

Burlington Development Review Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DRB

Phone: (802) 865-7188

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Austin Hart, Chair
Brad Rabinowitz
Israel Smith
A.J. LaRosa
Alexandra Zipparo
Geoff Hand
Wayne Senville
Jim Drummond (Alt)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday October 4, 2016 PUBLIC HEARING NOTICE

The Burlington Development Review Board will hold a meeting on **Tuesday October 4, 2016 at 5:00 p.m. in Contois Auditorium, City Hall.**

- 1. 16-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G & C Properties, LLC**
Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial spaces and associated site improvements. (Re-opened public hearing)

Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), between the hours of 8:00 a.m. and 4:30 p.m.

Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Planning and Zoning office is considered public and cannot be kept confidential.

This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/pz/drbb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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

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Robert Purvee, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday October 4, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT AGENDA

- I. Agenda**
- II. Communications**
- III. Minutes**
- IV. Consent Agenda**
 - 1. 17-0141CA; 538 Main Street (I, Ward IE) UVM**
Expand second floor entrance to Bailey Howe Library.
(Project Manager, Ryan Morrison)
 - 2. 17-0290CA; 101 Overlake Park (RL, Ward 6S) Alexander and Yin Mei Stewart**
Addition of garage with finished space over. (Project Manager, Scott Gustin)
 - 3. 17-0160CA/CU; 76 Rose Street (RM, Ward 3C) Matthew and Michael Koch**
Expand third apartment unit by adding a second story over existing first story in rear.
(Project Manager, Mary O'Neil)
- V. Public Hearing**
 - 1. 16-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G&C Properties, LLC**
Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial space and associated site improvements.
(Re-opened public hearing for consideration of traffic only)
(Project Manager, Scott Gustin)
 - Certificate of Appropriateness**
 - 1. 17-0214CA; 32 Alexis Drive (RL-W, Ward 4N) Lillian and Jason Frank**
Construct new dwelling. (Project Manager, Mary O'Neil)
 - 2. 17-0250CA; 42 Alexis Drive (RL-W, Ward 4N) Thomas and Elizabeth Connolly**
Construct single family dwelling with two car garage. (Project Manager, Mary O'Neil)
- VI. Sketch Plan**
 - 1. 17-0261SP; 3-11 George St, 13 & 19 George St, 64, 70, & 80 Pearl Street (DT, Ward 3C) 64 Pearl St, LLC/Rick Bove**
Remove 64 Pearl Street and build new 39 unit apartment building with 1 commercial space on 64 & 70 Pearl Street (DT). Remove 13 & 19 George Street residences, combine lots and build new 17 unit apartment building (RH). Renovate and restore 3-11 George Street (Stannard House). (Project Manager, Mary O'Neil)
- VII. Other Business**
- VIII. Adjournment**

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Department of Planning and Zoning

149 Church Street
Burlington, VT 05401

<http://www.burlingtonvt.gov/PZ/>

Telephone: (802) 865-7188
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David E. White, AICP, Director
Meagan Tuttle, 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
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner *mwneil*
Date: October 4, 2016
RE: ZP17-0214CA

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

File: ZP17-0214CA

Location: 32 Alexis Drive

Zone: RL-W **Ward:** 4N

Date application accepted: August 18, 2016

Revised drawings forwarded: September 16, 2016

Applicant/ Owner: Jason & Lillian Frank

Request: Construct new single family dwelling on vacant lot #3 of Historic Reproductions subdivision.

Background:

- Non-applicability of zoning permit requirements; topsoil and seed. September 2007.
- Zoning Permit 16-1040LL, Lot line adjustment. April 2016.
- Zoning Permit 85-040 / COA 84-055A; subdivide existing property into 23 single family detached home lots. February 1985.

Overview: The project is to construct a single family home on an existing vacant lot #3 of Historic Reproductions subdivision.



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

I. Findings

Article 3: Applications, Permits and Project Reviews

Part 3: Impact Fees

Section 3.3.2 Applicability

Any new development or additions to existing buildings which result in new dwelling units or in any new non-residential buildings square footage are subject to impact fees.

Impact fees shall be calculated based on the total gross square footage of the principal use including accessory uses. Per the submitted plans, an estimate of the fees is:

Based on new information forwarded by applicant 9/16/2016

SF of Project

6,591

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.190	1,252.29
Fire	0.216	1,423.66
Police	0.043	283.41
Parks	0.723	4,765.29
Library	0.448	2,952.77
Schools	0.934	6,155.99
Total	2.554	\$ 16,833.41

The applicant shall submit a final calculation of gross square footage to make final an Impact Fee assessment.

Affirmative finding as conditioned.

Section 3.3.8 Time and Place of Payment

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

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

Affirmative finding as conditioned.

Article 4: Zoning Maps and Districts

Section 4.4.5

(a) 2. Waterfront Residential Low Density (RL-W) district *is intended primarily for low-density residential development in the form of single detached dwellings and duplexes.*

A single detached dwelling is proposed. **Affirmative finding.**

(a) Dimensional Standards and Density

Table 4.4.5-1 Minimum Lot Size and Frontage

See Section 4.5.5 RL Larger Lot Overlay District, below.

Table 4.4.5-2 Base Residential Density

See Section 4.5.5 below for modified density provision. Proposed units: 1 / (23,020 lot size / 43560 acre) or $1 / .5284 = 1.89$; < 4.4 unit per acre limitation (see Section 4.5.5, RL Large Lot Overlay, below.). The proposal complies with base residential density of the Large Lot Overlay. **Affirmative finding.**

Table 4.4.5-3 Residential District Dimensional Standards

Zoning District	Max. Lot Coverage ¹	Setbacks ^{1, 3, 4, 5, 6}			
		Front	Side	Rear	
RL; WRL	35%	Min/Max: Ave. of 2 adjacent lots on both sides +/- 5-feet	Min: 10% of lot width Or ave. of side yard setback of 2 adjacent lots on both sides Max required: 20'	Min: 25% of lot depth but in no event less than 20' Max required: 75-feet	Height: 35-feet
32 Alexis Drive	19.85%, based on applicant's lot size of 23,020.78.	The only adjacent lot is 50 Alexis Drive, which has a front yard setback of approx. 51' from the street, which would be. 36' from the front property line. Allowable setback would be between 31'-41' from the property line or 46'-56'- from the street edge. 35' proposed. (Porches are allowed to encroach into a required front yard setback per Zoning Admin Interpretation ZAI-11-02.	20' maximum on south, 5' minimum on north for parking area.	➤ 25% of lot depth of 175.14', or 43.78'.	Approx. 29'

Affirmative finding

(b) Permitted and Conditional Uses

A single family detached dwelling is a permitted use in the RL-W zoning district. See Appendix A. **Affirmative finding.**

(c) District Specific Regulations

1. Setbacks

No setback encroachments are proposed or sought. Not applicable.

2. Height

No height exception is proposed or sought. Not applicable.

3. Lot Coverage

No exceptions to lot coverage are included or sought. Not applicable.

4. Accessory Residential Structures and Uses

The garage is integrated into the design of the home, and is subject to applicable standards of Section 6.2.2. (h), below.

5. Residential Density

The occupancy of the dwelling unit is limited to members of a family as defined in Article 13. Any divergence from the limitations of functional family and occupancy of more than four unrelated adults is subject to Conditional Use Review and approval by the DRB.

Affirmative finding as conditioned.

6. Uses

There is no Neighborhood Commercial Use at this location. Not applicable.

7. Residential Development Bonuses

No development bonuses are included or sought. Not applicable.

Section 4.5.5 RL Larger Lot Overlay District

(a) Purpose

The RL Larger Lot Overlay District is intended to maintain the existing residential development pattern of larger residential lots reflective of the respective neighborhoods' development history.

(c) District Specific Regulations: RL Larger Lot Overlay

1. Minimum Lot Size and Density

The density and intensity of development and dimensions of building lots in the RL Larger Lot Overlay shall be modified from the underlying RL or RL-W standards of Table 4.4.5- and 4.4.5-2 as follows:

Table 4.5.5-1: Residential Density, Minimum Lot Size and Frontage: RL Larger Lot Overlay

	Minimum Lot Frontage¹ <i>(In linear feet)</i>	Minimum Lot Size <i>(In square feet)</i>	Maximum dwelling units per acre² <i>(without bonuses or</i> <i>any Inclusionary</i> <i>Zoning allowances)</i>
Single detached dwelling	75 feet	9,900 sqft	4.4 units/acre

32 Alexis Drive proposal	99.81' frontage	23,020 sq. ft.	4.4 units/acre on a 23,020 sf lot = 1.89 units. 1 dwelling unit is proposed.
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Affirmative finding.

Article 5: Citywide General Standards

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.5-3, above.

Section 5.2.4 Buildable Area Calculation

The parcel is not greater than 2 acres. Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.5-3, above.

Section 5.2.6 Building Height Limits

See Table 4.4.5-3, above.

Section 5.2.7 Density and Intensity of Development Calculations

See Section 4.5.5-1, above. **Affirmative finding.**

Section 5.4.9 Brownfield Remediation

Not applicable.

Section 5.5.1 Nuisance Regulations

None identified. **Affirmative finding.**

Section 5.5.2 Outdoor Lighting

Plan A.06 includes a notation that *All outdoor lighting to be down lit, white light with max output of 1200 lumens*. As presented, it meets these standards. **Affirmative finding.**

Section 5.5.3 Stormwater and Erosion Control

An Erosion Prevention and Sediment Control plan has been prepared and submitted for review by the Stormwater Engineering team. Approval was received 8.23.2016.

Affirmative finding.

Section 5.5.4 Tree Removal

(a) Review criteria for zoning permit requests for tree removal.

1. Grounds for Approval

Tree removal involving six (6) or more trees, each of ten (10) inches or greater in caliper or the removal of ten (10) or more trees, each of which is three (3) inches or greater in caliper during any consecutive twelve (12) month period may be permitted for any of the following reasons:

- A. *Removal of dead, diseased, or infested trees*
- B. *Thinning of trees for the health of remaining trees according to recognized accepted forestry practices*
- C. *Removal of trees that are a danger to life or property; or*
- D. *As part of a development with an approved zoning permit*

2. Grounds for Denial

Tree removal involving six (6) or more trees, each of ten (10) inches or greater in caliper or the removal of ten (10) or more trees, each of which is three (3) inches or greater in caliper during any consecutive twelve (12) month period may be denied if existing healthy trees are known to be:

- A. *Providing a significant privacy or aesthetic buffer or barrier between properties*
- B. *Providing stabilization on slopes vulnerable to erosion*
- C. *Located within a riparian or littoral buffer*
- D. *Provide unique wildlife habitat*
- E. *A rare northern Vermont tree species as listed by the Vermont Natural Heritage Program; or*
- F. *A significant element of, or significantly enhances, an historic site*

The proposed tree removal is associated with the overall site development, and is accompanied by a landscaping plan. The tree plan, accompanied by information from a tree service, includes clearing an area large enough to accommodate the new structure and to remove any and all dead, diseased, rotted or infested trees. The tree consultant has advised, after a recent wind storm, that few are in healthy condition and have recommended clearing most. See attached narrative.

The abutting property owner (Mr. Pomerleau) has not forwarded any concern relative to retention of the landscape buffer between properties.

Affirmative finding.

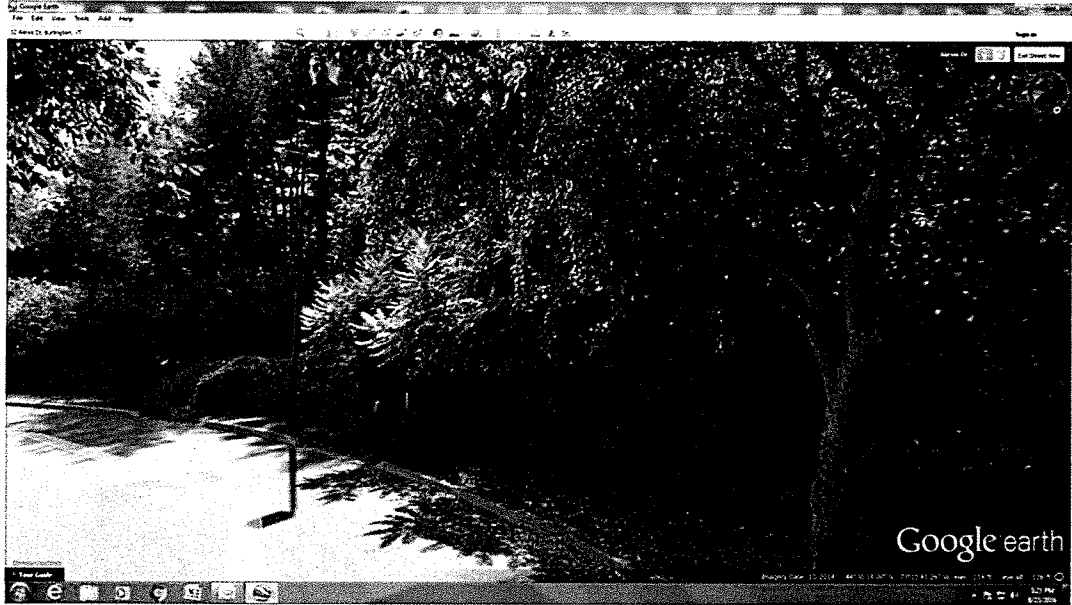
Article 6: Development Review Standards

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards



Current Google image of streetfront, 32 Alexis Drive

(a) Protection of Important Natural Features:

This is a grassy and wooded parcel. Original subdivision plans note “Existing stand of large white pines to be thinned as required for placement of houses only.” (COA 84-055A) The applicant has submitted a plan including information about trees to be removed, and new landscaping proposed. Submission narrative informs that they plan to have ground plantings in the front of the house, including some perennials. Some garden beds will be located on the left side of the house as well as in front of the covered porch. Grass is proposed in the rear yard. Both are subject to DRB review and approval. **Affirmative finding as conditioned.**

(b) Topographical Alterations:

There are no notable topographic alterations proposed; the site is flat. **Affirmative finding.**

(c) Protection of Important Public Views:

There are no protected public views from this site. Not applicable.

(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).

There are no historic structures or sites on this parcel. Not applicable.

(e) Supporting the Use of Renewable Energy Resources:

There is nothing within the application to preclude the use of wind, water, geothermal, solar or other alternative energies. **Affirmative finding.**

(f) Brownfield Sites:

None identified. Not applicable.

(g) Provide for nature's events:

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

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 has submitted an Erosion Prevention and Sediment Control plan which has been approved by the Stormwater Engineering team.

The application proposes removal of most of the trees from the back yard, in part due to diseased and fallen trees over a period of time and, most recently, from a wind storm. See Section 5.5.4, above.

The design provides several sheltered entrances for resident comfort and shelter from inclement weather. The large lot and driveway configuration provide ample area for snow storage.

Affirmative finding.

(h) Building Location and Orientation:

The building is a principal gable front orientation to the public street, referencing a common residential orientation. Lots immediately adjacent to this parcel are also vacant; however this new offering will help strengthen the street wall.

The street facing garage wall is set back approximately 52' from the road edge; subtracting the 15' ROW places it 36+' from the front property line. The building location meets the required 25' setback to prevent parked vehicles from blocking the sidewalk (even if there are no sidewalks on this side of Alexis Drive.)

The garage entrance does not constitute more than 50% of the width of the street facing façade, and as revised does not exceed 24' in width. See plan A.04.

The primary pedestrian entrance offers a clear and welcoming entrance from the street. The door is visible from the street, meeting this standard.

This standard also requires that each bay of the garage shall have a separate entrance door of no more than 10' in width. The garage entrance doors are illustrated as 9' in width; in compliance with this standard. **Affirmative finding.**

(i) Vehicular Access:

An Assessor's photo and Google Earth indicate an existing curb cut.

The driveway is proposed to meet the 18' limitation for residential driveways.

The driveway and parking area are required to meet a minimum 5' side yard setback. **Affirmative finding as conditioned.**

(j) Pedestrian Access:

A walkway is proposed from the principal entrance to the driveway. There are no public sidewalks on this side of Alexis Drive. **Affirmative finding.**

(k) Accessibility for the Handicapped:

This is not a requirement for a single family home, but encouraged. Vermont "visibility" standards may apply. **Affirmative finding.**

(l) Parking and Circulation:

For a single family residence, 2 parking spaces will be required. The application proposes a two car garage, and a driveway that will accommodate tandem parking. Photos indicate an existing curb cut. **Affirmative finding.**

(m) Landscaping and Fences:

A landscaping plan has been forwarded, with ground plantings and perennials located around the dwelling. See attached tree cutting plan, and Section 5.5.4 (a). **Affirmative finding.**

(n) Public Plazas and Open Space:

None are required from this private parcel. Not applicable.

(o) Outdoor Lighting:

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

See Section 5.5.2, above.

(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.

New utility lines must be buried. A ground mounted condenser is illustrated on plan A.07; this appears to be less than 16 sf and would therefore meet the exterior HVAC exemption under ZAI 11-01. As it is located on the rear of the structure, no screening is required. A utility meter is illustrated on the north (side) elevation; a fireplace vent on the south. There is no gas connection illustrated (if applicable.) Screening may be required for meters, utility connections and HVAC equipment. Mail is delivered to a central street cluster mailbox. Trash and recycling will be located within the garage. **Affirmative finding as conditioned.**

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

In low and medium density residential districts, the height and massing of existing residential buildings are the most important consideration when evaluating the compatibility of additions and infill development.

The proposed new structure is 2 stories, consistent in height and scale with the original “Historic Reproductions” house models approved as part of the original 1984 subdivision.

Buildings should maintain consistent massing and perceived building height at the street level, regardless of the overall bulk or height of the building. Buildings should maintain a relationship to the human scale through the use of architectural elements, variations of proportions and materials, and surface articulations. Large expanses of undifferentiated building wall along the public street or sidewalk shall be avoided. The apparent mass and scale of buildings shall be broken into smaller parts by articulating separate volumes reflecting existing patterns in the streetscape, and should be proportioned to appear more vertical than horizontal in order to avoid monotonous repetition.

The massing of the building is broken into smaller segments, with alternating planes within each façade; recesses, projections, and visual interest to avoid monotony. **Affirmative finding.**



32 Alexis Drive Rear elevation

2. Roofs and Rooflines.

The project location is within a neighborhood of traditional domestic style architecture featuring eaves front Colonial and Cape style homes, the latter sometimes articulated with dormers. This integrated gable and shed roof assembly is consistent with neighboring roof types. **Affirmative finding.**

3. Building Openings

Windows are rhythmically placed, aligned between floors and consistent in size within the building volume. Doors are illustrated on the east and west facades to living space, and on the north façade as pedestrian access to the garage. Basement windows with window wells have been incorporated into the plan, allowing for future habitable area of the lower level.

Affirmative finding as conditioned.

(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.

Not applicable.

(c) Protection of Important Public Views:

Not applicable.

(d) Provide an active and inviting street edge:

In arrangement, design and appearance, the design provides an active and inviting street edge. The principal entrance is clearly discernable. The front porch provides a comfortable area to greet guests or take shelter from the summer sun or winter snowfall. **Affirmative finding.**

(e) Quality of materials:

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

The applicant has defined vinyl as an exterior sheathing and trim material; roofing will be asphalt shingle. While vinyl is not a highly durable product, it is acceptable in new construction.

A window and door schedule has been provided.

Affirmative finding.

(f) Reduce energy utilization:

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

New structures should take advantage of solar access where available, and shall undertake efforts to reduce the impacts of shadows cast on adjacent buildings where practical, in order to provide opportunities for the use of active and passive solar utilization.

Amply fenestration will exploit passive solar opportunities on the site. No impact from shadow cast is anticipated, as these residences are situated on large lots with substantial distances between them. **Affirmative finding.**

(g) Make advertising features complementary to the site:

No signage is proposed. Not applicable.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (l), above.

(i) Make spaces secure and safe:

The proposed building must comply with all building and life safety code as defined by the building inspector and fire marshal. **Affirmative finding as conditioned.**

Article 8: Parking

Per Table 8.1.8-1, single family dwellings require 2 parking spaces in the Neighborhood Parking District. The integrated garage and driveway will provide all required parking for the use.

Affirmative finding.

Appendix A: Use Table

A single detached dwelling is a permitted use in the RL-W zoning district. **Affirmative finding.**

II. Conditions of Approval

1. **At least 7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the City Treasurer's Office or Planning and Zoning office impact fees as calculated by staff based on the net new square footage of the proposed development. As submitted, estimated Impact fees are:

Based on new information forwarded by applicant 9/16/2016

SF of Project 6,591

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.190	1,252.29
Fire	0.216	1,423.66
Police	0.043	283.41
Parks	0.723	4,765.29
Library	0.448	2,952.77
Schools	0.934	6,155.99
Total	2.554	\$ 16,833.41

2. All meters, mechanical equipment, and utility connections must be identified on the site plan and/or building elevations as appropriate. Screening may be required.
3. Driveway width is limited to 18'.
4. Each bay of the garage shall have a garage door not exceeding 10' in width.
5. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
6. Hours of construction are limited to Monday-Friday 7:00 am to 5:30 pm; Saturday construction hours are limited to interior work unless specific allowances are granted by the DRB. Construction is not permitted on Sundays.
7. The property will be subject to limitations of the Functional Family provisions of the ordinance. Not more than four unrelated adults may occupy the residential unit.
8. New utility lines must be buried.
9. A State of Vermont wastewater permit is required.
10. Standard Permit Conditions 1-15.

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

→ submitted via email 9/16/16

PRELIMINARY



FRANK RESIDENCE
32 ALEXIS DRIVE, BURLINGTON, VEMRONT

LIST OF DRAWINGS	
A1	SITE PLAN
A2	FOUNDATION
A3	1ST FLOOR DECK FRAMING
A4	1ST FLOOR PLAN
A5	2ND FLOOR PLAN
A6	ELEVATIONS
A7	ELEVATIONS
A8	ELEVATIONS W/ GARDEN OPTION
A9	DETAILS



THESE DRAWINGS ARE INTENDED TO BE USED FOR DESIGN DEVELOPMENT, BUILDING DEPARTMENT REVIEW, ESTIMATING, AND AS CONSTRUCTION GUIDELINES.

CONSTRUCTION DETAILS ARE INTENDED AS SUGGESTIONS ONLY.

VERIFICATION OF EXISTING & SITE CONDITIONS DOES NOT FALL WITHIN THE SCOPE OF THESE DRAWINGS.

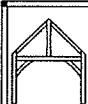
THIS HOUSE DESIGN & DRAWINGS ARE TO BE USED FOR CONSTRUCTION OF THE BERLINER RESIDENCE ONLY.

ISSUE PROJECT
September 13, 2016 Frank Residence

CLIENT
Jason & Lillian Frank

32 Alexis Drive
Burlington, Vermont

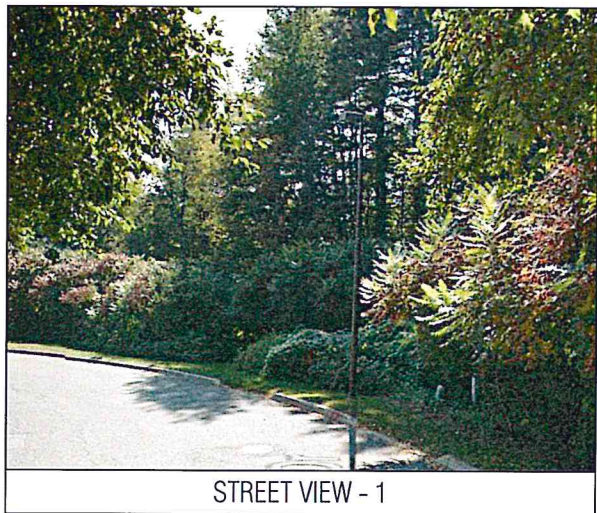
TIMBERWORKS DESIGN
80 Austin Drive
Burlington, VT 05401
Tel: 802.578.7007



TIMBERWORKS DESIGN
TIMBER FRAME | POST & BEAM | ARCHITECTS
BURLINGTON, VERMONT | BOULDER, COLORADO



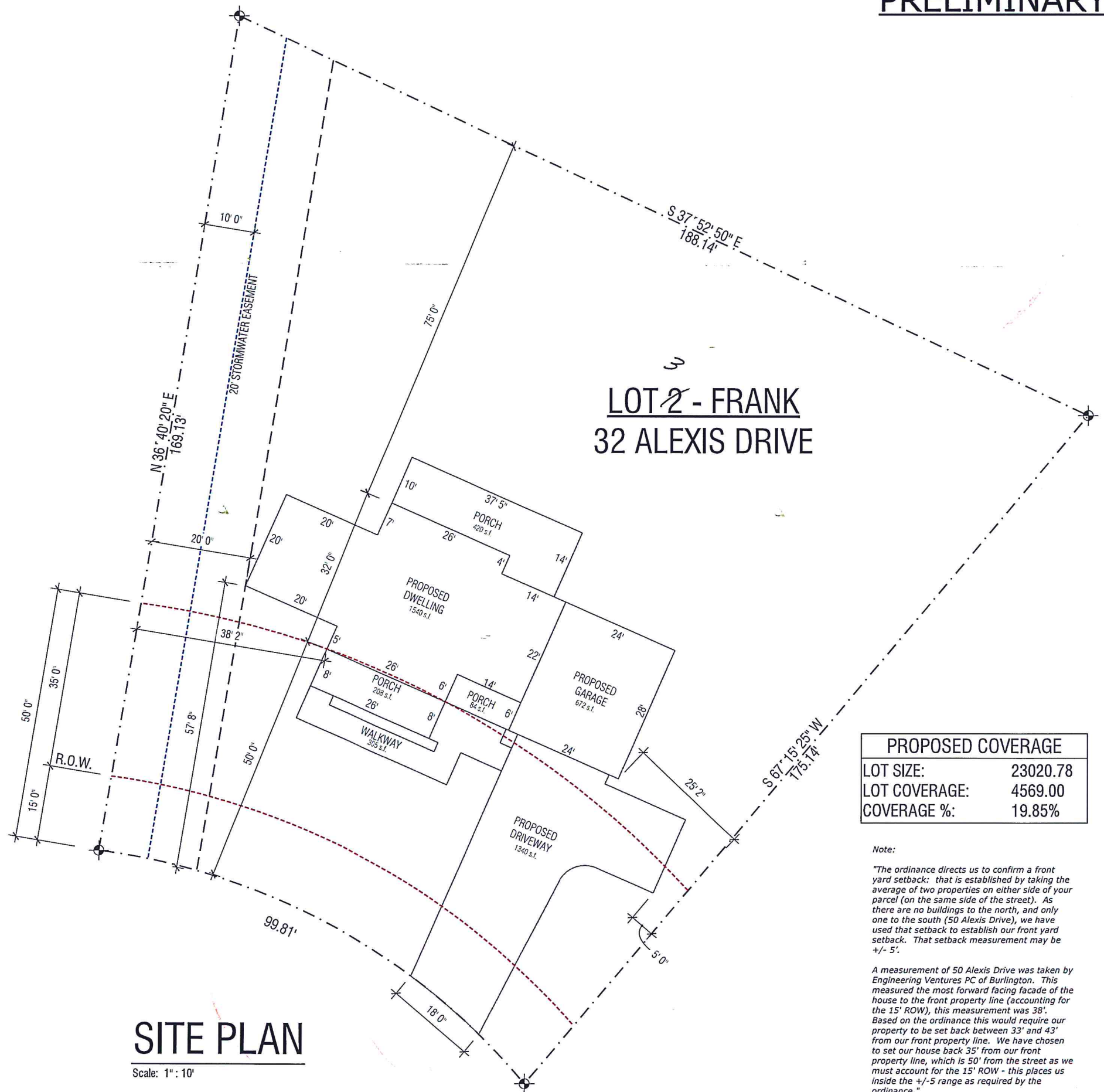
LOCATION MAP



STREET VIEW - 1



STREET VIEW - 2



SITE PLAN

Scale: 1" = 10'

PROPOSED COVERAGE	
LOT SIZE:	23020.78
LOT COVERAGE:	4569.00
COVERAGE %:	19.85%

Note:

"The ordinance directs us to confirm a front yard setback: that is established by taking the average of two properties on either side of your parcel (on the same side of the street). As there are no buildings to the north, and only one to the south (50 Alexis Drive), we have used that setback to establish our front yard setback. That setback measurement may be +/- 5'.

A measurement of 50 Alexis Drive was taken by Engineering Ventures PC of Burlington. This measured the most forward facing facade of the house to the front property line (accounting for the 15' ROW), this measurement was 38'. Based on the ordinance this would require our property to be set back between 33' and 43' from our front property line. We have chosen to set our house back 35' from our front property line, which is 50' from the street as we must account for the 15' ROW - this places us inside the +/-5 range as required by the ordinance."

PRELIMINARY



TIMBERWORKS DESIGN

TIMBER FRAME | POST & BEAM | ARCHITECTS

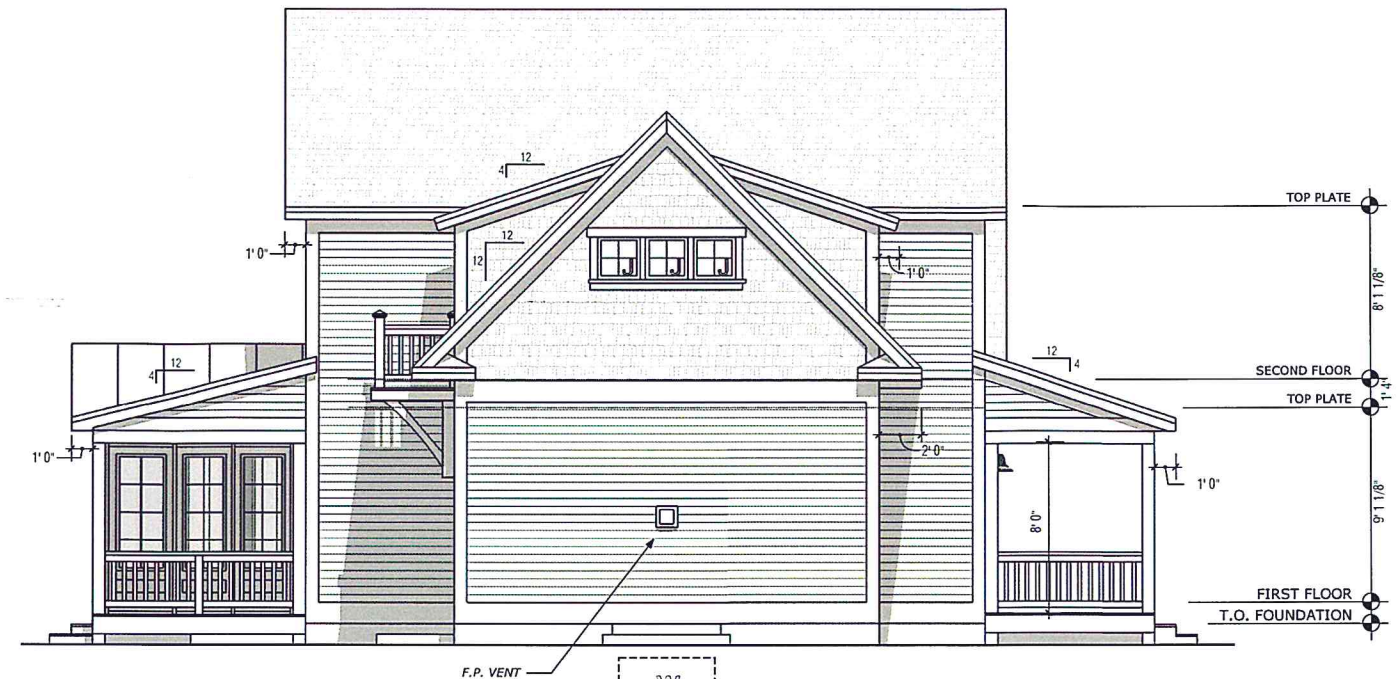
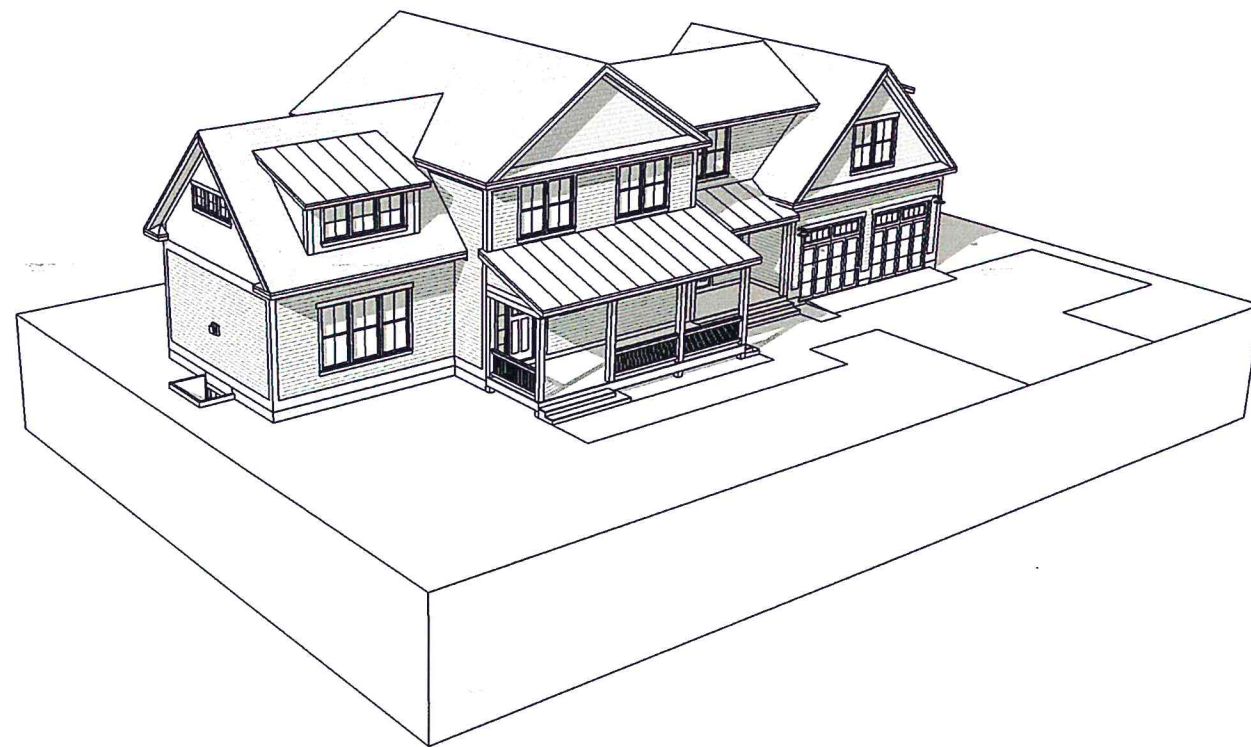
BURLINGTON, VERMONT | BOULDER, COLORADO

TIMBERWORKS DESIGN
80 Austin Drive
Burlington, VT 05401
Tel: 802.578.7007

CLIENT
Jason & Lillian Frank
32 Alexis Drive
Burlington, Vermont

PROJECT
Frank Residence

Front & Left Elevations

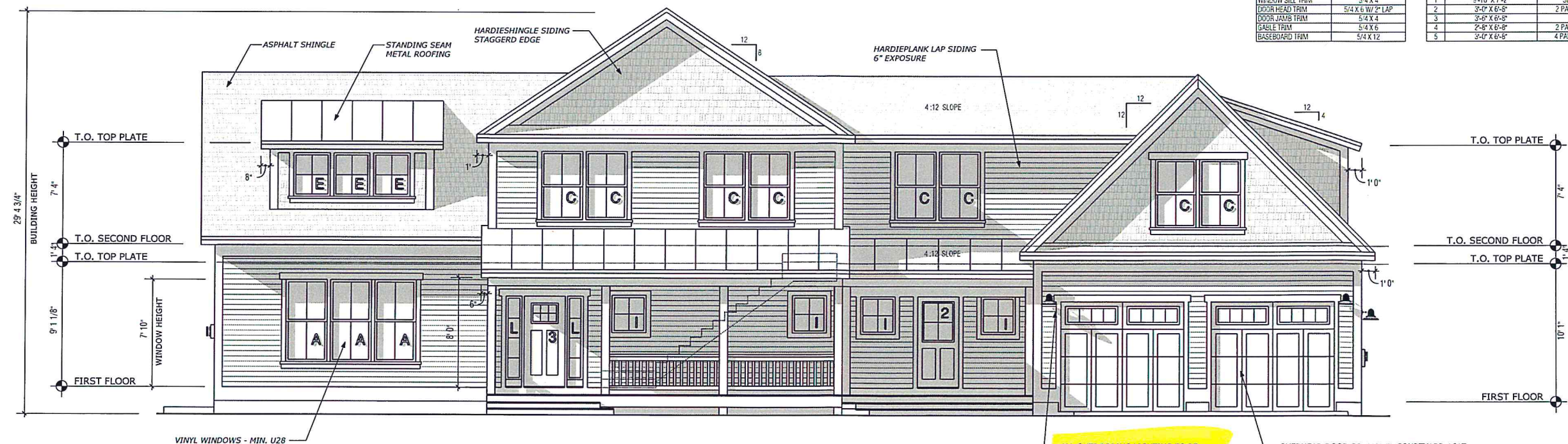


Scale: 1/4" : 1'

WINDOW SCHEDULE			
NO	W X H	TYPE	EGRESS
A	3'-0" X 6'-6"	DOUBLE HUNG	X
B	2'-0" X 6'-0"	DOUBLE HUNG	-
C	3'-0" X 5'-0"	DOUBLE HUNG	X
D	3'-0" X 4'-0"	CASEMENT	X
E	2'-8" X 3'-2"	CASEMENT	-
F	3'-0" X 3'-0"	CASEMENT	-
G	2'-4" X 3'-6"	CASEMENT	-
H	2'-6" X 3'-4"	CASEMENT	-
I	2'-8" X 2'-8"	CASEMENT	-
J	2'-0" X 2'-0"	CASEMENT	-
K	5'-0" X 1'-2"	TRANSOM	-
L	1'-2" X 5'-8"	SIDE LIGHT	-
M	4'-8" X 3'-6"	GLIDER	X

TRIM SCHEDULE	
CORNER BOARDS	5/4 X 6
FACIA BOARDS	1 X 8
FACIA CRIP BOARD	1 X 3
WINDOW HEAD TRIM	5/4 X 6 W/ 2" LAP
WINDOW JAMB TRIM	5/4 X 4
WINDOW SILL TRIM	5/4 X 4
DOOR HEAD TRIM	5/4 X 6 W/ 2" LAP
DOOR JAMB TRIM	5/4 X 4
GABLE TRIM	5/4 X 6
BASEBOARD TRIM	5/4 X 12

EXTERIOR DOOR SCHEDULE		
NO	W X H	TYPE
1	9'-10" X 7'-2"	SLIDING DOOR
2	3'-0" X 6'-5"	2 PANEL -1/2 LIGHT
3	3'-6" X 6'-8"	9 LIGHT
4	2'-5" X 6'-5"	2 PANEL -1/2 LIGHT
5	3'-0" X 6'-5"	4 PANEL FIRE RATED

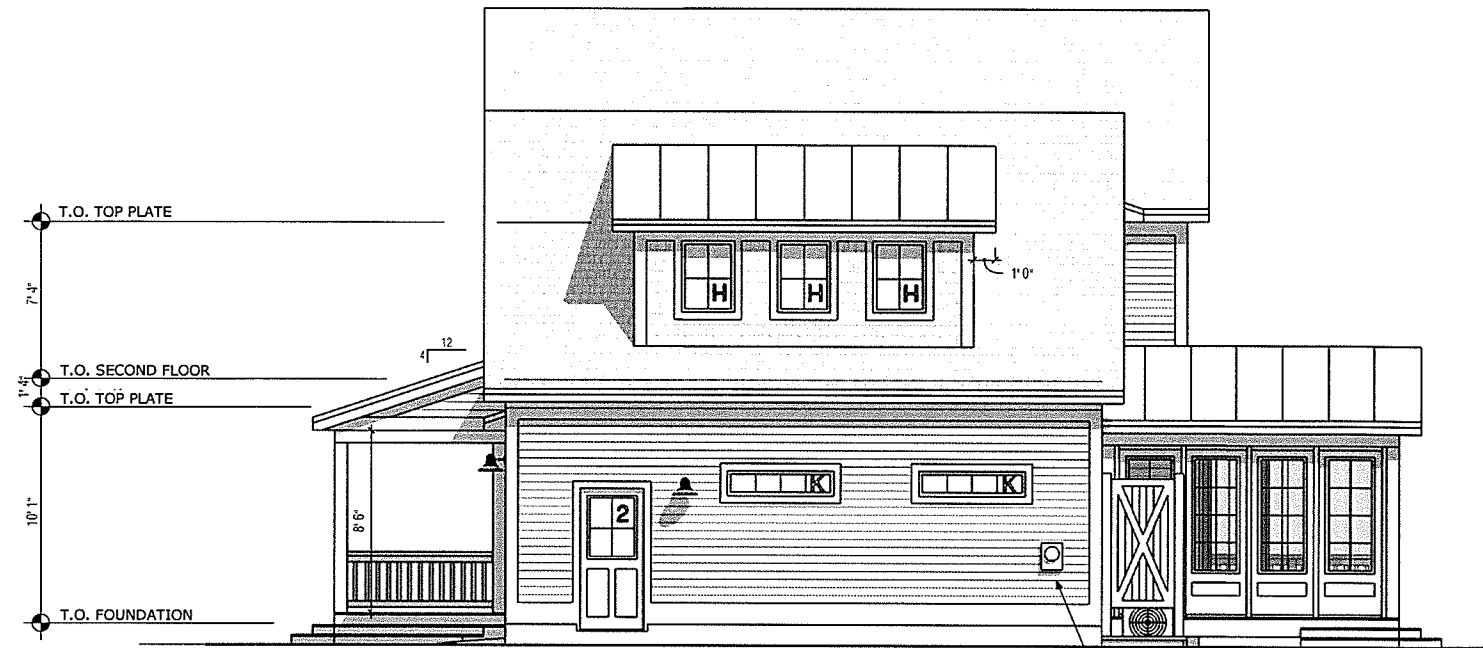


Scale: 1/4" : 1'

ALL OUTDOORING LIGHTING TO BE
DOWN LIT, WHITE LIGHT W/ MAX.
OUTPUT OF 1200 LUMENS

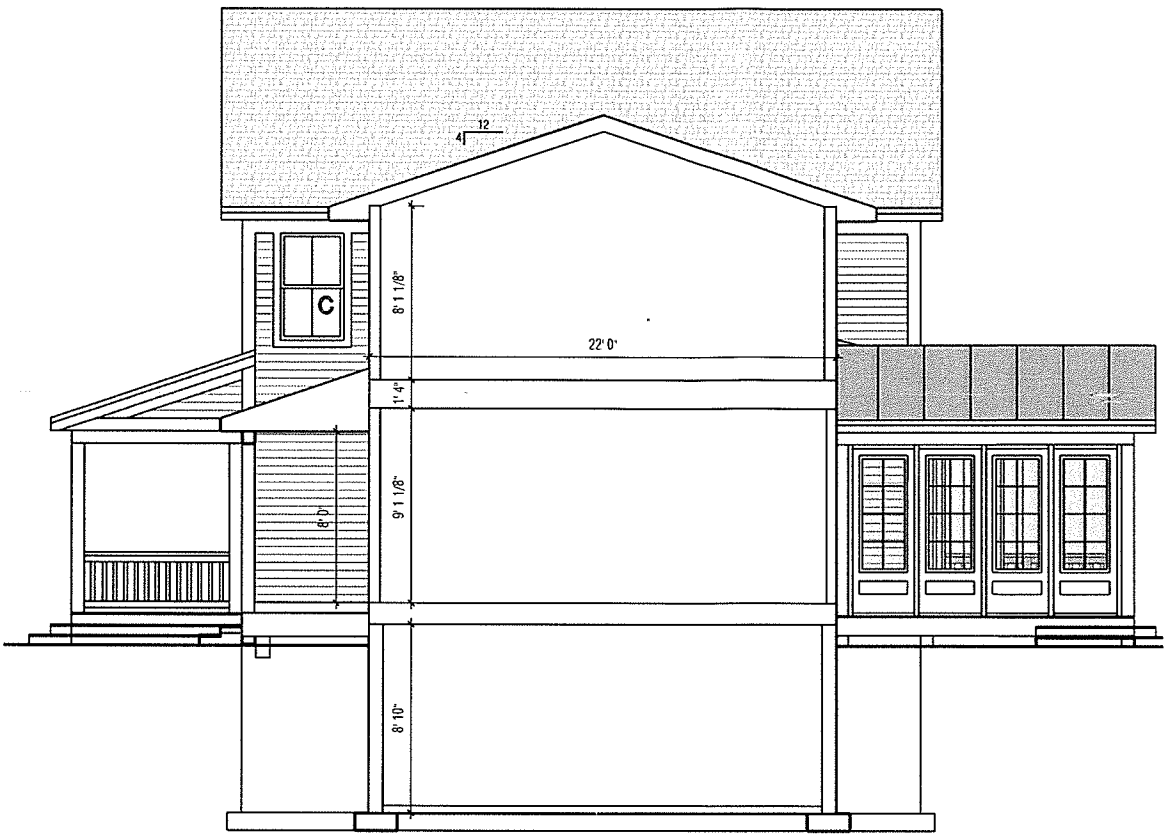
OVERHEAD DOOR CO. MODEL COURTYARD 161T
GARAGE DOOR W/ STOCKBRIDGE WINDOWS

PRELIMINARY



RIGHT SIDE ELEVATION

Scale: 1/4" = 1'



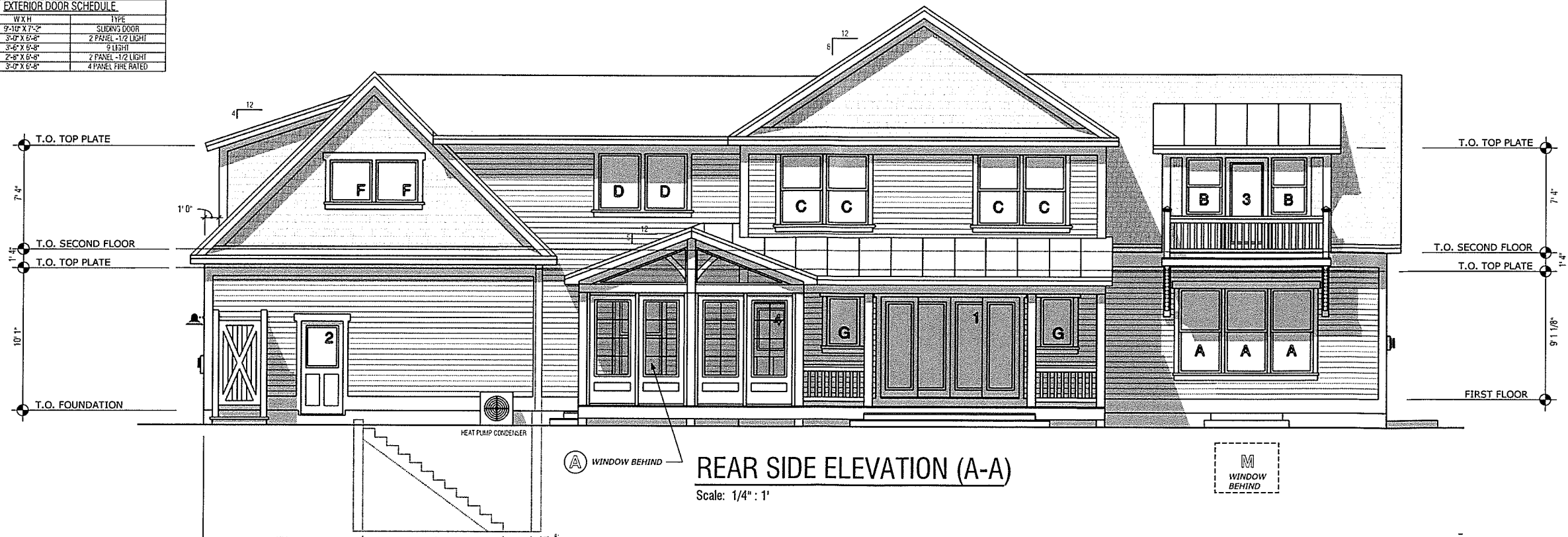
PARTIAL RIGHT SIDE ELEVATION

Scale: 1/4" = 1'

WINDOW SCHEDULE			
NO	W X H	TYPE	EGRESS
A	3'-0" X 6'-6"	DOUBLE HUNG	X
B	2'-0" X 4'-0"	DOUBLE HUNG	-
C	3'-0" X 4'-0"	DOUBLE HUNG	X
D	3'-0" X 4'-0"	CASEMENT	-
E	2'-0" X 3'-0"	CASEMENT	-
F	3'-0" X 3'-0"	CASEMENT	-
G	2'-0" X 3'-0"	CASEMENT	-
H	2'-0" X 3'-0"	CASEMENT	-
I	2'-0" X 3'-0"	CASEMENT	-
J	2'-0" X 3'-0"	CASEMENT	-
K	5'-0" X 1'-0"	TRANSOM	-
L	1'-0" X 6'-0"	SIDE LIGHT	-
M	4'-0" X 3'-0"	GLIDER	X

TRIM SCHEDULE	
CORNER BOARDS	5/4 X 8
FACIA CRP BOARD	1 X 8
WINDOW HEAD TRIM	5/4 X 3 W/ 2" LAP
WINDOW JAMB TRIM	5/4 X 4
WINDOW SILL TRIM	5/4 X 4
DOOR HEAD TRIM	5/4 X 6 W/ 2" LAP
DOOR JAMB TRIM	5/4 X 4
GABLE TRIM	5/4 X 6
BASEBOARD TRIM	5/4 X 12

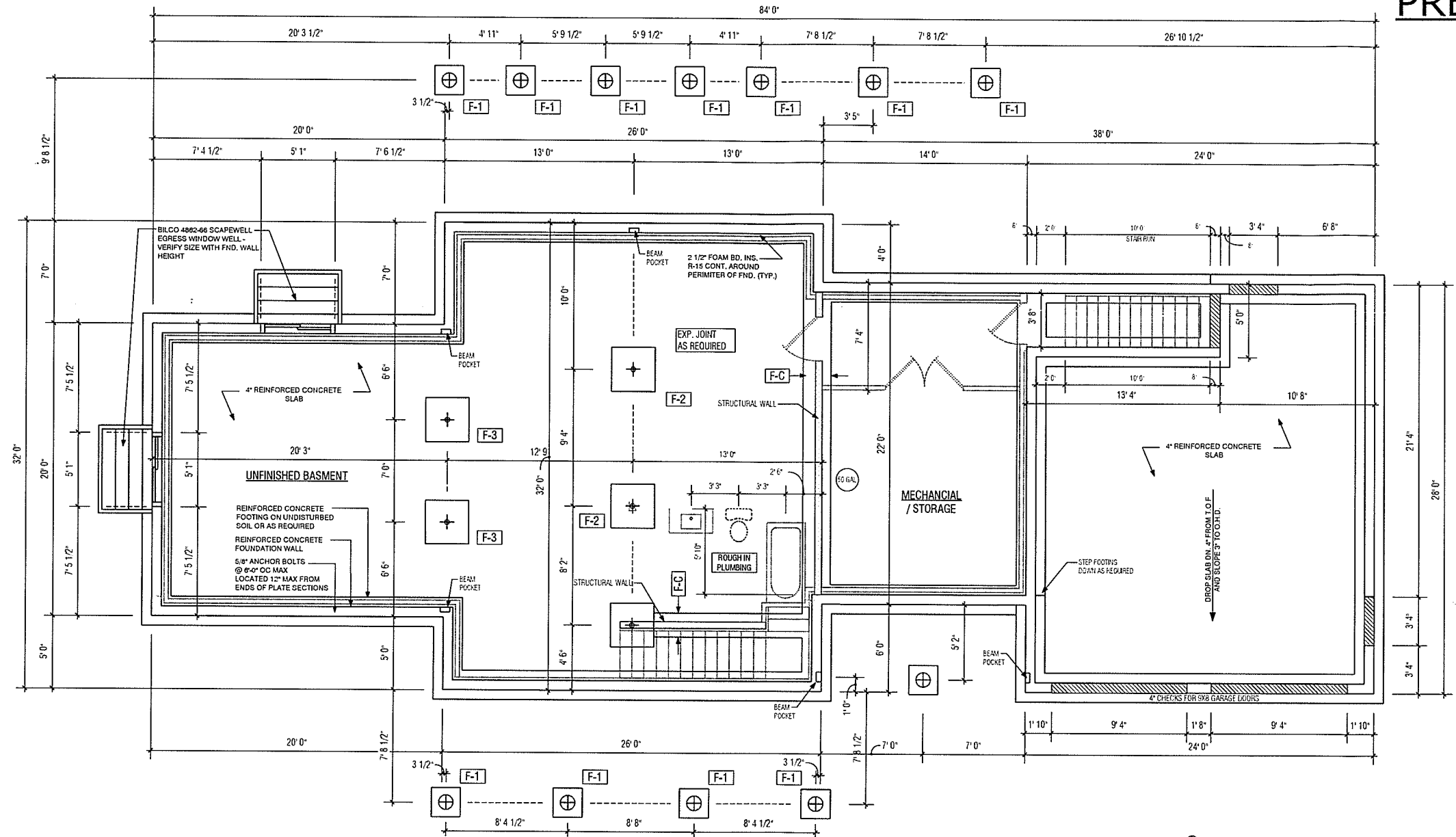
EXTERIOR DOOR SCHEDULE		
NO	W X H	TYPE
1	9'-10" X 7'-2"	SLIDING DOOR
2	3'-0" X 6'-8"	2 PANEL - 1/2 LIGHT
3	3'-0" X 6'-8"	9 LIGHT
4	2'-8" X 6'-8"	2 PANEL - 1/2 LIGHT
5	3'-0" X 6'-8"	4 PANEL FIRE RATED



REAR SIDE ELEVATION (A-A)

Scale: 1/4" = 1'

PRELIMINARY



FOUNDATION PLAN

Scale: 1/4" = 1'

FOUNDATION SCHEDULE					
SYMBOL	WALL THICKNESS	REINFORCING	MAXIMUM WALL HEIGHT	MAXIMUM UNBALANCED FILL	CONTINUOUS FOOTING
W-8	8"	(2) #4S TOP & BOTTOM	8'-0"	6'-10"	1'-8" WIDE X 10" DEEP
W-10	10"	(2) #4S TOP & BOTTOM	9'-0"	7'-10"	1'-8" WIDE X 10" DEEP
W-13	13"	(2) #4S TOP & BOTTOM	9'-0"	7'-10"	2'-0" WIDE X 10" DEEP
W-15	15"	(2) #4S TOP & BOTTOM	9'-0"	7'-10"	2'-0" WIDE X 10" DEEP

FOOTING SCHEDULE					
SYMBOL	TYPE	SIZE	REINFORCING	COLUMN	NOTES
F-C	CONTINUOUS FOOTING (INTERIOR)	1'-8" WIDE X 10" DEEP	(2) #4S TOP & BOTTOM		
F-1	1'-4" WIDE X 0'-8" DEEP CONTINUOUS FOOTING		(2) #4S CONTINUOUS IN FOOTING		12" DIAMETER PIERS ON
F-2	PAD FOOTING	2'-0" X 2'-0" X 1'-0" DEEP	(2) #4S EACH WAY	3 1/2" LALY COLUMNS*	PIERS TO FOOTING WITH (2) #4 DOWELS & J BOLT AT EACH PIER
F-3	PAD FOOTING	3'-0" X 3'-0" X 1'-0" DEEP	(2) #4S EACH WAY	3 1/2" LALY COLUMNS*	

FOUNDATION NOTES

ALL DIMENSIONS TO BE VERIFIED IN THE FIELD BY OTHERS

FOOTINGS ARE TO BEAR ON UNDISTURBED SOIL WITH A BEARING CAPACITY OF 2000 PSF

TOP OF FOOTINGS IS TO BE AT 48" MINIMUM BELOW GRADE

INSTALL BEAM POCKETS AS REQUIRED BY FIRST FLOOR DECK FRAMING

THE LOCATIONS AND HEIGHTS OF STEPPING IN THE FOUNDATION WALL DEPENDS ON THE EXISTING GRADE

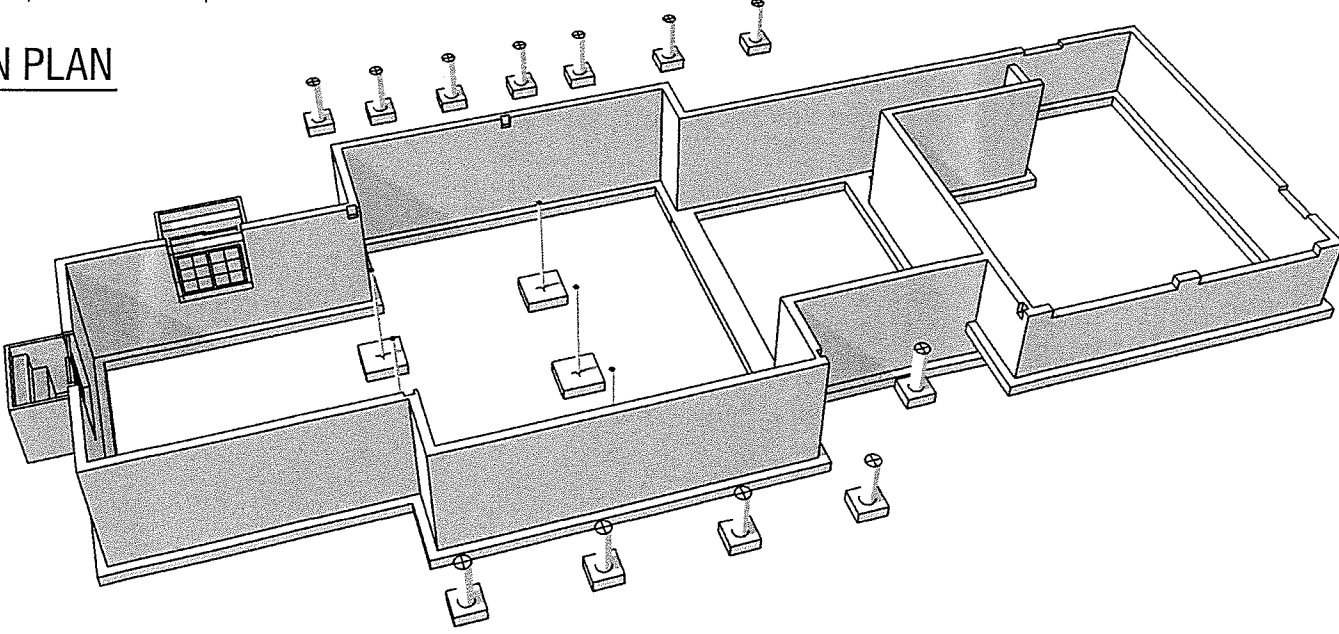
THE MUDROOM FOUNDATION IS SIZED FOR STICK FRAMED WALL ENCLOSURE

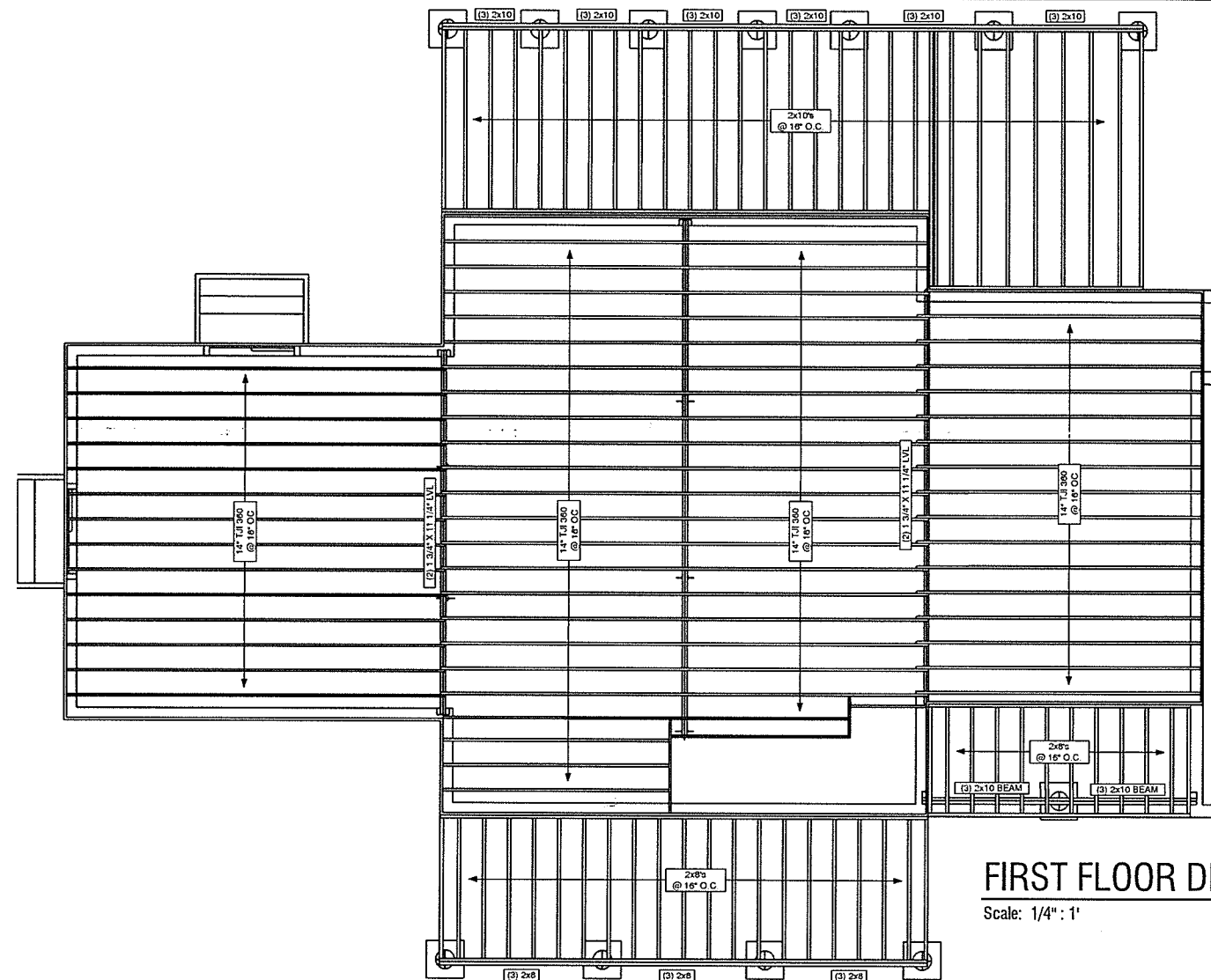
LAY 3" RIGID INSULATION UNDER SLAB

TYPICAL CONSTRUCTION:

INTERIOR SLAB ON GRADE:
4" CONCRETE SLAB OVER 6 MIL POLY. VAPOR BARRIER OVER 3" RIGID INSULATION 4" MINIMUM GRANULAR FILL OVER UNDISTURBED SOIL OR COMPACTED FILL.

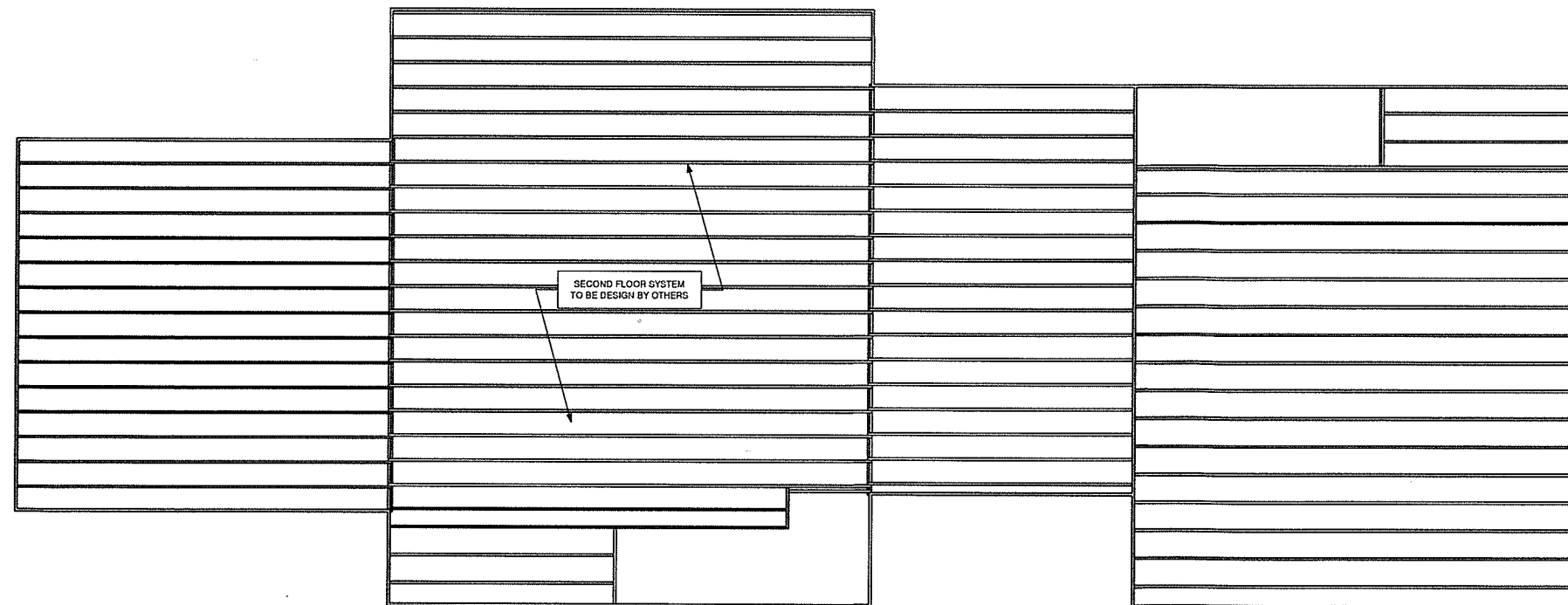
GARAGE & EXTERIOR SLAB ON GRADE:
4" CONCRETE SLAB OVER 4" MINIMUM GRANULAR FILL OVER UNDISTURBED SOIL OR COMPACTED FILL.





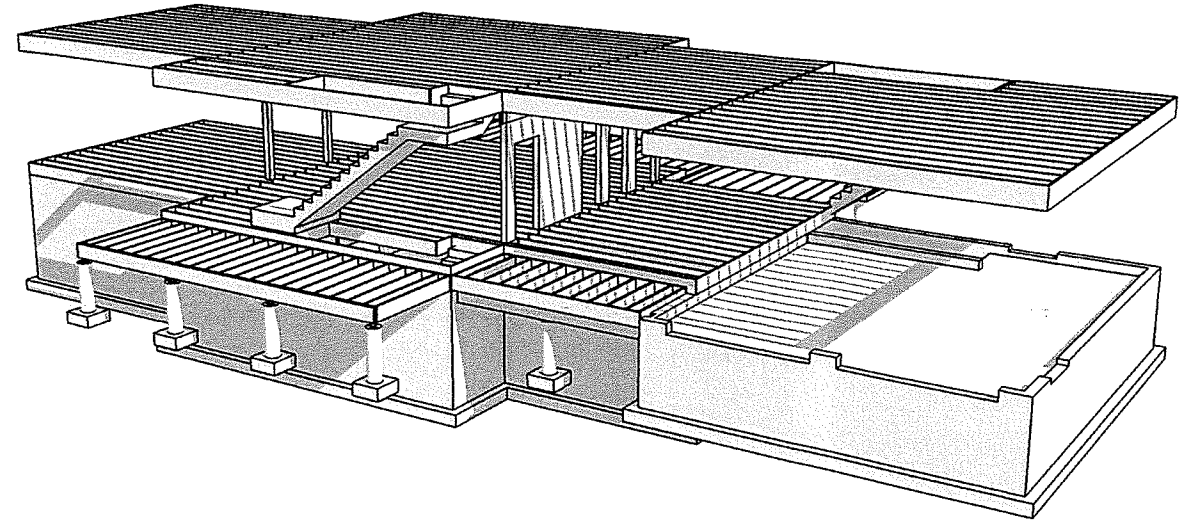
FIRST FLOOR DECK FRAMING PLAN

Scale: 1/4" = 1'



SECOND FLOOR DECK FRAMING PLAN

Scale: 1/4" = 1'



PRELIMINARY

DECK FRAMING NOTES

THE DECK FRAMING SYSTEMS ARE PRELIMINARILY DESIGNED FOR A DEFLECTION OF LESS THAN 1/360 TH OF THE SPAN WITH A DEAD LOAD OF 15 PSF AND A LIVE LOAD OF 40 PSF. SIZING SHOULD BE REVIEWED BY A STRUCTURAL ENGINEER.

FINISHED DECKS ARE TO BE FLAT AND LEVEL TO WITHIN A TOLERANCE OF 1/8"

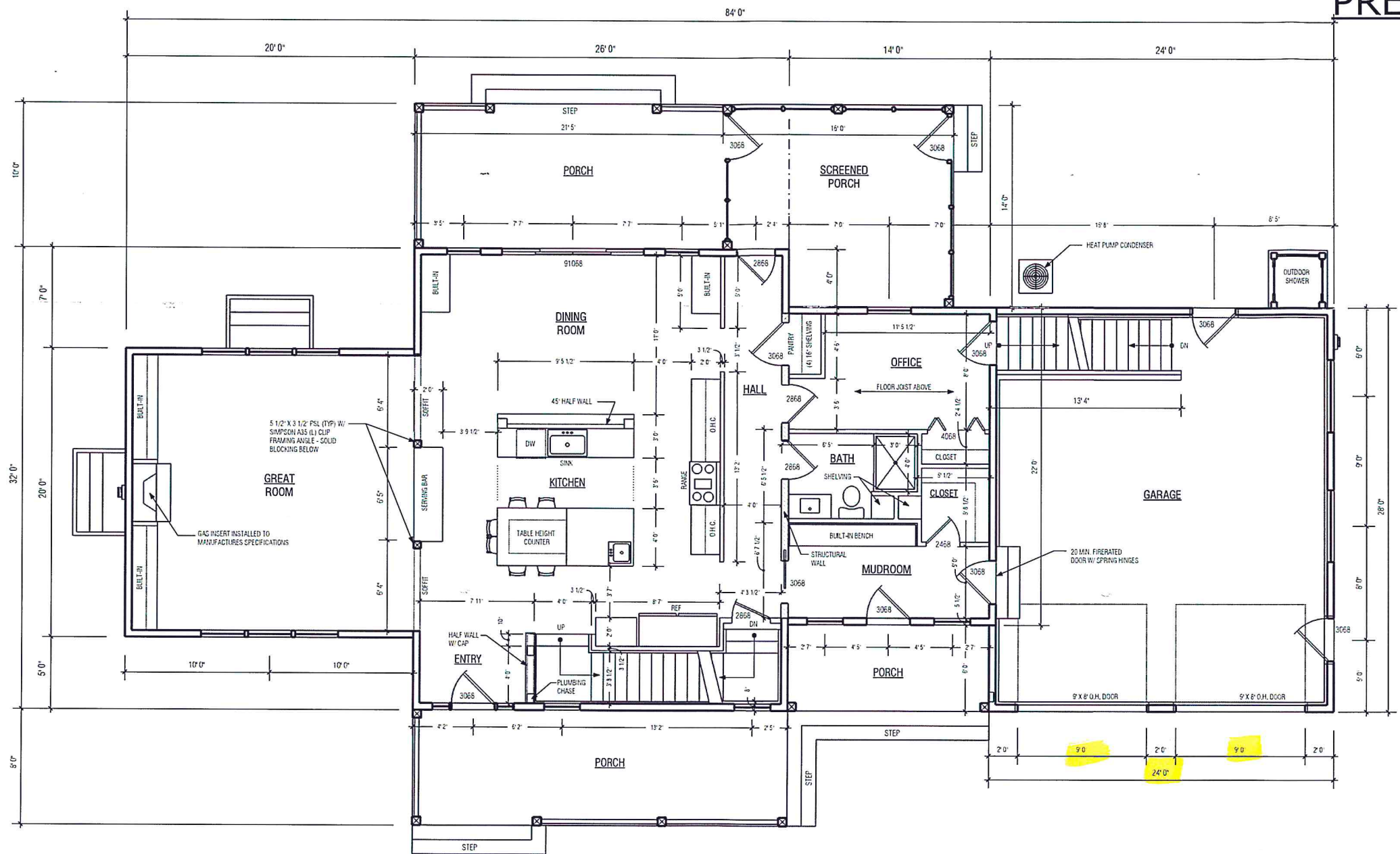
INSTALL SOLID BLOCKING BELOW STRUCTURAL COLUMNS AT ALL LOCATIONS

COORDINATE COLUMN AND STAIR LOCATION WITH FRAME DRAWINGS

TJPS, RIM BOARDS, AND LVL'S AS MANUFACTURED BY TRUSS JOIST OR EQUIVALENT - FOLLOW MANUFACTURER'S INSTALLATION SPECIFICATIONS IF MEMBER SIZES SPECIFIED ARE NOT AVAILABLE AN EQUIVALENT OR LARGER MEMBER IS TO BE USED

DECK AND PORCH FLOOR DIMENSIONAL LUMBER FRAMING IS PRELIMINARILY DESIGNED FOR A MINIMUM F_b OF 875 PSI W/O ADJUSTMENT FACTORS AND A MODULUS OF ELASTICITY OF E = 1,400,000 PSI. SIZING SHOULD BE REVIEWED BY A STRUCTURAL ENGINEER.

PRELIMINARY



FIRST FLOOR PLAN

Scale: 1/4" = 1'

GENERAL NOTES
ALL CONSTRUCTION TO MEET OR EXCEED ALL LOCAL, STATE, AND NATIONAL BUILDING CODES

HEATING / PLUMBING NOTES
HEATING BY PROPANE OR AS SELECTED BY OWNER

PIPE WITH 1/2" OR 3/4" COPPER PIPE OR (PEX) FOR ALL WATER SUPPLY LINES - 3/4" DIAMETER MAIN W/ 1/2" BRANCH LINES

GC TO PROVIDE ISOLATION VALVES PER OWNERS SPECIFICATION

STAIR AND RAILING NOTED
ALL STRAIGHT RUN STAIRS ARE TO HAVE TREADS WITH A MINIMUM WIDTH OF 10" WITH 1 1/8" NOSINGS AND RISERS WITH A MAXIMUM HEIGHT OF 7 3/4"

ALL STAIR LANDING AND BALCONY RAILINGS ARE TO BE 36" ABOVE NOSINGS, LANDINGS, AND FLOORS

FREE STANDING RAILINGS ARE TO HAVE BALLUSTERS AT 4" OC MAXIMUM

ALL STAIRS ARE TO HAVE A MINIMUM OF 6'-8" CLEAR HEIGHT ABOVE NOSINGS

DOOR NOTES
ALL INTERIOR EGRESS DOORS ARE TO BE A MINIMUM OF 2'-8" WIDE AND 6'-8" HIGH

ALL EXTERIOR DOORS ARE TO BE A MINIMUM OF 3'-0" WIDE AND 6'-8" HIGH

FIRE SEPARATION NOTE
THE GARAGE IS TO BE SEPARATED FROM ALL ADJACENT LIVING SPACES BY A ONE HOUR FIRE RATED ASSEMBLY

ELECTRICAL NOTES
OUTLETS IN BATHROOMS, KITCHEN, AND LAUNDRY TO BE GFI OUTLETS

EXTERIOR OUTLETS TO BE WATERPROOF GFI OUTLETS

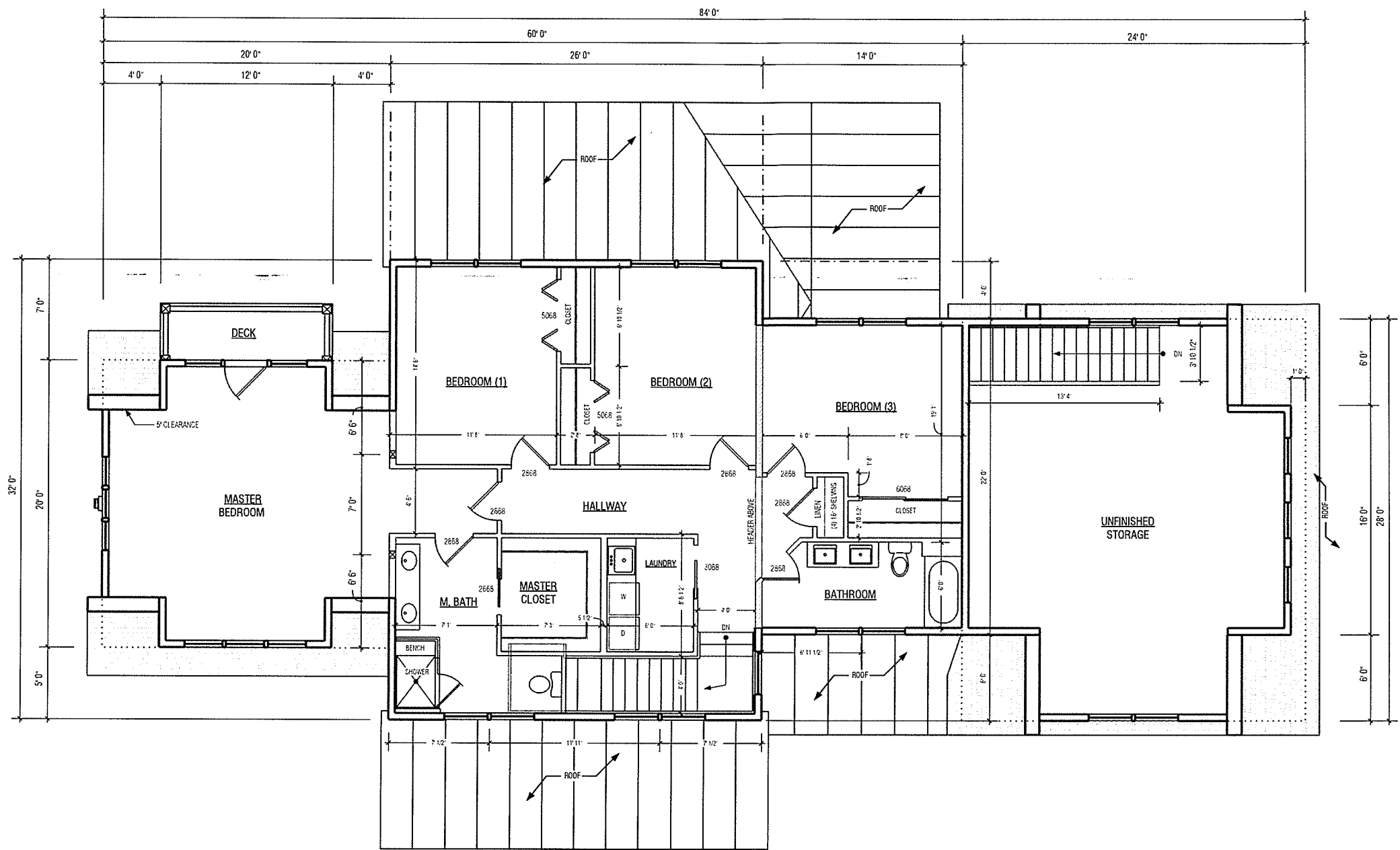
110 VOLT OUTLETS ARE TO BE LOCATED @ 10' OC MAXIMUM FOR ALL INTERIOR ROOMS

ALL ROOMS ARE TO HAVE A SWITCHED OUTLET OR SWITCHED LIGHT FIXTURE

INSTALL INTERCONNECTED FIRE AND SMOKE DETECTOR SYSTEM IN BEDROOMS, HALL, KITCHEN, GREAT ROOM, OFFICE, MUDROOM & GARAGE



PRELIMINARY



SECOND FLOOR PLAN

Scale: 1/4" = 1'



Second
Floor Plan

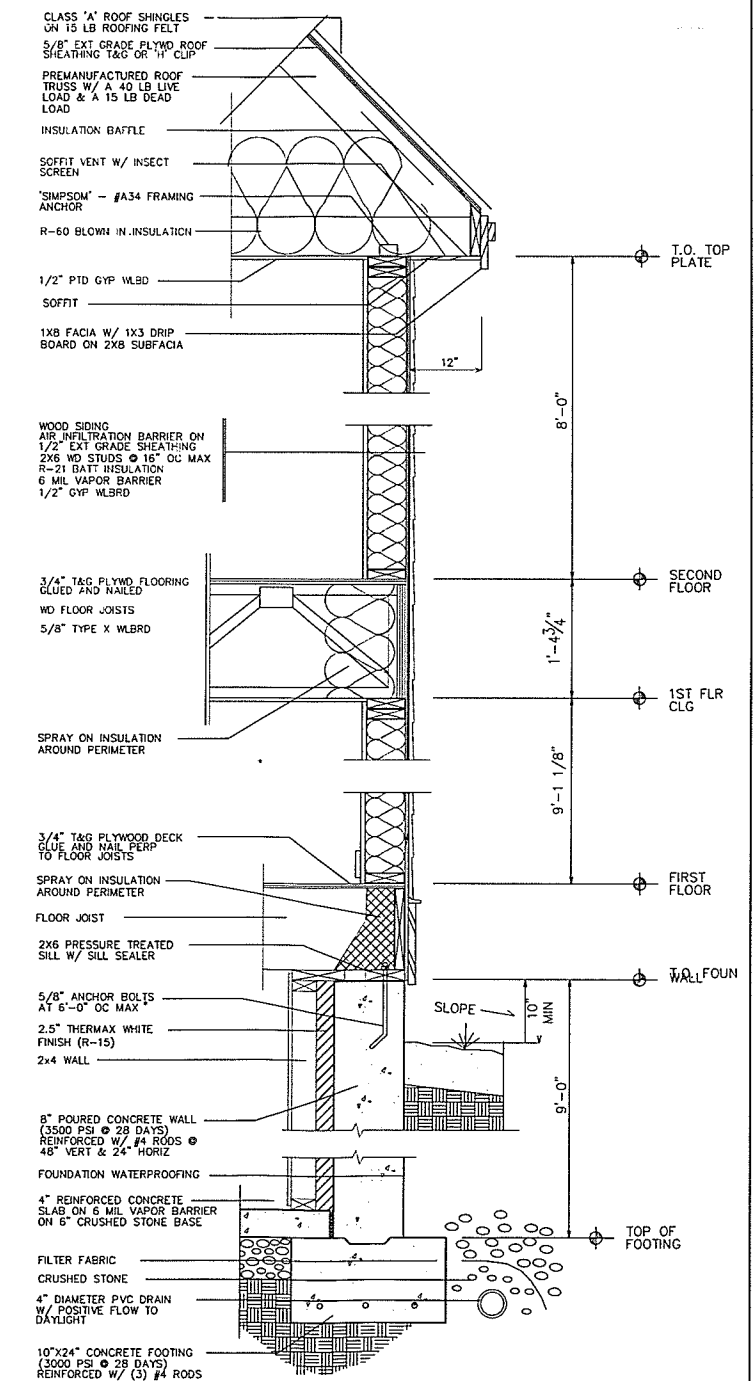
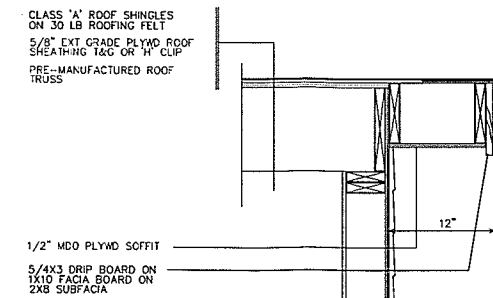
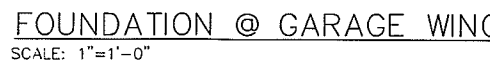
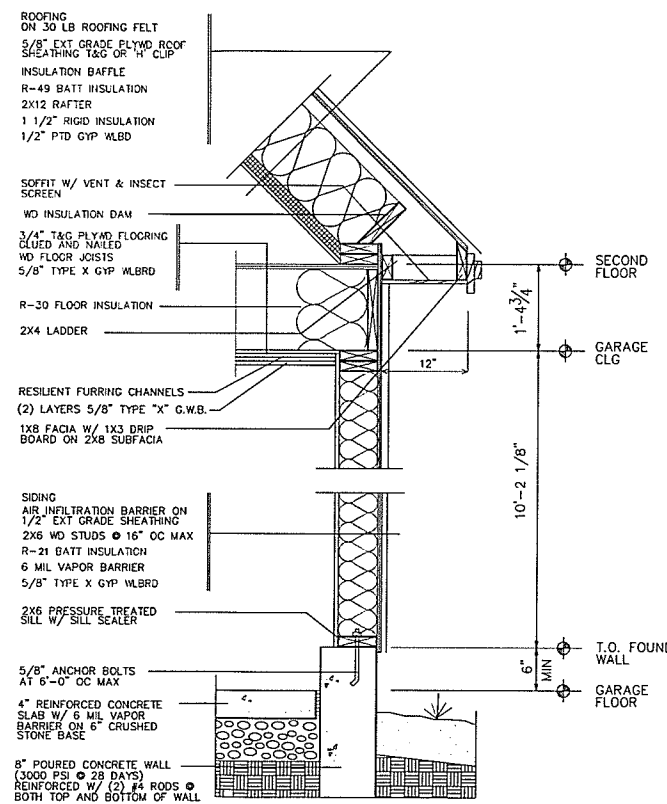
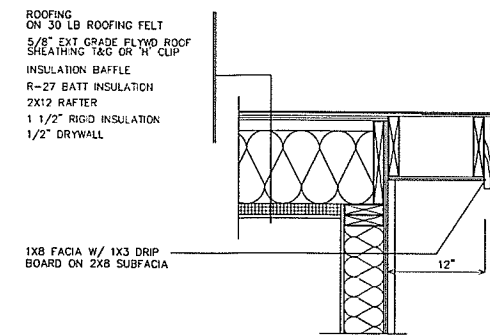
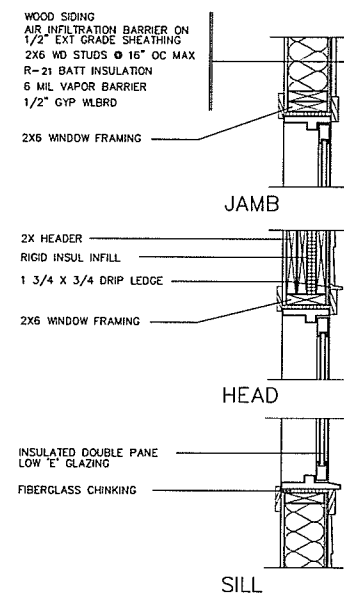
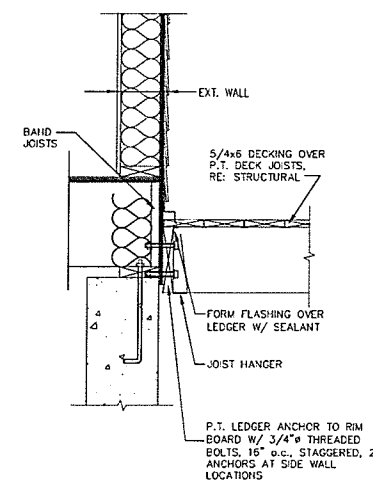
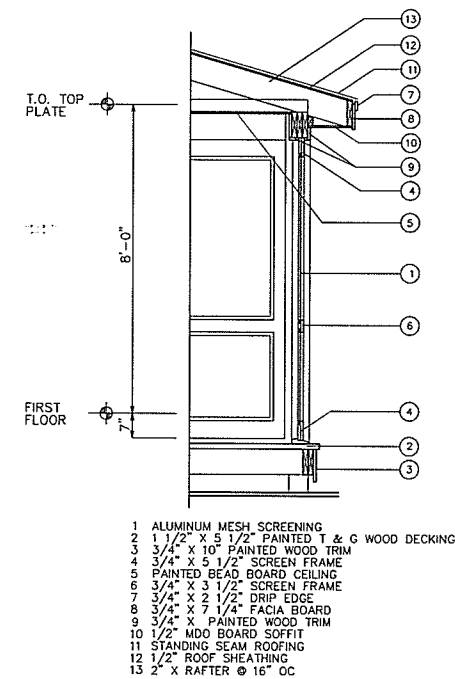
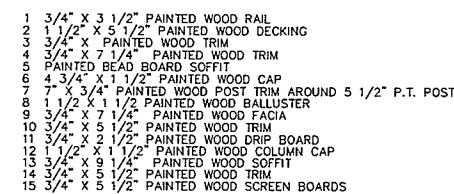
PROJECT
Frank Residence

DATE
September 13, 2016

CLIENT
Jason & Lillian Frank
32 Alexis Drive
Burlington, Vermont
05401

TIMBERWORKS DESIGN
80 Austin Drive
Burlington, VT 05401
Tel: 802.578.7007

TIMBERWORKS DESIGN
TIMBER FRAME | POST & BEAM | ARCHITECTS
BURLINGTON, VERMONT | BOULDER, COLORADO



Mary O'Neil

From: Jason Frank <jason.frank.13@gmail.com>
Sent: Friday, August 26, 2016 7:02 AM
To: Mary O'Neil
Subject: Re: Estimate 2090 from DJ's Tree Service

Mary - I took another shot at this as it relates to our "tree plan." Let me know if this is better. Hopefully we include this narrative in addition to the estimate from DJs.

Let me know your thoughts.

Tree Plan:

The lot is .53 acres and it has never been trimmed, thinned, pruned or landscaped in any way. There are too many trees to inventory. There appears to be several tree species, many fallen trees, low lying brush, etc. Our plan is to clear an area large enough to accommodate for the proposed footprint of the new structure and remove any and all dead, diseased, rotted or infested trees (this is a large number of the trees on the lot). We will remove any additional trees that may pose danger to life or the future state of the property. We hope to save many of the trees as we can to provide a natural landscape. There are many large pines on the lot that are rotten and pose risk to the house and future inhabitants - this became further evident during a recent storm during the summer of 2016 as several large, rotted pines fell on the property (please see attached photo taken on 8/24/16). Had the structure been in the proposed location on the site plan it would have been significantly damaged. We have consulted with a professional tree removal company (DJ's Tree Service) who would be responsible for completing the work and they advised that very few of the trees on the lot are in healthy condition and they recommended clearing most, if not all of the lot to ensure that our new structure is not damaged and that we remain safe. We even had them explore the possibility of us using some of the lumber from trees that would be removed for our project and they informed us that this would not be possible given the condition of the trees. For the trees that do require removal DJ's will leave roughly 1-2 feet of stump (to be removed later by the excavator). Any trees and/or brush that is removed will be hauled away and not disposed of on the site. The excavator will remove and dispose of all stumps (disposal will not be on the subject property). Following the completion of the project we will plant grass in the front and rear of the home to match the existing landscaping theme present in the rest of the development.

Final determination of trees that pose risk and/or are dead, diseased, rotted or infested will be made on the date of clearing. The homeowner will be present on the date of clearing to ensure that trees that are healthy and not in the way of the structure can remain in tact.

In addition we have already had conversations with the previous owner of the lot (Mr. Tony Pomerleau), we will continue to border additional property that he owns. We both agreed that we should attempt to save many trees as we could that are not in the area of the proposed new structure, dead, diseased, rotted or infested

On Thu, Aug 25, 2016 at 5:28 PM, Jason Frank <jason.frank.13@gmail.com> wrote:

Mary - I will do a short write up to be included. I can't ask the tree service company to inventory every tree on the lot, I am not sure that is realistic? Also - part of the clearing effort will be to remove the low lying brush.

- B. Providing stabilization on slopes vulnerable to erosion*
- C. Located within a riparian or littoral buffer*
- D. Provide unique wildlife habitat*
- E. A rare northern Vermont tree species as listed by the Vermont Natural Heritage Program; or*
- F. A significant element of, or significantly enhances, an historic site*

Your tree guy is going to have to give more information than he has provided. What are the existing conditions? What are the species/breakdown? What area needs thinning? Which trees are a threat? What do we need to remove as many trees as we propose? Do the existing trees provide a significant privacy or aesthetic buffer to another property? How will the site be treated after the tree clearing?

You need this information to provide the Development Review Board with enough evidence to approve your plan. Without it, you risk your project going forward, and open you up to appeal. You want to be able to answer their questions before they even ask.

From: Jason Frank [<mailto:jason.frank.13@gmail.com>]
Sent: Thursday, August 25, 2016 3:05 PM
To: Mary O'Neil
Subject: Fwd: Estimate 2090 from DJ's Tree Service

Mary see attached letter from tree professional to help document need for lot clearing.

Also see attached picture of tree that is down on the site. Example of what is likely to continue to occur with rotted trees.

Jason

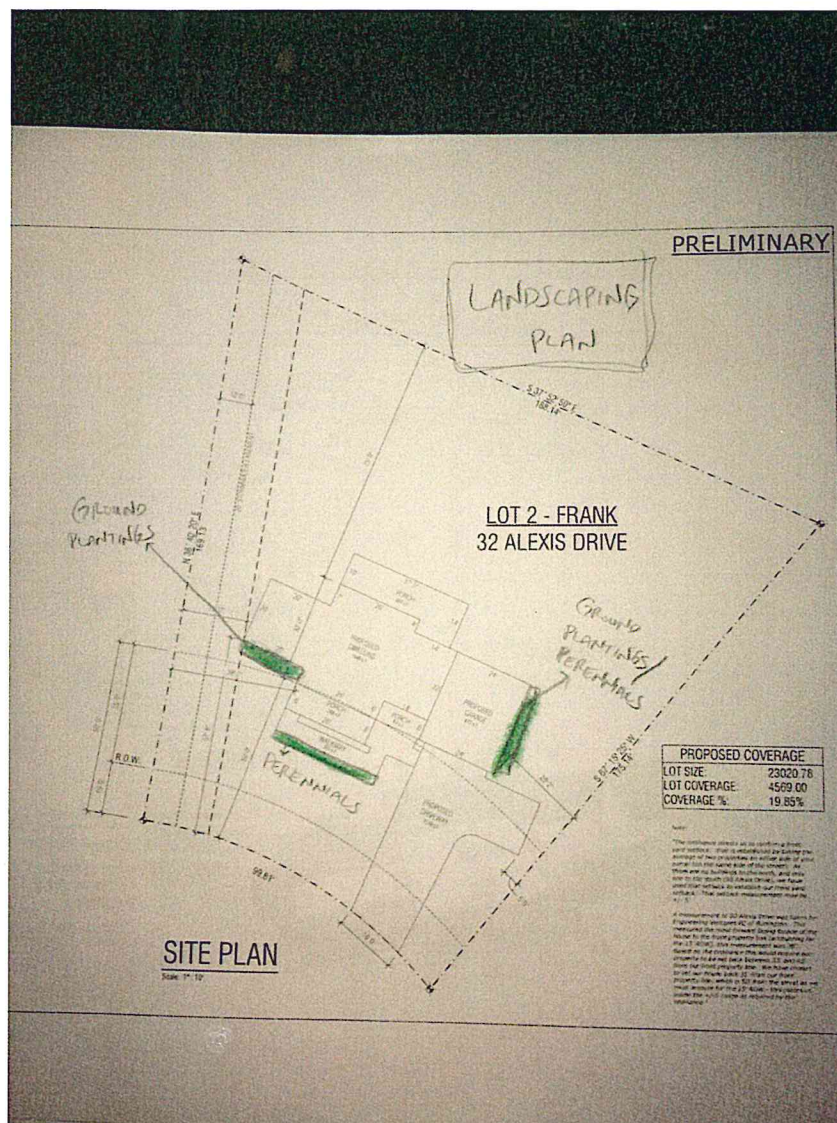


Name / Address
Jason Frank 60 Westminster Drive Burlington, VT 05408

Date	Estimate #
8/25/2016	2090

Description	Total
This proposal is for clearing dangerous rotting trees to make room for the new homes to be built and for the safety of people. Lots are located at 32 and 42 Alexis Drive, Burlington, VT. In my professional opinion the lots should be cleared totally based on the condition of the existing trees.	
Proof of Liability and Workman's Compensation Insurance furnished upon request. Thank you, Jim Myers	Total \$0.00





A few additional notes:

- The plans are titled "preliminary" as we are not going to "finalize" them until we have the sign off from the DRB
- The plans attached call for hardieplank/cement siding - WE HAVE DECIDED TO GO WITH ALL VINYL FOR BOTH THE SIDING MATERIAL AS WELL AS TRIM
- The plans attached call for a combination of asphalt shingle and standing seam roof - WE HAVE DECIDED TO GO WITH ALL ASPHALT SHINGLE ROOF, there will be NO standing seam
- Our architect included details on the outdoor lighting (as you requested) - on page A.06
- You can ignore page A.08 - our architect included this as another alternative for the backyard and windows for basement - WE WILL NOT BE DOING THIS
- You will notice utilities placed around the house - final determination of location will ultimately be made by the builder in partnership with the city, these will not be placed on the front of the house
- Believe you said that you would update our stormwater plan - please note the updated lot coverage number that is on the site plan
-

If I have missed anything please call me tomorrow. I am traveling the early part of next week for work and would like to ensure that you have everything you need so that we are prepared for the DRB hearing.

Department of Planning and Zoning

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

David E. White, AICP, Director
Meagan Tuttle, 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
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner *MO*
Date: October 4, 2016
RE: ZP17-0250CA; 42 Alexis Drive

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

File: ZP17-0250CA

Location: 42 Alexis Drive

Zone: RL-W **Ward:** 4N

Date application accepted: August 26, 2016

Applicant/ Owner: Bryan and Elizabeth Connelly

Request: Construct new single family dwelling on vacant lot #4 of Historic Reproductions subdivision.



Background:

- Zoning Permit 16-1041LL, Lot line adjustment. April 2016.
- Zoning Permit 85-040 / COA 84-055A; subdivide existing property into 23 single family detached home lots. February 1985.

Overview: The project is to construct a single family home on an existing vacant lot.

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

I. Findings

Article 3: Applications, Permits and Project Reviews

Part 3: Impact Fees

Section 3.3.2 Applicability

Any new development or additions to existing buildings which result in new dwelling units or in any new non-residential buildings square footage are subject to impact fees.

Section 3.3.5 Calculation of Impact Fees

Impact fees are calculated on the total gross square footage of the principal use including accessory uses.

Per the submitted plans, an estimate of the fees is:

SF of Project 6,931

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.190	1,316.89
Fire	0.216	1,497.10
Police	0.043	298.03
Parks	0.723	5,011.11
Library	0.448	3,105.09
Schools	0.934	6,473.55
Total	2.554	\$ 17,701.77

Affirmative finding as conditioned.

Section 3.3.8 Time and Place of Payment

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

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

Affirmative finding as conditioned.

Article 4: Zoning Maps and Districts

See Section 4.4.5 RL Larger Lot Overlay District, below, for modification of density and intensity of development and dimensions of building lots.

Table 4.4.5-3 Residential District Dimensional Standards

Zoning District	Max. Lot Coverage ¹	Setbacks ^{1, 3, 4, 5, 6}		
		Front	Side	Rear

RL; WRL	35%	Min/Max: Ave. of 2 adjacent lots on both sides +/- 5- feet	Min: 10% of lot width or ave. of side yard setback of 2 adjacent lots on both sides Max required: 20'	Min: 25% of lot depth but in no event less than 20' Max required: 75-feet	Max.Height 35-feet
42 Alexis Drive	18%, based on lot size of 22,998 sf.	The only adjacent lot is 50 Alexis Drive, which has a front yard setback of approx. 51' from the street, which would be. 36' from the property line. Allowable setback would be between 31'- 41' from the property line or 46'-56'- from the street edge. 35' setback from front property line proposed.	Structure is set 23' from westerly property line (to observe sewer easement area) and 14' on the east. Parking area is located 5' from the property line.	The proposed setback (which should be illustrated on a curve reflecting the front property line) is greater than 20' and less than 75', and meets a 25% lot depth.	Approx. 26'

Affirmative finding.

(a) Permitted and Conditional Uses

A single family detached dwelling is a permitted use in the RL-W zoning district. See Appendix
Affirmative finding.

(b) District Specific Regulations

1. Setbacks

No setback encroachments are proposed or sought. Not applicable.

2. Height

No height exception is proposed or sought. Not applicable.

3. Lot Coverage

No exceptions to lot coverage are included or sought. Not applicable.

4. Accessory Residential Structures and Uses

The garage is integrated into the design of the home, and is subject to applicable standards of
Section 6.2.2. (h), below.

5. Residential Density

The occupancy of the dwelling unit is limited to members of a family as defined in Article 13. Any divergence from the limitations of functional family and occupancy of more than four unrelated adults is subject to Conditional Use Review and approval by the DRB. See Table 4.4.5 for maximum dwelling units per acre.

Affirmative finding as conditioned.

6. *Uses*

There is no Neighborhood Commercial Use at this location. Not applicable.

7. *Residential Development Bonuses*

No development bonuses are included or sought. Not applicable.

Section 4.5.5 RL Larger Lot Overlay District

(a) Purpose

The RL Larger Lot Overlay District is intended to maintain the existing residential development pattern of larger residential lots reflective of the respective neighborhoods' development history.

(c) District Specific Regulations: RL Larger Lot Overlay

1. Minimum Lot Size and Density

The density and intensity of development and dimensions of building lots in the RL Larger Lot Overlay shall be modified from the underlying RL or RL-W standards of Table 4.4.5- and 4.4.5-2 as follows:

Table 4.5.5-1: Residential Density, Minimum Lot Size and Frontage: RL Larger Lot Overlay

	Minimum Lot Frontage ¹ (In linear feet)	Minimum Lot Size (In square feet)	Maximum dwelling units per acre ² (without bonuses or any Inclusionary Zoning allowances)
Single detached dwelling	75 feet	9,900 sqft	4.4 units/acre
42 Alexis Drive proposal	100+ feet frontage	22,998 sf	4.4 units/acre on a 22,998 lot = 2.32 units. 1 dwelling unit is proposed.

Affirmative finding.

Article 5: Citywide General Standards

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

The project will be requesting a new curb cut; a permit will need to be obtained from the Department of Public Works. **Affirmative finding as conditioned.**

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.5-3, above.

Section 5.2.4 Buildable Area Calculation

The parcel is not greater than 2 acres. Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.5-3, above.

Section 5.2.6 Building Height Limits

See Table 4.4.5-3, above.

Section 5.2.7 Density and Intensity of Development Calculations

See Section 4.4.5-1, above. **Affirmative finding as conditioned.**

Section 5.4.9 Brownfield Remediation

Not applicable.

Section 5.5.1 Nuisance Regulations

None identified. **Affirmative finding.**

Section 5.5.2 Outdoor Lighting

Wall mounted residential style lighting fixtures are proposed outside entrances and adjacent to window opening on the rear decks. Under-eave lighting is illustrated above the garage door entrances and on the front porch. The applicant has supplied cut sheets for the fixtures which assure compliance with lighting standards of this section. **Affirmative finding.**

Section 5.5.3 Stormwater and Erosion Control

An Erosion Prevention and Sediment Control plan has been prepared and submitted for review by the Stormwater Engineering team. Approval was received 8.31.2016.

Affirmative finding.

Section 5.5.4 Tree Removal**(a) Review criteria for zoning permit requests for tree removal.****1. Grounds for Approval**

Tree removal involving six (6) or more trees, each of ten (10) inches or greater in caliper or the removal of ten (10) or more trees, each of which is three (3) inches or greater in caliper during any consecutive twelve (12) month period may be permitted for any of the following reasons:

- A. Removal of dead, diseased, or infested trees*
- B. Thinning of trees for the health of remaining trees according to recognized accepted forestry practices*
- C. Removal of trees that are a danger to life or property; or*
- D. As part of a development with an approved zoning permit*

2. Grounds for Denial

Tree removal involving six (6) or more trees, each of ten (10) inches or greater in caliper or the removal of ten (10) or more trees, each of which is three (3) inches or greater in caliper during any consecutive twelve (12) month period may be denied if existing healthy trees are known to be:

- A. Providing a significant privacy or aesthetic buffer or barrier between properties*
- B. Providing stabilization on slopes vulnerable to erosion*
- C. Located within a riparian or littoral buffer*
- D. Provide unique wildlife habitat*
- E. A rare northern Vermont tree species as listed by the Vermont Natural Heritage Program; or*
- F. A significant element of, or significantly enhances, an historic site*

The proposed tree removal is associated with the overall site development, and is accompanied by a landscaping plan (see attached narrative, and Plan S1.1, Landscaping.) The applicant has defined that there are damaged and diseased trees within the lot, and wishes to remove all.

The crabapple tree within the street ROW has been identified by the city arborist as needing protection and retention.

Affirmative finding as conditioned.

Article 6: Development Review Standards

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

This is a grassy and wooded parcel. Original subdivision plans (LS1, Drawn May 4, 1984) note “Existing stand of large white pines to be thinned as required for placement of houses only, Lots 1-4.” (COA 84-055A)

The applicant has submitted a narrative about the condition of the existing trees, a desire to remove all of them, and has provided a landscaping plan. All are subject to DRB review and approval. **Affirmative finding as conditioned.**

(b) Topographical Alterations:

There are no notable topographic alterations proposed; the site is flat. **Affirmative finding.**

(c) Protection of Important Public Views:

There are no protected public views from this site. Not applicable.

(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).

There are no historic structures or sites on this parcel. Not applicable.

(e) Supporting the Use of Renewable Energy Resources:

There is nothing within the application to preclude the use of wind, water, geothermal, solar or other alternative energies. **Affirmative finding.**

(f) Brownfield Sites:

None identified. Not applicable.

(g) Provide for nature's events:

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

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 has submitted an Erosion Prevention and Sediment Control plan which has been approved by the Stormwater Engineering team.

The design provides porches both front and rear, and a canopy over the garage entrance which will provide shelter from inclement weather. The large lot and driveway configuration provide ample area for snow storage. **Affirmative finding.**

(h) Building Location and Orientation:

The modified dormered Cape style residence is oriented to the public street. Lots immediately adjacent to this parcel are at present also vacant, but new development is proposed next door at 32 Alexis Drive. These new dwellings will help complete the neighborhood pattern and strengthen the street wall.

The street facing garage wall is set back 34' from the front property line, meeting the required 25' setback to prevent parked vehicles from blocking the sidewalk (even if there are no sidewalks on this side of Alexis Drive.)

The garage entrance does not constitute more than 50% of the width of the street facing façade, and does not exceed 24' in width.

The primary pedestrian entrance offers a clear and welcoming entrance from the street. The door is easily visible from the street, meeting this standard.

This standard also requires that each bay of the garage shall have a separate entrance door of no more than 10' in width. The garage entrance doors are illustrated as 9' in width; in compliance with this standard.

The relocated curb cut will require a permit from the Department of Public Works.

Affirmative finding as conditioned.

(i) Vehicular Access:

The driveway is proposed to meet the 18' limitation for residential driveways.

The driveway and parking area meet a minimum 5' side yard setback. **Affirmative finding as conditioned.**

(j) Pedestrian Access:

A walkway is proposed from the principal entrance to the driveway. There are no public sidewalks on this side of Alexis Drive. **Affirmative finding.**

(k) Accessibility for the Handicapped:

This is not a requirement for a single family home, but encouraged. Vermont "visibility" standards may apply. **Affirmative finding.**

(l) Parking and Circulation:

For a single family residence, 2 parking spaces will be required. The application proposes a two car garage, and a driveway that will accommodate tandem parking. The applicant will be required to secure a curb cut permit. **Affirmative finding as conditioned.**

(m) Landscaping and Fences:

A landscaping plan has been provided (plan S1.1, Landscaping Plan, 2.) The tree cutting proposed for the lot must be part of the overall site development and is subject to DRB review per Section 5.5.4 (a). **Affirmative finding as conditioned.**

(n) Public Plazas and Open Space:

None are required from this private parcel. Not applicable.

(o) Outdoor Lighting:

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

See Section 5.5.2, above.

(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.

New utility lines must be buried. No ground mounted mechanical equipment is illustrated on plans. The electric meter and assorted vents have been identified on the building elevations as appropriate. (Plan A3.1) The gas meter has not been illustrated, and needs to be. Screening may be required for meters and any HVAC equipment.

Mail is delivered to a central street cluster mailbox. Trash and recycling will be located within the garage. **Affirmative finding as conditioned.**

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

In low and medium density residential districts, the height and massing of existing residential buildings are the most important consideration when evaluating the compatibility of additions and infill development.

The proposed new structure is 1 ½ stories, consistent in height and scale with the original “Historic Reproductions” house models approved as part of the original 1984 subdivision and harmonious among existing buildings on the street.

Buildings should maintain consistent massing and perceived building height at the street level, regardless of the overall bulk or height of the building. Buildings should maintain a relationship to the human scale through the use of architectural elements, variations of proportions and materials, and surface articulations. Large expanses of undifferentiated building wall along the public street or sidewalk shall be avoided. The apparent mass and scale of buildings shall be broken into smaller parts by articulating separate volumes reflecting existing patterns in the streetscape, and should be proportioned to appear more vertical than horizontal in order to avoid monotonous repetition.

The massing of the building is broken into smaller segments, with a traditional Cape style component at the center with slightly recessed wings on either side. The assembled components, coupled with material and roof interest, provide an attractive and appealing structure.

Affirmative finding.

2. Roofs and Rooflines.

The project location is within a neighborhood of traditional domestic style architecture featuring eaves front Colonial and Cape style homes, the latter sometimes articulated with dormers. This plan maintains the coherence of the neighborhood, with its dormered Cape style roof.

Affirmative finding.

3. Building Openings

The windows are understandably placed for both utility and stylistic balance; alternating in size and pattern to meet functional need. Doors are arranged on the north, west and south elevations to access the pedestrian walkway, yard, and porches. **Affirmative finding.**

(b) Protection of Important Architectural Resources:

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

Not applicable.

(c) Protection of Important Public Views:

Not applicable.

(d) Provide an active and inviting street edge:

In arrangement, design and appearance, the design provides an active and inviting street edge. The principal entrance is clearly discernable from the street. The front porch and back porches will provide a comfortable area to relax, greet guests or take shelter from wind, rain, snow or sun. **Affirmative finding.**

(e) Quality of materials:

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

The applicant has defined painted white cedar shingles as the exterior sheathing material; roofing will be standing seam at the dormers and porches, asphalt shingle on the main body of the house. A window and door schedule has been provided.

Affirmative finding.

(f) Reduce energy utilization:

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

New structures should take advantage of solar access where available, and shall undertake efforts to reduce the impacts of shadows cast on adjacent buildings where practical, in order to provide opportunities for the use of active and passive solar utilization.

The large array of windows will exploit passive solar opportunities on the site, particularly on the south elevation. No impact from shadow cast is anticipated, as these residences are situated on large lots with substantial distances between them. **Affirmative finding.**

(g) Make advertising features complementary to the site:

No signage is proposed. Not applicable.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (l), above.

(i) Make spaces secure and safe:

The proposed building must comply with all building and life safety code as defined by the building inspector and fire marshal. **Affirmative finding as conditioned.**

Article 8: Parking

Per Table 8.1.8-1, single family dwellings require 2 parking spaces in the Neighborhood Parking District. The integrated garage and driveway will provide all required parking for the use.

Affirmative finding.

Appendix A: Use Table

A single detached dwelling is a permitted use in the RL-W zoning district. **Affirmative finding.**

II. Conditions of Approval

1. **At least 7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the City Treasurer's Office or Planning and Zoning office impact fees as calculated by staff based on the net new square footage of the proposed development. As submitted, estimated Impact fees are:

SF of Project 6,931

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.190	1,316.89
Fire	0.216	1,497.10
Police	0.043	298.03
Parks	0.723	5,011.11
Library	0.448	3,105.09
Schools	0.934	6,473.55
Total	2.554	\$ 17,701.77

2. The new curb cut will require a permit from the Department of Public Works.
3. All meters, mechanical equipment, and utility connections must be identified on the site plan and/or building elevations as appropriate. Screening may be required.

4. The crabapple tree within the street right-of-way has been identified by the city arborist as requiring protection and retention.
5. Driveway width is limited to 18'.
6. Each bay of the garage shall have a garage door not exceeding 10' in width.
7. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
8. Hours of construction are limited to Monday-Friday 7:00 am to 5:30 pm; Saturday construction hours are limited to interior work unless specific allowances are granted by the DRB. Construction is not permitted on Sundays.
9. The property will be subject to limitations of the Functional Family provisions of the ordinance. Not more than four unrelated adults may occupy the residential unit.
10. New utility lines must be buried.
11. A State of Vermont wastewater permit is required.
12. Standard Permit Conditions 1-15.

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

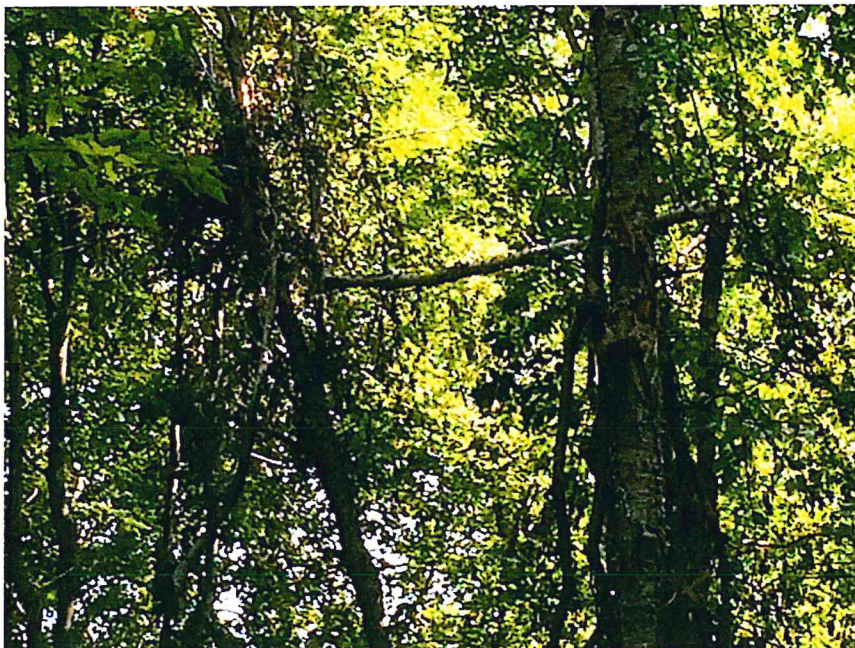
42 Alexis Drive Landscaping

Included in the packet is a site plan depicting current landscaping plans. The owner of the landscaping company we plan to use happens to live across from the lot we are developing. We are hoping to landscape the lot in a complimentary style to their home. Below are some photos from their house to get an idea of how we are hoping to style our own home.



42 Alexis Drive Tree Clearing Plan

We plan on removing trees on the lot located at 42 Alexis Drive in anticipation of erecting a new build. We had the lot evaluated by DJ's Tree Service and Barrett's Tree Service. We will ultimately use DJ's. We hope to save as many of the trees as we can to provide a natural landscape and protection from the southern exposure. Unfortunately, most of the growth is dead or unstable. There have been several large trees that have come down recently (see photo). We asked DJ's if we could use some of the wood for our build, but it was determined that the wood was unfit for lumber. Our current plan is to remove growth in the direct footprint of the new build. DJ's will then be directed to remove any trees deemed unsafe or unfit for leaving long term. Those trees that are evaluated and deemed healthy during lot clearing will be saved. A description from DJ's will be included in this packet.



AUG 26

200 4 1016
1 1016 113



567 Depot Road, Colchester, VT 05446
(802) 655-0264 | djstree.com

Name / Address
Jason Frank 60 Westminster Drive Burlington, VT 05408

Date	Estimate
8/25/2016	2090

Description	Total
This proposal is for clearing dangerous rotting trees to make room for the new homes to be built and for the safety of people. Lots are located at 32 and 42 Alexis Drive, Burlington, VT. In my professional opinion the lots should be cleared totally based on the condition of the existing trees.	
Proof of Liability and Workman's Compensation Insurance furnished upon request. Thank you, Jim Myers	Total \$0.00

Mary O'Neil

From: Warren Spinner
Sent: Thursday, September 01, 2016 8:47 AM
To: Mary O'Neil
Subject: RE: Alexis Drive

Hi Mary,

We have no trees in front of lot 32 and we have one large Crabapple in our ROW in front of lot 42. So that crab will need to be identified and protected. I don't see a curb cut for lot 42 so we need to have the applicant keep it out from under the drip edge of the tree.

Best, Warren



Warren Spinner, Certified Arborist
City Arborist
Burlington Parks, Recreation & Waterfront
645 Pine Street Suite B Burlington, VT 05401
Pine St. Office (802) 862-8245
General Info Line: (802) 864-0123



@BTVparks

From: Mary O'Neil
Sent: Thursday, August 25, 2016 10:44 AM
To: Warren Spinner
Subject: Alexis Drive

Hi Warren,

We have applications for new home construction on 32 and 42 Alexis Drive. I see from the subdivision plans that the property line starts 15' from the edge of the street on the south side (where there is no sidewalk.) Original plans showed tree plantings in this area.

New homeowners are planning on largely clearing the lots of trees. Does the City have any plantings in the ROW that need to be identified and protected?



Mary O'Neil, AICP
Principal Planner
Coordinator, Certified Local Government Program
mconeil@burlingtonvt.gov
802.865.7188 office
802.865.7556 direct
802.865.7195 fax

42 Alexis Drive Curb Cut Relocation

The plan is to move the current curb cut on the east side of the property to the west end of the lot. Phone conversation with Tedd Miles on August 26, 2016 started the process. According to Tedd, this is a simple thing to do and must be done by the contractor, not the homeowner. The contractor has been instructed to go ahead with obtaining the permit. Tedd also stated that this should not impact our ability to get a zoning permit in any way. The curb cut falls under the city right of way, so is a department of public works matter. Zoning permits do not apply until the owners property line is reached.

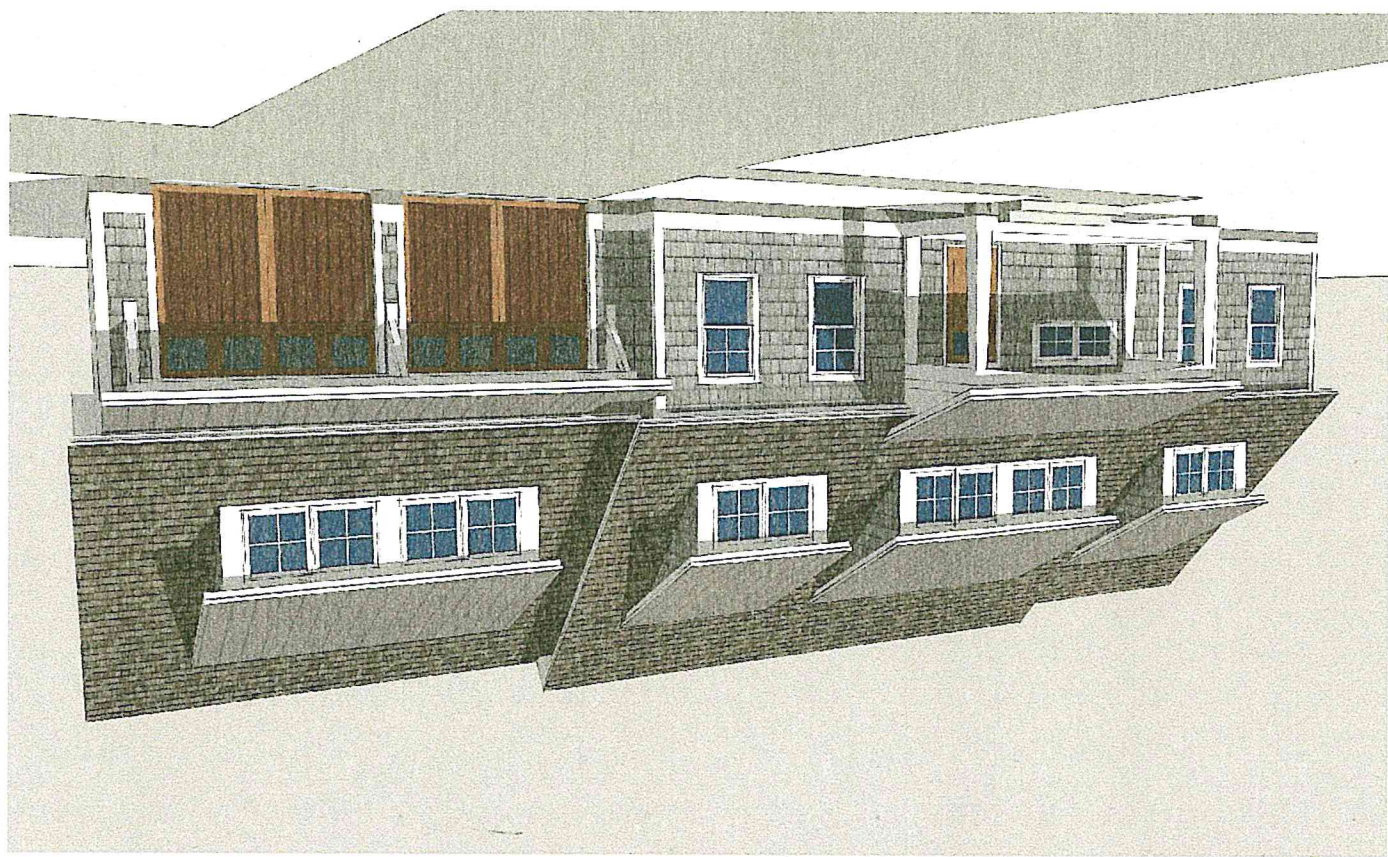
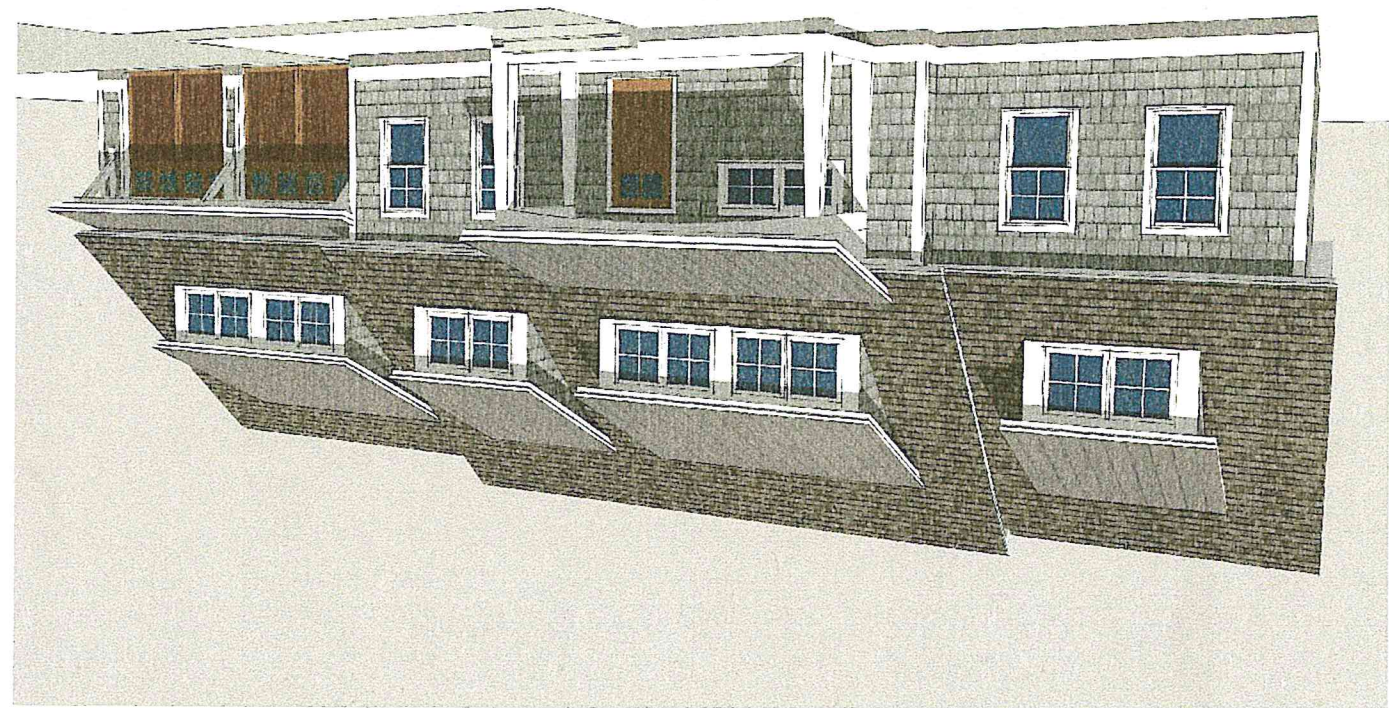
AUG 26 2016

DEPARTMENT OF
PUBLIC WORKS

42 ALEXIS DRIVE, BURLINGTON, VT

DRAWING LIST (11X17 SET)

COVER SHEET	A0.0
SITE PLAN AND LANDSCAPING PLAN	S1.1
OVERALL SITE AREA	S1.2
FIRST FLOOR PLAN	A2.1
SECOND FLOOR PLAN & ROOF PLAN	A2.2
EXTERIOR ELEVATIONS	A3.1
EXTERIOR ELEVATIONS	A3.2
BUILDING SECTIONS AND WALL SECTIONS	A4.1



Connolly
Residence

42 Alexis Drive
Burlington, VT

OWNER:
Elizabeth and Bryan Connolly
Burlington, VT

ARCHITECT:
S2 Architecture
5224 Shelburne Rd.
Shelburne, VT 05482
Phone: (802) 985-5595

RECEIVED
AUG 26 2016
DEPARTMENT OF
PLANNING & ZONING

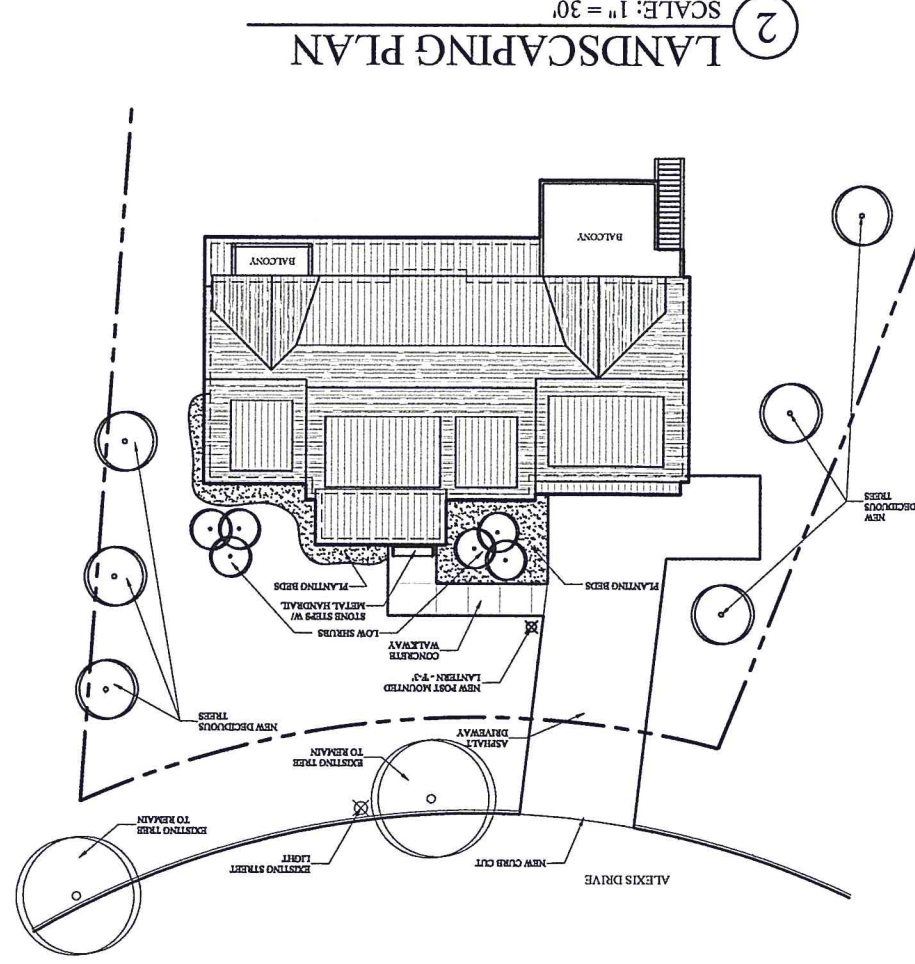
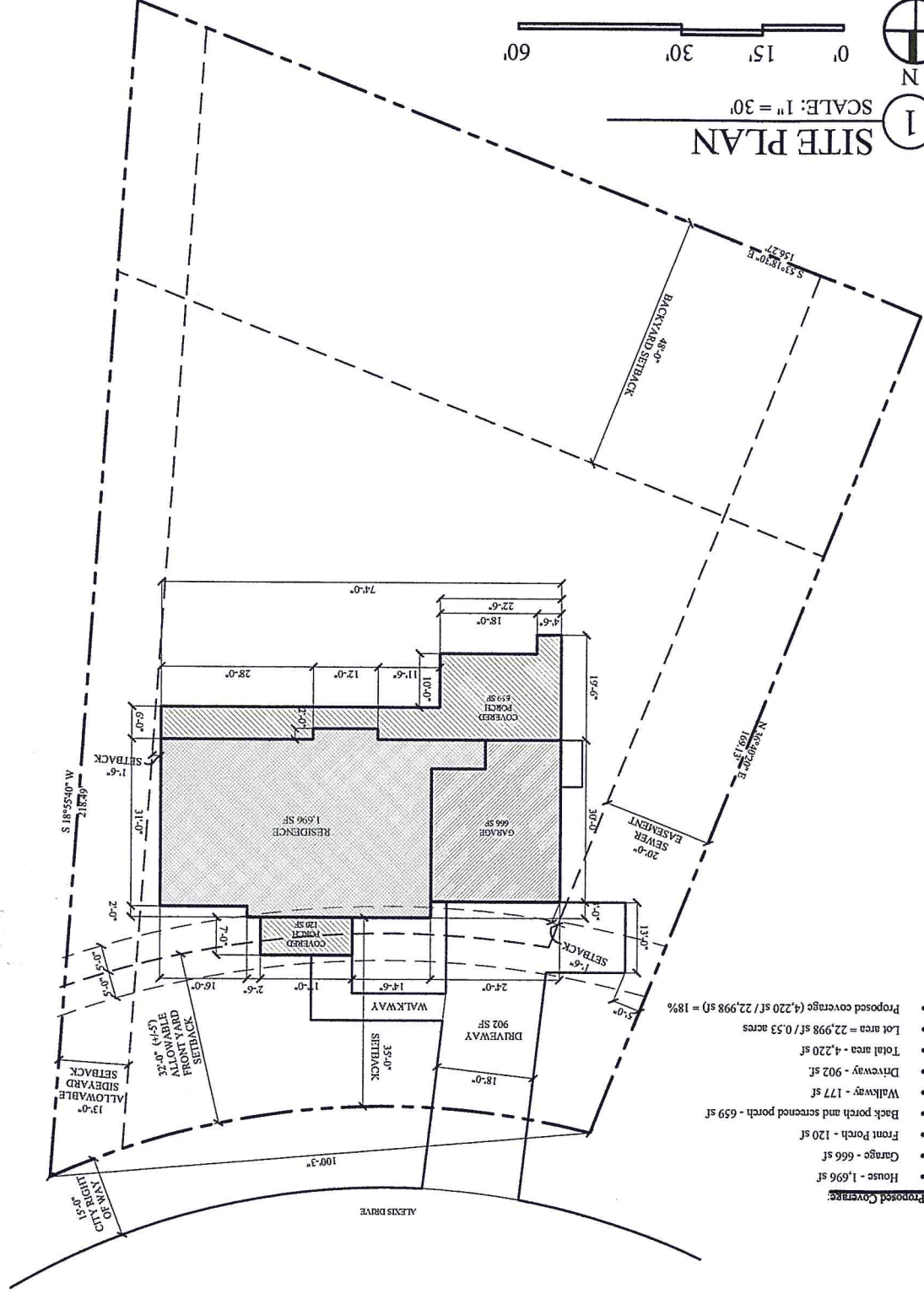
ZONING
PERMIT SET

DATE: 8.26.16

REVISIONS

COVER SHEET

A0.0



Residence
Commonly
42 Alexis Drive
Burlington, VT

OWNER:
Elizabeth and Bryan Connolly
Burlington, VT

ARCHITECT:
S2 Architecture
5224 Shelburne Rd.
Shelburne, VT 05482
Phone: (802) 985-5595

RECEIVED
AUG 26 2016
DEPARTMENT OF
HEALTH & ZONING

ZONING
PERMIT SET

DATE: 8.26.16

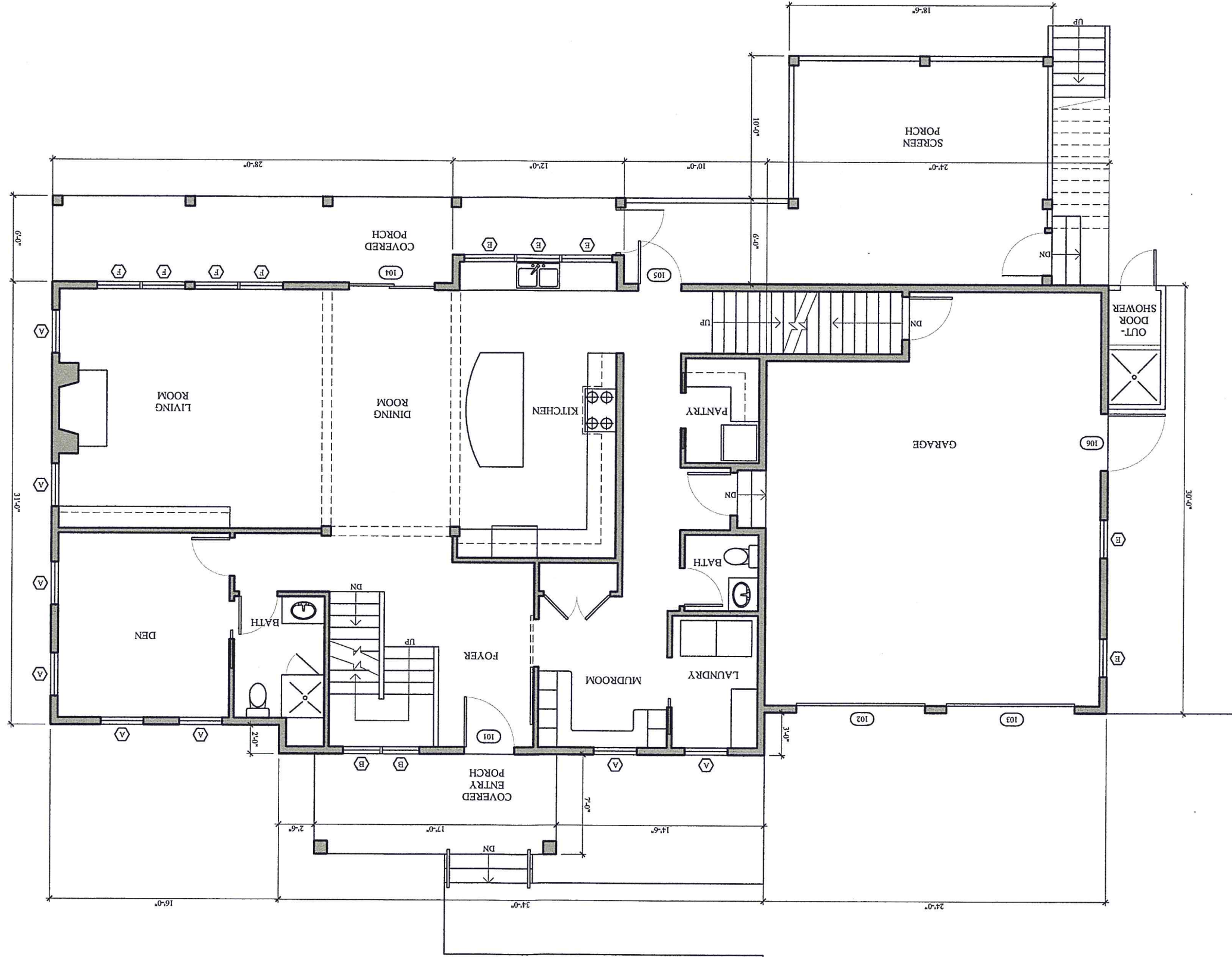
REVISIONS

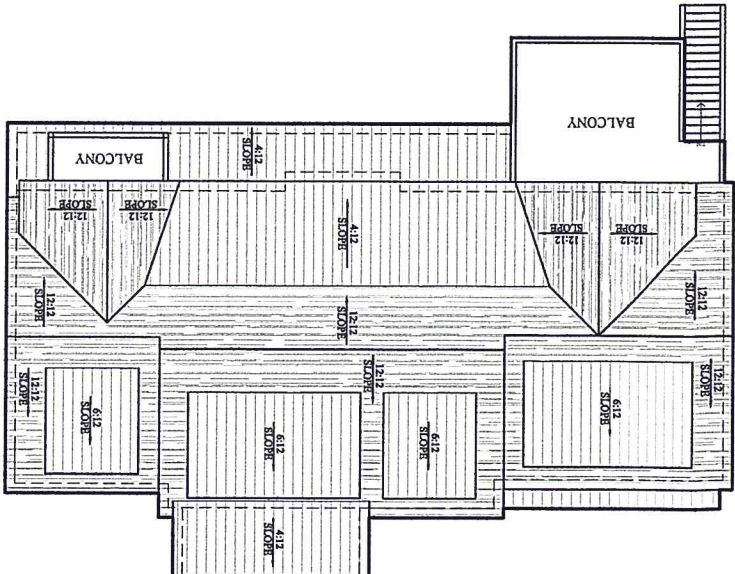
FIRST FLOOR PLAN

A2.1

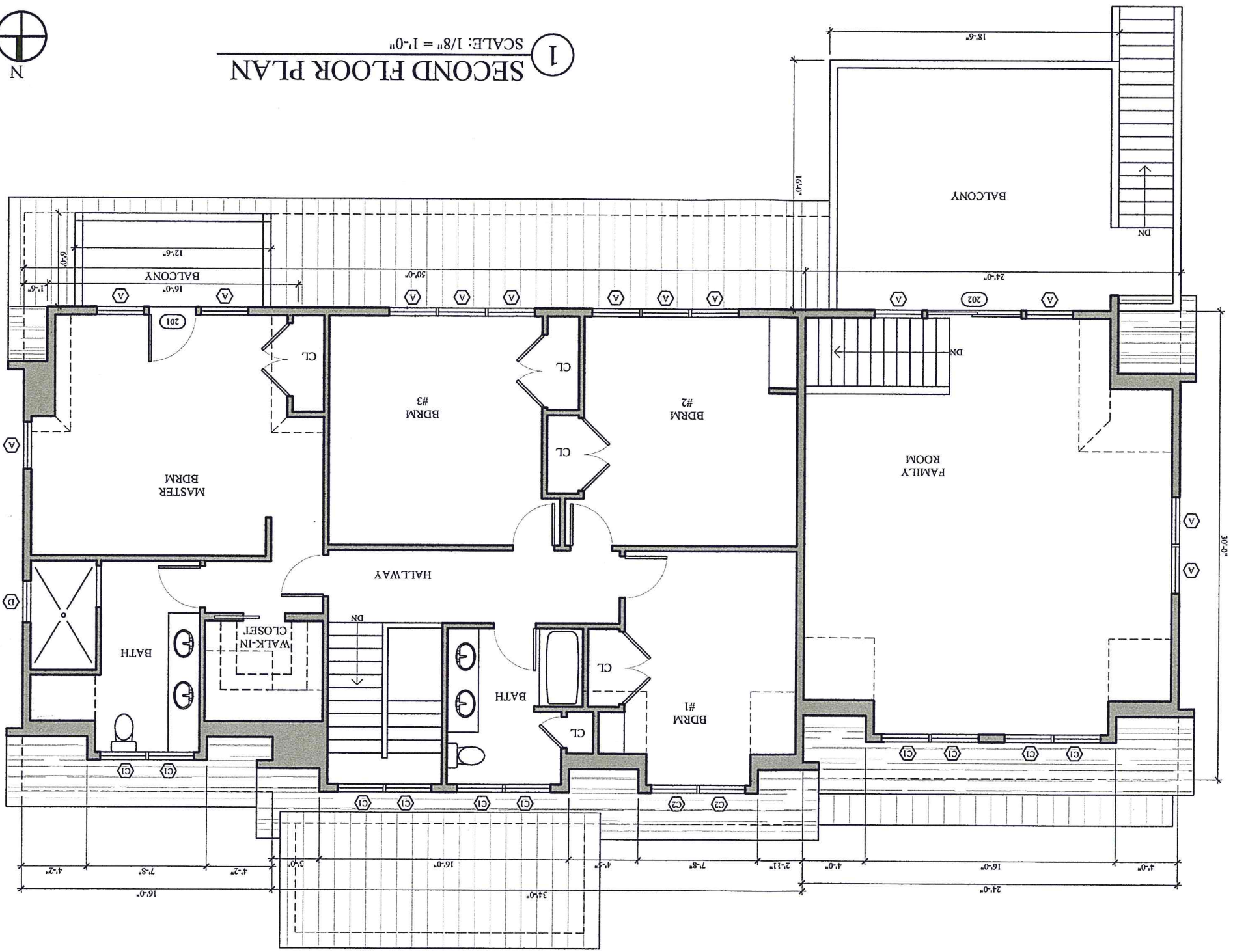


① FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"





2 ROOF PLAN
SCALE: 1" = 20'



1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



A2.2

SECOND FLOOR PLAN
AND ROOF PLAN

REVISIONS

DATE: 8.26.16

ZONING
PERMIT SET

RECEIVED
AUG 26 2016
DEPARTMENT OF
Housing & ZONING

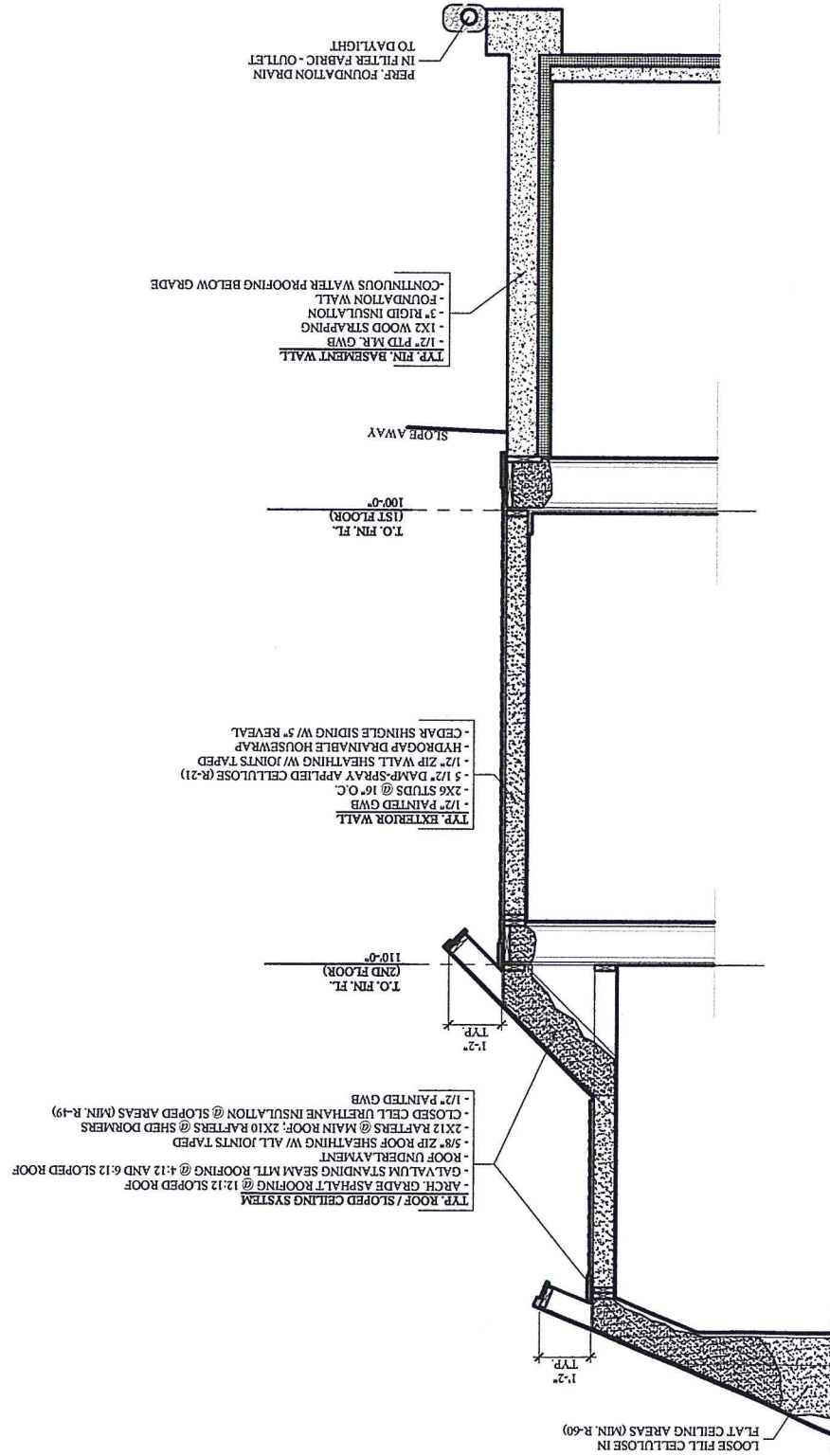
OWNER:
Elizabeth and Bryan Connolly
Burlington, VT
ARCHITECT:
S2 Architecture
5224 Shelburne Rd.
Shelburne, VT 05482
Phone: (802) 985-5595

Residence
Connolly
42 Alexis Drive
Burlington, VT

- SIDING - WHITE CEDAR SHINGLES, SOLID STAIN (CABOT - FEWTER GRAY)
- EXTERIOR TRIM - RED CEDAR OR CEMENT BOARD TRIM - SOLID STAIN (CABOT - WHITE)
- ASPHALT ROOFING - ARCHITECTURAL GRADE - CERTAINTED (COLOR - WEATHERWOOD)
- STANDING SEAM METAL ROOFING (COLOR - CHARCOAL GRAY)

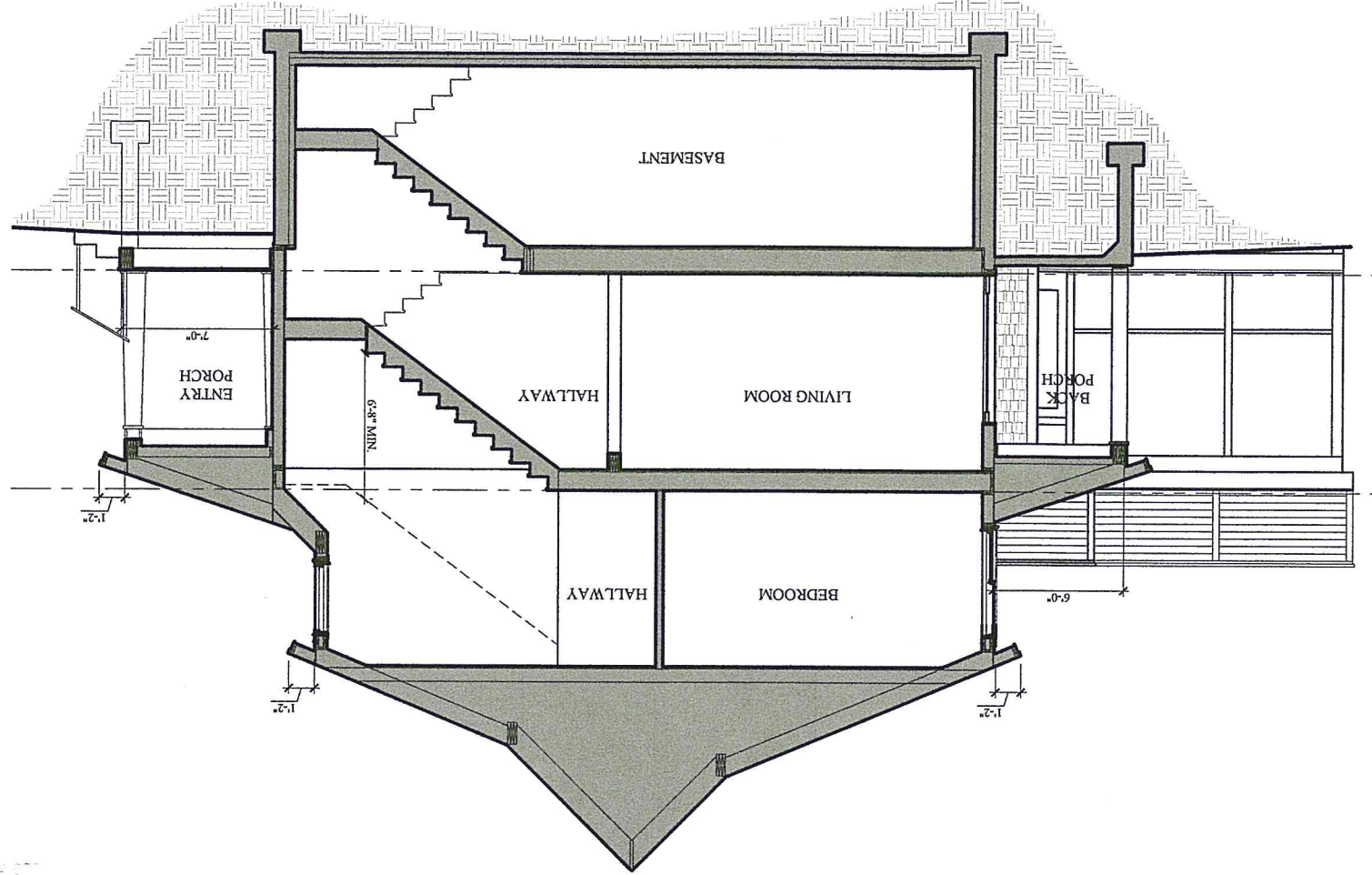
2 TYPICAL EAVE. WALL SECTION

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



1 NORTH-SOUTH BUILDING SECTION

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



A4.1

BUILDING SECTION AND WALL SECTION

REVISIONS

DATE: 8.26.16

ZONING PERMIT SET

ARCHITECT:
5224 Shelburne Rd.
Shelburne, VT 05482
Phone (802) 985-5595

OWNER:
Elizabeth and Bryan Connolly
Burlington, VT

Residence
42 Alexis Drive
Burlington, VT

Department of Planning and Zoning

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

David E. White, AICP, Director
Meagan Tuttle, 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
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk

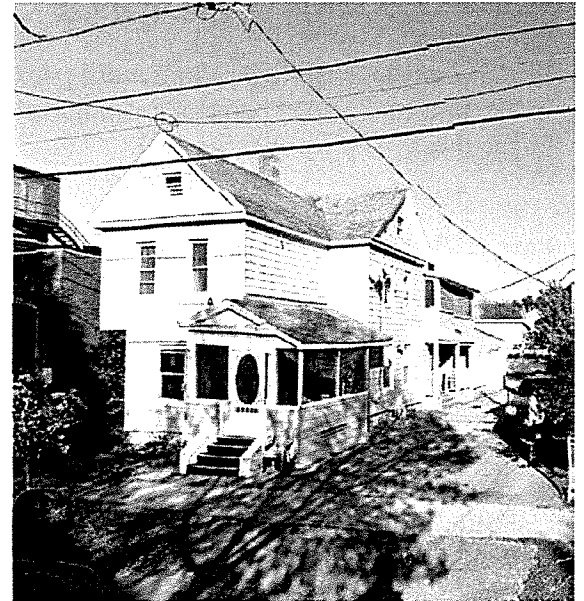


MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner
Date: October 4, 2016
RE: ZP17-0160CA/CU, 76 Rose Street

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

File: ZP17-0160CA/CU
Location: 76 Rose Street
Zone: RM **Ward:** 3C
Date application accepted: August 8, 2016
Applicant/ Owner: Matthew Koch / Michael Koch
Request: Expand third apartment unit by adding a second story over existing first story in rear.



Background:

- Non-Applicability of Zoning Permit Requirements; repair/replace side deck and stairs, May 2014.
- There are no zoning permits on file.

Overview: The existing residential structure has 3 dwelling units on a 5248 sq. ft. lot. The earliest identified record of occupancy is a 1985 Assessor's card, which recorded three dwelling units.

The unit count exceeds density standards for the zoning district, but is existing non-conforming. The applicant seeks to expand the non-conformity (enlarge a dwelling unit), but does not propose to add any new units.

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

I. Findings

Section 3.2.7 Administrative Review and Approval

(a) Administrative Authority

10. Simple renovations in design control districts such as door and window changes, re-siding, re-roofing, enclosing porches, adding a shed or garage, and additions no greater than 500 square feet in size that otherwise comply with all applicable dimensional standards of Article 4 and the development review criteria of Article 6.

The proposed addition is approximately 605 square feet; greater than the limitation afforded Administrative authority. And, as the density is non-conforming, Conditional Use review for expansion of a unit is required.

Part 3: Impact Fees

Section 3.3.3 Exemptions and Waivers

(a) Exemptions

1. *Additions to existing dwelling units, provided such additions are for residential purposes.* As the proposal is to expand an existing residential use, the project meets this exemption from Impact Fees. **Not applicable.**

Part 4: Site Plan and Design Review

(b) Design Review

2. *Any development subject to the provisions of Article 5, Part 3 – Non-Conformities.*

See Articles 5 and 6, below.

Part 5: Conditional Use (Required by Section 5/3/4/ (a) 2., below)

Section 3.5.6 Conditional Use Review Standards

(a) Conditional Use Review Standards (as adopted by City Council 8.10.2015)

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

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

A 605 sq. ft. addition to an existing residential unit will not have a measureable impact on planned public utilities, facilities, or services. **Affirmative finding.**

2. *The character of the area affected as defined by the purpose or purposes of the zoning district(s) within which the project is located, and specifically stated policies and standards of the municipal development Plan;*

This is a medium density residential area with a fully developed neighborhood. From the Burlington Municipal Development Plan:

- *Preserve and upgrade the existing housing stock to ensure that residents do not live in substandard conditions.* [MDP, Housing Plan, Page IX-1.]
- *Build upon existing resources and infrastructure* [MDP, Page V-1.]
- *Retain its moderate scale and urban form in its most densely developed areas.* [MDP, Built Environment, Page III-1.]
- *Ensure building design...take into account Burlington's northern climate.* [MDP, Built Environment, page III-2.] (The new addition will provide greater energy efficiency.) **Affirmative finding.**

3. *The proposed use will not have nuisance impacts from noise, odor, dust, heat, and vibrations greater than typically generated by other permitted uses in the same zoning district;*
The minor expansion of an already modest dwelling unit will not generate any impacts that are not already present within the existing developed residential neighborhood. **Affirmative finding.**

4. *The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterial roadways; connectivity; transit availability; parking and access; impacts on pedestrian, bicycle and transit circulation, safety for all modes; and adequate transportation demand management strategies;*
There is no anticipated change in demand or impact for the existing residential dwelling unit(s). The street grid and sidewalk network are in place and connected within the overall city street web. **Affirmative finding.**

and

5. *The utilization of renewable energy resources;*
Nothing within the application precludes the utilization of wind, solar, water, geothermal, or other renewable energy resource. **Affirmative finding.**

and

6. *Any standards or factors set forth in existing City bylaws and city and state ordinances.*
The project will be subject to applicable building and life safety codes, and must secure all required trades permits. **Affirmative finding as conditioned.**

(c) Conditions of Approval

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

1. *Mitigation measures, including but not limited to screening, landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area;*
There are no proposed changes to the building footprint or site that would require mitigation. The new addition will abut an existing brick building (former Moquin's Bakery) that sits on a property line. The rear of the lot affords a parking structure that currently serves the use. **Affirmative finding.**

2. *Time limits for construction.*

The zoning permit is valid for 2 years. The project must be completed and a Certificate of Occupancy secured within that standard time frame. **Affirmative finding as conditioned.**

3. *Hours of operation and/or construction to reduce the impact on surrounding properties.*
Residential use has no hours of operation. Construction activities shall be limited to 7:00 – 5:00 pm. Saturday hours may be requested and are subject to decision by the DRB. No Sunday construction. **Affirmative finding as conditioned.**

4. That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions,
That is currently a standard for review of alterations to non-conformities within this ordinance. Any future expansion will be subject to the regulations in effect at that time. **Affirmative finding as conditioned.**

and

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

Article 4: Zoning Maps and Districts

Section 4.4.5 Residential Districts

Table 4.4.5-2 Base Residential Density

RM Zoning District	20 units/acre
Existing at 76 Rose Street: 3	# of units exceeds density for zoning district. See Section 5.2.7, below.

Table 4.4.5-3 Residential District Dimensional Standards

RM Zoning District	Max Lot Coverage 40% (bonus available)	Setbacks			Max Height 35'
		Front Ave of 2 adjacent lots on both sides +/- 5'	Side 10% of lot width or ave. of side yard setback of 2 adjacent lots on both sides	Rear Min. 25% of lot depth but no less than 20'	
76 Rose Street	81% existing non-conforming No change to coverage proposed.	No change	24" on north currently; 5' proposed.	Garage sits on property line. No change.	26'6"; less than the ridge height of the existing building.

Affirmative finding.

Section 4.4.5 (c) Permitted and Conditional Uses

Multi family dwellings are a permitted use in the RM zoning district Per Appendix A. Conditional Use review is required due to intensity on the lot. See Section 3.5.6 and Section 5.2.7.

Affirmative finding.

Section 4.4.5 (d) District Specific Regulations

1. Setbacks

See Table 4.4.5-3, above.

2. Height

See Table 4.4.5-3, above.

3. Lot Coverage

See Table 4.4.5-3, above.

4. Accessory Residential Structures and Uses

Not applicable for this application.

5. Residential Density

A. Additional Unit to Multi-Family.

No new units are proposed, or can be entertained per Section 5.2.7 (a), below.

Affirmative finding.

B. Additions to Existing Residential Structures

No request for an addition to an existing structure shall be considered or imply approval of an additional unit, unless requested specifically on the zoning permit application form.

The applicant is not requesting, nor can an additional unit be approved per Section 5.2.7 (a). **Affirmative finding.**

C. Residential Occupancy Limits

In all residential districts, the occupancy of any dwelling unit is limited to members of a family as defined in Article 13.

The Functional Family provisions of the ordinance shall apply. Not more than 4 unrelated adults may occupy any dwelling unit.

Affirmative finding as conditioned.

6. Uses

A. Exception for Existing Neighborhood Commercial Uses

Not applicable.

7. Residential Development Bonuses

A. Inclusionary Housing Requirement

B. Senior Housing Bonus

C. Adaptive Reuse Bonus

D. Residential Conversion Bonus

E. Limitation on Residential Development Bonuses

Not applicable.

Article 5: Citywide General Regulations

Part 2: Dimensional Requirements

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2. Required Frontage or Access

The property has 41' frontage on Rose Street, with vehicular access. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirements

The existing coverage is 81%; in excess of coverage limitations of Table 4.4.5-3. Ortho photographs demonstrate coverage consistent with what is presented as existing. It is not uncommon in the Old North End to find properties significantly over the coverage limitations of the CDO. As existing-non-conforming, it may remain. No changes to coverage are proposed within this application. **Affirmative finding.**

Section 5.2.4 Buildable Area Calculation

The parcel is not two or more acres. Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.5-3, above.

Section 5.2.6 Building Height Limits

See Table 4.4.5-3, above.

Section 5.2.7 Density and Intensity of Development Calculations

(a) Dwelling Units per Acre

In the RM zoning district, 20 units/acre allowed (See Table 4.4.5-2, above.)

76 Rose currently has 3 units. Lot size 5248 / 43,560 = .1204 acres. 3 units / .1204 = 24.9 units, > **limitation of 20/acre**. Lot is non-conforming to intensity of use. See Non-conformities, Part 3.

Part 3: Non-Conformities

Section 5.3.4 Nonconforming Uses

76 Rose Street is non-conforming due to the number of residential units on the lot. Density calculations under today's ordinance would only allow 2 units on the 5248 sf lot; there are three existing on-site.

Therefore, the requested expansion of a living unit requires review under this section.

(a) Changes and Modifications

2. Nonconforming Residential Use

A change or expansion of a non-conforming residential use may be allowed subject to conditional use approval pursuant to the provisions of Article 3, Part 5 by the DRB provided:

- 1. Such an expansion does not add any additional dwelling units except as may be permitted for adaptive reuse or residential conversion bonuses approved per the provisions of Sec. 4.4.5(d)(7);*

No adaptive reuse or residential conversion bonuses are sought. No new units are proposed.

Affirmative finding.

- B. Such an expansion does not increase the degree of non-conformity of any non-conforming structure;*

The proposal will not change the degree of non-conformity of the existing structure; setbacks will be met. No change in lot coverage will occur. No new units will be added. **Affirmative finding.**

and,

- C. In such cases where the non-conforming residential use is located in a zoning district where residential uses are generally permitted, expansion of a non-conforming residential use into an existing and previously uninhabited attic or basement within the principle structure may be permitted subject to administrative review provided no additional dwelling units are created.*

The expansion is not proposed within an attic or basement, but as new construction. This is within the Medium Density Residential District, however, where residential uses are generally permitted. No additional dwelling units are proposed; an expansion of the non-conformity (extra dwelling unit) requiring Conditional Use approval. **Affirmative finding.**

Part 4: Special Use Regulations

Not applicable.

Part 5: Performance Standards

Section 5.5.2 Outdoor Lighting

A full cut off residential grade lighting fixture is proposed for the porch and the entrance. As submitted, it will meet the standard. **Affirmative finding.**

Section 5.5.3 Stormwater and Erosion Control

No site alterations or ground disturbance are proposed. Not applicable.

Section 5.5.4 Tree Removal

Not applicable.

Article 6: Development Review Standards

PART 1: LAND DIVISION DESIGN STANDARDS

Not applicable.

PART 2: SITE PLAN DESIGN STANDARDS

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

Not applicable.

(b) Topographical Alterations:

Not applicable.

(c) Protection of Important Public Views:

There are no important public views from this site. Not applicable.

(d) Protection of Important Cultural Resources:

76 Rose Street is not listed on the state or National Register of Historic Resources. Although somewhat altered with replacement siding and multiple additions, it still reveals its late 19th century character. It retains its massing, tri-gable arrangement with molded temple front gable, embricated slate roof, and “clipped” corner on the northwest side. All are characteristic features of late 19th century Burlington residential architecture.

The new development is poised for the rear of the property, and does not impact those essential features of the existing structure. **Affirmative finding.**

(e) Supporting the Use of Renewable Energy Resources:

Where feasible, the site plan should be so designed as to take advantage of the site’s inherent potential to utilize sources of renewable energy including direct sunlight, wind, or running water. The site plan should also incorporate site planning and landscaping decisions intended to minimize energy demand such as siting buildings to maximize solar access or the use of deciduous and coniferous trees to create shade and windbreak.

Buildings should, where appropriate within the context of the neighborhood development pattern, maximize their solar exposure by being oriented to maximize natural light and heat gain during winter months, and to minimize casting shadows into ground floor living space of a building on an adjacent property.

Shadow cast is not a concern in this instance, as the building immediately abuts the former Moquins/Nabisco Bakery building to the north. There is no anticipated adverse impact to adjoining properties.

The new development will enhance the energy efficiency with new construction materials and methods to enhance the comfort and efficiency of the dwelling. Large or grouped windows stand to increase solar exposure and passive solar benefits; however the room arrangement does not exploit that advantage. The upstairs area to benefit from increased southerly sun exposure is a hallway rather than a bedroom. Bedrooms have minimal window openings and are tucked into the windowless north side. Stair reconfiguration and window rearrangement would provide for greater solar benefit to living areas.

There is nothing to prevent the use of solar, wind, geothermal, water, or other renewable energy resource. **Affirmative finding.**

(f) Brownfield Sites:

76 Rose Street is not listed on the ANR list of Hazardous Sites. Not applicable.

(g) Provide for nature's events:

As no ground disturbance is proposed, no Stormwater or EPSC plan is required.

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.

There is the illustration of a roof canopy over the south entrance door to the apartment (the other door accesses the basement), but is not clear in the east elevation. The applicant should confirm this protective shelter is proposed.

The porch entrance on the east will have an inherent roof cover. **Affirmative finding.**

(h) Building Location and Orientation:

The addition is proposed on the rear over an existing first story. The apartment entrance will be clearly discernable by the roof canopy and attendant light fixture. **Affirmative finding.**

(i) Vehicular Access:

No change is proposed to the existing access. **Affirmative finding.**

(j) Pedestrian Access:

No change is proposed to the existing pedestrian access. The apartment will be accessed by the same entrance area as currently exists. **Affirmative finding.**

(k) Accessibility for the Handicapped:

Although recommended, this is not a requirement. **Affirmative finding.**

(l) Parking and Circulation:

No change to the existing. There is a three car garage at the rear of the site, which will continue to serve the three dwelling units. **Affirmative finding.**

(m) Landscaping and Fences:

No change proposed. **Affirmative finding.**

(n) Public Plazas and Open Space:

Not applicable.

(o) Outdoor Lighting:

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

(p) Integrate infrastructure into the design:

The applicant submits that electrical and utility connections are pre-existing on the front building. No change is proposed. Mailboxes are located on the front building, as well, and will continue to serve the third unit. **Affirmative finding.**

PART 3: ARCHITECTURAL DESIGN STANDARDS

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

Proposed buildings and additions shall be appropriately scaled and proportioned for their function and with respect to their context. They shall integrate harmoniously into the topography, and to the use, scale, and architectural details of existing buildings in the vicinity.

The following shall be considered:

1. Massing, Height and Scale:

The building addition maintains an overall scale similar to its host and other buildings within the streetscape. **Affirmative finding.**

2. Roofs and Rooflines.

An intersecting gable roof is proposed; similar to that of the main structure. **Affirmative finding.**

3. Building Openings

Windows and doors are grouped to reflect interior activities and spaces. Windows appear more vertical than horizontal, with the exception of the egress window above the apartment entry door. **Affirmative finding.**

(b) Protection of Important Architectural Resources:

See Section 6.2.2. (d) above.

(c) Protection of Important Public Views:

Not applicable.

(d) Provide an active and inviting street edge:

The addition is poised to be at the rear of the existing structure, but will be moderately visible from the sidewalk. Its pleasant arrangement and neat disposition will enhance the site.

Affirmative finding.

(e) Quality of materials:

Sheathing is proposed to be 3 ½ reveal fiber cement board clapboard. Asphalt shingles are planned for roofing. Doors are proposed to be steel, some with lights. Windows are a name brand, energy star rated product. All are of sufficient durability to be acceptable for new construction. **Affirmative finding.**

(f) Reduce energy utilization:

All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances. **Affirmative finding as conditioned.**

(g) Make advertising features complementary to the site:

Not applicable.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

All requirements for ingress and egress, and building and fire code as determined by the building inspector and fire marshal shall apply. **Affirmative finding as conditioned.**

Article 8: Parking

Table 8.1.8-1, Minimum Off Street Parking Requirements

Multi-unit attached dwelling units in the Shared Use District require 1 parking space/unit. There are three existing units in the building. No change to the unit count is proposed.

There is a three car garage on site providing the three required parking spaces. **Affirmative finding.**

II. Conditions of Approval

1. The Functional Family provisions of the ordinance shall apply. Not more than 4 unrelated adults may occupy any dwelling unit.
2. No request for an addition to an existing structure shall be considered or imply approval of an additional unit.
3. The applicant shall confirm a roof canopy over the southerly entrance to the apartment to assure some measure of shelter from inclement weather.
4. Construction activities shall be limited to 7:00 – 5:00 pm. Saturday hours may be requested and are subject to decision by the DRB. No Sunday construction.
5. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
6. Standard Permit Conditions 1-15.

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

Mary O'Neil

From: Northern Comfort <managers@northerncomfortllc.com>
Sent: Thursday, September 01, 2016 11:33 AM
To: Mary O'Neil
Cc: 'Chris Alley'
Subject: RE: Materials, meters, mailboxes

Hi Mary

See inline below. 3 answers and one question to your question ☺

Thanks
Matt

From: Mary O'Neil [<mailto:MCOneil@burlingtonvt.gov>]
Sent: Thursday, September 01, 2016 11:15 AM
To: Chris Alley; managers@northerncomfortllc.com
Subject: Materials, meters, mailboxes

Hi Chris and Matthew,

I am finishing up the staff report and need a little bit more information.

1. Roofing material proposed?
Asphalt Shingles
2. Where will the mailbox be located?
It is located on the side of the building with apt 1 and 2 all in a central location. It is about 15 yards before you get to the south entry to Apt 3 after the we are finished
3. Any meters, utility connections, or mechanical equipment will need to be identified on site plans/building elevations as appropriate.
They are all on the front of the building where power and water come in and come through the basement. Nothing should be added or disturbed based on the drawings you have. The new gas heater will be in the same place as the current one as well.
4. If you propose to tear down the existing one story addition and replace it, you will need to complete the EPS (Erosion Prevent and Sediment Control) plan as more than 400 sf. will be disturbed. See attached form.
Is this something I can fill out and amend when we get to that point in the process and determine the best path of action?

Thank you,



Mary O'Neil, AICP
Principal Planner
Coordinator, Certified Local Government Program
mconeil@burlingtonvt.gov
802.865.7188 office
802.865.7556 direct
802.865.7195 fax

**** Please note that this electronic message may be subject to disclosure as a public record under the Vermont Public Records Act**

Mary O'Neil

From: Northern Comfort <managers@northerncomfortllc.com>
Sent: Wednesday, August 31, 2016 10:18 PM
To: Mary O'Neil
Cc: 'Chris Alley'
Subject: Rose Street Questions

Hi Mary

Our goal is to do whatever is going to make the most sense financially and for the long run of the building in regards to how we handle the existing first floor framing. IF there is no rot and things are straight and we can sister on new pieces we will go that route...if it is more efficient to demo it and put up new framing, we will go that route.

For the exterior porch light, we were thinking these....



Design House Model # 519504 ★★★★★ (18)

Mason RLM Oil Rubbed Bronze Out...

\$

Specifications

Dimensions

Product Depth (in.)	10.5	Product Length (in.)	10.5
Product Height (in.)	11	Product Width (in.)	8.375

Details

Bulb Type Included	Incandescent, No Bulbs Included	Power Type	Hardwired
Exterior Lighting Product Type	Outdoor Sconces	Product Weight (lb.)	1.36 lb
Fixture Color/Finish	oil rubbed bronze	Returnable	90-Day
Glass/Lens Type	No glass/lens	Size	Small
Maximum Wattage (watts)	0	Style	Modern
Motion Sensor	No	UL Listing	1-UL Listed
Number of Bulbs Required	1	Wattage (watts)	60 W
Outdoor Lighting Features	Weather Resistant		

Let me know if you have further questions.

Thanks
Matt



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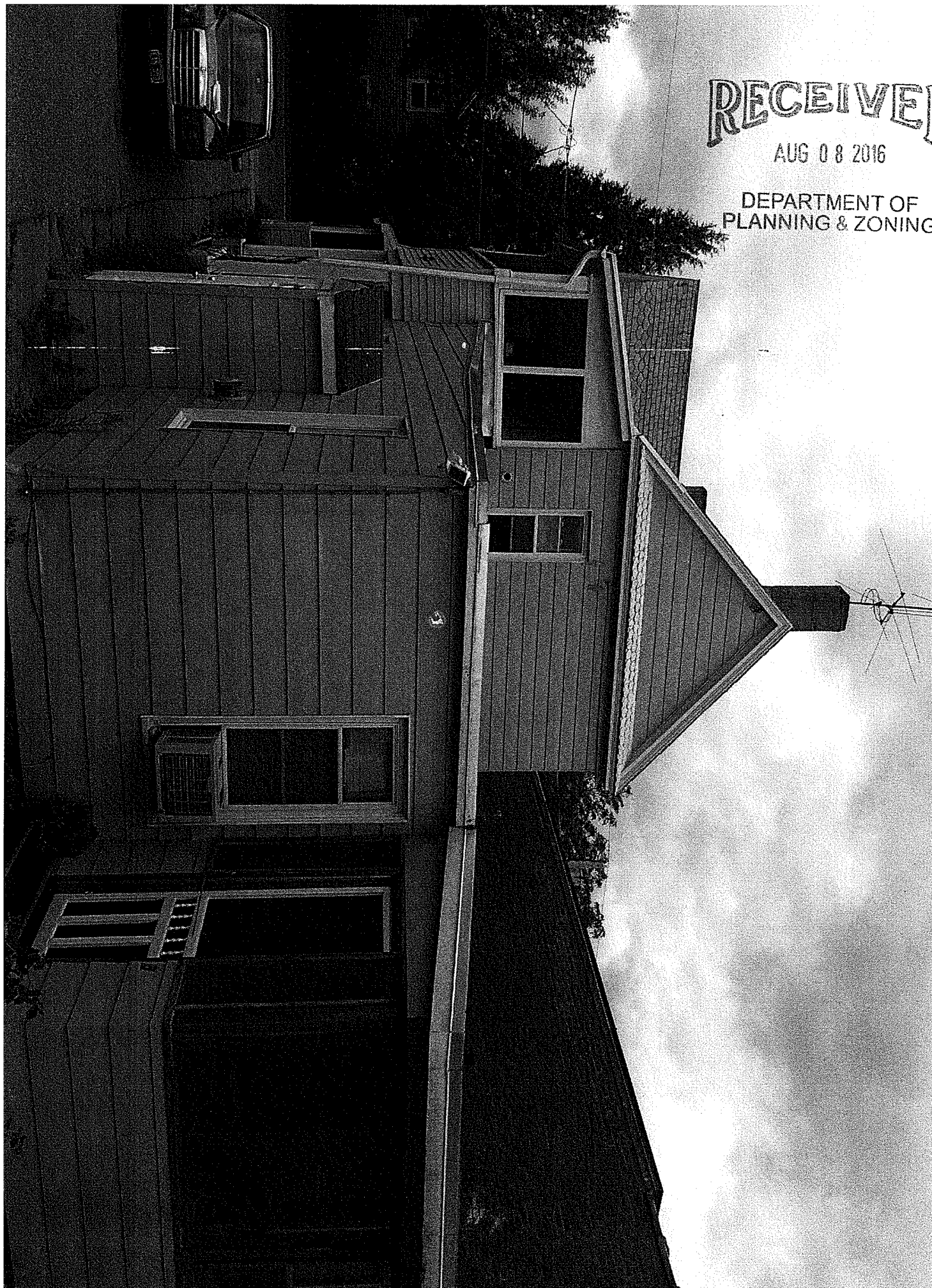
AUG 08 2016

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PLANNING & ZONING

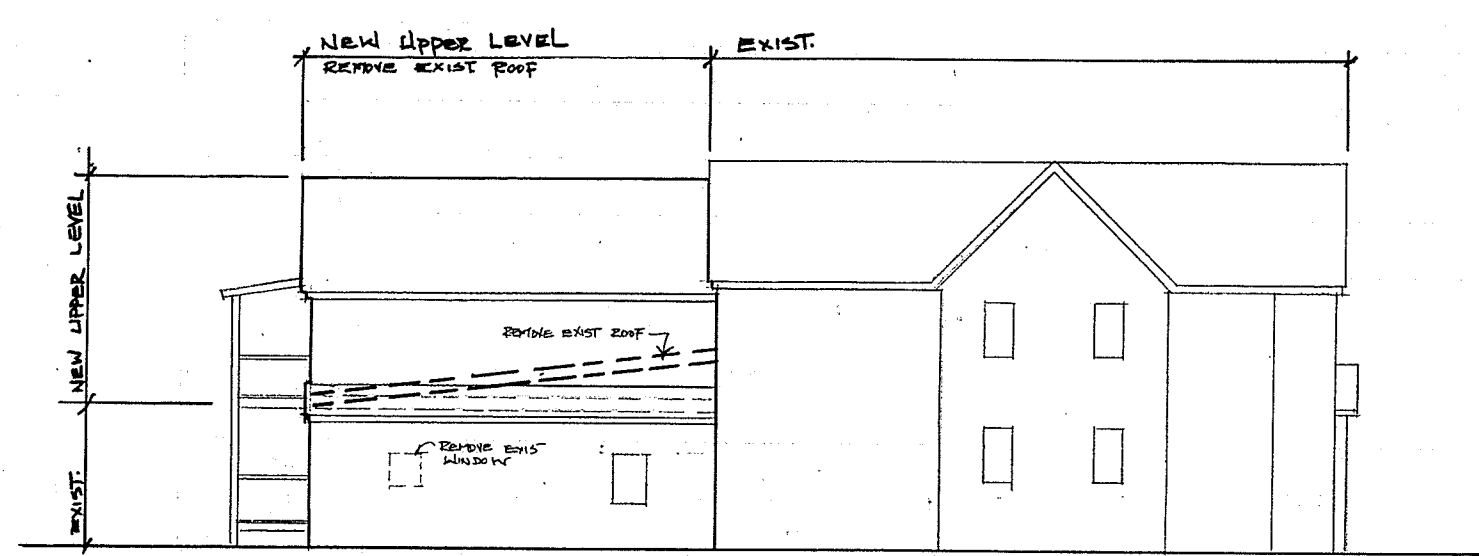
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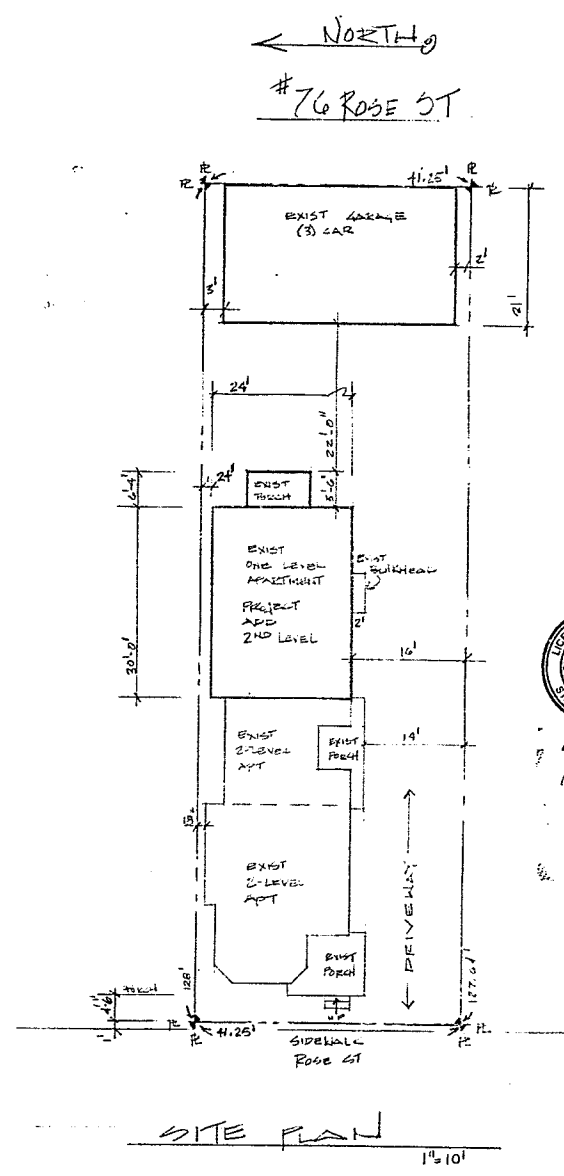


1000 via email 1/27/16



NORTH ELEVATION - EXISTING + PROPOSED

1/4" = 1'-0"



COVERAGE CALC

<u>EXISTING</u>	
HOUSE	1556 #
GARAGE	756 #
DRIVE	1656 #
STOOPS	
FRONT	216 #
SIDE	19 #
REAR	50 #
BULKHEAD	12 #
TOTAL	4295
LOT SIZE	5248

EXISTING COVERAGE 81%

PROPOSED
 NEW 2ND LEVEL
 OVER SHED ROOF
 NO FOOTPRINT
 COVERAGE
 INCREASES
 0 #
 PROPOSED COVERAGE 81%
 NO CHANGES

SETBACKS

FRONT	per ACT. 5.2.5
SIDE	5'
REAR	20'
MAX HEIGHT	35'



Chris Alley
 76 Rose St
 Burlington, VT 05401

Post Decadent Design



Chris Alley architect
 802 999 2601 tele

allysian@EMAIL.COM

Project - 76 Rose St
 MATTHEW KOCH owner
 240 625 2725 tele
 Vt.koch.properties@gmail.com

Chris Alley, Architect
 472 North Avenue • Burlington VT 05401 • 802 999 2601

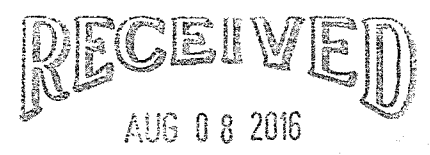
Proposal for Architectural Services for Matt 76 Rose St Burlington VT 05401

Client name and address: Matthew Koch, 2207 Mud City Loop, Morrisville, VT 05661
 Telephone and email: 240.625.2725
 Do you prefer mostly communication via: email, text, or telephone?
 Existing building: 3 units - 2 units are two bedroom and 1 unit is one bedroom.
 Existing parking: 3 garage spaces and 0 outside spaces - I assume the road space in front of house does not count since it is public.
 Approximate age of building and dates of any recent construction: Built in 1890s, we assume the back 1 bedroom was added in the 20s but are not sure. We renovated the bathroom in the upstairs 2 bedroom and had asbestos boiler and piping removed from basement.

Scope of project
 Add second floor addition over flat roofed section of existing apartment building. Add stairs on the first floor to get upstairs. Ideally have master bed and bath with deck off to south side (for restaurant entry side). We could potentially make the current entryway deck into a carport to fit one car that could be covered and move entryway to side of building. Build the deck for the upstairs on top of the carport.

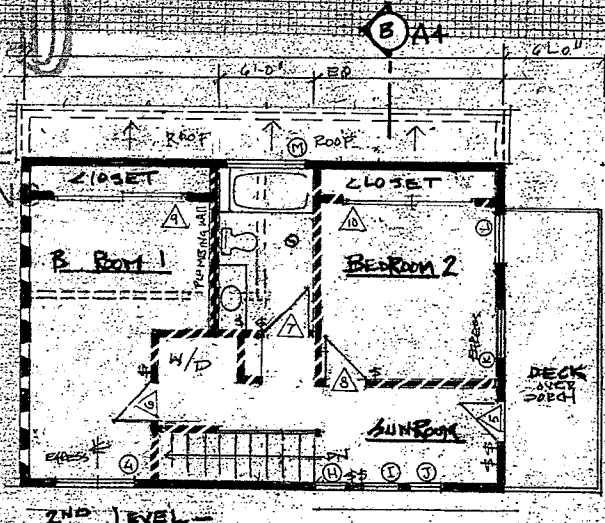
Existing problems or issues that are relevant to this project: Existing one story shed roof is a constant leak problem. We propose to add a pitched second level over this area with no increase in lot coverage.

Time schedule: begin construction in July 2013



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DETAILED PLAN OF



SCHEDULE

DOOR

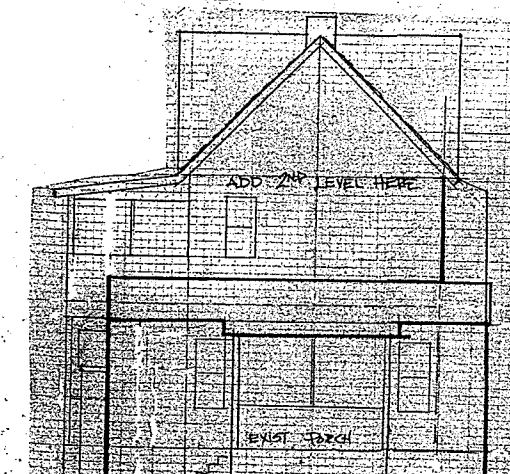
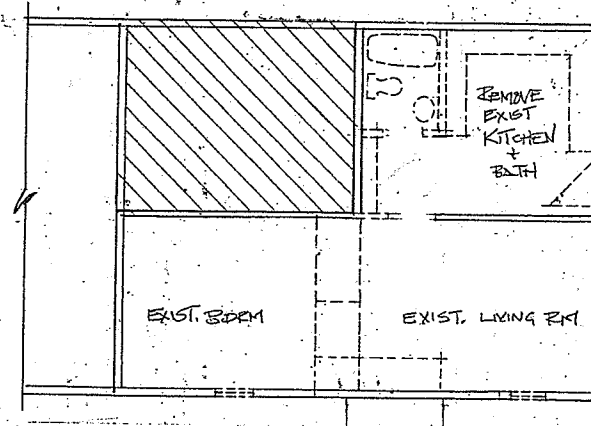
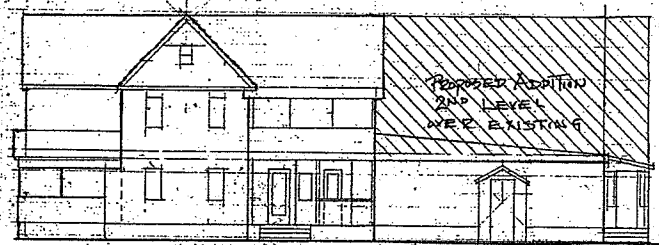
- | NO. | SIZE | TYPE | QTY |
|-----|------|-----------------|-------|
| 1 | 3068 | Solid Core EXT | 400-1 |
| 2 | 2068 | Sliding 4068 HC | 500-1 |
| 3 | 2068 | Pocket DO | 100-1 |
| 4 | 3068 | EXT SL. WINDOW | 600-1 |
| 5 | 3068 | EXT WINDOW | 700-1 |
| 6 | 2068 | HC | 100-1 |
| 7 | 2068 | HC | 200-1 |
| 8 | 2068 | HC | 100-1 |
| 9 | 3068 | (C) Sliding HC | 300-1 |
| 10 | 3068 | (C) Sliding HC | 300-1 |

WINDOW

- | NO. | SIZE | TYPE | QTY |
|-------|------|-------------------|--------|
| A B | 2050 | LAGEMENT (2) | 900-1 |
| C D E | 2020 | TILT OUT (3) | 1000-1 |
| F | 2040 | FIXED | 1100-1 |
| A | 5030 | SLIDER - EGRESS | 1200-1 |
| H I J | 2050 | LAGEMENT | 900-1 |
| K L | 3036 | LAGEMENT - EGRESS | 1300-1 |

LEGEND

- EXISTING WALL
- NEW 2x6 WALL W/ R-19 INSULATION
- NEW 2x4 WALL PLUMBING HALL 2x6
- FREEWALL 5/8" TYPE IN DETAIL BA SIDE
- PLUMBING WALL 2x6
- REMOVE EXIST.



PROJECT: 70 ROOSE STREET
BURLINGTON VT 05401
ARCHITECT: CHRIS ALLEY ARCHITECT
PHONE: 802.999.2601
EMAIL: SLUESIAN@EMAIL.BEN

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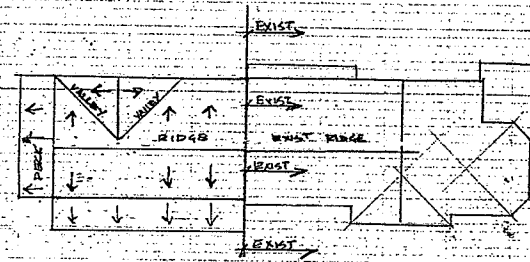
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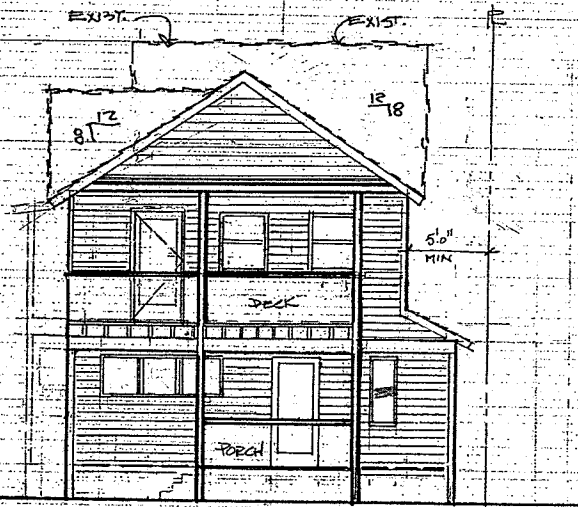
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APR 8 2016

DEPARTMENT OF
PLANNING & ZONING



ROOF PLAN
1/4"=1'-0"



PROPOSED EAST ELEVATION
1/4"=1'-0"



PROPOSED SOUTH ELEVATION
1/4"=1'-0"

REVISIONS	BY

CHRIS ALLEY ARCHITECT
802. 999.2601
BURLINGTON VT 05401
ELYSIAN@EMAIL.COM

PROJECT
76 ROSE STREET
BURLINGTON VT
MATTHEW HODGE

DATE
JOB NO.
SHEET

A-3
DEC 22

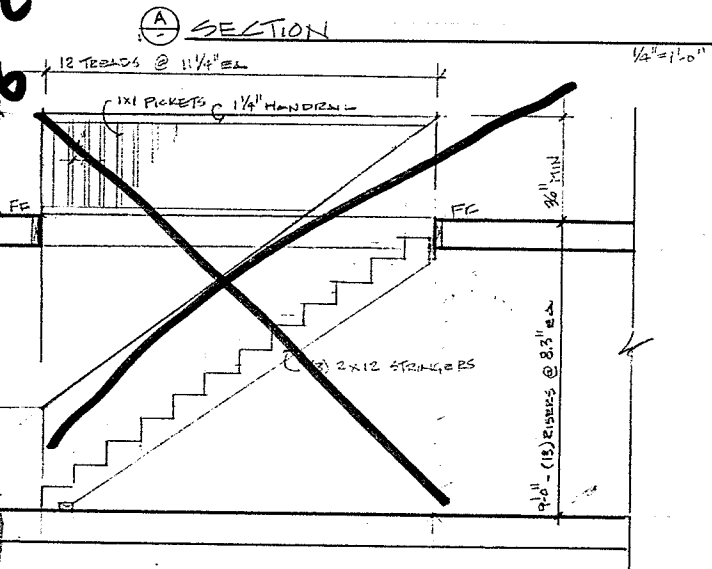
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PLANNING & ZONING

STAIR SECTION

1/2" = 1'-0"

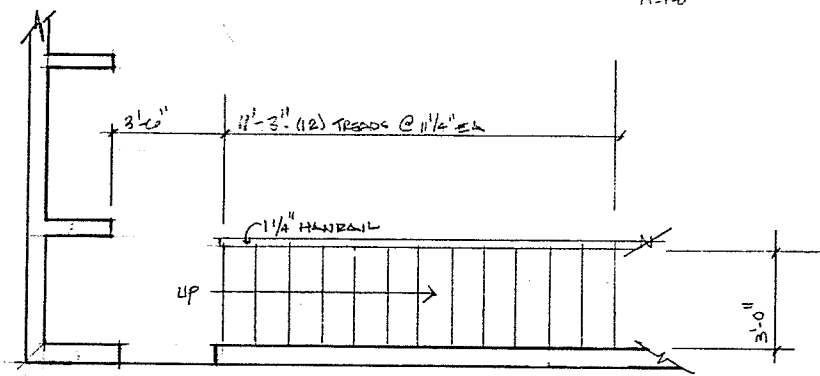


(A) SECTION

1/4" = 1'-0"

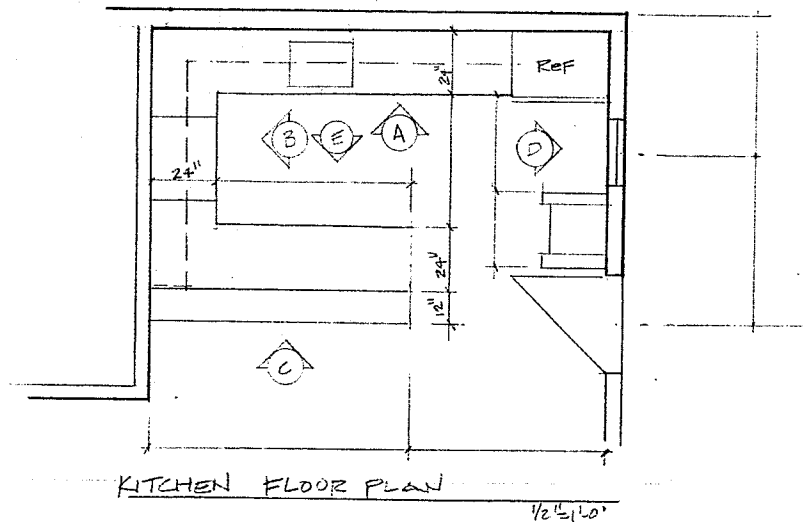
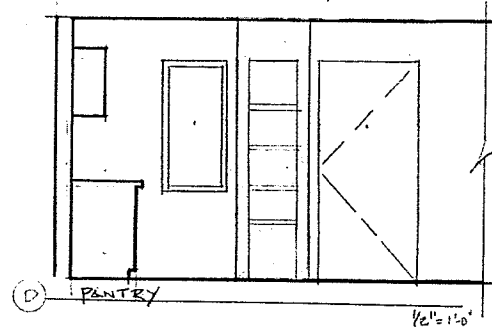
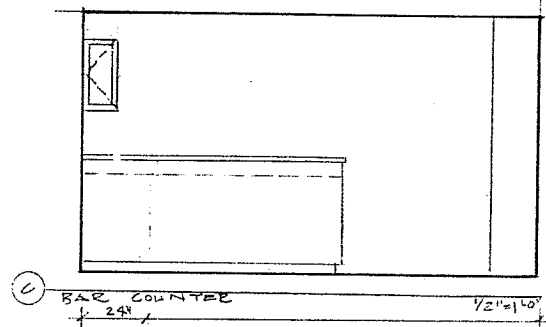
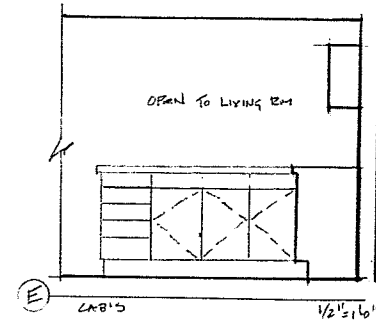
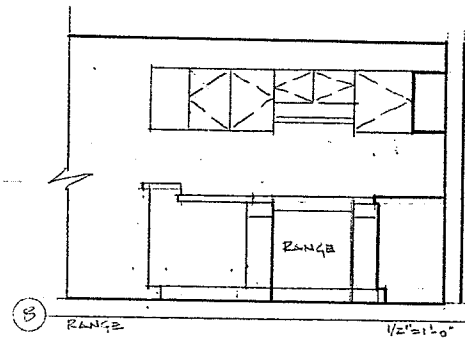
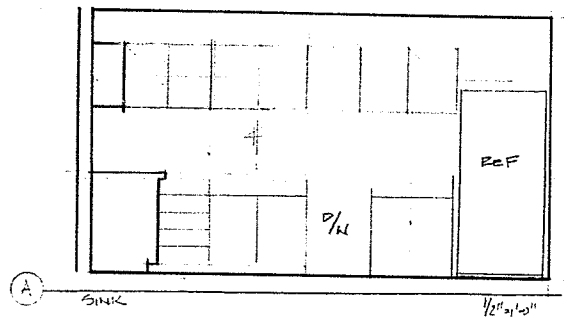
(B) SECTION

1/4" = 1'-0"



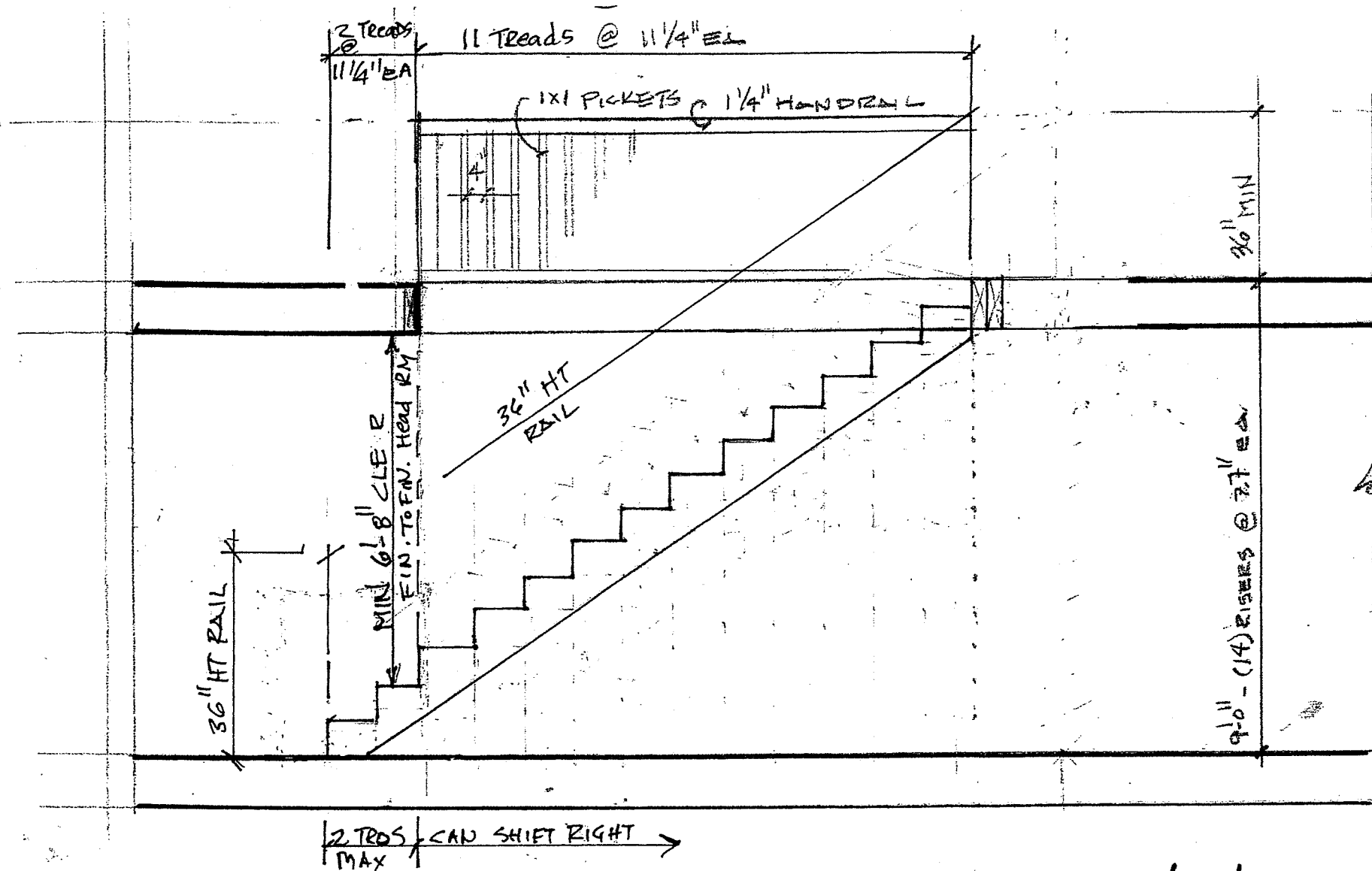
STAIR PLAN

1/2" = 1'-0"



RECEIVED
AUG 08 2016

DEPARTMENT OF
PLANNING & ZONING



STAIR SECTION REVISED 4/24/16

SHIFT STAIRS TO THE RIGHT ON SITE IF NECESSARY TO ACHIEVE MAX HEADROOM FOR CELLAR ENTRANCE BELOW. CHECK WITH ARCHITECT BEFORE CONST.

RECEIVED

AUG 08 2016

DEPARTMENT OF
PLANNING & ZONING

Department of Planning and Zoning

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Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board

From: Mary O'Neil, AICP, Principal Planner

Date: October 4, 2016

RE: ZP17-0261SP, 3-11 George St; 13 and 19 George Street, 64 and 70 Pearl Street

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

File: ZP17-0261SP

Location: 3-11 George Street, 13 & 19 George Street, 64 and 70 Pearl Street

Zone: DT / RH **Ward:** 3C

Date application accepted: August 29, 2016

Applicant/ Owner: 64 Pearl Street LLC / Rick Bove

Request: Demolish 64 Pearl Street and build 39-unit apartment building with 1 commercial space on 64 and 70 Pearl Street; provide 60 space underground parking. Demolish 13 and 19 George Street, combine lots and build 17-unit apartment building in RH. Renovate 3-11 George Street.

Background:

3-11 George Street

- ZP13-0707CA/MA; demolish existing structures on George Street, construct new residential building above and behind existing historic structure on Pearl Street corner for a total of 23 residential units and 1 commercial unit. Denied, October 13, 2013. Appealed to VSCED, appealed to Vermont Supreme Court, notice of dismissal December 2015.
- ZP09-542SN; replacement parallel sign for Diversity Salon. February 2009.
- NA09-195 NA; Non-applicability of Zoning Permit Requirements; accessory retail use to existing hair salon, less than 25% of gross area. September 2008.
- ZP02-070; final plat approval to demolish two mixed-use structures, replacing with one mixed-use building (34 units and commercial.) Proposal includes renovations to 3 George Street and the reconfiguration of the public parking lot. CO issued November 26, 2004.
- ZP03-035; change existing window to double door. July 2002.

13-15 George Street

- ZP13-0713CA; demolish existing structures, construct new residential building (in association with ZP13-0707 CA/MA at 3-11 George Street for a total of 26 residential

units and one commercial unit. Denied, October 15, 2013. Appealed to VSCED, appealed to Vermont Supreme Court, notice of dismissal December 2015.

- ZP12-0893CA; replace area at rear of building due to fire damage; remove door and staircase, replace windows with clad wood windows. Replace aluminum siding at rear with vinyl. No change in use. April 2012.

19 George Street

- No zoning permits on file.

64 (68) Pearl Street

- ZP02-070 / S01-027; Final plat approval to demolish two mixed use structures, replacing with one mixed-use building (34 units and commercial). Proposal includes renovations to 3 George Street and the configuration of the public parking lot. Approved August 7, 2001.
- CU 2002-011; conditional use for construction of a mixed use four story, 45' high mixed use building in Accordance with Article 17. See above.
- ZPCU-2003-001; change of use, portion of first floor, establish credit union, video rental, retail and tanning salon & laundromat. Approved August 2, 2002.
- ZP01-411 / S01-027; preliminary plat to demolish two mixed use structures, replacing with one mixed use building (34 units and commercial). Proposal includes renovations to 3 George Street and the reconfiguration of the public parking lot. May 2001.
- ZP12-0297CA; add vestibule with window and exterior door to side entry. Proposed vestibule on existing pavement, no change to coverage. September 2011.
- ZP96-085; remove existing door to ATM area and replace with a 32" out-swining door. The existing carara glass will not be altered, removed or covered by this change. August 1995.
- ZP96-067; installation of three parallel signs for the ATM in Bove's. August 1995.

70 Pearl Street

- There are no permits on file for the public parking lot.

Overview:

This Sketch Plan Review focuses on the proposed demolition of the former Bove's Restaurant at 64 (68) Pearl Street, and includes the construction of a new mixed-use building with 39 units and one commercial unit on the first floor; all in the D-T zoning district. Development is proposed to occur on the adjoining 70 Pearl Street, a public parking lot. The surface parking lot will remain. Additionally, the project includes demolition of 13 and 19 George Street in the RH zoning district, replacing those structures with a single 17-unit residential building.

Retention and rehabilitation of the General George Stannard House (3-11 George Street) is included in the plan.

Applicable Regulations: Article 3 (Applications, Permits and Project Reviews), Article 4 (Maps and Districts), Article 5 (Citywide General Regulations), Article 6 (Development Review Standards), Article 8 (Parking), and Article 9 (Inclusionary and Replacement Housing.)

I. Findings

Article 3: Applications, Permits and Project Reviews

Part 3: Impact Fees

Section 3.3.5 Calculation of Impact Fees

Impacts fees are calculated on the total gross square footage of the principal use of a building, including accessory uses. In the even tthere is more than one principal use within a building, impact fees will be calculated separately for each principal use and associated accessory uses, with common space computed on a pro-rata basis.

The applicant will be required to provide total gross square footage calculations for each of the new uses on each parcel; credit will be given for existing area.

Section 3.3.3 Exemptions and Waivers

Any residential project containing newly constructed units or substantially rehabilitated housing units that are affordable for households as described in subsections (1), (2), or (3) below are eligible for a waiver of impact fees for that portion of the project.

The applicants assert that housing is likely to be aimed at low to middle income housing market. They are encouraged to work with the Housing Trust Fund Manager to identify any applicable waiver of Impact Fees, as noted.

Part 5: Conditional Use and Major Impact Review

Section 3.5.6 Review Criteria

(a) Conditional Use Review Standards (as adopted by City Council 8.10.2015)

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

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

The proposed project will make a considerable demand on water and sewer capacity; however previous review provided evidence of adequate reserve capacity for that plan. The applicant will be required to secure confirmation from the Department of Public Works that there is sufficient water and wastewater capacity to accommodate the current proposal.

- 2. The character of the area affected as defined by the purpose or purposes of the zoning district(s) within which the project is located, and specifically stated policies and standards of the municipal development Plan;*

The project area is divided; Pearl Street is more higly developed, intensive use and larger buildings associated with Downtown; George Street is lined with substantially smaller residential structures, many of them historic. Plans define an effort to transition from the more intense, larger buildings to something moderately smaller on George Street.

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

The proposed use(s) will not diverge from existing conditions along Pearl Street: There exists already a large mixed use building (Victoria Place.) It may be anticipated that the proposed replacement building at 64/70 Pearl Street will have similar impacts. 3-11 George Street is proposed to be rehabilitated, retaining the same number of units. The proposed single residential building with 17 new residential units will increase the intensity that currently exists on site, but is consistent with the High Density Residential zoning district, and the Municipal Development Plan:

- *Retain its moderate scale and urban form in its most densely developed areas, while creating opportunities for increased densities.* [MDP, Built Environment, Page III-1.]
- *Encourage new land uses and housing designs that serve changing demographics and benefit from new technologies where appropriate.* [MDP, Built Environment, Page III-1]
- *Retain and enhance Burlington's historic buildings and architectural features* Built environment, Page III-1.]
- *Encourage a healthier regional balance of affordable housing in each community, proximate to jobs and affording mobility and choice to low income residents.* [MDP, Housing Plan, Page IX-1.]
- *Support the development of additional housing opportunities within the city, with concentrations of higher-density housing within neighborhood activity centers, the downtown and institutional core campuses.* [MDP, Housing Plan, Page IX-1.]

However, there is conflict in other areas:

- *Conserve the existing elements and design characteristic of its neighborhoods, and maintain neighborhood proportions of scale and mass.* (MDP, Built Environment, Page III-1., Historic Preservation, Page IV-1.)
 - *The City will continue to protect historic sites and structures from unnecessary demolition or changes incompatible with their historic significance.* (Historic Preservation, Page IV-5.)
4. *The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterial roadways; connectivity; transit availability; parking and access; impacts on pedestrian, bicycle and transit circulation, safety for all modes; and adequate transportation demand management strategies;*
The project area is within the developed Downtown; connected by major arterials and the public sidewalk network. The new Downtown Transit Center is proposed to open in mid October 2016, connecting residents to areas within their wide network.
and
5. *The utilization of renewable energy resources;*
Plans are not so far advanced so as to understand the proposed utilization of alternative energy resources.
and
6. *Any standards or factors set forth in existing City bylaws and city and state ordinances.*
The plans chafe at some points with the Municipal Development Plan (see above.)

(b) Major Impact Review Standards:

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

A stormwater management plan will need to be submitted and reviewed by the Conservation Board. Depending upon parking arrangement and design and any site screening, the plan may not be expected to generate any water, air or noise pollution.

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

A letter confirming adequate capacity from the Department of Public Works will be required. Under previous review, confirmation was provided.

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

See above.

4. *Not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;*

These standards are reviewed under Section 5.5.3.

5. *Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;*

A traffic analysis will be required to determine impacts of the proposed development. The new residential units and limited commercial use are not likely to overburden existing transportation substructure, as the project is centrally located in the downtown where street and sidewalk infrastructure is strong and an array of transportation alternatives exist.

6. *Not cause an unreasonable burden on the city's ability to provide educational services;*

As submitted, the overall development will produce 38 1-bedroom units and 18 2-bedroom units (total of 39 units, 54 bedrooms overall.) There is no estimate for the likely number of resident children within the project; however, residential Impact Fees will address any new demand.

7. *Not place an unreasonable burden on the city's ability to provide municipal services;*

The greater intensity of use will likely generate new demand for municipal services, but they may be expected to be modest and off set by the payment of Impact Fees.

8. *Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;*

The collected properties have no identified significant natural areas or those noted for natural beauty. 64 Pearl Street (the former Bove's Restaurant, now vacant) is listed on the Vermont State Register of Historic Resources, large due to the exterior finishes and materials associated with Modernism. (See attached Registration sheets) 13 and 19 George Street are not listed as historic, however their age and characteristics may render them eligible for historic designation, similarly to be addressed under Section 5.4.8. Certainly their style, scale, proportion, and association are closely linked with

the residential nature of George Street. The demolition of all three will have an adverse effect on historic sites. There are no known archaeological sites within the project area.

The proposed rehabilitation at 3-11 George Street is proposed to help offset these losses; this was similarly proposed under the development of Victoria Place in 2001. (DRB #CU 2002-011 / S01-027, 64-90 Pearl and 3 George Street). Unfortunately, that property has not achieved or maintained a level of renewal since that project and remains in needlessly unfortunate condition.

9. *Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;*

The project will not hinder the city's present or future growth; however, the plan furthers the advancement of larger scale buildings into a corridor of more modest residential structures along George Street. This precipitates an extension of downtown-scale buildings within a historic streetscape that retains a 19th century residential scale archetype.

10. *Be in substantial conformance with the city's municipal development plan and all incorporated plans;*

See (a) 2., above.

11. *Not have an undue adverse impact on the present or projected housing needs of the city in terms of amount, type, affordability and location;*

The overall project projects to substantially increase the amount of downtown housing, particularly affordable units, in a transit rich area.

and/or

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

Any impact to project park and recreation needs should be satisfied with the payment of Impact Fees.

(c) Conditions of Approval

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

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



View from Pearl Street northeast toward George Street.
Monroe Street is at top.

The proposed new building at 64/70 Pearl Street will immediately abut the residential structures and yards along Monroe Street. The stark contrast in scale and intensity may have implications for lighting, shadow cast, and potentially noise and headlight glare (depending upon parking design and layout.) The applicant is challenged with maintaining the character of the surrounding area, when properties north of all sites are distinctly smaller in scale on residential lots.

2. *Time limits for construction.*

Unless phasing is recommended, the zoning permit will be valid for 2 years from the date of approval.

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



View southwest; Monroe St. at bottom right, George Street at left, Pearl Street at top.

There are no limited hours for residential use. The proposed new commercial use at 64/70 Pearl is likely to be consistent with existing commercial uses immediately adjacent, and is proposed as a replacement for a previous restaurant use. The rehabilitated 3-11 George Street is suggested as a tavern; this is not a permitted use in the D-T zoning district. When use is identified in this corner building, review of proposed hours of operation may be warranted.

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

As required under regulations in effect at that time.
and

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

Article 4: Zoning Maps and Districts

Section 4.4.1 Downtown Mixed Use Districts

(a) Purpose

(2) Downtown Transition (DT)

A. DT North

The development at 64/70 Pearl Street and 3-11 George Street is within the DT zoning district. It is intended to provide a balance and continuity in the character and scale of development on both sides of Pearl Street, creating a gateway into the urban core of Burlington, and a transition between the Downtown and the nearby residential district (where the companion development is proposed.)

(b) Dimensional Standard and Density

This district has an FAR of 4 and building height limitation of 45', with a potential height and corresponding FAR bonus for Inclusionary Housing. See 4.4.1 (d) 7., below.

The minimum requirement for 3 stories and 30' height is accomplished in this plan. The extra IZ units (20%) will allow an additional 10' in building height, which is reflected in the proposal.

100% coverage is allowed in this zoning district. Buildings are required to be setback 12' from the curb, with a 15' zoning district setback from the RH zone. Building "B" apartments (Pearl Street Lofts) meets the required setback from the RH zoning district per the submitted plan, with an FAR of 2.17 and lot coverage at 88%.

A height of 55' is acceptable with IZ bonus provision (45' + 10').

It is not clear if 70 Pearl Street is being identified as a separate lot, and how the hashed setback lines for that lot have been determined. The applicant will need to define ownership, easement, or any special provisions that allow development on that lot. Previous permitting described this lot as a public parking lot, not owned by the applicant.

3-11 George Street is existing non-conforming to setbacks. Any alteration or construction may continue the existing degree of non-conformity, but may not exceed it. Further project plans will be necessary to review.

(c) Permitted and Conditional Uses

Attached dwellings (3 or more units) and Mixed Use are permitted uses in the DT zoning district. A bar/tavern is **NOT** a permitted use. Conditional Use review applies as the project is Major Impact; both are incorporated within this review.

Insufficient information has been submitted relative to alterations and new construction proposed for 3-11 George Street (General Stannard House) to apply review requirements under the following sections. Substantial rehabilitation of the 6 units will spur Inclusionary Housing requirements; see Section 9.1.5, below.

(d) District Specific Regulations

1. Use Restrictions

The following restrictions regarding the location and overall percentage of residential and nonresidential uses within the Downtown Mixed Use districts shall be as follows:

A. Ground Floor Residential Uses Restricted:

In order to maintain an active streetscape for pedestrians and pedestrian-oriented businesses and activities, residential uses shall not be permitted on the ground floor of any structure as follows:

- i) *in the Downtown (D) and Downtown Waterfront (DW) districts.*
Not applicable.
- ii) *any structure fronting on Pearl, So. Winooski and Main streets in the Downtown Transition (DT) district.*

The ground floor of the replacement building at 64/70 Pearl Street is proposed to be a single commercial space. No residential uses are proposed on the ground floor.

- iii) *any structure fronting on Battery Street in the Battery Street Transition (BST) district.*
Not applicable.

Historic buildings originally designed and constructed for residential use shall be exempt from these use restrictions.

Although not proposed, 3-11 George Street was originally a dwelling and may fully return to that use if desired.

2. Public Trust Restrictions:

Not applicable.

3. Facades and Setbacks on Side and Rear Property Lines

New buildings, or additions or improvements to existing buildings, placed on a side or rear property line where no setback is required may contain neither doors nor windows along such façade. Where the façade of an existing adjacent principal building is within 5 feet of a common property line and has either doors or windows, a setback of 10-feet shall be required for any new development up to the height of the abutting building.

Apartment building B at 64 Pearl Street has a proposed setback of 7' 10 ½ "at the front and 5'+ at the rear from the westerly property line. The adjacent building to the west is not within 5 feet of the common property line. On the easterly side of that building, it does not sit immediately on the property line (which abuts the access to the parking area at 70 Pearl St.) There is no adjacent building.

The rear setback for the apartment building is 17' to almost 19' from the northerly Monroe Street property, meeting the required 15' setback from a residential zoning district. Similarly, a minimum 15' structural setback is identified on the westerly side of the rear lot at 64/70 Pearl Street.

The existing 3-11 George Street is non-conforming to setbacks. Any "sensitive rebuilding" of rear additions may continue but not exceed the degree of any existing non-conformity per Section 5.3.5.

4. Building Height Setbacks

A. Principal View Corridors:

Pearl Street is a principal view corridor. New construction above 45' needs to be stepped back from the front property line a distance equal to $\frac{1}{4}$ the width of the Pearl Street right-of-way (ROW width is 66'.) The required front setback above 45' is 16.5'. There is a rooftop balcony on the 5th floor which suggests compliance with the required setback. This will need to be confirmed with final project plans.

B. Church Street Buildings

Not applicable.

5. Lake Champlain Waterfront Setback

Not applicable.

6. Residential District Setback

Structures shall be setback a minimum of 15-feet from any zoning district boundary line that abuts a residential zoning district. Lots of record existing as of September 9, 2015 that are split by downtown and residential zones are exempt from this district boundary setback. (Exceptions to yard setback requirements can be found in (Sec. 5.2.5 (b))

Where a structure, legally existing before 1 January 2011, already encroaches into the required residential district setback for the Residential High-Density District (RH), the DRB may permit, subject to design review, additions to the pre-existing encroaching structure provided:

- the addition does not project farther into the residential district setback towards the RH district boundary than the pre-existing encroachment. In no event shall the encroachment of the addition be less than 5 feet from the boundary line; and,*
- the height of any addition does not exceed the height of the pre-existing encroachment or 35-feet whichever is less.*

This standard relates to pre-existing encroachment for an existing structure, and does not apply here. The required 15' zoning district setback is observed.

7. Development Bonuses/Additional Allowances

Development bonuses are available for this project; the applicant intends to secure height and FAR bonuses relative to **A. Inclusionary Housing**. The applicant will need to define the percentage and number of units dedicated to inclusionary housing to determine the appropriateness of the bonus as it relates to height and FAR.

A. Inclusionary Housing:

Inclusionary housing units shall be provided, with applicable additional coverage and density exceptions, in accordance with the provisions of Article 9, Part 1. An additional allowance in all Downtown Mixed Use districts may be permitted at the discretion of the DRB for the provision of additional onsite inclusionary housing units.

An additional 10-feet of building height, and corresponding FAR, may be permitted for each additional 5% inclusionary housing units provided in excess of the requirements of Article 9, Part 1 up to a maximum of an additional 20-feet. The total gross floor area dedicated to the

additional inclusionary housing shall be equivalent to the gross floor area resulting from the additional allowance.

The submission reflects the additional 10' height (and FAR) that would reflect utilization of this bonus. Confirmation of the number and percentage of inclusionary units is necessary to confirm appropriate exercise of this provision.

B. Senior Housing

There is nothing within the submission to suggest the utilization of this bonus.

C. Public Parking

A bonus in excess of the base height and FAR allowance in all Downtown Mixed Use districts may be permitted at the discretion of the DRB for the provision of public parking as follows...

The status, ownership, or provisional use of the parking lot at 70 Pearl Street is not clear. If the City owns the parking area, it will need to be a co-applicant for this project proposal. If there are ground easements or other instruments relative to its use, their history and pertinence need to be shared as part of the development review.

The applicant has not suggested utilization of this bonus. Although there are existing surface parking spaces on site and the application proposes to maintain and expand that use, the continuing offer of public parking spaces will need to be examined.

D. Job Attraction and Expansion Bonus

There is nothing within the submission to suggest the utilization of this bonus.

E. Green Buildings:

This bonus provision expired on January 7, 2013.

F. Public Art

There is nothing within the submission to suggest the utilization of this bonus.

G. Incorporation of Public Amenities

There is nothing within the submission to suggest the utilization of this bonus.

H. Maximum Bonus:

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

Table 4.4.1-2: Maximum FAR and Building Heights with Bonuses

	Maximum FAR	Maximum Height
Downtown – Transition:		
A. D-T North of Buell	5.0 FAR	55 feet

The proposal for Apartment building B is FAR 2.17, maximum height 55'. See above.

Section 4.4.5 Residential Districts

(a) Purpose

5. Residential High Density (RH)

*The **Residential High Density (RH)** district is intended primarily for high density attached multi-family residential development. Development is intended to be intense with high lot coverage, large buildings, and buildings placed close together. Parking is intended to be hidden either behind or underneath structures.*

Apartment building “A” on 13-19 George Street (George Street Lofts) proposes a new residential building with 17 units; a height of 45’ with lot coverage at 81% and parking behind the building. Exercise of the Inclusionary Housing Bonus will allow consideration of the additional height and density, up to 46 units/acre. Development is substantially more intense than at present, where the two residential buildings contain 6 units.

The proposal meets the articulated purpose and intent of the RH zoning district.

(b) Dimensional Standards and Density

Base residential density in the RH zone is 40 units/acre, without bonuses or Inclusionary Zoning allowances.

Table 4.4.5-3 Residential District Dimensional Standards

		Setbacks ^{1, 3, 4, 5, 6}				
Zoning District	Maximum Lot Coverage ¹	Front setback ²	Side Setback ³	Rear Setback	Waterfront	Maximum Height

¹ An additional ten per cent (10%) lot coverage may be permitted for accessory residential features per (d)3A below. Measurement of and exceptions to coverage, setback, and height standards are found in Art 5.

² Average front yard setback of the principal structures on the 2 adjacent lots on both sides within the same block having the same street frontage. See Sec. 5.2.4.

³ In no event shall the side yard setback be required to exceed 20 feet, or the rear yard setback be required to exceed 75 feet.

4. Additional setbacks from the lakeshore...

5. The side yard setback shall be calculated based on the four adjacent properties (2 on each side of the subject property.) The right side yard setback is the average of the right side yard setback of the principal structures on these four properties. The adjacent properties shall be within the same block having the same street frontage as the subject property. See Section 5.2.5.

6. Where there are fewer than 2 adjacent lots on both sides within the same block having the same street frontage, the average side yard setback shall be calculated from the fewer number of lots. Where there are no adjacent lots, the setback shall be 10% of the lot width.

RH	80%	Min/Max: Ave of 2 adjacent lots on both sides +/- 5-feet	Min: 10% of lot width Or ave. of side yard setback of 2 adjacent lots on both sides Max required: 20-feet	Min: 25% of lot depth but in no event less than 20' Max required: 75-feet	NA	35-feet
13-19 George Street	81% Greater than limitation, but may go up to to a maximum of 92% with IZ bonuses.	A setback line is illustrated on plan, but it is not accompanied by the method (or average of adjacent setbacks) to determine that distance.	10' 2 1/4" illustrated on the north; 29'8" on the south. (meets 10% of combined lot width of 100')	Lot depth 138' = req'd setback of 34.5'. 44+' illustrated. Setback jogs to reflect shallower lot depth on the south. No measurement provided.	N/A	45' proposed, intent to utilize 10' height bonus relative to IZ units.

The combined lot areas of 13-15 and 19 George Street (5176 + 6759) = 11,935 sf. / 43,560 = .2739 A. 17 units (proposed) / .2739A = **62 units per acre > base density of 40 units per acre and 46 units per acre with IZ bonus** in the RH zoning district. A development bonus for Inclusionary Housing will greater intensity, however IZ bonus caps at 46 dwelling units/acre. See Section (D), below.

(c) Permitted and Conditional Uses

Attached dwelling / multi family 3 or more is a permitted use in the RH zoning district. See Appendix A. As a Major Impact application, the project is subject to conditional use review in the RH zoning district.

(d) District Specific Regulations

1. *Setbacks*
See Table 4.4.5-3, above.
2. *Height*
See Table 4.4.5-3, above.
3. *Lot Coverage*
See Table 4.4.5-3, above.
4. *Accessory Residential Structures and Uses*
Not applicable.
5. *Residential Density*

C. Residential Occupancy Limits

In all residential districts, the occupancy of any dwelling unit is limited to members of a family as defined in Article 13. New units will be bound by the Functional

Family provisions of the ordinance. Not more than four unrelated adults may occupy any unit.

6. *Uses*

Attached dwelling, multi-unit more than 3 is a permitted use in the RH zoning district.

7. *Residential Development Bonuses*

A. *Inclusionary Housing Requirement*

*Inclusionary Housing units shall be provided, with applicable additional lot coverage and density allowances, in accordance with the provisions of Article 9, Part 1. A maximum of an additional **10-feet of building height** may be permitted for an additional 5% inclusionary housing units provided in excess of the requirements of Article 9, Part 1. The total gross floor area dedicated to the additional inclusionary housing shall be equivalent to the gross floor area resulting from the additional allowance.*

Additional lot coverage and residential densities allowances shall not exceed the following:

Table 4.4.5-4: Inclusionary Housing Allowances

District	Maximum Coverage	Maximum Density
RH	92%	46 du/ac

While exercising the IZ bonus would permit the additional lot coverage proposed (81%), it would not cover the intensity of use. (62 units/acre proposed; cap here at 46 units.) It is unclear if other bonus provisions will be sought.

B. *Senior Housing Bonus*

Residential development in excess of the density, lot coverage and building height limits specified in Tables 4.4.5-2 and 4.4.5-3 may be permitted by the DRB for senior housing provided the following conditions are met:

- (i) *No less than twenty-five (25) per cent of the total number of units shall be reserved for low-moderate income households as defined by state or federal guidelines, including no less than ten (10) per cent reserved for low-income households. (Projects taking advantage of this bonus are exempt from the Inclusionary Zoning requirements of Article 9, Part 1.);*
- (ii) *The proposal shall be subject to the design review provisions of Art. 6;*
- (iii) *A maximum of an additional 10-feet of building height may be permitted in the RH District; and,*

- (iv) *Lot coverage and residential densities shall not exceed the following:*

Table 4.4.5-5: Senior Housing Bonus

District	Maximum Coverage	Maximum Density
RH	80%	80 du/ac

The submitted narrative does not define the intent to provide Senior Housing or to exercise this bonus. It would allow greater intensity of use, but as articulated the proposal exceeds maximum density allowances.

C. Adaptive Reuse Bonus

Not applicable.

D. Residential Conversion Bonus

Not applicable.

E. Limitation on Residential Development Bonuses

*For projects where the conditions of **more than one applicable bonus** listed above are met, the applicant may use the **most permissive exemption** to the underlying lot coverage or residential densities applicable, but applicable bonus provisions shall not be cumulative.*

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

Table 4.4.5-8: Maximum Density, Lot Coverage and Building Heights with Bonuses

District	Maximum Density	Maximum Height	Maximum Lot Coverage
RH	80 du/ac	45-feet (68-ft in RH Overlay)	92%

If the project intends to utilize more than one bonus provision (IZ and Senior?) the project as proposed will be compliant with coverage (92% in IZ bonus table 4.4.5-4, 81% proposed) and density (80 units/acre from Senior Housing Table 4.4.5-5; 62 units proposed.) If only the IZ bonus is sought, density is greater than allowable.

The development area is not within the RH Density Bonus overlay.

Article 5: Citywide General Regulations

Section 5.1.1 Uses

(e) Uses not permitted

The application suggests a change-of-use for 3-11 George Street from a Hair Salon to a Tavern. Bar/Tavern is **not** a permitted use in the D-T zoning district.

Section 5.2.1. Existing Small Lots

Not applicable.

Section 5.2.2. Required Frontage or Access

All lots front on a public street.

Section 5.2.3 Lot Coverage Requirements

See Section 4.4.1 (b) and Table 4.4.5-3, above.

Section 5.2.4 Buildable Area Calculation

The project is not within the RCO, WRM, RM, WRL, or RL zoning district.

Section 5.2.5 Setbacks

See Section 4.4.1 (b) and Table 4.4.5-3, above.

(c) Exceptions to Yard Setback Requirements

1. *Abutting Building with Doors or Windows Where the façade of an existing adjacent principal building is within 5 feet of a common property line and has either doors or windows, a setback of 10 feet shall be required for any new development up to the height of the abutting building in any district where no setback is required.*

The adjacent building at 58 Pearl Street is more than 5' from the common property line.

6. *Shared Driveways. Common or shared driveways and walkways along shared property lines and associated parking areas do not have to meet setback requirements along the shared property line.*

The access driveway to underground parking between 3-11 George Street and 13-19 George Street is a shared use drive, and therefore may encroach into the required setback.

The plan intends to utilize the access to the public parking area at 70 Pearl Street for new development at 64 Pearl. Confirmation of ownership or rights to that surface parking area, and enduring agreements to do so will be required.

Section 5.2.6 Building Height Limits

See Section 4.4.1 (b) and Table 4.4.5-3, above.

Section 5.2.7 Density and Intensity of Development Calculations

(a) Dwelling units per Acre.

The application's proposal for 17 dwelling units at 13-19 George Street exceeds the base zoning district limitations. Additional bonuses relative to extra IZ units under Article 9 may apply.

Part 3: Non-Conformities

Any non-conformity currently existing at 3-11 George Street may be continued up to the degree as it currently exists. As no specific plans have been submitted relative to alterations/new construction on that parcel, further guidance cannot be offered.

The existing beauty salon is a conforming use. The proposed Tavern is NOT a permitted use in the D-T zoning district.

Section 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.

64 Pearl Street (the former Bove's Restaurant) is listed on the Vermont State Register of Historic Resources, as is 3-11 George Street., the General Stannard House. 13-15 and 19 George Street are not listed on the state or National Register of Historic Places, but may be eligible for historic designation. If determined to be eligible, they would be subject to these standards.

(b) Standards and Guidelines:

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



Current photo, 3-11 George Street



From Worley & Bracher, *Map of Burlington*,
1869. Residence of C.P. Button, Esq.
(3-11 George Street)

3-11 George Street was constructed as a residential building; a use which had endured. A first floor commercial use has been introduced, which is proposed to remain commercial. As suggested, however, a tavern is not a permitted use in this zoning district.

13-15 and 19 George Street are proposed for demolition. See Section 5.4.8 (d), below.

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.

Until more detailed plans are submitted to define the proposed alterations to 3-11 George Street, specific review cannot be offered.

The demolition of 13-15 and 19 George Street will diminish the smaller scale residential character associated with George Street, and remove those buildings associated with the characteristic 19th century dwelling units.

The loss of 64 Pearl Street (Bove's) will eliminate a key example of Modernist alteration, with the black carrara marble exterior and Art Deco detailing.

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.*

Until detailed development plans for 3-11 George Street are submitted, no definitive comments can be offered for 3-11 George Street.

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

The 1951 alterations to Bove's Restaurant are notable for their style and materials. See above, and attached Vermont State Register listing and information from the *Survey of Burlington Modern Architecture*.

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

See above.

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.*

The demolition of 13-15 and 19 George Street is not associated with deterioration, but development to a higher scale. See 5.4.8 (d), below. Alterations to 3-11 George Street are not yet understood.

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.*

Until detailed development plans for 3-11 George Street are submitted, no definitive comments can be offered.

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

No archaeological resources have been identified at these locations; however, given the early development along Pearl and George Street, associations with the Champlain Glassworks and associated worker housing on George, and the close proximity to the Battery (and identified military burial grounds), it would not be unlikely for excavation to yield resources. Any discovery will require notification of jurisdictional bodies to determine appropriate treatment, removal, or discharge as recommended.

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.*

Until detailed development plans for 3-11 George Street are submitted, no definitive comments can be offered.

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.*

Until detailed development plans for 3-11 George Street are submitted, no definitive comments can be offered.

The removal of 13-15 and 19 George Street and 64 Pearl Street may be considered irreversible.

(d) Demolition of Historic Buildings

64 Pearl Street (Bove's) is listed on the Vermont State Register of Historic Resources, and as is proposed for demolition, triggers these standards.

If 13-15 and 19 George Street are determined to be eligible for historic designation, these standards and submission requirements will apply as well. It is recognized that 13-15 George Street suffered damage associated with a fire; however, replacement construction was sensitive to the character of the building. That duplex commences the character of the residential street, and retains many of its original defining features.

1. Application for Demolition.

For demolition applications involving a historic building, the applicant shall submit the following materials in addition to the submission requirements specified in Art. 3:

- A. A report from a licensed engineer or architect who is experienced in rehabilitation of historic structures regarding the soundness of the structure and its suitability for rehabilitation;*
- B. A statement addressing compliance with each applicable review standard for demolition;*
- C. Where a case for economic hardship is claimed, an economic feasibility report prepared by an architect, developer, or appraiser, or other person experienced in the rehabilitation and adaptive reuse of historic structures that addresses:
 - (i) the estimated market value of the property on which the structure lies, both before and after demolition or removal; and,*
 - (ii) the feasibility of rehabilitation or reuse of the structure proposed for demolition or partial demolition;**
- D. A redevelopment plan for the site, and a statement of the effect of the proposed redevelopment on the architectural and historical qualities of other structures and the character of the neighborhood around the sites; and,*
- E. Elevations, drawings, plans, statements, and other materials which satisfy the submission requirements specified in Art. 3, for any replacement structure or structures to be erected or constructed pursuant to a development plan.*

2. Standards for Review of Demolition.

Demolition of a historic structure shall only be approved by the DRB pursuant to the provisions of Art. 3, Part 5 for Conditional Use Review and in accordance with the following standards:

- A. The structure proposed for demolition is structurally unsound despite ongoing efforts by the owner to properly maintain the structure; or,*
- B. The structure cannot be rehabilitated or reused on site as part of any economically beneficial use of the property in conformance with the intent and requirements of the underlying zoning district; and, the structure cannot be practicably moved to another site within the district; or,*
- C. The proposed redevelopment of the site will provide a substantial community-wide benefit that outweighs the historic or architectural significance of the building proposed for demolition.*

And all of the following:

D. The demolition and redevelopment proposal mitigates to the greatest extent practical any impact to the historical importance of other structures located on the property and adjacent properties;

E. All historically and architecturally important design, features, construction techniques, examples of craftsmanship and materials have been properly documented using the applicable standards of the Historic American Building Survey (HABS) and made available to historians, architectural historians and others interested in Burlington's architectural history; and,

F. The applicant has agreed to redevelop the site after demolition pursuant to an approved redevelopment plan which provides for a replacement structure(s).

(i) Such a plan shall be compatible with the historical integrity and enhances the architectural character of the immediate area, neighborhood, and district;

(ii) Such plans must include an acceptable timetable and guarantees which may include performance bonds/letters of credit for demolition and completion of the project; and,

(iii) The time between demolition and commencement of new construction generally shall not exceed six (6) months.

This requirement may be waived if the applicant agrees to deed restrict the property to provide for open space or recreational uses where such a restriction constitutes a greater benefit to the community than the property's redevelopment.

3. Deconstruction: Salvage and Reuse of Historic Building Materials.

The applicant shall be encouraged to sell or reclaim a structure and all historic building materials, or permit others to salvage them and to provide an opportunity for others to purchase or reclaim the building or its materials for future use. An applicant may be required to advertise the availability of the structure and materials for sale or salvage in a local newspaper on at least three (3) occasions prior to demolition.

Section 5.4.9 Brownfield Remediation

None of the involved sites are listed on the VT DEC website.

Part 5: Performance Standards

Section 5.5.1 Nuisance Regulations

As submitted, no nuisance activities are identified within the submission documents.

Section 5.5.2 Outdoor Lighting

A final application shall be consistent with the standards and requirements of this section. Specific attention shall be paid to lighting levels within the parking area, at building entrances, and along any walkways.

Section 5.5.3 Stormwater and Erosion Control

Review by the Conservation Board will be a requirement. A Stormwater Management Plan and Erosion Prevention and Sediment Control Plan shall accompany any final application. Review and approval by the Stormwater Engineering team, and post-construction compliance will be required.

Section 5.5.4 Tree Removal

Not enough material has been submitted to determine if this standard applies. If thresholds for tree removal are introduced, the applicant shall provide appropriate information for the DRB to make its decision.

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:

(b) Topographical Alterations:

The proposed underground parking will demand some site excavation; however, finished grades are anticipated to remain similar to existing.

(c) Protection of Important Public Views:

Pearl Street is an identified view corridor. Per Section 4.4.1 (d) 4., A, new construction above 45' must be stepped back from the front property line a distance equal to $\frac{1}{4}$ the ROW width of Pearl Street. That measurement (66' Pearl St. ROW width) is 16.5'. Measurements have not been provided on the abbreviated plans, however a setback at the fifth story is evident. The applicant shall confirm that height and distance to assure compliance.

(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).

See Section 5.4.8, above.

(e) Supporting the Use of Renewable Energy Resources:

Not enough information has been submitted to determine inclusion of any renewable energy resources.

(e) Brownfield Sites:

None identified.

(g) Provide for nature's events:

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

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

As noted, a Stormwater Management Plan will be required, including a post-construction plan. Specific building details relative to sheltered entry and snow storage will need to be provided.

It is assumed that residents may park either below or at grade, under the shelter of the proposed building at 64-70 Pearl Street. If connected to internal elevators, this would assure shelter from inclement weather.

A location for snow storage, or a plan for snow removal must accompany a final application.

(h) Building Location and Orientation:

The proposed Apartment Building B (Pearl Street Lofts) fronts Pearl Street and is consistent in frontage with the adjoining Victoria Place. The George Street Lofts (Building A), is aligned along the streetfront to continue the pattern of development northward along George. The method for calculating that setback has not been provided.

Specific details about renovation to 3-11 George Street have not been supplied.

(i) Vehicular Access:

Access is proposed from the existing street entry at 70 Pearl, and between 3-11 George Street and the proposed new residential building.

(j) Pedestrian Access:

The development area is adjacent to the public sidewalk along Pearl and George Street. The applicant shall define pedestrian paths within each parcel, as appropriate, particularly as they are separated from vehicular pathways.

(k) Accessibility for the Handicapped:

Conformance to ADA accessibility is under the review of the building inspector.

(l) Parking and Circulation:

The existing surface parking at 70 Pearl Street is proposed to be retained and expanded. A new underground parking level is proposed. Of central importance here is the ability to develop 70 Pearl Street. Ownership, use, easement or other instrument has not been defined. Fee simple has not been declared. If the City of Burlington owns the parcel, it must be a co-applicant. Other ownership arrangements must be declared prior to advancement of any proposal.

The original approval for Victoria Place required 17 parking spaces; are these dedicated among the 48 surface parking spaces at 70 Pearl Street?

See Article 8 for a discussion of parking adequacy.

(m) Landscaping and Fences:

More information will be required at the time of final application.

(n) Public Plazas and Open Space:

There are no identified public plazas or open space within the abbreviated submission materials.

(o) Outdoor Lighting:

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

See Section 5.5.2.

(p) Integrate infrastructure into the design:

All new utility lines must be buried. Utility meters, mechanical equipment, dumpsters, recycling areas, mailboxes, and any other additional accessory components shall be illustrated on the site plan and/or building elevations as appropriate. Mechanical equipment and meters should be located on secondary elevations to reduce visibility. Screening may be required.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

The massing, height and scale of the building proposed for 64-70 Pearl Street is similar to that of Victoria Place, which is immediately adjacent. It is wholly out of scale with its westerly neighbor at 58 Pearl Street, the Social Security Administration building constructed in 1972.

The proposed new residential building at 13-19 George Street is substantially larger than the buildings it replaces, and inconsistent with the remaining buildings along George Street. The building design attempts to ameliorate the massing difference by isolating the upper floor in a different articulation and hesitating the full building rise until the latter 2/3 of the building (away from the street.) This is more successful as it relates to the Pearl Street character of Victoria Place, but less so sandwiched between 3-11 George Street and 23 George Street. Effectively, the larger scale of this building pushes the character of Pearl Street further north into a residential zoning district. Due to its overall scale and mass, the residential character as it relates to George Street is largely lost.

2. Roofs and Rooflines.

Flat roofs are proposed for all new buildings; consistent with Victoria Place and the much smaller Social Security Administration building west of 64 Pearl Street. Gable and eaves style is illustrated on the 3-11 George Street; by project description, the northerly ell may be new construction. At present, plans are unclear.

3. Building Openings

This early review illustrates rhythmically arranged window openings, with a more commercially designed and glazed first floor at 64-70 Pearl Street. On both new residential buildings, the arrangement and design of building openings are the primary differentiation that break up the building mass.

When detailed plans are provided for all buildings, a more thorough analysis can be made.

(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:

See Section 6.2.2 (c) above.

(d) Provide an active and inviting street edge:

The street facing façade of 64 Pearl Street has a narrow presentation with symmetrically placed windows in two columns; a small first floor canopy over a commercial glazed entrance, and a recessed fifth floor with rigid awning. The first floor non-residential use should have clear glass to provide visual access into the interior. Coupled with the large expanse of structure at Victoria Place, additional street interest is suggested along this section of Pearl Street; plantings, benches, public art, or similar.

13-19 George Street is symmetrical in massing but not in fenestration across the streetfront, but provides visual interest with planar façade modulation and an identifiable primary entrance. The building appears starkly cold for a residential building, perhaps more like a dental office in streetfront presentation. Exploration of opportunities to make it more welcoming are recommended.

Landscaping is illustrated along the building streetfront, but this may reflect trees in the public ROW.

(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.

Materials have not been defined, but from illustrations it appears that masonry and metal sheathing are the primary choices. The applicant shall define in final submission materials.

(f) Reduce energy utilization:

All new construction shall 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:

Not applicable.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

All applicable building and life safety code, as defined by the building inspector and fire marshal shall be observed. The buildings must provide access for emergency vehicles, and will be subject to review by the fire marshal.

Building entrances and pedestrian pathways in and around the building shall be adequately lit to secure visibility for persons using the spaces.

As multi-family housing, an intercom system is highly recommended for both residential buildings.

Article 7: Signs

Any signs will require separate permitting.

Article 8: Parking

Section 8.1.8 Minimum Off Street Parking Requirements

Pearl Street Lofts (Building B, 64-70 Pearl Street, Downtown Parking District) will have the following parking requirements:

Residential units – 39. Requirement 1 parking space/unit. Residential parking requirement: 39 spaces.

Commercial space – depends upon use. See Table 8.1.8-1.

Existing parking (at 70 Pearl St); 48 on-grade. Proposed: 50. The amount dedicated to other uses (Victoria Place?) has not been identified.

As previously noted, the applicant will need to provide information about ownership and any use/easement limitations for this parking lot, including any parking currently reserved for other uses.

3-11 George Street

Current use, 6 residential units and 1 commercial (hair salon) use.

If uses remain the same, no change to parking requirement.

If parking has been associated with 70 Pearl Street, a full calculation of those reserved spaces shall be provided.

13-15 and 19 George Street (Neighborhood Parking District)

Parking calculation for 17 units; 2 parking spaces required for each unit = 34 spaces required.

Applicant seeks a 50% parking waiver. A parking management plan will be required per Section 8.1.15, below.

Parking requirement	Location	Number
64-70 Pearl Street Pearl Street Lofts-residential		39 (1/unit)
64-70 Pearl Street Pearl Street Lofts-commercial		Unknown. See Table 8.1.8-1
3-11 George Street		1/unit residential, none for salon. Change of commercial use may be exempt from the requirements of this Article when applying for a change of use per Section 8.1.6.
13-19 George Street		34 spaces.

Parking provided	
70 Pearl Street	50 (how many of the 48 are reserved for existing uses?)
Underground Access north of 3-11 George	60

Section 8.1.12, Limitations, Location, Use of Facilities

(f) Joint Use of Facilities

The required parking for two or more uses, structures, or parcels may be combined in a single parking facility if it can be shown by the applicant to the satisfaction of the DRB that the use of the joint facility does not materially overlap with other dedicated parking in such facility, and provided that the proposed use is evidenced by a irrevocable deed, lease, contract, reciprocal easement or similar written instrument establishing the joint use acceptable to the city attorney.

As the applicant is proposing an underground and surface parking facility, it may benefit some or all of the uses and structures that are being developed. Further explanation of parking dedication will be required at the time of application, particularly if there will be sharing among resources.

Section 8.1.15. Waivers from Parking Requirements/Parking Management Plan.

The total number of parking spaces required pursuant to this Article may be reduced to the extent that the applicant can demonstrate that the proposed development can be adequately served by a more efficient approach that more effectively satisfied the intent of this Article and

the goals of the Municipal Development plan to reduce dependence on the single passenger automobile.

Any request for a parking waiver will need to be accompanied by an analysis as defined under this standard.

Section 8.2.5 Bicycle Parking Requirements

Each residential building (multi-unit) will be required to provide 1 bike parking space per four units for long term spaces, and 1 per 10 units for short term spaces.

For the Pearl Street Lofts: 39 units, 10 long term spaces, 4 short term spaces.

George Street Lofts:

17 units, 4 long term spaces, 2 short term spaces.

Commercial uses have varying requirements. Refer to Table 8.2.5-1.

Article 9: Inclusionary and Replacement Housing

As 39 units are proposed in the Pearl Street Lofts and 17 in the George Street Lofts; and substantial rehabilitation of 5 or more units is proposed at 3-11 George Street is proposed, Inclusionary Units are required. As a 10' height bonus is sought for both residential buildings, 20% of the units must be inclusionary.

At Pearl Street Lofts: 20% of 39 units = 8 units.

At George Street Lofts: 20% of 17 = 3 units.

At 3-11 George Street: 15% of 6 = 1 unit.

Identification of the number of units, and their rate of affordability shall be determined with the guidance of the Housing Trust Fund Manager.

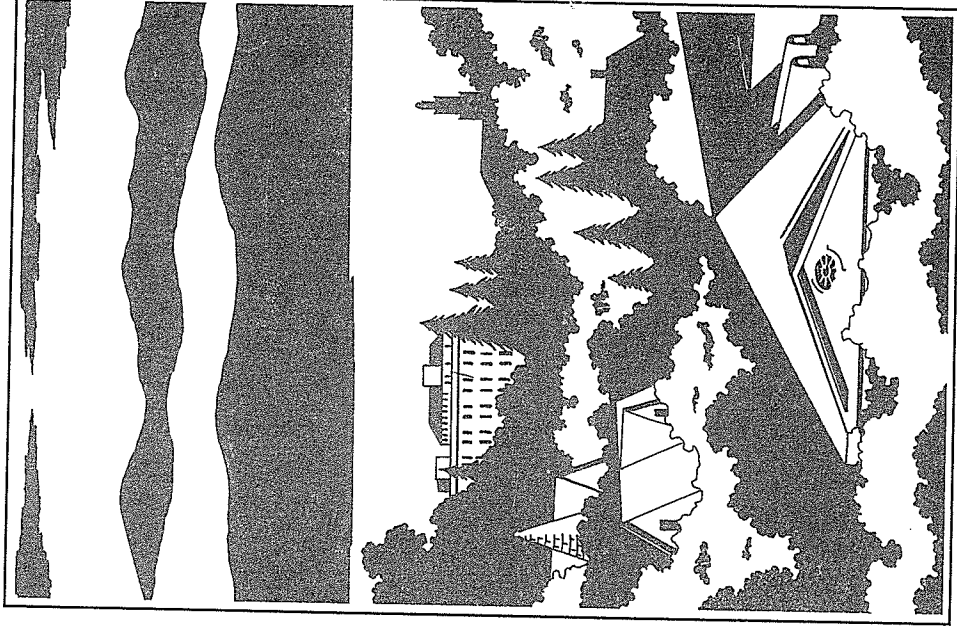
The loss of the existing housing units (6 at 64 Pearl Street, 6 at 13-15 and 19 George Street) will be replaced with the proposed new housing.

Other provisions of this Article may apply. The applicant is encouraged to seek the counsel of the Housing Trust Fund Manager early in project development.

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

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NEIGHBORHOODS

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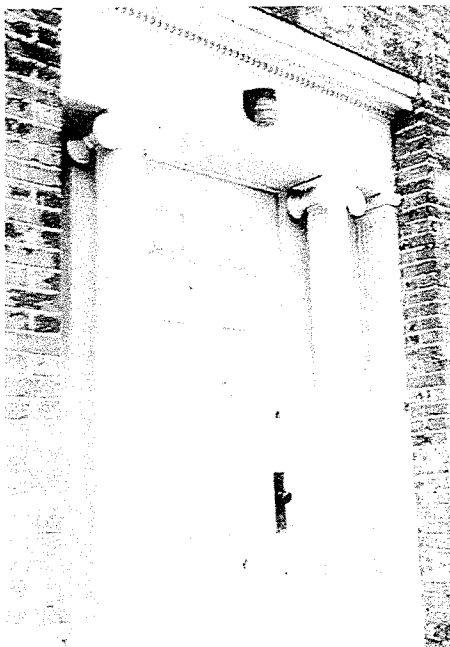


CHITTENDEN COUNTY
HISTORICAL SOCIETY



#84 PEARL STREET

John Enright built this structure as a residence in 1867. From 1895 until 1905 it served as a variety store, then a barber shop from 1902 into the 1920s. After that it became a second-hand furniture store.



GENERAL STANNARD HOUSE

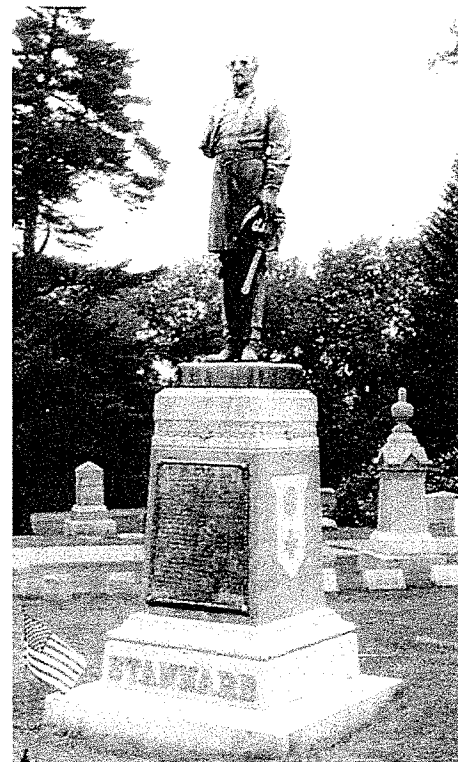
#3 George Street, corner of Pearl

The brick house at the northwest corner of Pearl and George Streets, with the interesting south gable window and front door columns on George Street sheltered a great diversity of occupants. The most historic figure to occupy it, however, was General George J. Stannard of Civil War fame.

Dr. A. S. Pitkin, the probable builder of the house died here in July 1853 at the age of 45. His widow, after advertising the house for a year, eventually sold it in the spring of 1861 to Henry Stanton. At that time it included an acre of land with a brick woodshed and a brick barn. Henry Stanton ran the landmark Stanton House, a famous hostelry "where old folks as well as the boys were wont to congregate" on the northwest corner of Church and Cherry Streets from 1859 to 1864. After transferring title to his son-in-law, R. C. Rowe, it became Rowe's Hotel and then a few years later the Sherwood House.

Stanton died in 1867 at the age of 57 and the following year his widow sold the George Street house to Charles Pomeroy Button for \$8,000. Button lived here a short time and sold the house in August three years later to General Stannard for \$9,000.

Although the Civil War produced many brave and brilliant soldiers, none had a better record than Major-General George J. Stannard. Before the war he was a partner in Smith's foundry in St. Albans. Entering the army as a colonel, he was rapidly promoted through all the grades to



the rank of major-general. As a representative of Vermont's war effort, he was widely credited with a key role in the Union victory at Gettysburg when he launched his Vermont Brigade on Pickett's flank and blunted his charge. Stannard took an active role in the battles of Bull Run, Lee's Mills, Yorktown, Williamsburg, Golding's Farm, Harper's Ferry, Gettysburg, Bermuda Hundred, Petersburg and Chapin's Farm, where he was wounded for the third time and lost his right arm. He mustered out June 27, 1866.

Gen. Stannard was appointed Collector of Customs for the District of Vermont—"The best Federal office in our State" according to the *Burlington Free Press*. It was during his tenure as Collector that he and his family lived in the George Street house.

Controlling a \$22,000 payroll for 55 positions, Stannard was able to appoint many St. Albans cronies and old veterans to customs posts. When a special agent found his accounts \$36,000 short in 1872 Stannard resigned in disgrace. Although he was not found guilty of any wrong-doing, still he was responsible for the funds and was unable to account for the discrepancy. His reputation and hard-earned fame as a soldier were stained and tarnished.

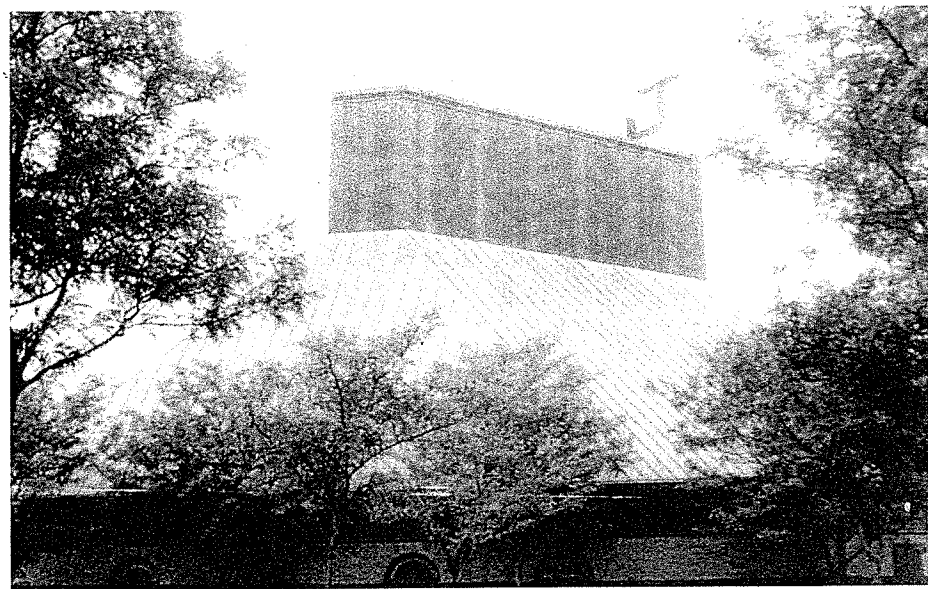
In April 1873 assignees sold his house for \$5,500 to Charles F. Spaulding, Superintendent of the Burlington Gas Works. Stannard, in dire financial circumstances, accepted an appoint-

ment as doorkeeper of the House of Representatives in Washington in 1881 where he lived out the remainder of his life. He sat at the door of the Ladies' Gallery, a silent, sad-faced man. He died in Washington in 1886, but Burlington still remembered this Vermont war hero. His remains were buried in a lot donated by the city and in 1891 a statue was erected over his grave to commemorate his gallant Civil War service.

CATHEDRAL OF THE IMMACULATE CONCEPTION

Situated in the center of the block formed by Pearl, St. Paul, Cherry and Pine Streets stands the "new" Cathedral of the Immaculate Conception. Consecrated in 1977, this is the seat of the Roman Catholic Diocese of Burlington, which includes the entire State of Vermont. During the night of March 13-14, 1972, the 105-year-old Gothic cathedral was destroyed by a fire, set by a former altar boy.

Selected from among 54 architects, Edward Larabee Barnes of New York City won the honor of designing the new building. He situated it in the center of the old church property and created a "highly provocative tent-like structure" sheathed in copper, resting on a low wall of green and brown glazed brick. A free-standing Corten steel bell tower, almost a sculptural abstraction, stands on the site of the former cathedral tower. From it hangs the 4,500 pound bell salvaged from the ruins.



Survey of Burlington Modern Architecture, 2010-2011. /B

STATE OF VERMONT Division for Historic Preservation Montpelier, VT 05602 HISTORIC SITES & STRUCTURES SURVEY Individual Structure Survey Form	SURVEY NUMBER: Part of: ☐ District _____ ☐ Complex _____ Contributing ☐ Non-Contributing ☐ Listed on: State Register of Historic Places National Register of Historic Places CRITERIA: A ☐ B ☐ C ☒ D ☐ NEGATIVE FILE NUMBER: COORDINATES: UTM (ZONE 18) E 0 N 0 VSP (NAD 83) E 443028.12776 N 220286.2846 E911 E N N
COUNTY: Chittenden	PRESENT FORMAL NAME: Bove's Cafe COMMON NAME: Bove's Cafe ORIGINAL FORMAL NAME: Singers Sewing Center PRESENT USE: Restaurant ORIGINAL USE: Store ARCHITECT/ENGINEER: BUILDER/CONTRACTOR:
TOWN: Burlington VILLAGE:	
LOCATION: 64 Pearl Street	
PROPERTY TYPE: Restaurant	STYLE: Moderne; PLAN: DATE BUILT: ca.1860, ca.1951
OWNER: Dick Bove ADDRESS:	
ACCESSIBILITY TO PUBLIC: Yes ☐ No ☐ Restricted ☐	
HISTORIC CONTEXT: Good Example - Building Technology;	
SIGNIFICANCE: Architectural ☒ Historic ☐ Archeological ☐ Engineering ☐	
LEVEL OF SIGNIFICANCE: Local ☐ State ☒ National ☐	
PHYSICAL CONDITION OF STRUCTURE: Excellent ☒ Good ☐ Fair ☐ Poor ☐	
GENERAL DESCRIPTION: 1. Foundation: Stone ☐ Brick ☒ Concrete ☐ Concrete Block ☐ 2. Wall Structure: a. Wood Frame: Post & Beam ☒ Balloon ☐ b. Load Bearing Masonry: Brick ☐ Stone ☐ Concrete ☒ Concrete Block ☐ Bonding Pattern: c. Iron ☐ Steel ☐ e. Other: 3. Wall Covering: Clapboard ☒ Board & Batten ☐ Wood Shingle ☐ Shiplap ☐ Novelty ☐ Asbestos Shingle ☐ Sheet Metal ☐ Aluminum & Asphal Siding ☐ Brick Veneer ☐ Stone Veneer ☐ Bonding Pattern: Other: 4. Roof Structure: a. Truss: Wood ☒ Iron ☐ Steel ☐ Concrete ☐ b. Other: 5. Roof Covering Slate ☒ Wood Shingle ☐ Asphalt Shingle ☐ Sheet Metal ☐ Built Up ☐ Rolloed ☐ Tile ☐ Other: 6. Engineering Structure: 7. Other: 8. Appendages: Porches ☐ Towers ☐ Cupolas ☐ Dormers ☐ Chimneys ☐ Shed ☐ Ells ☐ Wings ☐ Bay Window ☐ Other: 9. Roof Styles: Gable ☒ Hip ☐ Shed ☐ Flat ☐ Mansard ☐ Gambrel ☐ Jerkinhead Saw Tooth ☐ With Monitor ☐ With Bellcast ☐ With Parapet ☐ With False Front ☐ Other:	
Number of Stories: 2 Entrance Location: gable center Number of Bays: 3 Approximate Dimensions: 3-bay	

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:**Additional Features:****Additional Description:**

Bove's Restaurant is a two-by-five bay, gable front building with horizontal clapboard siding. In 1951, the first story, front facade was updated with black and white carrara glass. There is a central recessed door with the word "BOVE'S" written in black above the entrance.

RELATED STRUCTURES:**STATEMENT OF SIGNIFICANCE:**

This is a rare example of a black and white carrara glass facade in Vermont. The building was originally built in the 19th Century and Louie and Victoria Bove. After purchasing the building in 1930, they added the carrara glass in 1951. Bove's Restaurant opened for business December 7, 1941. Prior to an Italian restaurant, the building was the home to a Singer's Sewing Center and an A&P Grocery Store.

REFERENCES:

City of Burlington Assessor's Records. City Hall, Burlington, Vermont; City of Burlington Land Records. City Hall, Burlington, Vermont; City of Burlington Planning and Zoning Records. City Hall, Burlington, Vermont; Colman, Devin A. "Modernist Architecture in Burlington, Vermont." Unpublished MS prepared for Preservation Burlington at the University of Vermont Preservation Program, 2006.

MAP: (Indicate North in Circle)**SURROUNDING ENVIRONMENT:**

- | | |
|--|--|
| Open ☐ | Woodland ☐ |
| Scattered Buildings ☐ | Moderately Built Up ☐ |
| Densely Built Up ☐ | |
| Residential ☐ | Commercial ☒ |
| Agricultural ☐ | Industrial ☐ |
| Roadside Strip Development ☐ | |
| Designed Landscape Features ☐ | |
| Other: | |

RECORDED BY:

Brian Knight

ORGANIZATION:

BKR

DATE RECORDED:

07/31/2010

LAST UPDATED:

06/24/2011



VERMONT DIV. FOR HISTORIC PRESERVATION

Photograph

Property Name: Boves_Cafe_b Survey #: Direction of View: N

Filename: Boves_Cafe_b.jpg Photographer: Brian Knight



STATE OF VERMONT
Division for Historic Preservation
Montpelier, VT 05602

HISTORIC SITES & STRUCTURES SURVEY
Individual Structure Survey Form

COUNTY:	Chittenden
TOWN:	Burlington
LOCATION:	68 Pearl St.
COMMON NAME:	Bove's
FUNCTIONAL TYPE:	restaurant
OWNER:	United States of America
ADDRESS:	
ACCESSIBILITY TO PUBLIC:	Yes ☐ No ☒ Restricted ☐
LEVEL OF SIGNIFICANCE:	Local ☒ State ☐ National ☐

GENERAL DESCRIPTION:

Structural System

1. Foundation: Stone ☒ Brick ☐ Concrete ☒ Concrete Block ☐
 2. Wall Structure
 - a. Wood Frame: Post & Beam ☐ Balloon ☐
 - b. Load Bearing Masonry: Brick ☐ Stone ☐ Concrete ☐ Concrete Block ☐
 - c. Iron ☐ d. Steel ☐ e. Other: ☐
 3. Wall Covering: Clapboard ☒ Board & Batten ☐ Wood Shingle ☐ Shiplap ☐ Novelty ☐ Stucco ☐ Sheet Metal ☐ Aluminum ☐ Asphalt Shingle ☐ Brick Veneer ☐ Stone Veneer ☐ Bonding Pattern: ☐ Other: carriage
 4. Roof Structure
 - a. Truss: Wood ☐ Iron ☐ Steel ☐ Concrete ☐
 - b. Other: rafter
 5. Roof Covering: Slate ☐ Wood Shingle ☐ Asphalt Shingle ☐ Sheet Metal ☐ Built Up ☐ Rolled ☐ Tile ☐ Other: ☐
 6. Engineering Structure: ☐
 7. Other: ☐
- Appendages: Porches ☐ Towers ☐ Cupolas ☐ Dormers ☐ Chimneys ☐ Sheds ☐ Ells ☐ Wings ☒ Other: ☐
- Roof Style: Gable ☒ Hip ☐ Shed ☐ Flat ☐ Mansard ☐ Gambrel ☐ Jerkinhead ☐ Saw Tooth ☐ With Monitor ☐ With Bellcast ☐ With Parapet ☐ With False Front ☐ Other: ☐
- Number of Stories: 2
- Number of Bays: 6 (1st floor facade) Entrance Location: 1st, 3rd, 2 bays above
- Approximate Dimensions: _____

THREAT TO STRUCTURE:

No Threat ☐ Zoning ☐ Roads ☐
Development ☐ Deterioration ☐
Alteration ☐ Other: ☐

SURVEY NUMBER:

62 Pearl

NEGATIVE FILE NUMBER:

77-A-191

UTM REFERENCES:

Zone/Easting/Northing

U.S.G.S. QUAD. MAP:

PRESENT FORMAL NAME:

Bove's restaurant

ORIGINAL FORMAL NAME:

Patrick Coy house

PRESENT USE: restaurant

ORIGINAL USE:

ARCHITECT/ENGINEER:

BUILDER/CONTRACTOR:

PHYSICAL CONDITION OF STRUCTURE

Excellent ☐ Good ☐

Fair ☒ Poor ☐

THEME:

STYLE:

DATE BUILT:

1877

LOCAL ATTITUDES:

Positive ☐ Negative ☐
Mixed ☐ Other: ☐

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

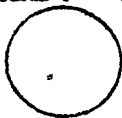
This building has been altered extensively. A 1/2-bay has been added to the west elevation to accommodate a stairway. The front facade ca. 1940 is art deco style. It is clad in black carrara glass with polygonal windows outlined in white with aluminum trim.

RELATED STRUCTURES: (Describe)**STATEMENT OF SIGNIFICANCE:**

Built for Patrick Coy, a pedler, in 1877, for \$2,000. Coy operated a grocery store at various locations on Pearl St. in the 1870's, 80's, & 90's, including in this building in the 1880's. Edward Cassidy, a coachman, lived here from 1903-26. Frederick Rushford kept a rooming house here in the 1940's. Boves has been here since the 50's. The black carrara glass first story is noteworthy, though somewhat awkward on this residential style structure.

REFERENCES:

Sanborn Maps, City Directories, B. F. P. 10/31/77

MAP: (Indicate North In Circle)**SURROUNDING ENVIRONMENT:**

Open Land ☐ Woodland ☐
Scattered Buildings ☐
Moderately Built Up ☒
Densely Built Up ☐
Residential ☒ Commercial ☒
Agricultural ☐ Industrial ☐
Roadside Strip Development ☐
Other:

RECORDED BY:

Adele Gramer

ORGANIZATION:

VT Division for Historic Preservation

DATE RECORDED:

6/14/77



SCOTT + PARTNERS
ARCHITECTURE

20 MAIN ST. ESSEX JUNCTION, VT 05452

P 802.879.5153

F 802.872.2764

SCOTTPARTNERS.COM

PERMIT APPLICATION – PROJECT NARRATIVE -- SKETCH PLAN

Project: **George Street Lofts, Pearl Street Lofts; Including**

- #3-11 George Street (DT) – The General Stannard House (Mixed use)
- #13 George St. (RH) – Residence
- #19 George St. (RH) – Residence
- #64 Pearl St. (DT) – Former Bove’s Restaurant
- #70 Pearl St. (DT) – City controlled parking lot
- #80 Pearl St. (DT) – Victoria Place (Mixed Use)

Applicant: **3 George Street LLC, Rick Bove / Scott + Partners, Agent**

Date: **August 19, 2016**

Request: This project seeks to add a net 50 units of new housing while replacing or renovating an additional 12 units of existing housing for a total of 62 units. In addition, one new commercial space along Pearl Street will be added. To achieve this, we are seeking permission to:

- Remove one structure at #64 Pearl Street - commonly known as the former *Bove’s Restaurant*.
- Remove two structures at #13 and #19 George Street and replace them with a single apartment building containing 17 units (net 11 new units).
- Build a new 39 unit apartment building on the combined 64 + 70 Pearl lots. The surface parking on 70 Pearl will remain. The building will be built above the surface parking. The first floor of the structure as it faces Pearl St. will be commercial.
- Restore 3-11 George Street – *The General Stannard House*, including architecturally appropriate exterior restoration of the brick main house and middle ell, and a sensitive rebuilding of the less charming rear addition. The Pearl St. first floor will remain commercial and be expanded with side porches (similar to our previous proposal).
- Construct new underground parking accessed from George Street.
- Maintain and expand existing surface parking (70 Pearl) accessed from Pearl Street.

Design Objectives:

This project is aimed at increasing workforce housing at the edge of the downtown core.

In accordance with *Plan BTV*, the *Downtown Housing Strategy Report* and the *Burlington Housing Action Plan*, this project will provide much needed infill housing in one of the targeted locations at the edge of the downtown core.

The George Street Lofts/Pearl Street Lofts Project is a high-quality, mixed-use project consisting of commercial and residential units in both the DT and RH zones. The project will enhance street life along the Pearl Street Corridor and add significant low to middle income housing. The Project areas lies just steps from the new transportation center on St. Paul and Cherry Streets and will create a strong transition from the DT Zone along Pearl to the smaller scale RH neighborhoods to the north.

Project components have been weighed carefully to minimize the loss of existing historic fabric and improving the most important historic resources within the project boundaries while providing desperately needed new housing units in this key location on the edge of the downtown core.

The project can be broken down into three major components.

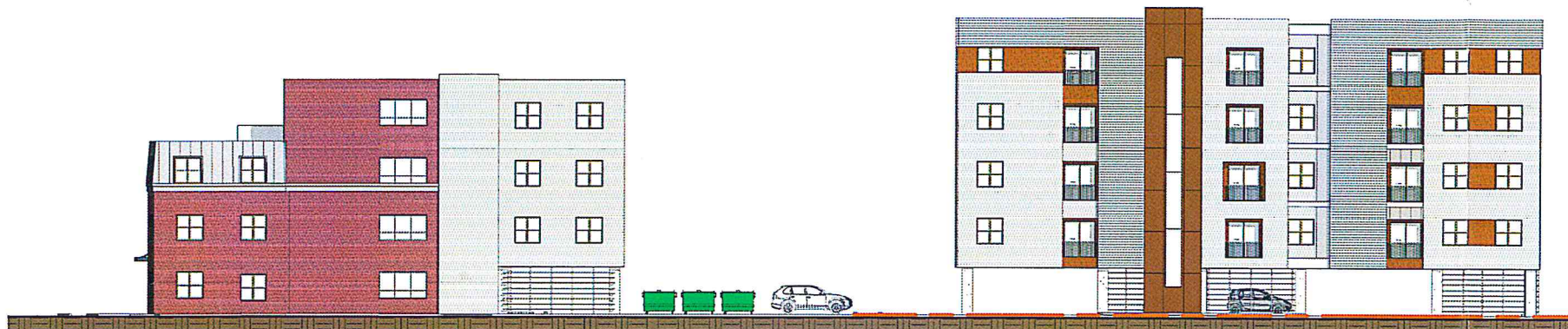
1. George Street Lofts: we will remove the low density residential structures at 13 and 19 George Street (6 existing units combined) and replace them with a single RH compliant apartment building containing 17 units for a total net add of 11 units. We are working closely with the parking counts at this time to add units if possible. We will be asking for a parking waiver to provide one space per unit for this building which consists of predominantly one bedroom units.
2. Pearl Street Lofts: we will remove the structure at 64 Pearl St. (the former Bove's Restaurant) and combine the lot with the parking area at 70 Pearl. We will construct a new 39 unit apartment building with a commercial space fronting on Pearl Street. The surface parking will remain, accessed from Pearl Street as it is now. Additional parking will be underground (accessed from George St.). Some arrangement with the City is required regarding the current city owned metered parking spaces (30 spaces). Discussions are underway now with the DPW.
3. Stannard House: we will retain in its entirety and restore the existing historic General Stannard House. The main front section and middle ell will receive an architecturally appropriate exterior restoration. The rear addition is of inferior quality and material; it will be reconstructed to be more compatible with the rest of the structure. This building currently contains one small commercial space on Pearl St. and 6 apartments. We will expand the commercial space, add accessibility features and retain the 6 apartments in a revised configuration.



① South
1/16" = 1'-0"



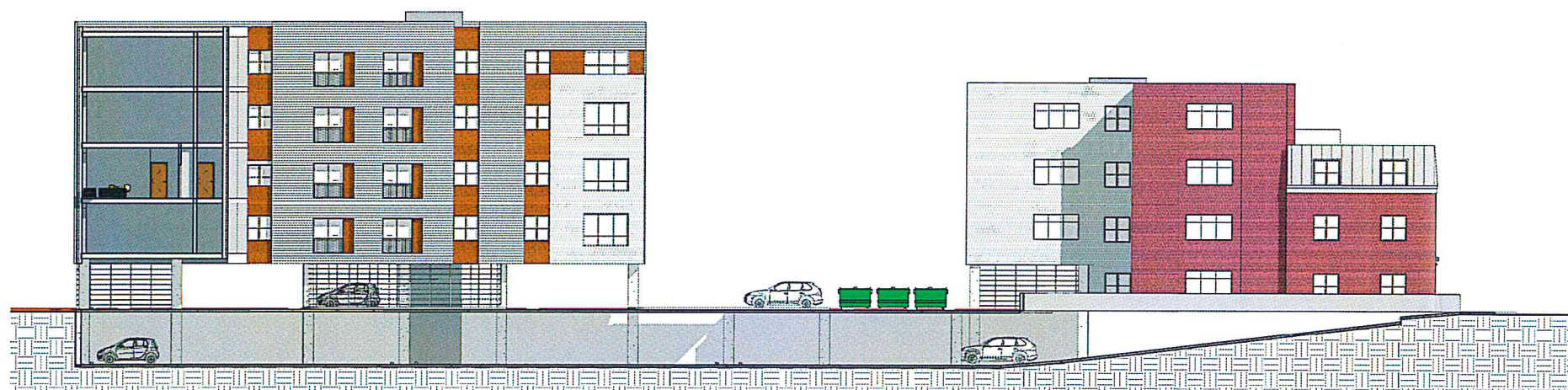
② East
1/16" = 1'-0"



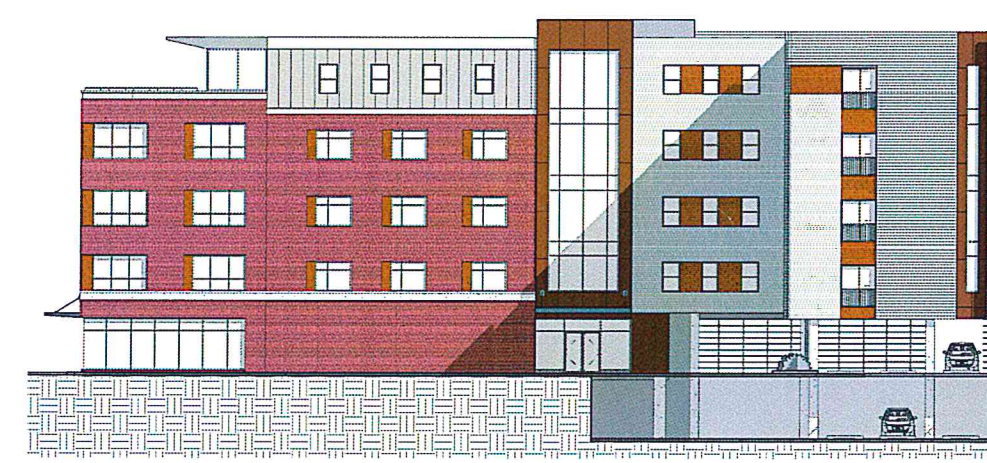
③ North
1/16" = 1'-0"



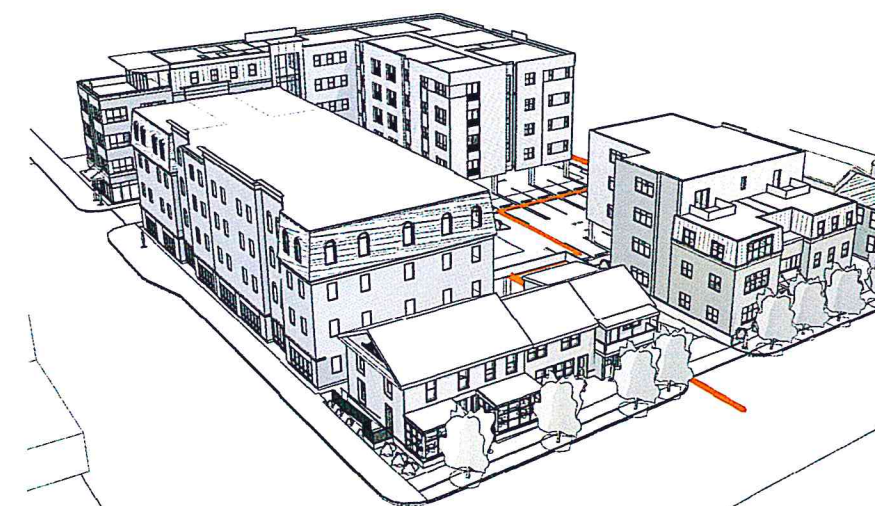
④ West
1/16" = 1'-0"



⑤ Section 1
1/16" = 1'-0"

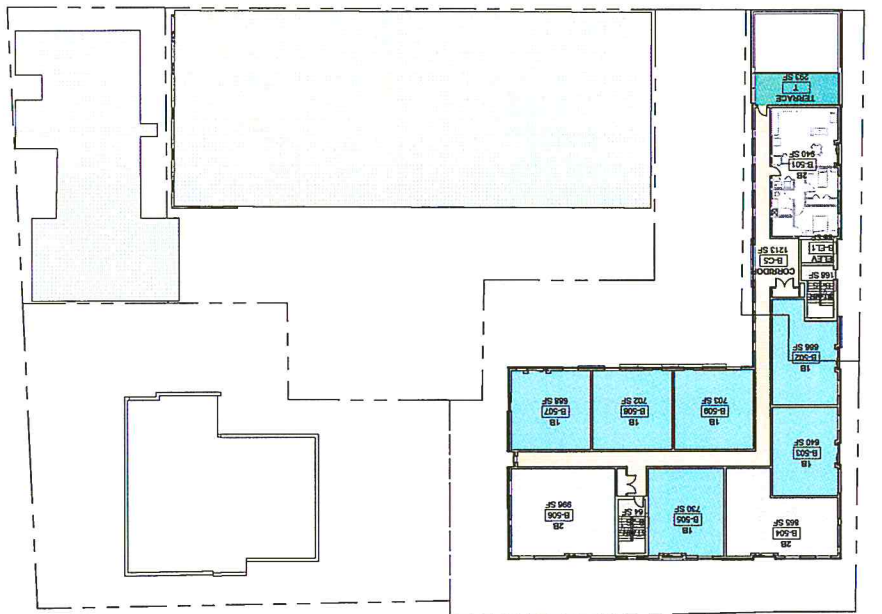


⑥ Section 2
1/16" = 1'-0"

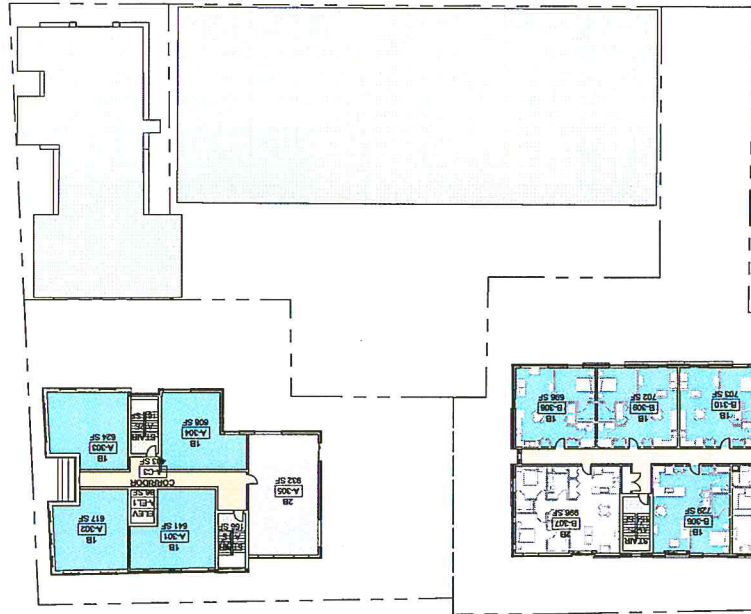


PEARL STREET & GEORGE STREET

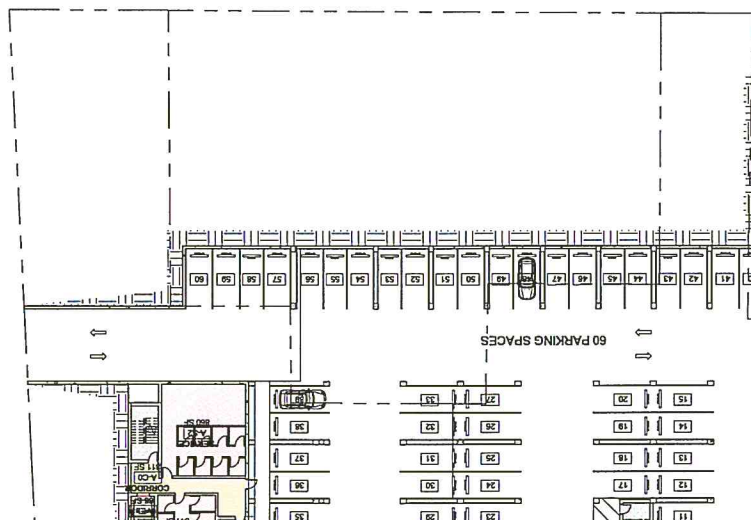
RECEIVED



The site plan shows a large rectangular building footprint with a central courtyard area. The building is surrounded by parking spaces, with a total of 100 units indicated. The plan includes detailed annotations for unit types (e.g., 1B, 2B, 3B, 4B, 5B, 6B, 7B, 8B, 9B, 10B, 11B, 12B, 13B, 14B, 15B, 16B, 17B, 18B, 19B, 20B, 21B, 22B, 23B, 24B, 25B, 26B, 27B, 28B, 29B, 30B, 31B, 32B, 33B, 34B, 35B, 36B, 37B, 38B, 39B, 40B, 41B, 42B, 43B, 44B, 45B, 46B, 47B, 48B, 49B, 50B, 51B, 52B, 53B, 54B, 55B, 56B, 57B, 58B, 59B, 60B, 61B, 62B, 63B, 64B, 65B, 66B, 67B, 68B, 69B, 70B, 71B, 72B, 73B, 74B, 75B, 76B, 77B, 78B, 79B, 80B, 81B, 82B, 83B, 84B, 85B, 86B, 87B, 88B, 89B, 90B, 91B, 92B, 93B, 94B, 95B, 96B, 97B, 98B, 99B, 100B) and other features like stairs, elevators, and landscaping. The plan also shows the building's proximity to the surrounding streets and the proposed access points.



PEARL STREET



Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
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David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Anita Wade, Zoning Clerk
Vacant, Department Secretary



TO: Development Review Board
FROM: Scott Gustin *SG*
DATE: October 4, 2016
RE: 16-1507CA/MA; 316-322 Flynn Avenue

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

Zone: NMU Ward: 5

Owner/Applicant: G&C Properties / 316 Flynn, LLC

Request: Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial spaces and associated site improvements.

Applicable Regulations:

Article 3 (Applications and Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking), Article 9 (Inclusionary and Replacement Housing)

Background Information:

The applicant is requesting approval of a proposed mixed use building and associated parking. The existing corner market building will be demolished along with the detached triplex and redemption center.

A similar but smaller development was approved for this property in May 2015. That approval included deli and office space and 9 new residential units. The existing triplex was to be retained. As proposed, the project will expand to include two commercial spaces and 30 apartments. The triplex will be demolished.

This project underwent sketch plan review with the Design Advisory Board and Development Review Board in spring 2016. The two boards recommended improving the building's ground floor; specifically, strengthening its pedestrian interface and distinguishing it from the upper stories.

Following sketch plan review, the project plans were revised to incorporate board comments. The application was reviewed by the Design Advisory Board July 12, 2016. The Board felt that the project plans addressed their comments from sketch plan review and recommended project approval on a 3-0-0 vote subject to the following conditions:

1. New street trees are subject to review and approval by the City Arborist.

2. Building entry lighting levels must be included in the photometric plan.

Comments by the City Arborist have been received and provided to the applicant. Revised outdoor lighting information has been provided to include building entries.

The Conservation Board reviewed this project July 11, 2016 and recommended project approval subject to the standard stormwater management and erosion control requirements under Chapter 26: Wastewater, Stormwater, & Pollution Control. The Board also expressed support for the requested parking waiver.

The Development Review Board initially heard this application August 2, 2016. The Board closed the public hearing and deliberated August 8 wherein they deferred decision pending an opinion from the City Attorney's Office relative to consideration of anticipated City Market traffic impacts. The Board continued deliberations September 12 wherein they were advised by legal staff that they may consider anticipated City Market traffic impacts relative to this project. The Board acted to reopen the public hearing for consideration of traffic impacts. The applicant has submitted additional information relative to anticipated traffic impacts. These findings have been revised with new language underlined.

Recommendation: Major Impact and Certificate of Appropriateness approval as per, and subject to, the following findings and conditions.

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

1. *Existing or planned public utilities, facilities or services are capable of supporting the proposed use in addition to the existing uses in the area;*
The proposed development will be served by municipal water and sewer. Sufficient capacity is available; however, written confirmation from the Department of Public Works will be required. A state wastewater permit will also be needed prior to construction. **(Affirmative finding as conditioned)**
2. *The character of the area affected as defined by the purpose or purposes of the zoning district(s) within which the project is located, and specifically stated policies and standards of the municipal development plan;*

The subject property and the properties on the southwest and southeast corners of the Pine Street/Flynn Avenue intersection are zoned as Neighborhood Mixed Use (NMU). This zoning designation that was done several years ago better reflects the mixed use character of these properties and enables greater flexibility for their redevelopment. Champlain Elementary School (and the RL zone) abuts the subject property to the north. Single family homes lie to the east and south. Mixed uses are present to the west. As now proposed, the development is of a larger scale

but remains contextually appropriate to its surroundings. This mixed use development is consistent with the intent of the NMU zone. **(Affirmative finding)**

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

The proposed mixed use building includes residential and commercial space. It is not expected to generate nuisance impacts greater than those typically generated by other permitted uses in this mixed use zone. **(Affirmative finding)**

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

A comprehensive traffic analysis has been provided. The analysis outlines existing and anticipated traffic volumes as well as level-of-service (LOS) impacts to the adjacent Pine Street/Flynn Avenue intersection. Anticipated daily trip ends total 130. This figure is based on ITE numbers with adjustments for actual trip generation rates at the nearby Champlain School Apartments and Flynn Avenue Housing Cooperative. Of this total, only 10-12 new peak hour trip ends are associated with the 30 residential apartments. Intersection LOS remains acceptable with an average rating of “B” with or without the project. Anticipated traffic generation is limited in part by the adjacent CCTA bus stop. The study recommends coordinating with CCTA to ensure that adequate tenant access to the bus stop is provided. The Department of Public Works has reviewed the traffic analysis and concurs with its findings.

An addendum to the original traffic analysis has been provided in response to the DRB’s action to reopen the public hearing. It notes that the nearby City Market project at 207 Flynn Avenue will generate significant traffic, including 260 PM peak hour trips. Under present conditions, 75% of those trips are expected to pass through the Pine St/Flynn Ave intersection. Post Champlain Parkway, that percentage is expected to drop to 40%. With or without the Parkway, the intersection level of service is expected to be acceptable with both City Market and this project constructed (LOS C without the parkway, LOS B with it). The traffic addendum concludes similarly to the original traffic analysis: There is no anticipated change in intersection level of service, and expected traffic impacts associated with this project are negligible. **(Affirmative finding)**

and,

5. *The utilization of renewable energy resources;*

The proposal notes that the building will be constructed as solar-ready. Conduit will be installed to facilitate installation of rooftop solar panels if pursued in the future. **(Affirmative finding)**

and,

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

No identified conflicts. Required building and/or life safety codes will be under the review of the building inspector. **(Affirmative finding)**

(b) Major Impact Review Standards

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

Proposed stormwater management will basically be the same as previously approved. The stormwater system will collect runoff and treat it prior to discharge into the abutting brook or overflow into the city system. See Sec. 5.5.3 for details. No significant air or noise pollution is anticipated. **(Affirmative finding)**

2. Have sufficient water available for its needs;

See Sec. 3.5.6 (a) 1.

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

See Sec. 3.5.6 (a) 1.

4. Not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;

An erosion prevention and sediment control plan has been provided. The Conservation Board has reviewed it. Final review and approval by the Stormwater Administrator per Chapter 26, Wastewater, Stormwater, & Pollution Control is pending. **(Affirmative finding as conditioned)**

5. Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;

See Sec. 3.5.6 (a) 3.

6. Not cause an unreasonable burden on the city's ability to provide educational services;

With 30 apartments, the residential component is moderately intense. No significant impacts on the city's educational services are expected. Impact fees will be paid to help offset what impacts there are. **(Affirmative finding as conditioned)**

7. Not place an unreasonable burden on the city's ability to provide municipal services;

The proposed development will generate additional impacts on city services; however, those impacts can be mitigated in part by payment of impact fees. It is the applicant's responsibility to address comments made by the Technical Review Committee. **(Affirmative finding as conditioned)**

8. Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;

See Sec. 6.2.2.

9. Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;

The proposed development brings about greater intensity and diversity of development consistent with the rezoning of this area to NMU. The project is not expected to have an undue adverse effect on the city's present or future growth patterns or on its public services and facilities. **(Affirmative finding)**

10. Be in substantial conformance with the city's municipal development plan;

The proposal is in substantial conformance with the MDP, as per the following:

The project will result in additional mixed use development within this mixed use zone (pg. I-2, Land Use Policies).

The proposed development lies within the radius of the neighborhood activity center centered at the Flynn Avenue/Shelburne Street intersection (pg. I-29, Future Land Use Map - Centers for Growth and Development).

The development will implement measures to improve the quality and quantity of stormwater runoff leaving the site and entering Englesby Brook (pg. II-12, Natural Environment Action Plan).

The proposed commercial space is small in scale, consistent with that typically found in neighborhood mixed use areas (pg. VI-2, City Policies).

The project will comply with the city's current energy efficiency standards (pg. VIII-1, City Policies). **(Affirmative finding)**

11. Not have an undue adverse impact on the present or projected housing needs of the city in terms of amount, type, affordability and location;

The proposed development will bring additional housing to the city and will diversify the housing stock in the neighborhood. A mix of studio, 1-, and 2-bedroom housing units are proposed. Inclusionary units will be provided as required. No undue adverse impacts on the city's present or projected housing needs are anticipated. **(Affirmative finding)**

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

Minimal anticipated impacts on the city's park and recreation needs are anticipated. Payment of impact fees will help offset such impacts. **(Affirmative finding as conditioned)**

(c) Conditions of Approval:

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

Along the eastern property boundary, a short length of fencing by Flynn Avenue and a new row of arborvitae will be installed to screen headlight glare from vehicles within the garage. Further north along this property line, there little apparent screening beyond some new trees (nothing at headlight level). Additional fencing or landscaping should be installed along the length of the proposed parking. **(Affirmative finding as conditioned)**

2. Time limits for construction.

The application notes that demolition and construction will occur in one phase and will be completed within the standard 2-year time frame for zoning permits. **(Affirmative finding)**

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

Hours of operation need not be specified for the residential use. The applicant notes restaurant uses within the two commercial spaces. Proposed hours of operation are 5:30 AM – 11:00 PM, Sunday – Thursday and 5:30 AM – 1:00 AM Friday – Saturday. Footnote 13 in *Appendix A – Use Table – All Zoning Districts* limits restaurants to 5:30 AM – 11:00 PM. Hours of operation must be curtailed accordingly. If cafes, the same hours of operation should apply.

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

4. That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions; and,
Any future enlargement or alteration will be reviewed under the zoning regulations in effect at that time.

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

Article 4: Maps & Districts

Sec. 4.4.2, Neighborhood Mixed Use Districts:

(a) Purpose

(2) Neighborhood Mixed Use (NMU)

The Neighborhood Mixed Use District is intended to preserve and enhance historically commercial areas while reinforcing the compact scale and development patterns within the city's older neighborhoods. Uses are intended to provide neighborhood oriented goods and services and employment opportunities within walking or biking distance of residential neighborhoods. The proposed commercial use is small in scale consistent with the intent of the district. The location of the proposed development is well within walking or biking distance of residential areas and other employers. **(Affirmative finding)**

(b) Dimensional Standards & Density

FAR in the NMU zone is limited to 2.0. The subject property is 26,424 sf (including 16,417 sf in the NMU zone). Proposed building area above ground is 25,958 sf and results in 0.98 FAR. Note that building area numbers vary among the project plans. Consistency is needed.

Maximum permissible lot coverage is 80% in the NMU zone and 35% in the RL zone. Within the NMU portion of the property, proposed lot coverage is 82.8% (it is presently 91%). Within the RL portion, proposed lot coverage is 35.2% (it is presently 43.8%). As preexisting nonconforming lot coverage will be reduced in both zones, the proposed lot coverage is acceptable.

The subject property is a corner lot, and, therefore, contains two front yards and two side yards. There is no rear yard for the purposes of setback requirements.

The property straddles two zoning districts. The 15' NMU district setback is not required for this pre-existing lot. This particular section of the NMU zone requires a 10' minimum front yard setback from the street curb. The proposed structure complies with this setback.

Lastly, the front yard setback in the RL portion of the property is based on the average setback of neighboring buildings, +/- 5'. In this case, there is only one neighboring building in the RL zone – Champlain Elementary School. The school is set back far from the road and would result in an impossible setback for the RL portion of the property. As proposed, the reconstructed parking lot would remain nonconforming relative to the front yard setback, but the degree of nonconformity would not increase.

Within the NMU zone, the standard building height limit is 35', and the minimum is 20'. Additional height may be allowed under bonus provisions noted below. Buildings shall be at least 2 stories. The proposed building is 4 stories tall, although the top story is just partial. Building height is 44' 10" and is allowable under the height bonus provisions of Article 9. **(Affirmative finding as conditioned)**

(c) Permitted & Conditional Uses

Multifamily residential development is a permitted use in the NMU zone. The commercial uses are noted as restaurant; however, they are actually cafes. The difference between restaurant and café is size. Cafes are limited to 2,000 sf. Restaurants are larger. Both commercial spaces are just 1,500 sf. In any event, both cafés and restaurants are permitted uses within the NMU zone. The overall project size triggers "major impact" review and, by association, conditional use review. **(Affirmative finding)**

(d) District Specific Regulations

See Article 9 below for height increase relative to inclusionary zoning requirements.

Sec. 4.5.4, Natural Resource Protection Overlay (NR) District

(c) District Specific Regulations: Riparian and Littoral Conservation Zone

(4) Requirements

The proposed development lies partially within the 100' buffer zone along Englesby Brook. The emphasis of this subsection is on protection of riparian corridors and on stormwater management. The proposed development, including its stormwater management system, has been reviewed by the Conservation Board. Project approval was recommended. **(Affirmative finding)**

(d) District Specific Regulations: Wetland Conservation Zone

(6) Criteria for Review

The property lies within 100' of wetlands included in the city's wetlands map. As a result, review under this subsection is required. The Conservation Board reviewed the project under these criteria and found no adverse impacts. No direct wetland impacts are proposed. Only work within the buffer zone is proposed. **(Affirmative finding)**

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.2 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable in the NMU zone or on a parcel of less than 2 acres in the RL zone.

Sec. 5.2.5, Setbacks

See Sec. 4.4.2 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.2 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.2 (b) above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

Outdoor illumination is proposed. Fixture cutsheets and a photometric plan have been provided. All of the fixtures are cutoff and acceptable. The photometric plan demonstrates acceptable parking and circulation illumination levels. As recommended by the Design Advisory Board, entry illumination levels are now depicted in the photometric plan. There are some entry hotspots of 15 footcandles or more. Building entries are limited to 5.0 footcandle average or less. Average numbers are not provided, but some downward adjustment is likely needed. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control

The project plans depict a net reduction in lot coverage (~10%). Stormwater from proposed impervious surfaces will be collected and treated prior to discharge into Englesby Brook. The stormwater management plan calls for filtration and controlled discharge of runoff into the Brook. Stormwater will flow via bioswale into a settling tank prior to discharge towards the brook through a level spreader. Overflow will go into the city system at a controlled rate so as to avoid exacerbating peak flows. Final review and approval by the Stormwater Administrator is required. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

Important natural features onsite include Englesby Brook and associated wetlands. In light of this waterway's impaired status, construction site erosion control measures and post-construction stormwater management are particularly important. The application contains plans to address both erosion control and post construction stormwater management. Erosion control and stormwater management measures have been reviewed by the Conservation Board. **(Affirmative finding)**

(b) Topographical alterations

The site is generally flat and will remain so. Some grading work is proposed; however, it will not substantially alter the existing topography of the site. **(Affirmative finding)**

(c) Protection of important public views

There are no designated view sheds from or through the property. **(Affirmative finding)**

(d) Protection of important cultural resources

The proposed development site has no known archaeological resources. **(Affirmative finding)**

(e) Supporting the use of alternative energy

The application materials assert that the most energy efficient available technology will be used for heating and cooling within the proposed building. The rooftop will be constructed in order to be solar ready in the event that rooftop solar becomes financially feasible. **(Affirmative finding)**

(f) Brownfield sites

The property is not an identified brownfield. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

The front entries into the building are sheltered under a canopy. The rear entries will be sheltered as well. Ample room remains onsite for seasonal snow storage. **(Affirmative finding)**

(h) Building location and orientation

Placement of the proposed building is essentially consistent with that of the existing commercial building. The new structure will be set to the street corner while still observing the required setback from the curb. Any encroachments into the street right-of-way (including underground structure such as footings) will require an encumbrance permit from the City Council in consultation with the Department of Public Works.

The primary façade faces Pine Street. Both ground floor commercial spaces present well-defined entries and shop front glazing. The Flynn Avenue façade has been revised since sketch plan to incorporate an additional entry to strengthen this second street-facing façade.

As recommended during sketch plan review, the ground floor of the proposed building has been differentiated from the upper stories. The shop front glazing, hardscaping, and projecting entry canopies all work towards presenting an inviting face to the public space along the street.

(Affirmative finding)

(i) Vehicular access

As with existing conditions, vehicular access will be provided from both Flynn Avenue and Pine Street, albeit in better defined form. **(Affirmative finding)**

(j) Pedestrian access

The two commercial spaces may be accessed by steps or walkways connecting to the public sidewalk. The Flynn Avenue entry will be provided direct at-grade access to the public sidewalk. Two entries facing the under-building parking will provide access into the building from the parking spaces behind and to the side of the building.

The public sidewalk along this property's street frontages will be reconstructed. Review and approval by the Department of Public Works is required. Note that the project plans show a discontinuous public sidewalk across the Pine Street driveway. The concrete sidewalk must be continued across both driveways. **(Affirmative finding as conditioned)**

(k) Accessibility for the handicapped

The proposed parking area depicts handicap parking spaces and all building entries appear to be accessible at grade. The 2012 Vermont Access Rules require that all of the proposed dwelling units be “adaptable.” It is the applicant’s responsibility to comply with all applicable ADA requirements. **(Affirmative finding as conditioned)**

(l) Parking and circulation

Reconstructed surface parking is placed to the side and underneath the building. The existing streetfront pavement will be removed and replaced with the new building and associated walkways and stairs. The building mass screens some of the parking from the street. The project plans have been revised since sketch plan to incorporate additional screening of the parking. Screening measures include fencing and landscaping at the northwest and southeast corners.

Dimensionally, the parking spaces are smaller than the standard. Most of the proposed parking spaces are just 18’ deep, whereas 20’ is the standard. Several compact spaces are proposed at 8’ width, but have 20’ length. Back-up length for the 90-degree parking spaces has been improved since sketch plan to allow for 20’ – 24’ or more. The standard for such spaces is 24.’ A site circulation plan has been provided that demonstrates the sufficiency of the proposed parking and circulation layout. A small walkway of sorts has been provided at the northeast corner of the building to afford pedestrian access from the parking area into the northeast building entry.

Exposed surface parking totals 17 spaces. Surface parking areas of 15 or more spaces require at least 1 shade tree for every 5 parking spaces. The 3 required shade trees are located along the eastern property boundary. They are in addition to the 6 proposed street trees. The shade trees will be 2.5” – 3” caliper at planting with an expected mature canopy of 27’ diameter. Between the proposed trees and building, 51% shading of the exposed surface parking is achieved.

The project plans depict indoor and outdoor bike parking spaces. **(Affirmative finding)**

(m) Landscaping and fences

A planting plan has been provided. New plantings will help to screen surface parking from the street and neighboring property. It will also be used to enhance the property’s visual appeal along its street frontages. Note that several new street trees are proposed. The City Arborist has reviewed the proposed street trees and has required that the maples be changed to *Acer Freemanii* (Celebration Maple) and that the elms be changed to *Ulmus Triumph* (Triumph Elm). On both Flynn Avenue and Pine Street, all existing green belt soil must be removed between the new sidewalk and curb to a depth of 30 inches. It must be replaced with new topsoil mixed with 15% approved compost and installed in 15” lifts that are lightly compacted. **(Affirmative finding as conditioned)**

(n) Public plazas and open space

No public plazas or open space are included in this proposal. **(Not applicable)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

All new utility lines must be buried. No ground-mounted mechanical equipment is included in the proposal. A trash and recycling enclosure will be provided at the northeast corner of the parking area. Enclosure details have been provided and consist of solid 6' fencing with a slatted chain link gate. The dumpster must be set on a concrete pad. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The proposed structure is significantly larger than the present building or even the previously approved (but not built) building. That said, the proposed scale remains within the context of other existing buildings in the area, particularly along Pine Street to the north. The building is 3 stories tall with a significantly smaller 4th story. The proposed building is very similar in appearance to other recently constructed apartment buildings: boxy and angular with variations in exterior color, cladding, and building plane to break up perceived mass. As recommended, the building design has been improved to give it a distinct street level with differentiated materials, color, and fenestration. Upper stories have uniform cladding and fenestration. Overall, the building's mass is broken up into individual geometric components. **(Affirmative finding)**

2. Roofs and Rooflines

The proposed building includes varying roof planes on each of the separate building components. Most have a slight pitch. While unusual in the neighborhood, this arrangement works with the overall design of the building. **(Affirmative finding)**

3. Building Openings

The proposed building exhibits two fenestration patterns, both of which are consistent with the overall appearance of the building. The ground level fenestration presents as that of a shop front while the upper stories incorporate a fenestration pattern more consistent with an apartment building. Fenestration throughout is appropriately scaled and suited to its intended purpose. The front entries are embellished with projecting awnings over the doorways. **(Affirmative finding)**

(b) Protection of important architectural resources

The existing building is not historic, nor is it eligible for listing on an historic register. Its demolition will have no adverse impact on Burlington's architectural resources. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

As proposed, the building employs physical step-backs of its façade along Pine Street and Flynn Avenue to break up its perceived mass. The front entries are defined with shop front fenestration and canopies overhead. As noted above, street level improvements have been made in order to strengthen the building's pedestrian interface. **(Affirmative finding)**

(e) Quality of materials

Exterior cladding will consist of cement fiberboard on the upper stories and insulated metal panels at the ground level. Composite corner boards and metal soffit trim are proposed. Storefront windows will be aluminum-framed and apartment windows will be fiberglass. Presumably, membrane roofing is proposed. Wooden board screening is proposed by the Pine Street parking entrance. The proposed materials are acceptable. **(Affirmative finding)**

(f) Reduce energy utilization

As noted previously, the applicants are seeking to utilize energy efficient technologies for heating and cooling. The rooftop will be solar-ready. Current city and state energy efficiency standards must be adhered to. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

The elevation drawings depict two signs over the two commercial entries. Sign size and placement appear to be compliant and integrated into the building design. These signs and any other on the exterior will require a separate zoning permit. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design

The project plans depict interior mechanical spaces. Exterior equipment appears to be limited to just a rooftop HVAC enclosure. The enclosure has limited visibility in the elevation drawings and may well not be perceptible at all from the public sidewalk or street. **(Affirmative finding)**

(i) Make spaces safe and secure

All building entries will be illuminated. An intercom system for residents is encouraged. Adherence to applicable building codes will be required. **(Affirmative finding as conditioned)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The proposed mixed-use building is located in the Shared Use parking district. The 30 proposed apartments require 30 parking spaces (1 space/unit). The applicant notes the proposed commercial spaces as restaurant. As noted previously, the 1,500 sf spaces would qualify as cafes. In this parking district, cafes have no minimum parking requirement. As proposed, 34 parking spaces will be provided. No parking waiver is needed. **(Affirmative finding)**

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

In the event that the two commercial spaces are combined into one 3,000 sf restaurant, at least 9 parking spaces would be required (3 spaces per 1,000 sf) for a total of 39. In this event, the applicant has provided a parking management plan in support of a 5-space parking waiver.

The parking management plan relies on shared parking spaces and an anticipated reduction in vehicle ownership by tenants. The property is served by a nearby CCTA bus stop and is slated to host an onsite VT Carshare vehicle. A letter of support from Carshare has been provided. Required onsite bike parking facilities will be provided. The parking management plan notes that parking spaces will be optional for tenants. If one apartment does not need a parking space, that space may be allocated to another apartment for 2 spaces. The traffic study for the project also includes a parking analysis and anticipates a peak parking demand of 30 spaces (34 are proposed). Midday parking demand for the apartments is expected to be about 16 spaces.

The parking management plan asserts that each apartment will be able to use one parking space between 9:00 PM and 9:00 AM seven days per week. Outside of those hours, parking will be shared between the commercial and residential uses. Between the availability of alternative transportation and shared parking provisions, the parking management plan reasonably demonstrates how the commercial and residential uses can effectively use the 34 parking spaces.

As for all parking waivers, the applicant should be prepared to report back to the Department of Planning & Zoning every year for 3 years following construction with a summary of actual parking demands. **(Affirmative finding as conditioned)**

Sec. 8.2.5, Bicycle Parking Requirements

The proposed 30 residential units will require 8 long term bicycle parking spaces and 3 short term bicycle parking spaces. The bike parking requirement for the café or restaurant space is 1 long term space and 6% of the occupancy load for short term spaces. The occupancy load is not noted in the project plans and must be.

As proposed, the application refers to interior space for long term bike parking but does not include numbers. This information is needed in order to determine compliance. The site plans depict 8 loop racks with space for 16 bikes. These racks are likely sufficient for the short term bike parking requirement, but occupancy load information is needed to confirm. **(Affirmative finding as conditioned)**

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

As 30 new residential units are proposed, inclusionary units must be provided. The standard requirement is 15% inclusionary – in this case 5 units. Exact inclusionary requirements are dependent on unit types and pricing. Written approval of the inclusionary units by the manager of the city's Housing Trust Fund is required. **(Affirmative finding as conditioned)**

Sec. 9.1.12, Additional Density and Other Development Allowances

This development is subject to the inclusionary housing requirements of Article 9. As a result, it is entitled to an additional 0.5 FAR and 10' height per Table 9.1.13-1 *Density/Intensity Allowance Table*. The additional building bulk must be set back 10' along the street façade. The project plans depict a building with a 4th story (i.e. an additional 10' height) set back from the lower stories. FAR is well under the standard 2.0 limit as noted previously. **(Affirmative finding)**

II. Conditions of Approval

1. **Prior to release of the zoning permit**, written confirmation of adequate wastewater capacity from the Dept. of Public Works shall be obtained.
2. **Prior to release of the zoning permit**, written approval of the inclusionary housing proposal shall be obtained from the manager of the city's Housing Trust Fund.
3. **Prior to release of the zoning permit**, revised project plans shall be submitted, subject to staff review and approval. Revisions shall contain:
 - a. Additional screening along the eastern property line beyond the presently proposed row of arborvitae;
 - b. Accurate and consistent building area figures;
 - c. Compliant building entry lighting levels (5.0 footcandle average or less);
 - d. Continuous concrete sidewalk across both driveway entries;

- e. Revised street trees. The maples shall be changed to *Acer Freemanii* (Celebration Maple) and the elms shall be changed to *Ulmus Triumph* (Triumph Elm). On both Flynn Avenue and Pine Street, all existing green belt soil must be removed between the new sidewalk and curb to a depth of 30 inches. It must be replaced with new topsoil mixed with 15% approved compost and installed in 15" lifts that are lightly compacted;
 - f. Concrete pad underneath the proposed dumpster;
 - g. Occupancy load of the commercial space; and,
 - h. Details as to the number of type of long-term bike parking spaces proposed.
4. Hours of operation of the restaurant/café space shall be limited to 5:30 AM – 11:00 PM, seven days per week.
 5. Construction hours shall be limited to 7:00 AM – 5:00 PM, Monday – Friday. Saturday construction may be allowed if requested via written correspondence to the DRB. No construction on Sunday.
 6. At least **seven (7) days prior to issuance of a certificate of occupancy**, impact fees based on the net new building square footage and uses shall be paid to the Department of Planning & Zoning. Impact fees may be reduced based on the provision of inclusionary housing.
 7. This approval includes a 5-space parking waiver. The applicant shall report back to the Department of Planning & Zoning every year for 3 years following construction with a written summary of actual parking demands
 8. Any encroachments into the public street right-of-way (permanent or temporary and including underground structure such as footings) will require an encumbrance permit via the Department of Public Works.
 9. Reconstruction of the public sidewalk must adhere to Department of Public Works standards. The submitted plans presently do not comply.
 10. Approval of the erosion prevention and sediment control plan and the post-construction stormwater management plan shall be obtained from the Stormwater Administrator.
 11. All utility lines shall be buried.
 12. It is the applicant's responsibility to comply with all applicable ADA requirements.
 13. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
 14. Any signage will require a separate sign permit.
 15. Standard Conditions 1-15.



Stantec

55 Green Mountain Drive
South Burlington, VT 05403

RECEIVED
SEP 27 2016
DEPARTMENT OF
PLANNING & ZONING

September 19, 2016
File: 195311267

Attention: Mr. Dan Goltzman
Redstone
210 College Street, Ste. 201
Burlington, VT 05401

Dear Dan,

Reference: Pine Street Deli Site, Burlington, VT

We understand that the Burlington Development Review Board (DRB) has reopened the public hearing for the above project to allow for continued discussion of traffic impacts. Traffic concerns raised at the latest DRB hearing related to a lack of coordination between the traffic studies for your Pine Street project and for the City Market project on Flynn Avenue. We reviewed the traffic studies prepared for the City Market proposal and confirm our earlier finding that your proposed mixed-use redevelopment project at the Pine Street Deli site will have only nominal impacts on the area roadway system. Furthermore, the City Market studies conclude that the roadway system will operate at a high level of service under future conditions with both projects built with and without completion of the Champlain Parkway project.

PROJECT DESCRIPTIONS

Our current investigation considers three proposed projects. First is your proposed mixed-used development to be located on the site of the existing Pine Street Deli at the intersection of Pine Street and Flynn Avenue. The proposed use includes 30 residential apartments and 3000 square feet of commercial space to replace an approximately 2,800 square feet deli/convenience store, an approximate 1,000 square bottle redemption center and a three-unit apartment building. The City Market proposal consists of an approximate 34,000 square feet supermarket to be located on Flynn Avenue just west of Briggs Street. Briggs Street is located approximately 850 feet west of Flynn Avenue. The third project is the proposed Champlain Parkway. The Parkway is a proposed new roadway that will be oriented parallel to Pine Street and located just east of Briggs Street.

STUDY REVIEWS

Several documents were reviewed as part of the current investigation which were not available to us at the time we completed our June 19, 2016 traffic study for your proposed development. These include:

- *Proposed City Market/Onion River Co-op (South End) Traffic Impact Study (Update)* prepared by VHB and dated July 27, 2016;



September 19, 2016
Mr. Dan Goltzman

Reference: Pine Street Deli Site, Burlington, VT

- *Review of the Proposed Pine & Flynn Project's Traffic Impacts on City Market Traffic* prepared by VHB and dated August 10, 2016; and,
- A memorandum from Scott Gustin (Burlington Department of Planning and Zoning) to the DRB regarding 207 Flynn Avenue (the City Market project) dated August 17, 2016.

Key findings from these documents are discussed below.

Updated City Market Traffic Study

The updated VHB City Market Traffic Study finds that:

- The proposed supermarket will generate 260 PM peak hour vehicle trips of which 75 percent will pass through the Pine Street/Flynn Avenue intersection. This percentage is reduced to 40 percent with the Champlain Parkway built.
- The Pine Street/Flynn Avenue signalized intersection will operate at Level of Service (LOS) C or better (on a scale of A to F) in 2022 with the supermarket built and without the Champlain Parkway built.
- The Champlain Parkway project when built will remove nearly 1000 vehicles from the Pine Street/Flynn Avenue intersection during the PM peak hour. (The PM peak hour entering volume decreases from 1950 vehicles without the Parkway to 980 vehicles with the Parkway.)
- The Pine Street/Flynn Avenue signalized intersection will operate at Level of Service B in 2022 with both the supermarket and Parkway projects built.
- "Based on the assessment of existing site conditions, crash conditions and existing and projected traffic volumes, no off-site traffic improvements were deemed necessary to mitigate the impact of site generated trips in the pre-Champlain Parkway condition."

Pine and Flynn Project Review Memo

VHB considered the potential combined impacts of the City Market project and your proposed mixed-use development in their August 10, 2016 memorandum. VHB concludes:

"Given that the change to peak hour traffic volumes from the proposed Pine & Flynn Project is minimal (i.e. one additional trip during the PM peak hour), the congestion results presented in the July 27, 2016 City Market TIS are not expected to change in any way that is significant to overall traffic conditions."

In other words, peak hour operating conditions at the intersection are projected to be the same with just the City Market project built as with both the City Market and mixed-use projects built. Consequently, based on the above analysis results, LOS C or better operations can be expected at the Pine Street/Flynn Avenue intersection under projected 2022 peak hour conditions with both development projects completed and assuming the Parkway is not built. Similarly, with both development projects built and the Parkway constructed projected 2022 peak hour intersection operations will be at LOS B.



September 19, 2016
Mr. Dan Goltzman

Reference: Pine Street Deli Site, Burlington, VT

Staff Report

The Department of Planning and Zoning staff report for the City Market project provides comments and recommendations regarding traffic. It also summarizes comments from the Department of Public Works which reportedly reviewed the City Market Traffic Study. The staff report indicates concern for potential City Market traffic impacts on residential streets. It recommends a post-build traffic monitoring plan on these streets and a requirement that City Market fund traffic calming measures if warranted. The Department of Planning and Zoning, and apparently the Department of Public Works, have not recommended any improvements at the Pine Street/Flynn Avenue intersection to mitigate City Market impacts.

POTENTIAL MITIGATION

City Market's updated Traffic Impact Study mentions possible future mitigation for the Pine Street/Flynn Avenue intersection once the Champlain Parkway is built. The study states the following in a report section referring to "Post-Parkway Traffic Mitigation":

"Investigate opportunities to remove on-street parking spaces on the south side of Flynn Avenue at the approach to Pine Street and place pavement markings to delineate an eastbound right-turn lane at the intersection."

Given that the Parkway will remove approximately half of the projected PM peak hour volumes from the intersection and that the intersection is projected to operate at LOS B after the Parkway is built this potential future mitigation measure does not appear to be warranted.

CONCLUSIONS

The traffic study that Stantec prepared for your mixed-use development project demonstrated that the proposed development will have no measurable impact on operations at the Pine Street/Flynn Avenue intersection. This conclusion remains valid whether or not the City Market and/or the Champlain Parkway projects are completed. With the City Market project built, future traffic volume levels at the Pine Street/Flynn Avenue intersection will be higher than projected in our study however, the impact of your project remains negligible. Similarly, if the Champlain Parkway project is built future traffic volume levels at the Pine Street/Flynn Avenue intersection will be lower than projected in our study however, the impact of your project again remains negligible.

We trust that the above adequately addresses concerns raised regarding coordination between the City Market and Pine Street Deli Site traffic studies. If we can be of further assistance please do not hesitate to call.



September 19, 2016
Mr. Dan Goltzman

Reference: Pine Street Deli Site, Burlington, VT

Regards,

Stantec Consulting Services Inc.

A handwritten signature in black ink, appearing to read "Richard S. Bryant". The script is fluid and cursive.

Richard S. Bryant, P.E.
Associate
Phone: 802 864 0223
Fax: 802 864 0165
Richard.Bryant@stantec.com

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MSK

MURPHY
SULLIVAN
KRONK

RECEIVED

SEP 27 2016

DEPARTMENT OF
PLANNING & ZONING

VIA E-MAIL

September 26, 2016

City of Burlington Development Review Board
City Hall
Burlington, VT 05401

RE: 16-1507CA/MA; 316-322 Flynn Ave, G & C Properties, LLC

Dear Development Review Board Members:

We understand the Development Review Board (the "Board") has voted to reopen the already closed hearing on the above-referenced project (the "Project") and to hold a further evidentiary hearing on October 4, 2016. Further, we understand that the determination to reopen the hearing was in part based upon the advice of the City Attorney that the Board may consider the traffic impacts associated with the currently proposed but not yet approved City Market Project which is planned to be built further west on Flynn Avenue.

While the Applicant will address such traffic issues at the reopened hearing, we are writing to inform the Board that we do not believe the Board has the authority to consider the potential impacts of a property which has not yet obtained all of its final permits and begun construction.

Furthermore, an untenable precedent will be established by the Board's consideration of impacts of proposed but not yet approved projects (or even approved but not yet constructed projects). Where will the Board draw the line for consideration of the effects of potential projects? Projects on the drawing board but without a permit application on file? Those filing an application? Those in sketch plan? Those in preliminary review? Those in final review? And how will the Board consider the impacts of changes that might be made to those projects either voluntarily or through permit conditions? And what if after consideration of potential impacts of other projects, those other projects are not built?

As a result of such a speculative process, the Vermont courts and agencies have established a policy that impacts of other projects should only be considered when the other project is actually built.

We would first note that the City itself has previously pointed to this rule during the Act 250 permitting process for the Champlain Parkway:

Finally, [the neighbor's] argument that the traffic modeling should account for possible future development is misplaced; Environmental Court precedent establishes that potential future growth in traffic volume due to potential undetermined future development is properly addressed when that future

September 26, 2016

Page 2 of 3

development actually occurs, and that development can include its own traffic mitigation measures, if required. *In re JLD Properties of St. Albans, LLC*, Docket Nos. 129-5-06 Vtec, 242-10-06 Vtec, 92-5-07 Vtec, 80-4-08 Vtec, 116-6-08 Vtec, 40 (Vt. Env. Ct. Jan. 20, 2010).

The Applicant City of Burlington's Proposed Findings of Fact and Conclusions of Law, Permit Application #4C0438-17, District #4 Environmental Commission, filed December 23, 2011, at 64.

In *JLD Properties*, the Environmental Court concluded that it would not require the developer of a St. Albans Wal-Mart to consider "additional future traffic" generated by two significant nearby commercial/industrial parks, because the future development in these parks: (1) "[was] not yet permitted"; (2) "may only occur at some undetermined point in the future"; and (3) "the [Act 250] District Commission may impose additional traffic improvement conditions upon such future development, if and whenever it actually occurs." Docket Nos. 129-5-06 Vtec, 242-10-06 Vtec, 92-5-07 Vtec, 80-4-08 Vtec, 116-6-08 Vtec, slip op. at 40 (Vt. Env'tl. Ct. Jan. 20, 2010) (Durkin, J.), *aff'd*, 190 Vt. 259.

In the present matter, City Market has the same characteristics as the prospective commercial/industrial parks in St. Albans. City Market has not yet been permitted; rather it is still in the middle of its review by this Board. Moreover, given the financing and construction hurdles of any major project, even if and when City Market has obtained all its permits, there is no certainty the development will be constructed any time in the near future. Finally, this Board can impose additional traffic conditions that it deems necessary if and when it decides to approve the City Market project.

In addition, in the Environmental Division appeal of the Champlain Parkway Act 250 permit, the Court noted that the traffic modeling used in that proposal, the Chittenden County Transportation Model ("CCT"), "does not account for traffic changes on a property-by-property or development-by-development basis, however, it projects general growth trends based on existing land uses and projected changes in residential and commercial growth." *Champlain Pkwy A250 Permit*, No. 68-5-12 Vtec, slip op. at 8–9 (Vt. Super. Ct. Env'tl. Div. July 30, 2014) (Walsh, J.). Nevertheless, the Court concluded that the model's general overestimate of growth rates offset any need for the City's traffic study to account for specific nearby properties, even those that were recently developed. *Id.* at 12–13.

Like the City's traffic study in *Champlain Pkwy*, the traffic study before the Board is based on modeling that already incorporates background growth rates. Requiring the Applicant to account for specific projects that have yet to even be approved, let alone developed, is unnecessary, unrealistic and improper.

September 26, 2016
Page 3 of 3

Therefore, the Board should not consider the proposed City Market potential traffic in its consideration of the evidence presented in regard to the Project (or vice versa).

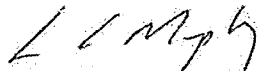
Moreover, as you will hear from the Applicant's traffic expert, City Market's traffic study already addressed the combined effects of the Project with a finding:

Given that the change to peak hour traffic volumes from the proposed Pine & Flynn Project is minimal (i.e. one additional trip during the PM peak hour), the congestion results presented in the July 27, 2016 City Market TIS are not expected to change in any way that is significant to overall traffic conditions.

Review of the Proposed Pine & Flynn Project's Traffic Impacts on City Market
Traffic prepared by VHB dated August 10, 2016.

Therefore, even if the Board decides to consider the potential City Market traffic, the Board should find that the two projects together will not create an undue adverse impact on traffic at the Pine and Flynn intersection or on the surrounding streets.

Very truly yours,



Liam L. Murphy, Esq
Lmurphy@mskvt.com

c: Kimberlee Sturtevant, Esq

RECEIVED
SEP 27 2016

DEPARTMENT OF
PLANNING & ZONING



August 1, 2016

To whom it may concern:

I am writing to express Local Motion's support for the development concept proposed by Redstone for the Pine Street Deli property at Pine and Flynn in Burlington. Local Motion has been following the project closely, and it is our assessment that a project of this kind is consistent with Local Motion's goal of a more walkable, bikeable community.

In particular, we offer our enthusiastic support the following elements of the project:

1. The short setback and ground-floor commercial uses, both of which encourage pedestrian traffic in a location where there is well-developed existing pedestrian infrastructure and walk-friendly densities
2. The provision of ample and conveniently located short-term outdoor bike parking, which encourages customers and visitors to bike to the site
3. The provision of long-term indoor bike storage, which makes it easier for residents and employees to make biking a regular part of their transportation routine
4. The inclusion of a variety of housing unit types with an emphasis on smaller units, which will cater to young professionals who are likely to walk and bike but who may not otherwise be able to find an affordable place to live in Burlington
5. The reduction in overall amount of parking provided and the sharing of parking across uses, which is consistent with current national trends in parking management that use carefully calibrated (rather than overabundant) parking to encourage multiple modes of transportation

Note that we are not experts on architectural design, and offer no judgment on the building facade, massing, or related issues.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Van Driesche", written over a horizontal line.

Jason Van Driesche
Deputy Director, Local Motion
jason@localmotion.org
802-735-7271

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401
www.burlingtonvt.gov/PZ/Boards/Development-Review-Board
Phone: (802) 865-7188
Fax: (802) 865-7195

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



Burlington Development Review Board

Minutes/Findings of Fact DRB Deliberation September 12, 2016

In RE: 16-1507CA/MA; 316-322 Flynn Ave (Ward 5S, NMU) (Tax Lot No. 057-4-066-000)

Owner/Applicant: G&C Properties / 316 Flynn, LLC

Request: Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial spaces and associated site improvements.

Members Present:

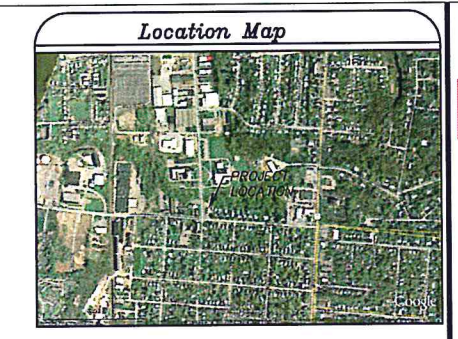
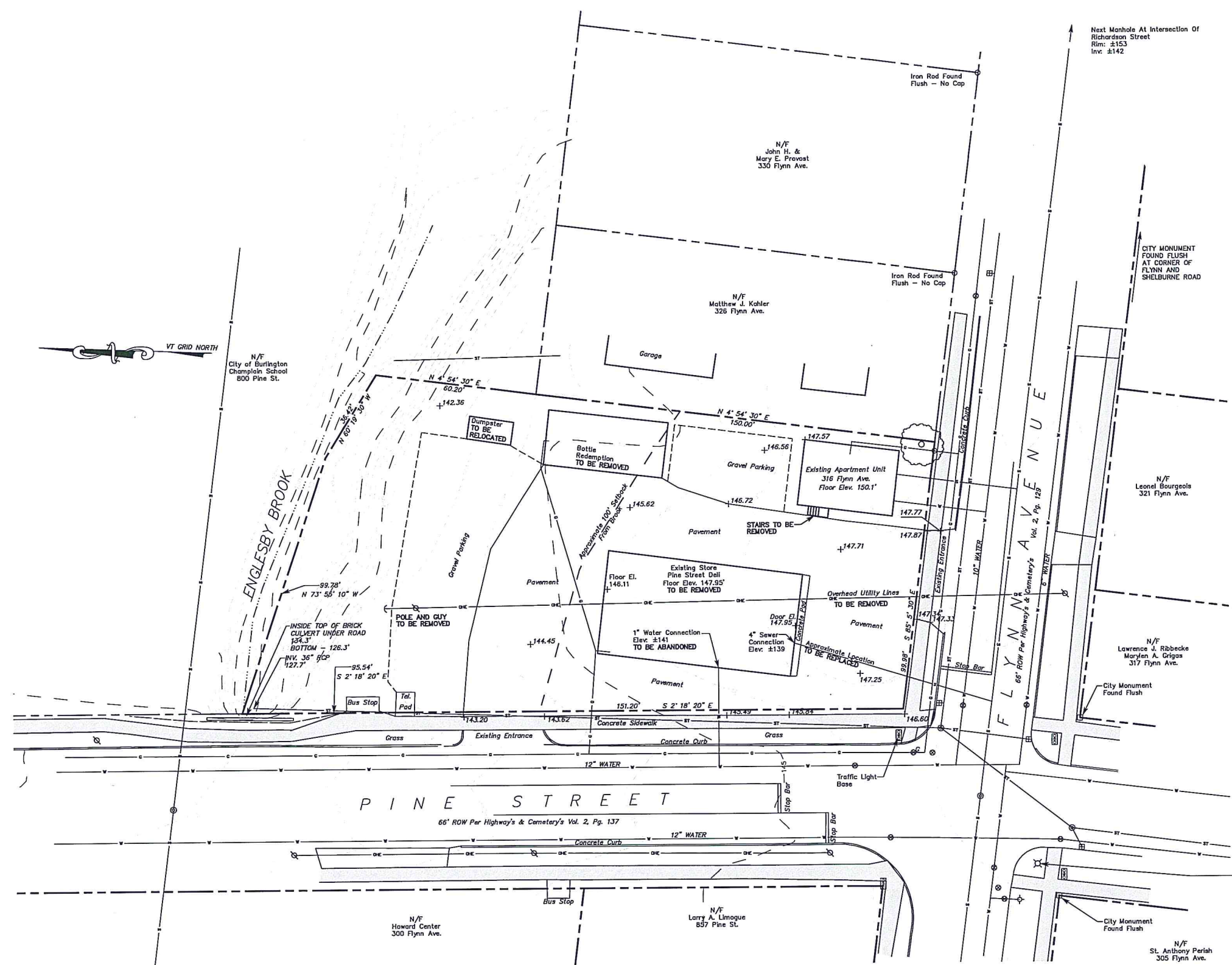
Austin Hart
Brad Rabinowitz
Israel Smith
Wayne Senville

Motion: Austin Hart

I move that the Board reopen the public hearing for limited consideration of traffic impacts, including consideration of the City Market traffic study.

Seconded: Wayne Senville

Vote: 4-0-0, motion carried



Areas			
Total Lot	26,427.9 s.f.	0.61 acre	100%
Paved Area	10,143.7 s.f.	0.23 acre	38.4%
Gravel Parking	4,555.0 s.f.	0.10 acre	17.2%
Building Area	4,741.5 s.f.	0.11 acre	17.9%
Total Impervious	19,440.2 s.f.	0.45 acre	73.6%
Pervious Area	6,987.6 s.f.	0.16 acre	26.4%

LEGEND	
---	Property/R.O.W. Line
---	Overhead Utility Line
---	Gas Line
---	Water Line
---	Sanitary Line
---	Storm Line
---	Utility Pole
---	Concrete Monument
---	Rebar Found
---	Storm Catch Basin
---	Gate Valve
---	Manhole
---	Gas Valve
---	Traffic Light Base
---	Spot Elevation

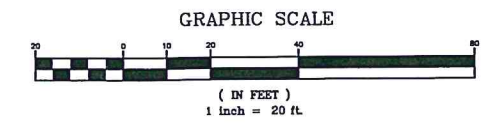
Reference Plans

- "Englesby Farm" plan of the former Flynn Estate property by A.R. Daw, CE dated May, 1899 and recorded in Vol. 120, Pg. 55 of the Burlington City Land Records
- "Plot of Survey - BCOH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 4195 of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc., dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Horizontal and Vertical Information shown hereon are related to NAD 83(2007) and NAVD 88 datums based upon this Station "ANTHONY" and upon Station "PUMP STA PINE" located on the easterly side of Pine St. opposite Lakeside Ave.

"ANTHONY" Elevation = 111.29' NAVD 88



Notes:

It is noted that no site assessment of hazardous or other waste materials has been made and S.E. takes no responsibility for any materials or conditions that may exist on this site.

The Contractor is to notify Dig-Safe (Tel. 1-800-DIG-SAFE) 48 hours prior to any excavation.

Underground locations shown are drawn from structure to structure or located per City Public Works plans.

All utility services enter this lot through a public right-of-way or recorded easement.

Redstone

Snyder Homes
Great neighborhoods to come home to

4076 Shelburne Road, Suite 6
Shelburne, Vermont 05482
p 802.985.5722 - f 802.497.0701
www.SnyderHomesVT.com

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JUN 29 2016

DEPARTMENT OF PLANNING & ZONING

PINE & FLYNN
DEVELOPMENT

LOCATION
316 FLYNN AVE (CORNER OF PINE & FLYNN)
BURLINGTON, VERMONT

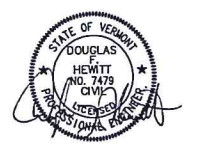
OWNER
G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802.343.6769

CONTRACTOR

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
Engineers & Surveyors
1233 Shelburne Road C2
South Burlington, VT 05403
(802) 526-2000

STAMP



Issue	Date	Issue	Date

Project

Drawing Title EXISTING CONDITIONS PLAN

Project No. 8163 Drawn By: BEG Date: 6/29/15 Scale: 1"=20'

Owner of Record
G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 Sq. Ft. (0.377 Acres)
10,008 SF License From City
Total 26,428 SF (0.474 Acres)

Drawing No.
EC1

G&C Properties LLC
316-322 Flynn Avenue, Burlington, VT
Water and Sanitary Sewer Basis of Design
June 1, 2016

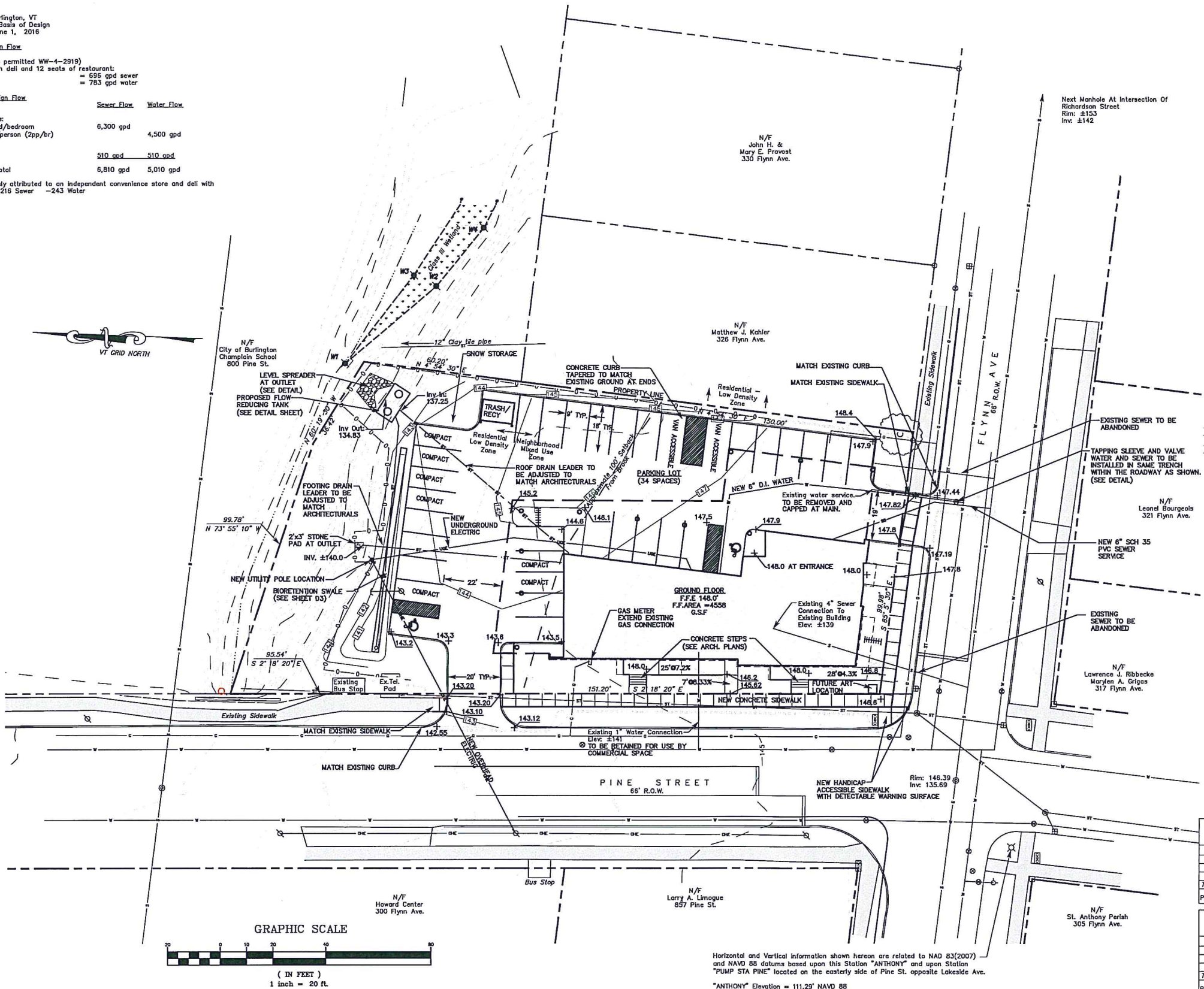
Existing Water/Sewer Design Flow

Water and Wastewater: (as permitted WW-4-2919)
Convenience store with deli and 12 seats of restaurant:
= 695 gpd sewer
= 783 gpd water

Proposed Water/Sewer Design Flow

	Sewer Flow	Water Flow
New Residential Apartments: thirty units @ 210 gpd/bedroom thirty units @ 75gpd/person (2pp/br)	6,300 gpd	4,500 gpd
Commercial Space:	510 gpd	510 gpd
Total	6,810 gpd	5,010 gpd

Deduction of flows previously attributed to an independent convenience store and deli with sit-down restaurant: -216 Sewer -243 Water



GROUND FLOOR:	4,880 S.F. GROSS FLOOR AREA COMMERCIAL
2ND FLOOR:	4,558 S.F. GROSS FLOOR AREA RESIDENTIAL
3RD FLOOR:	9,296 S.F. GROSS FLOOR AREA RESIDENTIAL
ROOF:	2,551 S.F. GROSS FLOOR AREA RESIDENTIAL
	30,681 S.F.

Notes:

It is noted that no site assessment of hazardous or other waste materials has been made and S.E. takes no responsibility for any materials or conditions that may exist on this site.

The Contractor is to notify Dig-Safe (Tel. 1-800-DIG-SAFE) 48 hours prior to any excavation.

Underground locations shown are drawn from structure to structure or located per City Public Works plans.

All utility services enter this lot through a public right-of-way or recorded easement.

Class Three wetland delineated by Jeffrey Severson, Principal Ecologist from Oakledge Environmental Services, Inc. on 7/8/11. Wetland delineation and Class Three wetland designation reviewed and approved by Julie Foley, ANR District Wetlands Ecologist on 7/12/11. Field located from flag W1 found 3/6/15 by Summit Engineering, and flags W2-W4, which identify approximate wetland boundary locations re-established by Jeffrey Severson on 3/6/15.

Reference Plans

- "Engleby Farm" plan of the former Flynn Estate property by A.R. Dow, CE dated May, 1899 and recorded in Vol. 120, Pg. 56 of the Burlington City Land Records
- "Plot of Survey - BCCOH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 4198 of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc. dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Owner of Record
G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 S.F. (0.377 Acres)
10,008 S.F. (0.230 Acres)
Total 26,428 S.F. (0.607 Acres)

SITE INFORMATION

Zone: RL Residential Low Density/NMU Neighborhood Mixed Use
Existing Dwelling Units: 3
Proposed Dwelling Units: 30

PARKING

Parking District: Shared Use
21 Spaces Required

Proposed Parking Spaces 34 (2 Van-Accessible Handicap and 2 Standard Handicap Included)

Location Map



LEGEND

---	Property/R.O.W. Line
---	Overhead Utility Line
---	NEW UNDERGROUND UTILITY LINE
---	Gas Line
---	Existing Water Line
---	NEW WATER LINE
---	NEW SANITARY LINE
---	Existing Sanitary Line
---	Storm Line
---	NEW FENCE
---	PROPOSED SILT FENCE
---	Construction Limits
---	Class III Wetland
---	Existing Contours
---	PROPOSED CONTOURS
---	Utility Pole
---	Concrete Monument
---	Rebar Found
---	Catch Basin
---	Existing Gate Valve
---	PROPOSED GATE VALVE
---	Manhole
---	Gas Valve
---	Traffic Light
---	Existing Spot Elevation
---	PROPOSED SPOT ELEVATION
---	PROPOSED LIGHT POLE
---	PROPOSED CATCH BASIN

Total Existing Lot Coverage			
Total Lot	26,424 s.f.	0.61 acre	100%
Paved Area	14,697 s.f.	0.34 acre	55.6%
Building Area	4,742 s.f.	0.11 acre	18.0%
Total Coverage	19,439 s.f.	0.45 acre	73.6%
Total Pervious	6,985 s.f.	0.16 acre	26.4%

Total Proposed Lot Coverage			
Total Lot	26,424 s.f.	0.61 acre	100%
Paved Area	7,824 s.f.	0.18 acre	29.6%
Building Area	9,724 s.f.	0.22 acre	36.8%
Total Coverage	17,548 s.f.	0.39 acre	64.8%
Total Pervious	9,304 s.f.	0.21 acre	35.2%

Lot Coverage Low Density Residential (RL) Zone			
	Existing	Proposed	
Total Area	10,007 s.f.	10,007 s.f.	100 %
Paved Area	4,381 s.f.	3,524 s.f.	35.2 %
Building Area	0 s.f.	0 s.f.	0 %
Total Coverage	4,381 s.f.	3,524 s.f.	35.2 %
Proposed Gross Floor Area	3,594 s.f.	FAR = 0.36	

Lot Coverage Neighborhood Mixed Use (NMU) Zone			
	Existing	Proposed	
Total Area	16,417 s.f.	16,417 s.f.	100 %
Paved Area	10,338 s.f.	9,038 s.f.	55.0 %
Building Area	4,601 s.f.	4,558 s.f.	27.8 %
Total Coverage	14,939 s.f.	13,596 s.f.	82.8 %
Proposed Gross Floor Area	12,702 s.f.	FAR = 0.77	

Redstone

Snyder Homes
Great neighborhoods
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4076 Shelburne Road, Suite 6
Shelburne, Vermont 05482
802.985.5722 • 802.497.0701
www.snyderhomesvt.com

JUN 29 2016

DEPARTMENT OF
PLANNING & ZONING

CLIENT

PINE & FLYNN
DEVELOPMENT

LOCATION

316 FLYNN AVE (CORNER OF PINE & FLYNN
BURLINGTON, VERMONT)

OWNER

G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802.343.6769

CONTRACTOR

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
Engineers • Surveyors • Planners • Landscape Architects
1231 Shelburne Road, C2
South Burlington, VT 05403
(802) 836-8086

STAMP



Issue Date Issue Date

Project

Drawing Title SITE PLAN

Project No. 8163 Drawn By: BGD/DF Date: 6/29/16 Scale: 1"=20'

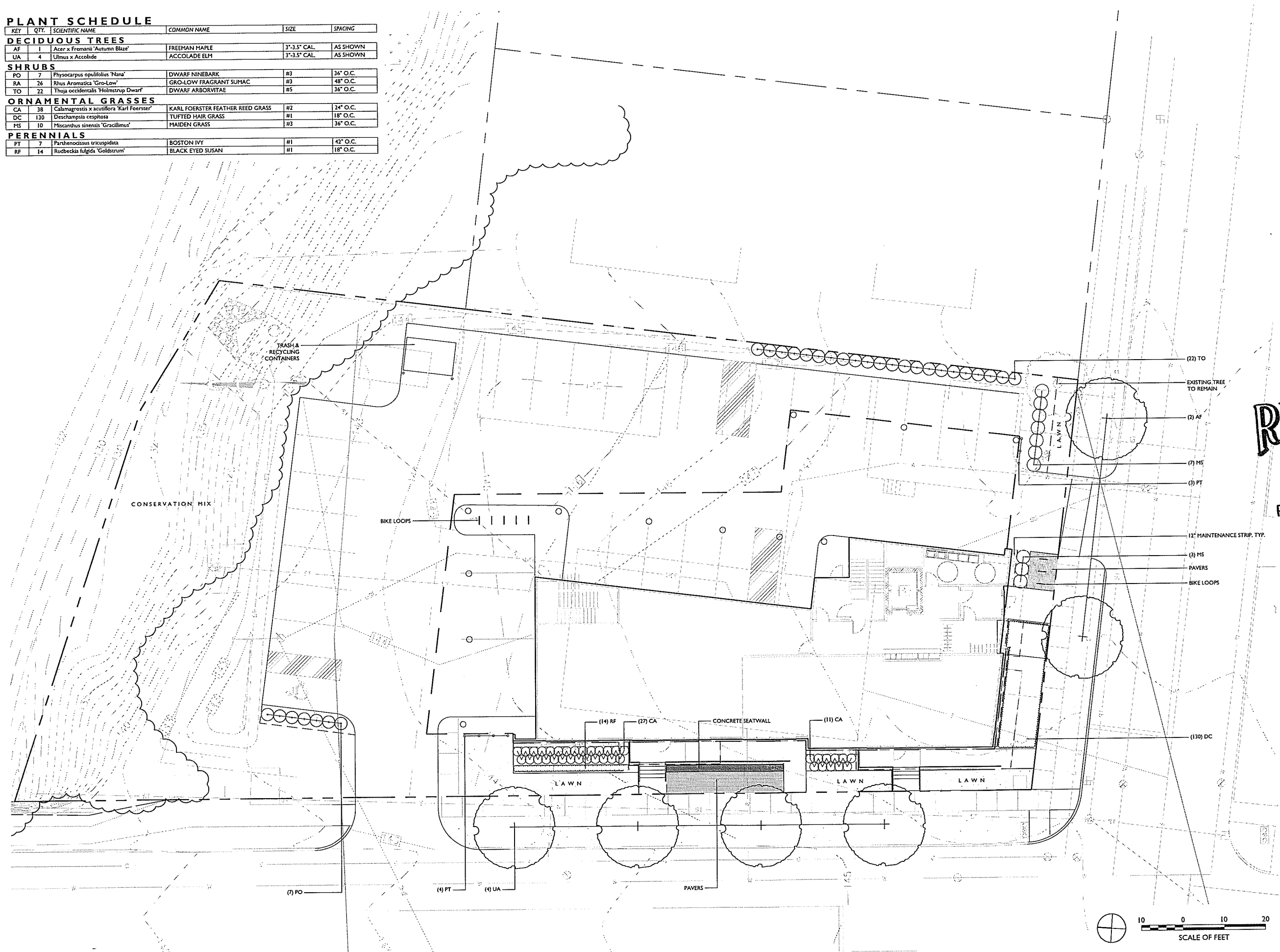
Footings

Drawing No.

S1

PLANT SCHEDULE

KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
AF	1	Acer x Freemanii 'Autumn Blaze'	FREEMAN MAPLE	3"-3.5" CAL.	AS SHOWN
UA	4	Ulmus x Accolade	ACCOLADE ELM	3"-3.5" CAL.	AS SHOWN
SHRUBS					
PO	7	Physocarpus opulifolius 'Nana'	DWARF NINEBARK	#3	36" O.C.
RA	26	Rhus Aromatica 'Gro-Low'	GRO-LOW FRAGRANT SUMAC	#3	48" O.C.
TO	22	Thuja occidentalis 'Holmstrup Dwarf'	DWARF ARBORVITAE	#5	36" O.C.
ORNAMENTAL GRASSES					
CA	38	Calamagrostis x acutiflora 'Karl Foerster'	KARL FOERSTER FEATHER REED GRASS	#2	24" O.C.
DC	130	Deschampsia cespitosa	TUFTED HAIR GRASS	#1	18" O.C.
MS	10	Miscanthus sinensis 'Gracillimus'	MAIDEN GRASS	#3	36" O.C.
PERENNIALS					
PT	7	Parthenocissus tricuspidata	BOSTON IVY	#1	42" O.C.
RF	14	Rudbeckia fulgida 'Goldstrum'	BLACK EYED SUSAN	#1	18" O.C.



WAGNERHODGSON
LANDSCAPE ARCHITECTURE

TS02.P04.R010 P502.SEA.0267 www.wagnerhodgson.com

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JUL 0 / 2016

DEPARTMENT OF
PLANNING & ZONING

DRAFT
NOT FOR CONSTRUCTION

PINE AND FLYNN

PLANTING PLAN

REVISIONS

© 2016 ALL RIGHTS RESERVED 2016 DRAWING NO.

JOB NO. 643

SCALE 1" = 10'-0"

DATE 07.06.16

L1.0

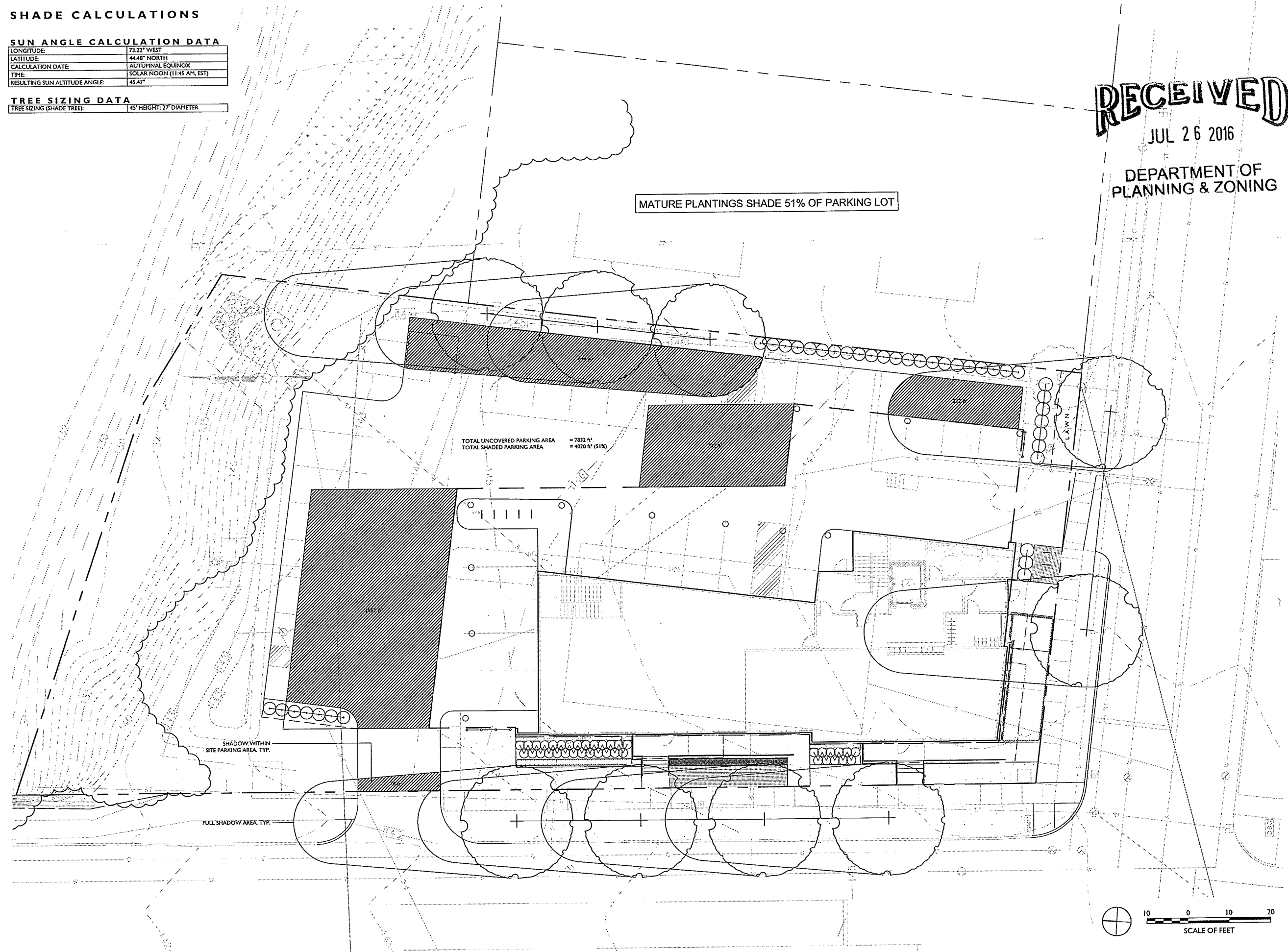
SHADE CALCULATIONS

SUN ANGLE CALCULATION DATA

LONGITUDE:	73.22° WEST
LATITUDE:	44.48° NORTH
CALCULATION DATE:	AUTUMNAL EQUINOX
TIME:	SOLAR NOON (11:45 AM, EST)
RESULTING SUN ALTITUDE ANGLE:	45.47°

TREE SIZING DATA

TREE SIZING (SHADE TREE):	45' HEIGHT; 27' DIAMETER
---------------------------	--------------------------



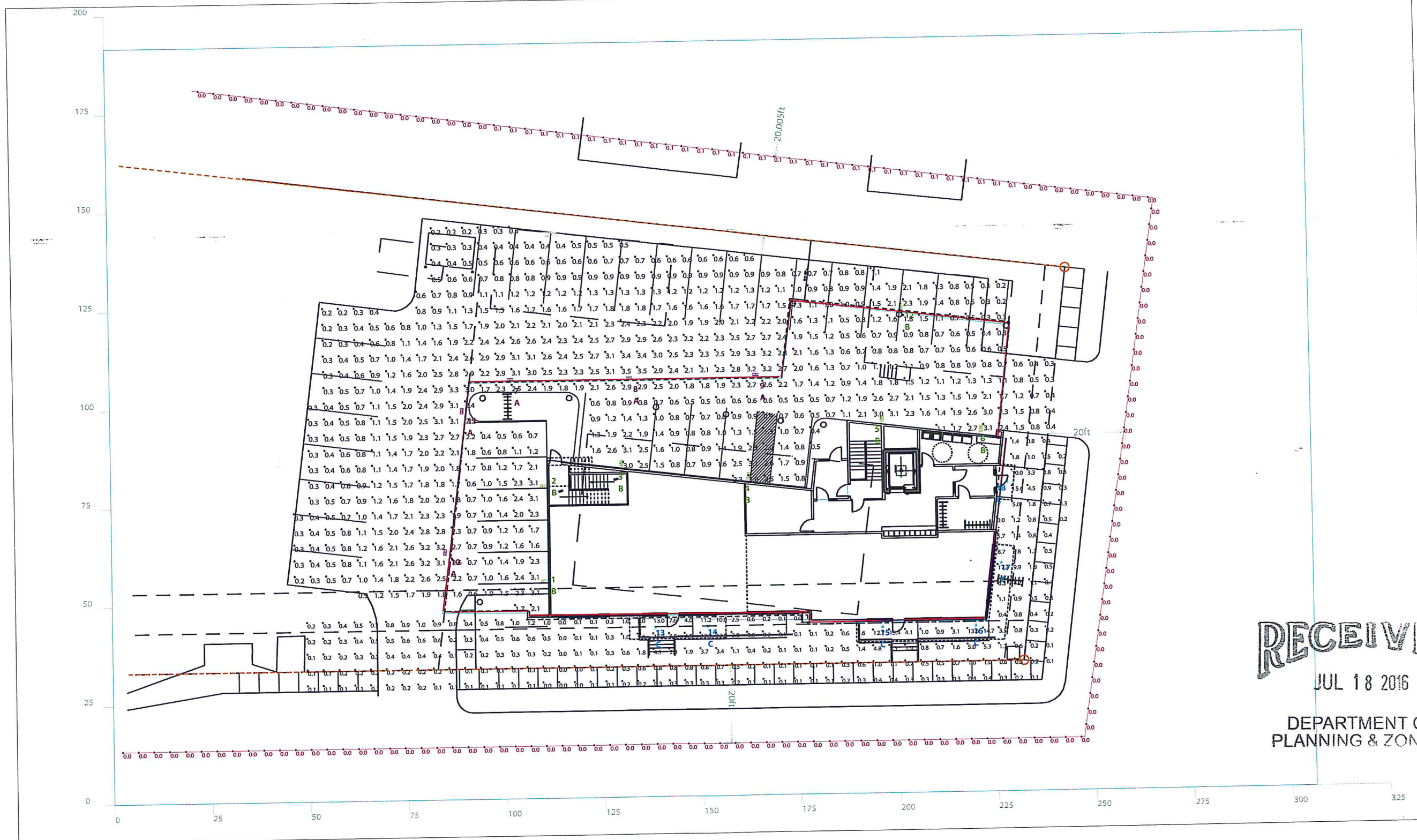
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JUL 26 2016
DEPARTMENT OF
PLANNING & ZONING

PINE AND FLYNN

SHADE DIAGRAM

REVISIONS

Revised lighting into

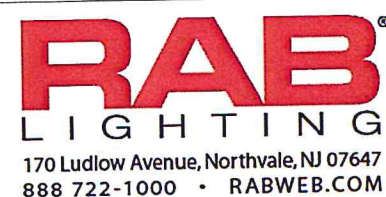


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JUL 18 2016

DEPARTMENT OF
PLANNING & ZONING

Scale: 1 inch= 25 Ft.



Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

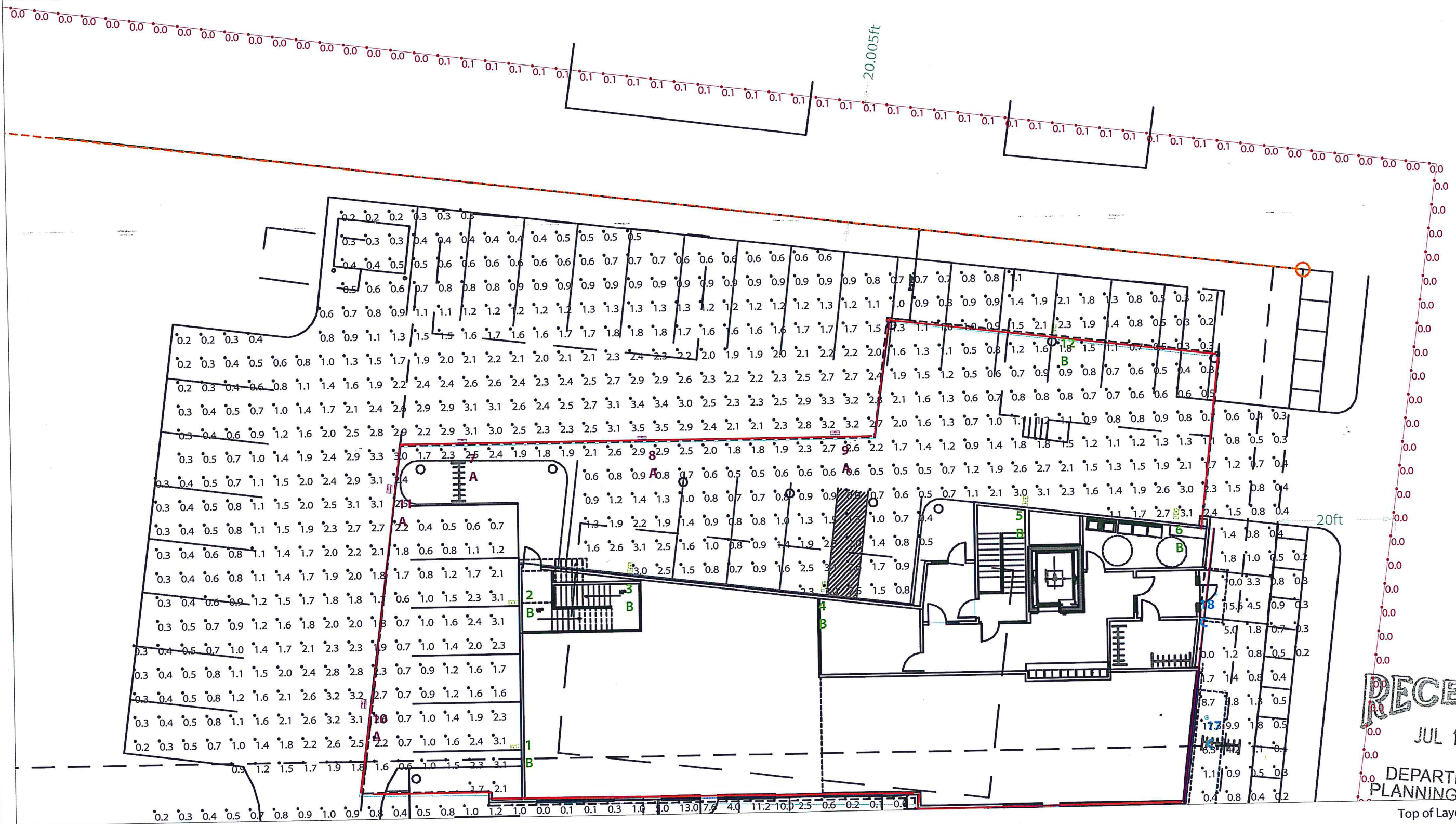
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Drawn By: A. Murphy

Filename: Z:\Job Files\Holbrook Associated\Green Mountain Electric\Colchester 110256\Pine & Flynn\Working Files\REVISION 2\Pine and Flynn Layout 00049789 A.dwg

The Lighting Analysis, e2Layout, Energy Analysis and/or Visual Simulation ("Lighting Design") provided by the RAB Lighting Inc. ("RAB") represent an anticipated prediction of lighting system performance based upon design parameters and information supplied by others. These design parameters and information provided by others have not been field verified by RAB and therefore actual measured results may vary from the actual field conditions. RAB recommends that design parameters and other information be field verified to reduce variation.

RAB neither warranties, either implied or stated with regard to actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting Design. RAB neither warranties, either implied or stated, nor represents the appropriateness, completeness or suitability of the Lighting Design intent as compliant with any applicable regulatory code requirements with the exception of those specifically stated on drawings created and submitted by RAB. The Lighting design is issued, in whole or in part, as advisory documents for informational purposes and is not intended for construction nor as being part of a project's construction documentation package.



Scale: 1 inch= 16 Ft.

RAB
LIGHTING
170 Ludlow Avenue, Northvale, NJ 07647
888 722-1000 • RABWEB.COM

Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

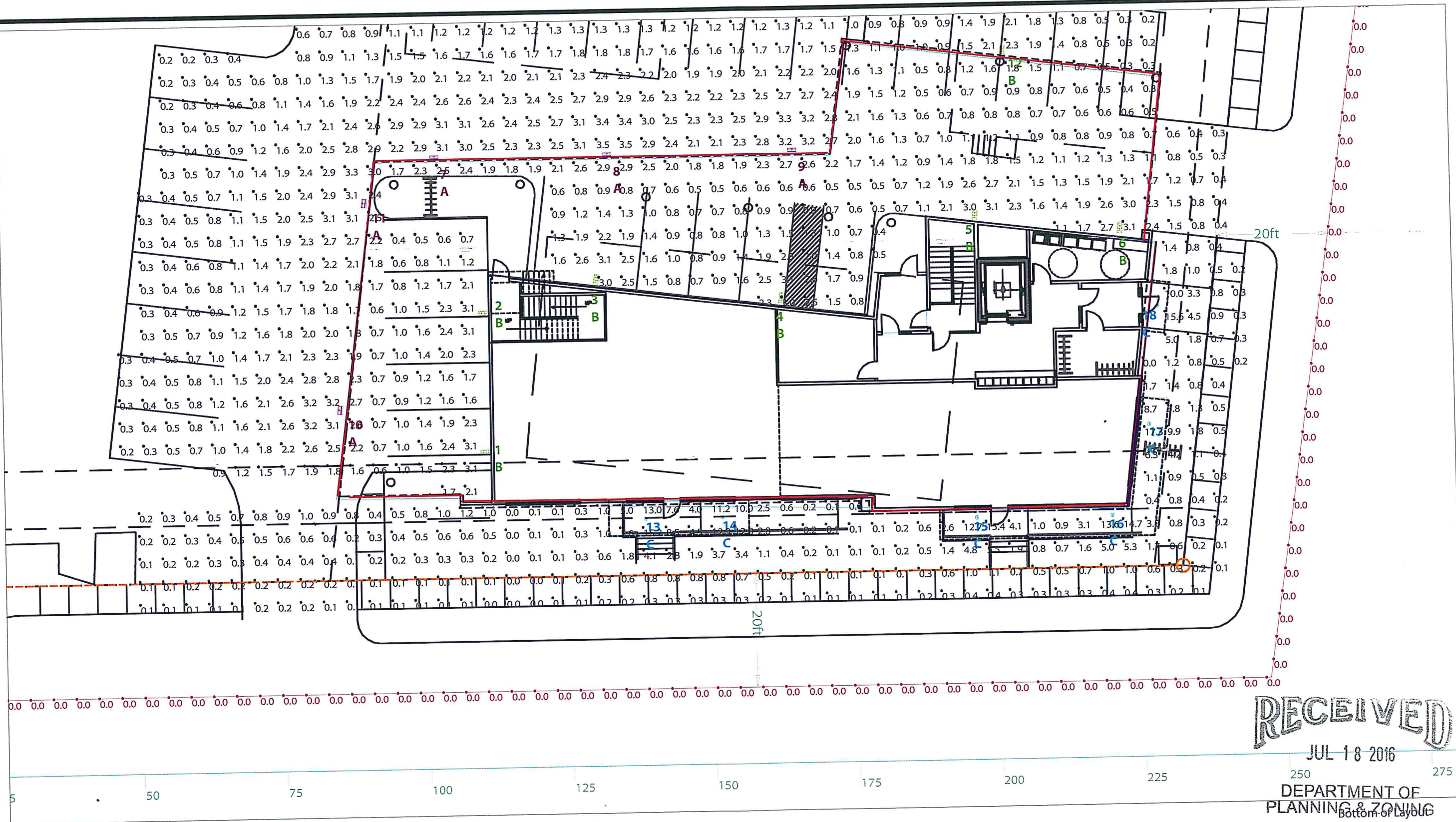
Filename: Pine and Flynn Layout 00049789 A.AGI

Drawn By: A. Murphy

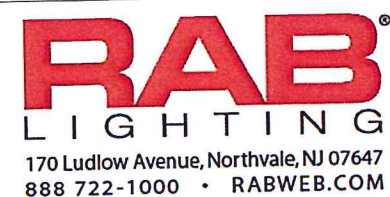
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Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

Filename: Pine and Flynn Layout 00049789 A.AGI

Drawn By: A. Murphy

Filename: Z:\Job Files\Holbrook Associated\Green Mountain Electric\Colchester 110256\Pine & Flynn\Working Files\REVISION 2\Pine and Flynn Layout 00049789 A.AGI

The Lighting Analysis, eLayout, Energy Analysis and/or Visual Simulation ("Lighting Design") provided by the RAB Lighting Inc. ("RAB") represent an anticipated prediction of lighting system performance based upon design parameters and information supplied by others. These design parameters and information provided by others have not been field verified by RAB and therefore actual measured results may vary from the actual field conditions. RAB recommends that design parameters and other information be field verified to reduce variation.

RAB neither warrants, either implied or stated with regard to actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting Design. RAB neither warrants, either implied or stated, nor represents the appropriateness, completeness or suitability of the Lighting Design intent as compliant with any applicable regulatory code requirements with the exception of those specifically stated on drawings created and submitted by RAB. The Lighting design is issued, in whole or in part, as advisory documents for informational purposes and is not intended for construction nor as being part of a project's construction documentation package.

Calculation Summary										PtSpcLr	PtSpcTb	Meter Type
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description				
CalcPts - 20' From Prop Line	Illuminance	Fc	0.02	0.1	0.0	N.A.	N.A.	Readings taken at 0'-0" AFG		4	N.A.	Horizontal
CalcPts - Overhangs	Illuminance	Fc	1.52	17.3	0.0	N.A.	N.A.	Readings taken at 0'-0" AFG		4	4	Horizontal
CalcPts - Parking Lot	Illuminance	Fc	1.42	3.5	0.2	7.10	17.50	Readings taken at 0'-0" AFG		4	4	Horizontal

Luminaire Schedule												
Symbol	Qty	Tag	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	LLF	Description	Lum. Watts	Arr. Watts	Total Watts	Filename
	5	A	SLIM37N	SINGLE	2587	2587	1.000	SLIM37N	37.6	37.6	188	SLIM37N - Neutral - ITL76691.IES
	7	B	WPLED13N	SINGLE	1063	1063	1.000	WPLED13N	14.8	14.8	103.6	WPLED13N - Neutral - ITL82639.IE
	6	C	RDLED4R12D-50N-W-W	SINGLE	1284	1284	1.000	RDLED4R12D-50N-W-W	14.23	14.23	85.38	RDLED4R12-50N-W-W - Neutral - RA

Expanded Luminaire Location Summary						
LumNo	Label	Tag	X	Y	MTG HT	Orient
1	WPLED13N	B	109.946	55.098	12.5	180
2	WPLED13N	B	110.017	79.315	12.5	180
3	WPLED13N	B	130.032	85.123	12.5	82.08
4	WPLED13N	B	162.522	81.396	12.5	82.971
5	WPLED13N	B	196.521	95.193	12.5	84.808
6	WPLED13N	B	221.877	92.459	12.5	84.601
7	SLIM37N	A	102.064	106.441	20	90
8	SLIM37N	A	132.314	106.441	20	90
9	SLIM37N	A	164.778	106.719	20	90
10	SLIM37N	A	84.937	62.885	20	175.007
11	SLIM37N	A	89.753	98.792	20	173.106
12	WPLED13N	B	201.837	123.693	15	86.576
13	RDLED4R12D-50N-W-W	C	138	43	7.9	0
14	RDLED4R12D-50N-W-W	C	151.415	43	7.9	0
15	RDLED4R12D-50N-W-W	C	195.904	42.15	7.9	0
16	RDLED4R12D-50N-W-W	C	219.659	42.15	7.9	0
17	RDLED4R12D-50N-W-W	C	226.35	57.959	7.9	0
18	RDLED4R12D-50N-W-W	C	228.241	78.534	7.9	0
Total Quantity: 18						

NOTES:

* The light loss factor (LLF) is a product of many variables, only lamp lumen depreciation (LLD) has been applied to the calculated results unless otherwise noted. The LLD is the result (quotient) of mean lumens / initial lumens per lamp manufacturers' specifications.

* Illumination values shown (in footcandles) are the predicted results for planes of calculation either horizontal, vertical or inclined as designated in the calculation summary. Meter orientation is normal to the plane of calculation.

* The calculated results of this lighting simulation represent an anticipated prediction of system performance. Actual measured results may vary from the anticipated performance and are subject to means and methods which are beyond the control of RAB Lighting Inc.

* Mounting height determination is job site specific, our lighting simulations assume a mounting height (insertion point of the luminaire symbol) to be taken at the top of the symbol for ceiling mounted luminaires and at the bottom of the symbol for all other luminaire mounting configurations.

* RAB Lighting Inc. luminaire and product designs are protected under U.S. and International intellectual property laws. Patents issued or pending apply.



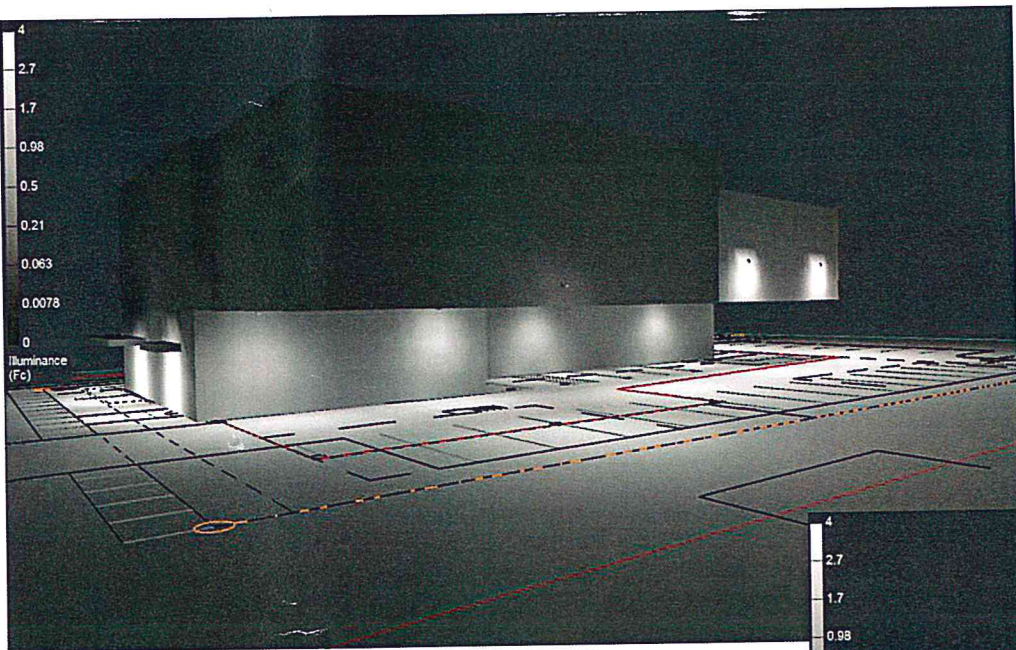
SLIM37N



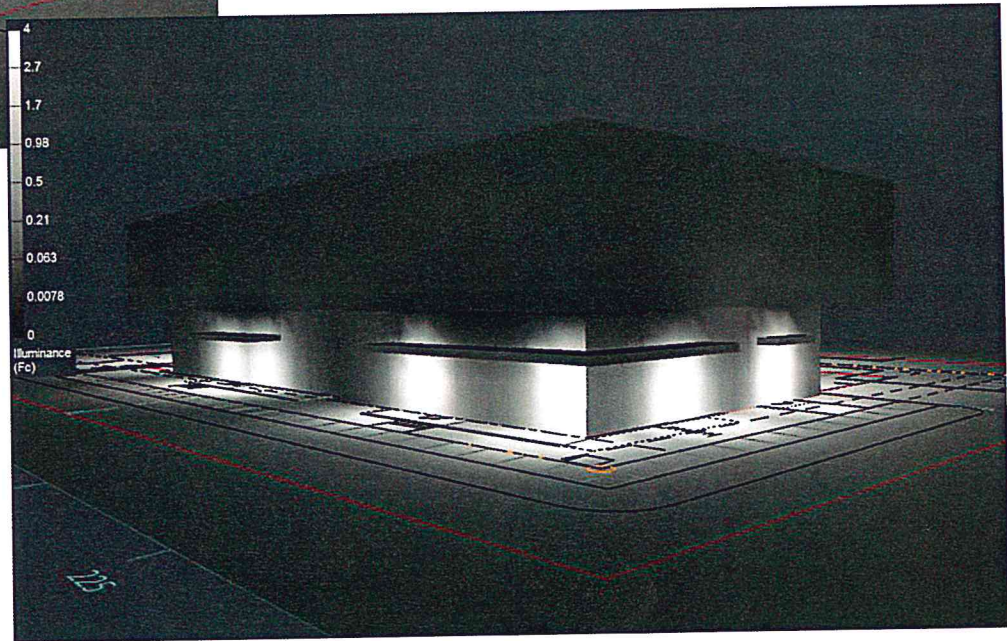
WPLED13N



RDLED4R12D-50N-W-W



Grayscale Rendering : Back of Lot

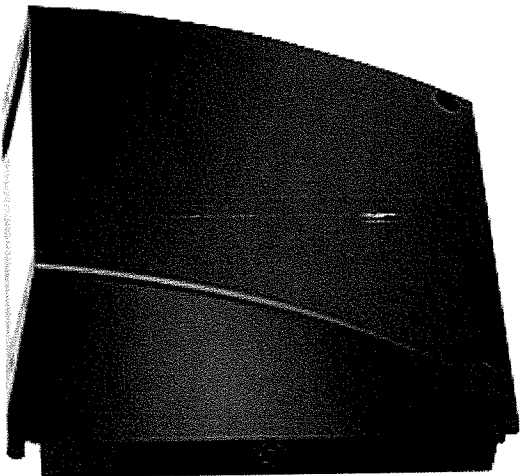


Grayscale Rendering : Front of Building

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DEPARTMENT OF
PLANNING & ZONING

SLIM37N



37, 57 and 62 Watt SLIM Wallpacks are designed to cover the footprint of most traditional wallpacks. They are suitable for mounting heights from 20' to 30', and replace HID Wattages from 200W MH to 320W MH. These ultra-high efficiency fixtures are available in cutoff or full cutoff models.

Color: Bronze

Weight: 7.5 lbs

Technical Specifications

Listings

UL Listing:

Suitable for wet locations. Wall Mount only.

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have received the Department of Energy "Lighting Facts" label.

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities.
DLC Product Code: P00001722

Construction

Footprint:

Designed to replace RAB HID WP1 wallpacks, both in size and footprint template, so upgrading to LED is easy and seamless.

IP Rating:

Ingress Protection rating of IP66 for dust and water.

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Ambient Temperature:

Suitable for use in 40°C (104°F) ambient temperatures

Thermal Management:

Superior thermal management with internal Air-Flow fins.

Housing:

Precision die-cast aluminum housing and door frame.

Project:

Pine and Flynn

Type:

A

Prepared By:

A. Murphy

Date:

07/13/16

Driver Info

Type:	Constant Current
120V:	0.31A
208V:	0.19A
240V:	0.16A
277V:	0.14A
Input Watts:	38W
Efficiency:	98%

LED Info

Watts:	37W
Color Temp:	4000K
Color Accuracy:	82 CRI
L70 Lifespan:	100000
Lumens:	2,587
Efficacy:	69 LPW

Mounting:

Die-cast back box with four (4) conduit entry points and knockout pattern for junction box or direct wall mounting. Hinged housing and bubble level for easy installation.

Cutoff:

Cutoff (7.5°)

Recommended Mounting Height:

Up to 20 ft.

Lens:

Microprismatic diffusion glass lens reduces glare and has smooth and even light distribution.

Reflector:

Specular thermoplastic.

Gaskets:

The unique design of the tight-lock gasket ensures no water or environmental elements will ever get inside the SLIM.

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

Green Technology:

Mercury and UV free, and RoHS compliant.

LED Characteristics

LED:

Long-life, high-efficiency, micro-power, surface mount LEDs; binned and mixed for uniform light output and color.

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Correlated Color Temp. (Nominal CCT):

4000K

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Electrical

Driver:

Constant Current, 100-277V, 50/60Hz, 100-277VAC
0.6A, 4kV Surge Protection, 700mA, Power Factor 99.4%.

THD:

7.5% at 120V, 7.6% at 277V

Other

HID Replacement Range:

The SLIM37 can be used to replace 200W MH based on delivered lumens.

Accessories:

Available accessories include polycarbonate wire guard. Click to see all accessories.

SLIM37N

Technical Specifications (continued)

Other

California Title 24:

See SLIM37/BL for a 2013 California Title 24 compliant product. Any additional component requirements will be listed in the Title 24 section under technical specifications on the product page.

Patents:

The design of the SLIM™ is protected by patents pending in US, Canada, China, Taiwan and Mexico.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods"-- Buy American Act-- Construction Materials (October 2010).

Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

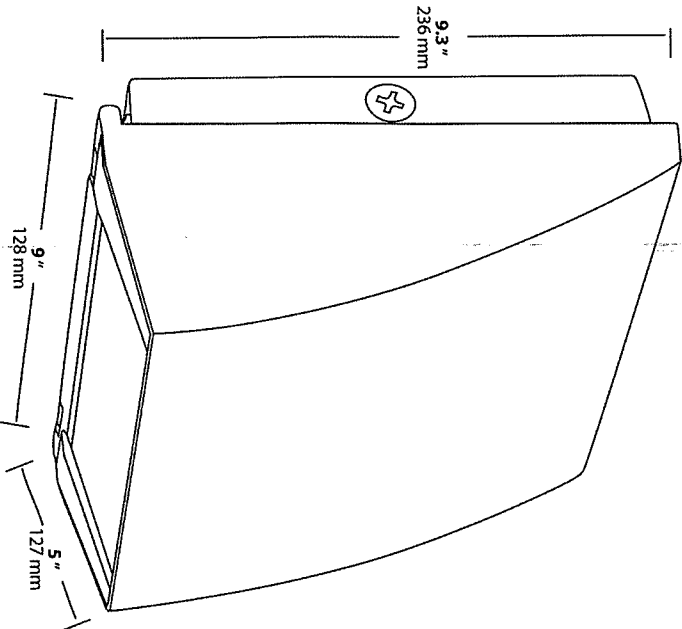
Suitable in accordance with FAR Subpart 25.4.

Optical

BUG Rating:

B1 U1 G1

Dimensions



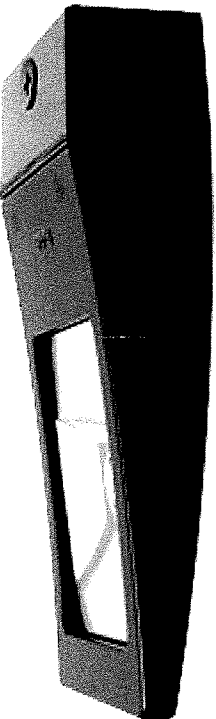
Features

- Covers footprint of most traditional wallpacks
- Easy installation with hinged access, bubble level and multiple conduit entries
- Tight-lock gasket keeps elements out
- 100,000-hour LED lifespan
- 5-Year warranty

Ordering Matrix

Family	Cutoff	Watts	Color Temp	Finish	Photocell	Bi-Level
SLIM	= Standard	62 = 62W	= 5000K (Cool)	= Bronze	= No Photocell	= No Bi-Level
	C = Cutoff	57 = 57W	Y = 3000K (Warm)	W = White	/PC = 120V Button	/BL = Bi-Level
	FC = Full Cutoff	37 = 37W	N = 4000K (Neutral)		/PC2 = 277V Button	
					/PCS = 120V Swivel	
					/PCS2 = 277V Swivel	

WPLED13N



LED 10W & 13 Wallpacks. Patent Pending thermal management system. 100,000 hour L70 lifespan. 5 Year Warranty.

Color: Bronze

Weight: 3.3 lbs

Project:
Pine and Flynn

Type:
B

Prepared By:
A. Murphy

Date:
07/13/16

Driver Info		LED Info	
Type:	Constant Current	Watts:	13W
120V:	0.13A	Color Temp:	4000K
208V:	0.08A	Color Accuracy:	83 CRI
240V:	0.07A	L70 Lifespan:	100000
277V:	0.06A	Lumens:	673
Input Watts:	15W	Efficacy:	45 LPW
Efficiency:	87%		

Technical Specifications

Listings

UL Listing:

Suitable for Wet Locations as a Downlight. Suitable for Damp Locations as an Uplight. Wall Mount only. Suitable for Mounting within 4ft. of ground.

Dark Sky Approved:

The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

IESNA LM-79 & IESNA LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

Optical

Lumen Maintenance:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Fixture Efficacy:

44.6 Lumens per Watt

Lumen Maintenance:

The LED will deliver 70% of its initial lumens at 100,000 hours of operation.

BUG Rating:

B1 U0 G0

Construction

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Ambient Temperature:

Suitable for use in 50°C (122°F) ambient temperatures.

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

Green Technology:

RAB LEDs are Mercury and UV free.

For use on LEED Buildings:

IDA Dark Sky Approval means that this fixture can be used to achieve LEED Credits for Light Pollution Reduction.

Gaskets:

High Temperature Silicone.

Electrical

Driver:

Multi-chip 13W high output long life LED Driver Constant Current, Class 2 100V - 277V, 50/60 Hz.

Surge Protection:

4KV

LED Characteristics

Color Temperature (Nominal CCT):
4000K

Color Accuracy:
86 CRI

Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:

RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

Other

Patents:

The design of the LPACK is protected by U.S. Pat. D604,004 and patents pending in Canada, China and Taiwan.

California Title 24:

See WPLED13/PC for a 2013 California Title 24 compliant model.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Equivalency:

The WPLED13 is Equivalent in delivered lumens to a 100W Metal Halide Wallpack.

HID Replacement Range:

The WPLED13 can be used to replace 70-150W Metal Halide Wallpacks based on delivered lumens.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

WPLED13N

Technical Specifications (continued)

Other

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

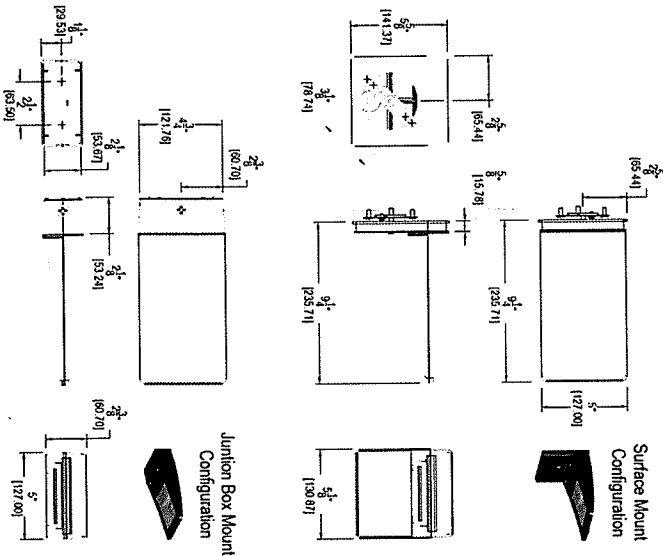
Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

Dimensions



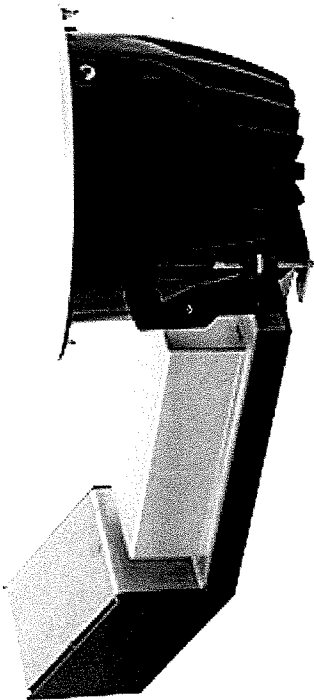
Features

- High performance LED light engine
- Maintains 70% of initial lumens at 100,000 hours
- Weatherproof high temperature silicone gaskets
- Superior heat sinking with die cast aluminum housing and external fins
- 5-year warranty

Ordering Matrix

Family	Watts	Color Temp	Sensor	Surface Plate	Surface Plate	Finish	Photocell
WPLED	10 = 10W	= 5000K (Cool)	= No Sensor	= No Surface Plate	S = Surface Plate	= Bronze	= No Photocell
	13 = 13W	Y = 3000K (Warm)	MS = Mini Sensor			W = White	/PC = 120V Button
		N = 4000K (Neutral)					/PCS = 120V Swivel
							/PC2 = 27TV Button

RDLED4R12D-50N-W-W



Remodeler Round 4" & 6" White Trim with White Cone downlights provide an ultra performance, high-end solution for adding recessed lighting to existing ceilings.

Color: White cone white trim

Weight: 2.5 lbs

Project:
Pine and Flynn

Prepared By:
A. Murphy

Type:
C

Date:
07/13/16

Driver Info		LED Info	
Type:	Constant Current	Watts:	12W
120V:	0.12A	Color Temp:	4000K
208V:	0.08A	Color Accuracy:	82 CRI
240V:	0.07A	L70 Lifespan:	100000
277V:	0.06A	Lumens:	1,284
Input Watts:	14W	Efficacy:	90 LPW
Efficiency:	84%		

Technical Specifications

Listings

UL Listed:

Suitable for wet locations covered ceiling.

ENERGY STAR:

This product is ENERGY STAR® qualified.

Optical

Photometrics:

Photometrics are based on prorated reports. Contact the RAB Lighting Design department for the most up-to-date data.

Optics:

50° beam spread with specular thermoplastic optics and Nanostructure lens technology for smooth light output and high efficiency.

Electrical

Driver:

ELV, 0-10V and TRIAC Dimming, Constant Current, Class 2, 120V-277V, 50/60Hz, Power Factor 98%, THD ≤ 20%.

Dimming Driver:

0 - 10V (at 120-277V), TRIAC and ELV (at 120V only).

LED Characteristics

LED:

Long-life, high-output LED module. Binned for natural white light to match incandescent and 3-step MacAdam Ellipse consistency.

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Correlated Color Temp. (Nominal CCT):

3000 Warm.

Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Construction

Ambient Temperature:

Suitable for use in 40°C ambient temperatures.

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Trim Ring:

White powder coated die cast trim ring.

Trim Cone:

White round trim cone.

Lens:

Nanostructure lens eliminates "hot spots", and helps provide smooth, uniform light and higher efficiency.

Junction Box:

Integral junction box with wiring capacity for Min 90°C supply conductors 2 in 2 out

Housing:

Professional-grade, die-cast aluminum construction.

Easy Installation:

Easy installation with ceiling clamps.

Green Technology:

Mercury and UV free.

Other

Equivalency:

RDLED 12W is equivalent to 75W R30.

Absolute White™:

A unique binning process designed to match incandescent at each color temperature. It's 3-step consistent, very stable over time and looks the way you expect light to look.

California Title 24:

RDLED4R12 complies with 2013 California Title 24 building and electrical codes as a residential indoor fixture. It also complies as a commercial indoor fixture for general spaces when used with a vacancy sensor and TRIAC dimming control. Select a vacancy sensor using catalog number LV5800. TRIAC dimmer provided by others.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

RDLED4R12D-50N-W-W

Technical Specifications (continued)

Other

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

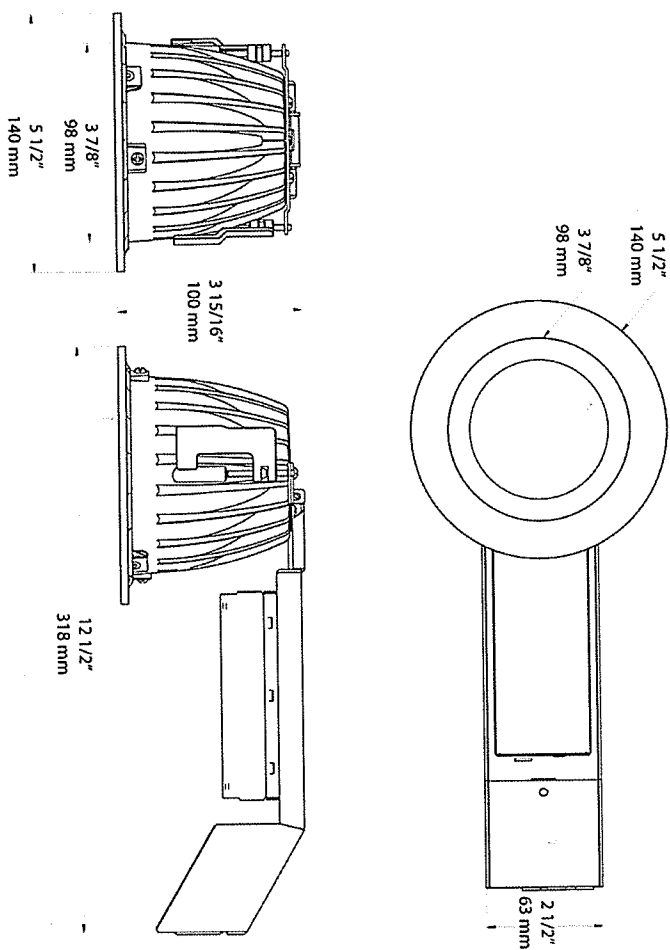
Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

Dimensions

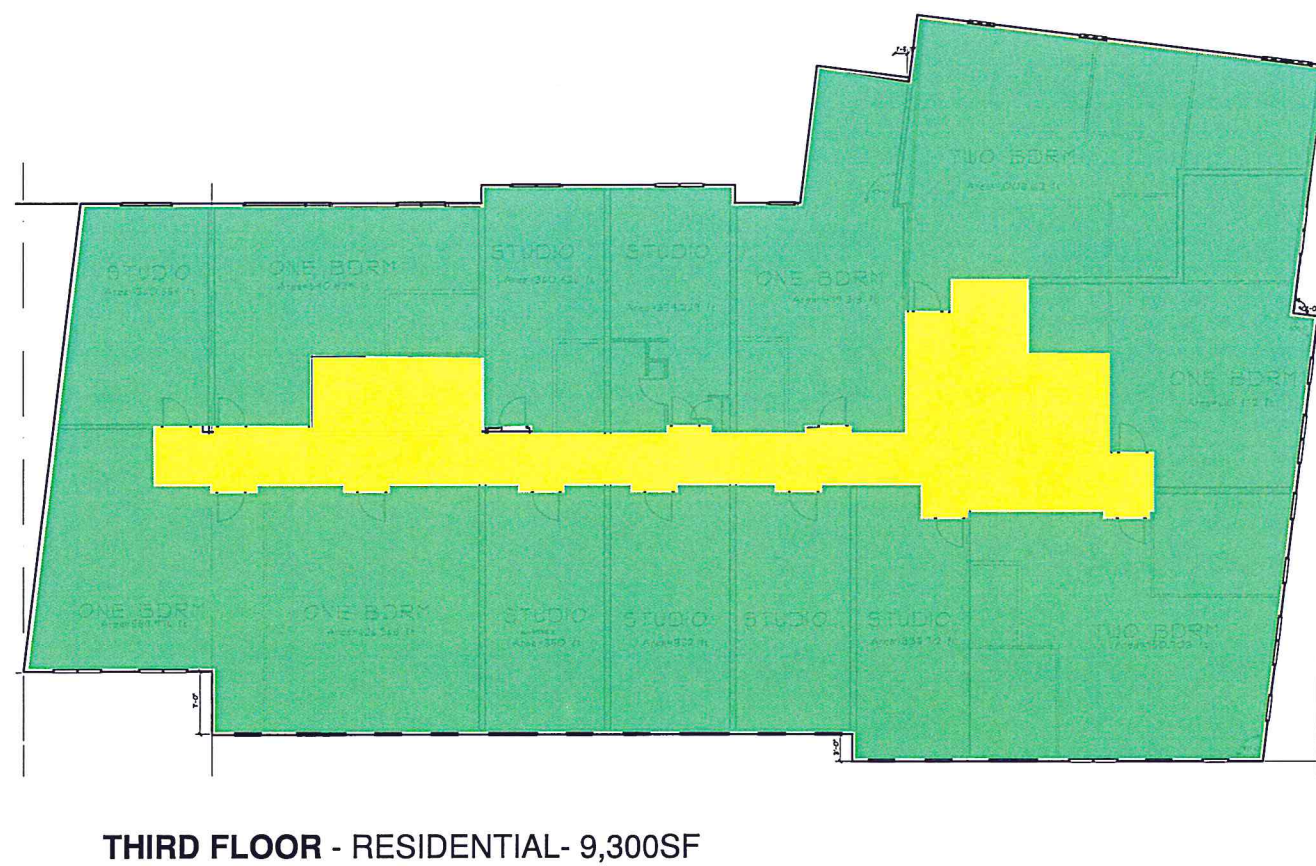
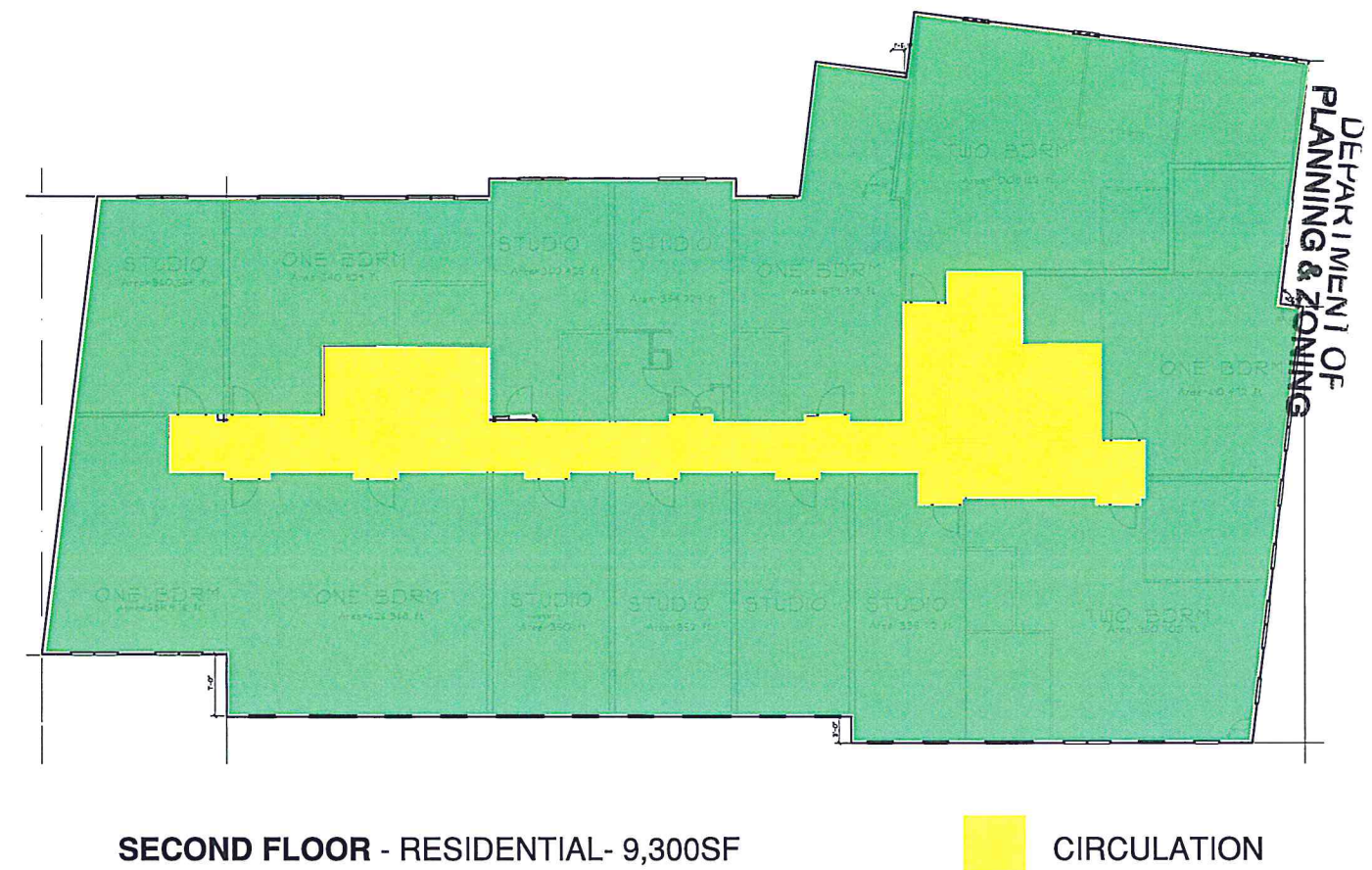
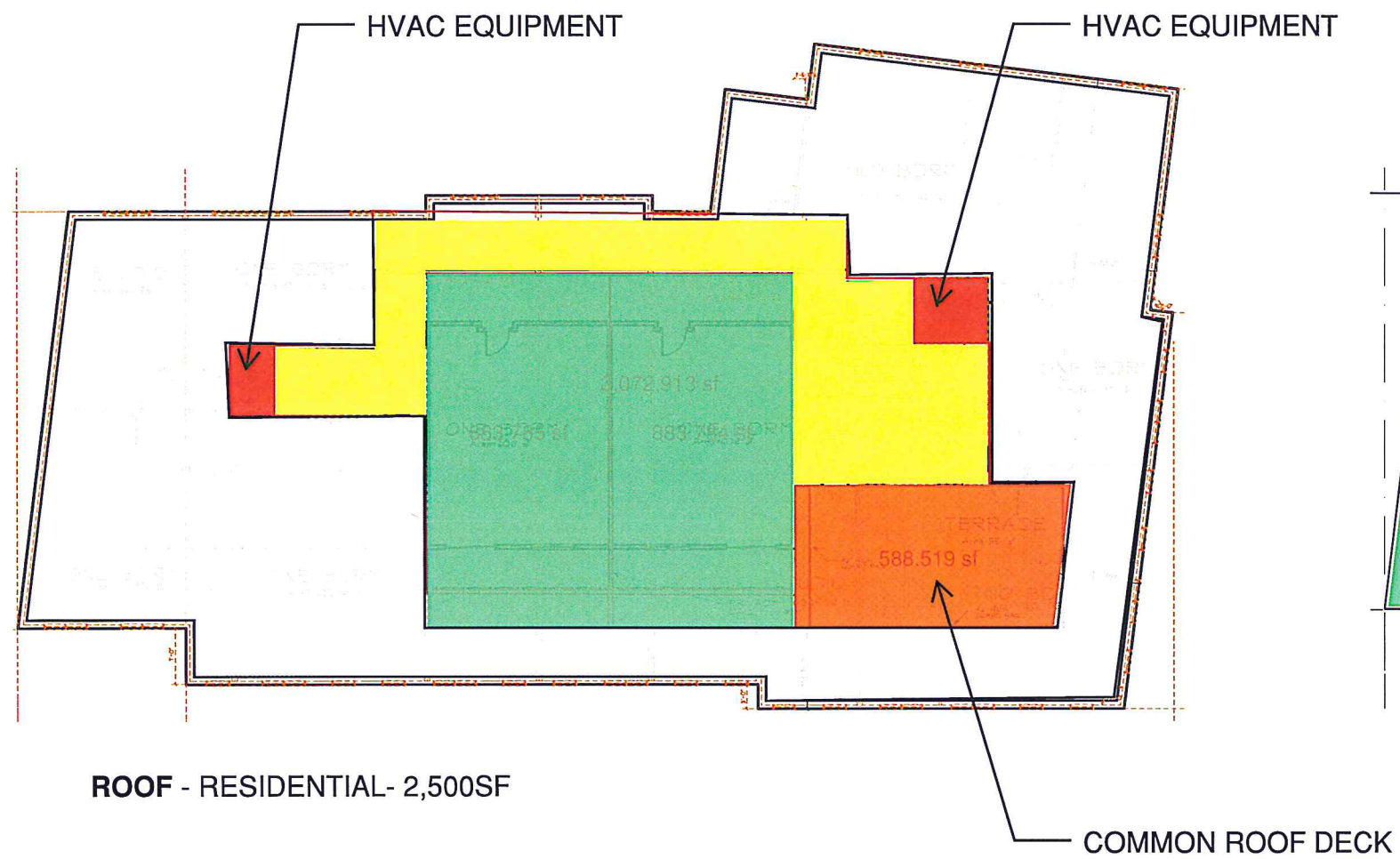


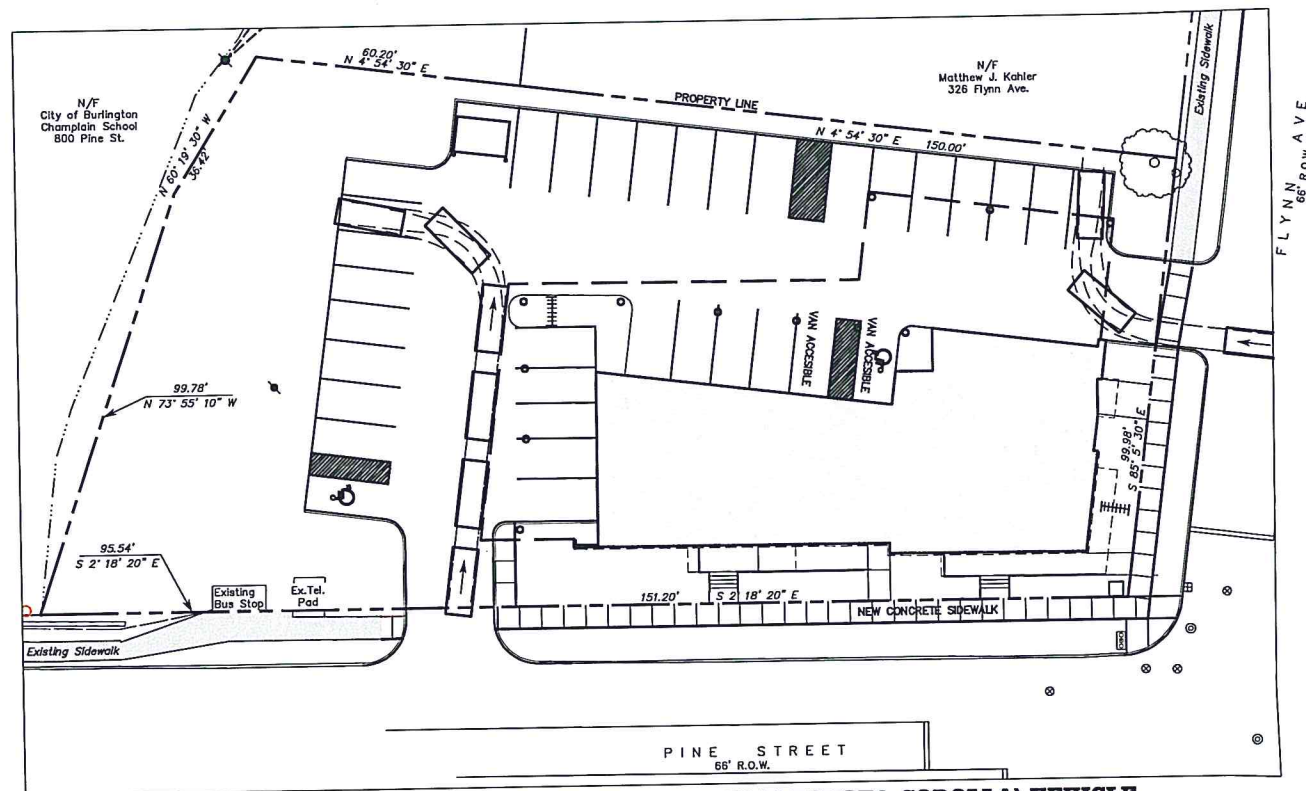
Features

High performance, high efficiency alternative to incandescent lighting
Integrated ceiling clamps make installation fast and secure for ceiling up to 1 1/4" thick
Nanostructure lens eliminates "hot spots" providing smooth and efficient light
Low-profile design allows for installation in ceilings with limited space
Absolute White™ natural light output

Ordering Matrix

Family	Size	Shape	Watts	Driver Option	Beam Spread	Color Temp	CRI	Cone Color	Trim Color
RDLED	6 = 6"	R = Round	12 = 12W (4" only)	D = Universal Dimming	50 = 50°	YY = 2700K (Residential Warm)	Blank = 82 CRI	W = White	W = White
	4 = 4"		20 = 20W		80 = 80°	Y = 3000K (Warm)	HC = 92 CRI		
			26 = 26W (6" only)		W = Wall Washer	YN = 3500K (Warm Neutral)			





CIRCULATION CUSTOM COMPACT CAR (2014 TOYOTA COROLLA) VEHICLE

2014 Toyota Corolla

Width: 5' 9.9"

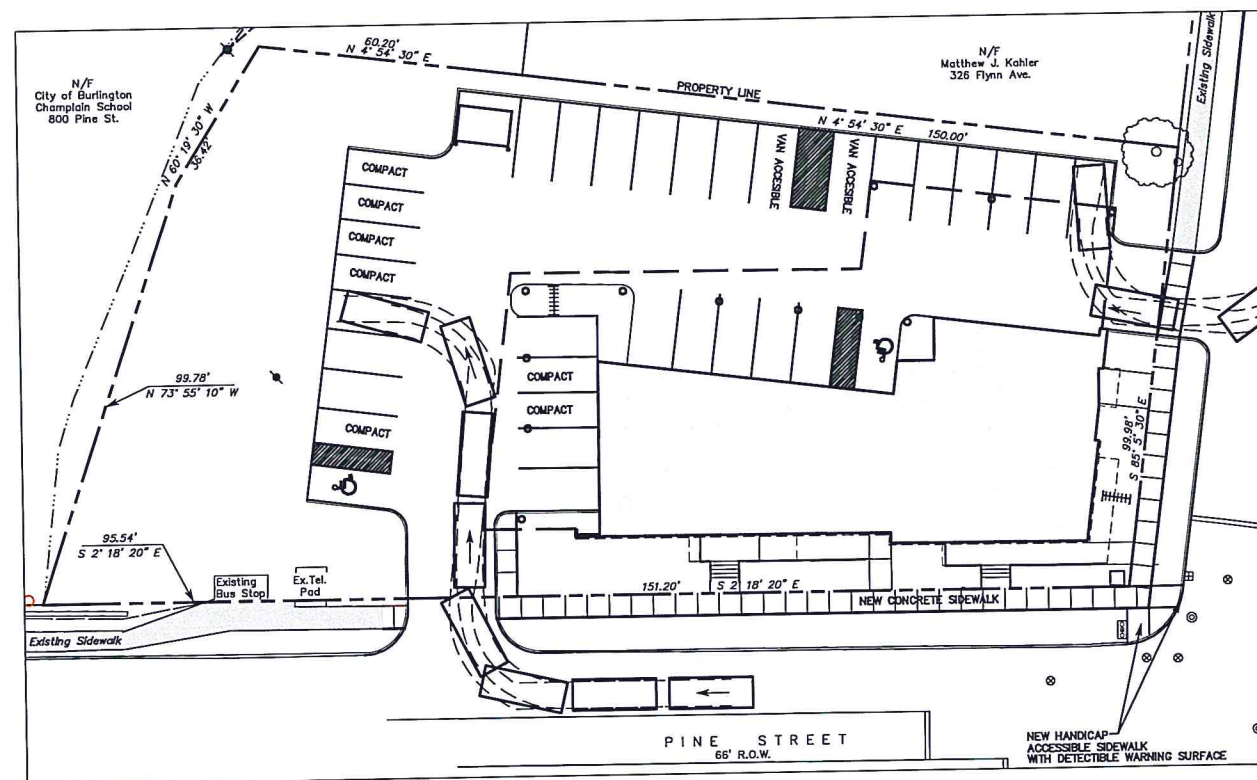
Length: 15' 2.6"

wheel width: 5' 4"

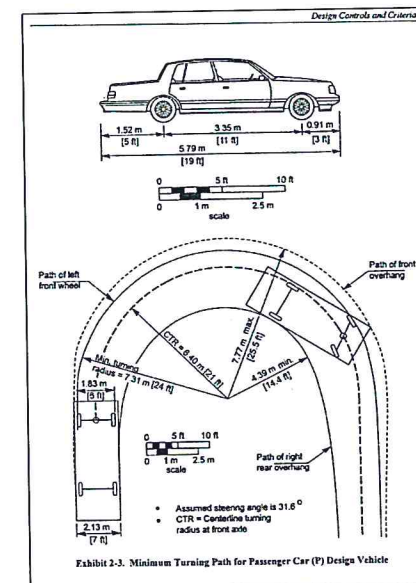
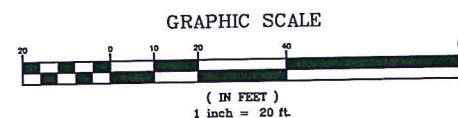
Wheel base: 8' 10.3"

Turning Circle: 35.6'

<http://www.edmunds.com/toyota/corolla/2014/features-spaces/>



CIRCULATION FOR PASSENGER CAR (P) DESIGN VEHICLE



Reference Plans

- "Englesby Farm" plan of the former Flynn Estate property by A.R. Daw, CE dated May, 1899 and recorded in Vol. 120, Pg. 55 of the Burlington City Land Records
- "Plat of Survey - BCCDH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 419B of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc. dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Owner of Record

G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 Sq. Ft. (0.377 Acres)
10,006 Sq. Ft. License From City
Total 26,426 Sq. Ft. (0.474 Acres)

Location Map



Redstone

Snyder Homes
Great neighborhoods
to come home to

4076 Shelburne Road, Suite 6
Shelburne, Vermont 05482
p 802.985.5722 - f 802.497.0701
www.SnyderHomesVT.com

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JUN 29 2016

**DEPARTMENT OF
PLANNING & ZONING**

**PINE & FLYNN
DEVELOPMENT**

LOCATION

316 FLYNN AVE (CORNER OF PINE & FLYNN)
BURLINGTON, VERMONT

OWNER

G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802 343 6789

CONTRACTOR

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
Engineers & Surveyors & Planners & Landscape Architects
1233 Shelburne Road, C2
South Burlington, VT 05403
(802) 343-1000

STAMP



Issue	Date	Issue	Date

Project No. 8163 Drawn By: BEG/DFH Date: 6/29/2016 Scale: 1"=20'

Drawing Title: **SITE CIRCULATION PLAN**

Project No. 8163 Drawn By: BEG/DFH Date: 6/29/2016 Scale: 1"=20'

Sheet No. 1 of 1

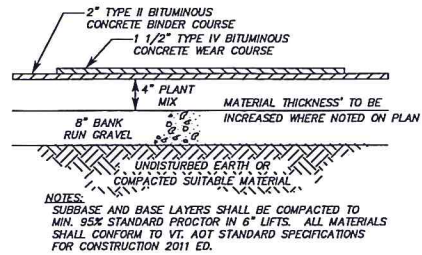
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Checker: [Signature]

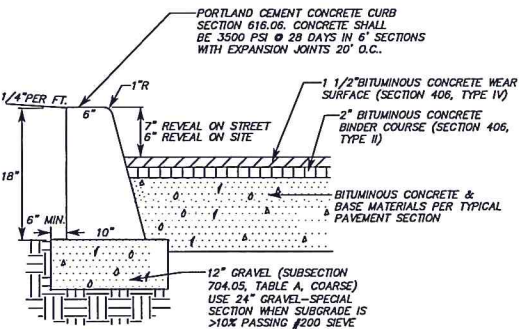
Engineer: [Signature]

Scale: 1"=20'

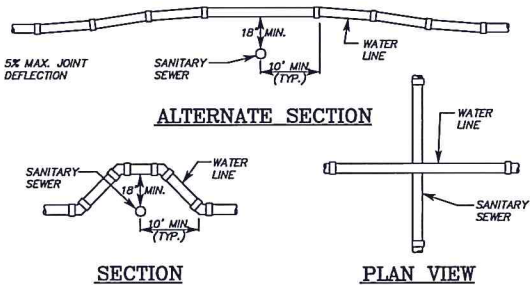
SSP



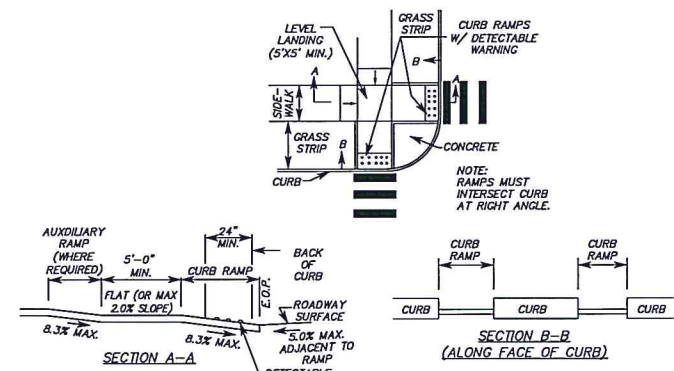
TYPICAL PAVEMENT SECTION
N.T.S.



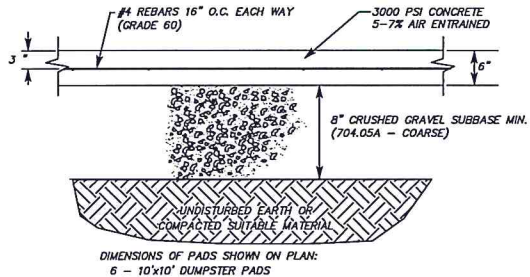
CURB AND PAVEMENT TYPICAL
N.T.S.



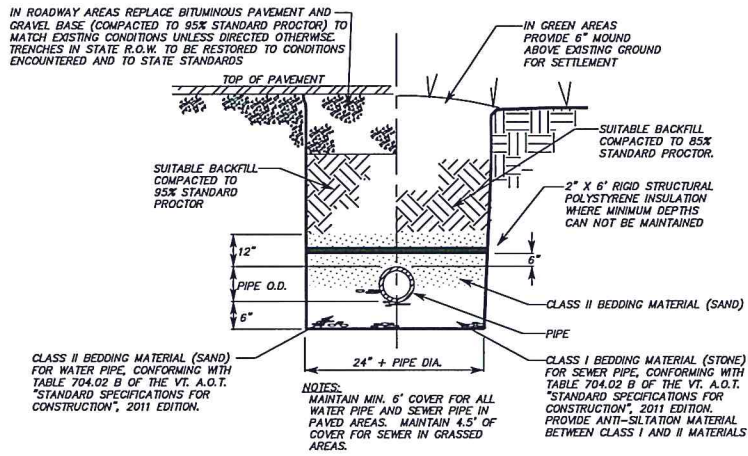
WATER/SEWER CROSSING TYPICAL
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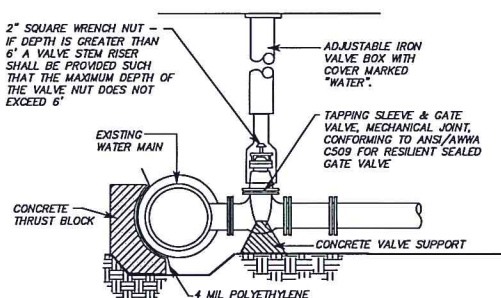
SIDEWALK RAMP DETAIL
N.T.S.



TYPICAL DUMPSTER PAD
N.T.S.



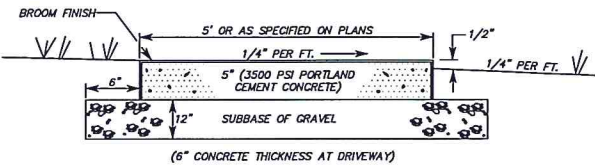
TRENCH TYPICAL
N.T.S.



NOTE: TAPPING SLEEVE SHALL BE OF THE SPLIT SLEEVE DESIGN CONSTRUCTED WITH TWO SOLID HALF-SLEEVES BOLTED TOGETHER. SLEEVES SHALL BE CONSTRUCTED OF CAST IRON OR DUCTILE IRON, SHALL HAVE A WORKING PRESSURE OF AT LEAST OF 150 PSI, AND SHALL HAVE MECHANICAL JOINT ENDS WITH END AND SIDE GASKET SEALS. SLEEVES SHALL BE PROVIDED WITH A 3/4\"/>

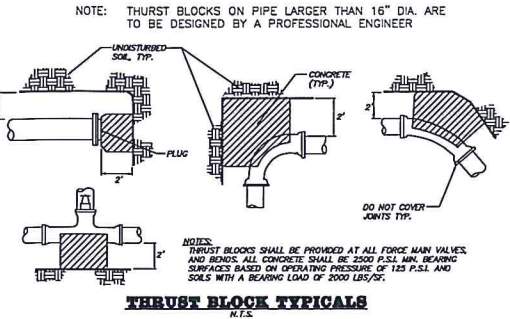
TAPPING VALVES SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI. THE INLET FLANGES SHALL BE CLASS 125 CONFORMING TO ANSI B16.1 OF ANSI/AWWA C110/A21.10 AND OUTLET CONNECTION SHALL BE STANDARDIZED MECHANICAL JOINT.

TAPPING SLEEVE AND VALVE
N.T.S.

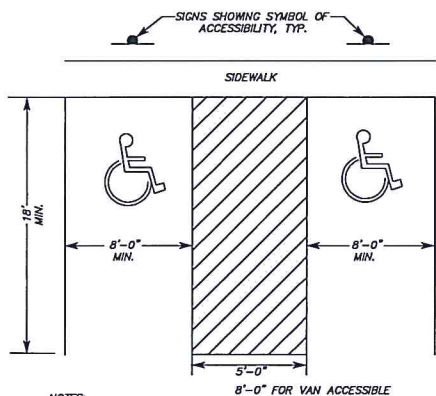


SIDEWALK TYPICAL
N.T.S.

INCHES & FEET	3"			4"			6"			8"			SAFE BEARING LOAD (PSF)
	INCHES	FEET	PSF	INCHES	FEET	PSF	INCHES	FEET	PSF	INCHES	FEET	PSF	
0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	1.5	1.0	0.5	2.0	10,000
1.0	1.0	1.0	0.5	1.5	2.0	1.0	0.5	3.0	4.0	2.0	1.0	4.5	4,000
1.0	1.5	1.0	0.5	2.0	2.5	1.5	1.0	3.5	5.0	3.0	1.5	6.0	3,000
1.5	2.5	1.5	1.0	2.5	3.5	2.0	1.0	5.5	7.5	4.0	2.0	9.0	2,000
3.0	4.5	2.5	1.5	5.0	7.0	4.0	2.0	10.5	15.0	8.0	4.0	18.0	1,000



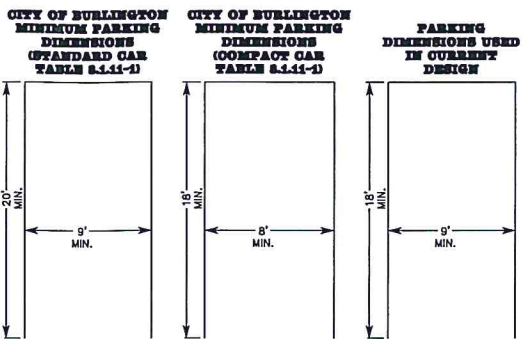
WATER AND SEWER IN SAME TRENCH
N.T.S.



8'-0" FOR VAN ACCESSIBLE

- 1.) BITUMINOUS CONCRETE RAMP SHALL MEET TOP OF SIDEWALK CURB.
- 2.) HANDICAP SYMBOL SHALL BE CENTERED IN PARKING SPACES.
- 3.) HANDICAP RAMP SHALL BE STRIPED AND TEXTURED IN CONFORMANCE WITH VIRANS STD C-3A & C-3B.
- 4.) HANDICAP RAMP SLOPE SHALL NOT EXCEED 8.3%.

HANDICAP PAVEMENT MARKING DETAIL
N.T.S.



PARKING DIMENSIONS
N.T.S.

WATER LINE INSTALLATION AND TESTING

1. BEFORE CONSTRUCTION OF ANY UTILITIES OR IMPROVEMENTS, THE CONTRACTOR SHALL NOTIFY THE MUNICIPAL WATER DEPARTMENT IN WRITING, OF THEIR INTENT TO PROCEED AND SHALL ARRANGE FOR A MEETING WITH THE DEPT., THE ENGINEER, AND THE CONTRACTOR TO DISCUSS THE PROJECT.
2. ALL WATER MAINS, FITTINGS, APPURTENANCES, AND OTHER MATERIALS AND CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE AWWA, STATE AND TOWN CODES, STANDARDS, AND REGULATIONS. IN CASE OF CONFLICT BETWEEN THESE CONSTRUCTION DETAILS AND SPECIFICATIONS, AND A CODE OR REGULATION, THE DECISION OF THE VERMONT DEPT. OF HEALTH OR THE MUNICIPAL WATER DEPARTMENT SHALL BE BINDING.
3. CONNECTION TO AN EXISTING WATER MAIN SHALL BE DONE BY OR UNDER THE SUPERVISION OF, AND WITH THE APPROVAL OF THE MUNICIPAL WATER DEPARTMENT. IT IS THE CONTRACTORS RESPONSIBILITY TO SECURE ALL NECESSARY PERMITS AND PERMISSION TO MAKE THE CONNECTION AND TO COORDINATE ALL PARTIES INVOLVED IN THE PROCESS. THE MUNICIPAL WATER DEPARTMENT AND ENGINEER SHALL BE NOTIFIED AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF THE INTENDED CONNECTION TIME.
4. ALL WATER MAINS SHALL HAVE AT LEAST A TEN (10) FOOT SEPARATION HORIZONTALLY FROM SANITARY SEWERS.
5. ALL PUBLIC AND PRIVATE WATER MAINS: 1) 4" OR GREATER SHALL BE DUCTILE IRON, MINIMUM CLASS 52, DOUBLE CEMENT LINED, MECHANICAL OR PUSH ON JOINT PIPE. 2) LESS THAN 4" IN DIAMETER SHALL BE TYPE K COPPER.
6. ALL WATER LINE FITTINGS SHALL BE DUCTILE IRON, (AWWA C-110) CEMENT-LINED. WATER LINES LESS THAN 4" IN DIAMETER FITTINGS (OTHER THAN VALVES), SHALL BE BRASS.
7. ALL BURIED GATE VALVES SHALL CONFORM TO AWWA C-500 OR C-509 AND BE 150 LB. IRON BODY, BRONZE MOUNTED RESILIENT WEDGE TYPE. ALL GATE VALVE SHALL HAVE ADJUSTABLE IRON VALVE BOXES EXTENDING TO THE FINISHED GRADE (SEE TYPICAL DETAILS).
8. ALL WATER LINES AND APPURTENANCES SHALL BE PRESSURE AND LEAK TESTED BEFORE BEING PLACED INTO SERVICE, ACCORDING TO AWWA STANDARD C-651. THE TEST PRESSURE SHALL BE 200 PSI (+/- SPS), MEASURED AT OR NEAR THE HIGH POINT IN THE PORTION OF THE SYSTEM BEING TESTED, AND THE TEST SHALL BE RUN FOR TWO (2) HOURS. THE MUNICIPAL WATER DEPARTMENT AND THE ENGINEER SHALL BE GIVEN AT LEAST FORTY-EIGHT (48) HOURS NOTICE BEFORE THE TEST IS TO BE CONDUCTED, AND THE MUNICIPAL WATER DEPARTMENT PERSONNEL SHALL WITNESS THE TEST. ALLOWABLE LEAKAGE SHALL BE COMPUTED BY ONE OF THE FOLLOWING FORMULAS, THE CHOICE TO BE MADE BY THE MUNICIPAL WATER DEPARTMENT:
 - 1) $L = (50d/P)/133200$ WHERE: L = NUMBER OF GALS. ALLOWED LEAKAGE PER HOUR, S = LENGTH OF PIPE TESTED IN FEET, D = INCHES OF PIPE DIAMETER, P = AVERAGE TEST PRESSURE (PSI GAUGE).
 - 2) $Q = (40d/P)/2700$ WHERE: Q = NUMBER OF GALS. ALLOWED LEAKAGE IN TWO (2) HOURS, N = NUMBER OF JOINTS, D = INCHES OF PIPE DIAMETER, P = TEST PRESSURE (PSI). THE PERSON(S) CONDUCTING THE TEST(S) SHALL, IN WRITING, CERTIFY THE RESULTS TO THE MUNICIPAL WATER DEPARTMENT.
9. ALL WATER LINES SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA C-601, OR AS DIRECTED BY THE MUNICIPAL WATER DEPARTMENT BEFORE BEING PUT INTO SERVICE. THE CONTRACTOR SHALL INSTALL A 1" DIAMETER TAP IN THE WATER MAIN FOR CHLORINE INJECTION. THE TAP SHALL BE LOCATED AS DIRECTED BY THE MUNICIPAL WATER DEPARTMENT. DISINFECTION SHALL BE ACCOMPLISHED BY INTRODUCING A CONCENTRATION OF 50 PARTS PER MILLION (PPM) OF AVAILABLE CHLORINE INTO A RECENTLY FLUSHED MAIN. THE DISINFECTING SOLUTION, AFTER REMAINING IN THE WATER MAIN FOR 24 HOURS, SHALL HAVE A CONCENTRATION OF AT LEAST 25 PPM OF CHLORINE. THE PERSON(S) RESPONSIBLE FOR DISINFECTION SHALL REPORT IN WRITING, TO THE MUNICIPAL WATER DEPARTMENT AND VERMONT DEPT. OF HEALTH, THAT THIS DISINFECTION PROCEDURE WAS FOLLOWED AND THE REQUIRED MINIMUM RESULTS WERE OBTAINED. ACTUAL SAMPLING SHALL BE PERFORMED BY THE MUNICIPAL WATER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAMPLING AND ANALYSIS COSTS.

SEWER CONSTRUCTION AND TESTING NOTES

1. All sewer pipe shall be PVC SDR 35 gravity sewer pipe manufactured in conformance with ASTM D 3034 (4" to 16") and installed in conformance with ASTM recommended practice D2321. Joints, fittings, and accessories shall also conform to the appropriate specifications for PVC pipe size.
2. Install sewer pipe in conformance with the engineering plans and specifications and manufacturer's recommendations. PVC gravity sewer pipe shall be furnished in the longest nominal lengths available from the manufacturer. The joining procedure shall conform with the manufacturer's recommendations as outlined. Gaskets used in joining PVC sewer pipe shall conform to the requirements of ASTM F477.
3. Pipe shall be laid accurately to line and grade. Bedding in earth shall be a minimum of 6" below the outside of the pipe barrel. Bedding shall extend up to the spring line. Material around and to a height of 1' above the pipe shall be sand backfilled. Bedding and sand cushion shall be compacted by mechanical tamping in 1 foot lifts.
4. Pipe shall be laid with the spigot ends pointing in the direction of flow, and on a dry bedding. Completed pipelines shall be free from offsets or deviations from line and grade when examined with lights or mirrors. Visible leaks, broken pipes, etc. shall be repaired. Pipe shall be plugged with a water tight plug at night or when work is suspended. Sewers shall not be used to carry groundwater from the trench. The Contractor shall clean all soil deposits and other debris from sewers at the completion of the work.
5. A tee or wye branch shall be provided for each new or existing service, together with 4 inch SDR 35 PVC line sufficient to connect to the building sewer. Connections shall be made by the Contractor. All adapters, caulking and necessary connectors shall be provided to make satisfactory and leak-proof connections.
6. Any service connections shall be 4 inch SDR 35 PVC and shall be constructed in a location to be determined by the Engineer. The service connection shall be 6" below existing grade unless otherwise indicated on the plans or as directed by the Engineer. The end shall be located by two intersecting lines by the Engineer before being backfilled and shall be marked with a 2" by 4" board coated with preservative extending from the connection invert to 6" below existing grade and with metal tape or a metal marker suitable for detection with a metal detector.
7. Manholes shall be constructed at the locations, to the elevations, and in accordance with notes and details shown on the drawings as well as the standard details.
 - A. Pre-cast bases shall be placed on a 6" layer of compacted bedding material. The excavation shall be properly dewatered while placing bedding material and setting the base or pouring concrete. Water stops shall be used at the horizontal joint of poured-in-place manholes.
 - B. Inlet and outlet stubs shall be connected and sealed in accordance with the manufacturer's recommended procedure, and shown on the typical sections, or cast integrally with the poured base.
 - C. Barrel sections and cones of the appropriate combination of heights shall then be placed, using manufacturer's recommended procedures for sealing the horizontal joints, and as shown on the typical sections.
 - D. A leakage test shall be made on all sanitary manholes prior to building manhole invert.
 - E. The frame and cover shall be placed on the top to prevent accidental entry of unauthorized persons, children, animals, etc., until the Contractor is ready to make final adjustment to grade.
 - F. Manholes shall be backfilled evenly in layers with suitable backfill material and compacted to achieve 95% maximum density.
 - G. Connections to existing manholes shall be made so as not to damage the structure. The openings shall be mortared full and watertight after the new pipe is installed. The inverts shall be modified as directed to accommodate flow from the new pipe.

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**DEPARTMENT OF
PLANNING & ZONING**
PINE & FLYNN
DEVELOPMENT

LOCATION
316 FLYNN AVE (CORNER OF PINE & FLYNN
BURLINGTON, VERMONT

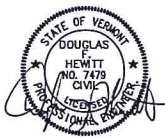
OWNER
G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802 343 6789

CONTRACTOR

CIVIL ENGINEER

RUMMIT ENGINEERING, INC.
Engineers • Surveyors • Planners • Landscape Architects
1233 Shelburne Road C2
South Burlington, VT 05403
(802) 638-3588

STAMP



Issue	Date	Issue	Date

Project

SITE DETAILS

Project No. 8163 Drawn By: BEG Date: 6/29/15 Scale: N.T.S.

Drawn By

Project No.

Drawn By

D1

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PINE & FLYNN DEVELOPMENT

JULY 29, 2016

PROPOSED ELEVATIONS
scale 1/8" 1'-0"

A-1



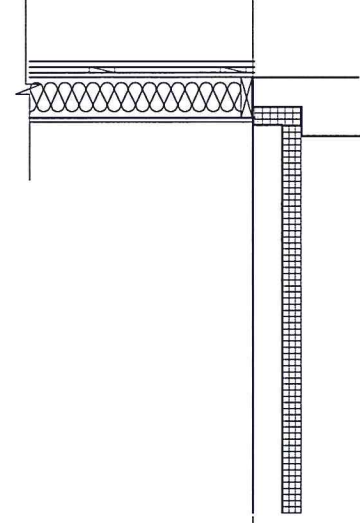
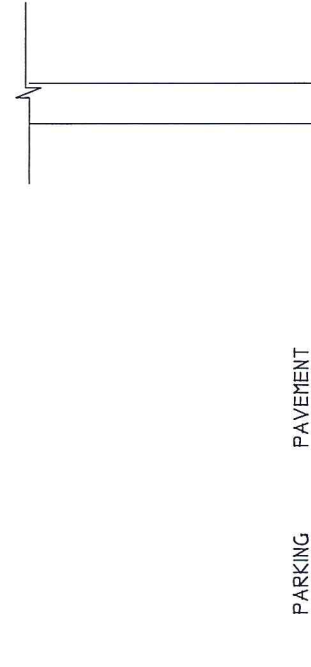
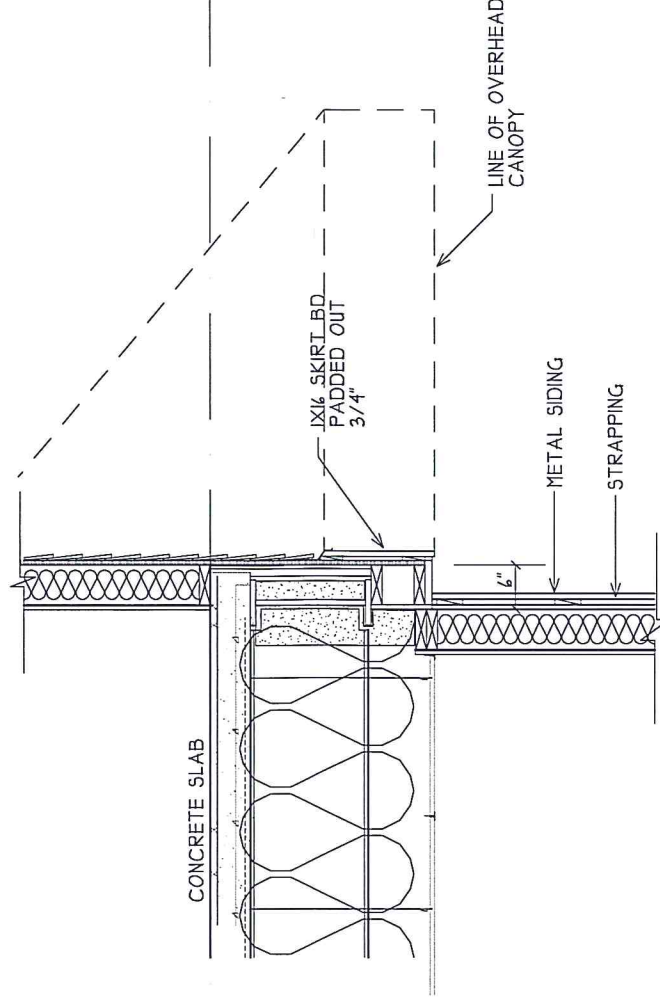
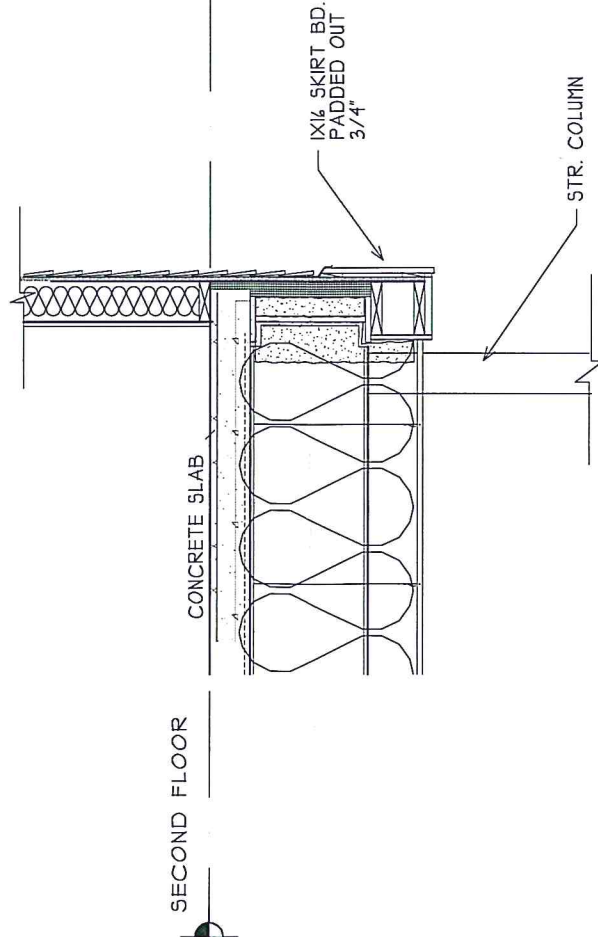
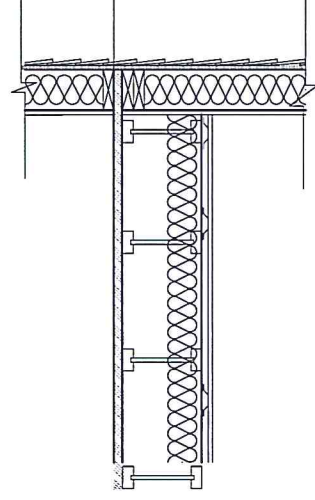
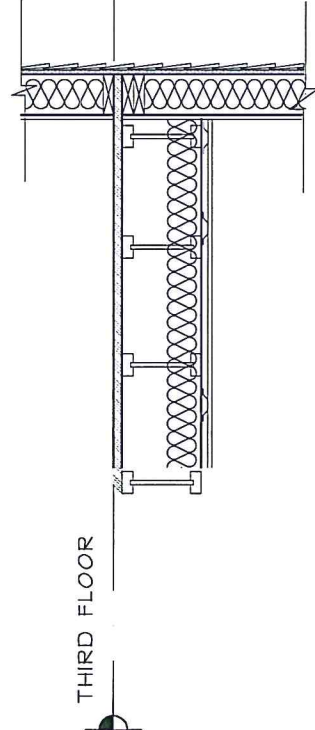
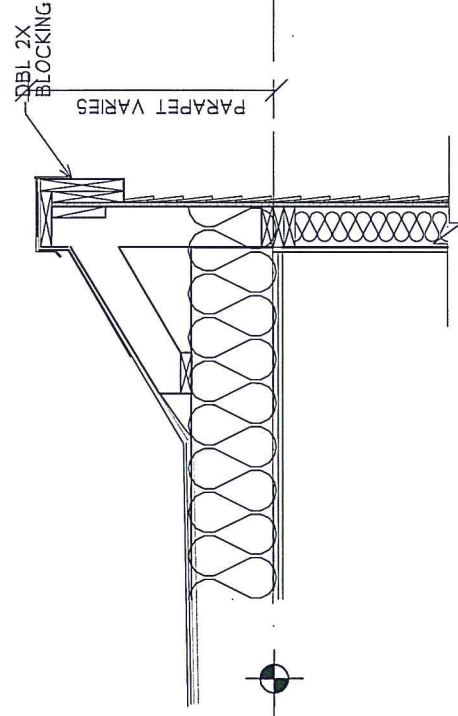
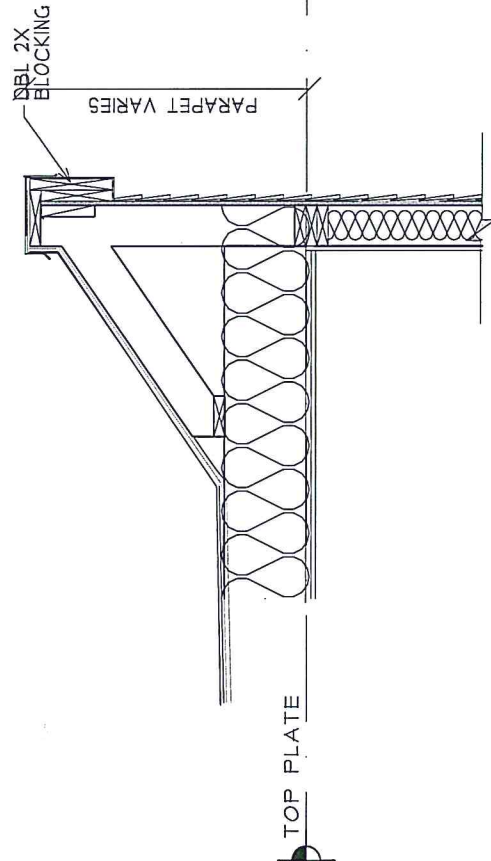
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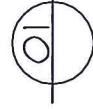
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LINCOLN BROWN ILLUSTRATION

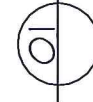


PINE & FLYNN
SECTION @ PRK'G AREA



1" = 1'-0"

PINE & FLYNN
SECTION @ COMMERCIAL AREA



1" = 1'-0"

Redstone

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Stantec

55 Green Mountain Drive
South Burlington, VT 05403

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DEPARTMENT OF
PLANNING & ZONING

June 28, 2016
File: 195311267

Attention: Mr. Dan Goltzman
Redstone
210 College Street, Ste. 201
Burlington, VT 05401

Dear Dan,

Reference: Pine Street Deli Site, Burlington, VT

Per your request we have conducted an investigation of potential traffic and parking impacts associated with the above referenced project. Based on this investigation we conclude that the project will have only nominal impacts on the area roadway system. Furthermore, the roadway system operates at a high level of service under existing conditions and has adequate capacity to also accommodate the project related traffic increases at the same high level of service. Additionally we find that the proposed on-site parking supply is adequate to serve estimated peak demands. More specifically we find that:

- The project will generate only ten to twelve peak hour vehicle trips;
- The project will add only one or two new peak hour vehicle trips through the Pine Street and Flynn Avenue intersection; and,
- The project will generate a peak parking demand of 30 vehicles compared to a proposed parking supply of 34 spaces.

PROJECT DESCRIPTION

The proposed project is a mixed-used development to be located on the site of the existing Pine Street Deli and bottle redemption center at the intersection of Pine Street and Flynn Avenue in Burlington, Vermont. The current use consists of an approximately 2,800 square foot deli/convenience store, an approximate 1,000 square bottle redemption center and a three-unit apartment building. These uses are supported by 16 marked and approximately ten informal (unmarked) parking spaces on the site. Vehicular access is available by way of curb cuts on both Pine Street and Flynn Avenue. The proposed project includes demolition of the existing buildings on the site. In their place, a multi-story building will be constructed housing 30 residential apartment units on the upper floors and 3,000 square feet of commercial space at street level. Approximately 34 shared parking spaces will be provided. The two existing vehicular access points will be reconstructed and maintained. The conceptual site plan is shown in Figure 1.



June 28, 2016
Mr. Dan Goltzman
Page 2 of 15

Reference: Pine Street Deli Site, Burlington, VT

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EXISTING CONDITIONS

The project study is principally limited to the Pine Street and Flynn Avenue intersection. Existing conditions in the study area are described below.

Site and Roadways

The project site is located adjacent to the signalized Pine Street and Flynn Avenue intersection. Two-way, two-lane site driveways are provided on both streets. The Pine Street driveway is located approximately 200 feet north of the centerline of Flynn Avenue and the Flynn Avenue driveway is located approximately 80 east of the centerline of Pine Street. The site locus is shown in Figure 2.

The Pine Street and Flynn Avenue intersection operates with single lane approaches northbound and eastbound. The southbound approach provides a shared through/right-turn lane and a dedicated left-turn lane. The southbound left-turn movement operates with an advance signal phase. Green and yellow left-turn arrows are provided on this approach. The westbound approach is striped as a single lane; however, traffic informally stacks in two-lanes on occasion with the right lane dedicated to right-turn movements. No "right-turn-on-red" is allowed from Flynn Avenue westbound when pedestrians are crossing Pine Street. Special signage is provided to control this movement. Sidewalks are provided on both sides of both streets. Pedestrian signals with "push button" actuation are also provided crossing each leg of the intersection.

Pine Street and Flynn Avenue serve commuter traffic headed into and out of Burlington. Inbound traffic will turn left from Shelburne Street (US Route 7) northbound at a signalized intersection located approximately one-quarter mile east of Pine Street and then turn right on Pine Street to continue northbound. Flynn Avenue is wide enough to provide one travel lane in each direction and on-street parking on this segment. West of Pine Street Flynn Avenue terminates at Oakledge Park and Lake Champlain. This section also includes on-street parking however the roadway is not as wide here. Pine Street at the intersection draws northbound commuter traffic from both Flynn Avenue and Pine Street south of the intersection. In the site vicinity no parking is allowed on Pine Street. North of the site and south of the intersection a single lane is provided in each direction. There is a bus stop and shelter located on the east side of Pine Street just north of the Pine Street site driveway. North of the bus stop is the Champlain Elementary School.

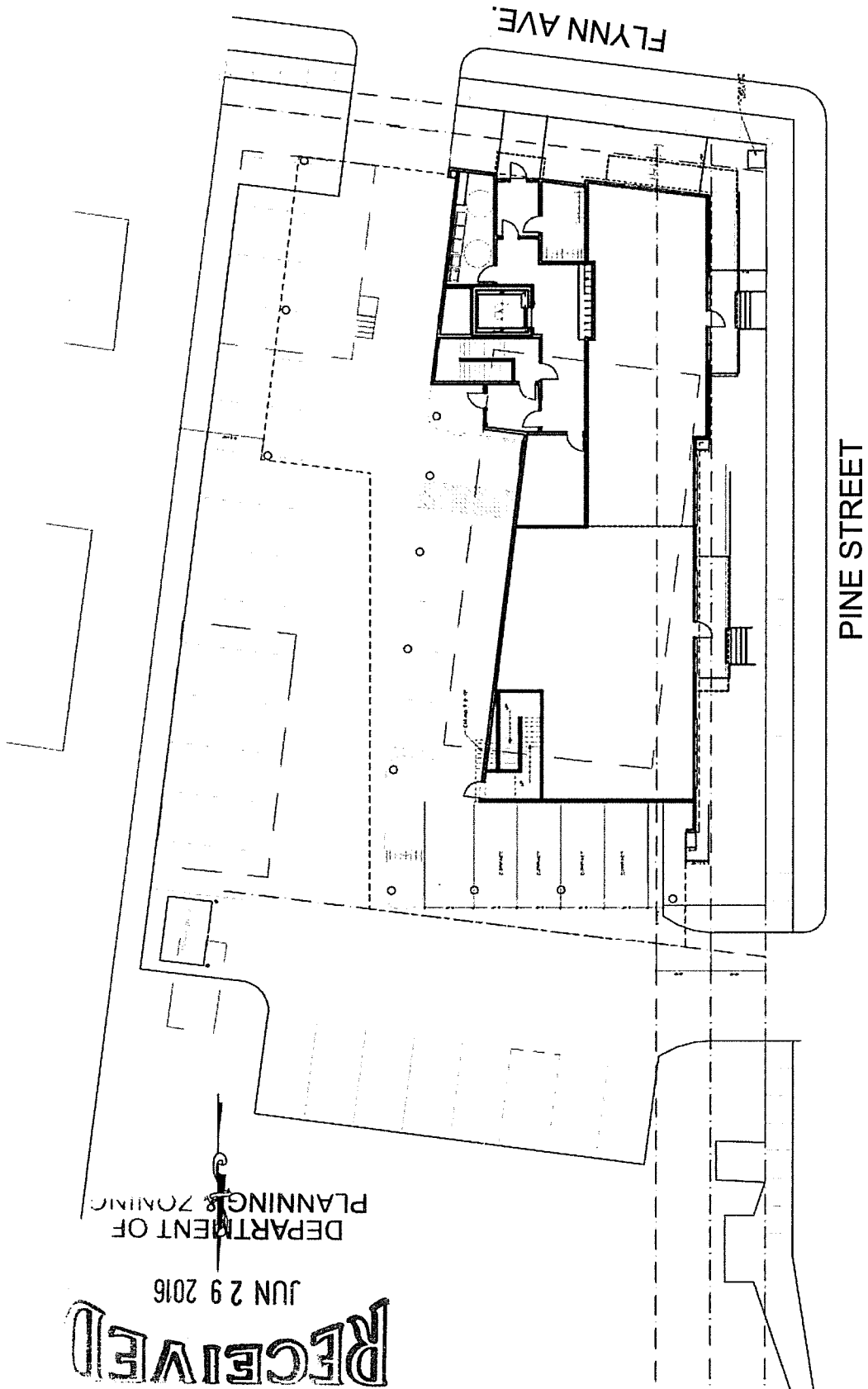
Public Transportation

The Chittenden County Transit Authority (CCTA) operates several bus routes along Pine Street adjacent to the project site. Route 3, Pine Street, provides frequent local service. Three commuter routes originating outside the City, including the LINK Express service between Burlington and Montpelier, also operate along Pine Street however, with many fewer trips. Commuter route operations are generally limited to commuter hours. As noted there is a sheltered bus stop at the north end of the project site on the east side of Pine Street. Other stops are located along Pine Street and Flynn Avenue.

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FIGURE 2
SITE LOCATION MAP

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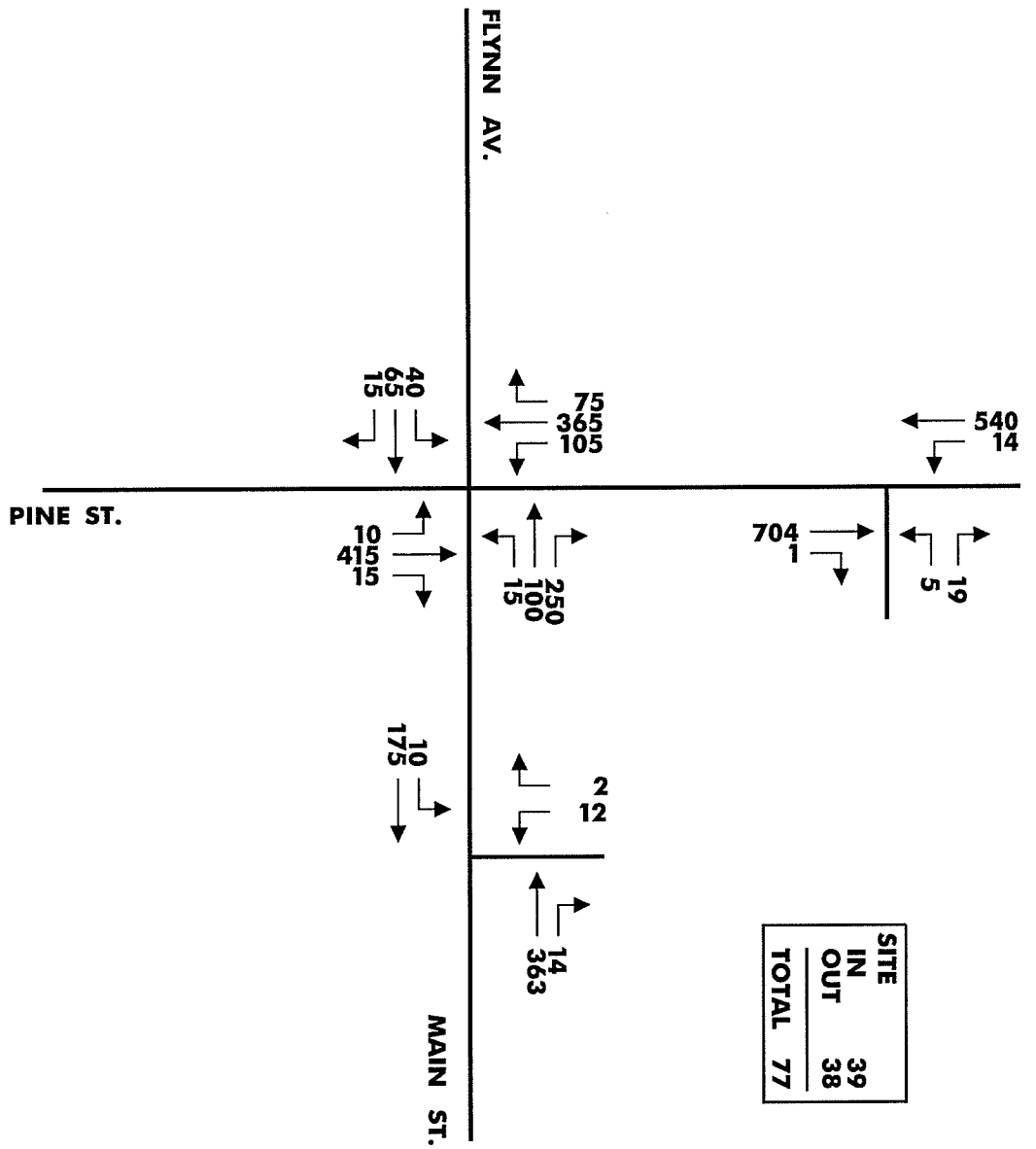
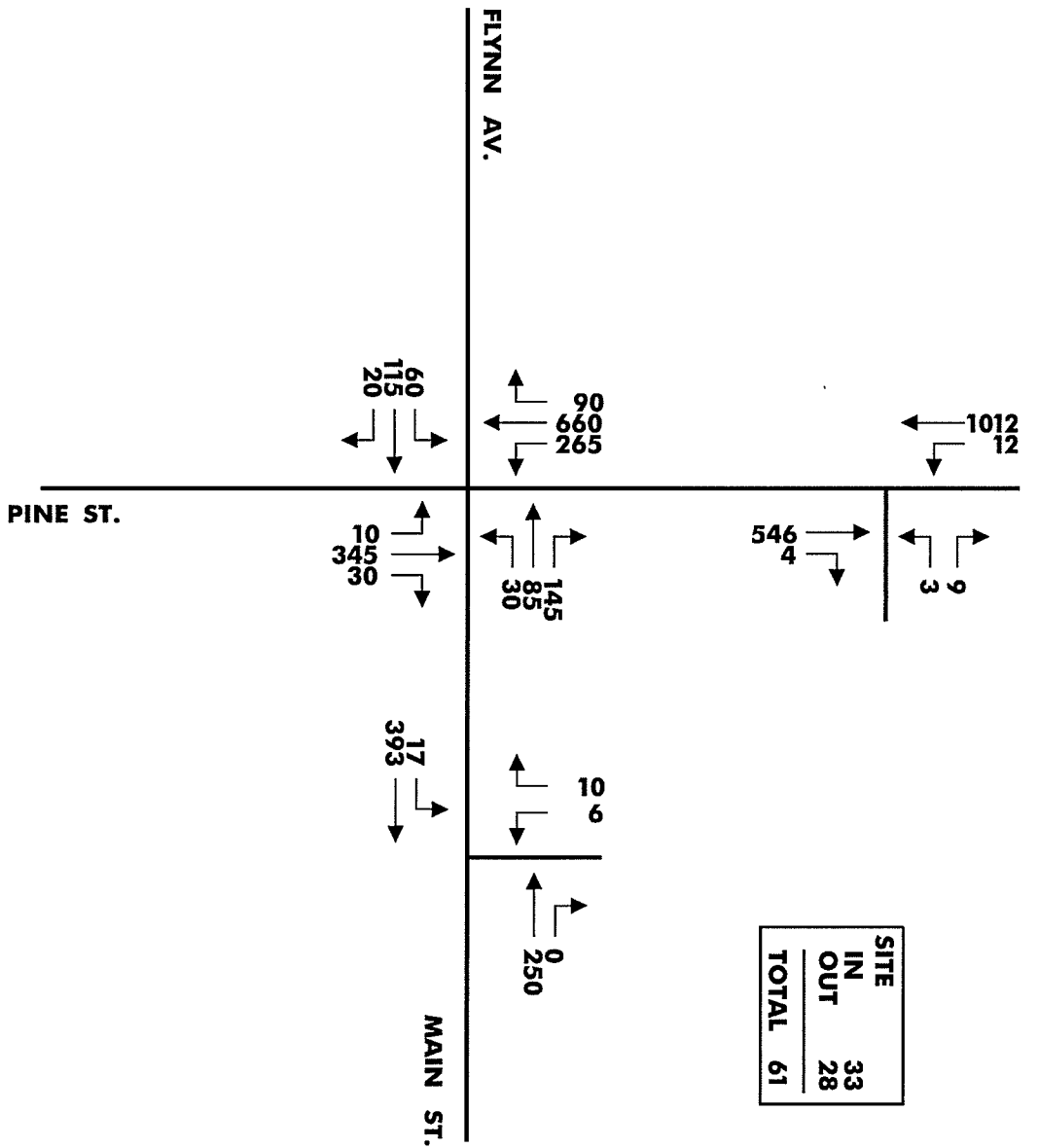


FIGURE 3
2016 EXISTING AM PEAK HOUR TRAFFIC VOLUMES

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SITE	
IN	33
OUT	28
TOTAL	61

FIGURE 4
2016 EXISTING PM PEAK HOUR TRAFFIC VOLUMES



June 28, 2016
Mr. Dan Goltzman
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Reference: Pine Street Deli Site, Burlington, VT

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Traffic Volumes

Traffic volume data are collected periodically by the Vermont Agency of Transportation (VTTrans) and by the Chittenden County Regional Planning Commission (CCRPC) at major intersections in the region. Vehicle classification counts taken before 2014 were compiled and reviewed most recently for *Plan BTV-South End*. The Transportation section of the *Plan BTV-South End* February 9, 2015 report was used to identify 2014 Design Hour Volumes for the Pine Street and Flynn Avenue intersection. Design Hour Volumes are calculated to represent the 30th highest volume hour of the year and therefore represent a conservative design condition. The Plan BTV volumes are attached to this report. The volumes define existing commuter patterns with the heaviest flows during the morning peak hour headed northbound on Pine Street and during the evening peak hour headed southbound on Pine Street.

Stantec conducted peak period traffic counts at or adjacent to the project site in early June 2016 prior to the end of the school year at the Champlain School. Volumes were collected for a variety of purposes. Weekday counts were done from 7 to 9 AM and from 4 to 6 PM to determine: existing traffic generation at the project site; existing through traffic volumes on three legs of the Pine Street and Flynn Avenue intersection; and existing trip generation and trip distribution for two existing residential projects in the site vicinity. The collected data are attached. The collected data are described below.

Vehicle turning movement counts were taken at both of the site driveways and at the driveways to the Flynn Housing Co-op located on Flynn Avenue a few hundred feet west of Pine Street and at the Champlain School Apartments located just north and west of the deli site. In addition to counting vehicles turning at each driveway, traffic volumes were also counted on the adjacent streets. A comparison of peak hour volumes on three legs of the intersection measured in June 2016 to the reported 2014 Design Hour Volumes in *Plan BTV, South End* showed that the 2016 volumes were six percent higher during the AM peak hour and 15 percent higher during the PM peak hour or ten percent higher on average. As such, the Pine Street and Flynn Avenue intersection volumes reported in *Plan BTV, South End* were increased by ten percent and then combined with the volumes measured at the site driveways in 2016 to develop the Existing 2016 traffic networks. These networks are shown in Figures 3 and 4. As shown, the site generates 77 vehicle trips during the AM peak traffic hour and 61 vehicle trips during the PM peak traffic hour. Traffic is fairly evenly split between the two driveways. The balance of incoming and outgoing trips also is consistent with the short-duration visits associated with the existing deli.

Parking

Parking demands at the subject site are assumed to peak at midday when the deli workers are busy serving lunchtime customers. Measurements were made of the on-site parking demands in early June 2016 from 11:30 AM to 12:30 PM on a typical weekday. Similar observations were made at the above referenced residential developments. The collected data are attached. The observations indicate a peak parking demand at the deli of 15 vehicles occurring at 12:30 PM. This demand includes three vehicles associated with the non-deli uses on the site. As such, the existing peak parking demand for the deli is estimated at 12 vehicles or approximately 4.3 spaces per 1000



June 28, 2016
Mr. Dan Goltzman

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Reference: Pine Street Deli Site, Burlington, VT

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square feet of floor area for the 2800 square-foot deli. Parking demand for the two residential apartment buildings is discussed in a later section of this report.

Operations

Existing intersection peak hour operating levels of service were calculated for the Pine Street and Flynn Avenue Street intersection following procedures described in the latest edition of the *Highway Capacity Manual*. Operating level of service (LOS) is a term used to describe the quality of traffic flow on a roadway. It is an aggregate measure of travel delay, travel speed, congestion, driver discomfort, convenience, and safety based on a comparison of roadway capacity to travel demand. Operating levels of service are reported on a scale of A to F with LOS A representing the best operating conditions (little or no delay to motorists) and LOS F representing the worst operating conditions (long delays and with traffic demands sometimes exceeding roadway capacity.) As noted in Table 1, the study intersection presently operates at LOS B during the AM and PM peak hours. Operating conditions reported in *Plan BTV, South End* are also shown in Table 1. As expected, the higher traffic volumes used in the 2016 analysis indicate slightly longer vehicle delays than reported for 2014 conditions.

Peak Hour	Existing 2016			2014 Design Hour		
	Stantec			Plan BTV, South End		
	LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C
AM	B	18	0.76	B	12	0.60
PM	B	20	0.89	B	12	0.70

¹ LOS= Level of Service

² Delay = Average delay expressed in seconds per vehicle

³ V/C = Volume-to-capacity ratio for critical movements

Table 1 Existing Pine Street/Flynn Avenue Intersection Operations

FUTURE CONDITIONS

Traffic volume conditions on the area roadway system were developed for a future Build scenario. The "Build" scenario assumes that traffic generated by the proposed development is combined with the Existing 2016 traffic volumes. Future traffic conditions at the Pine Street and Flynn Avenue intersection were analyzed and compared to 2016 Conditions to quantify the impact of project traffic on operations.

Site Traffic

Traffic forecasts for the proposed development project were developed considering the proposed change in land use conditions at the site. As noted above, the project will include 30 residential apartment units and 3000 square feet of commercial space. All existing uses on the site will be removed.



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In order to estimate project related traffic increases on the roadway system it was assumed that all existing site traffic will remain and only traffic associated with the proposed residential use would be treated as new traffic. This is considered a conservative analysis given the uncertainty regarding the future use of the commercial space. The commercial space could be used as office and/or retail, uses that generate substantially less traffic per square foot floor space than the existing deli. A "worst case" scenario would assume that another food service business replaces the existing deli and generates the same vehicular traffic that is now generated by the deli, bottle redemption service and three apartments located on the site.

The second part of the traffic forecasting requires estimating the number of vehicle trips associated with the proposed 30 apartment units. Typically, trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation* could be applied. ITE trip rates for Land Use Code 220-Apartment indicate that apartments generate 0.51 AM peak hour vehicle trips per dwelling unit and 0.62 PM peak hour vehicle trips per dwelling unit. These trip rates however, are based on data generally collected at suburban sites where pedestrian, bike and transit trips are nominal. Downward adjustments to the ITE rates are appropriate where alternative travel modes may represent a significant portion of all site trips. Given the proximity of the project site to downtown Burlington and its convenient access to transit, local data were collected to determine an appropriate trip generation rate for this site.

As noted above, peak period traffic counts were conducted at the 28-unit Flynn Housing Co-op on Flynn Avenue and at the 76-unit Champlain School Apartments. The proposed residential use would be expected to exhibit vehicle trip generation characteristics similar to these residential properties given their proximity to the project site. Counts done at these two sites indicate that they generate vehicle trips at rates that amount to only 62 to 75 percent of the applicable ITE rates as shown in Table 2.

Site	Dwelling Units	Peak Hour	Vehicle Trips	Trip Rate ¹	ITE Rate ²	Local Rate as % of ITE Rate
Champlain School	76	AM	24	0.32	0.51	62%
		PM	29	0.38	0.62	62%
Flynn Ave. Co-op	28	AM	9	0.32	0.51	63%
		PM	13	0.46	0.62	75%

¹Vehicle trips per dwelling unit.

²Source: ITE, *Trip Generation*, 9th Edition, Land Use Code 220 – Apartment.

Local trip rates based on driveway counts conducted by Stantec June 2016.

Table 2 Locally Observed Trip Generation Rates

In consideration of the locally observed data, trip estimates developed for the proposed residential use using ITE trip rates were reduced to 65 percent of their calculated value for this study. The estimated vehicle trip generation is shown in Table 3. The proposed new residential use at the site is only expected to generate ten new AM peak hour vehicle trips and 12 new PM peak hour vehicle trips.



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Peak	Direction	Trip Rate ¹	Unadjusted Trips	Adjusted Trips
AM	IN	0.10	3	2
	OUT	0.41	12	8
	TOTAL	0.51	15	10
PM	IN	0.40	12	8
	OUT	0.22	7	4
	TOTAL	0.62	19	12
Daily	IN	3.33	100	65
	OUT	3.33	100	65
	TOTAL	6.65	200	130

¹Source: ITE, *Trip Generation*, 9th Edition, Land Use Code 220 – Apartment. Vehicle trips per dwelling unit. Adjusted Trips reflect 65 percent of the unadjusted trips.

Table 3 Estimated New Site Traffic (Residential Trips)

Trip Assignments

Anticipated new site generated vehicle trips were assigned to the site driveways and area roadway network. It was assumed that approximately half of the trips would be oriented to north of the site and approximately half of the trips would be oriented to the south and Flynn Avenue. This distribution is based on the observed traffic patterns at the Champlain School Apartments driveway. The resulting traffic assignments for the AM and PM peak hours are shown in Figure 5. As shown, the two site driveways provided allow traffic to disperse with nominal impacts on the Pine Street and Flynn Avenue intersection. Only one or two peak hour vehicles are added to the intersection resulting in traffic increases that are well below one percent of the existing volume through the intersection. Traffic increases of only 0.2 percent during the AM peak hour and 0.1 percent during the PM peak hour are expected.

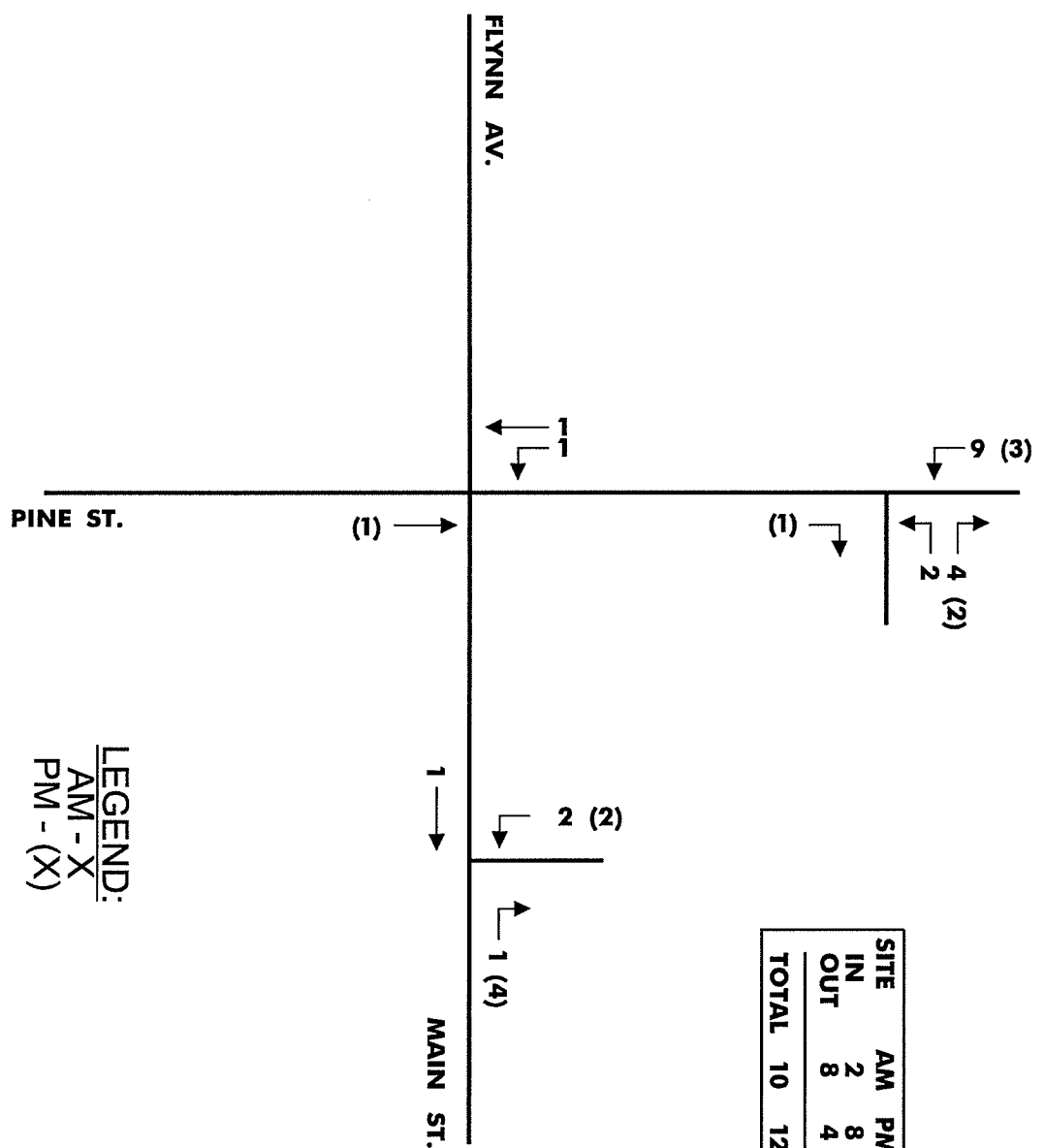
Future Traffic Networks

The combined project traffic and existing traffic volumes represent the Build condition traffic volumes. The Build volumes are shown in Figures 6 and 7, respectively.

Future Traffic Operations

The traffic operations analyses completed above for existing traffic conditions were repeated for Build conditions for the Pine Street and Flynn Avenue intersection. The results are presented in Table 4. As shown, the subject intersection will experience no measurable decline in operations due to the proposed development. The calculated level of services under Build conditions remain the same as reported for Existing conditions. Capacity analysis worksheets for all analysis conditions are attached.

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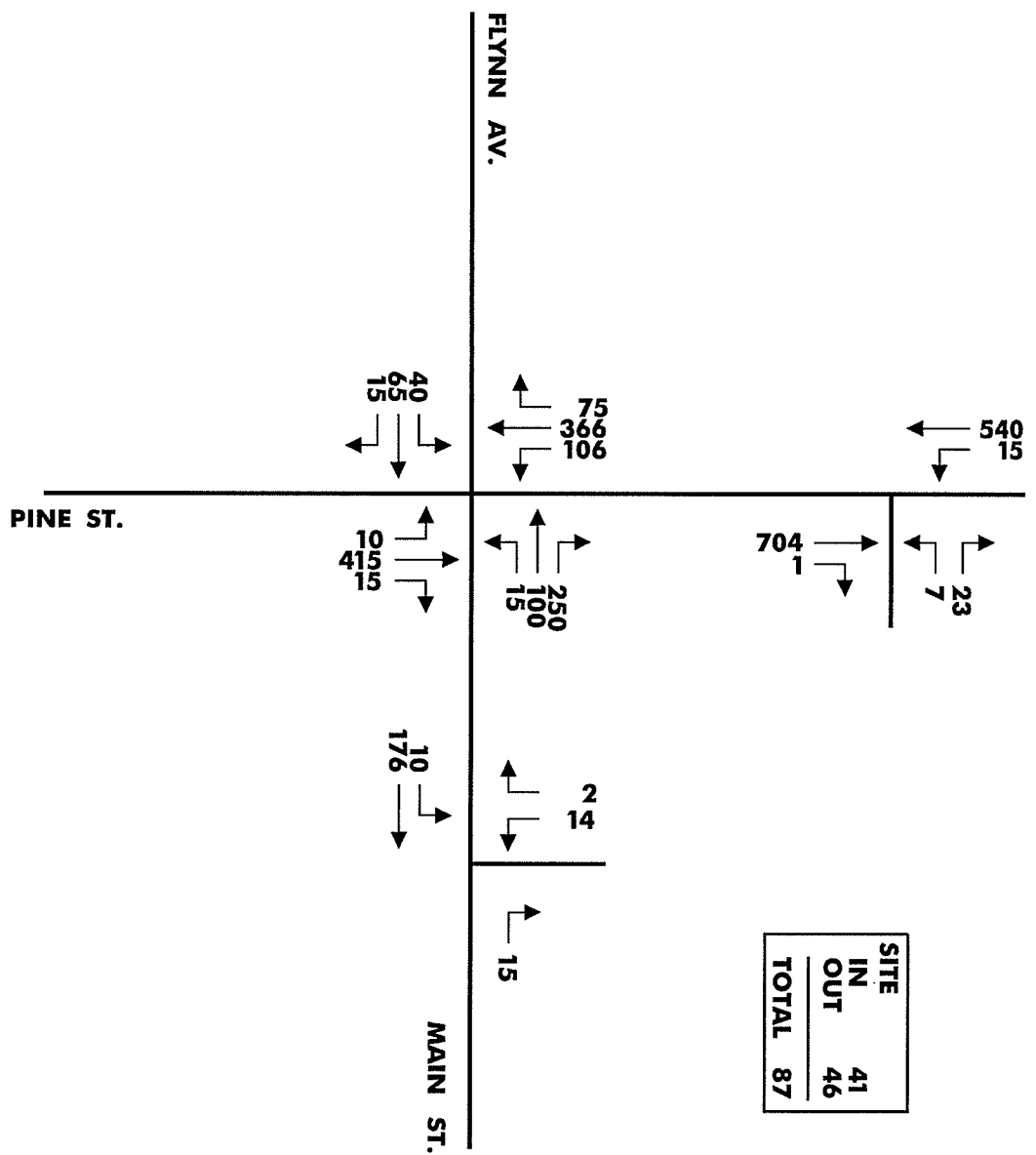


SITE	AM		PM	
	IN	OUT	IN	OUT
	2	8	8	4
TOTAL	10	12		

LEGEND:
 AM - X
 PM - (X)

FIGURE 5
NEW SITE GENERATED TRAFFIC VOLUMES

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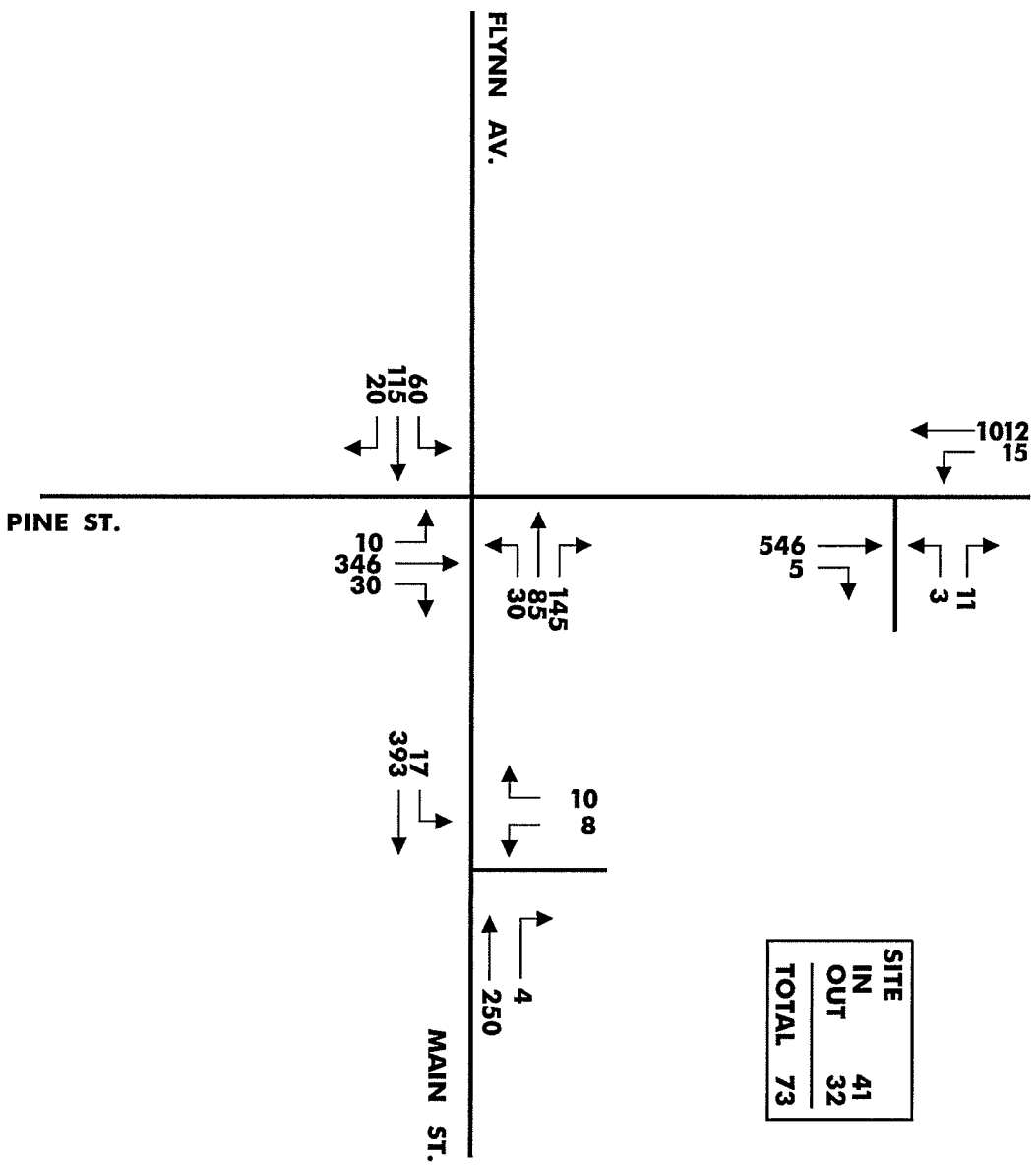


SITE	
IN	41
OUT	46
TOTAL	87

FIGURE 6
 2016 AM PEAK HOUR BUILD TRAFFIC VOLUMES



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SITE	
IN	41
OUT	32
TOTAL	73

FIGURE 7
 2016 PM PEAK HOUR BUILD TRAFFIC VOLUMES



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Peak Hour	Existing 2016			2016 Build		
	LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C
AM	B	18	0.76	B	18	0.76
PM	B	20	0.89	B	20	0.89

¹ LOS= Level of Service

² Delay = Average delay expressed in seconds per vehicle

³ V/C = Volume-to-capacity ratio for critical movements

Table 4 Future Pine Street/Flynn Avenue Intersection Operations

Future Parking Conditions

The parking analysis for this project was conducted consistent with the traffic analysis. It was generally assumed that the future commercial use would generate parking demands similar to those of the existing deli use at the site. As such, the future parking demand represents the combined parking demand of the deli and the proposed residential use.

The parking analysis considered midday peak parking demands as food service demands will peak at lunch time. Residential parking demands typically peak at midnight or later. The critical analysis period is therefore midday when the proposed 34 on-site parking spaces must serve the midday food service demand while simultaneously accommodating residents' vehicles which may be left at the site during the day.

As noted above, the midday parking demand for the existing deli is approximately 12 vehicles. Parking demand for the proposed residential use was again determined by examining conditions at nearby, comparable residential developments. Measurements taken in June 2016 indicate that the 28-unit Flynn Housing Coop development uses a peak of 14 spaces at midday or 0.50 spaces per dwelling unit. The 76-unit Champlain School Apartments uses 41 spaces at midday or 0.54 spaces per dwelling unit. Applying the higher ratio (0.54) to the proposed project indicates that the residential component of the project will require 16 parking spaces at midday. The expected combined midday parking demand at the project site is there 30 vehicles. The proposed on-site parking supply will include 34 spaces.

RECOMMENDATIONS

As noted above, the proposed development will not have a significant impact on traffic operations at the Pine Street and Flynn Avenue intersection. Proposed construction at the site will alter the existing site driveways and move the Flynn Avenue driveway slightly closer to the existing CCTA bus stop. Future parking demands at the site should be met with a reserve capacity of four spaces at midday based on the assumption that future commercial tenants at the project generate no more midday parking demand than the existing deli. In light of the above findings it is recommended that:



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- The applicant work closely with the CCTA in the development of final design plans to ensure that adequate and appropriate access is provided for the existing bus stop;
- The applicant reassess expected site parking demands when tenants for the proposed commercial space are identified; and,
- The applicant will monitor and manage future on-site parking to ensure that all users' needs are being adequately met.

CONCLUSION

The proposed development will not have a significant impact on area traffic operations. It will add negligible volume to Pine Street and Flynn Avenue intersection. The intersection presently operates well below its capacity during commuter peak hours and will continue to do so after the project is built.

Thank you for the opportunity in assisting you with this project. Please do not hesitate to call if you have questions regarding the above.

Regards,

Stantec Consulting Services Inc.

Richard S. Bryant
Associate
Phone: 802 864 0223
Fax: 802 864 0165
Richard.Bryant@stantec.com

Attachments: Plan BTV, South End Traffic Volumes, Stantec June 2016 Traffic and Parking Counts, Capacity Analysis Worksheets

rbv:\1953\active\195311267\transportation\report\2016-06-27_tis.docx

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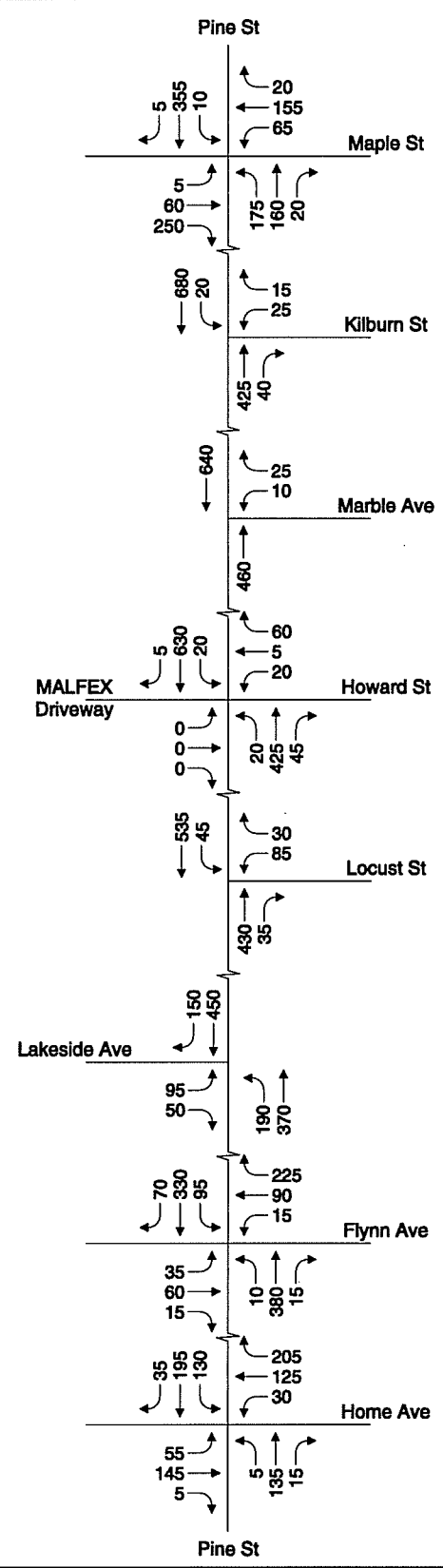
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Plan BTV, South End

Traffic Volumes

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↑
 Not to Scale



Vanasse Hangen Brustlin, Inc.

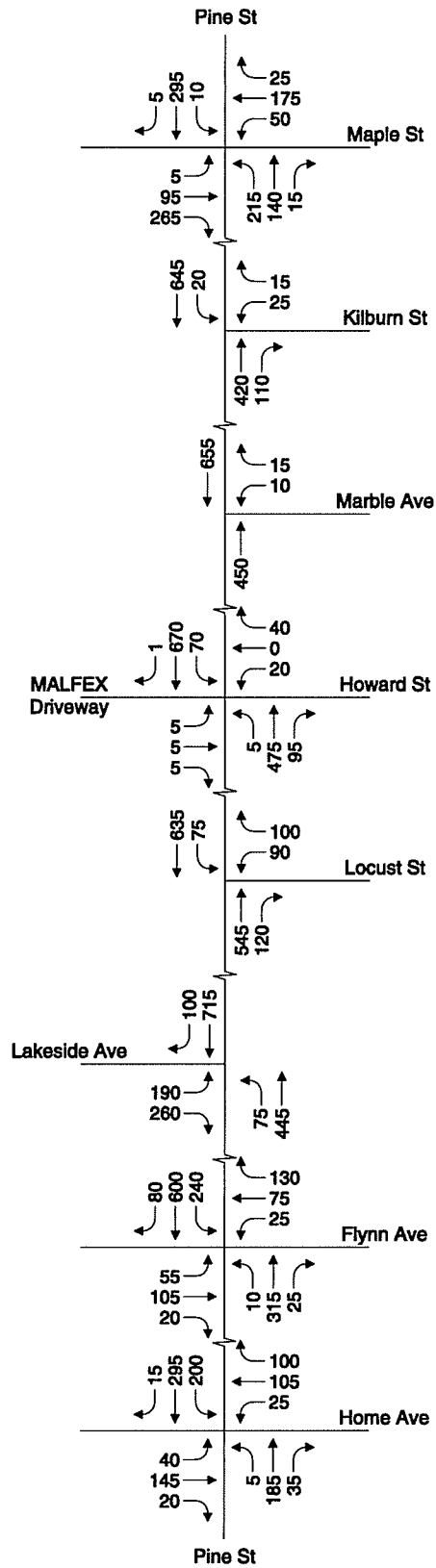
2014 Weekday Morning
 Peak Hour Traffic Volumes

Figure 1

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Not to Scale



Vanasse Hangen Brustlin, Inc.

2014 Weekday Evening
Peak Hour (DHV) Traffic Volumes

Figure 2

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Stantec, June 2016
Traffic and Parking Counts

Pine Street Dell - Traffic Counts AM

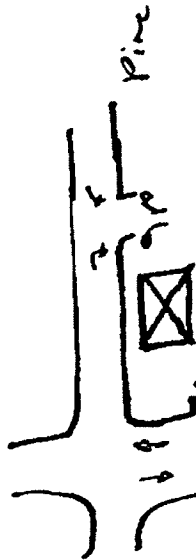
Date: 6/7/2016 Done By: C. B. Wagner

Time Slot	Flynn Ave.				Pine Street				Flynn Ave. @ Stop Bar	
	In		Out		In		Out		Westbound	Eastbound
										
7:00 - 7:15 AM	3	1	1	1	1	2	1	1	44	30
7:15 - 7:30 AM	6/3	1/φ	5/4	1/φ	2/1	5/3	3/2	4/3	80/44	56/20
7:30 - 7:45 AM	6/φ	3/2	7/2	3/2	7/5	5/φ	3/φ	9/5	140/60	20/20
7:45 - 8:00 AM	8/2	3/φ	10/3	4/1	10/3	7/2	4/1	12/3	225/77	106/30
8:00 - 8:15 AM	12/4	13/10	14/4	5/1	14/4	7/φ	6/2	10/6	331/106	140/40
8:15 - 8:30 AM	13/1	14/1	19/5	5/φ	15/1	8/1	7/1	23/5	394/103	184/48
8:30 - 8:45 AM	16/3	14/φ	20/1	6/1	19/4	8/φ	9/1	26/3	446/52	225/31
8:45 - 9:00 AM	18/2	17/3	22/2	6/φ	24/5	8/φ	9/1	31/5	553/107	267/42
	10	14	12	2	14	1	5	19	328	151

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→ N

Flynn



Pine Street Dell - Traffic Counts PM

Date: 6/5/2016 Done By: C. B. [Signature]

Time Slot	Flynn Ave.				Pine Street				Flynn Ave. @ Stop Bar	
	In		Out		In		Out		Westbound	Eastbound
									Colgate	Paste 7
4:00 - 4:15 PM	0	1	4	0	1	3	1	3	44	83
4:15 - 4:30 PM	7/7	1/0	5/1	2/2	2/1	4/1	2/1	5/2	94/50	167/84
4:30 - 4:45 PM	8/1	1/0	7/2	3/1	5/3	5/1	2/0	7/2	133/39	202/95
4:45 - 5:00 PM	12/4	1/0	7/0	3/0	6/1	5/0	3/1	12/5	185/52	340/78
5:00 - 5:15 PM	10/6	1/0	10/3	4/1	9/3	5/0	5/2	15/3	233/48	445/105
5:15 - 5:30 PM	22/4	1/0	12/2	6/2	14/5	6/1	6/1	19/4	292/59	531/86
5:30 - 5:45 PM	24/2	1/0	13/1	10/4	16/2	7/1	6/0	20/1	350/58	627/96
5:45 - 6:00 PM	29/5	1/0	13/0	13/3	18/2	9/2	6/0	21/1	461/51	684/67
	17	0	6	10	12	4	3	9	216	354

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Flynn Ave. Development - Traffic Counts AM (7AM - 9AM)
 Date: 6/1/2016 Done By: G. BURGMEIER

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through traffic			
	In	Out	Bound	Bound	West	East	Bound	Bound
7:00 - 7:15 AM					19	24	Bound	Bound
7:15 - 7:30 AM					60/41	36/12	Bound	Bound
7:30 - 7:45 AM					100/40	51/15	Bound	Bound
7:45 - 8:00 AM					167/67	85/34	Bound	Bound
8:00 - 8:15 AM					228/61	121/36	Bound	Bound
8:15 - 8:30 AM					208/60	141/20	Bound	Bound
8:30 - 8:45 AM					349/61	159/18	Bound	Bound
8:45 - 9:00 AM					409/60	188/29	Bound	Bound

#/# TOTAL COUNT
 #/# DEDUCTED
 INTERVAL
 COUNT

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Flynn Ave
 108
 249
 108

* NOTE: 30-40% OF WESTBOUND TRAFFIC W/AS FROM LT TURNS
 OFF OF FOSTER STREET

Flynn Ave. Development - Traffic Counts PM (4 PM - 6 PM)

Date: 6/1/2016 Done By: S. B. Buechner

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through traffic			
	In			Out	West Bound	East Bound		
4:00 - 4:15 PM	4	1	0	0	36	32		
4:15 - 4:30 PM	6/2	5/4	0/0	0/0	70/34	86/54	88	
4:30 - 4:45 PM	8/2	6/1	1/1	1/1	113/43	160/74	117	
4:45 - 5:00 PM	11/3	7/1	1/0	1/0	159/46	216/56	102	
5:00 - 5:15 PM	11/0	10/3	1/0	1/0	210/51	283/67	118	
5:15 - 5:30 PM	12/1	11/1	1/0	1/0	272/62	347/64	126	
5:30 - 5:45 PM	13/1	12/1	1/0	1/0	317/45	404/57	102	
5:45 - 6:00 PM	14/1	13/1	1/0	1/0	375/58	434/30	88	

#/## TOTAL COUNT
#/# DEDUCTED INITIAL COUNT

4:30 - 5:30

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6 6 1 202 261

NOTE: TRAFFIC FLOW OFF POSTAL ST. WAS EASTBOUND

8:00-6 parked
8:03-6 parked
8:05-8 parked
8:06 9 parked
8:08 9 parked

Busses: Champlain College
CCTA
MT Transit
730 CCTA School Buses

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Pine Street Development - Traffic Counts AM

Date: 6/11/19 Done By: Nora Varhue

Time Slot	Pine Street Development Drive				Pine Street Through traffic	
	Left	Thru	Right	Out	North	Bound
7:00 - 7:15 AM	1	1	1		69 T 1 B 2 P 2	106 T 2 B 5 P 4
7:15 - 7:30 AM	2	1	2		95 T 5 B 3 P 6	96 T 4 B 5 P 4
7:30 - 7:45 AM	3	2	7		112 T 5 B 4 P 2	141 T 1 B 1 P 7
7:45 - 8:00 AM	4	0	2	1	113 T 11 B 8 P 3	196 T 9 B 1 P 2
8:00 - 8:15 AM	1	1	0	1	98 T 3 B 5 P 3	213 T 2 B 4 P 5
8:15 - 8:30 AM	3	0	1	1	90 T 4 B 6 P 5	123 T 10 B 4 P 11
8:30 - 8:45 AM	11	0	5	1	111 T 7 B 7 P 4	162 T 15 B 1 P 6
8:45 - 9:00 AM	7	0	2	3	126 T 13 B 6 P 3	198 T 12 B 2 P 3

425 756

8

7

(117)

(5)

8

8

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Pine Street Development - Traffic Counts PM

Date: 6/7/16 Done By: [Signature]

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through Traffic			
	In		Out		North	Bound	South	Bound
	LT	RT	LT	RT				
4:00 - 4:15 PM	1	3	2	2	2195	105	1116	119
4:15 - 4:30 PM	3	1	0	0	208	4	113	2114
4:30 - 4:45 PM	3	3	1	2	2196	4	113	114
4:45 - 5:00 PM	0	2	1	0	221	145	117	2118
5:00 - 5:15 PM	7	4	0	0	2774	143	132	139
5:15 - 5:30 PM	1	0	0	4	292	111	112	113
5:30 - 5:45 PM	7	1	1	1	241	3	112	115
5:45 - 6:00 PM	4	2	3	2	200	15	104	104

317

328

385

349

414

407

409

307

485

1094

5

2

7

15

(11)

(10)

(16)

(20)

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Pine Street Deli - Parking Count

Date:

6/7

Done By:

Glen

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	Time Slot	Number of spaces	Number of Parked Cars
Pine Street Deli	11:30 AM	22 (6) DIRT	11
	12:00 PM		8
	12:30 PM		15
	1:00 PM		12
	1:30 PM		13

Date:

6/7

Done By:

Glen

Flynn Ave. Development Lot	11:30 AM	42	14
	12:00 PM		10
	12:30 PM		10
	1:00 PM		11
	1:30 PM		13

Date:

6/7

Done By:

Glen

Pine Street Development Lot	11:30 AM	84	33 33
	12:00 PM		38
	12:30 PM		39
	1:00 PM		40
	1:30 PM		41

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**Intersection Capacity
Analysis Worksheets**

Queues
3: Pine Street & Flynn Avenue

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Existing Conditions
AM Peak Hour
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations		↔		↔		↔	↔	↔		
Traffic Volume (vph)	40	65	15	100	10	415	105	365		
Future Volume (vph)	40	65	15	100	10	415	105	365		
Lane Group Flow (vph)	0	120	0	365	0	440	105	440		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	23.0	23.0	23.0	23.0	27.0	27.0	10.0	37.0	6.0	6.0
Total Split (%)	34.8%	34.8%	34.8%	34.8%	40.9%	40.9%	15.2%	56.1%	9%	9%
Maximum Green (s)	17.0	17.0	17.0	17.0	21.0	21.0	4.0	31.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		13.4		13.4		17.1	24.4	24.4		
Actuated g/C Ratio		0.26		0.26		0.33	0.47	0.47		
v/c Ratio		0.45		0.76		0.73	0.31	0.54		
Control Delay		23.4		23.9		25.9	10.9	12.6		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		23.4		23.9		25.9	10.9	12.6		
LOS		C		C		C	B	B		
Approach Delay		23.4		23.9		25.9		12.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		30		59		126	17	83		
Queue Length 95th (ft)		84		#204		#289	47	191		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		370		604		810	339	1087		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.32		0.60		0.54	0.31	0.40		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 51.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76

Queues

3: Pine Street & Flynn Avenue

Existing Conditions

AM Peak Hour

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue

 p1	 p2	 p3	 p4
10 s	27 s	6 s	23 s
 p6		 p7	 p8
37 s		6 s	23 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Existing Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	40	65	15	15	100	250	10	415	15	105	365	7
Future Volume (vph)	40	65	15	15	100	250	10	415	15	105	365	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.97			1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.98			0.91			1.00		1.00	0.97	
Flt Protected		0.98			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1413			1417			1850		1667	1703	
Flt Permitted		0.71			0.98			0.99		0.29	1.00	
Satd. Flow (perm)		1013			1397			1824		517	1703	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	65	15	15	100	250	10	415	15	105	365	7
RTOR Reduction (vph)	0	8	0	0	120	0	0	2	0	0	11	0
Lane Group Flow (vph)	0	112	0	0	245	0	0	438	0	105	429	0
Confl. Peds. (#/hr)	10		5	7		12	5		7	12		10
Heavy Vehicles (%)	13%	13%	13%	3%	3%	3%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	5
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.4			13.4			17.1		26.0	26.0	
Effective Green, g (s)		13.4			13.4			17.1		26.0	26.0	
Actuated g/C Ratio		0.25			0.25			0.32		0.48	0.48	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		251			346			577		310	819	
v/s Ratio Prot										0.02	c0.25	
v/s Ratio Perm		0.11			c0.18			c0.24		0.14		
v/c Ratio		0.45			0.71			0.76		0.34	0.52	
Uniform Delay, d1		17.2			18.5			16.6		9.7	9.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.3			6.5			5.7		0.7	0.6	
Delay (s)		18.4			25.0			22.3		10.3	10.3	
Level of Service		B			C			C		B	B	
Approach Delay (s)		18.4			25.0			22.3			10.3	
Approach LOS		B			C			C			B	

Intersection Summary

HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: Pine Street & Flynn Avenue

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BUILDING CONDITIONS
AM Peak Hour

	↗	→	↖	←	↖	↑	↘	DEPARTMENT OF PLANNING & ZONING		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations		↔		↔		↔	↗	↖		
Traffic Volume (vph)	40	65	15	100	10	415	106	366		
Future Volume (vph)	40	65	15	100	10	415	106	366		
Lane Group Flow (vph)	0	120	0	365	0	440	106	441		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	23.0	23.0	23.0	23.0	27.0	27.0	10.0	37.0	6.0	6.0
Total Split (%)	34.8%	34.8%	34.8%	34.8%	40.9%	40.9%	15.2%	56.1%	9%	9%
Maximum Green (s)	17.0	17.0	17.0	17.0	21.0	21.0	4.0	31.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		13.4		13.4		17.1	24.4	24.4		
Actuated g/C Ratio		0.26		0.26		0.33	0.47	0.47		
v/c Ratio		0.45		0.76		0.73	0.31	0.54		
Control Delay		23.4		23.9		25.9	10.9	12.6		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		23.4		23.9		25.9	10.9	12.6		
LOS		C		C		C	B	B		
Approach Delay		23.4		23.9		25.9		12.3		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		30		59		126	17	83		
Queue Length 95th (ft)		84		#204		#289	48	191		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		370		604		810	339	1087		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.32		0.60		0.54	0.31	0.41		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 51.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76

Queues

3: Pine Street & Flynn Avenue

Build Condition

AM Peak Hour

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue

 p1	 p2	 p3	 p4
10 s	27 s	6 s	23 s
 p6		 p7	 p8
37 s		6 s	23 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Build Conditions:
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	40	65	15	15	100	250	10	415	15	106	366	7
Future Volume (vph)	40	65	15	15	100	250	10	415	15	106	366	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.97			1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.98			0.91			1.00		1.00	0.97	
Flt Protected		0.98			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1413			1417			1850		1667	1703	
Flt Permitted		0.71			0.98			0.98		0.29	1.00	
Satd. Flow (perm)		1013			1397			1824		517	1703	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	65	15	15	100	250	10	415	15	106	366	7
RTOR Reduction (vph)	0	8	0	0	120	0	0	2	0	0	11	0
Lane Group Flow (vph)	0	112	0	0	245	0	0	438	0	106	430	0
Confl. Peds. (#/hr)	10		5	7		12	5		7	12		10
Heavy Vehicles (%)	13%	13%	13%	3%	3%	3%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		prn+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.4			13.4			17.1		26.0	26.0	
Effective Green, g (s)		13.4			13.4			17.1		26.0	26.0	
Actuated g/C Ratio		0.25			0.25			0.32		0.48	0.48	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		251			346			577		310	819	
v/s Ratio Prot										0.02	c0.25	
v/s Ratio Perm		0.11			c0.18			c0.24		0.15		
v/c Ratio		0.45			0.71			0.76		0.34	0.53	
Uniform Delay, d1		17.2			18.5			16.6		9.7	9.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.3			6.5			5.7		0.7	0.6	
Delay (s)		18.4			25.0			22.3		10.4	10.3	
Level of Service		B			C			C		B	B	
Approach Delay (s)		18.4			25.0			22.3			10.3	
Approach LOS		B			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			54.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			85.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Pine Street & Flynn Avenue

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Existing Conditions
PM Peak Hour

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø3	ø7
Lane Configurations		↔		↔		↔	↔	↔		
Traffic Volume (vph)	60	115	30	85	10	345	265	660		
Future Volume (vph)	60	115	30	85	10	345	265	660		
Lane Group Flow (vph)	0	195	0	260	0	385	265	750		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	20.0	20.0	20.0	20.0	28.0	28.0	12.0	40.0	6.0	6.0
Total Split (%)	30.3%	30.3%	30.3%	30.3%	42.4%	42.4%	18.2%	60.6%	9%	9%
Maximum Green (s)	14.0	14.0	14.0	14.0	22.0	22.0	6.0	34.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		12.8		12.8		16.6	28.9	28.9		
Actuated g/C Ratio		0.23		0.23		0.30	0.53	0.53		
v/c Ratio		0.67		0.70		0.71	0.62	0.79		
Control Delay		34.9		27.2		25.2	15.9	19.1		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		34.9		27.2		25.2	15.9	19.1		
LOS		C		C		C	B	B		
Approach Delay		34.9		27.2		25.2		18.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		54		49		107	44	175		
Queue Length 95th (ft)		#169		#175		214	#108	#439		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		323		403		728	429	1133		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.60		0.65		0.53	0.62	0.66		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79

Queues

3: Pine Street & Flynn Avenue

Existing Conditions
PM Peak Hour

Intersection Signal Delay: 22.7
Intersection Capacity Utilization 98.3%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: C
ICU Level of Service F

Splits and Phases: 3: Pine Street & Flynn Avenue

 Ø1	 Ø2	 Ø3	 Ø4
12 s	28 s	6 s	20 s
 Ø6		 Ø7	 Ø8
40 s		6 s	20 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	60	115	20	30	85	145	10	345	30	265	660	90
Future Volume (vph)	60	115	20	30	85	145	10	345	30	265	660	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frb, ped/bikes		0.99			0.96			1.00		1.00	0.99	
Flpb, ped/bikes		0.99			1.00			1.00		1.00	1.00	
Frt		0.99			0.92			0.99		1.00	0.98	
Flt Protected		0.98			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1559			1370			1817		1729	1783	
Flt Permitted		0.77			0.95			0.97		0.32	1.00	
Satd. Flow (perm)		1217			1304			1768		574	1783	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	115	20	30	85	145	10	345	30	265	660	90
RTOR Reduction (vph)	0	6	0	0	67	0	0	5	0	0	7	0
Lane Group Flow (vph)	0	189	0	0	193	0	0	380	0	265	743	0
Confl. Peds. (#/hr)	26		14	11		23	14		11	23		26
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	5
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.8			12.8			16.8		28.9	28.9	
Effective Green, g (s)		12.8			12.8			16.8		28.9	28.9	
Actuated g/C Ratio		0.23			0.23			0.30		0.51	0.51	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		276			295			526		419	913	
v/s Ratio Prot										0.07	c0.42	
v/s Ratio Perm		c0.16			0.15			0.21		0.26		
v/c Ratio		0.68			0.65			0.72		0.63	0.81	
Uniform Delay, d1		19.9			19.8			17.7		9.9	11.5	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		6.8			5.1			4.9		3.1	5.6	
Delay (s)		26.8			24.9			22.6		13.0	17.1	
Level of Service		C			C			C		B	B	
Approach Delay (s)		26.8			24.9			22.6			16.0	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	56.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: Pine Street & Flynn Avenue

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PLANNING & ZONING

	↗	→	↖	←	↙	↑	↘	↓		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø3	ø7
Lane Configurations		↔		↔		↔	↗	↘		
Traffic Volume (vph)	60	115	30	85	10	346	265	660		
Future Volume (vph)	60	115	30	85	10	346	265	660		
Lane Group Flow (vph)	0	195	0	260	0	386	265	750		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	20.0	20.0	20.0	20.0	28.0	28.0	12.0	40.0	6.0	6.0
Total Split (%)	30.3%	30.3%	30.3%	30.3%	42.4%	42.4%	18.2%	60.6%	9%	9%
Maximum Green (s)	14.0	14.0	14.0	14.0	22.0	22.0	6.0	34.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		12.8		12.8		16.6	28.9	28.9		
Actuated g/C Ratio		0.23		0.23		0.30	0.53	0.53		
v/c Ratio		0.67		0.70		0.71	0.62	0.79		
Control Delay		34.9		27.2		25.3	15.9	19.1		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		34.9		27.2		25.3	15.9	19.1		
LOS		C		C		C	B	B		
Approach Delay		34.9		27.2		25.3		18.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		54		49		107	44	175		
Queue Length 95th (ft)		#169		#175		215	#108	#439		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		323		403		728	429	1133		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.60		0.65		0.53	0.62	0.66		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79

Queues

3: Pine Street & Flynn Avenue

Build Condition

PM Peak Ho

Intersection Signal Delay: 22.7

Intersection LOS: C

Intersection Capacity Utilization 98.3%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue



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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Build Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔		
Traffic Volume (vph)	60	115	20	30	85	145	10	346	30	265	660
Future Volume (vph)	60	115	20	30	85	145	10	346	30	265	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	
Frpb, ped/bikes		0.99			0.96			1.00		1.00	
Flpb, ped/bikes		0.99			1.00			1.00		1.00	
Frt		0.99			0.92			0.99		1.00	
Flt Protected		0.98			0.99			1.00		0.95	
Satd. Flow (prot)		1559			1370			1817		1729	
Flt Permitted		0.77			0.95			0.97		0.31	
Satd. Flow (perm)		1217			1304			1768		573	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	115	20	30	85	145	10	346	30	265	660
RTOR Reduction (vph)	0	6	0	0	67	0	0	5	0	7	0
Lane Group Flow (vph)	0	189	0	0	193	0	0	381	0	265	743
Confl. Peds. (#/hr)	26		14	11		23	14		11	23	
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	5	
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA		Perm	NA	pm+pt	NA	
Protected Phases		4			8			2	1	6	
Permitted Phases	4			8			2		6		
Actuated Green, G (s)		12.8			12.8			16.8	28.9	28.9	
Effective Green, g (s)		12.8			12.8			16.8	28.9	28.9	
Actuated g/C Ratio		0.23			0.23			0.30	0.51	0.51	
Clearance Time (s)		6.0			6.0			6.0	6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)		276			295			526	418	913	
v/s Ratio Prot									0.07	c0.42	
v/s Ratio Perm		c0.16			0.15			0.22	0.26		
v/c Ratio		0.68			0.65			0.72	0.63	0.81	
Uniform Delay, d1		19.9			19.8			17.7	9.9	11.5	
Progression Factor		1.00			1.00			1.00	1.00	1.00	
Incremental Delay, d2		6.8			5.1			4.9	3.1	5.6	
Delay (s)		26.8			24.9			22.6	13.0	17.1	
Level of Service		C			C			C	B	B	
Approach Delay (s)		26.8			24.9			22.6		16.0	
Approach LOS		C			C			C		B	

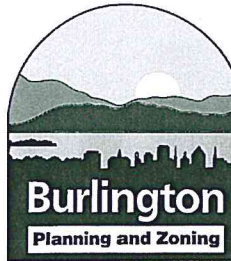
Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	56.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
<http://www.burlingtonvt.gov/PZ/>
Telephone: (802) 865-7188
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Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

TO: Development Review Board
FROM: Ryan Morrison *RM*
DATE: October 4, 2016
RE: 17-0290CA; 101 Overlake Park

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

Zone: RL Ward: 6S

Owner/Representative: Alexander & Yin Mei Stewart / Peregrine Design/Build

Request: Construct a garage/mudroom/dining room addition to an existing house, with finished the space above the garage.



Applicable Regulations:

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

Background Information:

The applicant is seeking approval to build a garage/mudroom/dining room addition to the existing single family home. The upper floor of the garage will be finished space. The project will also see the removal of a detached, single-car garage, and a slight increase in driveway area. Overall, the property's lot coverage will increase slightly.

Previous zoning actions for this property are as follows:

- **Zoning Permit 00-538;** Remove detached garage for the existing single family home replacing with a two story addition, living space and garage. Approved May 15, 2000.
- **Zoning Permit 01-050;** Enlarge existing side porch and construct a rear deck for the existing single family home. Approved July 31, 2000.
- **Zoning Permit 14-0172CA;** Replace existing storage shed with new larger shed. Approved August 22, 2013.

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

I. Findings

Article 4: Zoning Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(1) Residential Low Density (RL)

The subject property is located in the RL zone. This zone is intended primarily for low density residential development in the form of single detached dwellings and duplexes. This district is typically characterized by a compact and cohesive residential development pattern reflective of the respective neighborhoods' development history. The proposed residential addition is consistent with this purpose. **(Affirmative finding)**

(b) Dimensional Standards & Density

The 37,200 sf lot meets the minimum lot size requirement of at least 6,000 sf. It has 44' of cul-de-sac frontage, less than the 60' standard; however, Footnote 1 of Table 4.4.5-1 states that the DRB may adjust the frontage requirements for lots fronting on cul-de-sacs. The single family lot is compliant with the maximum density allowance of 7 units/acre.

Lot coverage will increase from 10.5% to 13.7%, well below the 35% limit.

The average side yard setback for the 2 adjacent lots on both sides of the subject property is 13.5'. The new addition is proposed to have a side yard (north) setback of 14' 6". Because the house sits at a slight angle to the front property line, the new addition will have a slightly reduced front yard setback. The addition will be well over a 100 ft from the rear yard property line.

The proposed addition is 22' 4 7/8" tall to the top of the roof ridge, well under the 35' limit. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The existing single family home is a permitted use in the RL zone. **(Affirmative finding)**

(d) District Specific Regulations

1. Setbacks

None sought under this criterion. **(Not applicable)**

2. Height

No height bonuses are being sought. **(Not applicable)**

3. Lot Coverage

No lot coverage bonuses are being sought. **(Not applicable)**

4. Accessory Residential Structures and Uses

The existing detached garage will be demolished. The new attached garage will be part of the primary structure, with finished space above. **(Affirmative finding)**

5. Residential Density

The existing home is subject to the functional family provisions of the Comprehensive Development Ordinance. **(Affirmative finding)**

6. Uses

No neighborhood commercial use is included in this proposal. **(Not applicable)**

7. Residential Development Bonuses

No development bonuses are being sought. **(Not applicable)**

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.5 (b) above.

Sec. 5.4.8, Historic Buildings and Sites

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 existing residence, built in 1929, was included in the Burlington Survey of Prospect Park North and Middle Neighborhoods, and noted as a contributing historic resource. The Colonial building has a primarily brick exterior and slate roof cover. On the south side, there exists a 2-story, clapboard sided house extension. Existing windows are primarily double hung. The proposed addition will have cedar clapboard siding, and cedar shake siding accenting the gable ends. The roof will have architectural shingles. Wood clad double hung windows (6/1) will locate on the front of the addition, in an effort to match the double hung, 6/1 windows on the existing historic home. And on the north and west elevations, a combination of 6/1 double hung and casement windows will be utilized. This new addition will show a differentiation between the old and the new. **Affirmative finding.**

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

At the time of writing this report, no lighting specifications have been submitted. A condition of approval will ensure that all outdoor lighting shall be subject to review and approval by staff. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control

As more than 400 sf of earth disturbance is proposed, a “small project erosion control” form has been provided. This erosion control plan will be subject to review and approval by the Stormwater Administrator. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

There are no important natural features on the subject property. **(Affirmative finding)**

(b) Topographical alterations

While there is a significant elevation drop in the back half of the property, the building site is generally flat and will remain so. No significant topographical alterations are proposed.

(Affirmative finding)

(c) Protection of important public views

There are no important public views from or through this property. **(Affirmative finding)**

(d) Protection of important cultural resources

There are no known archaeological resources on the property. **(Affirmative finding)**

(e) Supporting the use of alternative energy

There is no indication that the proposed home will utilize alternative energy. The project will not adversely impact the actual or potential use of alternative energies by neighboring properties.

(Affirmative finding)

(f) Brownfield sites

The property is not an identified brownfield. **(Affirmative finding)**

(g) Provide for nature's events

There is ample room onsite for winter snow storage. As noted above, an erosion prevention and sediment control plan has been submitted and will have to be approved by the Public Works Dept. as conditioned by this permit. **(Affirmative finding)**

(h) Building location and orientation

The building addition will attach the north wall of the existing home. The two new front doors, and the garage doors, will orient toward the front of the property, and maintain the plane of the existing front wall. The home's placement relative to the road is similar to other homes within the neighborhood. **(Affirmative finding)**

(i) Vehicular access

The existing private driveway will be retained, and slightly enlarged, and is adequate to serve the single family home. **(Affirmative finding)**

(j) Pedestrian access

There is a public sidewalk along this portion of Overlake Park. The substandard frontage width allows for not much more than the driveway access. There is a walkway between the driveway and the existing front entrance, located approximately halfway up the driveway length. The elevation plans depict a new deck in front of a front door on the addition. **(Affirmative finding)**

(k) Accessibility for the handicapped

No handicap accessibility is evident or required with this proposal. **(Affirmative finding)**

(l) Parking and circulation

The existing driveway and garage provide adequate room for the required 2 parking spaces. **(Affirmative finding)**

(m) Landscaping and fences

Landscaping shall be used to beautify the development site and to provide specific functions and benefits to the uses and buildings on the site. No landscaping is depicted on the site plan. The site plan will have to be revised to include new landscaping in front of the addition. No new fencing is proposed. **(Affirmative finding as conditioned)**

(n) Public plazas and open space

No public plaza or open space is included or required in this proposal.

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

Any new utility lines must be buried. There are no electric utility meters or ground-mounted mechanical equipment, depicted in the plans. If these, or other exterior equipment or machinery, are to be installed, they shall be sufficiently screened and/or setback to minimize their auditory and visual impact on the public street and neighboring properties. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The massing and scale of the proposed home are consistent with other homes in the neighborhood. It is a 2 story gable roofed addition, with a shed dormer on the rear, and a height of 22' 4 7/8" to the top ridge of the gable roof. **(Affirmative finding)**

2. Roofs and Rooflines

A gable roof exists on the primary structure. The proposed gable roof for the addition will maintain the same gable roof direction, albeit one story below the existing home's roof line. Gable roofs are common in the neighborhood and typical for residential construction. **(Affirmative finding)**

3. Building Openings

Fenestration is appropriately scaled and placed in consistent rhythm throughout the existing home and proposed addition. For the addition, the windows on the street facing side will be double hung to match the double hung windows on the existing home. The applicant proposes a mix of double hung and casement windows on the north and west sides of the addition. **(Affirmative finding)**

(b) Protection of important architectural resources

Almost all of the homes on Overlake Park have been included in the Burlington Survey of Prospect Park North and Middle Neighborhoods. The subject home is included in the survey. See Sec. 5.4.8 above. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

As noted previously, the proposed addition design includes a front door oriented towards the street. As proposed, there are no large blank walls or expanses of roof. **(Affirmative finding)**

(e) Quality of materials

With the exception of the new 2nd story gable ends, the proposed addition will be clad in cedar clapboard siding and cedar trim. Cedar shake siding will accent the gable ends. Wood clad windows will be installed extensively throughout the addition. The new entry doors will be made of fiberglass, and the new garage doors will be steel with a wooden appearance. These materials are acceptable for new additions to existing single family homes in a historic district. **(Affirmative finding)**

(f) Reduce energy utilization

The proposed building must comply with the city's current energy efficiency standards. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

No advertising is included in this proposal.

(h) Integrate infrastructure into the building design

As noted above, if any new infrastructure is to be integrated into the building design, it will have to be done so in a way that is sufficiently screened or setback. **(Affirmative finding)**

(i) Make spaces safe and secure

The proposed building must comply with the city's current egress requirements. Building entries shall be illuminated. **(Affirmative finding as conditioned)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located in the neighborhood parking district. As such, the single family home requires 2 parking spaces. The proposed garage and existing driveway will satisfy this requirement. **(Affirmative finding)**

II. Conditions of Approval

1. **Prior to issuance of zoning permit**, lighting spec sheets shall be submitted for review and approval by Planning and Zoning staff.
2. **Prior to issuance of zoning permit**, the site plan shall be revised to include new landscaping, subject to review and approval by Planning and Zoning staff.
3. All new utility lines must be buried.

4. Any utilities or mechanical machinery located on or adjacent to the exterior of the addition shall be sufficiently mitigated or screened to minimize their auditory and visual impact on the public street and neighboring properties.
5. The muntins on the proposed windows shall be factory adhered to the exterior of the window units.
6. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required.
7. Approval of the erosion prevention and sediment control plan shall be obtained from the Stormwater Administrator.
8. Vermont Residential Building Energy Standards apply to this project. Compliance with the standards is the Owner's responsibility. Prior to requesting a Certificate of Occupancy, a copy of a completed Vermont Residential Building Energy Standards Certificate shall be submitted with a Certificate of Occupancy (final or temporary) request, and filed in the Land Records located at the Clerk/Treasurers office in City Hall (149 Church Street). For more information, see http://publicservice.vermont.gov/topics/energy_efficiency.
9. Standard permit conditions 1-15.

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PLANNING & ZONING

PEREGRINE
DESIGN / BUILD

49 Commerce Ave. Unit A1

LOT COVERAGE CALCULATIONS:

ZONING: RL
LOT SIZE: 37,200 SF

ALLOWABLE:

LOT COVERAGE = 35% (13,020 SF)

PLUS ADD'L LOT COVERAGE* = 10% (3,720 SF)

TOTAL LOT COVERAGE ALLOWABLE = 16,740 SF

*ALLOWED PER SEC. 4.4.5 (d) 3.A

EXISTING:

HOUSE: 1,196 SF
GARAGE: 216 SF
DRIVEWAY: 1,846 SF

TOTAL: 3,258 SF

LOT COVERAGE = 8.8%

PATIO: 345 SF
FRONT PORCH/WALK: 186 SF

PLUS ADD'L LOT COVERAGE* = 1.4%

PROPOSED:

HOUSE: 1,196 SF
HOUSE ADDITION: 564 SF
GARAGE: 586 SF
DRIVEWAY: 1,846 SF
DRIVEWAY ADDITION: 192 SF

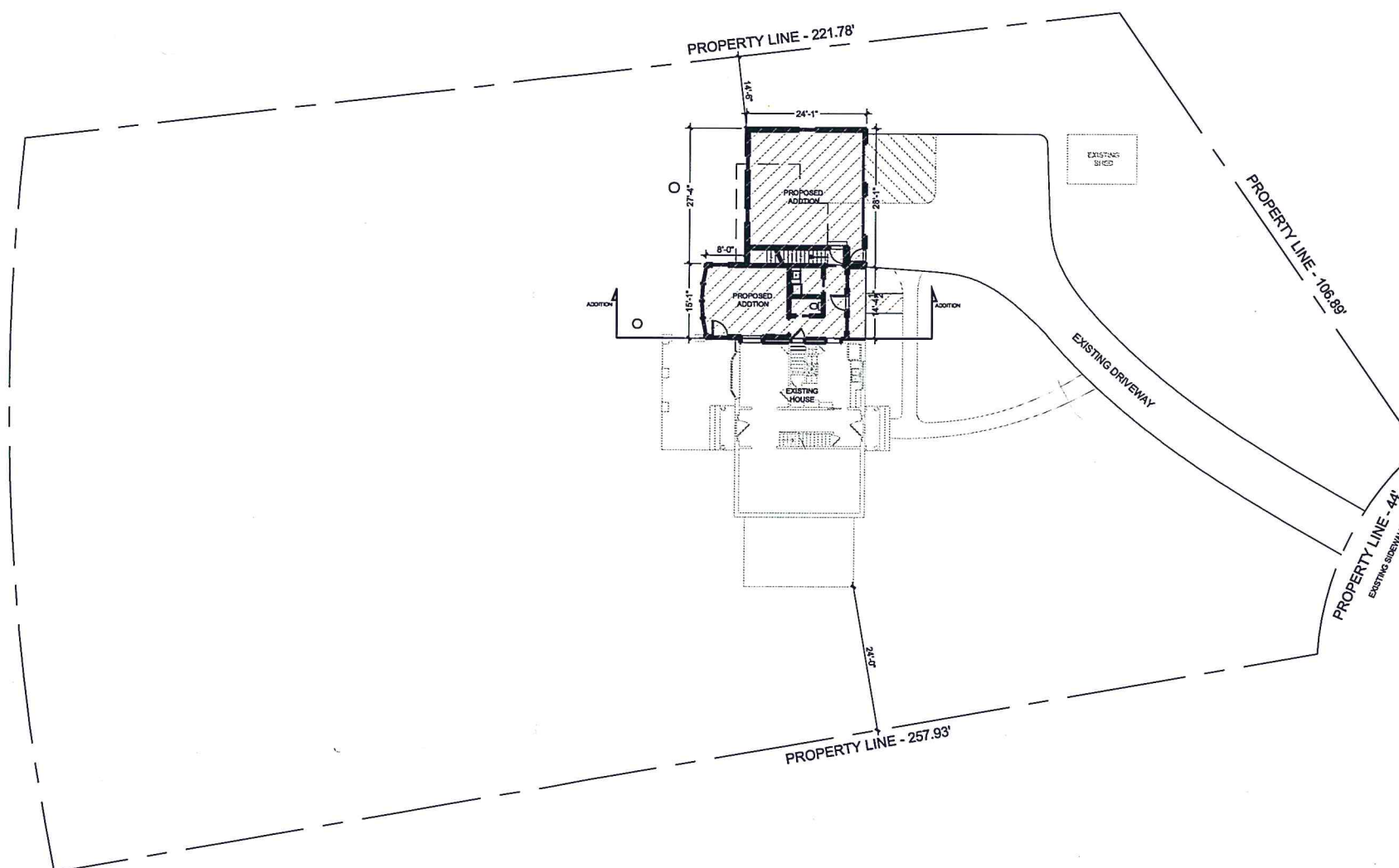
TOTAL: 4,384 SF

LOT COVERAGE = 11.8%

PATIO: 345 SF
FRONT PORCH/WALK: 216 SF

PLUS ADDIT'L LOT COVERAGE* = 1.6%

TOTAL LOT COVERAGE: 13.4%



Stewart Residence

101 Overlake Park
Burlington, VT 05404

Revised:

Date: 9/

Scale: 1/32"=

Site
Plan

S1.0

NOT FOR CONSTRUCTION

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PEREGRINE
DESIGN / BUILD

49 Commerce Ave. Unit A1

Stewart Residence
101 Overlake Park
Rutland, VT 05701

Revised:

Date: 9/

Scale: 1/16"=

Site
Plan

S1.

LOT COVERAGE CALCULATIONS:

ZONING: RL
LOT SIZE: 37,200 SF

ALLOWABLE:

LOT COVERAGE = 35% (13,020 SF)

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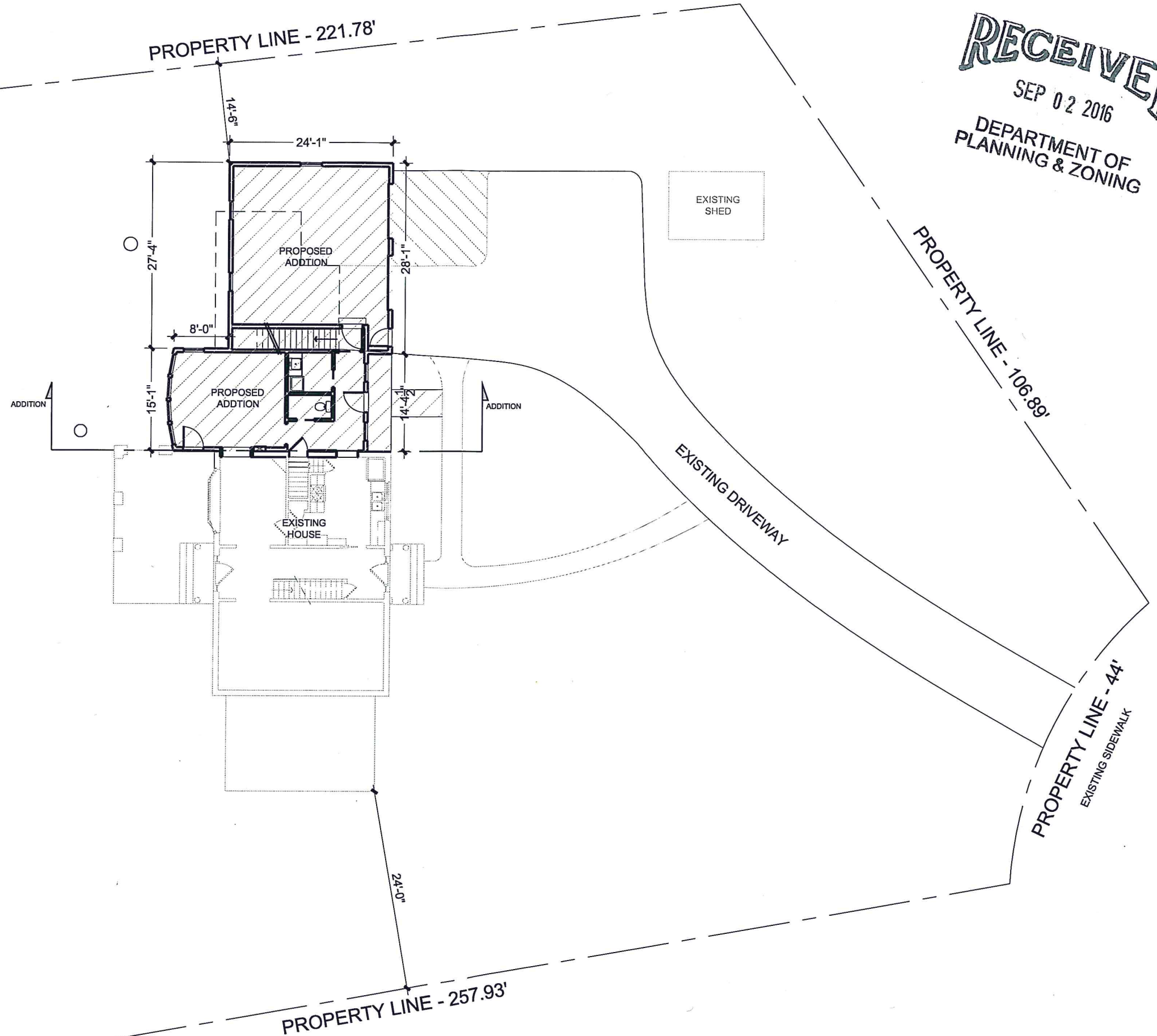
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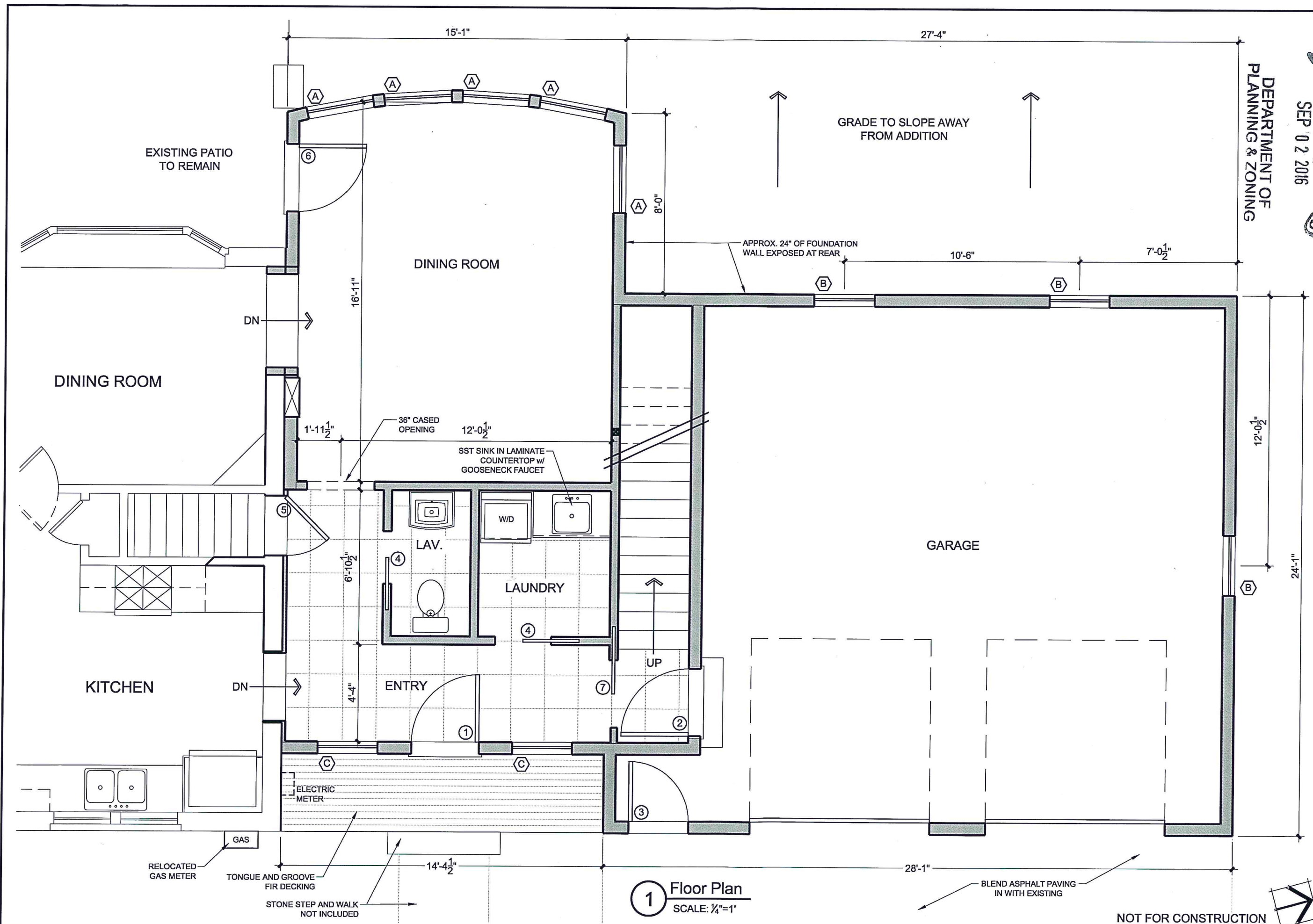
PATIO: 345 SF
FRONT PORCH/WALK: 216 SF

PLUS ADDIT'L LOT COVERAGE* = 1.6%

TOTAL LOT COVERAGE: 13.4%



NOT FOR CONSTRUCTION



1 Floor Plan
SCALE: 1/4"=1'

NOT FOR CONSTRUCTION

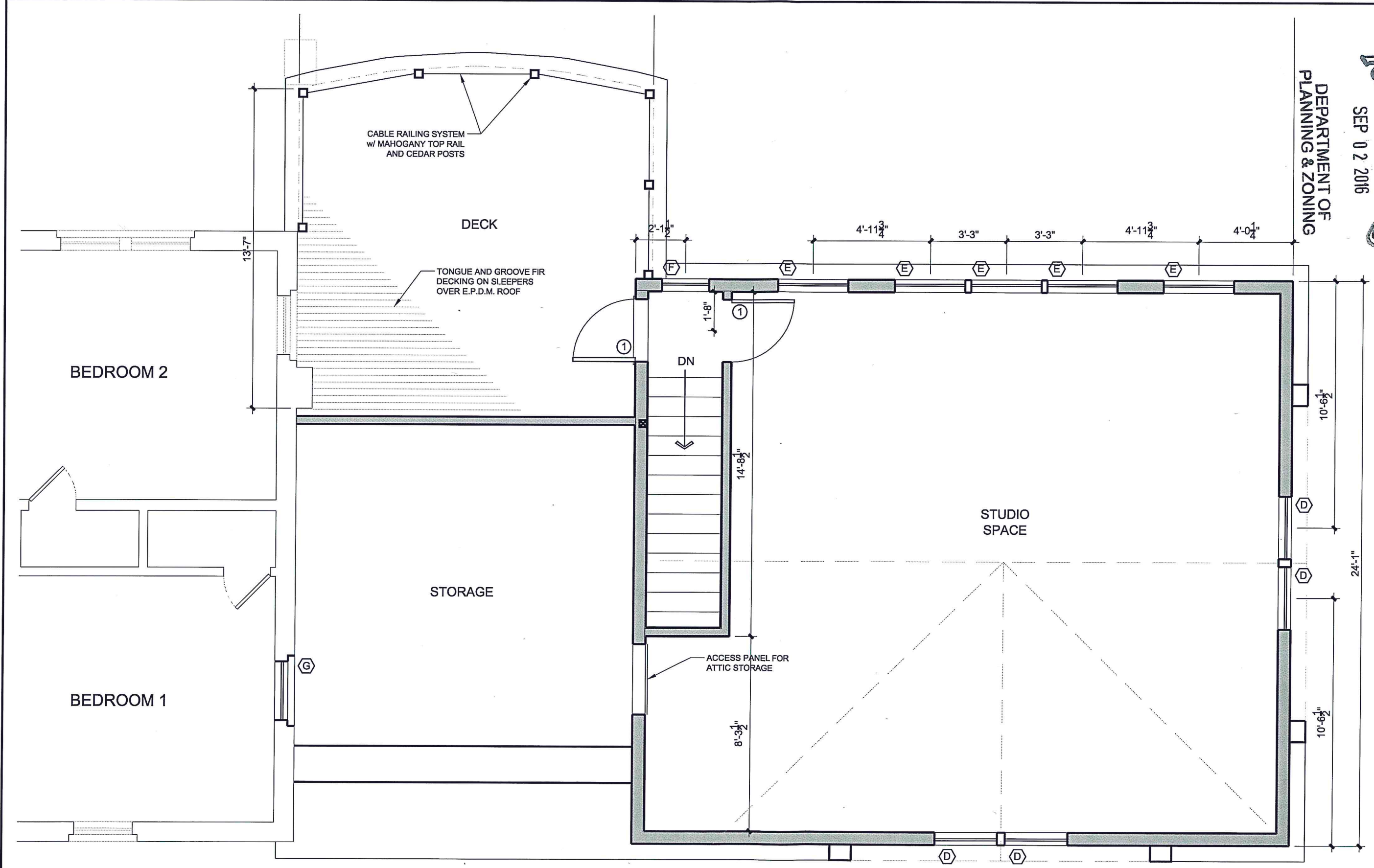
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PEREGRINE
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49 Commerce Ave. Unit A1

Stewart Residence
101 Overlake Park
Bellingham, WA 98201

Revised:
Date: 9/
Scale: 1/4"=1'

1st Floor
Plan

A2.



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PEREGRINE
DESIGN / BUILD

49 Commerce Ave. Unit A1

Stewart Residence

101 Overlake Park
Burlington, VT 05404

Revised:
Date: 9/
Scale: 1/4"=1'

2nd Floor Plan

A2.

1 Floor Plan
SCALE: 1/4"=1'

NOT FOR CONSTRUCTION



NOTES ON EXTERIOR FINISHES:
- ALL WINDOWS TO BE MARVIN INTEGRITY WOOD/ULTREX

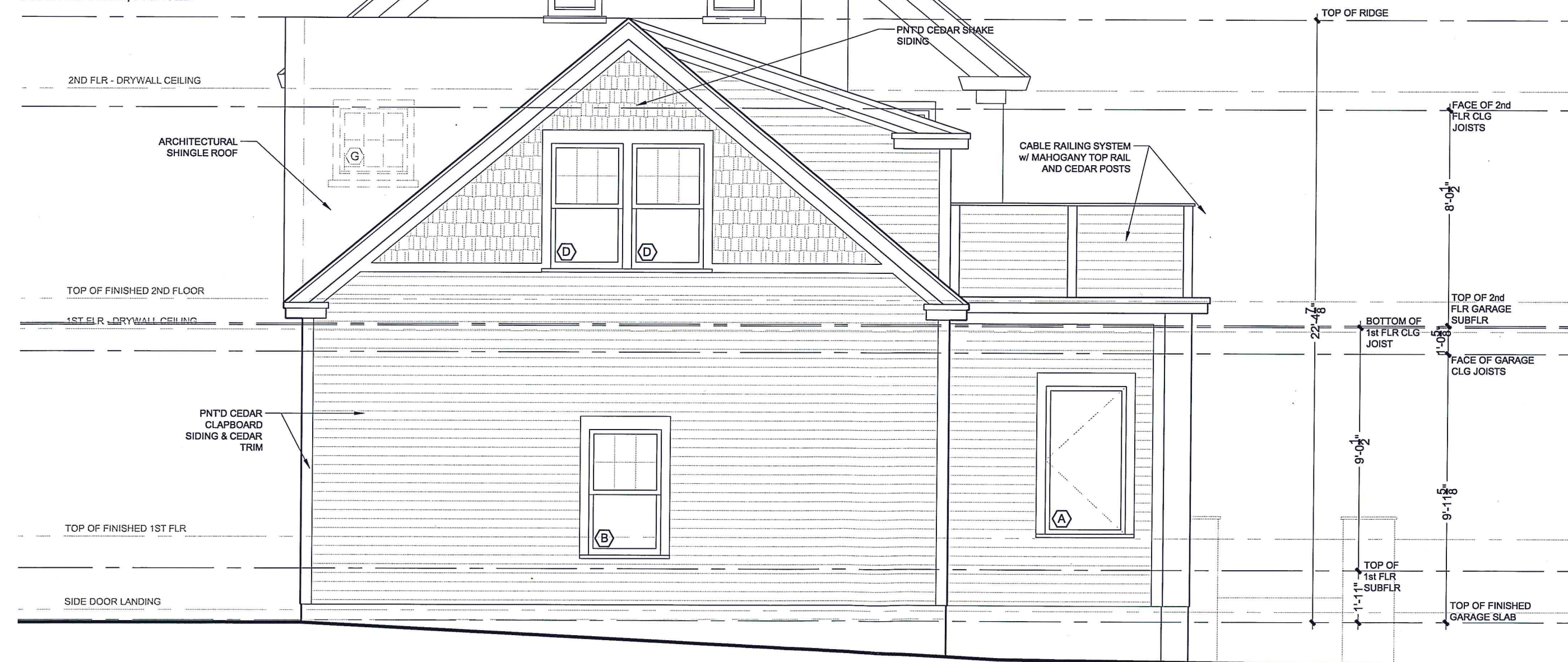
- ALL SIDING MATERIALS TO MATCH EXISTING;
 - PAINTED CEDAR CLAPBOARDS
 - PAINTED CEDAR SHAKES
 - PAINTED CEDAR TRIM

-ALL EXTERIOR DOORS TO BE PAINTED FIBERGLASS & INSULATED

- DECK CONSTRUCTION:
 - FIR DECKING ON SLEEPERS OVER E.P.D.M. ROOFING
 - 4x4 CEDAR POSTS w/ MAHOGANY TOP RAIL
 - METAL CABLE RAIL SYSTEM

- LIFETIME ARCHITECTURAL SHINGLE TO BE USED ON ALL NEW ROOFS, EXCEPT FOR E.P.D.M. ROOFING UNDER 2nd FLOOR DECK AND ON REAR SHED DORMER

- CARRIAGE-STYLE GARAGE DOORS, STEEL CONSTRUCTION; PAINTED



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PEREGRINE
DESIGN / BUILD

49 Commerce Ave. Unit A1

Stewart Residence

101 Overlake Park
Burlington, VT 05404

Revised:

Date: 9/

Scale: 1/4"

North
Elevation

A4.

1 North Elevation
SCALE: 1/4"=1'

NOT FOR CONSTRUCTION

- NOTES ON EXTERIOR FINISHES:
- ALL WINDOWS TO BE MARVIN INTEGRITY WOOD/ULTREX
 - ALL SIDING MATERIALS TO MATCH EXISTING;
 - PAINTED CEDAR CLAPBOARDS
 - PAINTED CEDAR SHAKES
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 - CARRIAGE-STYLE GARAGE DOORS, STEEL CONSTRUCTION; PAINTED

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PEREGRINE
DESIGN / BUILD

49 Commerce Ave. Unit A1

Stewart Residence

101 Overlake Park
Burlington, VT 05404

Revised:

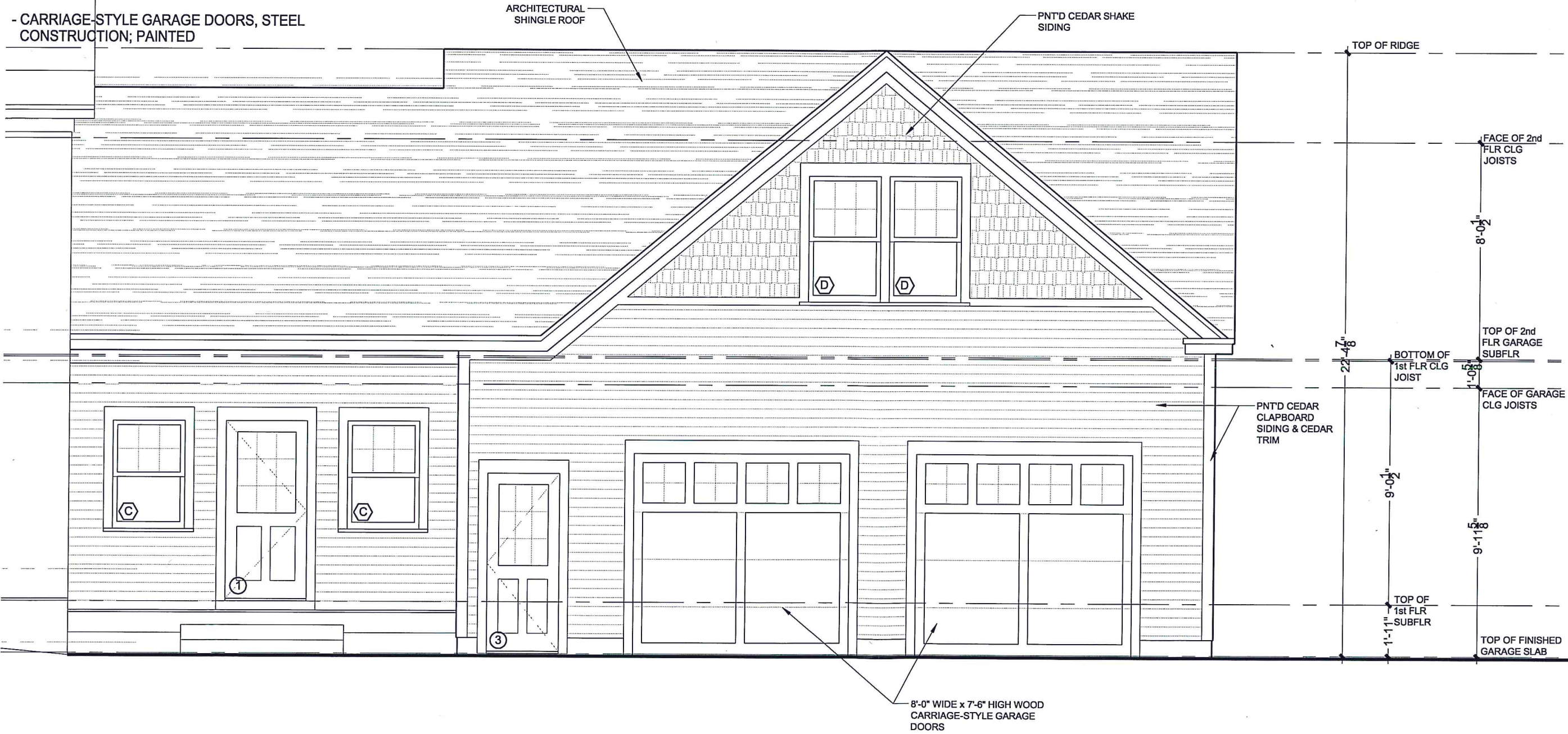
Date: 9/

Scale: 1/4"

East
Elevation

A4.1

NOT FOR CONSTRUCTION

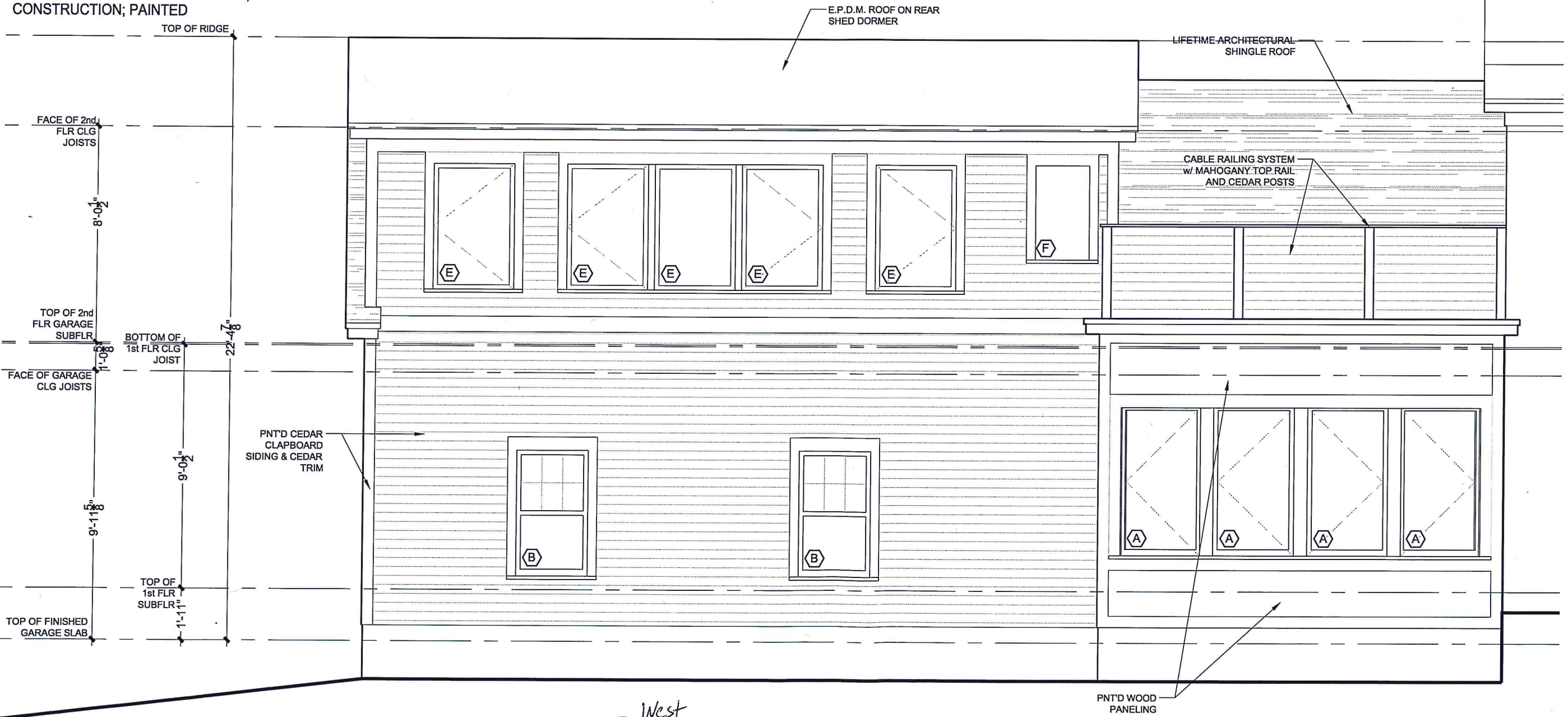


1 East Elevation
SCALE: 1/4"=1'

NOTES ON EXTERIOR FINISHES:

- ALL WINDOWS TO BE MARVIN INTEGRITY WOOD/ULTREX
- ALL SIDING MATERIALS TO MATCH EXISTING;
 - PAINTED CEDAR CLAPBOARDS
 - PAINTED CEDAR SHAKES
 - PAINTED CEDAR TRIM
- ALL EXTERIOR DOORS TO BE PAINTED FIBERGLASS & INSULATED
- DECK CONSTRUCTION:
 - FIR DECKING ON SLEEPERS OVER E.P.D.M. ROOFING
 - 4x4 CEDAR POSTS w/ MAHOGANY TOP RAIL
 - METAL CABLE RAIL SYSTEM
- LIFETIME ARCHITECTURAL SHINGLE TO BE USED ON ALL NEW ROOFS, EXCEPT FOR E.P.D.M. ROOFING UNDER 2nd FLOOR DECK AND ON REAR SHED DORMER
- CARRIAGE-STYLE GARAGE DOORS, STEEL CONSTRUCTION; PAINTED

RECEIVED
 SEP 02 2016
 DEPARTMENT OF
 PLANNING & ZONING



1 West
 East Elevation
 SCALE: 1/4"=1'

NOT FOR CONSTRUCTION

PEREGRINE
 — DESIGN / BUILD
 49 Commerce Ave. Unit A1

Stewart Residence
 101 Overlake Park

Revised:

Date: 9

Scale: 1/4"

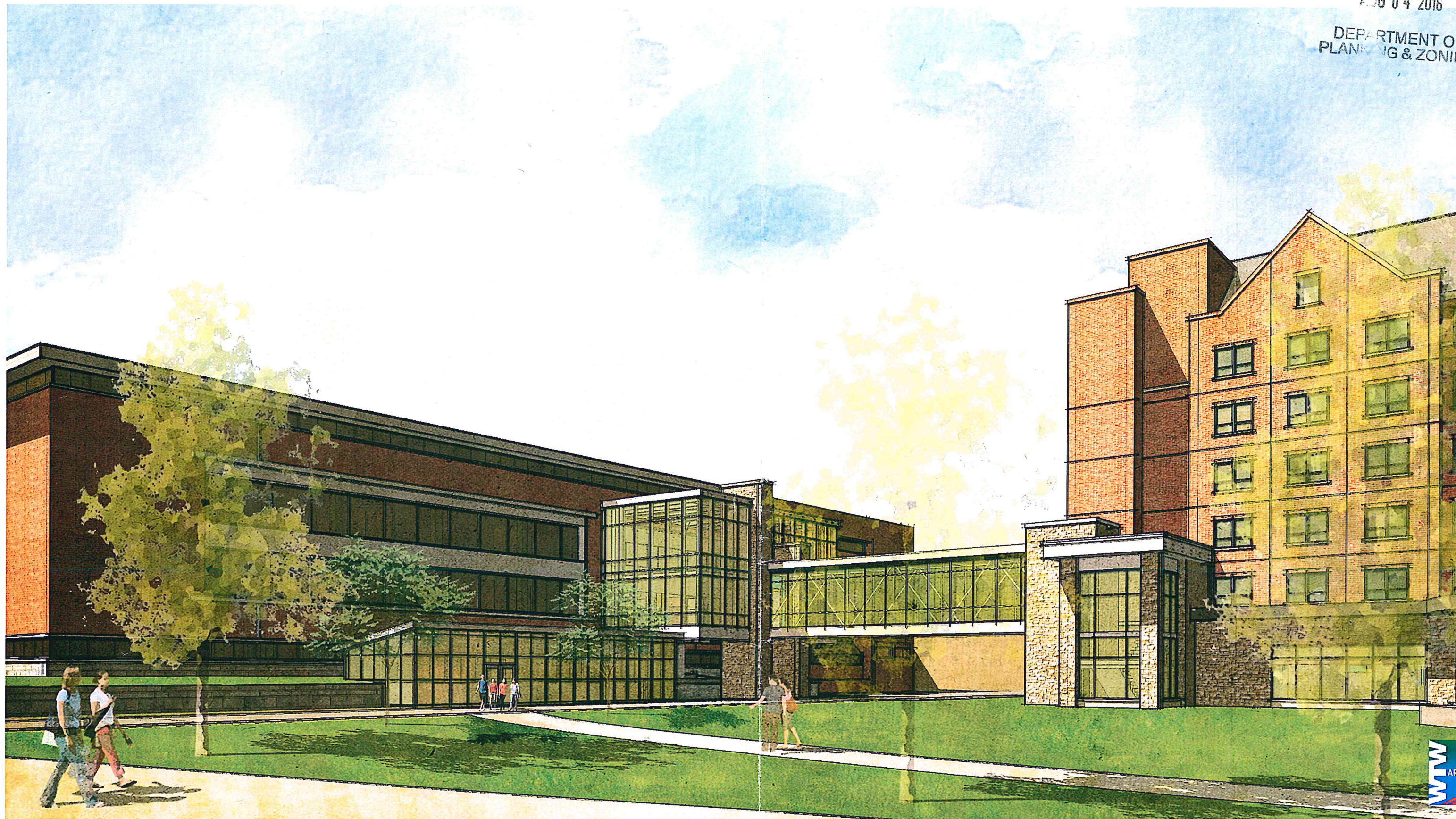
West
 Elevation

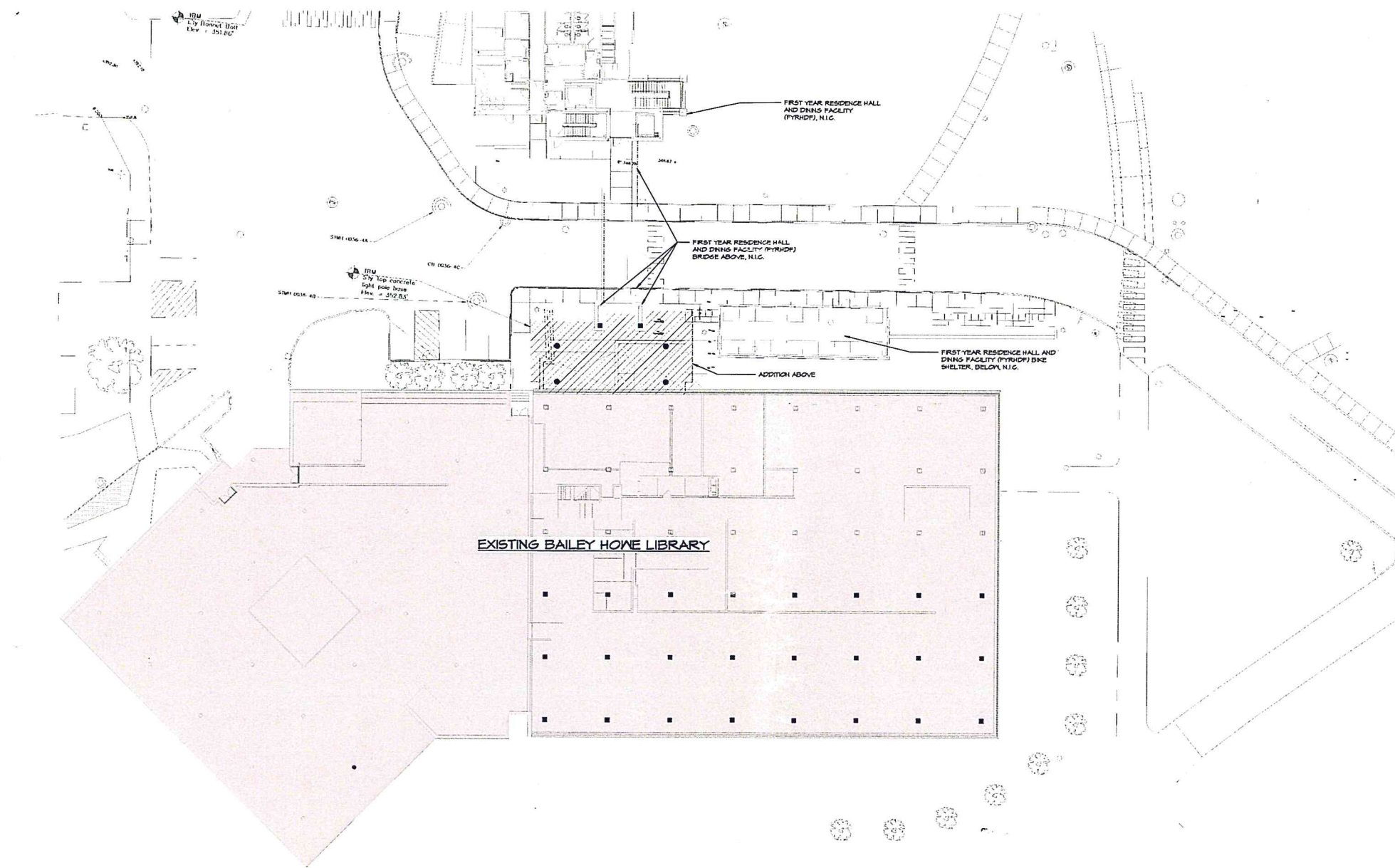
A4.

RECEIVED

AUG 04 2016

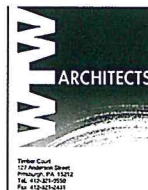
DEPARTMENT OF
PLANNING & ZONING





BH Site Plan
1/16" = 1'-0"

2' 4' 8' 16' 32'



111 Main Street
Providence, RI 02902
Tel: 402-333-0000
Fax: 402-333-0001

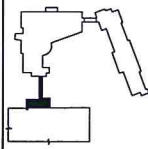
Rev.	Date	Comments
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NOT FOR CONSTRUCTION

**Bailey Howe
Library
Addition**



170 Corrigan Drive
Burlington, VT 05405



Site Plan

DD Submission

INTER PROJECT NO. 71-0113
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A1.0

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AUG 04 2016

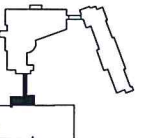
Rev.	Date	Comment
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NOT FOR CONSTRUCTION

BAILEY HOWE
Library
Addition



170 Campus Drive
Burlington, VT 05405



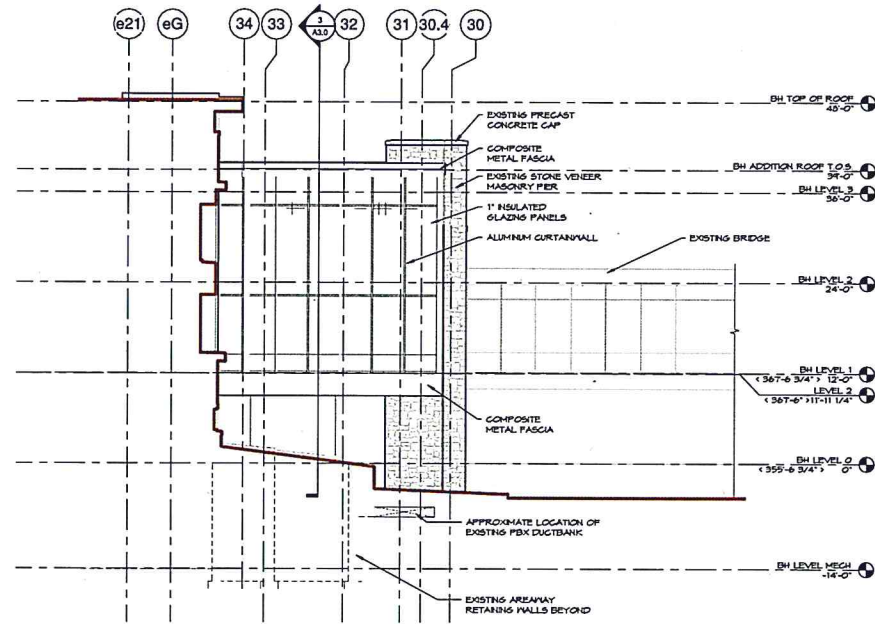
Elevations

DD Submission

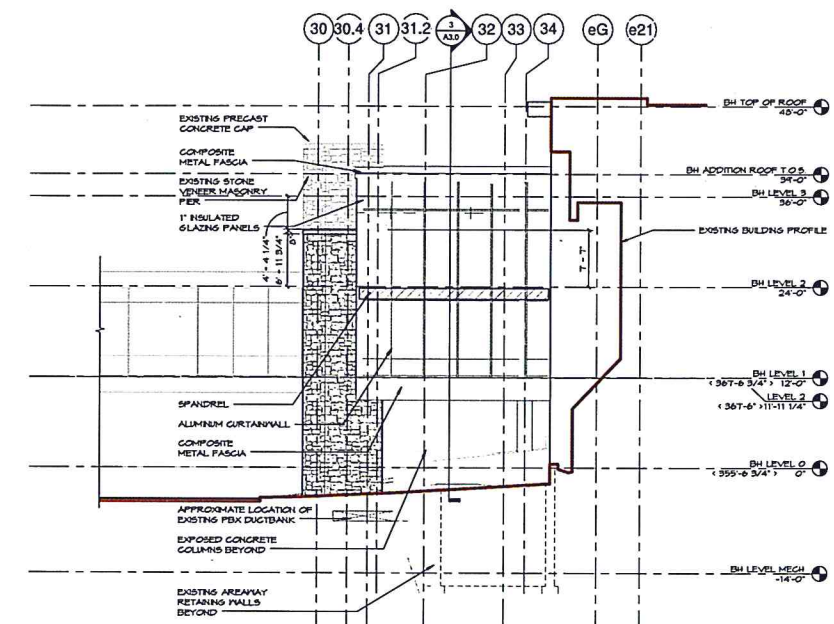
WV PROJECT NO. 71-0119

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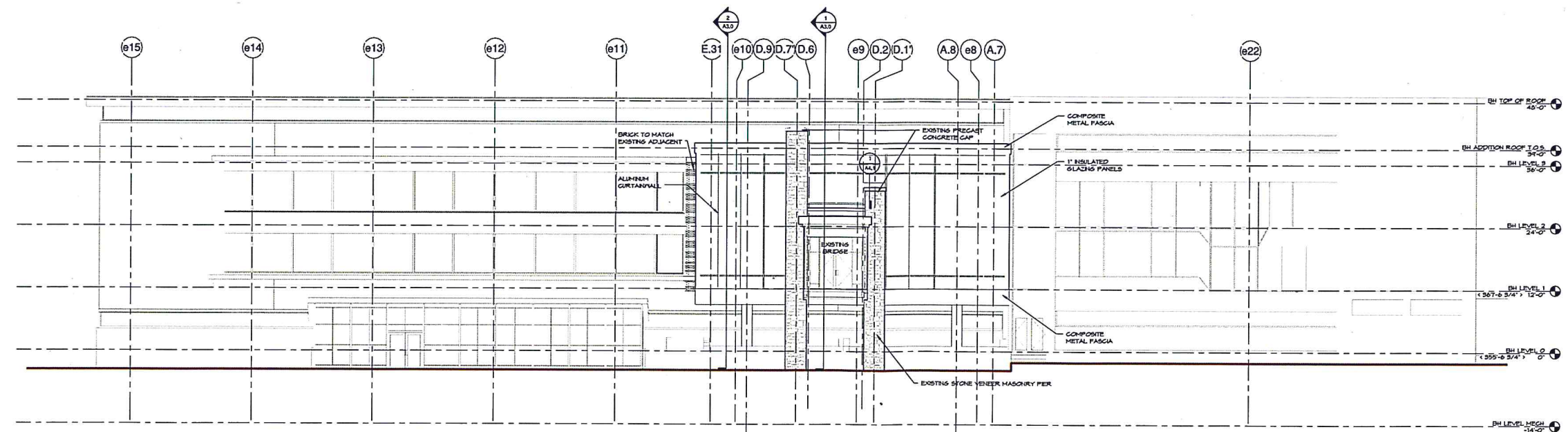
A2.0



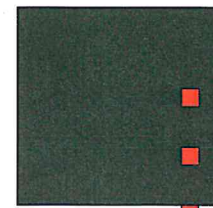
2 EAST ELEVATION
A2.0 1/8" = 1'-0"



3 WEST ELEVATION
A2.0 1/8" = 1'-0"

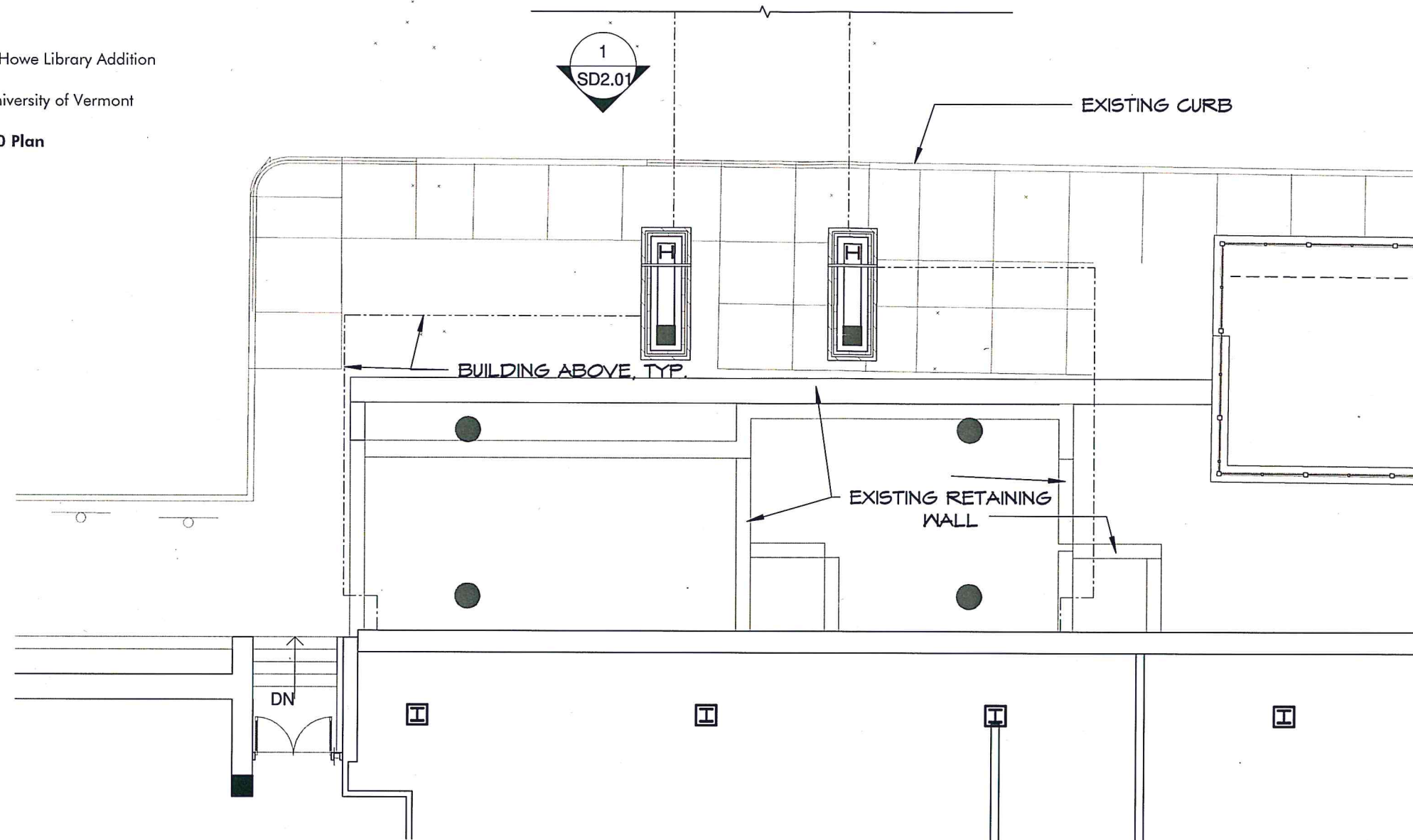


1 NORTH ELEVATION
A2.0 1/8" = 1'-0"



05/17/16

- Bailey Howe Library Addition
- The University of Vermont
- Level 0 Plan



1 BH LEVEL 0
3/32" = 1'-0"

DATE: 08/04/2016
AUG 04 2016

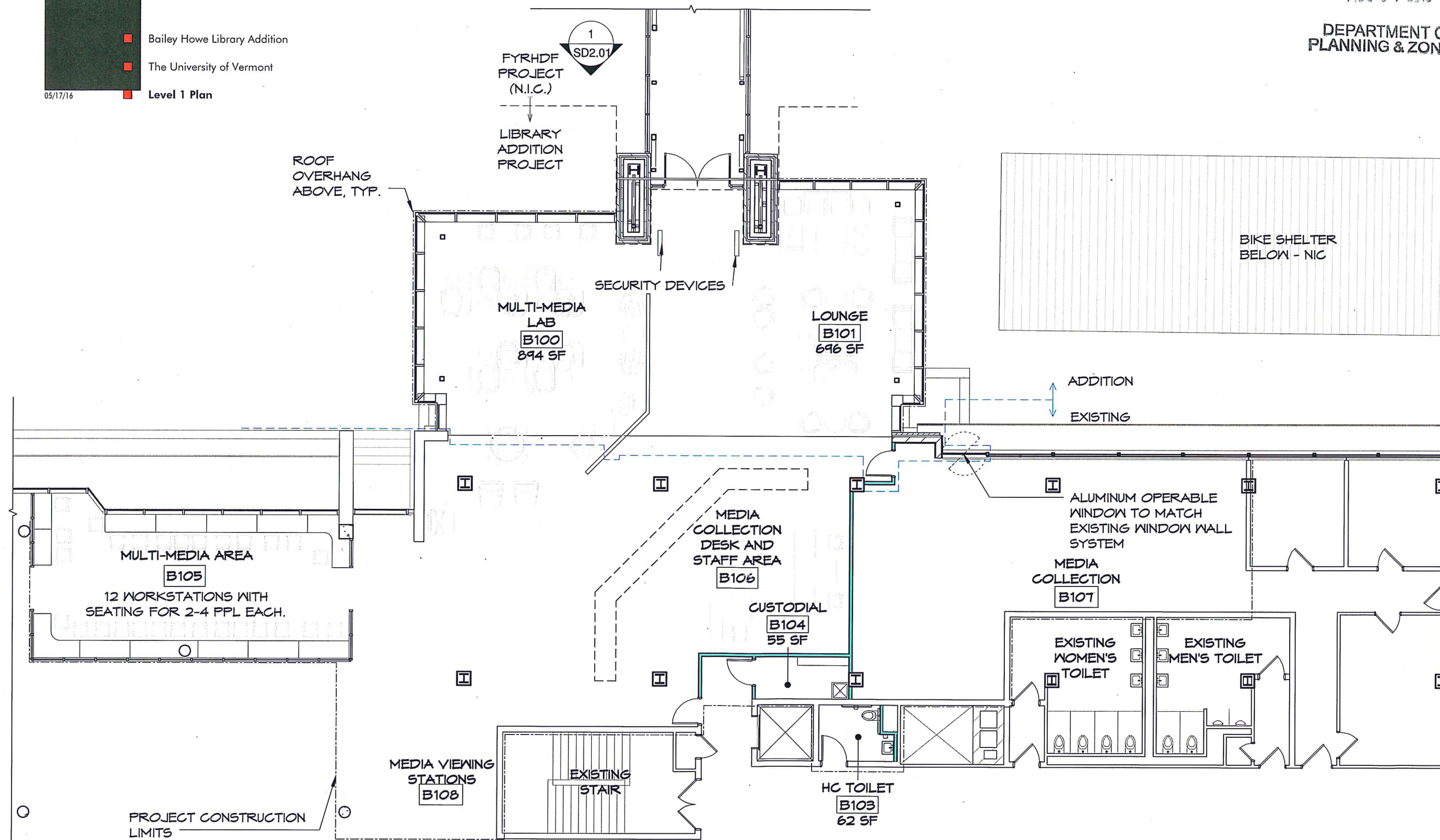
DEPARTMENT OF
PLANNING & ZONING

Bailey Howe Library Addition

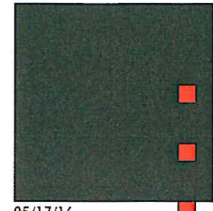
The University of Vermont

Level 1 Plan

05/17/16

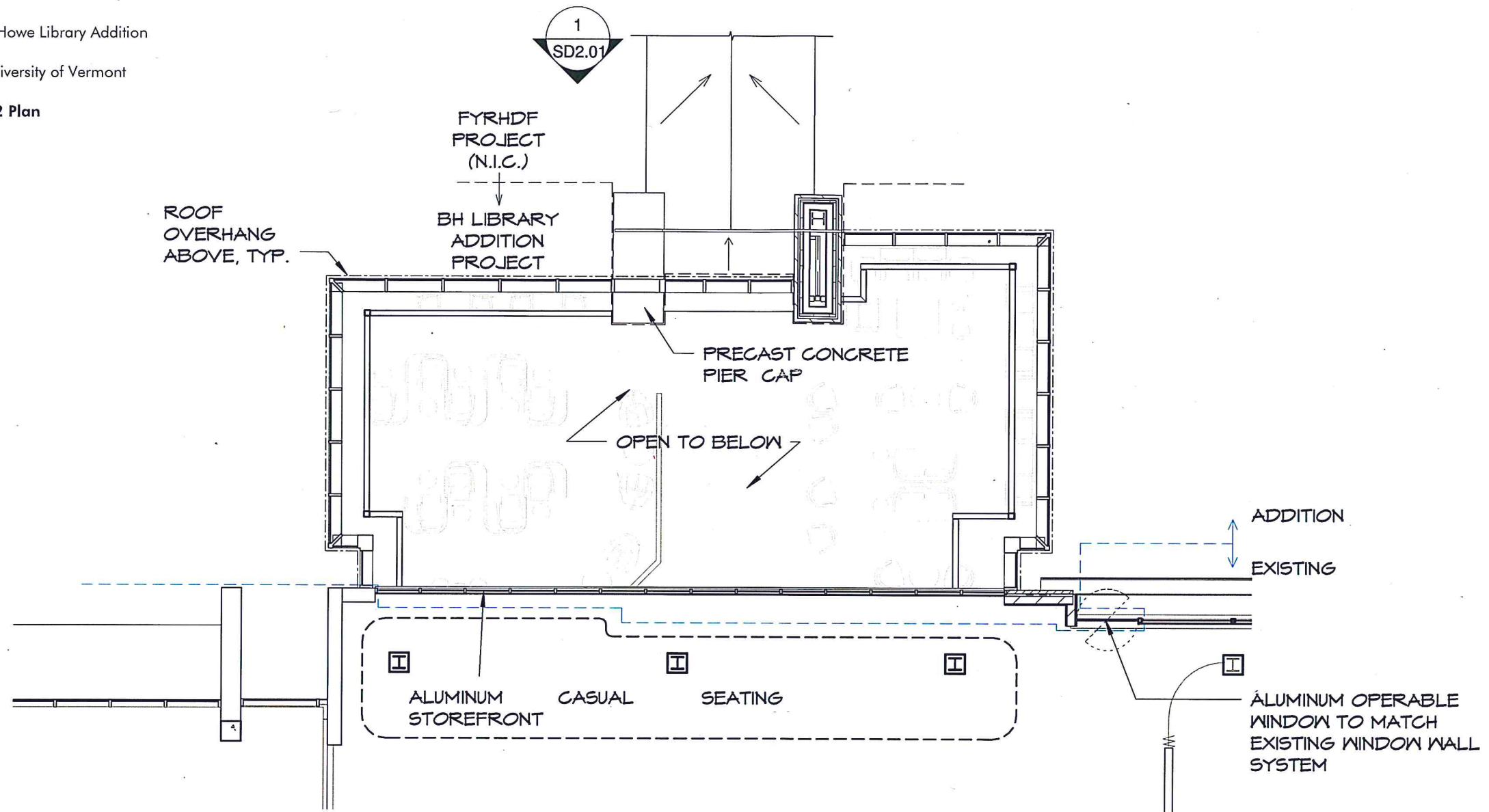


1 BH LEVEL 1



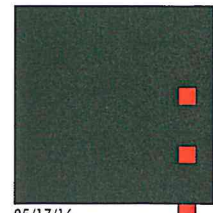
05/17/16

■ Bailey Howe Library Addition
■ The University of Vermont
■ Level 2 Plan



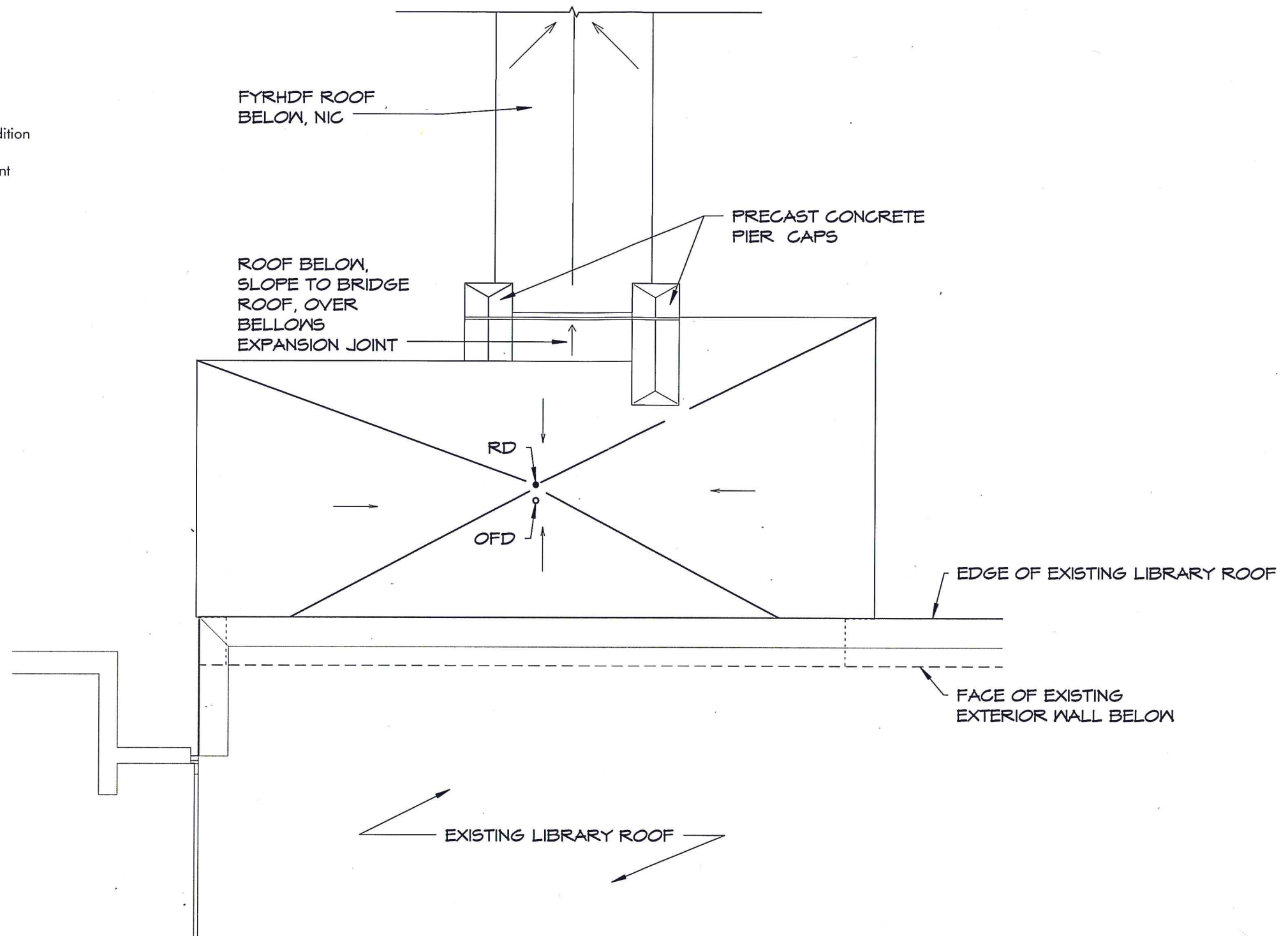
① BH LEVEL 2
3/32" = 1'-0"

RECEIVED
AUG 04 2016



05/17/16

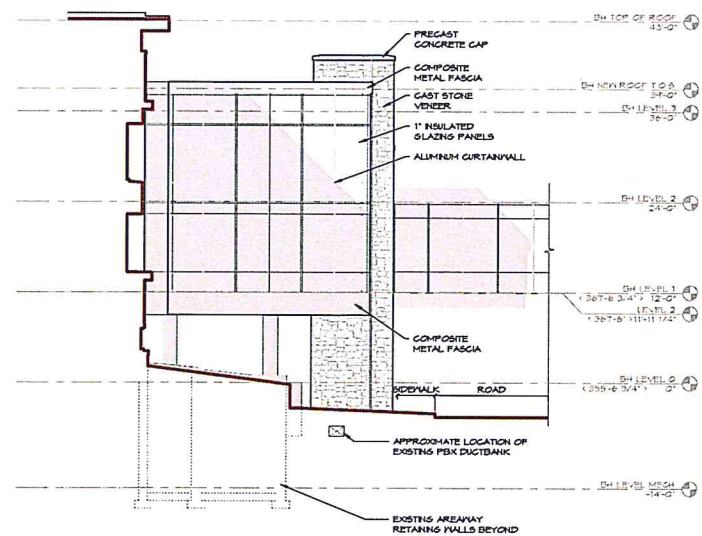
- Bailey Howe Library Addition
- The University of Vermont
- Roof Plan



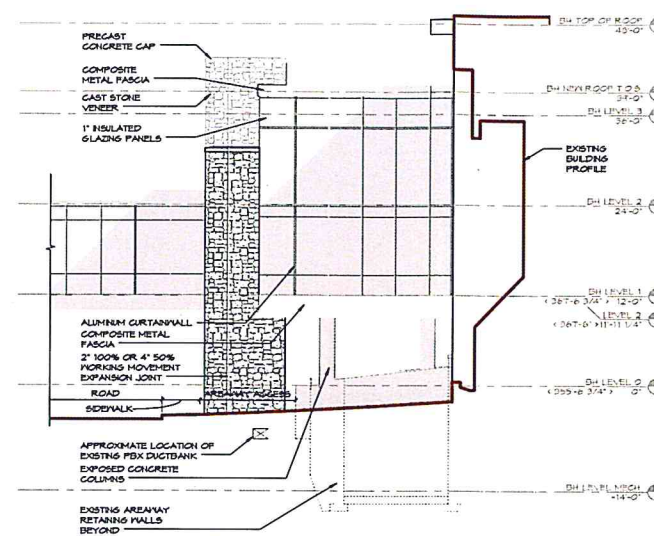
① Roof Plan
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RECEIVED
AUG 04 2016

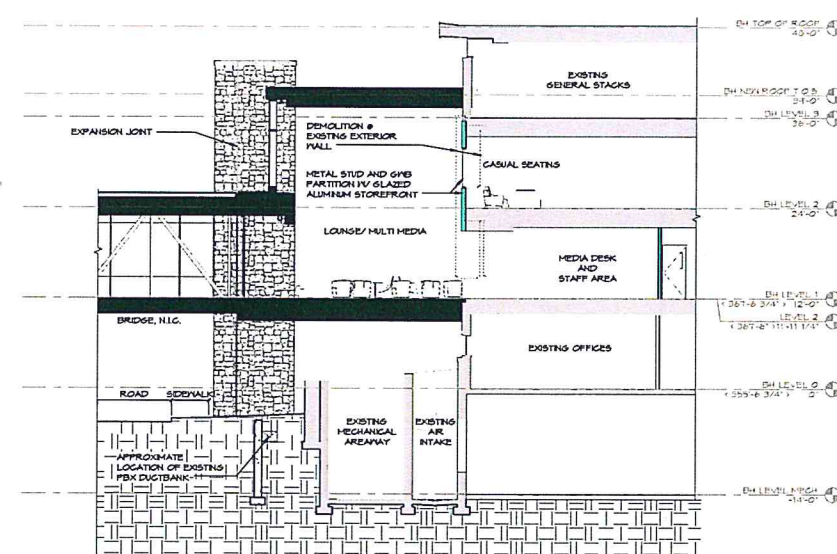
DEPARTMENT OF
PLANNING & ZONING



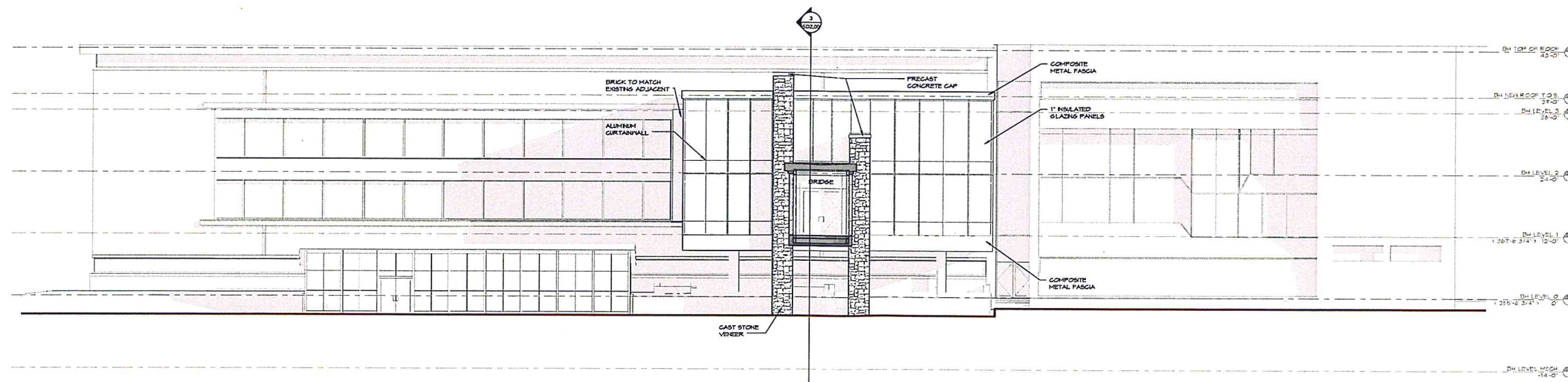
2 EAST ELEVATION
SD 02.09 1/8" = 1'-0"



1 WEST ELEVATION
SD 02.09 1/8" = 1'-0"



3 BUILDING SECTION
SD 02.09 1/8" = 1'-0"

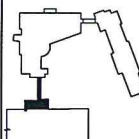


4 NORTH ELEVATION
SD 02.09 1/8" = 1'-0"

NOT FOR CONSTRUCTION

BAILED: 10-24-2016

**Bailey Howe
Library
Addition**

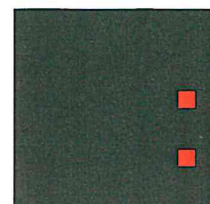


**Elevations
and
Sections**

SD Review Revision

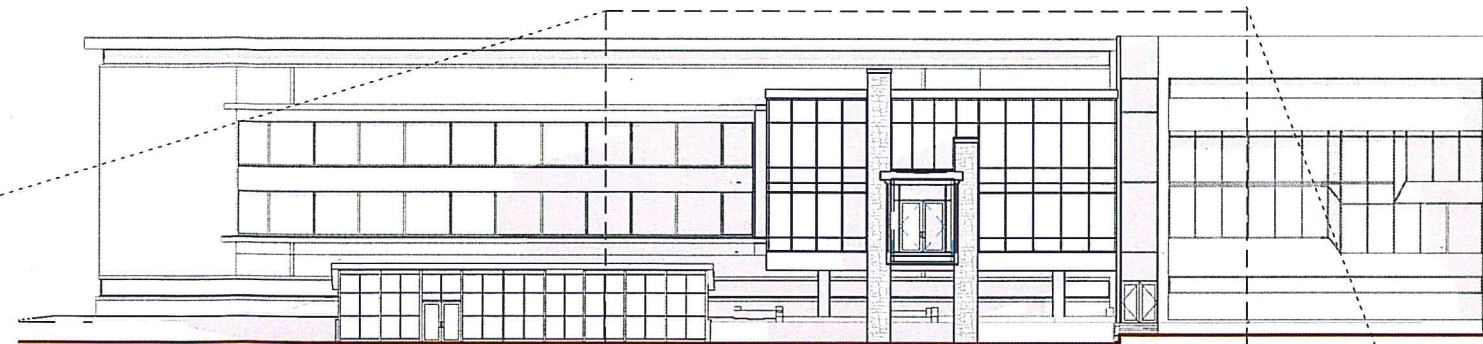
WV PROJECT NO. 211-01113
©2016 WV ARCHITECTS 211

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AUG 04 2016



05/18/16

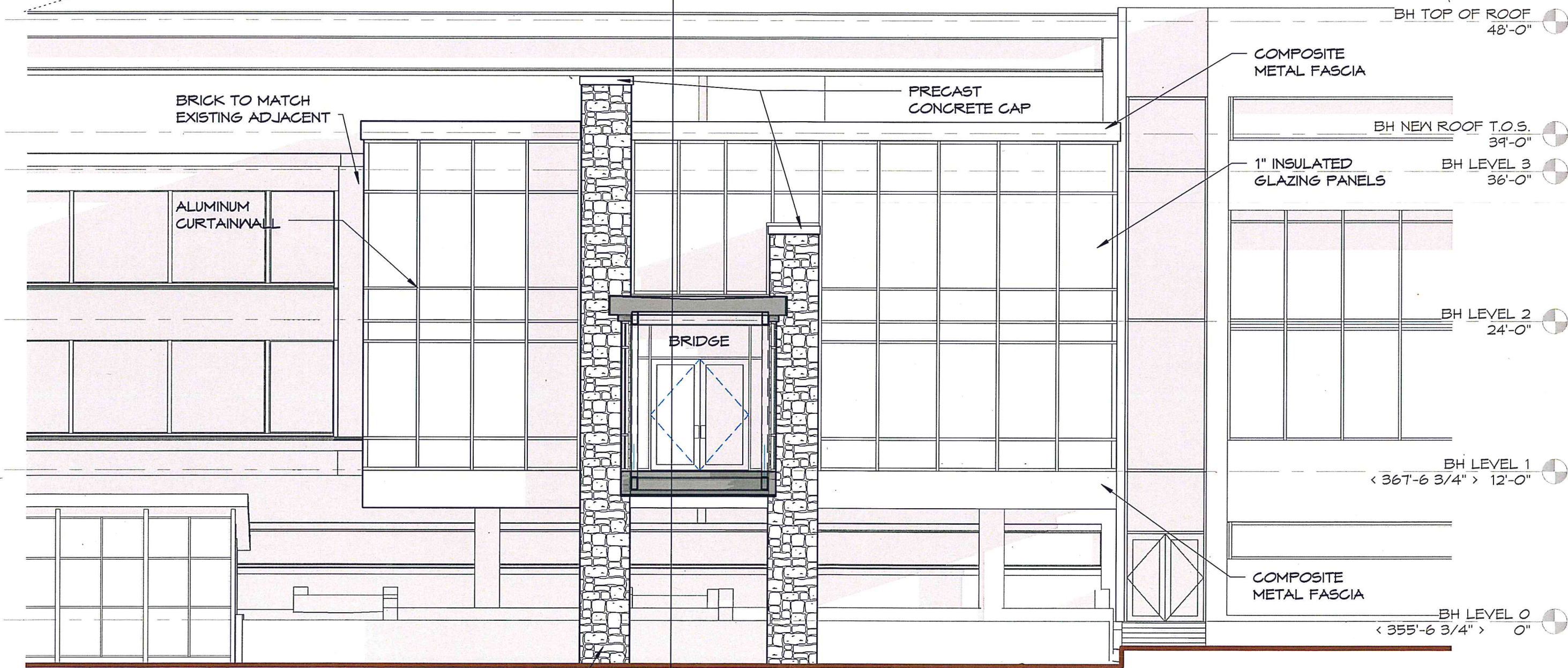
- Bailey Howe Library Addition
- The University of Vermont
- North Elevation



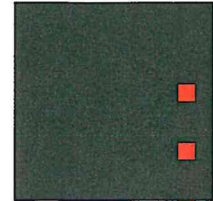
RECEIVED

1
SD3.01

2 NORTH ELEVATION
1/32" = 1'-0"

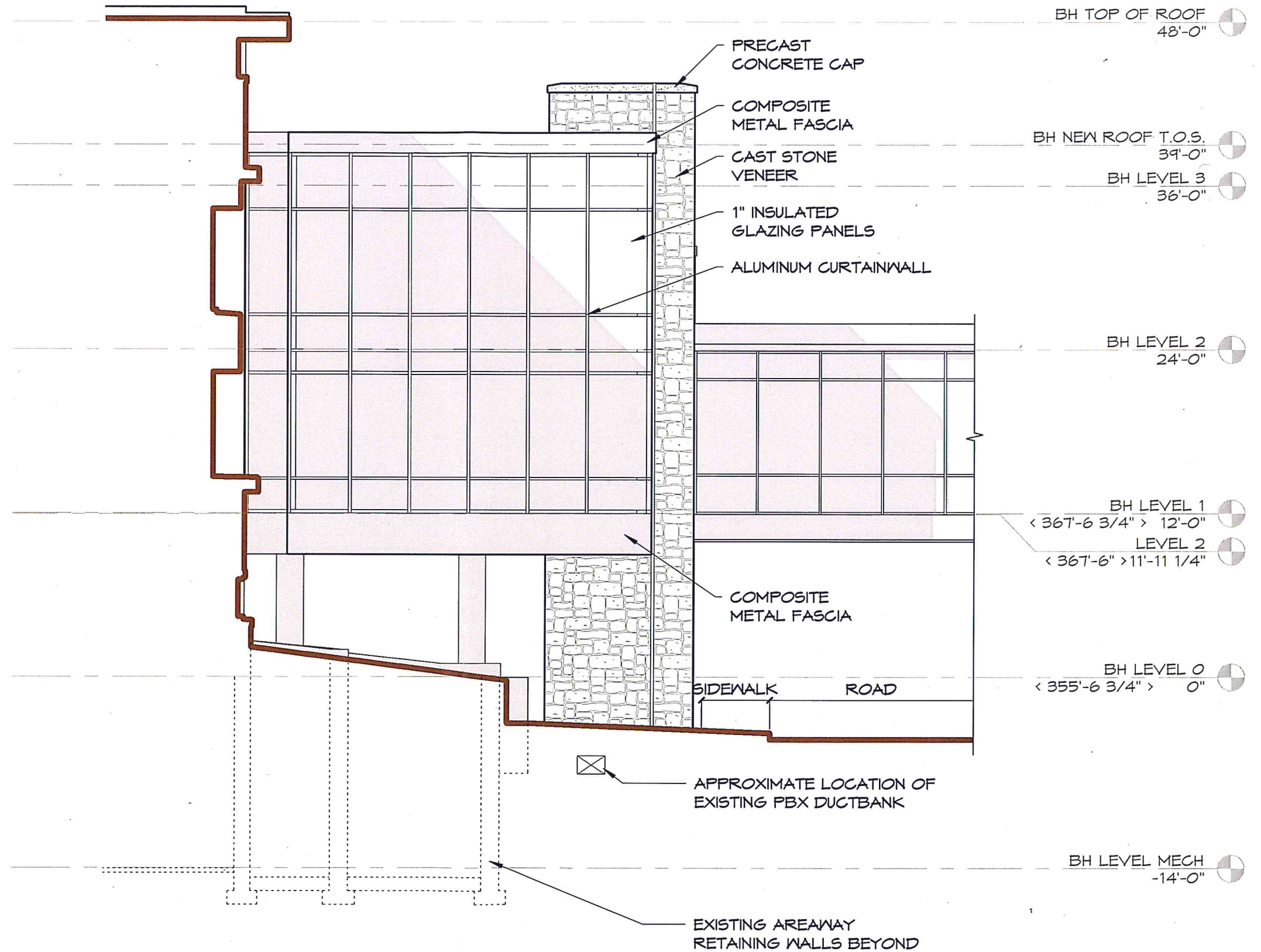


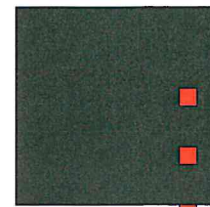
1 NORTH ELEVATION DETAIL



05/17/16

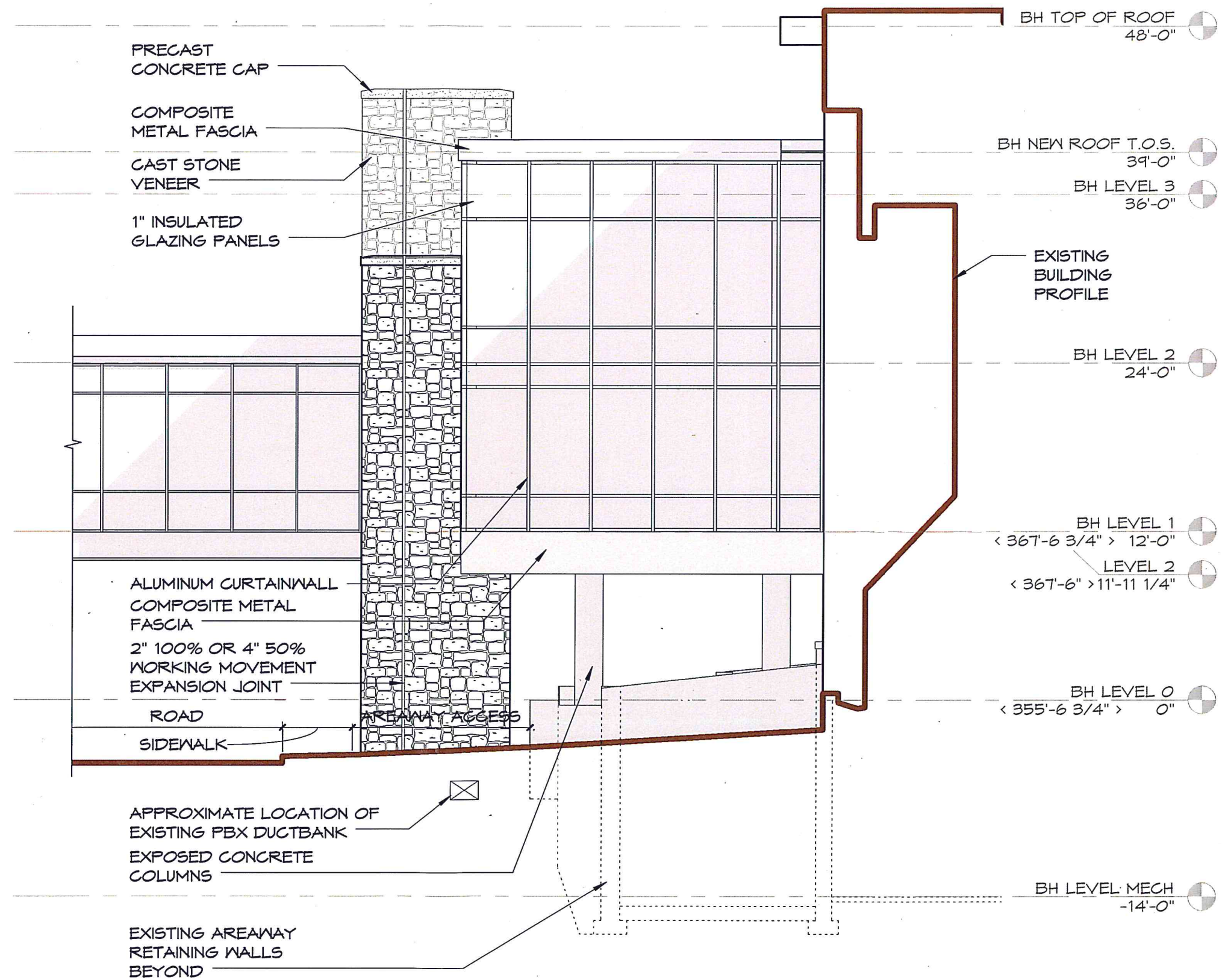
- Bailey Howe Library Addition
- The University of Vermont
- East Elevation



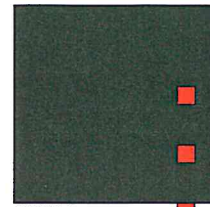


05/17/16

- Bailey Howe Library Addition
- The University of Vermont
- West Elevation

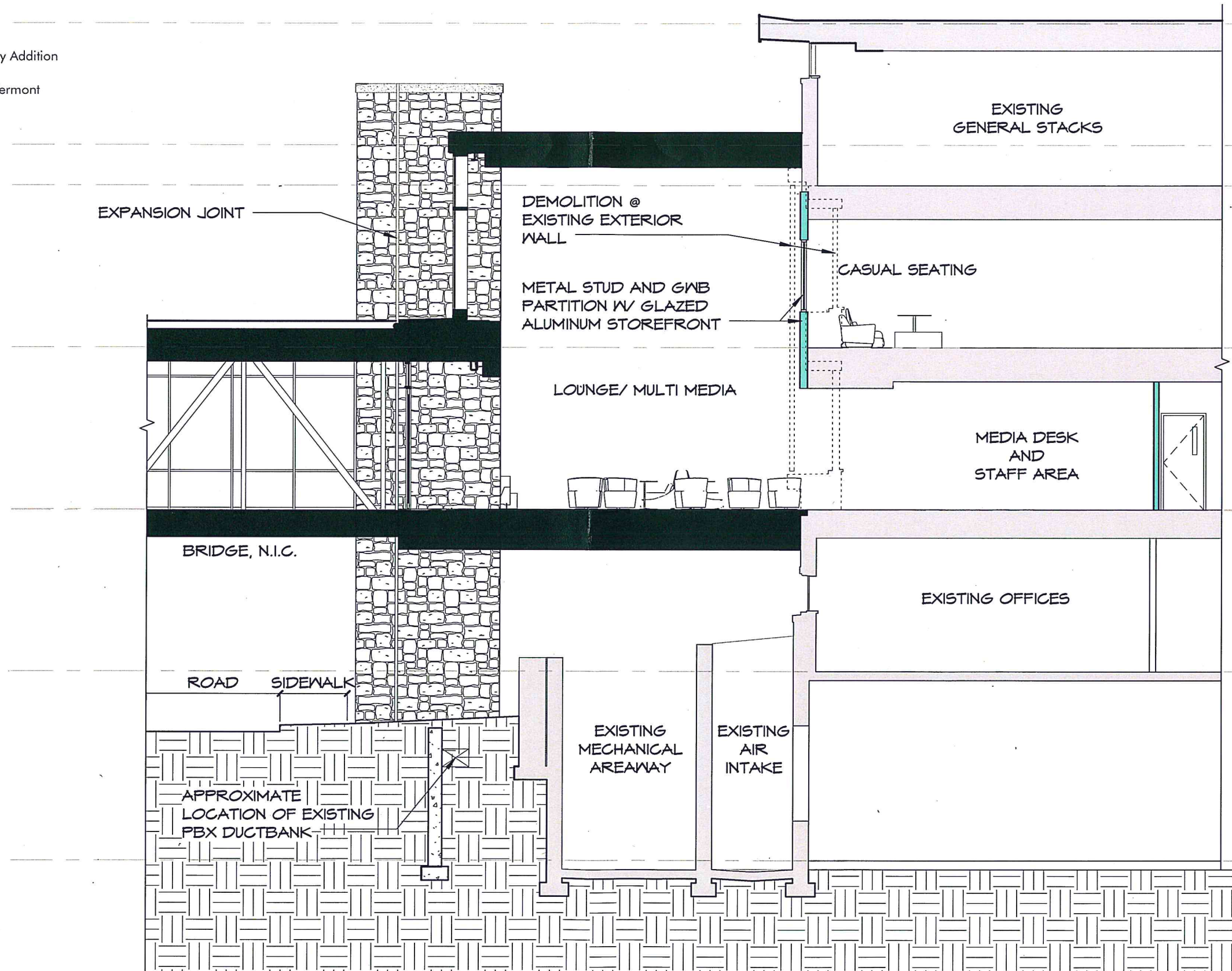


RECEIVED
AUG 04 2016



05/17/16

- Bailey Howe Library Addition
- The University of Vermont
- Building Section



RECEIVED

BH TOP OF ROOF
48'-0"

AUG 04 2016

DEPARTMENT OF
PLANNING & ZONING

BH NEW T.O.S.

39'-0"

LEVEL 3

36'-0"

BH LEVEL 2

24'-0"

BH LEVEL 1

< 36'-6 3/4" > 12'-0"

LEVEL 2

< 36'-6" > 11'-11 1/4"

BH LEVEL 0

< 355'-6 3/4" > 0"

BH LEVEL MECH

-14'-0"

Scott Gustin

From: Dan Goltzman <dGoltzman@redstonevt.com>
Sent: Wednesday, September 28, 2016 3:44 PM
To: Scott Gustin
Subject: Pine & Flynn- commercial space uses

Scott-

We would like to change the uses of the two commercial spaces at the ground floor of our proposed project, as outlined in our zoning permit application narrative, from two 1,500sf restaurants to one 1,500sf café and one 1,500sf office.

Dan

Daniel Goltzman
Development Manager
Redstone
210 College St, Suite 201
Burlington, VT 05401
646.957.4248
www.redstonevt.com

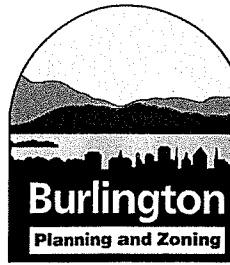
Department of Planning and Zoning

149 Church Street
Burlington, VT 05401

<http://www.burlingtonvt.gov/PZ/>

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

David E. White, AICP, Director
Meagan Tuttle, 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
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board
From: Ryan Morrison, CFM
Date: October 4, 2016
RE: 538 Main Street, ZP17-0141CA

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

File: 17-0141CA

Location: 538 Main Street (south side of quad; east of Royall Tyler Theater)

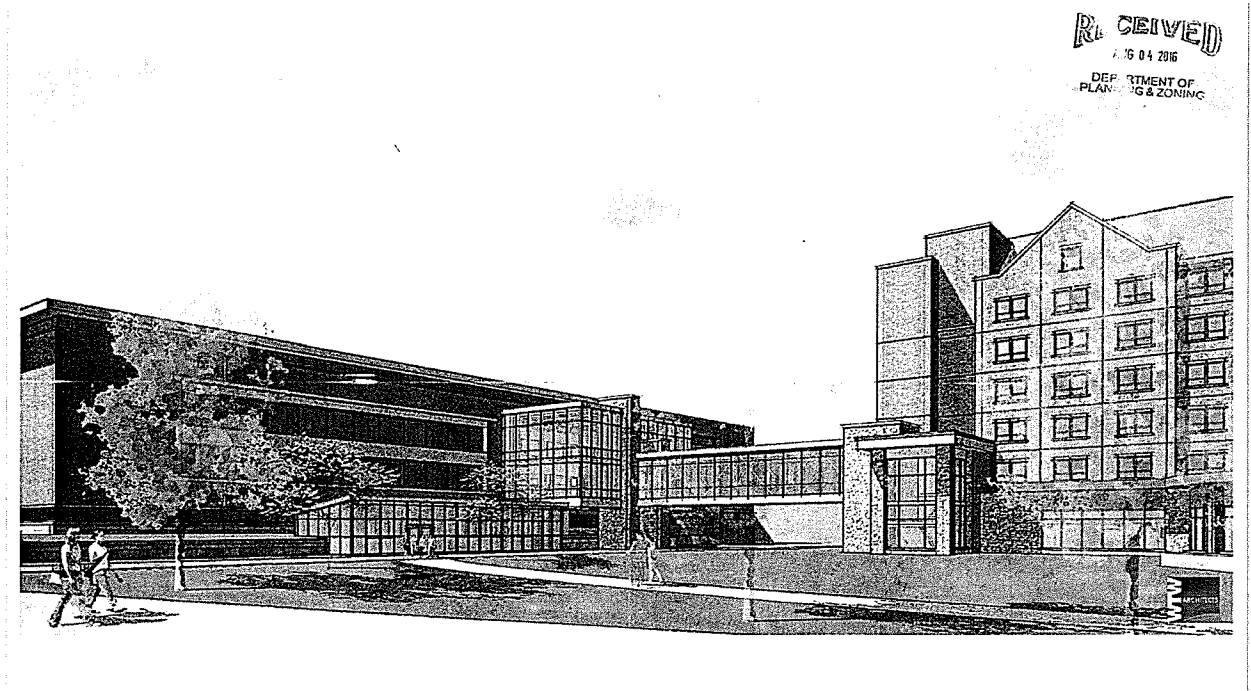
Zone: ICC-UVM **Ward:** 1

Date application accepted: August 4, 2016

Applicant/ Owner: University of Vermont & State Agricultural College

Request: Expand the previously permitted new second floor entrance to the Bailey Howe Library for additional lobby space, around the previously permitted bridge/skywalk between the library and the future undergraduate student housing across Carrigan Drive.

Estimated Construction Cost: \$1,832,000.



Background and Overview: ZP 15-1000CA was approved on June 8, 2015 for the construction of undergraduate student housing and dining facilities. This permit also included a pedestrian bridge/skywalk spanning Carrigan Drive, connecting the proposed student housing to Bailey Howe Library. UVM now proposes a two-story expansion of the library side of the bridge/skywalk for additional library lobby space. The site is within the Institutional Core Campus Overlay, and the ICC-UVM Height Overlay.

The project development will be subject to limited municipal review per VSA §4413:

Limitations on municipal bylaws

- (a) *The following uses may be regulated only with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, lighting, landscaping, and screening requirements, and only to the extent that regulations do not have the effect of interfering with the intended function use:*
- (1) *State or community owned and operated institutions and facilities.*
 - (2) *Public and private schools and other educational institutions certified by the state department of education.*
 - (4) *Public and private hospitals.*

Applicable regulations: **Article 3** (Applications, Permits, and Project Reviews), **Article 4** (Zoning Maps and Districts), **Article 5** (Citywide General Regulations), **Article 6** (Development Review Standards), and **Article 8** (Parking.)

Recommendation: **Consent Approval** as per, and subject to, the findings and conditions below:

I. Findings

Article 3 Applications, Permits, and Project Reviews

Part 3: Impact Fees

Section 3.3.2 Applicability

Any new development or additions to existing buildings which result in new dwelling units or in new nonresidential buildings square footage are subject to impact fees as is any change of use which results in an added impact according to Section 3.3.4.

Impact Fees shall apply. From information submitted from the applicant, the following draft calculation is offered:

SF of Project	1,149	
<u>Offices & Other</u>		
Department	Rate	Fee
Traffic	0.658	756.04
Fire	0.193	221.76
Police	0.341	391.81
Parks	0.407	467.64
Library	0.000	0.00
Schools	0.000	0.00

Total	1.599	\$ 1,837.25
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Affirmative finding as conditioned.

Section 3.3.8 Time and Place of Payment

(a) New Buildings: Impact fees must be paid at least seven (7) days prior to occupancy of a new building or any portion thereof. **Affirmative finding as conditioned.**

Article 4 Maps & Districts Section 4.4.4, Institutional District

(a) Purpose

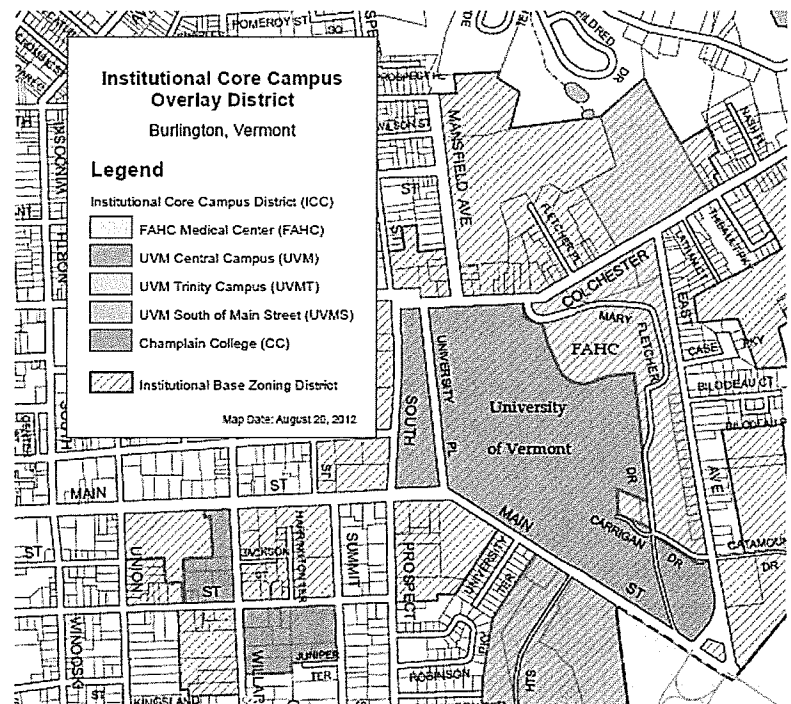
See Section 4.5.2 (a) District Specific Regulations: UVM Central Campus.

(b) Dimensional Standards & Density

See Section 4.5.2 (d) District Specific Regulations: UVM Central Campus.

(c) Permitted & Conditional Uses

See Section 4.5.2 (d) District Specific Regulations: UVM Central Campus.



Section 4.5.2 Institutional Core Campus Overlay Districts

(a) Purpose

The Institutional Core Campus Overlay Districts are intended to provide for reasonable future growth for institutions within the core of their respective campuses without further intrusion into surrounding residential neighborhoods. This overlay allows increased development than would typically be found in the underlying districts. Development is intended to be more intense than the surrounding neighborhoods with higher lot coverage and larger buildings. New development should provide sensitive transitions to the historic development pattern and scale of the surrounding campus. Buildings both large and small should be designed with a high level of architectural detailing to provide visual interest and create enjoyable, human-scale spaces. Sites should be designed to be pedestrian friendly and encourage walking between buildings. Circulation should largely emphasize the needs of pedestrians and bicycles, and parking should be very limited and generally provided offsite. When parking is provided, it should be hidden either within or underneath structures.

(b) Areas Covered

2. *UVM Central Campus (ICC-UVM).* The proposed development is within the core campus. See Map 4.5.2-1.

(d) District Specific Regulations: UVM Central Campus (ICC-UVM)

1. Transitional Buffer

Not applicable. The proposed development does not fall within the Transitional Buffer.

2. Lot Coverage

Maximum lot coverage shall be applied to the aggregate of all lots owned by the institution and located within the ICC-UVM District. Lot coverage shall not exceed 65% except as provided below.

Not applicable. Lot coverage is assessed when structures/impervious surfaces are at-grade. The proposed addition will locate at the second and third floors, not at ground level. It is important to note, however, that ZP 15-1000CA was approved with a resulting lot coverage amount of 49.57%.

3. Setbacks

Front setbacks shall be fifteen (15') feet measured only along any street defining the Transitional Buffer.

The proposed addition does not fall within the Transitional Buffer or abutting any streets defining the Transitional Buffer; therefore the 15' setback from the street is not applicable.

Affirmative finding.

4. Surface Parking

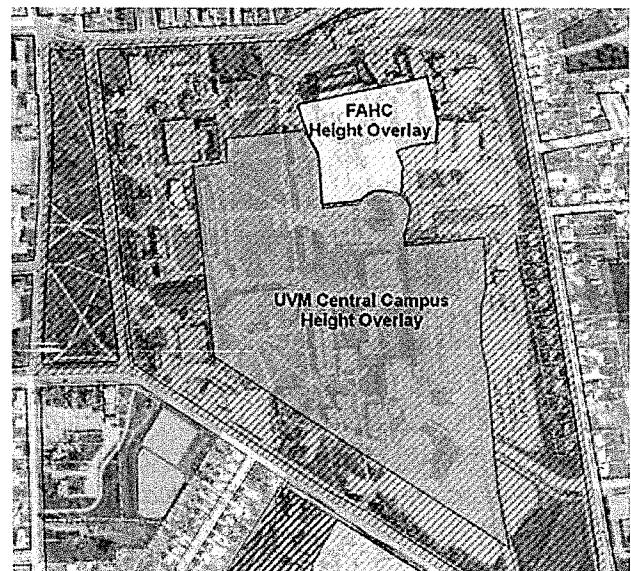
No new outdoor surface parking spaces shall be permitted unless the number of the new outdoor surface parking spaces is offset by a corresponding removal of outdoor surface parking spaces existing as of January 1, 2007 and upon the approval of the DRB.

No new parking spaces are proposed. **Affirmative finding.**

5. Building Height

For the sole purpose of regulating building height, the ICC-UVM District shall include an ICC-UVM Central Campus Height Overlay as delineated on Map 4.5.2-4. → Building height within the ICC-UVM Central Campus Height Overlay shall not exceed 140 feet.

The project location falls within the ICC-UVM Central Campus and Height Overlay area. The height restriction shall be as defined. The proposed building addition, with a maximum height of 39', sits 9 feet below the 48' roof elevation of the existing library building; well within the limitation provided. **Affirmative finding.**



6. Density

In the ICC-UVM District, density restriction set forth in Article 4, Section 4.4.4 shall not apply to dormitories and rooming houses as defined in Chapter 18 of the Burlington Code of

Ordinances. The restrictions on the non-residential equivalent set forth in Article 5, Sec. 5.2.7 (a) 2 shall not apply in the ICC-UVM District.

Not applicable.

7. Uses

Within the ICC-UVM District, Schools – Post secondary and Schools – Community Colleges shall be treated as permitted uses.

No change in use is proposed; it remains post-secondary and therefore may be treated as a permitted use. **Affirmative finding.**

Article 5 Citywide General Regulations

Section 5.2.3 Lot Coverage Requirements

See Section 4.5.2.

Section 5.2.4 Buildable Area Calculation

Not applicable in the Institutional Zone.

Section 5.2.5 Setbacks

See Section 4.5.2.

Section 5.2.6 Building Height Limits

See Section 4.5.2.

Section 5.2.7 Density and Intensity of Development Calculations

See Section 4.5.2.

Section 5.4.8 Historic Buildings and Sites

Not applicable per VSA §4413.

Section 5.4.9 Brownfield Remediation

Not applicable.

Section 5.5.1 Nuisance Regulations

All applications for a zoning permit shall be required to demonstrate compliance with the applicable nuisance regulations and performance standards pursuant to the requirements of the Burlington Code of Ordinances.

As the application is for additional lobby space for the existing Bailey Howe Library, similar impacts as the existing library might be expected.

Affirmative finding.

Section 5.5.2 Outdoor Lighting

Not applicable. No new outdoor lighting is proposed on the addition.

Section 5.5.3 Stormwater and Erosion Control

Not applicable. No earthwork is proposed as part of this project.

Article 6 Development Review Standards

Part 1: Land Division Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

No important natural features are identified at the specific project area. **Affirmative finding.**

(b) Topographical Alterations:

Not applicable. The additional lobby space will be located at the second floor level. No alterations to the site topography are proposed.

(c) Protection of Important Public Views:

Distant terminal views of Lake Champlain and the mountains to the east and west, and important public and cultural landmarks, framed by public rights-of-way or viewed from public spaces shall be maintained through sensitive siting and design to the extent practicable. This shall not be construed to include views from exclusively private property.

The property is not located along an identified view corridor. **Affirmative finding.**

(d) Protection of Important Cultural Resources:

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

According to the Historic Buildings Evaluation Report submitted for ZP 15-1000CA (attached), the Bailey Howe Library is eligible for listing on the State Historic Register, as well as the National Register because it is considered to be contributing to the campus-wide historic district for its significance as part of the Modernist movement of architecture in Vermont. Procluded by State Statute §4413.

Affirmative finding.

(e) Supporting the Use of Renewable Energy Resources:

Where feasible, the site plan should be so designed as to take advantage of the site's inherent potential to utilize sources of renewable energy including direct sunlight, wind, or running water. The site plan should also incorporate site planning and landscaping decisions intended to minimize energy demand such as siting buildings to maximize solar access or the use of deciduous and coniferous trees to create shade and windbreak.

Buildings should, where appropriate within the context of the neighborhood development pattern, maximize their solar exposure by being oriented to maximize natural light and heat gain during winter months, and to minimize casting shadows into ground floor living space of a building on an adjacent property.

The two-story addition will be walled almost exclusively with windows, which will allow sufficient sunlight to enter the space. **Affirmative finding.**

(f) Brownfield Sites:

None identified.

(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.

The two-story addition will attach at the second and third floor levels of the Bailey Howe Library. No new impervious surfaces will result from the proposal.

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.

No exterior entrances are proposed. The addition will be connected to the bridge/skywalk connector, which will allow residents to move across Carrigan Drive, between buildings, without having to go outside; effectively addressing inclement weather conditions and access.

Affirmative finding.

(h) Building Location and Orientation:

The Bailey Howe Library location is within a larger parcel of the University Institutional Core Campus zone, and within the UVM-ICC height overlay.

Streets are interior to the parcel, with broad connectivity to sidewalk grid, the Green Mountain Walkway, and other institutional buildings. The 2nd/3rd floor library addition will also be part of the future bridge/skywalk connector. There is nothing currently proposed at the ground/street level. **Affirmative finding.**

(i) Vehicular Access:

Not applicable.

(j) Pedestrian Access:

The project area falls within the interior of Central Campus, where there exists an established pedestrian network. The bridge/skywalk is designed specifically for pedestrian access between the future residences and dining facilities on the opposite side of Carrigan Drive. **Affirmative finding.**

(k) Accessibility for the Handicapped:

The applicant will be required to meet ADA requirements as defined by the building inspector. **Affirmative finding as conditioned.**

(l) Parking and Circulation:

No new parking proposed. See Article 8 below.

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.

There is significant bicycle parking in and around the area of the addition. The only access to the addition will be through the library, where bicycle parking exists at the front entrance, and from across Carrigan Drive at the new student housing and dining facilities. The applicant does not foresee an increase in student numbers resulting from the new lobby space. The main mode of transportation to the library is either by foot or by bicycle. Under ZP 15-1000CA, 180 long term and 204 short term bicycle parking spaces will be provided in and around the future student housing and dining facilities. **Affirmative finding.**

(m) Landscaping and Fences:

Some ground level landscaping, consisting of grass, shrubs and trees, exist beneath, and to the side of where the new addition will locate. No new landscaping is proposed. **Affirmative finding.**

(n) Public Plazas and Open Space:

Not applicable.

(o) Outdoor Lighting:

Not applicable.

(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.

There are no new exterior machinery/equipment installations, service/loading areas, utility meters/structures, mailboxes, or other accessory structures proposed at this time. **Affirmative finding.**

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

Proposed buildings and additions shall be appropriately scaled and proportioned for their function and with respect to their context. They shall integrate harmoniously into the topography, and to the use, scale, and architectural details of existing buildings in the vicinity.

The following shall be considered:

1. Massing, Height and Scale:

The project area is within the ICC-UVM Institutional Core Campus overlay, which allows for an increased development scale and intensity than would typically be found in adjoining and underlying districts. This also is within the ICC-UVM height overlay (Article 4, Map 4.5.2-4) where building height may not exceed 140 feet. The addition building height is defined at 39 feet. While design cannot be discussed per VSA §4413, building bulk and height may be.

Affirmative finding.

2. Roofs and Rooflines.

Not applicable per VSA §4413.

3. Building Openings

Not applicable per VSA §4413.

(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.

Not applicable per VSA §4413.

(c) Protection of Important Public Views:

Development shall preserve distant terminal views of Lake Champlain and the Adirondack Mountains and important public and cultural landmarks from public places and along east-west public rights-of-way to the extent practicable. This shall not be construed to include similar views from exclusively private property.

Sensitivity shall be used in the massing of proposed development such that light and air is allowed to penetrate and some views may be preserved. Alternatives that extend access to such views by allowing public access into and through the proposed development are encouraged. In no case shall development be permitted to span across the public rights-of-way in such corridors.

See Section 6.2.2. (c).

(d) Provide an active and inviting street edge:

Not applicable per VSA §4413.

(e) Quality of materials:

Not applicable per VSA §4413.

(f) Reduce energy utilization:

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

The exterior walls of the addition will be 1” insulated glazing panels, which will allow natural sunlight to provide daytime lighting and heat within the lobby space. **Affirmative finding. As conditioned**

(g) Make advertising features complementary to the site:

UVM has a Master Sign Plan under which desired signage may be reviewed. Any signage will require separate permitting. **Affirmative finding.**

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

All construction will be required to meet building and life safety code as defined by the fire marshal and building inspector.

UVM has multiple installations of “blue lights” for security purposes, supplementing an active police presence on campus to provide a safe environment for residents. **Affirmative finding as conditioned.**

Article 8: Parking

Sec. 8.1.8 Minimum Off-Street Parking Requirements

(a) Parking for all uses and structures shall be provided in accordance with Table 8.1.8-1. The property is in the Shared Use Parking District. For libraries, Table 8.1.8-1 requires parking at the rate of 1 space per 1,000 sq ft of gross floor area.

(b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number. A parking space requirement of 1.149 would be rounded down to the nearest whole number – 1 space.

A Joint Institutional Parking Management Plan (JIPMP) is maintained for the University to address all off-street parking requirements. In the attached memorandum from the Burlington Planning Commission to the Development Review Board, dated April 9, 2014, it is noted that the JIPMP *“demonstrates that treating institutional parking demand comprehensively is a more sensible approach than requiring parking on a use-by-use or site-by-site basis. Even with anticipated future development, the JIPMP is projecting there to be a surplus of 745 parking spaces across all three institutions in 2019.”*

The JIPMP is required to be updated on an annual basis. The 2016 update notes that counts taken in October, 2015, representing a typical day during peak demand, demonstrated a surplus of 840 spaces, 342 of which were in the core campus – see Chapter 4: University of Vermont CATMA JIPMP 2016 Annual Update (attached).

While this lobby addition project was not anticipated in the writing of the 2014-2019 JIPMP, the applicant intends to utilize one of the 342 surplus core campus parking spaces to provide for the 1 parking space required for the addition. As a result, the applicant has noted that this space will be addressed in the next annual update to the JIPMP. **Affirmative finding as conditioned.**

Sec. 8.2.5 Bicycle Parking Requirements

Bicycle parking for all uses and structures in all parking districts shall be provided in accordance with Table 8.2.5-1. Colleges or Universities require bicycle parking at a rate of 1 space per 20,000 sq ft of gross floor area for long term parking, and at a rate of 3 spaces per 5,000 sq ft of gross floor area for short term parking. The gross floor area of the library increases from 169,361 sq ft to 170,510 sq ft. This will result in an additional 1 long term bicycle parking space (from 8 to 9) required overall for the library. The number of short term bicycle parking does not increase as a result of the lobby addition.

Under zoning permit 15-1000CA for the first year student housing and dining facilities across Carrigan Drive, the required amount of long term bicycle parking totaled 178 spaces. The University is providing 180 long term parking spaces as part of the project. The applicant intends to utilize the long term bicycle parking storage shelter, immediately adjacent to the lobby addition at the ground level, to accommodate the 1 additional long term bicycle parking space.

Affirmative finding.

Sec. 8.3.5 Review and Approval of Applications for Future Development

In reviewing any application for development from a post-secondary educational or medical institution within the Institutional district, the DRB shall find that the proposal is consistent with an approved Institutional Parking Plan.

Any development proposed by a post-secondary educational or medical institution within the Institutional Campus district that is found not to be consistent with an approved Institutional Parking Plan shall only be approved pursuant to the underlying parking requirements of Parts 1 and 2 of this Article.

While the proposed addition is not included within the list of planned UVM projects 2014-2019, the applicant proposes to utilize 1 of the 342 surplus parking spaces in the core campus to satisfy the 1-space parking requirement. **Affirmative finding.**

II. Conditions of Approval:

1. At least 7 days prior to occupancy of a new building or any portion thereof, impact fees based on the net new building square footage shall be paid to the Department of Planning & Zoning or to the Clerk / Treasurer's Office.
2. The applicant shall submit to the DRB a copy of the JIPMP 2017 Annual Update that takes into account the 1 parking space required for the library lobby addition.
3. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
4. All construction will be required to meet building, ADA, and life safety code as defined by the fire marshal and building inspector.
5. Standard Permit Conditions 1-15.

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



Department of Planning and Zoning

149 Church Street, City Hall

Burlington, VT 05401-8415

Phone: (802) 865-7188

Fax: (802) 865-7195

www.burlingtonvt.gov/pz

RECEIVED
APR 04 2005

DEPARTMENT OF
PLANNING & ZONING

Zoning Permit Application

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

PROJECT LOCATION ADDRESS: 538 Main Street; Bailey Howe Library

PROPERTY OWNER*: University of Vermont &
State Agricultural College

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

POSTAL ADDRESS: 109 South Prospect

CITY, ST, ZIP: Burlington, VT 05405

DAY PHONE: 656-3208

EMAIL: Linda.Seavey@uvm.edu

Linda Seavey, Director, Campus Planning Services, for the University of Vermont & State Agricultural College

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

University of Vermont

APPLICANT: & State Agricultural College

POSTAL ADDRESS: 109 South Prospect

CITY, ST, ZIP: Burlington, VT 05405

Contact Info:

DAY PHONE: 656-3217

EMAIL: Lani.Ravin@uvm.edu

University of Vermont & State Agricultural College

SIGNATURE:

Lani Ravin

Description of Proposed Project: Expand the previously permitted new second floor entrance to the Bailey Howe

Library, around the previously permitted bridge from the new residences, on the second floor. This will be lobby space for

students entering the library on second floor. Removal of existing exterior window screen; no new footprint; 1,149 s.f. addi

Existing Use of Property: ☐ Single Family ☐ Multi Family: # ___ Units ☒ Other: Academic

Proposed Use of Property: ☐ Single Family ☐ Multi Family: # ___ Units ☒ Other: Academic

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

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

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

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

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

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

• Are you proposing any work within or above the public right of way? Yes ☐ No ☐

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

Estimated Construction Cost (value)*: \$ 1,832,000

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

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

Office Use Only: Zone: I Eligible for Design Review? Y Age of House 1960 Lot Size

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

Check No. 1391889 Amount Paid 3774- Zoning Permit # 17-0141CA



The
UNIVERSITY
of VERMONT

CAMPUS PLANNING SERVICES

RECEIVED
AUG 14 2016
DEPARTMENT OF
PLANNING & ZONING

August 4, 2016

Scott Gustin, AICP, CFM, Principal Planner
City of Burlington, Planning & Zoning
149 Church Street
Burlington, VT 05401

RE: University of Vermont Bailey-Howe Library Entrance Addition, 538 Main Street

Dear Scott,

The University of Vermont is requesting a COA Level II zoning permit to expand the (previously permitted) new second floor entrance to the Bailey Howe Library, at 538 Main Street. This entrance is a function of the elevated bridge from the new first year housing and dining facility (currently under construction).

ZP# 15-1000CA included an elevated, enclosed walkway from the west wing of the first year housing facility. This will enable students to access the library directly from their rooms and/or the dining hall, without stepping outside, within conditioned space.

The proposed addition of lobby type space to the library is necessary due to the new, second floor entrance. This new second floor entrance will likely be a popular amenity. In order not to disturb existing library users and functions, a lobby, i.e. some type of circulation space and area to sit, congregate and study near the entrance, is necessary.

This circulation space will be at either side of the bridge, and will be a two story height space. It will be viewable, through interior glass windows, from the third floor. There will be no change in lot coverage since the addition is on the second floor. There will be 1,149 new s.f. An existing aluminum screen on the north façade will be removed (see photo and rendering).

The cost of construction is estimated to be \$1,832,000. Please find attached a check for the application fee of \$3,774.00. Please contact me at 656-3217 if you would like additional information.

Sincerely,

Lani Ravin, AICP
Associate Planner

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

Equal Opportunity / Affirmative Action Employer

Burlington Planning Commission

149 Church Street
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Yves Bradley, Chair
Bruce Baker, Vice-Chair
Lee Buffinton
Emily Lee
Andy Montroll
Harris Roen
Jennifer Wallace-Brodeur
Vacant, Youth Member



MEMORANDUM

TO: Development Review Board
FROM: Burlington Planning Commission
DATE: Wednesday, April 09, 2014
RE: CATMA 2014-2019 JIPMP

This memo provides the Burlington Planning Commission's recommendations regarding the Draft 2014-2019 Joint Institutional Parking Management Plan (JIPMP) presented by CATMA. The Commission heard a presentation by CATMA and discussed this proposal at our meetings on 11 and 25 March, and 8 April.

As you are aware, the Commission's review of this Plan falls under the provisions of the *Burlington Comprehensive Development Ordinance*, Article 8, with regard to Institutional Parking Management Plans. Pursuant to Sec. 8.3.4, the role of the Commission is to provide comments to the Development Review Board regarding a proposed IPMP's satisfaction of the following criteria:

- a. *the proposed Institutional Parking Plan adequately serves existing and proposed development by the institution(s);*
- b. *the proposed Institutional Parking Plan more effectively meets the intent of this Article and the goals of the municipal development plan than would strict adherence to the underlying requirements of this Article.*

It is the opinion of the Commission that the proposed 2014-2019 *Joint Institutional Parking Management Plan* (JIPMP) clearly and fully satisfies the requirements of Sec. 8.3.4, and we unanimously recommend your approval.

The JIPMP clearly demonstrates that treating institutional parking demand comprehensively is a more sensible approach than requiring parking on a use-by-use or site-by-site basis. Even with anticipated future development, the JIPMP is projecting there to be a surplus of 745 parking spaces across all three institutions 2019.

In the more than 2 decades since CATMA was created, it has been successful at significantly reducing both parking demand and SOV trips to the 3 hill institutions. This has reduced traffic congestion and off-site parking impacts, provided substantial support for alternative modes such as CCTA and CarShare VT, and allowed for more compact campuses through the redevelopment of former surface parking lots.

In our review of the plan and discussion with CATMA we discussed ways to further improve outcomes in getting more individuals to use transit and expand the mode shift away from SOV trips. The Commission also recommended consideration of new initiatives that would encourage and support employees to live closer to their work and eliminating the need to drive to work all together.

Feel free to contact me or the Planning Staff (Sandrine or David) should you have any questions.

Thank you for your time and consideration.

4.0 UNIVERSITY OF VERMONT

4.1 | UNIVERSITY OF VERMONT 2016 ANNUAL UPDATE (FALL 2015 DATA)

SEC. 8.3.3 (A) EMPLOYMENT AND ENROLLMENT

Fall Employment

The University of Vermont employs 3,889 individuals. The total staff number of 2,324 includes 2,155 full-time and 169 part-time employees. The total faculty number of 1,565 includes 1,244 full-time faculty and 321 part-time instructors. Additionally, there are 679 clinical professors primarily in the College of Medicine. College of Medicine faculty now includes Residents, Interns and Clinicians who are part of the expanded medical care plan of BCBS and UVM Medical Center (not all of these individuals are located on campus).

Fall Enrollment

The full time equivalent students for the academic year 2015-2016 fall semester is as follows: (Please note: Fall enrollment numbers are typically higher than the academic year numbers.)

Undergraduate	10,081
Graduate & Certificate	1,385
Medical Students	457
Non-degree Cont. Education	892
Total (All Students)	12,815

Less than one third (43%) of graduate students are part-time, attending classes which are offered after 4:00 p.m. and evenings, or at off campus locations, to accommodate students' employment schedules and transportation constraints.

SEC. 8.3.3 (B) PARKING DEMAND

Existing Spaces

The University's on campus parking inventory is now 5,200 spaces, including parking for University affiliates, visitors, service and delivery vehicles, and designated handicap drivers.

The current capacity figures exclude parking located at the University Farm and Bio-Research complexes on Spear St. Also excluded in the capacity listing are small garages located within the defined Burlington boundary of the campus.

Peak Parking Demand

The total parking demand is tied directly to the availability of empty spaces. The total number of parked vehicles as well as vacant spaces were counted for each parking lot and summarized by zone. These counts were taken in October 2015 and represent a typical day during peak demand and demonstrate a surplus of 840 spaces, with 342 of those in the core campus. This fall the number of surplus spaces on campus has stayed pretty much the same as fall 2014.

TABLE 29: UVM PARKING LOT CAPACITIES AND EMPTY SPACE COUNT

Zone	Capacity	Occupied Spaces*	Empty Spaces	Percent Full
Athletic Commuter	1793	1605	188	90%
Core Central	40	29	11	73%
Core East	794	614	180	77%
Core North	308	237	71	77%
Core South	193	153	40	79%
Core West	367	327	40	89%
Commuter Lots	803	690	113	86%
Redstone	591	421	170	71%
Trinity	311	284	27	91%
TOTALS	5,200	4,360	840	84%

*Peak Demand Time

**Regained 6 spaces from a construction project.

TABLE 30: UVM EXISTING SPACES BY LOT

Lot	Faculty / Staff	H-cap	Leased	Comm Student	Resident Student	Short Term	Univ Bus	Visitor	Grand Total
12/16 Colchester Avenue	14	2					1		17
23 Mansfield Avenue	23	1					1		25
146 South Williams	12	1							13
178 South Prospect	5								5
280 East Avenue	7	2				1	6	4	20
284 East Avenue	39	1				1	21		62
31 South Prospect	4								4
322 South Prospect	9	1						3	13
34 South Williams	4	1							5
438 College Street	5	1							6
460 South Prospect	3								3
601 Main Street	18	3							21
61 Summit*									0
70 South Williams	37	1				1			39
86 South Williams	6	1							7
Admissions	13	2						12	27
Aiken Loading Dock						1	2		3
Allen House	113	4				2	2		121
Bailey Howe North									0

Bailey Howe South	5						5
Beaumont Lot			66				66
Billings					2		2
Bittersweet	1						1
Blundell East	1			31	1	2	35
Blundell West	8						8
Cage Heating							0
Catamount East		285					285
Catamount West			84				84
Catamount West Fac/ Staff	26				2		28
Centennial		200	10				210
Chittenden Buckham Wills	0			25			25
Christie	1			38	2	2	43
Church Lot	15						15
College St Visitor Lot	23	1			2	34	60
Compound	116						116
Coolidge	1				5	2	10
Cottages	1			9			10
Davis Oval	6				8		14
Davis Lot	1			94	1	6	102
Delahanty	42						42
Dewey	36	2				1	39
Fleming	1					1	13
Fletcher Place	10	2				3	15
Given	280	6			3	7	296
Grassemount	20	1				2	3
Gutterson Bottom Garage			244			7	251
Gutterson Bottom Surface		176					176
Gutterson Middle Garage			328				328
Gutterson Middle Surface			88				88
Gutterson Upper Garage			292				36
Gutterson Upper Surface			34				36
Gutterson Faculty/Staff	61	8				10	79
Gutterson Zamboni Area		2				1	3
P.F.G. Circle		13			4	1	18
Harris West		2					2
Harris/ Millis				122	1	2	125
Hills		2			1	8	11

Hunt		1			41		1		43
Jeanne Mance		1			48	1	1		51
Jeffords Lot	236	4	100						340
Jeffords Meters						4			4
Jeffords East Lot									0
Jeffords Visitor Lot								61	61
Lafayette/ Old Mill		2				1	2		5
Living/ Learning Fac/ Staff	37	5				2	9		53
Mann North	3	5					1		9
Mann South								4	4
Marsh Life Science		3				2	2		7
Marsh/Austin/ Tupper		3			108	2	5		118
Mason	5	3			8	2	2		20
Mcauley		1			6	1			8
Mercy		1			69	2	2		74
Morrill		5				3	4		12
Music	19	2				1	1		23
Robinson	38	2							40
Simpson					44	6	2		52
Slade					8	1	1		10
Southwick		1			82	1	5		89
Stafford Roadway		8					2		10
U-Heights North	37								37
U-Heights North two							4		4
U-Heights South					56				56
U-Heights South Three	4	2				2	1		9
U-Heights Street	27								27
Trinity North Lot				85			7	6	98
Villa	7								7
Votey	116	8				5	5		134
Waterman	161	8				4	17		190
Wheeler	50	1					4		55
Wing					108	2	1		111
Wright/ Patterson		2			11	2	2		17
Grand Total	1,689	146	761	1,231	908	75	174	216	5,200

Vehicle Permits

The number of vehicle permits issued by the University for 2014-2015 permit cycle is:

Faculty/Staff	2,793
Commuter Students	1,493
Residential Students	1,504
Total Permits.....	5,790

UVM Medical Center Contract Spaces

The University has agreements for leasing spaces to UVM Medical Center. Spaces leased by institutions as follows:

UVM MC - Centennial.....	200
UVM MC - Catamount East Lot	285
UVM MC- Gutterson Lower Surface.....	176
UVM MC- Jeffords East Lot.....	100
Total Contract Spaces	761

The numbers of parking spaces reported this year essentially remains the same as last year. There has been a decrease in employee and residential parking permits with an increase in commuter permits, most likely due to the shift in enrollment.

SEC. 8.3.3 (C) VEHICLE FLEET

The University of Vermont owns or leases a total of 246 vehicles (in the city of Burlington). A complete list of UVM vehicles is available upon request.

Garages

The University of Vermont uses a total of 30 storage and vehicle garages located in Burlington as listed below:

Building Name	Location
Pomeroy Garage	491 Main Street
Dewey Garage	8 North Prospect Street
178 South Prospect Street	178 South Prospect Street
460 South Prospect Street	460 South Prospect Street
466 So. Prospect Street Barn (2)	466 So. Prospect Street
474 South Prospect Street	474 South Prospect Street
BRC Feed Storage Barn (6)	657 Spear Street
AG Science Storage (5)	Williston Road

CFC Grounds Garage	Centennial Field
CFC Baseball Stands (3)	Centennial Field
284 East Avenue	284 East Avenue
86 South Williams Garage	86 South Williams Street
Englesby Garage	112 South Williams Street
34 South Williams Garage	34 South Williams Street
151 South Prospect Garage	151 South Prospect Street
308 South Prospect Street	308 South Prospect Street
322 South Prospect Street	322 South Prospect Street
448 South Prospect Street	448 South Prospect Street

SEC. 8.3.3 (D) PROGRAMS, POLICIES, AND INCENTIVES

The following is a list of TDM programs the University offers. Most are through the CATMA office, though the Occasional Use Parking Permits program, UVM Bike Share, and the integration of MegaBus and Greyhound on campus are part of the University's effort to enhance transportation options.

Unlimited Access

The University fully subsidizes transit for both the CCTA local and LINK Express routes through CATMA's Unlimited Access Program, a partnership between CCTA and CATMA. Ridership had a slight increase per month for the same period last year. This Unlimited Access Program, along with all the other TDM programs offered through UVM and CATMA, led to the EPA's continued designation of UVM as one of New England's Best Workplace for Commuters. UVM received this designation by meeting a National Standard of Excellence. The designation spotlights employers that are committed to reducing traffic and air pollution and improving quality of life for their commuters.

Way To Go and Commuter Challenge

UVM participates in the annual statewide Way to Go! Commuter Challenge typically held in mid-May. UVM fares well in this challenge, considering it takes place after commencement. The Way To Go! Commuter Challenge was implemented in 2006 as part of Way To Go Week. The awards go to businesses with the highest percentage of employees registered for the event. The challenge encourages use of alternative modes of transportation during the week, hoping people will continue beyond. UVM won 1st place in 2006 and 2007 in the "major employer category" (1,000+ employees) and an Honorable Mention in both 2008 and 2009. UVM, along with Champlain College and UVM Medical Center, was recognized in the spring 2013 event as a top business participant in the "macro employer category" with 238 participants. In 2014, UVM had a decrease in employee participation during the challenge period. In 2015, UVM had once again received 1st Place for participation in the marco employer category.

Carpool

Currently, the University has 50 registered carpools, with 150 participants. There are 175 UVM employees registered with CATMA as carpoolers. All carpoolers are eligible for CATMA's programs, including the Guaranteed Ride Home (GRH), as well as incentives provided by UVM. As incentive to rideshare, carpools with three or more participants receive one free hangtag for Green Zone parking. All members are eligible to participate in the Occasional Use Program. Employees are eligible to participate in CATMA's confidential carpool matching service. Current carpool listings and registration is available on the CATMA web site.

Occasional Use Parking Permits

The University began issuing occasional use parking permits in the Spring of 2008 as a pilot program, and formalized the offering in the fall of 2009. This allows program participants free or reduced parking, depending upon eligibility. This program encourages the use of CATMA programs by allowing participants access to parking as needed. We have 473 faculty, staff and student participants registered to date and continue to promote the program.

CarShare Vermont

CarShare Vermont officially launched on December 15, 2008. The University, through CATMA is currently hosting two vehicles on campus as part of the CarShare Vermont initiative. Both vehicles, Subaru Imprezas, are available to all members of our community who join CarShare Vermont. This service is available to all students as well as faculty and staff. CarShare Vermont, along with CATMA and UVM, continue to collaborate on promoting CarShare in a variety of ways. Over the past year, flyers, brochures and table tents have been placed around campus. Additionally, articles have appeared on list serves as well as in UVM newspapers and newsletters. CarShare representatives tabled at several UVM events including Focus The Nation, all UVM first-year orientations, new student medical resident orientation, new faculty and staff orientation, class picnic, UVM Farmer's market, move-in day, and UVM activities fair. Information was distributed through Eco-Reps, class presentations, student welcome bags, and the cars were a stop on campus tours. In mid-October 2011, a new academic year pilot promotion was launched to encourage new membership in CarShare Vermont. All full-time students, faculty and staff are eligible for a waived \$150 annual membership fee for CarShare Vermont's Share-A-Lot plan. This program continues through the 2014-2015 academic year.

Bike/Walk Incentives

Any employee who commits to walking or biking to and from work at least three days a week on a consecutive basis, can register in the CATMA Bike/Walk Rewards program. There are over 600 UVM employees registered in the Bike/Walk Program, with an average of 115 monthly participants.

Guaranteed Ride Home (GRH)

Employees who register with CATMA as using a commute mode other than the single occupancy vehicle (SOV) at least two days a week is issued a Commute Smart Card, which will provide a free taxi ride home in an emergency. Once registered in the Guaranteed Ride Home program, participants are included in the monthly drawings for gift certificates to downtown Burlington restaurants. As of October 2015, there were 980 UVM employees registered with CATMA in the GRH program. A complete description of all the CATMA TDM programs and services, which are available to UVM constituents, can be found in the CATMA section of this Plan.

Bike Ways

Bicycle use is encouraged with the establishment of UVM's bikeway network and management. UVM students now have a fully recognized club, "UVM Bikes" (formerly the Bicycle Users Group or BUG). The Director of Transportation and Parking Services serves as the faculty/staff advisor for the UVM Bikes and is the Chair the Bicycle Advisory Group (BAG) subcommittee to the existing Transportation and Parking Services Advisory Committee (TAPSAC) as resource and advisory panel to the student run BUG with the intent of connecting the student effort to the universities overall master plan. Additionally, the University continues to take a leading role in the region facilitating new bikeway construction by offering right-of-way licenses over University property wherever possible. In the Fall of 2011 the League of American Bicyclists selected the University of Vermont as one of the nation's most "Bicycle Friendly Universities." The University is currently working on upgrading to Silver. UVM is in the process of creating a University Campus Active Transportation Plan, which will augment our Campus Master Plan to assist in formalizing the University vision for pedestrian, cycling, and skateboarding on campus going forward.

SEC. 8.3.3 (E) MONITORING, COMPLIANCE AND ENFORCEMENT SYSTEMS

UVM Transportation and Parking Services issued 22,482 parking citations in FY2014; a little more than half of these (10,599) were for parking without a permit.

Parking and traffic regulations are enforced using a system of warnings, citations, and/ or towing. Traffic citations may either be presented to the owner/operator, placed on the vehicle's windshield, or in special circumstances be mailed to the registrant.

Violation	Fine
Parked Overtime at Meter/Pay Station/Loading Zone	\$25
Permit Not Displayed	\$30
Parked in a Restricted Area	\$30
Parked without a Valid Permit	\$50
Driving on Grass/Walks	\$50
Habitual Offender Impact Fee	\$60
Fire Lane/Roadway	\$80
Handicap	\$80
Use of Unauthorized Permit	\$80

Falsifying Information	*
Disregarding Traffic Signs	*
Damage, Destroy, or Illegally activating Parking Gates	*
Possessing/Damaging/Altering Signs, Marking, or Signal Devices	*
* Refer to Police Services	

ATTACHMENTS

Attachments documenting UVM's facilities and policies are included in the Appendix.

5.0 APPENDIX A: INSTITUTION & CATMA ATTACHMENTS

5.1 | CATMA ATTACHMENTS

Request Copy or click on URL Link

CATMA Awards

CATMA Fall 2015 Employee Transportation Survey Announcement

CATMA Fall 2015 E-News

CATMA Outreach/Marketing History of Events

CATMA Rack Card

GRH Annual Renewal

UVM Medical Center Benefits Guide

Walking Routes Map

First Year Student Housing
170 & 180 Carrigan Drive
University of Vermont
Bike Storage Calculations

May 8, 2015

CDO Requirements	Long Term Bike Storage			Short Term Bike Storage		
	1 per	4 res.	Req'd	1 per	8 res.	Req'd
Dormitory	1 per	4 res.	174	1 per	4 res.	87
Apartment	1 per	5,000 sf	4	1 per	10,000 sf	4
Office	1 per	30 emp.	1,300	6% of	all occ's	1,300
Restaurant - employees	1 per		40			
Restaurant - customers						
Total Required			178			118
					Max. req'd by code	50
Total Provided			180			204

*Historic Buildings Evaluation
For Act 250 Review*

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First Year Student Housing and Dining Project

**University of Vermont
Burlington, Vermont
April 2015**

DEPARTMENT OF
PLANNING & ZONING

INTRODUCTION

Liz Pritchett, Historic Preservation Consultant, has been retained by the University of Vermont (UVM) to review the proposed construction of the First Year Student Housing and Dining Project, which will be located on the south end of the Central Campus Quad. This letter report provides an inventory of the resources in and adjacent to the project area, a determination of their historic and architectural significance, and their eligibility for listing on the State and National Registers of Historic Places. It provides important information for planning purposes required to evaluate the potential effect of the undertaking on historic resources for purposes of Act 250 review under 10 V. S. A. Chapter 151, Criterion 8. Project review identifies potential impacts to historic buildings, structures, historic districts, historic landscapes and settings, and to known or potential archeological resources. The scope of work for this review includes site visits, research of the history and architectural significance of the buildings adjacent to the project area, and review of project plans.

Literature review involved research of Burlington files at the Division for Historic Preservation offices in Montpelier, Vermont, and University of Vermont files in the UVM Campus Planning Services Department and Special Collections. The purpose of the file search is to inventory significant historic sites in the project area that are currently listed on the National Register of Historic Places (NR) and the Vermont Historic Sites and Structures Survey (also called the State Register/ SR), or have been determined NR or SR eligible by the Vermont Advisory Council on Historic Preservation.

The determination of potential effect of the undertaking is that the construction of the First Year Student Housing and Dining Project will have no adverse effect on historic resources in or adjacent to the project area.

SETTING

The project area of the First Year Student Housing and Dining Project comprises the south end of the Central Campus Quad, a grassy, open area that has been previously disturbed by fill, which raised the grade of the lawn area several feet above the central and northern portions of the Quad. The project area is surrounded by the following historic resources: Converse Hall and Rowell Hall to the east, Bailey-Howe Library to the south, Royall Tyler Theater to the southwest, and Fleming Museum to the north. The Chittenden-Buckham-Wills Residential Complex to the east, and Cook Physical Science and Angell Lecture Center to the west, are slated for demolition. The new STEM Building will be constructed on the site of Cook Physical Science and Angell Lecture Center.

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The University Green Historic District is located directly west of Cook Physical Science and Angell Lecture Center. Royall Tyler Theater is a contributing resource in the district. Other contributing buildings also in the district include Old Main, Williams Hall, Billings Library, and Ira Allen Chapel. Fleming Museum, noted at the north end of the Central Campus Quad, has been determined eligible for the State and National Registers. Converse Hall to the east is listed in the State Register and is currently being nominated to the National Register.

A substantial number of resources that were built from the 1960s through 1980 around the Central Campus Quad reflect the period of expansion on campus following World War II. These buildings contribute to the Modernist period of architecture on the UVM campus and Vermont, and include the Brutalist Style buildings Cooke Physical Science, Angell Lecture Center, Rowell Building and Howe Library addition. Bailey Library, Votey Engineering, and Chittenden Hall, Buckham Hall and Wills Hall are representative of the International Style.

The Central Campus Quad is identified in the UVM Campus Master Plan as an important landscape feature. The long, rectangular, green space is primarily an open grass lawn crossed by sidewalks that provide access to the surrounding campus buildings. An important landscape feature in the northern half of the Quad is a grove of trees laid out in a grid pattern, which was designed by nationally acclaimed landscape architect, Dan Kiley. Within the grove of trees are two metal sculptures of female figures. Three other sculptures in this series, called Lamentations, are currently undergoing conservation.

DESCRIPTION AND SIGNIFICANCE OF HISTORIC RESOURCES ADJACENT TO THE PROJECT AREA

The following historic resources adjacent to the project area at the south end of the Central Campus Quad have the potential to be affected by the construction of the First Year Student Housing and Dining Project.

State Register listed sites:

1. Converse Hall was nominated to the State Register in 2001. This Chateau Style building, an example of High Victorian Gothic architecture in Vermont, was constructed in 1895 by the Wilson Brothers, Philadelphia, PA. It is currently being nominated to the National Register of Historic Places.

State Register eligible sites:

1. Robert Hull Fleming Museum was designed in the Colonial Revival style by UVM architectural firm of the time: McKim, Mead & White and built in 1931. The later addition to the museum, built in 1983, was designed by Crissman and Solomon Architects. A draft nomination for listing the Fleming Museum in the National Register of Historic Places was prepared in 1998 but never submitted to the Vermont Advisory Council for review and subsequent submission to the National Park Service.

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2. Chittenden-Buckham-Wills (CBW) Residential Complex was designed by McKim, Mead & White and built in 1947. The three flat roof, brick, rectangular plan residential halls were substantially modified in 1982 when the classical entries were removed. These simple buildings reflect a transition from the Colonial Revival to the International Style of architecture. These buildings (along with a fourth residential hall, Coolidge Hall, attached to Southwick Memorial Hall on the Redstone Campus) retain significance primarily as the first known examples of precast concrete panel construction in the country. The three residential halls on the Central Campus Quad are slated for demolition.
3. Bailey/Howe Library was built in two phases. Bailey Library was constructed in 1960 in the International Style following designs by Roland M. Whittier, architect. The Brutalist style west side addition, designed by Robert Burley Associates Architects, was built in 1980.
4. Rowell Hall, designed by the Architects Collaborative in the Brutalist style, was built in 1970.

National Register listed sites:

1. University Green Historic District (entered in the National Register on April 14, 1975) comprises the buildings surrounding the University Green. Only one building in the district is directly adjacent to the First Year Housing and Dining Project site.
 - 1) Royall Tyler Theater, built in 1901 in the Victorian Eclectic Style was designed by Andrews, Jacques and Rantoul as the University gymnasium; the east addition was designed by A. L. Lawrence and built in 1915; in 1973-74 the interior of the building was redesigned by Burlington Associates for use as the University theater.

The nearby historic resources along College Row in the historic district are:

- 2) Old Mill, built in 1829 in the Federal style following designs by John Johnson. It was reconstructed in 1882 in the High Victorian Gothic style, and John J. R. Randall was the architect.
- 3) Lafayette, attached to the rear elevation of Old Mill, was originally built in 1958 following designs by Freeman French Freeman; it was dismantled and reconstructed in 1995 in the Post Modern Style, Northern Architects/ Smith Alvarez Sienkiewicz architects.
- 4) Williams Hall, built in 1896 in the Victorian Eclectic style, was designed by the Wilson Brothers (who also designed Converse Hall).
- 5) Billings Library, built in 1885 in the Richardson Romanesque Style, was designed by Henry H. Richardson.
- 6) Ira Allen Chapel, built in 1925 in the Colonial Revival Style was designed by McKim, Mead and White.

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National Register eligible sites:

1. Robert Hull Fleming Museum was designed in the Colonial Revival style by LVM architectural firm of the time: McKim, Mead & White and built in 1933. In addition to the museum, built in 1983, was designed by Crissman and Solomon Architects. A draft nomination for listing the Fleming Museum in the National Register of Historic Places was prepared in 1998 but never submitted to the Vermont Advisory Council for review and subsequent submission to the National Park Service.
2. Converse Hall, which is one of the SR listed sites discussed above, is eligible for the National Register of Historic Places for its historic and architectural merit.
3. The CBW Residential Complex buildings are potentially eligible for listing in the National Register for their innovative engineering significance as the first known example of pre-cast slab construction in the country. Because they will soon be demolished, National Register status will not be pursued.
4. Bailey / Howe Library (1960 & 1980), Votey Engineering (1963), and Rowell (1970), appear eligible for listing in the National Register as contributing to a campus-wide historic district for their significance as part of the Modernist movement of architecture in Vermont.

DESCRIPTION AND POTENTIAL EFFECT OF THE UNDERTAKING

The First Year Student Housing and Dining Project comprises two, long, linear, brick, gable roof buildings that will be located at the south end of the Central Campus Quad. The buildings will contain 699 beds of student housing and a 500 seat dining hall. The eastern building will be a residence hall sited on a diagonal from northwest to southeast, and the western building, both a residence hall and dining hall, is designed as an L-shaped structure. The two buildings will be connected by an elevated walkway, which will span the Green Mountain Walkway as it passes southerly from the Central Campus Quad to the south-facing grass lawn that will be enclosed on the north, east and west by the two First Year Student Housing and Dining Project structures. A second enclosed elevated walkway has been proposed that will extend over Carrigan Drive between the new buildings and Bailey-Howe Library to the south. The dining hall, which is proposed to have a green roof, will be located in the south-east facing angle of the L-shaped, western building, and open air dining terraces are proposed for both the north and south sides of the western building. A service entrance will be located on the west side of the western building.

The architects for the project are WTW, Scott + Partners, and Wagner Hodgson, landscape architect. The two new buildings have been designed to blend with the historic resources in the nearby University Green Historic District, such as Williams Hall and Old Mill, in the selection of red brick for the façade material, and a predominance of traditionally-sized and regularly-spaced window openings. The tall rectangular forms of the buildings also reflect the historic buildings

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along the University Green, and will be compatible with the tall, rectangular massing of the new, brick STEM building which will be constructed on the west side of the Quad. The six story west building, and seven story east building will be just a few feet lower in height than the existing building.

The two new buildings have been sited on the south end of the Central Campus Quad in a manner that will not block views of Converse Hall to the east when standing at the north side entrances to both new buildings. The walkways along the north elevations of the new buildings are directly in line along the east-west axis with the walkway and proposed restored allee leading to the front (west) entrance of Converse Hall. In addition, the significant landscape element at the northern half of the Central Campus Quad, the Kiley grove of trees, will not be impacted, but rather will be incorporated into the new curve of the Green Mountain Walkway that will extend along the eastern part of the Quad.

The First Year Student Housing and Dining Project is sited a sufficient distance from other historic resources adjacent to the project area, so that the new buildings will not appear too close to these resources. Views of the historic resources will not be compromised by the new construction. For example, the north side of Bailey-Howe Library will remain clearly visible from the south-facing lawn of the western building. Royall Tyler Theater, Rowell Hall, and Converse Hall are sufficiently distant from the new construction so that the historic character and setting of these resources will not be affected by the new construction. In addition, with the removal of the Chittenden-Buckham-Wills Residential Complex, the maintained grass lawn of the Quad will be increased in the area of these former dorms along the east side of the Quad.

SUMMARY

Based on research and site visits, in the professional opinion of Liz Pritchett, who has prepared this report, the proposed undertaking to construct the First Year Student Housing and Dining Project will have No Adverse Effect on historic resources.

Overall, the First Year Student Housing and Dining Project respects the cultural landscape that is defined by the Central Campus Quad and the historic resources that surround it. Views to the Kiley grove of trees, Fleming Museum and Converse Hall are well preserved and to some degree will be enhanced without the obstruction of the Chittenden-Buckham and Wills Residential Complex. The siting of the new buildings, their massing, details and designs reflect similar features in the surrounding historic resources. Existing circulation patterns now found in the various walkways that join the buildings around the Quad will be retained overall, with some adjustment for the new Green Mountain Walkway.

No construction will begin until all permits are in place and the Vermont Division for Historic Preservation has signed off on all plans and elevations for the new First Year Student Housing and Dining Project.

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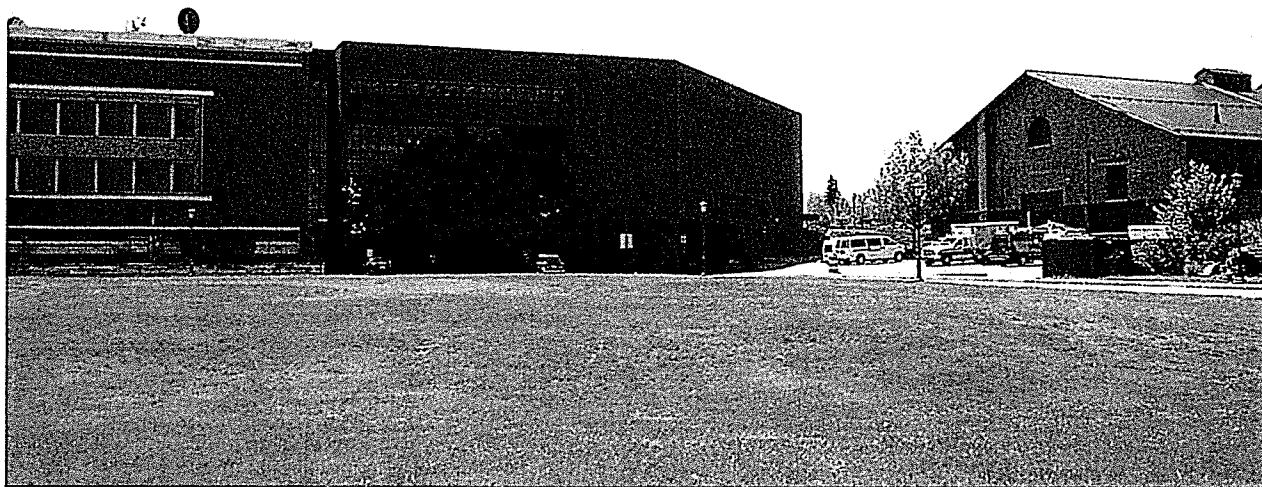
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PHOTOGRAPHS OF ARCHITECTURAL RESOURCES IN THE PROJECT AREA 15 2015

Photos dated May and June 2014

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1. View looking southwest toward Bailey-Howe Library, left, and the rear elevation of Royall Tyler Theater, right. Grass lawn in foreground is the northern portion of the project site at the south end of the Central Campus Quad.



2. Looking north from the project site in the Central Campus Quad toward the Kiley grove of trees and Fleming Museum (center), Kalkin Hall (left), and Chittenden Hall and University of Vermont Health Network (right).

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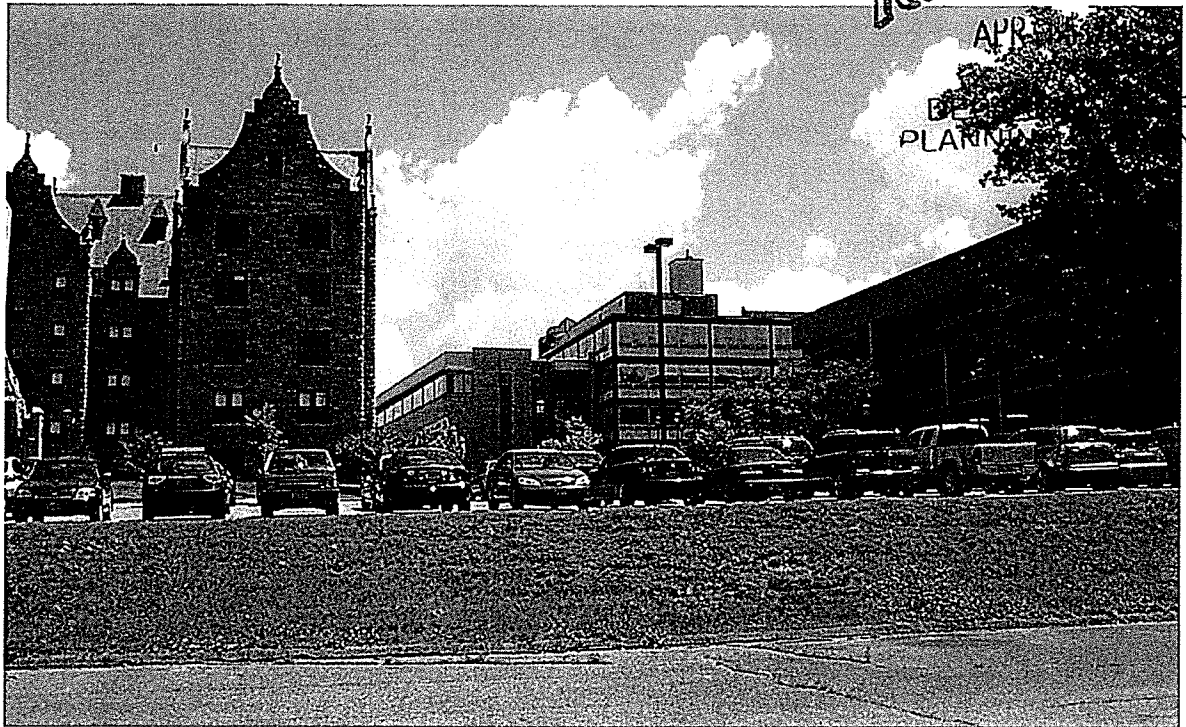


3. View from the project site looking east toward Wills Hall, Converse Hall is in distance to the left behind the trees, and the University of Vermont Health Network is a far left.



4. View from the project site looking northeast from left to right, Buckham Hall, University of Vermont Health Network, Converse Hall (behind trees), and Wills Hall.

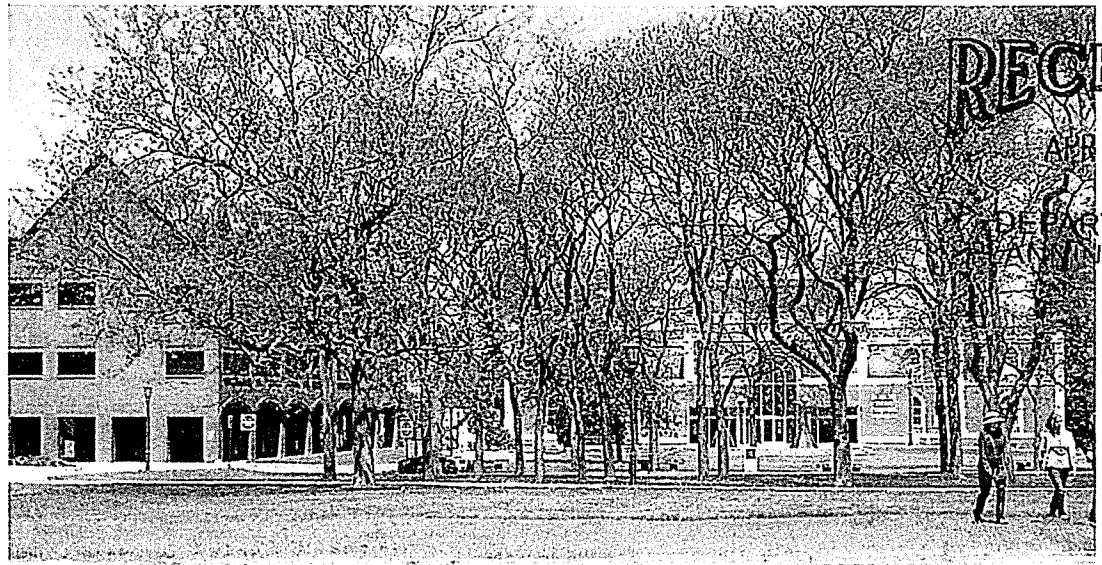
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5. View just east of the project area looking toward Converse Hall (left), Given Hall (center) and Rowell Hall (right).



6. Additional view from the project area toward Chittenden and Buckham Halls (left to right), which will be demolished, and toward the walkways that will be reconfigured somewhat for the Green Mountain Walkway.



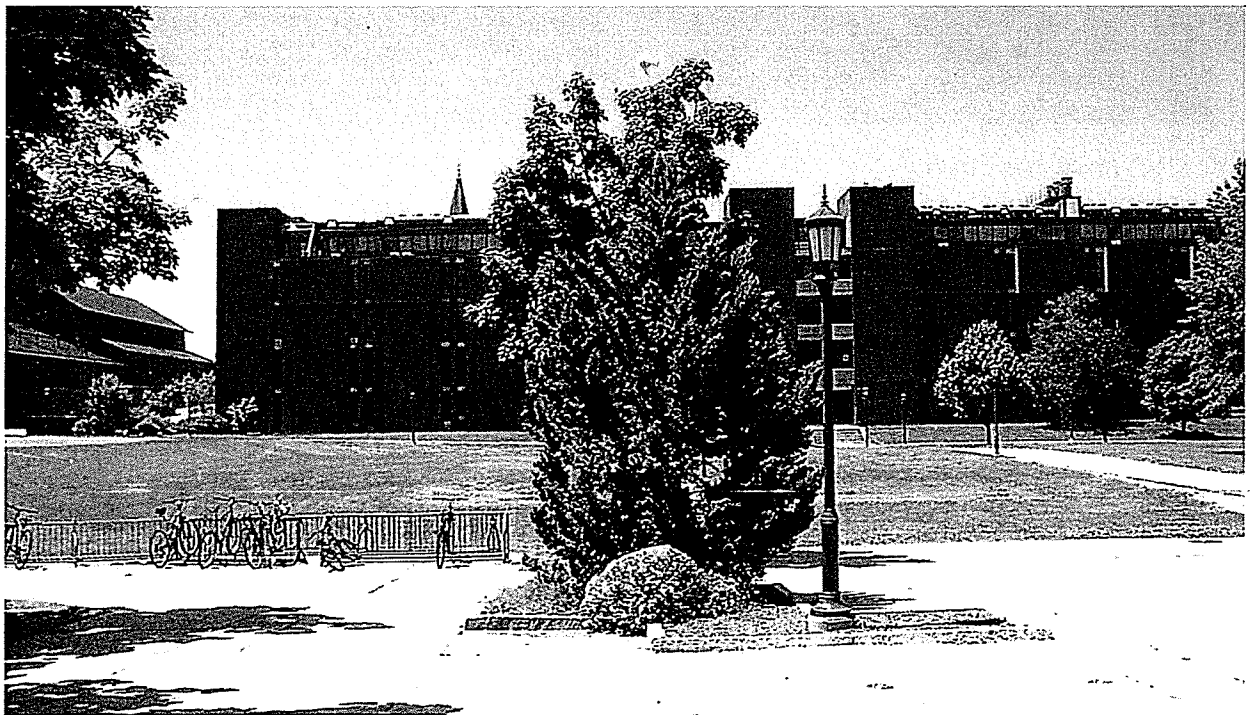
7. Looking north toward the Kiley Grove of trees and Fleming Museum (center), and Kalkin Hall (left).



8. View to northwest from the project site showing Cook Physical Science (left), which will be replaced with the new STEM building, and Kalkin Hall (right).



9. Looking northwest from area west of Converse Hall toward Cook Physical Science, which will be demolished for the new STEM building. The Central Campus Quad in front of (east of) the new STEM building will be retained. Note the bell tower of Ira Allen Chapel in upper right.



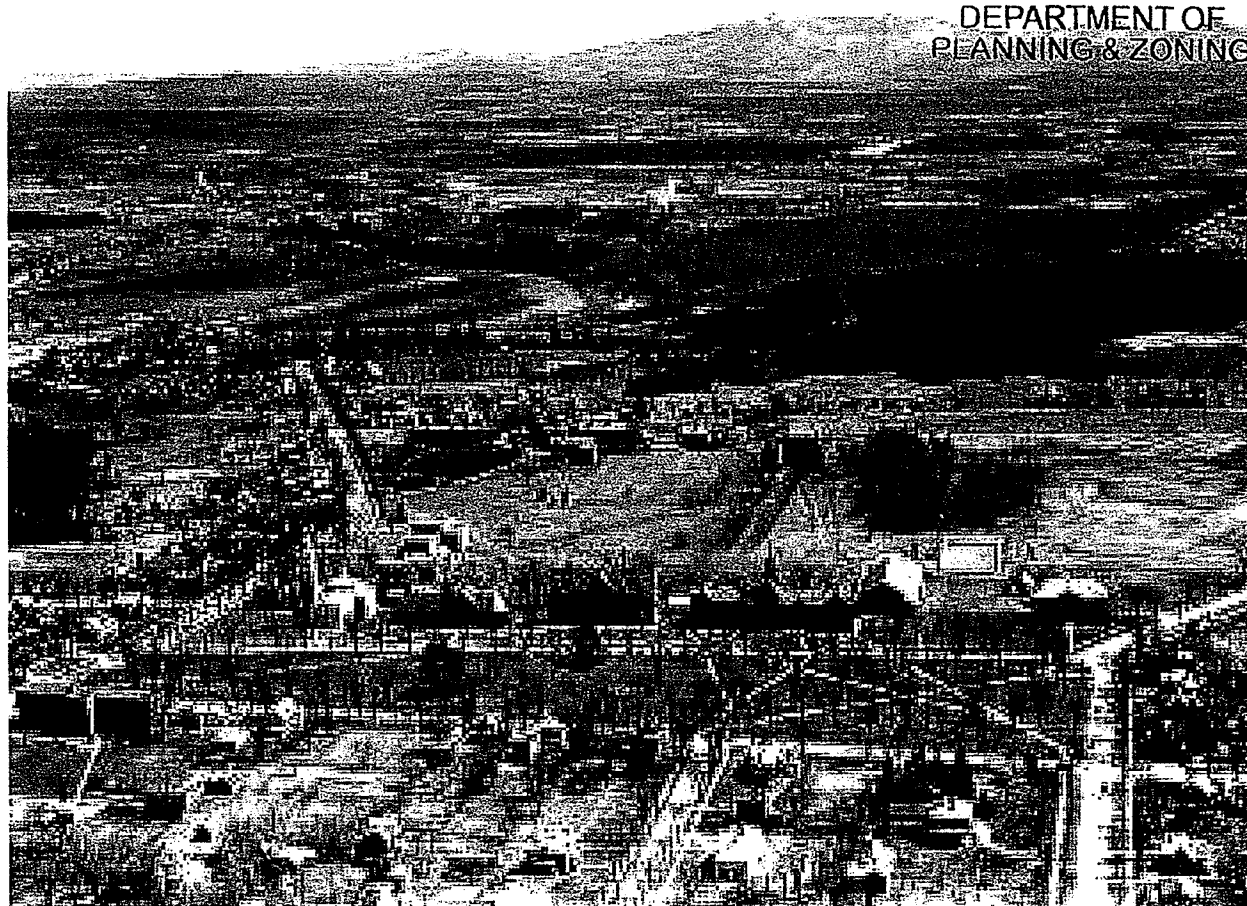
10. View looking west toward the project site on the far left.

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Historic Photographs Courtesy of the UVM Landscape Change Program

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11. Photo dated 1939

Aerial View of the University Green and fields to east, which now comprises the Central Campus Quad. Converse Hall and its allee of trees is in the upper portion of photo east of Old Mill.

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12. Photo dated 1947-1957

Aerial view showing new housing built after World War II. East Hall (now gone) is at the north end of what is now the Central Campus Quad, and the Chittenden-Buckham-Wills Residential Complex is at the east side of the Quad.

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13. Construction of East Hall, 1946? Royall Tyler Theater (formerly the gymnasium) is in the background.



14. Converse Hall, 1939, looking east from what is now the project site.



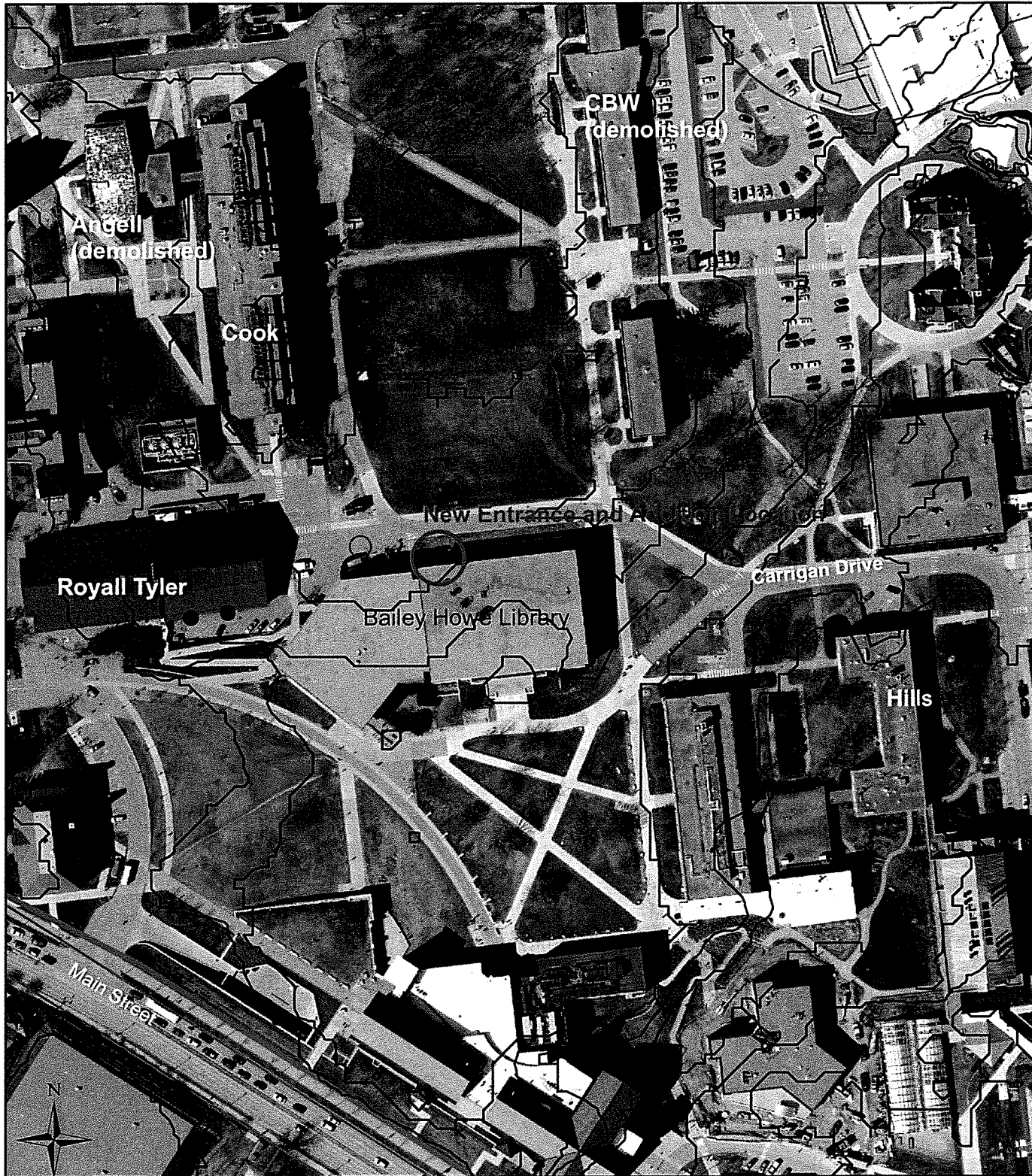
North Facade, UVM Bailey-House Library, Existing

8/1/2016

University of Vermont
Bailey Howe Library New Entrance Addition
Site Location Plan

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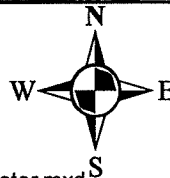
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Prepared by Campus Planning Services

Date: 7/26/2016

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Burlington Parcel Layer
UVM Property

Burlington Development Review Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/pz/DRB

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Austin Hart
Brad Rabinowitz
Israel Smith
AJ LaRosa
Geoff Hand
Alexandra Zipparo
Wayne Senville
Jim Drummond, (Alternate)
Robert Purvee, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD

Tuesday October 4, 2016, 5:00 PM

Contois Auditorium, City Hall, 149 Church Street, Burlington, VT

Minutes

Board Members Present: Austin Hart, Brad Rabinowitz, Israel Smith, Wayne Senville, A.J.LaRosa, Jim Drummond, Alexandra Zipparo

Board Members Absent:

Staff Present: Scott Gustin, Mary O'Neil, Ryan Morrison, Anita Wade

I. Agenda

A.Hart: this project is on the COA agenda but application for 32 Alexis and 42 Alexis has been recommended by staff for the consent agenda. No public objections.

II. Communications

Supplemental: Communications on Pine and Flynn Ave project.

III. Minutes

IV. Consent Agenda

1. 17-0141CA; 538 Main Street (I, Ward IE) UVM

Expand second floor entrance to Bailey Howe Library.
(Project Manager, Ryan Morrison)

B.Rabinowitz: treating this project as a consent item. No objections.

L.Rani: has seen and agrees with staff recommendations.

W.Senville: motion to approve project based on staff recommendations and findings.

J.Drummond: seconds the motion.

Board Vote: 5-0-0

2. 17-0290CA; 101 Overlake Park (RL, Ward 6S) Alexander and Yin Mei Stewart

Addition of garage with finished space over. (Project Manager, Scott Gustin)

AHart: asks applicant if they have seen staff recommendations. No objections as consent item.

Applicant; has seen and agrees with staff recommendations.

B.Rabinowitz: motion to approve project based on staff recommendations and findings.

I.Smith: seconds the motion.

Board Vote: 6-0-0

3. 17-0160CA/CU; 76 Rose Street (RM, Ward 3C) Matthew and Michael Koch

Expand third apartment unit by adding a second story over existing first story in rear.
(Project Manager, Mary O'Neil)

A.Hart: asks applicant if they have seen staff recommendations. No objections as consent item.
Applicant: has seen and agrees with staff recommendations.
B.Rabinowitz: motion to approve project based on staff recommendations and findings.
AJ.LaRosa: seconds the motion.
Board Vote: 7-0-0

V. Public Hearing

1. 16-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G&C Properties, LLC

Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial space and associated site improvements.

(Re-opened public hearing for consideration of traffic only)

(Project Manager, Scott Gustin)

AJ.LaRosa recused.

AHart: received notice to amend application to amend change with ground floor. Not publicly warned and not able to take up.

E.Hoekstra: managing partner for Redstone and D.Goltzman

A.Hart swears in applicants and public. Asks for information on traffic studies

E.Hoeskstra; do not feel we should look at City Market traffic study since not publicly available at time we submitted application. Precedent from other projects; traffic engineers look at background for growth the study has already considered growth of potential projects and feel we did this. Our project stands alone and if pkwy is not built, our project has no measureable impact at that intersection.

A.Hart; Board took hard look based on concerns of residents with the two projects. Your study was about general growth. Appreciate this information.

E.Hoekstra: not as clear about ground floor area. Looking possibly at two 1500 cafes ground floor and residential.

A.Hart: not considering the office area, which wasn't warned and not being address tonight.

Don't have staff analysis. Either 3000 sq. ft. restaurant or two 1500 cafes. Can re-warn one 1500 café and one office

E.Hoekstra: will consider original request only.

A.Hart: other questions from public the traffic study should consider

B.Bryant: resident of 61 Ferguson Ave would like consideration of City Market study, which was available two months before this project. Like to address procedural issue regarding traffic and loading and adjust to 250 parking spaces. Objects to going forward with 3000sq. ft.

A.Hart: project was not warned for 3000sq. ft.

B.Bryant: traffic and loading with 3000 sq ft is different. Has been counting cars on Flynn Ave near the school in the afternoon. This change can makes a difference.

A.Hart: cannot look at 3000 sq ft tonight. The 2 cafes or one restaurant is before us now.

B.Bryan: applicant's request has thrown us off and feel unprepared to this address tonight.

Request to recess tonight and prepare another night. Do not wish to take this to VSED.

A.Hart: the Board's interest is to deal fairly and completely. No objection to consult with applicant but up to applicant. Asks if applicant would like to proceed or work it out.

Applicant: fine with working something out.

A.Hart: Board will recess the hearing for five minutes and take it up later in evening.

L.Murphy: questions the process and whether there are there other people who might have other comments that are helpful to us.

A.Hart: invites everyone to participate in discussion and fairly work it out.

A.Hart: reconvenes public hearing on Pine and Flynn. Asks neighbor and applicant.

B.Bryant: we are close in agreement. The proposed 3000 sq. ft. is off table and looking at original two 1500ft with no parking waiver, 9pm closing time, no commercial delivers between 7:30am and 9:00am on school days, roof deck includes language for tenants to comply with noise ordinance, hours of operation roof deck is closed, roof deck will be locked. Noise ordinance is there to protect residents.

A.Hart: what do you and your group want to do

B.Bryant: would like a version of this and expect Redstone will have the wording.

A.Hart: we have your concerns in mind about the roof deck.

L.Reidecke: resident of 317 Flynn Ave directly across street from the project. Not happy with scope of project. Grateful the Board is looking at all aspects and impose conditions on developer. Gave the Board a letter.

B.Rabinowitz: these are not the issues that brought us back. Other issues will be part of the deliberative.

B.Bryant: in regard to City Market study, had a series of meetings with staff, DPW, city council, and neighbors and consensus regarding on the Pine and Flynn Ave intersection. It could be subject to low cost improvements, traffic light and different striping and would prevent this location for on street loading zone for delivery trucks.

A.Zipparo: can you differentiate between the two different studies?

B.Bryant: traffic study looking at right turn lanes and prevent loading and unloading on Flynn Ave. Would then need off street loading.

A.Zipparo: questions with off street loading

S.Gustin: the standard is off street loading

B.Bryant: would like less impact during school hours and that between 7:30 to 8:30 am, the children are going to school and trucks pulling out cannot see kids coming from Flynn and Pine.

A.Hart: truck delivery is related to traffic study

W.Senville; did you have conversations with DPW?

B.Bruant: neighbors held a neighbor meeting last February, formed a committee of six and approached a city councilor, DPW and city market with a series of three meetings for several months. Result was dead ending streets and discussion of the function of the intersection with traffic light proposals, DPW said it would be done from a memo from Chapin.

W.Senville: did not see anything from DPW relating to this project.

B.Bryant: City Market is increasing traffic 50% going into intersection and DPW wants to discourage cut through traffic.

W.MacCarthy Dunne: resident in area since 1986. Mentioned excess traffic when there is gridlock on Pine St.

A.Hart: we heard this loud and clear at the last hearing and will take it into consideration.

E.Hoekstra: the Board has approved City Market and feel this project is straight forward.

A.Hart: it is up to you to decide about conditions agreed upon or if we should make our decision.

E.Hoekstra: either way fine

A.Hart: will deliberate tonight. Applicant can amend anytime he wants and whether we can impose conditions or not. Closed public hearing

Certificate of Appropriateness

- 1. 17-0214CA; 32 Alexis Drive (RL-W, Ward 4N) Lillian and Jason Frank**
Construct new dwelling. (Project Manager, Mary O'Neil)

A.Hart: asks applicant if they have seen staff recommendations and findings.

Applicant: they have and are fine with staff recommendations.

A.Hart: no objections

W.Senville: motion to approve project based on staff recommendations and findings.

B.Rabinowitz: seconds the motion.

Board Vote: 7-0-0

- 2. 17-0250CA; 42 Alexis Drive (RL-W, Ward 4N) Thomas and Elizabeth Connolly**
Construct single family dwelling with two car garage. (Project Manager, Mary O'Neil)

B.Rabinowitz: recommended for consent and finds there are no objections.

Applicant: has seen and agrees with staff recommendations.

I.Smith: motion to adopt staff recommendations and findings.

A.Zipparo: seconds the motion.

Board Vote: 6-0-0

VI. Sketch Plan

1. 17-0261SP; 3-11 George St, 13 & 19 George St, 64, 70, & 80 Pearl Street (DT, Ward 3C) 64 Pearl St, LLC/Rick Bove

Remove 64 Pearl Street and build new 39 unit apartment building with 1 commercial space on 64 & 70 Pearl Street (DT). Remove 13 & 19 George Street residences, combine lots and build new 17 unit apartment building (RH). Renovate and restore 3-11 George Street (Stannard House). (Project Manager, Mary O'Neil)

J.Alden and R.Bove; added a few parcels to project. Additional memo sent to staff to back up staff report. Would be a demo of 3 buildings and parking issues; some of parking is owned by city
J.Alden: presentation on project site location includes two zoning districts, DT and RH. The City owns some metered spaces on surface lot. Will be building over surface parking. Three different pieces; standard house, George St. and downtown. Surface parking accommodates all residential units.

W.Senville: main concern by staff is impact on historic properties. Are the two buildings integral to each other or interconnected?

J.Alden: need to parking for buildings and combining two lots. Two George St buildings are eligible for listing but not listed now. NPA meeting approved project and liked the scale.

I.Smith: in RH district and see no issues with massing. Would like to see view further up George St. Questions form and ratio of glass to wall. Encourages detail more relevant to architecture on George St than Victoria Place.

J.Alden: agrees.

AJ.LaRosa: questions inclusionary units

J.Alden: there will be senior and workforce housing low to moderate income

A.Zipparo; questions soil problems

J.Alden: engineering will determine and depend the Boards

J.Drummond: questions materials and colors

J.Alden: red/brick, orange wood grain or metal, other materials not sure

AJ.LaRosa: questions numbers for city parking and issue of city ownership

J.Alden: 48 spaces currently, 30 are city owned and underutilized. The city may sell, or transfer
Need permission to build over and under them.

AJ.LaRosa: asks about speaking with someone doing senior housing

A.Alden: yes

M. O'Neil: mentioned discussions with city attorney

A.Hart: we must protect cultural and historic and look to see what is proposed

R.Bove: placing marker on sidewalk to be able to use smart phone app. A filmmaker has documented the last two days of Bove Restaurant putting together an app that can be viewed on the street.

A.Hart: questions what will happen to the façade

R.Bove: over years some fallen and broken and repaired some without replacements.

Incorporating black line into new building.

A.Zipparo: incorporating art deco look and spirit of the architecture. Doesn't have to look exactly, but to memorialize it in some way.

A.Alden: historic society to incorporate existing materials. Can work something out with art deco feel maintained

A.Hart: parking is still a work in progress. Brings attention to parking management plan and requirements as an issue. Appreciate efforts made on George St. to fit in with good transition areas. Concern with massing in rear of lot and how it will affect Monroe St. Community benefit and restoration of Standard House.

J.Drummond; questions commercial use

A.Alden: yes, still proposing restaurant; leaving the standard house as is and refurbish inside

J.Drummond: porches torn off

A.Alden: staff found porches on George St side, but not looking to recreate a porch.

J.Drummond: questions height of buildings

A.Alden: Victoria Pl is 4 stories, Pearl St is 5 stories, and George St is 4 stories.

J.Drummond: much better project than before

A.Hart: given enough feedback for sketch plan?

A.Alden: didn't hear about taking buildings down and asking what's appropriate

A.Hart: opens to public comment

M.Bove; brother to Rick, feels decision has weighed heavily on us since this is a treasure for everyone and interested in preserving memories as a Burlington landmark. The video provides emotions and memories. Exciting that the Board is open to this

A.Zipparo: as a VT State employee, feels whatever can be done to preserve memory of it would be appreciated.

J.Spidelli: project provides much needed housing, but out of context on George St and feels downtown is being pushed up. Staff wrote about this clearly. City should think about using parking to further this project. Page 6 in staff notes speaks of rehab to George St and consistent problems with property and code/ Board look for conditions to make sense. Tavern and roof deck on Pearl St. is not appropriate accord to staff. Roof deck is inappropriate for residential use for that street. Most of houses in area are very small. The two projects might be separated possibly making more sense with appropriate scale. Don't need a lot of parking. The size and uses are not in keeping, mostly because we have renters on George St.

A.Zipparo: difference between roof deck and 2nd story porch.

A.Alden; really a restaurant on Pearl St.

R.Bove: do have commercial tenant on the west side of Victoria Pl. George St is zoned RH and not asking for more.

I.Smith: mentioned the city wide development standard mitigating massing and scale against less intensive surrounding uses. Not a problem with height as overall specific massing. Doing better job with contextual.

A.Alden: if city would sell we could create more density. Cannot separate project due to parking.

A.Hart: closed public hearing.

VII. Other Business

VIII. Adjournment

Meeting adjourned at 7:25pm.

Deliberative Session held after meeting for Flynn Ave.

Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), between the hours of 8:00 a.m. and 4:30 p.m.

Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Planning and Zoning office is considered public and cannot be kept confidential.

This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/pz/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.