

Burlington Design Advisory Board

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Burlington, VT 05401

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DESIGN ADVISORY BOARD Tuesday, April 22, 2014 Conference Room 12, City Hall, Burlington, VT AGENDA

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

Session I - 3:00 – 3:30 p.m.

14-0884CA/MA: 247-249 PEARL STREET (RH, Ward 2) Pearl Lake, LLP

Construct new three story, 29 unit residential building with associated site improvements.
(Project Manager: Mary O'Neil)

Department of Planning and Zoning

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Elsie Tillotson, Department Secretary



MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP 14-0884CA/MA 247-249 Pearl Street
Date: April 22, 2014

mobile

File: ZP 14-0884CA/MA

Location: 247-249 Pearl Street

Zone: RH **Ward:** 2

Date application accepted: April 8, 2014

Applicant/ Owner: Redstone / Brian Shuman

Request: Redevelopment of site; new three story residential building (approximately 24,000 sf above ground) with 29 units; surface parking to the east and south; retaining walls on east and west.

Estimated Construction Cost:
\$3,000,000



from Northwest

Background:

- **ZP 14-0784SP;** Sketch Plan review of proposed redevelopment to include three story residential building with 29 residential units and surface parking to the east and south. March-April, 2014.

- **ZP 12-0663CA**; Construct new dental office to replace building lost to fire. Approved March, 2012. Amendment approved August, 2012. **Permit expired**. Time extension request, withdrawn by property owners. September, 2013.
- **ZP 12-0557SP** (Sketch Plan Review), November-December, 2011.
- **Non-applicability of Zoning Permit Requirements**; Install new slate roof on front of building. September, 2009.
- **Zoning Permit 09-322CA**; construction of a handicap access ramp up to the front door. Approved October 2008 (never constructed.)
- **Zoning Permit 09-051CA**; Rebuild rear upstairs porch using solid beadboard panel, reside half of rear portion of building with cedar clapboard 4.5 inch reveal, rebuild stairs. Approved July 2008.
- **Zoning Permit 91-111**, (see COA 87-005); Remove front entry and replace with 12' x 8' entry porch. Approved September 1990.
- **Zoning Permit 87-042 / COA 87-005**; To construct a 15' x 33' second story addition on the east elevation; materials to be wood frame/siding. Remove existing entry porch and replace with a 12' x 6' wood entry porch.
 - **COA 87-005**; Conditional Use Review to expand the existing non-conforming commercial office use by up to 25% of existing floor area; side yard setback does not meet proposed change to setbacks (Amendment #86-11 Aldermanic Approval required if approved by Zoning Board of Adjustment.) **39** Parking spaces provided. Approved February 1987.
- **Zoning Permit 84-031 / COA 84-010**; to place fill and expand parking area in the rear of the property. No additional use. Approved February 1984.
- **Zoning Permit 82-21 / COA 82-097**; install solar collectors on the back roof of the building. Approved March, 1982.
- **Zoning Permit 82-001**; put a 10' x 11' entry way on rear of building as specified on permit 80-1032 and to remodel interior space. Approved January 1982.
- **Zoning Permit 80-1032**; put an addition (15' x 33') on existing building and add a rear (9' x 12') entrance. Approved June 1980.
- **Zoning Permit 80-708**; construct interior walls, sheet rocking and insulation, replace decayed supports. Approved January, 1980.
- **Zoning Permit 79-512**; take a window out and replace with a door to make an entrance to the basement. Stairs to be built for access to cellar door. Finishing exterior with brick for a lab and storage. Approved October, 1979.
- **Zoning Permit 73-1083**; convert the two apartments and two dental offices at 247 Pearl Street into six doctors' offices **and using the basement area**. Garage to be torn down, parking expanded (**29** spaces), new entrance installed. Approved November 1972.
- **Zoning permit 69-900**; convert the first floor at 247 Pearl Street into two apartments and to convert the second floor into a dental office and possibly one medical office. **Eight** parking spaces provided. Approved and issued January 1969.

Overview: 247-249 Pearl Street, known as the Benjamin Bailey House (c. 1820), was destroyed by fire September 5, 2011. The owners received approval to reconstruct approx. 10,133 gross floor area replacement building to reclaim the non-conforming dental office use. The parking arrangement remained the same at 50 parking spaces. The project was amended in 2012, but the permit expired without exercise. This is a new application for a connected residential building with 29 units, surface parking regarding and retaining walls.

PART 1: LAND DIVISION DESIGN STANDARDS

Not applicable.

PART 2: SITE PLAN DESIGN STANDARDS

Sec. 6.2.2 Review Standards



Pearl Street site, center
2004

(a)Protection of Important Natural Features:

*The landscape, existing terrain and any significant trees and vegetation shall be preserved in their natural state insofar as practicable in keeping with the objectives of the underlying zoning district. Development and site disturbance shall preserve watercourses, wetlands, **steep slopes**, flood-prone areas, rock outcroppings, wildlife habitat and travel corridors, specimen trees and contiguous stands of forest, and other sensitive ecological and geological areas insofar as practicable in keeping with the objectives of the underlying zoning district. Site plans shall provide suitable buffers from any proposed site improvements, and maintain continuity and contiguousness of greenspace while allowing reasonable development in support of the overall intent of the zoning district. Where any natural features are proposed to be removed or the topography altered, special attention shall be given to replace or mitigate the loss of such features. Any development occurring on parcels containing significant natural areas identified in the city's Open Space Protection Plan shall avoid disturbance to these natural areas and establish appropriate buffers that protect their natural functions.*

This site is one of the more dramatic examples of extant Burlington ravine: Relatively at grade with the street on the north of the parcel, the land falls precipitously away to the south. At present, the grade change is significant; more than 26' from the front (north) of the parcel to back. The proposal includes regarding the parking area to alter the grade change into the rear lot, and then installation of paired precast concrete retaining walls along the east and southwest corner of the lot. The grade changes and site alterations will

require review by the Conservation Board and city engineers. **Affirmative finding as conditioned.**

(b) Topographical Alterations:

Alteration to the natural contour of the site shall minimize grading, cut, and fill, and shall take necessary measures to protect against erosion and future instability. Any grade changes shall be in keeping with the general appearance of neighboring developed areas. In areas where more intense levels of development are encouraged, development should seek to take advantage of topographical changes to hide and/or blend new construction into the landscape. Proposed design and construction details for any cut and fill, or retaining walls over 3-feet in height, or any height along the lakeshore, shall be subject to review and approval by the city engineer before receiving approval of the site plan.

Some grading changes are proposed for the parking lot area; from the rear of the building to the dumpster, the grade is proposed to fall 5'. This is a similar grade change from the previous site prior to the fire. (South elevation of building at 243; rear of parking lot at 238.)

Any retaining walls will be required to meet the approval of the city engineer per this standard. The height of the proposed retaining walls has been substantially minimized since the the initial 10-12' estimate at Sketch Plan: The southwesterly corner is now projected to be 6 feet high, but the more northerly walls in the 1 ½-4' range in height.

There is nothing within the plan that utilizes the grade change toward blending the new construction into the surrounding landscape, or to accommodate parking. Both are recommended under this standard. **Affirmative finding as conditioned.**

(c) Protection of Important Public Views:

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

There are no protected public views from this parcel.

(d) Protection of Important Cultural Resources:

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

The former structure was listed on the National Register of Historic Places; however it was consumed by fire in September 2011. There are no extant above grade resources on-site.

(e) Supporting the Use of Renewable Energy Resources:

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

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

Connected flat roofs are proposed. Conduit is proposed to be included within the development to allow for future solar installation, however at this point none is proposed. The project is situated to face the public street and has a regularity of window placement on all elevations so as to utilize passive solar.

Shadow studies have been submitted for review. See attached study. There will be minor shadow cast in the early morning hours during the autumnal equinox on two houses on South Union Street. This is anticipated and a minor impact, given there was a building here previous to the fire (and only in contrast for having an open lot for more than 2 years.)

Affirmative finding.

(f) Brownfield Sites:

Where a proposed development involves a known or suspected brownfield, the site plan shall indicate areas of known or suspected contamination, and the applicant shall identify completed or planned remediation necessary to support the intended use(s).

None identified, although the applicant has defined on-going phased studies. Additional testing was observed April 14, 2014.

(g) Provide for nature's events:

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

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

The project will be required to meet with the approval of the Conservation Board, the City Stormwater engineer, and the city building engineer for the proposed treatment of the steep southerly embankment and retaining



wall.

A roof canopy is provided at the main (Pearl Street) entrance, and a recessed entry on the east elevation. Both would provide a modicum of shelter in inclement weather. It is fairly surprising that only two entrances are provided for the entire building.

An area for snow storage (or a plan for snow removal) is not identified on the submitted project site plan or narrative, and will be required prior to review by the DRB.

Affirmative finding as conditioned.

(h) Building Location and Orientation:

The introduction of new buildings and additions shall maintain the existing development pattern and rhythm of structures along the existing streetscape. New buildings and additions should be aligned with the front façade of neighboring buildings to reinforce the existing “street-edge,” or where necessary, located in such a way that complements existing natural features and landscapes. Buildings placed in mixed-use areas where high volumes of pedestrian traffic are desired should seek to provide sufficient space (optimally 12-15 feet) between the curbline and the building face to facilitate the flow of pedestrian traffic. In such areas, architectural recesses and articulations at the street-level are particularly important, and can be used as an alternative to a complete building setback in order to maintain the existing street wall.

The proposed building fills in the streetscape to eliminate the existing void. The building is now approximately 7.4’ feet from the sidewalk and approximately 23 feet from the curbline. This will be adequate to accommodate pedestrian foot traffic.

Principal buildings shall have their main entrance facing and clearly identifiable from the public street.

A principal entrance is clearly identifiable and faces Pearl Street.

Accessory buildings shall be located in such a way so as to be deferential and secondary to the principal structure.

A dumpster is proposed to be located at the far rear (south) of the site. It is clearly secondary and deferential to the principal building. **Affirmative finding.**

(i) Vehicular Access:

Curb cuts shall be arranged and limited in number to reduce congestion and improve traffic safety. A secondary access point from side roads is encouraged where possible to improve traffic flow and safety along major streets. The width and radius of curb cuts should be kept to the minimum width necessary, and sight triangles and sufficient turnarounds for vehicles shall be provided to reduce the potential for accidents at points of egress.

The curb cut appears to be located at the same location as the previous arrangement; just east of this property boundary, and shared with 253-255 Pearl Street. Existing and proposed site plans clearly define proposed changes to the layout and parking for 235 Pearl Street. Any alterations or additions to that parcel will require a separate zoning permit.

Residential driveways shall be a minimum of 7 feet in width or consist of two 1.5’ driveway strips. Driveway strips shall be accompanied by a paved area for the parking and/or storage of

motor vehicles. The maximum width for single or shared access driveways shall be 18'. In a residential district, driveways and parking areas shall be set back a minimum of 5' from side and rear property lines.

This is an existing paved driveway access; and therefore does not enjoy a 5' setback from any property line. The applicant will need to provide evidence of an easement or other instrument that will allow the continued use of the previously shared driveway.

Driveways for commercial properties may require a traffic study to identify the impacts of the movement of traffic to and from the property, and design for safe access. Access for service and loading areas should be located behind buildings or otherwise screened from streets or public ways with landscaping or other barriers. Whether commercial or residential, shared driveways are encouraged, where possible and appropriate.

See above. The City traffic engineer may require a traffic analysis to determine existing and proposed traffic impacts to assess whether any mitigation measures may be appropriate for the new use and intensity, with a comparison of existing/previous and proposed use.

Affirmative finding as conditioned.

(j) Pedestrian Access:

Pedestrians shall be provided one or more direct and unobstructed paths between a public sidewalk and the primary building entrance. Well defined pedestrian routes shall be provided through parking areas to primary building access points and be designed to provide a physical separation between vehicles and pedestrians in a manner that minimizes conflicts and improves safety. Where sidewalks and driveways meet, the sidewalk shall be clearly marked by differentiated ground materials and/or pavement markings.

The principle entrance on Pearl Street may be accessed directly off the public sidewalk. The easterly entrance is accompanied by an 8' wide sidewalk (minimizes to 5.5') that will separate vehicles and residential pedestrians. The sidewalk continues to the south of the building, terminating in an area identified for a proposed tree. Unfortunately, the compact parking spaces are not connected to that sidewalk and should be to minimize conflict between vehicles and pedestrians, and to provide a safe passageway to a building entrance.

Affirmative finding as conditioned.

(k) Accessibility for the Handicapped:

Special attention shall be given to the location and integration of accessible routes, parking spaces, and ramps for the disabled. Special attention shall also be given to identifying accessible access points between buildings and parking areas, public streets and sidewalks. The federal Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be used as a guide in determining the adequacy of the proposed development in addressing the needs of the disabled.

An internal elevator is proposed. The Pearl Street entrance includes an accessible walkway. ADA requirements and compliance shall be confirmed with the building inspector. Two h/c parallel parking spaces are noted adjacent to the entrance drive. ADA spatial requirements include a 5' wide loading areas for that use. Loading in the access drive path would put users in harm's way of vehicle passage. (See Section 8.1.13 of the CDO. Spaces must be at least 8' wide

with an adjacent access aisle at least 5' wide.) The sidewalk may be utilized as a loading zone if acceptable to the code/building inspector. **Affirmative finding as conditioned.**

I) Parking and Circulation:

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

Parking is proposed similar to the previous parking plan, however further encroachment into the easterly bank is illustrated. The parking lot re-grading will cause the elevation to drop approximately 9' from the front of the lot to the rear, where the dumpster has been relocated. A retaining wall is proposed on the east and the west/southerly corner. The precast concrete retaining walls would be an effective parking barrier if they rise above grade. A box beam guard rail is identified on the easterly side of the property. Illustrated as 18" in height (Plan C2.1), the extent of this installation needs to be defined. With larger grade changes (6', in the rear) a higher barrier may be warranted. Approval of the building inspector will be a requirement.

A planting plan has been included within this submission. (Plan L1.0) Parking areas are broken into smaller groups.

A tree shading plan to meet the standard (below) will be a requirement.

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

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

See comments (above) about perimeter curb stops.

The expanded parking on the east utilizes what is now existing landscaping on a steep slope. Site re-grading and methods of addressing stormwater and erosion control will need to be approved by the city Stormwater administrator.

Parking is laid out in a manner that includes tandem parking spaces. The project will be required to comply with Sec. 8.1.14. *(All parking facilities shall be designed to so that each motor vehicle may proceed to and from the parking space provided for it without the moving of any other motor vehicle.)* Presumably the plan may be for each pair to be dedicated to a single unit to allow for tenant-driven valet service for the movement of vehicles; however the second row of parking spaces may not count toward the parking requirement.

Given the parking count, a waiver is requested. The applicants propose to "decouple" the parking from the residential leases as part of their parking management. While perhaps effective

in determining which tenants will require a parking space (or spaces), and assigning parking to only those tenants that agree to separately lease them, there are likely consequences. Some parking spaces may be available as unhindered to any particular tenant, and therefore “free.” Based on an Environmental Court Decision, the lease of any parking spaces to an off-site use/tenant would constitute a parking lot, which is a different use that is being considered here. The Comprehensive Development Ordinance at present does not allow for any percentage of *required* parking to be utilized for off-site use. This is of particular interest in this development, as:

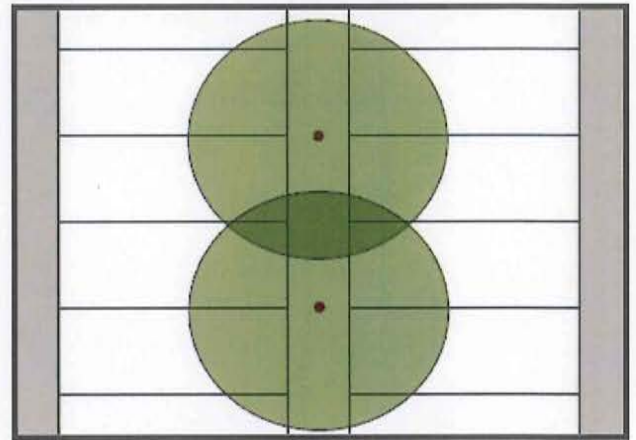
- Parking is insufficient to meet the requirements of Article 8, based on the use;
- A parking waiver will be requested to meet that requirement, and
- The “uncoupling” of parking from residential unit leases, as a parking management tool, will likely make some spaces available to let, while tenants may choose to park elsewhere. This may be a broader policy discussion for the Planning Commission.

Six compact parking spaces are illustrated on the immediate south area of the building. As the dumpster has been relocated, backup and maneuvering is no longer an issue.

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

The plan will be required to provide 8 trees meeting the above specified minimum caliper to meet the shading standard ($41 / 5 = 8.2$.) Eight trees are illustrated on the planting plan (L1.0).

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



A sidewalk is provided along the easterly side of the building. This walkway should be continued along the southerly building elevation to provide access from the compact car parking area to a building entrance.

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

The submitted narrative states: *The new building will have an entry mid-way down the east façade by the elevator to allow for easy access to the secure bike storage located in the basement. Short term bike storage will be provided in racks located adjacent to the building and near to each entrance, with DPW approval pending for additional bike racks or hitches located with the City greenbelt.*

The applicant will need to define these locations, and the number of spaces, at DRB review.
Affirmative finding as conditioned.

(m) Landscaping and Fences:

*Landscaping shall be used to **beautify the development** site and to provide specific functions and benefits to the uses and buildings on the site. These include but are not limited to stormwater retention and erosion control, winter windbreaks and summer shade, recreational and habitat corridors, buffers and **screening of parking areas**, and **creating privacy for and from adjacent property**.*

A planting plan has been provided, defining type, number and location of proposed plantings. An effort has been made to screen the development from the most closely abutting neighbors, and to plant for embankment stabilization and visual screening in the rear. Some alteration to this plan may be required if the walkway circles around the south elevation, as this is a location identified for 7 Eulalia. Any replacement or new trees in the public ROW shall meet with the approval of the City arborist.

Any additional barriers around the parking lot may require review under this standard for functionality and appropriateness within the context of the development.

Fences may be placed within the required setback along a property line, but shall be setback sufficiently to provide for the maintenance of both sides of the fence without entering onto the adjacent property and shall present a finished side to the adjoining property and public street. Fences placed within a clear sight triangle along driveways and at street intersections, or between an existing building and the front property line, whichever is less, shall be limited to 3-feet in height above the curb in order to provide safe sight distances for pedestrians and vehicles. Styles, materials, and dimensions of the proposed fence shall be compatible with the context of the neighborhood and the use of the property.

While it is not a fence that is proposed but two significant retaining walls, a similar examination should be made about the functionality and compatibility of the feature proposed. A precast concrete retaining wall may typically be utilized for smaller embankments within residential

areas, or commercial use in that context. It may be assumed that the size and breadth of this component is leaning heavily on its functional attributes rather than its attractiveness. Although revision of the grading has diminished the previously proposed height of the concrete block wall, the style, materials, and dimensions of the wall may present an insensitive addition in this historic, residential neighborhood. There are other opportunities to provide site stabilization in a more context sensitive manner (many examples exist along the North Shore of Boston, Manchester, and Reading area.) The board is encouraged to explore other more attractive yet functional alternatives with the applicant team.

Affirmative finding as conditioned.

(n) Public Plazas and Open Space:

No public plazas or specifically designated open space are proposed. Encouragement is again offered to define some outdoor at grade space for the building tenants other than the rooftop.

(o) Outdoor Lighting:

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

A lighting plan, including photometric, will be a requirement for project application.

Affirmative finding as conditioned.

(p) Integrate infrastructure into the design:

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

A dumpster is proposed at the far south of the parking lot; surrounded by fencing and partially screened by proposed plantings.

Meters, utility connections, HVAC equipment, mailboxes, and any other accessory items shall be identified on elevations or site plan as appropriate. Screening will be required for mechanicals, meters, or similar items.

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

Utilities must be undergrounded. A plan for the dumpster enclosure has been submitted (Plan C2.2.). The method and location of recycling will need to be defined as well.

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

Recent review has demonstrated the lack of planning *within the design* for mechanical installations (rooftop condensers, ground mounted HVAC, trash pushed to the rear yard, etc.) New development is expected to assimilate all needs of new construction within the design envelope, rather than throw it on the building or site as an afterthought. Within this application remains the intent to organize condensing units on the rooftop; perhaps as a matter of urban design, but not meeting this standard. How much more pleasant the rooftop could be experienced by terrace visitors, and how much more attractive the skyline would be without heating units poised on the roofdeck. The Design Advisory Board is requested to engage in this discussion, and direct the developer to place heating and cooling units within the building and out of sight. While “suitcase size” condensing units may be the preference, this standard pushes designers to locate them within the development envelope and away from ear and eye. Given Burlington’s climate, exterior rooftop location challenges efficient performance as identified in the specifications.

See 6.3.2 (h), below.

PART 3: ARCHITECTURAL DESIGN STANDARDS

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

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

The following shall be considered:

1. Massing, Height and Scale:

While architectural styles or materials may vary within a streetscape, proposed development shall maintain an overall scale similar to that of surrounding buildings, or provide a sensitive transition, where appropriate, to development of a dissimilar scale.

247-249 Pearl Street is now a vacant lot between 2 ½ story residential scale buildings. In height (from the streetfront), it is not overly dissimilar to neighboring properties.

In low and medium density residential districts, the height and massing of existing residential buildings is the most important consideration when evaluating the compatibility of additions and infill development.

Not applicable. This is the RH zone.

Where the zoning encourages greater intensity and larger scale buildings in high density residential and non-residential zoning districts, buildings that are over 3-stories should provide a transition by employing design elements that reduce the apparent building mass from the street level. Taller buildings and elements are most appropriate where they provide a focal point of a terminal view, anchor a street corner, frame view corridors, or relate to larger scaled structures. The impacts at the street-level of increased or altered wind currents and downdrafts created by buildings over six (6) stories should be considered.

The proposed building is not over 3 stories tall. Not applicable.

Buildings should maintain consistent massing and perceived building height at the street level, regardless of the overall bulk or height of the building. Buildings should maintain a relationship to the human scale through the use of architectural elements, variations of proportions and materials, and surface articulations. Large expanses of undifferentiated building wall along the public street or sidewalk shall be avoided. The apparent mass and scale of buildings shall be broken into smaller parts by articulating separate volumes reflecting existing patterns in the streetscape, and should be proportioned to appear more vertical than horizontal in order to avoid monotonous repetition. (See also (d) Provide an active and inviting street edge below.)

The massing remains consistent from north to south; an elongated three story structure with minor variation between segments. Along the streetfront, the massing/height is clearly perceived and experienced as a three storey building. Variation is provided by material (brick as the primary sheathing on the street facing block, with spandrel panels below the first and 2nd story windows, and continued along the third story. There is a minor “break” in the roofline that gives further definition to the easterly bay. There is a material differentiation around the principle entry; that material is not identified. **Affirmative finding.**

2. Roofs and Rooflines.

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

Flat roofs are proposed. A modest cornice is proposed for the front segment; only referenced in the rear and along areas of the 2nd floor that project from the wall plane.

Two vertical projections rise from the flat roof; an elevator shaft, and a pedestrian roof access door. The emphasis of both is function; neither are incorporated into the overall design.

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

A roof deck is proposed, which will provide tenants access to light, views and the outdoors.

The installation of conduit to accommodate solar has been offered as part of the development, although no actual installation. **Affirmative finding as conditioned.**

3. Building Openings

Principal entrances shall be clearly defined and readily identifiable from a public street whether by a door, a canopy, porch, or other prominent architectural or landscape features. People with

physical challenges should be able to use the same entrance as everyone-else and shall be provided an “accessible route” to the building. Attention shall also be accorded to design features which provide protection from the affects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage.

The pearl Street entry is identifiable by location (central) and canopy. The parking lot entrance (east side) is recessed into a narrow break in the wall plane, with a roof cover to shelter residents as they enter/exit. It is assumed that the entryway is accessible. This shall be defined.

Window openings shall maintain consistent patterns and proportions appropriate to the use. The window pattern should add variety and interest to the architecture, and be proportioned to appear more vertical than horizontal. Where awnings over windows or doors are used, the lowest edge of the awning shall be at least eight (8) feet above any pedestrian way, and shall not encroach into the public right-of-way without an encroachment permit issued by the dept. of public works.

Windows are symmetrically placed along the primary (Pearl Street) façade; and placed in rhythmic repeated patterns along secondary facades. In that the fenestration design is stacked, the emphasis is vertical. Any awning / canopy shall meet the height installation requirement.

No encroachment into the public right-of-way appears likely from the submitted site plan.

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

Setbacks are required in the RH, and appear to be met in this application.

Affirmative finding as conditioned.

(b) Protection of Important Architectural Resources:

Although the previous building was a contributing resource within the Pearl Street Historic District, its loss to fire removed consideration for historic structures on this parcel. While there remains the possibility of discovery for early 19th century keepsakes during site excavation, no extant structures would warrant examination under this standard.

Not applicable.

(c) Protection of Important Public Views:

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

Sensitivity shall be used in the massing of proposed development such that light and air is allowed to penetrate and some views may be preserved. Alternatives that extend access to such views by allowing public access into and through the proposed development are encouraged. In no case shall development be permitted to span across the public rights-of-way in such corridors.

No public views are proposed to be impacted. The proposed massing would not unduly restrict light and air to neighboring properties. No trespass across rights-of-way is included.

Affirmative finding.

(d) Provide an active and inviting street edge:

Building facades shall be varied along the street edge by the integration of architectural features, building materials, or physical step-backs of the façade along its length. Large expanses of undifferentiated building wall shall be avoided. This may be accomplished by incorporating fenestration patterns, bays, horizontal and vertical façade articulations, the rhythm of openings and prominent architectural features such as porches, patios, bays, articulated bases, stepping back an elevation relative to surrounding structures, and other street level details. The use of traditional facade components such as parapet caps, cornices, storefronts, awnings, canopies, transoms, kick plates, and recessed entries are highly encouraged. In areas where high volumes of pedestrian traffic are desired, the use of architectural recesses and articulations at the street-level are particularly important in order to facilitate the flow of pedestrian traffic.

The street front building façade is adequate to meet this standard; symmetrical and orderly; referencing traditional design and capped with a traditional cornice. Brick veneer spans the first and 2nd floors, rising to the third floor on the easterly bay. Windows are separated by spandrel panels. Spec sheets have been provided for WeatherBoard Vertical siding and lapsiding.

Non-residential buildings should provide visual access into the interior of building at the street level through the use of large transparent windows and/or window displays in order to create a dynamic and engaging public streetscape. The use of mirrored, frosted, or tinted glass shall not be permitted along an active pedestrian street-level façade.

This is a residential building. Not applicable.

In contrast, residential buildings may be slightly recessed and/or elevated from the street-level in order to provide privacy. In such cases, visual interest along the streetscape can be provided through the use of landscaping, porches, and other similar features that offer a transition between public and private space.

The previous building was a good example of this standard: The residence (as it was originally) was elevated above the public way, utilizing the grade change and landscaping to visually activate the site while providing privacy to the residents. A small entryway had both addressed the public way, while providing a private site for resident entry. This plan has little of those features that are associated with residential use – no grade change, limited landscaping, no porches, no private components that would separate the private use from active streetscape. With its close orientation to the public sidewalk and the masonry barrier wall at the entry level, the building appears more a school or office rather than a private residential structure.

Buildings in downtown districts that provide open space by way of building setbacks at the ground level shall utilize landscaping, street furniture, public art, sitting walls, fountains, etc. to maintain a sense of the existing street wall, define a sense of entry for the building and create a space that enhances the pedestrian's experience. Urban "open" space shall maximize accessibility for all individuals including the disabled, and encourage social interaction.

This is in the RH zone, so not applicable. Some guidance may be taken from this standard, however, in providing for this scale residential building. Residents typically appreciate a sense of entry; a place to engage others in conversation, and move in comfort without hindrance between public and private space. In the revised plan, the entryway is covered, but provides universal access. A bench is illustrated within the entryway.

Affirmative finding.

(e) Quality of materials:

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

Materials are proposed to be brick veneer and composite exterior sheathing in panels and clapboard. Windows are an extruded material (not defined) with tempered glass. The single hung sash is defined as meeting energy star standards. Durability for the window materials is not known. As “superior delivery” is reported, it is assumed that these are not of local manufacture within the region, as encouraged.

Affirmative finding.

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

Not applicable.

(f) Reduce energy utilization:

New structures should incorporate the best available technologies and materials in order to maximize energy efficient design. All new construction shall meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.

New development will be required to meet energy efficiency standards as defined by the city (as noted) and the state within new legislation that went into effect July 1, 2013.

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

As previously noted, the broad expanse of flat roof is ripe for solar installation.

Shadow studies have been submitted, and do not define undue adverse impact for the new development. The shadowcast would be mostly limited to Pearl Street, the access driveway, and the rear portion of two lots on South Union Street (some are currently in shade due to the grade

change) during the early morning hours of the autumnal equinox. These impacts are not significant. **Affirmative finding.**

(g) Make advertising features complementary to the site:

Any signage will require a separate sign permit.

(h) Integrate infrastructure into the building design:

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

See 6.2.2. (p), above.

Rooftop mechanicals, including heating and cooling devices and elevator equipment, should be incorporated into the structure's design, and shall be arranged to minimize their visibility from the street level. Such features, in excess of one foot in height, shall be either enclosed within the roof structure, outer building walls, or parapets, or designed so that they are integrated into the overall design and materials of the building. Where such rooftop features do not exceed ten percent (10%) of the total roof area, they may be considered "ornamental and symbolic features" pursuant to Sec. 5.2.7 for the purposes of measuring building height.

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

The application proposes the arranged installation of condensing units for the purposes of heating/cooling individual units. See plan that includes rooftop perspective.

Recent development has seen repeated designs for piling equipment on a building design at the 11th hour of review. For new construction, this is unacceptable. This standard offers these options:

- Enclosed within the roof structure
- Enclosed within outer building walls
- Behind parapets
- Integrated within the overall design and materials of the building.



This proposal does none of the above, but seeks the least expensive model of adding rooftop equipment surrounded by a fence. The DAB may challenge the design team to incorporate all mechanical equipment *within the design envelope*, finding solutions that are functional yet preserve the aesthetics of the structure. The critical goal should not be success in limiting pedestrian view of mechanicals, but incorporation of all building function within the design.

Spec sheets for the heating units have been submitted. Noise levels (55 dB) are not of heightened concern, but the decreasing efficiency of the units as temperatures drop suggests broader examination of alternatives.

Adverse finding for failure to integrate mechanical equipment within the design of the building, unless the DAB finds the submitted plan acceptable.

(i) Make spaces secure and safe:

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

All new development is required to meet safety, building and fire code per the assessment of Burlington's building inspector and fire marshal. For multi-unit residential structures, an intercom system is encouraged to complement any on-site security plans. A lighting plan should include consideration of adequate illumination near building entrances and in the parking lot to assure safety. **Affirmative finding as conditioned.**

Staff recommendation: Forward to the DRB for **approval** with the following conditions:

1. A traffic study may be required by the Department of Public Works to ascertain differing demands between the previous use (dental office) and proposed use (29 unit residential.)
2. Any work proposed for 235 Pearl Street (parking reconfiguration, pavement, curbing, or parking space count) will require a separate zoning permit for that parcel. Nothing within this application review will apply to 235 Pearl Street.
3. An approved EPSC and Stormwater Management Plan will be required, after review by the City Stormwater administrator or her designee.
4. An area for snow storage or a plan for removal will be required.
5. The applicant must provide evidence of continued shared use of the existing driveway prior to redevelopment.
6. Rather than providing conduit for future solar, it is recommended that alternative energies be included within this redevelopment application.
7. The pedestrian walkway shall be continued along the southerly elevation of the building to allow residents parked in the compact parking spaces safe passage toward a building entrance.
8. Eight trees, of a caliber of 2 ½-3" will be required as part of the planting plan, to meet the parking lot shading requirement of Section 6.2.2. (1). *All new shade trees shall be of a species appropriate for such planting environments, expected to provide a mature canopy*

of no less than 25-feet in diameter, and selected from an approved list maintained by the city arborist.

9. A lighting plan, including a site photometric, product spec sheets and fixture lumen levels will be a requirement for DRB review.
10. A calculation of bicycle parking, both short and long term and identified site locations for parking and storage will be a requirement for DRB review.
11. The method and location of recycling will need to be defined.
12. Any awning / canopy shall meet the minimum height installation requirement of 8' over the public ROW.
13. For multi-unit residential structures, an intercom system is encouraged to complement any on-site security plans.
14. Sec. 6.2.2. (p) and 6.3.2 (h) direct incorporation of mechanical equipment within the building design when possible. New construction offers great possibility. The applicant is challenged with finding another solution or location for mechanical equipment other than the rooftop. Relocation will make the building more attractive, eliminate visual access of mechanicals, elimination of audible impacts to area residential uses, and will further the life expectancy for heating and cooling equipment (when placed indoors.) Efficiency will also be greater when equipment is not subjected to cold temperatures. A basement is a likely solution for heating equipment.
15. A parking waiver will be required as part of any approval. The DRB has authority in this jurisdiction for review and approval of any parking management plan.
16. Leasing of parking spaces to off-site tenants will be prohibited. A separate zoning permit for parking lot use would be required.
17. The grade changes and retaining walls will be required to receive approval of the building inspector.
18. The Stormwater Management Plan and EPSC will be required to be reviewed and approved by the Stormwater Administrator.
19. Utilities must be undergrounded.
20. The location of meters, mailboxes, utility connections, cable boxes, mechanical equipment, and similar items shall be illustrated on elevations or site plans as appropriate.
21. Standard Permit Conditions 1-15.

247 Pearl Street

Zoning Permit Application Narrative

Description of the Proposed Development and Proposed Use

The proposed redevelopment of 247 Pearl Street will create much needed new housing on a currently vacant parcel in the Residential High Density zoning district. The property was formerly home to a historic building that had most recently been used as dental offices prior to being destroyed by a tragic fire in 2011. The ~0.80 acre parcel presently contains a large surface parking lot accessed by a shared driveway with 253 Pearl Street on the east side of the parcel and a secondary private driveway along the west lot line. The rear portion of the lot is elevated relative to its neighboring properties with increasingly steep embankments as it extends farther back from its Pearl Street frontage. The existing lot coverage is 58.4% and the former building coverage was 10.1%.

This redevelopment project endeavors to fulfill the purpose of the Residential High Density district that is "intended primarily for high density attached multi-family residential development. Development is intended to be intense with high lot coverage, large buildings, and buildings placed close together." The proposed building contains approximately 24,000 SF of finished aboveground space with a partial basement used for secure tenant storage, long-term bicycle storage, common laundry facilities and utility space.

The proposed development consists of a three story, 29-unit multifamily residential building with a building coverage of 24.4%. The proposed development density is ~36 units per acre with a lot coverage of 64.9% in a zoning district that encourages dense residential development of up to 40 units per acre (or up to 80 units per acre with bonus), with a maximum lot coverage of 80% (or up to 92% with bonus).

The proposed building footprint has been revised since sketch plan review to meet the side setback requirement of 10% of lot width, which increases from 8.9 feet along the front portion of the lot to 14.9 feet where the lot increases in width near the rear of the proposed building. The building footprint has also been shifted to align with the front setback of 7.4 feet, which is calculated as the average of the adjacent lots on either side plus or minus 5 feet. The rear setback requirement of the Residential High Density District is a minimum of 20 feet or 25% of lot depth up to a maximum of 75 feet; the 75 foot maximum applies to this deep parcel.

The maximum building height in the RH district is 35 feet, or up to 45 feet with bonus. The proposed building height is 34 feet, 3 inches to the main flat roof,

with an elevator and stair towers, air source heat pump condensers, and screen walls projecting beyond 35 feet. The area of these elements higher than 35 feet represent approximately 6% of the total roof area, which is less than the 10% maximum allowed under Article 6 of the Ordinance.

With the exception of Main Street, the Pearl Street corridor is the most significant east-west corridor and gateway into Burlington from destinations east of the city center. The street is lined with many large multi-family residential buildings as it passes through the Residential High Density district with some grandfathered non-conforming commercial uses interspersed. The 247 Pearl Street property itself has commercial uses immediately to the east (mixed use building with offices at the street), west (Averill Dental Practice) and north (Pearl Street Beverage and Lakeview Pharmacy). Other properties to the south and west are a mix of multi-family and single family residences.

The entrances to the building will be located on the north elevation oriented toward the Pearl Street public sidewalk and mid-way along the east elevation where a sidewalk provides access to the parking located along the shared driveway and toward the rear of the lot. The proposed site plan re-uses the current shared driveway to the east of the former building and eliminates the other existing driveway and curb cut that runs along the west edge of the property. A green space of lawn and landscape plantings will extend from the front face of the building to the sidewalk.

Traffic Generation and Parking Analysis

Based on the applicants' experience, the close proximity to downtown and major institutions is expected to attract tenants that are more apt to bike, walk, use public transportation, and use CarShare. The proposed site plan includes a total of 43 functional off-street parking spaces. 9 of these spaces are the second space in a tandem configuration. Existing CarShare pods are located on Pearl Street at the intersection of Church Street 0.2 miles from the site and at the Marketplace Garage at Cherry and South Winooski also 0.2 miles from the site. 5 additional CarShare pods are located within a half-mile of the site. The site is also located within easy walking distance of the CCTA bus terminal and 7 bus routes pass directly by the site, with 7 more around the corner on South Union and many others passing only a block or two away.

Under current zoning two parking spaces are required for each apartment - regardless of bedroom size - yielding a baseline requirement of 58 parking spaces for the apartments. However, the new apartments will be comprised of smaller unit types. The proposed design includes 10 efficiency/studio units, 8 one bedroom units, and 11 two bedroom units. This is a total of 40 bedrooms with 43 functional parking spaces.

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Here is a summary of our required vs. proposed parking and our waiver request:

- 58 spaces required by the Ordinance (29 units x 2 spaces per unit)
- 43 spaces provided functionally (includes 9 tandem spots)
- 34 spaces provided technically (subtracting tandem spots)
- 15 space waiver requested functionally (26% waiver)
- 24 space waiver requested technically (41% waiver)

We are requesting a technical parking waiver of 24 parking spaces, but functionally it is a waiver of only 15 spaces given the 9 tandem spaces proposed. This waiver request is reasonably given the site's walkable and bikable location, excellent public transit access, proximity to 12 CarShare pods, and smaller unit types. The proposed site plan accommodates 43 functional parking spaces within the 247 Pearl Street lot. We have studied alternative parking layouts and have determined that the current site plan accommodates the most parking possible given the multiple site constraints. Underground parking would require a long ramp down to the basement level of the building, cutting off access to any potential for surface parking on the rear of the site and resulting in a maximum of approximately 20 parking spaces. Our parking configuration concentrates parking in the rear of the site and behind the building, in line with the goals of the Ordinance.

Our management experience shows that a high-density neighborhood location with small units in close proximity to downtown requires less parking. Many sites in the neighborhood function without dedicated off-street parking and the immediate residential abutters to the west and south have their own off-street parking in either driveways or surface parking lots located behind the buildings, respectively. We are also providing bike storage in the basement with the ability to accommodate more than 60 bikes; outdoor short-term bike storage for tenant convenience and visitor use; and we promote CarShare membership and CCTA transit use to our tenants.

In addition, the Planning Commission is giving serious consideration to a change in the parking regulations for residential uses. For this proposed project, the new regulations would require:

- 0.33 parking spaces x 18 studio & one bedroom units = 6 spaces
- 1 parking space x 11 two bedroom units = 11 spaces
- Total spaces required = 17 spaces

In summary:

1. The site is located close to downtown amenities and employment opportunities
2. The site is located close to major institutional amenities and employment opportunities (UVM, Fletcher Allen, Champlain College)

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3. Management promotes, walking, biking, public transportation and CarShare
4. Design includes a surplus of secure bike storage
5. Direct access to CCTA bus routes
6. 12 CarShare pods in close proximity to the site
7. Potential future parking regulations would require only 17 parking spaces, significantly less than the 43 functional spaces proposed to serve the 29 new apartments

247 Pearl Street Parking Management Plan

Given the high-density neighborhood location in close proximity to downtown and the major institutions, we are confident that the project will attract tenants that are more apt to bike, walk, use public transportation and use CarShare. The 43 off-street spaces available to tenants of the new building are sufficient to provide one space per studio and one bedroom unit with two spaces available to all two bedroom units. Parking will be actively managed and leased separately from the apartments. This way tenants who do not own a private vehicle are not automatically charged for parking that they are not using. Parking spaces that are freed up by tenants without private vehicles can be leased to other households in need of additional parking.

The proposed vehicular access is from Pearl Street with traffic entering and exiting the site at the shared driveway located at the east side of the lot. The new building will have an entry mid-way down the east facade by the elevator to allow for easy access to the secure bike storage located in the basement. Short term bike storage will be provided in racks located adjacent to the building and near to each entrance, with DPW approval pending for additional bike racks or hitches located within the City greenbelt.

Phasing and Construction Schedule

The redevelopment is proposed to occur in a single phase with initial site work and foundation construction occurring first, immediately followed by re-grading of the rear portion of the site including construction of the retaining walls, with vertical construction completed following and final utility connections and finish site work including landscaping at the end of the project. The overall construction schedule is anticipated to take approximately 12 months, with a target start date of Fall 2014 (dependent on zoning approval, Act 250 approval, and issuance of a building permit).

Storm water management

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The approach to long-term stormwater management is to reduce the amount of surface runoff from current condition through installation of subsurface infiltration infrastructure, while stabilizing existing erosion on the steeper embankments through re-grading, installation of retaining walls and improvement to stone lined dispersion/overflow area. The total area of impervious surfaces will increase somewhat from the current level of 58.4% to 64.9%.

The site's impervious areas currently drain to the south, southwest and southeast, over the embankments surrounding the parking area, with some under-drains day-lighting mid-way down the embankment and eventually entering a catch basin located just off-site to the south.

The degree of infiltration possible on the site will be subject to possible environmental constraints related to a single detection of petroleum contamination that was discovered during geotechnical soil borings (24' deep at the eastern edge of the site). Additional test wells are being installed to determine the extent of this contamination across the site and verify the suspected off-site source of the petroleum so the proposed infiltration system can be approved by the Vermont DEC.

A construction period stormwater and erosion control plan will be employed that complies with the City of Burlington Department of Public Works and Planning & Zoning guidelines. Additional information on stormwater and erosion control is included in the materials from our civil engineer, Peter Smiar of Civil Engineering Associates.

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

Based on the similarity of the proposed uses to recently approved projects, the stated planning goals of the Residential High Density district and initial feedback obtained from DPW, the applicant's understanding is that there is more than sufficient capacity of municipal utilities, services and existing or planned community facilities to accommodate the proposed new development.

Utilization of renewable energy resources

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

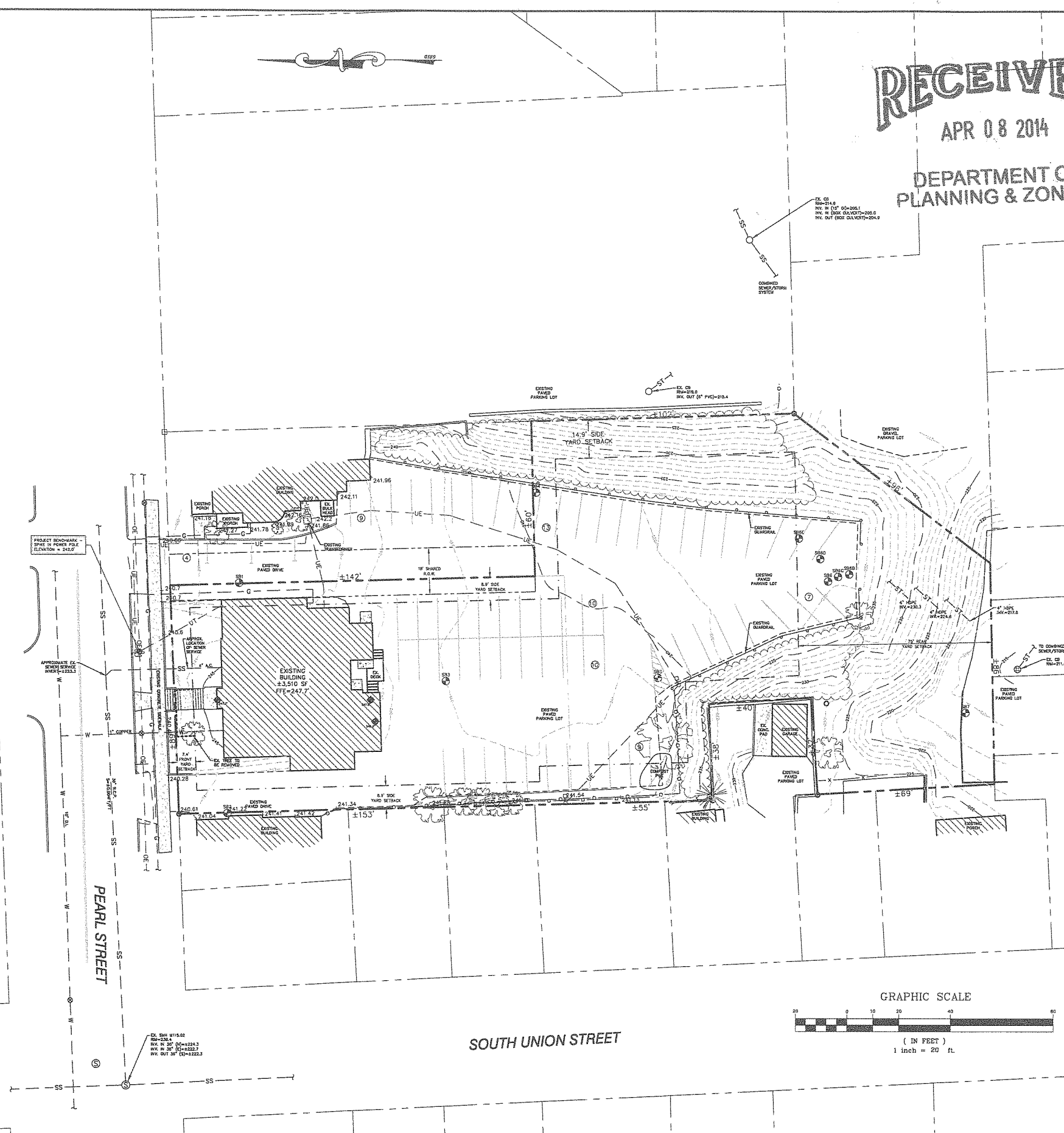
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- LEGEND**
- EXISTING CONTOUR
 - PROPOSED CONTOUR
 - APPROXIMATE PROPERTY LINE
 - APPROXIMATE SETBACK LINE
 - IRON PIN FOUND
 - CONCRETE MONUMENT FOUND
 - GRAVITY SEWER LINE
 - FORCE MAIN
 - WATER LINE
 - OVERHEAD ELECTRIC
 - UNDERGROUND ELECTRIC
 - GAS LINE
 - STORM DRAINAGE LINE
 - SEWER MANHOLE
 - STORM MANHOLE
 - SHUT-OFF
 - POWER POLE
 - CATCH BASIN
 - LIGHT POLE
 - SIGN
 - DECIDUOUS TREE
 - CONIFEROUS TREE
 - EDGE OF BRUSH/WOODS
 - CHAIN LINK FENCE
 - BARBED WIRE FENCE
 - STOCKADE FENCE

GENERAL NOTES

- Utilities shown do not purport to constitute or represent all utilities located upon or adjacent to the surveyed premises. Existing utility locations are approximate only. The Contractor shall field verify all utility conflicts. All discrepancies shall be reported to the Engineer. The Contractor shall contact Dig Safe (888-344-7233) prior to any construction.
- All existing utilities not incorporated into the final design shall be removed or abandoned as indicated on the plans or directed by the Engineer.
- The Contractor shall maintain as-built plans (with ties) for all underground utilities. Those plans shall be submitted to the Owner at the completion of the project.
- The Contractor shall repair/restore all disturbed areas (on or off the site) as a direct or indirect result of the construction.
- All grassed areas shall be maintained until full vegetation is established.
- Maintain all trees outside of construction limits.
- The Contractor shall be responsible for all work necessary for complete and operable facilities and utilities.
- If the building is to be sprinklered, backflow prevention shall be provided in accordance with AWWA M14. The Site Contractor shall construct the water line to two feet above the finished floor. See mechanical plans for riser detail.
- The Contractor shall submit shop drawings for all items and materials incorporated into the site work. Work shall not begin on any item until shop drawing approval is granted.
- In addition to the requirements set in these plans and specifications, the Contractor shall complete the work in accordance with all permit conditions and any local Public Works Standards.
- The tolerance for finish grades for all pavement, walkways and lawn areas shall be 0.1 feet.
- Any dewatering necessary for the completion of the sitework shall be considered as part of the contract and shall be the Contractor's responsibility.
- The Contractor shall coordinate all work within Town Road R.O.W. with Town authorities.
- The Contractor shall install the electrical, cable and telephone services in accordance with the utility companies requirements.
- Existing pavement and tree stumps to be removed shall be disposed of at an approved off-site location. All pavement cuts shall be made with a pavement saw.
- If there are any conflicts or inconsistencies with the plans or specifications, the Contractor shall contact the Engineer for verification before work continues on the item in question.
- Property line information is based upon a plan entitled "Subdivision of Single Lot at 253-255 Pearl St., Burlington, VT", dated Aug. 31, 1984, prepared by Knight Consulting Engineers, Inc. and recorded in the City of Burlington Land Records. This plan is not a boundary survey and is not intended to be used as one.
- The project benchmark, of 500.0', is a spike set in power pole GMP #22. Vertical datum based on a scaled elevation from a UGSG Quad Topo map. Horizontal datum based on a magnetic reading taken at the time of survey.



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SITE ENGINEER: CIVIL ENGINEERING ASSOCIATES, INC. 10 W. FIELD VIEW LANE, SOUTH BURLINGTON, VT 05403 PHONE: 802-223 FAX: 802-894-2271 WEB: WWW.CEA-INC.COM	
COPYRIGHT © 2011 - ALL RIGHTS RESERVED	
DRAWN JSO	CHECKED PBS
APPROVED PBS	
OWNER: PEARL LAKE LLP 247 PEARL STREET BURLINGTON VERMONT 05401	
PROJECT: PROPOSED RESIDENTIAL BUILDING 247 PEARL STREET BURLINGTON VERMONT 05401	
 LOCATION MAP 1" = 1000'	
DATE 4.8.14	CHECKED PBS
REVISION LOCAL SUBMITTAL	
EXISTING CONDITIONS SITE PLAN	
DATE FEB., 2014	DRAWING NUMBER C1.0
SCALE 1" = 20'	
PROJ. NO. 14103.01	

LEGEND

---	EXISTING CONTOUR
---	PROPOSED CONTOUR
---	APPROXIMATE PROPERTY LINE
---	APPROXIMATE SETBACK LINE
○	IRON PIN FOUND
□	CONCRETE MONUMENT FOUND
---	GRAVITY SEWER LINE
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⊙	POWER POLE
⊙	CATCH BASIN
⊙	LIGHT POLE
+	SIGN
⊙	DECIDUOUS TREE
⊙	CONIFEROUS TREE
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- The Contractor shall maintain as-built plans (with ties) for all underground utilities. Those plans shall be submitted to the Owner at the completion of the project.
- The Contractor shall repair/restore all disturbed areas (on or off the site) as a direct or indirect result of the construction.
- All grassed areas shall be maintained until full vegetation is established.
- Maintain all trees outside of construction limits.
- The Contractor shall be responsible for all work necessary for complete and operable facilities and utilities.
- If the building is to be sprinklered, backflow prevention shall be provided in accordance with AWWA M14. The Site Contractor shall construct the water line to two feet above the finished floor. See mechanical plans for riser detail.
- The Contractor shall submit shop drawings for all items and materials incorporated into the site work. Work shall not begin on any item until shop drawing approval is granted.
- In addition to the requirements set in these plans and specifications, the Contractor shall complete the work in accordance with all permit conditions and any local Public Works Standards.
- The tolerance for finish grades for all pavement, walkways and lawn areas shall be 0.1 feet.
- Any dewatering necessary for the completion of the sitework shall be considered as part of the contract and shall be the Contractor's responsibility.
- The Contractor shall coordinate all work within Town Road R.O.W. with Town authorities.
- The Contractor shall install the electrical, cable and telephone services in accordance with the utility companies requirements.
- Existing pavement and tree stumps to be removed shall be disposed of at an approved off-site location. All pavement cuts shall be made with a pavement saw.
- If there are any conflicts or inconsistencies with the plans or specifications, the Contractor shall contact the Engineer for verification before work continues on the item in question.
- Property line information is based upon a plan entitled "Subdivision of Single Lot at 253-255 Pearl St., Burlington, VT", dated Aug. 31, 1984, prepared by Knight Consulting Engineers, Inc. and recorded in the City of Burlington Land Records. This plan is not a boundary survey and is not intended to be used as one.
- The project benchmark, of 500.0', is a spike set in power pole GMP #22. Vertical datum based on a scaled elevation from a UGSG Quad topo map. Horizontal datum based on a magnetic reading taken at the time of survey.

ZONING REQUIREMENTS

Zoning District: Residential High Density (RH)
Parking District: Neighborhood

Density: 40 du/Ac. (80 w/ bonus)
Lot Coverage: 80% (92% w/ bonus)
Building Height: 35' (45' w/ bonus)

REQUIRED:

Front Yard Setback: $\pm 5'$ of average of 2 adjoining properties = $7.4' \pm 5'$
Side Yard Setback: 10% or 5' (Max. required no more than 25') = 8.9', 14.9'
Rear Yard Setback: 25% or 20' (Max. required no more than 75') = 75'

PROVIDED:

Front Yard Setback: 7.5'
Side Yard Setback: 9.0'
Rear Yard Setback: 57.7'

COVERAGE CALCULATIONS

247 Pearl Street
Existing Building Coverage = $\pm 10.1\%$
Proposed Building Coverage = $\pm 23.7\%$

Existing Lot Coverage = $\pm 58.4\%$
Proposed Lot Coverage = $\pm 64.9\%$

253 Pearl Street
Existing Building Coverage = $\pm 19.8\%$
Proposed Building Coverage = $\pm 19.8\%$

Existing Lot Coverage = $\pm 50.3\%$
Proposed Lot Coverage = $\pm 49.8\%$

PARKING CALCULATIONS

Proposed Parking Spaces (247 Pearl St.) = 43 spaces
Required Handicap Spaces = 2 spaces (1 van accessible)

All 90' Spaces Shown = $9' \times 20'$
All Parallel Spaces Shown = $9' \times 22'$
C= 6 Compact Spaces Shown = $8' \times 18'$
% compact spaces = $6/43 = 14.0\%$

Proposed parking Spaces (253 Pearl St.) = 8 spaces

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SITE ENGINEER:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MAINSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2323 FAX: 802-864-2271 web: www.cca-vt.com

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OWNER:

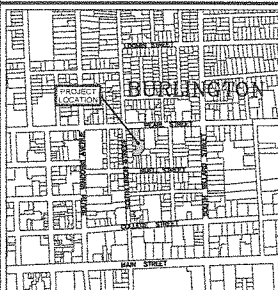
PEARL
LAKE LLP

247 PEARL
STREET
BURLINGTON
VERMONT 05401

PROJECT:

PROPOSED
RESIDENTIAL
BUILDING

247 PEARL
STREET
BURLINGTON
VERMONT 05401



LOCATION MAP

1" = 1000'

DATE	CHECKED	REVISION
4.8.14	PBS	LOCAL SUBMITTAL

PROPOSED CONDITIONS SITE PLAN

DATE

FEB., 2014

SCALE

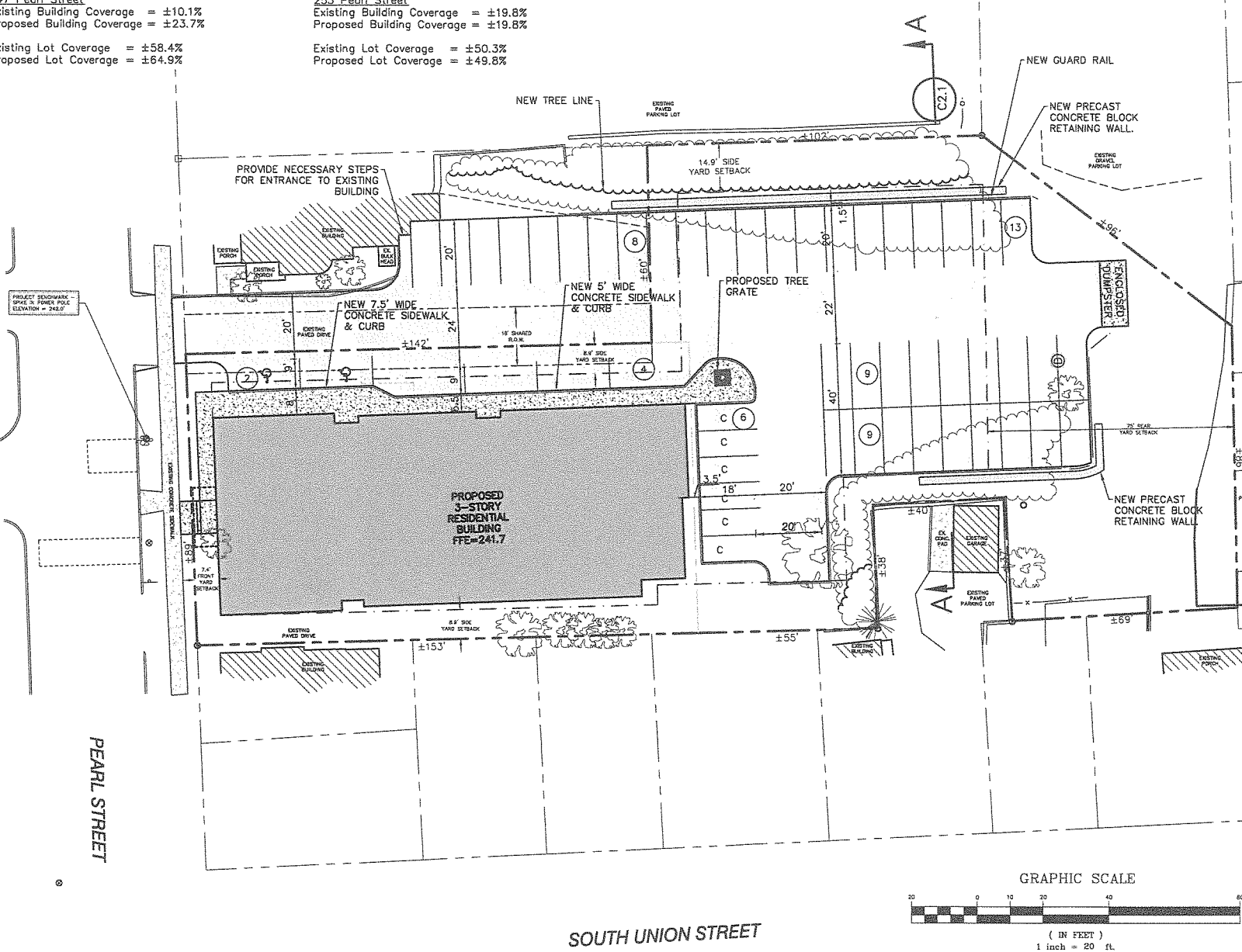
1" = 20'

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View from North



Pearl Street Entry



View from Northwest



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West Property Line

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Burlington, VT 05401
802-540-0323

MULTI-FAMILY HOUSING
247 Pearl Street, Burlington, VT



3/8" = 1'-0"

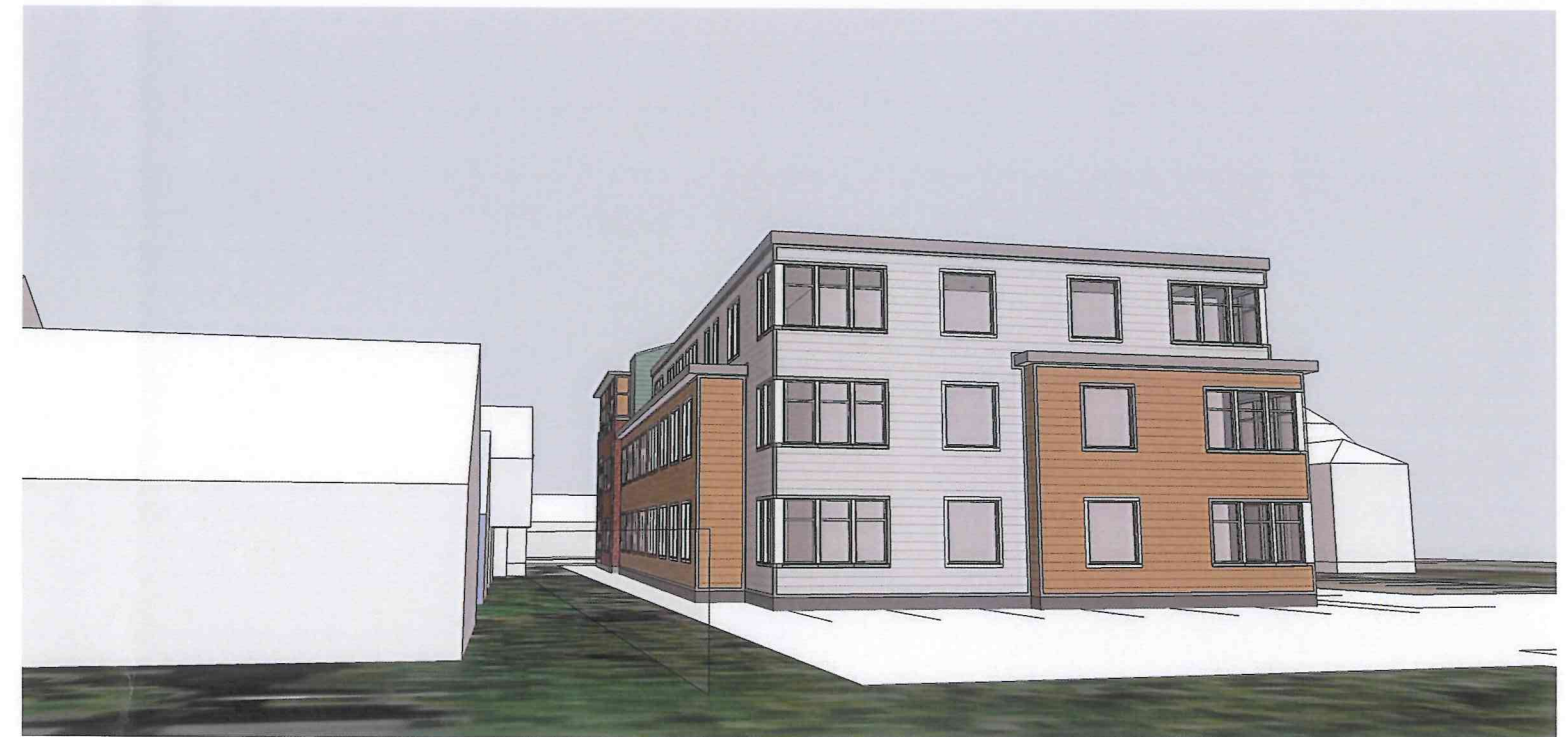
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East

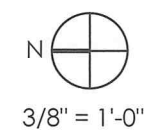


South

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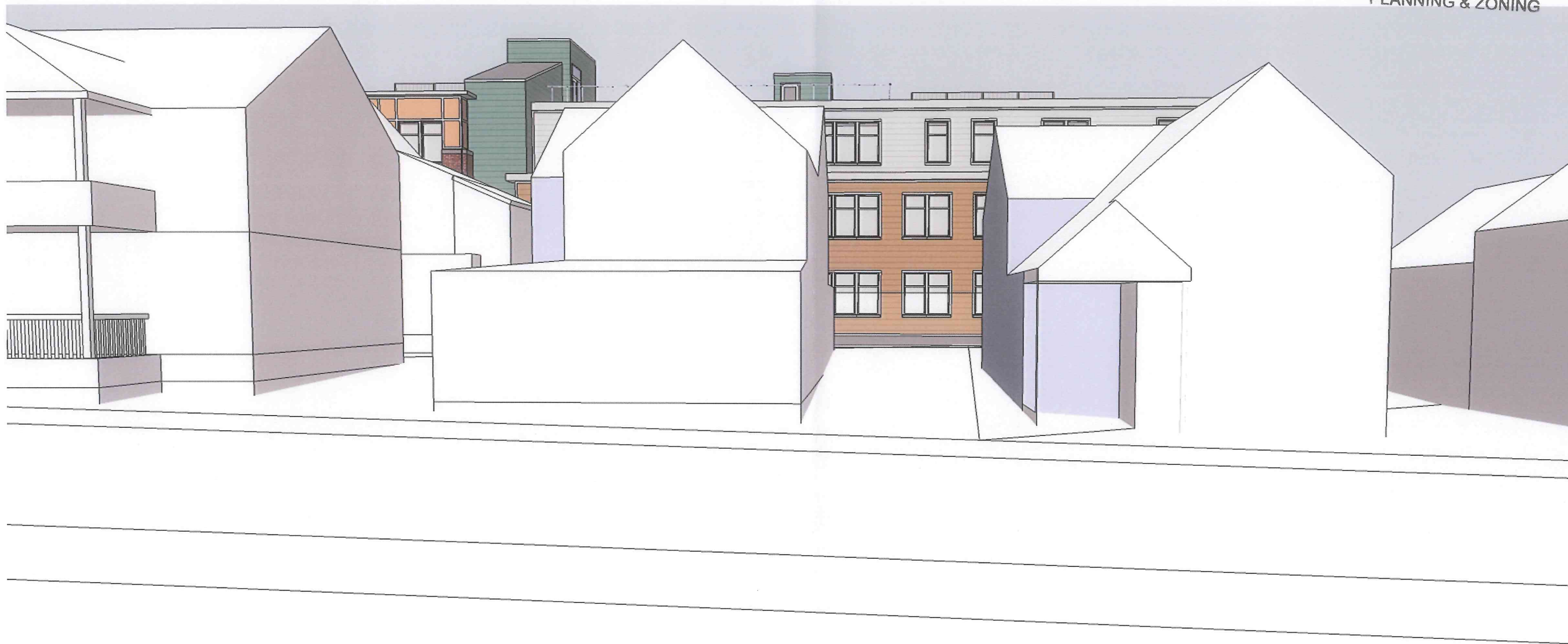
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SOUTH



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N
3/32" = 1'-0"

ELEVATIONS

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EAST

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N 
 3/32" = 1'-0"

ELEVATIONS

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3/32" = 1'-0"

ELEVATIONS

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S. Union Street



S. Union Street - Proposed



Aerial from Northwest



Aerial from Southeast

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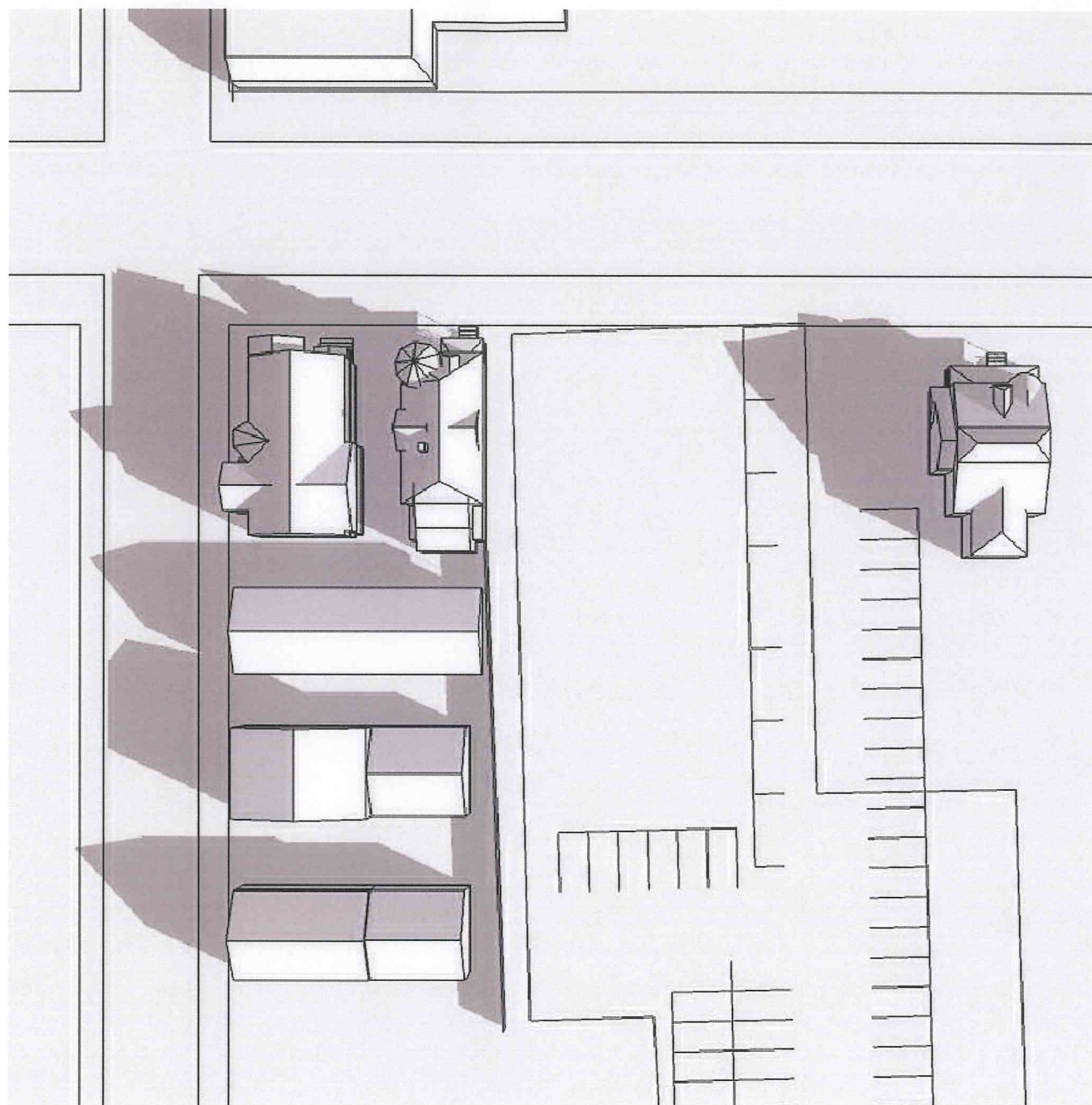


3/8" = 1'-0"

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September 22, 8 a.m. - Existing



September 22, 8 a.m. - Proposed

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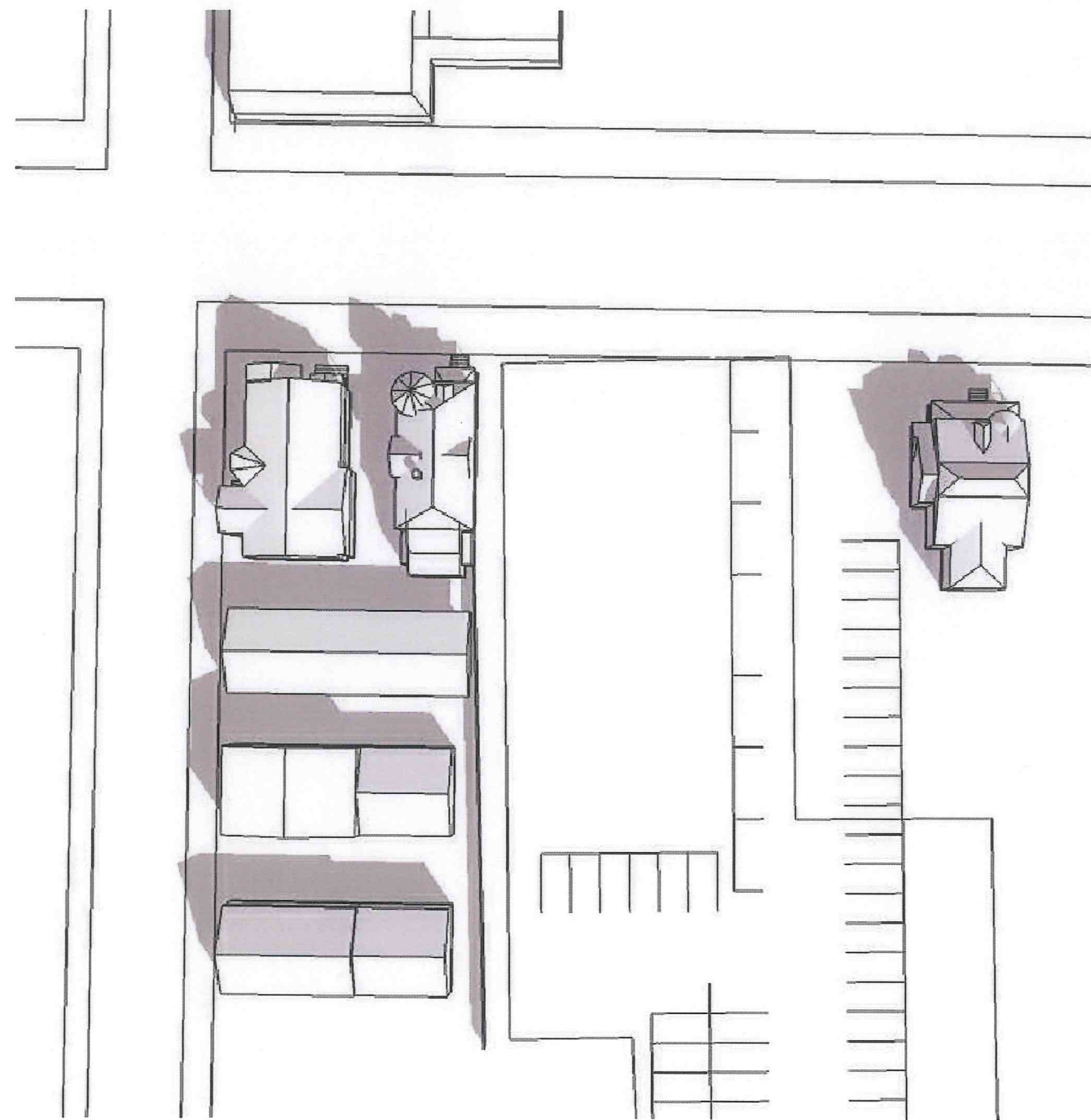
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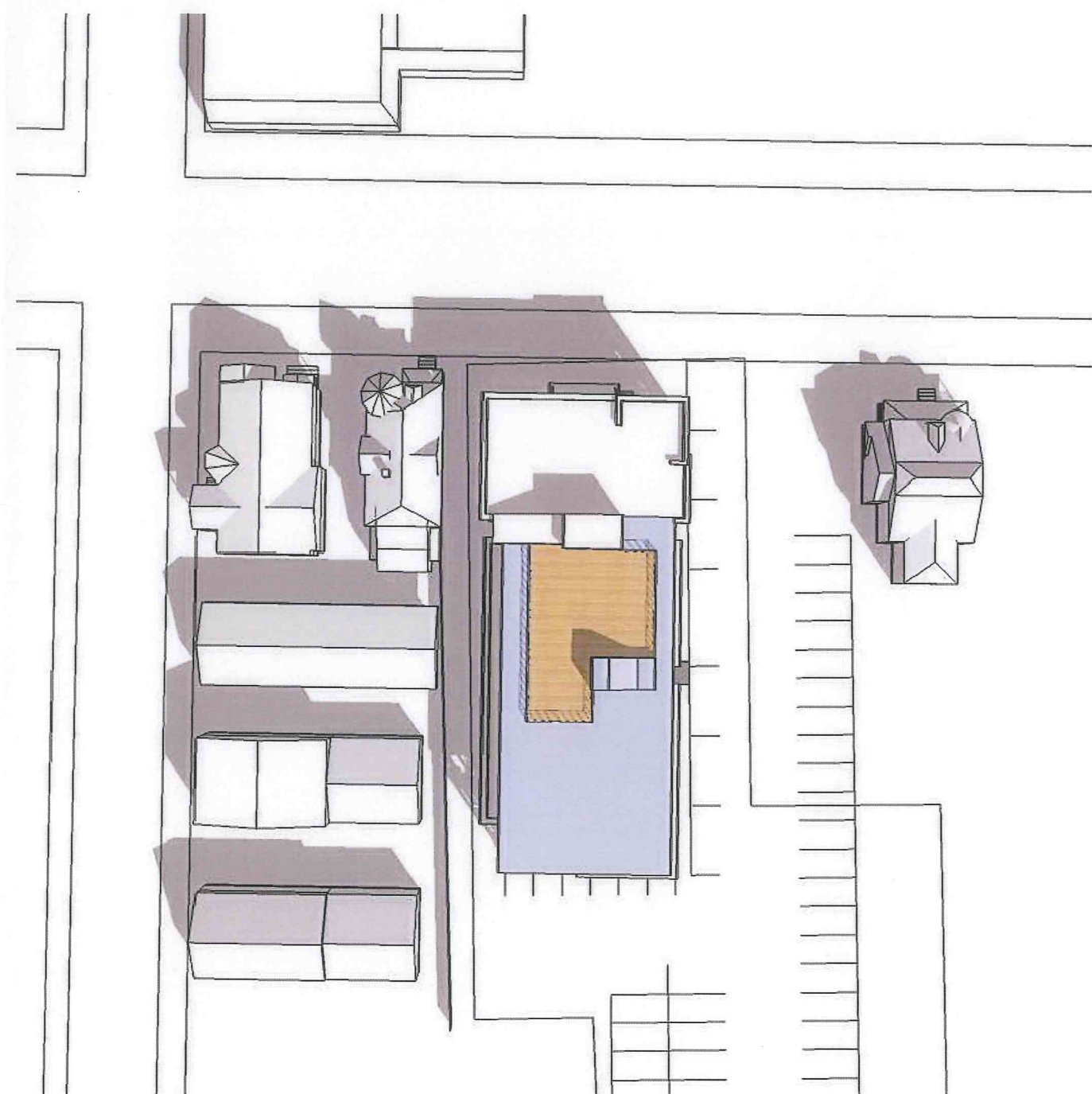
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247 Pearl Street, Burlington, VT



3/32" = 1'-0"



September 22, 10 a.m. - Existing



September 22, 10 a.m. - Proposed

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REDSTONE
BUILDING
247 PEARL STREET
BURLINGTON, VT

PLANTING PLAN

REVISIONS

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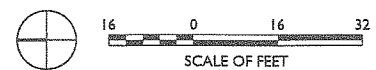
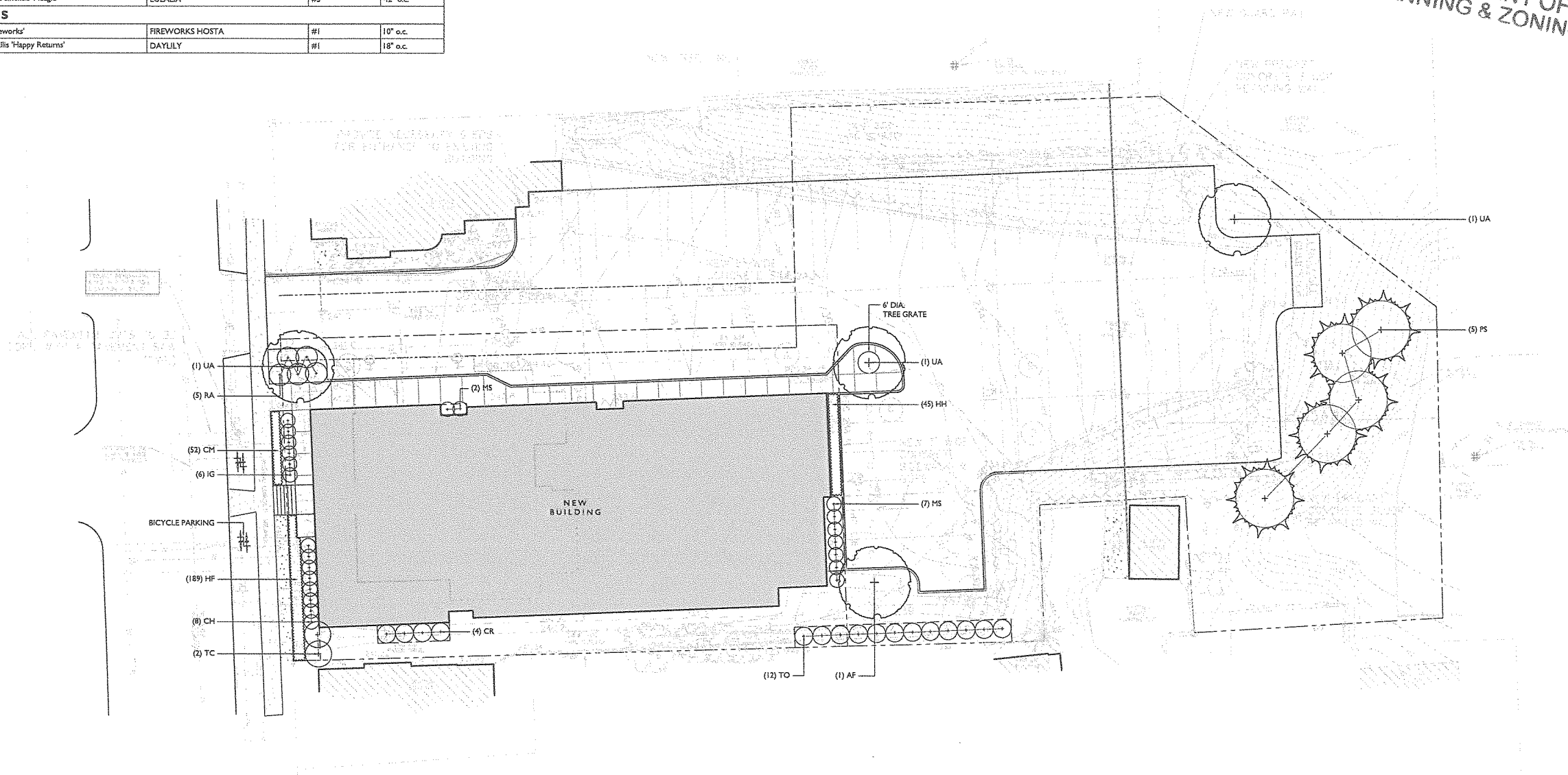
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SCALE 1/8" = 1'-0"

DATE 04.08.14

LI.0

PLANT SCHEDULE				
KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE
DECIDUOUS TREES				
AF	1	Acer x freemanii 'Armstrong'	FREEMAN MAPLE	2.5"-3" CAL
UA	3	Ulmus Americana 'Princeton'	PRINCETON AMERICAN ELM	3"-3.5" CAL
EVERGREEN TREES				
PS	5	Pinus strobus	WHITE PINE	6'-8'
TO	12	Thuja occidentalis 'Smaragd'	ARBORVITAE	6'-8'
SHRUBS				
CH	8	Clethra alnifolia 'Hummingbird'	SUMMERSWEET	#3
CR	4	Clethra alnifolia 'Ruby Spice'	SUMMERSWEET	#3
IG	6	Ilex glabra 'Shamrock'	SHAMROCK INKBERRY	#3
RA	5	Rhus aromatica 'Gro Low'	FRAGRANT SUMAC	#3
TC	2	Taxus cuspidata 'Densaformis'	DENSE YEW	30"-36"
ORNAMENTAL GRASSES				
CM	52	Carex morrowi 'Ice Dance'	VARIEGATED SEDGE	PINT
MS	9	Miscanthus sinensis 'Adagio'	EULALIA	#3
PERENNIALS				
HF	189	Hosta 'Fireworks'	FIREWORKS HOSTA	#1
HH	45	Heimerocallis 'Happy Returns'	DAYLILY	#1





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[Meadowlark](#)
[Meadowlark Iron Spot Smooth](#)
[Merlot](#)
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[Middle Plantation](#)
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[Mohawk](#)
[Monticello](#)
[New Haven](#)
[Old Mystic](#)
[Old Salem](#)
[Oxford](#)
[Plymouth](#)
[Prince Charles](#)
[Queen Anne](#)
[Queen Anne Antique 4.9](#)

KF Hartford Red

SPL ID: 10003030

Color Range: Red C216 Type: FBS Texture: Smooth
 C1088 Type: TBS



Also available in:

TH TB
 THIN BRICK TRU-BRIX

Red Brick

TRU-BRIX



REAL BRICK.
 REALLY EASY.

Hide Sizes

SIZES	WIDTH	HEIGHT	LENGTH	THINBRICK	TRU-BRIX	UNITS / SQ. FT.
Modular	3 5/8" / 92mm	2 1/4" / 57mm	7 5/8" / 194mm	9/16" / 14mm	9/16" / 14mm	6.86
Modular OS	3 5/8" / 92mm	2 3/4" / 70mm	7 5/8" / 194mm	9/16" / 14mm	9/16" / 14mm	5.76
Modular Economo	3 5/8" / 92mm	3 5/8" / 92mm	7 5/8" / 194mm	9/16" / 14mm	X	4.55
Norman	3 5/8" / 92mm	2 1/4" / 57mm	11 5/8" / 295mm	9/16" / 14mm	9/16" / 14mm	4.57
Utility	3 5/8" / 92mm	3 5/8" / 92mm	11 5/8" / 295mm	9/16" / 14mm	X	3

Any size not listed is unavailable

Other Red Bricks:

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BEAUTY FROM TOP TO BOTTOM

WeatherBoards™ VERTICAL SIDING

Certain details make a difference. And when WeatherBoards Vertical Siding goes up, the difference is stunning.

WeatherBoards Vertical Siding is perfect for just about any exterior application, from sidewalls to overhead details. Go where your imagination takes you, and your vision will endure with versatile WeatherBoards Vertical Siding.

Whether the look is seamless cedar, beautifully textured stucco, grooved cedar or simply smooth, this is one design choice that radiates with style.



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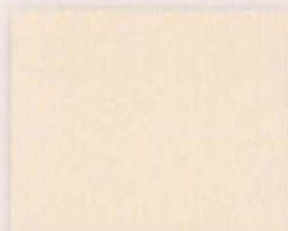
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Cedar No Groove
Vertical Siding
4' x 8'
4' x 9'
4' x 10'
Shown in Olive



Cedar 8" Groove
Vertical Siding
4' x 8'
4' x 9'
4' x 10'
Shown in Sable Brown



Smooth Vertical Siding
4' x 8'
4' x 9'
4' x 10'
Shown in Antique White/
Desert Tan



Stucco Vertical Siding
4' x 8'
4' x 9'
4' x 10'
Shown in Light Maple



Easytrim Reveals is an aluminum reveal wall system designed to work with CertainTeed Fiber Cement Vertical Panels and Lap Siding. The Easytrim Reveals system has been engineered to be a fast, beautiful, and cost-effective way to clad the exterior of your building.

Primer with FiberTect® Primer/Sealer

Lap Siding

CEDAR LAP

Sizes	FiberTect® Product Codes	Pieces/ Unit	Sq. Ft./ Unit	Sq. Cov./ Unit	Pieces/ Sq. Cov.	Lbs./ Unit*	Units/ Truck*
5-1/4" x 12'	10063/000	336	1,764	13.4	25	4,383	10
6-1/4" x 12'	10015/000	294	1,837	14.7	20	4,561	10
7-1/4" x 12'	10016/000	252	1,827	15.1	17*	4,535	10
8-1/4" x 12'	10017/000	225	1,856	15.8	14.5*	4,604	10
9-1/4" x 12'	10018/000	200	1,850	16	12.5	4,590	10
12" x 12' 5/16" thick	10403/000	152	1,824	16.3	9.5*	4,526	10

SMOOTH LAP

Sizes	FiberTect® Product Codes	Pieces/ Unit	Sq. Ft./ Unit	Sq. Cov./ Unit	Pieces/ Sq. Cov.	Lbs./ Unit*	Units/ Truck*
5-1/4" x 12'	10064/000	336	1,764	13.4	25	4,383	10
6-1/4" x 12'	10004/000	294	1,837	14.7	20	4,561	10
7-1/4" x 12'	10005/000	252	1,827	15.1	17*	4,535	10
8-1/4" x 12'	10074/000	225	1,856	15.8	14.5*	4,604	10
9-1/4" x 12'	10006/000	200	1,850	16	12.5	4,590	10
12" x 12' 5/16" thick	10401/000	152	1,824	16.3	9.5*	4,526	10

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*Product weight per truck is limited to approximately 47,000 pounds. Product can be mixed to fill truck, provided weight does not exceed limit.

*Lbs./Unit is approximate. Weights include pallets and packaging for shipping.

*Rounded up to the nearest half-piece.

CertainTeed Product Codes for Ordering

The Finish, Style, Size and Color of a product is represented with an 8-digit Code System. Choose Product Code from the chart above.

Finish Code

10-FiberTect® Primer/Sealer

Product Code

Style, Size and Texture

10000/000

Color Code

FiberTect® Primer/Sealer Code is 000

Finishes.

Interior Finishes: Comes standard in Stone White.

Exterior Finishes: Stone White, Cashmere, Pebble Gray, Bronze, Evergreen or Ebony. All are paintable without affecting the durability.



Stone White
(exterior and interior)



Cashmere
(exterior)



Pebble Gray
(exterior)



Bronze
(exterior)



Evergreen
(exterior)



Ebony
(exterior)

Glazing.

Tempered Glass: Every window and door comes standard with LoE²-272[®] insulating glass with Argon gas or optional LoE³-366[®] for superior performance and long-term energy cost savings.* Tempered insulating glass with Argon gas is available in LoE-180™, LoE²-272[®] and LoE³-366[®].

Tempered Obscure Glass: Tempered obscure glass provides privacy and safety. Secure a modicum of privacy without sacrificing the performance of Integrity's LoE-180™, LoE²-272[®] or LoE³-366[®] insulating glass with Argon gas. Available on every All Ultrex[®] window.

Variable Thickness Glass: Variable thickness glass provide enhanced STC and OITC sound abatement performance. Available in LoE-180™, LoE²-272[®] or LoE³-366[®], tempered and tempered obscure.



Tempered Glass



Tempered Obscure Glass



Variable Thickness Glass

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Single Hung

DESIGNED FOR BEAUTY. ENGINEERED FOR LIFE.



The All Ultrex® Single Hung comes with a standard aluminum half screen; optional full screen is available.

Sash lock provides a positive detent, reassuring user that the window is either locked or unlocked.

Equal, Cottage, and Reverse Cottage sash provide a variety of looks and checkrail heights.

There is more than a single reason to like this beauty. The All Ultrex Single Hung offers DP50 performance on a majority of sizes. Innovative tilt latches, robust low profile sash lock, factory-applied installation accessories, and superior delivery combine with Ultrex construction, LoE glass and ENERGY STAR® qualified performance to make the Single Hung a superior product in both looks and performance. Mull with picture units, transoms, Round Tops, other Single Hung or Polygon units to create unique multiple assemblies. Factory mulling and field mulling kits are available.

Removable lower sash
easily removes with
no tools and no strings
or cords to detach.



NEW

MSZ-FE18NA

Wall-Mounted Indoor Unit

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**mitsubishi
ELECTRIC**

Cooling and Heating Solutions



- High efficiency performance
 - 20.2 SEER, 10.3 HSPF and 14.2 EER
- H2i® Hyper-Heating capabilities
- Advanced INVERTER-driven compressor
- Quiet operation
- Improved smooth finish design

The new MSZ-FE18NA is a big addition to the FE Hyper-Heating family of products! With a rated capacity of 27,000 Btu/h at 47° F extending down to 100% at 5° F. The MSZ-FE18NA produces 73% of full heating capacity down to -13° F. This system provides increased heating performance for larger spaces.



Rounding out the FE family of products are the MSZ-FE09NA and the MSZ-FE12NA. Both of these systems are ENERGY STAR certified and qualify for the Federal tax credit with ratings up to 26 SEER.

With Hyper-Heating INVERTER technology, these systems can provide up to 100% heating capacity down to 5° F (on the FE-09 model with the FE-12 providing 92% capacity) with a system cut-off at -13° F.

Integrated advanced technology that is integrated includes a triple filtration system and the i-see™ Sensor, which detects temperature variations within a space and makes real-time adjustments to system operations.

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Specifications
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Model Name	Indoor Unit	Outdoor Unit	MSZ-FE18NA MUZ-FE18NA
Cooling *1	Rated Capacity	Btu/h	18,000
	Capacity Range	Btu/h	12,000-24,000
	Total Input	W	1,270 (570-2,280)
	Energy Efficiency	SEER	20.2
	Moisture Removal	Pints/h	2.7
	Sensible Heat Factor		0.84
Heating at 47° F *2	Rated Capacity	Btu/h	21,600
	Capacity Range	Btu/h	7,500-29,700
	Total Input	W	1,540 (520-2,420)
	HSPF (IV)	Btu/h/W	10.3
	COP		4.11
Heating at 17° F *3	Rated Capacity	Btu/h	11,700
	Rated Total Input	W	2,180
	Maximum Capacity	Btu/h	19,300
	COP		2.77
Heating at 5° F	Maximum Capacity	Btu/h	21,600
Power Supply	Phase, Cycle, Voltage		1-phase, 60Hz, 208 / 230V *4
Voltage	Indoor - Outdoor S1 - S2		AC 208 / 230V
	Indoor - Outdoor S2 - S3		DC12-24V
	Indoor - Remote Controller		Wireless Type (Optional Wired Controller: DC 12V)
Indoor Unit	MCA	A	1.0
	Fan Motor	F.L.A.	0.76
	Airflow at Cooling (Lo-Med-Hi-Powerful) *1	DRY (CFM)	388-469-628-738
		WET (CFM)	347-420-562-661
	Airflow at Heating (Lo-Med-Hi-Powerful) *2	WET (CFM)	388-469-628-738
	Sound Pressure Level at Cooling (Lo-Med-Hi-Powerful) *1	dB(A)	34-41-49-53
	Sound Pressure Level at Heating (Lo-Med-Hi-Powerful) *2	dB(A)	32-41-49-52
	External Finish Color		Munsell No. 1.0Y 9.2 / 0.2
	Dimension Unit	W: In.	43-5/16
		D: In.	9-3/8
		H: In.	12-13/16
	Weight Unit	Lbs.	37
	Field Drainpipe Size O.D.	In.	5/8
Outdoor Unit	MCA	A	17.1
	MOCP	A	20
	Fan Motor	F.L.A.	0.93
	Compressor	Model (Type)	DC INVERTER-driven Twin Rotary
		R.L.A.	12.9
		L.R.A.	16.1
	Airflow (Cooling/Heating)	CFM	1,769 / 1,701
	Refrigerant Control		Linear Expansion Valve
	Defrost Method		Reverse Cycle
	Sound Pressure Level at Cooling *1	dB(A)	55
	Sound Pressure Level at Heating *2	dB(A)	55
	External Finish Color		Munsell No. 3Y 7.8 / 1.1
	Dimensions	W: In.	33-1/16
		D: In.	13
		H: In.	34-5/8
	Weight	Lbs.	119
Remote Controller	Type		Wireless Remote (Optional Wired Controller)
Refrigerant	Type		R410A
	Charge	Lbs., Oz.	4, 3
	Oil	Type (fl. oz.)	FV50S (0.40)
Refrigerant Pipe	Gas Side O.D.	In.	5/8
	Liquid Side O.D.	In.	3/8
Refrigerant Pipe Length	Height Difference (Max.)	Ft.	50
	Length (Max.)	Ft.	100
Connection Method	Indoor/Outdoor		Flared/Flared

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3400 Lawrenceville Suwanee Road
Suwanee, GA 30024

Phone: 888-467-7546 Fax: 800-658-1458

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247 PEARL STREET

EXISTING
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JOB NO. 407
SCALE 1/8" = 1'-0"
DATE 04.11.14

LI.0



PLANT SCHEDULE					
KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
AF	1	Acer x fremanii 'Armstrong'	FREEMAN MAPLE	2.5"-3" CAL.	AS SHOWN
UA	3	Ulmus Americana 'Princeton'	PRINCETON AMERICAN ELM	3"-3.5" CAL.	AS SHOWN
EVERGREEN TREES					
PS	5	Pinus strobus	WHITE PINE	6'-8'	AS SHOWN
TO	12	Thuja occidentalis 'Smaragd'	ARBORVITAE	6'-8'	AS SHOWN
SHRUBS					
CH	8	Clethra alnifolia 'Hummingbird'	SUMMERSWEET	#3	36" o.c.
CR	4	Clethra alnifolia 'Ruby Spice'	SUMMERSWEET	#3	5' o.c.
IG	6	Ilex glabra 'Shamrock'	SHAMROCK INKBERRY	#3	36" o.c.
RA	5	Rhus aromatica 'Gro Low'	FRAGRANT SUMAC	#3	4' o.c.
TC	2	Taxus cuspidata 'Densaformis'	DENSE YEW	30"-36"	5' o.c.
ORNAMENTAL GRASSES					
CM	52	Carex morrowi 'Ice Dance'	VARIEGATED SEDGE	PINT	12" o.c.
MS	9	Miscanthus sinensis 'Adagio'	EULALIA	#3	42" o.c.
PERENNIALS					
HF	189	Hosta 'Fireworks'	FIREWORKS HOSTA	#1	10" o.c.
HH	45	Heemerocallis 'Happy Returns'	DAYLILY	#1	18" o.c.



247 PEARL STREET

PLANTING PLAN

REVISIONS

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DRAWING NO.

JOB NO. 407

SCALE 1/16" = 1'-0"

DATE 04.08.14

L1.0