

Burlington Design Advisory Board

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Burlington, VT 05401

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DESIGN ADVISORY BOARD Tuesday, July 28, 2015 at 3:00 PM Conference Room 12, City Hall, Burlington, VT

*Each applicant has about 10 minutes to present his/her application to the board within their allotted session time. **Please note session times are approximate.***

Session I - 3:00-3:45 p.m.

1. **16-0007CA/MA & 16-0015CA; 329-351 North Ave, (RMW, Ward 4N) Eric Farrell**
Convert former orphanage & college building to 63 residential units and relocate college w/in building. Associated site improvements.

Department of Planning and Zoning

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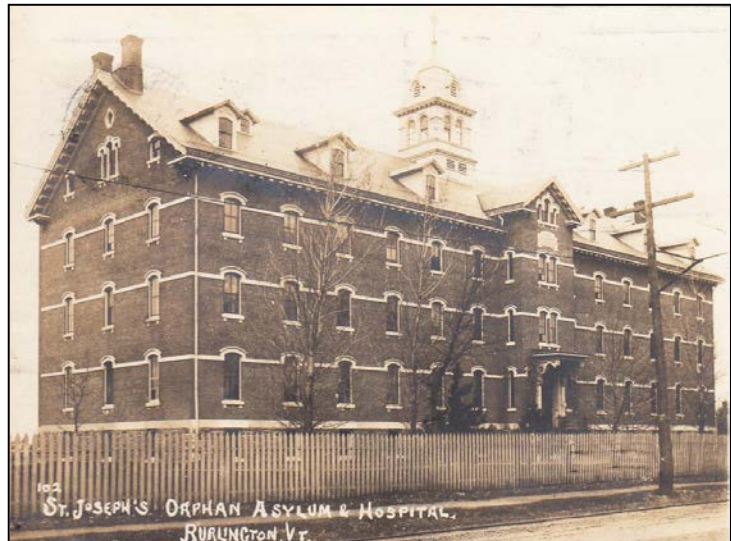
MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP16-0007CA/MA 351 North Avenue
Date: July 28, 2015

File: ZP16-0007CA/MA
Location: 351 North Avenue
Zone: RM-W **Ward:** 4N
Date application accepted: July 1, 2015
Applicant/ Owner: Eric Farrell /
Burlington College
Request: Convert former orphanage into
63 residential units; establish common
spaces and 3,800 sf assembly space for
Burlington College; landscaping, parking.

Background:

- o Sketch Plan Review ZP15-1213SP;
Sketch plan review of proposal to
convert orphanage building into
approximately 63 residential
units. Also establish common
spaces and assembly space for existing college. June 2015.
- o Zoning Permit 15-0702LL; Lot line adjustment with 329 North Avenue. Approved
December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- o Zoning Permit 14-1286CA; Installation of CCTA bus shelter on Burlington College
property. Approved June 2014.
- o Zoning Permit 12-0706SN; replace existing non-conforming freestanding sign with new
freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- o Zoning Permit 12-0121CA; Install rooftop air handler, five ac units, bike racks, and
remove walls from garage. Approved August 11, 2011.
- o Zoning Permit 11-0282CU; convert existing institutional office use and group home use
to post-secondary school. No site or exterior building changes proposed. Approved
November 2010.
- o Zoning Permit 09-526CA; Demolish single car garage. Approved February 2009.



- o Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- o Zoning Permit 92-096 / COA 092-016; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- o Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- o Zoning Permit 79-352; install septic tank and seepage bed. July 1979.
- o Zoning Permit 77-03; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- o Zoning Permit 77-628; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

Article 6: Development Review Standards:

Sec. 6.1.2 Review Standards

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The submitted site plan(s) do not define any significant natural features, other than the grade change. Existing landscaping is proposed to be augmented with additional plantings.

(b) Topographical Alterations

The immediate grounds west of the existing structure remain at a level grade, with a continuous and precipitous drop as the site falls away toward the bike path and lake. The proposed westerly patio/walkway is illustrated at the 224 elevation. An existing paved area at the westerly edge of the parcel is offered for continued use as a parking area under this proposal.

(c) Protection of Important Public Views:

Distant terminal views of Lake Champlain and the mountains to the east and west, and important public and cultural landmarks, framed by public rights-of-way or viewed from public spaces shall be maintained through sensitive siting and design to the extent practicable. This shall not be construed to include views from exclusively private property.

This remains a private property; however those spectacular views from the west elevation of the structure will remain; to be supplemented by views from the proposed entry courtyard and the roofdeck, if accepted as an alteration. The removal of rear porches will also introduce uninterrupted views from the interior of the structure to views of the lake and westerly mountains.

(d) Protection of Important Cultural Resources:

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

(e) Supporting the Use of Renewable Energy Resources:

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

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

As the structure is existing, most energy gain will result from improved energy efficiency of thermal systems on-site. No part of this application will prevent the use of passive solar, wind, geothermal, water, or other alternative energies.

(f) Brownfield Sites:

None are identified.

(g) Provide for nature's events:

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

The Conservation Board reviewed at Sketch Plan and on July 6, 2015 as a regular agenda item; observing the sandy soils and recommended site infiltration in so far as practicable. The submission includes an EPSC which will require approval and acceptance by the Stormwater engineering staff. This was forwarded for their review July 3, 2015.

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

The proposed westerly portico will provide covered entry for residents and visitors alike. It will also minimize the potential for injury due to ice and snow slide from the steeply pitched roof(s). A covered entry is also provided on the northerly west entrance; as well as a reconstructed entrance canopy on the east (front) elevation respectful of the original.

(h) Building Location and Orientation:

This is an existing building which has a monumental street presence. No change to the building or its orientation is proposed with the new use.

(i) Vehicular Access:

An existing vehicular access south of the structure and situated at the parking lot is proposed for continuation. That parking lot has 51 identified parking spaces. A new gravel parking lot is illustrated on the north, with a curb cut proposed for parcel immediately adjacent (329 North Avenue.) A separate zoning permit application (ZP16-0015CA) has been submitted for that project/parcel and is a companion to this application.

A proposed emergency vehicle access entrance is illustrated, with collapsible bollards. See Plan L-100 and L-103.

(j) Pedestrian Access:

A broad network of sidewalks that intersect with public walkways is included. Pedestrians are free to move from the public right-of-way into the building, around the site, and to access the plaza area on the west. Revised plans inform of a walkway intended to connect the building to the lower/west parking area; a concern particularly when considering its extended use during winter weather and/or during evening hours.

(k) Accessibility for the Handicapped:

Special attention shall be given to the location and integration of accessible routes, parking spaces, and ramps for the disabled. Special attention shall also be given to identifying accessible access points between buildings and parking areas, public streets and sidewalks. The federal Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be used as a guide in determining the adequacy of the proposed development in addressing the needs of the disabled. Two new elevators are proposed; one to serve Burlington College within the southerly building, and one for the residential use in the former orphanage building.

Plan L100 illustrates 4 h/c parking spaces in the northerly lot.

The building inspector has jurisdiction for determining adequate accessibility per ADA standards. Identifying handicap accessible parking, as well as accessibility standards will be part of that review.

(l) Parking and Circulation:

To the extent possible, parking should be placed at the side or rear of the lot and screened from view from surrounding properties and adjacent public rights of ways. Any off-street parking occupying street level frontage in a Downtown Mixed Use District shall be setback from the edge of the front property line in order to provide space for active pedestrian-oriented uses. Where street-level parking is provided within an existing structure, the cars shall be screened from the sidewalk and the area shall be activated with landscaping, public art, or other design amenities. Parking areas of more than 20 spaces should be broken into smaller areas separated by landscaping.

There is an existing parking lot on the south of the collective connective structures. The site plan illustrates 51 parking spaces. As this is an existing parking lot which is not “new or substantially improved”, there is no requirement to meet the shading requirement of this section, but the effort is broadly encouraged.

A new parking area is proposed west of the existing structure; this is intended to meet the obligation associated with the new use, however intended to be “temporary” in that future development will likely absorb the vehicles. This project must, however, stand on its own merit,

so parking must be provided. The application is accompanied with a parking management plan and request for a parking waiver.

A shading plan is provided for the northerly and westerly lots have been provided (see Plan L-100 and L-104).

The new parking lot, with more than 20 spaces (26 or 28 illustrated, depending on plan), should be broken up into smaller areas separated by landscaping to meet this standard, unless this board accepts the landscape area abutting the dumpster as a “break.”

Attempts to link adjacent parking lots or provide shared parking areas which can serve neighboring properties simultaneously shall be strongly encouraged.

The proposed new parking area north of the site will have access from the adjacent parcel (329 North Avenue.) As noted, this is not anticipated to be a permanent lot, but an answer to parking obligation associated with this particular development proposal. Future buildout of the site is expected to enhance and increase parking opportunities for uses on the site as they are advanced. If and when that occurs, this northerly parking lot will be removed and replaced.

An assessment of parking; both required and available will need to be made for the existing uses. In the Neighborhood Parking District, each residential unit requires 2 parking spaces. For 63 units, 126 spaces would be required. The three lots offer a total of 120 spaces. There is a conflict between plans C2.0 and L-100 in the design, layout and dumpster details. The former offers 28 parking spaces, the latter 26 and a dumpster location. Clarification is needed.

Sketch Plan provided an examination of the college’s parking information, which will assist in determining parking requirements. A waiver of 57 parking spaces is requested for the residential use (45% of required residential parking), accompanied by a parking management plan. This would provide 69 parking spaces; the equivalent of the north and westerly parking lots, for the 63 new residential units.

*Parking shall be laid out to provide ease in maneuvering of vehicles and so that vehicles do not have to back out onto city streets. **Dimensions of spaces shall at a minimum meet the requirements as provided in Article 8.** The perimeter of all parking areas shall be designed with anchored curb stops, landscaping, or other such physical barriers to prevent vehicles from encroaching into adjacent green spaces.*

The site offers an existing paved lot. There is an established circulation pattern that provides connectivity with pedestrian paths. A new gravel lot north of the building will connect to existing pedestrian paths and building entrances, providing much needed handicap access at grade. Plan C4.0 defines a standard parking space as 9’ x 18’, which conflicts with Table 8.1.11 of Article 8 which defines a standard parking space as 9’ x 20’. Adequate barriers will be required at the perimeter of parking areas.

The circulation pattern, as illustrated on Plan L-103 has met preliminary approval of the fire marshal for emergency access. In that plan, knock-down bollards are utilized at the street entrance to eliminate regular vehicular circulation. See Plan L-202 for detail on collapsible bollard (although labeled as “Thayer Commons Site Details.”)

*Surface parking and maneuvering areas should be shaded in an effort to reduce their effect on the local microclimate, air quality, and stormwater runoff with an objective of shading at least **30% of the parking lot.** Shading should be distributed throughout the parking area to the*

*greatest extent practical, including within the interior depending on the configuration. New or substantially improved parking areas with 15 or more parking spaces shall include a minimum of **1 shade tree per 5 parking spaces** with a minimum caliper size of 2.5”-3” at planting. Up to a 30% waiver of the tree planting requirement may be granted by the development review board if it is found that the standard requirement would prove impractical given physical site constraints and required compliance with minimum parking requirements. All new shade trees shall be: of a species appropriate for such planting environments, expected to provide a mature canopy of no less than 25-feet in diameter, and selected from an approved list maintained by the city arborist. Existing trees retained within 25-feet of the perimeter of the parking area (including public street trees), and with a minimum caliper size greater than 3-inches, may be counted towards the new tree planting requirement.*

The southerly parking area is neither new nor substantially improved; however the applicant is encouraged to provide additional plantings/trees to reduce the effects of stormwater runoff, air quality, and the local microclimate on the parking area.

Plan L-104 illustrates parking lot shading for the westerly and northerly lots in excess of 50%; meeting this standard.

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

The parking lot is linked to the pedestrian path network that leads to both the public right-of-way and the building complex. A new walkway is proposed to accompany the lower parking area to provide safe and comfortable access between that lot and the residential structure, although it is not clearly delineated as separate from the rear drive access. Lighting for safety and security purposes is recommended there.

Where bicycle parking is provided, access shall be provided along vehicular driveways or separate paths, with clearly marked signs indicating the location of parking areas. Where bicycle parking is located proximate to a building entrance, all shared walkways shall be of sufficient width to separate bicycles and pedestrians, and be clearly marked to avoid conflicts. All bicycle parking areas shall link directly to a pedestrian route to a building entrance. All bicycle parking shall be in conformance with applicable design & construction details as provided by the dept. of public works.

Bicycle parking is identified on the site plan (C2.0) and within floor plans (A1.1.) Exterior racks are within the northerly parking area abutting a pedestrian path; adjacent to the entranceway to the south of the buildings, and at the rear lobby entrance area. The type of bike rack is identified on Plan L202, and consistent with the *City of Burlington Bicycle Parking Guidelines*. Significant accommodation is made for interior bicycle storage as well.

Table 8.2.5-1, *Bicycle Parking Requirements* defines one bike parking space for every four units for long term bike parking, and 1/10 units short term. For 63 new residential units, the requirement will be **16 long term bike parking spaces and 6 short term**. Clearly the site plan confirms the adequacy of short term bicycle parking on site; the number of bicycles to be accommodated within the interior storage area for long term parking needs to be provided to assure compliance with this standard.

(m) Landscaping and Fences:

A significant amount of landscaping is proposed, particularly with new tree plantings surrounding and adjacent to the pedestrian walkways. See Plans L-100-200. The fence illustrated is available for detail inspection on Plan L-202.

Existing retaining/stone walls illustrated on Plan C1.1 are not noted in landscaping plans. It is assumed that they will be removed for completion of the patio area. The applicant will need to confirm.

(n) Public Plazas and Open Space:

A large plaza is illustrated on the westerly side of the existing structure. It is pleasantly centered on a rear entrance area, and integrated into a larger landscaping and site plan.

(o) Outdoor Lighting:

Lighting information has been submitted in Plans L-102 and L-201. The general lighting notes state that *wall and ceiling mounted fixtures are not included in the calculations – and they should be* to assess overall impacts of light. From what information has been provided, the walkway lighting exceeds the standards provided in Section 5.5.2 f. (2); particularly average light levels on walkways should not exceed 0.5 fc, and maximum lighting should not exceed 2.0 fc. A new photometric should be supplied that includes all lighting fixtures, and adjusts the high light levels of the walkways.

(p) Integrate infrastructure into the design:

Detailed information has been submitted about a dumpster enclosure; however the location on the northerly parking area appears to encroach into a required setback. That dumpster shall be relocated to meet required setbacks.

Mailboxes are identified on the interior (Plan A1.1, Mail room east of Lobby.)

New rooftop mechanical equipment is proposed to replace Burlington College's existing equipment; see Plan A2.1. New code-compliant elevators are proposed for both the college and residential use.

The applicant earlier defined the likely relocation of some utility infrastructure. These connections and their location should be identified on a site plan or elevation as appropriate.

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

Two dumpster locations are identified on Plan L-100; an example of an enclosure submitted separately. The northerly dumpster encroaches into a required setback, and must



be relocated. For a facility of this size, integrated trash and recycling is preferred to be integrated as part of an overall site plan, with internal facilities. The Board is encouraged to require this to improve the overall site and to conform more closely to this standard.

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

There is no information about HVAC, potential antenna or mechanical installation other than replacement of rooftop equipment for the college. Any equipment proposed for the exterior must be integrated with the building design, and not added as an afterthought. As the principle building is historically sensitive, the siting and visual impact of any equipment will be assessed for appropriateness.

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

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

1. Massing, Height and Scale:

The application is for the proposed re-use of an existing structure. From the streetscape, there is no change in massing, height or overall scale of the building. An increased rooftop projection on the orphanage building for an elevator shaft can be identified on westerly elevations; as on a rear elevation, it is acceptable. See Plan A2.1. A new elevator is proposed for the college as well, and is similarly located on the westerly (rear) elevation of the flat roofed southerly building. It remains of little consequence relative to the overall massing of the structure.

2. Roofs and Rooflines.

New buildings should incorporate predominant roof forms and pitches within the existing neighborhood and appropriate to the context. Large expanses of undifferentiated roof forms shall be avoided. This can be achieved by incorporating dormers or some variation in the roof form to lessen the impact of the massing against the sky. While flat roofs can be a reasonable architectural solution, pitched roof forms and architectural elements that enhance the city's skyline are strongly encouraged. Roof eaves, parapets, and cornices should be articulated as an architectural detail. Roof-top mechanicals shall be screened from view from the public street, and should be incorporated into and hidden within the roof structure whenever possible.

New roofs proposed are on the rear, with flat roofed additions on the lower floor. The central (westerly) rear addition mimics the current vehicular carports, and therefore is of little divergence from existing. The other, on the north/westerly side provides an additional entry with lobby and feature wall. As it is on a minor elevation and in a modern design vocabulary, it is an appropriate option for new construction.

There are existing rooftop dormer penetrations, unique to the building and informing of interior use that required natural light. Five of the minor but unique dormer windows are proposed to be

removed on the westerly elevation, presumably to accommodate a new gabled veranda. See Section 5.4.8 for further discussion.

The application proposes the insertion of skylights to maximize interior habitable area in the uppermost floor. Given the historic significance of the building, these are visual distractions on the primary elevation and are not recommended. See Section 5.4.8.

See previous comments about potential HVAC/mechanical equipment. Rooftop installation is not recommended. Any new mechanicals should be incorporated into the overall site design, respectfully situated to prevent adverse impact to the historic structure. Replacement of rooftop mechanicals on the flat roofed section occupied by the college is consistent and acceptable.

Solar panels, light colored ballast or roof membranes, split roof clerestories, planted or “green” roof technologies (with a clearly articulated maintenance plan) and “gray water” collection are encouraged. Active rooftop uses are also encouraged to add to the visual complexity and activity of the city’s skyline, and afford public access to otherwise unseen views of the city and surrounding landscape.

The ornate and functional dormer windows provide unique visual interest to the building. Their removal, the insertion of skylights, solar panels, or mechanical equipment will adversely impact the visual characteristics of the structure, particularly on the primary elevation. The proposed viewing deck will not provide “public access to otherwise unseen views of the city” as it will be relegated to tenant use and supplement existing views from unit windows. Collectively such alterations diminish the historic integrity of the structure and remove important character defining features that add “visual complexity” to the city’s skyline and are essential to the original building’s design. As features of the historic convent addition and orphanage, they are worth retaining.

3. Building Openings

Principal entrances shall be clearly defined and readily identifiable from a public street whether by a door, a canopy, porch, or other prominent architectural or landscape features. People with physical challenges should be able to use the same entrance as everyone-else and shall be provided an “accessible route” to the building. Attention shall also be accorded to design features which provide protection from the effects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage.

The primary entrance from North Avenue is proposed to be altered, with removal of the 1960-1970s era chalet and glass entrance enclosure. Historic photographs inform of a simpler entrance; with a minor but articulated roof canopy accessed from dual arcing (granite?) steps. A simple handrail connected to elaborate entrance posts, which faced a landscaped island. This plan replicates that original configuration that at one time featured statuary of St. Joseph; any new central element has not been defined.

Snow storage has not been defined; however it is likely that there is ample space to push snow to the west of the existing parking lot and off pedestrian walkways.

Window openings shall maintain consistent patterns and proportions appropriate to the use. The window pattern should add variety and interest to the architecture, and be proportioned to appear more vertical than horizontal. Where awnings over windows or doors are used, the lowest edge of the awning shall be at least eight (8) feet above any pedestrian way, and shall not

encroach into the public right-of-way without an encroachment permit issued by the dept. of public works.

Existing fenestration pattern is proposed to be retained on the historic structure, with replacement window sash. See previous notes about rooftop dormers and skylights.

No awnings are proposed in the plan.

Buildings placed on a side or rear property line where no setback is required shall contain neither doors nor windows along such façade so as not to restrict future development or re-development options of the adjacent property due to fire safety code restrictions. Otherwise they should be setback a minimum of 5-feet.

Not applicable.

(b) Protection of Important Architectural Resources:

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

(c) Protection of Important Public Views:

Development shall preserve distant terminal views of Lake Champlain and the Adirondack Mountains and important public and cultural landmarks from public places and along east-west public rights-of-way to the extent practicable. This shall not be construed to include similar views from exclusively private property.

Although this will remain private property, the views of the lake and Adirondacks will be retained and preserved with the redevelopment as proposed.

(d) Provide an active and inviting street edge:

The plan includes the removal of a 1960s era chalet-style entrance portico, and construction of an entrance canopy similar to the original. The curving pair of entrance stairs will be re-instituted. The site will be dramatically enhanced with plantings, pedestrian paths, and fencing that will demonstrate respect for previous site features, and offer a welcoming extension to residents and the community.

A modern porte-cochere in front of the more modern southern addition will be removed; an accessible entry to commercial space via a new pedestrian path is proposed.

(e) Quality of materials:

New construction is relegated to the rear of the structure. The courtyard entry is a tinted glass enclosure with cedar clad columns set on concrete pads; the lobby entry illustrated with a glass and aluminum storefront entrance enclosure; the structure in brick veneer with a concrete base. The slate roof is proposed to be replaced on the orphanage structure. Replacement windows are aluminum clad single hung wood windows; skylights aluminum clad fixed units.

(f) Reduce energy utilization:

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

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

Velux skylights and/or sun tunnels are indicated on all elevations.

The former orphanage is not a new building; the installation of skylights on the most prominent façade is visually a distraction and alteration of historic fabric; inconsistent with the characteristic fenestration of the building and Section 5.4.8 and therefore not supported for the principle elevation.

The number of existing window openings and their size will offer an opportunity for passive solar gain for interior spaces proposed.

(g) Make advertising features complementary to the site:

No signage is included in the application. Any signage will require a separate sign permit.

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p.)

(i) Make spaces secure and safe:

Spaces shall be designed to facilitate building evacuation, accessibility by fire, police or other emergency personnel and equipment, and, to the extent feasible, provide for adequate and secure visibility for persons using and observing such spaces. Building entrances/entry points shall be visible and adequately lit, and intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety.

The applicant has expressed the intent to sprinkle the building, which will allow greater flexibility in design and use while meeting current building and life safety code. All standards relative to ingress and egress as defined by the building inspector and fire marshal shall govern.

As a multi-unit residential building, an intercom system is recommended for resident safety.

Lighting at entrances shall be appropriate to assure resident security and adequate lighting. These efforts shall be reflected in a revised light plan; see comments in Section 6.2.2 (0).

Sec. 5.4.8, Historic Buildings and Sites

(a) Applicability:

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

St. Joseph's/Providence Orphan Asylum is listed on the Vermont State Register of Historic Places. Therefore, the following standards apply.

(b) Standards and Guidelines:

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

Constructed as a residential facility for children and the aged in 1884, the main structure will continue to serve in a residential capacity with the proposed use. The westerly addition housed the convent for the Order of the Sisters of Providence, who staffed the care facility. The southerly addition, constructed later than the orphanage (c. 1940) was intended to serve a burgeoning population with additional dormitory space, classrooms, a nursery and a gymnasium. That area is proposed to continue to serve Burlington College. As the Diocese utilized the space for offices, there is minor deviation from original or evolving use. The primary concern in expanded the residential use into the upper floors of the original orphanage is the proposed inclusion of skylights/solar tunnels to add natural light. A secondary concern is the removal of 5 minor dormers on the westerly (north and south roof elevations of convent addition) side of the primary structure to insert an expanded balcony area for the upper floor units. This standard advises *minimal change to distinctive features*; as proposed, the changes may be viewed as in conflict with this standard, even if visual access may be limited due to public access or height.

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

Rear porches and a vehicular carport are proposed to be removed, however they were later additions. Their loss will not impact the historic integrity and importance of the structure. The 1960s era main entrance portico is also proposed for removal, which will restore an original appearance to the building. A porte-cochere in front of the modern southern wing is also proposed for removal; its replacement will accommodate handicap accessibility for that wing. With all elements of the development as submitted, the historic character of the property will be retained (in some instances, restored and enhanced.)

As noted, the proposed removal of rooftop dormers to accommodate a viewing deck requires the removal of distinctive materials and alteration of features, spaces and spatial characteristics that characterize a property. Rather than avoided, the changes are pursued and therefore in conflict with this standard.

The Board is advised that project location on secondary facades does not remove all responsibility to adhere to these standards, and resource alteration must be examined in 360° to determine overall impact, particularly in the event of feature loss and diminution of historic integrity. Despite alterations demonstrated in other communities, Burlington has adopted specific standards for the treatment of historic properties; project review must be conducted within those parameters.

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

No conjectural features are proposed.

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

The modern entrance portico design is closely emblematic of a more modern design aesthetic; however it has not reached an age where its merit is acknowledged and valued. That entrance structure and the porte-cochere have not acquired historic significance in their own right.

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

The minor dormers are features that characterize the property; observable not just from North Avenue but from within the building and from the grounds to the west, south and east. Their removal is not supported by this standard.

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

Repair and replacement of historic features is always the preferred treatment.

A replacement front porch canopy is proposed to return the primary entrance to an original arrangement as advised by historic photographs. It is not clear if that canopy currently exists and is being restored, or a newly constructed canopy will be added.

Windows are proposed to be replaced in the former orphanage building.

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

None are identified in submission materials.

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

No archaeological resources have been identified at this location; however given the site history and proposed site work on the westerly side of the building, the potential remains for new resources to be unearthed. Any discovery will require the notification, identification and appropriate treatment by qualified personnel.

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

The proposed new lobby and courtyard entrance on the west are clearly modern in design and are appropriately situated on a secondary elevation. Both are reversible, and could be removed in the future without adverse impact to the historic structure.

A newly proposed rooftop viewing deck is clearly a modern addition. Unfortunately it will require reframing the ridge of the former convent addition, and removal of 5 characteristic

dormers. While differentiated from the original, its creation will have a cost in historic character and features; likely irreversible.

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

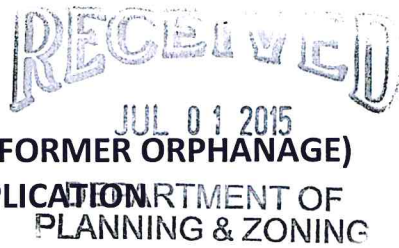
See above.

Recommended Conditions and comments:

1. The new (north) parking lot, with more than 20 spaces (26 or 28 illustrated, depending on plan), is required to be broken up into smaller areas separated by landscaping to meet Section 6.2.2 (l.).

The DAB may determine that the small “island” between the parking area and the dumpster location on Plan L-100 and L-102 meets this standard.

2. There is a conflict in the northerly parking lot plan between Plans C2.0 and L-100. The applicant shall define which plan is being forwarded.
3. The applicant is required to confirm parking spaces that meet minimum requirements of Table 8.1.11-1 (9' x 20' for a 90° parking space) and that the proposed new parking area north of the building has curb stops or similar barrier around the perimeter.
4. The dumpster must be set back from the property line at least 5'. As illustrated in Plan L-100, it encroaches within a required setback.
5. The number of bicycles accommodated needs to be provided to assure compliance with Article 8.
6. A revised photometric shall be supplied that reflects inclusion of all lighting fixtures; walkway lighting shall be adjusted to meet the limitations of Section 5.5.2 f. (2.)
7. The walkway to the rear (west) parking area must be clearly defined to assert a separation between vehicles and pedestrians.
8. As a multi-unit residential building, an intercom system is recommended for resident safety.
9. Skylights are not supported on the primary elevation by Section 5.4.8.
10. The proposed westerly viewing deck would require the loss of distinctive roof features that would diminish the character and historic integrity of the principle structure, and are therefore not supported by Section 5.4.8.
11. Standard Conditions 1-14.



MEMO ACCOMPANYING 351 NORTH AVENUE (FORMER ORPHANAGE)
COA LEVEL II/MAJOR IMPACT APPLICATION

TO: Scott Gustin + Mary O'Neil
Senior Planners, Burlington Planning + Zoning
FROM: Burlington College + EF Farrell, LLC
DATE: July 1, 2015
RE: COA Level II, Major Impact Application

Please accept the enclosed packet of documents for review of our proposed development consisting of 63 residential studio and 1-bedroom units and 3,800 square feet of assembly space, extensive landscaping and hardscaping to create a more inviting public/college "green" along North Avenue and assembly/plaza space to the west of the building, restoration of historic features of the former Orphanage and 69 parking spaces in the adaptive reuse of the former Catholic Diocese Orphanage located at 351 North Avenue, Burlington, VT.

Enclosed you will find:

1. Two (2) City of Burlington Applications
2. A check for \$10,520 for review fees
3. An Explanation/Description of Historic Window Replacements and Skylights
4. Parking Management Plan/Request for 45% parking waiver
5. Inclusionary statement
6. Erosion Control Plan (2)

The following drawings:

7. Overall Proposed Conditions Site Plan (C1.0)
8. Existing Conditions Site Plan (C1.1)
9. Proposed Site, Grading and Drainage (C2.0)
10. Erosion Control Plan (C3.0)
11. Erosion Control Notes and Details (C3.1)
12. Site Details (C4.0-4.1)
13. L-100-104: Site (L-100), Planting (L-101), Lighting (L-102), Fire Access (L-103) Plans, Shade Calculations (L-104)
14. L-200, 201, 203: Planting Details (L-200), Lighting Details (L-201), Site Details (L-203)
15. Architectural Plans including:
 - a. A0.1 - A0.3: skylight examples and details
 - b. A1.1 - A1.6: 1st, 2nd, 3rd, 4th, 5th/Attic, Mezzanine Floor Plans
16. A2.0 Existing Condition Building Photos
17. A2.1 Proposed Building Elevations
18. A3.0 Attic/Mezzanine Sections
19. A3.1 Entry Details
20. 6 Rendered Model Drawings

351 North Avenue – Burlington College Orphanage



Replacement Windows:

DEPARTMENT OF
PLANNING & ZONING

This submission includes the proposal to replace the existing counter-weighted double hung wood windows with new extruded aluminum clad single hung wood windows (Ultimate Single Hung by Marvin, E-Series Single Hung by Andersen, or approved equivalent).

The existing windows are 2 over 2 sash with square top sash fabricated to appear to be arched top sash (square top exposed on interior). Replacement units will be built the same way, with simulated divided lites with matching spacer bars in the void between panes of glass. Screens will fit the size of the lower sash only (single hung windows). Existing exterior simple rope molding will remain, and existing wood sub-sills will be repaired in place as necessary; any fully deteriorated sub-sills will be replaced to match.

Extruded aluminum substrate is significantly stronger than roll-form aluminum. Finish will be specified to AAMA 2605-11 70% PVDF standard for superior resistance to fading and chalking. All major clad components (frame, sash and divided lites system) will be fabricated from the same extruded aluminum, resulting in a more uniform look over time.

Interior finish will be painted wood. Given the average sill height of 36", and the overall height of the windows (they vary according to floor), the meeting rail of the windows is difficult to reach for many people. Step stools will be provided in each unit to facilitate the locking and unlocking of the sashes.

Skylights:

New skylights will be aluminum clad fixed units, as manufactured by Velux, or approved equivalent). The aluminum cladding is a soft gray color, which will blend very nicely with the newly installed slate roofing system. Skylight locations have been carefully selected to fall within the band created by the location of the larger dormers, and centered on the smaller dormers as feasible (the dormer framing does not necessarily fall on rafter framing). Skylight size has been selected to fall between existing rafter framing for most units; in some discrete locations the units have been doubled in width to span between two sets of rafters, thus reducing the overall number of roof penetrations. More skylights are being located on the west side, in deference to minimizing the number being installed on the east side. The mezzanine spaces for the fifth floor units all have skylights on the west side (refer to attic sections).

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Inclusionary Housing Statement

DEPARTMENT OF
PLANNING & ZONING

25% requirement for Inclusionary Housing in WRM districts

Out of 63 studio and one-bedroom units, 16 (25% of 63) are proposed to be rented at a price which is affordable for a household with an annual income that is sixty-five percent (65%) of median income adjusted for household size. We will determine and verify the units with the Manager of the City's Housing Trust Fund.



Parking Management Plan for BC Orphanage

DEPARTMENT OF
PLANNING & ZONING

The following information constitutes our Parking Management Plan in support of our proposal to adaptively reuse the former Diocese Orphanage at 351 North Avenue for 63 studio and one-bedroom residential units. The Burlington College use of the attached 1940s administrative building has not changed and no substantial changes are proposed to their building, use or parking. Under current zoning in the WRM zoning district and Neighborhood Parking designation, we are required to provide 2 parking spaces per unit for a total of 126 parking spaces, with the potential for a 50% parking waiver at the discretion of the DRB based on the following Parking Management Plan. The residential re-use will have no employees, clients, shifts or deliveries, outside of what is usual and customary for a residential development – mail, pizza delivery, etc. We request that 57 of the 126 (45%) required parking spaces be waived, supported by the following information. We propose to provide 69 new parking spaces onsite.

Overall, our project addresses the goals of many aspects of the Municipal Development Plan in terms of development and parking, especially as reflected in the Land Use and Built Environment chapters. Our Parking Management Plan proposes to reduce parking provided onsite by 45% for a total of 69 onsite spaces, based on the specific needs/projected demographics of our proposed development, which effectively satisfy the intent of Article 8 of the Comprehensive Burlington Zoning Ordinance and the goals of the Municipal Development Plan in the following ways:

Limited Occupancy of Units/Structure:

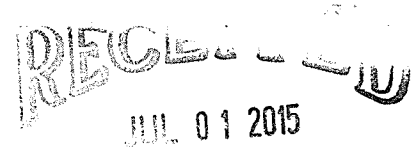
1. With small studio and 1 bedroom units (dictated by the rhythm of openings in our adaptive reuse development) which range in size from 278sf to approx. 935sf, these units could never house more than 2 adults, and more likely 1 adult, given the size. Reducing the amount of impervious surface for parking that is likely not needed, is a goal of the MDP.
2. The current policy of Farrell Real Estate outlines contractual limitations of no more than 2 adults in any one unit.

Dual use:

3. Dual use with the 51 spaces that currently adequately serve the adjoining College suggests that their parking lot, which is vacant in the evenings and on weekends, can serve any guest parking associated with the apartments. Dual use is a policy goal of the MDP Land Use chapter.
4. Some of the residents of the Orphanage will be students at Burlington College (BC) and find that they do not need a car. BC has, in the past, scheduled trips (for students) to the grocery store in a school van during the winter months.

Available Transportation Alternatives:

5. **Bus:** There is a CCTA bus stop immediately in front of the project site. The North Avenue "7" bus line that runs along this route can take residents downtown or to the connector hub on Cherry Street to connect with multiple other lines. There are 29 daily "7" buses that constitute this route, running with approximately .5hr lead times, from



approximately 6am until 10pm. From the stop in front of Burlington College/the project site, the bus takes no more than 5-10 minutes to the Ethan Allen Shopping Center where many shopping needs may be met, and no more than 5-10 minutes to the Cherry Street bus hub and downtown Burlington/connecting buses.

6. **Walking:** The project site is approximately .5mile from North Street, a local-scale commercial/shopping destination, and approx. 1 mile from Burlington's downtown district.
7. **Biking:** Because of our location proximate to the bike path and North Avenue, we expect that many users will walk and not only own, but use, bicycles. We are providing one free, indoor/covered secure space for each unit in addition to 8 outdoor bike parking spaces. There will also be free bike repair and bike cleaning facilities located within the building.
8. **Carshare:** There is a Carshare VT vehicle location at the COTS building, at the intersection of North Street and North Avenue, which is about a 10min walk from the project site. We believe that Carshare is not only viable, but that a Carshare car will be located on this or an adjacent parcel over the next few years, as development begins/proceeds on the adjacent parcels.
9. **Complete Streets:** Development at the site of the former Orphanage (351 North Avenue) complements the concept of "complete streets", as it adds more housing opportunities along an existing "complete streets" corridor and provides opportunities for walkers, bikers and public transit riders. Furthermore, the meanderings of residents in this otherwise dark stretch of North Avenue will encourage more walking and biking into the evening hours (of both residents and other users of the North Avenue corridor – similar to the presence of Waterfront Housing for users of the bikepath).

Example of
dumpster screen



LEGEND

	APPROXIMATE PROPERTY LINE
	APPROXIMATE SETBACK LINE
	EXISTING CONTOUR
	EXISTING CURB
	EXISTING CHAINLINK FENCE
	EXISTING WIRE FENCE
	EXISTING GRAVEL
	EXISTING PAVEMENT
	EXISTING GUARD RAIL
	EXISTING ELECTRIC
	EXISTING FORCEMAIN
	EXISTING GAS
	EXISTING STORM
	EXISTING GRAVITY SEWER
	EXISTING TELEPHONE
	EXISTING WATER
	EXISTING SWALE
	EXISTING SEWER MANHOLE
	EXISTING STORM MANHOLE
	EXISTING CATCH BASIN
	EXISTING WELL
	EXISTING HYDRANT
	EXISTING SHUT OFF
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING GUY WIRE/POLE
	EXISTING SIGN
	EXISTING DECIDUOUS TREE
	EXISTING CONIFEROUS TREE
	EDGE OF BRUSHWOODS
	IRON ROD/PIPE FOUND
	CONCRETE MONUMENT FOUND
	RAILROAD RAIL FOUND
	PROJECT BENCHMARK

NOTES

- UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES. EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE (888-344-7233) PRIOR TO ANY CONSTRUCTION.
- THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE.
- PROPERTY LINE INFORMATION IS BASED PLAT ENTITLED "LOT LINE ADJUSTMENT BETWEEN 329 & 351 NORTH AVE BURLINGTON COLLEGE" PREPARED BY CIVIL ENGINEERING ASSOCIATES, INC. DATED DECEMBER 18, 2014. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE. MONUMENTATION RECOVERED IS CONSISTENT WITH RECORDED DOCUMENTS.
- SITE INFORMATION IS BASED ON A FIELD SURVEY PERFORMED BY CIVIL ENGINEERING ASSOCIATES, INC. DECEMBER 2014. CIVIL ENGINEERING ASSOCIATES, INC. SURVEY ORIENTATION IS "GRID NORTH", VERMONT COORDINATE SYSTEM OF 1983 (HORIZONTAL) AND NAD83 (VERTICAL) ESTABLISHED FROM GPS OBSERVATIONS ON SITE.

GRAPHIC SCALE



SITE ENGINEER:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-861-2323 FAX: 802-864-2271 www.cae-vt.com

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DRAWN
MAB

CHECKED
JLM

APPROVED
JLM

OWNER:

**BURLINGTON
COLLEGE**

351 NORTH AVE
BURLINGTON VERMONT
05401

PROJECT:

**BUILDING
RENOVATION AND
SITE
IMPROVEMENTS
329, 351 NORTH
AVE.**

BURLINGTON, VT



LOCATION MAP

1" = 2000'

DATE	CHECKED	REVISION

**EXISTING
CONDITIONS
OVERALL SITE
PLAN**

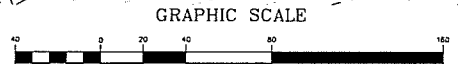
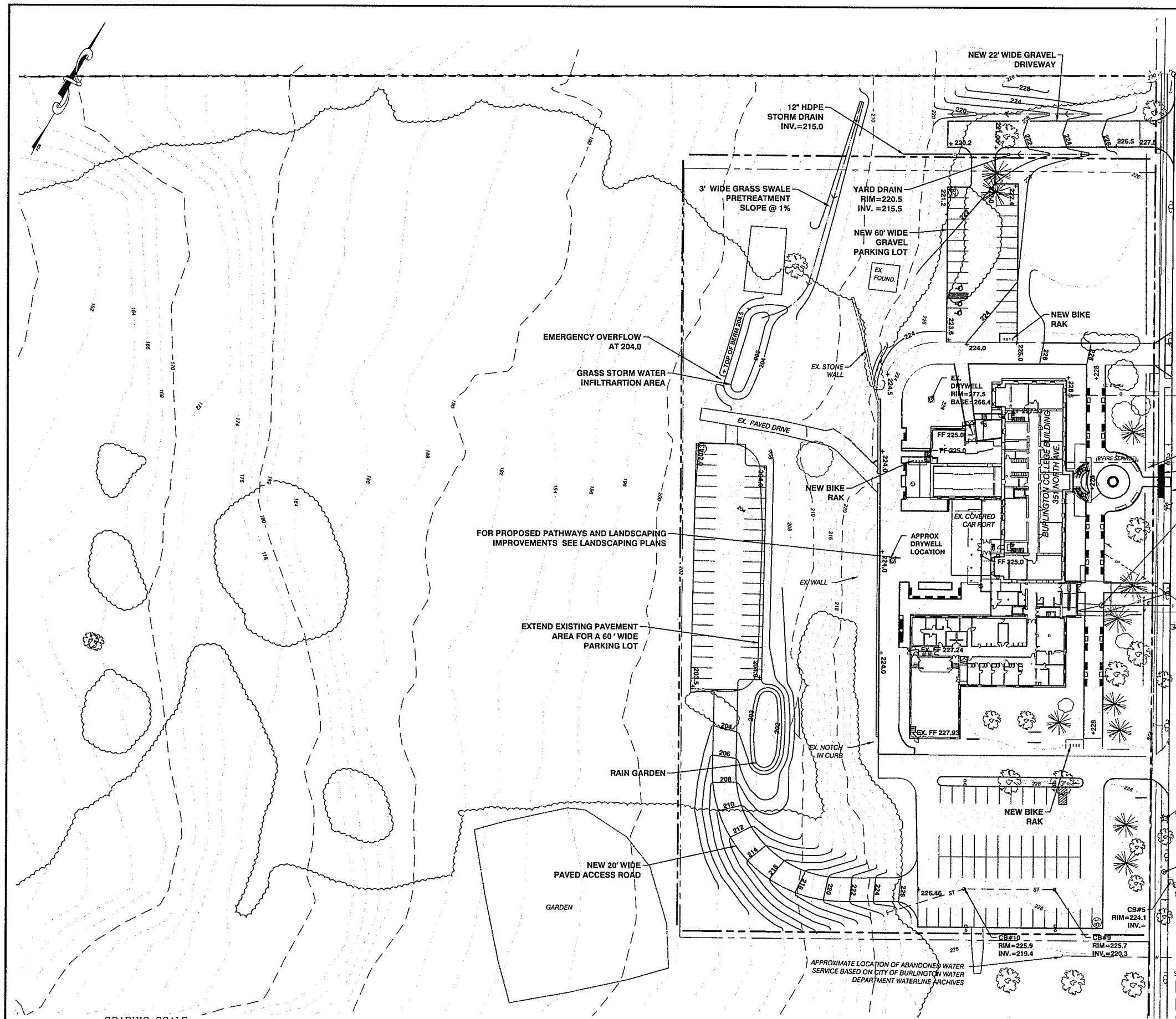
DATE

DRAWING NUMBER

SCALE
1" = 100'

C1.0

PROGRESS PLANS



Projects\2014\142151-CADD Files\142151-SITE.dwg, 7/17/2015 3:06:40 PM, aboisele

SCOTT 422 NORTH AVE.
ROSSMAN 412 NORTH AVE.
MAHER 404, 406 NORTH AVE.
SMH#4 RIM=227.8 INV.= MCSWEENEY 402 NORTH AVE.
LAFAYETTE 392 NORTH AVE. FOR PROPOSED PATHWAYS AND LANDSCAPING IMPROVEMENTS SEE LANDSCAPING PLANS SMH#3 RIM=226.9 INV.= 2.5"x4" C.I.P. CONNECT EXISTING SIDEWALKS INSTALL NEW CURB SECTION
JPT PROPERTIES LLC 380, 282 NORTH AVE.
SMH#3 RIM=226.9 INV.= RISING 376, 378 NORTH AVE.
CB#8 RIM=226.2 INV.= CB#7 RIM=226.5 INV.= DMH#4 RIM=226.7 INV.= BURDIN 372 NORTH AVE.
DEMAG 366 NORTH AVE.
MAI 360 NORTH AVE. TEMPORARY BENCHMARK NW FLANGE BOLT FIRE HYDRANT ELEV = 228.61
AKKEY TRUST 358 NORTH AVE.
DMH#3 RIM=225.6 INV.= BROWN 352 NORTH AVE.
CB#6 RIM=223.8 INV.= MCCORMICK 346 NORTH AVE.
RUDDY 342 NORTH AVE.

SITE ENGINEER:

CIVIL ENGINEERING ASSOCIATES, INC.
10 MAINSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2323 FAX: 802-864-2321 www.ceasvt.com
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DEPARTMENT OF
PLANNING & ZONING

OWNER:
**BURLINGTON
COLLEGE**

351 NORTH AVE
BURLINGTON VERMONT
05401

PROJECT:
**BUILDING
RENOVATION AND
SITE
IMPROVEMENTS
329, 351 NORTH
AVE.
BURLINGTON, VT**

BURLINGTON
PROJECT LOCATION
LATE DRAFTMAN

LOCATION MAP
1" = 2000'

DATE	CHECKED	REVISION

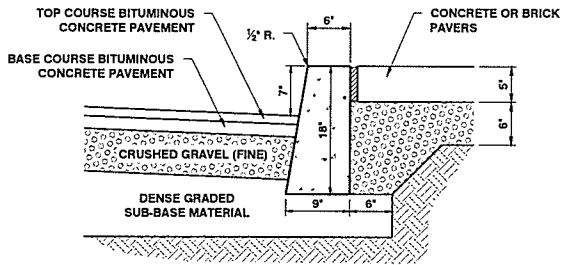
PROPOSED
SITE, GRADING &
DRAINAGE
PLAN

DATE	DRAWING NUMBER

SCALE
1" = 40'

C2.0

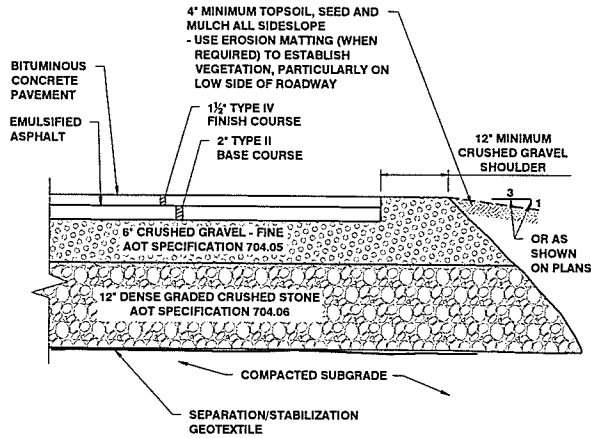
PROGRESS PLANS



- NOTES:
1. CURBING SHALL BE CONSTRUCTED IN 10' SECTIONS WITH 1/2" JOINT BETWEEN SECTIONS.
 2. CURBING EXPANSION JOINTS SHALL BE CONSTRUCTED EVERY 20' AND SHALL BE CONSTRUCTED OF MATERIAL CONFORMING TO AASHTO DESIGNATION M-153 (1/2" SPONGE RUBBER OR CORK).
 3. ASPHALT TREATED FELT TO BE USED BETWEEN SIDEWALK AND CONCRETE CURB TOP.

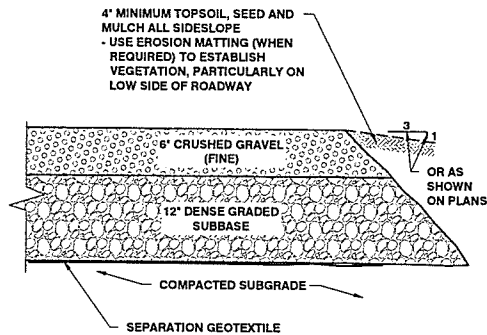
CURB w/SIDEWALK DETAIL
(SIMILAR WITH OUT SIDEWALK) N.T.S.

S-001 REVISED 06/01/2014



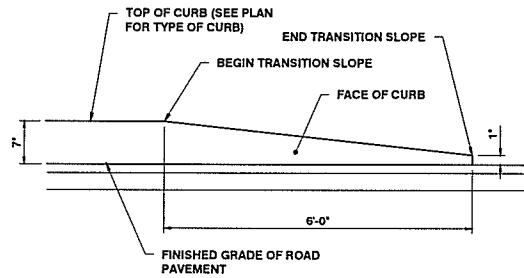
TYPICAL PAVEMENT SECTION
(FULL DEPTH CONSTRUCTION SECTION) N.T.S.

S-003 REVISED 11/10/2014



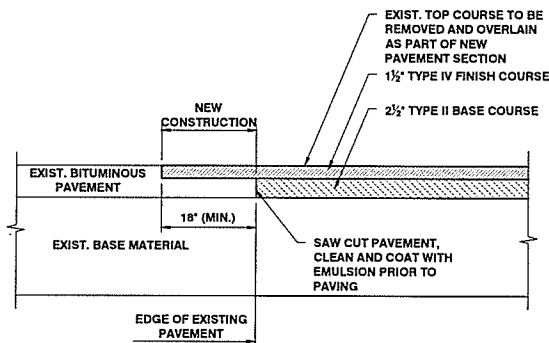
TYPICAL GRAVEL SURFACE SECTION
N.T.S.

S-004 REVISED 11/10/2014



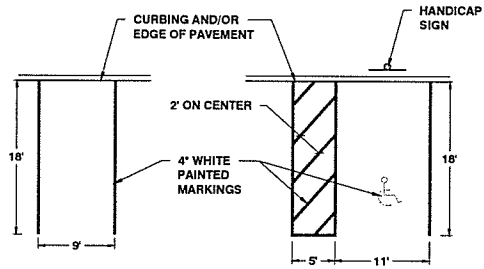
TRANSITION CURB DETAIL
N.T.S.

S-006 REVISED 06/01/2014



TRANSITION FROM NEW PAVEMENT TO EXISTING PAVEMENT
N.T.S.

S-014 REVISED 06/01/2014

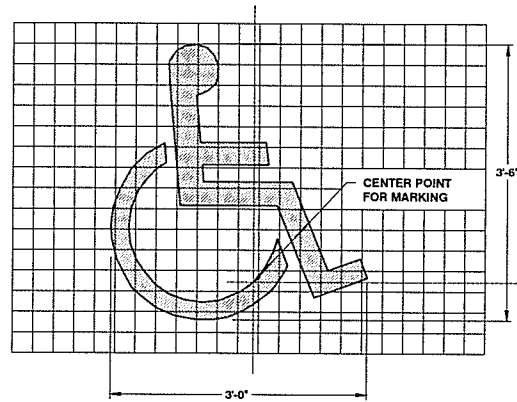


STANDARD PARKING SPACE HANDICAP PARKING SPACE

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

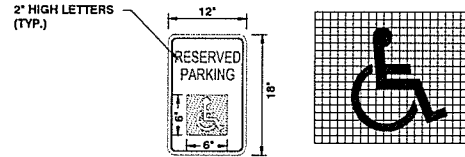
LINE STRIPING DETAIL
N.T.S.

S-015 REVISED 12/09/2014



NOTE: PAVEMENT MARKINGS TO MEET STATE STANDARDS E-191
HANDICAPPED PARKING MARKING DETAIL
N.T.S.

S-015a REVISED 4/07/2015

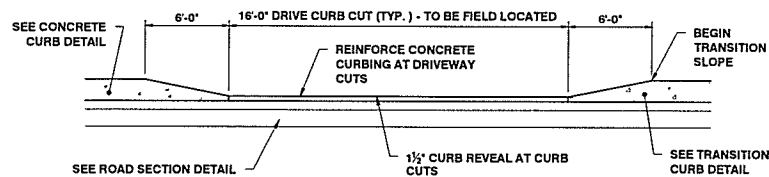


COLOR: LEGEND AND BORDER - GREEN
WHITE SYMBOL ON BLUE BACKGROUND
BACKGROUND - WHITE
MATERIAL: AS PER VAOT STANDARD E-143M
POST: 2' (14 ga.) SQUARE STEEL SIGN POST
INSTALL IN ACCORDANCE w/VAOT STANDARD E-164

HANDICAPPED PARKING SIGN DETAIL
N.T.S.

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

S-015b REVISED 4/07/2015



DRIVE CURB CUT DETAIL
N.T.S.

S-007 REVISED 06/01/2014

SITE ENGINEER:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MANFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2223 FAX: 802-864-2271 web: www.cae-vt.com

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DRAWN

PJM

CHECKED

PBS

APPROVED

PBS

OWNER:

BURLINGTON COLLEGE

351 NORTH AVE
BURLINGTON VERMONT
05401

PROJECT:

**PROPERTY LOCATED AT
311, 329, 351
NORTH AVE**

BURLINGTON, VT

DATE	CHECKED	REVISION

SITE DETAILS

DATE

--

SCALE

AS SHOWN

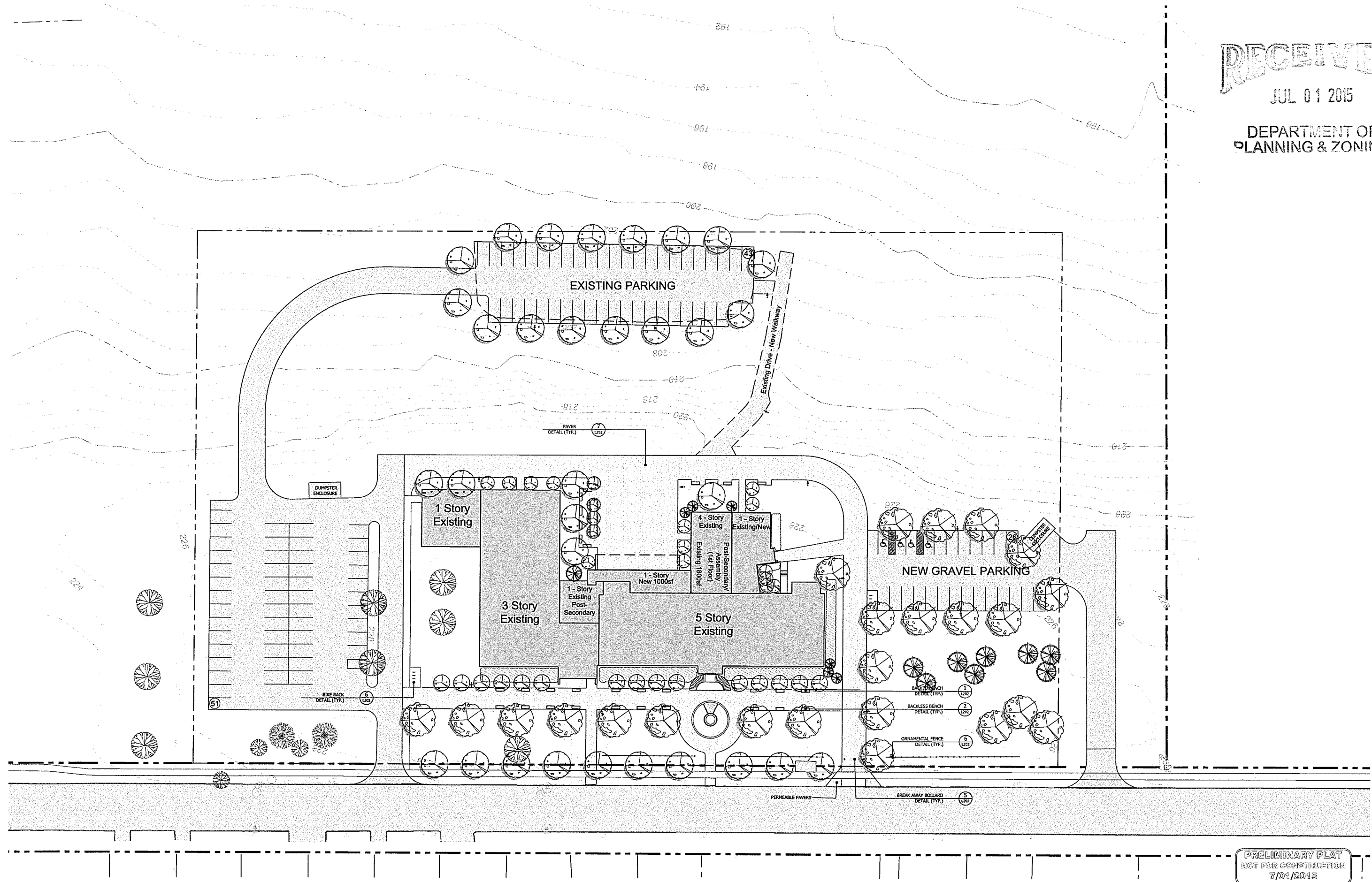
DRAWING NUMBER

C4.0

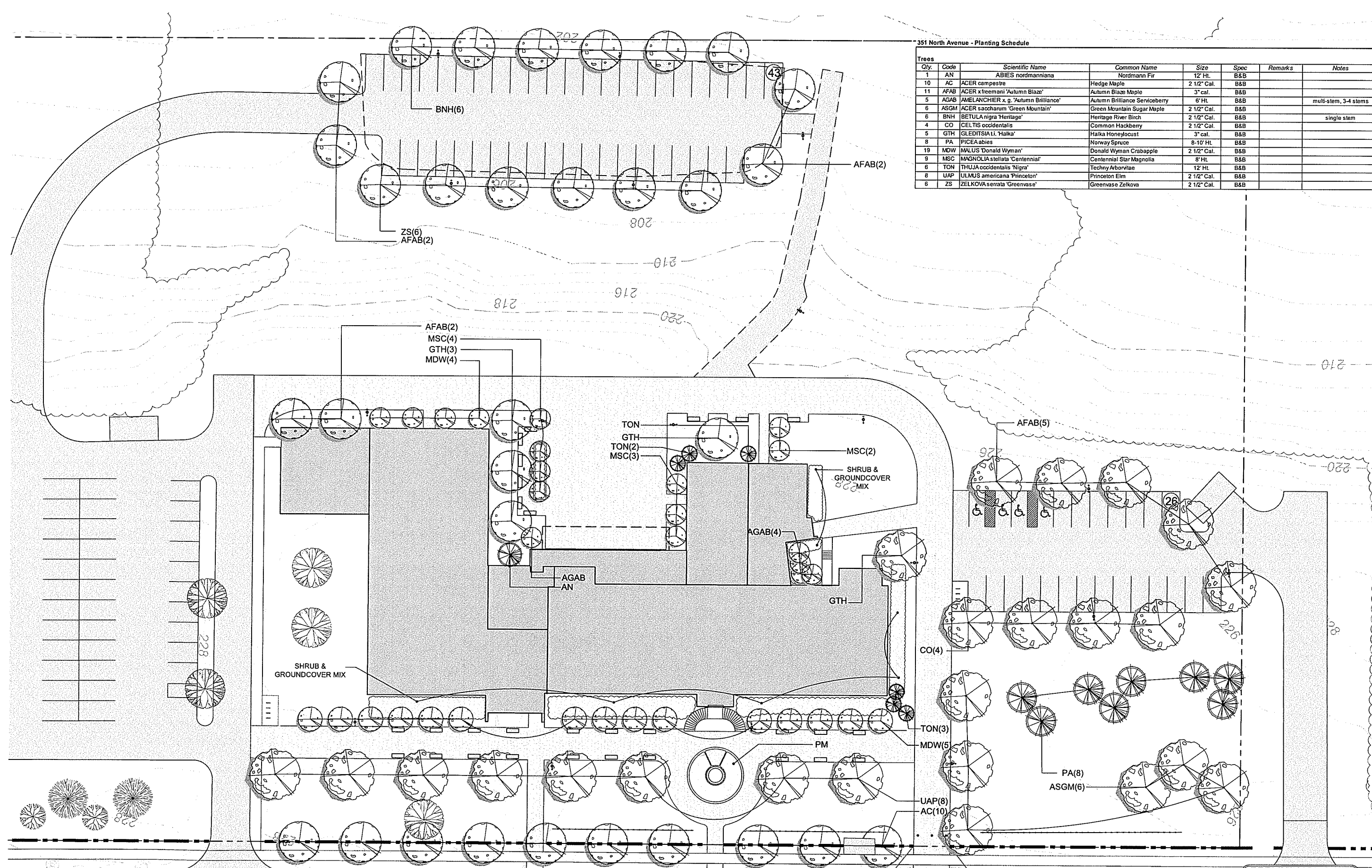
PROGRESS PLANS

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DEPARTMENT OF
PLANNING & ZONING



PRELIMINARY PLAT
NOT FOR CONSTRUCTION
7/01/2015



351 North Avenue - Planting Schedule

Trees		Scientific Name	Common Name	Size	Spec	Remarks	Notes
Qty.	Code						
1	AN	ABIES nordmanniana	Nordmann Fir	12' Ht.	B&B		
10	AC	ACER campestre	Hedge Maple	2 1/2" Cal.	B&B		
11	AFAB	ACER x freemani 'Autumn Blaze'	Autumn Blaze Maple	3" cal.	B&B		
5	AGAB	AMELANCHIER x g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	6' Ht.	B&B		multi-stem, 3-4 stems
6	ASGM	ACER saccharum 'Green Mountain'	Green Mountain Sugar Maple	2 1/2" Cal.	B&B		
6	BNH	BETULA nigra 'Heritage'	Heritage River Birch	2 1/2" Cal.	B&B		single stem
4	CO	CELTIS occidentalis	Common Hackberry	2 1/2" Cal.	B&B		
5	GTH	GLEDITSIA Li. 'Halka'	Halka Honeylocust	3" cal.	B&B		
8	PA	PICEA abies	Norway Spruce	8-10' Ht.	B&B		
19	MDW	MALUS 'Donald Wyman'	Donald Wyman Crabapple	2 1/2" Cal.	B&B		
9	MSC	MAGNOLIA stellata 'Centennial'	Centennial Star Magnolia	8' Ht.	B&B		
6	TON	THUJA occidentalis 'Nigra'	Techny Arborvitae	12' Ht.	B&B		
8	UAP	ULMUS americana 'Princeton'	Princeton Elm	2 1/2" Cal.	B&B		
6	ZS	ZELKOVA serrata 'Greenvase'	Greenvase Zelkova	2 1/2" Cal.	B&B		

PRELIMINARY PLAN
NOT FOR CONSTRUCTION
7/01/2015

revisions	date	revisions	date

RECEIVED
JUL 01 2015

DEPARTMENT OF
PLANNING & ZONING

LEGEND



GENERAL LIGHTING NOTES:

1. ALL FIXTURES FULL CUT-OFF
2. CRI MINIMUM OF 70
3. ALL CALCULATIONS SHOWN IN FOOTCANDLES
4. WALL- AND CEILING-MOUNTED FIXTURES NOT INCLUDED IN CALCULATIONS
5. NEARBY EXISTING FIXTURES NOT INCLUDED IN CALCULATIONS

CALCULATION STATISTICS:

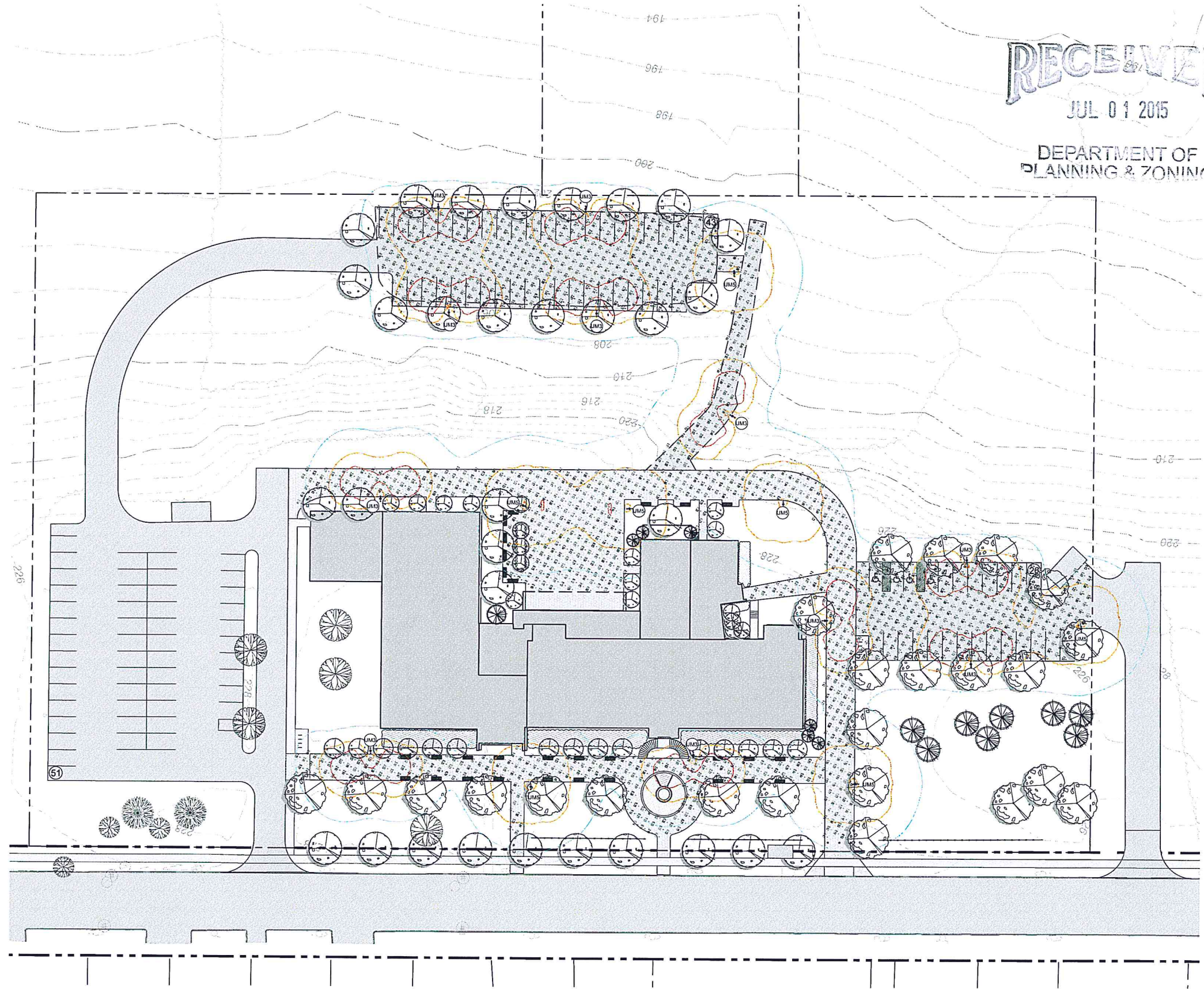
AREA	MAX	MIN	AVG	MAX / MIN
ROAD/PARKING	3.22	.20	1.39	15.9
SIDEWALKS	3.16	.05	1.14	N/A

LUMINAIRE SCHEDULE

LABEL	QTY	SYMBOL	MANUFACTURER/FIXTURE/ ORDERING INFO	LAMP	VOLTAGE	FINISH	OPTIONS	POLE	ARM	FINISH	OPTIONS	MOUNTING HT.
UM3	5	⊙	ARCHITECTURAL AREA LIGHTING - UNIVERSE MEDIUM LED (TYPE 5) UCM/STR/T3/32LED4K/BLK/FTG	32 LED 4K	120*	BLK	FTG	PR4 4R12-125	SLA7	BLK	PCR	14'
UM5	11	⊙	ARCHITECTURAL AREA LIGHTING - UNIVERSE MEDIUM LED (TYPE 3) UCM/STR/T5/32LED4K/BLK/FTG	32 LED 4K	120*	BLK	FTG	PR4 4R12-125	SLA 7	BLK	PCR	14'

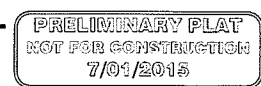
NOTE:

- * VOLTAGE TO BE VERIFIED BY ELECTRICAL ENGINEER PRIOR TO ORDERING



PRELIMINARY PLAT
NOT FOR CONSTRUCTION
7/01/2015

revisions	date	revisions	date
Submittal for Preliminary Plat	05/29/2015		



LARGE DECIDUOUS TREE

SMALL DECIDUOUS TREE

FLOWERING/ORNAMENTAL TREE

LARGE CONIFEROUS TREE

SMALL CONIFEROUS TREE/SHRUB

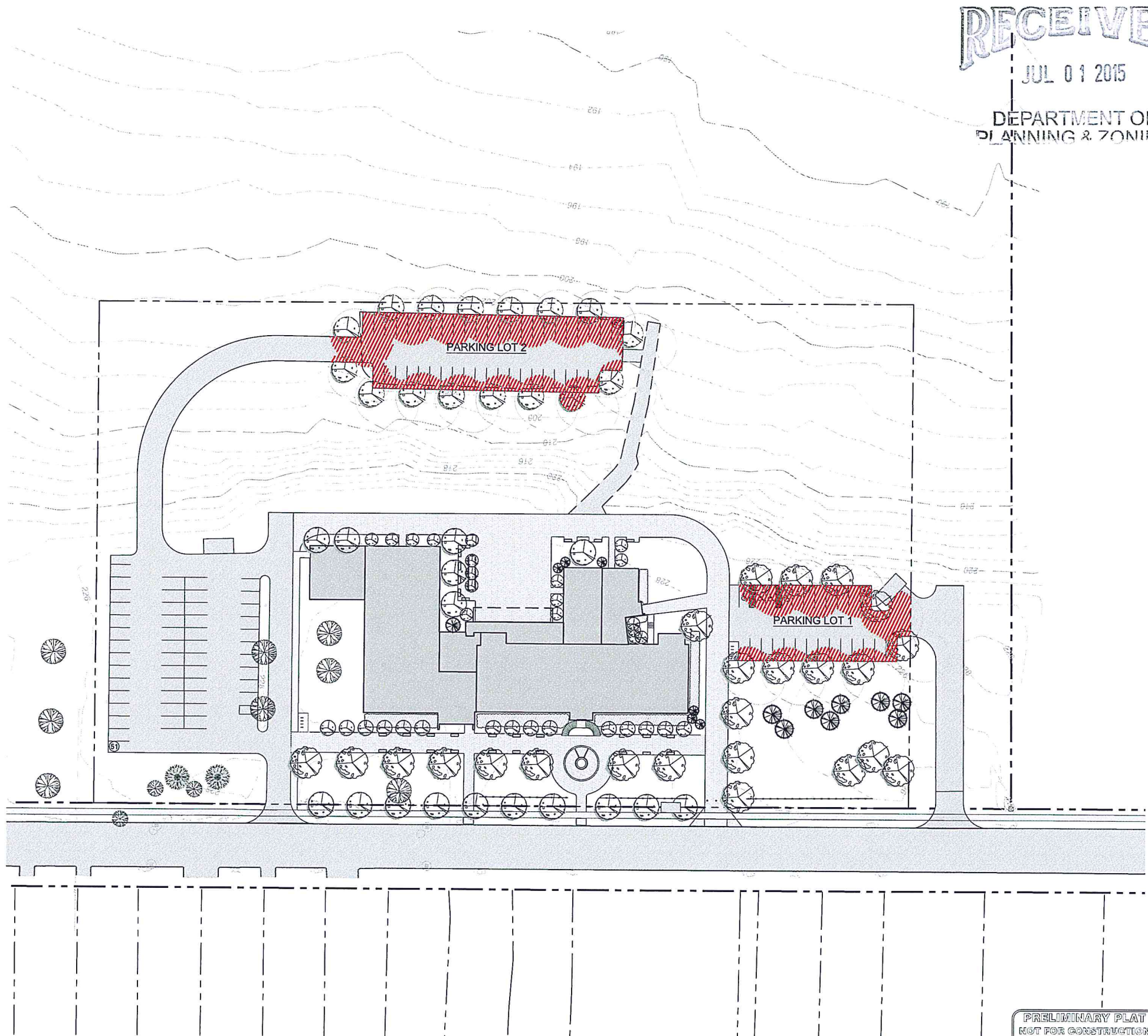
SMALL SHRUB

PERENNIAL/SMALL SHRUB

GROUND COVER/PERENNIAL MASS

Trees	Mature Height	Mature Canopy Size	Shadow Offset
Large Deciduous	65'	33'	25.0'
Medium Deciduous	50'	40'	19.2'
Small Deciduous	30'	25'	11.5'
Ornamental Deciduous	15-20'	10'	7.5'
Large Coniferous	65'	30'	25.0'
Medium Coniferous	40'	15'	15.4'
Small Coniferous	20'	5-10'	7.5'

TOTAL IMPERVIOUS SURFACE IN PARKING LOT 1	= 7,680 SF
TOTAL SHADE FROM MATURE TREE HEIGHTS LOT 1	= 11,890 SF
	TOTAL SHADE = 64.5%
TOTAL IMPERVIOUS SURFACE IN PARKING LOT 2	= 4,370 SF
TOTAL SHADE FROM MATURE TREE HEIGHTS LOT 2	= 7,970 SF
	TOTAL SHADE = 54.8%
	TOTAL SHADE REQUIRED = 30%



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TREE PROTECTION NOTES:

1. PRIOR TO ANY CONSTRUCTION ACTIVITY, ALL TREE PRESERVATION MEASURES MUST BE IMPLEMENTED.
2. PRIOR TO CONSTRUCTION CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS.
3. TREE PROTECTION FENCING SHALL REMAIN INTACT THROUGHOUT ALL CONSTRUCTION ACTIVITY.
4. PRIOR TO THE SITE VISIT ALL TREE PRESERVATION AREAS SHALL BE STAKED OUT ON SITE BY SURVEY.
5. NO MATERIALS OR EQUIPMENT SHALL BE STORED, STOCKPILED OR OPERATED WITHIN TREE PROTECTION AREAS.
6. TREE PROTECTED AREAS WILL BE LEFT AS NATURAL AS POSSIBLE.
7. THE CONTRACTOR CHOSEN FOR THIS WORK WILL BE AN EXPERIENCED TREE SERVICE FIRM THAT HAS SUCCESSFULLY COMPLETED TREE PROTECTION, ROOT PRUNING, AND TRIMMING WORK, SIMILAR TO THAT REQUIRED FOR THIS PROJECT.
8. IN AREAS OF EXCAVATION NEAR TREE, IDENTIFY AND CUT ROOTS IN CONSULTATION WITH OWNER.
9. REMOVE POORLY ATTACHED AND RUBBING LIMBS, CLEAN THE CROWN OF DEAD, DISEASED AND WEAK LIMBS, THINNING OF HEALTHY LIMBS IS NOT RECOMMENDED AT THIS TIME.
10. ANY NECESSARY TRENCHING SHALL BE IMMEDIATELY BACKFILLED WITH REMOVED SOIL OR OTHER HIGHLY ORGANIC SOIL.
11. AN AIR SPADE IS TO BE USED TO EXCAVATE DOWN TO MINIMUM OF 2', SEE DETAIL 8BL200.
12. THERE WILL BE NO EXCAVATION FOR PROPOSED SITE WORK WITHIN FENCED AREA.

GENERAL PLANTING NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON ALL DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK (ANSI) PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. NO PLANT SHALL BE PUT INTO THE GROUND BEFORE ROUGH GRADING HAS BEEN FINISHED AND APPROVED BY THE PROJECT LANDSCAPE ARCHITECT OR EQUAL.
5. PLANTS SHALL BE INSTALLED SUCH THAT THE ROOT FLARE IS AT OR SLIGHTLY ABOVE FINAL GRADE (DUE TO NURSERY PRACTICES THIS MAY REQUIRE REMOVING SOIL FROM THE TOP OF THE ROOT BALL TO LOCATE THE ROOT FLARE).
6. ALL PLANTS SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
7. WITH CONTAINER GROWN STOCK, THE CONTAINER SHALL BE REMOVED AND THE CONTAINER BALL SHALL BE CUT THROUGH THE SURFACE IN TWO VERTICAL LOCATIONS.
8. THE DAY PRIOR TO PLANTING, THE LOCATION OF ALL TREES AND SHRUBS SHALL BE STAKED FOR APPROVAL BY THE PROJECT LANDSCAPE ARCHITECT OR EQUAL.
9. LANDSCAPE ARCHITECT MAY REQUIRE ALL PLANTS BE SPRAYED WITH AN ANTIDESSICANT WITHIN 24 HOURS AFTER PLANTING. IN TEMPERATE ZONES, ALL PLANTS SHALL BE SPRAYED WITH AN ANTIDESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
10. ALL PLANT BEDS MUST HAVE A MINIMUM PLANT BED DEPTH OF 18" WITH A 2/3 TOPSOIL TO 1/3 COMPOST MIX. REMOVE SUBGRADE AND OTHER FILL IN PLANTING AREAS ON SITE.
11. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS.
12. STAKING PLANTS IS AT THE DISCRETION OF THE CONTRACTOR, ONLY STAKE PLANTS AS SPECIFIED BY LANDSCAPE ARCHITECT.
13. THE LANDSCAPE CONTRACTOR SHALL PROVIDE AMENDED BACKFILL AS PER THE CONTRACT SPECIFICATIONS.
14. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL THEN BE WATERED WEEKLY, IF NECESSARY, DURING THE FIRST GROWING SEASON.
15. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
16. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST FOR SEASONAL REQUIREMENTS RELATED TO THE TIME OF PLANTING.

PLANT SPACING CHART

Spacing 'D'	Row 'A'	Number of Plants	Area Unit
6" O.C.	5.2"	4.61	1 SQ. FT.
8" O.C.	6.93"	2.6	
10" O.C.	8.66"	1.66	
12" O.C.	10.4"	1.15	
15" O.C.	13.0"	7.38	10 SQ. FT.
18" O.C.	15.6"	5.12	
24" O.C.	20.8"	2.91	
30" O.C.	26.0"	1.55	
36" O.C.	30.0"	1.25	100 SQ. FT.
4' O.C.	3.46'	7.25	
5' O.C.	4.38'	4.61	
6' O.C.	5.2'	3.2	
8' O.C.	6.93'	1.8	
10' O.C.	8.66'	1.16	1000 SQ. FT.
12' O.C.	10.4'	8	
15' O.C.	13.0'	5	
20' O.C.	17.3'	2.88	
25' O.C.	21.65'	1.85	10,000 SQ. FT.
30' O.C.	26.0'	1.29	
40' O.C.	34.6'	7.22	10,000 SQ. FT.

O.C. = ON CENTER

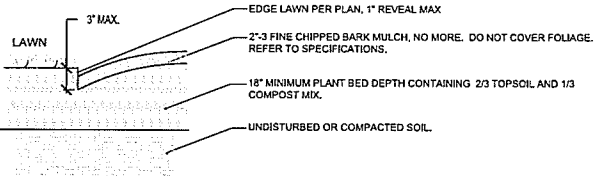
FOR USE WHEN PLANTS ARE SHOWN EQUIDISTANT FROM EACH OTHER (AS SHOWN)

PLANT SPACING CHART

7

PLANT SPACING CHART DETAIL

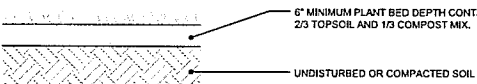
L200 NTS



6

TYPICAL PLANT BED/PLANTING AREA DETAIL

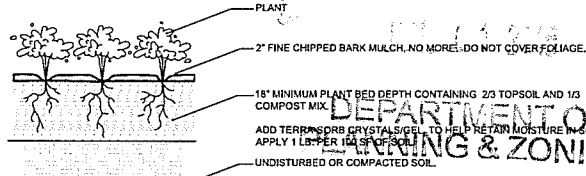
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5

LAWN AREA/TOPSOIL & SEEDING DETAIL

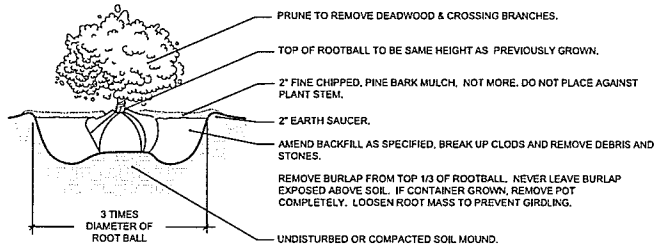
L200 NTS



4

TYPICAL GROUNDCOVER PLANTING

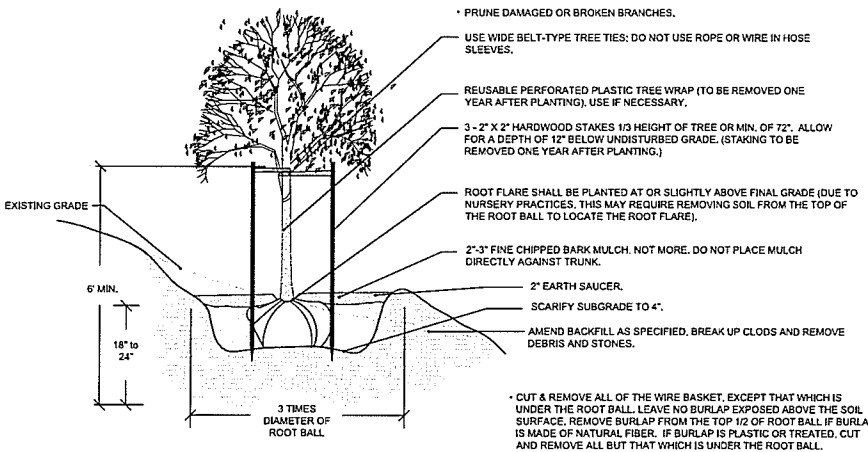
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SHRUB PLANTING

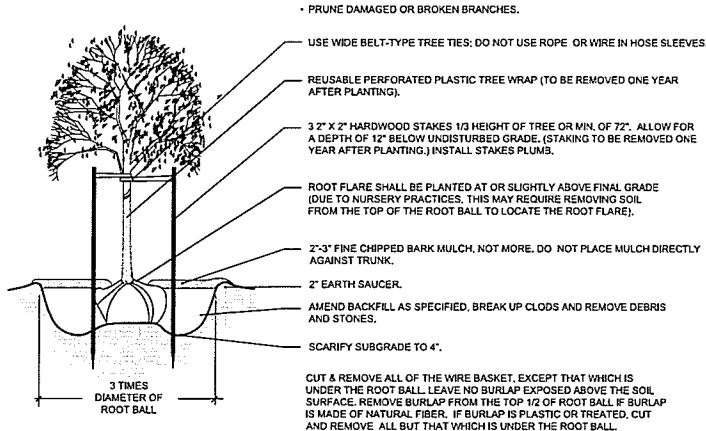
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2

TREE PLANTING ON SLOPE DETAIL

L200 NTS



1

TREE PLANTING DETAIL

L200 NTS

PRELIMINARY PLAT
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7/01/2015

revisions	date	revisions	date
Submission for Preliminary Plat	07/1/2015		



1 LED SITE AND PEDESTRIAN FIXTURE - UNIVERSAL MEDIUM

revisions	date	revisions	date
Submission for Preliminary Plat	07/1/2015		

Blu
80 mm, Smooth

DESCRIPTION: Paver
TEXTURE: Smooth

PALLET OVERVIEW

Specifications per pallet

Item #	Unit	Weight
1. Paver	84.96 sq ft	730 lb
2. Mortar	3.52 cu ft	1,430 lb
3. Mortar	8	
4. Mortar	10.62 cu ft	0.99 cu ft
5. Mortar	0.75 cu ft	3.07 cu ft

APPLICATIONS

Paved areas for light vehicular traffic, residential driveways, patios and swimming pool decks.

NOTES

See page 140 for more technical information.

UNIT DIMENSIONS

Item #	Unit	Weight
1. Paver	3 1/4" x 13" x 3/4"	32 units
2. Paver	3 1/4" x 13" x 3/4"	32 units
3. Paver	3 1/4" x 13" x 3/4"	32 units

PAVER DETAIL

1. Paver
2. Mortar
3. Mortar
4. Mortar
5. Mortar

7 PAVER DETAIL
L202 NTS

NOTES:

- Post size depends on fence height and wind loads. See "NOTES" section for post sizing chart.
- Post rail required for Double Rail.
- Available in 3" air space and/or Flush Bottom on mounting rails.
- Three rails required for 6" rail.

RAILING DIRECTIONAL ARROW
Welded panel can be raised 45° from 0° with arrow pointing down grade.

PROFESSIONAL WELDING PROCESS
No exposed welds. Good welder profile - Same appearance on both sides.

RESIDENTIAL WELDED STEEL PANEL
PRE-ASSEMBLED

MONTAGE MAJESTIC 23-RAIL

DR: CI SH: 1st 1 SCALE: DO NOT SCALE
CK: ME Date: 7-19-11 REV: c

1555 N. Mingo Tulsa, OK 74116
1-888-333-3322
www.ameristarfence.com

6 ORNAMENTAL FENCE DETAIL
L202 NTS QTY: 240 LF

MaxiForce™ Collapsible Bollard
Standard Body, Padlock Operated, Standard Style 1 Head, Simple Base

NOTES:

- Use MaxiForce™ Collapsible Bollard for all applications.
- Use MaxiForce™ Collapsible Bollard for all applications.
- Use MaxiForce™ Collapsible Bollard for all applications.
- Use MaxiForce™ Collapsible Bollard for all applications.

MaxiForce™ Traffic Control Bollards

1. Standard Body
2. Padlock Operated
3. Standard Style 1 Head
4. Simple Base

5 COLLAPSIBLE BOLLARD DETAIL
L202 NTS QTY: 3

Bola® Bike Rack Brackets
Product Drawing

Date: 11/5/2014
Ph: 800.521.2548

NOTES:

- Post size depends on fence height and wind loads. See "NOTES" section for post sizing chart.
- Post rail required for Double Rail.
- Available in 3" air space and/or Flush Bottom on mounting rails.
- Three rails required for 6" rail.

RAILING DIRECTIONAL ARROW
Welded panel can be raised 45° from 0° with arrow pointing down grade.

PROFESSIONAL WELDING PROCESS
No exposed welds. Good welder profile - Same appearance on both sides.

RESIDENTIAL WELDED STEEL PANEL
PRE-ASSEMBLED

MONTAGE MAJESTIC 23-RAIL

DR: CI SH: 1st 1 SCALE: DO NOT SCALE
CK: ME Date: 7-19-11 REV: c

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1-888-333-3322
www.ameristarfence.com

4 BIKE RACK DETAIL
L202 NTS COLOR: TITANIUM

Scarborough™ Litter Receptacle
Product Drawing

Date: 6/18/2010
Ph: 800.521.2548

NOTES:

- Use Scarborough™ Litter Receptacle for all applications.
- Use Scarborough™ Litter Receptacle for all applications.
- Use Scarborough™ Litter Receptacle for all applications.
- Use Scarborough™ Litter Receptacle for all applications.

Scarborough™ Traffic Control Bollards

1. Standard Body
2. Padlock Operated
3. Standard Style 1 Head
4. Simple Base

3 LITTER RECEPTACLE DETAIL
L202 NTS COLOR: TITANIUM

Parc Vue® Backless Bench, 72in, Surface Mount, with End Arms
Product Drawing

Date: 5/19/2010
Ph: 800.521.2548

NOTES:

- Use Parc Vue® Backless Bench for all applications.
- Use Parc Vue® Backless Bench for all applications.
- Use Parc Vue® Backless Bench for all applications.
- Use Parc Vue® Backless Bench for all applications.

Parc Vue® Traffic Control Bollards

1. Standard Body
2. Padlock Operated
3. Standard Style 1 Head
4. Simple Base

2 BACKLESS BENCH DETAIL
L202 NTS COLOR: TITANIUM

Parc Vue® Backed Bench, 72in, Surface Mount, with End Arms
Product Drawing

Date: 5/19/2010
Ph: 800.521.2548

NOTES:

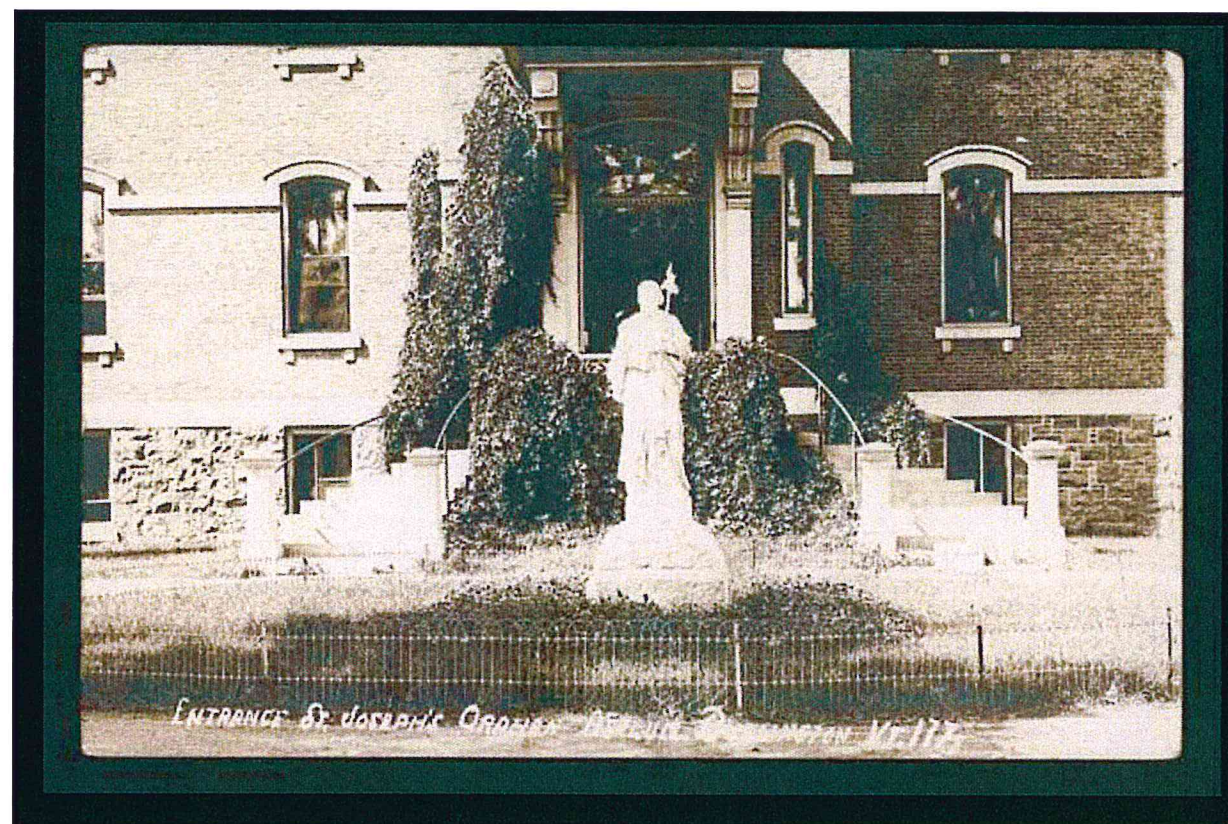
- Use Parc Vue® Backed Bench for all applications.
- Use Parc Vue® Backed Bench for all applications.
- Use Parc Vue® Backed Bench for all applications.
- Use Parc Vue® Backed Bench for all applications.

Parc Vue® Traffic Control Bollards

1. Standard Body
2. Padlock Operated
3. Standard Style 1 Head
4. Simple Base

1 BACKED BENCH DETAIL
L202 NTS COLOR: TITANIUM

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BURLINGTON COLLEGE ENTRY



VIEW FROM EAST



VIEW FROM NORTHWEST



VIEW FROM SOUTHWEST

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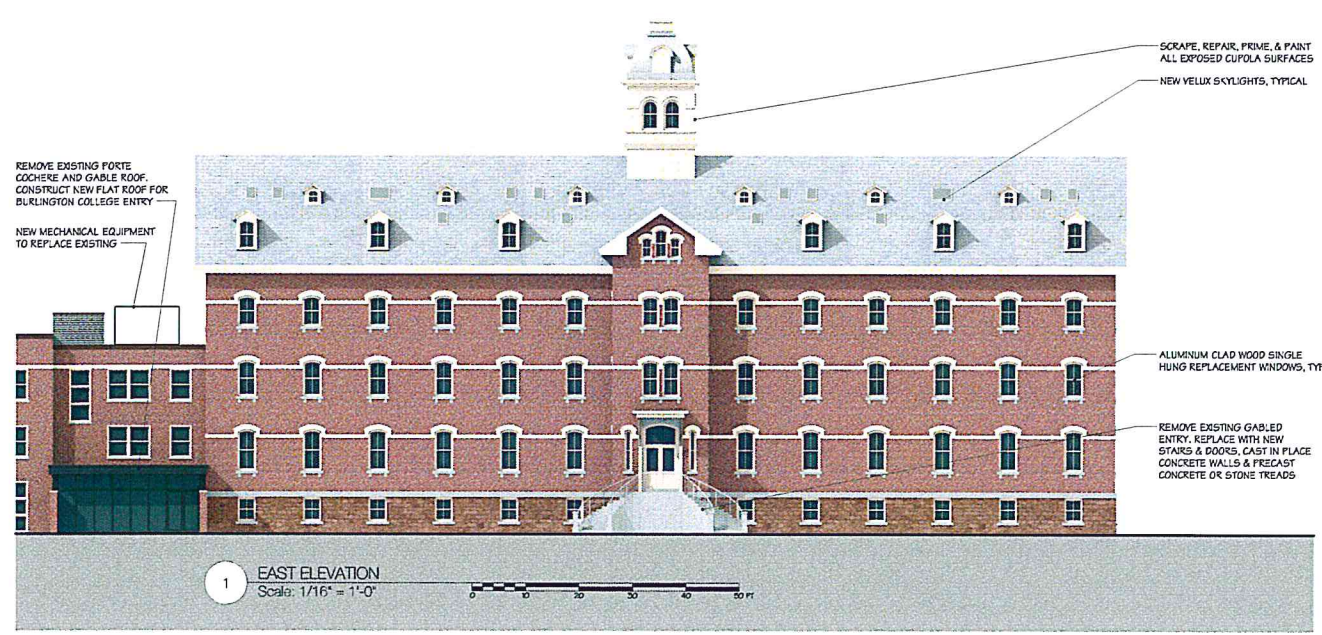
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ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
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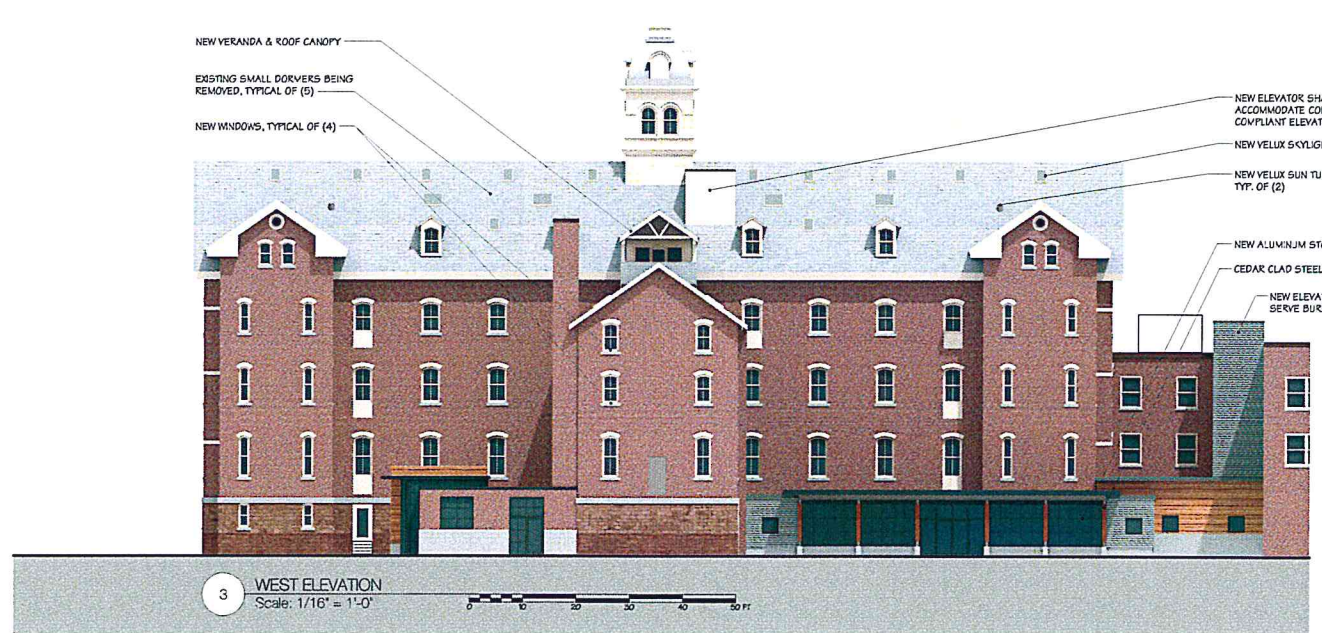
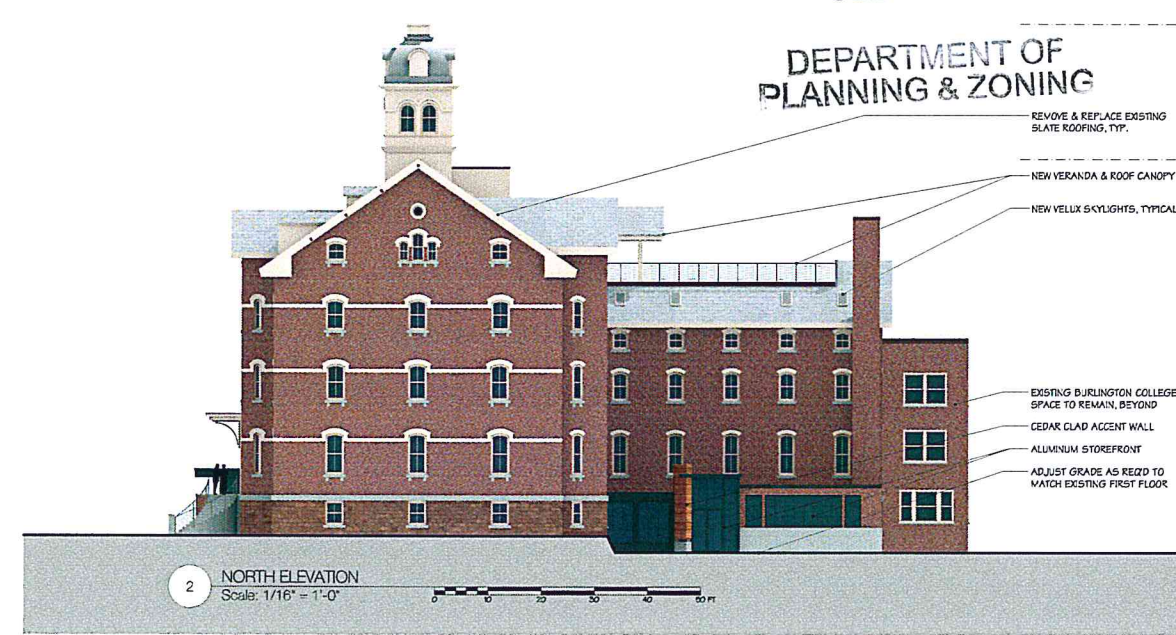
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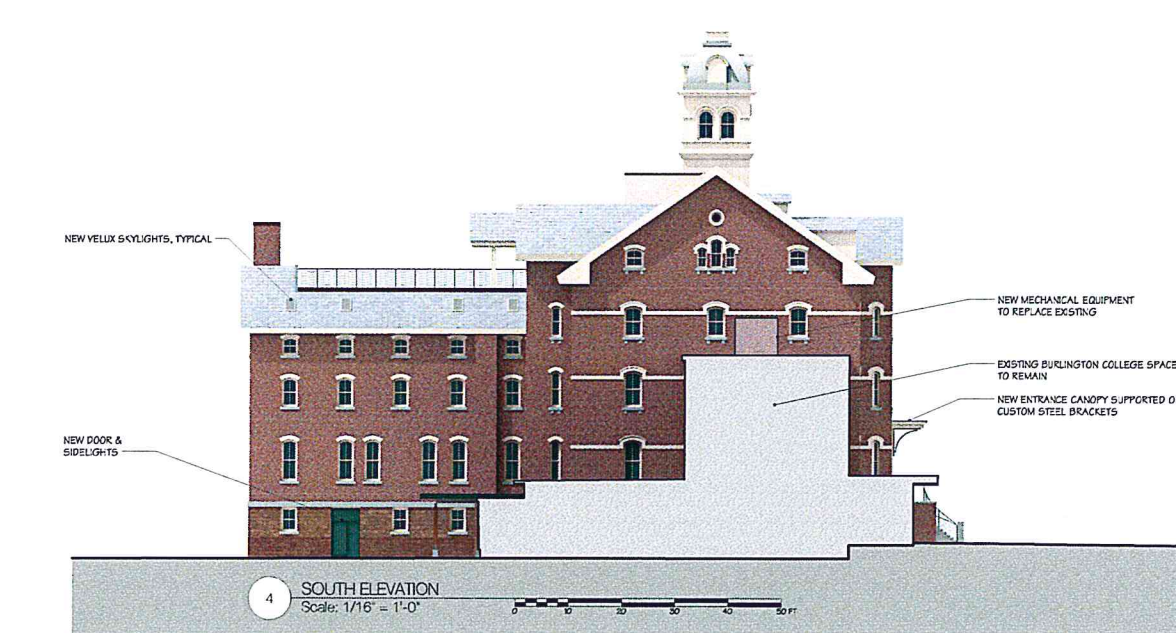
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- EST. TOP OF CUPOLA
68'-7 1/2"
- MAIN ROOF PEAK
73'-5"
- F.F. ATTIC LOFT
61'-5 3/4"
- F.F. ATTIC FLOOR
50'-6"
- F.F. FOURTH FLOOR
38'-7 1/4"
- F.F. THIRD FLOOR
25'-6 1/4"
- F.F. SECOND FLOOR
11'-2 1/2"
- F.F. FIRST FLOOR
0"



- EST. TOP OF CUPOLA
68'-7 1/2"
- MAIN ROOF PEAK
73'-5"
- F.F. ATTIC LOFT
61'-5 3/4"
- F.F. ATTIC FLOOR
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- F.F. SECOND FLOOR
11'-2 1/2"
- F.F. FIRST FLOOR
0"



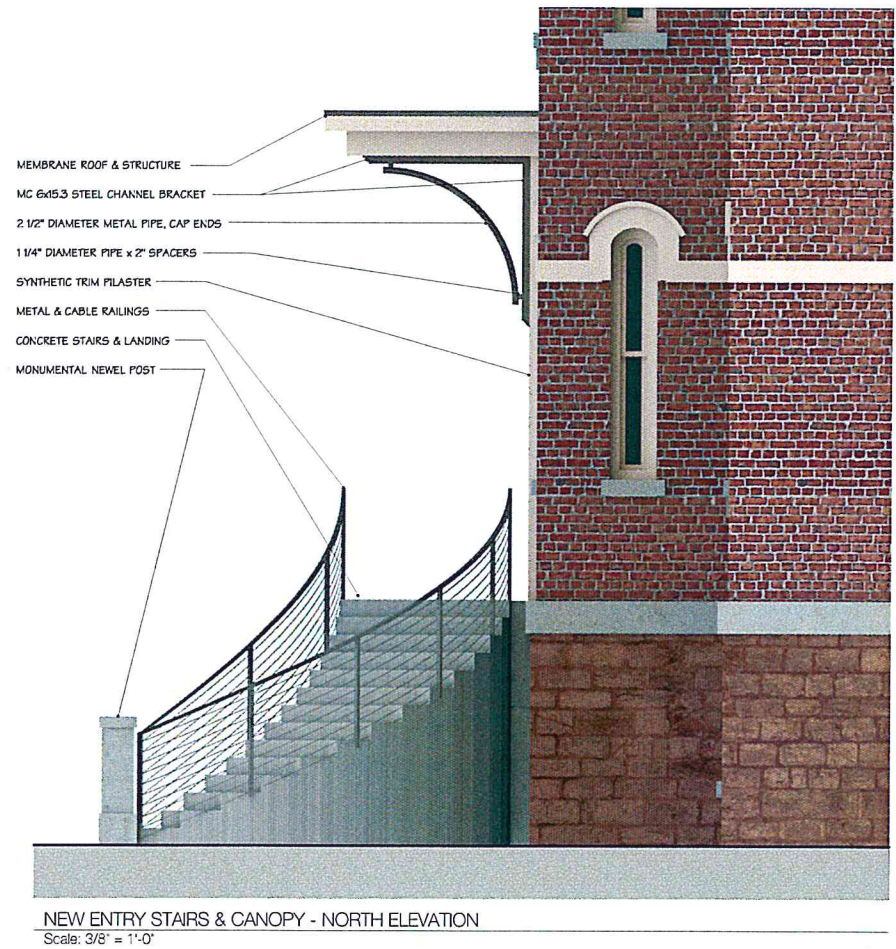
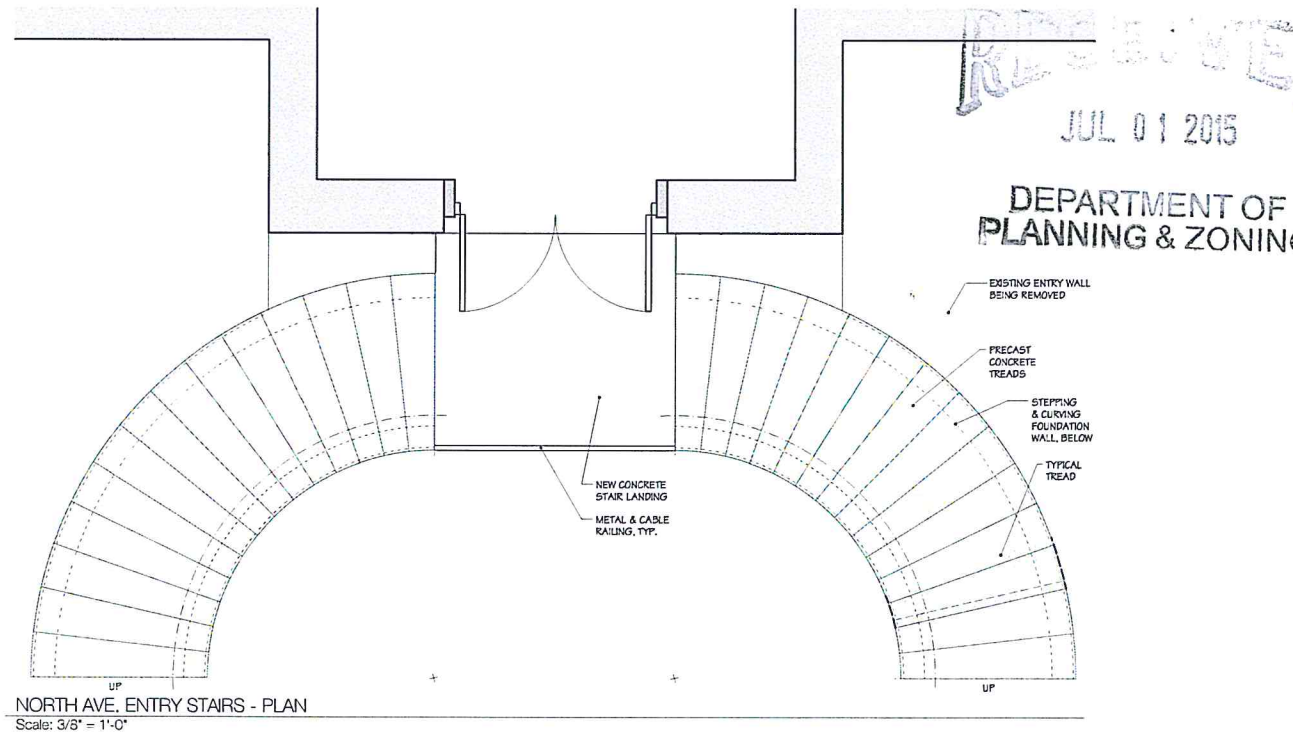
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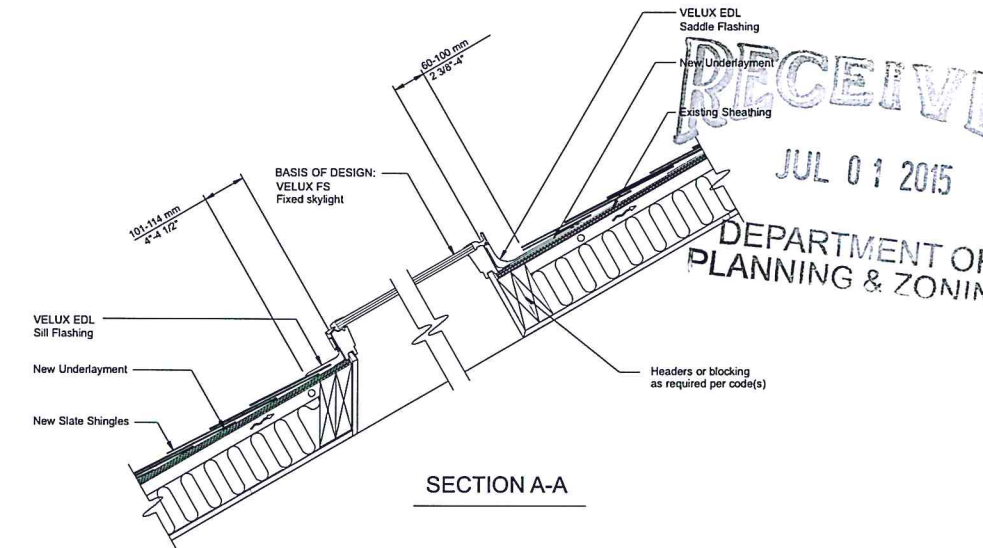


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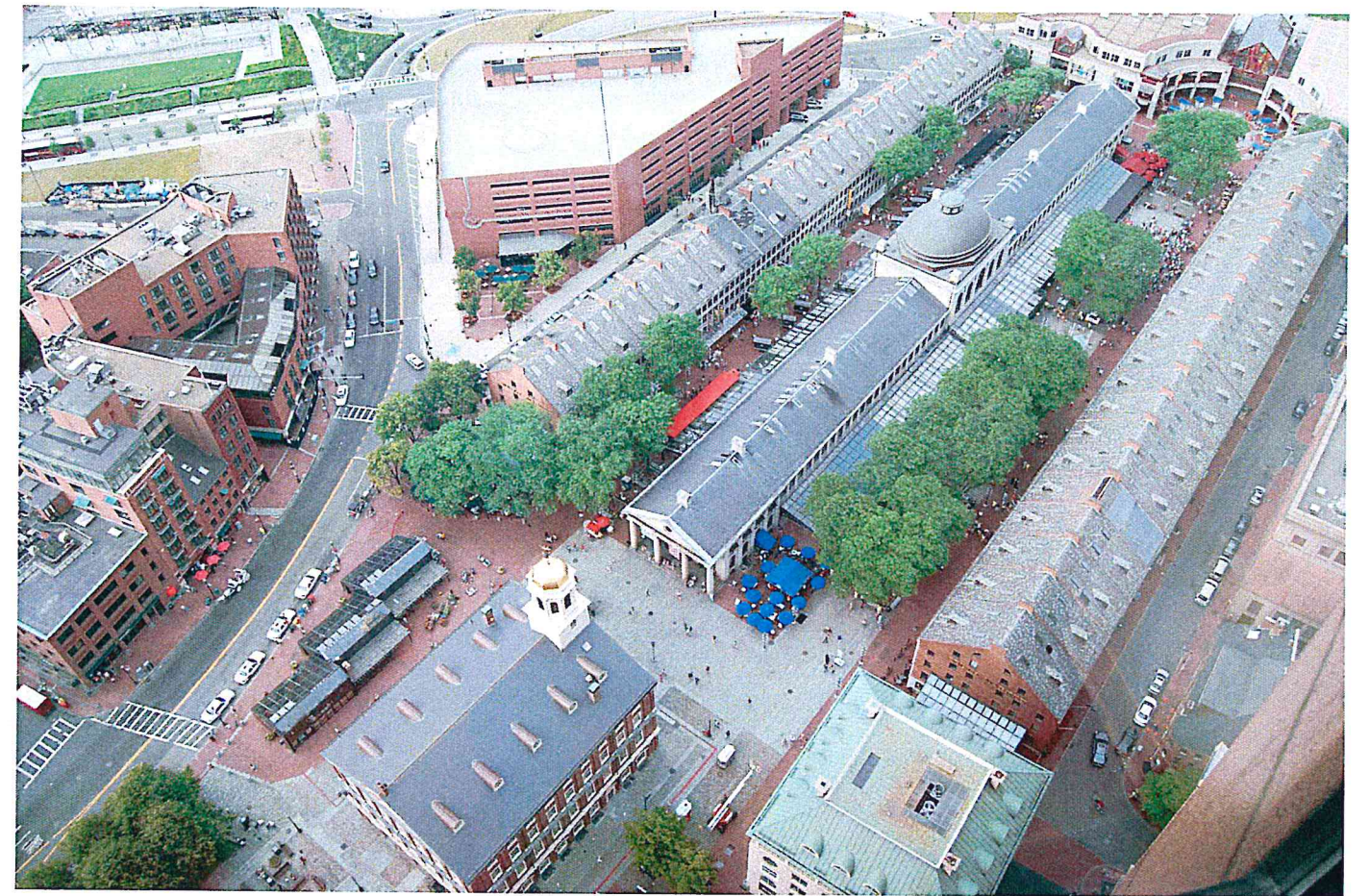
EXAMPLE: VELUX DECK MOUNTED SKYLIGHT



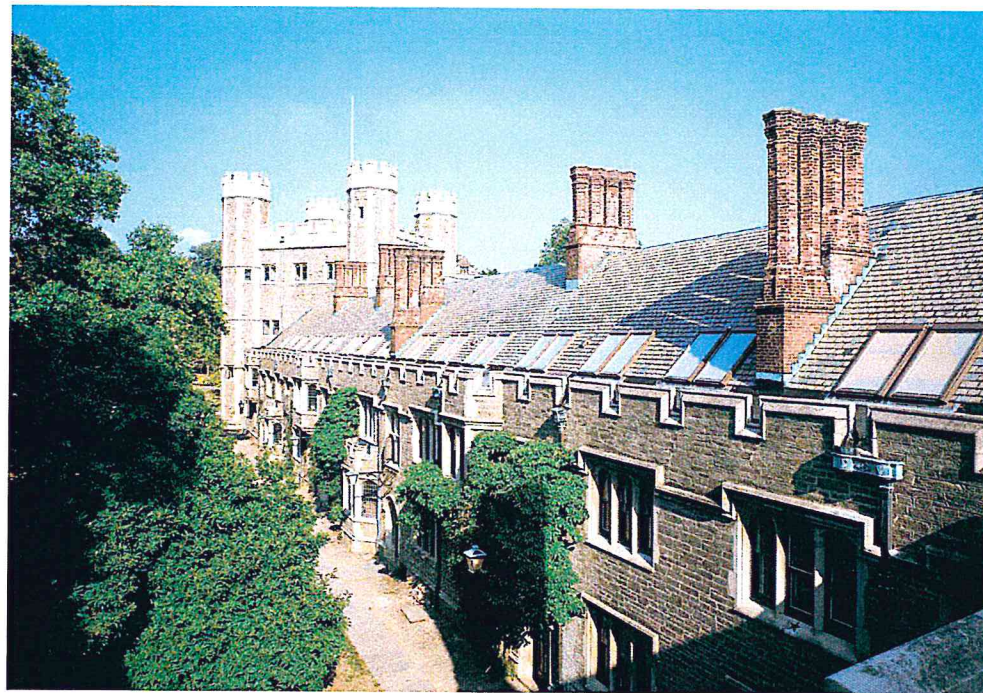
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FANUEIL HALL MARKETPLACE - BOSTON, MA



BLAIR HALL - PRINCETON UNIVERSITY - PRINCETON, NJ



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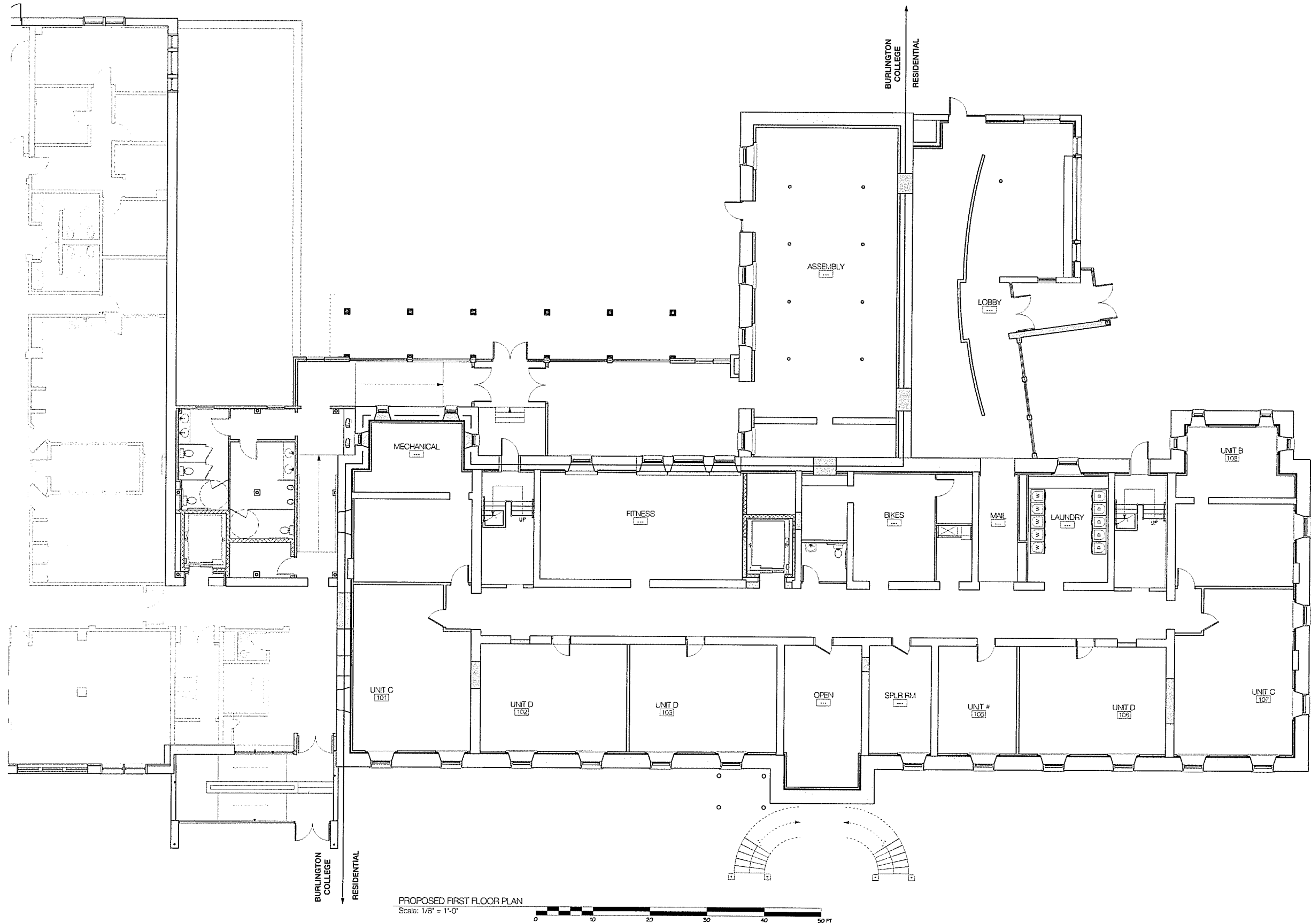
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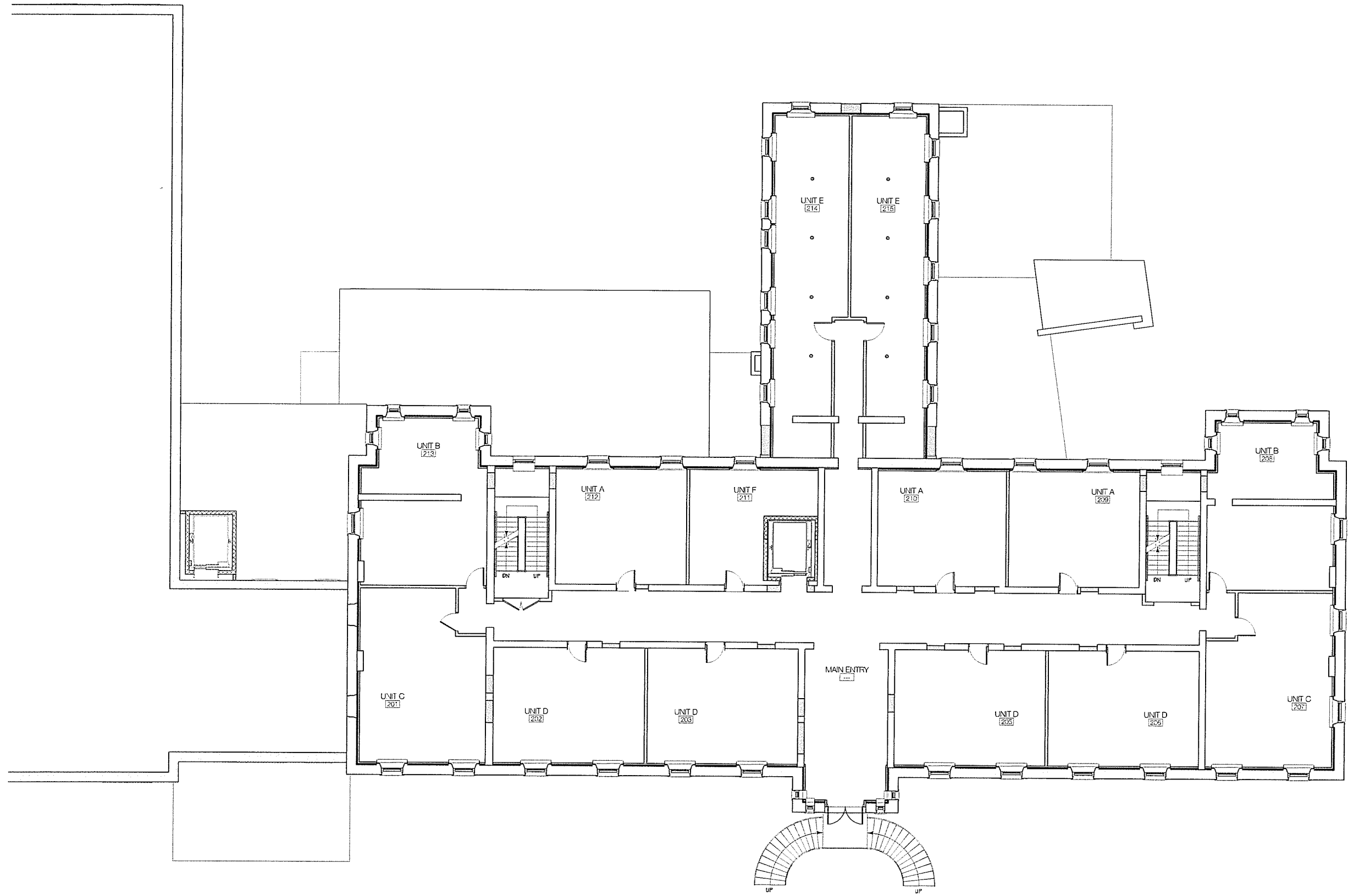
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PROPOSED SECOND FLOOR PLAN
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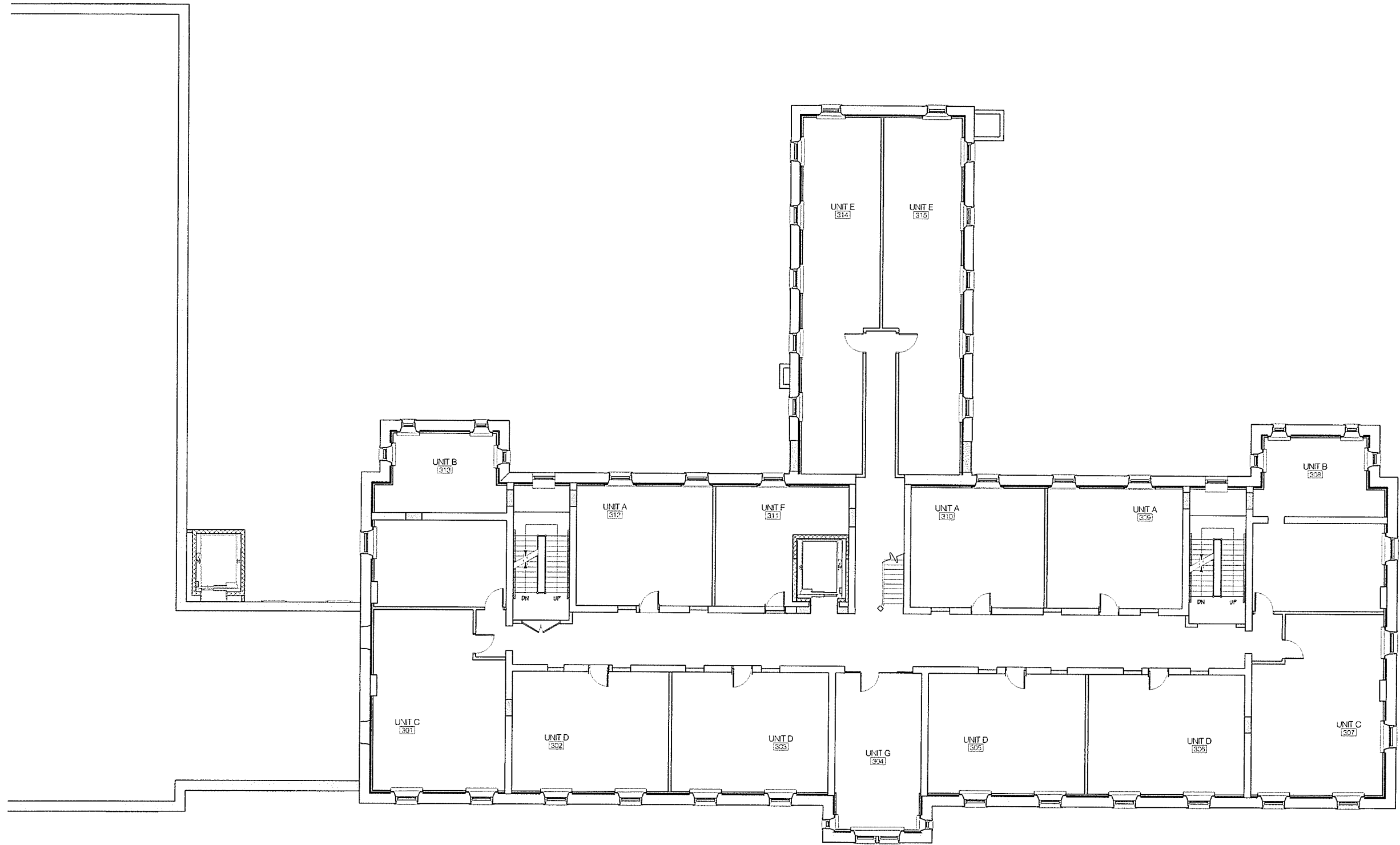
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PROPOSED THIRD FLOOR PLAN
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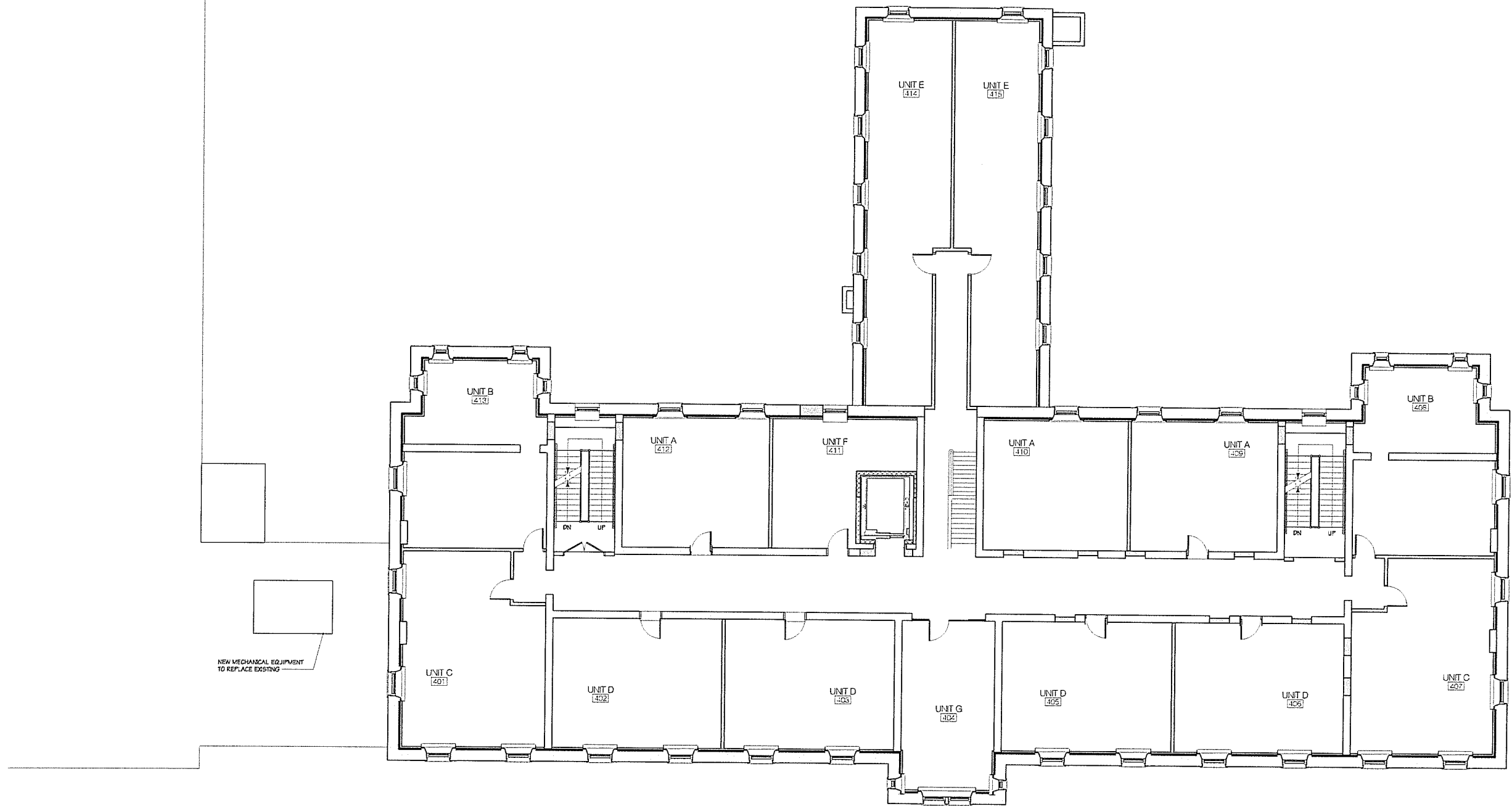
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PROPOSED FOURTH FLOOR PLAN
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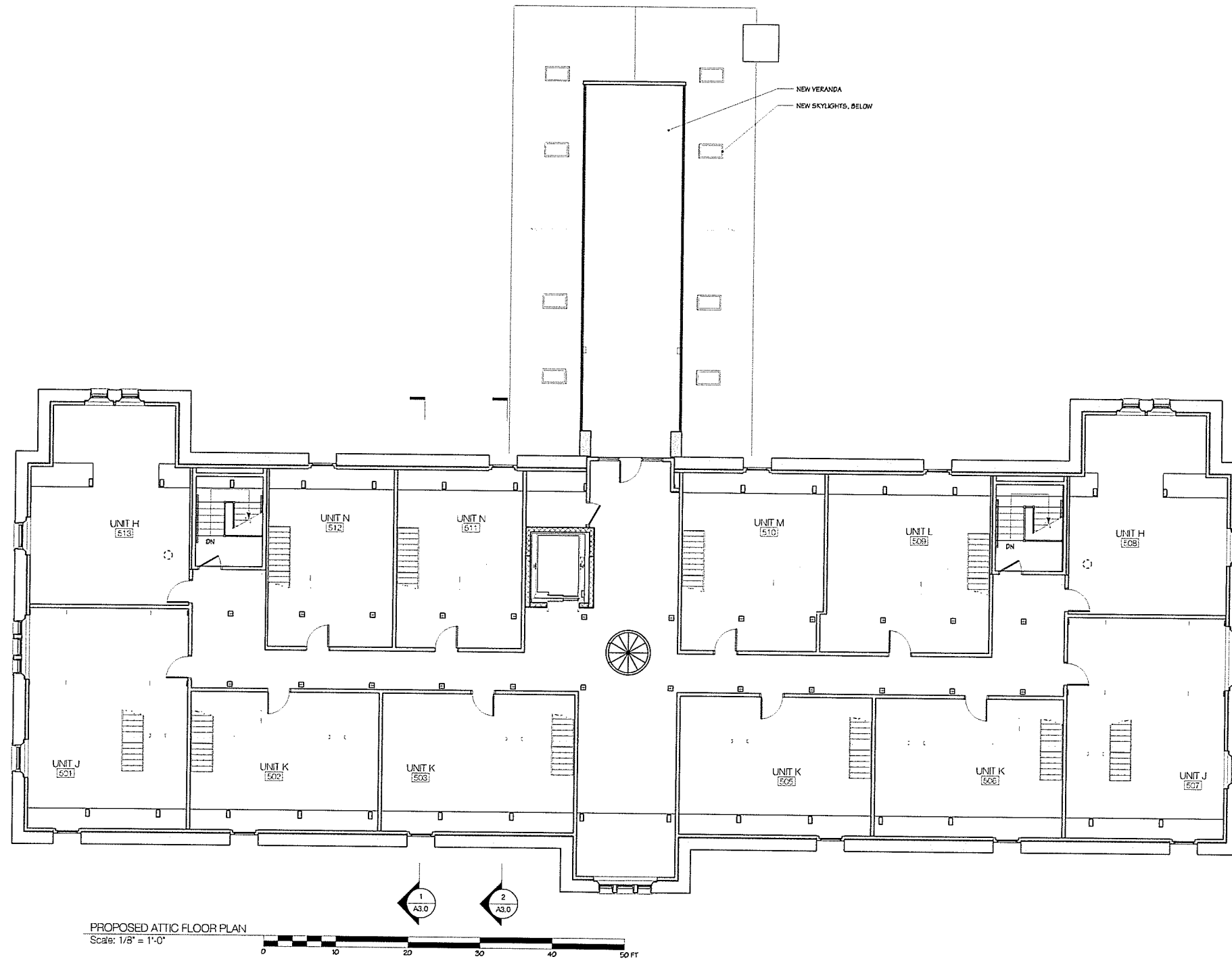
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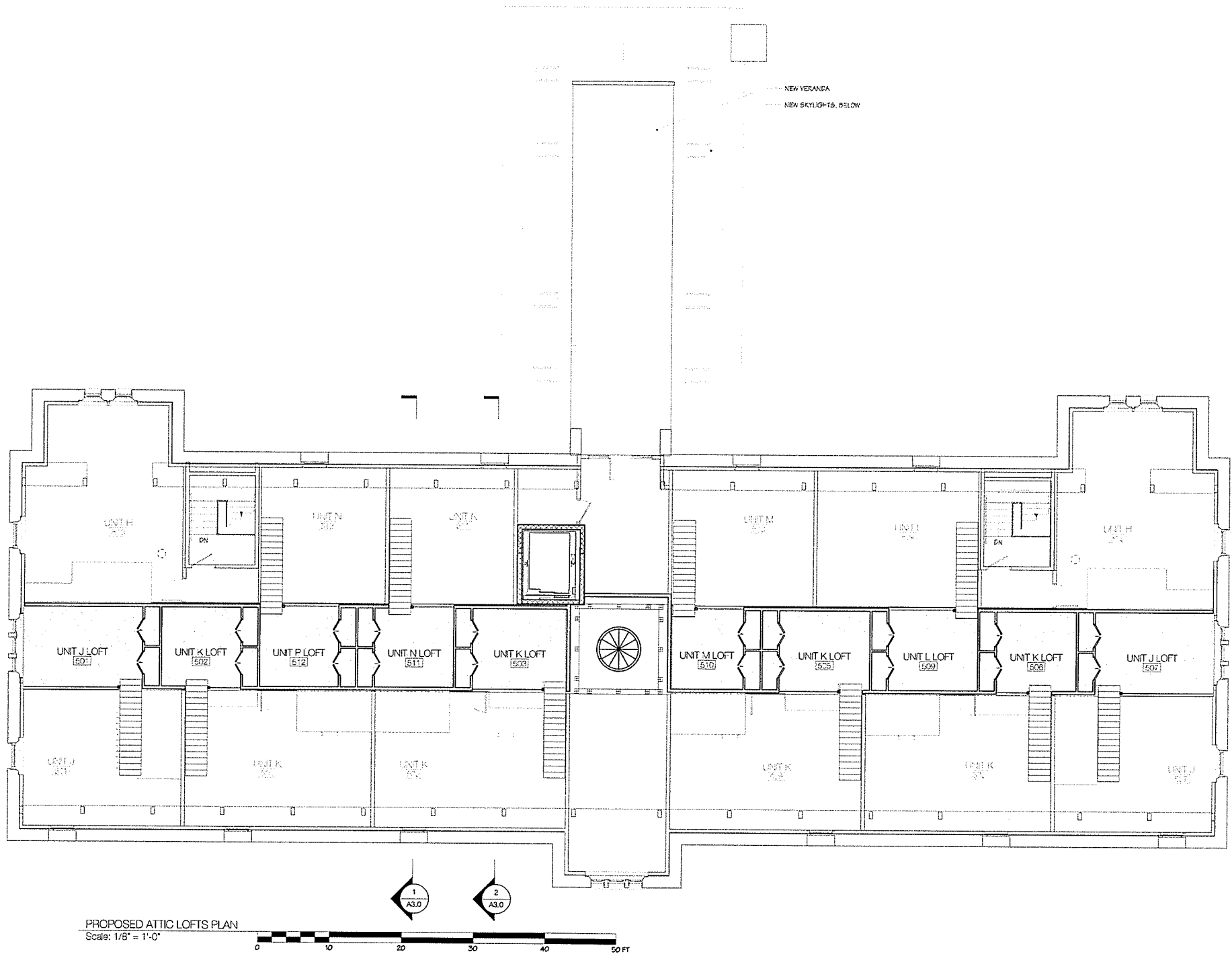
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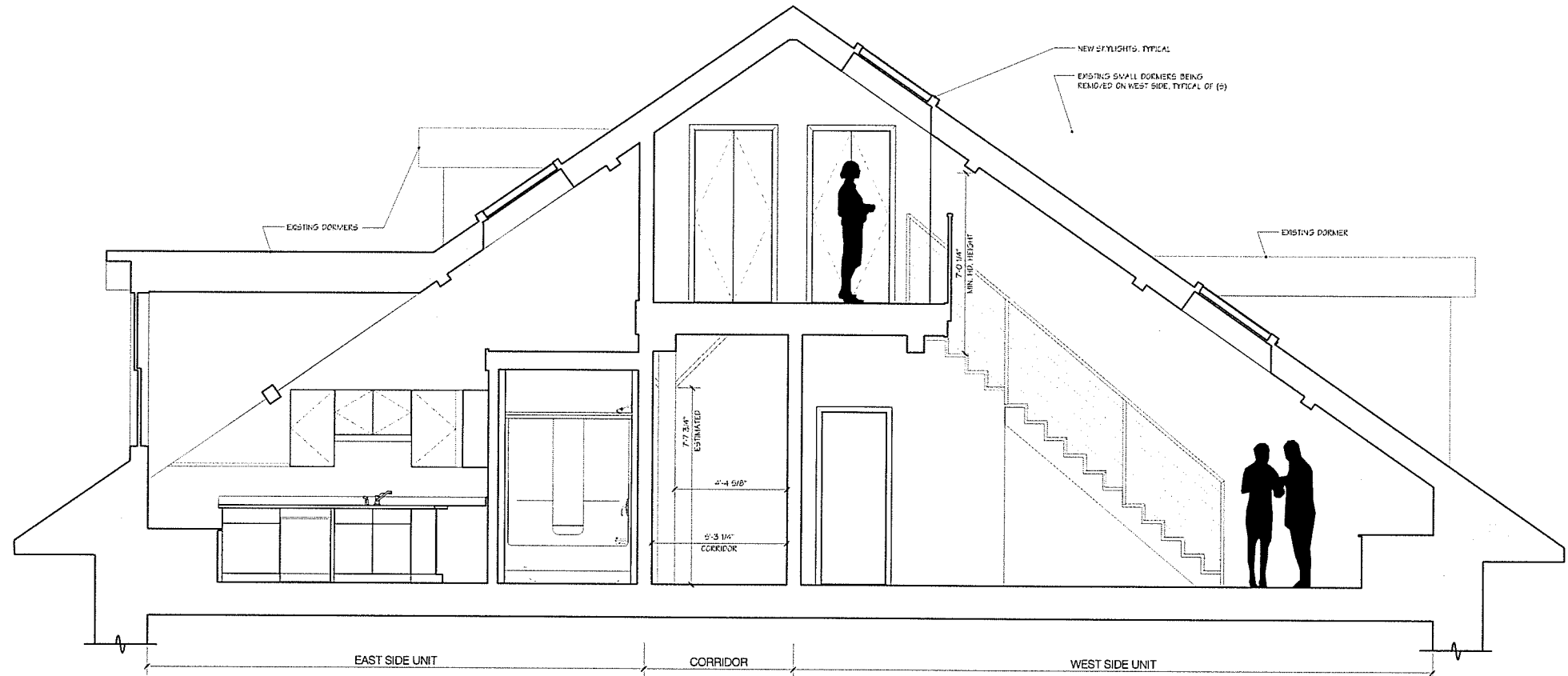
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6593

DATE: 06.30.15

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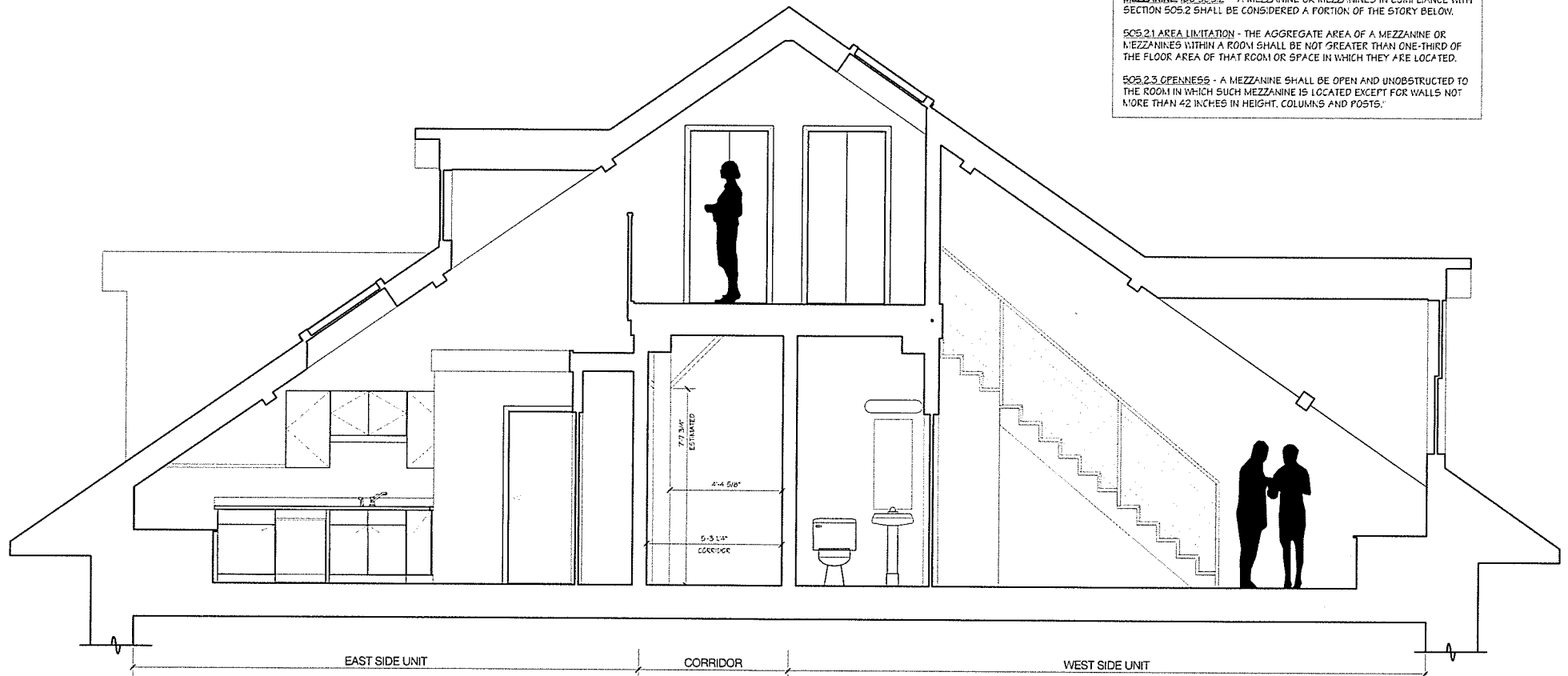
1 ATTIC SECTION - 1
Scale: 3/8" = 1'-0"

NOTES:

MEZZANINE: IRC 505.2 - "A MEZZANINE OR MEZZANINES IN COMPLIANCE WITH SECTION 505.2 SHALL BE CONSIDERED A PORTION OF THE STORY BELOW."

505.2.1 AREA LIMITATION - THE AGGREGATE AREA OF A MEZZANINE OR MEZZANINES WITHIN A ROOM SHALL BE NOT GREATER THAN ONE-THIRD OF THE FLOOR AREA OF THAT ROOM OR SPACE IN WHICH THEY ARE LOCATED.

505.2.3 OPENNESS - A MEZZANINE SHALL BE OPEN AND UNOBSTRUCTED TO THE ROOM IN WHICH SUCH MEZZANINE IS LOCATED EXCEPT FOR WALLS NOT MORE THAN 42 INCHES IN HEIGHT, COLUMNS AND POSTS."



2 ATTIC SECTION - 2
Scale: 3/8" = 1'-0"

351 NORTH AVE
BURLINGTON, VERMONT

Duncan
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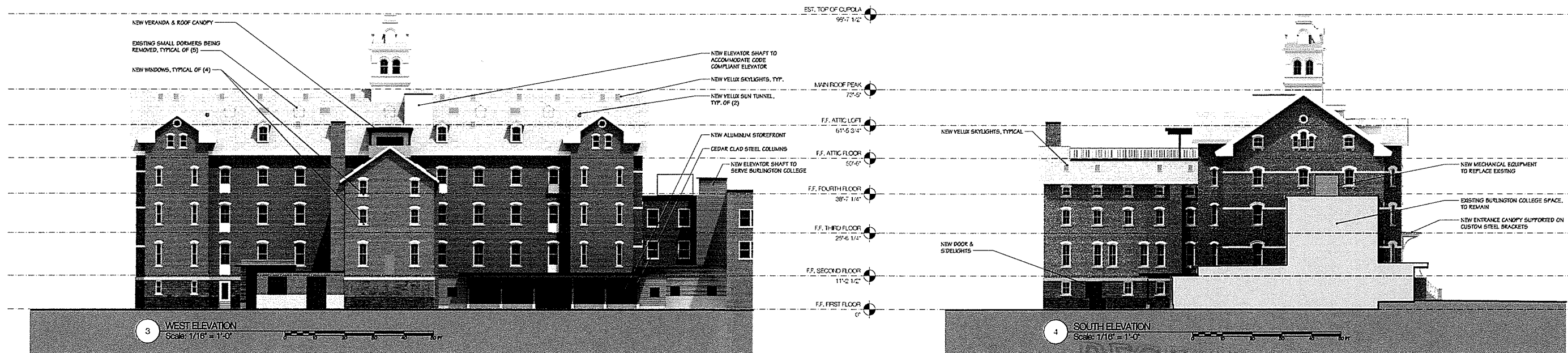
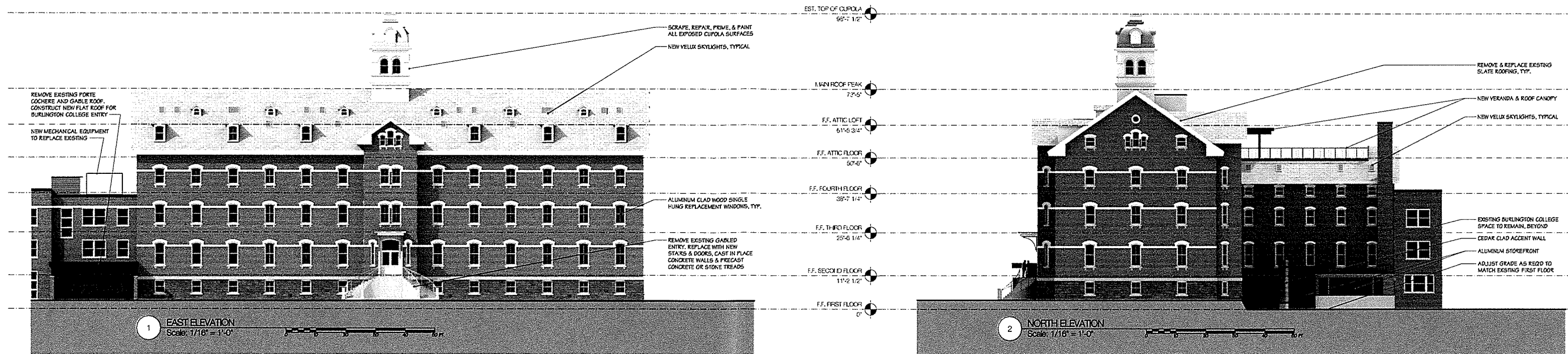
ZONING APPLICATION

DATE: 06.30.15

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SCHEMATIC DESIGN

DEPARTMENT OF PLANNING & ZONING
Duncan Wisniewski ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
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DATE: 07.14.2015

A2.1

Burlington Design Advisory Board

149 Church Street, City Hall
Burlington, VT 05401

<http://www.burlingtonvt.gov/PZ/Boards/Design-Advisory-Board/>

Telephone: (802) 865-7188
(802) 865-7195 (FAX)

*Matt Bushey, Chair
Ron Wanamaker, Vice Chair
Sean McKenzie
Chris Alley
Steve Offenhartz
Jeremy Gates, Alternate
Phil Hammerslough, Alternate*



MINUTES BURLINGTON DESIGN ADVISORY BOARD Tuesday, July 28, 2015, 3:00 p.m. Conference Room 12, City Hall, 149 Church Street, Burlington, VT

Present: Matt Bushey (Chair), Steve Offenhartz, Sean McKenzie, Chris Alley, Ron Wanamaker, Phil Hammerslough (alternate.)

Staff present: Mary O'Neil

Absent: Jeremy Gates (alternate)

1. 16-0007CA/MA & 16-0015CA; 329-351 North Ave, (RMW, Ward 4N) Eric Farrell

Convert former orphanage & college building to 63 residential units and relocate college w/in building. Associated site improvements.

Applicant representatives present: Eric Farrell, Bob Duncan, Owiso Makuku, two representatives from T. J. Boyle, Cora Lee from Burlington College, Nelson Farrell.

Motion by Matthew Bushey: I move we forward to the DRB with a recommendation for approval with the following conditions:

1. Skylights on **east elevation** be vertically aligned with the dormers, except for 2 located out of roof valley. The two outer skylights on the lower row be moved horizontally to be aligned with dormer above. Two skylights on upper row split so all skylights are the same size. Skylights on the west elevation are acceptable.
2. The DAB recommends that the metal pipe canopy at the front entrance be revised to inform and reflect massing of original historic canopy.
3. Paved access and paved handicapped parking spaces on northerly parking area, connecting to pavement/walkway.
4. The DAB accepts the rooftop treatment to western wing as proposed. Either the flat roof or gable terrace roof cover is acceptable.

2nd – Steve Offenhartz.

Vote 5-0. Phil Hammerslough (alternate) concurs with the vote.

Motion carries unanimously.