

Burlington Design Advisory Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DAB

Phone: (802) 865-7188

Fax: (802) 865-7195

*Matthew Bushey
Ron Wanamaker
Sean McKenzie
Steven Offenhartz
Chris Alley
Philip Hammerslough, Alt.
Jeremy Gates, Alt.*



DESIGN ADVISORY BOARD Tuesday November 22, 2016 at 3:00 PM Conference Room 12, City Hall, Burlington, VT Agenda

Session I - 3:00pm – 4:00pm

- 1. 17-0581SP; 311-375 North Ave (RM-W, Ward 4N) Eric Farrell**
Sketch plan review of planned unit development with mixed commercial and residential uses, related buildings, and infrastructure.
(Project Manager, Scott Gustin)

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CAMBRIAN RISE
SITE CONCEPT

SCALE 1" = 80'

LAKE CHAMPLAIN

TEXACO
BEACH

BIKE PATH
ROW

BIKE PATH
CONNECTION

NEW PUBLIC PARK
12 ACRES

CITY OF BURLINGTON

TRAIL

LAKE VIEW CEMETERY

COMMUNITY
GARDEN

GARAGE

STONE
HOUSE

NORTH AVE

1"=80'

0 80 160 240

NORTH

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CAMBRIAN RISE SITE CONCEPT

SCALE 1" = 50'

CITY OF BURLINGTON

NEW PUBLIC PARK
12 ACRES

BIKE PATH
CONNECTION

TRAIL

LAKE VIEW CEMETERY

COMMUNITY
GARDEN

COMMUNITY
GARDEN

GARAGE

STONE
HOUSE

WEST ROAD

WEST ROAD

GREEN

DOG PARK

TOT LOT

POOL

GREENHOUSE
& GARDENS

1" = 50'

0 50 100 150

NORTH

NORTH AVE

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Cambrian Rise
North Avenue
Burlington, Vermont

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Summary of Areas & Uses

Building	Use	Type	Unit Count	Non-residential SF	No. Levels
Burlington College Parcel					
A	Residential	For Rent	65		5 Story
B & G	Former College	For Rent/Sale	50	18,875	(2) 3 Story
C	Multi-Use	For Rent	84	6,000	5 Story
D	Parking Garage	For Rent	-	23,000	3 Story
E & F	Residential	For Rent	125	1,125	(2) 5 Story
Sub-total - College Parcel			324	49,000	
Relative Percentage (based upon building SF)					
BC Community Housing, LLC parcel					
H	Residential	For Rent	57		4 Story
I	Residential	For Rent	28		5 Story
I	Fitness	N/A		19,000	Ground Level
J	Greenhouse	N/A		3,000	1 Story
K & L	CSC/CSC Residential	Sell Off	146		(2) 4 Story
M & N	Residential	For Sale	82		(2) 4 Story
O & P	Residential	For Sale	51		(2) 4 Story
Q	Residential	For Sale	53		5 Story
Sub-total - BCCH Parcel			417	22,000	
Grand Totals					
			741	71,000	



VIEW FROM SOUTH EAST



VIEW FROM SOUTH WEST



VIEW FROM NORTH EAST

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BURLINGTON, VERMONT

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PRELIMINARY DESIGN

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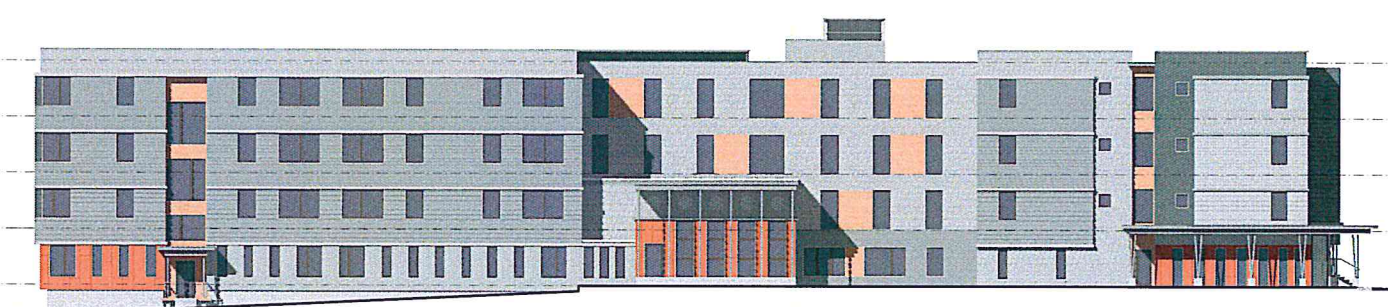
255 SOUTH CHAMPLAIN STREET
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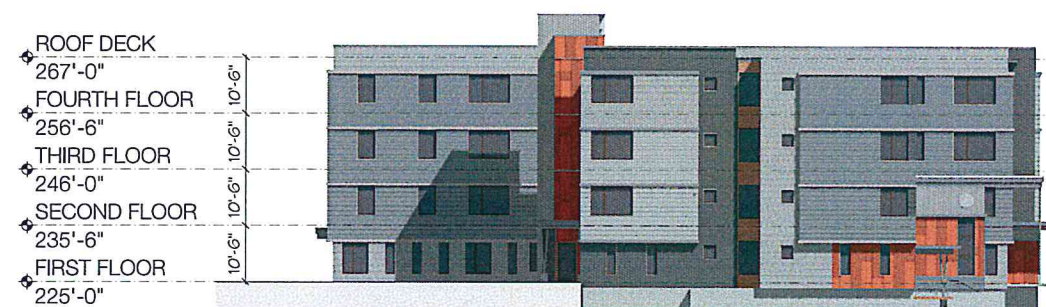
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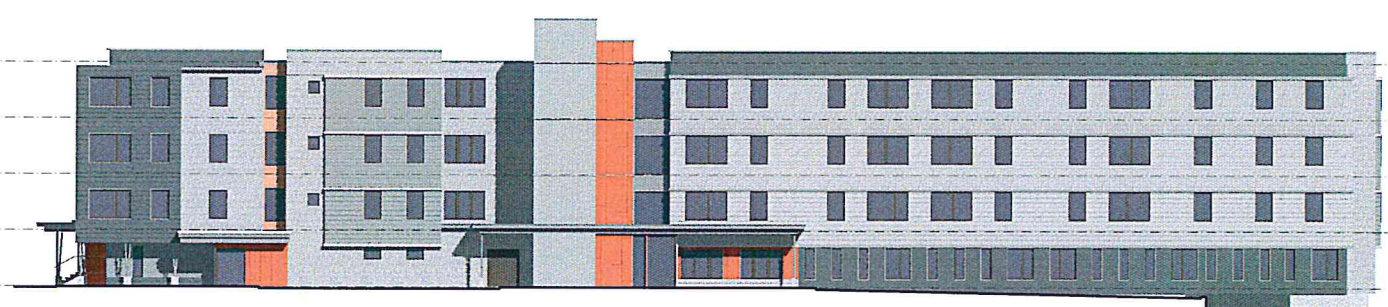
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EAST ELEVATION
Scale: 1/16" = 1'-0"

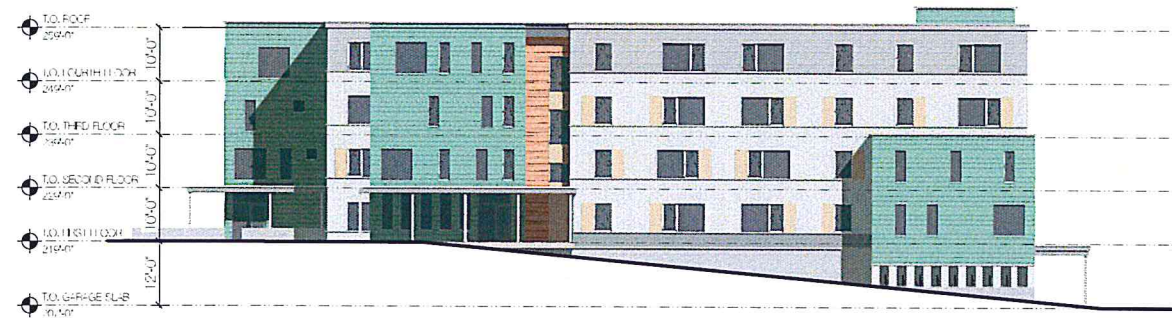


SOUTH ELEVATION
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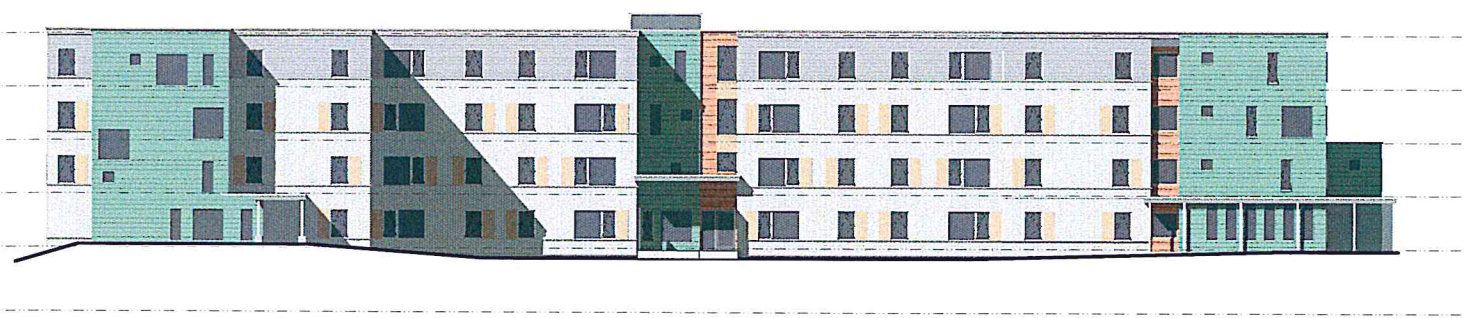


WEST ELEVATION
Scale: 1/16" = 1'-0"

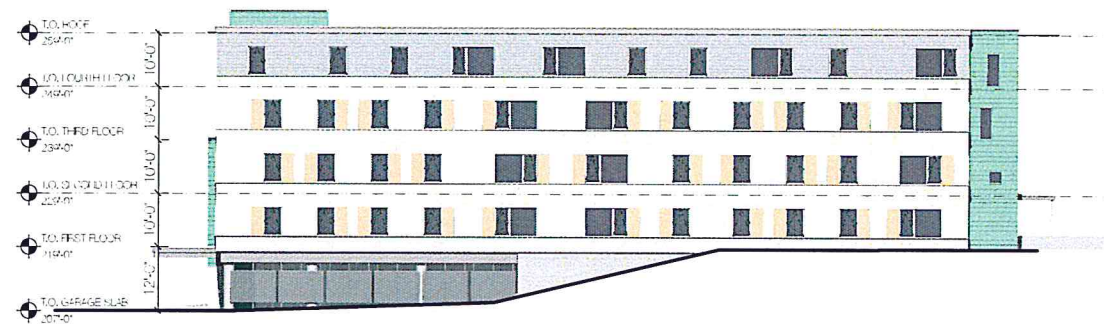
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NORTH ELEVATION
Scale: 1/16" = 1'-0"



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



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



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

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Building L

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NEW NORTH AVENUE
BURLINGTON, VERMONT

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PRICING SET

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DATE: 09.26.2016
DRAWN: SJB

SD-7



VIEW LOOKING NORTH EAST



VIEW LOOKING EAST



VIEW LOOKING SOUTH EAST



WEST STAIRS



VIEW LOOKING SOUTH



VIEW LOOKING SOUTH WEST



VIEW LOOKING NORTH WEST

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PROGRAM

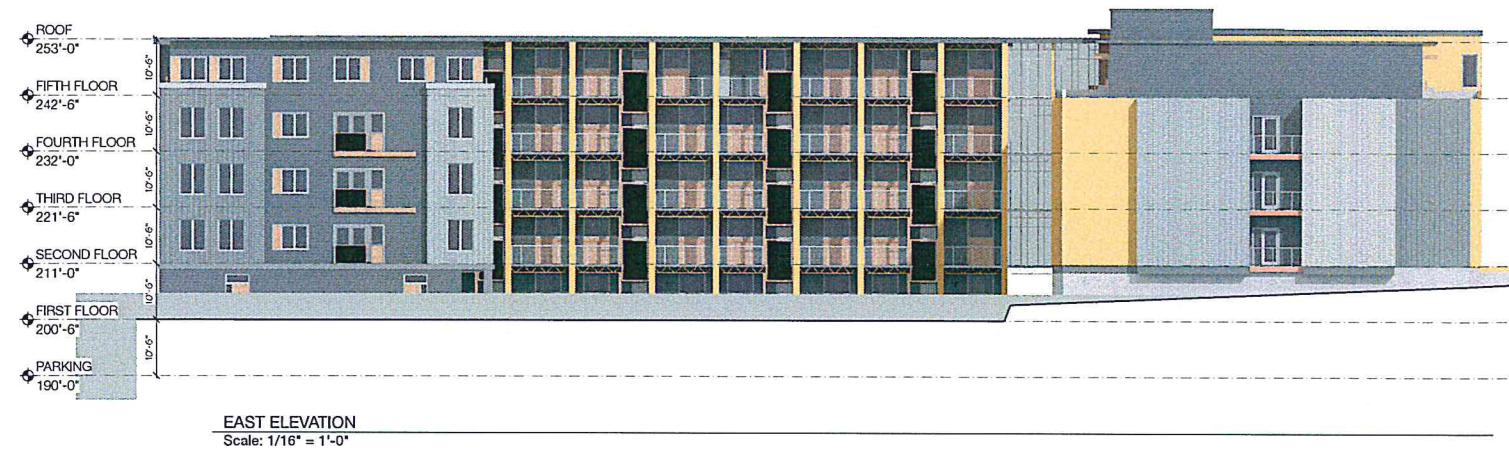
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N&M

N+M



EAST ELEVATION
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NORTH ELEVATION
1/16" = 1'-0"



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



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

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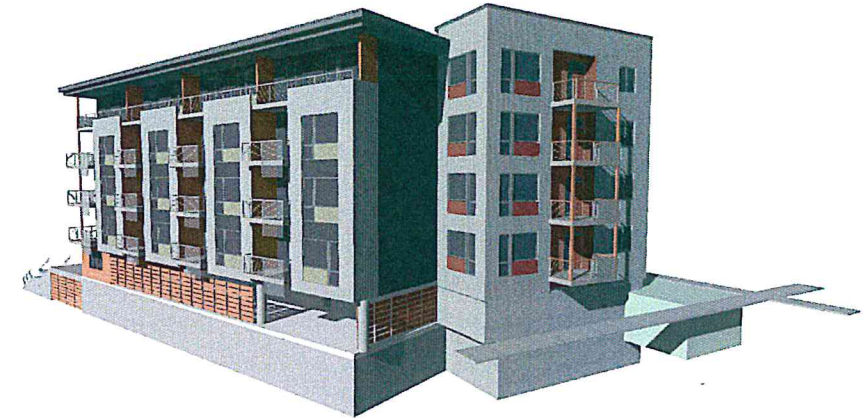
O&P-2



VIEW LOOKING SOUTH EAST



VIEW LOOKING EAST



VIEW LOOKING NORTH EAST



VIEW LOOKING WEST



MAIN ENTRY



VIEW LOOKING NORTH WEST



VIEW LOOKING SOUTH WEST



SOUTH EAST ENTRY



MAIN ENTRY

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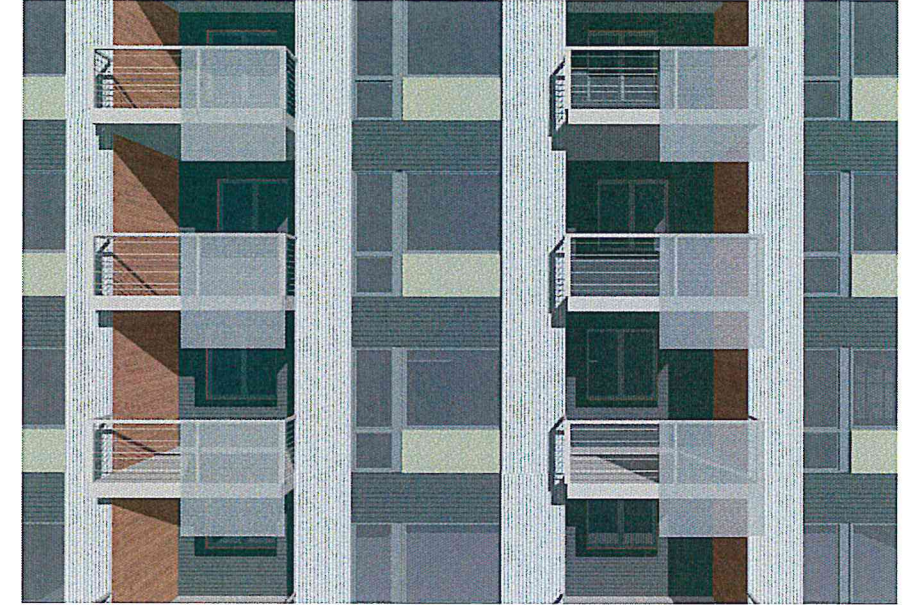
O&P-3



TOWNHOUSE ENTRIES



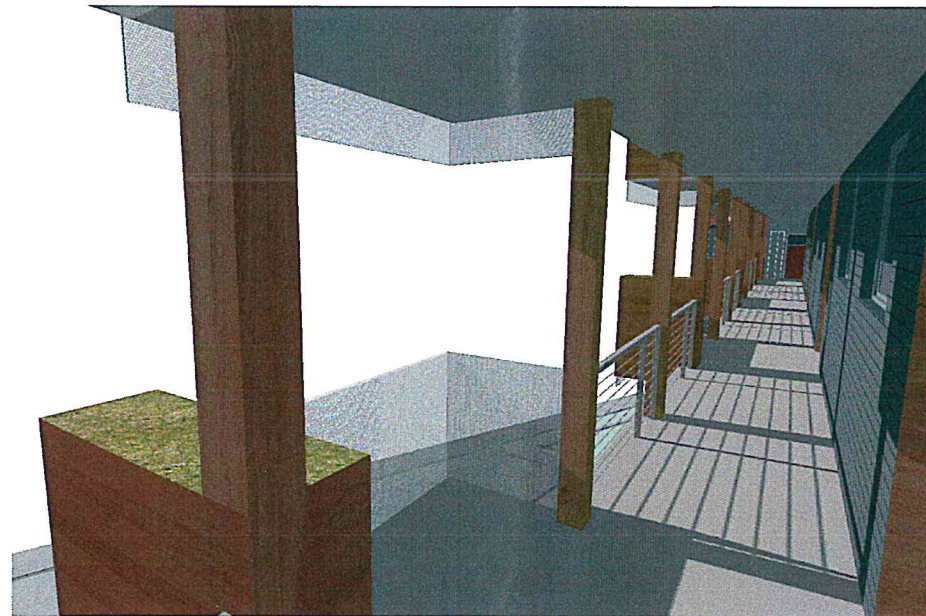
LOOKING SOUTH ALONG STREET FACADE



WEST FACADE DETAIL



LOWER ENTRY FROM PARK



THIRD FLOOR EXTERIOR CORRIDOR



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O&P-4



VIEW FROM NORTH WEST



VIEW FROM SOUTH WEST



STREET ENTRANCE



PARKING ENTRANCE



WALK UP UNIT ENTRY



VIEW FROM NORTH EAST



VIEW FROM SOUTH EAST

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H3



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

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



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

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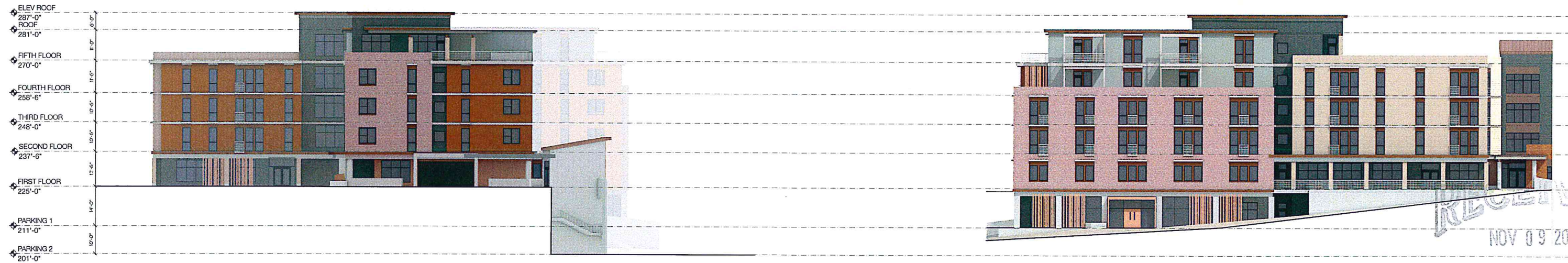
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EAST ELEVATION
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WEST ELEVATION
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NORTH ELEVATION
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SOUTH ELEVATION
 Scale: 1/16" = 1'-0"

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PERSPECTIVE FROM SOUTH EAST



PERSPECTIVE FROM SOUTH WEST



PERSPECTIVE FROM NORTH WEST



PERSPECTIVE FROM NORTH EAST



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VIEW FROM SOUTH EAST



VIEW FROM NORTH EAST



SOUTH ENTRANCE



WEST ENTRANCE



NORTH ENTRANCE

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VIEW FROM SOUTH WEST



VIEW FROM NORTH WEST

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

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



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

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

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- ELEVATION NOTES
1. HORIZONTAL WINDOW SILLING TOWARDS PASSIVE HOUSE WHICH MAY BE UPVC
 2. ALUMINUM STOREFRONT
 3. REBER CEMENT PANEL OR BETTER
 4. REBER CEMENT CLAYBOARD SIDING
 5. BRICK SIDING
 6. CORRUGATED METAL SIDING
 7. WOOD SIDING NATURAL FINISH
 8. COLUMN NATURAL WOOD FINISH
 9. METAL GUARDRAIL
 10. STANDING SEAM ROOF
 11. EXPOSED CONCRETE
 12. GROUND READING OR IN PLANNING

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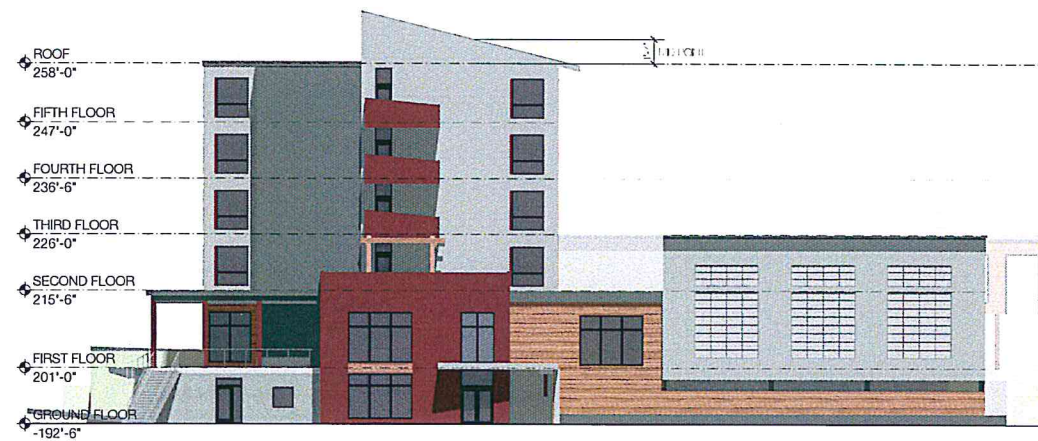
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WEST ELEVATION
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SOUTH ELEVATION
Scale: 1/16" = 1'-0"



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

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1-2



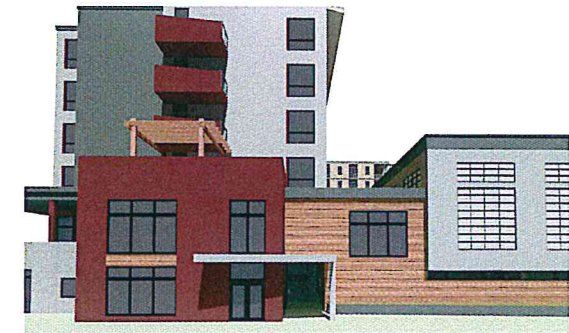
VIEW FROM SOUTH WEST



VIEW FROM SOUTH EAST



NORTH ENTRY TO FITNESS CENTER



WEST ENTRY TO APARTMENT BUILDING AND GARAGE



VIEW FROM NORTH EAST



VIEW FROM NORTH WEST



SOUTH ENTRY TO FITNESS CENTER



STAIRS TO GARAGE AND NORTH AVE

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I-3



VIEW FROM SOUTH



VIEW FROM NORTH EAST



VIEW FROM SOUTH WEST
North west ?



VIEW FROM SOUTH WEST

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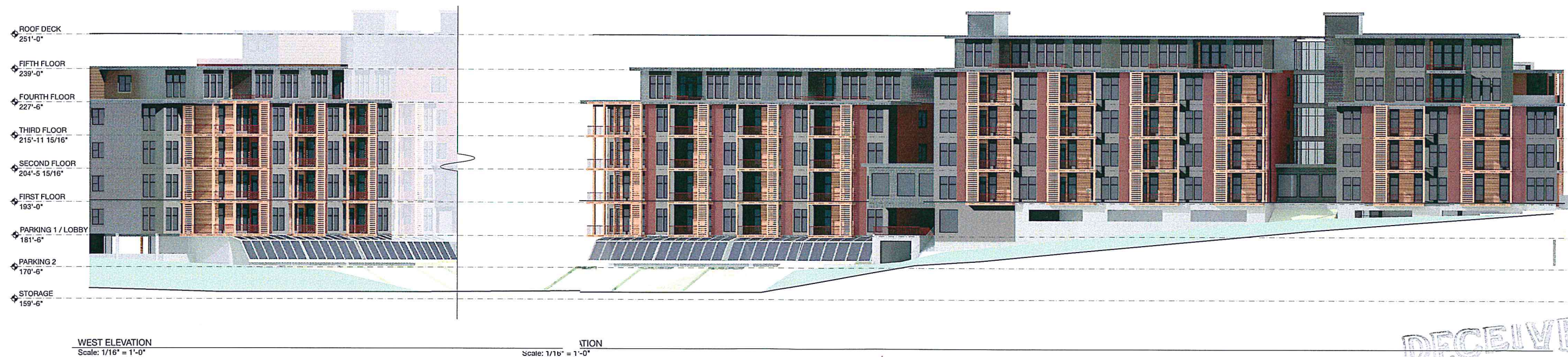
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PR-2



State of Vermont
Division for Historic Preservation
Deane C. Davis Building, 6th Floor
One National Life Drive, Montpelier, VT 05620-0501
accd.vermont.gov/historic-preservation

[phone] 802-828-3540

*Agency of Commerce and
Community Development*

November 8, 2016

Mary O'Neil
Burlington Certified Local Government Program
City Hall, 149 Church Street
Burlington, VT
05401

**Re: Burlington Certified Local Government Program
2016 Performance Evaluation**

Dear Mary,

Thank you for taking the time on August 26, 2016, to complete the performance evaluation for Burlington's Certified Local Government (CLG) program. The National Park Service requires that each CLG program be evaluated by the state at least once every four years. Burlington's next performance evaluation will be in 2020.

The Burlington CLG program is doing a good job and has applied for and received CLG grant funding in support of local preservation projects in most of the recent application rounds. As you know, having a complete and current local inventory of historic resources is the basis of any successful historic preservation program. It has been several years since Burlington's last local survey project, and it is important for this work to continue. Large areas of the city, such as the Old North End, are experiencing increased development but lack complete survey information. This should be a priority for future CLG grant applications.

In January 2016 we met to discuss our office's concerns about how historic designations are being made at the local level, and the issues surrounding the present connection between State and National Register designation or eligibility and the resulting local regulations. We strongly encourage the city to revise the Comprehensive Development Ordinance to establish a process and criteria for local identification and designation of historic resources. This will empower the city to make these decisions and, with appropriate incentives, may encourage local property owners to seek local designation. We are happy to work with you on this process and provide guidance as necessary.

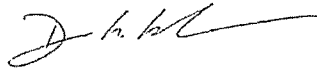


It may also be useful for you and members of the Burlington Historic Preservation Review Committee (BHPRC) to attend training and educational sessions related to historic preservation, planning and development issues in smaller cities. Information on programs can be found on the websites of Main Street America (<http://www.preservationnation.org/main-street/>) and the National Alliance of Preservation Commissions (<https://napcommissions.org/>). Expenses related to attending a workshop or conference, or hosting a program in Burlington, are eligible for reimbursement as a CLG grant project.

I encourage the BHPRC to join and participate in the activities of the National Alliance of Preservation Commissions. Membership for Burlington is only \$100, and includes all BHPRC members and staff. This is an eligible expense for an annual grant application, and please visit <https://napcommissions.org/join/> for more information.

Overall, the BHPRC has performed well over the past few years and I look forward to working with you on new local preservation projects in the future.

Sincerely,

A handwritten signature in dark ink, appearing to read 'D. Colman', with a long horizontal flourish extending to the right.

Devin A. Colman
State Architectural Historian

Department of Planning and Zoning

149 Church Street, City Hall
Burlington, VT 05401
www.burlingtonvt.gov/pz
Phone: (802) 865-7188
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David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Anita Wade, Zoning Clerk



MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Principal Planner
RE: ZP17-0581SP, 311-375 North Avenue
Date: November 22, 2016

File: ZP17-0581SP

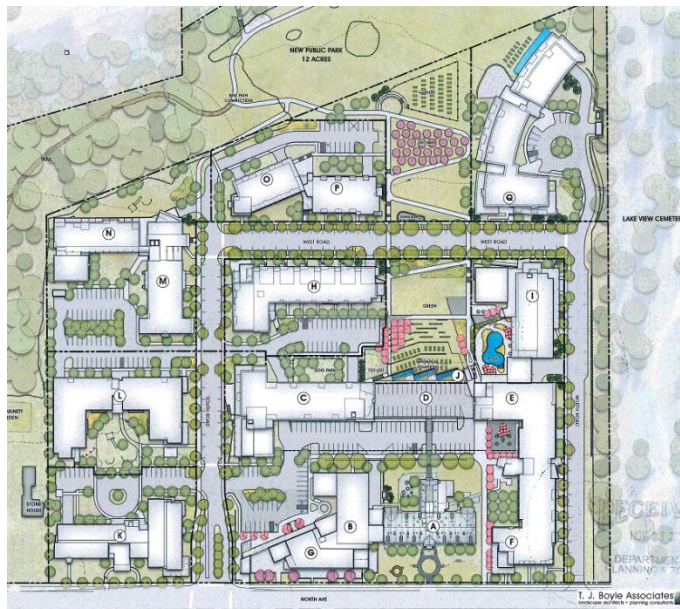
Location: 311-375 North Avenue

Zone: RM-W Ward: 4N

Date application accepted: November 9, 2016

Applicant/ Owner: Eric Farrell

Request: Sketch Plan review of development proposed on 33.65 acre PUD, development limited to 329-375 North Avenue.



Background:

- **Zoning Permit 17-0267SD;** Preliminary plat review of 11-lot subdivision. No development included. October 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 16-1487CA;** Change to top floor, add veranda on roof. Amendment to zoning permit 16-0007CA/MA. July 2016.
- **Zoning Permit 17-0010CA;** revisions

to west chapel elevation. July 2016.

- **Zoning Permit 16-1183SP;** Sketch plan review of 700+ unit planned unit development with mixed commercial and residential uses, related buildings, and infrastructure. June 2016.
- **Zoning Permit 16-0437CA;** replace three garage doors, new roof on front half of garage. May 2016.
- **Zoning Permit 16-0177MP;** Tree maintenance plan for 311 and 329 North Avenue. November 2015.

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- **Zoning Permit 16-1026CA**; relocation of garden shed. April 2016.
- **Zoning Permit 16-0785LL**; Lot line adjustment with 329 North Avenue. March 2016.
- **Zoning Permit 16-0622CA**; replace slate roof on former orphanage building with copper. January 2016.
- **Zoning Permit 16-0649LL**; Lot line adjustment with 329 North Avenue. December 2015.
- **Zoning Permit 16-0007CA**; Amendment to 63-unit apartment approval to include removal of 1st floor assembly space, add 2 living units and 2 parking spaces, relocate/redesign west entrance with associated landscape changes. Also add small fenced in dog park, grilling patio, utility pad, and indoor bike parking spaces. February 2016.
- **Non-applicability of Zoning Permit Requirements 15-0548NA**; replacement of asphalt shingle roofing with same. October 2014.
- **Zoning Permit 13-0037FC**; install new wire fence around community garden. July 2012.
- **Zoning Permit 12-0705SN**; new freestanding sign for Burlington College. February 2012.
- **Zoning Permit 12-0627CA**; Replace five existing double windows to basement on side of building with new clad wood single casement windows with vertical mullion to simulate the look of a double window. Building is on the Vermont State Register of Historic Resources. December 2011.
- **Zoning Permit 11-0280CU**; Convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. November 2010.

Overview: Requested Sketch Plan Review of Cambrian Rise development; a planned unit development with mixed commercial and residential uses, related buildings and infrastructure.

The project is simultaneously under review under subdivision regulations to organize the land area into several parcels for development.

Previous review by the DAB (May 24, 2016) recommended providing a more sensitive transition in scale from the homes along North Avenue to the much larger buildings in this development. The DAB also recommended consideration of varying roof forms and strengthening the buildings' interface with the streets. The applicants were encouraged to better anchor the northeast corner at the main entrance into the project site (referred to as "the hub" on those sketch plans) and to provide terminus views within the street network where possible.

There have been 2 previous Sketch Plan Reviews (one at the DRB); comments below include language from those reviews where no new information has been provided.

Warning for a new zoning district (NAC-CR) has occurred; any application for development will be reviewed under regulations and standards as adopted.

Part 1: Land Division Design Standards

A separate subdivision application has been filed for subdivision of the property into multiple lots.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The submission largely addresses building location, orientation and elevations. The Site Concept alludes to intended features such as dog park, tot lot, planting locations and parking. Little detail is provided about existing natural features (although a tree plan is in place for the Parkland portion, west of the property.) For the most part, the remainder of the landscape is lawn. The applicant is obligated to identify any other existing landscaping/specimen trees/plantings and note on a landscaping plan which are to be removed and what is proposed.

(b) Topographical Alterations:

The buildings and parking decks are arranged to take advantage of the precipitous grade change west of the former orphanage. Clear information must be provided as to the degree of topographic alteration to occur to facilitate the development, including construction of sub-grade parking garages and building foundations. Plan L-101 records grade elevation proposed; although site modeling reveals a complicated fabric where openings provide access to differing floor and parking plates; stairs emerge, walls support.

(c) Protection of Important Public Views:

Views from and through private property are typically not protected. The new public park, west of this development, will provide an opportunity for the public to enjoy westerly views of the lake and mountains. Residents within these new housing units will be afforded a similar vista.

An east-west greenway will extend behind the orphanage, with buildings C and E as a structural frame. The visual greenway continues west, across west road (trees allowing) to the walkway and orchard.

Public views can be created by orchestrated terminus vistas via public roadway; east/west on both South and North roads. South Road offers a greater potential as the westerly end is not interrupted by structure. The location of building Q will likely obfuscate a natural westward vista; and provide no identified structural terminus view in its place.

(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).

Alterations to the former orphanage have been permitted under previous permits. The former elementary school / priests' quarters attached to the south of the orphanage have been incorporated into this development, now as building "B" and "G". Building "G" has shouldered in front of the former orphanage, its orientation and location assuming a dominant position close to the street. As an attachment to the identified icon of North Avenue, it has little relationship with its host and diminishes its grandeur.

(e) Supporting the Use of Renewable Energy Resources:

There is insufficient information at Sketch Plan to assess the utilization of renewable energy resources.

(f) Brownfield Sites:

The Vermont DEC website does not include these addresses.

(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.

A full developed Stormwater Management Plan and Erosion Prevention and Sediment Control Plan will be required at the time of application.

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 applicant should be prepared to identify snow storage locations, and where appropriate, snow management for the overall site.

Building features that address the effects of inclement weather can be reviewed on a building-by-building nature. If the applicant chooses a phased development schedule, it is recommended that buildings come in under that preestablished timetable for review individually to allow for a finer and appropriate level of review commensurate with the overall plan.

(h) Building Location and Orientation:

The overall plan continues to be one of very large buildings encircled with new streets or parking areas. Although improved from previous plans, building orientation still struggles to reinforce the streetline, particularly at the southerly entrance to the neighborhood. An important entrance from North Avenue and a principal neighborhood corner continues to lack a meaningful anchor. Building "G" has introduced a peculiar diagonal walkway to a small shelter, surrounded by a patio area. None define the street edges.

Other than Building "G", buildings remain substantially set back from the public sidewalk and inner streets. It does not appear that buildings have been pulled in closer toward the streets, as has been previously recommended. Such wide streetways, with buildings 85' (buildings L and C) to 145' (buildings O and H) across streets weakens the sense of enclosure and place typically associated with a city neighborhood. (And this is a *new* urban neighborhood.) Streets are

spatially designed by a wall of buildings that front the sidewalk in an ordered manner. Unfortunately, the wide placement of buildings away from streets, combined with the large scale of the buildings bends toward the appearance of a suburban office park rather than an active urban neighborhood. Arrangement that holds the street wall as paramount with building form that take their cue from the block perimeter is strongly preferred.

*Principal buildings shall have their main entrance facing and clearly identifiable from the public street. The development of corner lots shall be subject to review by the city engineer regarding the adequacy of sight distances along the approaches to the intersection. To the extent practicable, development of corner lots in non-residential areas should try to **place the building mass near the intersection and parallel to the street to help anchor the corner** and take advantage of the high visibility location.*

The change to the streetcorner building (which no longer strengthens either street, North Avenue or South Street) no longer provides the strong structural component needed. Building “G” has an incongruous relationship with its host building and the streetscape. The patio is not sufficient to anchor the corner.

Analysis of building entrances promises to be challenging, given the number of buildings and their orientation toward streets, sidewalks, parking areas, inner walkways, and recreation paths. Building “C” has a (southerly) entrance fronting the street. If this is a residential entrance, some design effort should be exercised here (and with other residential buildings) to make the portal seem welcoming.

Building “G” has a series of entrances fronting North Avenue which appear commercial in nature.

There is an entry portal between Buildings E and F. Building E along North Street is largely dedicated to vehicular entry/parking deck openings.

Building F has door openings along North Avenue, and a series of identifiable entrances along North Street, accessible via stairs of increasing height. Additional parking entry is west of Building D, connecting to Building I.

Building I has a vehicular entry portal on the north and pedestrian doors on the raised porch area. Pedestrian entries exist on the west and south as well.

Building Q has a visible pedestrian entry on the east. Views on plan 3 appear to be mislabeled. The complexity of the building treatment and curved nature of the design make other identification challenging.

Buildings O and P have a centrally identifiable pedestrian entrance (Plan O & P3), two wing entrances and apparent first floor entries from West Street.

Building H has clearly identifiable entrances from raised stoops along West Street, and one along South Street under an extended canopy.

The north elevation of Building M fronts South Road, which has several double entries.

Building N does not front any street, but is connected to Building M. The entry to that building must be defined.

Building K fronts North Avenue and South Road; entrances are visible under extended canopies as well. Building L (SD-7) has visible entries on the north, east and west elevations.

See previous comments about anchoring the corner of North Avenue and South Road.

Opportunities to create terminus views have been missed; the plan lacks an identified structural focus at the west end of North Road, a feature appointment or landscaping at the north end of West Road (visible going north up the street), or a desired architectural viewscape at the south end of West Road. Vistas are made or unmade by the objects they focus. Rather than simply lining the streets with buildings, there exists an opportunity to capture attention with something of interest or symbolic. (Think the UCC Church at the top of Church Street, or the Old Mill at the end of College St.) Much greater thought could create self appointed meaningful terminated views.

At this time the parcel(s) are withint the RM-W zoning district. A public hearing has been warned for a new zoning district, NAC-CR (Neighborhood Activity Center, Cambrian Rise) that will have standards similar to other NMU zoning districts. Reference is provided to Section 4.4.2 for existing standards for NAC.

(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.

The number of curb cuts has been diminished along interior roads, although entrances to parking lots punctuate South Road. West and North Road have minimized curb cuts dramatically from earlier plans. The width of these openings should meet the approval of the city engineer to avoid the difficulties experienced by the Staniford Farm development, as these streets are expected to be adopted as public thoroughfares.

Driveways that have a slope of 5% or greater (towards the right of way) shall be made of a solid surface including conventional pavement, pavers or pervious pavement.

Pavement is proposed for vehicular circulation areas.

Driveways for commercial properties may require a traffic study to identify the impacts of the movement of traffic to and from the property, and design for safe access. Access for service and loading areas should be located behind buildings or otherwise screened from streets or public ways with landscaping or other barriers. Whether commercial or residential shared driveways are encouraged where possible and appropriate.

A traffic study will be required for Development Review Board review. The service/loading access is from North Road, between buildings E and I. The garage openings should have doors or some method of screening the large openings from the public street per this standard.

(j) Pedestrian Access:

Pedestrians shall be provided one or more direct and unobstructed paths between a public sidewalk and the primary building entrance. Well defined pedestrian routes shall be provided through parking areas to primary building access points and be designed to provide a physical

separation between vehicles and pedestrians in a manner that minimizes conflicts and improves safety. Where sidewalks and driveways meet, the sidewalk shall be clearly marked by differentiated ground materials and/or pavement markings.

Sidewalks line each street, connecting to walkways to each building. The network continues on the interior of the site, with connected access between buildings, parking areas, and green spaces. Sidewalks line parking areas as well, providing a separation between vehicles and pedestrians.

(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.

From pre-development meetings to the present, the applicant has remained committed to providing an all-accessible community. Finer details will emerge at the time of application when greater information is presented; however, buildings have been projected to be served by (sometimes multiple) elevators; grades are intended to meet accessibility requirements, and h/c parking spaces are illustrated on plans. Full compliance with ADA requirements will be under the jurisdiction of the building inspector.

(l) Parking and Circulation:

*To the extent possible, parking should be placed at the side or rear of the lot and screened from view from surrounding properties and adjacent public rights of ways. **Any off-street parking occupying street level frontage in a Downtown Mixed Use District shall be setback from the edge of the front property line in order to provide space for active pedestrian-oriented uses.** Where street-level parking is provided within an existing structure, the cars shall be screened from the sidewalk and the area shall be activated with landscaping, public art, or other design amenities. Parking areas of more than 20 spaces should be broken into smaller areas separated by landscaping.*

The corner of South Road and North Avenue continues to have too much visibility of pavement and parking. Generally, parking areas are located interior to the site and between buildings, less visible from streets. The parking areas east of Building C and on D are greater than 20 spaces (which require breaking into smaller areas with landscaping), although protection of the viewshed to the west is a priority.

Attempts to link adjacent parking lots or provide shared parking areas which can serve neighboring properties simultaneously shall be strongly encouraged.

Access to parking and lots is shared across the plan.

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 dimensions are not given, but must meet the requirements of Table 8.1.11-1 unless the DRB determines that a lesser standard is appropriate.

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.

A landscaping plan and a shading study will be required at the time of final application to determine compliance with these standards.

All parking areas shall provide a physical separation between moving and parked vehicles and pedestrians in a manner that minimizes conflicts and gives pedestrians a safe and unobstructed route to building entrance(s) or a public sidewalk.

See Section 6.2.2. (j), above.

Where bicycle parking is provided, access shall be provided along vehicular driveways or separate paths, with clearly marked signs indicating the location of parking areas. Where bicycle parking is located proximate to a building entrance, all shared walkways shall be of sufficient width to separate bicycles and pedestrians, and be clearly marked to avoid conflicts. All bicycle parking areas shall link directly to a pedestrian route to a building entrance. All bicycle parking shall be in conformance with applicable design & construction details as provided by the dept. of public works.

Bicycle parking will be determined at the time of final application. The location of all bicycle parking (interior and exterior) should be defined at that time. Refer to Table 8.2.5-1 for requirements. All bicycle parking shall meet the requirements and guidance of **Section 8.2.7. Location and Design Standards.**

(m) Landscaping and Fences:

Insufficient detail is provided at the time of Sketch Plan. A fully articulated landscaping plan must be submitted at the time of final application. The applicant is encouraged to consult with the city arborist early in plan review for assistance in selection of species and caliper of street trees.

(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.

A plaza type area has been more intricately defined between Buildings K and L, intended for use by Cathedral Square and the Champlain Housing Trust. Planters, seating, garden areas and a play area are suggested; all welcome amenities for resident use and enjoyment.

A large uninterrupted viewscape to the west is provided behind the former orphanage. Accessible at differing levels as the grade falls to the west, several public gathering or green areas are included.

Public space should be coordinated with the surrounding buildings without compromising safety and visibility. Public spaces should be surrounded by active uses that generate pedestrian traffic, and connect the space to major activity centers, streets, or corridors.

New structures and additions to existing structures shall be shaped to reduce shadows on public plazas and other publicly accessible spaces. In determining the impact of shadows, the following factors shall be taken into account: the mass of area shaded, the duration of shading, and the importance of sunlight to the utility of the type of open space being shadowed. Proposed development shall be considered for solar impact based the sun angle during the Vernal and Autumnal equinox.

Although the development is the creation of an entire new neighborhood, a shading study will be valuable to the DRB to understand impacts of large buildings across the project area.

(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, with fixtures, illumination levels and a photometric will be required at 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 place 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.

It is challenging to find appropriate locations for service areas, dumpsters, recycling and similar facilities within a project area that has so many public and visible frontages. Areas for refuse should be identified within structures, not as an afterthought on a site plan. A trash access is identified for building K (Plan AO-0.0) Collective trash and recycling areas for connected buildings are recommended for efficiency and to minimize visibility.

The North Road loading area has been somewhat diminished with suggested internalization of activities. That needs confirmation.

Mailbox locations will need to be identified for each building. Any HVAC or external machinery must be identified on site plans and/or elevations as appropriate. If roof mounted, roof plans will be required with an assessment of total area utilized to assure compliance with height limitations.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

This is a neighborhood without an easy comparison. From revised summary, there are six five-story buildings (including the orphanage), 7 four-story, 2 three story, a three story parking garage, and two one story/ ground level fitness and greenhouse structures. Rather than a typical neighborhood that may have evolved over a period of time, this proposal will create an entire new one out of whole cloth. There is no analogous neighborhood example, short of college dormitories or congregated mill buildings. The buildings themselves are all large scale structures; nearly all with flat roofs. The size of the orphanage, itself one of the largest buildings in Burlington, will be negligible among this collection of sizable buildings. This is a neighborhood based on an unprecedented building model of supersized structures.

Common design elements include breaking up building mass by color block and window arrangement; top floors are on occasion “pedestaled” and set back from the lower block. Some buildings enjoy balconies or *galleries*, particularly those facing the west. There is homogeneity in the treatment of building mass by articulation, despite the rearrangement of windows and manipulation of building plane. Creation of new urban fabric should include a diversity of form, style and scale consistent with evolutionary neighborhood development; more in keeping with Burlington’s character, providing greater visual interest and more familiar and therefore comfortable to its residents.

2. Roofs and Rooflines.

With the exception of the occasional pitched extrusion, all roofs are flat.

The orphanage building retains its gabled roof, although now oversheathed in copper.

3. Building Openings

Openings vary by building, elevation, frontage to a public way or by topography. Each building merits its own review. Overall, buildings have similar treatments of organizing windows in

columns or reflective of floor plate. Rhythms are established within wall plane; much greater elaboration is given to Buildings Q with much less to Buildings L and G.

(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.

Buildings G is now attached to B, which in turn connects to the former orphanage (A.) The arrangement is unsatisfactory for several reasons: There is no deferential treatment of the historic structure, the building design reflects no sympathetic or compatible design with the 19th century institutional building, and the orientation to the street creates greater prominence than the orphanage. As noted, the building has “shouldered” in front of the building, cutting the view from the south and limiting the surrounding site.

Overall, the scale of proposed buildings and their collection minimizes the grandness of the iconic orphanage, which becomes somewhat lost among the assemblage.

Similarly, the large buildings placed close to North Avenue minimize the view of both the orphanage and the former home of Dr. Waldo Upton / Lakeview Sanitarium / John Bosco school, at 311 North Avenue just south of the development area which is also listed on the Vermont State Register of Historic Resources. That building is not only isolated, but dwarfed by the collective development. Efforts to transition from the 4 story building K to this more modest structure would be anticipated to ease the difference.



(c) Protection of Important Public

Views:

See Section 6.2.2. (c).

(d) Provide an active and inviting street edge:

Although revised plans show some movement, overall massing of the buildings and their alignment to the street will determine the success of the new urban fabric. As noted in Section 6.2.2, there remain voids in the streetscape (north corner of South Road and North Avenue, particularly), elongated buildings that make for uncomfortable pedestrian distances without relief (Buildings F, E, I and G, B, A), and an abundance of surface parking that collectively diminish success for the overall development. Building facades demonstrate some variation by building materials, window openings and plane changes. Alternating finishes cannot alone ameliorate a 340' building wall. (Buildings E and F.)

Building design that tempts to trick the eye with two, three or four story block finishes over a five story building front are less successful in creating human scale surroundings. Roof overhangs and identifiable and inviting building portals help in that manner along ground levels. The newly designed public area between buildings K and L have humanized and warmed that area for collective use.

(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.

No information has been provided as to final sheathing materials. This is expected at final application.

(f) Reduce energy utilization:

All new structures must meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.

(g) Make advertising features complementary to the site:

No advertising is included within this review. Any signage will require separate permitting.

(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.

Building entrances must be visible and adequately lit. Intercom systems for multi-family housing is recommended to maximize personal safety.

DESIGN ADVISORY BOARD

January - December 2017

Regularly Scheduled Meetings

Date of Meeting	Day of Week	Time	Location	Application Deadline - Wednesday 4pm
January 10, 2017	Tuesday	3pm	Conference Room 12	December 28, 2016
January 24, 2017	Tuesday	3pm	Conference Room 12	January 11, 2017
January 31, 2017	Tuesday	5pm	Joint Boards/Fletcher Room, Library	January 18, 2017
February 14, 2017	Tuesday	3pm	Conference Room 12	February 1, 2017
March 14, 2017	Tuesday	3pm	Conference Room 12	March 1, 2017
March 28, 2017	Tuesday	3pm	Conference Room 12	March 15, 2017
April 11, 2017	Tuesday	3pm	Conference Room 12	March 29, 2017
April 25, 2017	Tuesday	3pm	Conference Room 12	April 12, 2017
May 9, 2017	Tuesday	3pm	Conference Room 12	April 26, 2017
May 23, 2017	Tuesday	3pm	Conference Room 12	May 10, 2017
June 13, 2017	Tuesday	3pm	Conference Room 12	May 31, 2017
June 27, 2017	Tuesday	3pm	Conference Room 12	June 14, 2017
July 11, 2017	Tuesday	3pm	Conference Room 12	June 28, 2017
July 25, 2017	Tuesday	3pm	Conference Room 12	July 12, 2017
August 8, 2017	Tuesday	3pm	Conference Room 12	July 26, 2017
August 22, 2017	Tuesday	3pm	Conference Room 12	August 9, 2017
September 12, 2017	Tuesday	3pm	Conference Room 12	August 30, 2017
September 26, 2017	Tuesday	3pm	Conference Room 12	September 13, 2017
October 11, 2017	Wednesday	3pm	Conference Room 12	September 27, 2017
October 24, 2017	Tuesday	3pm	Conference Room 12	October 11, 2017
November 14, 2017	Tuesday	3pm	Conference Room 12	November 1, 2017
November 28, 2017	Tuesday	3pm	Conference Room 12	November 15, 2017
December 13, 2017	Wednesday	3pm	Conference Room 12	November 29, 2017

Burlington Design Advisory Board

149 Church Street, City Hall Burlington, VT 05401

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

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Ron Wanamaker, Vice Chair
Sean McKenzie
Chris Alley
Steve Offenhartz
Jeremy Gates, Alternate
Phil Hammerslough, Alternate*



Minutes

Burlington Design Advisory Board

Tuesday, November 22, 2016 3:00p.m.

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

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

Absent: Chris Alley, Jeremy Gates (alternate)

Staff present: Mary O'Neil

Project representatives present: Eric Farrell, Mike Bushor, Owiso Makuku, Michael Wisniewski, Bob Duncan, and two assistants.

Session I -3:00pm -5:00pm

1. ZP17-0581SP; 311-375 North Avenue

Sketch Plan Review of Cambrian Rise development. No action taken.

2. Review of Draft 2017 DAB Meeting Schedule.

Motion by Ron Wanamaker to accept schedule.

2nd – Sean McKenzie

Vote 5-0. Motion carries.

3. Review of CLG 4-year report card.

Positive comments acknowledged. No action taken.