

Burlington Development Review Board

149 Church Street, City Hall

Burlington, VT 05401

www.burlingtonvt.gov/PZ/DRB

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Alexandra Zipparo
Geoff Hand
Jim Drummond (Alt)
Wayne Senville (Alt)



BURLINGTON DEVELOPMENT REVIEW BOARD

Tuesday July 5, 2016

PUBLIC HEARING NOTICE

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

1. **16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5) Vermont Railroad Inc**
Construct new retail grocery building and related site improvements and subdivide lot.
2. **16-1121CA; 45-47 North Champlain Street (RH, Ward 3C) Johannah Leddy Donovan**
Appeal of zoning permit to define driveway and parking spaces with crushed gravel and restore green space.

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

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

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

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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DEPARTMENT OF
PLANNING & ZONING

ZONING DISTRICT: RL

MAX. LOT COVERAGE = 35%
+10 COVERAGE FOR PATIOS, DECKS PORCHES, TERRACES.

FRONT: AVE. OF 2 ADJACENT LOTS ON BOTH SIDE +/- 5'-0"
SIDE: 10% OF LOT WIDTH, BUT IN NO EVENT LESS THAN 5'-0"
REAR: 25% OF LOT DEPTH, BUT IN NO EVENT LESS THAN 20'-0"

EXISTING LOT COVERAGE

EXISTING LOT SIZE: 10,513 S.F.

EXISTING LOT SIZE: 10,513 S.F.

HOUSE 1:	695 S.F.
HOUSE 2:	739.5 S.F.
GARAGE:	479 S.F.
PORCHES:	114 S.F.
SHED:	218 S.F.

DRIVEWAY: 306 S.F.

PROPOSED LOT COVERAGE = 2,551.5 S.F. = 24.3%

PROPOSED LOT COVERAGE

EXISTING LOT SIZE: 10,513 S.F.

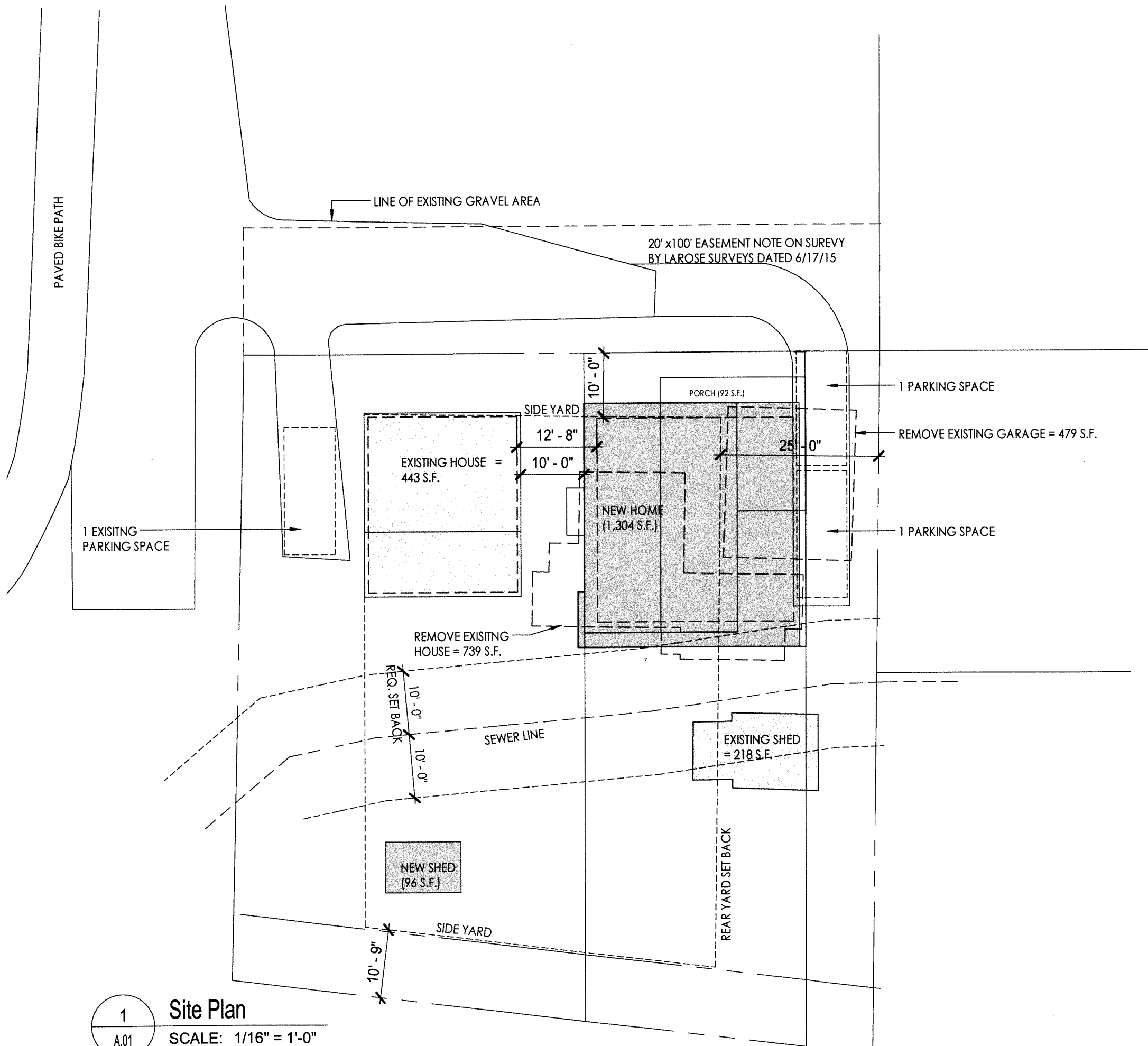
HOUSE 1:	695 S.F.
HOUSE 2:	1,304 S.F.
EXISTING SHED:	218 S.F.
SHED:	96 S.F.
PORCH:	92 S.F.

DRIVEWAY: 666 S.F.

PROPOSED LOT COVERAGE = 3,071 S.F. = 29.2%

DRAWING KEY

	EXISTING STRUCTURE
	NEW HOME
	PROPERTY LINE
	SETBACK LINE



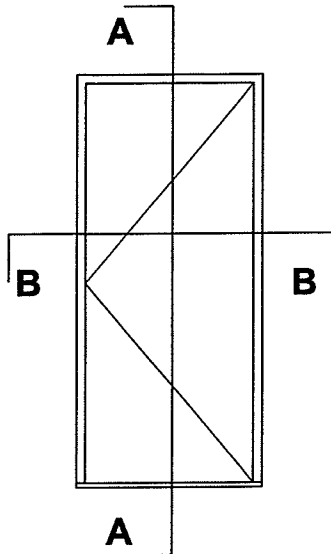
1
A01

Site Plan

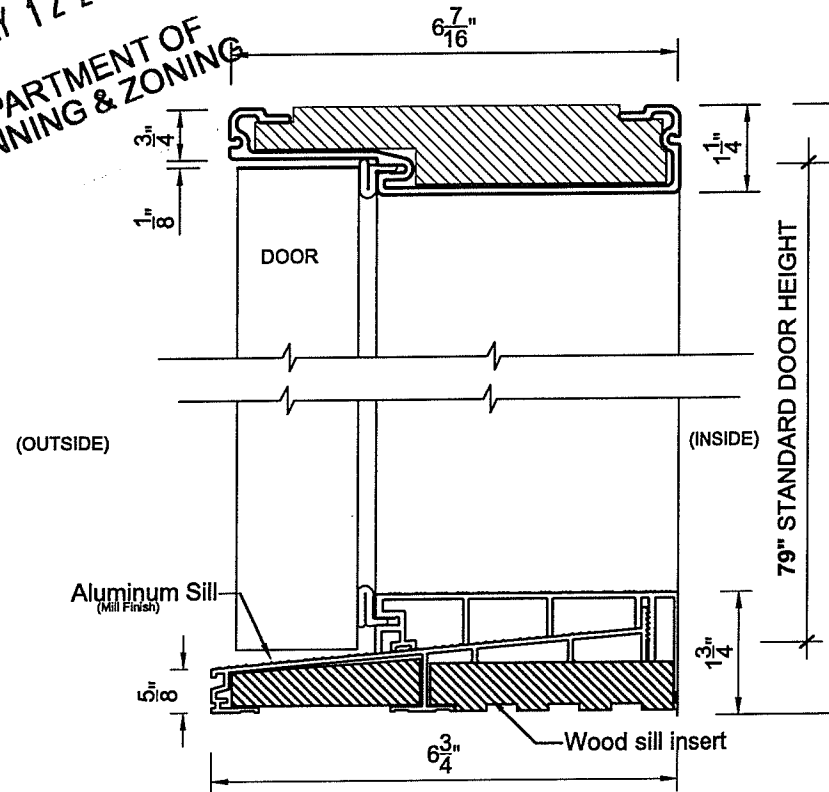
SCALE: 1/16" = 1'-0"

**OUT-SWING DOOR
SECTION DETAILS**

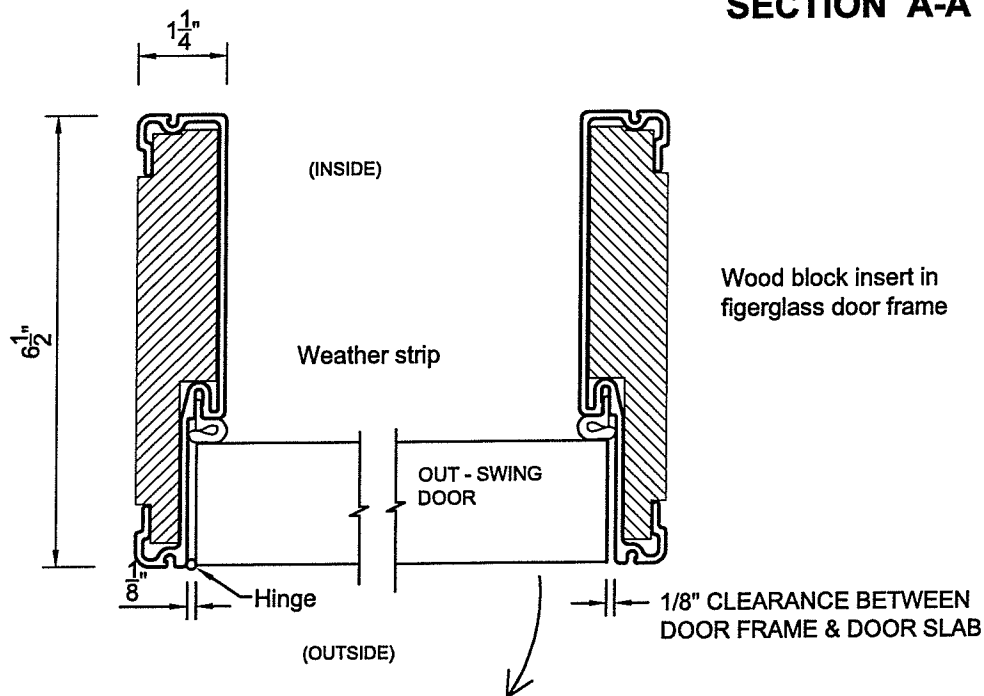
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**ELEV. SINGLE
DOOR**



SECTION A-A



SECTION B-B



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Fiberglass Entrance Door

200 Series

Product Specifications

Standard Series

6 1/2" Pultruded Fiberglass Frame filled with wood reinforcement, injection molded reinforced mitered corners with Polyurethane foam fill and sealed with silicone sealant. Optional 4 1/2" Pultruded Fiberglass Frame is available for single doors only.

Door slabs are reinforced Fiberglass skin, available in smooth skin (off white) flush or embossed pattern, and woodgrain (beige) flush or embossed pattern. Door slab stile rails use weather resistant PVC composite material.

Doors are available with brickmould.

One Lite Door Slab Series

Uses built in flush glazing bead, and can except any standard size door lite glass. This optional slab style eliminates the traditional bulky door lite glass frame.

Sill

Inswing door system uses thermally broken aluminum sill, with strategically place drainage for water.

Outswing door system uses thermally broken aluminum sill with q-lon weatherstripping to ensure a positive seal to the slab.

Test Results

Door slab has been independently tested and rated in accordance to CSA A440.0 and AAMA.

Paint Finish

Pultruded Fiberglass Frame uses standard White finish using Sequoia TM series V advanced acrylic polyurethane (water borne) baked on finish. Rated environmentally friendly due to low VOC. Fiberglass door slab comes standard unfinished, but is ready to prime and paint or stain (woodgrain).

Hardware

Optional Multipoint lock system by Ferco, is available in Polished brass, Antique brass, Satin chrome, Satin nickle, Black, Pewter, Dark bronze, and Oil rubbed bronze.

This provides added security compared to traditional lock systems.

It is highly recommended to use the Multipoint lock system on all 8' height doors.

Sizes Available

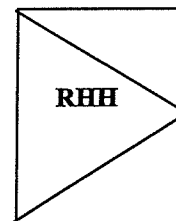
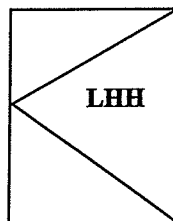
Nominal slab sizes are 30" (certain styles only), 32", 34", and 36" wide by 80" height and 96" height.

Fibertec manufacturers to sizes specified + / - 1/8" (3.17 mm) industry tolerance.

Door Handing

All diagrams must be viewed from the exterior:

LHH = Left hand hinge, RHH = Right hand hinge.



Packaging

Shrink wrap and sleeve packing is always recommended. Shipments going by Common Carrier must also be skidded.

FIBERTEC™
Window & Door Mfg.

FIBERGLASS WINDOW SYSTEMS

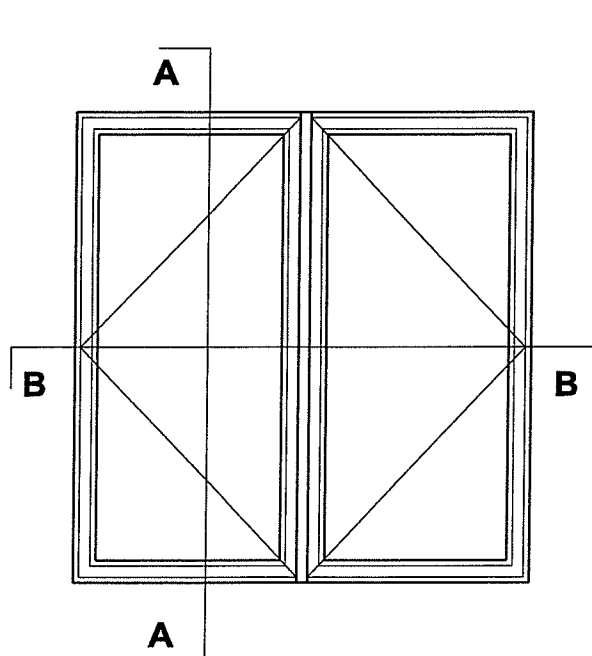
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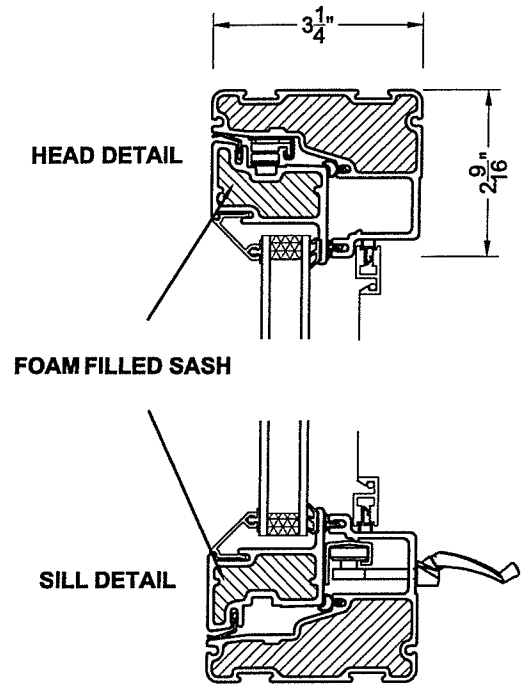
**300 SERIES
DOUBLE CASEMENT**

**CLOSED BACK FRAME
SECTION DETAILS**

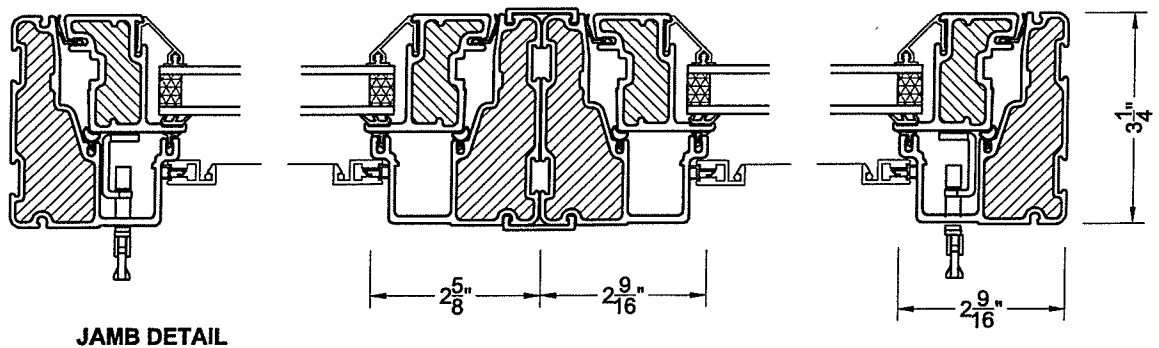


CASEMENT WINDOWS

Exterior View



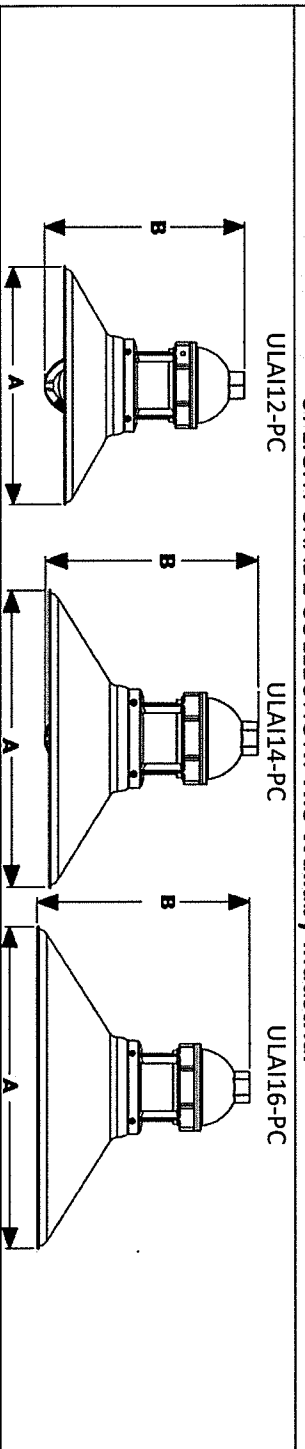
SECTION A-A



SECTION B-B



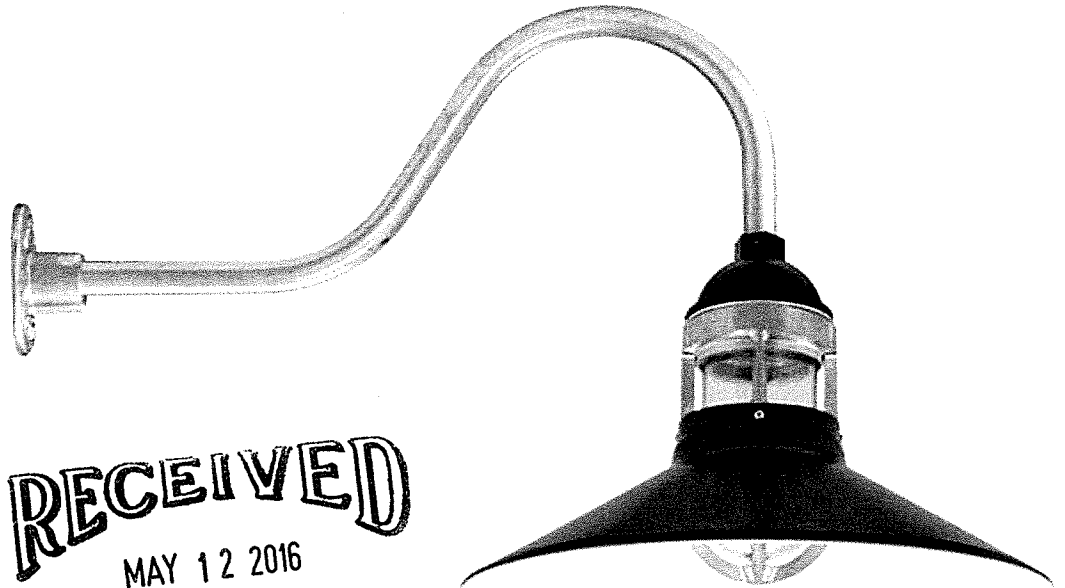
Item #	Diameter (A)	Height (B)
ULA112-PC	12"	9 1/2"
ULA114-PC	14"	10 3/4"
ULA116-PC	16"	12"



Model #	Item #	Standard Finishes	Mounting Options	Mounting Color	Optional Accessories	Accessory Colors	Wattage/Lamp Options	Ballast	Voltage
C- Cord Hung	ULA112-PC ULA114-PC ULA116-PC	Powder Coat: 100-Black 200-White 300-Dark Green 600-Bronze 605-Rust Other: 975-Galvanized <i>For additional colors, see color chart</i>	Cord: Standard ¹ : SBR SMH Cotton ² : CRZ CGM CBK Stem: ST Gooseneck: G <i>⁴Specify gooseneck model</i>	Standard Finish for ALL Mounting is: Same as fixture // Leave Code Blank OR Cord: Canopy color: 100-Black 200-White Stem and Gooseneck: 100-Black 200-White	HSC-Hang Straight Canopy HDSM- Heavy Duty Stem Mount Canopy HDBP- Heavy Duty Backing Plate	Standard Finish for Accessories is: Same as fixture // Leave Code Blank OR Powder Coat: 100-Black 400-Barn Red 975-Galvanized <i>For additional colors, see color chart</i>	Incandescent (Max 100 watt per socket) GU-24 Bi-Pin (Max 18 watt per socket)		Standard 120V
S- Stem Mount									
G- Goose-Neck									
F- Flush Mount									
CN- Chain Hung									
BLE-C	ULA116-PC	100	SBR			100-FST			
ORDER SPECIFICS									
BLE-	-PC								

Notes:
¹ Suitable for Damp locations. Standard length 8 feet. ² Suitable for Dry locations Only (Not CSA listed). Standard length 6 feet. ³ Standard length is 3ft. ⁴ Additional lengths available on Cord, Stem & Chain Suitable for Wet location (except when cord mounted)

Exterior Light



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EXAMPLE OF PORCH POST

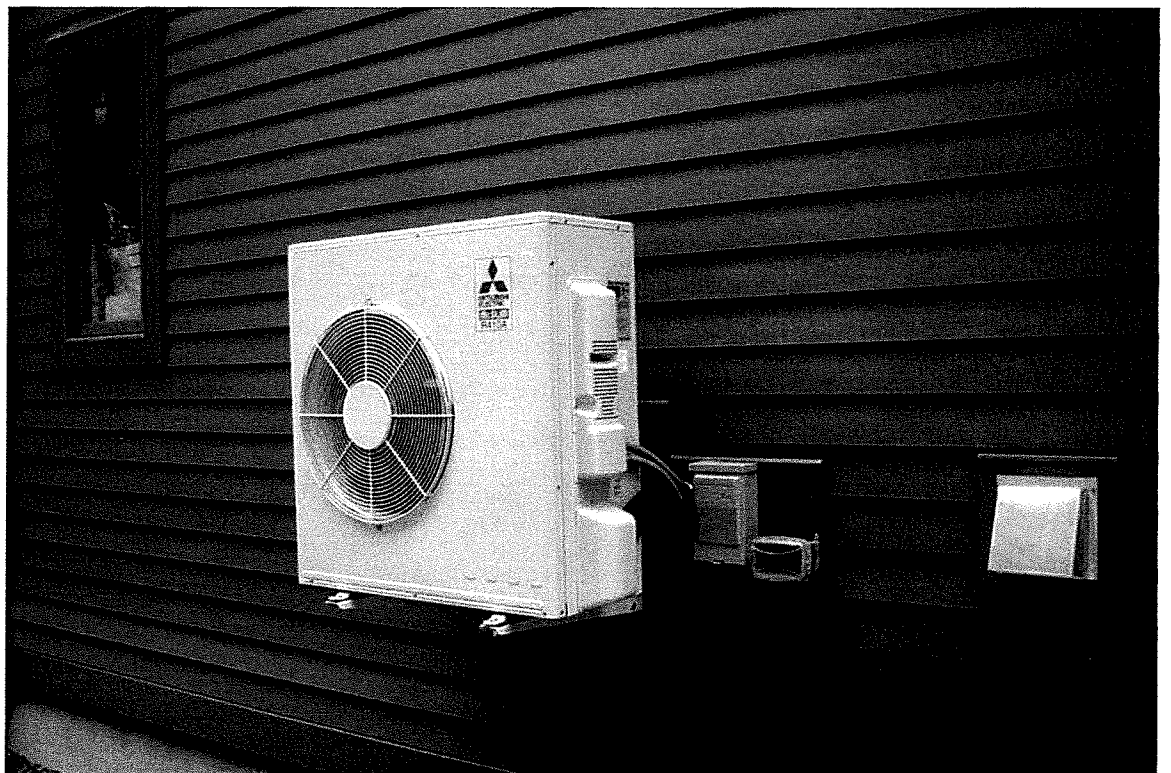


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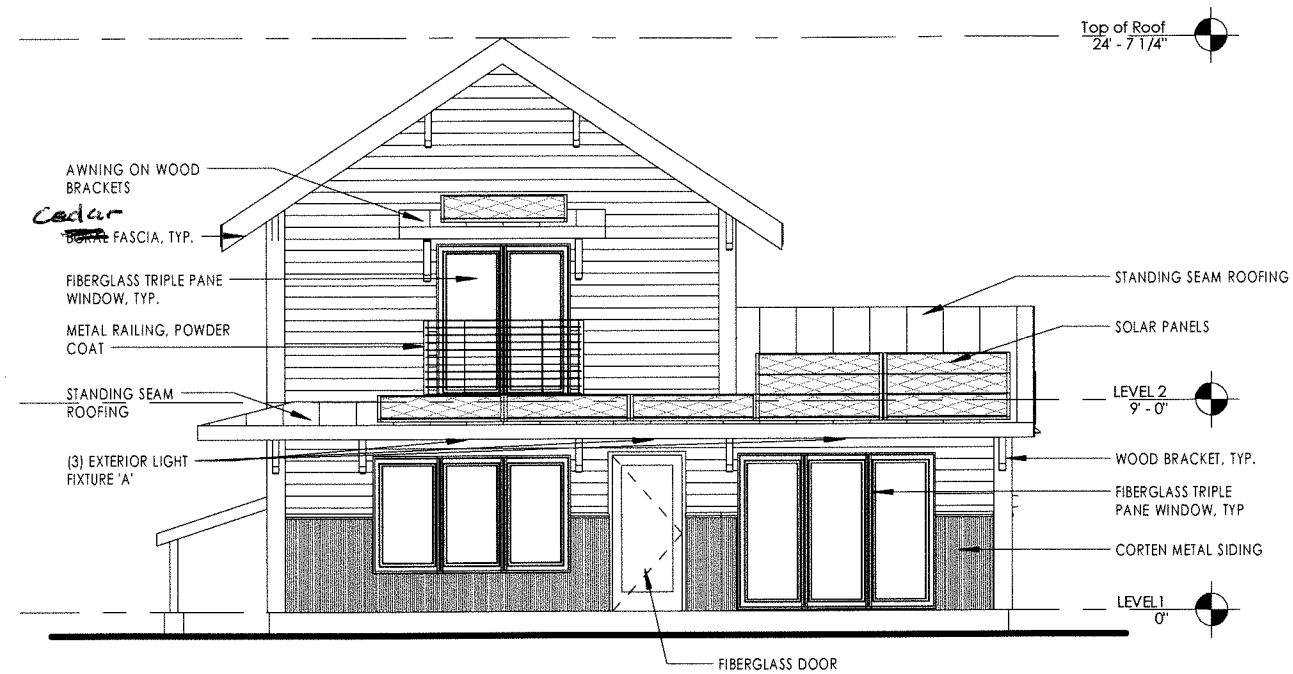
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EXAMPLE OF BRACKET

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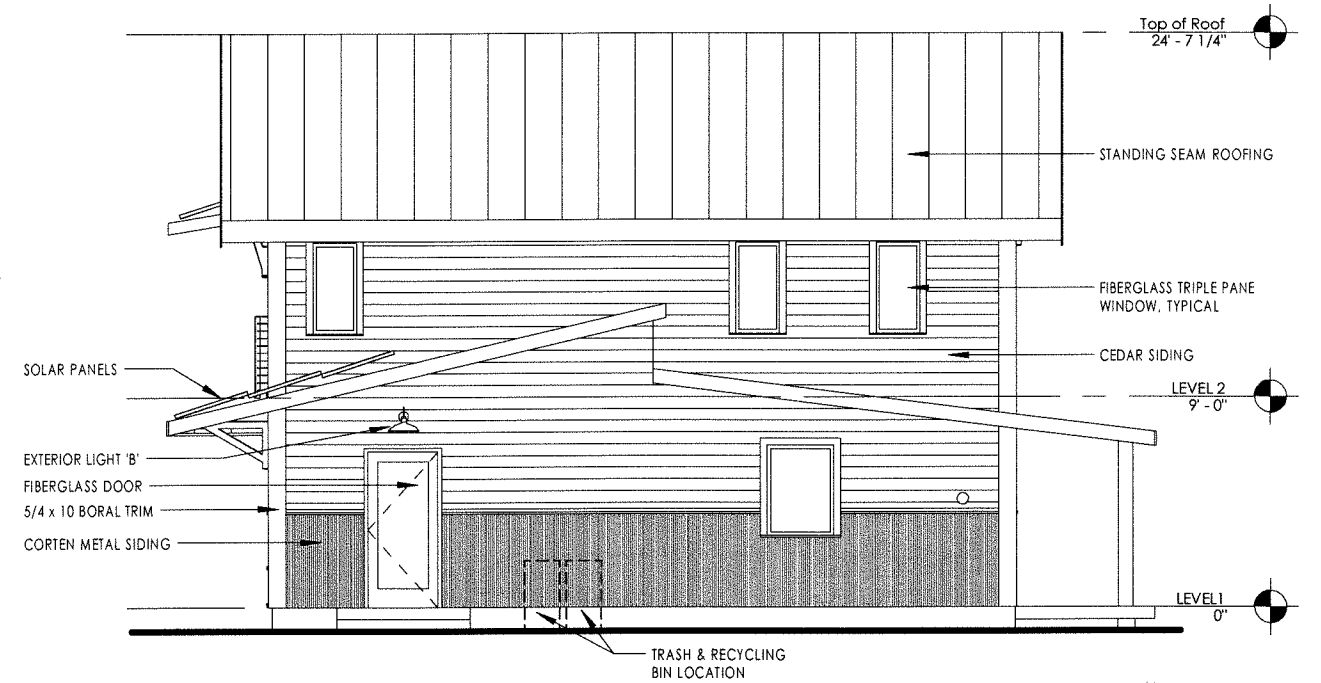


EXAMPLE OF CONDENSER



SOUTH ELEVATION

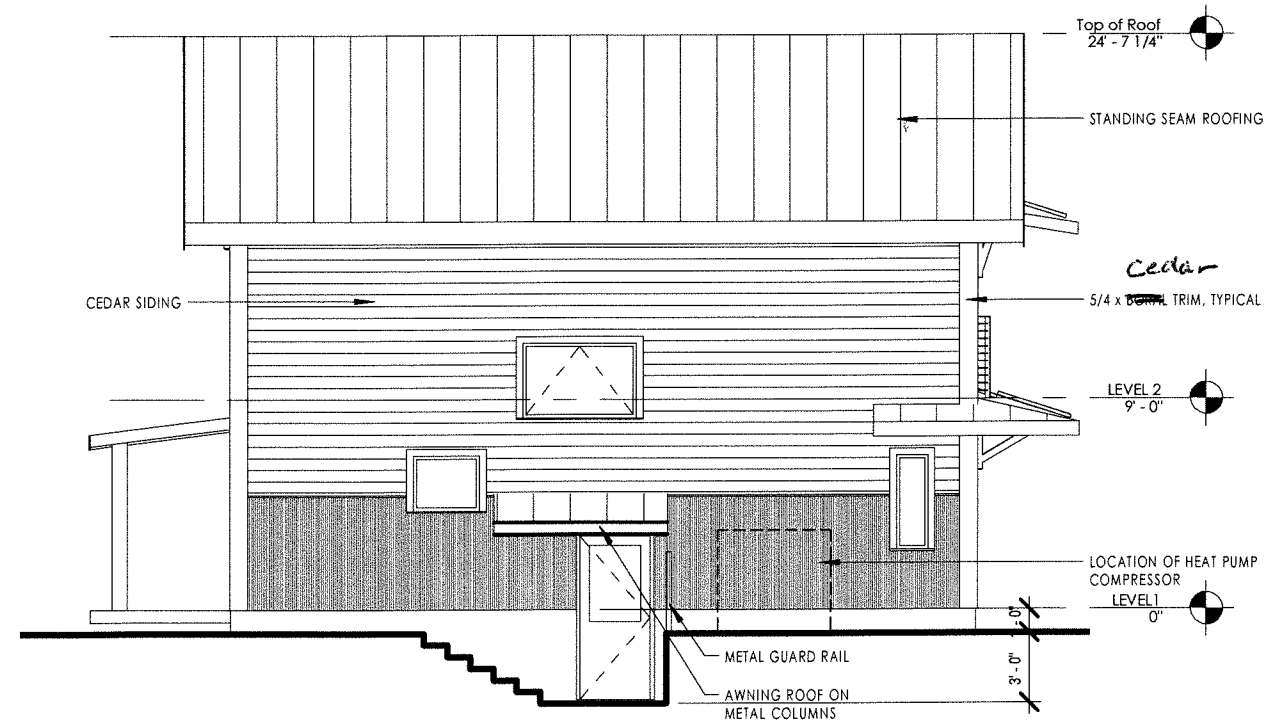
Glazing percentage: 23.4% with 2 windows in bedroom, 26.76% with 3 windows in bedroom



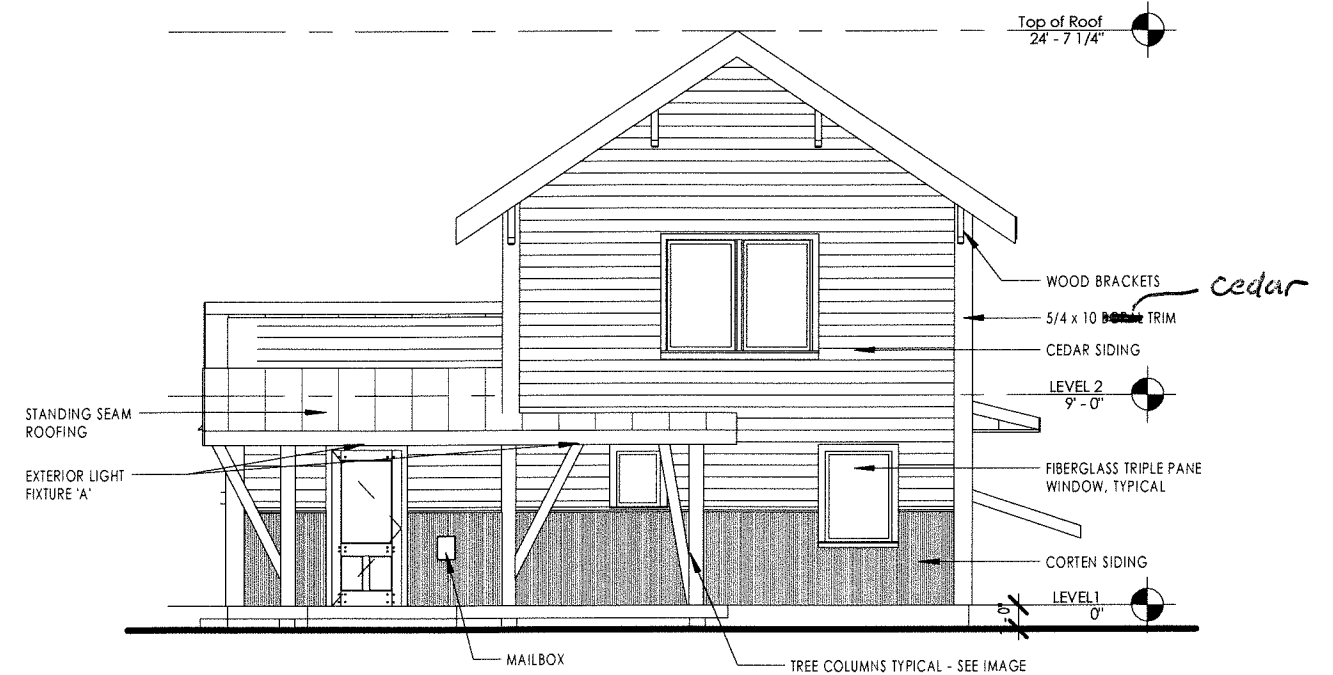
EAST ELEVATION

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WEST ELEVATION



NORTH ELEVATION

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401

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Ryan Morrison, Associate Planner
Elsie Tillotson, Department Secretary
Anita Wade, Zoning Clerk*



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner
Date: July 5, 2016
RE: ZP16-1262CA, 6 Proctor Place

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: ZP16-1262CA

Location: 6 Proctor Place

Zone: RL-W **Ward:** 5S

Overlay zone: Natural Resource Protection Overlay, Riparian and Littoral Conservation Zone

Date application accepted: May 12, 2016

Revised plans received: June 23, 2016

Applicant/ Owner: Rebecca Grannis

Parking District: Neighborhood

Request: Replace existing mobile home and garage with new single family home and shed on a lot that has two existing single family dwellings. Property identified as 6-8 Proctor Place.

Background:

- (6 Proctor Place – existing single family home.) **Zoning Permit ZP16-0020CA;** install replacement windows, new insulation and siding. Construct small rear addition with solar panels.
- Non-Applicability of Zoning Permit Requirements, **ZP07-563NA**, repair existing back porch. No change in size or materials (one of two single family dwellings on one lot.) April 2007.
- Permit 64-400; add 16' x16' room to house trailer. February, 1964. ("Rear of 6 Proctor Place, Mobile home.")



Overview: 6-8 Proctor Place is a single parcel with two separate dwelling units, a garage and shed. Although fronting on Proctor Place, the buildings are oriented toward the easement north of the parcel. Residential buildings include a stick-built residence (currently under renovation), and a manufactured home with a detached garage. This application proposes to demolish the

mobile home and garage, and replace them with a new stick built home; adding a detached shed behind the other house. As this is a pre-existing condition with more than one primary use on a single lot, no review under Planned Unit Development or Conditional Use is required.

Applicable Regulations:

Article 3 (Applications, Permit and Project Reviews), Article 4 (Zoning Maps and Districts), Article 5 (Citywide General Regulations), Article 6 (Development Review Standards), & Article 8 (Parking).

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

Article 3: Applications and Reviews

Part 3: Impact Fees

Article 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.

As the application proposes the replacement of one single family home with another; without an increase in the number of residential units, impact fees are not required. **Not applicable.**

Article 4: Maps & Districts

Section 4.4.5 Residential Districts

(a) Purpose

2. *The Waterfront Residential Low Density (RL-W) 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 development history. This district is distinguished from the Residential Low Density district by its proximity to Lake Champlain, and a greater consideration needed for views from the lake and stormwater runoff.*

(b) Dimensional Standards and Density

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

This is an existing parcel with two single family dwelling units. The structural replacement of one unit will replicate existing intensity of development. Lot size and frontages will remain as existing. **Affirmative finding.**

Table 4.4.5-2 Base Residential Density

No change to existing. **Affirmative finding.**

Table 4.4.5-3 Dimensional Standards and Density

RL-W District	Max. Lot Coverage 35%	Building setbacks			Waterfront:	Max. Height
		Front Ave. of 2 adjacent lots on both sides +/- 5'.	Side ³ Min: 10% of lot width, or average of 2 adjacent lots on both sides. Max	Rear Min: 25% lot depth, min. 20', max 75'	Min. 75' from the ordinary high water mark of Lake	
						35'

			20'.		Champlain and the Winooski River	
Proposed development	29.2%	No change. New home to be constructed behind existing dwelling as a replacement of mobile home.	No change to south setback. North setback will replicate existing setback; roof eaves are allowed to encroach into required setbacks.	The proposed new dwelling will retain the same degree of nonconformity as the existing mobile home (permissible under 5.3.5.(b.)) The parking area will also retain the same degree of non-conformity relative to setback as the existing garage.	No change.	Approx. 20' to the mid-line of the rise of the roof.

Footnote 4: Additional setbacks from the lakeshore and other water features may be applicable per the requirements of the Section 4.5.4 Riparian and Littoral Conservation Overlay Zone. 6-8 Proctor Place falls within that overlay. See Section 4.5.4. **Affirmative finding.**

Section 4.4.5 (c) Permitted and Conditional Uses

Single detached dwellings and Duplex are permitted uses in the RL-W zoning district, per Appendix A. This is a pre-existing lot with two single family residences. No change in use is proposed. **Affirmative finding.**

Section 4.4.5 (d) District Specific Regulations

1. Setbacks

A. Encroachment for Residential Driveways

This is an existing, developed lot with two single family homes. The mobile home has a detached garage and driveway that are proposed to be replaced with a new single family home and two parking spaces continuing the same degree of non-conformity to setback that currently exist.

See Table 4.4.5-3, above.

B. Encroachment into the Waterfront Setback

Not applicable.

2. Height

See Table 4.4.5 -3, above.

3. Lot Coverage

A. Exceptions for Accessory Residential Features

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

4. Accessory Residential Structures and Uses

The proposed shed remains incidental and subordinate to the principal residential use. Coverage remains within limitations of the ordinance without separate calculation of bonus features. **Affirmative finding.**

5. Residential density

A. Additional Unit to Multi-family

Not applicable.

B. Additions to Existing Residential Structures

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.

This is a requirement and condition of permit approval. **Affirmative finding as conditioned.**

6. Uses

This is not a neighborhood commercial use. Not applicable.

7. Residential Development Bonuses

No development bonuses are sought. Not applicable.

Section 4.5.4 Natural Resource Protection Overlay (NR) District

b) Areas Affected

Riparian and Littoral Conservation Zone which consists of all surface water and a corresponding upland buffer area, and specifically includes the following areas:

A. Uplands within 250 feet of the Lake Champlain lakeshore (measured at 100-feet above mean sea level) with the exception of that portion of the shoreline between the northern extent of the Interim Development Area north of the former Moran Generating Station and the most westerly extent of Roundhouse Point described as the “Urban Waterfront” in the 2000 Open Space Protection Plan;

B. Uplands within 250 feet horizontal distance measured from the top of the slope where the channel runs adjacent to a valley wall or high terrace, or top of the bank where the channel has access to its floodplain, of the Winooski River;

C. Uplands within 100 feet horizontal distance measured from the top of the slope where the channel runs adjacent to a valley wall or high terrace, or top of the bank, where the channel has access to its floodplain, of Engelsby Brook, Potash Brook or Centennial Brook; and,

D. Uplands within 50 feet horizontal distance measured from the top of the slope where the channel runs adjacent to a valley wall or high terrace, or top of the bank where the channel has access to its floodplain, of all other minor streams, or the mean shoreline of all other minor ponds.

The project area currently has approximately 1400 sf. of developed area within the “buffer” zone of the overlay zoning district. The proposal will replace approximately 1000 sf within the same



buffer. As no new area is proposed to be introduced and structural area will diminish, the application does not trigger review under these standards. **Affirmative finding.**

Article 5: Citywide General Regulations

Section 5.1.2 Structures

(d) Accessory Residential Structures

The submission materials have not provided any information about the proposed shed. This information, including detail about materials, height and appearance will need to be defined. **Affirmative finding as conditioned.**

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

The lot has frontage on Proctor Place, but enjoys use of a 100' long easement for access on the north. As both single family homes are oriented in this manner, the easement access is the frontage used for vehicular entry. **Affirmative finding.**

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.5-3 above.

Section 5.2.4 Buildable Area Calculation

The lot does not exceed the 2 acres threshold. Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.3-3 above. The new development replicates the existing non-conformity to setbacks as the current mobile home and garage. See Section 5.3.5 for Non-conformities.

Section 5.2.6 Building Height Limits

See Table 4.4.5-3 above.

Section 5.2.7. Density and Intensity of Development Calculations

This is an existing parcel with two single family homes. The proposal intends to duplicate that situation, with replacement of a mobile home. **Affirmative finding.**

Part 3: Non-Conformities

Section 5.3.5 Nonconforming Structures

Section 5.3.3 Continuation

Except as otherwise specific in this Article, any nonconformity which lawfully existed at the time of passage of the applicable provisions of this or any prior ordinance or any amendment thereto may be continued subject to the provisions of this Part.

Section 5.3.5 Nonconforming Structures

(c) Demolition

A nonconforming structure may be replaced by a new structure retaining the same degree of nonconformity as the original structure. This provision is limited to the existing dimensional nonconformity (i.e. setback, lot coverage, or height), and shall not expand the degree of nonconformity except as provided for in (a) above. [Vertical expansion in residential zoning districts.] The new structure shall be subject to conformance with all other dimensional requirements (i.e. setback, lot coverage, and height). Zoning permit application for the replacement structure shall be completed within 1 year of demolition of the nonconforming structure; failure to do so shall result in the loss of the ability to retain the nonconformity.

The application proposes the demolition/removal of the existing mobile home and garage, and replacement that retains the same degree of nonconformity as it relates to setbacks. There is no further dimensional nonconformity (lot coverage or height.) **Affirmative finding.**

Section 5.4.8 Historic Buildings and Sites

Not applicable.

Section 5.5.1 Nuisance Regulations

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

Section 5.5.2 Outdoor Lighting

Plans include a residential scale full cut-off exterior light fixture. **Affirmative finding.**

Section 5.5.3 Stormwater and Erosion Control

An Erosion Prevention and Sediment Control Plan has been forwarded to the City Stormwater staff for review and approval. Any conditions will require compliance post construction with the approved plan prior to issuance of any Certificate of Occupancy. **Affirmative finding as conditioned.**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

Not applicable.

Part 2, Site Plan Design Standards

Section 6.2.2 Review Standards

(a) Protection of important natural features

There are no identified significant natural features. **Affirmative finding.**

(b) Topographical alterations

None proposed. **Affirmative finding.**

(c) Protection of important public views

There are no important public views from or through the property. **Affirmative finding.**

(d) Protection of important cultural resources

Not applicable.

(e) Supporting the use of alternative energy

Solar panels are proposed for the southerly roof. **Affirmative finding.**

(f) Brownfield sites

The property is not listed on the Vermont DEC Hazardous Waste Site. The mobile home shall be disposed of in a safe and legal manner. **Affirmative finding as conditioned.**

(g) Provide for nature's events

A Small Project Erosion and Sediment Control Plan has been submitted and is under review by the Stormwater Engineering team. **Affirmative finding as conditioned.**

No specific areas for snow storage have been identified on the site, however the driveway termini as well as the easement area provide logical places for snow storage.. **Affirmative finding.**

(h) Building location and orientation

The new home will be oriented in the same manner as the existing; toward the north, where easement access allows vehicular entry and circulation. **Affirmative finding.**

(i) Vehicular access

The proposal will duplicate the existing condition of vehicular access off Proctor Place onto the deeded easement area to the easterly driveway. Although the garage is proposed for removal, the tandem parking area is in the same location. **Affirmative finding.**

(j) Pedestrian access

There are no sidewalks on Proctor Place or the easement area. This is adjacent to the Burlington Bikepath, so pedestrian access continues to be available immediately at hand. **Affirmative finding.**

(k) Accessibility for the handicapped

Accessibility is under the review of the building inspector. Typically ADA access is not a requirement for single family homes. Vermont visitability standards may apply. **Affirmative finding.**

(l) Parking and circulation

The number of parking spaces will remain constant: There is currently one parking space for the westerly home, and two parking spaces have been associated with this residence. The proposal plans to replicate those two spaces as tandem spaces, retaining the same degree of setback as the existing garage. All vehicles utilize the 20' x 100 ft. easement as noted on the LaRose Survey. **Affirmative finding.**

(m) Landscaping and fences

No information has been submitted about landscaping. Screening will be required to minimize the visibility of the Condensing unit on the west side. **Affirmative finding as conditioned.**

(n) *Public plazas and open space*
Not applicable.

(o) *Outdoor lighting*
See Section 5.5.2.

(p) *Integrate infrastructure into the design*
New utilities will be undergrounded. The location of the heat pump is identified on the west elevation; a mailbox is adjacent to the front door. The location of utility connections is not visible on plans and should be. The trash/recycling location is contradictory to the plan, as this area is identified as parking. A different location; perhaps in the walk-out cellar, should be identified.
Affirmative finding as conditioned.

Part 3, Architectural Design Standards

Section 6.3.2 Review Standards

(a) *Relate development to its environment:*

1. Massing, Height and Scale:

At present the mobile home as a low profile; single story with several building additions. The replacement home has a two story gable roof component on the westerly side, with a one-story component on the east. It is not dissimilar from the scale of the companion house to the west on the same lot, and is proposed to be compliant with height limitations of the ordinance.
Affirmative finding.

2. Roofs and Rooflines.

A gable roof plan is proposed, consistent with the existing garage and common to the companion house and other residences within the immediate neighborhood.
The designer may wish to consider the likely event of snowslide off the westerly roof, which may render the exterior basement stairs inaccessible and have a negative impact on the condensing unit. **Affirmative finding** for roof style.

3. Building Openings

The broadest expanse of glazing is located on the south elevation (rear), which will provide the most benefit of passive solar gain. Windows are distributed around the structure, aligned more vertically than horizontally as required by this standard. Additional windows, especially around the entrance door would be a welcoming feature, as would greater consideration to the “balance” and arrangement across the primary façade.

Doors are provided on all four elevations. **Affirmative finding.**

(b) Protection of Important Architectural Resources:

Not applicable.

(c) Protection of Important Public Views:

There are no public views from or through this site. Not applicable.

(d) Provide an active and inviting street edge:

The present situation is an aging manufactured home with multiple additions (one obscuring the front) and an older two car garage fronting the easement access. The proposed home will have a primary entrance clearly identifiable and welcoming from the access entrance; it will be sheltered by a porch canopy whimsically supported by sections of tree trunk as columns. Wood brackets are proposed under the eaves of the two story section. The new residence will present a new and fresh replacement for the mobile home on site. **Affirmative finding.**

(e) Quality of materials:

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

Proposed materials are Corten (metal) and cedar siding with cedar trim. Windows are proposed to be triple pane fiberglass. The roof is intended to be standing seam. All are considered of acceptable durability. **Affirmative finding.**

(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. **Affirmative finding if conditioned.**

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.

Solar panels are proposed for the roof on the south elevation. **Affirmative finding.**

(g) Make advertising features complementary to the site:

Not applicable.

(h) Integrate infrastructure into the building design:

See 6.2.2. (p).

(i) Make spaces secure and safe:

All requirements for building and life safety code as defined by the building inspector and fire marshal shall be implemented. **Affirmative finding if conditioned.**

Article 8: Parking

Table 8.1.8-1 Minimum Off Street Parking Requirements

In the neighborhood parking district, two parking spaces are required for each dwelling unit. This is an existing, non-conforming site with the westerly residence having a single parking space, and the mobile home with two parking spaces within a garage. The garage is proposed to be removed. The two replacement parking spaces are intended to be in a tandem arrangement at the current location of the garage. The existing number of parking spaces will be replicated in the new development. **Affirmative finding.**

Section 8.2.5 Bicycle Parking Requirements

There is no requirement for bicycle parking for single family homes; however provision for bicycle parking and storage for residents is broadly encouraged. Not applicable.

Article 9: Inclusionary and Replacement Housing

The dwelling unit intended for demolition will be replaced. **Affirmative finding.**

II. Conditions of Approval:

1. Residential occupancy limits are subject to the Functional Family definition of Article 13 and residential density provisions of the ordinance. Not more than 4 unrelated adults may occupy any unit.
2. The replacement structure shall be completed within 1 year of demolition of the nonconforming structure; failure to do so shall result in the loss of the ability to retain the nonconformity.
3. Unless specifically altered by the DRB, hours of construction are limited to M-F 7:00 am to 5:30 pm, with Saturday hours limited to interior work.
4. Information about the proposed shed shall be submitted and is subject to staff review and approval **prior to release of the zoning permit**. It shall meet a minimum 5' side yard setback.
5. An **Erosion Prevention and Sediment Control Plan** must be approved in writing by the City Stormwater staff.
6. A **landscaping plan** shall be required for review and approval by staff **prior to release of the zoning permit**. The plan shall include relocation of the trash/recycling containers to avoid conflict with the parking area and to minimize visibility; screening for the condensing unit, and any other landscaping or fencing proposed for the property.
7. 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.
8. The existing mobile home shall be disposed of in a safe and legal manner.
9. Standard Permit Conditions 1-15.

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

Department of Planning and Zoning

149 Church Street
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 *AD*
DATE: July 5, 2016
RE: 16-0814CA/CU; 20 Fletcher Place
16-0815LL; 20 Fletcher Place
16-0816LL; 128 Colchester Avenue
16-0817LL; 132 Colchester 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: I Ward: IE

Owner/Representative: Wilshire Properties, LLC

Request: Construction of 3-unit residential building with associated drive and parking

Applicable Regulations:

Article 3 (Applications, Permits, and Project Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Design Review), Article 8 (Parking)

Background Information:

The applicant is seeking approval to construct a new triplex with associated parking and site improvements. The applicant owns several contiguous parcels along the eastern side of Fletcher Place. Associated lot line adjustments among these parcels are also included in this proposal. The proposed triplex will be constructed on a reconfigured lot already containing a single family dwelling. Multiple primary structures are allowed on a single lot in the institutional zone.

This project was originally before the Development Review Board on May 3, 2016. The DRB postponed review due to a defect in notice relative to the pending application. The application remains unchanged. Note that the stormwater management plan and erosion control plan have been reviewed and approved by the city's stormwater program in the time since May 3.

The Design Advisory Board reviewed this project February 23, 2016 and unanimously recommended approval with the following conditions:

1. Shelter for the rear entrance should be provided.
2. Edging along the sides of the gravel walkway is recommended.
3. Utility meter and mechanical equipment locations must be depicted and screened.
4. Stormwater management measures must be reviewed and approved by the city's stormwater program.

Previous zoning actions for this property are as follows:

- 4/13/12, Approval to install backyard fence
- 3/20/01, Approval to replace 3rd floor window with new for egress requirements
- 9/8/00, Approval to convert single family home to duplex (not enacted)

Recommendation: Conditional use and certificate of appropriateness approval as per, and subject to, the following findings and conditions.

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

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

The proposed triplex will have only modest impacts on public utilities, facilities, or services in the area. A state wastewater permit will be needed. An ability to serve letter from the Department of Public Works will be needed in order to obtain one. Impact fees will be paid to help offset what impacts there are on municipal services and facilities. **(Affirmative finding as conditioned)**

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

The subject property is zoned as Institutional (I). The I zone is intended primarily to support the city's major educational and health care institutions. In addition, the district is intended to support a broad range of related uses reflecting the resident institutions' roles as regional educational, health care, cultural, and research centers. The proposed residence falls into the latter category of related uses and may provide housing for individuals associated with one of the nearby institutions. **(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;*

Residents of nearby properties have noted concerns about noise associated with the proposed triplex, particularly if it is used as student housing. With the exception of senior housing, the zoning regulations do not distinguish among who may live somewhere. Concern about noise impacts related to potential student housing is valid and is best addressed through effective property management. The city's Noise Control Ordinance, administered by the Police Department, is also applicable. As for applicable zoning criteria, the proposed triplex can be found in conformance with this criterion. It is a relatively small scale, new residential structure in close proximity to the city's major institutions. **(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;

No traffic analysis has been provided, nor is one required for a proposal of this scale. Anticipated traffic impacts are minimal. Only 3 dwellings are proposed, and they are located in easy walking or biking distance to major educational and employment centers. Nearby bus service is also available. **(Affirmative finding)**

and,

5. *The utilization of renewable energy resources;*

No part of this request prohibits 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;*

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

(b) Major Impact Review Standards:
(Not applicable)

(c) Conditions of Approval:

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

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

The proposed residence is unlikely to generate offsite noise or glare substantial enough to require mitigation. **(Affirmative finding)**

2. *Time limits for construction.*

No phasing or construction schedule is included in this application. As a result, the project must be completed within the standard 2-year time frame. Commence construction within 1 year and complete by the 2nd year unless an extension is requested and granted beforehand. **(Affirmative finding as conditioned)**

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

Hours of operation do not apply to the proposed residence. 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; 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. 4.4.4, Institutional District:

(a) Purpose

As noted above, the Institutional zone is intended primarily to support the city's major educational and health care institutions. In addition, the district is intended to support a broad range of related uses reflecting the resident institutions' roles as regional educational, health care, cultural, and research centers. The proposed triplex will provide new housing opportunity within close proximity of the city's major institutions and can be considered one of these related uses.

(Affirmative finding)

(b) Dimensional Standards & Density

The proposed triplex will occupy the lot at 20 Fletcher Place with an existing single dwelling. The 4 dwellings on the 0.28 acre lot are acceptable. The maximum density is 20 units/acre. Up to 5 units could be constructed within allowable density.

Lot coverage will change to 39.8%, just below the maximum permissible 40% coverage.

The proposed triplex will be set back 15' from the front property line as required. The required side yard setbacks are 12' (10% of the 117' - 119' wide lot). The triplex is set back 12' from the southern side boundary and much more than that to the northern side boundary. The proposed 26' rear yard setback complies with the minimum required 26' rear yard setback (25% of the 104' deep lot).

The triplex will reach to 32' at the midpoint of its highest roof. This height is under the maximum permissible 35'. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The proposed triplex constitutes an attached multi-family dwelling and is a conditional use within the Institutional zone. Conditional use criteria are addressed under Article 3 above. **(Affirmative finding)**

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

Not applicable.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

Not applicable.

Sec. 5.2.6, Building Height Limits

Not applicable.

Sec. 5.2.7, Density and Intensity of Development Calculations

Not applicable.

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to constitute a nuisance under this criterion. As noted previously, concern has been expressed about noise related to occupants of the proposed triplex. The triplex, in and of itself, will not generate noise. If noise problems associated with occupants of the triplex arise, the city's Noise Control Ordinance may be enforced. **(Affirmative finding)**

Sec. 5.5.2, Outdoor Lighting

Some new outdoor lighting is proposed. It consists of entry lighting at the side and rear of the proposed triplex. One of the fixtures will serve a dual purpose and illuminate the adjacent parking as well. Illumination will be provided by acceptable cutoff fixtures and will generate acceptable lighting levels as demonstrated in the photometric plan. **(Affirmative finding)**

Sec. 5.5.3, Stormwater and Erosion Control

A basic stormwater management plan is proposed. Grading will direct stormwater runoff to an existing depression behind the single family home at 20 Fletcher Place. Runoff will collect here for infiltration. A perforated pipe will serve as both underdrain to the pervious parking area and conveyance of overflow into the public storm line along Fletcher Place. The city's stormwater program has reviewed and approved the stormwater management plan.

An erosion prevention and sediment control plan has been provided and articulates construction sequencing and preventative erosion control measures. It too has been approved by the city's stormwater program. **(Affirmative finding)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

No subdivision is proposed; however, boundary lines between 20 Fletcher Place, 128 Colchester Avenue, and 132 Colchester Avenue will be adjusted.

Sec. 6.1.2, Review Standards

(a) Protection of important natural features

The proposed boundary line adjustments will have no impact on important natural features. **(Affirmative finding)**

(b) Block size and arrangement

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

(c) Arrangement of Lots

The boundary adjustments will enable placement of the triplex in a manner consistent with that of other homes along Fletcher Place. Orientation of the lots and the structures on them will remain unchanged. **(Affirmative finding)**

(d) Connectivity of streets within the city street grid
Not applicable.

(e) Connectivity of sidewalks, trails, and natural systems
Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

The triplex is proposed in an area of lawn just south of the existing single family home. Only limited clearing of an overgrown brushy area is needed. **(Affirmative finding)**

(b) Topographical alterations

The property is essentially flat and will remain so. Proposed grading is minor and relates largely to directing stormwater runoff to a receiving area. **(Affirmative finding)**

(c) Protection of important public views

The subject property is not affected by any identified public view corridor. **(Affirmative finding)**

(d) Protection of important cultural resources

The property itself is not historically significant. The existing home; however, is included on the Vermont State Register of Historic Places. No alterations to this home are proposed.

(Affirmative finding)

(e) Supporting the use of alternative energy

There is no indication that the proposed triplex will utilize alternative energy. The triplex will not adversely impact the actual or potential use of alternative energies by neighboring properties.

(Affirmative finding)

(f) Brownfield sites

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

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

The primary entrance into the home is sheltered within an open front porch. As recommended by the Design Advisory Board, shelter is now provided over the rear entry. Ample room is available onsite for seasonal snow storage. **(Affirmative finding)**

(h) Building location and orientation

The proposed home is clearly oriented towards Fletcher Place. The building lines up with other homes along Fletcher Place thereby reinforcing the street edge. **(Affirmative finding)**

(i) Vehicular access

A new private driveway will provide adequate access to the triplex and existing single family home. A curb cut permit from the Department of Public Works is likely required. **(Affirmative finding as conditioned)**

(j) Pedestrian access

A new front walkway will provide pedestrian access from the public sidewalk to the front entry. Another walkway will provide pedestrian access from the driveway to the rear entry. Note that this second walkway will be gravel. As recommended by the DAB, edging will be provided to contain gravel within the walkway. **(Affirmative finding)**

(k) Accessibility for the handicapped

No handicap accessibility is evident with this proposal. It is the applicant's responsibility to comply with all ADA requirements as administered through the city's building code. **(Affirmative finding as conditioned)**

(l) Parking and circulation

An existing parking area in front of the single dwelling at 20 Fletcher Place will be replaced with a new driveway with sufficient room for 3 parking spaces. The driveway will provide access to Fletcher Place. **(Affirmative finding)**

(m) Landscaping and fences

A landscaping plan has been provided. Gardens are proposed along much of the building's perimeter with several new trees planted within the lawn. As proposed, the landscaping plan is fairly typical for new home construction. **(Affirmative finding)**

(n) Public plazas and open space

No public plaza or open space is included or required in this proposal. **(Not applicable)**

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

New utility lines must be buried. As recommended by the DAB, utility meter locations and mechanical equipment locations are noted on the project plans. They are proposed at an acceptable location at the rear of the proposed triplex. **(Affirmative finding)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

The massing, height, and scale of the proposed triplex are consistent with that of existing homes in the neighborhood. Most homes are 2 – 2 ½ stories along Fletcher Place. The proposed triplex will be a full 3 stories. Architectural detailing lessens the perceived mass of the building by breaking it into distinct components. Varying rooflines, dormers, and trim details serve to articulate separate volumes within the overall structure. **(Affirmative finding)**

2. Roofs and Rooflines

The triplex is essentially a gable-roofed structure. Varying roof lines are incorporated into the dormers, porch, and front façade. The proposed roof is appropriate as part of this residential building. **(Affirmative finding)**

3. Building Openings

The primary front entrance is clearly articulated and is sheltered by a small front porch. Fenestration is appropriately scaled and placed in consistent rhythm throughout the building. **(Affirmative finding)**

(b) Protection of important architectural resources

As noted above, the existing single family home is historically significant. No alterations to this existing structure are proposed. The new triplex will be set away from the existing home and is designed in such a way as to be compatible with it and other nearby historic homes. **(Affirmative finding)**

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

The primary entry to the proposed triplex is clearly articulated and oriented towards Fletcher Place. It is set inside an open front porch with walkway access to the public sidewalk. There are no large blank walls or expanses of roof. Fenestration, roof variations, and architectural detailing work successfully to provide an active and inviting street elevation. **(Affirmative finding)**

(e) Quality of materials

The proposed home will be clad in wood clapboard siding with shingle accents. While not required, varying colors between the clapboards and shingle accents is encouraged. Wooden trim is also proposed. Asphalt shingles will be installed on the roof. Clad wooden windows are proposed. Railings appear to be wooden. These materials are of acceptable quality and durability. **(Affirmative finding)**

(f) Reduce energy utilization

The proposed building must comply with the current energy efficiency standards of Burlington and the State of Vermont. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

No advertising is included in this proposal. **(Not applicable)**

(h) Integrate infrastructure into the building design

Utility meters and mechanical equipment are depicted behind the proposed triplex. **(Affirmative finding)**

(i) Make spaces safe and secure

The proposed building must comply with the city's current egress requirements. Building entries will be illuminated. **(Affirmative finding as conditioned)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located within the Shared Use Parking District. As a result, the existing single family home requires 2 spaces, and the proposed triplex requires 3 spaces (1 space per unit for multi-family). Of the 5 total spaces required, 3 will be provided in the new driveway – 2 for the single family home and 1 for the triplex. The additional 2 spaces for the triplex will be provided offsite at 138 Colchester Avenue (See. Sec. 8.1.12 below). **(Affirmative finding)**

Sec. 8.1.2, Limitations, Location, Use of Facilities

(a) Off-Site parking facilities

The proposed offsite parking spaces at 138 Colchester Avenue are 300 feet, via public sidewalk, from the proposed triplex. This distance is within the 1,000 foot maximum permissible distance. City records indicate that 138 Colchester Avenue contains a single dwelling unit and has 7 parking spaces. Two of the spaces are required for the onsite dwelling unit. Two of the remaining 5 spaces will be dedicated to the proposed triplex. These 2 spaces must be secured by way of long term lease, easement, or deed, subject to review and approval by the Office of the City Attorney. **(Affirmative finding as conditioned)**

Sec. 8.2.5, Bicycle Parking Requirements

The proposed triplex requires 2 short term bicycle parking spaces (i.e. bike rack) and at least 1 long term space (i.e. within the triplex or an enclosed bike locker). Bike parking details are lacking; however, there is ample room within the triplex for the required long term space. Likewise, there is ample room by the entry porch for an outdoor bike rack. Revised plans indicating these items are needed. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. **Prior to release of the zoning permit**, the applicant shall execute a long term lease, easement, or deed, for the off-site parking spaces subject to review and approval by the Office of the City Attorney.
2. **Prior to release of the zoning permit**, the applicant shall provide revised project plans that include at least 1 long term bike parking space and at least 2 short term bike parking spaces, subject to staff review and approval.
3. At least seven (7) days **prior to issuance of a certificate of occupancy** impact fees based on the gross floor area of the proposed triplex shall be paid to the Department of Planning & Zoning.
4. 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.
5. A state wastewater permit is required. An ability to serve letter from the Department of Public Works will be needed in order to obtain one.
6. A curb cut permit from the Department of Public Works may be required for the new driveway. The applicant/property owner is responsible for obtaining such permit.
7. 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.
8. Standard permit conditions 1-15.



RECEIVED
JAN 28 2016

DEPARTMENT OF
PLANNING & ZONING

January 28, 2016

Scott Gustin, AICP, CFM
Interim Zoning Administrator
Dept. of Planning & Zoning
149 Church Street
Burlington, VT 05401

Re: Elizabeth's Place, 20 Fletcher Place
Burlington, VT

Dear Scott:

We are writing on behalf of our client, Martha Lang, DBA Wiltshire Properties, LLC, to request approval of the attached Boundary Line Adjustments and Site Plan Applications. This proposed project involves boundary line adjustments between 20 Fletcher Place, 128 Colchester Avenue and 132 Colchester Avenue, all owned by Wiltshire Properties, LLC. At this point, Wiltshire's other properties are not involved. This project is intended to continue the infill along Fletcher Place, and to provide some much-needed residential units along the existing transit routes in the City, and in close proximity to the two largest institutions in the City.

The boundary line adjustments are proposed to result in 1,061 s.f. being transferred from 128 CA (Colchester Avenue) to 20 FP (Fletcher Place), 2,505 s.f. being transferred from 132 CA to 20 FP and 1,166 s.f. being transferred from 132 CA to 128 CA. The results of these adjustments will be that 20 FP increases from 8,746 s.f. to 12,312 s.f., 128 CA increasing from 7,245 s.f. to 7,350 s.f. and 132 CA decreasing from 8,349 s.f. to 4,678 s.f. These proposed adjustments are shown on the Boundary Line Adjustment Plat attached hereto. As you noted in your e-mail to me of January 18, 2016, these boundary line adjustments trigger a Level III Certificate of Appropriateness (COA).

The site plan depicts a new 3 unit residential building proposed to be constructed in the space between the existing single family dwelling on 20 FP and the gravel parking area serving 128 CA. The building is proposed to be a three story building with a gabled roof, similar in architectural style to those on the surrounding properties. As you noted in your e-mail to me of January 18, 2016, the three unit building is a Conditional Use, and as such triggers a Level II Certificate of Appropriateness (COA). Associated with this new building, in addition to serving the existing building on 20 FP, a new driveway and four-space parking area is proposed. In accordance with Table 8.1.8-1 of the City of Burlington Comprehensive Development Ordinance (CDO), one of the four new spaces will serve as the second parking space required by the single family dwelling on 20 FP, with the other three meeting the requirement of one space per unit for the new building.

Following discussions with Megan Moir on January 13, 2016, we propose to construct the new drive and parking with pervious asphalt to encourage infiltration and reduce runoff. This drive will slope very gradually toward Fletcher Place. In times of intense storms, shallow grass swales lead between the drive and the buildings toward a small detention / infiltration area in the

Scott Gustin
January 28, 2016
Page 2 of 2

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JAN 28 2016

existing low point at the rear of the property. This area will have a 4" overflow pipe leading to the existing storm sewer pipe running down the westerly edge of Fletcher Place. This overflow pipe will also serve as a method of dewatering the base of the pervious concrete drive. The intention of this basin is to provide storage of the water quality volume for the project, as well as reduce the volume of stormwater currently flowing off of this property onto the University of Vermont property to the north of this property.

A lighting plan is also included with this application. We have attempted to minimize the amount of light spilling off of the site by using all down-shielded lights, while at the same time providing needed illumination at the building entrances and toward the parking area.

As required by Article 3 of the CDO, and as per your email dated January 18, 2016, we have attached the following;

COA Level III – Boundary Line Adjustments –

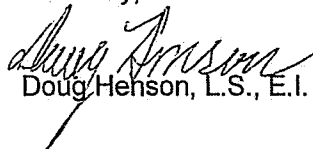
One Zoning Permit Application and Completed Checklist for each of the three properties;
\$300 application fee (\$100 per lot);
Two (2) 18" x 24" copies of the Boundary Line Adjustment Plat
and one (1) 11" x 17" copy of the Boundary Line Adjustment Plat.

COA Level II – Site Plan – for 20 Fletcher Place

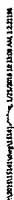
Zoning Permit Application;
Completed Level I and Level II checklists;
\$80 application fee for the Level I COA;
\$2,110 application fee for the Level II COA (\$ 110 base fee + \$2,000[\$2/\$1,000 x \$1,000,000 estimated construction cost]);
\$150 application fee for the Conditional Use;
One (1) 24" x 36" set of the project plans
and one (1) 11" x 17" set of the project plans.

Please feel free to contact me if you have any questions.

Sincerely,


Doug Henson, L.S., E.I.

Cc Martha Lang



THE CONTRACTOR SHALL NOTIFY THE AGENCY BEFORE ANY EXCAVATION.

SYMBOL	DESCRIPTION
	EXISTING PROJECT BOUNDARY
	ABUTTING PROPERTY LINE
	BUILDING NETWORK
	EXISTING GROUND CONTOUR
	EXISTING UTILITY POLE AND OVERHEAD WIRE
	EXISTING DRAIN LINE
	EXISTING TRUNK LINE
	EXISTING OVERLAP FENCE
	IRON PIPE FOUND
	IRON BAR FOUND
	CONCRETE MONUMENT FOUND
	CONCRETE MONUMENT FOUND
	WALL MONUMENT FOUND

ZDING DISTRICT - INSTITUTIONAL

Table 1

EXISTING USES - SINGLE AND MULTIFAMILY RESIDENTIAL
UTILITIES:
 WATER/SEWER - MUNICIPAL SERVICE
EXISTING PARKING:

30 FLITCHER PLACE	3 SPACES PER ZIP 12-000PG
100 COLDWATER/AMAL	6 SPACES PER 1-2-00 APPROX
132 COLDWATER/AMAL	2 SPACES

- 1 EXISTING CONDITIONS SITE PLAN
- 2 OVERALL SITE PLAN
- 3 30 FLOOER PLAN PROPOSED BITS AND UTILITY PLAN
- 4 GRADING PLAN
- 5 LANDSCIPPING PLAN
- 6 LIGHTING PLAN
- 7 WATER, STORMWATER & SITE DETAILS AND SPECIFICATIONS
- 8 SEWER, LANDSCIPPING & EROSION CONTROL DETAILS AND SPECIFICATIONS

WALTON PROPERTIES, LLC
60 MARTHA LANE, FLD
138 COLCHESTER AVENUE
BURLINGTON, VT 05401

1. THIS IS A SITE PLAN ONLY AND IS NOT INTENDED TO BE USED FOR PROPERTY CONVEYANCES. SEE A PLAN ENTITLED "A PORTION OF LAND OF WALTHAM PROPERTIES, LLC, 26 FLETCHER PLACE, 08 AND 122 GOLDCHESTER AVENUE, BOUNDARY LINE ADJUSTMENT PLAT" FOR A SURVEY OF THE PROPERTY.

2. THE SITES ON THIS PROPERTY ARE A CONTRIBUTION OF JONES AND WINDSOR LOAMY SANDS AND GEORGIA STATEMENT 1 DUNE SOILS.

Draw	Revised	Sheet
These plans shall only be used for the purposes herein intent		
☒ Submittal/Control	☐ As Noted Referred	
☐ Preliminary	☐ Construction	
☐ Final/As Shown	☐ Other/Design	
LARGE OF WILHELMSON PROPERTIES LLC		
ELIZABETH'S PLACE		
38 PLATHEPAT, 128 & 62 COLLESTER AVE. BIRMINGHAM, AL 35203		
EXISTING		
CONDITIONS SITE		
PLAN		
	LANDWEY & DICKERSON Consulting Engineers, Inc. 11 Newco Drive, Suite 770 35243-0779 • Tel: 205.962.1111	
	Project No.	16141
	Client	ELIZABETH'S PLACE
	Design	Site Plan
	Scale	AS SHOWN
	Checked	CLM
	DWG	CLM
	Date	12-1-16
	AS NOTED	
	Sheet	1



1. THIS IS A SITE PLAN ONLY AND IS NOT INTENDED TO BE USED FOR PROPERTY COMPARISONS. SEE A PLAN ENTITLED "PORTION OF LOTS 6 OF WILSHIRE PROPERTIES, LLC, 26 FLETCHER PLACE, GILMAN 132 COLLESTER AVENUE, BOUNDARY LINE ADJUSTMENT PLAN FOR A SERVET OF THE PROPERTY

WILSHIRE PROMOTER, LLC
400 MARTHA LANE, P.O.
130 DOLCHESTER AVENUE
BURLINGTON, VT 05401

Date	Revisions
These plans shall only be used for the purposes stated below	
☐ Sheet/County ☐ Preliminary ☐ Final Land Owner	☐ All 2002 Revised ☐ Comprehensive ☐ Revised Districts
LAND OF SOUTHERN PROPERTIES, LLC ELIZABETH'S PLACE 29 FLETCHER PL., S.W. & US COLLEGEWAY E. WILMINGTON, NC 28401	
OVERALL SITE PLAN	
 Lansauer & Dickson Consulting Engineers, Inc. 14444 Main Street, Suite 100 Raleigh, NC 27617 919.876.4100 www.LDengineering.com	

LEGEND

- | | |
|--|------------------------------------|
| | EXISTING PROJECT BOUNDARY |
| | EXISTING PROPERTY LINE |
| | EXISTING SETBACK |
| | EXISTING GROUND CONTOUR |
| | EXISTING UTILITY POLE AND OVERHEAD |
| | EXISTING ROWER LINE |
| | EXISTING WATER LINE |
| | FENCE |
| | NEW DROILE |

THE CONTRACTOR SHALL NOTIFY
ECLIFE PRIOR TO ANY EXCAVATION

SITE

LOCATION PLAN

FLETCHER PLACE

FLATONET PLACE

PATRICIA A. ROONEY
&
SHEILA M. JACKSON

7

GRUVED DRIVE

CUTTING PLAGE
(SINGLE PLY CUTTING)

VOL. 172

5

69-69 COLCHESTER AVENUE
WILTSHIRE PROPERTIES, LLC
MAY

VOL. 1332, PG. 176

THE TRIMBLE PROPERTY, LLC
 100

VOL. 1232, PG. 114

GRAPHIC SCALE

(頁 四)
1 冊 = 20 頁

These plans shall only be used for the purposes shown below:

☒ Sketch/Concept	☐ Act 258 Review
☐ Preliminary	☐ Construction
☐ Final Lateral Review	☐ Postcard Drawing

LANCE COWI ENGINEERING PROFESSIONAL S.L.L.C.

ELIZABETH'S PLACE
28 FLETCHER PL., CN 6 132 GOLFHESTER AVE.
BURLINGTON, VT 05403

GRADING PLAN

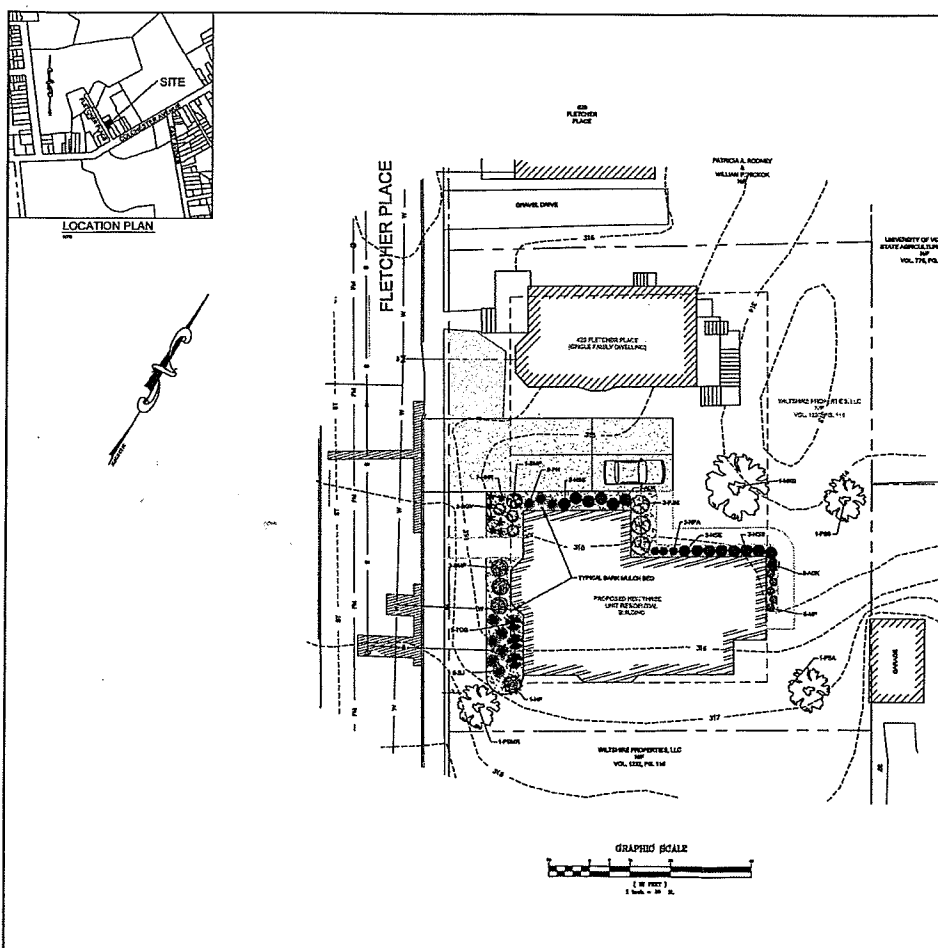
LD Lamoureux & Dicklason
Consulting Engineers, Inc.
14 Motor Drive, South, VT 05452
802-475-4438 www.LDengineering.com

PLANTING SCHEDULE

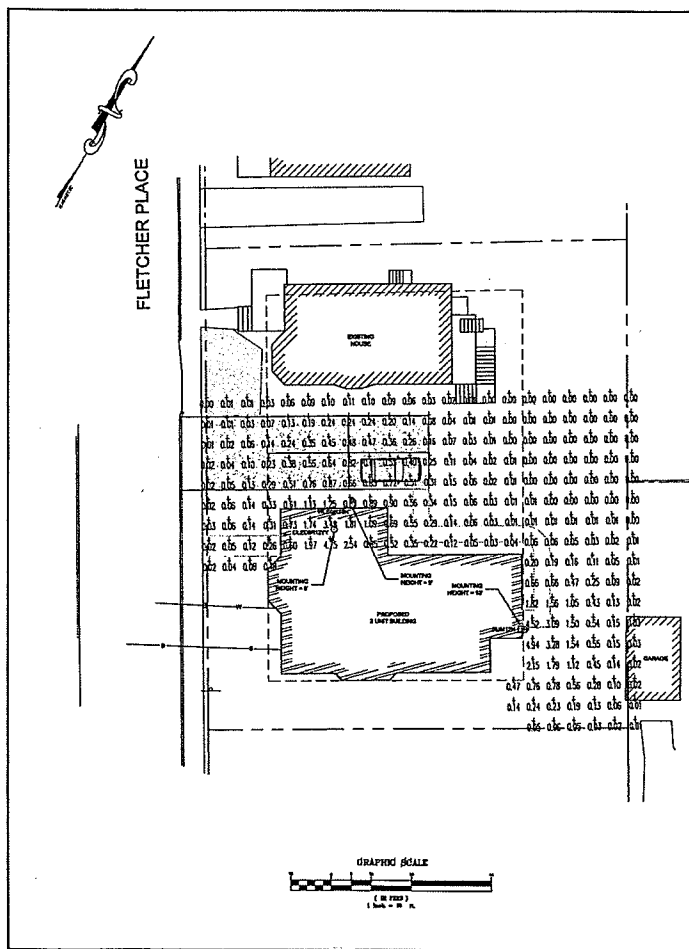
Serial	No.	Common Name	Botany Details		LWS	Height	Lsp/ft
			Fls. Color	Fls. Shape			
1	1050	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
2	1051	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
3	1052	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
4	1053	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
5	1054	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
6	1055	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
7	1056	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
8	1057	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
9	1058	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
10	1059	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
11	1060	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
12	1061	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
13	1062	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
14	1063	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
15	1064	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
16	1065	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
17	1066	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
18	1067	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
19	1068	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
20	1069	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
21	1070	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
22	1071	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
23	1072	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
24	1073	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
25	1074	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
26	1075	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
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28	1077	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
29	1078	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
30	1079	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
31	1080	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
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36	1085	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
37	1086	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
38	1087	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"
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44	1093	Apple, Apple	White & Lilac-pink	Round	2-2.5"	12-15"	12-15"

Date	Revised
These sheets shall only be used for the purposes shown below.	
☐ Mud/Cut	☐ All Soil Boring
☐ Preliminary	☐ Construction
☐ Final Land Marker	☐ Record Drawing
SURFACE OF MULTISTEP PROFESSIONAL L.A.	
ELIZABETH'S PLACE	
38 FULTON ST., CH 8 78 COLLEGE AVE. CH 8 78 NORTHERN ST. (SOUTH)	
LANDSCAPING PLAN	
LAWSON & DICKSON Consulting Engineers, Inc. 1000 W. Main St., Suite 100 Ch 8 78 941-1111 www.LawsonD.com	

LANDSCAPE DESIGN BY:
 **Ginkgo Design, LLC**
 Smart Landscape Solutions
 22 Reed Street
 Essex Jct, VT 05743
 802-897-1104
 Designed by David Burke, NC
 Retained Certified Arborist
 www.davidburke.com



POSTED BY THE ARCHITECT



SUNLIT		BAR
Model	1000	
Manufacturer	BAR	
Quantity	1	
Notes	SUNLIT fixture is to be used in the existing house.	

SUNLIT		BAR
Model	1000	
Manufacturer	BAR	
Quantity	1	
Notes	SUNLIT fixture is to be used in the existing house.	

WOLFE		BAR
Model	1000	
Manufacturer	BAR	
Quantity	1	
Notes	WOLFE fixture is to be used in the existing house.	

WOLFE		BAR
Model	1000	
Manufacturer	BAR	
Quantity	1	
Notes	WOLFE fixture is to be used in the existing house.	

LEGEND	
	PROPOSED LIGHTING
	PROPOSED LIGHTING
	PROPOSED LIGHTING
	PROPOSED LIGHTING

DATE: 10/1/2010

PROJECT: ELIZABETH'S PLACE

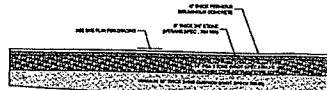
30 FLETCHER PL., CH 4, 100 COLLEGE AVE
BURLINGTON, VT 05401

LIGHTING PLAN

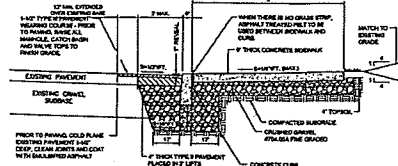
LD LUMBERG & DICKSON
Consulting Engineers, Inc.
11 Main Street, East, VT 05401
TEL: 802-251-1111 www.LDlighting.com

GENERAL CONSTRUCTION NOTES

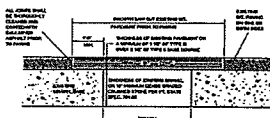
- [illegible]



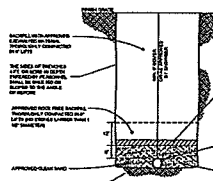
TYPICAL PERVIOUS DRIVE / PARKING AREA CROSS SECTION



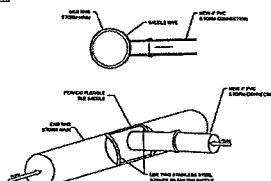
TYPICAL CONCRETE SIDEWALK WITH DEPRESSED CONCRETE CURB SECTION



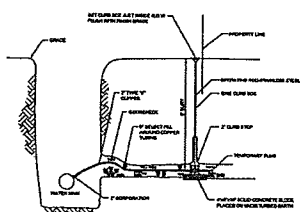
REPLACEMENT of EXISTING BITUMINOUS PAVEMENT



TYPICAL WATER TRENCH

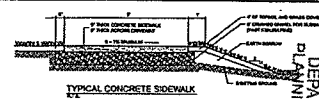


4" STORM CONNECTION
INTO EXISTING STORM MAIN

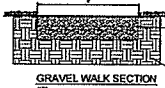


INDIVIDUAL UNIT WATER SERVICE DETAIL

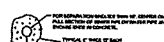
GRADATION REQUIREMENTS			
WATERWAY	MIN. SIZE	PERCENT (BY PASSING)	
SAND SCREENING AND CLEANING -VT SP-10, 10.5	1" ³	100 %	
	1/2" ²	90-100 %	
	3/8" ¹	80-100 %	
	NO. 10	10-20 %	
	NO. 20	0-5 %	
FILLSTONE -VT SP-10, 10.5	3/4"	100 %	
	NO. 10	10-20 %	
CRUSHED ASPHALT -VT SP-10, 10.5, 10.5-2	3"	100 %	
	1 1/2"	90-100 %	
	3/4"	0-5 %	
CRUSHED GRAVEL FOR SUBBASE -VT SP-10, 10.5, 10.5-2	3"	100 %	
	1 1/2"	90-100 %	
	3/4"	80-100 %	
	NO. 10	0-5 %	
	NO. 20	0-5 %	
CRUSHED WASH CRUSHED STONE -VT SP-10, 10.5	3/4"	100 %	
	3"	10-20 %	
	1 1/2"	20-30 %	
	3/4"	30-40 %	
	NO. 10	10-15 %	



TYPICAL CONCRETE SIDEWALK
K1



GRAVEL WALK SECTION



SEWER / WATER SEPARATION DETAIL FOR CROSSINGS

WATER PIPING SPECIFICATIONS

- [illegible]

B. Interpretation and Operation of the new Nevada law, as amended

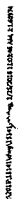
- [illegible]

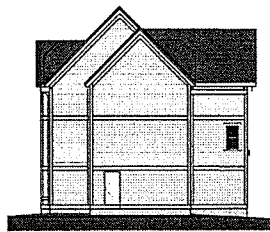
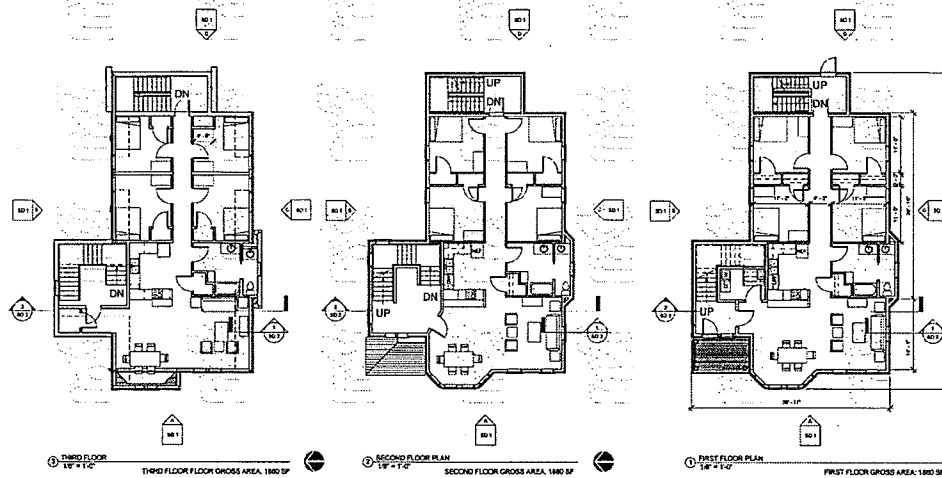
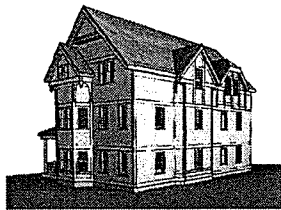
VERTICAL INTEGRATION AT CHROMOPHORE

[illegible]

Draw	Revision	1
These plans shall only be used for the purpose shown below		
☒ Preliminary ☐ Working ☐ Final Location	☐ Add 2nd Section ☐ Continuation ☐ General Drawing	Project No. 15141 Date 05/08/01 Drawn CML Checked CML In Charge GJM Scale AS SHOWN Notes SEE ATTACHED SHEET SHEET NO. 7
LAMORE & DECKHOFF PROPERTIES, LLC ELIZABETH'S PLACE 24 ELIZABETH PL., 528 S 125 COLLEGE AVE. SUITE 100, NORTON, MA 01854		
WATER, STORMWATER & SITE DETAILS & SPECIFICATIONS		
Lamore & Deckhoff Consulting Engineers, Inc. 11 New York Ave., Suite 201 01854-1027 Norton, MA www.LamoreDeckhoff.com		

Date	Revision
These plans shall only be used for the purposes stated below	
☐ Submittal	☐ Job 254 Revisions
☐ Production	☐ Commencement
☐ Permit / Review	☐ Final Drawing
OWNER OF MULTITUDE PROPERTIES LLC ELIZABETH'S PLACE IN PLETCHER PL., 128 & US COLO-ENTER AND IN SEWETON, SC 29515 SEWER, LANDSCAPING & EROSION CONTROL DETAILS & SPECIFICATIONS	
	Lambert & Dickson Consulting Engineers, Inc. 107 Moore Drive, Suite 202 904-473-6100 www.lambertanddickson.com

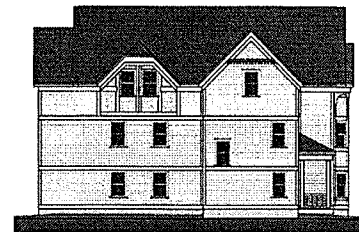




④ ELEVATION D
13' x 12'



③ ELEVATION C
13' x 12'



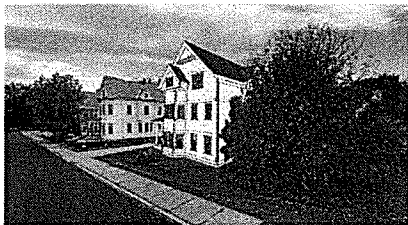
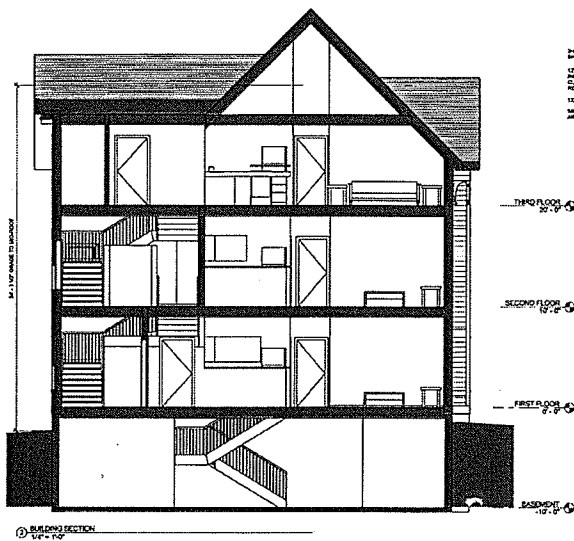
② ELEVATION B
13' x 12'



① ELEVATION A
13' x 12'

ELIZABETH'S PLACE

SCHEMATIC PLANS AND ELEVATIONS
1/21/16

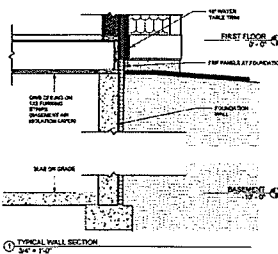
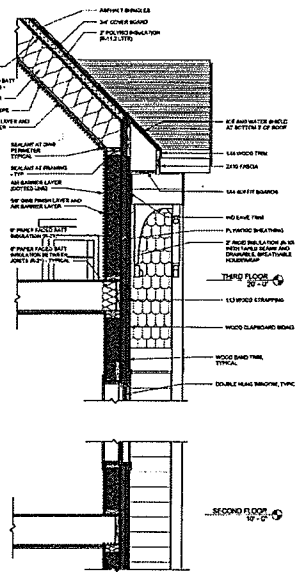


STREET VIEW A FROM FLETCHER PLACE

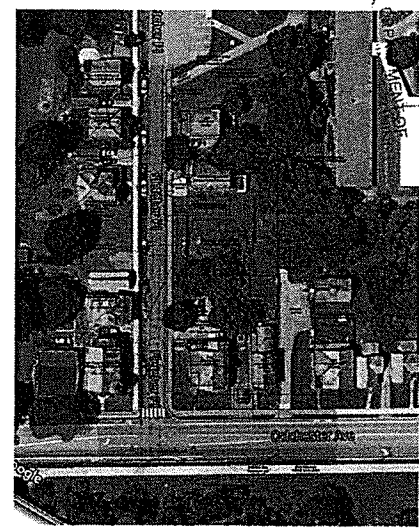
ELIZABETH'S PLACE

SECTIONS AND VIEWS

01/21/16



TYPICAL WALL SECTION



AERIAL VIEW



STREET VIEW B FROM COLCHESTER AVENUE

RECEIVED

APR 27 2016

DEPARTMENT OF
PLANNING & ZONING

Susan G. Butani
Robert K. Butani
31 Fletcher Place
Burlington, VT 05401

April 26, 2016

VIA ELECTRONIC MAIL: sgustin@burlingtonvt.gov

Burlington Development Review Board
149 Church Street
Burlington, VT 05401

Re: **Martha Lang / Wiltshire Properties, LLC / 16-0814CA/CU, 20 Fletcher Place
Development Review Board Meeting May 3, 2016**

Dear Members of the Development Review Board:

Martha Lang, through her company Wiltshire Properties, requests approval to construct a triplex residential building on Fletcher Place purportedly to "... provide some much-needed residential units along the existing transit routes in the City" As we see it, there is a critical need in Burlington to provide more housing for working people and families, which the applicant's project does not address.

We are disappointed that the applicant has chosen to bypass the NPA with this project. Her appearance this past November was for a proposed project of a different type and location. It was not located on Fletcher Place and did not present the specter of increased noise, traffic and competition for parking to our Fletcher Place community.

Our initial concerns are focused on the increased traffic and parking competition that the Lang triplex will generate. Currently, parking on Fletcher Place is challenging because it is limited to one side of the street. There are spaces for about 20 cars, one of which is for handicapped parking. The Lang triplex appears to have 12 bedrooms with the likely possibility of introducing at least 12 more cars competing for parking. Any number of additional vehicles will create a hardship on Fletcher Place and its current residents.

To put this in perspective, the applicant's #20 Fletcher Place "single family" property houses at least 7 people. A majority of the occupants have cars which exceed the property's allotted 2 spaces.

Burlington Development Review Board
April 26, 2016
Page 2

In addition, what will become of the existing parking spaces on the applicant's #128 and #132 Colchester Ave. rental properties? Will any of them be impacted by a lot line adjustment? Will the number of parking spaces on these properties be reduced and, thereby, add to the parking problem on Fletcher Place?

Fletcher Place has many houses listed on the Vermont State Register of Historic Places. It is a small yet diverse and vibrant community. Additional housing on Fletcher Place could contribute to the current residential neighborhood and address Burlington's critical need for living space for working people and families. Examples of this can be seen by the conversion of #19 Fletcher Place to a triplex and the renovation of #37 Fletcher Place. The owners of these properties have provided pleasant and well-constructed rental units to working individuals who have brought stability and added to the sense of community of Fletcher Place. The applicant's triplex is unlikely to make such a contribution. In fact, as proposed, this triplex project could have a deleterious effect on the quality of life on Fletcher Place.

We appreciate your time and consideration of our concerns.

We request that our letter be posted on the Burlington Development Review Board's public website.

Sincerely,

Shwan Butani

Robert K. Butani

RECEIVED
APR 25 2016

DEPARTMENT OF
PLANNING & ZONING

April 24, 2016

RE: Martha Lang/ Wilshire Properties, 20 Fletcher Place: Comments/ Concerns

Dear Members of the Burlington Development Review Board:

We write to you as longtime residents of Fletcher Place. We have lived on this short dead-end street for 45 years and have enjoyed its character as a close knit neighborhood where residents of different backgrounds know one another and support each other over many years. It also retains an historic character: five of the homes are listed on the state's historic register. The street is just the sort of residential neighborhood Burlington desires to retain: healthy and well-integrated and yet adaptable to future housing needs-- that is, IF new projects take into account issues relating to infrastructure, traffic, residential density, and stability.

With these issues in mind, we write to you with concerns about the proposal to construct a new multi-unit structure --"Elizabeth's Place"-- in a vacant area next to 20 Fletcher Place. We first want to applaud the developer for offering an infill proposal which is sensitive to the historic architectural style of the rest of Fletcher Place. Not only is the proposed building attractively designed, but the developer has clearly made an effort to address issues of water diversion and run-off which have plagued the neighborhood for years. Attractive landscaping is also specified. The current proposal is detailed and respectful in a superficial way of the neighborhood character. This is the sort of building which we could welcome into the neighborhood.

Our reservations concern three problems: parking and traffic, a large and sudden increase in resident density, and an appeal to a transient population, largely students, living unsupervised and without a stake in the neighborhood.

As to parking and traffic, already for many years as the number of cars belonging to current residents has increased, we have found it increasingly difficult to park. The current proposal includes 12 new bedrooms, which could introduce well more than that number of cars. Even if the city requirement for off street parking places is met (which is not the case in the present proposal), the parking situation will become much more difficult. Traffic is a greater problem: it is often challenging and dangerous to turn left out of Fletcher Place and if the 79 unit VonTurkovich Development on the other side street were to be approved, access to Fletcher Place would often be almost impossible, especially with so many new cars on this very short block.

As to concerns about residential density and an appeal to a transient student population, a bit of background: While Fletcher Place is zoned Institutional, that designation does not, and has not, fit its historic and neighborhood character. In fact we may have inadvertently missed being more appropriately designated low residential like other similar streets such as Nash Place, Latham Court, and Case Parkway. However that may be, the fact is the current proposal is pitched primarily to service a function and responsibility more properly taken care of by the University. Failing to accommodate its students' housing needs, the University is essentially pushing off onto our neighborhood a very dense commercial residential function.

As to the problems that come with a number of packed-in unsupervised persons in the 18 to 21 age group, they are all well-known: noise...and especially noise late at night, serious drinking, disrespect for neighborhood decorum, trash, careless parking, and more. We refer to "packed-in unsupervised persons", understanding that there may well be more than four persons living in each

four bedroom unit. On the university campus within a dormitory setting, such an arrangement of four tiny bedrooms in a suite arrangement might work. But the developer proposes no onsite management authority or supervision.

And we might add that residential projects of the size and density of both the proposed 20 Fletcher Place and the VonTurkovich developments--- even within the scope and spirit of current zoning rules--, belong more properly to the Core Campus areas. We very much doubt that the university itself would propose such an increase in the unsupervised resident student population cheek by jowl with an existing historic neighborhood such as ours.

For these reasons, we urge the Development Review Board to work with the developer to scale back the number of likely new residents and cars likely to be added onto our small street. If such a scale back were achieved, we can see Elizabeth's Place becoming a welcome asset to our neighborhood and a model for infill housing throughout the city,

Thank you for your careful attention.

Brenda and Edwin Owre
43 Fletcher Place
Burlington, Vermont 05401

PS: Dear Mr. Gustin,

We would appreciate it if you would post this letter to the appropriate place on the DRB's website and agenda for the May 3 meeting. Thank you.

Scott Gustin

From: Patti Rooney <proonz@aol.com>
Sent: Sunday, February 21, 2016 1:58 PM
To: Scott Gustin
Cc: robert.butani@gmail.com; susan.butani@gmail.com; brenda.owre@gmail.com
Subject: REVISED***** PRIOR EMAIL DRAFT SENT IN ERROR - Martha Lang/Wilshire Properties, LLC/16-0814CA/CU

Our apologies, the previous email was in a rough draft form (several grammatical and spelling errors) and was sent without being edited. Please use this revised one -- Thank you.

February 21, 2016

Attn: Scott Gustin

Dear Members of the Design Advisory Board:

We are residents at 26 Fletcher Place and have lived on this street for over 26 years. All of a sudden we are being bombarded by a huge proposed housing project by Frank Von Turkovich across the street and now by Martha Lang's proposed housing project which is next door to us. Having lived here for so long we exactly know the issues and how they will impact our neighborhood.

We are already dealing with noise from a rental property next door and other rental houses on our street. College Students are on a different time schedule than families with loud decibels outside at 2:00 and 3:00 a.m. that wake us up with their drunken behavior. With students having friends visiting it adds extra traffic on our dead end street.

Martha will not have enough parking for a project of that size and it will take away any additional parking on our street. As it stands now we never have parking when we have guests visiting our home. This limits our socializing and this problem will only get worse.

Renters/Students who live on this street have a relaxed sense of responsibility for trash. Yards are cluttered with junk, trash and recycling bins that get knocked over and it doesn't occur to them to pick it up.

We are also very concerned with the excavation for a building of this size which would displace the water tables in the area. We had never had any flooding in our yard or basement until the Fletcher Allen Hospital projects of the past few years. Now we have flooding in our basement and backyard that never existed when we first moved here in 1989. We know that with this project our yard and basement will be adversely affected as we are down hill from the project.

Our house is on the Vermont State Register of Historic Places and we don't want some unknown building that is designed for mass housing taking away from our beautiful historical home. There are also several other houses on our street that are in this registry. This house has been in our family for over four generations and it is shameful that we have to consider the possibility we would have to move.

Thank you for your time and consideration of our concerns. We request that this email is posted on the Burlington Design Advisory Board's public website.

Sincerely,

William P. Hickok
26 Fletcher Place
Burlington, Vermont 05401

Patricia A. Rooney

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 *AS*
DATE: July 5, 2016
RE: 16-1121CA; 45-47 North Champlain 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: RH Ward: 3C

Owner/Appellant: Johannah Leddy Donovan / Kenneth Nosek

Request: Appeal of administrative zoning permit issued to define driveway and parking spaces with crushed gravel and restore green space.

Overview:

The appellant is contesting issuance of zoning permit 16-1121CA issued to better delineate an existing driveway and to formalize parking behind the residence at 45-47 North Champlain Street. Specifically, the appellant is seeking changes to the permit relative to setbacks, the amount of green space, dimensional accuracy, driveway material, and screening. The appellant is apparently not seeking revocation of the permit.

The subject property contains a 4-unit apartment building with very little zoning permit history. Until the subject zoning permit was issued, just a single zoning permit had been issued in 2010 for replacement windows. The zoning permit subject to this appeal was pursued in an effort to correct a zoning violation related to expanded rear yard parking.

Recommendation: **Uphold issuance of zoning permit** based on the following findings and conditions:

I. Findings:

In December 2015, the property owner received a warning letter from the Code Enforcement Office asserting that parking behind the residence had expanded without zoning permits.

On April 18, 2016, the property owner applied for a zoning permit to better define the existing driveway, expand and delineate a rear parking area, and restore some green space lost to the unpermitted parking expansion.

On April 29, 2016, planning and zoning staff emailed the property owner to note discrepancies in the site plan lot coverage numbers and dimensions and to ask questions about the site plan generally.

On May 4, 2016, a revised site plan was submitted. While far from pretty, the revised site plan contained clearer dimensional and lot coverage information.

On May 5, 2016, the subject zoning permit was issued with the following conditions (plus the standard permit conditions 1-15):

1. The 4 parking spaces shall have railroad ties anchored into the ground to serve as curb stops.
2. Additional green space shall be restored at the west end of the property. Specifically, at the southwest corner, the driveway may be up to 14 ft. wide. Beyond that (extending north) there shall be only green space within the 5 ft. setback.

The appeal of the zoning permit was filed May 20, 2016, within 15 days as required.

To paraphrase, the appeal requests the following:

- Demonstrate that there is an erosion prevention and sediment control plan.
- Increase the northerly buffer from 13' to 20'.
- Provide site plan that more accurately depicts each boundary dimension and the breakdown of the individual components of the plan.
- The appeal seems to request more green space but does not expressly state so.
- Use a material other than gravel.
- Install vegetation to provide screening for the rear yard of 87 Sherman Street (appellant's residence).

As no excavation or other significant earthwork of more than 400 sf is included in this project, no erosion prevention and sediment control plan has been sought or is required. Confirmation from the city's Stormwater Program has been received.

Increasing the width of greenspace from 13' as approved to 20' as requested by the appellant would preclude the necessary back-up space. The additional 7' of greenspace would reduce proposed back-up space from ~ 20' to ~ 13'. Table 8.1.11-1, *Minimum Parking Dimensions*, of the CDO stipulates a back-up length of 20' – 24' for parking spaces at a 90-degree angle such as those in this permit.

The appeal calls for more accurate property boundary dimensions and includes plans with dimensions slightly different from those in the approved site plan. To be clear, no survey has been submitted, either from the property owner or the appellant. Lacking a survey, the tax parcel map in the GIS system is used as a point of reference. The approved site plan depicts a front yard of 50.5' wide and a rear yard of 52.75' wide. The northern side boundary is 129' long, and the southern side yard boundary is 131.5' long. Based on the GIS, the boundary lines are 51.5' front, 53.5' rear, 132' north, and 131' south. The GIS parcel map is not a survey and typically has a 3' margin of error on both sides (total of 6'). The dimensions represented in the approved site plan are well within this margin of error. The appeal calls for more accurate dimensions within the site plan. Required dimensions have been provided. The driveway is 8' X 80'. Beyond that, the circulation area is 51.5' X 19.75' (with a condition to modify). The four parking spaces are each defined as 9' X 20' with 2' spacing between.

Much of the rear yard was lawn until the parking expanded. Exactly how much is unclear. The appellant notes that ~ 1,375 sf of the rear yard was greenspace, but this assertion is made without proof. In any event, this property is located within the Residential – High Density (RH) zone. This zone allows up to 80% lot coverage. The approved site plan represents 78.9% lot coverage and is acceptable. Note that a reevaluation of lot coverage by Planning & Zoning staff totals 70.2% lot coverage (69.8% if revised per existing permit condition 1). This coverage remains acceptable and will be noted on a revised zoning permit document and on the site plan.

The appeal requests a material other than gravel so as to avoid parking creep over time. There is no prohibition within the zoning regulations that preclude the use of gravel. Its use on a flat grade such as that at the subject property is acceptable. Furthermore, curb stops will be installed at the end of each of the four new parking spaces, and existing fences run along the southern and western edges of the driveway and parking area. If there is opportunity for the gravel to spread out over time, it is between the driveway and the house. Installation of a border along the driveway's edge would help prevent such spread.

The appeal requests additional vegetation to provide screening for the back yard of 87 Sherman Street. There is already a solid wooden fence running along the adjacent boundary of 87 Sherman Street. There is existing woody vegetation near the southeast corner of that property. Lacking the presence of that fence, the zoning permit would have required installation of screening. Given the presence of the fence, such condition was not required.

The driveway and rear parking area at 45-47 North Champlain Street are presently in poor condition and ill-defined. Enactment of this zoning permit will substantially improve the delineation of the driveway, rear parking area, and abutting green space.

II. Recommended Motion:

Uphold the issuance of zoning permit 16-121CA with the additional conditions:

1. A border shall be installed along the driveway's edge running parallel to the house. The border shall be sufficient to retain the gravel and prevent its spread closer to the house. The selected border material shall be subject to staff review and approval.
2. Corrected lot coverage shall be noted on the site plan and zoning permit.



Department of Planning and Zoning

149 Church Street, City Hall
Burlington, VT 05401-8415

Phone: (802) 865-7188

Fax: (802) 865-7195

www.burlingtonvt.gov/pz

RECEIVED

MAY 20 2016

DEPARTMENT OF
PLANNING & ZONING

Appeal of an Administrative Decision Request

Use this form to appeal any Administrative Decision or Notice of Violation - See Sec. 12.2.2 of the Zoning Ordinance.

SUBJECT LOCATION ADDRESS: 45-47 North Champlain Street

Subject Property Owner: Johannah Leddy Danovan

Appellant: Kenneth Nosek

Agent/Representative: _____

Mailing Address: 87 Sherman Street

City, St, Zip: Burlington, VT 05401

Day Phone: 802 652 0878 Email: neth-u-t@yahoo.com

Appellant Signature: N* Date: May 20, 2016

In order for your request to be considered complete, **ALL** of the following information **must** be provided, as applicable:

- ☒ The Appeal fee of \$250;
- ☐ Description of the decision under appeal;
- ☐ Description of the property subject to the appeal;
- ☐ Reference to the regulatory provisions applicable to the appeal;
- ☐ Relief requested by the appellant;
- ☐ Alleged grounds why such requested relief is believed proper under the circumstances.

Office Use Only:

Check No. cash Amount Paid 250.- Zoning Permit # _____

RECEIVED

MAY 20 2015

DEPARTMENT OF
PLANNING & ZONING

Appeal of Administrative Decision Request

RE: 45-47 North Champlain Street, Parcel Tax ID: 044-2-053-000

Project Type: Residential-Site Imp. Landscaping/Parking/Fence

Project Description Under Appeal: Define driveway and parking spaces with crushed gravel and restore green space.

Description of Property Under Appeal: A four-unit residential building at 45-47 North Champlain Street [property record card attached to this application].

Reference to the regulatory provisions applicable to the appeal: Where do I find these?

- **Reference made to Comprehensive Development Plan [CDO].**
 - **Article 4, Residential District 4.4.5**
 - **Article 8, Neighborhood Parking District, Table 8.1.8-1 [required two spaces per unit]**

Relief requested by the appellant:

- Demonstrate that there is an Erosion Prevention and Sediment Control Plan submitted (currently none on file with the permit.)
- increase the northerly buffer from 13 ft to 20 ft
- provide a site plan that more accurately depicts the each total boundary dimension and the breakdown of the individual components of the plan. Current site plan is rough and not consistent with any document of size currently on file within the city of Burlington.
- Site plan states that the current owner will "increase" green space. This is only in relation to its current state of violation. The green space coverage has historically been approximately 1,375 sq ft in the rear yard behind the house structure (not including side or front yard green areas). it is only by the misuse/allowance of use of the rear yard green space, for parking cars illegally, by which site plan uses terms of "increase" to show benefit to space where actual green space will substantially decrease from recent historic levels.
- crushed gravel can migrate to the proposed green space. Could other materials be used instead? What are these other materials? What measures is in place to ensure green space will not decrease based on displacement of loose gravel between lines of green space and parking space as submitted on current permit or revisions of this or new permit?
- Vegetation to be added and to current vegetation to remain (lilac) to help mitigate the spill of headlights and exhaust fumes into the rear yard of 87 Sherman

Alleged grounds why such requested relief is believed proper under the circumstances:

- Property Owner and Permit Applicant, Johannah L. Donovan made this plan, for parking redevelopment, because she allowed the violations to begin and exist. Her violations were noted and addressed by Code and Parking enforcement.
- The plan could and should be improved to consider how the parking affects her neighbors use and enjoyment of their properties.
- It is in the best interest of myself to request changes to the plan as submitted, and suggest desired changes to the plan, so to improve the view, use and enjoyment of 87 Sherman Street.
- The current 5/20/16 site plan is only one option and does not provide for maximum green space that the parking plan could incorporate if redrawn.
- This four unit residential site plan, in a high density neighborhood, does not demonstrate sufficient parking for four unit residential apartment.
- Current parking in 2015 included six to eight cars actually parking in rear of house based on tenant needs.

044 MAP 2 QUAD 053 LOT

000 SUB LOT

1 of 1 CARD

APARTMENT

TOTAL ASSESSED: 328,100
149151

BURLINGTON, VT



Patriot
Properties Inc.

PROPERTY LOCATION

Alt No	45/49	Direction/Street/City	NORTH CHAMPLAIN ST, BURLINGTON
Owner	DONOVAN JOHANNAH L		
Unit	545 SOUTH PROSPECT UNIT 37		

IN PROCESS APPRAISAL SUMMARY

Use Code	Building Value	Yard Items	Land Size	Land Value	Total Value	Legal Description	User Acct
R4	160,700		6935.000	167,400	328,100		
Total Card	160,700		0.159	167,400	328,100	Entered Lot Size	
Total Parcel	160,700		0.159	167,400	328,100	Total Land: 6935	
Source: OverRide				Total Value per SQ unit /Card: 110.99	/Parcel: 110.99	Land Unit Type: SF	

PREVIOUS ASSESSMENT

Tax Yr	Use	Cat	Bldg Value	Yrd Items	Land Size	Land Value	Total Value	Asses'd Value	Notes	Date
2016	R4	ABST	160,700	0	6,935	167,400	328,100	328,100	COA Notices 4.05.2016	5/5/2016
2015	R4	ABST	108,900	0	6,935	196,900	305,800	305,800	COA Notices 5.01.2015	4/30/2015
2015	R4	FV	108,900	0	6,935	196,900	305,800	305,800	Year End Roll	8/13/2015
2015	R4	PREL	108,900	0	6,935	196,900	305,800	305,800	2015/2016 tax bills	6.24.16/24/2015
2014	R4	ABST	108,900	0	6,935	196,900	305,800	305,800	For COA Notices	5/6/2014
2014	R4	FV	108,900	0	6,935	196,900	305,800	305,800	8.13.2014	8/13/2014
2014	R4	PREL	108,900	0	6,935	196,900	305,800	305,800	TAX BILLING 6.13.2014	6/13/2014
2013	R4	ABST	108,900	0	6,935	196,900	305,800	305,800	Change of Value Notices	5/3/2013

Parcel ID 044-2-053-000

SALES INFORMATION

Grantor	Legal Ref	Type	Date	Sale Code	Sale Price	V	Tst	Verif	Assoc PCL Value	Notes

TAX DISTRICT

4915	knosek
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DESCRIPTIVE DESCRIPTION

Parcel contains 6935, SF of land mainly classified as 4 ly with a(n) MULTI-FAMILY Building Built about 1899, g Primarily CLAPBRD.WOOD Exterior and ASPHALT SH Cover, with 4 Units, 4 Baths, 0 HalfBaths, 0 3/4 Baths, 14 ss Total, and 6 Bdrms.

ER ASSESSMENTS

le	Description/No	Amount	Com. Int

PROPERTY FACTORS

Code	Descip	%	Item	Code	Descip
			U	A	ALL UTILITIES
			t		
			i		
			Exempt		
Census:					
Food Haz:					
IB	City	100	Topo	3	SUITABLE
SH	Homesite	100	Street		
			Traffic		

BUILDING PERMITS

Date	Number	Descip	Amount	C/O	Last Visit	Fed Code	F. Descip	Comment
9/9/2013	9:52013	169797Mechanic	500 A					Replace 2 pcs BBR,
6/11/2013	9:2013	169796Electric	6,000 A					Rewire due to fire
5/29/2013	1:2013	168109Building	42,000 A					Interior flup of
5/2/2013	10:2013	168549Electric	500 A					Install temp servi
9/21/2012	9:2012	159368Building	3,500 A					Replace asphalt sh
9/13/2010	1:11-0226CA	Zoning I	1,500 A					Replace existing w
9/3/2010	8:32010	124752Building	1,300 A					Replace rotten bed
10/23/2007	2007	127321Plumbing	378 I					Unit 45 1/2 #2: In
4/13/2004	2004	106073Electric	1,200 I					Install new AC/DC
2/2/1994	94-21070		6,300 I					M

ACTIVITY INFORMATION

Date	Result	By	Name
1/14/2016		MK	Mike Kav
6/12/2015		KN	K NOSEK
4/6/2009	EQUALIZATION	SLB	S BECCIO
5/26/2005	INFROMAL REV	RJ	RJ OLIVER
3/23/2005	FINAL REVIEW	DS	DAVE STEVENS
2/28/2005	DATA ENTRY	GP	GEORGE MAINWILL
12/23/2004	DATA ENTRY	BKS	BUSBY
10/15/2004	ENTRY & SIG		ERMERHO

Sign:

VERIFICATION OF REPORT DATA

DEPARTMENT OF PLANNING & ZONING

USE VALUE 167,400

NOTES

167,400

167,385

167,385

167,385

167,385

167,385

167,385

167,385

Foundation: BS - BRICKS/STONE	A 3/4Btm	Rating:
Frame: W - Wood	1/2 Bath:	Rating:
Prime Wall: CL - CLAPBRD.WOOD	A HBtm:	Rating:
Sec Wall: %	Other Fk:	Rating:
Roof Struct: GB - GABLE	OTHER FEATURES	
Roof Cover: AS - ASPHALT SH	Kits: 4	Rating:
Color:	A Kits:	Rating:
View / Desir:	Fpri:	Rating:
	WSFlue:	Rating:

GENERAL INFORMATION	
Grade: A - AVERAGE	
Year Bilt: 1899	Eff Yr Bilt:
Alt LUC:	Alt %:
Jurisdct:	Fact:
Const Mod:	
Lump Sum Adj:	Name:

CONDO INFORMATION	
Location:	
Total Units:	
Floor:	
% Own:	
Name:	

INTERIOR INFORMATION	
Avg Ht/Ft L:	
Prim Int Wall: PL - PLASTER	
Sec Int Wall:	
Partition:	
Prim Floors: HW - HARDWOOD	
Sec Floors: CA - CARPET	50 %
Bsmnt Flr: E - EARTH	
Bsmnt Gar:	
Electric: T - TYPICAL	
Insulation: T - TYPICAL	
Int vs Ext:	
Heat Fuel: G - GAS	
Heat Type: HA - HOT AIR	
# Heat Sys: 4	
% Heated:	% AC:
Solar HW: NO	Central Vac: NO
% Corn Wal:	% Sprinkled:

DEPRECIATION	
Phys Condi: AV - Average	30. %
Functional:	
Economic:	
Special:	
Override:	
Total:	30 %

CALC SUMMARY	
Basic \$ / SQ:	59.20
Size Adj.: 1.00000000	
Const Adj.: 0.94778395	
Adj \$ / SQ:	56.109
Other Features:	28000
Grade Factor:	1.00
Neighborhood Inf:	1.20000005
LUC Factor:	1.00
Adj Total:	258452
Depreciation:	77536
Depreciated Total:	180916

COMPARABLE SALES	
Rate	Parcel ID
Typ	Date
Sale Price	
WtAv\$/SQ:	AvRate:
Ind.Val	
Jurs. Factor:	Val/Su Fin:
Special Features: 0	Val/Su Net:
Final Total: 180900	Val/Su SzAdj:

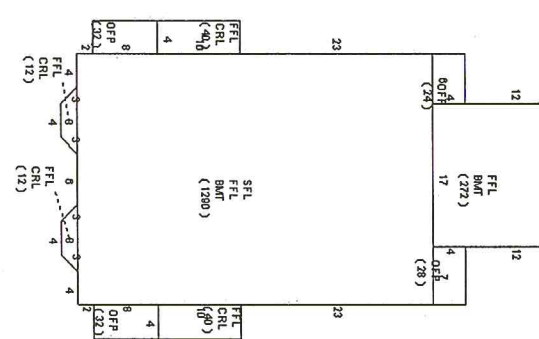
RESIDENTIAL GRID	
1st Res Grid	Desc: 1BR
Level	FY LR DR D K FR RR BR FB HB L O
Other	
Upper	
Lvl 2	
Lvl 1	
Lower	
Totals	RMs: 14 BRS: 6 Baths: 4 HB

REMODELING	
RES BREAKDOWN	
Exterior:	No Unit
Interior:	RMS
Additions:	BRS
Kitchen:	FL
Baths:	
Plumbing:	
Electric:	
Heating:	
General:	
4	14
6	

SUB AREA	
Code	Description
FFL	1ST FLOOR
BMT	BASEMENT
SFL	2ND FLOOR
STG	STORAGE
OPF	OPEN PORCH
CRL	CRAWL SPACE
Area - SQ	Rate - AV
Undepr Value	
Sub Area	% Usbl
Descrp	% Cu

SPEC FEATURES/YARD ITEMS	
Code	Description
A	V/S
Qty	Size/Dim
Qual	Con
Year	Unit Price
Dis	Dep
LUC	Fact
NB/Fa	Appt Value
JCod/JFact	Jurs. Value

More: N	Total Yard Items:	Total Special Features:	Total:
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AssessPro Patriot Properties, Inc.



MAY 20 2016

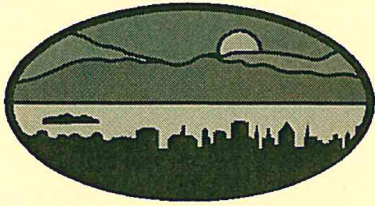
DEPARTMENT OF
PLANNING & ZONING



RECEIVED
MAY 20 2015

DEPARTMENT OF
PLANNING





ZONING PERMIT
CERTIFICATE OF APPROPRIATENESS

City of Burlington, Vermont
Department of Planning and Zoning

Application Date: 04/18/2016

Appeal Expiration Date: 05/20/2016

Project Location: 45-47 NORTH CHAMPLAIN STREET

District: RH

Owner: Johannah Leddy Donovan

Ward: 3C

Address: 545 SOUTH PROSPECT ST UNIT 37
BURLINGTON VT 05401

Tax ID: 044-2-053-000

Project Type: Residential - Site Imp/Landscaping/Parking/Fence

Project Description: Define driveway and parking spaces with crushed gravel and restore green space.

Construction Cost:	\$3,000	Lot Size (Sq Ft):	6,935
Net New Habitable Sq Ft:	0.00	Net New # of Housing Units:	0
Existing % Lot Coverage:	89.00	Existing # of Parking Spaces:	4
Proposed % Lot Coverage:	78.90	Proposed # of Parking Spaces:	4
Net New % Lot Coverage:	-10.10	Required # of Parking Spaces:	8

Zoning Permit #: 16-1121CA

Decision By: Administrative

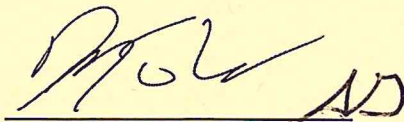
Level of Review: 1

Decision: Approved

See Conditions of Approval

Decision Date: May 5, 2016

Project File: NA


Zoning Administrative Officer

An interested person may appeal a decision of the Zoning Administrator to the Development Review Board until 4 pm on May 20, 2016.

Fee Type	Amount	Paid in Full	Balance Due: \$0.00
Application Fee:	\$80.00	Yes	Date Paid: _____
Development Review Fee:	\$0.00	NA	Check # _____
Impact Fee:	Not Applicable		

Building Permit Required: **Yes**

Permit Received by: _____

Date: _____



City of
Burlington, Vermont
149 Church Street

Zoning Permit - COA Level I – Conditions of Approval

ZP #: 16-1121CA

Tax ID: 044-2-053-000

Issue Date: May 5, 2016

Decision: Approved

Property Address: 45-49 NORTH CHAMPLAIN STREET

Description: Define driveway and parking spaces with crushed gravel and restore green space.

Project Permit Conditions:

1. The 4 parking spaces shall have railroad ties anchored into the ground to serve as curb stops.
2. Additional green space shall be restored at the west end of the property. Specifically, at the southwest corner, the driveway may be up to 14 ft. wide. Beyond that (extending north) there shall be only green space within the 5 ft. setback.

Standard Permit Conditions:

1. **Other City, State or Federal Permits.** The owner is solely responsible for obtaining all other required City, state and federal approvals. Failure to do so may invalidate this Zoning Permit and result in enforcement actions.
Note: All projects receiving a Zoning Permit also require a Construction Permit or written confirmation that a Construction Permit is not required from Department of Public Works-Inspection Services Division (DPW-ISD). All construction permits must be closed out by way of approved inspections by DPW-ISD before issuance of a Unified Certificate of Occupancy (UCO) by the Code Enforcement Office as per Condition 3, below.
2. **Time Limits.** This zoning permit shall become invalid unless work or action authorized by the permit is commenced by **May 5, 2017**. The owner shall complete the approved project and obtain a UCO (combined Zoning and Building certificates of occupancy, still applicable even if a zoning or building permit was not required) by **May 5, 2018**, or be subject to enforcement actions.

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

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

If the project is partially completed, meets “prior to issuance of a UCO” conditions of approval, meets all health and safety standards, and all municipal fees for the project are paid, a Temporary

Zoning CO may be requested and issued. **Upon completion of the project**, applicant shall request and obtain a Final UCO from the Code Enforcement Office (located at 645 Pine Street). Additional information on how to request and obtain this UCO is available at this office. **Failure to obtain a certificate of occupancy** places the property in violation of the CDO and is subject to enforcement.

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

4. **Project Modifications.** The project shall be completed as shown on the plans, which have been stamped “approved” and dated by the administrative officer. The project shall not deviate from the approved plans or conditions of approval without prior written approval from the administrative officer.
5. **Property Inspection.** By acceptance of this permit, the owner authorizes City Officials and/or the authorized representatives, access to the subject property for the purpose of observing work in progress, inspecting and/or measuring the property or improvements until such time the project has been issued a Final UCO.
6. **Completion and Maintenance of Improvements and Landscaping.** Owner or successor in interest is responsible for completing all improvements shown on approved plans. By acceptance of this permit, Owner agrees to maintain all improvements in a satisfactory condition. Any landscaping installed according to the approved plan which becomes diseased or dies shall be replaced by similar species and size no later than the first available planting season.
7. **Off-Site Drainage.** Issuance of this permit does not authorize the discharge of stormwater runoff or other surface drainage from the subject premises onto adjoining property or properties including but not limited to the public Right of Way.
8. **Errors.** The owner is solely responsible for the accuracy of all information contained in the Zoning Permit application. Any errors contained therein may invalidate the Zoning Permit and may result in enforcement action by the City.
9. **Transfer of Ownership. All zoning permits run with the land.** In the event of a transfer of ownership, partial or whole, of the subject premises, the transferee shall become permittee and subject to compliance with the terms and conditions of this permit.
10. **Violations/Penalties.** A violation of any of the conditions of this permit or of any provision of the CDO may result in enforcement actions, including but not limited to a penalty of up to two hundred dollars (\$200) per day, municipal tickets, and/or additional permitting fees.
11. **Incorporation and Reference of All Plans Presented.** This approval incorporates by reference all plans and drawings presented and all verbal representations by the applicant on the subject application to the extent that they are not in conflict with other stated conditions or regulations.
12. **For Properties Involved in Boundary Disputes.** Boundary disputes are not within the jurisdiction of the administrative officer or the Development Review Board. When an application is submitted and the boundary of the subject property is called into question, the boundary will be determined based upon the best evidence available, for instance a survey or other official document. If a permit is issued and contrary evidence is presented to the City after the fact, such as a survey or Superior Court ruling with respect to the boundary lines, the permit may be amended or revoked by the City. If the permit is amended or revoked, owner shall bear all costs to remedy the situation, including removal of the structure(s) if necessary, that is if the structure(s) is/are unable to meet the

requirements of the CDO and receive an amended permit in light of the actual boundary line.

13. **Damage to City Property.** The Owner is responsible for any damage to the City of Burlington's property, including but not limited to its right-of-way, sewer/water lines, etcetera, that occurs during the site improvements authorized by this permit. If damage occurs, the Owner shall restore the property to a condition equal to or better than the condition of the property prior to such damage.
14. **City Rights-of-Way and Ownership.** Permit approval does NOT authorize any work to be undertaken within the public ROW. Any work in the ROW can only occur with prior authorization by DPW and City Council, as required. Any work or improvements that are taken within the City's right of way does not diminish the City's ownership or authority regarding said right of way.
15. **Liquor License Required.** An approval of any use that includes the sale of alcoholic beverages is contingent upon the receipt of a liquor license from the City of Burlington or the State of Vermont, whichever is applicable.

NOTE

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

FINAL APPROVAL

SIGNED *[Signature]* DATE 5/5/16

PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT

See condition 2.

Additional green space

crushed gravel

5'1.5"

39.75

19.75ft

20ft

Parking

20

20

20

20

110ft

RR ties

STO (1783)✓

FFL BMT (272)✓

OFF (24)✓

OFF (28)✓

SFL FFL BMT (1200)✓

FFL CRL (40)✓

FFL CRL (12)✓

FFL CRL (12)✓

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

20ft

Current Plot:

LOT Total: 6935ft

existing green space

= 630ft

house = 1935 ft

existing green space marked with a *

anything else aside from house is dirt/mud/earth

Proposed PLAN:

1. Adding / Planting grass to areas in back parking area.

Increasing green coverage by 836ft

for total of 1,466ft

ORANGE=

Proposed Plan

836ft green space

4 9x20 parking spaces

*crushed gravel

*4 railroad ties to define parking space

2. Adding crushed gravel on driveway + 640ft

3. Adding crushed gravel to area in back / parking area. + 1,743 ft

House: 1935

Driveway: 640

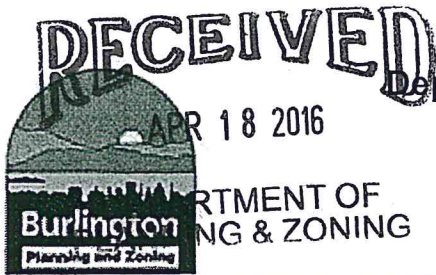
Parking lot: 1743

Lot: 4318

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MAY - 4 2016

DEPARTMENT



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

Please email notices to jgmcccloud@gmail.com
She is the proper manager. Thank you.

Zoning Permit Application

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

PROJECT LOCATION ADDRESS: 45-49 North Champlain St.

PROPERTY OWNER*: Johannah L. Donovan

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

APPLICANT: Johannah L. Donovan

POSTAL ADDRESS: 545 S Prospect St., #37

CITY, ST, ZIP: Burlington, VT 05401

DAY PHONE: 802 734-0493

EMAIL: johannah.donovan@gmail.com

SIGNATURE: JL Donovan

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

POSTAL ADDRESS: same

CITY, ST, ZIP: same

DAY PHONE: 802-922-0469
802 734-0493

EMAIL: jgmcccloud@gmail.com
johannah.donovan@gmail.com

SIGNATURE: JL Donovan

Description of Proposed Project: Define driveway and parking spaces with crushed gravel and seed green space.

Existing Use of Property: ☐ Single Family ☒ Multi Family: # 4 Units ☐ Other: _____

Proposed Use of Property: ☐ Single Family ☒ Multi Family: # 4 Units ☐ Other: _____

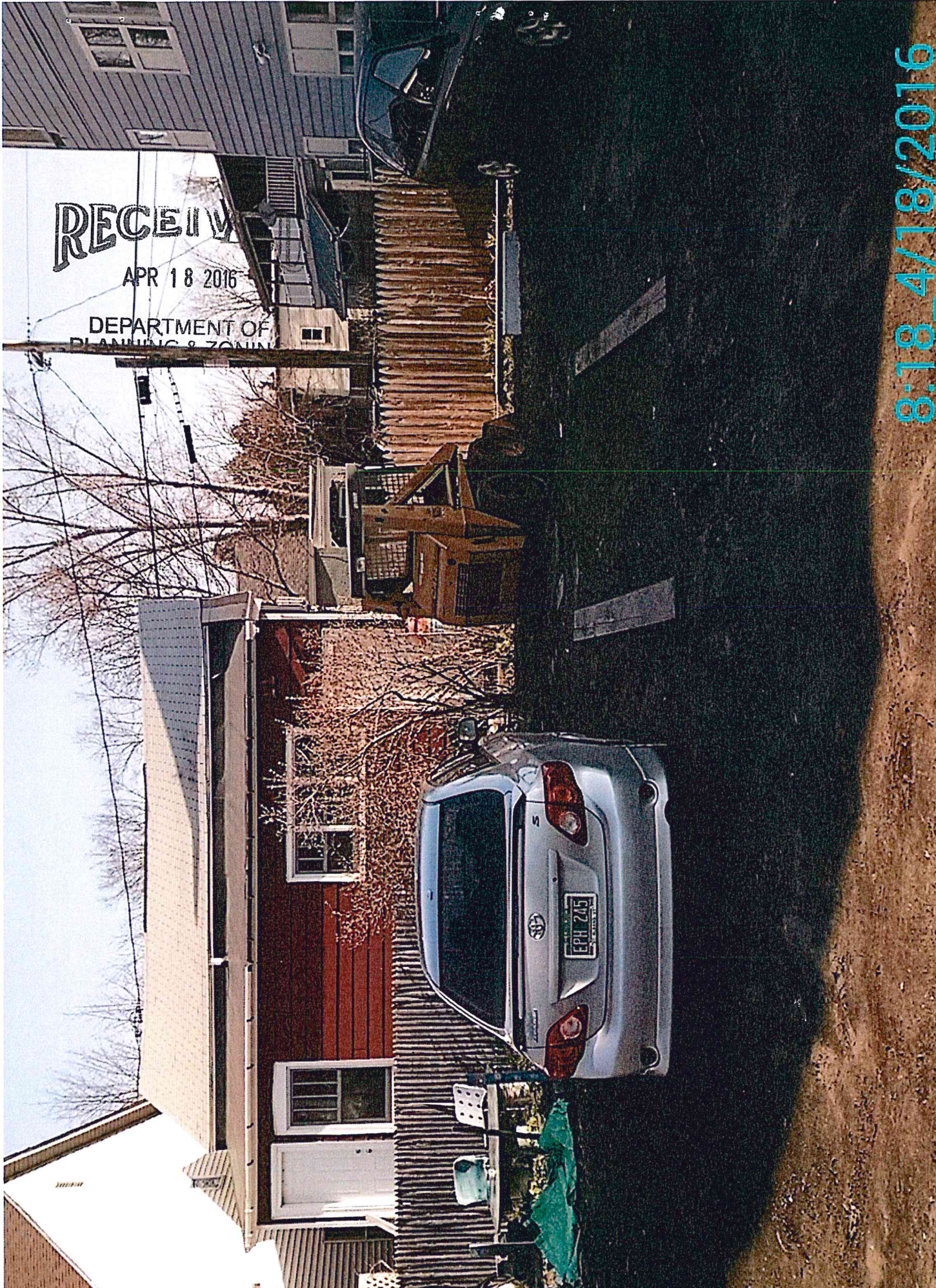
- Does your project involve new construction, addition, alteration, renovation, or repair to a structure that is heated or cooled? Yes ☐ No ☒
(If yes, the Vermont Residential Building Energy Standards (VRBES) apply. Visit the P&Z Office, Public Service Board or PSB website for details)
- Will 400 sq 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)*: \$ 3000.00

(*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: R4 Eligible for Design Review? Y Age of House 1870 Lot Size 6935
Type: SN ☐ AW ☐ FC ☐ BA ☐ COA 1 ☒ COA 2 ☐ COA 3 ☐ CU ☐ MA ☐ VR ☐ HO ☐ SP ☐ DT ☐ MP ☐
Check No. 1720 Amount Paid \$80. Zoning Permit # 16-1121CA







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PLANNING

8:18_4/18/2016



8:18 4/18/2016



RECEIVED

APR 18 2016

DEPARTMENT OF
PLANNING & ZONING

8:18_4/18/2016

OWNER / OCCUPANT
Flynn Avenue, LLC/City Market, Onion River Co-op 82 S. Winooski Ave Burlington, Vermont 05401 (802) 861-9700
ARCHITECT
Freeman French Freeman, Inc. 81 Maple Street Burlington, VT 05401 (802) 864-6844
LANDSCAPE ARCHITECT
SE Group 131 Church St., 3rd floor Burlington, VT. 05401 (802) 862-0098
CIVIL ENGINEER
CEA 10 Mansfield View Lane South Burlington, VT 05404 (802) 864-2323
STORMWATER ENGINEER
VHB 40 IDX Drive, Bldg 100, Suite 200 South Burlington, VT 05403 (802) 497-6130
ENVIRONMENTAL ENGINEER
Stone Environmental, Inc. 535 Stone Cutters Way Montpelier, VT 05602 (802) 229-4541
STRUCTURAL ENGINEER
Engineering Ventures 208 Flynn Avenue, Suite 2A Burlington, VT 05401 (802) 863-6225
MEP ENGINEER
LN Consulting 69 Union St. Winooski, VT 05404 Tel: (802) 655-1753
FIXTURES & EQUIPMENT
National Co-op Grocers 14 S. Linn Street Iowa City, Iowa 52240 (866) 709-COOP

CITY MARKET
SOUTH END

PERMIT PLANS

APRIL 22, 2016



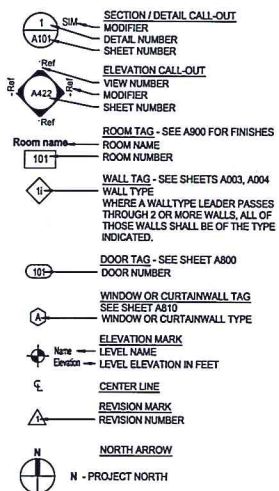
freeman | french | freeman

81 Maple Street - Burlington Vermont 05401
802-864-6844 - www.fffinc.com
Architecture - Planning - Interiors

LOCATION MAP



SYMBOLS LEGEND



ABBREVIATIONS

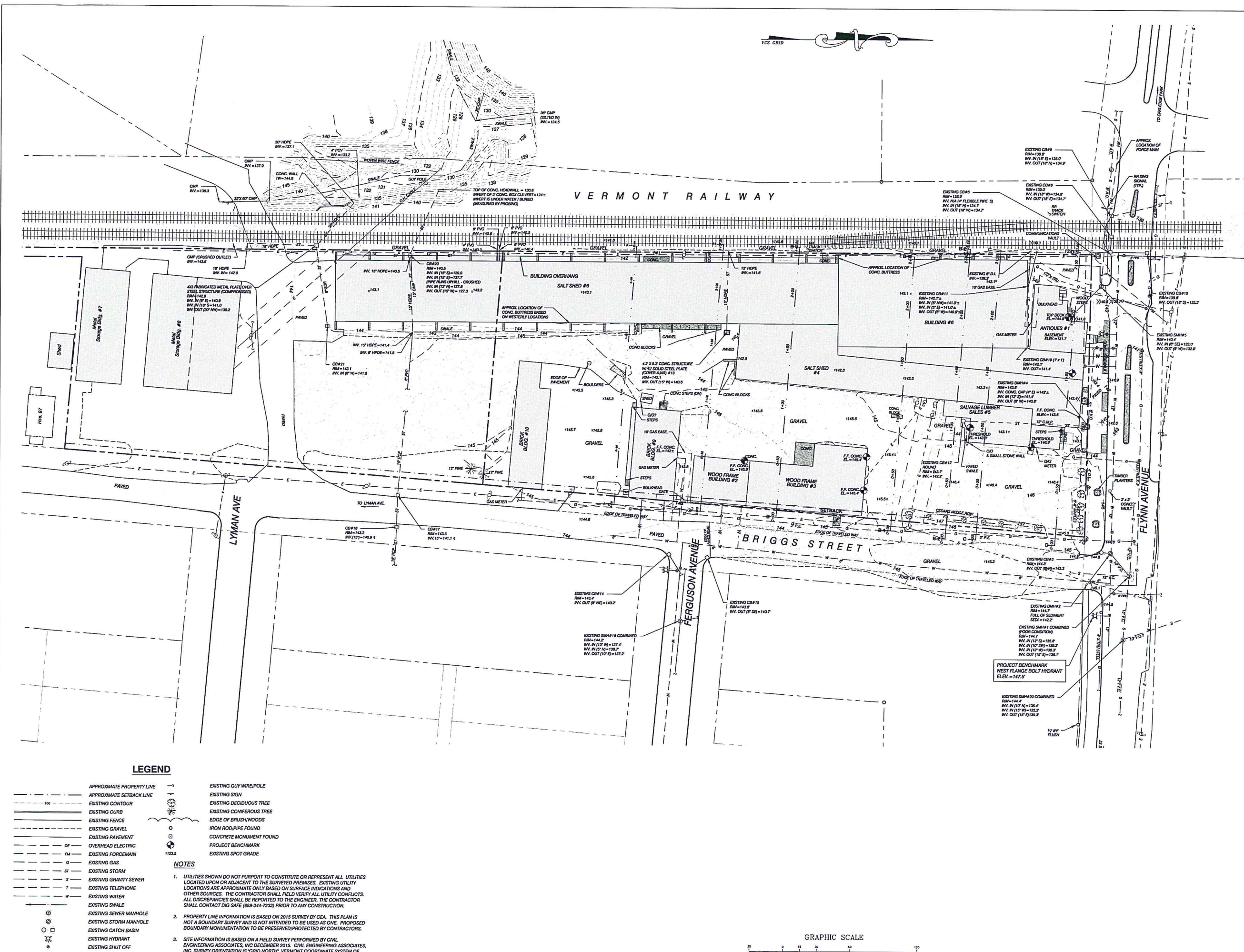
ACM	ALUMINUM COMPOSITE PANEL	MATL	MATERIAL
ACT	ACOUSTICAL CEILING TILE	MAX	MAXIMUM
ADA	AMERICANS WITH DISABILITIES ACT	MECH	MECHANICAL
AFF	ABOVE FINISH FLOOR	MFR	MANUFACTURER
ALUM	ALUMINUM	MIN	MINIMUM
APPROX	APPROXIMATELY	MISC	MISCELLANEOUS
BD	BOARD	MO	MASONRY OPENING
BLDG	BUILDING	MTD	MOUNTED
		MTL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

PERSPECTIVE



SCHEDULE OF DRAWINGS

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



LEGEND

- | | |
|---------------------------|--------------------------|
| APPROXIMATE PROPERTY LINE | EXISTING GUY WIRE/POLE |
| APPROXIMATE SETBACK LINE | EXISTING SIGN |
| EXISTING CONTOUR | EXISTING DECIDUOUS TREE |
| EXISTING CURB | EXISTING CONIFEROUS TREE |
| EXISTING FENCE | EDGE OF BRUSHWOODS |
| EXISTING GRAVEL | IRON ROD/PIPE FOUND |
| EXISTING PAVEMENT | CONCRETE MONUMENT FOUND |
| OVERHEAD ELECTRIC | PROJECT BENCHMARK |
| FM EXISTING FORCEMAIN | EXISTING SPOT GRADE |
| G EXISTING GAS | |
| ST EXISTING STORM | |
| S EXISTING GRAVITY SEWER | |
| T EXISTING TELEPHONE | |
| W EXISTING WATER | |
| EXISTING SWALE | |
| EXISTING SEWER MANHOLE | |
| EXISTING STORM MANHOLE | |
| EXISTING CATCH BASIN | |
| EXISTING HYDRANT | |
| EXISTING SHUT OFF | |
| EXISTING UTILITY POLE | |

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 BASED ON SURFACE INDICATIONS AND OTHER SOURCES. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE (888-344-7233) PRIOR TO ANY CONSTRUCTION.
- PROPERTY LINE INFORMATION IS BASED ON 2015 SURVEY BY CEA. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE. PROPOSED BOUNDARY MONUMENTATION TO BE PRESERVED/PROTECTED BY CONTRACTORS.
- SITE INFORMATION IS BASED ON A FIELD SURVEY PERFORMED BY CIVIL ENGINEERING ASSOCIATES, INC. DECEMBER 2015. CIVIL ENGINEERING ASSOCIATES, INC. SURVEY ORIENTATION IS GRID NORTH, VERMONT COORDINATE SYSTEM OF 1983 (HORIZONTAL) AND NAVD83 (VERTICAL). ESTABLISHED FROM GPS.

GRAPHIC SCALE



PROGRESS SET

NOT FOR
CONSTRUCTION

fff
freeman | french | freeman
11 Maple Street • Burlington VT
802-486-0444 • www.fff.com
Architecture | Planning | Interiors

SITE ENGINEER:

CIVIL ENGINEERING ASSOCIATES, INC.
100 Main Street, Suite 100
Burlington, VT 05401
802-486-0444 • www.ceas.com

DEPARTMENT OF
PLANNING & ZONING

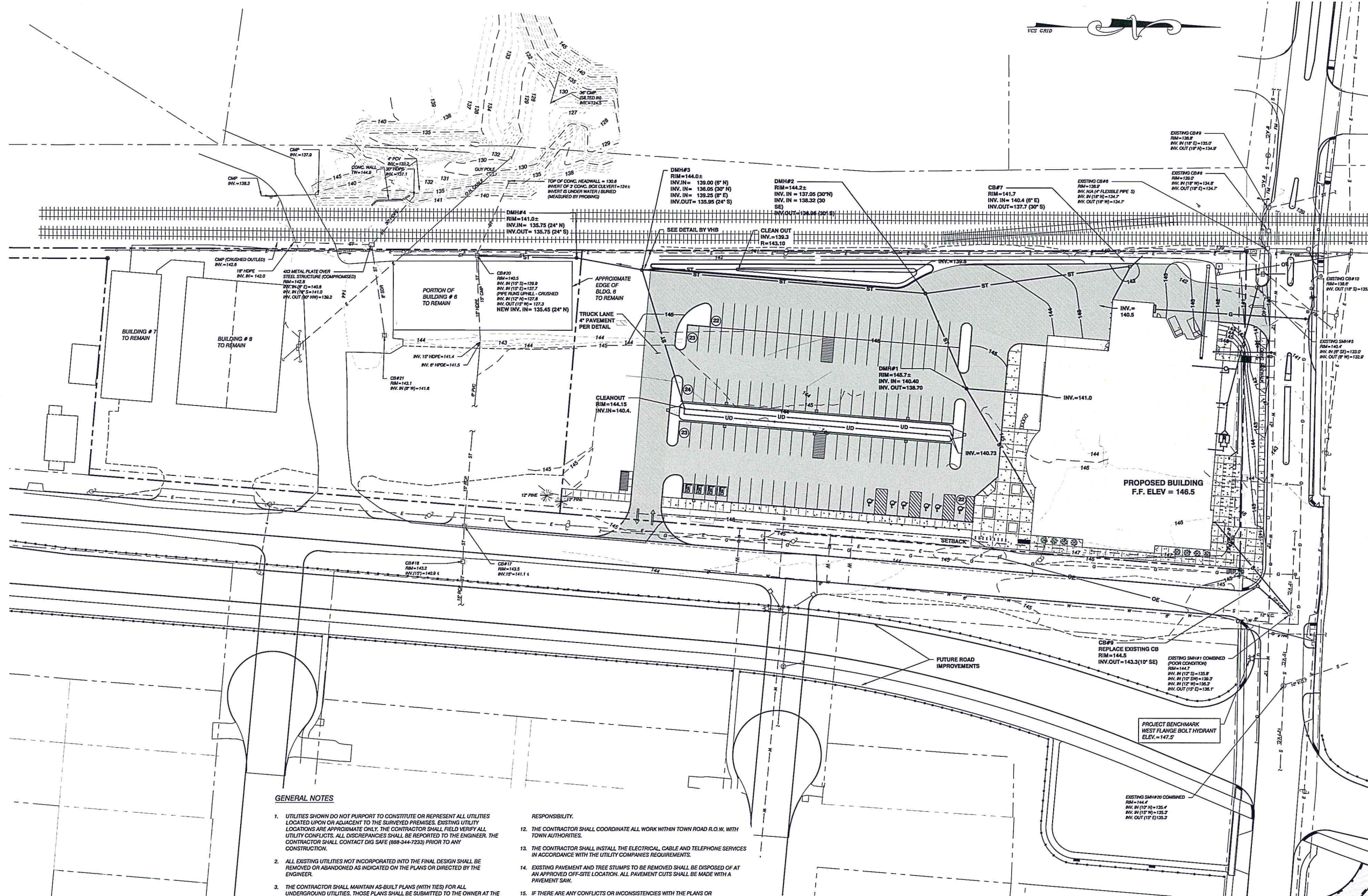
APR 22 2016

CITY
MARKET
SOUTH END

Burlington,
Vermont

CEA PROJECT NO.	15253
DATE	04/06/16
SCALE	1" = 30'
DRAWN BY	MAB
CHECKED BY	SAV
DESIGN	Schematic Design 03/12/2016
DEVELOPMENT	04/12/2016
PERMIT PLANS	04/22/2016

PROPOSED
OVERALL
SITE PLAN



GENERAL NOTES

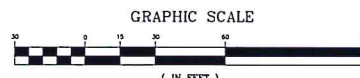
- UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES. EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER. THE CONTRACTOR SHALL CONTACT THE CITY OF BURLINGTON (802-254-7233) PRIOR TO ANY CONSTRUCTION.
- ALL EXISTING UTILITIES NOT INCORPORATED INTO THE FINAL DESIGN SHALL BE REMOVED OR ABANDONED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS (WITH TIES) FOR ALL UNDERGROUND UTILITIES. THOSE PLANS SHALL BE SUBMITTED TO THE OWNER AT THE COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL REPAIR/RESTORE ALL DISTURBED AREAS (ON OR OFF THE SITE) AS A DIRECT OR INDIRECT RESULT OF THE CONSTRUCTION.
- ALL GRASSED AREAS SHALL BE MAINTAINED UNTIL FULL VEGETATION IS ESTABLISHED.
- MAINTAIN ALL TREES OUTSIDE OF CONSTRUCTION LIMITS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK NECESSARY FOR COMPLETE AND OPERABLE FACILITIES AND UTILITIES.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS AND MATERIALS INCORPORATED INTO THE SITE WORK. WORK SHALL NOT BEGIN ON ANY ITEM UNTIL SHOP DRAWING APPROVAL IS GRANTED.
- IN ADDITION TO THE REQUIREMENTS SET IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL COMPLETE THE WORK IN ACCORDANCE WITH ALL PERMIT CONDITIONS AND ANY LOCAL PUBLIC WORKS STANDARDS.
- THE TOLERANCE FOR FINISH GRADES FOR ALL PAVEMENT, WALKWAYS AND LAWN AREAS SHALL BE 0.1 FEET.
- ANY DEWATERING NECESSARY FOR THE COMPLETION OF THE SITEWORK SHALL BE

RESPONSIBILITY.

- THE CONTRACTOR SHALL COORDINATE ALL WORK WITHIN TOWN ROAD R.O.W. WITH TOWN AUTHORITIES.
- THE CONTRACTOR SHALL INSTALL THE ELECTRICAL, CABLE AND TELEPHONE SERVICES IN ACCORDANCE WITH THE UTILITY COMPANIES REQUIREMENTS.
- EXISTING PAVEMENT AND TREE STUMPS TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED OFF-SITE LOCATION. ALL PAVEMENT CUTS SHALL BE MADE WITH A PAVEMENT SAW.
- IF THERE ARE ANY CONFLICTS OR INCONSISTENCIES WITH THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR VERIFICATION BEFORE WORK CONTINUES ON THE ITEM IN QUESTION.
- PROPERTY LINE INFORMATION IS APPROXIMATE AND BASED ON EXISTING TAX MAP INFORMATION. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE.
- IF THE BUILDING IS TO BE SPRINKLERED, BACKFLOW PREVENTION SHALL BE PROVIDED IN ACCORDANCE WITH AWWA M14. THE SITE CONTRACTOR SHALL CONSTRUCT THE WATER LINE TO TWO FEET ABOVE THE FINISHED FLOOR. SEE MECHANICAL PLANS FOR RISER DETAIL.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING TESTING AND INSPECTION SERVICES INDICATED IN THE CONTRACT DOCUMENTS, TYPICAL FOR CONCRETE AND SOIL TESTING.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL LAYOUT AND FIELD ENGINEERING REQUIRED FOR COMPLETION OF THE PROJECT. CIVIL ENGINEERING ASSOCIATES WILL PROVIDE AN AUTOCAD FILE WHERE APPLICABLE.
- THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY AND ALL SAFETY FENCES OR RAILS ABOVE EXISTING AND PROPOSED WALLS. THE OWNER SHALL VERIFY LOCAL STATE AND INSURANCE REQUIREMENT GUIDELINES FOR THE INSTALLATION AND VERIFY ANY AND ALL PERMITTING REQUIREMENTS.

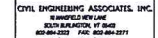
LEGEND

- | | |
|---|-------------------------------|
| — | PROPOSED CONTOUR |
| — | PROPOSED PAVEMENT |
| — | PROPOSED OVERHEAD ELECTRIC |
| — | PROPOSED UNDERGROUND ELECTRIC |
| — | PROPOSED GAS |
| — | PROPOSED STORM |
| — | PROPOSED GRAVITY SEWER |
| — | PROPOSED WATER |
| — | PROPOSED CATCH BASIN |
| — | PROPOSED HYDRANT |
| — | PROPOSED SHUT OFF |





SITE ENGINEER



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APR 22 2016

CITY
MARKET
SOUTH END

**Burlington,
Vermont**

15253

ORIGINATION DATE:	SCALE:
-------------------	--------

04/06/16	1ª = 20'
----------	----------

DRAWN BY: GMM	CHECKED BY: GMM
------------------	--------------------

MAB	SAV
FILE LOG	

Schematic Design 02/12/2016

Design	04/15/2018
--------	------------

Development	
Permit Plans	04/22/2018

1000

[illegible]

1004 JOURNAL OF CLIMATE

SHEET CONTINUED

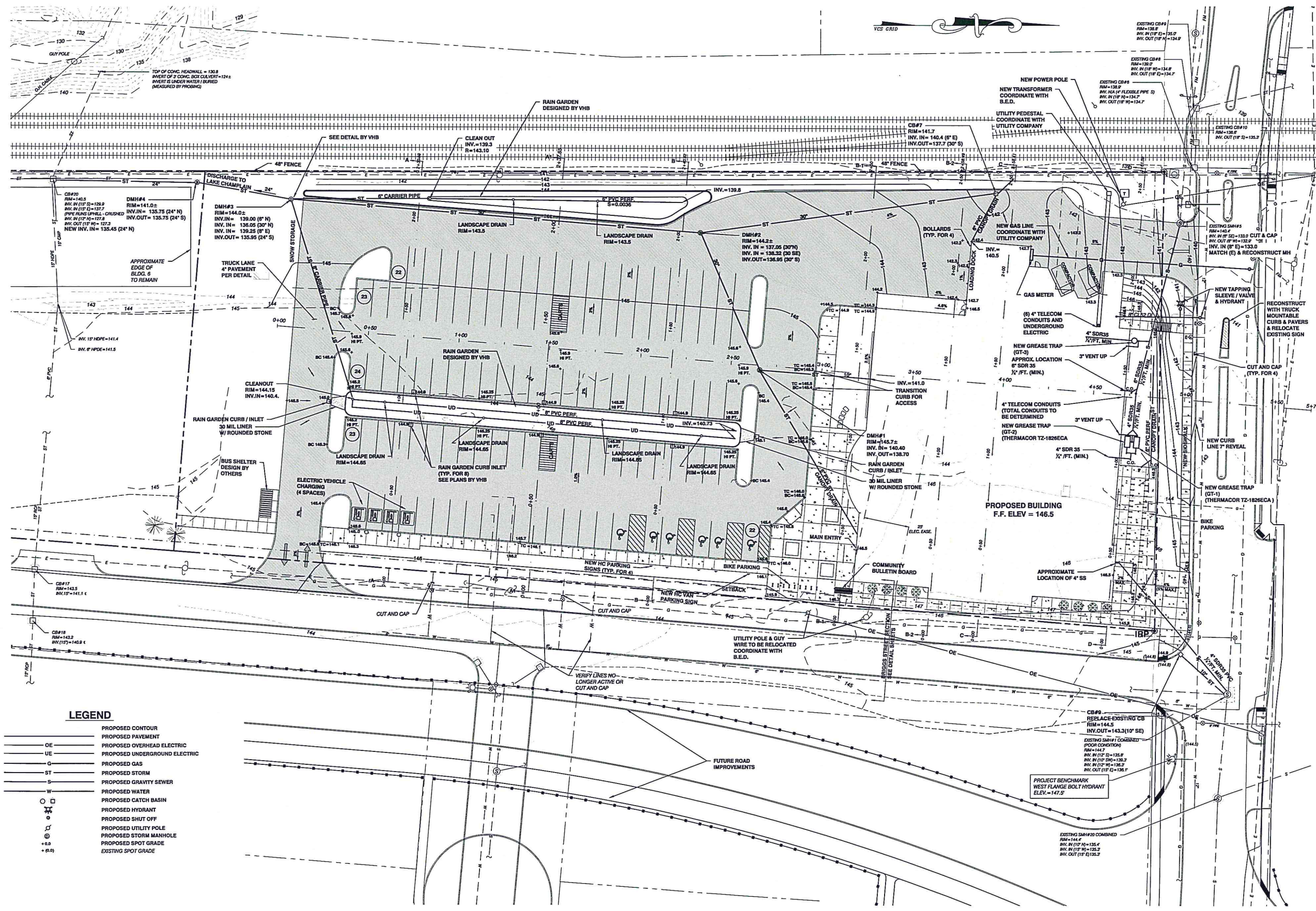
PROPOSED

PROPOSED
PARTIAL

PARTIAL
SITE PLAN

SITE PLAN

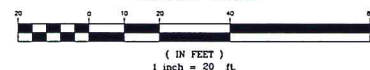
SHEET NO:



LEGEND

- | | |
|--|-------------------------------|
| | PROPOSED CONTOUR |
| | PROPOSED PAVEMENT |
| | PROPOSED OVERHEAD ELECTRIC |
| | PROPOSED UNDERGROUND ELECTRIC |
| | PROPOSED GAS |
| | PROPOSED STORM |
| | PROPOSED GRAVITY SEWER |
| | PROPOSED WATER |
| | PROPOSED CATCH BASIN |
| | PROPOSED HYDRANT |
| | PROPOSED SHUT OFF |
| | PROPOSED UTILITY POLE |
| | PROPOSED STORM MANHOLE |
| | PROPOSED SPOT GRADE |
| | EXISTING SPOT GRADE |

GRAPHIC SCALE





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



VIEW: EAST ELEVATION FROM BRIGGS STREET (Building 7)



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



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



VIEW: EAST ELEVATION FROM BRIGGS STREET (Building 10)



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



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



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



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

PROGRESS SET
NOT FOR
CONSTRUCTION



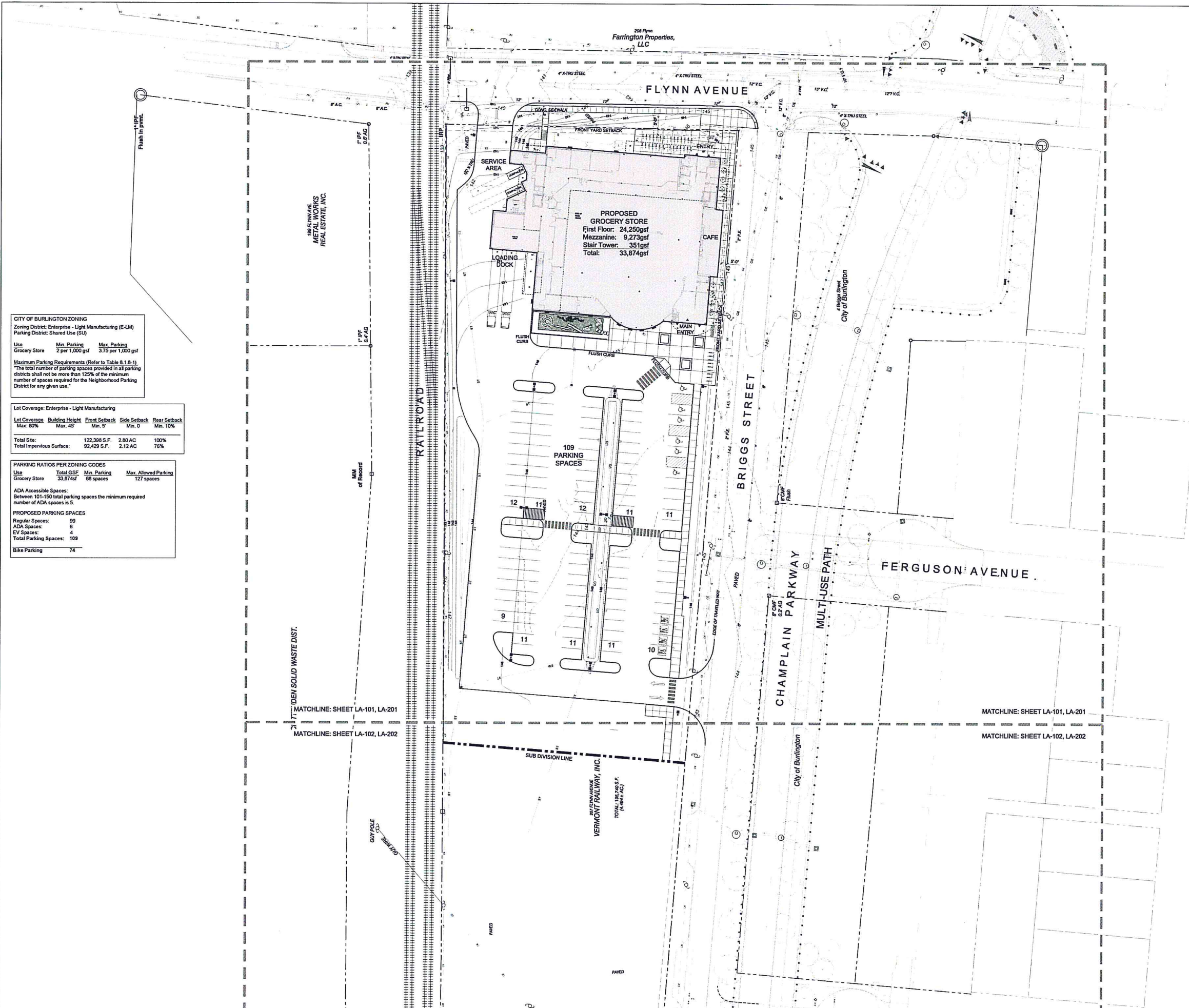
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APR 22 2016
DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

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

SHEET CONTENTS
EXISTING
CONDITIONS
SITE PHOTOS



CITY OF BURLINGTON ZONING
Zoning District: Enterprise - Light Manufacturing (E-LM)
Parking District: Shared Use (SU)

Use	Min. Parking	Max. Parking
Grocery Store	2 per 1,000 gsf	3.75 per 1,000 gsf

Maximum Parking Requirements (Refer to Table 8.1.8-1)
"The total number of parking spaces provided in all parking districts shall not be more than 125% of the minimum number of spaces required for the Neighborhood Parking District for any given use."

Lot Coverage: Enterprise - Light Manufacturing

Lot Coverage	Building Height	Front Setback	Side Setback	Rear Setback
Max: 60%	Max: 45'	Min: 5'	Min: 0'	Min: 10'

Total Site: 122,308 S.F. 2.80 AC 100%
Total Impervious Surface: 92,429 S.F. 2.12 AC 76%

PARKING RATIOS PER ZONING CODES

Use	Total GSF	Min. Parking	Max. Allowed Parking
Grocery Store	33,874sf	68 spaces	127 spaces

ADA Accessible Spaces:
Between 101-150 total parking spaces the minimum required number of ADA spaces is 5.

PROPOSED PARKING SPACES

Regular Spaces:	99
ADA Spaces:	6
EV Spaces:	4
Total Parking Spaces:	109
Bike Parking	74

PROGRESS SET
NOT FOR
CONSTRUCTION

ff
Freeman | French | Hines
81 Maple Street - Burlington, VT 05401
802-255-0044 - www.fhfr.com
Architectural / Planning / Interior

SE GROUP
Landscape Architects and Engineers
131 Church St., Suite 200
Burlington, VT 05401
Tel: 802-540-5100
Fax: 802-540-5101
www.segroup.com

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JUN 17 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO: A1536.00

DATE	SCALE
04/22/16	1"=30'

TH	MW
TH	MW

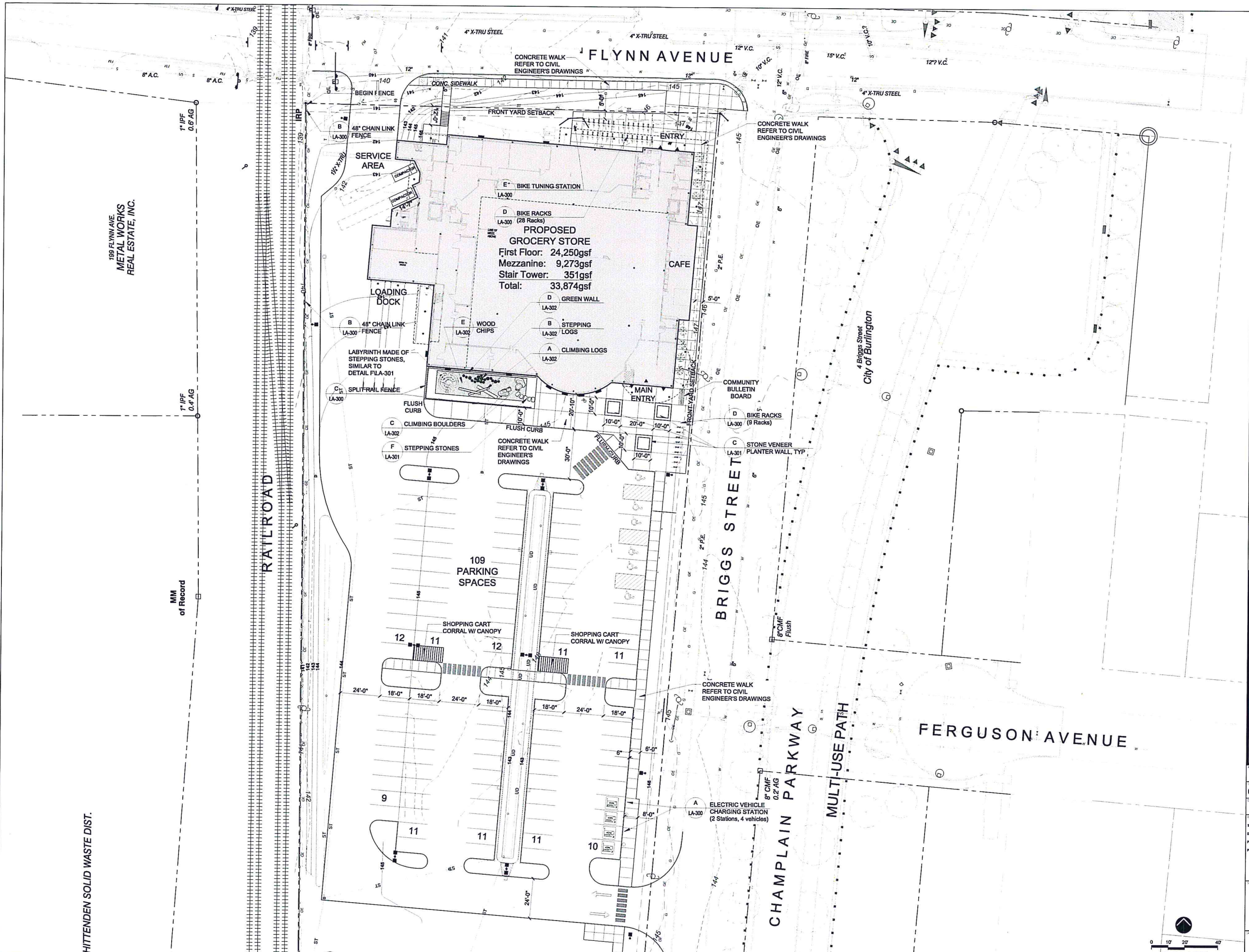
REVISIONS

Submitted Design	05/12/2016
Design Development	06/15/2016
Permit Plans	06/22/2016
Permit Plans	06/22/2016

LAYOUT PLAN



LA-100



HITTENDEN SOLID WASTE DIST.

159 FLYNN AVE.
METAL WORKS
REAL ESTATE, INC.

MM
of Record

RAILROAD

FLYNN AVENUE

BRIGGS STREET

CHAMPLAIN PARKWAY

MULTI-USE PATH

FERGUSON AVENUE

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

A
LA-300
ELECTRIC VEHICLE
CHARGING STATION
(2 Stations, 4 vehicles)

C
LA-301
STONE VENEER
PLANTER WALL, TYP

D
LA-300
BIKE RACKS
(9 Racks)

D
LA-302
GREEN WALL

B
LA-302
STEPPING
LOGS

A
LA-302
CLIMBING LOGS

E
LA-302
WOOD
CHIPS

C
LA-302
CLIMBING BOULDERS

F
LA-301
STEPPING STONES

C
LA-300
SPLITRAIL FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

B
LA-300
48" CHAIN LINK
FENCE

PROGRESS SET
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802-688-8842 - fax
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Fax: 802-248-2889
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CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO:
A1536.00

DATE: 04/22/16 SCALE: 1"=20'

DESIGNED BY: MW CHECKED BY:

SCHEMATIC DESIGN: 02/12/2016

DESIGN DEVELOPMENT: 04/15/2016

PERMIT PLANS: 04/22/2016

PERMIT PLANS: 04/17/2016

LAYOUT PLAN

LA-101

RECEIVED
JUN 17 2016

**Foster R.E.
Development,
Inc.**
V. 206 P. 281

Inc.
V. 206 P. 281

Pl. ing Co.
74

CHITTENDEN SOLID WASTE DIS



DEPARTMENT OF

APR 22 2016

CITY MARKET
SOUTH END

**Burlington,
Vermont**

PROJECT NO	
A1536.00	
ORIGINATION DATE	SCALE
04/22/16	AS NOTED
DRAWN BY	CHECKED BY
---	MW
GIVE LOG	
Schematic Design	02/12/2016
Design Development	04/15/2016
Permit Plans	04/22/2016

LAYOUT PLAN

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fax: 802.865.2440
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- NOTES:
1. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL PLANT QUANTITIES FOUND IN THE PLANTING PLANS. IF ANY DISCREPANCIES ARE FOUND, LANDSCAPE ARCHITECT SHOULD BE NOTIFIED IMMEDIATELY.
 2. FINAL LAYOUT AND PLACEMENT OF ALL PLANT MATERIAL TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
 3. CONTRACTOR IS RESPONSIBLE TO SEED ALL DISTURBED AREAS ACCORDING TO THE SPECIFICATIONS AND LAWN DETAIL CUA-205.
 4. REFER TO PLANTING DETAILS FOR PROPER PLANT MATERIAL INSTALLATION REQUIREMENTS.
 5. ALL TREE, SHRUB AND PERENNIAL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER PLANTING BED BACKFILL MATERIAL TO DEPTH SPECIFIED IN DETAILS AND SOIL PREPARATION SPECIFICATION.
 6. IF THE LANDSCAPE CONTRACTOR PROPOSES A SUBSTITUTE PLANT SPECIES, ALL SUBSTITUTES NEED TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO ORDERING.
 7. FOR SOIL BACKFILL IN THE RAIN GARDEN BASINS, REFER TO CIVIL DRAWINGS, SPECIFICATIONS AND DETAILS.
 8. FOR SOIL BACKFILL ON THE SIDE SLOPES OF THE RAIN GARDEN BASINS, REFER TO SOIL PREPARATION SPECIFICATION FOR LANDSCAPE BACK FILL FOR SHRUB AND PERENNIAL BEDS.

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	MATURE CANOPY DIMS.
DECIDUOUS TREES:						
AF	Acer freemanii 'Sienna'	Sienna Glen Red Maple	12	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	50' Tall x 30' Diameter
AR	Acer rubrum 'Scarlet Sentinel'	Red Maple	10	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	45' Tall x 25' Diameter
GT	Gleditsia triacanthos 'Shade Master'	Honeylocust	14	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	45' Tall x 35' Diameter
UA	Ulmus americana 'Princeton'	Princeton American Elm	4	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	60' Tall x 40' Diameter
ZS	Zelkova serrata 'Green Vase'	Japanese Zelkova	12	2.5-3" Cal.	B&B, 6' Branching Ht. (Min.)	65' Tall x 45' Diameter
EVERGREEN TREES:						
PGa	Picea glauca	White Spruce	7	4-6' Tall	B&B, Full	40' Tall x 20' Diameter
PGb	Picea glauca	White Spruce	2	8-10' Tall	B&B, Full	40' Tall x 20' Diameter
SHRUBS:						
CS	Cornus sericea 'Isanti'	Red-osier Dogwood	34	24-30" Wide	C.G., Plant 30" o.c.	
HA	Hydrangea arborescens 'Incrediball'	Incrediball Hydrangea	136	24-30" Wide	C.G., Plant 30" o.c.	
IJ	Ilex verticillata 'Jim Dandy'	Winterberry Holly	7	24-30" Wide	C.G., Plant 30" o.c.	
IV	Ilex verticillata 'Red Sprite'	Winterberry Holly	35	24-30" Wide	C.G., Plant 30" o.c.	
SB	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	60	24-30" Wide	C.G., Plant 30" o.c.	
SL	Spiraea latifolia	Meadowsweet	51	24-30" Wide	C.G., Plant 30" o.c.	
SN	Spiraea nipponica 'Snowmound'	Snowmound Spirea	105	24-30" Wide	C.G., Plant 30" o.c.	
SD	Salix discolor	Pussy Willow	34	24-30" Wide	C.G., Plant 30" o.c.	
PERENNIALS:						
AN	Aster nova-angliae	New England Aster	27	1 Gal.	C.G. Plant 18" o.c.	
CA	Calamagrostis acutiflora 'Karl Forester'	Feather Reed Grass	123	2 Gal.	C.G. Plant 24" o.c.	
CM	Chrysanthemum maximum 'Shasta'	Shasta Daisy	25	1 Gal.	C.G. Plant 18" o.c.	
DC	Deschampsia cespitosa 'Schottland'	Tufted Hair Grass	23	1 Gal.	C.G. Plant 18" o.c.	
EP	Eupatorium purpureum	Joe-Pye Weed	27	1 Gal.	C.G. Plant 18" o.c.	
HS	Hemerocallis 'Stella Dora'	Stella Dora Daylily	1062	1 Gal.	C.G. Plant 18" o.c.	
MS	Miscanthus sinensis 'Gracillimus'	Maiden Grass	18	2 Gal.	C.G. Plant 36" o.c.	
SH	Sporobolus heterolepis	Prairie Dropseed	20	2 Gal.	C.G. Plant 24" o.c.	
RF	Rudbeckia fulgida 'Goldstrum'	Blackeyed Susan	19	1 Gal.	C.G. Plant 18" o.c.	
SS	Salvia x superba 'May Night'	May Night Salvia	17	1 Gal.	C.G. Plant 18" o.c.	
ST	Sedum x telephium 'Autumn Joy'	Autumn Joy Sedum	8	1 Gal.	C.G. Plant 18" o.c.	

RAIN GARDEN PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
PERENNIALS:					
AA	Acorus americanus	Sweetflag	145	1 Gal.	C.G. Plant 18" o.c.
AS	Asclepias incarnata	Swamp Milkweed	150	1 Gal.	C.G. Plant 18" o.c.
CC	Carex comosa	Long-hair Sedge	150	1 Gal.	C.G. Plant 18" o.c.
CG	Chelone glabra	Turtlehead	145	1 Gal.	C.G. Plant 18" o.c.
CV	Carex vulpinoidea	Fox Sedge	145	1 Gal.	C.G. Plant 18" o.c.
EP	Eupatorium purpureum	Joe-Pye Weed	145	1 Gal.	C.G. Plant 18" o.c.
IR	Iris versicolor	Harlequin Blueflag	145	1 Gal.	C.G. Plant 18" o.c.
JE	Juncus effusus	Soft Rush	145	1 Gal.	C.G. Plant 18" o.c.
LS	Lobelia siphilitica	Great Blue Lobelia	145	1 Gal.	C.G. Plant 18" o.c.
VH	Verbena hastata	Blue Vervain	145	1 Gal.	C.G. Plant 18" o.c.

12' DEN SOLID WASTE DIST.

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

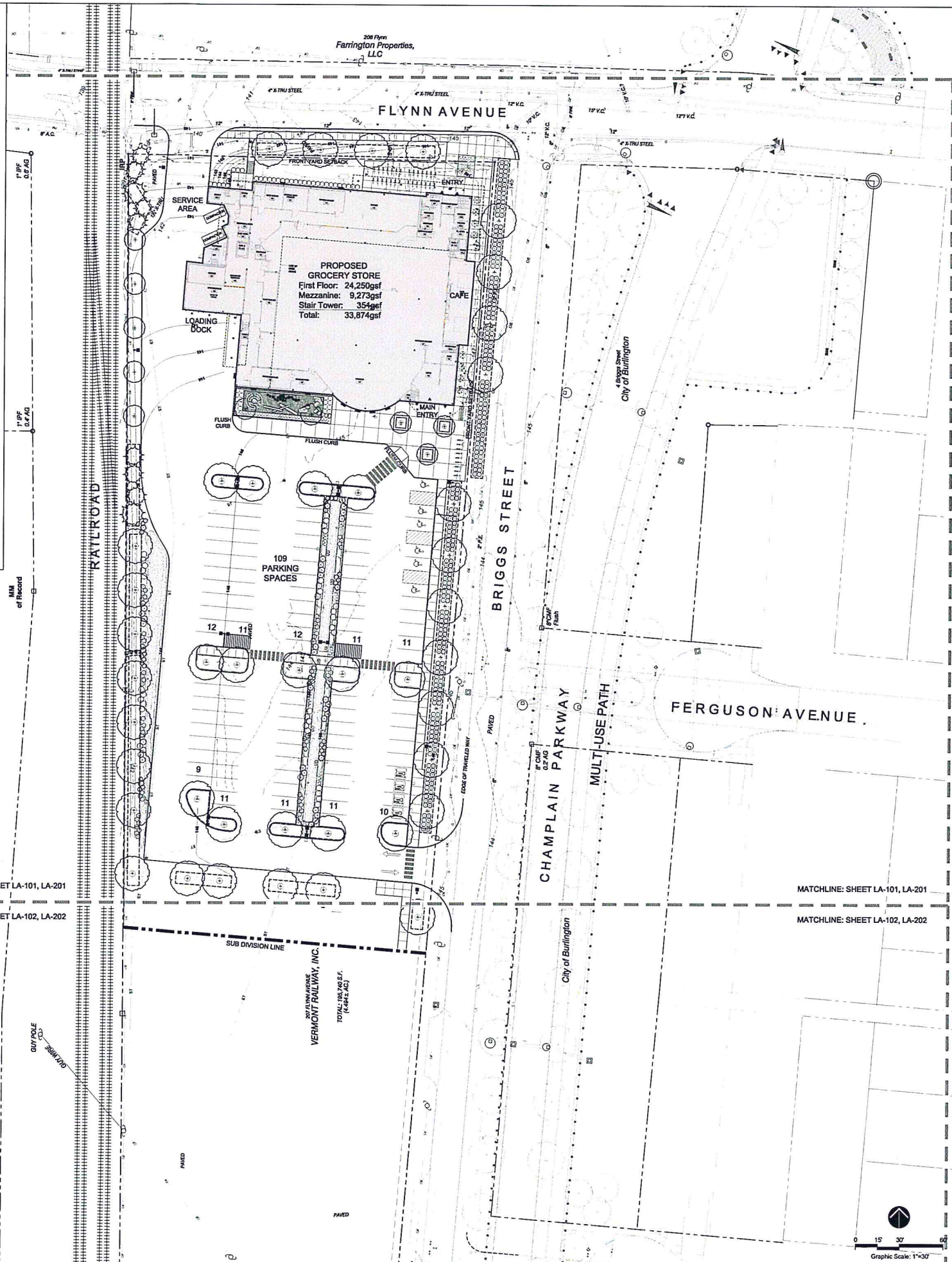
MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202

MATCHLINE: SHEET LA-101, LA-201

MATCHLINE: SHEET LA-102, LA-202



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CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE
04/22/16

SCALE
1"=30'

DESIGNER
MW

DATE
02/12/2016

DATE
04/12/2016

DATE
04/22/2016

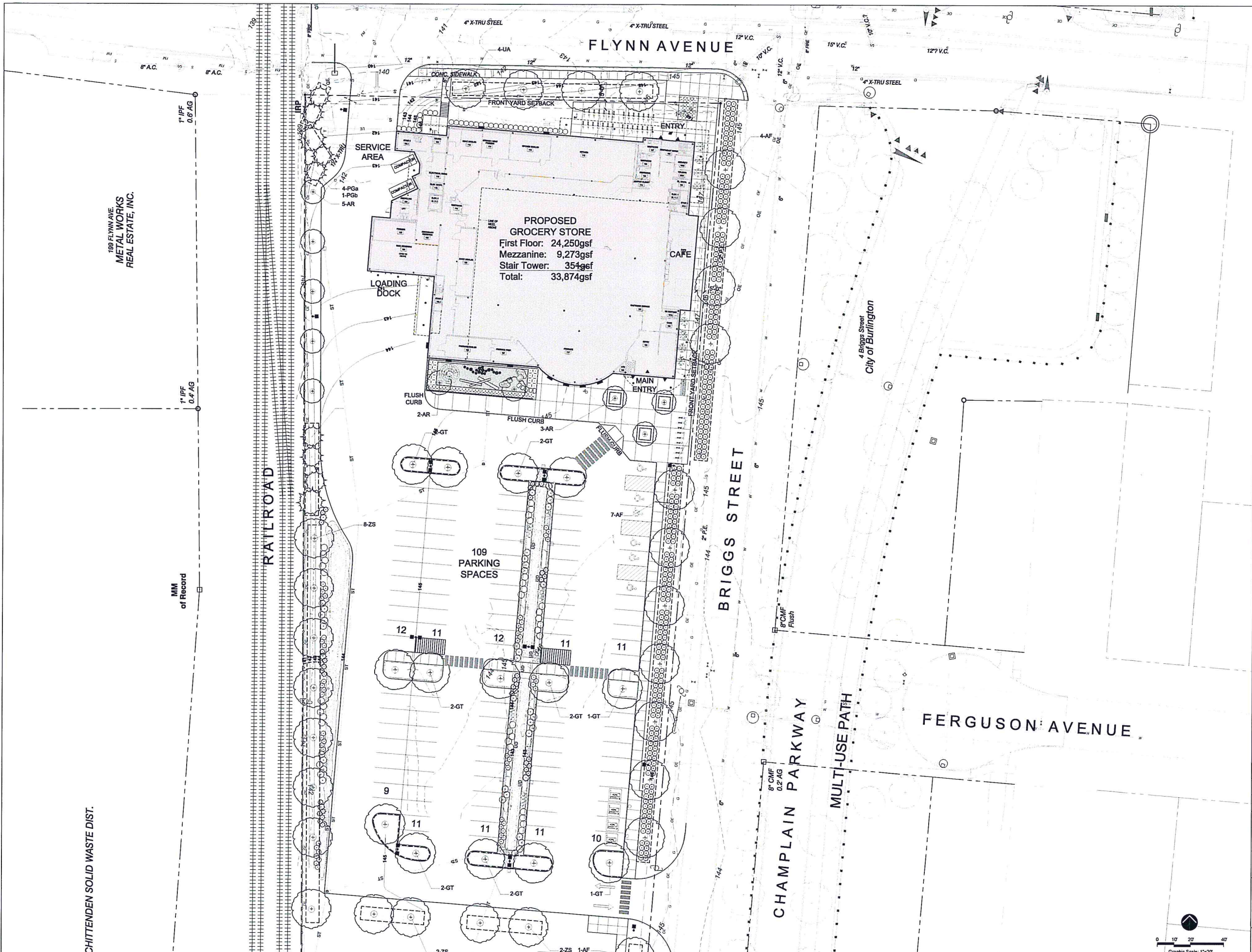
DATE
04/22/2016

DATE
04/22/2016

DATE
04/22/2016

DATE
04/22/2016

DATE
04/22/2016



CHITTENDEN SOLID WASTE DIST.

189 FLYNN AVE.
METAL WORKS
REAL ESTATE, INC.

MM
of Record

1" IPF
0.4' AG

1" IPF
0.6' AG

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Tel: 802.249.2100
Fax: 802.249.2140
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CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE: 04/22/16 1"=20'

DESIGNED BY: MW

SCHEMATIC DESIGN: 02/12/2016

DESIGN DEVELOPMENT: 04/16/2016

PERMIT PLANS: 04/22/2016

PERMIT PLANS: 04/22/2016

SHEET CONTENTS

PLANTING PLAN

SHEET NO.

LA-201

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CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

ORGANIZATION DATE
04/22/16

SCALE
1"=20'

DRAWN BY
--

CHECKED BY
MW

SHEET LOG

Schematic Design

02/12/2016

Design Development

04/15/2016

Final Plans

04/22/2016

SHEET CONTENTS

PLANTING PLAN

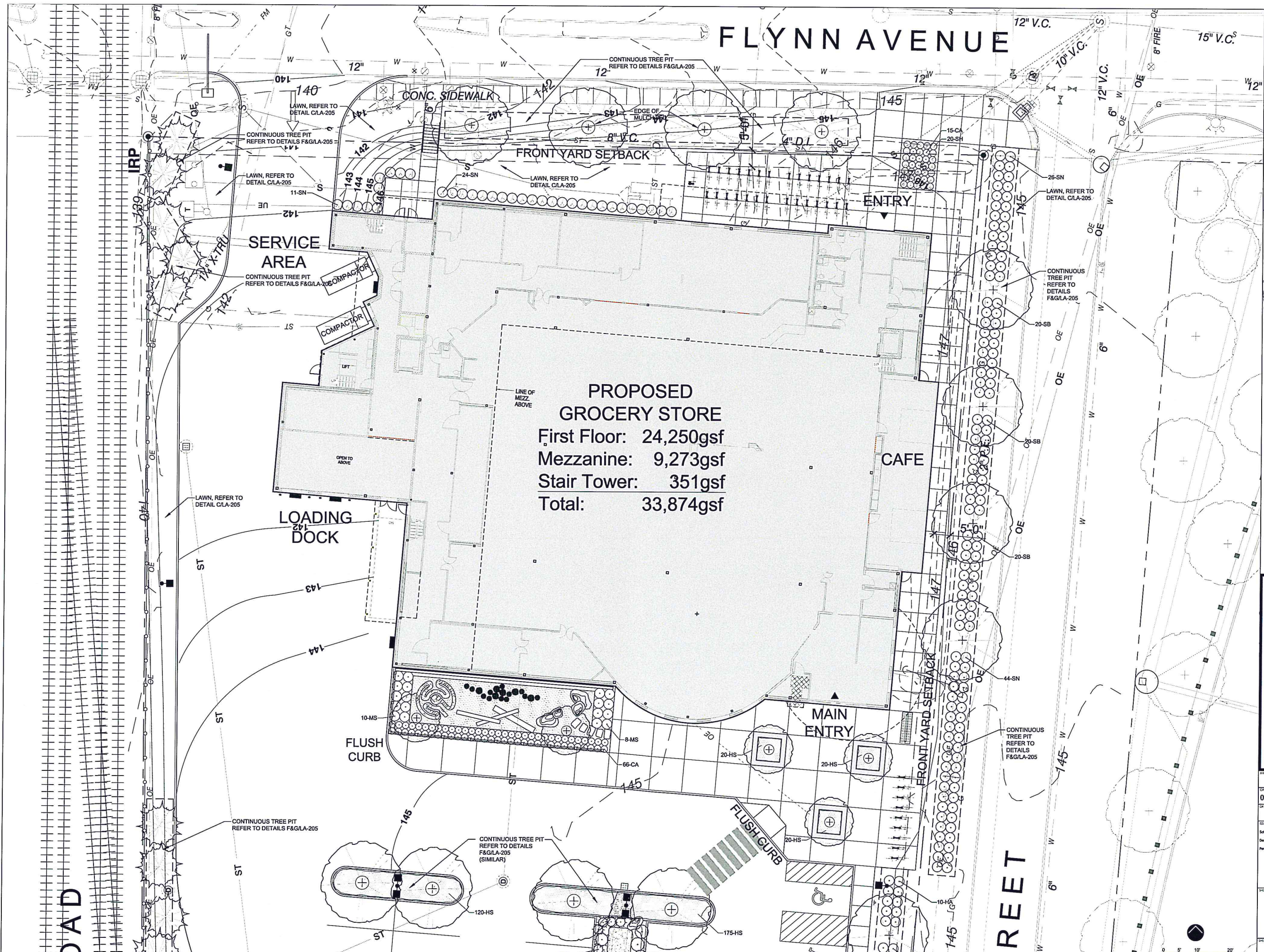
SHEET NO.

0

10'

20'

40'



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

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DEPARTMENT OF
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APR 22 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

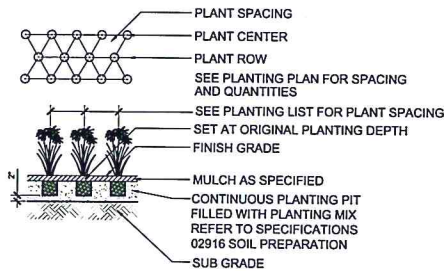
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DATE	04/22/16
SCALE	1"=10'
DRAWN BY	MW
CHECKED BY	
DATE	02/12/2016
DATE	04/15/2016
DATE	04/22/2016

PLANTING PLAN

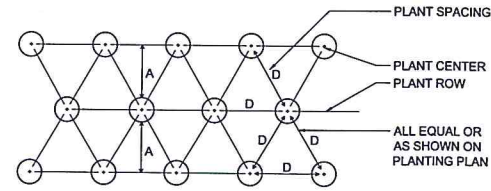
[illegible]

Page 10 of 10





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



SPACING "O.C."	ROW "X"	NUMBER OF PLANTS/SQ. FT.
5' O.C.	51.96"	0.04
6' O.C.	41.52"	0.07
8' O.C.	31.20"	0.12
10' O.C.	26.00"	0.18
12' O.C.	20.76"	0.28

NOTE:
1. QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING SCHEDULE.
2. CONTINUOUS PLANTING PITS FILLED WITH PLANTING MIX PER THE DEPTH AS NOTED IN THE SPECIFICATIONS IS REQUIRED.

FINISH GRADE
MULCH, AS SPECIFIED
SHRUB ROOTBALL
CONTINUOUS PLANTING PIT FILLED WITH PLANTING MIX REFER TO SPECIFICATIONS 02916 SOIL PREPARATION
SUB GRADE

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

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

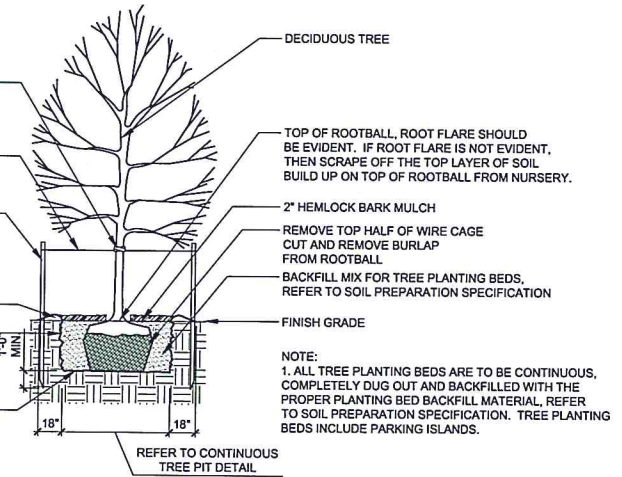
SURROUNDING SOIL SHOULD NOT EXCEED 80% COMPACTION, DRAINAGE WILL BE REQUIRED IF COMPACTED SOILS ARE PRESENT

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

FASTEN WIRE BELOW POINT OF MAJOR BRANCHING OR TO MAJOR OUTSIDE TRUNK.
2 1/2" HARDWOOD STAKES, ALIGN STAKES PARALLEL W/ ROAD/ WALKS OR PARALLEL W/ DIRECTION OF PREVAILING WIND, REFER TO TREE STAKING DETAIL

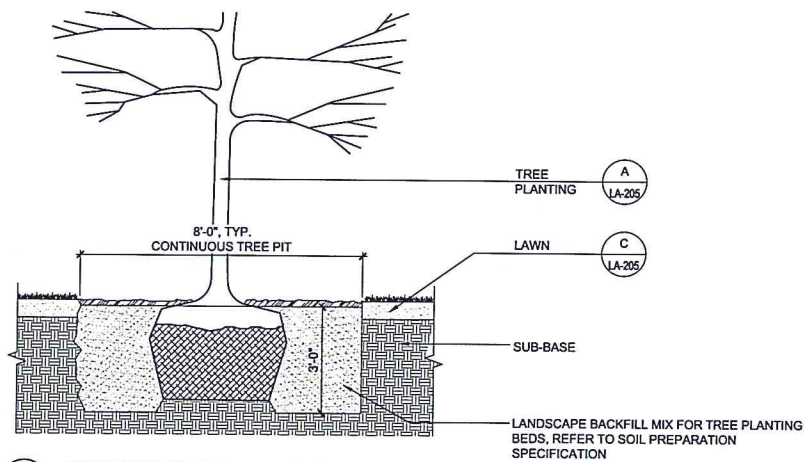
TEMPORARY WATERING BASIN
BREAK APART EDGE OF EXCAVATION W/ SHOVEL AND BLEND PLANT MIX W/ EXISTING SOIL TO PROVIDE TRANSITION TO UNDISTURBED GRADE

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



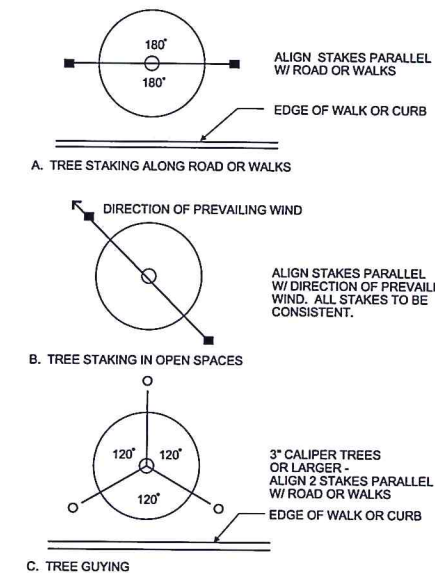
A TREE PLANTING
SCALE 1/4" = 1'-0"

p-decidtree.dwg



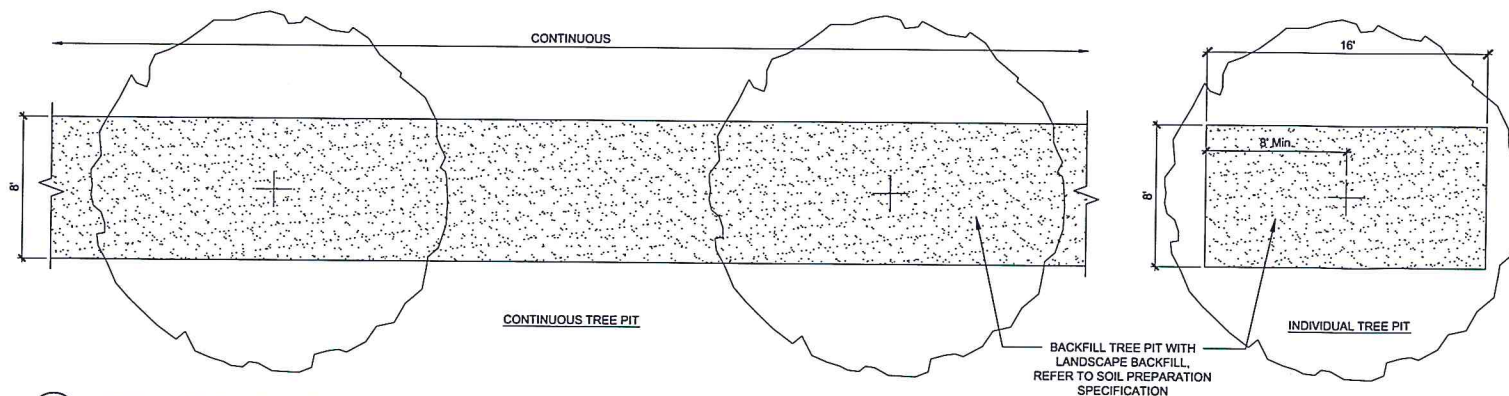
F CONTINUOUS TREE PLANTING PIT
SCALE 1/2" = 1'-0"

s-continuous tree pit.dwg



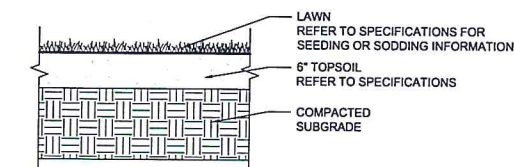
B TREE STAKING LAYOUT
NO SCALE

p-stake.dwg



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

p-tree planting pit plan.dwg



C LAWN
SCALE 1" = 1'-0"

n-lawn.dwg

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DEPARTMENT OF
PLANNING & ZONING

APR 22 2016

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.	A1536.00
DATE	04/22/16
SCALE	AS NOTED
DESIGNER	MW
CHECKER	MW
DATE LOG	
Schematic Design	02/12/2016
Design Development	04/15/2016
Permit Plans	04/22/2016

PLANTING DETAILS

SHEET NO.

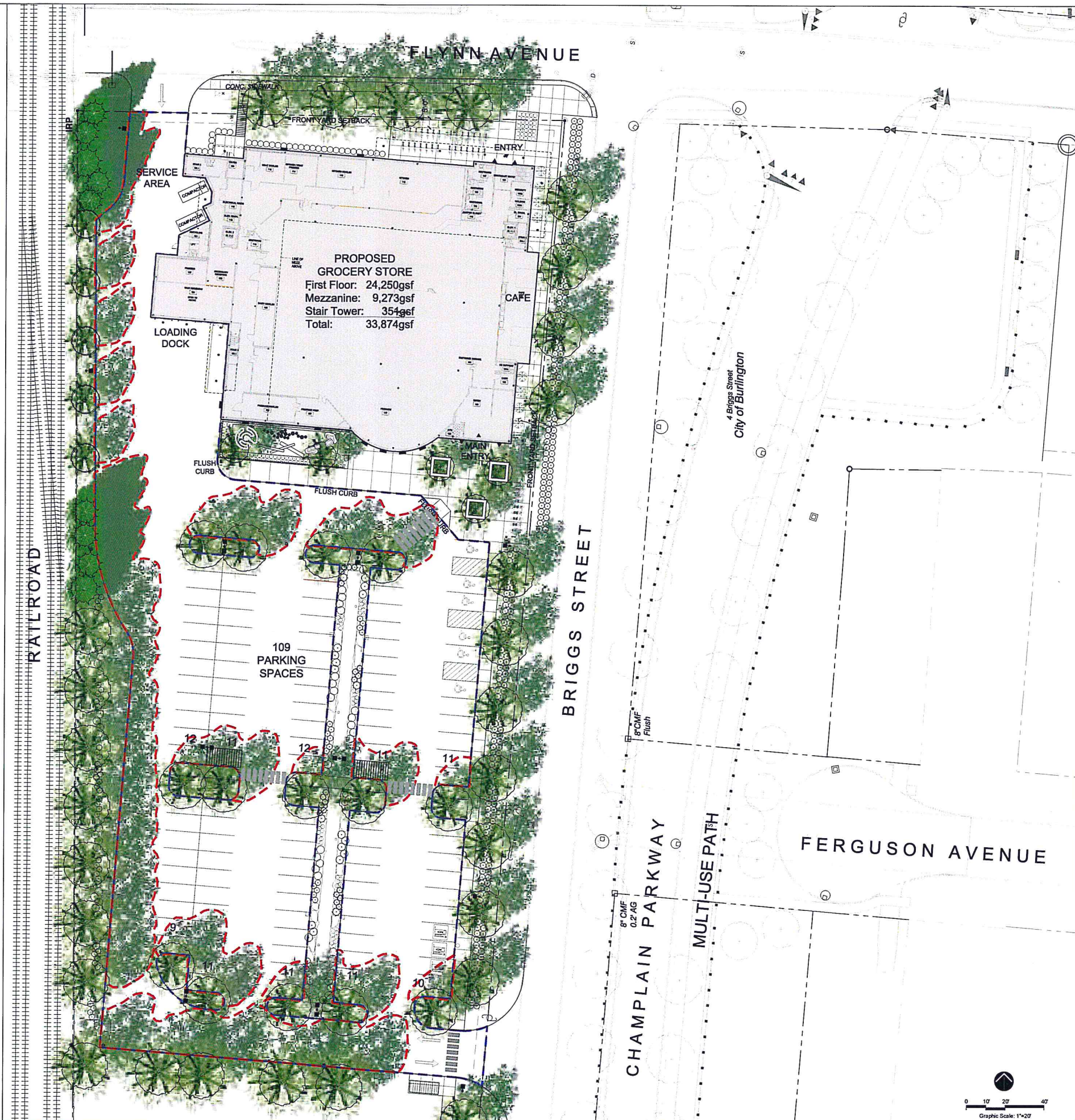
STATISTICAL AREA SUMMARY

Parking Lot Shadow Study

Parking / Maneuvering Areas	56,413sf
Shadow Contribution By Trees	19,601sf
Percent Shade Coverage	19,601/56,413 = 34.7%

Assumptions:

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



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CITY MARKET
SOUTH END

Burlington,
Vermont

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DATE: 04/22/16 SCALE: 1"=20'

DESIGNED BY: MW

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DESIGN DEVELOPMENT: 04/15/2016

PERMIT PLANS: 04/22/2016

PERMIT PLANS: 04/27/2016

PLANTING PLAN
SHADOW STUDY

1A-206

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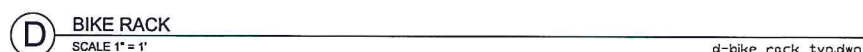
APR 22 2016
DEPARTMENT OF
PLANNING & ZONING

**Burlington,
Vermont**

SHEET CONTENTS

LANDSCAPE DETAILS

w9



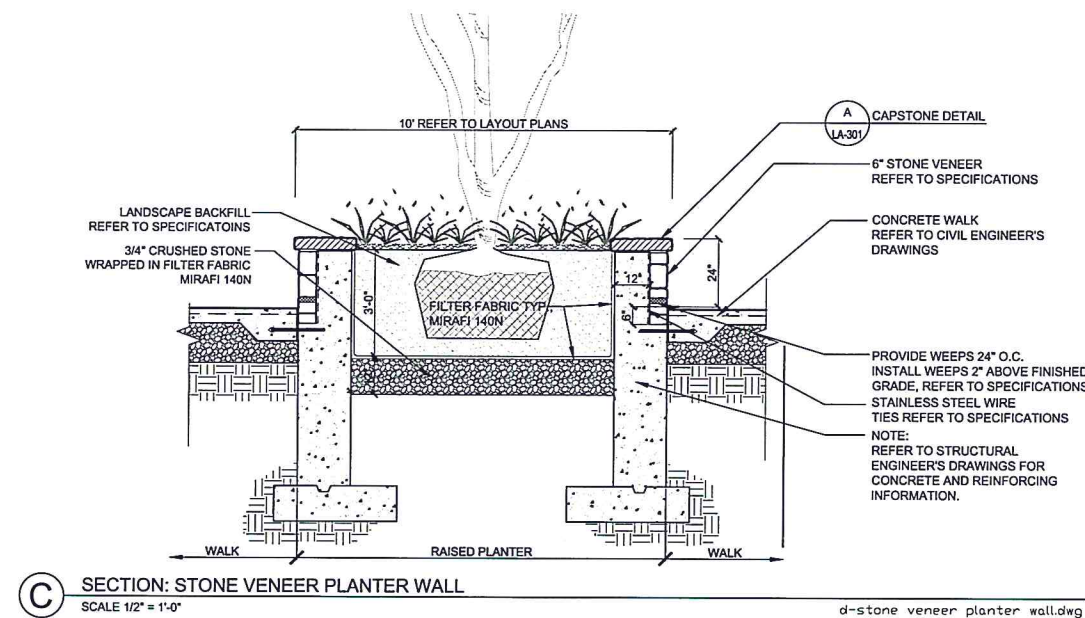
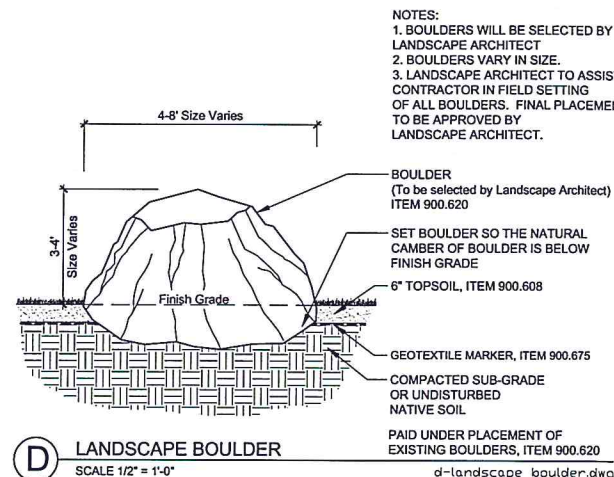
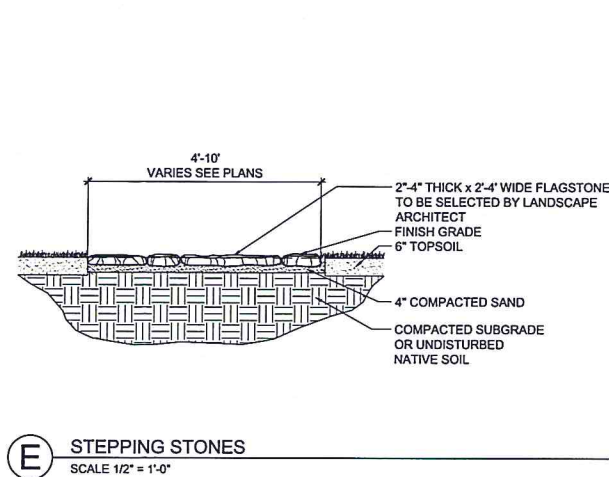
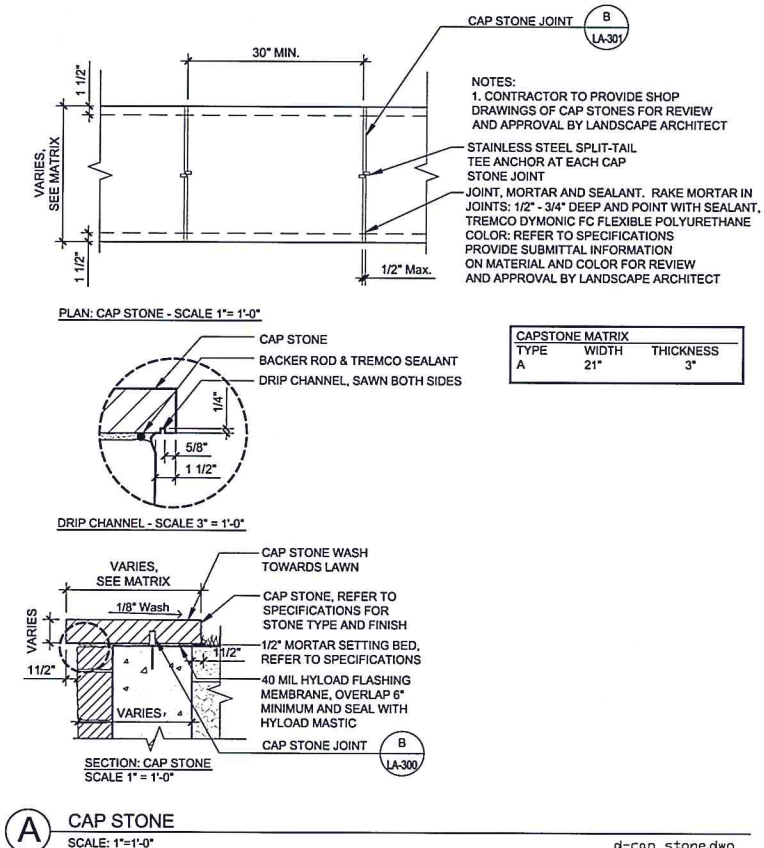
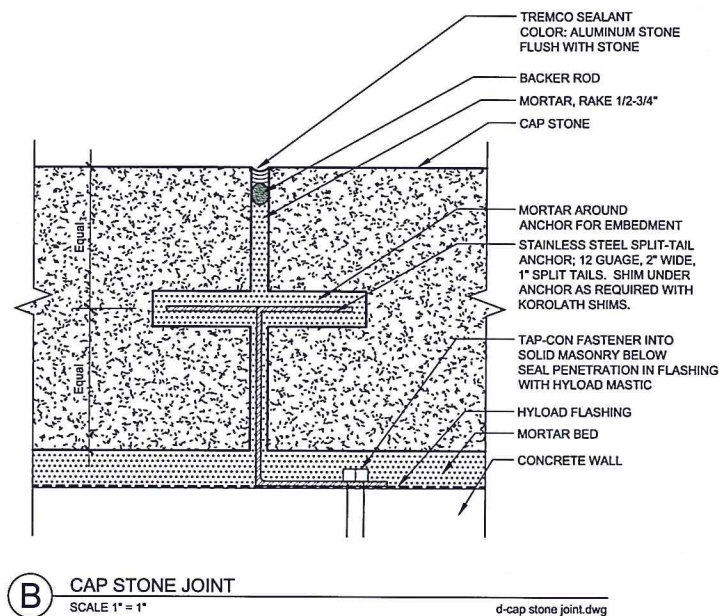


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APR 22 2016

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ORGANIZATION DATE
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CHECKED BY
MW
SHEET LOG
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Design Development 04/15/2016
Permit Plans 04/22/2016



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DEPARTMENT OF
PLANNING & ZONING

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00

DATE: 04/22/16 SCALE: AS NOTED

DRAWN BY: MW CHECKED BY: MW

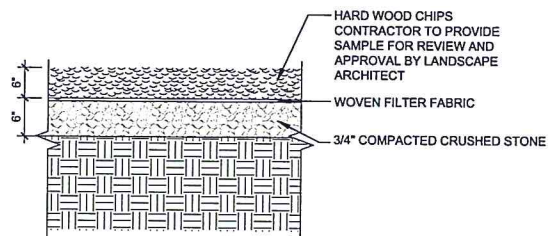
DATE: 02/12/2016
Schematic Design

DATE: 04/15/2016
Design Development

DATE: 04/22/2016
Permit Plans

SHEET NO. 12
LANDSCAPE DETAILS

SHEET NO.



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

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



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

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



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

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



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

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



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

FIXTURE AND POLE SPECIFICATIONS

Fixture A
 Manufacturer: Kim Lighting
 Fixture: Altitude - ALT96
 Configuration: 1SA
 Optics: Type 3
 Lamp: 96watt LED - 4,000K
 Milliamps: 350ma
 Lens: Flat Lens - FGL
 Color: Black
 Options: PRA20-4188

Fixture B
 Manufacturer: Kim Lighting
 Fixture: Altitude - ALT96
 Configuration: 1SA
 Optics: Type 3
 Lamp: 96watt LED - 4,000K
 Milliamps: 350ma
 Lens: Flat Lens - FGL
 Color: Black
 Options: PRA17.5-4188* (Modified)

Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.

Fixture C
 Manufacturer: Kim Lighting
 Fixture: Altitude - ALT96
 Configuration: 2SB
 Optics: Type V
 Lamp: 96watt LED - 4,000K
 Milliamps: 350ma
 Lens: Flat Lens - FGL
 Color: Black
 Options: PRA17.5-4188* (Modified)

Note: Poles are mounted on 30" raised footings, so final mounting height is 20'.

Fixture D
 Manufacturer: Gardco
 Fixture: 101L Wall Sconce
 Optics: Type IV
 Wattage: 35watt LED - 4,000K
 Color: Black
 Options: Wall Mounted - 14' Mounting Height

Fixture E
 Manufacturer: Prescolite
 Fixture: 8LFLD5G4 - 8" LED Downlight
 Optics: Type V
 Wattage: 1100 Lumen - 4,000K
 Color: Black
 Options: Recessed Canopy Light +/-14' Mounting Height

Fixture F
 Manufacturer: Modern Forms
 Fixture: Urban - WS-W1116
 Optics: Top Lens
 Wattage: 16watt
 Color: Black
 Options: Wall Light +/-8' Mounting Height

ISO-CONTOUR KEY

ISO-CONTOUR	FOOTCANDLE VALUE
1.00	
0.50	
0.25	

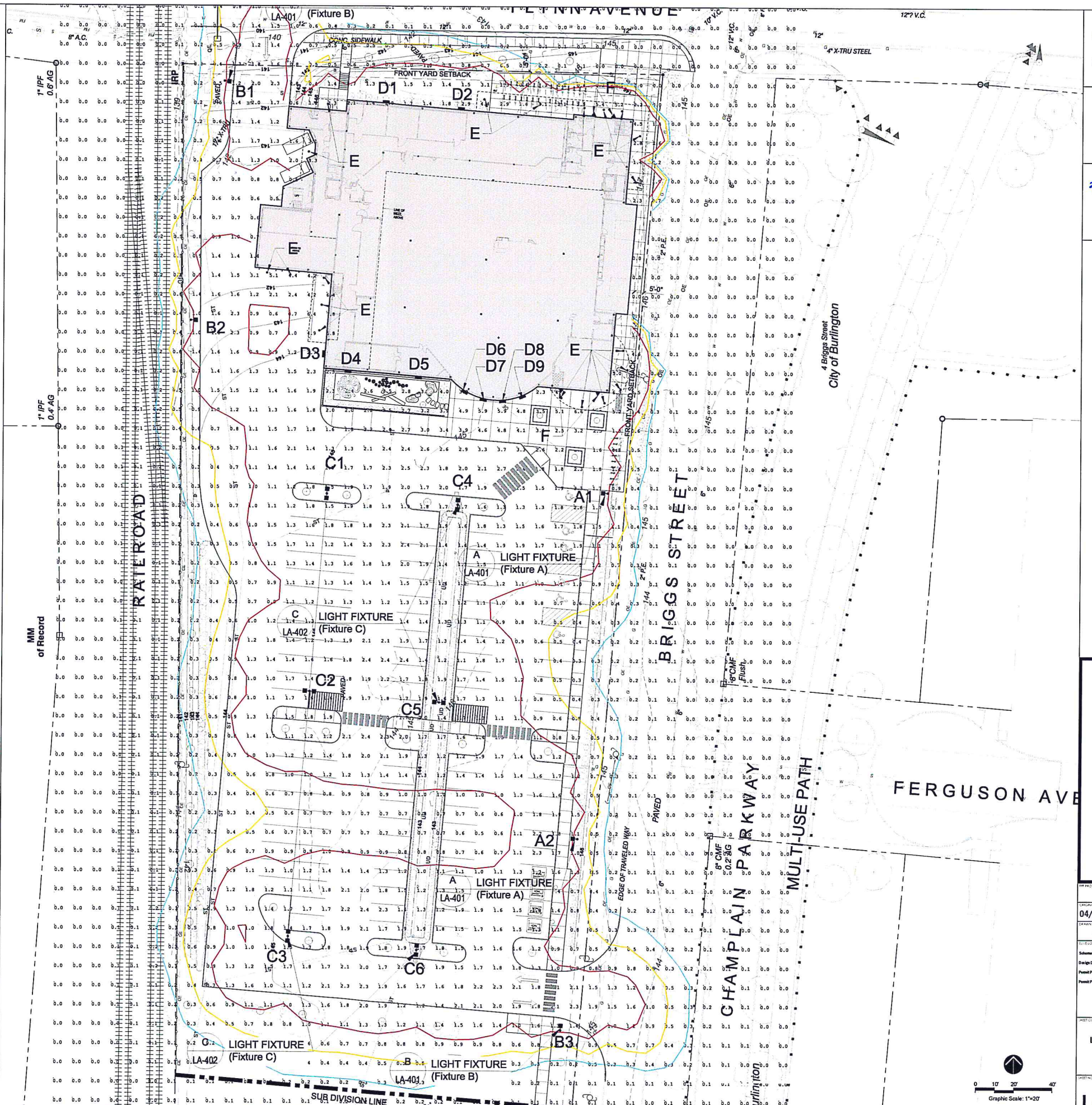
STATISTICAL AREA SUMMARY

Grid Type: Horizontal Illuminance at finish grade.
Grid Units: Footcandles

Statistical Area	Avg	Max	Min	Avg/Min	Max/Min
1 Parking Lot and Service Area	1.44	6.40	0.30	4.8	21.33

Disclaimer:

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



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CITY MARKET
SOUTH END

Burlington,
Vermont

A1536.00

04/22/16 1"=20'

DR: MW

SE GROUP

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Design Development 04/15/2016

Permit Plans 06/15/2016

Permit Plans 06/17/2016

LIGHTING PLAN

LA-400

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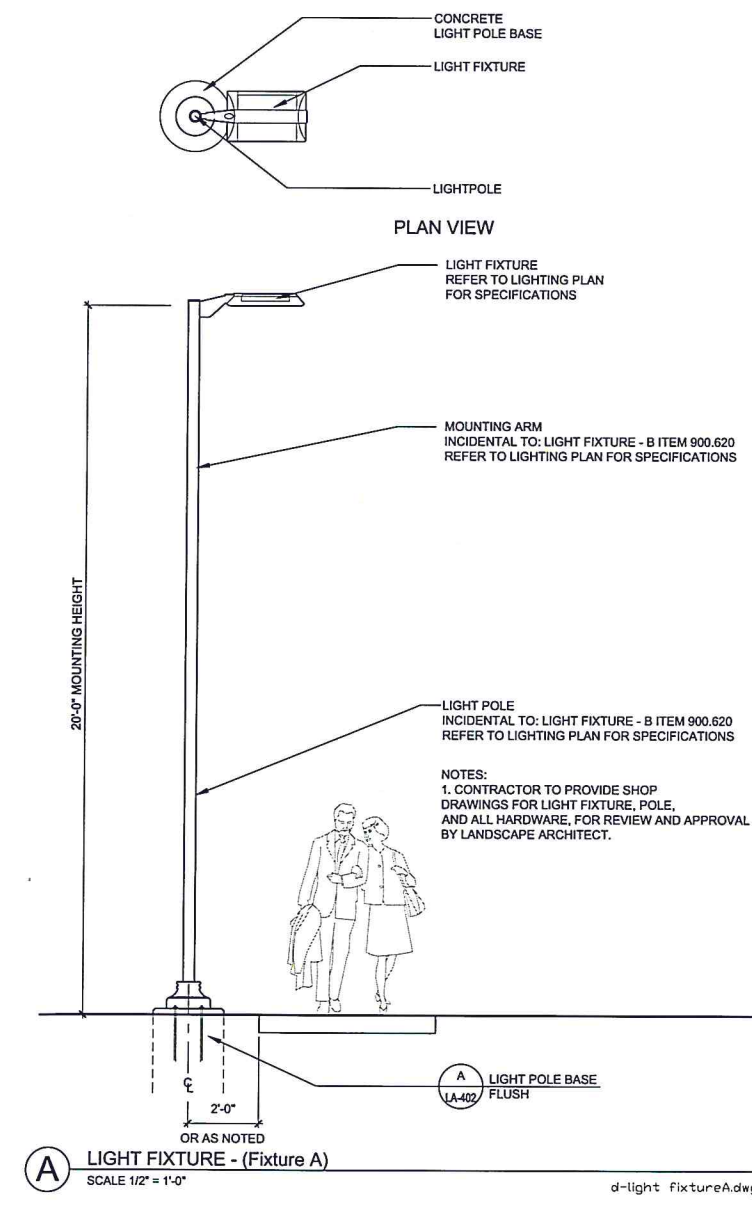
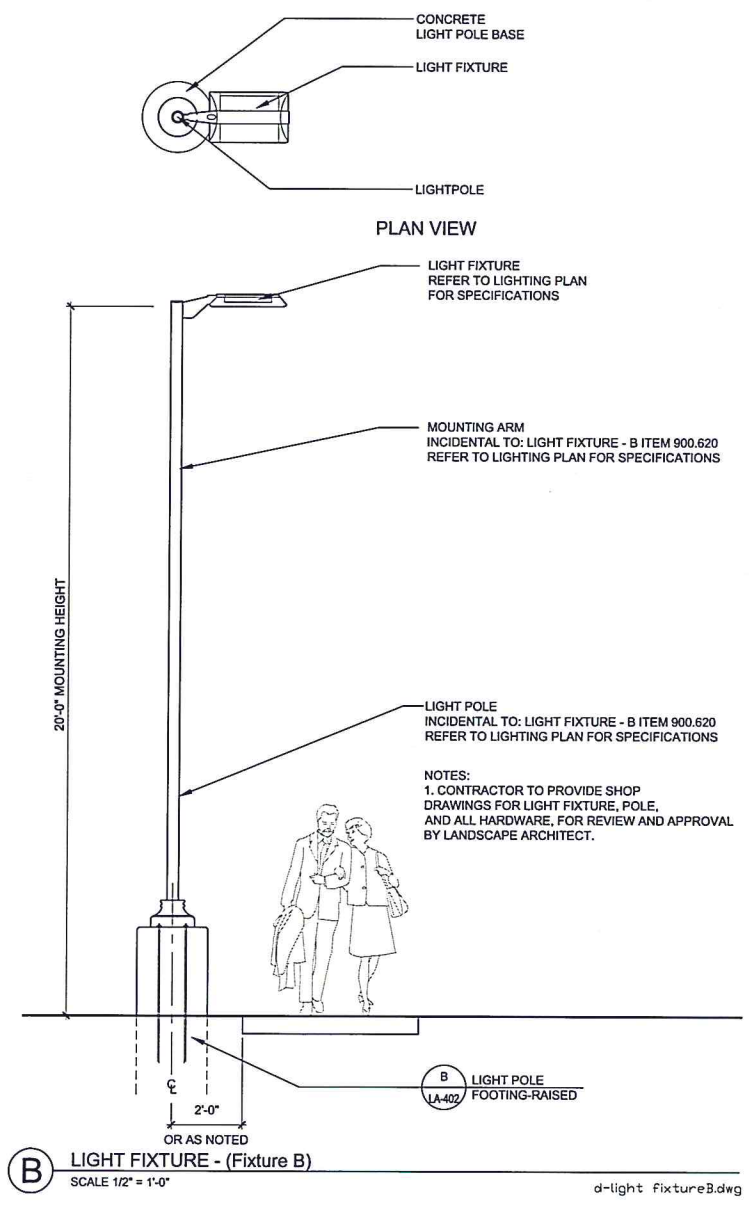
04/22/16 AS NOTED

--- MW

Schematic Design 02/13/2016
Design Development 04/16/2016
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SHEET CONTENTS
LIGHTING
DETAILS

SHEET NO



PROGRESS SET
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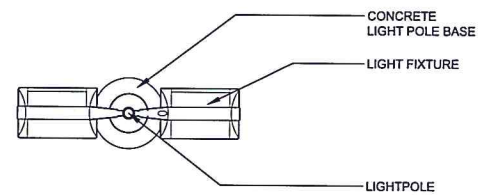
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SOUTH END

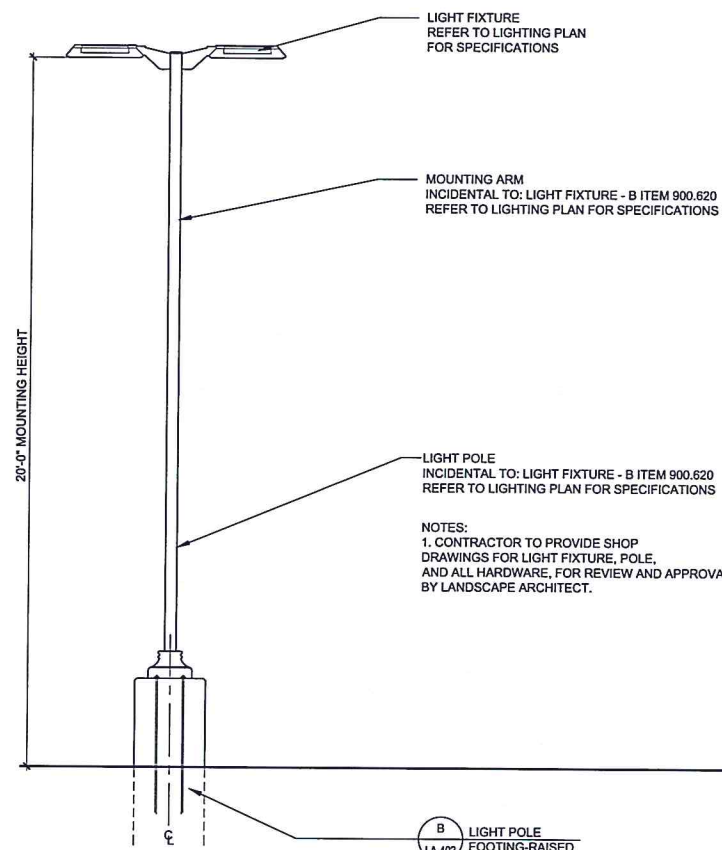
Burlington,
Vermont

PROJECT NO.	A1536.00
ORIGINATOR DATE	04/22/16
SCALE	AS NOTED
DRAWN BY	MW
CHECKED BY	
DATE	
DESIGNED BY	
DATE	
PERMIT DATE	04/22/2016

LIGHTING
DETAILS



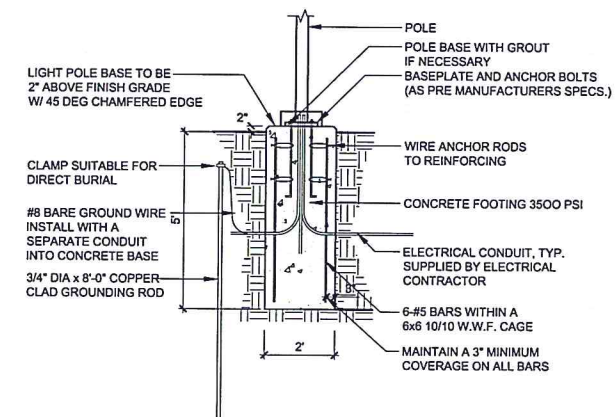
PLAN VIEW



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

d-light FixtureC.dwg

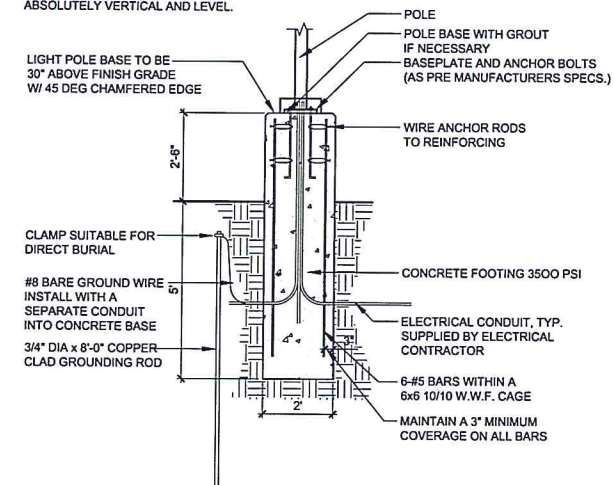
NOTE: POLE BASE IS TO BE ONE CONTINUOUS POUR.
THE CONTRACTOR WILL TAKE SPECIAL CARE TO
ENSURE CONCRETE POLE BASES ARE INSTALLED
ABSOLUTELY VERTICAL AND LEVEL.



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

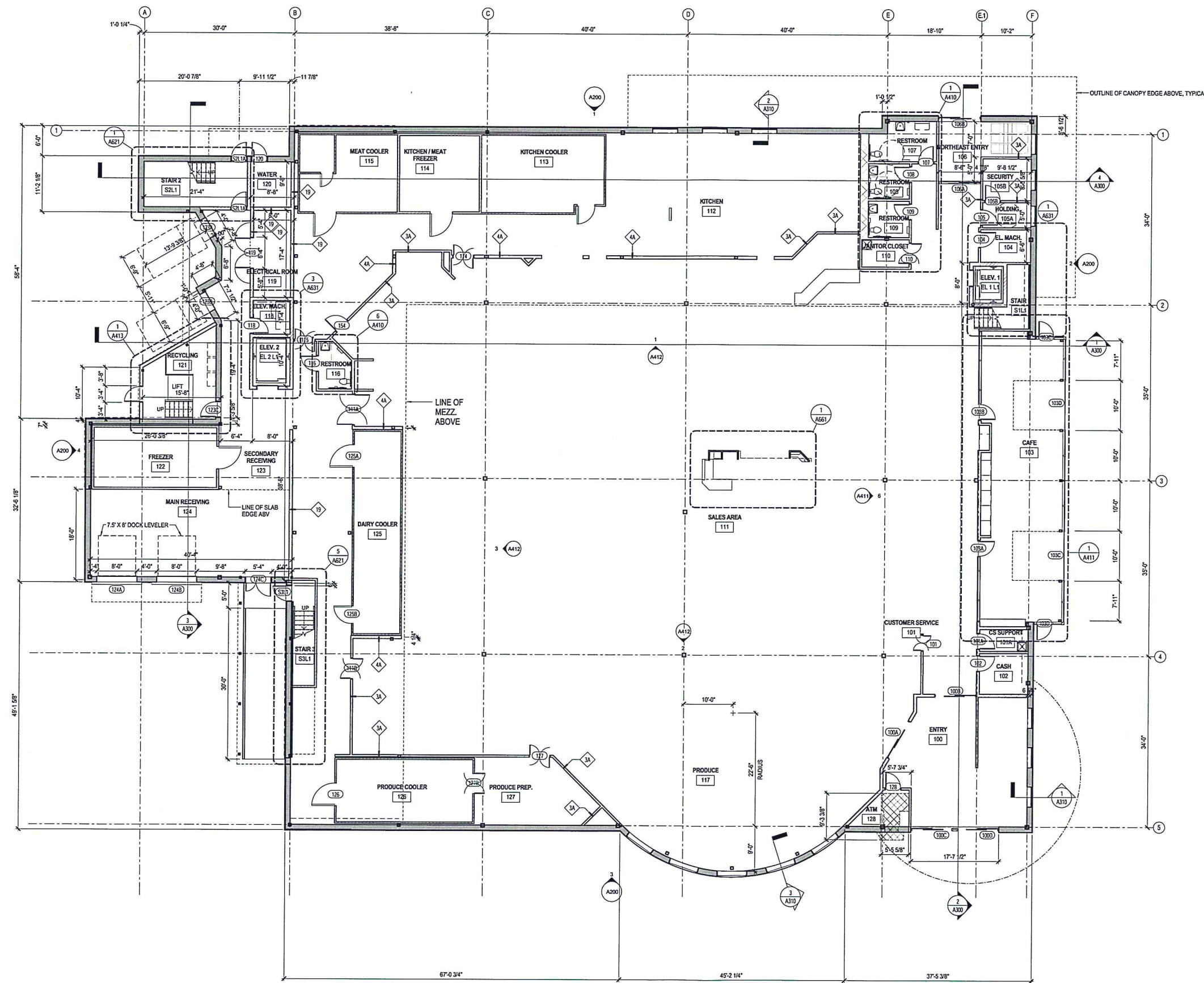
d-light footing - flush.dwg

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



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

d-light footing - raised.dwg



FLOOR PLAN GENERAL NOTES

ALSO SEE SYMBOL LEGEND ON COVER SHEET.

1. DIMENSIONS: ALL INTERIOR DIMENSIONS ARE TO FACE OF GWS OR OTHER FINISH UNLESS OTHERWISE NOTED. EXTERIOR DIMENSIONS ARE TO FACE OF CLADDING UNLESS NOTED OTHERWISE.

2. PLANS ARE TO BE VIEWED IN CONJUNCTION WITH CIVIL, LANDSCAPE, STRUCTURAL, MEPP, AND ALL OTHER TRADES, AS APPROPRIATE. DISCREPANCIES ARE TO BE BROUGHT TO THE ARCHITECT'S ATTENTION FOR RESOLUTION BEFORE COMMENCING WORK.

3. ALL NON-ARCHITECTURAL INFORMATION SHOWN HERE IS FOR REFERENCE ONLY.

4. REFER TO CIVIL PLANS FOR LIMIT OF WORK.

5. REFER TO GWS LIFE SAFETY PLANS FOR LOCATIONS OF SMOKE AND FIRE RESISTANT RATED CONSTRUCTION.

6. THE DISTANCE FROM THE HINGE SIDE OF THE DOOR TO THE FACE OF ADJACENT PERPENDICULAR WALL SHALL BE 6 INCHES (INCLUDING FRAME) UNLESS NOTED OTHERWISE.

7. ALL VERTICAL AND HORIZONTAL PENETRATIONS THROUGH RATED ASSEMBLIES ARE TO BE SEALED WITH UL-LISTED FIRESTOPPING AND/OR SEALANT ASSEMBLIES TO MAINTAIN RATING.

8. KEEP STANDPIPES AND ASSOCIATED ASSEMBLIES CLEAR OF THE REQUIRED PATH OF EGRESS.

FLOOR PLAN LEGEND

ALSO SEE SYMBOL LEGEND ON COVER SHEET

EXISTING WALL / COLUMN TO REMAIN

NEW METAL STUD / GYPSUM WALLBOARD WALL

NEW MASONRY WALL

NEW STEEL/CONCRETE COLUMN - SEE STRUCTURAL

1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS.

FIRE EXTINGUISHER CABINET:

FEC-1: SEMI-RECESSED CABINET W/ FE-1

FEC-2: SURFACE MOUNT CABINET W/ FE-1

FIRE EXTINGUISHER ON WALL BRACKET:

FE-1: MULTIPURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)

FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)

GWS COLUMN ENCLOSURE

MCE

MCE

PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLT'S TYP.)

PCE

Room name: ROOM TAG - SEE A800 FOR FINISHES

101: ROOM NAME

101: ROOM NUMBER

WALL TAG - SEE SHEETS A003, A004

WALL TYPE

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

DOOR TAG - SEE SHEET A800

DOOR NUMBER

WINDOW OR CURTAINWALL TAG

SEE SHEET A810

WINDOW OR CURTAINWALL TYPE

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CITY MARKET
SOUTH END

Burlington,
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PROJECT NO:
A1536.00

DATE:
01/01/16

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

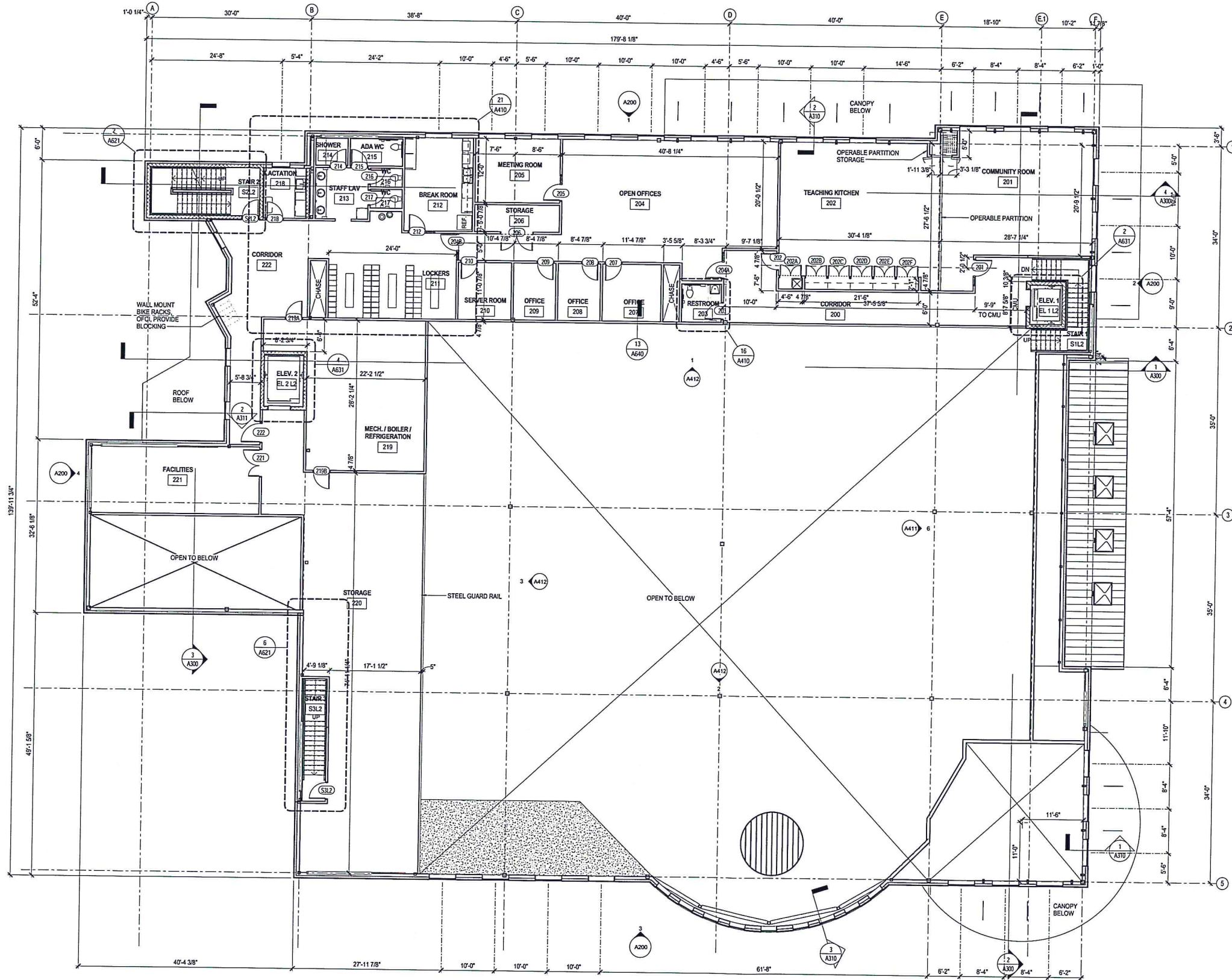
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DATE LOG:

Schematic Design	02/12/2016
Design Development	04/15/2016
Final Plans	04/22/2016

1ST FLOOR PLAN



FLOOR PLAN GENERAL NOTES

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

FLOOR PLAN LEGEND

ALSO SEE SYMBOL LEGEND ON COVER SHEET

- EXISTING WALL/ COLUMN TO REMAIN
NEW METAL STUD / GYPSUM WALLBOARD WALL
NEW MASONRY WALL
- NEW STEEL/ CONCRETE COLUMN - SEE STRUCTURAL 1" FIREPROOFING, TYP FOR ALL STEEL COLUMNS.
- FIRE EXTINGUISHER CABINET:
FEC-1: SEMI-RECESSED CABINET W/ FE-1
FEC-2: SURFACE MOUNT CABINET W/ FE-1
- FIRE EXTINGUISHER ON WALL BRACKET:
FE-1: MULTIPURPOSE DRY CHEM. EXTINGUISHER (TYPE A-B-C)
FE-2: KITCHEN GREASE EXTINGUISHER (TYPE K)
- GWB COLUMN ENCLOSURE
MCE
METAL COLUMN ENCLOSURE
PCE
PORCELAIN TILE COLUMN ENCLOSURE (KITCHEN, TLT'S TYP.)
- Room name - SEE A300 FOR FINISHES
101 - ROOM NAME
101 - ROOM NUMBER
- WALL TAG - SEE SHEETS A303, A304
WALL TYPE
WHERE A WALLTYPE LEADER PASSES THROUGH 2 OR MORE WALLS, ALL OF THOSE WALLS SHALL BE OF THE TYPE INDICATED.
- DOOR TAG - SEE SHEET A300
DOOR NUMBER
- WINDOW OR CURTAINWALL TAG
SEE SHEET A310
WINDOW OR CURTAINWALL TYPE

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NOT FOR BUILDING PERMIT.



DEPARTMENT OF
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APR 22 2016

CITY MARKET
SOUTH END

Burlington,
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PROJECT NO.
A1536.00

ORIGINATOR DATE
08/16/12

SCALE
1/8" = 1'-0"

DRAWN BY
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CHECKED BY
BL

DATE LOG
02/12/2016

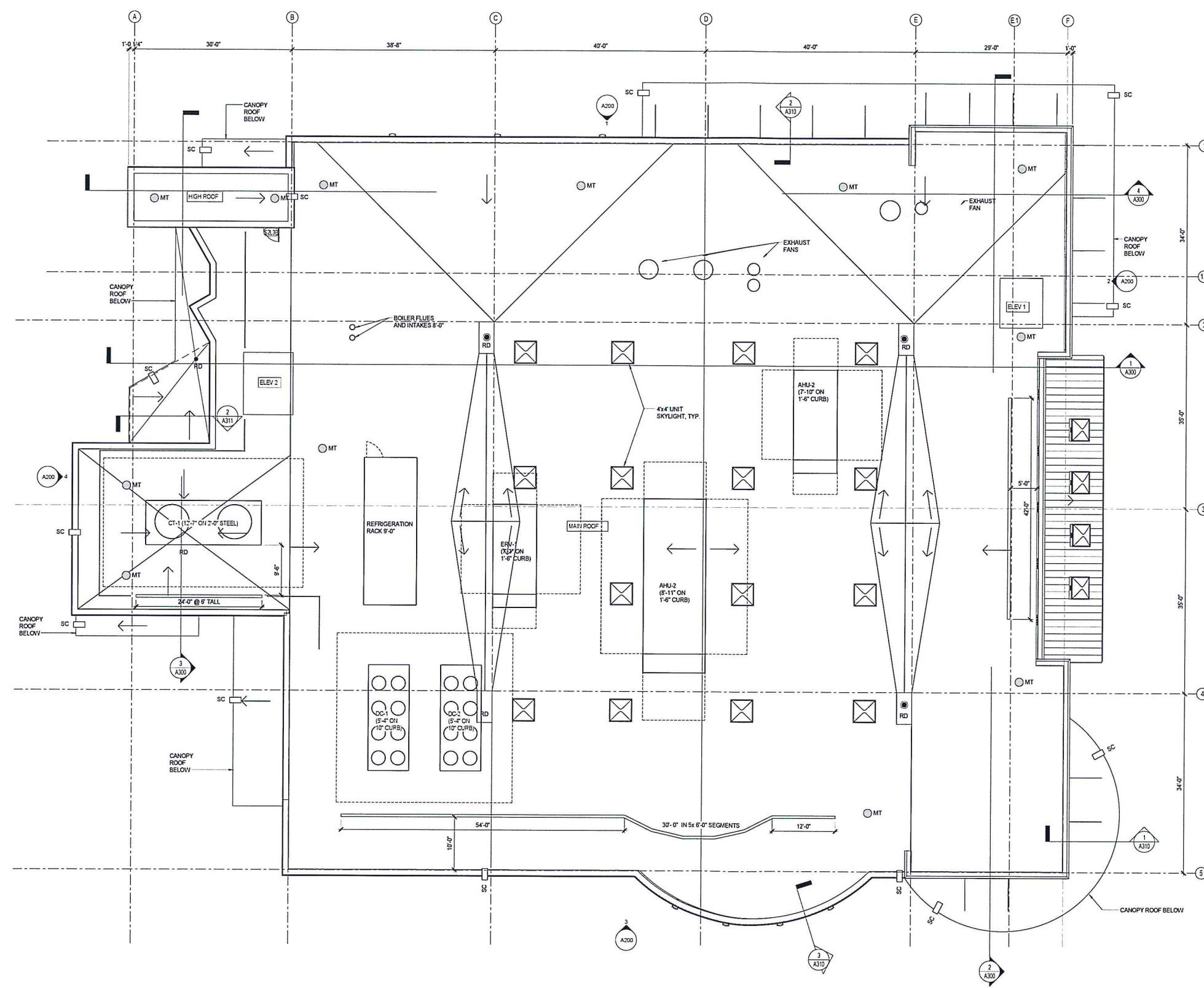
Schematic Design
02/12/2016

Design Development
04/15/2016

Permit Plans
04/22/2016

SHEET CONTENTS

MEZZANINE
FLOOR PLAN



ROOF PLAN LEGEND

- RD ROOF DRAIN
- MT MAINTENANCE TIEDOWN
- SC SCUPPER
- SCP SCUPPER TO PAD ON ROOF BELOW
- SVRL SCUPPER WITH RAIN LEADER TO PAD ON ROOF BELOW
- RMF ROOF MANIFOLD

ROOF PLAN GENERAL NOTES

- SEE EXTERIOR WALL SECTION SHEETS AND EXTERIOR ASSEMBLY SHEET FOR ROOF SYSTEM NOTES.
- SEE MEP/FP DRAWINGS & SPECIFICATIONS FOR ROOF TOP EQUIPMENT REQUIREMENTS INCLUDING CURBS.
- SEE PLUMBING DVGS FOR ROOF DRAIN QUANTITIES, SIZES & LAYOUT. CONTACT ARCHITECT IF DISCREPANCIES ARE FOUND.
- SECONDARY ROOF DRAINAGE IS PROVIDED USING SCUPPERS. SEE PLAN FOR SCUPPER SIZE & LOCATIONS.
- ROOF DECK IS TAPERED AT 1/4" PER FOOT. CRICKETS ARE TAPERED AT 1/2" PER FOOT, UNLESS OTHERWISE NOTED.

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DESIGNED BY: AC CHECKED BY: BL

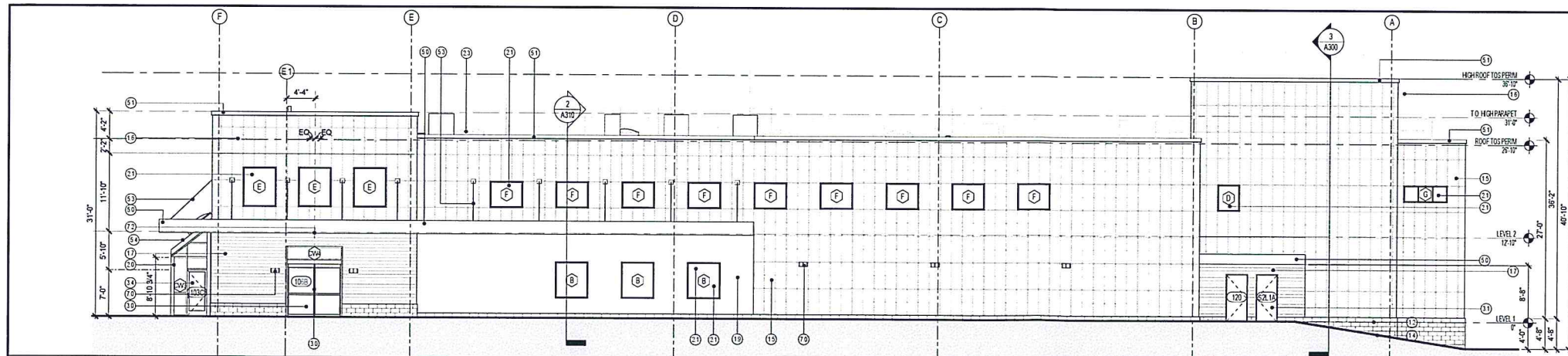
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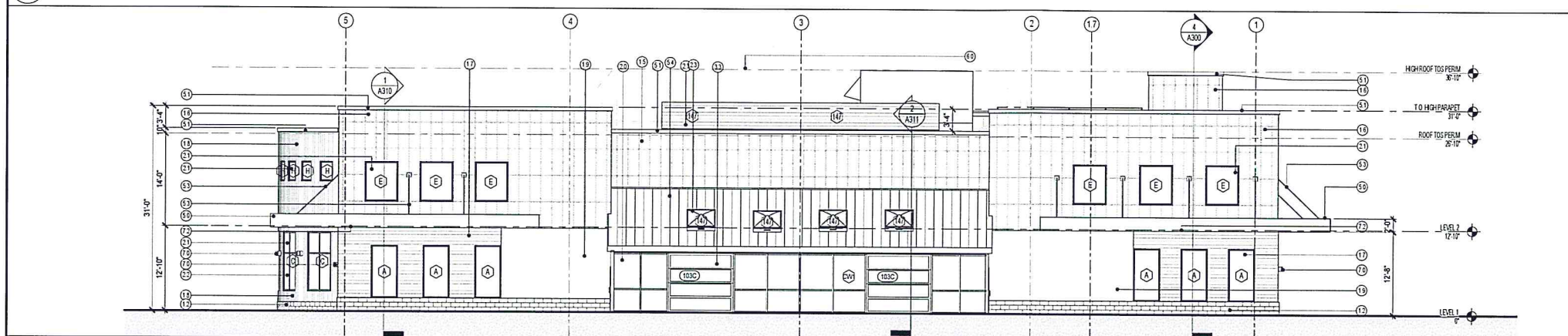
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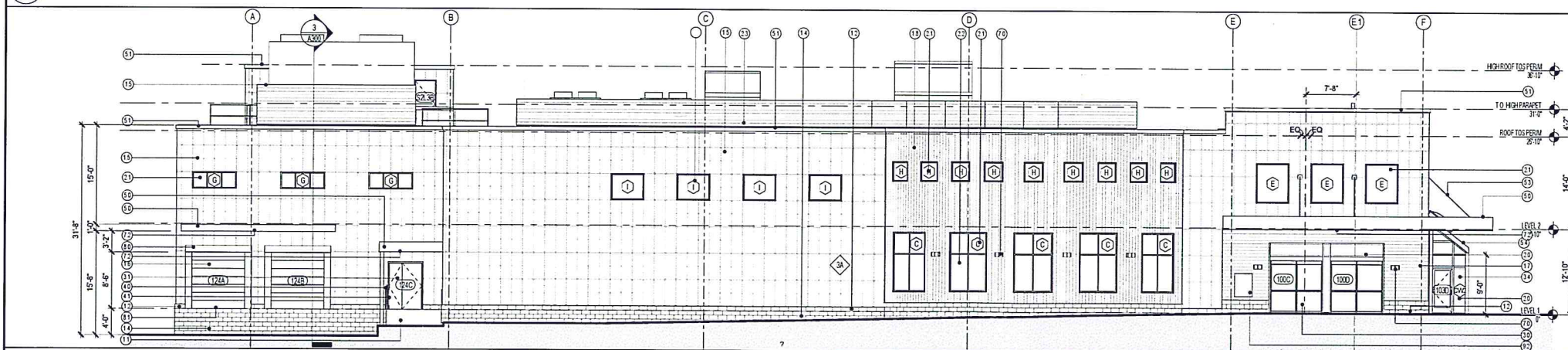
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JUN 17 2016



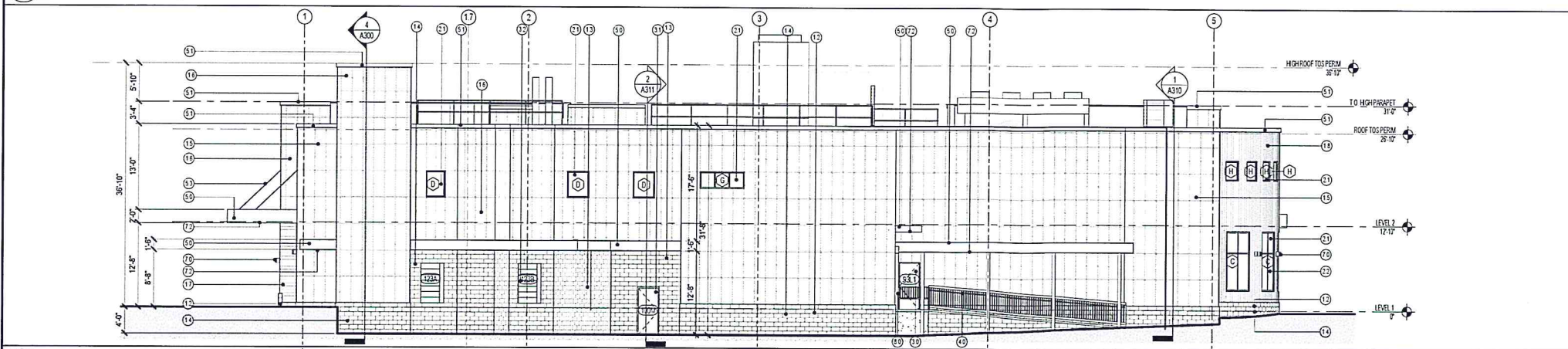
1 NORTH ELEVATION
A200 SCALE: 1/8" = 1'-0"



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



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



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

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

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DATE
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SCALE
As Indicated

OWNER
BL

DESIGNER
BL

DATE
03/12/2018

DATE
04/15/2018

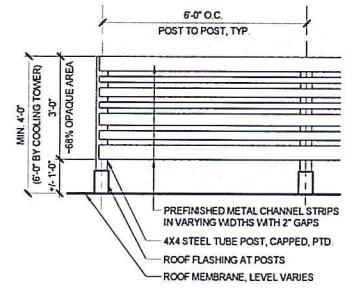
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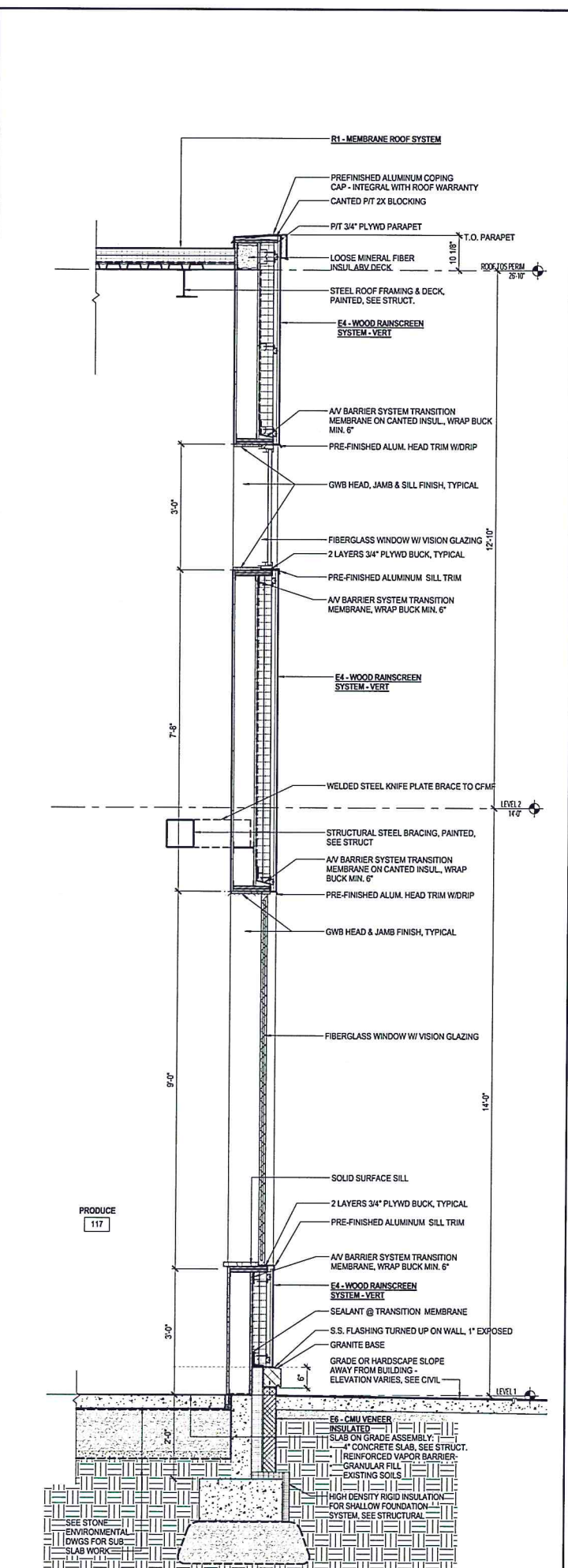
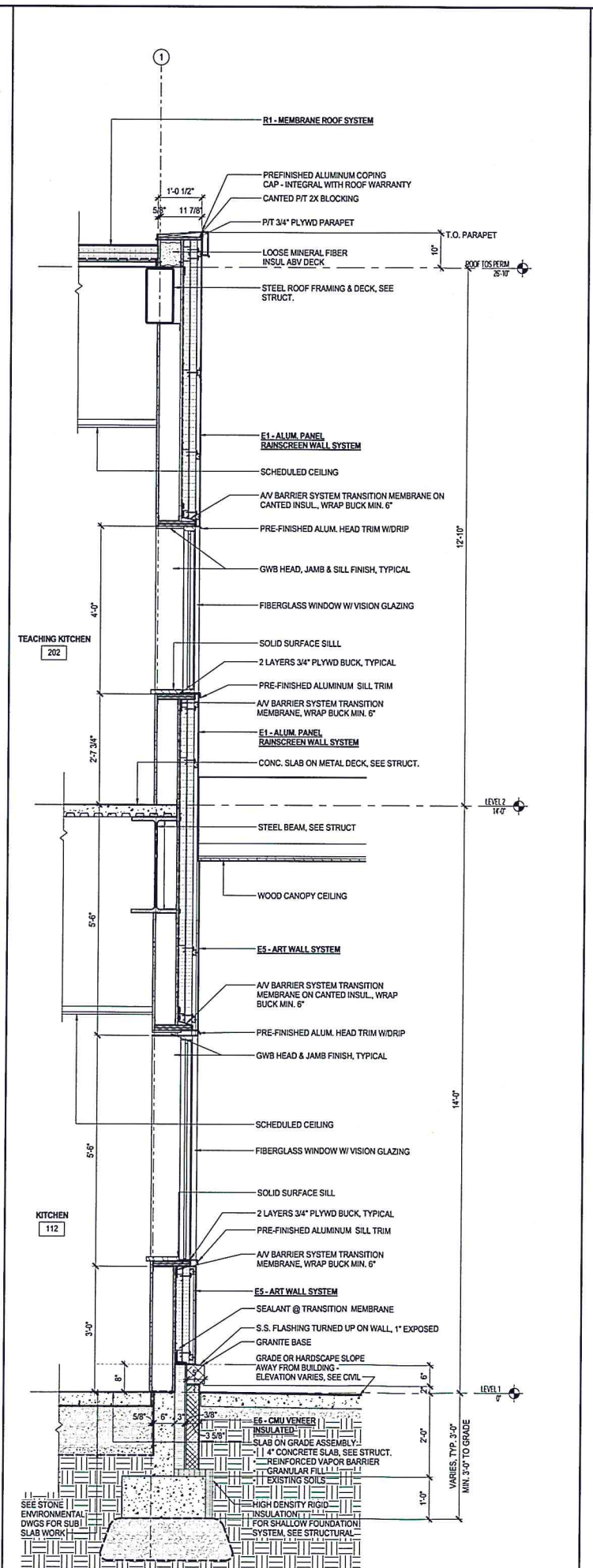
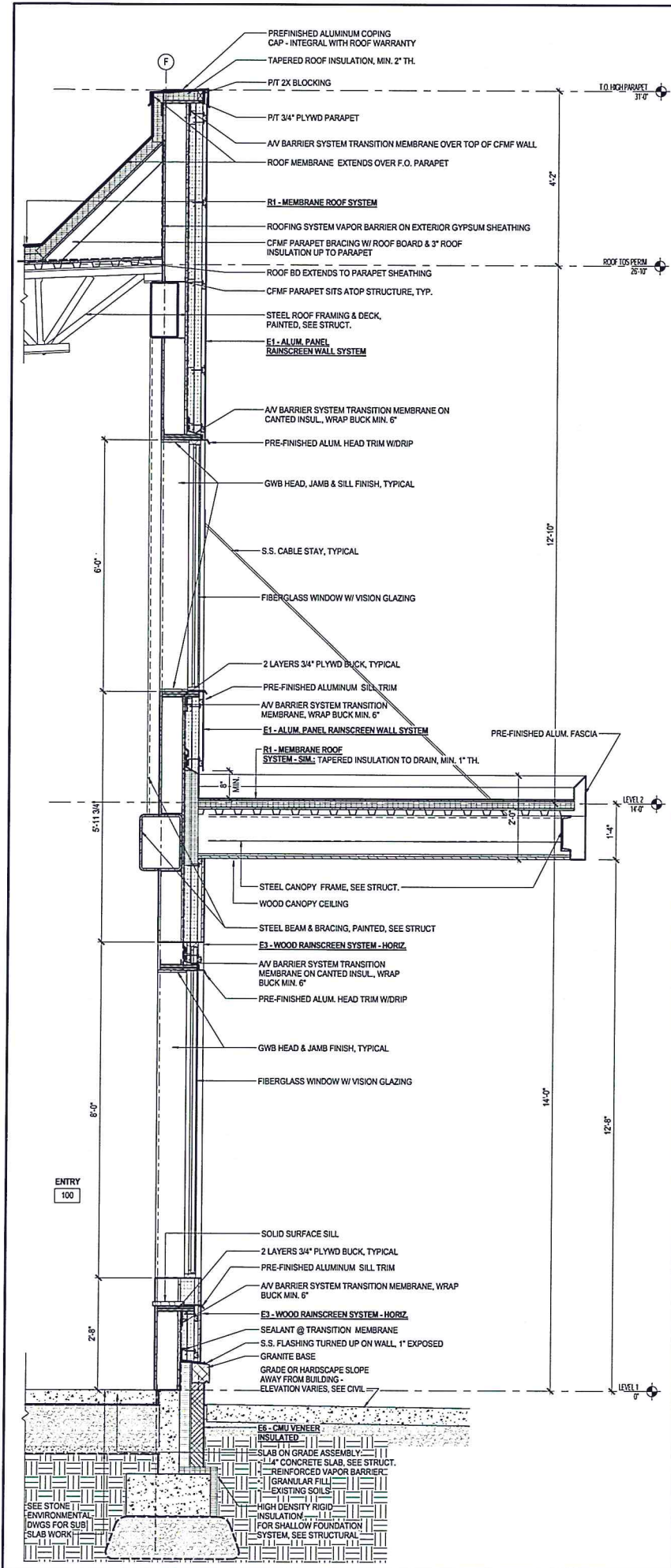
DATE
04/27/2018

EXTERIOR
ELEVATIONS

A200

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





EXTERIOR ASSEMBLIES	
R1 MEMBRANE ROOF SYSTEM (IN TO OUT): LOW SLOPE (1/4\"/>	
R2 METAL ROOF SYSTEM (IN TO OUT): 9:12 SLOPE 1 1/2\"/>	
E1 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CFMF BACKUP) (IN TO OUT): 5/8\"/>	
E1R1 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CFMF BACKUP) - 1/8\"/>	
E2 ALUMINUM PANEL RAINSCREEN WALL SYSTEM (CMU BACKUP) (IN TO OUT): NOM. 8\"/>	
E3 WOOD RAINSCREEN WALL SYSTEM (HORIZONTAL) (IN TO OUT): 5/8\"/>	
E4 WOOD RAINSCREEN WALL SYSTEM (VERTICAL) (IN TO OUT): 5/8\"/>	
E5 ART WALL SYSTEM (IN TO OUT): 5/8\"/>	
E6 CMU VENEER INSULATED (C.I.P. CONCRETE BACKUP) (IN TO OUT): CONCRETE FOUNDATION WALL, SEE STRUCTURAL	
E7 CMU VENEER UNINSULATED (C.I.P. CONCRETE BACKUP) (IN TO OUT): CONCRETE FOUNDATION WALL, SEE STRUCTURAL	
E8 CMU VENEER (CMU BACKUP) (IN TO OUT): NOM. 8\"/>	
E9 CMU WALL (IN TO OUT): NOM. 8\"/>	
E10 GALV. STEEL PANEL (CMU BACKUP) (IN TO OUT): NOM. 8\"/>	
E11 GALV. STEEL PANEL (CFMF BACKUP) (IN TO OUT): 5/8\"/>	

--- INDICATES AV BARRIER, VAPOR BARRIER, WATERPROOFING

--- INDICATES AV BARRIER TRANSITION MEMBRANE

NOTE ON MINERAL FIBER BOARD INSULATION: 2\"/>

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PROJECT NO
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DATE LOG
01/04/15 **As Indicated**

DESIGNED BY
AC **BL**

DATE LOG
02/12/2015

DESIGNED BY
04/15/2015

DATE LOG
04/23/2015

WALL SECTIONS



NOTE: PERSPECTIVES FOR REFERENCE ONLY

1 VIEW FROM PARKWAY AND FLYNN
G401 SCALE:



NOTE: PERSPECTIVES FOR REFERENCE ONLY

2 VIEW FROM PARKING LOT
G401 SCALE:

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JW

BY:
BL

Revised Design: 02/12/2016

Design Development: 04/15/2016

Permit Plans: 04/22/2016

Permit Plans: 04/27/2016

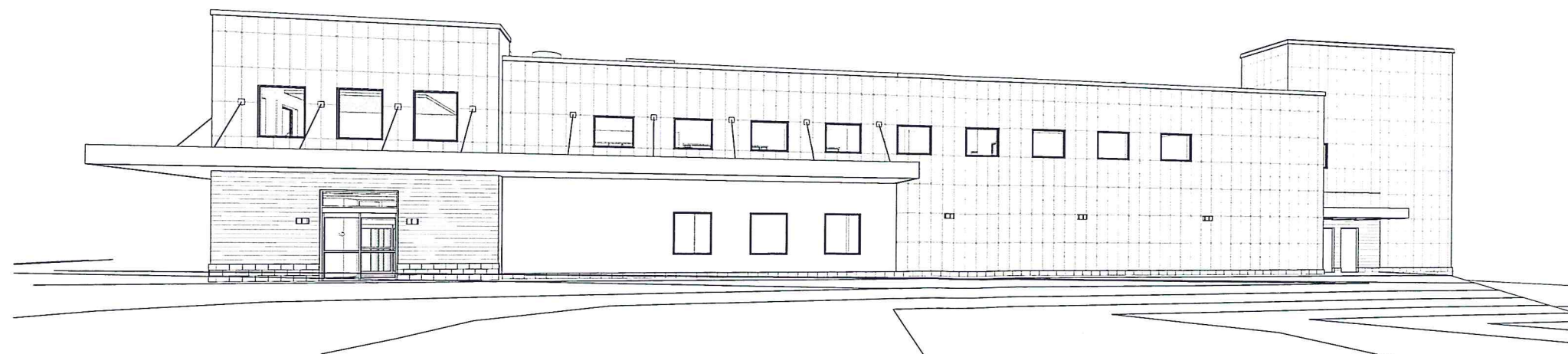
PERSPECTIVE
VIEWS

G401



NOTE: PERSPECTIVES FOR REFERENCE ONLY

1 VIEW FROM NEAREST FERGUSON RESIDENCE
SCALE:



NOTE: PERSPECTIVES FOR REFERENCE ONLY

2 VIEW FROM ACROSS FLYNN AVENUE
SCALE:

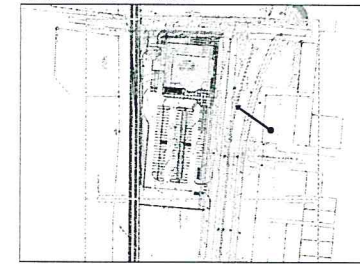
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APPROXIMATELY 200' FROM BUILDING



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Author: _____
Checker: _____

Schematic Design: 02/12/2014

Design Development: 04/15/2015

Permit Plans: 04/22/2015

Permit Plans: 04/21/2016

PERSPECTIVE
VIEWS

G402

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PROJECT NO.
A1536.00

DATE: 04/21/16

Author

Checker

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

Design Development: 04/15/2016

Final Plans: 04/22/2016

DATE: 04/22/2016

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

Author

Checker

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

Design Development: 04/15/2016

Final Plans: 04/22/2016

DATE: 04/22/2016

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

Author

Checker

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

Design Development: 04/15/2016

Final Plans: 04/22/2016

DATE: 04/22/2016

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

Author

Checker

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

Design Development: 04/15/2016

Final Plans: 04/22/2016

DATE: 04/22/2016

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

Author

Checker

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

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Author

Checker

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Design Development: 04/15/2016

Final Plans: 04/22/2016

DATE: 04/22/2016

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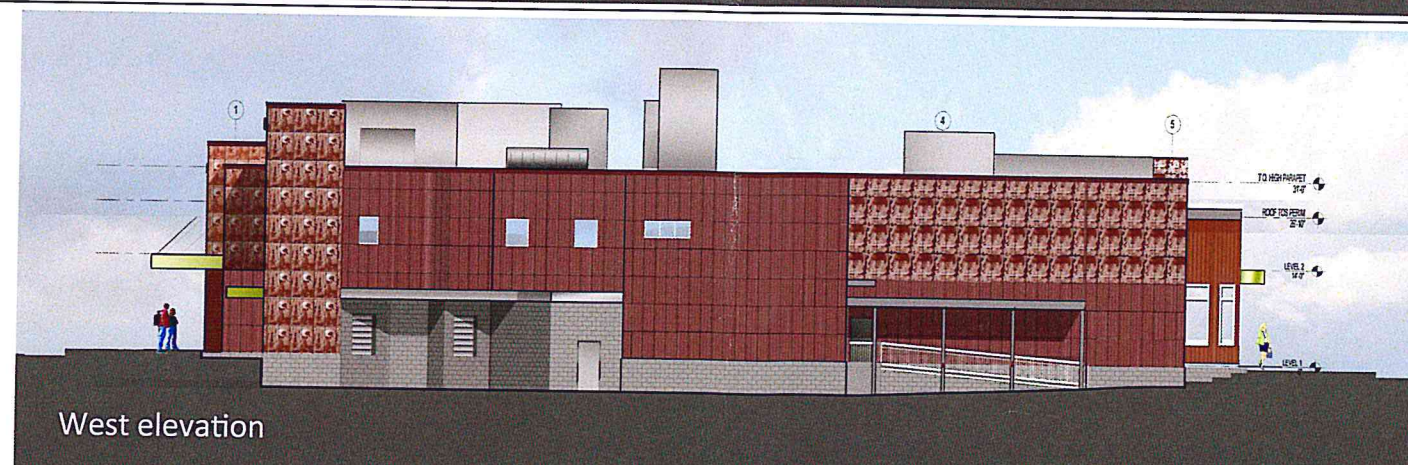
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North Elevation



South Elevation



West elevation

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DEPARTMENT OF
PLANNING & ZONING

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CONSTRUCTION.
NOT FOR
BUILDING
PERMIT.



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11 Maple Street - Burlington VT 05401
802.255.0244 - www.fff.com
Architecture - Planning - Interiors

CITY MARKET
SOUTH END

Burlington,
Vermont

FFP PROJECT NO:
A1536.00

CREATION DATE: 04/21/16 SCALE:

DRAWN BY: Author CHECKED BY: Checker

DATE LOG:
Schematic Design 02/12/2016
Design Development 04/15/2016
Permit Plans 04/22/2016

SHEET CONTENTS:
COLOR
ELEVATIONS

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
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Ryan Morrison, CFM, Associate Planner
Anita Wade, Zoning Clerk
Elsie Tillotson, Department Secretary



TO: Development Review Board
FROM: Scott Gustin
DATE: July 5, 2016
RE: 16-1145CA/MA; 207 Flynn Avenue

=====

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

Zone: ELM Ward: 5S

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

Request: Construct new retail grocery building and related site improvements and subdivide lot.

Applicable Regulations:

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

Background Information:

The applicant is seeking approval to construct a new retail grocery store, parking lot, and related site improvements. The single parcel will also be subdivided into two lots. Nearly all of the development will take place on lot 1. Lot 2 will remain as-is. Demolition of existing buildings onsite has been approved under separate zoning permits.

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

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

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

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

Revised project plans have been submitted that address these conditions. Note that revisions are limited to the architectural and landscaping plans. The civil drawings have not yet been updated and must be.

Previous zoning actions for this property are noted below.

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

Recommendation: Initial Major Impact & Certificate of Appropriateness review and continue hearing to address outstanding items noted in these findings:

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Section 3.5.6 (a) Conditional Use Review Standards

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

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

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

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

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

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

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

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

A traffic analysis has been provided. The analysis centers on anticipated peak trip generation for the grocery store – weekday PM peak hour. It does not address anticipated total daily trip generation or weekend peak hours. Intersection analyses are also included in the study – Pine Street/Flynn Avenue, Briggs Street/Flynn Avenue, Flynn Avenue/Champlain Parkway, and driveway intersections with Briggs Street and Flynn Avenue. Build and no-build scenarios are addressed in 2017 and 2022.

Anticipated weekday PM peak hour trip generation is 225. Interestingly, this figure includes 45 non-vehicular trips (i.e. walk, bike, transit). Of the 180 vehicular trips, 80 are expected to be newly generated destination type trips (i.e. newly generated specifically to go to-from the supermarket). The analysis also states this total figure incorporates the 30 anticipated weekly truck trip ends; however, truck trips are mostly between 6:00 AM and 10:00 AM. The PM peak hour trip generation would necessarily exclude most of the truck traffic.

Intersection level of service (LOS) remains good in most scenarios with A's and B's. The Briggs and Flynn intersection will drop from B to C in 2022 under the "build" scenario. The Flynn and Champlain Parkway intersection will be impacted most significantly with a 20-second increase in delay and a concurrent drop in LOS from D to E in the 2022 "build" scenario.

Substantial public comment has been received that requests closing off Ferguson, Lyman, and Morse to prevent cut-through traffic associated with the new supermarket. The traffic analysis does not specifically address what impacts, if any, doing so would have on anticipated traffic volumes and movements. This change would be significant and, if pursued, should be expressly addressed in the traffic analysis.

Written comments and recommendations from the Department of Public Works are pending. **(No finding yet possible)**

and,

5. *The utilization of renewable energy resources;*

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

and,

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

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

(b) Major Impact Review Standards

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

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

See Sec. 5.5.3 for stormwater management. **(Affirmative finding)**

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

See Sec. 3.5.6 (a) 1.

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

See Sec. 3.5.6 (a) 1.

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

See Sec. 5.5.3.

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

See Sec. 3.5.6 (a) 4.

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

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

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

The proposed development will generate additional impacts on city services; however, those impacts are expected to be relatively modest. Impacts will be mitigated by payment of impact fees. **(Affirmative finding as conditioned)**

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

See Article 6 for effects on significant natural areas, historic buildings, and archaeological significance.

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

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

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

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

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

The proposed commercial development will have no impact on the present or projected housing needs of the city. **(Affirmative finding)**

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

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

(c) Conditions of Approval:

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

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

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

2. Time limits for construction.

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

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

No days or hours of operation are noted in the application plans and must be. No days or hours of construction are proposed either. Both of these items must be provided. **(No finding yet possible)**

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

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

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

See the recommended conditions.

Article 4: Maps & Districts

Sec. 4.4.3, Enterprise Districts:

(a) Purpose

(1) Light Manufacturing (E-LM)

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

(b) Dimensional Standards & Density

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

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

The proposed front yard setbacks are 16' along Flynn Avenue and 6' along Briggs Street. The minimum required is 5'. Side yard setbacks are not applicable in the E-LM zone. This corner lot has no rear yard setback.

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

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

(c) Permitted & Conditional Uses

The proposed grocery store, at 33,874 sf, qualifies as "large" in the use table of the Comprehensive Development Ordinance. Large grocery stores are a conditional use in the E-LM zone so long as they do not exceed 30,000 sf and are located between Flynn and Home Avenues. This proposed store is somewhat too large but is located acceptably. **(Adverse finding)**

(d) District Specific Regulations

Not applicable.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.5 (b) above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

A revised outdoor lighting plan has been provided. Fixture locations are noted within the parking and circulation areas and for the loading bays. Fixture locations for the building's pedestrian entries are also noted. Fixture cutsheets have been provided and depict acceptable cutoff lighting fixtures. The parking lot lights are acceptably mounted at 20'. The photometric plan shows parking and circulation illumination levels in excess of the applicable standards. Maximum illumination reaches to 6.4 footcandles, whereas 4.0 is the maximum permissible. Downward adjustment is needed to avoid these hot spots. The uniformity ratio (maximum : average illumination) is acceptable. No averages are noted for the pedestrian entry illumination levels. The point-by-point numbers look to be largely acceptable. Confirmation that averages do not exceed 5.0 footcandles is needed. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control

The proposed stormwater management system contains both structural and nonstructural elements. Two rain gardens are proposed along with an overall reduction in pervious surface. The contaminated soils onsite prevent utilizing infiltration, but the under-drained rain gardens will provide stormwater treatment and attenuation. Structural elements include catch basins and piping that will connect to the city's combined storm/sanitary sewer. Overall stormwater discharge volumes will decrease for all design storm events. As noted by the Conservation Board, final approval of the proposed stormwater management plan (and erosion control plan) by the city's stormwater program is required. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

(a) Protection of important natural features

The proposed subdivision will have no impact on important natural features. **(Affirmative finding)**

(b) Block size and arrangement

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

(c) Arrangement of Lots

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

(d) Connectivity of streets within the city street grid

Not applicable.

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

Not applicable.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

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

(b) Topographical alterations

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

(c) Protection of important public views

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

(d) Protection of important cultural resources

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

(e) Supporting the use of alternative energy

See Sec. 6.3.2 (f).

(f) Brownfield sites

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

(g) Provide for nature's events

See Sec. 5.5.3 for stormwater management.

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

(h) Building location and orientation

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

(i) Vehicular access

Two access points will serve the property. The driveway from Briggs Street appears to be the primary public access point in and out of the property. The other driveway from Flynn Avenue is one-way only (into the site) and will be used for delivery trucks.

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

The Briggs Street driveway is 24' wide, sufficient to allow simultaneous in-and-out movement under the vehicular circulation standards of Article 8. The Flynn Avenue driveway is 30' wide, and appears to be as wide to afford access to the loading bays on the building's west side.

(Affirmative finding)

(j) Pedestrian access

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

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

Construction of the sidewalk and encroachments into the public ROW is subject to review and approval by the Department of Public Works and (for encroachments) the City Council.

(Affirmative finding as conditioned)

(k) Accessibility for the handicapped

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

(l) Parking and circulation

As noted above, parking is set to the side or rear of the building as perceived from Briggs Street or Flynn Avenue, respectively. Along Briggs Street, the parking lot will be screened with a line of new landscaping consisting of deciduous trees and shrubs. A single large center island will be

provided in the parking lot. The westernmost double-stacked row of parking has no such island. The DAB declined to recommend one.

Parking spaces and circulation isles appear to be dimensionally compliant. Parking spaces are 9' X 20', and circulation isles are 20' wide allowing for 10' wide travel lanes. Back-up distance is slightly substandard at 20', whereas 24' is the standard for 90-degree spaces. Some variation from this standard is permissible per Sec. 8.1.11, *Parking Dimensional Requirements*.

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

The proposed parking lot will require shade trees. This criterion establishes a target of 30% shading of the parking area with new shade trees. At least 1 shade tree for every 5 parking spaces is required. The new parking lot will contain 109 parking spaces and will require 22 shade trees. As proposed, 32 new trees will be planted within or around the parking lot. Minimum caliper size at the time of planting must be 2.5" – 3.5." As proposed, caliper size is compliant. A mature canopy diameter of at least 25' is needed. Canopy information provided denotes compliance. As recommended by the DAB, a parking lot shading analysis has been provided and depicts 34.7% shading at maturity.

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

(Affirmative finding)

(m) Landscaping and fences

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

(n) Public plazas and open space

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

(o) Outdoor lighting

See Sec. 5.5.2.

(p) Integrate infrastructure into the design

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

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(a) Relate development to its environment

1. Massing, Height, and Scale

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

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

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

2. Roofs and Rooflines

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

3. Building Openings

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

(b) Protection of important architectural resources

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

(c) Protection of important public views

See 6.2.2 (c) above.

(d) Provide an active and inviting street edge

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

(e) Quality of materials

The building will be clad largely in metal paneling of varying textures and coloration. Wooden panel accents will be installed near the entries. A membrane roofing system will be installed. All

of the windows appear to be fiberglass. The proposed materials are acceptable for new construction. **(Affirmative finding)**

(f) Reduce energy utilization

Few energy details are included in the application plans. The new building must comply with the current energy efficiency requirements of the city and state. **(Affirmative finding as conditioned)**

(g) Make advertising features complimentary to the site

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

(h) Integrate infrastructure into the building design

Loading bays are screened from the street and are set apart from active pedestrian areas of the site. Abundant rooftop mechanicals are proposed, some of which are quite large. This criterion requires screening such features within the overall roof structure, outer building walls or parapets, or integrated into the overall building design. As recommended by the DAB, plans have been revised to incorporate screening of rooftop mechanicals. Their appearance is much less obvious than previously. Note also that some of the proposed equipment is tall enough to exceed the overall 45’ height limit. The total area of such features cannot exceed 10% of the roof area. While a roof plan has been submitted, there is no tally of area exceeding 45.’ Confirmation is needed as to whether this limitation has been observed. **(No finding possible)**

(i) Make spaces safe and secure

The project underwent technical review on April 14, 2016. The fire marshal provided written comment to the applicants based on that review. Building accessibility by emergency service vehicles appears to be adequate. **(Affirmative finding)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The proposed grocery store is located in the Shared Use Parking District. Grocery stores require a minimum of 2 parking spaces per 1,000 sf. At 33,874 sf, the proposed grocery store requires at least 68. The proposed site plan includes 109 parking spaces (including 4 EV spaces). This number exceeds the minimum requirement but remains below the maximum parking limitation of 127 spaces. Note that a 30,000 sf store would require at least 90 parking spaces and no more than 113. **(Affirmative finding)**

Sec. 8.2.5, Bicycle Parking Requirements

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

Article 10: Subdivision

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

II. Conditions of Approval

Project approval is not yet warranted due to the nature and extent of outstanding items above. If the Development Review Board determines that approval is warranted, the following conditions are recommended:

1. **Prior to release of the zoning permit**, revised project plans depicting the following shall be submitted, subject to staff review and approval:
 - a. Consistent site plans throughout the plan set (i.e. reflecting the DAB's recommendations);
 - b. Days and hours of grocery store operation and days and hours of construction;
 - c. FAR and lot coverage information for lot 2;
 - d. Reduced gross floor area of 30,000 sf or less;
 - e. Outdoor illumination revisions for compliant lighting levels in the parking lot and over building entries per Sec. 5.5.2;
 - f. A tally of the area of rooftop equipment exceeding the 45' height limit (up to 10% area is allowed); and,
 - g. Confirmation of at least 2 compliant long-term bike parking spaces within the building.
2. **Prior to release of the zoning permit**, the applicant shall receive written verification of adequate wastewater capacity from the Department of Public Works.
3. **Within 180 days of this approval**, a mylar copy of the subdivision plat with all required signature blocks duly signed as required by Sec. 10.1.11 shall be filed in the land records. Failure to do so shall render this subdivision approval null and void.
4. This zoning permit incorporates recommendations from the Dept. of Public Works relative to traffic impacts and mitigation.
5. Final approval of the post-construction stormwater management system and the erosion prevention and sediment control plan by the city's stormwater program staff is required.
6. The proposed sidewalk construction within the public street right-of-way is subject to review and approval of the Dept. of Public Works. All other construction within the public street right-of-way is subject to an encumbrance permit issued by the City Council in conjunction with the Dept. of Public Works.
7. At least **7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the Planning & Zoning Department the impact fee as calculated by staff based on the gross square footage of the proposed development.
8. A State of Vermont wastewater permit is required.
9. All new utility lines shall be buried.
10. It is the applicant's responsibility to comply with all applicable ADA requirements.
11. 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.

12. Any signage will require a separate sign permit.
13. Standard Conditions 1-14.

RECEIVED
MAY -1 2016



DEPARTMENT OF
PLANNING & ZONING

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

Date: April 29, 2016

Memorandum

Project #: 57843.00

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

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

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

The proposed redevelopment program consists of demolishing the existing structures and constructing a 23,700± square foot City Market grocery store. The scope of work for this evaluation is generally limited to Flynn Avenue and Briggs Street in the vicinity of the site and includes the intersections of Pine Street at Flynn Avenue, Briggs Street at Flynn Avenue, and the proposed site driveways. This memorandum includes the following:

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

EXISTING CONDITIONS

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

Flynn Avenue and Briggs Street are both straight and level in the vicinity of the site and provide adequate sight lines. Specifically, Flynn Avenue provides a clear line of sight over 800 feet west of the site driveway and over 500 feet east of the site driveway. Briggs Street provides a clear line of sight to and from Flynn Avenue (approximately 375 feet north of the site driveway) and to and from Morse Place (approximately 675 feet south of the site driveway). These sight lines on Flynn Avenue and Briggs Street exceed the American Association of State and Highway Transportation Officials (AASHTO) recommended guidelines for stopping sight distance (SSD) of 155 feet and intersection sight distance (ISD) of 280 feet (for a 25 mph roadway).



0 500 1000 Feet



Figure 1
Site Location Map



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

Pine Street is a two lane roadway (one travel lane in each direction) that provides a north-south connection between Downtown Burlington and Queen City Park Road in Burlington's South End. Sidewalks are provided along both sides of Pine Street. Pine Street accommodates cyclists with "bike route" and "share the road" signage along the northbound travel lane and a bike lane adjacent to the southbound travel lane (north of Flynn Avenue). A sheltered bus stop is located on the west side of Pine Street just north of Flynn Avenue with regularly scheduled service provided by Chittenden County Transit Authority (CCTA). Land use along Pine Street is a mix of commercial and residential. The posted speed limit along Pine Street is 30 mph.

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

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

CRASH SUMMARY

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

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

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



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DEVELOPMENT PROGRAM

The site is located on the southwest corner of Flynn Avenue and Briggs Street in the South End of Burlington, Vermont. The proposed redevelopment program consists of demolishing the existing structures and constructing a 23,700± square foot City Market grocery store. Primary access and egress is proposed on Briggs Street approximately 375 feet south of Flynn Avenue. Secondary access, which is primarily intended for truck deliveries, is proposed on Flynn Avenue approximately 225 feet west of Briggs Street. The proposed layout of the project is shown in **Figure 2**.

TRIP GENERATION

Trip generation estimates for the proposed City Market grocery store were calculated using rates published by the Institute of Transportation Engineers (ITE) Trip Generation¹ (Land Use Code 850 – Supermarket) for the weekday evening peak hour as that period reflects the peak periods for both the proposed grocery store and the surrounding street network. It should be noted that the ITE average rate is slightly higher than Vermont-specific trip generation rate published by ITE in the June 2012 ITE Journal. Using the more conservative national ITE average rates, the proposed development is expected to generate approximately 225 trips (115 entering and 110 exiting) during the weekday evening peak hour. City Market anticipates the store generating approximately 30 truck delivery trips per week, with the majority of the deliveries occurring between 6:00 AM and 10:00 AM. These truck trips are incorporated into the trip generation estimates provided below.

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

TABLE 1: TRIP GENERATION SUMMARY

Peak Period	Proposed City Market Grocery Store – Site Generated Trips				
	Total	Non-Auto (Walk/Bike/Transit)	Pass-By (Briggs St/Flynn Ave)	Diverted (Pine St/US 7)	New
Weekday PM Peak Hour (vph)	100%	20%	10%	35%	35%
Enter	115	25	10	40	40
Exit	110	20	10	40	40
Total	225	45	20	80	80

vph = vehicles per hour.

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

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

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

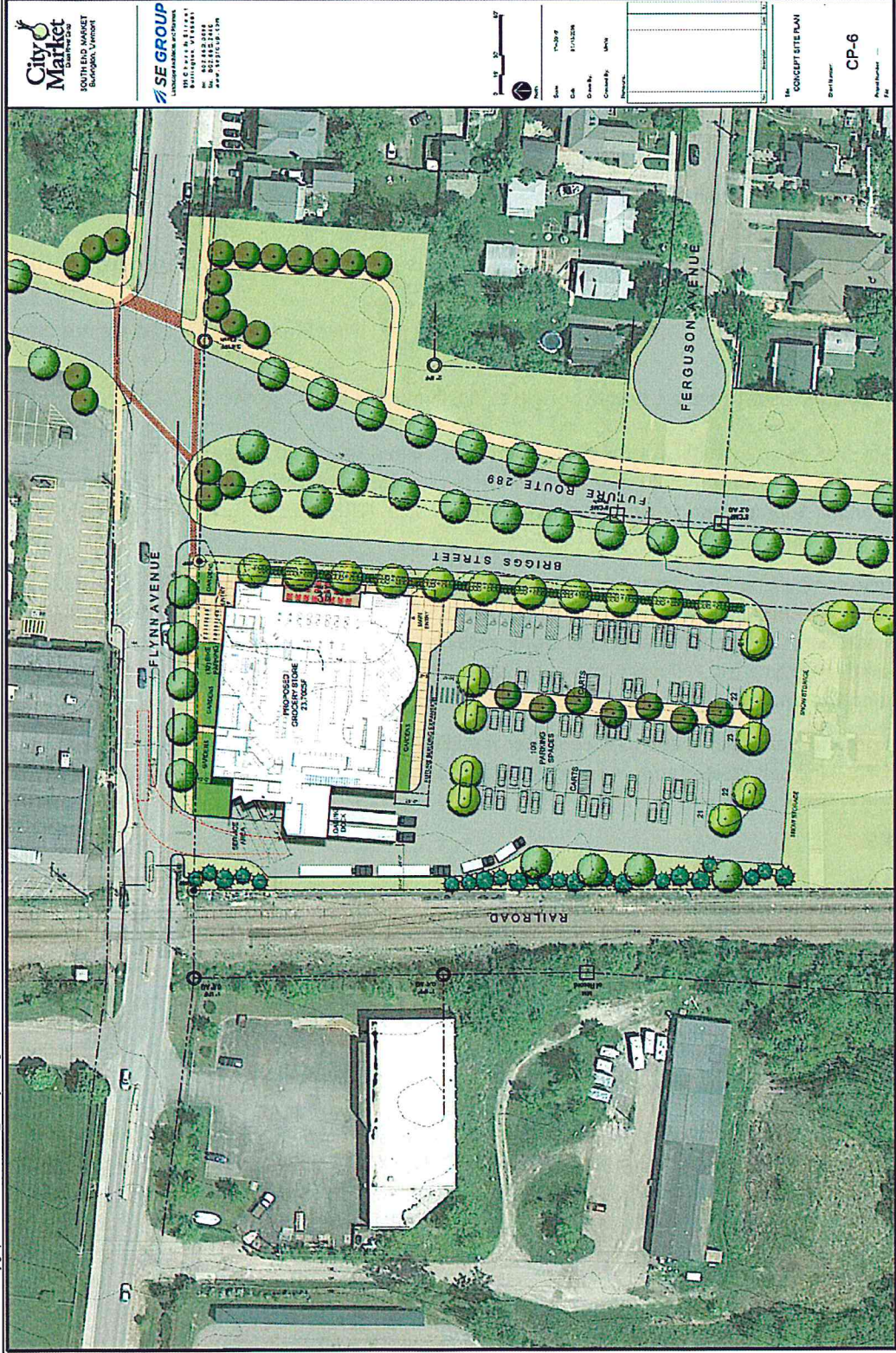


Figure 2
Site Layout Plan



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

- 1) Non-automobile trips are trips that do not utilize a personal automobile, such as walkers, bicyclists, and transit users.
- 2) Pass-by trips are those that are already on the adjacent streets (i.e. Flynn Avenue) and are drawn to the site from the passing traffic stream.
- 3) Diverted trips are those that are drawn from nearby roadways (e.g. Pine Street or US7) that are not directly adjacent to the site.
- 4) New trips are defined as trips whose primary origin or destination is the proposed development.

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

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

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

TRAFFIC NETWORKS

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

Seasonal Variation

Since it is impractical to design for the highest volume encountered during the year, VTrans guidelines recommend a compromise between capacity and cost. Design Hourly Volume (DHV) criteria allow roads to be designed for the 30th highest hourly volume of the year. Historical data from the closest, most comparable VTrans continuous count stations located on VT 127 in Burlington (P6D001), US 7 in Colchester (P6D040), and US 2 in Williston (P6D061) were

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



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reviewed to establish an appropriate DHV condition. The majority of the 30th highest hours at these three count stations occurred during the weekday evening peak hours, indicating that a weekday evening DHV condition is appropriate. As such, a 1.05, and 1.23 DHV adjustment was applied to the June and January weekday evening peak hour data, respectively. Detailed calculations for the DHV adjustments are provided in the Appendix.

Background Growth

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

No Build and Build Traffic Networks

The 2017 and 2022 No Build traffic volumes were developed by applying the average annual growth rate of 0.75 percent per year to the 2014 and 2016 DHV adjusted peak hour traffic volumes. The 2017 and 2022 No Build weekday evening peak hour volumes are shown in **Figures 3-4**.

The directional distribution of site-generated traffic was approximated based on existing travel patterns within the project study area. The distribution of new site-generated traffic is shown in the Appendix. Pass-by and diverted trip distributions were based on existing traffic flows on the adjacent roadway system. Based on the expected trip distribution, the site-generated trips were added to the 2017 and 2022 No Build peak hour traffic volumes to establish the 2017 and 2022 Build networks. It should be noted that no reduction of traffic was taken for the existing uses on site to provide a conservative evaluation for the Build condition. The Build networks are shown in **Figures 5-6**. Figures illustrating the assignment of project-related traffic on study area roadways are provided in the Appendix.

At the request of the City of Burlington, the 2022 forecast year condition was also evaluated with the Champlain Parkway in place. Traffic volume projections from the Southern Connector /Champlain Parkway MEGC-M5000(1) study prepared by CHA were used to identify the forecast traffic volumes with the Parkway in place. The 2022 No Build and Build forecast year condition traffic volume networks with the Champlain Parkway in place are shown in **Figures 7-8**.

TRAFFIC ANALYSES

Intersection capacity analyses were performed for the study area intersections. Levels of service (LOS) were calculated based on the criteria published in the 2000 Highway Capacity Manual³. Level of service is the term that defines the conditions that may occur on a given roadway or at an intersection when accommodating various traffic volume loads.

³ Highway Capacity Manual, Federal Highway Administration, Transportation Research Board, 2000.

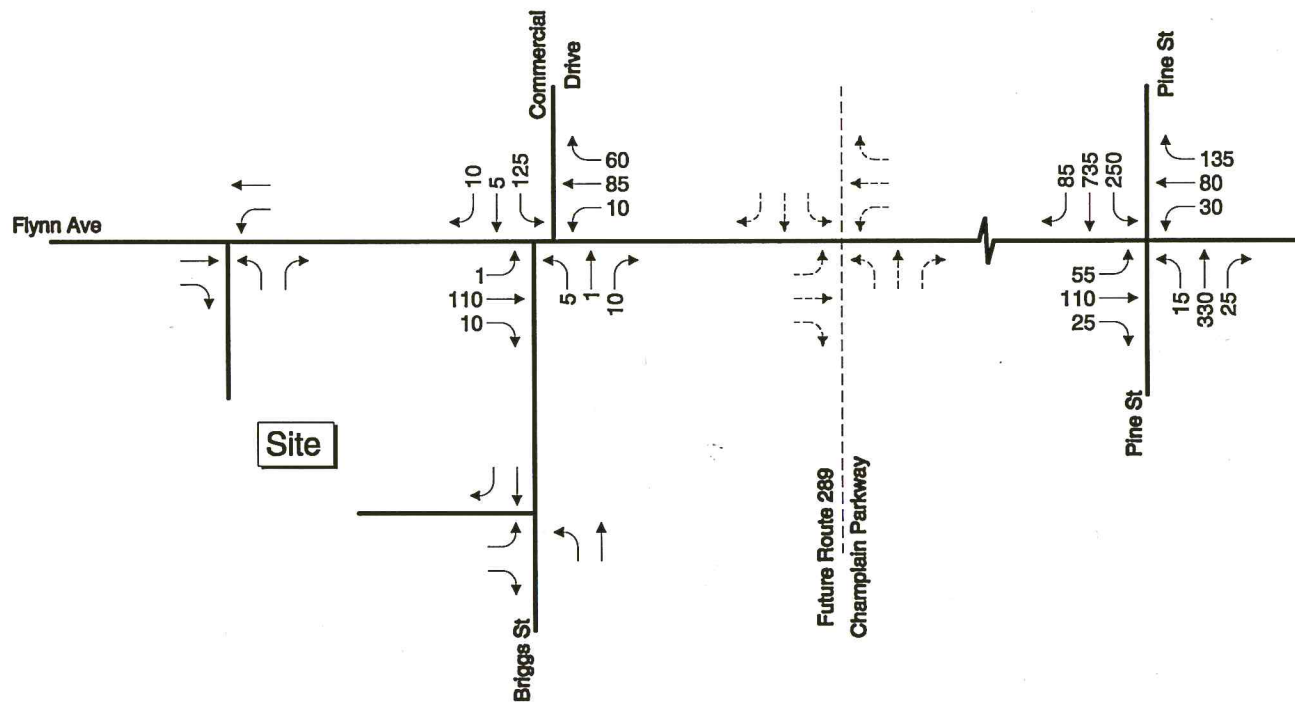
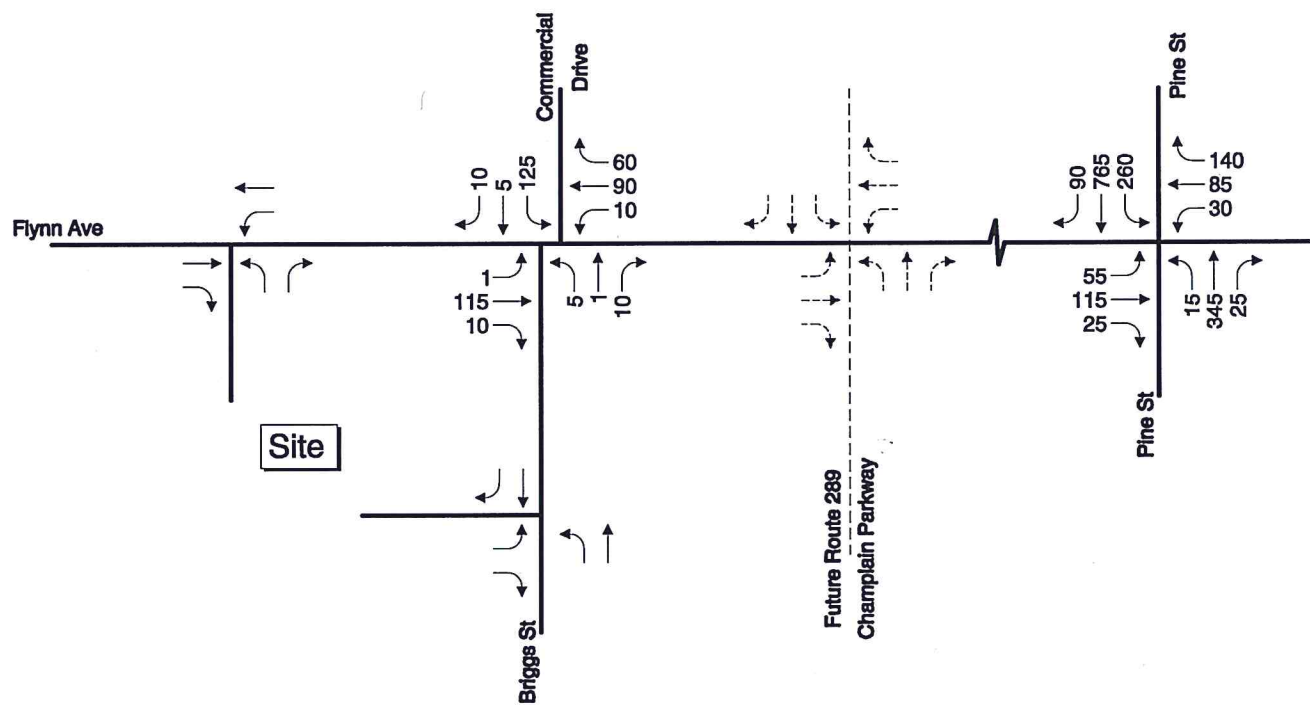


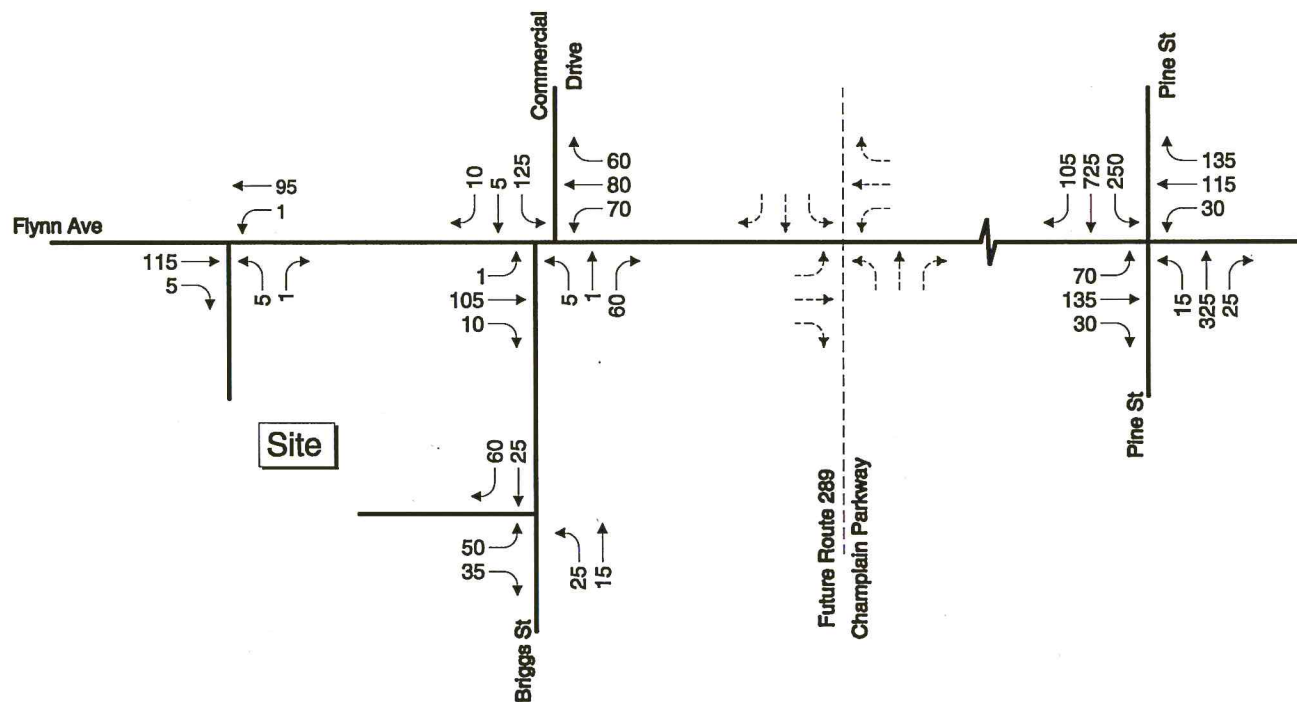
Figure 3
2017 No Build Weekday Evening
Peak Hour Traffic Volumes



Not to Scale



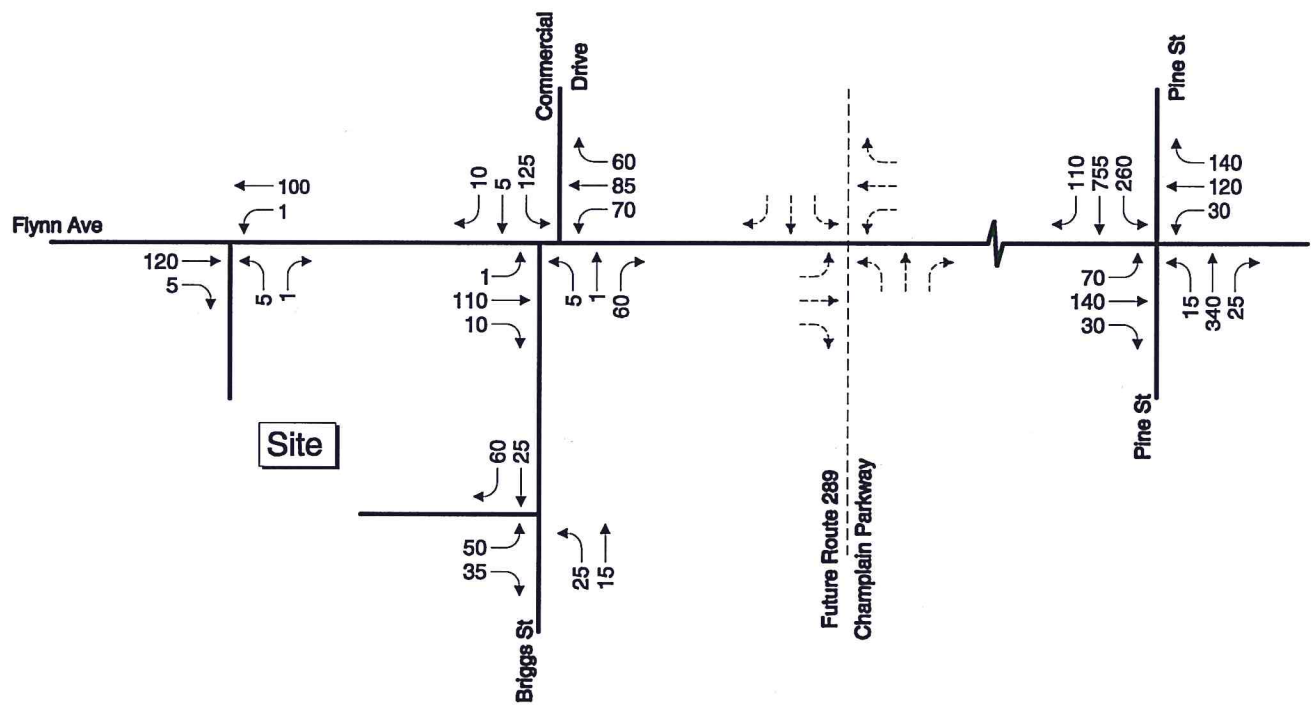
Figure 4
2022 No Build Weekday Evening
Peak Hour Traffic Volumes



Not to Scale



Figure 5
2017 Build Weekday Evening
Peak Hour Traffic Volumes



Not to Scale



Figure 6
2022 Build Weekday Evening
Peak Hour Traffic Volumes

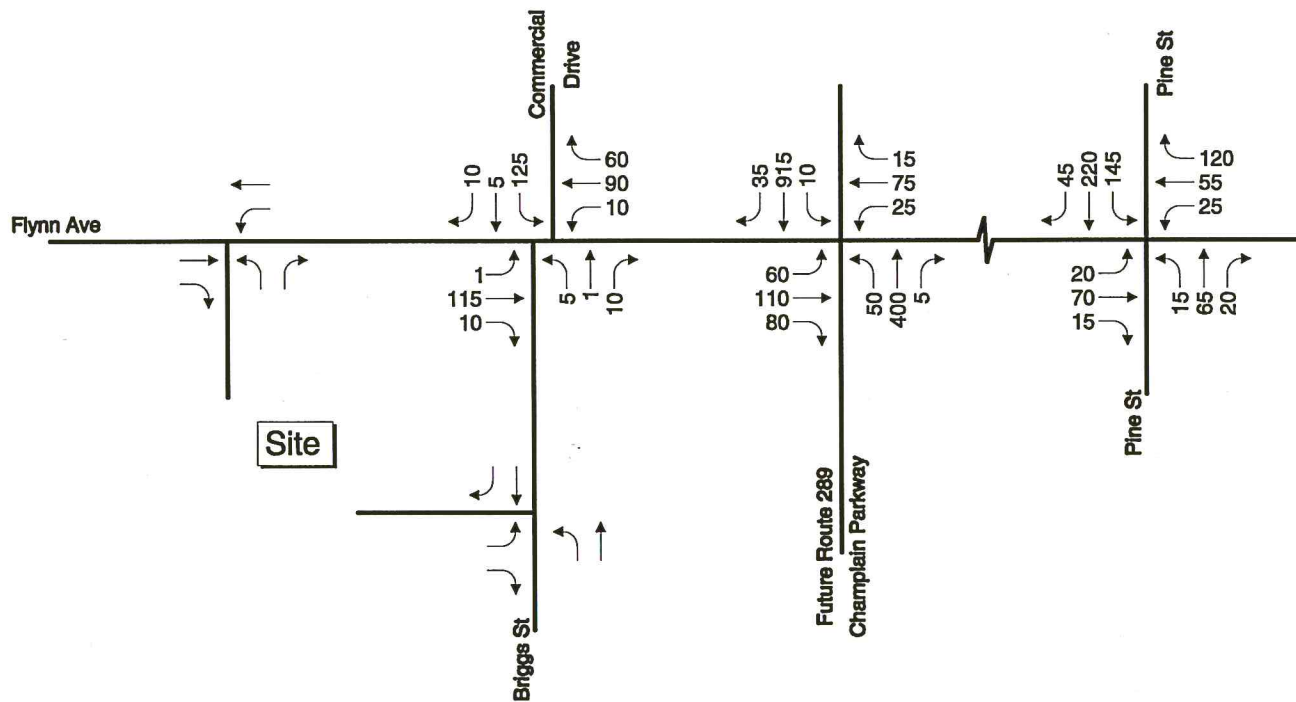
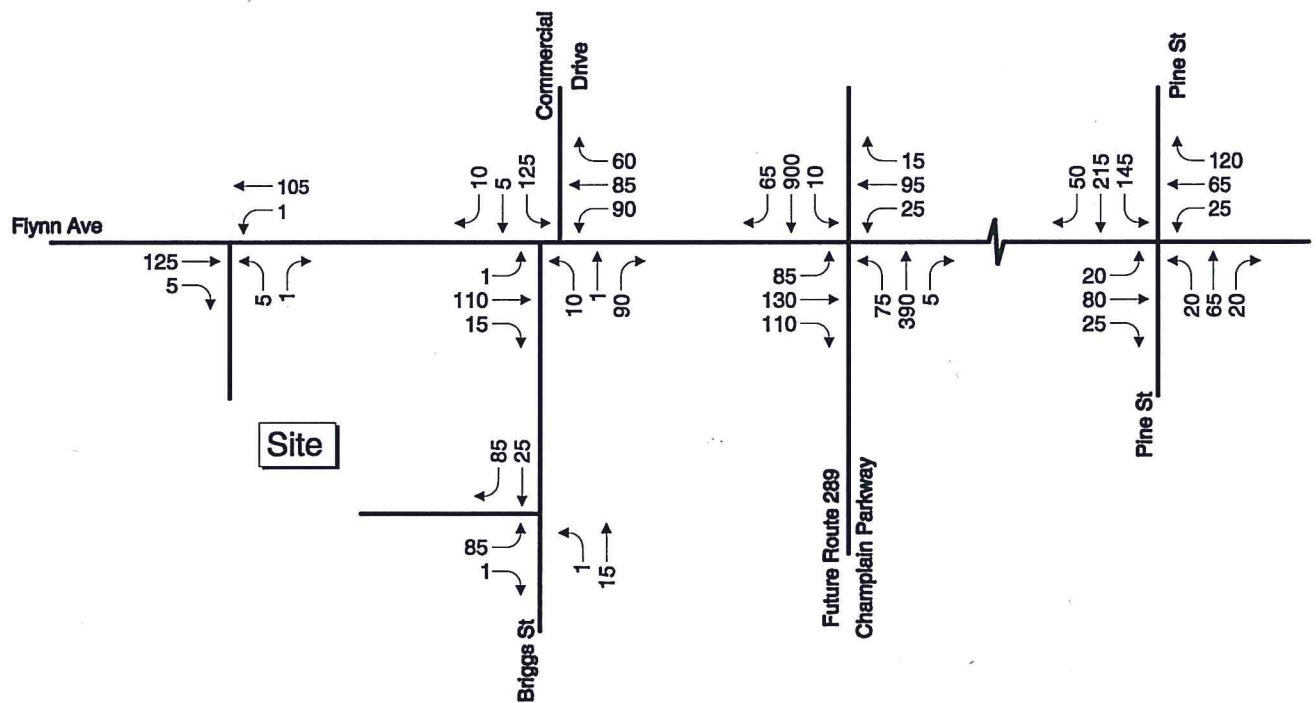


Figure 7
2022 No Build Weekday Evening
With Champlain Parkway
Peak Hour Traffic Volumes



Not to Scale



Figure 8
2022 Build Weekday Evening
With Champlain Parkway
Peak Hour Traffic Volumes



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Levels of service range from A to F with LOS A representing the best vehicular operating conditions and LOS F representing the most congested. Copies of the level of service calculations have been provided in the Appendix.

Table 2 summarizes the operational analysis at the *signalized* study area intersections. As shown, the intersection of Flynn Avenue at Pine Street is expected to operate at LOS B with or without the proposed project. Increases in delay at the intersection resulting from the project will be relatively small (2 – 3 seconds).

Traffic volumes are expected to be diverted from Pine Street to the Champlain Parkway once complete. As a result, the intersection of Flynn Avenue at Pine Street is expected to operate at LOS A with or without the proposed development with the Champlain Parkway in place. The new intersection of Flynn Avenue at the Champlain Parkway is expected to operate at LOS D under No Build conditions and at LOS E conditions with the addition of the proposed development.

TABLE 2: SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Location	Year (Condition)	No Build PM			Build PM		
		v/c*	Delay**	LOS***	v/c	Delay	LOS
Flynn Ave at	2017	0.83	13	B	0.89	15	B
Pine St	2022 (w/o Parkway)	0.85	13	B	0.92	16	B
	2022 (w/ Parkway)	0.34	9	A	0.36	9	A
Flynn Ave at							
Champlain PKWY	2022 (w/ Parkway)	0.90	45	D	0.98	65	E

* Volume to capacity ratio.

** Delay expressed in seconds per vehicle.

*** Level of service.

w/ Parkway – Evaluation includes the Champlain Parkway (2 Lane Alternative).

Table 3 summarizes the operational analysis at the *unsignalized* study area intersections. All movements at the intersection of Flynn Avenue at Briggs Street and the 208 Flynn Avenue commercial driveway (to the north) are expected to operate at LOS B or better through the 2022 forecast year with or without the proposed development. With the Champlain Parkway in place, the southbound approach from the 208 Flynn Avenue driveway is expected to operate at LOS C and the northbound approach from Briggs Street is expected to operate at LOS B in the forecast 2022 Build condition. Both proposed site driveways are expected to operate at LOS A through the 2022 forecast year condition with or without the Champlain Parkway.

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



TABLE 3: UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Location / Movement	2017 No Build PM			2017 Build PM		
	Demand*	Delay^	LOS+	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	15	10	A	65	10	A
SB movements from 208 Flynn Ave	140	12	B	140	15	B
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	5	10	A
Briggs St at Site driveway						
EB movements from Site	-	-	-	85	9	A
Location / Movement	2022 No Build PM (w/o PKWY)			2022 Build PM (w/o PKWY)		
	Demand	Delay	LOS	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	15	10	A	65	10	A
SB movements from 208 Flynn Ave	140	12	B	140	15	B
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	5	10	A
Briggs St at Site driveway						
EB movements from Site	-	-	-	85	9	A
Location / Movement	2022 No Build PM (w/ PKWY)			2022 Build PM (w/ PKWY)		
	Demand	Delay	LOS	Demand	Delay	LOS
Briggs St at Flynn Ave						
NB movements from Briggs St	15	10	A	100	10	A
SB movements from 208 Flynn Ave	140	12	B	140	17	C
Flynn Ave at Site driveway						
NB movements from Site	-	-	-	5	10	A
Briggs St at Site driveway						
EB movements from Site	-	-	-	85	9	A

* Demand in vehicles per hour.

^ Delay in seconds per vehicle.

+ Level of service.

w/ PKWY – Evaluation includes the Champlain Parkway (2 Lane Alternative).



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CONCLUSIONS

The proposed redevelopment program consists of demolishing the existing structures on site and constructing a 23,700± square foot City Market grocery store. The trip generation estimates indicated that the proposed development will generate approximately 225 trips (115 entering and 110 exiting) during the weekday evening peak hour. However, only 35% of the site generated traffic is expected to be new vehicular trips, when taking into account non-automobile trips (such as walkers, bicyclists, and transit users), pass-by trips and diverted trips. As such, only 80 new vehicular trips (40 entering and 40 exiting) are expected on the adjacent roadway system during the evening peak hour as a result of the proposed development.

Primary access and egress is proposed on Briggs Street approximately 375 feet south of Flynn Avenue and secondary access (primarily intended for truck deliveries) is proposed on Flynn Avenue approximately 225 feet west of Briggs Street. Sight lines at the proposed site driveways exceed AASHTO's recommended guidelines. All movements at the site driveway intersections of Flynn Avenue and Briggs Street are expected to operate at LOS A through the 2022 forecast Build condition with or without the Champlain Parkway.

Prior to the construction of the Champlain Parkway, the site driveways and study area intersections are projected to operate acceptably under both the No Build and Build scenarios. However, given neighbor concerns over increased traffic on adjacent streets, City Market should continue to work collaboratively with the neighbors and Burlington's Department of Public Works staff to identify potential options to address neighbors' concerns about increased traffic prior to the construction of the Champlain Parkway – including opportunities to create interim dead-end streets on Ferguson Avenue, Lyman Avenue, and Morse Place.

Following the construction of the Champlain Parkway, the newly created intersection at Flynn Avenue is expected to operate at LOS E conditions with the addition of the City Market store. Within the context of an urban setting, LOS E conditions are fairly common during the peak hour – and is the operating level projected for this intersection in the Champlain Parkway's *Supporting Traffic Analyses*.

In an effort to further minimize vehicular traffic on the adjacent roadway system and promote public transportation, the City Market is working with CCTA to modify the existing Route 5 bus route to service the site via Pine Street and Flynn Avenue. To further promote multimodal transportation to and from the proposed development, City Market proposes to construct a sidewalk along the southern side of Flynn Avenue adjacent to the site and provide on-site covered bicycle parking for both employees and customers.

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DEPARTMENT OF
PLANNING & ZONING

vhb

Memorandum

To: City Market
Project File

Date: April 29, 2016

Project #: 57843.01

From: Marla Keene, P.E.

Re: City Market South End Stormwater Basis of Design

The City Market South End Project located on Flynn Ave in Burlington, Vermont, proposes to construct a new approximately 34,000 gross square foot grocery store, a 114 space parking lot, and associated landscape areas and access drives. The Project is located partially within the Lake Champlain watershed, partially within the Englesby Brook watershed, and partially within the watershed captured by the City of Burlington combined sewer system. Englesby Brook is included on the State of Vermont 303(d) List of Waters, Part A (2010) for stormwater. Therefore, the proposed stormwater management system is designed to meet the stormwater treatment requirements of the Vermont Stormwater Management Rule for Stormwater Impaired Waters (Chapter 22 of the Environmental Protection Rules) and applicable criteria of the Vermont Stormwater Management Manual (VSMM). The Project will be submitting an application for coverage under the State individual stormwater permit program, and will also be submitting a Stormwater Management Plan to the City of Burlington in accordance with Chapter 26 of the City Code. This memorandum discusses the applicability of the State and City Treatment Standards and how the Project proposes to address them. The values presented herein are draft and may change slightly between the writing of this memorandum and submission of the individual permit application, however it is VHB's belief the overall stormwater management approach will remain the same.

Existing Conditions Stormwater

As the 2.8 acre site exists today, approximately 1.4 acres drain towards Lake Champlain, approximately 0.6 acres drain towards Englesby Brook, and the remaining approximately 0.8 acres drain to the combined sewer system. Each receiving water has its own challenges associated with stormwater. Lake Champlain is impaired for phosphorus, a component in urban stormwater runoff. Englesby Brook is impaired by stormwater, a surrogate pollutant used to address an array of runoff related impairments. The combined sewer system suffers from combined sewer overflow events, attributable to stormwater runoff events exceeding the capacity of the treatment plant. The proposed stormwater treatment plan for the Project seeks to mitigate these conditions to the greatest extent possible.

Proposed Conditions Stormwater

In general, the Project will meet the applicable State stormwater management standards by reduction of impervious cover, treatment in two rain gardens, and detention of stormwater flows from the building roof and loading dock area. The following tables summarize the stormwater treatment and flow rate improvements resulting from the proposed design.

Table 1: Overall Project Impervious (acres)	
Existing	2.71
Proposed	2.11
% Change	-28%



Table 2: Peak Flow to each discharge location (cfs)						
	1-Year 24-hour Event			10-Year 24-hour Event		
	Existing	Proposed	% Change	Existing	Proposed	% Change
Englesby Brook	1.58	0.38	-76%	2.52	0.65	-74%
Combined Sewer	2.56	0.18	-93%	4.00	0.37	-91%
Lake Champlain	4.91	4.20	-14%	7.58	6.76	-11%

Table 3: Area treated for water quality	
Existing	0.00 acres
Proposed	1.36 acres

Summary of State of Vermont Stormwater Treatment Standards

The current Vermont Stormwater Treatment Standards and their applicability to the Project are summarized in the below table. The Project consists mostly of redevelopment of existing impervious surfaces. This analysis provides a basis for design of the Project stormwater management practices.

Table 4: State Stormwater Treatment Standard Applicability	
Standard	Project Approach
Water Quality Volume	This standard is to provide 80-percent TSS removal from 20-percent of redeveloped impervious surfaces and 100-percent of new impervious surfaces. This standard will be addressed by the Project by reduction of impervious surfaces, and additional water quality treatment will be provided by two rain gardens located within the parking lot. Reduction of impervious cover is summarized in Table 1 above.
Recharge	This standard intends to preserve existing water table elevations by matching existing groundwater recharge characteristics, and only applies to new impervious cover where pervious cover previously existed. Recharge is prohibited on sites with contaminated soils, therefore the recharge standard will be waived for this Project. Stormwater features will be prevented from recharging into contaminated soils by the use of underdrains.
Channel Protection	This standard is to protect stream channels from degradation by providing extended detention of the one-year, 24-hour rainfall event, and only applies to new impervious cover where pervious cover previously existed. This standard does not apply to projects expanding impervious coverage by less than one acre.



Memorandum

Table 4: State Stormwater Treatment Standard Applicability	
Standard	Project Approach
Overbank Flood	This standard requires matching peak flow rates for the 10-year event to protect receiving water stability, and only applies to new impervious cover where pervious cover previously existed. The Project will match or reduce peak flow rates at each of its three proposed discharge points by inclusion of in-line subsurface detention pipes capturing flow from the building roof and loading dock area. Flows from the subsurface detention pipes will be detained by means of a passive outlet control structure contained within a manhole. Flow rates are summarized in Table 2 above.
Extreme Flood	This standard requires matching peak flow rates for the 100-year event to protect receiving water stability, and only applies to new impervious cover where pervious cover previously existed. This standard is not applicable to projects with less than 10-acres of impervious surfaces.

Summary of City of Burlington Stormwater Treatment Goals

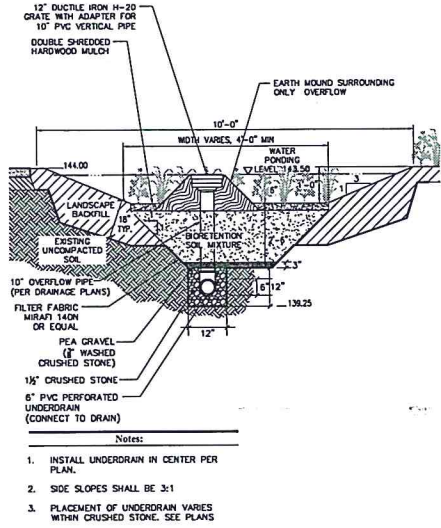
On January 26, 2016, VHB met with representatives from the City of Burlington's Stormwater Program to review the Project, its constraints, and the City's preferred stormwater management approach. Since this Project is located within three watersheds, the management goals vary by watershed. For Lake Champlain, water quality improvement is a priority. For Englesby Brook, water quality and 1-year peak flows are a priority. For the combined sewer, peak flows are a priority.

By reducing total drainage area and runoff to both Englesby Brook and the combined sewer as shown in Table 2 above, the Project meets the goals of improving water quality in Englesby Brook and reducing flows in Englesby Brook and the combined sewer. By providing treatment for flows discharging to Lake Champlain in two rain gardens located adjacent to the proposed parking lot, the Project meets the goals of improving water quality in Lake Champlain.

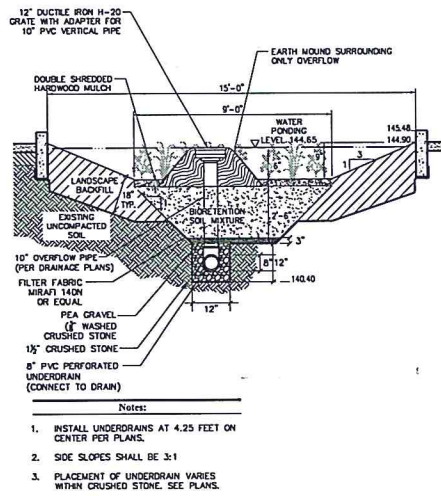
VHB reviewed the Project design with the City of Burlington Stormwater Manager on March 25, 2016, after completing preliminary stormwater design, and received concurrence that the design generally meets the City's stormwater management goals. The Project will provide a Stormwater Management Plan in accordance with the requirement outlined in the City's "Stormwater Management Plan Submission Requirements" to supplement its local permit applications.

Conclusion

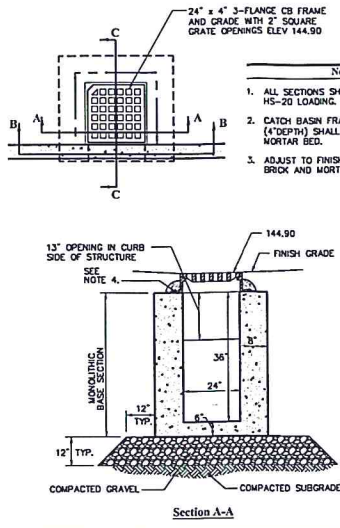
Through reduction in impervious cover, re-configuration of on-site drainage patterns to route flow away from Englesby Brook and the combined sewer system, biological and filtering treatment in rain gardens, and subsurface stormwater detention, the Project will comply with the State Stormwater Treatment Standards and the goals of the City's stormwater management program.



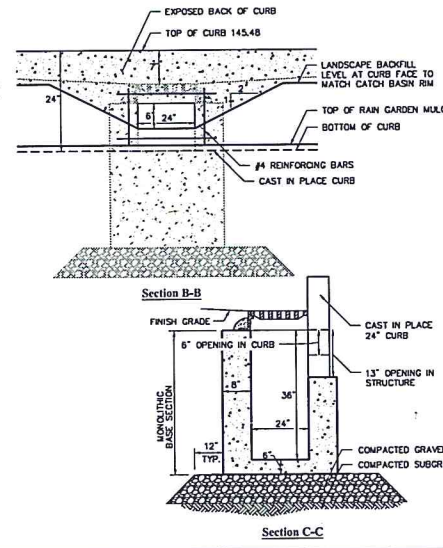
Western Rain Garden with Subdrain
N.T.S. Source: VHB 6/08 REV LD_352



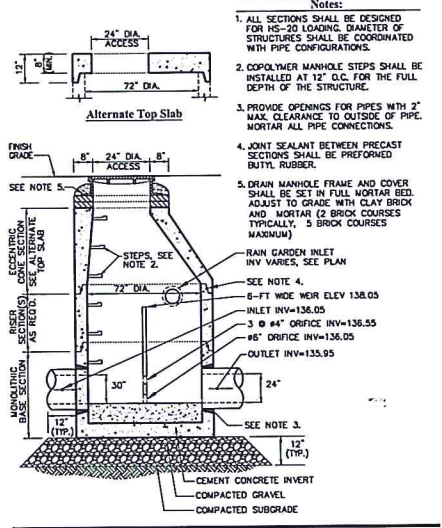
Central Rain Garden with Subdrain
N.T.S. Source: VHB 6/08 REV LD_352



Rain Garden Curb Inlet
N.T.S. Source: VHB 4/16 REV



Rain Garden Curb Inlet
N.T.S. Source: VHB 4/16 REV



Drain Manhole #3 (DMH#3)
N.T.S. Source: VHB 4/11 REV LD_115

PROGRESS SET -
NOT FOR
CONSTRUCTION

freeman | french | freeman
40 IDIX Dr
Building 100 Suite 200
South Burlington, VT 05403
802.497.6100

CITY MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.
A1536.00
DATE
04/14/16
SCALE
N.T.S.
DESIGNED BY
MHK
CHECKED BY
VHB

DESIGNED BY
MHK
CHECKED BY
VHB
DATE
02/12/2016
DESIGN DEVELOPMENT
04/15/2016

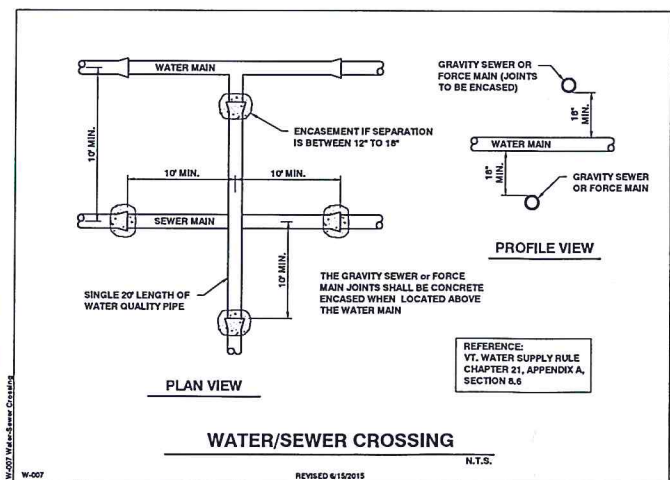
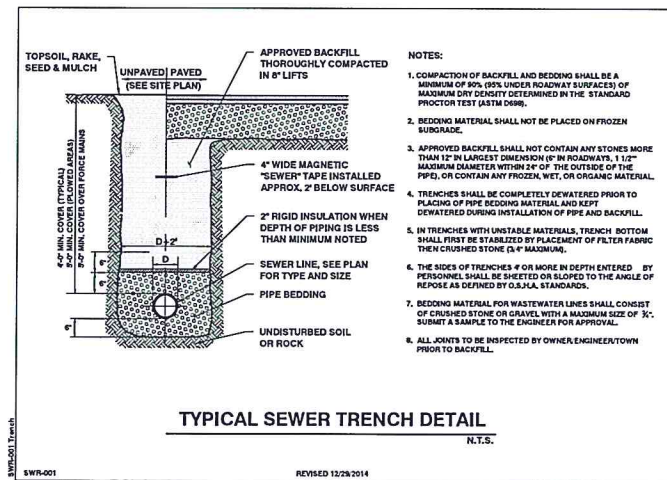
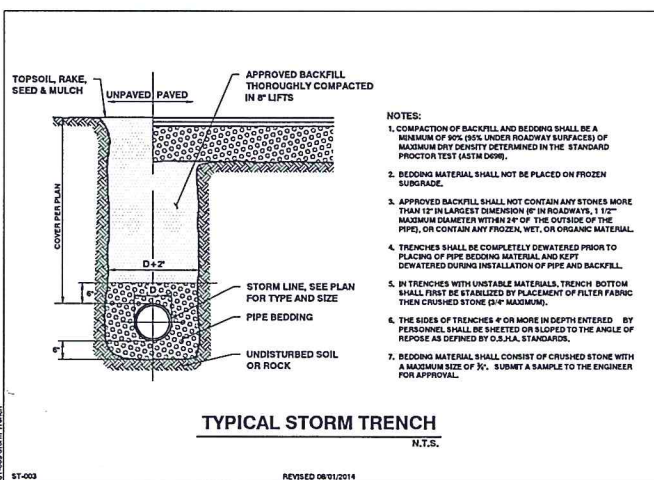
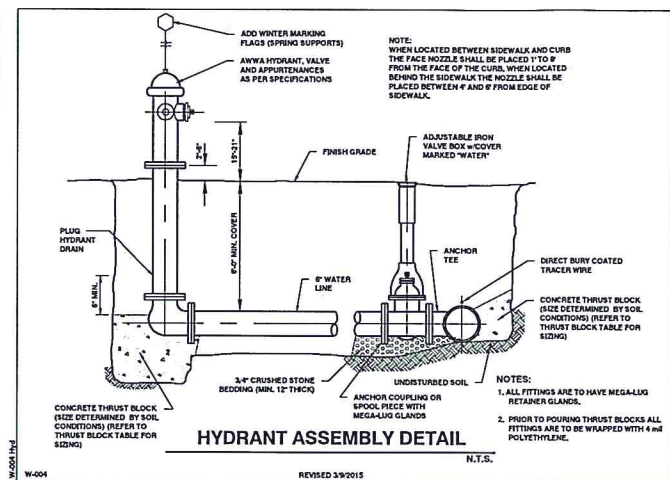
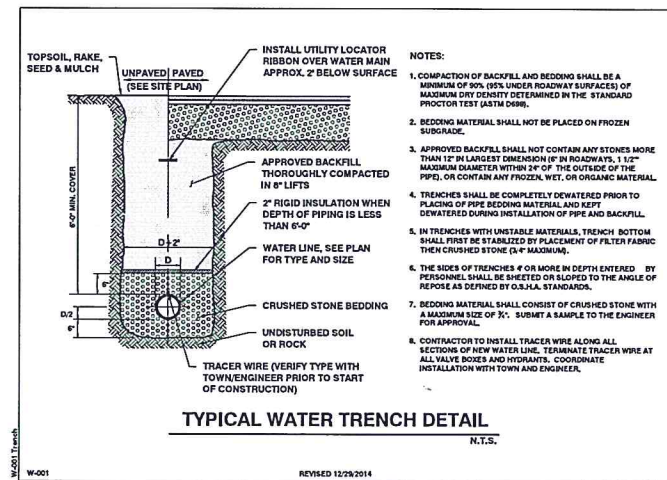
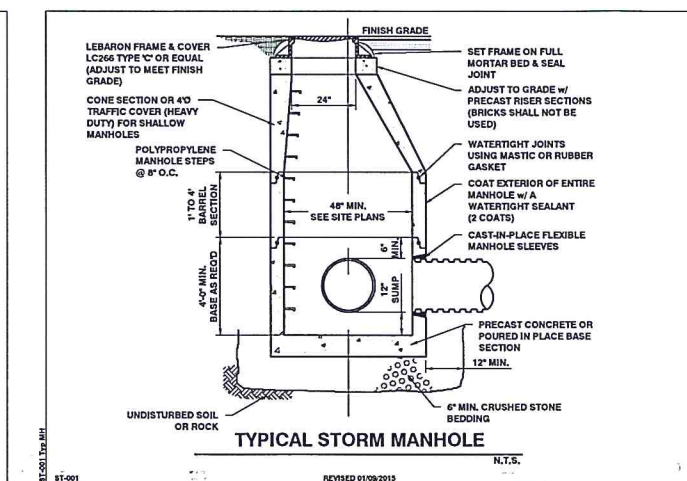
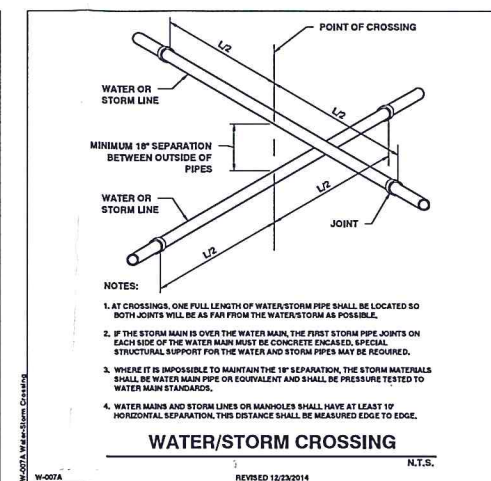
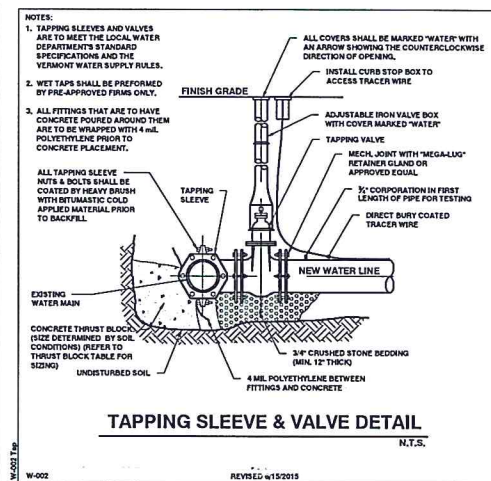
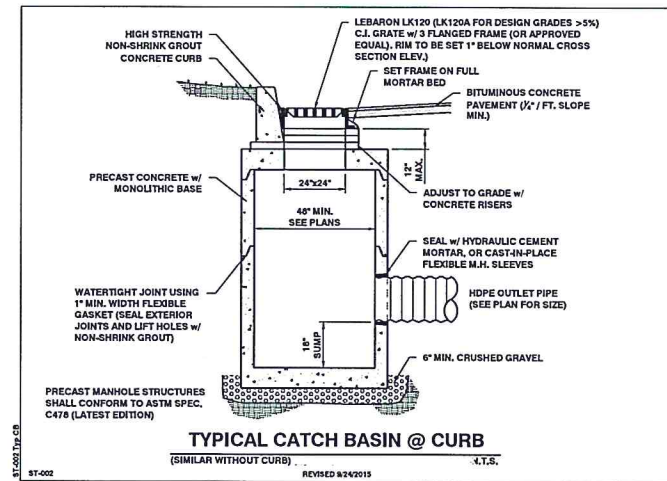
DESIGNED BY
MHK
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VHB

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C4.1



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

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

REVISED 11/07/2014

PROGRESS
SET -
NOT FOR
CONSTRUCTION



SITE ENGINEER:
CITY ENGINEERING ASSOCIATES, INC.
3000 BALCH CIRCLE
BURLINGTON, VT 05401
802-484-6844

CITY
MARKET
SOUTH END

Burlington,
Vermont

PROJECT NO.	15253
DATE	04/06/16
SCALE	NTS
DESIGNED BY	GAC
CHECKED BY	SAV
DATE	02/13/2016
SCHEMATIC	Design
DATE	04/15/2016
SCHEMATIC	Design

DETAILS

C3.2

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PLANNING & ZONING

LANCE SMITH, PHD

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

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JUN 27 2016

DEPARTMENT OF
PLANNING & ZONING

June 22, 2016

Scott Gustin, AICP, CFM

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

Dear Mr. Gustin,

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

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

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

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

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

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

Yours sincerely,

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

Lance C. Smith, PhD

RECEIVE

JUN 27 2016

DEPARTMENT OF
PLANNING & ZONING

Scott Gustin

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

Dear Scot,

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

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

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

Scott Gustin

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

FYI

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

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

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

Dear Miro,

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

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

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

Thank you,

Anne Damrosch
368 Flynn Ave.

Scott Gustin

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

Dear Mr. Gustin,

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

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

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

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

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

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

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

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

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

Please acknowledge receipt of this communication and request.

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

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
Alexandra Zipparo
Israel Smith
AJ LaRosa
Geoff Hand
Wayne Senville
Jim Drummond, (Alternate)



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

- I. **Agenda**
- II. **Communications**
- III. **Minutes**
- IV. **Consent**
 - 1. **16-0814CA/CU and 16-0815LL; 20 Fletcher Place (RL, Ward 1) Wiltshire Properties, LLC**
Construction of three unit residential building with associated drive and parking.
Boundary line adjustment between 20 Fletcher Place, 128 and 132 Colchester Avenue.
(Project Manager, Scott Gustin)
- V. **Public Hearing**
 - 1. **16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5) Vermont Railroad Inc**
Construct new retail grocery building and related site improvements and subdivide lot.
(Project Manager, Scott Gustin)
 - 2. **16-1121CA; 45-47 North Champlain Street (RH, Ward 3C) Johannah Leddy Donovan**
Appeal of zoning permit to define driveway and parking spaces with crushed gravel and restore green space.
(Project Manager, Scott Gustin)
- VI. **Certificate of Appropriateness**
 - 1. **16-1262CA; 6 Proctor Place (RL, Ward 5S) Rebecca Grannis**
Demolish existing trailer and garage. Construct new single family home and shed.
(Project Manager, Mary O'Neil)
- VII. **Other Business**
- VIII. **Adjournment**

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

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

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

Scott Gustin

From: Pat Burns <pburns@citymarket.coop>
Sent: Thursday, June 30, 2016 4:32 PM
To: Scott Gustin; David E. White
Cc: John Tashiro; Allison Weinhausen
Subject: DRB meeting July 5th

Scott, thanks for meeting with us today. This will serve as our official request to withdraw from the July 5th DRB meeting. We are asking to be assigned to the August 16th agenda.

Please confirm your receipt of this request.

Thanks, Pat.

J Patrick Burns
Expansion Project Manager
City Market, Onion River Co-op
82 South Winooski Ave
Burlington, VT 05401
802-238-1412 (cell)
www.citymarket.coop

*Note that DRB
date will be
August 17*
AD

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
Alexandra Zipparo
Israel Smith
AJ LaRosa
Geoff Hand
Wayne Senville,
Jim Drummond, (Alternate
Vacant (Alternate))



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday July 5, 2016, 5:00 PM Contois Auditorium, City Hall, 149 Church Street, Burlington, VT Minutes

Board Members Present: Austin Hart (Chair), Geoff Hand, Brad Rabinowitz, Israel Smith, Ali Zipparo, and Wayne Senville.

Board Members Absent: A.J. LaRosa, Jim Drummond (alternate.)

Staff Members Present: Scott Gustin & Mary O'Neil

I. Agenda

Scott Gustin - 207 Flynn requests deferral to the second meeting in August; Fletcher Place application is not on the consent agenda.

II. Communications

Two supplemental communications on the desks before the Board. One for 45-47 North Champlain Street, and one for 6 Proctor Place.

III. Minutes

Minutes for the June 21, 2016 meeting are within the packets. Board members are advised to review and provide comments or suggested changes at the next deliberative session.

IV. Consent

1. **16-0814CA/CU and 16-0815LL; 20 Fletcher Place (RL, Ward 1) Wiltshire Properties, LLC**
Construction of three unit residential building with associated drive and parking.
Boundary line adjustment between 20 Fletcher Place, 128 and 132 Colchester Avenue.
(Project Manager, Scott Gustin)

Austin Hart – announces project, invites applicant Martha Lang forward. Wayne Senville objects to it being treated as a consent item.

Austin Hart – are there members of the public here to speak? (There are.) Then we will treat this as a public hearing item, not consent.

Austin Hart swears in applicant and public.

Dr. Martha Reese Lang, resident of Colchester Avenue. Thanks Scott and Mary for their assistance. Institutional zone, 22 units/acre are allowed; I propose 3 units. Gable roof, clapboarded structure, to be painted tan with dark brown trim, asphalt roofing, Bicycle parking, 1 long term 2 short term. I have city stormwater approval. Three parking spaces on site. Downtown shared parking district Section 8.1.2, can have off-site parking within 1000 feet by way of the sidewalk. My house has 7 parking spaces and I am only required to have 2.

Brad Rabinowitz – Maps are unreadable. Which is your house?

Martha Lang – 3rd house in. Parking will be off-site, in the deed. Grading is being directed toward the back of the lot, 3' lower than my building. A natural grade. There will be swells and berms put in. I am not an engineer, but I have studied my own maps. Pipe size increased from 4" to 6" which I have agreed to do. Pipe to be put in will be checked twice a year. I am very conscientious.

Perforated pipe in driveway. I am supposed to check that once a month, vacuum once a year. I have a fire sprinkler system, I will check on the same cycle so it won't get overlooked.

Austin Hart – I think we have some letters from some of your neighbors on Fletcher Place. Issues primarily are relative to noise from potential tenants. Also, required parking spaces. What is the impact from the actual number of cars coming to the street. There is a possibility of student residents. What can you tell me about these issues.

Martha Lang – There is not a better tenant than a UVM student, when properly selected. And I live on-site; if there is a party, I know about it.

Austin Hart – Leases, noise control plan, anything to give us comfort for a long term plan?

Martha Lang – My leases say I will evict for parties. I can't control future ownership. I live in the neighborhood. I get along fine.

Austin Hart – How many bedrooms are proposed?

Martha Lang – Each unit 1800 feet. Maximum of four bedrooms per unit. I have had tenants rent a three bedroom, tenant uses one or two. I would anticipate four bedrooms.

Austin Hart – What is your experience for residents having cars and needing parking spaces? You have other units in the neighborhood, correct.

Martha Lang – I did a little study about 2 years ago. I got all the parking permits issued for Case Parkway, Thibault Parkway, Nash Place, Fletcher Place. I went around on a Sunday and counted the number of spaces on the street. Actually Fletcher Place doesn't have the crowding issue as Nash Place.

Austin Hart – Do your leases restrict cars?

Martha Lang – No. I have a five unit, with only one tenant car. These kids figure it out. They are entitled to park on Fletcher Place. I am within my rights, Section 8.1.12.

Austin Hart – You only need 2 spaces at 138 Colchester Avenue?

Martha Lang – I have 7 spaces at 138; I lease to employees at the hospital for annual lease. If I get this permit, I will be using those spaces.

Wayne Senville – to Scott Gustin – Table 8.1.8; less parking for a triplex than for a duplex?

Scott Gustin – The line had to be drawn somewhere, that is where it was drawn.

Wayne Senville – That doesn't make sense. To me it doesn't have any rational basis.

Scott Gustin – the intent is to provide a lower minimum parking requirement for a "multi-family." The folks that wrote this drew the line between duplex and multi-family attached. Where do you move the line?

Austin Hart – we don't move it at all. [laughter]

Ali Zipparo – The Commission tackles this.

Brad Rabinowitz – These full size plans have a revision date of March 7, 2016; the other plan has a revision date that is unreadable. The difference between the plans is one shows three parking spaces between. The other one shows tandem. The question is, we are looking at three spaces next to each other, not a tandem and single. There is a 27' wide curb cut. I thought we can't have a curb cut that wide?

Scott Gustin – the Plans in your packet show the tandem. But the tandem doesn't have the 27' wide...

Brad Rabinowitz – Is that what we are doing? Tandem?

Martha Lang – Plan date of 3/7/2016.

Austin Hart – Is that what is in our packet?

Brad Rabinowitz – No.

Scott Gustin – looks through the project folder.

Brad Rabinowitz – I don't see a full plan for 138. It is cut off. Do you have an accurate parking plan for 138 Colchester Avenue?

Martha Lang – I don't consider 138 part of this. I do have an accurate plan at P & Z that shows 7 parking spaces. I couldn't have my hearing before because I posted at 138.

Geoff Hand – Do we know if the current site lot coverage is calculated on the current plan?

Martha Lang – Current.

Scott Gustin – the most up-to-date plans were received March 7, 2016. Because it is in the institutional zone, I believe the driveway can be 27'.

Austin Hart – We are going with the March 7, 2016 plans.

Chair invites public to speak.

Bob Butoni, 31 Fletcher Place.

Austin Hart – we do have a letter in the file. But go ahead.

Bob Butoni – Congratulates applicant on design. But concerns about increased traffic and parking competition. Increased resident noise. Trinity Daycare, Nan Reid's daycare. We are without a traffic light. We disagree that traffic impacts will be minimal. We are concerned about increased traffic, late

night noise, so many vehicles from this project. We understand that a traffic study is not required, but request one. We also request a traffic light. Parking: Tremendous competition. Only 20 places, one is for handicapped parking. The proposed 12 bedrooms could have 12-24 residents living in it. The applicant is only offering 2 spaces from her 138 property. I want her to offer more spaces. It is not fair for her to make money while she pushes her tenants onto the street. She has referred to Fletcher Place as a war zone. We resent that our tax dollars are used for police to address tenant issues. We agree that the applicant should provide a management plan, with contact information to be reached 24 hours a day. [Something about standing water and mosquito born diseases.]

Brad Rabinowitz – I am confused, because people frequently come and say exactly the things you are saying. And they recognize that more housing is needed. Can you tell me please how a project can go forward?

Bob Butoni – Property management.

Bill Hickok - 26 Fletcher Place, lived there 27 years this month. I have environmental concerns about more impervious in this neighborhood. Water flows east onto her land and then down onto UVM land. Then it flows northwest onto my land. I have had a situation in the past, I can see the pond in Martha's back yard get bigger, then the water from UVM's pond merges with Martha's. I have had my basement flood three times. If I get mold in my basement, it is very dangerous health-wise. I am not sure my insurance would cover mold abatement. I also worry about parking; it is a mess. My socializing has been restricted; we can't have people come over. Sometimes we park at the UVM parking lot, sometimes we can't. Just one more car would add to that mess. I understand there are 2 parking places commandeered for this project.

Austin Hart – there are 5 spaces required under the ordinance. That includes the 2 from the existing home. We have heard that 5 isn't enough....

Bill Hickok – 5 ISN'T enough. There is not enough room to turn around. They have to back out of there. Currently in the parking lot at 27 Fletcher Place, parked almost up against the house. If that is in place next year, it would totally obstruct the vision of someone backing out. I am very concerned about that. I also walk a lot. I am concerned that I might be hit as a pedestrian. Also, there is a childcare center. They walk the kids along the sidewalk. That will be a very dangerous situation the way it is set up. I would recommend it not be done. I have lived there 27 years, I know where all the skeletons are buried. I have seen a lot of changes. Families. Married couples. Mother with 2 children. Now no more families. I did a survey at the end of April, every one in that building is a student at UVM. Now all students. I used to think students were awful because they cause so many problems. The last 7 years, nothing works. Tough guy, nice neighbor, you try to do that...

Austin Hart – there is nothing in the zoning ordinance to discriminate any particular tenant in any particular property. We understand the location, the type of units; we can make assumptions about likely tenancy.

Bill Hickok - Why aren't you doing anything about it? The students have smartened up. They don't answer the door. They shut off the light. Even when the police have a warrant.

Austin Hart – We have heard this before...

Bill Hickok – You can pooh-pooh me. This is it for me. I served active duty to protect free speech we are enjoying here. Did anyone else here do that?

Ali Zipparo – I would have, but I was prohibited by law.

Austin Hart – I need to keep you on relevant topic.

Bill Hickok – [demands to continue.] This impacts our standard of living so totally, you cannot believe it. I did a survey of Martha's units. There was not an empty unit. It is a fantasy if you think there will be anything but students in there. Even adjusted for inflation would be rented for \$1000 a month; to students thousands of dollars a month. How does that affect the rest of us? We are managing that unit at Fletcher Place....give me a break! We get no satisfaction. Martha says call the police. I tried to see Martha to do something with 20 Fletcher Place, a new owner went in and managed it for working people. Martha was angry with me for not supporting her plan. Said she wouldn't talk to me.

Austin Hart – I understand.

Bill Hickok – I am almost done.

Austin Hart – this is becoming personal.

Bill Hickok – this happened without a referendum. Without a zoning change. There are no kids in the street. No people we have relationships with. They are great kids, but like a puppy that isn't housebroken.

Austin Hart – This affects all of us.

Bill Hickok – You don't stay up all night. This is my moment. These kids, their brains aren't developed. The UVM president said we have a problem with immature kids.

Austin Hart – You promised...

Bill Hickok – you are dropping this right on top of us. Do I deserve to lie in bed at night and not sleep? My doctor says I have stress, I need to sleep. That is the end of my epistle, apostle.

Ali Zipparo – Do you feel the same way about the other development project we have reviewed?

Bill Hickok – I feel the same way. Another unsupervised dormitory. Not fair to us. God Bless each and every one of you.

Brenda Owre- Lived on Fletcher Place for 45 years. (43 Fletcher Place.) We have seen the changes mentioned. We still believe this is a wonderful neighborhood. There is a request for a zoning change from Institutional to Residential Medium that is pending. We were surprised that it was zoned Institutional, as that is not how we have experienced the neighborhood. It is relevant to this discussion. 79 units are being proposed on the other side. We are between one and another, increased density. Not for families, no one connected to one another. Very big consequences for us. I support my neighbors.

Yes, there will be 12 bedrooms in the proposal. These are people who will not have a commitment to their neighborhood. Historically, if you look at the 19th century, there were boarding houses. They were under some authority. I understand that you cannot make changes, but perhaps can help us. Because we are presently zoned Institutional, we are bearing the brunt of what the Institutions themselves should bear. We get investors that benefit. It is not a just trade-off. We don't have any empowerment to do anything about it. I would you to take into account the minimal amount of parking for the Lang project. Request some on-site, 24 hour to make a request if a problem arises. I have gone to the door at 2:00 am in the morning. Sometimes young professionals, like next door. I doubt that will be the tenants at 20 Fletcher Place. It is true I can hardly get out of the street because it backs up. Whatever you can do would be appreciated.

Ali Zipparo – You are asking us to go beyond the four unrelated individuals...

Brenda Owre – That would be helpful. Outside fits. Inside doesn't. I would like to see multiple units that would accommodate small numbers of units with families.

Scott Gustin to Ali – functional family provision only applies to the residential zoning districts.

Dr. Lang – This project stands on its own merits. Thank you very much.

Austin Hart – Construction Hours?

Scott Gustin – Days and hours we typically have used for other projects. M-F 7:00 – 5:00pm.

Austin Hart – to Martha Lang – would you consider a later start time?

Martha Lang – Considering what I have been put through, I will stand with my legal rights.

Austin Hart – Parking flexibility for numbers?

Martha Lang – [cites ordinance provision.]

Brad Rabinowitz – I would like to see a site plan of 138 with the parking spaces on it, to understand what parking is required for 138.

Scott Gustin – it is a single family, so 2 spaces are required. I can provide an aerial, maybe have a site plan on file.

Geoff Hand – Can you provide us with a plan that shows us the spaces, and the dimensions?

Martha Lang – When do you want that?

Austin Hart to Scott – can you provide?

Scott Gustin – agreed.

Martha Lang – I had 138 surveyed by Krebs and Lansing in 2000.

Brad – if we have a survey that shows the spaces....

Martha Lang – It does not show the spaces. In September 2002 I got an approved site plan. I will show it to you.

Scott Gustin – residential driveways shall be limited to 18'. Semantics: You can debate what is meant. Under Article 6, site plan standards.

Wayne Senville – Have you done a count of on-street spaces? Can you get from public works?

Scott Gustin – sure.

Ali Zipparo – can you add more bike parking?

Martha Lang – [nods.] My tenants at 146 put in a bike rack in front of the house.

Austin Hart – Close the hearing on this, subject to information about dimensions of parking at 138 Colchester Avenue.

Martha Lang – I will give it to Mary of Scott.

Austin Hart – closes public hearing 6:10 pm.

Brad Rabinowitz – to staff – we will need up-to-date plans.

Scott Gustin – I will request electronic plans.

V. Public Hearing

1. 16-1145CA/MA; 207 Flynn Ave (ELM, Ward 5) Vermont Railroad Inc
Construct new retail grocery building and related site improvements and subdivide lot.

(Project Manager, Scott Gustin)
Applicant has requested deferral to the 2nd hearing in August. No one here to speak.
Motion by Wayne – move to defer to August 17, 2016.
Geoff and Ali are recused.
Austin Hart – 2nd.
Austin discusses the issue of co-op membership. They do not believe membership warrants recusal from review.
Vote 4-0 (Ali and Geoff not participating.)

2. **16-1121CA; 45-47 North Champlain Street (RH, Ward 3C) Johannah Leddy Donovan**
Appeal of zoning permit to define driveway and parking spaces with crushed gravel and restore green space.
(Project Manager, Scott Gustin)

Owner is Johannah Leddy Donovan.

Scott Gustin presents: Rental property in high density zone. Looking through ortho-photos see a driveway along the west side of the property. Over the last few years, you can see parking has crept into the backyard, which has been consumed by hardpack with cars parking where they shouldn't be. Code Enforcement sent out a letter in the winter to say that there is a problem here. Come spring, organize parking. We saw a site plan, now a revised site plan with dimensions, borders, where the parking, where the driveway is. Conditions to clean it up; anchor curb stops, more green space (related to grandfathering, what the ortho photos show.) On the 15th day it was appealed. In re-examining everything, I feel the permit should be upheld. Lot coverage should come down. There should be a barrier to prevent barrier creep. Two recommended conditions upon what was originally recommended.

Geoff Hand – this is the site plan we are looking at.

Scott Gustin – Yes.

Geoff Hand – the area to the right is to be seeded.

Scott Gustin – the area to the north, and to a lesser degree east and west to be seeded.

Geoff Hand – Do these meet back-up space?

Scott Gustin – 20', especially with 2' overhang.

Kenneth Nosek, appellant. I live at 87 Sherman Street, appellant. I have provided supplemental material for tonight's hearing. The past year and a half, the parking situation has gotten worse and worse. A mini lake, especially when rainfall. Photo of Handy's vehicle using a plank and a winch to get a car out of the backyard. Two other photos showing the wetness, to show the state of that backyard. How badly something needs to be done. I am here not to stop the parking plan, but to make sure it is the best parking plan that can be done. The property owner has not been active trying to correct it. That's why there have been zoning violations.

Geoff Hand – asks about a photo, asks where appellant's house is.

Kenneth Nosek – 1978 orthographic. Not great. But GIS line not accurately depicting where properties are. But you can see the southerly, north of that a fence going all the way along the driveway in 1978. 2nd, the 1985 zoning request, Sherman Street files supports the green space in the rear that should exist. Scott has that. A photo that was taken in the green space taken toward 87 Sherman Street, the current lilac bush that has been there many years. Different fencing in 1985. Inset closer to the back of the house.

Austin Hart – Scott, is this the Polaroid photo?

Scott Gustin – Yes.

Kenneth Nosek – references plan for daycare, not appealed, directly in conflict with the site plan. The site plan from 1985 can be considered when you make your decision. 2004 ortho, you can see a boat and a car. There is a pre-existing mature site plan I would like to see on the site plan. I see fencing, I wonder if that is the remnant of the daycare fencing. In the past, 10-0830CA, condition to minimize headlight glare. I would request it be considered in this instance as well, provided by the property owner specifically. Reconfigure the parking. I would like to avoid tandem parking front and back. Currently there has been tandem parking in the backyard.

Geoff Hand – when were these photos taken? What time was it taken?

Kenneth Nosek – I have it written down. Those particularly were 6/28/2016. I can provide other dates for other photos. I would request a higher standard. If complaints hadn't been filed and violations issued, the owner would not be here. They are here because they have to come into compliance. Does this need a parking management plan, because it is a new site plan? And the four units requiring 2 car spaces per unit; a Neighborhood Parking District. Section 8.1.12. Where do the other four cars go? Do they go to the street? Permanently in the street?

Appropriate and okay for the owner to use the street for her tenants? Where will tenants park

during the snow ban? Or some other plan? Why are those spaces calculated using the compact car method? Table 8.1.11-1. I would expressly request no stacked or tandem spaces. I would like a condition that maximizes green space in the rear yard. I would like a condition for a parking management plan by the owner; snow ban plan, if appropriate. I would like to see existing, mature vegetation preserved on a site plan. Appropriate buffers installed specifically for this project to minimize headlight glare to adjacent properties. That site plan has been on file since 1985 for the daycare, I would like the property owner to give better evidence that the proposed site plan is on that property, perhaps by providing a survey so there is no question. Questions to the owner directed to the DRB: Did the tenants used to park on the north side of your building? did you make your tenants stop parking on the north side, and why? Where will the tenants park other vehicles above the four? Are they parking on the street? Have you made allowances for where they will park during the snow ban?

Austin Hart asks Scott Gustin – We don't have the Code information on this property?

Scott Gustin – there is no approved site plan. There is a single permit for windows. We have ortho photos from 1978, 2000, 2004, 2014. This property, with no site plan on file, we rely on orthophotos. It has a single lane driveway until after 2000 when the parking creeps into the backyard. That single lane driveway has one official parking spot. We now have a permit with four parking spots.

Brad Rabinowitz – Not a 2' space between them?

Scott Gustin – when you do the math, there is 2'. [they do the math.] It is off my ½ foot.

Brad Rabinowitz – why 2'? It makes it so much worse.

Johannah Donovan – This is Jessica McCloud who has been the property manager for the last year ½. There was a drainage problem from Monroe Street that was pouring water into that backyard. We were able to route the gutter to stop the water from coming into the yard. A tree was struck by lightening. The tree had to come down, changed the look of the backyard.

Miss McCloud – I apologize that the plan is messy. I am not an architect. I am in social services, not my skill. We want to be compliant, a good neighbor. We want to increase green space, provide four parking spaces for our tenants. We have four units, more than four people with cars. We thought four parking spaces were adequate. We are sympathetic. Open to feedback from you.

Geoff Hand – How many spots are back there? Do you have any historic reference to more than four spaces?

Miss McCloud – My mother-in-law has owned the property for a long time. Only when we heard from the tenants.

Johannah Donovan – Bill Bissonnette rents spaces to the north. If that is a problem....I understood this was within green spaces.

Brad Rabinowitz – you rent spaces?

Johannah Donovan – we rent 2 on the north side of the house to Bissonnette.

Scott Gustin – this is a shared driveway. 5' width, part of Bissonnette driveway.

Geoff Hand – I heard tenants park there. How many? How long?

Johannah Leddy Donovan – Many years ago. My husband died. I don't have the answers.

Geoff Hand – I am having a hard time finding four cars parking there consistently.

Miss McCloud – they parked on the lawn.

Wayne Senville – do you want to comment on any of the items brought up by the appellant? Which ever seem relevant to you?

Johannah Leddy Donovan – the first seems technical, I don't know. I would like to maximize the green space. I did not know it was the responsibility of the landlord to provide snow ban parking. I have never done that.

Brad Rabinowitz – I don't think there is a requirement.

Scott Gustin – Not under zoning.

Wayne Senville – what about vegetation?

Johannah Leddy Donovan – I am happy to replace vegetation. I love lilacs as well.

Brad Rabinowitz – driveway on north side; 4 ½ wide on this property; neighbor rents parking spaces. 7 cars parked on his property. No setback for RH?

Scott Gustin – Shared driveways have no setbacks. Non-shared driveways do. Then we get into how long it has been going on. All our ortho photos show the same configuration.

Lucy Circe, 41-43 North Champlain Street - there has always been parking in the back.

Neighbor. When I moved it, the two units on my side, they were from Bosnia. There was only 1 vehicle. So only 2. I have seen from 3-4 up to 6. The mudhole issue was a perfect storm.

Monroe Street put in gutters, had the water drain into this yard. Monroe Street side is all tarmac. The house on the opposite side, they all park in the backyard. They park everywhere. I find it amusing almost 20 years after I bought my building, because everyone is concerned about green space.

Austin Hart – it is an issue. We need to define what is parking and what isn't. I won't comment on adjacent parking, only the one before us.

Lucy Circe – why pick on this owner?

Austin Hart – You are welcome to call code enforcement.

Lucy Circe – I would prefer to be on good terms with my neighbors. Like the wild west. There is tenant [resident only] parking on Monroe Street. I think it is quite unfair; a mess that came about because of bad drainage. It is a right they have had since I have been living on North Champlain Street.

Maggie Martin, tenant at 47 North Champlain Street for 3 years. Initially, we parked on the north side, my fiancé and I and our four month old daughter. Since we shared an apartment, we could park there. After the driveway was no longer available to us, a lot of the landscape changed when that happened. Not the owner's doing. There was a partial fence, another lilac bush. The driveway on the Bissonette property did not connect. On the Sherman Street side. Now it all connects. Every tenant is promised a space. Nobody can get in and out. Everybody is taking up the street parking. [references something about things changing when tenants moved out. "I wouldn't do that to you."]

Austin Hart – are you supporting the parking plan, or not?

Maggie Martin – I support it. No room for anyone to turn around.

Austin Hart – what is a good parking plan for this property?

Maggie Martin – four cars, side by side is the best way for it to be done.

Austin Hart invites appellant to respond.

Kenneth Nosek – that neighborhood has many four plus units. Shared neighborhood parking district – what are we sharing?

Austin Hart – You are arguing for resident only parking on the street?

Kenneth Nosek – there are people in the room that could argue that with other city departments. I want to thank the property owner.

Question to Scott – to the extent you can would you consider the appellant's conditions?

Scott Gustin – Sure – your site plan needs to show each space. This site plan shows that. Configuration that maximizes green space in the rear yard. RH allows 80% lot coverage. There was a suggestion to widen the green space, but you lose the 20' backup space.

Geoff Hand – tandem parking?

Scott Gustin – None depicted.

Geoff Hand – not allowed?

Brad Rabinowitz – how people park is not within our jurisdiction.

Geoff Hand – enforcement is not ours. Would parking in tandem violate this plan?

Austin Hart – tandem parking would not work with this plan.

Scott Gustin – lilac? Go ahead. I didn't require additional screening. Property owner seemed agreeable to keep it. Screening? I thought 4' tall fence was adequate. Survey? I have no basis to compel a survey. We have had that debate for years. Every permit application would come with a few thousand dollar expense.

Kenneth Nosek – a question. A site plan on file, another, they don't overlap. What determines what site plan wins?

Austin Hart – we have your point, we will take it into account.

Geoff Hand – we don't resolve property line disputes.

Austin Hart – closes public hearing 7:08 pm.

VI. Certificate of Appropriateness

1. 16-1262CA; 6 Proctor Place (RL, Ward 5S) Rebecca Grannis

Demolish existing trailer and garage. Construct new single family home and shed.

(Project Manager, Mary O'Neil)

Mary O'Neil noted problem with location of city sewer line and easement, came via email last Friday. Consent approval is no longer recommended.

Rebecca Grannis and Missa Aloisi appeared.

Rebecca Grannis – No sure how we can get accurate information as to where the sewer line actually is.
Austin Hart – We cannot determine locations of easements. Not sure how we can address that. If what we approve is in violation of the easement, our approval cannot override that.

Rebecca Grannis – Would like to see a conditional approval.

Brad Rabinowitz – Noted buildings sitting within setbacks.

Rebecca Grannis – Replied that those are existing buildings. She's had a survey done. She assumes they determined the sewer line location upon contacting the city.

Wayne Senville – Why did this information come in so late?

Mary O'Neil – Was in touch with the stormwater program asking about status with them. That's when she heard of the problem.
Geoff Hand – Is the red line the sewer line on the city site plan? Do you know which line was depicted by the survey?
Brad Rabinowitz – We don't have enough information to handle the sewer location?
Austin Hart – Suggests looking at the rest of the application. Alternatively, we could table this item to allow you to resolve the matter with DPW before we act on this application.
Rebecca Grannis – Would like to proceed. The sewer line could affect the location of the building footprint.
Austin Hart – If the adjustment is minor, it could be handled administratively.
Mary O'Neil – There are a lot of nonconformities to consider.
Austin Hart – We'll proceed with the application as presented. Are there Board members with questions about items other than the sewer location?
Brad Rabinowitz – Clarified orientation of the project plans.
Mary O'Neil – Does the survey have a notation as to the location of the sewer line?
Rebecca Grannis – Its pretty much straight north.

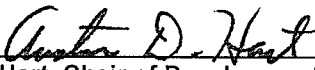
Close project review.

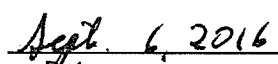
VII. Other Business

None.

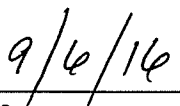
Deliberative set for Monday, July 11, 2016 at 5:00 pm, Planning and Zoning Conference Room.

VIII. Adjournment


A.Hart, Chair of Development Review Board


Date


Mary O'Neil, Principal Planner


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/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.