

Burlington Development Review Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DRB

Phone: (802) 865-7188

Fax: (802) 865-7195

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



BURLINGTON DEVELOPMENT REVIEW BOARD

**Tuesday August 2, 2016
PUBLIC HEARING NOTICE**

The Burlington Development Review Board will hold a meeting on **Tuesday August 2, 2016 at 5:00 p.m. in Contois Auditorium, City Hall.**

- 1. 15-0801PD; 140 GROVE STREET (RL, Ward 1E) Bayberry LLC**
Amend final plat approval specifically condition 13 relative to phasing of inclusionary housing units.
- 2. 16-1225CA/CU; 410 NORTH STREET (RL, Ward 1E) Scott Goodwin**
Finish garage interior to be accessory dwelling unit, add parking space.
- 3. 16-1506CA/CU; 290 East Ave (I/RL, Ward 1E) UVM**
Construction of one story building for UVM Rescue Services with associated site modifications.

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

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

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

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

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BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday August 2, 2016 SUPPLEMENTAL PUBLIC HEARING NOTICE

The Burlington Development Review Board will hold a meeting on **Tuesday August 2, 2016 at 5:00 p.m. in Contois Auditorium, City Hall. The following item has been added.**

- 1. 15-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G & C Properties, LLC**
Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial spaces and associated site improvements.

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.

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BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday August 2, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT AMENDED AGENDA

- I. **Agenda**
- II. **Communications**
- III. **Minutes**
- IV. **Consent**
 - 1. **12-0764MP; 29-35 CHURCH STREET (D, Ward 3C) Nick & Morrissey Development, LLC**
Amend master sign plan to include projecting signs (Project Manager, Scott Gustin)
- V. **Public Hearing**
 - 1. **15-0801PD; 140 GROVE STREET (RL, Ward 1E) Bayberry LLC**
Amend final plat approval specifically condition 13 relative to phasing of inclusionary housing units. (Project Manager, Scott Gustin)
 - 2. **16-1225CA/CU; 410 NORTH STREET (RL, Ward 1E) Scott Goodwin**
Finish garage interior to be accessory dwelling unit, add parking space. Continued review. (Project Manager, Ryan Morrison)
 - 3. **16-1506CA/CU; 290 East Ave (I/RL, Ward 1E) UVM**
Construction of one story building for UVM Rescue Services with associated site modifications. (Project Manager, Mary O'Neil)
 - 4. **16-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G & C Properties, LLC**
Demolish existing buildings. Construct mixed use building with 30 residential units and 2 commercial spaces and associated site improvements. (Project Manager, Scott Gustin)
- VI. **Certificate of Appropriateness**
 - 1. **16-1296MP; 53 Lavalley Lane, City of Burlington - Department of Public Works**
Tree Maintenance Plan for water resources infrastructure in easements and ROW throughout the City. Continued review. (Project Manager, Scott Gustin)
- VII. **Other Business**
- VIII. **Adjournment**

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Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk*



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP,
Principal Planner
Date: August 2, 2016
RE: ZP16-1506CA/CU 0
University Road / 290 East
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.

File: ZP16-1506CA/CU

Location: City parcel
identification: 0 University

Road. Building identification to be 290 East Avenue.

Zone: I/RL/RCO-G Development area within I zoning district. **Ward:** 1E

Date application accepted: June 29, 2016

Applicant/ Owner: University of Vermont

Request: Construction of a new 1 story building for UVM Rescue Services. Sidewalk and parking reconfiguration, no change in the overall number of parking spaces.

Staff site visit: July 22, 2016

Background:

0 University Road

- Zoning Permit 14-0704CA; add roof over storage area for winter sand storage. January 2014.
- Zoning Permit 13-0854CA; pave existing gravel portion of University Road. No change to dimensions. April 2013.
- Zoning Permit 14-0085CA; construct new grounds materials storage building on new asphalt pad, within existing outdoor storage area. August 2013.



- Zoning Permit 10-0681CA; demolish five small outbuildings around Centennial Field property. Buildings are two story building #951, two ticket buildings #983 and #984 and two trailer buildings #988 and #989. March 2010.
- Zoning Permit 07-497CA; pave an existing gravel parking lot at Centennial Field to address drainage issues. March 2007.
- Zoning Permit 04-267; Redesign East Campus Stormwater Treatment and Collection Facility. Basin size increased. November 2003.
- Zoning Permit 87-040; raise existing detention pond dam 2' to raise existing outlet structure 1'9". February 1987.
- Zoning Permit, install a 4000 gallon gas tank and pump on University Road at Centennial field. November 1973.

Related permitting for 284 East Avenue (current site of UVM Ambulance/Police services)

- **Zoning Permit 15-0863SN**; one parallel sign for UVM Police Services entry. March 2015.
- **Zoning Permit 15-0536CA**; relocate access to property. January 2015.
- **Zoning Permit 15-0194CA**; replace vestibules, ramps, asphalt sidewalks with concrete, install lights, bollards, EV charging station, bike rack. August 2014.
- **Zoning Permit 14-0110CA**; installation of bleacher unit along the west sideline of rugby field with associated pervious stone pad. August 2013.
- **Zoning Permit 13-0372CA**; replace existing shed with new wooden shed in same location. October 2012.
- **Zoning Permit 07-279CA**; install exhaust ventilation equipment for UVM Rescue Ambulance Bay on south side of building. October 2006.
- **Zoning Permit 04-162**, remove two existing emergency generators and replace with new generator on ground pad for transfer switch box and fuel tank. To be enclosed in a sound attenuation enclosure. Landscaping for screening. October 2003.
- **MA 94-044** 280 East Avenue; CU 93-030 284 East Avenue; relocate municipal plant administration staff totaling 28 people and the police services administration to the former VHA space located at 284 East Avenue. July 1994.
- **ZBA CU 93-030**; Conditional Use of Accessory Day Care space to office space (Visiting Nurses Association) November 1992.
- **Zoning Permit 87-641**; erect freestanding sign in front of existing building on East Avenue. December 1987.
- **Zoning Permit 87-581**; install two flagpoles in front of existing building. November 1987.
- **Zoning Permit 86-477 / COA 86-049**; conditional use review for Visiting Nurses Association to relocate from 260 College Street to the building presently operated at UVM's Student Health Center. Approved May 1986.

- **Zoning Permit** to enlarge the floor area for health facilities by enclosing ground floor area and remodeling the interior of the rear wing on the south side of the existing nursing home. March 1974.
- **Notice** for temporary permission to store precast concrete slabs for Life Science Building at UVM on the lot south of 284 East Avenue or Municipal Nursing Home. June 1966.

Overview: UVM seeks approval for construction of a new Rescue facility, adjacent to where the existing UVM Rescue is located at 284 East Avenue. Although located on a greater parcel identified at 0 University Road (which extends east and north all the way to Centennial Field), UVM has requested the address of 290 East Avenue to aid in building location identification.

The *overall* parcel is within three zoning districts: Institutional (fronting East Avenue) RL (University Road itself) and RCO-G (easterly side of parcel, Centennial Woods.) The proposed development falls within the Institutional portion of the parcel.

The building will be a one story building, metal construction with horizontal vertical insulated metal panels and a standing seam metal roof. The building will provide room for two ambulances (currently only one ambulance can be parked indoors) as well as adequate space for responders to rest, study, exercise and train.

There will be no change in the number of employees or overall parking spaces.

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

I. Findings

Appendix A

School – post secondary & Community College are Conditional Uses within the Institutional Zone. The Rescue facility is an accessory use to the overall UVM institutional use. See Section 3.5.6, below for Conditional Use review.

Article 3: Applications, Permits and Project Reviews

Part 3: Impact Fees

Section 3.3.2 Applicability

Any new development or additions to existing buildings which result in new dwelling units or in new nonresidential buildings square footage are subject to impact fees as is any change of use which results in an added impact according to Section 3.3.4.

Section 3.3.3 Exemptions and Waivers

(a) The following types of development are exempt from this Part:

1. *Additions to existing dwelling units provided such additions are for residential purposes.*
2. *Alterations to an existing use provided that such alteration occurs entirely within an existing building and within the same square footage.*

3. *Land development which does not result in new building square footage (e.g. parking lots, façade renovations, signs, etc.);*
4. *Additions to existing building for which the sole purpose is to provide additional means of egress (e.g. stair towers, elevators, etc.)*

The proposal does not meet the specified exemptions from Impact Fees. Based upon Plan A100 with a building footprint of 68' x 65.25', an estimate of Impact Fees is:

SF of Project 4,437

Department	<u>Offices & Other</u>	
	Rate	Fee
Traffic	0.652	2,892.92
Fire	0.191	847.47
Police	0.338	1,499.71
Parks	0.404	1,792.55
Library	0.000	0.00
Schools	0.000	0.00
Total	1.585	\$ 7,032.65

Final fees will be calculated based upon the gross new area of the building as confirmed by the applicant.

Affirmative finding as conditioned.

Section 3.5.6 Review Criteria

(a) Conditional Use Review Standards

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

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

There is no identified adverse impact or unusual demand to public utilities, facilities or services in the area. On the contrary, this building will act as secondary responder for other area rescue services. **Affirmative finding.**

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

The building is proposed immediately adjacent to its existing facility, which also houses UVM police services. The character of the area will remain intact.

From the Municipal Development Plan:

- o *Efficiency: Municipal facilities and services must operate at maximum efficiency towards their respective goals and objectives in order to avoid wasting scarce resources – natural, energy, and human – and public tax dollars. (Community Facilities and Services Plan, P. VII-4.)*

- o *Partnerships: The City must pursue partnerships within and between neighboring communities, governments, non-profit agencies and private businesses in order to maximize resources and talents, share responsibilities and serve the future vitality. (Community Facilities and Services Plan, P. VII-4.)*
 - o *The City will coordinate land use and development with the availability and capacity of public services, facilities, and utilities in order to ensure a high level of service. (Community Facilities and Services Plan, Page VII-2.)*
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;*
- This will replace an existing use on the adjacent lot. No new impacts are anticipated.
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;*
 The development will be able to utilize all existing infrastructure; access to East Avenue, connectivity to arterial roadways, existing (reconfigured) parking, circulation, and transportation demands as outlined in the adopted Joint Institutional Parking Management Plan. **Affirmative finding.**
- And,*
5. *The utilization of renewable energy resources;*
- Nothing within the application prevents the utilization of water, solar, wind, geothermal, or other renewable energy resources. **Affirmative finding.**
- And,*
6. *Any standards or factors set forth in existing City bylaws and city and state ordinances.*
 The development will be required to meet the standards of Chapter 26 and approval of their submitted Erosion Prevention and Sediment Control Plan. A state wastewater permit may be required; it is the responsibility of the applicant to secure. Required building and/or life safety codes will be under the review of the building inspector and fire marshal.
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 building location is between the existing UVM Police Services building and the UVM Rugby field, with an existing parking lot to the immediate north. The project is in keeping

with the character of the area; no components are identified as requiring mitigatory screening. **Affirmative finding.**

2. *Time limits for construction.*

The zoning permit has a two year life; construction will need to be completed within that window. **Affirmative finding as conditioned.**

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

Days and hours of construction are typically Monday-Friday 7:00 am – 5:30 pm, with Saturday hours for interior work only. **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;*

This is a requirement for Conditional Use review. **Affirmative finding as conditioned.**

And,

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

This is at the discretion of the DRB.

Article 4: Zoning Maps and Districts

Section 4.4.4 Institutional District

(a) Purpose:

*The **Institutional District (I)** as illustrated in Map 4.4.4-1 allows for an increased development scale and intensity than would typically be found in the adjacent residential districts to support continued growth and flexibility of the city's major educational and health care institutions within their respective institutional missions. New development is intended to be sensitive the historic development pattern of the existing campuses as well as the surrounding residential neighborhoods.*

The district is intended to support broad range of related uses reflecting the resident institution's role as regional educational, health care, cultural and research centers. Buildings should be designed with a high level of architectural detailing to provide visual interest and create enjoyable, human-scale spaces. Sensitive transitions between adjacent lower scale residential areas and larger scale institutional development should be provided. Sites should be designed to be pedestrian friendly and encourage walking between buildings. Where parking is provided onsite, it is intended to be hidden behind, to the side, within, or underneath structures.

The proposal to replace the UVM Rescue Services to a new structure continues the tradition and practice of providing Police and Emergency Services to the campus and community. The new building is situated to take advantage of existing infrastructure, roadways, and parking areas. The new ambulance parking will be provided within the building, hidden from view when not in use. **Affirmative finding.**

Table 4.4.4-1 Dimensional Standards and Density

Districts	Max. Intensity	Max. Lot Coverage ¹	Building Setbacks ¹ (feet)			Max. Height ¹ (feet)
			Front ²	Side ³	Rear ³	
Institutional⁴	20 du/ac (24 du/acre with inclusionary req.)	40% (48% with inclusionary req.)	<u>Minimum:</u> 15-feet	10% of lot width <u>Min:</u> 5-ft <u>Max required:</u> 20-feet	25% of lot depth <u>Min:</u> 20-feet <u>Max required:</u> 75-feet	35'
Proposed at 290 East Avenue	Overall site is 2,724,554 sf. At 1500 soft conversion to dwelling unit, this proposal would equal 3 dwelling units (4437 / 1500) 3 units / 62.54 acres = .04, a fractional increase despite other existing uses on the large parcel and far below max. Intensity of 20 du/acre.	The overall parcel is split by zoning district boundaries; the portion of the lot within Institutional will increase coverage from 13.90 to 14.28%, below the 40% maximum.	Meets minimum 15' setback.	Falls between 5' minimum and 20' maximum. Shared driveway and associated parking does not need to meet a setback per Section 5.2.5 (b) 6.	No rear parcel line; the lot fronts on East Avenue but continues eastward and to the north all the way to Colchester Avenue. There are 2 street frontages and many side boundary lines.	30' to the ridgeline.

1 –Measurement of and exceptions to coverage, setback and height standards are found in Art 5.

2 –The calculation of the front yard setback shall be a percentage of lot width and depth or as defined and described in Art 5.

3 – Maximum allowable lot coverage, setbacks and building height in portions of this district may be modified by the provisions of the Institutional Core Campus Overlays in Sec. 4.5.2. [This project is not within the Institutional Core Campus Overlay.]

Affirmative finding.

(b) Permitted and Conditional Uses

Post-Secondary School is a Conditional Use in Appendix A. See Section 3.5.6, above.

Article 5: Citywide General Regulations

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

The new Rescue building will utilize the existing access from 284 East Avenue, and will be immediately accessible to the inner roadway (Catamount Drive) to the Heli-pad. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirement

See Table 4.4.4-1, above.

Section 5.2.4 Buildable Area Calculation

Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.4-1, above.

Section 5.2.6 Building Height Limits

See Table 4.4.4-1, above.

Section 5.2.7 Density and Intensity of Development Calculations

See Section 4.4.4-1, above.

Part 3: Non-Conformities

Not applicable.

Part 4: Special Use Regulations

Not applicable.

Section 5.49 Brownfield Remediation

Not applicable.

Part 5: Performance Standards

Section 5.5.1 Nuisance Regulations

No unusual or unexpected nuisance impacts are identified with the relocation of UVM Rescue Services to this building; immediately adjacent to its current location and north of the helipad which it will serve. **Affirmative finding.**

Section 5.5.2 Outdoor Lighting

The project includes exterior mounted LED wall luminaires, two new lantern poles and two relocated lantern poles with retrofitted shoebox LED fixtures. Light levels meet the requirements of Section 5.5.2 (f) 1. (Parking lot lighting) and 2. (Walkway lighting.) See Plan ES-1.

Affirmative finding.

Section 5.5.3 Stormwater and Erosion Control

The proposal will be required to demonstrate compliance with the standards of Chapter 26 of Burlington's Code of Ordinances relative to Wastewater, Stormwater and Pollution Control. An EPSC Plan has been forwarded for review by the engineering team. **Affirmative finding as conditioned.**

Section 5.5.4 Tree Removal

The applicant has proposed to remove more than 6 trees of 10" or more in caliper, so approval by the DRB of the tree removal is required. The City Arborist has been invited to participate in the review. Almost all of the trees proposed for removal are pine, the same species as the proposed replacement trees. As the building will be at a lower grade than the surrounding area to the west and south, and new plantings are proposed as part of the development, the tree removal can be deemed appropriate as part of the overall development plan.

There are no applicable grounds for denial per Section 2. of this standard:

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

Affirmative finding.

Article 6: Development Review Standards

Part 1: Land Division Design Standards

Not applicable.

Note: Review under the next two sections will be governed by the following over-arching statute:

Vermont State Statute, §4413, Limitations on municipal bylaws

- (a) The following uses may be regulated only with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, lighting, landscaping, and screening requirements, and only to the extent that regulations do not have the effect of interfering with the intended function use:*
 - (1) State or community owned and operated institutions and facilities.*
 - (2) Public and private schools and other educational institutions certified by the state department of education.*

Part 2: Site Plan Design Standards

Section 6.2.2 Review Standards

a) Protection of Natural Features

There are no notable features; the site is a grassy area adjacent to an existing parking lot and private roadway. **Affirmative finding.**

(b) Topographical Alterations:

There is approximately an 8' grade change between the existing parking lot and the area for development / rugby field. SP-1 illustrates alteration and contour to accommodate the building, with grading to reconcile with surrounding area. The project is subject to review by the Stormwater Administrator for the submitted EPSC plan. No negative impact is anticipated by these changes. . **Affirmative finding as conditioned.**

(c) Protection of Important Public Views:

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

(d) Protection of Important Cultural Resources:

Not applicable.

(e) Supporting the Use of Renewable Energy Resources:

Not applicable per §4413.

(f) Brownfield Sites:

None identified. **Affirmative finding.**

(g) Provide for nature's events:

Not applicable per §4413.

(h) Building Location and Orientation:

The building is located to align with existing building configuration as it faces East Avenue, but to utilize parking and the private access road connecting through 284 East Avenue. It also will avail itself of close proximity to the Heli-pad immediately south/east, which it will serve. **Affirmative finding.**

(i) Vehicular Access:

See above.

(j) Pedestrian Access:

A pedestrian connection from the 284 East Avenue complex is illustrated on the FFF aerial image looking southwest; this pedestrian path is not evident on the site plan SP-1 and needs to be. A crosswalk is evident, but not uninterrupted and protected pedestrian path from the existing police services building. It may make sense to relocate the crosswalk to align with the landscaped island, to connect directly to the pedestrian door adjacent to the ambulance bays on the east elevation. Otherwise, a pedestrian path needs to be identified on the site plan to clearly articulate a separate between vehicles and pedestrian traffic. **Affirmative finding as conditioned.**

(k) Accessibility for the Handicapped:

Any such requirement will be under the review of the building inspector. **Affirmative finding as conditioned.**

(l) Parking and Circulation:

Vehicular circulation is proposed to utilize the existing private roadway from 284 East Avenue. No change to the current parking count is proposed, which is contrary to reporting within the most recently adopted Joint Institutional Parking Management Plan which suggested a net decrease in spaces for this anticipated project. (See 2014-2019 Campus Area Transportation Management Association Joint Institutional Parking Management Plan, p. 4-4, Table 21.) The Freeman French Freeman illustration shows new parking in front (east) of

the building as well as parallel parking spaces along the private roadway. The applicant has directed that this was for illustrative purposes only; the site plan offers the accurate parking space configuration and count. **Affirmative finding.**

(m) Landscaping and Fences:

The proposal includes removal of a significant number of trees, primarily pines. Section 5.5.4 addresses tree removal, allowing for removal as part of a development with an approved zoning permit. UVM does not have an approved Tree Maintenance Plan under which to review this proposal.

New pines are proposed for both the west and east of the site. Additionally, arborvitaes are illustrated on the site plan to screen a generator. As submitted, landscaping and screening are satisfactory. **Affirmative finding.**

(n) Public Plazas and Open Space:

Not applicable.

(o) Outdoor Lighting:

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

See Section 5.5.2, above.

(p) Integrate infrastructure into the design:

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 generator is proposed to have landscape screening. No other new impact for heat, vapor, fumes, vibration or noise has been identified. **Affirmative finding.**

PART 3: ARCHITECTURAL DESIGN STANDARDS

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

Not applicable per **§4413.**

2. Roofs and Rooflines.

Not applicable per **§4413.**

3. Building Openings

Not applicable per **§4413.**

(c) Protection of Important Architectural Resources:

Not applicable.

(d) Protection of Important Public Views:

Not applicable per **§4413.**

(e) *Provide an active and inviting street edge:*

Not applicable per §4413.

(f) *Quality of materials:*

Not applicable per §4413.

(g) *Reduce energy utilization:*

Not applicable per §4413.

(h) *Make advertising features complementary to the site:*

Any signage will require a separate sign permit. **Affirmative finding as conditioned.**

(i) *Integrate infrastructure into the building design:*

See Section 6.2.2. (p) above.

(j) *Make spaces secure and safe:*

All building and life safety requirements will be met to the satisfaction of the building inspector and fire marshal. **Affirmative finding as conditioned.**

Article 8: Parking

This development project was anticipated within the Joint Institutional Parking Management Plan (adopted May 2014), although it forecast a total parking loss of 38 spaces. As designed, there is no change to parking space count. As noted, the site plan (SP-1) rules over the contraindicative illustration provided by FFF; no additional parking is proposed along Catamount Drive. **Affirmative finding.**

II. Conditions of Approval

1. Impact fees will be calculated based on the gross new area of the building, as submitted by the applicant. Based on plans, the following estimate is provided:

SF of Project 4,437

Department	<u>Offices & Other</u>	
	Rate	Fee
Traffic	0.652	2,892.92
Fire	0.191	847.47
Police	0.338	1,499.71
Parks	0.404	1,792.55
Library	0.000	0.00
Schools	0.000	0.00
Total	1.585	\$ 7,032.65

Impact Fees must be paid at least seven (7) days prior to occupancy of a new building. They may be paid to the Chief administrative officer/City Treasurer, or at the Planning and Zoning Office.

2. Days and hours of construction are Monday-Friday 7:00 am – 5:30 pm, with Saturday hours for interior work only.
3. Any future enlargement or alteration of the use will require return for review to the DRB to permit the specifying of new conditions.
4. The proposal will be required to demonstrate compliance with the standards of Chapter 26 of Burlington's Code of Ordinances relative to Wastewater, Stormwater and Pollution Control.
5. It is the responsibility of the applicant to secure all applicable local and state permits, include a state stormwater permit.
6. A clearly articulated separation between vehicles and pedestrian pathways will be required on the site plan. This revision to be site plan is subject to staff review and approval.
7. All building and life safety code, including accessibility guidelines will be observed as defined by the building inspector and fire marshal.
8. Approval of this plan includes tree removal and replacement with new landscaping as defined on plan SP-1.
9. Any signage will require a separate sign permit.
10. Standard Permit Conditions 1-15.

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

University of Vermont
282, 284 and 290 (Proposed) East Avenue
Site Location Plan

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Prepared by Campus Planning Services

Date: 6/28/2016

Path: S:\cps\PLANNING\PROJECTS\PLANNING WORK\Lani master.mxd



0 135 270 540 Feet

Burlington Parcel Layer
UVM Property





CAMPUS PLANNING SERVICES

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DEPARTMENT OF
PLANNING & ZONING

June 29, 2016

Scott Gustin, AICP, CFM, Principal Planner
City of Burlington, Planning & Zoning
149 Church Street
Burlington, VT 05401

RE: University of Vermont New Rescue Facility, Proposed Address 290 East Avenue

Dear Scott,

The University of Vermont is requesting a COA Level II zoning permit to construct a new UVM Rescue facility, adjacent to where the existing UVM Rescue is located at 284 East Avenue.

The location is on one large lot, owned by the University of Vermont. There is an old lot line that bifurcates the site; the entire large lot will be improved but this application can only refer to the 280-290 East Avenue lot. See concurrent application for site work for the 284 East Avenue lot.

We are requesting that the new facility have an address of 290 East Avenue.

UVM Rescue is the primary emergency rescue service for UVM, and secondary responder for the surrounding communities. In addition UVM rescue serves the adjacent helipad, transporting patients to the UVM Medical Center nearby.

The building will be a one story building, metal construction, with horizontal and vertical insulated metal panels and a standing seam metal roof.

The new facility will be a much needed upgrade to enable UVM Rescue to better serve UVM and the surrounding communities. There will be room for two ambulances (currently only one ambulance can be parked indoors) as well as adequate space for responders to rest, study, exercise and meet for education and training.

The space vacated by UVM Rescue will be used by UVM Police Services (located at 284 East Avenue) for its own, much needed upgrades.

There will be no change in number of employees; the existing and new space is needed for existing staff. Parking will be reconfigured due to the location of the new building but the overall number of parking spaces on both lots will not change.

UVM Rescue Facility



Existing lot coverage for the 280-290 East Avenue parcel: 13.90%

Proposed new lot coverage for the 280-290 East Avenue parcel: 14.28%

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PLANNING & ZONING

This application is being submitted concurrently with an application for parking and walkway reconfiguration at 284 East Avenue, near the Police Services entrance. Both lots are used together.

The cost of construction is estimated to be \$1,067,000. Please find attached check for \$2,244.

Please contact me if you would like additional information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lani Ravin".

Lani Ravin, AICP
Associate Planner

Encs.

Zoning Permit Application

Check for \$2,244

Site Location Plan

Bega Wall Light Spec

Can Light Spec

EPSC Application

EX-1 Existing Conditions Plan

SP-1 Overall Site Plan

SP-2 Erosion Prevention & Sediment Control Plan

C-501 Civil Details

C-502 Civil Details

C-503 Civil Details

C-504 Civil Details

Photometric Analysis

Rendering: Aerial Looking Southwest

A100 Floor Plan

A200 Exterior Elevations

A301 Building Sections

cc: Linda Seavey, Director, Campus Planning Services
Ken Bean, Project Manager and Campus Architect, Facilities Design & Construction

Mary O'Neil

From: C. Ravin <Lani.Ravin@uvm.edu>
Sent: Monday, July 18, 2016 12:12 PM
To: Mary O'Neil
Subject: UVM rescue building in the JIPMP
Attachments: SKM_C36816071812000.pdf

Hi Mary,

Thank you for speaking with me today. After our conversation I checked and yes, the UVM rescue building is listed in the 2014-2019 JIPMP. The only change is that we are not removing any parking spaces for this building.

As I mentioned, we look at parking campus wide, so we have an inventory of over 5,000 parking spaces on campus, and at peak times we have over 700 empty parking spaces. The JIPMP documents these numbers more exactly. So you can see the wider context shows that the University has adequate parking before and after this project.

Please let me know if you have any other comments or questions.

Lani

SEC. 8.1.8 MINIMUM OFF-STREET PARKING REQUIREMENTS

Table 21 summarizes projects that may be built by 2019; because many elements of these planned projects are currently undefined, approximate square footages and associated employment were estimated based on a number of assumptions.¹⁶ This is a conservative estimate, as it includes all projects that could potentially be constructed within the 2019 timeframe; in reality, it is likely that not all projects will be developed or pursued by then. The new facilities Gross Square Footage (GSF) estimated for these projects were added to the existing campus facilities described in Section 8.1.4 to calculate minimum parking requirements per the Ordinance.

TABLE 21: UVM PLANNED PROJECTS 2014-2019

Building Project	Primary Use	Change in GSF	Change in # of Beds	Change in # Parking Spaces
Multi-Purpose Event Center ¹	Athletic	200,000	0	0
STEM ²	Administrative/Academic	100,000	0	0
Kalkin Addition	Administrative/Academic	21,750	0	0
61 Summit Street ³	Administrative/Academic	5,300	0	16
UVM Rescue Building	Administrative/Academic	3,400	0	-38
Billings ⁴	Administrative/Academic	0	0	0
Housing Master Plan – Phase I ⁵	Residential	250,000	up to 730	0
Athletic Recreation Center	Athletic	58,000	0	0
Virtue Field Outdoor Seating ⁶	Athletic	6,165	0	0
Total New GSF		656,615	730	-22
Demolition Project	Primary Use			
Angell Hall ²	Administrative/Academic	-11,079	0	0
Housing Master Plan – Phase II ⁵	Residential	-77,936	-391	0
Total Demolished GSF		-89,015	-391	0
Net Change GSF		555,600	339	-22

Notes: (1) Assumes new 6,500 to 7,500-seat facility.

(2) Total STEM project will include the renovation of Cook and Votey Buildings, the demolition of Angell Lecture Center, and the addition of a new 100,000 square-foot facility.

(3) Additional square footage in new pavilion addition; renovation of existing building will not add new space.

(4) Renovation; does not include any new additional space.

(5) Approximate square footage for new housing south of Main Street near Harris-Millis and Marsh-Austin-Tupper Residence Halls; assume that Chittenden, Buckham, and Wills Residence Halls (up to 391 beds) will be demolished within five years, with replacement occurring more than five years in the future.

(6) Includes the following accessory buildings: bathrooms, lockers, and a concession stand.

In the next five years, UVM expects a number of new projects with minimal changes to the parking inventory. These projects include ones that carried over from the last five-year projection: the Multi-Purpose Event Center, STEM Initiative, and the Athletic Recreation Center. In addition to these projects, UVM has several projects currently in design, including the Kalkin Addition, 61 Summit Street, and the Rescue Building. The Virtue Field Outdoor Seating has obtained a municipal permit. Billings, the Athletic Recreation Center, and the Housing Master Plan – Phase I project are also expected in the next five years.

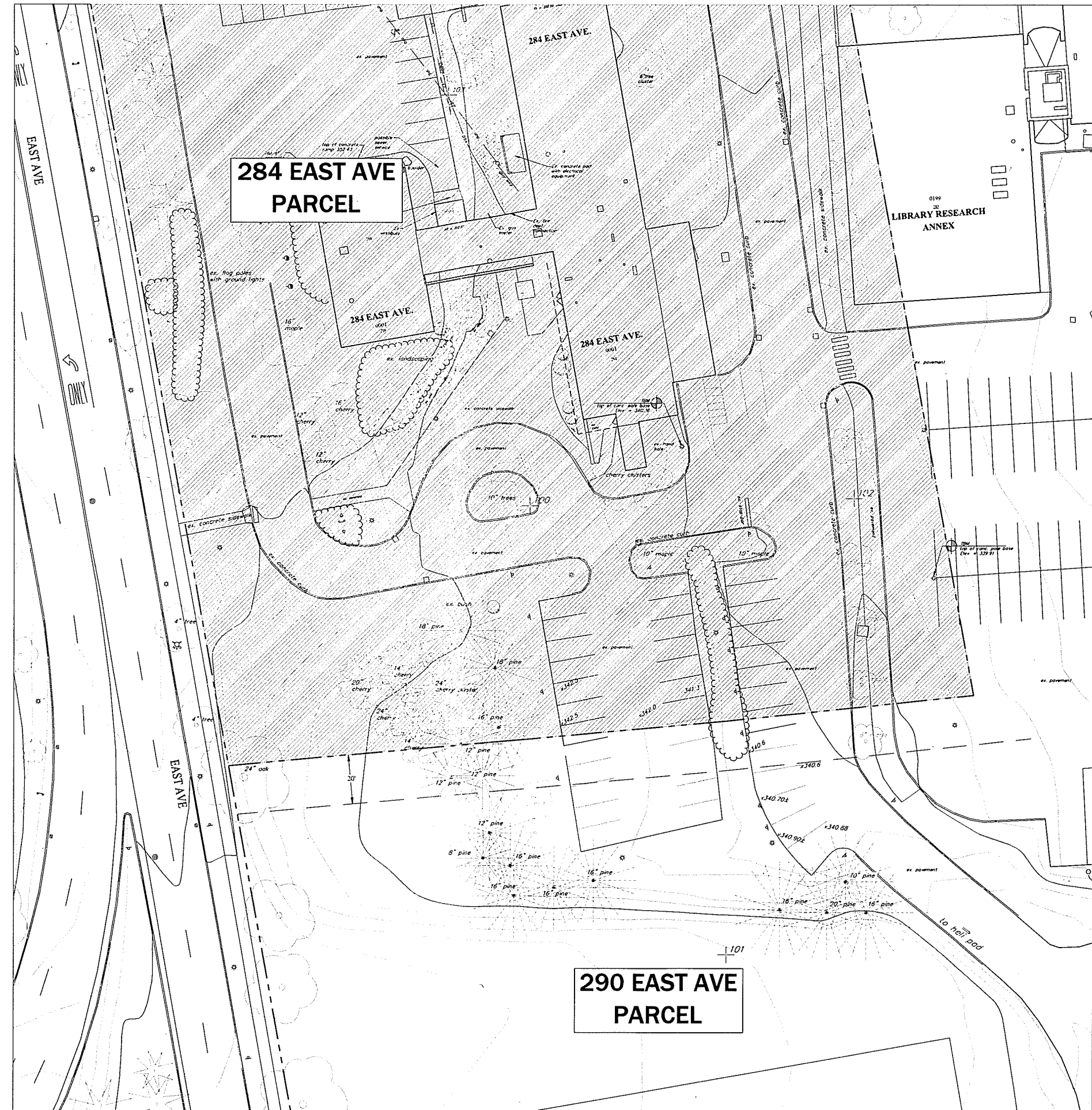
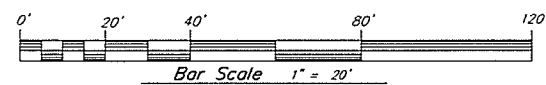
¹⁶ Planned projects are not assumed to generate any new employment.

LEGEND

- Survey Control Point
- Existing Sign
- Existing Light Pole
- Existing Deciduous Tree
- Existing Evergreen Tree
- Existing Spot Grade Elevation
- Existing Contour
- Existing Gas Line/Valve
- Existing Sewer Line/Manhole
- Existing Storm Line/Manhole/Basin
- Existing Overhead Electric Line/Power Pole
- Existing Overhead Utility
- Existing Communications Line
- Existing PBX Line
- Existing Underground Electric & Telephone Line
- Existing Site Life Line
- Existing Tree Line
- Existing Underground Power
- Existing Water Line/Hydrant/Valve/Shutoff
- Approximate Property Line
- Existing Setback

Notes:

1. This plan is not a boundary survey. Property lines are based on digital files provided by UVM and are considered approximate.
2. The underground utilities shown on this plan are based on visible utilities located during a topographic survey performed by Krebs & Lansing in Jan 2014 and UVM Utility Master Plan mapping. Underground utilities are approximate and not warranted to be exact or complete. Dig Safe shall be contacted prior to any excavation.
3. Elevations are based on GPS survey observations that reference the NAVD 88 vertical datum in US Survey Feet.
4. Project Horizontal Coordinates derived from GPS observation using reference frame NAD83 (2011) 2010.00 epoch. Project vertical datum based on NAVD 88 (Geoid 12A).



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802-464-6844 • www.fffinc.com
Architecture • Planning • Interiors

Krebs & Lansing Consulting Engineers, Inc.
164 Main Street, Suite 201
Colchester, VT 05445
T: (802) 875-4375
F: (802) 875-9118
email@kreslandlansing.com

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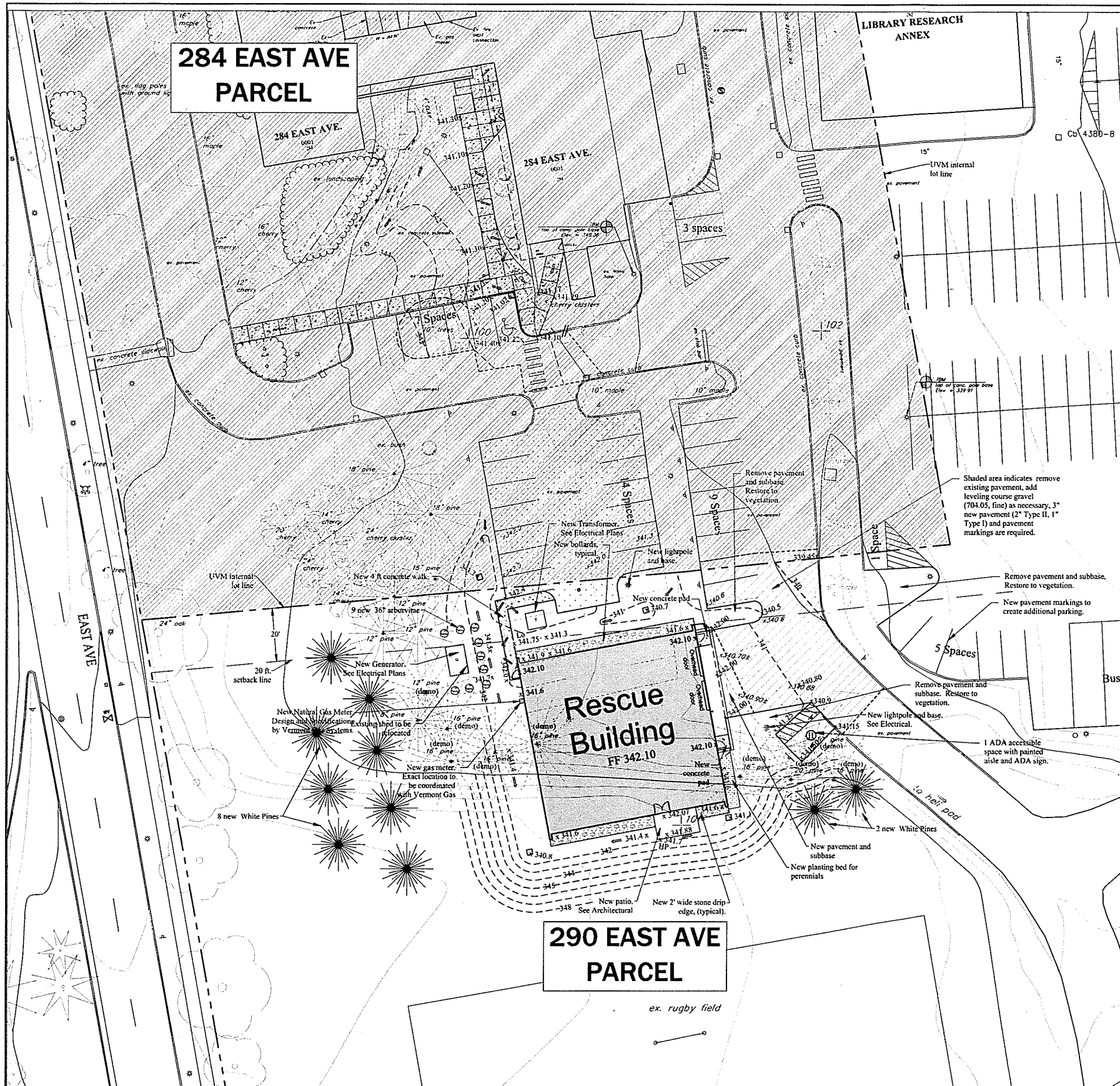
290 EAST AVE
PARCEL
RESCUE FACILITY
UNIVERSITY OF
VERMONT

BURLINGTON, VT

PROJECT NO:
A1321
DATE: 6/20/16
SCALE: 1"=20'
DRAWN BY: DMR
CHECKED BY:
ISSUE LOG:

SHEET CONTENT:
**EXISTING
CONDITIONS
PLAN**

SHEET NO:
EX-1



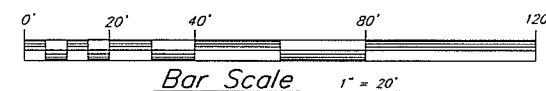
Legend

- Survey Control Point
- Existing Sign
- Existing Light Pole
- Existing Deciduous Tree
- Existing Evergreen Tree
- Existing Spot Grade Elevation
- Existing Contour
- New Finish Grade Contour
- Existing Gas Line/Valve
- New Gas Line/Valve
- Existing Sewer Line/Manhole
- New Sewer Line/Manhole
- Existing Storm Line/Manhole/Basin
- New Storm Line/Manhole/Basin
- Existing Overhead Electric Line/Power Pole
- Existing Overhead Utility
- Existing PBX Line
- Existing Site Lighting
- Existing Tree Line
- Existing Underground Power
- Existing Water Line/Hydrant/Valve/Shutoff
- New Water Line/Hydrant/Valve/Shutoff
- Existing Property Line
- Existing Setback
- Existing Easement

- New Building
- New Concrete
- New Pavement and Subbase
- New Pavement (shim/topcoat)
- Additional gravel and new pavement
- New stone drip edge

Notes:

- The underground utilities shown on this plan are based on limited dig safe markings and utility mapping provided by UVM. Utility locations are approximate and not warranted to be exact or complete. The Contractor shall contact Dig Safe prior to any site excavation.
- The Contractor shall contact UVM Telecommunications and Network Services (655-3339) prior to any work in the vicinity of the PBX conduit. Contractor shall be responsible for placing Owner supplied locator bolts over exposed conduits prior to backfilling.
- Elevations are based on the NAVD 83 vertical datum.
- The Contractor shall be responsible for repairing all disturbed areas back to original condition, including but not limited to curbing, sidewalks, road, parking areas, landscaping, site lighting, electrical, and etc. All asphalt shall be sawcut prior to paving.
- All stumps, rock, and other non-approved trench backfill material discovered during construction is the exclusive property of the Contractor and shall be removed from UVM property and disposed of in a State approved disposal location.
- All passing compaction and sieve testing expenses shall be paid by Owner. Testing coordination and expenses for failed tests shall be the Contractor's responsibility.
- The Contractor shall contact the Burlington Electric Department prior to any work in the vicinity of the existing electric conduits.
- Contractor shall be responsible for all "As-built" measurement and drafting requirements as outlined on the Detail Sheets. All trench excavations shall remain open until all as-built survey shots have been taken. Progress Record Drawings shall be submitted to the Engineer as indicated in the Record Drawing specifications.
- The Contractor shall be responsible for all construction barrier/safety fencing required for the project.
- Definition of "Preconstruction Excavation" for these contract documents shall be:
The site contractor shall expose utility and obtain all necessary information, including but not limited to, invert elevation, size, depth, pipe type, joint location, etc. Contractor shall transit survey the location and elevations of the utility. Contractor shall provide the engineer with sketches indicating horizontal and vertical information of pipe or conduit type and size, cross-section information, concrete encasement information (top and bottom elevations, width, etc.), joint location, etc. of each required existing underground utility. Accuracy of horizontal location is within 1 foot, and accuracy of vertical elevation is within 0.02 ft. (1/4"). Coordinate all excavation with City, Owner, and Engineer. Preconstruction excavations shall occur prior to ordering structures and prior to utility construction, to facilitate redesign if necessary.
- Contractor shall be responsible for importing topsoil as required to complete the project. Contractor shall test topsoil for approval by the Owner and Engineer.
- The Contractor shall be responsible for all signage and fencing necessary to providing safe vehicular and pedestrian access through or around the site during construction.
- Traffic control flag people shall be used during construction within the East Avenue Right of Way.
- Contractor shall be responsible for meeting with the University and the City of Burlington Public Works to obtain the necessary Construction Permit within the City Right of Way. The fee for the permit will be the Contractor's responsibility.
- All storm pipes shall be PVC SDR 35 unless otherwise noted.
- For this project, exposed soil shall be limited to a maximum 14 DAYS from initial disturbance. See Sheet CD-2 for exceptions.
- All Civil Site and Civil Utility design extends from beyond 5 ft. outside the buildings. Contractor shall see Architectural, Structural, and Mechanical Plans for all design within 5 ft. of the building.
- Refer to Structural Plans for design of all concrete building pods and other reinforced concrete.
- The pavement and restoration shown on this plan may not include all restoration necessary to complete the utility work. The Contractor shall be responsible for repairing all pavement and subbase necessary to complete the work.
- Site Contractor shall be responsible for extending all new water, sewer, and storm connections to the building plumbing connection where mechanical contractor starts. Coordinate with Mechanical Contractor. Site Contractor shall refer to mechanical and plumbing plans for design and specifications within 5 ft. of the building.
- All new storm and sewer pipes shown on these plans are to be SDR 35 PVC, or approved equal, unless otherwise indicated. CHW00010E or other PVC pipe with recycled content is NOT acceptable.
- Site lighting design by others. Light poles shown are for graphical purposes only.



Parking	Existing	Post Construction	Net
Police Services/Rescue Lot	24 spaces	14 spaces	(-) 10 spaces
Helipad Access Road	14 spaces	10 spaces	(-) 4 spaces
Ex. Rescue Building	2 spaces	3 spaces	(+) 1 spaces
Police Services Loop	0 spaces	7 spaces	(+) 7 spaces
Bus Parking Area	0 spaces	6 spaces	(+) 6 spaces
Net Parking Change:			0 spaces

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290 EAST AVE
PARCEL
RESCUE FACILITY
UNIVERSITY OF
VERMONT

BURLINGTON, VT

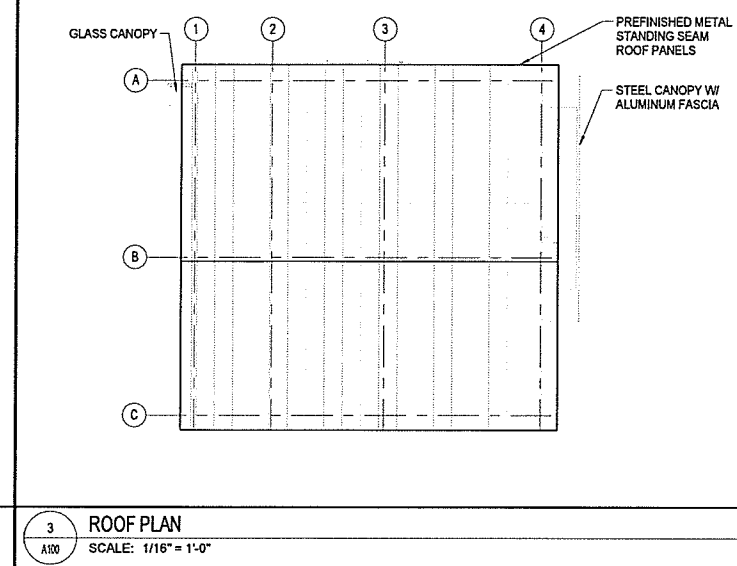
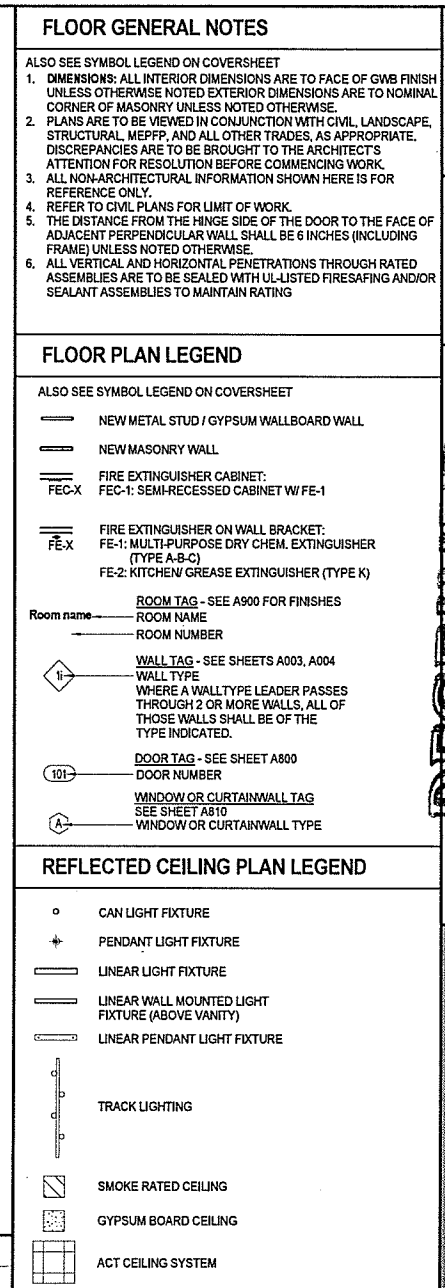
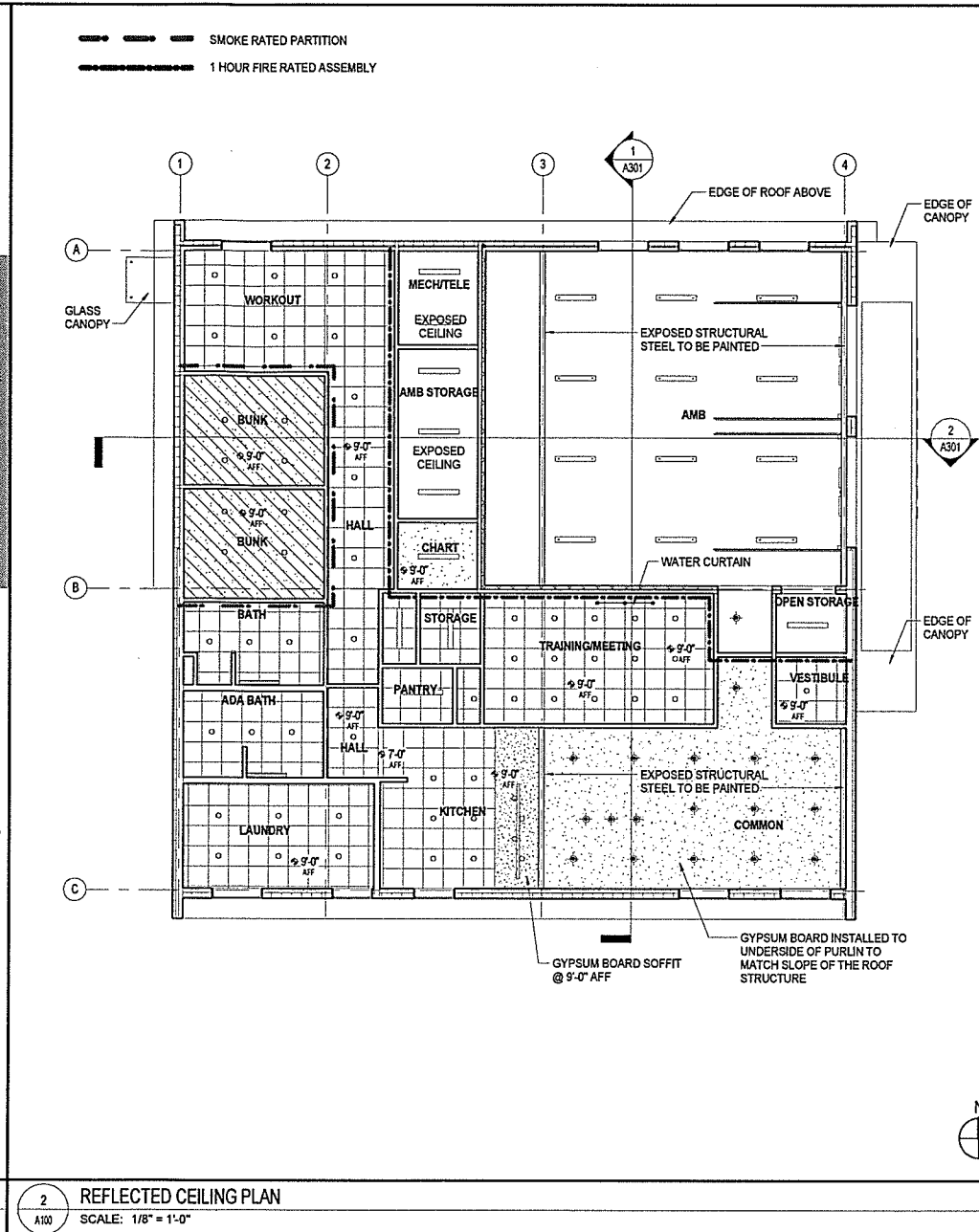
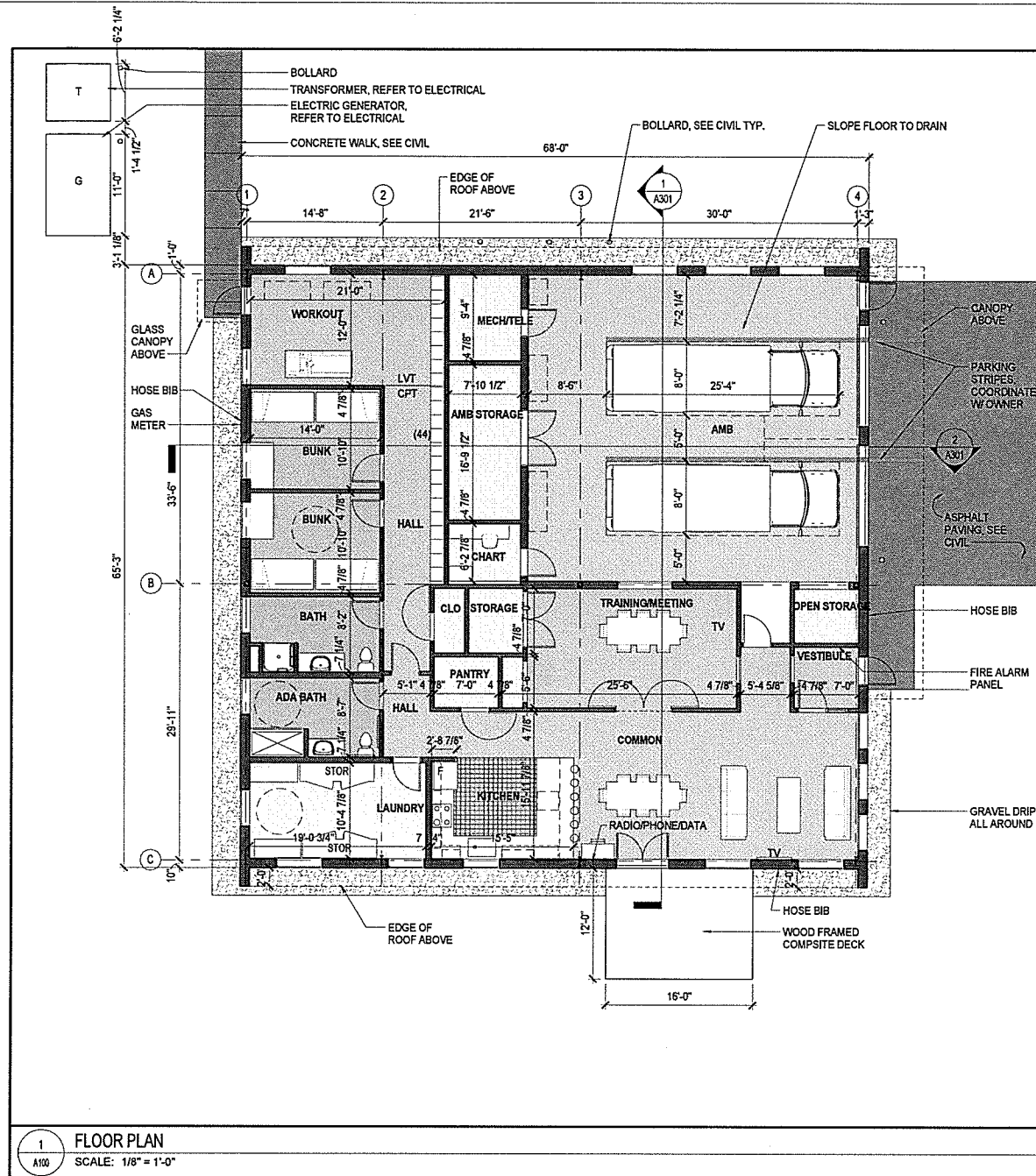
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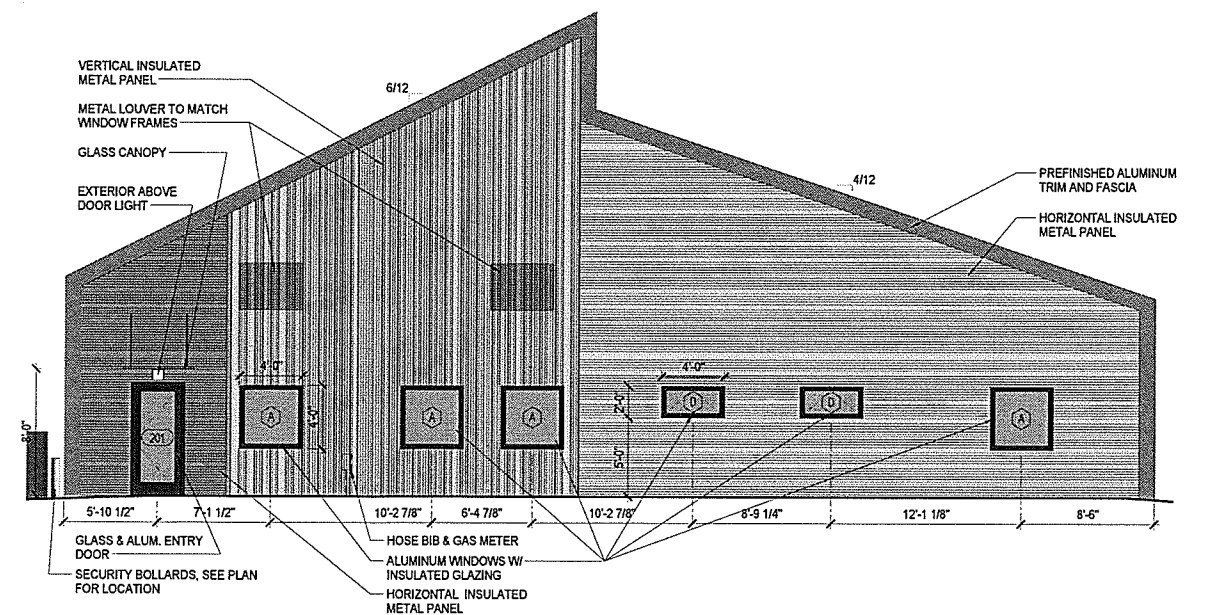
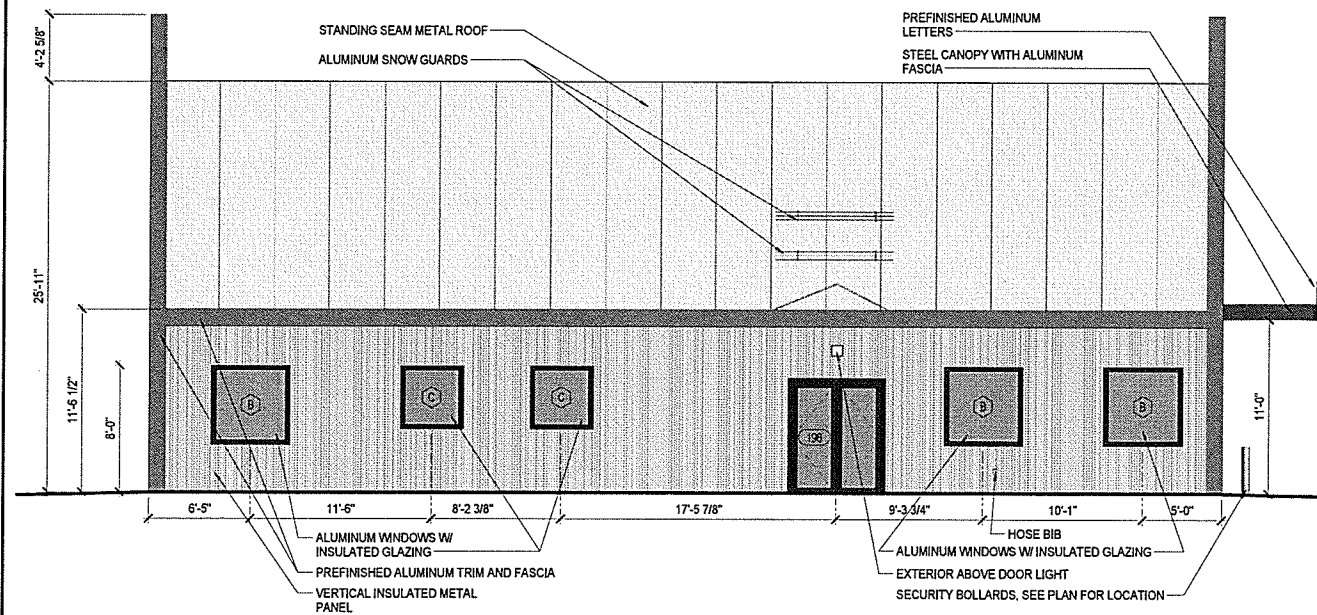
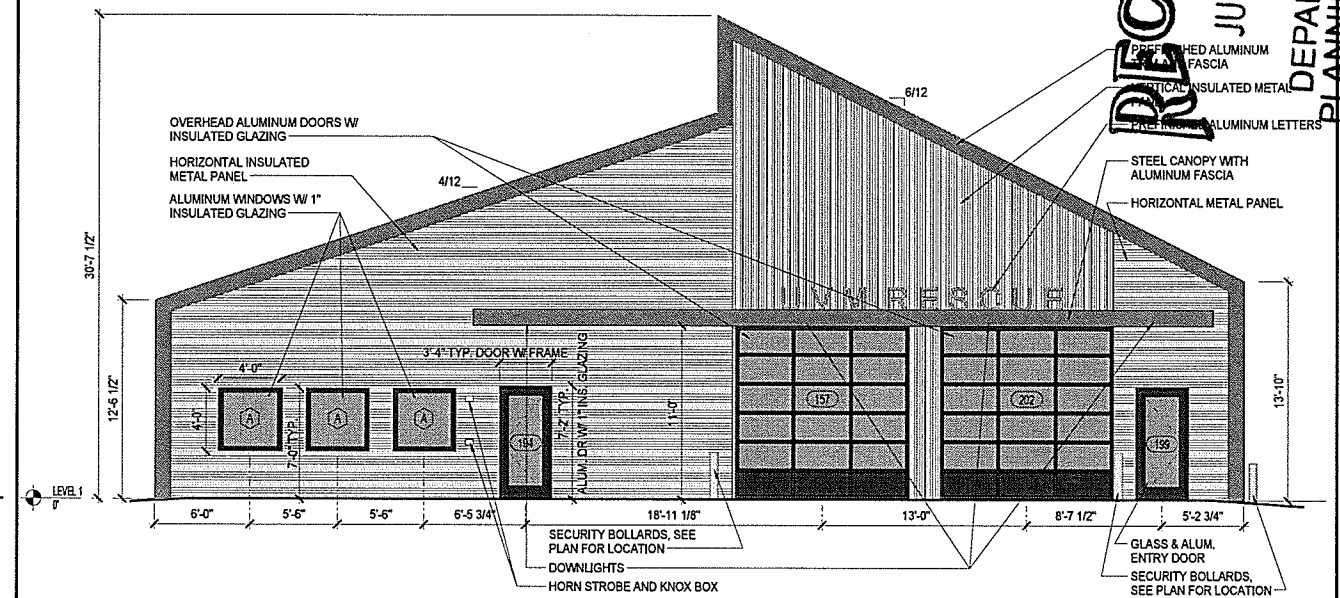
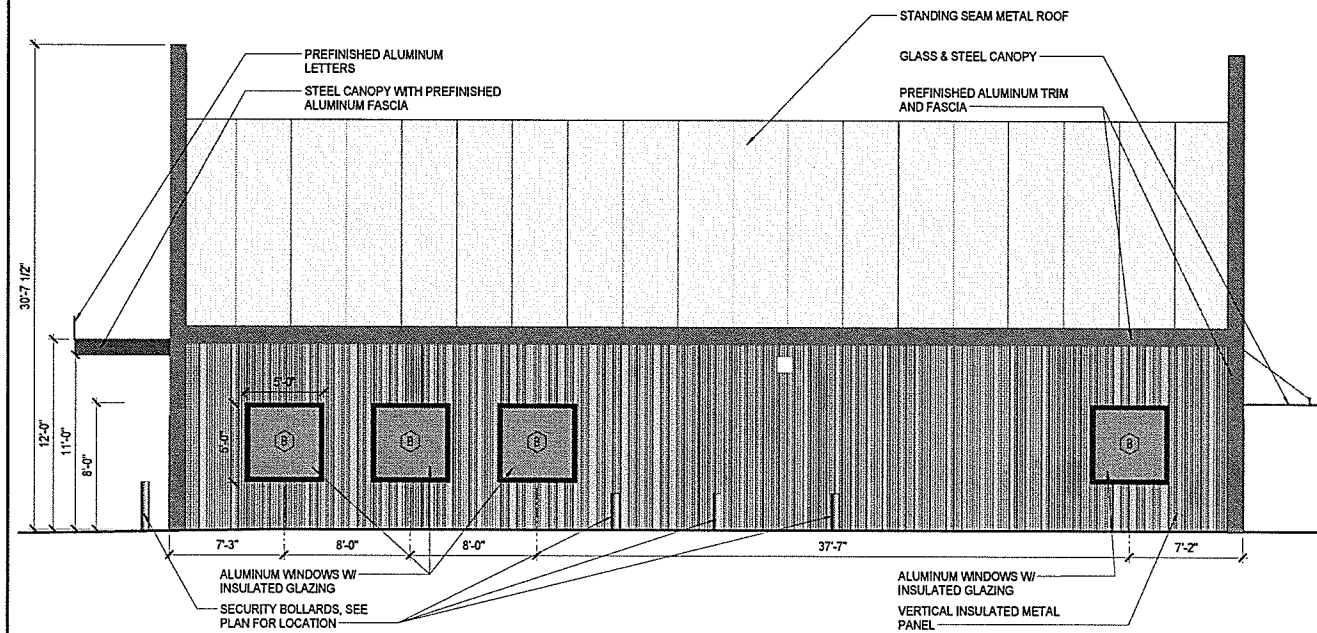
ORIGINATOR DATE: 6/20/16 SCALE: 1"=20'
DRAWN BY: DMR CHECKED BY:
SCALE: 1"=20'

SHEET NO:

OVERALL
SITE
PLAN

SP-1





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RESCUE FACILITY
UNIVERSITY OF
VERMONT

BURLINGTON, VT

CINO:
A1321

DATE: 03/16	SCALE: 3/16" = 1'-0"
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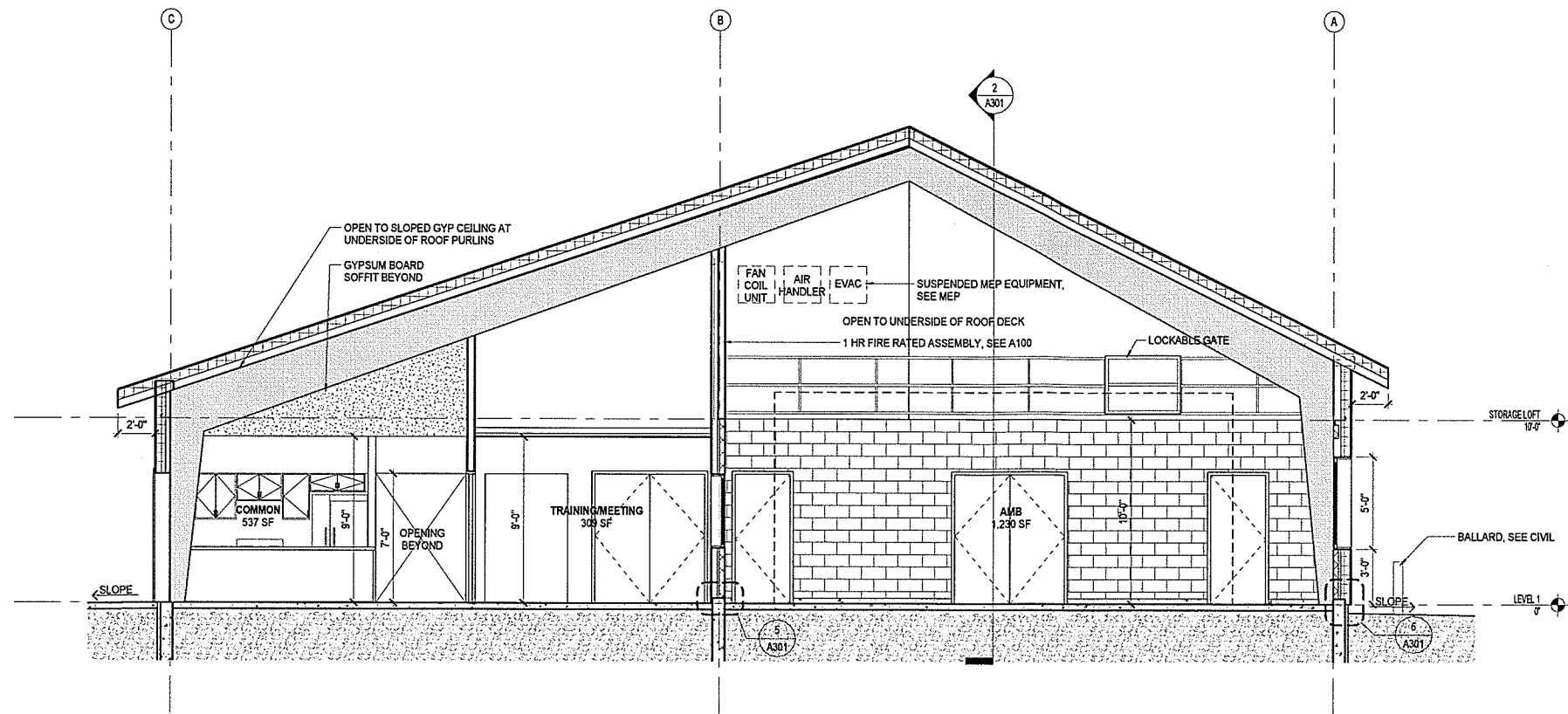
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REMISSION 06/06/16

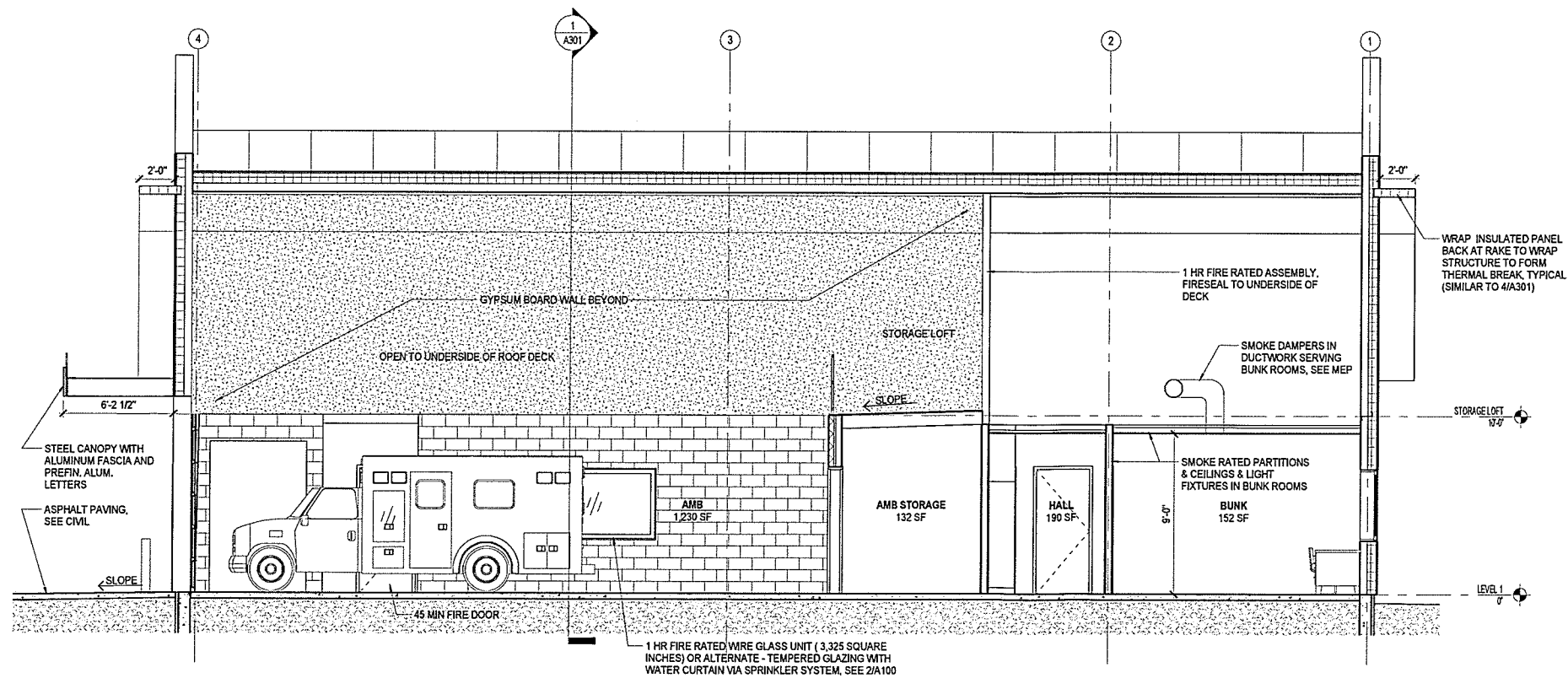
EXTERIOR ELEVATIONS

A200

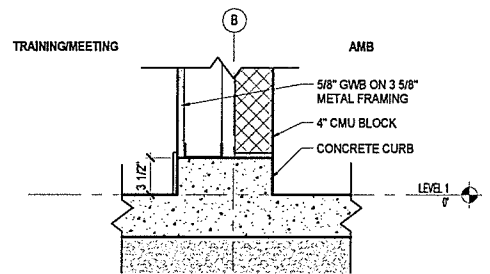
Summa Health Systems Inc.



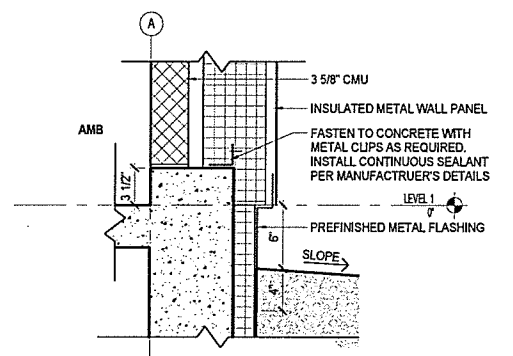
1 BUILDING SECTION, NORTH/SOUTH
A301 SCALE: 1/4" = 1'-0"



2 BUILDING SECTION, EAST/WEST
A301 SCALE: 1/4" = 1'-0"



5 BASE OF INTERIOR WALL DETAIL @ AMBULANCE BAY
A301 SCALE: 1 1/2" = 1'-0"



6 BASE OF EXTERIOR WALL @ EXTERIOR WALL @ AMBULANCE BAY
A301 SCALE: 1 1/2" = 1'-0"

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UNIVERSITY OF
VERMONT

BURLINGTON, VT

PROJECT NO: A1321

DATE: 02/13/14
DRAWN BY: EC
CHECKED BY: AH

DATE: 02/13/14
ZONING SUBMISSION: 04/05/16

SHEET NO: 10

PROJECT NO: A1321

DATE: 02/13/14

DRAWN BY: EC

CHECKED BY: AH

DATE: 02/13/14

ZONING SUBMISSION: 04/05/16

SHEET NO: 10

PROJECT NO: A1321

Product data sheet

Wall luminaire

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BEGA Lichttechnische Spezialfabrik
Helmholtzstr. 1 D - 58708 Menden

BEGA

22 380

Project - Reference number

Date

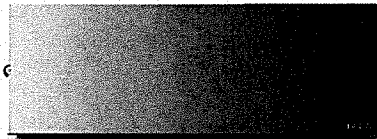
Application

LED wall luminaire for orientating lighting tasks.
The used LED technique offers durability
and optimal light output with low power
consumption at the same time.

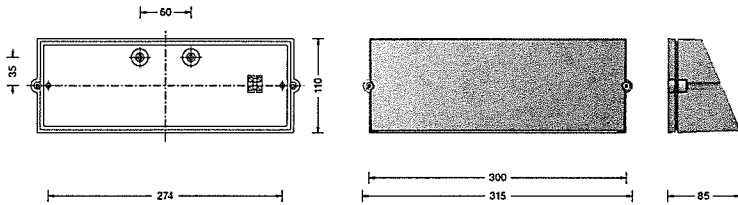
Product description

Luminaire made of aluminium alloy, aluminium
and stainless steel
Matt safety glass
Silicone gasket
2 fixing holes $\varnothing$ 5 mm
274 mm spacing
2 cable entries for through-wiring of mains
supply cable up to $\varnothing$ 10.5 mm,
max. 3×1.5^D
Connecting terminal 2.5^D
Earth conductor connection
LED power supply unit
220-240 V $\sim$ 0/50-60 Hz
DC 176-264 V
DC Start $\geq$ 198 V
Safety class I
Protection class IP 65
Dust tight and protection against water jets
Impact strength IK05
Protection against mechanical
impacts < 0.7 joule
CE – Conformity mark
Weight: 1.6 kg

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www.bega.com



Lamp

Module connected wattage	11.2 W
Luminaire connected wattage	14 W
Rated temperature	$t_a = 25^\circ\text{C}$
Service life criteria	50 000 h/L ₇₀

22 380

Module designation	LED-0204/830
Colour temperature	3000 K
Colour rendering index	$R_a > 80$
Module luminous flux	875 lm
Luminaire luminous flux	490 lm
Luminaire luminous efficiency	35 lm/W

Article No. 22 380

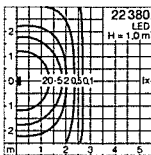
Colour temperature 3000 K.
Also available with 4000 K on request.
3000 K – article number
4000 K – article number + **K4**

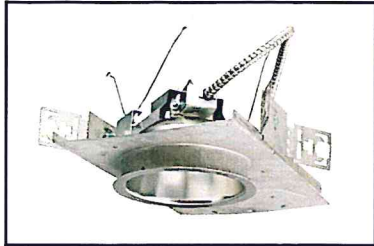
Colour graphite or silver
graphite – article number
silver – article number + **A**

22 380 K4

Module designation	LED-0204/840
Colour temperature	4000 K
Colour rendering index	$R_a > 80$
Module luminous flux	940 lm
Luminaire luminous flux	526 lm
Luminaire luminous efficiency	37,6 lm/W

Light distribution





6" LED Downlight
LC6LED
120 or 277V
0-10V Dimming Option

APPLICATIONS:

LiteFrame Commercial (LC6LED) is a 6" commercial grade LED downlight with available outputs between 1000-1800 lumens. This is suitable to replace most CFL downlighting applications, while realizing substantial energy and maintenance savings. Rated for a minimum of 50,000 hours life (70% lumen maintenance) with ambient plenum temperatures up to 35°C (LED5), 28°C (LED6), 25°C (LED7). Free Air Flow around fixture is required for optimal life performance. This product is not recommended for use with 3rd party "FIREHAT" or insulation barriers.

HOUSING:

One-piece 22 gauge non-corrosive steel platform. Pre-wired J-box with snap-on cover for easy access. Snap-in connection from driver compartment allows easy installation of light engine/trim assembly and can be upgraded to accommodate technology improvements. Approved for 8 (4 in/4 out) No. 12 AWG conductors rated for 90°C through wiring.

REFLECTOR:

High purity aluminum, Alzak, iridescence suppressed, semi-diffuse reflector. Self-trim standard. Painted white self-trim (WT) available as option.

LED LIGHT ENGINE:

The LC6LED uses either 36, 48, 60 mid power Nichia LEDs, specifically mixed to provide a minimum of 80 CRI with 3 SDCM color consistency. The use of multiple mid power LEDs allows for optimal thermal management by effectively spreading the heat over a larger area and eliminating hot spots on the LEDs. A diffuse, yet highly transmissive lens obscures the view of the LEDs and creates a smooth, even look from below. The light engine is available in multiple Kelvin temperatures and the system is designed to provide optimal life and lumen maintenance (50,000 hours at 70% lumen maintenance). The reflector/light engine assembly is mechanically retained to the housing.

LED DRIVER:

The LC6LED utilizes a 25 watt constant current Thomas Research Products LED driver. This same driver is capable of running all three different lumen outputs, resulting in a reduction of housing skus and simplified specification. The driver is UL8750 and Class II compliant.

DIMMING:

A 0-10V dimming option is available (DM), providing flicker-free dimming down to 10%. See list of compatible dimmers on page (4). For the sizing of the control circuit, the dimming circuit may require up to 2mA of sink current.

INSTALLATION:

Light commercial bar hangers included. Universal adjustable mounting brackets also accept 1/2" EMT conduit or 1 1/2" or 3/4" lathing channel (by others) or Prescolite 24" bar hangers (B24 or B6). Wall wash orientation may be field adjusted in 90° increments to housing.

CERTIFICATIONS:

CSA certified to US and Canadian safety standards. Suitable for wet locations (EM & WW damp location). ENERGY STAR qualified on standard downlight.

WARRANTY:

5 year warranty. See www.prescolite.com for details.

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DATE: JUN 29 2016

FIRM NAME:

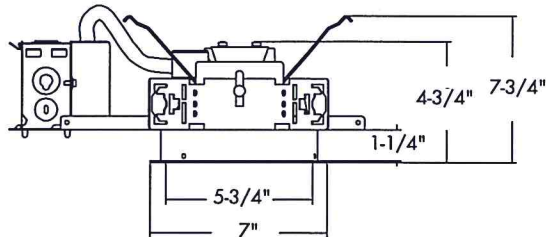
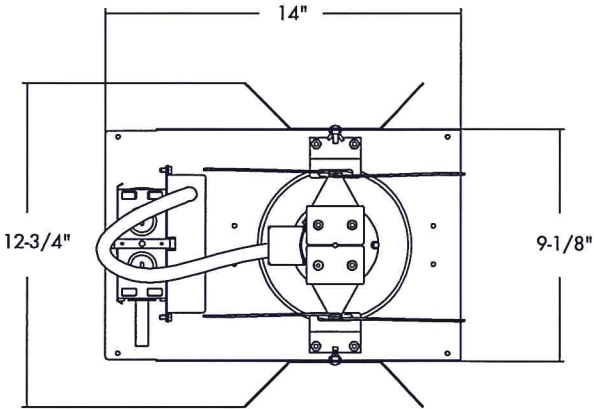
DEPARTMENT OF
PLANNING & ZONING

PROJECT:

LiteFrame



Ceiling Cutout: 6 1/4"
Maximum Ceiling Thickness 1 1/4"
For conversion to millimeters,
multiply inches by 25.4
Not to Scale



6LCLED 5 & 6

*See page 4 for 6LCLED 7 line art

*See page 4 for 6LCLEDEM line art

Order housing, reflector, and accessories separately

CATALOG NUMBER:

EXAMPLE: LC6LED120DM - 6LCLED535K8WT

HOUSING	VOLTAGE	HOUSING OPTIONS	TRIM APERTURE	OUTPUT	LED COLOR TEMP	CRI	REFLECTOR FINISH	REFLECTOR OPTIONS	ACCESSORIES
☐ LC6LED 6" LED Housing	☐ 120 120V ☐ 277 277V ☐ 347^{4,*} 347V	☐ Blank No Dimming ☐ DM 0-10V dimming to 10% ☐ DM1¹ 0-10V dimming to 1% ☐ EM^{3,5} Bodine BSL310C- DF Battery Pack with integral test switch and indicator light ☐ EMR Bodine BSL310C Battery Pack with remote test switch and indicator light ☐ CP^{4,7} Chicago Plenum-	☐ 6LCLED 6" Open Reflector/ Light Engine Assembly	☐ 5 Nominal 1000 Delivered Lumens ☐ 6 Nominal 1400 Lumens Delivered ☐ 7 Nominal 1800 Lumens Delivered	☐ 27K 2700 Kelvin ☐ 30K 3000 Kelvin ☐ 35K 3500 Kelvin ☐ 40K 4000 Kelvin ☐ 50K 5000 Kelvin	☐ 8 80+ CRI	☐ Blank Clear Alzak, Semi- Diffuse REFLECTOR COLOR ☐ WH¹ White Paint	☐ WT White Trim ☐ EM^{3,5} Pre-punched reflector to accept integral test switch ☐ WF Wide Flange ☐ WW^{5,6} Wall Wash ☐ CP^{4,7} Chicago Plenum	☐ B24 Set of two(2) 24" bar hangers for T-bar ceilings ☐ B6 Set of two (2) bar hangers for ceiling joist up to 24" centers ☐ LG1S^{2,4} Dual-Lite 100VA Surface Wall Mount LiteGear Emergency Lighting Inverter ☐ LG1R^{2,4} Dual-Lite 100VA Recessed Wall Mount LiteGear Emergency Lighting Inverter ☐ LG1T^{2,4} Dual-Lite 100VA Recessed Ceiling T-Grid LiteGear Emergency Lighting Inverter ☐ LG2S^{2,4} Dual-Lite 250 VA Surface Wall Mount LiteGear Emergency Lighting Inverter ☐ SCA6D Sloped ceiling adapter (see note on page 4)

¹ Requires WT option

² See LC6LED and LiteGear Compatibility on page 3

³ EM must be selected on both the housing and the trim, not compatible with WW trim

⁴ Not compatible with EM or EMR

⁵ Damp location only

⁶ Not compatible with EM (EMR is compatible)

⁷ CP must be selected on both the housing and the trim, not compatible with WW trim

^{*} Not compatible with CP

In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

Web: www.prescolite.com • Tech Support: (888) 777-4832

LFR-LED-013

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	Wall	2	Bega 22 380 3500K	22380K4	LED 11.2W	be-22380K4.ies	526	0.90	14
	Shoe	3	GTSOLM21-MH-GR-NL	1910-2		GTSOLM21-MH-GR-NL.ies	Absolute	0.81	48.1
	Lum	9	OMNI-40-4K-ME	Circular white plastic lamp with rubber frosted lens	96 White LEDs	OMNI-40-4K-1125212-1234532.ies	Absolute	0.81	40.71

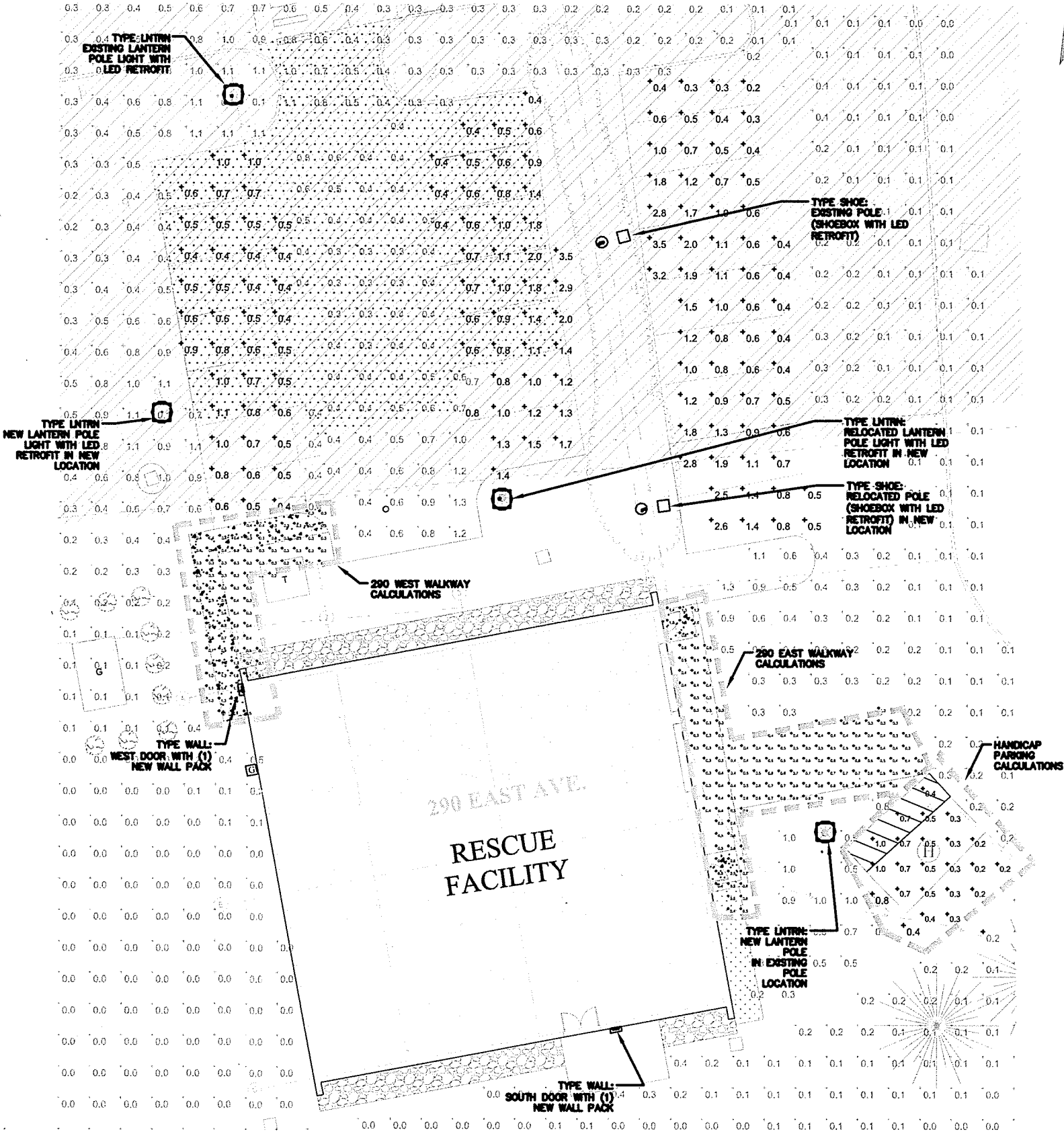
PARKING LOT STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CITY OF BURLINGTON, VT DO NOT EXCEED REQUIREMENTS 4.0 fc						
284 EAST AVENUE						
9 Existing Parking Spaces	+	1.0 fc	3.5 fc	0.2 fc	17.5:1	5.0:1
284 - (7) Parking Spaces	+	0.5 fc	1.1 fc	0.3 fc	3.7:1	1.7:1
Main Parking Lot _North	+	0.8 fc	3.5 fc	0.4 fc	8.8:1	2.0:1
290 EAST AVENUE						
Handicap Parking Space	+	0.5 fc	1.0 fc	0.2 fc	5.0:1	2.5:1

SIDEWALK & PATHWAY STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CITY OF BURLINGTON, VT DO NOT EXCEED REQUIREMENTS 0.5 fc						
284 EAST AVENUE						
284 - Sidewalk	+	0.5 fc	1.3 fc	0.2 fc	6.5:1	2.5:1
290 EAST AVENUE						
290 - East Side Pathway	+	0.5 fc	1.8 fc	0.3 fc	4.7:1	1.7:1
290 - West Sidewalk	+	0.5 fc	1.7 fc	0.1 fc	17.0:1	5.0:1

REFER TO SHEET ES-2 FOR ENLARGED WALKWAY PHOTOMETRICS





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email@krebssandlansing.com



KIRICK ENGINEERING ASSOCIATES
Electrical / Telecom Consulting
100 Willow Road
Suite 103
Williston, Vermont 05495
Phone 802-455-5731 Fax 802-455-5717

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JUN 29 2016
DEPARTMENT OF PLANNING & ZONING

290 EAST AVENUE PARCEL

RESCUE FACILITY
UNIVERSITY OF VERMONT

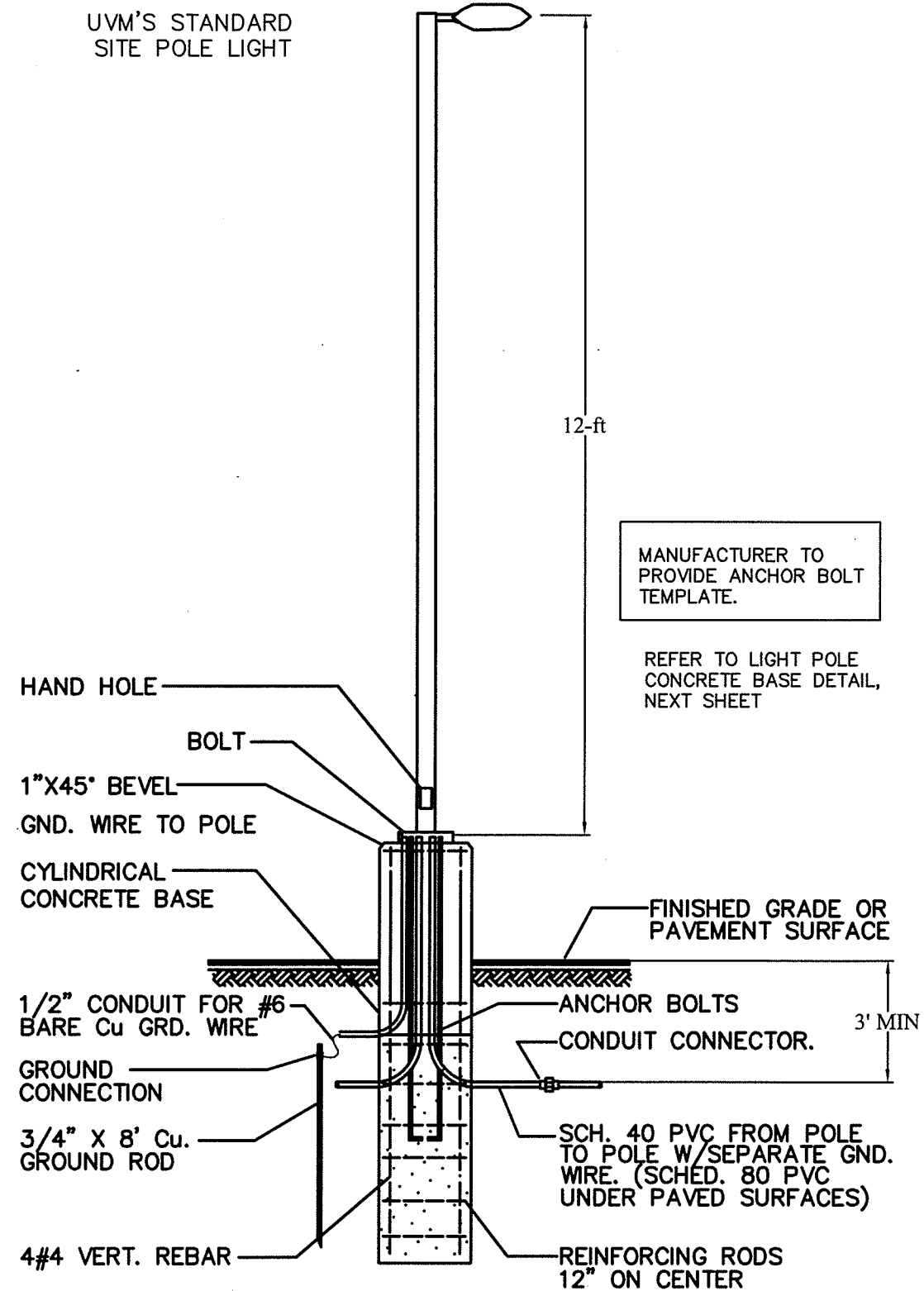
BURLINGTON, VERMONT

FFF Project No. A1321
Scale 1" = 20'
Drawn by DJG
Checked by
Date 6/20/2016

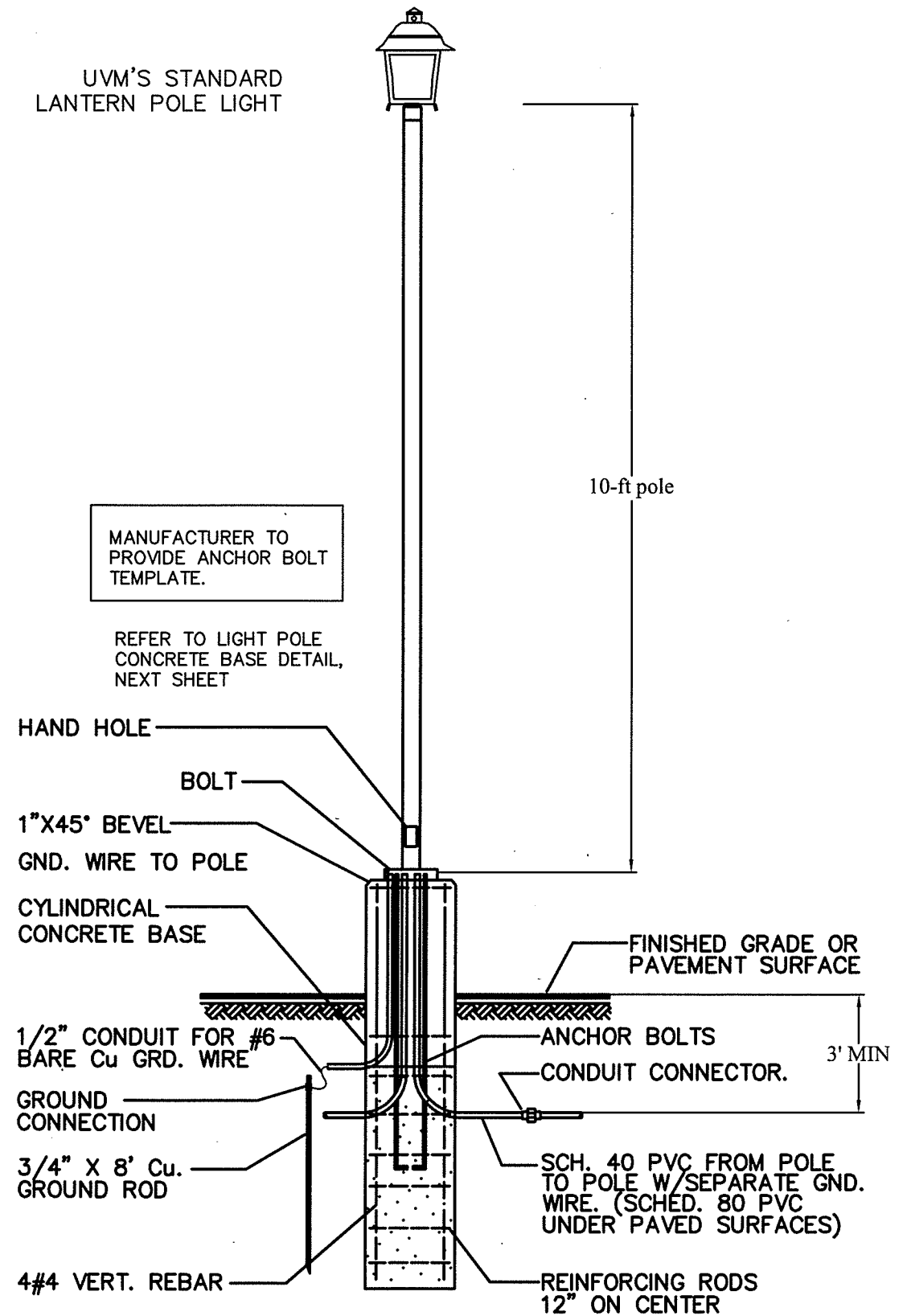
Revisions
No. Date

PHOTOMETRIC POINT BY POINT

Drawing No.
ES-1



TYPICAL PARKING LOT LIGHT POLE DETAIL
SCALE: N.T.S.



SINGLE LANTERN LIGHT POLE DETAIL
SCALE: N.T.S.



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290 EAST AVE
PARCEL

RESCUE FACILITY
UNIVERSITY OF
VERMONT

BURLINGTON, VERMONT

FFF Project No. A1321
1" = 20'

Drawn by DJG

Checked by
6/20/2016

Revisions	No.	Date

SITE POLE
DETAILS

Drawing No.

ES-3



UVM RESCUE
aerial looking southwest

RECEIVED
JUN 29 2016

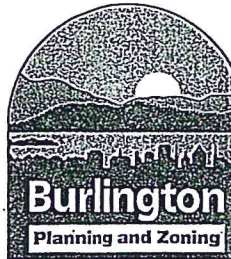


freeman | french | freeman

Department of Planning and Zoning

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Mary O'Neil, AICP, Senior Planner
Nic Anderson, Zoning Clerk
Elsie Tillotson, Department Secretary



Burlington Development Review Board

Minutes/Findings of Fact
March 29, 2012

In RE: 12-0764MP; 29-35 Church Street (Ward 3, D) (Tax Lot No. 044-4-006-000)

Owner/Applicant: Nick & Morrissey Development

Request: Master sign plan for building

Members Present:

Austin Hart
Michael Long
Jonathan Stevens
Brad Rabinowitz
Bob Schwartz
Andrew Strauss

Evidence Presented:

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

I. FINDINGS

Background Information:

The applicant is seeking approval for a master sign plan for a mixed use, multi-tenant building on Church Street (the former Border's building). As with all master sign plans, specific individual signs are not included. The sign plan includes sign types, placement, and illumination. Each individual sign will be subject to separate zoning permits as they are installed.

Sign plans offer flexibility but are required to be compatible with the site and buildings and character of the surrounding area pursuant to the provisions of Article 6 (that includes design standards). While individual signs in the plan may vary from the restrictions of Sec. 7.2.3 (signs in Mixed Use Districts), 7.2.4 (signs for the Church Street Marketplace), 7.2.5 (signs in Enterprise Districts), and 7.2.6 (Signs in the Institutional District) in the **type and placement of signs on a structure** or lot, no individual sign may exceed the size limitations as per Sec. 7.2.3 (a) (3).^{*} Except for such variations approved by the development review board by acceptance of a master sign plan pursuant to this Article, all other requirements, permits, and restrictions regarding signs shall remain in effect.

^{*}In no case, however, may the total area of all parallel signs exceed the lesser of two hundred (200) square feet or fifteen (15%) per cent of the area of the façade to which they are attached for the length of frontage devoted to such establishment.

Article 7: Signs

Sec. 7.2.3 Signs in Mixed Use Districts

The subject building is located on the corner of Church Street and Cherry Street. The Cherry Street (southern) façade is subject to the review criteria of this section. Along the Cherry Street façade, parallel and projecting signs are proposed.

Total parallel sign area is limited to 2 sf signage per 1 linear foot of building frontage (up to a maximum of 200 sf). The building has 300 linear feet of frontage along Cherry Street, and therefore, is allowed the maximum 200 sf parallel sign area. The master sign plan proposes 198.31 sf parallel sign area on the Cherry Street façade. This area is acceptable. All of the signs for the 2nd story tenants are compliant with the 10 sf size limitation. Parallel sign placement along the 1st floor is compliant with the 14' height restriction. Parallel signs above the 1st floor are permitted only as part of a master sign plan approval. Parallel signs along this elevation will not be illuminated except for the two "City Sports" signs that will be halo lit (i.e. lighting behind opaque letters). The sign lighting is compliant.

Projecting signs are limited to 1 per tenant. They are limited in size to 4 sf, and they must be placed at least 7' 6" above the sidewalk and extend no higher than 18'. They may not project further than 4' from the building. One projecting sign bracket is proposed with three signs of 4 sf each. As each sign panel is separate, this configuration is acceptable. The signs themselves are 3' wide, and they are set 4" from the building. Acceptable gooseneck lighting fixtures are proposed for illumination of these projecting signs. One other projecting sign of 4 sf is proposed under the glass canopy. No illumination of this sign is proposed, and it has a sidewalk clearing of just over 9'.

A number of projecting banners with illumination are depicted on the elevation plans. The banners contain no signage and are not included in this master sign plan approval. The associated banner is likewise not included in this approval. **(Affirmative finding)**

Sec. 7.2.4 Signs Regulations for Church Street Marketplace

The Church Street (eastern) façade of the subject building is located along the Church Street Marketplace and is subject to review under this section. All signs along the Marketplace are subject to review and approval by the Church Street Marketplace District Commission. Along the Church Street façade, parallel, projecting, and freestanding signs are proposed.

Total parallel sign area is limited to 1.5 sf signage per 1 linear foot of building frontage. The building has 150 linear feet of frontage along Church Street, and therefore, is allowed 225 sf parallel sign area. The upper limit of 200 sf does not apply on the Marketplace except for individual signs. The master sign plan proposes 175.96 sf parallel sign area on the Church Street façade. All of the signs for the 2nd story tenants are compliant with the 10 sf size limitation. Parallel sign placement along the 1st floor is compliant with the 14' height restriction. Parallel signs above the 1st floor are permitted only as part of a master sign plan approval. Parallel signs will be externally illuminated with overhead lamps as noted in the elevation drawings or not illuminated at all. The parallel sign above the glass canopy at the corner of the building will be halo lit (i.e. lighting behind opaque letters). All of the proposed sign lighting is compliant.

Projecting signs are limited to 1 per tenant. They are limited in size to 8 sf, and they must be placed at least 7' 6" above the sidewalk and extend no higher than 18'. Only one 4 sf projecting sign is proposed along Church Street and will be hung from the glass canopy. No illumination of this sign is proposed, and it has a sidewalk clearance of just over 9'.

Freestanding signs are typically not allowed on the Marketplace; however, they may be included as part of a master sign plan. In this case two freestanding signs are proposed. There are no criteria specifically regarding freestanding signs on the Marketplace. As a result, criteria for the rest of downtown will be applied. One freestanding sign per establishment is permitted. In this case, two freestanding signs are proposed – one each for separate tenants. Both freestanding signs will be 18' 8" tall. This height exceeds the 14' height limit but may be permitted as part of a master sign plan. Illumination will be provided with acceptable gooseneck lighting fixtures. Internal illumination of the archways over the sign panels is not permitted and must be deleted. (Affirmative finding as conditioned)

Sec. 7.3.2 Applicability

Within any Mixed Use, Enterprise, or Institutional Zoning district, all signs located on a site, building, or a complex of buildings located on a single lot with three or more tenants or owners may be granted a zoning permit if the signs comply with a sign master plan submitted by the building owner and reviewed and approved by the DRB under the provisions of Sec. 7.3.4 below and Article 6.

The subject property is located within the Downtown (mixed use) zone. The building contains more than 3 tenants and is eligible for a master sign plan. (Affirmative finding)

Sec. 7.3.4 Flexibility from Existing Standards

*The sign master plan shall be compatible with the site and buildings and character of the surrounding area pursuant to the provisions of Article 6. While individual signs in the plan may vary from the restrictions of Sec. 7.2.3 (signs in Mixed Use Districts), 7.2.4 (signs for the Church Street Marketplace), 7.2.5 (signs in Enterprise Districts), and 7.2.6 (Signs in the Institutional District) in the type and placement of signs on a structure or lot, no individual sign may exceed the size limitations as per Sec. 7.2.3 (a) (3).**

Except for such variations approved by the development review board by acceptance of a master sign plan pursuant to this Article, all other requirements, permits, and restrictions regarding signs shall remain in effect.

**In no case, however, may the total area of all parallel signs exceed the lesser of two hundred (200) square feet or fifteen (15%) per cent of the area of the façade to which they are attached for the length of frontage devoted to such establishment.*

The proposed master sign plan varies from the standard sign regulations in terms of sign placement (i.e. above the 1st story) and type (two freestanding signs along Church Street). No individual sign exceeds 200 sf. Article 6 is addressed below. (Affirmative finding)

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

Not applicable.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(g) Make advertising features complimentary to the site

The total sign area is compliant on both the Cherry Street and Church Street facades. Upper story tenant signage is dimensionally compliant as well. Sign illumination, as conditioned, is also acceptable. The number and area of signs for "City Sports" has been substantially reduced from the original proposal and results in a much cleaner appearance. Overall, the master sign plan as revised lends a coordinated appearance for signage throughout the building. **(Affirmative finding)**

II. MINUTES

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

III. MOTION

Motion: Austin Hart

I move that the Board master sign plan approval for the property located at 29-35 Church Street in the D zone in accordance with Articles 6 and 7. Approval is subject to the following conditions:

1. The freestanding signs are included in this approval. They shall be as depicted in the Option A plans, and the archways over the sign panels shall not be internally illuminated.
2. The projecting sign on Cherry Street with 3 signs on 1 bracket is acceptable as 3 separate sign panels of 4 sf.

Seconded: Andrew Strauss

Vote: 5-0-1, motion carried

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

Department of Planning and Zoning

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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 *SG*
DATE: August 2, 2016
RE: 16-1296MP; 53 Lavalley Lane

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: City-Wide Ward: City-wide

Owner/Applicant: City of Burlington / Water Resources Division, DPW

Request: Tree maintenance plan for water resources infrastructure throughout the city

Applicable Regulations:

Article 5 (Citywide General Regulations)

Background Information:

The applicant is seeking approval of a Tree Maintenance Plan per Sec. 5.5.4, *Tree Removal*, of the Comprehensive Development Ordinance. This section allows property owners to address tree removal and maintenance on their property in 5-year increments without the need for separate zoning permits for each individual tree removal project. In this case, the applicant is seeking approval for a tree maintenance plan applicable city-wide for maintenance of water resources infrastructure. Specifically, the requested maintenance plan would apply to areas outside of public street rights-of-way with water resources infrastructure (work within the public street rights-of-way is exempt from zoning).

This request was before the Development Review Board June 21, 2016. The Board deliberated June 27 and decided to continue review of the requested tree maintenance plan to a future DRB meeting. The following additional information was requested:

- Specify the trigger point for involving the city arborist in proposed tree clearing
- Specify the scope of potential tree removal that will require city arborist review
- Specify the oversight role the city arborist before, during, and after the tree clearing work

A revised tree maintenance plan, developed in conjunction with the city arborist, has been submitted. The above items are addressed within the revised plan.

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

I. Findings

Sec. 5.5.4, Tree Removal:

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

See (b) below.

(b) Tree Maintenance Plans

1. A Tree Maintenance Plan prepared by a certified arborist shall be submitted as a Level I Certificate of Appropriateness... This plan shall include general and specific criteria for removing trees based on the criteria as per Sec. 5.5.4 (a).

The proposed Tree Maintenance Plan has been prepared and updated in conjunction with the City Arborist. It touches on each of the criteria of Sec. 5.5.4 (a) as required.

Tree pruning and removal are addressed within the context of site access and infrastructure maintenance. Initial assessment criteria touch on individual site specifics, alternatives, delineation of potential cutting and pruning, and erosion control measures. The tree maintenance plan also contains a specific tree protection plan for implementation during infrastructure maintenance and construction activities. The tree protection plan outlines procedures to be followed for protection of existing trees, minimizing damage, and tree replacement as needed.

As revised, the tree maintenance plan specifies the trigger point for city arborist involvement. The trigger point mirrors the threshold for typically requiring a zoning permit for tree cutting (i.e. 6 or more trees of 10" or greater caliper or 10 or more trees of 3" or greater caliper). This threshold will pertain to individual maintenance and construction projects related to water resources infrastructure. Regardless of the scope of tree cutting, standards for assessment and implementation of tree cutting and pruning will be followed. The revised plan calls for coordination and consultation with the city arborist as part of initial assessment work – prior to tree cutting. Consideration of alternatives to tree cutting or pruning are articulated within the preliminary assessment criteria. City arborist involvement will continue through project planning and execution, including periodic site inspections at project sites.

As required under state statute, the tree protection plan contains provision for notification of neighboring property owners prior to any tree removal. **(Affirmative finding)**

2. The Tree Maintenance Plan if approved...

This Tree Maintenance Plan, when approved, will be valid for 5 years. **(Affirmative finding as conditioned)**

3. In order to continue tree removal...

For ongoing tree removal on the subject lands beyond the initial approval, the Tree Maintenance Plan must be updated or re-written and approved by the DRB at 5 year intervals. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. This tree maintenance plan is valid for a period of 5-years from the date of approval.

City of Burlington, Vermont DPW Water Resources Division Tree Management Plan

July 2016



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PURPOSE OF TREE MANAGEMENT PLAN.....	2
INITIAL ASSESSMENTS.....	3
PUBLIC OUTREACH.....	3
IMPLEMENTATION	3

ATTACHMENTS

1. Approved Contractors
2. Tree Maintenance Specification

INTRODUCTION

The City of Burlington Department of Public Works Water Resources Division (WRD) is responsible for the maintenance of roughly 149 miles of both sanitary sewer and stormwater piping, 120 miles of water distribution system piping, three wastewater treatment facilities, a water treatment facility, water supply reservoir, and 25 sewage pump stations (hereinafter referred to as “Facilities”).

The majority of the Facilities fall within public ROW or on City Property which provides sufficient space to service, repair, or replace infrastructure without impacts to the Urban Forest. However, a portion of these Facilities are not bound within the public ROW and run “cross country” or are within forested areas. Many of these Facilities fall within easements, expressed or implied. WRDs ability to access and maintain these Facilities is limited by Article 5 of the City’s Comprehensive Development Ordinance, Citywide General Regulations Section 5.5.4 Tree Removal.

The zoning ordinance reads:

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

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

The Ordinance provides for an exemption from the requirement to obtain a permit for individual tree projects with the approval by the Development Review Board of a Tree Maintenance Plan prepared by a certified arborist.

The WRD has drafted this Tree Management Plan in consultation with the City Arborist, Warren Spinner. The City Arborist has requested that his designee be allowed authority to make decisions regarding this Tree Maintenance Plan in his absence. The designee will be a Certified Arborist approved by the City Arborist. For this plan the “City Arborist or designee” will hereinafter be referred to as “City Arborist”.

PURPOSE OF TREE MANAGEMENT PLAN

The WRD Tree Management Plan addresses the need to access and maintain WRD Facilities throughout the City in a comprehensive way that considers the maintenance and care of urban trees. The WRD routinely maintains its properties and cross country easements during maintenance projects and larger capital construction projects in order construct, repair, maintain, stabilize, and replace these assets. This includes the ability to cut down, trim, remove and keep cleared such trees, roots, underbrush, or parts thereof growing within, under, or overhanging the area as may interfere with or endanger the efficient operation and use of the infrastructure. All tree work completed by WRD to access and maintain Facilities will be completed in accordance with the techniques prescribed in the City of Burlington Urban Forestry Master Plan.

The project threshold that will require review by the City Arborist is the trigger that would normally require zoning permit review: tree removal involving six (6) or more trees, each of ten (10) inches or greater in caliper or the removal of ten (10) or more trees, each of which is three (3) inches or greater in caliper. This project threshold will be applied to individual maintenance and construction projects carried out by the WRD to access and maintain Facilities.

When oversight by the City Arborist is required by having met the project threshold, the City Arborist oversight will continue throughout the assessment and implementation phase to insure that the techniques recommended in the Urban Forestry Master Plan are implemented. This oversight shall include review of a project specific Tree Maintenance Plan (hereinafter referred to as “the Plan”) and site visit by the City Arborist prior to any tree removal operations. Any recommended changes by the City Arborist will be incorporated in the Plan. During implementation of the Plan, the City Arborist will periodically inspect the work as necessary to verify all work is accomplished in accordance with the Plan and the techniques referenced in the City of Burlington Urban Forestry Master Plan.

If the project threshold is not met and review by the City Arborist is not required, WRD will still continue to follow the protocols of assessment and implementation in accordance with techniques in the Urban Forestry Master Plan.

INITIAL ASSESSMENTS

Coordination with the City Arborist will be an integral part of the WRDs effort to manage trees that obstruct the ability to access and maintain Facilities. Prior to any tree pruning or removal an Initial Assessment will be performed by a WRD representative and include the City Arborist when required by the project threshold. From the Initial Assessment a project specific Tree

Maintenance Plan will be developed by the WRD. The Plan will depict the limits of work, specific trees to be pruned, cut, and protected.

Goals of these assessments are as follows:

- Identify and delineate dimensions of the easement and any additional land requirements required to access surface or subsurface infrastructure.
- Determine whether alternative construction techniques or access may be better suited to a particular site in order to avoid tree conflicts.
- Determine best possible vehicle and equipment access, which limits the overall area of disturbance.
- Physically indicate which trees require removal, pruning, or other tree maintenance.
- Plan for site restoration based on the State of Vermont Low Risk Site Handbook for Erosion Prevention and Sediment Control and any additional stabilization as required by WRD staff and the City Arborist.

PUBLIC OUTREACH

Prior to any tree removal, adjacent property owners shall be notified of trees that are scheduled for removal. This policy is in accordance with the current Vermont Tree Warden Statutes (Amended 1969, No. 238 (Adj. Sess.), § 6.)

IMPLEMENTATION

Tree Pruning

Where applicable, tree pruning will be performed by a Certified Arborist which the City Arborist would approve for project pruning. A list of approved contractors is in Attachment 1. Pruning will be in accordance with the techniques referenced in the Urban Forestry Master Plan.

Tree Removal

Tree removal will be performed by DPW and, if required by the project threshold, under the supervision of the City Arborist or by an approved contractor. Removal will be in accordance with the techniques referenced in the Urban Forestry Master Plan.

Future Access

The WRD shall determine whether there is a need for continual access to the Facilities to meet routine maintenance schedules. If continual access is necessary, a stabilized construction entrance, consistent with the State of Vermont Low Risk Site Handbook for Erosion Prevention and Sediment Control, shall be installed.

Construction Project Specifications

All construction projects bid out by the WRD that impact trees that would otherwise be subject to the City's Tree Removal zoning ordinance will include a Tree Maintenance Plan Specification. The detailed specification is in Attachment 2.

Attachment 2

TREE PROTECTION PLAN

Description: The purpose of this item is to prevent damage to branches, trunks, and root systems of existing individual trees to remain and to ensure their survival. Provisions under this item include steps to minimize soil and root disturbance, and to construct protection measures for trees and shrubs close to construction areas that are labeled on the Plans as either "save", "protect" or "transplant". The Contractor shall install barrier fence labeled as Tree Protection Zone (TPZ) on the Plans adjacent to existing trees and, prior to any earth disturbance. Barrier fence shall not be removed until the final project inspection. There will be no activity within the TPZ except watering or installation of erosion prevention or sediment control measures where required. Tree protection methods and schedule of work shall be approved by the Engineer.

The Contractor shall hire a Certified Arborist, certified by the ISA, International Society of Arboriculture or equivalent, before construction to assist the Resident Engineer with tree protection measures as part of the Tree Protection Plan and site inspection.

The following is a list of three ISA Certified Arborists:

1. **Limbwalker Tree Service**, Mike Fallis

642 Monument Hill Road

Castleton, VT 05735

or

P.O. Box 733

Shelburne, VT 05482

800 -559 -0422

2. **Treeworks**, Bill de Vos 453

Stone Cutters Way #1

Montpelier, VT 05602 (802)

223-2617

3. **Heritage Tree Service**, Beth Fuehrer and Patrick Grant

2864 Malletts Bay Ave

Colchester, VT 05446

(802) 343-2303

A continuous level of protection shall be provided for trees marked "Save", "Protect" or "Transplant". At the direction of the Resident Engineer, the Certified Arborist shall inspect damage to trees and recommend mitigation treatment and replacement if damaged trees are

determined to need replacement.

Fenced, Tree Protection Zone: No construction may occur within the fenced Tree Protection Zone (TPZ) unless pre-approved. In locations where construction needs to occur within the TPZ due to the proximity of existing trees to the proposed sidewalk, construction may be approved on a case by case basis. Placement of protective, temporary fencing called barrier fence shall extend to the TPZ. The Contractor is prohibited from the following practices within the tree protection zone (fenced area):

Breaking of branches, scraping of bark, or unauthorized cutting, nailing or bolting into trunks; use of plants as temporary support (i.e. cables, leaning equipment). No unauthorized filling, excavating, trenching or auguring within "root zone".

Compaction/driving over the "root zone" caused by heavy equipment or concentrated foot traffic which may significantly alter the soil conditions prior to construction.

Storage of any materials or vehicles within the "root zone".

Dumping of construction waste or materials (including liquids).

Unauthorized removal or relocation of woody plants.

Execution or pre-emption of pre-determined Consulting Arborist responsibilities.

Removal of tree protection barricades or construction fencing prior to completion of project.

Construction shall be conducted so as to minimize impacts on the existing tree root structure. Excavation within the drip-line of the tree itself shall be completed using hand tools only to excavate to depth of base material and design elevation as shown on project cross-sections and typical details.

Barrier Fence shall be used as shown on the plans and as directed by the Engineer for the protection of trees and other landscape features for the delineation of areas as shown on the Plans.

Prior to Construction, site work may not commence until the contractor meets on-site with the Resident Engineer and the Certified Arborist to complete a pre-construction walk through to review and map all construction and work procedures, access routes, storage and tree protection areas relating to the protection of trees marked "Save" or "Protect". Excavation measures beyond the protective fencing but within the drip-line area or TPZ shall be resolved.

All underground utilities and drain or irrigation lines shall be routed outside the Tree Protection Zone. If lines must traverse the protection area, they shall be tunneled or bored under the tree.

Prior to construction, unless otherwise directed by the Resident Engineer, the Contractor shall install physical barrier to remain until all site work has been completed that will consist of:

1. Installation of barrier fencing as detailed on the plans.
2. Installation of weather proof signage, minimum size of 8-1/2" x 11", which reads: "Trees are being protected. No unauthorized trespass is allowed."
3. Fences shall not be relocated or removed without the written permission of the Resident Engineer.
4. The Contractor shall assign an individual on site responsible to oversee continuous maintenance of protective fencing, signs, and to follow tree protection plan
5. If the fenced, tree protection zones are breached by the contractor or subcontractor, a cash fine shall be charged for each violation resulting in damage (this amount shall be determined by the Resident Engineer.)
6. Monitor the water needs of the trees during and after construction.

BRANCH PRUNING - Pruning should be performed to provide adequate clearance for the new sidewalk and for equipment and construction. Clearance during construction shall be identified in advance and approved by the Resident Engineer and the Certified Arborist. All pruning shall be in accordance with the International Society of arboriculture's Best Management Practices for tree pruning and the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.

ROOT PRUNING - The Certified Arborist and the Resident Engineer shall first inspect each tree marked "Save" or "Protect" to determine if the plant may tolerate root pruning considering tree species, age, crown size, site exposure, existing defects, vigor, and severity of necessary root pruning. Root pruning shall occur between the months of March and May. If possible, roots shall first be pruned to sever them cleanly since soil excavation equipment may pull, rip or shatters roots, causing unnecessary damage for some distance towards the tree.

Root pruning shall be completed by root pruning equipment specifically designed for that purpose including large circular saws used to cut concrete and rock saws. The saws must cut through the wood roots to the depth of the required excavation. Root pruning equipment designed primarily for curb and sidewalk repair may cut only 8 to 12 inches deep. Where excavation must occur very close to trees, digging the soil away with a shovel may be necessary, and then cut the exposed root with a saw. Before grading, excavation for gravel base, or trenching, trees (as indicated on plan) shall be root pruned 1 foot outside the tree protection zone by cutting all roots cleanly to a depth of 24 inches, or to a depth of base material indicated on cross-sections or the typical details for the project. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, a narrow trencher with short blades, or other approved root-pruning equipment.

The following procedure is recommended.

1. Stake the edge of excavation.
2. Root pruning shall be done with a stump grinder where possible. Do not use trenchers or backhoes, which may rip the roots closer to the root collar than the intended cut. If a stump grinder cannot be used, roots shall be exposed by hand excavation. All roots 1" or greater in diameter shall be cut with a hand saw or chain saw. Cuts shall be made clean with no tearing of the roots.
3. If it is determined by the Resident Engineer and the Certified Arborist that root pruning equipment cannot be used, dig a trench along the staked line. Equipment such as a backhoe can be used until roots larger than 1 inch in diameter are encountered. Then, dig with a shovel.
4. When a root is encountered, expose it by removing soil by hand, and cut it cleanly with a saw at the outside edge of the trench (towards the tree). Do not paint the cut root end.
5. Replace soil in the trench.
6. Depth of root pruning is typically the same as the depth of excavation, up to 24" depth.

CONSTRUCTION PHASE

When excavation is to be performed near trees or shrubs labeled "Save" or "Protect" on the plans, then the following root protection procedure shall be observed. Contractor shall immediately contact the Resident Engineer or Certified Arborist, should roots larger than 1"

be exposed, for inspection and root pruning. Failure to communicate promptly could result in 100% damage assessment of fines.

1. All roots 4" or greater in diameter shall be left intact and trenches shall be completed by excavating under the root, unless otherwise directed by the Resident Engineer or Certified Arborist.

2. All roots 1" or greater in diameter shall be cut with a hand saw or chain saw. Cuts shall be made clean with no tearing of the roots.

3. All trees affected by construction activity and marked "Save" or "Protect" shall be irrigated on a schedule to be determined by the Resident Engineer and the Certified Arborist. Each watering shall wet the soil within the tree protection zone to a depth of 8 inches unless otherwise directed by the Resident Engineer.

4. Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw.

5. Care shall be taken to avoid breaking tree limbs and branches with construction equipment.

6. If a tree is damaged and not repairable (as determined by the Engineer with assistance from the Certified Arborist) due to the Contractor's negligence, then the Contractor shall replace (at the Contractor's expense) the tree with the same tree of equal value, or two or more trees with a total value equal to that of the damaged tree.

7. If a tree is damaged and repairable, a determination shall be made by the consulting arborist. The tree(s) will be repaired by a Certified Arborist at the contractor's expense. Liquidated damages for trees damaged by construction operations shall be the equivalent of the replacement cost for the damaged tree or shrub plus \$100.00 each to cover administrative costs.

8. If encroachment causes the destruction of a tree(s), as determined by the Resident Engineer and Certified Arborist, the Contractor shall replace the tree(s) with trees of equal trunk diameter. For example, if a 10" diameter tree is destroyed, it shall be replaced with two 5" diameter trees or five 2" diameter trees, etc. The owner may elect to receive a settlement equal to the value of these trees in lieu of planting.

9. The Diameter Breast High (DBH) or Caliper of trees removed shall be the guide for the number of trees to be planted. For example if the

total DBH removed is 30" then ten (10) 3" caliper trees shall be planted. A settlement equal to the value of the trees in lieu of planting may be an option for replacement.

10. Any grading, construction, demolition, or other work expected to encounter tree roots shall be monitored by the Certified Arborist as recommended by the Resident Engineer.

METHOD OF MEASUREMENT. The quantity of Tree Protection to be measured for payment will be on a lump sum basis in the complete and accepted work.

BASIS OF PAYMENT. The accepted quantity of Tree Protection will be paid for at the Contract lump sum price. Payment will be compensation for all tree protection measures including providing and installing barrier fence, branch and root pruning, watering, and all incidentals necessary to complete the work. Partial payments will be made as follows:

- (a) The first payment of 25 percent of the lump sum price will be paid upon installation of all required barrier fence;
- (b) The second payment of 50 percent of the lump sum price will be paid upon completion of 50 percent of the work under the Contract;
- (c) The third payment of 25 percent of the lump sum price will be paid upon removal of all barrier fence.

Payment will be made under:

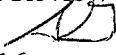
<u>Pay Item</u>	<u>Pay Unit</u>
900.645 Special Provision (Tree Protection)	Lump Sum

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 2, 2016
RE: 12-0764MP; 29-35 Church 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: D Ward: 3C
Owner/Applicant: Nick & Morrissey Development

Request: Amend master sign plan for building to include additional projecting signs

Applicable Regulations:

Article 6 (Development Criteria & Guidelines), Article 7 (Signs)

Background Information:

The applicant is seeking approval to amend an existing master sign plan to include locations for four additional projecting signs. The master sign plan presently includes projecting, parallel, and freestanding signs for the mixed use, multi-tenant building at the corner of Church and Cherry Streets. This request is very simple and amounts to placement of four projecting signs, two on each side of the building facing Church and Cherry Streets. Per Sec. 7.3.5, *On the Record Review*, this application is reviewed on the record by the DRB.

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

I. Findings

Article 7: Signs

Sec. 7.2.3 Signs in Mixed Use Districts

The Cherry Street (southern) façade of the building is subject to the review criteria of this section. Two new projecting signs are proposed along Cherry Street, one at the corner and one further west.

Projecting signs are limited in size to 4 sf, and they must be placed at least 7' 6" above the sidewalk and extend no higher than 18'. They may not project further than 4' from the building. Both projecting signs are within these limitations. **(Affirmative finding)**

Sec. 7.2.4 Signs Regulations for Church Street Marketplace

The Church Street (eastern) façade of the subject building is located along the Church Street Marketplace and is subject to review under this section. All signs along the Marketplace are

subject to review and approval by the Church Street Marketplace District Commission. Along the Church Street façade, two additional projecting signs are proposed.

Projecting signs are limited in size to 8 sf, and they must be placed at least 7' 6" above the sidewalk and extend no higher than 18'. Both projecting signs are within these limitations. **(Affirmative finding)**

Sec. 7.3.2 Applicability

Within any Mixed Use, Enterprise, or Institutional Zoning district, all signs located on a site, building, or a complex of buildings located on a single lot with three or more tenants or owners may be granted a zoning permit if the signs comply with a sign master plan submitted by the building owner and reviewed and approved by the DRB under the provisions of Sec. 7.3.4 below and Article 6.

The subject property is located within the Downtown (mixed use) zone. The building contains more than 3 tenants and is eligible for a master sign plan. **(Affirmative finding)**

Sec. 7.3.4 Flexibility from Existing Standards

*The sign master plan shall be compatible with the site and buildings and character of the surrounding area pursuant to the provisions of Article 6. While individual signs in the plan may vary from the restrictions of Sec. 7.2.3 (signs in Mixed Use Districts), 7.2.4 (signs for the Church Street Marketplace), 7.2.5 (signs in Enterprise Districts), and 7.2.6 (Signs in the Institutional District) in the type and placement of signs on a structure or lot, no individual sign may exceed the size limitations as per Sec. 7.2.3 (a) (3).**

Except for such variations approved by the development review board by acceptance of a master sign plan pursuant to this Article, all other requirements, permits, and restrictions regarding signs shall remain in effect.

**In no case, however, may the total area of all parallel signs exceed the lesser of two hundred (200) square feet or fifteen (15%) per cent of the area of the façade to which they are attached for the length of frontage devoted to such establishment.*

The existing master sign plan varies from the standard sign regulations in terms of sign placement (i.e. above the 1st story) and type (two freestanding signs along Church Street). The new projecting signs included in this proposal do not require any flexibility from standard provisions. They are simply being incorporated into the master sign plan for consistency and ease of future permitting. Article 6 is addressed below. **(Affirmative finding)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

Not applicable.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(g) Make advertising features complimentary to the site

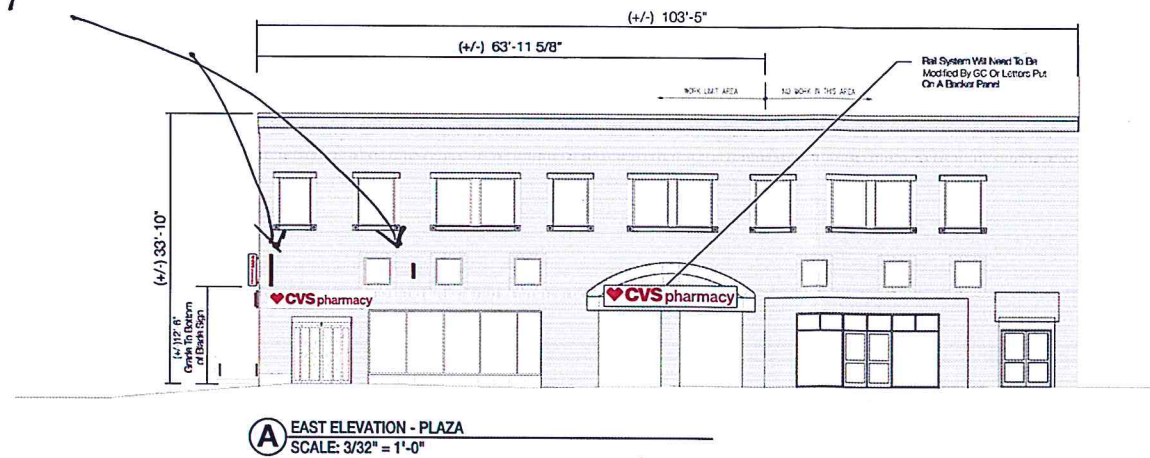
The projecting signs in this proposal are a minor addition to the building's existing master sign plan. They conform to standard sign provisions and reflect the overall design theme for building signs at this property. Halo (i.e. backlit) sign illumination is proposed and is acceptable within the mixed use and Church Street sign provisions. **(Affirmative finding)**

II. Conditions of Approval

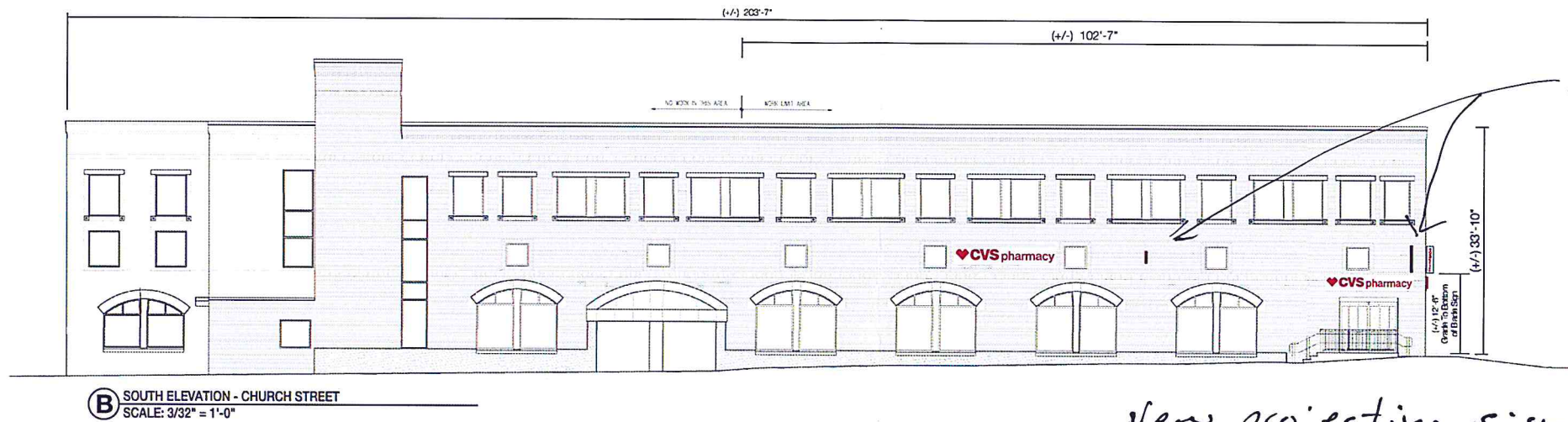
1. All signs included in this master sign plan are subject to separate sign permits prior to installation.

New projecting signs

PROPOSED SIGN PACKAGE



A EAST ELEVATION - PLAZA
SCALE: 3/32" = 1'-0"



B SOUTH ELEVATION - CHURCH STREET
SCALE: 3/32" = 1'-0"

New projecting signs

New projecting signs

NOTES

* BLOCKING INFO: ALL BLOCKING TO BE DONE BY OTHERS.

NOTES

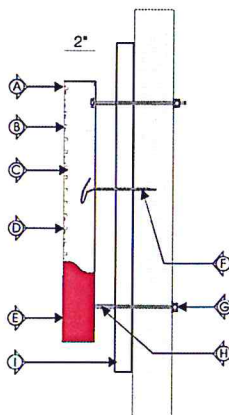
* BLOCKING INFO: ALL BLOCKING TO BE DONE BY OTHERS.

SQUARE FOOTAGE CHART OF ELEVATION SIGNS			
	SIGN TYPE & SIZE	HEIGHTS	PROPOSED SQ. FOOTAGE
A: EAST ELEVATION - PLAZA			
CVS pharmacy	HALO ILLUM CL on BACKER PANEL 1'-3 1/2" H. x 16'-1 3/8" W.	20 1/2" H. 12 3/8" H.	27.53 SQ. FT.
CVS pharmacy	HALO ILLUM CL on BACKER PANEL 1'-4 3/8" H. x 12'-9 3/4" W.	16 3/8" H. 9 7/8" H.	17.48 SQ. FT.
BLADE SIGN	INTERM ILLUM BLADE SIGN 2'-0" H. x 2'-0" W.	5 1/2" H. 2 3/8" H.	4.00 SQ. FT.
BLADE SIGN	INTERM ILLUM BLADE SIGN 4'-0" H. x 1'-0" W.	4 5/8" H. 2 7/8" H.	4.00 SQ. FT.
TOTAL			53.01 SQ. FT.
B: SOUTH ELEVATION - CHURCH STREET			
CVS pharmacy	HALO ILLUM CL on BACKER PANEL 1'-6 7/8" H. x 14'-9 3/8" W.	18 7/8" H. 11 3/8" H.	20.23 SQ. FT.
CVS pharmacy	HALO ILLUM CL on BACKER PANEL 1'-4 3/8" H. x 12'-9 3/4" W.	16 3/8" H. 9 7/8" H.	17.48 SQ. FT.
BLADE SIGN	INTERM ILLUM BLADE SIGN 2'-0" H. x 2'-0" W.	5 1/2" H. 2 3/8" H.	4.00 SQ. FT.
BLADE SIGN	INTERM ILLUM BLADE SIGN 4'-0" H. x 1'-0" W.	4 5/8" H. 2 7/8" H.	4.00 SQ. FT.
TOTAL			45.71 SQ. FT.
TOTAL SIGNAGE			98.72 SQ. FT.

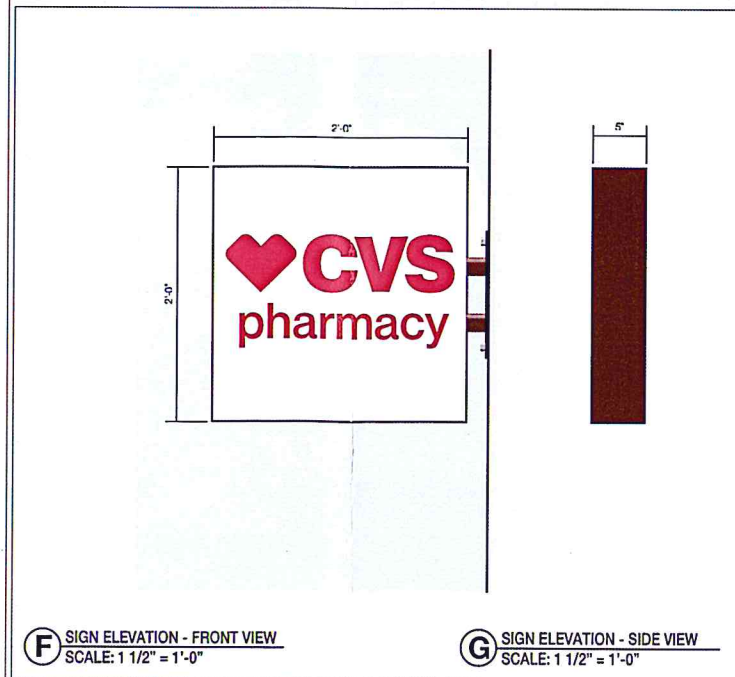
WALL MOUNTED HALO-LIT CHANNEL LETTER ON BACKER PANEL

- SELF CONTAINED
- LED ILLUMINATION

- A .090" ALUMINUM FACE; PAINTED CARDINAL RED
- B LED ILLUMINATION; GE GELOORE WHITE TETRA MAX
- C 120V POWER SUPPLY
- D 3/16" MATTE CLEAR LEXAN BACK
- E .063" ALUMINUM WALLS; PAINTED CARDINAL RED
- F 1/2" ELECTRICAL CONDUIT THRU WALL TO POWER SOURCE FINAL CONNECTION BY OTHERS
- G METHOD OF ATTACHMENT TBD; SHOWN THRU BOLTED W/1/2" THREADED ROD AS REQ'D.
- H ALUMINUM TUBING SPACERS
- I ALUMINUM ANGLE BACKER PANEL



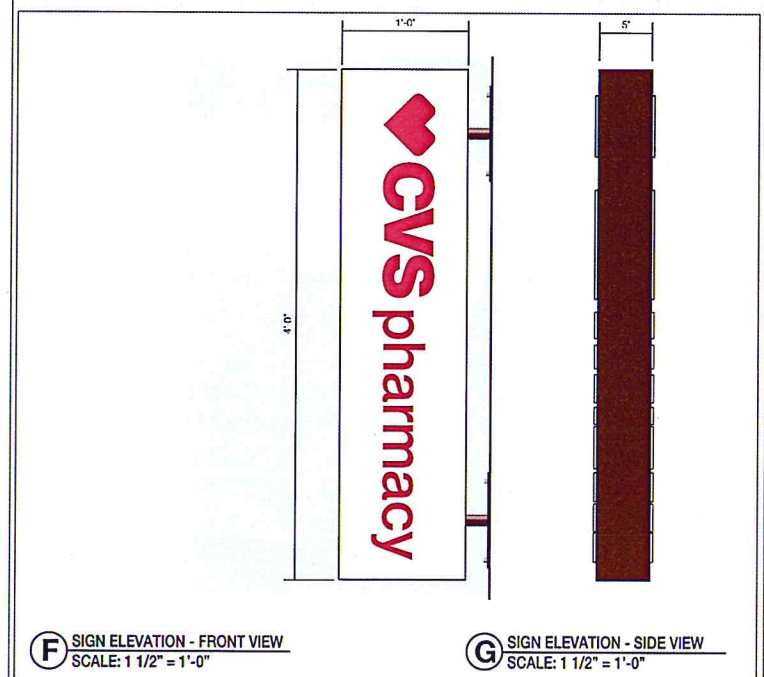
2'-0" HIGH PUSH-THRU ILLUMINATED BLADE SIGNS - QTY:2



F SIGN ELEVATION - FRONT VIEW
SCALE: 1 1/2" = 1'-0"

G SIGN ELEVATION - SIDE VIEW
SCALE: 1 1/2" = 1'-0"

4'-0" HIGH PUSH-THRU ILLUMINATED BLADE SIGNS - QTY:2



F SIGN ELEVATION - FRONT VIEW
SCALE: 1 1/2" = 1'-0"

G SIGN ELEVATION - SIDE VIEW
SCALE: 1 1/2" = 1'-0"

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PLANNING & ZONING

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JUL 14 2015

Poyant
Billboard Brand

105 Simsbury Boulevard
New Bedford, MA 02745
800.544.0961 | poyant.com

CVS pharmacy

85 Church Street
Burlington, VT

Project: 12236
CVS/pharmacy
Exterior Signage Package

Sales: Gary McCoy
Date: 03.07.15
Designer: LR

Note:
This is an original unpublished drawing created by Poyant Signs, Inc. It is submitted for your personal use in connection with a project being planned for you by Poyant Signs, Inc. It is not to be shown to anyone outside your organization, nor is it to be reproduced, copied or exhibited in any fashion until transferred.

Revisions:

3.16.16 LR Rev new heart logo
4.5.16 LR Rev Lease Exhibi
6.20.16 LR Rev new blade sign layout & size per CVS spec
7.6.16 LR Rev reduced linear sets of c/s, c/s on backer panels, blade signs @ 4 sq/ft

Comments:

Approved by:

Date:

Building Signage

Sign Elevation

Handwritten text in the top right corner, possibly a date or signature.

Handwritten text in the middle left area, possibly a date or signature.

Handwritten text in the bottom center area, possibly a date or signature.

notes

559

CITY SPORTS
FREESTANDING SIGN

CHURCH STREET
LOCATION

EXTERIOR
METAL POST
MOUNT

AREA = 9 SQ. FT.

QTY = ONE
TWO-FACED

client

CITY SPORTS

scale

1" = 1'-0"

file name

CITY SPORTS
FREESTANDING R

date

03/15/12

drawing

JMHD

SPARKY POTTE
DESIGN GROUP

WOOD & WOOD

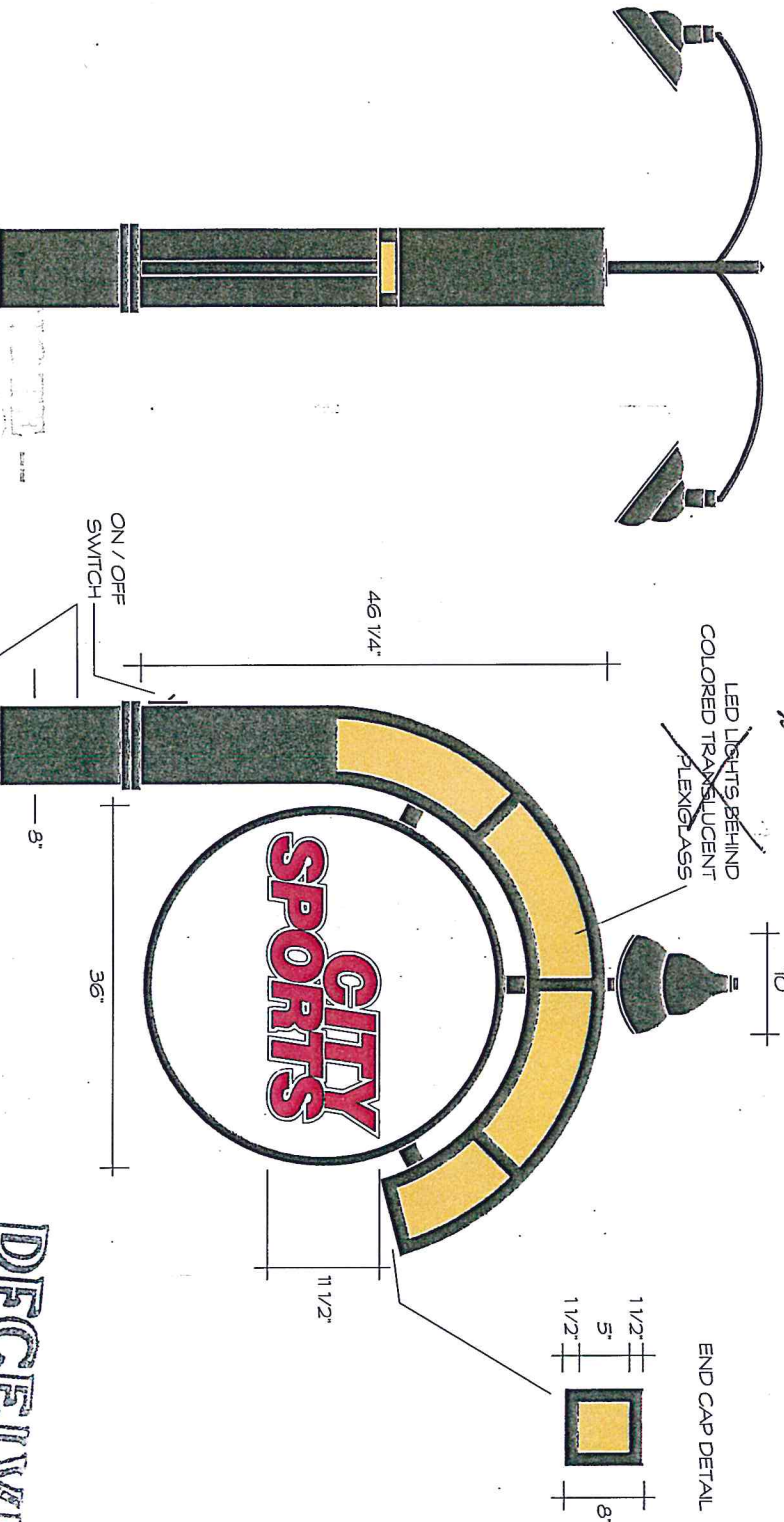
DESIGN • SIGN SYSTEMS
INTERIORS • DECORATIVE ART

59 CARROLL ROAD
WATSFIELD, VERMONT 056

802-496-3000
802-496-7916 FAX
woodwood@madriver.co



Not included



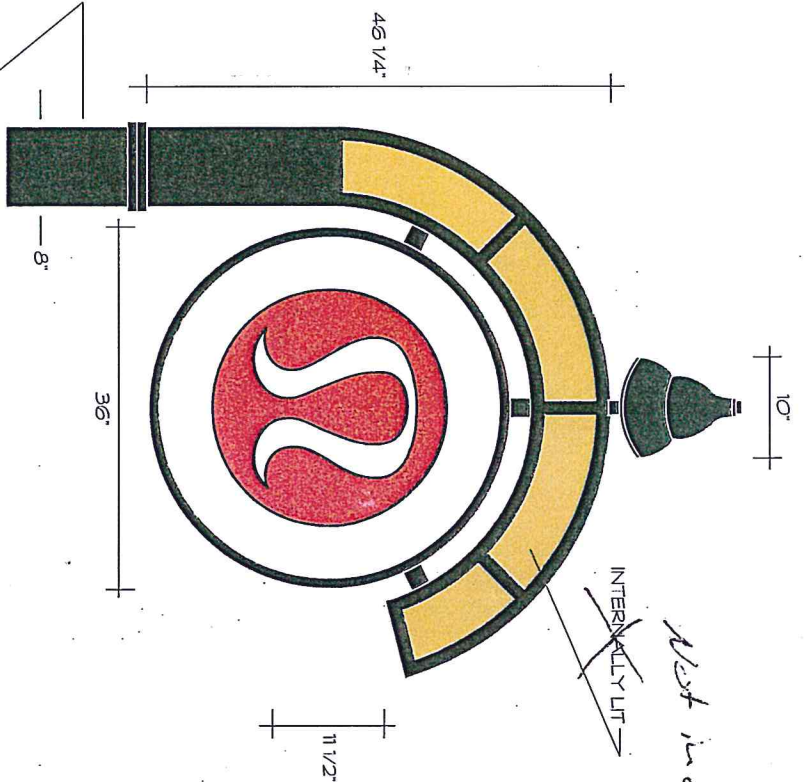
ANY MODIFICATIONS OR DEVIATIONS FROM THESE PLANS
REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
ALL ERRORS IN DIMENSIONS, PLANS OR DETAILING ARE
FULLY THE RESPONSIBILITY OF THE APPLICANT/OWNER.

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SIGNED *[Signature]* DATE *3-29-12*

PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT

APPROVED
DATE



EXISTING SQUARE BLACK METAL POST
SIZE TO BE CONFIRMED

ANY MODIFICATIONS OR DEVIATIONS
REQUIRE ZONING APPROVAL. PLANNING & ZONING
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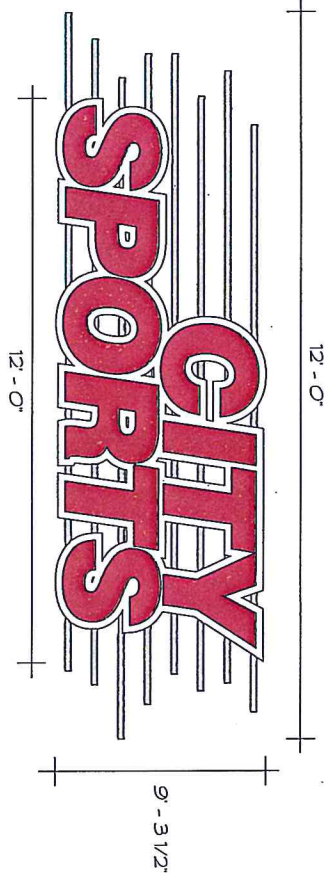
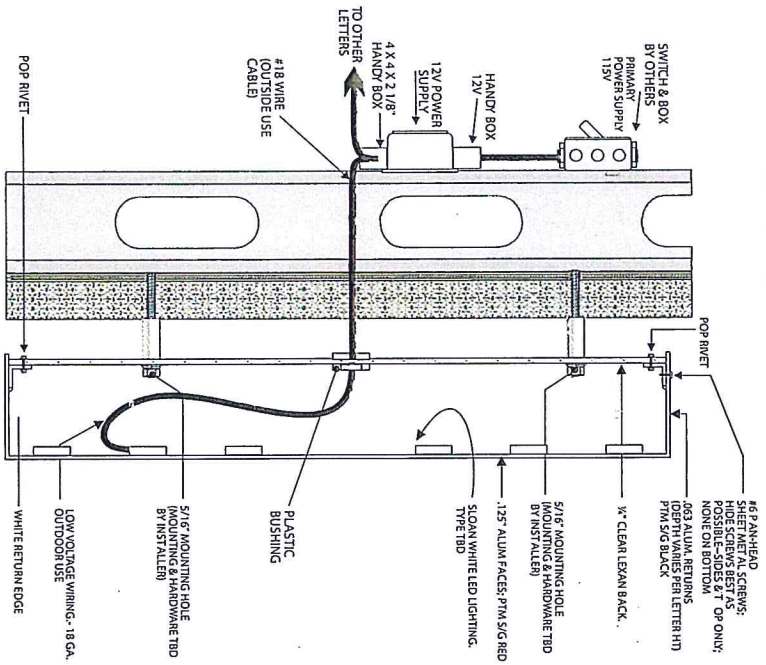
DATE MAR 20 2012

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PLANNING & ZONING APPROVED
BURLINGTON, VERMONT
DATE 3/22/12

notes	#
LULULEMON BLADE SIGN	
CHURCH STREET LOCATION	
EXTERIOR METAL POST MOUNT	
AREA = 9 SQ. FT.	
QTY = ONE	
TWO-FACED	
client	LULULEMON
scale	1" = 1'-0"
file name	LULULEMON, BLADE R2
date	02/28/12
drawing	JMHD
SPARKY POTTE DESIGN GROUP	
WOOD & WOOL	
DESIGN • SIGN SYSTEMS INTERIORS • DECORATIVE ART 98 CARROLL ROAD WATSFIELD, VERMONT 05671	
802-496-3000 802-496-7916 FAX woodwood@madriver.com	

SECTION DETAIL
HALO-LIT LED
SCALE: NTS



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

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

SIGNED

PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT

DEPARTMENT OF
PLANNING & ZONING

APPROVED
DATE

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MAR 20 2012

notes

558

CITY SPORTS
HALO LIT LED SIGN

CHURCH & CHERR
STREET LOCATION

EXTERIOR
BRICK BUILDING
MOUNT

AREA = 32.52 SQ. FT.

CITY = THREE
ONE-FACED

client

CITY SPORTS

scale

AS NOTED

file name

CITY SPORTS
HALO LIT LED

date

03/16/12

drawing

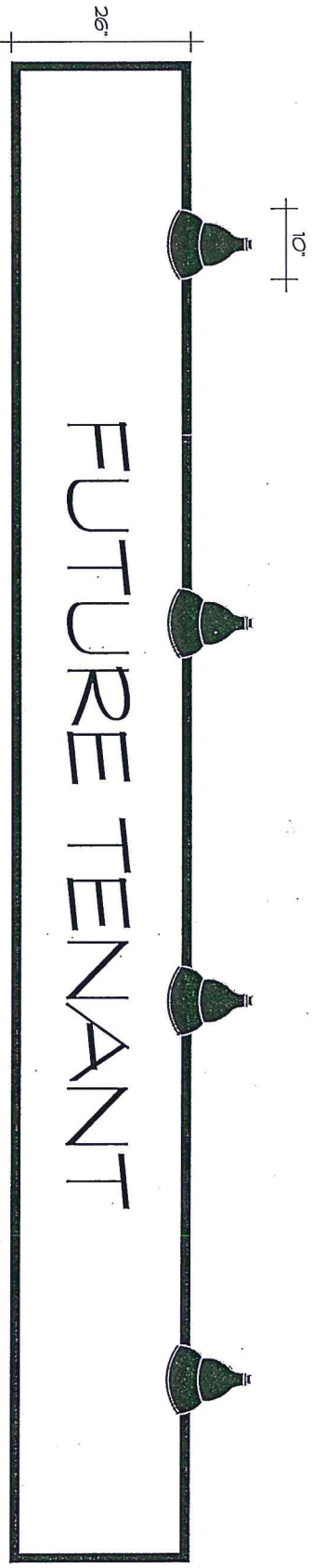
JMHD

SPARKY POTTER
DESIGN GROUP

WOOD & WOOL

DESIGN • SIGN SYSTEMS
INTERIORS • DECORATIVE AT
98 CARROLL ROAD
WATSFIELD, VERMONT 05656

802-496-3000
802-496-7916 FAX
woodwood@madriver.co



ANY MODIFICATIONS OF DEVIATIONS FROM THESE PLANS
 REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
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SIGNED [Signature] DATE 3-29-12
 PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

RECEIVED
 MAR 20 2012

DEPARTMENT OF
 PLANNING & ZONING

APPROVED _____
 DATE _____

notes

 TENANT
 FASCIA SIGN
 CHURCH STREET
 LOCATION
 EXTERIOR
 BRICK BUILDING
 MOUNT
 AREA = 39 SQ. FT.
 QTY = ONE
 ONE-FACED

client
 29 CHURCH

scale
 3/4" = 1' - 0"

file name
 TENANT FASCIA R

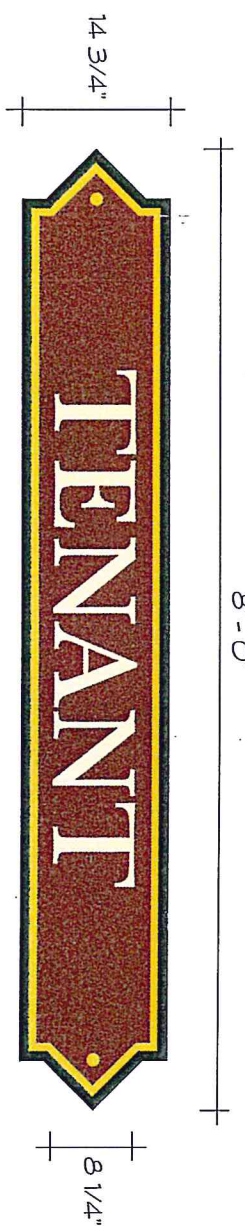
date
 02/29/12

drawing
 JH-HD

SPARKY POTTELL
 DESIGN GROUP

WOOD & WOOD
 DESIGN • SIGN SYSTEMS
 INTERIORS • DECORATIVE ART
 98 CARROLL ROAD
 WATSFIELD, VERMONT 0567
 802-496-3000
 802-496-7916 FAX
 woodwood@madriver.com





FONT OPTION 1: NEWBSKYL BT
 FONTS TO BE DETERMINED BY TENANT LOGO?

ANY MODIFICATIONS OF DEVIATIONS FROM THESE PLANS
 ABOUT THE ZONING ACT, PRIOR TO CONSTRUCTION,
 ALL DEVIATIONS IN DESIGN, PLANS OR DETAILING ARE
 FULLY THE RESPONSIBILITY OF THE APPLICANT/OWNER.

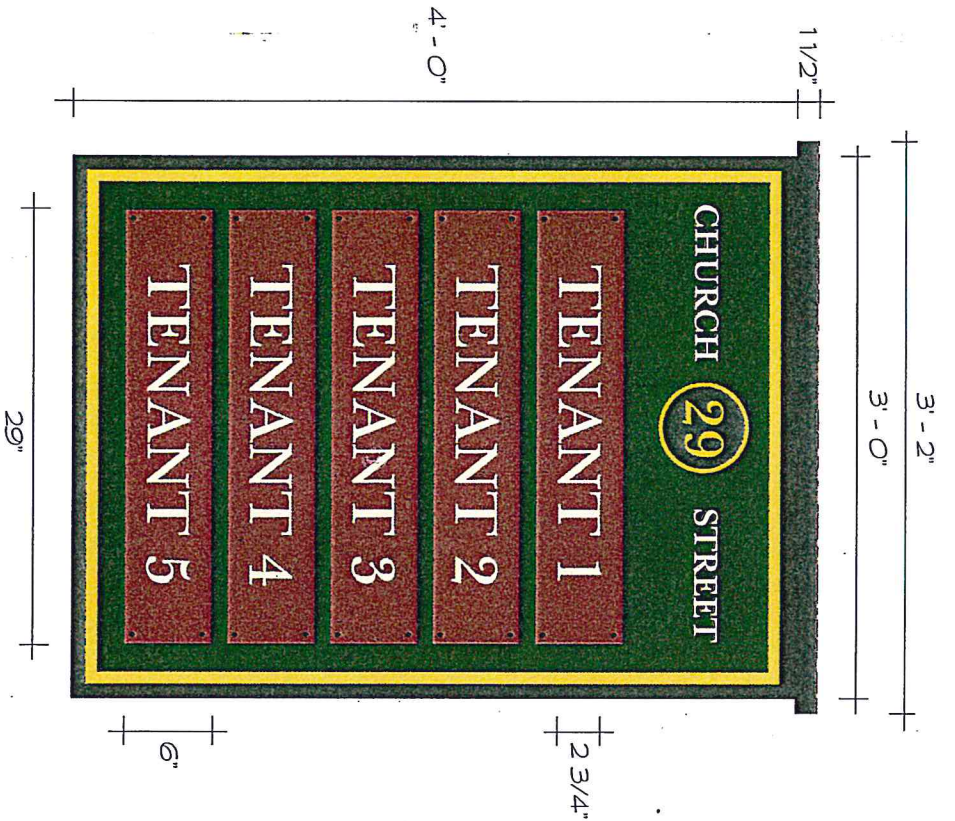
APPROVED
 SIGNED: *[Signature]* DATE: 3/29/12
 PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

RECEIVED
 MAR 20 2012

DEPARTMENT OF
 PLANNING & ZONING

APPROVED _____
 DATE _____

notes	#
TENANT SIGNS	
CHURCH & CHERRY STREET LOCATIONS	
EXTERIOR BRICK BUILDING MOUNT	
AREA = 10 SQ. FT. EACH	
QTY = SEVEN ONE-FACED	
client	29 CHURCH
scale	1" = 1' - 0"
file name	TENANT SIGNS
date	02/27/12
drawing	JM-HD
SPARKY POTTER DESIGN GROUP	
WOOD & WOOD DESIGN • SIGN SYSTEMS INTERIORS • DECORATIVE ART 98 CARROLE ROAD WATSFIELD, VERMONT 05673 802-496-3000 802-496-7916 FAX woodwood@madriver.com	



FONT OPTION 1: NEWBSKVL BT
 FONTS TO BE DETERMINED BY TENANT LOGO?

ANY MODIFICATIONS OR DEVIATIONS FROM THESE PLANS
 REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
 ALL ERRORS IN DIMENSIONS, PLANS OR DETAILING ARE
 FULLY THE RESPONSIBILITY OF THE APPLICANT/OWNER.
 SIGNED *[Signature]* DATE 3/22/12
 PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

RECEIVED

MAR 20 2012

DEPARTMENT OF
 PLANNING & ZONING

APPROVED
 DATE

notes	#
CHURCH STREET TENANT DIRECTOR	
CHURCH STREET LOCATION	
EXTERIOR BRICK BUILDING MOUNT	
AREA = 13.06 SQ. FT.	
QTY = ONE ONE-FACED	
client	29 CHURCH
scale	1 1/2" = 1'-0"
file name	CHURCH DIRECTORY R
date	02/28/12
drawing	JMHD
SPARKY POTTER DESIGN GROUP	
WOOD & WOOD DESIGN • SIGN SYSTEMS INTERIORS • DECORATIVE ARTS 98 CARROLL ROAD WATSFIELD, VERMONT 05673	
802-496-3000 802-496-7916 FAX woodwood@madriver.com	

6' - 0"

CHURCH ST.

FONT OPTION 1: NEWBASKVLL BT

CHERRY ST.

CHURCH ST.

FONT OPTION 2: PADUA

CHERRY ST.

CHURCH ST.

FONT OPTION 2: ACANTHUS SSI

CHERRY ST.

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

MAR 20 2012

DEPARTMENT OF
PLANNING & ZONING

SIGNED

DATE

3-23-12

APPROVED

PLANNING & ZONING DEPARTMENT

DATE

BURLINGTON VERMONT

notes

#

STREET SIGNS

CHURCH & CHERRY
STREET LOCATION

EXTERIOR,
BRICK BUILDING
MOUNT

AREA = 8 SQ. FT.
EACH

QTY = ONE EACH
ONE-FACED;
TOTAL OF TWO

client

29 CHURCH

scale

1" = 1' - 0"

file name

STREET SIGNS

date

02/27/12

drawing

JMH-D

SPARKY POTTER
DESIGN GROUP

WOOD & WOOD

DESIGN • SIGN SYSTEMS
INTERIORS • DECORATIVE ART
98 CARROLL ROAD
WATSFIELD, VERMONT 05671



802-496-3000
802-496-7916 FAX

woodwood@madrivercc.com

APPROX. 14' - 2"

APPROX.
34 1/4"

CHURCH & CHERRY

FONT OPTION 1: NEWBKVLL BT

9"
16"

CHURCH & CHERRY

FONT OPTION 2: PADUA

CHURCH & CHERRY

FONT OPTION 2: ACANTHUS SSI

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REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
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SIGNED

[Signature]

DATE 3-23-12

PLANNING & ZONING DEPARTMENT

DEPARTMENT OF
PLANNING & ZONING
DATE

MAR 20 2012

RECEIVED

notes

#

CHURCH & CHERRY
FASCIA SIGN

CHERRY STREET
LOCATION

EXTERIOR STEEL
BEAM MOUNT;
MEASUREMENTS
TO BE CONFIRMED

AREA =

APPROX. 40.43 SQ. FT.

QTY = ONE
ONE-FACED

client

29 CHURCH

scale

3/4" = 1' - 0"

file name

CHURCH & CHERRY
FASCIA RI

date

02/28/12

drawing

JMHD

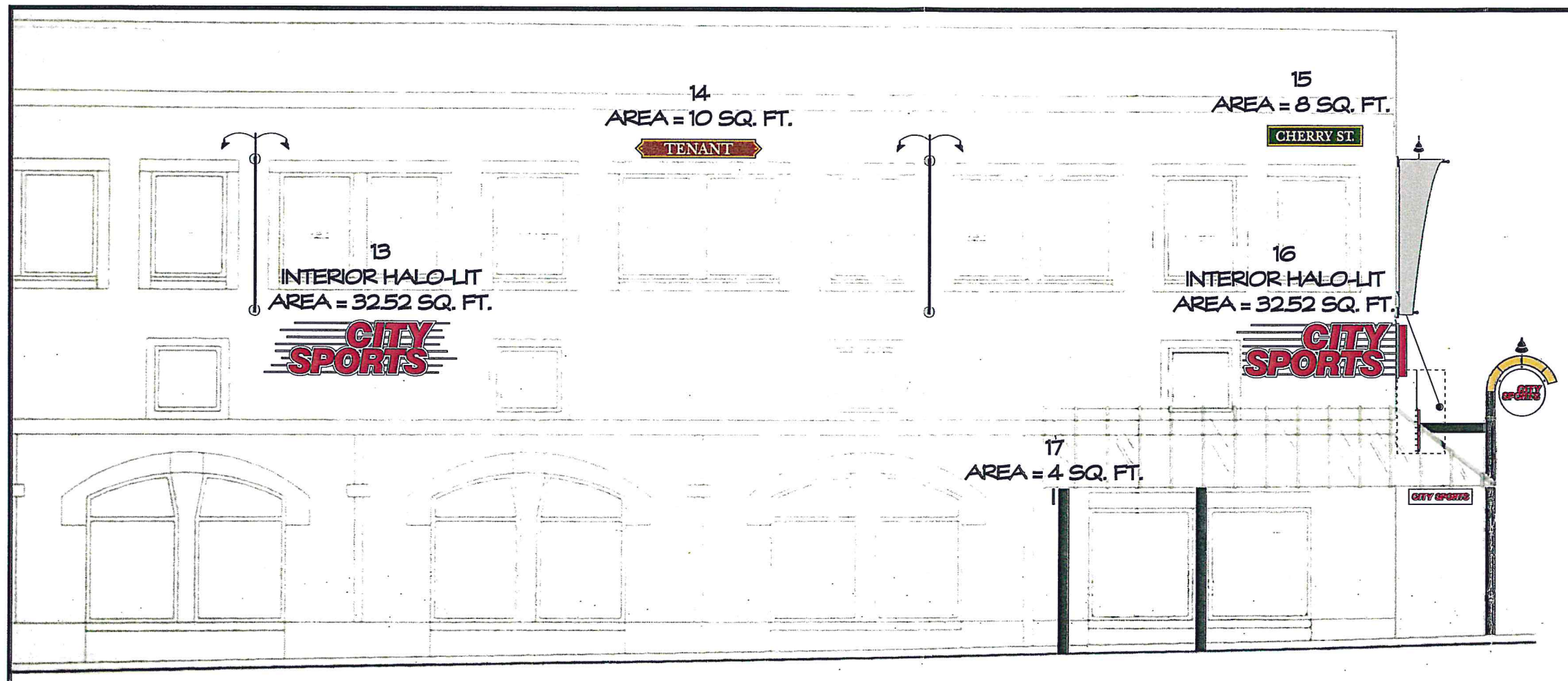
SPARKY POTTER
DESIGN GROUP

WOOD & WOOD

DESIGN - SIGN SYSTEMS
INTERIORS - DECORATIVE ARTS
38 CARROLL ROAD
WATSFIELD, VERMONT 05673



802-496-3000
802-496-7916 FAX
woodwood@madriver.com



CITY SPORTS SOUTH ELEVATION TOTAL PARALLEL SIGN AREA = 65.04 SQ. FT.
 CITY SPORTS SOUTH ELEVATION TOTAL PROJECTING SIGN AREA = 8 SQ. FT.
 TENANT SOUTH ELEVATION TOTAL PROJECTING SIGN AREA = 8 SQ. FT.
 SOUTH ELEVATION TOTAL PARALLEL SIGN AREA = 198.31 SQ. FT.

CITY SPORTS ALLOWED TOTAL OF 238 SQ. FT. FOR SOUTH AND EAST ELEVATION
 CITY SPORTS ALLOWED TOTAL OF 79.9 SQ. FT. FOR EAST ELEVATION (CHURCH ST.)
 CITY SPORTS ALLOWED TOTAL OF 159 SQ. FT. FOR SOUTH ELEVATION (CHERRY ST.)

150' CHURCH ST. X 1.5 PER LINEAR FOOT = 225 SQ. FT. TOTAL PARALLEL SIGNS
 300' CHERRY ST. X 1.5 PER LINEAR FOOT = 200 SQ. FT. TOTAL PARALLEL SIGNS

ANY MODIFICATIONS OR DEVIATIONS FROM THESE PLANS
 REQUIRE ZONING APPROVAL PRIOR TO CONSTRUCTION.
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FINAL APPROVAL
 SIGNED *[Signature]* DATE 3/29/12

PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

No banners or
 banner lighting
 included

RECEIVED

MAR 20 2012

DEPARTMENT OF
 PLANNING & ZONING

APPROVED
 DATE

notes

558

CHERRY STREET
 SOUTH ELEVATION

EXTERIOR
 BUILDING MOUNT

client

29 CHURCH

scale

1/8" = 1' - 0"

file name

CITY SPORTS
 SOUTH ELEVATION B R

date

03/20/12

drawing

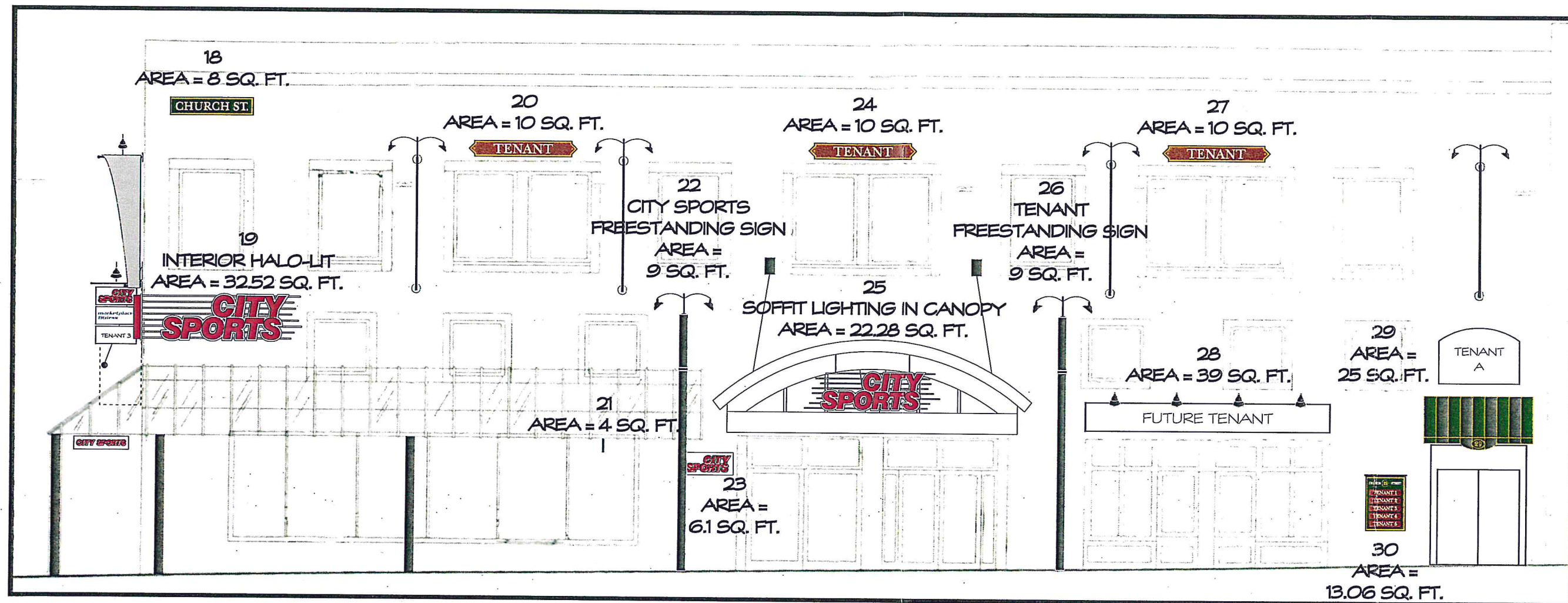
JMHD

SPARKY POTTER
 DESIGN GROUP

WOOD & WOOD
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 INTERIORS • DECORATIVE ARTS
 98 CARROLL ROAD
 WAITSFIELD, VERMONT 05673



802-496-3000
 802-496-7916 FAX
 woodwood@madriver.com



CITY SPORTS EAST ELEVATION TOTAL PARALLEL SIGN AREA = 60.9 SQ. FT.
 CITY SPORTS EAST ELEVATION TOTAL PROJECTING SIGN AREA = 4 SQ. FT.
 CITY SPORTS EAST ELEVATION TOTAL FREESTANDING SIGN AREA = 9 SQ. FT.
 TENANT EAST ELEVATION TOTAL FREESTANDING SIGN AREA = 9 SQ. FT.
 EAST ELEVATION TOTAL PARALLEL SIGN AREA = 175.96 SQ. FT.

CITY SPORTS ALLOWED TOTAL OF 238 SQ. FT. FOR SOUTH AND EAST ELEVATION
 CITY SPORTS ALLOWED TOTAL OF 79.9 SQ. FT. FOR EAST ELEVATION (CHURCH ST.)
 CITY SPORTS ALLOWED TOTAL OF 159 SQ. FT. FOR SOUTH ELEVATION (CHERRY ST.)

150' CHURCH ST. X 1.5 PER LINEAR FOOT = 225 SQ. FT. TOTAL PARALLEL SIGNS
 300' CHERRY ST. X 1.5 PER LINEAR FOOT = 200 SQ. FT. TOTAL PARALLEL SIGNS

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FINAL APPROVAL
 SIGNED [Signature] DATE 3/29/12

PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

No banners or banner

lighting included

RECEIVED

DEPARTMENT OF
 PLANNING & ZONING

APPROVED
 DATE

notes

558

OPTION A

CHURCH STREET
 EAST ELEVATION

EXTERIOR
 BUILDING MOUNT

client

29 CHURCH

scale

1/8" = 1' - 0"

file name

CITY SPORTS
 EAST ELEVATION

date

03/20/12

drawing

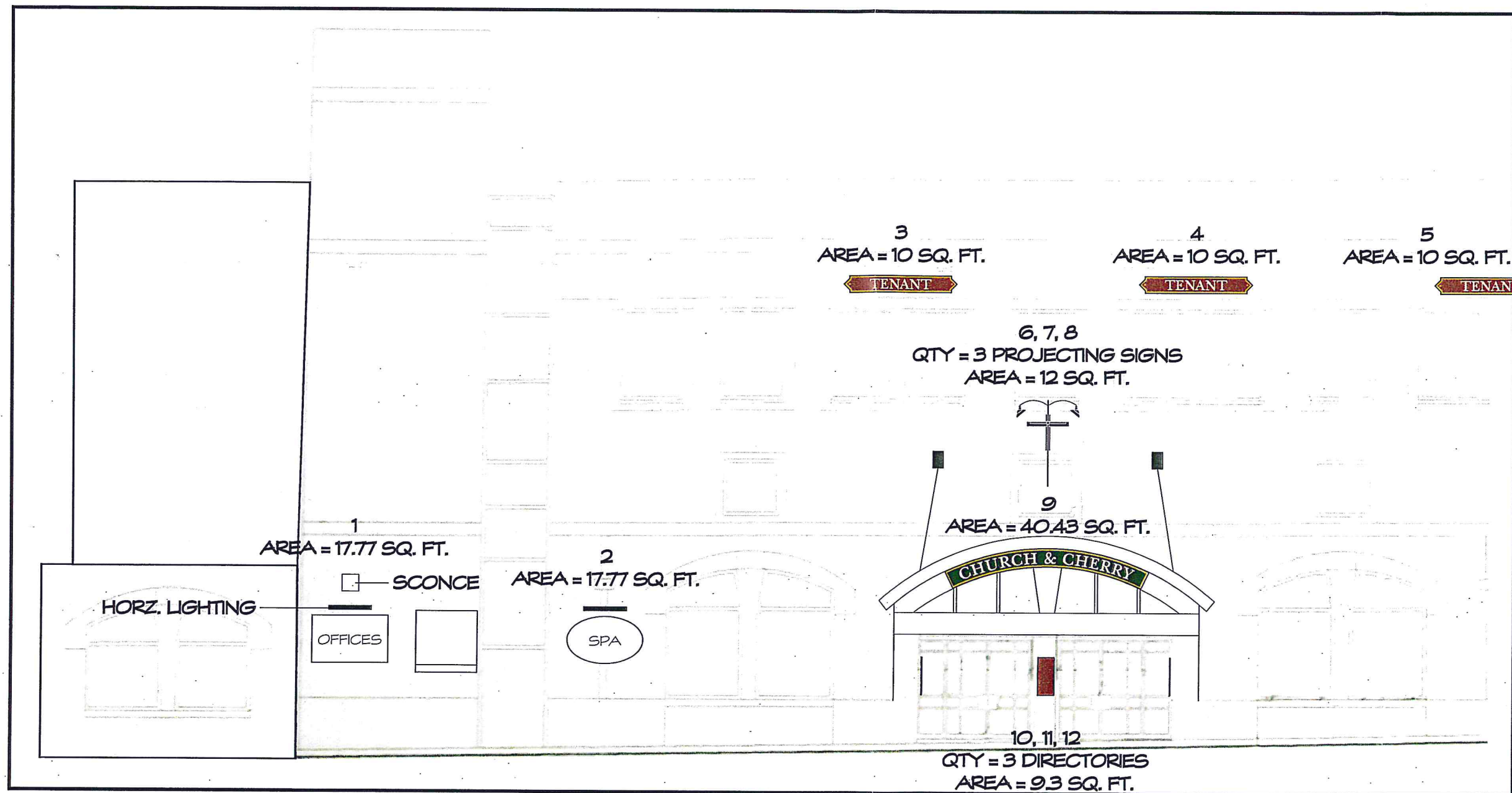
JMHD

SPARKY POTTE
 DESIGN GROUP

WOOD & WOOL
 DESIGN • SIGN SYSTEMS
 INTERIORS • DECORATIVE ART
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 WAITSFIELD, VERMONT 05671

W&W

802-496-3000
 802-496-7916 FAX
 woodwood@madriver.co



CITY SPORTS SOUTH ELEVATION TOTAL PARALLEL SIGN AREA = 65.04 SQ. FT.
 CITY SPORTS SOUTH ELEVATION TOTAL PROJECTING SIGN AREA = 8 SQ. FT.
 TENANT SOUTH ELEVATION TOTAL PROJECTING SIGN AREA = 8 SQ. FT.
 SOUTH ELEVATION TOTAL PARALLEL SIGN AREA = 198.31 SQ. FT.

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 CITY SPORTS ALLOWED TOTAL OF 79.9 SQ. FT. FOR EAST ELEVATION (CHURCH ST.)
 CITY SPORTS ALLOWED TOTAL OF 159 SQ. FT. FOR SOUTH ELEVATION (CHERRY ST.)

150' CHURCH ST. X 1.5 PER LINEAR FOOT = 225 SQ. FT. TOTAL PARALLEL SIGNS
 300' CHERRY ST. X 1.5 PER LINEAR FOOT = 200 SQ. FT. TOTAL PARALLEL SIGNS

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RECEIVED
 MAR 20 2012
 DEPARTMENT OF
 PLANNING & ZONING
 SIGNED *[Signature]* DATE 3/29/12
 PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

APPROVED
 DATE

notes

558

OPTION A

CHERRY STREET
 SOUTH ELEVATION

EXTERIOR
 BUILDING MOUNT

client

29 CHURCH

scale

1/8" = 1' - 0"

file name

CITY SPORTS
 SOUTH ELEVATION A R

date

03/20/12

drawing

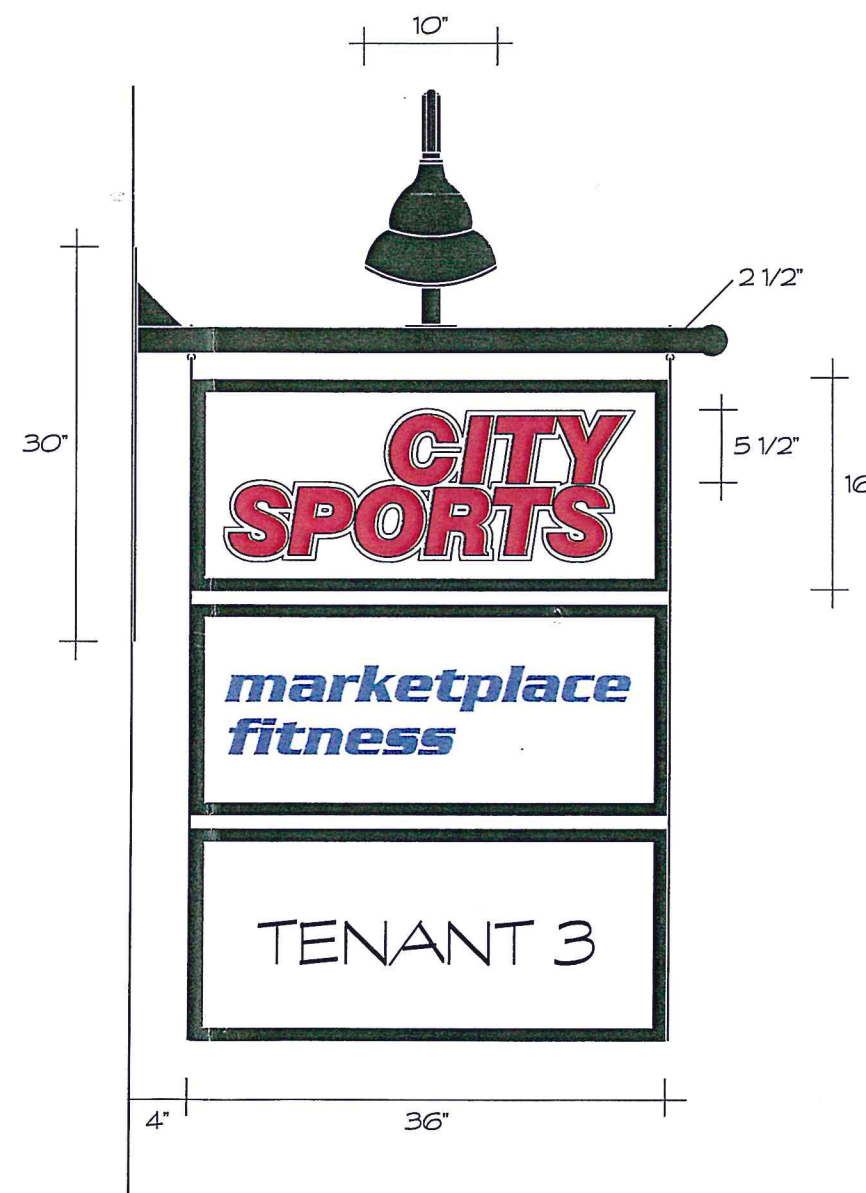
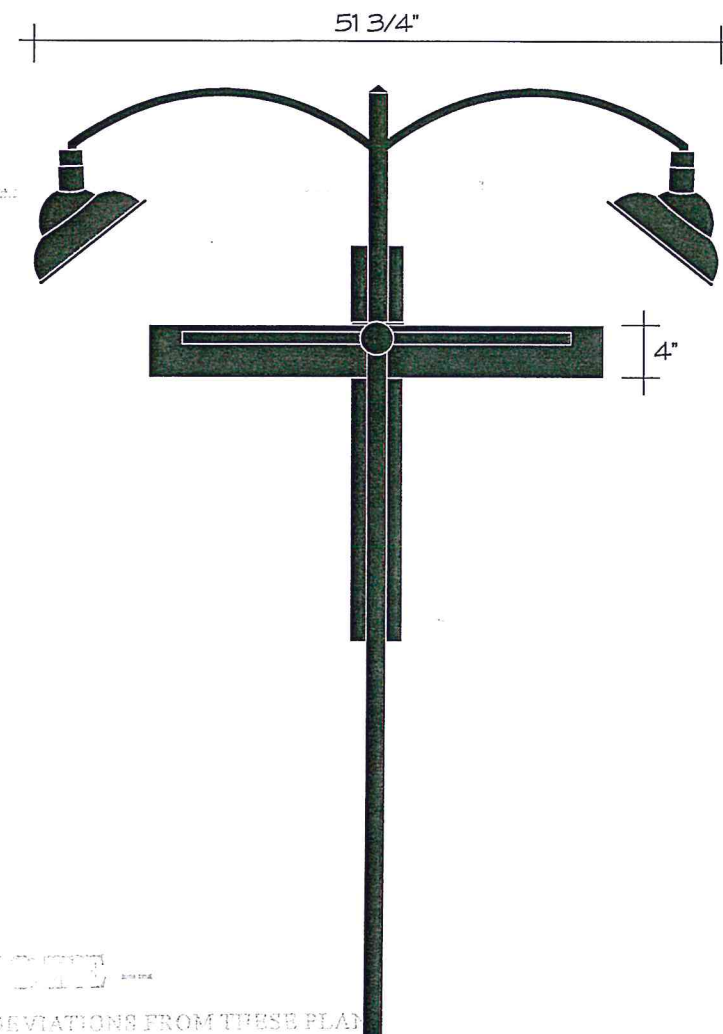
JMHD

SPARKY POTTER
 DESIGN GROUP

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 INTERIORS • DECORATIVE ARTS
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 WAITSFIELD, VERMONT 05673



802-496-3000
 802-496-7916 FAX
 woodwood@madriver.com



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FINAL APPROVAL
SIGNED [Signature] DATE 3/29/12
PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT

APPROVED _____
DATE _____

notes
558
OPTION A
CHERRY STREET TENANT BLADE SIGNS
CHERRY STREET LOCATION
EXTERIOR BRICK BUILDING MOUNT
AREA = 4 SQ. FT. EACH TOTAL AREA = 12 SQ. FT.
QTY = THREE TWO-FACED
client
29 CHURCH
scale
1" = 1' - 0"
file name
CHERRY TENANT BLADE R2
date
03/20/12
drawing
JMHD
SPARKY POTTER DESIGN GROUP
WOOD & WOOD DESIGN • SIGN SYSTEMS INTERIORS • DECORATIVE ARTS 98 CARROLL ROAD WAITSFIELD, VERMONT 05673  802-496-3000 802-496-7916 FAX woodwood@madriver.com

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 *SG*
DATE: August 2, 2016
RE: 15-0801PD; 140 Grove 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: 1E

Owner/Applicant: Bayberry, LLC

Request: Amend final plat approval relative to overall phasing and condition 13 specifically relative to phasing of inclusionary housing units.

Applicable Regulations:

Article 3 (Applications and Reviews) and Article 9 (Inclusionary and Replacement Housing)

Recommendation: Amended final plat approval as per, and subject to, the following findings and conditions:

I. Findings

Background Information:

The applicant is seeking approval to change the phasing plan for construction of the 232-unit residential development. Some relatively minor adjustments are sought for construction sequencing of the 19 multi-family buildings, clubhouse, maintenance garage, and associated site improvements. More significantly, change to the phasing of inclusionary housing units is sought. Rather than provide all inclusionary units in the first 5 phases as presently required, the applicant is seeking to provide the inclusionary units at a rate proportionate to construction of the market-rate units.

Previous zoning actions for this property are noted below.

- 5/19/15, Final plat approval of 232-unit PUD
- 3/20/14, Preliminary plat approval of 245-unit PUD
- 11/10/97, Approval of lot line adjustment with neighboring parcel

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Sec. 3.5.6, Review Criteria

(a) Conditional Use Review Standards

11. Time limits for construction;

The approved phasing schedule includes a total build-out time of just under 4 years. It spans from July 2015 – March 2019. No changes are sought to the total build-out time. The applicant is seeking approval to adjust the sequencing of the phases so that most of the construction on the upper (northwestern) plateau is complete prior to construction within the lower (southeastern) plateau. The changes are best depicted on the proposed phasing plan revised 6/7/16 as compared to the previously approved phasing plan dated 2/13/15. The requested changes have no significant bearing on the build-out of the project and are acceptable. **(Affirmative finding)**

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.18, DRB Review of Proposal for Phasing & Sec. 9.1.19, Timeline for

Availability/Phasing of Inclusionary Units for Issuance of Certificate of Occupancy

Preliminary plat approval for this project included a condition from the DRB requiring that all of the inclusionary units (35 [15% of 232]) be built either first or at a rate consistent with the build-out of the market-rate units.

9. Prior to final plat application, a revised project phasing schedule shall be provided that clearly depicts what will be constructed and when it will be constructed. The phasing schedule shall be consistent with the inclusionary housing requirements of Sections 9.1.18 & 9.1.19 of the CDO. If the inclusionary housing units are to be contained within a single building as presently proposed, the inclusionary housing units must be constructed first. Written acceptance of the proposed inclusionary housing shall be obtained from the city's Housing Trust Fund. The phasing schedule must also provide for the duplex housing units to be built early during the project construction.

For final plat review, the applicant proposed building all of the inclusionary units in the first 5 phases. Note that, because they were to be dispersed in several buildings, construction first was not necessary. The applicant; however, proposed doing so. This proposal was incorporated into condition 13 of the final plat approval:

13. This project approval includes the 2/13/15 "Phasing Plan" and related 2/16/15 "Anticipated Construction Phasing Schedule." Phases 1A & 1B, 2A & 2B, and 3A shall include construction of all 35 inclusionary housing units. Alternation of this schedule shall require separate zoning permit review.

The applicant is having significant difficulty financing construction with all of the inclusionary units within the first 5 phases and is now requesting approval to construct them at a rate consistent with that of the market rate units. Insofar as the inclusionary units will be dispersed throughout the development, provision of them at a rate concurrent with the market-rate units is acceptable. Sec. 9.1.18, *Timeline for Availability/Phasing of Inclusionary Units for Issuance of Certificates of Occupancy*, states that "inclusionary units shall be made available for occupancy on approximately the same schedule as a covered project's market units..." The manager of the city's Housing Trust Fund concurs with the acceptability of the proposed schedule. **(Affirmative finding)**

II. Conditions of Approval

1. Except as specifically modified in this amendment, all conditions of the original final plat approval dated May 19, 2015 shall remain in effect.

2. The amended phasing schedule shall be as depicted on the "Phasing Plan" revised 6/7/16.
3. The inclusionary units shall be made available for occupancy on approximately the same schedule as the market units, except that certificates of occupancy for the last ten percent (10%) of the market units shall be withheld until certificates of occupancy have been issued for all of the inclusionary units.
4. Standard permit conditions 1-15.



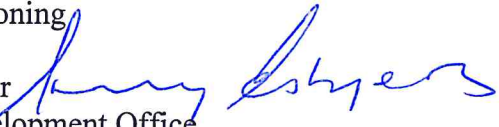
COMMUNITY & ECONOMIC DEVELOPMENT OFFICE

149 CHURCH STREET • ROOM 32 • CITY HALL • BURLINGTON, VT 05401

(802) 865-7144 • (802) 865-7024 (FAX)

www.burlingtonvt.gov/cedo

TO: Scott Gustin, Principal Planner
Department of Planning and Zoning

FROM: Marcy Esbjerg, Acting Director 
Community & Economic Development Office

DATE: July 25, 2016

RE: ZP#15-0801PD; Project located at 140 Grove Street, Burlington
(S.D. Ireland property)

This memo serves to support the applicant's request to the Development Review Board (DRB) to revise the distribution of inclusionary housing units in the project referenced above.

My understanding is that a previous DRB decision required that the applicant provide all necessary inclusionary housing units in the first five phases of this multiphase project. I support the applicant's request to the DRB to allow inclusionary housing units to be assigned proportionally across phases and not consolidated in the first five phases for two reasons: 1) proportional distribution of inclusionary units is consistent with the ordinance language per 9.1.19; and 2) the goal of inclusion is more fully achieved by the distribution of inclusionary housing units evenly throughout a project rather than the concentration of all units in a few buildings.

Please contact me if you have any questions.



EQUAL HOUSING OPPORTUNITY

Brothers Corporation

June 9, 2016

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

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JUN - 9 2016

DEPARTMENT OF
PLANNING & ZONING

Bayberry Apartments, 100 & 140 Grove Street. Amendment application

Scott, please consider this as a formal request to amend Condition 13 of our approvals for our project on Grove Street. The condition currently states: *This project approval includes the 2/13/15 "Phasing Plan" and related 2/16/15 "Anticipated Construction Phasing Schedule". Phases 1A & 1B, 2A & 2B, and 3A shall include construction of all 35 inclusionary housing units. Alternation of this schedule shall require separate zoning permit review.*

We would like to amend both the phasing schedule to allow us to complete more of the buildings on the upper plateau before moving down to the second plateau and we would also like to be able to phase in the inclusionary units as each phase is built rather than having to building all 35 inclusionary units in the first 5 phases. Section 9.1.17 & 9.1.18 specifically speak to phasing and allows this request.

The first 5 phases referenced above allows us to build 88 units. Condition 13 as worded, mandates that 35 of those 88 units be inclusionary (40%). Section 9.1.17 states that in phased projects, *"inclusionary units shall be made available for occupancy on approximately the same schedule as covered project's market units."* If this amendment is granted, we would be required to construct 1 of the first 88 as inclusionary rather than the 40% of the first 88 as the current condition mandates.

Simply stated, constructing 40% of the first 88 units as inclusionary is proving to make financing the first 88 units extremely difficult.

In regards to the phasing plan itself, our marketing team feels that we should construct as many units as possible on the upper level before moving to the lower level.

Attached is a completed application as well as an amended phasing plan.

Thank you,

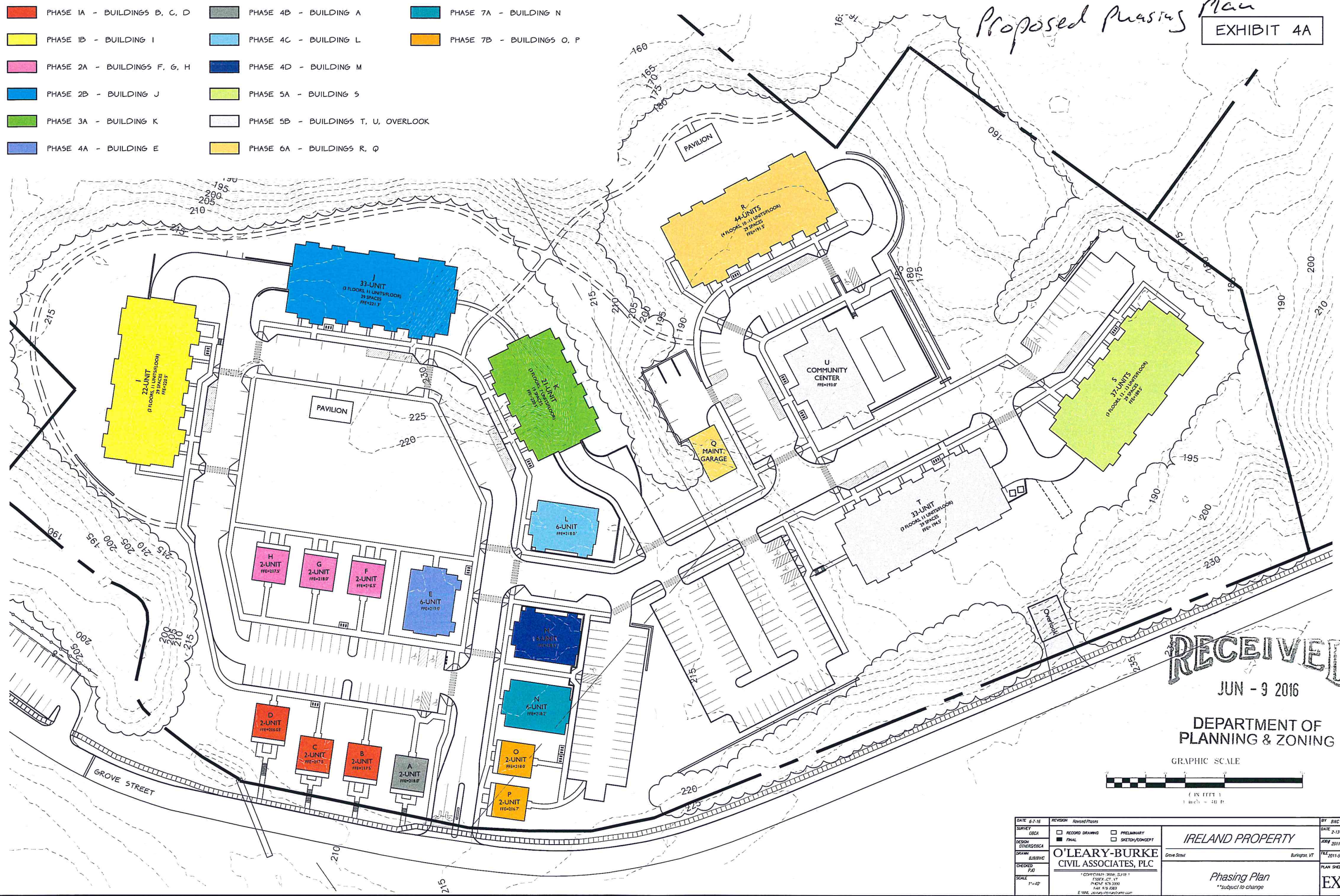


Patrick O'Brien

- | | | |
|--|--|---|
| PHASE 1A - BUILDINGS B, C, D | PHASE 4B - BUILDING A | PHASE 7A - BUILDING N |
| PHASE 1B - BUILDING I | PHASE 4C - BUILDING L | PHASE 7B - BUILDINGS O, P |
| PHASE 2A - BUILDINGS F, G, H | PHASE 4D - BUILDING M | |
| PHASE 2B - BUILDING J | PHASE 5A - BUILDING S | |
| PHASE 3A - BUILDING K | PHASE 5B - BUILDINGS T, U, OVERLOOK | |
| PHASE 4A - BUILDING E | PHASE 6A - BUILDINGS R, Q | |

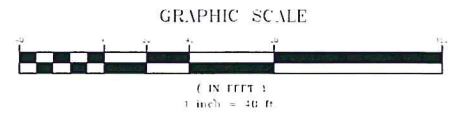
Proposed Phasing Plan

EXHIBIT 4A



RECEIVED
JUN - 9 2016

DEPARTMENT OF
PLANNING & ZONING



DATE: 6-7-16	REVISION: Revised Phases	BY: BNC
SURVEY: OBCA	☐ RECORD DRAWING ☐ PRELIMINARY	DATE: 2-13-15
DESIGN: OBCA	☒ FINAL ☐ SKETCH/CONCEPT	JOB#: 2011-52
DRAWN: BUSBYC		FILE: 2011-52-53
CHECKED: PJO		PLAN SHEET #
SCALE: 1"=40'	O'LEARY-BURKE CIVIL ASSOCIATES, PLC 1 COMPANY: 2008, S.J.H. FISKE, CT, VT PHONE: 875-2003 FAX: 875-2003 E MAIL: JOAN@OBCA.CIVIL.COM	IRELAND PROPERTY Grove Street Burlington, VT <i>Phasing Plan</i> **subject to change

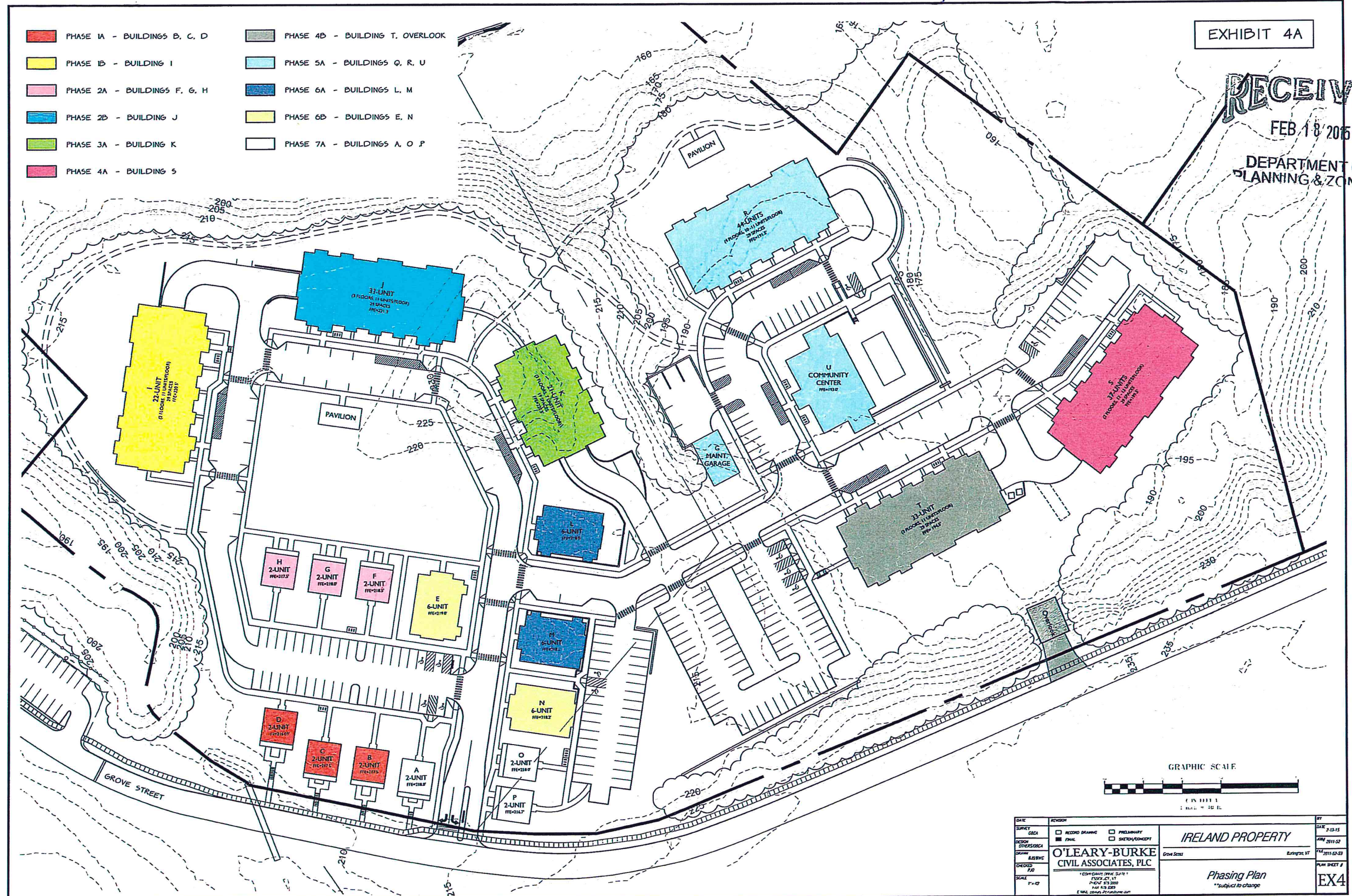
Original Phrasing Plan

EXHIBIT 4A

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FEB 18 1965

FEB 18 2015

DEPARTMENT OF
PLANNING & ZONING



Department of Planning and Zoning

149 Church Street

Burlington, VT 05401

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

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(802) 865-7195 (FAX)

David E. White, AICP, Director
Meagan Tuttle, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, CFM, Associate Planner
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk



MEMORANDUM

To: Development Review Board

From: Ryan Morrison, CFM, Associate Planner

Date: August 2, 2016

RE: ZP16-1225CA/CU; 410 North Street

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

File: ZP16-1225CA/CU

Location: 410 North Street

Zone: RL **Ward:** 1E

Date application accepted: May 6, 2016

Applicant/ Owner: Scott A. & Margaret Gayle Goodwin

Parking District: Neighborhood

Request: Convert a portion of the existing garage into an accessory apartment.



Applicable Regulations:

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

Background:

- Non-Applicability of Zoning Permit Requirements 15-0683NA; interior work only, no change in the number of residential units. December 2014.

Overview:

The applicant proposes to convert a portion of the existing garage into an accessory dwelling unit. The onsite parking area will also be revised to accommodate the required number of parking spaces.

On June 21, 2016, a public hearing was held by the DRB to consider this application. After a 4-3 vote, the DRB continued the public hearing to August 2, 2016. At the request of the DRB, the applicant has provided a revised site plan, lot coverage calculations, a floor plan, and photographs of the property.

In addition to the applicant's new submittals, staff has received a response from Carl Andeer, Staff Attorney I with Vermont League of Cities and Towns, in regards to one citizen comment about requiring a property owner(s) to reside in both the primary and accessory residential dwellings. This email response, dated June 24, 2016, is attached with this staff report, and noted under Article 5, Section 5.4.5 (c) below.

The following sections below have been updated since the June 21, 2016 DRB meeting staff report:

<u>Article 4</u>	<u>Article 5</u>	<u>Article 8</u>
Table 4.4.5-1 (lot size)	Sec. 5.2.3 (coverage)	Table 8.1.11-1 (parking dimensions)
Table 4.4.5-3 (coverage)	Sec. 5.2.5 (b) (4) (setbacks)	
Sec. 4.4.5 (d) (3) (coverage)	Sec. 5.4.5 (a) (acc. units)	
	Sec. 5.4.5 (a) (2) (unit size)	
	Sec. 5.4.5 (a) (3) (coverage)	
	Sec. 5.4.5 (c) (discontinuance)	

Recommendation: Approval, per the following findings and conditions:

I. Findings**Appendix A:**

Accessory Dwelling Unit is a Permitted Use in the RL zoning district. However, Section 5.4.5 (b) CDO, lists three instances when accessory dwelling units are required to obtain conditional use approval. One of those instances when a conditional use permit will be required, as per Sec. 5.4.5 (b) (3), is when there will be an increase in the dimensions of any parking area.

Affirmative finding.

Article 3: Applications, Permits and Project Reviews

Part 5: Conditional Use and Major Impact Review

Section 3.5.6 Review Criteria

(a) Conditional Use Review Standards

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

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

The addition of one new residential unit will have minimal impact on public utilities, facilities and services. A letter of confirmation from DPW will be required to assure adequate sewer capacity. **Affirmative finding as conditioned.**

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

The property is within an established residential neighborhood and a residential zoning district. The RL zoning district is intended primarily for low-density residential development in the form of single detached dwellings and duplexes. This district is typically characterized by a compact and cohesive residential development pattern reflective of the respective neighborhoods' development history. The MDP provides the following support:

- *Support the development of additional housing opportunities within the city...* (MDP, Housing Plan, Page IX-1.
- *Support 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, Housing Plan, Page IX-12.) **Affirmative finding.**

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

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

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

This parcel fronts on North Street. With sidewalks on both sides, North Street provides adequate vehicular and pedestrian access to the surrounding neighborhood. An insignificant amount of additional traffic is anticipated. **Affirmative finding.**

5. *The utilization of renewable energy resources;*

Nothing within the application prevents the use of wind, solar, water, geothermal or other renewable energy resource. **Affirmative finding.**
and;

6. *Any standards or factors set forth in existing City bylaws and city and state ordinances.*
The applicant will be required to secure a state wastewater permit, and any associated trades permits for interior work. **Affirmative finding as conditioned.**

(c) Conditions of Approval

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

1. *Mitigation measures, including but not limited to screening, landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area;*
Not applicable.
2. *Time limits for construction.*
There is a two-year time frame to complete the project.
3. *Hours of operation and/or construction to reduce the impact on surrounding properties.*
Hours of operation do not apply to the proposed accessory dwelling unit. Construction hours are not specified. Typical construction hours in residential areas are Monday – Friday from 7:00 AM – 5:00 PM. Saturday construction may be allowed upon request. No work on Sunday. **Affirmative finding as conditioned.**
4. *That any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions,*
The size of the proposed accessory dwelling unit is limited to 30% of the total habitable floor area of the building, inclusive of the accessory dwelling unit. Any additional physical alteration or change of use will require review and permitting under regulations in effect at that time. **Affirmative finding as conditioned.**
and
5. *Such additional reasonable performance standards, conditions and safeguards as it may deem necessary to implement the purposes of this chapter and the zoning regulations.*
None identified.

Article 4: Zoning Maps and Districts

Section 4.4.5 Residential Districts

(a) Purpose

1. *The Residential Low Density (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 reflective of the respective neighborhood's development history.*
An accessory dwelling unit to an existing single family residence is proposed.
Affirmative finding.

(b) Dimensional Standards and Density

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

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

Single detached dwelling, RL Minimum 60' frontage, RL Minimum 6,000 sq ft lot size.

410 North Street is a long, narrow, 9,964 sq ft lot, with approximately 27 feet of frontage. The property's frontage is considered legally existing, non-conforming. **Affirmative finding.**

Table 4.4.5-2 Base Residential Density

Not applicable per Section 5.4.5 (a) below.

Table 4.4.5-3 Residential District Dimensional Standards

Setbacks – Front yard: the average of 2 adjacent lots on both sides, +/- 5 feet. Side yard: 10% of lot width or the average of the side yard setback of 2 adjacent lots on both sides. Rear yard: 25% of lot depth, but in no event less than 20 feet. The rear yard also has a maximum setback of 75'. Side and rear yard setbacks for the garage are 3.25' and 75', respectively. Front yard setbacks will not apply. The proposal includes no expansion of existing building footprints. **Affirmative finding.**

Maximum Lot Coverage – 35%.

The project only proposes a 3.19% change in lot coverage as a result of the parking area alterations, and the new walkway leading to the new parking space. No other changes will occur to either lot or building footprints. After these revisions, lot coverage will total 31.99%.

Affirmative finding.

(c) Permitted and Conditional Uses

An accessory dwelling unit to a single family residential property is a permitted use per Appendix. A. See Above.

(d) District Specific Regulations

1. Setbacks

A. Encroachment for residential driveways

Not applicable.

B. Encroachment into the Waterfront Setback

Not applicable.

2. Height

No change. Not applicable.

3. Lot Coverage

A. Exceptions for Accessory Residential Features

Not applicable.

4. *Accessory Residential Structures and Uses*

Not applicable.

5. *Residential Density*

A. *Additional Unit to multi-family*

Not applicable.

B. *Additions to Existing Residential Structures*

No additions are proposed. Not applicable.

C. *Residential Occupancy Limits*

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

The residential occupancy provisions of the ordinance will apply to primary residence, and the Accessory Units, General Standards/Permitted Uses (Sec. 5.4.5 [a] - below) will apply to the accessory dwelling unit.

Affirmative finding as conditioned.

6. *Uses*

A. *Exception for Existing Neighborhood Commercial Uses*

Not applicable.

7. *Residential Development Bonuses*

No bonuses are sought. Not applicable.

Article 5: Citywide General Regulations

Section 5.1.2 Structures

Aside from internal modifications to the existing garage, no changes are proposed to the existing residential accessory structure. Not applicable.

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

410 North Street has approximately 27 feet of frontage, less than the minimum frontage requirement of 60 feet. The lot's frontage is considered legally existing, non-conforming

Affirmative finding.

Section 5.2.3 Lot Coverage Requirements

The maximum lot coverage allowance in the RL zoning district is 35%. After the modifications to the parking area, and a new walkway along the eastern rear portion of the primary home, lot coverage will total 31.99%. **Affirmative finding.**

Section 5.2.4 Buildable Area Calculation

Not applicable.

Section 5.2.5 Setbacks

(a) Setbacks Required

No change. Not applicable.

(b) Exceptions to Yard Setback Requirements

4. Accessory Structures and Parking Areas

Parking areas may project into a required side or rear yard setback, provided they are no less than 5 feet from a side or rear property line where such a setback is required. The existing parking area is less than 5' to the west property line. However, the additional gravel parking area to accommodate a parking space in the western side of the garage, and its 24' back-up length, will comply with the minimum 5' setback to the side yard property line. **Affirmative finding.**

6. Shared Driveways

Common or shared driveways along shared property lines and associated parking areas do not have to meet setback requirements along the shared property lines. **Affirmative finding.**

Section 5.2.6 Building Height Limits

No change. Not applicable.

Section 5.2.7 Density and Intensity of Development Calculations

Not applicable per Sec. 5.4.5 (a) below.

Section 5.4.5 Accessory Dwelling Units

(a) Accessory Units, General Standards/Permitted Uses

Where there is a primary structure on a lot which exists as an owner-occupied single family residence, one accessory dwelling unit, that is located within or appurtenant to such single family dwelling, shall be allowed as a permitted use if the provisions of this subsection are met. An accessory dwelling unit means an efficiency or one bedroom apartment that is clearly subordinate to the primary dwelling, and has facilities and provisions for independent living, including sleeping, food preparation, and sanitation. No accessory unit shall be inhabited by more than 2 adult occupants. An accessory unit shall not be counted as a dwelling unit for the purposes of density calculation.

The first sentence above sets the initial requirement that one must meet in order to essentially proceed with applying for an accessory dwelling unit. That is that the primary structure on the lot must first be owner-occupied in order to proceed with an application to permit an accessory dwelling unit. The primary structure is currently occupied by one of the two owners listed on the property deed. The other owner will be removing herself from the deed as a result of this permit, leaving just one owner of record residing on the property (see Condition of Approval # 4).

The proposed one-bedroom accessory dwelling unit will be located in an appurtenant structure. The floor plan identifies a bathroom, kitchen, living, and sleeping space, in addition to the remaining garage use. No more than 2 adult occupants can be permitted within this accessory dwelling. **Affirmative finding as conditioned.**

Additionally, there must be compliance with all the following:

1. *The property has sufficient wastewater capacity as certified by the Department of Public Works;*
The applicant will be required to secure a letter of adequate capacity from DPW for water and sewer services. **Affirmative finding as conditioned.**
2. *The unit does not consist of more than 30 percent of the total habitable floor area of the building, inclusive of the accessory dwelling unit;*
The main residence has 1,240 sf of habitable floor area. The proposal is to convert 520 sf of garage area into the accessory dwelling unit. When combined, habitable floor area will total 1,760 sf. $520/1,760 = 29.5\%$. **Affirmative finding.**
3. *Applicable setback and coverage requirements are met;*
See Section 5.2.5 (b) above. The existing parking area is situated within the 5' side yard setback. However, the proposed parking area expansions will meet the minimum 5' side yard setback. Lot coverage, after additional parking area and walkway space is laid, will total 31.99%. **Affirmative finding.**
4. *One additional parking space which may be legally allocated to the necessary unit must be provided for the accessory unit;*
The site plan shows a total of 3 parking spaces, 2 that are required for the main residence, and 1 required for the accessory dwelling unit. **Affirmative finding.**
and
5. *A deed or instrument for the property shall be entered into the land records by the owner containing a reference to the permit granting the accessory unit prior to the issuance of the certificate of occupancy for the unit. Such reference shall identify the permit number and note that the property is subject to the permit and its terms and conditions including owner occupancy. No certificate of occupancy shall be issued for the unit unless the owner has recorded such a notice.*
A condition of approval will ensure this. **Affirmative finding as conditioned.**

(b) Conditional Use Approval for Accessory Units

If any of the following are also proposed, conditional use approval, as well as development review provisions of Article 6 shall be required:

1. *A new accessory structure;*
The accessory dwelling unit will be located within an existing structure. Not applicable.
2. *An increase in the height of habitable floor area of the existing dwelling;*
No increase in height is proposed. Not applicable.

3. *An increase in the dimensions of any parking area.*

The dimension of the parking area will be increased as a result of this accessory dwelling.

Affirmative finding.

(c) Discontinuance of Accessory Units

Approval of an accessory dwelling unit is contingent on owner occupancy of the single-family dwelling unit as a primary residence. For purposes of this section, owner occupancy means that, after the creation of the accessory unit all individuals listed on the deed for the property must reside in the primary unit or in the accessory unit. If either the primary unit or the accessory unit is no longer owner occupied as a primary residence, the approval for the accessory dwelling unit is void and the kitchen of the accessory dwelling unit must be removed within 90 days with the entirety of the property being occupied as a single unit. When an accessory unit that is the result of additional square footage and/or a new accessory structure is proposed to be removed, revised floor plans and a revised site plan shall be required to be submitted for review and approval. Furthermore, where additional square footage is added to a single family home for purposes of creating an accessory unit and the accessory unit is at any point discontinued, none of the additional square footage shall be eligible for the purposes of increasing the number of unrelated adults that may be allowed to inhabit the property.

One resident, Julia Lynam, brought a concern to the DRB about the statement in (c) above that states: *'For the purposes of this section, owner occupancy means that, after the creation of the accessory unit all individuals listed on the deed for the property must reside in the primary unit or in the accessory unit.'* It is Ms. Lyman's interpretation that that statement means that both the primary and accessory units must be occupied by persons listed on the property deed. If this interpretation were true, then it would be virtually impossible for any property with a single person ownership to be allowed an accessory dwelling unit due to the fact that no one person could occupy both units simultaneously. The key word in the statement above is 'or'. It is staff's interpretation that the use of the word 'or' allows the property owner(s) to occupy either the primary unit, or the accessory unit, after the accessory dwelling unit has been established. Ms. Lyman has submitted comments dated June 16, 2016 and July 25, 2016 (attached).

Further, the attached email from Carl Andeer, Esq., from the Vermont League of Cities & Towns, dated June 24, 2016, cites Title 24, Section 4412(1) (E) VSA, which allows for another unit without the requirement that the property owner(s) live in both the main dwelling unit and the accessory dwelling unit.

There are 2 individuals listed on the deed for the property: Scott A. Goodwin and Margaret Gayle Goodwin. The applicant, Scott Goodwin, states that it will be just himself residing on the premises. Margaret Gayle Goodwin will not reside on the property. Ms. Goodwin has indicated that she will remove herself from the property deed (see attached email dated June 8, 2016).

Affirmative finding as conditioned.

Section 5.4.8 Historic Buildings and Sites

Not applicable.

Section 5.4.9 Brownfield Remediation

Not applicable

Section 5.5.1 Nuisance Regulations

Nothing within the application suggests non-compliance with applicable nuisance regulations and performance standards per the requirement of the Burlington Code of Ordinances.

Affirmative finding.

Section 5.5.2 Outdoor Lighting

No changes proposed.

Section 5.5.3 Stormwater and Erosion Control

Not applicable.

Section 5.5.4 Tree Removal

Not applicable.

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements

Single family uses require 2 parking spaces in the Neighborhood Parking District. Section 5.4.5 (a) (4), above, sets the parking requirement of 1 space for accessory dwelling units. The site plan shows parking for 3 vehicles. **Affirmative finding.**

Section 8.1.11 Parking Dimensional Requirements

The standards in Table 8.1.11-1 below shall be used to ensure safe, adequate, and convenient access and circulation. These standards shall be adhered to except in situations where a lesser standard is deemed necessary by the DRB due to site topography, location of existing or proposed structures, lot configuration, and/or the need to preserve existing trees and mature vegetation.

Table 8.1.11-1 Minimum Parking Dimensions

The minimum parking dimensions for 90° angled parking spaces is 9' x 20', with a minimum back-up length of 24'. The applicant plans on utilizing the 2-car garage for two of the required parking spaces. A 24' back-up length is shown behind both spaces. With the west-sided garage space, the applicant proposes to have the 20' parking space extend out of the garage to accommodate the new bathroom space. It should be noted that nothing in the CDO precludes this type of parking scenario. The third proposed parking space is located along the east wall of the existing home, outside of the shared driveway easement, with a 24' back-up distance identified. **Affirmative finding.**

II. Conditions of Approval

1. No more than 2 adults shall inhabit the accessory dwelling unit.
2. Any additional physical alteration or change of use to the accessory dwelling unit will require a new zoning permit, subject to regulations in effect at the time of permit application submittal.

3. **Prior to the issuance of a certificate of occupancy**, a deed or instrument for the property shall be entered into the land records by the owner containing a reference to the permit granting the accessory unit. The reference shall identify the permit number and note that the property is subject to the permit and its terms and conditions including owner occupancy.
4. Section 5.4.5 (c) requires that all individuals listed on the deed for the property reside in either the primary unit or the accessory unit. Scott A. Goodwin and Margaret Gayle Goodwin are both listed on the property deed. Margaret Gayle Goodwin does not intend to reside on the premises. **Prior to the issuance of a certificate of occupancy**, Margaret Gayle Goodwin shall be removed from the property deed.
5. Construction hours shall be limited to Monday – Friday from 7:00 AM – 5:00 PM. Saturday construction may be allowed upon request to the Development Review Board. No work on Sunday.
6. Vehicles shall not park in the 24' back-up lengths identified on the site plan.
7. The applicant shall secure a letter of adequate capacity from DPW for water and sewer services **prior to release of the zoning permit**.
8. A state wastewater permit will be required, and is the responsibility of the applicant to secure.
9. The applicant shall secure any associated trades permits for the interior work.
10. The applicant/property owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required
11. Standard Permit Conditions 1-15.

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

Ryan Morrison

From: Gayle Goodwin <gayle.goodwin01@gmail.com>
Sent: Wednesday, June 08, 2016 11:21 AM
To: Ryan Morrison; Scott Goodwin; Brian Goodwin
Subject: Scott Goodwin - 410 North Street Accessory Apartment

Ryan,

This email is to let you know that I plan to remove myself from the deed associated with the home on 410 North Street in Burlington Vermont, so that my son Scott Goodwin will be the sole owner of the home and should be able to move forward with his plans for the accessory apartment on his property.

The plan is to have this completed before any construction begins on the accessory apartment.

Please let me know if you have any further questions or concerns.

--

Thanks,

Gayle Goodwin

Ryan Morrison

From: Carl Andeer <candeer@vlct.org>
Sent: Friday, June 24, 2016 3:57 PM
To: Ryan Morrison
Subject: RE: City of Burlington - Accessory Dwelling Unit question

Hi Ryan,

Sarah forwarded me your inquiry, as I was on "phones" when you sent it in.

This zoning bylaw look like it's the city's version of Title 24, Section 4412(1)(E) of the Vermont Statutes Annotated, w
is as follows:

§ 4412. Required provisions and prohibited effects

(1) Equal treatment of housing and required provisions for affordable housing.

...

(E) Except for flood hazard and fluvial erosion area bylaws adopted pursuant to section 4424 of this title, no bylaw shall have the effect of excluding as a permitted use one accessory dwelling unit that is located within appurtenant to an owner-occupied single-family dwelling. An accessory dwelling unit means an efficiency or one-bedroom apartment that is clearly subordinate to a single-family dwelling, and has facilities and provision for independent living, including sleeping, food preparation, and sanitation, provided there is compliance with all the following:

(i) The property has sufficient wastewater capacity.

(ii) The unit does not exceed 30 percent of the total habitable floor area of the single-family dwelling.

(iii) Applicable setback, coverage, and parking requirements specified in the bylaws are met.

(F) Nothing in subdivision (1)(E) of this section shall be construed to prohibit:

(i) a bylaw that is less restrictive of accessory dwelling units;

(ii) a bylaw that requires conditional use review for one or more of the following that is involved in creation of an accessory dwelling unit:

(I) a new accessory structure;

(II) an increase in the height or floor area of the existing dwelling; or

(III) an increase in the dimensions of the parking areas.

We've always had the same interpretation as you--that it allows for another unit--without the requirement that the property owner(s) live in both the main dwelling unit and the accessory dwelling unit. Beyond the fact that neither the state statute nor the city's bylaws mandate this requirement, it would also seemingly go against the implied purpose of the statute/bylaw.

In addition, the state statute, as well as the bylaw's language, restricts the main dwelling unit as being owner occupied but does not have a similar restriction on the accessory dwelling unit, i.e.: "where there is a primary structure on a lot which exists as an owner-occupied single family residence, one accessory dwelling unit, that is located within or appurtenant to such single family dwelling, shall be allowed as a permitted use if the provisions of this subsection are met." If the bylaw/statute meant to restrict the accessory dwelling unit to being only occupied by the property owner, it would also state similar language, something like, "...one accessory dwelling unit, that is located within or appurtenant to such single family dwelling, which shall be owner-occupied, shall be allowed..."

I hope this is helpful, let us know if you have any other questions.

Regards,

Carl Andeer, Esq.
Staff Attorney I, Municipal Assistance Center
(802) 229-9111 (p)
candeer@vlct.org

Vermont League of Cities & Towns
89 Main Street, Suite 4
Montpelier, VT 05602
www.vlct.org

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From: Ryan Morrison [<mailto:rmorrison@burlingtonvt.gov>]
Sent: Wednesday, June 22, 2016 1:10 PM
To: Sarah Jarvis
Subject: City of Burlington - Accessory Dwelling Unit question

Hi Sarah.

We are looking at a zoning permit application to add an accessory dwelling unit within an existing garage, which was heard last night at DRB, and continued to a later date based on a few factors. The following describes one of those factors. A neighbor opposed to the accessory dwelling is arguing that the owner(s) of a property are required to reside in both the primary dwelling and the accessory dwelling – which would be impossible for a 1-person owned property and tends to go against the general intent of accessory dwelling units – at least in my experience.

Section 5.4.5 (a) CDO states “Where there is a primary structure on a lot which exists as an owner-occupied single family residence, one accessory dwelling unit, that is located within or appurtenant to such single family dwelling, shall be allowed as a permitted use if the provisions of this subsection are met”.

Then Section 5.4.5 (c) CDO - Discontinuance of Accessory Units – states “Approval of an accessory dwelling unit is contingent on owner occupancy of the single-family dwelling unit as a primary residence. For purposes of this section, owner occupancy means that, after the creation of the accessory unit, all individuals listed on the deed for the property must reside in the primary or in the accessory unit. If either the primary unit or the accessory unit is no longer owner occupied as a primary residence, the approval for the accessory dwelling unit is void...”

We view the sentence in Sec. 5.4.5 (a) basically as step number one – the owners must reside on the site to be able to apply for an accessory unit – basically getting their foot in the door. And that is reiterated in the 1st sentence in Sec. 5.4.5 (c). The second sentence in that section speaks for itself – after the creation of the accessory unit, all individuals listed on the deed must reside in the primary OR the accessory unit. And then the third sentence furthers that point.

The neighbor is arguing that the property owner(s) would have to reside in both the primary and accessory unit. We disagree. However, the DRB hasn't made their determination on this question. I will be looking into the history of the ordinance to see what the intent was.

412 North Street Apt 2
Burlington, VT 05401
802 777 2964
seren@together.net

July 25, 2016

DRB
Burlington

Dear Board Members:

410 North Street

I am, unfortunately, unable to attend the public hearing for this project on August 2, as I am currently out of the country.

Staff comment has not yet been posted for this project, and I will be unable to see that before the meeting, as I will be in a location where I cannot access the Internet. I write, therefore, without knowing what the staff recommendation on this project is.

I also refer you to my previous submission, for the earlier hearing of June 21, which still stands, and I attach below.

- The DRB is considering a revised plan for a proposal to add an accessory dwelling and the required parking to 410 North Street.

I do not believe that the suggested plan conforms with parking requirements, and I believe it will add considerably to congestion behind the two house, but in the event that the DRB should consider approving this plan, I wish to make the following points:

- The revised plan calls for the use of the existing garage for parking two cars.
- This will require alterations to the garage, i.e. installation of a second door, which I do not see indicted on the plan.
- A third parking place would be perched beside the house.
- The area behind 410 which is currently used for parking two cars would, presumably, be required to be left empty in order to provide turning space for the three vehicles.
- *How could this possibly be enforced?*
- If Mr. Goodwin's plan were approved there would be physical space for five cars to park: two in the garage, two in the (now illegal) parking space and one beside the house. How could this possibly be policed?
- I can see a great temptation for visitors to use the illegal space, for occupants to use the illegal space when they're home for only a short period and for occupants to use the illegal space when their garage is occupied and the City imposes a winter parking ban.
- If I, as the neighbor, saw cars parked in the illegal space, what would be my recourse? Do I call the City every time? I think that is an unreasonable burden.

- If you are inclined to approve this application, please stop and take into consideration the question of enforcement.
- I also ask you to further consider the wording of Ordinance 5.4.5, section (c) which states: *"If either the primary unit or the accessory unit is no longer owner occupied as a primary residence, the approval for the accessory dwelling unit is void . . ."*. This indicates that *both* units must be owner occupied in order to sustain the accessory use.

Thank you for your consideration,
Sincerely,

Julia Lynam

For reference, here is my previous submission:

June 16, 2016

Attn: **Development Review Board of Burlington, VT**

Dear Board Members:

Re: Zoning application # 314184 for 410 North Street

I own and occupy a house at 412 North Street. I have owned this property since June 1997. 410 North Street stands less than 20 feet away from my house, across a narrow dirt driveway which belongs to my property, 412, and over which 410 has a right of way for pedestrian and vehicular access.

I have recently received notice of a Zoning Permit Application for an accessory dwelling at 410 North Street. The current owner of the property has submitted an application to develop an accessory dwelling in the garage. He has told me that he plans to live in either the house or the converted garage, and rent out the remaining bedrooms. I object to this plan on grounds of overcrowding and parking congestion, and I question whether this use is permitted under the accessory dwelling ordinance.

The staff report points out an adverse finding in terms of parking and recommends denial. The applicant reportedly suggested that this could be addressed by habitually reversing out of the driveway: this would be extremely unsafe as North Street is busy with both vehicles and pedestrians, the mouth of the driveway is very narrow, the houses are very close to the road and lines of sight up and down the street are often obstructed by vehicles parked along the road very close to the driveway. (parking on this side of North Street is free and unrestricted and there are no parking bays delineated). Backing out would be extremely hazardous. It only ever happens when a large vehicle, e.g. an SSTA bus, drives into the driveway and can't turn around.

I believe that there is also a non-conformity to ordinance 5.4.5

Before addressing this non-conformity, I'd like to make a few other relevant points:

1. The application includes a statement that there is adequate room for three parking spaces behind 410 North Street. I question this and *I ask that you will have this measurement independently verified, and let me know the result of this verification;*
2. The proposed development would, by increasing rental occupation in a mixed area, have severe adverse impact on the quality of life of the neighborhood in general and for occupants of the adjacent house, 412, in particular;
3. The effect of this proposed development would be to convert one of the few remaining owner-occupied single family houses on the 400 block of North Street into a rental unit housing up to six unrelated individuals: four in the house, and a possible additional two occupants in the garage.
4. This conversion of use of a single family house into a rental which accommodates unrelated individuals runs directly counter to the policy expressed on page IX-2 of the Burlington Municipal Development Plan to: "Encourage the reversion to single family occupancy of properties, especially in areas with high concentrations of student rental housing, which have been converted to multi-unit dwellings". This policy indicates that the conversion of single family to rental units is undesirable.
5. Parking behind 410 is already congested and would become much worse with up to six single people, some, like the applicant, using motor cycles as well as cars, living there. This congestion adversely impinges on the use of the parking area behind 412 by occupants of that house.
6. Wear and tear on my driveway would increase considerably.
7. One of the proposed new windows in the garage looks directly into my backyard at ground floor level at a distance of less than six feet from the property line, seriously encroaching on the privacy of my backyard.

Non-conformity

Ordinance 5.4.5, section (c) states:

"Approval of an accessory dwelling unit is contingent on owner occupancy of the single family dwelling unit as a primary residence."

Throughout the ordinance a clear distinction is made between the "single family dwelling unit" and the "accessory dwelling unit", so this provision indicates that the owner is required to live in the main unit.

And

"If either the primary unit or the accessory unit is no longer owner occupied as a primary residence, the approval for the accessory dwelling unit is void . . ."

This clearly indicates that *both* units must be owner occupied in order to sustain the accessory use.

I understand that precedents exist that have ignored this provision, but the wording is very clear and I ask you to consider this point carefully.

This requirement follows directly from, and reinforces, the provision requiring that “all individuals listed on the deed to the property must reside in the primary unit or in the accessory unit.”

If I may provide an illustration of the use of the terms “either . . . or”, unconnected with this application, please consider a situation in which a statement is made: “If either the set back or the lot coverage is incorrect, the application is void.” This clearly indicates that *both* requirements must be met for the application to be approved.

In the same way, “if either the primary unit or the accessory unit is no longer owner occupied as a primary residence, the approval for the accessory dwelling is void” means that *both* units must be owner occupied. This is not possible with only one owner.

I suggest that this ordinance was very carefully written in order to eliminate the possibility of an investor carving out a small niche for himself from a single family property and renting out all the rest. It was written to preserve the concept of an accessory dwelling unit as an independent living space provided by a family for a family member such as an adult child or a grandparent to live independently within a single family home. While this is not explicitly stated, the provisions of the ordinance, when carefully read, dictate this situation.

Furthermore: Ownership of 410 North Street is not entirely clear as of this date. What is clear, however, is that Scott Goodwin is the only owner intending to reside there. He cannot reside in both units. If he moves into the proposed garage unit, the house itself will no longer be owner occupied, and any approval would be void.

The wording of Ordinance 5.4.5 appears to be specifically designed to prohibit exactly the sort of development being proposed by Scott Goodwin, i.e. an investor creating an independent niche for himself so that he can rent out the entire existing property.

The application submitted by Scott Goodwin for an accessory dwelling at 410 North Street does not conform to the relevant ordinance, 5.4.5, of the Burlington Comprehensive Development Ordinance, and I therefore ask the DRB to deny it.

Sincerely,

Julia Lynam
802 777 2964
seren@together.net

May peace prevail on Earth

Ryan Morrison

From: Maea Brandt <maeabrandt@hotmail.com>
Sent: Tuesday, June 21, 2016 11:53 AM
To: Ryan Morrison
Subject: Zoning Permit application for 410 North St

Hello Assistant Planner Ryan Morrison,

I'm writing to support Julia Lynam at 412 North St, who is very concerned with Mr. Goodwin's plan to turn neighboring 410 North St into a rental with an accessory dwelling, where he would live (public hearing today). I am also very concerned, as more renters here would negatively change our neighborhood. If 410 North St became a rental for individuals with 3 or 4 cars in addition to Mr. Goodwin's vehicle, it would increase the already difficult parking problems, over-run Julia's driveway, increase traffic, and we would struggle to maintain the social fabric of our block. Julia's privacy and driveway would be compromised and if she were unhappy, she might sell, and then her house might become another rental, further compromising our neighborhood.

This happened recently across the street from us. A long-time resident died in the home where he was born and in a short period of time it became an owner-occupied rental and incredibly busy drug house, with messengers arriving at all times of day and night to pick up deliveries. I was scared for my family. The Burlington Police Department did manage to shut down the drug traffic, the owner is in rehab, and the house is now for sale, but the house is now tainted with a history of crime and drug dealing, and that's not appealing to families with children. I hope a family buys it, but it will probably become a rental again, with people who block our driveways, stay up late partying, and who can't even imagine a neighbor kid whose bedtime is at 7:30 pm. Fireworks in the middle of the night have been a major problem, and will be again in the coming weeks.

Please understand that we are reasonable people who see our quality of life eroding in direct relation to the increase in rental houses in our immediate neighborhood. Renters and owner-occupiers can co-exist, but there needs to be a balance to maintain levels of respect for non-student living.

Please help us maintain a Burlington neighborhood to withstand deterioration by denying the transition of 410 North St. to yet another rental with an accessory dwelling.

Sincerely,

Maea Brandt
422 North Street

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JUN 21 2016

DEPARTMENT OF
PLANNING & ZONING

Ryan Morrison

From: richard hillyard <pompeyhccc@hotmail.com>
Sent: Thursday, June 16, 2016 11:02 AM
To: Ryan Morrison
Subject: Re: 410 North Street

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JUN 21 2016

DEPARTMENT OF
PLANNING & ZONING

No, no questions.

Just appreciate your feedback, Ryan. Sounds like an opportunity for lawyers ca ching,

Thanks again,

Richard

From: Ryan Morrison <rmorrison@burlingtonvt.gov>
Sent: Thursday, June 16, 2016 10:01 AM
To: richard hillyard
Subject: RE: 410 North Street

Good morning Richard. I am attaching my staff report for the zoning permit application for the accessory dwelling unit at 410 North Street. The full report packet with attachments will be available on our website later today or tomorrow. (<https://www.burlingtonvt.gov/PZ/DRB/Agendas>) If you are unable to attend the hearing next Tuesday, you may certainly submit written comments, which will be forwarded to the DRB members for their review.

Agendas and Supporting Documents | City of Burlington, Vermont

www.burlingtonvt.gov

Department of Planning & Zoning City Hall, Burlington, Vermont 05401 Phone: 802-865-7188 Fax: 802-865-7195

In response to your question below, it's really going to depend on how the shared driveway was set up — details of which would be found in the easement language or deed. But that would be between the affected property owners. I'm no land use attorney, so I wouldn't be able to comment whether or not the City could be considered an "enabler", as you describe below.

Let me know if you have any questions. Thank you.

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

From: richard hillyard [mailto:pompeyhccc@hotmail.com]
Sent: Wednesday, June 08, 2016 7:55 AM
To: Ryan Morrison <rmorrison@burlingtonvt.gov>
Subject: Re: 410 North Street

Thanks Ryan,

Just one quibble with your "maintenance costs for a shared driveway" comment: If that driveway is the abutter's property, which apparently it is, is it fair that the City might be an "enabler" in increasing the costs of its maintenance without any recourse to the owner?

Thanks again,

Richard Hillyard

From: Ryan Morrison <rmorrison@burlingtonvt.gov>
Sent: Tuesday, June 7, 2016 4:20 PM
To: richard hillyard
Subject: RE: 410 North Street

Thank you for your comments. I will see to it that the DRB members will review your email. I feel that I can only comment on your second point below – our code requires 1 additional parking space for the proposed accessory dwelling unit, which would have to be out of the shared driveway easement. I cannot comment on the remainder of your second point. Maintenance costs for a shared driveway is between the users. I do not know about any tax credits that could be available either.

Your comments will be submitted to the DRB for their review in preparation for the June 21st public hearing. Thank you.

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

From: richard hillyard [mailto:pompeyhccc@hotmail.com]
Sent: Tuesday, June 07, 2016 2:20 PM
To: Ryan Morrison <rmorrison@burlingtonvt.gov>
Subject: 410 North Street

Thanks for inviting comments on the Permit Application for the subject property.

I have essentially two comments:

1).It is my understanding that windows from the proposed dwelling would be intrusive to neighboring properties and yards. This is an undesirable consequence of many "infill developments" in progress in the city, and, in this case, is directly detrimental to the quality of life of long-term owner-occupier abutters.

2).It is not clear what the vehicular "traffic" impact will be. The driveway adjacent to the property is a private driveway, owned and maintained by a neighbor. Increased traffic and possible parking will create further

disturbance and increase maintenance costs for someone else's driveway. If that is OK, is there a reciprocal tax credit to the driveway's owner in the proposal?

In summary, it seems that this is a poorly (selfishly) thought out proposal that will directly affect the quality of life of immediate abutters. Therefore I would recommend denial of this permit application in its current form.

Richard Hillyard
43, High Grove Court

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JUN 21 2016

DEPARTMENT OF
PLANNING & ZONING

Rec @ 6-21-16
DRB Mtg.

Burlington Development
Review Board

I am a 70+ resident
North Street. Over the
years I have witnessed
historic single family
homes become repair
houses and now re
homes for college stu
doors and dividers are
installed into living
and dining areas to be
additional bedrooms.

I am against the removal
of the garage at 410
becoming a dwelling.
The driveway at 410
North is a single driveway
and used by both residents.

Once again another
can be named North
extension is tenants
friends are in and
of these driveways.

susan G.
komen. 

komen.org

The Running Ribbon is a registered trademark of Susan G. Komen.

Alma Anderson
Housewife of
421 Kent Street

Is the city going
to require the colleges
and university to build
something for the student?
If we want affordable
housing in the city we
need to have students live
on campus either in
apartments or houses or
something provided by their
university.

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MAY - 6 2016

Re: Zoning Permit Application for the change of space of 410 North Street's garage from garage space
an accessory apartment. DEPARTMENT OF PLANNING & ZONING

I recently bought 410 north Street on May 2nd, 2016 and would like to turn the existing garage with an already renovated studio space into an accessory dwelling. The current property has 2 parking spaces in addition to a garage bay. To accommodate an exterior third parking space, we would like to add 14' of gravel on the north and south side of the parking lot. This would increase our lot coverage from 26.4% to 27.7%, a total net increase of 1.3%. We are still leaving about half of the garage bay as the accessory dwelling would exceed 30% of the allowable livable space. This plan would make the accessory dwelling 429sf which would be about 25.7% of the total livable space on the property.

We are adding three 2' wide double hung wood windows. A toilet, bathtub/shower, bathroom sink, kitchen sink, and an electric oven will be added.

If you have any questions or concerns, please do not hesitate to call me. I am also very flexible and would be very willing to adjust anything to make this work.

Sincerely,
Scott Goodwin

Attachments: Zoning Permit Application
Check for \$80
Photographs of the Garage
Site and Architectural drawings

Cc: Sagoodwi@uvm.edu (802) 922-6336



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

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MAY - 6 2016

DEPARTMENT OF
PLANNING & ZONING

Zoning Permit Application

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

PROJECT LOCATION ADDRESS: 410 North Street, Burlington, VT 05401

PROPERTY

OWNER*: Scott Goodwin

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

POSTAL ADDRESS: 410 North Street

CITY, ST, ZIP: Burlington, VT, 05401

DAY PHONE: 802-922-6336

EMAIL: Sagoodwi@uvm.edu

SIGNATURE: Scott Goodwin

I am the owner. In addition, I duly authorize the applicant (if noted) to act on my behalf for all matters pertaining to this zoning permit application.

APPLICANT: Scott Goodwin

POSTAL ADDRESS: 410 North Street

CITY, ST, ZIP: Burlington, VT, 05401

DAY PHONE: 802-922-6336

EMAIL: Sagoodwi@uvm.edu

SIGNATURE: Scott Goodwin

Description of Proposed Project: We will be turning the existing garage into an accessory dwelling. We will be adding gravel to expand the current parking configuration into 3 parking spaces. We will be adding double hung wood windows. And adding a full kitchen and bathroom.

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

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

• **Does your project involve new construction, addition, alteration, renovation, or repair to a structure that is heated or cooled?** Yes ☒ No ☐

(If yes, the Vermont Residential Building Energy Standards (VRBES) apply. Visit the P&Z Office, Public Service Board or PSB website for details)

• **Will 400 sq ft or more of land be disturbed, exposed and/or developed?** Yes ☐ No ☐

(If yes, you will need to submit the 'Erosion Prevention and Sediment Control Plan' questionnaire, with a site plan)

• **For Single Family & Duplex, will total impervious area be 2500 sq ft or more?** Yes ☐ No ☐

(If yes, you will need to submit the 'Stormwater Management Plan' questionnaire, with a site plan)

• **Are you proposing any work within or above the public right of way?** Yes ☐ No ☐

(If yes, you will need to receive prior approval from the Department of Public Works)

Estimated Construction Cost (value)*: \$ 21,000.00

(*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: RV Eligible for Design Review? ☒ Age of House 1690 Lot Size 10950

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

Check No. 191 Amount Paid 00 Zoning Permit # 16-1229

192

150

April 2016

410 North Street
Garage Renovations

Scott Goodwin (Owner)
802-922-6336
410 North St.
Burlington, VT 05401

Permit Set
Revised 7/22/16

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JUL 22 2016

DEPARTMENT OF
PLANNING & ZONING

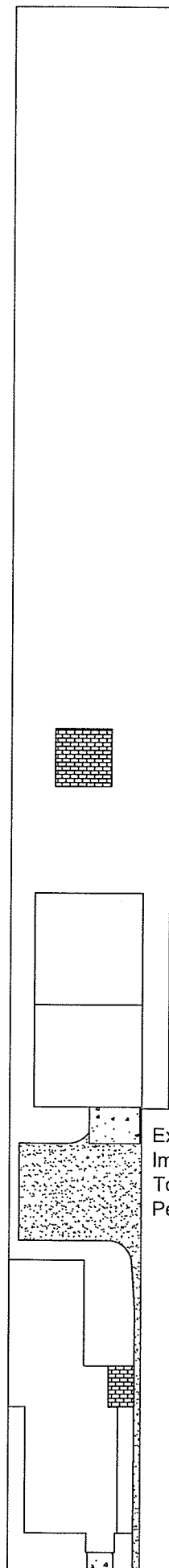
0' 10' 20' 30' 50'

Existing Site
Plan

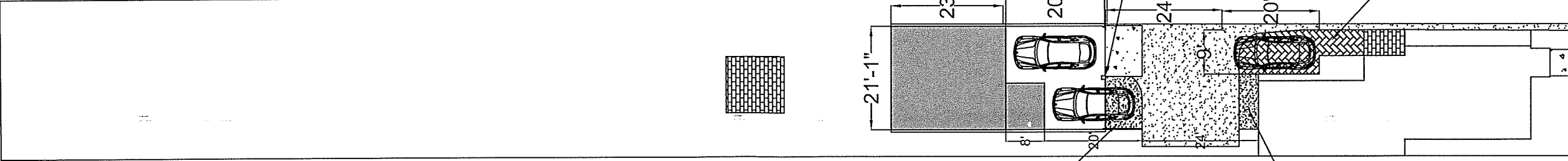
EX-1

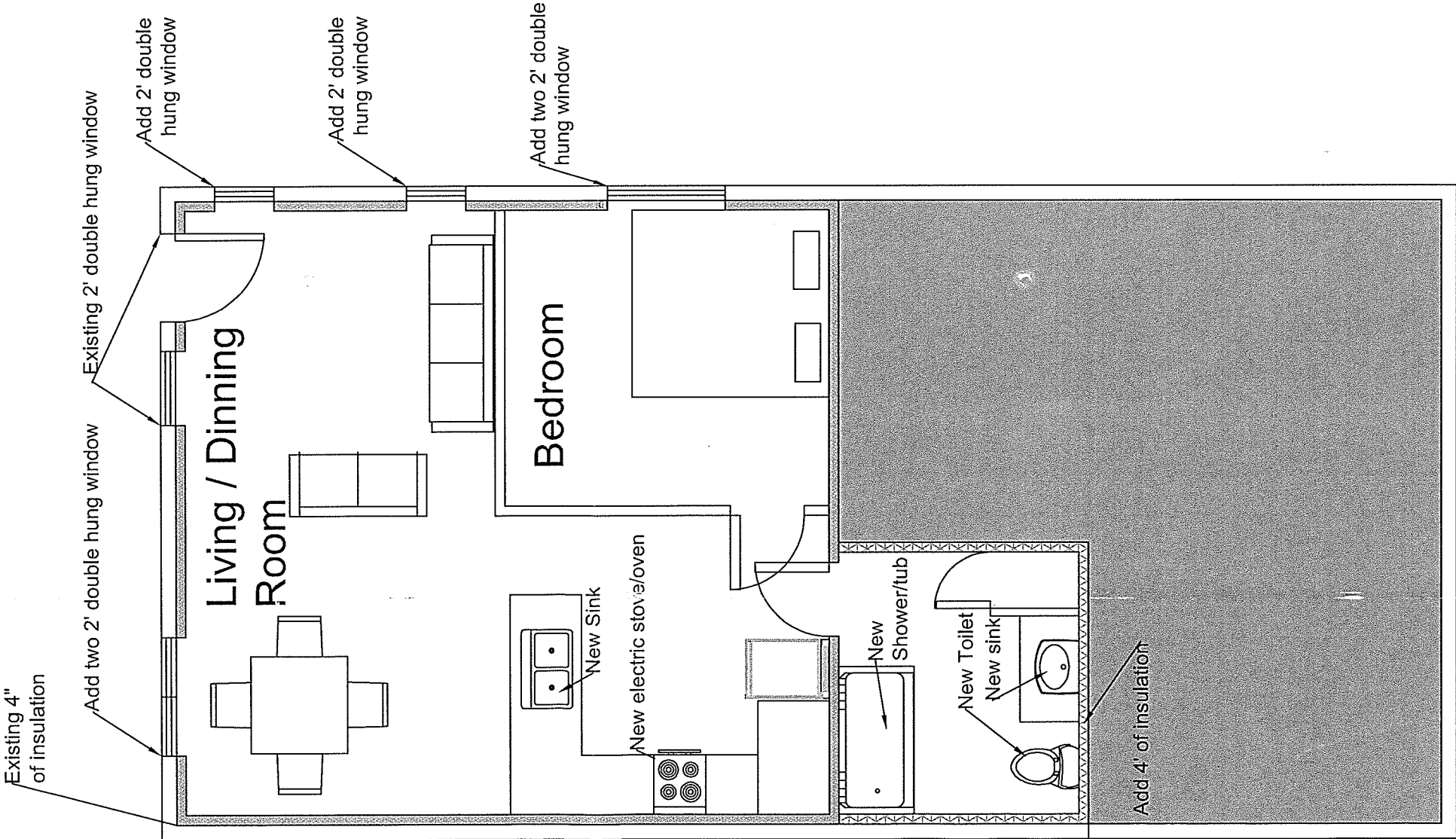
Date:
7/22/16

Scale:
1/2"=10'



Existing Lot Coverage
Impervious/ lot coverage = 2878.5sf
Total Area = 9964.4
Percent Impervious = 28.8%

	Existing Lot Coverage Impervious/ lot coverage = 2878.5sf Total Area = 9964.4 Percent Impervious = 28.8% Proposed Lot Coverage Impervious/ lot coverage = 3188.3sf Total Area = 9964.4 Percent Impervious = 31.99% Net Change = 3.19%
410 North Street Garage Renovations	Scott Goodwin (Owner) 802-922-6336 410 North St. Burlington, VT 05401
Permit Set Revised 7/25/16	
	
Proposed Site Plan	
SP-1	
Date: 7/25/16	Scale: 1/2"=10'

Main Dwelling Finished Area = 1240 sf Accessory Finished Area = 520 sf Total Finished Area = 1760 Percent = 29.5%  The floor plan includes the following annotations: - Existing 4" of insulation (pointing to the exterior wall of the Living / Dining Room) - Add two 2' double hung window (pointing to the exterior wall of the Living / Dining Room) - Existing 2' double hung window (pointing to the exterior wall of the Living / Dining Room) - Add 2' double hung window (pointing to the exterior wall of the Living / Dining Room) - Add 2' double hung window (pointing to the exterior wall of the Bedroom) - Add two 2' double hung window (pointing to the exterior wall of the Bedroom) - New Sink (pointing to the kitchen sink) - New electric stove/oven (pointing to the kitchen stove) - New Shower/tub (pointing to the bathroom shower/tub) - New Toilet (pointing to the bathroom toilet) - New sink (pointing to the bathroom sink) - Add 4' of insulation (pointing to the exterior wall of the Bathroom)	410 North Street Garage Renovations Scott Goodwin (Owner) 802-922-6336 410 North St. Burlington, VT 05401 Permit Set Revised 7/25/16 RECEIVED JUL 25 2016 DEPARTMENT OF PLANNING & ZONING 0' 10' 20' 30' 50' Architectural Plan A-1 Date: 7/25/16 Scale: 1/4"=1'
--	---

	Existing	Proposed	Total
Patio	139		
Garage	969		
Parking lot / driveway	684		
New - South of garage		77	
New - North of house		45	
New - Brick Pavers		187	
House	1022		
Side entrance walk	44		
Front entrance walk	21		
Total	2879	309	3188



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JUL 07 2016

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PLANNING & ZONING

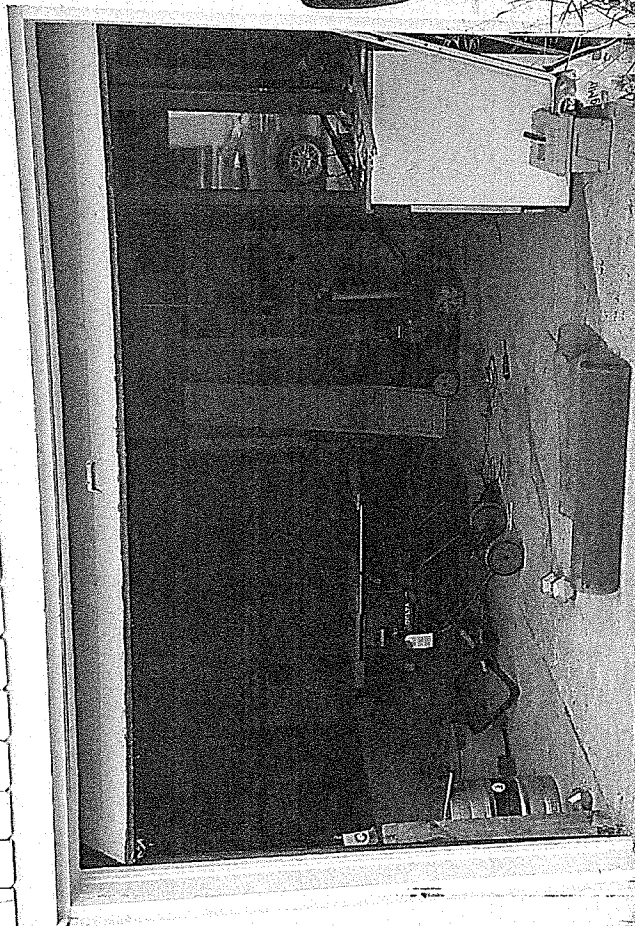
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JUL 07 2016

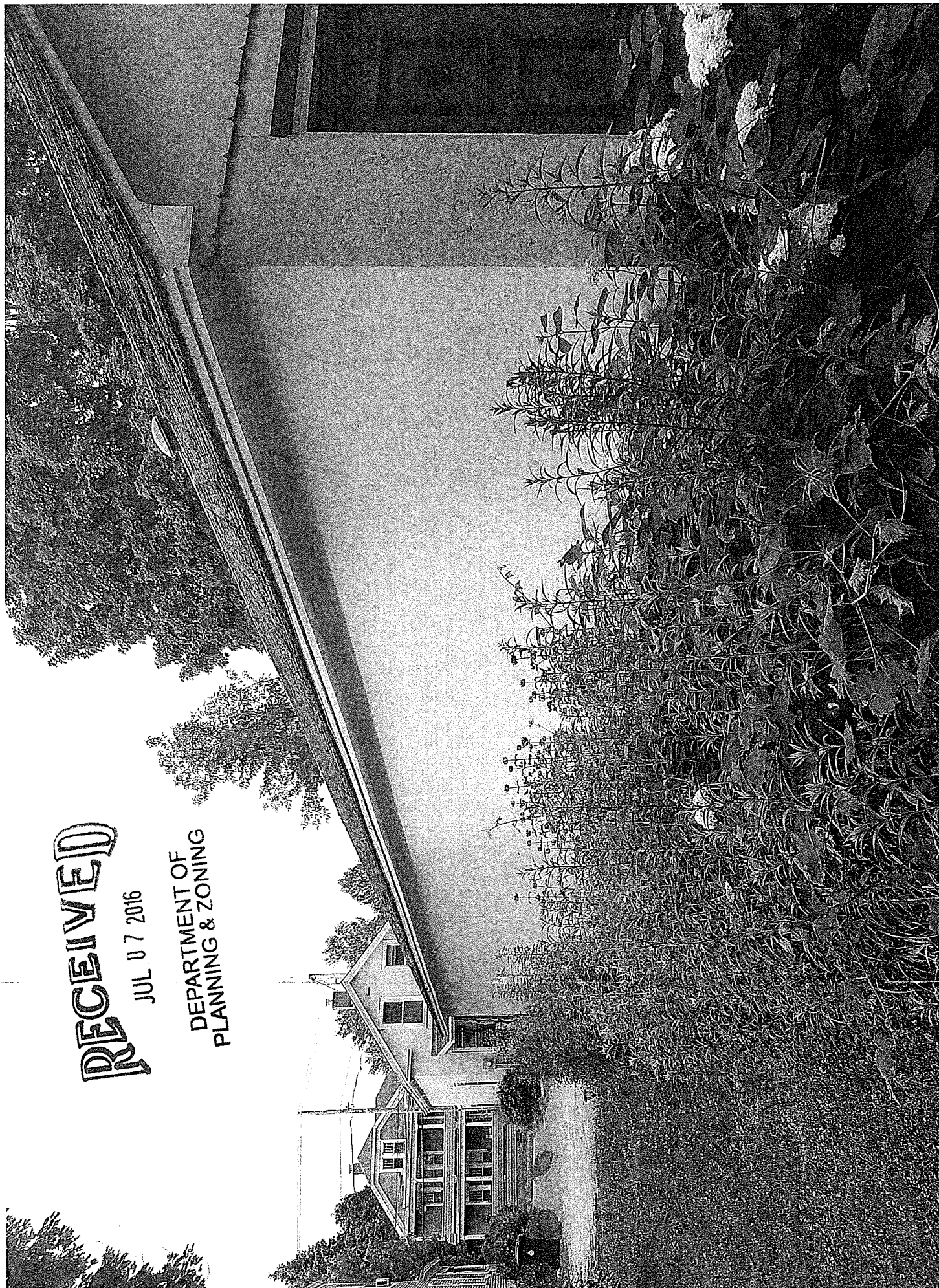
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DEPARTMENT OF
PLANNING & ZONING

Department of Planning and Zoning

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

David White, AICP, Director
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 *SG*
DATE: August 2, 2016
RE: 16-1507CA/MA; 316-322 Flynn Avenue

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

Zone: NMU Ward: 5

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

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

Applicable Regulations:

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

Background Information:

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

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

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

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

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

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

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

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

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

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

The proposed development will be served by municipal water and sewer. Sufficient capacity is available; however, written confirmation from the Department of Public Works will be required. A state wastewater permit will also be needed prior to construction. **(Affirmative finding as conditioned)**

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

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

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

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

4. *The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterial roadways; connectivity; transit*

availability; parking and access; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand management strategies;

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

and,

5. *The utilization of renewable energy resources;*

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

and,

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

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

(b) Major Impact Review Standards

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

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

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

See Sec. 3.5.6 (a) 1.

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

See Sec. 3.5.6 (a) 1.

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

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

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

See Sec. 3.5.6 (a) 3.

6. Not cause an unreasonable burden on the city's ability to provide educational services;
With 30 apartments, the residential component is moderately intense. No significant impacts on the city's educational services are expected. Impact fees will be paid to help offset what impacts there are. **(Affirmative finding as conditioned)**

7. Not place an unreasonable burden on the city's ability to provide municipal services;
The proposed development will generate additional impacts on city services; however, those impacts can be mitigated in part by payment of impact fees. It is the applicant's responsibility to address comments made by the Technical Review Committee. **(Affirmative finding as conditioned)**

8. Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;
See Sec. 6.2.2.

9. Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;
The proposed development brings about greater intensity and diversity of development consistent with the rezoning of this area to NMU. The project is not expected to have an undue adverse effect on the city's present or future growth patterns or on its public services and facilities. **(Affirmative finding)**

10. Be in substantial conformance with the city's municipal development plan;
The proposal is in substantial conformance with the MDP, as per the following:

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

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

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

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

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

11. Not have an undue adverse impact on the present or projected housing needs of the city in terms of amount, type, affordability and location;
The proposed development will bring additional housing to the city and will diversify the housing stock in the neighborhood. A mix of studio, 1-, and 2-bedroom housing units are proposed.

Inclusionary units will be provided as required. No undue adverse impacts on the city's present or projected housing needs are anticipated. **(Affirmative finding)**

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

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

(c) Conditions of Approval:

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

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

2. Time limits for construction.

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

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

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

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

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

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

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

See recommended conditions of approval.

Article 4: Maps & Districts

Sec. 4.4.2, Neighborhood Mixed Use Districts:

(a) Purpose

(2) Neighborhood Mixed Use (NMU)

The Neighborhood Mixed Use District is intended to preserve and enhance historically commercial areas while reinforcing the compact scale and development patterns within the city's older

neighborhoods. Uses are intended to provide neighborhood oriented goods and services and employment opportunities within walking or biking distance of residential neighborhoods. The proposed commercial use is small in scale consistent with the intent of the district. The location of the proposed development is well within walking or biking distance of residential areas and other employers. **(Affirmative finding)**

(b) Dimensional Standards & Density

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

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

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

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

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

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

(c) Permitted & Conditional Uses

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

(d) District Specific Regulations

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

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

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

(4) Requirements

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

(d) District Specific Regulations: Wetland Conservation Zone

(6) Criteria for Review

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

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.2 (b) above.

Sec. 5.2.4, Buildable Area Calculation

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

Sec. 5.2.5, Setbacks

See Sec. 4.4.2 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.2 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.2 (b) above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

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

Sec. 5.5.3, Stormwater and Erosion Control

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

exacerbating peak flows. Final review and approval by the Stormwater Administrator is required. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

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

(b) Topographical alterations

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

(c) Protection of important public views

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

(d) Protection of important cultural resources

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

(e) Supporting the use of alternative energy

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

(f) Brownfield sites

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

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

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

(h) Building location and orientation

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

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

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

(Affirmative finding)

(i) Vehicular access

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

(j) Pedestrian access

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

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

(k) Accessibility for the handicapped

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

(l) Parking and circulation

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

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

Exposed surface parking totals 17 spaces. Surface parking areas of 15 or more spaces require at least 1 shade tree for every 5 parking spaces. The 3 required shade trees are located along the eastern property boundary. They are in addition to the 6 proposed street trees. The shade trees

will be 2.5” – 3” caliper at planting with an expected mature canopy of 27’ diameter. Between the proposed trees and building, 51% shading of the exposed surface parking is achieved.

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

(m) Landscaping and fences

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

(n) Public plazas and open space

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

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

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

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

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

2. Roofs and Rooflines

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

3. Building Openings

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

(Affirmative finding)

(b) Protection of important architectural resources

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

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

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

(e) Quality of materials

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

(f) Reduce energy utilization

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

(g) Make advertising features complimentary to the site

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

(h) Integrate infrastructure into the building design

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

(i) Make spaces safe and secure

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

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

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

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

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

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

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

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

Sec. 8.2.5, Bicycle Parking Requirements

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

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

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

As 30 new residential units are proposed, inclusionary units must be provided. The standard requirement is 15% inclusionary – in this case 5 units. Exact inclusionary requirements are

dependent on unit types and pricing. Written approval of the inclusionary units by the manager of the city's Housing Trust Fund is required. **(Affirmative finding as conditioned)**

Sec. 9.1.12, Additional Density and Other Development Allowances

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

II. Conditions of Approval

1. **Prior to release of the zoning permit**, written confirmation of adequate wastewater capacity from the Dept. of Public Works shall be obtained.
2. **Prior to release of the zoning permit**, written approval of the inclusionary housing proposal shall be obtained from the manager of the city's Housing Trust Fund.
3. **Prior to release of the zoning permit**, revised project plans shall be submitted, subject to staff review and approval. Revisions shall contain:
 - a. Additional screening along the eastern property line beyond the presently proposed row of arborvitae;
 - b. Accurate and consistent building area figures;
 - c. Compliant building entry lighting levels (5.0 footcandle average or less);
 - d. Continuous concrete sidewalk across both driveway entries;
 - e. Revised street trees. The maples shall be changed to Acer Freemanii (Celebration Maple) and the elms shall be changed to Ulmus Triumph (Triumph Elm). On both Flynn Avenue and Pine Street, all existing green belt soil must be removed between the new sidewalk and curb to a depth of 30 inches. It must be replaced with new topsoil mixed with 15% approved compost and installed in 15" lifts that are lightly compacted;
 - f. Concrete pad underneath the proposed dumpster;
 - g. Occupancy load of the commercial space; and,
 - h. Details as to the number of type of long-term bike parking spaces proposed.
4. Hours of operation of the restaurant/café space shall be limited to 5:30 AM – 11:00 PM, seven days per week.
5. Construction hours shall be limited to 7:00 AM – 5:00 PM, Monday – Friday. Saturday construction may be allowed if requested via written correspondence to the DRB. No construction on Sunday.
6. At least **seven (7) days prior to issuance of a certificate of occupancy**, impact fees based on the net new building square footage and uses shall be paid to the Department of Planning & Zoning. Impact fees may be reduced based on the provision of inclusionary housing.
7. This approval includes a 5-space parking waiver. The applicant shall report back to the Department of Planning & Zoning every year for 3 years following construction with a written summary of actual parking demands
8. Any encroachments into the public street right-of-way (permanent or temporary and including underground structure such as footings) will require an encumbrance permit via the Department of Public Works.
9. Reconstruction of the public sidewalk must adhere to Department of Public Works standards. The submitted plans presently do not comply.

10. Approval of the erosion prevention and sediment control plan and the post-construction stormwater management plan shall be obtained from the Stormwater Administrator.
11. All utility lines shall be buried.
12. It is the applicant's responsibility to comply with all applicable ADA requirements.
13. All new construction is required to meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
14. Any signage will require a separate sign permit.
15. Standard Conditions 1-14.

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316 Flynn Avenue – Zoning Permit Application Narrative

Description of the Proposed Development and Proposed Use:

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The proposed project consists of the redevelopment of a parcel in the Neighborhood Mixed Use zone at 316 Flynn Avenue. The property is a 0.61 acre parcel, or approximately 26,428 square feet of land, with three existing structures totaling approximately 6,304 finished square feet above ground. The current development intensity represents a FAR (floor area ratio) of only 0.24 in a zoning district that encourages dense mixed-use development of up to 2.0 FAR. The majority of the parcel is paved for parking and driveway access with two existing curb cuts- onto Flynn Avenue and Pine Street. At the northern end of the site the paved parking gives way to gravel which ends at a vegetated slope down to Engelsby Brook.

The Pine Street corridor is an important mixed-use spine in the South End neighborhood of Burlington and the gateway into the City of Burlington from many destinations south of the city center. A number of positive redevelopment projects have occurred along the Pine Street corridor over the past 20 years or so including the reuse of numerous formerly industrial and commercial buildings to house retail businesses, office space and artists' studios. Dealer.com, Zero Gravity Brewery, Citizen Cider, Arts Riot, Feldman's Bagels, Wind & Waves and Conant Metal & Light are just some of the businesses contributing to the revitalization of a former industrial corridor. A new branch of the successful City Market co-op grocery store is presently being permitted west down Flynn Avenue from the proposed project location.

This project endeavors to continue the ongoing evolution of Pine Street into a vibrant mixed-use district creating neighborhood oriented retail and new residences. The project adds density in a mixed-use zone that seeks compact transit/bike/pedestrian oriented development. The development involves demolition of the existing approximately 2,800 SF Pine Street Deli building and construction of an approximately 26,000 SF, four-story, flat-roofed building.

The primary use of the new building will be for 30 apartments (anticipated to be 14 efficiency units, 12 one-bedroom units and 4 two-bedroom units) located on the second, third and fourth floors, with elevator service and common room located in the southern portion of the ground floor to be used for laundry. Indoor bike storage will be accommodated at the ground floor with a lockable bike room, while exterior open bike rack storage will be at the front of the building along Flynn Avenue and under the cover of the parking garage.

Two commercial spaces of 1,500 SF proposed for restaurant use will be located in the west and southwest portions of the ground floor, with the main entrance to both commercial spaces located off the sidewalk running along Pine Street. The main entrance to the residences will be off the sidewalk along Flynn Avenue. A partial basement is proposed to be located under the building to provide additional storage and possibly mechanical/electrical room space.

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The existing site is almost completely impervious, covered by parking areas to the north and east of the existing building footprint. The proposed site plan better defines the access drive from Flynn Ave by narrowing it and moving it to the east away from the intersection. The Pine Street access drive is shifted to the north, also away from the intersection. Green strips of lawn and landscape plantings will be created along the southern, Flynn Avenue, side of the proposed building footprint as well as at the western, Pine Street side.

Proposed Days and Hours of Operation:

The proposed commercial space is anticipated to be utilized as a restaurant, with operations 7 days a week and hours of operation from 5:30am to 11pm Sunday through Thursday and from 5:30am to 1:00am on Fridays and Saturdays.

Estimated Number of Employees:

The small commercial spaces are each anticipated to have approximately three employees working during their hours of operation. Leasing and management of the residential units will not entail any full-time, on-site employees based out of the property. Marketing and maintenance functions will be conducted on a part-time basis by employees who are based off-site.

Traffic Generation and Parking Analysis:

The property is located in the shared use parking district within the Neighborhood Mixed-Use District and based on the owners' experience, the close proximity to downtown is expected to attract tenants that are more apt to bike/walk, use public transportation, and use CarShare. The proposed site plan includes a total of 34 off-street parking spaces with access from curb cuts, slightly altered from the existing, to the south from Flynn Avenue and the west from Pine Street.

Under separate cover is a copy of our traffic impact and parking impact analysis prepared by Stantec. The intent of the report is to fully address the traffic and parking issues raised by Public Works at the TRC meeting. More specifically it demonstrates that:

- The project has adequate parking to serve site generated demands and should not significantly impact the unrestricted parking on Flynn Avenue; and,
- Use of the Flynn Avenue on-street spaces by site visitors, if any, would likely occur during the midday, off-peak traffic hours and have no significant impact on operations at the Pine Street and Flynn Avenue intersection.

The study constitutes a "full traffic study" as requested by DPW. It does not include reference to the City Market project as the traffic study has not been completed for that project. It also does not reference the Champlain Parkway project although that project will likely draw traffic away from the Pine Street and Flynn Avenue intersection. More importantly, the traffic study has demonstrated that the proposed development will have no measurable impact on intersection operations and that conclusion remains valid whether or not the City Market and/or Champlain Parkway projects are completed.

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The restaurant use requires 3 parking spaces per 1,000 square feet, yielding a requirement of 9 parking spaces for the proposed project. 1 parking space is required for each apartment, yielding a requirement of 30 parking spaces for the apartments. The total parking requirement is therefore:

- Restaurant – 9 parking spaces
- Apartments – 30 parking spaces
- Total – 39 parking spaces

Parking Waiver:

We are requesting a parking waiver of 5 parking spaces in light of site's walkable and bikable location, bus stop located adjacent to the site and nearby opportunities for on-street parking. Our site plan accommodates 34 total parking spaces with the configuration presented. We have studied alternative parking layouts and have determined that the current site plan accommodates the most parking possible.

Our management experience shows that a dense neighborhood mixed use location in close proximity to downtown requires less parking. Many sites in the neighborhood function without dedicated off-street parking and there is ample on-street parking in the vicinity along Flynn Ave, Richardson Street and Ferguson Street to accommodate short-term parking for restaurant patrons.

We are also providing bike storage at the ground level, and promote CarShare and CCTA to our tenants. The proposed parking lot is slated to host a CarShare pod. The Pine Street CCTA bus route passes in front of the proposed building on Pine Street, providing easy access to the Cherry Street hub and routes covering Chittenden County and points beyond.

In summary:

1. Mixed use location close to downtown/promotion of public transportation and CarShare
2. Adequate secure bike storage
3. Direct access to CCTA bus route

316 Flynn Avenue Parking Management Plan:

~~Given the neighborhood mixed use location in close proximity to downtown we are confident the project will attract tenants that are more apt to bike/walk, use public transportation and/or use CarShare. Parking will be shared between the restaurant and residents. It will be explicit in all leases that parking is first come, first served during weekday daytime hours from 9am-5pm and that during nights and weekends each apartment will be permitted to use one parking space. While the 34 off-street spaces are sufficient to provide at least one space per apartment, parking will be made available as an option- and if some tenants choose not to rent the parking space assigned to their unit it may be re-assigned to another tenant who chooses to rent an extra space.~~

See revised 7/27/16

316 Flynn Avenue Parking Management Plan:

Given the neighborhood mixed use location in close proximity to downtown we are confident the project will attract tenants that are more apt to bike/walk, use public transportation and/or use CarShare. Parking will be shared between the restaurant and residents. It will be explicit in all leases that parking is first come, first served seven days a week from 9am-9pm and that outside that timeframe each apartment will be permitted to use one parking space. While the 34 off-street spaces are sufficient to provide at least one space per apartment, parking will be made available as an option- and if some tenants choose not to rent the parking space assigned to their unit it may be re-assigned to another tenant who chooses to rent an extra space.

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The vehicular access is from Flynn Avenue with traffic entering the site at the curb cut east of the building, and from Pine Street with traffic entering the site at the curb cut south of the building. The proposed building will have entries on Flynn Avenue and the parking lot that allow for easy access to the secure bike storage located on the ground floor, as well as additional storage located in the building's partial basement. Exterior bike storage will be located at the front of the building along Flynn Avenue and under cover in the lot. Depending on the specific retail tenant's needs, DPW is open to potentially creating short-term on-street parking to the east of the building and/or a loading zone for deliveries along Flynn Avenue.

Phasing and Construction Schedule:

The redevelopment is proposed to occur in a single phase with demolition and initial site work occurring first, immediately followed by construction of the new building, with final utility connections and finish site work including landscaping to occur last. The overall construction schedule is anticipated to take approximately 11 months, with a target start date of Spring 2017 (dependent on zoning approval, Act 250 approval, and issuance of a building permit).

Storm water management:

The approach to long-term stormwater management is to reduce the amount of impervious surfaces from the current level and to employ infiltration where possible and to reduce the peak discharge rate of the remaining runoff into the existing connection to the municipal system under Flynn Avenue. Stormwater flow into Engelsby Brook will be reduced from present levels and controlled by filtering through a bioswale to a flow reducing tank and level spreader into the brook. A construction period stormwater and erosion control plan will be employed that complies with the City of Burlington Department of Public Works and Planning & Zoning guidelines. Additional information on stormwater and erosion control is included in the materials from our civil engineer, Doug Hewitt of Summit Engineering, Inc.

Capacity of municipal utilities, services & existing or planned community facilities:

Based on the similarity of the proposed uses to recently approved projects, the stated planning goals of the Neighborhood Mixed Use District and initial feedback obtained from the Technical Review Committee the applicant's understanding is that there is sufficient capacity of municipal utilities, services and existing or planned community facilities to accommodate the proposed new development.

Utilization of renewable energy resources:

The applicant will be working with BED, Vermont Gas and Efficiency Vermont to minimize energy usage in the proposed building through EnergyStar certification and installation of the most energy efficient available technology for primary space heating and cooling (cold-climate air source heat pumps). The building's design will also provide for future installation of rooftop solar through adequate structural load capacity and conduit run from the basement utility room to the roof when it becomes economically feasible to do so.

316 FLYNN AVENUE - EXISTING CONDITIONS SITE PHOTOS

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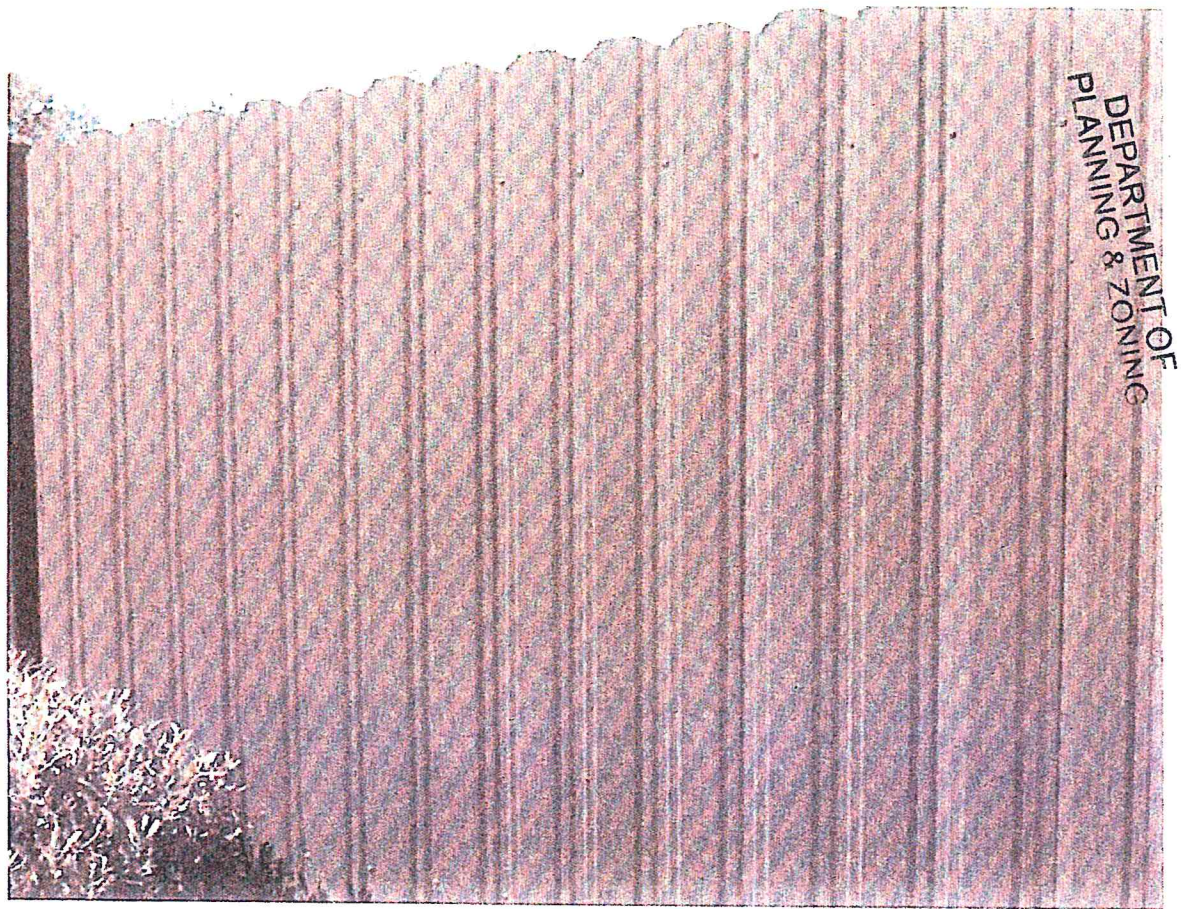
View to Northeast



View to Northwest



View to Southeast



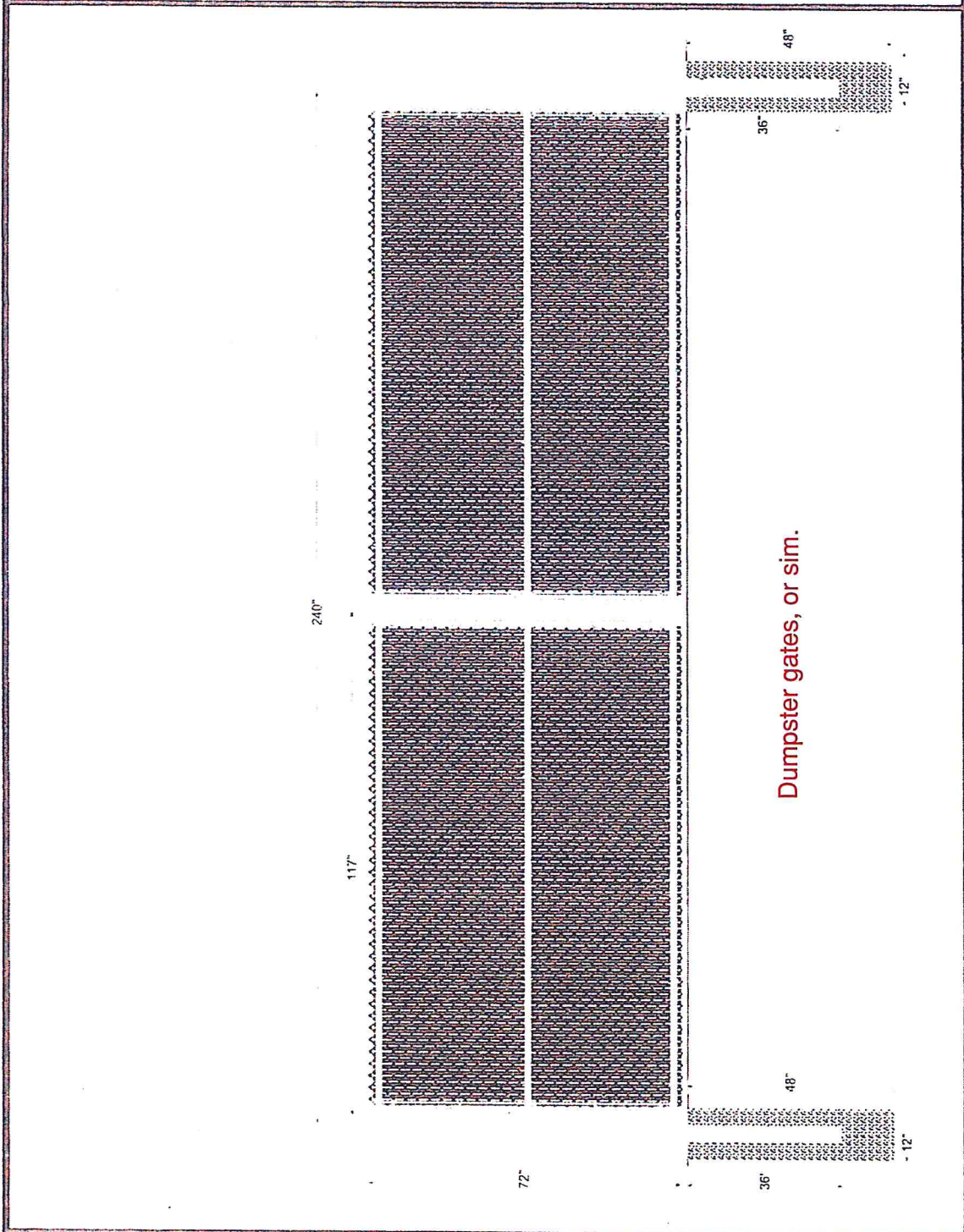
6' Fortress Privacy - Dumpster Enclosure

DUMPSTER ENCLUSE- THREE SIDES

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Tie Wire Spacing is every 24" on Rails.



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HardiePlank Lap Siding Product Description

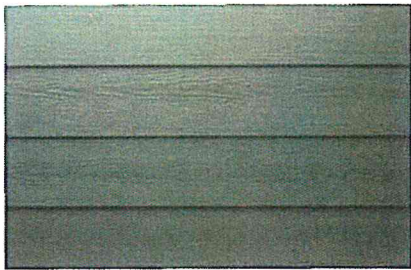
HardiePlank® lap siding is factory-primed fiber-cement lap siding available in a variety of styles and textures. Please see your local James Hardie® product dealer for product availability. HardiePlank boards come in 12-ft. lengths. Nominal widths from 5¼ in. to 12 in. create a range of exposures from 4 in. to 10¾ in.

HardiePlank lap siding is also available with ColorPlus Technology as one of James Hardie's prefinished products. ColorPlus Technology is a factory applied, oven-baked finish available on a variety of James Hardie siding and trim products. See your local dealer for details and availability of products, colors and accessories.

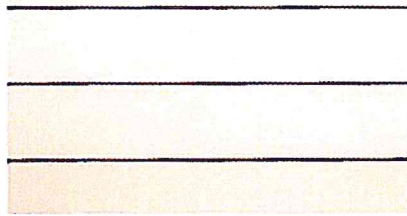
SIDING AT UPPER STORIES

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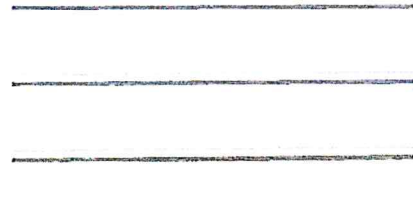
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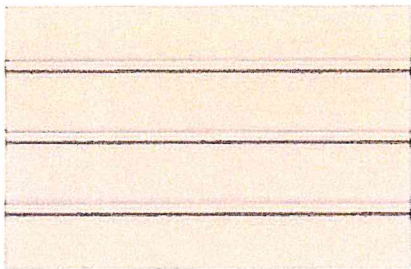
Cedarmill®



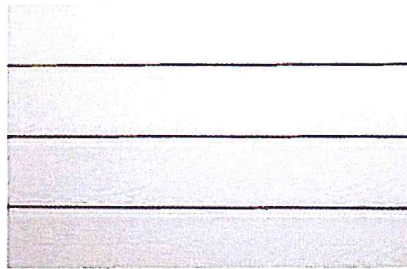
Smooth



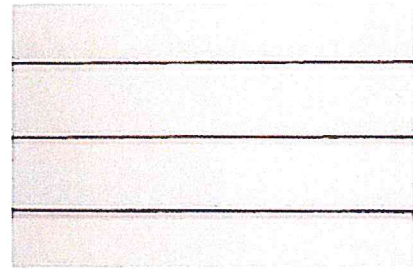
Beaded Cedarmill®



Beaded Smooth



Colonial Roughsawn



Colonial Smooth





IW-10A, IW-11A, IW-12A, IW-13A, IW-14A, IW-15A

Concealed Fastener Panel • IW-Series Wall System

Description

IW Series offers six interesting configurations: IW-10A, IW-11A, IW-12A, IW-13A, IW-14A and IW-15A. All IW panels share a common lock-joint design which makes them interchangeable on a project. The lock also permits the placement of concealed fasteners, and minimizes moisture intrusion.

All IW Series wall panels can be installed in a variety of rainscreen applications to form a complete wall system. Systems may vary from an uninsulated screen wall to MetalWrap™ Series, an insulated composite backup panel system with Advanced Thermal and Moisture Protection (ATMP®). Contact your local CENTRIA sales person for more information regarding the performance of CENTRIA's rainscreens.

Notes

- For information on special applications, contact your local CENTRIA Sales Representative.
- All IW panels may be used on walls & soffits but not on roofs.
- Panel length tolerance is $\pm 1/4"$ [6mm].
- For protective coatings - see CENTRIA color chart.
- Oil canning within mill tolerances will not be cause for rejection.
- Panels must be ordered as "horizontal" when used in a horizontal application.
- Horizontal Panels must be erected from top to bottom.
- Maximum panel length for Zinc is 10' [3.048m].
- IW-10A, IW-11A, IW-12A, IW-13A, IW-14A and IW-15A must be installed in a vertical orientation if a zinc substrate is selected.

Panel Availability

	GALVANIZED¹ (G90)	STAINLESS STEEL¹ (304)	ALUMINUM¹ (3003-H14)	ZINC¹ (PRE-WEATHERED)
PANEL THICKNESS	1 1/2" [38mm]	1 1/2" [38mm]	1 1/2" [38mm]	1 1/2" [38mm]
PANEL COVERAGE	12" [305mm]	12" [305mm]	12" [305mm]	12" [305mm]
SIDE LAP	Interlocking	Interlocking	Interlocking	Interlocking
END LAPS	(see standard detail) Shop notched and swaged 2" [51mm] for 22 [.76mm] and 20 [.91mm] gages only. ^{4,5,6} Flash or extrusion for all gages	Flash or extrusion for all thicknesses. ^{5,6}	(see standard detail) Shop notched and swaged 2" [51mm] for 0.040" [1.02mm] only. ^{4,5,6} Flash or extrusion for all other thicknesses	Flash or extrusion for all thicknesses
GAGES (STANDARD)	20 [.91mm], 22 [.76mm]	20 [.91mm], 22 [.76mm]	.040" [1.02mm], .050" [1.27mm]	1mm [.039"]
GAGES (OPTIONAL)	18 [1.19mm] ³	N/A	N/A	Contact CENTRIA
STANDARD LENGTH	5 [1.524m] - 30 ft. [9.144m]	5 [1.524m] - 30 ft. [9.144m]	5 [1.524m] - 20 ft. [6.096m]	5 [1.524m] - 10 ft. [3.048m]
STANDARD TEXTURE	Smooth	Smooth	Smooth	Smooth - Directional
OPTIONAL TEXTURE	Embossed ² (20 [.91mm] - 22 [.76mm] gage only)	Embossed ²	N/A	N/A
FINISHES	See CENTRIA Color Chart	#4 Brushed	See CENTRIA Color Chart	Jarden Zinc Color Chart

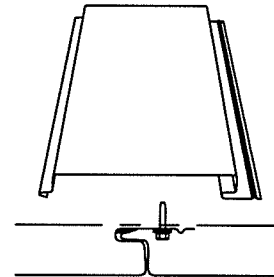
- Alternate base material, panel lengths and gages may also be available. Contact CENTRIA.
- Embossing is non-directional.
- IW-12A and IW-13A are not available in 18 gage or stainless steel of any gage.
- Shop swaged ends are not available for IW-12A, IW-14A, IW-15A.

- Shop swaged ends are not available for 18 gage steel, .050 aluminum thickness Stainless Steel or Zinc panels.
- MicroLine Extrusions can be used with horizontally installed panels or

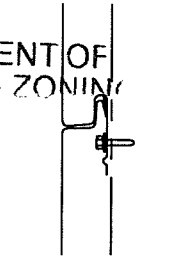
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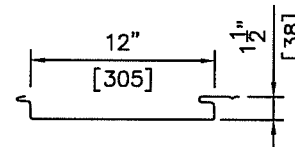
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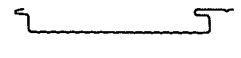
VERTICAL
JOINT DETAIL



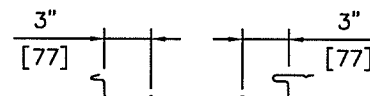
HORIZONTAL
JOINT DETAIL



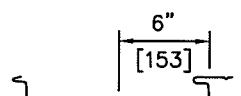
IW-10A



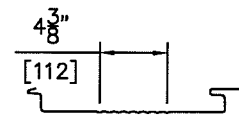
IW-13A



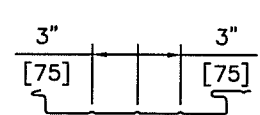
IW-11A



IW-14A



IW-12A



IW-15A

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COLORS



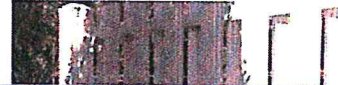
Seven Standard Colors

FORTRESS

ADVANTAGES:

- Reminiscent of the Old Wooden Privacy Fence
- Clear Boundary Definition

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STYLES



Privacy-Fortress



Screening around HVAC units on roof. (or sim.)
Screening around trash enclosure in parking lot. (or sim.)

SNYDER HOMES

New Project 1

Quote #: W68PYCA

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Job Site:
05401

Shipping Address:
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Middlebury, VT 05753

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west hatfield, massachusetts 01088
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MIDDLEBURY, VT 05753-074
Phone: (802) 385-114
Fax: (802) 382-860
Email: lanzan@rkmls.com

This report was generated on 6/27/2016 1:55:24 PM using the Marvin Order Management System, version 0002.09.00 (Current). Price in USD. Unit availability and price are subject to change. Dealer terms and conditions may apply.

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Global Specs

The following product and option choices were designated as part of this project's Global Spec. Global Specs can be over-ridden on a line item basis. Exceptions to the specification are outlined in Line Item Quotes. Please proof all units thoroughly to ensure accuracy.

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UNIT SUMMARY

The following is a schedule of the windows and doors for this project. For additional unit details, please see Line Item
Quotes.

Additional charges, tax or Terms and Conditions may apply. Detail pricing is per unit.

NUMBER OF LINES: 1

TOTAL UNIT QTY: 1

LINE	MARK UNIT	BRAND	ITEM
1		Integrity	All Ultrex Single Hung CN 3050 RO 36" X 60" Entered as CN 3050

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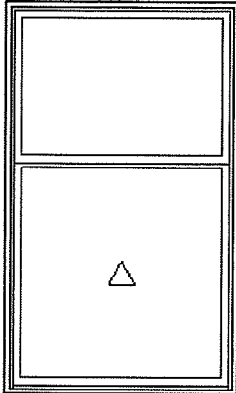
LINE ITEM QUOTES

The following is a schedule of the windows and doors for this project. For additional unit details, please see Line Item Quotes. Additional charges, tax or Terms and Conditions may apply. Detail pricing is per unit.

Line #1	Mark Unit:			
Qty: 1				



Built to perform:



As Viewed From The
Exterior

Entered As: CN
CN 3050
FS 35 1/2" X 59 1/2"
RO 36" X 60"
Egress Information
No Egress Information available.
Performance Information
U-Factor: 0.3
Solar Heat Gain Coefficient: 0.33
Visible Light Transmittance: 0.57
Condensation Resistance: 57
CPD Number: MAR-N-361-00150-00001
ENERGY STAR: NC
Performance Grade
Licensee #871
AAMA/WDMA/CSA/101/ I.S.2/A440-08
LC-PG30 901X1816 mm (35.5X71.5 in)
LC-PG30 DP +30/-30
FL 12374

Stone White Exterior
Stone White Interior
Integrity Single Hung
All Ultrex
CN 3050
Rough Opening 36" X 60"
Cottage 2.0:5.0
Top Sash
G.S. 31 11/16" X 21 61/64"
IG - 1 Lite
Low E2 w/Argon
Bottom Sash
G.S. 31 11/16" X 32 59/64"
IG - 1 Lite
Low E2 w/Argon
2 White Sash Lock
White Sash Lift
Exterior Half Screen
Stone White Surround
Charcoal Fiberglass Mesh
2" Jambs
Nailing Fin

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Terms and Conditions

ESTIMATE VALID FOR 30 DAYS.

VERIFICATION OF ALL QUANTITIES, SPECIFICATIONS AND SIZING AS THE RESPONSIBILITY OF THE OWNER, BUILDER OR ARCHITECT.

SPECIAL ORDERS ARE NON RETURNABLE AND CAN NOT BE CHANGED ONCE THE ORDER HAS BEEN PLACED.

ORDERS WILL NOT BE PLACED UNTIL A SIGNED COPY OF THE ESTIMATE IS RETURNED TO r. k. MILES INC.

ALL SALES ARE FINAL AND CHANGES OR CANCELLATIONS ARE NOT ABLE TO BE MADE AFTER THE ORDER IS PLACED.

THANK YOU FOR THE OPPORTUNITY AND WE APPRECIATE YOUR BUISNESS.

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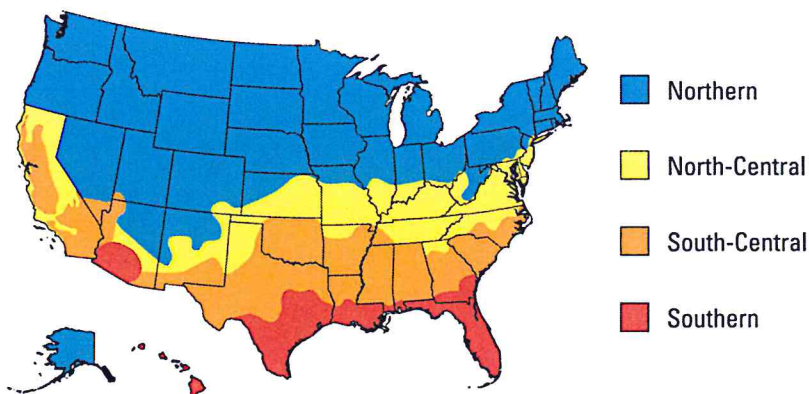
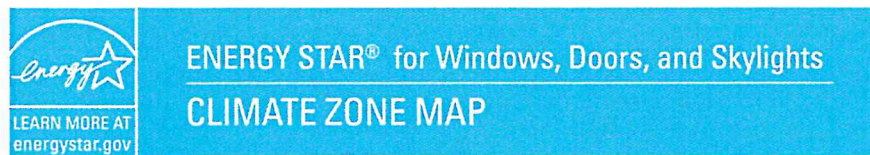
Product and Performance Information

NFRC energy ratings and values may vary depending on the exact configuration of glass thickness used on the unit. The data may change over time due to ongoing product changes or updated test results or requirements.

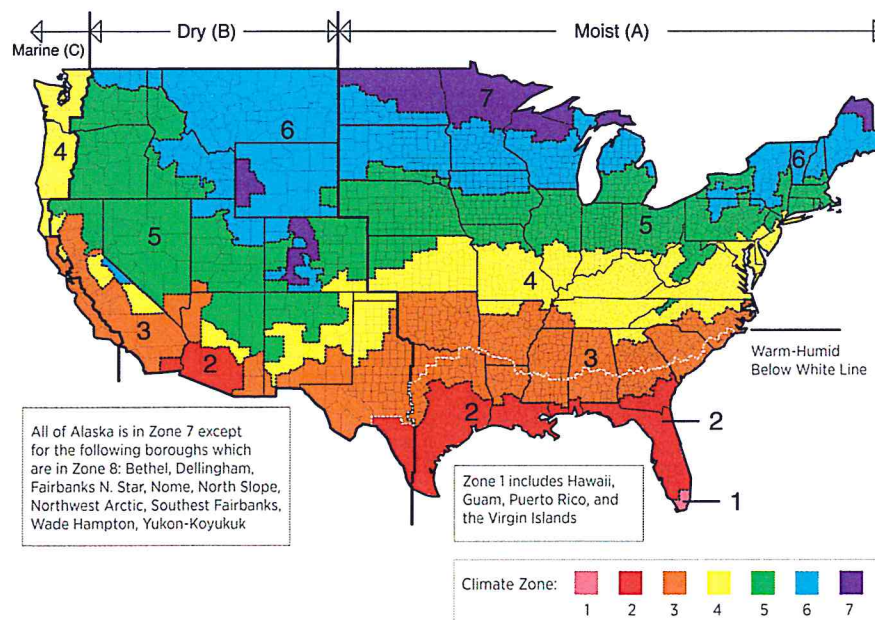
The National Fenestration Rating Council (NFRC) has developed and operates a uniform national rating system for the energy performance of fenestration products, including windows and doors. For additional information regarding this rating system, see www.nfrc.org/WindowRatings.

NFRC energy values and ratings may change over time due to ongoing product changes, updated test results or requirements.

Review the map below to determine if your units meet ENERGY STAR for your location.



International Energy Conservation Code (IECC) Climate Regions



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Stantec

55 Green Mountain Drive
South Burlington, VT 05403

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DEPARTMENT OF
PLANNING & ZONING

June 28, 2016
File: 195311267

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

Dear Dan,

Reference: Pine Street Deli Site, Burlington, VT

Per your request we have conducted an investigation of potential traffic and parking impacts associated with the above referenced project. Based on this investigation we conclude that the project will have only nominal impacts on the area roadway system. Furthermore, the roadway system operates at a high level of service under existing conditions and has adequate capacity to also accommodate the project related traffic increases at the same high level of service. Additionally we find that the proposed on-site parking supply is adequate to serve estimated peak demands. More specifically we find that:

- The project will generate only ten to twelve peak hour vehicle trips;
- The project will add only one or two new peak hour vehicle trips through the Pine Street and Flynn Avenue intersection; and,
- The project will generate a peak parking demand of 30 vehicles compared to a proposed parking supply of 34 spaces.

PROJECT DESCRIPTION

The proposed project is a mixed-used development to be located on the site of the existing Pine Street Deli and bottle redemption center at the intersection of Pine Street and Flynn Avenue in Burlington, Vermont. The current use consists of an approximately 2,800 square foot deli/convenience store, an approximate 1,000 square bottle redemption center and a three-unit apartment building. These uses are supported by 16 marked and approximately ten informal (unmarked) parking spaces on the site. Vehicular access is available by way of curb cuts on both Pine Street and Flynn Avenue. The proposed project includes demolition of the existing buildings on the site. In their place, a multi-story building will be constructed housing 30 residential apartment units on the upper floors and 3,000 square feet of commercial space at street level. Approximately 34 shared parking spaces will be provided. The two existing vehicular access points will be reconstructed and maintained. The conceptual site plan is shown in Figure 1.



June 28, 2016
Mr. Dan Goltzman

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Reference: Pine Street Deli Site, Burlington, VT

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EXISTING CONDITIONS

The project study is principally limited to the Pine Street and Flynn Avenue intersection. Existing conditions in the study area are described below.

Site and Roadways

The project site is located adjacent to the signalized Pine Street and Flynn Avenue intersection. Two-way, two-lane site driveways are provided on both streets. The Pine Street driveway is located approximately 200 feet north of the centerline of Flynn Avenue and the Flynn Avenue driveway is located approximately 80 east of the centerline of Pine Street. The site locus is shown in Figure 2.

The Pine Street and Flynn Avenue intersection operates with single lane approaches northbound and eastbound. The southbound approach provides a shared through/right-turn lane and a dedicated left-turn lane. The southbound left-turn movement operates with an advance signal phase. Green and yellow left-turn arrows are provided on this approach. The westbound approach is striped as a single lane; however, traffic informally stacks in two-lanes on occasion with the right lane dedicated to right-turn movements. No "right-turn-on-red" is allowed from Flynn Avenue westbound when pedestrians are crossing Pine Street. Special signage is provided to control this movement. Sidewalks are provided on both sides of both streets. Pedestrian signals with "push button" actuation are also provided crossing each leg of the intersection.

Pine Street and Flynn Avenue serve commuter traffic headed into and out of Burlington. Inbound traffic will turn left from Shelburne Street (US Route 7) northbound at a signalized intersection located approximately one-quarter mile east of Pine Street and then turn right on Pine Street to continue northbound. Flynn Avenue is wide enough to provide one travel lane in each direction and on-street parking on this segment. West of Pine Street Flynn Avenue terminates at Oakledge Park and Lake Champlain. This section also includes on-street parking however the roadway is not as wide here. Pine Street at the intersection draws northbound commuter traffic from both Flynn Avenue and Pine Street south of the intersection. In the site vicinity no parking is allowed on Pine Street. North of the site and south of the intersection a single lane is provided in each direction. There is a bus stop and shelter located on the east side of Pine Street just north of the Pine Street site driveway. North of the bus stop is the Champlain Elementary School.

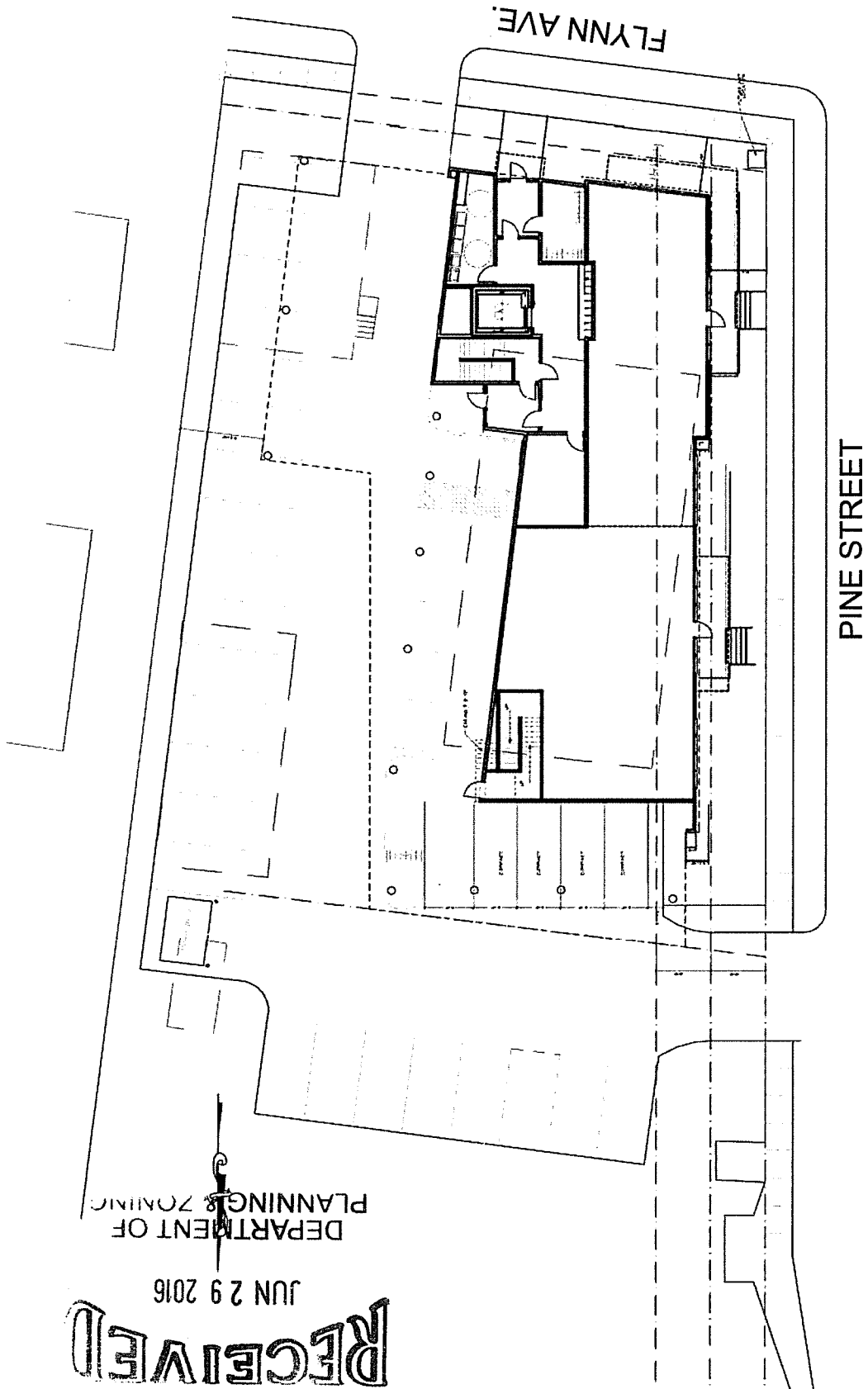
Public Transportation

The Chittenden County Transit Authority (CCTA) operates several bus routes along Pine Street adjacent to the project site. Route 3, Pine Street, provides frequent local service. Three commuter routes originating outside the City, including the LINK Express service between Burlington and Montpelier, also operate along Pine Street however, with many fewer trips. Commuter route operations are generally limited to commuter hours. As noted there is a sheltered bus stop at the north end of the project site on the east side of Pine Street. Other stops are located along Pine Street and Flynn Avenue.

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FIGURE 2
SITE LOCATION MAP

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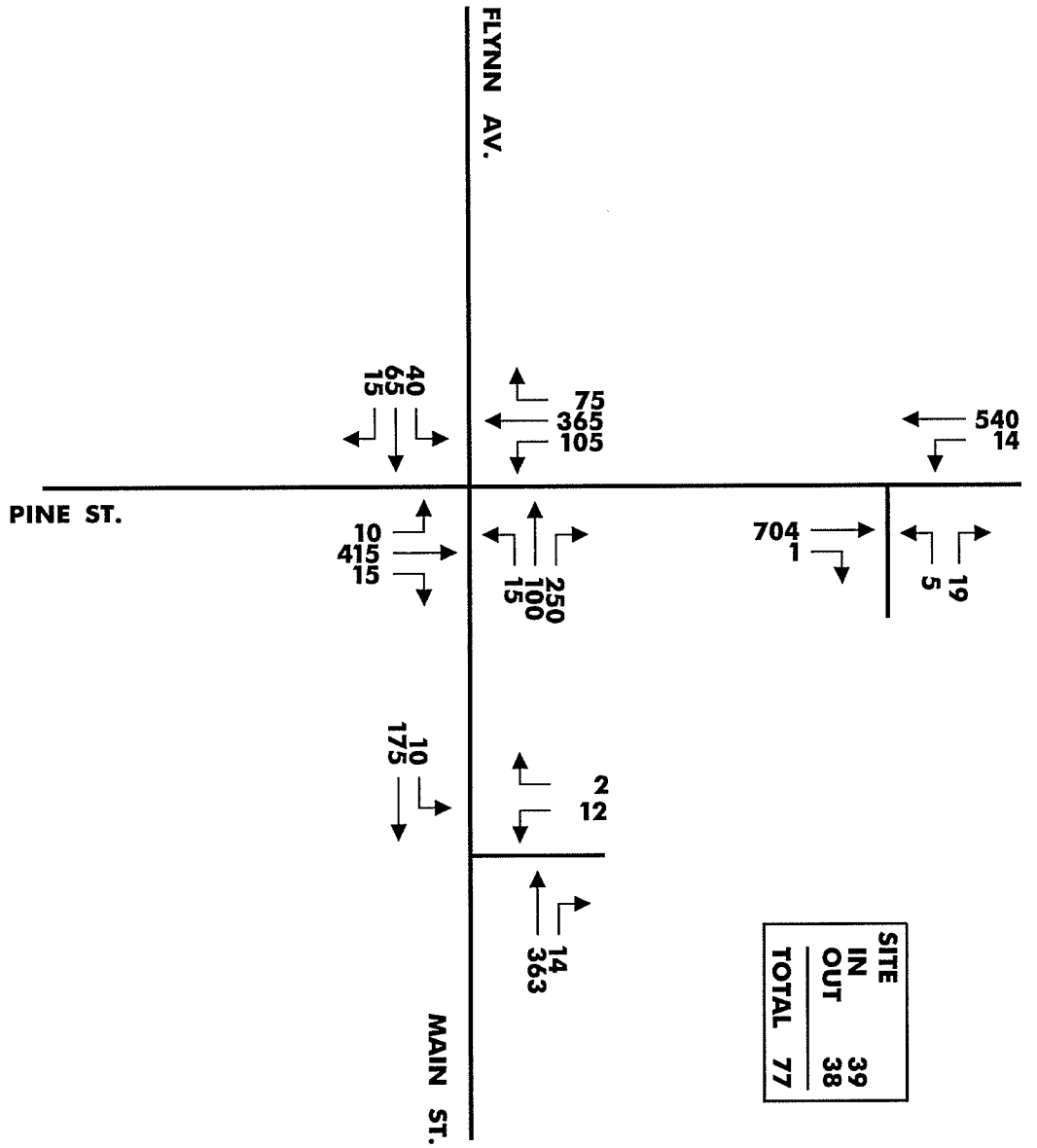
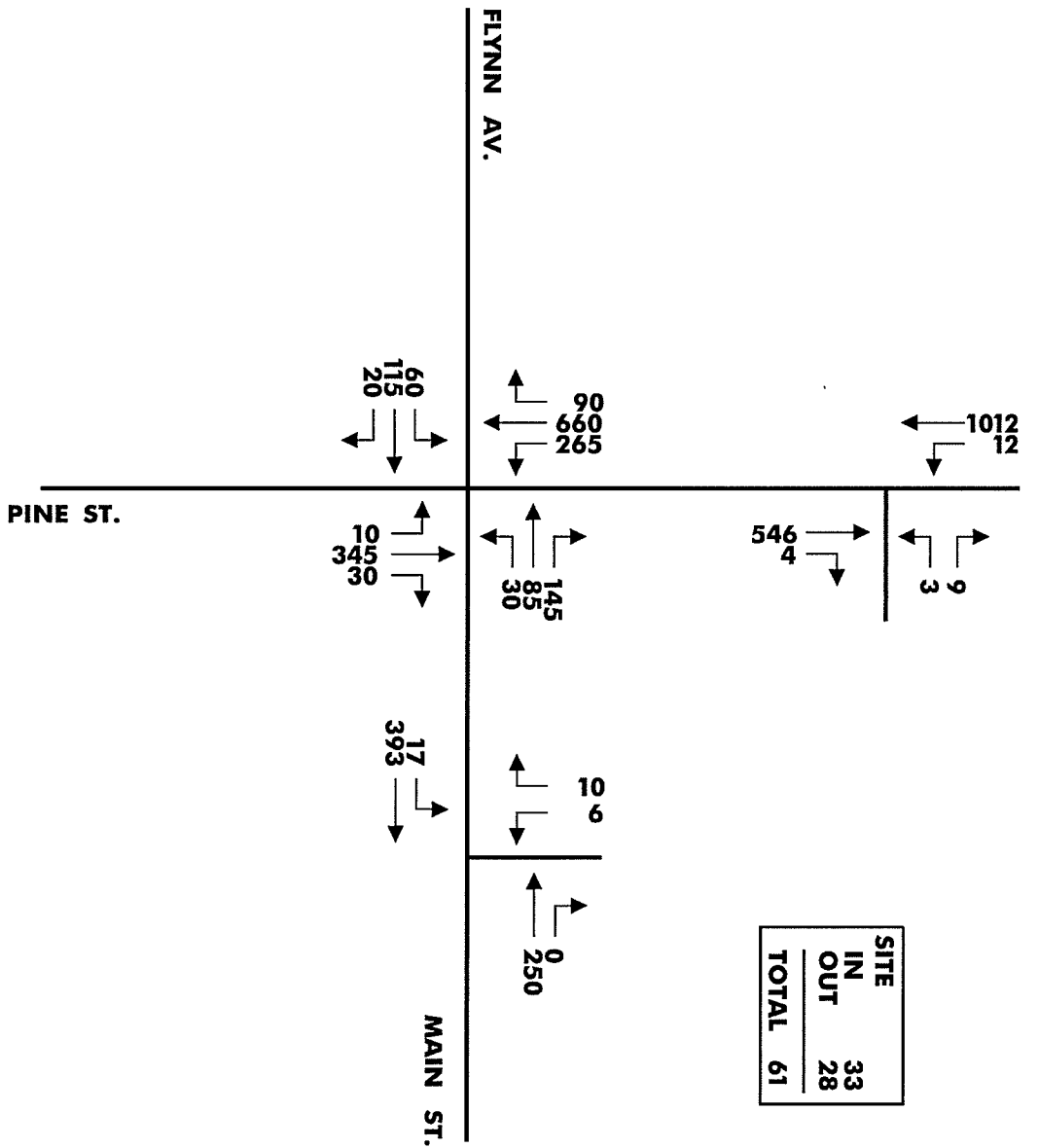


FIGURE 3
2016 EXISTING AM PEAK HOUR TRAFFIC VOLUMES

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SITE	
IN	33
OUT	28
TOTAL	61

FIGURE 4
2016 EXISTING PM PEAK HOUR TRAFFIC VOLUMES



June 28, 2016
Mr. Dan Goltzman
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Reference: Pine Street Deli Site, Burlington, VT

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Traffic Volumes

Traffic volume data are collected periodically by the Vermont Agency of Transportation (VTTrans) and by the Chittenden County Regional Planning Commission (CCRPC) at major intersections in the region. Vehicle classification counts taken before 2014 were compiled and reviewed most recently for *Plan BTV-South End*. The Transportation section of the *Plan BTV-South End* February 9, 2015 report was used to identify 2014 Design Hour Volumes for the Pine Street and Flynn Avenue intersection. Design Hour Volumes are calculated to represent the 30th highest volume hour of the year and therefore represent a conservative design condition. The Plan BTV volumes are attached to this report. The volumes define existing commuter patterns with the heaviest flows during the morning peak hour headed northbound on Pine Street and during the evening peak hour headed southbound on Pine Street.

Stantec conducted peak period traffic counts at or adjacent to the project site in early June 2016 prior to the end of the school year at the Champlain School. Volumes were collected for a variety of purposes. Weekday counts were done from 7 to 9 AM and from 4 to 6 PM to determine: existing traffic generation at the project site; existing through traffic volumes on three legs of the Pine Street and Flynn Avenue intersection; and existing trip generation and trip distribution for two existing residential projects in the site vicinity. The collected data are attached. The collected data are described below.

Vehicle turning movement counts were taken at both of the site driveways and at the driveways to the Flynn Housing Co-op located on Flynn Avenue a few hundred feet west of Pine Street and at the Champlain School Apartments located just north and west of the deli site. In addition to counting vehicles turning at each driveway, traffic volumes were also counted on the adjacent streets. A comparison of peak hour volumes on three legs of the intersection measured in June 2016 to the reported 2014 Design Hour Volumes in *Plan BTV, South End* showed that the 2016 volumes were six percent higher during the AM peak hour and 15 percent higher during the PM peak hour or ten percent higher on average. As such, the Pine Street and Flynn Avenue intersection volumes reported in *Plan BTV, South End* were increased by ten percent and then combined with the volumes measured at the site driveways in 2016 to develop the Existing 2016 traffic networks. These networks are shown in Figures 3 and 4. As shown, the site generates 77 vehicle trips during the AM peak traffic hour and 61 vehicle trips during the PM peak traffic hour. Traffic is fairly evenly split between the two driveways. The balance of incoming and outgoing trips also is consistent with the short-duration visits associated with the existing deli.

Parking

Parking demands at the subject site are assumed to peak at midday when the deli workers are busy serving lunchtime customers. Measurements were made of the on-site parking demands in early June 2016 from 11:30 AM to 12:30 PM on a typical weekday. Similar observations were made at the above referenced residential developments. The collected data are attached. The observations indicate a peak parking demand at the deli of 15 vehicles occurring at 12:30 PM. This demand includes three vehicles associated with the non-deli uses on the site. As such, the existing peak parking demand for the deli is estimated at 12 vehicles or approximately 4.3 spaces per 1000



June 28, 2016
Mr. Dan Goltzman

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Reference: Pine Street Deli Site, Burlington, VT

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square feet of floor area for the 2800 square-foot deli. Parking demand for the two residential apartment buildings is discussed in a later section of this report.

Operations

Existing intersection peak hour operating levels of service were calculated for the Pine Street and Flynn Avenue Street intersection following procedures described in the latest edition of the *Highway Capacity Manual*. Operating level of service (LOS) is a term used to describe the quality of traffic flow on a roadway. It is an aggregate measure of travel delay, travel speed, congestion, driver discomfort, convenience, and safety based on a comparison of roadway capacity to travel demand. Operating levels of service are reported on a scale of A to F with LOS A representing the best operating conditions (little or no delay to motorists) and LOS F representing the worst operating conditions (long delays and with traffic demands sometimes exceeding roadway capacity.) As noted in Table 1, the study intersection presently operates at LOS B during the AM and PM peak hours. Operating conditions reported in *Plan BTV, South End* are also shown in Table 1. As expected, the higher traffic volumes used in the 2016 analysis indicate slightly longer vehicle delays than reported for 2014 conditions.

Peak Hour	Existing 2016			2014 Design Hour		
	Stantec			Plan BTV, South End		
	LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C
AM	B	18	0.76	B	12	0.60
PM	B	20	0.89	B	12	0.70

¹ LOS= Level of Service

² Delay = Average delay expressed in seconds per vehicle

³ V/C = Volume-to-capacity ratio for critical movements

Table 1 Existing Pine Street/Flynn Avenue Intersection Operations

FUTURE CONDITIONS

Traffic volume conditions on the area roadway system were developed for a future Build scenario. The "Build" scenario assumes that traffic generated by the proposed development is combined with the Existing 2016 traffic volumes. Future traffic conditions at the Pine Street and Flynn Avenue intersection were analyzed and compared to 2016 Conditions to quantify the impact of project traffic on operations.

Site Traffic

Traffic forecasts for the proposed development project were developed considering the proposed change in land use conditions at the site. As noted above, the project will include 30 residential apartment units and 3000 square feet of commercial space. All existing uses on the site will be removed.



June 28, 2016
Mr. Dan Goltzman
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Reference: Pine Street Deli Site, Burlington, VT

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In order to estimate project related traffic increases on the roadway system it was assumed that all existing site traffic will remain and only traffic associated with the proposed residential use would be treated as new traffic. This is considered a conservative analysis given the uncertainty regarding the future use of the commercial space. The commercial space could be used as office and/or retail, uses that generate substantially less traffic per square foot floor space than the existing deli. A "worst case" scenario would assume that another food service business replaces the existing deli and generates the same vehicular traffic that is now generated by the deli, bottle redemption service and three apartments located on the site.

The second part of the traffic forecasting requires estimating the number of vehicle trips associated with the proposed 30 apartment units. Typically, trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation* could be applied. ITE trip rates for Land Use Code 220-Apartment indicate that apartments generate 0.51 AM peak hour vehicle trips per dwelling unit and 0.62 PM peak hour vehicle trips per dwelling unit. These trip rates however, are based on data generally collected at suburban sites where pedestrian, bike and transit trips are nominal. Downward adjustments to the ITE rates are appropriate where alternative travel modes may represent a significant portion of all site trips. Given the proximity of the project site to downtown Burlington and its convenient access to transit, local data were collected to determine an appropriate trip generation rate for this site.

As noted above, peak period traffic counts were conducted at the 28-unit Flynn Housing Co-op on Flynn Avenue and at the 76-unit Champlain School Apartments. The proposed residential use would be expected to exhibit vehicle trip generation characteristics similar to these residential properties given their proximity to the project site. Counts done at these two sites indicate that they generate vehicle trips at rates that amount to only 62 to 75 percent of the applicable ITE rates as shown in Table 2.

Site	Dwelling Units	Peak Hour	Vehicle Trips	Trip Rate ¹	ITE Rate ²	Local Rate as % of ITE Rate
Champlain School	76	AM	24	0.32	0.51	62%
		PM	29	0.38	0.62	62%
Flynn Ave. Co-op	28	AM	9	0.32	0.51	63%
		PM	13	0.46	0.62	75%

¹Vehicle trips per dwelling unit.

²Source: ITE, *Trip Generation*, 9th Edition, Land Use Code 220 – Apartment.

Local trip rates based on driveway counts conducted by Stantec June 2016.

Table 2 Locally Observed Trip Generation Rates

In consideration of the locally observed data, trip estimates developed for the proposed residential use using ITE trip rates were reduced to 65 percent of their calculated value for this study. The estimated vehicle trip generation is shown in Table 3. The proposed new residential use at the site is only expected to generate ten new AM peak hour vehicle trips and 12 new PM peak hour vehicle trips.



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Peak	Direction	Trip Rate ¹	Unadjusted Trips	Adjusted Trips
AM	IN	0.10	3	2
	OUT	0.41	12	8
	TOTAL	0.51	15	10
PM	IN	0.40	12	8
	OUT	0.22	7	4
	TOTAL	0.62	19	12
Daily	IN	3.33	100	65
	OUT	3.33	100	65
	TOTAL	6.65	200	130

¹Source: ITE, *Trip Generation*, 9th Edition, Land Use Code 220 – Apartment. Vehicle trips per dwelling unit. Adjusted Trips reflect 65 percent of the unadjusted trips.

Table 3 Estimated New Site Traffic (Residential Trips)

Trip Assignments

Anticipated new site generated vehicle trips were assigned to the site driveways and area roadway network. It was assumed that approximately half of the trips would be oriented to north of the site and approximately half of the trips would be oriented to the south and Flynn Avenue. This distribution is based on the observed traffic patterns at the Champlain School Apartments driveway. The resulting traffic assignments for the AM and PM peak hours are shown in Figure 5. As shown, the two site driveways provided allow traffic to disperse with nominal impacts on the Pine Street and Flynn Avenue intersection. Only one or two peak hour vehicles are added to the intersection resulting in traffic increases that are well below one percent of the existing volume through the intersection. Traffic increases of only 0.2 percent during the AM peak hour and 0.1 percent during the PM peak hour are expected.

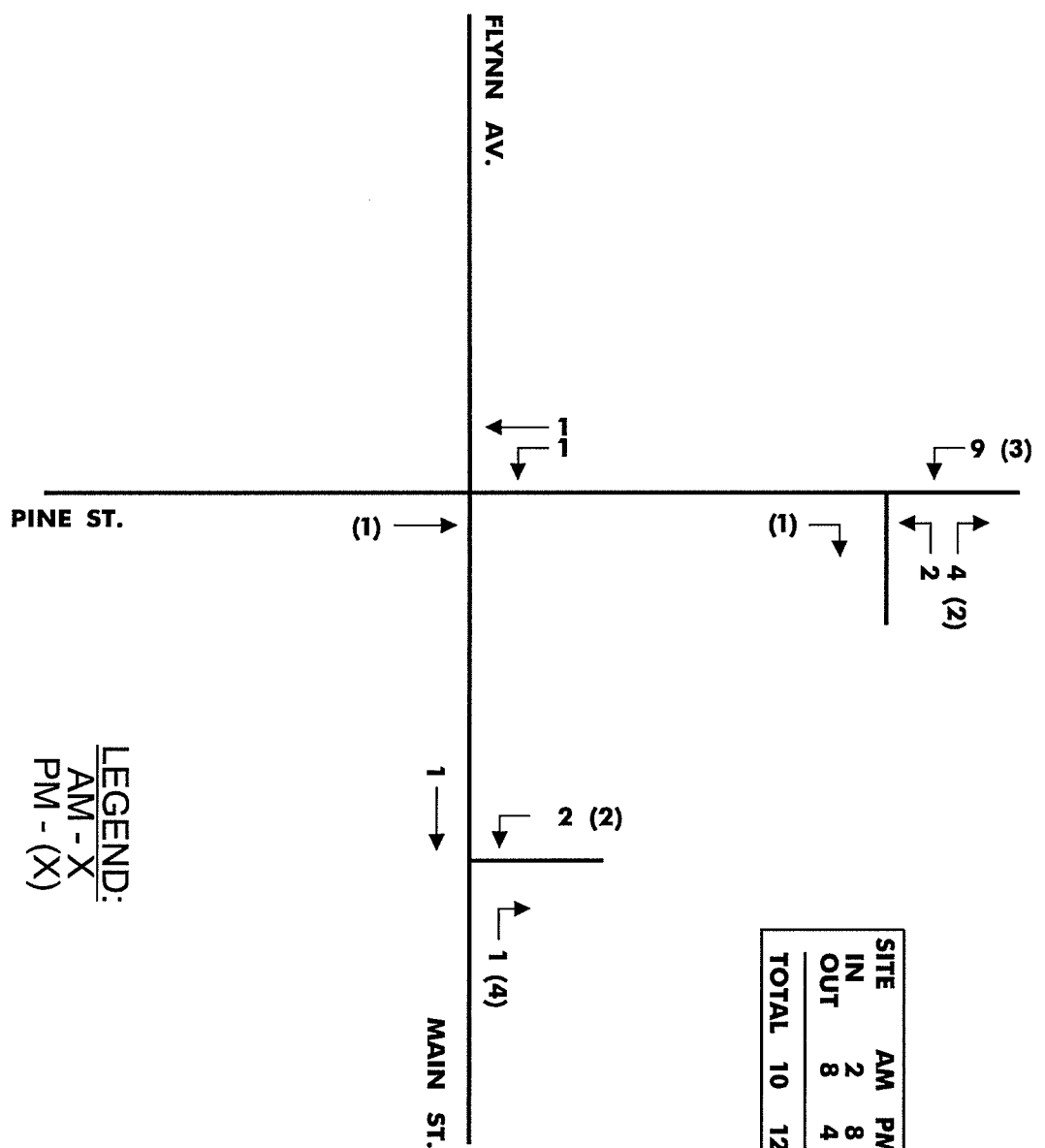
Future Traffic Networks

The combined project traffic and existing traffic volumes represent the Build condition traffic volumes. The Build volumes are shown in Figures 6 and 7, respectively.

Future Traffic Operations

The traffic operations analyses completed above for existing traffic conditions were repeated for Build conditions for the Pine Street and Flynn Avenue intersection. The results are presented in Table 4. As shown, the subject intersection will experience no measurable decline in operations due to the proposed development. The calculated level of services under Build conditions remain the same as reported for Existing conditions. Capacity analysis worksheets for all analysis conditions are attached.

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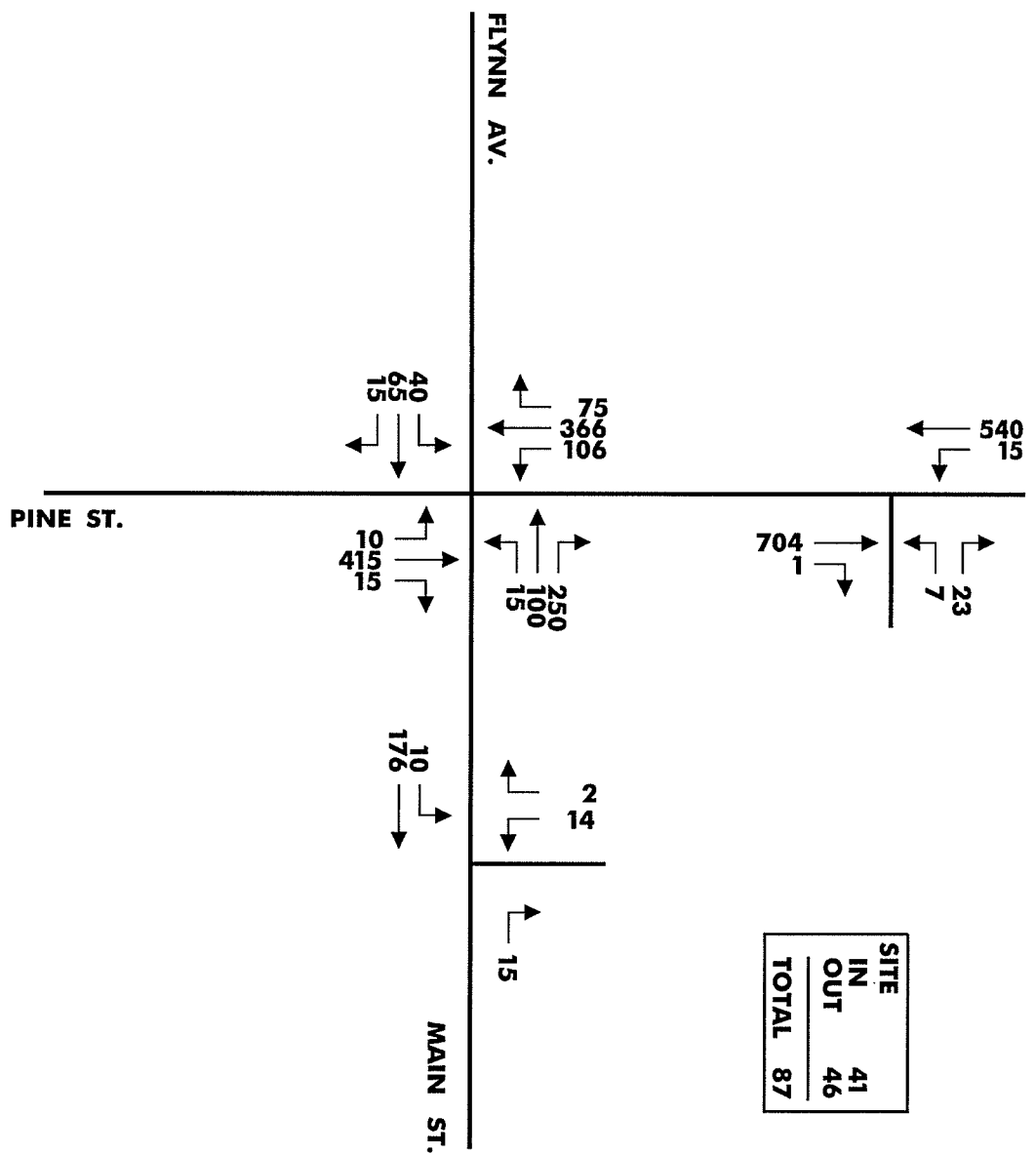


SITE	AM	PM
IN	2	8
OUT	8	4
TOTAL	10	12

LEGEND:
 AM - X
 PM - (X)

FIGURE 5
NEW SITE GENERATED TRAFFIC VOLUMES

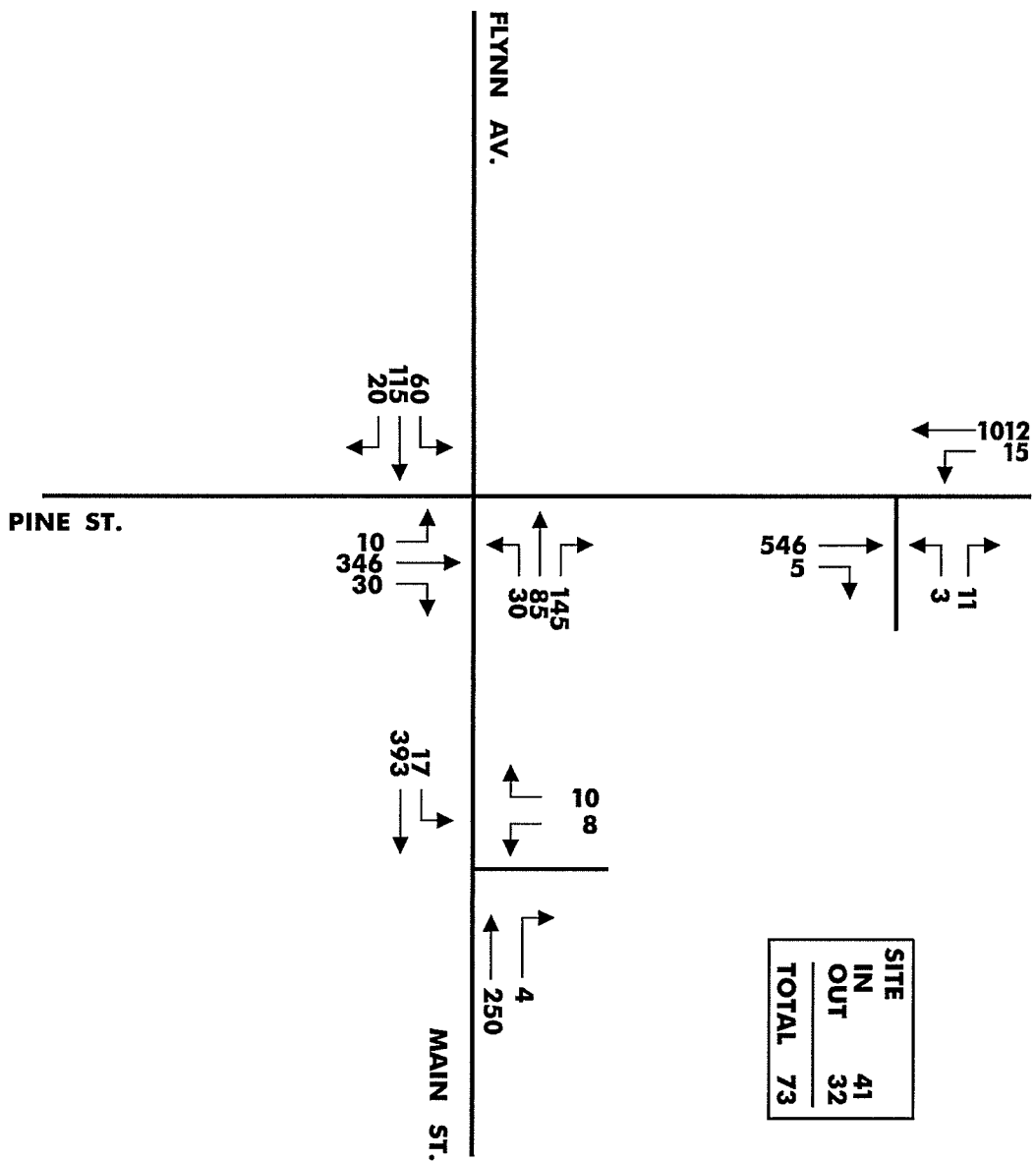
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SITE	
IN	41
OUT	46
TOTAL	87

FIGURE 6
 2016 AM PEAK HOUR BUILD TRAFFIC VOLUMES

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SITE	
IN	41
OUT	32
TOTAL	73

FIGURE 7
 2016 PM PEAK HOUR BUILD TRAFFIC VOLUMES



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Peak Hour	Existing 2016			2016 Build		
	LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C
AM	B	18	0.76	B	18	0.76
PM	B	20	0.89	B	20	0.89

¹ LOS= Level of Service

² Delay = Average delay expressed in seconds per vehicle

³ V/C = Volume-to-capacity ratio for critical movements

Table 4 Future Pine Street/Flynn Avenue Intersection Operations

Future Parking Conditions

The parking analysis for this project was conducted consistent with the traffic analysis. It was generally assumed that the future commercial use would generate parking demands similar to those of the existing deli use at the site. As such, the future parking demand represents the combined parking demand of the deli and the proposed residential use.

The parking analysis considered midday peak parking demands as food service demands will peak at lunch time. Residential parking demands typically peak at midnight or later. The critical analysis period is therefore midday when the proposed 34 on-site parking spaces must serve the midday food service demand while simultaneously accommodating residents' vehicles which may be left at the site during the day.

As noted above, the midday parking demand for the existing deli is approximately 12 vehicles. Parking demand for the proposed residential use was again determined by examining conditions at nearby, comparable residential developments. Measurements taken in June 2016 indicate that the 28-unit Flynn Housing Coop development uses a peak of 14 spaces at midday or 0.50 spaces per dwelling unit. The 76-unit Champlain School Apartments uses 41 spaces at midday or 0.54 spaces per dwelling unit. Applying the higher ratio (0.54) to the proposed project indicates that the residential component of the project will require 16 parking spaces at midday. The expected combined midday parking demand at the project site is there 30 vehicles. The proposed on-site parking supply will include 34 spaces.

RECOMMENDATIONS

As noted above, the proposed development will not have a significant impact on traffic operations at the Pine Street and Flynn Avenue intersection. Proposed construction at the site will alter the existing site driveways and move the Flynn Avenue driveway slightly closer to the existing CCTA bus stop. Future parking demands at the site should be met with a reserve capacity of four spaces at midday based on the assumption that future commercial tenants at the project generate no more midday parking demand than the existing deli. In light of the above findings it is recommended that:



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- The applicant work closely with the CCTA in the development of final design plans to ensure that adequate and appropriate access is provided for the existing bus stop;
- The applicant reassess expected site parking demands when tenants for the proposed commercial space are identified; and,
- The applicant will monitor and manage future on-site parking to ensure that all users' needs are being adequately met.

CONCLUSION

The proposed development will not have a significant impact on area traffic operations. It will add negligible volume to Pine Street and Flynn Avenue intersection. The intersection presently operates well below its capacity during commuter peak hours and will continue to do so after the project is built.

Thank you for the opportunity in assisting you with this project. Please do not hesitate to call if you have questions regarding the above.

Regards,

Stantec Consulting Services Inc.

Richard S. Bryant
Associate
Phone: 802 864 0223
Fax: 802 864 0165
Richard.Bryant@stantec.com

Attachments: Plan BTV, South End Traffic Volumes, Stantec June 2016 Traffic and Parking Counts, Capacity Analysis Worksheets

rbv:\1953\active\195311267\transportation\report\2016-06-27_tis.docx

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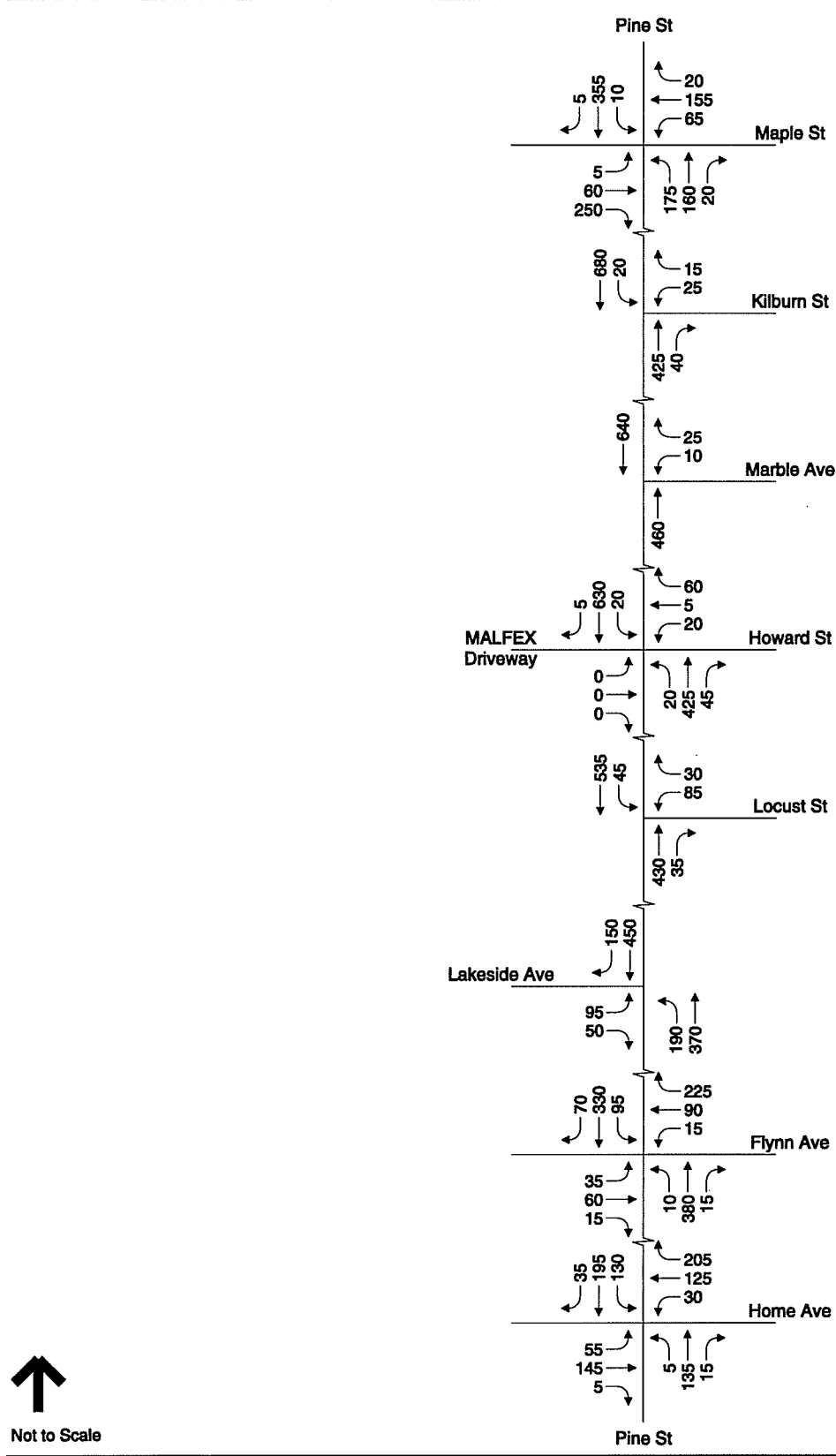
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Plan BTV, South End

Traffic Volumes

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Vanasse Hangen Brustlin, Inc.

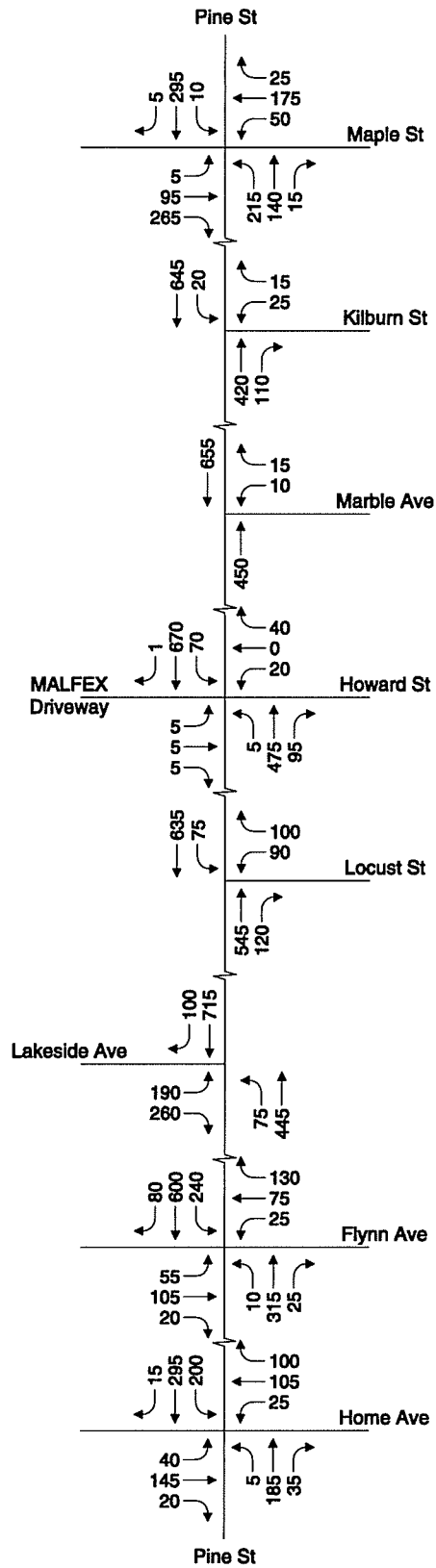
2014 Weekday Morning
 Peak Hour Traffic Volumes

Figure 1

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Not to Scale



Vanasse Hangen Brustlin, Inc.

2014 Weekday Evening
Peak Hour (DHV) Traffic Volumes

Figure 2

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Stantec, June 2016
Traffic and Parking Counts

Pine Street Dell - Traffic Counts AM

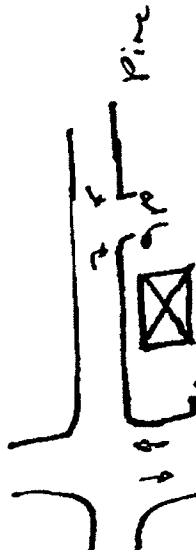
Date: 6/7/2016 Done By: C. B. Wagner

Time Slot	Flynn Ave.				Pine Street				Flynn Ave. @ Stop Bar	
	In		Out		In		Out		Westbound	Eastbound
										
7:00 - 7:15 AM	3	1	1	1	1	2	1	1	44	30
7:15 - 7:30 AM	6/3	1/φ	5/4	1/φ	2/1	5/3	3/2	4/3	80/44	56/20
7:30 - 7:45 AM	6/φ	3/2	7/2	3/2	7/5	5/φ	3/φ	9/5	140/60	20/20
7:45 - 8:00 AM	8/2	3/φ	10/3	4/1	10/3	7/2	4/1	12/3	225/77	106/30
8:00 - 8:15 AM	12/4	13/10	14/4	5/1	14/4	7/φ	6/2	10/6	331/106	140/40
8:15 - 8:30 AM	13/1	14/1	19/5	5/φ	15/1	8/1	7/1	23/5	394/63	184/48
8:30 - 8:45 AM	16/3	14/φ	20/1	6/1	19/4	8/φ	9/1	26/3	446/52	225/31
8:45 - 9:00 AM	18/2	17/3	22/2	6/φ	24/5	8/φ	9/1	31/5	553/107	267/42
	10	14	12	2	14	1	5	19	328	151

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→ N

Flynn



Pine Street Dell - Traffic Counts PM

Date: 6/5/2016 Done By: C. B. [Signature]

Time Slot	Flynn Ave.				Pine Street				Flynn Ave. @ Stop Bar	
	In		Out		In		Out		Westbound	Eastbound
									Colgate	Paste 7
4:00 - 4:15 PM	0	1	4	0	1	3	1	3	44	83
4:15 - 4:30 PM	7/7	1/0	5/1	2/2	2/1	4/1	2/1	5/2	94/50	167/84
4:30 - 4:45 PM	8/1	1/0	7/2	3/1	5/3	5/1	2/0	7/2	133/39	202/95
4:45 - 5:00 PM	12/4	1/0	7/0	3/0	6/1	5/0	3/1	12/5	185/52	340/78
5:00 - 5:15 PM	10/6	1/0	10/3	4/1	9/3	5/0	5/2	15/3	233/48	445/105
5:15 - 5:30 PM	22/4	1/0	12/2	6/2	14/5	6/1	6/1	19/4	292/59	531/86
5:30 - 5:45 PM	24/2	1/0	13/1	10/4	16/2	7/1	6/0	20/1	350/58	627/96
5:45 - 6:00 PM	29/5	1/0	13/0	13/3	18/2	9/2	6/0	21/1	461/51	684/67
	17	0	6	10	12	4	3	9	216	354

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Flynn Ave. Development - Traffic Counts AM (7AM - 9AM)
 Date: 6/1/2016 Done By: G. BURGMEIER

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through traffic			
	In	Out	Bound	Bound	West	East	Bound	Bound
7:00 - 7:15 AM					19	24	Bound	Bound
7:15 - 7:30 AM					60/41	36/12	Bound	Bound
7:30 - 7:45 AM					100/40	51/15	Bound	Bound
7:45 - 8:00 AM					167/67	85/34	Bound	Bound
8:00 - 8:15 AM					228/61	121/36	Bound	Bound
8:15 - 8:30 AM					208/60	141/20	Bound	Bound
8:30 - 8:45 AM					349/61	159/18	Bound	Bound
8:45 - 9:00 AM					409/60	188/29	Bound	Bound

#/# TOTAL COUNT
 #/# DEDUCTED
 INTERVAL
 COUNT

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Flynn Ave
 108
 249

* NOTE: 30-40% OF WESTBOUND TRAFFIC W/AS FROM LT TURNS
 OFF OF FOSTER STREET

Flynn Ave. Development - Traffic Counts PM (4 PM - 6 PM)

Date: 6/1/2016 Done By: S. B. Buechner

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through traffic			
	In			Out	West Bound	East Bound		
4:00 - 4:15 PM	4	1	0	0	36	32		
4:15 - 4:30 PM	6/2	5/4	0/0	0/0	70/34	86/54		88
4:30 - 4:45 PM	8/2	6/1	1/1	1/1	113/43	160/74		117
4:45 - 5:00 PM	11/3	7/1	1/0	1/0	159/46	216/56		102
5:00 - 5:15 PM	11/0	10/3	1/0	1/0	210/51	283/67		118
5:15 - 5:30 PM	12/1	11/1	1/0	1/0	272/62	347/64		126
5:30 - 5:45 PM	13/1	12/1	1/0	1/0	317/45	404/57		102
5:45 - 6:00 PM	14/1	13/1	1/0	1/0	375/58	434/30		88

#/## TOTAL COUNT
#/# DEDUCTED INITIAL COUNT

4:30 - 5:30

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6 6 1 202 261

NOTE: TRAFFIC FLOW OFF POSTAL ST. WAS EASTBOUND

8:00-6 parked
 8:03-6 parked
 8:05-8 parked
 8:06 9 parked
 8:08 9 parked

busses: Champlain College
 CCTA
 MT Transit
 730 CCTA School Buses

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Pine Street Development - Traffic Counts AM

Date: 6/11/19 Done By: Nora Varhue

Time Slot	Pine Street Development Drive				Pine Street Through traffic	
	Left	Thru	Right	Out	North	Bound
7:00 - 7:15 AM	1	1	1		69 CT 1 B 2 P 2	106 CT 2 B 3 P 4
7:15 - 7:30 AM	2	1	2		95 CT 5 B 3 P 6	96 CT 4 B 5 P 4
7:30 - 7:45 AM	3	2	7		112 CT 5 B 4 P 2	141 CT 1 B 1 P 7
7:45 - 8:00 AM	4	0	2	1	113 CT 11 B 8 P 3	196 CT 9 B 1 P 2
8:00 - 8:15 AM	1	1	0	1	98 CT 3 B 5 P 3	213 CT 2 B 4 P 5
8:15 - 8:30 AM	3	0	1	1	90 CT 4 B 6 P 5	183 CT 10 B 9 P 11
8:30 - 8:45 AM	11	0	5	1	111 CT 7 B 7 P 4	162 CT 15 B 1 P 6
8:45 - 9:00 AM	7	0	2	3	126 CT 11 B 3 P 3	198 CT 4 B 2 P 3

425 756

8

7

(117)

(5)

8

8

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Pine Street Development - Traffic Counts PM

Date: 6/7/16 Done By: [Signature]

Time Slot	Flynn Ave. Development Drive				Flynn Ave Through Traffic			
	In		Out		North	Bound	South	Bound
	LT	RT	LT	RT				
4:00 - 4:15 PM	1	3	2	2	2195	105	1116	119
4:15 - 4:30 PM	3	1	0	0	208	4	113	2114
4:30 - 4:45 PM	3	3	1	2	2196	4	113	114
4:45 - 5:00 PM	0	2	1	0	221	145	117	2118
5:00 - 5:15 PM	7	4	0	0	2774	143	132	1159
5:15 - 5:30 PM	1	0	0	4	222	111	112	1113
5:30 - 5:45 PM	7	1	1	1	241	13	112	1115
5:45 - 6:00 PM	4	2	3	2	200	15	104	104

317

328

385

349

414

407

409

307

485

1094

5

2

7

15

(11)

(10)

(16)

(20)

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Pine Street Deli - Parking Count

Date:

6/7

Done By:

Glen

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	Time Slot	Number of spaces	Number of Parked Cars
Pine Street Deli	11:30 AM	22 (6) DIRT	11
	12:00 PM		8
	12:30 PM		15
	1:00 PM		12
	1:30 PM		13

Date:

6/7

Done By:

Glen

Flynn Ave. Development Lot	11:30 AM	42	14
	12:00 PM		10
	12:30 PM		10
	1:00 PM		11
	1:30 PM		13

Date:

6/7

Done By:

Glen

Pine Street Development Lot	11:30 AM	84	33 33
	12:00 PM		38
	12:30 PM		39
	1:00 PM		40
	1:30 PM		41

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**Intersection Capacity
Analysis Worksheets**

Queues
3: Pine Street & Flynn Avenue

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Existing Conditions
AM Peak Hour
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations		↔		↔		↔	↔	↔		
Traffic Volume (vph)	40	65	15	100	10	415	105	365		
Future Volume (vph)	40	65	15	100	10	415	105	365		
Lane Group Flow (vph)	0	120	0	365	0	440	105	440		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	23.0	23.0	23.0	23.0	27.0	27.0	10.0	37.0	6.0	6.0
Total Split (%)	34.8%	34.8%	34.8%	34.8%	40.9%	40.9%	15.2%	56.1%	9%	9%
Maximum Green (s)	17.0	17.0	17.0	17.0	21.0	21.0	4.0	31.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		13.4		13.4		17.1	24.4	24.4		
Actuated g/C Ratio		0.26		0.26		0.33	0.47	0.47		
v/c Ratio		0.45		0.76		0.73	0.31	0.54		
Control Delay		23.4		23.9		25.9	10.9	12.6		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		23.4		23.9		25.9	10.9	12.6		
LOS		C		C		C	B	B		
Approach Delay		23.4		23.9		25.9		12.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		30		59		126	17	83		
Queue Length 95th (ft)		84		#204		#289	47	191		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		370		604		810	339	1087		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.32		0.60		0.54	0.31	0.40		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 51.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76

Queues

3: Pine Street & Flynn Avenue

Existing Conditions

AM Peak Hour

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue

 p1	 p2	 p3	 p4
10 s	27 s	6 s	23 s
 p6		 p7	 p8
37 s		6 s	23 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Existing Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	40	65	15	15	100	250	10	415	15	105	365	7
Future Volume (vph)	40	65	15	15	100	250	10	415	15	105	365	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.97			1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.98			0.91			1.00		1.00	0.97	
Flt Protected		0.98			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1413			1417			1850		1667	1703	
Flt Permitted		0.71			0.98			0.99		0.29	1.00	
Satd. Flow (perm)		1013			1397			1824		517	1703	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	65	15	15	100	250	10	415	15	105	365	7
RTOR Reduction (vph)	0	8	0	0	120	0	0	2	0	0	11	0
Lane Group Flow (vph)	0	112	0	0	245	0	0	438	0	105	429	0
Confl. Peds. (#/hr)	10		5	7		12	5		7	12		10
Heavy Vehicles (%)	13%	13%	13%	3%	3%	3%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	5
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.4			13.4			17.1		26.0	26.0	
Effective Green, g (s)		13.4			13.4			17.1		26.0	26.0	
Actuated g/C Ratio		0.25			0.25			0.32		0.48	0.48	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		251			346			577		310	819	
v/s Ratio Prot										0.02	c0.25	
v/s Ratio Perm		0.11			c0.18			c0.24		0.14		
v/c Ratio		0.45			0.71			0.76		0.34	0.52	
Uniform Delay, d1		17.2			18.5			16.6		9.7	9.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.3			6.5			5.7		0.7	0.6	
Delay (s)		18.4			25.0			22.3		10.3	10.3	
Level of Service		B			C			C		B	B	
Approach Delay (s)		18.4			25.0			22.3			10.3	
Approach LOS		B			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			54.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			85.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Pine Street & Flynn Avenue

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JUN 29 2016
BUILDING CONDITIONS
AM Peak Hour

	↗	→	↖	←	↖	↑	↘	DEPARTMENT OF PLANNING & ZONING		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations		↔		↔		↔	↖	↗		
Traffic Volume (vph)	40	65	15	100	10	415	106	366		
Future Volume (vph)	40	65	15	100	10	415	106	366		
Lane Group Flow (vph)	0	120	0	365	0	440	106	441		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	23.0	23.0	23.0	23.0	27.0	27.0	10.0	37.0	6.0	6.0
Total Split (%)	34.8%	34.8%	34.8%	34.8%	40.9%	40.9%	15.2%	56.1%	9%	9%
Maximum Green (s)	17.0	17.0	17.0	17.0	21.0	21.0	4.0	31.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		13.4		13.4		17.1	24.4	24.4		
Actuated g/C Ratio		0.26		0.26		0.33	0.47	0.47		
v/c Ratio		0.45		0.76		0.73	0.31	0.54		
Control Delay		23.4		23.9		25.9	10.9	12.6		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		23.4		23.9		25.9	10.9	12.6		
LOS		C		C		C	B	B		
Approach Delay		23.4		23.9		25.9		12.3		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		30		59		126	17	83		
Queue Length 95th (ft)		84		#204		#289	48	191		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		370		604		810	339	1087		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.32		0.60		0.54	0.31	0.41		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 51.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76

Queues

3: Pine Street & Flynn Avenue

Build Condition

AM Peak Hour

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue

 p1	 p2	 p3	 p4
10 s	27 s	6 s	23 s
 p6		 p7	 p8
37 s		6 s	23 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Build Conditions:
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	40	65	15	15	100	250	10	415	15	106	366	7
Future Volume (vph)	40	65	15	15	100	250	10	415	15	106	366	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.97			1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.98			0.91			1.00		1.00	0.97	
Flt Protected		0.98			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1413			1417			1850		1667	1703	
Flt Permitted		0.71			0.98			0.98		0.29	1.00	
Satd. Flow (perm)		1013			1397			1824		517	1703	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	65	15	15	100	250	10	415	15	106	366	7
RTOR Reduction (vph)	0	8	0	0	120	0	0	2	0	0	11	0
Lane Group Flow (vph)	0	112	0	0	245	0	0	438	0	106	430	0
Confl. Peds. (#/hr)	10		5	7		12	5		7	12		10
Heavy Vehicles (%)	13%	13%	13%	3%	3%	3%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		prn+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.4			13.4			17.1		26.0	26.0	
Effective Green, g (s)		13.4			13.4			17.1		26.0	26.0	
Actuated g/C Ratio		0.25			0.25			0.32		0.48	0.48	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		251			346			577		310	819	
v/s Ratio Prot										0.02	c0.25	
v/s Ratio Perm		0.11			c0.18			c0.24		0.15		
v/c Ratio		0.45			0.71			0.76		0.34	0.53	
Uniform Delay, d1		17.2			18.5			16.6		9.7	9.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.3			6.5			5.7		0.7	0.6	
Delay (s)		18.4			25.0			22.3		10.4	10.3	
Level of Service		B			C			C		B	B	
Approach Delay (s)		18.4			25.0			22.3			10.3	
Approach LOS		B			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			54.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			85.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Pine Street & Flynn Avenue

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Existing Conditions
PM Peak Hour

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø3	ø7
Lane Configurations		↔		↔		↔	↔	↔		
Traffic Volume (vph)	60	115	30	85	10	345	265	660		
Future Volume (vph)	60	115	30	85	10	345	265	660		
Lane Group Flow (vph)	0	195	0	260	0	385	265	750		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	20.0	20.0	20.0	20.0	28.0	28.0	12.0	40.0	6.0	6.0
Total Split (%)	30.3%	30.3%	30.3%	30.3%	42.4%	42.4%	18.2%	60.6%	9%	9%
Maximum Green (s)	14.0	14.0	14.0	14.0	22.0	22.0	6.0	34.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		12.8		12.8		16.6	28.9	28.9		
Actuated g/C Ratio		0.23		0.23		0.30	0.53	0.53		
v/c Ratio		0.67		0.70		0.71	0.62	0.79		
Control Delay		34.9		27.2		25.2	15.9	19.1		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		34.9		27.2		25.2	15.9	19.1		
LOS		C		C		C	B	B		
Approach Delay		34.9		27.2		25.2		18.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		54		49		107	44	175		
Queue Length 95th (ft)		#169		#175		214	#108	#439		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		323		403		728	429	1133		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.60		0.65		0.53	0.62	0.66		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79

Queues

3: Pine Street & Flynn Avenue

Existing Conditions
PM Peak Hour

Intersection Signal Delay: 22.7
Intersection Capacity Utilization 98.3%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: C
ICU Level of Service F

Splits and Phases: 3: Pine Street & Flynn Avenue

 Ø1	 Ø2	 Ø3	 Ø4
12 s	28 s	6 s	20 s
 Ø6		 Ø7	 Ø8
40 s		6 s	20 s

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HCM Signalized Intersection Capacity Analysis 3: Pine Street & Flynn Avenue

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Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	60	115	20	30	85	145	10	345	30	265	660	90
Future Volume (vph)	60	115	20	30	85	145	10	345	30	265	660	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.99			0.96			1.00		1.00	0.99	
Flpb, ped/bikes		0.99			1.00			1.00		1.00	1.00	
Frt		0.99			0.92			0.99		1.00	0.98	
Flt Protected		0.98			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1559			1370			1817		1729	1783	
Flt Permitted		0.77			0.95			0.97		0.32	1.00	
Satd. Flow (perm)		1217			1304			1768		574	1783	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	115	20	30	85	145	10	345	30	265	660	90
RTOR Reduction (vph)	0	6	0	0	67	0	0	5	0	0	7	0
Lane Group Flow (vph)	0	189	0	0	193	0	0	380	0	265	743	0
Confl. Peds. (#/hr)	26		14	11		23	14		11	23		26
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	5	5
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.8			12.8			16.8		28.9	28.9	
Effective Green, g (s)		12.8			12.8			16.8		28.9	28.9	
Actuated g/C Ratio		0.23			0.23			0.30		0.51	0.51	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		276			295			526		419	913	
v/s Ratio Prot										0.07	c0.42	
v/s Ratio Perm		c0.16			0.15			0.21		0.26		
v/c Ratio		0.68			0.65			0.72		0.63	0.81	
Uniform Delay, d1		19.9			19.8			17.7		9.9	11.5	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		6.8			5.1			4.9		3.1	5.6	
Delay (s)		26.8			24.9			22.6		13.0	17.1	
Level of Service		C			C			C		B	B	
Approach Delay (s)		26.8			24.9			22.6			16.0	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	56.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: Pine Street & Flynn Avenue

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JUN 29 2016
DEPARTMENT OF
PLANNING & ZONING

	↗	→	↖	←	↙	↑	↘	↓		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø3	ø7
Lane Configurations		↔		↔		↔	↗	↘		
Traffic Volume (vph)	60	115	30	85	10	346	265	660		
Future Volume (vph)	60	115	30	85	10	346	265	660		
Lane Group Flow (vph)	0	195	0	260	0	386	265	750		
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA		
Protected Phases		4		8		2	1	6	3	7
Permitted Phases	4		8		2		6			
Detector Phase	4	4	8	8	2	2	1	6		
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	18.0	18.0	18.0	23.0	23.0	10.0	18.0	6.0	6.0
Total Split (s)	20.0	20.0	20.0	20.0	28.0	28.0	12.0	40.0	6.0	6.0
Total Split (%)	30.3%	30.3%	30.3%	30.3%	42.4%	42.4%	18.2%	60.6%	9%	9%
Maximum Green (s)	14.0	14.0	14.0	14.0	22.0	22.0	6.0	34.0	4.0	4.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min	None	Min	None	None
Walk Time (s)									2.0	2.0
Flash Dont Walk (s)									2.0	2.0
Pedestrian Calls (#/hr)									5	5
Act Effct Green (s)		12.8		12.8		16.6	28.9	28.9		
Actuated g/C Ratio		0.23		0.23		0.30	0.53	0.53		
v/c Ratio		0.67		0.70		0.71	0.62	0.79		
Control Delay		34.9		27.2		25.3	15.9	19.1		
Queue Delay		0.0		0.0		0.0	0.0	0.0		
Total Delay		34.9		27.2		25.3	15.9	19.1		
LOS		C		C		C	B	B		
Approach Delay		34.9		27.2		25.3		18.2		
Approach LOS		C		C		C		B		
Queue Length 50th (ft)		54		49		107	44	175		
Queue Length 95th (ft)		#169		#175		215	#108	#439		
Internal Link Dist (ft)		397		21		284		90		
Turn Bay Length (ft)										
Base Capacity (vph)		323		403		728	429	1133		
Starvation Cap Reductn		0		0		0	0	0		
Spillback Cap Reductn		0		0		0	0	0		
Storage Cap Reductn		0		0		0	0	0		
Reduced v/c Ratio		0.60		0.65		0.53	0.62	0.66		

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79

Queues

3: Pine Street & Flynn Avenue

Build Condition

PM Peak Ho

Intersection Signal Delay: 22.7

Intersection LOS: C

Intersection Capacity Utilization 98.3%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Pine Street & Flynn Avenue

 $\phi 1$	 $\phi 2$	 $\phi 3$	 $\phi 4$
12 s	28 s	6 s	20 s
 $\phi 6$		 $\phi 7$	 $\phi 8$
40 s		6 s	20 s

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DEPARTMENT OF
PLANNING & ZONING

HCM Signalized Intersection Capacity Analysis

3: Pine Street & Flynn Avenue

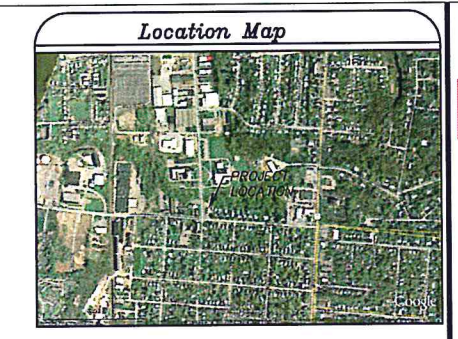
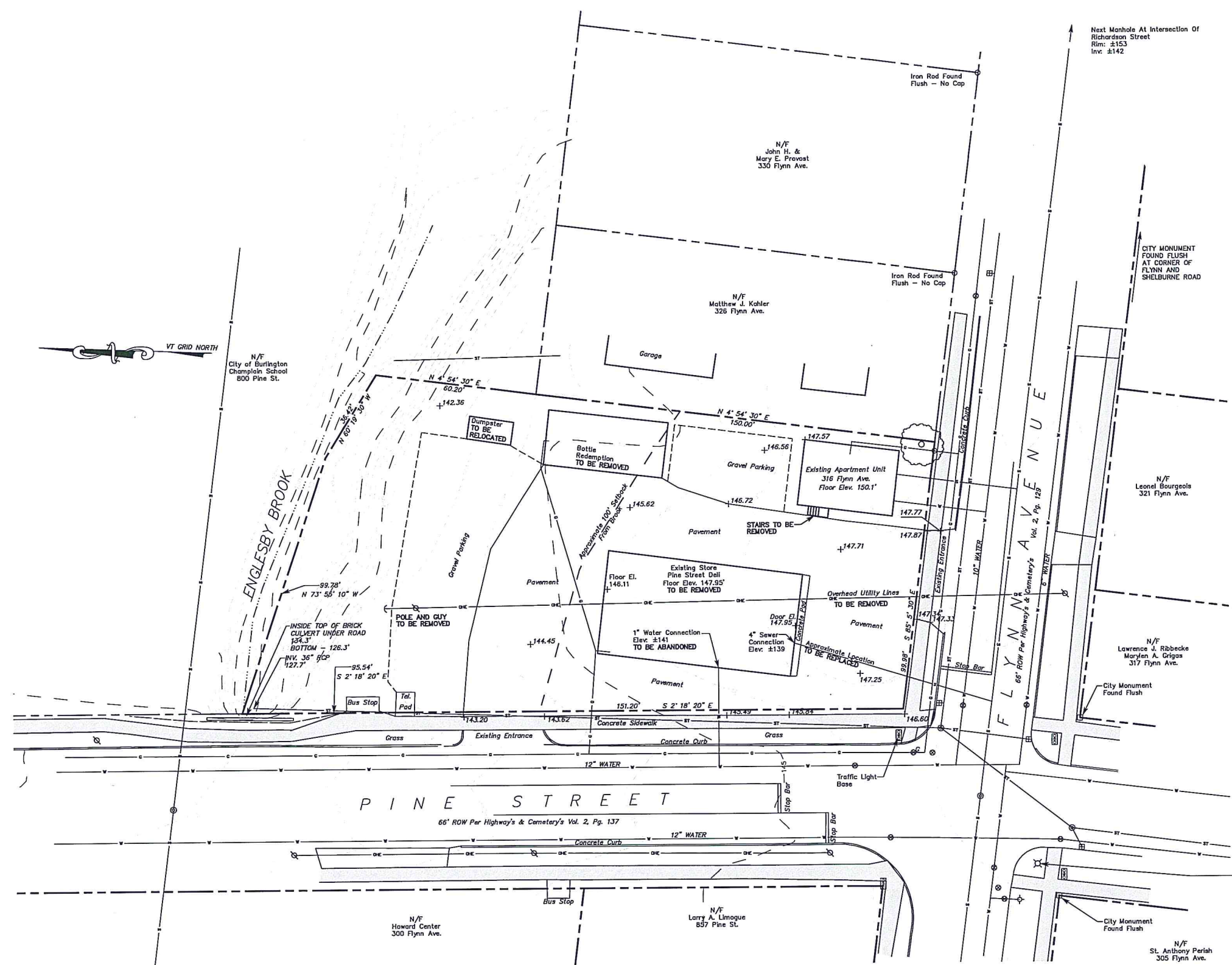
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Build Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔	↔	
Traffic Volume (vph)	60	115	20	30	85	145	10	346	30	265	660
Future Volume (vph)	60	115	20	30	85	145	10	346	30	265	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	
Frpb, ped/bikes		0.99			0.96			1.00		1.00	
Flpb, ped/bikes		0.99			1.00			1.00		1.00	
Frt		0.99			0.92			0.99		1.00	
Flt Protected		0.98			0.99			1.00		0.95	
Satd. Flow (prot)		1559			1370			1817		1729	
Flt Permitted		0.77			0.95			0.97		0.31	
Satd. Flow (perm)		1217			1304			1768		573	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	115	20	30	85	145	10	346	30	265	660
RTOR Reduction (vph)	0	6	0	0	67	0	0	5	0	7	0
Lane Group Flow (vph)	0	189	0	0	193	0	0	381	0	265	743
Confl. Peds. (#/hr)	26		14	11		23	14		11	23	
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	5	
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA		Perm	NA	pm+pt	NA	
Protected Phases		4			8			2		1	6
Permitted Phases	4			8			2		6		
Actuated Green, G (s)		12.8			12.8			16.8		28.9	28.9
Effective Green, g (s)		12.8			12.8			16.8		28.9	28.9
Actuated g/C Ratio		0.23			0.23			0.30		0.51	0.51
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0
Lane Grp Cap (vph)		276			295			526		418	913
v/s Ratio Prot									0.07	c0.42	
v/s Ratio Perm		c0.16			0.15			0.22		0.26	
v/c Ratio		0.68			0.65			0.72		0.63	0.81
Uniform Delay, d1		19.9			19.8			17.7		9.9	11.5
Progression Factor		1.00			1.00			1.00		1.00	1.00
Incremental Delay, d2		6.8			5.1			4.9		3.1	5.6
Delay (s)		26.8			24.9			22.6		13.0	17.1
Level of Service		C			C			C		B	B
Approach Delay (s)		26.8			24.9			22.6			16.0
Approach LOS		C			C			C			B

Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	56.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Areas			
Total Lot	26,427.9 s.f.	0.61 acre	100%
Paved Area	10,143.7 s.f.	0.23 acre	38.4%
Gravel Parking	4,555.0 s.f.	0.10 acre	17.2%
Building Area	4,741.5 s.f.	0.11 acre	17.9%
Total Impervious	19,440.2 s.f.	0.45 acre	73.6%
Pervious Area	6,987.6 s.f.	0.16 acre	26.4%

LEGEND	
---	Property/R.O.W. Line
---o---	Overhead Utility Line
---	Gas Line
---	Water Line
---	Sanitary Line
---	Storm Line
o	Utility Pole
o	Concrete Monument
o	Rebar Found
o	Storm Catch Basin
o	Gate Valve
o	Manhole
o	Gas Valve
o	Traffic Light Base
+146.56	Spot Elevation

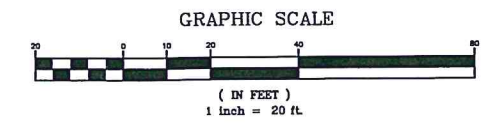
Reference Plans

- "Englesby Farm" plan of the former Flynn Estate property by A.R. Daw, CE dated May, 1899 and recorded in Vol. 120, Pg. 55 of the Burlington City Land Records
- "Plot of Survey - BCOH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 4198 of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc., dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Horizontal and Vertical Information shown hereon are related to NAD 83(2007) and NAVD 88 datums based upon this Station "ANTHONY" and upon Station "PUMP STA PINE" located on the easterly side of Pine St. opposite Lakeside Ave.

"ANTHONY" Elevation = 111.29' NAVD 88



Notes:

It is noted that no site assessment of hazardous or other waste materials has been made and S.E. takes no responsibility for any materials or conditions that may exist on this site.

The Contractor is to notify Dig-Safe (Tel. 1-800-DIG-SAFE) 48 hours prior to any excavation.

Underground locations shown are drawn from structure to structure or located per City Public Works plans.

All utility services enter this lot through a public right-of-way or recorded easement.

Redstone

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DEPARTMENT OF PLANNING & ZONING

PINE & FLYNN
DEVELOPMENT

LOCATION
316 FLYNN AVE (CORNER OF PINE & FLYNN)
BURLINGTON, VERMONT

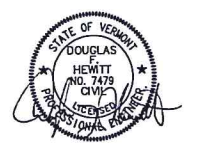
OWNER
G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802.343.6789

CONTRACTOR

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
Engineers & Surveyors
1233 Shelburne Road C2
South Burlington, VT 05403
(802) 526-2000

STAMP



Issue	Date	Issue	Date

Project

Drawing Title EXISTING CONDITIONS PLAN

Project No. 8163 Drawn By: BEG Date: 6/29/15 Scale: 1"=20'

Owner of Record
G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 Sq. Ft. (0.377 Acres)
10,008 SF License From City
Total 26,428 SF (0.474 Acres)

Drawing No.
EC1

G&C Properties LLC
316-322 Flynn Avenue, Burlington, VT
Water and Sanitary Sewer Basis of Design
June 1, 2016

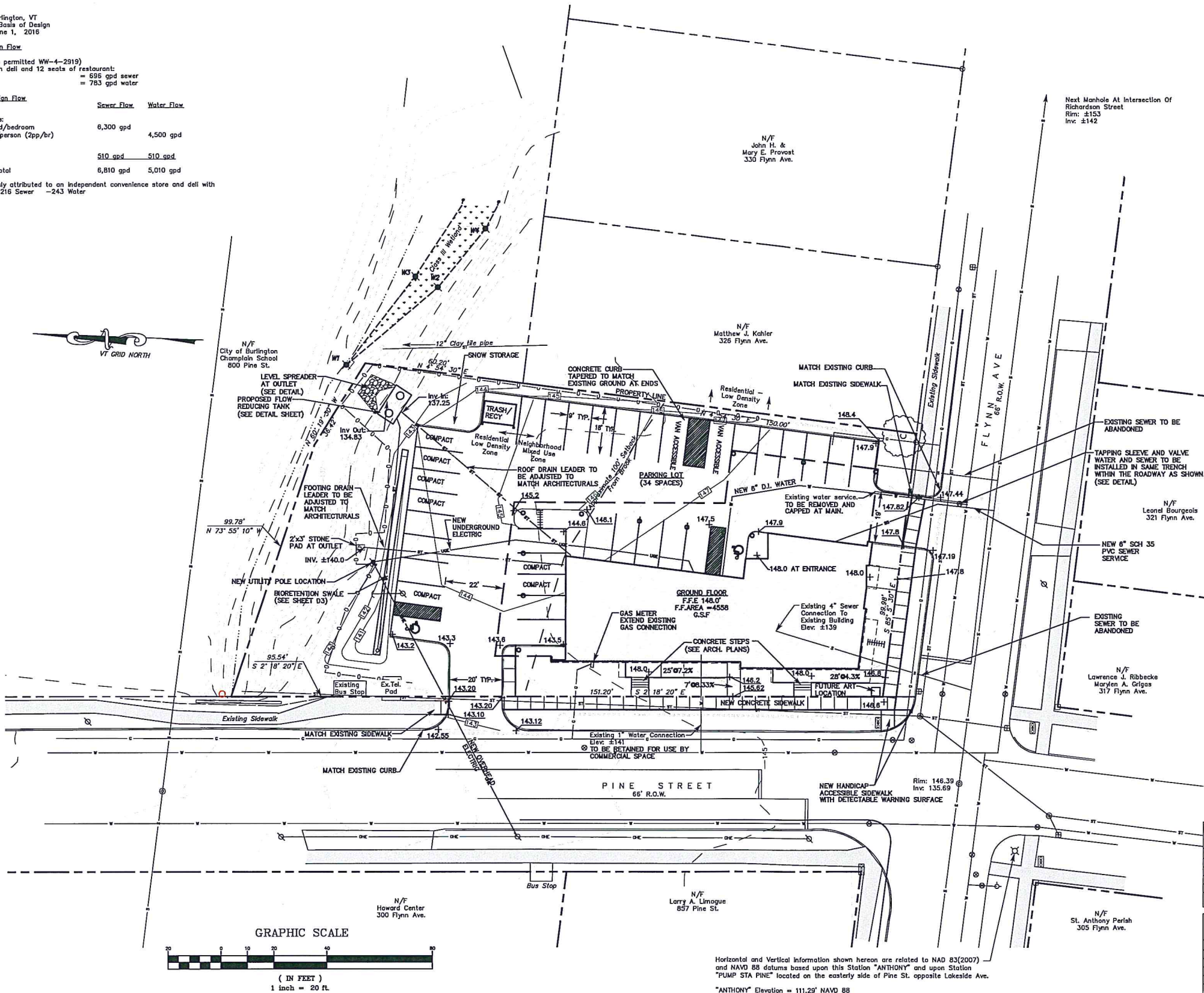
Existing Water/Sewer Design Flow

Water and Wastewater: (as permitted WW-4-2919)
Convenience store with deli and 12 seats of restaurant:
= 695 gpd sewer
= 783 gpd water

Proposed Water/Sewer Design Flow

	Sewer Flow	Water Flow
New Residential Apartments: thirty units @ 210 gpd/bedroom thirty units @ 75gpd/person (2pp/br)	6,300 gpd	4,500 gpd
Commercial Space:	510 gpd	510 gpd
Total	6,810 gpd	5,010 gpd

Deduction of flows previously attributed to an independent convenience store and deli with sit-down restaurant: -216 Sewer -243 Water



GROUND FLOOR:	4,880 S.F. GROSS FLOOR AREA COMMERCIAL
2ND FLOOR:	4,558 S.F. GROSS FLOOR AREA RESIDENTIAL
3RD FLOOR:	9,296 S.F. GROSS FLOOR AREA RESIDENTIAL
ROOF:	2,551 S.F. GROSS FLOOR AREA RESIDENTIAL
	30,681 S.F.

Notes:

It is noted that no site assessment of hazardous or other waste materials has been made and S.E. takes no responsibility for any materials or conditions that may exist on this site.

The Contractor is to notify Dig-Safe (Tel. 1-800-DIG-SAFE) 48 hours prior to any excavation.

Underground locations shown are drawn from structure to structure or located per City Public Works plans.

All utility services enter this lot through a public right-of-way or recorded easement.

Class Three wetland delineated by Jeffrey Severson, Principal Ecologist from Oakledge Environmental Services, Inc. on 7/8/11. Wetland delineation and Class Three wetland designation reviewed and approved by Julie Foley, ANR District Wetlands Ecologist on 7/12/11. Field located from flag W1 found 3/6/15 by Summit Engineering, and flags W2-W4, which identify approximate wetland boundary locations re-established by Jeffrey Severson on 3/6/15.

Reference Plans

- "Engleby Farm" plan of the former Flynn Estate property by A.R. Dow, CE dated May, 1899 and recorded in Vol. 120, Pg. 56 of the Burlington City Land Records
- "Plot of Survey - BCCOH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 419B of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc. dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Owner of Record
G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 S.F. (0.377 Acres)
10,008 S.F. (0.230 Acres)
Total 26,428 S.F. (0.607 Acres)

SITE INFORMATION

Zone: RL Residential Low Density/NMU Neighborhood Mixed Use
Existing Dwelling Units: 3
Proposed Dwelling Units: 30

PARKING

Parking District: Shared Use

21 Spaces Required

Proposed Parking Spaces 34 (2 Van-Accessible Handicap and 2 Standard Handicap Included)

Location Map



LEGEND

---	Property/R.O.W. Line
---	Overhead Utility Line
---	NEW UNDERGROUND UTILITY LINE
---	Gas Line
---	Existing Water Line
---	NEW WATER LINE
---	NEW SANITARY LINE
---	Existing Sanitary Line
---	Storm Line
---	NEW FENCE
---	PROPOSED SILT FENCE
---	Construction Limits
---	Class III Wetland
---	Existing Contours
---	PROPOSED CONTOURS
---	Utility Pole
---	Concrete Monument
---	Rebar Found
---	Catch Basin
---	Existing Gate Valve
---	PROPOSED GATE VALVE
---	Manhole
---	Gas Valve
---	Traffic Light
---	Existing Spot Elevation
---	PROPOSED SPOT ELEVATION
---	PROPOSED LIGHT POLE
---	PROPOSED CATCH BASIN

Total Existing Lot Coverage			
Total Lot	26,424 s.f.	0.61 acre	100%
Paved Area	14,697 s.f.	0.34 acre	55.6%
Building Area	4,742 s.f.	0.11 acre	18.0%
Total Coverage	19,439 s.f.	0.45 acre	73.6%
Total Pervious	6,985 s.f.	0.16 acre	26.4%

Total Proposed Lot Coverage			
Total Lot	26,424 s.f.	0.61 acre	100%
Paved Area	7,824 s.f.	0.18 acre	29.6%
Building Area	9,724 s.f.	0.22 acre	36.8%
Total Coverage	17,548 s.f.	0.39 acre	66.4%
Total Pervious	9,304 s.f.	0.21 acre	35.2%

Lot Coverage Low Density Residential (RL) Zone			
	Existing	Proposed	
Total Area	10,007 s.f.	10,007 s.f.	100 %
Paved Area	4,381 s.f.	3,524 s.f.	35.2 %
Building Area	0 s.f.	0 s.f.	0 %
Total Coverage	4,381 s.f.	3,524 s.f.	35.2 %
Proposed Gross Floor Area	3,594 s.f.	FAR = 0.36	

Lot Coverage Neighborhood Mixed Use (NMU) Zone			
	Existing	Proposed	
Total Area	16,417 s.f.	16,417 s.f.	100 %
Paved Area	10,338 s.f.	9,038 s.f.	55.0 %
Building Area	4,601 s.f.	4,558 s.f.	27.8 %
Total Coverage	14,939 s.f.	13,596 s.f.	82.8 %
Proposed Gross Floor Area	12,702 s.f.	FAR = 0.77	

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DEPARTMENT OF
PLANNING & ZONING

CLIENT

PINE & FLYNN
DEVELOPMENT

LOCATION

316 FLYNN AVE (CORNER OF PINE & FLYNN
BURLINGTON, VERMONT)

OWNER

G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802.343.6769

CONTRACTOR

CIVIL ENGINEER



SUMMIT ENGINEERING, INC.
Engineers • Surveyors • Planners • Landscape Architects
1231 Shelburne Road, C2
South Burlington, VT 05403
(802) 836-8086

STAMP



Issue Date Issue Date

Project

Project No. 8163 Drawn By: BSG/DF Date: 6/29/16 Scale: 1"=20'

Drawing Title

SITE PLAN

Project No. 8163 Drawn By: BSG/DF Date: 6/29/16 Scale: 1"=20'

Project No. 8163 Drawn By: BSG/DF Date: 6/29/16 Scale: 1"=20'

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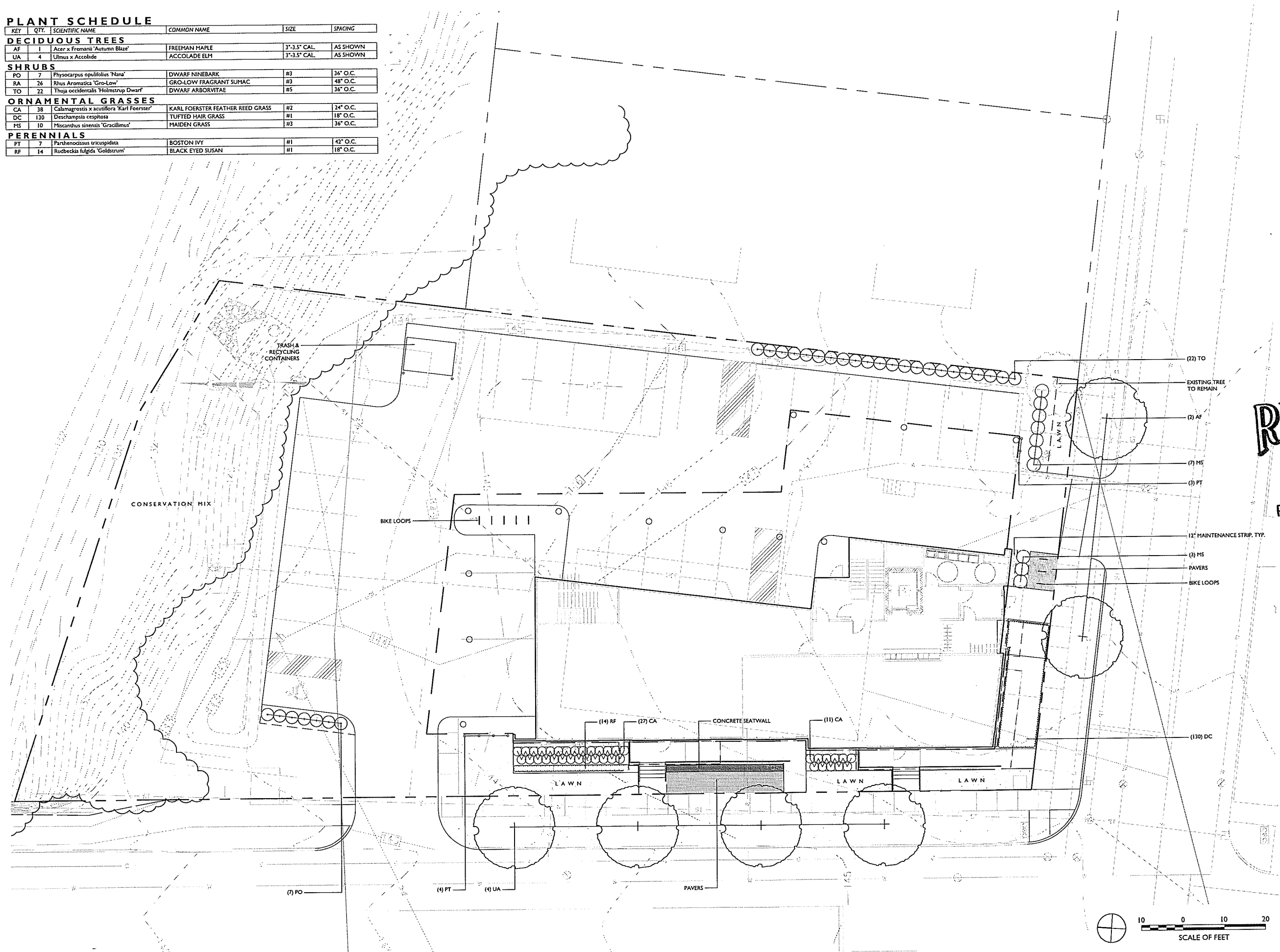
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Project No. 8163 Drawn By: BSG/DF Date: 6/29/16 Scale: 1"=20'

Project No. 8163 Drawn By: BSG/DF Date: 6/29/16 Scale: 1"=20'

PLANT SCHEDULE

KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
AF	1	Acer x Freemanii 'Autumn Blaze'	FREEMAN MAPLE	3"-3.5" CAL.	AS SHOWN
UA	4	Ulmus x Accolade	ACCOLADE ELM	3"-3.5" CAL.	AS SHOWN
SHRUBS					
PO	7	Physocarpus opulifolius 'Nana'	DWARF NINEBARK	#3	36" O.C.
RA	26	Rhus Aromatica 'Gro-Low'	GRO-LOW FRAGRANT SUMAC	#3	48" O.C.
TO	22	Thuja occidentalis 'Holmstrup Dwarf'	DWARF ARBORVITAE	#5	36" O.C.
ORNAMENTAL GRASSES					
CA	38	Calamagrostis x acutiflora 'Karl Foerster'	KARL FOERSTER FEATHER REED GRASS	#2	24" O.C.
DC	130	Deschampsia cespitosa	TUFTED HAIR GRASS	#1	18" O.C.
MS	10	Miscanthus sinensis 'Gracillimus'	MAIDEN GRASS	#3	36" O.C.
PERENNIALS					
PT	7	Parthenocissus tricuspidata	BOSTON IVY	#1	42" O.C.
RF	14	Rudbeckia fulgida 'Goldstrum'	BLACK EYED SUSAN	#1	18" O.C.



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DRAFT
NOT FOR CONSTRUCTION

PINE AND FLYNN

PLANTING PLAN

REVISIONS

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JOB NO. 643

SCALE 1" = 10'-0"

DATE 07.06.16

L1.0

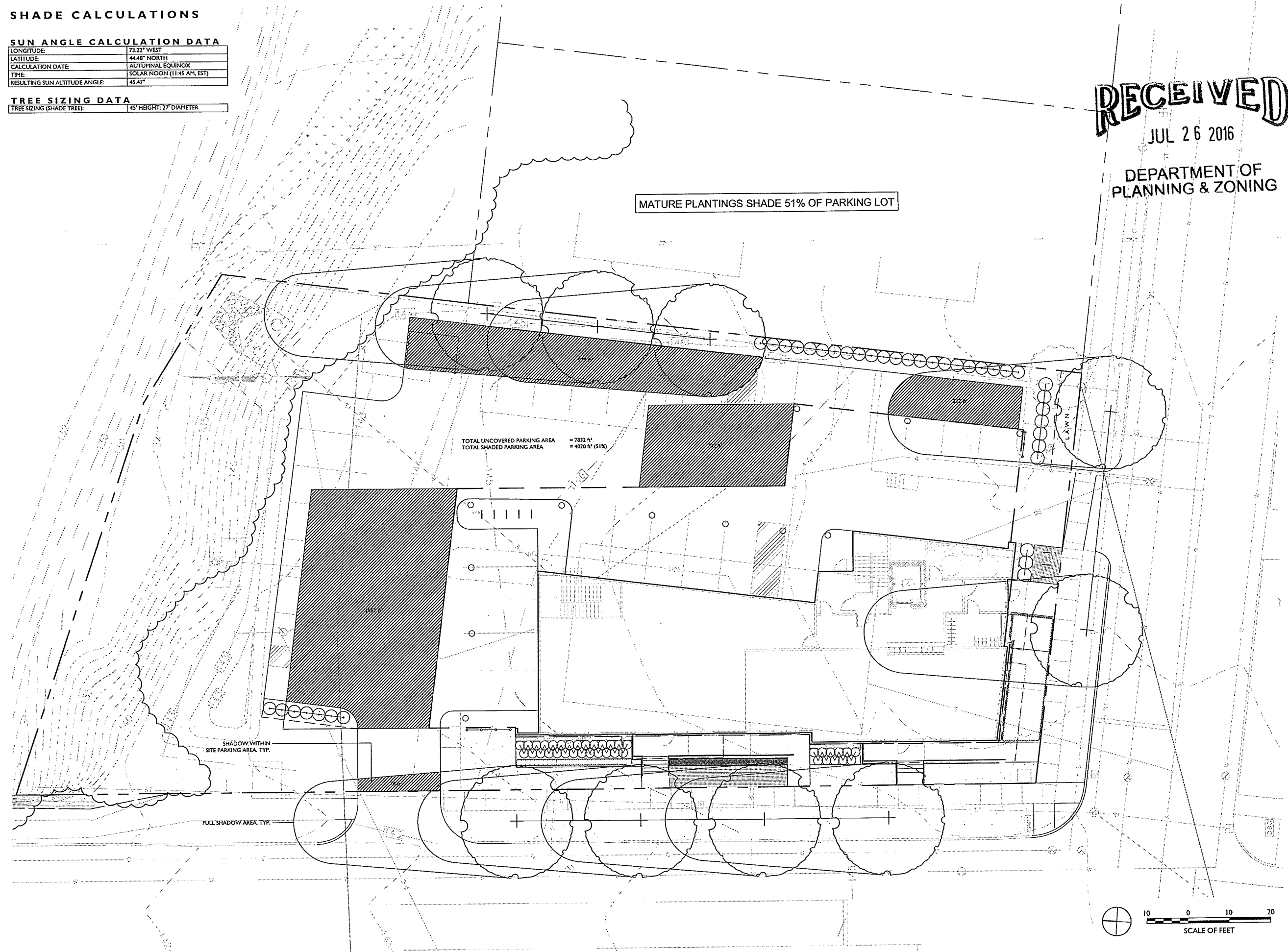
SHADE CALCULATIONS

SUN ANGLE CALCULATION DATA

LONGITUDE:	73.22° WEST
LATITUDE:	44.48° NORTH
CALCULATION DATE:	AUTUMNAL EQUINOX
TIME:	SOLAR NOON (11:45 AM, EST)
RESULTING SUN ALTITUDE ANGLE:	45.47°

TREE SIZING DATA

TREE SIZING (SHADE TREE):	45' HEIGHT; 27' DIAMETER
---------------------------	--------------------------



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PINE AND FLYNN

SHADE DIAGRAM

REVISIONS

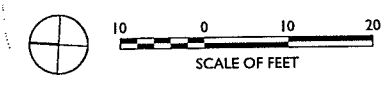
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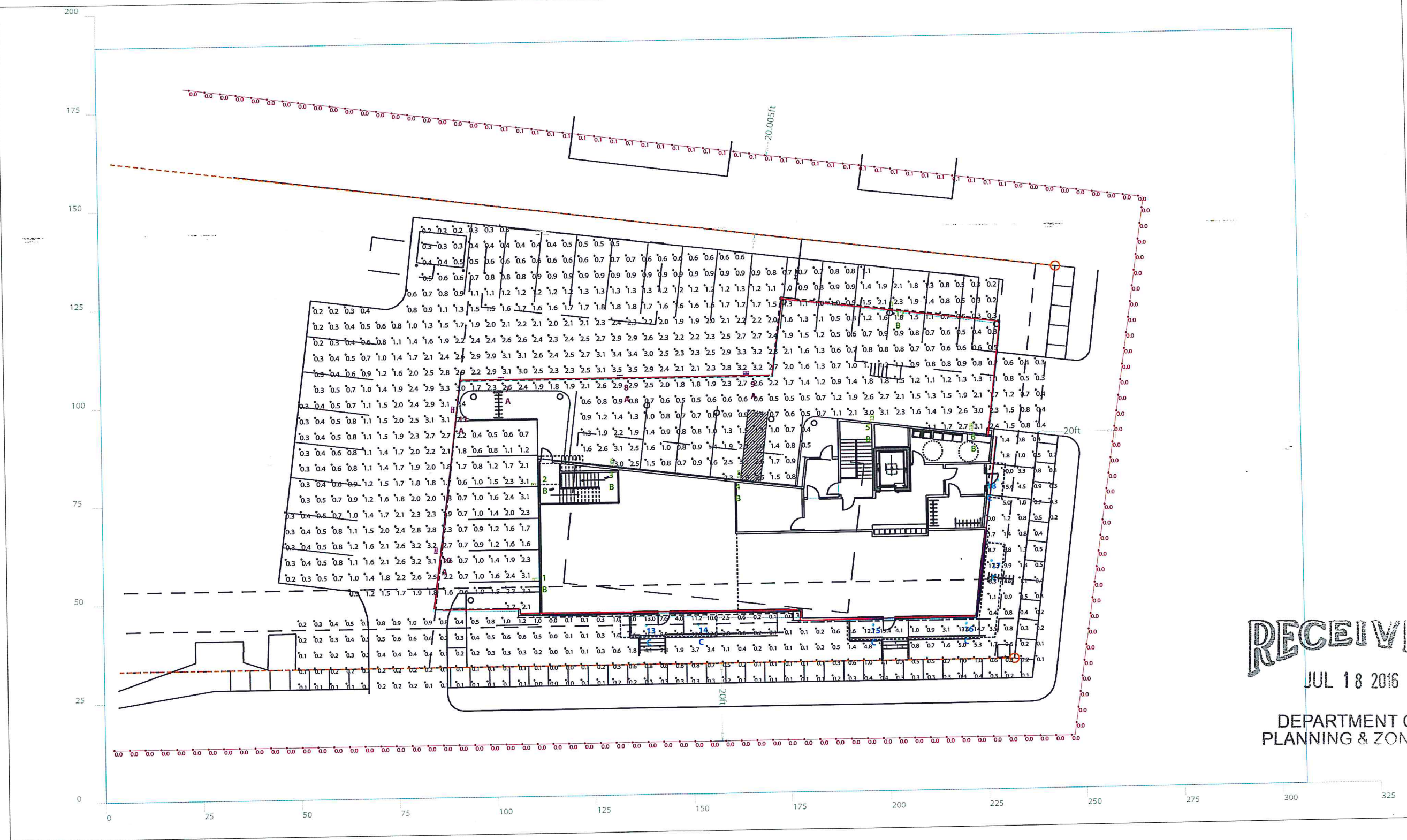
SCALE 1" = 10'-0"

DATE 07.11.16

L1.0



Revised lighting into



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DEPARTMENT OF
PLANNING & ZONING

RAB
LIGHTING
170 Ludlow Avenue, Northvale, NJ 07647
888 722-1000 • RABWEB.COM

Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

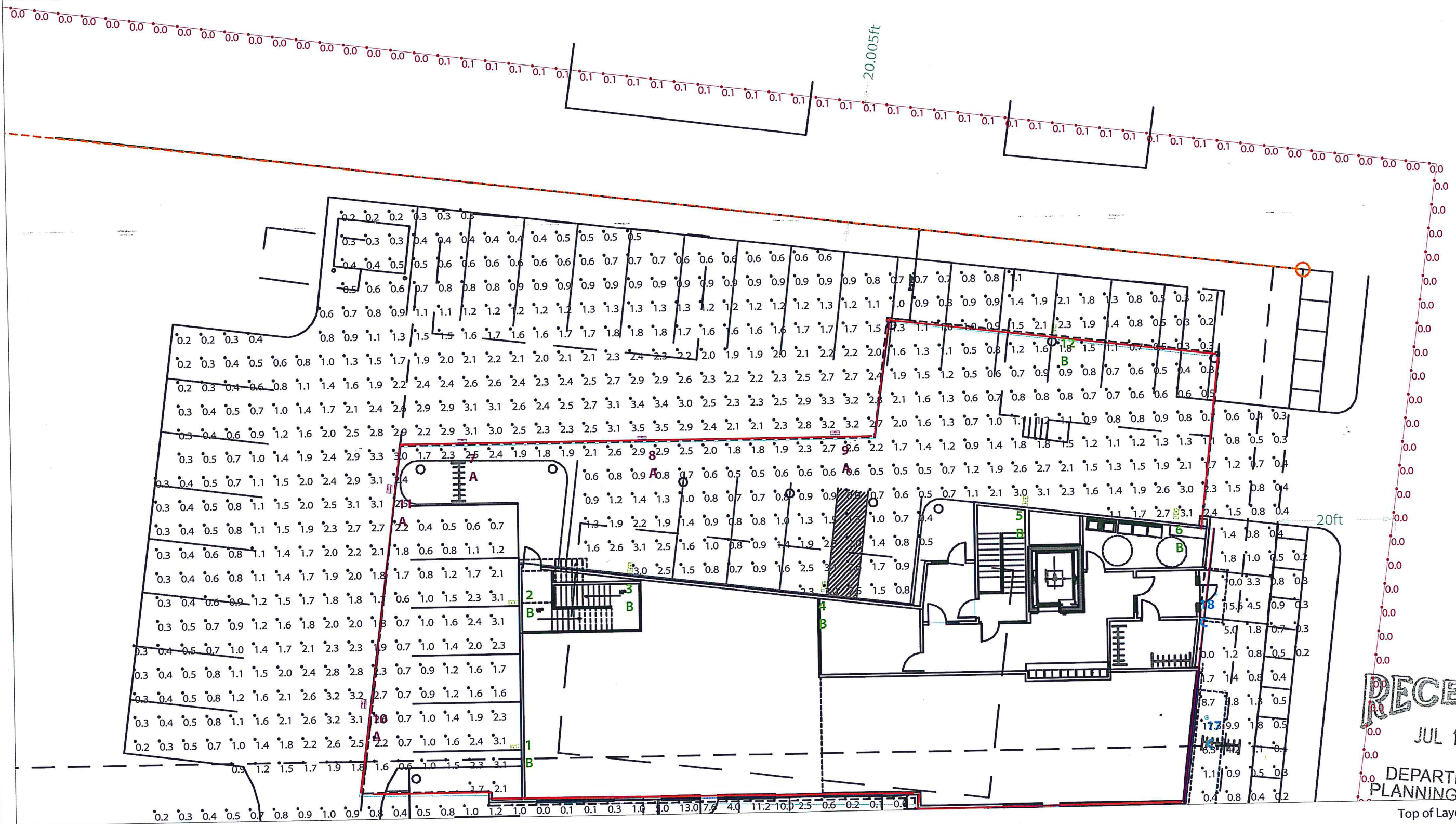
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Drawn By: A. Murphy

Filename: Z:\Job Files\Holbrook Associated\Green Mountain Electric\Colchester 110256\Pine & Flynn\Working Files\REVISION 2\Pine and Flynn Layout 00049789 A.AGI

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RAB neither warranties, either implied or stated with regard to actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting Design. RAB neither warranties, either implied or stated, nor represents the appropriateness, completeness or suitability of the Lighting Design as compliant with any applicable regulatory code requirements with the exception of those specifically stated on drawings created and submitted by RAB. The Lighting design is issued, in whole or in part, as advisory documents for informational purposes and is not intended for construction nor as being part of a project's construction documentation package.



Scale: 1 inch= 16 Ft.

RAB
LIGHTING
170 Ludlow Avenue, Northvale, NJ 07647
888 722-1000 • RABWEB.COM

Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

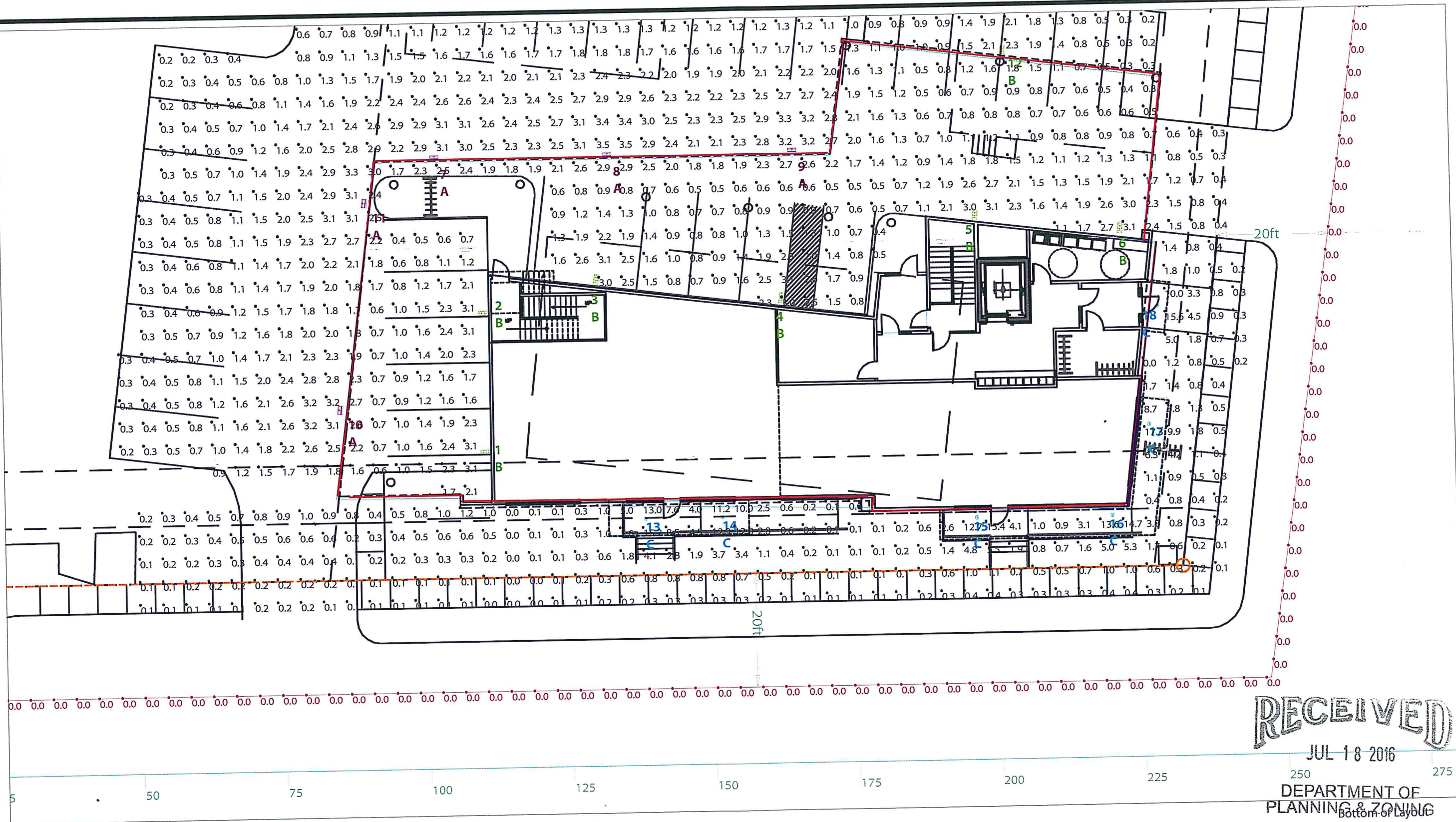
Filename: Pine and Flynn Layout 00049789 A.AGI

Drawn By: A. Murphy

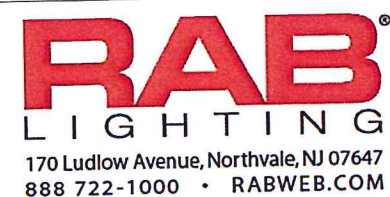
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Scale: 1 inch= 16 Ft.



Prepared For:
Holbrook Associated Warehouse
PO Box 401
Rockland, MA 02370

Job Name:
Pine and Flynn
Burlington, VT
Lighting Layout
Version A

Scale: as noted

Date: 7/13/2016

CASE #: 00049789

Filename: Pine and Flynn Layout 00049789 A.AGI

Drawn By: A. Murphy

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Calculation Summary										PtSpcLr	PtSpcTb	Meter Type
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description				
CalcPts - 20' From Prop Line	Illuminance	Fc	0.02	0.1	0.0	N.A.	N.A.	Readings taken at 0'-0" AFG		4	N.A.	Horizontal
CalcPts - Overhangs	Illuminance	Fc	1.52	17.3	0.0	N.A.	N.A.	Readings taken at 0'-0" AFG		4	4	Horizontal
CalcPts - Parking Lot	Illuminance	Fc	1.42	3.5	0.2	7.10	17.50	Readings taken at 0'-0" AFG		4	4	Horizontal

Luminaire Schedule												
Symbol	Qty	Tag	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	LLF	Description	Lum. Watts	Arr. Watts	Total Watts	Filename
	5	A	SLIM37N	SINGLE	2587	2587	1.000	SLIM37N	37.6	37.6	188	SLIM37N - Neutral - ITL76691.IES
	7	B	WPLED13N	SINGLE	1063	1063	1.000	WPLED13N	14.8	14.8	103.6	WPLED13N - Neutral - ITL82639.IE
	6	C	RDLED4R12D-50N-W-W	SINGLE	1284	1284	1.000	RDLED4R12D-50N-W-W	14.23	14.23	85.38	RDLED4R12-50N-W-W - Neutral - RA

Expanded Luminaire Location Summary						
LumNo	Label	Tag	X	Y	MTG HT	Orient
1	WPLED13N	B	109.946	55.098	12.5	180
2	WPLED13N	B	110.017	79.315	12.5	180
3	WPLED13N	B	130.032	85.123	12.5	82.08
4	WPLED13N	B	162.522	81.396	12.5	82.971
5	WPLED13N	B	196.521	95.193	12.5	84.808
6	WPLED13N	B	221.877	92.459	12.5	84.601
7	SLIM37N	A	102.064	106.441	20	90
8	SLIM37N	A	132.314	106.441	20	90
9	SLIM37N	A	164.778	106.719	20	90
10	SLIM37N	A	84.937	62.885	20	175.007
11	SLIM37N	A	89.753	98.792	20	173.106
12	WPLED13N	B	201.837	123.693	15	86.576
13	RDLED4R12D-50N-W-W	C	138	43	7.9	0
14	RDLED4R12D-50N-W-W	C	151.415	43	7.9	0
15	RDLED4R12D-50N-W-W	C	195.904	42.15	7.9	0
16	RDLED4R12D-50N-W-W	C	219.659	42.15	7.9	0
17	RDLED4R12D-50N-W-W	C	226.35	57.959	7.9	0
18	RDLED4R12D-50N-W-W	C	228.241	78.534	7.9	0
Total Quantity: 18						

NOTES:

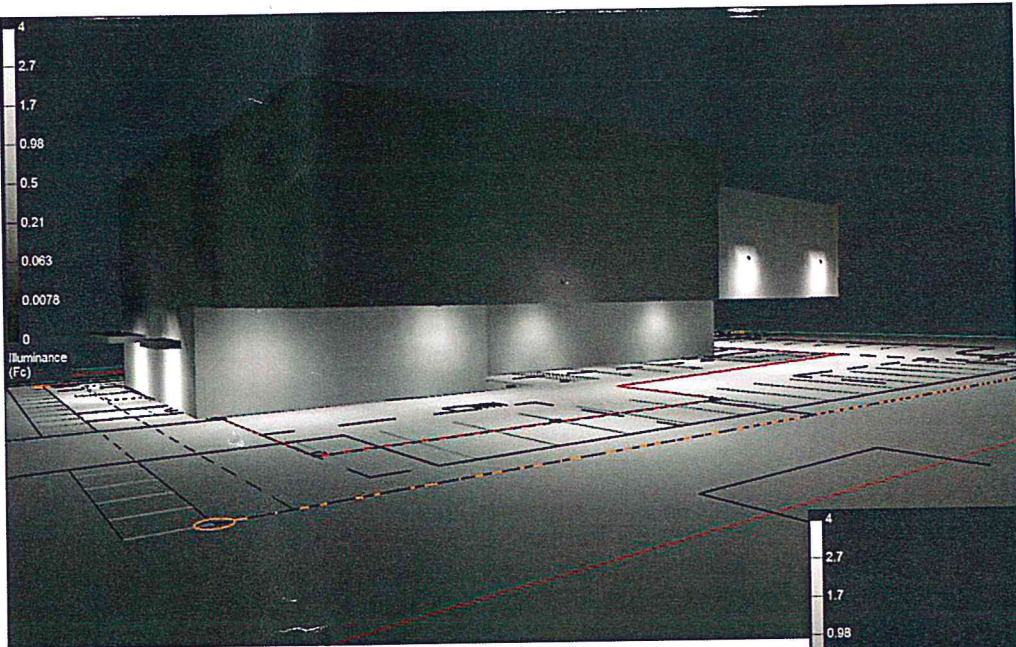
* The light loss factor (LLF) is a product of many variables, only lamp lumen depreciation (LLD) has been applied to the calculated results unless otherwise noted. The LLD is the result (quotient) of mean lumens / initial lumens per lamp manufacturers' specifications.

* Illumination values shown (in footcandles) are the predicted results for planes of calculation either horizontal, vertical or inclined as designated in the calculation summary. Meter orientation is normal to the plane of calculation.

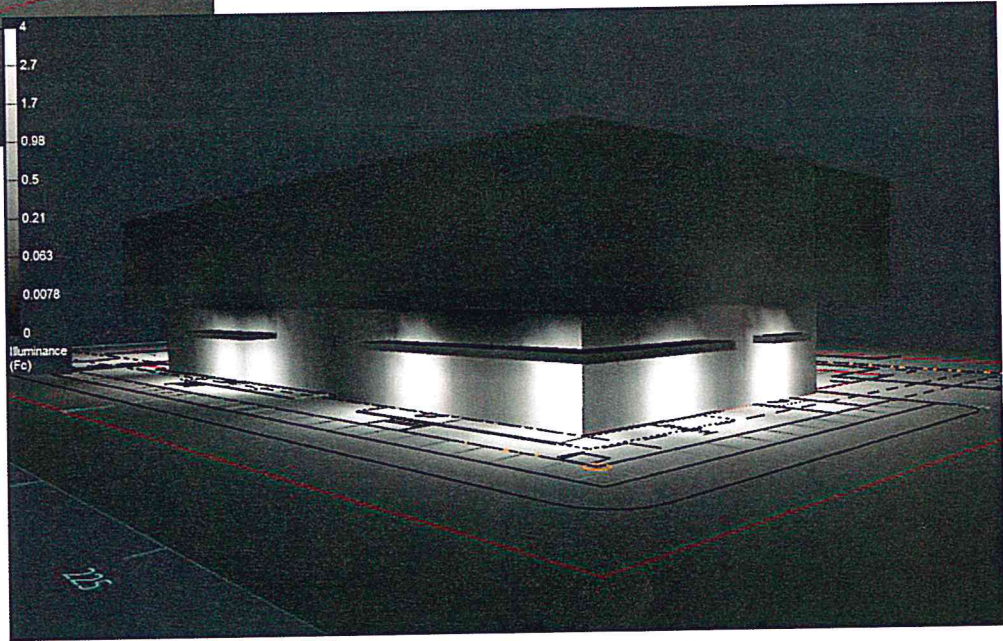
* The calculated results of this lighting simulation represent an anticipated prediction of system performance. Actual measured results may vary from the anticipated performance and are subject to means and methods which are beyond the control of RAB Lighting Inc.

* Mounting height determination is job site specific, our lighting simulations assume a mounting height (insertion point of the luminaire symbol) to be taken at the top of the symbol for ceiling mounted luminaires and at the bottom of the symbol for all other luminaire mounting configurations.

* RAB Lighting Inc. luminaire and product designs are protected under U.S. and International intellectual property laws. Patents issued or pending apply.



Grayscale Rendering : Back of Lot



Grayscale Rendering : Front of Building



SLIM37N



WPLED13N



RDLED4R12D-50N-W-W

SLIM37N



37, 57 and 62 Watt SLIM Wallpacks are designed to cover the footprint of most traditional wallpacks. They are suitable for mounting heights from 20' to 30', and replace HID Wattages from 200W MH to 320W MH. These ultra-high efficiency fixtures are available in cutoff or full cutoff models.

Color: Bronze

Weight: 7.5 lbs

Technical Specifications

Listings

UL Listing:

Suitable for wet locations. Wall Mount only.

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have received the Département of Energy "Lighting Facts" label.

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities.
DLC Product Code: P00001722

Construction

Footprint:

Designed to replace RAB HID WP1 wallpacks, both in size and footprint template, so upgrading to LED is easy and seamless.

IP Rating:

Ingress Protection rating of IP66 for dust and water.

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Ambient Temperature:

Suitable for use in 40°C (104°F) ambient temperatures

Thermal Management:

Superior thermal management with internal Air-Flow fins.

Housing:

Precision die-cast aluminum housing and door frame.

Project:

Pine and Flynn

Type:

A

Prepared By:

A. Murphy

Date:

07/13/16

Driver Info

Type:	Constant Current
120V:	0.31A
208V:	0.19A
240V:	0.16A
277V:	0.14A
Input Watts:	38W
Efficiency:	98%

LED Info

Watts:	37W
Color Temp:	4000K
Color Accuracy:	82 CRI
L70 Lifespan:	100000
Lumens:	2,587
Efficacy:	69 LPW

Mounting:

Die-cast back box with four (4) conduit entry points and knockout pattern for junction box or direct wall mounting. Hinged housing and bubble level for easy installation.

Cutoff:

Cutoff (7.5°)

Recommended Mounting Height:

Up to 20 ft.

Lens:

Microprismatic diffusion glass lens reduces glare and has smooth and even light distribution.

Reflector:

Specular thermoplastic.

Gaskets:

The unique design of the tight-lock gasket ensures no water or environmental elements will ever get inside the SLIM.

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

Green Technology:

Mercury and UV free, and RoHS compliant.

LED Characteristics

LED:

Long-life, high-efficiency, micro-power, surface mount LEDs; binned and mixed for uniform light output and color.

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Correlated Color Temp. (Nominal CCT):

4000K

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Electrical

Driver:

Constant Current, 100-277V, 50/60Hz, 100-277VAC
0.6A, 4kV Surge Protection, 700mA, Power Factor 99.4%.

THD:

7.5% at 120V, 7.6% at 277V

Other

HID Replacement Range:

The SLIM37 can be used to replace 200W MH based on delivered lumens.

Accessories:

Available accessories include polycarbonate wire guard. Click to see all accessories.

SLIM37N

Technical Specifications (continued)

Other

California Title 24:

See SLIM37/BL for a 2013 California Title 24 compliant product. Any additional component requirements will be listed in the Title 24 section under technical specifications on the product page.

Patents:

The design of the SLIM™ is protected by patents pending in US, Canada, China, Taiwan and Mexico.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods"-- Buy American Act-- Construction Materials (October 2010).

Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

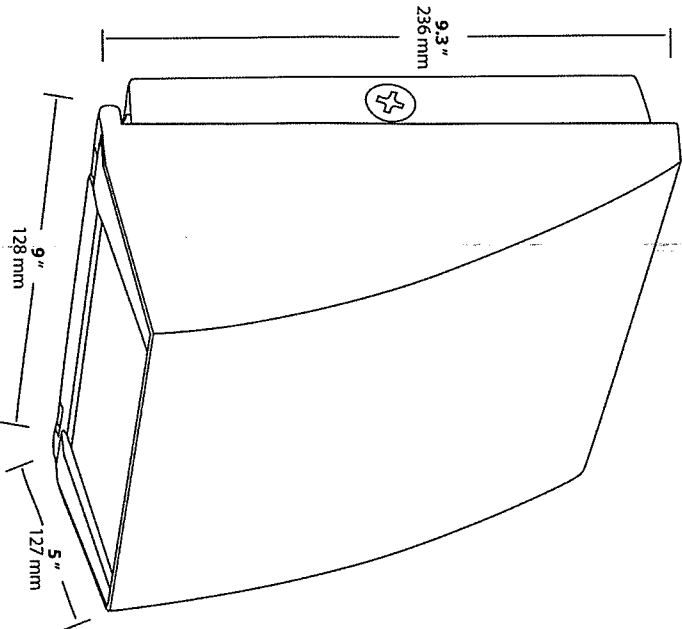
Suitable in accordance with FAR Subpart 25.4.

Optical

BUG Rating:

B1 U1 G1

Dimensions



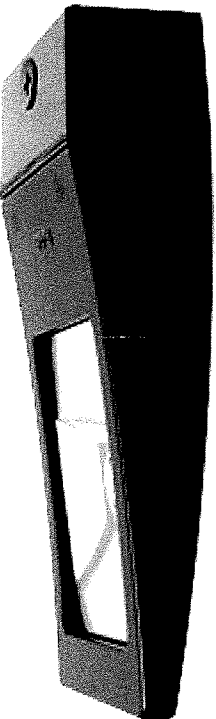
Features

- Covers footprint of most traditional wallpacks
- Easy installation with hinged access, bubble level and multiple conduit entries
- Tight-lock gasket keeps elements out
- 100,000-hour LED lifespan
- 5-Year warranty

Ordering Matrix

Family	Cutoff	Watts	Color Temp	Finish	Photocell	Bi-Level
SLIM	= Standard	62 = 62W	= 5000K (Cool)	= Bronze	= No Photocell	= No Bi-Level
	C = Cutoff	57 = 57W	Y = 3000K (Warm)	W = White	/PC = 120V Button	/BL = Bi-Level
	FC = Full Cutoff	37 = 37W	N = 4000K (Neutral)		/PC2 = 277V Button	
					/PCS = 120V Swivel	
					/PCS2 = 277V Swivel	

WPLED13N



LED 10W & 13 Wallpacks. Patent Pending thermal management system. 100,000 hour L70 lifespan. 5 Year Warranty.

Color: Bronze

Weight: 3.3 lbs

Project:
Pine and Flynn

Prepared By:
A. Murphy

Type:
B

Date:
07/13/16

Driver Info		LED Info	
Type:	Constant Current	Watts:	13W
120V:	0.13A	Color Temp:	4000K
208V:	0.08A	Color Accuracy:	83 CRI
240V:	0.07A	L70 Lifespan:	100000
277V:	0.06A	Lumens:	673
Input Watts:	15W	Efficacy:	45 LPW
Efficiency:	87%		

Technical Specifications

Listings

UL Listing:
Suitable for Wet Locations as a Downlight. Suitable for Damp Locations as an Uplight. Wall Mount only. Suitable for Mounting within 4ft. of ground.

Dark Sky Approved:
The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

IESNA LM-79 & IESNA LM-80 Testing:
RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

Optical

Lumen Maintenance:
100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Fixture Efficacy:
44.6 Lumens per Watt

Lumen Maintenance:
The LED will deliver 70% of its initial lumens at 100,000 hours of operation.

BUG Rating:
B1 U0 G0

Construction

Cold Weather Starting:
The minimum starting temperature is -40°F/-40°C.

Ambient Temperature:
Suitable for use in 50°C (122°F) ambient temperatures.

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

Green Technology:
RAB LEDs are Mercury and UV free.

For use on LEED Buildings:
IDA Dark Sky Approval means that this fixture can be used to achieve LEED Credits for Light Pollution Reduction.

Gaskets:
High Temperature Silicone.

Electrical

Driver:
Multi-chip 13W high output long life LED Driver
Constant Current, Class 2 100V - 277V, 50/60 Hz.

Surge Protection:
4KV

LED Characteristics

Color Temperature (Nominal CCT):
4000K

Color Accuracy:
86 CRI

Color Consistency:
3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:
RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

Other

Patents:
The design of the LPACK is protected by U.S. Pat. D604,004 and patents pending in Canada, China and Taiwan.

California Title 24:

See WPLED13/PC for a 2013 California Title 24 compliant model.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Equivalency:

The WPLED13 is Equivalent in delivered lumens to a 100W Metal Halide Wallpack.

HID Replacement Range:

The WPLED13 can be used to replace 70-150W Metal Halide Wallpacks based on delivered lumens.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

PAB
LIGHTING

Trade Agreements Act Compliant:

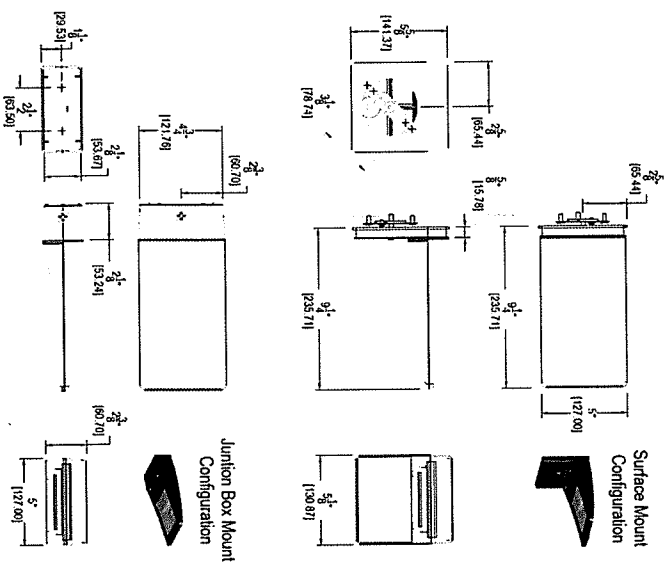
This product is a COTS item manufactured in the

United States, and is compliant with the Trade Agreements Act.

Suitable in accordance with FAR Subpart 25.4.

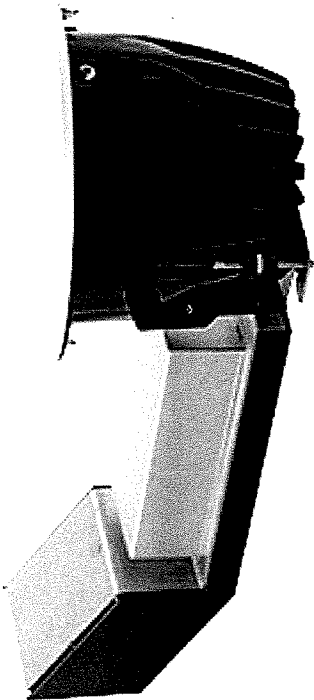
Features

- High performance LED light engine
- Maintains 70% of initial lumens at 100,000 hours
- Weatherproof high temperature silicone gaskets
- Superior heat sinking with die cast aluminum housing and external fins
- 5-year warranty



Family	Watts	Color Temp	Sensor	Surface Plate	Surface Place	Finish	Photocell
WPLED	10 = 10W	= 5000K (Cool)	= No Sensor	= No Surface Plate	S = Surface Plate	= Bronze	= No Photocell
	13 = 13W	Y = 3000K (Warm)	MS = Mini Sensor			W = White	/PC = 120V Button
		N = 4000K (Neutral)					/PCS = 120V Swivel
							/PC2 = 277V Button

RDLED4R12D-50N-W-W



Remodeler Round 4" & 6" White Trim with White Cone downlights provide an ultra performance, high-end solution for adding recessed lighting to existing ceilings.

Color: White cone white trim

Weight: 2.5 lbs

Project:
Pine and Flynn

Prepared By:
A. Murphy

Type:
C

Date:
07/13/16

Driver Info		LED Info	
Type:	Constant Current	Watts:	12W
120V:	0.12A	Color Temp:	4000K
208V:	0.08A	Color Accuracy:	82 CRI
240V:	0.07A	L70 Lifespan:	100000
277V:	0.06A	Lumens:	1,284
Input Watts:	14W	Efficacy:	90 LPW
Efficiency:	84%		

Technical Specifications

Listings

UL Listed:

Suitable for wet locations covered ceiling.

ENERGY STAR:

This product is ENERGY STAR® qualified.

Optical

Photometrics:

Photometrics are based on prorated reports. Contact the RAB Lighting Design department for the most up-to-date data.

Optics:

50° beam spread with specular thermoplastic optics and Nanostructure lens technology for smooth light output and high efficiency.

Electrical

Driver:

ELV, 0-10V and TRIAC Dimming, Constant Current, Class 2, 120V-277V, 50/60Hz, Power Factor 98%, THD ≤ 20%.

Dimming Driver:

0 - 10V (at 120-277V), TRIAC and ELV (at 120V only).

LED Characteristics

LED:

Long-life, high-output LED module. Binned for natural white light to match incandescent and 3-step MacAdam Ellipse consistency.

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Correlated Color Temp. (Nominal CCT):

3000 Warm.

Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Construction

Ambient Temperature:

Suitable for use in 40°C ambient temperatures.

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Trim Ring:

White powder coated die cast trim ring.

Trim Cone:

White round trim cone.

Lens:

Nanostructure lens eliminates "hot spots", and helps provide smooth, uniform light and higher efficiency.

Junction Box:

Integral junction box with wiring capacity for Min 90°C supply conductors 2 in 2 out

Housing:

Professional-grade, die-cast aluminum construction.

Easy Installation:

Easy installation with ceiling clamps.

Green Technology:

Mercury and UV free.

Other

Equivalency:

RDLED 12W is equivalent to 75W R30.

Absolute White™:

A unique binning process designed to match incandescent at each color temperature. It's 3-step consistent, very stable over time and looks the way you expect light to look.

California Title 24:

RDLED4R12 complies with 2013 California Title 24 building and electrical codes as a residential indoor fixture. It also complies as a commercial indoor fixture for general spaces when used with a vacancy sensor and TRIAC dimming control. Select a vacancy sensor using catalog number LV5800. TRIAC dimmer provided by others.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

RDLED4R12D-50N-W-W

Technical Specifications (continued)

Other

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

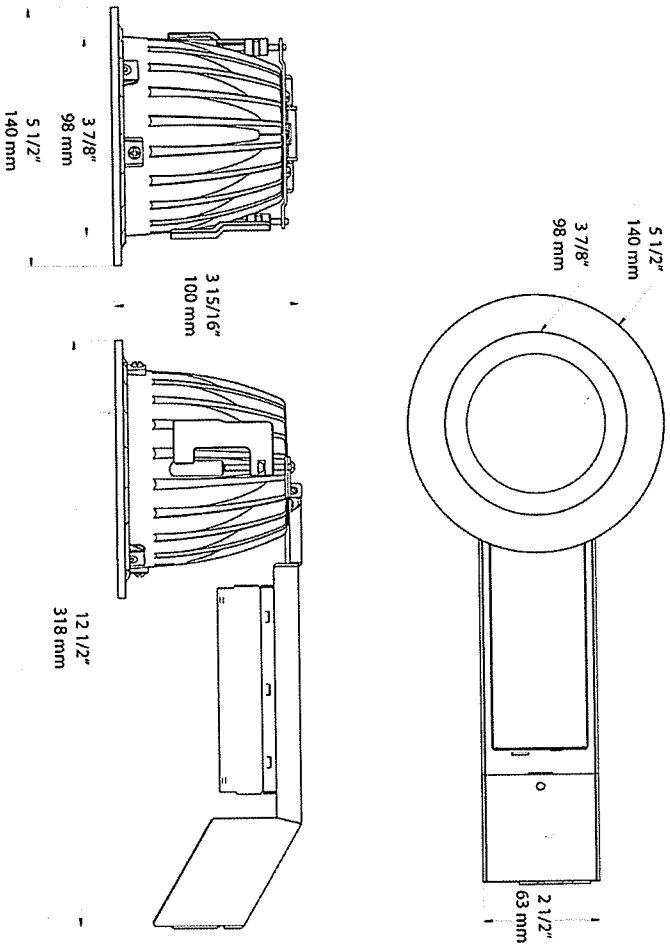
Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

Dimensions

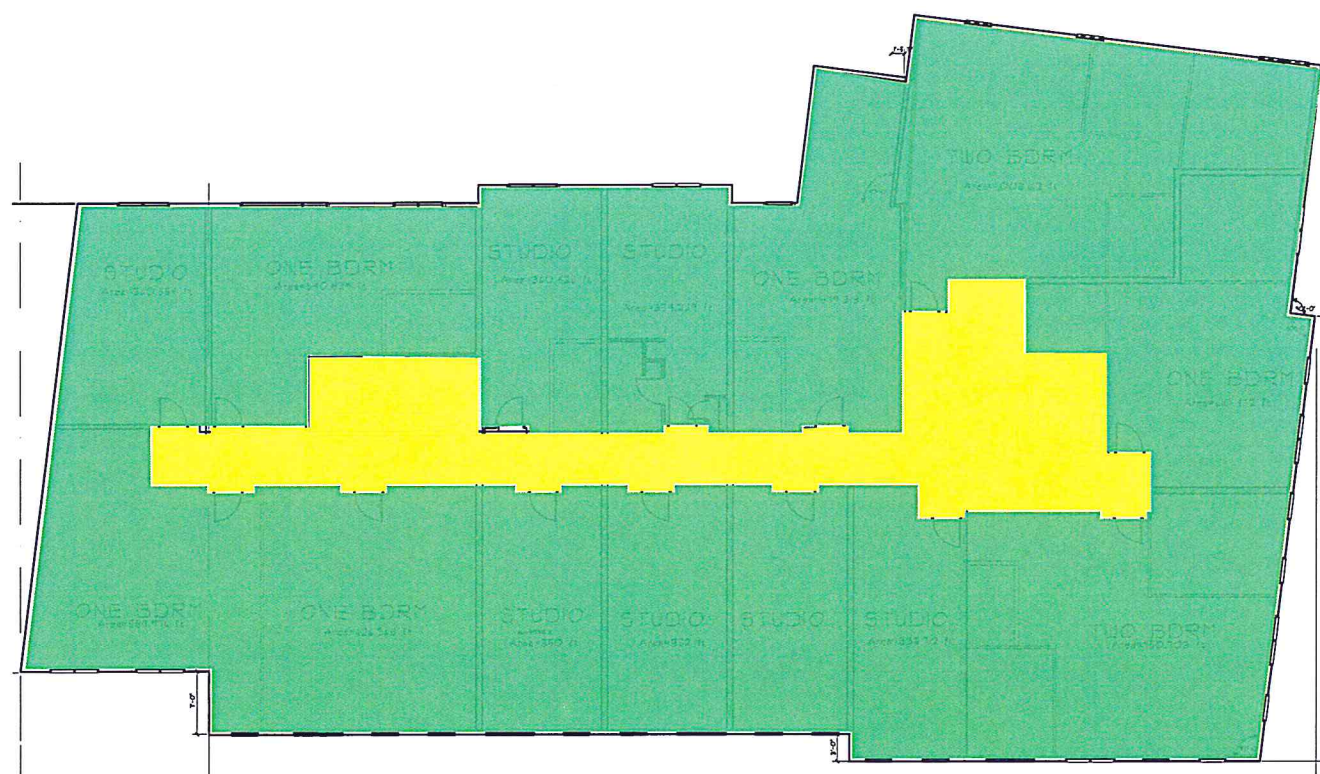
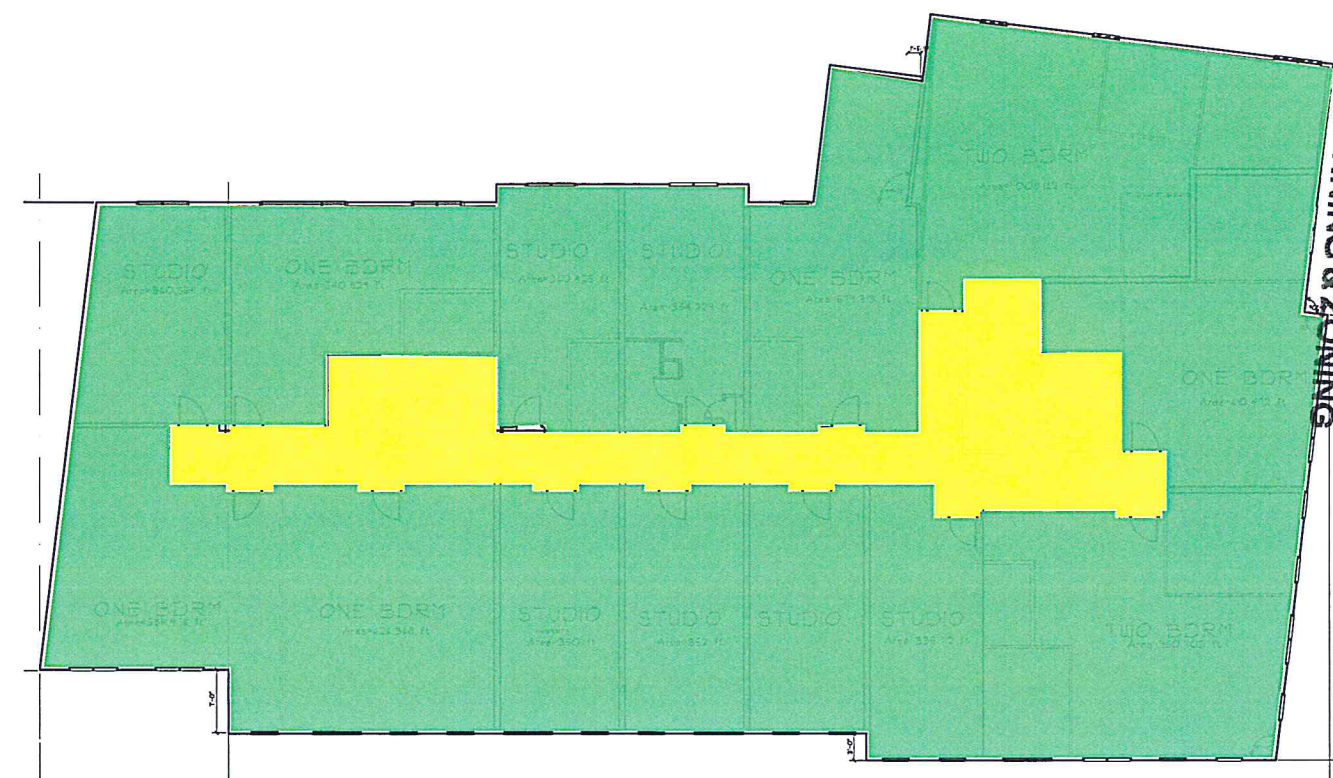
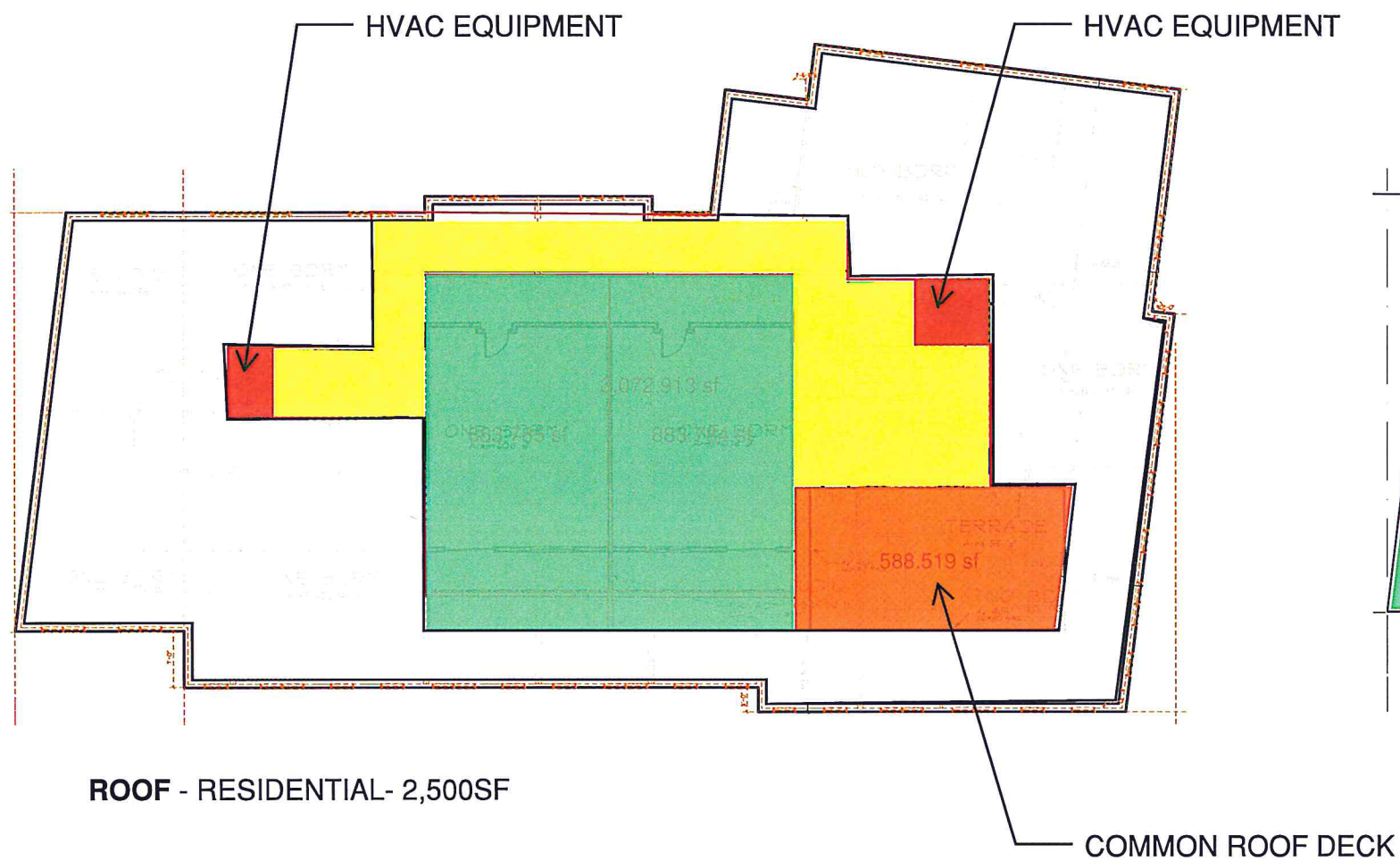


Features

High performance, high efficiency alternative to incandescent lighting
Integrated ceiling clamps make installation fast and secure for ceiling up to 1 1/4" thick
Nanostructure lens eliminates "hot spots" providing smooth and efficient light
Low-profile design allows for installation in ceilings with limited space
Absolute White™ natural light output

Ordering Matrix

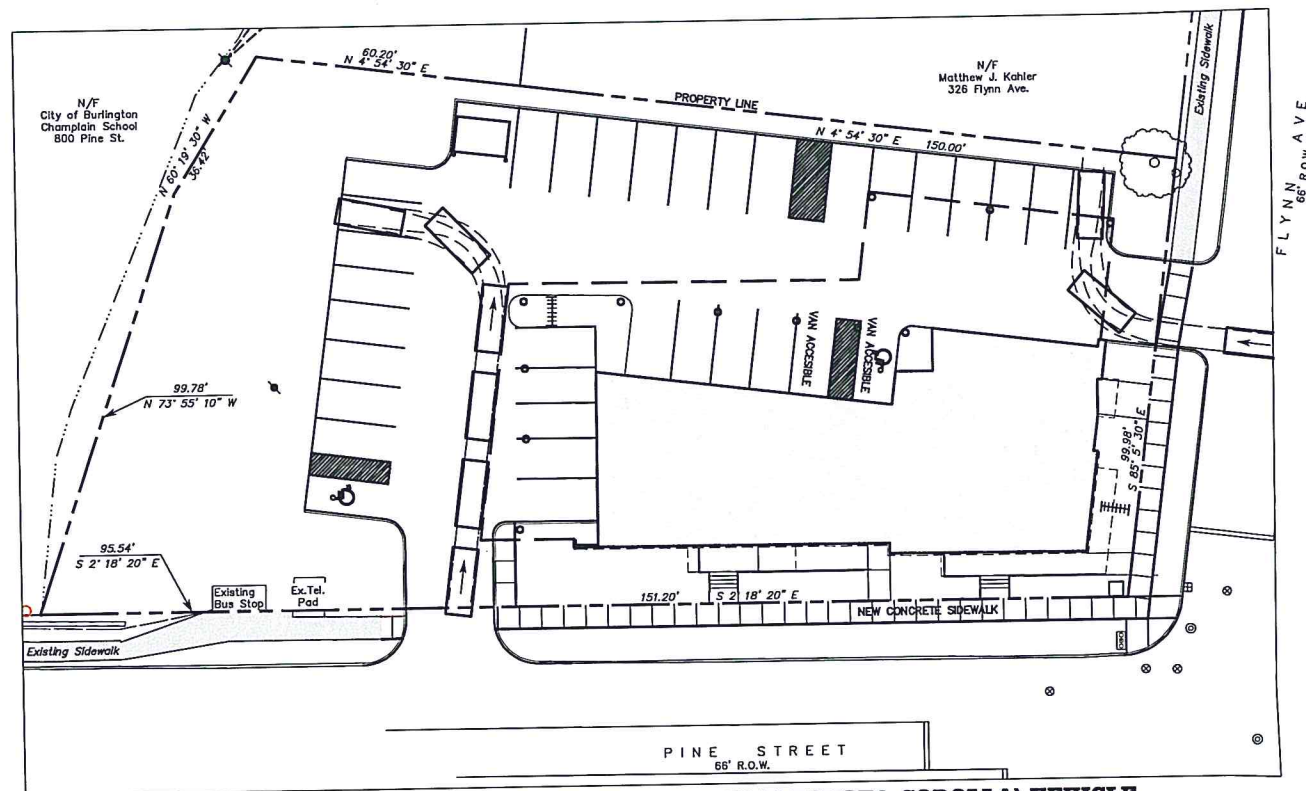
Family	Size	Shape	Watts	Driver Option	Beam Spread	Color Temp	CRI	Cone Color	Trim Color
RDLED	6 = 6"	R = Round	12 = 12W (4" only)	D = Universal Dimming	50 = 50°	YY = 2700K (Residential Warm)	Blank = 82 CRI	W = White	W = White
	4 = 4"		20 = 20W		80 = 80°	Y = 3000K (Warm)	HC = 92 CRI		
			26 = 26W (6" only)		W = Wall Washer	YN = 3500K (Warm Neutral)			



- CIRCULATION
- MECHANICAL
- TENANT AMENITY
- COMMERCIAL
- RESIDENTIAL



THIRD FLOOR - RESIDENTIAL- 9,300SF



CIRCULATION CUSTOM COMPACT CAR (2014 TOYOTA COROLLA) VEHICLE

2014 Toyota Corolla

Width: 5' 9.9"

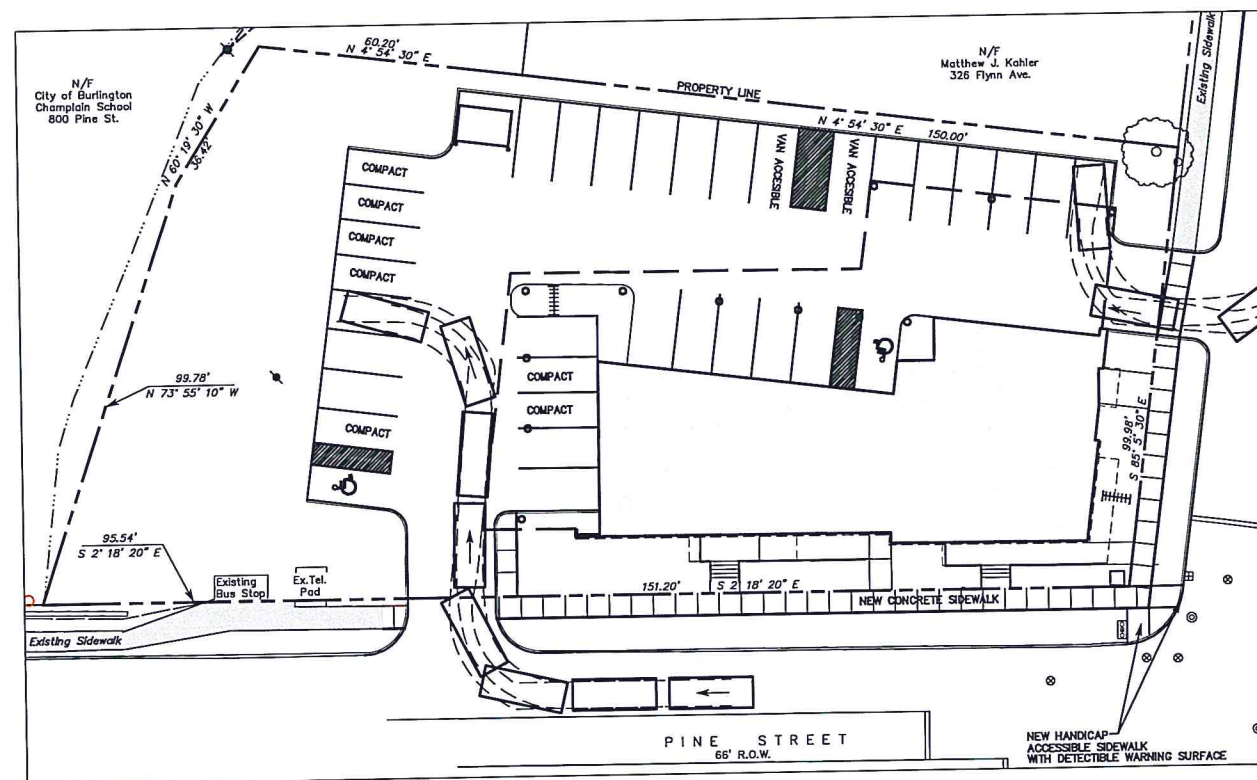
Length: 15' 2.6"

wheel width: 5' 4"

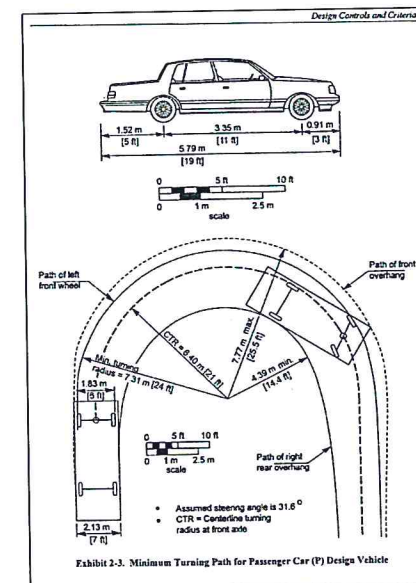
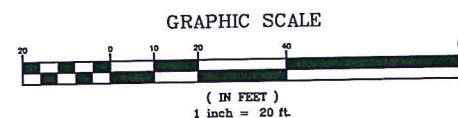
Wheel base: 8' 10.3"

Turning Circle: 35.6'

<http://www.edmunds.com/toyota/corolla/2014/features-spaces/>



CIRCULATION FOR PASSENGER CAR (P) DESIGN VEHICLE



Reference Plans

- "Englesby Farm" plan of the former Flynn Estate property by A.R. Daw, CE dated May, 1899 and recorded in Vol. 120, Pg. 55 of the Burlington City Land Records
- "Plat of Survey - BCCDH Realty, LLC" by Civil Engineering Assoc., Inc. last dated 2/26/07 and recorded in Map Slide 419B of the Burlington City Land Records
- "Property Survey Plat - G&C Properties, LLC" by Summit Engineering, Inc. dated 11/4/10, last revised 7/14/11

Note: Previous deeds describe the easterly line of this property as being parallel to Pine Street. The referenced 1899 plan shows the easterly line to be parallel with Shelburne Road which coincides with apparent usage.

Owner of Record

G&C Properties, LLC
316 Flynn Ave.
Burlington, Vermont
Tax Map Parcel No. 057-4-066-000
Bk. 1151, Pg. 457
16,420 Sq. Ft. (0.377 Acres)
10,006 Sq. Ft. License From City
Total 26,426 Sq. Ft. (0.474 Acres)

Location Map



Redstone

Snyder Homes
Great neighborhoods
to come home to

4076 Shelburne Road, Suite 6
Shelburne, Vermont 05482
p 802.985.5722 - f 802.497.0701
www.SnyderHomesVT.com

RECEIVED

JUN 29 2016

**DEPARTMENT OF
PLANNING & ZONING**

**PINE & FLYNN
DEVELOPMENT**

LOCATION

316 FLYNN AVE (CORNER OF PINE & FLYNN)
BURLINGTON, VERMONT

OWNER

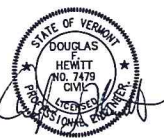
G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802 343 6789

CONTRACTOR

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
Engineers & Surveyors & Planners & Landscape Architects
1233 Shelburne Road, C2
South Burlington, VT 05403
(802) 343-1000

STAMP



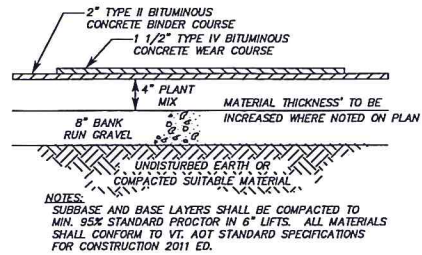
Issue Date Issue Date

Project

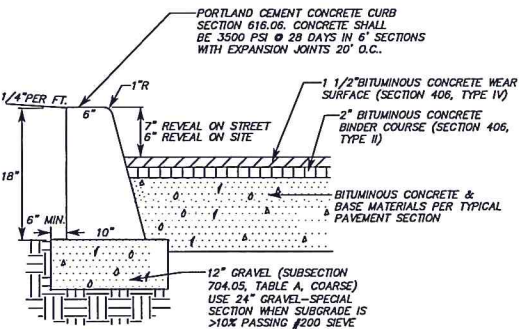
Drawing Title **SITE CIRCULATION PLAN**

Project No 8163 Drawn By BEG/DFH Date 6/29/2016 Scale 1"=20'

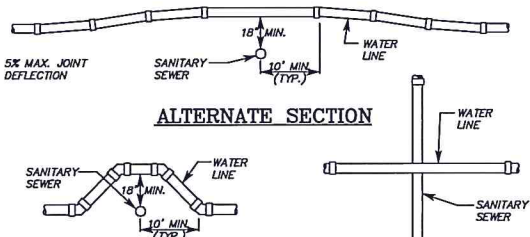
Drawing No
SSP



TYPICAL PAVEMENT SECTION
N.T.S.



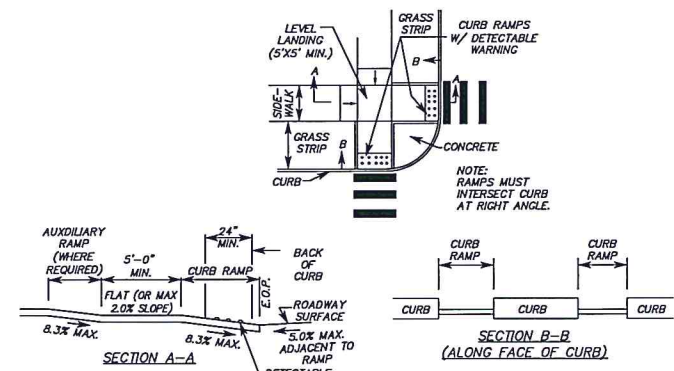
CURB AND PAVEMENT TYPICAL
N.T.S.



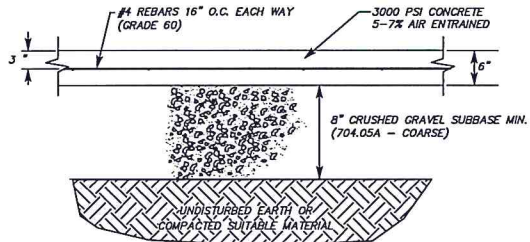
SECTION PLAN VIEW

NOTES:
THE CROSSING SHALL BE ARRANGED AS SHOWN SO THAT THE SEWER JOINTS ARE AS FAR AS POSSIBLE AND EQUIDISTANT FROM THE POINT OF INTERSECTION. PROVIDE PIPE FITTING RESTRAINTS AND BLOCKING AS NECESSARY.

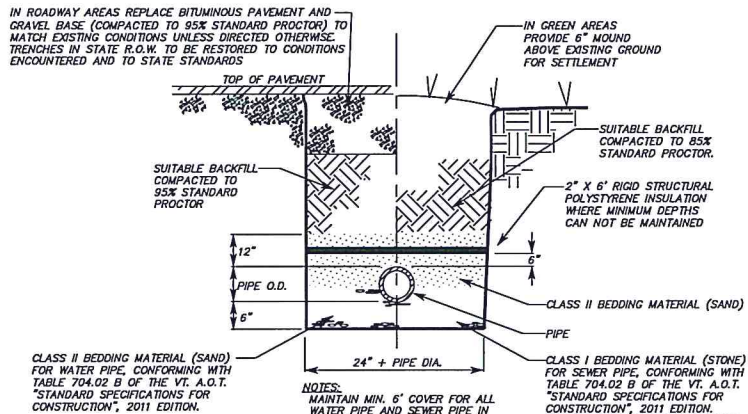
WATER/SEWER CROSSING TYPICAL
N.T.S.



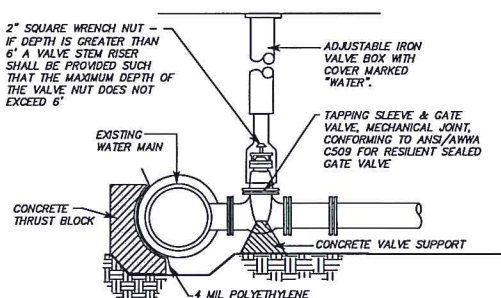
SIDEWALK RAMP DETAIL
N.T.S.



TYPICAL DUMPSTER PAD
N.T.S.



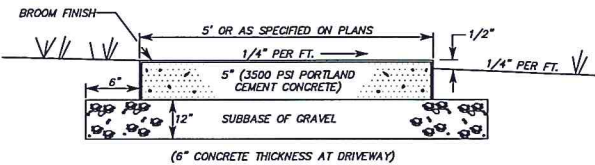
TRENCH TYPICAL
N.T.S.



NOTE: TAPPING SLEEVE SHALL BE OF THE SPLIT SLEEVE DESIGN CONSTRUCTED WITH TWO SOLID HALF-SLEEVES BOLTED TOGETHER. SLEEVES SHALL BE CONSTRUCTED OF CAST IRON OR DUCTILE IRON, SHALL HAVE A WORKING PRESSURE OF AT LEAST OF 150 PSI, AND SHALL HAVE MECHANICAL JOINT ENDS WITH END AND SIDE GASKET SEALS. SLEEVES SHALL BE PROVIDED WITH A 3/4\"/>

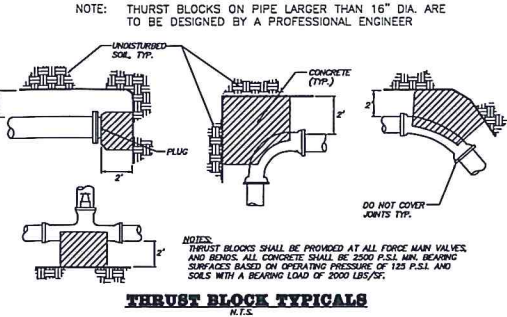
TAPPING VALVES SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI. THE INLET FLANGES SHALL BE CLASS 125 CONFORMING TO ANSI B16.1 OF ANSI/AWWA C110/A21.10 AND OUTLET CONNECTION SHALL BE STANDARDIZED MECHANICAL JOINT.

TAPPING SLEEVE AND VALVE
N.T.S.

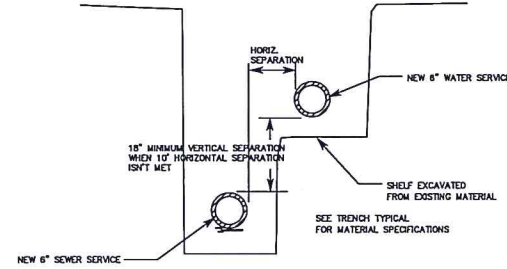


SIDEWALK TYPICAL
N.T.S.

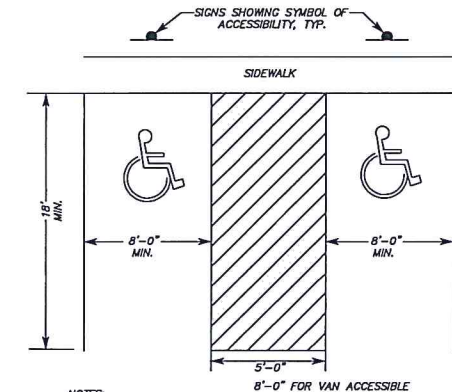
3"				4"				6"				8"				SOIL CONDITIONS	SAFE BEARING (PSF)
ENDS & TEES	90° ELB	45° ELB	22.5° ELB	ENDS & TEES	90° ELB	45° ELB	22.5° ELB	ENDS & TEES	90° ELB	45° ELB	22.5° ELB	ENDS & TEES	90° ELB	45° ELB	22.5° ELB		
0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	1.5	1.0	0.5	2.0	2.5	1.5	1.0	SOFT SAND	10,000
1.0	1.0	1.0	1.0	1.5	2.0	1.0	1.0	3.0	4.0	2.0	1.0	4.5	6.5	3.5	2.0	COMPACTED GRAVEL & SAND	4,000
1.0	1.5	1.0	0.5	2.0	2.5	1.5	1.0	3.5	5.0	3.0	1.5	8.0	8.5	6.5	5.0	COARSE & FINE SIFT SAND	3,000
1.5	2.5	1.5	1.0	2.5	3.5	2.0	1.0	5.0	7.5	5.0	3.0	13.0	17.0	7.5	3.5	MEDIUM CLAY (CAN BE SPICED)	2,000
3.0	4.5	2.5	1.5	2.5	4.0	2.0	1.0	10.0	15.0	8.0	4.0	18.0	25.0	14.0	7.0	SOFT CLAY	1,000
MAXIMUM WATER PRESSURE = 300 PSI																	
NOTE: REDUCED BEARING AREA = 45° BEND, LARGE PIPE																	



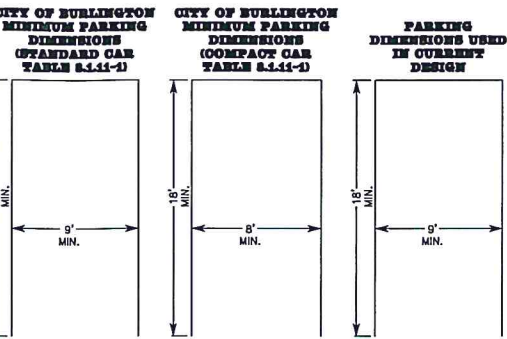
THRUST BLOCK TYPICAL
N.T.S.



WATER AND SEWER IN SAME TRENCH
N.T.S.



HANDICAP PAVEMENT MARKING DETAIL
N.T.S.



PARKING DIMENSIONS
N.T.S.

WATER LINE INSTALLATION AND TESTING

- BEFORE CONSTRUCTION OF ANY UTILITIES OR IMPROVEMENTS, THE CONTRACTOR SHALL NOTIFY THE MUNICIPAL WATER DEPARTMENT IN WRITING, OF THEIR INTENT TO PROCEED AND SHALL ARRANGE FOR A MEETING WITH THE DEPT., THE ENGINEER, AND THE CONTRACTOR TO DISCUSS THE PROJECT.
- ALL WATER MAINS, FITTINGS, APPURTENANCES, AND OTHER MATERIALS AND CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE AWWA, STATE AND TOWN CODES, STANDARDS, AND REGULATIONS. IN CASE OF CONFLICT BETWEEN THESE CONSTRUCTION DETAILS AND SPECIFICATIONS, AND A CODE OR REGULATION, THE DECISION OF THE VERMONT DEPT. OF HEALTH OR THE MUNICIPAL WATER DEPARTMENT SHALL BE BINDING.
- CONNECTION TO AN EXISTING WATER MAIN SHALL BE DONE BY OR UNDER THE SUPERVISION OF, AND WITH THE APPROVAL OF THE MUNICIPAL WATER DEPARTMENT. IT IS THE CONTRACTORS RESPONSIBILITY TO SECURE ALL NECESSARY PERMITS AND PERMISSION TO MAKE THE CONNECTION AND TO COORDINATE ALL PARTIES INVOLVED IN THE PROCESS. THE MUNICIPAL WATER DEPARTMENT AND ENGINEER SHALL BE NOTIFIED AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF THE INTENDED CONNECTION TIME.
- ALL WATER MAINS SHALL HAVE AT LEAST A TEN (10) FOOT SEPARATION HORIZONTALLY FROM SANITARY SEWERS.
- ALL PUBLIC AND PRIVATE WATER MAINS: 1) 4\"/>

SEWER CONSTRUCTION AND TESTING NOTES

- All sewer pipe shall be PVC SDR 35 gravity sewer pipe manufactured in conformance with ASTM D 3034 (4\"/>

Redstone

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DEPARTMENT OF PLANNING & ZONING
PINE & FLYNN
DEVELOPMENT

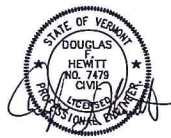
LOCATION
316 FLYNN AVE (CORNER OF PINE & FLYNN)
BURLINGTON, VERMONT

OWNER
G & C PROPERTIES
BURLINGTON, VERMONT
TEL: 802 343 6789

CONTRACTOR

CIVIL ENGINEER
BUMATT ENGINEERING, INC.
Engineers • Surveyors • Planners • Landscape Architects
1233 Shelburne Road C2
South Burlington, VT 05403
(802) 638-5588

STAMP



Issue **Date** **Issue** **Date**

Project

Site Details

Project No. 8163, Drawn By: BEG, Date: 6/29/15, Scale: N.T.S.

Footnote

Drawing No.

D1

DEPARTMENT OF
PLANNING & ZONING





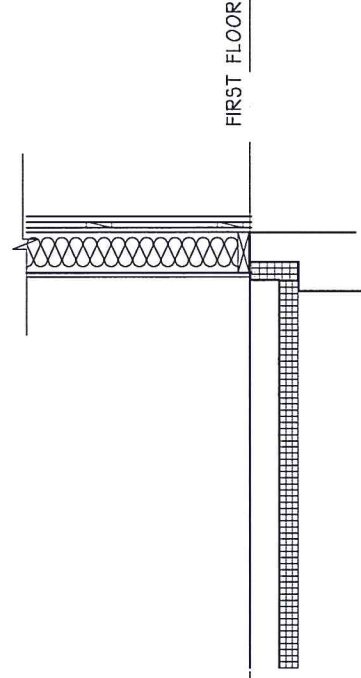
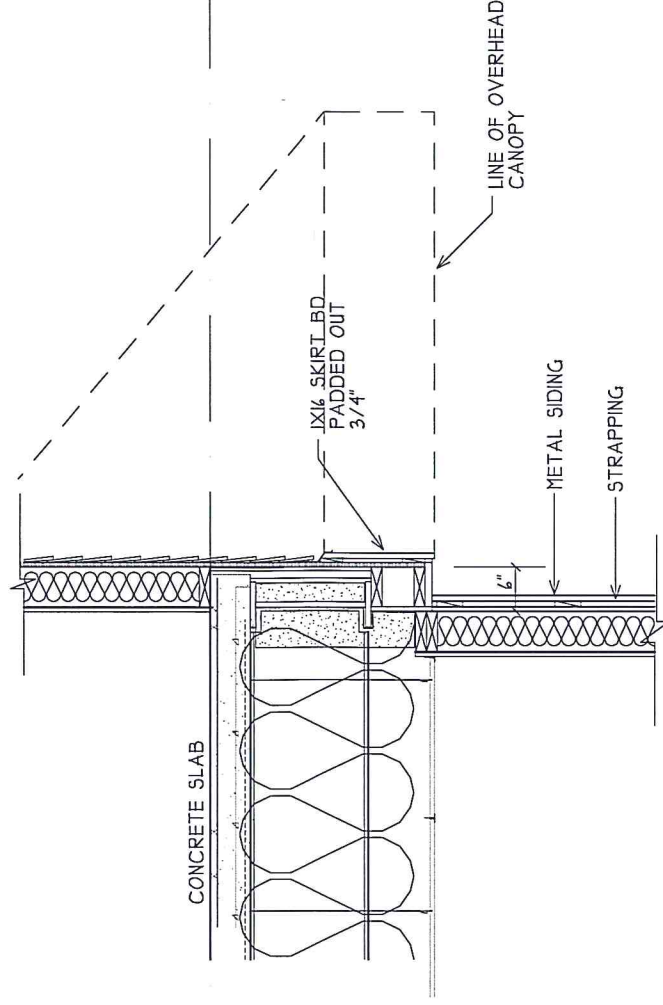
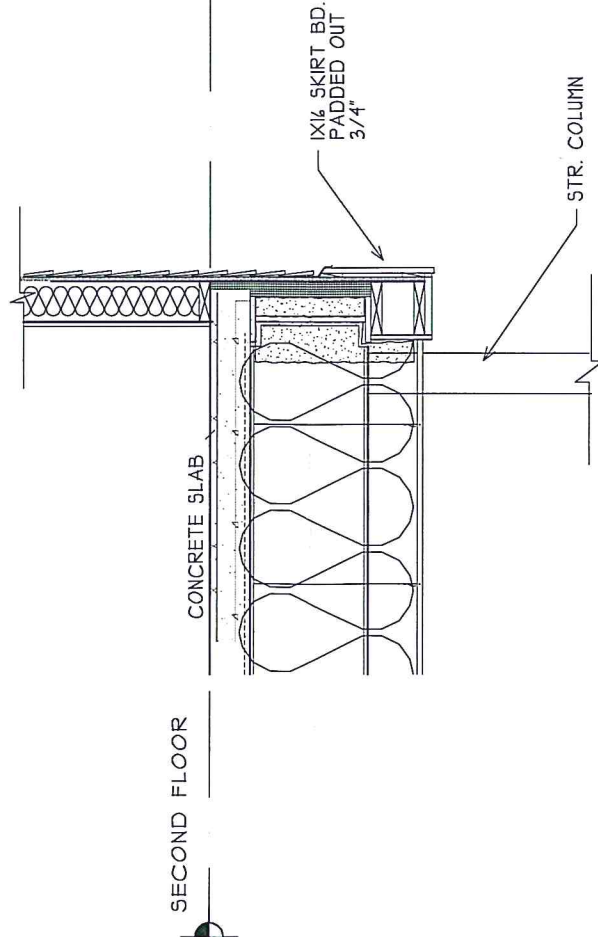
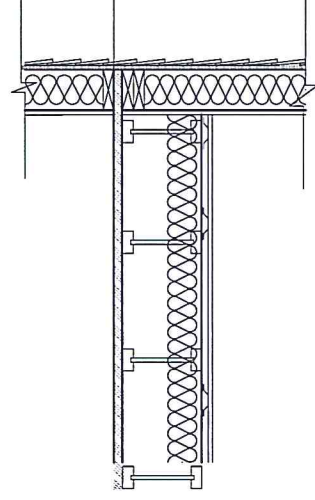
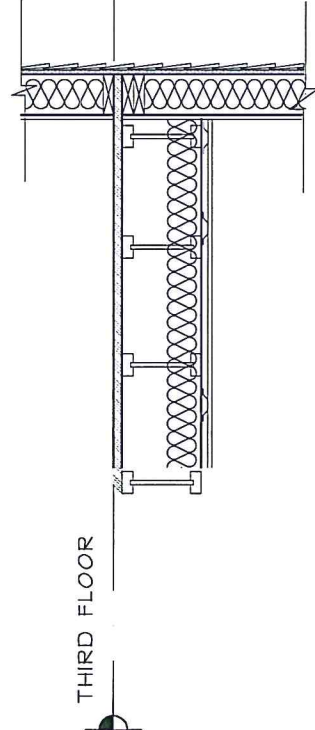
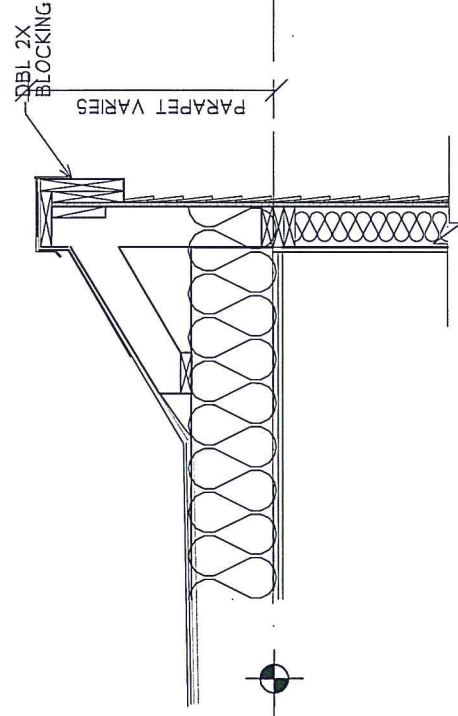
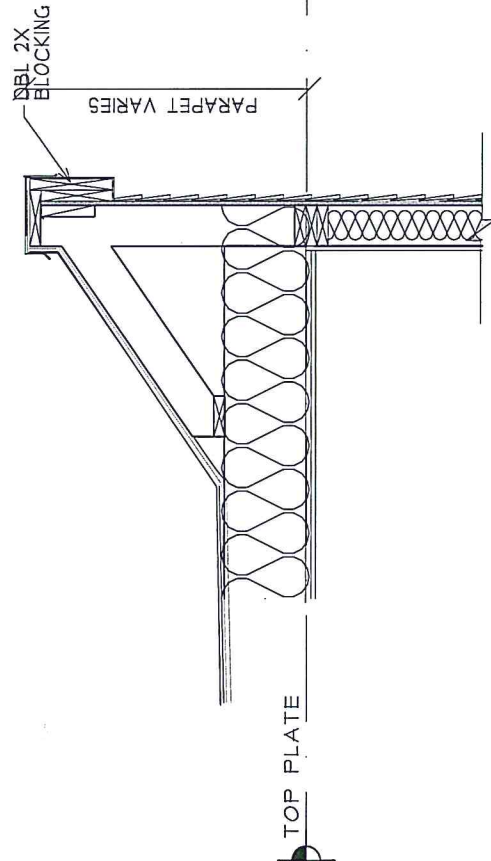
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LINCOLN BROWN ILLUSTRATION



PINE & FLYNN
SECTION @ PRK'G AREA

01

1" = 1'-0"

PINE & FLYNN
SECTION @ COMMERCIAL AREA

01

1" = 1'-0"

Redstone

JUNE 29, 2016

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Scott Gustin

From: Laura Wheelock
Sent: Wednesday, July 27, 2016 9:27 AM
To: Scott Gustin
Subject: Re: 316-322 Flynn

Hi Scott

Sorry this one fell off my radar.

Dpw takes no exceptions to the traffic study. Its findings are clear and we believe them to accurate and adequate to cover the proposed development.

- 1) For the site plan they need to construct city sidewalk to DPW specifications which is different than as shown in the submitted plan.
- 2) The driveway on Pine Street should show the sidewalk going through the driveway.
- 3) The applicant will need to obtain through the license committee an agreement to use the right away for more than 30 days it should be noted that this process can take two months or more and that the applicant should start that process with DPW as soon as their construction timeline is known.

That's all I have. Thanks

Laura Wheelock

Sent from my iPhone

On Jul 26, 2016, at 4:14 PM, Scott Gustin <SGustin@burlingtonvt.gov> wrote:

Hi Laura,

Sorry to bug you again, but I need your comments relative to traffic and sidewalk construction for Redstone's project at Pine & Flynn. The DRB report goes out tomorrow.

Thank you.

Scott

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

Scott Gustin

From: Dan Goltzman <dGoltzman@redstonevt.com>
Sent: Tuesday, July 26, 2016 2:11 PM
To: Scott Gustin
Cc: Erik Hoekstra
Subject: RE: Pine & Flynn

Scott this is the breakdown I have presently-

Ground Floor- 4,558sf
Second Floor- 9,200sf
Third Floor- 9,200sf
Fourth Floor- 3,000sf
Total- 25,958sf

The basement will be primarily the footprint of the existing deli building, with slight alterations, and the exact extent it has not been determined yet- but I would say it will be between 1,500-2,500sf.

Commercial space portion of the ground floor totals 3,000sf.

Dan

Daniel Goltzman
Development Manager
Redstone
210 College St, Suite 201
Burlington, VT 05401
646.957.4248
www.redstonevt.com

Scott Gustin

From: Warren Spinner
Sent: Tuesday, July 19, 2016 11:12 AM
To: Scott Gustin
Subject: RE: 316-322 Flynn Ave, Landscape Plan Changes

Hi Scott,

I want to see the following changes made to their Landscape Plan.

Plans show 2 Autumn Blaze Maples in the greenbelt on Flynn Ave. The Plant Schedule lists only 1. I want these changed to 2 - Acer Freemanii 'Celebration', 'Celebration' Maple.

Change 4 Ulmus x Accolade, Accolade Elm to 4 Ulmus x Triumph, Triumph Elm. These are in the Pine St greenbelt.

Greenbelt soil: On both Flynn Ave and Pine St remove all existing material between new sidewalk and curb to a depth of 30 inches and replace it with new topsoil mixed with 15% approved compost. New soil shall be installed in 15 inch lifts that are lightly compacted.

Thanks, Warren

From: Scott Gustin
Sent: Monday, July 18, 2016 1:45 PM
To: Warren Spinner
Subject: 316-322 Flynn Ave

Hi Warren,

FYI, Redstone's project with 30 apartments and 2 commercial spaces at the corner of Pine & Flynn has been scheduled for the 8/2 DRB meeting. You mentioned that you'd have some comments for their proposed street trees. Please send me whatever comments you have by Monday 7/25.

Thank you!

Scott

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



131 St. Paul Street, Burlington, VT 05401 802.861.2340 carsharevt.org

April 8, 2016

Burlington Planning and Zoning
149 Church St.
Burlington, VT 05401

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PLANNING & ZONING

To Whom It May Concern:

I am writing in support of Redstone's proposal to redevelop the Pine Street Deli property at 316 Flynn Avenue. This development will add much needed housing and new commercial opportunities to the vibrant South End. Redstone is known for its forward-looking approach to designing housing and spaces that benefit our community.

CarShare Vermont has a successful history of partnering with Redstone to include car-sharing onsite at their properties as a valuable mobility amenity for their tenants and neighbors. Our vehicle located at Silversmith Commons is the busiest in our fleet, serving over 100 nearby residents. CarShare Vermont has also collaborated with Redstone to locate a vehicle at the recently completed 247 Pearl St. project. Additionally, they helped us house a vehicle at the Hilton Garden Inn while we waited for the City to come through with a space at the Marketplace Garage. We are very pleased that Redstone would like to offer CarShare Vermont a parking space at 316 Flynn, too.

Providing people with convenient access to CarShare Vermont is proven to reduce the need for parking because car-sharing helps eliminate cars from the road. For every vehicle CarShare Vermont places on the road, 15 are removed. This is because more than 60% of our members report shedding or opting not to purchase/replace a vehicle upon joining our organization. Not surprisingly, 87% of our members belong to zero and one-vehicle households.

While CarShare Vermont cannot assure that the occupants of 316 Flynn Ave. will use our service, we're confident that making car-sharing available onsite is a sound way to attract individuals and households who choose to own fewer vehicles. Further, all CarShare Vermont members will have access to the vehicle, helping nearby neighbors and area employees to rely less on personal cars.

We commend Redstone's commitment to designing and building smart, sustainable mixed use projects that meet our diverse community's needs. We offer our enthusiastic support for this project.

Sincerely,

A handwritten signature in black ink that reads "Annie Bourdon".

Annie Bourdon
Executive Director



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

Tuesday August 2, 2016, 5:00 PM

Contois Auditorium, City Hall, 149 Church Street, Burlington, VT

Minutes

Board Members Present: Brad Rabinowitz, Wayne Senville, Israel Smith,
A.J.LaRosa, Alexandra Zipparo, Geoff Hand

Board Members Absent: Austin Hart, Jim Drummond (Alt)

Staff Present: Scott Gustin, Mary O'Neil, Anita Wade

I. Agenda

M.O'Neil – 290 East Ave is recommended for consent agenda.

II. Communications

Supplemental communications for 316-322 Flynn Ave accepted by Board.

III. Minutes

Two sets of minutes included in packet.

IV. Consent:

1. **12-0764MP; 29-35 CHURCH STREET (D, Ward 3C) Nick & Morrissey Development, LLC**
Amend master sign plan to include projecting signs (Project Manager, Scott Gustin)

B.Rabinowitz: this is on the consent agenda. Asks applicant if he has seen staff recommendations and conditions.

R.Wistergram: rep of CVS, gave business card to staff, said he accepts staff recommendations and conditions.

A.J.LaRosa: motion to amend master sign plan, approve the request and adopt staff recommendations.

W.Senville: seconds the motion.

Board Vote: 5-0-0

VI. Public Hearing

1. **15-0801PD; 140 GROVE STREET (RL, Ward 1E) Bayberry LLC**

Amend final plat approval specifically condition 13 relative to phasing of inclusionary housing units. (Project Manager, Scott Gustin)

B.Rabinowitz: swears in applicant and interested parties.

P.O'Brien: representative for Ireland LLC, and area known as Grove Street apartments. Here before the Board for two reasons. One is to change the way inclusionary units are phased in. The condition states for 15% of the units to be inclusionary should be built within the first 4 or 5 phases. Would like to amend the plan to be more in line with the ordinance seeking 15% of the projects inclusionary units for each phase as long as this requirement is complete prior to the last 10% of the units being built. Second: the construction phasing plan shows original with duplexes built first and the 33 residential unit built next. Asking to change the building order to finish up the inner circle and move to the lower level.

B.Rabinowitz: asks to explain the changes or give numbers on the inclusionary units.
P.O'Brien: no exact numbers. Working with CEDO Office on this.
B.Rabinowitz: as you build each building will you be creating 15% of the inclusionary units?
P.O'Brien: correct.
A.Zipparo: asked if the inclusionary units be dispersed among the projects
P.O'Brien: our intent is to sprinkle them throughout the project as better scenario than concentrated.
A.Zipparo: asked about the calculations for inclusionary units.
P.O'Brien: it equals the same, still at 15% of 232 total units.
G.Hand: does this switch keep inclusionary units on the same schedule?
P.O'Brien: yes, it will. Each phase will have inclusionary units.
S.Bushor: City councilor for Ward 1, said most of her questions have been answered, although it is key that numbers be nailed down with each phasing. Would like to make sure the numbers show up, since we really need affordable housing. Hoping to get this right and end up with same number of units.
M.Essberg: assistant director at CEDO provides a memo about phasing in inclusionary housing. In agreement on the phasing of inclusionary units and supports the developer's request for this.
A.Zipparo: is this 15% of 232 or do you round up?
S.Gustin: yes, it would be 34.8 units or rounded would be 35 units.
B.Rabinowitz: closed the public hearing.

2. 16-1225CA/CU; 410 NORTH STREET (RL, Ward 1E) Scott Goodwin
Finish garage interior to be accessory dwelling unit, add parking space. Continued review.
(Project Manager, Ryan Morrison)

B.Rabinowitz: continuation from a previous public hearing. Swears in applicant and interested party.
S.Goodwin: have updated drawings. New owner of property and would like to turn a prebuilt garage into accessory dwelling.
B.Rabinowitz: the plan you submitted does not show the shared driveway. Do you meet lot coverage requirements? Are you moving the garage?
S.Goodwin: indicated it meets lot coverage and the garage stays the same.
I.Smith: looking at the site plan to install 2 new garage doors, but there's not a full space for a vehicle inside the garage without the car sticking out.
S.Goodwin: yes, it will stick out. I had to change this at last minute for storage space.
I.Smith: the space shows half in and half out.
S.Goodwin: yes
B.Rabinowitz: closed public hearing.

3. 16-1506CA/CU; 290 East Ave (I/RL, Ward 1E) UVM
Construction of one story building for UVM Rescue Services with associated site modifications. (Project Manager, Mary O'Neil)

B.Rabinowitz: was noted that review is limited as a college project. Applicant and interested parties are sworn in.
S.Bushor: City Councilor of Ward 1, would like to continue this item as a public hearing.
B.Rabinowitz: swears in applicant and interested parties.
L.Ravin: campus planning services; introduces Alex Halpern, architect of Freeman, French, Freeman for the project's rescue building; Ken Bean, project architect for UVM; Marshall Wallace, director of operations at UVM rescue services, and Derrick Read, with Krebs and Lansing Engineers. Accept all recommendations except condition #6 and would like better understanding from the Board regarding this condition.
M.ONeil: there is a standard about having a separation between pedestrians and vehicles. Seeking a continuation for a pedestrian access from one parcel to another. Staff feels it currently dead ends into a parking area, which not ensure a safe situation between pedestrians and vehicles.

L.Ravin: that parcel is not under discussion. This building is not for clients. Eventually there will be a pedestrian pathway. Able to get to the path from other areas. UVM rescue at 285 East Ave is UVM's primary servicer. Able to make a path. Making as few changes as possible.

M.Wallace: director of operations, UVM is total student run advance life support; 24/7 and 365 days, which also provides diabetic and cardiac services. This will be a prime 911 call center for UVM. Outgrown current station for staff and parking vehicles. Have helicopter path. Serving as many as six recuses at a time.

L.Ravin: the sidewalk leads into the parking lot and then a pedestrian path. No access to building from the north. Asking for a separate building to house UVM rescue.

B.Rabinowitz: questions whether students who volunteer drive.

L.Ravin: typically students are walk, and they may cross East Ave and Catamount Dr. into the parking lot to get to the building.

G.Hand: seems an active area that may not be safe for walking.

L.Ravin: it's a low volume and low speed area. Drivers will have to walk through the parking lot. Handicap parking is near a walkway to the main entrance. Most employees walk through the parking lot.

G.Hand: where do ambulances exit?

M.Wallace: they exit east onto Catamount and East Dr.

A.J.LaRosa: changing the access is an easy solution to amend plan to provide a sidewalk.

L.Ravin: I can show where the sidewalk would be appropriate. Shows sidewalk to main entry.

B.Rabinowitz: can the location of sidewalk be extended?

L.Ravin: this is a different lot and permit and cannot provide a sidewalk for everyone.

G.Hand: crosswalk for UVM students

L.Ravin: could provide a sidewalk if it would address the needs, but visitors will come in main entrance

B.Rabinowitz: handicap parking

Derrick: yes

L.Ravin: yes near specific buildings. Questions where to put the sidewalk when accessibility will be from many different directions.

A.Zipparo: Is this ADA compliant?

Derrick: could look at other options.

A.Zipparo: could have the space for someone who works there?

L.Ravin yes, will have the space and would immediately strip to make accommodations.

S.Bushor: City councilor of Ward 1. Asks about increase in the lot coverage and stormwater management behind the hotel. Read how 38 spaces are being removed and not sure why this did not come before Ward 1 NPA. Would like to see better orientation for the front entrance. Concerns about congestion and what happens to the original building.

L.Ravin: there is no increase in scope. Just moving a few hundred feet with no additional employees or scope of activity. Did not go before NPA, because there was no change in parking space. Reconfiguring existing space and planting green space.

A.Zipparo: questions stormwater management.

Derrick: UVM is active with storm ponds off to the east under review by the State. Ponds are in compliance with no increase in flow.

A.Zipparo: no impact on water?

Derrick: yes

G.Hand: asks if there will be screening with white pine.

K.Bean: mix of deciduous bushes and pines. Impacts building and screens parking lot

G.Hand: asked if white pines will provide a good long term screen.

K.Bean: cannot speak on this and will look into it. Project is from 7 years ago.

L.Ravin: planted bushes for screen. Rugby field remains. This is a different zoning permit to increase pervious space as shown on display. Important to have good pedestrian access and what we have now is our best solution.

W.Senville: asked if this project should remain open to resolve pedestrian access.

L.Ravin: would like to submit a new plan, which is not in your packet.

L.Ravin: submits new plans to staff, M.O'Neil.

BRabinowitz: closed public hearing.

4. 15-1507CA/MA; 316-322 Flynn Ave (NMU, Ward 5S) G&C Properties, LLC

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

Recusals: G.Hand and AJ.LaRosa

B.Rabinowitz: this project came to sketch plan twice before. Applicant and interested parties are sworn in.

E.Hoekstra: lead architect for the project and colleague, Dan Goltzman, Development Manager.

B.Rabinowitz: is this in two different zoned districts?

E.Hoekstra: yes. The majority is NMU, north portion is in RL. Merger of two properties. Further discussion of zoning districts, proposed demolition of all existing structures on site and new construction and mixed use. New smaller curb cuts to slow down traffic. Reducing lot coverage in NMU and in residential with a bonus for inclusionary units to increase height. Proposing thirty apartment units and mixed use building with restaurant. One parking space for unit and nine spaces for restaurant and bicycle spaces. Mix of housing units includes studio, one and some two bedroom apartments.

B.Rabinowitz: questions screening.

D.Goltzman: combination of screening.

E.Hoekstra: architecture similar from past, changes in color, size and different materials on lower level and lighting and screening.

A.Zipparo: good with cedar, but what is its life span?

E.Hoekstra: will require maintenance. Eventually may need to be replaced.

A.Zipparo: questions the green space on roof.

E.Hoekstra: roof to layer green elements.

B.Rabinowitz: no roof deck plan.

A.Zipparo: do you have data on who is using car share?

E.Hoekstra: shared use space between hours with clear signage.

W.Senville: any problems in evening hours?

E.Hoekstra: our experience is that it hasn't been a problem. Working well in other spaces.

W.Senville: explains the lighting.

E.Hoekstra: working on fixtures with the right projection.

B.Rabinowitz: questions landscaping.

D.Goltzman: will have a bio swale on north end of parking lot.

B.Rabinowitz: questions stairs at back of building.

E.Hoekstra: these are secondary stairs.

I.Smith: questions the material at the base.

E.Hoekstra: aluminum change for first floor is metal

I.Smith: skirt and back is wood screen?

K.Devine: Project offers much needed housing. Recruiting employers for good housing for mid-level employees creating walkability. Dealer.com and other businesses looking for professional services and workers.

L.Rebbecke: disappointed that this level of detail is out of scale with area. There are no four story buildings within ½ mile. Pedestrian access is difficult. Residents care about their houses. The developer does not understand the feeling of homeowners. Questions how project can be 45 feet high. Negative impact for housing in area. Very concerned about the restaurant operating until 1am and roof deck noise. Asking Board to reject project and ask applicant to come back with something more in keeping with the neighborhood.

B.Bryant: resident of 61 Ferguson Ave. He has been involved for 30 years in VT municipal government. Asking applicant to revise application. Need for a traffic study based on city market's project and traffic study due to traffic impact of both projects.

B.Rabinowitz: the Board does not have a traffic analysis from City Market.

L.Rebbecke: asking this be provided by applicant and not rush through this.

A.Zipparo: mentions that DPW is addressing traffic. Board is only looking at this project.

LRebecke: spoke about peak hours for parking and how different types of restaurant uses conflict. Lacking in analysis and conflicts with proposed parking. Need data about busiest times of uses. There are limitations with the safe movements of vehicles in and out of the property. DPW review of parking on street parking and the adequacy of loading and unloading. Application is flawed due to the cantilever design of upper floor. This is a misuse of NMU. The parking plan suggests commercial needs and on street loading space, but does not provide a buffer. Applicants parking for the retail is a disregard for the overflow of residential parking in residential. Traffic study is inadequate.

Asks applicant to work with NPA.

Neighbor: Alarmed by project. When Redstone became involved it became all or nothing. Concerns are noise, roof garden with thirty units, restaurant open until 1:00am, traffic and children walking to school, and the fact that most units are too small for families. Feeling that this is a done deal.

S.Vishnevsky: this is a family neighborhood, quiet, with children and nothing is open beyond 11pm. Agree about affordable housing agree, but no single housing site will take care of this. Scale is negative and huge. Champlain apartments are set far back and different in comparison. Questions about people with two cars who could easily park on street. The overflow is a concern. Feel developer says it's all or nothing. Needs to take neighborhood into consideration.

J.Worthley; member of the Burlington South End Action Group. Expressed a need for more housing. Supports this project as walkable to Burton. Hears from employees about the challenge of housing. Businesses are recruiting from outside areas, but with the cost of housing people cannot afford to live here. The business association group encourages solutions, and believes project is step in right direction. The addition of more housing will stabilize things and help reduce barriers to housing.

C.Ginger: resident of 65 Ferguson. Has seen traffic study and staff comments and is concerned about way the project is portrayed. Supports redevelopment of property, but this project is more of an incursion than a buffer.

Describes development that is a mile north of the project. No mention from city staff on how it serves as a buffer. It appears the project aspires to be part of the development a mile north and not part of the surrounding residential area. Don't look at high demands of parking on residential streets, especially where the church the street narrows.

Characterized as larger scale but contextually inappropriate. No attempt to relate to residential neighborhood. Not opposed to development and see commercial uses that fit within hours.

Would support development with parking onsite and fits with neighborhood

A.Bourdon; resident of 59 Lyman Ave, who supports the project. Feels the development adds vibrancy to the area. Possibilities of car share. Survey of car share numbers with over 68 users are within area who live there. About 80% are one car owners. Helps people to adopt new lifestyle.

V.Zion: says business people see this as a solution for their employees, but the industrial look does not fit with the neighborhood.

T.Stokes; resident at 78 Ferguson is a new neighbor in the area. Attracted to area because of development. Originally from Baltimore, Maryland. Has concerns about traffic and safety.

Additional parking concerns and the street parking. Feels that investment of the project warrants consideration as a full development in the area and may cause problems with other projects developing in the area.

M.Fleming: as resident of 425 Flynn Road has difficulty turning onto my street now. Finds it challenging to get out of the driveway. Found it challenging when her child went to Champlain school dealing with cars and buses. Questions if it will it really add more affordable housing and concerns about onsite parking.

E.Hoekstra: mentioned the truck traffic onsite with access and trash pick-up and discussed with Fire Marshall and Traffic Engineer.

B.Rabinowitz: questions about the loading zone.

E.Hoekstra: may seek loading zone with DPW if tenant wants this.

B.Rabinowitz: questions if the north end of paved lot is in residential low density and if lot coverage had improved.

E.Hoekstra: yes, the coverage goes from 91% to 82% coverage. The south end area has little multi-family housing and it is a shame not to maximize on it within the confines of the ordinance.

I.Smith: asks staff if the height is depends on the bonus?
 S.Gustin: yes, it is dependent upon inclusionary that the project is entitled to additional height.
 W.Senville: thought this was the discretion of the Board, but in comments it says staff is entitled to make this decision.
 S.Gustin: read ordinance discretion referencing section 9.1.13 on additional density.
 I.Smith: how does this reconcile with section 4.4.2 (3a)
 S.Gustin: this was brought up in sketch plan. Article 4 is silent on this and does not preclude article 9 which says you are entitled.
 B.Rabinowitz: asked if 4th floor plan and roof alteration not be as graphic.
 E.Hoekstra: yes
 W.Senville: heard testimony about city market project. Looking at staff comments it's saying this is irrelevant.
 S.Gustin: not say it's irrelevant. We know city market is in the Que. We heard a number of times heard about redoing traffic impacts and rely substantially on DPW comments for traffic impacts in relation to infrastructure. What you have tonight is an application for this project and traffic analysis is for this project and need to make a decision solely on this project.
 The traffic study for city market should not be part of this.
 W.Senville: the traffic study for city market should not be considered with this project
 S.Gustin: no
 W.Senville: are they required to provide 20% inclusionary units for 4th floor.
 S.Gustin: no. Section 9.1.13 affords additional regulations and Section 4.4.4 provides additional which is 15%.
 W.Senville: what are the restaurant hours you are proposing?
 E.Hoekstra: proposing 1:00 am and not seeking anything beyond what city allows.
 B.Rabinowtiz: closed public hearing.

V. Certificate of Appropriateness

1. **16-1296MP; 53 Lavalley Lane, City of Burlington - Department of Public Works**
 Tree Maintenance Plan for water resources infrastructure in easements and ROW throughout the City. Continued review. (Project Manager, Scott Gustin)

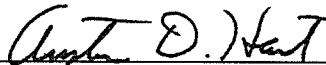
B.Rabinowitz: swears in applicant.
 G.Johnson: speaking on the waste water treatment plant at 53 Lavalley Lane. Works with water resources at DPW, specifically the stormwater group at DPW. Here to follow up on revised tree maintenance plan and has worked with Scott on what triggers a zoning review.
 B.Rabinowitz: main issue is getting a clarification of what triggers participation of the city arborist.
 G.Johnson: with Scott's help worked on what triggers a zoning review. The arborist review is same threshold as zoning review speaking to an updated section of the zoning ordinance, and page three of plan. Warren Spinner had sent email to revise the tree pruning section. His comment was that DPW staff should not do tree pruning. It should be performed by a certified tree arborist.
 B.Rabinowitz: that's the difference with this report that an arborist gets involved
 Greg: yes
 AJLaRosa: questions tree pruning procedures and who performs this depending on the number of trees from DPW with supervision of the city arborist
 G.Johnson: most likely going to be an arborist if tree removal
 A.Zipparo: what period of time are we talking about in terms of the increment of trees?
 G.Johnson: most likely the arborist who will do this
 AJLaRosa: where are the project boundaries, if working in the right of way?
 G.Johnson: to whatever degree we need to maintain the project
 S.Gustin: every project is has defined parameters. The scope is somewhat unclear for each particular project has its own threshold could apply to that be different.
 I.Smith: in most cases a projects' scope is not driven by tree management. The Board has talked about whether there is a 6 months or annual review of the whole scope of applications that did not meet threshold by the city arborist. Does someone become aware of it?

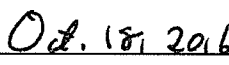
B.Rabinowitz: there are a certified arborist's doing the work with some competency.
G.Johnson: would not see this as an ongoing thing because easements have not been maintained for a long time. Do not see tree cleaning as not an ongoing process in a lot of areas.
A.Zipparo: we are sometimes held accountable by residents of Burlington and they do comment on some projects that we have approved resulting in tree loss.
AJLaRosa: could put a condition on the city's tree management.
B.Rabinowitz: closed public hearing.

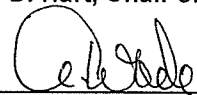
VI. Other Business

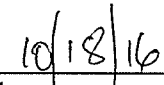
VII. Adjournment

B.Rabinowitz: Adjourned meeting at 7:47pm
Deliberative session set for Monday August 8, 2016 at 5:00pm.


Austin D. Hart, Chair of Development Review Board


Date


A.Wade, Planning & Zoning Clerk


Date

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.

