

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

Wednesday August 17, 2016

PUBLIC HEARING NOTICE

The Burlington Development Review Board will hold a meeting on **Wednesday August 17, 2016 at 5:00 p.m. in Contois Auditorium, City Hall.**

- 1. 16-1490SD; 349 South Willard (RL, Ward 6S) Gardenview Associates, Inc.**
Proposed subdivision of property into two lots.

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

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

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

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)



BURLINGTON DEVELOPMENT REVIEW BOARD Wednesday August 17, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT AMENDED AGENDA

I. Agenda

II. Communications

III. Minutes

VI. Public Hearing

- 1. 16-1490SD; 349 South Willard (RL, Ward 6S) Gardenview Associates, Inc.**
Proposed subdivision of property into two lots. (Project Manager, Ryan Morrison)
- 2. 16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5S) City Market/Onion River Co-op**
Construct new retail grocery building and related site improvements and subdivide lot.
(Project Manager, Scott Gustin)

V. Other Business

VI. Adjournment

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

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

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

Department of Planning and Zoning

149 Church Street

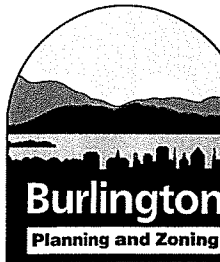
Burlington, VT 05401

<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*



TO: Development Review Board
FROM: Ryan Morrison
DATE: August 17, 2016
RE: 16-1490SD; 349 South Willard 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: RL Ward: 6S

Owner/Representative: Gardenview Associates, Inc/Jack Milbank

Request: Combined preliminary & final plat review of a 2-lot subdivision; no development included.

Applicable Regulations:

Article 4 (Zoning Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 10 (Subdivision Review)

Background Information:

The applicant is seeking combined preliminary and final plat approval to subdivide an existing lot into two lots. The 65,489 sq ft property contains the existing Willard Street Inn, a 14-room historic inn. The subdivision will result in one new vacant building lot, and a remaining lot with the inn.

The Willard Street Inn is a historic structure built in 1882. The Queen Anne, colonial revival style structure is listed in the National Register of Historic Places, and is within the South Willard Street Historic District.

The proposal has been forwarded to the City Engineer's office, to the Burlington Fire Marshal, to the Director of the Parks & Recreation Department, and to the Burlington School District. The Fire Marshall provided the following comment with regard to future construction:

“Future construction shall comply with all applicable codes/standards at the time of design, to include (but not limited to) NFPA 1 Chapter 18 (or equivalent at time of construction): Fire Department Access and Water Supply. Specifically, sections pertaining to maximum distances from designated Fire Department Access Road (FDAR) to structure(s) as defined by the Fire Code. NFPA 1 Chapter 18 addresses excess

distances from FDAR (in this case, Spruce Street) through installation of an automatic sprinkler system in the structure.”

Condition #4 in the Conditions of Approval (below) addresses the Fire Marshall’s comment. No other comments were received.

Previous zoning actions for this property are noted below.

- **Zoning Permit 93-484;** Removal of six chimneys on existing slate roof of elderly care facility. Slate roof to be maintained. Approved June 10, 1993.
- **Zoning Permit 96-059;** Conditional use to convert the existing building into a Historic Inn in accordance with Articles 3, 5, 17 & 30. Approved March 25, 1996.
- **Zoning Permit 96-408;** Site improvements and parking expansion for the 15 room historic inn. Approved March 28, 1996
- **Zoning Permit 97-099;** Change the face of the existing nonilluminated freestanding sign to “Willard Street Inn”. Height, size and location to remain the same. Approved September 3, 1996.
- **Zoning Permit 00-144;** Asphalt pave existing gravel portions of the parking area for the Willard Street Inn. No change in coverage or parking location or spaces available. Approved September 13, 1999.
- **Zoning Permit 00-349;** Installation of two skylights in existing bed and breakfast. No increase in number of rooms or available living space. Approved February 10, 2000.
- **Zoning Permit 10-1124CA;** Install wooden deck within garden area. Approved June 29, 2010.
- **Zoning Permit 15-0597NA;** Replace metal valley with new metal valley, repair slates, repoint chimney. Approved November 12, 2014.
- **Zoning Permit 16-0228CA;** Replace existing exterior delivery door with new door. Approved September 1, 2015.
- **Zoning Permit 16-0742NA;** Interior work to relocate existing cabinets to modify cabinets. Approved December 22, 2015.
- **Zoning Permit 16-1194NA;** Repair/repoint chimney, replace existing existing copper roof valley. Approved May 3, 2016.

Recommendation: **Consent Approval** as per, and subject to, the findings and conditions below:

I. Findings

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(1) Residential Low Density (RL)

The RL 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 of the respective neighborhood's development history. The property is located in the RL zone. The existing historic inn, permitted in 1996 (ZP 96-408), will occupy the new 50,816 sq ft Lot 1. The proposed vacant Lot 2 (14,673 sq ft) will be large enough to contain a single family home. No development is included as part of this application. **(Affirmative finding)**

(b) Dimensional Standards & Density

The minimum lot size in the RL zone is 6,000 sf. Both lots will exceed this minimum lot size.

Both lots will have more than 60' of road frontage, the minimum amount required.

Building setbacks of the RL zone require: a front yard setback to be the average of 2 adjacent lots on both sides, +/- 5 feet; a side yard setback of 10% of lot width; and a rear yard setback of 25% of lot depth. Only the western side yard setback for the historic inn will change as a result of this subdivision. With the creation of Lot 2, the historic inn's western side yard setback will be reduced from 215' to 130' (approx.). Setbacks should not be an issue for development on the new lot.

After the subdivision, lot coverage on Lot 1 will be 23.2%. There is no lot coverage on the new vacant lot. Maximum coverage is 35% plus 10% for unenclosed amenity features.

Building height is not applicable to this proposal.

The resultant 0.33 acre lot is sufficiently large enough for single unit density (7.0 units/acre) in RL zone. **(Affirmative finding)**

(c) Permitted & Conditional Uses

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

(d) District Specific Regulations

1. Setbacks

A. Encroachment for Residential Driveways

Not applicable.

B. Encroachment into the Waterfront Setback

Not applicable.

2. Height

A. Exceptions in the Waterfront RM District

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

Not applicable.

7. Residential Development Bonuses

Not applicable.

Article 5: Citywide General Regulations

Sec. 5.2.2, Required Frontage of Access

The existing lot is a corner lot, with frontage on South Willard Street and Spruce Street. After the subdivision, Lot 1 will have frontage on both South Willard Street and Spruce Street, and Lot 2 will have frontage on Spruce Street. **(Affirmative finding)**

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable. Existing lot is 65,489 sq. ft. (less than 2 acres).

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.5 (b) above.

Sec. 5.4.2, Historic Inns

The historic inn was established in 1996, under Zoning Permit 96-059. No changes to the inn are proposed as part of this subdivision request. Not applicable.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

Not applicable.

Sec. 5.5.3, Stormwater and Erosion Control

Not applicable for the subdivision. Erosion control plans will be necessary when the lots are planned for developed.

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

(a) Protection of important natural features

The subdivision itself will have no impact on important natural features. There are some trees along the rear of the new lot, but they are not proposed to be disturbed as this request is for subdivision purposes only. **(Affirmative finding)**

(b) Block size and arrangement

Not applicable.

(c) Arrangement of Lots

The proposed subdivision will split the existing lot into two lots. The new vacant lot, fronting on Spruce Street, will occupy the western ¼ (approx.) of the existing lot. The remaining lot containing the historic inn, has frontage on both South Willard Street and Spruce Street. Lot sizes in this neighborhood vary widely. The sizes of the proposed lots, while large, are within the range of lot sizes in this area. **(Affirmative finding)**

(d) Connectivity of streets within the city street grid

Not applicable.

(e) Connectivity of sidewalks, trails, and natural systems

Not applicable.

Article 10: Subdivision Review

Sec. 10.1.7, Combined Preliminary and Final Plat

For subdivisions that will create fewer than five (5) lots or dwelling units, and are not otherwise subject to consideration under Major Impact Review pursuant to the provisions of Article 3, Part 5 or Planned Unit Development pursuant to the provisions of Article 11, the applicant may request, and the DRB may authorize the hearings on preliminary and final subdivision plats to be combined into a single public hearing.

In such cases, the submission requirements for final subdivision plats pursuant to Sec. 10.1.9 shall be met at the time of application, and decisions by the DRB shall be based on the project's conformance with the review criteria for both preliminary (Sec. 10.1.8(d)) and final plats (Sec. 10.1.9(d)).

The proposed subdivision is for two lots and thus qualifies to be considered in a combined hearing. **(Affirmative finding)**

Sec. 10.1.9, Final Plat Review

(a) Final Plat and Construction Detail Submission Requirements

6. Final Plat Specifications

This criterion requires that the final plat plan be drawn at a scale of 1" = 40'. The plans are drawn at 1" = 30' and needs to be revised accordingly. Also required are sheet sizes at 24" x 36", with one-inch margins on three sides and a two inch margin on the side to be bound.

(Affirmative finding as conditioned)

(d) Review Criteria

1. The requirements of the underlying zoning district(s) and all applicable overlay district(s) as set forth in Article 4

See Article 4 of these findings.

3. The requirements of Article 5 with regard to Special Uses and Performance Standards as applicable

See Article 5 of these findings.

4. The land division and site development principles and design standards in Article 6.

See Article 6 of these findings.

Sec. 10.1.11, Recording of Final Plats

(a) Certifications and Endorsement

Prior to recording the mylar plat plan, all of the required endorsement blocks must be depicted on the plan itself and signed by the appropriate individuals. **(Affirmative finding as conditioned)**

II. Conditions of Approval

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 filing the mylar in the city land records, the subdivision plat shall be revised to reflect the following:
 - a. Revision of scale to 1" = 40';
 - b. Sheet size of 24" x 36" with one-inch margins on three sides and a two-inch margin on the side to be bound.
 - c. Obtain signatures for all certifications and endorsements required under Sec. 10.1.11 (a) of the Comprehensive Development Ordinance.
3. No construction related development is included in this approval. Impact fees will be assessed upon issuance of permits for development on the vacant lots.
4. Future construction shall comply with all applicable codes/standards at the time of design, to include (but not limited to) NFPA 1 Chapter 18 (or equivalent at time of construction): Fire Department Access and Water Supply.
5. Standard permit conditions 1-15.

Ryan Morrison

From: Barry Simays
Sent: Thursday, July 28, 2016 7:04 PM
To: Ryan Morrison
Subject: Re: 349 South Willard subdivision

Ryan,

I have reviewed the proposed subdivision document that you have provided with respect to fire department access and water supply.

My comment is as follows:

1. Future construction shall comply with all applicable codes/standards at the time of design, to include (but not limited to) NFPA 1 Chapter 18 (or equivalent at time of construction): Fire Department Access and Water Supply. Specifically, sections pertaining to maximum distances from designated Fire Department Access Road (FDAR) to structure(s) as defined by the Fire Code. NFPA 1 Chapter 18 addresses excess distances from FDA (in this case, Spruce Street) through installation of an automatic sprinkler system in the structure.

BC Barry Simays, CFI, IAAI-FIT
Fire Marshal
Burlington Fire Department
132 North Avenue
Burlington, VT 05401
(802) 864-5577
(802) 658-7665 (Fax)
bsimays@burlingtonvt.gov

From: Ryan Morrison
Sent: Wednesday, July 6, 2016 11:00:51 AM
To: Norm Baldwin; Jesse Bridges; Barry Simays; Burns, Chris; mspauldi@bsdvt.org
Subject: 349 South Willard subdivision

FYI,

Attached is a copy of a subdivision application for 349 South Willard Street. 2-lot subdivision, no development proposed. It is scheduled for the DRB's August 17, 2016 meeting. Please let me know of any questions or comments you may have regarding this proposed subdivision by August 8, 2016.

Marty, are you the right person to send these to? Or is there someone else these should normally go to?

Thank you.

Ryan Morrison, CFM
Associate Planner
City of Burlington
802-865-7190



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

JUN 28 2016

Zoning Permit Application

DEPARTMENT OF
PLANNING & ZONING

Use this form for ALL zoning permit applications. See the relevant checklist for specific requirements.

PROJECT LOCATION ADDRESS: 349 SOUTH WILLARD STREET

PROPERTY OWNER*: D. LAWRENCE DAVIS
GARDENVIEW ASSOCIATES INC

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

JACK MILBANK
APPLICANT: CIVIL ENGINEERING ASSOC

POSTAL ADDRESS: 349 SOUTH WILLARD ST

CITY, ST, ZIP: BURLINGTON, VT 05401

DAY PHONE: 802 338 2577

EMAIL: larry@willardstreetinn.com

SIGNATURE: [Signature]
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.

POSTAL ADDRESS: 10 MANSFIELD VIEW

CITY, ST, ZIP: SOUTH BURLINGTON, VT 0

DAY PHONE: 802 864 2323 x 31

EMAIL: jmilbank@cea-vt.com

SIGNATURE: [Signature]

Description of Proposed Project: PROPOSED SUBDIVISION OF PROPERTY
LOCATED AT 349 SOUTH WILLARD STREET INTO TWO LOTS.
(SEE ATTACHED PLAN)

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

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

- 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)*: \$ N/A

(*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 for 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 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: Zone: RL Eligible for Design Review? 4 Age of House 1882 Lot Size 655
Type: SN ☐ AW ☐ FC ☐ BA ☐ COA 1 ☐ COA 2 ☐ COA 3 ☒ CU ☐ MA ☐ VR ☐ HO ☐ SP ☐ DT ☐ MP ☐
Check No. 1503 Amount Paid \$610. Zoning Permit # 16-14905D

- Referenced Plats -

A. "Plan of Property of Thomas & Constance Lumbra, 363 So. Willard St.", revised July 27, 1953 by Hoag & Associates, Inc., Vol. 140 Pg. 439, City Land Records.

B. "Plat of Survey, Donald M. Mathews & Jeanne L. Pringle-Mathews", dated Feb. 15, 2011 by Civil Engineering Associates, Inc., City Land Records.

C. "Plan of M.H. Chausse", dated _____ Volume 110, Page 650, City Land Records.

- Legend -

- SUBJECT PROPERTY LINE
OTHER PROPERTY LINE (APPROX.)
STOCKADE FENCE
OVERHEAD ELECTRIC
OVERHEAD ELEC., TEL. & CABLE
OVERHEAD TEL.
UTILITY POLE
GUY ANCHOR
IRON ROD/PIPE FOUND
CONC./MARBLE MONUMENT FOUND
CAPPED REBAR PROPOSED
CAPPED REBAR FOUND
ABOVE / BELOW GRADE

- Survey Notes -

1. Purposes of this survey and plat are to: a.) retrace, perpetuate and document the existing boundaries and land area of a parcel of land conveyed to Gardenvue Associates, Inc. by deed of Lakeview Associates, Inc. dated August 31, 2005 and recorded in Volume 931 at Page 283 of the City of Burlington Land Records, and b.) depict its proposed subdivision into two (2) parcels as shown.

2. Field survey was conducted during September 2015 and consisted of a closed-loop traverse conducted with an electronic total station instrument. Bearings shown are from Grid North, Vermont Coordinate System of 1983, derived from GPS (OPUS) observations on or adjacent to the site. (Reference Frame NAD 83 (2011, Epoch 2010))

3. Iron pipes found are described hereon with inside diameters; iron rods with outside diameters. Marble and concrete monuments found are nominally 4" square. All monumentation in good condition unless otherwise noted. Proposed monuments shall consist of 5/8" diameter rebar with aluminum caps marked "Civil Engineering Assoc. - VT LS 597", typically set flush with grade.

4. Utilities shown hereon do not purport to constitute or represent ALL utilities located upon or adjacent to the surveyed premises.

- Lot Coverage Calculations -

ZONE: "RESIDENTIAL - LOW DENSITY" (RL)

349 SOUTH WILLARD STREET (INN PARCEL)

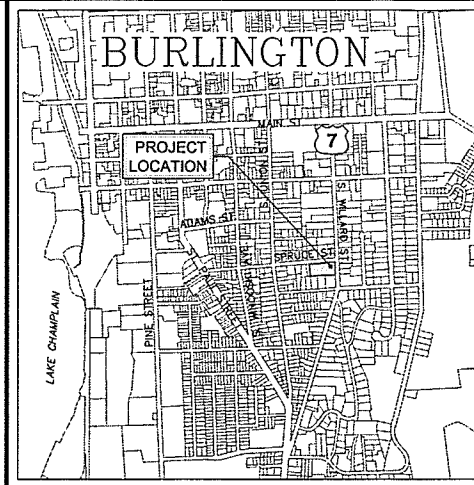
	MAXIMUM ALLOWED	EXISTING CONDITIONS	PROPOSED CONDITIONS
WALKS / PARKING AREA		6,861 S.F.	6,861 S.F.
DECK, WALL, PATIO		1,011 S.F.	1,011 S.F.
BUILDING		3,904 S.F.	3,904 S.F.
TOTAL COVERAGE		11,776 S.F.	11,776 S.F.
TOTAL PARCEL		65,489 S.F.	50,816 S.F.
% OF COVERAGE	35%	18.0%	23.2%

APPROVED BY RESOLUTION OF THE DEVELOPMENT REVIEW BOARD OF THE CITY OF BURLINGTON, VERMONT, ON THE DAY OF _____, 20____, SUBJECT TO THE REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. SIGNED THIS _____ DAY OF _____, 20____.

BY _____ CHAIRPERSON

To the best of my knowledge and belief this plat depicts the results of a survey conducted by me as described in "Survey Notes" above, based upon our analysis of land records and evidence found in the field. Existing boundaries shown are in substantial conformance with the records, except as noted. This plat is in substantial compliance with 27 VSA 1403, "Recording of Land Plats". This statement valid only when accompanied by my original signature and seal.

GRID NORTH
NOTE 2



LOCATION MAP

NOT TO SCALE

SURVEYORS:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2323 FAX: 802-864-2271 web: www.cea-vt.com

COPYRIGHT © 2015 - ALL RIGHTS RESERVED

DRAWN

GAC

CHECKED

TRC

APPROVED

DATE	CHECKED	REVISION

Proposed Subdivision

GARDENVUE ASSOCIATES, INC.

349 South Willard Street
Burlington, Vermont

DATE
NOV. 14, 2015

ORIGINAL SCALE
1" = 30'

PROJ. NO.

DRAWING NUMBER

P1

DRAFT
Not for Recording

RECEIVED
JUN 28 2016

P:\AutoCADD Projects\2015\15221\1-CADD Files\15221\DWG\15221-SUBDIVISION.dwg, 6/28/2016 10:41:14 AM, jmilbank

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: August 17, 2016
RE: 16-1145CA/MA; 207 Flynn Avenue

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

Zone: ELM Ward: 5S

Owner/Applicant: Vermont Railway, Inc. / City Market

Request: Construct new building for retail grocery and associated uses. Also construct site improvements and subdivide lot.

Applicable Regulations:

Article 3 (Applications and Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking), Article 10 (Subdivision)

Background Information:

The applicant is seeking approval to construct a new mixed use building – primarily for retail grocery but also containing a café and community space. In addition, a parking lot, stormwater infrastructure, and related site improvements will be constructed. The single parcel will also be subdivided into two lots. Nearly all of the development will take place on lot 1. Lot 2 will remain as-is. Demolition of existing buildings onsite has been approved under separate zoning permits.

No sketch plan was submitted. While recommended, it is not required. The required NPA meeting took place February 18, 2016. This project was reviewed by the Technical Review Committee on April 14, 2016.

The Conservation Board reviewed it May 2, 2016 and unanimously recommended approval, subject to final review and approval of the stormwater management plan and erosion prevention and sediment control plan by the city's stormwater program staff.

The Design Advisory Board reviewed this application May 10, 2016 and unanimously recommended approval subject to the following conditions:

1. Provide a safe, well-defined pedestrian route through the parking lot, such as by adding an east/west walkway within the parking lot to connect to the Briggs Street walkway.
2. Provide a parking lot shading analysis demonstrating at least 30% parking lot shading. Also provide anticipated mature tree canopy dimensions.

3. Provide screening for all rooftop mechanicals visible from Flynn Avenue or Briggs Street.

Revised project plans have been submitted that address these conditions.

This project was originally scheduled for the Development Review Board on July 5, 2016. The applicants requested deferral in order to better address traffic and other outstanding items. The public hearing was deferred by the DRB. In the meantime, additional traffic analysis has been done, and the applicants have continued to work with residents of the adjoining neighborhood and the Dept. of Public Works. Several other outstanding items have been addressed as well.

Previous zoning actions for this property are noted below.

4/21/16, Approval to demolish buildings 1, 9, and 10 on the property
9/13/02, Approval for freestanding sign
9/24/98, Approval for 3 parallel signs
7/23/98, Approval to change use in existing commercial space from office to retail
6/11/98, Approval to amend site plan approval related to approved salt shed
12/11/97, Approval for revised landscaping plan related to approved salt shed
6/5/97, Approval to change use from upholstery/canvas to retail
5/13/97, Approval for freestanding sign
1/27/97, Approval to replace outdoor site lighting
7/27/95, Approval to change roofing and façade materials
3/28/95, Approval to install fire separation and vents
9/8/94, Approval to construct 26,000 sf salt storage shed
5/17/94, Approval to install freestanding sign
10/28/93, Approval of amendment to prior roadway connection to adjacent truck terminal
9/23/93, Approval to demolish portion of existing building and related site work
8/11/93, Approval for freestanding sign
8/11/93, Approval to change use from vacant industrial to taxi operation
6/17/93, Approval to change use from vacant office space to upholstery shop
4/19/90, Approval to establish cardboard recycling center
4/17/89, Approval to allow truck terminal and related construction
12/1/88, Approval for construction of stairwell and for installation of replacement siding
3/13/80, Approval of 2-lot subdivision
7/3/75, Approval to erect a 20' X 24' industrial building
12/13/73, Approval to install an 8,500 underground gasoline storage tank

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

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

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

The proposed development will be served by municipal utilities. Sufficient water and sewer service are available. A State of Vermont wastewater permit will be required. A capacity letter issued by the Dept. of Public Works will be required prior to issuance. **(Affirmative finding as conditioned)**

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

The subject property is located within the Enterprise – Light Manufacturing zone. This zone is intended primarily for manufacturing, distribution, processing and the like; however, other commercial uses are allowed. The proposed grocery store is one of those allowed uses. It is situated in a location with ready access from other nearby commercial uses and a large residential neighborhood. **(Affirmative finding)**

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

The proposed grocery store is not expected to generate nuisance impacts from noise, odor, dust, and the like that may be more typically associated with industrial uses. The proposed construction is set relatively far from homes in the adjacent neighborhood. **(Affirmative finding)**

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

A traffic analysis as revised to address initial comment from the Dept. of Public Works and neighborhood input has been provided. The analysis centers on anticipated peak trip generation for the grocery store – weekday PM peak hour. It does not address anticipated total daily trip generation or weekend peak hours. Intersection analyses are also included in the study – Pine Street/Flynn Avenue, Briggs Street/Flynn Avenue, Flynn Avenue/Champlain Parkway, and the driveway intersection with Flynn Avenue. Build and no-build scenarios are addressed in 2017 and 2022 with and without the Champlain Parkway.

Anticipated weekday PM peak hour trip generation is significant at 320 trips (165 entering and 155 exiting). This total includes 60 non-vehicular trips (i.e. walk, bike, transit). Of the 260 vehicular trips, 130 are expected to be newly generated destination type trips (i.e. newly generated specifically to go to-from the supermarket). The analysis also states this total figure incorporates the 30 anticipated weekly truck trip ends; however, truck trips are mostly between 6:00 AM and 10:00 AM. The PM peak hour trip generation would necessarily exclude most of the truck traffic.

Intersection level of service (LOS) remains good in most scenarios with A's and B's. Southbound movements from 208 Flynn Avenue at the Briggs and Flynn intersection will drop from B to C in 2022 under the "build" scenario. The Flynn and Champlain Parkway intersection will be impacted

most significantly with a 37-second increase in delay and a concurrent drop in LOS from E to F in the 2022 “build” scenario. The analysis suggests that this forecast, based on the FSEIS for the Parkway, may be overly conservative as it assumes a 10% increase in all traffic volumes.

Substantial public comment has been received that requests closing off Ferguson, Lyman, and Morse to prevent cut-through traffic associated with the new supermarket. Doing so prior to construction of the parkway is infeasible.

The traffic study includes recommendations for mitigation. The Flynn Avenue driveway should be the primary access point into the site. This recommendation is reflected in the current site plan. A post-construction analysis of traffic flows through Foster, Pine, and Briggs Streets is recommended as a way to evaluate actual traffic impacts through this neighborhood. While the traffic study does not state as much, depending on the outcome of this post construction analysis, appropriate traffic calming measures may be warranted. The traffic study makes further recommendations as to street improvements related to the Champlain Parkway. Pursuit of these recommendations will necessitate a cooperative effort between the Dept. of Public Works and the applicants.

Written comments from the Department of Public Works have been provided based on this latest traffic analysis. This correspondence, dated August 8, 2016 will be incorporated into the record. Comments pertain to the width of the proposed Flynn Avenue driveway, the Parkway and Flynn Avenue intersection, neighborhood traffic calming, and traffic implications relative to building size. They also note the need for a public sidewalk along Briggs Street. See Sec. 6.2.2 (j) for details.

This project will generate substantial traffic. Both the traffic study and the Department of Public Works call for mitigation measures. Subject to final review and approval by the Department of Public Works, a post-construction traffic analysis of neighborhood traffic impacts called for in the July 27, 2016 Traffic Impact Study shall be executed at the cost of the applicant. Traffic calming measures warranted as a result of that analysis shall be implemented at the cost of the applicant. Page 2 bullet point items called for in the August 8, 2016 letter from Norman J. Baldwin, Asst. Director of Public Works shall be implemented at the cost of the applicant, except that half the cost of the new public sidewalk along the parcel’s Briggs Street frontage shall be borne by the applicant. **(Affirmative finding as conditioned)**

and,

5. *The utilization of renewable energy resources;*

No renewable energy utilization is included in this proposal. Future incorporation is not precluded by the project design. **(Affirmative finding)**

and,

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

Technical Review Committee comments relative to applicable City bylaws have been provided following the April 2016 review.

(b) Major Impact Review Standards

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

No significant air or noise pollution is anticipated as a result of this development.

See Sec. 5.5.3 for stormwater management. **(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;

See Sec. 5.5.3.

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

See Sec. 3.5.6 (a) 4.

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

No impacts on the city's educational system are anticipated as a result of this purely commercial development. **(Affirmative finding)**

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

The proposed development will generate additional impacts on city services; however, those impacts are expected to be relatively modest. Impacts will be mitigated by payment of impact fees. **(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 Article 6 for effects on significant natural areas, historic buildings, and archaeological significance.

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

The proposed development is located within the ELM zone – an area of the city specifically zoned for a variety of commercial land uses. The project will not adversely impact the city's present or future growth patterns. The development is of a relatively moderate scale and is not expected to have an undue adverse impact on the city's ability to accommodate growth. **(Affirmative finding)**

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

Several provisions of the Municipal Development Plan target the Enterprise zones for new commercial investment and development (Land Use Policies, pg. I-2; Growth Areas, pg. I-22 {The Enterprise District}). Further, this project brings about new investment to a site with significant soil contaminants (Land Use Policies, pg. I-23 {Brownfields}). City Market encourages the use of alternative transportation and is working with CCTA to provide bus service to the site (Transportation System Plan, pg. V-12). As required, the new building will comply with present energy efficiency standards of the city and state (Energy Plan, pg. VIII-1). **(Affirmative finding)**

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

The proposed commercial development will have no 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.

Little impact on the city's park and recreation needs is expected as a result of this development. What impact there is will be mitigated by payment of impact fees. **(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.

The proposed development will likely not generate offsite noise or glare substantial enough to require mitigation. Screening of the parking lot along Briggs Street is proposed in an effort to reduce the visual impact associated with this relatively large parking lot. **(Affirmative finding)**

2. Time limits for construction.

No construction timeline or phasing are included in the project plans. The standard 2-year timeframe for zoning permits will apply. **(Affirmative finding)**

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

The building is to be open for business 7:00 AM – 9:00 PM, seven days per week.

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

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

Any future enlargement or alteration will be reviewed under the zoning regulations in effect at that time.

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

See the recommended conditions.

Article 4: Maps & Districts

Sec. 4.4.3, Enterprise Districts:

(a) Purpose

(1) Light Manufacturing (E-LM)

The subject property is located in the E-LM zone which is intended as the primary commercial/industrial center of Burlington. The proposed retail grocery store and related café are consistent with the array of commercial uses allowed in this zone. **(Affirmative finding)**

(b) Dimensional Standards & Density

Proposed building area is 88,847 sf. FAR is 0.73 on the resultant (i.e. subdivided) 2.81 acre lot 1. This FAR is well below the 2.0 FAR limit in this zone.

Lot coverage on lot 1 will be 76%. This percentage is under the maximum allowable 80% coverage.

The proposed front yard setbacks are 15' along Flynn Avenue and 5' along Briggs Street. The minimum required is 5'. Side yard setbacks are not applicable in the E-LM zone. This corner lot has no rear yard setback.

Maximum building height will be 40' 10" and is under the maximum permissible 45' height.

Note that, while no new development is proposed on lot 2, existing development will affect FAR and lot coverage percentages. That information must be provided. **(Affirmative finding as conditioned)**

(c) Permitted & Conditional Uses

The proposed grocery store qualifies as "large" in the use table of the Comprehensive Development Ordinance. Large grocery stores are a conditional use in the E-LM zone so long as they do not exceed 30,000 sf and are located between Flynn and Home Avenues. The proposed building is primarily used for grocery store space but also includes a café, community room, and storage/office space unrelated to the grocery store. Within the overall mix, space used specifically for the retail grocery totals 29,772 sf. The café is also a conditional use. The office space is a permitted use. The community room is uncharacterized in the Use Table. It amounts to an area within the building available to the community as a meeting or gathering space and culinary teaching space. **(Affirmative finding)**

(d) District Specific Regulations

Not applicable.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.5 (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

An outdoor lighting plan has been provided. Fixture locations are noted within the parking and circulation areas and for the loading bays. Fixture locations for the building's pedestrian entries are also noted. Fixture cutsheets have been provided and depict acceptable cutoff lighting fixtures. The parking lot lights are acceptably mounted at 20'. The photometric plan shows compliant parking and circulation illumination levels. Illumination levels are acceptable as well with averages below 5.0 footcandles. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

The proposed stormwater management system contains both structural and nonstructural elements. Two rain gardens are proposed along with an overall reduction in pervious surface. The contaminated soils onsite prevent utilizing infiltration, but the under-drained rain gardens will provide stormwater treatment and attenuation. Structural elements include catch basins and piping that will connect to the city's combined storm/sanitary sewer. Overall stormwater discharge volumes will decrease for all design storm events. As noted by the Conservation Board, final approval of the proposed stormwater management plan (and erosion control plan) by the city's stormwater program is required. **(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 proposed subdivision will have no impact on important natural features. **(Affirmative finding)**

(b) Block size and arrangement

Block size and arrangement will remain unchanged. **(Affirmative finding)**

(c) Arrangement of Lots

Both resultant lots will be regularly shaped, and both will have sufficient frontage on public streets. **(Affirmative finding)**

(d) Connectivity of streets within the city street grid

Not applicable.

(e) Connectivity of sidewalks, trails, and natural systems

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The property does not contain any important natural features as identified in the Open Space Protection Plan or as outlined in Sec. 4.5.4, *Natural Resource Protection Overlay Districts*. In fact, the property is nearly devoid of any green space at all. The proposed construction will have no impact on Burlington's diversity of important natural features. **(Affirmative finding)**

(b) Topographical alterations

The existing property is essentially flat and will remain so. Proposed grading will direct stormwater runoff into receiving stormwater management measures. **(Affirmative finding)**

(c) Protection of important public views

There are no significant public views from or through the subject property. The proposed construction will not adversely impact any identified public view corridor. **(Affirmative finding)**

(d) Protection of important cultural resources

The property has no known archaeological significance. It contains no archaeological site points, nor is it located within an archaeologically sensitive area. **(Affirmative finding)**

(e) Supporting the use of alternative energy

See Sec. 6.3.2 (f).

(f) Brownfield sites

The Vermont DEC Hazardous Site List specifically lists 207 Flynn Avenue as a contaminated site. Its brownfield status is active, and phase I and II assessments have been done. Contaminants include VOC's, metals, and PAH's. With the Conservation Board, the applicants addressed at length the site contamination and corrective actions to take place. Contaminated soils will be capped with proposed construction or clean top soil. A vapor barrier and associated ventilation will be installed with the store's foundation. The applicants continue to work with VT DEC to address onsite contaminants. **(Affirmative finding)**

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

There is sufficient room for onsite snow storage. Building entries are sheltered. **(Affirmative finding)**

(h) Building location and orientation

The proposed building will be set to the northeast corner of the site. It will serve as an anchor point at the corner of Briggs Street and Flynn Avenue. Multiple entries will provide access into the building. Entries will face Flynn Avenue, Briggs Street, and the parking lot. The west elevation, facing the railroad tracks, is the back-of-house elevation. **(Affirmative finding)**

(i) Vehicular access

Two access points will serve the property. The driveway from Flynn Avenue will serve as the primary access point. The Briggs Street access will be gated and will be accessible by emergency service vehicles only. Following construction of the Champlain Parkway, this second access point might be opened to general use if acceptable to the Department of Public Works.

As a corner lot, there are two street frontages and no way to put parking fully behind the building. As proposed, the parking will be set to the south of the proposed building. It will be screened by the new building as viewed from Flynn Avenue and set to the side as viewed from Briggs Street.

The Briggs Street driveway is 24' wide. The Flynn Avenue driveway is about the same width but flares widely with a mountable curb for delivery trucks. This configuration is necessary due to the median island in Flynn Avenue. Per Public Work's August 8, 2016 letter noted in Sec. 3.5.6 (a) 4, reduction in width of this flare is recommended if the median island can be modified.

(Affirmative finding as conditioned)

(j) Pedestrian access

Walkways and related hardscaping afford direct pedestrian access into the building from the public sidewalk. As recommended by the Design Advisory Board, project plans have been revised to create a pedestrian crossing midway in the parking lot. This new element provides direct access to the walkway along the eastern edge of the site. This walkway then provides access to the building.

Striping is depicted across the Briggs Street driveway to delineate pedestrian crossing continuous with the proposed walkway along the eastern edge of the property. No such delineation is depicted across the Flynn Avenue driveway. This arrangement may be acceptable because there is no public sidewalk further west along Flynn Avenue. Note that this section of sidewalk along Flynn Avenue will be constructed as part of this project. Other related hardscape encroachments extend into the public street right-of-way at the Flynn Avenue and Briggs Street intersection. Construction of the sidewalk and encroachments into the public ROW is subject to review and approval by the Department of Public Works and (for encroachments) the City Council.

Public Work's August 8, 2016 letter noted in Sec. 3.5.6 (a) 4 calls for construction of a public sidewalk along Briggs Street following completion of the Champlain Parkway. Specifically, the applicants are requested to pay for half the cost of a public sidewalk along their parcel's street frontage. It is felt that increased activity associated with the new development warrants this public amenity. **(Affirmative finding as conditioned)**

(k) Accessibility for the handicapped

A group of handicap parking spaces is depicted near the primary building entrance. Entries into the building appear to be at-grade. It is the applicant's responsibility to comply with all applicable ADA requirements. **(Affirmative finding)**

(l) Parking and circulation

As noted above, parking is set to the side or rear of the building as perceived from Briggs Street or Flynn Avenue, respectively. Along Briggs Street, the parking lot will be screened with a line of new landscaping consisting of deciduous trees and shrubs. A single large center island will be provided in the parking lot. The westernmost double-stacked row of parking has no such island. The DAB declined to recommend one.

Parking spaces are slightly short at 9' X 18' (20' depth is the standard). Circulation isles are 24' wide allowing for 10' wide travel lanes and the standard 24' back up length. Some variation from these standards is permissible per Sec. 8.1.11, *Parking Dimensional Requirements*. The 18' deep parking spaces are acceptable.

Curbing is proposed along the eastern and northern ends of the parking area. None is evident along the western or southern ends. Landscaping along the periphery also serves to delineate the boundaries of the parking and circulation areas.

The proposed parking lot will require shade trees. This criterion establishes a target of 30% shading of the parking area with new shade trees. At least 1 shade tree for every 5 parking spaces is required. The new parking lot will contain 106 parking spaces and will require 21 shade trees. As proposed, 32 new shade trees will be planted within or around the parking lot. Minimum caliper size at the time of planting must be 2.5" – 3.5." As proposed, caliper size is compliant. A mature canopy diameter of at least 25' is needed. Canopy information provided denotes compliance. As recommended by the DAB, a parking lot shading analysis has been provided and depicts 32.19% shading at maturity.

Bike parking information has been provided. Bike racks will be provided near the building's Flynn Avenue entrance and by the Briggs Street entry. Enclosed long term bike parking facilities will be provided inside the building along with associated shower and locker facilities.

(Affirmative finding)

(m) Landscaping and fences

A comprehensive landscaping plan has been submitted and encompasses a diversity of plantings. Proposed landscaping will be used to frame the property and to screen parking from the street. It will be used to break up the surface parking lot and to define spaces within the site. Species and planting size information has been provided. There is a significant stretch of landscaping within the Briggs Street right-of-way between the proposed building and the street. This proposed landscaping has been reviewed and approved by the City Arborist. **(Affirmative finding)**

(n) Public plazas and open space

No public plazas or open space are included in this proposal. Outdoor café seating is proposed along the building's eastern elevation adjacent to the café space. **(Affirmative finding)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

No ground-mounted mechanical equipment is apparent in the site plans. Two large compactors will be tucked in along the building's western elevation. They will be screened, in large part, by the building. Any new utility lines must be buried. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The proposed building totals 33,874 sf with a 24,250 sf 1st floor (additional area is related to a proposed stair tower and mezzanine). It reads as a moderately large single story building in character with other nearby commercial structures on Flynn Avenue.

The overall building volume is broken into distinct building sections. Recesses, protrusions, and varying rooflines emphasize perception of distinct building components. Varying materials and fenestration further serve to relieve perceived mass of the proposed building.

Building height varies depending on adjacent grade and roof plane. The highest point is ~ 41' tall. This height is under the maximum permissible 45' in the ELM zone. **(Affirmative finding)**

2. Roofs and Rooflines

The proposed building will include flat roofs on most building segments. Only the café has a shed roof. Such roof forms are common in the neighborhood and acceptable as part of the proposed building design. **(Affirmative finding)**

3. Building Openings

Sheltered entries will face Flynn Avenue and the parking lot. Both are readily identifiable. It appears that the café along Briggs Street will have its own entry with access to the outdoor seating. The fenestration is consistent with the boxy appearance of the building and is placed in consistent rhythm throughout. Storefront glazing along the café provides an open and airy feeling to this prominent feature. **(Affirmative finding)**

(b) Protection of important architectural resources

Demolition of existing structures has been approved under separate permit. Evaluation for historic significance took place via an historic site assessment and review by the VT State Historic Preservation Officer. No buildings either listed on an historic register or eligible for listing will be affected by the new construction. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

The north and east building elevations define this structure's street face. Both have well defined entries sheltered underneath a projecting canopy. Ample glazing along the Briggs Street façade provide visual access into the building. The café and related outdoor seating area provide additional activation. The Flynn Avenue façade is less successful as a pedestrian interface. Half of it contains an entry and mural sheltered under a canopy. These elements clearly draw people towards the building entry. The other half, however, is fairly blank. Interior store layout drives the lack of ground-level glazing but additional improvement is encouraged. This building element was discussed at DAB, but no recommendation was made. **(Affirmative finding)**

(e) Quality of materials

The building will be clad largely in metal paneling of varying textures and coloration. Wooden panel accents will be installed near the entries. A membrane roofing system will be installed. All of the windows appear to be fiberglass. The proposed materials are acceptable for new construction. **(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

A parallel “City Market” sign is depicted on the Briggs Street building elevation. It appears to be placed above 14’ height. Such placement is acceptable so long as the sign is not internally illuminated. Sign area is ~ 57 sf, under the maximum permissible 200 sf. This sign, and all other exterior signs, are subject to separate zoning permit. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design

Loading bays are screened from the street and are set apart from active pedestrian areas of the site. Abundant rooftop mechanicals are proposed, some of which are quite large. This criterion requires screening such features within the overall roof structure, outer building walls or parapets, or integrated into the overall building design. As recommended by the DAB, plans have been revised to incorporate screening of rooftop mechanicals. Their appearance is much less obvious than previously. Note also that some of the proposed equipment is tall enough to exceed the overall 45’ height limit. The total area of such features cannot exceed 10% of the roof area. While a roof plan has been submitted, there is no tally of area exceeding 45.’ Confirmation is needed as to whether this limitation has been observed. **(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 proposed grocery store is located in the Shared Use Parking District; however, as it is a single story structure, standards for the Neighborhood Parking District apply. Grocery stores require a minimum of 3 parking spaces per 1,000 sf. At 29,772 sf, the proposed grocery store requires at least 89. The minimum parking requirement for the café is 1 space per every 4 seats. The café is expected to have 37 seats and, therefore, requires at least 9 parking spaces. The 1,431 sf office and storage space requires up to 3 spaces (2 spaces per 1,000 sf). There is no defined parking requirement for the community space. The 3.3 space per 1,000 sf requirement for community centers may be the best fit. As such, the 1,588 sf community space would require 5 parking spaces. The minimum parking requirement is 106. The proposed site plan includes 106 parking spaces (including 3 EV spaces). **(Affirmative finding)**

Sec. 8.1.9, Maximum Parking Spaces

This section limits surface parking to 125% of the Neighborhood Parking District minimum parking requirement. The 3 EV parking spaces provided are exempt from this provision.

Under this standard, parking for the grocery store cannot exceed 100 spaces. The office and storage space cannot exceed 3. The community space cannot exceed 6 spaces. The café cannot exceed 10 spaces. The maximum allowable parking is 119. The 106 provided are below this limit. **(Affirmative finding)**

Sec. 8.1.10, Off-Street Loading Requirements

The project plans depict loading docks on the western side of the building. They are screened from the street by the building. Access is via the Flynn Avenue driveway. Conflicts with

customer traffic will be minimized by virtue of the early morning delivery schedule for trucks coming to the site. **(Affirmative finding)**

Sec. 8.1.11, Parking Dimensional Requirements

See Sec. 6.2.2 (l).

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

(Not applicable)

(d) Shared parking in the Neighborhood Parking Districts

(Not applicable)

(e) Single story structures in Shared Use Districts

See Sec. 8.1.8.

(f) Joint use of facilities

As enabled by this section, parking for all of the uses within the proposed building will be provided in a single parking facility. **(Affirmative finding)**

(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 customers only. **(Affirmative finding)**

(h) Compact car parking

Some of the proposed parking spaces may qualify as “compact;” however, 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 several handicap parking spaces in close proximity to pathways and the building’s main entrance. Associated striping is also shown. ADA compliance is administered via the city’s building permit process. **(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

Bike parking information has been provided. Twenty-eight bike racks will be provided near the building's Flynn Avenue entrance, and an additional 9 will be provided by the Briggs Street entry. Each rack can hold 2 bikes. The minimum number of short term bike parking spaces required is just 8. Enclosed long term bike parking facilities will be provided inside the building along with associated shower and locker facilities. The minimum number of long term bike parking spaces required is just 2 spaces. The number of interior long term spaces is not evident. Confirmation of at least 2 spaces is needed. **(Affirmative finding as conditioned)**

Article 10: Subdivision

See Articles 3, 4, 5, and 6 of these findings. As a 2-lot subdivision, this application qualifies for combined preliminary and final plat review per Sec. 10.1.7. Note also that there is no minimum lot size in the E-LM zone; however, frontage on a public street is required. Both proposed lots will have frontage on public streets. The paper subdivision plat is sufficient to demonstrate the proposed subdivision and resultant boundaries and lot sizes. The required mylar subdivision plat must include all signature blocks noted in Sec. 10.1.11, *Recording of Final Plats*. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. **Prior to release of the zoning permit**, revised project plans depicting the following shall be submitted, subject to staff review and approval:
 - a. FAR and lot coverage information for lot 2;
 - b. A tally of the area of rooftop equipment exceeding the 45' height limit (up to 10% area is allowed); and,
 - c. Confirmation of at least 2 compliant long-term bike parking spaces within the building.
2. **Prior to release of the zoning permit**, the applicant shall receive written verification of adequate wastewater capacity from the Department of Public Works.
3. **Within 180 days of this approval**, a mylar copy of the subdivision plat with all required signature blocks duly signed as required by Sec. 10.1.11 shall be filed in the land records. Failure to do so shall render this subdivision approval null and void.
4. **Subject to final review and approval by the Department of Public Works**, a post-construction traffic analysis of neighborhood traffic impacts called for in the July 27, 2016 Traffic Impact Study shall be executed at the cost of the applicant. Participation in a Traffic Calming Process would be warranted, if predicted cut through traffic volumes associated with this project are exceeded. Traffic calming measures warranted as a result of that analysis shall be implemented at a pro-rated cost sharing between the city and ~~the cost of~~ the applicant. Page 2 bullet point items called for in the August 8, 2016 letter from Norman J. Baldwin, Asst. Director of Public Works shall implemented at the cost of the applicant, except that half the cost of the new public sidewalk along the parcel's Briggs Street frontage shall be borne by the applicant. As sidewalk construction may be several years out, monies sufficient to cover this sidewalk cost shall be set aside in escrow by the applicant **prior to issuance of a certificate of occupancy**.
5. Final approval of the post-construction stormwater management system and the erosion prevention and sediment control plan by the city's stormwater program staff is required.
6. The proposed sidewalk construction within the public street right-of-way is subject to review and approval of the Dept. of Public Works. All other construction within the public

street right-of-way is subject to an encumbrance permit issued by the City Council in conjunction with the Dept. of Public Works.

7. At least **7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the Planning & Zoning Department the impact fee as calculated by staff based on the gross square footage of the proposed development.
8. Days and hours of business operation are limited to 7:00 AM – 9:00 PM, seven days per week.
9. Days and hours of construction are limited to Monday – Friday 7:00 AM – 5:00 PM. Saturday construction within those hours may be allowed upon request to the DRB. No construction activity on Sunday.
10. A State of Vermont wastewater permit is required.
11. All new utility lines shall be buried.
12. It is the applicant's responsibility to comply with all applicable ADA requirements.
13. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
14. Any outdoor signage will require a separate sign permit.
15. Standard Conditions 1-15.



City of Burlington
Department of Public Works

Office of Plangineering
645 Pine Street, Suite A
Burlington, VT 05402
802.863.9094 P
802.863.0466 F
802.863.0450 TTY
www.burlingtonvt.GOV

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Norman J. Baldwin, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

August 8, 2016

Scott Gustin, AICP, CFM
Principal Planner & Asst. Administrative Officer
Dept. of Planning & Zoning
149 Church Street
Burlington, VT 05401

Scott,

The Department of Public Works has been working in cooperation with the City Market Development Team, Members of City Council, as well as residents of the adjacent Ferguson/Lyman/Morse neighborhood in an iterative process of assessment and revisions to the project site plan with the goal of arriving at the site plan that:

- Does not unreasonably burden the adjacent neighborhood with cut through traffic
- That minimizes congestion within the street network
- Properly takes into account the proposed Champlain Parkway and harmonizes the two projects

The City Market Project team has been working closely with City staff since December 2015, and there have been several iterations of the Draft City Market Traffic Impact Studies prepared by the City Market Development Team to address Public Works Staff comments and concerns pertaining to the site plans and traffic impacts.

As a part of our process to improve the proposed City Market Project, there were numerous City Market conversations with residents and public forums, in addition there have been three joint meetings hosted by Public Works with the Ferguson/Lyman/Morse Neighborhood, City Staff and City Market Development Team.

These meeting were beneficial for City Staff to better understand the concerns of residents and to ensure their concerns were being considered within the City Market Development Proposal.

- The neighborhood had expressed concern that having Briggs Street as the primary access for City Market would induce exiting site traffic to more likely be directed south on local streets through their neighborhood.
- In addition, City staff informed the City Market Development Team of their concerns regarding the impacts and traffic management considerations of the Briggs Street access plan in conjunction with the future adjacent signalized intersection of the Champlain Parkway and Flynn Avenue which is a component of the permitted Champlain Parkway project..

An Equal Opportunity Employer

This material is available in alternative formats for persons with disabilities. To request an accommodation, please call 802.863.9094 (voice) or 802.863.0450 (TTY).

The City Market Team made major revisions to their project making Flynn Avenue their primary point of access as opposed to Briggs Street in response to these concerns..

In making these revisions and reviewing the revised site plan and the revised Traffic Impact Study, we feel there has been significant progress made to improve the project and the balance of issues appear to be getting less complex and fewer in number.

However in reviewing the current site plan and the Traffic Impact Study dated July 27, 2016, we have the following remaining comments and concerns.

- **Briggs Streets need for a Public Sidewalk**-Briggs Street as it exists today or within the Champlain Parkway Project does not have a public sidewalk. With the increased activity associated with the City Market project City Staff believes it is appropriate to require City Market to participate in the cost to build a public sidewalk along Briggs Street. More specifically City Staff would ask that City Market contribute half the cost to develop a sidewalk the eastern length of their parcel. Given the timing of the Champlain Parkway and City Market project; the sidewalk shown on their site plan internal to their site would suffice for now, however would ask that City Market contribute by placing funds in an escrow account for this purpose.
- **City Market Driveway Access Width**-Within the current site plan the Flynn Avenue Driveway apron is very broad and wide to accommodate commercial truck traffic. This broad apron is precipitated by the commercial delivery vehicles and the geometric limitations of the roadway with the existence of a center median for the adjacent rail crossing. We would ask that City Market consult with the City of Burlington/VTRANS Rail/Federal Rail Administration to determine if this center median can be abbreviated or relocated to allow a less broad driveway apron.
- **Eastbound Right Turn Lane at Champlain Parkway and Flynn Avenue**-The Traffic Study identified that the project will have an impact on the eastbound approach of Flynn Avenue, and identified several potential alternatives to address this impact. One of these alternatives is to provide a separate eastbound right-turn lane. Because some of the other alternatives depend on future decisions and approvals by other State and/or Federal agencies this project should not be designed to preclude the possibility of constructing an eastbound right turn lane. Nor should the right turn lane pocket be created at the expense of eliminating parking on the north side of the street. We would suggest the Flynn Avenue frontage of the site be prepared to include provision of an eastbound right turn lane without eliminating parking on the north side of the street.
- **Increased Footprint to building**-An increased footprint to the building results in an increase in the volume of traffic which increases the delay experience. I will be seeking to fully understand this change and its implications operationally on the adjacent street network.
- **Neighborhood Traffic Calming** – The Traffic Study provides a recommendation for the City Market Team to monitor traffic volumes on the local street system near the project site after the City Market store is open for business. While we agree with this recommendation, we would also recommend that City Market have responsibility for any follow-up activities to develop and implement traffic calming treatments, if necessary.

I will be present at the meeting to answer any questions you may have.

Sincerely,

Norman J. Baldwin, P.E.
City Engineer/Ass't Director of Public Works

RECEIVED

AUG 01



Memorandum

To: Mr. Patrick Burns
Expansion Project Manager
City Market
82 S Winooski Ave
Burlington, VT 05401

Date: July 27, 2016

Project #: 57843.00

From: David Saladino, PE, AICP
Director, Transportation Systems &
Nick Sanders, PE
Senior Traffic Engineer

Re: Proposed City Market/Onion River Co-op (South End)
Traffic Impact Study (UPDATED)
Flynn Avenue - Burlington, VT

VHB has completed a traffic impact study (TIS) for the proposed City Market/Onion River Co-op grocery store to be located on the southwest corner of Flynn Avenue and Briggs Street in Burlington, Vermont. The site, which currently consists of several buildings including Upstairs Antiques, Evergreen Roofing, and rail transload facilities, has numerous full access/egress points on both Flynn Avenue and Briggs Street.

The proposed redevelopment program consists of demolishing the existing structures and constructing a 33,874± square foot City Market grocery store with associated uses. The scope of work for this evaluation is generally limited to Flynn Avenue and Briggs Street in the vicinity of the site and includes the intersections of Pine Street at Flynn Avenue, Briggs Street at Flynn Avenue, the proposed site driveway access to Flynn Avenue, and the intersection of Flynn Avenue and the Champlain Parkway in the future condition.

This memorandum includes the following:

- A description of the existing roadway network in the vicinity of the site;
- A summary of the crash data within the study area;
- A description of the proposed development program;
- A trip generation estimate for the proposed development program;
- An evaluation of anticipated traffic changes in the adjacent residential neighborhood;
- An evaluation of traffic operations within the study area; and
- Conclusions and recommendations to support the project.

EXISTING CONDITIONS

The site is located on the southwest corner of the Flynn Avenue and Briggs Street intersection in the South End of Burlington, Vermont. Currently, three full access/egress curb cuts are located on Flynn Avenue and three additional full access/egress driveways are located on Briggs Street. The location of the site in relation to the local roadway network is shown in **Figure 1**.

Flynn Avenue and Briggs Street are both straight and level in the vicinity of the site and provide adequate sight lines. Specifically, Flynn Avenue provides a clear line of sight over 800 feet west of the site driveway and over 500 feet east of the site driveway. Briggs Street provides a clear line of sight to and from Flynn Avenue (approximately 375 feet north of the site driveway) and to and from Morse Place (approximately 675 feet south of the site driveway). These sight lines on Flynn Avenue and Briggs Street exceed the American Association of State and Highway Transportation



0 500 1000 Feet



Figure 1
Site Location Map



Ref: 57843.00
July 27, 2016
Page 2

Memorandum

Officials (AASHTO) recommended guidelines for stopping sight distance (SSD) of 155 feet and intersection sight distance (ISD) of 280 feet (for a 25 mph roadway).

Flynn Avenue is a two-lane roadway (one lane in each direction) that provides an east-west connection between US 7 (Shelburne Road) to the east and Oakledge Park on Lake Champlain to the west. The posted speed limit along Flynn Avenue is 25 miles per hour (mph). A sidewalk is provided along the northern side of Flynn Avenue between Pine Street and Oakledge Park. On the south side of Flynn Avenue a sidewalk is provided between the site (just east of Briggs Street) and US 7. Land uses along Flynn Avenue are a mix of commercial, light industrial, and residential.

Pine Street is a two lane roadway (one travel lane in each direction) that provides a north-south connection between Downtown Burlington and Queen City Park Road in Burlington's South End. Sidewalks are provided along both sides of Pine Street. Pine Street accommodates cyclists with "bike route" and "share the road" signage along the northbound travel lane and a bike lane adjacent to the southbound travel lane (north of Flynn Avenue). A sheltered bus stop is located on the west side of Pine Street just north of Flynn Avenue with regularly scheduled service provided by Chittenden County Transit Authority (CCTA). Land use along Pine Street is a mix of commercial and residential. The posted speed limit along Pine Street is 25 mph.

Flynn Avenue and Pine Street intersect to form a 4-way signalized intersection. Flynn Avenue provides a single multi-use lane in both the eastbound and westbound directions. Pine Street provides a left-turn lane and a shared through/right lane in the southbound direction and a single multi-use lane in the northbound direction. Pedestrians are accommodated with crosswalks on all four intersection approaches and concurrent pedestrian phases.

Briggs Street and an offset commercial driveway for 208 Flynn Avenue intersect Flynn Avenue from the south and north respectively to form a 4-way unsignalized intersection. Flynn Avenue provides a single multi-use lane in both the eastbound and westbound directions. Briggs Street and the commercial driveway operate as the minor street approaches (although there are currently no stop signs) with single multi-use lanes in both the northbound and southbound directions. The north side of Flynn Avenue has both head-in angled parking and parallel parking spaces.

CRASH SUMMARY

A review of VTrans' most recent High Crash Location (HCL) Report (2010 – 2014) revealed that no intersections or roadway segments within the project study area were classified as a HCL by VTrans. Additional crash data provided by VTrans were compiled and evaluated within the project study area. The detailed crash data covers the most recent 5 year period available: January 1, 2010 through December 31, 2014. The primary study area intersection is summarized below and the detailed VTrans crash summaries are included in the Appendix.

The intersection of Pine Street at Flynn Avenue experienced 39 crashes over the 5-year period for an average of 8 crashes per year. Of these 39 crashes, 10 (26%) were broadside crashes, 8 (21%) were rear-end crashes, 5 (13%) were right-turns with through movement crashes, 5 (13%) were same direction sideswipe crashes, 4 (10%) were opposite direction sideswipe crashes, 1 (3%) was a head on crash, and 6 (15%) crashes were classified as other or unknown. One of the crashes reported during this 5-year resulted in a fatality and 4 crashes resulted in injury.



Ref: 57843.00
July 27, 2016
Page 3

Memorandum

Only one crash was reported at the intersection of Flynn Avenue at Briggs Street during the 5-year period. This crash was caused by a motorist failing to yield the right-of-way and resulted in property damage only.

DEVELOPMENT PROGRAM

The proposed redevelopment program consists of demolishing the existing structures on site and constructing a 33,874± square foot City Market grocery store with associated uses. Primary access and egress is provided via a driveway on Flynn Avenue located approximately 225 feet west of Briggs Street. Emergency vehicle access is provided via a gated entrance off of Briggs Street approximately 500 feet south of Flynn Avenue. The proposed layout of the project is shown in **Figure 2**.

TRIP GENERATION

Trip generation estimates for the proposed City Market grocery store were calculated using rates published by the Institute of Transportation Engineers (ITE) Trip Generation¹ (Land Use Code 850 – Supermarket) for the weekday evening peak hour as that period reflects the peak period for both the proposed grocery store and the surrounding street network. It should be noted that the ITE average rate is slightly higher than Vermont-specific trip generation rate published by ITE in the June 2012 ITE Journal. Using the more conservative national ITE average rates, the proposed development is expected to generate approximately 320 total trips across all modes (165 entering and 155 exiting) during the weekday evening peak hour. City Market anticipates that the store will generate approximately 3 truck delivery trips per week, with the majority of the deliveries occurring between 6:00 AM and 10:00 AM. These truck trips are incorporated into the overall trip generation estimates provided below.

Table 1 summarizes the trip generation estimates for the proposed development. Calculations supporting the proposed trip generation estimates for the project are provided in the Appendix.

TABLE 1: TRIP GENERATION SUMMARY

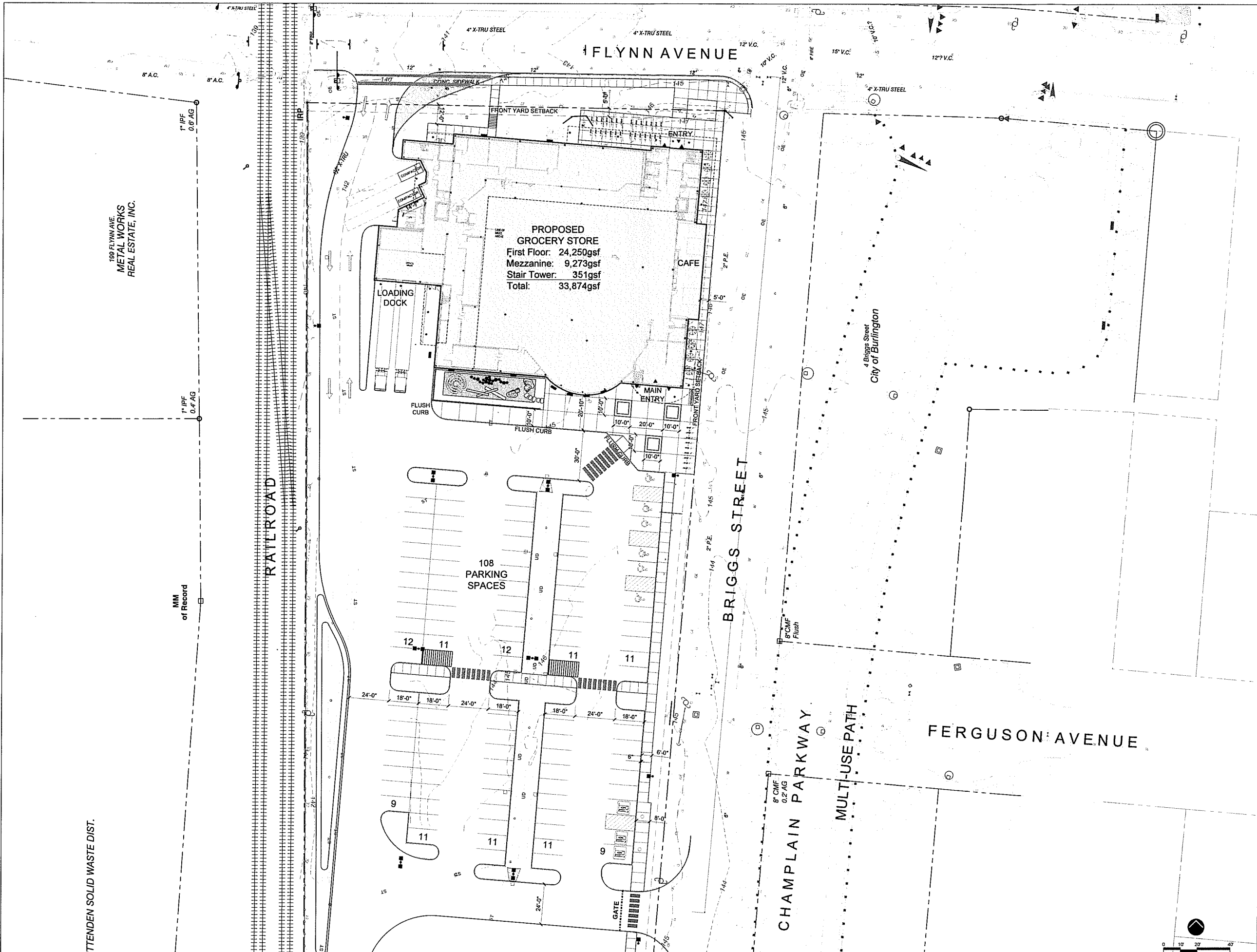
Peak Period	Proposed City Market Grocery Store – Site Generated Trips				
	Total	Non-Auto (Walk/Bike/Transit)	Pass-By (Briggs St/Flynn Ave)	Diverted (Pine St/US 7)	New
Weekday PM Peak Hour (vph)	100%	20%	5%	35%	40%
Enter	165	30	10	55	65
Exit	155	30	10	55	65
Total	320	60	20	110	130

vph = vehicles per hour.

Non-Auto trips are based on "Food Shopping in the Urban Environment: Parking Supply, Destination Choice and Mode Choice", (TRB 2011 Annual Meeting, Maley and Weinberger).

Pass-by and Diverted trip percentages are based on "Trip Generation Handbook" by ITE.

¹ Trip Generation 9th Edition, Institute of Transportation Engineers, Washington D.C., 2012.



199 FLYNN AVE.
METAL WORKS
REAL ESTATE, INC.

MM
of Record

ATTENDEN SOLID WASTE DIST.

PROPOSED
GROCERY STORE
First Floor: 24,250gsf
Mezzanine: 9,273gsf
Stair Tower: 351gsf
Total: 33,874gsf

108
PARKING
SPACES

FLYNN AVENUE

BRIGGS STREET

CHAMPLAIN PARKWAY

MULTI-USE PATH

FERGUSON AVENUE

4 Briggs Street
City of Burlington

PROGRESS SET
NOT FOR
CONSTRUCTION

DEPARTMENT OF
PLANNING & ZONING
fff
Source: ffrsch
SE GRO
Landscape Architects and
131 Church Street
Burlington, VT 05401
Tel: 802.249.2000
Fax: 802.249.2001
www.segro.com

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE
04/22/16

SCALE
1"=20'

DESIGNER
MW

DATE
02.12.2016
Design Development
04.15.2016
Final Plans
04.22.2016
Final Plans
06.17.2016
Final Plans
06.20.2016

LAYOUT PLAN

The trip generation estimate includes the effects of the following four specific trip types:

- 1) Non-automobile trips are trips that do not utilize a personal automobile, such as walkers, bicyclists, and transit users.
- 2) Pass-by trips are those that are already on the adjacent streets (i.e. Flynn Avenue, Briggs Street) and are drawn to the store from the passing traffic stream.
- 3) Diverted trips are those that are drawn from nearby roadways (e.g. Pine Street or US 7) that are not directly adjacent to the store.
- 4) New trips are defined as trips whose primary origin or destination is the proposed development.

The amount of pass-by and diverted traffic for the project was determined based on rates published by the ITE in the Trip Generation Handbook². Non-automobile trips were estimated from data published in "*Food Shopping in the Urban Environment: Parking Supply, Destination Choice and Mode Choice*" (TRB 2011 Annual Meeting, Maley and Weinberger).

As a further trip reduction measure, City Market does not offer onsite employee parking and offers free bus passes (to the cost of a monthly unlimited pass) to encourage employees to use other modes of transportation to commute to and from work. In addition, City Market reimburses employees up to \$240 per year for bike commuting expenses. Despite these additional employee trip reduction measures taken by City Market, no further reduction in automobile trips was applied during the traffic analysis to provide a conservative evaluation.

No reduction in background traffic was made to account for the elimination of the existing site-generated uses, including the Barrett Trucking salt-related trips, making the traffic assessment that follows even more conservative.

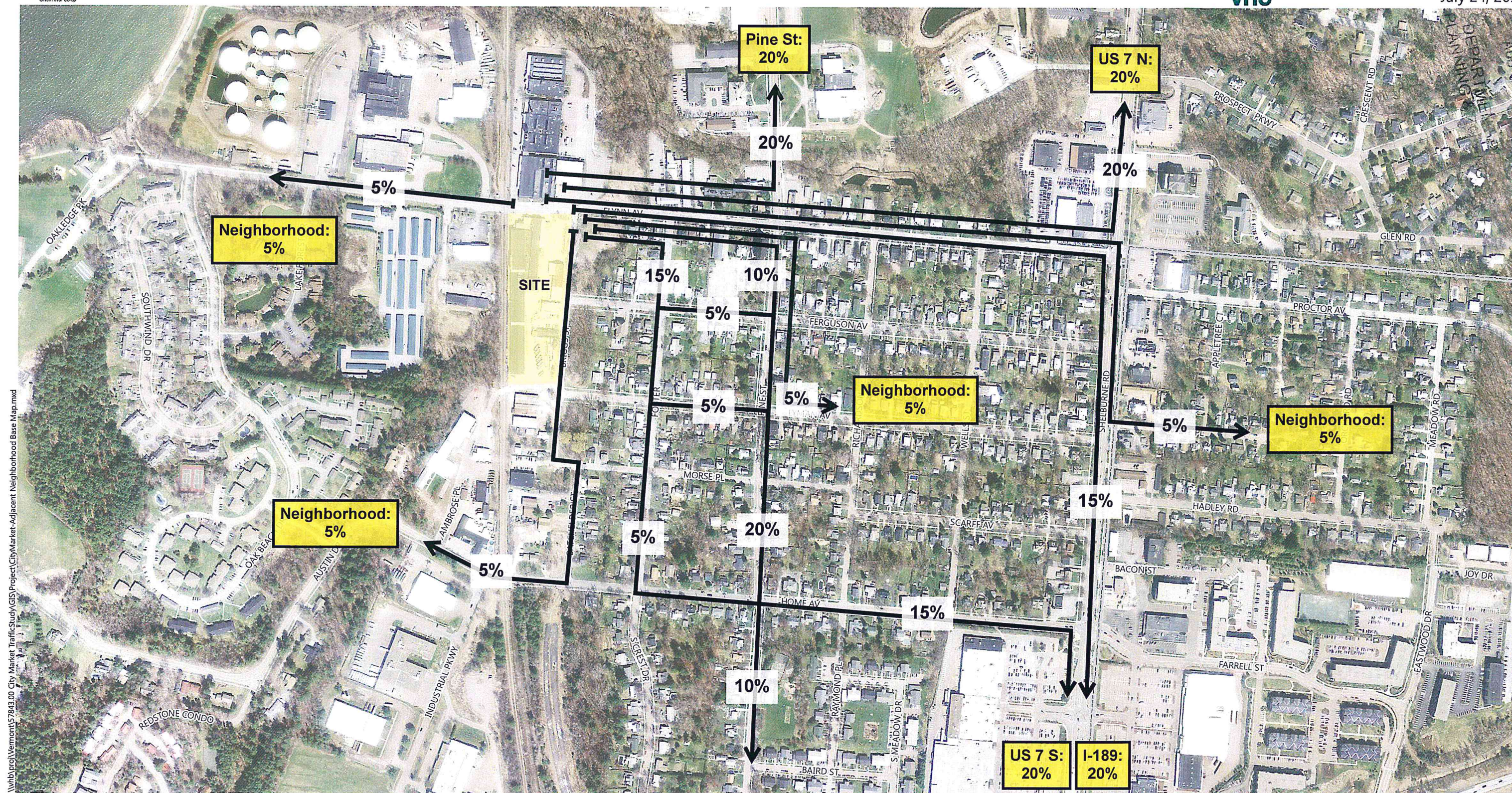
TRIP DISTRIBUTION

The site-generated trips were distributed onto the adjacent street network based on a combination of background traffic patterns, an understanding of route preferences and potential "short-cut" routes, travel time measurements, and engineering judgement.

Figure 3 shows the anticipated distribution of site-generated trips prior to the construction of the Champlain Parkway. The yellow boxes on the figure represent the estimated percentage of site-generated trips headed to or from that particular zone. For example, the combination of the US 7 south and I-189 zones are estimated to be a source or destination for 40% of the site-generated trips. 15% of these trips are assumed to travel Shelburne Road to Flynn Avenue, 15% are assumed to travel via Home Avenue, and the remaining 10% are assumed to use Pine Street and Queen City Park Road to reach Shelburne Road south of the I-189 interchange.

Figure 4 shows the anticipated pre-Parkway trip distribution with the following additional detail provided on several adjacent streets: 1) the existing weekday evening peak hour traffic volume, 2) the number of additional site-generated

² Trip Generation Handbook, 2nd Edition - Institute of Transportation Engineers, Washington D.C., 2004.



\\vhb\proj\Vermon\157843.00 City Market Traffic Study\GIS\Project\CityMarket-Adjacent Neighborhood Base Map.mxd



LEGEND

- US 7: 5%** Site generated trip origin/destination zone
- 5%** Site generated trips on route

City Market Traffic Study

Burlington, Vermont

Sources:
Background Imagery by VCGI (2013)
VCGI (Vermont Center for Geographic Information - 2012)
VTrans (Vermont Department of Transportation - 2014)
VHB - 2016

Figure 3
Trip Distribution
No Champlain Parkway



Burlington, Vermont

Figure 4

Trip Distribution

Change in Weekday Evening Peak Hour Volumes

trips anticipated to travel that street during the weekday evening peak hour, and 3) the percentage increase in traffic resulting from the City Market trips.

The addition of the Champlain Parkway to the area creates a more direct and faster route for certain trips to and from the north of the City Market site and for most, if not all, of the trips to and from I-189, Shelburne Road and points south. The anticipated distribution of site-generated trips with the Champlain Parkway in place is shown in **Figure 5**. As shown, the Champlain Parkway is expected to remove most of the site-generated traffic traveling through the adjacent neighborhoods (as well as a significant portion of existing background through traffic as well).

TRAFFIC NETWORKS

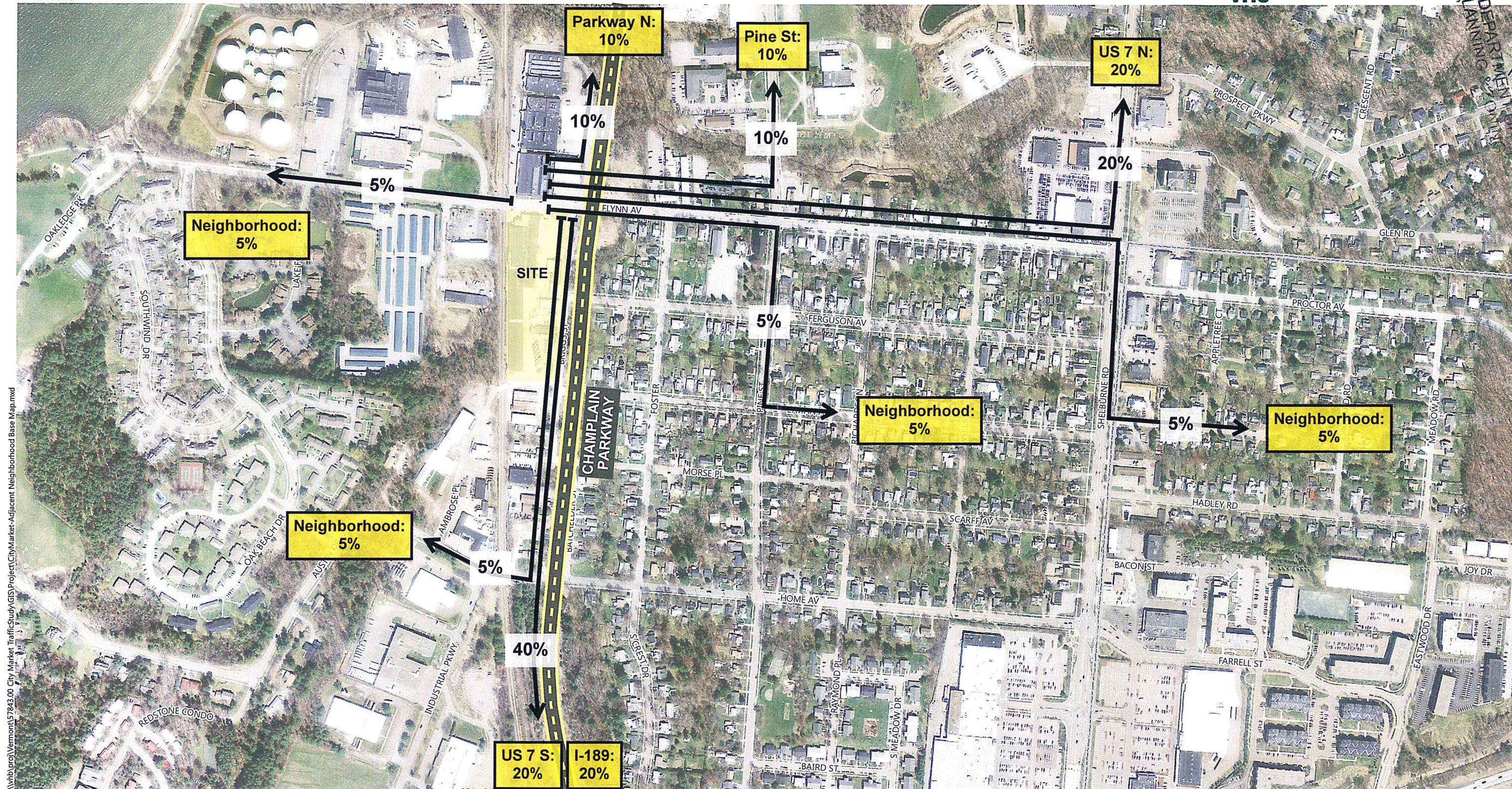
Turning movement traffic counts collected by the Chittenden County Regional Planning Commission (CCRPC) at Pine Street and Flynn Avenue in June of 2014 and by VHB at Flynn Avenue and Briggs Street in January of 2016 during the weekday evening peak period were used as the basis for this evaluation. To evaluate the impact of the proposed development within the study area, the 2014 and 2016 peak hour traffic volume counts were projected to the opening year (2017) of the development and a 5-year forecast horizon (2022). Copies of the traffic volume count data are provided in the Appendix.

Seasonal Variation

Since it is impractical to design for the highest volume encountered during the year, VTrans guidelines recommend a compromise between capacity and cost. Design Hourly Volume (DHV) criteria allow roads to be designed for the 30th highest hourly volume of the year. Historical data from the closest, most comparable VTrans continuous count stations located on VT 127 in Burlington (P6D001), US 7 in Colchester (P6D040), and US 2 in Williston (P6D061) were reviewed to establish an appropriate DHV condition. The majority of the 30th highest hours at these three count stations occurred during the weekday evening peak hours, indicating that a weekday evening DHV condition is appropriate. As such, a 1.05, and 1.23 DHV adjustment was applied to the June and January weekday evening peak hour data, respectively. Detailed calculations for the DHV adjustments are provided in the Appendix.

Background Growth

Traffic growth is a function of expected land development in the region. To predict a rate at which traffic can be expected to grow during the forecast period, historical traffic growth was examined. The regression analysis for the urban highway group prepared by VTrans suggests that regional short term traffic growth will be approximately flat (i.e. 0 percent annually). Discussions with the City of Burlington planning staff revealed that there were not any other significant developments in the area that would affect traffic volumes. Therefore, it was concluded that an average annual growth rate of 0.75 percent would provide a conservative assessment of traffic growth in the proximate area for this evaluation. VTrans regression analysis is provided in the Appendix.



\\vhb\proj\157843.00 City Market Traffic Study\GIS\Project\CityMarket-Adjacent Neighborhood Base Map.mxd



LEGEND	
US 7: 5%	Site generated trip origin/destination zone
5%	Site generated trips on route

City Market Traffic Study

Burlington, Vermont

Sources:
Background Imagery by VCGI (2013)
VCGI (Vermont Center for Geographic Information - 2012)
VTrans (Vermont Department of Transportation - 2014)
VHB - 2016

Figure 5
Trip Distribution
With Champlain Parkway



Memorandum

No Build and Build Traffic Networks

The 2017 and 2022 No Build traffic volumes were developed by applying the average annual growth rate of 0.75 percent per year to the 2014 and 2016 DHV adjusted peak hour traffic volumes. The 2017 and 2022 No Build weekday evening peak hour volumes are shown in **Figures 6-7**.

The directional distribution of site-generated traffic was approximated based on existing travel patterns within the project study area. Pass-by and diverted trip distributions were based on existing traffic flows on the adjacent roadway system. Based on the expected trip distribution, the site-generated trips were added to the 2017 and 2022 No Build peak hour traffic volumes to establish the 2017 and 2022 Build networks. It should be noted that no reduction of traffic was taken for the existing uses on site to provide a conservative evaluation for the Build condition. The Build networks are shown in **Figures 8-9**.

The 2022 forecast year condition was also evaluated with the Champlain Parkway in place. Traffic volume projections from the Southern Connector/Champlain Parkway MEGC-M5000(1) study prepared by CHA were used to establish the forecast No Build traffic volumes with the Parkway in place³. The 2022 No Build and Build forecast year condition traffic volume networks with the Champlain Parkway in place are shown in **Figures 10-11**.

TRAFFIC ANALYSES

Intersection capacity analyses were performed for the study area intersections. Levels of service (LOS) were calculated based on the criteria published in the 2000 Highway Capacity Manual⁴. Level of service is the term that defines the conditions that may occur on a given roadway or at an intersection when accommodating various traffic volume loads. Levels of service range from A to F with LOS A representing generally free flowing operating conditions and LOS F representing the most congested conditions. Copies of the level of service calculations have been provided in the Appendix.

Signalized Intersections

Table 2 summarizes the operational analysis at the *signalized* study area intersections during the 2017 and 2022 weekday evening peak hours under No Build and Build conditions. The results are shown with and without the Champlain Parkway in place in the 2022 condition.

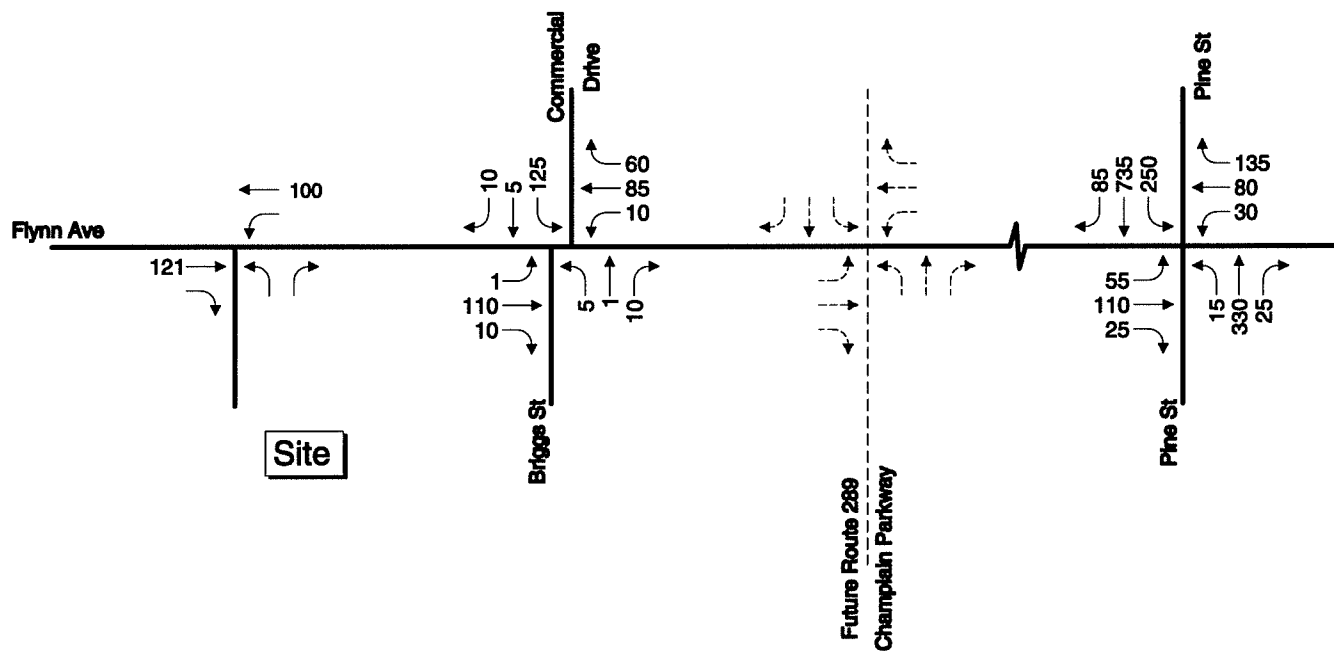
As shown, the intersection of Flynn Avenue at Pine Street is expected to operate at LOS B in both the No Build and Build scenarios, except for the 2022 Build without Parkway scenario, where the intersection is expected to operate at LOS C. Traffic volumes are expected to be diverted from Pine Street to the Champlain Parkway once complete. As a

³ Volumes from the 2009 Champlain Parkway Final Supplemental Environmental Impact Statement scenario, "2028 PM Peak Hour Traffic Volumes C-1 Section C-2 Section Only" were used as the 2022 No Build volumes for the Pine/Flynn and Flynn/Parkway intersections, under the Champlain Parkway No Build and Build conditions.

⁴ Highway Capacity Manual, Federal Highway Administration, Transportation Research Board, 2000.

DEPARTMENT OF
PLANNING & ZONING

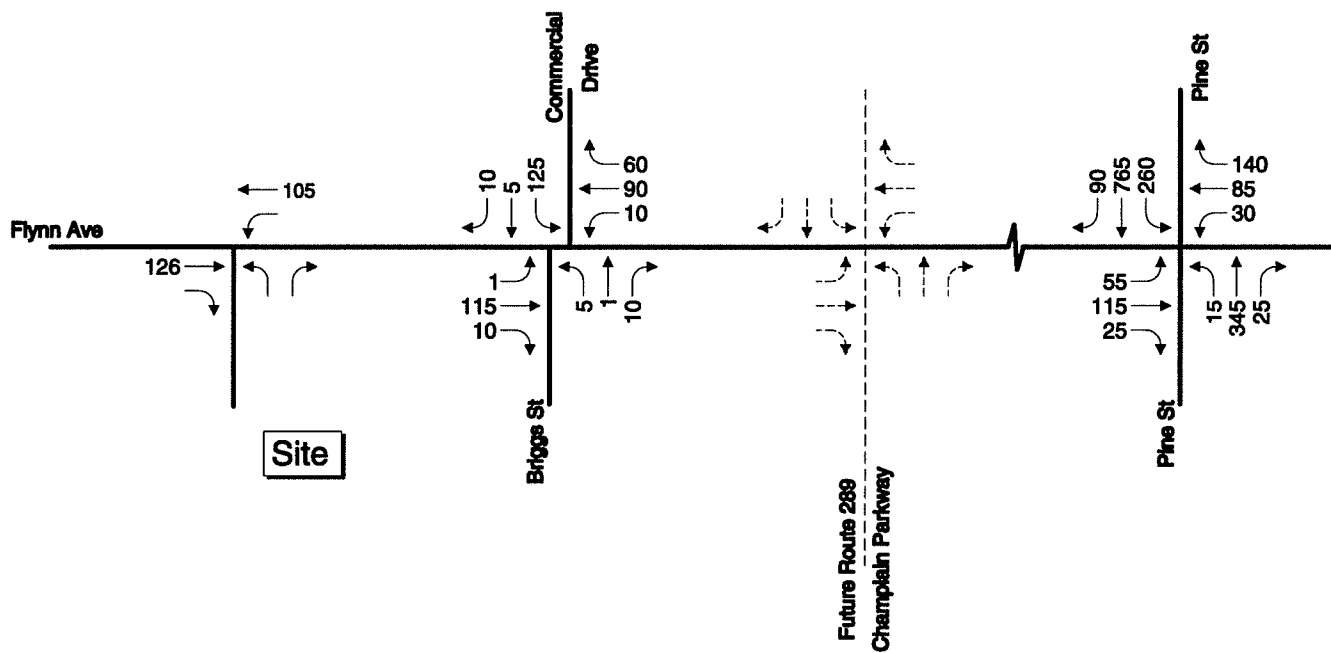
AUG 01 2016



Not to Scale



Figure 6
2017 No Build Weekday Evening
Peak Hour Traffic Volumes

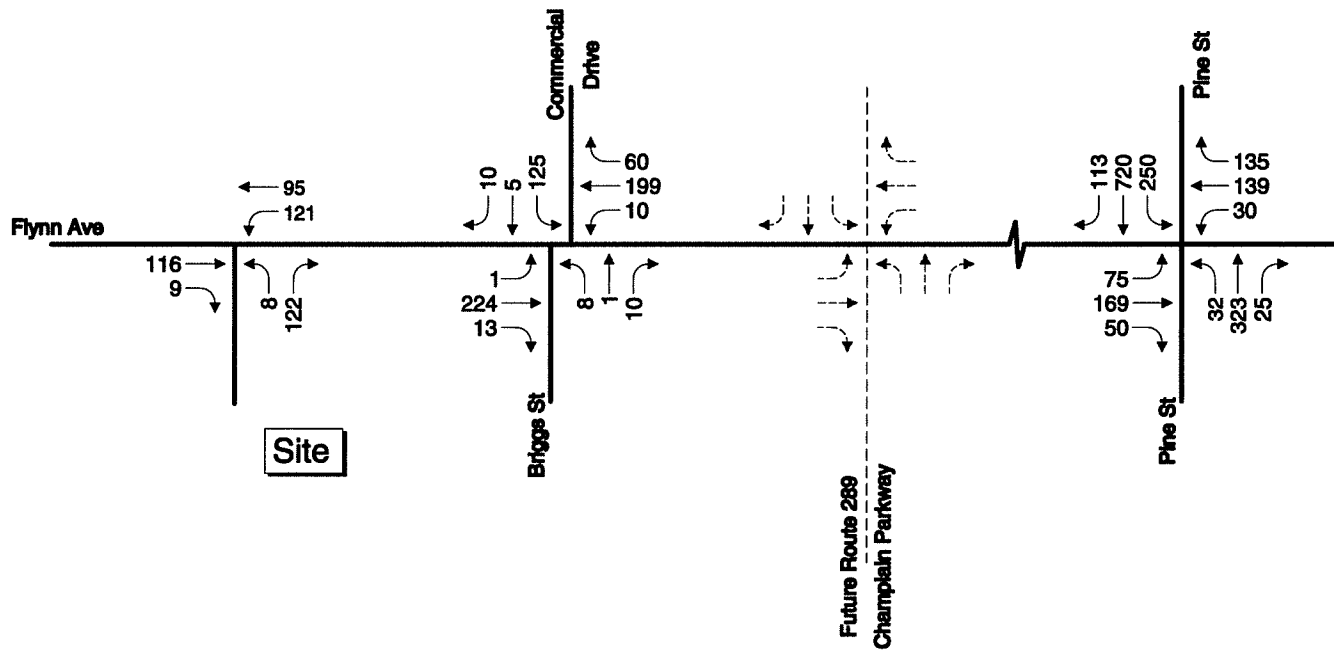


Not to Scale



Figure 7
2022 No Build Weekday Evening
Peak Hour Traffic Volumes

AUG 01 2018
DEPARTMENT OF
PLANNING & ZONING



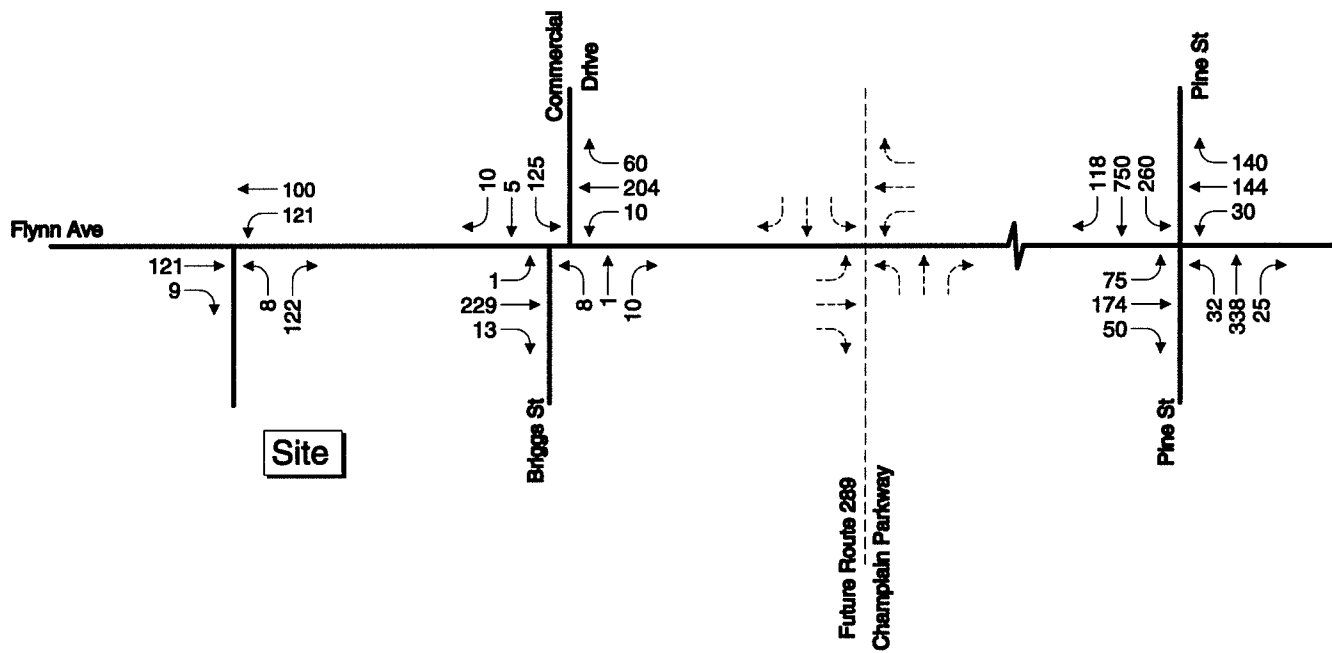
↑
Not to Scale



Figure 8
2017 Build Weekday Evening
Peak Hour Traffic Volumes

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016



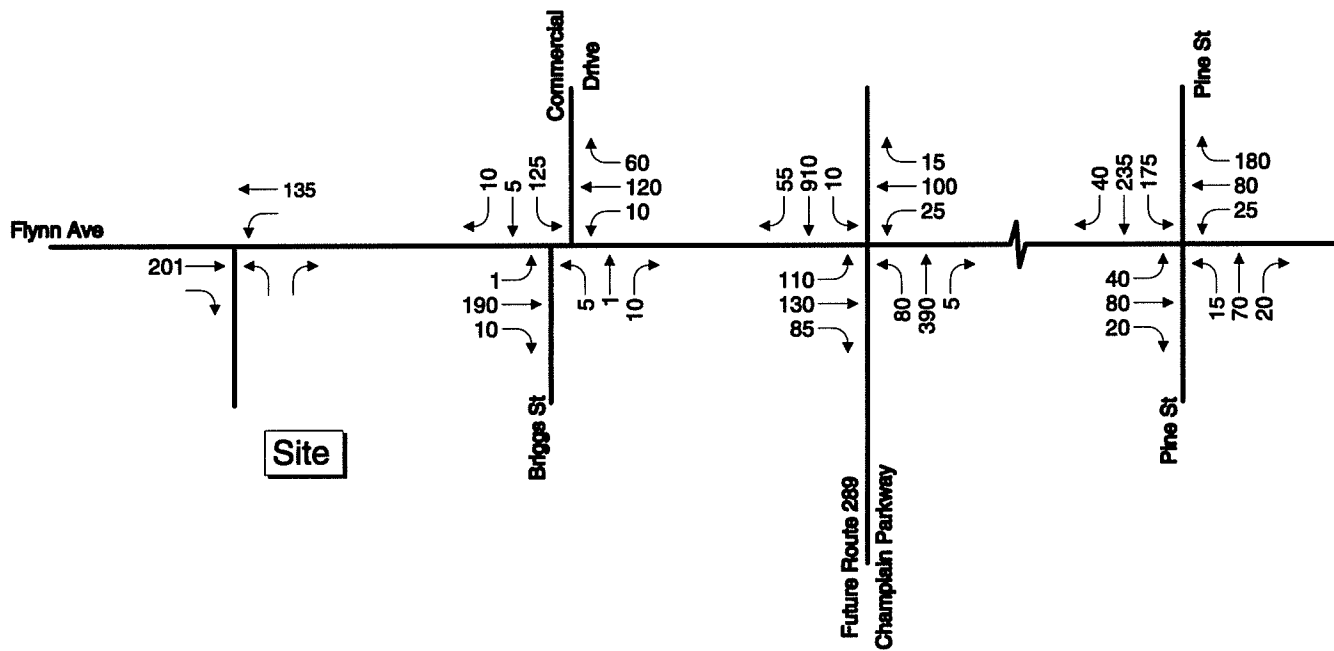
Not to Scale



Figure 9
2022 Build Weekday Evening
Peak Hour Traffic Volumes

DEPARTMENT OF
PLANNING & ZONING

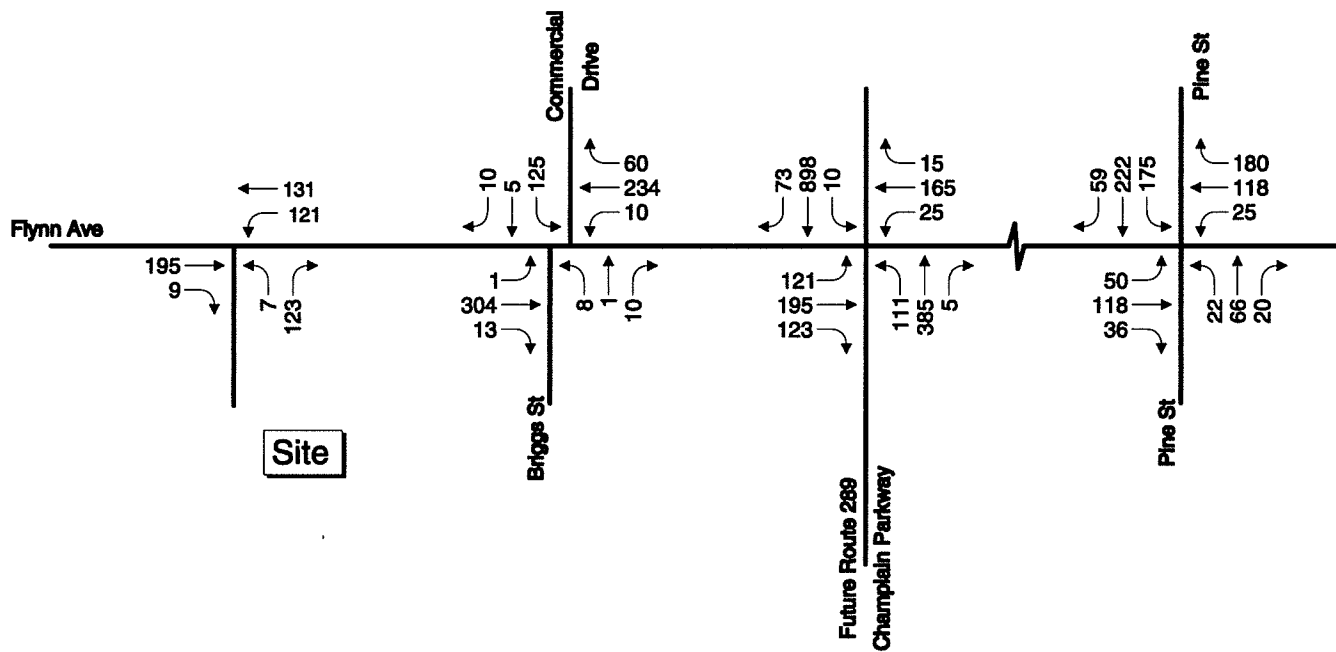
AUG 01 2016



Not to Scale



Figure 10
2022 No Build Weekday Evening
With Champlain Parkway
Peak Hour Traffic Volumes



↑
Not to Scale



Figure 11
2022 Build Weekday Evening
With Champlain Parkway
Peak Hour Traffic Volumes



Ref: 57843.00

July 27, 2016

Page 7

result, the intersection of Flynn Avenue at Pine Street is expected to operate at LOS B with or without the proposed development with the Champlain Parkway in place.

The new intersection of Flynn Avenue at the Champlain Parkway is expected to operate at LOS E in the No Build Condition and at LOS F with the proposed development in place.

It is important to note that the signalized intersection analyses for the "with Parkway" condition replicated the traffic volumes, signal timing/phasing, and other Synchro/HCM inputs from the *Southern Connector/Champlain Parkway MEGC-M5000(1) Final Supplemental Environmental Impact Statement (FSEIS)*⁵ to ensure consistency between the analysis conducted for the Parkway FSEIS and this traffic study. In our opinion, the FSEIS Synchro/HCM inputs included several factors and adjustments that result in an overly conservative analysis, notably a Peak Hour Factor adjustment of 0.9 – which effectively increases all volumes (including site generated trips) by 10%. The FSEIS traffic analysis also assumed an exclusive pedestrian phase at the Flynn Avenue / Champlain Parkway intersection. We would anticipate this intersection would likely operate with an advanced concurrent pedestrian phase, similar to most other signalized intersections in the City, resulting in lower delays than those reported below.

TABLE 2: SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Location	Year (Condition)	No Build PM			Build PM		
		v/c*	Delay**	LOS***	v/c	Delay	LOS
Flynn Ave at	2017	0.83	13	B	0.94	18	B
Pine St	2022 (w/o Parkway)	0.85	13	B	0.88	21	C
	2022 (w/ Parkway)	0.43	10	B	0.47	11	B
Flynn Ave at							
Champlain PKWY	2022 (w/ Parkway)	1.02	73	E	1.16	110	F

* Volume to capacity ratio.

** Delay expressed in seconds per vehicle.

*** Level of service.

w/ Parkway – Evaluation includes the Champlain Parkway (C1 & C2 2-Lane Alternative).

Unsignalized Intersections

Table 3 summarizes the operational analysis at the *unsignalized* study area intersections. All movements at the intersection of Flynn Avenue at Briggs Street and the 208 Flynn Avenue commercial driveway are expected to operate at LOS C or better through the 2022 forecast year with or without the proposed development. The proposed site driveway on Flynn Avenue is expected to operate at LOS B through the 2022 forecast year condition with or without the Champlain Parkway in place.

⁵ 2028 PM Peak Hour Traffic Volumes C-1 Section & C-2 Section Only scenario

Ref: 57843.00
July 27, 2016
Page 8

It should be noted that the capacity analysis results for the Champlain Parkway condition do not fully account for the proximity of the proposed signal on Flynn Avenue with Briggs Street and the 208 Flynn Avenue site driveway. Potential queuing on Flynn Avenue generated by the Champlain Parkway signal would impact the ability for vehicles to enter Flynn Avenue from Briggs Street and the 208 Flynn Avenue driveway. In particular, access from the 208 Flynn Avenue driveway will be significantly impacted by the proposed signal, given the lack of separation between the driveway and the signal's eastbound stop bar. This condition is attributable to the geometric design of the Flynn Avenue and Champlain Parkway intersection, not to City Market.

TABLE 3: UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Location / Movement	2017 No Build PM			2017 Build PM		
	Demand*	Delay [^]	LOS ⁺	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	15	10	A	20	11	B
SB movements from 208 Flynn Ave	140	12	B	140	15	C
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	130	11	B
Location / Movement	2022 No Build PM (w/o PKWY)			2022 Build PM (w/o PKWY)		
	Demand	Delay	LOS	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	20	10	A	20	11	B
SB movements from 208 Flynn Ave	140	12	B	140	15	C
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	130	11	B
Location / Movement	2022 No Build PM (w/ PKWY)			2022 Build PM (w/ PKWY)		
	Demand	Delay	LOS	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	20	10	B	20	13	B
SB movements from 208 Flynn Ave	160	14	B	160	21	C
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	130	11	B

* Demand in vehicles per hour.

[^] Delay in seconds per vehicle.

⁺ Level of service.

w/ PKWY – Evaluation includes the Champlain Parkway (C1 & C2 2-Lane Alternative).

Proposed Traffic Mitigation

Based on the assessment of existing site conditions, crash data, and existing and projected traffic volumes, no off-site traffic improvements were deemed necessary to mitigate the impacts of site-generated trips in the pre-Champlain Parkway condition.

Several operational improvements were identified to address the LOS F conditions that were encountered at the Flynn Avenue/Champlain Parkway intersection under the 2022 post-Parkway Build scenario. However, it is our understanding that any proposed changes to the currently approved Champlain Parkway FSEIS design (e.g. additional turn lanes, signal timing changes, etc.) would trigger potentially adverse permitting-related impacts and schedule setbacks for the Champlain Parkway project.

Given the overall conclusions of this traffic assessment and permitting-related constraints associated with the Champlain Parkway, the recommended project mitigation has been divided into two categories as follows:

- Traffic Mitigation within City Market's Full Control:
 - Relocate the City Market main site driveway to the west side of the lot with all vehicles entering and exiting via Flynn Avenue (*task complete*). The Briggs Street driveway will be gated and used for emergency access only until the Champlain Parkway is completed, at which point City Market may re-initiate discussions with the City about opening the Briggs Street driveway for general purpose traffic.
 - Based on questions raised by neighbors about the potential for increased cut-through traffic, we recommend that City Market: 1) conduct weekday evening peak hour turning movement counts at selected intersections along Foster, Pine, and Briggs Streets after the opening of the store, and 2) prepare a brief summary comparing neighborhood traffic volumes before and after the opening of the City Market store.
- Potential Post-Parkway Traffic Mitigation Outside of City Market's Control:
 - Restripe the eastbound approach to the Flynn Avenue/Champlain Parkway intersection to add an exclusive right-turn lane (or left-turn lane, if observed volumes and subsequent analysis shows improved performance when compared to an exclusive right-turn lane). Add appropriate vehicle detection, signal hardware, and timing changes to accommodate the new right-turn lane and right-turn overlap phase with the northbound/southbound left-turn phase.
 - Modify the traffic signal phasing at the Flynn Avenue/Champlain Parkway intersection to change from an exclusive pedestrian phase to a leading concurrent pedestrian phase and optimize the signal splits based on field observations (without adversely affecting the overall Parkway coordination).
 - Investigate the opportunities for a new break in access on the Champlain Parkway to permit right-in/right-out access directly from Briggs Street.
 - Investigate opportunities to modify the internal traffic circulation pattern on the 208 Flynn Avenue lot to make the westerly driveway an exit only and the easterly driveway an enter only.

- Investigate opportunities to remove on-street parking spaces along the south side of Flynn Avenue at the approach to Pine Street and place pavement markings to delineate an eastbound right-turn lane at the intersection.

Table 4 below compares the operational performance of the Flynn Avenue/Champlain Parkway intersection under the 2022 Build condition against the performance under the 2022 Build with Mitigation condition (which includes the additional eastbound right turn lane and signal modifications outlined above). As the results show, the improvements considered for the Flynn Avenue/Champlain Parkway intersection under the Build with Mitigation scenario reduce delay and LOS to be generally equivalent with the No Build condition at this intersection.

TABLE 4: SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY – MITIGATION

Location	Mitigation	2022 Weekday Evening Peak Hour					
		Build			Build w/ Mitigation		
		v/c*	Delay**	LOS***	v/c	Delay	LOS
Flynn Ave at Champlain PKWY	EB right-turn lane w/ overlap phase; Optimized splits; and Leading concurrent ped	1.16	110	F	1.05	73	E

* Volume to capacity ratio.

** Delay expressed in seconds per vehicle.

*** Level of service.

CONCLUSIONS

The proposed redevelopment program consists of demolishing the existing structures on site and constructing a 33,874± square foot City Market grocery store with associated uses. The trip generation estimates indicated that the proposed development will generate approximately 320 trips during the weekday evening peak hour. After accounting for non-automobile trips (e.g. walkers, cyclists, and transit users), pass-by trips, and diverted trips, the proposed City Market is expected to generate approximately 130 *new* vehicular trips during the evening peak hour.

Primary access and egress is proposed on Flynn Avenue approximately 225 feet west of Briggs Street. Emergency vehicle access is provided via a gated entrance off of Briggs Street approximately 500 feet south of Flynn Avenue. Sight lines at the proposed site driveway exceed AASHTO's recommended guidelines.

Prior to the construction of the Champlain Parkway, the site driveway and study area intersections are projected to operate acceptably under both the No Build and Build scenarios. However, given neighbor concerns over increased traffic on adjacent streets, it is recommended that City Market conduct traffic counts in the adjacent neighborhood after project completion and prepare a summary of pre- vs. post-construction traffic levels in the neighborhood.

Following the construction of the Champlain Parkway, the newly created intersection at Flynn Avenue is expected to operate at LOS F conditions during the weekday evening peak hour. While specific improvements to the Flynn Avenue/Champlain Parkway intersection are outside of City Market's control due to Parkway permit implications, it is

Ref: 57843.00
July 27, 2016
Page 11



recommended that City Market coordinate with the City of Burlington to implement specific geometric and operational improvements at this intersection as detailed in the *Mitigation* section of this report directly following the completion of the Champlain Parkway project. The recommended mitigation improves performance at this intersection to be generally equivalent to No Build conditions.

Scott Gustin

From: Angi Weisz <angi.weisz@gmail.com>
Sent: Tuesday, July 05, 2016 8:57 PM
To: Scott Gustin; Matt Murray
Subject: Interested party. RE: South End City Market application # 16-1145CA/MA.

Hi Scott,

I'm writing to express that my husband and I would like to be considered an interested party in the South End City Market application located for 207 Flynn Av owned by Vermont Railroad Inc. The application number is 16-1145CA/MA. Unfortunately we were unable to attend tonight's meeting.

My husband, Matt Murray, and I are homeowners at 147 Foster St Burlington, VT 05401.

Please include us in relevant news at: matt.murray13@gmail.com & angiweisz@gmail.com

Thank you,
Angi & Matt Murray
720-937-9574

As you know, the City Market zoning application will be subject to a public hearing before the Burlington Development Review Board on **Tuesday July 5th at 5:00 p.m. at Contois Auditorium in City Hall.**

If you do not participate in this process now, you will lose all rights to be a legal participant to any subsequent appeal should you be dissatisfied with the decision of the DRB in this matter. Preserve your right to participate! Be heard now and reserve the right to remain party going forward. How do you do this?

If you attend the hearing be sure to sign-in and follow any instructions from the DRB and zoning staff regarding your participation. Please testify - you don't have to be long-winded, simply share the area of your concerns generally or a specific thought you have.

If you cannot attend the hearing (and even if you do this is still a good idea), then submit your thoughts in writing. Please include the following:

- 1) Your name and address - if you are a homeowner it's good to mention that, include the name of your spouse or significant other provided they are ok with that of course).
- 2) Be clear that you wish to be considered an interested person in the South End City Market application located for 207 Flynn Av owned by Vermont Railroad Inc. The application number is 16-1145CA/MA.
- 3) Feel free to share your thoughts, comments and concerns about the project.

Written comments should be submitted by USmail or email to:

Scott Gustin, Dept of Planning and Zoning
SGustin@burlingtonvt.gov
149 Church Street
Burlington VT 05401

Hope to see as many of you as possible on July 5th or learn that you have submitted written comments!

LANCE SMITH, PHD

34 Lyman Ave
Burlington Vt, 05401
(802) 881-6242

RECEIVED
JUN 27 2016

DEPARTMENT OF
PLANNING & ZONING

June 22, 2016

Scott Gustin, AICP, CFM

Principal Planner & Asst. Administrative Officer
Dept. of Planning & Zoning
149 Church Street
Burlington, VT 05401
(802) 865-7189

Dear Mr. Gustin,

As an interested person who lives in very close proximity to the proposed development of City Market at the corner of Flynn Avenue and Briggs Street, I would like to provide a comment on the Public Hearing Notice for the July 5, 2016 DRB meeting 16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5) Vermont Railroad Inc.

Our street, Lyman Avenue, is currently a quiet residential street. My two young children can ride their bikes on our street without concern. Even though we lack sufficient sidewalks on the route to Champlain Elementary School, we walk the streets with little worry. The neighbor kids a few houses down play basketball on the street in the evenings. Numerous Driver Training schools use our street to initiate new drivers. We purchased our house on this street specifically because of these dynamics.

The proposed City Market is likely to change all of this. Cars coming to City Market from the south are likely to cut-through our street to avoid the traffic light at the intersection of Flynn Avenue and Pine Street; cars that exit City Market onto Briggs Street will be channeled to our street, Ferguson Avenue and Morse Place as they attempt to head Eastward or Southward to get home. The dynamics on our street will be irrevocably changed.

For this reason, we join with the 70 other households in our neighborhood that are requesting that Lyman Avenue, Ferguson Avenue and Morse Place be disconnected from Briggs Street as a part of the zoning application.

We believe that our request is reasonable. We are not asking for much. The future plans for the Champlain Parkway entail dead-ending our streets anyway. We know that dead ending our streets can be accomplished with minimal expense. The folks who live on the collector streets of Flynn Avenue and Pine Street are likely to notice a small increase in the percentage of traffic on their streets, but the quality of life they experience on their streets will change little.

We are a family that is in support of having City Market as a new neighbor, we simply ask that development plans include disconnecting Lyman, Ferguson and Morse Place from Briggs Street so that the accompanying traffic does not significantly alter our neighborhood.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lance C. Smith', with a large, stylized flourish at the end.

Lance C. Smith, PhD

RECEIVE
JUN 27 2016
DEPARTMENT OF
PLANNING & ZONING

Scott Gustin

From: sbertrand <sbertrand@burlingtontelecom.net>
Sent: Tuesday, June 28, 2016 1:25 PM
To: Scott Gustin
Cc: Jamma; Bill Bryant; Nick Hinge; Paul O'Brian
Subject: 207 Flynn Avenue

Dear Scot,

My wife Jan Lea and I have lived at 130 Foster Street in the south end for over 25 years and we would like to be considered as interested people in the South End City Market application located for 207 Flynn Av owned by Vermont Railroad Inc. The application number is 16-1145CA/MA.

We consider this as a safety issue first and quality of life issue secondly. People speed through our neighborhood avoid the Home Avenue/Pine street juggernaut especially during commuter hours and beginning July first the number of children (10 and younger) on Foster Street between Morse and Home Avenue alone will be 8. The Market will extend these busy hours dramatically. When canvassing for signatures to bring this problem to the attention of DPW all I needed to mention was traffic alone, no mention of the City Market project was needed as everyone knows the neighborhood has become a short cut for drivers already. Calming traffic in the neighborhood is essential... 15mph speedbumps at the minimum... and I'm talking at least 3 between Morse Place and Home Avenue alone. The City seems to not want sidewalks at all so something else has to be done to prevent City Market Traffic from impacting our neighborhood streets. The parkway project will help, but as all Burlingtonians know this may never happen. We need the feeder streets of Ferguson, Lyman and Morse blocked off prior to the Market opening AND traffic calming to save our neighborhood. We cant wait for the parkway for this to happen.

Yours Truly,
Stephen M. Bertrand
130 Foster Street
862-9683

Scott Gustin

From: David E. White
Sent: Monday, May 02, 2016 8:27 AM
To: Mary O'Neil; Scott Gustin
Subject: FW: Changes Affecting Flynn Ave

FYI

David E. White, AICP
Director of Planning & Zoning
City of Burlington, VT

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

From: Anne Damrosch [mailto:annedam@comcast.net]
Sent: Sunday, May 01, 2016 10:48 AM
To: Mayor's Office <mayor@burlingtonvt.gov>
Cc: Joan Shannon <jshannon@burlingtonvt.gov>; Chip Mason <cmason@burlingtonvt.gov>; David E. White <DEWhite@burlingtonvt.gov>
Subject: Changes Affecting Flynn Ave

Dear Miro,

I am writing to you about the upcoming changes to our neighborhood, because I have appreciated your sincere interest in neighborhood concerns in the past.

→ I went to the City Market public meeting two weeks ago, with great interest in the plans for the project. I am very happy and excited that the store is coming to the South End, and impressed with the building design. But I was concerned when I learned that there was a push from residents on Ferguson and Lyman to dead-end the streets, to prevent traffic from the store entering. Clearly, this would mean that most of the traffic would end up on Flynn Avenue, as well as some on Home Ave. As you know, the residents of Flynn Ave have long borne the brunt of car and truck traffic in the neighborhood. Our houses shake when the trucks roar by; we breathe their diesel fumes; we are awakened by the din beginning at 4:00 AM. Adding more cars and trucks, *before the Champlain Parkway is built*, will only make matters worse.

I would also like to add my voice to the growing consensus on the Pine Street Deli project. It is too big, too drastically out of scale with the houses surrounding it. Plus, adding so many new apartments will only add to the traffic problems. The original design was acceptable to many in the neighborhood, because the scale was more consistent with the existing homes. For the developer to change the plan so drastically, and take an all nothing stance, seems unreasonable and disrespectful to the residents.

Thank you,

Anne Damrosch
368 Flynn Ave.

Scott Gustin

From: Paul O'Brian <obrian1@hotmail.com>
Sent: Wednesday, June 29, 2016 12:47 PM
To: Scott Gustin
Subject: City Market Application for Flynn Ave.

Dear Mr. Gustin,

I would like to submit my comments for the record and to be considered as an interested party and resident of the neighborhood by the City in reference to the City Market application for the South End Location on 207 Flynn Ave. Application number 16-1145CA/MA. Thanks for taking the time to include this as an official comment. I'd like to preserve my appeal rights with this communication as I'm unable to attend the meeting with the Development Review Board at City Hall on July 5, 2016. I wasn't aware of the zoning hearing at all or other previous public meetings regarding this application. My first notice of the project was the City Market's sign that appeared on the property of Flynn Ave last fall indicating that the site was the future South End location of the City Market.

My concerns are with quality of life and safety in a residential neighborhood. I live three blocks from the proposed location of the market. The implications of an additional commercial property and a market that would generate a significant amount of traffic in this residential neighborhood needs to be considered with great care and I don't believe the process and timeline has allowed for that. This is a quality of life issue and safety issue for residents of our neighborhood. It is a residential neighborhood and is not designed for and it was not anticipated that it would be subjected to the increased traffic and non-conforming use of a large market. I'd like to echo many of my neighbors' concerns for speeding and cutting through the neighborhood especially around "rush hours" and this project would certainly add to the amount of traffic in our quiet residential area.

I'm not sure what the solution is but it's critical to address safety and quality of life even if the City Market plan doesn't go through. I can certainly speak to my experiences on my street in front of my house. I have lived on Foster Street for 12 years. Traffic concerns and safety concerns have dramatically increased since I have moved there, most notably in the past three years. Foster Street pedestrians are in real danger since there are no sidewalks on our street. I've had a neighbor struck and seriously injured at the intersection of Home and Foster because someone ran that stop sign. Cars routinely run all stop signs in our neighborhoods and continue to speed through the neighborhood to avoid Flynn and Pine intersections, Pine and Home intersections and Home and Shelburne Rd intersections. I would ask the City to conduct a traffic study of those intersections and the adjoining streets to get an accurate estimate of the number of cars travelling in that area so that there is an *accurate base of knowledge before they consider the additional traffic* associated with a new City Market location. Even without the increased traffic and trucking that a City Market location would bring to the neighborhood, calming traffic is a critical need. There are many children that live on my block alone and they need to be protected. There is no adequate sidewalks on Foster or Briggs or Batchelder. It's apparent that the City Market and City think that this will be a walking destination for customers but I fail to understand how that conclusion was made or supported. I have heard the desire for speed bumps and the feeder streets of Lyman, Ferguson and Morse to be closed off so that traffic would be forced to use Flynn Ave. I don't think this is a

viable solution as it simply focuses the problem on Flynn and Pine intersection and the closing of those streets would simply mean that people park there and walk to the market. Certainly, it is premature to allow for this type of development before the parkway is even completed and an application can be adequately reviewed with the actual anticipated routes in place that are anticipated for with the construction of the Parkway. I think it's premature for the application to be approved prior to a major consideration, the Champlain Parkway, being completed.

My other concerns with the Market's plan and the traffic designs relate to parking and deliveries. I haven't heard precisely how many parking spaces are going to be available for City Market (customers and employees). I understand from neighbors that the new site plans for 114 parking spaces. There is a real need to examine what the overflow parking requirement will be since there are no parking garages or metered parking like the ones proximate to the downtown location. I expect this to be inadequate as this store will be an auto destination and relatively little pedestrian traffic except for the residents of the nearby neighborhoods who actually do walk. And again, without adequate sidewalks and safe intersections, I sincerely doubt that most people will be walking to this market, especially in the winter when the streets are covered with snow and it is hazardous to walk in them. I have heard that employees will not be allowed to park in the Market's own parking area. If that is true that is a real concern. How are their own employees going to find adequate parking. If they're expecting that their employees will be walking there is absolutely no way to ensure that happens. The application must include adequate parking for all employees in their estimate. Additional parking needs to be considered in the application and zoning restrictions must be adhered to. If this is truly going to be a pedestrian market for the neighborhood then there should be minimal (if any) parking to be considered at all if it is truly going to be a pedestrian accessed market. The market should reflect the anticipated design and pedestrian access, and neighborhood parking is a concern.

Our neighborhoods will undoubtedly be saturated with cars/trucks for the market's customers and deliveries if this isn't addressed. Is there going to be adequate parking for customers AND employees? I'd like to know the numbers and how they were arrived at. The City Market's parking downtown is illustrative of the problem with parking spilling into nearby garages and streets. I'd like to know what the plan is for parking and if employees have parking permits for the lot or will be required to park off site (and if so where?). Parking in that area is already at a premium for businesses on Flynn Ave and Oakledge Park. I'd also like to know what the delivery routes and times will be for the Market. Trucks driving through our neighborhood for deliveries is not something that we expected when we moved into the neighborhood and it should have been addressed in the permit application.

Have they considered any traffic concerns for the corner of Flynn and Pine? It's already at a maximum capacity with people trying to turn off Pine or Flynn since there are no green arrows.

This remains a residential neighborhood and I'd like to see that quality respected with any designs, and certainly the residents of those neighborhoods being given the opportunity to know well in advance of any preliminary decisions to allow an exception to current zoning requirements.

Accordingly, as homeowners and residents of the neighborhood we want to be listed as interested persons in the South End City Market application for the 207 Flynn Ave location owned by the Vermont Railroad. Application number 16-1145CA/MA.

Please acknowledge receipt of this communication and request.

Paul O'Brian
139 Foster St.
Burlington, VT 05401



freeman | french | freeman

81 Maple Street - Burlington Vermont 05401
802-864-6844 - www.fffinc.com
Architecture - Planning - InteriorsCITY MARKET
SOUTH ENDPERMIT PLANS
JULY 29, 2016

OWNER / OCCUPANT

Flynn Avenue, LLC/City Market, Onion River Co-op
82 S. Winooski Ave
Burlington, Vermont 05401
(802) 861-9700

ARCHITECT

Freeman French Freeman, Inc.
81 Maple Street
Burlington, VT 05401
(802) 864-6844

LANDSCAPE ARCHITECT

SE Group
131 Church St., 3rd floor
Burlington, VT. 05401
(802) 862-0098

CIVIL ENGINEER

CEA
10 Mansfield View Lane
South Burlington, VT 05404
(802) 864-2323

STORMWATER ENGINEER

VHB
40 IDX Drive, Bldg 100, Suite 200
South Burlington, VT 05403
(802) 497-6130

ENVIRONMENTAL ENGINEER

Stone Environmental, Inc.
535 Stone Cutters Way
Montpelier, VT 05602
(802) 229-4541

STRUCTURAL ENGINEER

Engineering Ventures
208 Flynn Avenue, Suite 2A
Burlington, VT 05401
(802) 863-6225

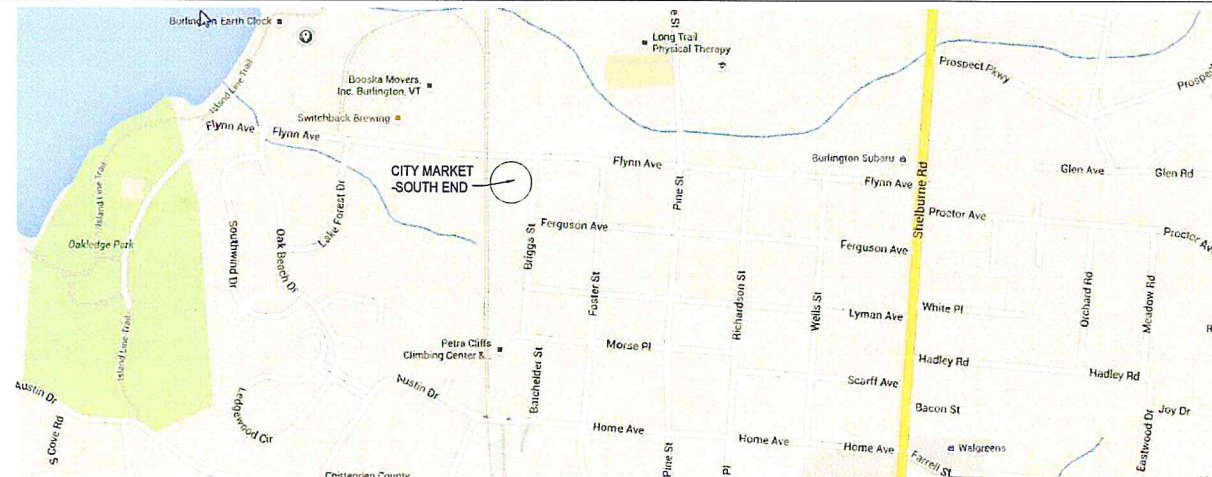
MEP ENGINEER

LN Consulting
69 Union St.
Winooski, VT 05404
Tel: (802) 655-1753

FIXTURES & EQUIPMENT

National Co-op Grocers
14 S. Linn Street
Iowa City, Iowa 52240
(866) 709-COOP

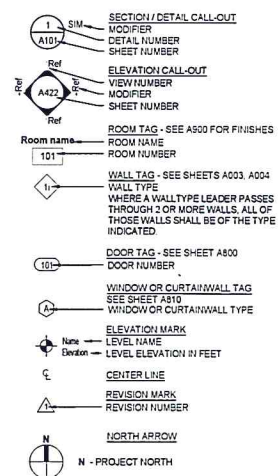
LOCATION MAP



PERSPECTIVE



SYMBOLS LEGEND



ABBREVIATIONS

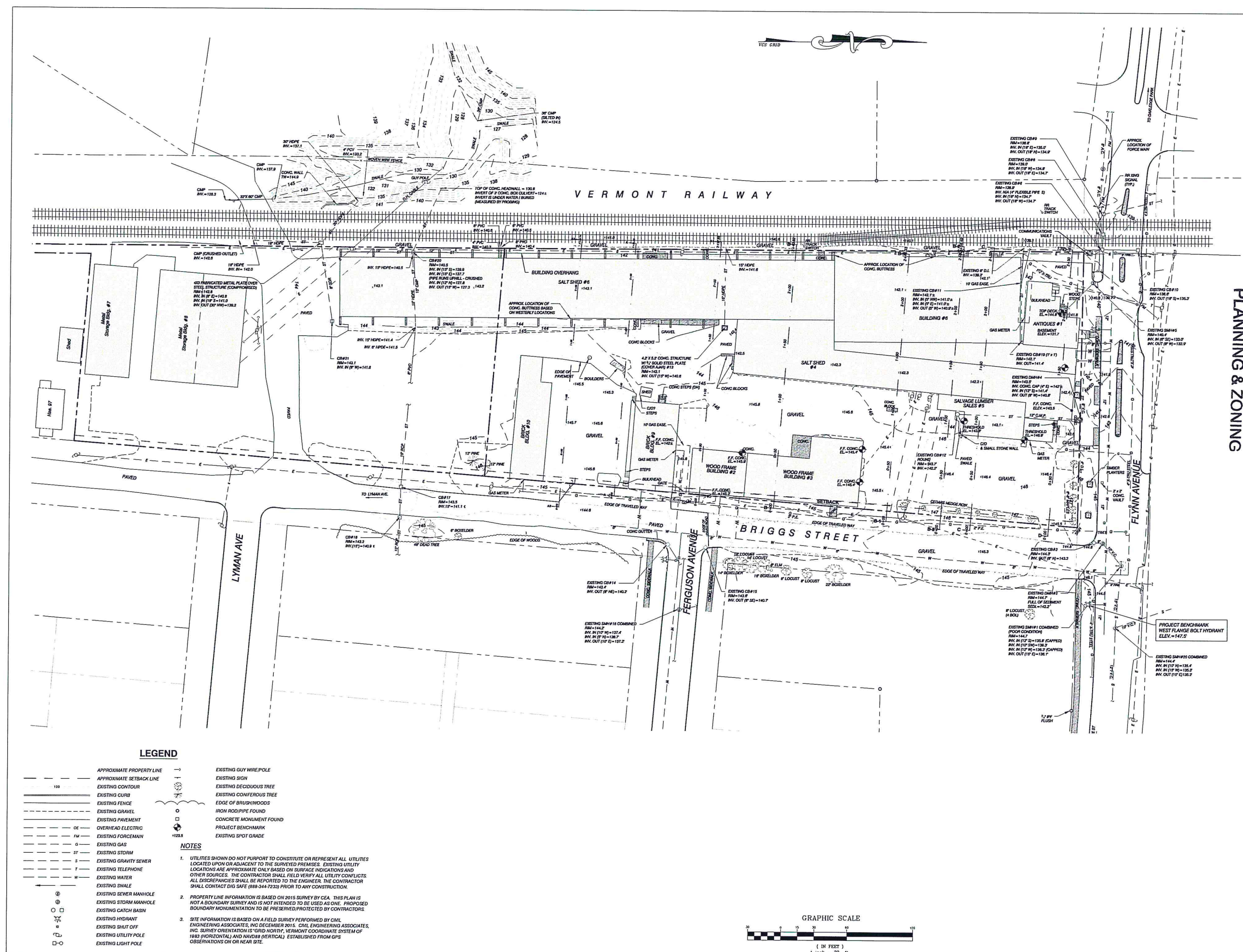
ACM	ALUMINUM COMPOSITE PANEL	MATL	MATERIAL
ACT	ACOUSTICAL CEILING TILE	MAL	MAXIMUM
ADA	AMERICANS WITH DISABILITIES ACT	MECH	MECHANICAL
AF	ABOVE FINISH FLOOR	MFR	MANUFACTURER
ALUM	ALUMINUM	MEN	MINIMUM
APPROX	APPROXIMATELY	MISC	MISCELLANEOUS
BD	BOARD	MO	MASONRY OPENING
BLDG	BUILDING	MTD	MOUNTED
		MTL	METAL
CG	CORNER GUARD	NIC	NOT IN CONTRACT
CJ	CONTROL JOINT	NTS	NOT TO SCALE
CL	CENTER LINE	OC	ON CENTER
CLE	CEILING	OD	OVERFLOW ROOF DRAIN
CLR	CLEAR	OFF	OFFICE
CMP	COMPOSITE METAL PANEL	OH	OPPOSITE HAND OR OVERHEAD
CMU	CONCRETE MASONRY UNIT	OPP	OPPOSITE
COL	COLUMN	OFN	OWNER FURNISHED
CONC	CONCRETE	OFI	OWNER INSTALLED
CONT	CONTINUOUS	OFN	OWNER FURNISHED CONTRACTOR INSTALLED
CORR	CORRIDOR		
CPT	CARPET		
CT	CONTRACTOR FURNISHED		
CFCI	CONTRACTOR INSTALLED	PJ	PANEL JOINT
CFOI	CONTRACTOR FURNISHED OWNER INSTALLED	PL	PLATE
		PLAM/P-LAM	PLASTIC LAMINATE
DF	DIAMETER	PLT	PLATFORM
DIA	DIMENSION	PLYWD	PLYWOOD
DIM	DOWN	PREZAB	PREZABRICATED
DN	DETAIL	PT	PRESSURE TREATED
DTL	DRAWING	PTD	PAINTED
DWG		QT	QUARRY TILE
EJ	EXPANSION JOINT	RCP	REFLECTED CEILING PLAN
EL/ELEV	ELEVATION	RD	ROOF DRAIN
ELEC	ELECTRIC	REF	REFERENCE/REFRIGERATOR
EMER	EMERGENCY	REQD	REQUIRED
ENGR	ENGINEER	RESIL	RESILIENT
EQ	EQUAL	REV	REVISION
EQUIP	EQUIPMENT	RM	ROOM
EW	ELECTRIC WATER COOLER	RO	ROUGH OPENING
EX/EXIST	EXISTING	SCHED	SCHEDULE
EXT	EXTERIOR	SECT	SECTION
ETR	EXISTING TO REMAIN	SHT	SHEET
		SH	SIMILAR
FD	FLOOR DRAIN	SPEC	SPECIFICATION
FEC	FIRE EXTINGUISHER CABINET	STD	STANDARD
FIN FLR	FINISH FLOOR	STL	STEEL
FIN	FINISH	SS, ST, STL	STAINLESS STEEL
FLR	FLOOR	STOR	STORAGE
FRM	FIRE RESISTIVE MATERIAL	STRUCT	STRUCTURAL
FT	FOOT OR FEET		
		TEL	TELEPHONE
GAUV	GALVANIZED	TOC	TOP OF CONCRETE
GWB	GYPSUM WALL BOARD	TOS	TOP OF STEEL
GYP	GYPSUM	TOW	TOP OF WALL
		TYP	TYPICAL
HC	HANDICAP	UNO	UNLESS NOTED OTHERWISE
HDW	HARDWARE	UC	UNDER CONTROL
HM	HOLLOW METAL		
HORIZ	HORIZONTAL	VB	VINYL BASE
HR	HANDRAIL	VCT	VINYL COMPOSITION TILE
HT	HEIGHT	VERT	VERTICAL
		VEST	VESTIBULE
INSUL	INSULATION		
INT	INTERIOR	W/	WITH
IN	INCHES	WC	WATER CLOSET
JAN	JANITOR	WD	WOOD
JC	JANITOR CLOSET	W/O	WITHOUT
LAV	LAVATORY		

SCHEDULE OF DRAWINGS

C1.0	EXISTING CONDITIONS SITE PLAN
C2.0	PROPOSED OVERALL SITE PLAN
C2.1	PROPOSED PARTIAL SITE PLAN
C3.0	PROPOSED EPSC
C3.1	EROSION CONTROL NOTES & DETAILS
C4.0	DETAILS
C4.1	DETAILS
C4.2	DETAILS
C4.3	DRAINAGE DETAILS
LA-001	EXISTING CONDITIONS SITE PHOTOS
LA-100	LAYOUT PLAN
LA-101	LAYOUT PLAN
LA-102	LAYOUT PLAN
LA-200	PLANTING PLAN
LA-201	PLANTING PLAN
LA-202	PLANTING PLAN
LA-203	PLANTING PLAN
LA-204	PLANTING PLAN
LA-205	PLANTING DETAILS
LA-300	LANDSCAPE DETAILS
LA-301	LANDSCAPE DETAILS
LA-302	LANDSCAPE DETAILS
LA-400	LIGHTING PLAN
LA-401	LIGHTING DETAILS
LA-402	LIGHTING DETAILS
A101	1st FLOOR PLAN
A102	MEZZANINE FLOOR PLAN
A103	ROOF PLAN
A200	EXTERIOR ELEVATIONS
A310	WALL SECTIONS
G300	ACCESSORY AREAS
G401	PERSPECTIVE VIEWS
G402	PERSPECTIVE VIEWS
G500	COLOR PERSPECTIVE
G501	COLOR ELEVATIONS

July 29th 2016
PERMIT PLANS
NOT FOR CONSTRUCTION
NOT FOR BUILDING PERMIT

AutoCAD Project: 152531 152531.dwg, 7/20/2016 1:29:00 PM, DWG To PDF.pc3



LEGEND

APPROXIMATE PROPERTY LINE

APPROXIMATE SETBACK LINE

EXISTING CONTOUR

EXISTING CURB

EXISTING FENCE

EXISTING GRAVEL

EXISTING PAVEMENT

OVERHEAD ELECTRIC

EXISTING FORCEMAIN

EXISTING GAS

EXISTING STORM

EXISTING GRAVITY SEWER

EXISTING TELEPHONE

EXISTING WATER

EXISTING SWALE

EXISTING SEWER MANHOLE

EXISTING STORM MANHOLE

EXISTING CATCH BASIN

EXISTING HYDRANT

EXISTING SHUT OFF

EXISTING UTILITY POLE

EXISTING LIGHT POLE

EXISTING GUY WIRE/POLE

EXISTING SIGN

EXISTING DECIDUOUS TREE

EXISTING CONIFEROUS TREE

EDGE OF BRUSHWOODS

IRON ROD/PIPE FOUND

CONCRETE MONUMENT FOUND

PROJECT BENCHMARK

EXISTING SPOT GRADE

NOTES

1. 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 BASED ON SURFACE INDICATIONS AND OTHER SOURCES. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE (888-344-7233) PRIOR TO ANY CONSTRUCTION.

2. PROPERTY LINE INFORMATION IS BASED ON 2015 SURVEY BY CEA. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE. PROPOSED BOUNDARY MONUMENTATION TO BE PRESERVED/PROTECTED BY CONTRACTORS.

3. SITE INFORMATION IS BASED ON A FIELD SURVEY PERFORMED BY CEA, CIVIL ENGINEERING ASSOCIATES, INC. DECEMBER 2015. CIVIL ENGINEERING ASSOCIATES, INC. SURVEY ORIENTATION IS GRID NORTH, VERMONT COORDINATE SYSTEM OF 1983 (HORIZONTAL) AND NAVD83 (VERTICAL). ESTABLISHED FROM GPS OBSERVATIONS ON OR NEAR SITE.

PROGRESS SET - NOT FOR CONSTRUCTION

fff

freeman | french | freeman

81 Maple Street - Burlington

507-644-6344

Architecture • Planning • Interiors

CIVIL ENGINEERING ASSOCIATES, INC.

100 WILSON AVENUE

VERMONT 05405

WWW.CIVIL-ENGINEERING-ASSOCIATES.COM

CITY MARKET SOUTH END

Burlington, Vermont

15253

04/06/16

GAC

SAV

02/12/2016

04/15/2016

04/22/2016

06/17/2016

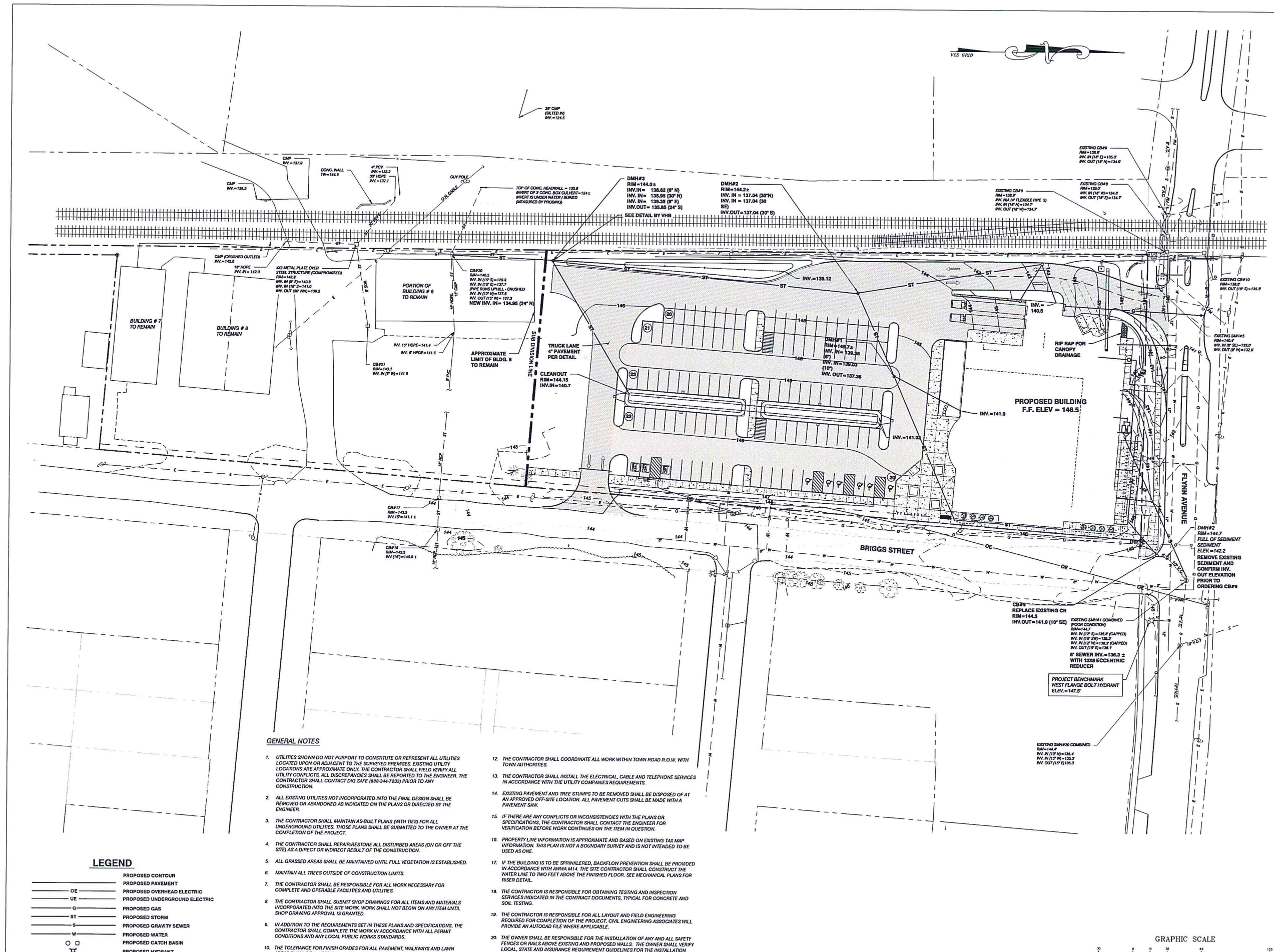
07/29/2016

EXISTING CONDITIONS SITE PLAN

C1.0

RECEIVED
AUG 01 2016
DEPARTMENT OF
PLANNING & ZONING

\\ville\CADD\Projects\15253\15253.dwg (15253) Proposed Site Plan.dwg, 7/20/2016 12:10:15 PM, DWG to PDF.pc3

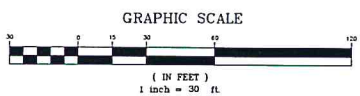


LEGEND

- PROPOSED CONTOUR
- PROPOSED PAVEMENT
- OE PROPOSED OVERHEAD ELECTRIC
- UE PROPOSED UNDERGROUND ELECTRIC
- G PROPOSED GAS
- ST PROPOSED STORM
- S PROPOSED GRAVITY SEWER
- W PROPOSED WATER
- PROPOSED CATCH BASIN
- PROPOSED HYDRANT
- PROPOSED SHUT OFF
- PROPOSED UTILITY POLE
- PROPOSED STORM MANHOLE

GENERAL NOTES

- 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 ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE (888-344-7233) PRIOR TO ANY CONSTRUCTION.
- ALL EXISTING UTILITIES NOT INCORPORATED INTO THE FINAL DESIGN SHALL BE REMOVED OR ABANDONED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS (WITH TIES) FOR ALL UNDERGROUND UTILITIES. THOSE PLANS SHALL BE SUBMITTED TO THE OWNER AT THE COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL REPAIR/RESTORE ALL DISTURBED AREAS (ON OR OFF THE SITE) AS A DIRECT OR INDIRECT RESULT OF THE CONSTRUCTION.
- ALL GRASSED AREAS SHALL BE MAINTAINED UNTIL FULL VEGETATION IS ESTABLISHED.
- MAINTAIN ALL TREES OUTSIDE OF CONSTRUCTION LIMITS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK NECESSARY FOR COMPLETE AND OPERABLE FACILITIES AND UTILITIES.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS AND MATERIALS INCORPORATED INTO THE SITE WORK. WORK SHALL NOT BEGIN ON ANY ITEM UNTIL SHOP DRAWING APPROVAL IS GRANTED.
- IN ADDITION TO THE REQUIREMENTS SET IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL COMPLETE THE WORK IN ACCORDANCE WITH ALL PERMIT CONDITIONS AND ANY LOCAL PUBLIC WORKS STANDARDS.
- THE TOLERANCE FOR FINISH GRADES FOR ALL PAVEMENT, WALKWAYS AND LAWN AREAS SHALL BE 0.1 FEET.
- ANY DOWNGRADE NECESSARY FOR THE COMPLETION OF THE SITEWORK SHALL BE CONSIDERED AS PART OF THE CONTRACT AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- THE CONTRACTOR SHALL COORDINATE ALL WORK WITHIN TOWN ROAD R.O.W. WITH TOWN AUTHORITIES.
- THE CONTRACTOR SHALL INSTALL THE ELECTRICAL, CABLE AND TELEPHONE SERVICES IN ACCORDANCE WITH THE UTILITY COMPANIES REQUIREMENTS.
- EXISTING PAVEMENT AND TREE STUMPS TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED OFF-SITE LOCATION. ALL PAVEMENT CUTS SHALL BE MADE WITH A PAVEMENT SAW.
- IF THERE ARE ANY CONFLICTS OR INCONSISTENCIES WITH THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR VERIFICATION BEFORE WORK CONTINUES ON THE ITEM IN QUESTION.
- PROPERTY LINE INFORMATION IS APPROXIMATE AND BASED ON EXISTING TAX MAP INFORMATION. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE.
- IF THE BUILDING IS TO BE SPRINKLERED, BACKFLOW PREVENTION SHALL BE PROVIDED IN ACCORDANCE WITH AWWA M14. THE SITE CONTRACTOR SHALL CONSTRUCT THE WATER LINE TO TWO FEET ABOVE THE FINISHED FLOOR. SEE MECHANICAL PLANS FOR RISER DETAIL.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING TESTING AND INSPECTION SERVICES INDICATED IN THE CONTRACT DOCUMENTS, TYPICAL FOR CONCRETE AND SOIL TESTING.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL LAYOUT AND FIELD ENGINEERING REQUIRED FOR COMPLETION OF THE PROJECT. CIVIL ENGINEERING ASSOCIATES WILL PROVIDE AN AUTOCAD FILE WHERE APPLICABLE.
- THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY AND ALL SAFETY FENCES OR RAILS ABOVE EXISTING AND PROPOSED WALLS. THE OWNER SHALL VERIFY LOCAL, STATE AND INSURANCE REQUIREMENT GUIDELINES FOR THE INSTALLATION AND VERIFY ANY AND ALL PERMITTING REQUIREMENTS.
- ALL INFRASTRUCTURE NOT INCORPORATED INTO FINAL DESIGN SHALL BE ABANDONED.



PROGRESS
SET -
NOT FOR
CONSTRUCTION



freeman | french | freeman
31 Maple Street - Burlington
802.464.6344
Architecture • Planning •
Interior
SITES ENGINEER:



CIVIL ENGINEERING ASSOCIATES, INC.
1000 W. Main Street
Burlington, VT 05401
802.464.6344 FAX 802.464.6347
www.civil-engineers.com

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

RECEIVED

CITY
MARKET
SOUTH END

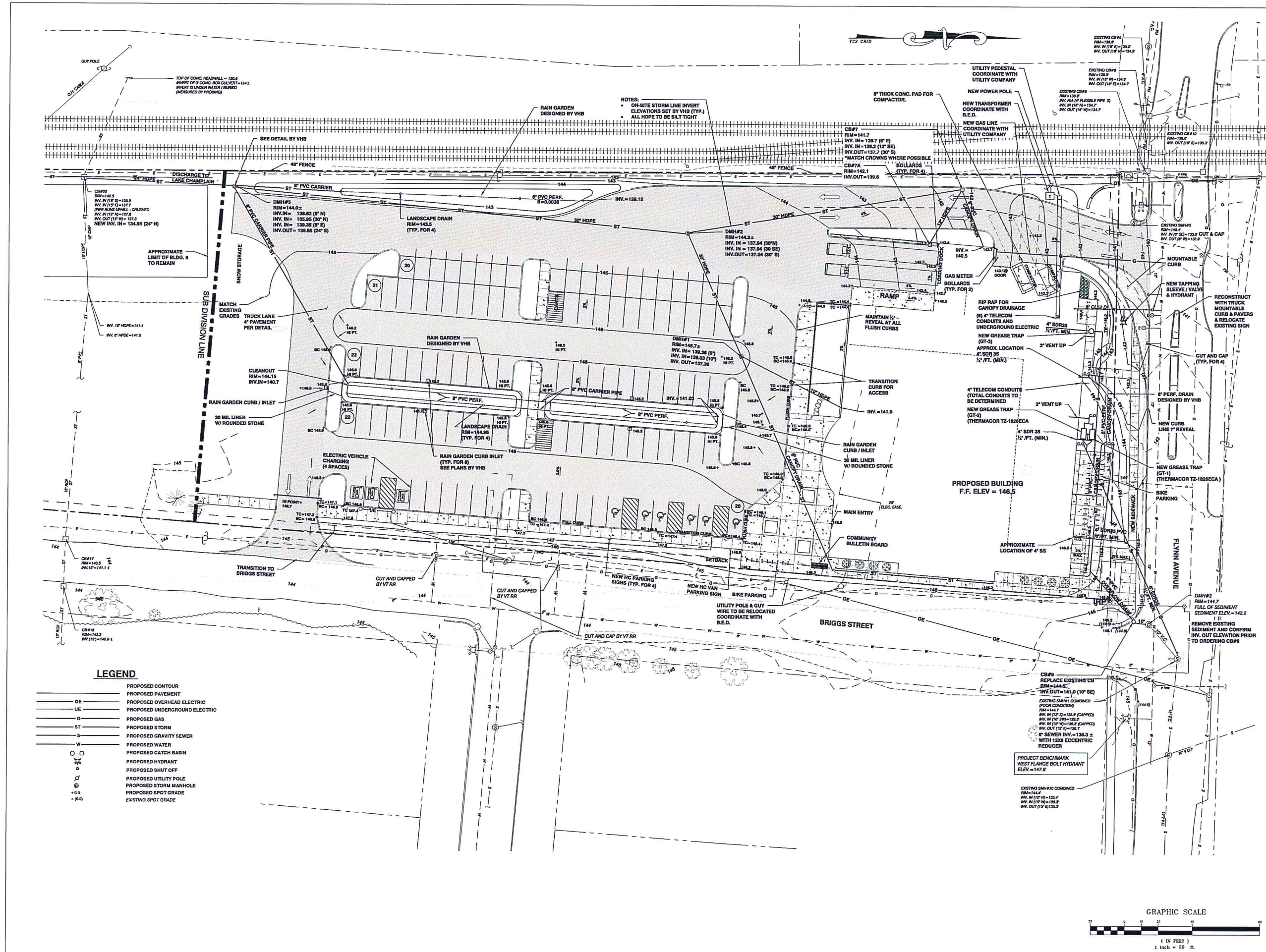
Burlington,
Vermont

DATE: 04/06/16	15253
SCALE: 1" = 30'	
DESIGNED BY: MAB	CHECKED BY: SAV
DATE: 02/12/2016	
DESIGN: 04/15/2016	
DEVELOPMENT: 04/22/2016	
PERMIT PLANS: 06/17/2016	
PERMIT PLANS: 07/25/2016	

PROPOSED
OVERALL
SITE PLAN

C2.0

AutoCAD Project\2015\152531\DWG\152531 Proposed Site Plan.dwg, 7/29/2016 12:10:39 PM, DWG7 to PDF.plt



PROGRESS
SET -
NOT FOR
CONSTRUCTION

fff

freeman | french | freeman
81 Maple Street - Burlington
802-694-6444
Architecture - Planning -
Interior Design

SITE ENGINEER:

CIVIL ENGINEERING ASSOCIATES, INC.
100 WOODVILLE ROAD
SUITE 200 - BURLINGTON, VT 05401
802-694-6444 FAX 802-694-6477
WWW.FREEMANFRENCHFREEMAN.COM

DEPARTMENT OF
PLANNING & ZONING

RECEIVED
AUG 01 2016

CITY
MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO:
15253

DATE:
04/06/16

SCALE:
1" = 20'

DRAWN BY:
MAB

CHECKED BY:
SAV

DESIGNED BY:
SAV

DATE:
02/12/2016

DESIGN BY:
SAV

DATE:
04/15/2016

PERMIT PLANS BY:
SAV

DATE:
04/22/2016

PERMIT PLANS BY:
SAV

DATE:
05/17/2016

PERMIT PLANS BY:
SAV

DATE:
07/28/2016

PROPOSED
PARTIAL
SITE PLAN

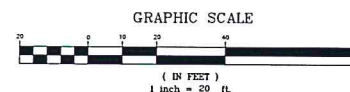
C2.1



- | | |
|----------|-------------------------------|
| _____ | PROPOSED CONTOUR |
| _____ | PROPOSED PAVEMENT |
| _____ OE | PROPOSED OVERHEAD ELECTRIC |
| _____ UE | PROPOSED UNDERGROUND ELECTRIC |
| _____ G | PROPOSED GAS |
| _____ ST | PROPOSED STORM |
| _____ S | PROPOSED GRAVITY SEWER |
| _____ W | PROPOSED WATER |
| ○ □ | PROPOSED CATCH BASIN |
| ⊗ | PROPOSED HYDRANT |
| ⊘ | PROPOSED SHUT OFF |
| ⊙ | PROPOSED UTILITY POLE |
| ⊕ | PROPOSED STORM MANHOLE |
| + (S) | PROPOSED SPOT GRADE |
| + (EG) | EXISTING SPOT GRADE |

1. SILT FENCE TO BE INSTALLED WHERE SHOWN PRIOR TO SOIL DISTURBANCE IN UPHILL AREAS.
2. EROSION CONTROL MEASURES SHOWN ON PLANS ARE CONCEPTUAL. ADDITIONAL MEASURES MAY BE NECESSARY BASED ON SITE/WEATHER CONDITIONS DURING CONSTRUCTION.
3. PROVIDE EROSION CONTROL MEASURES AT AMMO BREAKDOWN BUILDING AND LOCATIONS CHOSEN FOR STUMP DUMP AND BORROW AREAS.

	SILT FENCE
	EROSION MATTING
	CONSTRUCTION FLAGGING



Introduction

This project is subject to the terms and conditions of the authorization from the State of Vermont to discharge construction related storm water runoff.

Coverage under the State Construction General Permit 3-9020 is required for any construction activity that disturbs 1 or more acres of land, or is part of a larger development plan that will disturb 1 or more acres.

This project has been deemed to qualify as a Low Risk Site which is subject to the erosion prevention and sediment control (EPSC) standards set for in the State of Vermont's Low Risk Site Handbook for Erosion Prevention and Sediment Control.

The following narrative and implementation requirements represent the minimum standard for which this site is required to be maintained as regulated by the State of Vermont.

Any best management practices (BMP's) depicted on the project's EPSC Site plan which go beyond the Handbook requirements are considered to be integral to the management of the site and represent components of the municipal EPSC approval for the project which shall be implemented.

The EPSC plan depicts one snap shot in time of the site. All construction sites are fluid in their day to day exposures and risks as it relates to minimizing sediment loss from the site. It is the responsibility of the Contractor to implement the necessary BMP's to comply with the Low Risk Handbook standards outlined on this sheet based on the Interim site disturbance conditions which may or may not be shown on the EPSC Site Plan.

Specific BMP's which are critical to allowing the project to be considered a Low risk site include the items checked below:

- Limit the amount of disturbed earth to two acres or less at any one time.
- There shall be a maximum of 7 consecutive days of disturbed earth exposure in any location before temporary or final stabilization is implemented.

1. Mark Site Boundaries

Purpose:
Mark the site boundaries to identify the limits of construction. Delineating your site will help to limit the area of disturbance, preserve existing vegetation and limit erosion potential on the site.

How to comply:
Before beginning construction, walk the site boundaries and flag trees, post signs, or install orange safety fence. Fence is required on any boundary within 50 feet of a stream, lake, pond or wetland, unless the area is already developed (existing roads, buildings, etc.)

2. Limit Disturbance Area

Purpose:
Limit the amount of soil exposed at one time to reduce the potential erosion on site.

Requirements:
The permitted disturbance area is specified on the site's written authorization to discharge. Only the acreage listed on the authorization form may be exposed at any given time.

How to comply:
Plan ahead and phase the construction activities to ensure that no more than the permitted acreage is disturbed at one time. Be sure to properly stabilize exposed soil with seed and mulch or erosion control matting before beginning work in a new section of the site.

3. Stabilize Construction Entrance

Purpose:
A stabilized construction entrance helps remove mud from vehicle wheels to prevent backing onto streets.

Requirements:
If there will be any vehicle traffic off of the construction site, you must install a stabilized construction entrance before construction begins.

How to install:
Rock Size: Use a mix of 1 to 4 inch stone
Depth: 8 inches minimum
Width: 12 feet minimum
Length: 40 feet minimum (or length of driveway, if shorter)
Geotextile: Place filter cloth under entire gravel bed

Maintenance:
Redress with clean stone as required to keep sediment from backing onto the street.

4. Install Silt Fence

Purpose:
Silt fences intercept runoff and allow suspended sediment to settle out.

Requirements:
Silt fence must be installed:
• on the downhill side of the construction activities
• between any ditch, swale, storm sewer inlet, or waters of the State and the disturbed soil
* Hay bales must not be used as sediment barriers due to their tendency to degrade and fall apart.

Where to place:
• Place silt fence on the downhill edge of bare soil. At the bottom of slopes, place fence 10 feet downhill from the end of the slope (if space is available).
• Ensure the silt fence catches all runoff from bare soil.
• Maximum drainage area is 1/4 acre for 100 feet of silt fence.
• Install silt fence across the slope (not up and down hills).
• Drive stakes until 18 inches of fabric is in trench.
• Push fabric into trench: spread along bottom.
• Fill trench with soil and pack down.

How to install silt fence:
• Dig a trench 6 inches deep across the slope
• Unroll silt fence along the trench
• Join fencing by rolling the end stakes together
• Drive stakes in against downhill side of trench
• Push fabric into trench: spread along bottom
• Fill trench with soil and pack down

Maintenance:

- Remove accumulated sediment before it is halfway up the fence.
- Ensure that silt fence is trenched in ground and there are no gaps.

5. Divert Upland Runoff

Purpose:

Diversion berms intercept runoff from above the construction site and direct it around the disturbed area. This prevents clean water from becoming muddied with soil from the construction site.

Requirements:

- If storm water runs onto your site from upslope areas and your site meets the following two conditions, you must install a diversion berm before disturbing any soil.
1. You plan to have one or more acres of soil exposed at any one time (excluding roads).
- 2. Average slope of the disturbed area is 20% or steeper.

How to install:

1. Compact the berm with a shovel or earth-moving equipment.
2. Seed and mulch berm or cover with erosion control matting immediately after installation.
3. Stabilize the flow channel with seed and straw mulch or erosion control matting. Line the channel with 4 inch stone if the channel slope is greater than 20%.
4. Ensure the berm drains to an outlet stabilized with riprap. Ensure that there is no erosion at the outlet.
5. The diversion berm shall remain in place until the disturbed areas are completely stabilized.

6. Slow Down Channelized Runoff

Purpose:
Stone check dams reduce erosion in drainage channels by slowing down the storm water flow.

Requirements:

If there is a concentrated flow (e.g. in a ditch or channel) of storm water on your site, then you must install stone check dams. Hay bales must not be used as check dams.

How to install:

- Height: No greater than 2 feet. Center of dam should be 9 inches lower than the side elevation.
- Side slopes: 2:1 or flatter.
- Stone size: Use a mixture of 2 to 9 inch stone.
- Width: Dams should span the width of the channel and extend up the sides of the banks.
- Spacing: Space the dams so that the bottom (toe) of the upstream dam is at the elevation of the top (crest) of the downstream dam. This spacing is equal to the height of the check dam divided by the channel slope.
- Spacing (in feet) = Height of check dam (in feet)/Slope in channel (ft/ft)

Maintenance:
Remove sediment accumulated behind the dam as needed to allow channel to drain through the stone check dam and prevent large flows from carrying sediment over the dam. If significant erosion occurs between check dams, a line of stone should be installed.

7. Construct Permanent Controls

Purpose:
Permanent storm water treatment practices are constructed to maintain water quality, ensure groundwater flows, and prevent downstream flooding. Practices include detention ponds and wetlands, infiltration basins, and storm water filters.

Requirements:
If the total impervious* area on your site, or within the common plan of development, will be 1 or more acres, you must apply for a State Storm water Discharge Permit and construct permanent storm water treatment practices on your site. These practices must be installed before the construction of any impervious surfaces.

How to comply:
Contact the Vermont Storm water Program and follow the requirements in the Vermont Storm water Management Manual. The Storm water Management Manual is available at: www.vtwaterquality.org/stormwater.htm

*An impervious surface is a manmade surface, including, but not limited to, paved and unpaved roads, parking areas, roofs, driveways, and walkways, from which precipitation runs off rather than infiltrates.

8. Stabilize Exposed Soil

Purpose:
Seeding and mulching, applying erosion control matting, and hydrosseeding are all methods to stabilize exposed soil. Mulches and hydrosseeding are used to stabilize exposed soil while grass is establishing.

Requirements:
All areas of disturbance must have temporary or permanent stabilization within 7, 14, or 21 days of initial disturbance, as stated in the project authorization. After this time, any disturbance in the area must be stabilized at the end of each work day.

The following exceptions apply:

- Stabilization is not required if earthwork is to continue in the area within the next 24 hours and there is no precipitation forecast for the next 24 hours.
- Stabilization is not required if the work is occurring in a self-contained excavation (i.e. no outlet) with a depth of 2 feet or greater (e.g. house foundation excavation, utility trenches).

All areas of disturbance must have permanent stabilization within 48 hours of reaching final grade.

How to comply:
Prepare bare soil for seeding by grading the top 3 to 6 inches of soil and removing any large rocks or debris.

Seeding Rates for Temporary Stabilization
April 15 - Sept. 15 - Ryegrass (annual or perennial): 20 lbs/acre
Sept. 15 - April 15 - Winter rye: 120 lbs/acre

Seeding Rates for Final Stabilization/Seeds

Species	Rate (lb/acre)	Rate (lb/1000 sq ft)
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1
Grass (e.g. Ryegrass)	20	0.1

1- Mix 2.5 each of Ryegrass and Penstemon OR 2.5 lbs. of Ryegrass and 2.5 lbs. of Penstemon per acre

Mulching Rates

April 15 - Sept. 15 - Hay or Straw: 1 inch deep (1-2 bales/1000 s.f.)
Sept. 15 - April 15 - Hay or Straw: 2 in. deep (2-4 bales/1000 s.f.)

Erosion Control Matting

As per manufacturer's instructions

Hydrosseed

As per manufacturer's instructions

9. Winter Stabilization

Purpose:

Managing construction sites to minimize erosion and prevent sediment loading of waters is a year-round challenge. In Vermont, this challenge becomes even greater during the late fall, winter, and early spring months. Winter construction as discussed here, describes the period between October 15 and April 15, when erosion prevention and sediment control is significantly more difficult. Rains in late fall, thaws throughout the winter, and spring melt and rains can produce significant flows over frozen and saturated ground, greatly increasing the potential for erosion.

Requirements for Winter Shutdown:
For those projects that will complete earth disturbance activities prior to the winter period (October 15), the following requirements must be adhered to:
1. For areas to be stabilized by vegetation, seeding shall be completed no later than September 15 to ensure adequate growth and cover.
2. If seeding is not completed by September 15, additional non-vegetative protection must be used to stabilize the site for the winter period. This includes use of Erosion Control Matting or netting of a heavy mulch layer. Seeding with winter rye is recommended to allow for early germination during wet spring conditions.
3. Where mulch is specified, apply roughly 2 inches with an 80-90% cover. Mulch should be tracked in or stabilized with netting in open areas vulnerable to wind.

Requirements for Winter Construction

If construction activities involving earth disturbance continue past October 15 or begin before April 15, the following requirements must be adhered to:
1. Enlarged access points, stabilized to provide for snow stockpiling.
2. Limits of disturbance moved or replaced to reflect boundary of winter work.
3. A snow management plan prepared with adequate storage and control of meltwater, requiring cleared snow to be stored down slope of all areas of disturbance and out of storm water treatment structures.
4. A minimum 25 foot buffer shall be maintained from perimeter controls such as silt fence.
5. In areas of disturbance that drain to a water body within 100 feet, two rows of silt fence must be installed along the contour.
6. Drainage structures must be kept open and free of snow and ice dams.
7. Silt fence and other practices requiring earth disturbance must be installed ahead of frozen ground.
8. Mulch used for temporary stabilization must be applied at double the standard rate, or a minimum of 3 inches with an 80-90% cover.
9. 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:
• 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.
• Disturbed areas that collect and retain runoff, such as house foundations or open utility trenches.
10. Prior to stabilization, snow or ice must be removed to less than 1 inch thickness.
11. Use stone to stabilize areas such as the perimeter of buildings under construction or where construction vehicle traffic is anticipated. Stone paths should be 10 to 20 feet wide to accommodate vehicular traffic.

10. Stabilize Soil at Final Grade

Purpose:
Stabilizing the site with seed and mulch or erosion control matting when it reaches final grade is the best way to prevent erosion while construction continues.

Requirements:
Within 48 hours of final grading, the exposed soil must be seeded and mulched or covered with erosion control matting.

How to comply:
Bring the site or sections of the site to final grade as soon as possible after construction is completed. This will reduce the need for additional sediment and erosion control measures and will reduce the total disturbed area. For seeding and mulching rates, follow the specifications under Rule 8, Stabilizing Exposed Soil.

11. Dewatering Activities

Purpose:
Treat water pumped from dewatering activities so that it is clear when leaving the construction site.

Requirements:
Water from dewatering activities that flows off of the construction site must be clear. Water must not be pumped into storm sewers, lakes, or wetlands unless the water is clear.

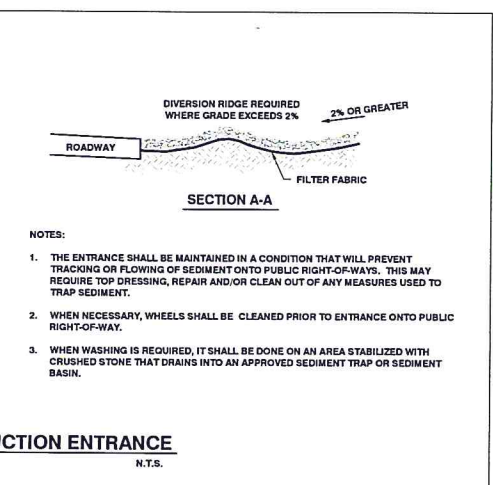
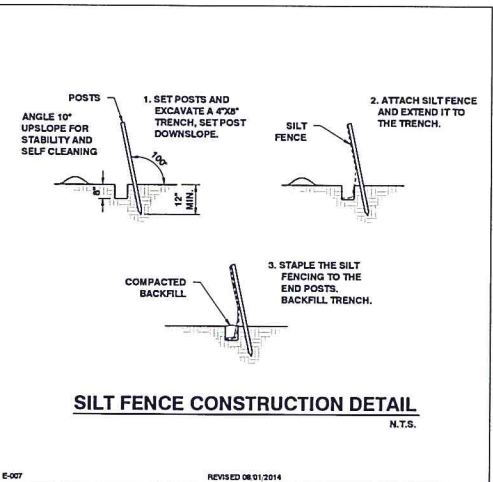
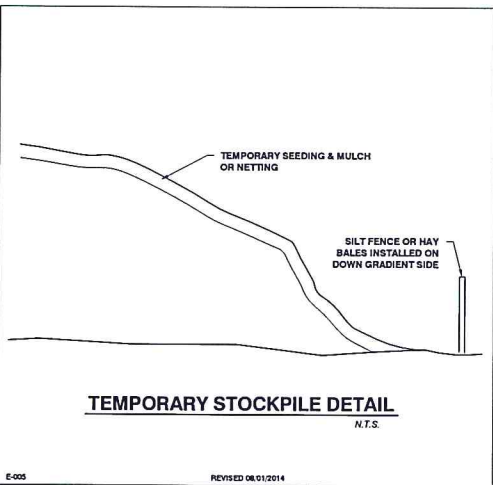
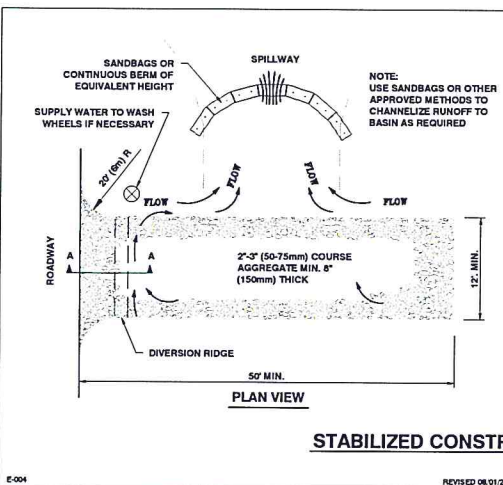
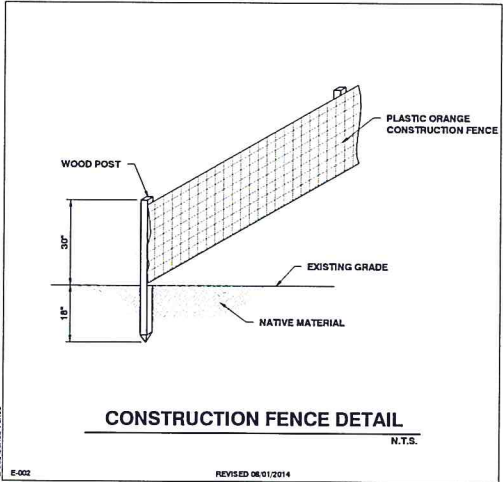
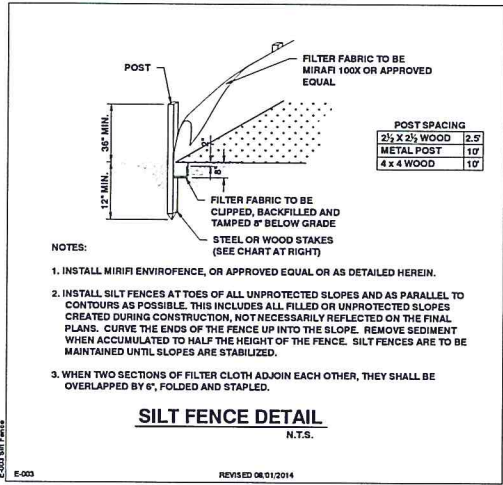
How to comply:
Using sock filters or sediment filter bags on dewatering discharge hoses or pipes, discharge water into silt fence enclosures installed in vegetated areas away from waterways. Remove accumulated sediment after the water has dispersed and stabilize the area with seed and mulch.

12. Inspect Your Site

Purpose:
Perform site inspections to ensure that all sediment and erosion control practices are functioning properly. Regular inspections and maintenance of practices will help to reduce costs and protect water quality.

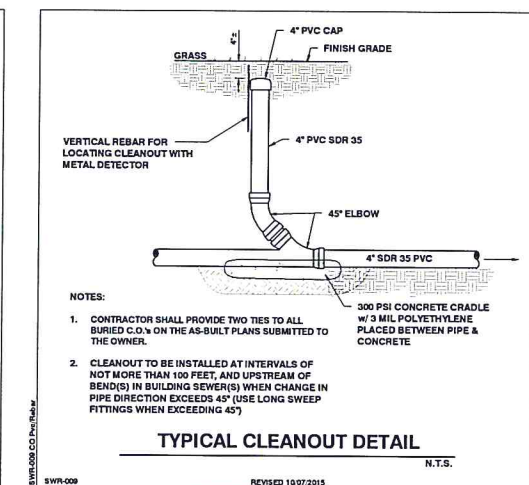
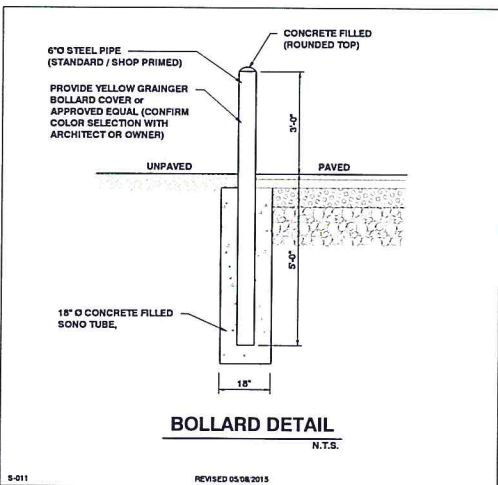
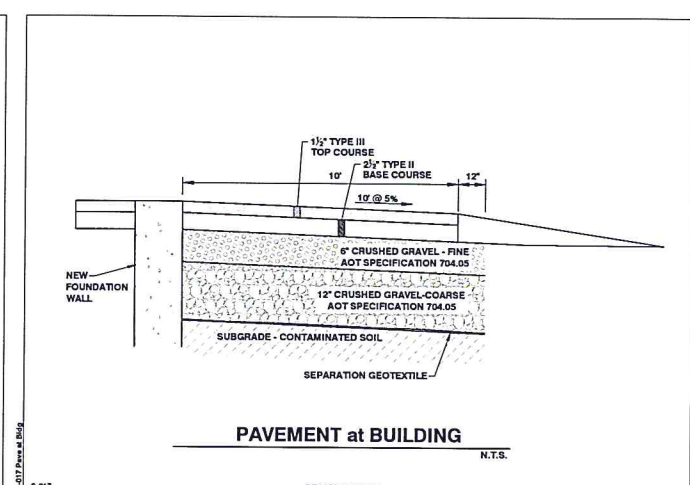
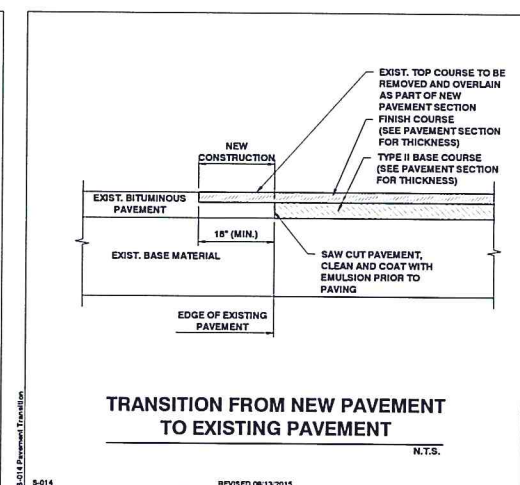
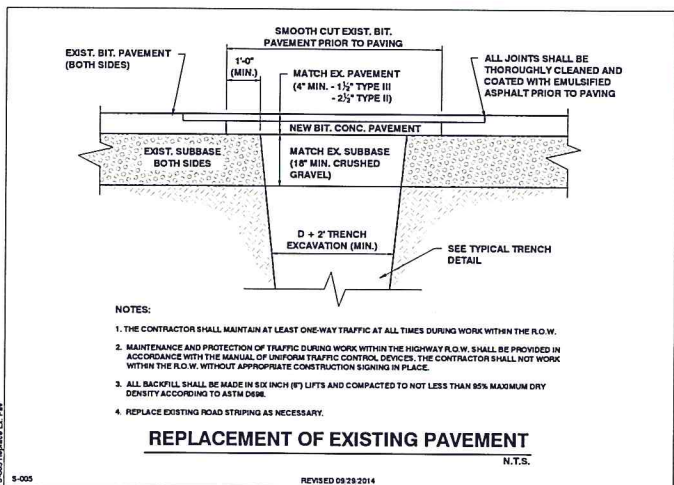
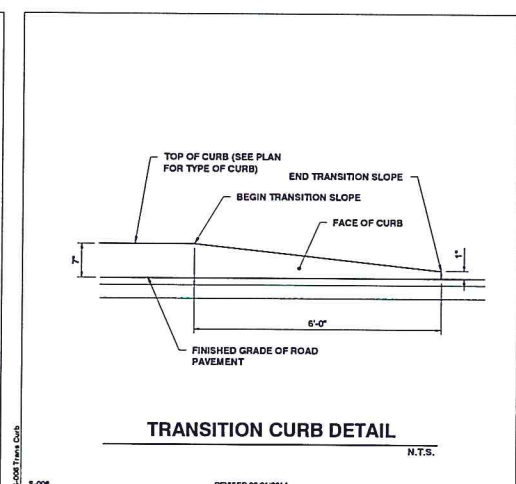
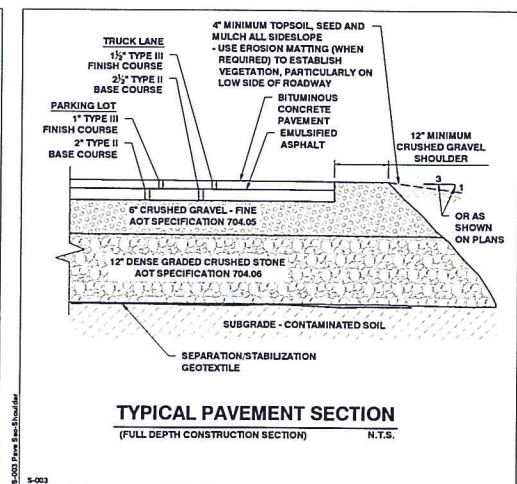
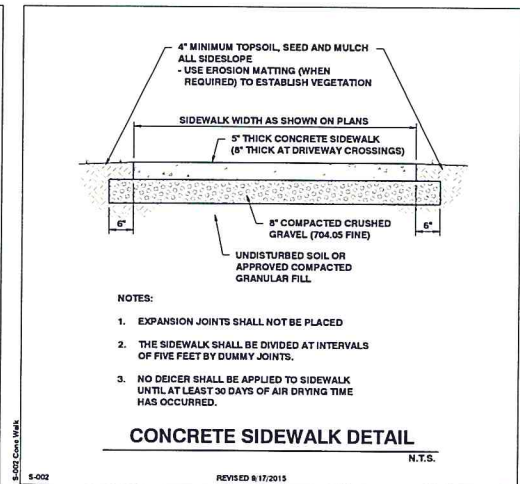
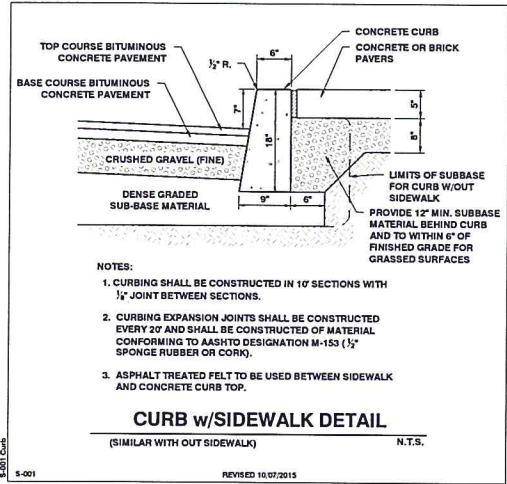
Requirements:
Inspect the site at least once every 7 days and after every rainfall or snow melt that results in a discharge from the site. Perform maintenance to ensure that practices are functioning according to the specifications outlined in this handbook.

In the event of a noticeable sediment discharge from the construction site, you must take immediate action to inspect and maintain existing erosion prevention and sediment control practices. Any visibly discolored storm water runoff to waters of the State must be reported. Forms for reporting discharges are available at: www.vtwaterquality.org/stormwater.htm



- NOTES:**
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
 2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

P:\AutoCAD Project\101\15125311_CADD File\15125311\DWG\15125311 Details and Spec.dwg, 7/20/2016 1:25:04 PM, DWG To PDF.plt



PROGRESS
SET -
NOT FOR
CONSTRUCTION



DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

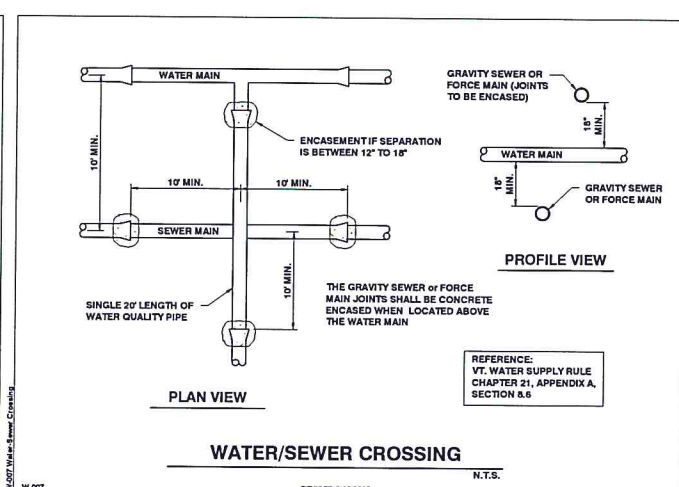
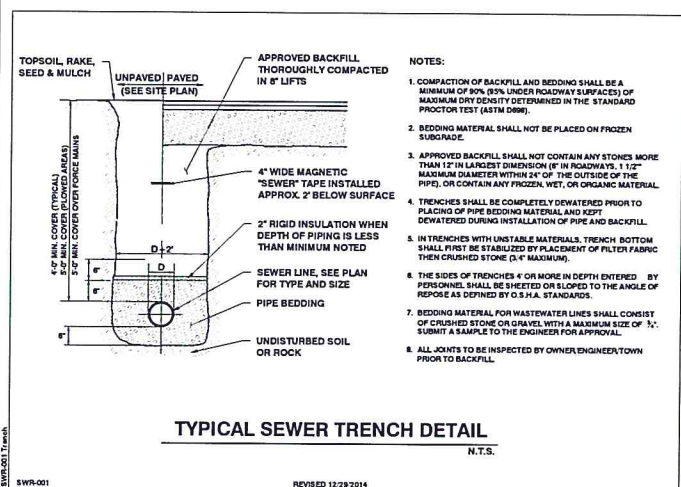
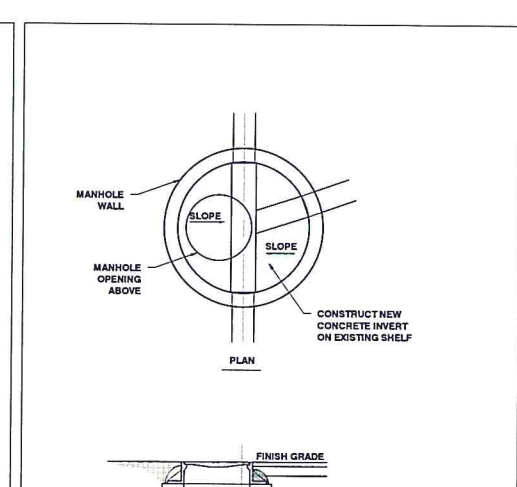
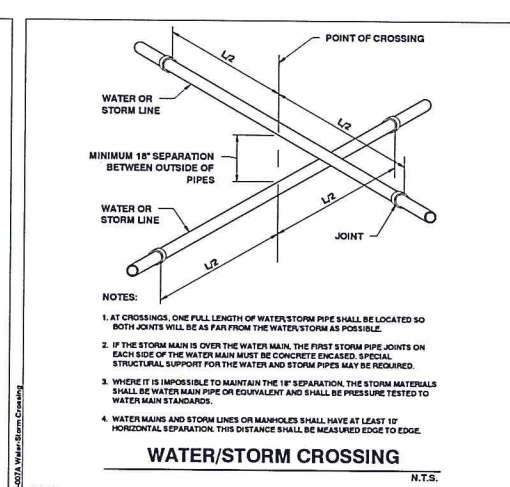
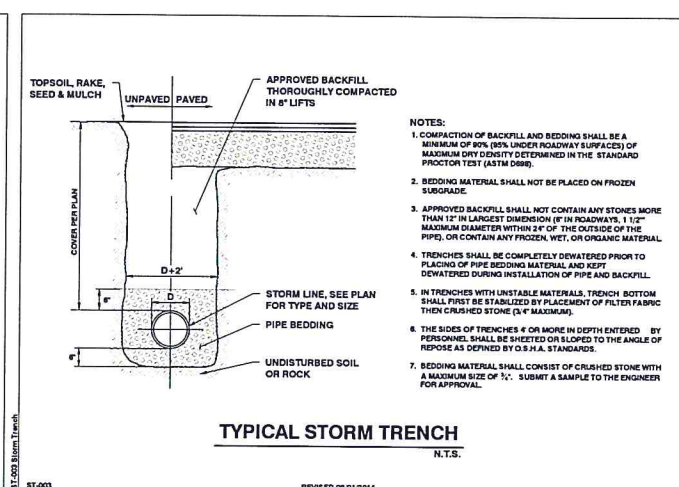
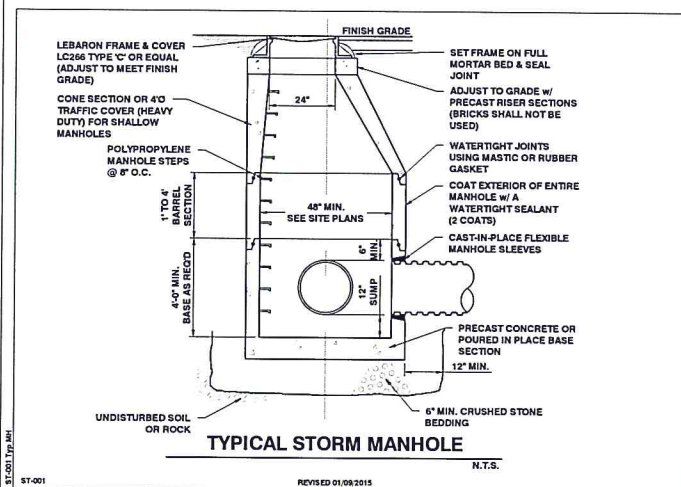
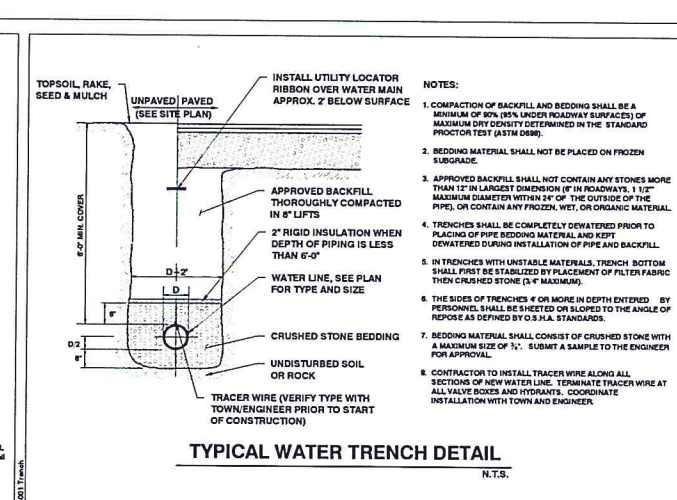
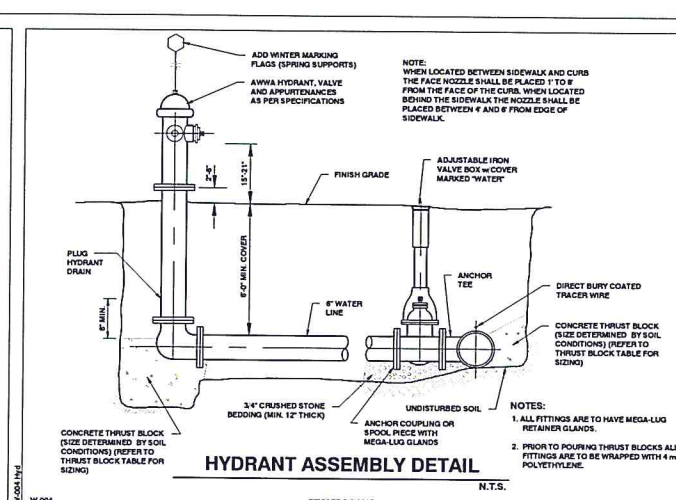
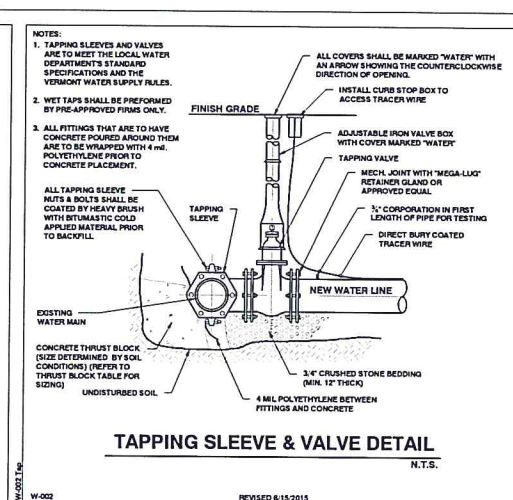
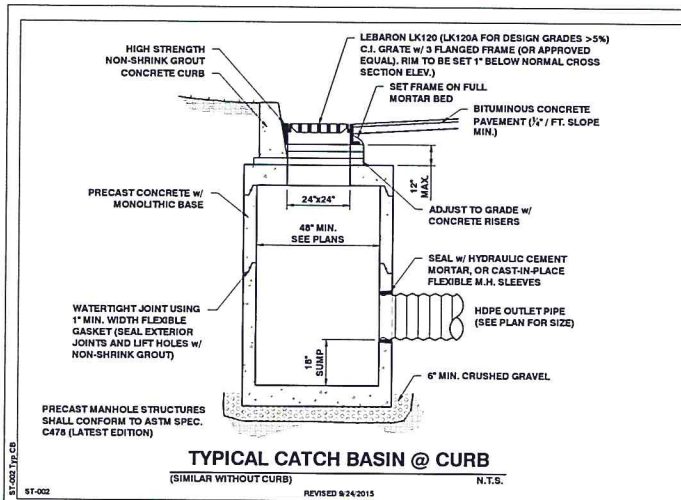
CITY
MARKET
SOUTH END

Burlington,
Vermont

DATE: 04/06/16	SCALE: NTS
DESIGNED: GAC	CHECKED: SAV
DATE: 02/12/2016	DATE: 04/15/2016
DESIGN: 04/15/2016	DESIGN: 04/22/2016
PERMIT: 04/22/2016	PERMIT: 07/22/2016

DETAILS

C4.0



Potential Source of Contamination and other Siting Limitations	Separation Distance
Roadway, Parking Lot (outer edge of shoulder)	25'
Driveway (less than 3 residences)	15'
Sewage System Disposal Fields	a.
Subsurface Wastewater Piping and Related Tanks	50'
Property Line	10fb
Limit of Herbicide Application on Utility R.O.W.	100c
Surface Water	10d
Flood ways	e.
Buildings	10'
Concentrated Livestock Holding Area & Manure Storage Systems	200'
Hazardous or Solid Waste Disposal Site	f.
Non-sewage Wastewater Disposal Fields	f.

a. See Table 11-2, FIG 11-1 OF VT WATER SUPPLY RULE, CH. 21

b. Increased to 50' when adjacent to agricultural cropland.

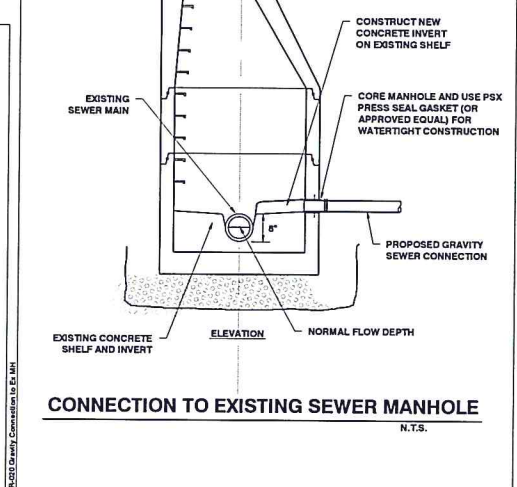
c. Applies to rights-of-way (ROW) where herbicides have been applied in the past 12 months or may be applied in the future. This distance may be increased to 200' depending on the active ingredient in the herbicide according to Vermont Regulations for Control of Pesticides.

d. For Public water sources, see Appendix A, part 3, Subpart 3.3.8.

e. Water sources shall not be located in a flood way.

f. If a water source is the potentially downgradient of a source of contamination, then the Agency shall apply the criteria in 11.4.2.2.

VERMONT WATER SUPPLY RULE - CHAPTER 21
TABLE A11-1 - REQUIRED MINIMUM SEPARATION DISTANCES





TRAFFIC MARKING PAINT TO BE READY-MIXED TRAFFIC PAINT SUITABLE FOR MARKING ON EITHER BITUMINOUS OR PORTLAND CEMENT CONCRETE PAVEMENT. READY-MIXED LOW VOC TRAFFIC PAINT SHALL CONSIST OF 100% ACRYLIC TYPE, FAST DRYING TRAFFIC PAINT.

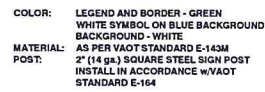
LINE STRIPING DETAIL

N.T.S.



HANDICAPPED PARKING MARKING DETAIL

N.T.S.



HANDICAPPED PARKING SIGN DETAIL

N.T.S

SIGN SHALL BE POSTED AT THE HEAD OF EACH HANDICAPPED SPACE. MOUNTING HEIGHT IS 60" MINIMUM TO BOTTOM OF SIGN.



N.T.S.

1. THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD WILL BE ADHERED TO IN THE DESIGN AND THE CONSTRUCTION OF SIDEWALK RAMP. SIDEWALK RAMP SHALL BE CONSTRUCTED WITH A MINIMUM 2% STEEP (1% ON GREATER GRADES, RAMP GRADES WILL BE AS FLAT AS POSSIBLE, OR ON LEVEL OF DRIVES AND INTERSECTING SIDE STREETS, RAMP SHALL SLOPE TOWARDS DRIVE OR SIDE STREET @ 2%).
2. NOMINAL RAMP DIMENSIONS: RAMP WIDTH - 5'-0" MINIMUM RAMP SLOPE - 0.5% MAXIMUM FLAT SLOPE - 1.0% MAXIMUM RAMP CROSS SLOPE - 2.0% MAXIMUM
3. A LEVEL LANDING (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) SHALL BE PROVIDED AT THE TOP OF SIDEWALK RAMP TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
4. LEVEL LANDINGS AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
5. DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMPS AND FLARES.
6. VERTICAL DROP-OFF EDGES TO RAMPS WILL NOT BE BUILT UNLESS THE RAMP ABUTS AN AREA WHICH WILL NOT BE USED BY PEDESTRIANS.
7. NO VERTICAL "LIP" OR "CURB REVEAL" WILL BE PROVIDED WHERE THE RAMP ADJOINS THE ROADWAY.
8. AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
9. WHERE POSSIBLE, RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DRIVEWAY TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
10. SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
11. WHERE POSSIBLE, SIDEWALK RAMPS SHOULD NOT BE LOCATED WHERE USERS MUST CROSS DRIVE INLET GRATES. MANHOLE COVERS OR OTHER ACCESS POINTS SHOULD BE AVOIDED THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
12. CURB DRAINAGE SHOULD BE CONSTRUCTED AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
13. WHEREVER FEASIBLE, TWO SIDEWALK RAMPS ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
14. JOINTS WILL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT SIDEWALK SPECIFICATIONS, HOWEVER EXPANSION JOINTS WITHIN THE SIDEWALK RAMP AREA WILL BE AVOIDED WHEREVER POSSIBLE.
15. SIDEWALKS THAT ARE LESS THAN 2' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS AT INTERSECTIONS AND CROSSWALKS AT INTERVALS NOT TO EXCEED 200 FEET.
16. E.O.P. - EDGE OF PAVEMENT
17. THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. DESIGNS MUST BE COMPLY WITH THE PROVISIONS OF THIS SHEET TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS TO ASSURE THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.
18. ALL AREAS OF SIDEWALK RAMPS SHALL HAVE EXPOSED AGGREGATE

HANDICAP RAMP NOTES

N.T.S.



DETECTABLE WARNING SURFACE

N.T.S.



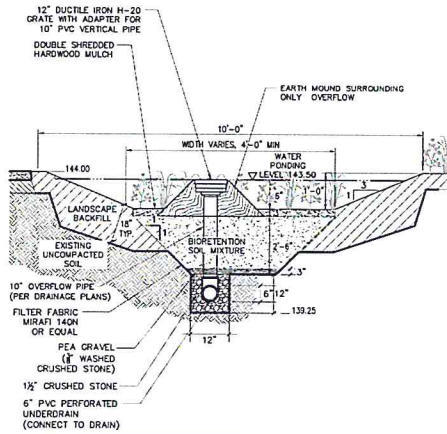
1. DETECTABLE WARNING SURFACES SHALL BE PAID FOR AS SPECIFIED IN THE CONTRACT.
2. CONCRETE ADJACENT TO ALL DETECTABLE WARNING SHALL HAVE A BROOM FINISH.
3. THE COLOR OF THE DETECTABLE WARNING SHALL PROVIDE A VISUAL CONTRAST TO THE SURROUNDING SURFACE AND SHALL BE AS SPECIFIED IN THE DOCUMENTS.
4. TRUNCATED DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF PEDESTRIAN TRAVEL.
5. FOR SURFACE APPLIED TRUNCATED DOME PRODUCTS, A MAXIMUM 0.52" VERTICAL CHANGE IN LEVEL ALLOWED FOR CHANGES IN LEVEL BETWEEN .025" AND .025", A BEVEL WITH A MAXIMUM 1:2 SLOPE IS REQUIRED. CHANGES IN LEVEL GREATER THAN 0.50" MUST BE TREATED AS A RAMP, 8.3% MAXIMUM SLOPE.
6. SEE THE TOWN FOR A LIST OF ACCEPTABLE DETECTABLE WARNING SURFACES. PROVIDE FOR ANY WARNINGS TO BE INSTALLED WITHIN THE PUBLIC RIGHT-OF-WAY.



N.T.S.



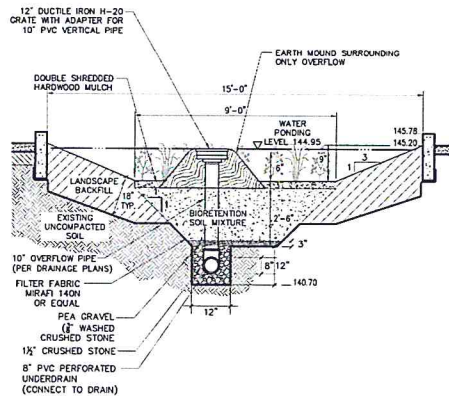
N.T.S.



- Notes:
1. INSTALL UNDERDRAIN IN CENTER PER PLAN.
 2. SIDE SLOPES SHALL BE 3:1
 3. PLACEMENT OF UNDERDRAIN VARIES WITHIN CRUSHED STONE. SEE PLANS

Western Rain Garden with Subdrain

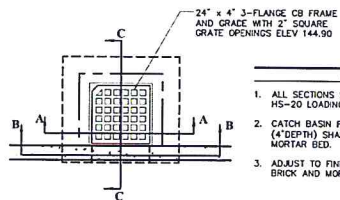
N.T.S. Source: VHB REV 10_255



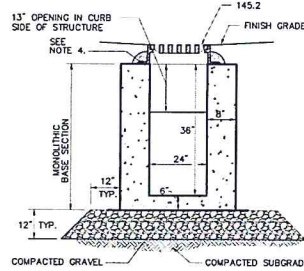
- Notes:
1. INSTALL UNDERDRAIN AT 4.25 FEET ON CENTER PER PLANS
 2. SIDE SLOPES SHALL BE 3:1
 3. PLACEMENT OF UNDERDRAIN VARIES WITHIN CRUSHED STONE. SEE PLANS

Central Rain Garden with Subdrain

N.T.S. Source: VHB REV 10_257

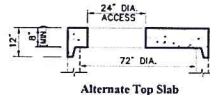
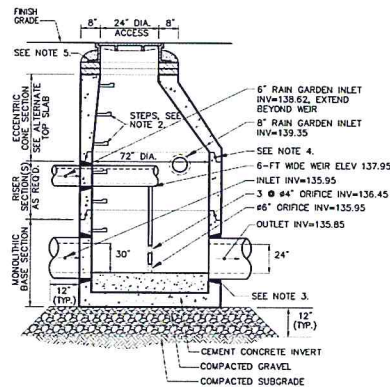
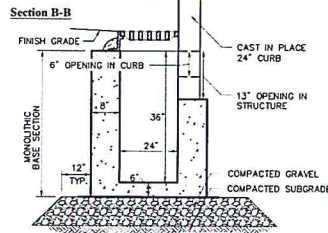
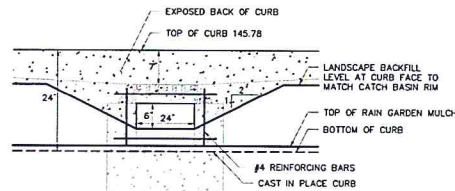


- Notes:
1. ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 2. CATCH BASIN FRAME AND GRATE (4\"/>



Rain Garden Curb Inlet

N.T.S. Source: VHB



- Notes:
1. ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING. DIAMETER OF STRUCTURES SHALL BE COORDINATED WITH PIPE CONFIGURATIONS.
 2. COPOLYMER MANHOLE STEPS SHALL BE INSTALLED AT 12\"/>

Drain Manhole #3 (DMH#3)

N.T.S. Source: VHB REV 10_119

PROGRESS SET -
NOT FOR
CONSTRUCTION



freeman french freeman
81 Main Street, Burlington VT 05401
802.497.6100
Architects • Planners • Engineers



40 IDX Dr
Building 100 Suite 200
South Burlington, VT 05403
802.497.6100

PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.

A1536.00

DATE: 04/14/16

SCALE: N.T.S.

DESIGNED BY: MHK

CHECKED BY: VHB

DATE: 02/12/2016

DATE: 04/15/2016

DATE: 07/29/2016

PROJECT NO.

DRAINAGE DETAILS

PROJECT NO.

C4.3



VIEW: EAST FACADE FROM BRIGGS STREET (Buildings 7&8)



VIEW: EAST ELEVATION FROM BRIGGS STREET (Building 7)



VIEW: LOOKING SOUTH FROM FLYNN AVE (Buildings 3,4&5)



VIEW: EAST ELEVATION FROM BRIGGS STREET (Buildings 6&9)



VIEW: EAST ELEVATION FROM BRIGGS STREET (Building 10)



VIEW: NORTH ELEVATION FROM FLYNN AVE (Buildings 1&6)



VIEW: EAST ELEVATION FROM BRIGGS STREET (Buildings 2&3)



VIEW: WEST ELEVATION FROM FLYNN AVE (Buildings 1&6)



VIEW: EAST ELEVATION FROM BRIGGS STREET (Buildings 4&5)

PROGRESS SET
NOT FOR
CONSTRUCTION



DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

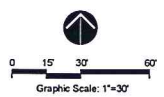
Burlington,
Vermont

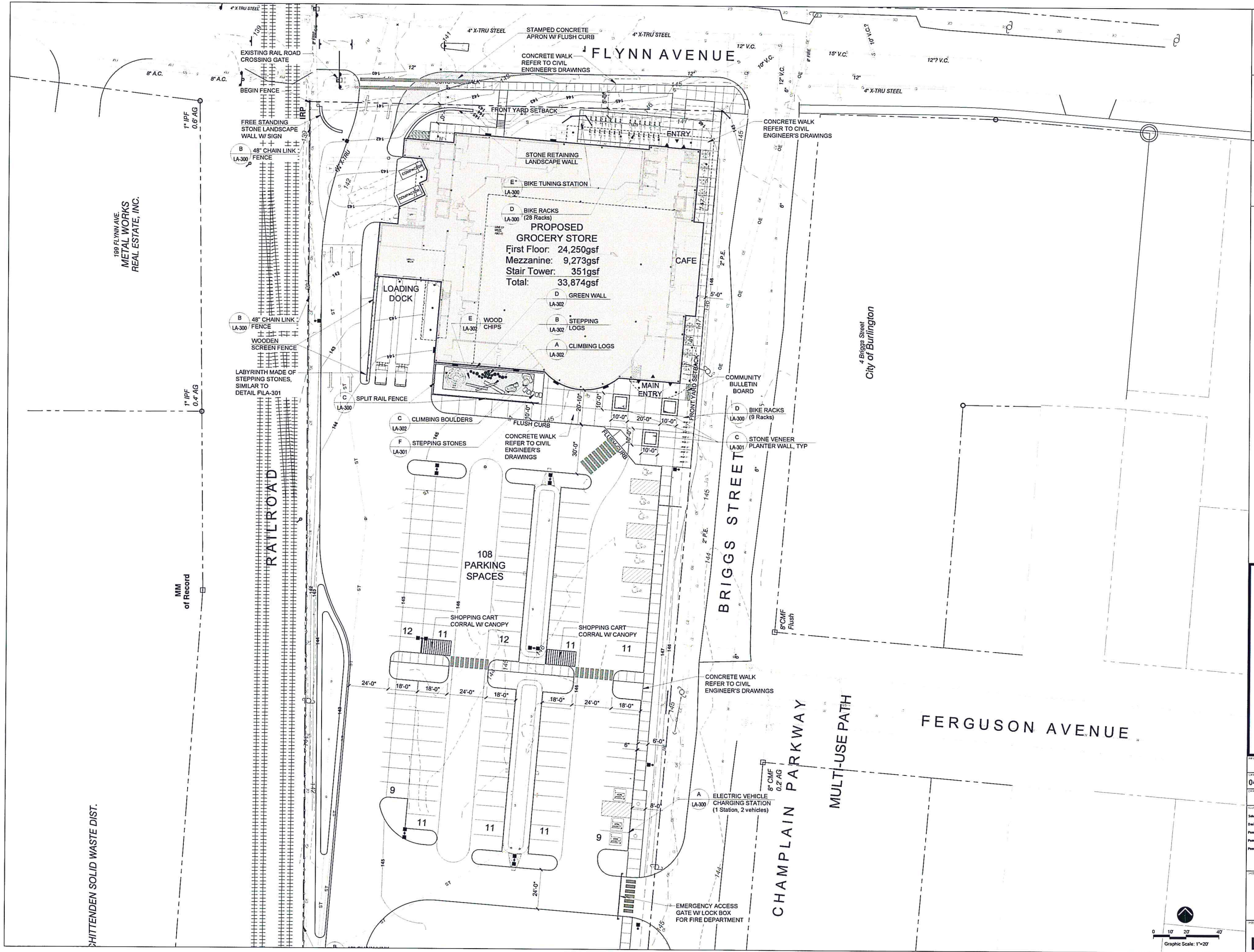
PROJECT NO: A1536.00	
DATE: 04/22/16	SCALE: N/A
DRAWN BY: TH	CHECKED BY: MW
DESIGN LOG:	
Schematic Design	02/12/2016
Design Development	04/15/2016
Permit Plans	04/22/2016
Permit Plans	06/17/2016
Permit Plans	07/29/2016

EXISTING
CONDITIONS
SITE PHOTOS

LA-001

AUG 01 2016





PROGRESS SET
NOT FOR
CONSTRUCTION


freeman | trench | freeman
81 Maple Street - Burlington VT 05401
802-244-0344
www.ftf.com


Landscape Architecture and Planning
331 Colville Street
Burlington, VT 05401
802-244-0344
www.segroup.com

DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE
04/22/16

SCALE
1"=20'

DESIGNED BY
MW

DATE
02.12.2016

DATE
04.15.2016

DATE
04.22.2016

DATE
06.17.2016

DATE
07.29.2016

LAYOUT PLAN

LA-101

AUG 01 2016



freeman | french | freeman
81 Maple Street • Burlington VT 05401
802-664-6844 • www.fmf.com
Architecture • Planning • Interiors



131 Church Street
Burlington, VT 05401
tel: 802.862.0089
fax: 802.865.2440
www.sagroup.com

DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

**Burlington,
Vermont**

A1536.00

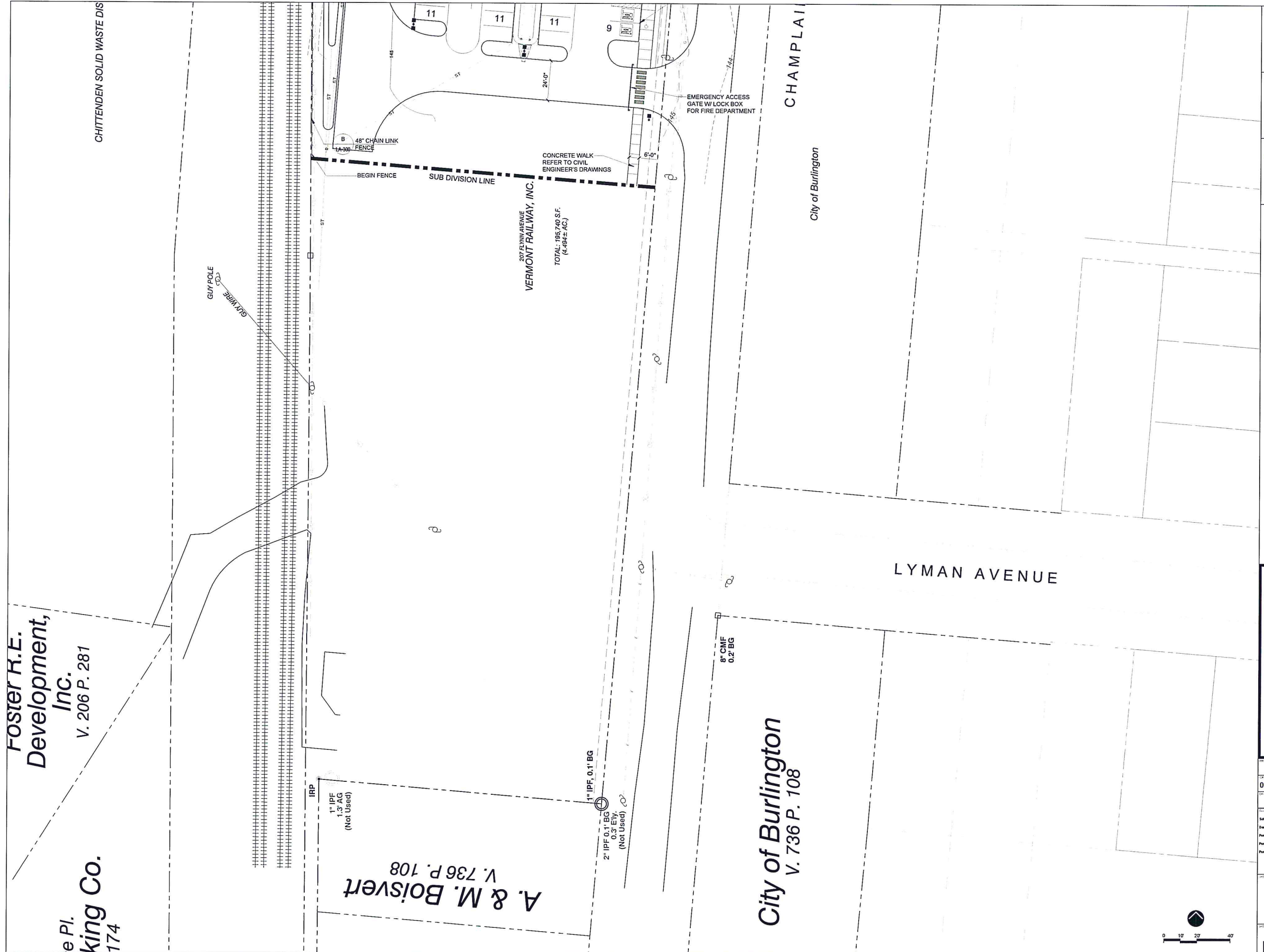
EXPIRATION DATE:	SCALE:
4/22/16	AS NOTED

AWN BY:	CHD ID BY:
MM	MW

Thematic Design	02.12.2016
Design Development	04.15.2016
Final Plans	04.22.2016
Final Plans	06.17.2016
Final Plans	07.29.2016

LAYOUT PLAN

LA-102

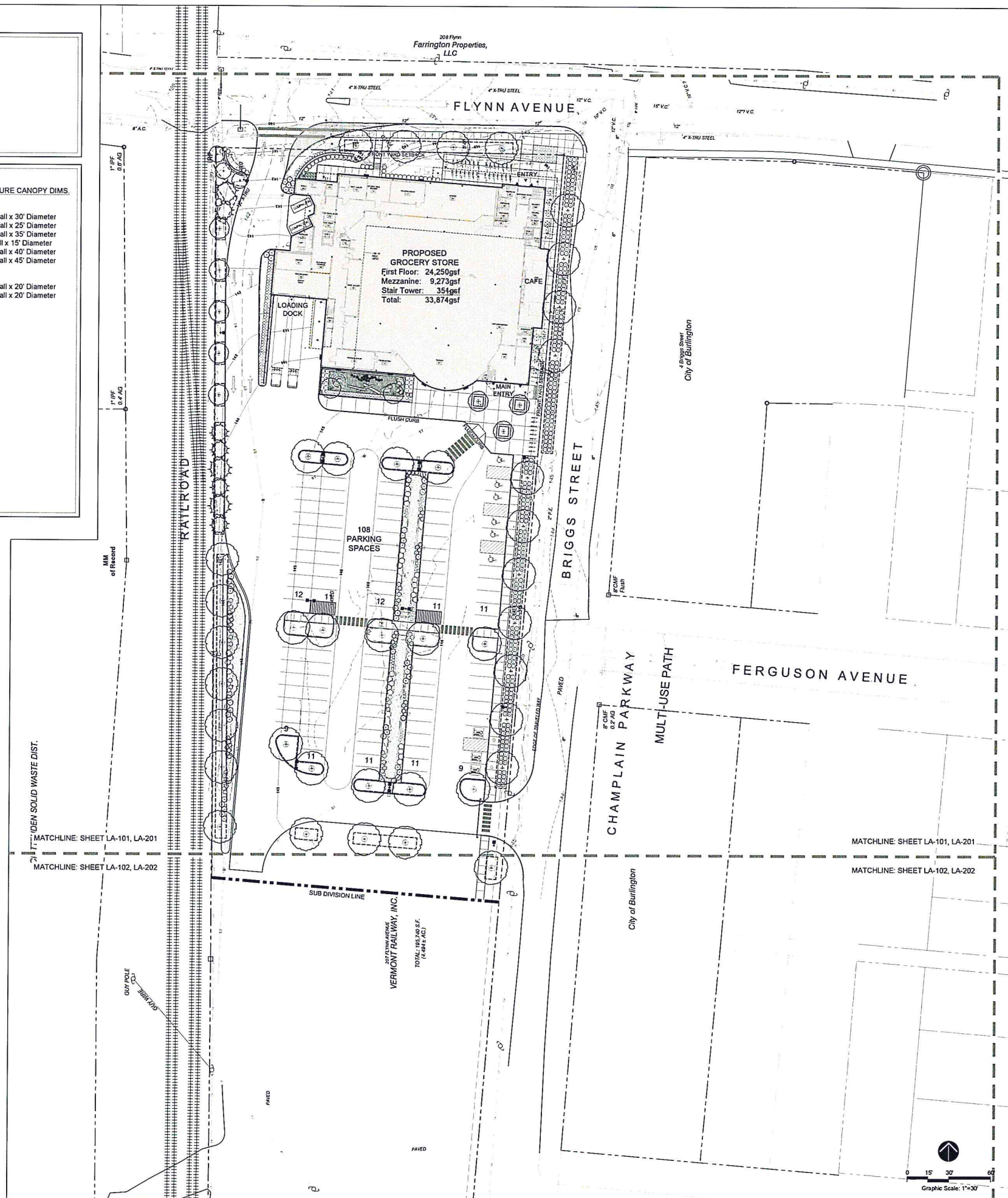


NOTES:

1. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL PLANT QUANTITIES FOUND IN THE PLANTING PLANS. IF ANY DISCREPANCIES ARE FOUND, LANDSCAPE ARCHITECT SHOULD BE NOTIFIED IMMEDIATELY.
2. FINAL LAYOUT AND PLACEMENT OF ALL PLANT MATERIAL TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
3. CONTRACTOR IS RESPONSIBLE TO SEED ALL DISTURBED AREAS ACCORDING TO THE SPECIFICATIONS AND LAWN DETAIL CUA-205
4. REFER TO PLANTING SCHEDULE FOR PROPER PLANT SPECIES, PLANTING DATES, PLANTING METHODS.
5. ALL TREE, SHRUB AND PERENNIAL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER PLANTING BED BACKFILL MATERIAL TO DEPTH SPECIFIED IN DETAILS AND SOIL PREPARATION SPECIFICATION.
6. IF THE LANDSCAPE CONTRACTOR PROPOSES A SUBSTITUTE PLANT SPECIES, ALL SUBSTITUTES NEED TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO ORDERING.
7. FOR SOIL BACKFILL IN GARDEN BASINS, REFER TO CIVIL DRAWINGS, SPECIFICATIONS AND DETAILS.
8. FOR SOIL BACKFILL ON THE SIDE SLOPES OF THE RAIN GARDEN BASINS, REFER TO SOIL PREPARATION SPECIFICATION FOR LANDSCAPE BACK FILL FOR SHRUB AND PERENNIAL BEDS.

PLANT LIST						
KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	MATURE CANOPY DIMS.
<u>DECIDUOUS TREES:</u>						
AF	Acer freemani 'Sienna'	Sienna Glen Red Maple	12	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	50' Tall x 30' Diameter
AR	Acer rubrum 'Scarlet Sentinel'	Red Maple	10	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	45' Tall x 25' Diameter
GT	Gleditsia triacanthos 'Shade Master'	Honeylocust	14	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	45' Tall x 35' Diameter
MA	Matsu sargentii	Sargent Crabapple	3	2-2.5" Cal.	B&B, Full	7' Tall x 15' Diameter
UA	Ulmus americana 'Princeton'	Princeton American Elm	4	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	60' Tall x 40' Diameter
ZS	Zelkova serrata 'Green Vase'	Japanese Zelkova	11	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	65' Tall x 45' Diameter
<u>EVERGREEN TREES:</u>						
PGa	Picea glauca	White Spruce	5	4-6' Tall	B&B, Full	40' Tall x 20' Diameter
PGb	Picea glauca	White Spruce	3	8-10' Tall	B&B, Full	40' Tall x 20' Diameter
<u>SHRUBS:</u>						
CS	Cornus sericea 'Isanti'	Red-osier Dogwood	39	24-30" Wide	C.G., Plant 30" o.c.	
HA	Hydrangea arborescens 'Incrediball'	Incrediball Hydrangea	136	24-30" Wide	C.G., Plant 30" o.c.	
IJ	Ilex verticillata 'Jim Dandy'	Winterberry Holly	6	24-30" Wide	C.G., Plant 30" o.c.	
IJ	Ilex verticillata 'Red Spirit'	Winterberry Holly	32	24-30" Wide	C.G., Plant 30" o.c.	
SB	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	101	24-30" Wide	C.G., Plant 30" o.c.	
SL	Spiraea latifolia	Meadowsweet	46	24-30" Wide	C.G., Plant 30" o.c.	
SN	Spiraea nipponica 'Snowmound'	Snowmound Spirea	105	24-30" Wide	C.G., Plant 30" o.c.	
SD	Salix discolor	Pussy Willow	29	24-30" Wide	C.G., Plant 30" o.c.	
<u>PERENNIALS:</u>						
AN	Aster nova-angliae	New England Aster	27	1 Gal.	C.G. Plant 18" o.c.	
CA	Calamagrostis acutiflora 'Karl Forester'	Feather Reed Grass	245	2 Gal.	C.G. Plant 24" o.c.	
CM	Chrysanthemum maximum 'Shasta'	Shasta Daisy	25	1 Gal.	C.G. Plant 18" o.c.	
DC	Deschampsia cespitosa 'Schottland'	Tufted Hair Grass	23	1 Gal.	C.G. Plant 18" o.c.	
EP	Eupatorium purpureum	Joe-Pye Weed	27	1 Gal.	C.G. Plant 18" o.c.	
HS	Hemerocallis 'Stella Doro'	Stella Dora Daylily	1062	1 Gal.	C.G. Plant 18" o.c.	
MS	Miscanthus sinensis 'Gracilimus'	Maiden Grass	18	2 Gal.	C.G. Plant 36" o.c.	
SH	Sporobolus heterolepis	Prairie Dropseed	20	2 Gal.	C.G., Plant 24" o.c.	
RF	Rudbeckia fulgida 'Goldstrum'	Blackeyed Susan	19	1 Gal.	C.G. Plant 18" o.c.	
SS	Salvia x superba 'May Night'	May Night Salvia	17	1 Gal.	C.G. Plant 18" o.c.	
ST	Sedum x telephium 'Autumn Joy'	Autumn Joy Sedum	8	1 Gal.	C.G. Plant 18" o.c.	
MX	Mixed Varieties		290	1 Gal.	C.G. Plant 18" o.c.	

RAIN GARDEN PLANT LIST					
KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
PERENNIALS:					
AA	Acorus americanus	Sweetflag	100	1 Gal.	C.G. Plant 18" o.c.
AS	Azidespis incanata	Swamp Milkweed	110	1 Gal.	C.G. Plant 18" o.c.
CC	Carex comosa	Long-hair Sedge	110	1 Gal.	C.G. Plant 18" o.c.
CG	Chelone glabra	Turtlehead	100	1 Gal.	C.G. Plant 18" o.c.
CV	Carex vulpinoidea	Fox Sedge	115	1 Gal.	C.G. Plant 18" o.c.
EP	Eupatorium purpureum	Joe-Pye Weed	115	1 Gal.	C.G. Plant 18" o.c.
IR	Iris versicolor	Harlequin Blueflag	115	1 Gal.	C.G. Plant 18" o.c.
JE	Juncus effusus	Soft Rush	115	1 Gal.	C.G. Plant 18" o.c.
LS	Lobelia siphilitica	Great Blue Lobelia	105	1 Gal.	C.G. Plant 18" o.c.
VH	Verbena hastata	Blue Vervain	115	1 Gal.	C.G. Plant 18" o.c.



PROGRESS SET
NOT FOR
CONSTRUCTION

DEPARTMENT OF
PLANNING & ZONING

**CITY MARKET
SOUTH END**

**Burlington,
Vermont**

PROJECT NO.	
A1536.00	
ISSUANCE DATE:	SCALE:
4/22/16	1"=30'
DRAWN BY:	CHECKED BY:
MM	MW
REVISIONS:	
1. Preliminary Design	02.12.2016
2. Design Development	04.15.2016
3. Final Plans	04.22.2016
4. Final Plans	06.17.2016
5. Final Plans	07.29.2016

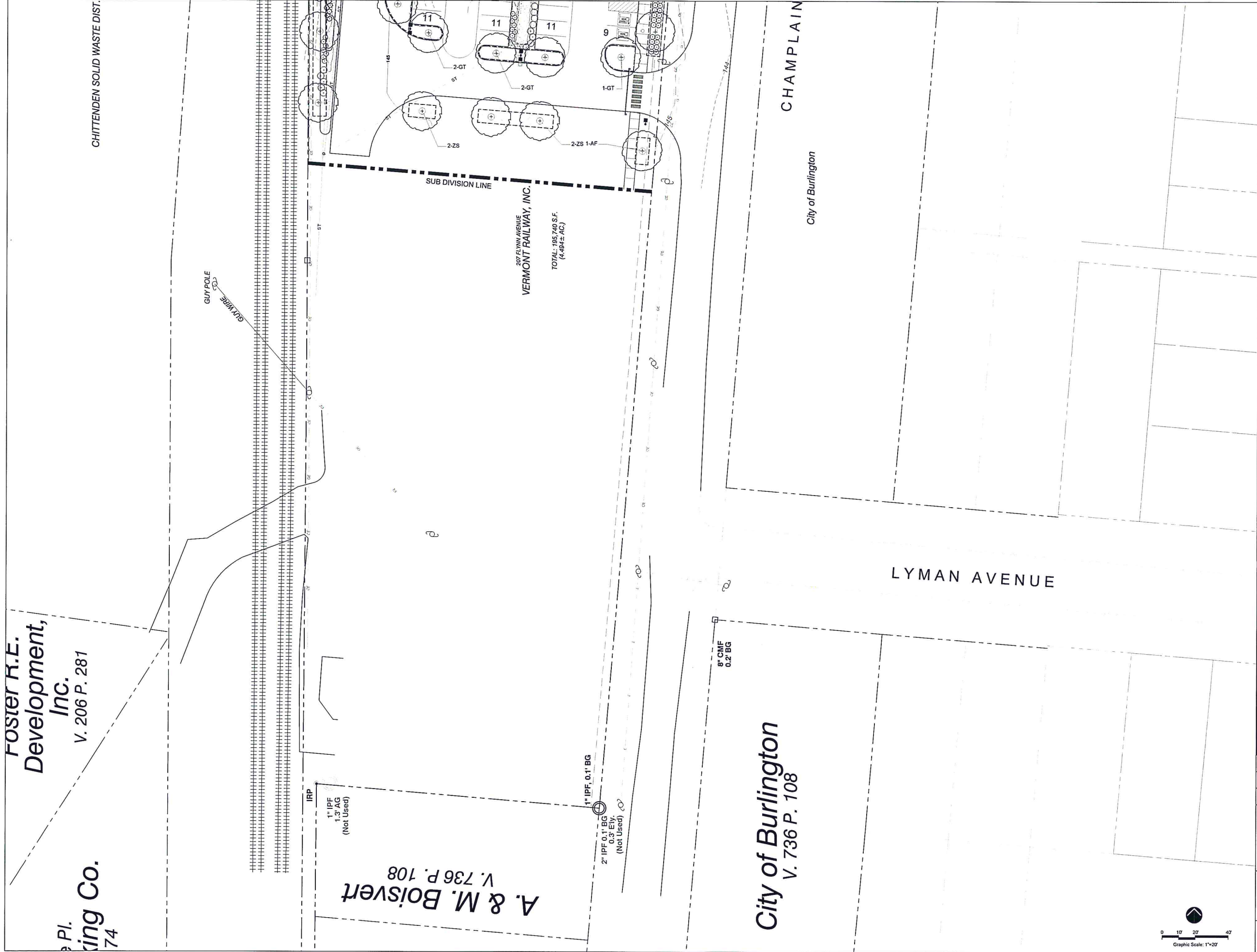
PLANTING PLAN

LA-200

SE GROUP
Landscape Architects and Planners
131 Church Street
Burlington, VT 05401
tel: 802.862.0088
fax: 802.865.2440
www.segroup.com

AUG 01 2016

A-201



PROGRESS SET
NOT FOR
CONSTRUCTION


Freeman | Trech | Freeman
41 Maple Street • Burlington VT 05401
802-688-2444 • www.ftf.com
Architecture • Planning • Interiors


SE GROUP
Landscape Architecture and Planning
131 Church Street
Burlington, VT 05401
Tel: 802.682.0000
Fax: 802.682.2444
www.segroup.com

DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

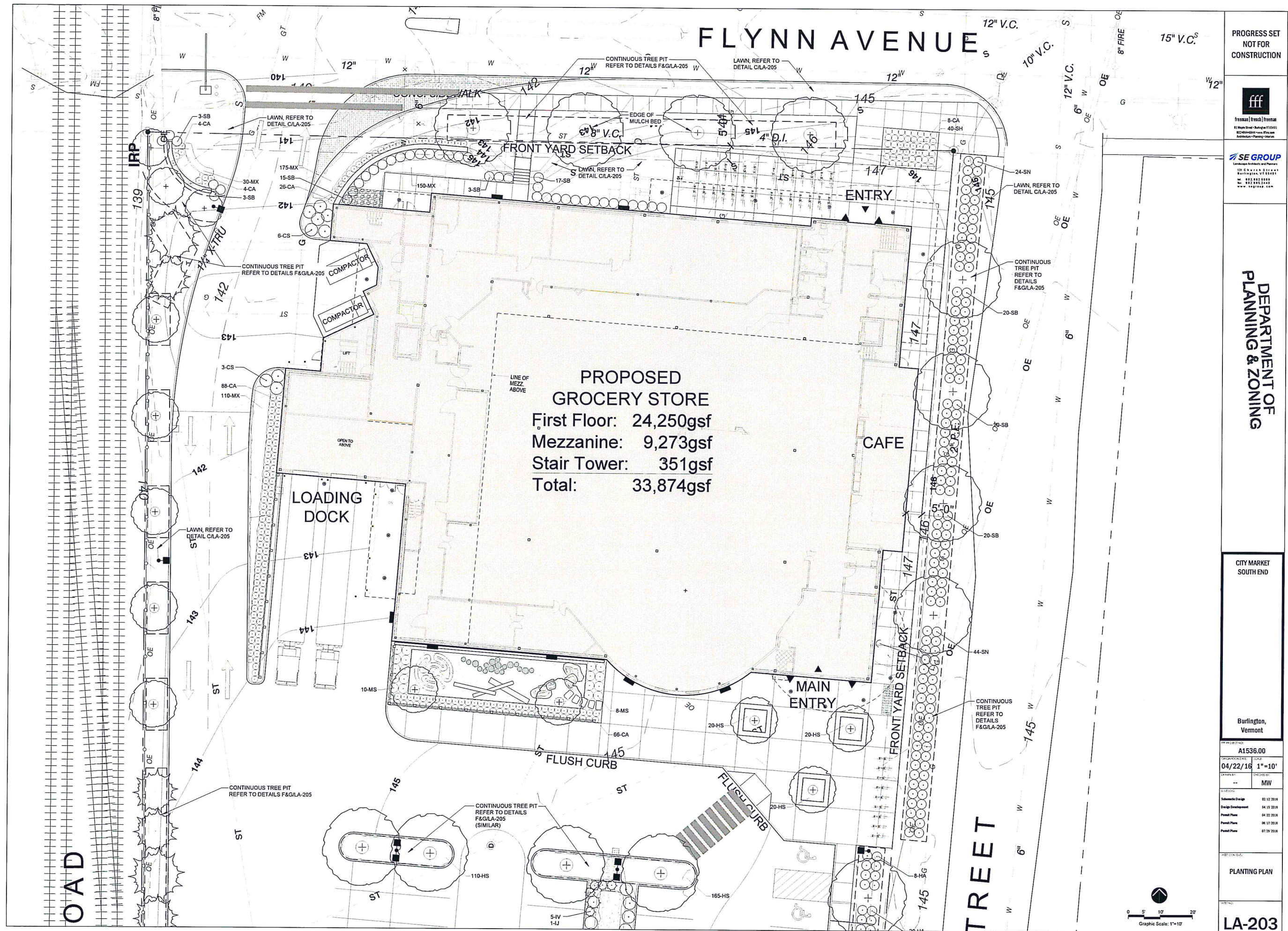
PROJECT NO.	A1536.00
DATE	04/22/16
SCALE	1"=20'
DESIGNED BY	MW
CHECKED BY	

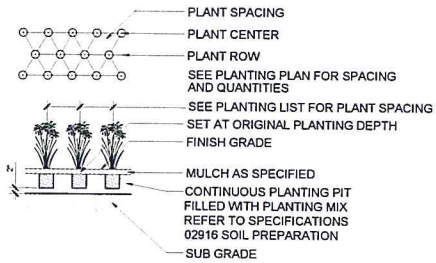
DATE	02-12-2016
DESIGNED BY	04-15-2016
DESIGNED BY	04-22-2016
DESIGNED BY	06-17-2016
DESIGNED BY	07-29-2016

PLANTING PLAN

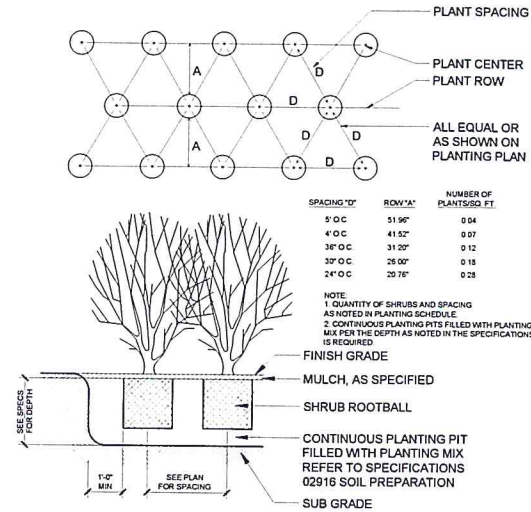
LA-202

AUG 01 2016

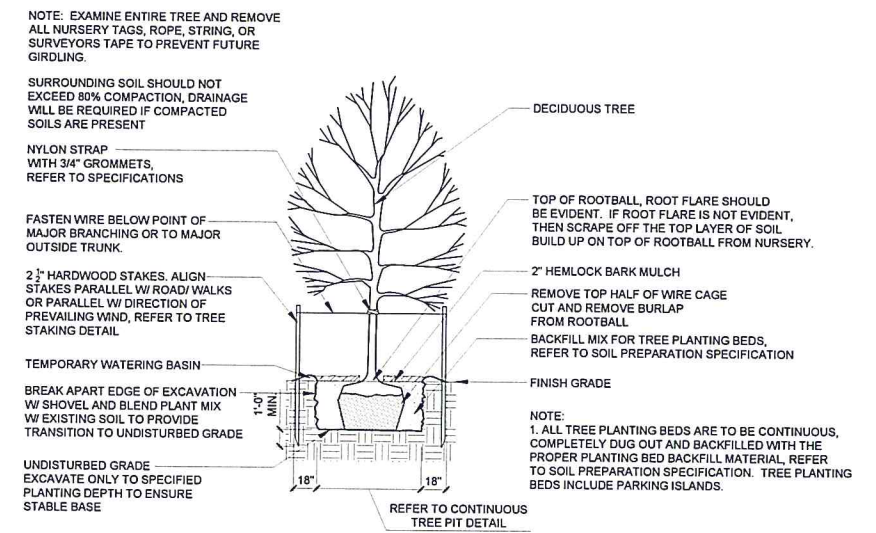




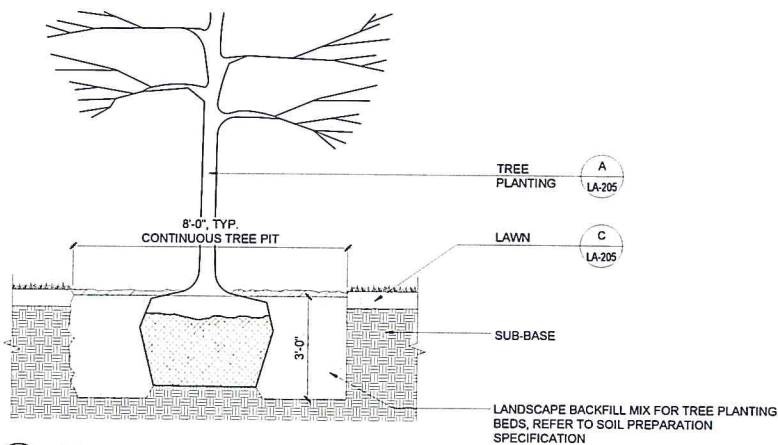
E PERENNIAL PLANTING
SCALE: 1/2" = 1'-0"



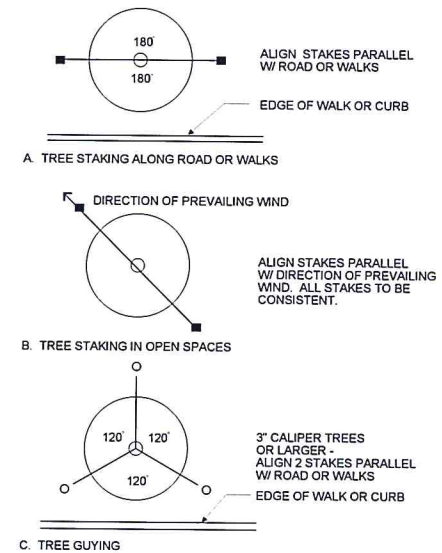
D SHRUB PLANTING
SCALE: 1/2" = 1'-0"



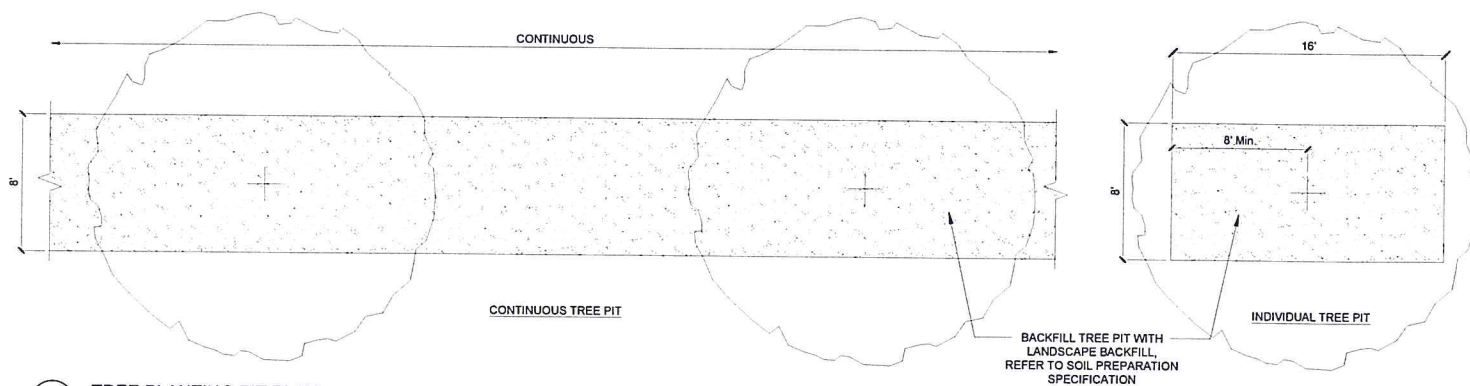
A TREE PLANTING
SCALE 1/4" = 1'-0"



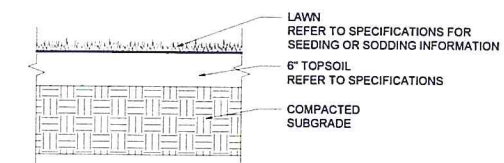
F CONTINUOUS TREE PLANTING PIT
SCALE 1/2" = 1'-0"



B TREE STAKING LAYOUT
NO SCALE



G TREE PLANTING PIT PLAN
SCALE 1/4" = 1'-0"



C LAWN
SCALE 1" = 1'-0"

PROGRESS SET
NOT FOR
CONSTRUCTION



frost | frost | frost
11 Maple Street - Rutland - VT 05701
802-484-4344 - frost@fff.com
Architecture - Planning - Interiors



Seabury & Associates
131 Church Street
Burlington, VT 05401
Tel: 802.482.5588
Fax: 802.482.5445
www.seagroup.com

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.	A1536.00
DATE	04/22/16 AS NOTED
DESIGNED BY	MW
CHECKED BY	
DATE	02-12-2016
DATE	04-15-2016
DATE	04-22-2016
DATE	06-17-2016
DATE	07-29-2016

PLANTING DETAILS

LA-205

STATISTICAL AREA SUMMARY

Parking Lot Shadow Study

Parking / Maneuvering Areas	59,276sf
Shadow Contribution By Trees	19,081sf
Percent Shade Coverage	19,081/59,276 = 32.19%

Assumptions:

1. Modeled on August 15th at 2:00pm for the latitude and longitude for Burlington, VT.
2. Parking lot trees are modeled at mature heights and widths.



PROGRESS SET
NOT FOR
CONSTRUCTION



Freeman | French | Freeman
81 Maple Street • Burlington, VT 05401
802-666-0644 • www.fff.com
Architecture • Planning • Consulting



SE GROUP
Landscape Architecture and Planning
131 Church Street
Burlington, VT 05401
Tel: 802-248-8989
Fax: 802-248-2440
www.segroup.com

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE
04/22/16

SCALE
1"=20'

DESIGNED BY
MW

DATE
02/12/2016

DATE
04/13/2016

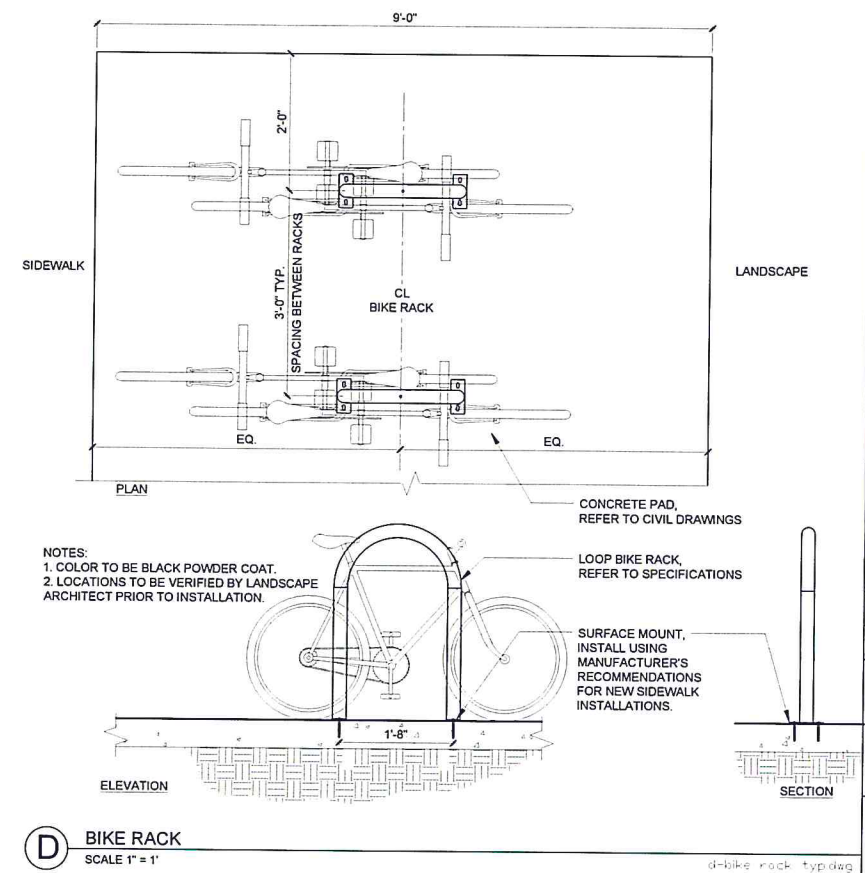
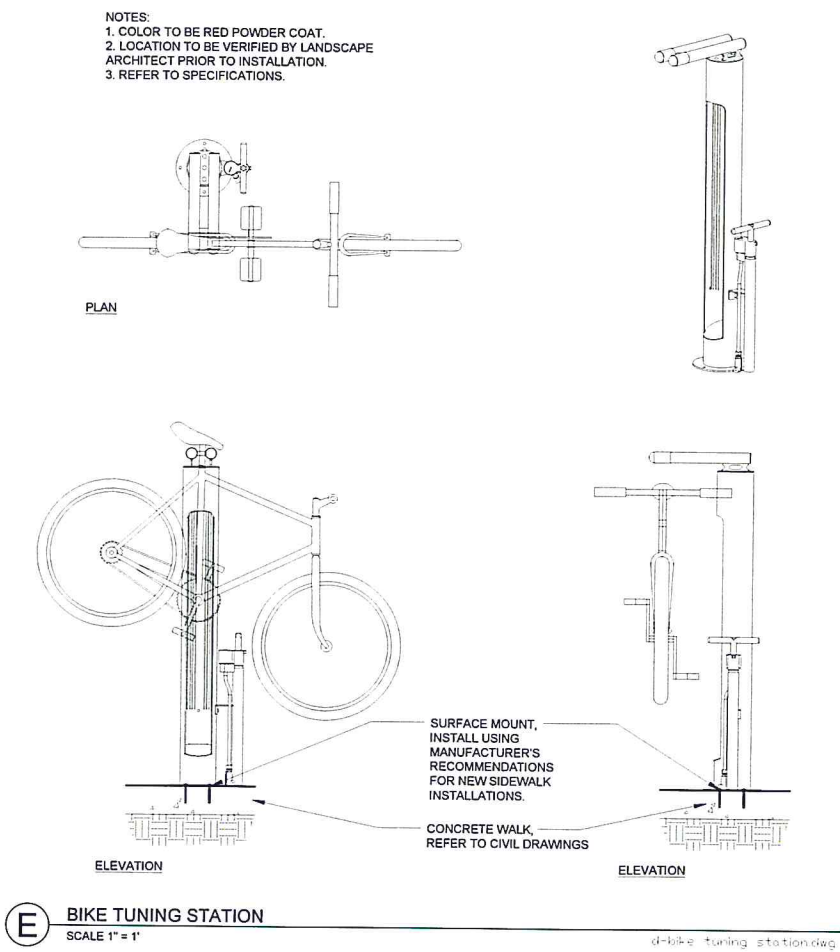
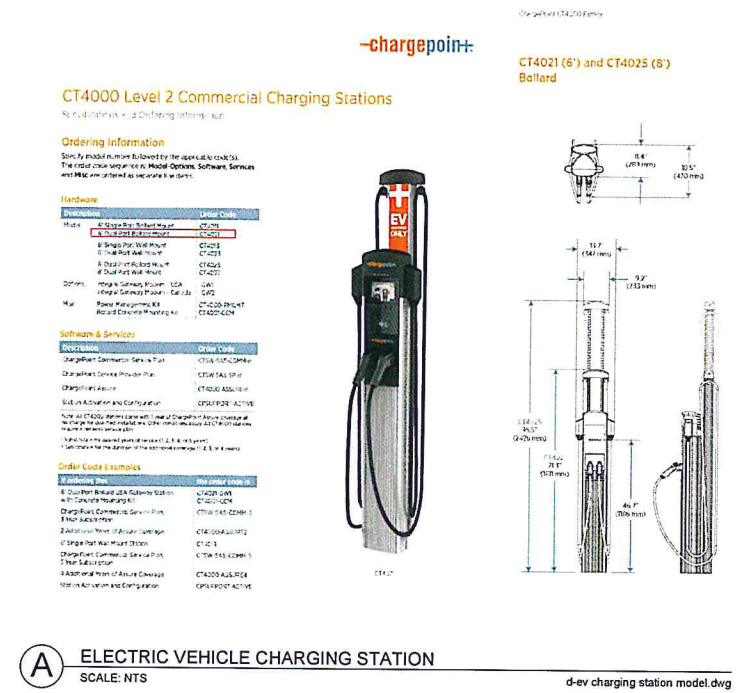
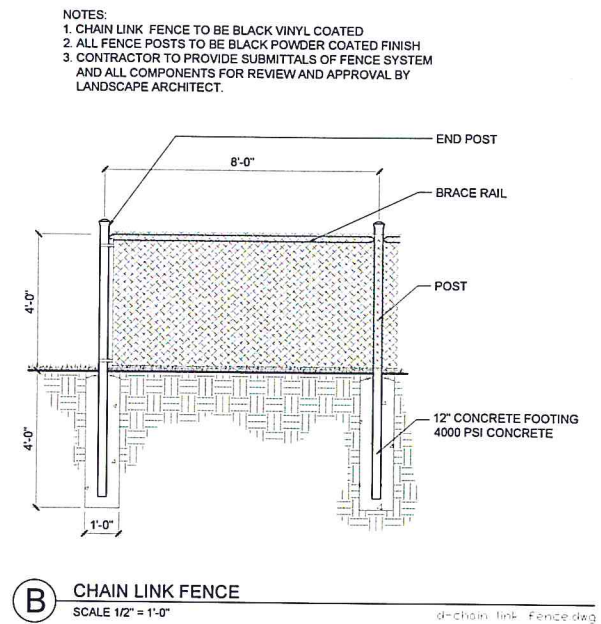
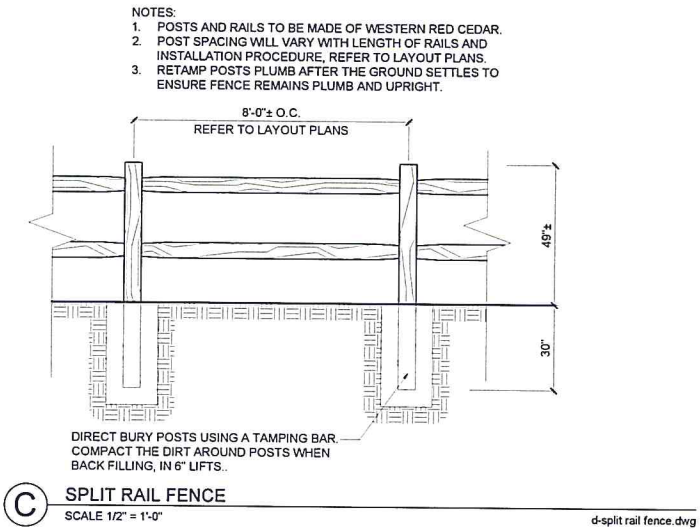
DATE
04/22/2016

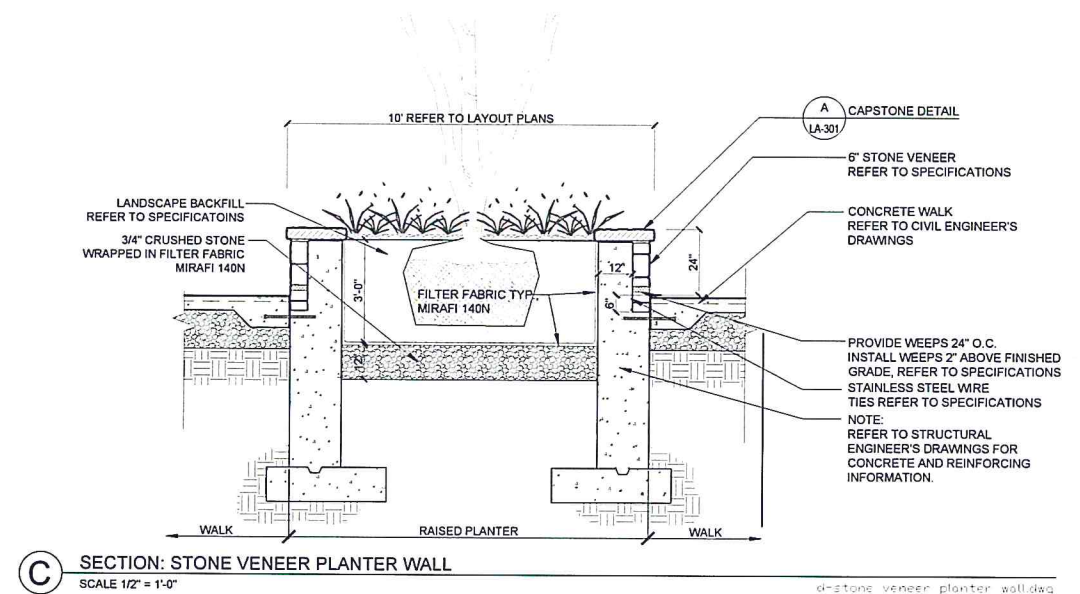
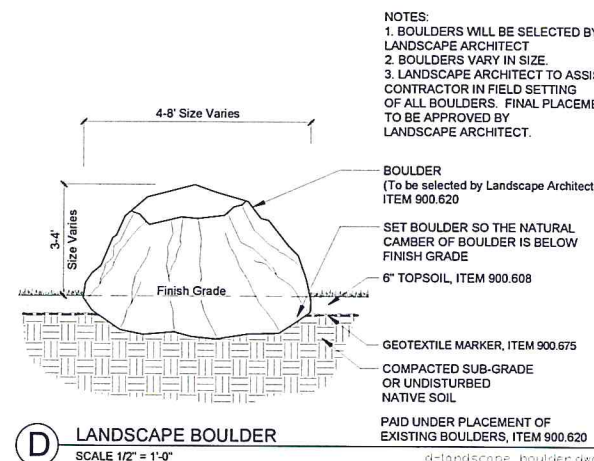
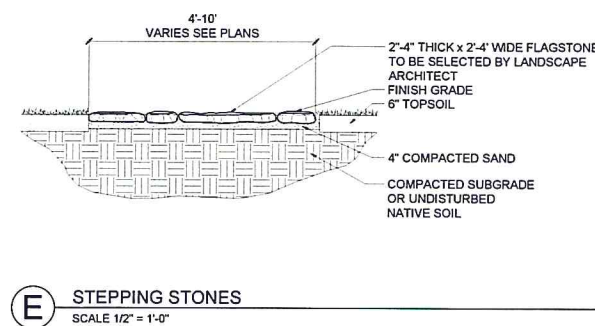
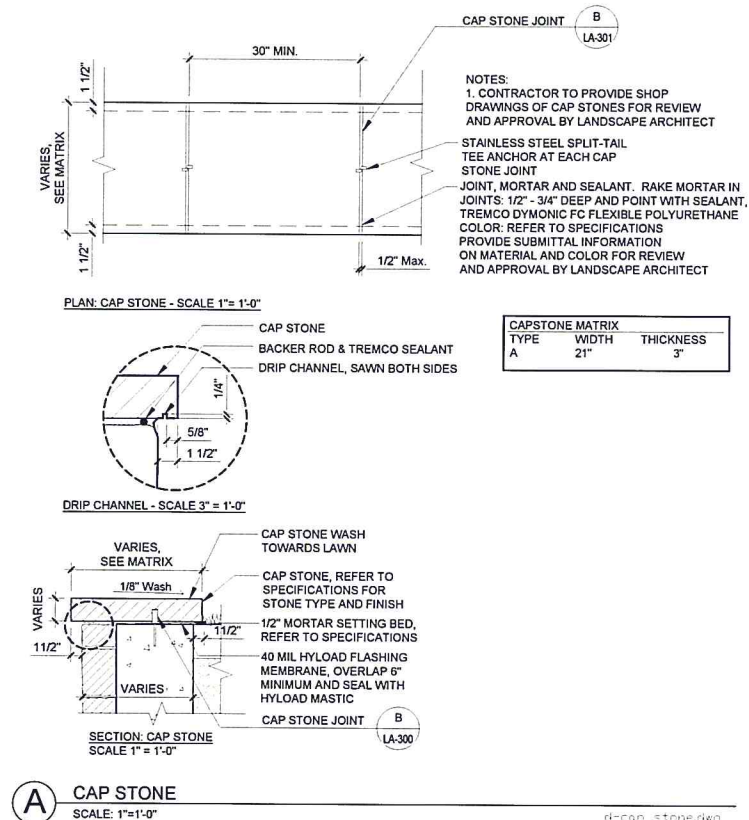
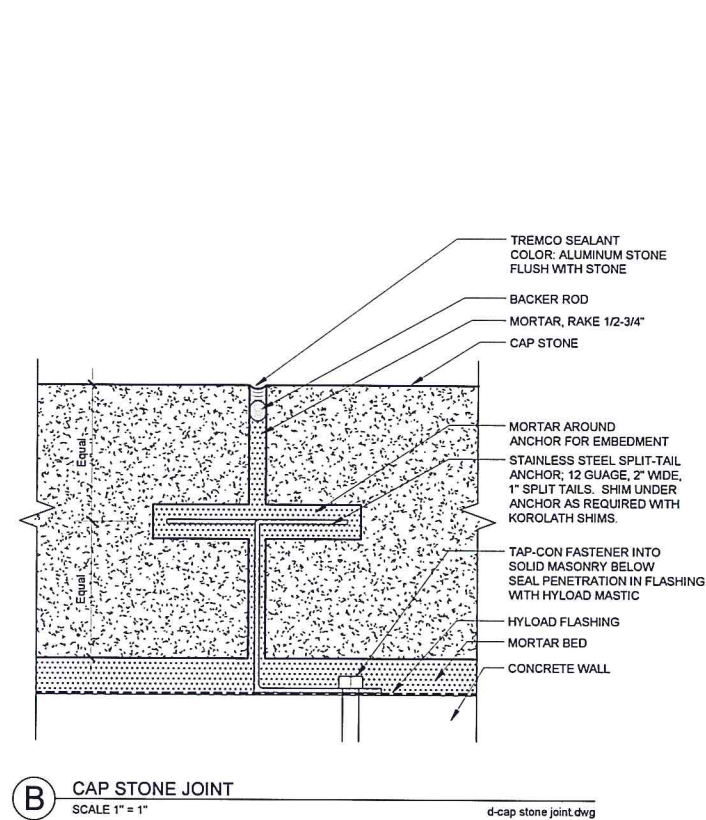
DATE
04/17/2016

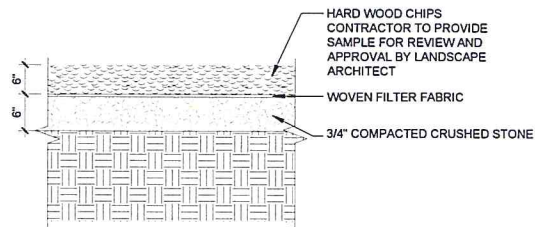
DATE
07/29/2016

PLANTING PLAN
SHADOW STUDY

LA 206







E WOOD CHIPS
SCALE 1" = 1'-0"
d-wood chips.dwg

- Notes:
1. DIAMETER OF LOGS WILL VARY (18"-30")
 2. EXPOSED HEIGHT OF LOGS WILL VARY (10-30")
 3. USE HARDWOOD LOGS WITH BARK REMOVED
 4. LOGS WILL BE SET INTO STONE SUB-BASE



B STEPPING LOGS
SCALE: NTS
d-step logs.dwg

- Notes:
1. CLIMBING LOGS WILL VARY IN DIAMETER (+/-10"-24")
 2. CLIMBING LOGS WILL VARY IN LENGTH (+/-8'-13')
 2. LOGS ARE EXPECTED TO BE IRREGULAR IN SHAPE, OFFERING VARIETY
 3. ALL LOGS WILL BE SELECTED BY LANDSCAPE ARCHITECT



A CLIMBING LOGS
SCALE: NTS
d-climbing logs.dwg

- Notes:
1. HEIGHT IS APPROXIMATELY 10' TALL
 2. VERTICAL AND HORIZONTAL COMPONENTS WILL BE MADE FROM ROUGH CUT CEDAR LOGS
 3. WALL WILL BE FREE STANDING, POSTS WILL BE BURIED IN THE GROUND SURROUNDED BY CONCRETE
 4. ALL WOOD COMPONENTS WILL BE LEFT NATURAL WOOD, NO FINISH
 5. ALL HARDWARE SHALL BE STAINLESS STEEL



D GREEN WALL
SCALE: NTS
d-green wall.dwg

- Notes:
1. BOULDER LENGTHS WILL VARY BETWEEN 5'-7'
 2. BOULDER WIDTHS WILL VARY BETWEEN 4'-6'
 3. EXPOSED HEIGHT OF BOULDERS WILL VARY
 4. BOULDERS WILL BE SET INTO THE STON SUB-BASE
 5. ALL BOULDERS TO BE SELECTED BY LANDSCAPE ARCHITECT



C CLIMBING BOULDERS
SCALE: NTS
d-climbing boulders.dwg

PROGRESS SET
NOT FOR
CONSTRUCTION



freeman | french | freeman
81 Maple Street - Burlington VT 05401
802.662.6444 - ext. 100
Architects - Planning - Interiors



SE GROUP
Landscape Architects and Planners
133 G. R. W. R. 2114
Burlington, VT 05401
tel. 802.662.6666
fax. 802.662.2440
www.segroup.com

DEPARTMENT OF
PLANNING & ZONING

RECEIVED
AUG 0 1 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO: A1536.00	
DATE: 04/22/16	SCALE: AS NOTED
DESIGNED BY: --	CHECKED BY: MW
REVISIONS:	
Submittal Design	03/12/2016
Design Development	04/15/2016
Permit Plans	04/22/2016
Permit Plans	06/17/2016
Permit Plans	07/29/2016

SHEET CONTROL

LANDSCAPE DETAILS

SHEET NO.

LA-302

FIXTURE AND POLE SPECIFICATIONS	
■ Fixture A	Kim Lighting
Manufacturer:	Kim Lighting
Fixture:	Altitude - ALT96
Configuration:	1SA
Optics:	Type 3
Lamp:	96watt LED - 4,000K
Milliamps:	350ma
Lens:	Flat Lens - FGL
Color:	Black
Options:	---
Pole:	PRA20-4188
Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.	
■ Fixture B	Kim Lighting
Manufacturer:	Kim Lighting
Fixture:	Altitude - ALT96
Configuration:	1SA
Optics:	Type 3
Lamp:	96watt LED - 4,000K
Milliamps:	350ma
Lens:	Flat Lens - FGL
Color:	Black
Options:	---
Pole:	PRA17.5-4188* (Modified)
Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.	
■ Fixture C	Kim Lighting
Manufacturer:	Kim Lighting
Fixture:	Altitude - ALT96
Configuration:	2SB
Optics:	Type V
Lamp:	96watt LED - 4,000K
Milliamps:	350ma
Lens:	Flat Lens - FGL
Color:	Black
Options:	---
Pole:	PRA17.5-4188* (Modified)
Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.	
■ Fixture D	Gardco
Manufacturer:	Gardco
Fixture:	101L Wall Sconce
Optics:	Type IV
Wattage:	35watt LED - 4,000K
Color:	Black
Options:	Wall Mounted - 14' Mounting Height
▲ Fixture E	Prescolite
Manufacturer:	Prescolite
Fixture:	8LFLEDG4 - 8" LED Downlight
Optics:	Type V
Wattage:	1100 Lumen - 4,000K
Color:	Black
Options:	Recessed Canopy Light +/-14' Mounting Height
▲ Fixture F	Modern Forms
Manufacturer:	Modern Forms
Fixture:	Urban - WS-W1116
Optics:	Top Lens
Wattage:	16watt
Color:	Black
Options:	Wall Light +/-8' Mounting Height

ISO-CONTOUR KEY	
ISO-CONTOUR	FOOTCANDLE VALUE
1.00	1.00
0.50	0.50
0.25	0.25

STATISTICAL AREA SUMMARY					
Grid Type: Horizontal Illuminance at finish grade.					
Grid Units: Footcandles					
Statistical Area	Avg	Max	Min	Avg/Min	Max/Min
1 Parking Lot and Service Area	1.37	3.60	0.10	13.70	36.00
2 Building Entry / Walks	1.67	6.80	0.00	0.00	0.00

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.

Statistical Boundary	---
Parking Lot and Service Area	---
Building Entry / Walks	---



PROGRESS SET
NOT FOR
CONSTRUCTION

freeman | brecht | freeman
11 Maple Street - Burlington VT 05401
802-684-6844 - www.fbf.com
Architecture - Planning - Interiors

Landscapes Architecture and Planning
151 Church Street - Burlington, VT 05401
802-682-2000
www.segroup.com

DEPARTMENT OF
PLANNING & ZONING

AUG 11 2015

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO:
A1536.00

DATE:
04/22/16

SCALE:
1"=20'

DRAWN BY:

CHECKED BY:
MW

DATE:
02/12/2016

DESIGN DEVELOPMENT:
04/15/2016

PERMIT PLANS:
04/22/2016

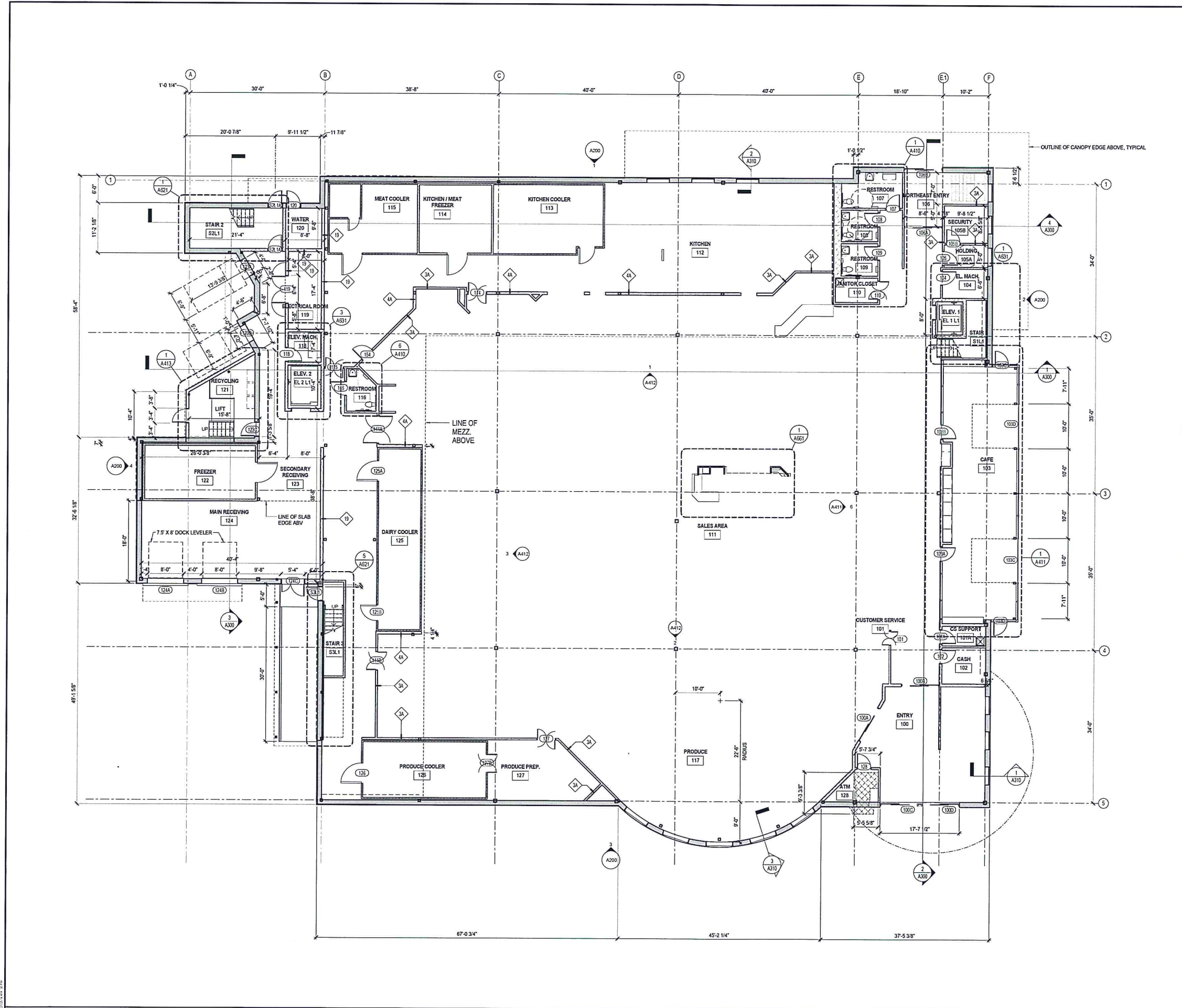
PERMIT PLANS:
04/17/2016

PERMIT PLANS:
07/29/2016

PHOTOGRAPHY:

LIGHTING PLAN

LA-400



FLOOR PLAN GENERAL NOTES

ALSO SEE SYMBOL LEGEND ON COVER SHEET.

1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GWB OR OTHER FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO FACE OF CLADDING UNLESS OTHERWISE NOTED.
2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPP, AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.
3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.
4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.
5. REFER TO G200 LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.
6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 6 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.
7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL LISTED FIRESTOPPING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.
8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

FLOOR PLAN LEGEND

ALSO SEE SYMBOL LEGEND ON COVER SHEET

EXISTING WALL / COLUMN TO REMAIN
NEW METAL STUD / GYPSUM WALLBOARD WALL
NEW MASONRY WALL
NEW STEEL / CONCRETE COLUMN - SEE STRUCTURAL
1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS.
FIRE EXTINGUISHER CABINET:
FE-1: SEMI-RECESSED CABINET W/ FE-1
FE-2: SURFACE MOUNT CABINET W/ FE-1
FIRE EXTINGUISHER ON WALL BRACKET:
FE-1: MULTI-PURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)
FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)
GWB COLUMN ENCLOSURE
METAL COLUMN ENCLOSURE
PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLT'S TYP.)

ROOM TAG - SEE A800 FOR FINISHES
ROOM NAME
ROOM NUMBER
WALL TAG - SEE SHEETS A003, A004
WALL TYPE
WHERE A WALL TYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED.
DOOR TAG - SEE SHEET A800
DOOR NUMBER
WINDOW OR CURTAINWALL TAG
SEE SHEET A810
WINDOW OR CURTAINWALL TYPE

NOT FOR CONSTRUCTION. NOT FOR BUILDING PERMIT.

fff
freeman | french | freeman
11 Maple Street, Burlington, VT 05401
802.649.4444 | www.fff.com
Architects • Planners • Interiors

CITY MARKET SOUTH END

Burlington, Vermont

A1536.00

01/01/16 1/8" = 1'-0"

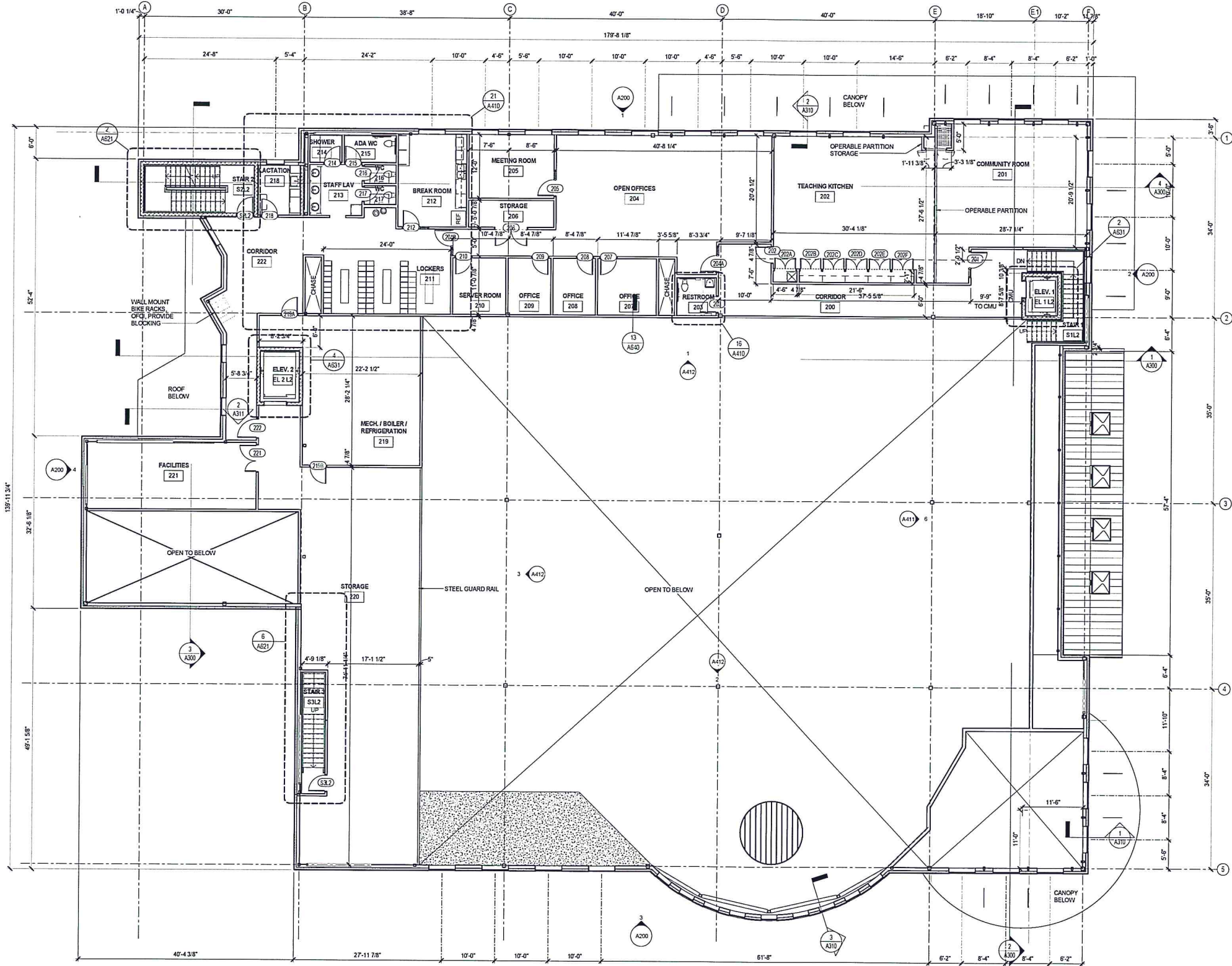
FFF BL

02/01/2018
04/15/2018
04/22/2018

1ST FLOOR PLAN

A101

1 LEVEL 1
A101 SCALE: 1/8" = 1'-0"



FLOOR PLAN GENERAL NOTES

- ALSO SEE SYMBOL LEGEND ON COVER SHEET.
1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GVB OR OTHER FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO FACE OF CLADDING UNLESS OTHERWISE NOTED.
 2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPP, AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.
 3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.
 4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.
 5. REFER TO GS00 LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.
 6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 8 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.
 7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL LISTED FIRE-RATING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.
 8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

FLOOR PLAN LEGEND

- ALSO SEE SYMBOL LEGEND ON COVER SHEET
- EXISTING WALL / COLUMN TO REMAIN
 - NEW METAL STUD / GYPSUM WALLBOARD WALL
 - NEW MASONRY WALL
 - NEW STEEL / CONCRETE COLUMN - SEE STRUCTURAL 1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS.
 - FIRE EXTINGUISHER CABINET:
 - FEC-1: SEMI-RECESSED CABINET W/ FE-1
 - FEC-2: SURFACE MOUNT CABINET W/ FE-1
 - FIRE EXTINGUISHER ON WALL BRACKET:
 - FE-1: MULTI-PURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)
 - FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)
 - GVB COLUMN ENCLOSURE
 - MCE
 - MCE
 - PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLT'S TYP.)
 - PCE
 - ROOM TAG - SEE A800 FOR FINISHES
 - ROOM NAME
 - ROOM NUMBER
 - WALL TAG - SEE SHEETS A003, A004
 - WALL TYPE
 - WHERE A WALL TYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED.
 - DOOR TAG - SEE SHEET A800
 - DOOR NUMBER
 - WINDOW OR CURTAINWALL TAG
 - SEE SHEET A810
 - WINDOW OR CURTAINWALL TYPE

NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



freeman | french | freeman
11 Maple Street, Burlington, VT 05401
802.254.4444 • www.fff.com
Architects • Planning • Interiors

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

RECEIVED

CITYMARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.

A1536.00

DATE: 08/15/12

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

DESIGNED BY: FFF

CHECKED BY: BL

DATE: 02/01/2015

DESIGN DEVELOPMENT: 04/15/2015

PERMIT PLANS: 04/02/2015

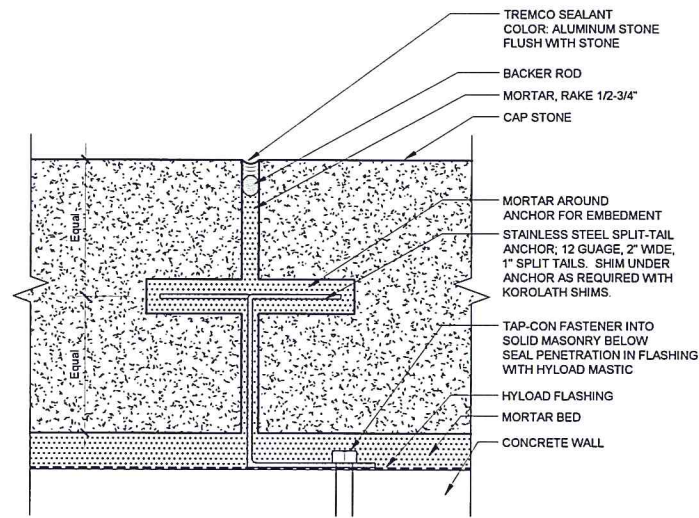
MEZZANINE
FLOOR PLAN

A102

1 LEVEL 2
SCALE: 1/8" = 1'-0"

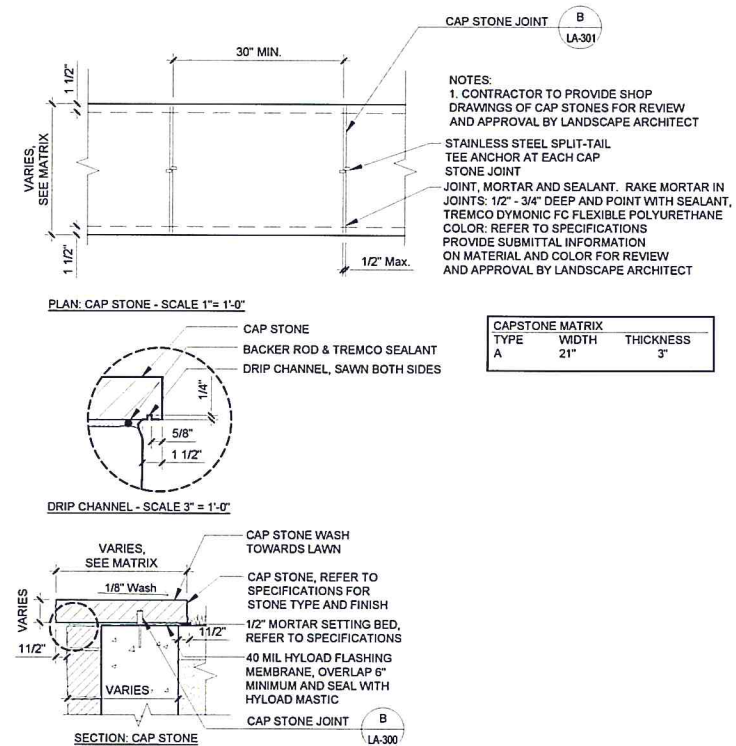
N - PROJECT NORTH

GRAPHIC SCALE



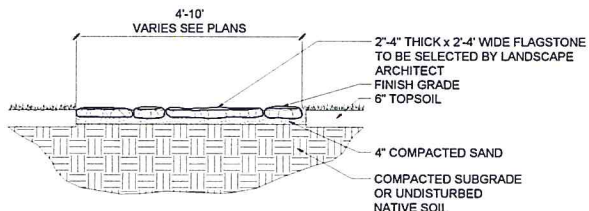
B CAP STONE JOINT
SCALE 1" = 1'-0"

d-cap stone joint.dwg

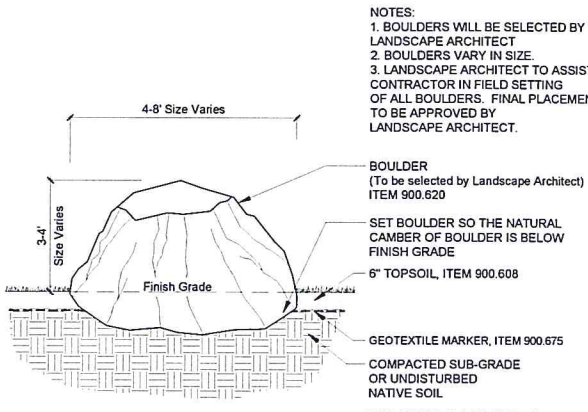


A CAP STONE
SCALE 1" = 1'-0"

d-cap stone.dwg

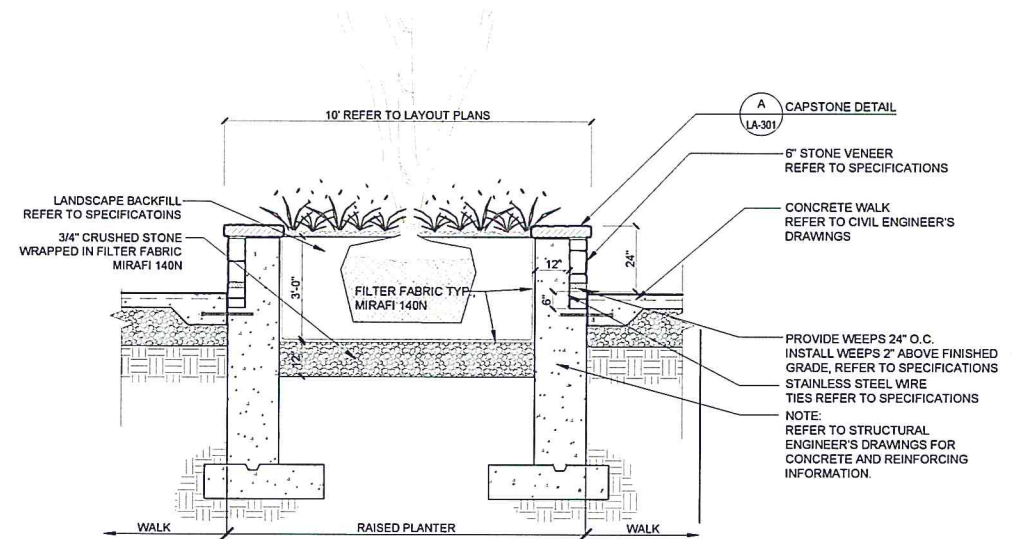


E STEPPING STONES
SCALE 1/2" = 1'-0"



D LANDSCAPE BOULDER
SCALE 1/2" = 1'-0"

d-landscape boulder.dwg



C SECTION: STONE VENEER PLANTER WALL
SCALE 1/2" = 1'-0"

d-stone veneer planter wall.dwg

PROGRESS SET
NOT FOR
CONSTRUCTION



freeman | french | freeman
81 Maple Street - Burlington VT 05401
802-688-8844 - www.fff.com
Landscape Planning & Design



SE GROUP
Landscape Architecture and Planning
100 Church Street - 3rd Floor
Burlington, VT 05401
Tel: 802.262.2888
Fax: 802.262.2444
www.segroup.com

RECEIVED
AUG 01 2016
DEPARTMENT OF
PLANNING & ZONING

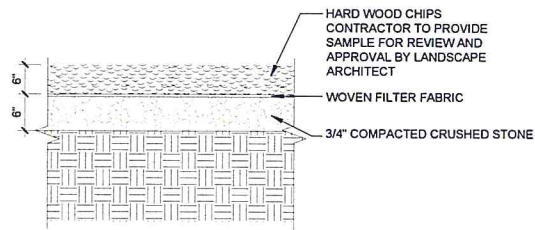
CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.		A1536.00	
DATE	04/22/16	SCALE	AS NOTED
DRAWN BY	--	CHECKED BY	MW
REVISIONS			
Submitted Design	03.12.2016		
Design Development	04.15.2016		
Permit Plans	04.22.2016		
Permit Plans	06.17.2016		
Permit Plans	07.29.2016		

LANDSCAPE DETAILS

LA-302



E WOOD CHIPS
SCALE 1" = 1'-0"
d-wood_chips.dwg

- Notes:
1. DIAMETER OF LOGS WILL VARY (18"-30")
 2. EXPOSED HEIGHT OF LOGS WILL VARY (10-30")
 3. USE HARDWOOD LOGS WITH BARK REMOVED
 4. LOGS WILL BE SET INTO STONE SUB-BASE



B STEPPING LOGS
SCALE: NTS
d-step_logs.dwg

- Notes:
1. CLIMBING LOGS WILL VARY IN DIAMETER (+/-10"-24")
 2. CLIMBING LOGS WILL VARY IN LENGTH (+/-8'-13')
 2. LOGS ARE EXPECTED TO BE IRREGULAR IN SHAPE, OFFERING VARIETY
 3. ALL LOGS WILL BE SELECTED BY LANDSCAPE ARCHITECT



A CLIMBING LOGS
SCALE: NTS
d-climbing_logs.dwg

- Notes:
1. HEIGHT IS APPROXIMATELY 10' TALL
 2. VERTICAL AND HORIZONTAL COMPONENTS WILL BE MADE FROM ROUGH CUT CEDAR LOGS
 3. WALL WILL BE FREE STANDING, POSTS WILL BE BURIED IN THE GROUND SURROUNDED BY CONCRETE
 4. ALL WOOD COMPONENTS WILL BE LEFT NATURAL WOOD, NO FINISH
 5. ALL HARDWARE SHALL BE STAINLESS STEEL



D GREEN WALL
SCALE: NTS
d-green_wall.dwg

- Notes:
1. BOULDER LENGTHS WILL VARY BETWEEN 5'-7'
 2. BOULDER WIDTHS WILL VARY BETWEEN 4'-6'
 3. EXPOSED HEIGHT OF BOULDERS WILL VARY
 4. BOULDERS WILL BE SET INTO THE STON SUB-BASE
 5. ALL BOULDERS TO BE SELECTED BY LANDSCAPE ARCHITECT



C CLIMBING BOULDERS
SCALE: NTS
d-climbing_boulders.dwg

FIXTURE AND POLE SPECIFICATIONS	
■ Fixture A	Kim Lighting
Manufacturer:	Altitude - ALT96
Fixture:	1SA
Configuration:	Type 3
Optics:	96watt LED - 4,000K
Lamp:	350ma
Milliamps:	Flat Lens - FGL
Lens:	Black
Color:	---
Options:	PRA20-4188
Pole:	
■ Fixture B	Kim Lighting
Manufacturer:	Altitude - ALT96
Fixture:	1SA
Configuration:	Type 3
Optics:	96watt LED - 4,000K
Lamp:	350ma
Milliamps:	Flat Lens - FGL
Lens:	Black
Color:	---
Options:	PRA17.5-4188* (Modified)
Pole:	
Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.	
■ Fixture C	Kim Lighting
Manufacturer:	Altitude - ALT96
Fixture:	2SB
Configuration:	Type V
Optics:	96watt LED - 4,000K
Lamp:	350ma
Milliamps:	Flat Lens - FGL
Lens:	Black
Color:	---
Options:	PRA17.5-4188* (Modified)
Pole:	
Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.	
■ Fixture D	Gardco
Manufacturer:	101L Wall Sconce
Fixture:	Type IV
Optics:	35watt LED - 4,000K
Wattage:	Black
Color:	Wall Mounted - 14' Mounting Height
Options:	
■ Fixture E	Prescolite
Manufacturer:	8LFLED5G4 - 8" LED Downlight
Fixture:	Type V
Optics:	1100 Lumen - 4,000K
Wattage:	Black
Color:	Recessed Canopy Light +/-14' Mounting Height
Options:	
▲ Fixture F	Modern Forms
Manufacturer:	Urban - WS-W1116
Fixture:	Top Lens
Optics:	16watt
Wattage:	Black
Color:	Wall Light +/-8' Mounting Height
Options:	

ISO-CONTOUR KEY	
ISO-CONTOUR	FOOTCANDLE VALUE
1.00	
0.50	
0.25	

STATISTICAL AREA SUMMARY					
Grid Type: Horizontal Illuminance at finish grade.					
Grid Units: Footcandles					
Statistical Area	Avg	Max	Min	Avg/Min	Max/Min
1 Parking Lot and Service Area	1.37	3.60	0.10	13.70	36.00
2 Building Entry / Walks	1.67	6.80	0.00	0.00	0.00

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 L.P. 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.

Statistical Boundary	
—	Parking Lot and Service Area
—	Building Entry / Walks



PROGRESS SET
NOT FOR
CONSTRUCTION

freeman | french | freeman
82 Maple Street, Burlington VT 05401
802.255.4344
www.freemangroup.com

SE GROUP
131 Church Street
Burlington, VT 05401
www.segroup.com

DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE
04/22/16

SCALE
1"=20'

DRAWN BY
MW

CHECKED BY
MW

DATE
03.12.2016

DATE
04.15.2016

DATE
04.22.2016

DATE
06.17.2016

DATE
07.29.2016

LIGHTING PLAN

LA-400

PROGRESS SET
NOT FOR
CONSTRUCTION



freeman | french | freeman
11 Maple Street, Burlington VT 05401
802-486-4344 • www.fff.com
Architects • Planners • Engineers

SE GROUP
Landscape Architecture and Planning
131 Church Street
Burlington, VT 05401
Tel: 802.862.5555
Fax: 802.862.5448
www.segroup.com

RECEIVED
AUG 11 2016
DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

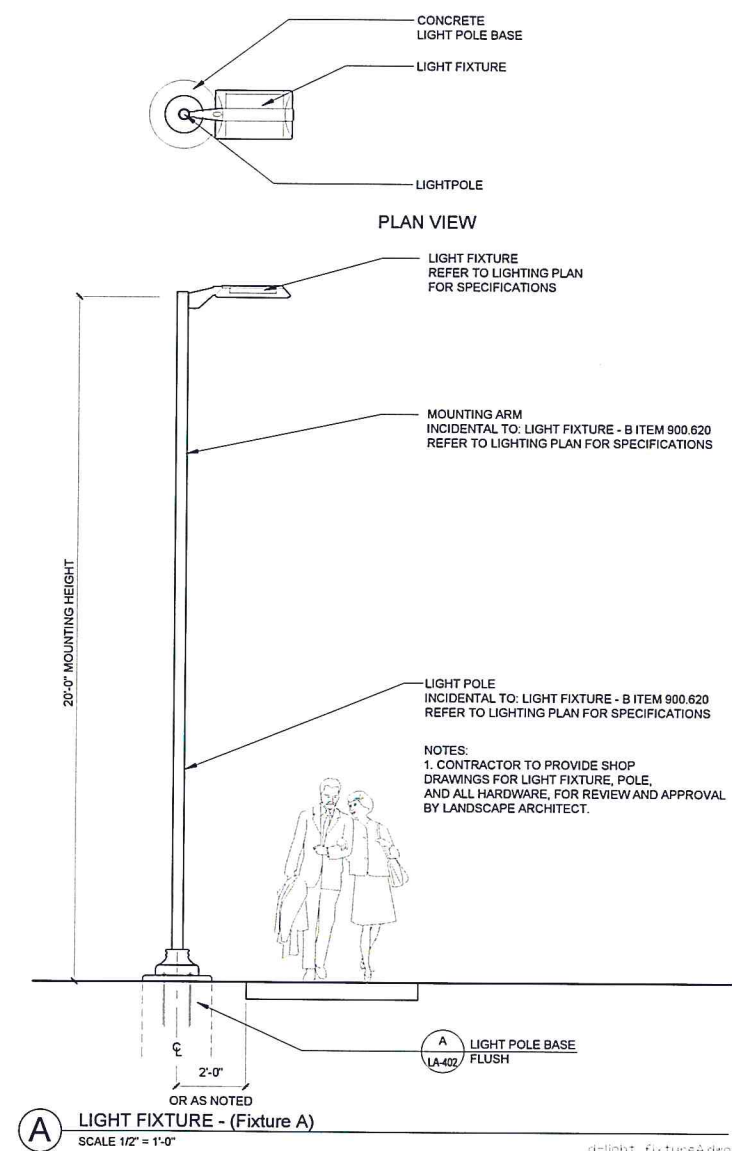
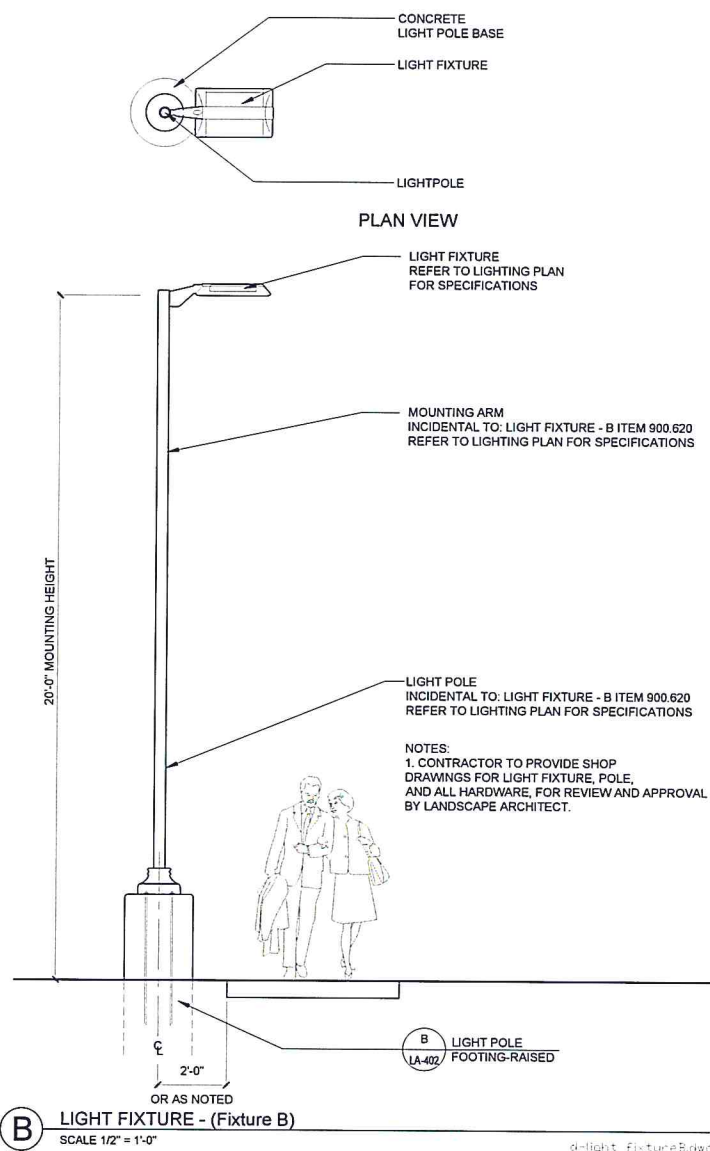
Burlington,
Vermont

PROJECT NO:
A1536.00
DATE: **04/22/16** SCALE: **AS NOTED**
DRAWN BY: **MM** CHECKED BY: **MW**

DATE	DESCRIPTION
02/12/2016	Schematic Design
04/15/2016	Design Development
04/22/2016	Permit Plans
06/17/2016	Permit Plans
07/29/2016	Permit Plans

LIGHTING
DETAILS

LA-401



PROGRESS SET
NOT FOR
CONSTRUCTION



DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

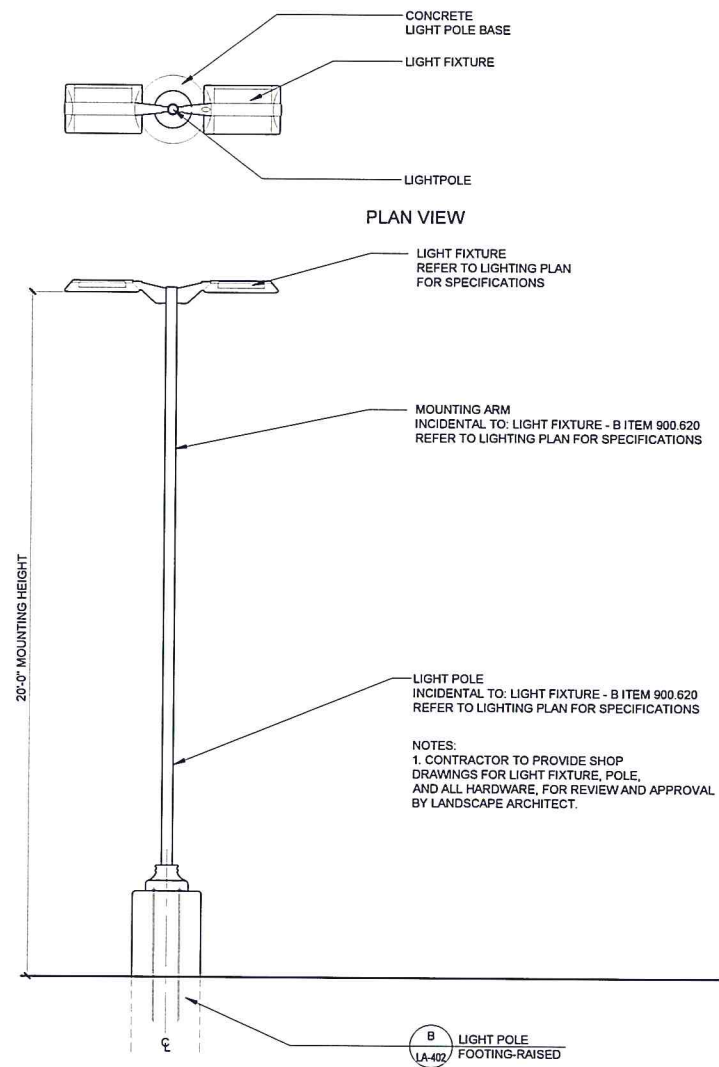
CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.	A1536.00
DATE	04/22/16 AS NOTED
DESIGNED BY	MW
DESIGNED BY	MW
DATE	02/12/2016
DATE	04/15/2016
DATE	04/22/2016
DATE	06/17/2016
DATE	07/29/2016

LIGHTING
DETAILS

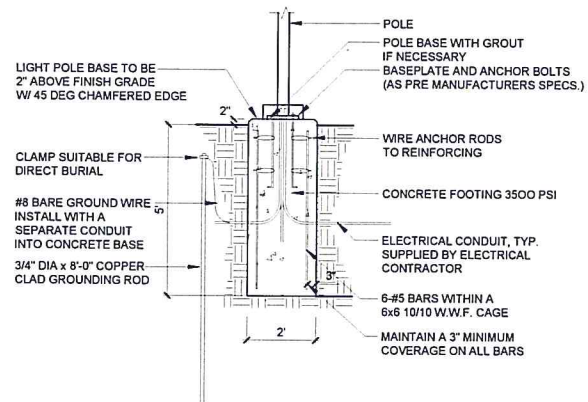
LA-402



C LIGHT FIXTURE - (Fixture C)
SCALE 1/2" = 1'-0"

d-light FixtureC.dwg

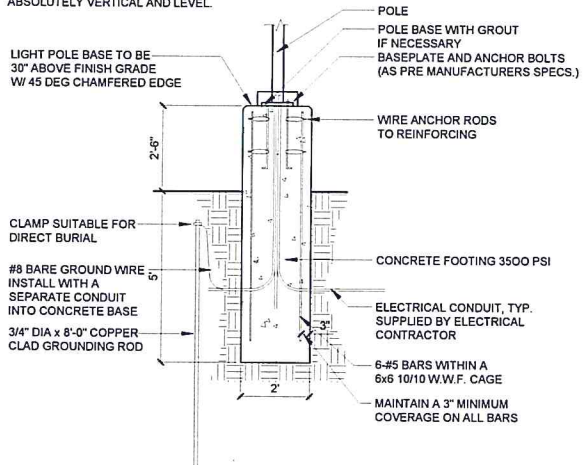
NOTE: POLE BASE IS TO BE ONE CONTINUOUS POUR.
THE CONTRACTOR WILL TAKE SPECIAL CARE TO
ENSURE CONCRETE POLE BASES ARE INSTALLED
ABSOLUTELY VERTICAL AND LEVEL.



A LIGHT POLE FOOTING - FLUSH
SCALE 1/2" = 1'-0"

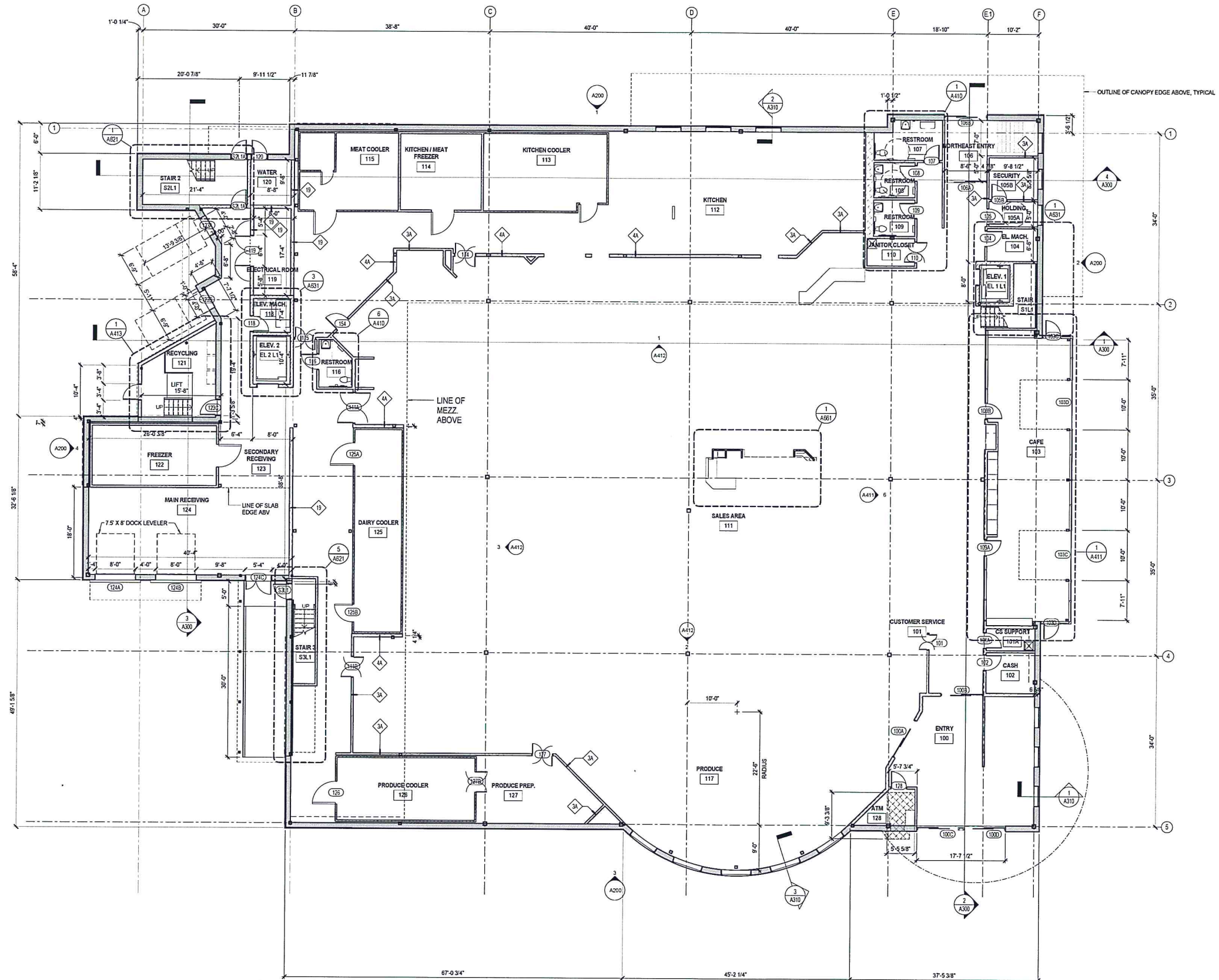
d-light footing - flush.dwg

NOTE: POLE BASE IS TO BE ONE CONTINUOUS POUR.
THE CONTRACTOR WILL TAKE SPECIAL CARE TO
ENSURE CONCRETE POLE BASES ARE INSTALLED
ABSOLUTELY VERTICAL AND LEVEL.



B LIGHT POLE FOOTING - RAISED
SCALE 1/2" = 1'-0"

d-light footing - raised.dwg



FLOOR PLAN GENERAL NOTES

ALSO SEE SYMBOL LEGEND ON COVER SHEET.

1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GWB OR OTHER FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO FACE OF CLADDING UNLESS NOTED OTHERWISE.
2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPP, AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.
3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.
4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.
5. REFER TO G200 LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.
6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 6 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.
7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL-LISTED PRESAFING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.
8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

FLOOR PLAN LEGEND

ALSO SEE SYMBOL LEGEND ON COVER SHEET

- EXISTING WALL / COLUMN TO REMAIN
- NEW METAL STUD / GYPSUM WALLBOARD WALL
- NEW MASONRY WALL
- NEW STEEL / CONCRETE COLUMN - SEE STRUCTURAL
- 1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS
- FIRE EXTINGUISHER CABINET:
FE-1: SEMI-RECESSED CABINET W/ FE-1
FE-2: SURFACE MOUNT CABINET W/ FE-1
- FIRE EXTINGUISHER ON WALL BRACKET:
FE-1: MULTI-PURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)
FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)
- GWB COLUMN ENCLOSURE
- GCE
- MCE
- MCE
- PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLT'S TYP.)
- PCE

ROOM TAG - SEE A900 FOR FINISHES

ROOM NAME

ROOM NUMBER

WALL TAG - SEE SHEETS A003, A004

WALL TYPE

WHERE A WALL TYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED.

DOOR TAG - SEE SHEET A800

DOOR NUMBER

WINDOW OR CURTAINWALL TAG

SEE SHEET A810

WINDOW OR CURTAINWALL TYPE

NOT FOR CONSTRUCTION. NOT FOR BUILDING PERMIT.

fff

freeman | french | freeman

11 Main Street - 3rd Floor - 05401
603.848.4444 - www.fff.com
A1536.00 - 1st Floor Plan

CITY MARKET SOUTH END

Burlington, Vermont

A1536.00

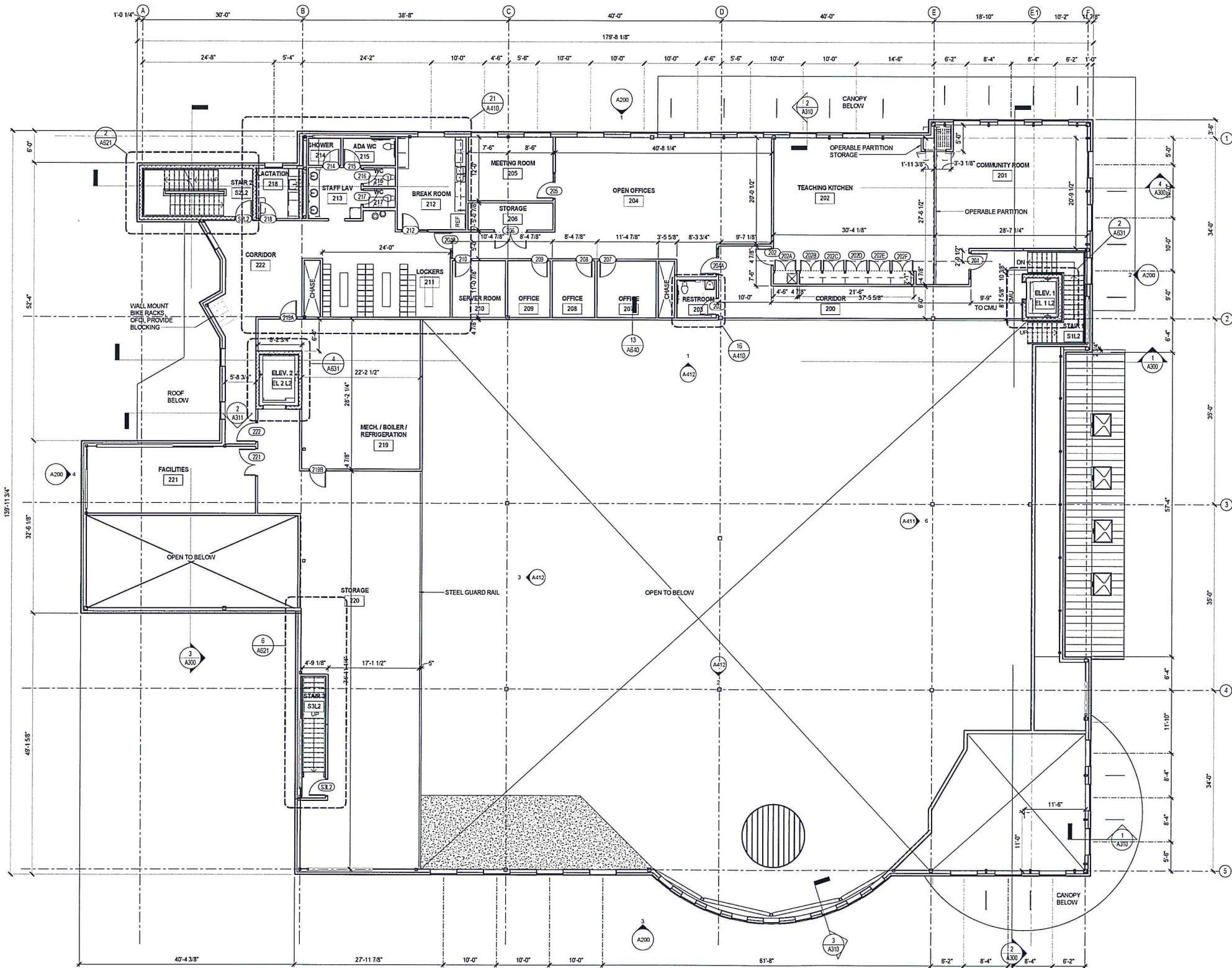
01/01/16 1/8" = 1'-0"

FF BL

Schedule Design 02/12/2016
Design Development 04/15/2016
Permit Plans 04/22/2016

1ST FLOOR PLAN

A101



FLOOR PLAN GENERAL NOTES

- ALSO SEE SYMBOL LEGEND ON COVER SHEET.
1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GVB OR OTHER FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO FACE OF CLADDING UNLESS NOTED OTHERWISE.
 2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPP, AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.
 3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.
 4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.
 5. REFER TO G200 LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.
 6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 8 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.
 7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL-LISTED FIRESTOPPING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.
 8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

FLOOR PLAN LEGEND

- ALSO SEE SYMBOL LEGEND ON COVER SHEET
- EXISTING WALL/ COLUMN TO REMAIN
 - NEW METAL STUD / GYPSUM WALLBOARD WALL
 - NEW MASONRY WALL
 - NEW STEEL CONCRETE COLUMN - SEE STRUCTURAL 1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS.
 - FIRE EXTINGUISHER CABINET:
 - FEC-1: SEM-RECESSED CABINET W/ FE-1
 - FEC-2: SURFACE MOUNT CABINET W/ FE-1
 - FIRE EXTINGUISHER ON WALL BRACKET:
 - FE-1: MULTI-PURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)
 - FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)
 - GVB COLUMN ENCLOSURE
 - OCE
 - METAL COLUMN ENCLOSURE
 - MCE
 - PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLTS TYP.)
 - PCE
- Room name — ROOM NAME
101 — ROOM NUMBER
- WALL TAG — SEE SHEETS A003, A004
WALL TYPE
WHERE A WALL TYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED.
- DOOR TAG — SEE SHEET A000
101 — DOOR NUMBER
- WINDOW OR CURTAINWALL TAG
SEE SHEET A010
WINDOW OR CURTAINWALL TYPE

NOT FOR CONSTRUCTION.
NOT FOR BUILDING PERMIT.



DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

RECEIVED

CITY MARKET
SOUTH END

Burlington,
Vermont

A1536.00

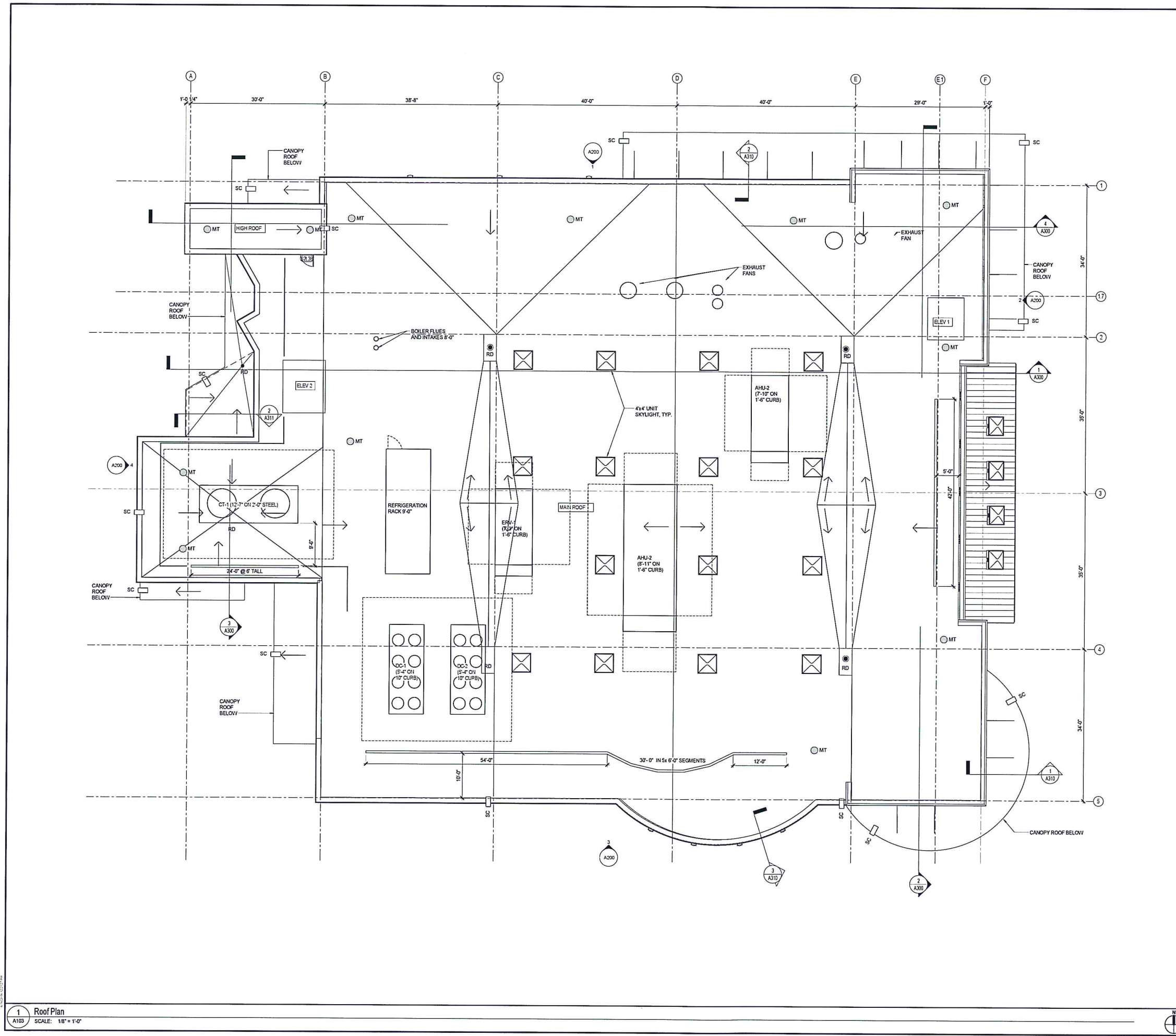
08/15/12 1/8" = 1'-0"

FF BL

Design Development 04/15/2014
Permit Plans 04/15/2014

MEZZANINE
FLOOR PLAN

A102



ROOF PLAN LEGEND

○

RD

●

MT

□

SC

□

SCP

—

SVRL

⊕

RMF

ROOF DRAIN

MAINTENANCE TIEDOWN

SCUPPER

SCUPPER TO PAD ON ROOF BELOW

SCUPPER WITH RAIN LEADER TO PAD ON ROOF BELOW

ROOF MANIFOLD

ROOF PLAN GENERAL NOTES

1. SEE EXTERIOR WALL SECTION SHEETS AND EXTERIOR ASSEMBLY SHEET FOR ROOF SYSTEM NOTES.

2. SEE MEPP/FP DRAWINGS & SPECIFICATIONS FOR ROOF TOP EQUIPMENT REQUIREMENTS INCLUDING CURBS.

3. SEE PLUMBING DVGS FOR ROOF DRAIN QUANTITIES, SIZES & LAYOUT. CONTACT ARCHITECT IF DISCREPANCIES ARE FOUND.

4. SECONDARY ROOF DRAINAGE IS PROVIDED USING SCUPPERS. SEE PLAN FOR SCUPPER SIZE & LOCATIONS.

5. ROOF DECK IS TAPERED. INSULATION REQUIRED TO SLOOPE TO DRAIN IS TAPERED AT 1/4" PER FOOT. CRICKETS ARE TAPERED AT 1/2" PER FOOT, UNLESS OTHERWISE NOTED.

NOT FOR CONSTRUCTION.
NOT FOR BUILDING PERMIT.

fff

freeman | french | freeman

11 Main Street - Burlington, VT 05401

802-664-6644 - www.frfreeman.com

©2016 Freeman | French | Freeman

RECEIVED

AUG 01 2016

DEPARTMENT OF PLANNING & ZONING

CITY MARKET SOUTHEAST

Burlington, Vermont

PROJECT NO: A1536.00

DATE: 01/08/16

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

AC

BL

Reviewed By: 02/12/2016

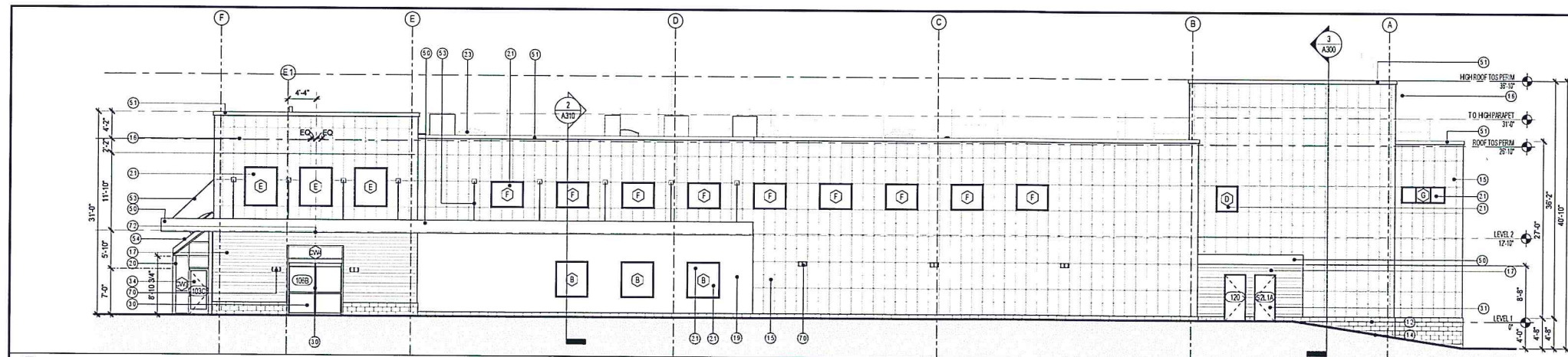
Design Development: 04/15/2016

Permit Plans: 04/22/2016

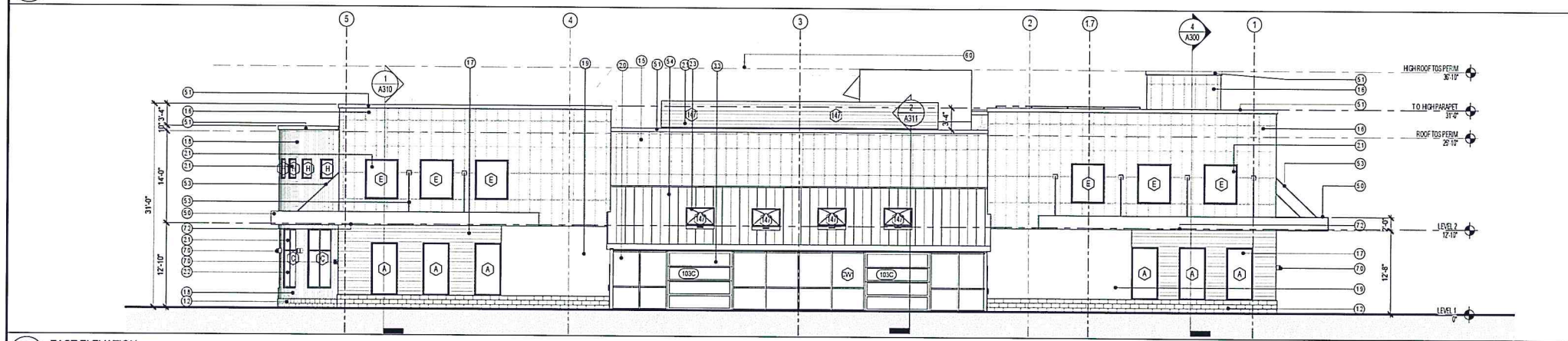
Permit Plans: 04/17/2016

ROOFPLAN

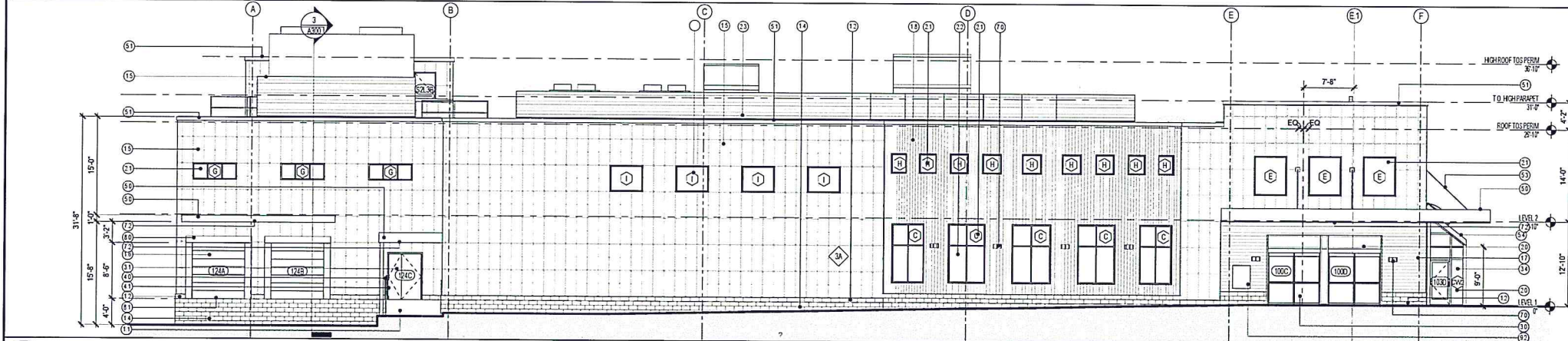
A103



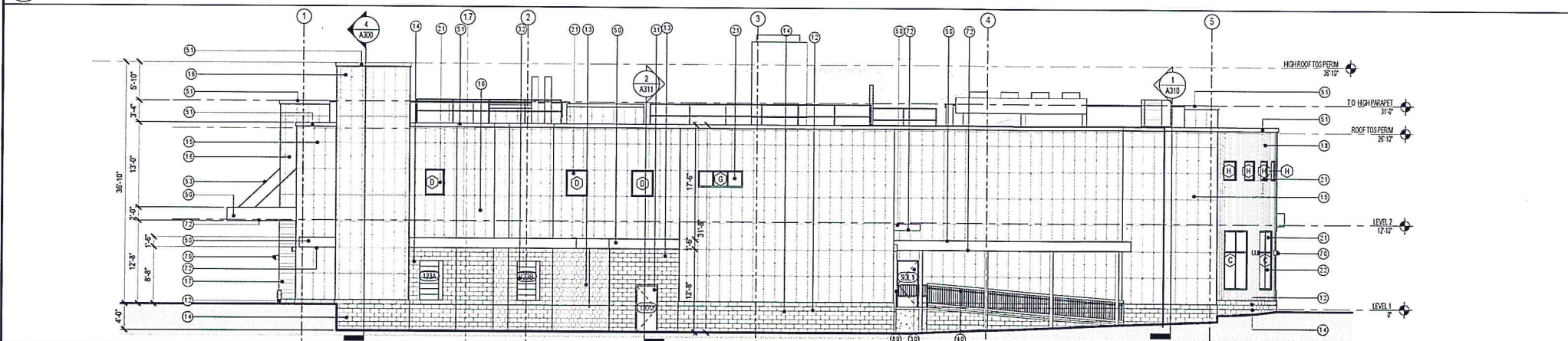
1 NORTH ELEVATION
A200 SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
A200 SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION
A200 SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
A200 SCALE: 1/8" = 1'-0"

KEY	KEYNOTE
1.1	CONCRETE RAMP [03 3000]
1.2	STONE SILL COURSE [04 2000]
1.3	GROUND FACE BLOCK VENEER [04 2000]
1.4	GROUND FACE BLOCK VENEER [04 2000]
1.5	FACE FASTENED ALUMINUM PANEL SYSTEM- CUSTOM FINISH
1.6	FACE FASTENED ALUMINUM PANEL SYSTEM- CUSTOM IMAGES
1.7	STAINED CEDAR HORIZONTAL SIDING
1.8	STAINED CEDAR VERTICAL SIDING
1.9	EXTERIOR GYPSUM (ART WALL BY OWNER)
2.0	ALUMINUM CURTAINWALL VISION GLAZING [08 4413]
2.1	FIBERGLASS WINDOW VISION GLAZING [08 4413]
2.2	FIBERGLASS WINDOW SPANDREL [08 4010]
2.3	UNIT SKYLIGHT [08 8000]
3.0	ALUMINUM ENTRY DOOR SYSTEM [08 1116]
3.1	INSULATED HOLLOW METAL DOOR & THERMALLY BROKEN FRAME
3.2	INSULATED OVERHEAD SECTIONAL DOOR [08 3613]
3.3	ALUMINUM GLAZED OVERHEAD SECTIONAL DOOR
3.4	ALUMINUM STOREFRONT DOOR
4.0	GUARDRAILS [05 5010]
4.1	HANDRAILS [05 5200]
5.0	CANOPY EDGE - PRE-FINISHED METAL FASCIA [05 5002]
5.1	PRE-FINISHED METAL ROOF EDGE [07 5010]
5.3	CANOPY CABLE STAYS AND BRACKETS
5.4	PRE-FINISHED STANDING SEAM METAL ROOF
6.0	MECHANICAL EQUIPMENT, SEE MECHANICAL
7.0	BUILDING MOUNTED SCONCE
7.2	UNDER CANOPY DOWNLIGHTS
8.0	LOADING DOCK SEALS & BUMPERS [11 1300]
8.1	LOADING DOCK LEVELERS
9.2	AUTOMATIC TELLER MACHINE

NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



DEPARTMENT OF
PLANNING & ZONING

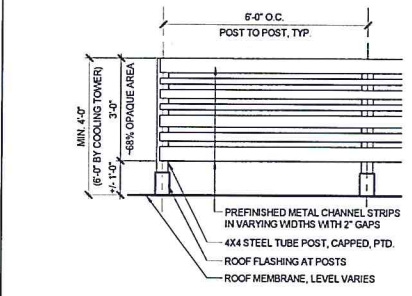
CITYMARKET
SOUTH END

Burlington,
Vermont

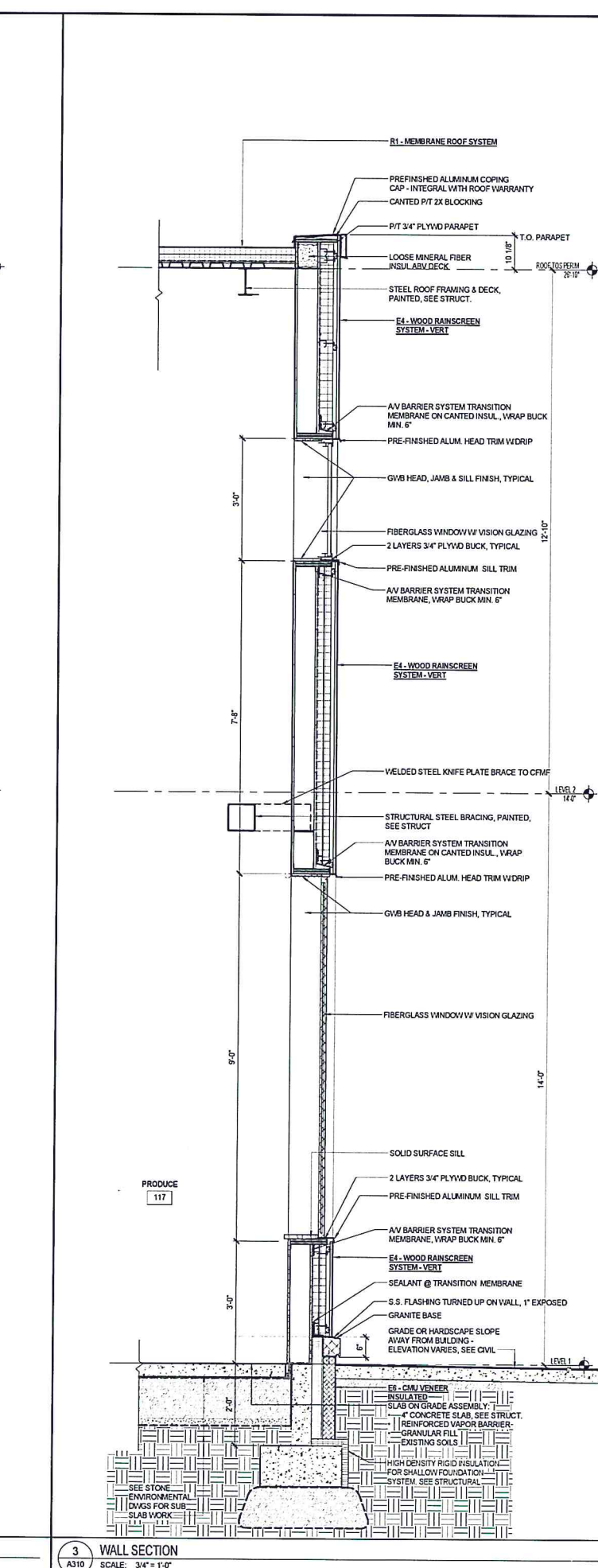
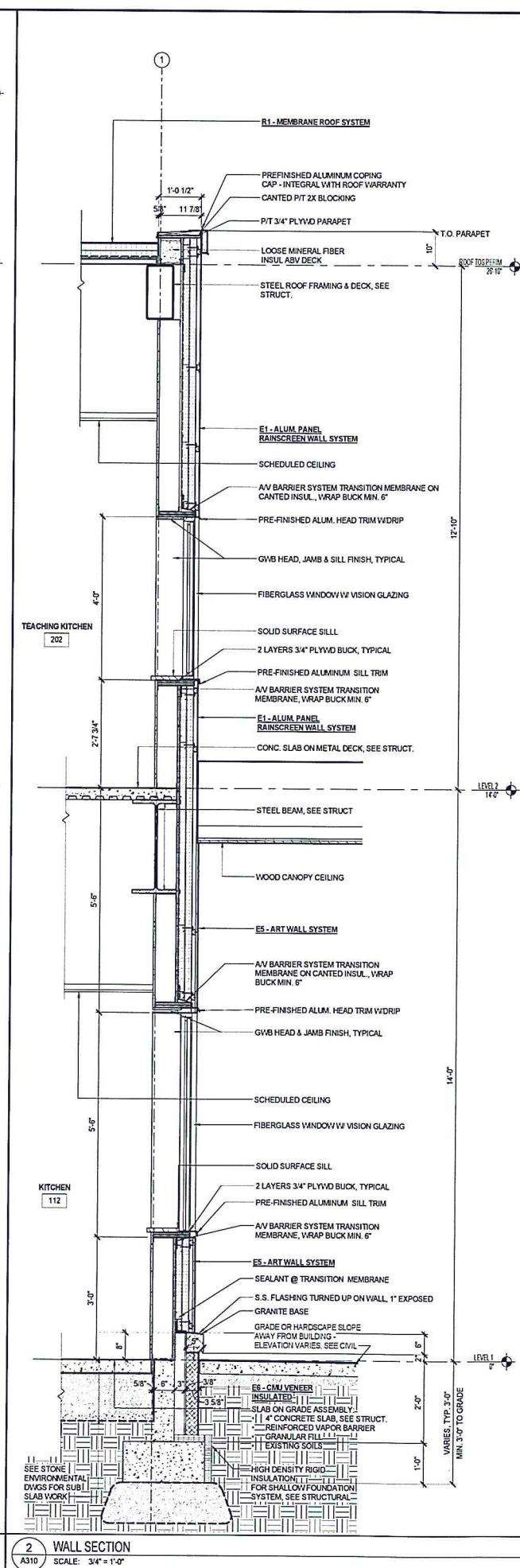
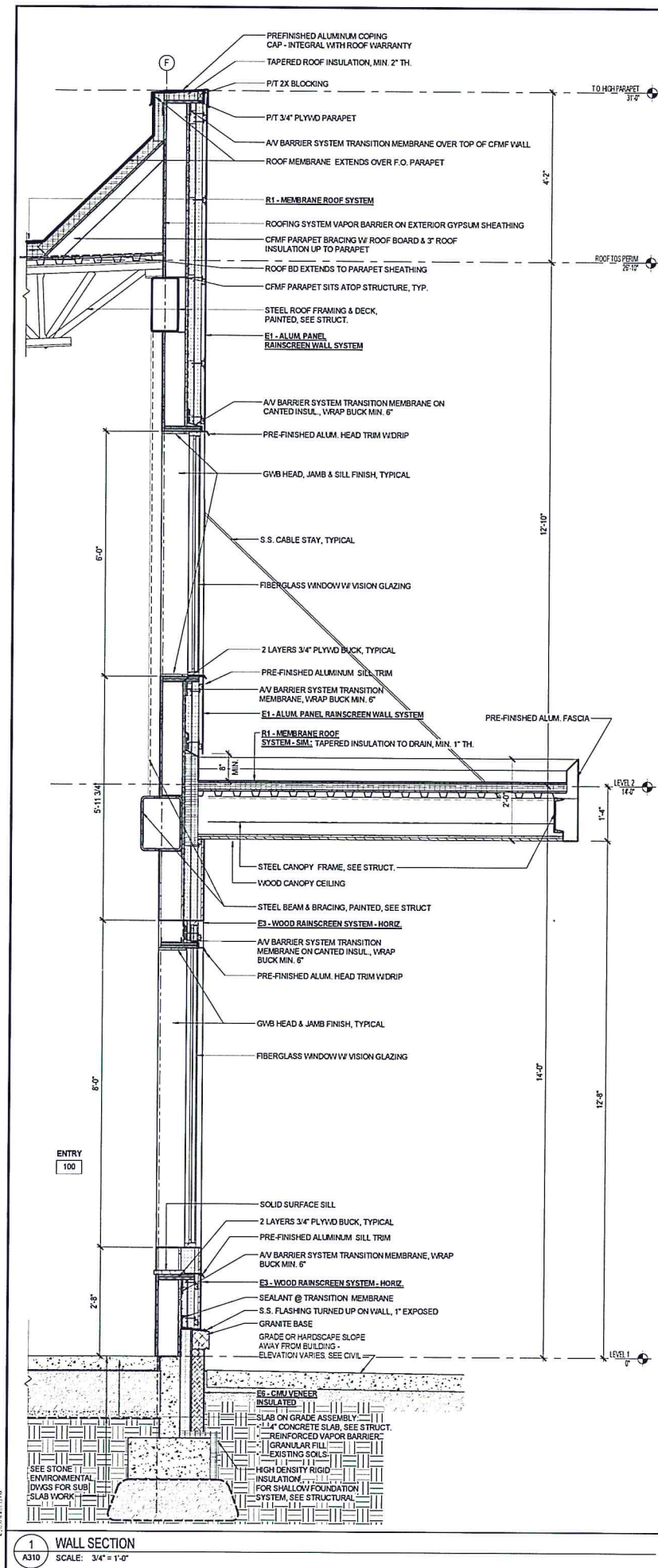
PROJECT NO.	A1536.00
DATE	08/17/12
SCALE	As Indicated
DESIGNER	BL
CLIENT	BL
DESIGNER	BL
DATE	02/02/2018
DESIGNER	BL
DATE	04/05/2018
DESIGNER	BL
DATE	04/05/2018

EXTERIOR
ELEVATIONS

A200



5 ROOF SCREEN ELEVATION, TYP.
A200 SCALE: 1/2" = 1'-0"



EXTERIOR ASSEMBLIES			
R1 MEMBRANE ROOF SYSTEM (R1 TO OUT)	- LOW SLOPE (1/4" PER FOOT) 1 1/2" ROOF DECK - SEE STRUCT. 1/2" GYPSUM ROOF BOARD - ADHERED AIR BARRIER - MIN. 4" POLYSTYRENE INSULATION W/ MIN. 2 LAYERS STAGGERED - TAPERED INSULATION AS REQUIRED TO FORM CAVITIES 1/2" POLYSTYRENE COVER BOARD - ADHERED EPDM ROOF MEMBRANE (COLOR TBD)		
R2 METAL ROOF SYSTEM (R1 TO OUT)	3/2 SLOPE 1 1/2" ROOF DECK - SEE STRUCT. 1/2" GYPSUM ROOF BOARD - ADHERED AIR BARRIER 4" RIGID POLYSTYRENE INSUL W/ 9/16" PLYWOOD HALF BASE - FELT PAPER - STANDING SEAM METAL ROOFING		
E1 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CMF BACKUP) (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP - FACE FASTENED ALUMINUM PANEL SYSTEM WITH CUSTOM GRAPHIC FINISH		
E1R1 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CMF BACKUP) - 1 HR. RATED (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING TYPE X - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP - FACE FASTENED ALUMINUM PANEL SYSTEM WITH CUSTOM GRAPHIC FINISH		
E2 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CMU BACKUP) (R1 TO OUT)	12M 8" CMU WALL SEE STRUCTURAL - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP - FACE FASTENED ALUMINUM PANEL SYSTEM WITH CUSTOM GRAPHIC FINISH		
E3 WOOD RAINSCREEN WALL SYSTEM (HORIZONTAL) (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP - FACE FASTENED HORIZONTAL 1X8 CEDAR PLANK CLADDING		
E4 WOOD RAINSCREEN WALL SYSTEM (VERTICAL) (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP - FACE FASTENED VERTICAL 1X8 CEDAR PLANK CLADDING		
E5 ART WALL SYSTEM (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH PANEL FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - AR GAP 5/8" EXTERIOR GLASS FACED GYPSUM SHEATHING		
E6 CMU VENEER INSULATED (C.I.P. CONCRETE BACKUP) (R1 TO OUT)	- CONCRETE FOUNDATION WALL SEE STRUCTURAL - AR & WATER BARRIER ABOVE GRADE 3" XPS RIGID INSULATION 3/8" SOLID GROUT 12M 4" GROUND FACE CMU		
E7 CMU VENEER UNINSULATED (C.I.P. CONCRETE BACKUP) (R1 TO OUT)	- CONCRETE FOUNDATION WALL SEE STRUCTURAL 3/8" SOLID GROUT 12M 4" GROUND FACE CMU		
E8 CMU VENEER (CMU BACKUP) (R1 TO OUT)	12M 8" CMU SEE STRUCTURAL - AR & WATER BARRIER 3" XPS RIGID INSULATION 3/8" SOLID GROUT 12M 4" GROUND FACE CMU		
E9 CMU WALL (R1 TO OUT)	12M 8" GROUND FACE CMU SEE STRUCT.		
E10 GALV. STEEL PANEL (CMU BACKUP) (R1 TO OUT)	12M 8" CMU SEE STRUCTURAL - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - FACE FASTENED VERTICAL GALVANIZED STEEL PANELS		
E11 GALV. STEEL PANEL (CMF BACKUP) (R1 TO OUT)	5/8" TYPE X GYPSUM - COLD FORMED METAL FRAMED STUD WALL 5/8" GYPSUM SHEATHING - AR & WATER BARRIER 4" MINERAL FIBER IN TWO LAYERS 2" HORIZONTAL S.S. COLD FORMED Z-FURRING COORDINATED WITH FASTENERS AT APPROXIMATELY 24" O.C. VERTICAL SPACING - FACE FASTENED VERTICAL GALVANIZED STEEL PANELS		
--- INDICATES AV BARRIER, VAPOR BARRIER, WATERPROOFING --- INDICATES AV BARRIER TRANSITION MEMBRANE NOTE ON MINERAL FIBER BOARD INSULATION: 2" REAR LAYER, 2" FRONT LAYER, INSULATION LAYERS ROTATED 90 DEGREES, JOINTS STAGGERED IN BOTH DIRECTIONS			
NOT FOR CONSTRUCTION. NOT FOR BUILDING PERMIT. freeman french freeman 11 Main Street - Northampton, MA 01060 413-253-1111 DEPARTMENT OF PLANNING & ZONING AUG 01 2016 CITY MARKET SOUTH END Burlington, Vermont A1536.00 DATE: 01/04/15 SCALE: As Indicated DESIGNED BY: AC CHECKED BY: BL DESIGNED BY: AC CHECKED BY: BL DESIGNED BY: AC CHECKED BY: BL DESIGNED BY: AC CHECKED BY: BL WALL SECTIONS A310			

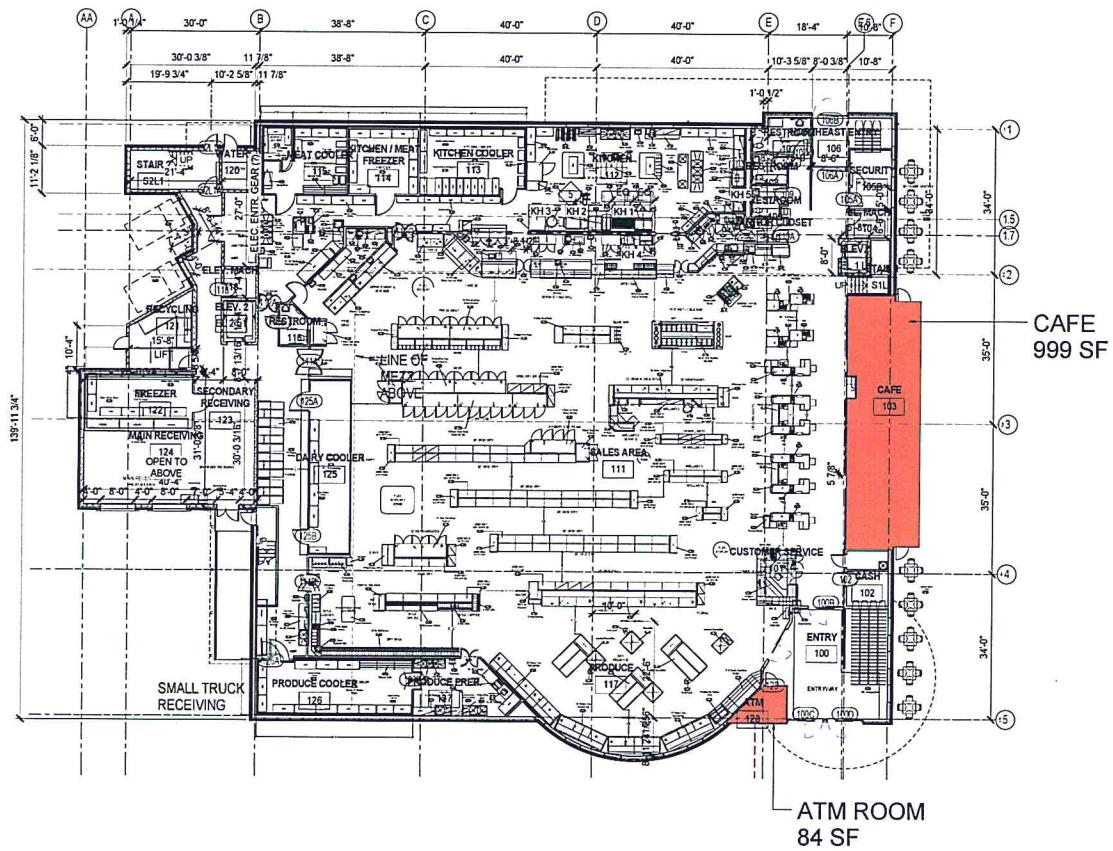
NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



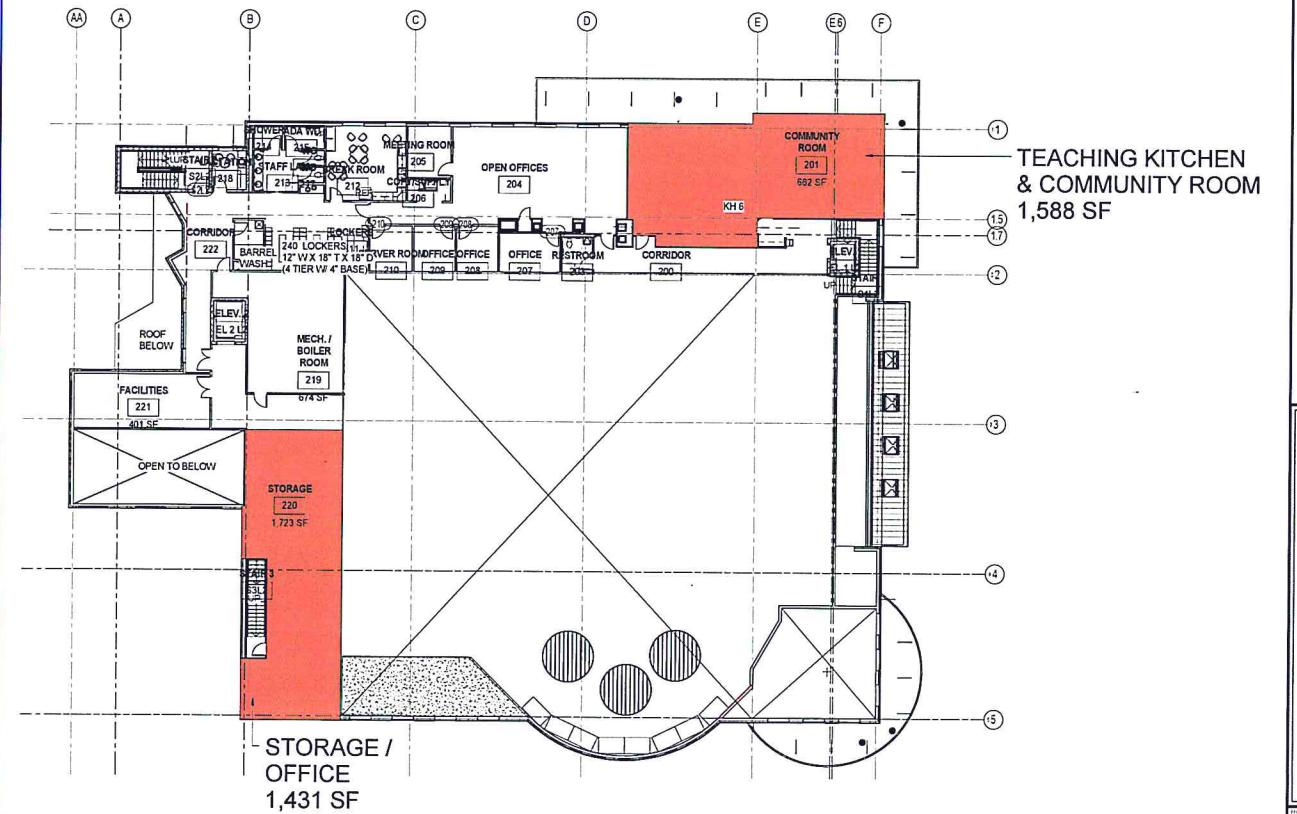
freeman | fresch | freeman
11 Maple Street - Burlington, VT 05401
802-684-8444 - www.f3f.com
Architect - Planning - Interior

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016



SUMMARY:	
CAFE:	999 SF
ATM:	84 SF
COMM. ROOM:	1,588 SF
STOR/OFFICE:	1,431 SF
TOTAL:	4,102 SF



CITYMARKET
SOUTH END

Burlington,
Vermont

A1536.00

07/29/16 1/16" = 1'-0"

BOL BOL

Architect's Design	02/02/2016
Design Development	04/05/2016
Permit Plans	04/05/2016
Permit Plans	04/05/2016
Permit Plans	07/29/2016

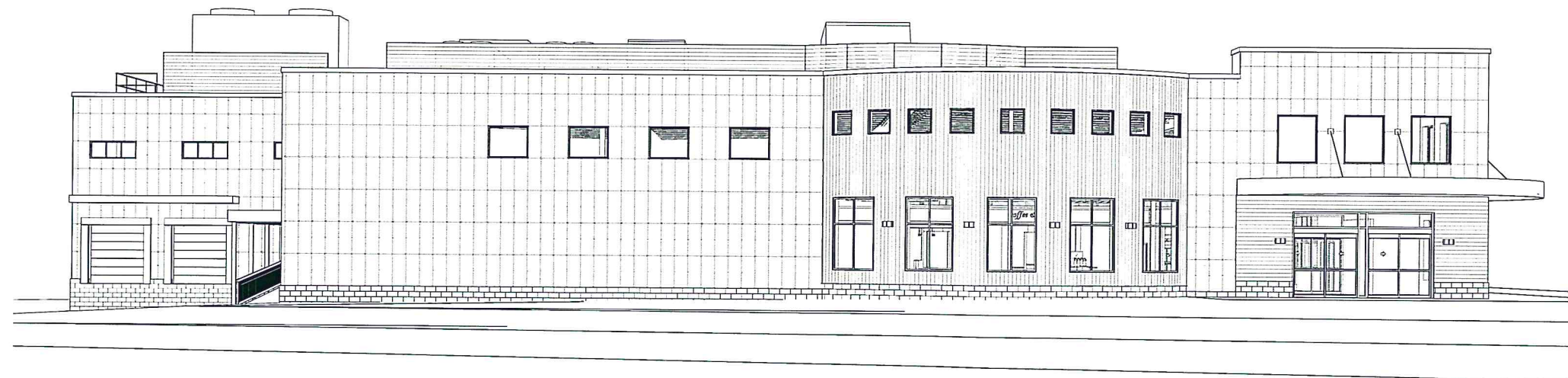
ACCESSORY
AREAS

G300



NOTE: PERSPECTIVES FOR REFERENCE ONLY

1 VIEW FROM PARKWAY AND FLYNN
SCALE:



NOTE: PERSPECTIVES FOR REFERENCE ONLY

2 VIEW FROM PARKING LOT
SCALE:

NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



freeman | french | freeman
11 Maple Street, Burlington, VT 05401
802-664-6644 • www.fff.com
Architects • Planners • Engineers

DEPARTMENT OF
PLANNING & ZONING

APPROXIMATELY 275' FROM BUILDING



CITY MARKET
SOUTH END

Burlington,
Vermont

A1536.00

03/30/16

JV BL

Schematic Design 02/12/2016

Design Development 04/15/2016

Permit Plans 04/12/2016

Permit Plans 04/17/2016

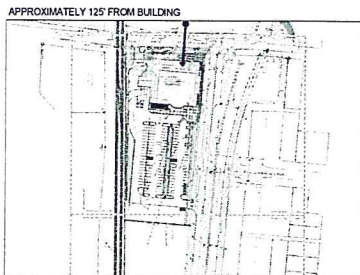
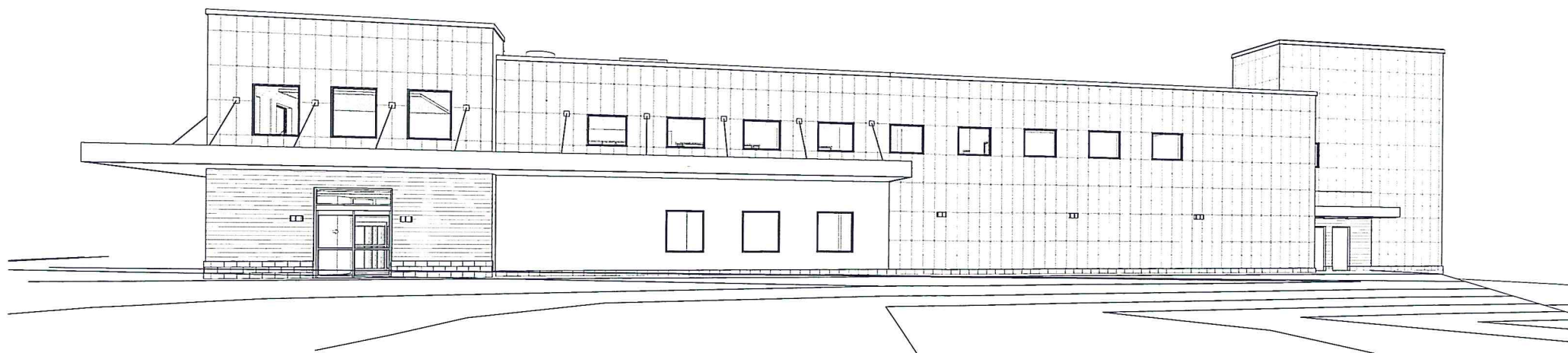
PERSPECTIVE
VIEWS

G401



NOTE: PERSPECTIVES FOR REFERENCE ONLY

1 VIEW FROM NEAREST FERGUSON RESIDENCE
SCALE:



NOTE: PERSPECTIVES FOR REFERENCE ONLY

2 VIEW FROM ACROSS FLYNN AVENUE
SCALE:

NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.

fff
freeman | french | freeman
81 Main Street - Burlington, VT 05401
802-464-6644 - www.fff.com
Architecture - Planning - Interiors

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO:
A1536.00

DATE: 04/21/16

Author

Checker

Architectural Design 02/22/2016

Design Development 04/15/2016

Permit Plans 04/22/2016

Permit Plans 04/27/2016

PERSPECTIVE
VIEWS

G402



NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



freeman frauch freeman
ARCHITECTS
100 NORTH CHURCH STREET
BURLINGTON, VT 05401
TEL: 802.255.1111
WWW.FREEMANFRAUCHFREEMAN.COM

DEPARTMENT OF
PLANNING & ZONING

AUG 01 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

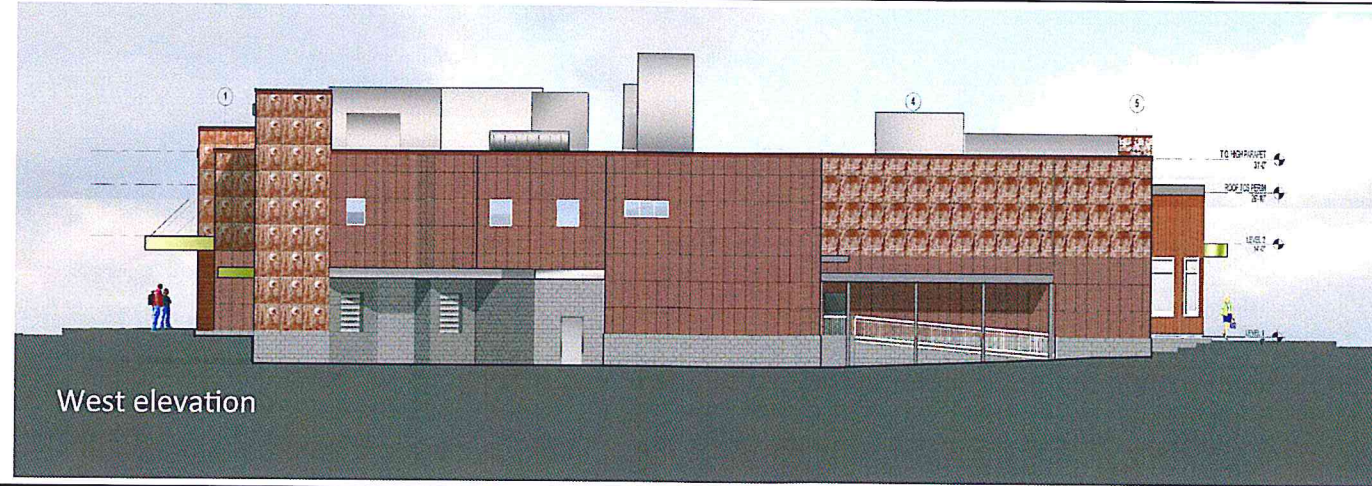
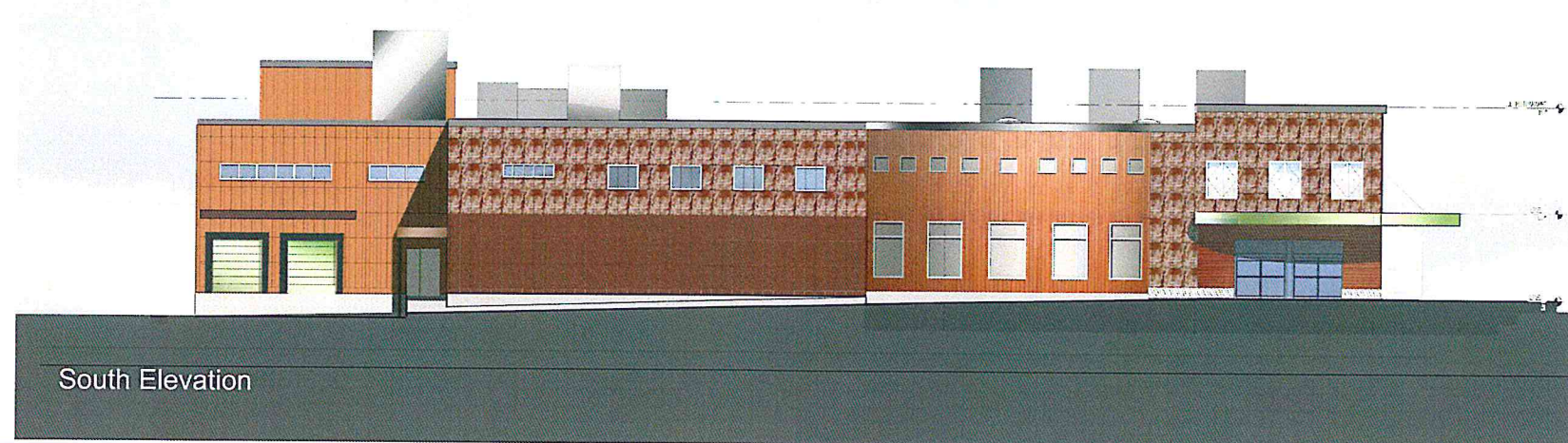
DATE
04/21/16

AUTHOR
CHECKER

REVISIONS
02/22/2011
04/15/2011
04/22/2011

COLOR
PERSPECTIVE

G500



NOT FOR
CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.

fff

DEPARTMENT OF
PLANNING & ZONING

01/11/2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO: A1536.00

DATE: 04/21/15

AUTHOR: Author

CHECKER: Checker

DESIGN DEVELOPMENT: 02/12/2015

PERMIT PLAN: 04/22/2015

COLOR
ELEVATIONS

G501

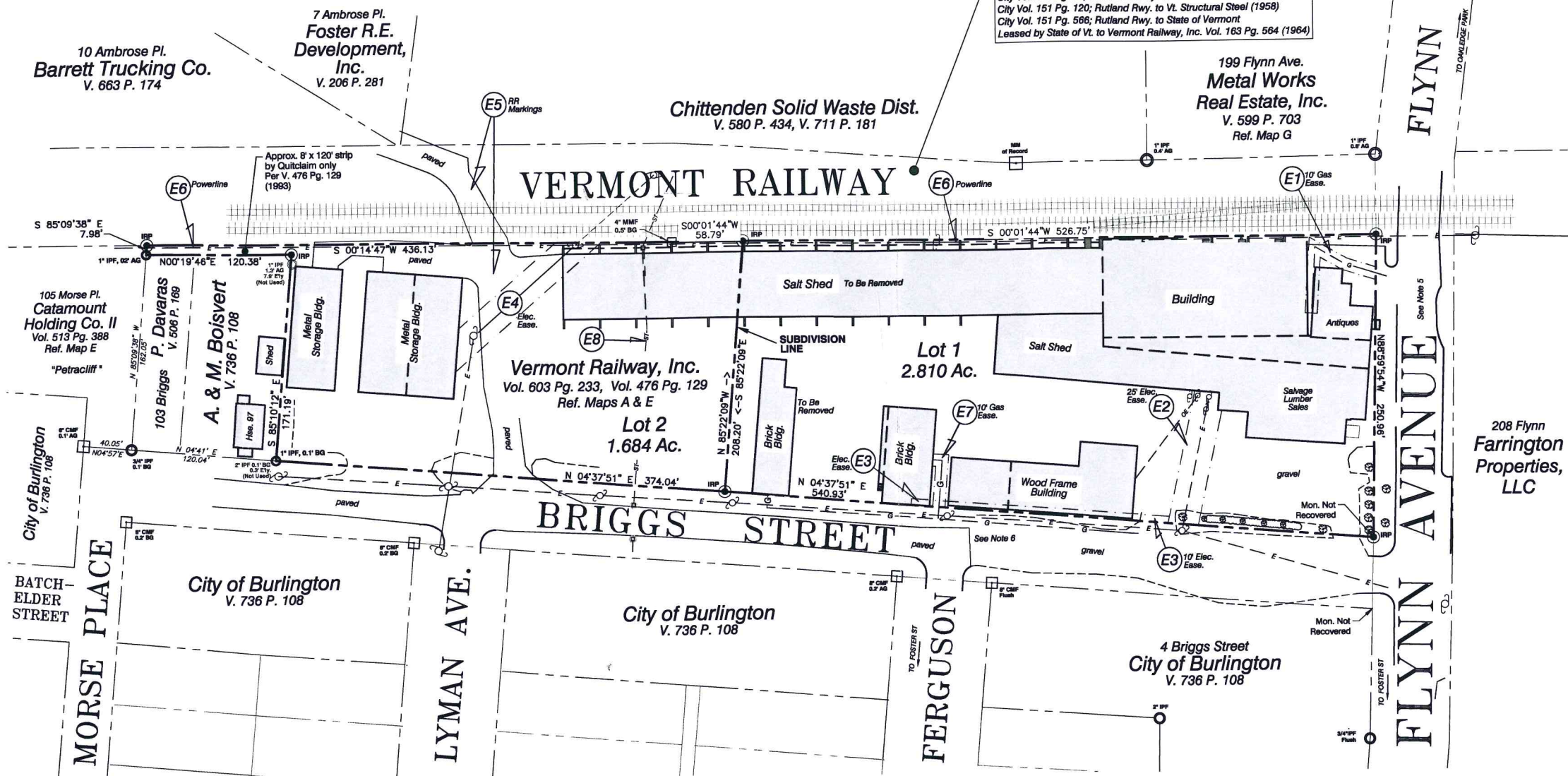
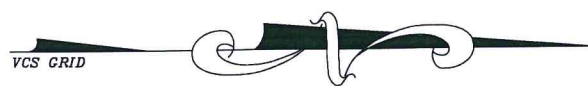
- Reference Plats & Maps -

- A. "Ferguson & Scarff's Addition to Burlington, VT", dated January 1891 by A. Row, C.E. City Volume 28, Page 286.
B. "Location Plans of the Rutland Railroad - Volume 1", circa 1893. State of Vermont Archives.
C. "Right of Way & Track Map(s) - Rutland Railroad ...", Sheet V2-121, re-dated Jan. 1, 1964. Not of Record.
D. "Central Vermont Railway, Inc Land Sold to Vt. Structural Steel Corp." dated July 25, 1957. City Volume 148, Page 566.
E. "Vermont Structural Steel - Subdivision on Briggs Street", dated March, 1986 by F.C. Koerner, C.E. City Plat Slide 193-E.

- F. "Burlington Electric Department - Change from Primary Service - Cliffside Leasing Co. ...", dated May 10 & July 7, 1993 by Burlington Electric Department. City Plat Slides 268-B&C.
G. "Final Plat - Two Lot Subdivision - Property of Cliffside Leasing Co.", last revised dated October 26, 1994 by Civil Engineering Associates, Inc. City Plat Slide 286-D.
H. "R.O.W. Plan for Signage & Striping - Salt Crossing, Burlington, Private Drive" last revised March 13, 2000 by Systra Consulting. City Plat Slide 34-B.

- Legend of Symbols -

- SUBJECT PROPERTY LINE
OTHER PROPERTY LINE (APPROX.)
IRON ROD/PIPE FOUND
MARBLE / CONC. MONUMENT FOUND
IRON ROD PROPOSED
- IRP / IPF
MMF / CMF
IRP
- E6
EASEMENT NOTE NUMBER
- UTILITY POLE & GUY ANCHOR
ELECTRIC
WATER LINE (APPRX.)
GAS LINE (APPRX.)
STORM DRAIN (APPRX.)



- Location Map -

NOT TO SCALE

SURVEYORS:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2323 FAX: 802-864-2271 web: www.cesa-vt.com

COPYRIGHT © 2016 - ALL RIGHTS RESERVED

DRAWN
CEA
CHECKED
TRC
APPROVED
TRC

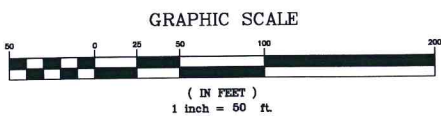
DATE	CH'CK'D.	REVISION
04.21.16	TRC	ALTER EASEMENT NOTE 8

- Survey Notes -

- Purposes of this survey and plat are to, a.) retrace and document the existing boundaries of a parcel of land conveyed to Cliffside Leasing Company (now Vermont Railway, Inc.) by deed of Howard Bank, N.A. dated March 19, 1993 and recorded in Volume 476 at Page 129 of the City of Burlington Land Records; and b.) to subdivide the subject parcel into two (2) lots as shown.
- The subject property is a portion of lands depicted on Reference Map A (Ferguson & Scarff's Addition) plus lands Quitclaimed by the Rutland Railroad and Central Vermont Railway, Inc.
- Field survey was conducted during December 2015 and consisted of a closed-loop traverse conducted with an electronic total station instrument. Bearings shown are from Grid North, Vermont Coordinate System of 1983, derived from GPS (OPUS) observations (NAD 83 (2011)) on or adjacent to the site.
- Iron pipes found are described hereon with inside diameters; iron rods with outside diameters. Proposed markers shall consist of either 5/8" rebar or 4" square concrete monuments with aluminum disks stamped "Civil Engineering Assocs. - VT LS 597".
- Flynn Avenue is a public right-of-way with a nominal width of 66 feet. It was formerly known as "Park Avenue" per Reference Highway Vol. 2, page 129. Prior to 1881 it was called "Proctor Street" per Reference Highway Vol. 2, page 129.
- Briggs Street is a public right-of-way with a nominal width of 60 feet per Reference Highway Vol. 2, page 130 (circa 1891). See also Reference Map A.
- Utilities shown hereon do not purport to constitute or represent ALL utilities located upon or adjacent to the surveyed premises.

- Easement Notes -

- E.1. Gas line easement(s) serving Vermont Gas Systems, Inc. (VGS). Ten feet wide, centered on line as installed, from Flynn Avenue to 207 Flynn Ave. Volume 502 Page 176 (12/01/1993). APPROX. ONLY
- E.2. Power line easement, 25 feet wide, serving Burlington Electric Department (BED) for line running approximately 112 feet westerly from Briggs Street to "structural shop", per Reference Map F.
- E.3. Power line easement, 5 feet wide X 215 feet long, serving Burlington Electric Department (BED) for line running along westerly side of Briggs Street per Reference Map F.
- E.4. Power line easement, 25 feet wide, serving Burlington Electric Department (BED) for line running approximately 140' southwesterly from railway R.O.W. to "truss shop" per Reference Map F.
- E.5. Easement to State of Vermont for signs, markings, etc., related to Transportation Project "Burlington-Charlotte Passenger Rail" per Volume 663 Page 180 (June 20, 2000).
- E.6. No record of easement was found recorded for the power transmission line of Green Mountain Power Corp. (GMP).
- E.7. Gas line easement(s) serving Vermont Gas Systems, Inc. (VGS). Ten feet wide, centered on line(s) as installed, from Briggs Street to buildings across from Ferguson Ave. Volume 502 Page 174 (12/01/1993). APPROX. ONLY
- E.8. Existing storm drain(s) run from Briggs Street, through Lot 2 and beneath railway. No record of easement found.



To the best of my knowledge and belief this plat depicts the results of a survey conducted by me as described in "Survey Notes" hereon, based upon our analysis of land records and evidence found in the field. Existing boundaries shown are in substantial conformance with the records, except as noted. This plat is in substantial compliance with 27 VSA 1403, "Recording of Land Plats". This statement valid only when accompanied by my original signature and seal.

Timothy R. Cowan VT LS 597

RECEIVED FOR RECORDING IN THE LAND RECORDS OF THE CITY OF BURLINGTON, VERMONT, AT _____ O'CLOCK ON THE _____ DAY OF _____, 20____.

ATTEST: _____, CITY CLERK

APPROVED BY RESOLUTION OF THE DEVELOPMENT REVIEW BOARD OF THE CITY OF BURLINGTON, VERMONT, ON THE DAY OF _____, 20____, SUBJECT TO THE REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. SIGNED THIS _____ DAY OF _____, 20____.

BY _____, CHAIRPERSON



To: Mr. Patrick Burns
Expansion Project Manager
City Market
82 S Winooski Ave
Burlington, VT 05401

Date: August 10, 2016

Memorandum

Project #: 57843.00

From: David Saladino, PE, AICP
Director, Transportation Systems &
Erica Quallen, EIT
Transportation Consultant

Re: Proposed City Market/Onion River Co-op (South End)
Review of Proposed Pine & Flynn Project's Traffic Impacts on City
Market Traffic

VHB has previously completed a Traffic Impact Study (TIS) for the proposed City Market/Onion River Co-op grocery store to be located on the southwest corner of Flynn Avenue and Briggs Street in Burlington, Vermont. Subsequent to the development of the City Market TIS, a 30-unit residential building with first floor commercial space was proposed at the north corner of the Pine Street and Flynn Avenue intersection in the current Pine Street Deli location. This memorandum evaluates the potential impacts that the Pine & Flynn project's trips would have on the traffic operational results at the Pine Street/Flynn Avenue intersection as reported in the July 27, 2016 City Market TIS.

According to the information presented in the Pine Street Deli Site's Traffic Assessment (Stantec, June 28, 2016), the net increase in site-generated trips through the Pine Street/Flynn Avenue intersection is two vehicles, both southbound on Pine Street, in the morning peak hour and one vehicle, northbound on Pine Street, in the evening peak hour.

Given that the change to peak hour traffic volumes from the proposed Pine & Flynn Project is minimal (i.e. one additional trip during the PM peak hour), the congestion results presented in the July 27, 2016 City Market TIS (see **Figure 1** below) are not expected to change in any way that is significant to overall traffic conditions.

TABLE 1: FLYNN AVE AT PINE ST INTERSECTION CAPACITY ANALYSIS SUMMARY

Location	Year (Condition)	No Build PM			Build PM		
		v/c*	Delay**	LOS***	v/c	Delay	LOS
Flynn Ave at	2017	0.83	13	B	0.94	18	B
Pine St	2022 (w/o Parkway)	0.85	13	B	0.88	21	C
	2022 (w/ Parkway)	0.43	10	B	0.47	11	B

* Volume to capacity ratio.

** Delay expressed in seconds per vehicle.

*** Level of service.

w/ Parkway – Evaluation includes the Champlain Parkway (C1 & C2 2-Lane Alternative).

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
P 802.497.6100

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 Wednesday August 17, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT Minutes

Board Members Present:

Austin Hart, Brad Rabinowitz, Israel Smith, Wayne Senville, Jim Drummond, A.J.LaRosa,
Board Members Absent: Alexandra Zipparo, Geoff Hand

Staff Members Present: Mary O'Neil, Ryan Morrison, Anita Wade

- I. **Agenda**
No changes to agenda.
- II. **Communications**
Supplementals: A.Hart: the Board is accepting letters regarding 207 Flynn Ave as part of the public hearing record.
- III. **Minutes**
- VI. **Public Hearing**
 1. **16-1490SD; 349 South Willard (RL, Ward 6S) Gardenview Associates, Inc.**
Proposed subdivision of property into two lots. (Project Manager, Ryan Morrison)

A.Hart: item was recommended as consent
R.Morrison: yes
A.Hart: staff is recommending consent approval. Asks applicants if they were able to review staff recommendations. Asks Board members if they have questions. No one from public asked to speak.
B.Rabinowitz: asks applicant if the Fire Department was contacted regarding the need for sprinklers.
J.Milbank: if the code requirement on an access road and development on a small lot is greater than 50 ft. fire department requirements may need to be met.
Neighbor: has a few questions on lot division.
A.Hart: opens for public hearing and swears in applicant and interested parties.
P.Douglas: lives on west side of the property at 143 Spruce St, asks whether front yard setback is from the street or the sidewalk.
R.Morrison: on the edge of the property line.
A.Hart: nothing is proposed for the second lot, setbacks are for the first lot. Setback will be from Spruce Street.
A.Hart: lot is big enough for something to be built.
P.Douglas: questions regarding Article 6 of the CDO and staff report.
A.Hart: report does not include removal of any trees
P.Douglas: when will the preliminary plat be open for public review?
A.Hart: the preliminary and final plat can be reviewed at the same time. The creation of the lot is what the Board is acting on tonight. Building on the lot will go through the public notice process.
L.Davis: owner of the Willard Street Inn; taking project step by step to see if there is enough lot to build a personal residence.
A.Hart: Closed public hearing.

2. **16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5S) City Market/Onion River Co-op**
Construct new retail grocery building and related site improvements and subdivide lot.
(Project Manager, Scott Gustin)

A.Hart: applicant and interested parties are sworn in.

D.Saladino: reads letter and introduces 2 members of team.

A.Hart: disclosed during meeting the fact that he and other members of the Board may have a membership with City Market, but that this does not interfere with the review.

D.Saladino: power point presentation goes over the proposal. Over 40 years as an organization with membership of 12,000 and \$41 million in annual sales from general membership. Since June, 2015, City Market has engaged city and residents of Burlington on this project by attending every Ward NPA over the past last year to share plans, listen, and engage. Hosted two south end sessions with over 70 people per session. Has worked with DPW and 3 neighborhood groups to address traffic concerns.

M.Provost: speaks about site plan having two front yards at Flynn Ave and Briggs St and two entrances. Vehicle traffic from Flynn Ave with loading docks, gated entrance on Briggs St with access for emergency vehicles, pedestrian connectors in parking lot in the center and on sides. Discussed stormwater retention and extensive vegetation with a giant rain garden on two sides and landscaping. Bike parking will accommodate 74 spaces with front covered area and tuning area by local business. Front entrance will have a plaza feel with casual seating and vendor display. A children's discovery area will have a green climbing wall within a contained space.

Outdoor area will have an internal café and outdoor café seating with umbrellas. Parking lot will have extensive landscaping on Briggs St for mitigation. Improvements to parkway design
J.Beck; presents floor plans through slide presentation on the specifics of floor area on several levels. Everything in building is ADA accessible, offices, break rooms, elevators. Moving rooftop equipment from street views to mitigate sight lines, screening on south side and near cooling tower showing skylights, color elevations. Discussed heights limits for stair and cooling tower. Mentioned the specifics of building materials, canopy is wood, body is metal, panels adding visual artisan murals and historic aspects.

A.Hart: there will be a lot of questions about traffic.

B.Rabinowitz: questions about the two entrances and whether one is open all the time? Does the property go up to railroad tracks?

J.Beck: yes

B.Rabinowitz: will there be a gate or sidewalk?

M.Provost: sidewalk is part of the Champlain improvement project.

B.Rabinowitz: is this part of your project?

J.Beck: that is correct

D.Saladino: total square footage for building is 16,000.

A.Hart: questions lot line and why the need for a subdivision?

D.Saladino: not needing the full portion of the property, since City Market is planning to sell southern part of property.

A.Hart: staff comments mention this as a subdivision

M.ONeil: calculations for subdivision still needs FARs

W.Senville: questions about pedestrian walkways

M.Provost: shows area for entrances

B.Rabinowitz: samples of extra materials and colors of building

M.Provost: shows samples of materials and colors, metal panels, ground face block, base colors, wood cedar material, green color for doors and truck dock, frames of windows are white mullins. Not going for bright colorful showy look; panels are paired, 20 x 40" with three historical images.

J.Drummond: questions why eating area is facing parking lot, and why the new store plans show no front windows on Flynn Ave. Wonders why plan didn't allow for more glass facing the street?

JBeck: balance between operations and sales floor; activate as many facades as possible; choose to activate Briggs St café on new road; Flynn side all services operate from west;

Big part of planning predicated on parkway that may be built

A.Hart: questions size of parking lot spaces.
M.Provost: said 60 ft. parking bays are standard
W.Senville: asks for explanation of truck loading and unloading area
M.Provost: limited hours of truck movements
D.Saladino: 33 truck movements per week
B.Rabinowitz: questions movement of 55" semi-trucks turns around in the space
M.Provost: there is adequate room
A.Hart: questions if it meets minimum standards of neighborhood parking and if application of single story requires more parking
M.ONeil: single story plan
I.Smith: side access questions Flynn Ave and at Briggs St gate
M.Provost: only for fire department
A.Hart: questions should be answered by traffic engineer or DPW. Need to present recommendations for review by Board and public
D.Saladino: standard trip generation for weekday and evening hours is broken down by foot, bike and vehicle and how the distribution onto network happens on the various streets with and without parkway. Congestion analysis for today and 5years from now about the going intersections
A.Hart: does Briggs St. go away if pkwy is built?
D.Saladino: no
B.Rabinowitz: questions the entrance to Briggs St and about how it is being used now
A.Hart: important to account for traffic in the residential area and understand the access with the right turn lane.
N.Baldwin: engineer with DPW, spoke of the challenges as how it fits in with Champlain parkway, affecting resident's long term. Working toward a goal of 2018
Mentioned right turn possibilities, medians on Flynn Ave, mending the rail crossing, the City and Federal rail may agree to limit and reduce a rail. City would prefer to provide sidewalk down the side of Briggs St.
M.ONeil: that was included in staff comments;
N.Baldwin: parking is removed on the off street on plans, but feel that Flynn Ave parking should remain in place until public engages with comments. Proposing an entry onto Briggs St.
A.Hart: suggests neighborhood traffic monitoring after City market opens to see the impact
N.Baldwin: discussed on closing off certain streets would cut off their access.
A.Hart: if there is an impact are there solutions that might be available in future?
N.Baldwin: dealing with speed and control quality. Promoting certain thoroughfare and limit activity onto main arterials.
A.Hart: need to expand right turn lane given the design
J.Beck: pushing sidewalk back three feet and losing the green belt would allow for right turn lane.
A.Hart: does street parking affect turn radius?
J.Beck: it would not have an affect
B.Rabinowitz; could move the whole building off three feet, if you didn't want to lose what's in front of the building
J.Beck: we are pretty far advanced
B.Rabinowitz: this is why we do sketch plan
J.VanDrierche: speaking as deputy of local motion and as resident of south end said that every neighbor is in favor of this project in south end. Spoke to the designs for pedestrian, constraints on Briggs St asking why it needs to be there and encourages loosening of Act 250 for Briggs St. Eliminating significant pedestrian and bike hazards would help alleviate the traffic. Use plan BTV walk/bike plan to accelerate to this location with bike lanes and destination.
T.Satlenoff: lives in the south end and is upset with new shift from Briggs to Flynn Ave. Said regardless of traffic study, an important point is ignored. Absent of any signal, cars should have the right of way as opposed to turning cars. Trucks stopping before the rail tracks can cover whole length of the Co-op entrance to coop. Traffic exiting and entering as opposed to other vehicles have the right away. Recalls how prior to the demolition, a former antique store had many near misses with the limited traffic. How does an 18 wheeler can make a left turn into City Market with concrete medians?

KDevine: executive director of Burlington business committee sees a growing vitality that city market bring to the area being a great addition. City Market has gone long way to resolve the challenges of the site, adding vibrancy and home values to the area. Gives materials to staff.
B.Bryant: resident of 61 Ferguson Ave says the area is ripe for revitalization. At the February NPA meeting, heard project primary access is Briggs St. Feels this street is in rough shape and all traffic should be brought up through Lyman and Ferguson. Held that the neighborhood gathering with 6 people representing each street to work with the City, City Market, and DPW has led to some changes seen tonight. Appreciate City market's work with group as well as DPW engaged with our concerns for major residential streets. Recommends approval with several conditions:

Briggs St as an emergency street only, proposed as gated and locked
Employee parking concerns for 100 people at peak periods should provide incentives for bike and bus travel though bus service is limited on weekends and in winter. Unfair impact on neighborhood and possible parking on Briggs once parkway is built
Approval for subdivision should not be finalized for up to one year to report back about adequacy of parking lot, and size may depend on DRB approval. Get Planning Commission and City Council approval. Not good planning to let the lot go now.

Traffic: mentions 2400 vehicles trips with weekends less than this. Flynn Ave currently has 5500 trips a day. 100% traffic new to our neighborhood. Recommends Norm Baldwin's suggestions that city market contribute to mitigation measures.

Pine and Flynn traffic light: people are taking short cuts to get around. The level of service will not handle this. There are dedicated marked turning lanes where there are none. Encourage the Board to determine city market's share in the cost and allow for escrow funds pertaining to Briggs St. Materials submitted to staff.

S.Vishnevsky: a resident near Church St. supports the project. Feels a traffic study after the school year will not be same as now. A Pine St. and Home Ave traffic light would help. Feels this is a spot zoning project, where zoning goes forward and somehow fits into plan BTV and may create significant problems.

N.Hinge: supports project with serious concerns. Need traffic calming looking at cut-throughs. No room on Foster St where there are no sidewalks. Questions traffic studies and volume from store with a lot more traffic. Feels studies and parking is under specked.

Champlain parkway will solve some of this?

L.Smith: resides at corner of Foster and Smith St. and member of committee. If parkway does not come through what other plan will be put into place?

Proponet of Save the World's Tallest filing cabinet campaign, commends the process City Market went through with DPW and neighborhoods, but not included are those residents on Flynn, Home and Pine more heavily trafficked streets who want more consideration. Support efforts to consider beyond the streets those already being considered.

Pretense of Champlain Parkway alleviating more development, will see. Comparing the numbers with and without this parkway is completely essential to this project and important to support existing residences. Feels study is currently vague as to scope, timing, and traffic study.

Conditional approval should include more streets, further on Flynn St., Home Ave, and Lyman Ave up to Shelburne St. If the parkway is not built, costs should more be upon the City and not City Market.

V.Zion: concerns about Fire trucks on Ferguson Ave and their movements.

A.Hart: asks for the transportation persons to address the project. Thanks interested parties for their comments.

J.Beck: trip generation is based on national store models.

W.Senville: are there traffic numbers for the existing City Market?

J.Beck: this is a different context with higher walk generation

W.Senville: current status of parkway?

N.Baldwin: 2018 construction and 2 years to fully build.

W.Senville: questions if there will be significant delays at intersection.

N.Baldwin: mitigation strategies proposed are not in the design, but could be placed if an agreement is reached with State and Federal approvals. We would pursue this if the projections are falling short to temper delays. Agree with Dave regarding trip generations being conservative.

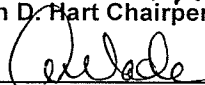
W.Senville: questions the calculation of 20% trips either walking or biking. Asks if applicant can submit to the Board how calculation was derived.

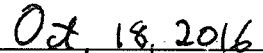
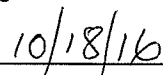
J.Beck: included in 2011 appendix report.
M.ONeil: will look in the file
A.Hart: follow up with staff and Mr. Saladino.
J.Beck: findings are that roughly half of the shoppers used non-auto modes of transportation.
W.Senville: are you counting on more traffic?
J.Beck: used the same traffic numbers. May be less trips.
W.Senville: no mention of rail line and getting stuck by train. Is this not relevant?
J.Beck that was our understanding. It was not evaluated.
I.Smith; a letter to staff from Norm spoke of an increase of the building footprint.
N.Baldwin: base of building is an additional sq. ft.
J.Beck: we updated numbers and included upper floors for generating more trips.
W.Senville: the café may have a higher rate.
J.Beck: this may be correct.
I.Smith; questions trip generations from the café.
J.Beck: likely more capacity mid-day.
I.Smith: will trucks doing a right turn end up using curb. The proximity to the railroad looks like a rough intersection. How will this work?
N.Baldwin: mentions Federal rail design with no objections to center medians. They didn't raise objections to the conversation, but can't propose this until hear from Federal railway. We are dealing with time constraints.
I.Smith: truck access plus concerns about busy times. Often see queuing back up onto rail crossing.
N.Baldwin: may reposition Flynn access, but don't see any concerns with rail crossing.
J.Beck: roughly two cars every minute
I.Smith: are the vehicle trips low over time
J.Beck: yes, low over time
D.Baldwin: concern with safety of the rail crossing and concerns with stacking
W.Senville: emergency access questions
D.Baldwin: will this be a gated crossing?
N.Saterno: City Market has done all it can to engage the city and the community to address how to move forward. Thank you for your time.
N.Baldwin: add overall credit to City market cooperation that is not normal situation
A.Hart: closed public hearing.

A deliberative session was held after this meeting.

V. Other Business

VI. Adjournment


Austin D. Hart Chairperson of Development Review Board

A.Wade, Planning & Zoning Clerk


Date 02, 18, 2016

Date 10/18/16

Plans may be viewed in the Planning and Zoning Office, (City Hall, 149 Church Street, Burlington), between the hours of 8:00 a.m. and 4:30 p.m.
Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Planning and Zoning office is considered public and cannot be kept confidential.
This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/pz/dr/ agendas or the office notice board, one week before the hearing for the order in which items will be heard.