

Burlington Development Review Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DRB

Phone: (802) 865-7188

Fax: (802) 865-7195

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



BURLINGTON DEVELOPMENT REVIEW BOARD

Tuesday September 6, 2016

PUBLIC HEARING NOTICE

The Burlington Development Review Board will hold a meeting on **Tuesday September 6, 2016 at 5:00 p.m. in Contois Auditorium, City Hall.**

1. **14-0747SD: 1891 NORTH AVENUE (RL, Ward 4) Thomas P. Mitchell**
Time Extension to subdivide two lots into three lots, remove existing single family house, construct two duplexes and one single family house.
(Project Manager, Scott Gustin)
2. **17-0133CU; 124 SUNSET CLIFF ROAD (RL-W, Ward 4N) Joseph Kroger**
Establish bed and breakfast with 1 room (Airbnb). No site or exterior building changes proposed. (Project Manager, Ryan Morrison)
3. **10-1005CA/MA, 10-1115CA and 11-0570CU; 475 LAKE STREET and 601 LAKE STREET (E, EL, Ward 3) City of Burlington**
Time extension for the redevelopment of the Moran Plant into public-private uses and associated site works and car parking and area for temporary construction staging.
(Project Manager, Scott Gustin)
4. **16-1378CA/CU; 75 ORCHARD TERRACE (RH, Ward 8E) Laura and Liam Murphy**
Reopen public hearing for a change of use from one dwelling unit with a four person boarding house to one dwelling unit with a two person boarding house; request for a one space parking waiver. (Project Manager, Mary O'Neil)

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).

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401

www.burlingtonvt.gov/pz/DRB

Telephone: (802) 865-7188

Fax (802) 865-7195

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 September 6, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT AGENDA

- I. **Agenda**
- II. **Communications**
- III. **Minutes**
- IV. **Public Hearing**
 1. **17-0133CU; 124 Sunset Cliff Road (RL-W, Ward 4N) Joseph Kroger**
Establish bed and breakfast with 1 room (Airbnb). No site or exterior building changes proposed. (Project Manager, Ryan Morrison)
 2. **10-1005CA/MA, 10-1115CA and 11-0570CU; 475 Lake Street and 601 Lake Street (E, EL, Ward 3) City of Burlington**
Time extension for the redevelopment of the Moran Plant into public-private uses and associated site works and car parking and area for temporary construction staging. (Project Manager, Scott Gustin)
 3. **14-0747SD: 1891 North Avenue (RL, Ward 4) Thomas P. Mitchell**
Time Extension to subdivide two lots into three lots, remove existing single family house, construct two duplexes and one single family house. (Project Manager, Scott Gustin)
- V. **Certificate of Appropriateness**
 1. **16-1378CA; 75 Orchard Terrace (RH, Ward 8E) Laura and Liam Murphy**
Reopen public hearing for a change of use from one dwelling unit with a four person boarding house to one dwelling unit with a two person boarding house; request for a one space parking waiver. (Project Manager, Mary O'Neil)
 2. **17-0138CA; 435-441 Shelburne Street (RM, Ward 5S) Mitchel Richardson**
Convert boarding house and duplex to 10-unit residential apartment with associated site improvements. (Project Manager, Scott Gustin)
- VI. **Other Business**
 1. **15-0840CU; 27 Arlington Court (RL, Ward 7) Nathan Casewell**
Return to DRB one year after issuance of a certificate of occupancy for the Bed & Breakfast to report on any neighborhood concerns or complaints relative to the Bed & Breakfast use. (Project Manager, Scott Gustin)
- VII. **Adjournment**

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

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

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

**LIAM AND LAURA MURPHY
140 WEXFORD LANE
CHARLOTTE
VERMONT
05445**

August 29, 2016

HAND DELIVERY

Mary O'Neil
City of Burlington, Department of Planning and Zoning
149 Church Street
Burlington, VT 05401

***Re: 75 Orchard Terrace
Request for Amendment of Existing Permit and Conditions***

Dear Mary,

This letter is in response to the decision of the Development Review Board to re-open the hearing in order to further discuss the "boarding house use" of 75 Orchard Terrace (the "Property").

To recap our application and testimony, until the mid-1980s, the Property was used as a single family home. In 1983, the Property was approved as "one apartment and a boarding house for not more than four persons" with a requirement that two off-site parking spaces be provided. There was no requirement that the Property be "owner-occupied". Despite the fact that there is no evidence of the prior owner providing the required off-site parking since 1988, and the fact that the Property has been used as a single family home for the last twenty years, the City has taken the position that the approved use continues to be "one apartment and a boarding house for not more than four persons" with a requirement that two off-site parking spaces be provided. As a result of a 2008 change in the permitted and conditional uses in the Residential High Density district, the Property cannot be used as a single family home despite its original and long-time use as such.

In order to make the Property comply with the current approval and address the off-site parking issues, we sought to simply amend the approved use to reduce the boarding house use to being "not more than two (instead of four) persons", thus reducing the off-site parking requirement to one space and seeking a waiver for that one parking space.

At the hearing we agreed that in order to obtain the parking waiver, we would not object to a condition of approval generally limiting the house to being used as a single dwelling with a boarding house use for not more than two persons, which dwelling shall be owner occupied within two years of the date of approval.

We understand that in deliberations on the application, a question arose regarding whether the proposed use of the Property was a “duplex or two dwelling unit house” and not a “boarding house”. Simply, the house has only one kitchen, one address and one set of utilities: one electric meter, furnace and cold and hot water supply. To have a second dwelling unit the Property would have to have a second kitchen, which it will not. The CDO defines dwelling unit as:

*“Dwelling Unit: A room or set of rooms fitted with a private bath, **kitchen**, and living facilities comprising an independent, self-contained dwelling space occupied by a family and where rooms are not let to individuals. Kitchen, living and shared bathroom facilities must be separate and distinct from bedroom facilities”.*

In order to further clarify any misunderstanding, we are attaching a revised floor plan which removes an ‘apartment’ label which was inadvertently left on the plan from a prior version.

We also understand that a question has arisen how the proposed use of the Property qualifies for a Boarding House because our current plan to let to up to two persons in a suite of two rooms containing one bedroom and one attached bathroom (but no kitchen) (Bedroom 1 on the attached plan).

The 1983 Zoning Ordinance defined “Boarding and rooming house” as

Boarding or rooming house: A building or premises where rooms are let to individuals, other than transients, and where meals may be regularly served in a common dining area for compensation. Hotels, motels, apartment houses, inns, tourist homes and/or lodging houses shall not be considered boarding or rooming houses.

The current CDO defines “Boarding House” as

Boarding House: A building or premises where rooms are let to individuals for compensation for a period of time greater than thirty (30) days, and where meals may be regularly served in a common dining area. Hotels, motels, apartment houses, bed and breakfasts, dormitories, sorority, fraternities and historic inns, shall not be considered boarding houses.

The common applicable element of the 1983 Zoning Ordinance and the current CDO is:
“A building or premises where rooms are let to individuals”

Neither ordinance provides that the “rooms” have to be “bedrooms”. The CDO separately defines the term “bedroom” as *“A room located within a housing unit that is used primarily for*

sleeping purposes by human occupants and that contains at least seventy (70) square feet of floor area". In addition, the CDO defines "Dwelling Unit" as "A room or set of rooms fitted with a private bath, kitchen, and living facilities".

By defining "bedrooms" in the Ordinance and using the term in numerous places, it is clear that when the Ordinance uses the word "rooms" in the definition of "Boarding House" or in the definition of "Dwelling Unit", it does not mean "bedrooms". The maxim "expressio unius est exclusio alterius" (the expression of one thing is the exclusion of another) applies here. *Clymer v. Webster*, 156 Vt. 614, 625, 596 A.2d 905, 912 (1991). If the CDO intended for that the "rooms" to be let in the definition of "Boarding House" were intended to be "bedrooms", then the Ordinance would have used the term "bedrooms" but it did not and by using the word "rooms" and not "bedrooms", the implication is that the intent was not to require the "rooms" be "bedrooms".

The Vermont Supreme Court has long held that

The restrictions of zoning statutes and zoning ordinances authorized by statute are in derogation of the common law and should be strictly construed. When exemptions appear in favor of the property owner, the exemptions should be construed in favor of the owner. Ordinances cannot be enlarged by implication.

In re Willey, 120 Vt. 359, 140 A.2d. 11(1958). See also *In re Appeal of Bennington School*, 2004 VT 6 (2002-367).

Therefore, the key element in the use of the dwelling as a "Boarding House" is the number of persons not the number of bedrooms—in this case, we are proposing a maximum of two boarders. Of course, should we chose, one of the other three bedrooms in the house could also be let to a boarder provided there were not more than a total of two boarders in the house.

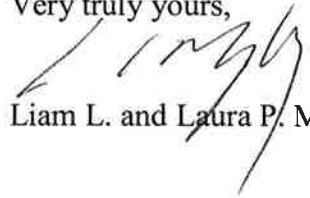
Accordingly, we respectfully request approval with a suggested approval as follows:

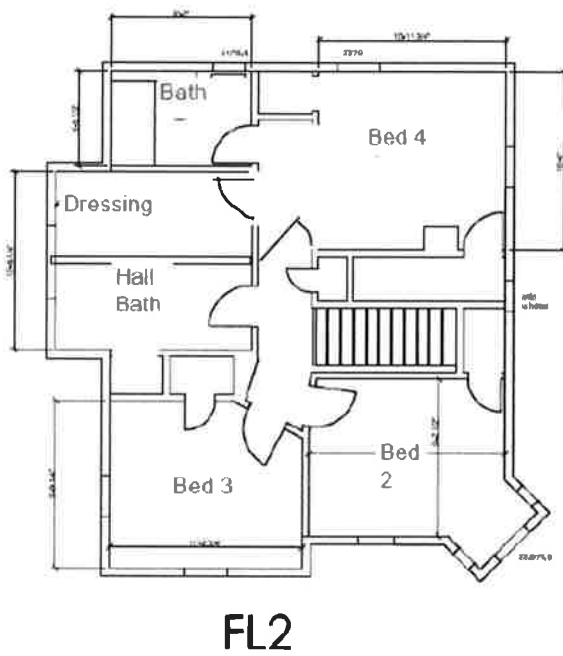
The current permitted use of "one apartment and a boarding house for not more than four persons with two on-site parking spaces required for the apartment and two off-site parking spaces required for the boarding house use" is amended as follows:

"The property at 75 Orchard Terrace is approved as one single dwelling with a permitted boarding house use with rooms let to no more than two persons, subject to the conditions that: (1) the dwelling shall be owner occupied within two years of the date of approval and (2) two on-site parking spaces shall be required for the dwelling and the one additional parking space required for the boarding house use is waived".

Please do not hesitate to contact me if you have any questions or comments.

Very truly yours,


Liam L. and Laura P. Murphy



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: September 6, 2016
RE: ZP16-1378CA; 75 Orchard Terrace

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: ZP16-1378CA

Location: 75 Orchard Terrace

Zone: RH **Ward:** 8E

Date application accepted: June 1, 2016, revised June 23-24, 2016. Parking Management Plan received via email July 1, 2016; submission material in response to DRB motion received via email August 29, 2016.

Applicant/ Owner: Liam and Laura Murphy

DRB hearing date: July 19, 2016.

DRB Deliberative date: Monday, July 25, 2016. DRB moves to reopen hearing.

Request: Change of use from one apartment with a boarding house for not more than four people; to a dwelling unit with boarding house for not more than 2 people. Relief from condition imposed by ZP83-539 / COA 83-120A requiring two off-site parking spaces. Request for a one space parking waiver for the boarding house use.

Background:

- Zoning Permit 16-1377CA; Replace window with egress casement; replace existing north fencing to match rear yard fencing, add picket fence in front yard; replace missing spindlework on porch. June 2016.
- Non-Applicability of Zoning Permit Requirements 16-0685NA; repair slate and flashing, repoint chimney. December 2015.
- Zoning Permit 94-528 / COA 094-113; installation of vinyl siding with aluminum trim elements on the existing multi-unit structure, listed on the state list of historic buildings. Denied, July 1994.
- Driveway/Curb cut permit No. 152, 83-120. Install/repair driveway, not to exceed 12 ft. January 1984.
- Zoning Permit 83-539 / COA 83-120A; convert building into one apartment and a boarding house for not more than four persons. No exterior changes. Original decision: **Denied** for inadequate parking space (12/8/1983.) Burlington Planning Commission moved to approve with utilization of the two parking spaces available from Palmer's Funeral Home. **Approved** with conditions, January 12, 1984.

Overview: Until a change-of-use permit approved in January 1984, 75 Orchard Terrace had been a single family residence. Its approval for a single residential unit and a boarding house spurred an increased parking demand, requiring lease of additional parking offsite to meet the requirement. There is no evidence that the parking lease for 2 off-site spaces was renewed after its expiration in 1988. At present, the site is deficient in parking for its permitted use.

There are 2 parking spaces on-site.

Although the new owners would prefer to utilize the subject property as a single family residence, that use is not a permitted use in the RH zoning district under the present zoning ordinance. This application seeks to minimize the parking requirement by altering the permitted use from one dwelling unit and a boarding house with 4 persons to one dwelling unit and a boarding house for not more than 2 persons. This will minimize the overall parking requirement from 4 to 3. There are 2 on-site spaces; a one space parking waiver is requested for the boarding house use.

This is an extremely small lot (2481 sq. ft.) that is unlikely to accommodate any more off street parking.

At the deliberative session Monday, July 25, 2016, the Development Review Board took the following action:

Motion by Austin Hart

I move that the Board re-open the public hearing to take additional testimony on defining the boundary between the boarding house and the apartment, and whether the proposed boarding house qualifies as a boarding house. We are interested in how the property would be a Boarding House with an apartment rather than a duplex.

Second: Ali Zipparo

Vote: 6-0

Vote: motion carried

The applicant provided an additional document August 29, 2016 in support of his application and in response to the request of the Board.

The substance of the applicant response evolves around the definition of a dwelling unit, which requires a kitchen unto itself. The applicant defines the subject parcel as having a single kitchen which has been and will continue to be shared. The submission additionally makes the distinction between rooms and bedrooms; referring to those definitions within the Comprehensive Development Ordinance.

The Board may determine the adequacy of the specific response relative to the narrowness of the question. The matter of parking inadequacy and whether the applicants have provided an effectual parking management plan so as to warrant a one space parking waiver remain to be decided.

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
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, Associate Planner *RM*
Date: September 6, 2016
RE: 17-0133CU; 124 Sunset Cliff Road

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: ZP17-0133CU

Location: 124 Sunset Cliff Road

Zone: RLW **Ward:** 4N

Date application accepted: August 2, 2016

Applicant/ Owner: Joseph Kroger

Parking District: Neighborhood

Request: Establish a one-room bed and breakfast within an existing single family dwelling. Property also contains an accessory dwelling unit.



Applicable Regulations:

Appendix A (Use Table – All Zoning Districts), Article 3 (Applications, Permits, and Project Reviews), Article 4 (Zoning Maps & Districts), Article 5 (Citywide General Regulations), Article 8 (Parking), Article 13 (Definitions)

Background:

- **Zoning Permit 79-277**; Construct a 24' x 24' carport and a 17' x 28' porch. Approved June 5, 1979.
- **Zoning Permit 96-593**; Three season room, second story deck and reroofing of the carport for the existing single family home. Approved June 13, 1996.
- **Zoning Permit 97-539**; Pave existing driveway and parking area for the single family home. No change in coverage or use. Approved June 11, 1997.
- **Zoning Permit 15-0575CA**; Repair/replace stairs and railing to beach. Approved November 14, 2014.
- **Zoning Permit 16-0946CA**; Establish an accessory apartment within the existing single family dwelling. Approved March 21, 2016

Overview:

The applicant proposes to convert one bedroom to a bed and breakfast use (Airbnb). The home was originally constructed in 1929, and over the years saw various additions and repairs. The most recent activity was establishing an accessory dwelling unit in early 2016. There exists 4 parking spaces within the attached carport, 1 parking space within the detached garage, and room for at least 2 additional parking spaces in the driveway. A summer camp is located on the adjacent property to the southwest. Access to that property is via the shared driveway through the subject parcel.

Recommendation: Approval, per the following findings and conditions:

I. Findings

Appendix A: Use Table – All Zoning Districts

Bed and Breakfast is a Conditional Use in the RLW zoning district. Footnotes 4 & 6 of Appendix A apply to bed and breakfasts. Footnote #4 states: *"No more than 5 rooms permitted to be let in any district where bed and breakfast is a conditional use. No more than 3 rooms permitted to be let in the RL district."* Footnote #6 states: *"Must be owner-occupied."* The applicant proposes to rent out only 1 bedroom as a bed and breakfast. The owner currently occupies the property. **Affirmative finding as conditioned.**

Article 3: Applications, Permits and Project Reviews

Part 5: Conditional Use and Major Impact Review

Section 3.5.6 Review Criteria

(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;*

Converting an existing bedroom into a rental, bed and breakfast room will have minimal impact on public utilities, facilities and services. It is possible that the proposal will require a state wastewater permit, and if so, the applicant will be responsible for securing said permit. **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 property is within an established residential neighborhood and a residential zoning district. The Waterfront Residential Low Density (RLW) zoning district 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. This district is distinguished from the RL district by its proximity to Lake Champlain, and a greater consideration needed for views from the lake and stormwater runoff. The RLW zoning district has the potential to have up to 3 rental rooms. The conversion of one bedroom in a low density residential neighborhood to rental lodging, in addition to the existing single family residence and the accessory dwelling unit, may have some impact on traffic and circulation, but not noticeably greater than a family with multiple drivers. **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;*

No greater impacts are anticipated than other residential uses in the area. **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;*

This parcel is located at the end of Sunset Cliff Road, a private, dead-end road. The proposed rental of one bedroom would result in one more vehicle to the onsite parking demand, which already has a requirement for 2 spaces for the single family home, and 1 space for the accessory dwelling unit. The change of use will likely increase traffic and circulation from the present residential demand of this property, however not so noticeable as to affect the overall neighborhood. **Affirmative finding.**

5. *The utilization of renewable energy resources;*

Nothing within the application prevents the use 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 application and resultant change in use will be required to meet all bylaws and city and state ordinances in effect at the time of decision. Specific to the proposed use the applicant will have to ensure compliance with state regulations regarding short-term B&B/Airbnb type rentals, including but not limited to payment of required rooms and meals taxes. **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;*
Not applicable. No changes to the site are proposed.
2. *Time limits for construction.*
There is no construction proposed.
3. *Hours of operation and/or construction to reduce the impact on surrounding properties.*
Not applicable. Hours of operation do not apply to the proposed B&B/Airbnb rental room.
4. *That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions,*
There are no enlargements or alterations proposed, as the B&B/Airbnb room will locate within an existing bedroom. However, should the applicant wish to add an additional B&B/Airbnb room(s), the change of use will require review and permitting under 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.*
None identified.

Article 4: Zoning Maps and Districts

Section 4.4.5 Residential Districts

(a) Purpose

1. *The Waterfront Residential Low Density (RLW) district is intended primarily for low-density residential development in the form of single detached dwellings and duplexes. The district is typically characterized by a compact and cohesive residential development pattern reflective of the respective neighborhoods' development history. This district is distinguished from the Residential Low Density district by its proximity to Lake*

Champlain, and a greater consideration needed for views from the lake and Stormwater runoff.

A bed and breakfast is proposed, and may be approved through the conditional use permit process.

Appendix A – Use Table, has 2 footnotes for Bed and Breakfast Use:

#4: *...no more than 3 rooms permitted to be let in the RL district.*

This is in a RL-W zone and application proposes one bedroom. **Affirmative finding as conditioned.**

#6: *Must be owner occupied.*

The applicant lives at the subject property. Further, in March, 2016, the property was approved to have a one bedroom accessory dwelling unit. Similar to bed & breakfasts, in order to have and maintain an accessory dwelling unit, Sec. 5.4.5 (a) CDO requires that the property owner reside on-site. **Affirmative finding as conditioned.**

(b) Dimensional Standards and Density

The density and intensity of development, dimensions of building lots, the heights of buildings and their setbacks from property boundary lines, and the limits on lot coverage shall be governed by the following standards:

Table 4.4.5-1 Minimum Lot Size and Frontage: RL, RL-W, RM and RM-W.

Minimum lot frontage for RLW zoned properties is 60 feet. The property has approximately 130 feet of frontage. For minimum lot size requirements, RLW zoned properties are referred to Table 4.5.5-1. See below.

Table 4.4.5-2 Base Residential Density

The RLW district is limited to 7 dwelling units per acre. As per Sec. 5.4.5 (a) CDO, “*an accessory dwelling unit shall not be counted as a dwelling unit for the purposes of density calculations.*” Bed and Breakfasts are considered short-term lodging, and are therefore not considered as a dwelling unit. The property is currently considered to have one dwelling unit, and will continue to be considered as a one dwelling unit property should the B&B room be approved. **Affirmative finding.**

Table 4.4.5-3 Residential District Dimensional Standards

Not applicable. No new construction or alterations to existing site features are proposed.

(c) Permitted and Conditional Uses

An owner-occupied bed and breakfast use, up to 3 rooms in the RLW zoning district, is a conditional use per Appendix. A. See Above.

(d) District Specific Regulations

1. Setbacks

A. Encroachment for residential driveways

Not applicable.

B. Encroachment into the Waterfront Setback

Not applicable. No development is proposed.

2. *Height*
No change. Not applicable.
3. *Lot Coverage*
 - A. *Exceptions for Accessory Residential Features*
Not applicable.
4. *Accessory Residential Structures and Uses*
Not applicable.
5. *Residential Density*
Not applicable.
6. *Uses*
 - A. *Exception for Existing Neighborhood Commercial Uses*
Not applicable.
7. *Residential Development Bonuses*
No bonuses are sought. Not applicable.

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

Properties in the RLW zoning district are required to have a minimum lot size of 9,900 sq ft. The existing property is 31,021 sq ft in size. **Affirmative finding.**

Article 5: Citywide General Regulations

Part 1: Uses and Structures

Section 5.1.1 Uses

(d) Conditional Uses

A conditional use is listed in any district where denoted by the letters “CU” in Appendix A – Use Table. Such uses may be permitted by the DRB only after review under the conditional use provisions provided in Article 3, Part 5, such further restrictions as the DRB may establish and such additional requirements as may be established by this ordinance such as but not limited to dimensional and intensity limitations, performance and design standards, and parking requirements.

A Bed and Breakfast is a Conditional Use in Appendix A, Use Table, for the RLW district. The project meets the two footnote requirements; see Sec. 4.4.5(c) above. **Affirmative finding.**

Section 5.1.2 Structures

Not applicable.

Part 2: Dimensional Requirements

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

See Table 4.4.5-1 above. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.5-3 above. **Affirmative finding.**

Section 5.2.4 Buildable Area Calculation

Not applicable.

Section 5.2.5 Setbacks

No change. Not applicable.

Section 5.2.6 Building Height Limits

No change. Not applicable.

Section 5.2.7 Density and Intensity of Development Calculations

See Table 4.4.5-2 above. Not applicable.

Part 4: Special Use Regulations

Not applicable.

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements

In the Neighborhood Parking District, single family uses require 2 parking spaces, and B&Bs require 1 space per room, in addition to the single family residence requirement. Section 5.4.5 (a) (4) requires 1 space for accessory dwelling units. In total, a minimum of 4 parking spaces will be required. The property currently has a 4-car carport and a 1-car garage. There is also room to fit another 2 parking spaces in the driveway, beside the carport, that will not block vehicle maneuvering space. **Affirmative finding.**

Article 13: Definitions

Bed and Breakfast: *An owner-occupied residence, or portion thereof, in which short-term lodging rooms are rented and where only a morning meal is provided on-premises to guests.* The applicant has proposed 1 room to let in the bed and breakfast. **Affirmative finding as conditioned.**

Owner: *Any person, firm, partnership, association, joint venture, corporation or other entity or combination of entities who alone, or jointly or severally with others hold(s) legal or equitable title to any real property.*

Per the ordinance, the owner (who must be listed on the deed) is required to be a resident of the bed and breakfast. **Affirmative finding as conditioned.**

Owner Occupied: *Where owner occupancy is required by this ordinance, owner occupancy shall mean occupancy of premises by an owner for at least 50% of the year.*

As a bed and breakfast, an owner, whose name is on the title, is required to live on the premises at least 6 months of the year. **Affirmative finding as conditioned.**

II. Conditions of Approval

1. This approval is for a ONE bedroom Bed & Breakfast/Airbnb use. The applicant will allow Code Enforcement to periodically confirm that the use is limited to the one bedroom rental limitation. This may include review of web-based advertising, posted guest comments, or response to neighborhood complaint.
2. The subject property must be, and remain owner occupied as long as the Bed & Breakfast/Airbnb remains in operation.
3. It is recommended that guests' arrival and departures be limited to 7:00 am – 10:00 pm to minimize noise, traffic, and neighborhood nuisance.
4. All guest parking shall be on-site and off-street. Parking shall not be located within the shared portion of the driveway where it would block access to the neighboring property.
5. The applicant shall return to the DRB in one year after issuance of a certificate of occupancy for the Bed & Breakfast to report on any neighborhood concerns or complaints relative to the Bed & Breakfast use.
6. Regarding Standard Permit Condition #1 below, the applicant will have to ensure compliance with state regulations regarding short-term B&B/Airbnb type rentals, including but not limited to payment of required rooms and meals taxes.
7. Any additional Bed & Breakfast room, or physical alteration, will require a new zoning permit, subject to regulations in effect at the time of permit application submittal.
8. 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.
9. The applicant/property owner shall secure a state wastewater permit, should one be required for the proposal.
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.



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

RECEIVE

AUG 02 2016

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: 124 Sunset Cliff Rd

PROPERTY

OWNER*: Joseph Kroger

*If condominium unit, written approval from the Association is also required

POSTAL ADDRESS: 124 Sunset Cliff Rd

CITY, ST, ZIP: Burlington VT 05408

DAY PHONE: 802 658-6608

EMAIL: jkroger@smcvt.edu

SIGNATURE: Joseph Kroger

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.

APPLICANT: Joseph Kroger

POSTAL ADDRESS: _____

CITY, ST, ZIP: _____

DAY PHONE: _____

EMAIL: _____

SIGNATURE: _____

Description of Proposed Project: To rent the guest bedroom on the 2nd floor + serve breakfast through Airbnb (i.e. bed and breakfast - short term rentals)

Existing Use of Property: ☒ Single Family ☐ Multi Family: # _____ Units ☐ Other: _____

Proposed Use of Property: ☒ Single Family ☐ Multi Family: # _____ Units ☐ Other: _____

- 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)*: \$ NONE

(*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.

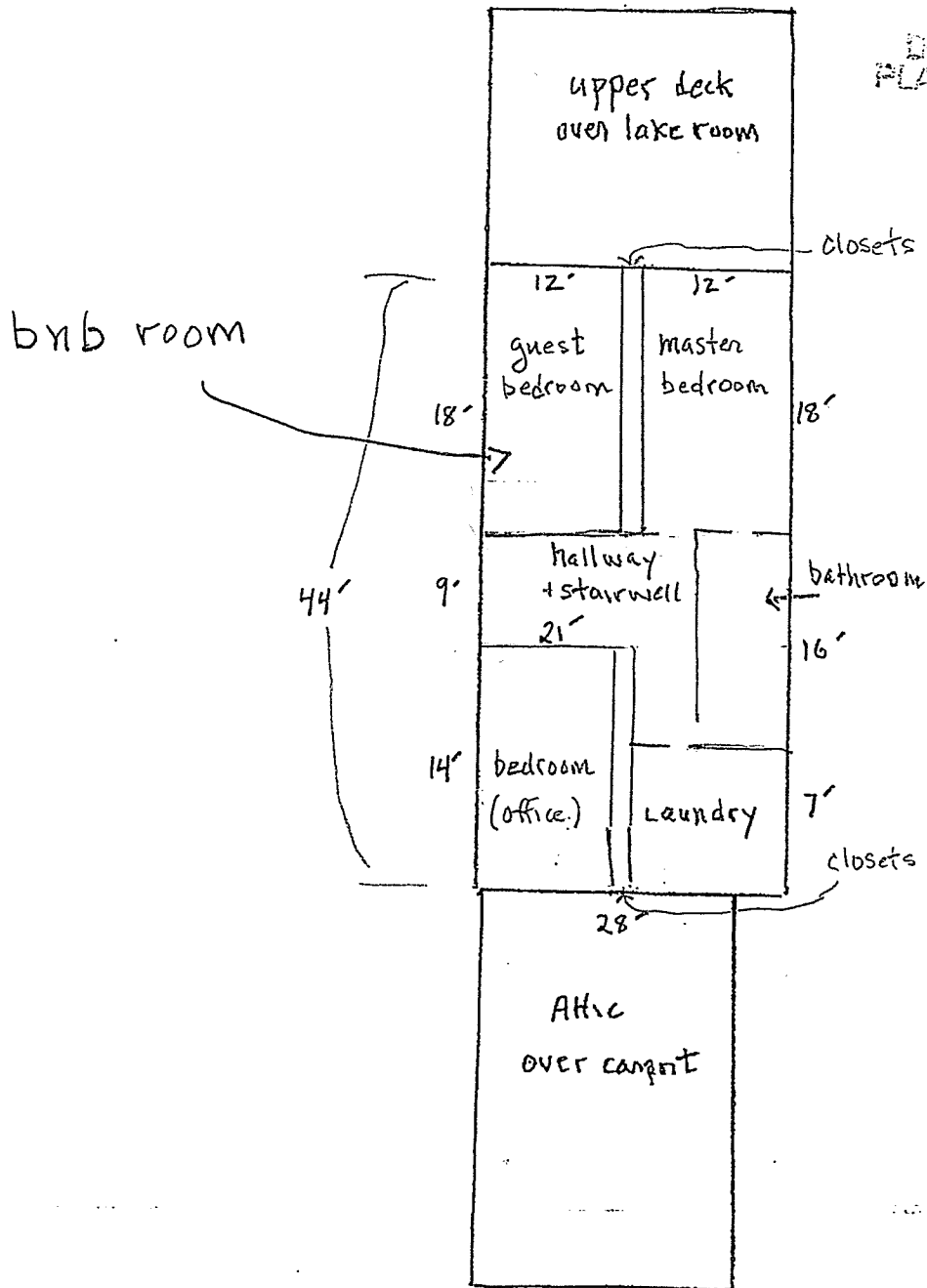
Office Use Only: Zone: RLW Eligible for Design Review? 4 Age of House: 1929 Lot Size: 3102

Type: SN ☐ AW ☐ FC ☐ BA ☐ COA 1 ☐ COA 2 ☐ COA 3 ☐ CU ☒ MA ☐ VR ☐ HO ☐ SP ☐ DT ☐ MP ☐

Check No. 2584 Amount Paid \$150. Zoning Permit # 17-01330

(2)

DEPARTMENT OF
PLANNING & ZONING



RECEIVED

AUG 02 2016

2nd floor

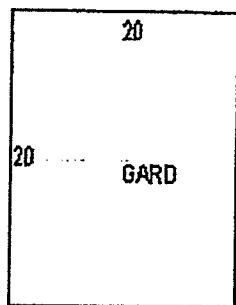
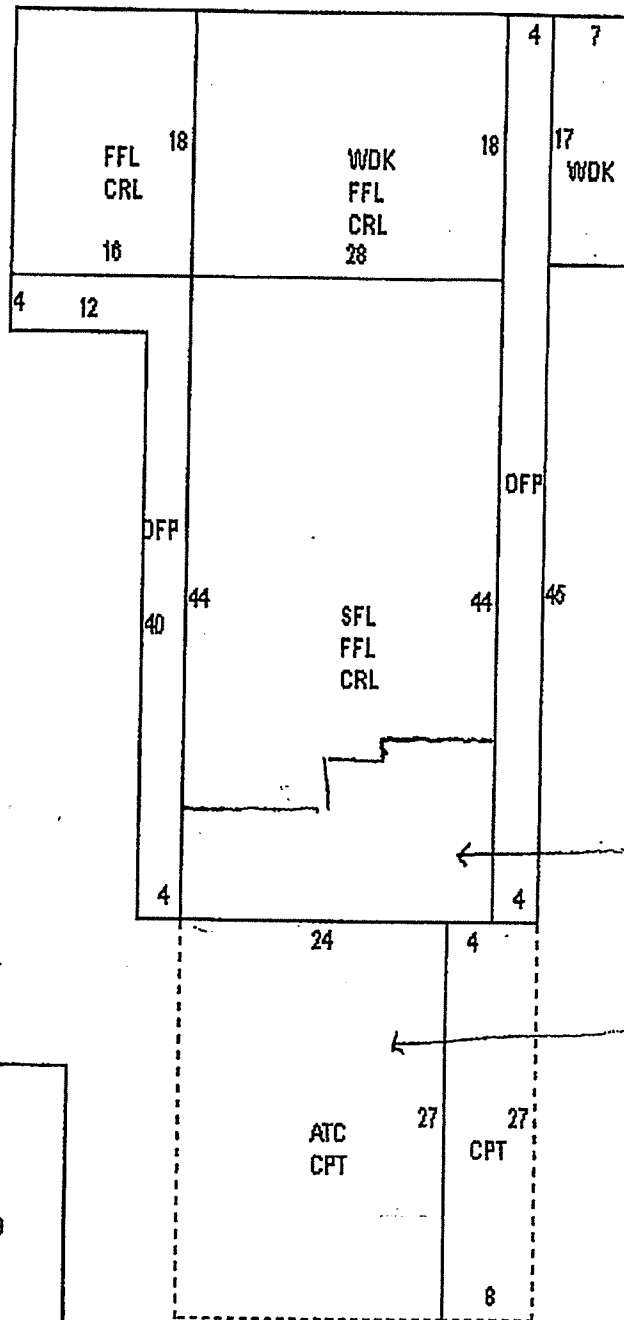
1,232 sq ft

(not including deck + attic)

DEPARTMENT OF
PLANNING & ZONING



Dimensions of house
(1st floor)



RECEIVED
FEB 19 2018
DEPARTMENT OF
PLANNING & ZONING

← Apartment

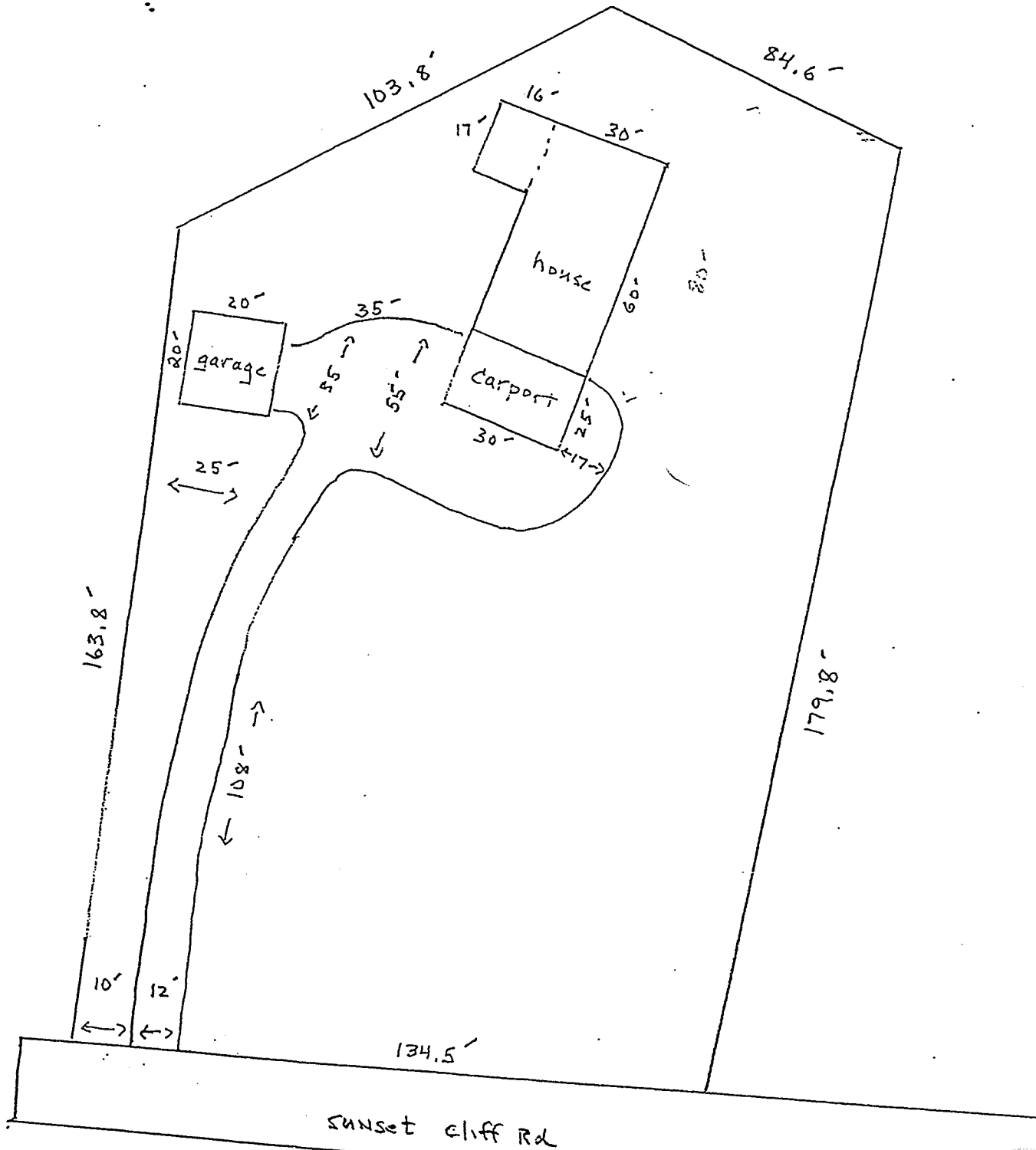
← car port (with an
attic above)

RECEIVED
AUG 02 2018
DEPARTMENT OF
PLANNING & ZONING

1st floor

2,024 sq ft
(decks + carport
not included)

site plan of property



RECEIVED
AUG 02 2016

Ryan Morrison

From: Bonnie Ferro <bferro@me.com>
Sent: Monday, August 29, 2016 11:54 AM
To: Ryan Morrison
Subject: 17-0133CU; 124 Sunset Cliff Road

Hello Mr. Morrison,

I recently received a DRB Review Board notice for a 9/6/16 hearing concerning Joe Kroger's establishment of an Airbnb at 124 Sunset Cliff Road. This surprised me because I had recently telephoned Jeanne Francis and was told there was no way Joe Kroger could operate BOTH a one bedroom apartment AND an Airbnb unit in his home and he had just recently been permitted for a 1 BR apartment.

It also surprised me because in 2007, we amended the Sunset Cliff Association's Bylaws to state that:

"The intent of the owner's of properties at Sunset Cliff is that the properties have no more than a single dwelling structure, and that there be no townhouses, apartments houses, duplexes, condominium units or other forms of ownership or structure that permit or encourage occupancy by multiple units or families. Accordingly, except as may presently exist or as the members may subsequently approve by a 2/3 vote, each of the properties at Sunset Cliff shall be maintained as a single family residence."

And, it is worth noting that the clause "except as may presently exist" was added solely for the benefit of Joe Kroger who was already renting a 1 BR apartment in his home at the time. And although it is clear that the Association was attempting to limit the use of our dwellings to single family use only, it did not mention Airbnb use specifically because Airbnb did not yet exist (It was founded in August of 2008).

It is no secret that short-term visitors treat the land and their time in a place very differently than long-term residents. Sunset Cliff is a private road that is narrow and unpaved with a mix of lakefront year-round homes and seasonal camps. The beach is also private and available only to the residents of Sunset Cliff and their guests. People choose to live here for its rural nature which includes limited car and pedestrian traffic and a very private beach. To suddenly allow increased road and beach traffic is to tamper with the present environment and jeopardize the quiet enjoyment of our properties for the monetary gain of an individual who is already benefiting from an exception.

It is my hope that Mr. Kroger will be limited to renting out a 1BR apartment on his Sunset Cliff property and NOT be permitted to also profit from an Airbnb rental on that same property.

Please let me know if receiving a copy of our Association Bylaws would be helpful to you and/or the DRB. I would be happy to send them in advance of the hearing.

Thank you.

Bonnie Ferro
88 Sunset Cliff
Burlington, VT 05408

Ryan Morrison

From: will923@comcast.net
Sent: Wednesday, August 17, 2016 2:12 PM
To: Ryan Morrison
Subject: Carol Clark

Thanks for the info.

My contact info

John and Carol Clark
104 Sunset Cliff
Burlington VT 05408

239-216-0847

For the record we do not want approval for Airbnb.



RECEIVED

AUG 02 2016

DEPARTMENT OF

door to the
upper deck



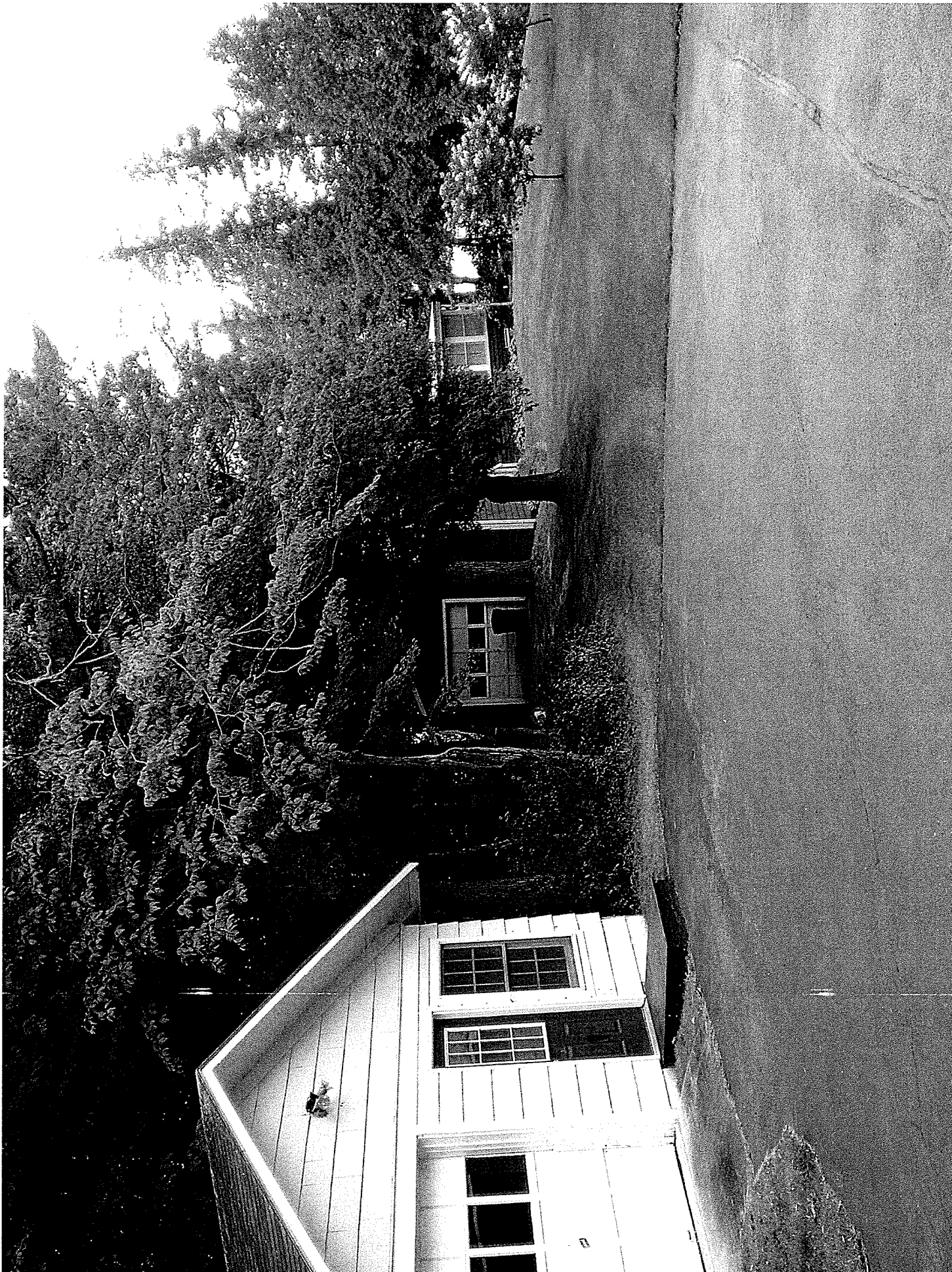




RECEIVED

AUG 02 2016

DEPARTMENT OF
PLANNING & ZONING







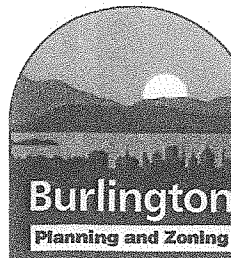




Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Ken Lerner, Assistant Director
Sandrine Thibault, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, Senior Planner
Mary O'Neil, Associate Planner
Nic Anderson, Zoning Clerk
Elsie Tillotson, Department Secretary



Burlington Development Review Board

Minutes/Findings of Fact
August 17, 2010

In RE: 10-1005CA/MA & 10-1115CA; 475 & 0 Lake St. (Ward 3, DW-PT) (Tax Lot No. 043-4-007-001 & 043-4-004-000)

Owner/Applicant: City of Burlington

Request: Redevelopment of the Moran Plant into public-private uses and associated site works and car parking. Upgrades to bike path, increased green space and park amenities, children's splash area/seasonal refrigerated skating rink and a rebuilt skate park. Project includes Community Sailing Center.

Members Present:

Michael Long
Jonathan Stevens
Brad Rabinowitz
Bob Schwartz
Kevin Stapleton
Paul Henninge

Evidence Presented:

The Board examined the materials submitted in support of this request.

I. FINDINGS

Background Information:

The applicant is requesting approval for the comprehensive redevelopment of the Moran Plant into a mixed use public-private space with associated site work and parking. Site work includes, but is not limited to, bike path upgrades, a children's splash area/seasonal refrigerated skating rink, and a reconstructed skate park. The Community Sailing Center building and site work that includes outdoor boat storage is also part of this application.

Property boundaries have been adjusted to result in a single lot containing the Moran building, the sailing center, and site improvements. The boundary line adjustment was filed under separate application. The project site plans reflect the adjusted property boundaries.

Some minor site work extends into the adjacent city property to the south. As required, a separate zoning permit application has been filed. The work is incorporated into these findings.

The Design Advisory Board reviewed this project on June 8 and again on July 13, 2010. On a 3-1 vote, the DAB recommended forwarding the project to the Development Review Board. The

single major concern of the DAB was the design of the proposed sailing center building. As a largely unarticulated metal box, Board members were concerned that the proposed building reflected only its utilitarian function as a boat warehouse and missed the opportunity to contribute positively to the built environment along this highly visible portion of the downtown waterfront. The DAB felt that the other aspects of the project should not be held up because of the sailing center building and recommended the following condition:

1. Greater thought and articulation for the building design is strongly recommended. Development at this site is an unparalleled opportunity; one that recognizes absolute and unmatched visibility from Lake Champlain, accompanied by direct public access from Lake Street, the bike path, and the Urban Reserve. The Community Sailing Center will be a public building in the most public of places. A plan that acknowledges this unrivaled public access, and responds to that visual exposure in function, beauty and high design, is strongly encouraged. Any building at this site has the potential to be a visual landmark. This development is not just an opportunity; it is an obligation to the public. While anticipated resource and functional use appear to have limited the overall building design, to minimize both the building appearance and the site's potential is shortsighted and a missed opportunity. This structure could and should reflect the importance inherent in mission, location, and community vision, especially for Burlington's waterfront development and future use.

Slightly revised building elevations depicting some additional dimensions and details have been provided; however, the proposed building remains essentially unchanged.

The Conservation Board reviewed the proposal on July 12 and on August 2, 2010. The Board recommended approval subject to the following conditions:

- 1) Recalculate bike parking to include the parks, restaurant, and parking lot uses.
- 2) Relocate the short term bike parking for the Moran to the building's main entrance. Doing so may entail relocation of the long term parking elsewhere onsite, which is acceptable.
- 3) Provide only the minimum number of required vehicle parking spaces.
- 4) Keep the Conservation Board involved in the wetlands Individual Permit process with the U.S. Army Corps of Engineers and allow for Board comment.
- 5) Lighting for the Sailing Center shall be directed away from the wetland.
- 6) Coordinate with the Department of Parks & Recreation on pedestrian access (both formal and informal) into the Urban Reserve.

As the Board recommendation came just 1 day before the DRB hearing, revised plans have not been submitted to address these recommendations. The applicant is amenable to the recommendations, except for #3.

Previous zoning actions for this property are noted below.

- 6/25/09, Approval (non-applicability form) for interior clean-up of Moran building
- 5/1/09, Approval to install a seasonal tent for sailing classes
- 5/24/09, Approval of parallel sign for sailing center
- 5/9/08, Approval to relocate sailing center from Moran to DPW Pumping Station
- 7/29/02, Approval of parallel sign for sailing center
- 4/19/01, Approval to install portable restroom and fencing at skate park
- 5/21/00, Approval to install signage at skate park
- 8/26/99, Approval to install fishing pier

- 4/5/99, Approval of skate park
- 1/23/97, Approval to remove nonstructural ladder from Moran
- 7/14/94, Approval to modify access into the sailing center
- 5/27/93, Approval of sailing center
- 8/9/90, Approval to remove “car shaker” structure and replace with fill and grade
- 6/14/90, Approval for Moran site work
- 6/14/90, Approval of temporary International Sculpture Symposium

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Sec. 3.5.6, Review Criteria

(a) Conditional Use Review Standards

1. The capacity of existing or planned community facilities;

The renovated Moran and the new sailing center building will be served by the municipal water and wastewater systems. Adequate reserve capacity is available; however, written confirmation from the Department of Public Works is required before a state wastewater permit can be issued. **(Affirmative finding as conditioned)**

2. The character of the area affected;

The project site is located at the northern end of the Downtown Waterfront and adjacent to and just south of the Urban Reserve. The area contains the Coast Guard facility, BED and Water Department buildings, a public boat launch, fishing pier, the skate park, and the current sailing center. Waterfront Park is located just to the south of the subject site. The proposed site renovations will effectively serve as additional public parkland while the renovations to the Moran building will bring about several new uses including a museum, indoor recreational facility, restaurant, and café. The sailing center is already present onsite but will be relocated into a new building with outdoor storage area at the northern end of the site. The project is heavily geared towards public access and serves to strengthen this end of the Downtown Waterfront. **(Affirmative finding)**

3. Traffic on roads and highways in the vicinity;

A traffic study has been provided and addresses traffic volumes, intersection impacts, and parking capacity. The completed project is expected to generate 59 AM peak hour vehicle trips and 77 PM peak hour trips during weekdays and 71 Saturday peak hour trips. Level of service (LOS) at the three analyzed intersections (College St/Lake St, Battery St/College St, and Battery St / Main St) changes little between the build versus no-build scenarios. Queue lengths at these intersections are expected to experience minimal impacts with the projected addition of 1 more vehicle 33% of the time. Anticipated traffic impacts are surprisingly minor; however, the engineering division at the Department of Public Works has reviewed the study and concurs with its findings. See Article 8 of these findings for parking. **(Affirmative finding)**

4. Bylaws then in effect;

As per the findings herein and as conditioned, the project is in compliance with all applicable zoning bylaws. **(Affirmative finding)**

5. Utilization of renewable energy resources;

The Moran building will utilize lake water for its climate control needs. Doing so will save considerable energy, particularly for cooling. Beyond the utilization of this renewable resource,

emphasis has been placed on energy efficiency within the building. LEED certification will be sought. No renewable energy resources will be utilized by the sailing center building beyond the use of passive solar lighting. **(Affirmative finding)**

6. Cumulative impacts of the proposed use;

The most significant cumulative impact associated with this proposal is likely vehicular traffic. There is presently one way into the site and one way out of it. The submitted traffic analysis indicates that, while the number of vehicle trips generated by the project will be substantial, impacts on the existing roadway network will be modest. **(Affirmative finding)**

7. Functional family;

Not applicable.

8. Vehicular access points;

Lake Street will be upgraded along the length of the project site and will provide four points of access; two to the Moran and two to the sailing center. Given the anticipated traffic volumes, the four access points are reasonable. **(Affirmative finding)**

9. Signs;

Building elevations depict parallel signage for both the Moran building and the sailing center building. The existing “City of Burlington” parallel sign on the south elevation of Moran will be restored. Conceptually, the signage is acceptable but is subject to a separate zoning permit. **(Affirmative finding as conditioned)**

10. Mitigation measures;

The proposed use will not generate noise or glare sufficient to warrant mitigation. The sailing center and the skate park, two active outdoor uses, are present onsite already. Noise levels are expected to be as typically associated with a city park. Lighting is addressed under Sec. 5.5.2. **(Affirmative finding)**

11. Time limits for construction;

The project will be phased as reflected in the application’s delineation of twelve separate components. No time frame has been specified for the individual phases; however, the applicant anticipates construction to take less than 2 years and can fit within the standard 2-year time frame for zoning permits. The proposed phasing is acceptable, but each phase needs to be clearly depicted on the project plans. **(Affirmative finding as conditioned)**

12. Hours of operation and construction;

The proposed hours of operation are 6:00 AM – 2:00 AM, 7 days per week. These hours are the maximum span for hours of operation; not all uses associated with this project will be open for business 20 hours per day. Given the variety of uses proposed and the Downtown Waterfront location, the proposed hours of operation are acceptable. Hours of construction need not be specified in this location and will be restricted by the city’s noise ordinance. **(Affirmative finding)**

13. Future enlargement or alterations;

In the event of future enlargement or alteration, permits would be required and reviewed under the regulations then in effect. **(Affirmative finding)**

14. Performance standards;

Performance standards relating to outdoor lighting and erosion control are addressed under Article 5 of these findings.

15. Conditions and safeguards;

Approval of this project will be conditioned to implement the purposes of the zoning regulations. **(Affirmative finding)**

(b) Major Impact Review Standards

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

Stormwater management will be substantially improved as part of this application. See Sec. 5.5.3 for details. Air and noise pollution will be as expected for typical recreational, restaurant, or museum uses. **(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;

A comprehensive erosion prevention and sediment control plan has been submitted along with a stormwater management plan. The plans have been reviewed and approved by the Conservation Board. Approval by the Stormwater Administrator per Chapter 26 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 for traffic impacts. The project is not expected to cause unreasonable congestion or unsafe conditions on nearby sidewalks or bikeways. Pedestrian access throughout the site will be upgraded substantially, and the bike path will be reconstructed along the length of the subject site. The interaction between vehicle, pedestrian, and bike routes onsite appears to invite the possibility of congestion, particularly at the northeastern end of the site where Lake Street will end and the bike path continues. Revised plans to mitigate this apparent congestion, particularly at the northeast corner of the site are needed. **(Affirmative finding as conditioned)**

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

This mixed use project contains no residential component and will have no adverse impact on the city's ability to provide educational services. **(Affirmative finding)**

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

The project is, in part, an expansion and enhancement of city recreational facilities. Demands on municipal services are expected to be relatively moderate and will not be unreasonably burdensome. Impact fees will be paid to help offset what impacts there are on municipal services. **(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 (a) & 6.3.2 (b).

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 constitutes redevelopment of a vacant municipal power plant into a mixed use recreational and cultural facility. It will serve to substantially strengthen this portion of the Downtown Waterfront. The project will have no adverse impact on the city's present or future growth patterns. **(Affirmative finding)**

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

The proposed development can be found to be in substantial conformance with the MDP, as per the following:

The proposed development will transform a vacant municipal power plant into a mixed use recreational and cultural facility within the city's Downtown Improvement District (pg. I-10, Downtown Improvement District).

The project includes a comprehensive stormwater management plan that collects and attenuates stormwater runoff prior to offsite discharge. In addition to innovative on-the-ground measures such as constructed gravel wetlands and water quality swales, portions of the Moran roof will be renovated into green roofs (pg. II-5, Urban Ecosystems).

The Moran building is historically significant and will be renovated in such a way as to protect the existing form and features of the building (pg. IV-1, City Policies).

Renovation of the vacant Moran building and establishment of the proposed uses will contribute to Burlington's status as a regional growth center and will bring additional jobs and economic vitality into Burlington's downtown waterfront (pg. VI-3, Regional Growth Center & pg. VI-5, Creating New Jobs).

Redevelopment of the Moran is cited in the Economic Development Action Plan (pg. VI-13, Economic Development Action Plan).

The renovated and new structures included in this proposal will meet or exceed the city's current energy efficiency standards. The renovated Moran is one of the few projects to actually incorporate a renewable resource into its climate control system (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;*

This project contains no residential component and will have no adverse impact on the present or projected housing needs of the city. **(Affirmative finding)**

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

Much of the proposal constitutes an expansion and upgrade of city parkland and facilities. No undue adverse impacts on city parkland are anticipated as a result of this project. Parks impact fees may be waived for this project based on the value of proposed capital improvements associated with this project.

Although not included in this proposal, existing informal pedestrian paths from the Urban Reserve extend into the development site. As recommended by the Conservation Board, the applicant is encouraged to work with the Parks and Recreation Department on coordinating pedestrian access into the Urban Reserve. **(Affirmative finding as conditioned)**

Article 4: Maps & Districts

Sec. 4.4.1, Downtown Mixed Use Districts:

(a) Purpose

(4) Downtown Waterfront – Public Trust District (DW-PT)

The subject property is located in the Downtown Waterfront – Public Trust District. This zone is intended to enhance and diversify commercial and residential development in the downtown waterfront area with an emphasis on enhanced community access to the lakeshore. This project will enhance community parkland along the waterfront and will incorporate a variety of recreational and cultural uses, both indoors and out. Two of the uses, the sailing center and the maritime museum, directly relate to the property's waterfront location. The project appropriately relates to the intent of this district. **(Affirmative finding)**

(b) Dimensional Standards & Density

A FAR of 2 is allowed in the DW-PT zone. The 8+ acre property allows 723,380 sf building area. A total of 57,488 sf building area (or 0.159 FAR) is proposed and is acceptable.

There is no lot coverage limit in the DW-PT zone. The project will result in 60% lot coverage.

No setbacks apply to this site except for a 50' setback from the lakeshore. The proposed sailing center building complies with this setback requirement.

The overall height of the Moran building will remain unchanged; however, some additions to the building will project above 35'. The proposed sailing center building will be 35' tall to the top of the warehouse component and 37' to the top of the classroom and office space component. The height limit in the DW-PT zone is 35'; however, construction above this limit may be allowed per Sec. 5.2.6 (b) *Exceptions to Height Limits*, 1. This exception allows new construction to exceed the district's height limit on parcels with existing buildings (in this case, the Moran) that exceed the height limit. The new construction cannot exceed the height of the existing structure. Both the additions to the Moran and the new sailing center building remain below the existing height of the Moran building. **(Affirmative finding)**

(c) Permitted & Conditional Uses

See Sec. 4.4.1 (d) 2, *Public Trust Restrictions, A, Permitted Uses: North of Main Street*.

(d) District Specific Regulations

1. Use Restrictions

A. Ground Floor Residential Uses Restricted

No residential use is included in this proposal. **(Affirmative finding)**

B. Residential/Nonresidential Mix Required

As noted above, no residential use is included in this proposal. Office use is accessory to the proposed primary uses and accounts for far less than 75% of the total use, the maximum allowable in the DW-PT zone. **(Affirmative finding)**

2. Public Trust Restrictions

A. Permitted Uses: North of Main Street

The proposed uses – indoor and outdoor recreation, museum, restaurant, café, and sailing center – are permitted in this portion of the DW-PT zone. **(Affirmative finding)**

3. Facades and Setbacks on Side and Rear Property Lines

Not applicable.

4. Building Height Setbacks

Not applicable.

5. Lake Champlain Waterfront Setbacks

The Moran building sits within the waterfront setback; however, the degree of encroachment will not change. The proposed sailing center building complies with the 50' waterfront setback. Site improvements such as walkways, patios, benches, etc. associated with the project are permitted encroachments per criterion C of this section. **(Affirmative finding)**

6. Development Bonuses/Additional Allowances

Not applicable.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.1 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.1 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.1 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.1 (b) above.

Sec. 5.4.8, 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.

Information included within a study provided to the city in 2005 offers the following information:
“Analysis was given regarding the feasibility of listing the properties[Moran complex] individually

or as a district onto the National Register of Historic Places. The finding of this study is that all of the electricity generating buildings on the waterfront are historically significant and would likely qualify for individual listing, although the application will be stronger if they are listed as a district. The finding of the significance stems from the age of the buildings, the importance of their purpose to the community, and the growing rarity of buildings of these configurations.”¹ This supports eligibility requirements for the Moran structure as defined by this section of the ordinance.

(b) Standards and Guidelines:

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

The application, while proposing new use, strives to maintain those building details, massing, and materials that are characteristic of the power generating facility. **(Affirmative finding)**

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.*

Significant effort has been made to retain massing, spatial relationships, and materials associated with the Moran building. If historic tax credits are sought, extensive review and compliance with these criteria will be essential to secure funding. **(Affirmative finding)**

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.*

Alterations proposed for the Moran building are distinctly identifiable, and distinguishable from the original structure. No conjectural features are proposed. **(Affirmative finding)**

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

Significant effort has been made to assure the retention of important and character defining features of the Moran building in order to allow reasonable interpretation of the structure by the public in its proposed new use. **(Affirmative finding)**

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*

¹ New England Preservation Collaborative, Inc., *Assessment of Historic Electricity Generating Facilities on the Burlington Waterfront*. Essex Junction, 2005, p. 2.

for an efficient contemporary use. Replacement of missing features will be substantiated by documentary and physical evidence.

Project proponents have diligently committed their efforts toward building repair, component replacement, and commemorative acknowledgement of original building details. The original building superstructure will be clearly evident in project implementation, with exposed steel, brick veneer infill, and window replacement. **(Affirmative finding)**

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.*

Abatement of asbestos and lead paint as well as other hazardous materials has required significant attention, but no actions are proposed that will affect the integrity of the building mass.

(Affirmative finding)

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

None identified.

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

The plan reflects considerable and attentive analysis of the qualities of the existing vacant electric generating facility and the thoughtful re-use of the structure. There is clear discernment between the original building mass and details and the proposed alterations that will both inform the public of what is old and new and present a pleasing and highly functional new structure. **(Affirmative finding)**

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.*

Although unlikely, it is possible to imagine the proposed improvements to be reversible. As it now exists, the Moran structure is an empty, looming hulk of a building. **(Affirmative finding)**

Sec. 5.4.9, Brownfield Remediation

While this site is included on the Vermont DEC's Hazardous Site List, no waivers under this section are sought for the development.

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

An outdoor lighting plan has been submitted and includes fixture cutsheets, location, and a photometric analysis. Fixtures will utilize acceptable metal halide bulbs and, possibly, LED. All fixtures are cutoff.

Building entry illumination levels are below the maximum permissible 5.0 footcandles. Parking and circulation area illumination levels are acceptable with maximum illumination levels below 4.0 footcandles and a 20:1 uniformity ratio. New lighting will be installed along Lake Street subject to BED standards. Walkway lighting levels exceed the standards for walkways under this Section; however, they are an integral part of an outdoor recreation facility. As such, walkway lighting levels can be viewed under the standards for Outdoor Recreational Facility Lighting and are acceptable. Point-by-point photometric data is available for the sailing center building and storage yard. As recommended by the Conservation Board, illumination is not projected towards the adjacent wetland to the north. Illumination levels are acceptable as Security Lighting under this criterion. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

Significant stormwater improvements are proposed. These consist of several onsite measures, including two constructed gravel wetlands, a water quality swale, and green roofs. The measures will serve to collect and attenuate stormwater runoff prior to discharge. Discharge will occur in reduced volumes at reduced rates with cleaner water. The proposed stormwater measures have been reviewed and approved by the Conservation Board. Approval by the Stormwater Administrator per Chapter 26 of the City Code of Ordinances is pending. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The site contains no significant natural areas as identified in the Open Space Protection Plan. While the site is along the Lake Champlain waterfront, it (and the rest of the downtown waterfront) is not included in the Riparian and Littoral Conservation Zone.

A wetland has developed within the site of a former fuel storage tank at the northern end of the project site and will be impacted by the proposed sailing center building. As a class 3 wetland, it is not subject to review under the wetlands criteria of the Natural Resource Protection Overlay District; however, an Individual Permit from the U.S. Army Corps of Engineers is required. The Conservation Board has requested that it be involved in that process and be allowed to comment, particularly on proposed mitigation measures.

Several trees will be removed; however, none are specimen trees or otherwise significant. Tree loss will be offset by the 120 new trees included in the landscaping proposal. **(Affirmative finding as conditioned)**

(b) Topographical alterations

The existing site is generally flat and will remain so. An existing elevated parking lot behind the Water Department pump station will be removed and leveled as part of a new, larger parking area.

A portion of the class 3 wetland will be filled as part of the sailing center construction. Stormwater management will also entail some grading, particularly for swales. Topographical alterations are insignificant. **(Affirmative finding)**

(c) Protection of important public views

There are significant public views from the project site across the lake and towards the Adirondacks. There are also significant public views across the site from Battery Park. Existing public views will not be adversely impacted by the renovated Moran or by the new sailing center building. **(Affirmative finding)**

(d) Protection of important cultural resources

The project site is located on fill soils. The site has no archaeological significance. The Moran building is historically significant as noted under Sec. 5.4.8 (above) and 6.3.2 (b) below. **(Affirmative finding)**

(e) Supporting the use of alternative energy

No alternative energies will be incorporated into the site design. Potential remains for incorporation thereof in the future. Alternative energy usage in the buildings is addressed in Sec. 6.3.2 (f). **(Affirmative finding)**

(f) Brownfield sites

The site is included on the Vermont DEC Hazardous Site List. The Existing Conditions Plan outlines areas of contaminated soils onsite, tied largely to the property's former status as a coal-fired power plant. A corrective action plan (CAP) has been established and implemented for the interior of the Moran building. Such a plan has not been executed for the site; however, it is anticipated that the corrective action will amount to capping contaminated soils in place. A state-approved CAP for the site is required. **(Affirmative finding as conditioned)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management. There is sufficient room onsite for snow storage. Meltwater will be handled by the stormwater system. Building entries are sheltered. **(Affirmative finding)**

(h) Building location and orientation

The location of the Moran building will not change. What is effectively a rear entryway facing Lake Street will be completely overhauled as the primary entrance into the structure. The proposed changes result in a clearly articulated main entrance facing the public street. The new sailing center building will also have a front entry facing the public street. This front entry is reasonably well articulated with signage, logo, and overhang. **(Affirmative finding)**

(i) Vehicular access

As noted previously, four points of vehicular access will be provided into the site. Curb cuts and turn radii are designed to accommodate standard passenger vehicles as well as vehicles pulling trailers. Service access for the Moran will be located on the south side of the building with another exhibit loading space on the north elevation. Overhead doors will provide service and boat access into the sailing center building. **(Affirmative finding)**

(j) Pedestrian access

As required, pedestrians will be provided with a direct walkway connection between the public sidewalk and the Moran's main entrance. The parking areas have direct access to walkways providing a pedestrian link to the building. Striping is proposed where the sidewalk crosses the two driveways. The sailing center's front entrance will have direct access to the new public sidewalk extended along Lake Street. **(Affirmative finding)**

(k) Accessibility for the handicapped

Several handicap parking spaces are depicted on the plans. They are located immediately adjacent to walkways linking to the Moran's main entrance. It is the applicant's responsibility to comply with all applicable ADA requirements. **(Affirmative finding as conditioned)**

(l) Parking and circulation

The existing Moran building is set close to the lake and relatively far from the road. As a result, space for parking is available between the building and the road. This parking will serve the sailing center as well. As proposed, all of the new parking will be provided between Lake Street and the Water Department pump station. No off-street parking will be located between the Moran or the sailing center and Lake Street. A row of honey locust trees will be planted between the eastern edge of the parking area and Lake Street. Fencing and/or additional plantings, especially shrubbery, should be installed to enhance screening of the parking area. Offstreet parking is split into several areas separated by landscaping, although the two largest parking areas exceed the 20 space limit recommended by this criterion. The reconstructed Lake Street will contain parallel and angled parking and will be lined with new street trees.

Interior parking spaces and associated site circulation are laid out such that vehicles will not back out onto Lake Street. Angled parking spaces along Lake Street obviously will require backing out. Vehicles backing out at the northern end of Lake Street will likely conflict with the nearby bike path. As noted previously, this potential circulation problem needs to be addressed and corrected. All parking areas appear to be curbed.

As noted previously, 120 new trees are proposed in and around the parking areas and reconstructed Lake Street. As recommended by this criterion, 30% shading of the parking areas will be achieved with the newly planted trees. The interior parking area, containing 71 parking spaces, requires 1 shade tree per every 5 parking spaces. More than the required 14 shade trees are proposed. Proposed caliper size at the time of planting (2.5" – 3.5") is acceptable as is the anticipated mature canopy diameter of 35'. **(Affirmative finding as conditioned)**

(m) Landscaping and fences

A comprehensive landscaping plan has been provided and consists of a variety of trees, shrubs, and flowers. Some elements of the landscaping plan provide screening whereas others are integrated into the stormwater management system. Other elements provide visual interest to the site and help to define distinct spaces within the site. As noted previously, additional screening of the parking areas from the street is needed. The street trees proposed along Lake Street are subject to review and approval by the City Arborist. **(Affirmative finding as conditioned)**

(n) Public plazas and open space

The site is open to the public and essentially will function as a city park. Much of the site receives ample solar exposure and provides access to the lakefront. Plazas and walkways throughout facilitate pedestrian circulation and utilization of the site. A large fountain will serve as a summer

time splash area and a winter time skating rink. Details on hardscaping elements such as benches, sitting walls, and outdoor furniture have been provided and are similar to those used elsewhere in city parks. **(Affirmative finding)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

No new ground-mounted mechanical equipment is proposed. The ground floor plan depicts a large mechanical room. A dumpster enclosure located along the northern side of the BED building will serve the Moran. A dumpster enclosure for the sailing center will be located at the northeastern end of the storage yard. While not an ideal location close to the bike path, the dumpster will be enclosed and screened. The orientation of the enclosure is to be modified to face the north elevation of the building. This revision needs to be depicted on the site plans. Any new utility lines must be buried. The existing electrical transformer station will be removed as part of this project. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards (Moran Plant)

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The massing, height, and scale of the existing structure – originally a power plant – will remain largely unchanged. A new entryway enclosure will be added to the east elevation, and two upper story additions will be constructed on existing building decks. A small ground level addition will be constructed at the northwest corner of the building. The steel apparatus on the north elevation will be removed; however, some new steel beams will be installed in its place. The changes to the building mass are relatively modest and do not significantly affect the overall scale of the structure. **(Affirmative finding)**

2. Roofs and Rooflines

The existing building is a multi-level flat roof structure. Proposed additions will also have flat roofs. **(Affirmative finding)**

3. Building Openings

Most of the windows in the existing structure are broken or boarded-up. All windows will be replaced within the existing window openings. The few additions to the structure will have extensive glazing. While window styles differ somewhat, they are sympathetic to the industrial nature of the building. As noted previously, a new primary entrance will be constructed on the building's eastern elevation. The proposed entrance is well articulated and easily identifiable from Lake Street. Because it is enclosed, the entrance will provide shelter from the weather. **(Affirmative finding)**

(b) Protection of important architectural resources

The existing building is not included on any historic register; however, it is eligible for listing. The building is clearly industrial in appearance. The proposed renovations respect the essential form and appearance of the structure. Additions to the structure are clearly not part of the original building but are stylistically sympathetic. See also Sec. 5.4.8. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

The existing building was constructed as a power plant standing alone at the northern end of the downtown waterfront. It was not constructed as an active, pedestrian oriented facility. The proposed renovations do much to improve the attractiveness and pedestrian-friendliness of the building. Site work draws people into the building and associated amenities. The eastern elevation will be transformed from a rather bleak, faceless façade into the primary entrance.

(Affirmative finding)

(e) Quality of materials

The existing brick sheathing will remain. Additions to the structure will be clad in a variety of materials such as copper siding, wood, and some fiber cement panels. New windows will be metal framed. These materials are durable and of acceptable quality. **(Affirmative finding)**

(f) Reduce energy utilization

As noted previously, the building has significant solar exposure. Ample sunlight will penetrate the interior of the building. The renovated building will comply with the city's current energy efficiency requirements. **(Affirmative finding)**

(g) Make advertising features complimentary to the site

See Sec. 3.5.6 (9).

(h) Integrate infrastructure into the building design

No rooftop mechanical equipment is proposed. Only a rooftop hatch and an elevator vent are depicted on the top roof deck. **(Affirmative finding)**

(i) Make spaces safe and secure

Revamped building entrances are clearly visible and will be acceptably ventilated. The building appears to be readily accessible by emergency vehicles as demonstrated on access and circulation plans. Written approval of the Fire Marshal regarding the building's accessibility by emergency service vehicles is required. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards (Community Sailing Center)

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

A minimalist aesthetic appears to be fundamental inspiration for the sailing center, which remains an unadorned box with little or no articulation on three facades despite input by the Design Advisory Board. The applicant has expressed the subordinate design as an intentional effort to play off the larger Moran building. As visually articulated, the structure in scale and presentation remains the minor key in the overall development. While the DAB took specific issue with the building design of the sailing center, the Development Review Board acknowledges the building's utilitarian intent and its consistency with the industrial history of the downtown waterfront. Design emphasis has been placed on the classroom/office section of the building whereas the warehouse component of the building is clearly secondary in appearance. **(Affirmative finding)**

2. Roofs and Rooflines

A flat roof with skylights is proposed. Flat roofs are common at this end of the downtown waterfront. A couple of small vents for restroom facilities are also depicted. **(Affirmative finding)**

3. Building Openings

Vehicle and pedestrian doors are proposed for the east elevation (off Lake Street and the bike path), with another vehicle opening and ground level entrance on the west. There will be a doorway from the third floor onto an observation deck on the south façade, as well as an opening on the upper level of the “lifeguard tower” on the west. Depiction is needed. **(Affirmative finding as conditioned)**

(b) Protection of Important Architectural Resources:

None identified onsite relative to the CSC. **(Not applicable.)**

(c) Protection of Important Public Views:

The development of this site will enhance the public’s opportunity to enjoy the spectacular views and vista from the waterfront. **(Affirmative finding)**

(d) Provide an active and inviting street edge:

The proposed structure is largely plain and simple; the design reflects its utilitarian storage function. The exception is the southern classroom and office component. Insofar as this component is visible from the public street and an entrance therein directly faces the street, the structure’s street edge can be deemed acceptable. **(Affirmative finding)**

(e) Quality of materials:

The proposed siding is vertical corrugated steel with a 35-year Kynar exterior finish. Spandrels on the porch area will be steel with aluminum and PVC trim. Fiber cement is proposed for canopy and tower trim, observation deck spandrel panels, and fascia. While not exceptionally durable or high quality, the proposed materials are acceptable for new construction. **(Affirmative finding)**

(f) Reduce energy utilization:

The proposed building must comply with the city’s current energy efficiency requirements. The proposed skylights will reduce the need for artificial lighting within the warehouse. **(Affirmative finding as conditioned)**

(g) Make advertising features complementary to the site:

A simplified logo graphic is presented for the lakeside and easterly facade. Without lettering, it is not considered a sign. Revised elevations illustrate minor building identification signage on the eastern entry. Any signage (with specific lettering) will require a separate sign permit. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design:

No ground mounted mechanical equipment is proposed. Utility meters must be depicted and screened. As noted previously, a dumpster will be provided and will be screened. **(Affirmative finding as conditioned)**

(i) Make spaces secure and safe:

All development will be required to meet building and life safety code, as articulated by the Building Inspector and the Fire Marshal. The sailing center building appears to be readily accessible by emergency vehicles; however, written approval of the Fire Marshal regarding the building's accessibility by emergency service vehicles is required. **(Affirmative finding as conditioned)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located in the Downtown parking district. The total parking requirement for the mixed use project is 69 spaces. Total parking proposed for the project, not including new onstreet spaces along Lake Street, is 74 spaces. As recommended by the Conservation Board, the number of parking spaces must be reduced to 69. An additional 35 parking spaces serve exiting nearby uses (BED, Water Department, and Fishing Pier). **(Affirmative finding as conditioned)**

Sec. 8.1.10, Off-Street Loading Requirements

As noted previously, loading areas have been designated for both the Moran and the sailing center. **(Affirmative finding)**

Sec. 8.1.11, Parking Dimensional Requirements

All parking spaces and circulation isles are of adequate dimensions. **(Affirmative finding)**

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Off-Site Parking Facilities

Not applicable.

(b) Downtown Street Level Setback

As noted previously, due to the locations of the Moran and Lake Street, parking will be placed between Moran and the street. As proposed, the parking will be set back somewhat from the front property line and the street. **(Affirmative finding)**

(c) Front Yard Parking Restricted

Not applicable.

(d) Shared Parking in Neighborhood Parking Districts

Not applicable.

(e) Single Story Structures in Shared Use Districts

Not applicable.

(f) Joint Use of Facilities

The proposed parking will serve all uses onsite as well as nearby uses. **(Affirmative finding)**

(g) Availability of Facilities

The parking to be constructed as part of this development will be for the exclusive use of employees and visitors. It will not be used for the storage or display of vehicles or materials. **(Affirmative finding)**

(h) Compact Car Parking

Not applicable.

Sec. 8.1.13, Parking for Disabled Persons

A number of handicap parking spaces are proposed and comply with the minimum dimensional requirements and location next to access isles of 5' width. These spaces shall be marked and signed as required for handicap spaces. **(Affirmative finding as conditioned)**

Sec. 8.1.14, Stacked and Tandem Parking Restrictions

Not applicable.

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

Not applicable.

Sec. 8.2.5, Bicycle Parking Requirements

Both short term and long term bicycle parking is required. The proposal includes 12 long term spaces and 30 short term spaces. The Conservation Board found that the proposed bicycle spaces are inadequate and do not account for the complete variety of uses onsite. In addition to the already-accounted-for uses, bike parking needs to account for parks, restaurant, and parking lot uses onsite. The Board also found that insufficient short term bike parking would be provided by the Moran's main entry. Additional short term bike parking is needed here. Relocation of the long term bike parking elsewhere onsite is acceptable if needed in order to provide additional short term bike parking by the main Moran entrance. The proposed bike parking needs to be recalculated and depicted on revised plans. Confirmation that the recalculated bicycle parking complies with Public Works' "Bicycle Parking Guidelines" is also needed. **(Affirmative finding as conditioned)**

II. MINUTES

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

III. MOTION

Motion: Brad Rabinowitz

I move that the Board grant Certificate of Appropriateness and Major Impact approval for redevelopment of the Moran Plant into public-private uses and associated site works and car parking, including upgrades to the bike path, increased green space and park amenities, children's splash area/seasonal refrigerated skating rink, a rebuilt skate park, and new sailing center facility, located at 475 Lake Street in the DW-PT zone in accordance with Articles 3, 4, 5, 6, and 8. The Board adopts the findings set forth above. Approval is subject to the following conditions:

1. **Prior to release of the zoning permit**, revised plans and/or additional materials shall be submitted, subject to staff review and approval. Revisions and/or additional materials shall include:
 - a) Confirmation of adequate wastewater capacity from the Department of Public Works;

- b) Recalculated bike parking requirements to account for all onsite uses, depiction on the site plans, and confirmation of compliance with Public Works' "Bicycle Parking Guidelines;"
 - c) Placement of additional short term bike parking by the Moran's main entry, associated relocation of long term bike parking is acceptable if needed to accommodate the additional short term bike parking;
 - d) Depiction of just 69 vehicle parking spaces for the new uses (retention of 35 for the existing uses is acceptable);
 - e) Additional screening of the onsite parking area as viewed from Lake Street, including vegetation and/or fencing;
 - f) The reoriented sailing center dumpster enclosure;
 - g) Written approval of the Fire Marshal regarding the Moran's and sailing center's accessibility by emergency service vehicles; and,
 - h) Depiction of the sailing center's doorway from the third floor onto the observation deck on the south façade, as well as the opening on the upper level of the "lifeguard tower" on the west.
2. **Prior to release of the zoning permit**, site circulation (particularly between the bike path, pedestrians, and vehicular circulation isles/drives) shall be revised in coordination with the City's Bicycle & Pedestrian Planner. Emphasis shall be placed on resolving the conflict between vehicles backing out of onstreet parking spaces at the northern end of Lake Street and the close proximity of the bike path. The current circulation proposal does not appear to address the actual needs of the pedestrians and cyclists using the area. Revised circulation shall be subject to Development Review Board review and approval.
 3. This approval incorporates the 12 construction phases articulated in the applicant's July 21, 2010 memorandum to Planning & Zoning and shall allow separate zoning permits and/or certificates of occupancy to be issued to allow for incremental (i.e. phase-by-phase) occupancy of the project. **Prior to release of the zoning permit**, plans explicitly outlining each phase shall be submitted, subject to staff review and approval.
 4. **EPSC Pre-release Condition:** Prior to release of the zoning permit, the applicant shall obtain written approval of the Erosion Prevention and Sediment Control Plan from the Stormwater Administrator. At all times after the initiation of land disturbance, this project must comply with the Chapter 26: Erosion Prevention and Sediment Control conditions of approval (to be obtained prior to the release of the zoning permit). Verification of compliance with these conditions must be obtained from the DPW Stormwater Program prior to the issuance of a Final CO.
 5. **Stormwater Management Plan Pre-release condition:** Prior to the release of the zoning permit, the applicant shall obtain the written approval of the Stormwater Management Plan from the Stormwater Administrator. This project and property must comply with the Chapter 26: Stormwater Management Plan conditions of approval (to be obtained prior to the release of the zoning permit), including any on-going requirements for post-construction operation and maintenance. Verification of compliance with the conditions must be obtained from the DPW Stormwater Program prior to the issuance of a Final CO.
 6. **Prior to construction**, the applicant shall develop an Erosion Prevention Sediment Control plan (EPSC), subject to staff review and approval in consultation with the Department of Public Works. The EPSC shall seek to:
 - a) Prevent erosion and the transport of sediment off lot, onto the public streets and sidewalks, into the municipal stormwater system, and/or waters of the State;

- b) Prevent parking of any construction or construction related vehicles on City owned green space. Damage to green space shall be immediately addressed;
 - c) Take any and all steps necessary to abate erosion and to clean up all resulting sediment deposited, discharged or found to exist off lot, on City streets and sidewalks, and/or in the City stormwater system;
 - d) Maintain project erosion prevention and sediment control devices/measures and perform requisite cleanup of resulting sedimentation. This may include, but is not limited to, daily sweeping of streets and sidewalks and cleaning City stormwater catch basins;
 - e) Specify appropriate seed and fertilizer applications that are ecologically sound and site specific;
 - f) Specify an appropriate mulch when and where needed and adequate anchoring measures to prevent blow away;
 - g) Specify an effective grass re-vegetation program. Turf replacement is recommended in areas where re-vegetation of grass proves difficult with seeding and mulch. To reestablish all existing and proposed green space and where practical consider porous (pervious) pavers;
 - h) Engage the contractor to be proactive in planning and executing construction phase activities with the goal of preventing erosion and controlling sediment;
 - i) Identify the parties to the EPSC plan and clearly define their respective roles and responsibilities including, but not limited to, the contractor, the onsite coordinator, those responsible for project adherence to the EPSC, and those participating in inspections and acceptance of final site stabilization; and,
 - j) Define the overall strategy for the EPSC plan by:
 - a. Limiting actual disturbance area and time of disturbance;
 - b. Employing proper site stabilization (addressing soil preparation for final seeding and landscaping, seed, pesticide/herbicide use, and mulch);
 - c. Specifying stone and/or grass swale lining where appropriate;
 - d. Specifying where necessary to employ erosion control blankets or mats;
 - e. Specifying locations for silt fence and construction barrier fence; and,
 - f. Specifying catch basin inlet protection during construction clean up and maintenance and after construction system operation and maintenance.
7. **Prior to and during construction**, erosion control measures shall be installed and maintained in accordance with EPSC plan established with this permit approval. At a minimum, the project EPSC plan shall:
- (a) identify the contractor who is responsible for installing, implementing, and maintaining the EPSC plan and measures;
 - (b) identify the onsite contractor who is responsible for the day-to-day monitoring, oversight, and inspections required by the EPSC plan;
 - (c) assure that any amendments to the project EPSC plan are filed with the Department of Public Works and the Development Review Board;
 - (d) provide that the erosion control measures remain in place until vegetation has become established on all disturbed surfaces and clearly identify under what conditions final site stabilization has occurred; and,
 - (e) provide a process whereby the Department of Public Works and/or the Department of Planning & Zoning participate in the final site stabilization program.
8. **Prior to issuance of a certificate of occupancy**, the project engineer must certify in writing that, among other things, the project EPSC plan as approved by the Department of

Public Works has been complied with and final site stabilization has occurred. This certification shall be filed with the Department of Planning & Zoning.

9. At least 7 days prior to the issuance of a certificate of occupancy, the applicant shall pay to the Treasurer's Office the impact fee as calculated by staff based on the net new and/or converted square footage of the proposed development.
10. The applicant shall meet with the Conservation Board to address the wetlands Individual Permit process with the U.S. Army Corps of Engineers and shall allow for Board comment prior to issuance of the Individual Permit.
11. The applicant shall coordinate with the Department of Parks & Recreation on pedestrian access (both formal and informal) into the Urban Reserve.
12. A State of Vermont wastewater permit is required.
13. A State of Vermont approved Corrective Action Plan for the site is required.
14. All new utility lines shall be buried.
15. All outdoor signage is subject to a separate zoning permit.
16. The proposed structure shall comply with Burlington's current energy efficiency standards and with Burlington's current ingress and egress requirements as established by Burlington Electric Department and Burlington Public Works, respectively.
17. It is the applicant's responsibility to comply with all applicable ADA requirements. Handicap parking spaces shall be marked and signed as required.
18. This property is subject to all applicable nuisance regulations and performance standards in the Burlington Code of Ordinances.
19. Standard permit conditions 1 -18.

Seconded: Jonathan Stevens

Vote: 6-0-0, motion carried

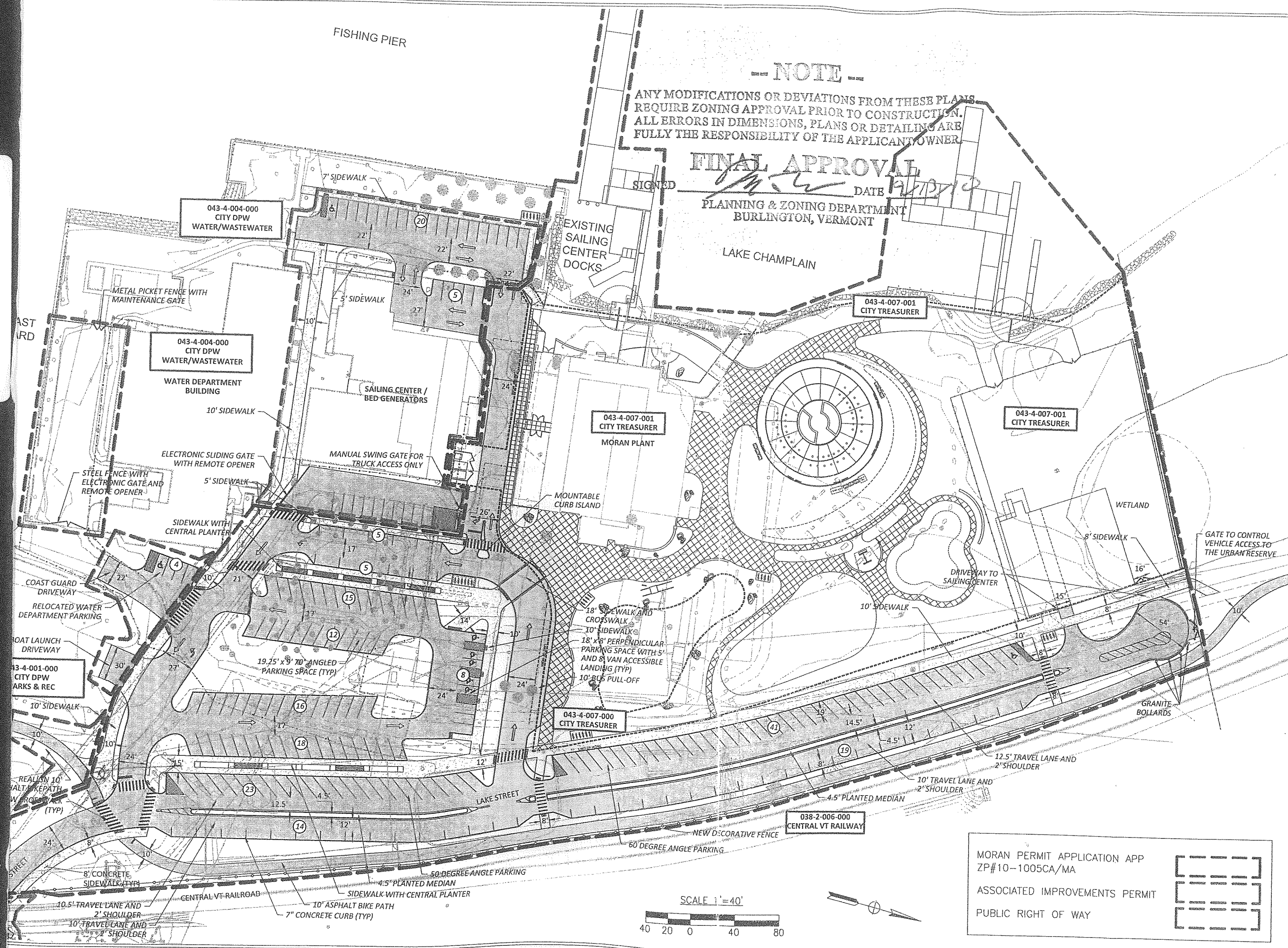
Dated at Burlington, Vermont, this 17th day of August, 2010.

Respectfully Submitted,


Michael Long, Acting Development Review Board Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. (Zoning Ordinance Article 17, Section 17.1.7, Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. The appeal shall be taken in such a manner as the supreme court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3). The Court rules may require that such an appeal be commenced within Thirty (30) days of the Board's decision.

MORAN JUNIOR
Full plan set



-- NOTE --
ANY MODIFICATIONS OR DEVIATIONS FROM THESE PLANS
REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
ALL ERRORS IN DIMENSIONS, PLANS OR DETAILING ARE
FULLY THE RESPONSIBILITY OF THE APPLICANT/OWNER.

FINAL APPROVAL
SIGNED *[Signature]* DATE *12/12/10*
PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT



**WATERFRONT ACCESS /
LAKE STREET EXTENSION**
STP5000 (17) C-5
BURLINGTON, VERMONT

CITY OF BURLINGTON
Community & Economic Development Office
Burlington City Hall
149 Church Street
Burlington, VT 05401
Ph: (802) 865-7144

Department of Public Works
PO Box 649
Burlington, VT 05402
Ph: (802) 863-9094

VT AGENCY OF TRANSPORTATION
Local Transportation Facilities
National Life Building, Drawer 33
Montpelier, VT 05633

FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 568
Montpelier, VT 05601-0568

DESIGN TEAM

RESOURCE SYSTEMS GROUP - PRIME
55 Railroad Row
White River Junction, VT 05001
Ph: (802) 295-4999

ENGINEERING VENTURES - SITE/CIVIL
208 Flynn Avenue, Suite 2A
Burlington, VT 05401
Ph: (802) 863-6225

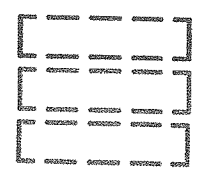
SE GROUP - LANDSCAPE ARCHITECT
131 Church Street
Burlington, VT 05401
Ph: (802) 862-0098

REVISIONS

DATE	DESCRIPTION	BY

**ZONING
APPLICATION
SITE PLAN**

MORAN PERMIT APPLICATION APP
ZP#10-1005CA/MA
ASSOCIATED IMPROVEMENTS PERMIT
PUBLIC RIGHT OF WAY



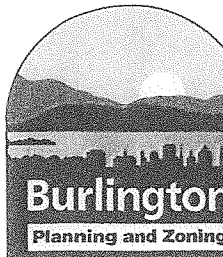
SCALE 1"=40'
40 20 0 40 80

SCALE: 1"=40' SHEET
DESIGNED BY: JDA
DRAWN BY: CDM
CHECKED BY: JDS
DATE: 09/02/10
PROJ. NO.: STP5000 (17) C5

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Ken Lerner, Assistant Director
Sandrine Thibault, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, Senior Planner
Mary O'Neil, AICP, Associate Planner
Nic Anderson, Zoning Clerk
Elsie Tillotson, Department Secretary



Burlington Development Review Board

Minutes/Findings of Fact
September 19, 2011

In RE: 10-1005CA/MA & 10-1115CA; 475 & 0 Lake St. (Ward 3, DW-PT) (Tax Lot No. 043-4-007-001 & 043-4-004-000)

Owner/Applicant: City of Burlington

Request: Site amendments to previous approval for the redevelopment of the Moran Plant into public-private uses and associated site works, road work, and car parking.

Members Present:

Michael Long
Jonathan Stevens
Brad Rabinowitz
Bob Schwartz
Kevin Stapleton

Evidence Presented:

The Board examined the materials submitted in support of this request.

I. FINDINGS

Background Information:

The applicant is requesting approval for site amendments to the previous approval for the redevelopment of the Moran Plant into public-private uses and associated site works, road work, and car parking. The scope and character of the project remain essentially unchanged. The requested amendments pertain largely to parking and landscaping modifications. As two properties are involved, the requested amendment entails two permits. They are addressed together in these findings.

Previous zoning actions for this property are noted below.

- 4/29/11, Approval to relocate boat storage yard fence
- 8/17/10, Approval for comprehensive site redevelopment and installation of sailing center, skate park, and associated recreational facilities
- 8/2/10, Approval of lot line adjustment
- 6/25/09, Approval (non-applicability form) for interior clean-up of Moran building
- 5/1/09, Approval to install a seasonal tent for sailing classes
- 5/24/09, Approval of parallel sign for sailing center
- 5/9/08, Approval to relocate sailing center from Moran to DPW Pumping Station
- 7/29/02, Approval of parallel sign for sailing center

- 4/19/01, Approval to install portable restroom and fencing at skate park
- 5/21/00, Approval to install signage at skate park
- 8/26/99, Approval to install fishing pier
- 4/5/99, Approval of skate park
- 1/23/97, Approval to remove nonstructural ladder from Moran
- 7/14/94, Approval to modify access into the sailing center
- 5/27/93, Approval of sailing center
- 8/9/90, Approval to remove “car shaker” structure and replace with fill and grade
- 6/14/90, Approval for Moran site work
- 6/14/90, Approval of temporary International Sculpture Symposium

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The site contains no significant natural areas as identified in the Open Space Protection Plan. A class 3 wetland onsite will be impacted by the proposed sailing center building; however, impacts are not affected by the proposed site amendments. **(Affirmative finding)**

(b) Topographical alterations

The existing site is generally flat and will remain so. The proposed site amendments entail some changes to stormwater drainage, particularly the constructed gravel wetland in the center island of the Moran parking lot. Rather than being long and linear, the constructed wetland will now be short and rectangular. The change is the result of a shallow water main nearby. In general, grading changes are insignificant. **(Affirmative finding)**

(c) Protection of important public views

There are significant public views from the project site across the lake and towards the Adirondacks. There are also significant public views across the site from Battery Park. The proposed site changes do not impact these important public views. **(Affirmative finding)**

(d) Protection of important cultural resources

The project site is located on fill soils. The site has no archaeological significance. The proposed site changes have no impact on any cultural resources. **(Affirmative finding)**

(e) Supporting the use of alternative energy

No alternative energies were incorporated into the original site design. None are included in the amendments. Potential remains for future implementation. **(Affirmative finding)**

(f) Brownfield sites

The site is included on the Vermont DEC Hazardous Site List; however, the proposed site changes have no bearing on the associated Corrective Action Plans (CAP) for the property. **(Affirmative finding)**

(g) Provide for nature's events

As noted previously, the proposed site changes include modification to the proposed gravel wetland in the center island of the Moran parking lot. The revised design is subject to review and approval by the Stormwater Administrator per Chapter 26 of the City Code of Ordinances. **(Affirmative finding as conditioned)**

(h) Building location and orientation

The proposed site changes do not affect the location or orientation of buildings. **(Affirmative finding)**

(i) Vehicular access

The proposed site changes have virtually no impact on vehicular access. One small change entails the replacement of a gate with removable bollards north of the Water Department/BED parking row. **(Affirmative finding)**

(j) Pedestrian access

As with vehicular access, pedestrian access remains almost entirely unchanged; however, the originally proposed crosswalk across the railroad has been deleted. The sidewalk along Lake Street will continue to lead up to the tracks and will continue towards Moran on the other side; however, the applicants have been unable to obtain permission from the railroad to actually construct a cross walk across the tracks. As with similar crossings, the rubber pad between the tracks will remain and will provide a smooth surface for pedestrians to walk across. **(Affirmative finding)**

(k) Accessibility for the handicapped

Handicap accessibility remains essentially unchanged. **(Affirmative finding)**

(l) Parking and circulation

The proposed site revisions entail a number of changes to parking layout and location. A strip of parking spaces along the eastern side of Lake Street has been deleted. Parking spaces have been re-angled along the western side of Lake Street. Four parking spaces will be added to the Moran parking lot, and four existing parking spaces at the southern end of the fishing pier parking lot will be retained. All of these modifications result in a net loss of just 4 parking spaces. Onsite parking remains acceptable per the standards of Article 8, *Parking*. As the modifications entail the addition of 4 parking spaces to the Moran parking lot, the applicants are requesting the deletion of condition 1 (d) from the original approval that required a limit of just 69 spaces in this parking lot. Given the overall reduction in surface parking associated with this amendment, the increase of 4 spaces in Moran's parking lot is acceptable. **(Affirmative finding)**

(m) Landscaping and fences

Landscaping changes are limited mostly to tree plantings. Along with the reconfiguration of the constructed gravel wetland in the center island of the Moran parking lot, 6 trees will be deleted due to the shallow water main underneath. Two trees will be added near the Coast Guard driveway. The number of new street trees along Lake Street will be reduced. The modified street tree plan for Lake Street is subject to review and approval by the City Arborist. Some fencing changes are proposed and entail the deletion of a fence and gate in the rear Water Department parking lot. **(Affirmative finding as conditioned)**

(n) Public plazas and open space

Public plazas and open space onsite will remain largely unchanged. Note that the skate park area will increase to 19,700 sf. **(Affirmative finding)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

There are no significant changes to mechanical equipment, utilities, dumpsters, or similar features. **(Affirmative finding)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

Not applicable.

II. MINUTES

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

III. MOTION

Motion: Brad Rabinowitz

I move that the Board grant approval for site amendments to the previous approval for the redevelopment of the Moran Plant into public-private uses and associated site works, road work, and car parking, located at 475 & 0 Lake Street in the DW-PT zone in accordance with Article 6. Approval is subject to the following conditions:

1. Except as specifically modified in this amendment, all conditions of the August 17, 2010 approval for zoning permits 10-005CA/MA and 10-1115CA remain in effect.
2. **Prior to release of the zoning permit:**
 - a. The amended stormwater management system shall be reviewed and approved by the Stormwater Administrator.
 - b. The amended Lake Street tree planting plan shall be reviewed and approved by the City Arborist.
 - c. A revised site plan shall be submitted that depicts the sidewalk at the northern turnaround of Lake Street placed outside of the roadway circle as per the site circulation plan approved by the DRB on September 13, 2010.
3. Standard permit conditions 1-18.

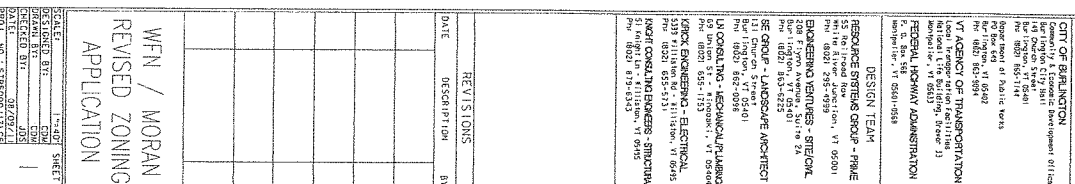
Seconded: Jonathan Stevens

Vote: 5-0-0, motion carried

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. (Zoning Ordinance Article 17, Section 17.1.7, Appeals of Development Review Board Decisions: An interested person

may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. The appeal shall be taken in such a manner as the supreme court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3). The Court rules may require that such an appeal be commenced within Thirty (30) days of the Board's decision.

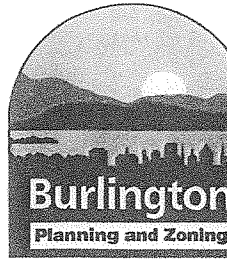
Received by CM Shepino
Date: 9/2/11



Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, AICP, Director
Ken Lerner, Assistant Director
Sandrine Thibault, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, Senior Planner
Mary O'Neil, AICP, Associate Planner
Nic Anderson, Zoning Clerk
Elsie Tillotson, Department Secretary



Burlington Development Review Board

Minutes/Findings of Fact
March 2, 2011

In RE: 11-0570CA/CU; 0 Lake St. (Ward 3, UR) (Tax Lot No. 038-2-006-000)

Owner/Applicant: City of Burlington / CEDO

Request: Use area for temporary construction staging during Waterfront North and Moran construction, including temporary interim skating facility.

Members Present:

Austin Hart
Jonathan Stevens
Kevin Stapleton
Paul Henninge

Evidence Presented: The Board examined the materials submitted in support of this request.

I. FINDINGS

Background Information:

The applicant is seeking approval to use two portions of the urban reserve for staging and soil storage areas for the construction of the Waterfront North and associated Moran redevelopment projects. Temporary chain link fencing to enclose the staging and stockpile areas and a temporary skating rink are also included in the proposal. The duration of the requested activity is 2 years.

The Conservation Board reviewed and approved this project February 7, 2011, with the following conditions:

1. Recreational access to the Urban Reserve should be continuous.
2. Dust control measures should be used during construction.
3. Parking areas associated with construction activity should be clarified and delineated.

Condition 1 pertains to keeping the bike path open and to retaining access to the network of informal trails in the Urban Reserve. This condition will be addressed in construction documents and may also include onsite signage.

Condition 2 is aimed at controlling dust as it may impact users of the bike path and other public users of the Urban Reserve. Dust control measures will be incorporated into construction documents.

Condition 3 is aimed primarily at keeping parked vehicles off of the bike path. It should be reflected in a revised site plan that clearly depicts where contractors and associated workers should park during project construction.

Previous zoning permit actions for this site.

- 1/1910, 2-year approval for winter snow storage for the Dept. of Public Works

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

(1) The capacity of existing or planned community facilities;

The temporary staging and stockpile areas will have limited impact on existing community facilities and will facilitate the construction of new community facilities. As recommended by the Conservation Board, measures are needed to ensure that the bike path (and other informal trails) remains open to continuous public use and free from unreasonable dust and contractor vehicle parking. Care must also be taken to keep dirt from construction vehicles off of the bike path. To ensure the safety of users, a specific plan is needed that details how construction vehicles and activities will be separated from the temporary skating rink and from the bike path. **(Affirmative finding as conditioned)**

(2) The character of the area affected;

The sites are bordered primarily by vacant former industrial land in the Urban Reserve. The lake lies to the west. The proposed use is temporary and will have no long term impact on the character of the area. **(Affirmative finding)**

(3) Traffic on roads and highways in the vicinity;

Traffic associated with the proposed use will be limited to construction and contractor vehicles. Use of this site close to construction activity will limit the amount of construction traffic on Lake Street. Traffic impacts will be temporary and associated exclusively with the construction of the Waterfront North and Moran redevelopment projects. **(Affirmative finding as conditioned)**

(4) Bylaws then in effect;

As conditioned, the activity complies with all applicable zoning bylaws. **(Affirmative finding)**

(5) Utilization of renewable energy resources;

(Not applicable)

(6) Cumulative impacts of the proposed use;

The proposed use is temporary in nature and will generate no substantial cumulative impacts. **(Affirmative finding)**

(7) Functional family;

(Not applicable)

(8) Vehicular access points;

The two sites are accessed by existing driveways from Lake Street extension. These driveways are sufficient for the temporary use. **(Affirmative finding)**

(9) Signs;

Some directional signage may be installed; however, doing so has not yet been confirmed. Any new signage will be subject to a separate sign permit. **(Affirmative finding as conditioned)**

(10) Mitigation measures;

The proposed use will result in three primary impacts: construction vehicle traffic, dust, and noise. The applicant must submit a plan for separating construction traffic and activity from the skating rink and the bike path. Dust control measures must be implemented during construction activity. Dirt must be kept off of the bike path as well. Noise impacts will be subject to the city's noise ordinance. No activity is proposed beyond the daylight hours. **(Affirmative finding as conditioned)**

(11) Time limits for construction;

The proposed use is temporary and cannot exceed 2 years without an additional zoning permit. **(Affirmative finding as conditioned)**

(12) Hours of operation and construction;

Hours of operation will be tied directly to the hours of construction of the Waterfront North and Moran redevelopment projects. Approval of those projects tied hours of construction to the city's noise ordinance. **(Affirmative finding as conditioned)**

(13) Future enlargement or alterations;

Any future enlargement or alterations will require additional permit review in accordance with the regulations in effect at that time. **(Affirmative finding)**

(14) Performance standards;

See Sec. 5.5.3 for erosion control measures to be implemented around the soil stockpiles.

(15) Conditions and safeguards;

As conditioned, the proposed use complies with the applicable requirements of the Comprehensive Development Ordinance. **(Affirmative finding)**

Article 4: Maps & Districts

Sec. 4.4.7, Urban Reserve District:

(a) Purpose

The proposed use is temporary in nature and, as such, avoids making any permanent changes within the Urban Reserve. It is identified as one of several uses that may be allowed in the urban reserve. **(Affirmative finding)**

(b) Dimensional Standards & Density

The proposed use does not include any residential density, FAR, or additional lot coverage. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The temporary staging of off-site construction projects on adjacent properties with no other suitable access is allowed as a conditional use. The temporary skate rink as proposed can be viewed as part of the construction staging area given the need to relocate the existing skate park temporarily to allow improvements to the bike path and satisfaction of funding grant conditions. No new impervious surface will be created. **(Affirmative finding)**

(d) District Specific Regulations

1. Any and all improvements in this district shall be consistent with any and all development and use restrictions and easements as may otherwise be applicable to the property.

The Urban Reserve has been used for construction staging in the past (i.e. for the breakwater). Using it again for temporary staging appears to be consistent with restrictions and easements affecting the property. Written confirmation from the City Attorney's office is needed.

(Affirmative finding as conditioned)

2. Any authorization granted by the DRB shall include a prescribed duration for the activity after which such authority and all related permits shall expire. The DRB may consider an extension of this time period if such a request has been made prior to expiration. No permit should remain in effect for more than 2 years without reapplication and review pursuant to this section.

This zoning permit approval is valid for 2 years. If the use is to continue beyond that time frame, an additional permit will be needed. **(Affirmative finding as conditioned)**

3. As a condition of any approval by the DRB for projects involving temporary construction staging or seasonal snow storage, the site shall be restored to its prior condition once the temporary activity has been completed for which the DRB may require a bond or other necessary surety in a form satisfactory to the city attorney.

Following completion of the use, the site must be cleaned of any trash, debris, or leftover soils (from the stockpiles). The fence shall be removed. No financial surety is required. **(Affirmative finding as conditioned)**

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

(Not applicable)

Sec. 5.2.4, Buildable Area Calculation

(Not applicable)

Sec. 5.2.5, Setbacks

(Not applicable)

Sec. 5.2.6, Building Height Limits

(Not applicable)

Sec. 5.2.7, Density and Intensity of Development Calculations

(Not applicable)

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to constitute a nuisance under this criterion. The city's noise ordinance will govern noise impacts. **(Affirmative finding as conditioned)**

Sec. 5.5.2, Outdoor Lighting

(Not applicable)

Sec. 5.5.3, Stormwater and Erosion Control

No new impervious area is included. The soil stockpiles are located relatively far from the lakeshore; however, preventative erosion control measures will be needed in order to ensure that sediment does not reach the lake. Such erosion control measures shall be provided and will be subject to review and approval by the Stormwater Administrator. The potentially contaminated soils to be stored are part of a site that is currently being managed pursuant to a corrective action plan approved by the Vermont Department of Environmental Conservation. The applicant shall comply with the requirements of the corrective action plan, as it may be revised with the approval of the DEC. **(Affirmative finding as conditioned)**

II. MINUTES

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

III. MOTION

Motion: Austin Hart

I move that the Board grant Conditional Use and Certificate of Appropriateness approval for temporary construction staging during Waterfront North and Moran construction, located at 0 Lake Street in the UR zone in accordance with Articles 3, 4, and 5. Approval is subject to the following conditions:

1. **Prior to release of the zoning permit**, written verification from the City Attorney that there are no legal restrictions precluding the proposed use shall be provided, subject to staff review and approval.
2. **Prior to release of the zoning permit**, a revised site plan clearly depicting contractor vehicle parking areas shall be submitted, subject to staff review and approval.
3. **Prior to release of the zoning permit**, a specific plan showing how construction vehicles and construction activities will be separated from the temporary skating rink and from the bike path shall be submitted, subject to staff review and approval.
4. **Prior to release of the zoning permit**, an erosion control plan shall be submitted, subject to review and approval by the Stormwater Administrator.
5. Following completion of the use, all fencing, debris, trash and leftover soils shall be removed from the site, and the site shall be returned to its original condition.
6. Measures to control dust and to keep dirt from construction vehicles off of the bike path shall be implemented during construction. **Such measures shall be subject to review and approval by the Department of Public Works.**
7. Continuous public access to the bike path and informal trails within the Urban Reserve shall be provided for the duration of construction activity.
8. All outdoor signage is subject to a separate zoning permit.
9. Noise associated with this use shall be subject to the city's Noise Ordinance.
10. The applicant shall comply with the corrective action plan for the site as approved by the Vermont Department of Environmental Conservation.
11. **This permit approval is valid for 2 years only.** Continued use of the site for construction staging and soil stockpiling beyond 2 years will require a new zoning permit per Sec. 4.4.7 (d), *District Specific Regulations*, of the Comprehensive Development Ordinance.
12. Standard conditions 1-18.

Seconded: Jonathan Stevens

Vote: 4-0-0, motion carried

Dated at Burlington, Vermont, this 2nd day of March, 2011.

Respectfully Submitted,



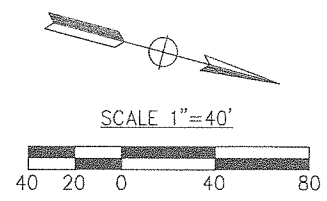
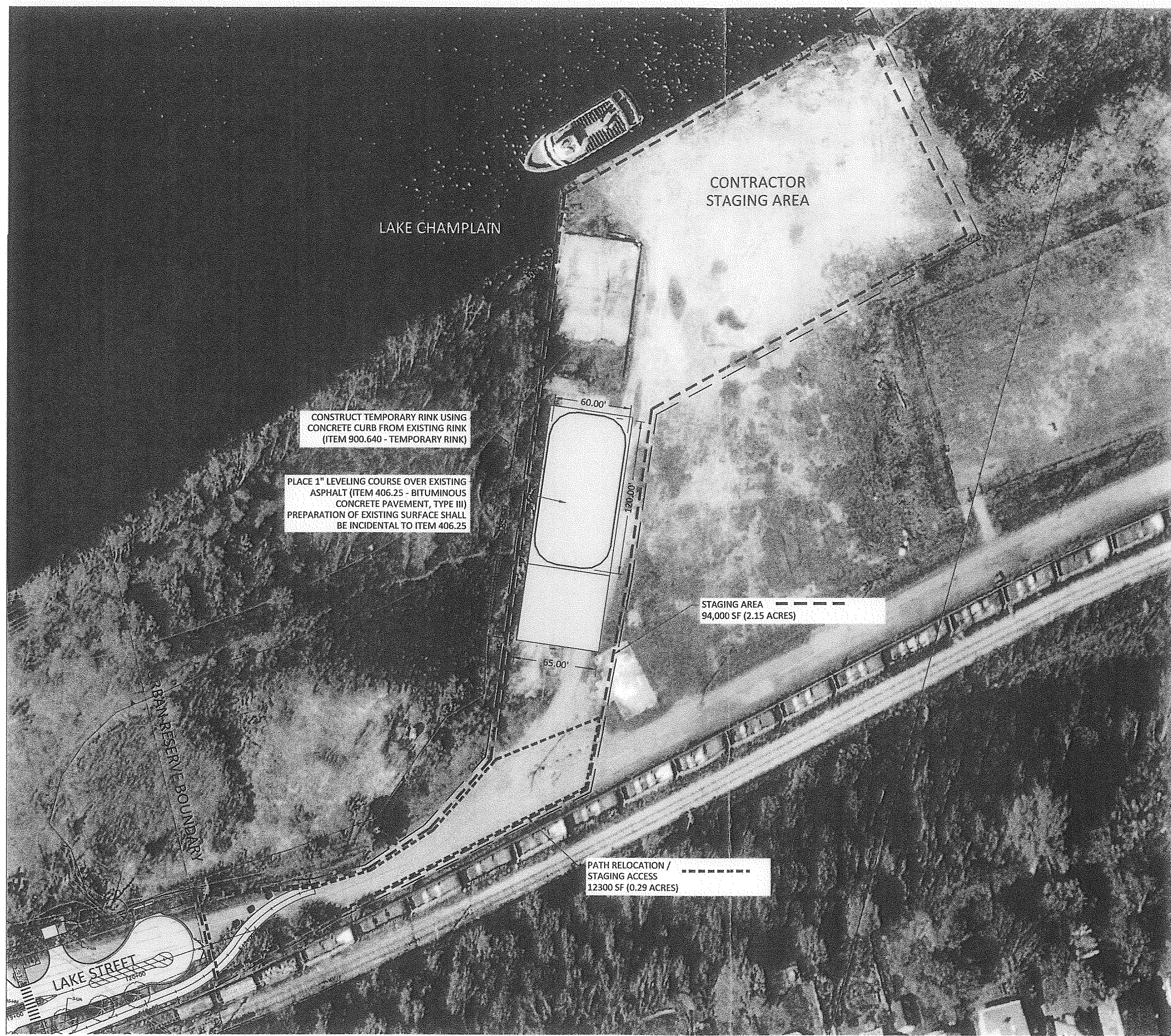
Austin Hart, Development Review Board Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. (Zoning Ordinance Article 17, Section 17.1.7, Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. The appeal shall be taken in such a manner as the supreme court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3). The Court rules may require that such an appeal be commenced within Thirty (30) days of the Board's decision.

Recvd 3/3/11 b7



MATCHLINE - SEE SHEET C10.2 / C10.4



LEGEND	
SIGN	
DETECTABLE WARNING SURFACE	
NEW ASPHALT SURFACE	
NEW CONCRETE	
BENCH	
BIKE RACK	
SWING GATE	
CATCH BASIN	
NEW STREET LIGHTING	
PARKING PAYMENT UNIT	
FENCE	
CONSTRUCTION LIMITS	
RIGHT-OF-WAY	
SECTION 6F IMPROVEMENTS	
STAGING BOUNDARY	

WATERFRONT ACCESS
LAKE STREET EXTENSION
STP5000 (17) C-5
BURLINGTON, VERMONT

CITY OF BURLINGTON
Community & Economic Development
Burlington City Hall
149 Church Street
Burlington, VT 05401
Ph: (802) 865-7144

Department of Public Works
PO Box 649
Burlington, VT 05402
Ph: (802) 863-9094

VT AGENCY OF TRANSPORTATION
Local Transportation Facilities
National Life Building, Drawer 33
Montpelier, VT 05633

FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 568
Montpelier, VT 05601-0568

DESIGN TEAM

RESOURCE SYSTEMS GROUP - PROJECT
55 Railroad Row
White River Junction, VT 05797
Ph: (802) 295-4999

ENGINEERING VENTURES - SITE/CIVIL
208 Flynn Avenue, Suite 2A
Burlington, VT 05401
Ph: (802) 863-6225

SE GROUP - LANDSCAPE ARCHITECTURE
131 Church Street
Burlington, VT 05401
Ph: (802) 862-0098

REVISIONS	
DATE	DESCRIPTION

LAYOUT SHEET 6

SCALE: 1" = 40'

DESIGNED BY: CDM

DRAWN BY: CDM

CHECKED BY: JDS

DATE: 1/20/14

PROJ. NO.: STP5000 (17) C5

RICHARDSON MULTIFAMILY HOUSING

PERMIT SUBMITTAL PACKAGE

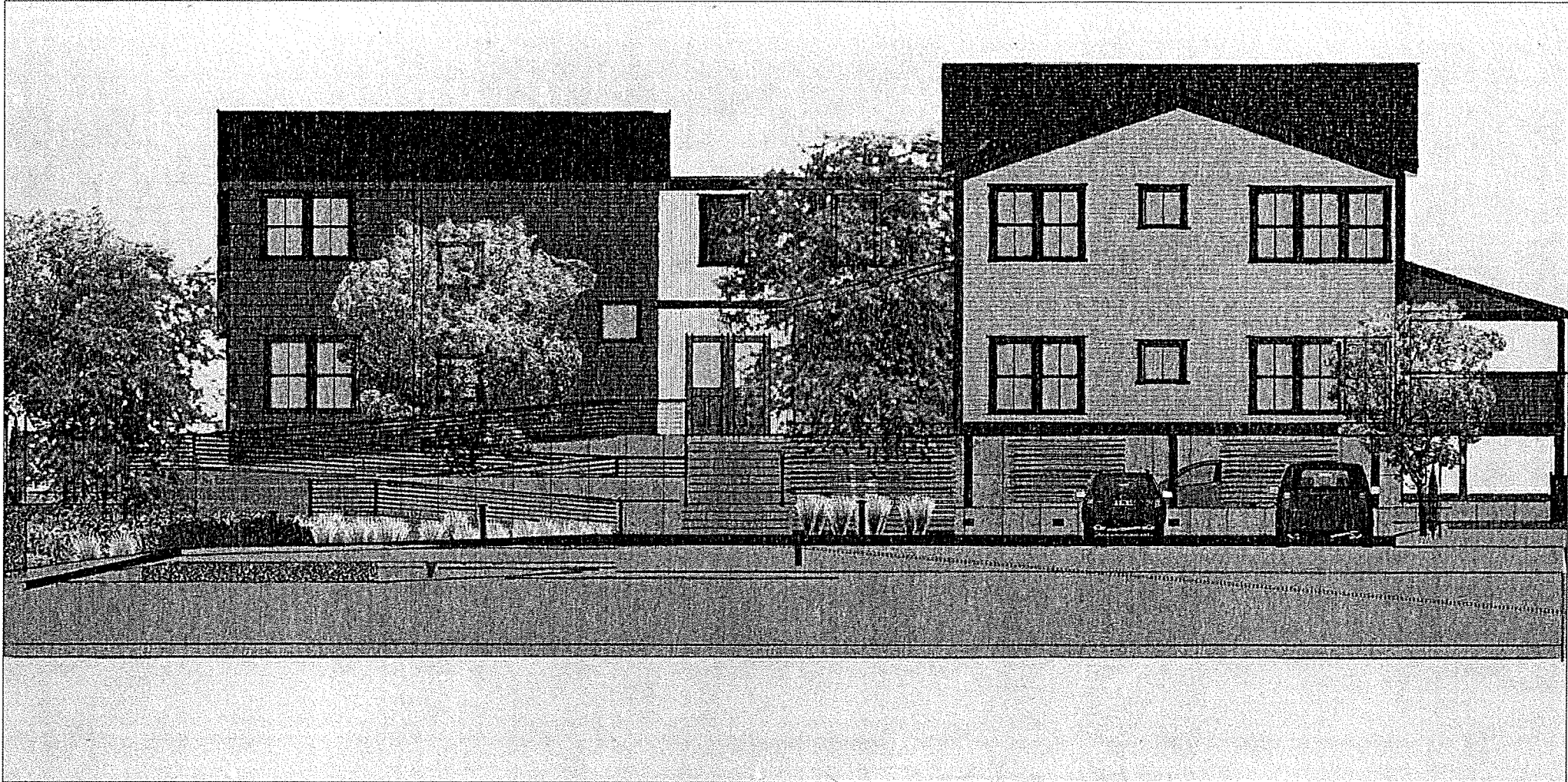
435-431 Shelburne Road

OWNER:
Mitchel Richardson
PO Box 276
South Hero, VT
05486

DEPARTMENT OF
PLANNING & ZONING

AUG 03 2016

RECEIVED



WEST ELEVATION

DRAWING LIST

ARCHITECTURAL

- A1.0 Location Map / Existing Photographs
- A2.0 Elevations
- A2.2 Perspective Views
- A2.3 Elevation Material Selections

CIVIL

- C0.0 Cover Sheet
- C1.0 Existing Conditions and Demolition Plan
- C1.1 Site Plan
- C1.2 Erosion Prevention and Sediment Control Plan
- C3.0 Water Details
- C3.1 Sewer Details
- C3.2 Drainage Details
- C3.3 Site Details
- C3.4 Erosion Prevention and Sediment Control Details

LANDSCAPE

- L100 Site Materials Plan
- L100 Site Materials Plan (Rendered)
- L400 Planting Plan
- L401 Planting Details
- L600 Site Lighting Plan
- L601 Site Lighting Cutsheets

Architects:
STRUKTUR, PLLC
47 MAPLE STREET, SUITE 304
BURLINGTON, VT 05401

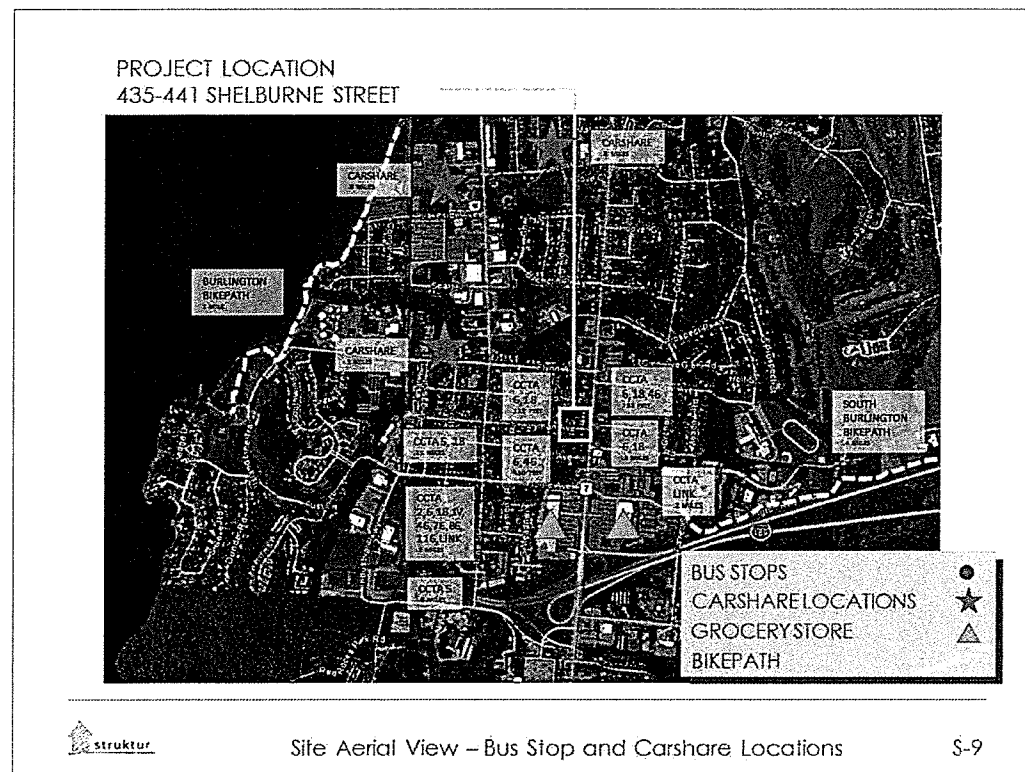
Civil / Structural Engineers:
ENGINEERING VENTURES
208 FLYNN AVE, STE 2A
BURLINGTON, VT 05401

Landscape Architects:
SE Group
131 CHURCH STREET, STE 204
BURLINGTON, VT 05401

PERMIT SUBMITTAL 8.3 2016
NOT FOR CONSTRUCTION



1 LOCATION MAP



2 TRANSPORTATION/AMENITIES MAP



SOUTHEAST ELEVATION



SOUTH ELEVATION



SOUTHWEST ELEVATION



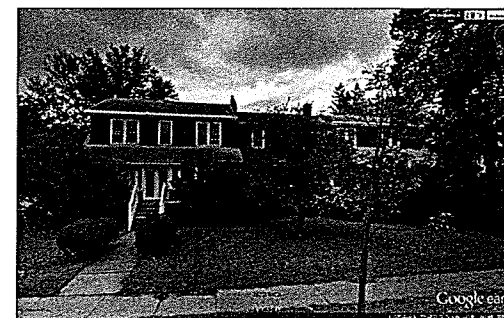
WEST ELEVATION



WEST ELEVATION



SOUTHWEST ELEVATION



EAST ELEVATION



NORTHEAST ELEVATION



NORTHWEST ELEVATION

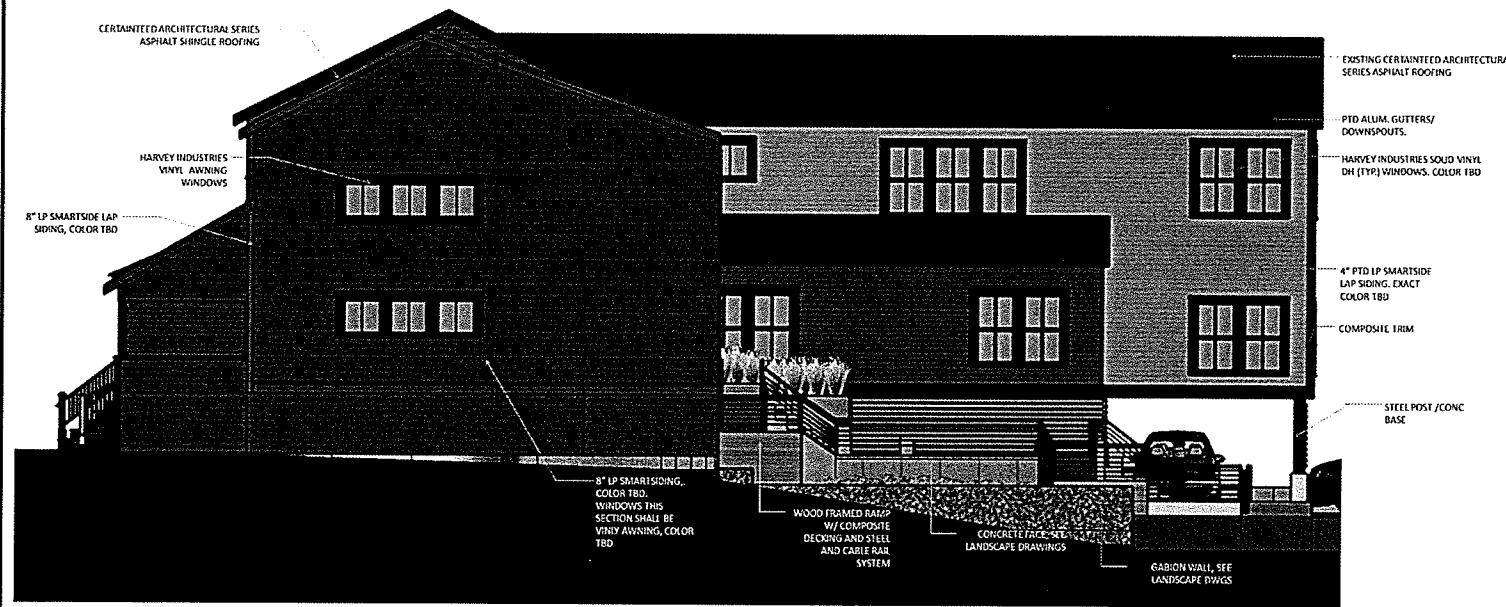


NORTHEAST ELEVATION

3 EXISTING PHOTOGRAPHS

RECEIVED
AUG 03 2016
DEPARTMENT OF...

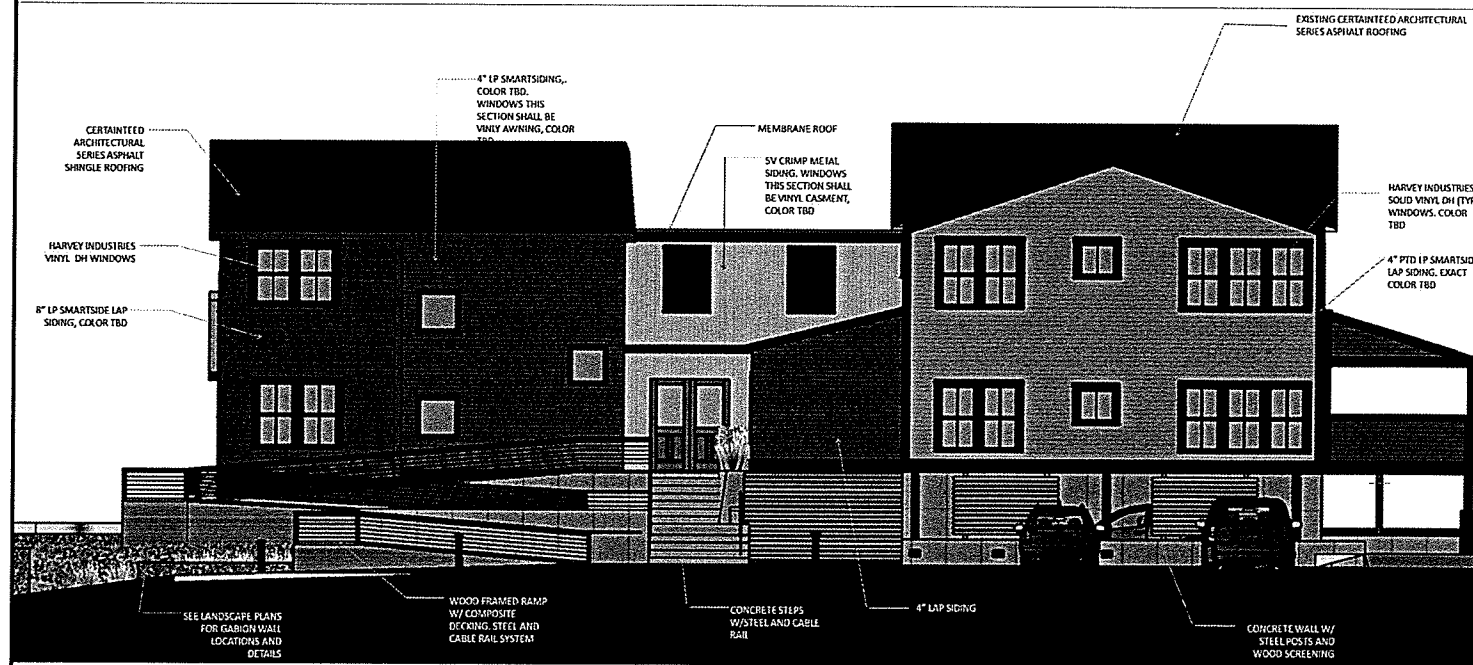
RECEIVED
AUG 03 2016



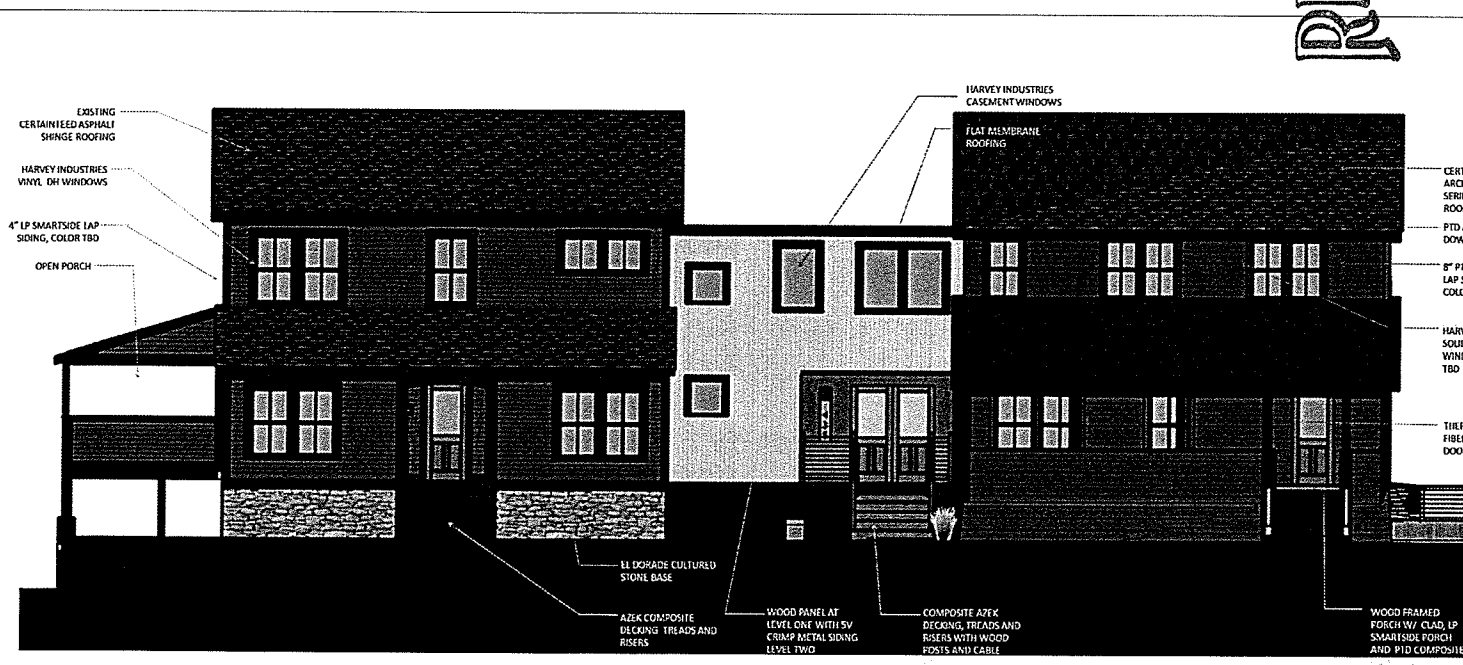
1 NORTH ELEVATION



2 SOUTH ELEVATION



3 WEST ELEVATION



4 EAST ELEVATION



1 SHELBURNE ROAD PERSPECTIVE



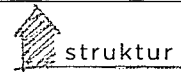
2 WEST ELEVATION



3 WEST ELEVATION

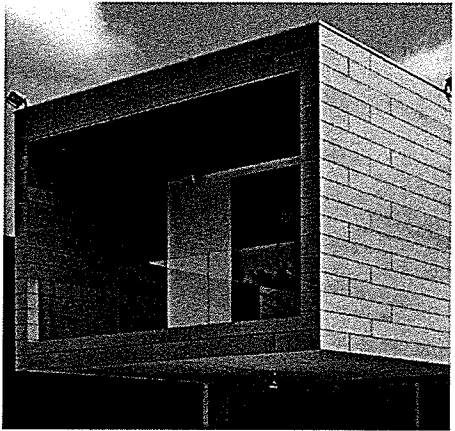
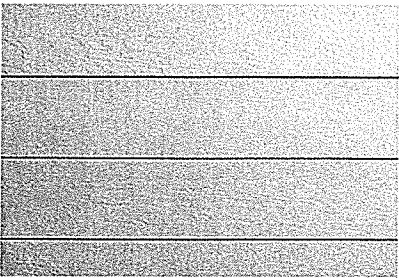


4 EAST ELEVATION

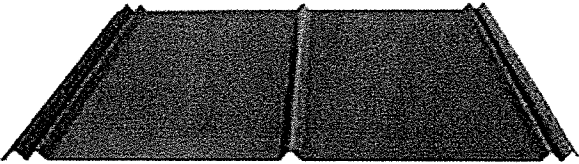
 Exterior Finish Selections - Richardson Multifamily Housing - Shelburne Road				
Exterior Finishes				
Siding				
Clapboard A	Smooth 5" exp. Lap siding	LP Smartside	clapboard	Dark Grey-TBD
Clapboard B	Smooth 8" exp Lap siding	LP Smartsiding	clapboard	Dark Blue-TBD
Corrugated Metal	5 v crimp vertical metal siding	Fabral	clapboard	Light Grey
Cultured Stone	Bluff stone	El Dorado		Woodlands
Wood Panel	panelized wood cladding	Prodex	4x8	Pale
ALTERNATE CLAPBOARD	smooth lap siding	Lifespan Select		
ALTERNATE METAL	2 1/2" corrugated vertical metal siding	Fabral	5	galvalume
Trim				
Cornerboards, Windows, Doors	5/4 smooth Composite Trim	LP Smartsiding		
Decorative Trim, Crown Moulding	3 1/2" + 5 1/2"	Azek		
ALTERNATE TRIM		LP Smartsiding		
Columns/Railings				
Column A	Steel Tube			black
Column B	Built up composite	Azek		ptd
Railings-A	Built up Composite	Azek		ptd
Railings-B	Wood post/cable rail			
Windows and Doors				
Windows	solid vinyl DH/Casements	Harvey Industries		
Entry Doors	Insulated Fiberglass	ThermTru		
Decking				
Deck A	1x5 Composite Decking	Azek		
Deck B	1x5 Composite Decking	Azek		
Ramp-A	P.T frame and deck			
Ramp-B	Stamped Concrete			
Roofing				
pitched	Asphalt Shingles-architect series	Certaiteed		
Flat	Membrane roofing			



LP Smartside Lap Siding/Trim— Engineered wood lap siding. Smooth finish. 4" and 8" exposure. Finial colors TBD



Prodex Wood Panel Cladding



Fabral Metal Siding— 5v crimp vertical metal siding



El Dorado - Bluffstone

SIDING / TRIM

1 EXTERIOR FINISH SCHEDULE



AZEK Deck's Vintage Collection is the next generation of capped cellular PVC decking. With its industry leading technology, the Vintage Collection sets a new standard in aesthetics giving you a more realistic wood appearance than competing alternative decking products. With its rustic texture, rich colors and superior durability, the Vintage Collection is sure to bring anyone's dream outdoor living space to life.

Reflexing and redefining what decking means, AZEK Deck Boards have been engineered to withstand the everyday things that happen on a deck. Even spilled wine, fruit punch, and hamburger grease are no match for AZEK Deck's stain resistance. And, since AZEK Decks are scratch resistant, you won't have to worry about marks from patio furniture or pets.

With AZEK Deck, you can rest assured your deck will continue to look great for years to come.

Colors: Mahogany, Cypress, Dark Hickory

Breakthrough aesthetics with a realistic wood appearance

Rustic texture found traditionally in reclaimed wood and indoor flooring

Rich colors with dramatic streaking that truly emulate tropical hardwoods

Exclusive embossing pattern with fine texture lines

Slight board-to-board color variation simulating hardwoods

Enhanced colorfastness

Superior durability

Class "A" Rated Flame Spread Index

Stain, scratch and split resistant

Mold and mildew resistant

Impervious to moisture and insects

Spans a maximum of 16" on-center

Grooved profiles, used for hidden fastening, available in 12", 16" and 20" lengths

Square shouldered profiles available in 16" and 20" lengths

Alloy Armour Technology which provides a 30-year Fade and Stain and Lifetime Limited Warranties

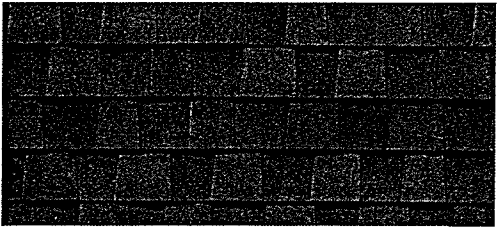
Building Code listings ESR-1667 and CCRR-0101

Square Shouldered & Grooved

Actual dimensions: 1" x 5.5"

• See more at: <http://www.azek.com/products/deck/vintage-collection#sthash=LRJ4GUBS.dpuf>

DECKING



Certaiteed - Asphalt Shingles-architect series

ROOFING

**HARVEY**
BUILDING PRODUCTS

FOR PROFESSIONALS »
Energy Rebates | Showroom Locations | Customer Service | Contact Us

FIND A CONTRACTOR »

OUR PRODUCTS

PHOTO GALLERY

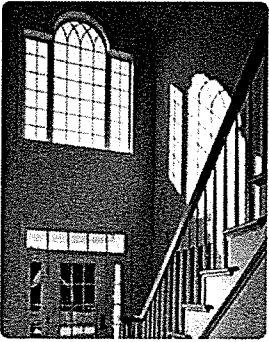
LEARN THE BASICS

ABOUT HARVEY

Vinyl Windows

« home

explore windows »



Harvey Vinyl Windows

Our vinyl replacement windows and new construction windows are known for their beauty, energy efficiency, reliability, unsurpassed performance and numerous design options.

Engineered to last, Harvey vinyl windows feature multi-chamber construction, top-of-the-line block and tackle balances which never need adjustment, and the convenience of tilt-in sashes.

DOUBLE HUNG »

CASEMENT »

PICTURE »

ROLLING »

AWNING »

HOPPER »

DESIGNER SHAPES »

BAY & BOW »

GARDEN »

SINGLE HUNG »

© 2016 Harvey Building Products Waltham, MA USA All Rights Reserved

Customer Service | Careers | Privacy Policy



WINDOWS

**HARVEY**
BUILDING PRODUCTS

FOR PROFESSIONALS »
Energy Rebates | Showroom Locations | Customer Service | Contact Us

FIND A CONTRACTOR »

OUR PRODUCTS

PHOTO GALLERY

LEARN THE BASICS

ABOUT HARVEY

Our Products / Vinyl Windows / Double Hung

« home

Double Hung Windows

Harvey has built a solid reputation as a leading manufacturer and distributor of quality building products. A privately owned and operated business with over 50 years of experience, Harvey Building Products is known for outstanding craftsmanship and superior service as well as standing behind every product we make. In addition to manufacturing durable, attractive windows, doors and porch enclosures, Harvey distributes a full line of highly respected building products to professional contractors and builders throughout the Northeast.

We understand what it takes to be part of your home.™

**Tribute Double Hung Window**
Tribute offers a sleek design and enhanced features like dual-action low profile sash locks, an easy-cleaning glass system and an optional High Performance Package for superior energy efficiency.

**Classic Double Hung Window**
Harvey Classic vinyl double hung windows offer the widest variety of style, performance, color and options. They are custom built to match your home's appearance.

**Slimline Double Hung Window**
Sleek sash profile improves sight lines and opens up the outdoors while maintaining high thermal efficiency. Each window is custom built to your home's exact measurements for unsurpassed fit and finish.

**Vigilance (Impact-Resistant) Double Hung Window**
Harvey Vigilance windows are high-performance, impact-resistant windows that provide exceptional storm protection to meet the most stringent building codes.

**Acoustic Double Hung Window**
The Harvey acoustic replacement and new construction is an excellent solution for reducing noise. It also has enhanced insulating capabilities.

RECEIVED
AUG 03 2016
DEPARTMENT OF
PLANNING

STRUKTUR, PLLC
47 MAPLE STREET, SUITE 204
WALTHAM, MA 02451
TEL: 781.881.1111
WWW.STRUKTUR.COM

RICHARDSON MULTIFAMILY HOUSING 425-431 Shelburne Road

DATE: 8.3.16

Richardson Properties, LLC
435/441 Shelburne Street,
Burlington, Vermont
Zoning Permit Application

RECEIVED
AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING

SURVEY NOTES

1. THIS PLAN IS BASED ON A FIELD SURVEY PERFORMED BY BUTTON PROFESSIONAL LAND SURVEYORS, PC, DATED MARCH, 2015.
2. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES. EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT, OWNER, AND ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE A MINIMUM OF 48 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO ANY CONSTRUCTION.

SITE SOILS

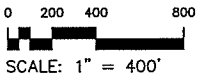
SYMBOL	DESCRIPTION	HYDROLOGIC SOIL GROUP
B/A	BELGRADE AND ELDRIDGE	B/C
-	UNMAPED	B (ESTIMATED)

CIVIL DRAWING LIST

SHEET	TITLE
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS AND DEMOLITION PLAN
C1.1	SITE PLAN
C1.2	EROSION PREVENTION AND SEDIMENT CONTROL PLAN
C3.0	WATER DETAILS
C3.1	SEWER DETAILS
C3.2	DRAINAGE DETAILS
C3.3	SITE DETAILS
C3.4	EROSION PREVENTION AND SEDIMENT CONTROL DETAILS



OVERALL SITE LOCATION



LEGEND

C/S	CLEAN OUT	-----	WATERCOURSE
⊙	MANHOLE	-----	TREELINE
⊕	CATCH BASIN	-----	FENCE
⊗	STORM MANHOLE	-----	CONTOUR
⊗	TAPPING SLEEVE AND VALVE	-----	SWALE
⊗	CULVERT	-----	STONE WALL
⊗	CONCRETE HEADWALL	-----	EXISTING PROPERTY LINE
⊗	FLARED END SECTION	-----	PROPOSED PROPERTY LINE
⊗	GATE VALVE	-----	EDGE OF PAVEMENT
⊗	HYDRANT	-----	SANITARY SEWER LINE
⊗	WATER SHUT OFF	-----	STORM LINE
⊗	WELL	-----	WATER LINE
⊗	LIGHT POLE	-----	UNDERGROUND ELECTRIC
⊗	UTILITY POWER POLE	-----	OVERHEAD ELECTRIC
⊗	SOIL BORING	-----	UNDERGROUND TELEPHONE
⊗	TEST PIT	-----	GAS LINE
⊗	SIGN	-----	UNDER DRAIN
⊗	SPOT ELEVATION	-----	RIGHT-OF-WAY LINE
⊗	TREE	-----	SETBACK
⊗	SURVEY POINT	-----	

ZONING TABLE

ZONING DISTRICT: RM-MEDIUM DENSITY RESIDENTIAL
PROPOSED USE: DUPLEX AND ABOVE

	REQUIRED/ALLOWED	EXISTING	PROPOSED
LOT SIZE	N/A	19,275 sf(0.44 AC.)	19,275 sf(0.44 AC.)
LOT FRONTAGE	30' MIN	107'	Unch.
LOT COVERAGE			
STANDARD INCLUSIONARY ACCESSORY	48% 10%	48.3% (9,315 SF) (COMBINED)	47.9% (9,239 SF) 8.75% (1,687 SF)
PARKING (note 1)	20	12	10
BUILDING HEIGHT	35	29'-2"	29'-2"
FRONT YARD SETBACK (SHELburne ROAD)	23'	25'	Unch.
FRONT YARD SETBACK (LYMAN AVENUE)	11'	9'	9'
SIDE YARD SETBACK	5'	5'	5'

Notes:
1. 50% Parking Waiver required. Refer to Parking Management Plan included in submittal.

SUBJECT PROPERTY:

Parcel ID(S):
057-04-036-000
057-04-888-000

435/441 Shelburne Street,
Burlington , VT 05401

OWNER\APPLICANTS:

Mitchel Richardson
Richardson Properties, LLC
P.O. Box 276
South Hero, VT
05486

CONSULTANTS:

CIVIL ENGINEER

Paul Bolsvert, PE/Principal
Engineering Ventures, PC
208 Flynn Ave
Burlington, VT 05401

TOPOGRAPHIC SURVEY
Button Professional Land Surveyors, PC
20 Kimball Avenue, Ste #203
South Burlington, VT 05403

Sheet Title:
Cover Sheet

Project Title:
435/441 Shelburne Street Multi-Family
Burlington, Vermont

Designed By: PB
Checked By: -
Drawn By: WC
Scale:
Date: August, 2016

C0.0

DEMOLITION NOTES

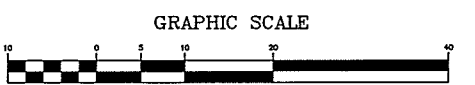
1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST RECENT EDITION OF VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION UNLESS OTHERWISE NOTED.
2. NO DEMOLITION SHALL COMMENCE UNTIL A PRECONSTRUCTION MEETING IS HELD WITH THE OWNER AND ALL EROSION PREVENTION AND SEDIMENT CONTROL DEVICES ARE INSTALLED.
3. ALL DEMOLITION ITEMS, UNLESS NOTED BY THE OWNER TO BE STORED OR REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROMPTLY REMOVED FROM THE SITE. EXCESS OR UNSUITABLE SOIL SHALL BE REMOVED FROM THE SITE.
4. ALL ADJACENT FACILITIES AND STRUCTURES NOT INDICATED AS INCLUDED IN THE SCOPE OF WORK SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING OR REPLACING ALL ADJACENT FACILITIES OR STRUCTURES DAMAGED DURING CONSTRUCTION TO PRE-CONSTRUCTION CONDITION OR BETTER.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK AREA FOR THE DURATION OF THE PROJECT.
6. CONTRACTOR SHALL CONTACT DNGSAFE IN ACCORDANCE WITH STATE LAW.
7. PRIOR TO DEMOLITION, HAND EXCAVATE ANY UNDERGROUND UTILITIES. NOTIFY THE OWNER IF ANY OTHER UTILITIES NOT NOTED ON THE DRAWINGS ARE FOUND.
8. CARE SHALL BE TAKEN NOT TO DAMAGE OR DISTURB ANY TREES AND SITE LIGHTING NOT INDICATED FOR REMOVAL DURING CONSTRUCTION.
9. PROPOSED FEATURES ARE SHOWN ON THIS DRAWING FOR REFERENCE ONLY.
10. ALL EXISTING UTILITIES, FENCING AND SITE FEATURES SHOWN WITH CROSS HATCHING (/ /) ARE TO BE REMOVED (PAVING, GRAVEL, WALLS, WALKS, MFL, CB, PIPE, ETC).
11. THE CONTRACTOR MAY NOT HAVE ACCESS TO PERFORM WORK ON THE ENTIRE SITE AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER PRIOR TO BEGINNING WORK IN ANY AREA.
12. THE CONTRACTOR SHALL PROVIDE TEMPORARY FENCING AND VEHICLE BARRIERS TO PREVENT ACCESS TO THE WORK AREA BY UNAUTHORIZED PERSONS.
13. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SHARED DRIVEWAY UNLESS OTHERWISE ARRANGED WITH AFFECTED NEIGHBORS.
14. NO VEHICLE PARKING IS ALLOWED ON THE GREENBELT WITHOUT ADVANCE APPROVAL FROM THE CITY.

DEMOLITION SCHEDULE

- D1 REMOVE AND DISPOSE OF EXISTING SHED.
- D2 REMOVE EXISTING WOODEN RAMP, DECKING AND STAIRS.
- D3 REMOVE AND DISPOSE OF EXISTING CHAINLINK FENCE.
- D4 REMOVE AND DISPOSE OF EXISTING CONCRETE AND CURB.
- D5 REMOVE EXISTING GRAVEL (PATHWAY, DRIVE)
- D6 REMOVE EXISTING UTILITY LINE.
- D7 SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT.
- D8 REMOVE EXISTING SIDEWALK TO NEAREST PANEL JOINT.
- D9 REMOVE EXISTING OVERHEAD ELECTRIC LINES. COORDINATE WITH BED.
- D10 REMOVE EXISTING GAS LINE. COORDINATE WITH VERMONT GAS.
- D11 COORDINATE REMOVAL OF EXISTING PLANTINGS WITH OWNER AND LANDSCAPE ARCHITECT.
- D12 REMOVE EXISTING TREE AND STUMP.
- D13 REMOVE PORTION OF EXISTING PORCH STRUCTURE PER ARCHITECTURAL PLANS.

RECEIVED
AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING



Stamp	
Chd.	
Rev. No.	
1	

Rev. No.	Description	Date
1	DRE Submitted	08/03/16

ENGINEERING VENTURES PC
208 Flynn Avenue, Suite 2A Burlington, VT 05401
Tel: 802.863.6235 • Fax: 802.863.6206
15 Madeline Street, Suite 150A, Lebanon, NH 03766
Tel: 603.442.0333 • Fax: 603.442.0301
www.engineeringventures.com

Client:
Richardson Properties, LLC
P.O. Box 276
South Hero, VT 05486

Sheet Title:
Existing Conditions and Demolition Plan
Project Title:
435/441 Shelburne Street Multi-Family
Burlington, Vermont

Designed By:	PB
Checked By:	-
Drawn By:	WC
Scale:	-
Date:	August, 2016

C10

GENERAL NOTES

1. LOCATE AND PROTECT IN PLACE ALL EXISTING UNDERGROUND AND OVERHEAD POWER, TELEPHONE, AND DATA LINES NOT NOTED FOR DEMOLITION.
2. COORDINATE ALL WORK NEAR OR ON UTILITIES OWNED BY OTHERS WITH THE UTILITY PROVIDER.
3. PROTECT ALL DISTURBED AREAS FROM EROSION IN ACCORDANCE WITH THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN.
4. STABILIZE ALL UPSTREAM AREAS BEFORE BUILDING RAIN GARDEN.

SITE AND UTILITY NOTES

- P1 NEW ASPHALT PAVEMENT WITH 6" ASPHALT CURB. SEE DETAIL SHEET C3.0.
- P2 NEW ASPHALT COURSE OVER EXISTING BASE WITH 6" ASPHALT CURB. SEE DETAIL C3.0.
- P3 NEW CONCRETE SIDEWALK. SEE DETAIL SHEET C3.0.
- P4 NEW CONCRETE DRIVE AND PARKING SLAB. SEE DETAIL SHEET C3.0.
- P5 NEW CONCRETE CURB. SEE SHEET C3.0.
- P6 NEW RAIN GARDEN. SEE DETAIL SHEET C3.2.
- P7 NEW ACCESSIBLE RAMP. SEE LANDSCAPE ARCHITECT PLANS.
- P8 NEW PERVIOUS PAVERS. REFER TO DETAIL C3.0.
- P9 NEW 4" DI WATERLINE AND GATE VALVE. SEE DETAIL SHEET C3.0.
- P10 PVC STORM DRAIN LINE. SEE DETAIL SHEET C3.2.
- P11 NEW STORMTECH INFILTRATION CHAMBERS (2 AT EACH LOCATION). SEE DETAIL SHEET C3.2.
- P12 NEW TRENCH DRAIN.
- P13 NEW 4" PVC SEWER LINE AND CLEANOUT. SEE DETAIL SHEET C3.1.

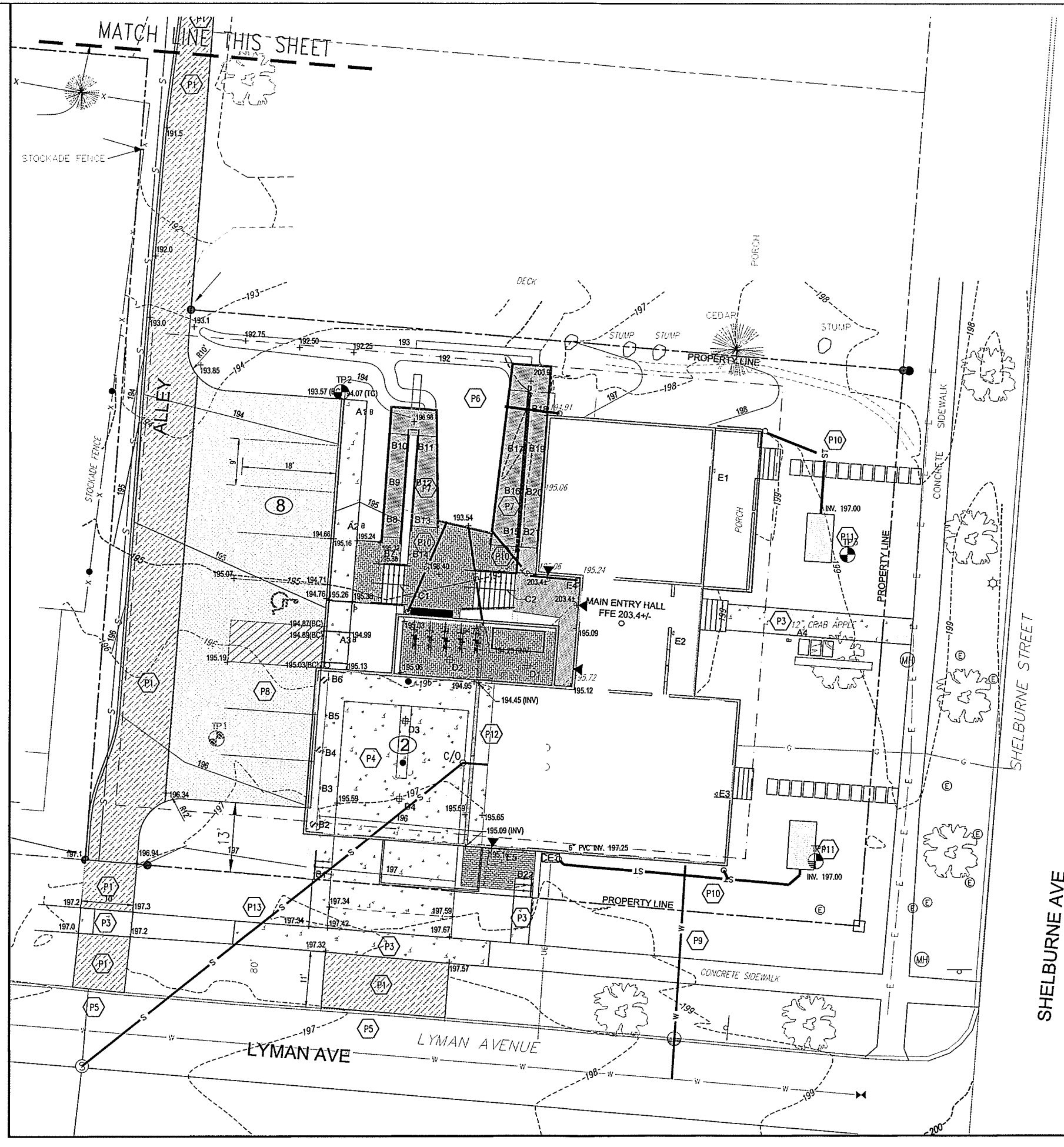
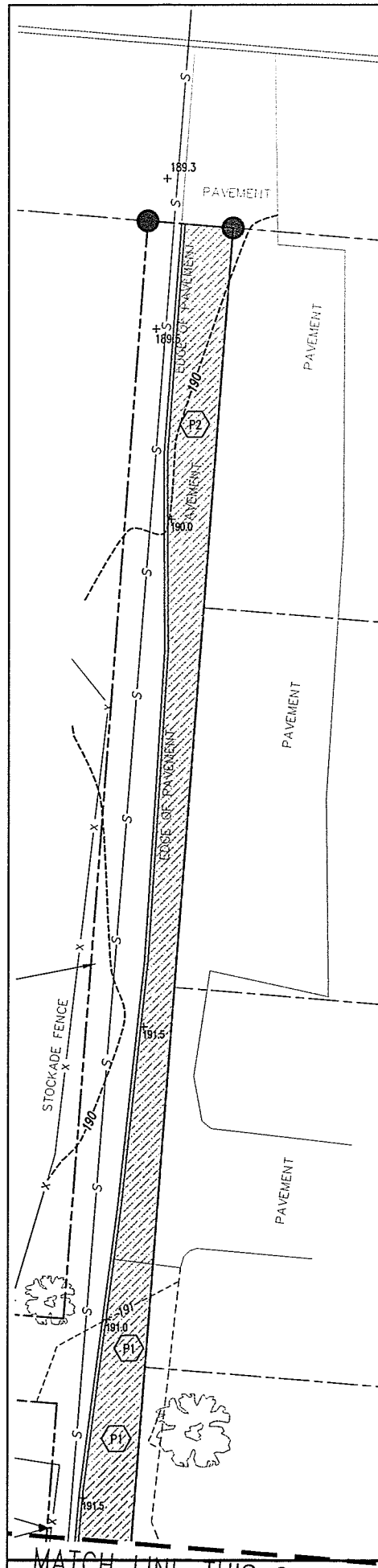
RECEIVED

AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING



GRAPHIC SCALE



Stamp

Rev. No.	Description	09/03/16
1	DRB Submittal	

**ENGINEERING
VENTURES PC**
208 Flynn Avenue, Suite 2A Burlington, VT 05401
Tel: 802.863.6235 • Fax: 802.863.6306
85 Main Street, Suite 350A, Lebanon, NH 03766
Tel: 603.442.3333 • Fax: 603.442.3321
www.engineeringventures.com

Client:
Richardson Properties, LLC
P.O. Box 276
South Hero, VT
05486

Sheet Title: Site Plan
Project Title: 435/441 Shelburne Street Multi-Family
Burlington, Vermont

Designed By: PB
Checked By: WPC
Drawn By: WPC
Scale: 1" = 10'
Date: August, 2016

- GENERAL EROSION CONTROL NOTES
1. IDENTIFY THE CONTRACTOR AND PERSON RESPONSIBLE FOR DAY TO DAY MONITORING, IMPLEMENTATION, AND OVERSIGHT OF EROSION PREVENTION AND SEDIMENT CONTROL MEASURES IMPLEMENTED ON SITE.
 2. A PRE-CONSTRUCTION MEETING INCLUDING THE ON SITE COORDINATOR (OSC), CONTRACTOR, BURLINGTON PUBLIC WORKS DEPARTMENT, AND ENGINEER IS TO BE SCHEDULED BY THE CONTRACTOR AT LEAST ONE WEEK PRIOR TO THE PLANNED START OF CONSTRUCTION, UNLESS WAIVED BY CITY STAFF. AT LEAST 72 HOURS OF NOTICE TO THE ABOVE PARTIES IS REQUIRED PRIOR TO THE MEETING.
 3. EROSION AND SEDIMENT CONTROL PRACTICES SHALL COMPLY WITH THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL (LATEST UPDATE) AND CHAPTER 26 OF THE BURLINGTON CITY ORDINANCE (WASTEWATER, STORMWATER, AND EROSION CONTROL).
 4. A COPY OF THE EPSC PLAN, WITH ALL AMENDMENTS AND ASSOCIATED REPORTS SHALL BE KEPT ON SITE DURING CONSTRUCTION, INCLUDING ALL AMENDMENTS. NOTE THAT AMENDMENTS ARE TO BE APPROVED IN ADVANCE BY THE BURLINGTON DEPARTMENT OF PUBLIC WORKS.
 5. DISTURBANCE LIMITS ARE TO BE MARKED, AND THE FOLLOWING MANAGEMENT PRACTICES INSTALLED, PRIOR TO BEGINNING EARTH WORK IN ANY GIVEN AREA: SILT FENCE, CONSTRUCTION ENTRANCE, INLET PROTECTION, AND FIBER ROLLS.
 6. ALL DISTURBED AREAS ARE TO BE STABILIZED (TEMPORARY OR FINAL) WITHIN 48 HOURS OF INITIAL DISTURBANCE. AFTER THIS TIME, ANY DISTURBANCE WITHIN THIS WORK AREA MUST BE STABILIZED AT THE END OF EACH WORK DAY, WITH THE FOLLOWING EXCEPTIONS:
 - a. STABILIZATION IS NOT REQUIRED IF WORK IS TO CONTINUE IN THE AREA WITHIN 24 HOURS AND NO PRECIPITATION IS FORECAST DURING THAT PERIOD.
 - b. WORK IS OCCURRING WITHIN A SELF-CONTAINED EXCAVATION, 2 FEET OR MORE IN DEPTH.
 7. THE PERIOD BETWEEN OCTOBER 15TH AND APRIL 15TH IS CONSIDERED THE "WINTER CONSTRUCTION PERIOD". SOIL STABILIZATION IS REQUIRED AT THE END OF EACH WORK DAY DURING THIS PERIOD, WITH EXCEPTIONS DISCUSSED IN ADVANCE WITH THE ENGINEER.
 8. ALL STABILIZATION INVOLVING SEEDING IS TO BE COMPLETED BY SEPTEMBER 15TH.
 9. CONTRACTOR PARKING ON CITY GREENBELT AREAS IS PROHIBITED. ANY DAMAGE TO THESE AREAS IS TO BE REPAIRED IMMEDIATELY.
 10. PREVENT SEDIMENT TRANSPORT OFF SITE. REMOVE ANY SEDIMENT DISCHARGED OR DEPOSITED ONTO CITY ROADS, SIDEWALKS, OR SEWERS OR ONTO ADJACENT PROPERTIES.

EPSC STRUCTURE LEGEND

EROSION PREVENTION AND SEDIMENT CONTROL STRATEGY
THE FOLLOWING TECHNIQUES WILL BE UTILIZED AS PART OF A SEDIMENT AND EROSION CONTROL PROGRAM. THE SEDIMENT AND EROSION CONTROL PROGRAM WILL BE IMPLEMENTED IN STAGES. CERTAIN ITEMS FROM ONE STAGE WILL LIKELY OVERLAP OR TAKE PLACE CONCURRENTLY WITH ITEMS FROM OTHER STAGES. THE CONTRACTOR SHALL REFER TO AND CONFORM WITH THE STATE OF VT LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL. REFER TO DETAILS ON SHEET CS-4.

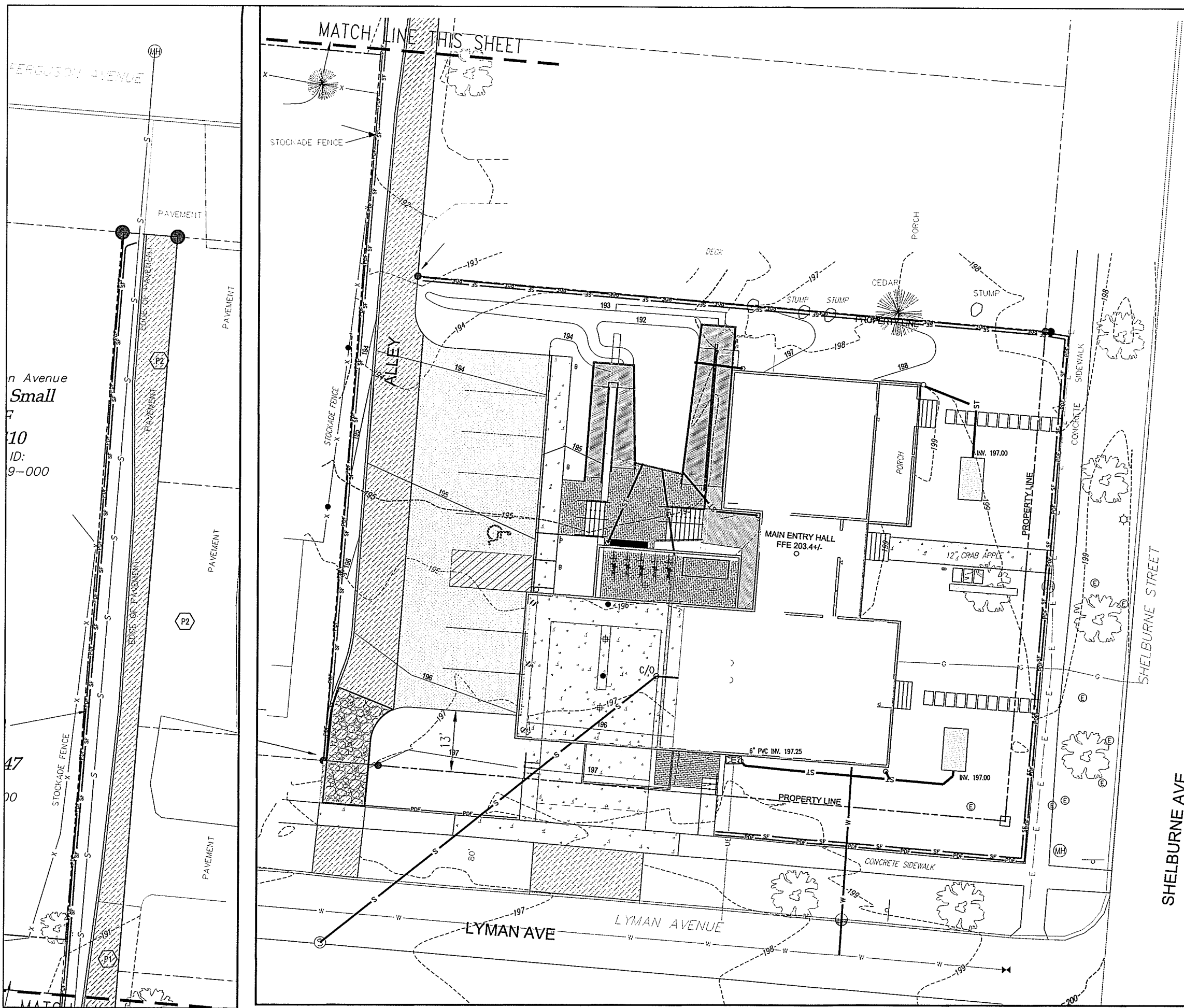
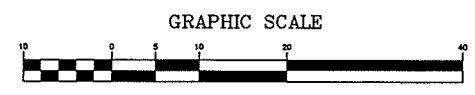
STABILIZED CONSTRUCTION ENTRANCE
THIS STRUCTURAL MEASURE IS A STABILIZED PAD OF AGGREGATE UNDERLAIN WITH FILTER FABRIC LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING AREA. THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY OR STREETS. THIS WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN PERMANENTLY STABILIZED.

SILT FENCING
THIS STRUCTURAL MEASURE IS A TEMPORARY BARRIER OF GEOTEXTILE FABRIC USED TO INTERCEPT SEDIMENT LADEN RUNOFF FROM SMALL DRAINAGE AREAS OF DISTURBED SOIL. IT IS INSTALLED ALONG THE PERIMETER OF IMPACTED AREAS AND ALONG THE BASE OF THE FILL SLOPES. ADDITIONALLY, WHEN DESIGNATED ALONG THE LIMITS OF DISTURBANCE, INSTALL CONSTRUCTION FENCE BEHIND THE SILT FENCE. THESE WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN PERMANENTLY STABILIZED.

PROJECT DEMARCATION FENCING
THE CONTRACTOR SHALL CONTAIN ANY EARTH MOVING ACTIVITIES WITHIN THE DESIGNATED LIMITS SHOWN ON THIS PLAN. THE ENGINEER SHALL REVIEW THE SITE TO MAKE ANY ADJUSTMENTS TO ACCOUNT FOR ENVIRONMENTALLY SENSITIVE AREAS, SPECIMEN TREES AND SPECIAL AREAS OF CONCERN.

THE LIMITS SHALL BE DEMARCATED WHERE INDICATED ON THIS PLAN WITH ORANGE CONSTRUCTION FENCE (OR CHAIN LINK FENCE WHERE SECURITY OR PEDESTRIAN SAFETY IS REQUIRED.) SILT FENCE IS NOT AN ACCEPTABLE MEANS OF DEMARCATION.

RECEIVED
AUG 03 2016
DEPARTMENT OF
PLANNING & ZONING



Stamp

Rev. No.	Description	Date
1	DRB Submittal	08/03/16

ENGINEERING VENTURES PC
208 Flynn Avenue, Suite 2A Burlington, VT 05401
Tel: 802.263.6725 • Fax: 802.263.6796
85 Main Street, Suite 100 South Hero, VT 05486
www.engineeringventures.com

Client:
Richardson Properties, LLC
P.O. Box 276
South Hero, VT 05486

Sheet Title: **Erosion Prevention and Sediment Control Plan**
Project Title: **435/441 Shelburne Street Multi-Family**
Burlington, Vermont

Designed By: PB
Checked By: -
Drawn By: WC
Scale: -
Date: August, 2016

C1.2



SCALE: NONE

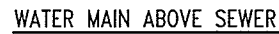
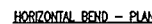


1. REFER TO APPLICABLE TRENCH DETAIL FOR SPECIFIC BACKFILL INFORMATION.

SCALE: NONE



VERTICAL BEND - SECTION



- SEPARATION NOTES:

1. WATER MAIN RELATIONS TO SEWER SHALL BE IN ACCORDANCE WITH THE "RECOMMENDED STANDARDS FOR WATER WORKS" --SO-CALLED TEN STATE STANDARDS.
2. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SEWERS. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. IF THIS DISTANCE CANNOT BE OBTAINED, THEN THE PIPES SHALL BE INSTALLED IN A SEPARATE TRENCH AT AN ELEVATION SO THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER.
3. WHEN IT IS IMPOSSIBLE TO MAINTAIN 18" VERTICAL SEPARATION OR WHERE THE SEWER MUST BE LAD ABOVE THE WATER MAIN; 1) THE CROSSING SHALL BE ARRANGED SO THAT ONE FULL LENGTH SEWER IS ABOVE THE WATER MAIN. 2) WATER MAIN SEWER JOINTS AS FAR AS POSSIBLE FROM WATER JOINTS; 3) THE SEWER PIPE MUST BE CONSTRUCTED TO MEET MAIN STANDARDS FOR A MINIMUM DISTANCE OF 20 FEET EITHER SIDE OF THE CROSSING OR A TOTAL OF THREE PIPE LENGTHS, WHICH EVER IS GREATER; 3) THE SECTION CONSTRUCTED TO MEET MAIN STANDARDS MUST BE PRESSURE TESTED TO WATER 50 PSI FOR 15 MINUTES WITHOUT LEAKAGE PRIOR TO BACKFILLING BEYOND ONE FOOT ABOVE THE PIPE TO ASSURE WATER TIGHTNESS.

SCALE: NONE



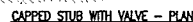
NOTE: COVER MUST BE MARKED "WATER"

BOTTOM DETAIL

- VALVE BOX NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES WILL CONFORM TO TECHNICAL SPECIFICATIONS.
2. ALL PIPE SHOULD HAVE A MINIMUM DEPTH OF 5' FROM TOP OF PIPE TO FINISH GRADE.
3. VALVE ROTATION PER DPW STANDARDS.

SCALE: NONE



TYPICAL BEARING THRUST BLOCK

GENERAL

1. METERS FOR SERVICE CONNECTIONS 3/4" OR SMALLER WILL BE PROVIDED BY THE WATER UTILITY, BUT INSTALLED BY THE CONTRACTOR.
2. WATER SYSTEM COMPONENTS ARE TO BE LEAD FREE, AND APPROVED BY THE WATER DEPARTMENT.
3. A REPRESENTATIVE FOR THE WATER UTILITY MUST BE PRESENT, UNLESS OTHERWISE NOTIFIED IN WRITING, FOR ALL WATER MAIN TAPS.
4. WATER INFRASTRUCTURE IS TO INCLUDE SWING TIES, "AS BUILT" DRAWINGS SHALL BE PREPARED BY THE CONTRACTOR WHICH REFLECT ACTUAL UTILITY LOCATIONS AND RESULING EASEMENTS AT THE TIME OF COMPLETION OF THE SYSTEM.
5. THE WATER UTILITY SHALL INSPECT ALL TAPS TO BE TAKEN OVER BY THE TOWN PRIOR TO ACCEPTANCE.
6. THE CONTRACTOR SHALL PROVIDE A 2 YEAR WARRANTY ON ALL WATER RELATED ITEMS FROM THE TIME OF COMPLETION OF THE PROJECT.

- EXISTING UTILITIES**
1. LOCATION OF UTILITIES AND UNDERGROUND STRUCTURES ARE SHOWN AS APPROXIMATE ON THE CONTRACT DOCUMENTS.
 2. ALL UTILITIES SHALL BE LOCATED BY THE CONTRACTOR PRIOR TO BEGINNING CONSTRUCTION.
 3. EXISTING UTILITIES SHALL BE PROTECTED AND SUPPORTED DURING CONSTRUCTION.
 4. ALL WATER, GAS, CABLE, TELEPHONE, ELECTRIC, SEWER, AND OTHER UTILITIES FOUND TO INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED IN A MANNER ACCEPTABLE TO THE ENGINEER.

- PIPE BEDDING

3. TRENCH FINAL BACKFILL MATERIAL - MATERIAL WILL EXCLUDE PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT, CLAY, LARGE ROCKS (12" DIMENSION), OR ANY MATERIAL DETERMINED BY THE ENGINEER THAT WILL NOT BE SUITABLE.

- WATER MAINS
1. ONCE INSTALLED PERFORM A HYDROSTATIC AND LEAKAGE TEST ACCORDING TO AWWA C600 (LATEST REVISION) ON EACH PIPE LINE.
 2. THE ENGINEER AND THE WATER UTILITY SHALL BE GIVEN AT LEAST 72 HOURS NOTICE BEFORE THE TEST IS CONDUCTED. TEST MUST BE WITNESSED BY THE ENGINEER.
 3. SPECIFIED TEST PRESSURE IS 200 PSI, AND PRESSURE DURING TEST SHALL NOT VARY BY MORE THAN 5 PSI.

1. FITTINGS: DUCTILE IRON, STANDARD THICKNESS, 350 psi PRESSURE RATING. (ANNA C110, C153, C105, ANSI A21.10).
2. FITTINGS: CAST IRON, 250 psi PRESSURE RATING (ANSI A21.10).
3. JOINTS: MECHANICAL, PUSH-ON AND FLANGED (ANSI C111, C115).
4. GASKETS:
 - A. MECHANICAL AND PUSH-ON JOINTS, ANSI A21.11.
 - F. FLANGED JOINTS: $\frac{1}{8}$ " THICK RING OR FULL FACED RUBBER, ANSI A21.15.
5. BOLTS/NUTS:
 - A. MECHANICAL JOINT: ANSI A21.11.
 - F. FLANGED JOINT: ANSI A21.15.
6. MECHANICAL JOINT SHALL BE "MEGA-LUX" RETAINER GLANDS.
7. LININGS AND LINING REPAIR TO ANNA/ANNS C104.
 - A. INTERIOR - CEMENT LINED, DOUBLE THICKNESS BITUMINOUS SEAL.
 - F. EXTERIOR - BITUMINOUS COATING APPROXIMATELY 2 MILS THICK, ANSI A21.15, ANSI A21.15, AND ANSI A21.10.
8. FLANGE MACHINED FACE COATING: ANSI A21.15.

- COPPER TUBING
1. TYPE-K, ANNEALED, ASTM B88
 2. FITTINGS: ASME B16.18, CAST COPPER, OR ASME B16.22, WROUGHT COPPER.
 3. JOINTS: COMPRESSION CONNECTION OR AHS AS8, BQSP SILVER BRAZE.
- CHLORINATION OF DOMESTIC WATER LINES
1. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE WATER UTILITY AT LEAST 72 HOURS IN ADVANCE OF BEGINNING ANY
 2. CONNECTION OF WATER MAINS.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR BACTERIOLOGICAL TESTING AS REQUIRED BY THIS SPECIFICATION AND REFERENCE STANDARDS
- MENTIONED.

3. DISINFECT ALL NEW PIPELINE SYSTEMS IN ACCORDANCE WITH ANWA C651, INCLUDING:
- A. METHOD OF CHLORINE APPLICATION. USE CONTINUOUS FEED METHOD OR SLUG METHOD. (TABLET METHOD IS NOT ACCEPTABLE.)
 - B. FORM OF CHLORINE UTILIZED.
 - C. FINAL FLUSHING.
 - D. BACTERIOLOGICAL TESTING
 - E. REPETITION OF PROCEDURE

- GATE VALVES
1. RESILIENT SEAT GATE VALVES BY KENNEDY "KEN-SEAL" OR EQUAL.
 2. IRON BODY GATE VALVES TO MEET ANNA C-509-67.
 3. STEEL CONSTRUCTION; NON-REISING.
 4. SEAT SEALS: DOUBLE O-RING.
 5. GATE: CAST IRON RESILIENT WEDGE WITH SYNTHETIC ELASTOMER COATING, AND SHALL BE EPOXY COATED (FUSION BONDED) INSIDE AND OUT.
 6. BONNET HARDWARE SHALL MEET ASTM A307, CADMIUM PLATED.
 7. OUTLET CONNECTION: STANDARD MECHANICAL JOINT
 8. OPERATION: OPEN TO THE RIGHT.

- TAPPING VALVES**
1. TAPPING VALVES TO MEET ANSI/ANMA C509-87, STANDARD FOR RESILIENT SEATED GATE VALVES.
 2. VALVES SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI.
 3. VALVES SHALL OPEN FIRST.
 4. INLET FLANGES SHALL BE CLASS 125, ANSI B16.1, OR ANSI/ANMA C110/421.10.
 5. OUTLET CONNECTION: STANDARDIZED MECHANICAL JOINT.
 6. STEM SEALS: O-RING.
 7. STEM CONSTRUCTION: NON-POISING.
 8. SEATING: PARALLEL SEAT
 9. END CONNECTIONS: MECHANICAL ON RUN, FLANGED ON BRANCH.
- DURIED TAPPING VALVES SHALL BE PROVIDED WITH A 2 IN SQUARE WRENCH HOLE AND CAST IRON VALVE BODY. IF DEPTH FROM GRADE TO VALVE OPERATING IS LESS THAN 6'-0" VALVE STEM RISER MADE OF HIGH STRENGTH STEEL SHALL BE PROVIDED. DEPTH FROM VALVE STEM RISER RUN TO GRADE WILL BE 4 TO 6 FEET.

- WHERE OVER HANGER NOT TO EXCEED 1/2 IN. TO 1/4 IN. HANGER.
- TAPPING SLEEVES**
1. ANWWA C509, LATEST REVISION.
 2. ANWWA C207, CLASS D, MAX. WORKING PRESSURE OF 150 PSI.
 3. SLEEVES: SPLIT SLEEVES OF CAST IRON OR DUCTILE IRON.
 4. MECHANICAL JOINT ENDS WITH END AND GASKET SEAL.
 5. PROVIDE A 3/4" IPT TAP PULL PLUG OR OTHER PROVISION FOR AIR TESTING THE VALVE AND SLEEVE AT MAXIMUM WORKING PRESSURE.
 6. BOLTS AND NUTS, MECHANICAL JOINTS: HIGH STRENGTH CAST IRON OR HIGH STRENGTH LOW ALLOY STEEL. ANSI/ANWWA C111/A21.11-90.
 7. BOLTS AND NUTS, FLANGED JOINTS: HIGH STRENGTH, LOW CARBON STEEL CONFORMING TO ANSI/ANWWA C110/A21.10-87, APPENDIX A.
 8. COATS: BOLTS AND NUTS WITH RESIST RUSTANT LUBRICANT.
 9. BOLTS AND NUTS USED WITH PIPE END SLEEVES: BRUSH COAT HEAVILY AFTER FINAL TIGHTENING WITH BITUMASTIC COAT-APPLIED MATERIAL TO THOROUGHLY COVER ALL EXPOSED SURFACES OF BOLTS AND NUTS.

- VALVE BOXES**
1. ACCEPTABLE MANUFACTURER'S: MUELLER, CLOW, OR EQUAL.
 2. CLOW F-2452 SLIDING TYPE, TWO PIECE, OR EQUAL.
 3. 5 1/4 INCH SHAFT.
 4. SIZE 664-A (40-60 INCH OVERALL LENGTH).
 5. CAST IRON.
 6. CLOW F-2490 LIDS OR EQUAL.
 7. THE WORD "WATER" TO BE CAST INTO TOP OF COVERS, AND

NOTE:
THE CITY OF BURLINGTON HOLDS THE RIGHT OF FIRST
REFUSAL FOR ALL WATER SYSTEM WORK. COORDINATE WITH
PUBLIC WORKS DEPARTMENT.

RECEIVED
AUG 03 2016

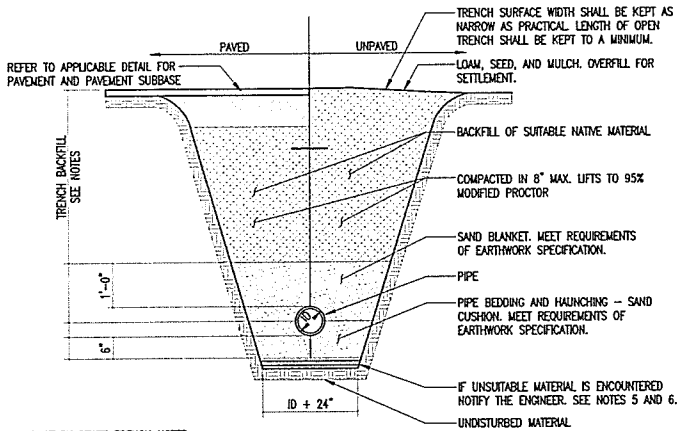
DEPARTMENT OF
ANNING & ZONING
Water Details and

Ilburne Street
Burlington, Vermont

435

PB
—
WC
N.T.S.
1st, 2016

630

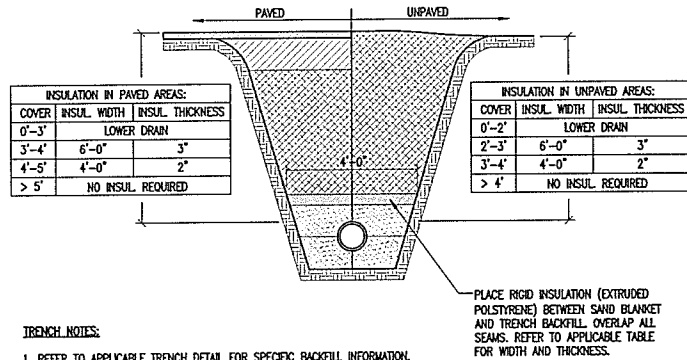


SANITARY SEWER TRENCH NOTES:

- UNLESS OTHERWISE NOTED, ASSUME CLASS "C" SOILS. PERFORM ALL EXCAVATIONS TO OSHA REQUIREMENTS.
- BEDDING TO PROVIDE A FIRM, STABLE, CONTINUOUS AND UNIFORM SUPPORT FOR FULL LENGTH OF PIPE.
- FOR BUILDING SEWERS THE MINIMUM DEPTH TO THE TOP OF THE PIPE SHALL BE 4'-0". WHERE BUILDING SEWERS ARE TO BE INSTALLED AT A DEPTH LESS THAN 3'-0" UNDER DRIVEWAYS, EXTRA HEAVY CAST IRON OR OTHER HIGH STRENGTH PIPE SHALL BE USED. OTHERWISE, REFER TO INSULATION OVER SHALLOW SEWER LINE DETAIL.
- FOR SEWER COLLECTION SYSTEMS THE MINIMUM DEPTH TO THE TOP OF THE PIPE SHALL BE 5'-0". THIS DEPTH SHALL BE INCREASED TO 6'-0" IN AREAS TO BE PLOWED DURING THE WINTER MONTHS. OTHERWISE, REFER TO INSULATION OVER SHALLOW SEWER LINE DETAIL.
- BACKFILL SHALL BE OF A SUITABLE MATERIAL REMOVED FROM EXCAVATION EXCEPT WHERE OTHER MATERIAL IS SPECIFIED. DEBRIS, FROZEN MATERIAL, LARGE CLODS OR STONES, ORGANIC MATTER, OR OTHER UNSTABLE MATERIALS SHALL NOT BE USED FOR BACKFILL WITHIN TWO FEET OF THE TOP OF THE PIPE.
- LEDGE, ROCK, BOULDERS AND LARGE STONES SHALL BE REMOVED TO PROVIDE A MINIMUM CLEARANCE OF FOUR INCHES BELOW AND ON EACH SIDE OF ALL PIPES.
- SEWERS ON 20 PERCENT SLOPES OR GREATER SHALL BE ANCHORED SECURELY WITH CONCRETE ANCHORS OR EQUIVALENT, SPACED AS FOLLOWS:
 - NOT OVER 36 FEET CENTER TO CENTER ON GRADES 20 PERCENT AND UP TO 35 PERCENT
 - NOT OVER 24 FEET CENTER TO CENTER ON GRADES 35 PERCENT AND UP TO 50 PERCENT
 - NOT OVER 16 FEET CENTER TO CENTER ON GRADES 50 PERCENT AND OVER

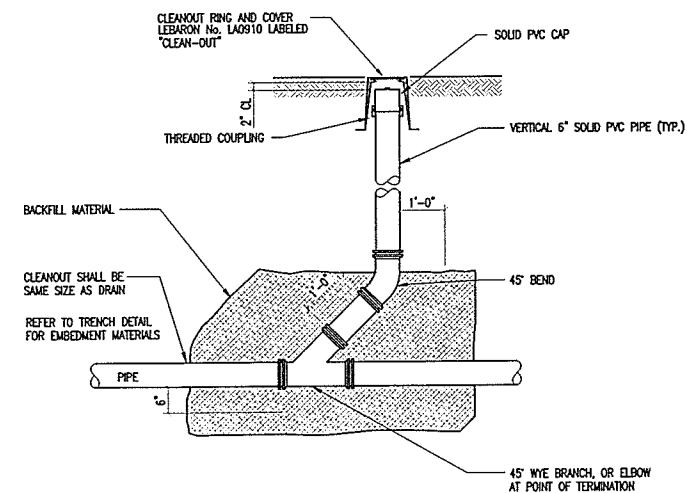
SANITARY SEWER TRENCH DETAIL

SCALE: NONE



INSULATION OVER SHALLOW SEWER LINE DETAIL

SCALE: NONE



SEWER CLEANOUT DETAIL

RECEIVED
AUG 03 2016

DEPARTMENT OF PLANNING & ZONING

SANITARY SEWER NOTES

- CONTRACTOR SHALL CONFORM TO GUIDELINES DETAILED IN THE VERMONT STATE SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR READING AND FOLLOWING THE FULL COMPLETE EDITION PROVIDED BY THE STATE.
- THE BUILDING SEWER SHALL BE CONSTRUCTED IN A MANNER WHICH WILL PREVENT LEAKING, BREAKING OR CLOGGING.
- SIZING AND SLOPE: MINIMUM BUILDING SEWER SIZE IS 4 INCHES (UNLESS SHOWN ON THE PLAN) AND A MINIMUM SLOPE IS 1/4" PER FOOT.
- CLEANOUTS: CLEANOUTS SHALL BE PROVIDED AT EACH HORIZONTAL CHANGE IN DIRECTION OF THE BUILDING SEWER GREATER THAN 45 DEGREES AND WHERE INDICATED ON THE DESIGN DRAWINGS. BUILDING SEWER CHANGES IN DIRECTION WHICH EXCEED 45 DEGREES SHOULD BE MADE WITH TWO 45 DEGREE ELLS OR LONG SWEEP FITTINGS. MANHOLES ARE ACCEPTABLE IN LIEU OF CLEANOUTS. WHERE BUILDING SEWERS ARE TO BE INSTALLED AT A DEPTH OF LESS THAN 3 FEET UNDER DRIVEWAYS ARE ANTICIPATED, EXTRA HEAVY CAST IRON PIPE SHALL BE USED.
- LEAKAGE: BUILDING SEWERS SHALL MEET THE LEAKAGE STANDARDS PRESCRIBED IN THE STATE OF VERMONT SPECIFICATIONS (EPR- CHAPTER 1). SEE BELOW FOR MORE DETAIL.
- SLOPE, VELOCITY: ALL GRAVITY SEWER LINES SHALL BE INSTALLED WITH NOT LESS THAN THE SLOPES SHOWN BELOW:

PIPE SIZE (INCHES)	SLOPE (FEET/100 FEET)
4"	2%
6"	1%
8"	0.4%
- CHANGES IN PIPE SIZE: WHEN A SMALLER SEWER JOINS A LARGE ONE, THE INVERT OF THE LARGER SEWER SHALL BE LOWERED SUFFICIENTLY TO MAINTAIN THE SAME ENERGY GRADIENT.
- MATERIAL: PVC SDR 35, ASTM D3034, WITH PUSH-ON GASKETED JOINTS. GASKETS SHALL CONFORM TO ASTM D3212. SEWER JOINTS SHALL BE CONSTRUCTED TO MINIMIZE INFILTRATION AND TO PREVENT THE ENTRANCE OF ROOTS INTO THE SYSTEM.
- TRENCHING: LEDGE, ROCK, BOULDERS AND LARGE STONES SHALL BE REMOVED TO PROVIDE A MINIMUM CLEARANCE OF FOUR INCHES BELOW AND ON EACH SIDE OF ALL PIPES.
- BEDDING: SEE TRENCH DETAIL DRAWING FOR MATERIALS. TRENCH BACKFILL SHALL BE OF A SUITABLE NATIVE MATERIAL FREE FROM DEBRIS, FROZEN MATERIAL, LARGE CLODS OR STONES, ORGANIC MATTER, OR OTHER UNSTABLE MATERIALS.
- LEAKAGE TESTS: UPON COMPLETION OF SEWER LINE CONSTRUCTION, THE SEWER LINE SHALL BE TESTED IN ACCORDANCE WITH THE STATE OF VERMONT SPECIFICATIONS (EPR - CHAPTER 1, APPENDIX "A"). LEAKAGE TESTS FOR GRAVITY SEWERS

PERFORM A PRESSURIZED AIR TEST ON THE GRAVITY LINE IN ACCORDANCE WITH THE VERMONT ENVIRONMENTAL PROTECTION RULES ON EACH SECTION OF THE GRAVITY SEWER. THE ENGINEER SHALL BE GIVEN 72 HOURS NOTICE BEFORE THE TEST IS CONDUCTED. TEST MUST BE WITNESSED BY THE ENGINEER.

PLUG ALL OPENINGS IN THE TEST SECTION. ADD AIR UNTIL THE INTERNAL PRESSURE OF THE LINE IS RAISED TO APPROXIMATELY 4.0 POUNDS/SQUARE INCH (PSI) GREATER THAN THE AVERAGE PRESSURE OF ANY GROUND WATER. AFTER THIS PRESSURE IS REACHED, ALLOW THE PRESSURE TO STABILIZE. THE PRESSURE WILL NORMALLY DROP AS THE AIR TEMPERATURE STABILIZES. THIS USUALLY TAKES 2 TO 5 MINUTES DEPENDING ON THE PIPE SIZE. THE PRESSURE MAY BE REDUCED TO 3.5 PSI BEFORE STARTING THE TEST.

WHEN THE PRESSURE HAS STABILIZED AND IS AT OR ABOVE THE STARTING TEST PRESSURE OF 3.5 PSI ABOVE THE PIPE, START THE TEST. IF THE PRESSURE DROPS MORE THAN 1.0 PSI DURING THE TEST TIME, THE LINE IS PRESUMED TO HAVE FAILED THE TEST. IF A 1.0 PSI DROP DOES NOT OCCUR WITHIN THE TEST TIME, THE LINE HAS PASSED THE TEST. THE TEST TIME SHALL BE DERIVED FROM THE FOLLOWING TABLE. IF THE SECTION OF LINE TO BE TESTED INCLUDES MORE THAN ONE PIPE SIZE, CALCULATE THE TEST TIME FOR EACH SIZE AND ADD THE TEST TIMES TO ARRIVE AT THE TOTAL TEST TIME FOR THE SECTION.

PIPE SIZE (IN)	T (TIME) (MIN./100FT)
3	0.2
4	0.3
6	0.7
8	1.2

- INSTALLATION: PIPE SHALL BE LAID WITH BELL ENDS FACING UPGRADE AND LAYING SHALL START AT THE DOWNGRADE END.
- WATER LINE SEPARATION:
 - HORIZONTAL SEPARATION: SEWERS SHALL BE LAID FLAT AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE.

WHERE IMPOSSIBLE OR IMPRACTICABLE TO MAINTAIN THE TEN FOOT SEWER/WATER PIPE HORIZONTAL SEPARATION, (DUE TO LEDGE, BOULDERS OR OTHER UNUSUAL CONDITIONS) THE WATER LINE MAY BE IN A SEPARATE TRENCH OR ON AN EARTH SHELVE IN THE SEWER TRENCH PROVIDED THAT THE BOTTOM OF THE WATER LINE IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER. WHEREVER IMPOSSIBLE OR IMPRACTICAL TO MAINTAIN THE 18 INCH VERTICAL SEPARATION, THE SEWER LINE SHALL BE CONSTRUCTED USING PRESSURE PIPE TO NORMAL WATER LINE STANDARDS AND PRESSURE TESTED TO 50 PSI FOR 15 MINUTE PRIOR TO BACKFILLING.
 - CROSSINGS: SEWERS CROSSING WATER MAINS SHALL BE LAID BENEATH THE WATER MAIN WITH AT LEAST 18 INCHES VERTICAL CLEARANCE BETWEEN THE OUTSIDE OF THE SEWER AND THE OUTSIDE OF THE WATER MAIN. WHEN IT IS IMPOSSIBLE TO MAINTAIN THE 18 INCH VERTICAL SEPARATION:
 - THE CROSSING SHALL BE ARRANGED SO THAT ONE FULL LENGTH OF SEWER IS CENTERED ABOVE OR BELOW THE WATER LINE WITH SEWER JOINTS AS FAR AWAY AS POSSIBLE FROM WATER JOINTS.
 - THE SEWER PIPE MUST BE CONSTRUCTED TO WATER MAIN STANDARDS FOR A MINIMUM DISTANCE OF 20 FEET EITHER SIDE OF THE CROSSING OR A TOTAL OF THREE PIPE LENGTHS, WHICHEVER IS GREATER.
 - THE SECTION CONSTRUCTED TO WATER MAIN STANDARDS MUST BE PRESSURE TESTED TO MAINTAIN 50 PSI FOR 15 MINUTES WITHOUT LEAKAGE PRIOR TO BACKFILLING BEYOND ONE FOOT ABOVE THE PIPE TO ASSURE WATER TIGHTNESS.
 - WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO PREVENT DAMAGE TO THE WATER MAIN.

- MANHOLES:
 - DIAMETER: THE MINIMUM DIAMETER OF MANHOLES SHALL BE 48 INCHES; LARGE DIAMETERS ARE PREFERRED FOR CONNECTION TO LARGE DRAINAGE SEWERS. A MINIMUM ACCESS DIAMETER OF 24 INCHES SHALL BE PROVIDED.
 - FLOW CHANNEL: FLOW CHANNELS SHALL BE PROVIDED IN THE BASE OF ALL MANHOLES AND THE FLOW CHANNEL THROUGH MANHOLES SHOULD BE MADE TO CONFORM IN SHAPE AND SLOPE TO THAT OF THE SEWERS.
 - MANHOLES SHALL BE OF THE PRE-CAST CONCRETE OR POUR-IN PLACE CONCRETE TYPE. MANHOLES SHALL BE WATERPROOFED ON THE EXTERIOR.
 - INLET AND OUTLET PIPES SHALL BE JOINED TO THE MANHOLE WITH A RUBBER-GASKETED FLEXIBLE WATERTIGHT CONNECTION THAT ALLOWS DIFFERENTIAL SETTLEMENT OF THE PIPE AND MANHOLE WALL TO TAKE PLACE.
 - ALL MANHOLES SHALL BE TESTED FOR LEAKAGE. LEAKAGE TESTING OF GRAVITY SEWERS UTILIZING THE WATER TESTING PROCEDURES TAKES INTO ACCOUNT THE LEAKAGE FROM ONE MANHOLE IN THE TEST SECTION. OTHERWISE, MANHOLES SHALL BE TESTED FOR LEAKAGE IN ACCORDANCE WITH THE FOLLOWING PROCEDURE:

AFTER THE MANHOLE HAS BEEN ASSEMBLED IN PLACE, ALL LIFTING HOLES AND EXTERIOR JOINTS SHALL BE FILLED WITH AND POINTED WITH AN APPROVED NON-SHRINKING MORTAR. ALL PIPES AND OTHER OPENINGS INTO THE MANHOLE SHALL BE SUITABLY PLUGGED AND THE PLUGS PLACED TO PREVENT BLOWOUT.

EACH MANHOLE SHALL BE CHECKED FOR INFILTRATION BY FILLING WITH WATER TO THE TOP OF THE CONE SECTION. A STABILIZATION PERIOD OF ONE HOUR SHALL BE PROVIDED TO ALLOW FOR ABSORPTION. AT THE END OF THIS PERIOD, THE MANHOLE SHALL BE REFILLED TO THE TOP OF THE CONE, IF NECESSARY, AND THE MEASURING TIME OF AT LEAST SIX HOURS BEGUN. AT THE END OF THE TEST PERIOD, THE MANHOLE SHALL BE REFILLED TO THE TOP OF THE CONE MEASURING THE VOLUME OF WATER ADDED. THIS AMOUNT SHALL BE CONVERTED TO A 24 HOUR RATE AND THE LEAKAGE DETERMINED ON THE BASIS OF DEPTH. THE LEAKAGE FOR EACH MANHOLE SHALL NOT EXCEED ONE GALLON PER VERTICAL FOOT FOR A 24 HOUR PERIOD. THE LEAKAGE DETERMINED ON THE BASIS OF DEPTH SHALL BE NO VISIBLE INFILTRATION. IF AN AIR TEST IS

Stamp

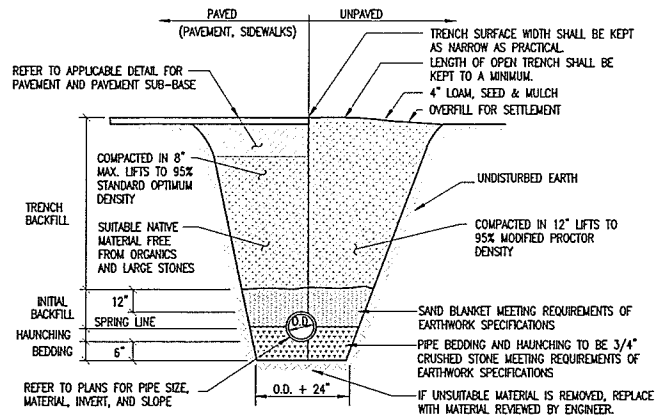
Rev. No.	Description	Rev. No.	Description
1	DRE Submitted 08/03/16		

**ENGINEERING
VENTURES PC**
208 First Avenue, Suite 2A Burlington, VT 05401
85 Main Street, Suite 300A Lebanon, NH 03766
Tel: 603.442.3333 • Fax: 603.442.3331
www.engineeringventures.com

Richardson Properties, LLC
P.O. Box 276
South Hero, VT
05486

Client: Richardson Properties, LLC
Project Title: 435/441 Shelburne Street Multi-Family
Sheet Title: Sewer Details and Notes
Designed By: PB
Checked By: -
Drawn By: WC
Scale: N.T.S.
Date: August, 2016

31

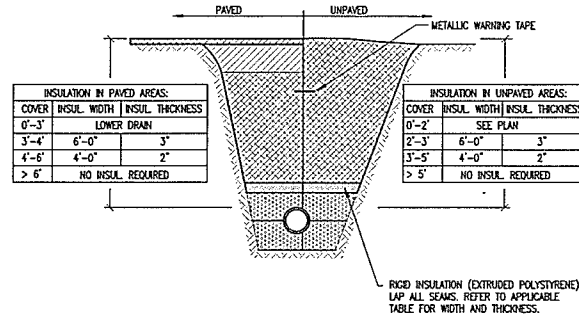


STORM DRAIN TRENCH NOTES

- UNLESS OTHERWISE NOTED, ASSUME CLASS "C" SOILS. PERFORM ALL EXCAVATIONS TO OSHA REQUIREMENTS.
- BEDDING TO PROVIDE A FIRM, STABLE, CONTINUOUS AND UNIFORM SUPPORT FOR THE FULL LENGTH OF PIPE.
- WHEN APPLICABLE, INSTALL PIPE WITH BELL ENDS DOWN SLOPE. PREVENT SEDIMENT FROM ENTERING NEW STORM DRAIN SYSTEM DURING CONSTRUCTION.
- NO MECHANICAL TAMPERS SHALL BE USED DIRECTLY OVER PIPE TO INSURE PIPE IS NOT DAMAGED.
- PROVIDE 6" OF COVER OVER PIPE IN PAVED AREAS AND 5" OF COVER OVER PIPE IN UNPAVED AREAS. REFER TO INSULATION DETAIL FOR AREAS WHERE PROPER COVER CAN NOT BE ACHIEVED.

TYPICAL STORM DRAIN TRENCH DETAIL

SCALE: NONE

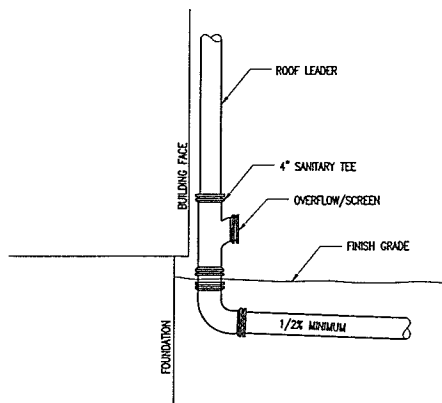


TRENCH NOTES

- REFER TO APPLICABLE TRENCH DETAIL FOR SPECIFIC BACKFILL INFORMATION.

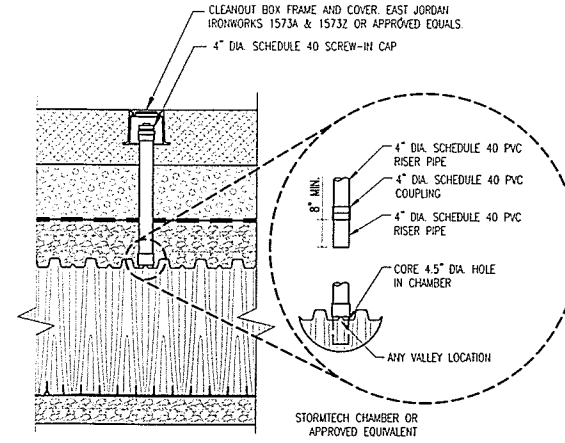
INSULATION OVER SHALLOW DRAIN DETAIL

NOT TO SCALE



DOWN SPOUT AND OVERFLOW DETAIL

SCALE: NONE



NOTES

- INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION VALLEY.
- ALL SCHEDULE 40 FITTINGS TO BE SOLVENT CEMENTED.

INSPECTION PORT DETAIL

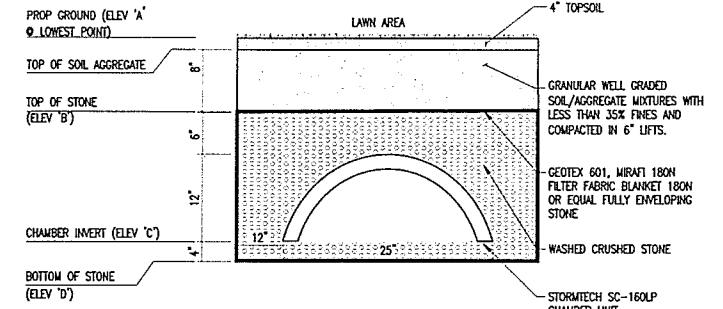
NORTH CHAMBER

A	FINISH GRADE	198.80
B	APPROX. EXIST GRADE	198.80
C	TOP OF STONE	197.00
D	CHAMBER INVERT	195.50
E	BOTTOM OF STONE	195.00

SOUTH CHAMBER

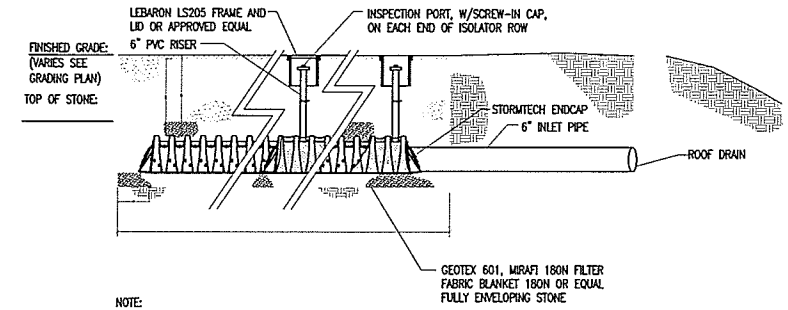
A	FINISH GRADE	199.70
B	APPROX. EXIST GRADE	199.70
C	TOP OF STONE	198.50
D	CHAMBER INVERT	197.00
E	BOTTOM OF STONE	196.50

CHAMBER ELEVATIONS



- THERE SHALL BE A MINIMUM OF 6" OF CRUSHED STONE ABOVE AND ON EITHER SIDE OF EACH CHAMBER ROW.
- THERE SHALL BE A MINIMUM OF 4" OF CRUSHED STONE BELOW EACH CHAMBER ROW.

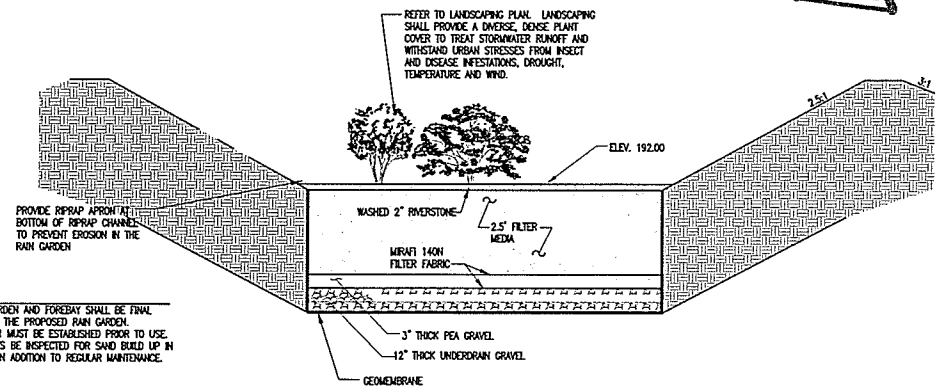
SECTION



NOTE:

- UP-STREAM CONSTRUCTION SHALL BE COMPLETED AND STABILIZED PRIOR TO CONNECTING TO INFILTRATION CHAMBER.

PROFILE



RAIN GARDEN NOTES:

- UPPERMOST AREAS DRAINING TO RAIN GARDEN AND FORESETT SHALL BE FINAL STABILIZED PRIOR TO DIRECTING RUNOFF INTO THE PROPOSED RAIN GARDEN.
- A DENSE AND VIGOROUS VEGETATIVE COVER MUST BE ESTABLISHED PRIOR TO USE.
- PRE-TREATMENT CHAMBERS SHOULD ALWAYS BE INSPECTED FOR SAND BUILD UP IN THE CHAMBER FOLLOWING THE SPRING MELT IN ADDITION TO REGULAR MAINTENANCE.

MATERIALS SPECIFICATIONS:

PARAMETER	SPECIFICATION	PERCENT OF MIXTURE BY VOLUME	SIZE GRADATION OF MATERIAL	NOTES
COMPONENT MATERIAL				
TOPSOIL		20%	1/2"	100
LOWAY SAND		60%	10	85 TO 100
			20	70 TO 100
			60	15 TO 40
			100	8 TO 15
RIVER STONE	2" WASHED, ROUNDED STONE MATERIAL			APPROVED BY LANDSCAPE ARCHITECT.
PEA GRAVEL	ASTM C33-03		NO. 8 (3/8" - #8)	

ENTER MEDIA:

THE SOIL (EXCLUDING WOOD CHIPS) SHOULD BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN 1/2 INCH. NO OTHER MATERIALS OR SUBSTANCES SHOULD BE MIXED OR DUMPED WITHIN THE BIORETENTION AREA THAT MAY BE HARMFUL TO PLANT GROWTH OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. THE FILTER MEDIA SHOULD BE FREE OF NOXIOUS WEEDS. THE FILTER MEDIA SHOULD BE TESTED AND SHOULD MEET THE FOLLOWING CRITERIA:

PH RANGE 5.2 - 7.0
ORGANIC MATTER 1.5 - 4%
NUTRIENT 35 LB./AC
PHOSPHORUS NO MINIMUM
POTASSIUM K20 85 LB./AC
SOLUBLE SALTS NOT TO EXCEED 500 PPM

RAIN GARDEN DETAIL

NOT TO SCALE

Stamp

Chid

1

DRE Submittal

08/03/16

ENGINEERING VENTURES PC

208 Flynn Avenue, Suite 2A Burlington, VT 05401

tel. 802.853.6325 • fax 802.853.6306

85 Mechanic Street, Suite 300A, Lebanon, NH 03766

vt. 603.846.2321

www.engrventures.com

Client:

Richardson Properties, LLC

P.O. Box 276

South Hero, VT

05486

Sheet Title:

Storm Water Details

Project Title:

435/441 Shelburne Street Multi-Family

Burlington, Vermont

Designed By:

Checked By:

Drawn By:

Scale:

Date:

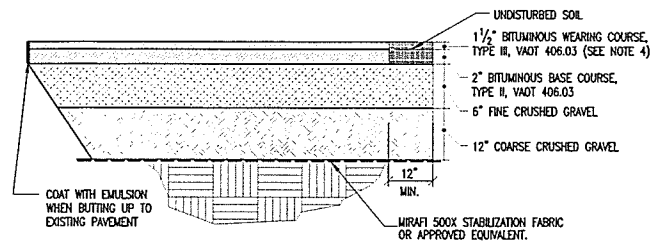
PB

-

WC

N.T.S.

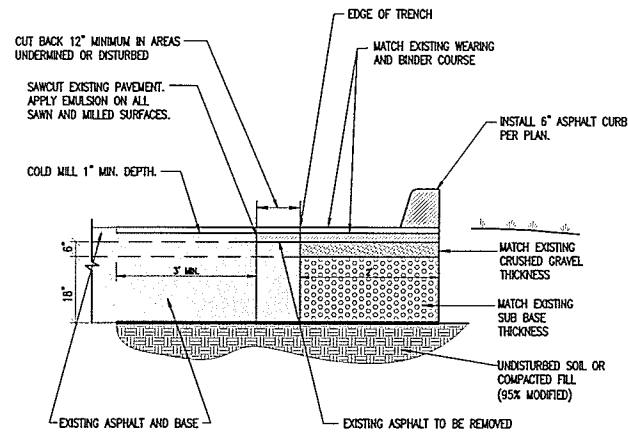
August, 2016



- PAVEMENT PATCHING NOTES:
1. IN ALL PAVEMENT AREAS TO BE PATCHED, SAW CUT AND REMOVE EXISTING PAVEMENT.
 2. EXCAVATE BASE MATERIAL AND SUB-BASE MATERIAL IF INADEQUATE.
 3. COMPACT ALL FILL MATERIAL TO 95% MODIFIED PROCTOR DENSITY.

TYPICAL PAVEMENT DETAIL

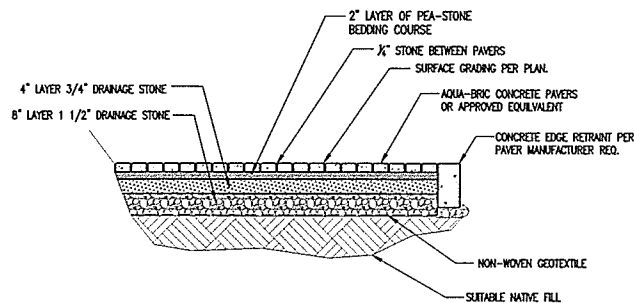
SCALE: NONE



- PAVEMENT PATCHING NOTES:
1. IN ALL PAVEMENT AREAS TO BE PATCHED, SAW CUT AND REMOVE EXISTING PAVEMENT.
 2. EXCAVATE BASE MATERIAL AND SUB-BASE MATERIAL IF INADEQUATE.
 3. COMPACT ALL FILL MATERIAL TO 95% MODIFIED PROCTOR DENSITY.

PAVING PATCH DETAIL

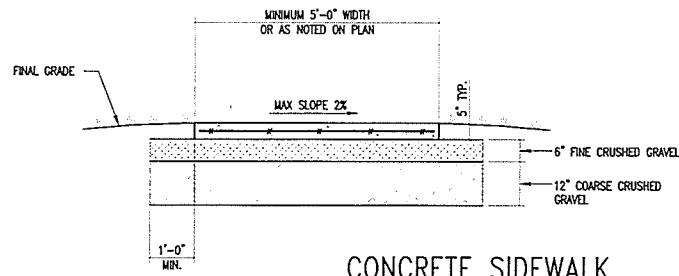
SCALE: NONE



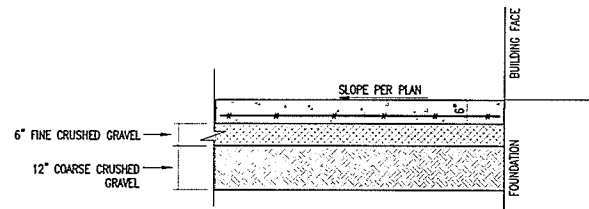
- NOTES:
1. COMPACT SUITABLE NATIVE SOIL TO 90% MAXIMUM DRY DENSITY AS DETERMINED BY MODIFIED PROCTOR TEST.
 2. ALL STONE MATERIALS ARE TO BE APPLIED IN 6\"/>

PERVIOUS PAVER DETAIL

SCALE: NONE



CONCRETE SIDEWALK



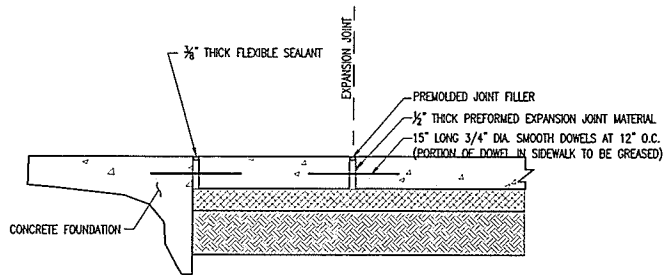
CONCRETE SLAB/PAVEMENT

CONCRETE NOTES:

1. PLACE A TOOLED JOINT 1/8\"/>

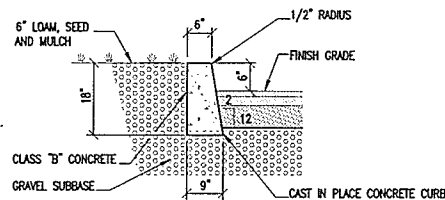
CONCRETE DETAIL

SCALE: NONE



EXPANSION JOINT DETAIL

SCALE: NONE



CONCRETE CURB NOTES:

1. CONSTRUCT CURBS IN 10'-0\"/>

CONCRETE CURB DETAIL

SCALE: NONE

SITE/EARTHWORK SPECIFICATIONS

1. PRIOR TO THE START OF THE WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE CONTRACTOR, OWNER, PROJECT ENGINEER AND A REPRESENTATIVE FOR THE CITY OF BURLINGTON TO REVIEW PROCEDURES AND IDENTIFY RESPONSIBILITIES. THE CITY SHALL BE GIVEN NOTICE AT LEAST 24 HOURS PRIOR TO THE MEETING. UNLESS STATED OTHERWISE, ALL MATERIALS AND METHODS SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE STATE OF VERMONT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. CLEARING AND GRUBBING- ALL TOPSOIL AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM IMPACTED AREAS.
3. COMPACTION SHALL BE PERFORMED USING VIBRATORY ROLLERS AND WATER IN LIFTS OF NO GREATER THAN SIX INCHES. COMPACTION SHALL BE PERFORMED UNTIL THE REQUIRED DENSITY IS ACHIEVED. DENSITY SHALL BE DETERMINED BY AASHTO T238 METHOD AND SHALL NOT BE LESS THAN 95 PERCENT OF THE MAXIMUM DENSITY FOR PAVED AREAS AND 90 PERCENT OF THE MAXIMUM DENSITY FOR NON PAVED AREAS DETERMINED IN ACCORDANCE WITH AASHTO T99.
4. COMPACTION TESTING SHALL BE PERFORMED FOR EVERY LAYER OF MATERIAL PLACED AND FOR EVERY 1000 SQUARE FEET OF AREA.
5. ALL REMAINING DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE TOPSOILED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE VERMONT STATE SPECIFICATIONS.
6. THE SEEDING OF SLOPES AND DITCHES SHALL REQUIRE THE USE OF EROSION CONTROL MATTING.

7. COST OF INITIAL INSPECTION AND TESTING SHALL BE PAID BY THE OWNER. SUBSEQUENT TESTING OF MATERIALS NOT PASSING INITIAL INSPECTION, SHALL BE PAID BY THE CONTRACTOR. 8. ALL EARTHWORK MATERIALS SHALL BE OBTAINED FROM APPROVED SOURCES. THEY SHALL CONSIST OF SATISFACTORILY GRADED, FREE DRAINING MATERIAL, REASONABLY FREE FROM LOAM, SILT, CLAY AND ORGANIC MATERIAL. EARTHWORK MATERIALS SHALL MEET THE REQUIREMENTS OF THE FOLLOWING TABLES.

A. SAND BLANKET/BEDDING:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	2 INCHES	100
	1½ INCHES	90 – 100
	¾ INCH	70 – 100
	NO. 4	60 – 100
	NO. 100	0 – 20
	NO. 200	0 – 8
B. ¾" CRUSHED STONE:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	1 INCH	100
	¾ INCHES	90 – 100
	⅝ INCHES	20 – 55
	No. 4	0 – 10
	No. 8	0 – 5
C. 1-1/2" CRUSHED STONE:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	2 INCH	100
	1-1/2 INCH	95 – 100
	3/4 INCHES	35 – 70
	3/8 INCHES	10 – 30
	No. 4	0 – 5
D. NO. 57 STONE:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	1-1/2 INCHES	100
	1 INCH	95 – 100
	1/2 INCHES	25 – 60
	NO. 4	0 – 10
	No. 8	0 – 5
E. GRAVEL SUB-BASE:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	NO. 4	20 – 60
	NO. 100	0 – 12
	NO. 200	0 – 6
F. COARSE CRUSHED GRAVEL:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	4 INCHES	95 – 100
	NO. 4	25 – 50
	NO. 100	0 – 12
	NO. 200	0 – 6
G. FINE CRUSHED GRAVEL:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	2 INCHES	100
	1½ INCHES	90 – 100
	NO. 4	30 – 60
	NO. 100	0 – 12
	NO. 200	0 – 6
H. GRANULAR BACKFILL:	SIEVE DESIGNATION	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES
	3 INCHES	100
	NO. 4	45 – 75
	NO. 100	0 – 12
	NO. 200	0 – 6

- I. TYPE I STONE FOR STONE FILL THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM 1 INCH TO 12 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME OF THE STONE IN PLACE SHALL HAVE A LEAST DIMENSION OF FOUR INCHES.
- J. TYPE II STONE FOR STONE FILL THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM TWO INCHES TO 36 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME OF THE STONE IN PLACE SHALL HAVE A LEAST DIMENSION OF 12 INCHES.

RECEIVED
 AUG 03 2016

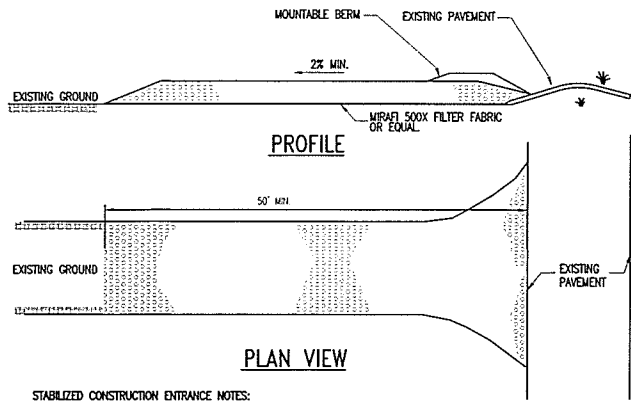
DEPARTMENT OF
 PLANNING & ZONING

Site Details and Notes

Project Title:
 435/441 Shelburne Street Multi-Family
 Burlington, Vermont

Designed By: PB
 Checked By: -
 Drawn By: WC
 Scale: N.T.S.
 Date: August, 2016

C3.3

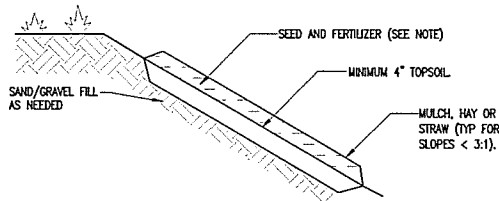


STABILIZED CONSTRUCTION ENTRANCE NOTES:

1. STONE SIZE: USE 1-1/2" CRUSHED STONE.
2. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCE SHALL BE PIPED ACROSS THE ENTRANCE.
3. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. REPAIR AND/OR CLEANOUT ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
4. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.
5. WHEELS SHALL BE CLEANED TO REMOVE MUD PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

CONSTRUCTION ENTRANCE DETAIL

SCALE: NONE

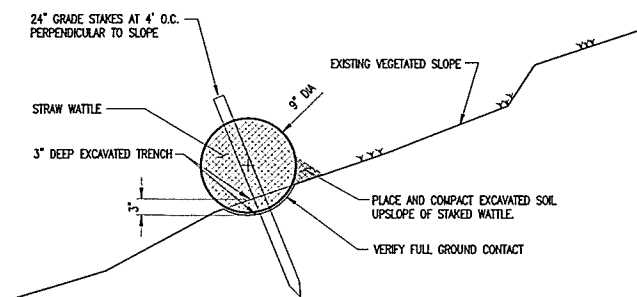


NOTES FOR SEEDING AND MULCHED AREAS

1. ALL DISTURBED SURFACES SHALL BE TEMPORARILY OR PERMANENTLY SEEDING AND MULCHED WITHIN 7 DAYS OF DISTURBANCE.
2. SEEDING AND MULCHING OF DISTURBED AREAS SHALL TAKE PLACE WITHIN 48 HOURS OF FINAL GRADING.
3. MULCH: TYPICALLY HAY OR STRAW MAY BE UTILIZED AND SHALL BE APPLIED AT A RATE OF 90-100 LBS/1,000 SF. MULCH SHALL NOT BE PLACED ON SLOPES OF GREATER THAN 3:1. EROSION CONTROL MATTING SHALL BE USED IN ITS PLACE.
4. SEED: SEEDING SHALL OCCUR AFTER APRIL 15 AND PRIOR TO SEPTEMBER 15TH IN ORDER TO ESTABLISH A STAND OF GRASS PRIOR TO GROUND FREEZING. SEED SHALL BE IN ACCORDANCE WITH SECTION 32 9200.
5. COVER SEED WITH 1/4" SOIL UNLESS A HYDROSEEDER IS USED.
6. MULCH ANCHORING: SHALL BE ACCOMPLISHED BY DEGRADABLE MULCH NETTING OR MATTING. USE WHEN SLOPES ARE GREATER THAN 10%.
7. TOPSOIL AND MULCHING NOT TO BE APPLIED IN AREAS OF TRAVELWAYS.
8. REFER TO LANDSCAPE PLANS FOR TOPSOIL AND PERMANENT SEEDING INFORMATION.

SEEDING AND MULCHED AREAS DETAIL

SCALE: NONE

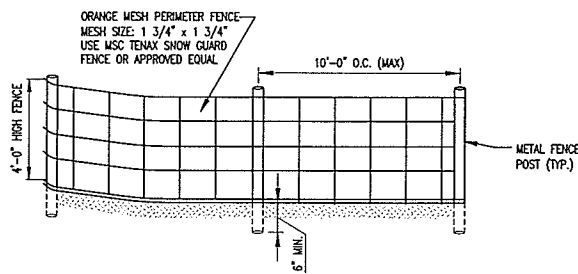


NOTES:

1. STRAW WATTLE PRODUCT TO BE NORTH AMERICAN GREEN SEDMAX-SW99 OR APPROVED EQUIVALENT.
2. WATTLES TO BE 9" DIAMETER AND CONSIST OF AGRICULTURAL STRAW WRAPPED IN BIODEGRADABLE, ORGANIC JUTE NET.
3. INSTALL PER MANUFACTURER'S RECOMMENDATION.

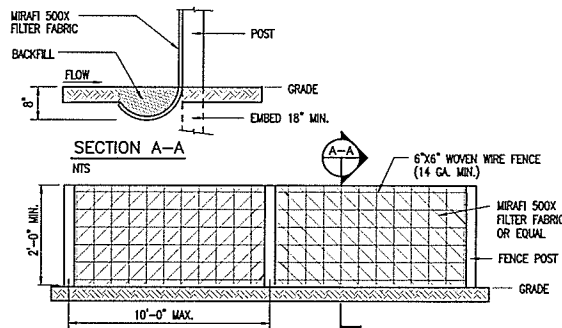
STRAW WATTLE DETAIL

SCALE: NONE



ORANGE CONSTRUCTION FENCE DETAIL

SCALE: NONE



SILT FENCE NOTES:

1. SILT FENCE SHALL BE PRE-FABRICATED EROSION CONTROL FENCE BY MIRAFL OR EQUAL, OR CONSTRUCTED IN PLACE AS SPECIFIED HEREIN.
2. CONSTRUCTED IN PLACE SILT FENCE:
 - A. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
 - B. FILTER FABRIC TO BE FASTENED SECURELY TO WOVEN WIRE FENCE TIES SPACED EVERY 24" AT TOP OF MID SECTION.
 - C. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6", FOLDED AND STAPLED.
3. INSPECTION SHALL BE FREQUENT (MINIMUM ONCE A WEEK AND AFTER EVERY RAINFALL). MAINTENANCE SHALL BE PERFORMED AS NEEDED, AND SEDIMENT REMOVED WHEN "BULGES" DEVELOP IN SILT FENCE.
4. WOVEN WIRE FENCE REINFORCEMENT IS REQUIRED BY THE VT CONSTRUCTION GENERAL PERMIT WHEN SILT FENCE IS PLACED WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

SILT FENCE DETAIL

SCALE: NONE

EPSC NOTES

1. PRIOR TO THE START OF WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE CONTRACTOR, OWNER, PROJECT ENGINEER AND TOWN DPW TO REVIEW PROCEDURES AND IDENTIFY RESPONSIBILITIES. 4 WEEKS NOTICE SHALL BE GIVEN TO THE CITY PRIOR TO START OF CONSTRUCTION. UNLESS STATED OTHERWISE STATED, ALL MATERIALS AND METHODS SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE VTTRANS SPECIFICATIONS.
2. ALL REMAINING DISTURBED AREAS SHALL BE FERTILIZED AND SEEDING IN ACCORDANCE WITH APPLICABLE STATE SPECIFICATIONS FOR EROSION CONTROL.
3. THE SEEDING OF 10% OR GREATER SLOPES SHALL REQUIRE THE USE OF EROSION CONTROL MATTING.
4. ALL EARTHWORK MATERIALS SHALL BE OBTAINED FROM APPROVED SOURCES. THEY SHALL CONSIST OF SATISFACTORILY GRADED, FREE DRAINING MATERIAL, REASONABLY FREE FROM LOAM, SILT, CLAY AND ORGANIC MATERIAL. EARTHWORK MATERIALS SHALL MEET THE REQUIREMENTS OF THE FOLLOWING TABLES:

WINTER EROSION CONTROL NOTES

WINTER CONSTRUCTION PROCEDURES

1. DURING WINTER CONSTRUCTION, INSPECTIONS BY THE ON-SITE PLAN COORDINATOR SHALL OCCUR DAILY WHEN AREAS ARE UN-STABLE, AND WEEKLY PRIOR TO ANY FORECASTED RAIN, THAW OR SPRING MELT WHEN TEMPORARY STABILIZATION IS IN PLACE.
2. IN AREAS TO BE STABILIZED BY VEGETATION, ALL SEEDING MUST BE COMPLETED BY SEPTEMBER 15 TO ALLOW GROWTH TO OCCUR PRIOR TO THE GROUND FREEZING. STABILIZATION OF ALL OTHER DISTURBED AREAS SHALL BE COMPLETED BY OCTOBER 15.
3. ENLARGED ACCESS POINTS, STABILIZED TO PROVIDE FOR SNOW STOCKPILING SHALL BE INSTALLED.
4. LIMITS OF DISTURBANCE SHALL BE MOVED OR REPLACED TO REFLECT BOUNDARY OF WINTER WORK.
5. SNOW WILL NOT BE PILED WITHIN 25 FEET OF PERIMETER CONTROLS (SUCH AS SILT FENCE) TO ALLOW FOR CLEARING AND MAINTENANCE. SNOW IS TO BE REMOVED FROM ALL STRUCTURAL EROSION PREVENTION AND SEDIMENTATION CONTROL MEASURES FOLLOWING EACH SIGNIFICANT SNOWFALL. NO SNOW STORAGE UP-GRADE OF DISTURBANCE. NO SNOW DISPOSAL IN SEDIMENT PONDS/BASINS. IF NECESSARY, SNOW/ICE MUST BE REMOVED PRIOR TO STABILIZATION OF DISTURBED AREAS. ACCESS POINTS SHALL BE ENLARGED AND STABILIZED TO ALLOW FOR SNOW STOCKPILING.
6. IN AREAS OF DISTURBANCE WITHIN 100 FT OF A RECEIVING WATER, SILT FENCE SHALL BE REINFORCED OR ELSE REPLACED WITH PERIMETER DIKES, SWALES OR OTHER PRACTICES RESISTANT TO THE FORCES OF SNOW LOADS.
7. DRAINAGE STRUCTURES SHALL BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
8. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE TO BE IN PLACE BY OCTOBER 15, OR IF NOT POSSIBLE, THEN PRIOR TO GROUND FREEZE.
9. MULCH IS TO BE APPLIED AT THE END OF EACH WORKDAY TO ALL EXPOSED AREAS THAT HAVE NOT YET REACHED FINAL GRADE AT TWICE THE RATE INDICATED IN THE SEEDING AND MULCHING DETAIL FOR THE REGULAR CONSTRUCTION SEASON. MULCH SHALL BE TRACKED IN OR STABILIZED WITH NETTING.
10. TO ENSURE COVER OF DISTURBED SOIL IN ADVANCE OF A MELT EVENT, AREAS OF DISTURBED SOIL MUST BE STABILIZED AT THE END OF EACH WORK DAY, WITH THE FOLLOWING EXCEPTIONS:
 - A) IF NO PRECIPITATION WITHIN 24 HOURS IS FORECAST AND WORK WILL RESUME IN THE SAME DISTURBED AREA WITHIN 24 HOURS, DAILY STABILIZATION IS NOT NECESSARY.
 - B) DISTURBED AREAS THAT COLLECT AND RETAIN RUNOFF, SUCH AS HOUSE FOUNDATIONS OR OPEN UTILITY TRENCHES.
11. SNOW AND ICE SHALL BE REMOVED TO LESS THAN 1" THICKNESS PRIOR TO STABILIZATION.
12. STONE STABILIZATION, 10 TO 20 FT WIDE IN AREAS SUCH AS THE PERIMETER OF BUILDINGS UNDER CONSTRUCTION WHERE CONSTRUCTION VEHICLE TRAFFIC IS ANTICIPATED SHALL BE INSTALLED.

RECEIVED
AUG 03 2016

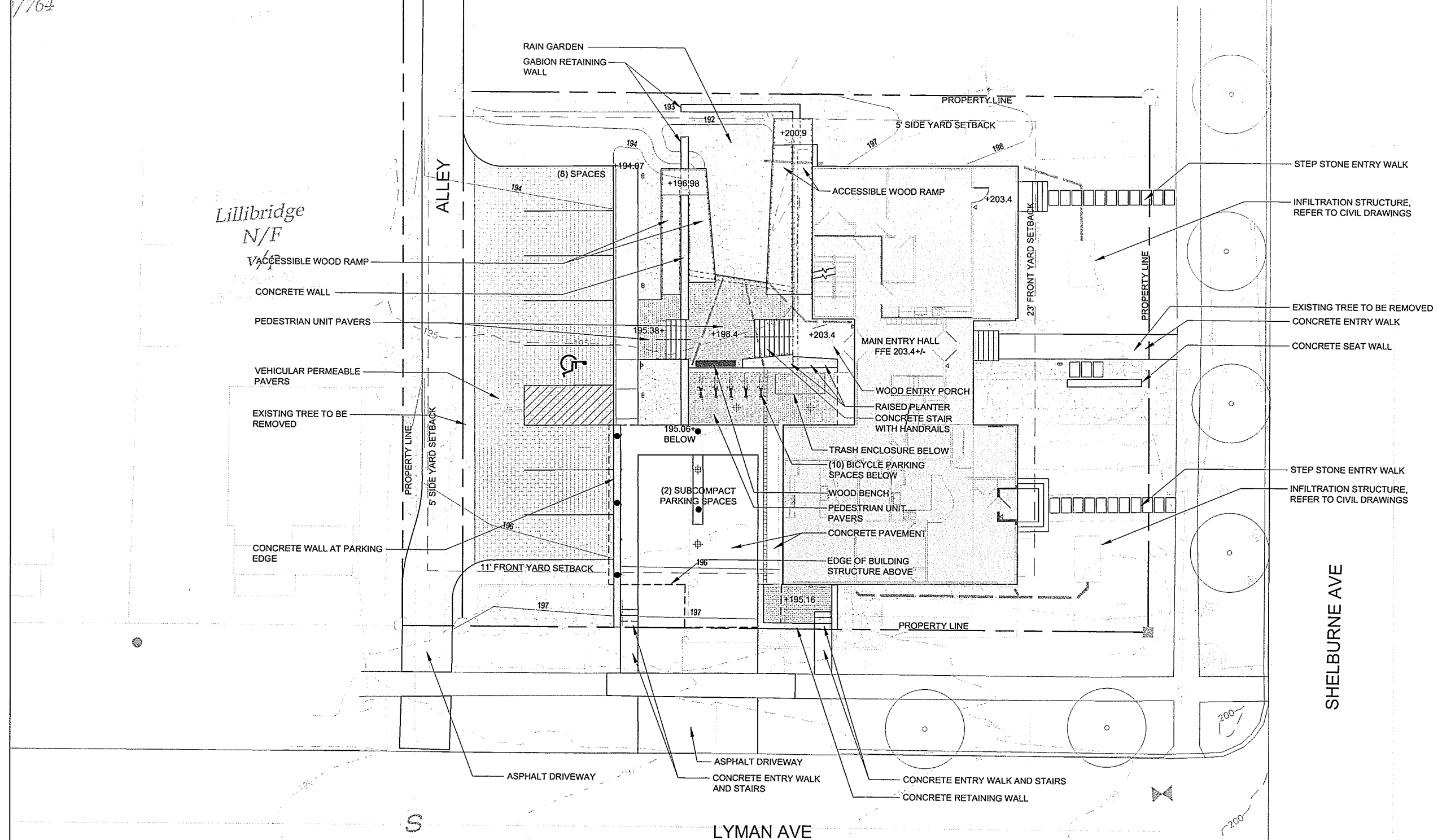
DEPARTMENT OF
PLANNING & ZONING

Stamp	
Chkd.	
Description	09/03/16
Rev. No.	1
DRB	Submitted
ENGINEERING VENTURES PC 288 Flynn Avenue, Suite 2A Burlington, VT 05401 tel. 802.863.6305 • fax 802.863.6306 65 Mechanic Street, Suite 350A, Lebanon, NH 03766 tel. 603.442.9333 • fax 603.441.2331 www.engineeringventures.com	
Richardson Properties, LLC P.O. Box 276 South Hero, VT 05486	
Sheet Title:	Erosion Prevention and Sediment Control Details and Notes
Project Title:	435/441 Shelburne Street Multi-Family
Designed By:	PB
Checked By:	-
Drawn By:	WC
Scale:	N.T.S.
Date:	August, 2016

C3.4

Richardson
N/F
QCD (Lamphere)

997/34
1099/367

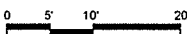


RICHARDSON
MULTIFAMILY
HOUSING

435-441 Shelburne
Burlington, VT

RECEIVED
AUG 03 2016

PERMIT PLANS
NOT FOR CONSTRUCTION



Graphic Scale

North

Scale: 1"=10'-0"

te: August 3, 2016

Drawn By: TH

Checked By: AP

ues:

Description	C

le

SITE MATERIALS PLAN

Sheet Number:

LA-100

Project Number: 1605001

e: LA-100 Site Materials Plan.dwg

Richardson
N/F
QCD (Lamphere)

997/84
1099/367

Lillibridge
N/F

ALLEY

RAIN GARDEN —
GABION RETAINING
WALL

PROPERTY LINE

5. SIDEYARD SETBACK

— ACCESSIBLE WOOD RAMP

— STEP STONE ENTRY WALK

— INFILTRATION STRUCTURE,
REFER TO CIVIL DRAWINGS



SE GROUP
Landscape Architects and Planners

131 Church Street
Burlington, VT 05401

tel: 802.862.0098

tel. 802.862.0098

www.seegroup.com

RICHARDSON
MULTIFAMILY
HOUSING

435-441 Shelburne
Burlington, VT

RECEIVED

AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING

PERMIT PLANS
NOT FOR CONSTRUCTION

Graphic Scale

North

Scale: 1"=10'-0"

Date: August 3, 2016

Drawn By: TH

Checked By: AP

issues:

[illegible]

Title

SITE MATERIALS PLAN

Sheet Number:

LA-100

Project Number: 1605001

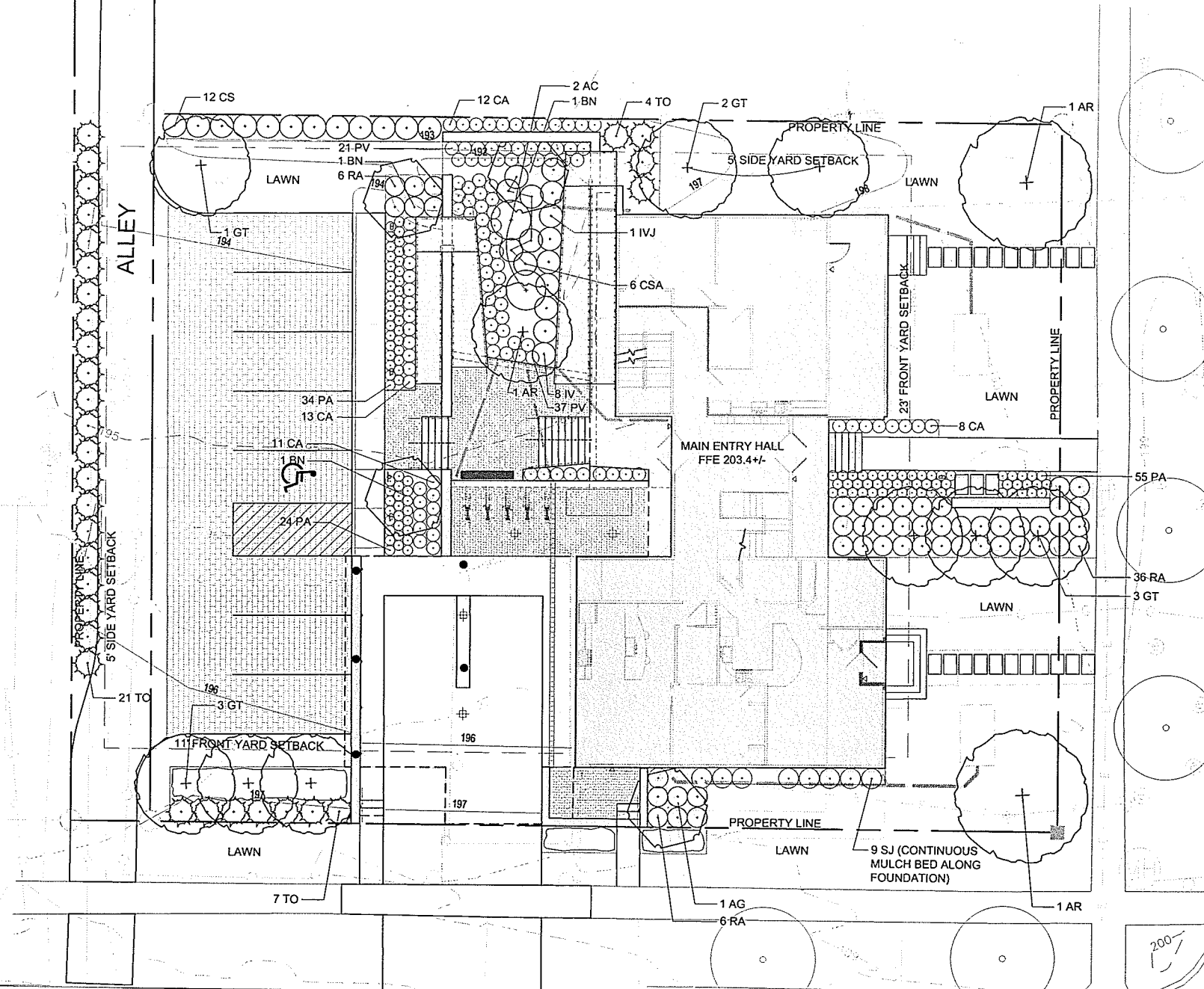
File: LA-100 Site Materials Plan.dwg

L, Inc.
/F
/764

Richardson
N/F
QCD (Lamphere)

Lillibridge
N/F
v/p

997/84
1099/367



PLANT LIST:

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
TREES:					
AC	Amelanchier canadensis	Shadblow Serviceberry	2	8-10' HL	B&B, Multi-Stem
AG	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	1	2"-2.5" cal.	B&B, Single-Stem
AR	Acer rubrum 'Red Sunset'	Red Sunset Maple	3	2.5"-3" cal.	B&B
BN	Betula nigra 'Heritage'	Heritage River Birch	3	2-2.5" cal.	B&B, Single-Stem
GT	Gleditsia triacanthos 'Inermis'	Honeylocust	9	2.5"-3" cal.	B&B
TO	Thuja occidentalis	Eastern White Cedar	32	7-8' HL	B&B
SHRUBS:					
CSA	Cornus sericea 'Arctic Fire'	Arctic Fire Dogwood	6	3'-4' HL	Cont. Plant 48" o.c.
CS	Cornus sericea 'Bailey'	Bailey's Redosier Dogwood	12	3'-4' HL	Cont. Plant 48" o.c.
IV	Ilex verticillata 'Red Sprite'	Winterberry	8	3'-4' HL	Cont. Plant 48" o.c.
IV	Ilex verticillata 'Jim Dandy'	Winterberry	1	3'-4' HL	Cont. Plant 48" o.c.
RA	Rhus aromatica 'Gro Low'	Gro Low Sumac	48	18"-24" HL	Cont.
SJ	Spiraea japonica 'Shibori'	Shibori Spiraea	9	24"-30" HL	Cont.
GRASSES:					
CA	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Grass	62	1 Gal.	Cont.
PA	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	113	1 Gal.	Cont.
PV	Panicum virgatum	Switchgrass	58	1 Gal.	Cont.

LYMAN AVE

SHELburne AVE

SE GROUP
Landscape Architects and Planners
131 Church Street
Burlington, VT 05401
tel: 802.862.0098
fax: 802.865.2440
www.segroup.com

**RICHARDSON
MULTIFAMILY
HOUSING**

435-441 Shelburne
Burlington, VT

RECEIVED
AUG 03 2016

PERMIT PLANS
NOT FOR CONSTRUCTION

0 5' 10' 20'

Graphic Scale

North

Scale: 1"=10'-0"

Date: August 3, 2016

Drawn By: TH

Checked By: AP

Issues:

No.	Description	Date

Title

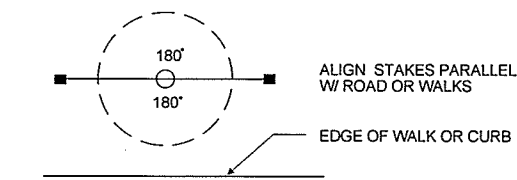
PLANTING PLAN

Sheet Number:

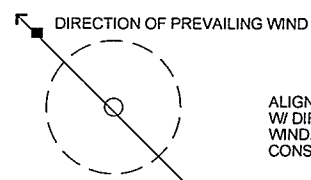
LA-400

Project Number: 1605001

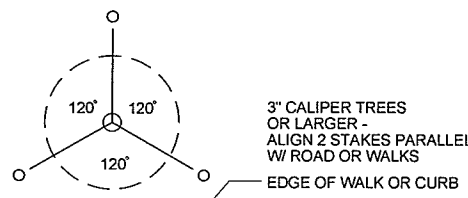
File: LA-400 Landscape Plan.dwg



A. TREE STAKING ALONG ROAD OR WALKS



B. TREE STAKING IN OPEN SPACES



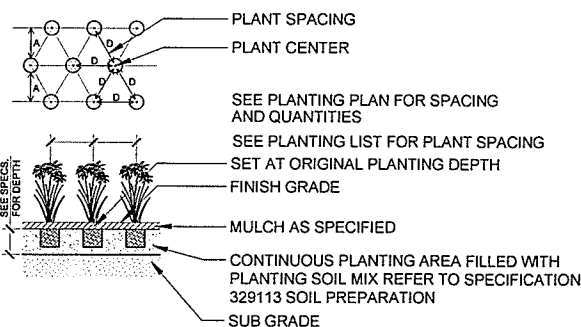
C. TREE GUYING

E TREE STAKING LAYOUT
NO SCALE

p-stake.dwg

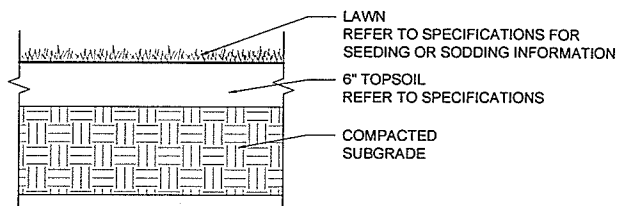
SPACING "D"	ROW "A"	NUMBER OF PLANTS/SQ. FT.
36" O.C.	31.20"	0.125
30" O.C.	26.00"	0.180
24" O.C.	20.76"	0.281
12" O.C.	10.44"	1.125
10" O.C.	8.64"	1.660
8" O.C.	6.96"	2.600
6" O.C.	5.16"	4.610

NOTE:
1. PLANT QUANTITIES DETERMINED BY MULTIPLYING AREA (SQ. FT.) BY NUMBER OF PLANTS/SQ. FT. FOR REQUIRED SPACING.
2. CONTINUOUS PLANTING PITS FILLED WITH PLANTING MIX PER THE DEPTH AS NOTED IN THE SPECIFICATIONS IS REQUIRED.



C PERENNIAL PLANTING
SCALE: 1/2" = 1'-0"

p-perennial.dwg



D LAWN
SCALE 1" = 1'-0"

p-lawn.dwg

NOTE: EXAMINE ENTIRE TREE AND REMOVE ALL NURSERY TAGS, ROPE, STRING, OR SURVEYORS TAPE TO PREVENT FUTURE GIRDLING.

SURROUNDING SOIL SHOULD NOT EXCEED 80% COMPACTION, DRAINAGE WILL BE REQUIRED IF COMPACTED SOILS ARE PRESENT

NYLON STRAP WITH 3/4" GROMMETS, REFER TO SPECIFICATIONS

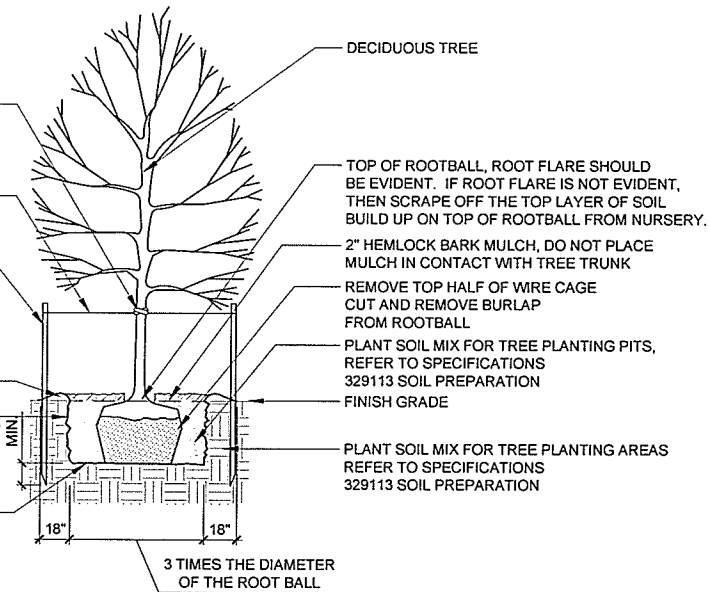
FASTEN WIRE BELOW POINT OF MAJOR BRANCHING OR TO MAJOR OUTSIDE TRUNK.

2 1/2" HARDWOOD STAKES. ALIGN STAKES PARALLEL W/ ROAD/ WALKS OR PARALLEL W/ DIRECTION OF PREVAILING WIND, REFER TO TREE STAKING DETAIL

TEMPORARY WATERING BASIN

BREAK APART EDGE OF EXCAVATION W/ SHOVEL AND BLEND PLANT SOIL MIX W/ EXISTING SOIL TO PROVIDE TRANSITION TO UNDISTURBED GRADE

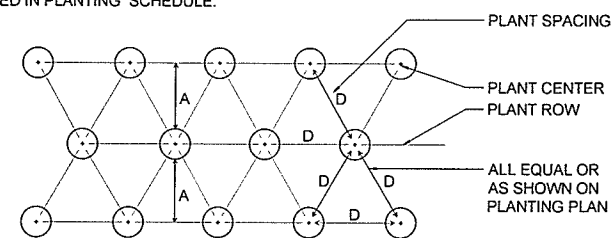
UNDISTURBED GRADE
EXCAVATE ONLY TO SPECIFIED PLANTING DEPTH TO ENSURE STABLE BASE



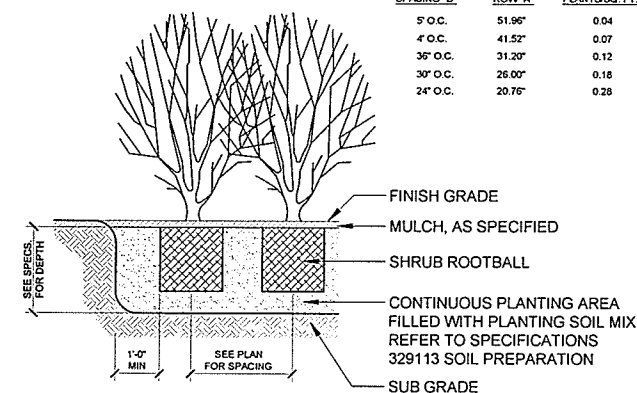
A TREE PLANTING
SCALE 1/4" = 1'-0"

p-decidtree.dwg

NOTE: QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING SCHEDULE.



SPACING "D"	ROW "A"	NUMBER OF PLANTS/SQ. FT.
9" O.C.	51.96"	0.04
4" O.C.	41.52"	0.07
36" O.C.	31.20"	0.12
30" O.C.	26.00"	0.18
24" O.C.	20.76"	0.28



B SHRUB PLANTING
SCALE: 1/2" = 1'-0"

No.	Description	D

KLVR 10/KLVR 17
ELR 10/ELR 17
ELR 15/ELR 16

KLVR 10/KLVR 17
ELR 10/ELR 16
ELR 16/ELR 17

Ⓑ

A

Alternative, high-performance, non-volumetric LED displays by M. Available for mounting heights up to 17.5" and resolutions 10M (high brightness) and 8M (100,000-hour LED lifespan). 300W standard.

Color: Brown Width: 20.0" Height: 17.5"

Project:	Type:	
Prepared By:	Date:	
Driver Info	LED Info	
1.6L	Vehicle	14W
1200	Color Temp	3000K
20W	Color Accuracy	90 CR
95%	177 Lumen	1000lm
24W	Lumen	90%
1500lm	Efficiency	71 LPMW
87 lumens		

Project:	Type:																		
Prepared By:	Date:																		
<table border="1"> <thead> <tr> <th>Driver Info</th> <th>LED Info</th> </tr> </thead> <tbody> <tr> <td>Type: Lateral/Longitudinal</td> <td>Power</td> </tr> <tr> <td>150N: 0.3CA</td> <td>Watts</td> </tr> <tr> <td>250R: 0.5CA</td> <td>Color Temp.</td> </tr> <tr> <td>350R: 0.7CA</td> <td>Color Accuracy</td> </tr> <tr> <td>750N: 0.7CA</td> <td>1771 lm/w</td> </tr> <tr> <td>217F: 0.5CA</td> <td>Lumen</td> </tr> <tr> <td>150L/200L: 1.0W</td> <td>Efficiency</td> </tr> <tr> <td>Efficiency: 78%</td> <td></td> </tr> </tbody> </table>		Driver Info	LED Info	Type: Lateral/Longitudinal	Power	150N: 0.3CA	Watts	250R: 0.5CA	Color Temp.	350R: 0.7CA	Color Accuracy	750N: 0.7CA	1771 lm/w	217F: 0.5CA	Lumen	150L/200L: 1.0W	Efficiency	Efficiency: 78%	
Driver Info	LED Info																		
Type: Lateral/Longitudinal	Power																		
150N: 0.3CA	Watts																		
250R: 0.5CA	Color Temp.																		
350R: 0.7CA	Color Accuracy																		
750N: 0.7CA	1771 lm/w																		
217F: 0.5CA	Lumen																		
150L/200L: 1.0W	Efficiency																		
Efficiency: 78%																			

1500 Series

Formed Stainless Steel

Emerson **Synthetic** **Asynchronous (AS1M)** **Asynchronous (AS1M/202)**

150' **150'** **150'** **150'**

150' dia 42m **150' dia 42m** **15' dia 4.5m** **15' dia 4.5m**

Extended Aluminum

150' **150'** **150'** **150'**

150' dia 42m **150' dia 42m** **15' dia 4.5m** **15' dia 4.5m**

NEED ADDITIONAL INFORMATION?

- More Details
- Pricing/Specifications
- Power Supply/Utility
- Download Brochure

www.hiab.com/us

Ⓔ

Ⓓ

©

FIXTURE SCHEDULE

- Fixture A (Bollard Light)**
 Manufacturer: Landscape Forms
 Fixture: Multiplicity Path Light- 440L4 (6 LEDs)
 Configuration: Type 4
 Optics: ---
 Lamp: 7.8watt LED - 3,000K
 Milliamps: 350mA
 Lens: Flat Lens - FGL
 Color: Anodized Cast Aluminum
 Options: ---
 Pole: Embedded
- Fixture B (Landscape Wall Light)**
 Manufacturer: Kim Lighting
 Fixture: Steplight- Path Light- EL807
 Configuration: Rectangular
 Optics: ---
 Lamp: 5.3watt LED - 3,500K
 Milliamps: 350mA
 Lens: Flat Lens - FGL
 Color: Black
 Options: Recessed Wall Light, 1'-1/2" Mounting Height
- Fixture C (Handrail Light)**
 Manufacturer: Cole Lighting
 Fixture: LR5 1.9 GPI-LED Symmetrical
 Optics: ---
 Wattage: 2.5watt LED - 3,000K
 Color: Stainless Steel
 Options: Underhandrail Mounted
- Fixture D (Under Building Parking Light)**
 Manufacturer: Rab
 Fixture: VANLED10N
 Optics: ---
 Wattage: 13 Watt - 4,000K
 Color: Bronze
 Options: Ceiling Mounted Fixture +/- 7' Mounting Height
- Fixture E (Building Entry Light)**
 Manufacturer: Rab
 Fixture: Entra Wall Pack - ENTRA12N
 Optics: ---
 Wattage: 12watt
 Color: Bronze
 Options: Wall Sconce +/- 7' Mounting Height

ISO-CONTOUR KEY

ISO-CONTOUR	FOOTCANDLE VALUE
—	1.00
—	0.50
—	0.25

STATISTICAL AREA SUMMARY

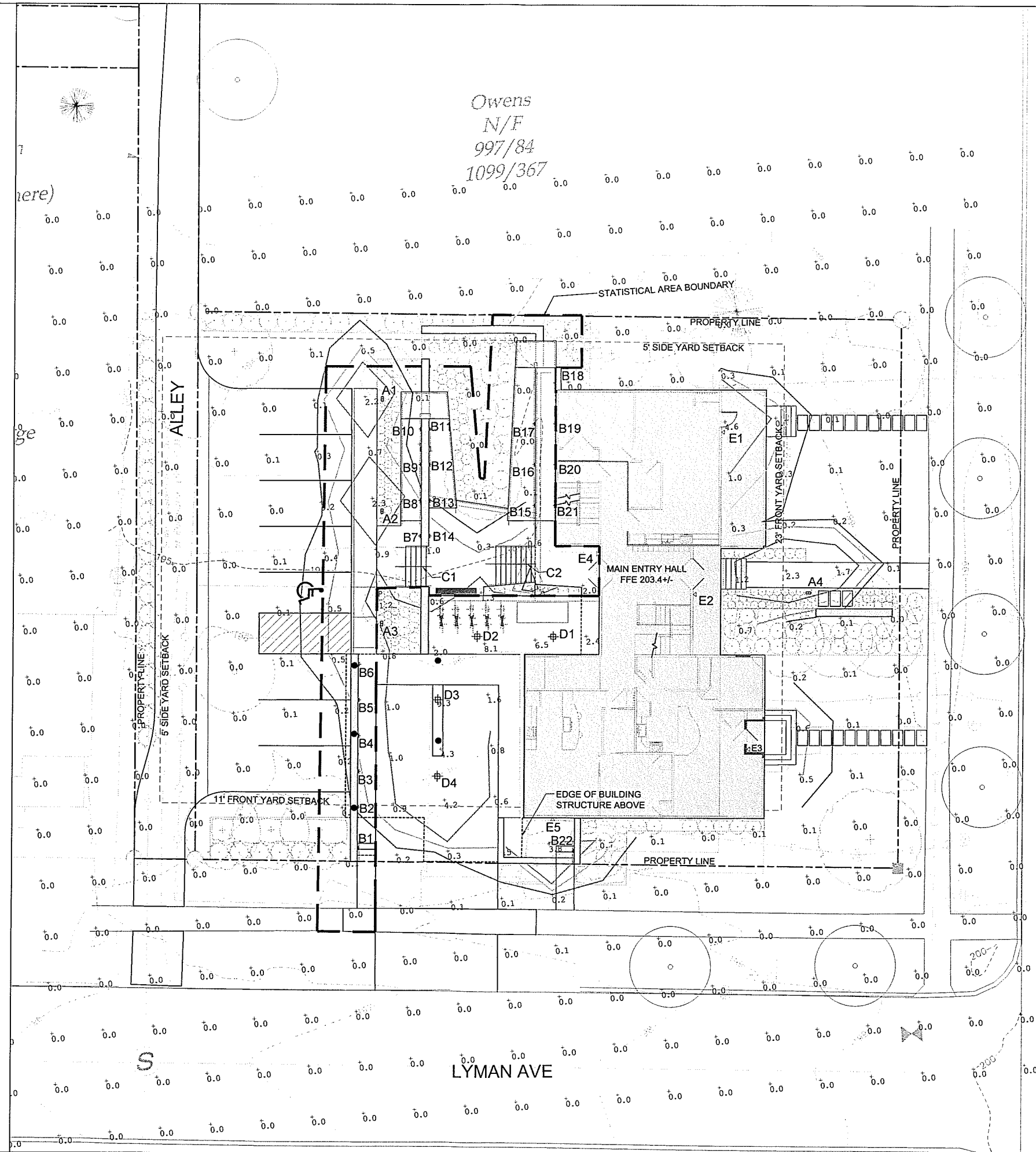
PARKING LOT AREA

Parking Area Lighting is not included in the project due to adjacent neighboring properties and overflow light from the walkway/entry plaza lighting (refer to Walkway Area Summary below).

WALKWAY AREA:

AVERAGE = 0.56 fc
 MAXIMUM = 2.3 fc
 MINIMUM = 0.0 fc
 AVG/MIN RATIO = 0.00 fc
 MAX/ MIN RATIO = 4.10 fc

Disclaimer: This analysis was calculated in accordance with published IES calculation methods and procedures with the data as entered by the user. This analysis is based on tested IES photometric data, light loss factors as defined in the LLF value. This analysis is a mathematical model of real life situations, and it can be only as accurate as the model itself. Calculated values may vary from actual measurements in certain situations. SE Group is not responsible for light output deviations due to lamp/ballast combinations or other variables.



SE GROUP
 Landscape Architects and Planners
 131 Church Street
 Burlington, VT 05401
 tel: 802.862.0098
 fax: 802.865.2440
 www.segroup.com

RICHARDSO
MULTIFAMI
HOUSING

435-444 Shelburne
 Burlington, VT

RECEIVED
 AUG 03 2016
 DEPART

PERMIT PLANS
 NOT FOR CONSTRUCTION

0 5' 10' 20'

Graphic Scale

North

Scale: 1"=10'-0"

Date: August 3, 2016

Drawn By: TH

Checked By: AP

Issues:

No.	Description	Date

Title

SITE LIGHTING
PLAN

Sheet Number:

LA-600

Project Number: 1605001

File:

Nathan Caswell
27 Arlington Court
Burlington, VT 05408

August 23, 2016

Re: 15-0840CU on the DRB agenda for September 6

Dear Ms. O'Neil

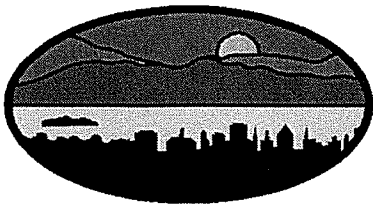
I am writing your this explanatory note on the advice of Anita at Planning and Zoning.

I was issued a certificate of occupancy for conditional use permit #15-0840CU in June of 2015. This permit is for a change of use from single family to single family with bed and breakfast (one room only). I don't operate a bed and breakfast, but I rent a room through AirBnB. Condition #7 of the Project Permit Conditions states, "The applicant shall return to the DRB in one year after issuance of a certificate of occupancy for the Bed and Breakfast to report on any neighborhood concerns or complaints relative to the Bed and Breakfast use." I am not aware of any neighborhood concerns or complaints, and the only neighborhood feedback I have received has been positive. I am returning to the DRP to fulfill the above condition.

Thank you, and I look forward to speaking with you on September 6.

Sincerely,

Nathan Caswell

**ZONING PERMIT****CONDITIONAL USE**

City of Burlington, Vermont
Department of Planning and Zoning

Application Date: 03/02/2015

Appeal Expiration Date: 05/21/2015

Project Location: 27 ARLINGTON COURT

District: RL

Owner: Nathan Caswell

Ward: 7

Address: 27 ARLINGTON CT
BURLINGTON VT 05408

Tax ID: 029-1-068-000

Project Type: Residential - Change of Use

Project Description: Change of use from single family to single family with bed and breakfast (one bedroom only).

Construction Cost:	\$0	Lot Size (Sq Ft):	11,406
Net New Habitable Sq Ft:	0.00	Net New # of Housing Units:	0
Existing % Lot Coverage:	0.00	Existing # of Parking Spaces:	3
Proposed % Lot Coverage:	0.00	Proposed # of Parking Spaces:	3
Net New % Lot Coverage:	0.00	Required # of Parking Spaces:	3

Zoning Permit #: 15-0840CU

Decision By: Development Review Board

Level of Review: 1

Decision: Approved

See Conditions of Approval

Decision Date: April 21, 2015

Project File: NA

Zoning Administrative Officer

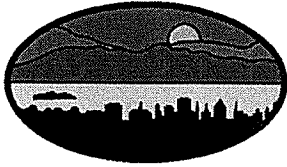
An interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division until 4 pm on May 21, 2015.

Fee Type	Amount	Paid in Full	Balance Due: \$0.00
Application Fee:	\$150.00	Yes	Date Paid: _____
Development Review Fee:	\$0.00	NA	Check # _____
Impact Fee:	Not Applicable		

Building Permit Required: **Yes**

Permit Received by: _____

Date: _____



City of
Burlington, Vermont
149 Church Street

Conditional Use – Conditions of Approval

ZP #: 15-0840CU

Tax ID: 029-1-068-000

Issue Date: April 21, 2015

Decision: Approved

Property Address: 27 ARLINGTON COURT

Description: Change of use from single family to single family with bed and breakfast (one bedroom only).

Project Permit Conditions:

1. **Prior to release of the zoning period for the Bed & Breakfast**, the applicant shall either provide a site plan that demonstrates that three vehicles can be accommodated in the existing driveway so that the third vehicle can egress the property without moving another car; or apply for and obtain approval of a zoning permit to pave an additional width of the driveway (to a maximum of 18 feet in order to accommodate vehicles parking side by side and allow for a third vehicle to egress the property without moving another car . This widening shall be installed **prior to issuance of a certificate of occupancy** for the Bed and Breakfast. The driveway shall meet all required setback (not less than 5' from any property boundary), lot coverage and any other applicable dimensional requirements. **(NOTE: The applicant did provide evidence and demonstrated to the satisfaction of the DRB that the current parking area is sufficient to accommodate the three vehicles in compliance with the parking requirements).**
2. This approval is for a ONE bedroom Bed and Breakfast use. The applicant will allow Code Enforcement to periodically confirm that the use is limited to the one bedroom rental limitation. This may include review of web-based advertising, posted guest comments, or response to neighborhood complaint.
3. The subject property must be, and remain owner occupied as long as the Bed & Breakfast remains in operation.
4. It is recommended that guests' arrival and departures be limited to 7:00 am – 10:00 pm to minimize noise, traffic, and neighborhood nuisance.
5. All guest parking shall be on-site and off-street.
6. No sign of the Bed and Breakfast use, other than a (separately permitted) sign, shall be visible on the exterior of the residence. Any sign will require a separate sign permit.
7. The applicant shall return to the DRB in one year after issuance of a certificate of occupancy for the Bed and Breakfast to report on any neighborhood concerns or complaints relative to the Bed and Breakfast use.
8. Regarding Standard Permit Condition #1 below the applicant will have to insure compliance with state regulations regarding short-term B&B type rentals, including but not limited to payment of required rooms and meals taxes.
9. **Standard Permit Conditions:**

1. **Other City, State or Federal Permits.** The owner is solely responsible for obtaining all other

required City, state and federal approvals. Failure to do so may invalidate this Zoning Permit and result in enforcement actions.

Note: All projects receiving a Zoning Permit also require a Construction Permit or written confirmation that a Construction Permit is not required from Department of Public Works Inspection Services Division (DPW-ISD). All construction permits must be closed out by way of approved inspections by DPW-ISD before issuance of a Unified Certificate of Occupancy (UCO) by the Code Enforcement Office as per Condition 3, below.

2. **Time Limits.** This zoning permit shall become invalid unless work or action authorized by the permit is commenced by **April 21, 2016**. The owner shall complete the approved project and obtain a UCO (combined Zoning and Building certificates of occupancy, still applicable even if a zoning or building permit was not required) by **April 21, 2017**, or be subject to enforcement actions.

These time limits are binding upon the owner unless one of the following apply: a) longer or shorter time limits are specifically imposed by a condition of approval; or b) the time limits are tolled by additional state or federal permitting for the project or by an appeal; or c) an extension of time has been granted. An extension of time must be requested in writing PRIOR to the expiration of the permit. If the owner has enacted the permit and it lapses, the owner may be responsible to obtain a new zoning permit, if required, which shall be subject to the current Comprehensive Development Ordinance (CDO).

3. **Unified Certificate of Occupancy (UCO):** It shall be unlawful to use or occupy (or allow the use or occupancy of) any land or structure or part thereof which has been created, changed, converted or wholly or partly altered or enlarged in its use or structure without a UCO.

If the project is partially completed, meets “prior to issuance of a UCO” conditions of approval, meets all health and safety standards, and all municipal fees for the project are paid, a Temporary Zoning CO may be requested and issued. **Upon completion of the project**, applicant shall request and obtain a Final UCO from the Code Enforcement Office (located at 645 Pine Street). Additional information on how to request and obtain this UCO is available at this office. **Failure to obtain a certificate of occupancy** places the property in violation of the CDO and is subject to enforcement.

In addition, **Failure to obtain a UCO within the time limits above is subject to** “after the fact” fees ranging from \$75 - \$1500 (in addition to the UCO fee).

4. **Project Modifications.** The project shall be completed as shown on the plans, which have been stamped “approved” and dated by the administrative officer. The project shall not deviate from the approved plans or conditions of approval without prior written approval from the administrative officer.
5. **Property Inspection.** By acceptance of this permit, the owner authorizes City Officials and/or their authorized representatives, access to the subject property for the purpose of observing work in progress, inspecting and/or measuring the property or improvements until such time the project has been issued a Final UCO.
6. **Completion and Maintenance of Improvements and Landscaping.** Owner or successor in interest is responsible for completing all improvements shown on approved plans. By acceptance of this permit, Owner agrees to maintain all improvements in a satisfactory condition. Any landscaping installed according to the approved plan which becomes diseased or dies shall be replaced by similar species and size no later than the first available planting season.

7. **Off-Site Drainage.** Issuance of this permit does not authorize the discharge of stormwater runoff or other surface drainage from the subject premises onto adjoining property or properties including but not limited to the public Right of Way.
8. **Errors.** The owner is solely responsible for the accuracy of all information contained in the Zoning Permit application. Any errors contained therein may invalidate the Zoning Permit and may result in enforcement action by the City.
9. **Transfer of Ownership. All zoning permits run with the land.** In the event of a transfer of ownership, partial or whole, of the subject premises, the transferee shall become permittee and subject to compliance with the terms and conditions of this permit.
10. **Violations/Penalties.** A violation of any of the conditions of this permit or of any provision of the CDO may result in enforcement actions, including but not limited to a penalty of up to two hundred dollars (\$200) per day, municipal tickets, and/or additional permitting fees.
11. **Incorporation and Reference of All Plans Presented.** This approval incorporates by reference all plans and drawings presented and all verbal representations by the applicant on the subject application to the extent that they are not in conflict with other stated conditions or regulations.
12. **For Properties Involved in Boundary Disputes.** Boundary disputes are not within the jurisdiction of the administrative officer or the Development Review Board. When an application is submitted and the boundary of the subject property is called into question, the boundary will be determined based upon the best evidence available, for instance a survey or other official document. If a permit is issued and contrary evidence is presented to the City after the fact, such as a survey or Superior Court ruling with respect to the boundary lines, the permit may be amended or revoked by the City. If the permit is amended or revoked, owner shall bear all costs to remedy the situation, including removal of the structure(s) if necessary, that is if the structure(s) is/are unable to meet the requirements of the CDO and receive an amended permit in light of the actual boundary line.
13. **Damage to City Property.** The Owner is responsible for any damage to the City of Burlington's property, including but not limited to its right-of-way, sewer/water lines, etcetera, that occurs during the site improvements authorized by this permit. If damage occurs, the Owner shall restore the property to a condition equal to or better than the condition of the property prior to such damage.
14. **City Rights-of-Way and Ownership.** Permit approval does NOT authorize any work to be undertaken within the public ROW. Any work in the ROW can only occur with prior authorization by DPW and City Council, as required. Any work or improvements that are taken within the City's right of way does not diminish the City's ownership or authority regarding said right of way.
15. **Liquor License Required.** An approval of any use that includes the sale of alcoholic beverages is contingent upon the receipt of a liquor license from the City of Burlington or the State of Vermont, whichever is applicable.

Burlington Development Review Board

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

Austin Hart, Chair
Missa Aloisi
Alexander J. LaRosa
Michael Long
Brad Rabinowitz
Israel Smith
Jonathan Stevens
Alexandra Zipparo, (alternate)
Jim Drummond, (alternate)



Burlington Development Review Board
Findings of Fact
Deliberative Hearing Tuesday, April 13, 2015

Board Members Present: Jonathan Stevens (Vice Chair), Brad Rabinowitz, Michael Long, Israel Smith, Missa Aliosi

Staff members present: Ken Lerner

File: 15-0840CU

Location: 27 Arlington Court

Zone: RL **Ward:** 7

Date application accepted: March 2, 2015

Applicant/ Owner: Nathan Casewell

Request Change of use from single family to single family with bed and breakfast (one bedroom only).



Background:

- **August 24, 1987 Conditional Use** request to establish a youth hostel. Request approved as a home occupation but limited to six months. Returned after six months and was approved to continue operating. Specifically conditioned for the applicant, Nancy Farrell, and that it does not

run with the property and is not transferable. Decision not appealed. Note that at that time the basement was used as quarters for the hostel. It is not clear as to whether this space meets current requirements as habitable space.

Overview: The applicant wishes to convert one bedroom to bed and breakfast use. There exists a 10 ft. wide single width driveway that widens alongside the house to 18 ft. wide. Three parking spaces are required – two for the residential use and one additional for the rented room for a total of three.

Evidence Presented:

The Board examined the materials submitted in support of this request.

I. Minutes

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

II. Motion by Brad Rabinowitz: In the matter of 15-0840CU, 27 Arlington Court, I move approval of the request for a change of use from single family to single family with bed and breakfast (one bedroom only) as per the following findings and conditions, noting that Condition #4 is a recommendation not a requirement:

III. Findings

Article 3: Applications, Permits and Project Reviews

Part 5: Conditional Use and Major Impact Review

Sec. 3.5.6.(a) Conditional Use Review Standards

1. *Capacity of existing or planned community facilities.*

The change of use to a bed and breakfast appears to pose no identified impact to the capacity of existing or planned community facilities. **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 an existing, developed residential neighborhood. The conversion of one bedroom in a low density residential neighborhood to rental lodging may have some impact on traffic and circulation, but not noticeably greater than a family with multiple drivers. If most cars are located on-site and only 1 bedroom is intended for rental, the anticipated impact would be negligible. **Affirmative finding.**

3. *Traffic on roads and highways in the vicinity evaluated in terms of increased demand for parking, travel during peak commuter hours, safety, contributing to congestion, as opposed to complementing the flow of traffic and/or parking needs; if not in a commercial district, the impact of customer traffic and deliveries must be evaluated;*

The proposed rental of one bedroom would result in one more vehicle to the parking demand, which already has a requirement for 2 parking spaces for the existing single family residential use, as noted above. The change of use will likely increase traffic and circulation from the present residential demand of this parcel, however not so noticeable as to affect the overall neighborhood.

Affirmative finding.

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

The application and resultant change in use will be required to meet all bylaws and city and state ordinances in effect at the time of decision. Specific to the proposed use the applicant will have to ensure compliance with state regulations regarding short-term B&B type rentals, including but not limited to payment of required rooms and meals taxes. **Affirmative finding as conditioned.**

5. *The utilization of renewable energy resources;*

See Section 6.2.2 (e), below.

and,

In addition to the General Standards specified above, the DRB;

6. *shall consider the cumulative impact of the proposed use. For purposes of residential construction, if an area is zoned for housing and a lot can accommodate the density, the cumulative impact of housing shall be considered negligible;*

A Bed and Breakfast is a special category residential use. The application for a single room is minimal, particularly in this location as it is not close to downtown or other short term rentals. It is possible to consider a conditioned Bed and Breakfast use within the low density residential district with limitations to address potential impacts of traffic, circulation, parking, and intensity of activity. **Affirmative finding.**

7. *in considering a request relating to a greater number of unrelated individuals residing in a dwelling unit within the RL, RL-W, RM and RM-W districts than is allowed as a permitted use, in addition to the criteria set forth in Subsection (a) hereof, no conditional use permit may be granted unless all facilities within the dwelling unit, including bathroom and kitchen facilities are accessible to the occupants without passing through any bedroom. Additionally, each room proposed to be occupied as a bedroom must contain at least one hundred twenty (120) square feet. There must also be a parking area located on the premises at a location other than the front yard containing a minimum of one hundred eighty (180) square feet for each proposed adult of the dwelling unit in excess of the number of occupants allowed as a permitted use. All other green space standards must be observed.*

The change-of-use proposed is for a special residential use, and has different review criteria than identified within this standard.

8. *may control the location and number of vehicular access points to the property, including the erection of parking barriers.*

No change to existing proposed. However, the driveway may be widened in order provide the minimum parking required under Article 8. **Affirmative finding as conditioned.**

9. *may limit the number, location and size of signs.*

Any signage will require a separate permit, and will be limited by the standards for this zoning district. **Affirmative finding as conditioned.**

10. *may require suitable mitigation measures, including landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area.*

Nothing is proposed. However, in order to meet the parking requirements a widening of the driveway may occur. If this is not done then it will have to be demonstrated that the parking as it exists can function sufficiently for the three required vehicle spaces. **Affirmative finding as conditioned.**

11. *may specify a time limit for construction, alteration or enlargement of a structure to house a conditional use.*

No construction proposed, although there may be a widening of the driveway. Not Applicable.

12. may specify hours of operation and/or construction to reduce the impact on surrounding properties.

The applicant states that rental s will be at will; this implies being open 24 hours a day 7 days a week. If approved, arrivals are recommended to commence after 7:00 am and cease after 10:00 pm to preserve characteristic neighborhood quiet. Limitations are suggested. **Affirmative finding as conditioned.**

13. may require that any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions.

Footnote #4 in Appendix A informs that not more than 3 rooms may be let for that purpose in the RL district. Proposed is for the rental of one room. **Affirmative finding as conditioned.**

14. may consider performance standards, should the proposed use merit such review.

The parking circulation is of the most concern. It appears that with two cars parking side by side along the house only one space may be able to exit the driveway without moving another vehicle. If the applicant cannot show that the current configuration operates sufficiently to allow a tandem & another accessible space, than the driveway may have to be widened to meet the parking requirements as discussed in Article 8. **Affirmative finding as conditioned**

15. may attach such additional reasonable conditions and safeguards, as it may deem necessary to implement the purposes of this chapter and the zoning regulations.

If the permit is granted the DRB may request the applicant/owner to return after a period of time to assess neighborhood impacts, if appropriate. **Affirmative finding as conditioned**

Article 4: Zoning Maps and Districts

Sec. 4.4.5 (c) Permitted and Conditional Uses

A Bed and Breakfast is a Conditional Use in the RL zoning district.

Appendix A – Use Table has 2 footnotes for Bed and Breakfast Use:

#4:no more than 3 rooms permitted to be let in the RL district.

This is in a RL zone and the application proposes one bedroom. **Affirmative finding as conditioned**

#6: *Must be owner occupied.*

The applicant lives at the subject property.

The property has previously been approved for a hostel as a home occupation. The hostel was confined to the basement that is not included in the subject request. It is not clear as to whether the use of the basement as habitable space would meet current life safety standards. **Affirmative finding as conditioned.**

Article 5: Citywide General Regulations

Sec. 5.1.1 Uses

(d) Conditional Uses

A conditional use is listed in any district where denoted by the letters "CU" in Appendix A – Use Table. Such uses may be permitted by the DRB only after review under the conditional use provisions provided in Article 3, Part 5, such further restrictions as the DRB may establish and such additional requirements as may be established by this ordinance such as but not limited to dimensional and intensity imitations, performance and design standards, and parking requirements.

A Bed and Breakfast is a Conditional Use in Appendix A, Use Table, for the RL District. The project meets the two footnote requirements; see Sec. 4.4.5(c), above. The subject parcel, however, may not meet the parking requirements for the proposed use. If it is not shown to meet the operational standards, then a

driveway widening to 18 ft. may be possible in lieu of shuffling parking as would need to occur if this is not widened; see Article 8, Sec. 8.1.12, (c), below. Given the limitation that the driveway cannot be wider than 18', the driveway expansion may be considered. **Affirmative finding as conditioned.**

Part 2: Dimensional Requirements See Section 4.4.5, Table 4.4.5-3, above. **Affirmative finding.**

Sec. 5.2.3. Lot Coverage Requirements See Section 4.4.5, Table 4.4.5-3, above. **Affirmative finding.**

Sec. 5.2.4. Buildable Area Calculation *For any properties two or more acres in size within any RCO, WRM, RM, WRL, or RL zoning district...*

The subject property is not more than two acres in size. This standard does not apply.

Sec. 5.2.5. Setbacks See Section 4.4.5, Table 4.4.5-3, above. **Affirmative finding.**

Sec. 5.2.6, Building Height Limits See Section 4.4.5, Table 4.4.5-3, above. **Affirmative finding.**

Sec. 5.2.7, Density and Intensity of Development Calculations

The application is for a change-of-use to a specialty residential use. It is viewed the same as a single dwelling unit for intensity purposes.

Affirmative finding.

Article 7: Signs

Any signage will require a separate sign permit. Any signage will be required to meet the standards of this article and specific standards of the zoning district. **Affirmative finding as conditioned.**

Article 8: Parking

Sec. 8.1.1 Purpose

It is the purpose of this article to:

- (a) Ensure there are adequate parking and loading facilities to serve the use or uses of the property;*
- (b) Ensure that parking facilities are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjoining properties from nuisance caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles parking off the street;*
- (c) Reduce congestion in the streets and contribute to traffic safety; and*
- (d) Encourage alternate modes of travel that will reduce dependence upon the single-occupancy automobile.*

Table 8.1.8-1 Minimum Off-Street Parking Requirements

Single family residential use (Neighborhood Parking District) requires 2 parking spaces, the One room Bed and Breakfast (in addition to single-family residence) at 1 per room; requires 1 additional space for a total of 3 spaces required.

On-site parking: 2 are recognized based on the tandem limitations (one in the garage or in front of garage, one in the single-lane driveway.) The applicant claims that currently there is sufficient room to allow two vehicles to enter and exit the driveway without disturbing another space. If this can be demonstrated than this situation can be considered adequate.

Option #2 may be require widening the driveway, and obtain a zoning permit for the widened driveway and thus meet the parking requirement. **Affirmative finding as conditioned.**

Article 13: Definitions

Bed and Breakfast: *An owner-occupied residence, or portion thereof, in which short-term lodging rooms are rented and where only a morning meal is provided on-premises to guests.*

The applicant has proposed 1 room to let in the proposed Bed and Breakfast.

Affirmative finding if conditioned.

Owner: *Any person, firm, partnership, association, joint venture, corporation or other entity or combination of entities who alone, jointly or severally with others hold(s) legal or equitable title to any property.*

Per the ordinance, the owner (who must be listed on the deed) is required to be a resident of the Bed and Breakfast. **Affirmative finding as conditioned.**

Owner Occupied: *Where owner occupancy is required by this ordinance, owner occupancy shall mean occupancy of premises by an owner for at least 50% of the year.*

As a Bed and Breakfast, an owner, whose name is on the title, is required to live on the premises at least 6 months of the year. **Affirmative finding as conditioned.**

IV. Conditions of Approval

1. **Prior to release of the zoning period for the Bed & Breakfast**, the applicant shall either provide a site plan that demonstrates that three vehicles can be accommodated in the existing driveway so that the third vehicle can egress the property without moving another car; or apply for and obtain approval of a zoning permit to pave an additional width of the driveway (to a maximum of 18 feet) in order to accommodate vehicles parking side by side and allow for a third vehicle to egress the property without moving another car . This widening shall be installed **prior to issuance of a certificate of occupancy** for the Bed and Breakfast. The driveway shall meet all required setback (not less than 5' from any property boundary), lot coverage and any other applicable dimensional requirements. **(NOTE: The applicant did provide evidence and demonstrated to the satisfaction of the DRB that the current parking area is sufficient to accommodate the three vehicles in compliance with the parking requirements).**
2. This approval is for a ONE bedroom Bed and Breakfast use. The applicant will allow Code Enforcement to periodically confirm that the use is limited to the one bedroom rental limitation. This may include review of web-based advertising, posted guest comments, or response to neighborhood complaint.
3. The subject property must be, and remain owner occupied as long as the Bed & Breakfast remains in operation.
4. It is recommended that guests' arrival and departures be limited to 7:00 am – 10:00 pm to minimize noise, traffic, and neighborhood nuisance.

5. All guest parking shall be on-site and off-street.
6. No sign of the Bed and Breakfast use, other than a (separately permitted) sign, shall be visible on the exterior of the residence. Any sign will require a separate sign permit.
7. The applicant shall return to the DRB in one year after issuance of a certificate of occupancy for the Bed and Breakfast to report on any neighborhood concerns or complaints relative to the Bed and Breakfast use.
8. Regarding Standard Permit Condition #1 below the applicant will have to insure compliance with state regulations regarding short-term B&B type rentals, including but not limited to payment of required rooms and meals taxes.
9. Standard Permit Conditions 1-15:
1. **Other City, State or Federal Permits.** The owner is solely responsible for obtaining all other required City, state and federal approvals. Failure to do so may invalidate this Zoning Permit and result in enforcement actions.
Note: All projects receiving a Zoning Permit also require a Construction Permit or written confirmation that a Construction Permit is not required from Department of Public Works-Inspection Services Division (DPW-ISD). All construction permits must be closed out by way of approved inspections by DPW-ISD before issuance of a Unified Certificate of Occupancy (UCO) by the Code Enforcement Office as per Condition 3, below.
2. **Time Limits.** This zoning permit shall become invalid unless work or action authorized by the permit is commenced within one year of approval. The owner shall complete the approved project and obtain a UCO (combined Zoning and Building certificates of occupancy, still applicable even if a zoning or building permit was not required) within two years of approval, or be subject to enforcement actions.

These time limits are binding upon the owner unless one of the following apply: a) longer or shorter time limits are specifically imposed by a condition of approval; or b) the time limits are tolled by additional state or federal permitting for the project or by an appeal; or c) an extension of time has been granted. An extension of time must be requested in writing PRIOR to the expiration of the permit. If the owner has enacted the permit and it lapses, the owner may be responsible to obtain a new zoning permit, if required, which shall be subject to the current Comprehensive Development Ordinance (CDO).

3. **Unified Certificate of Occupancy (UCO):** It shall be unlawful to use or occupy (or allow the use or occupancy of) any land or structure or part thereof which has been created, changed, converted, or wholly or partly altered or enlarged in its use or structure without a UCO.

If the project is partially completed, meets “prior to issuance of a UCO” conditions of approval, meets all health and safety standards, and all municipal fees for the project are paid, a Temporary Zoning CO may be requested and issued. **Upon completion of the project**, applicant shall request and obtain a Final UCO from the Code Enforcement Office (located at 645 Pine Street). Additional information on how to request and obtain this UCO is available at this office. **Failure to obtain a certificate of occupancy** places the property in violation of the CDO and is subject to enforcement.

In addition, **Failure to obtain a UCO within the time limits above is subject to** “after the fact” fees ranging from \$75 - \$1500 (in addition to the UCO fee).

4. **Project Modifications.** The project shall be completed as shown on the plans, which have been stamped "approved" and dated by the administrative officer. The project shall not deviate from the approved plans or conditions of approval without prior written approval from the administrative officer.
5. **Property Inspection.** By acceptance of this permit, the owner authorizes City Officials and/or their authorized representatives, access to the subject property for the purpose of observing work in progress, inspecting and/or measuring the property or improvements until such time the project has been issued a Final UCO.
6. **Completion and Maintenance of Improvements and Landscaping.** Owner or successor in interest is responsible for completing all improvements shown on approved plans. By acceptance of this permit, Owner agrees to maintain all improvements in a satisfactory condition. Any landscaping installed according to the approved plan which becomes diseased or dies shall be replaced by similar species and size no later than the first available planting season.
7. **Off-Site Drainage.** Issuance of this permit does not authorize the discharge of stormwater runoff or other surface drainage from the subject premises onto adjoining property or properties including but not limited to the public Right of Way.
8. **Errors.** The owner is solely responsible for the accuracy of all information contained in the Zoning Permit application. Any errors contained therein may invalidate the Zoning Permit and may result in enforcement action by the City.
9. **Transfer of Ownership. All zoning permits run with the land.** In the event of a transfer of ownership, partial or whole, of the subject premises, the transferee shall become permittee and subject to compliance with the terms and conditions of this permit.
10. **Violations/Penalties.** A violation of any of the conditions of this permit or of any provision of the CDO may result in enforcement actions, including but not limited to a penalty of up to one hundred dollars (\$100) per day, municipal tickets, and/or additional permitting fees.
11. **Incorporation and Reference of All Plans Presented.** This approval incorporates by reference all plans and drawings presented and all verbal representations by the applicant on the subject application to the extent that they are not in conflict with other stated conditions or regulations.
12. **For Properties Involved in Boundary Disputes.** Boundary disputes are not within the jurisdiction of the administrative officer or the Development Review Board. When an application is submitted and the boundary of the subject property is called into question, the boundary will be determined based upon the best evidence available, for instance a survey or other official document. If a permit is issued and contrary evidence is presented to the City after the fact, such as a survey or Superior Court ruling with respect to the boundary lines, the permit may be amended or revoked by the City. If the permit is amended or revoked, owner shall bear all costs to remedy the situation, including removal of the structure(s) if necessary, that is if the structure(s) is/are unable to meet the requirements of the CDO and receive an amended permit in light of the actual boundary line.
13. **Damage to City Property.** The Owner is responsible for any damage to the City of Burlington's property, including but not limited to its right-of-way, sewer/water lines, etcetera, that occurs during the site improvements authorized by this permit. If damage occurs, the Owner shall restore

the property to a condition equal to or better than the condition of the property prior to such damage.

14. **City Rights-of-Way and Ownership.** Permit approval does NOT authorize any work to be undertaken within the public ROW. Any work in the ROW can only occur with prior authorization by DPW and City Council, as required. Any work or improvements that are taken within the City's right of way does not diminish the City's ownership or authority regarding said right of way.
15. **Liquor License Required.** An approval of any use that includes the sale of alcoholic beverages is contingent upon the receipt of a liquor license from the City of Burlington or the State of Vermont, whichever is applicable.

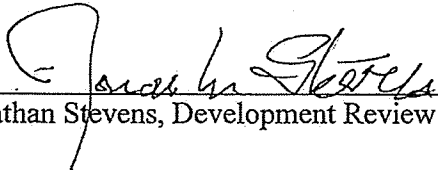
Second: Jonathan Stevens

Vote: 5-0-0

Vote: motion carried

Dated at Burlington, Vermont, this 21 day of April, 2015.

Respectfully Submitted,



Jonathan Stevens, Development Review Board Vice Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court, Environmental Division. (Comprehensive Development Ordinance Article 12, Section 12.2.3 Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Environmental Court within 30 days of the date of the written decision as follows:

(a) Notice of Appeal: The appeal shall be taken in such a manner as the Supreme Court or the environmental court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3, Vermont Statutes Annotated. Notice of the appeal shall be sent by mail to every interested person appearing and having been heard at the hearing before the DRB, and, if any one or more of those persons are not then parties to the appeal, upon motion they shall be granted leave by the court to intervene.)

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, 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
Elsie Tillotson, Department Secretary



TO: Development Review Board
FROM: Scott Gustin 
DATE: September 6, 2016
RE: 14-0747SD; 1891 North 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: RL. Ward: 4

Owner/Applicant: Thomas P. Mitchell

Request: Time extension request to subdivide two lots into three lots, remove existing single family house, construct two duplexes and one single family home.

Applicable Regulations:

Article 3 (Applications, Permits, & Project Review)

Background Information:

The applicant is seeking approval for a 1-year time extension for a minor subdivision and construction of five new dwelling units (two duplexes and one single family home). No project changes are included in this extension request.

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

I. Findings

Article 3: Applications and Reviews

Sec. 3.2.9, Zoning Permits

(d) Time Limit on Zoning Permits:

This project was approved August 26, 2014. Activity associated with the permit was commenced within 1 year of approval as required. Work is not complete within two years as is typically required. The applicant submitted this extension request July 25, 2016 – before expiration of the zoning permit. Insofar as permit activity commenced within 1 year of the effective date of the zoning permit, and the extension request has been filed prior to expiration of the permit, the requested 1 year extension may be approved. Construction must be complete by August 26, 2017.
(Affirmative finding as conditioned)

II. Conditions of Approval

1. Except as specifically modified in this approval, all conditions of the original zoning permit (14-0747SD) shall remain in effect.

2. Standard permit conditions 1 -15 (including construction completion date no later than August 26, 2017).
-



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

JUL 25 2016

DEPARTMENT OF
PLANNING & ZONING

Time Extension Request

Use this form to request a one year time extension on any valid zoning permit.

Permits that were administratively approved can have time extension requests administratively reviewed and there is no fee.

Permits that were reviewed by the Development Review Board, require a public meeting and there is a \$150 fee for this request to cover time and expenses for public notices.

PROJECT LOCATION ADDRESS: 1891 NO Ave

PROPERTY OWNER*: Thomas M. Tidel

OWNER'S REPRESENTATIVE: _____

*If condominium unit, written approval from the Association is also required

POSTAL ADDRESS: 27 Revere Ct

POSTAL ADDRESS: _____

CITY, ST, ZIP: Burl VT 05408

CITY, ST, ZIP: _____

DAY PHONE: 802 353-4222

DAY PHONE: _____

EMAIL: Tmitch Buidel@gmail

EMAIL: _____

SIGNATURE: [Signature]

SIGNATURE: _____

I am the owner and I duly authorize the owner's representative (if applicable) to act on my behalf for all matters pertaining to this zoning permit application.

Zoning Permit Number: 14-0747SD

Summary of Approved Permit Description: _____

Summary of current status of project: Started need more time

- Please ask for assistance if you have any questions about filling out 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:

Check No. 2001

Amount Paid \$150.

Zoning Permit # 14-0747SD

10/1/2008

10/1/2008

✓

RECEIVED

FEB 12 2014

DEPARTMENT OF
PLANNING & ZONING

TOM MITCHELL
1891 NORTH AVENUE
RESIDENTIAL SUBDIVISION
CITY OF BURLINGTON

LIST OF DRAWINGS

C-1EXISTING CONDITIONS
C-2SITE PLAN
C-3GRADING & UTILITY PLAN
C-4DETAILS
C-5DETAILS
C-6SPECIFICATIONS
C-7SPECIFICATIONS

EC-1.....EPSC/STORMWATER PLAN

OWNER

TOM MITCHELL
27 REVERE COURT
BURLINGTON, VERMONT 05405
(802) 355-4222

PROJECT
ENGINEER

CHAMPLAIN CONSULTING ENGINEERS
85 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
CONTACT: MARTIN E. COURCELLE, P.E.
(802) 863-8060
(802) 864-1878 FAX

-- NOTE --

ANY MODIFICATIONS OR DEVIATIONS FROM THESE PLANS
REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
ALL ERRORS IN DIMENSIONS, PLANS OR DETAILING ARE
FULLY THE RESPONSIBILITY OF THE APPLICANT/OWNER.

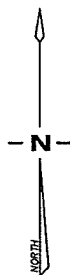
FINAL APPROVAL

SIGNED [Signature] DATE 3/12/15

[Signature] PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT

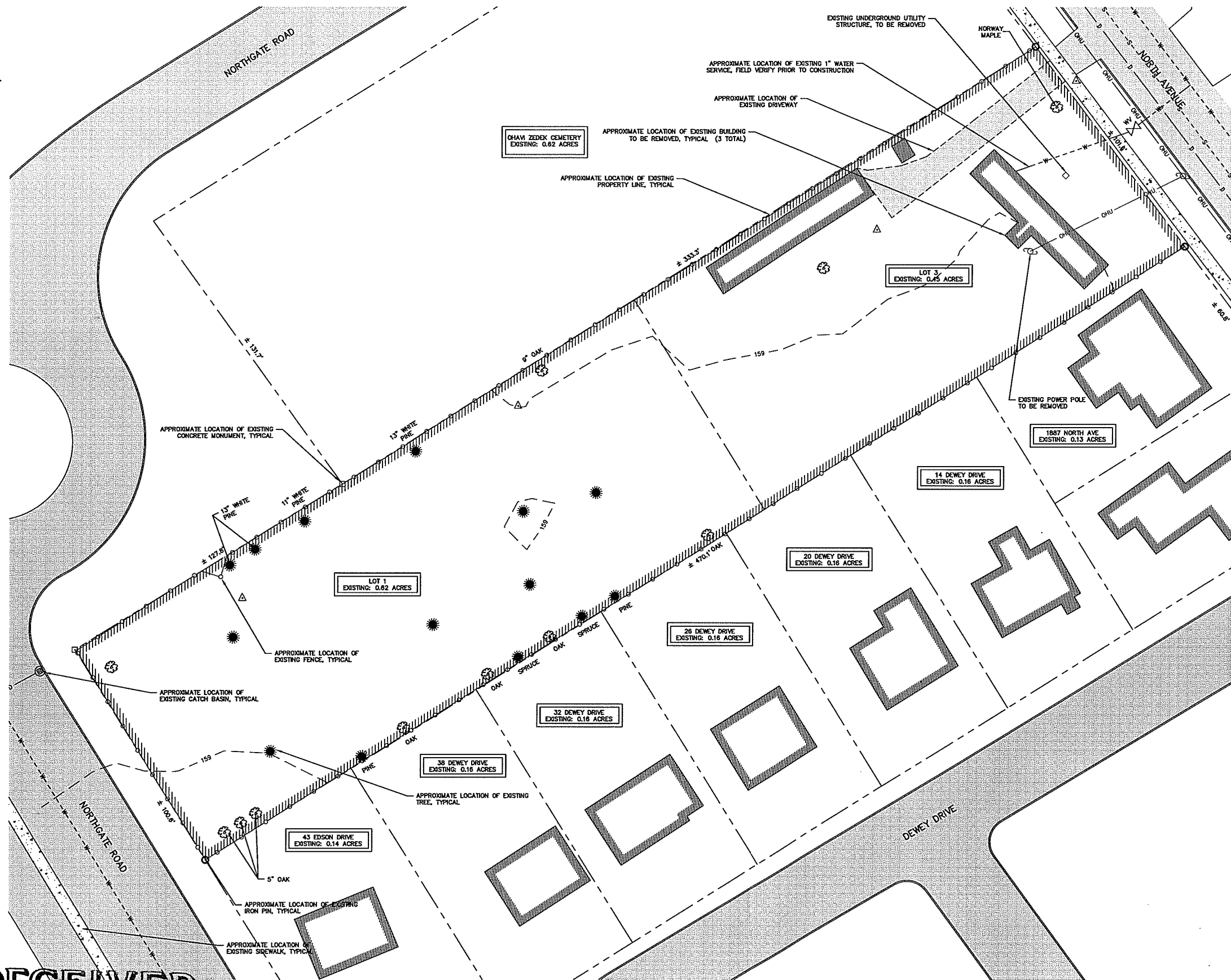
For entire 11-page plan set.

PERMIT SET

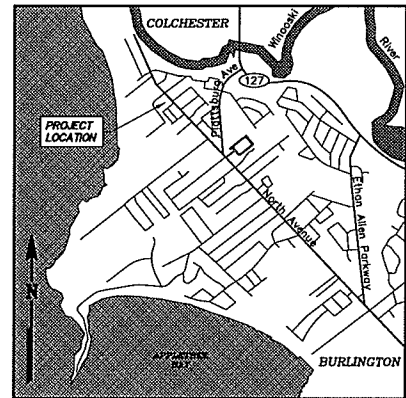
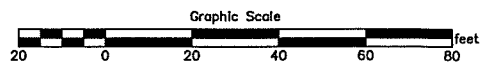


RECEIVED
JUL 21 2014

DEPARTMENT OF



EXISTING CONDITIONS
SCALE 1" = 20'



LOCATION MAP
N.T.S.

DESIGN SUMMARY:

1. PROJECT DESCRIPTION:

SITE PLAN OF A PROPOSED RESIDENTIAL SUBDIVISION OF TWO EXISTING PARCELS LOCATED AT 1891 NORTH AVENUE IN THE CITY OF BURLINGTON, VERMONT.

2. PROJECT CONTACTS:

OWNER: TOM MITCHELL
27 REVERE COURT
BURLINGTON, VERMONT 05405
CONTACT: (802) 355-4222

CIVIL ENGINEER:

CHAMPLAIN CONSULTING ENGINEERS
85 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
CONTACT: MARTIN E. COURCELLE, P.E.
(802) 863-8060

GENERAL NOTES:

- PRIOR TO COMMENCING SITE WORK, THE GENERAL CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS. THE PROJECT ENGINEER SHALL BE NOTIFIED IMMEDIATELY WHERE DISCREPANCIES EXIST BETWEEN THE PROJECT DRAWINGS AND ACTUAL FIELD CONDITIONS.
- THE GENERAL CONTRACTOR SHALL CONTACT DIG SAFE (1-888-344-7233) SEVENTY TWO HOURS PRIOR TO ANY EXCAVATION TO ACCURATELY ESTABLISH THE LOCATION OF ALL UNDERGROUND UTILITIES ON THE PROJECT SITE.
- WHERE DIMENSIONS ON THE PROJECT DRAWINGS ARE UNCLEAR, CONTACT THE PROJECT ENGINEER IMMEDIATELY FOR CLARIFICATION.
- IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE PROJECT DRAWINGS REFLECT THE LATEST REVISIONS.
- THIS IS A SITE PLAN NOT A BOUNDARY SURVEY. PROPERTY BOUNDARIES SHOWN ON THIS PLAN ARE CONSIDERED TO BE APPROXIMATE.
- PROPOSED BUILDING LOCATIONS SHOWN ARE THEORETICAL ONLY.

REFERENCE MAPS:

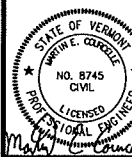
- MAP TITLED "TOPOGRAPHIC SURVEY, MITCHELL PROPERTY", PREPARED BY VERMONT LAND SURVEYORS, INC., DATED NOVEMBER 5, 2012, VLS JOB #201215. VERTICAL DATUM IS BASED UPON A CLASS II VERTICAL CONTROL POINT (PID A89591), NAVD 1988 DATUM.
- MAP TITLED "PLAT OF SURVEY, MITCHELL PROPERTY", PREPARED BY WARREN A. ROSENSTIEL, DATED AUGUST 8.
- ADDITIONAL FEATURES FROM VERMONT DEPARTMENT OF TAXES, VERMONT MAPPING PROGRAM, ORTHOPHOTO #090224, YEAR TAKEN 2004.
- ADDITIONAL PROPERTY BOUNDARIES TAKEN FROM CITY OF BURLINGTON TAX MAP #23.
- EXISTING SEWER, WATER AND STORMWATER UTILITY INFORMATION TAKEN FROM DRAFT GIS PROVIDED BY THE CITY OF BURLINGTON, VERMONT.

LEGEND

---	EXISTING PROPERTY LINE
-165-	EXISTING CONTOUR
-O-	EXISTING FENCE
-W-D-	EXISTING WATER LINE & VALVE
-S-(S)-	EXISTING SEWER LINE & MANHOLE
-D-(D)-	EXISTING STORM LINE & CATCH BASIN
-OHU-(S)-	EXISTING OVERHEAD UTILITY LINE & POLE
△	SURVEY CONTROL POINT
□	CONCRETE MONUMENT FOUND
○	IRON PIN FOUND
⊗	EXISTING TREE TO BE REMOVED
± 470.1'	EXISTING PROPERTY LINE DIMENSION

THIS TOPOGRAPHIC SURVEY WAS PRODUCED IN PART FROM DIGITAL ORTHOPHOTO FILES WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. ANY UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 1-888-344-7233 BEFORE COMMENCING ANY

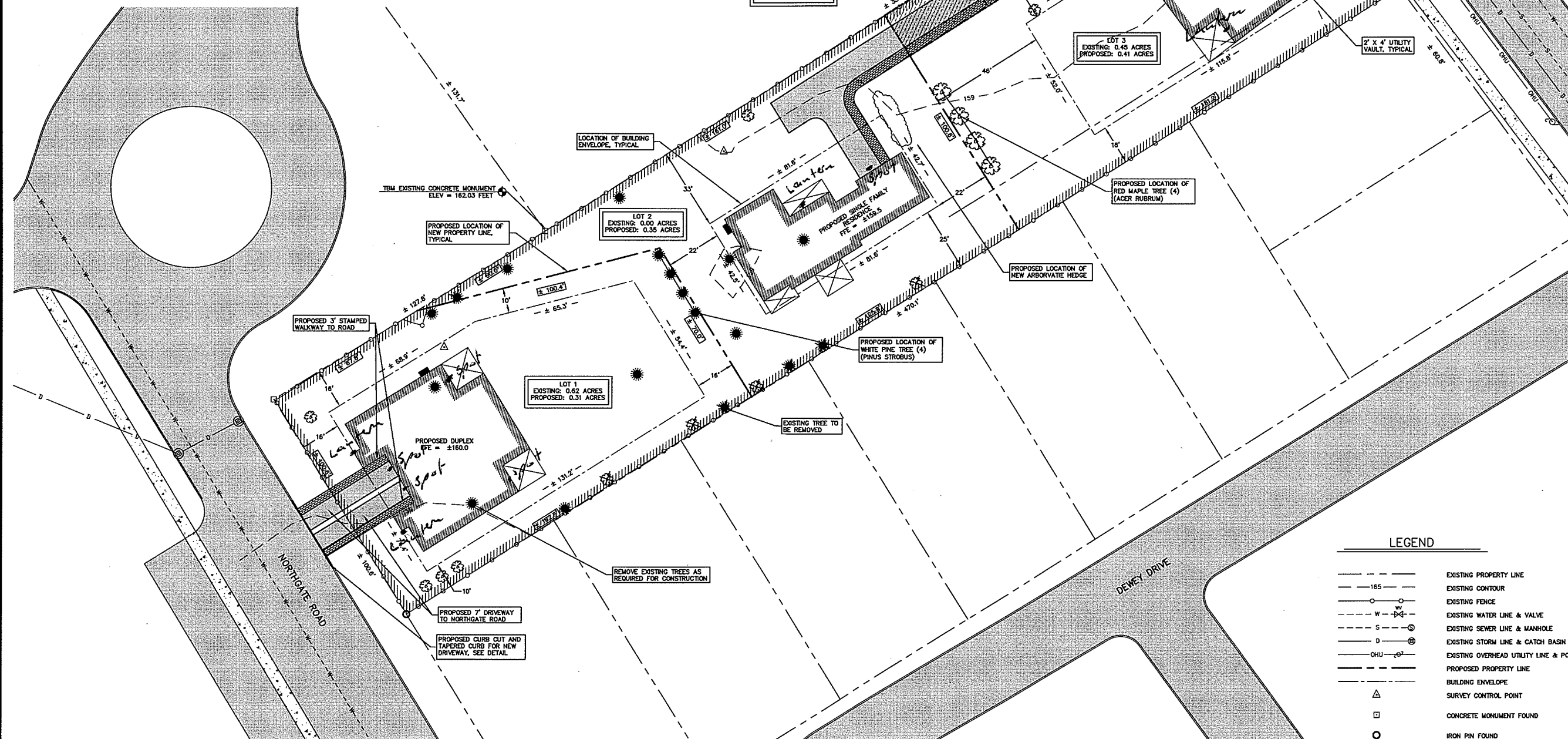
Champlain Consulting
ENGINEERS



TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
EXISTING CONDITIONS

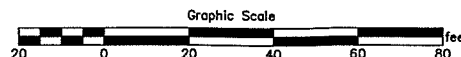
DRAWN
CCE
CHECKED
MEC
SCALE
1" = 20'
DATE
10/31/13
JOB NO.
29104
SHEET

ZONING INFORMATION:				
ZONE: RESIDENTIAL LOW-DENSITY (RL) DISTRICT				
USE: RESIDENTIAL SUBDIVISION				
ITEM	REQUIREMENT	LOT 1	LOT 2	LOT 3
MINIMUM ROAD FRONTAGE	50'	167'±	60±	100'±
MINIMUM LOT AREA (SINGLE DETACHED DWELLING)	6,000 SF	N/A	14,092± SF	N/A
MINIMUM LOT AREA (DUPLEX & ABOVE)	10,000 SF	14,898± SF	N/A	17,828± SF
MAXIMUM LOT COVERAGE	35%	23.6%	23.6%	20.0%
MAXIMUM DENSITY	7 UNITS/ACRE	2 UNITS	1 UNIT	2 UNITS
MINIMUM BUILDING SETBACKS				
FRONT YARD	AVG. OF TWO ADJACENT LOTS	15'±	N/A	15'±
SIDE YARD	10% LOT WIDTH OR 5'	SEE PLAN	SEE PLAN	SEE PLAN
REAR YARD	25% LOT DEPTH OR 20'	N/A	25'±	45'±



PLANTING SCHEDULE:			
DECIDUOUS TREES			
QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE/SPEC.
4	ACER RUBRUM	RED MAPLE	2.5 IN., B&B
EVERGREEN TREES			
4	PINUS STROBUS	WHITE PINE	5-6 FT., B&B

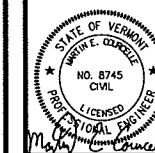
1 SITE PLAN
SCALE 1" = 20'



THIS TOPOGRAPHIC SURVEY WAS PRODUCED FROM DIGITAL ORTHOPHOTOGRAPHIC FILES WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. ANY UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 1-888-344-7233 BEFORE COMMENCING ANY WORK AND SHALL PRESERVE EXISTING UTILITIES WHICH ARE NOT PART OF THE DEMOLITION PLAN.

REVISION DATE & DESCRIPTION
03/17/14 - REVISED FOR CITY
03/25/14 - REVISED PER CITY
06/25/14 - ADDED TREES
AND UTILITY CLOSET
03/06/15 - ADDED LOT 2
ACCESS EASEMENT ACROSS LOT 3

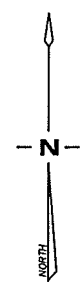
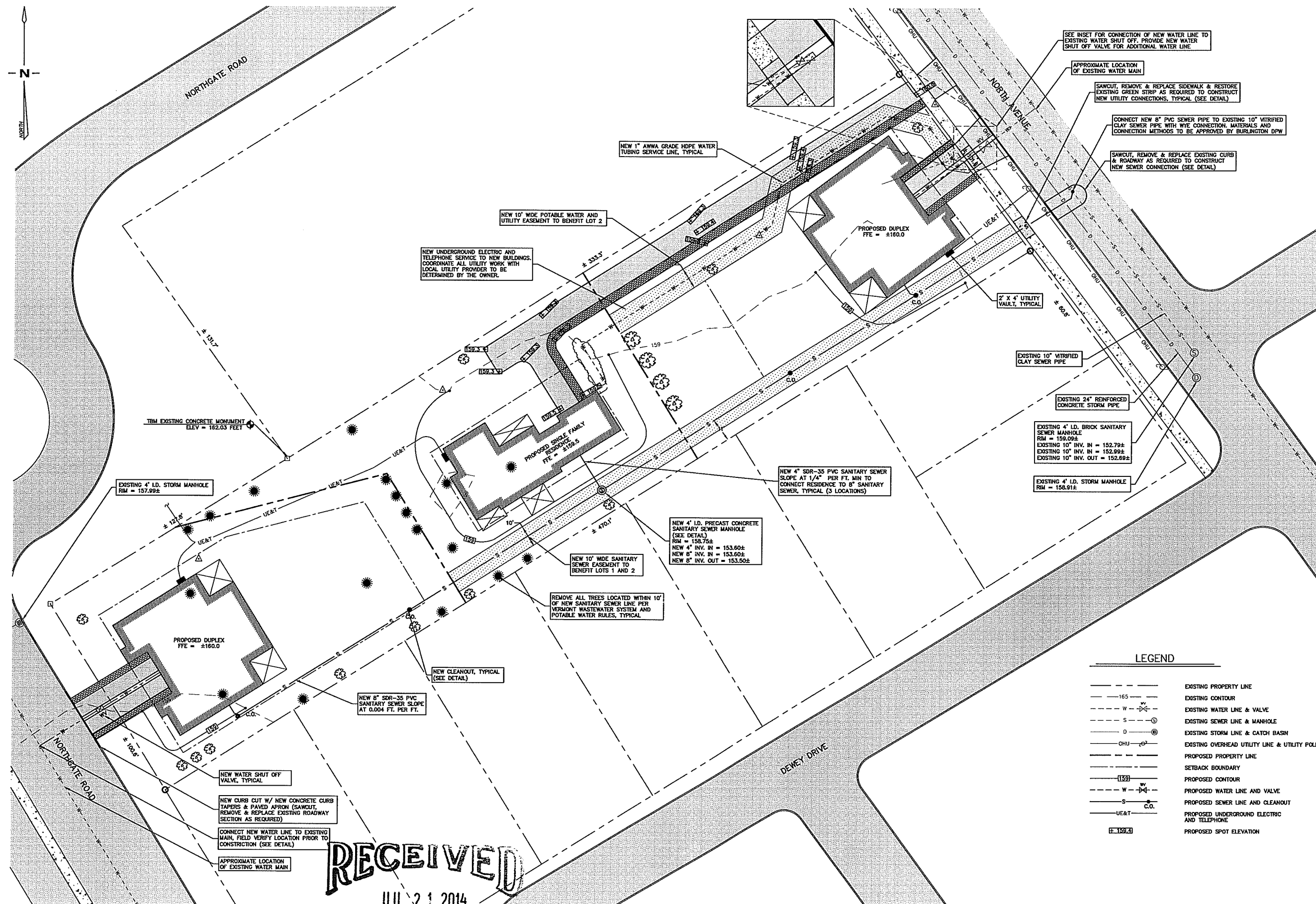
Champlain Consulting
ENGINEERS
185 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 - 864-1878 FAX



TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
SITE PLAN

DRAWN
CCE
CHECKED
MEC
SCALE
1" = 20'
DATE
10/31/13
JOB NO.
29104
SHEET

C-2



RECEIVED
JUL 21 2014

DEPARTMENT OF
PLANNING & ZONING

GRADING AND UTILITY PLAN
SCALE 1" = 20'
Graphic Scale

LEGEND	
	EXISTING PROPERTY LINE
	EXISTING CONTOUR
	EXISTING WATER LINE & VALVE
	EXISTING SEWER LINE & MANHOLE
	EXISTING STORM LINE & CATCH BASIN
	EXISTING OVERHEAD UTILITY LINE & UTILITY POLE
	PROPOSED PROPERTY LINE
	SETBACK BOUNDARY
	PROPOSED CONTOUR
	PROPOSED WATER LINE AND VALVE
	PROPOSED SEWER LINE AND CLEANOUT
	PROPOSED UNDERGROUND ELECTRIC AND TELEPHONE
	PROPOSED SPOT ELEVATION

THIS TOPOGRAPHIC SURVEY WAS PRODUCED FROM DIGITAL ORTHOPHOTOGRAPHIC FILES WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. ANY UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 1-888-344-7233 BEFORE COMMENCING ANY WORK.

REVISION DATE & DESCRIPTION

01/21/14	REVISED PER D
03/25/14	REVISED PER D
06/24/14	ADDED TREES AND UTILITY CLOSET

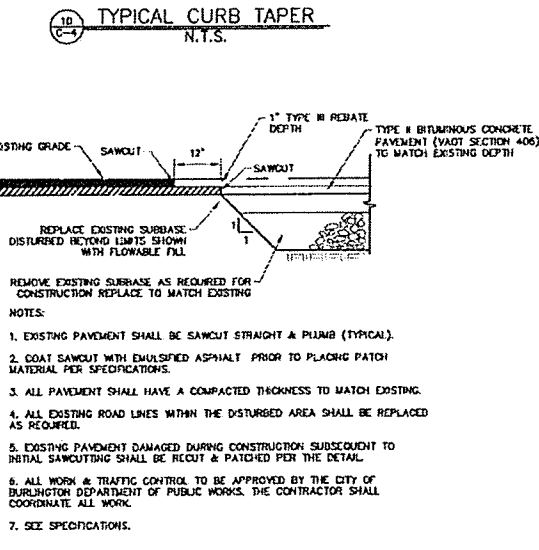
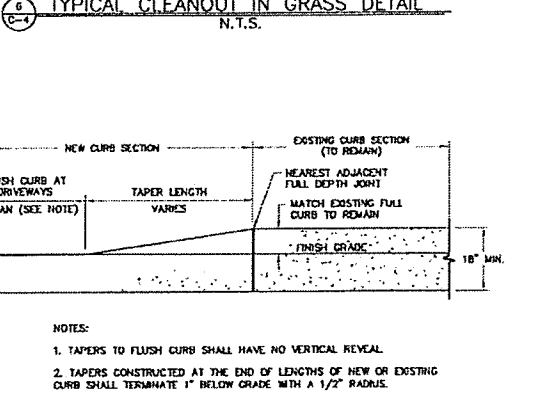
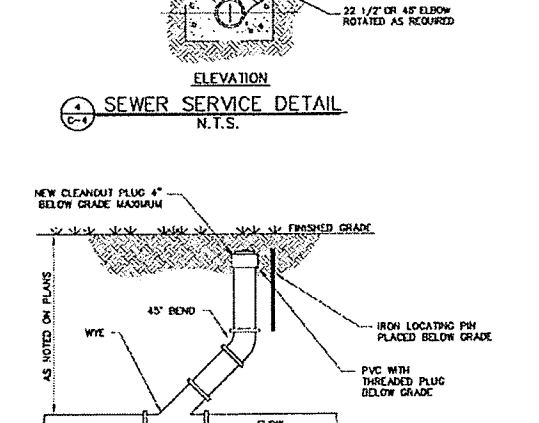
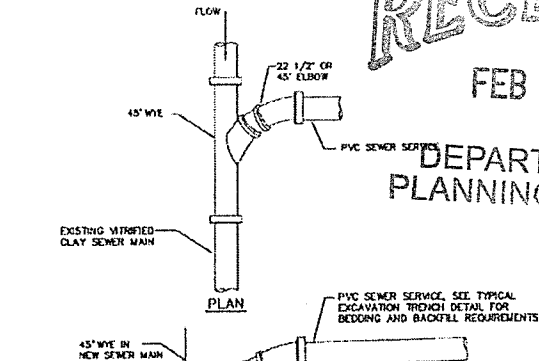
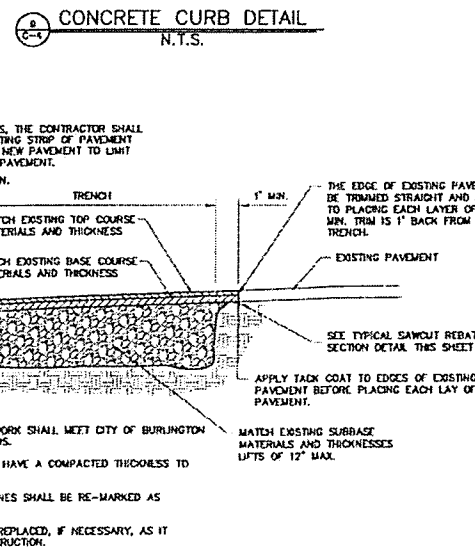
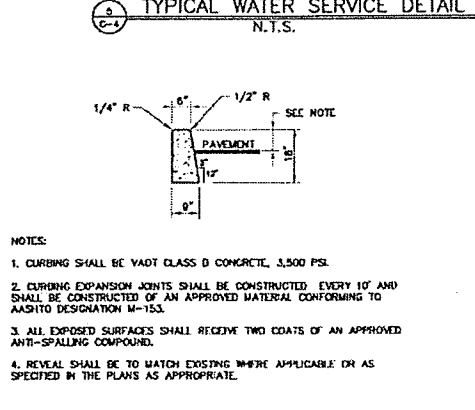
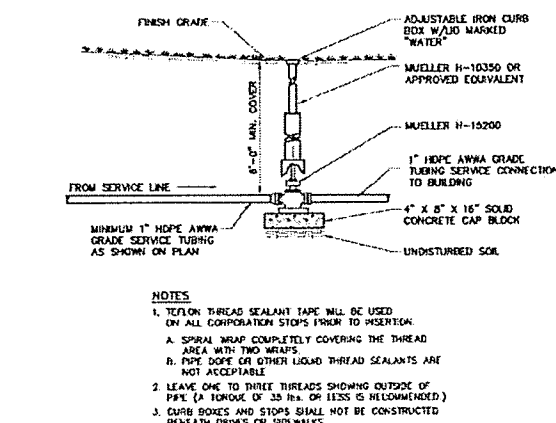
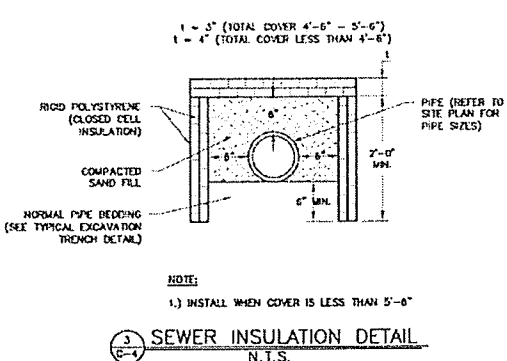
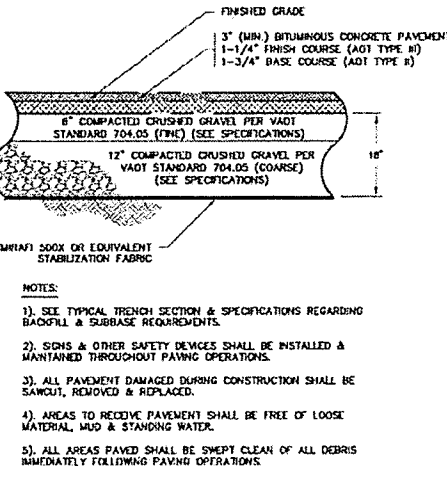
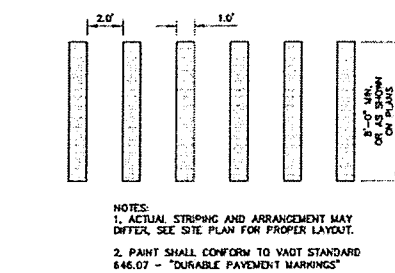
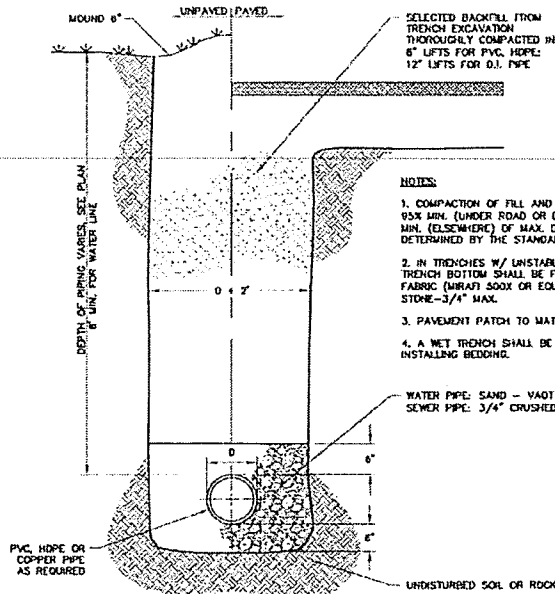
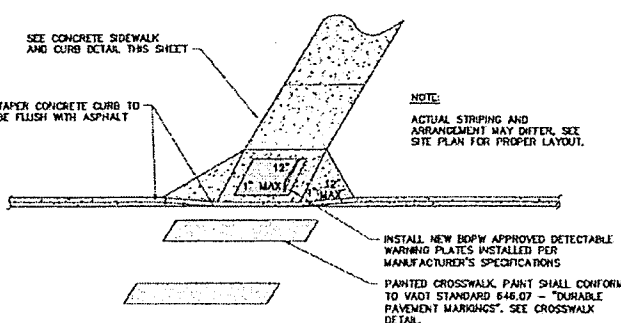
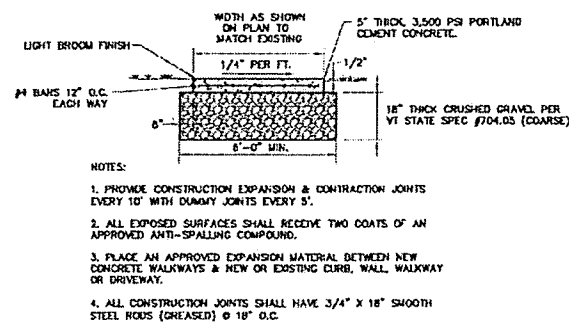
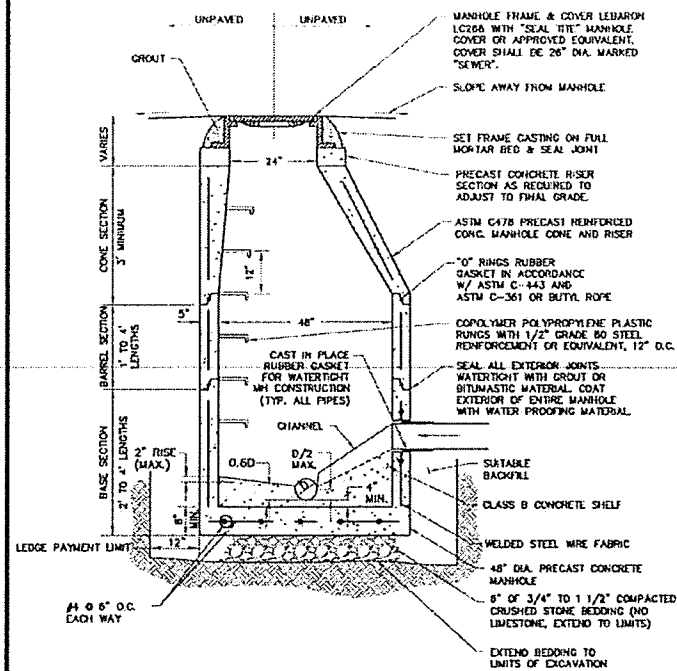
Champlain Consulting
ENGINEERS

85 PRM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 • 964-1878 FAX

STATE OF VERMONT
NOTARY PUBLIC
NO. 8745
CIVIL
PROFESSIONAL SEAL

TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
GRADING AND UTILITY PLAN

DRAWN
CCE
CHECKED
MEC
SCALE
1" = 20'
DATE
10/31/13
JOB NO.
29104
SHEET



RECEIVED
FEB 2014
DEPARTMENT OF
PLANNING & ZONING

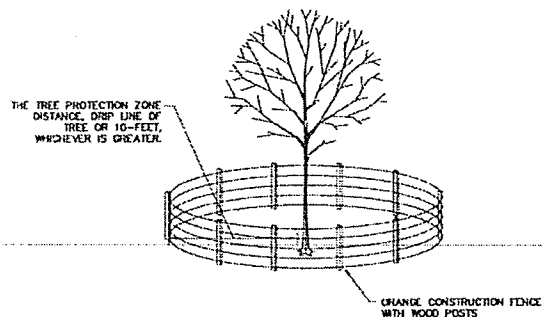
Champlain Consulting
ENGINEERS
185 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 • 864-1878 FAX
WWW.CHAMPLAINCONSULTINGENGINEERS.COM

STATE OF VERMONT
REGISTERED PROFESSIONAL ENGINEER
NO. 8745
DATE OF EXPIRATION 12/31/2014

TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
BURLINGTON VERMONT
DETAILS

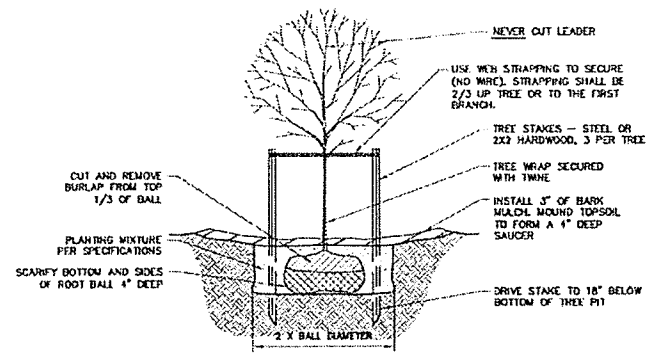
DRAWN
CCE
CHECKED
MEC
SCALE
N.T.S.
DATE
10/31/13
JOB NO.
29104
SHEET

C-4
OF 7 SHEETS



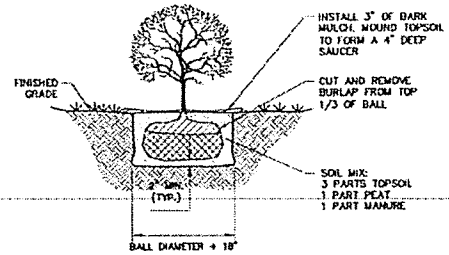
NOTES:
1. TREE PROTECTION DETAIL TO BE USED ON TREES GREATER THAN 30" IN CALIPER OR OVER 100 YEARS OLD.

1 TREE PROTECTION DETAIL
N.T.S.



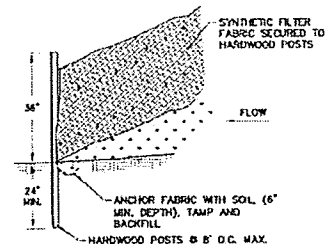
NOTES:
1. STAKE TREES UNDER 3" CALIPER.
2. CUP TREES 3" CALIPER & LARGER.
3. TREE ROOT COLLAR SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUSLY EXISTING GRADE, EXCEPT IN AREAS OF COMPACTED FILL.
4. PLANT TREES SO ROOT COLLAR IS 2"-3" ABOVE FINISHED GRADE.

2 TYPICAL TREE PLANTING DETAIL
N.T.S.



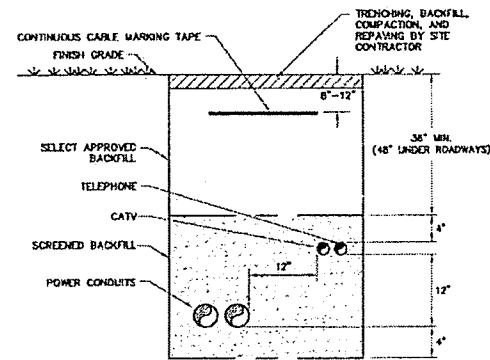
NOTE:
SHRUB SHALL BEAR SAME RELATIONSHIP TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.

3 SHRUB PLANTING DETAIL
N.T.S.



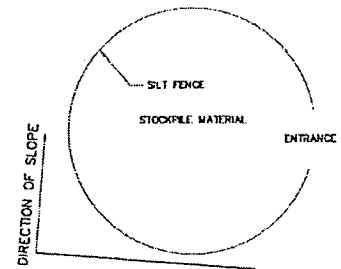
NOTES:
1. SILT FENCE SHALL BE INSTALLED & MAINTAINED DOWNSLOPE OF ALL DISTURBED AREAS & MATERIAL STOCKPILES TO PROTECT UNDISTURBED GRASSED OR LANDSCAPED AREAS, ROADWAYS OR WALKWAYS.
2. NO CONSTRUCTION ACTIVITY OR TRAFFIC SHALL BE ALLOWED DOWNSLOPE OF INSTALLED FENCES.
3. END SECTIONS OF FENCE SHALL BE ANGLED UPSLOPE & SHALL EXTEND BEYOND THE DISTURBED AREA SUCH THAT ALL SEDIMENT, SILT OR DEBRIS IS CONTAINED.
4. INSPECTIONS & MAINTENANCE SHALL BE PERFORMED AS REQUIRED UNTIL PERMANENT VEGETATION IS IN PLACE & THERE IS NO DANGER OF FURTHER EROSION.

4 SILT FENCE DETAIL
N.T.S.

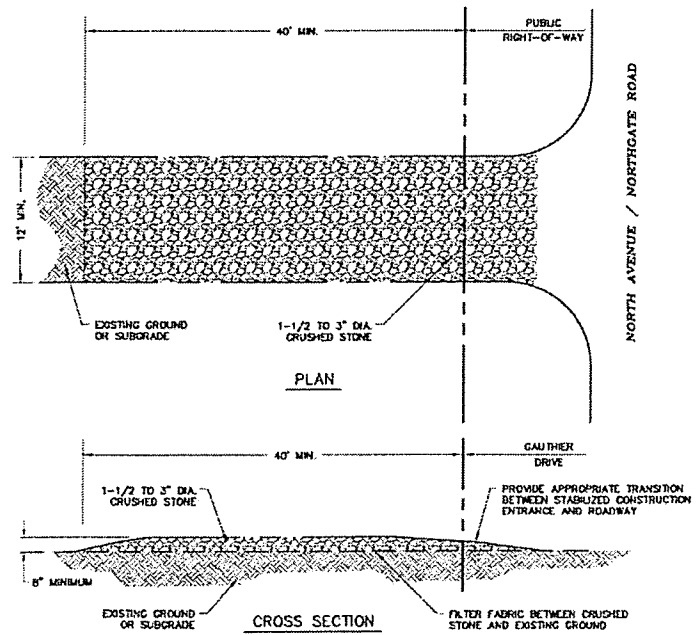


THE GENERAL CONTRACTOR SHALL COORDINATE ALL UTILITY WORK WITH LOCAL UTILITY PROVIDERS TO BE DETERMINED BY THE OWNER.

5 UNDERGROUND ELECTRIC & TELEPHONE CONDUIT TRENCH DETAIL
N.T.S.



6 STOCKPILE EROSION CONTROL
N.T.S.



NOTES:
1. TO BE USED AT ALL CONSTRUCTION ACCESS POINTS. NO VEHICLES SHALL ACCESS THE SITE WHERE A STABILIZED ENTRANCE IS NOT PROVIDED.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN-OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT TRACKED, SPILLED, OR WASHED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
3. THE USE OF CALCIUM CHLORIDE OR WATER MAY BE NECESSARY TO CONTROL DUST DURING THE SUMMER.

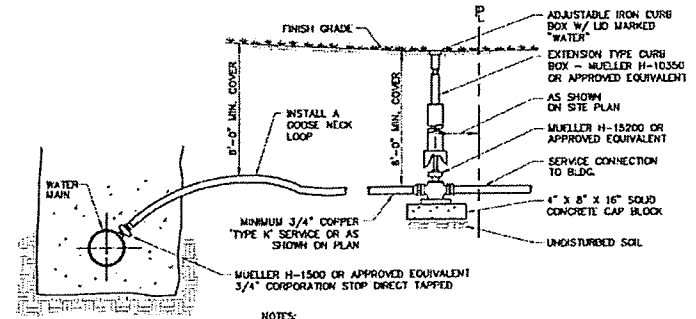
7 TEMPORARY STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.

SEEDING SPECIFICATION		
CONSERVATION MIX GRASS SEED		
% BY WEIGHT	LIBS. LIVE SEED PER ACRE	TYPE OF SEED
35	35	CREeping RED FESCUE
23	23	KENTUCKY BLUEGRASS
15	15	ANNUAL RYE
11	11	WINTER HARDY, PERENNIAL RYE
8	8	WHITE CLOVER
10	10	HOBLAND BENT GRASS
100	100	100% LIVE SEED/ACRE

FERTILIZER - 10 LBS. PER 1000 SQ. FT.
SPRING SEEDING
FALL SEEDING
LIME - 30 LBS. PER 1000 SQ. FT.
DOLOMITIC GROUND LIMESTONE
NOT LESS THAN 85% OF THE TOTAL CARBONATE

TOPSOIL
4" MINIMUM APPROVED TOPSOIL
STRAW MULCH - 2 BALES PER 1000 SQ. FT.
APPLY BINDER OR NETTING AS NEEDED
MAINTENANCE, GUARANTEE AND ACCEPTANCE OF SEEDING
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CARE AND MAINTENANCE, INCLUDING WATERING, OF SEEDING AREA UNTIL THE SEEDING IS INSPECTED AND ACCEPTED BY THE OWNER. INSPECTION SHALL BE MADE AFTER THE SECOND MOWING. THE CONTRACTOR SHALL NOTIFY THE OWNER 48 HOURS IN ADVANCE WHEN THE SECOND MOWING IS SCHEDULED.
RE-SEEDING SHALL BE DONE UNTIL ALL AREAS ARE COMPLETELY COVERED WITH A MATURE STAND OF GRASS. AN AREA SHALL BE CONSIDERED COVERED WHEN THE ENTIRE SURFACE CONTAINS A MATURE STAND OF GRASS. AREAS THAT, IN THE OPINION OF THE OWNER, ARE PREDOMINANTLY NEEDS SHALL BE TILLED, FINE GRADED, FERTILIZED AND RE-SEEDING IN THE MANNER SPECIFIED ABOVE.

8 SITE RESTORATION
N.T.S.



NOTES:
1. TETON THREAD SEALANT TAPE WILL BE USED ON ALL CORPORATION STOPS PRIOR TO INSERTION.
A. SPIRAL WRAP COMPLETELY COVERING THE THREAD AREA WITH TWO WRAPS.
B. PIPE DOPE OR OTHER LIQUID THREAD SEALANTS ARE NOT ACCEPTABLE.
2. LEAVE ONE TO THREE THREADS SHOWING OUTSIDE OF PIPE (A TORQUE OF 35 LBS OR LESS IS RECOMMENDED).
3. CORPORATION STOPS SHALL NOT BE PLACED LESS THAN 1' APART ALONG PIPE.
4. CORPORATION BOXES AND STOPS SHALL NOT BE CONSTRUCTED BENEATH DRIVES OR SIDEWALKS.
5. VALVE ROD AND PINN SHALL BE STAINLESS STEEL.

9 WATER VALVE DETAIL
N.T.S.

RECEIVED
FEB 12 2014
DEPARTMENT OF
PLANNING & ZONING

Champlain Consulting
ENGINEERS
185 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 - 863-1878 FAX
WWW.CHAMPLAINCONSULTINGENGINEERS.COM
COPYRIGHT © 2013 CHAMPLAIN CONSULTING ENGINEERS ALL RIGHTS RESERVED

STATE OF VERMONT
NOTARY PUBLIC
NO. 8745
CYN
LOCAL OFFICE
Molly Donnell

TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
DETAILS
BURLINGTON

DRAWN
CCE
CHECKED
MEC
SCALE
N.T.S.
DATE
10/31/13
JOB NO.
29104
SHEET

C-5
OF 7 SHEETS

GENERAL SPECIFICATIONS

The Standard Specifications shall refer to the Vermont Agency of Transportation Standard Specifications for Construction (Latest Edition). All site work shall be completed in accordance with the City of Burlington's Public Works Manuals. Any discrepancies with the plans or specifications shall be reported to the Engineer prior to beginning the work.

A. Earthwork

- The site shall be cleared of all debris and vegetation, and all topsoil shall be stripped prior to placing any fill material. Debris and vegetation shall be cleaned off at an approved location.
- The excavated material from an area shall not be used within five feet (5') of the building or under parking lots, roads or sidewalks. General imported fill material shall not be larger than two inches (2") or have more than 20% passing the No. 200 sieve. All excess excavated material shall be disposed of at an approved location.

B. Grading

- Perform all rough grading, including excavation, formation of embankments, shaping, sloping, construction of ditches, disposal of surplus or unusable material, and any not necessary to prepare the sub-grade of all roadways, walks and parking areas. Grading shall be brought to the bottom of the base course under paved or surfaced areas and to within a minimum of 24 inches of finished grade under soil areas and/or embankment areas to receive loam along roadways, walks or parking areas.
- Accomplish all excavation and fill within the slope and grade lines as indicated on the drawings unless otherwise authorized in writing by the Owner. Parking lots shall be graded to full cross section within the limits of the existing type of sub-base or pavement except that partial width construction is permissible where necessary for the maintenance of traffic.
- Do not use frozen material in the construction of embankments.
- Place all embankment material in horizontal layers of uniform thickness across the full width of embankment, except when it is impracticable to construct full width of the embankment and partial width layers are authorized by the Owner. Do not use or place stumps, trees, rubbish or other unsuitable material in embankments. Begin layers of embankment at the deepest part of the fill.

- Areas of soft, yielding or otherwise unsuitable material that are not meet compaction requirements shall be removed, replaced with suitable material and properly compacted at no cost to the Owner.
- Place embankments for paved or surfaced areas in horizontal layers of depth which shall result in layers of compacted material not exceeding 8 inches. Compact each layer as specified before placing each new layer. Use effective spreading equipment on each layer to obtain uniform thickness prior to compacting. Each layer shall be kept crowned to shed water to the outside edges of embankment and continuous inward and outward compaction shall be required to ensure uniform density. Construction equipment shall be routed over the entire surface of each layer.
- If, during the construction of the embankments, there is any indication that before loading, cracking, or other movement may occur, the placing of fill shall be stopped or retarded to allow the material to stabilize.
- All ditches and drains shall be constructed so they will effectively drain the roadway or parking lot before any sub-base or surface course material is placed. In handling materials, tools and equipment, the Contractor shall protect the sub-grade from damage. In no case shall vehicles be allowed to travel in a single track and form ruts. If ruts are formed, the sub-grade shall be reshaped and compacted and any portions of clay, sand or soil material that may have been left in the sub-grade shall be removed, replaced with approved material and properly compacted at the Contractor's expense. The sub-grade shall be kept in such condition that it will drain. Sub-base, base or surface material shall not be deposited on the sub-grade until the sub-grade has been checked and approved by the Owner. After the sub-grade has been approved, hauling shall not be done nor equipment moved over the sub-grade which will disturb the cross section. A tolerance of 1/2 inch above or below the finished sub-grade will be allowed provided that the 1/2 inch above or below sub-grade is not maintained for a distance larger than 50 feet, and that the required cross section is maintained.

C. Compaction

- General: Control soil compaction during construction providing minimum percentage of density specified for each soil classification.
- Percentage of Maximum Density Requirements: Compact soil to not less than the following percentages of maximum dry density for soils which exhibit a well defined moisture-density relationship determined in accordance with ASTM D 2922.
 - Loam or improved sand: Compact top 6" of sub-grade and each layer of backfill or fill material to 90% maximum dry density.
 - Compaction under paved and surfaced areas: The entire area of each layer shall be uniformly compacted to at least the required minimum density using compaction equipment consisting of rollers, compactors or a combination thereof. Earth-moving and other equipment not specifically manufactured for compaction shall be considered as compaction equipment. Each layer for its full width shall be compacted to not less than 90 percent of the maximum dry density or determined by the Standard Method of Test for Moisture-Density Relations of Soils, ASTM D-1556, Method C, except that the material in the top two feet of any embankment, immediately below the sub-grade shall be compacted to not less than 95 percent of the maximum dry density. The final density determination will be made by a qualified testing laboratory using a nuclear density gauge.
 - Concrete Slabs: Compact each layer of backfill or material to 95% maximum dry density.
- Moisture Control: Where sub-grade or layer of soil material must be moisture conditioned before construction, uniformly apply water to surface of sub-grade or layer of soil material, to prevent free water appearing on surface during or subsequent to compaction operations. Remove surface water, or surface and/or dry soil material that is too wet to permit compaction to specified density.

D. Backfill and Fill

- General: Place acceptable soil material in layers to required subgrade elevation, by each soil classification listed below.
 - In excavations, use satisfactory excavated or borrow material.
 - Under graded areas, use satisfactory excavated or borrow material.
 - Under walks and pavements, use suitable materials as shown in details.

- Backfill excavations as promptly as work permits, but not until completion of the following:
 - Review of construction below finished grade.
 - Testing, review, and recording locations of underground utilities.
 - Removal of trash and debris.

- Ground Surface Preparation: Remove vegetation, debris, unsatisfactory soil materials, obstructions, and extraneous materials from ground surface prior to placement of fill. Place, strip, or break up exposed surfaces deeper than 1 foot to a horizontal so that fill material will bond with existing surface. Where existing ground surface has a density less than that specified under "Compaction" for particular soil classification, break up ground surface, pulverize, moisture-condition to optimum moisture content, and compact to required depth and percentage of maximum dry density.

- Placement and Compaction: Place backfill and fill materials in layers not more than 8" in loose depth for material compacted by heavy compaction equipment, and not more than 4" in loose depth for material compacted by hand-operated tampers.
 - Before compaction, moisten or create each layer as necessary to provide optimum moisture content. Compact each layer to required percentage of maximum dry density or relative dry density for each soil classification. Do not place backfill or material on surface that is muddy, frozen, or contains ice or ice.

- No fill shall be placed within 10' of any tree trunk without approval of the Owner.

E. Access Drive and Parking Lot Area

- The sub-grade shall be prepared in accordance with Section 203.12 of the Standard Specifications.
- Sub-Grade and Base Course: VARI 703.1.2.

Sand borrow and sand cushion shall consist of material reasonably free from all loam, clay, or organic matter. It shall be obtained from approved sources and shall meet the requirements of the following table as determined in accordance with AASHTO T 27.

Sieve Designation	Percentage by Weight Passing Square Mesh Sieve
2"	100
1 1/2"	90 - 100
1 1/4"	70 - 100
No. 4	60 - 100
No. 10	0 - 10
No. 200	0 - 8

- Crushed Gravel for Sub-base: All materials shall be secured from approved sources. This gravel shall consist of angular and round fragments of hard durable rock of uniform quality throughout, reasonably free from thin elongated pieces, soft or disintegrated stones, dirt, organic or other objectionable matter. The grading requirements shall conform to the following table (Section 704.02):

Grading	Sieve Designation	Percentage by Weight Passing Square Mesh Sieve
Course	6"	85 - 100
	No. 4	25 - 50
	No. 10	0 - 12
	No. 200	0 - 8

- Finer:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieve
2"	100
1 1/2"	90 - 100
No. 10	0 - 12
No. 200	0 - 8

The crushed gravel shall be compacted to 95% of the maximum dry density as determined by AASHTO-199.

- Blanchard Concrete Pavement: The materials, grading, and composition, placement, and finishing for Blanchard concrete pavement (Type B and C) shall meet the requirements of the Vermont Agency of Transportation Standard Specifications Sections 106, 705, and 704.16. Other requirements are as follows: Application of Blanchard concrete pavement shall meet all the requirements of the Vermont Standard Specifications for Construction, Section 406, or as periodically amended, but not limited to, the following:
 - Effective Limitation: Blanchard material shall not be placed between November 1, and May 1. Material shall not be placed when the air temperature at the paving site in the shade and away from artificial heat is 40 degrees Fahrenheit or below.
 - Compaction: Immediately after the Blanchard mixture has been spread, struck off, and surface irregularities adjusted, it shall be thoroughly and uniformly compacted by rolling. Along kerbs, curbs, headcups, walls and other places not accessible to the rollers, the mixture shall be thoroughly compacted with hand or light duty hand tampers, ramming bars, or mechanical tampers. Of depressed areas, a trench roller may be used, or manual compaction steps may be used under the roller to transmit compaction to the depressed area.
 - Surface Tolerances: The surface will be tested by the Engineer using a 10-foot straightedge at selected locations parallel with the centerline. Any variations exceeding 3/16" up or down between any two contacts shall be satisfactorily eliminated. A 10-foot straightedge may be used on a vertical curve. The straightedges shall be provided by the Contractor.
 - Finishing Surfaces: When a new pavement is to be made on existing Blanchard pavement for a roadway or bridge, the Contractor shall vertically smooth out the existing pavement along a straight line a minimum of one foot (1') into the existing pavement, over the existing gravel base. The smooth out shall be thoroughly cleaned and coated with Emulsified Asphalt, RS-1, just prior to paving.
 - Substitution Fabric: Substitution fabric when required by the Engineer shall be woven 300% or coarser mesh. The fabric shall be installed in accordance with manufacturer's requirements.

- All pavement markings shall be VT, 7.05 or 7.06 Dry Fast Traffic Paint.

- Cost-in-place Curbing:
 - All cost-in-place curbings shall be placed to the lines and grades established in the plans in accordance with Section 618.03 of the Standard Specifications. Use Class "B" Concrete (f' = 3,500 psi).

- Concrete Sidewalk:
 - All concrete sidewalks shall be placed to the lines and grades established in the plans in accordance with Section 618.03 of the Standard Specifications.

- Sanitary Sewer:
 - Description: This item shall consist of the excavation and backfilling required for the routing of the gravity sanitary sewer main, location and installation of service connections. This work will include all pipe, manholes, structures and other appurtenances necessary to complete the system indicated in the drawings. All sanitary sewer materials and construction of same shall be shown on the contract and shall meet the requirements of the City of Burlington Public Works Department.

- Manholes:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

- Manhole:
 - Manufacturer's Name and Trademark:
 - Manhole Pipe Size: 4" or 6"
 - Material Designation: 1245K PVC
 - Legend: Type PSW SDW 35 PVC Sewer Pipe or
 - PSW 44 PVC Sewer Pipe
 - Designation: ASTM D-3034 or F679

Manholes shall be push-on type using elastomeric gaskets and shall conform to ASTM D-3034. The gaskets shall be factory installed. The pipe shall be furnished in nominal 12-foot lengths. Sufficient numbers of short lengths and full manhole fittings shall be provided for use at manholes and connections. All connections will require the use of manufactured fittings. Field fabricated, wedge-type connections are not acceptable.

F. Installation

- Excavations shall be made at a point at least six inches (6") where trench is in ledge) below the pipe invert to accommodate the bedding material. All excavations are to be back dry with pipe bedding laid and until each joint and pipe have been inspected by the Engineer and approved prior to commencing backfilling operations.
- The bed area of the pipe shall face upwards at all times and be placed in such a position as to make the level even when the succeeding section is installed. Where required by adverse grading conditions, the Contractor shall fit any gully to make a suitable bedding for the sewer pipe. The fill shall be pneumatically compacted to a 90 percent or dry density (95% in room) as determined by the AASHTO-T-99, Method A (Standard Practice) test, upon which the six inches (6") of bedding material shall be placed. Any pipe which is not laid to grade and alignment shall be re-laid to the satisfaction of the Engineer. The bedding material shall be placed and compacted on each side of the pipe to a height of material the pipe diameter for the full width of the excavated trench and as shown on the accepted plans.
- Backfill shall consist of approved material placed in six-inch (6") layers with each layer being thoroughly compacted to not less than 95 percent of maximum dry density as determined by the AASHTO-T-99 Standard Practice by means approved by the Engineer.

- No stones in excess of one and one-half inch (1 1/2") diameter shall be placed within two feet (2') of the outside of the pipe. Particular precautions shall be taken to prevent displacement and separation of the bedding material in order not to damage and/or break the pipe. The backfill shall be brought up evenly on both sides of the pipe for its full length. Working or working on the completed pipe shall not be permitted until the trench has been backfilled to a height of at least one foot (1') on top of the pipe. During construction, earth, backfill or other materials shall be prevented from contaminating the pipe.

- Leakage Tests and Allowances for Empty Sewers: Prior to testing for acceptance, the pipe shall be cleared by passing through the pipe a hot gauge adequate in size to be the responsibility of the Contractor to have the pipe cleared.

- Immediately following the pipe cleaning, the pipe installation shall be tested with low-pressure air. Air shall be slowly applied to the plugged end of installation until the internal air pressure reaches 4.0 pounds per square inch greater than the average back pressure of any groundwater that may submerge the pipe. At least two minutes shall be allowed for temperature stabilization before proceeding further. The pipeline shall be considered acceptable when tested at an average pressure of 3.0 pounds per square inch greater than the average back pressure of any groundwater that may submerge the pipe.

- The total rate of air loss from any section tested in its entirety between manhole structural structures shall not exceed 2.0 cubic feet per minute, or
 - The section under test does not have air at a rate greater than 0.0030 cubic feet per minute per square foot of internal pipe surface.

- The requirements of this specification shall be considered satisfied if one resulted in leakage for the pressure to decrease from 3.0 to 2.5 pounds per square inch greater than the average back pressure of any groundwater that may submerge the pipe in not less than that computed according to the following table.

MANHOLE TEST TIME FOR VARIOUS PIPE SIZES	
Diameter (Inches)	Time (Seconds/100 Feet)
4	18
6	40
8	70

- Vacuum Test: This method of testing manholes for leakage involves the use of a device for sealing the top of the manhole cover section and pumping the air out of the manhole, creating a vacuum and holding this vacuum for a prescribed period of time. The procedure for this test is as follows:
 - At fitting holes and exterior joints, seal and be sealed and pointed with an approved non-shrink mortar. The completed manhole shall not be backfilled prior to testing. Manholes which have been backfilled shall be excavated to expose the entire exterior prior to vacuum testing or the manhole shall be tested for leakage by means of the infiltration leakage test.

- All pipes and other openings into the manhole shall be suitably plugged in a manner to prevent displacement.

- A pipe with an inflatable rubber ring the size of the top of the manhole shall be inflated by inflating the ring with air to pressure adequate to prevent leakage of air between the rubber ring and the manhole wall.

- As soon as the pump-out of the manhole through the ring of the manhole is in place, a vacuum is created inside the manhole equal to 10 inches of mercury on the approved vacuum gauge. The removal of air shall then be stopped and the test begun.

- The manhole shall pass this test if the vacuum holds at 10" Hg or drops no lower than 9" Hg within the following times:

Depth of 4" Diameter Manhole	Time Minutes	Seconds
0' - 10'	2	0
10' - 15'	2	30
15' - 20'	3	0
20' - 25'	3	30

- If the vacuum drops exceeds 9" Hg during the specified time periods, the manhole shall be retested and steps 2 through 5 above repeated until the vacuum holds for the specified time.

- After the manhole passes the vacuum test, it shall be backfilled stratified so that no leaks are created. If the manhole is disturbed in any way during backfill, it shall be vacuum tested according to steps 1 through 5 above. If the manhole fails the vacuum test, the Contractor shall test the manhole using the manhole infiltration test.

- The Contractor shall provide the Engineer with a written log of each manhole leakage test result.

- Manholes shall be tested and accepted prior to building manhole inverts.

- The Contractor shall be responsible for verifying the location and maintaining the integrity of all utilities shown on the plan.

- The Contractor shall coordinate all construction with the City of Burlington.

- Underground Utilities: For underground electrical and telephone (cable) services, the Contractor shall trench, place bedding, place conduit, and backfill in accordance with the utility company's requirements.

SECTION 01340 - SHOP DRAWINGS, PRODUCT DATA, AND SAMPLES

PART 1 - GENERAL

1.01 DESCRIPTION OF WORK

- Submit Shop Drawings, Product Data, and Samples required by the Contract Documents.

1.02 RELATED DOCUMENTS

- The Conditions of the Contract and General Requirements of the Contract Documents apply to the General Contractor, Subcontractors, material suppliers and all other persons furnishing labor and materials under this Section.

1.03 SHOP DRAWINGS

- Drawings shall be presented in a clear and thorough manner.
 - Details shall be identified by reference to sheet & detail or schedule shown on Contract Drawings.

1.04 PRODUCT DATA

- Preparation:
 - Clearly mark each copy to identify pertinent products or materials.
 - Show performance characteristics and capacities.
 - Show dimensions and dimensions required.

- Manufacturer's standard schematic drawings and diagrams.
 - Modify drawings and diagrams to derive information which is not applicable to this work.
 - Supplement standard information to provide information specifically applicable to the work.

1.05 SAMPLES

- Office samples shall be of sufficient size and quantity to clearly illustrate:
 - Functional characteristics of the product, with integrity related parts and attachment details.
 - Full range of color, texture and pattern.

1.06 CONTRACTOR RESPONSIBILITIES

- Review Shop Drawings, Product Data, and Samples prior to submission.
- Determine and verify:
 - Field measurements.
 - Field construction criteria.
 - Calling numbers and similar data.
 - Conformance with specifications.

- Coordinate each submitted with requirements of the Work and of the Contract Documents.

- Notify the Engineer in writing, at time of submission, of any deviations in the submitted from requirements of the Contract Documents.

- Begin no fabrication or work which requires submission until return of submittals with Engineer approval.

1.07 SUBMISSION REQUIREMENTS

- Make submittals promptly in accordance with the approved schedule, and in such sequence as to cause no delay in the Work or in the work of any other contractor.
- Number of submittals required:
 - Shop Drawings: Submit the number of copies reproductions which the Contractor requires, plus three copies, which will be retained by the Engineer.
 - Product Data: Submit the number of copies which the Contractor requires, plus two copies, which will be retained by the Engineer.
 - Samples: Submit the number stated in each individual specification section, or as appropriate for review and approval.

1.08 SUBMITTALS AND CONTROL

- The date of submission and the date of any previous submittals.
- The project title and number.
- Contract identification.
- The name of:
 - Contractor.
 - Supplier.
 - Manufacturer.
- Identification of the product, with the specification section number.
- Field dimensions, clearly identified as such.
- Section to adjacent or critical features of the Work or materials.
- Applicable standards, such as ASTM or Federal Specification numbers.
- Identification of deviations from the Contract Documents.
- Identification of all revisions on resubmittals.
- A blank space for Contractor and Engineer review stamps.
- Contractor's stamp, initialed or signed, certifying review of the submittal, verification of products, field measurements and field construction criteria, and coordination of all information within the submittal with requirements of the Work and Contract Documents.

1.09 RESUBMISSION REQUIREMENTS

- Make any corrections or changes in the submittals required by the Engineer and resubmit until approved.
- Shop Drawings and Product Data:
 - Review initial drawings or data, and resubmit as specified for the initial submittal.
 - Indicate any changes which have been made other than those requested by the Engineer.

- Complete: Submit new samples as required for initial submittal.

1.09 DISTRIBUTION

- Distribute reproductions of Shop Drawings and copies of Product Data which carry the Engineer stamp of approval to:
 - Job site file.
 - Record documents file.
 - Other affected contractors.
 - Subcontractors.
 - Supplier or fabricator.
 - Others as required.

- Distribute samples which carry the Engineer stamp of approval as directed by the Engineer.

1.10 ENGINEER DUTIES

- Review submittals with responsible promptness and in accord with the established project schedule.
- After review stamp and initials or signature, and indicate requirements for resubmittal, or approval of submitt

POTABLE WATER SYSTEMS

A. Materials

1. HDPE PVC Pipe: Pipe shall be HDPE material having a minimum interior diameter of 12" or 12" or 12". The material shall meet the requirements of ASTM D 3500 and shall have a minimum wall thickness of 0.0025" for 12" and 0.0030" for 12". In addition, the pipe shall be listed as meeting NSF-61. The pipe shall meet the requirements of AWWA C900, minimum size 12".
2. Fittings: Fittings shall be made from material meeting the same requirements as the pipe. Fittings shall be fabricated by the manufacturer of the pipe. Fittings shall meet the appropriate AWWA standard for the size involved and shall be Pressure Class 150.
3. Valve Box: Cast iron New England style wide-type, five and one-quarter inch (5 1/4") shaft, 5 inch by 6 foot. Tested per NYPS 22. Cover shall be cast iron, marked "WATER" and indicating direction of opening.

B. Installation

1. All pipe and fittings shall be inspected and tested in accordance with the manufacturer's specifications and the aforementioned AWWA Specifications. The Contractor shall furnish for approval certification from the pipe manufacturer that all tests have been performed with satisfactory results. Pipe shall not be installed without the Engineer's or the City of Burlington Department of Public Works approval.
2. Pipe, fittings, and accessories shall be carefully handled to avoid damage. Prior to the date of acceptance of the project work by the Owner, the Contractor shall replace any new pipe or accessory found to be defective at any time, including after installation, at its expense to the Owner. All installation and testing shall be done in accordance with AWWA Standard C900-93 and ANSI Specification A21.11.
3. All pipe showing cracks shall be rejected. If cracks occur in the pipe, the Contractor may, at its own expense and with the approval of the Engineer, cut off the cracked portions at a point at least 12 inches from the cracks and use the sound portion of the pipe.
4. All pipe and fittings shall be cleared of all foreign matter and debris prior to installation and shall be kept clean until the time of acceptance by the Owner.
5. At all times, when the pipe laying is not actually in progress, the open ends of the pipe shall be closed by temporary watertight plugs or by other approved means. If water in the installation is not removed, the plug shall not be removed until all danger of water entering the pipe has passed. The pipe shall be installed in trenches and at the line and grade shown on the Contract Drawings. Any deflection joints shall be within the limits specified by the manufacturer.
6. All piping and appurtenances connected to the equipment shall be supported so that no strain will be imposed on the equipment. (If the equipment manufacturer's specifications include that piping loads are not to be transferred, the Contractor shall submit certification of compliance).
7. A minimum 18 inch vertical separation between the outside pipe surface shall be maintained where force mains cross water mains. Force mains shall cross water mains at or near right angles with one full length of water pipe centered on the force main to both and joints are at maximum separation from the force main. Special structural support for the water main and the force main may be required.
8. There shall be no physical connection between the distribution system and any pipe, pump, hydrant, or tank which are supplied or may be supplied with a water that is, or may be contaminated.
9. All trenching, safety standards shall be in conformance with all applicable State and Federal guidelines and as specified on the plans.
10. The Contractor shall, at all times, keep the trenching activity free of water until all work is finished and trenches are ready for backfilling.
11. Valve bases are to be installed on all buried valves. The bases shall be cast iron with a minimum 1 1/4" diameter and long enough to extend from the valve to finished grade. The bases shall enclose the operating nut and stuffing box of the valves. Valve bases shall not transfer loads onto the valve.
12. Operation of the water service shall be conducted only after the service has been flushed and a clear stream is obtained as determined by the Engineer. All disinfection testing shall be done by an independent third party approved by the Engineer and the City of Burlington.

The Contractor shall furnish all labor, equipment, materials, and tools necessary to disinfect the pipe and appurtenances in accordance with the AWWA Standard for Disinfecting Water Mains C901-92 (test method not acceptable).

The method of disinfection shall be by the continuous feed method unless otherwise approved by the Engineer. After filling, flushing, and addition of chlorine solution, the chlorine concentration within the pipe shall be at least 10 mg/L. All disinfection shall be performed under the supervision of the Engineer. The disinfection process shall be deemed acceptable only after two samples of water from the finished disinfection main show no evidence of bacteriological contamination.

13. The Contractor shall furnish all gauges, testing plugs, caps, and all other necessary equipment and labor to perform a pressure test. All pressure testing shall be done by an independent third party approved by the Engineer and the Department of Public Works. The Contractor shall develop and maintain for two hours, 150 percent (150%) of the working pressure measured in pounds per square inch (150 psi - minimum). Failure to hold the designated pressure for the two hour period constitutes a failure of the section tested. No pipe installation shall be accepted if the leakage is greater than that determined by the following formula:

$$L = \frac{N \cdot D^3 \cdot P}{7,400 \cdot S} \text{ where } L = \text{Allowable Leakage (Gals/Hr)}$$

$$L = \frac{N \cdot D^3 \cdot P}{133,200} \text{ where } L = \text{Allowable Leakage (Gals/Hr)}$$

$$S = \text{Length of Pipe Tested (ft)}$$

$$D = \text{Nominal Diameter of Pipe (in)}$$

$$P = \text{Average Test Pressure (psi)}$$

$$N = \text{Number of Joints in the Pipeline Tested}$$

All testing shall be conducted in accordance with AWWA C900-93 test method.

14. If there is an area where a cover of the test (S) cannot be maintained over the water line, the Contractor shall notify the Engineer (in writing) for a revised design.

15. All revisions affecting the water line must be approved by the Department of Environmental Conservation - Water Supply Division. All built points shall be provided to the Water Supply Division and the City of Burlington Department of Public Works.

EROSION PREVENTION & SEDIMENT CONTROL

A. General Notes

1. The Contractor shall construct and maintain all erosion measures in accordance with the "Vermont Standards & Specifications for Erosion Prevention & Sediment Control" Latest Edition and City of Burlington Public Works Standards and Specifications.
2. The Contractor shall be responsible for establishing all erosion control measures depicted on the plans and any additional measures that are necessary to minimize erosion. The Contractor shall have erosion control materials and installation equipment on site at all times.
3. Slope fences shall be installed along the base of any fill slopes, around stockpiled materials and around the limits of the project location. This shall remain in place until the project site has been stabilized.
4. Control shall through the application of sodium chloride or water.
5. Excavated material from earth excavation and ditch digging shall be disposed of off-site or used for project fill material if determined suitable by the Owner's Representative.
6. All temporary erosion control measures required for any proposed water work shall be installed prior to October 1. These measures shall be in place prior to the commencement of any clearing or earth-moving.

B. Temporary Measures

1. Slope Fences - The all fences shall be constructed in accordance with the construction detail. The fence shall extend 100 feet from the toe of the slope or at shown on the plan. The ends of the fence shall be placed uphill to form a horseshoe shape to trap all runoff.
2. The all fences shall be inspected periodically for damage or build-up of sediments. All damaged fences shall be repaired or replaced. Sediment deposits shall be removed from the fence as they build up and be placed in an area where there is no danger of further erosion.
3. Erosion Matting - Erosion matting shall be placed on all grass-lined areas with profile grades exceeding 3:1 and shall be placed and maintained in accordance with the Vermont Agency of Transportation Standard Specifications Sections 854 and 725.07.
4. Dual Control - During construction, shall be controlled with water distributed by a truck-mounted spray bar. At the direction of the Engineer, Calcium Chloride AASHTO M 144 or Sodium Chloride M 143 may be used.
5. All stockpile materials (topsoil, borrow, etc.) will have a all fence constructed around the perimeter. Seed and mulch stockpile materials as soon as possible to prevent soil erosion and redeposition of all materials stockpiles on the uphill side of the material area. If possible, during windy conditions, stockpiled material shall be covered or watered appropriately to prevent wind erosion.
6. Slope grader shall be 1:3 and have erosion control matting installed to stabilize the slope and reduce the erosion potential. Install matting over mulched slopes so that all ports are in contact with the soil and mulch. PM matting with wire staples 3 feet o.c. to ensure full bonding with soil surface.

C. Permanent Measures

1. Grass-lined Slopes - All areas that are not stone-lined shall be seeded, fertilized and mulched. Any area which shows signs of erosion shall be reseeded immediately and maintained with permanent vegetation in accordance.
2. Restoration - As soon as construction is completed in a given area, it shall be seeded, fertilized and mulched.
3. The topsoil shall be submitted to the Extension Service for analysis. Fertilizer shall be applied at approximately a rate of 400 pounds per acre depending on soil analysis. If necessary, lime shall be applied to the topsoil to produce a pH of approximately 6.0.
4. After the finished grade has been established and the fertilizer spread, plant the specific seed mixture and work firmly into the soil. Apply seed on the prepared seed bed with approved mechanical seeders or hydroseeding equipment. Upon completion of the above planting operations, roll all areas, leaving the surface of all areas free to erode, smooth, and free from holes or other irregularities. Thoroughly water all newly planted areas immediately after planting using a fine spray. Protect banks and avoid erosion or repair erosion that occurs. Banks, roads, or other graded areas that have been exposed to erosion shall be repaired immediately. Unseeded areas approved by the Engineer to plant off season, seeding will be conducted only during the period from April 15th to October 15th. Do not to cause interference, no seeding is to proceed before other phases of the work have progressed sufficiently.
5. After seeding, mulch shall be applied at a rate of 2 tons per acre.

D. Water Construction

1. If due to the project schedule, construction during the winter months is necessary, the contractor shall follow the winter construction procedures outlined in the "Vermont Handbook for Soil Erosion and Sediment Control on Construction Sites".
2. a. Minimize disturbance between October and May.
3. b. All erosion control measures shall be in place prior to the ground freezing.
4. c. Mulch shall be applied to all disturbed area at a rate of 80 pounds per 1,000 square feet. The Contractor shall maintain all areas that are mulched until permanent vegetation can be established.
5. Maintenance, Guarantee and Acceptance
6. 1. The Contractor shall be responsible for the care and maintenance including watering of seeded areas, until the seeding is inspected and accepted by the Owner.
7. 2. Reforesting shall be done until all areas are completely covered with a mature stand of grass. An area shall be considered covered when the entire surface contains a mature stand of grass. Areas that, in the opinion of the Engineer, are predominantly weeds shall be plowed up, the ground, fertilized and reseeded in the manner specified previously, exercising caution not to cause damage to new or existing plant material.
8. 3. The contractor shall maintain and guarantee all seeded areas until acceptance by the owner.

TOPSOIL

1. A minimum 4" layer of topsoil shall be distributed and graded on all areas that are designated for turf establishment or planting.
2. Topsoil shall be of prime soil stockpiled on site or from a local source and screened to provide a natural, friable, workable consistency that will promote healthy, vigorous, established turf grass and plant material growth. Screening of topsoil shall be undertaken to ensure that the topsoil is free of rocks, debris, building materials, roots, stones larger than 1/4" in diameter, brum, weeds, residual herbicides and any other material that would be detrimental to plant establishment and health.
3. Any new topsoil brought on site and/or used from the site must be of a quality which has demonstrated the capability of supporting turf grass and/or plant material health, and to be reasonably free draining.
4. Topsoil shall be free, in particular, of quackgrass rhizomes (Agropyron repens) and the nut-like tubers of nut grass (Cyperus esculentus) and/or other local weed seeds which may germinate during or after turf grass seeding and establishment. If a stimulant or herbicide has been or is used on the topsoil, the landscape contractor shall assume responsibility for screening for the proper disposal of such materials, herbicides or other toxic materials prior to the placement of topsoil on the site, and so as to not affect plant establishment or growth.
5. In establishing the proper medium for turf grass and plant establishment, the landscape contractor shall ensure that the proper pH of between 6 and 7 is present for the health and maintenance of the turf grass and plants to be installed.
6. A supplemental addition to the topsoil for establishing the proper pH and for planting pits and areas to provide a suitable growing medium for trees, shrubs and ground covers shall be employed on necessary. The additive shall be an organic compost "Multi-Humus" or equal as supplied by Vermont Natural Agriculture Products, Route 51, Middlebury, VT (802- 386-1137) or another vendor. The content of the organic compost shall be 1-1/2% nitrogen, 1% phosphorus, 1% potassium and the remainder dry matter content. No sludge or municipal sludge shall be included in this mix or application.

FLOWABLE FILL

PART 1 - EXECUTION

1.01 SECTION INCLUDES

1. Flowable Fill (Current standard backfill)

1.02 RELATED SECTIONS

1. General Specifications
2. Detail-in-Place Concrete

1.03 SUBMITTALS

1. Submit the following in accordance with Section 01330, Submittal Procedures:
 1. Provide design mixes and test reports.
2. Batch tickets.
3. Field test reports.

1.04 DESCRIPTION

1. Flowable Fill may be used for replacement of structural subsurface material where traditional methods of compaction are impractical, trenches, pipe structures, fill for abandoned water and sewer lines, other works where confined voids and firm support is required or in areas where the plan.
2. The use of flowable fill around or adjacent to utility lines or structures shall be reviewed and approved by the City of Burlington Public Works Department.

1.05 QUALITY ASSURANCE

1. When work or portions of work of this section are completed and require testing, notify the Engineer.
2. Ensure all required test-in-place concrete, embankment forms, and utility work has been completed prior to placing flowable fill.

PART 2 - PRODUCTS

2.01 MATERIALS

1. Provide materials and construction requirements for Flowable Fill conforming to Vermont Agency of Transportation Standard Specifications.

2.02 FLOWABLE FILL

1. Mix and deliver flowable fill in accordance with ASTM C94.
2. Use accelerating admixtures in cold weather only when approved by the Engineer. Use of admixtures will not relax cold weather placement requirements.
3. Use all retarding admixtures during hot weather only when approved by the Engineer.
4. Do not use sodium chloride as an admixture.
5. Add air-entraining agent if required to produce a flowable fill.

PART 3 - EXECUTION

3.01 EXAMINATION

1. Verify that all items of cast-in-place concrete, grading, trenching, and all utilities and other embedded items are in place prior to placing flowable fill.
2. Flowable fill shall not be used as a substitute for some bedding or earth backfill for primary utilities unless approved by the City of Burlington Public Works Department.

3.02 PREPARATION

1. Remove all loose material from the trench wall and the concrete structures.
2. Set elevation marks or otherwise determine the proper top elevation for the flowable fill.
3. Placement of flowable fill
4. Notify the Engineer a minimum of 24 hours prior to placement of flowable fill.
5. Flowable fill may be placed by direct discharge from the truck, by pumping, or by other approved methods.
6. The flowable fill shall be placed in a uniform manner that will prevent voids or segregation of the bedding and flow material. If required, the flowable fill shall be consolidated with internal vibration.
7. Pipes, reinforcement, inserts, or other embedded parts shall be placed, supported, and secured in a manner that shall prevent the flowable fill from dislodging, sagging, or from floating embedded items.
8. Flowable fill shall be brought up uniformly to the fill the shown on the plans. Formed walls or other buttresses shall be constructed to withstand the exerted hydrostatic pressure and confine the material within a dedicated space.
9. Placement of flowable fill shall start only when weather conditions are favorable. The temperature shall be at least 35 degrees F and rising. Flowable fill shall not be placed on frozen ground or when it is raining.

3.04 CURING AND PROTECTION

1. Immediately after placement, protect flowable fill from premature drying, excessive hot or cold temperatures and mechanical injury.
2. The flowable fill shall not be subjected to load and shall remain undisturbed by construction activities for at least 24 hours after placement.
3. FIELD QUALITY CONTROL
4. A testing of flowable fill is not necessarily required. If testing is requested by the Owner it shall be in accordance with the appropriate Specification.
5. Provide unobstructed access to work and equipment with approved firm.

3.05 DEFECTIVE FLOWABLE FILL

1. Do not accept or place defective flowable fill that is not in conformance with acceptance criteria. Return the fresh flowable fill to the supplier.
2. Defective flowable fill is flowable fill having excessive honeycombs, embedded debris, higher than maximum compressive strength, or not conforming to required flow, details, dimensions, tolerances or specified requirements. Repair or replace defective flowable fill as directed by the Engineer.
3. Replace flowable fill not in conformance with detail, tolerances, and other construction requirements of Contractor's expense.

END OF SECTION

TOPSOIL SPECIFICATION

1. Use suitable topsoil previously stockpiled on the site. Amend stockpiled soil subsoil with sand and organic material as necessary to create additional topsoil. Furnish only additional topsoil from off-site sources.
2. Topsoil, whether striped from site, amended on-site, or supplied from off-site, shall be a sandy loam as defined by the USDA Soil Conservation Service Soil Classification System, and conforming to the following:
 1. Mechanical Analysis:

% of Total	Weight	Average %
Textured Sand	45 to 75	60
Sand (0.05-2.0 mm dia. range)	15 to 35	25
Silt (0.002-0.075 mm dia. range)	5 to 25	15
 2. 95% of topsoil passing a 2.0 mm sieve.
 3. Free of stones 1 in. in longest dimension, earth clods, plant parts, and debris.
 4. Organic matter content equal to 4 to 12% of total dry weight.
3. Topsoil shall have a pH value range of 6.0 to 6.5.
4. If planting soil mixture does not fall within the required pH range, limestone or aluminum sulfate shall be added to bring the pH within the specified limit.
5. If pH is below desired level add ground limestone. If pH is above desired level add aluminum sulfate.

PLANTING NOTES

1. No planting will be installed until all grading and construction has been completed in immediate area.
2. Contractor to verify all utilities on property and to protect all utilities during excavation.
3. If there is a discrepancy between the number of plants shown on the plan and the number of plants shown in the plant list, the number of plants shown on the plan will take precedence.
4. All container material to be present in container a minimum of 6 months.
5. All material shall comply with the latest edition of the American standard for nursery stock, American Association of Nurserymen.
6. Contractor shall repair all damage to property from planting operations at no cost to the owner.
7. Contractor shall guarantee new plant material through one calendar year from time of provisional acceptance.
8. All proposed plants shall be located carefully as shown on the plans and the placement shall be approved by the owner.
9. All disturbed areas not to be paved or planted shall be loamed and seeded as shown.
10. See specifications for soil preparation and seed mix.
11. Wrapping material shall be fast quality, heavy waterproof crepe paper manufactured for this purpose. Wrap of trees planted. Trees shall be wrapped during period from 9/15-12/1.
12. Two inch (2") deep, finely shredded bark mulch will be installed under all trees and shrubs that are isolated from ground cover areas and general shrub masses.
13. Soil mix: 1/3 peat moss, 1/3 screened loam, 1/3 dehydrated manure.
14. Maintain all plantings through 1 year guarantee period, including watering.

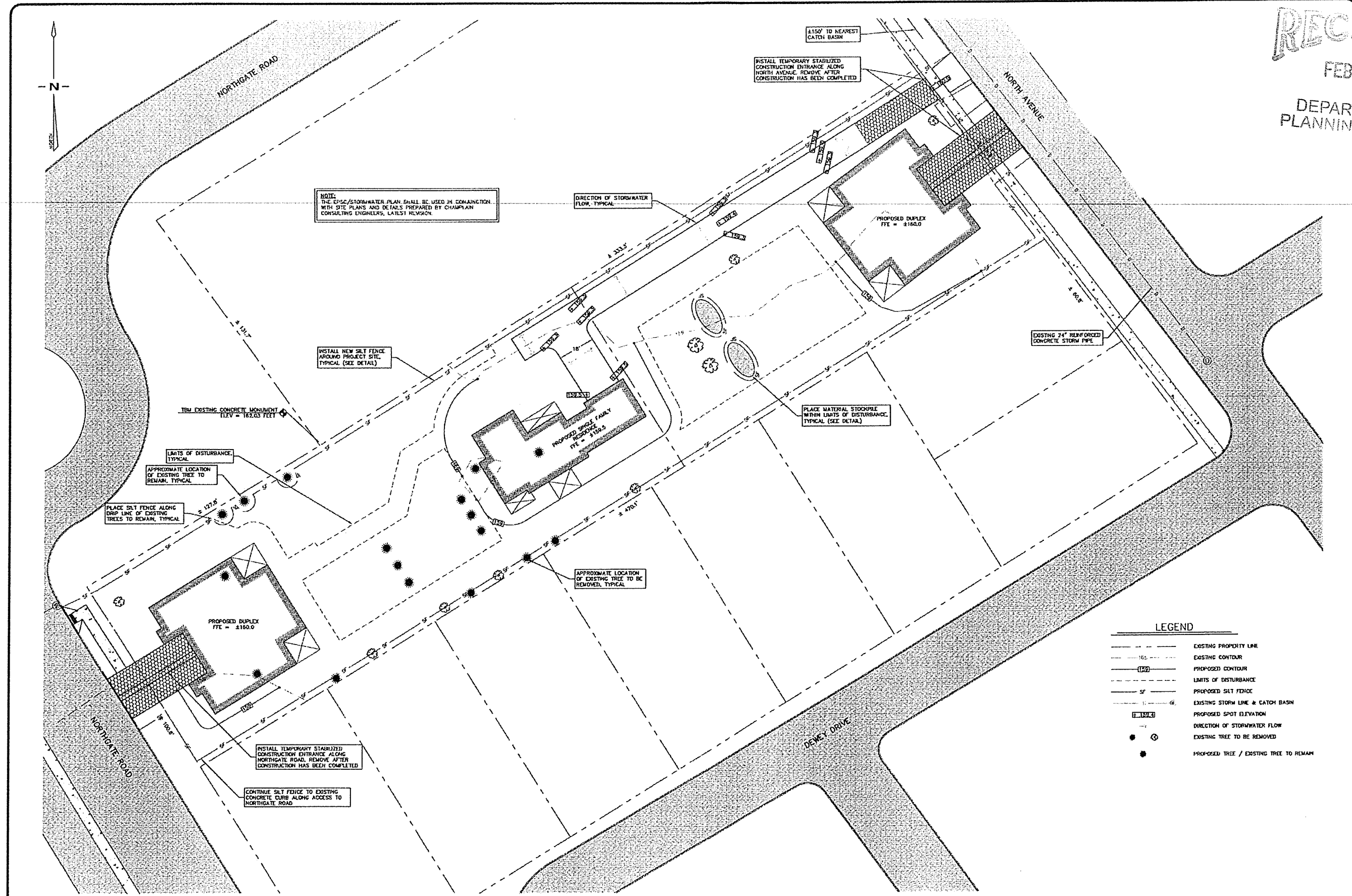
Champlain Consulting
ENGINEERS
145 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 • 864-1878 FAX
www.champlain-engineers.com



TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVE
SPECIFICATIONS
BURLINGTON VERMONT

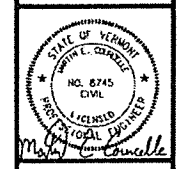
DRAWN
CCE
CHECKED
MEC
SCALE
NONE
DATE
10/31/13
JOB NO.
29104
SHEET

C-7
OF 7 SHEETS



RECEIVED
FEB 12 2014
DEPARTMENT OF
PLANNING & ZONING

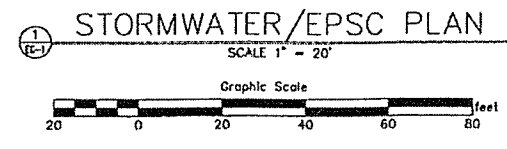
Champlain Consulting
ENGINEERS
18 PRIM ROAD, P.O. BOX 453
COLCHESTER, VERMONT 05446
(802) 863-8060 - 864-1878 FAX
COPYRIGHT © 2013 CHAMPLAIN CONSULTING ENGINEERS ALL RIGHTS RESERVED



TOM MITCHELL
RESIDENTIAL SUBDIVISION
1891 NORTH AVENUE
STORMWATER/EPSC PLAN
BURLINGTON VERMONT

DRAWN
CCE
CHECKED
MEC
SCALE
1" = 20'
DATE
10/31/13
JOB NO.
29104
SHEET

EC-1
OF 1 SHEETS

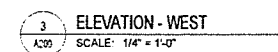
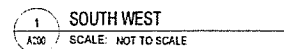
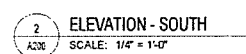


THIS TOPOGRAPHIC SURVEY WAS PRODUCED FROM DIGITAL ORTHOPHOTOGRAPHIC FILES WITHOUT THE BENEFIT OF "GIC SAFE" WARNINGS. ANY UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "GIC SAFE" AT 1-888-344-7233 BEFORE COMMENCING ANY WORK AND SHALL PRESERVE EXISTING UTILITIES WHICH ARE NOT PART OF THE DEMOLITION PLAN.

AUG 25 2014

© 2013 Miss Manners

3001



09.18.13

ELEVATIONS

A200

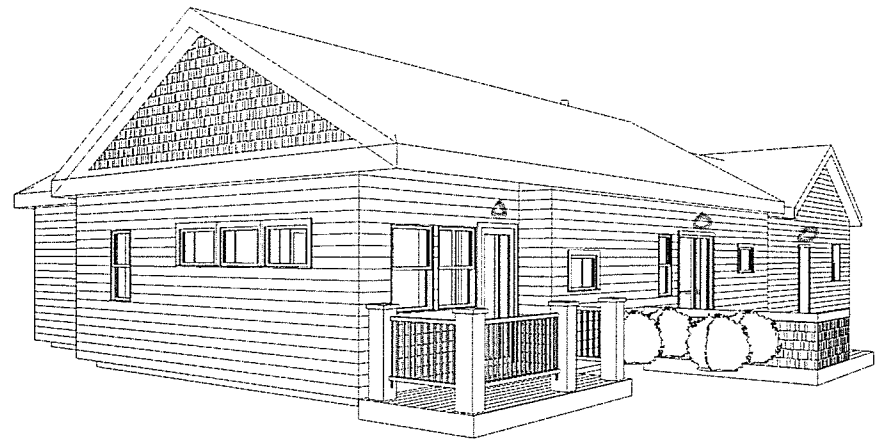
RECEIVED

AUG 25 2014

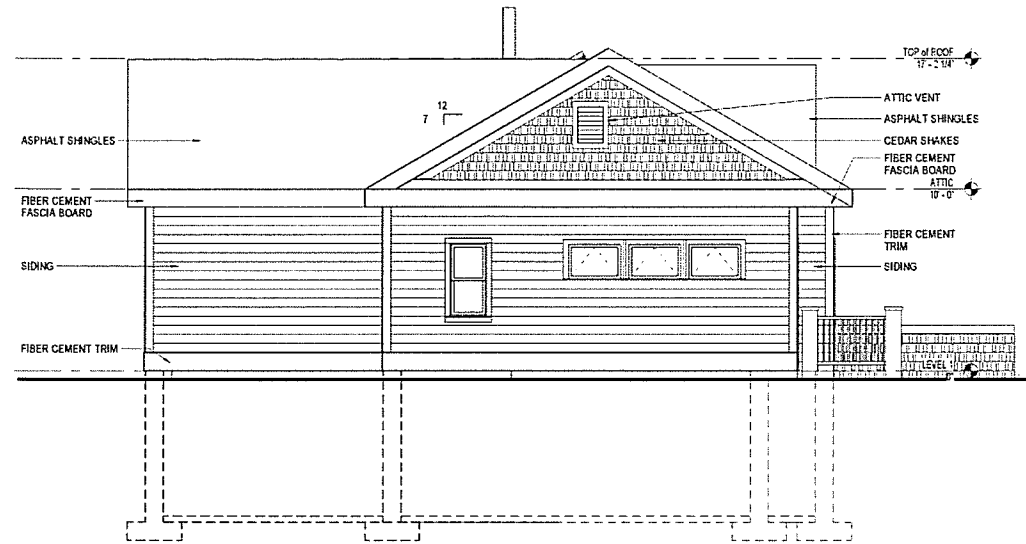
DEPARTMENT OF
PLANNING & ZONING

© 2013 miss aloisi

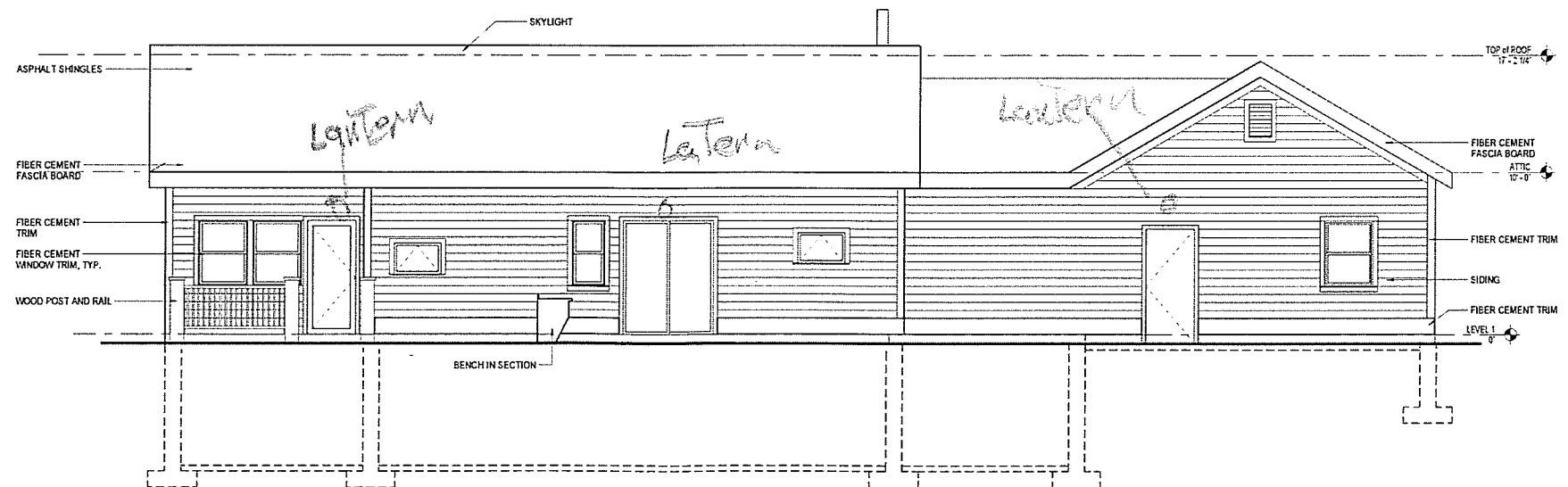
The design ideas and plans
represented by these documents
are the property of miss aloisi. Use
of plans is permitted by contract only.
The use or reproduction of these ideas
and plans is prohibited without
the written permission of miss aloisi.



3 NORTH EAST
A201 SCALE



2 ELEVATION - EAST
A201 SCALE: 1/4" = 1'-0"



1 ELEVATION - NORTH
A201 SCALE: 1/4" = 1'-0"

MITCHELL PROJECT
SINGLE FAMILY
NORTH AVENUE
BURLINGTON, VT

09.18.13

ELEVATIONS

DESIGN

A201

Burlington Development Review Board

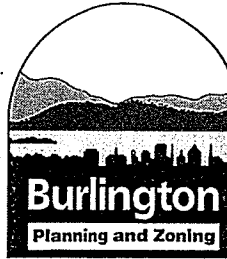
149 Church Street, City Hall
Burlington, VT 05401

www.burlingtonvt.gov/PZ/Boards/Development-Review-Board

Phone: (802) 865-7188

Fax (802) 865-7195

Austin Hart
Michael Long
Jonathan Stevens
Brad Rabinowitz
Missa Aloisi
Israel Smith
AJ LaRosa
Alexandra Zipparo (Alt.)



Burlington Development Review Board

Minutes/Findings of Fact

August 28, 2014

In RE: 14-0747SD; 1891 North Ave. (Ward 4, RL) (Tax Lot Nos. 023-3-045-000 & 023-3-046-000)

Owner/Representative: Tom & Jill Mitchell

Request: Subdivide two lots into three lots, remove existing single family house, and construct two duplexes and one single family home

Members Present:

Austin Hart
Michael Long
Brad Rabinowitz
Israel Smith
AJ LaRosa
Alexandra Zipparo

Evidence Presented:

The Board examined the materials submitted in support of this request.

I. FINDINGS

Background Information:

The applicant is seeking approval of a proposed 3-lot, 5-dwelling unit subdivision. Two existing adjacent lots would be subdivided and reconfigured into 3 lots. Two duplexes and one single family home would be constructed. An existing mobile home along North Avenue would be demolished and replaced with one of the two new duplexes. The end result is 4 net new dwelling units. This proposal amounts to a minor subdivision (i.e. less than 5 net new dwelling units or lots) and is reviewed as a combined preliminary/final plat application.

This application went through sketch plan review by the Development Review Board on July 17, 2012. The Design Advisory Board reviewed it February 25, 2014 DAB and, on a 4-1 vote, recommended approval subject to the following conditions:

1. Clarity of tree retention versus removal. What trees will be removed and what trees, if any, will remain? Are any of the existing trees "specimen trees?"
2. Front walkways that connect each new home to the public sidewalk or street network.
3. A more robust landscaping plan that defines spaces within the development and screens parking areas and utilities.

4. Outdoor lighting fixture locations, cut sheets, and illumination levels.
5. Window materials and cut sheets.
6. Utility meter locations and screening. Locations and screening of mechanical equipment, if any is proposed.

Revised application plans have been submitted to address the DAB's recommendation.

The Conservation Board reviewed the application March 10, 2014 and unanimously recommended approval subject to the standard stormwater management and erosion prevention and sediment control conditions.

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Sec. 3.5.6, Review Criteria

(a) Conditional Use Review Standards

1. The capacity of existing or planned community facilities;

The proposed development will be served by municipal water and sewer. Sufficient capacity is likely available; however, written confirmation from the Department of Public Works will be required. Any new lines to service the development will have to be installed by the applicant/owner. A state wastewater permit will also be needed prior to construction. Impact fees will be assessed based on the net new residential square footage to help offset what impacts there may be to other municipal services. **(Affirmative finding as conditioned)**

2. The character of the area affected;

The proposed subdivision is located in the Residential Low Density zone. This zone is primarily intended for detached single family homes and duplexes. The surrounding neighborhood reflects this intent, consisting largely of detached single family homes to the south and east. The Northgate apartment complex includes a different development pattern and is located to the north and west. The proposed density and development pattern is similar to that along neighboring residential streets and reflects the intent of the RL zone. **(Affirmative finding)**

3. Traffic on roads and highways in the vicinity;

No traffic analysis has been provided nor is required for a project of this small scope. Additional traffic generation associated with the new dwelling units can reasonably be expected to be minor. **(Affirmative finding)**

4. Bylaws then in effect;

As conditioned, this subdivision proposal is consistent with all applicable bylaws. **(Affirmative finding)**

5. Utilization of renewable energy resources;

Utilization of renewable energy resources is not included in this application. As proposed, the development will not preclude such utilization on the subject property or on neighboring properties in the future. **(Affirmative finding)**

6. Cumulative impacts of the proposed use;

This criterion requires that cumulative impacts associated with residential development where it is permitted be deemed negligible. Single family homes and duplexes are allowed residential uses in the RL zone. **(Affirmative finding)**

7. Functional family;

Not applicable. The application contains no request to inhabit the new dwelling units with anything other than families.

8. Vehicular access points;

See Sec. 6.2.2 (i).

9. Signs;

No signage is included in this proposal.

10. Mitigation measures;

The proposed small scale residential development will not generate offsite noise or glare substantial enough to require mitigation. **(Affirmative finding)**

11. Time limits for construction;

The application contains no request for extended construction. As a result, the standard 2-year time frame will apply. The applicant is advised to consider phasing construction of the dwelling units to that they may be occupied as they are completed one-by-one. Otherwise, occupancy would not be allowed until the entire development is complete. If phasing is sought, a phasing plan must be provided prior to review by the Development Review Board. **(Affirmative finding)**

12. Hours of operation and construction;

Hours of operation need not be specified for this residential development. No days or hours of construction have been proposed in a construction schedule. Consistency with other construction projects in the RL and WRL zones yields days and hours of construction of Monday – Saturday, 7:00 AM – 6:00 PM. **(Affirmative finding as conditioned)**

13. Future enlargement or alterations;

In the event of future enlargement or alteration, permits would be required and reviewed under the regulations then in effect.

14. Performance standards;

Performance standards relating to outdoor lighting and erosion control are addressed under Article 5 of these findings.

15. Conditions and safeguards;

Conditions of approval will ensure compliance with the standards of the Comprehensive Development Ordinance.

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(1) Residential Low Density (RL)

The subject property is located in the RL zone, which is intended primarily for single family homes and duplexes. The proposed development consists exactly of that – two duplexes and a single family home. **(Affirmative finding as conditioned)**

(b) Dimensional Standards & Density

The two duplex lots exceed the minimum duplex lot size of 10,000 sf, and the proposed single family home lot exceeds the minimum single family home lot size of 6,000 sf.

Proposed lot coverage will be 23.6%, 23.6%, and 20% on lots 1, 2, and 3, respectively. These coverages are below the 35% limit in the RL zone.

Front yard setbacks on lots 1 and 3 are based on the average front yard setback of neighboring properties. They are compliant with the applicable averages. Lot 2 is effectively an interior lot and may establish its own front yard setback. As proposed, the 22' front yard setback is similar to that of neighboring properties. Side and rear yard setbacks as 10% of lot width and 25% of lot depth, respectively, are compliant as well.

The two duplexes are about 21' tall to the midpoint of their roofs' rise. The single family home is shorter at just 14' to the midpoint of its roof rise. The height limit in this zone is 35'.

(Affirmative finding)

(c) Permitted & Conditional Uses

The subdivision is subject to conditional use review. Duplexes are allowed on existing lots in the RL zone, also subject to conditional use review. Insofar as the two proposed duplexes will be constructed on the existing lots with the single family home to be constructed on the newly created third lot, this requirement has been met. **(Affirmative finding)**

(d) District Specific Regulations

1. Setbacks

No setback encroachments are sought.

2. Height

No height exceptions are sought.

3. Lot Coverage

No lot coverage exceptions are sought.

4. Accessory Residential Structures and Uses

No accessory structures are included in this proposal.

5. Residential Density

The proposed residential units are subject to the functional family provisions of the Comprehensive Development Ordinance. **(Affirmative finding as conditioned)**

6. Uses

Not applicable.

7. Residential Development Bonuses

No development bonuses are being sought.

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 (d) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.5 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

Five types of outdoor lighting fixtures are proposed as options for the new homes (3 lantern type fixtures and 2 spotlight fixtures). All of them use low-wattage bulbs and are likely acceptable. No lumens information has been provided and must be in order to confirm their acceptability. Lumens may not exceed 2,000 to qualify as acceptable low-output lamps. Fixture locations are noted on the site plan but are not depicted on the building elevation drawings and must be. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control

The stormwater management plan has been reviewed and approved by the Stormwater Administrator. Proposed management is simple given the ample green space and very pervious soils. Rooftop runoff will be collected by gutters and dispersed by way of downspouts onto surrounding green space for infiltration into the ground. Driveways will be graded to direct runoff onto adjacent green space for infiltration. No stormwater runoff will be directed into the city system. The construction site erosion prevention and sediment control plan has also been reviewed and approved by the Stormwater Administrator.

The Conservation Board reviewed the proposed stormwater management plan and erosion prevention and sediment control plan on March 10, 2014 and recommended approval of them

subject to the standard stormwater and erosion control conditions. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

(a) Protection of important natural features

The property contains no significant natural areas as defined in the Open Space Protection Plan or as depicted in any of the Natural Resource Protection Overlay District maps. A number of trees are present. The applicant has revised the site plan to better indicate which existing trees will be retained versus removed and which trees are to be newly planted. None of the trees qualify as specimen trees (i.e. 30" + caliper and/or more than 100 years old as determined by a certified arborist). **(Affirmative finding)**

(b) Block size and arrangement

Not applicable. No new blocks are proposed.

(c) Arrangement of Lots

Lot 3 will be regularly shaped. Lot 1 will be somewhat irregular to allow for an irregular lot 2. The irregular shape of lot 2 is proposed in order to meet the minimum lot frontage requirement of 60' along a public roadway. Such lots are discouraged and shall be allowed only where topography and existing block and lot arrangement allow no suitable alternative. If lot 2 is to be created, there is no other alternative for public road frontage. The Development Review Board reviewed this configuration at sketch plan and did not find it objectionable. The grading and utility plan depicts utility easements for lots 1 and 2 across lot 3 for services stemming from North Avenue. An access easement will be required for lot 2's driveway across lot 3.

(Affirmative finding as conditioned)

(d) Connectivity of streets within the city street grid

No new streets are proposed. New private driveways will access the existing street network.

(Affirmative finding)

(e) Connectivity of sidewalks, trails, and natural systems

The existing public sidewalk system will be unaffected by the proposed development. There are no nearby trail networks or contiguous lengths of green space. **(Affirmative finding)**

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

See Sec. 6.1.2 (a) above.

(b) Topographical alterations

The property is essentially flat and will remain so. Some limited grading is proposed to direct stormwater runoff into surrounding green spaces. **(Affirmative finding)**

(c) Protection of important public views

There are no important public views from or through the property. **(Affirmative finding)**

(d) Protection of important cultural resources

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

(e) Supporting the use of alternative energy

No alternative energy resources are included in the project plans. Use of alternative energies on the subject, or neighboring properties, in the future is not precluded by this development.

(Affirmative finding)

(f) Brownfield sites

The property is not included on the Vermont DEC's Hazardous Sites List. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

There is ample room onsite for seasonal snow storage. Building entries are sheltered with overhangs to provide protection during inclement weather. **(Affirmative finding)**

(h) Building location and orientation

The two duplexes will be located along existing public streets and will be aligned with neighboring homes. Garage and driveway parking space will be provided for both duplexes. Both duplex structures appear to be identical. Each building is 59' wide, and each has a 22' wide garage. Per this criterion, garages facing the street shall not exceed 24' width or 50% of the entire structure width, whichever is less. As proposed, the 22' wide garages are under this limit at 37% of the structure width. The garage faces of both duplexes are recessed and are 25' set back from the front property lines as required. The new single family home will sit between the two duplexes and will have no discernible impact on the North Avenue or Northgate Road streetscapes. The single family home will have an attached garage, but it does not face the street. As a result the garage width limitations of this criterion do not apply. **(Affirmative finding)**

(i) Vehicular access

The existing curb cut along North Avenue will be used for the new single family home on lot 2. Two new curb cuts on North Avenue will serve the two driveways into the new duplex on Lot 3. A new curb cut will be established along Northgate Road. Department of Public Works approval will be required for the new curb cuts. The duplexes will have two 10' wide driveways for each unit, and the single family home will have a 10' wide driveway. These widths are within the acceptable range of 7' – 18' for residential driveways. **(Affirmative finding)**

(j) Pedestrian access

The revised site plan depicts walkways connecting the homes on lots 2 and 3 to the North Avenue sidewalk. Walkways will connect the duplex on lot 1 to Northgate Road. The walkways parallel the driveways and consist of stamped and painted asphalt. The walkway along the driveway for lot 2 also provides the 14' wide (10' driveway + 4' walkway) access required by the Fire Marshal to this center lot. **(Affirmative finding)**

(k) Accessibility for the handicapped

There is no indication that any of the dwelling units will be handicap accessible or that they need to be. **(Affirmative finding)**

(l) Parking and circulation

All of the proposed dwelling units will have associated parking. Both required spaces will be provided within the attached garage for the single family home. Each duplex unit will have one garage space and one driveway space. The parking and driveway arrangement for the single family home allows vehicles to enter and leave without backing out onto a city street. Both duplexes include short, straight driveways that require driving in forward and backing out. There was considerable discussion at the Design Advisory Board about this arrangement for lot 3 (on North Avenue) and whether it was acceptable. The Board ultimately approved it as is, primarily due to the prevalence of other such driveways in the neighborhood and the "collector street" designation of this northern section of North Avenue. **(Affirmative finding)**

(m) Landscaping and fences

As recommended by the DAB, some additional landscaping information has been provided. Tree retention and removal has been clarified. New plantings have been identified on the site plan and consist of new deciduous and coniferous trees and new shrubs. The new trees are proposed along property lines to help delineate the interior boundaries. A cluster of arborvitae are proposed to help screen a portion of the driveway serving the new single family home. While the proposed landscaping remains basic, it is adequate for a project of this small scope. **(Affirmative finding)**

(n) Public plazas and open space

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

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

All utility lines must be buried. Utility vaults for each home are depicted on the grading and utility plan; however, no screening is evident. While the vaults are located by the sides of the structures, screening, in the form of landscaping, is needed. There are no communal recycling or trash facilities. These items will be handled separately by each homeowner. **(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 subject property is sited between single family homes along Dewey Drive and the very large Northgate Apartments complex. The homes along Dewey Drive are relatively small as compared to the Northgate Apartments; however, the apartment buildings are sectionalized in components roughly approximate to the scale of the Dewey Drive homes. The new homes included in this proposal retain this consistent scale. The two duplexes (which are mirror

images of each other) read as individual dwelling units connected by way of a shared garage. This arrangement lessens perceived building bulk and provides a degree of separation of the living quarters. The proposed single family home is smaller than the duplexes and is comprised of several distinct components. Its massing and scale are consistent with neighboring single family homes. All three of the proposed buildings are well under the 35' height limit. The single family home is just a single story. The two duplexes are two stories. The proposed building heights are consistent with nearby homes. **(Affirmative finding)**

2. Roofs and Rooflines

Pitched gable roofs with varying orientations are proposed. This roof form is common amongst neighborhood homes. **(Affirmative finding)**

3. Building Openings

Fenestration amongst all of the proposed buildings is similar. It is evenly placed throughout each structure and consists of fairly basic one-over-one double-hung windows with some smaller awing windows interspersed on the side elevations. The double-hung units are more vertical than horizontal as required. Building entries are sheltered with entry porches. **(Affirmative finding)**

(b) Protection of important architectural resources

An existing mobile home will be demolished as part of this proposal. It is not historically significant, nor are any neighboring structures historically significant. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

The proposed duplexes reinforce the existing street edge created by existing homes along North Avenue and Northgate Road. Both clearly face the street and have readily identifiable front entries within open porches. Walkways connect them to the public street. The single family home is situated between the two duplexes and, as such, does not have a street presence. **(Affirmative finding)**

(e) Quality of materials

All of the homes will be clad in vinyl siding ("clapboards" and "shakes"). Fiber cement trim will be installed throughout. Asphalt shingles will be installed on the roofs. The single family home will utilize wooden railings for its porch. Vinyl windows are proposed. The proposed materials palate is one common to new construction and is of acceptable quality and durability. **(Affirmative finding)**

(f) Reduce energy utilization

The proposed construction must comply with the city's current energy efficiency requirements. Nothing above and beyond the minimum requirements is noted in the project plans. **(Affirmative finding)**

(g) Make advertising features complimentary to the site

Not applicable.

(h) Integrate infrastructure into the building design

Utility line locations are noted on the plans, but meter locations are not. They must be depicted and screened. No exterior mechanical equipment is included in the project plans. Trash should be stored inside the garages until curb side pick-up days. **(Affirmative finding as conditioned)**

(i) Make spaces safe and secure

The new buildings will be subject to current egress requirements. Building entries will 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 a result, each one of the dwelling units requires a minimum of 2 parking spaces. The site plan depicts sufficient parking, including garage and surface spaces, for each of the units. **(Affirmative finding)**

Sec. 8.2.5, Bicycle Parking Requirements

No bicycle parking is required for the proposed single family and duplex dwelling units. **(Affirmative finding)**

Article 10: Subdivision

See Articles 3, 4, 5, and 6 of these findings.

II. MINUTES

The meeting minutes will be distributed separately upon review and approval by the Development Review Board.

III. MOTION

Motion: Brad Rabinowitz

I move that the Board grant combined preliminary and final plat approval to subdivide two lots into three lots, remove existing single family house, and construct two duplexes and one single family home for the properties at 1891 North Avenue in the RL zone in accordance with Articles 3, 4, 5, 6, 8, and 10. Approval is subject to the following conditions:

1. Within 180 days of the date of final approval, the subdivision plat mylar, with all applicable endorsement signatures, shall be filed with the City Clerk per Sec. 10.1.11 of the Comprehensive Development Ordinance. Failure to do so shall render void the final plat approval.
2. **Prior to release of the zoning permit**, revised plans shall be submitted subject to staff review and approval. Revised plans shall include:
 - a. Outdoor lighting fixture locations on building elevation drawings;
 - b. Lumens information for each proposed outdoor lighting fixture;
 - c. Access easement for lot 2 across lot 3;

- d. Screening for utility vaults; and,
- e. Locations and screening for utility meters.
- 3. This approval incorporates the July 17, 2014 approval by the Stormwater Administrator of the Erosion Prevention & Sediment Control Plan.
- 4. Days and hours of construction shall be limited to Monday – Saturday, 7:00 AM – 6:00 PM.
- 5. At least 7 days prior to the issuance of a certificate of occupancy, the applicant shall pay to the Treasurer's Office the impact fee as calculated by staff based on the net new square footage of the proposed development.
- 6. Each new residence included in this approval is subject to the functional family provisions of the Comprehensive Development Ordinance.
- 7. A State of Vermont wastewater permit is required. Written confirmation from the Department of Public Works as to adequate municipal sewer capacity is also required.
- 8. The proposed construction shall comply with Burlington's current energy efficiency standards and with Burlington's current egress requirements as established by Burlington Electric Department and Burlington Public Works, respectively.
- 9. Standard permit conditions 1 -15.

Seconded: AJ LaRosa

Vote: 6-0-0, motion carried

Dated at Burlington, Vermont, this 28th day of August 2014

Respectfully Submitted,


Austin D. Hart, Development Review Board Chair

Please note that an interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. (Zoning Ordinance Article 17, Section 17.1.7, Appeals of Development Review Board Decisions: An interested person may appeal a decision of the Development Review Board to the Vermont Superior Court Environmental Division. The appeal shall be taken in such a manner as the supreme court may by rule provide for appeals from state agencies governed by Sections 801 through 816 of Title 3). The Court rules may require that such an appeal be commenced within Thirty (30) days of the Board's decision.

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, 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
Elsie Tillotson, Department Secretary



TO: Development Review Board
FROM: Scott Gustin *[Signature]*
DATE: September 6, 2016
RE: 17-0138CA; 435-441 Shelburne Street

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

Zone: RM Ward: 5S

Owner/Applicant: Mitchel Richardson

Request: Convert existing boarding house and duplex to a 10-unit multifamily apartment building and related site improvements.

Applicable Regulations:

Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking), Article 9 (Inclusionary and Replacement Housing) and Article 10 (Subdivision)

Background Information:

The applicant is seeking approval for the proposed conversion of a duplex/boarding house to a 10-unit apartment building. Associated site work, primarily related to parking and circulation, is also included in the proposal. While the number of proposed units exceeds the 5-unit threshold for major impact review, the project qualifies for an exemption from major impact because the conversion will take place within the existing building. Inclusionary housing will be required.

This project underwent sketch plan review February 2, 2016. The Development Review Board commented that the proposal seems to be pushing the limits of what is possible onsite. Comment was also received that a dumpster should be provided rather than individual trash containers.

Previous zoning actions for this property are noted below.

- 2/2/16, Sketch plan review for conversion to 10-unit apartment building
- 6/10/15, Non-applicability of zoning permit requirement issued for partial reconstruction of structure in-kind
- 4/29/15, Non-applicability of zoning permit requirement issued for in-kind siding replacement
- 11/30/07, Approval to modify onsite parking
- 8/7/03, Approval for stair and window replacement
- 8/12/82, Approval to establish convalescent home
- 7/22/82, Denial of requested convalescent home

- 7/16/82, Approval to demolish catwalk between structures
- 10/6/81, Denial to connect two buildings on adjacent lots
- 11/11/80, Approval to install garage doors
- 11/20/73, Denial to allow canoe rental business as home occupation
- 9/5/72, Approval to a 20-child daycare center

Recommendation: Initial review and continue public hearing pending resolution of outstanding items noted in the findings below.

I. Findings

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(3) Residential Medium Density (RM)

The subject property is located in the RM zone. This zone is primarily intended for medium density residential development in the form of single-detached dwellings and attached multi-family apartment buildings. The proposed conversion to a 10-unit apartment building is consistent with this intent. **(Affirmative finding)**

(b) Dimensional Standards & Density

Two parcels and an adjacent vestigial alley are to be combined resulting in a 0.44 acre parcel. The proposed 10 dwelling units are within the maximum permissible 25 units/acre (with inclusionary units) allowed within the RM zone.

As proposed, standard lot coverage will total 47.9%. Per Table 9.1.13-2, *Lot Coverage Allowance Table*, (for provision of inclusionary housing) 48% lot coverage is allowed within the RM zone. There will be an additional 8.8% “accessory” coverage as allowed under Sec. 4.4.5 (d) 3 for walkways, patios, and the like.

Except for the removal and installation of some small accessory components, building setbacks will remain unchanged. Some existing encroachment of the driveway in the vestigial alley will remain. Other encroachment appears to be reduced. The proposed parking area will comply with the minimum required 5’ side yard setback. It will be about 10’ from the north side yard. It is set back 13’ from the Lyman Avenue front property boundary. This setback is the average of the two neighboring properties to the west, +/- 5. In this case, the average is about 16.’ The 13’ setback proposed is within the +/- 5’ allowed. As a corner lot, there is no rear yard.

Building height will remain unchanged. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The proposed multi-family housing is a permitted use in the RM zone. **(Affirmative finding)**

(d) District Specific Regulations

1. Setbacks

No setback encroachment is sought under this criterion.

2. Height

No height exceptions are sought.

3. Lot Coverage

As noted above, 8.8% of the total lot coverage consists of accessory features like open porches and walkways. This 8.8% is within the 10% afforded to such features. **(Affirmative finding)**

4. Accessory Residential Structures and Uses

No new accessory residential structures or uses are included in this proposal.

5. Residential Density

All of the proposed residential units are subject an occupancy limit of 4 unrelated adults or a family as defined in the CDO. **(Affirmative finding if conditioned)**

6. Uses

Not applicable.

7. Residential Development Bonuses

None are sought except for by-right bonuses associated with required inclusionary housing.

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. 4.5.5 (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

A photometric plan and associated lighting fixture cut sheets have been provided. Illumination levels are acceptable for all environments – walkways, entries, and the under-building parking. No lighting of the surface parking is proposed, although, adjacent walkways will be illuminated. Proposed light fixtures are acceptable and include cutoff and/or low level illumination fixtures. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

The proposed stormwater management plan emphasizes infiltration. Two underground infiltration chambers and a rain garden are proposed. Captured stormwater will be directed into these

facilities for onsite filtration. Where overflow stormwater goes is unclear and must be noted. The proposed stormwater management plan is subject to review and approval by the Stormwater Administrator. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

Sec. 6.1.2 Review Standards

No subdivision is proposed. A merger of existing parcels is proposed. See Article 10 below.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The site contains no significant natural areas as identified in the Open Space Protection Plan. It appears that all but one of the existing trees will be retained. **(Affirmative finding)**

(b) Topographical alterations

The property is essentially flat and will remain so. The only grading work of note is associated with the proposed ramps for handicap access into the residence. Existing under-building parking spaces along the building's Lyman Avenue frontage will be retained. **(Affirmative finding)**

(c) Protection of important public views

There are no significant public views from or through the subject property. **(Affirmative finding)**

(d) Protection of important cultural resources

The building is not included on an historic register, nor is it eligible for inclusion. The proposed conversion to multi-family housing will have no adverse impact on historic or cultural resources. **(Affirmative finding)**

(e) Supporting the use of alternative energy

Nothing within the project plans contemplate utilization of alternative energy resources. Present energy efficiency codes of the city and state will apply to the renovations. **(Affirmative finding if conditioned)**

(f) Brownfield sites

The site is not included on the Vermont DEC Hazardous Site List. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management. Space is available on either side of the parking spaces for seasonal snow storage. **(Affirmative finding)**

(h) Building location and orientation

Existing building location and orientation will not change. The L-shaped building is set to the street corner and has entries facing Shelburne Street and Lyman Avenue. **(Affirmative finding)**

(i) Vehicular access

Vehicular access from Lyman Avenue will be retained, but parking will be reconfigured and formalized as noted in criterion (l) below. **(Affirmative finding)**

(j) Pedestrian access

Walkways will connect the front entries to the public sidewalks. New walkways behind the building will provide access into the building from the parking area. As recommended at sketch plan review, a walkway will provide a connection between the parking area and these interior walkways and associated ramps leading into the building. **(Affirmative finding)**

(k) Accessibility for the handicapped

ADA parking and related ramps are depicted on the site plan. It is the applicant's responsibility to comply with all applicable ADA requirements as administered through the building code. **(Affirmative finding if conditioned)**

(l) Parking and circulation

The reconfigured parking area will be located behind the building as perceived from Shelburne Street and to the side of the building as perceived from Lyman Avenue. New landscaping will be installed to screen the parking from Lyman Avenue. See Article 8 for dimensional details as to parking spaces and circulation. **(Affirmative finding)**

(m) Landscaping and fences

A detailed landscaping plan has been provided. New landscaping will accentuate the central front entry facing Shelburne Street and enhance the grounds generally. As noted above, landscaping will be installed to screen the surface parking from Lyman Avenue and to provide a border along the access drive. The proposed rain garden will also be vegetated with a variety of wet-tolerant species. **(Affirmative finding)**

(n) Public plazas and open space

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

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

No new outdoor mechanical equipment is apparent in the site plan. No dumpster is depicted on the project plans. There is a trash enclosure area tucked behind the building. The project plans note that it is "below." Below what is unclear. Is it below grade, below a ramp or porch? In any event, its location precludes access by a trash truck. How waste and recycling will be handled remains unclear. Any new utility lines must be buried. **(No finding possible)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

Massing, height, and scale of the building remain essentially unchanged. Proposed cladding changes and differentiation among materials reduces perceived mass of the overall building. **(Affirmative finding)**

2. Roofs and Rooflines

The gable roofs of the two original structures remain essentially unchanged. The middle connecting structure will receive a new flat roof. This alteration further serves to reduce the overall perceived mass of the building. **(Affirmative finding)**

3. Building Openings

Windows will be replaced throughout the building. A number of additional windows will be installed too. The resultant fenestration pattern is consistent and appropriate for a residential structure. **(Affirmative finding)**

(b) Protection of important architectural resources

The subject building is not historically significant, nor is it eligible for listing on an historic register. Alterations to it have no adverse effect on Burlington's diversity of historic resources. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

The building's street presence along Shelburne Street will be strengthened with the introduction of two additional entries, including a well-defined central entry. New landscaping and walkways will enhance the connectivity between the residence and the street. A secondary entrance will continue to face Lyman Avenue along with an associated walkway and patio area. **(Affirmative finding)**

(e) Quality of materials

Rather than replace exterior siding in-kind as previously approved, new composite wooden clapboard siding will be installed in sections of 4" and 8" reveal on the two original structures. The connecting structure will be clad mostly in ribbed metal siding. Vinyl windows will be installed throughout. Composite decking is proposed on the porches and exterior stairs. Ramps will be wooden with steel cable and rail systems. Asphalt shingle roofing will be installed on the gable roofs with membrane on the flat roof portion. These materials are of acceptable quality. **(Affirmative finding)**

(f) Reduce energy utilization

Few energy details are included in the application plans. The new building must comply with the current energy efficiency requirements of the city and state. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

Not applicable.

(h) Integrate infrastructure into the building design

No exterior mechanical equipment, rooftop or otherwise, is evident in the project plans. Mailboxes are not depicted. For a 10-unit apartment building, an area must be set aside for collection of mail and depicted on the project plans. **(Affirmative finding as conditioned)**

(i) Make spaces safe and secure

The project underwent technical review on April 14, 2016. The fire marshal provided written comment to the applicants based on that review. Building accessibility by emergency service vehicles appears to be adequate. **(Affirmative finding)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located in the neighborhood parking district. As a result, each of the 10 dwelling units requires 2 parking spaces – a total of 20 parking spaces in this case. As proposed, 10 parking spaces will be provided for the residences. A 10-space parking waiver is sought. The required parking management plan has been provided. See Sec. 8.1.15 below relative to the merits of the parking management plan. **(Affirmative finding)**

Sec. 8.1.9, Maximum Parking Spaces

This section limits surface parking to 125% of the Neighborhood Parking District minimum parking requirement. As noted above, 20 spaces are required, and 10 are proposed. As a 50% parking waiver is sought, parking is obviously nowhere near the maximum parking limitation. **(Affirmative finding)**

Sec. 8.1.10, Off-Street Loading Requirements

Not applicable.

Sec. 8.1.11, Parking Dimensional Requirements

The two parking spaces under the building are compliant with the standard 9' X 20' size. These two spaces exist presently and back up into Lyman Avenue. The 8 surface parking spaces measure 9' X 18.' These spaces are acceptable under the compact car standards of Table 8.1.11-1, *Minimum Parking Dimensions*. Back-up length is just 17'. This distance is 3' shy of the 20' distance noted in Table 8.1.11-1. Space is very tight. The applicant needs to demonstrate that the geometry can work for vehicles to get in and out of these spaces and onto Lyman Avenue. Nothing in the application makes this demonstration. Only half of the standard parking requirement is proposed. Proof is needed that the spaces provided will function adequately. **(No finding possible)**

Sec. 8.1.12, Limitations, Location, Use of Facilities

(a) Offsite parking facilities

(Not applicable)

(b) Downtown street level setback

(Not applicable)

(c) Front yard parking restricted

As noted in Sec. 4.4.5 (b), proposed parking is set behind the front yard setback.

(Affirmative finding)

(d) Shared parking in the Neighborhood Parking Districts

(Not applicable)

(e) Single story structures in Shared Use Districts

(Not applicable)

(f) Joint use of facilities
(Not applicable)

(g) Availability of facilities

None of the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for residents only. **(Affirmative finding)**

(h) Compact car parking

As noted above, 8 of the parking spaces qualify as “compact.” The 15% limitation associated with this criterion applies only to structured parking. **(Affirmative finding)**

Sec. 8.1.13, Parking for Disabled Persons

The site plans depict one handicap parking space in close proximity to a walkway connecting to a building entrance. Associated striping is also shown. ADA compliance is administered via the city’s building permit process. **(Affirmative finding if conditioned)**

Sec. 8.1.14, Stacked and Tandem Parking Restrictions
(Not applicable)

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

The applicant is seeking a 50% parking waiver for the residences. This percentage is the maximum possible. A parking management plan has been provided.

The project contains eight 1-bedroom and studio apartments, one 2-bedroom apartment, and one 3-bedroom apartment. It is located on very close proximity to active CCTA bus stops with local and regional service. The property is walkable to the Price Chopper and Shaw’s strip malls – both about ¼ mile away. There is a CarShare Vermont pod about ½ mile away on Flynn Avenue. As required, onsite bike parking for residents will be provided.

The parking management plan asserts that the property’s location will reduce dependence on personal vehicles and associated parking demands. It states that CarShare membership will be included in the rental agreement for each apartment. There is, however, no documentation from CarShare Vermont acknowledging this proposed arrangement. The ½ mile distance to the nearest pod limits the convenience of this alternative. Bus service is more proximate, but there is no provision of bus passes for tenants. The parking management plan posits that anticipated demographics of residents suggests lower than average vehicle ownership and cites a Champlain Housing Trust tenant vehicle ownership rate of 0.7 vehicles per unit and a national statistic of just under 1 vehicle for every American. How these two statistics relate to the anticipated tenants of the proposed development is unclear. There is no separation between provision of onsite parking and apartment leases. It is unclear how parking spaces will be allocated to the apartments.

The project’s close proximity to nearby shopping and active bus routes along with the majority of 1-bedroom or studio units are most likely to reduce vehicle ownership below the 2 spaces per unit standard. However, it is important to note that the applicant is seeking the maximum possible waiver. The parking management plan may well reduce actual parking demand below 2 spaces per apartment. It falls short, however, of convincingly demonstrating that actual parking demand will be cut in half, particularly in light of the 2-bedroom and 3-bedroom apartments. In the event that the Development Review Board finds the parking management plan acceptable, the applicant

should be prepared to report to the Department of Planning and Zoning actual parking demand numbers each year for 3 years from the date of approval. **(No finding possible)**

Sec. 8.2.5, Bicycle Parking Requirements

The 10 apartments will require at least 2 long term bike parking spaces (such as lockers) and 1 short term space. As proposed, each unit will be provided with 1 long term and 1 short term space. **(Affirmative finding)**

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

As the proposed development includes more than 5 new dwelling units, it is subject to the inclusionary housing provisions of this Article. Fifteen percent of the total unit count must be inclusionary (15% of 10 is 2 dwelling units) in this zone. The project plans note that two of the units will be inclusionary. A certificate of compliance from the manager of the city's Housing Trust Fund is required. **(Affirmative finding if conditioned)**

Article 10: Subdivision

Sec. 10.1.5, Lot Line Adjustments

Merger to two adjacent lots and a vestigial alley is included in this proposal. Merger is handled by way of lot line adjustment. Per subsection (a) of this criterion, the required lot line adjustment plat has not been provided. Approval cannot be granted without it. **(No finding possible)**

II. Conditions of Approval

None offered at this time.

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
Telephone: (802) 865-7188
(802) 865-7195 (FAX)
(802) 865-7142 (TTY)

David White, 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
Elsie Tillotson, Department Secretary



TO: Development Review Board
FROM: Scott Gustin *[Signature]*
DATE: September 6, 2016
RE: 10-1005CA/MA; 475 Lake Street
10-1115CA; 0 Lake Street
11-0570CU; 601 Lake Street

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

Zone: DT-PT & UR Ward: 3 & 7

Owner/Applicant: City of Burlington

Request: Time extension for redevelopment of the Moran Plant (5 permits including amendments and associated properties) into public-private uses and associated site works and car parking and area for temporary construction staging.

Applicable Regulations:

Article 3 (Applications, Permits, & Project Review)

Background Information:

The applicant is seeking approval for a third 1-year time extension for redevelopment of the Moran Plant and associated site and infrastructure improvements and the Community Sailing Center. The requested time extension also pertains to the related construction staging area in the Urban Reserve. No project changes are included in this extension request.

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

I. Findings

Article 3: Applications and Reviews

Sec. 3.2.9, Zoning Permits

(d) Time Limit on Zoning Permits:

This project involves 5 zoning permits: 2 for the original project approval (10-1005CA/MA & 10-1115CA; 475 & 0 Lake Street, respectively), 2 amendments to the original project approval (same permit numbers), and 1 for the temporary construction staging in the Urban Reserve (11-0570CU; 601 Lake Street). The project was originally approved August 17, 2010. The amendments were approved September 19, 2011. The construction staging permit was approved March 3, 2011. As noted in criterion (f) below, commencement of construction was delayed due to mandatory federal

and Act 250 related litigation, the effective date of the zoning permits was not until September 17, 2012 (the end of Act 250 related litigation). Construction activity commenced on September 13, 2013 with some onsite demolition, stormwater work, and brownfield activities. Since then, construction has continued through to the present; however, it is not yet complete.

A 1-year time extension was sought and obtained August 22, 2014. A second extension was sought and obtained August 25, 2015. That second extension pushed the permit expiration date to September 17, 2016. Construction yet to be completed, including the sailing center, will not be done by September 17, 2016, hence the third permit extension request. Insofar as construction activity commenced within 1 year of the effective date of the zoning permits, and the extension request has been filed prior to expiration of the extended permit, the requested 1 year extension may be approved. Development Review Board precedent allows for up to 3 permit extensions (i.e. such as Stratos and 53 Birchcliff Parkway). Construction must be complete by September 17, 2017. This extension is the third and final extension. **(Affirmative finding as conditioned)**

(f) Exceptions to Permit Time Limits

This criterion tolls the start time for zoning permits subject to other state or federal permitting jurisdiction and/or appeals. Specifically, it states: "For projects subject to additional state or federal permitting jurisdiction, the date of decision [i.e. the effective date] shall be deemed to be the latest date of decision of the state or federal permitting authority. For projects under appeal pursuant to the requirements of Article 12, the date of decision shall be deemed to be the date of the decision adjudicating such appeal." This project required a U.S. Army Corps of Engineers permit and was also the subject of litigation relative to Act 250 jurisdiction. The Army Corps permit was issued December 8, 2011 and litigation relative to Act 250 concluded September 17, 2012 (Act 250 jurisdiction was found not to apply). With the conclusion of litigation on September 17, 2012, the 1 year start time for the zoning permits began. **(Affirmative finding)**

II. Conditions of Approval

1. Except as specifically modified in this approval, all conditions of the original zoning permits (10-1005CA/MA, 10-1115CA, & 11-0570CU) and as amended shall remain in effect.
2. This extension is the third and final extension.
3. Standard permit conditions 1 -15 (including construction completion date no later than September 17, 2017).



COMMUNITY & ECONOMIC DEVELOPMENT OFFICE

149 CHURCH STREET • ROOM 32 • CITY HALL • BURLINGTON, VT 05401
(802) 865-7144 • (802) 865-7024 (FAX)
www.burlingtonvt.gov/cedo

MEMORANDUM

RECEIVED
AUG 05 2016

To: Burlington Planning & Zoning Development Review Board

From: Kirsten Merriman Shapiro, Senior Projects and Policy Specialist, CEDO *Kms*
DEPARTMENT OF PLANNING & ZONING

CC: Scott Gustin, AICP, CFM, Senior Planner, Dept. of Planning & Zoning

Date: August 5, 2016

Re: Moran Center - 10-1005CA/MA & 11-0570 CU & CA 10-1115 CA

This memo is a request for a one year extension on the following permits 10-1005CA/MA & 11-0570 CU. The project is currently under construction, but will not be finished by September 17, 2016.

I can attend your September 6, 2016 meeting to answer any questions you may have.

Thank you for your consideration.

RECEIVED
AUG 05 2016

DEPARTMENT OF
PLANNING & ZONING

RECEIVED
AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING

Richardson Multifamily Parking Management Plan

Submitted by: Mitchel Richardson

PO Box 276

South Hero, Vermont 05486

8/3/2016

RECEIVED
AUG 03 2016

Project Summary:

DEPARTMENT OF
PLANNING & ZONING

This plan has been compiled by Mitchel Richardson, with the assistance of Struktur, pllc. The project is located at 435-441 Shelburne Road at the corner of Lyman Avenue and Shelburne Road. Our proposal is to convert an existing 12 Bedroom Rooming House and 2-Person Duplex to a 10-Unit Multi-Family Residential Apartment Building.

This information is being provided to support our proposal to adaptively reuse this structure for residential apartments. Conversion takes place within the existing building footprint and two inclusionary housing units will be provided. The apartment mix includes one 3-bedroom unit, seven 1-bedroom units, one studio unit, and one 2-bedroom unit. The 2-bedroom unit located in the basement level is excluded from the scope of this project but is included in the density and parking calculations.

This site is located in the RM District and Neighborhood Parking District. Section 8.1.15 of the City of Burlington Comprehensive Development Ordinance states that the number of parking spaces 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 satisfies the intent of Article 8 and the goals of the municipal development plan to reduce dependence on the single-passenger automobile and amount of impervious surface for parking. The maximum allowable parking waiver reduction is 50%. We propose to provide 10 new parking spaces onsite, equal to a 50% parking waiver for the residences.

The existing site exceeds the allowable coverage allowance of 48% and it is our objective to design this site into compliancy while providing parking that meets the needs of this residence. Please see supporting information below for why we believe our proposal is valid and request for a waiver that can be feasibly granted.

8.1.15 (a) Calculation of parking spaces required pursuant to Table 8.1-8.1:

Base requirement for residential use, multi-unit attached dwelling units, studio units or 1-bedroom unit is 2 spaces per unit. Pursuant to this classification 20 parking spaces are required for 10 dwelling units.

8.1.15 (b) Narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of the Zoning Ordinance Article 8 and the goals of the Municipal Development Plan:

Our proposal meets the intent of Article 8 of the Zoning Ordinance by ensuring there is adequate parking to serve the use of this project. This project is located on several major bus lines and is walkable distance to downtown and a supermarket district. We propose 1 parking space per unit equal to 10 total.

According to information compiled by the U.S. government Bureau of Transportation, in 2008 Americans owned 137,079,843 passenger cars or a little less than one car for every two people. The majority of the proposed units are 1-bedroom or smaller and these units would rarely

house more than 2 adults, more likely 1 adult based on the size. We have proposed parking facilities that are designed to promote vehicular and pedestrian safety and support reduced congestion in the streets. This plan supports reduced vehicle emissions, usable green space, and a reduction in paved areas leading to less stormwater run-off. This plan outlines public transportation options, community connectivity and encourages alternate modes of travel that will reduce dependence on the single-user automobile.

8.1.15 (c) Analysis of the anticipated parking demand for the proposed development:

This Parking Management Plan proposes to reduce onsite parking by 50% for a total of 10 onsite spaces, based on the specific needs and projected demographics of our proposed development. We request that 10 of the 20 required parking spaces be waived supported by the following information:

8.1.15 (c1) Proposed Number of Employees, Customers, Visitors:

This residential reuse project will have no employees, clients, shifts or deliveries outside of what is customary for a residential development such as mail, takeout food orders, etc.

8.1.15 (c2) Anticipated parking demand by time of day/use:

A survey conducted several years ago at the Champlain Housing Trust revealed that their tenants own .7 cars per unit. CHT's 33 unit building on North Ave has a 33 spot parking lot which is quoted to be very underused.

8.1.15 (c4) Availability and frequency of public transit service within a distance of 800 feet.

There are three bus stops within 800 feet of our project. On the southbound side of Shelburne Road CCTA lines 6 and 18 are a distance of 315 feet distance from our building and Line 46 is 430 feet. Across the street (northbound) are CCTA lines 6, 18, and 46 at a distance of 750 feet from the building. The bus stop in front of Price Chopper and Shaws serves 9 different lines is .2 miles from our building (see attached neighborhood connectivity map).

8.1.15 (c5) Reduction in vehicle ownership in connection with housing occupancy or type:

Our project includes one small studio apartment (330 sf), seven 1-bedroom apartments ranging in size from 530 to 800 square feet, one 2-bedroom apartment (existing 500 sf), and one 3-bedroom apartment (1420 sf). The size of the units will limit the amount of occupants.

Two units are inclusionary and statistically lower income residents, especially in town on the bus line, tend to own fewer cars.

8.1.15 (d) Strategies the applicant will use to reduce or manage the demand for parking:

Walking: The project site is approximately 1.5 miles from Burlington's downtown district and ¼ mile from 2 shopping centers where many shopping needs can be met (groceries, pharmacy, clothing, coffee shop, restaurants).

RECEIVED

AUG 03 2016

DEPARTMENT OF
PLANNING & ZONING

Biking: The project site is located 1 mile from the Burlington Bike Path and ½ mile from the South Burlington Bike Path. We are providing two free bike storage spaces per occupant, one interior and one exterior.

Carshare: Car-sharing encourages people to drive less. According to statistics noted on the Carshare Vermont website: *"Because car-sharing helps people become less car dependent, it leads to a major dip in vehicle ownership. More than 75% of CarShare Vermont members belong to zero or one-vehicle households"*.

There are three Carshare VT locations within walking distance of the site. The closest vehicle location is at the Switchback Brewery on Flynn Avenue, about ½ mile and 10 minute walk from the site. There are also vehicle locations on Lakeside Avenue (.9 miles) and at South Park on Locust Street (.8 miles). A single user carshare membership will be included in the rental agreement for each dwelling unit.

We trust that the proposed parking will adequately meet the needs of this project. This site is well-connected to public transportation, at walking distance to basic services and one mile to numerous bikepaths and three carshare locations. In addition, residents will have access to a carshare account, and two bike parking spaces at no additional charge (see attached neighborhood connectivity map).

This project is a gateway to the city with its prominent location to south end neighborhoods and proximity to downtown Burlington. We believe that site design should support this mission by maximizing green space and reducing the amount of impervious surface for parking. While parking areas should be designed to meet the technical requirements of vehicle movement they should also consider landscaping, outdoor usable space for residents, streetscape, pedestrian safety, and stormwater run-off. We believe the amount of parking proposed for this project is adequate to support the needs of future residents. By limiting the amount of area required for parking we are able to offer usable outdoor space back to the residents.

As MIT Professor Eran Ben-Joseph points out in his book, *Rethinking A Lot*:

"A successful parking lot is one that integrates its site conditions and context, takes measures to mitigate its impacts on the environment, and gives consideration to aesthetics as well as the driver-parker experience".

AUG 03 2016

BUS STOPS
CARSHARE LOCATIONS
GROCERY STORE
BIKEPATH



PROJECT LOCATION
435-441 SHELBURNE STREET

Scott Gustin

From: Scott Gardner <sgardner@buildingenergyus.com>
Sent: Monday, August 22, 2016 3:04 PM
To: Scott Gustin
Subject: 17-0138CA

Scott:

Thank you for the DRB notice. I own a house one door down on Lyman Ave. I am hopeful that the project will move forward but am wondering the site is large enough for the proposed use.

Are you recommending approval for 10 apartments at 435 Shelburne St

Does the plan meet all zoning requirements or is this a first take presentation that is likely to be scaled back?

Thank you,

Scott

--

K. Scott Gardner
Building Energy www.BuildingEnergyUS.com
1570 South Brownell Road
Williston, Vermont 05495
802.652.1191 ext 11
Fax 802.658.3982

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401
www.burlingtonvt.gov/pz/DRB
Telephone: (802) 865-7188
Fax (802) 865-7195

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 September 6, 2016, 5:00 PM

**Contois Auditorium, City Hall, 149 Church Street, Burlington, VT
Minutes**

**Board Members Present: Austin Hart, Brad Rabinowitz, Wayne Senville, Alexandra Zipparo,
Geoff Hand, Israel Smith, Jim Drummond,**

Board Members Absent: A.J.LaRosa, Robert Purvee (alt)

Staff Present: Scott Gustin, Mary O'Neil, Ryan Morrison, Anita Wade

I. Agenda

S.Gustin: North Ave and Lake Street recommended as consent items.

II. Communications

Supplemental: plans for Shelburne Street.

III. Minutes

IV. Public Hearing

1. 17-0133CU; 124 Sunset Cliff Road (RL-W, Ward 4N) Joseph Kroger

Establish bed and breakfast with 1 room (Airbnb). No site or exterior building changes proposed. (Project Manager, Ryan Morrison)

A.Hart: mentioned the submission of supplemental communications for this project concerned private covenant information, which is not something the Board deals with under the zoning ordinance and therefore will not give this consideration for tonight's meeting. Swears in applicant and interested parties.

J.Kroger: lives at 124 Sunset Cliff Rd is asking approval for B&B in his home. Has seen staff comments. Would like to use one bedroom as a B&B. Started renting as air B&B in June and then filled up through October. Was not aware he needed a zoning permit. Discussion at an association meeting regarding rental as B&B, which resulted in bylaws written up after the meeting and sent out as a vote to close down the B&B.

A.Hart: if there are private covenants these are a matter for the Association. This Board cannot approve or make a determination of violation on covenants.

J.Kroger: after vote I did not open up any more dates. Then received reminder I needed to apply for a zoning permit and filed this August 2nd.

A.Hart: went over requirements for air B&B one of which is owner occupancy for 6 months of the year.

J.Kroger: only applying for air B&B for 4 months from June 15th to October 15th and intend to be owner occupied during these times.

B.Rabinowitz: do you also have an accessory apt?

J.Kroger: yes for 23 years.

B.Rabinowitz: where?

J.Kroger: I marked on the plans I sent on the first floor in back of the house comprising 3 small rooms. There is a beach in front of my house, which is common property. Members have been

objecting about use of the beach by air B&B asking rentals to stay in front of the house. Rentals have been quiet and air B&B does a good job of vetting guests.

B.Rabinowitz: asks staff if this feels like double dipping with an accessory apartment and an air B&B.

R.Morrison: this cannot exceed the thresholds of more than 30%.

S.Gustin: not expressly precluded and could also have a home occupation.

J.Bennett: resident of 98 Sunset Cliff Dr. has a complaint regarding the accessory apartment. Mentioned the failure to notify neighbors at Sunset Cliff about permitting an accessory apartment. Asked to see the notice.

A.Hart: it is noted you do not agree with the accessory apartment. You need to take up notifications with staff.

J.Bennett: discussed history of air B&B and that it is opening a can of worms. This is not for Burlington. Concerns about sewer capacity, and insurance liability, falls on individual members, where the association and each member can be sued.

A.Hart: understand the concern, but liability is not a zoning issue.

J.Bennett: questions enforcement and certification asking at what point does a home operation become commercial? Asking City to consider only hotel permits, not air B&B's.

J.Clark: resident at 104 Sunset Cliff asks the Board to deny the zoning permit. Cannot understand how he got accessory apartment and an air B&B. Mentioned problems with guests using the beach, speeding down a single lane road and lighting bomb fires every night. With five camps, the sewer system is stressed for all the houses. Do not understand how this can be allowed. Other members have what we call short term rentals.

J.Kroger: feels previous situations are different from the present. I live alone and bought this as a rental for UVM students. Currently, it is a two people rental in house staying generally 1 or 2 nights, which is usually on the weekends when the property is used. Understands that cars cannot go more than 15 mph down road.

A.Hart: closed public hearing.

2. 10-1005CA/MA, 10-1115CA and 11-0570CU; 475 Lake Street and 601 Lake Street (E, EL, Ward 3) City of Burlington

Time extension for the redevelopment of the Moran Plant into public-private uses and associated site works and car parking and area for temporary construction staging.

(Project Manager, Scott Gustin)

Recusals: A.Hart, G.Hand, I.Smith

B.Rabinowitz: asks applicant if he has seen staff recommendations. This was recommended as consent item.

Applicant: yes

B.Rabinowitz: asks if public has any objection treating this as a consent item.

W.Senville: questions whether testimony will be taken

B.Rabinowitz: no

A.Zipparo: motion to approve request for time extension for redevelopment of the Moran Plant.

W.Senville: seconds the motion subject to staff recommendations and conditions.

A.Zipparo: accepts and approves this condition.

Vote: 4-0-0

B.Rabinowitz: mentions this will be the last time extension.

3. **14-0747SD: 1891 North Avenue (RL, Ward 4) Thomas P. Mitchell**
Time Extension to subdivide two lots into three lots, remove existing single family house, construct two duplexes and one single family house.
(Project Manager, Scott Gustin)

A.Hart: will treat this as a public hearing. Asks public if anyone wants to speak or ask questions. Swears in applicants. Asks if the purpose of the limit of construction is to save neighbors from the construction noise and dust and if there and some reason why this will not be completed in two years

Applicant: having trouble obtaining financing and the term was running out. Had to extend it and now considering selling property because of financial aspect. We obtained a permit for demolition to take outbuildings down.

A.Hart: asks if permit will stop after demolition is done.

Applicant: yes, there are no plans to change original permit, only need an extension for another year.

A.Hart: closed public hearing

V. **Certificate of Appropriateness**

1. **16-1378CA; 75 Orchard Terrace (RH, Ward 8E) Laura and Liam Murphy**
Reopen public hearing for a change of use from one dwelling unit with a four person boarding house to one dwelling unit with a two person boarding house; request for a one space parking waiver. (Project Manager, Mary O'Neil)

A.Hart: the Board is reopening the public hearing.

M.ONeil: alerts Board this project was inaccurately defined as conditional use zoning permit for one public hearing agenda, but this should remain as a certificate of appropriateness zoning permit.

A.Hart: asks if interested parties would like to speak. Swears in applicants. Asks applicants to clarify floor plans on the boundaries and what is shared and not shared space.

L.Murphy: the plan may not have been clear. Designed as boarding house use for first floor.

A.Hart: questions on floor plan and if it is a shared kitchen.

L.Murphy: there will only be one kitchen. According to the ordinance this is really a single dwelling with boarding house use, renting up to 2 people. Different than air B&B and not a short term rental.

A.Hart: Is this it a bedroom with separate access to the space shared within a single family use

L.Murphy: yes.

B.Rabinowitz: original plan was not clear and trying to figure out how do they get to the shared space and access.

L.Murphy; there will be a door.

G.Hand: have some confusion over single dwelling that has an apartment and is a boarding house.

L.Murphy: there was approval in 1983 for two separate uses; an apartment and a boarding house with shared bath. We have a dwelling that can be rented to two boarders, but it is not apartment and a dwelling with a separate use. Seeking one parking space. Willing to have it be owner occupied eventually.

A.Zipparo: anything else you wanted to add about parking?

L.Murphy: this is near city market and would be willing to provide bike rack. Don't think people will need a car. We've rent an apartment building up the street for 20 years with six units and don't have a parking issue. There are no students. Two units have parking and others don't and our experience in this location is that a car is not expected

A.Hart thank you for coming back to clarify. Closed public hearing

2. **17-0138CA; 435-441 Shelburne Street (RM, Ward 5S) Mitchel Richardson**

Convert boarding house and duplex to 10-unit residential apartment with associated site improvements. (Project Manager, Scott Gustin)

A.Hart: swears in applicants and interested parties. Mentions there was a previous sketch plan. Asks applicant to focus on issues highlighted by staff.

M.Richards: acquired property from parents and would like to convert former dwelling unit to 10 unit dwelling

S.Silla: architect for project. Lot is located at Lyman and Shelburne Streets in RM district corner lot straddling RL on one side.

A.Zipparo: question about location, this the house presently under construction

S.Silla: yes

M.Richards: explained he got zoning permits for updating dwelling unit, but decided it didn't make sense to renovate

S.Silla: brought in to change from boarding house to two story rental apartments with partial basement renovation contained within existing footprint. Combination of two lots merged along with alley and the combined parcels creates 144 acre proposing 10 dwelling units which conforms with the density regulations.

Discussion between Board and applicant regarding lot location, and alley way.

S.Silla: lot not compliant but would make it compliant.

B.Rabinowitz: property includes alley way all the area way up to Ferguson Ave. Not sure this was in the packet and would like a copy for the Board.

S.Silla: shows photos with slide presentation.

A.Thelemarck: SE Group structure architect. Shows slide presentation location and orientation of site with lot coverage stays the same. Spoke of proposed parking area, pedestrian access, each unit has private access, covered parking, landscape features to define main entry; rain garden; terraced entry from parking spaces, ADA ramp, and trash removal with Casella totes. Went over floor plan schematics for 2 inclusionary units, footprint hasn't changed and in keeping with residential pattern with some elevation changes.

B.Rabinowitz: questions covered parking location, trash location and access.

P.Boisvert: landscape architect, spoke with DPW and submitted revised package to them. DPW concerns for stormwater retention and will discharge and hold water on site to lesson sewer capacity.

B.Rabinowitz: are these holding tanks

P.Boisvert: not holding tanks, but a chamber system that allows for infiltration. Mentions parking dimensions.

S.Gustin: not so much parking dimensions as it is for back up angles being a concern

P.Boisvert: said the spaces are 18 ft. parking spaces and with 20 ft. back up area.

S.Gustin: scaled it to 17ft, but still need a hard number.

P.Boisvert: should have this on the plan.

B.Rabinowitz: alley used by other properties, but it looks as if it gets narrower on upper section 6 or 7 ft wide

A.Hart: does lot coverage includes alley?

P.Boisvert: yes.

W.Senville: questions alley way and parking dimensions.

P.Boisvert: there is a 20 ft. back up consistent until further down alley way

B.Rabinowitz: property lines of alleyway is a questions

G.Hand: asks about landscaping and hedgerow location for backing up. Nothing to stop vehicles from hitting vegetation.

P.Boisvert: tight sight, went over subdivision questions from Scott.

A.Thelemarck: for alternative energy, working with BTV and Burlington Telecom on solar and heat pumps.

B.Rabinowitz: asks how do tenants get to trash?

A.Hart: questions on heat pumps.

M.Richards: current thinking of central boiler.

B.Rabinowitz: asks if entrance on Shelburne is covered?

A.Thelemarck: yes

M.Richards: calls made to CCTVA and working with Dealer.com for bus passes. Willing to do carshare.

A.Hart: we cannot give you specifics, but parking is the biggest issue. Whatever you can do with car share and encourage public transport will help toward a 50% parking waiver.

B.Rabinowitz: very nice project. Concerned that everything is to the maximum and pushed to the limit.

M.Richards: project was already out of compliance from beginning. We have done extensive renovations on the grounds itself.

W.Senville: questions two staff comments regarding parking.

A.Thelemarck: we have one bedroom units and below average for most of units as related to Champlain Housing Trust.

M.Richards: looking for one car per unit.

A.Hart: don't see the limits in place. Either in leases or something enforceable needs to be incorporated into the management plan to limit parking spaces.

A.Zipparo: asked about car share locations and arrangements.

M.Richards: could set up a corporate account with each apartment getting a car share pass

A.Zipparo: questions number of bike spaces.

M.Ricards: 20 spaces, 10 outside and 10 inside.

A.Zipparo: questions trash and recycling capacity.

M.Richards: wants to know if he can provide a letter from Casella to Board about a waiver for trash for recycling.

A.Thelemarck: allocated spot for 10 totes inside and outside, but Casella reduced this number.

A.Zipparo: can you put two foodscapes bin in extra space?

M.Ricards: yes

T.Hand: SE group, maxed site for better conformance to layer elements to maximize space as much as possible

J.Govani: appreciation of effort for project, but some concerns with the neighborhood may be placed under stress from parking, and access.

A.Hart: who plows the alley?

J.Govoni: probably the city.

B.Rabinowitz: questions about alley way access

T.Hand: does proposed plan cut off portion of your home?

J.Govoni: I have been using alley way about 25 years, which has been the primary way to get to my back yard.

A.Hart: access to back yard?

J.Govoni: yes.

B.Rabinowitz: alley way was purchased recently.

J.Govoni: I was trying to contact the attorney to purchase the alley. No phone calls were returned

Alleys were designed for trash disposal, power lines, and access to our properties.

W.Senville: asks if the alley is a public right of way.

S.Gustin: not a public common for this time.

M.Richards: we have maintained the road during the life of my parents. The City was not maintaining this. No one has deeded rights.

M.ONeil: gave history of the Ferguson-Scarff additions, which were set up as avenues for public utilities. It remained private with some alleys being sold with the lots and became private land.

W.Senville: are you keeping the alley up in the current condition?

M.Richards: yes.

A.Hart: this is clearly thought out and appreciate how planning this is a tough site. What we may need is a subdivision plat, turning radius, floor plan unit breakdown, clarification of parking management issues and parking leases that will limit parking. Please get this to the Board prior to the deliberate session at the end of the week.

A.Hart: Closed public hearing pending further submissions.

VI. Other Business

1. 15-0840CU; 27 Arlington Court (RL, Ward 7) Nathan Casewell

Return to DRB one year after issuance of a certificate of occupancy for the Bed & Breakfast to report on any neighborhood concerns or complaints relative to the Bed & Breakfast use.
(Project Manager, Scott Gustin)

A.Hart: thank you for returning to tell us how things are going

Applicant: thing are going fine. I am returning to meet one of our was a permit condition to return after one year

M.ONeil: applicant the scheduling was so far out on this request to go before the Board. We examined code enforcement and there are no complaints for this property

A.Hart: helpful for us that you came back.

B.Rabinowitz: how many nights are you renting?

Applicant: rent out for 3 nights a week with an average stay of 2 nights.

A.Zipparo: asked if a typical stay is one person or couple from out of state and one car.

Applicant: yes, and typically come in one car.

M.Oneil: mentions there is no separate category for air B&B and it is his discretion for serving breakfast.

W.Senville: asks staff how many other B&B's situations are being monitored annually.

M.ONeil: not aware of any other B&B's. Sometimes this is done for a conditional use.

A.Zipparo: do you pay room and sales tax?

Applicant: yes. I want to be an example of how the system can work. My neighbor wanted to know if he could speak in support of this.

A.Hart: thank you for coming back.

W.Senville: committee had a meeting last week. First item coming up on homeless shelters. Scott is putting together a list of amendments. Take a look at the list and see if this triggers other items that may not be on Scotts' list.

A.Hart: closed public hearing.

VII. Adjournment closed at 7:13pm

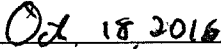
Deliberation session: 75 Orchard Terrace.

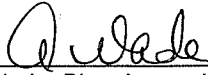
Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), between the hours of 8:00 a.m. and 4:30 p.m.

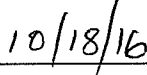
Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Planning and Zoning office is considered public and cannot be kept confidential.

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.


Austin D. Hart, Chair of Development Review Board


Date


A.Wade, Planning and Zoning Clerk


Date