

Burlington Design Advisory Board

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DESIGN ADVISORY BOARD Tuesday, August 8th, 2017 at 3:00 PM Conference Room 12, City Hall, Burlington, VT Agenda

Session I- 3:00PM–3:30 PM

- 1. 18-0059CA/CU; 308 Main St (RH, Ward 8E) 308 Main Street LLC**
Convert use from office to residential; add rear addition to provide a total of 8 dwelling units.
Reconfigure parking and vehicular circulation (Project Manager: Mary O'Neil)

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Individuals who require special arrangements to participate are encouraged to contact the Department of Planning & Zoning at least 72 hours in advance so that proper accommodations can be arranged. For information call 865-7188 (TTY users: 865-7142).*

Department of Planning and Zoning

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MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Principal Planner
RE: ZP18-0059CA/CU 308 Main Street
Date: August 8, 2017

File: ZP18-0059CA/CU

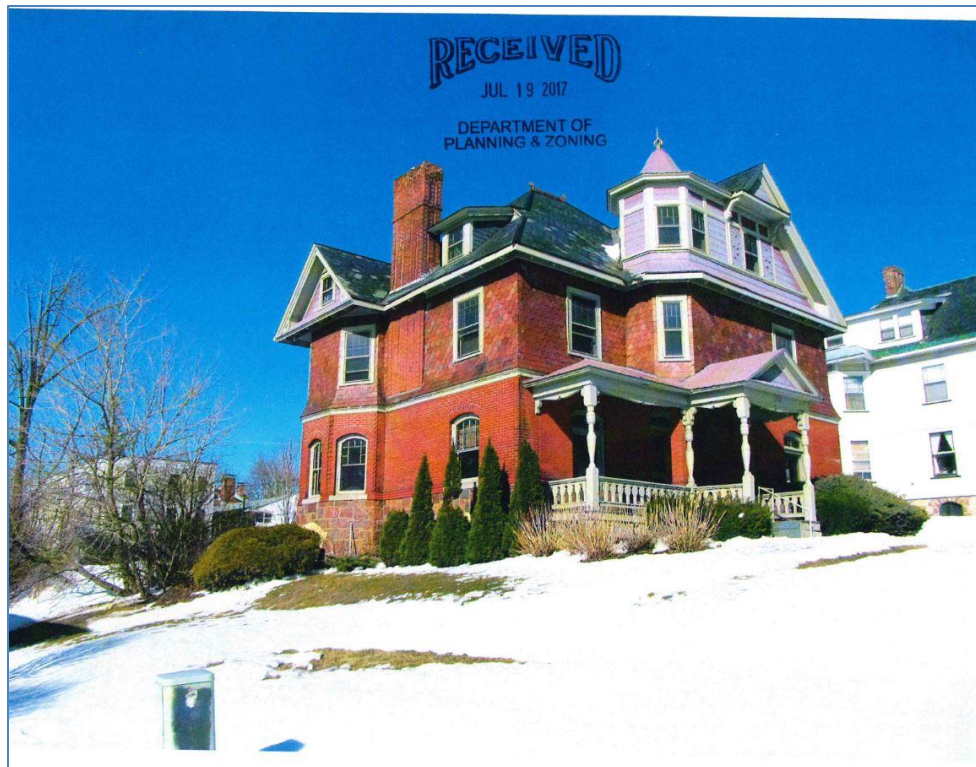
Location: 308 Main Street

Zone: RH Ward: 8E

Date application accepted: July 19, 2017

Applicant/ Owner: 308 GreenCastle, LLC (Bruce Baker, Greg Doremus)

Request: Change of use from office to residential; rear addition for a total of 8 residential units, parking reconfiguration and shared access with 323-325 College Street.



Background:

- **Zoning Permit 13-0800SN;** replace existing freestanding sign for Collins, McMahon & Harris with new freestanding sign. External illumination included. March, 2013.

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- **Non-Applicability of Zoning Permit Requirements 11-0473NA**; replace 2 condensers with same. November 2010.
- **Non-Applicability of Zoning Permit Requirements 10-0688NA**, replace aluminum storm windows. March 2010.
- **Zoning Permit 04-641**; pave existing gravel driveway and parking lot; construct flagging stone retaining wall to preserve/protect lilac bush in southwest corner of parking lot. No change in dimensions of driveway or parking lot. June 2004.
- **Zoning Permit 04-251**; install non-illuminated parallel sign for Gabel Law Firm. November 2003.
- **Zoning Permit 01-267**; replace nonilluminated free standing sign with new illuminated sign. December 2000.
- **Zoning Permit 98-322**; installation of nonilluminated freestanding sign. February 1998.
- **Zoning Permit 94-027**; installation of two ground AC units behind existing landscaping on side of law office structure. July 1993.
- **Zoning Permit (n.n.)**; convert the residential building at 308 Main Street into an office. August 1977.

Overview: 308 Main Street was constructed in 1884 by A.B. Fisher, one of Burlington's most accomplished architects, as his own residence. It remains completely intact and represents very high style architecture; "a veritable catalogue of the techniques and materials used in the period."

¹ It is included within the Main Street / College Street Historic District on the National Register of Historic Places.

In 1977 it was converted to office use.

The application requests Adaptive Reuse, and includes plans for a large three story addition in the rear to accommodate a total of 8 units. Parking will be reconfigured with new access established to 323-325 College Street for the purpose of shared parking.

Part 1: Land Division Design Standards

Although an access point to 323-325 College Street is proposed, there will be no land division. Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a)Protection of Important Natural Features:

The lot currently has a paved access drive and parking lot in the rear. An approved site plan from 2004 illustrates at least five large trees (30'+ in height) along the northwest of the parking area; bushes in the same location, and at least three large lilac bushes on the west. This landscaping as approved is not illustrated on the submitted site plan. A plan for their preservation or replacement is needed.

¹ United States Department of the Interior, National Park Service. National Register of Historic Places, Main Street College Street Historic District, Resource #17, A.B. Fisher House (308 Main Street), Section 7 p. 18. Listed 10.13.1988.

(b) Topographical Alterations:

The site has a defined grade change that drops to the west as the terrain drops downhill. The proposed development will take advantage of that grade change to provide for a half story on the lower level of the building addition. Modeling studies reflect a manipulation of grade (including a retaining wall) to facilitate the addition and parking area's integration into the slope. Contour studies, both before and after, will be necessary to ascertain changes to grade.

(c) Protection of Important Public Views:

The proposed addition does not impede existing views down Main Street to the west.

(d) Protection of Important Cultural Resources:

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

See Section 5.4.8, below.

(e) Supporting the Use of Renewable Energy Resources:

The plan has not defined the inclusion of any wind, solar, water, geothermal or other renewable energy resources.

(f) Brownfield Sites:

This parcel is not identified on the Department of Environmental Conservation's Brownfield site list.

(g) Provide for nature's events:

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

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

The proposed addition is entirely self-enclosed; there are no apparent new exterior doors accessing the new building mass. A general entry will be provided on the east elevation. That existing covered entrance porch has been walled off so as to face the rear (north) of the property, accessible from the parking lot. Building elevations must include access stairs, which will be essential to gain entrance.

(h) Building Location and Orientation:

The building addition is attached to the north (rear) of the existing building. This is a common practice for expansion of habitable area. The direct and complete attachment of the new structure is not, however, well assimilated with the significant and elaborate historic building.

(i) Vehicular Access:

There is an existing access drive from Main Street which is proposed to continue. The applicant has included a new vehicular access path to 323-325 College Street to facilitate a shared use parking arrangement. This plan requires site reconfiguration and loss of parking at the adjacent parcel.

(j) Pedestrian Access:

The sidewalk to the main entrance will remain. There is no identified pedestrian path to the building, separate from vehicular circulation. This feature is required and will need to be articulated and exercised on the site plan.

(k) Accessibility for the Handicapped:

ADA compliance is under the jurisdiction of the building inspector. There is no internal elevator or h/c parking spaces identified. Both are encouraged if not required.

(l) Parking and Circulation:

The parking lot was previous approved for 8 parking spaces (ZP04-641) with 7 spaces along the north side of the parking lot and one west of the rear entry. The required parking for the proposed 8 units is 16 parking spaces in the Neighborhood Parking District. The applicant has proposed 9 partially or wholly on site, with a connector to 323-325 College Street to access 2 additional spaces there. Approval of the shared use plan and a parking waiver from the DRB will be required. The submitted site plan includes parking spaces that cross a property boundary line. Article 8 (Parking) mandates at least one parking space per unit to be provided on site. The DRB will be tasked with ascertaining the compliance with this standard.

Generally, access will continue as existing from Main Street. Circulation is proposed between the two adjoining parcels. The proposed parking plan will provide a partial benefit 308 Main Street (for access to two additional spaces; 6 more are needed) and no identified benefit to 323-325 College Street. The properties are owned by different parties; a companion application for site changes to that other property accompanies this application.

The proposal for 308 Main Street makes demands beyond the parcel's capacity for required parking, and exceeds the requirement to the degree that further allowances (parking waiver, shared parking/access with abutting property and a parking management plan) are needed. In general terms, difficulty in meeting parking requirements signals that the intensity of use exceeds the ability of the parcel to meet the demand. Despite the articulated parking management plan, the proposed four bedroom units and the strained site and parking plan here illustrate that.

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

There is no identified pedestrian path between the parking area and an entrance door, as required. The applicant shall identify one on a revised site plan.

(m) Landscaping and Fences:

As noted, the plan omits mention of the landscaping required in 2004 (large trees, established and new lilacs, foundation plantings) and only references replacement trees lost to parking expansion/reorganization. The trees proposed for replacement are on abutting properties (316 Main Street to the east, 323-325 College Street to the north.) Seven 4' tall shrubs are proposed for the west elevation which might help screen the expanded parking area and lower level of the addition.

A retaining wall is also proposed for the northwest corner of the parcel. A contour map is needed to ascertain the existing topography and the degree of grade change proposed. Any wall exceeding 3' in height will require review and approval of the city engineer and/or building inspector via the building permit process.

(n) Public Plazas and Open Space:

There are no public plazas on the site. For a large multi-unit residential building like this, an area for outdoor use would be welcome and provide a respite from the paved backyard that is proposed to be expanded.

(o) Outdoor Lighting:

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

Pole and bollard lights are suggested. Their proposed location is not identifiable on the site plan. The plan must be revised to identify location of new lighting, and be accompanied by a photometric plan to ascertain compliance with Section 5.5.2.

(p) Integrate infrastructure into the design:

Exterior storage areas, machinery and equipment installations, service and loading areas, utility meters and structures, mailboxes, and similar accessory structures shall utilize setbacks, plantings, enclosures and other mitigation or screening methods to minimize their auditory and visual impact on the public street and neighboring properties to the extent practicable.

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be placed underground whenever practicable. Trash and recycling bins and dumpsters shall be located, within preferably, or behind buildings, enclosed on all four (4) sides to prevent blowing trash, and screened from public view.

Any development involving the installation of machinery or equipment which emits heat, vapor, fumes, vibration, or noise shall minimize, insofar as practicable, any adverse impact on neighboring properties and the environment pursuant to the requirements of Article 5, Part 4 Performance Standards.

The location of trash and recycling is not identified and must be. Outside roll-off containers are not recommended.

The location of meters, mailboxes, utility connections, mechanical equipment and similar features must be included in site plans/building elevations as warranted. All new utility service must be undergrounded. Submitted spec sheets include through-the-roof or wall venting for

proposed heating units. The location of these proposed building penetrations and their impact on the visual character of both buildings will be important to understand.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

The proposal for a 3 ½ story flat roofed addition is quite contrary to the existing building and most within the streetscape. Submitted photos draw a parallel to the adjoining Captain Dan Lyons' house (1856); adjacent on the lot to the west. That structure precedes the Fisher House by more than a score of years. The principal structure has a low pitched hip roof with boxed cornice and broad projecting eaves, not a flat roof. It differs stylistically (early Italianate – and anecdotally originally had a roof lantern) and in massing (major structure with derivative rear ell); quite different from what is proposed at the back of 308 Main Street.

The scale proposed for the new addition is quite strident, given the sensitivity of the existing building and the proposed disparate architectural style. The addition is clearly visible from the streetscape (west, south and north) and generates conflict in proximity and appropriate scale to the Fisher House.

From the National Park Service Preservation Brief #14:

A new addition should always be subordinate to the historic building; it should not compete in size, scale or design with the historic building. An addition that bears no relationship to the proportions and massing of the historic building—in other words, one that overpowers the historic form and changes the scale—will usually compromise the historic character as well.

In a competitive if not superlative scale, the addition challenges the massing of the existing building and detracts from the importance of this exceptional structure.

2. Roofs and Rooflines.

Although the applicant cites a neighboring building with a flat roof as support for this design, the addition bears no relationship to the existing historic structure. The sharp delineation of the roof form is quite contrary to the complex organization of the existing house; the differences abrupt and unsettling.

3. Building Openings

The addition presents horizontal continuity of window bands. The windows themselves show no relationship to the existing building other than their arrangement so as to suggest floorlevels.

(b) Protection of Important Architectural Resources:

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

See Section 5.4.8.

(c) Protection of Important Public Views:

See Section 6.2.2 (c).

(d) Provide an active and inviting street edge:

Although the addition is proposed for the rear, it is clearly discernable from the streetfront and challenges both the scale and importance of the existing historic building. Its proximity and visibility present conflict and challenge the primary structure.

(e) Quality of materials:

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

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

There is no submitted evidence that the applicant team has consulted with an architectural historian to determine most appropriate building arrangement or materials.

Fiber wood grain exterior doors, vinyl clad windows, fiber cement board siding and a membrane roof are proposed. All are considered of acceptable durability for new construction.

(f) Reduce energy utilization:

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

(g) Make advertising features complementary to the site:

Any exterior signage will require a new sign permit.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p), above.

(i) Make spaces secure and safe:

The development shall adhere to all building and life safety code, as defined by the building inspector and fire marshal. For multi unit buildings, intercom systems are recommended.

Sec. 5.4.8 Historic Buildings and Sites

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

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

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

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

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

(a) Applicability:

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

308 Main Street is listed on both the State of Vermont list of Historic Resources and the National Register of Historic Resources within the Main Street – College Street Historic District.

(b) Standards and Guidelines:

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

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

The building was constructed as a residence; the return to residential use is consistent with its origin.

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

The existing historic structure will be retained and remain relatively intact. The point of contact (rear addition) is the area of connection and therefore will no longer be visible.

The overall character of the property will be adversely changed with this development:

- a. The immediate attachment, with no interstitial connector, provides an abrupt and brusque change from the historic structure to the new addition. There is no comfortable transition between the old and the new.
- b. The proposed addition challenges the existing building in scale and massing rather than deferring in scale and location to the importance of the Fisher House.



- c. The addition is overtly visible from several public vantage points.
- d. There is no relationship between the historic building and the proposed new addition. Window sizes and treatments, wall finishes, building mass and volume, and overall embellishment contrasts starkly with the existing building.
- e. The proposed addition and expansion of the parking area will alter the existing grade of the site. At present, the grade falls away to the west; the Fisher House is characteristically prominent at the plateau with sprawling lawn. The proposal of expanded paving, the 3 ½ story addition and a new retaining wall will create an artificial and visible platform for parking and remove the importance of the historic structure seated atop a rising slope. The manipulation of the grade reduces the spatial prominence existing at the site.

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

While conjectural features are not proposed, the adoption of an architectural style presumably motivated by a neighboring property is inappropriate for this context.

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

Not applicable.

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

The National Register nomination clearly outlines the deliberate and spectacular arrangement of the Fisher House. Understanding the thoughtful, intentional composition of architect Fisher's skill is essential in consideration of any alteration. The proposed building addition misses the mark in finding a companionable solution to the complexity and accomplishment of that work. The lack of harmony between the old and new is strikingly uncomfortable and lacks compatibility with the existing building.

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

The work is not intended to address failure or repair, but to add new volume and housing units.

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

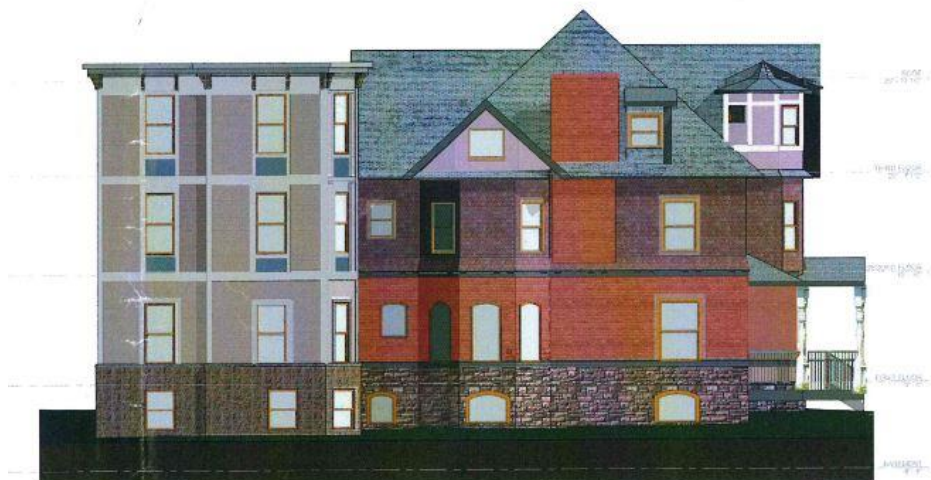
No chemical or physical treatments (other than building addition) are proposed.

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

No archaeological resources have been identified at this site.

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

The proposed addition, expanded parking and new circulation path collectively detract from the historic character of the property.



The proposed addition is clearly differentiated from the old, but competes with the existing structure in style, proximity, scale, massing and site alteration. The building style is architecturally divergent; the contrast is both immediate in juxtaposition and discordant in articulation. There is absolutely no relationship between the two, with the direct attachment of new to old adding further injury. The addition lacks an awareness of the success of the original design (ordered horizontal organization despite differing materials and alternating mass; controlled and deliberate use of a single monochromatic color to tie divergent features). The building addition remains too large, too visible, and *too* differentiated to be compatible with the existing historic structure.

The proposed addition and expansion of parking artificially alters the grade that at present isolates the important building within the site and atop a rising knoll. The expanded parking also introduces further visual friction and detracts from the building's streetfront appearance.

Lastly, the increased intensity of use exceeds the parcel's ability to absorb the desired expansion; parking is proposed across parcel boundary lines and onto an abutting property. While the proposal offers to return to its original residential use, the proposed intensification of that use (8 units, the new with 4 bedrooms each) stresses the site and structure where it cannot comfortably accommodate the demand while retaining the historic character inherent in the site.

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

While unlikely, it may be possible to consider the removal of the building addition and expanded parking area. The proposal may potentially be considered reversible; however, Burlington's land use demonstrates that rear building additions for additional units remain permanent.

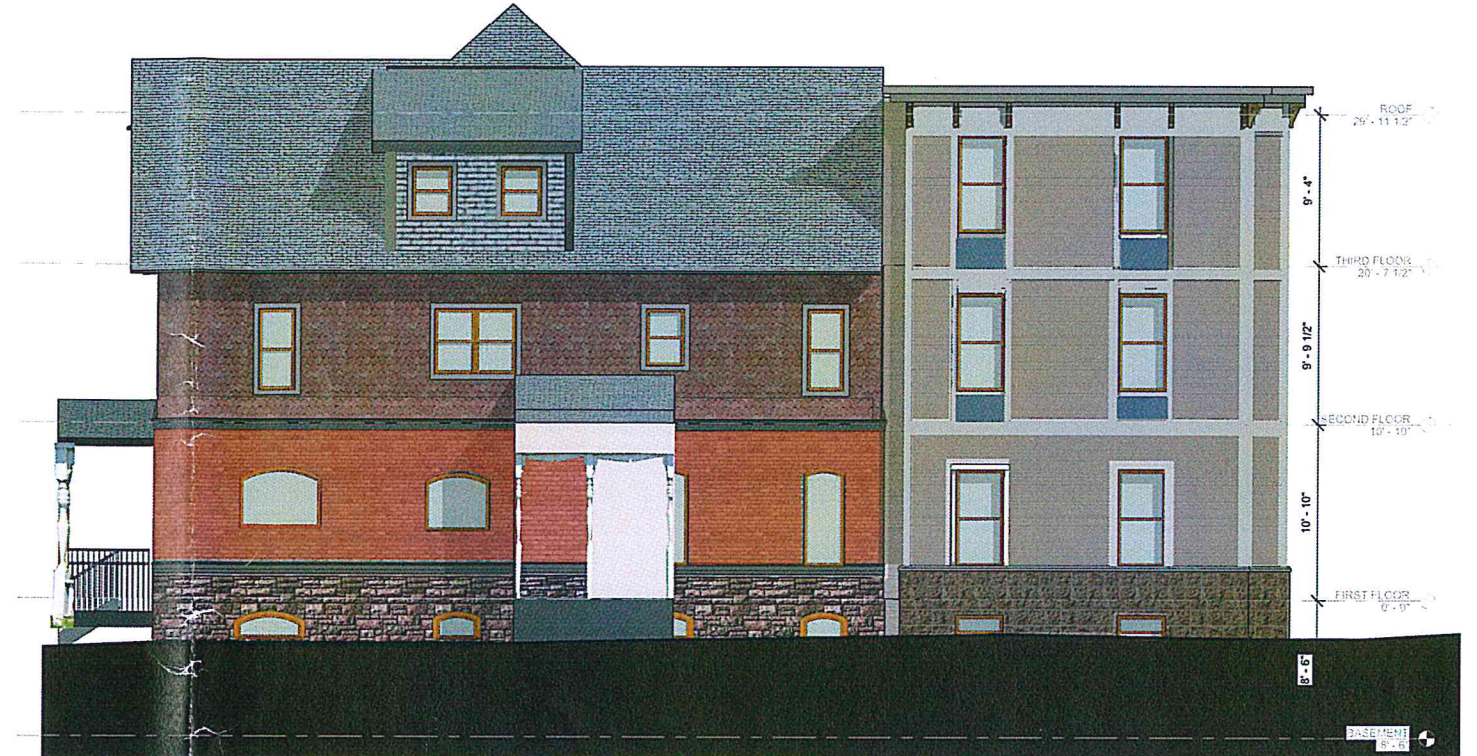
Items for the Board's consideration:

1. A reduction in the size of the addition, and attachment via a small connector is encouraged. Minimization of the size of the residential units would be a path to that end.
2. The applicant shall provide a plan of existing landscaping (large trees, bushes, lilacs as required under ZP04-641) with a plan for preservation, construction protection, or replacement.
3. A plan including contours, both before and after development, shall be submitted to understand manipulation of grades and final topography.
4. The plan omits existing condensing units, which must be included on site plans and elevations.
5. The applicant shall define a pedestrian path between the parking area and the building entrance that separates vehicles and people.
6. A plan and elevation of the proposed retaining wall shall be submitted. Any wall exceeding 3' in height will require review and approval of the city engineer and building inspector via the building permit process.
7. The site plan shall include the location of proposed lighting fixtures, and be accompanied by a photometric plan subject to review under the standards of Section 5.5.2.
8. The applicant shall provide a narrative and location for proposed trash and recycling facilities.
9. Mailboxes, meters, utility connections, mechanical equipment and similar shall be illustrated on site plans and building elevations as appropriate.

10. Any new utility connections shall be undergrounded.
11. Satisfaction of minimum parking requirements, and any parking waiver will be at the discretion of the DRB.
12. The location of proposed venting locations must be identified on building elevations to assess visual impacts and appropriateness.



North Elevation



West Elevation



South Elevation

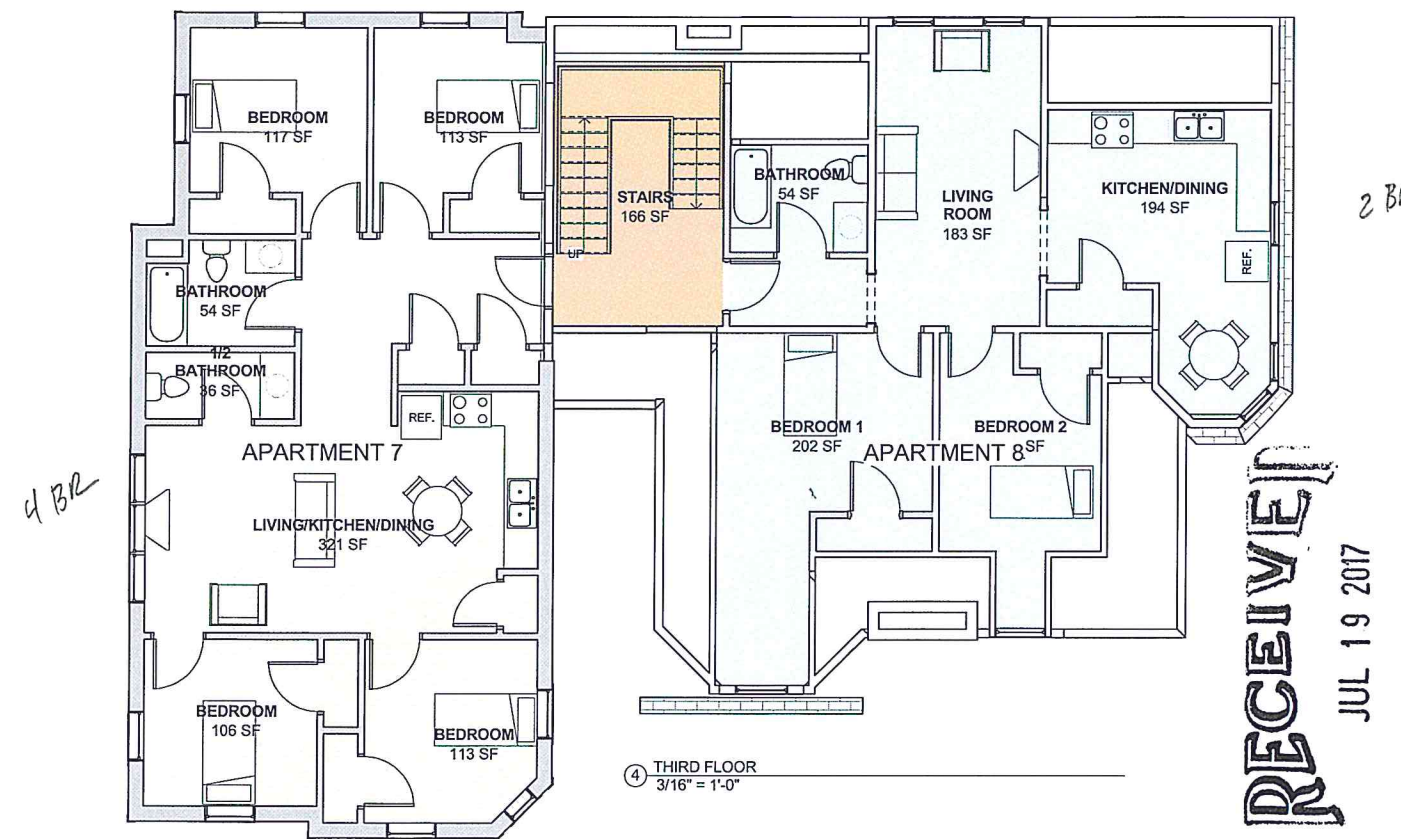
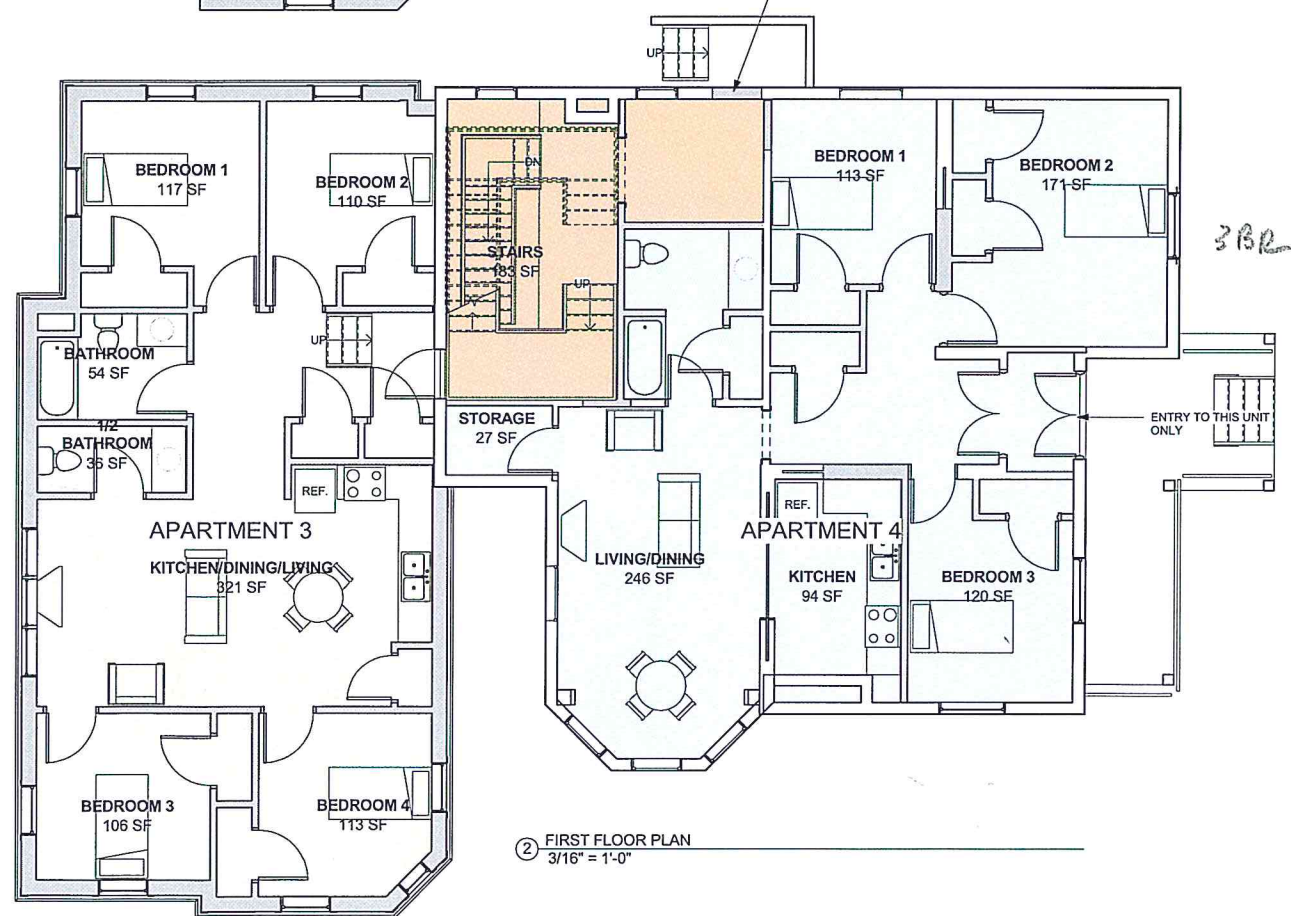
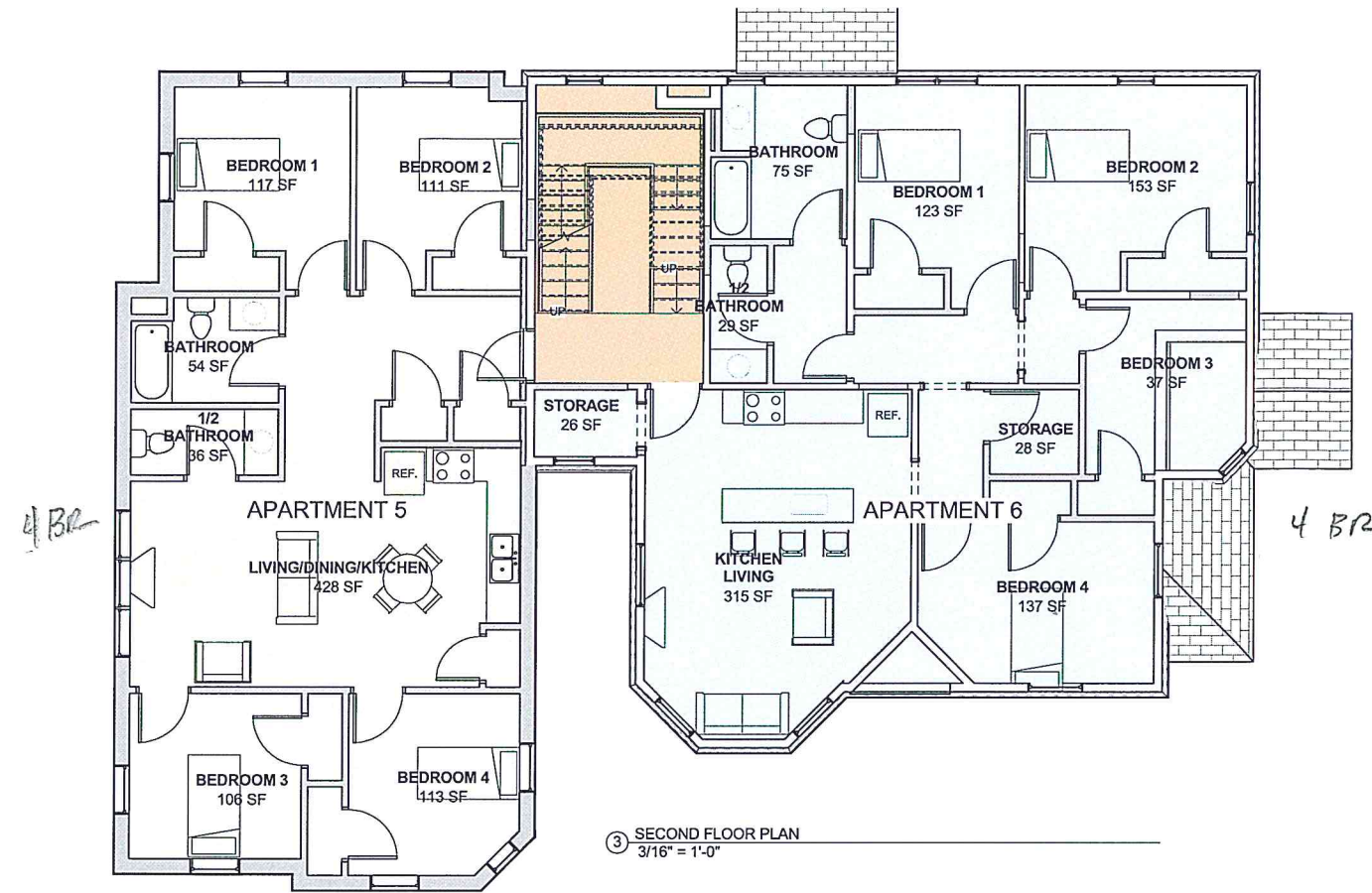
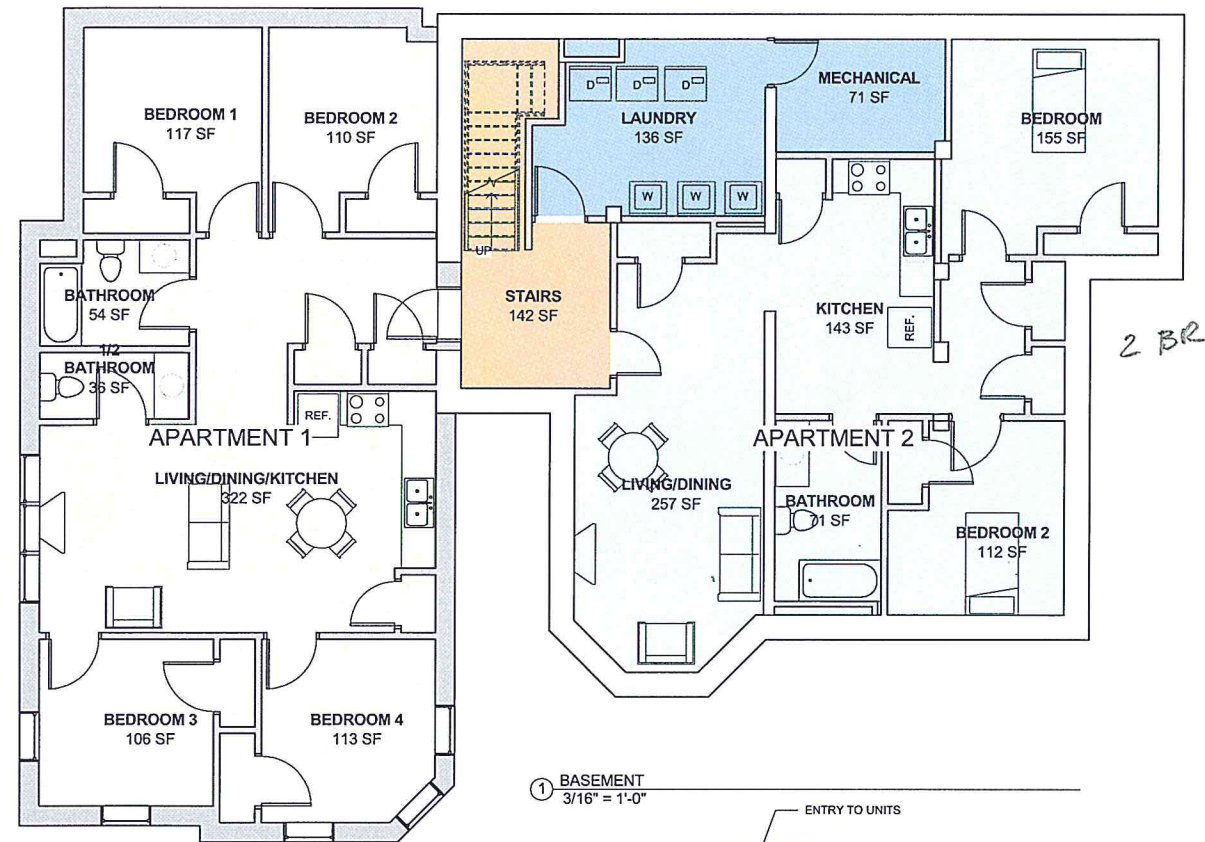


East Elevation

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308 MAIN STREET APARTMENTS

PROPOSED ELEVATIONS



308 MAIN STREET APARTMENTS

PROPOSED FLOOR PLANS

27 BR total

8 UNITS

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Exhibit A
Zoning Permit Application
308 Main Street

**DEPARTMENT OF
PLANNING & ZONING**

I. Proposal Summary: 308 Main Street is a historic building currently used as an office building. The proposal is for adaptive reuse of the existing office building such that with an addition to the rear, the current office building will be converted to an eight (8) unit apartment building, which is below the maximum of ten (10) units allowable on this 0.27 acre site without bonuses. As part of this application, a parking waiver is requested.

The site plan included in the application shows eight (8) on-site parking spaces to be provided. In addition, two (2) parking spaces will be utilized at the abutting parcel known as 323-325 College Street pursuant to a written easement agreement that will be recorded in the City of Burlington Vermont land records. The two (2) parking spaces at 323-325 College Street will be accessed through a common connecting driveway as shown on the site plan.

The 308 Main Street Property is located in the Neighborhood parking district. It is significant to note that the Property is located at the border of the Shared Use Parking district across the street and very close to the Downtown Parking District, however. In the Neighborhood parking district, the CDO provides that two parking spaces per dwelling unit as the baseline requirement with parking waivers at the discretion of the Design Review Board. Accordingly, 16 parking spaces are the baseline requirement as set out in Table 8.1-8.1 of the CDO. Generally, a 50% waiver is the maximum allowable under the CDO. However, in order to encourage adaptive re-use of historic buildings, the CDO allows for up to 100% parking waivers. *See*, CDO Section 8.1.15 9 (a). In this case, a six (6) space waiver is requested (37.5% waiver request).

**Demand Management/How Plan more effectively furthers the goals of CDO
Article and Municipal Development Plan**

The Municipal Development Plan (“MDP”) strongly supports and encourages better management of parking facilities and provision for alternative modes for commuting. MDP Chapter V, Page V-10. To this end, the MDP even advocates “removing parking minimums or changing the number of parking spaces required by the zoning ordinance from a minimum to a maximum – in effect limiting the number of parking spaces a developer can provide.” As a result, the CDO limits the parking that can be provided on site to 125% of the required at Section 8.1.9. The MDP also advocates cash incentives to accomplish the goal of parking supply reduction. *Id.*

The purposes of Article 8 of the CDO that are relevant to parking supply and management for this site are set out at Section 8.1.1 of the CDO. That section states, in pertinent part, that the purpose of the article is to “(a) [e]nsure there are adequate parking and loading facilities to serve the use or uses of the property;”... [and to] ii) “[e]ncourage

alternate modes of travel that will reduce dependence on the single-occupancy automobile.” See CDO Section 8.1.1 (a) and (d)

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Parking Management Plan Implementation.

Current parking planning tends to focus primarily on quantity. As a result, there are about five parking spaces for every car on the road. Todd Litman, “*Parking Management: Innovative Solutions to Vehicle Parking Problems*”, at page 2. Planet Citizen March 27, 2006. <https://www.planetizen.com/node/19149>

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Parking management focuses both on quality parking management and quantity of parking. On the management side, utilizing tools like: i) providing parking information, ii) locating projects for convenience and safety of walking from a parking space to destinations; and iii) provision of alternative parking supply and alternative transportation modes, often provide better utilization of parking supply. Todd Litman, “*Parking Management Best Practices*” American Planners Association 2006, republished e book 2014.

The CDO attempts to incentivize parking management strategies rather than just building more poorly utilized parking supply. As such, the CDO provides for parking waivers, provided there is an effective parking management plan that explains how the proposed parking management plan addresses the specific needs of the proposed development and more effectively satisfies the intent of Article 8 of the CDO. See, CDO Section 8.1.15 (2).

The parking solution to be applied in any effective parking management plan must necessarily be grounded in the usage profile of the parking user and the location of the subject property and surrounding uses. In this case, the site characteristics and the tenant population are uniquely suited to parking management strategies that reduce the on-site parking demand below the two per dwelling unit baseline.

Tenant Parking Usage Pattern.

Our tenants have a very consistent parking usage pattern. They do not commute daily. It is more difficult to park on campus. So, the daily commute is by walking or bicycling and not by the single user automobile. This is a very important characteristic. Cars are seldom used convenience items and not daily utilized necessities. Cars are generally left parked for many days and often weeks. Cars are only driven occasionally for single purpose trips like groceries and extended trips to visit relatives. This characteristic makes this location and this use uniquely conducive to parking management tools.

Site Specific Characteristics

Similarly, the location of the 308 Main Street site is uniquely conducive to effective parking management strategies that are a substantial improvement when compared to over production of parking supply. 308 Main is located adjacent to the

downtown core approximately 2.5 blocks from Church Street and 2.5 blocks from City Market. All on-street parking spaces near 308 Main Street are metered spaces, making it impractical for tenants to utilize on-street parking for any other than very short term needs.

There is substantial parking infrastructure with capacity within very close walking distance. The Main Street municipal lot is within a few hundred feet. One parking garage is a block and a half away at Court House Plaza. There are four parking garages within 5 blocks of the Project. There is a bus stop within 100' of the property line. To the rear of the property, the College Street Shuttle provides mass transport on a 15 minute basis from the Waterfront to the Hospital. UVM provides 15 minute service from 7:30 am to 10 pm Monday through Friday and every half hour on weekends. *See, schedule and route information attached for this and substantial additional bus service.*

This particular site and this use in combination is most similar in parking characteristics to a downtown parking district site and use. The site is closer to public transportation, publicly available structured and surface parking than very many sites within the downtown core. This tenant population does not commute daily and requires a car for convenience only. As such, much like a downtown user, it is more convenient for a tenant at 308 Main Street not to use an automobile than to use one.

Parking Management at 308 Main to best Utilize Site Characteristics & Use Project

Tenant Selection Methodology. In our experience, tenant selection methodology and practice heavily influences parking usage. Our management team will utilize its multi-step tenant selection process to screen out heavy automobile users by prioritizing tenant applicants without automobiles in Burlington. In addition, tenant education as to parking will be a focus as the methodology is implemented.

Step 1. Tenant Screening/Tenant Education. Tenant candidates are pre-screened to meet certain pre-screening requirements prior to being accepted as applicants. Prospective tenants will be required to submit a written application that includes detail as to automobile usage and parking requirements. Tenant screening and leasing occurs in September for tenants seeking to lease the following June 1. So, for tenants seeking occupancy on June 1, 2017, we screen applicants in September of 2016. Our management team applies a ranking system that gives priority to tenants without vehicles in Burlington or the need for parking in the City. Tenants that agree to have no greater than one car per apartment unit or less are given priority. We require tenants to disclose to us in the lease application whether or not they will be bringing a car to Burlington and to register that car with us. Tenants generally comply with this requirement in our experience because we offer the tenant use of our parking lot for move in and move out based on registered cars only.

During this initial interaction, tenant education begins for us. We start by explaining in detail that bringing a car to Burlington represents an unnecessary substantial

expense given the low use necessary at the property location. We also begin explaining the cost of parking.

At this early point, our management will explain that:

All of the parking surrounding 308 Main Street is metered parking. This provides an easily quantifiable measure of cost to provide to prospective tenants. Even without taking into account the likelihood of fines and towing charges, based on the chart below, if a tenant were to feed a meter on a timely basis for an entire year, the cost to park would be \$9.60 per day or over \$3,000 per year.

Parking charges in Burlington:

Brown Top Meters – 25 cents per 37.5 minutes. \$9.60 per day.

Meter Violation - \$15

Residential Parking - \$75

Parking Ban - \$125

Towing Charge - \$62.50 per tow plus \$10 for storage. Minimum: \$72.50

Along with the foregoing cost explanation orally, we also provide the Attached Flyer - Parking is Unnecessary and Expensive. Finally, in the initial interaction, we explain that there may be additional parking supply at a cost, but the best solution is to not bring the car to Burlington.

Step 2. Lease Signing Meeting.

Tenants that meet the pre-screening requirements are then scheduled to meet with our management for a lease signing meeting. This meeting takes at least one hour and is held at our offices. All tenants are required to attend. At this meeting, management goes over our expectations and the lease in detail. In particular, management goes over information as to the i) cost of parking, ii) parking avoidance strategies and iii) parking supply alternatives. Generally, we have been successful in having one space leased on site per apartment.

While illuminating the actual cost of parking is often effective in reducing parking demand, we also provide tenants with parking alternatives that are more City friendly than building new spaces. Those strategies we have developed are set out below and include off site parking, ride share, car share, walking, cycling and grocery trolleys.

At this point the following elements of our parking management planning are explained in greater detail:

Parking Costs Laddered According to Convenience

Our experience is that showing and imposing the cost of parking is very effective in managing parking demand. Over time, we have refined our approach. We now pursue an integrated and laddered approach, with parking cost increasing as convenience increases.

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Annual On Site Parking Charge. Tenants will be charged an annual fee for parking at the 308 Main Street site. That fee currently amounts to \$90/month, but is collected in one lump sum up-front at the lease meeting which occurs approximately 6-7 months prior to occupancy. (This charge is separate from and in addition to the apartment rent.) This is done for all of our properties with parking lots. Nearly all of our leases for our properties are signed in September and October of the prior year for June 1 occupancy. Both at the pre-lease meeting and at the formal lease meeting, our management team strongly encourages tenants to leave their cars at home for the school year. By charging for parking spaces up front for the entire year, this requires a very early decision by the tenant as to whether he or she will bring a car to Burlington.

Parking Enforcement/Permit Only. In order to enforce on-site parking requirements, 308 Main Street will have a strict parking by permit only policy. Each tenant that purchases a lease of a space for the year is allocated a parking pass connected to a particular vehicle. We contract with Spillane's to enforce a strict towing policy for any automobile parked without a valid permit or in a parking space not allocated to the particular automobile. Towing is generally only suspended for a short time during times of tenant turnover to facilitate tenant move in and more out.

The management plan would be to steer parking away from street parking on-site parking to off-site alternatives that have capacity. The property would maintain lease or leases for six (6) spaces of off site parking for the high demand portions of the year, September through June 1. The parking alternatives would be a combination of parking that is within the City and parking that would be outside the City to meet the preferences of tenants as follows:

- a) **Off Site Parking** – Walking Distance. Since publicly available parking garages and lots are very close to 308 Main Street, this is a very viable parking management option. The same is true of the Courthouse Square parking garage, which is a block and a half away. The Main Street municipal lot is steps away.
- b) **Off Site Overflow Parking Supply Provided Free of Charge Outside Burlington.** Because cars are not used daily, or even weekly in most cases, we will also offer tenants parking outside the City free of charge for up to six spaces during the high demand portions of the year from September 1 through June 1. (This will depend on how many elect for the Off Site Parking Walking Distance Option above).

Ride sharing Programs. Although little if any daily commuter automobile traffic is expected to be generated from the 308 Main Street site, the Applicant also promotes Vermont Rideshare to its tenants. Tenants are provided with Vermont Rideshare information at lease signing, in our lease and on our website so that tenants can have knowledge of CCTA's Vermont Rideshare program which effectively links people interested in carpooling via the internet.

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In addition, we utilize and promote to our tenants two services that focus on matching rides for College students.

<https://www.carpoolworld.com/>

<http://www.ridebuzz.org/>

Car Share Vermont Program – Our management company will maintain a CarShare Vermont membership for its tenants at 308 Main. The building will have a group membership with CarShare Vermont and offers use of the membership to our tenants at 308 Main Street free of charge, provided they meet CarShare Vermont's driving guidelines. CarShare Vermont maintains three (3) car pods within short walking distance (approximately .3 mile or less) of 308 Main. The Fletcher Free Library car share pod is less than one block away from 308 Main.

Bus Pass Program. In order to encourage bus usage, the we continue to offer \$500 of free CCTA passes to tenants on a first come first serve basis.

Bicycle Parking. Cycling is a mode of travel heavily encouraged by the MDP in reducing automobile dependence. MDP, Chapter V, Page V-16. 308 Main Street is a cycling friendly building. 27 wall mounted bicycle racks, each holding one bicycle, will be installed inside the building. We also have outdoor bicycle parking for visitors and tenants. We have noted from site visits to the Property over the past year an increase in bicycle count on the site. We estimate based on our visits that 20% more bicycles are parked at the Property from time to time.

II. Conditional Use Review Standards:

A. The proposed conditional use and associated development shall not result in an undue adverse effect on the following general standards:

1. The capacity of existing or planned community facilities;

Applicant Reply:

The Project location is an existing high density residential zone very close to the urban core. The site is approximately two (2) blocks from Church Street, a few hundred feet from Memorial Auditorium, a few hundred feet from the City's main fire station. Schools are within close walking distance, (although no additional school age children are likely to be generated by this redevelopment of the site). ery limited additional traffic will be generated as tenants mostly walk.

The City's intent for the RH Zone at CDO Section 4.4.5 (a) (5) is as follows:

"The Residential High Density (RH) district is intended primarily for high density attached multi-family residential development. Development is intended to be intense

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with high lot coverage, large buildings, and buildings placed close together. Parking is intended to be hidden either behind or underneath structures."

"For purposes of residential construction, if an area is zoned for housing and a lot can accommodate the density, the cumulative impact of housing shall be considered negligible; The parcel is zoned for high density residential housing, and can accommodate the proposed density. The cumulative impact must be considered negligible."

The addition of just eight (8) new residential units will increase the intensity of use at the site somewhat over the existing office use of the Property. Given the High Density Residential Zoning District, the housing need that exists in the City and the existence of substantial city infrastructure, more dwelling units are both anticipated and directed by the CDO and the MDP to occur, however.

Impact Fees/Incremental Property Taxes Supporting Infrastructure.

An impact fee is a fee imposed by local government on a new project to pay for public services. The increase in the number of dwelling units would be off-set by the payment of Impact Fees, and would thus pose no adverse impact to existing or planned community facilities.

The MDP directs housing density to occur in the RH zone, in large part because nearby infrastructure already exists, has capacity and is concentrated nearby. Higher density such as this Project located near the downtown core provides very substantial tax benefits to the City. These benefits are proportionately larger than any incremental infrastructure use arising from the Project. The Applicant estimates that the incremental property tax benefit to the City above existing conditions would be at least \$15,000 annually, without the likelihood putting children in the school system. As such, the Project is not a undue adverse impact on City facilities. Rather, it is a substantial benefit to the City's capital infrastructure budget far into the future as it utilizes and contributes to existing infrastructure.

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

Applicant Reply:

The MDP is crystal clear on the issue of housing. The City should "[s]upport the creation of new rental and owner-occupied housing on every parcel of land in Burlington that is zoned for residential development at the number of units allowed by zoning." MDP page IX-12.

As a consequence, [T]he Residential High Density (RH) district is intended primarily for high density attached multi-family residential development. Development is intended to be intense with high lot coverage, large buildings, and buildings placed close together.

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Parking is intended to be hidden either behind or underneath structures. CDO, Section 4.4.5 (a) (5).

The substitution of eight (8) new residential units in this high-density residential zone meets the character and purposes of the RH zoning district.

3. The 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 Property is located in the RH zone where multifamily residential dwelling units are common. Accordingly, this multifamily residential building will not be greater than such externalities generated by such existing uses throughout the RH zone.

4. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area.

Applicant Reply:

Traffic.

The Project consists of eight (8) new residential units, replacing an office use that had substantial traffic impacts as nearly all the clients and workers travelled to and from the law firm by automobile. The elimination of client and employee traffic which came almost exclusively from outside Burlington is a substantial benefit accruing as a result of this Project. In addition, deliveries will be minimized and will consist primarily of once per week dumpster pick up and recycling pickup already occurring and to continue. (The plan envisions sharing a dumpster with 323 College Street to minimize such impacts.). Daily U.S. mail delivery would continue, with no increase in the number of trip ends to the site for the U.S. Mail. Overnight mail deliveries generated by the new residential units would be less than one per week (based on 5 deliveries per housing unit per annum).

Because there is a pre-existing office use, there currently is active vehicular traffic and circulation at 308 Main. The area is characterized by both high density and a variety of complimentary land uses. Traffic is anticipated to decline, given the change of use and the close proximity to downtown, the hospital and UVM. In this built environment, parking demand can also be substantially reduced as described in the parking management plan set forth above.

This is a location where it is most often more convenient *not* to use an automobile. Within 1 to 6 blocks of 308 Main Street, the rich urban infrastructure of downtown Burlington unfolds. The shops and restaurants of Church Street are within 2.5 blocks. Fletcher Free Library is approximately 1 block away. Car share Vermont has a carshare pod a block away at Fletcher Free Library. A movie theater is one block away. The Chittenden County Court house is within 2 blocks. City Market is within 2.5 blocks.

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Hundreds of jobs lie within a 1 to 8 blocks. Public transport is extremely convenient from 308 Main Street.

5. Any standards or factors set forth in existing City bylaws and city and state ordinances

Applicant Reply:

The zoning district and the MDP support a high level of increased multi-family residential development in the RH zone. The Project meets all CDO standards. The parking analysis above, the Project will also tailor parking solutions to the site specific characteristics to avoid negative effects, like stormwater impacts, urban heat island effects. The Project will also contribute to in-fill development by utilizing existing surrounding infrastructure, a substantial State and local policy goal. As such, there is no conflict with City ordinances or State law and the Project furthers substantial state and City policy goals.

6. The utilization of renewable energy resources

Applicant Reply:

The Project will not provide undue and adverse impact on the utilization of renewable energy resources as it will not prevent the use of wind, solar and water energy sources.

The flat roof design allows for the possibility of solar panels in the future without material visual impacts.

The Project provides for substantial amount of fenestration, thus providing ample opportunity for solar gain.

Energy efficiency and insulation standards provided under State law and City ordinance will be followed.

Finally, in-fill development fosters the goal of decreased reliance on the automobile and non-renewable resources.

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PARKING IN BURLINGTON IS UNNECESSARY AND EXPENSIVE

Parking on the Street will cost you \$3,000 per year and is likely to cost a whole lot more.

All of the parking surrounding your apartment is metered parking.

Apart from being a giant pain in the butt, if you are on the spot just when the meter expires each time, feeding the meter will cost you **\$9.60 per day** at current rates which amounts to more than **\$3,000 per year**.

Burlington has very robust parking enforcement, however. Your schedule is not likely always to line up with the expiration of a meter or having change in your pocket. So, you are likely to get fined and towed at some point if you rely on

Street parking.

-Every meter violation will cost you \$15 if you pay the ticket on time. The ticket doubles every 30 days.

-Towing/storage minimum is \$72.50. (one tow and one day of vehicle storage)

-Park on Street during a parking ban and you will be fined \$125 by the City.

Ask us about our parking alternatives:

1. Leave your car at home. We will give priority to on site parking so that each unit has one vehicle parked on site. This allows the rest of you to leave your car at home!
2. Car Share. We maintain a car share membership for those that qualify and may need to use a car. The nearest vehicle location is just a few hundred feet from your living room at Fletcher Free Library!
3. Bus Pass. Ask us about our free bus pass program.
4. Off-site parking. Ask us about our satellite parking lot usage.
5. Shopping Trolleys. Your personal shopping cart! Walk to City Market using our grocery trolleys! See flyer attached.

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Help us put the Green in Green Castle!

Be good to the planet and stay HEALTHY with GCG's Bike Trolley Program!



Do your shopping by foot or by bicycle -- the trolley is on us! Green Castle Group provides a limited number of free walk/bike trolleys for tenants to use for in town shopping. Burlington is a beautiful city and your apartment is so close to everything this City has to offer.

With our free bike trolleys it's an easy and quick trip. GCG's trolleys can go into the store with you as your personal shopping cart!

Our trolleys are free for your use. We ask that you take good care of them, of course along with some other conditions. If you want to use a trolley, we will ask for your initial agreement that if you were to lose or damage a trolley that we be allowed to cover that loss by reducing your damage deposit for the cost of a new replacement trolley.

We hope that you take advantage of this service - - think about what a trend setter you'll be when you bike down the street towing your groceries!

GREEN CASTLE GROUP

Conditions apply. Trolley's are on a first come first serve basis. Program start date will be July 1, 2015.

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The University of Vermont



TRANSPORTATION SERVICES

Select Language [English](#) [Translate](#)

Get Around By Bus.

The CATS transportation system provides safe and convenient shuttle service to the UVM community (students, staff and visitors). The goal of the service is to support alternatives to driving, and to help reduce the number of vehicles traveling on city streets and parking in lots on campus.

CATS buses are run by either diesel or compressed natural gas (CNG). The CATS system is handicapped accessible.

Regular Service Schedule

On Campus

Routes	Days	Times	Runs Every...	Buses Running
<u>Redstone Express</u>	MON-FRI	7:45am-4:45pm	15 Mins	1
<u>Daxtime</u>	MON-FRI	7:30am - 6:30pm	10 Mins	3
<u>Evening</u>	MON-THURS	6:15pm-11:45pm	30 Mins	1
<u>Weekend</u>	SAT-SUN	11:30am-6:30pm	30 Mins	1

Off Campus

Routes	Days	Times	Runs Every...	Buses Running
<u>Sunday-Thursday</u>	SUN-THURS	6:30pm-midnight	30 Mins	1
<u>Weekend</u>	FRI-SAT	6:30pm-10:00pm	15 Mins	2
<u>Late-night Weekend</u>	FRI-SAT	10:00pm-3:00am	10 Mins	3

QUARRY HILL/SHERATON BUS ROUTE

Hours of Service: 7:30am-10:00pm Monday-Friday (Days when classes are in session only)

Service from the Quarry Hill Stop: 7:30am, 7:45am and at :15 and :45 all day with last bus at 9:45pm

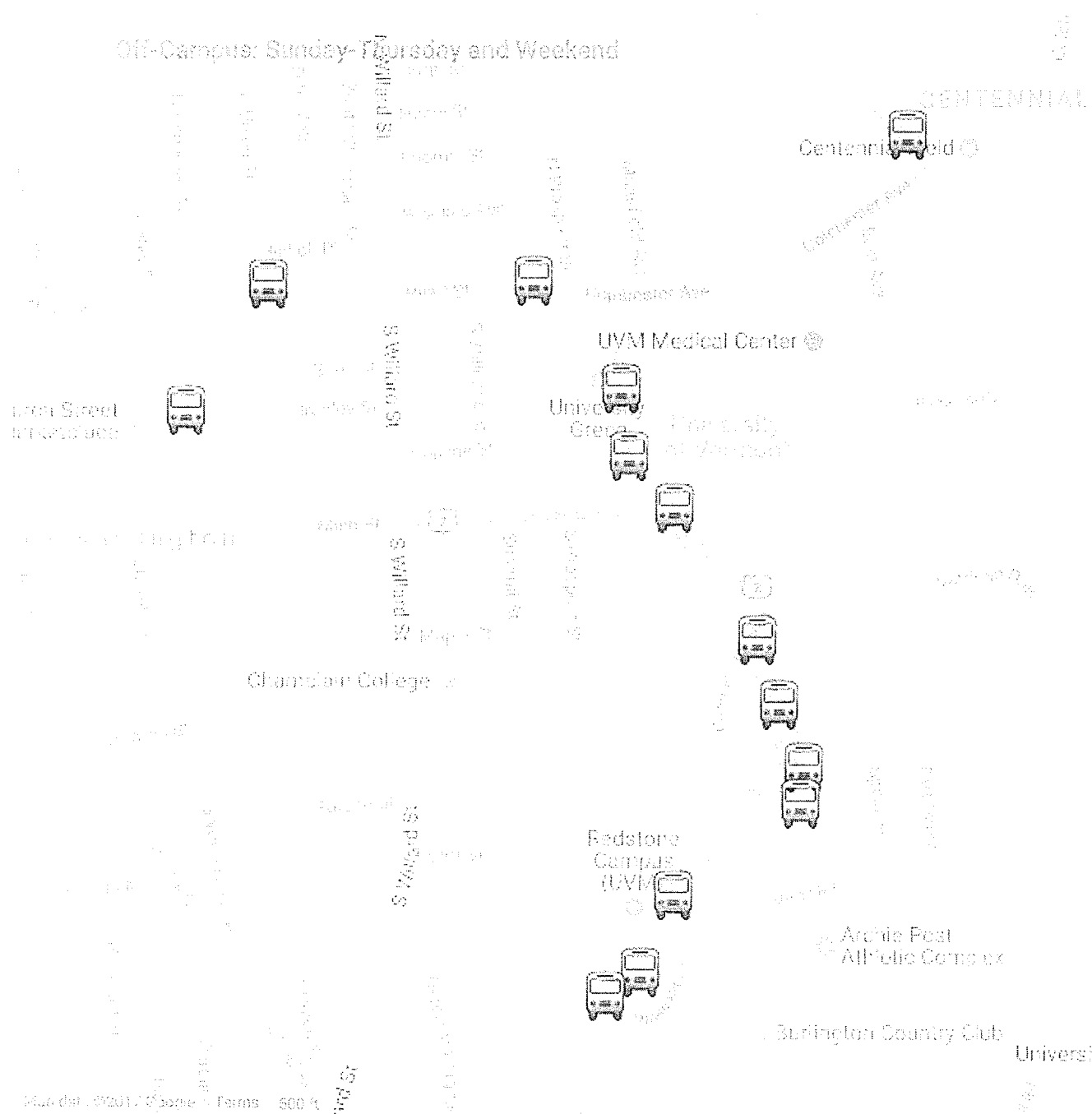
Service from the Sheraton Hotel Stop: 7:30am and at :00 and :30 all day with last bus at 9:30pm

Service from the Davis Center Stop: 7:38am (to Quarry Hill) and at :55 (to The Sheraton), :05 (to Quarry Hill), :25 (to Sheraton), and :35 (to Quarry Hill) all day with last bus at 10:00pm (Last bus will take passengers to either location)

See [TransLoc Map](#) for real time location of this bus. Download the [TransLoc App](#) for your smartphone.

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View Off-Campus: Sunday-Thursday and Weekend in a larger map

Stops

Bus leaves WDW at :00 and :30 each hour

Last Bus

Leaves the library for late-night service:

- 12 midnight

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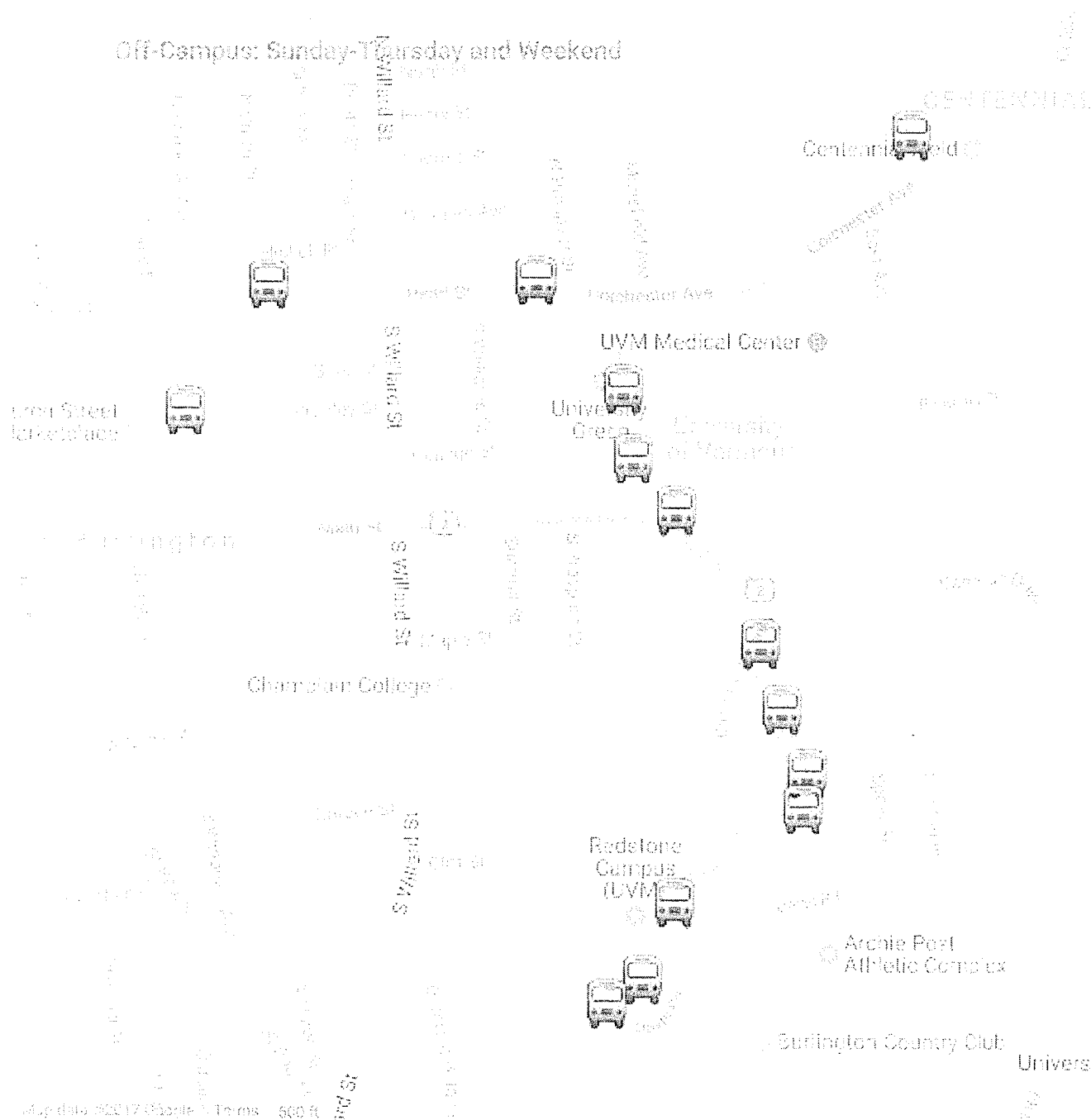
Off-campus: Weekend

Days	Times	Runs Every...
FRIDAY-SAT	6:30pm-10:00pm	15 Mins

Route Map

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View [Off-Campus: Sunday-Thursday and Weekend](#) in a larger map

Stops

Off-campus service switches from "Off-campus Weekend" to Off-campus Late-night Weekend at 10:00pm

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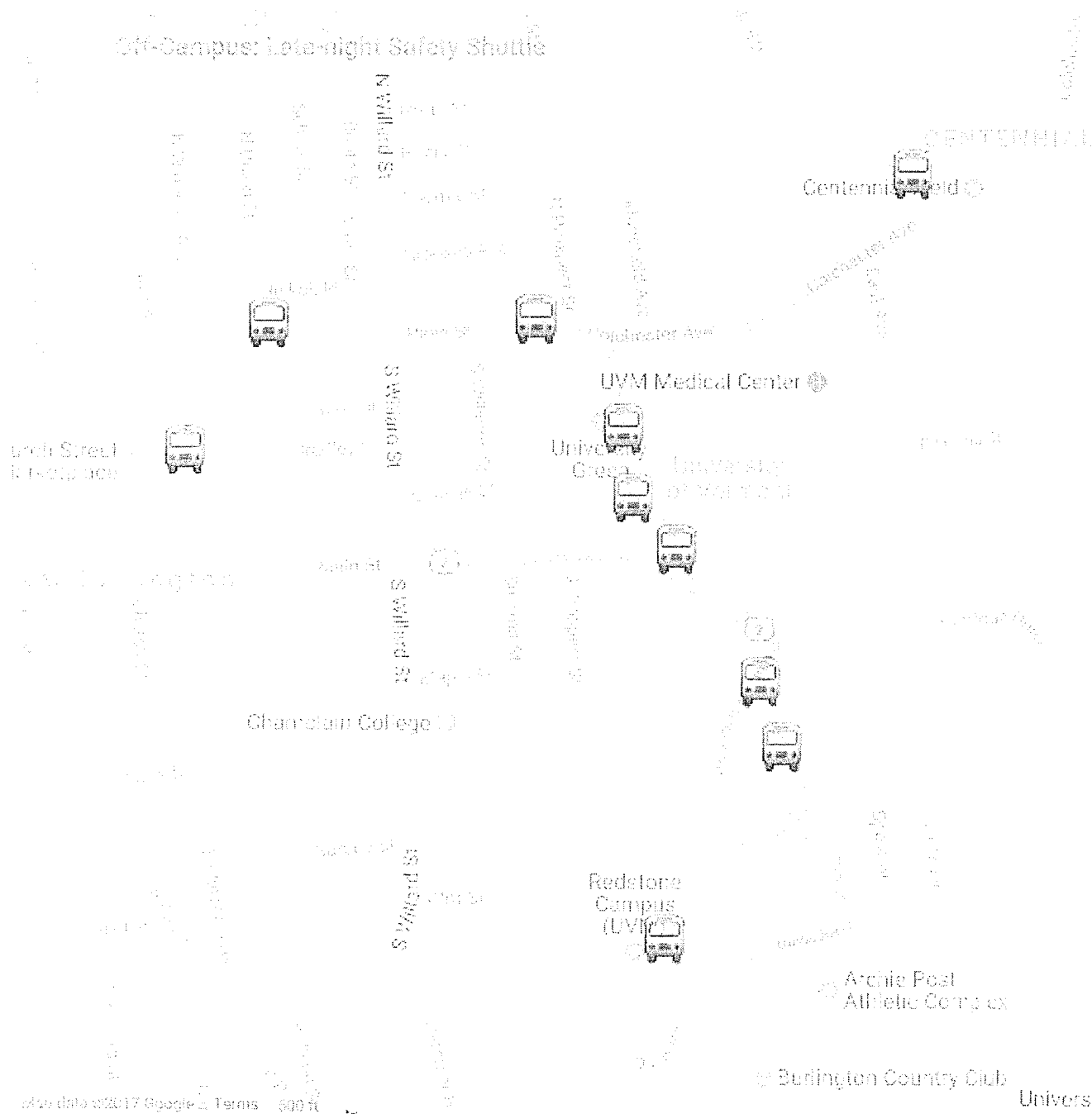
Off-campus: Late-night Weekend

Days	Times	Runs Every...
FRIDAY-SAT	10:00pm-3:00am	10 Mins

Route Map

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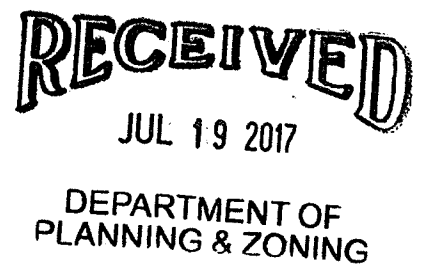


View [Off-Campus: Late-night Safety Shuttle](#) in a larger map

Stops

Off-campus service switches from [Off-campus Weekend](#) to "Off-campus Late-night Weekend" at 10:00pm

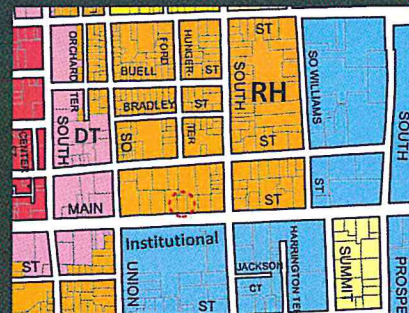
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Proposed Residential Addition 308 Main Street Burlington



SCOTT + PARTNERS
ARCHITECTURE

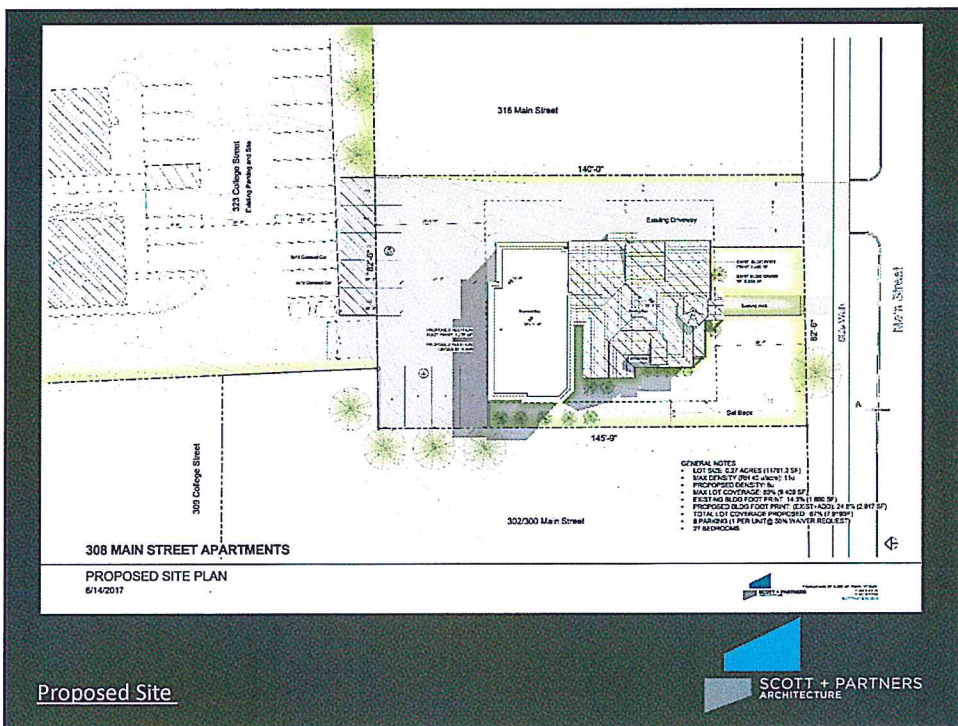


Project Location and Zoning Map

SCOTT + PARTNERS
ARCHITECTURE

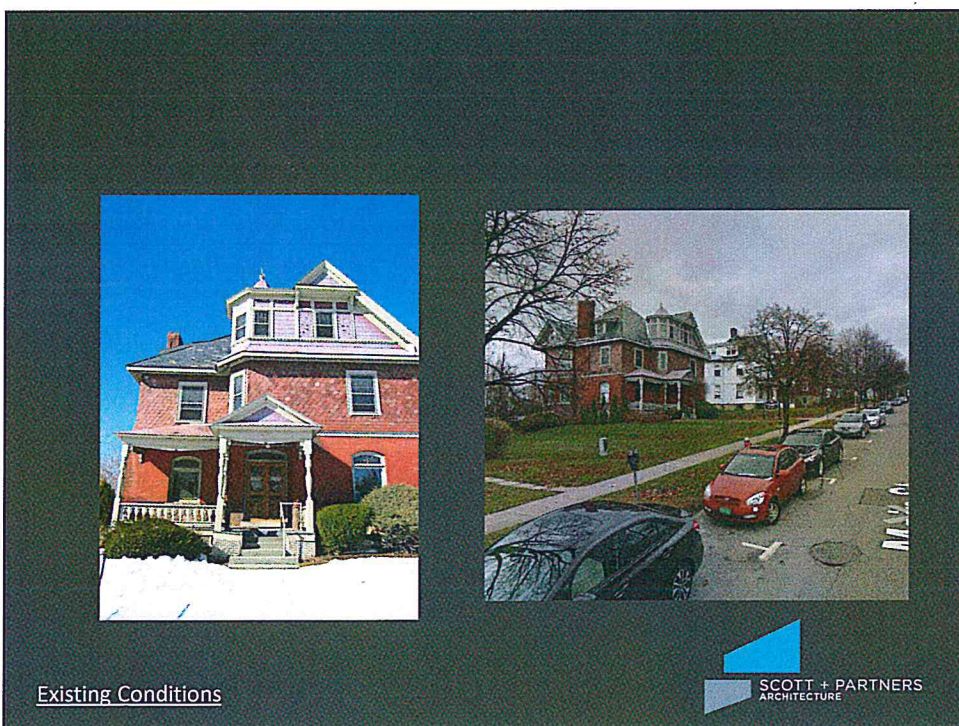
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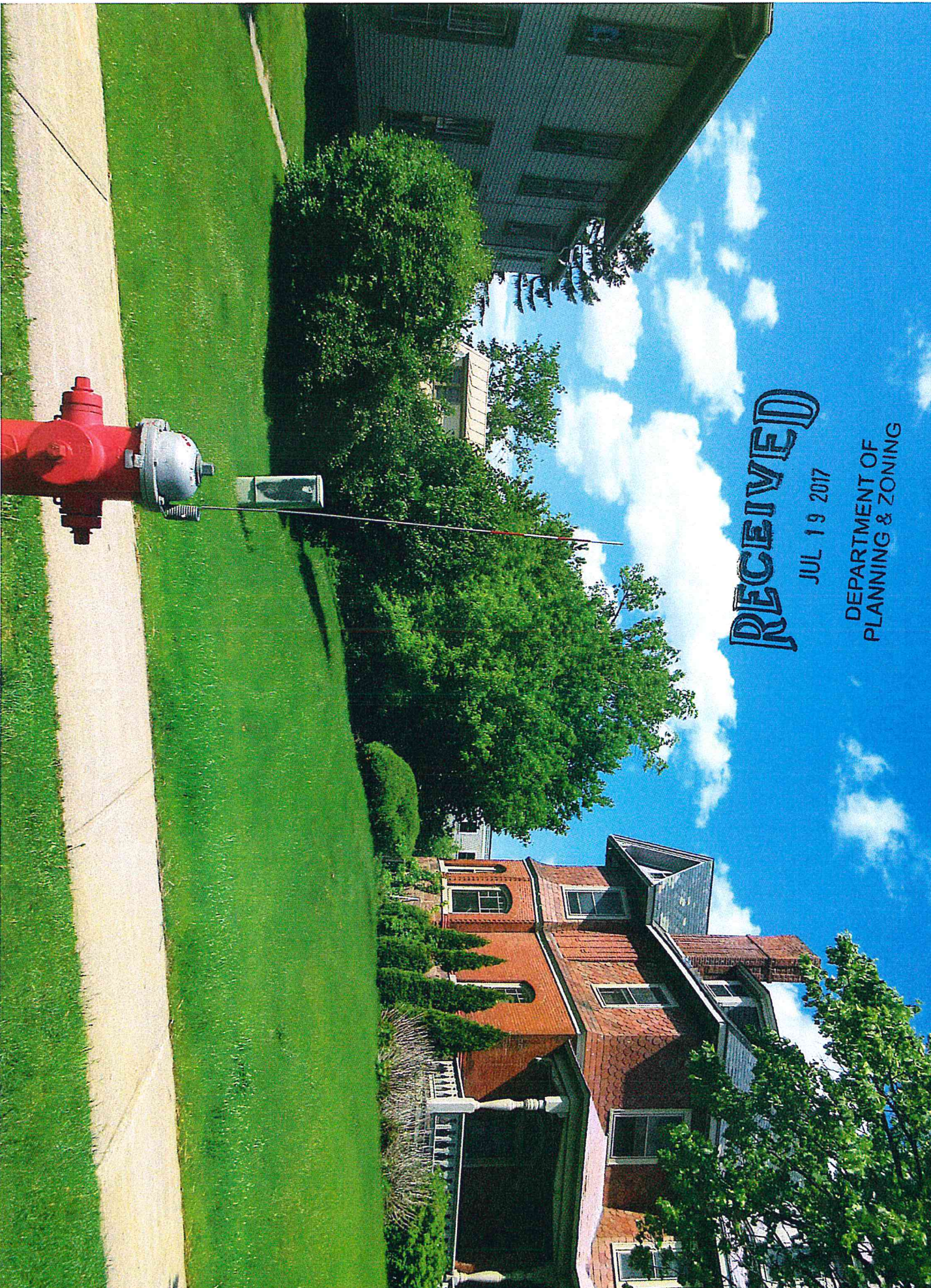
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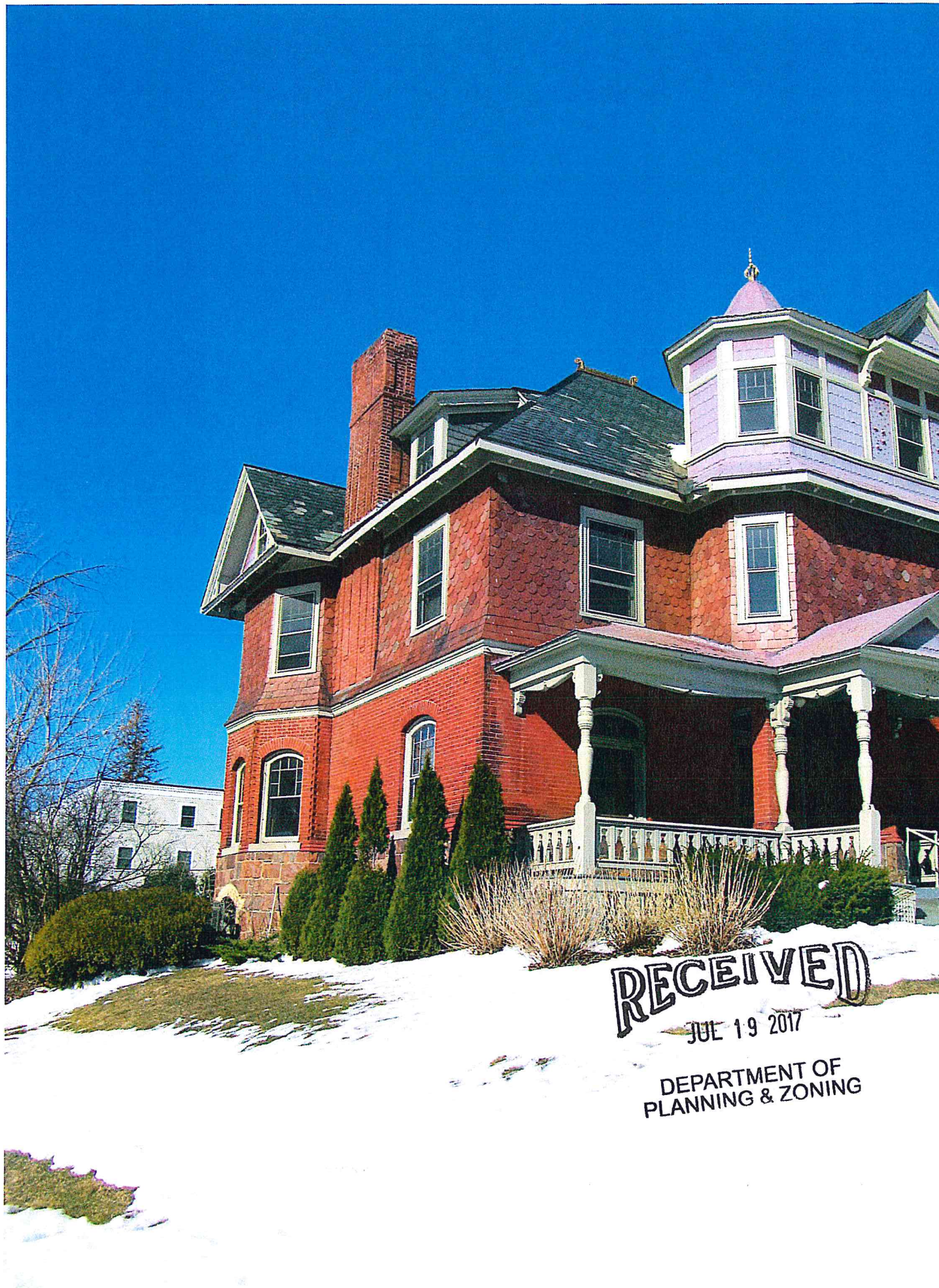
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Shed dormers are found on both slopes of the gable roof which is oriented with its lateral eaves to the street. A full-width, 1-story, enclosed front porch has exposed rafter tails at the roof edge and a small pediment over the door. Short Doric columns support the porch roof in between which are multi-paned windows. The glass-enframed, central entrance is surrounded by multi-paned, full-length sidelights and a transom. Windows, grouped on the north and south elevations in bands of threes, are 4/4 or 6/6. Otherwise, the windows are randomly placed and are 1/1. The foundation, which is above grade on the west elevation, contains two, modern, wooden, overhead, garage doors. An exterior, brick, shouldered, end chimney is found on the east elevation. The dormers and porch were probably added in the early 1920s.

Although the present condition of the structure reflects the architectural style of the early twentieth century, the building contributes to the understanding of a mid-nineteenth century town estate owing to its original use as a carriage house.

17. A.B. Fisher House (308 Main Street); 1884

The 2 1/2 story A.B. Fisher house is a vivid illustration of the picturesque qualities promoted by the Queen Anne movement. Its massing, plan, fenestration, and use of materials is varied and irregular, yet all are tied to the bulky main mass and its ordered vertical separation.

Two main blocks constitute the major house form: a hip roofed central mass and a gable front mass that projects from the east half (right front) of the central block facade. The picturesque massing is further emphasized by a 3 story, engaged hexagonal tower with bellcast roof which appears at the intersection of the two main blocks, and by a projecting 2 1/2 story, three sided bay with a pedimented gable roof at the west rear of the structure. An interior wall chimney with recessed vertical panels and corbelled cap that emerges from the center of the west elevation, shed roof dormers on the east and west hip roof slopes, and entry porches on the front and side, contribute yet more to the irregularity of form.

However, a clear and ordered horizontal organization--through use of materials and articulation of mass--ties the various elements into a unified whole. The roof is sheathed in dark grey slate, alternating bands of fishscale and square cut tiles. The hip roof is finished with a "sawtooth and scrolls" metal cresting, while a metal finial tops the tower peak. A molded cornice carried on the entire

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perimeter marks the division between roof level and the main floors. Wall surfaces above the cornice level, i.e. within dormers and on tower sides, are sheathed in red painted pressed metal squares divided into panels by flat sillcourse, headercourse, and vertical trim. The overhanging, pedimented peak of the gable front block is supported by two brace brackets; two wall panels which flank the window directly below are stuccoed and decorated by applied nuts, bolts and nails in imitation of medieval pargetting (and, no doubt, to advertise A.B. Fisher's architectural profession). The entire second floor is sheathed in rich, red fishscale slate which flares just above the first story, where the shingles become square cut and are finished by a molded beltcourse. Common bond red brick sheathes the first floor which is separated from the redstone foundation by a heavy, molded watertable. Thus the principal levels are all contained within strong horizontal boundaries and related through consistent use of similar materials, and the controlled use of a single, strong color.

A 1 story, hip roofed porch with a projecting, pedimented entry bay shelters the central and west bays of the facade which include the primary entrance. The porch is supported by turned posts, enclosed by a low balustrade with flat, sawn pattern panels, and embellished by a simple valance screen and jigsaw brackets. The carved, oak, double leaf doors are set within a segmentally arched opening with transom light. A shed roofed entry porch shelters the east side entry. The building's fenestration exhibits a great deal of variety, though it is largely 1/1 sash, some with leaded stained glass borders and transoms; windows on the brick clad first story have segmental, soldier course arches and have granite sills. Segmental arches with granite voussoirs top the basement level windows.

A.B. Fisher was Burlington's leading architect in the late nineteenth century and he designed and built this house as his own residence in 1884. It is a veritable catalogue of the techniques and materials used in the period. The symbolism of using building parts as decorative elements on an architect's house, as on the two attic story wall panels, was surely intentional. Fisher's skill is evidenced by the manner in which he restrains the elaborate irregularity of massing and form through use of color and material. Although now converted to office use, and very slightly altered by the addition of aluminum storm sash, the building is extremely well preserved and remains one of Burlington's architectural treasures.

Mary Neil
2006

**HISTORIC GUIDE
TO
BURLINGTON NEIGHBORHOODS
VOLUME II**

by
David J. Blow
Edited by Lilian Baker Carlisle
Photographs by Sarah L. Dopp

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conversation, the subject of the telephone came up, and he appeared very enthusiastic. We finally sat down upon the terrace and after a short interview I became satisfied that I had the man capable of taking up the construction of a telephone exchange. He was given a half-interest in the undertaking; no co-partnership papers were signed.

In 1884 Vincent organized the Citizens Electric Light & Power Company, giving Burlington its first incandescent lighting system on January 23, 1889.

The year 1884 also saw Walter Vincent and family move into their new home at #316 Main Street. The *Free Press* of April 3, 1884 noted:

Dr. W.S. Vincent has bought of J.W. Hickok a lot having five rods frontage on Main Street on which he will erect a residence the coming season.

An issue of the newspaper later—January 2, 1886—quoted the value of buildings in Burlington and Dr. Vincent's house was put down at \$8,000.

On July 13, 1889 an announcement appeared:

Walter S. Vincent is appointed manager of Citizens Electric Company at Burlington.

In 1890 Vincent secured the charter for the Vermont Electric Company from the Legislature and with Edward Blackwell raised the necessary money to purchase the water rights at the high bridge just east of the present Interstate Highway Bridge. Late in 1891 he and Blackwell bought of Homer and Martha Reynolds of Colchester the "right to build a dam 40 feet high, the island in said river . . . a 20 foot right of way . . . also five acres of land bounded by the Central Vermont Railroad." Dr. Vincent managed the works and after 16 months of building the Vermont Electric Company was ready to furnish current for lighting and "power for motors." Dr. Vincent remained as manager of this power plant until 1902 when it was sold to the American Gas Company of Philadelphia.

In civic affairs Vincent was also very active, serving as alderman from 1876 to 1879, city assessor 1879 to 1880, school commissioner 1901 to 1906 and electric light commissioner 1910 to 1916.

The *Burlington Free Press* of May 20, 1908 announced:

Dr. W.S. Vincent received yesterday a Babcock electric victoria, the first vehicle of its kind to be used in Burlington. It has a French battery of 36 cells, can run 50 miles without recharging and will climb any hill that a horse can climb. Dr. Vincent has taken the agency for the Babcock vehicles and has built a garage in the rear of his residence where he can charge the batteries of those which he sells. Dr. Vincent is the pioneer in the way of things electrical in Burlington, having introduced the telephone here, installed the first telephone here, installed the first electrical motor in this city and has now brought the first electric carriage to the city.

Dr. Walter Scott Vincent died at his home November 10, 1921. The first Mrs. Vincent, Harriet F. Lawrence had died in 1903 and he married in June 28, 1904 Mary Hall Ward of New York City who survived him. The second Mrs. Vincent lived at #316 Main Street only a year after Walter's death. In 1924 Willett S. Foster, then assistant to the manager of E.B. and A.C. Whiting, resided here. The following year both Foster and Sigma Delta fraternity house are listed at this address but thereafter only the fraternity is here until 1930 when it became the Lincoln Apartments with six units.

FISHER HOUSE #308 Main Street

Architect Alfred Benjamin Fisher designed and built many structures in the Burlington area during the latter half of the 19th century, several of which have been described in this and the first *Historic Guide to Burlington Neighborhoods*.

The dwelling at #308 Main Street Fisher designed and built for himself in 1884, but later he moved to the relative quiet of South Willard Street into a larger house, also designed and built for himself at #258 South Willard in 1889-90.

Fisher, the first true architect to practice extensively in the Burlington area, worked here during the years 1875 to 1895.

Burlington was fortunate for much of the 19th century because many talented local builders and architects worked here. Commercial and domestic structures in the

early and middle decades, essentially vernacular in character, followed traditional forms and plans, and the men who built them could better be described as "master builders", rather than architects.

Fisher, originally from the Montpelier-Barre area where he began work as a carpenter, fought in the Civil War and returned home to work as an architect-builder until 1877 when he received several large commissions in Burlington. The *Burlington Clipper* of March 31, 1881 announces Fisher's move to Burlington:

Attention is called to the card of Mr. A.B. Fisher, who has spent some time in this city, and who now proposes to make this his permanent home and devote his time to furnishing plans and specifications for those desiring to build. His office is in Bank Block.

In 1883 Fisher expanded his operation by taking Fred H. Barnes into partnership. Barnes, a "practical builder", worked for Fisher as a carpenter. By October 1883 A.B. Fisher and Company's monthly payroll amounted to \$2,635, a sizable amount considering a master carpenter only received \$2.25 per day.

The business expanded once again in 1884 when Fisher's son Clellan Waldo Fisher (1862-1932) was taken into partnership. Alfred divided his business into two distinct firms: A.B. Fisher and Company, Contractors and Builders, and A.B. Fisher & Son, Architects. The next three years from 1884 to 1887 proved to be the most productive and prosperous for the firm.

At the beginning of this period Alfred built for himself at #308 Main Street one of the most singular residences in Burlington. Two main blocks constitute the major house form: a hip roofed central mass and a gable front mass projecting from the east (right) front of the central block facade. The picturesque massing is further emphasized by a three-story, engaged hexagonal tower with bellcast roof at the west rear of the building. Shed roof dormers on the east and west hip roof slopes, and entry porches on the front and side, contribute yet more to the unprecedented form. The roof, composed of alternating bands of fish scale and square cut slate tiles, contrasts with the hip roof which is finished with a "sawtooth and scrolls" metal cresting. A metal finial tops the tower peak. Two wall panels flanking the window directly below are stuccoed and decorated with applied nuts, bolts, and nails in imitation of medieval parquetry.



In 1885-86 A.B. Fisher & Company employed more than 55 men full time, making it the largest construction company in Vermont.

Clellan W. Fisher moved to Albany, New York in 1887, where he accepted a position with the celebrated firm of Fuller and Wheeler. Clellan also continued to maintain an office in Burlington. Four months after Clellan departed, the partnership of A.B. Fisher & Company was dissolved; Fred Barnes continued as an employee. Alfred probably decided to semi-retire at this time.

In 1889 Clellan moved back to Burlington and lived with his father in the newly-built house at #258 South Willard Street. He remained in the city until June 1891. That year he entered into partnership with Stephen Earl of Worcester, Massachusetts and moved there, leaving his father in Burlington.

Alfred B. Fisher reappeared on the Burlington construction scene in 1891 to participate as advisor and master builder of the \$100,000 mansion of Edward Wells at #61 Summit Street. After the completion of that house, Alfred moved to Worcester to join his son. He died there in 1911.

The *Burlington Free Press* of March 21, 1888 listed "real estate transfers" and among them we find:

A.B. Fisher to W.M. Curtis his homestead on the north side of Main Street; consideration \$10,000.

William M. Curtis practiced his profession as a dentist for 38 years before coming to Burlington from Vergennes in 1885. Curtis worked 30 years in Bridgeport, Connecticut where he began in 1847 and then eight years at Vergennes. His obituary on February 5, 1890 tells us:

His health had long since prevented him from following an active business life ...

Dr. Curtis died in Burlington February 3, 1890 at the age of 73. His widow continued living at #308 Main Street until her death April 9, 1910. The following year the city directory lists Mrs. Jennie E. Lattin at this address until 1956. In that year we find Harris W. Soule here.

Harris W. Soule, a long-time Vermont agricultural expert, served also as Vermont Development Director from 1949 to 1951. Born in Fairfield, Vermont April 14, 1900 Soule graduated from Goddard Seminary and saw service in the U.S. Army 1918-1919. After World War I, he attended the University of Vermont and graduated in the class of 1922.

Harris Soule taught agriculture one year at the New York State Institute of Agriculture, Farmingdale, New York. He returned to Vermont in 1923 and served eight years as county agent in Windsor County with headquarters at White River Junction. In 1931 he was promoted to County Agent Leader of the Vermont Extension Service and moved to Burlington. He served in that capacity until 1936, when he received a joint appointment as executive officer for the Agricultural Conservation Program in Vermont and County Agent Leader with the Extension Service.

During World War II Soule served as a member of the U.S. Department of Agriculture War Board and worked with the War Production Board, the Office of Price Administration, Selective Service, the Vermont Fuel Board and the Office of Defense Transportation on agricultural problems. He was a member of Governor Proctor's Post-War Planning Committee, and the Northeast Regional Post-War Planning Committee of the U.S. Department of Agriculture.

In 1945 Soule became State Director of the U.S. Department of Agriculture's Production and Marketing Administration. He held this position until 1948 when he resigned to enter the Congressional campaign. He took an active interest in the milk-marketing problems of Vermont, especially with respect to the development and adoption of formula pricing of Class I milk in the Boston market. He was a member of the State School Lunch Committee and served as liaison officer in Vermont between the USDA and the State Department of Education.

As one of the founders of the Vermont Labor and Farm Council, Soule officiated as its director 1946-1948.

From 1952 to 1954, while field representative for the Secretary of Agriculture in the New England-New York area, Soule compiled a report on the natural resources in the area.

His volunteer activities included acting as president of the Long Trail Council Boy Scouts of America 1945-1950 and also as president of the Vermont Conservatory of Music 1950-51.

Harris Soule retired from the U.S. Department of Agriculture in April of 1962 as Northeast Director of the Commodity Stabilization Service. After that he divided his time between his Burlington home and his camp at Clayton Lake, Maine.

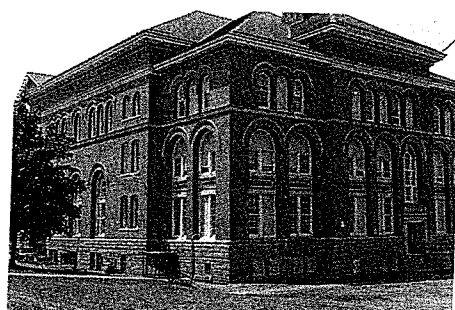
Just before his death at 71 in Burlington, September 26, 1971, Harris completed his book *Northwoods Tales and Unusual Recipes* which was published the next year by Essex Publishing Company of Essex Junction, Vermont.

The old house was advertised for sale on March 30, 1972 with a price tag of \$56,500. In January 1974 the International Meditation Society purchased the twelve-room house for its "permanent" state headquarters. As part of their expanded activities in the Burlington area the I.M.S. held free public introductory lectures on Transcendental Meditation every Wednesday at 8 p.m.

In August of 1977 the law firm of Charles R. Tetzlaff purchased #308 Main Street.

EDMUNDS SCHOOL COMPLEX #305 Main Street

Built at three different times (1900, 1926, and 1951), this trio of yellow brick buildings, originally constructed to house Burlington High School now functions as an elementary school. The class of 1964 was the last to graduate from Edmunds, for the \$4 million new Burlington High School opened its doors that year. The three-story Renaissance Revival



structure with a raised basement at the corner of Main and South Union Streets, and its main facade facing South Union is the oldest building of the complex. Designed by W.R.B. Willcox, construction began August 8, 1899; it was dedicated on April 26, 1900 and first occupied May 2, 1900.

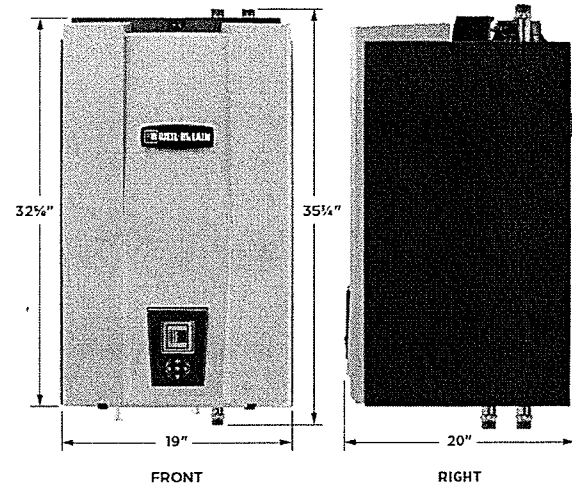
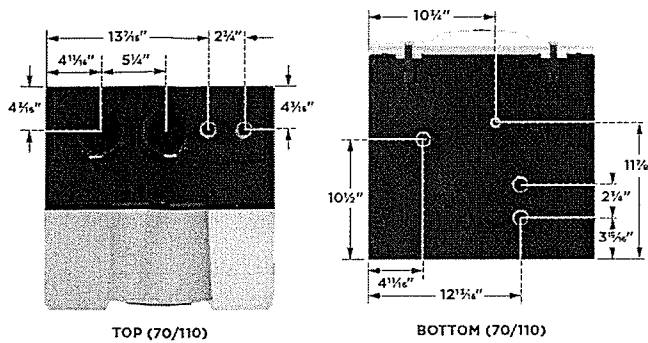
The school department report of 1897 stressed the inadequacy of the old high school at the northwest corner of College and Willard Streets. The school commissioners requested an appropriation from the Board of Aldermen to purchase the Dan Lyon/Burton house (now Acacia fraternity) at the northwest corner of South Williams Street and College. The Board refused, citing the small size of the lot. Senator George F. Edmunds came to the rescue and offered his Burlington home and lot with its frontage of 460 feet on Main Street and 375 feet on South Union, "provided the city pay the sum of \$15,000." The city formally accepted the deed to the Edmunds property on March 23, 1898. That same evening the school board requested an appropriation of \$75,000 for the erection of a new high school building. After a conference involving the Board of Aldermen and the School Board to raise the figure to \$85,000, the required forms were executed.

By unanimous vote of the School Commission at a meeting held April 15, 1899, the building was named to honor Hon. George F. Edmunds, U.S. Senator from Vermont for 25 years (1866-1891).

George Franklin Edmunds, born in Richmond, Vermont February 1, 1828, was educated in the public schools of the area, and received some instruction from private tutors. Between 1845 and 1848, Edmunds studied law under his brother-in-law, A.B. Maynard, and spent a year in Washington to study and improve his health. After another year in the law offices of David Smalley and Edward J. Phelps, Edmunds passed the Bar in 1849 and started his practice in Burlington.

He began his political career by serving as Moderator of the Burlington town meeting in 1854. He served as a member of the Vermont House of Representatives (1854-1859), Speaker of the House (1857-1859), state senator (1861-1862) and U.S. Senator (1866-1891). In 1864 Edmunds was sent to Montreal to obtain the extradition of the Confederates who took part in the St. Albans Raid, and two

DIMENSIONS



DIMENSIONS

Model	Supply Tapping (in.)	Return Tapping (in.)	Gas Connection Size (in.)	Minimum Recommended Pipe Size (in.)	Approx. Shipping Weight (Lbs.)
WM97+ 70 CT	1	1	1/2	1	136
WM97+ 110 CT	1	1	1/2	1	136
WM97+ 155 CT	1 1/4	1 1/4	1/2	1 1/4	162

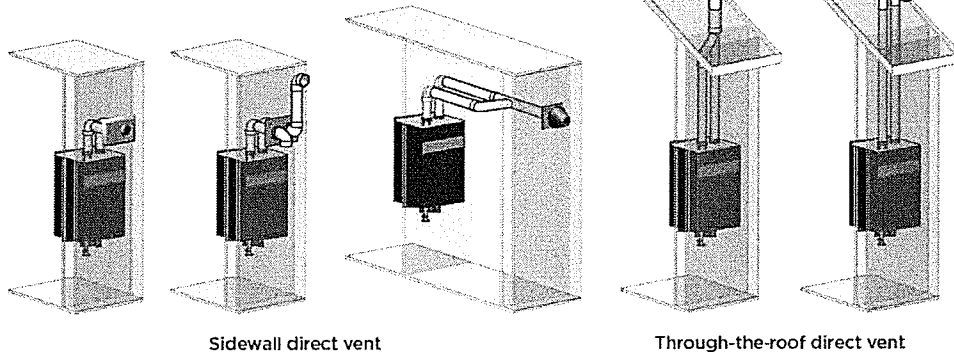
RATINGS

Model ¹	Input MBH		DOE Heating Capacity MBH	DOE Seasonal Efficiency AFUE%	Net AHRI Water Rating MBH	Vent Material	Boiler Water Content (Gal.)
	Max	Min					
WM97+ 70 CT	70	14	65	95.2	57	PVC, CPVC, PP, SS	2.8
WM97+ 110 CT	110	22	101	95.0	88	PVC, CPVC, PP, SS	2.8
WM97+ 155 CT	155	28	143	95.1	124	PVC, CPVC, PP ² , SS	3.4

¹Natural gas field convertible to LP as standard equipment

²Requires Centrotherm SS concentric termination

MULTIPLE VENTING OPTIONS



In the interest of continual improvements in product and performance, Weil-McLain reserves the right to change specifications without notice.



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Burlington Design Advisory Board

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*Matt Bushey, Chair
Ron Wanamaker, Vice Chair
Tom Cullins
Steve Offenhartz
Leo Sprinzen
Philip A. Wagner, Alternate
Phil Hammerslough, Alternate*



Minutes

Burlington Design Advisory Board

Tuesday, August 8, 2017 3:00 p.m.

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

Present: Ron Wanamaker, Phil Hammerslough (alternate), Steve Offenhartz, Leo Sprinzen, Phil Wagner (alternate.)

Absent: Tom Cullins, Matt Bushey (Chair).

Staff present: Mary O'Neil

Session I- 3:00PM–4:00 PM

1. 18-0059CA, 308 Main Street (RH, Ward 8E) Bruce Baker

Change of use from office to residential; rear addition for a total of 8 residential units; parking reconfiguration and shared access with 323-325 College Street.

Motion by Steve Offenhartz: Motion to table; request revised plans and elevations to create more pronounced articulation/ physical separation between the two masses, especially at the third floor roof line.

Ron Wanamaker – 2nd.

Vote 5-0

Motion carries.