

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401

www.burlingtonvt.gov/pz/DRB

Telephone: (802) 865-7188

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AJ LaRosa
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Geoff Hand
Alexandra Zipparo
Zoraya Hightower
Jim Drummond, (Alternate)
Ravi Venkataraman, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD

Tuesday May 7th, 2019, 5:00 PM

PUBLIC HEARING NOTICE

**The Burlington Development Review Board will hold a meeting on
Tuesday May 7th, 2019, at 5:00 PM in Contois Auditorium, City Hall.**

- 1. 19-0723CU; 115 Hayward St (RL, Ward 5S) Wes Paro and Nellie Asatryan**
Convert existing Accessory Dwelling Unit into a one bedroom bed and breakfast
- 2. 19-0718SD; 282 Ethan Allen Parkway (RL, Ward 7N) Golden Rule Investments, LLC**
Subdivision
- 3. 19-0731CU; 152 Industrial Parkway (ELM, Ward 5S) Burton Corporation**
Change of use from storage to health club use

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 City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505.

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

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BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday May 7th, 2019, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT AGENDA

I. Agenda II. Communications III. Minutes IV. Consent

- 1. 19-0695CA; 8 College St (RCO) City of Burlington- Public Works**
Bike path rehabilitation project, Phase 3A (Project Manager: Scott Gustin)
- 2. 19-0708CA; 247-249 Pearl St (RH, Ward 8E) 247 Pearl Street LLC**
Amendment to parking management plan (ZP14-0884CA/MA). Proposed opening of 10 spaces to public use during the hours of 9am-6pm, Monday through Friday. (Project Manager: Mary O'Neil)

V. Public Hearing

- 1. 19-0723CU; 115 Hayward St (RL, Ward 5S) Wes Paro and Nellie Asatryan**
Convert existing Accessory Dwelling Unit into a one bedroom bed and breakfast (Project Manager: Ryan Morrison)
- 2. 19-0718SD; 282 Ethan Allen Parkway (RL, Ward 7N) Golden Rule Investments, LLC**
2- lot Subdivision (Project Manager: Ryan Morrison)
- 3. 19-0731CU; 152 Industrial Parkway (ELM, Ward 5S) Burton Corporation**
Change of use from storage to health club use (Project Manager: Ryan Morrison)

VI. Adjournment

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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, FAICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
vacant, Zoning Clerk



TO: Development Review Board
FROM: Scott Gustin
DATE: May 7, 2019
RE: 19-0695CA; 8 College 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: RCO-RG Ward: 5S

Owner/Applicant: City of Burlington / Dept. of Parks, Recreation, & Waterfront

Request: Bike path rehabilitation, including phase 3a with sections immediately south of Perkins Pier and adjacent to future Champlain Parkway.

Applicable Regulations:

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

Background Information:

The applicant is seeking approval to implement phase 3a of the bike path reconstruction south of Perkins Pier. Phase 3a includes most of the bike path south of Perkins Pier except for a stretch between the Barge Canal and Harrison Avenue and the section through Oakledge Park. Of phase 3a, the only sections that are subject to this permit application are the stretch south of Perkins Pier to the Barge Canal and the stretch adjacent to the future Champlain Parkway. The rest of phase 3a is within the public right-of-way and is not subject to zoning review.

Between Perkins Pier and the Barge Canal, the existing bike path will be reconstructed. The pause place in front of the wastewater treatment plant will be enhanced. Further south next to the barge canal, the bike path will be redirected, and an existing stretch of path will be removed. The section of path alongside the Champlain Parkway will be reconstructed largely in place. Both sections include tree removal and new tree plantings as well as other landscaping and hardscaping improvements. New and replacement lighting fixtures will also be installed.

Portions of the bike path work along the lakeshore extend into the special flood hazard area (SFHA). Project plans have been forwarded to the Vermont River Corridor & River Protection Program for comment. Comment from the program has been received and notes only the standard SFHA permit conditions that are included at the end of this report.

The proposed work traverses multiple properties. It is reviewed collectively as one project.

The Conservation Board reviewed this project April 1, 2019 and unanimously recommended approval as designed.

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

I. Findings

Article 4: Zoning Maps & Districts

Sec. 4.4.6, Recreation, Conservation, and Open Space Districts:

(a) Purpose

(2) RCO-Recreation/Greenspace (RCO-RG)

The subject portions of the bike path are located in the RCO-RG zone. This zone is intended primarily to provide a diversity of passive and active recreational opportunities. The proposed bike path work will contribute to future enjoyment of the path. **(Affirmative finding)**

(b) Dimensional Standards & Density

No new buildings are included. Only path work is proposed. As a result, density remains unchanged, and setbacks do not apply (paths may extend into setbacks). Lot coverage will remain essentially unchanged. Most of the work is reconstruction. Some additional path work is offset by removal of some existing portions of path. **(Affirmative finding)**

(c) Permitted & Conditional Uses

The outdoor recreational use is permitted in the RCO-RG zone and will not change. **(Affirmative finding)**

(d) District Specific Regulations

(Not applicable)

Sec. 4.5.4, Natural Resource Protection Overlay District:

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

A small section of path work – between the wastewater treatment plant and the Barge Canal – will occur within the Riparian and Littoral Conservation Zone (250' width from the 100' lakeshore elevation). This overlay zone limits the clearing of trees over 6" caliper and new stormwater outfalls. The site plans clearly depict trees to be removed and new plantings to be installed in this section. No new stormwater outfalls are proposed. As noted above, the Conservation Board reviewed the proposal and recommended approval. **(Affirmative finding)**

(f) District Specific Regulations: Special Flood Hazard Area

Sections of the proposed work extend into the SFHA. The following criteria apply.

(7) Special Review Criteria

A. The danger to life and property...

No new encroachments into the SFHA are proposed. Existing sections that are within it will be reconstructed. The encroachments will have no additional effect on flood heights or velocities. **(Affirmative finding)**

B. The danger that material may be swept onto other lands...

The asphalt and gravel bike path is in little danger of being swept away during times of flooding. **(Affirmative finding)**

C. The proposed water supply and sanitation systems...

No changes to water and sewer systems are proposed. **(Affirmative finding)**

D. The susceptibility of the proposed facility and its contents to flood damage...

No new facilities are proposed. The existing bike path will be reconstructed. The lowest section of path immediately south of Perkins Pier will be elevated slightly to reduce flooding impacts. The path is far less susceptible to flooding damage than buildings would be. **(Affirmative finding)**

E. The importance of the services provided...

No new use is proposed. The existing bike path will be reconstructed. The path is a key recreational resource to the community and visitors alike. **(Affirmative finding)**

F. The availability of alternative locations...

The location of the bike path will remain essentially unchanged. Lack of available land precludes a wholesale relocation away from the lakeshore and SFHA. **(Affirmative finding)**

G. The compatibility of the proposed use with existing development...

As previously noted, the bike path is consistent with the intent of the RCO-RG zone. **(Affirmative finding)**

H. The relationship of the proposed use to the Municipal Development Plan...

No new use is proposed. As noted in criterion G above, the bike path is consistent with the express intent of the RCO-RG zone. **(Affirmative finding)**

I. The safety of access to the property...

The proposed reconstruction will have no effect on access to the subject property in times of flooding. **(Affirmative finding)**

J. The expected heights, velocity, duration, rate of rise...

The reconstructed bike path will have no impact on lakeshore flood height, velocity, duration, rate of rise, or sediment transport. The degree of existing encroachment into the SFHA will remain unchanged. **(Affirmative finding)**

K. Conformance with all other applicable requirements...

See Articles 4, 5, and 6 of these findings.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Article 4 above.

Sec. 5.2.4, Buildable Area Calculation

(Not applicable)

Sec. 5.2.5, Setbacks

See Article 4 above.

Sec. 5.2.6, Building Height Limits

See Article 4 above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Article 4 above.

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to constitute a nuisance under this criterion. The use as a public bike path will remain unchanged. **(Affirmative finding)**

Sec. 5.5.2, Outdoor Lighting

Several existing pole lights will be replaced with new pole lights utilizing LED fixtures. They will match those pole lights used on already-completed sections of the bike path reconstruction. Fixture details are needed for confirmation. Photometric details are also needed to confirm compliance with the applicable lighting standards. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control

The proposed work requires an erosion prevention and sediment control (EPSC) plan for implementation during construction. EPSC details have been provided. Final approval from the city's stormwater program is pending. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards

Part 1, Land Division Design Standards

(Not applicable)

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

This application pertains only to site work for the reconstructed bike path. No new buildings or structures are included. The project plans include provision for related improvements such as benches, bike racks, and an enhanced pause place. Details provided address tree removal and replacement along with other additional landscaping running alongside the revamped path. The proposed features serve to enhance this invaluable community resource. **(Affirmative finding)**

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

(Not applicable)

II. Conditions of Approval

1. **Prior to release of the zoning permit**, the erosion prevention and sediment control plan shall be reviewed and approved by the Stormwater Administrator.
2. **Prior to release of the zoning permit**, details shall be provided as to proposed lighting fixtures and lighting levels in compliance with the applicable lighting standards of Sec. 5.5.2, subject to staff review and approval.
3. Per Sec. 4.5.4, (f) 8, construction within the Special Flood Hazard Area (i.e. the gangway) is subject to the following conditions:
 - C. All development:
 - (i) New construction and/or substantial improvements to structures shall be

reasonably safe from flooding and be:

1. Designed and adequately anchored to prevent flotation, collapse, or lateral movement during the occurrence of the base flood;
2. Constructed of materials resistant to flood damage;
3. Constructed by methods and practices that minimize flood damage; and
4. Constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;

(ii) All development shall be designed to minimize flood damage to the proposed development and to public facilities and utilities;

(iii) All development shall be designed to provide adequate surface drainage to reduce exposure to flood hazards;

(iv) All new construction and substantial improvements that have fully enclosed areas below the lowest floor shall:

1. Not applicable;

(v) All necessary permits shall be obtained from those governmental agencies from which approval is required by federal or state law.

D. Residential Development:

- (i) Not applicable.

E. Non-Residential Development:

- (i) All new construction and substantial improvements for nonresidential purposes shall have the lowest floor, including basement, elevated one foot or more above the base flood elevation. Existing non-residential structures may be flood proofed where designed to be watertight to one foot or more above the base flood elevation, with walls substantially impermeable and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A permit for a proposed building to be flood proofed shall not be issued until a registered architect or engineer has reviewed the structural design, specifications and plans and has certified that the design and methods of construction are in accordance with meeting the provisions of this subsection.

F. Water Supply Systems:

Not applicable;

G. On-Site Waste Disposal Systems:

Not applicable;

H. Recreational Vehicles:

- (i) Not applicable.

4. Standard conditions 1-15.

= DRB Review

BURLINGTON GREENWAY Phase 3a

KEY  Phase 3a Greenway Rehabilitation 2019-20 Construction
 Phase 3b Greenway Rehabilitation 2020-21 Construction

5 Perkins Pier

Bike path alignment and current condition to remain until Perkins is master planned

The path network at the outer pier will be reconstructed to improve safety and accessibility

4 Barge Canal to Wastewater Plant

Alignment shifts to east south of Roundhouse Point to maximize distance from eroding shoreline, provide a safer and more predictable horizontal layout, and provide significant space for new trees

New pause place at Roundhouse Point will feature memorial bench and ornamental tree planting

3 Lakeside to Barge Canal

Barge Canal - full width achieved by constructing revetment that will better stabilize lakeshore, provide more protections to rail bed from wave action, improve safety on path and allow maintenance equipment to access this part of path

Subject to Army Corps permit approval and State approval of management of rare species

2 Oakledge Bridge to Harrison Ave.

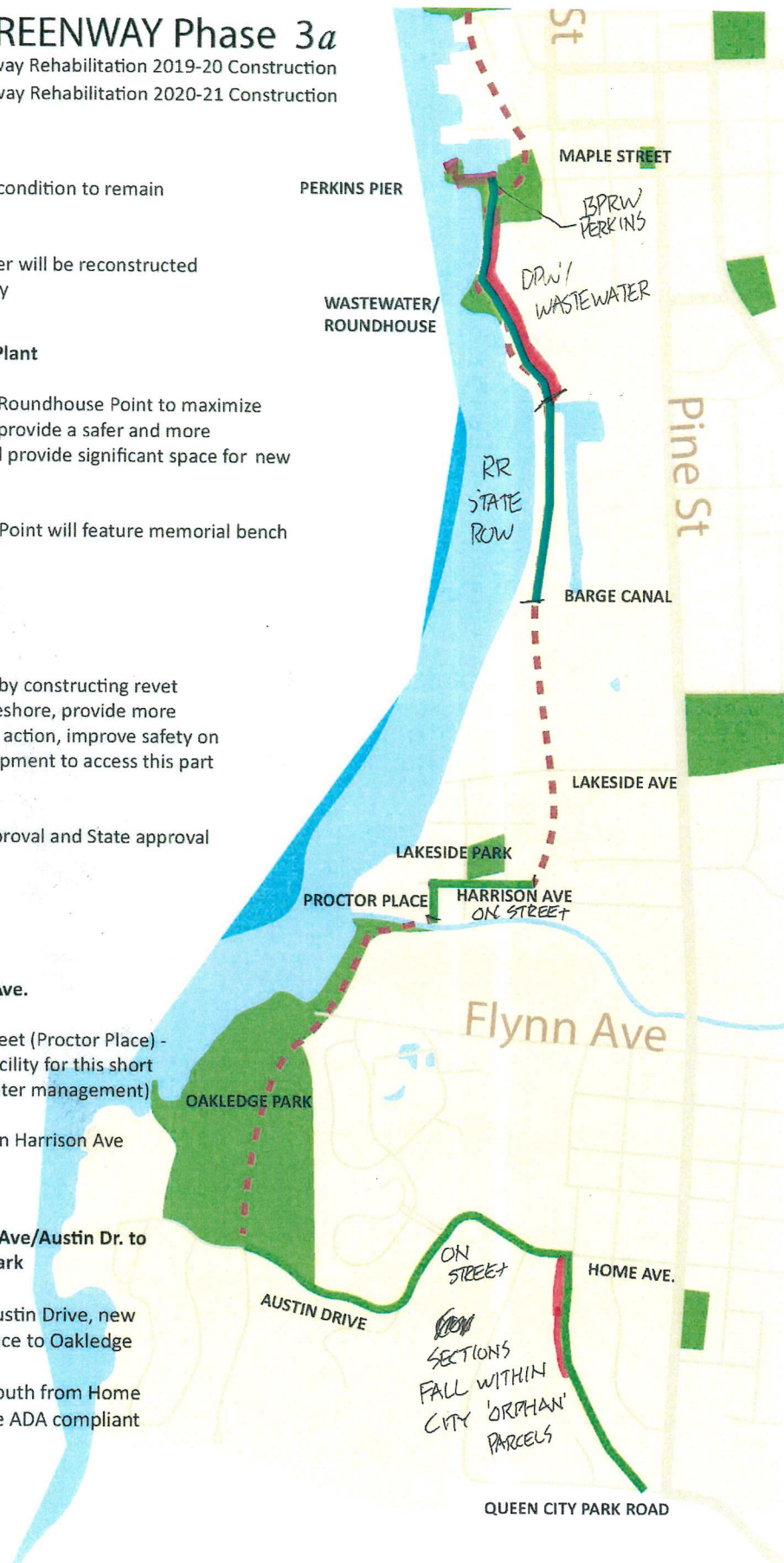
Formalize existing residential street (Proctor Place) - Greenway will be an on street facility for this short piece (improved safety, stormwater management)

Greenway pavement markings on Harrison Ave (on street facility)

0 Queen City Park Rd. to Home Ave/Austin Dr. to south entrance to Oakledge Park

On street pavement markings Austin Drive, new detectable surface pad at entrance to Oakledge

Full depth reconstruction 200' south from Home Ave. to reduce slope and achieve ADA compliant slope



CITY OF BURLINGTON



PROPOSED IMPROVEMENT
BURLINGTON BIKE PATH
REHABILITATION PROJECT
PHASE 3A

CITY OF BURLINGTON
COUNTY OF CHITTENDEN

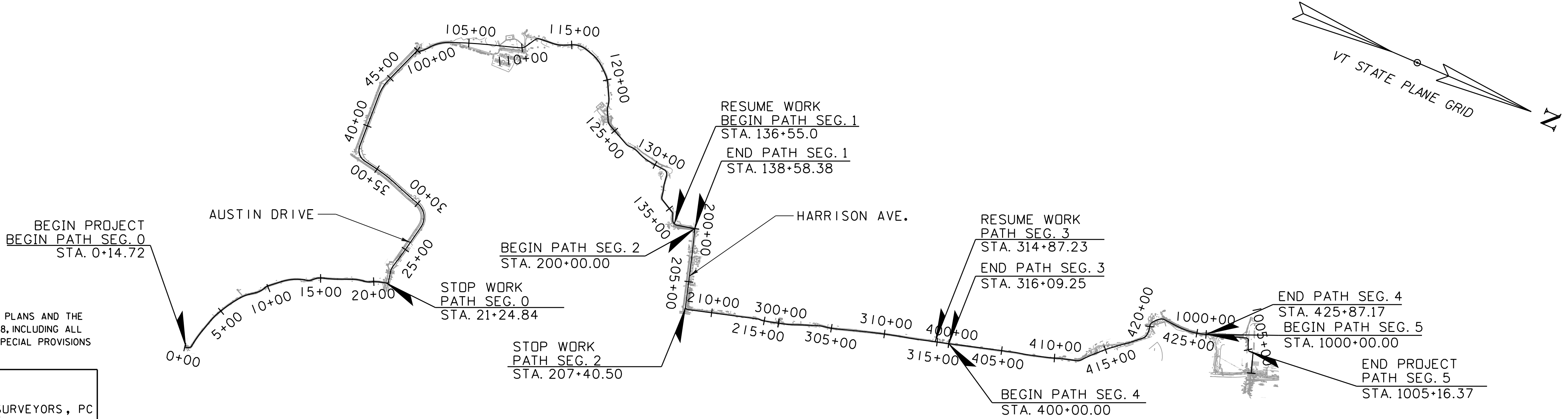
CONTRACT PLANS (100%)
REVISED APRIL 23, 2019

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, CITY OF BURLINGTON, THE PROJECT RUNS FROM QUEEN CITY PARK ROAD TO AUSTIN DRIVE, FROM PROCTOR PLACE TO THE EAST END OF HARRISON AVENUE, AND FROM THE SOUTH END OF THE RETAINING WALL AT THE BARGE CANAL NORTH TO PERKINS PIER.

PROJECT DESCRIPTION: WORK TO BE PERFORMED INCLUDES REMOVAL OF THE EXISTING PATH PAVEMENT; THE WIDENING AND REPAVING OF THE PATH; INSTALLATION OF PAVEMENT MARKINGS, SIGNS, CONCRETE SIDEWALK RAMPS, AND FENCING; REVETMENT INSTALLATION AND REPAIRS ALONG THE WATERFRONT, AND OTHER INCIDENTAL ITEMS.

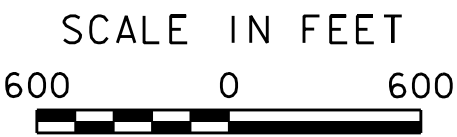
LENGTH OF PROJECT:

SEGMENT 0:	0.40 MILES (2110.2 FEET)
SEGMENT 1 - 2:	0.18 MILES (943.88 FEET)
SEGMENT 3 - 5:	0.73 MILES (3865.56 FEET)
TOTAL:	1.31 MILES (6919.64 FEET)



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THIS CONTRACT.

SURVEYED BY :	VHB ALDRICH + ELLIOT, PC BUTTON PROFESSIONAL LAND SURVEYORS, PC CROSS CONSULTING ENGINEERS
SURVEYED DATE :	AUGUST 2013, AUG. 2015, SEPTEMBER 2018
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (07)



PROJECT MANAGER :	EVAN P. DETRICK, P.E.
PROJECT NAME :	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER :	58109.00
SHEET	1 OF 72 SHEETS

INDEX OF SHEETS

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ADDITIONAL SYMBOLS

EXIST. STREET LIGHT	
EXISTING SURVEY CONTROL POINTS	
PROP. ORNAMENTAL STREET LIGHT	
FIRE CALL BOX	
PROPOSED TREE	
PROPOSED TREE WITH TREE PIT	
PROPOSED SHRUB	
PROPOSED TREE PIT OR TREE LOCATION	
PROPOSED BRICK PAVERS	
EXIST. STORM DRAIN	
EXIST. SEWER	
EXIST. WATER	
EXIST. GAS	
EXIST. UNDERGROUND TELEPHONE	
PROPOSED DRAINAGE CALLOUT	
FIRE HYDRANT	
PROPOSED PULL BOX	
PROPOSED CONDUIT	
PROPOSED CONDUIT AND SLEEVE	
PROPOSED WATER LINE	
PROPOSED SEWER LINE	
PROPOSED ROOF DRAIN	
PROPOSED STORMWATER TREATMENT PLANTER	
PROPOSED BANNER POLE	
BORING LOCATION	
PROPOSED WAYFINDING SIGN	

VAOT STANDARDS

A-78	3-31-2004	SHARED USE PATH TYPICAL
A-79	3-31-2004	RAIL TRAIL TYPICAL
B-5	6-01-1994	SLOPE GRADING, EMBANKMENTS, MUCK
C-3A	3-10-2008	SIDEWALK RAMPS
E-12I	8-8-1995	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-193	8-18-1995	PAVEMENT MARKING DETAILS
E-195	6-9-2008	SHARED USE PATH PAVEMENT MARKINGS AND SIGN DETAILS
T-1	4-25-2016	TRAFFIC CONTROL GENERAL NOTES
T-2	4-25-2016	TRAFFIC SIGN GENERAL NOTES
T-10	8-6-2012	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING
T-28	8-6-2012	CONSTRUCTION SIGN DETAILS
T-30	8-6-2012	CONSTRUCTION SIGN DETAILS
T-45	1-2-2013	SQUARE TUBE SIGN POST AND ANCHOR



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME: 58109ind.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
INDEX OF SHEETS	SHEET 2 OF 72

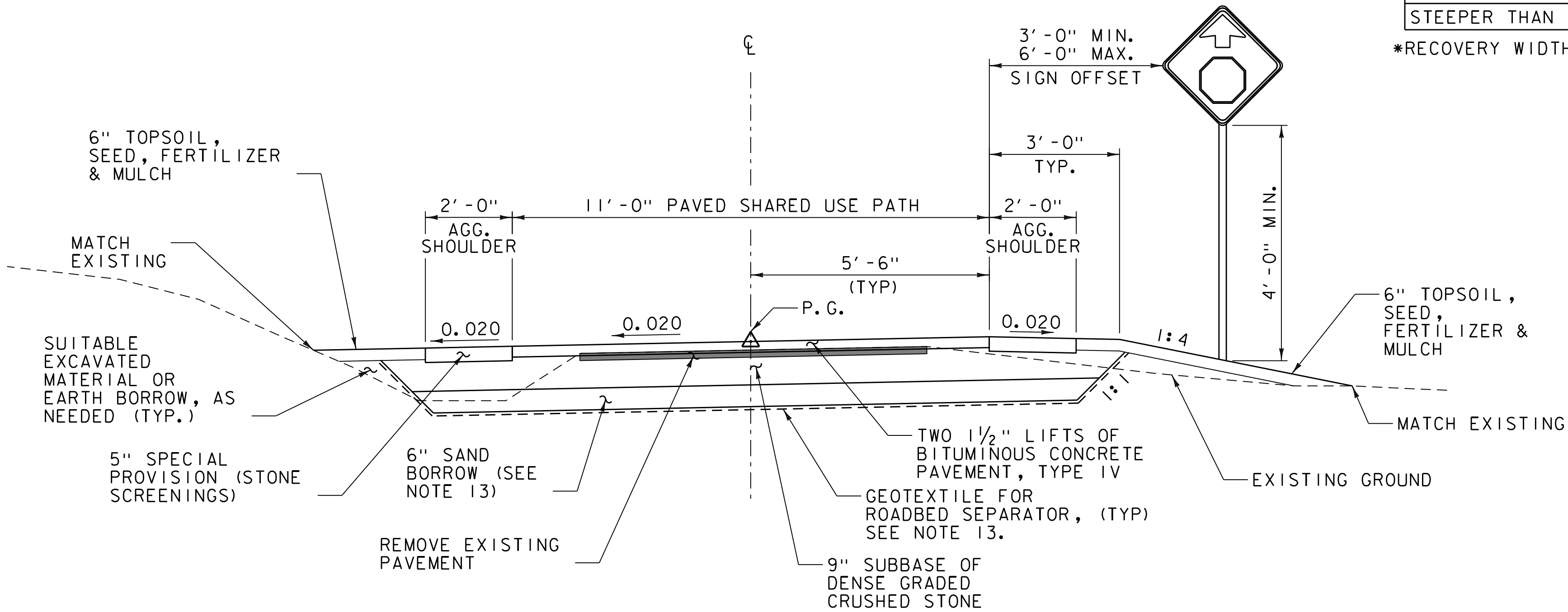
MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	+/- 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"
SAND BORROW	1"

RECOVERY AREA TABLE		
SIDE SLOPE	RECOVERY WIDTH*	
	MIN.	PREFERRED
1:4 OR FLATTER	0	3'-0"
1:3	3'-0"	4'-0"
1:2	4'-0"	5'-0"
STEEPER THAN 1:2	5'-0"	>5'-0"

*RECOVERY WIDTH SLOPE MUST BE 8% MAX.

NOTES FOR ALL TYPICAL SECTIONS:

- THE MINIMUM PAVED PATH WIDTH SHALL BE 11'-0" UNLESS NOTED OTHERWISE IN THE PLANS.
- THE PATH SHALL HAVE A UNIFORM TWO PERCENT CROSS SLOPE IN THE DIRECTION SHOWN IN THE PLANS, AND THE SUBBASE SHALL BE GRADED TO MATCH.
- ALL SHARED USE PATHS SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) TO THE EXTENTS POSSIBLE GIVEN EXISTING CONDITIONS. REFER TO THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR SPECIFIC DETAILS.
- ANY TREE ROOTS ENCOUNTERED WITHIN THE EXCAVATION LIMITS SHALL BE PRUNED AND PROTECTED. THE COST OF THIS WORK IS INCIDENTAL TO ITEM 201.10, "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS".
- STONE FILL, TYPE I, IS REQUIRED ON ANY SLOPE STEEPER THAN 1:2 AND SHALL BE PAID UNDER THE RESPECTIVE UNIT ITEMS.
- DITCHES SHALL RECEIVE THE FOLLOWING TREATMENTS BASED ON THEIR SLOPE, UNLESS SHOWN OTHERWISE ON THE PLANS.
 - 0-1% SEED AND MULCH
 - 1-2.5% ROLLED EROSION CONTROL PRODUCT, TYPE I AND SEED
 - 2.5-10% TYPE I STONE FILL - 1'-0" DEPTH
 - >10% TYPE II STONE FILL - 2'-0" DEPTH
- PAYMENT OF DITCH LINE TREATMENTS SHALL BE UNDER THE FOLLOWING RESPECTIVE VTRANS UNIT ITEMS:
 - SEED - 651.15
 - HAY MULCH - 653.10
 - ROLLED EROSION CONTROL PRODUCT, TYPE I - 653.20
 - TYPE I STONE FILL - 613.10
 - TYPE II STONE FILL - 613.11
- SEE EPSC NOTES FOR SEED AND SOIL SUPPLEMENT SPECIFICATIONS.
- AGGREGATE SHOULDER SHALL BE PAID UNDER ITEM NO. 900.608 SPECIAL PROVISION (STONE SCREENINGS).
- EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.040 GAL/SY WHERE INDICATED.
- SAWCUTTING OF EXISTING PAVEMENT IS INCIDENTAL TO ITEM 406.25 "MARSHALL BITUMINOUS CONCRETE PAVEMENT".
- TOPSOIL SHALL NOT BE SOURCED FROM WITHIN THE CITY OF BURLINGTON.
- SAND BORROW AND GEOTEXTILE FOR ROADBED SEPARATOR SHALL BE USED IN LOCATIONS WHERE THE PATH IS CONSTRUCTED OVER VIRGIN EARTH.



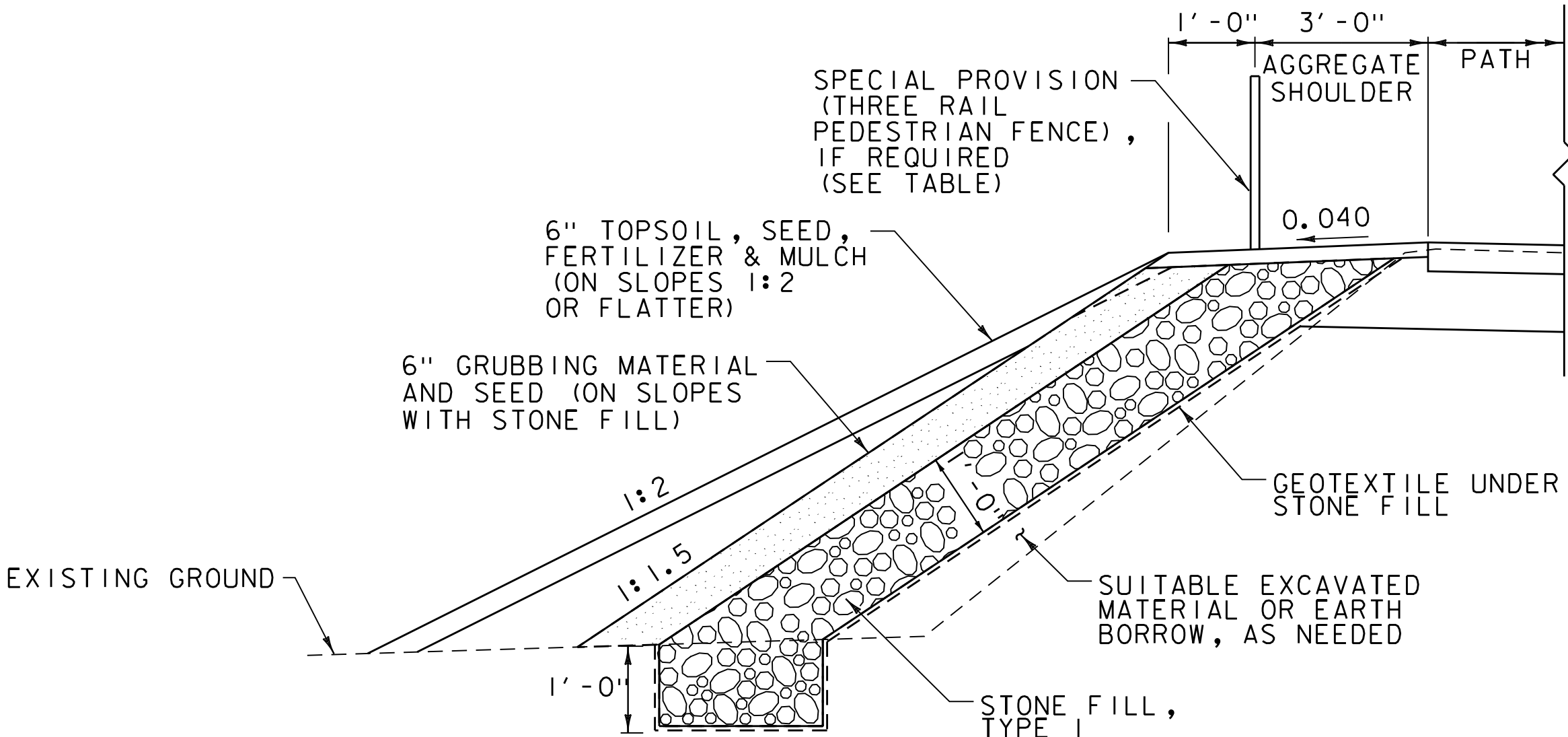
PATH TYPICAL SECTION
(REVERSE CROWN)

N. T. S.

STA. 18+25.00 - STA. 21+25.00
STA. 314+87.23 - STA. 316+09.25
STA. 400+00.00 - STA. 410+25.00
STA. 416+25.00 - STA. 425+87.17
STA. 1000+00.00 - STA. 1001+65.00

SAND BORROW LOCATIONS

STA. 18+25.00 - STA. 21+25.00
STA. 416+25.00 - STA. 417+00.00



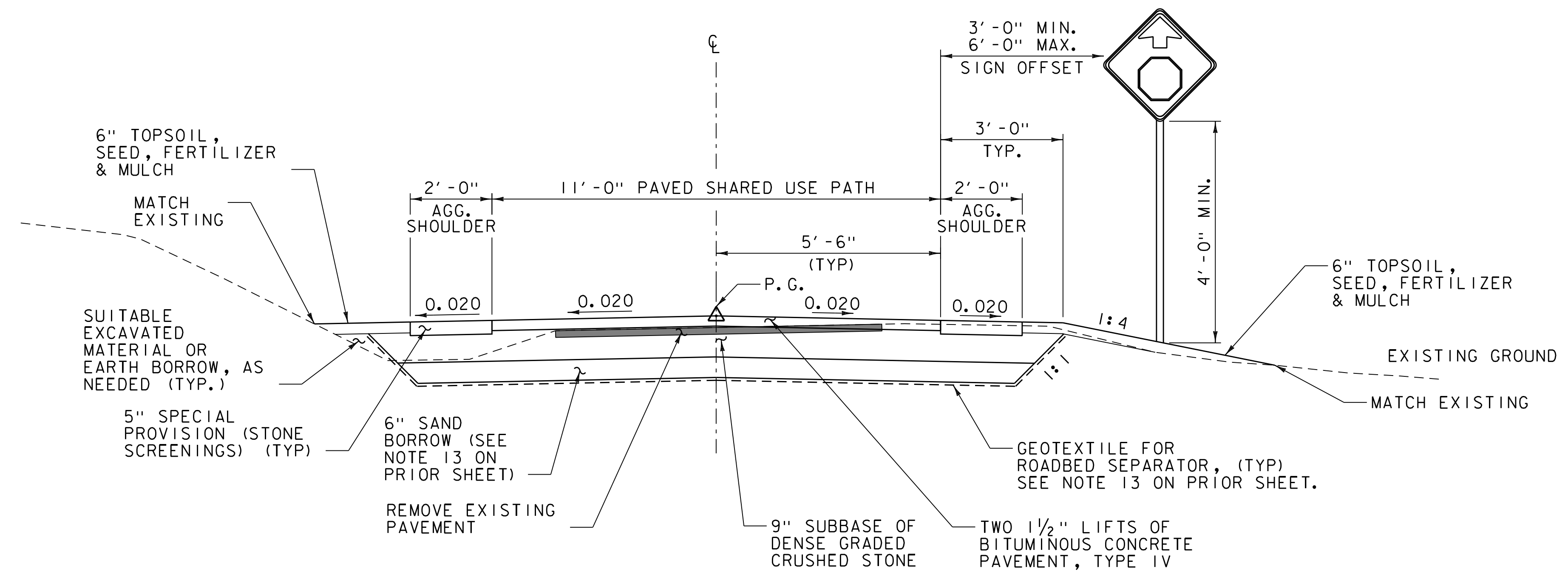
ALTERNATIVE SLOPE TREATMENTS

N. T. S.



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+yp.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
TYPICAL SECTIONS (10 OF 3)	SHEET 5 OF 72

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	+/- 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"
SAND BORROW	1"

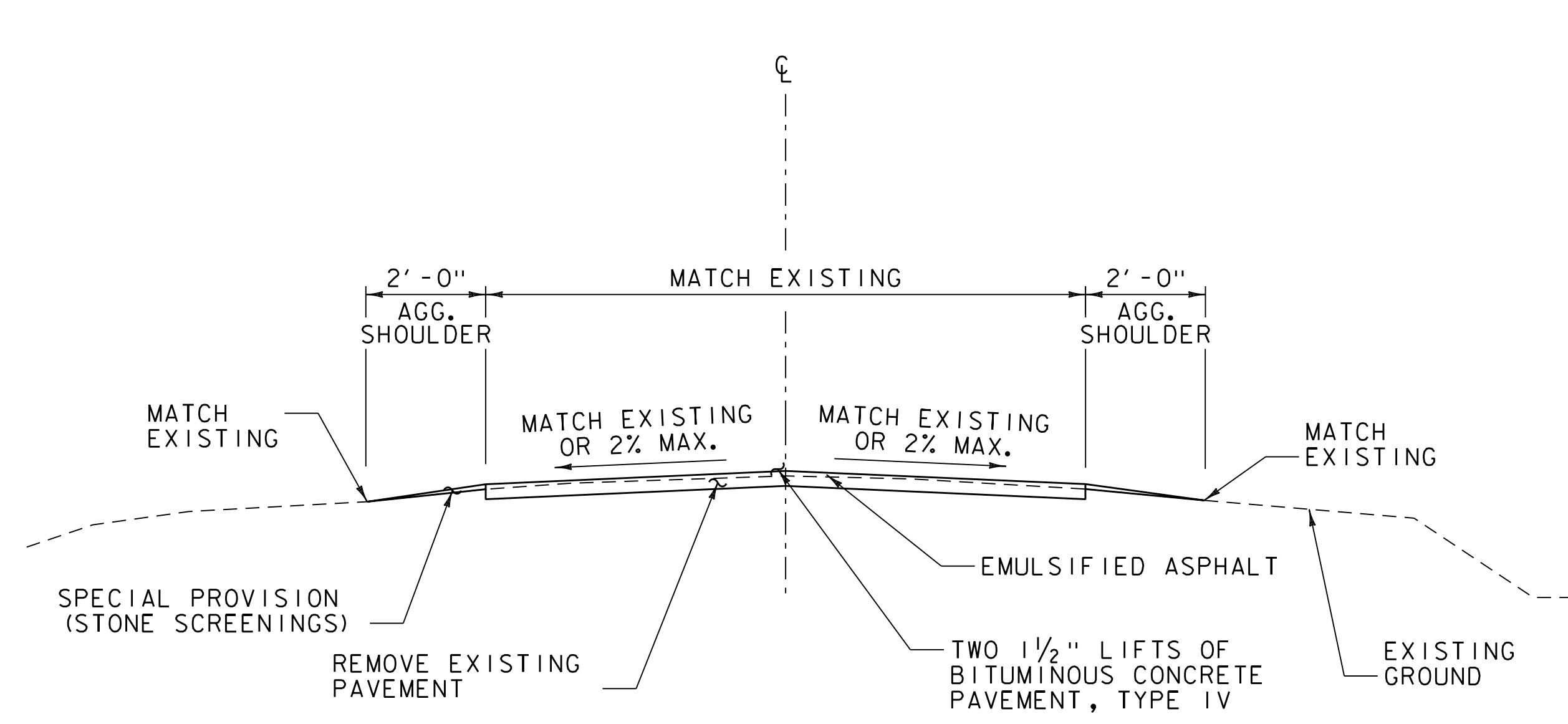


NORMAL CROWN PATH TYPICAL SECTION

N. T. S.
STA. 410+25.00 - STA. 410+72.01
STA. 411+95.06 - STA. 416+25.00

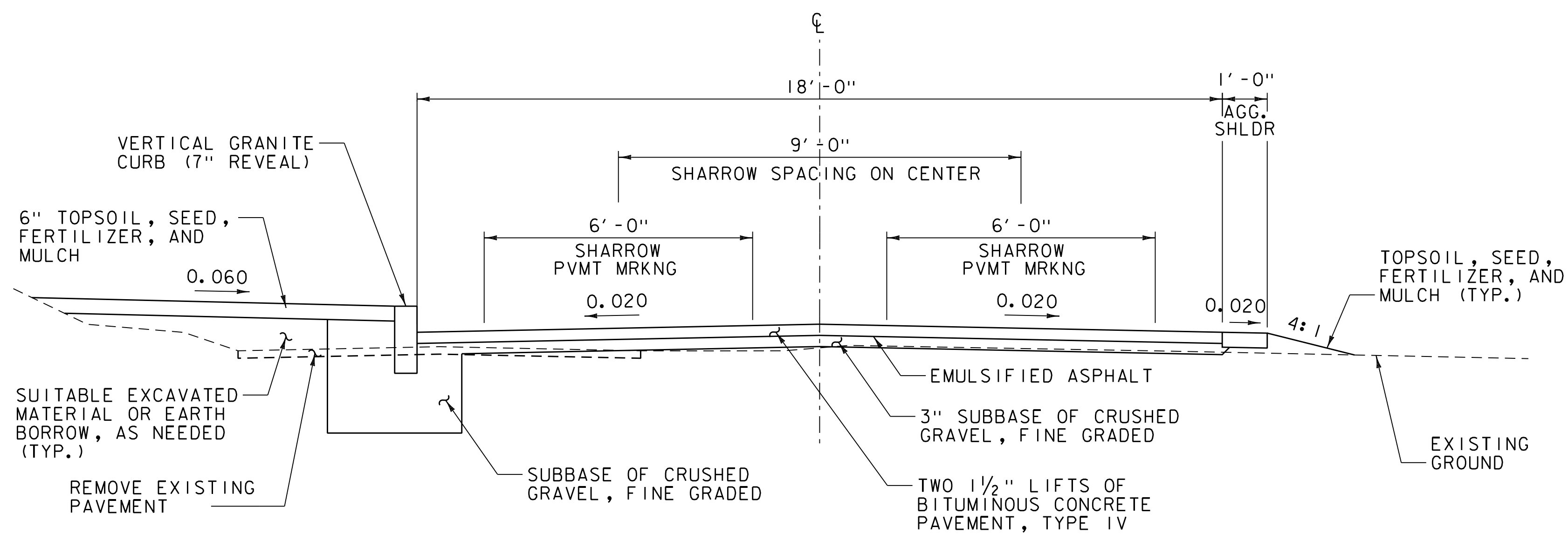
SAND BORROW LOCATIONS

STA. 412+50.00 - STA. 416+25.00



PAVEMENT OVERLAY TYPICAL SECTION

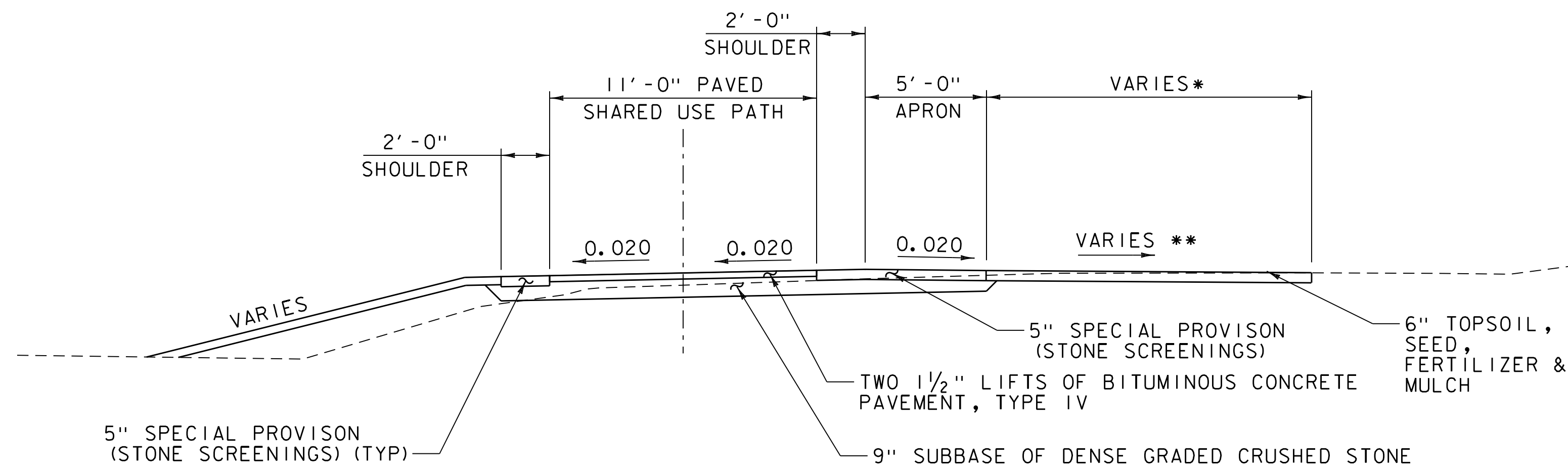
N. T. S.
SEGMENT O
PERKINS PIER



PROCTOR PLACE PAVEMENT OVERLAY TYPICAL SECTION

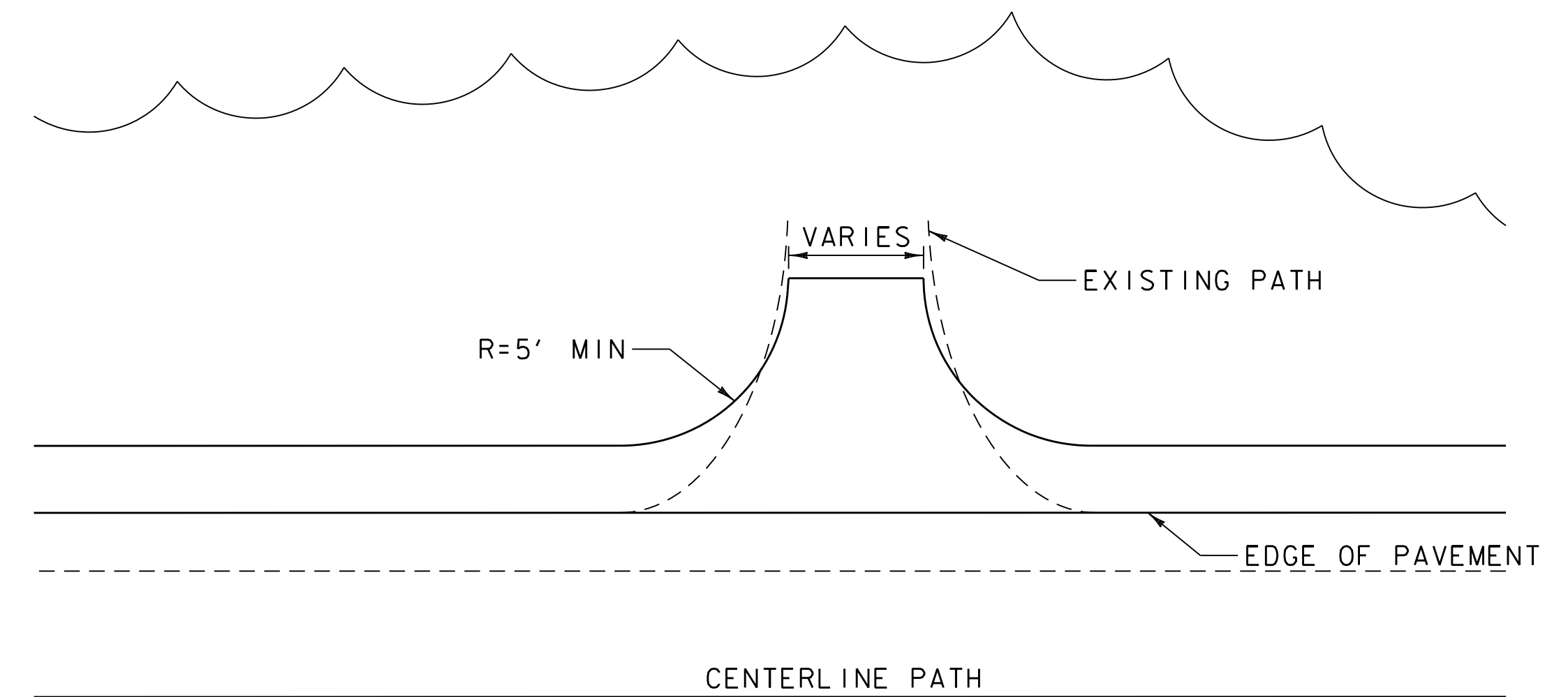


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+typ.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
TYPICAL SECTIONS (2 OF 3)	SHEET 6 OF 72

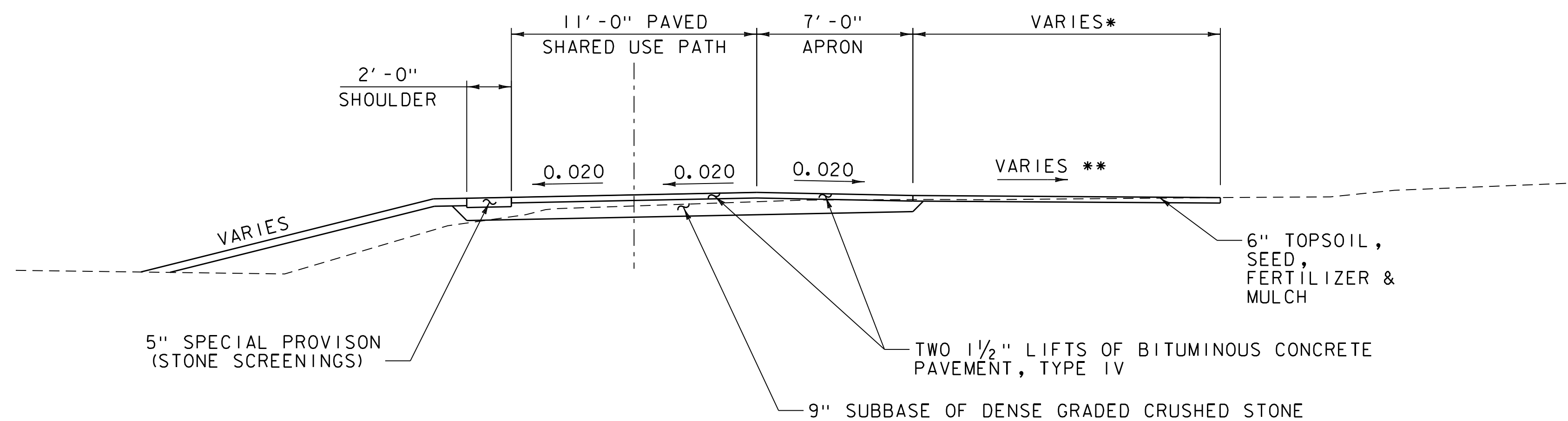


* RESIDENT ENGINEER TO DETERMINE LIMITS OF SIDE PATH
REQUIRED BEFORE MATCHING EXISTING.
** SLOPE TO BE TO BE DETERMINED BY RESIDENT ENGINEER.

GRAVEL SIDE PATH TYPICAL SECTION
N. T. S.

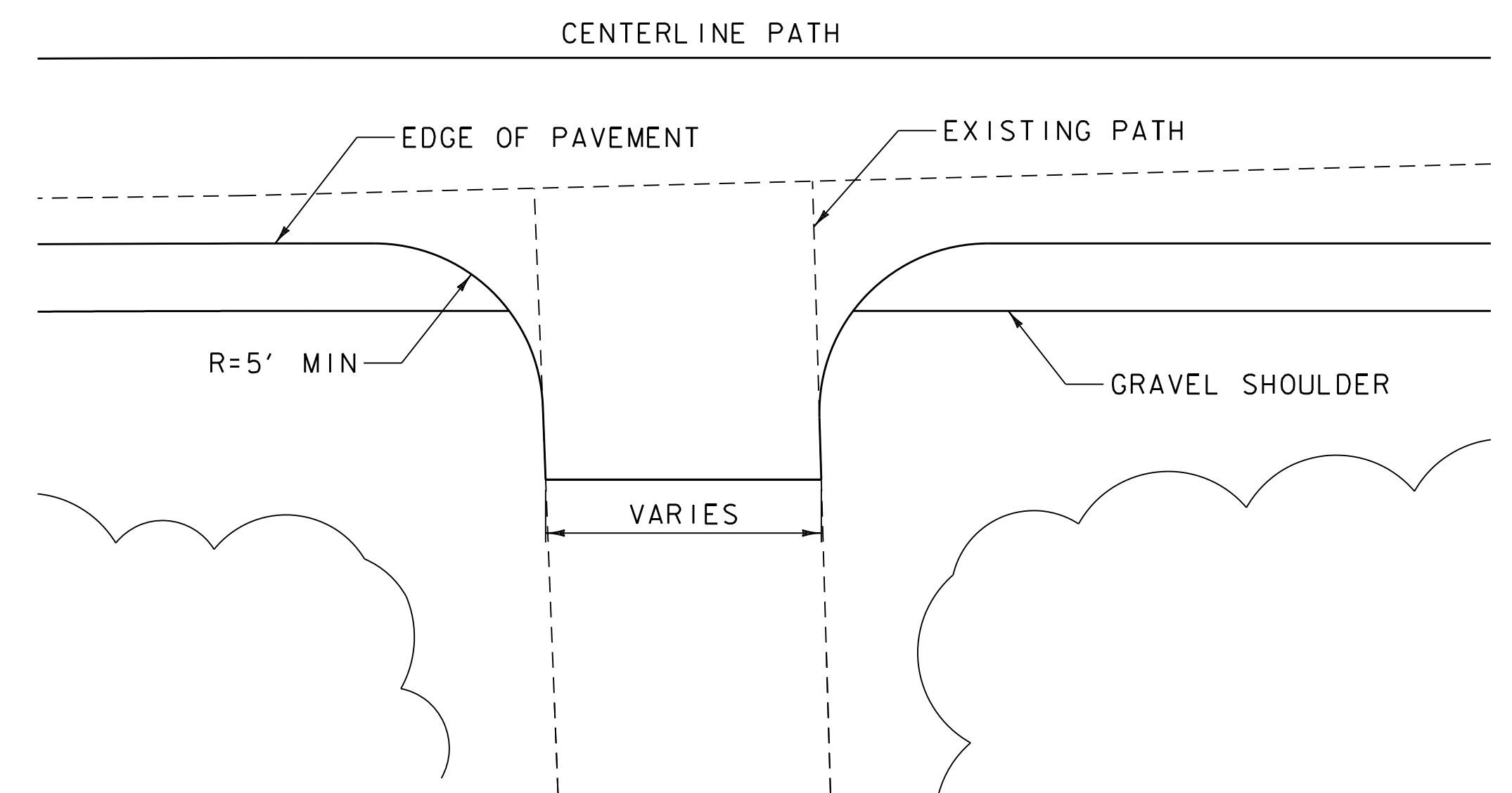


GRAVEL SIDE PATH TYPICAL PLAN
N. T. S.



* RESIDENT ENGINEER TO DETERMINE LIMITS OF SIDE PATH
REQUIRED BEFORE MATCHING EXISTING.
** SLOPE TO BE TO BE DETERMINED BY RESIDENT ENGINEER.

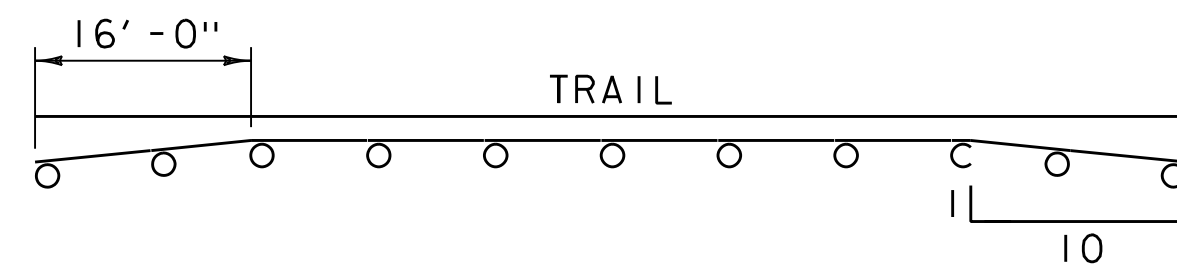
PAVED SIDE PATH TYPICAL
N. T. S.



PAVED SIDE PATH TYPICAL PLAN
N. T. S.

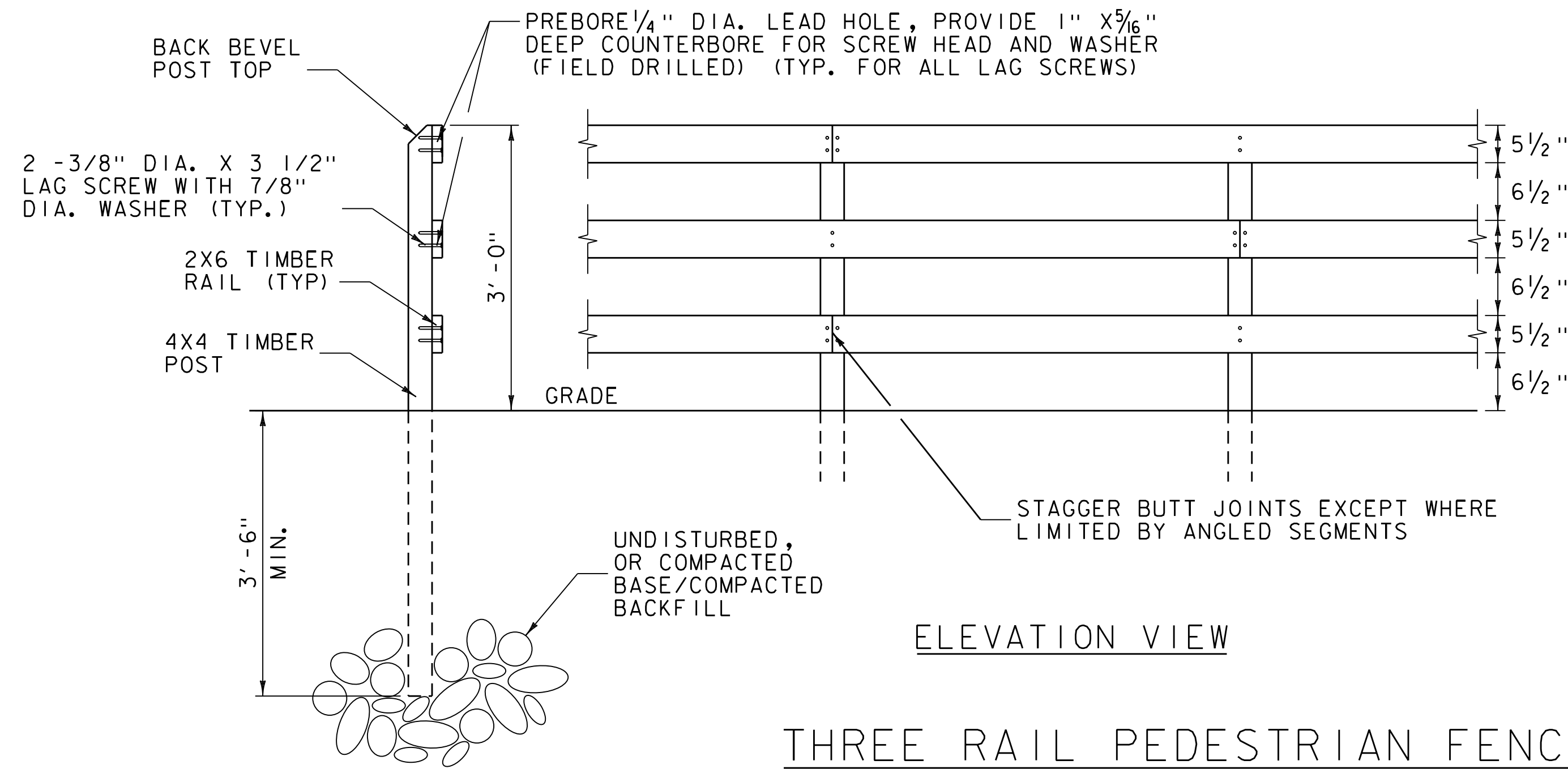


PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109+typ.dgn
PROJECT LEADER:	E.P.DETRICK
DESIGNED BY:	B.M.ROBERTS
TYPICAL SECTIONS (3 OF 3)	
PLOT DATE:	4/23/2019
DRAWN BY:	C.K.FORD
CHECKED BY:	E.P.DETRICK
SHEET	7 OF 72



PLAN VIEW

* TAPER ENDS OF RAILING AS SHOWN

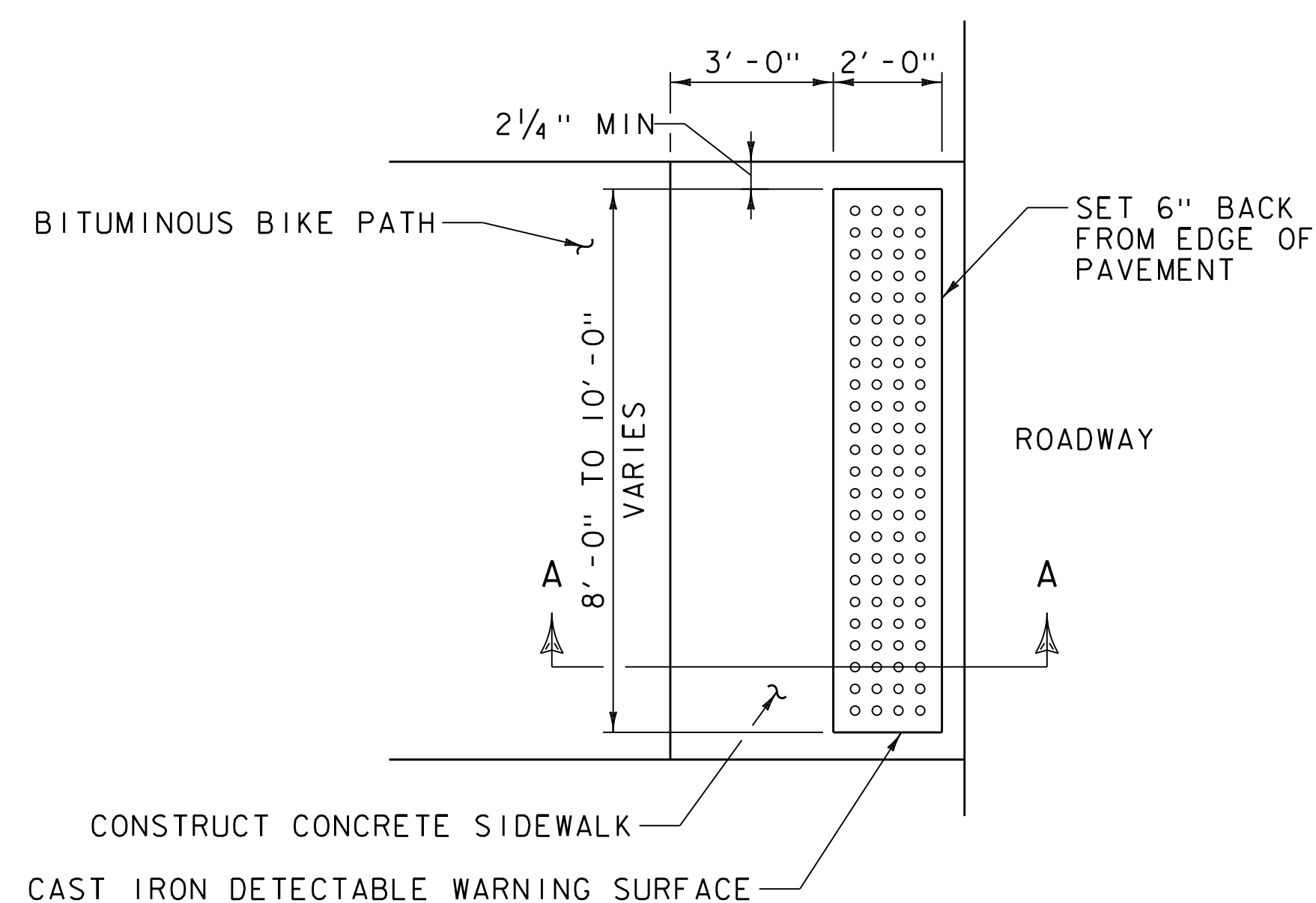


ELEVATION VIEW

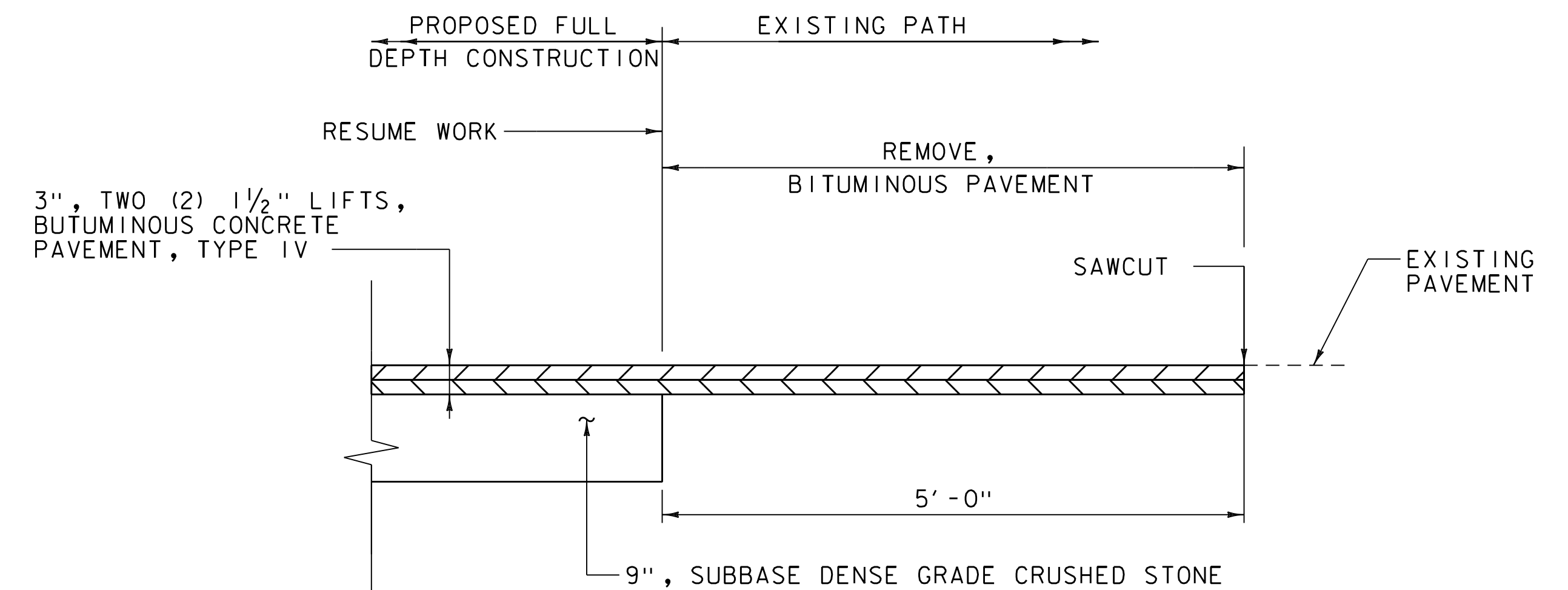
THREE RAIL PEDESTRIAN FENCE
N. T. S.

NOTES:

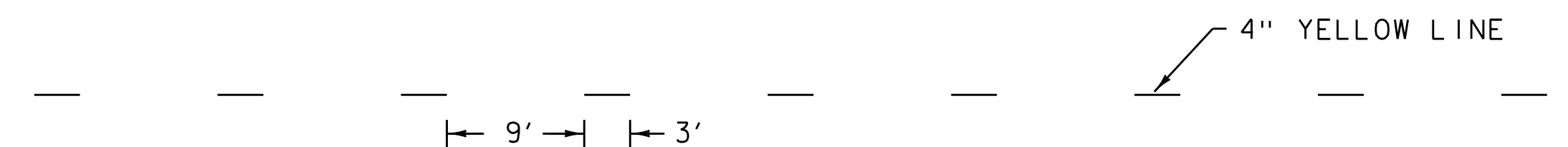
1. POSTS AND RAILS SHALL CONFORM TO 709.01 - STRUCTURAL LUMBER AND TIMBER.



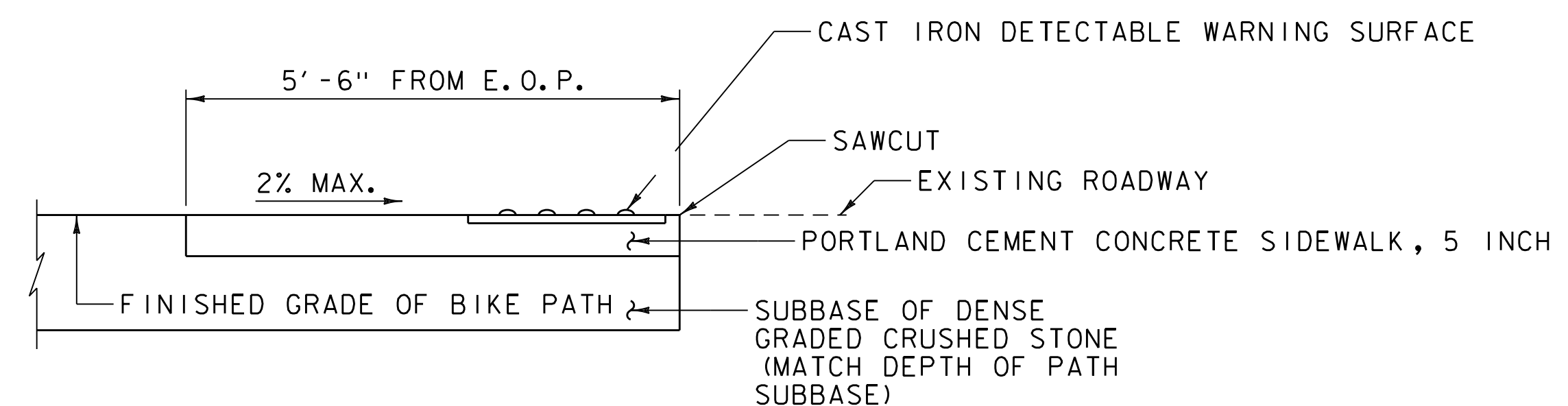
DETECTABLE WARNING SURFACE
N. T. S.



BIKE PATH LONGITUDINAL TRANSITION
N. T. S.



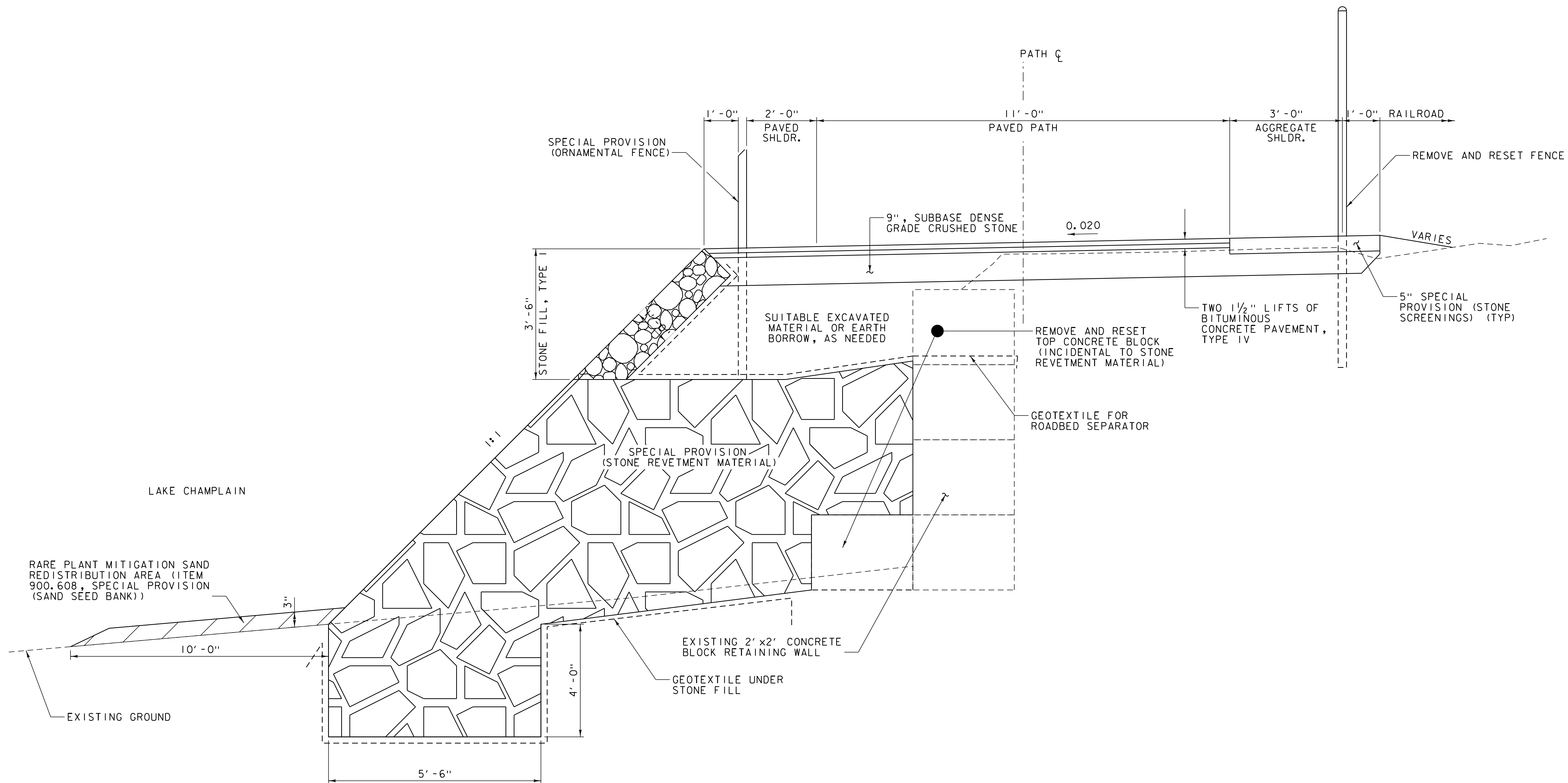
TYPICAL PATH CENTERLINE PAVEMENT MARKING
N. T. S.



SECTION A-A
NOT TO SCALE



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109det.dgn
PROJECT LEADER:	E.P. DETRICK
DESIGNED BY:	B.M. ROBERTS
DETAIL SHEET	11 OF 51
PLOT DATE:	4/23/2019
DRAWN BY:	C.K. FORD
CHECKED BY:	E.P. DETRICK
SHEET	8 OF 72

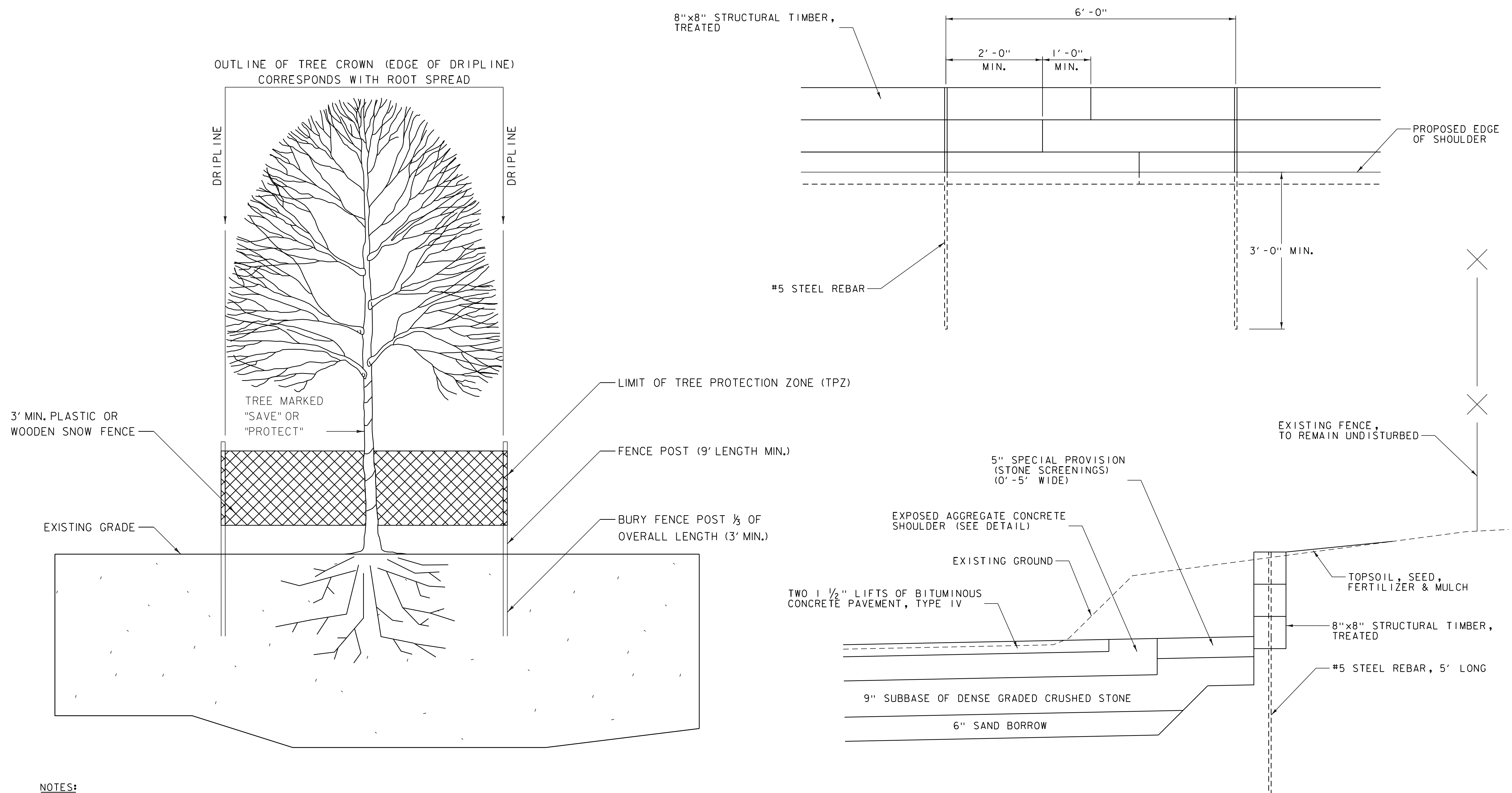


STONE REVETMENT INSTALLATION

N.T.S.
STA. 315+70 - STA. 410+77, LT



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109det.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (2 OF 5)	SHEET 9 OF 72



NOTES:

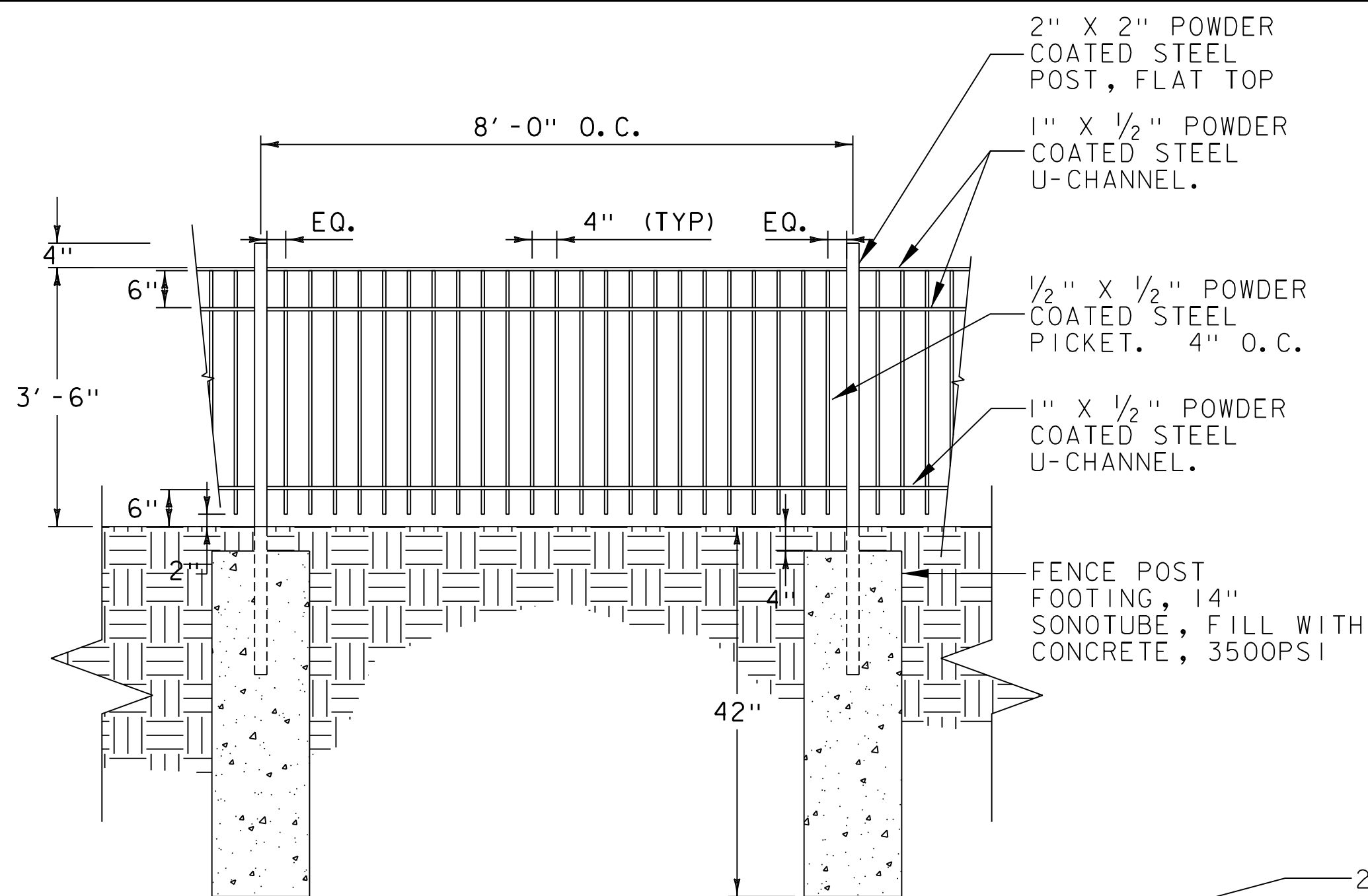
1. SEE VTRANS SPECIFICATION 656.11, TREE PROTECTION, FOR STEPS TO MINIMIZE SOIL AND ROOT DISTURBANCE AND GUIDANCE TO CONSTRUCT PROTECTION MEASURES FOR TREES CLOSE TO CONSTRUCTION AREAS.
2. NO WORK, NOR HEAVY EQUIPMENT STORAGE SHALL BE WITHIN A TREE PROTECTION ZONE.

TREE PROTECTION
N. T. S.

TIMBER RETAINING WALL
N. T. S.
STA. 424+77 - STA. 426+05, RT

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109det.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (3 OF 5)	SHEET 10 OF 72



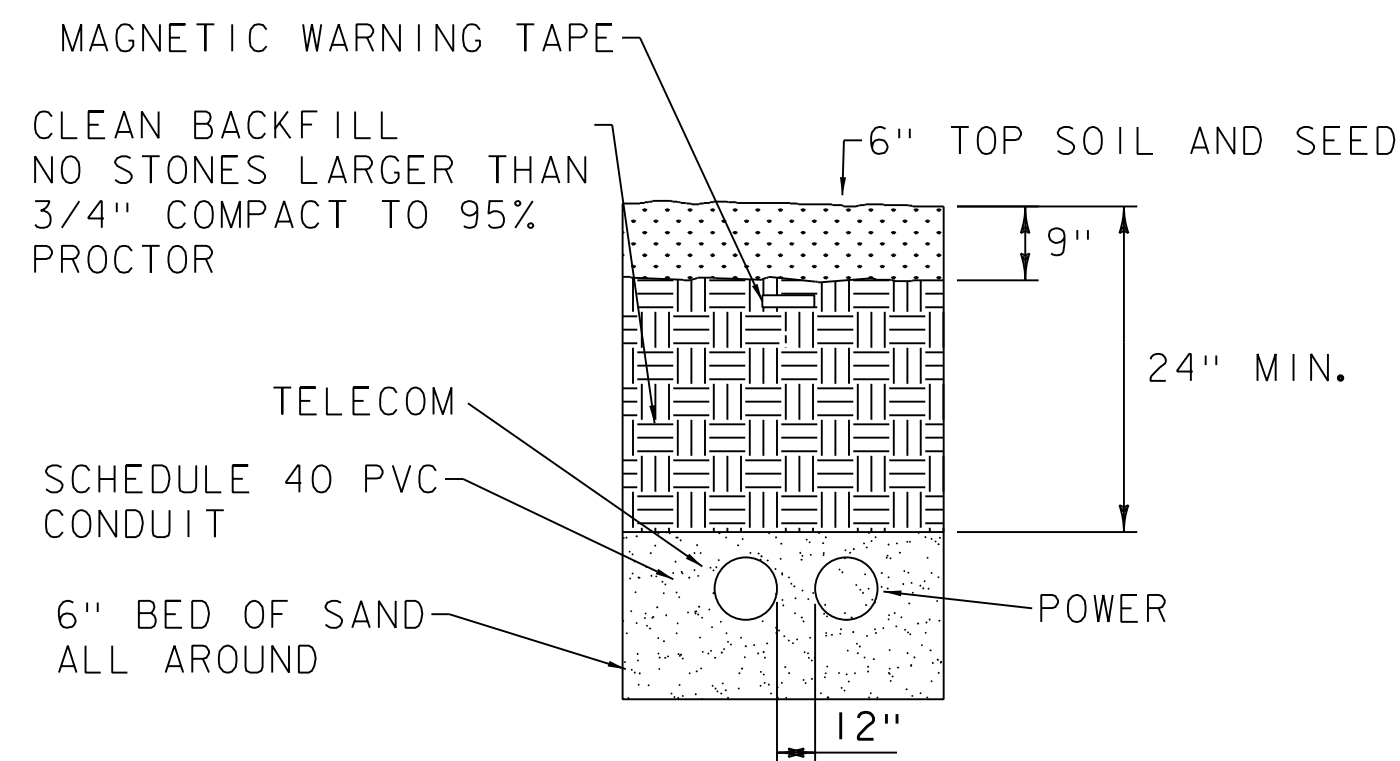


ELEVATION

- NOTES:
1. ALL RAILING COMPONENTS TO BE POWDER COATED BLACK.
 2. ALL JOINTS TO BE WELDED AND GROUND SMOOTH.
 3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR FENCE ASSEMBLY, LAYOUT AND ATTACHMENT TO STEEL POST FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.
 4. ALL POSTS TO BE +/- 8' o.c. SPACING, FIELD VERIFY CONDITIONS.

ORNAMENTAL FENCE

N. T. S.
STA. 400+00 - 410+72, LT
STA. 412+00 - 412+75, LT

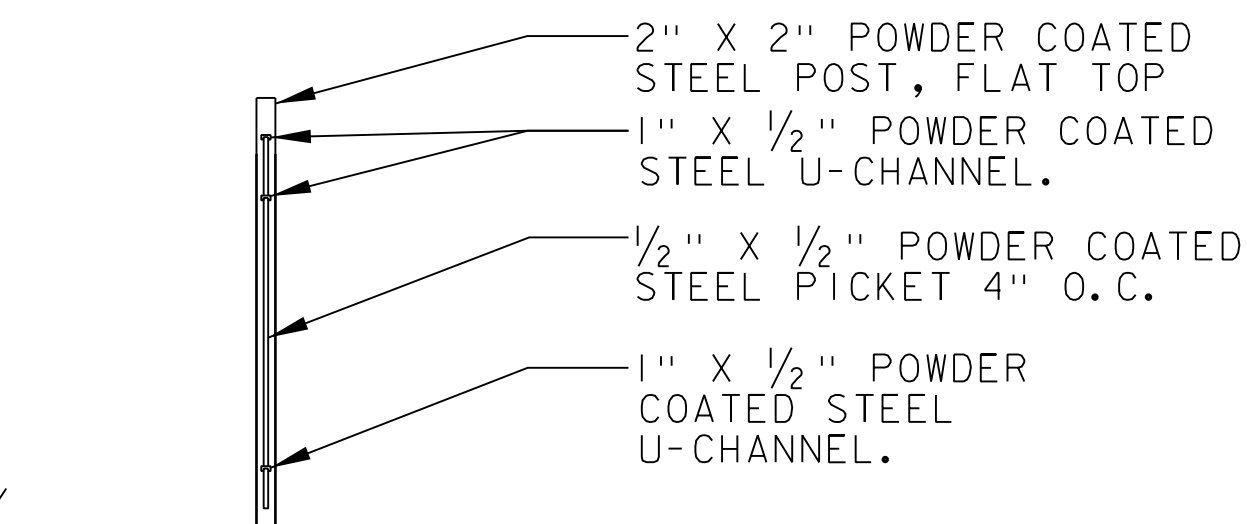


UNDER GROUND CONDUIT DUCT BANK GENERAL NOTES:

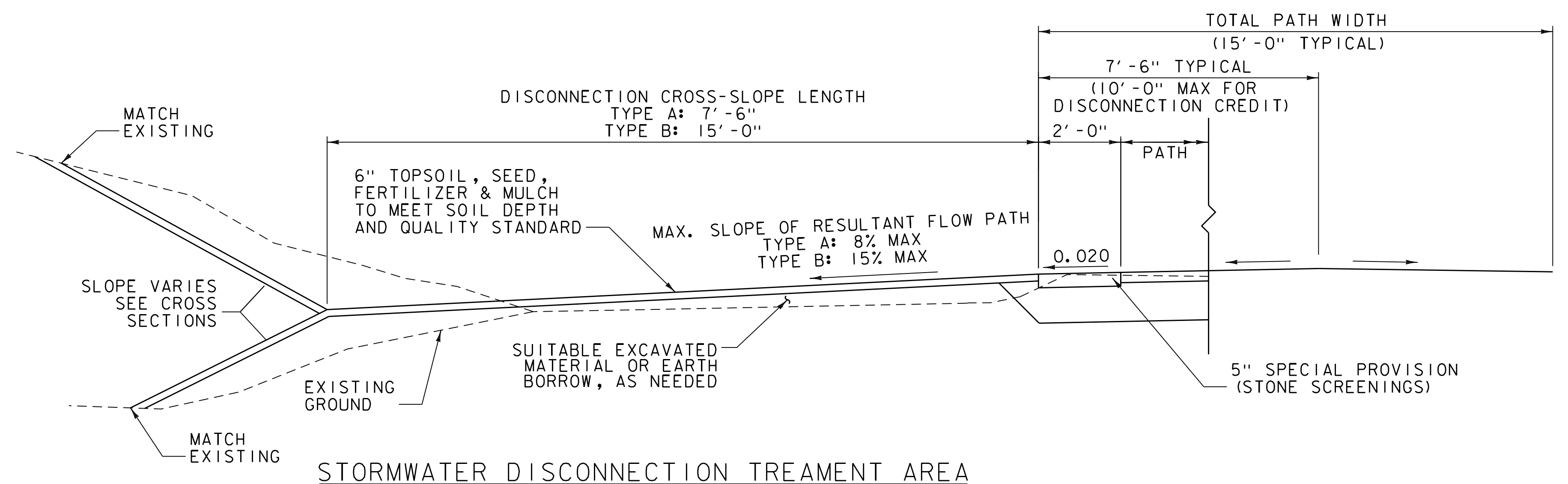
1. ALL UNDER GROUND CONDUITS SHALL BE SCHEDULE 40 PVC.
2. UNDER GROUND DUCT BANK SHALL BE SET A MINIMUM DEPTH OF 24" BELOW GRADE.
3. REFER TO SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
4. ALL UNDERGROUND DUCT BANKS SHALL BE FIELD COORDINATED WITH NEW AND EXISTING UTILITIES.
5. DETAIL FOR SECONDARY SERVICE AND TELECOMMUNICATION CONDUITS NOT PART OF CONCRETE ENCASED DUCTBANK. UTILITY CONDUIT INSTALLATION PER UTILITY REQUIREMENTS. STOWE ELECTRIC PRIMARY CONDUITS SHALL BE BURIED 36" BELOW GRADE AND CONCRETE ENCASED.
6. ACTUAL TRENCH WILL INCLUDE MORE CONDUITS.

TYPICAL CONDUIT TRENCH DETAIL

N. T. S.



SECTION



STORMWATER DISCONNECTION TREATMENT AREA

N. T. S.

STA. 9+30 - 13+00, RT
STA. 413+50 - 416+50, LT
STA. 414+00 - 415+00, RT

NOTES:

1. WHEN GRADING FOR DISCONNECTION AREAS, THE CONTRACTOR SHALL NOT DISTURB THE GROUND WITHIN 4' OF THE TRUNK BASE FOR ALL TREES WITH A DIAMETER OF 6" OR GREATER AND INTEND TO REMAIN THROUGH CONSTRUCTION.

SOIL DEPTH AND QUALITY STANDARD

THESE REQUIREMENTS APPLY TO ALL DISTURBED AREAS WITHIN THE LIMITS OF THE SITE WHICH ARE NOT COVERED BY AN IMPERVIOUS SURFACE, INCORPORATED INTO A STRUCTURAL STORMWATER TREATMENT PRACTICE, OR ENGINEERED AS STRUCTURAL FILL ONCE DEVELOPMENT IS COMPLETE. FOR THIS PROJECT THESE AREAS INCLUDE THE DISCONNECTION AREAS DISTURBED DURING PATH CONSTRUCTION. A DENSE AND VIGOROUS VEGETATIVE COVER SHALL BE ESTABLISHED OVER TURF AREAS. ANY AREAS NOT DESCRIBED ABOVE WHICH ARE DISTURBED OR COMPACTED DURING CONSTRUCTION SHALL ALSO BE SUBJECT TO THESE REQUIREMENTS.

ALTERNATIVELY, TO LEAVING EXISTING TOPSOIL IN PLACE WITHOUT DISTURBING OR COMPACTING IT, THERE ARE THREE METHODS THAT MAY BE USED TO SATISFY THESE REQUIREMENTS.

1. AMEND EXISTING TOPSOIL IN PLACE
 - A. SCARIFY OR TILL SUBSOILS TO 4 INCHES OF DEPTH OR TO THE DEPTH NEEDED TO ACHIEVE A TOTAL DEPTH OF 8 INCHES OF UNCOMPACTED SOIL AFTER A CALCULATED AMOUNT OF AMENDMENT IS ADDED.
 - B. AMEND THE SOIL TO MEET THE ORGANIC CONTENT REQUIREMENTS. ORGANIC MATERIAL MAY BE PLACED AT A PRE-APPROVED RATE OF 1 INCH WITH AN ORGANIC MATTER CONTENT OF 40-65% AND ROTOTILLED INTO 3 INCHES OF SOIL OR AT A CALCULATED RATE ROTOTILLED INTO A DEPTH OF SOIL NEEDED TO ACHIEVE 4 INCHES OF SETTLED SOIL AT 4% ORGANIC CONTENT.
2. REMOVE AND STOCKPILE EXISTING TOPSOIL DURING GRADING
 - A. TOPSOIL SHOULD BE STOCKPILED ON SITE IN A CONTROLLED AREA AT LEAST 50 FEET FROM SURFACE WATERS, WETLANDS, FLOODPLAINS, OR OTHER CRITICAL RESOURCE AREAS.
 - B. SCARIFY OR TILL SUBGRADE TO A DEPTH OF 4 INCHES. EXCEPT FOR WITHIN THE DRIP LINE OF EXISTING TREES, THE ENTIRE SURFACE SHALL BE DISTURBED BY SCARIFICATION.
 - C. STOCKPILED TOPSOIL SHALL ALSO BE AMENDED, IF NEEDED, TO MEET THE ORGANIC CONTENT REQUIREMENTS IDENTIFIED ABOVE.
 - D. REPLACE STOCKPILED TOPSOIL PRIOR TO PLANTING AND RAKE TO LEVEL, REMOVING ANY SURFACE ROCKS LARGER THAN 2 INCHES IN DIAMETER.
 - E. WATER OR ROLL SOILS IN TURF AREAS TO 85% OF MAXIMUM DRY DENSITY.

DISCONNECTION CREDIT REQUIREMENTS

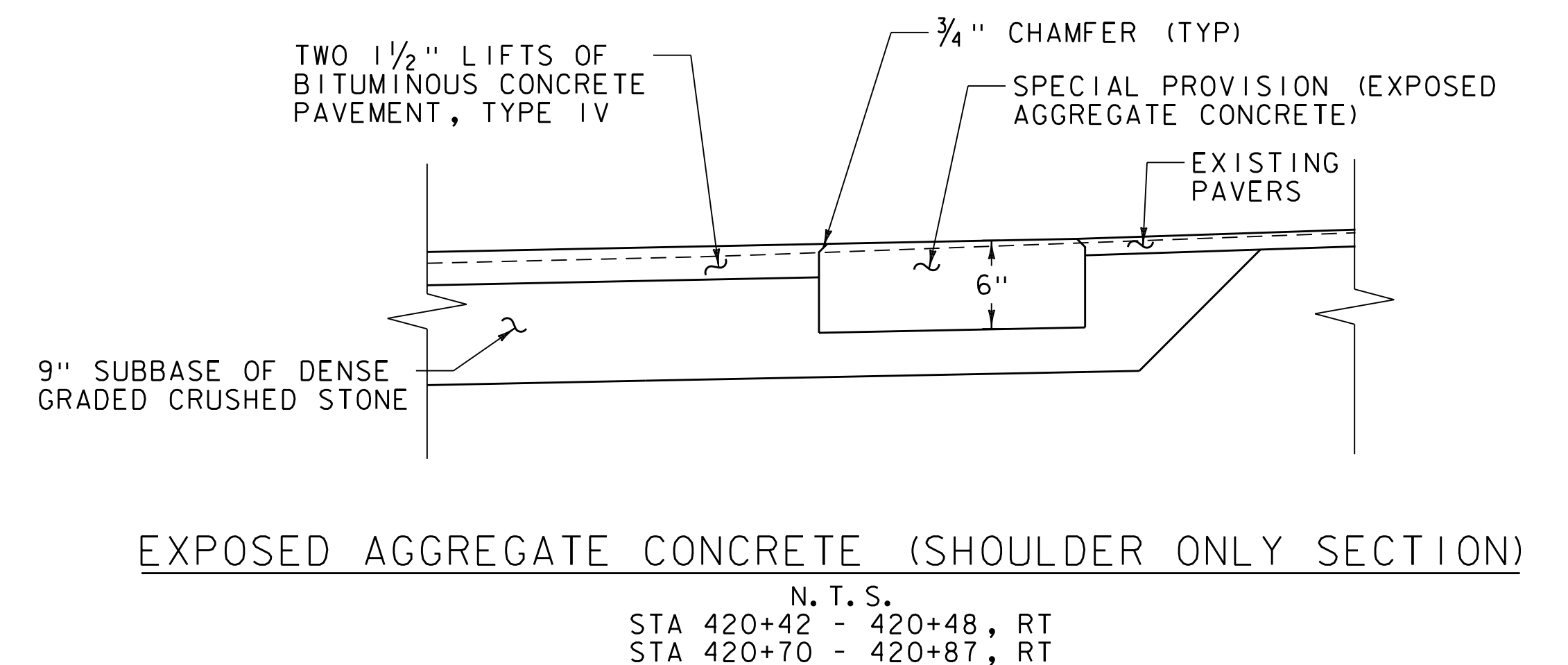
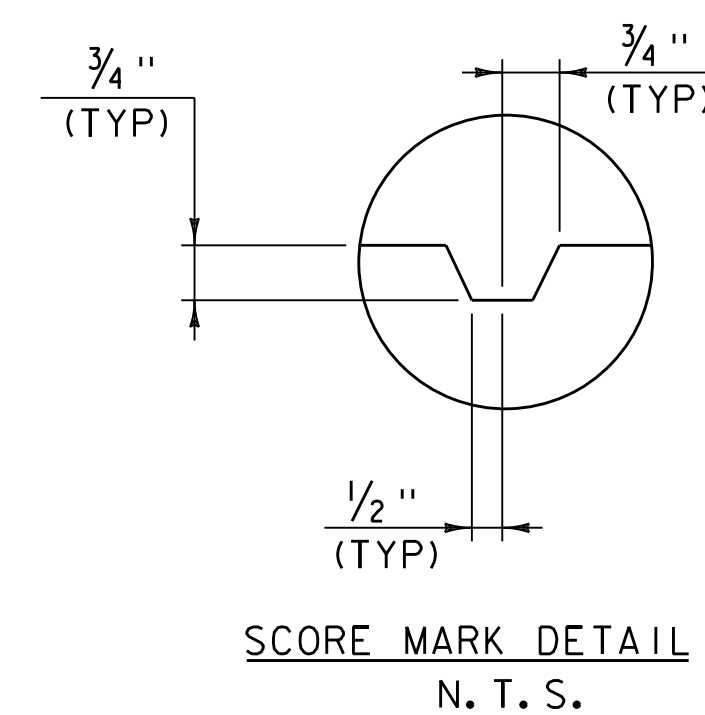
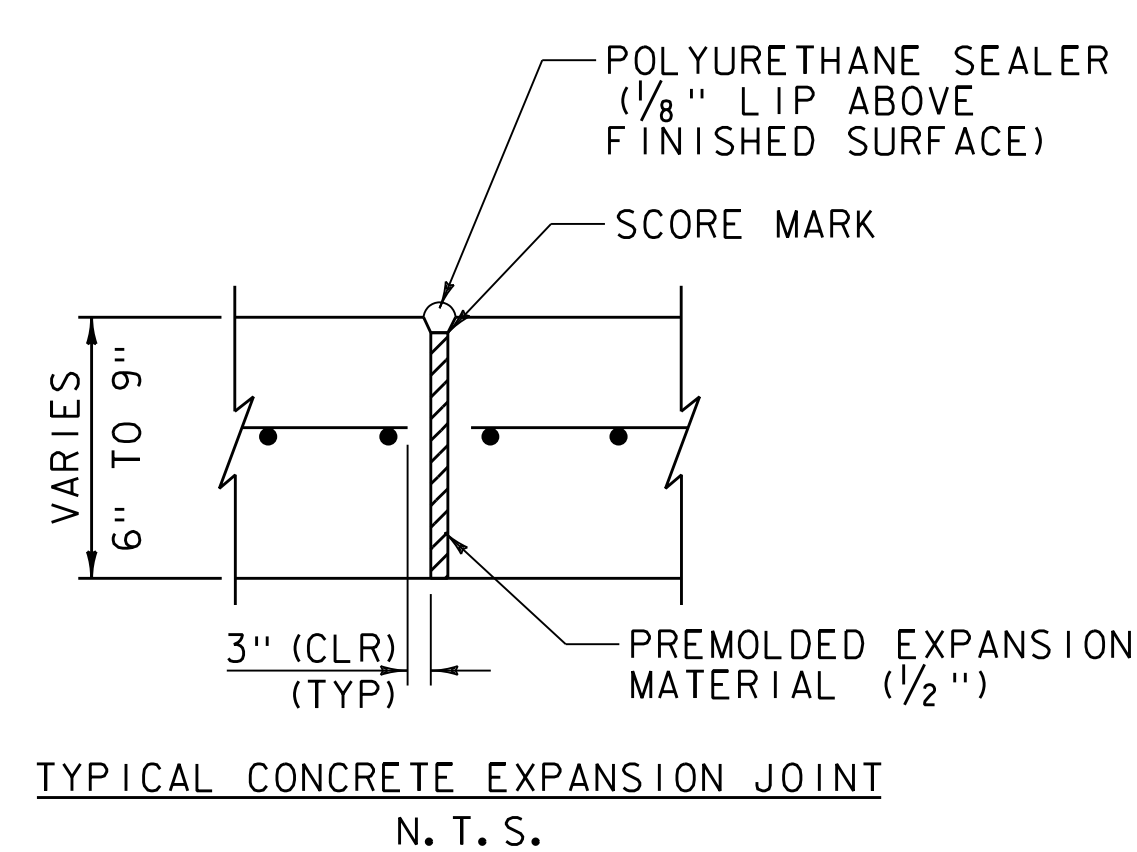
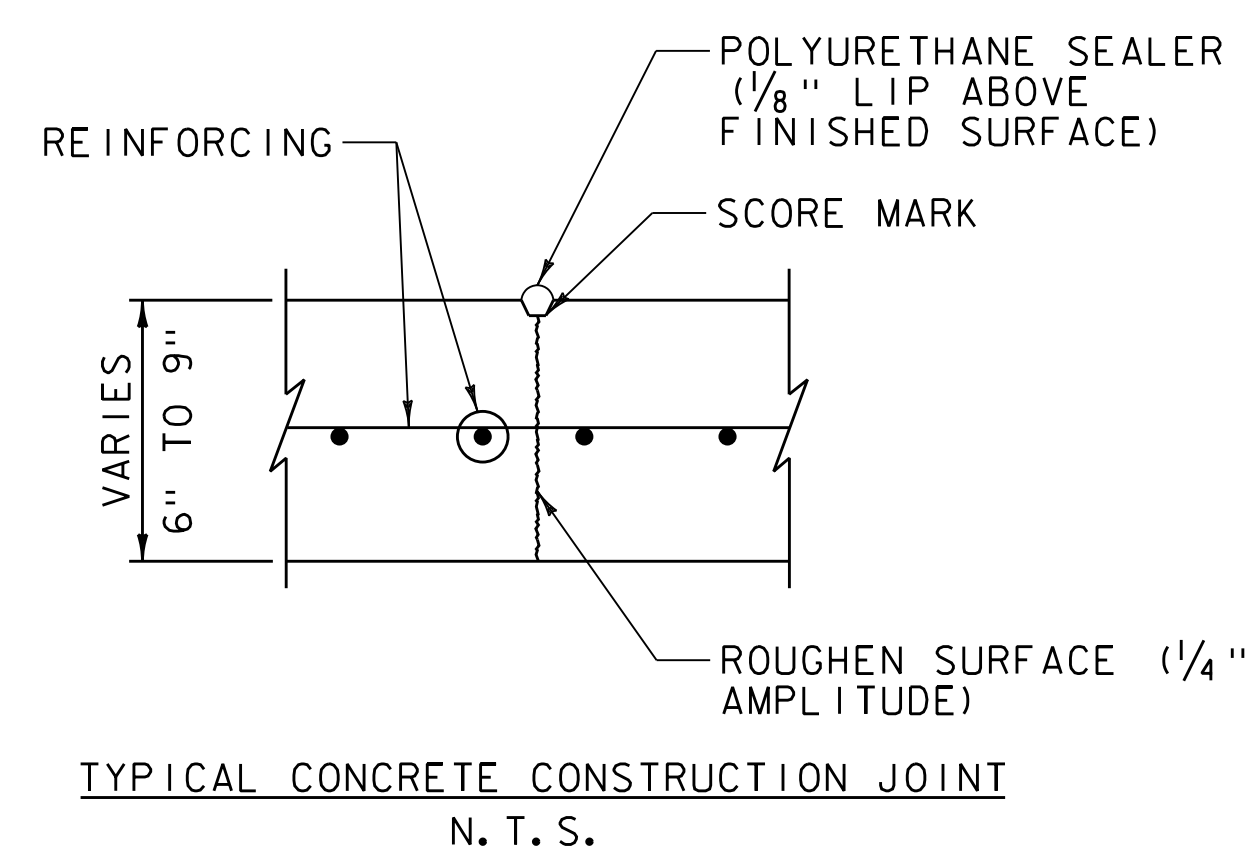
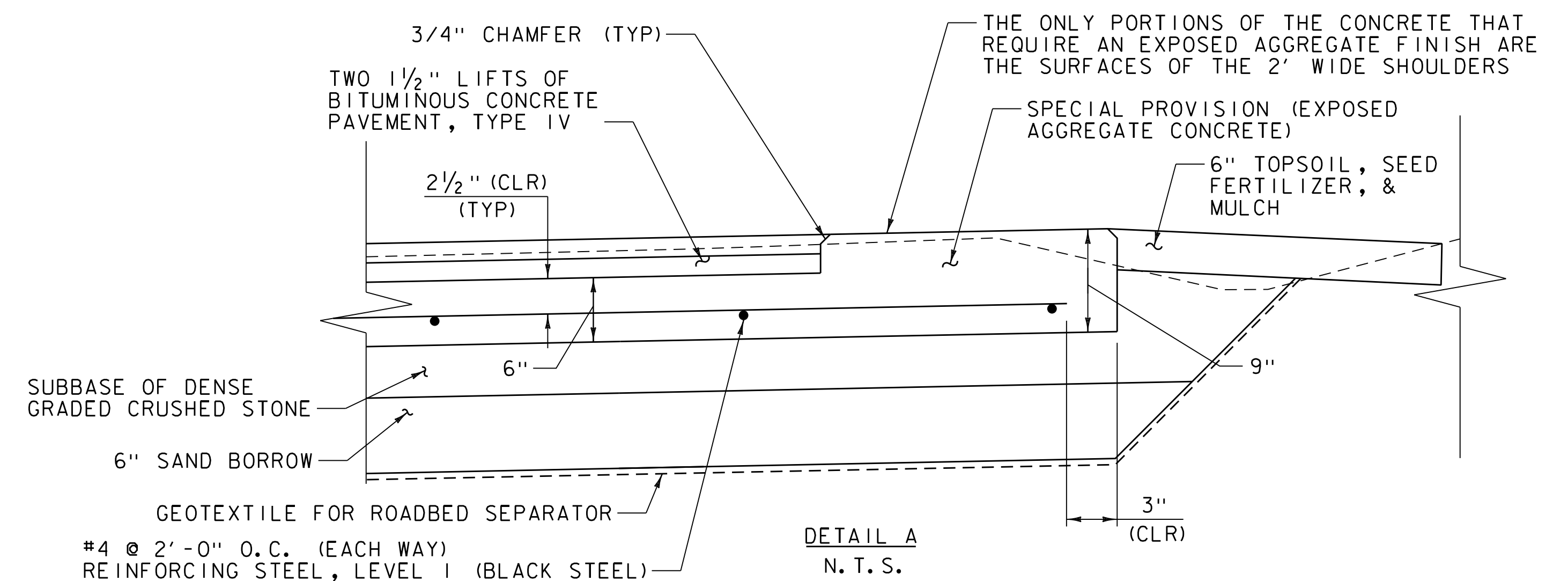
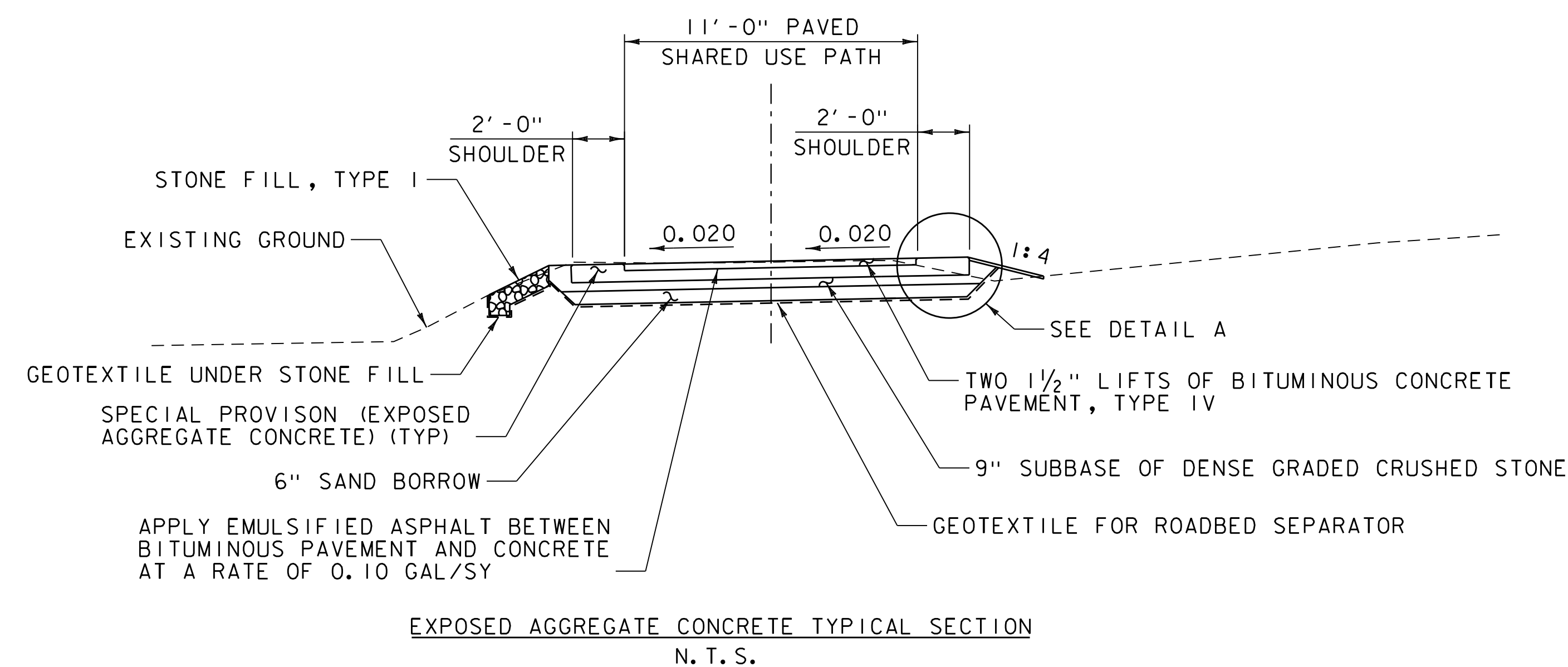
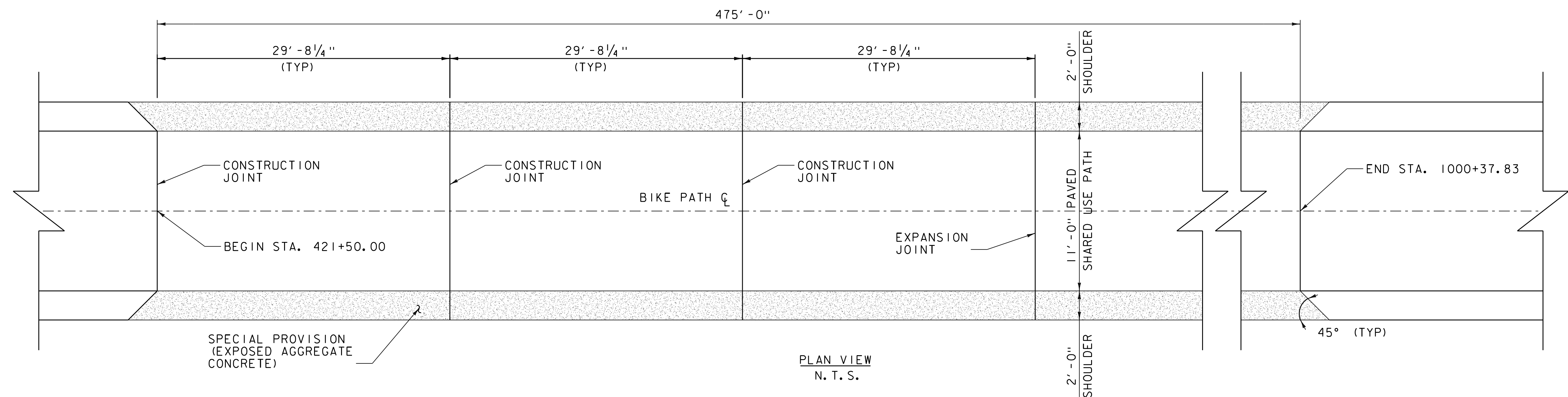
1. THE MAXIMUM CONTRIBUTING FLOW PATH LENGTH ACROSS THE CONTRIBUTING IMPERVIOUS AREA TO A DISCHARGE LOCATION SHALL BE 75 FEET OR LESS.
2. THE AMOUNT OF CONTRIBUTING IMPERVIOUS AREA TO ANY POINT DISCHARGE LOCATION CANNOT EXCEED 1,000 SF.
3. THE LENGTH OF THE "DISCONNECTION" SHALL BE EQUAL TO OR GREATER THAN THE CONTRIBUTING IMPERVIOUS FLOW PATH LENGTH FOR SLOPES 8% OR LESS, AND TWICE THE IMPERVIOUS FLOW PATH LENGTH FOR SLOPES 8% - 15%.
4. RUNOFF CANNOT COME FROM A DESIGNATED HOTSPOT LAND USE.

3. IMPORT TOPSOIL MIX OF SUFFICIENT ORGANIC CONTENT AND DEPTH
 - A. SCARIFY OR TILL SUBGRADE TO A DEPTH OF 4 INCHES. EXCEPT FOR WITHIN THE DRIP LINE OF EXISTING TREES, THE ENTIRE SURFACE SHALL BE DISTURBED BY SCARIFICATION.
 - B. PLACE 4 INCHES OF IMPORTED TOPSOIL MIX THAT CONTAINS 4% ORGANIC MATTER. SOILS USED IN THE MIX SHALL BE SAND OR SANDY LOAM AS DEFINED BY THE USDA.
 - C. RAKE TO LEVEL, REMOVING ANY SURFACE ROCKS GREATER THAN 2 INCHES IN DIAMETER.
 - D. WATER OR ROLL SOIL IN TURF AREAS TO 85% OF MAXIMUM DRY DENSITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND EXECUTING A PLAN FOR VERIFYING THAT THESE AREAS HAVE MET THIS STANDARD. THIS PLAN SHOULD INCLUDE A MINIMUM OF 9 TEST HOLES PER ACRE OF AREA SUBJECT TO THIS STANDARD. THESE TEST HOLES SHALL BE EXCAVATED TO 8 INCHES USING ONLY A SHOVEL DRIVEN SOLELY BY THE WEIGHT OF THE INSPECTOR AND SHALL BE A MINIMUM OF 50 FEET APART.

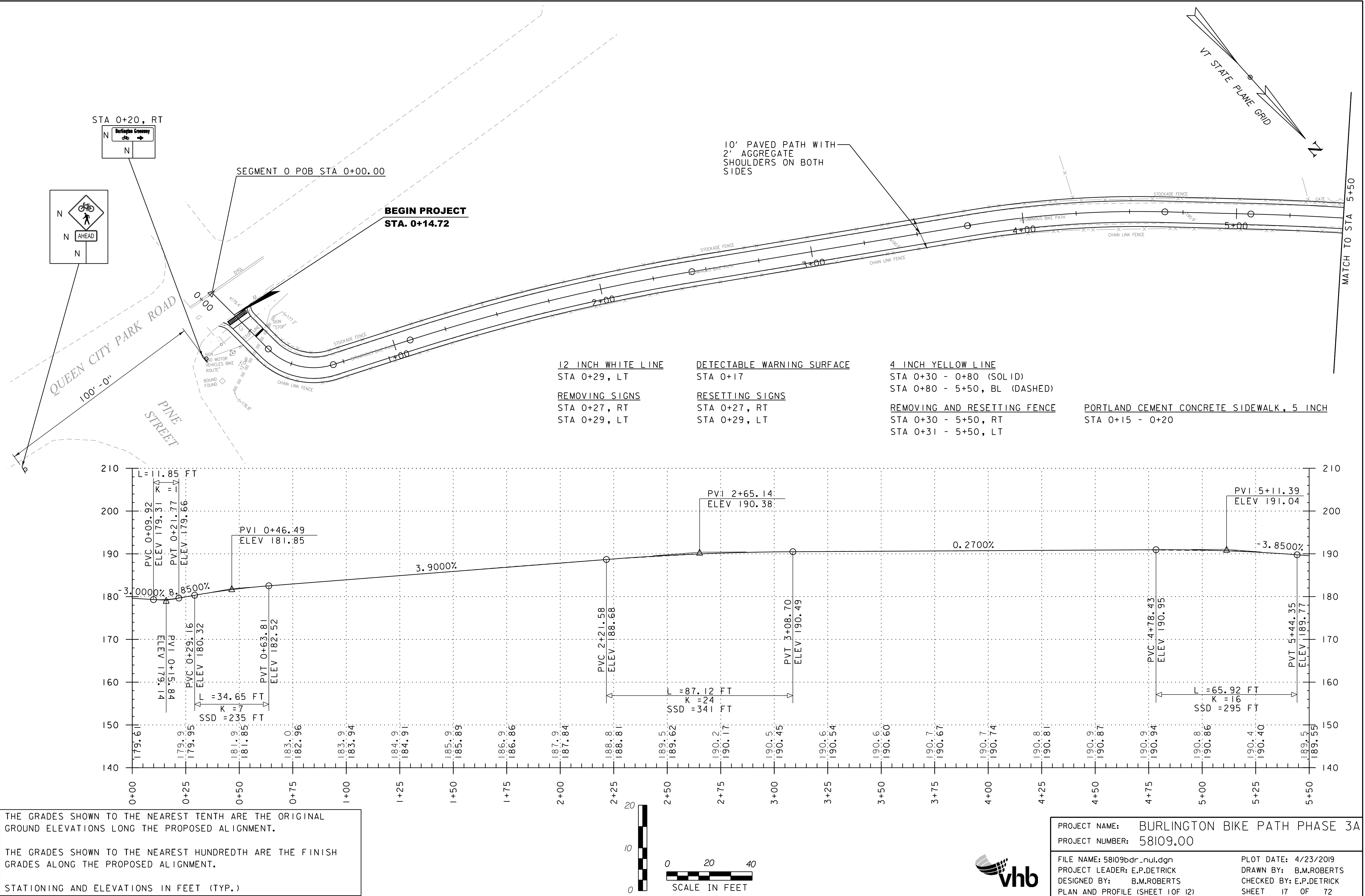
PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME: 58109det.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (4 OF 5)	SHEET 11 OF 72





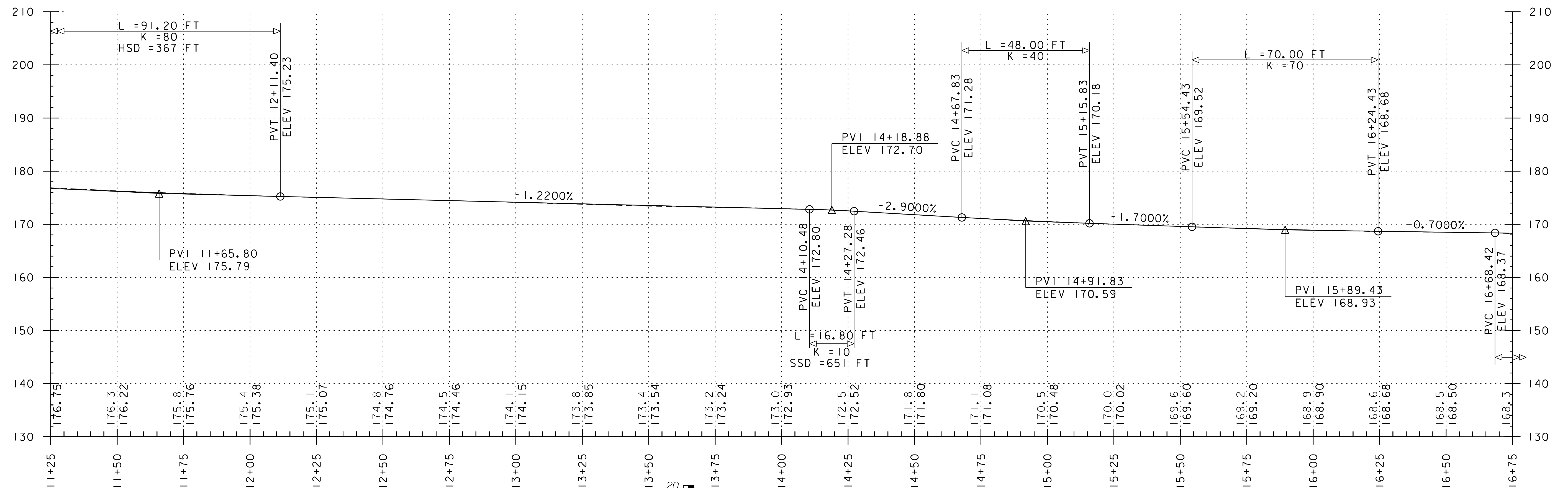
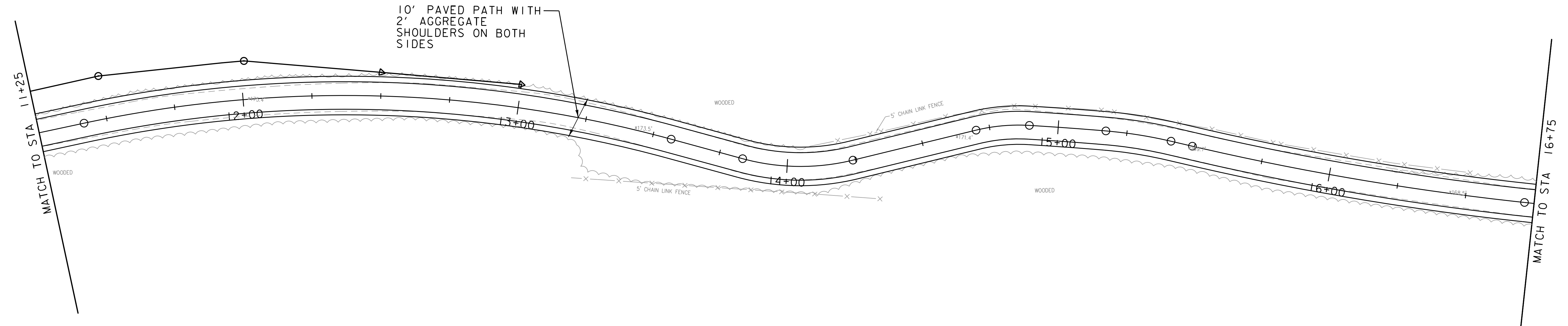
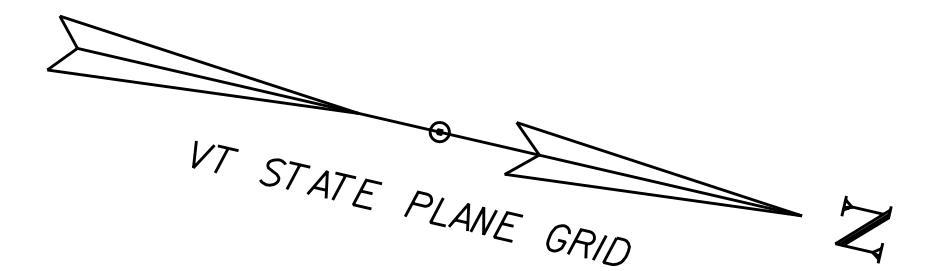
- NOTES:
1. POLYURETHANE SEALER SHALL BE USED ON ALL JOINTS EXPOSED TO THE ATMOSPHERE.
2. CONSTRUCTION JOINTS SHALL BE EVERY 29'-8 1/4" AND EXPANSION JOINTS SHALL BE EVERY 89' - 3/4".

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (5 OF 5)	SHEET 12 OF 72



4 INCH YELLOW LINE
STA 11+25 - 12+75, BL (DASHED)
STA 12+75 - 15+25, BL (SOLID)
STA 15+25 - 16+75, BL (DASHED)

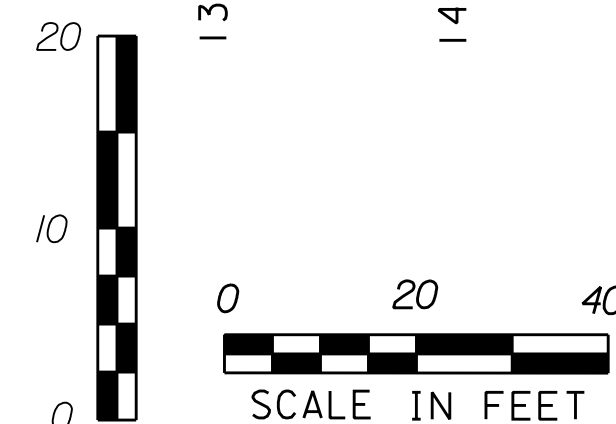
REMOVING AND RESETTNG FENCE
STA 14+08 - 16+51, LT



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 3 OF 12)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 19 OF 72



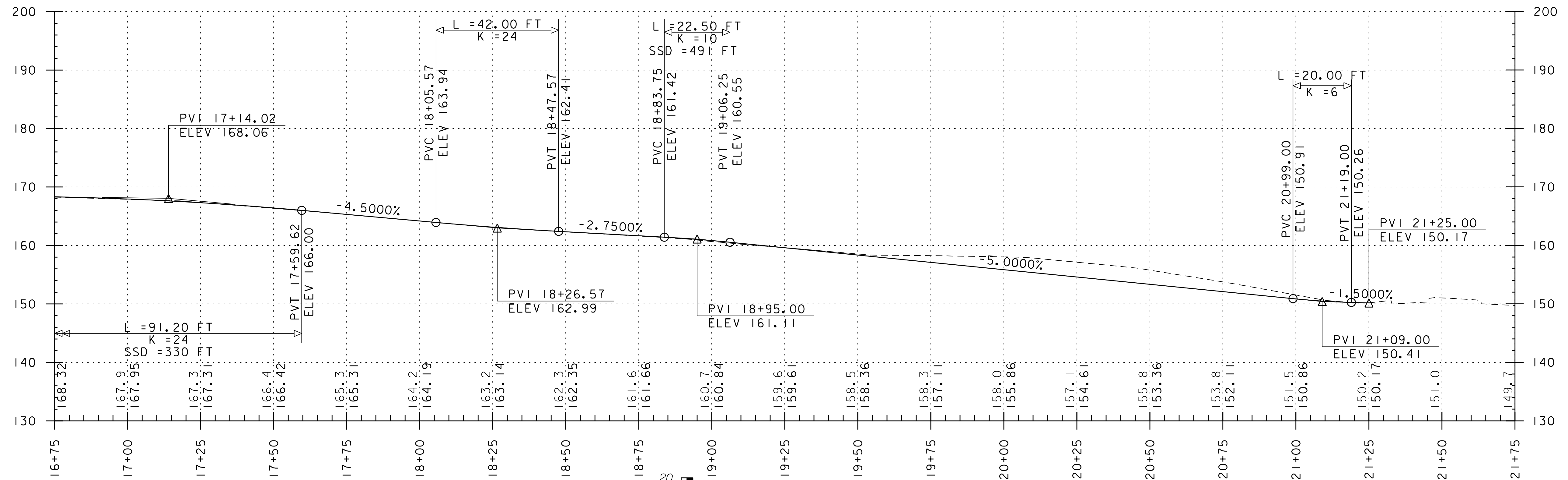
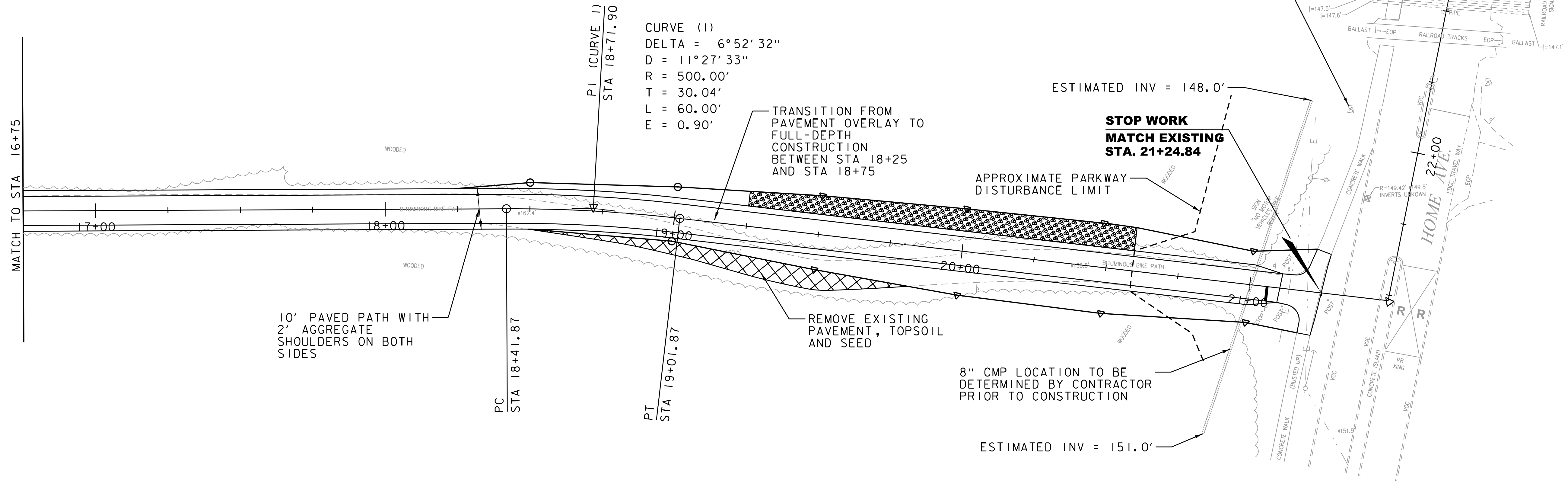
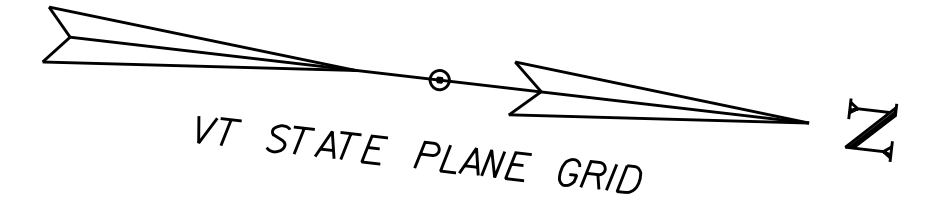
12 INCH WHITE LINE
STA 21+06
STONE FILL, TYPE I
STA 19+25 - 21+15, LT

4 INCH YELLOW LINE
STA 16+75 - 20+56, BL (DASHED)
STA 20+56 - 21+06, BL (SOLID)

REMOVING SIGNS
STA 21+06, RT
STA 21+08, LT

RESETTING SIGNS
STA 21+06, RT
STA 21+08, LT

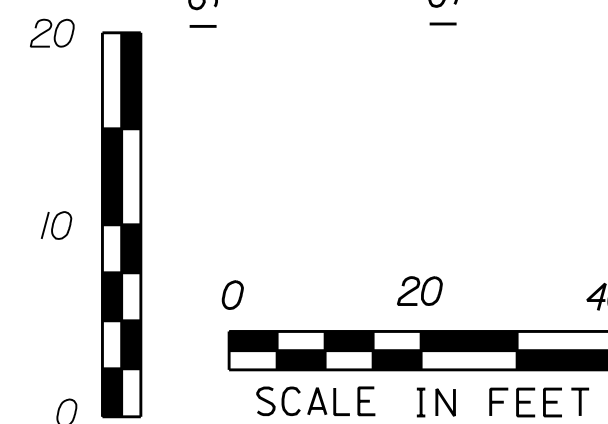
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA 21+10 - 21+25



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 4 OF 12)

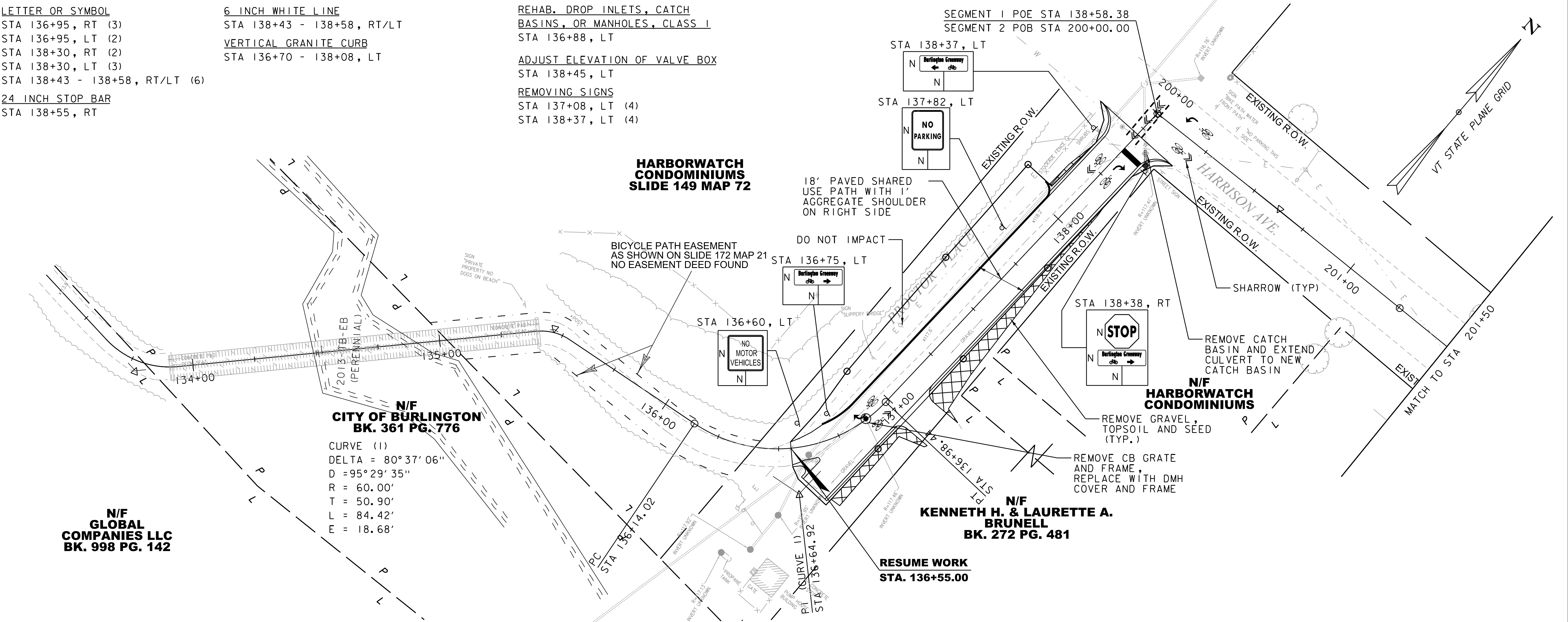
PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 20 OF 72

LETTER OR SYMBOL
STA 136+95, RT (3)
STA 136+95, LT (2)
STA 138+30, RT (2)
STA 138+30, LT (3)
STA 138+43 - 138+58, RT/LT (6)
24 INCH STOP BAR
STA 138+55, RT

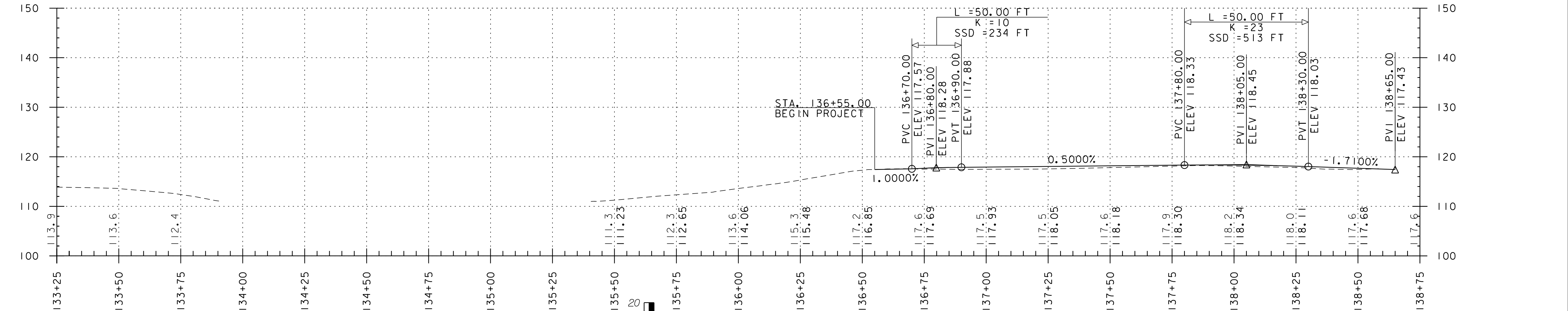
6 INCH WHITE LINE
STA 138+43 - 138+58, RT/LT
VERTICAL GRANITE CURB
STA 136+70 - 138+08, LT

REHAB. DROP INLETS, CATCH
BASINS, OR MANHOLES, CLASS 1
STA 136+88, LT
ADJUST ELEVATION OF VALVE BOX
STA 138+45, LT
REMOVING SIGNS
STA 137+08, LT (4)
STA 138+37, LT (4)

SEGMENT 1 POE STA 138+58.38
SEGMENT 2 POB STA 200+00.00



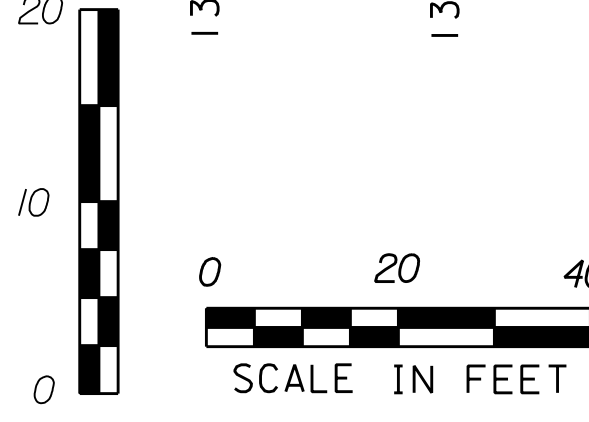
CURVE (1)
DELTA = 80° 37' 06"
D = 95° 29' 35"
R = 60.00'
T = 50.90'
L = 84.42'
E = 18.68'



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

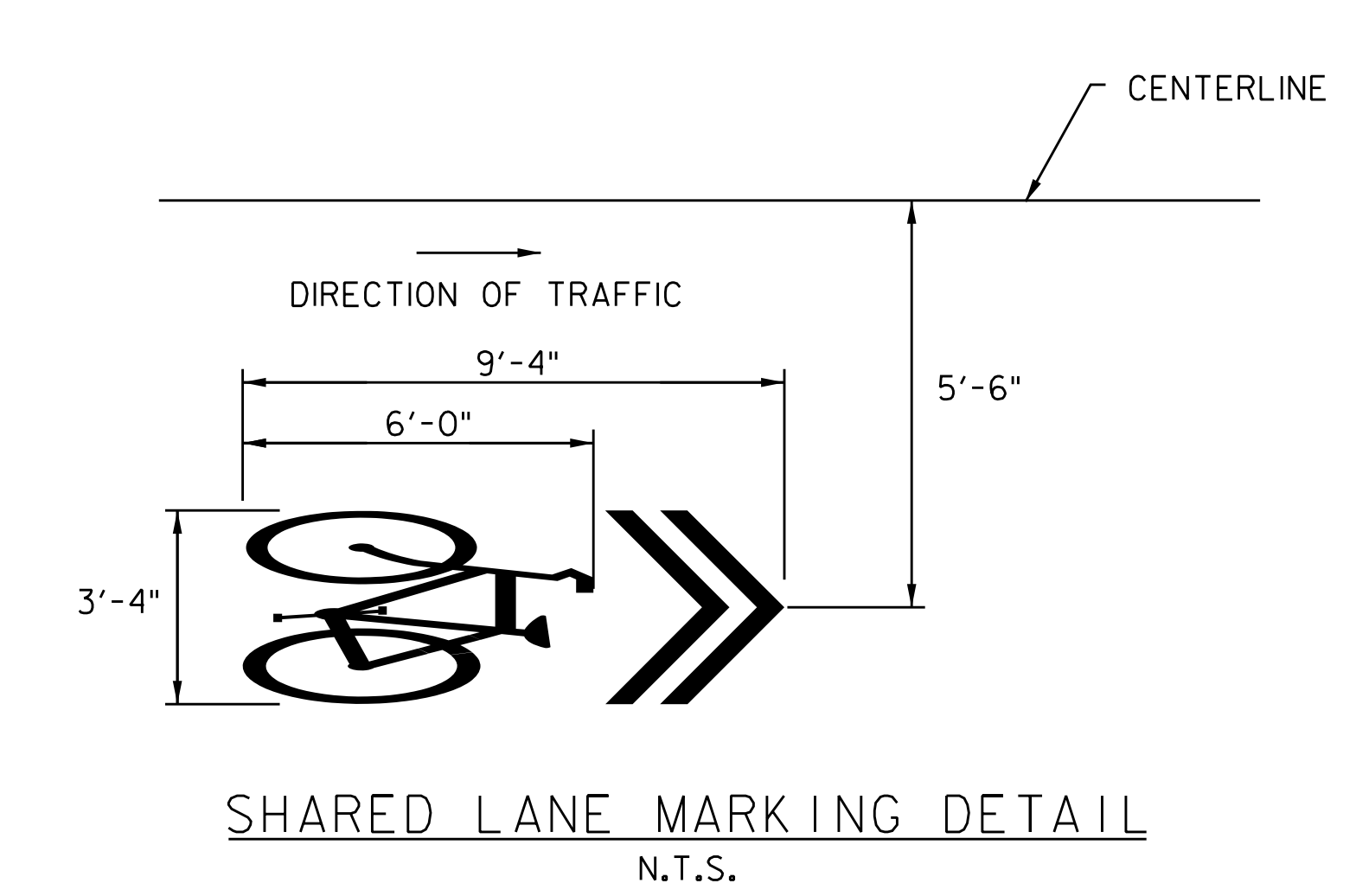
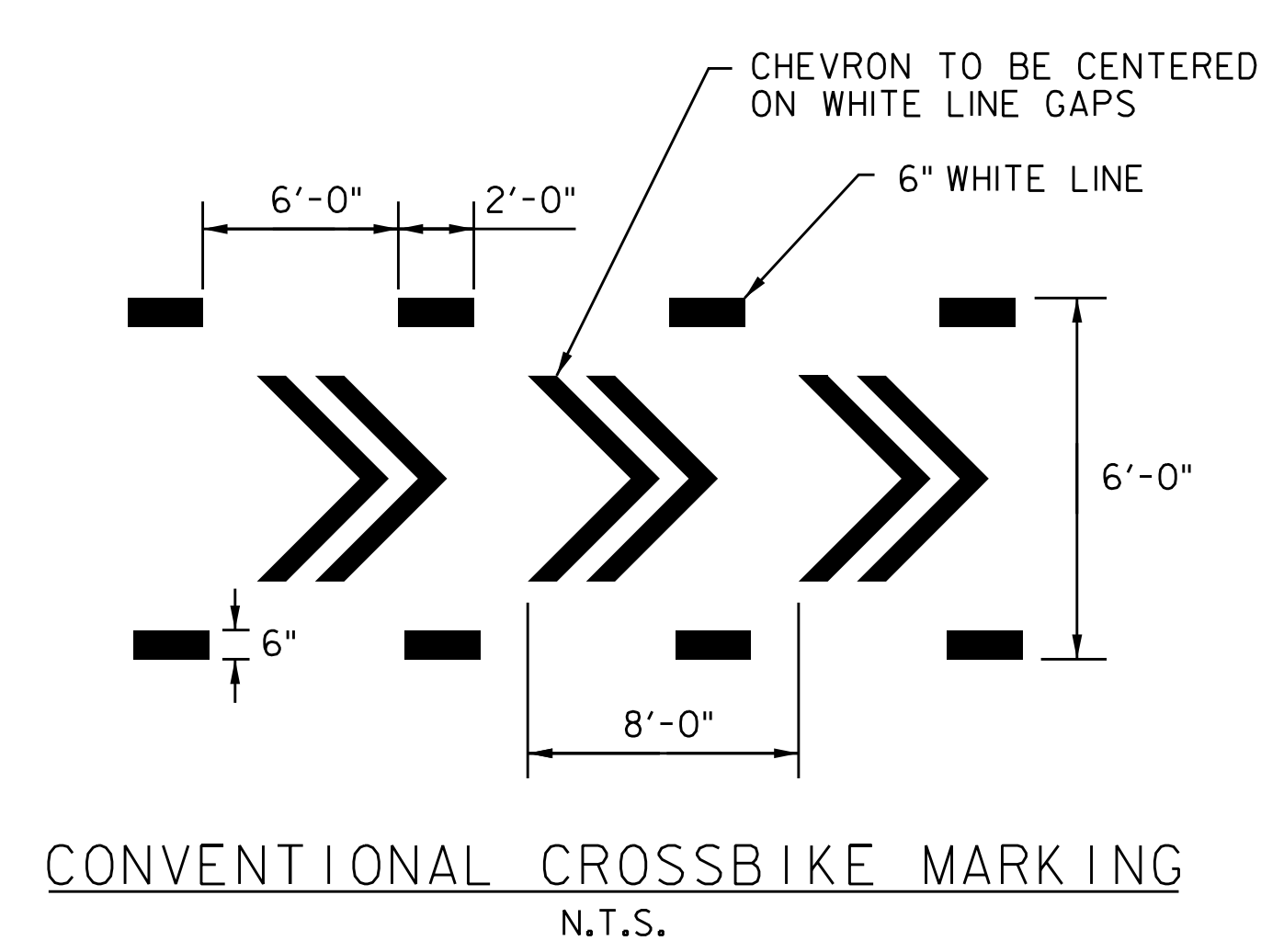
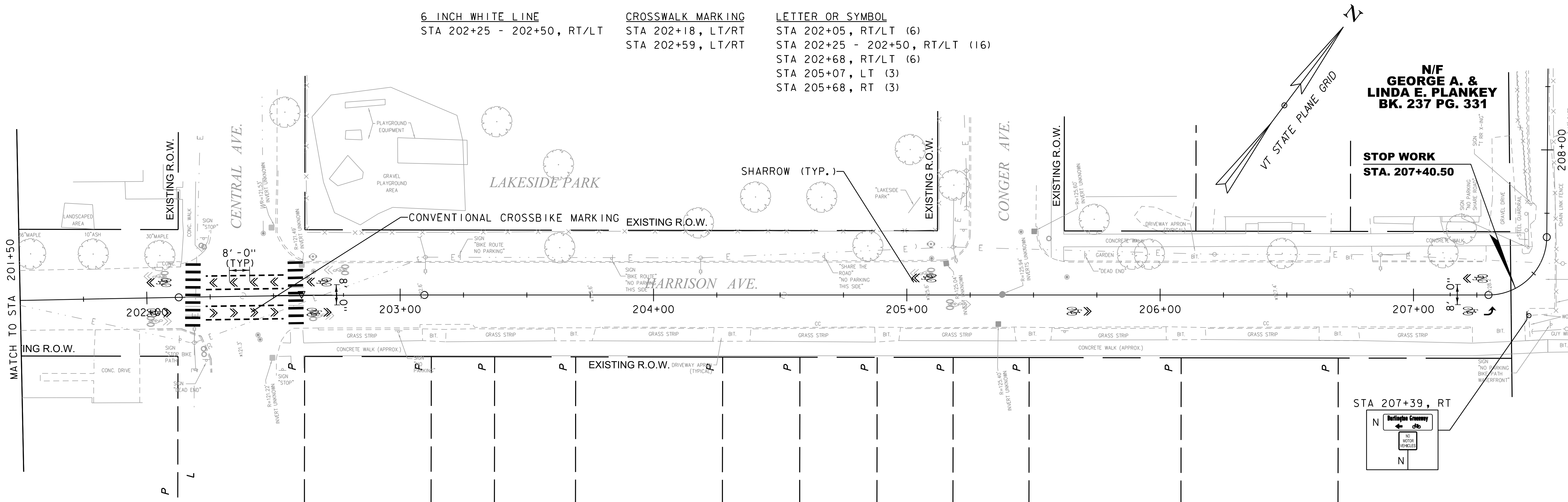
STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 5 OF 12)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 21 OF 72



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 6 OF 12)	SHEET 22 OF 72



4 INCH YELLOW LINE
STA 314+88 - 404+25, BL (DASHED)

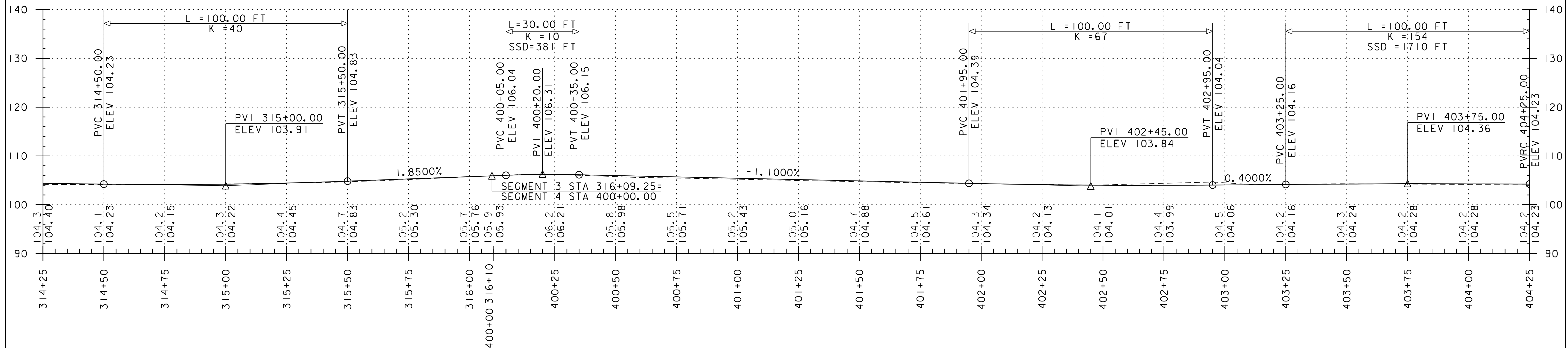
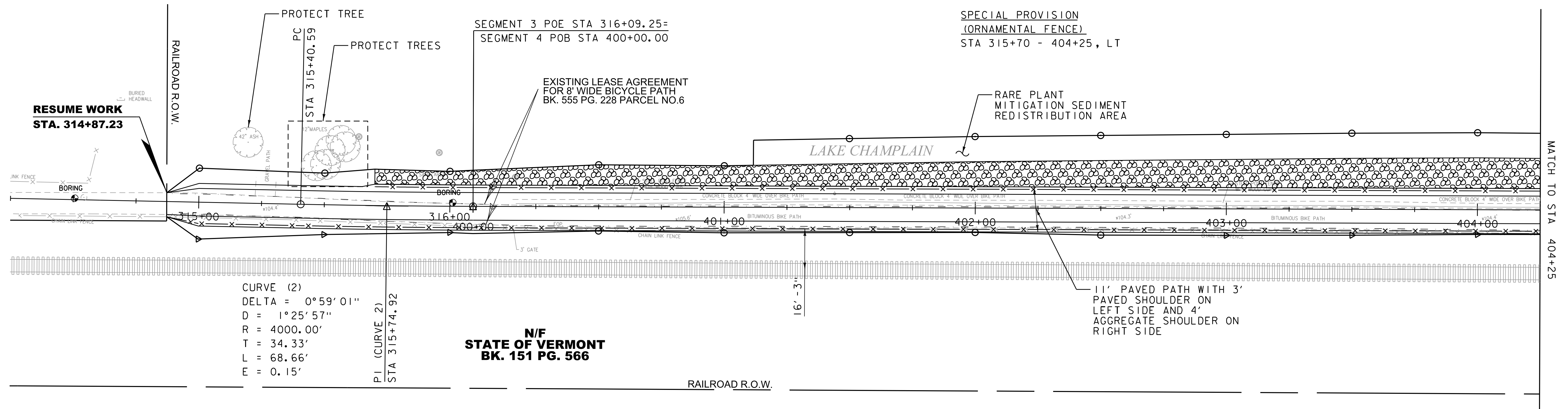
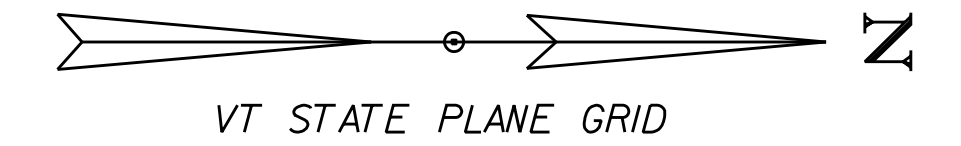
REMOVAL OF EXISTING FENCE
STA 400+16 - 404+25, LT

SPECIAL PROVISION
(STONE REVETMENT MATERIAL)
STA 400+15 - 404+25, LT

REMOVING AND RESETTNG FENCE
STA 314+87.23 - 404+25, RT

SPECIAL PROVISION (SAND SEED BANK)
STA 400+80 - 404+25, LT

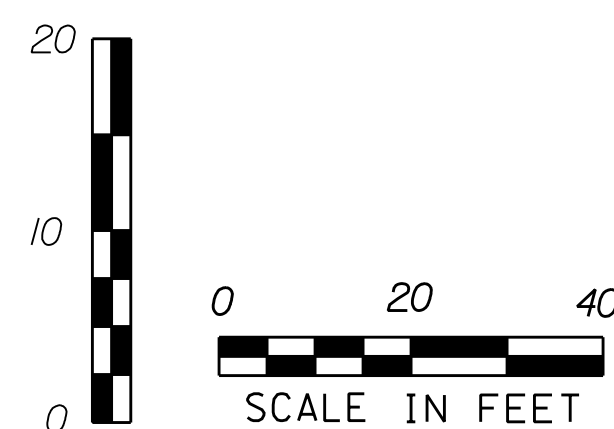
SPECIAL PROVISION
(ORNAMENTAL FENCE)
STA 315+70 - 404+25, LT



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 7 OF 12)	SHEET 23 OF 72

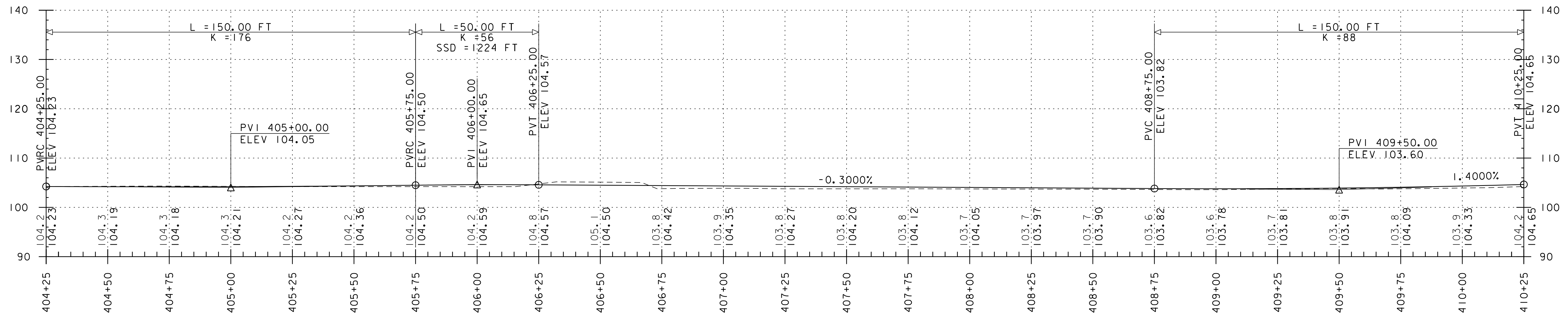
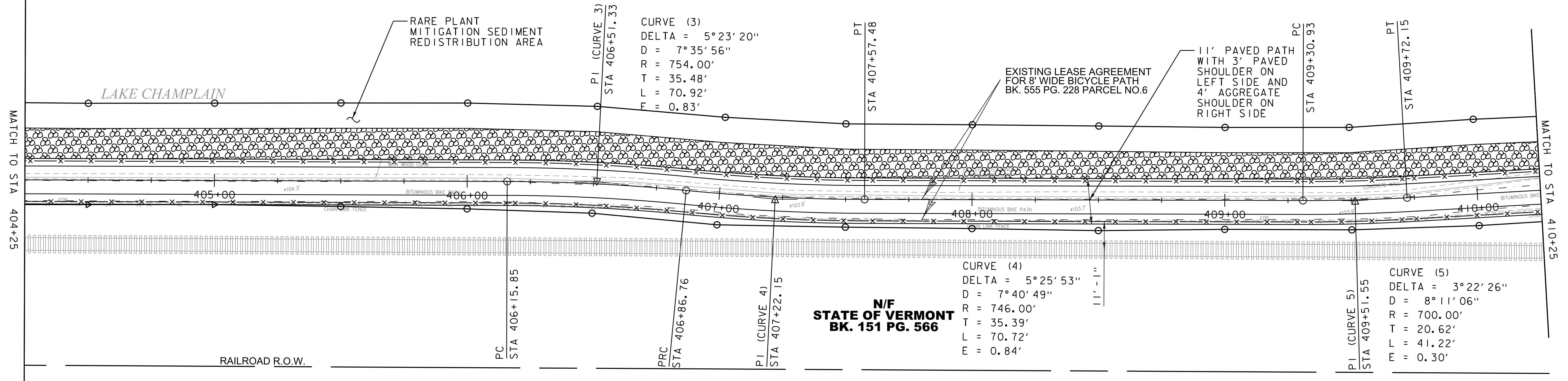
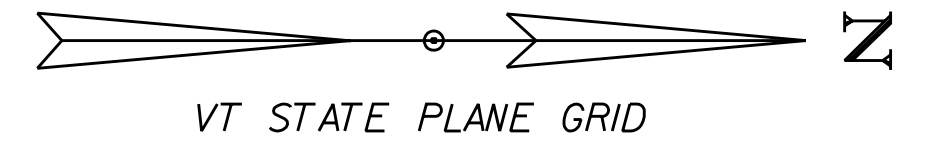
4 INCH YELLOW LINE
STA 404+25 - 410+21, BL (DASHED)
STA 410+21 - 410+25, BL (SOLID)

REMOVING AND RESETTNG FENCE
STA 404+25 - 410+25, RT
REMOVAL OF EXISTING FENCE
STA 404+25 - 410+25, LT

SPECIAL PROVISION
(STONE REVETMENT MATERIAL)
STA 404+25 - 410+25, LT

SPECIAL PROVISION (SAND SEED BANK)
STA 404+25 - 410+25, LT

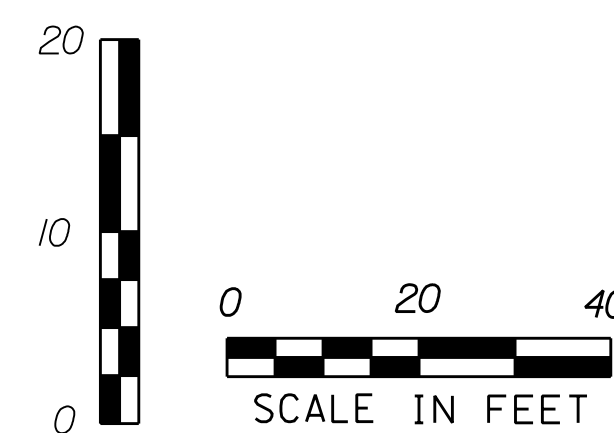
SPECIAL PROVISION
(ORNAMENTAL FENCE)
STA 404+25 - 410+25, LT



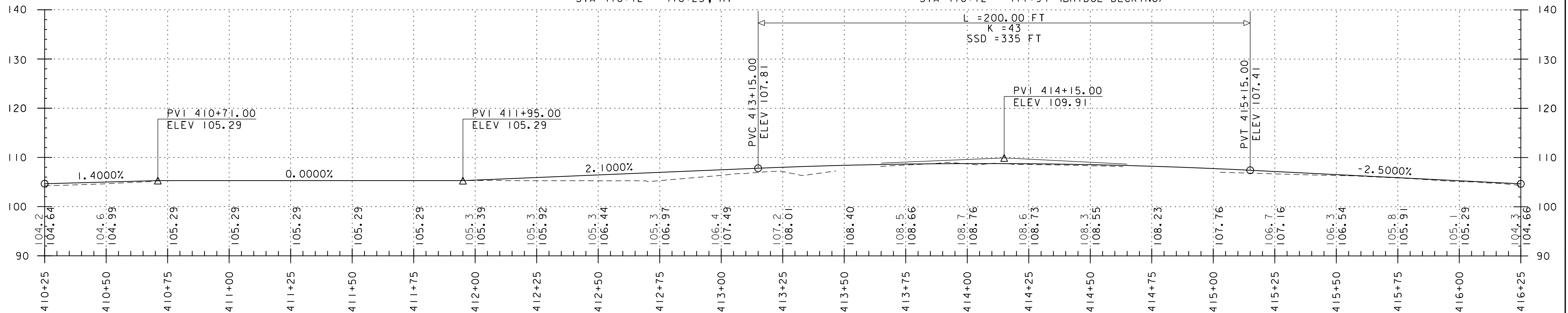
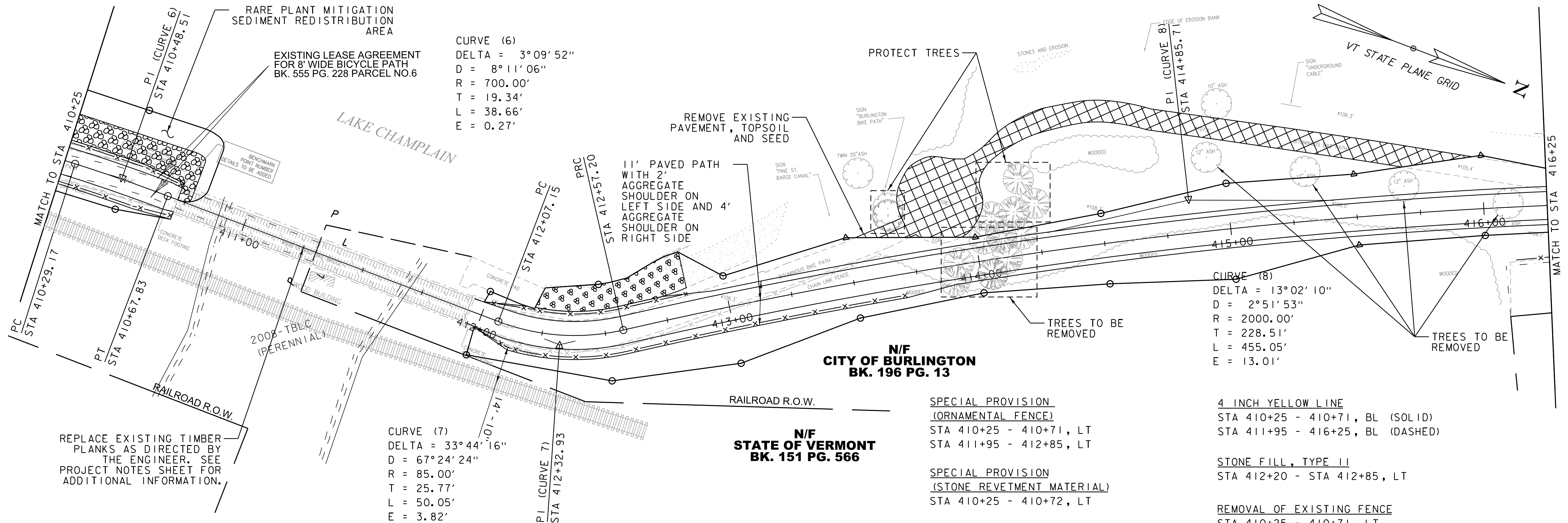
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



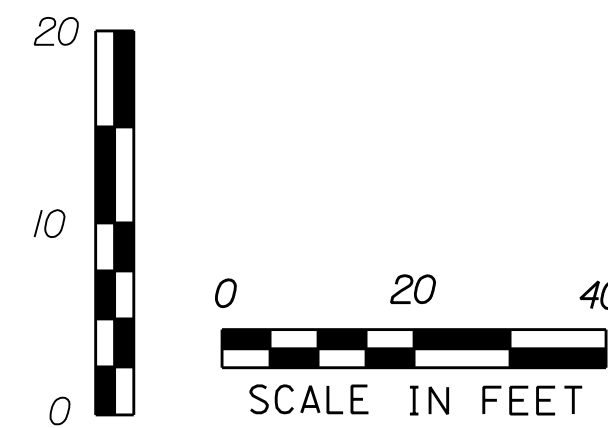
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00
FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 8 OF 12)
PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 24 OF 72



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 9 OF 12)	SHEET 25 OF 72

4 INCH YELLOW LINE
STA 416+25 - 422+25, BL (DASHED)

STONE FILL, TYPE I
STA 421+75 - 422+25, LT

SPECIAL PROVISION
(THREE RAIL PEDESTRIAN FENCE)
STA 416+25 - 419+50, RT

SPECIAL PROVISION
(EXPOSED AGGREGATE CONCRETE)
STA 420+77 - 420+81, RT
STA 421+50 - 422+25

CURVE (11)
DELTA = 112° 17' 00"
D = 114° 35' 30" (1) D = 28° 38' 52" (2) D = 114° 35' 30" (3)
R = 50.00' (1) R = 200.00' (2) R = 50.00' (3)
T = 131.90' (1) T = 139.65' (2)
L = 42.16' (1) L = 92.22' (2) L = 32.77' (3)
E = 91.06'

REMOVE EXISTING PAVEMENT.
SEE LANDSCAPING PLANS FOR
FURTHER DETAIL

REMOVE AND RESET PAVERS TO IMPROVE
CONNECTION TO ENTRANCE WALKWAYS
(INCIDENTAL TO ITEM 203.28, EXCAVATION
OF SURFACES AND PAVEMENTS)

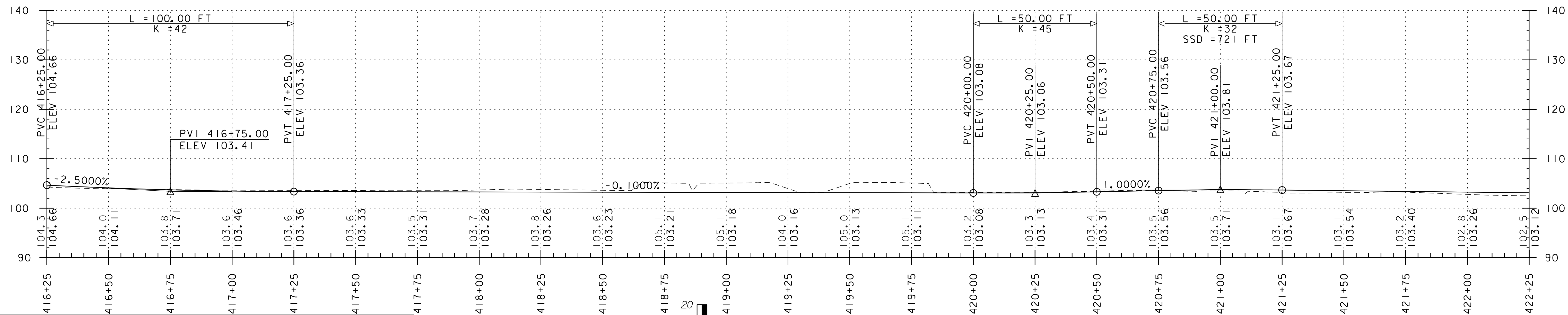
11' PAVED PATH
WITH 2' AGGREGATE
SHOULDER ON BOTH
SIDES

CURVE (9)
DELTA = 4° 59' 26"
D = 14° 19' 26"
R = 400.00'
T = 17.43'
L = 34.84'
E = 0.38'

N/F
CITY OF BURLINGTON
BK. 196 PG. 13

N/F
STATE OF VERMONT
BK. 297 PG. 57

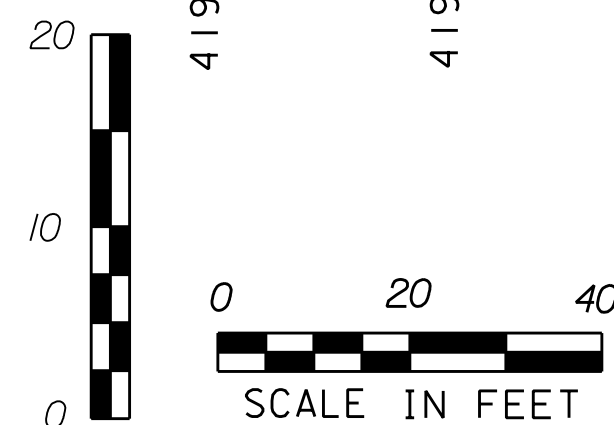
CURVE (10)
DELTA = 66° 21' 17"
D = 76° 23' 40" (1) D = 32° 44' 26" (2)
R = 75.00' (1) R = 175.00' (2)
T = 61.55' (1) T = 90.51' (2)
L = 50.59' (1) L = 84.63' (2)
E = 22.03'



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 10 OF 12)

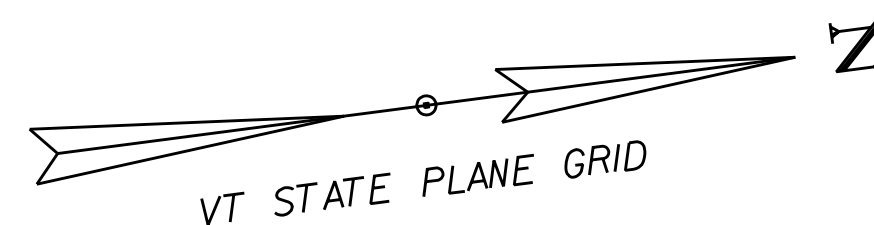
PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 26 OF 72



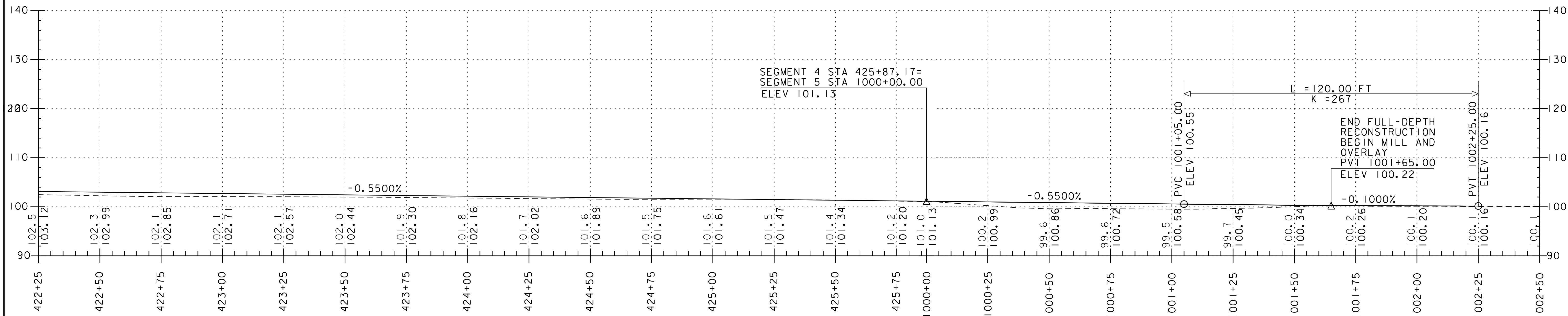
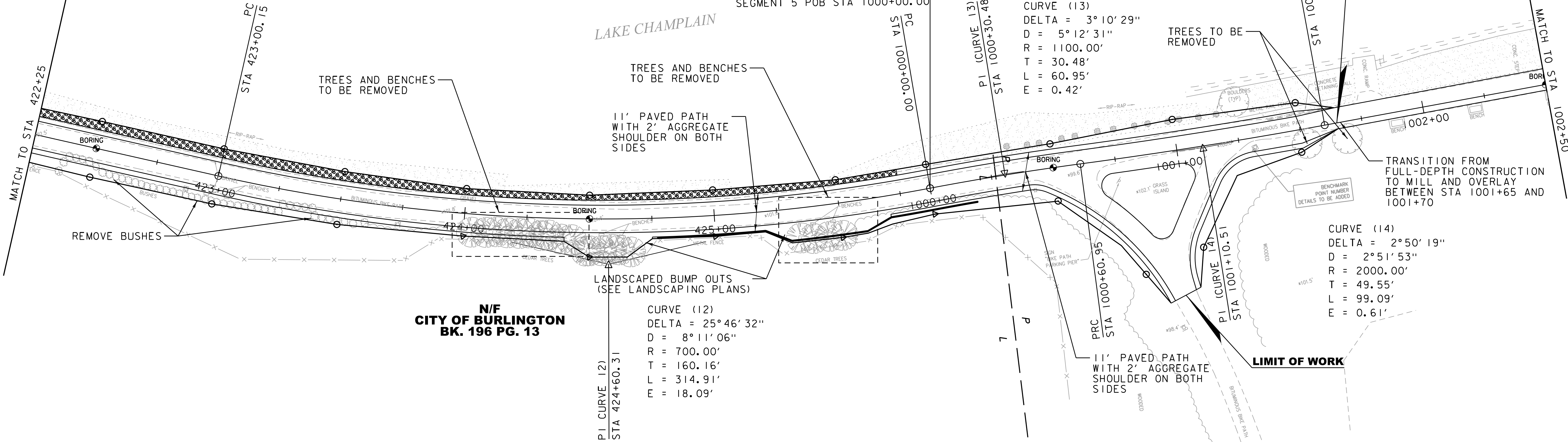
4 INCH YELLOW LINE
STA 422+25 - 1000+25, BL (DASHED)
STONE FILL, TYPE I
STA 422+25 - 425+75, LT

STRUCTURAL LUMBER AND TIMBER, TREATED
STA 424+77 - 426+05, RT (TIMBER RETAINING WALL)
SPECIAL PROVISION
(EXPOSED AGGREGATE CONCRETE)
STA 422+25 - 1000+38

SEGMENT 4 POE STA 425+87.17=
SEGMENT 5 POB STA 1000+00.00



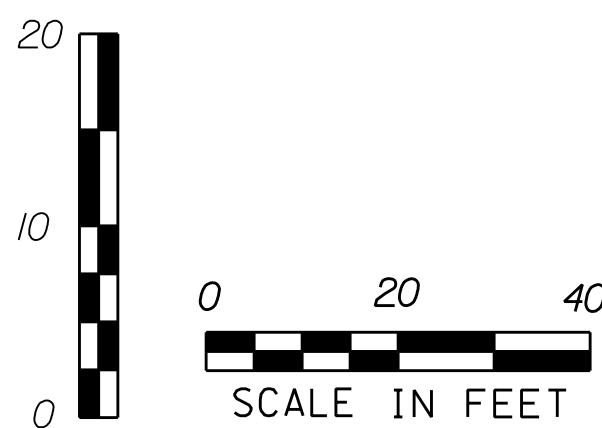
END FULL-DEPTH RECONSTRUCTION
BEGIN MILL AND OVERLAY
STA. 1001+65.00



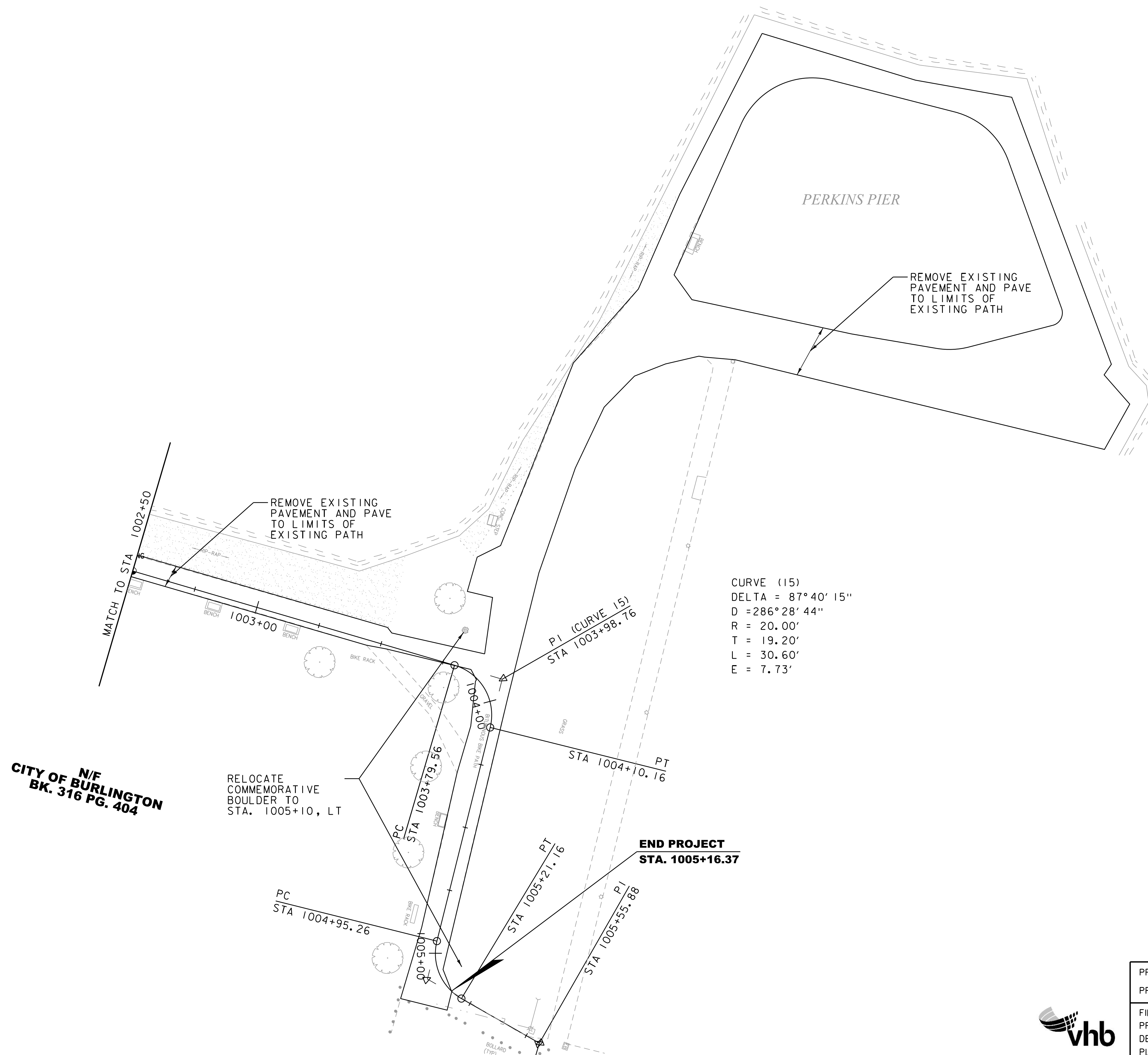
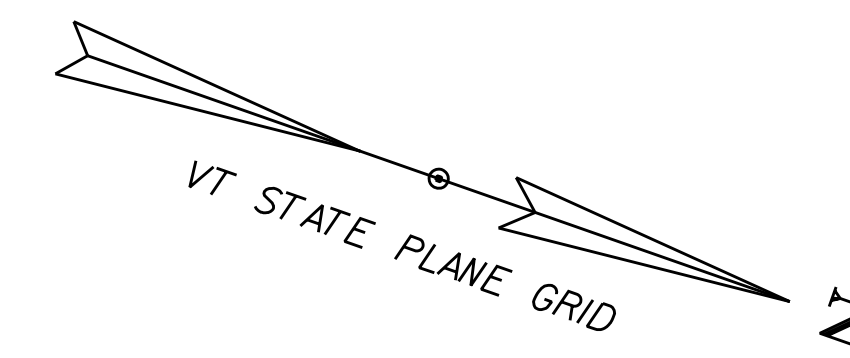
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)

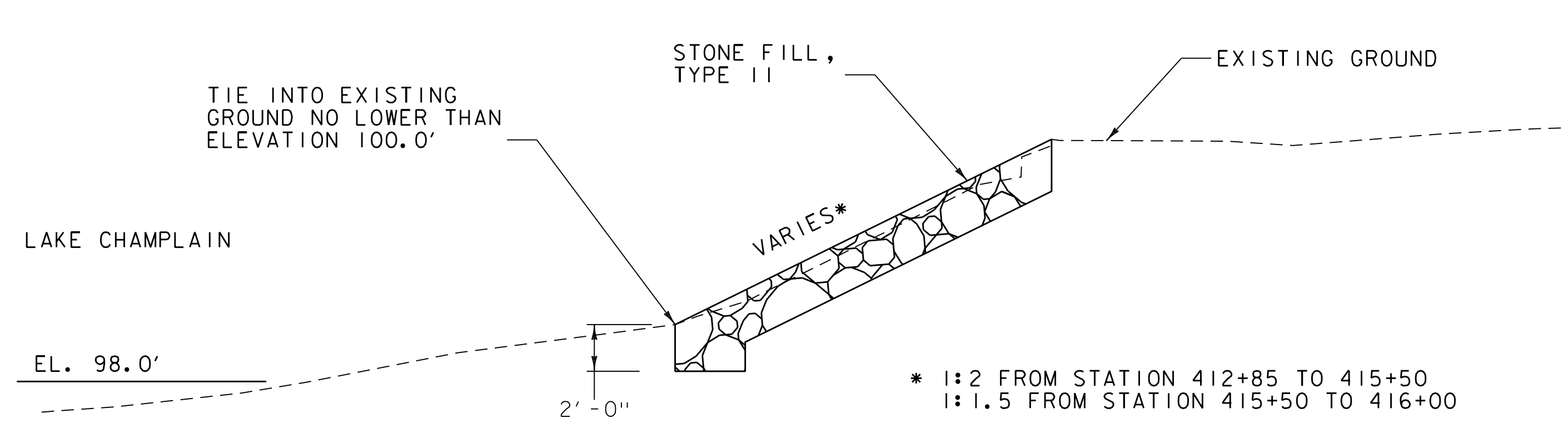


PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109bdr_nul.dgn
PROJECT LEADER:	E.P.DETRICK
DESIGNED BY:	B.M.ROBERTS
PLAN AND PROFILE (SHEET 11 OF 12)	
PLOT DATE:	4/23/2019
DRAWN BY:	B.M.ROBERTS
CHECKED BY:	E.P.DETRICK
SHEET	27 OF 72

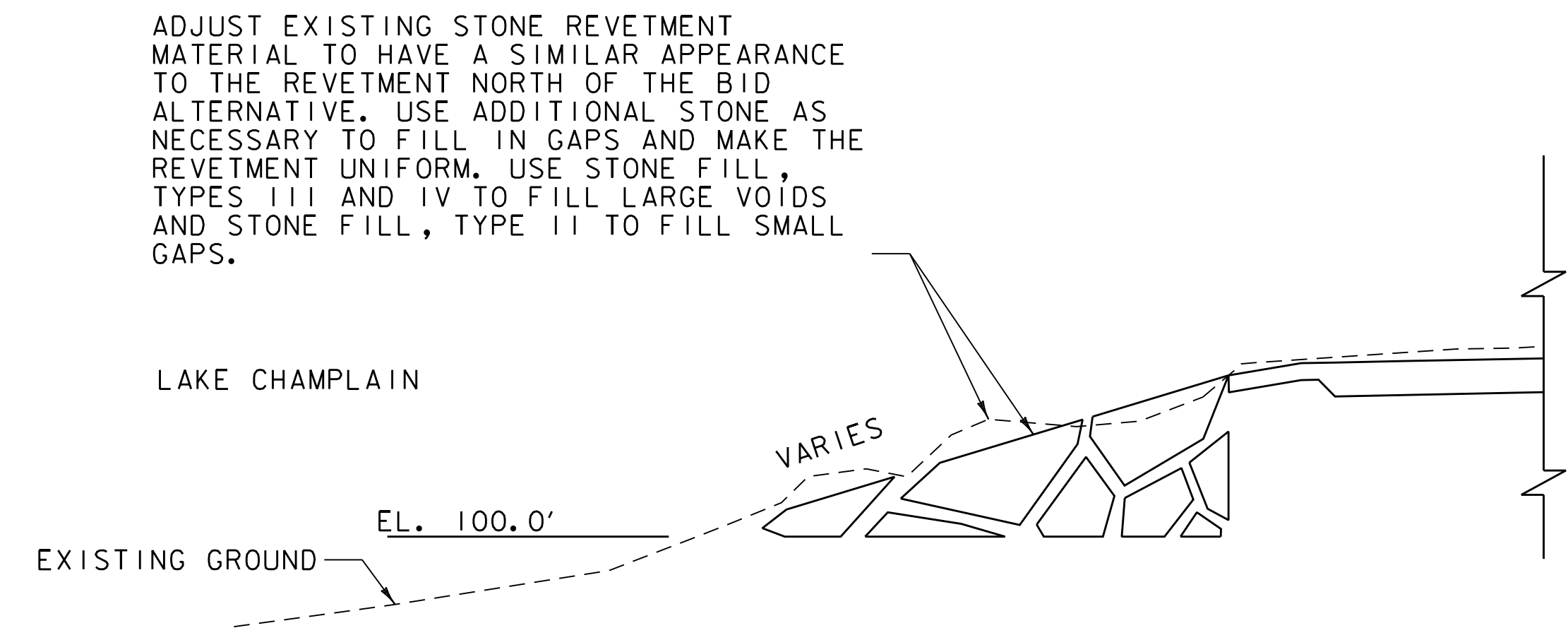


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 12 OF 12)	SHEET 28 OF 72

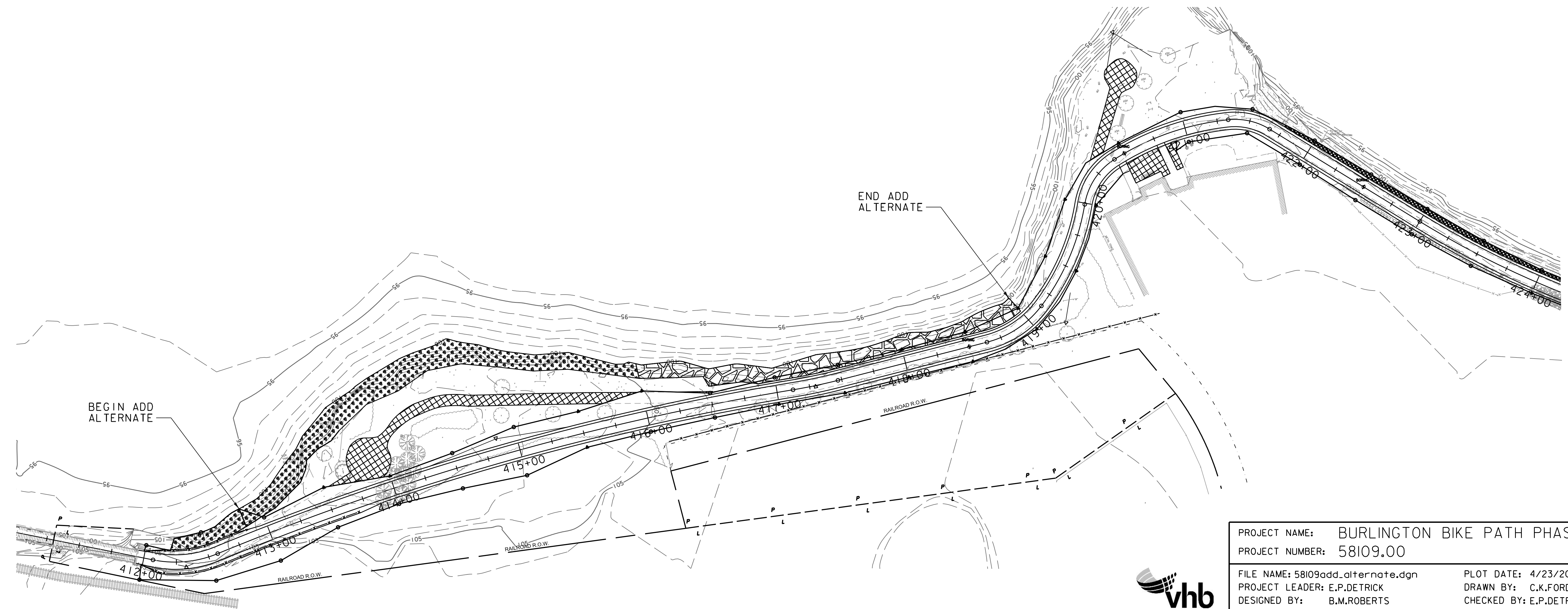




BID ALTERNATE (STONE FILL, TYPE II)
TYPICAL SECTION
N.T.S.
STA. 412+85 - 416+00, LT



BID ALTERNATE (STONE REVETMENT)
TYPICAL SECTION
N.T.S.
STA. 416+00 - 419+00, LT



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109add.alternate.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
ADD ALTERNATE	SHEET 29 OF 72

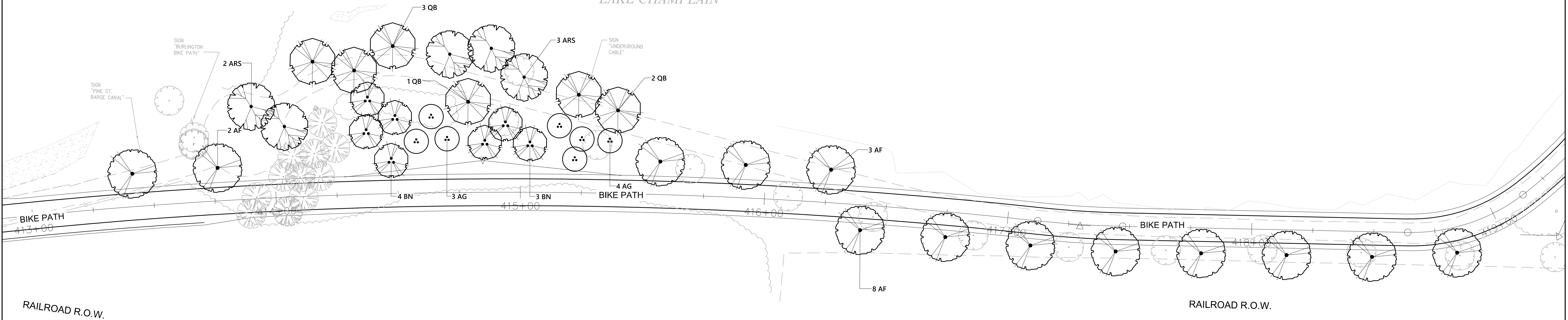


Notes:
Refer to planting details, notes and specifications for plant material installation requirements.

PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 30 OF 72



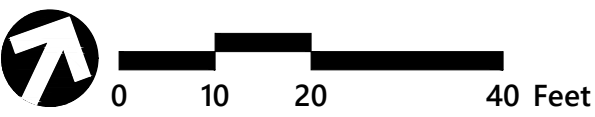
LAKE CHAMPLAIN



PLANT SCHEDULE

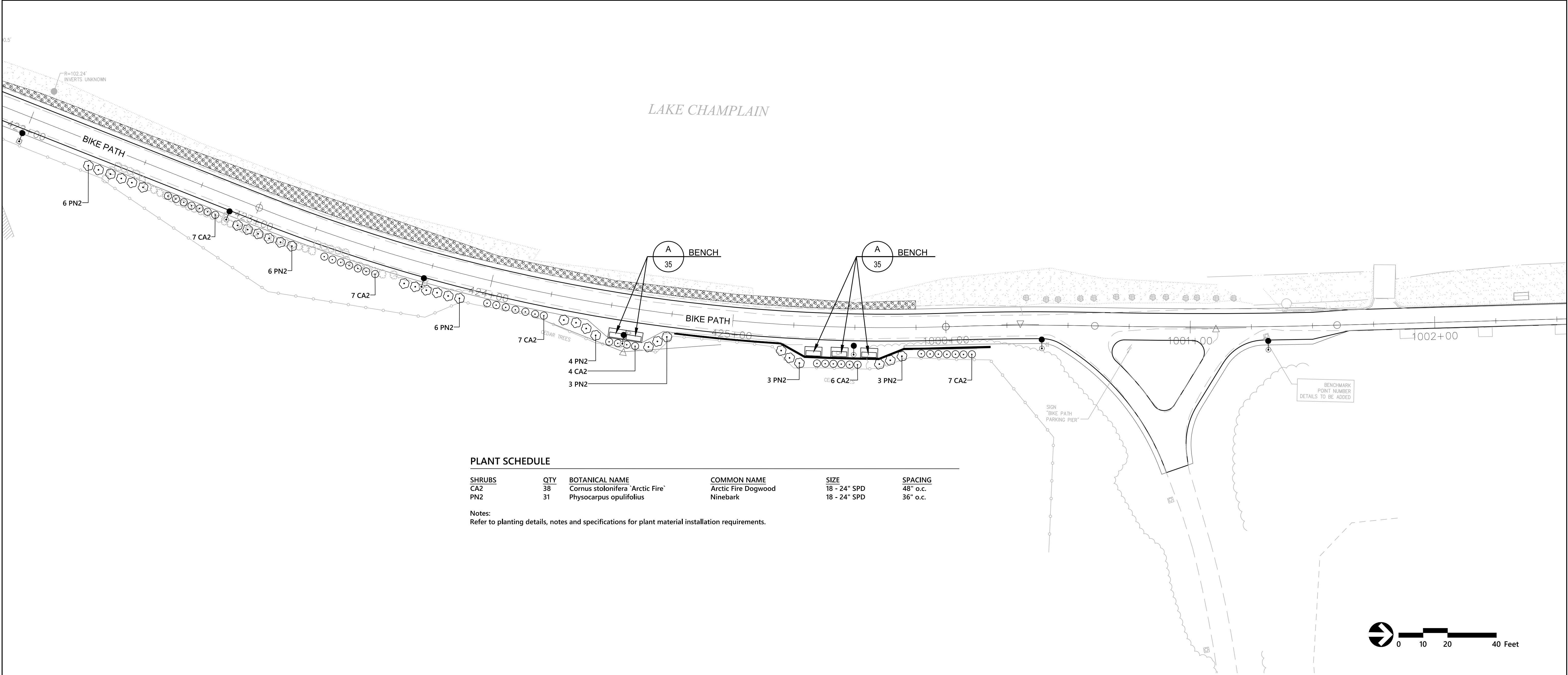
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
ARS	7	Acer rubrum 'Red Sunset'	Red Sunset Maple	2 1/2 - 3" CAL.
AF	11	Acer x freemanii 'Sienna'	Sienna Glen Maple	2 1/2 - 3" CAL/ B&B
AG	7	Amelanchier x grandiflora 'Autumn Brilliance'	'Autumn Brilliance' Serviceberry	6 - 8' HT./Multi-Stem
BN	7	Betula nigra 'Heritage'	Multi-Stem Heritage River Birch	12 -14' HT.
QB	6	Quercus bicolor	Swamp White Oak	10 GAL.

Notes:
Refer to planting details, notes and specifications for plant material installation requirements.





PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LANDSCAPE PLAN	SHEET 32 OF 72



PLANT SCHEDULE

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
CA2	38	Cornus stolonifera 'Arctic Fire'	Arctic Fire Dogwood	18 - 24" SPD	48" o.c.
PN2	31	Physocarpus opulifolius	Ninebark	18 - 24" SPD	36" o.c.

Notes:
Refer to planting details, notes and specifications for plant material installation requirements.

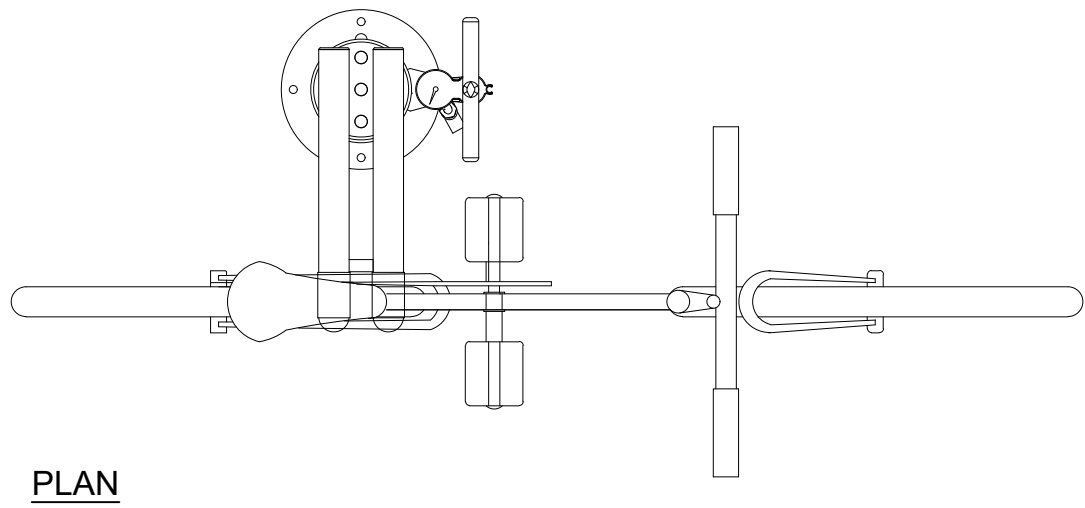
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME:
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: M.K.WILLARD
LANDSCAPE PLAN

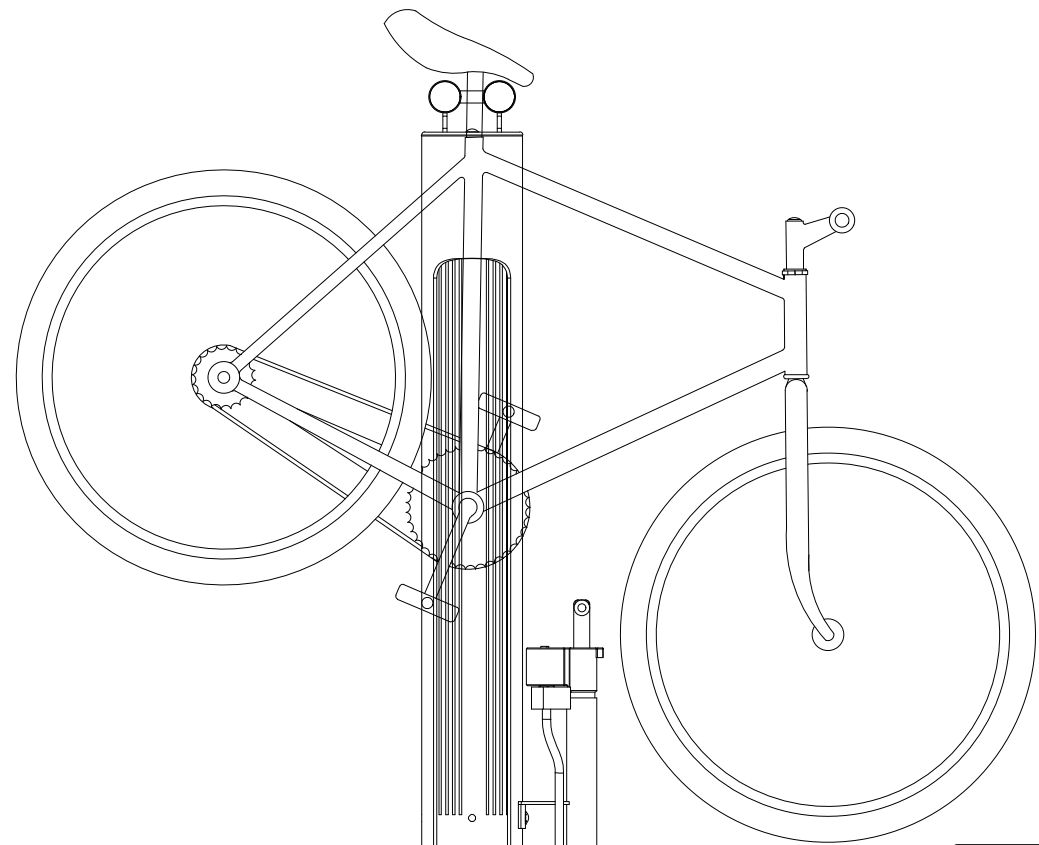
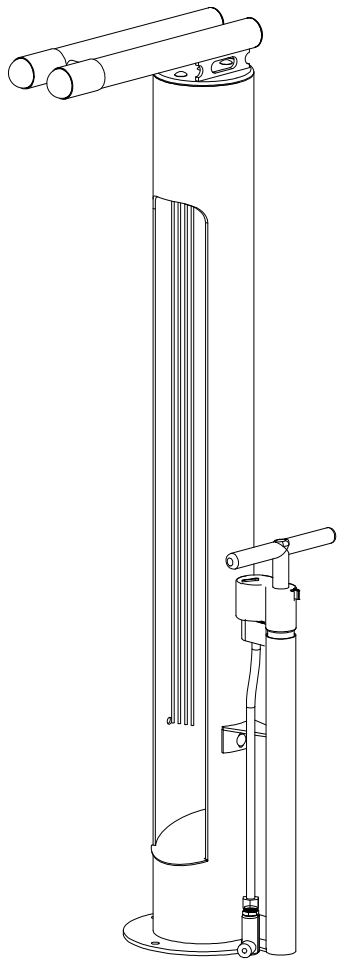
PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 33 OF 72



- NOTES:
1. COLOR TO BE BLACK POWDER COAT.
2. LOCATION TO BE VERIFIED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. REFER TO SPECIFICATIONS.



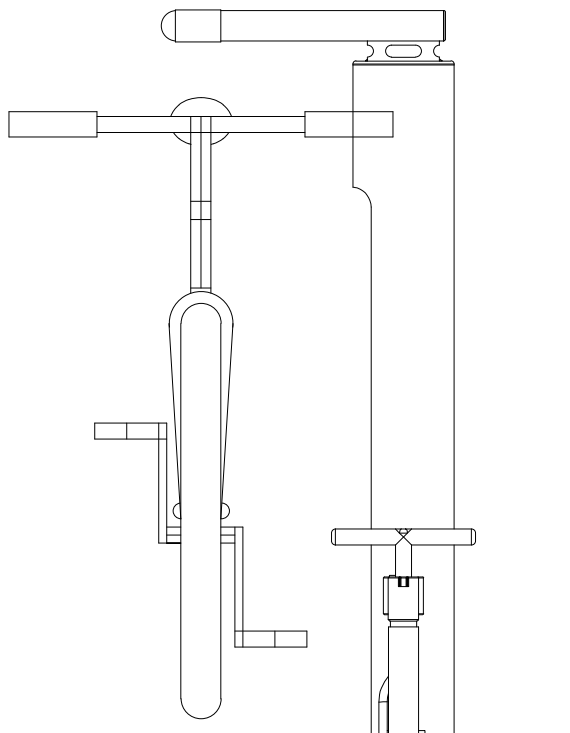
PLAN



ELEVATION

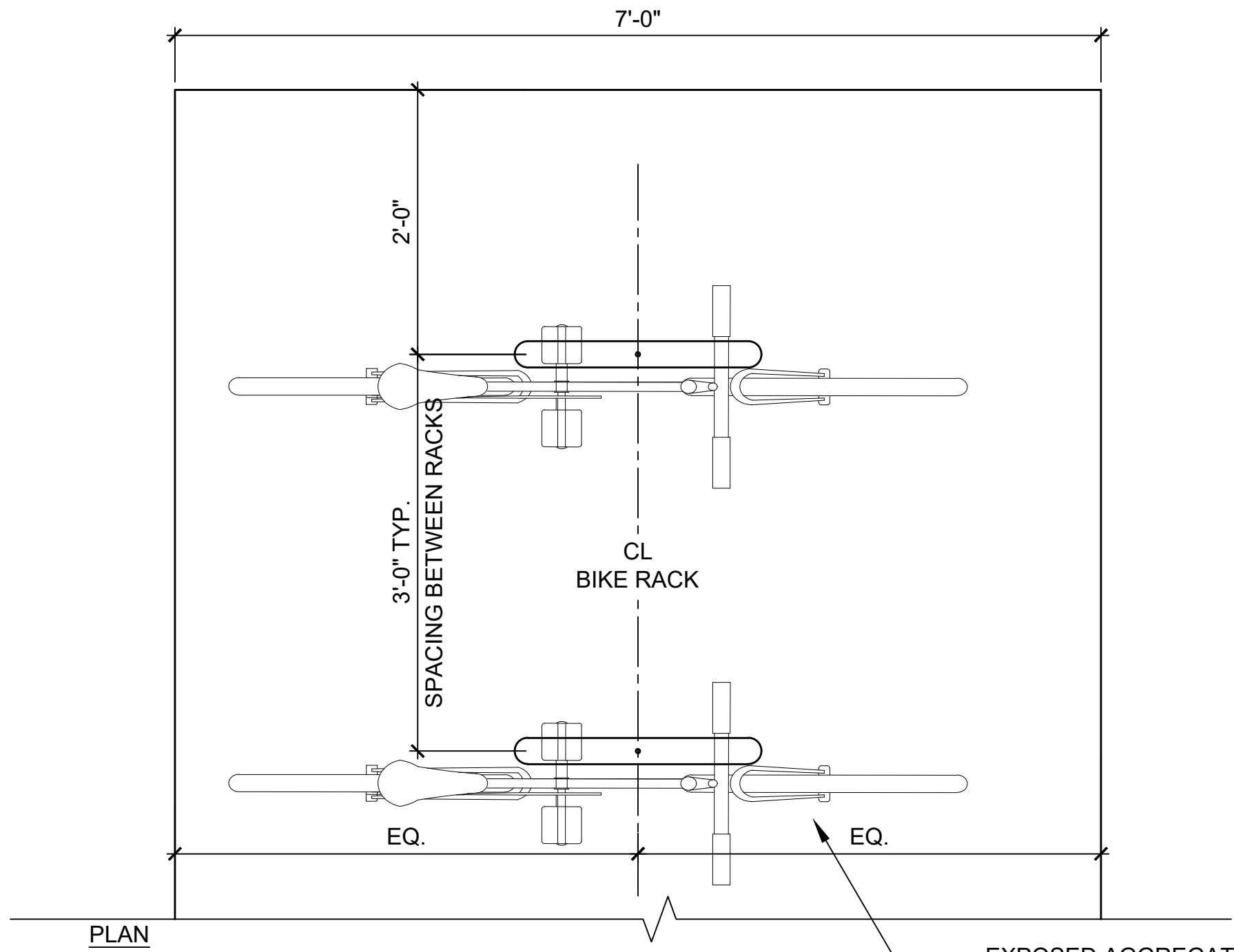
SURFACE MOUNT,
INSTALL USING
MANUFACTURER'S
RECOMMENDATIONS
FOR NEW SIDEWALK
INSTALLATIONS.

EXPOSED AGGREGATE
CONCRETE WALK,
REFER TO TYPICAL BIKE
PATH DETAILS



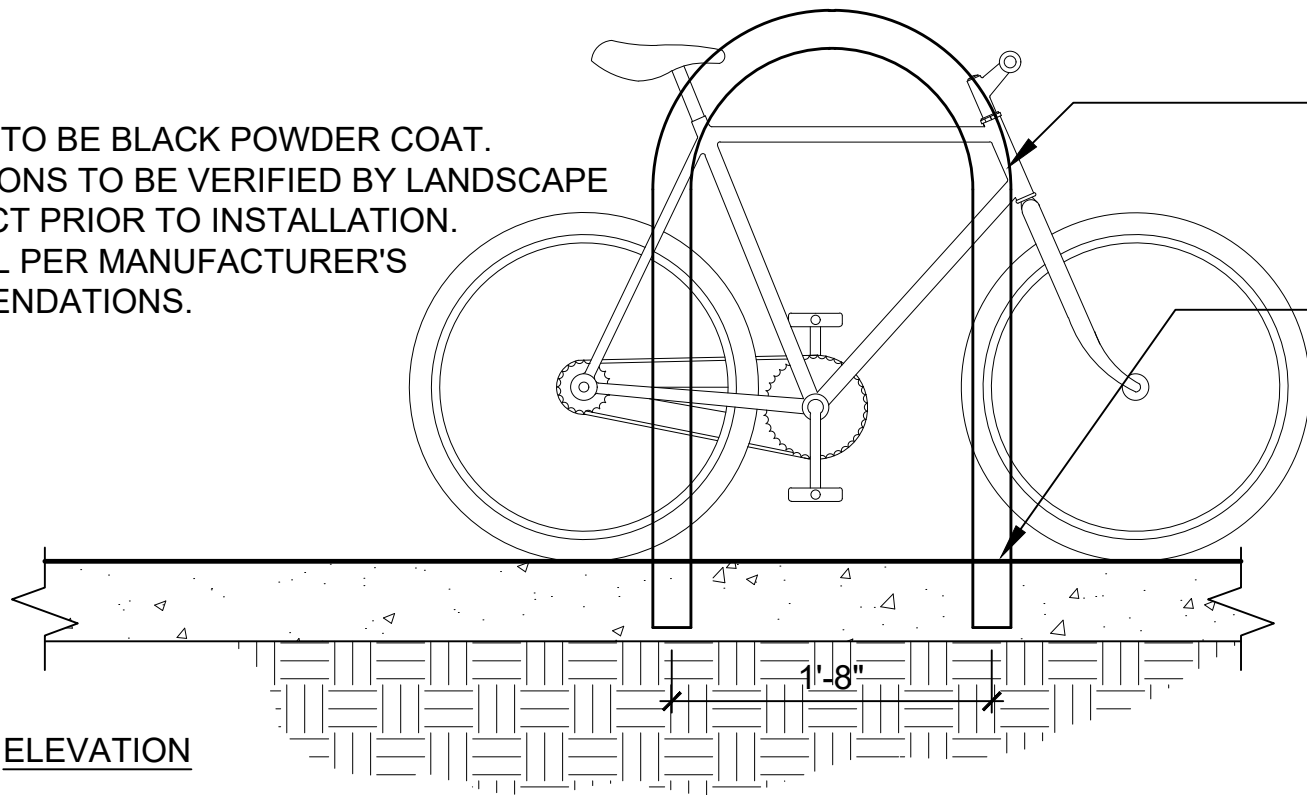
ELEVATION

B BIKE TUNING STATION
SCALE 1" = 1'

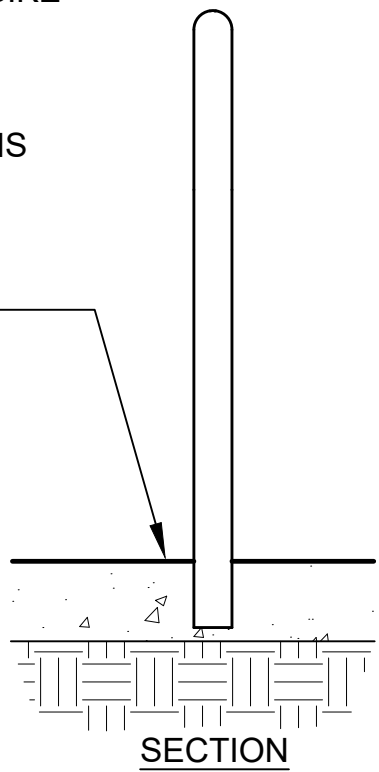


PLAN

- NOTES:
1. COLOR TO BE BLACK POWDER COAT.
2. LOCATIONS TO BE VERIFIED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.



ELEVATION

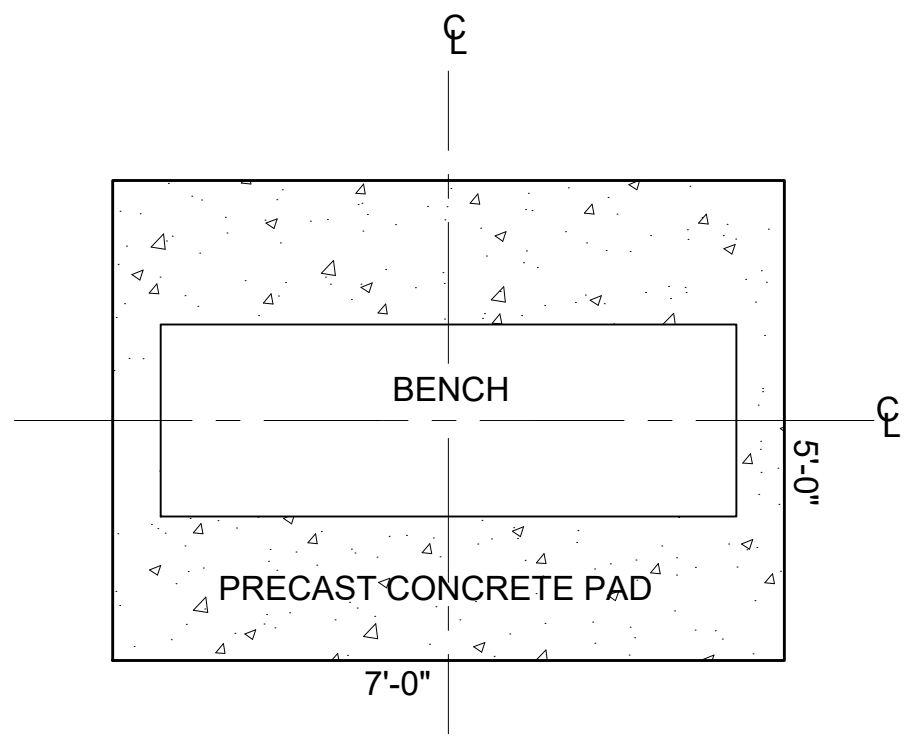
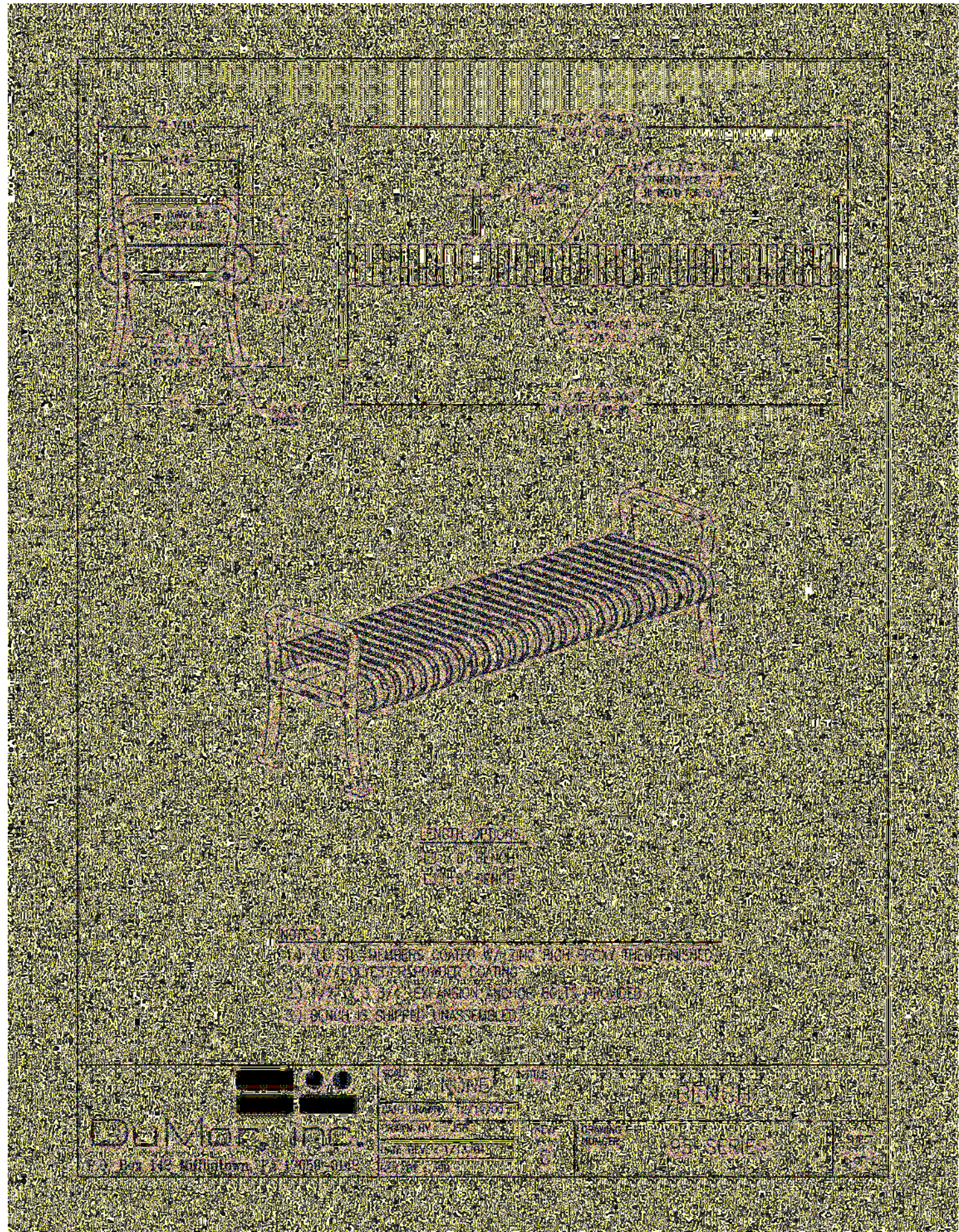


SECTION

A BIKE RACK
SCALE 1" = 1'

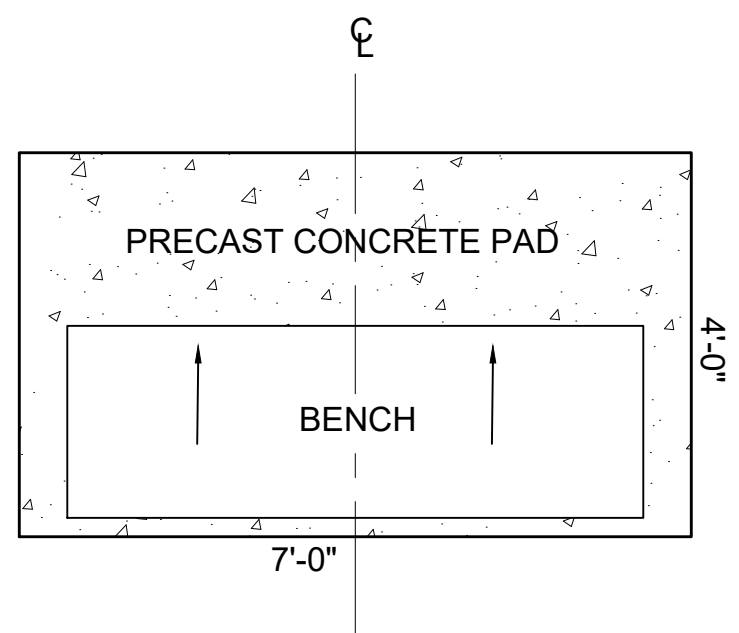
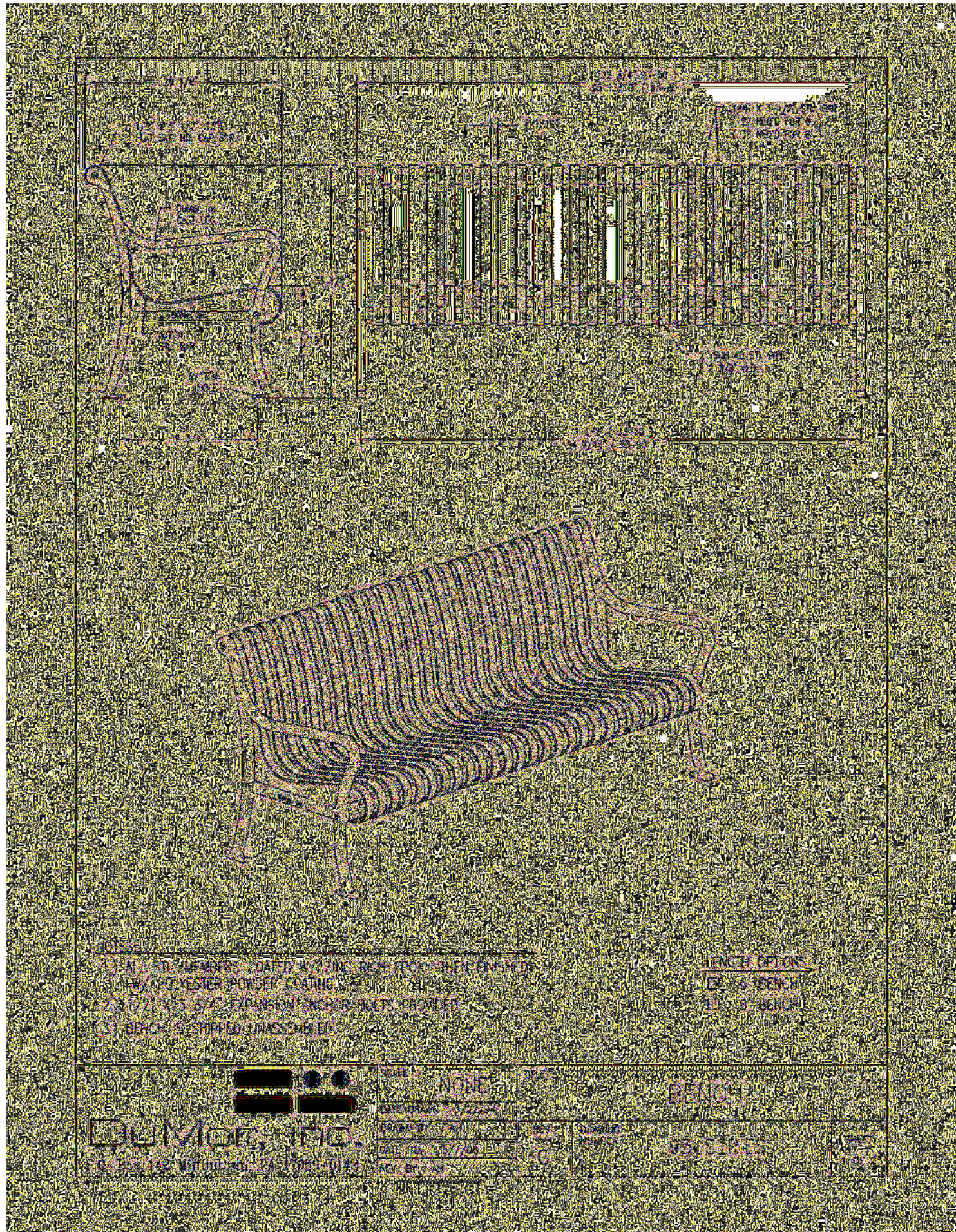
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LANDSCAPE DETAILS	SHEET 34 OF 72





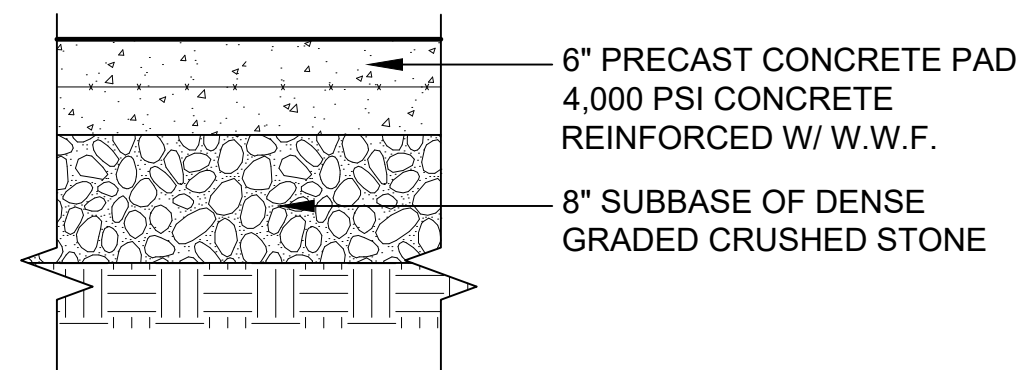
- NOTES:
1. BENCH LENGTH TO BE 6 FEET
 2. COLOR TO BE BLACK POWDER COAT
 3. REFER TO LANDSCAPE PLANS FOR LOCATIONS
 4. BENCHES TO BE SET ON A 5'x7' PRECAST CONCRETE PAD, CENTER BENCH ON CONCRETE PAD.
 5. INSTALL BENCH PER MANUFACTURER'S RECOMMENDATIONS.

B BENCH WITH NO BACK
NTS



- NOTES:
1. BENCH LENGTH TO BE 6 FEET
 2. COLOR TO BE BLACK POWDER COAT
 3. REFER TO LANDSCAPE PLANS FOR LOCATIONS
 4. BENCHES TO BE SET ON A 4'x7' PRECAST CONCRETE PAD.
 5. INSTALL BENCH PER MANUFACTURER'S RECOMMENDATIONS.

A BENCH
NTS



C PRECAST CONCRETE BENCH PAD
SCALE 1" = 1'-0"



Tree Protection

- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY CONSTRUCTION FENCE. ERECT FENCE AT EDGE OF THE TREE DRIPLINE PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL NOT OPERATE VEHICLES WITHIN THE TREE PROTECTION AREA. CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS, OR DISPOSE OF ANY WASTE MATERIALS, WITHIN THE TREE PROTECTION AREA.
- DAMAGE TO EXISTING TREES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY A CERTIFIED ARBORIST AT THE CONTRACTOR'S EXPENSE.

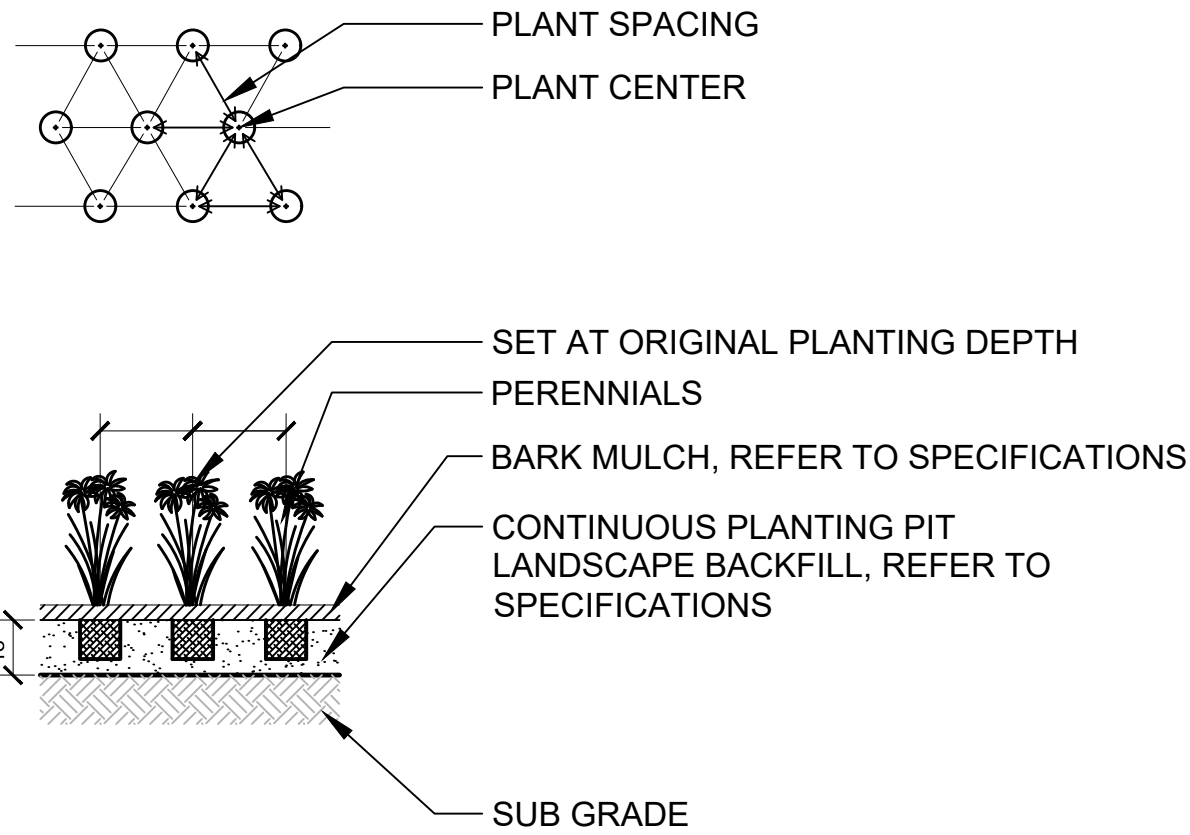
Planting Notes

- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED AS SHOWN ON THE PLANS FOR FIELD REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BELOW GRADE AND ABOVE GROUND UTILITIES AND NOTIFY OWNERS REPRESENTATIVE OF CONFLICTS.
- NO PLANT MATERIALS SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICT.
- A 3-INCH DEEP MULCH PER SPECIFICATION SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS, AND IN ALL PLANTING BEDS, UNLESS OTHERWISE INDICATED ON THE PLANS, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
- ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR SPECIFICATION, OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS GRAPHICALLY SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLANT LIST AND PLANT LABELS PRIOR TO BIDDING.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE REVIEWED BY LANDSCAPE ARCHITECT AND APPROVED IN WRITING BY THE OWNER'S REPRESENTATIVE.
- ALL PLANT MATERIALS INSTALLED SHALL MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND CONTRACT DOCUMENTS.
- ALL PLANT MATERIALS SHALL BE GUARANTEED FOR ONE YEAR FOLLOWING DATE OF FINAL ACCEPTANCE.
- AREAS DESIGNATED "LOAM & SEED" SHALL RECEIVE MINIMUM 6" OF LOAM AND SPECIFIED SEED MIX. LAWNS OVER 2:1 SLOPE SHALL BE PROTECTED WITH EROSION CONTROL FABRIC.
- ALL DISTURBED AREAS NOT OTHERWISE NOTED ON CONTRACT DOCUMENTS SHALL BE LOAM AND SEEDED OR MULCHED AS DIRECTED BY OWNER'S REPRESENTATIVE.
- THIS PLAN IS INTENDED FOR PLANTING PURPOSES. REFER TO SITE / CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.

Plant Maintenance Notes

- CONTRACTOR SHALL PROVIDE COMPLETE MAINTENANCE OF THE LAWNS AND PLANTINGS. NO IRRIGATION IS PROPOSED FOR THIS SITE. THE CONTRACTOR SHALL SUPPLY SUPPLEMENTAL WATERING FOR NEW LAWNS AND PLANTINGS DURING THE ONE YEAR PLANT GUARANTEE PERIOD.
- CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT FOR THE COMPLETE LANDSCAPE MAINTENANCE WORK. WATER SHALL BE PROVIDED BY THE CONTRACTOR.
- WATERING SHALL BE REQUIRED DURING THE GROWING SEASON, WHEN NATURAL RAINFALL IS BELOW ONE INCH PER WEEK.
- WATER SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY SATURATE THE SOIL IN THE ROOT ZONE OF EACH PLANT.
- CONTRACTOR SHALL REPLACE DEAD OR DYING PLANTS AT THE END OF THE ONE YEAR GUARANTEE PERIOD. CONTRACTOR SHALL TURN OVER MAINTENANCE TO THE FACILITY MAINTENANCE STAFF AT THAT TIME.

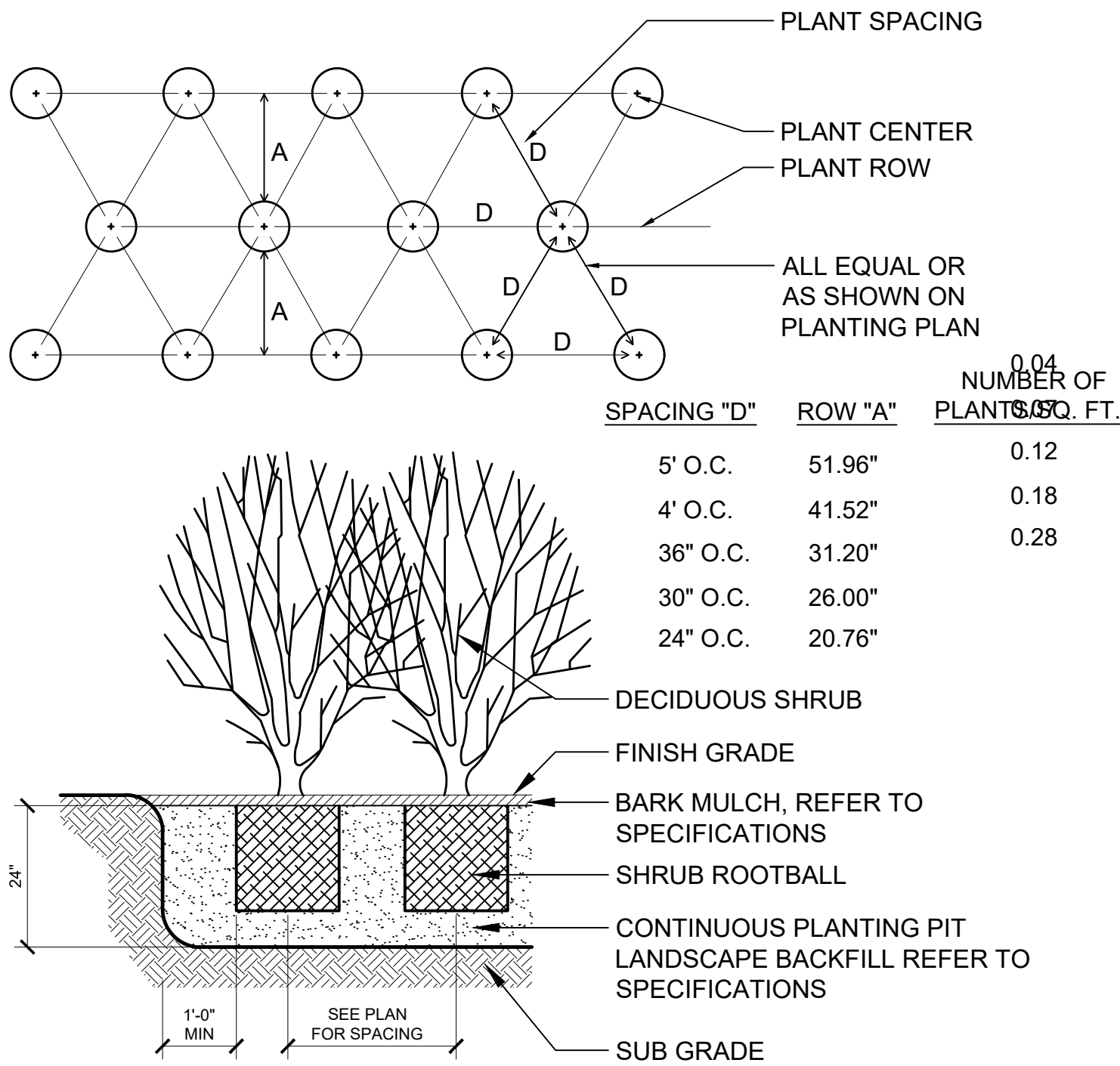
- NOTES:
- REFER TO PLANTING PLAN FOR SPACING AND QUANTITIES.
 - ALL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER PLANTING BED BACKFILL MATERIAL, REFER TO SOIL PREPARATION SPECIFICATION.



C PERENNIAL PLANTING

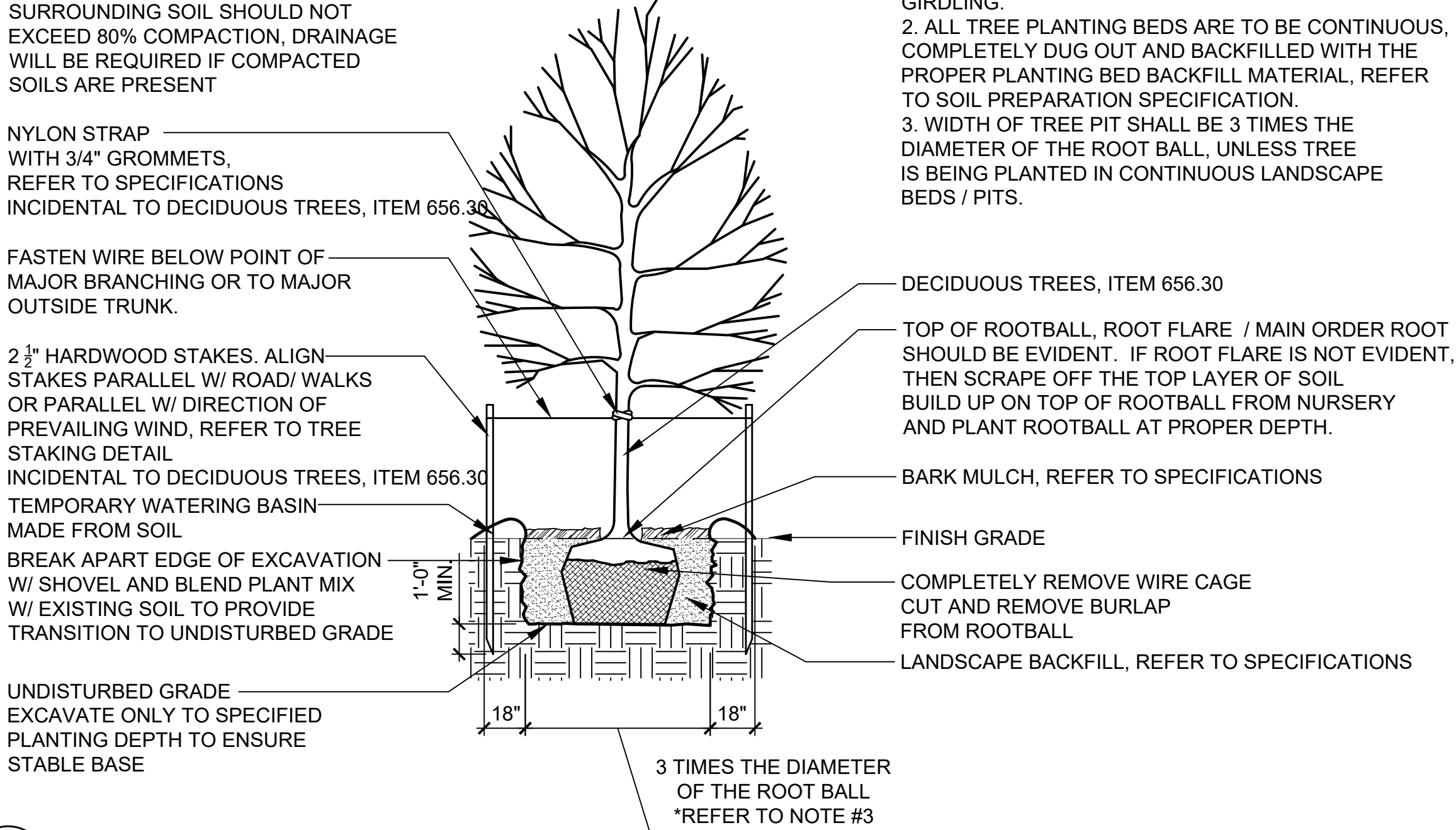
SCALE: 1/2" = 1'-0"

- NOTES:
- QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING SCHEDULE.
 - ALL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER LANDSCAPE BACKFILL



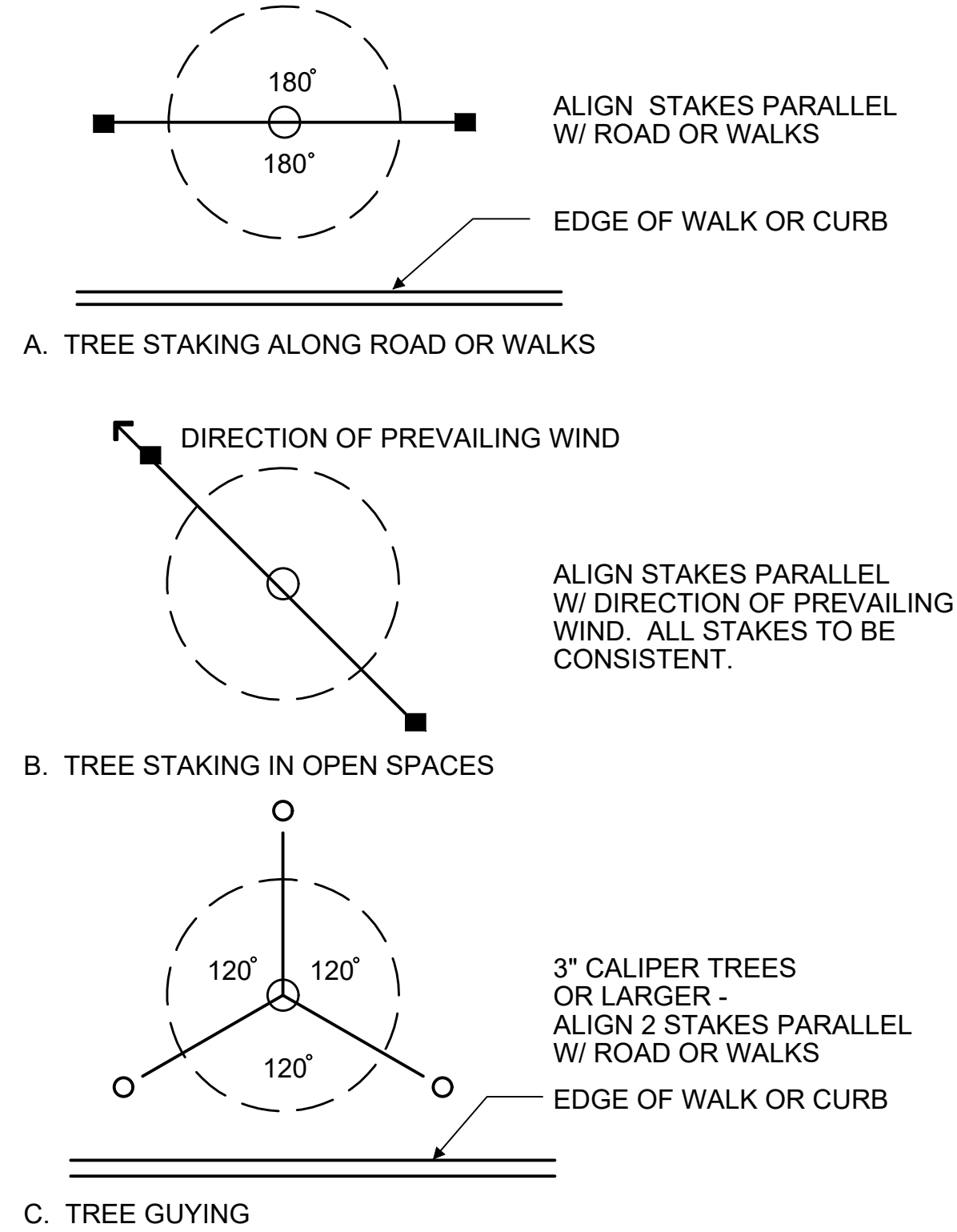
D SHRUB PLANTING

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



A TREE PLANTING

SCALE 1/4" = 1'-0"



B TREE STAKING LAYOUT

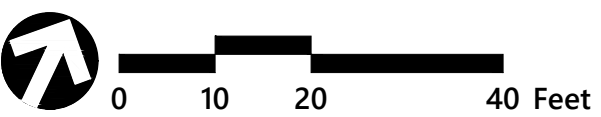
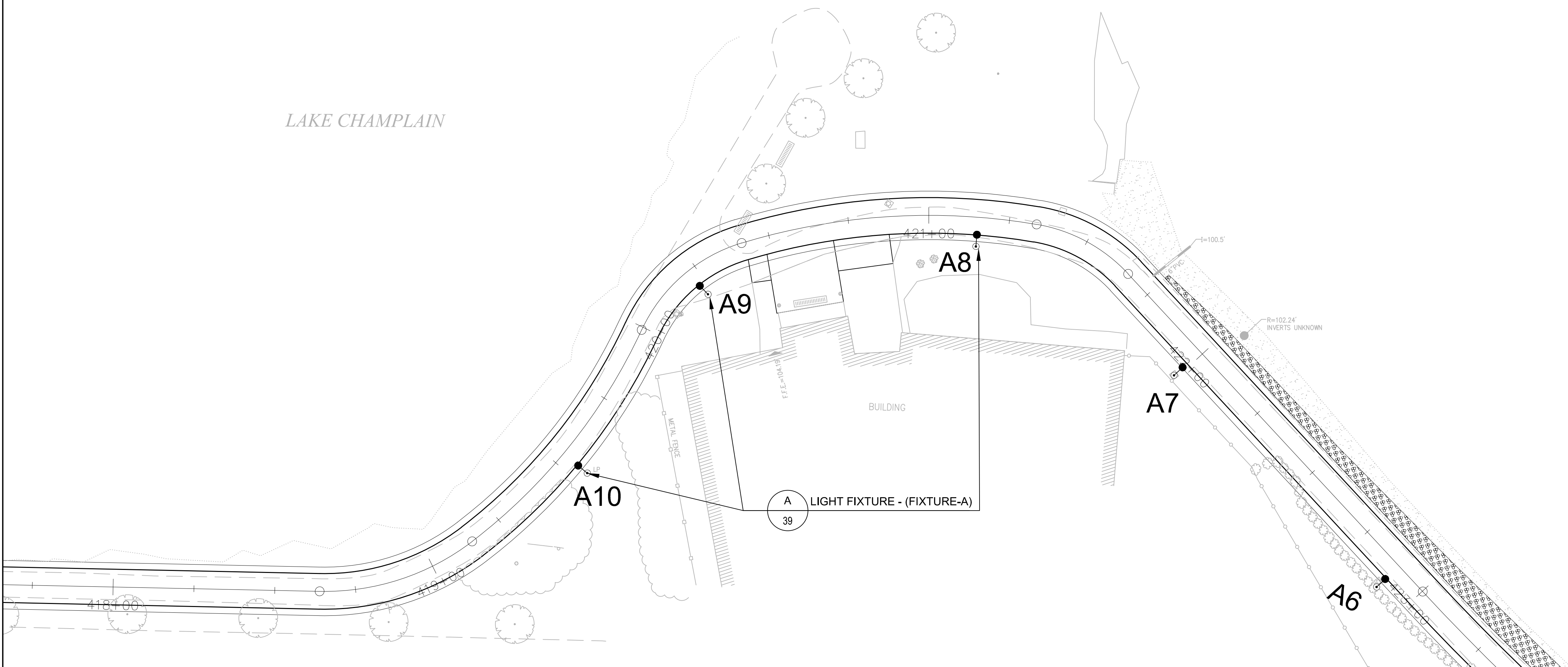
NO SCALE

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME:
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: M.K.WILLARD
LANDSCAPE DETAILS

PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 36 OF 72



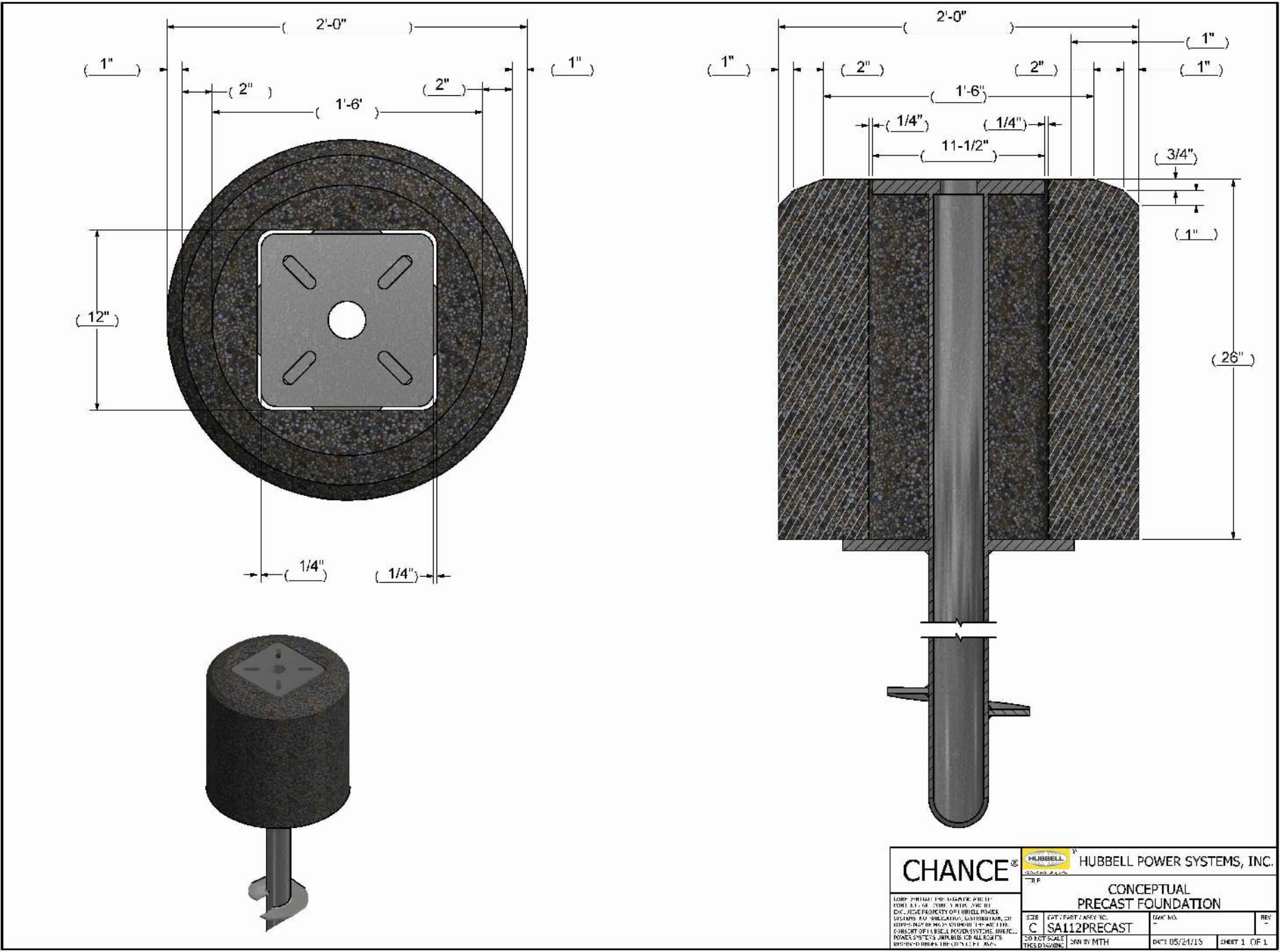
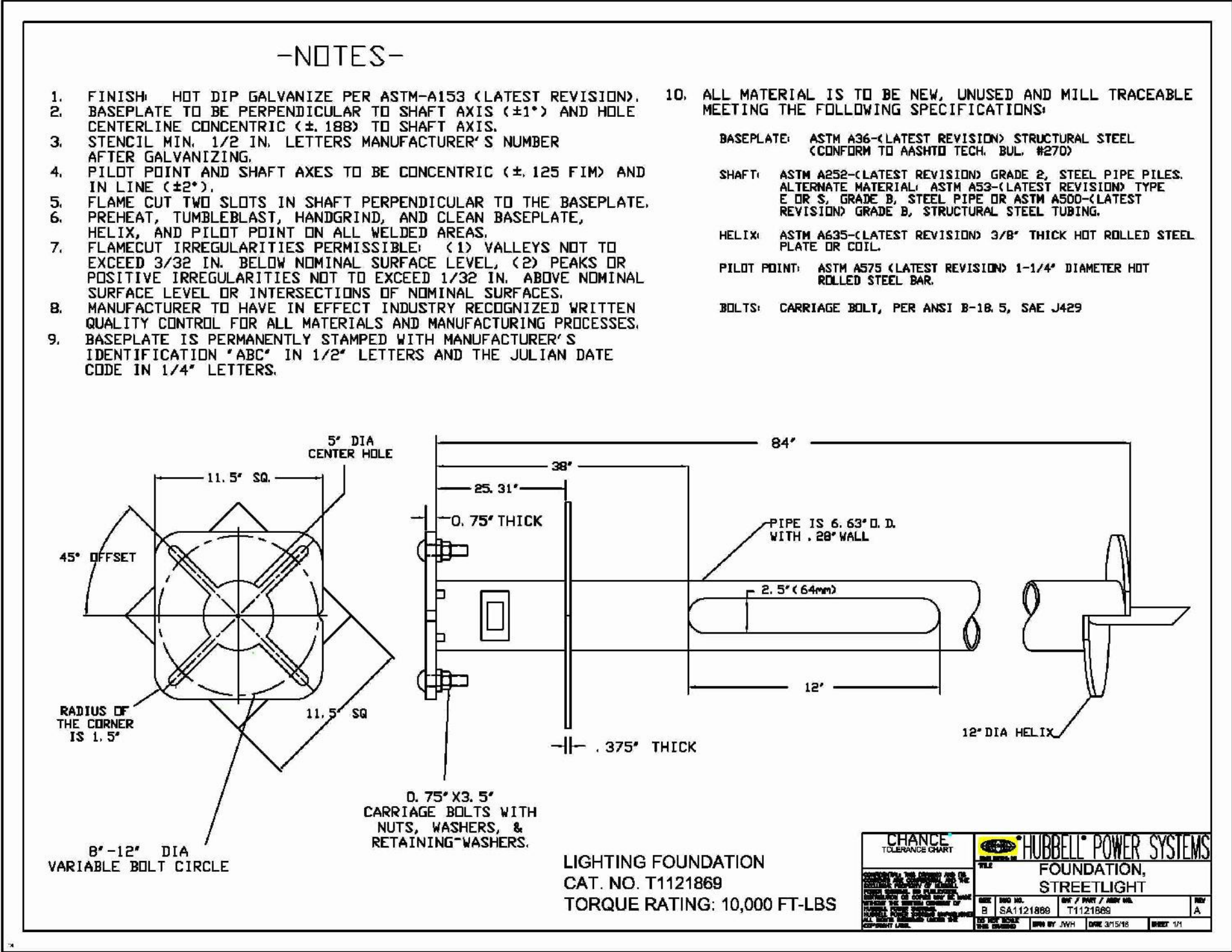


FIXTURE AND POLE SPECIFICATIONS

Fixture A	
Manufacturer:	Architectural Area Lighting
Fixture:	UCM - (Universe Collection)
Configuration:	Single
Hood:	Straight, No Luminous Element
Optics:	T3
Lamp:	32 Watt LED - 4,000k
Lens:	Flat
Color:	Black
Options:	GF1 w/ waterproof cover, 18" Banner Arms
Pole:	DB6-4F14' (Wall thickness TBD based on EPA)
Mounting Arm:	SLA17
Pole Color:	Black



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LIGHTING PLAN	SHEET 37 OF 72

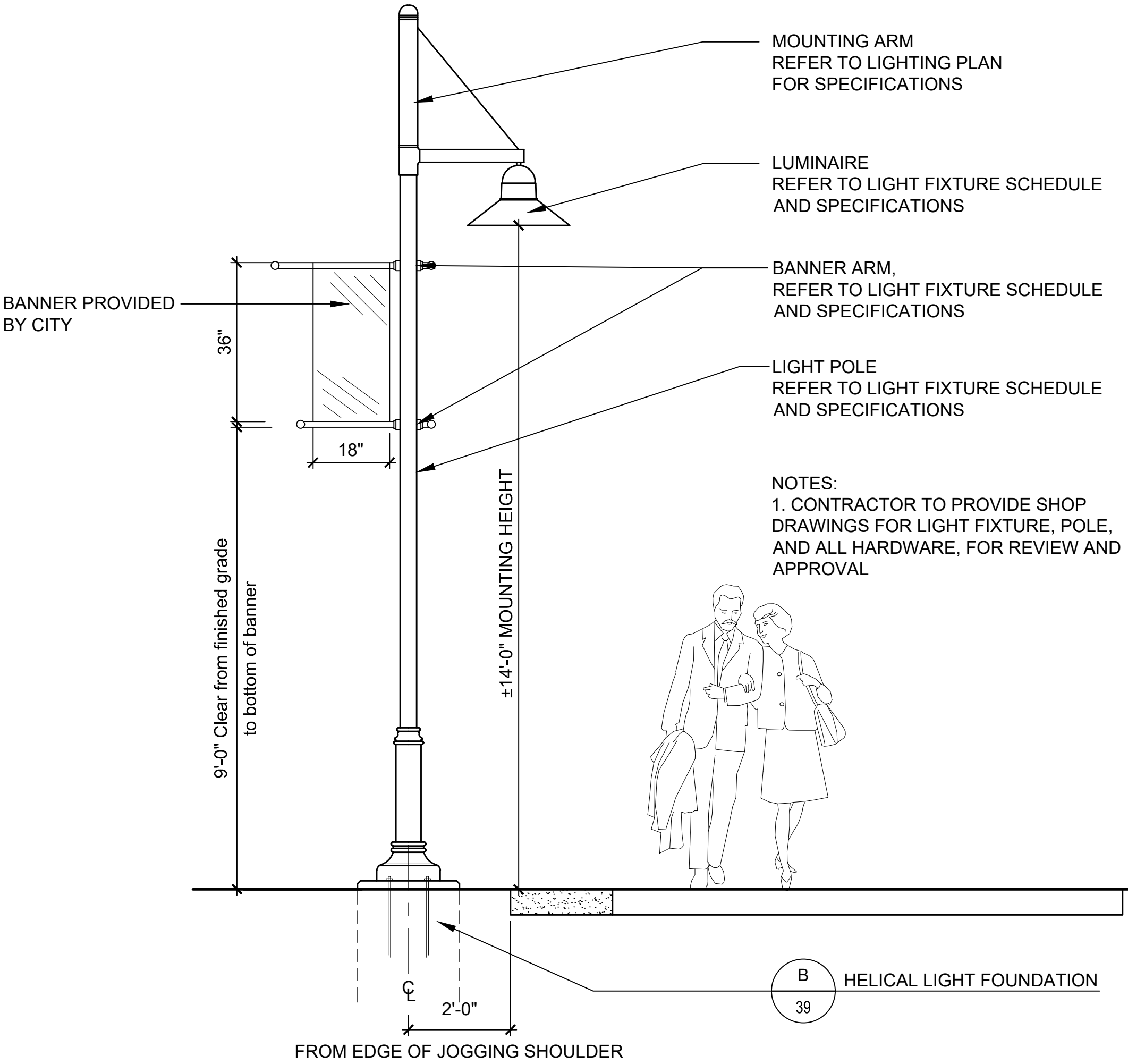
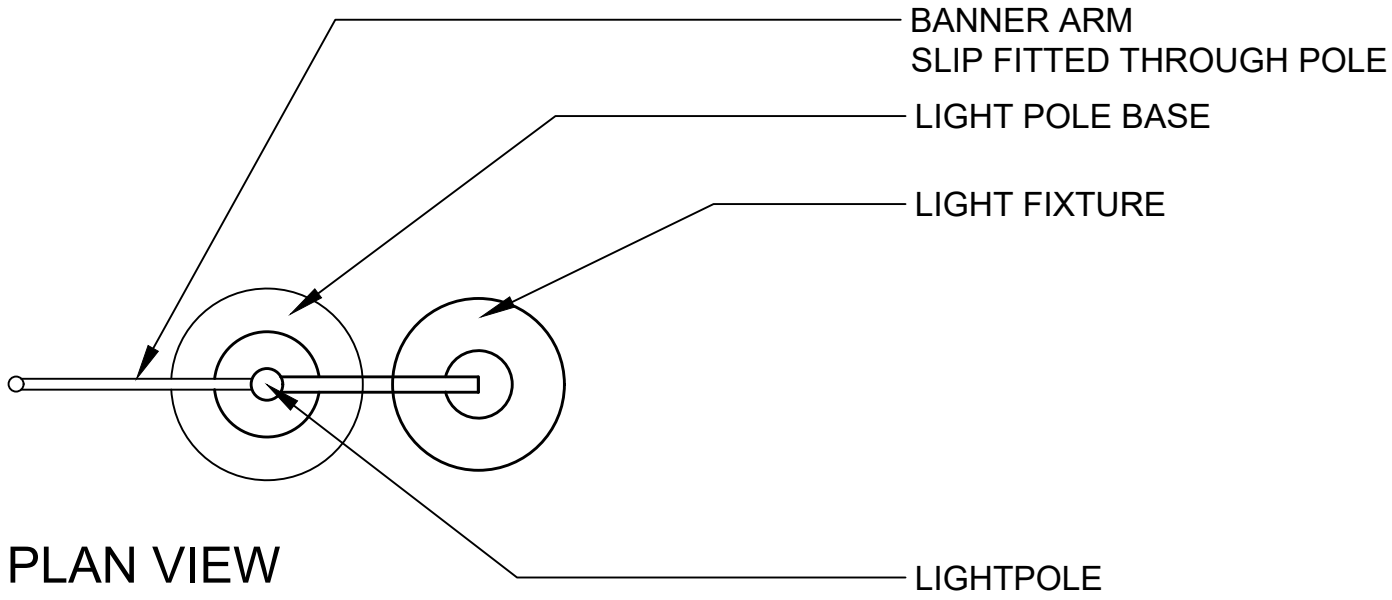


NOTES

- CONTRACTOR SHALL PROVIDE FINAL DESIGN AND INSTALLATION OF HELICAL ANCHOR SYSTEM WITH 24" DIAMETER CONCRETE COLLAR BY ENTERPRISE CONCRETE COLLARS, OR APPROVED EQUAL COLLAR.
- COORDINATE ALL COMPONENTS WITH LIGHT POLE DESIGN AND ELECTRICAL DESIGN.
- LIGHTING FOUNDATION SHALL BE SUFFICIENT TO MEET OR EXCEED EPA RATING OF LIGHT POLE SYSTEM.
- REFER TO SPECIAL PROVISION FOR HELICAL LIGHTING FOUNDATION

B HELICAL LIGHT FOUNDATION
SCALE 1" = 1'

SOURCE: HUBBLE POWER SYSTEMS



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

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LIGHTING DETAILS	SHEET 39 OF 71

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REMOVAL OF THE EXISTING PATH PAVEMENT; THE WIDENING AND REPAVING OF THE PATH: INSTALLATION OF PAVEMENT MARKINGS, SIGNS, CONCRETE SIDEWALK RAMPS, AND FENCING; REVETMENT INSTALLATION AND REPAIRS ALONG THE WATERFRONT. THERE IS ALSO THE CONSTRUCTION OF A BIORETENTION BASIN AT LEDDY PARK.

- NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, BUT DOES NOT INCLUDE WASTE, BORROW AND STAGING AREAS. PROPOSED STAGING AREAS WILL BE IN PAVED AREAS AT THE END OF THE PROJECT AND WILL NOT REQUIRE ADDITIONAL EARTH DISTURBANCE. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE INCIDENTAL TO CONTRACT ITEMS.
- NO STOCKPILES SHALL BE LOCATED BELOW THE ORDINARY HIGH WATER (OHW) ELEVATION OF LAKE CHAMPLAIN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 3.69 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

UNDER EXISTING CONDITIONS, STORMWATER RUNOFF FROM THE SITE EITHER INFILTRATES AT ADJACENT VEGETATED AREAS OR FLOWS OVER LAND TO LAKE CHAMPLAIN OR TO UNNAMED TRIBUTARIES OF LAKE CHAMPLAIN THE PROJECT AREA TOPOGRAPHY IS RELATIVELY FLAT ALONG ITS LENGTH, WITH SOME STEEPER SIDE SLOPES, AS THE ORIGINAL PATH IS BUILT ALONG A FORMER RAILROAD CORRIDOR. THE ATTACHED EPSC PLANS DEPICT THE EXISTING LAND COVER AND TOPOGRAPHY ALONG THE PATH..

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

THE MAJOR WATERSHEDS ASSOCIATED WITH THE PROJECT SITE LAKE CHAMPLAIN. LAKE CHAMPLAIN IS NOT INCLUDED ON THE STATE OF VERMONT 303(D) LIST OF WATERS, PART A (2016). MOST AREAS OF THE PROJECT DRAIN VIA SHEET FLOW TO ADJACENT VEGETATED AREA.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF GRASSED SHOULDERS AND SIDE SLOPES, HARDWOOD TREES, CONIFER TREES AND UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY WIDENING THE PATH AND EXTENDING SLOPES AS REQUIRED. UPON PROJECT COMPLETION, THE DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF CHITTENDEN, VERMONT. SOILS ON THE PROJECT SITE ARE FILL MATERIAL K=0.10, MUNSON AND RAYNHAM SILT LOAM K=0.49, COVINGTON SILTY CLAY K=0.49, DUANE AND DEERFIELD 0-5% SLOPE K=0.24. THE MAJORITY OF THE DISTURBANCE FOR THE PROJECT WILL TAKE PLACE IN FILL MATERIAL AND LOW SLOPES.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:

0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: YES
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: LAKE CHAMPLAIN
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT FALLS UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS. ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDE SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, WOVEN WIRE REINFORCED SILT FENCE SHALL BE USED INSTEAD OF SILT FENCE WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

THE PROJECT AREA IS RELATIVELY FLAT. THEREFORE IT IS NOT ANTICIPATED THAT DIVERSION MEASURES WILL BE NECESSARY.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSION POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

STONE CHECK DAMS WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN, AT A MINIMUM.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

1.4.12 INSPECT YOUR SITE

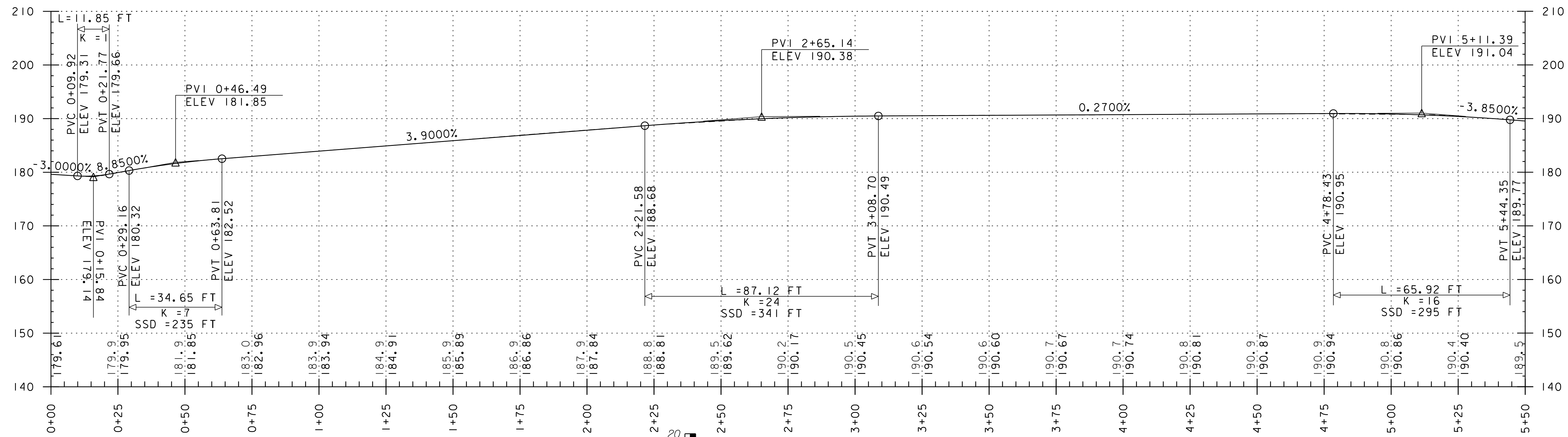
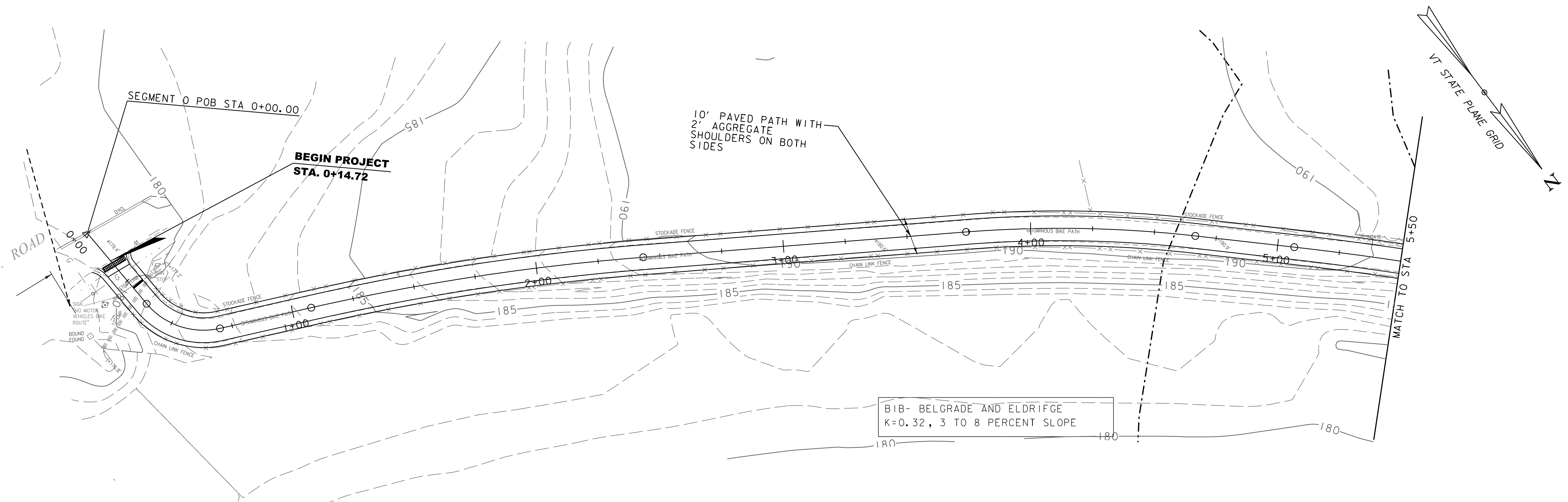
INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR FOLLOWING THE GUIDELINES OF THE LOW RISK HANDBOOK AND CONDITIONS OF THE CONSTRUCTION GENERAL PERMIT.



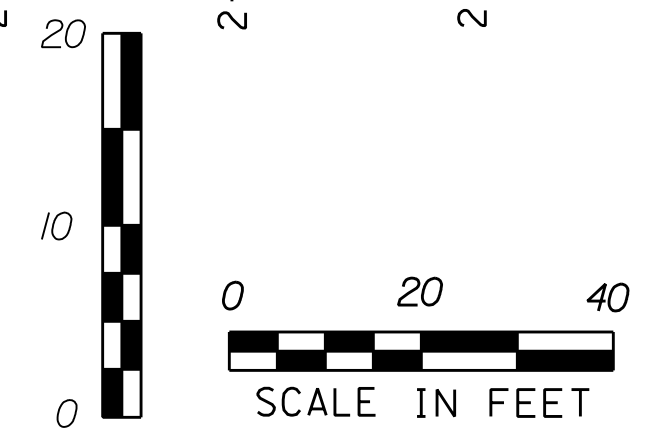
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PROJECT NUMBER: 58109.00	
FILE NAME: 58109epsc.narrative.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EPSC NARRATIVE	SHEET 47 OF 72



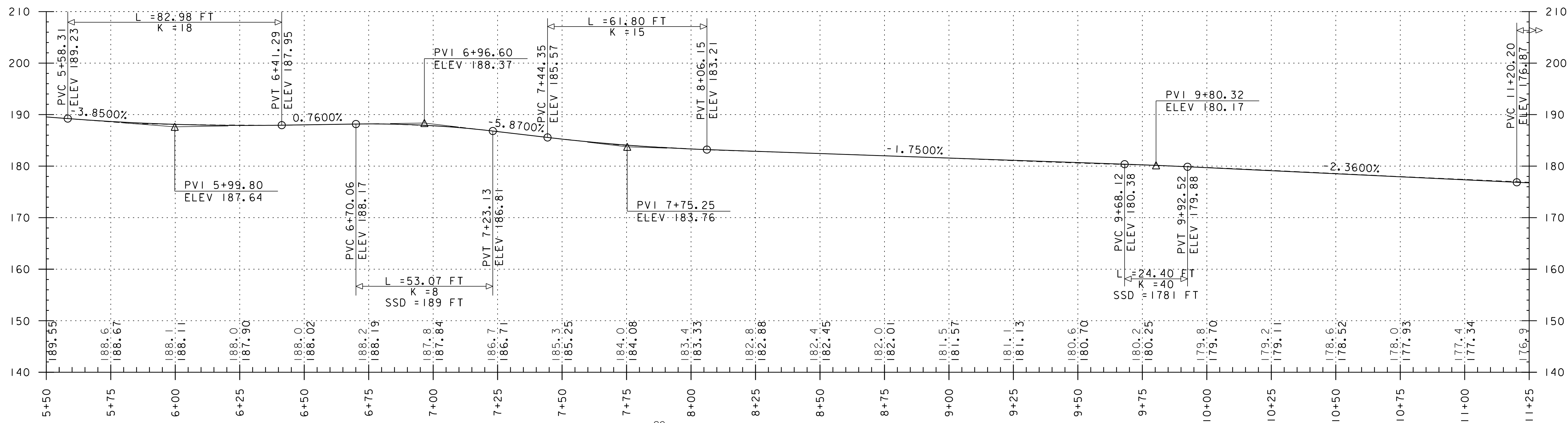
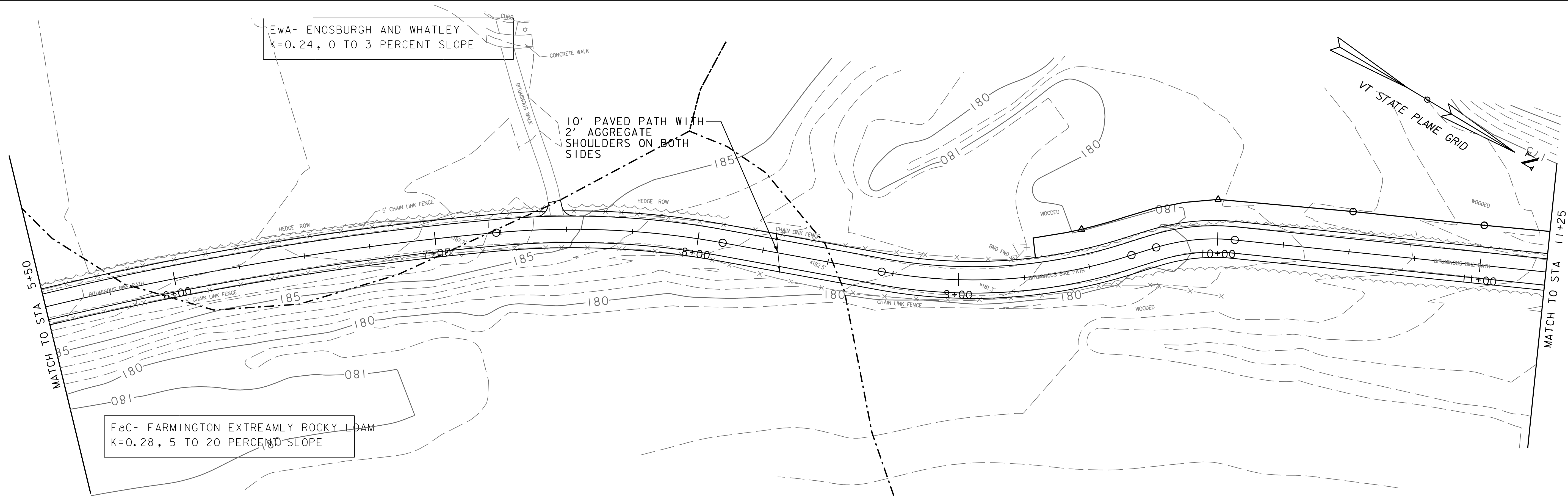
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



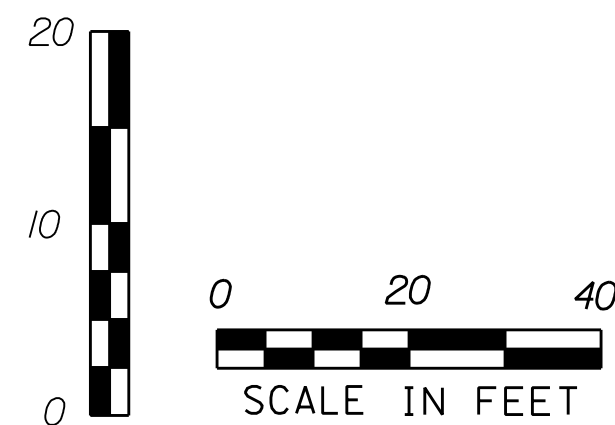
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PROJECT NUMBER: 58109.00	
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PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 1 OF 12)	SHEET 48 OF 72



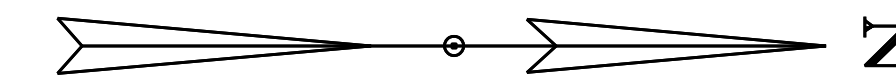
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
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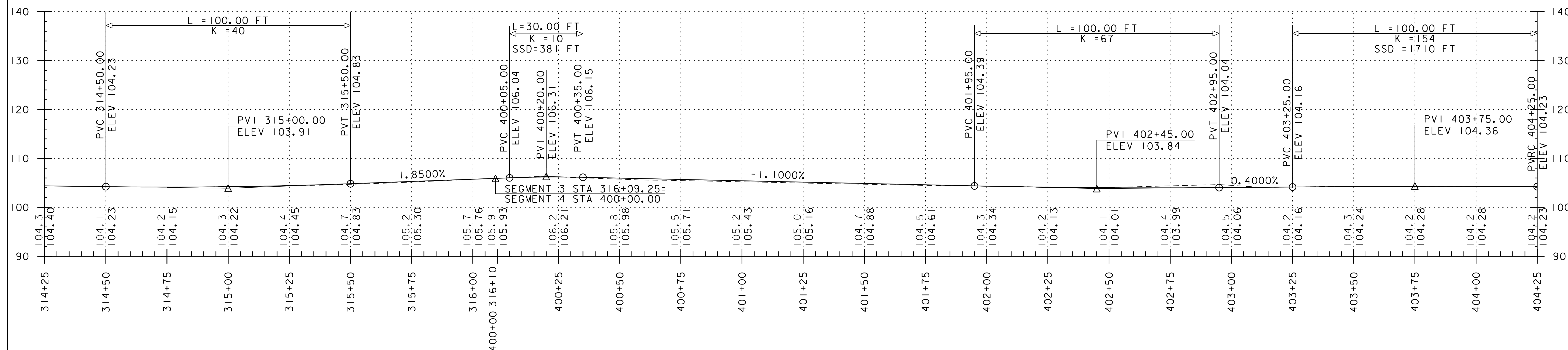
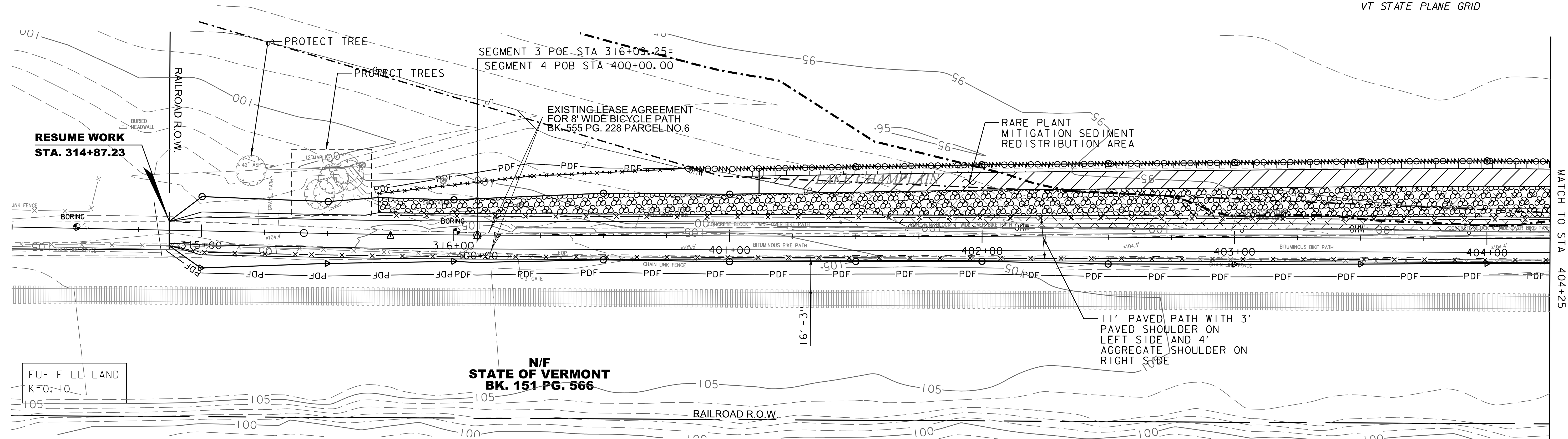
STATIONING AND ELEVATIONS IN FEET (TYP.)



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PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 2 OF 12)	SHEET 49 OF 72



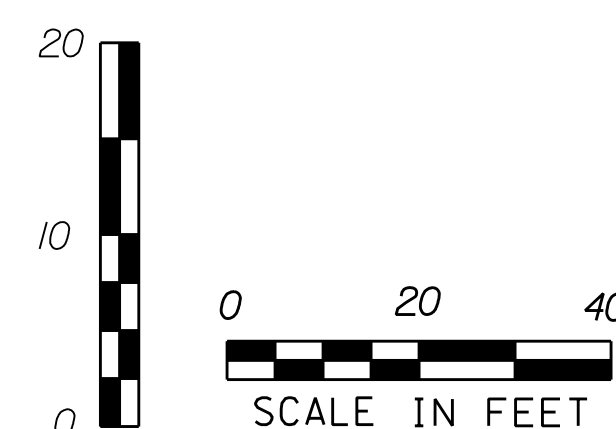
VT STATE PLANE GRID



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A

PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_ero.dgn

PROJECT LEADER: E.P.DETRICK

DESIGNED BY: B.O. CRONIN

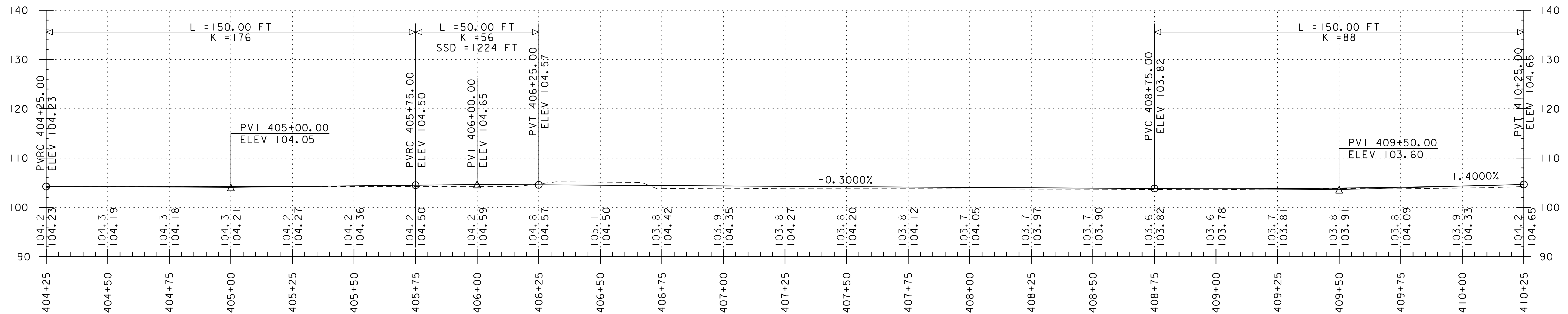
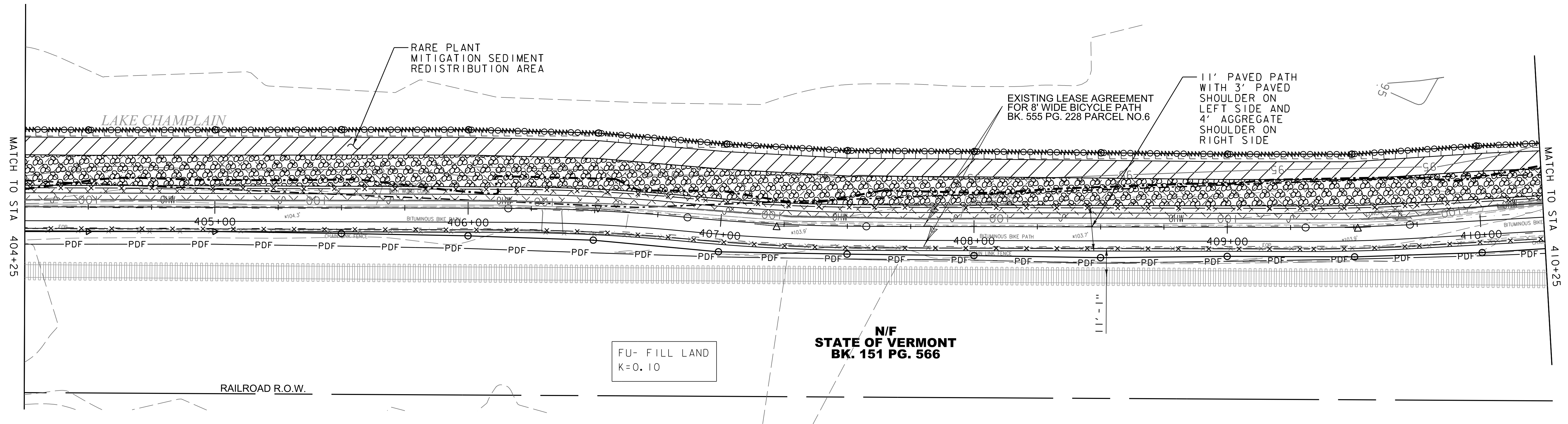
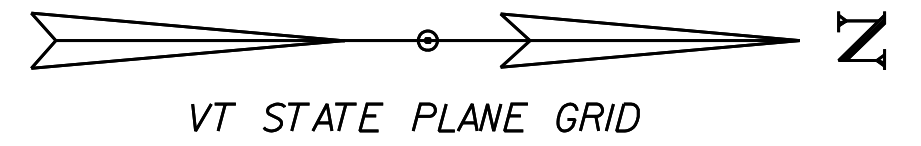
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PLOT DATE: 4/23/2019

DRAWN BY: B.O. CRONIN

CHECKED BY: E.P.DETRICK

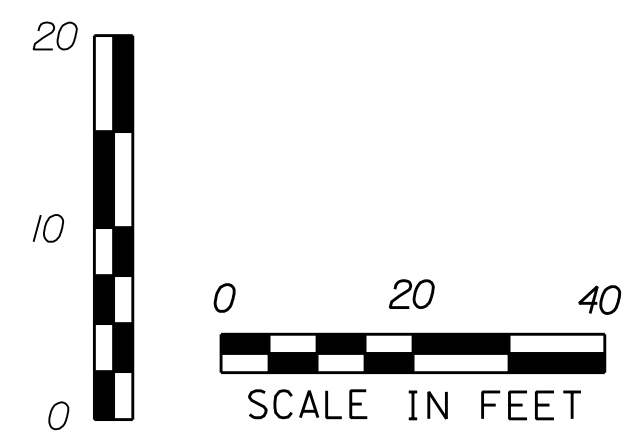
SHEET 54 OF 72



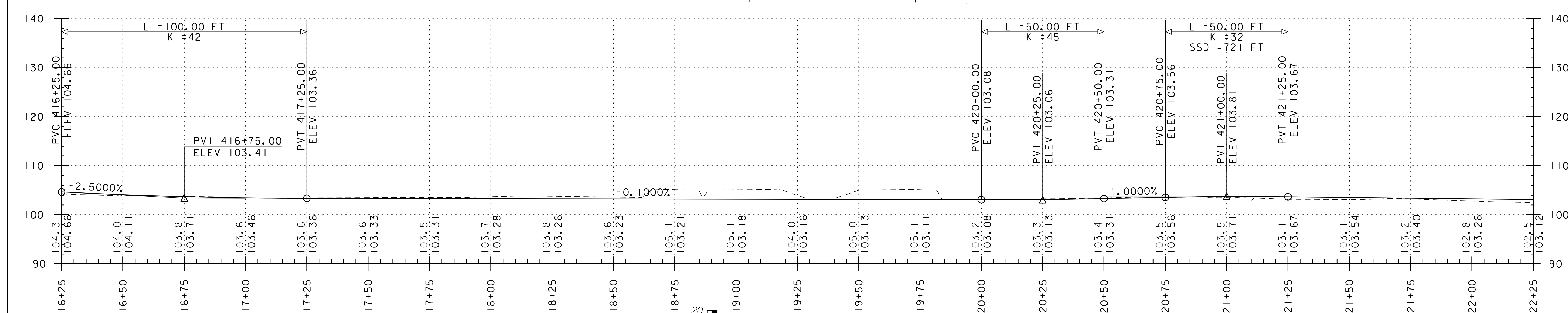
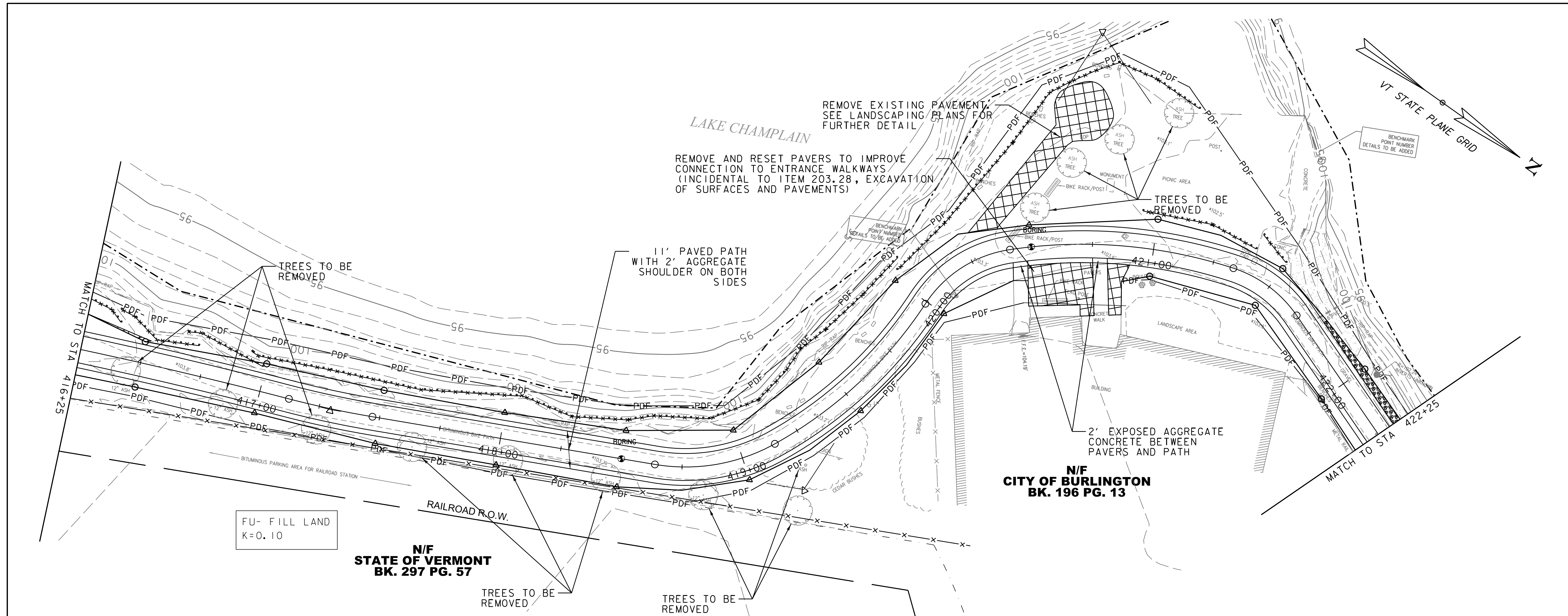
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
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STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 8 OF 12)	SHEET 55 OF 72



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)

0 10 20

0 20 40

SCALE IN FEET

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A

PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_ero.dgn

PROJECT LEADER: E.P.DETRICK

DESIGNED BY: B.O. CRONIN

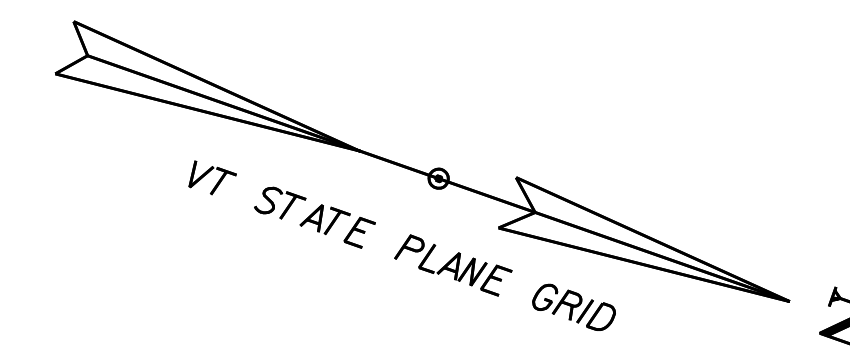
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PLOT DATE: 4/23/2019

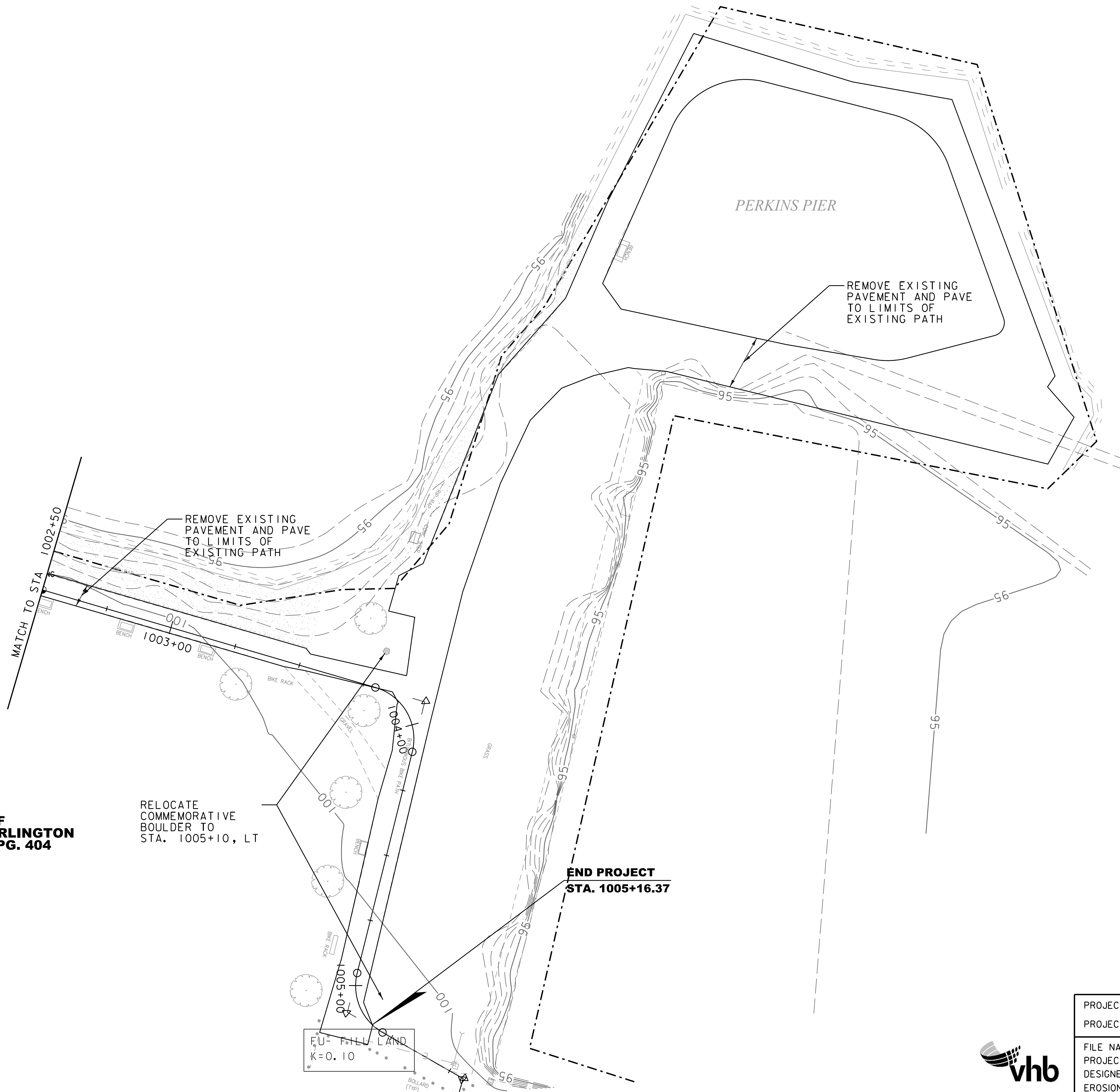
DRAWN BY: B.O. CRONIN

CHECKED BY: E.P.DETRICK

SHEET 57 OF 72



N/F
CITY OF BURLINGTON
BK. 316 PG. 404

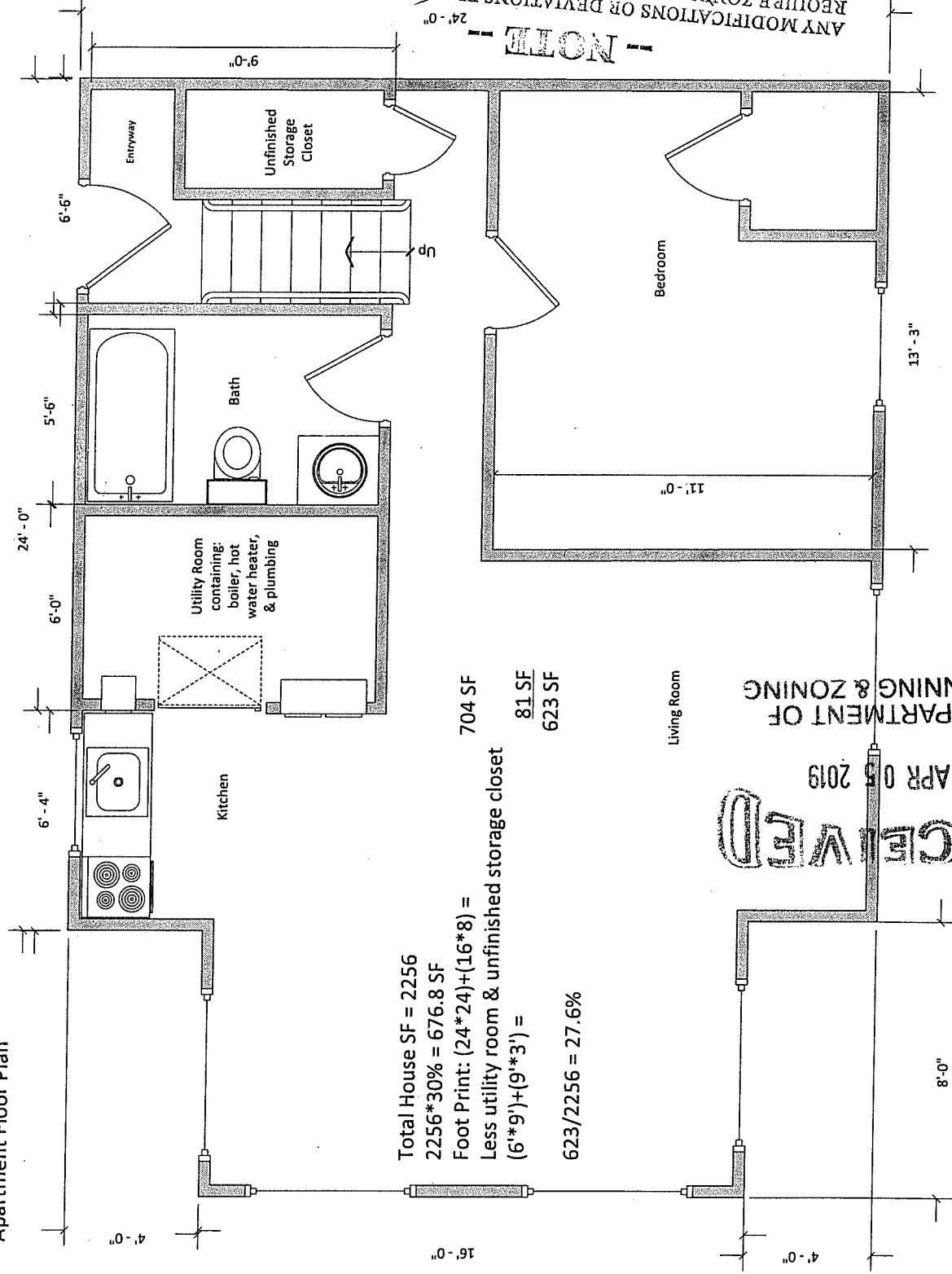


END PROJECT
STA. 1005+16.37

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 12 OF 12)	SHEET 59 OF 72



Wes Paro
115 Hayward St. Accessory
Apartment Floor Plan

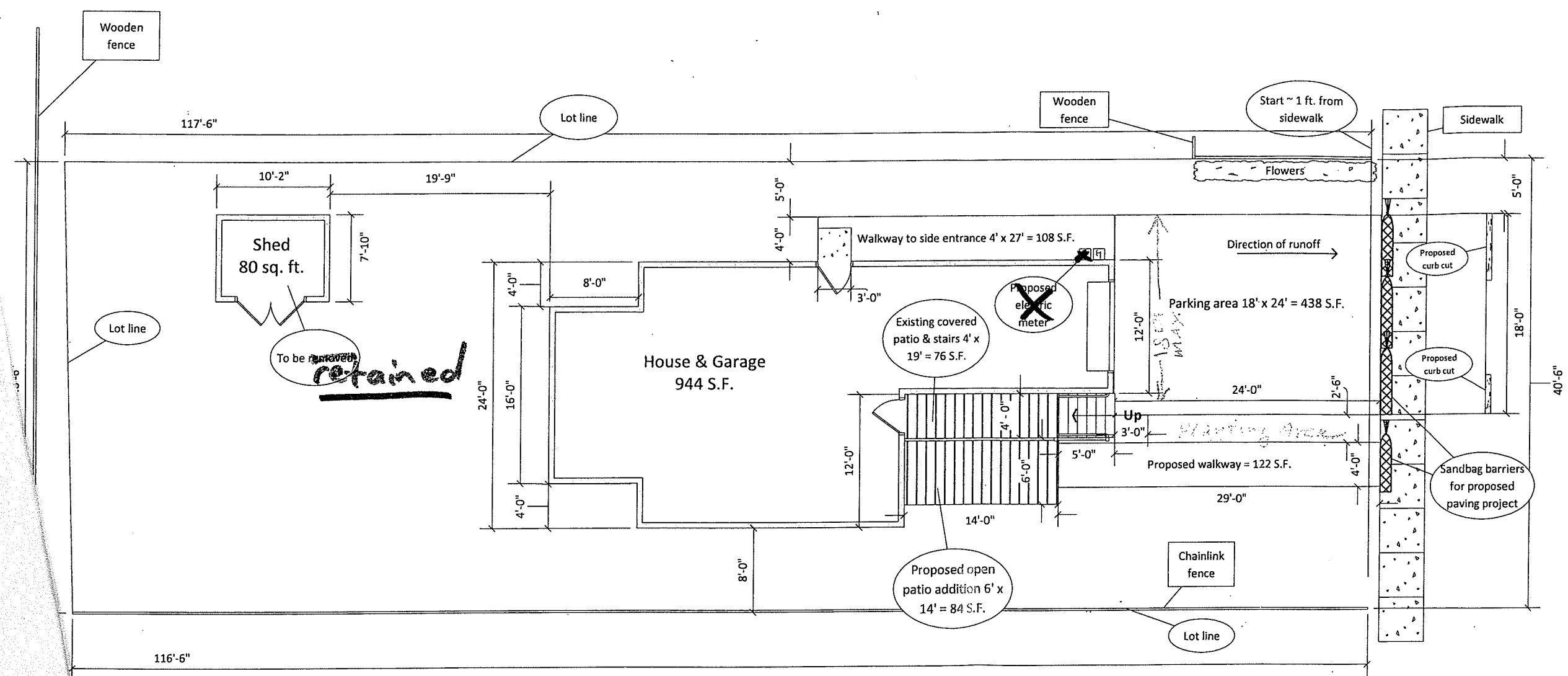


Total House SF = 2256
 $2256 * 30\% = 676.8$ SF
Foot Print: $(24' * 24') + (16' * 8') =$
Less utility room & unfinished storage closet
 $(6' * 9') + (9' * 3') =$
704 SF
81 SF
623 SF
 $623 / 2256 = 27.6\%$

RECEIVED
APR 05 2019
DEPARTMENT OF
PLANNING & ZONING

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 _____
PLANNING & ZONING DEPARTMENT
BURLINGTON, VERMONT
DATE 4/27/13

RECEIVED
 APR 05 2019
 DEPARTMENT OF
 PLANNING & ZONING



115 Hayward St.
 Site Plan
 08/15/13
 Scale: 1" = 10'

Coverage Calculations:
 Lot size: .11 Acres (117' * 40.5') = 4738.5 S.F.
 Lot Coverage: House, Driveway, Walkways & Shed: 1692 S.F.
 Lot Coverage after 80 S.F. shed removal: 1612 S.F.
 Percentage of Lot Coverage: (1592/4738.5) x 100 = 33.6%
 Allowable Coverage: 4738.5 S.F. x 35% = 1658 sq. ft.
 Proposed Patio Addition: 84 S.F. or 1.7%
 Total Lot Coverage after proposed changes: (22.5% + 1.7%) = 24.2%
 35.8
 37.69%

(utilizing bonus provision)

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 _____ DATE 9/26/13
 PLANNING & ZONING DEPARTMENT
 BURLINGTON, VERMONT

As-built Approval 2/10/14

NA

Google Maps 115 Hayward St

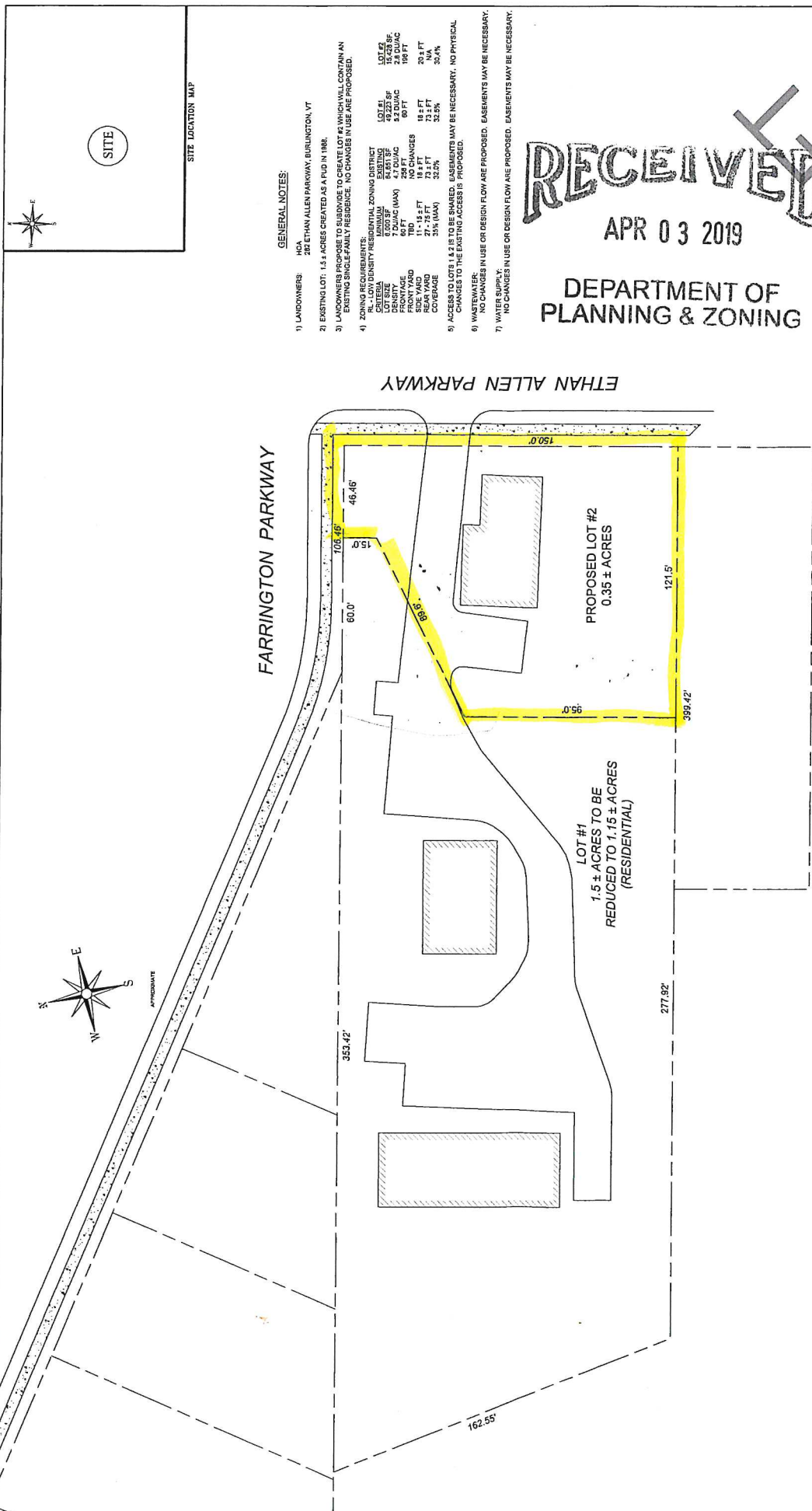


Image capture: Aug 2017 © 2019 Google

Burlington, Vermont

Google

Street View - Aug 2017



SITE LOCATION MAP



GENERAL NOTES:

- 1) LANDOWNERS: HCA 282 ETHAN ALLEN PARKWAY, BURLINGTON, VT
- 2) EXISTING LOT 1.5 ± ACRES CREATED AS A PUD IN 1986.
- 3) LANDOWNER PROPOSES TO SUBDIVIDE TO CREATE LOT #2 WHICH WILL CONTAIN AN EXISTING SINGLE FAMILY RESIDENCE. NO CHANGES IN USE ARE PROPOSED.
- 4) ZONING REQUIREMENTS:

CRITERIA	MINIMUM	LOT #1	LOT #2
LOT SIZE	6,000 SF	64,681 SF	15,028 SF
MINIMUM LOT AREA	6,000 SF	64,681 SF	15,028 SF
FRONT YARD	60 FT	230 FT	50 FT
REAR YARD	NO CHANGES	NO CHANGES	NO CHANGES
FRONT YARD	15 FT	15 FT	15 FT
REAR YARD	27-75 FT	27-75 FT	27-75 FT
COVERAGE	35% (MAX)	32.5%	32.5%
- 5) ACCESS TO LOTS 1 & 2 IS TO BE SHARED. EASEMENTS MAY BE NECESSARY. NO PHYSICAL CHANGES TO THE EXISTING ACCESS IS PROPOSED.
- 6) WASTEWATER: NO CHANGES IN USE OR DESIGN FLOW ARE PROPOSED. EASEMENTS MAY BE NECESSARY.
- 7) WATER SUPPLY: NO CHANGES IN USE OR DESIGN FLOW ARE PROPOSED. EASEMENTS MAY BE NECESSARY.

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PLANNING & ZONING

PROPOSED LOT SUBDIVISION
282 ETHAN ALLEN PARKWAY
BURLINGTON, VERMONT

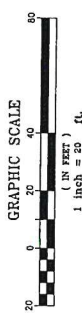
SKETCH PLAN

PINNACLE
ENGINEERING, PLC

189 Maple Drive
Burlington, VT 05401
(802) 742-5960

DATE: 3/1/19
SHEET 1 OF 1

NOTE:
This sketch plan, as presented, is not a final engineering or planning document. It is for informational purposes only. The design and engineering of the project shall be based on the final engineering and planning documents. This sketch plan is not to be used for any other purpose without the written consent of Pinnacle Engineering, PLC.



REFERENCES:
1. A TOWN OF BURLINGTON ZONING MAP, 2015
2. THE VERMONT NATURAL RESOURCES ACT

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PINNACLE ENGINEERING, PLC

Conditional Use Application – Indoor Skatepark

152 Industrial Ave
Burton Snowboards
4/8/19

Description of the Proposed Use

Burton Snowboards currently owns and occupies the 152 Industrial Ave facility. It is currently a mixed-use facility housing a Prototype Shop, Warranty Department, Offices, Photo Studio and Storage. The proposed project is to convert 7800sf of storage space for use an indoor skate park. **There is no work being proposed to the exterior of the building or site.**

Days and Hours of Operation

- Burton: Mon-Fri, 7am to 6pm
- Skatepark: Mon – Sun, 8am to 8pm

Number of Employees

- Burton: 32
- Skatepark: 6

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PLANNING & ZONING

Traffic Generation

Daily Traffic:

- 7 to 9 am, 40 inbound
- 4 to 6 pm, 40 outbound

Throughout the day:

- Weekdays 8 -12 in/out hourly
- Weekends 10 - 15 in/out hourly

Parking Analysis

Parking - Existing		Table 8.1.8-1		
Group	Category	SF	Parking Req	# of spaces
Office	Office	10531	2 per 1000	21
Warranty	Warehouse	2961	1 per 1000	3
Wholesale Showrm	General Merchandise/Retail	8955	2 per 1000	18
Prototype	Manufacturing - Tour Oriented	20920	1.3 per 1000	27
			3 per 1000 devoted to	
Prototype	Manufacturing - Tour Oriented	16126	patron use	48
Photo Studio	Photo Studio	4947	1 per 1000	5
Storage	Warehouse	25998	.35 per 1000	9
Total				132

Parking - Proposed		Table 8.1.8-1		
Group	Category	SF	Parking Req	# of spaces
Talent Skatepark	Health Club	7790	2 per 1000	16
Office	Office	10531	2 per 1000	21
Warranty	Warehouse	2961	1 per 1000	3
Wholesale Showrm	General Merchandise/Retail	8955	2 per 1000	18
Prototype	Manufacturing - Tour Oriented	20920	1.3 per 1000 gfa	27
			3 per 1000 devoted to	
Prototype	Manufacturing - Tour Oriented	16126	patron use	48
Photo Studio	Photo Studio	4947	1 per 1000	5
Storage	Warehouse	18208	.35 per 1000	6
Total				144
Available spaces				182

Conditional Use Application – Indoor Skatepark

152 Industrial Ave
Burton Snowboards
4/8/19

Conditional Use Criteria

The proposed development shall not result in an undue adverse affect on each of the following standards:

1. Existing or planned public facilities are capable of supporting the proposed use in addition the existing uses in the area
 - a. **Response:** The skatepark will have no impact on public facilities.
2. The character of the area affected as defined by the purposes of the zoning district, and specifically stated policies of the municipal development plan
 - a. **Response:** There is currently an outdoor skateboard bowl on the adjacent property. The proposed skatepark is an indoor facility and therefore will not have impact on the character of the area.
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
 - a. **Response:** The skateboard park is an indoor facility and therefore will not have any nuisance impacts. There may be some additional use of the existing skateboard bowl property.
4. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area.
 - a. **Response:** According to the parking calculation, the addition of the indoor skatepark will require 13 additional spaces, which the site can easily accommodate (see parking calculation above).
 - b. **Response:** Traffic generated by the proposed indoor skatepark will be at off-peak hours and therefore will not impact the capacity of roads in the area.
 - c. **Response:** GMTA is located across Industrial Avenue and there is a bus stop located 500' from the property.
5. The utilization of renewable energy resources
 - a. **Response:** There are no proposed changes to the exterior building or site.
6. Any standards or factors set forth in existing City bylaws and city and state ordinances.
 - a. **Response:** NA

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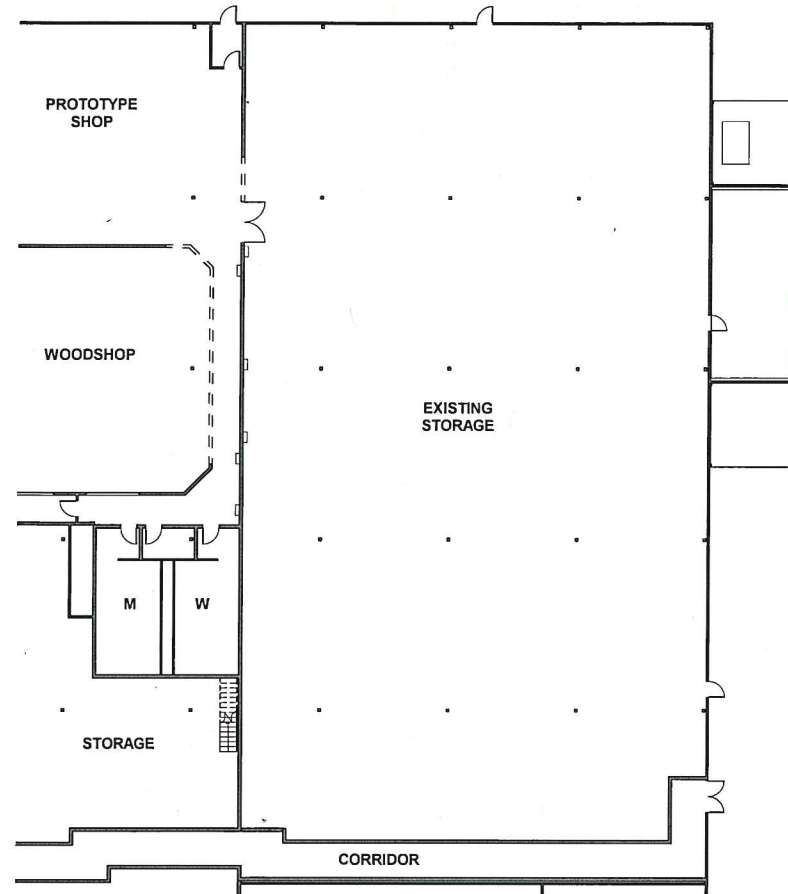


152 INDUSTRIAL PARKWAY AERIAL PHOTO FROM NORTH
(THERE ARE NO PROPOSED CHANGES TO THE EXTERIOR)

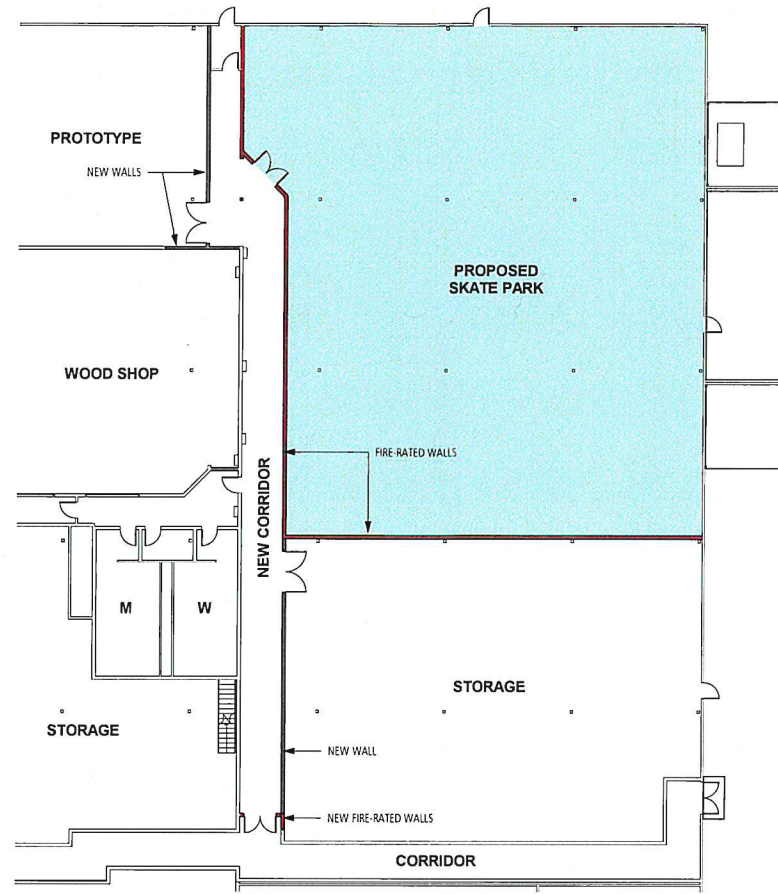
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BURTON SNOWBOARDS
TALENT SKATEPARK
152 INDUSTRIAL PARKWAY
BURLINGTON, VT

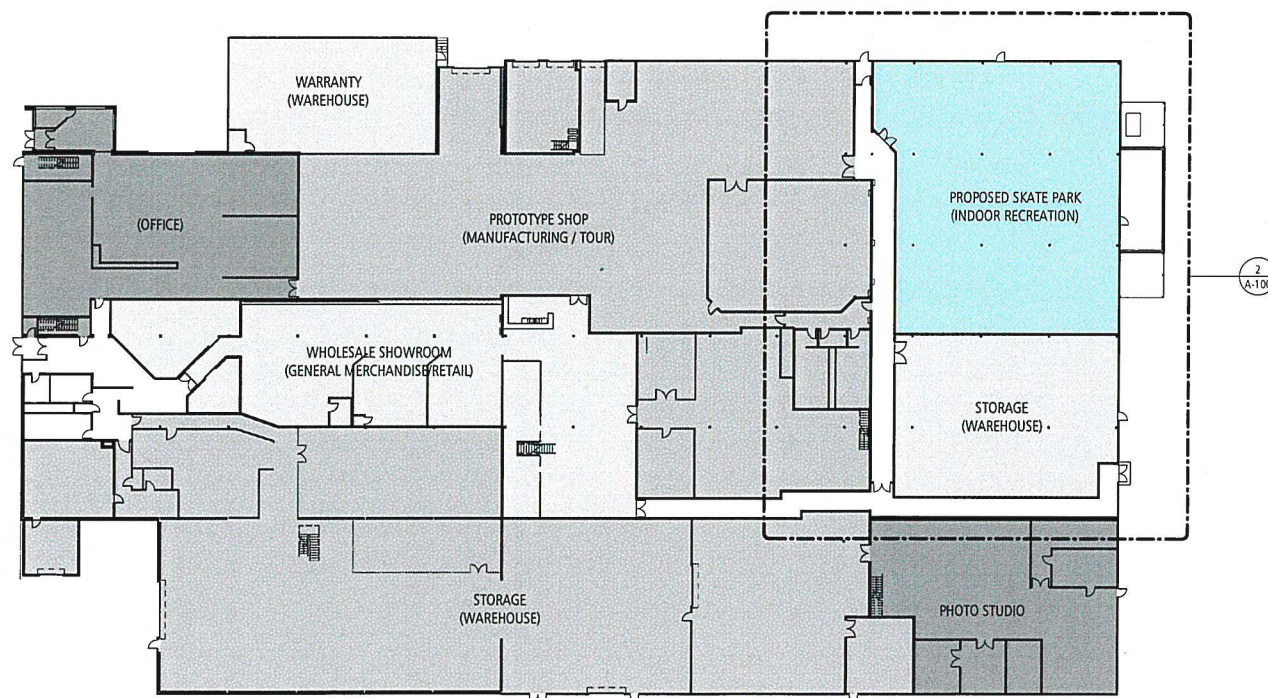
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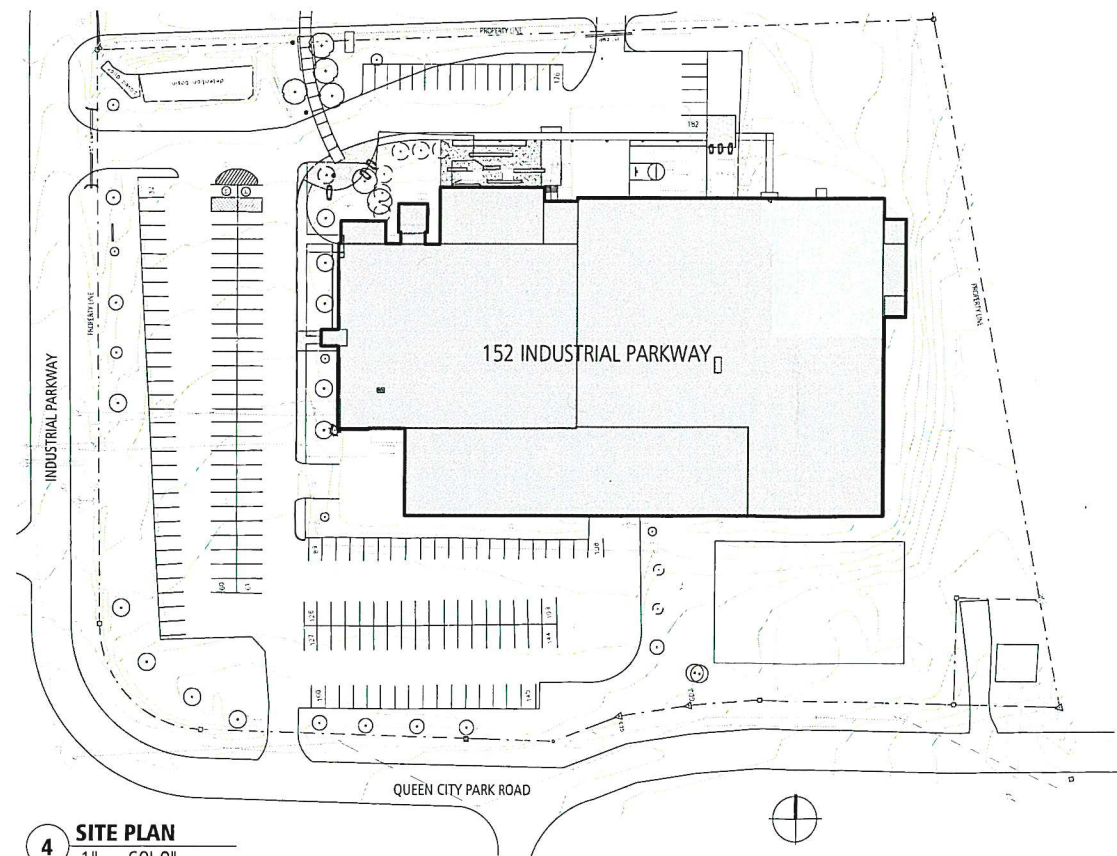
1 PARTIAL FIRST FLOOR - EXISTING
1/16" = 1'-0"



2 PARTIAL FIRST FLOOR - PROPOSED
1/16" = 1'-0"



3 FULL FLOOR PLAN
1" = 30'-0"



4 SITE PLAN
1" = 60'-0"

No.	Description	Date
-----	-------------	------

Burton Snowboards

**TALENT
SKATEPARK**

PERMIT PLANS

Project number:	A2018055
Date:	04/08/19
Drawn by:	TXC
Checked by:	TXC

Department of Planning and Zoning

149 Church Street

Burlington, VT 05401

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

Telephone: (802) 865-7188

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David E. White, FAICP, Director
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Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician



MEMORANDUM

To: Development Review Board
From: Ryan Morrison, Associate Planner
Date: May 7, 2019
RE: 19-0723CU; 115 Hayward Street

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

File: ZP19-0723CU

Location: 115 Hayward Street

Zone: RL **Ward:** 5S

Date application accepted: April 5, 2019

Applicant/ Owner: Wes Paro & Nellie Asatryan

Parking District: Neighborhood

Request: To convert an accessory dwelling unit into a one-room bed and breakfast use within the existing single family residence.



Applicable Regulations:

Appendix A (Use Table – All Zoning Districts), Article 3 (Applications, Permits, and Project Reviews), Article 8 (Parking)

Background:

- **Zoning Permit 99-063**; install a shed in the rear yard. Approved 8/3/98.
- **Zoning Permit 06-340CA**; replacement windows. Approved 11/9/05.
- **Zoning Permit 14-0209CA**; create an accessory apartment. Approved 9/27/13.
- **Zoning Permit 14-0210CA**; replacement siding, install an A/C unit, replacement windows, modify driveway and walkway, extend the front deck, remove shed, and install an electric meter. Approved 9/26/13.

Overview:

The applicant proposes to convert a previously approved accessory dwelling unit into a one bedroom short term, bed and breakfast rental within the existing single family home. The 3-bedroom home was constructed in 1985.

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

I. Findings

Appendix A: Use Table – All Zoning Districts

Bed and Breakfast is a Conditional Use in the RL zoning district. Footnotes 4 & 6 of Appendix A apply to bed and breakfasts. Footnote #4 states: “*No more than 5 rooms permitted to be let in any district where bed and breakfast is a conditional use. No more than 3 rooms permitted to be let in the RL district.*” Footnote #6 states: “*Must be owner-occupied.*” The applicant proposes to rent out 1 bedroom within the 3-bedroom home as a bed and breakfast use. The owner currently resides on the property. **Affirmative finding.**

Article 3: Applications, Permits and Project Reviews

Part 5: Conditional Use and Major Impact Review

Section 3.5.6 Review Criteria

(a) Conditional Use Review Standards

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

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

The proposal will have minimal impact on public utilities, facilities and services. It is possible that a state wastewater permit will be required, and if so, the applicant will be responsible for securing said permit. **Affirmative finding as conditioned.**

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

The property is within an established residential neighborhood and a residential zoning district. The Residential Low Density (RL) zoning district is intended primarily for low-density residential development in the form of single detached dwellings and duplexes. B&Bs have the potential for up to 3 rooms in the underlying zoning district. The

proposal should result in little to no change in traffic and circulation impacts. The B&B is accessory to the single family home, which is consistent with the intent of the zoning district. **Affirmative finding.**

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

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

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

This parcel is located on Hayward Street, a residentially developed street. The driveway and garage combination provides adequate space to accommodate the 3 required parking spaces. Three parking spaces were also required for the accessory dwelling unit approval in 2013. This change of use presents the same parking requirement and configuration. It is expected that the B&B use will generate one additional vehicle to the property when occupied. There are transit stops within walking distance at the intersections of Pine Street and Howard Street, and at Pine Street and Locust Street. A sidewalk exists on the east side of the street, opposite of the subject property. The proposal is not expected to create adverse impacts on the existing transportation system. **Affirmative finding.**

5. *The utilization of renewable energy resources;*

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

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

The application and resultant change in use will be required to meet all bylaws and city and state ordinances in effect. Specific to the proposed use, the applicant will have to ensure compliance with state regulations regarding short-term B&B type rentals, including but not limited to payment of required rooms and meals taxes. **Affirmative finding as conditioned.**

(c) Conditions of Approval

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

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

Not applicable. No changes to the site are proposed.

2. *Time limits for construction.*
Not applicable. There is no construction proposed.
3. *Hours of operation and/or construction to reduce the impact on surrounding properties.*
It is recommended that guest check-ins be limited to 7:00 am – 10:00 pm to minimize noise, traffic, and neighborhood nuisances. **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,*
There are no enlargements or alterations proposed. However, should the applicant wish to add an additional B&B room(s), the change will require review and permitting under regulations in effect at that time. **Affirmative finding as conditioned.**
and
5. *Such additional reasonable performance standards, conditions and safeguards as it may deem necessary to implement the purposes of this chapter and the zoning regulations.*
None identified.

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements

In the Neighborhood Parking District, single family uses require 2 parking spaces per unit. B&Bs require 1 parking space per room. A total of 3 off-street parking spaces will be required. The driveway/garage combination provides 3 off-street parking spaces. The same parking configuration was accepted as part of the accessory dwelling unit that was approved in 2013, under ZP14-0209CA. **Affirmative finding.**

II. Conditions of Approval

1. This approval is for a 1-room Bed and Breakfast use, in association with the single family dwelling. The applicant will allow Code Enforcement to periodically confirm that the use is limited to the one bedroom rental limitation. This may include review of web-based advertising, posted guest comments, or response to neighborhood complaint.
2. The subject property must be, and remain, owner occupied as long as the B&B use remains in operation.
3. It is recommended that guest check-ins be limited to 7:00 am – 10:00 pm to minimize noise, traffic, and neighborhood nuisance.
4. All guest parking shall be on-site and off-street.
5. The applicant will have to ensure compliance with state regulations regarding short-term B&B type rentals, including but not limited to payment of required rooms and meals taxes.
6. Any additional B&B room, or physical alteration, will require a new zoning permit, subject to regulations in effect at the time of permit application submittal.
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. The applicant/property owner shall secure a state wastewater permit, should one be required for the proposal.
9. Standard Permit Conditions 1-15.

Department of Planning and Zoning

149 Church Street

Burlington, VT 05401

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Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician



MEMORANDUM

To: Development Review Board
From: Ryan Morrison, Associate Planner
Date: May 7, 2019
RE: ZP19-0731CU 152 Industrial Parkway

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.

Project Number: ZP19-0731CU (152 Industrial Parkway)

Zone: ELM **Ward:** 5S

Date application accepted: April 9, 2019

Applicant/ Owner: David Epstein (TruexCullins) / Burton Corporation

Request: Convert 7,800 of storage space within the existing mixed use facility to an indoor skate park. No exterior renovations or site changes are proposed.

Background:

- **Zoning Permit 94-202;** install a non-illuminated freestanding sign. November, 1993.
- **Zoning Permit 98-588;** install a temporary trailer for office space in the existing parking lot. June, 1998.
- **Zoning Permit 99-059;** increase the height of an existing smoke stack from 28' to 55'. August, 1998.
- **Zoning Permit 02-209;** add two new egress doors and replace another, add a new awning, add a new gate into the service yard, and demolish an existing garage. November, 2001.
- **Zoning Permit 10-1029CA;** new side entry, new windows, doors, stairs, ramp, and 4 rooftop HVAC units. June, 2010.
- **Zoning Permit 11-0369CA;** façade and entryway alterations and associated site work. October, 2010.
- **Zoning Permit 11-0653CA;** install an exhaust stack on the roof. March, 2011.
- **Zoning Permit 12-0206CA;** change the use of a portion of the building to a wholesale showroom, construct new entry canopy, and install new wood siding. August, 2011.
- **Zoning Permit 12-0737CA;** reconfigure parking lot. March, 2012.
- **Zoning Permit 13-0340CA;** construct walls and roof over existing footbridge between 80 and 152 Industrial Pkwy. September, 2012.

- **Zoning Permit 14-1053CA**; install new HVAC on roof. May, 2014.
- **Zoning Permit 16-0529CA**; place ‘Rusty Ball’ sculpture on front lawn. November, 2015.
- **Zoning Permit 17-0049SN**; install 3 signs. July, 2016.
- **Non-Applicability of Zoning Permit Requirements 18-0201NA**; resurface parking lot entry drive. August, 2017.

Overview: Burton Snowboards proposes to convert an existing storage area within the ~90,400 sf mixed use facility into an indoor skate park. No exterior building or site alterations are proposed. Given the size of the space and the activity, the proposal falls under the use category of a ‘Health Club’, which is a Conditional Use within the ELM zoning district, and is therefore, subject to DRB review. See definition of ‘Health Club’ below, under Article 13.

Recommended motion: Conditional Use approval of the application, per the following findings and conditions:

I. Findings

Article 2: Administrative Mechanisms

Section 2.7.8 Withhold Permit

Per this standard, the applicant is required to close out all zoning permits issued after July 13, 1989 prior to issuance of a Certificate of Occupancy for this permit. One permit (ZP17-0049SN) has not been issued a Certificate of Occupancy. Prior to receiving a Certificate of Occupancy for this zoning permit, ZP17-0049SN will need to be closed out. **Affirmative finding as conditioned.**

Article 3: Applications, Permits, and Project Reviews

Part 3: Impacts Fees

Section 3.3.2 Applicability

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

Based on a change in use of 7,800 sf of storage space to the skate park (Health Club use), the following is an estimate of Impact Fees:

<u>Industrial</u>		<u>Offices & Other</u>		Difference
Rate	Fee	Rate	Fee	
0.262	2,043.60	0.676	5,272.80	3,229.20
0.196	1,528.80	0.199	1,552.20	23.40
0.351	2,737.80	0.351	2,737.80	0.00
0.422	3,291.60	0.418	3,260.40	0.00
0.000	0.00	0.000	0.00	0.00
0.000	0.00	0.000	0.00	0.00
1.231	\$ 9,601.80	1.644	\$ 12,823.20	\$3,252.60

Section 3.3.8 Time and Place of Payment

Impact fees must be paid to the city's chief administrative officer/city treasurer according to the following schedule:

(b) Existing buildings: Impact fees must be paid prior to issuance of a zoning permit, or if a building permit is required, within thirty (30) days of issuance of the building permit.

Affirmative finding as conditioned.

Part 5: Conditional Use and Major Impact Review

(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 change of use within the existing mixed use facility is categorized as a conditional use in the underlying zone. The supporting narrative defines no conflict with existing or planned public utilities, facilities or services. It is possible that a state wastewater permit will be required, and if so, the applicant will be responsible for securing said permit. **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;*

Burton Corporation owns the adjacent property at 80 Industrial Park. The applicant notes that there is an outdoor skate park on that property and that the proposed indoor skate park will not have a negative impact on the surrounding area. With the indoor skate park being open to the public, the possibility of additional traffic is likely, however, given the industrial nature of the neighborhood, combined with there being no residentially zoned properties on the street, negative impacts to the character of the area are not anticipated.

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;*

Due to the skate park locating entirely indoors, there are no adverse impacts anticipated.

Affirmative finding.

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

The proposed use is locating in an existing mixed-use building within the Enterprise-Light Manufacturing zoning district. Existing roadways/arterials will not change. Onsite

parking will be more than adequate. In Article 8 below, parking has been calculated to require 99 spaces. Existing onsite parking totals 182 spaces.

While the skate park hours of operation will run between 8:00 am to 8:00 pm, the applicant notes that traffic generated will occur mostly during off-peak hours. GMTA is located across Industrial Parkway and there is a bus stop located 500 feet from the property. Given the slight increase in employee count, and that traffic created by the proposed use will generally occur during off-peak hours, notable transportation impacts are not expected. **Affirmative finding.**

5. *The utilization of renewable energy resources;*
Nothing within the application prevents the use of wind, solar, water, geothermal or other renewable energy resource. **Affirmative finding.**
and;
6. *Any standards or factors set forth in existing City bylaws and city and state ordinances.*
It is the applicant's responsibility to secure any required additional state or city permits. It is possible that a State Stormwater Permit will be required. **Affirmative finding as conditioned.**

(c) Conditions of Approval

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

1. *Mitigation measures, including but not limited to screening, landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area;*
Not applicable. No exterior changes to the building or to the site are proposed.
Affirmative finding.
2. *Time limits for construction.*
There is a three-year time frame to complete the project. **Affirmative finding.**
3. *Hours of operation and/or construction to reduce the impact on surrounding properties.*
Construction activities shall be limited to 7:00 am to 6:00 pm, Monday through Saturday. There shall be no construction on Sundays. Skate park hours of operation are planned to be between 8:00 am to 8:00 pm, Monday through 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,*
Any application for enlargement or expansion shall be viewed under the regulations in effect at the time of submittal. **Affirmative finding as conditioned.**
and
5. *Such additional reasonable performance standards, conditions and safeguards as it may deem necessary to implement the purposes of this chapter and the zoning regulations.*

This remains at the discretion of the Board.

Article 4: Zoning Maps and Districts

Sec. 4.4.3 Enterprise Districts

(a) Purpose:

The 2 Enterprise districts as illustrated in Map 4.4.3-1 are described as follows:

*The **Light Manufacturing (E-LM)** district is the primary commercial/industrial center of Burlington, and is intended primarily to accommodate enterprises engaged in the manufacturing, processing, distribution, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment without potential conflicts from interspersed residential uses. Other accessory commercial uses are allowed to support a wide range of services and employment opportunities. This district is intended to ensure that sufficient land area is appropriately designated within the city to provide an adequate and diversified economic base that will facilitate high-density job creation and retention. This district is primarily intended to provide for industrial uses suitable for location in areas of proximity to residential development. Development is intended to respect interspersed historic industrial buildings, and reflect the industrial aesthetic of the district's past. Parking is intended to be hidden within, behind, or to the side of structures.*

'Health Club' is specifically listed as a conditional use in the ELM zoning district. Such a use requires Development Review Board review and approval. **Affirmative finding.**

Table 4.4.3 -1 Dimensional Standards and Density

Districts	Max. Intensity (floor area ratio ¹)	Max. Lot Coverage ¹	Minimum Building Setbacks ¹ (feet)			Max. Height ¹ (feet)
			Front	Side	Rear ³	
Light Manufacturing	2.0 FAR	80%	5 min	0 ²	10% ²	45'
152 Industrial Parkway	No change	No change	No change	No change	No change	No change

1 – Floor area ratio is further described in Art 5. Measurement of and exceptions to coverage, setback, and height standards are found in Art 5. Actual maximum build out potential may be reduced by site plan and architectural design considerations of Art 6.

2 – Structures shall be setback a minimum of 25-feet along any zoning district boundary line that abuts a residential zoning district. Lots of record existing as of September 9, 2015 that are split by enterprise and residential zones are exempt from this district boundary setback.

3 – Percentage of the lot depth.

Affirmative finding.

(c) Permitted and Conditional Uses:

The principal land uses that may be permitted, or conditionally permitted pursuant to the requirements of Article 3, within the Enterprise districts shall be as defined in Appendix A – Use Table.

‘Health Club’ is identified in Appendix A – Use Table as a conditional use. As a result, Development Review Board review and approval is required.

(d) District Specific Regulations:

1. Convenience Stores. Not applicable.

Article 7: Signs

New signage is not incorporated into this application. A separate sign permit will be required for any new signage. **Affirmative finding as conditioned.**

Article 8: Parking

The applicant has provided a parking analysis that breaks down each individual aspect of the building. These include office space, warehouse space, general merchandise/retail space, manufacturing – tour oriented space, and photo studio space. However, the overall building, including the associated uses within, has been considered as a manufacturing facility throughout its permitting history. A change of use permit was issued in 2011 (ZP12-0206CA) that converted a portion of the building to a wholesale showroom. Under that permit, parking assessed two different uses: the manufacturing use and the wholesale showroom use. Parking was confirmed as adequate for each use. The current application, proposes to convert 7,800 sf of storage space into a skate park (Health Club use), and as a result, parking requirements pertaining to the ‘Health Club’ use will apply. Therefore, under this current permit, Planning and Zoning considers there to be three different uses within the building.

As per Table 8.1.8-1 – Minimum Off-Street Parking Requirements, the following parking requirements apply:

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Share Use Districts		
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
	Parking Requirement	Size	Required # of Spaces
Manufacturing	1	71,038	71
Wholesale Sales	1	11,600	12
Health Club	2	7,800	16
TOTAL			99

Based on the area of the three different uses in the facility, a total of 99 parking spaces are required. The site plan indicates 182 onsite parking spaces. **Affirmative finding.**

Article 13: Definitions

Health Club: An indoor facility, between 5,000 and 20,000 square feet in size, with or without seating for spectators, and providing accommodations for a variety of individual, organized, or franchised sports, including but not limited to basketball, ice hockey, wrestling, soccer, tennis, volleyball, racquetball, laser tag, paint ball, miniature golf, or handball. Such facility may also provide other regular organized or franchised events, health and fitness club facilities, swimming pool, climbing wall, snack bar, restaurant, retail sales of related sports, health or fitness items, and other support facilities. Said establishment may or may not include membership.

Given the size of the skate park (7,800 sf), it is categorized as a ‘Health Club’. ‘Indoor Recreation’ is predicated on a size of at least 20,000 sf and does not apply to this proposal.

Affirmative finding.

II. Conditions of Approval

1. Per **Section 2.7.8, Withhold Permit**, all zoning permits issued after July 13, 1989 must be closed out (issued a Certificate of Occupancy) prior to issuance of a Final Certificate of Occupancy for this permit. See attached permit list. Upon expiration of this new zoning permit, no additional zoning permits may be issued until it, and all prior zoning permits, have been closed out with final certificate(s) of occupancy. It is recommended that certificates of occupancy for the old zoning permits be sought prior to seeking a certificate of occupancy for the new zoning permit.
2. **Within 30 days of issuance of the building permit**, impact fees based on the net square footage of the converted building area shall be paid to the Department of Planning & Zoning or to the Clerk / Treasurer’s Office.

<u>Industrial</u>		<u>Offices & Other</u>		Difference
Rate	Fee	Rate	Fee	
0.262	2,043.60	0.676	5,272.80	3,229.20
0.196	1,528.80	0.199	1,552.20	23.40
0.351	2,737.80	0.351	2,737.80	0.00
0.422	3,291.60	0.418	3,260.40	0.00
0.000	0.00	0.000	0.00	0.00
0.000	0.00	0.000	0.00	0.00
1.231	\$9,601.80	1.644	\$12,823.20	\$3,252.60 DUE

3. Any new signage will require separate permitting.

4. Unless specifically altered by the DRB, construction activities shall be limited to 7:00 am to 6:00 pm, Monday through Saturday. There shall be no construction on Sundays.
5. All development 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.
6. The applicant/property owner shall secure a state wastewater permit, should one be required for the proposal.
7. Any application for enlargement or expansion shall be viewed under the regulations in effect at the time of submittal.
8. Standard Permit Conditions 1-15.

Department of Planning and Zoning

149 Church Street

Burlington, VT 05401

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

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Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician



TO: Development Review Board
FROM: Ryan Morrison, Associate Planner
DATE: May 7, 2019
RE: 19-0718SD; 282 Ethan Allen Parkway

=====

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

Zone: RL Ward: 7N

Owner/Representative: Fenwick Court Association, LLC / Golden Rule Investments, LLC

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

Applicable Regulations:

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

Background Information:

The applicant has applied for a combined preliminary and final plat approval to subdivide an existing lot into two lots. The application amounts to an amendment of the 1987 PRD (now PUD) that was approved in the creation of a new fourplex and a new duplex building on the property, as well as the change of use of an existing duplex (at the time) to a single family residence (87-047). The 64,379 sq ft property contains three buildings: a single family residence that will locate on Lot 2 (0.35 acres: 15,428 sf), and a duplex and a fourplex that will both locate on Lot 1 (1.15 acres: 49,223 sf). No development is proposed in conjunction with this subdivision request.

The proposal has been forwarded to the City Engineer's office, to the Burlington Fire Marshal, to the Director of the Parks & Recreation Department, to Burlington Electric, and to the Burlington School District as required. The Fire Marshall provided a response and has no specific comments with the proposal, and noted that any future construction will have to comply with the adopted fire and life safety codes of the State of Vermont and City of Burlington at the time of construction. No other comments have been received. Should comments be received prior to DRB action, they will be considered as necessary.

Previous zoning actions for this property are noted below.

- **Zoning Permit;** erect a 24' x 40' two-story duplex. Approved April 13, 1977.

The programs and services of the City of Burlington are accessible to people with disabilities. For accessibility information call 865-7188 (for TTY users 865-7142).

- **Zoning Permit 86-530**; renovate existing duplex including a decrease from 2 units to 1 unit, renovate existing garage to one unit, construct 6 detached townhouse units, seven parking spaces to be structured (carports). Approved November 6, 1986.
- **Zoning Permit 87-047**; construction of a fourplex and a duplex, plus conversion of existing duplex to a single family residence, under PRD regulations. Approved February 26, 1987.
- **Zoning Permit 13-0399CA**; replace patio door and windows. Approved October 8, 2012.
- **Zoning Permit 14-0434CA**; replace door. Approved October 7, 2013.
- **Zoning Permit 16-0388CA**; replace patio door. Approved October 2, 2015.
- **Zoning Permit 16-0458CA**; replace windows and a door. Approved October 26, 2015.
- **Zoning Permit 16-0519CA**; replacement windows. Approved November 2, 2015.
- **Zoning Permit 16-1251CA**; replace windows, deck boards, and a door. Approved May 16, 2016.
- **Zoning Permit 17-1275CA**; replacement window. Approved June 19, 2017.

Recommendation: **Preliminary and Final Subdivision Denial** as per the following findings:

I. Findings

Article 4: Zoning Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(1) Residential Low Density (RL)

The RL district is intended primarily for low-density residential development in the form of single detached dwellings and duplexes. The district is typically characterized by a compact and cohesive residential development pattern of the respective neighborhood's development history. The property is located in the RL zone. The subdivision will result in the existing single family residence situating on Lot 2, and Lot 1 will contain a duplex and a fourplex. While duplexes are conditional uses in the RL zoning district, multifamily dwellings (3 or more units) are not currently permitted in the underlying zone. However, under Planned Residential Development regulations in the 1980s, the property was able to obtain permits to construct the duplex and the fourplex, in addition to the existing duplex (which happened to convert to a single family use under the same zoning permit). Assessor's records indicate that both the duplex and the fourplex were built in 1990, and the single family structure (current) was built in 1930. As noted below, density requirements for the existing uses on each lot will conform to density requirements.

Affirmative finding

(b) Dimensional Standards & Density

Because of the PUD status, dimensional requirements apply to the property as a whole, not as individual parcels. Multi-family attached dwellings are also permissible. So technically, the density, lot frontage, lot coverage, and setback requirements of this section would not apply in respect to the placement of the new lot line. **Affirmative finding**

(c) Permitted & Conditional Uses

No new construction is included in this proposal. Single family dwellings are permitted uses in the RL zone, while duplexes are conditional uses. Multifamily uses are not permitted in the underlying zone. However, under ZP87-047, the existing fourplex, along with the duplex and the converted duplex-to-single family residence, was approved according to PRD regulations in effect at the time. No changes are proposed to any existing use. **Affirmative finding**

(d) District Specific Regulations

1. Setbacks

A. Encroachment for Residential Driveways

Not applicable.

B. Encroachment into the Waterfront Setback

Not applicable.

2. Height

A. Exceptions in the Waterfront RM District

Not applicable.

3. Lot Coverage

A. Exceptions for Accessory Residential Features

Not applicable.

4. Accessory Residential Structures and Uses

Not applicable.

5. Residential Density

Not applicable.

6. Uses

Not applicable.

7. Residential Development Bonuses

Not applicable.

Article 5: Citywide General Regulations

Sec. 5.2.2, Required Frontage of Access

The existing lot has 150 ft of frontage on Ethan Allen Parkway, and 106.46 ft of frontage along Farrington Parkway. After the subdivision, Lot 1 will have 60 ft of frontage on Farrington Parkway, and Lot 2 will have 150 ft of frontage on Ethan Allen Parkway and 46.46 ft of frontage on Farrington Parkway. **Affirmative finding**

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable. The existing lot is 1.5 acres (less than 2 acres).

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.5 (b) above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

Not applicable.

Sec. 5.5.3, Stormwater and Erosion Control

Not applicable.

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

(a) Protection of important natural features

The subdivision itself will have no impact on important natural features. **Affirmative finding**

(b) Block size and arrangement

Not applicable.

(c) Arrangement of Lots

Lots in this stretch of Ethan Allen Pkwy are not entirely uniform, but are generally rectangular in shape. Nearby lots range in size from 10,000 sf (approx.) to 45,000 sf (approx.).

While the existing property is larger in comparison with other nearby properties, it is rectangular in shape and maintains a sense of similarity of lot arrangements in this stretch of Ethan Allen Pkwy. The proposed subdivision line would keep the Ethan Allen Pkwy frontage the same, but would disrupt the rectangular lot layout, which, again, is the more common shape of lots in the area. However, few nearby lots are exactly rectangular in shape, and therefore, a consistent arrangement of lots does not exist.

Interior lot lines extending from a street should be perpendicular or radial to the street right-of-way line to the greatest extent possible.

While as a PUD, there is flexibility as to lot size, density, and setbacks, lot line configuration must continue to adhere to this standard. The proposed lot line is not perpendicular to either Ethan Allen Pkwy or Farrington Pkwy. The new line juts in perpendicularly from Farrington

Pkwy for 15 ft, then turns diagonally to the southwest. Such un-perpendicular lines conflict with this requirement, thus staff's adverse finding for this section. Staff has suggested to the applicant that a more fitting lot line configuration, that could comply with this section, would be to put it perpendicular to Ethan Allen Pkwy, moving westward a distance far enough to then turn to the south, thus creating the rear property line for Lot 2 – see staff's attached rendering. This layout could create a situation where: the side and rear yard setbacks for the single family residence are compliant to the new lot line, where both lots have the minimum 60 ft of frontage on a public street, and where both lots share the existing driveway. **Adverse finding**

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

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

Article 10: Subdivision Review

Sec. 10.1.7, Combined Preliminary and Final Plat

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

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

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

Sec. 10.1.9, Final Plat Review

(a) Final Plat and Construction Detail Submission Requirements

6. Final Plat Specifications

This criterion requires that the final plat plan be drawn at a scale of 1" = 40', and be on sheets sized 24" x 36" with one inch margins on three sides and a two inch margin on the side to be bound. The final plat plan will need to meet these scale and margin size requirements.

Affirmative finding as conditioned

(d) Review Criteria

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

See Article 4 of these findings.

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

See Article 5 of these findings.

4. *The land division and site development principles and design standards in Article 6.*
See Article 6 of these findings.

Sec. 10.1.11, Recording of Final Plats

(a) Certifications and Endorsement

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

Article 11: Planned Development

Part 1 – Planned Unit Development

Sec. 11.1.4 Modification of Regulations

With the approval of the DRB after a public hearing, the following modifications of the requirements of the underlying zoning may be altered within a planned unit development:

- *density, frontage, lot coverage, and setback requirements may be met as calculated across the entire project rather than on an individual lot-by-lot basis;*
- *required setbacks may apply only to the periphery of the project rather than on an individual lot-by-lot basis;*
- *more than one principal use and more than one principal structure may be permitted on a single lot; and*
- *buildings may be of varied types including single detached, attached, duplex or apartment construction.*

As noted above, the density, frontage, lot coverage, and setback requirements of Sec. 4.4.5 (b) do not apply to this amended PUD, meaning the placement of a new lot line can be flexible in this regard. However, Sec. 6.1.2 (c) (above) does still apply and requires that lot lines be perpendicular to street right-of-ways. **Affirmative finding**

II. Reason for Denial

The new lot line is in conflict with Sec. 6.1.2 (c) as it is not perpendicular to the street right-of-way line to the greatest extent possible.

Alternatively, in the event that the DRB approves the application, the following conditions are recommended:

1. **Within 180 days of the date of final approval**, the subdivision plat mylar, with all applicable endorsement signatures, shall be filed with the City Clerk per Sec. 10.1.11 of the Comprehensive Development Ordinance. Failure to do so shall render void the final plat approval.
2. **Prior to filing the mylar** in the city land records, the subdivision plat shall be revised to reflect the following:
 - a. Sheet size of 24" x 36" with one-inch margins on three sides and a two-inch margin on the side to be bound.
 - b. A scale of 1" = 40'.

- c. All certifications and endorsements as required under Sec. 10.1.11 (a) shall be included on the face of the subdivision. All signature blocks shall be signed by the appropriate party prior to recording the mylar.
- 3. No new construction is included in this subdivision approval.
- 4. Standard permit conditions 1-15.

Department of Planning and Zoning

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Ryan Morrison, Associate Planner
Layne Darfler, Planning Technician
Shaleigh Draper, Zoning Clerk*



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Principal Planner
Date: May 3, 2019
RE: ZP19-0708CA; 247-249 Pearl 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.

The applicant for 247-249 Pearl Street has requested to withdraw their application. In an email received 5.3.2019, the applicant requested cancellation of the request to amend the previously approved Parking Management Plan.

Burlington Development Review Board

149 Church Street, City Hall
Burlington, VT 05401

www.burlingtonvt.gov/pz/DRB

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Brad Rabinowitz
AJ LaRosa
Austin Hart
Springer Harris
Geoff Hand
Alexandra Zipparo
Zoraya Hightower
Jim Drummond, (Alternate)
Ravi Venkataraman, (Alternate)



BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday May 7th, 2019, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT Draft Minutes

Board Members Present: B. Rabinowitz, A. LaRosa, A. Hart, G. Hand, A. Zipparo, Z. Hightower,

Board Members Absent: S. Harris, J. Drummond(Alt.), R. Venkataraman (Alt.)

Staff Present: Scott Gustin, Ryan Morrison, Layne Darfler

I. Agenda

B. Rabinowitz: Pearl St has requested to withdraw their application

B. Rabinowitz: Hayward St item has been recommended to move to the consent agenda, so we will review as consent unless any public wishes to speak.

II. Communications

None

III. Minutes

B. Rabinowitz: Minutes from the April 16th meeting will be discussed at the upcoming deliberation

IV. Consent

1. 19-0695CA; 8 College St (RCO) City of Burlington- Public Works

Bike path rehabilitation project, Phase 3A (Project Manager: Scott Gustin)

G. Hand Recused

B. Rabinowitz: Has the applicant received and reviewed the staff comments? Do you have any questions?

None

B. Rabinowitz: Do any members of the Board object to this item remaining as consent?

None

B. Rabinowitz: Any public present wish to speak about this project?

None

A. LaRosa: explain proposed changes from Oakledge to Home Ave and turn off of Home Ave.

J. Adams-Kollitz: discussed path location and intersection of Home Ave and Austin Drive being on street and on right of way. Intersecting Home Ave on east side away from Industrial Ave

A. Hart: Motion to approve and adopt staff findings and recommendations

A. Zipparo: Seconds the motion

4-0-0

2. 19-0708CA; 247-249 Pearl St (RH, Ward 8E) 247 Pearl Street LLC

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

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Amendment to parking management plan (ZP14-0884CA/MA). Proposed opening of 10 spaces to public use during the hours of 9am-6pm, Monday through Friday.
(Project Manager: Mary O'Neil)

Withdrawn

V. Public Hearing

- 1. 19-0723CU; 115 Hayward St (RL, Ward 5S) Wes Paro and Nellie Asatryan**
Convert existing Accessory Dwelling Unit into a one bedroom bed and breakfast
(Project Manager: Ryan Morrison)

B. Rabinowitz: Recommend treating under consent. Has the applicant received and reviewed the staff comments? Do you have any questions?

W. Paro: concern about consistency with language

B. Rabinowitz: open as public hearing, discussed language discrepancies; we will look to make that correction with those findings

B. Rabinowitz: Do any members of the Board object to this item remaining as consent?

None

B. Rabinowitz: Any public present wish to speak about this project?

None

B. Rabinowitz: Closed the public hearing

- 2. 19-0718SD; 282 Ethan Allen Parkway (RL, Ward 7N) Golden Rule Investments, LLC**
2-lot Subdivision (Project Manager: Ryan Morrison)

B. Rabinowitz: Staff recommended denial because of the shape of the lot being created.

B. Provost: with your blessing we would like to adopt staff recommendations and ask for approval

B. Rabinowitz: staff response, does this meet with what you were looking for?

R. Morrison: yes square shape, perpendicular with St, setbacks conforming

B. Rabinowitz: no construction as part of this application

B. Provost: Correct

R. Morrison: this was submitted as subdivision but should be recognized as an amendment to that PRD of 1987

B. Rabinowitz: still requires filing a plat

R. Morrison: yes still follows requirements of article 10; PUD will still remain it will just have a new line inside of the PUD

S. Gustin: as a PRD now PUD things such as lot lines and lot coverage does not matter. If you wanted to separate it from the PRD you couldn't do it because the PRD needs 2 acres.

A. LaRosa: that's more of an association contractual decision we're creating a boundary line

A. Hart: setbacks to single family home, the setback rules wouldn't apply the same. They will have to submit a new plat with the lines but it wouldn't need to be reviewed for that.

R. Morrison: Correct

P. Keomanyvanh: appreciate provost presenting idea, condition in favor is that it remains a single family home and want surety to keep that a single family home. Divided driveway is concerning as well. Would like driveway to be divided in the middle.

- A. Hart: respect to lot line in driveway that is a conversation to have with applicants as to how the deed reads.
- B. Provost: there will be cross easements no changes to coming or going.
- B. Rabinowitz: Close public hearing

3. 19-0731CU; 152 Industrial Parkway (ELM, Ward 5S) Burton Corporation

Change of use from storage to health club use (Project Manager: Ryan Morrison)

- M. Fialko-Casey: converting open space in location to Talent Skatepark out of south Burlington.
- B. Rabinowitz: Any signage?
- M. Fialko-Casey: combined signage to come in the future; no exterior changes to the façade.
- A. LaRosa: is Burton the only use in there now?
- M. Fialko-Casey: when Burton bought the bldg. in 2006 it was largely occupied by General Dynamics; 2012 they left the property so it is just Burton now
- A. Hart: is there an outdoor skatepark now
- M. Fialko-Casey: yes outdoor skatepark
- D. Epstein: they are on 80 Industrial Pkwy
- B. Rabinowitz: Closed the public hearing

VI. Adjournment 5:40

The meeting adjourned at 5:40 PM

Bradford L. Rabinowitz, Chair of Development Review Board

Date

Layne Darfler, Planning Technician

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.

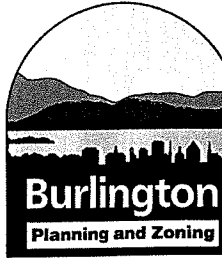
Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Planning and Zoning office is considered public and cannot be kept confidential. This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/pz/drbb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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Burlington Development Review Board

149 Church Street, City Hall
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BURLINGTON DEVELOPMENT REVIEW BOARD Tuesday May 7th, 2019, 5:00 PM Contois Auditorium, City Hall, 149 Church St, Burlington, VT Minutes

Board Members Present: B. Rabinowitz, A. LaRosa, A. Hart, G. Hand, A. Zipparo, Z. Hightower,
Board Members Absent: S. Harris, J. Drummond(Alt.), R. Venkataraman (Alt.)
Staff Present: Scott Gustin, Ryan Morrison, Layne Darfler

I. Agenda

B. Rabinowitz: Pearl St has requested to withdraw their application
B. Rabinowitz: Hayward St item has been recommended to move to the consent agenda, so we will review as consent unless any public wishes to speak.

II. Communications

None

III. Minutes

B. Rabinowitz: Minutes from the April 16th meeting will be discussed at the upcoming deliberation

IV. Consent

1. 19-0695CA; 8 College St (RCO) City of Burlington- Public Works Bike path rehabilitation project, Phase 3A (Project Manager: Scott Gustin)

G. Hand Recused

B. Rabinowitz: Has the applicant received and reviewed the staff comments? Do you have any questions?

None

B. Rabinowitz: Do any members of the Board object to this item remaining as consent?

None

B. Rabinowitz: Any public present wish to speak about this project?

None

A. LaRosa: explain proposed changes from Oakledge to Home Ave and turn off of Home Ave.

J. Adams-Kollitz: discussed path location and intersection of Home Ave and Austin Drive being on street and on right of way. Intersecting Home Ave on east side away from Industrial Ave

A. Hart: Motion to approve and adopt staff findings and recommendations

A. Zipparo: Seconds the motion

4-0-0

2. 19-0708CA; 247-249 Pearl St (RH, Ward 8E) 247 Pearl Street LLC

Amendment to parking management plan (ZP14-0884CA/MA). Proposed opening of 10 spaces to public use during the hours of 9am-6pm, Monday through Friday. (Project Manager: Mary O'Neil)

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W. Paro: concern about consistency with language

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B. Rabinowitz: Do any members of the Board object to this item remaining as consent?

None

B. Rabinowitz: Any public present wish to speak about this project?

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B. Rabinowitz: Closed the public hearing

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2-lot Subdivision (Project Manager: Ryan Morrison)

B. Rabinowitz: Staff recommended denial because of the shape of the lot being created.

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B. Rabinowitz: staff response, does this meet with what you were looking for?

R. Morrison: yes square shape, perpendicular with St, setbacks conforming

B. Rabinowitz: no construction as part of this application

B. Provost: Correct

R. Morrison: this was submitted as subdivision but should be recognized as an amendment to that PRD of 1987

B. Rabinowitz: still requires filing a plat

R. Morrison: yes still follows requirements of article 10; PUD will still remain it will just have a new line inside of the PUD

S. Gustin: as a PRD now PUD things such as lot lines and lot coverage does not matter. If you wanted to separate it from the PRD you couldn't do it because the PRD needs 2 acres.

A. LaRosa: that's more of an association contractual decision we're creating a boundary line

A. Hart: setbacks to single family home, the setback rules wouldn't apply the same. They will have to submit a new plat with the lines but it wouldn't need to be reviewed for that.

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M. Fialko-Casey: combined signage to come in the future; no exterior changes to the façade.

A. LaRosa: is Burton the only use in there now?

M. Fialko-Casey: when Burton bought the bldg. in 2006 it was largely occupied by General Dynamics; 2012 they left the property so it is just Burton now

A. Hart: is there an outdoor skatepark now

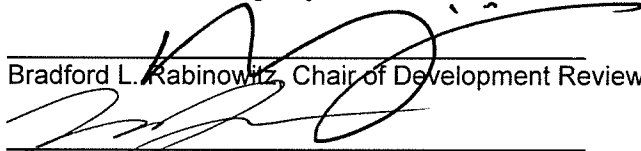
M. Fialko-Casey: yes outdoor skatepark

D. Epstein: they are on 80 Industrial Pkwy

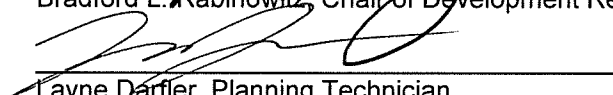
B. Rabinowitz: Closed the public hearing

VI. Adjournment 5:40

The meeting adjourned at 5:40 PM



Bradford L. Rabinowitz, Chair of Development Review Board



Layne Darfler, Planning Technician

5/21/19

Date

5/21/19

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.

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