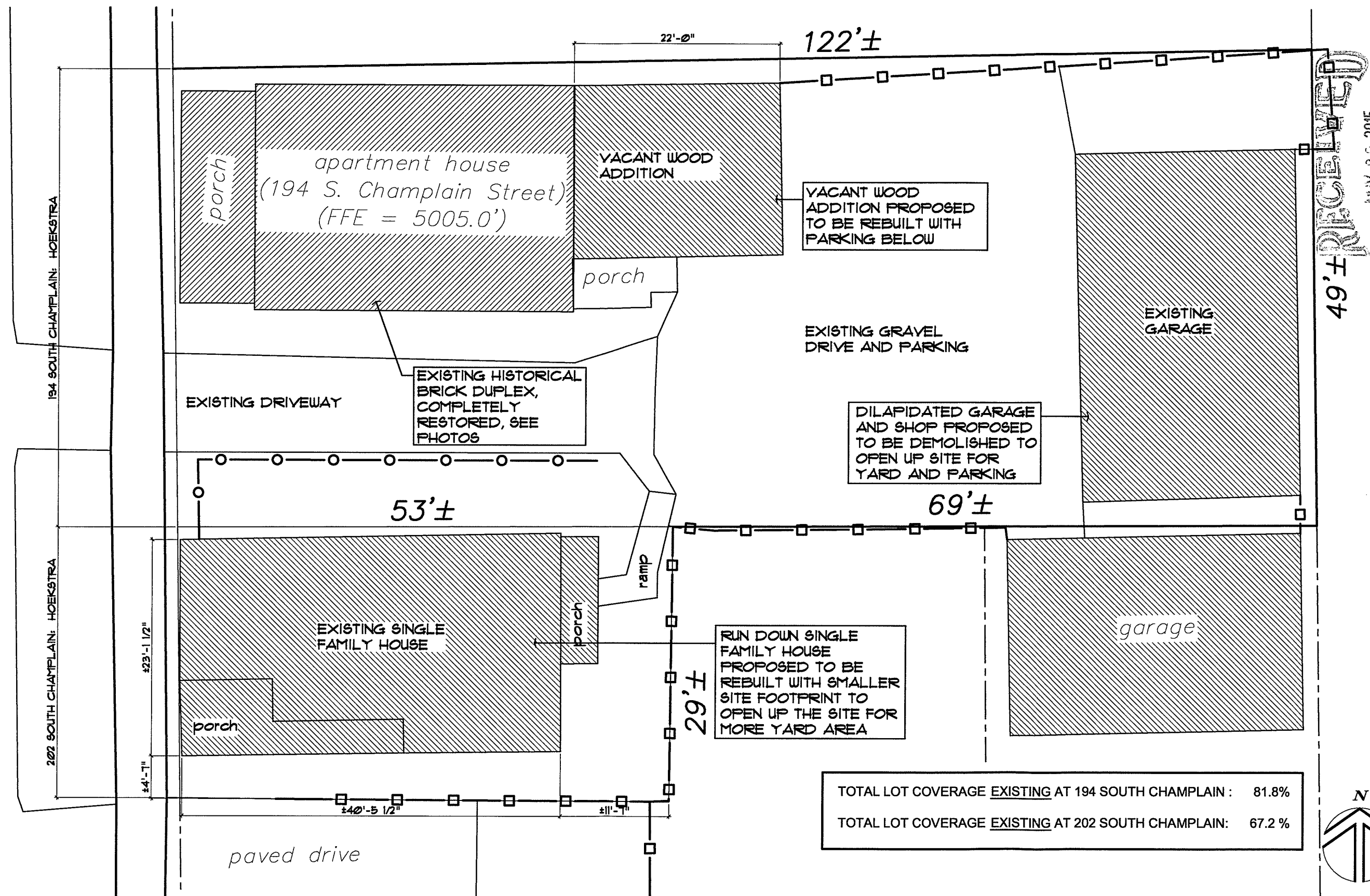
MAPLE STREET

ADVANCE
MUSIC

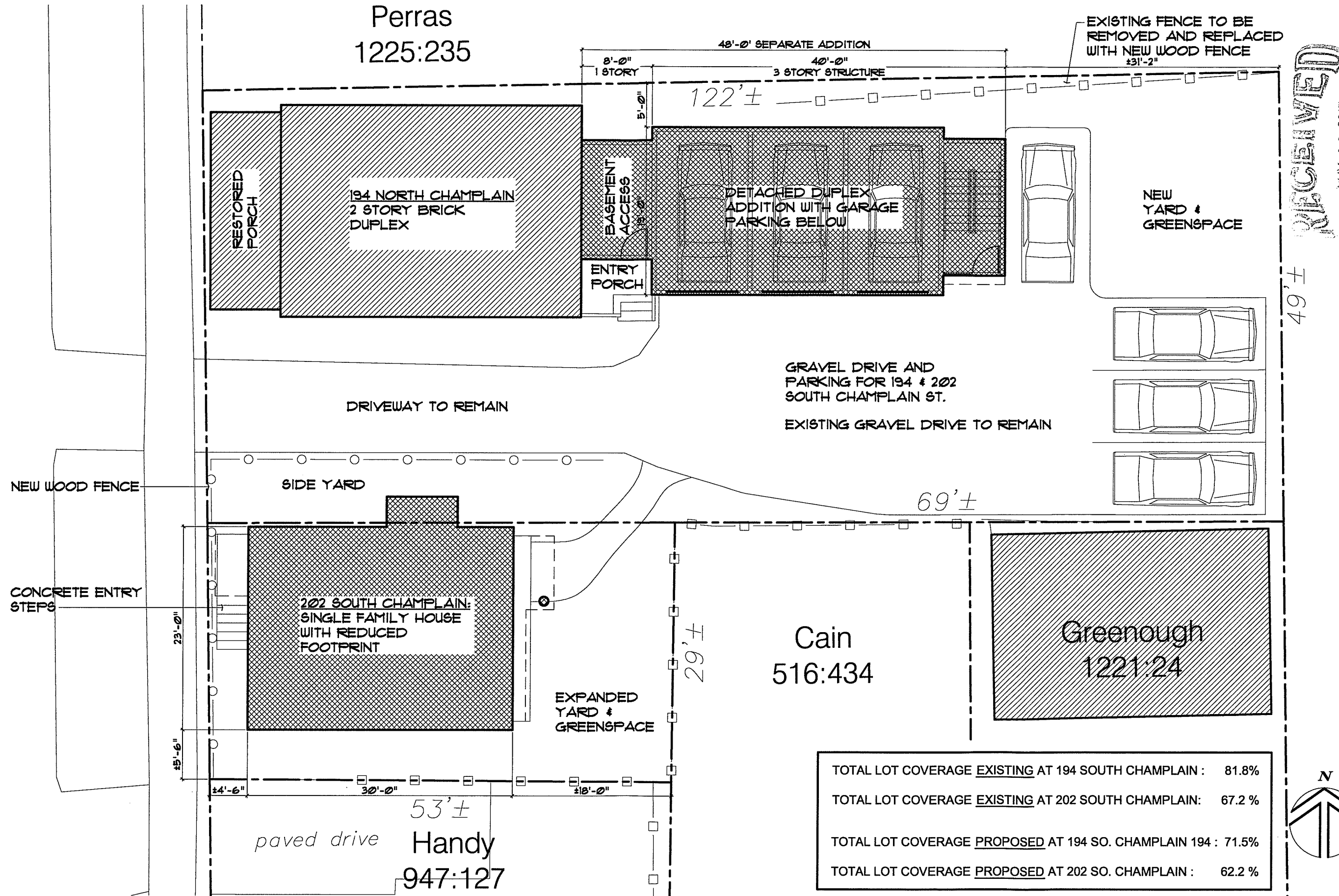


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SOUTH CHAMPLAIN STREET



SOUTH CHAMPLAIN STREET







1976

27

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

19. Gray's Carriage Works, 183 South Champlain Street, ca. 1830, Federal style. $3\frac{1}{2}$ -story, 7 bays long by 4 bays wide, gabled roof with paired end chimneys, raking gable end parapets; granite foundation, lintels and sills with layered brick detailing under the cornice. Wooden double doors and a gabled wooden door hood are later additions; rear porches on all stories. A comparison should be made with the Gideon King House (# 80). Charles B. Gray established the carriage manufactory in 1830 employing 10 men in the manufacture of light and heavy carriages and wagons. The Company did - an annual business of \$ 15,000 in 1882. The business was in operation in 1885, but by 1889 the building was used for apartments, as it is today.
21. FEDERAL TOWN HOUSE, 42 King Street, before 1853, $2\frac{1}{2}$ -story, brick with stone foundation, gabled roof sheathed in poly chrome slates, paired chimneys on sides, 3 bays wide. Semi-elliptical fan in pedimented gable, square cut stone lintels with smooth margins and rough faces over fenestration and door openings. The water struck brick has been painted and is laid in a bond of 7 courses of stringers alternating with a course of headers. The grade around the house appears to have been changed so that the house presently has a high foundation. The front door is reached by 7 cut and shaped stone steps which have a wrought iron railing. The original front door has been replaced by a modern commercial aluminum door. There is an attached Butler-type steel and metal one-story warehouse on the west side.
24. Enos Blinn House, 151 South Champlain Street, c. 1850.
27. Schoolhouse, 194 South Champlain Street, c. 1850.
58. 193 St. Paul Street, c. 1850.
103. 81 Maple Street, c. 1865.

These four Greek Revival style houses are significant because of their common stylistic features. They are characterized by a front gable orientation, side hall plan, pointed arched gable light, and granite door lintel and sill. They are all $2\frac{1}{2}$ -story, brick, 3-bay houses. This is a common house type found throughout Burlington, most prevalent in the North end. It was a popular mid-nineteenth century house type.

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24 is distinguished by a pedimented gable.

27 is constructed in common bond with Flemish variation, and incorporates a wooden entrance porch. In the 1860's and possibly earlier, this building was the grammar school for the 8th district. In 1874, six years after the district system was changed to the graded system, the building was sold to Horace W. Smith, builder and slate roofer.

58 This building fit the pattern with no exceptions. It was demolished September 1976.

103 This house is the only one of the four constructed with wood framing and brick veneer. It features an Italianate door hood.

32. Greek Revival Town House, 46 King Street, before 1853; brick, 2½-stories, gable roof sheathed in poly chrome slate, interior end chimneys on gable ends, 3 bays wide, triangular windows in gable end; radiating brick voussoirs over fenestration, square cut stone lintel over door with smooth margins and rough face. The water struck brick has been painted and is laid in a bond of 7 courses of stringers followed by a course of headers. The grade around the house has been changed so the house has a high stone foundation. The front door is reached by poured concrete steps, a later addition.

35. Row Houses, 94, 96, 98, 100, 102, 104, 106 Maple Street, French Second Empire, c. 1885; seven row houses each 2½-stories, 3 bays with side hall entrances and entrance porches, double leaf doors with transom lights and covered by an elaborately patterned imbricated slate mansard roof which is not continued on the rear elevation. Each section has a central shed dormer and a rear ell. Slate sidewalks are laid in front of the block, number 94 Maple Street having a marble slab in front of the steps as well. The slate roof and sidewalks reflect the fact that the owner and builder of the block was Loomis P. Smith, son of Horace W. Smith builder and slater. Loomis was involved in his father's business as well as being Burlington's Constable in 1889 and a reputedly rich gambler.

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- ✓16. Emile Dupont Roofing Company, see Description.
- ✓17. White & Auto Diesel Service, 197 & 201 South Champlain Street, 1-story rock face cement block with clapboarded addition, one block having a pressed and raised deco pattern, c. 1935, Wayne gas pump.
- ✓18. House, 189 South Champlain Street, 1½-story, frame, asphalt siding in imitation of brick, front gable roofed with enclosed front porch, before 1885.
- ✓19. Gray's Carriage Works, 183 South Champlain Street, see Description.
- ✓20. Red Lion Restaurant and apartment house, 39 & 41 King Street, 2½-story, wood frame covered with aluminum siding with perma stone covered projecting first story on north-east corner for restaurant, gable roof sheathed in slate with decorative imbricated band. A one-story porch with turned posts is across the front of a wing on the west side of the main building; this wing has a gable roof sheathed with asphalt.
- ✓21. Federal Town House, 42 King Street, see Description.
- ✓22. House, 161 & 163 South Champlain Street, c. 1900; 2-story double house, asbestos shingle siding, frame, flat roof, bracketed cornice.
- ✓23. The Foreign Car Shop, 159 South Champlain Street, 1-story, asbestos shingle, flat roof. On the site of a wheelwright's shop from 1885-1919 and then a blacksmith's shop.
- ✓24. Enos Blinn House, 151 South Champlain Street, see Description.
- ✓25. Handy's Lunch Store, 74 & 76 Maple Street, c. 1865. 2-story, aluminum siding, frame, gable roofed with corner entrance and side ell. The store was run by Horace W. Smith in 1869.
- ✓26. House, 202 South Champlain Street, 1½-story, clapboarded, frame, gabled roof.

Reference Image
88 South Willard



Department of Planning and Zoning

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TO: Design Advisory Board
FROM: Scott Gustin
DATE: November 24, 2015
RE: 16-0581SP, 85 North Avenue

=====
Zone: NMU Ward: 3C
Owner/Applicant: Catamount/Lakeview, LLC

Request: Sketch plan review of proposed four story, 56-unit residential building with associated parking garage.

OVERVIEW:

The applicant is requesting sketch plan review of a 56-unit residential structure with an associated underground garage and site improvements. The parcel presently consists of a parking lot at the bottom of Lakeview Terrace and a vegetated bluff with steep slopes to the south and west. As proposed, the building would be set into the hillside with parking underneath and residences above. The existing surface parking lot would be partially reconfigured as well.

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 site contains no significant natural areas as identified in the Open Space Protection Plan.

The slope is vegetated with a variety of vegetation, including trees, shrubs, and ground cover. The extent of clearing is not clearly depicted and will need to be upon permit application.

(b) Topographical alterations

The existing surface parking lot is flat. The slope precipitously drops away to the south and west beyond the edges of the existing asphalt. The proposed construction will be built into the slope and will require excavation and grading work. A detailed topographic plan will be required as part of the permit application.

(c) Protection of important public views

There are significant views from the project site across the lake and towards the Adirondacks. These views, however, are not part of any defined view corridor (such as those along Main, College, Pearl, and Cherry Streets) and are not protected under this criterion.

(d) Protection of important cultural resources

The project site consists of a surface parking lot and steep slopes. The site has no known archaeological significance. It contains no archaeological site points, nor is it located within an archaeologically sensitive area.

(e) Supporting the use of alternative energy

See Sec. 6.3.2 (f).

(f) Brownfield sites

The site is included on the Vermont DEC Hazardous Site List. Contaminants related to fill and dumping include asbestos, coal tar, lead, and PAH. A corrective action plan with VT DEC will likely be required prior to construction and must be addressed as part of the permit application.

(g) Provide for nature's events

Stormwater management is not addressed in the sketch plans. The applicants are advised to work with the Burlington Stormwater Program to work out proposed stormwater improvements prior to permit application.

(h) Building location and orientation

The proposed building will take advantage of the expansive southerly and westerly views and will be set into the top of the bluff, set back from North Avenue. The Depot Street right-of-way effectively precludes setting the building up along North Avenue. As proposed, the building will continue the street edge set by existing homes along Lakeview Terrace. The east-facing front entry reinforces the continuation of that established street edge. The front entry is centrally located and clearly identifiable from the public street.

(i) Vehicular access

Vehicles may access the site from Lakeview Terrace or from North Avenue. Two-way circulation is depicted within the revamped surface parking lot. The underground garage entrance is located close to Lakeview Terrace and will provide two-way circulation in and out of the garage.

(j) Pedestrian access

The project includes an apparent continuation of the sidewalk from Lakeview Terrace across the front of the proposed building. A bike lane runs along the edge of the parking lot and out to the top of Depot Street. A central front walkway and ramp will connect the primary entrance to this new sidewalk. The sidewalk and bike lane as proposed define the perimeter of the surface parking area and afford pedestrians a route separate from vehicular circulation.

(k) Accessibility for the handicapped

ADA details are not noted in the sketch plans. It is the applicant's responsibility to comply with all applicable ADA requirements.

(l) Parking and circulation

This criterion calls for placement of new buildings in front, or to the side, of parking areas. The idea is to avoid parking in front of structures. In this case, the parking lot is already in place. As noted previously, the Depot Street right-of-way effectively precludes construction of a building along North Avenue (with parking behind). As proposed, the building will be set towards the western end of the property and will continue the street edge established along Lakeview Terrace.

The existing parking area will apparently be reconstructed or at least revamped with new striping and a central landscaping island. No parking lot shading analysis is included in the sketch plans. This criterion establishes a target of 30% shading of the parking areas with new shade trees. At least 1 shade tree for every 5 parking spaces is required. Minimum caliper size at the time of planting is 2.5” – 3.5” and a mature canopy diameter of 35’ is expected. Such details will be required with the permit application.

(m) Landscaping and fences

Some general landscaping information has been provided in the sketch plans. It appears that new trees will be planted to the west and downslope of the proposed building. New trees are also apparent in the proposed parking lot landscaping island and around a trash enclosure. A detailed landscaping plan will be required as part of the permit application.

(n) Public plazas and open space

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

(o) Outdoor lighting

Little outdoor lighting information is included in the sketch plans. The permit application must include a photometric plan of the site delineating separate lighting environments (parking & circulation, walkways, and building entries) and fixture cutsheets.

(p) Integrate infrastructure into the design

No new outdoor mechanical equipment is apparent in the sketch plans. A trash enclosure is set to the side of the proposed building at the eastern end of the site. Enclosure details will be needed with the permit application. Any new utility lines must be buried.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The proposed building is large, seemingly the largest at this end of Lakeview Terrace. The sketch plans are basic but depict a structure that incorporates distinct building elements defined by varying materials, planes, and sections. The “L” shape of the building further offsets the perceived mass of the structure. Specific height information is not included in the sketch plans. Set into the hillside as it is, perceived height from the west is considerably taller than that as perceived from street grade to the east. From street grade, building height appears to be reasonably close to that of other nearby structures along North Avenue and Lakeview Terrace.

2. Roofs and Rooflines

The proposed building will include angular shed roofs and flat roof components. Flat and pitched roofs are common in the neighborhood.

3. Building Openings

Only fenestration on the eastern elevations is shown in the sketch plans. That depicted consists of boxy windows in a pattern consistent with the boxy geometry of the proposed building.

(b) Protection of important architectural resources

There are no structures onsite. Other structures nearby are historically significant. The proposed building is offset from these existing buildings and will have no direct impacts on their historic significance.

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

Lakeview Terrace ends at the northern end of the site. Depot Street and North Avenue lie to the east. The proposed development aims to continue the street edge from Lakeview Terrace out towards North Avenue. In doing so, it continues the Lakeview Terrace sidewalk across the front of the building. The central building entry is well defined and connects directly to this sidewalk and adjacent bikeway and vehicular circulation. There are no blank stretches of building wall facing the street. Ample glazing, projections and recesses, and a projecting front entry are employed to provide an active and inviting street presence.

(e) Quality of materials

The sketch plans note no building materials. The permit application must specify all exterior building materials.

(f) Reduce energy utilization

Energy information is not included in the sketch plans. The new building must comply with the current energy efficiency requirements of the city and state.

(g) Make advertising features complimentary to the site

No signs are depicted in the sketch plans.

(h) Integrate infrastructure into the building design

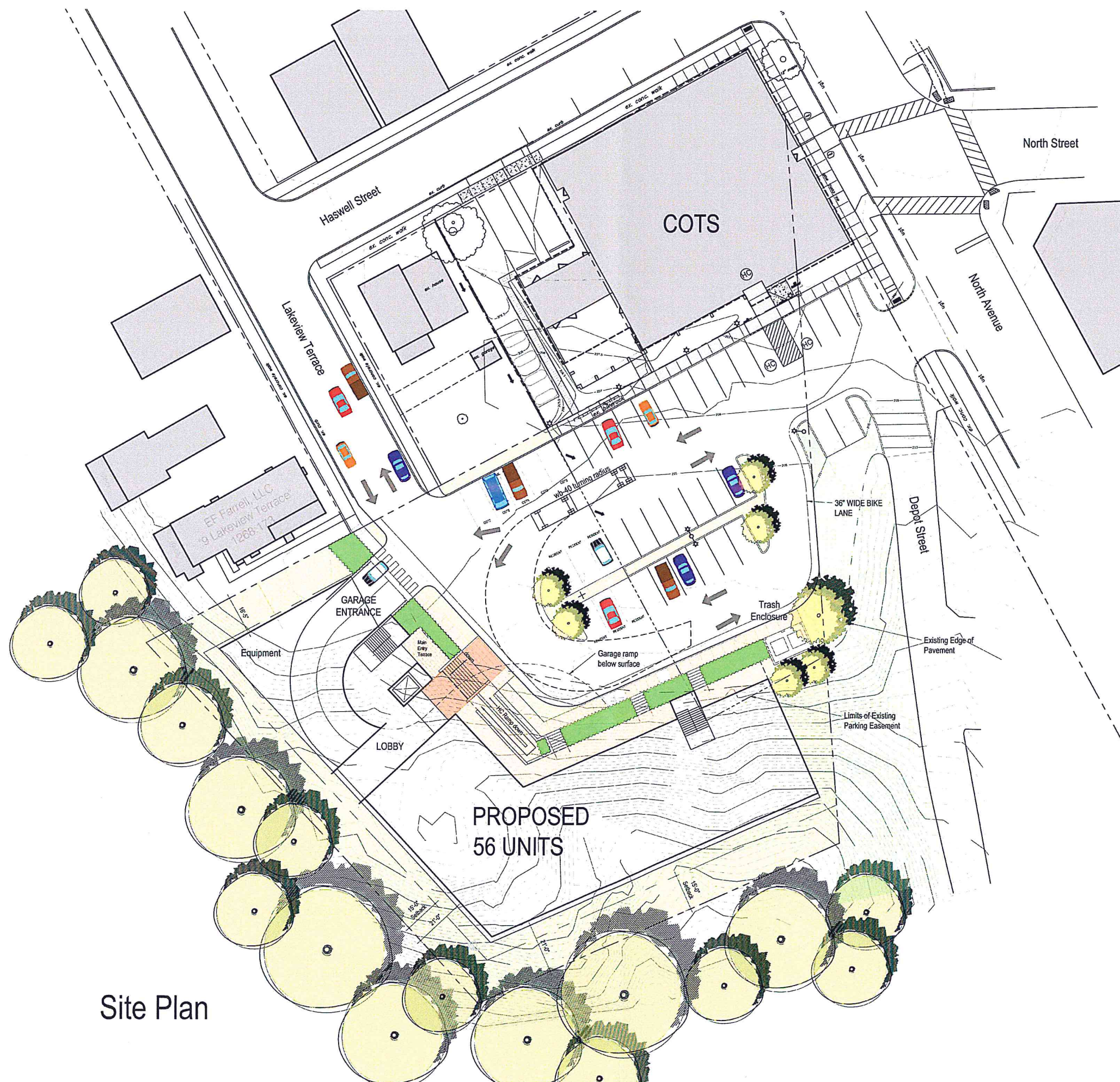
No rooftop or other exterior mechanical equipment is depicted in the sketch plans. The floor plans note a “mechanical storage” room. Perhaps all mechanical equipment will be interior. If any outdoor mechanical equipment is proposed, it must be depicted and screened as part of the permit application.

(i) Make spaces safe and secure

The proposed building appears to be accessible by emergency service vehicles. The project will undergo technical review by Police, Fire, Building, etc. on December 10, 2015. Building entries will presumably be illuminated. An intercom system connecting individual dwelling units with the front entry is recommended.

RECOMMENDED MOTION:

None required for sketch plan review.



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Redston

85
 North Avenue
 Burlington, Vermont

Revisions:

Job Number:	000
File Name:	Siteplan-3
Scale:	1"=5'
Date:	October 30,

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Site Plan

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85 North
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Job Number: 00

File Name: rendersheet

Scale: 3/32"

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PROPOSED
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SECTION
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View from North Avenue

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Revisions:

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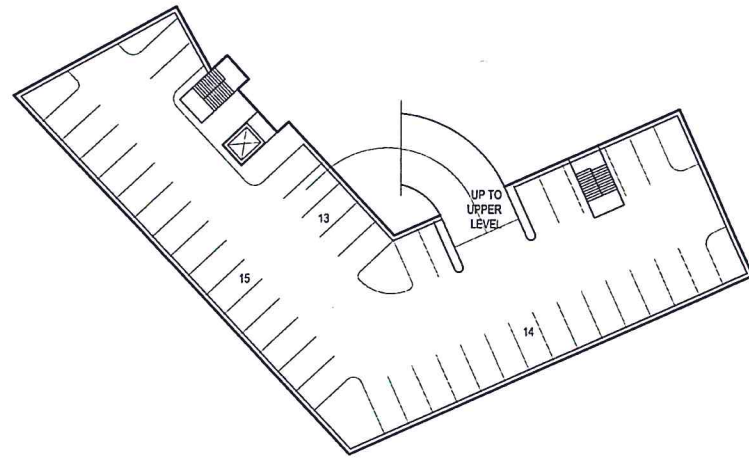
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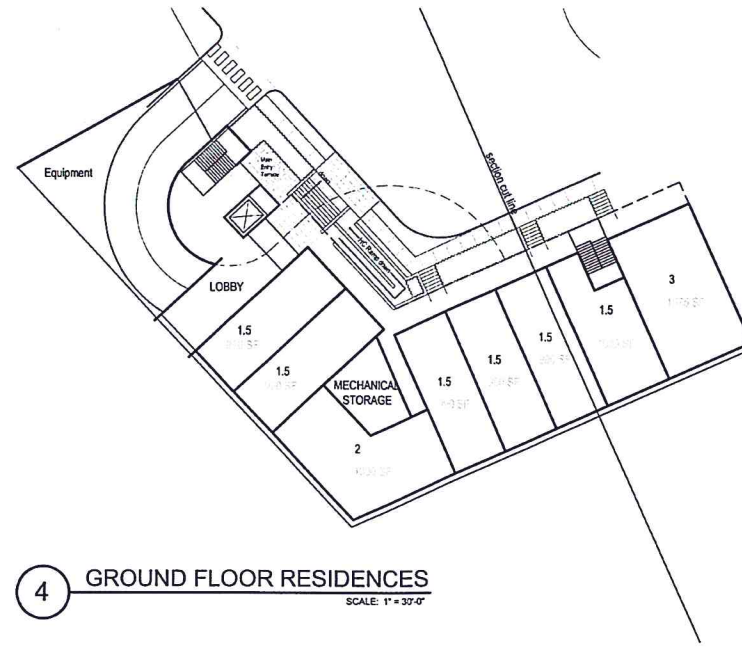
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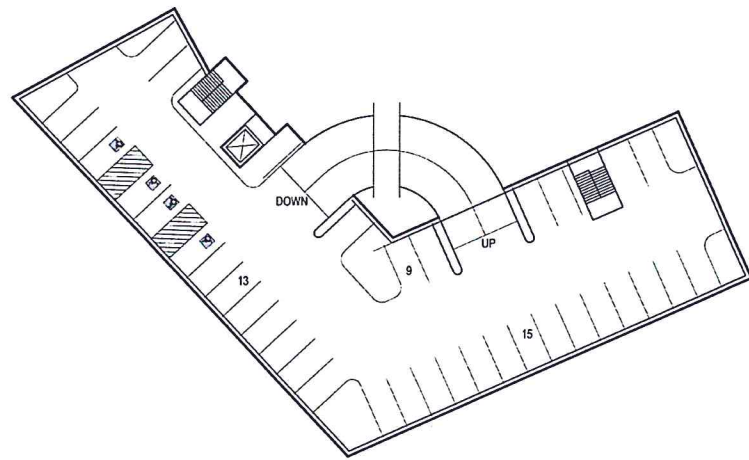
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1 LOWER LEVEL PARKING
SCALE: 1" = 30'-0"



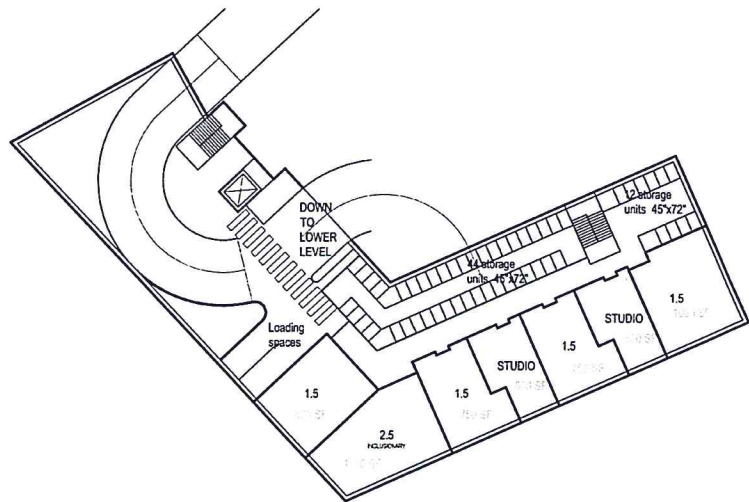
4 GROUND FLOOR RESIDENCES
SCALE: 1" = 30'-0"



2 UPPER LEVEL PARKING
SCALE: 1" = 30'-0"



5 2nd FLOOR RESIDENCES
SCALE: 1" = 30'-0"



3 LOWER LEVEL RESIDENCES
SCALE: 1" = 30'-0"



6 3rd FLOOR RESIDENCES
SCALE: 1" = 30'-0"



7 4th FLOOR RESIDENCES
SCALE: 1" = 30'-0"

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Revisions:

Job Number: 00

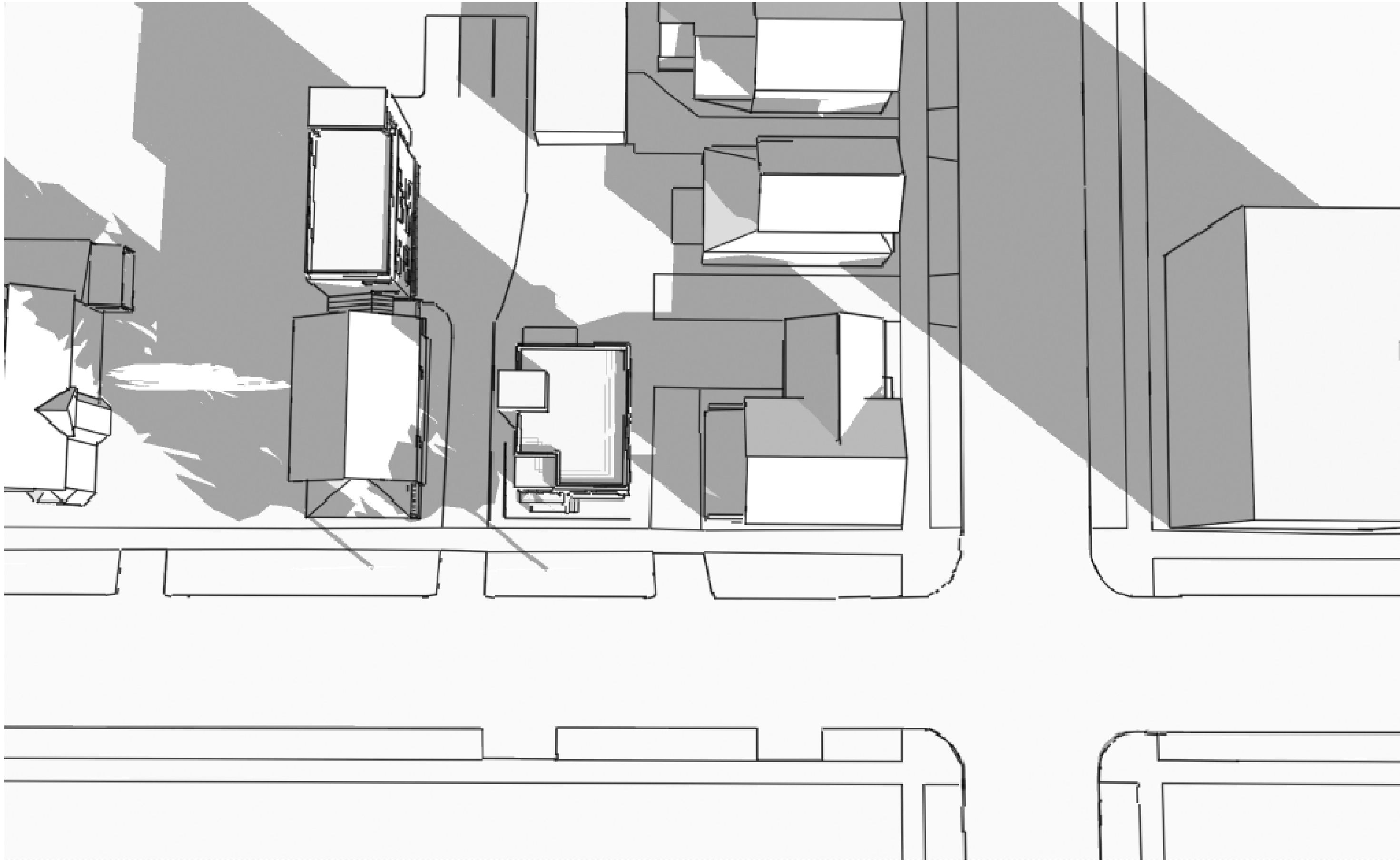
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FLOOR PLAN
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Burlington Design Advisory Board

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Burlington, VT 05401

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

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Steve Offenhartz
Jeremy Gates, Alternate
Phil Hammerslough, Alternate*



MINUTES

BURLINGTON DESIGN ADVISORY BOARD

Tuesday, November 24, 2015, 3:00 p.m.

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

Present: Matt Bushey (Chair), Ron Wanamaker (Vice Chair), Steve Offenhartz, Sean McKenzie, Phil Hammerslough (alt.)

Staff present: Mary O'Neil, Scott Gustin

Absent: Chris Alley, Jeremy Gates (alt)

Public: Erik Hoekstra, Dan Goltzman, Larry Williams, Sam Gardner

Session I - 3:00-3:30 p.m.

- 1. 16-0581SP; 85 North Ave (NMU, Ward 3C) Catamount/Lakeview, LLC**
Sketch plan review of proposed four story, 56-unit residential building with associated parking garage. (Project Manager, Scott Gustin)

This item was a sketch plan review only. No action was taken.

Session II – 3:30-4:00 p.m.

- 2. 16-0587SP; 194 & 202 South Champlain St (RH, Ward 5S) Erik Hoekstra**
Sketch plan review to demolish addition and garage at 194 South Champlain Street, replace with new duplex and garage structure. In association, demolish single family home at 202 South Champlain Street, replace with new single family home. (Project Manager, Mary O'Neil)

This item was a sketch plan review only. No action was taken.