Burlington Development Review Board
Department of Permitting & Inspections
645 Pine Street
Burlington, VT 05401
www.burlingtonvt.gov/DPI/DRB
Telephone: (802) 865-7188
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Brad Rabinowitz
AJ LaRosa
Geoff Hand
Brooks McArthur
Caitlin Halpert
Chase Taylor
Leo Sprinzen
Sean McKenzie, (Alternate)

BURLINGTON DEVELOPMENT REVIEW BOARD
Tuesday, April 5, 2022, 5:00 PM
PUBLIC HEARING NOTICE

Virtual Remote Meeting

Zoom: https://us02web.zoom.us/j/87213435083?pwd=S0lrRWxzd3NOQnRPL05QVXI1NGVlUT09
Passcode: 521836
Webinar ID: 872 1343 5083
Telephone: US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

1. **ZP-22-17; 139 Foster Street (RL, Ward 5S) Paul O'Brian**
   Establish a bed and breakfast (short-term rental) within existing residence.

Plans may be viewed upon request by contacting the Department of Permitting & Inspections between the hours of 8:00 a.m. and 4:30 p.m. Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Zoning office is considered public and cannot be kept confidential. This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/dpi/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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

The programs and services of the City of Burlington are accessible to people with disabilities.
Individuals who require special arrangements to participate are encouraged to contact the Zoning Division at least 72 hours in advance so that proper accommodations can be arranged. For information call 865-7188 (TTY users: 865-7142).
Printed on 100% Recycled Paper

Department of Permitting & Inspections
Zoning Division
645 Pine Street
Burlington, VT 05401
Telephone:(802) 865-7188

William Ward, Director
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Associate Planner
Joseph Cava, Permit Technician
Ted Miles, Code Compliance Officer
Charlene Orton, Permitting & Inspections Administrator

TO: Development Review Board
FROM: Scott Gustin
DATE: April 5, 2022
RE: ZP-22-17; 139 Foster Street

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The applicant requests deferral of this application review so that outstanding parking concerns can be addressed. Staff recommends deferral to a date certain of June 7, 2022.

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TO: Development Review Board
FROM: Scott Gustin
DATE: April 5, 2022
RE: ZP-22-88; 147 Spear Street

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

Zone: I Ward: 8E

Owner/Applicant: University of Vermont

Request: Construction of a 4,640 sf team support building and related site work. Originally permitted with Virtue Field project but not constructed.

Applicable Regulations:
Article 2 (Administrative Mechanisms), Article 3 (Applications, Permits, & Project Reviews), Article 4 (Zoning Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Review Standards), Article 8 (Parking)

Background Information:
The applicant is seeking approval to construct a team support building adjacent to Virtue Field within UVM's athletic campus. This building was included in the original 2014 zoning permit for the Virtue Field project but was not constructed. The applicant is seeking approval anew in anticipation of construction this coming spring and summer. The building and related site improvements appear largely as originally approved in 2014.

This development is within an educational institution and is, therefore, subject to only limited zoning review per 24 VSA, Sec. 4413, *Limitations on municipal bylaws*. This application may be reviewed only with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, lighting, landscaping, and screening requirements.

Previous zoning permit activity:

- 9/7/18, Approval for freestanding sign
- 6/8/17, Approval to replace two cooling towers
- 8/4/16, Approval to install wall-mounted light fixtures
- 1/23/14, Approval for Virtue Field project
- 6/17/11, Approval to install artificial turf playing field
- 5/4/10, Approval to install new running track and associated equipment building
- 6/7/03, Approval for improvements to Archie Post Field
- 3/12/02, Approval for snow roof snow guards

- 2/19/02, Approval of 3-level parking garage
- 8/2/99, Approval of modifications to previously approved Gutterson renovations
- 8/13/98, Approval of 18,000 sf addition to Gutterson Field House
- 6/29/98, Approval to install new roof
- 10/13/94, Approval to extend the recreational path

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

I. Findings

Article 2: Administrative Mechanisms

The zoning permit records for this property show that there is one previous zoning permit (19-0153SN) that has expired without issuance of its required certificate of occupancy. Per this section, this zoning permit must be closed out with a final certificate of occupancy prior to issuance of a certificate of occupancy for this new zoning permit. **(Affirmative finding as conditioned)**

Article 3: Applications, Permits, & Project Reviews

Part 3: Impact Fees

Sec. 3.3.2, Applicability

The new building will require payment of impact fees based on the gross floor area of the structure. **(Affirmative finding as conditioned)**

Article 4: Maps & Districts

Sec. 4.4.4, Institutional District:

(a) Purpose

The Institutional District is intended to provide for increased development scale and intensity than would be found in adjacent residential areas and to provide for a variety of uses associated with higher education, health care, and cultural and research centers. The proposed team support building is part of the University's athletic facility, and the use will remain unchanged. **(Affirmative finding)**

(b) Dimensional Standards & Density

See Sec. 4.5.2.

(c) Permitted & Conditional Uses

See Sec. 4.5.2.

Sec. 4.5.2, Institutional Core Campus Overlay Districts

(f) District Specific Regulations: UVM South of Main Street Campus (ICC-UVMS)

1. Lot Coverage

Within this overlay district, a maximum aggregate lot coverage of 60% is allowed. Lot coverage will increase from an existing 42.39% to 42.55%. **(Affirmative finding)**

2. Setbacks

Side and rear setback requirements pertain to the periphery of the overlay district. The proposed building is far from the peripheral boundaries of the overlay. A 15' front yard setback along Spear

Street applies. The proposed construction is significantly further than 15' away from Spear Street. **(Affirmative finding)**

3. Development Buffer
The proposed development does not infringe on the Development Buffers at the northwestern end of the overlay district. **(Affirmative finding)**

4. Surface Parking
No new surface parking is included in this proposal. **(Affirmative finding)**

5. Building Height
The proposed development is not located within the ICC-UVMS Height Overlay. As a result, buildings are limited to the height of the tallest existing structure as of January 1, 2008 and located within the ICC-UVMS District. The height of the support building is about 16' at the midpoint of the roof rise. This height is significantly below the height of other buildings within the district, including the University Heights dormitories at 50' tall. **(Affirmative finding)**

6. Density
The proposed development is not subject to the non-residential density equivalent set forth in Sec. 5.2.7 (a) 2. **(Affirmative finding)**

7. Uses
Within the ICC-UVMS district, post-secondary schools shall be treated as permitted uses. The project is part of the University, and the use will remain unchanged. This proposal relates to an existing athletic field associated with the University, and no change in use is included in this project. **(Affirmative finding)**

Article 5: Citywide General Regulations
Sec. 5.2.3, Lot Coverage Requirements
See Sec. 4.5.2.

Sec. 5.2.4, Buildable Area Calculation
This criterion does not apply to properties in the I zone. **(Not applicable)**

Sec. 5.2.5, Setbacks
See Sec. 4.5.2.

Sec. 5.2.6, Building Height Limits
See Sec. 4.5.2.

Sec. 5.2.7, Density and Intensity of Development Calculations
See Sec. 4.5.2.

Sec. 5.5.1, Nuisance Regulations
Nothing in the proposal appears to constitute a nuisance under this criterion. **(Affirmative finding)**

Sec. 5.5.2, Outdoor Lighting

Outdoor lighting includes previously approved walkway lighting and exterior building-mounted fixtures. No changes to the walkway lighting are proposed. The photometric plan includes both the walkway lighting and building-mounted lighting. Acceptable lighting levels are depicted around the building. Fixture locations are noted on the building elevation plans. Building mounted lighting fixtures are specified in the lighting plan, but an actual cut sheet is missing and needed. **(Affirmative finding as conditioned)**

Sec. 5.5.3, Stormwater and Erosion Control
The erosion prevention and sediment control plan for this project has been reviewed and approved by the city's stormwater program. The post-construction stormwater management plan is under review, although it bears noting that the prior post-construction stormwater approval of the original Virtue Field permit included this building. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards
Part 1, Land Division Design Standards
Not applicable.

Part 2, Site Plan Design Standards
Sec. 6.2.2, Review Standards
(a) Protection of important natural features
There are no important natural features within the project area. The site is grassy with existing athletic facilities. **(Affirmative finding)**

(b) Topographical alterations
Not applicable per 24 VSA, Sec. 4413.

(c) Protection of important public views
Not applicable per 24 VSA, Sec. 4413.

(d) Protection of important cultural resources
Not applicable per 24 VSA, Sec. 4413.

(e) Supporting the use of alternative energy
Not applicable per 24 VSA, Sec. 4413.

(f) Brownfield sites
Not applicable per 24 VSA, Sec. 4413.

(g) Provide for nature's events
Not applicable per 24 VSA, Sec. 4413. The city's stormwater standards under Chapter 26 continue to apply.

(h) Building location and orientation
Not applicable per 24 VSA, Sec. 4413.

(i) Vehicular access
Not applicable per 24 VSA, Sec. 4413.

(j) Pedestrian access
Not applicable per 24 VSA, Sec. 4413.

(k) Accessibility for the handicapped
Not applicable per 24 VSA, Sec. 4413. Accessibility requirements under the City's building code continue to apply.

(l) Parking and circulation
No new parking is required or proposed for this development. **(Affirmative finding)**

(m) Landscaping, fences, and retaining walls
Little in the way of new landscaping is proposed. Some turf areas will be retained, and a new mulched landscaping bed is proposed near the northwest corner of the proposed building. New ornamental metal fencing and related gates are proposed to control circulation and access into the site. A section of black vinyl coated chain link fence is proposed just to the south of the building. A short section of concrete retaining wall is proposed at the northeast corner of the building and is related to an access way into the building. Another short section of retaining wall is located near the northeast corner of the building. **(Affirmative finding)**

(n) Public plazas and open space
No new public plazas or open space are included in this proposal, nor are they required. **(Affirmative finding)**

(o) Outdoor lighting
See Sec. 5.5.2.

(p) Integrate infrastructure into the design
No new ground-mounted mechanical equipment is proposed. If any is proposed, it must be depicted on the project plans and screened. **(Affirmative finding as conditioned)**

Part 3, Architectural Design Standards
Sec. 6.3.2, Review Standards
(a) Relate development to its environment

1. Massing, Height, and Scale
The proposed building is basic in appearance and reflects its intended utilitarian functions as locker rooms, rest rooms, and a concession area. It is relatively small in scale, particularly in relation to the much larger Gutterson Field House nearby. The building mass is split into two distinct sections with the low sloped roof split similarly. Glazing is limited and acceptable given the intended interior functions. **(Affirmative finding)**

2. Roofs and Rooflines
Not applicable per 24 VSA, Sec. 4413.

3. Building Openings
Not applicable per 24 VSA, Sec. 4413.

(b) Protection of important architectural resources
Not applicable per 24 VSA, Sec. 4413.

(c) Protection of important public views
Not applicable per 24 VSA, Sec. 4413.

(d) Provide an active and inviting street edge
Not applicable per 24 VSA, Sec. 4413.

(e) Quality of materials
Not applicable per 24 VSA, Sec. 4413.

(f) Reduce energy utilization
Not applicable per 24 VSA, Sec. 4413.

(g) Make advertising features complimentary to the site
No new exterior signs are included in this proposal. **(Not applicable)**

(h) Integrate infrastructure into the building design
No new rooftop mechanical equipment is proposed. The roof plan depicts several plumbing risers and mechanical flue vents. **(Affirmative finding)**

(i) Make spaces safe and secure
The proposed building must provide adequate egress as required by the building code. Entries will be illuminated. **(Affirmative finding)**

Article 8: Parking
The proposed team support building is accounted for in the currently approved Joint Institutional Parking Management Plan. As noted above, no additional parking is to be constructed in this project. **(Affirmative finding)**

II. Conditions of Approval

1. Per **Section 2.7.8, Withhold Permit**, all zoning permits issued after July 13, 1989 must be closed out (issued a Certificate of Occupancy) prior to issuance of a Final Certificate of Occupancy for this permit. Upon expiration of this new zoning permit, no additional zoning permits may be issued until it, and all prior zoning permits, have been closed out with final certificate(s) of occupancy. It is recommended that certificates of occupancy for the old zoning permits be sought prior to seeking a certificate of occupancy for the new zoning permit.
2. **Prior to release of the zoning permit**, cut sheets for the proposed building mounted exterior lighting fixtures shall be provided, subject to staff review and approval.
3. **At least seven (7) days prior to issuance of a certificate of occupancy**, impact fees based on the gross floor area of the new building shall be paid to the Department of Permitting & Inspections.
4. Any new utility lines must be buried.
5. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required.
6. Standard permit conditions 1-15.

This is a COA Level II application for the University of Vermont (UVM; The University) to construct a new multi-purpose team support building at the northeast corner of Virtue Field. The project will also include utility connections and improvements to the walkways adjacent to the building. This support building was permitted in 2012 (ZP 12-0936CA) as part of the improvements to the existing playing field, including open air bleachers, lights, press box, bathrooms, locker rooms, concession stand, paving, and landscaping. However, the support building was never constructed. The original estimated cost in ZP 12-0936CA was $3,800,000; the actual construction cost was $2,604,509; the estimated construction cost for the new support building is $2,400,000. The actual construction cost plus the estimated construction cost is $5,004,509. We request that the application fee for this project be based on the net increase construction cost of $1,204,509. Construction is tentatively scheduled for early April 2022.

Project Scope

The proposed building is 4,640 gross square feet and includes four team rooms, a training room, an official's room, a multi-stall women's restroom, a multi-stall men's restroom, a gender-inclusive single-occupancy restroom/family room, three mechanical rooms, a ticket booth, and a concession area. The public entrance for the restrooms and the ticket booth will be on the east side of the building and the concession counter will be on the south side of the building. A new concrete walkway will also be constructed around the building. According to the program, food will only be distributed from the concession area; all production, manufacturing, and packaging of food will occur elsewhere.

Construction

The exterior building materials exposed to view consist of the following: 4" brick veneer, colored mortar, wet-seamed composite metal panels, color-matched sealant, powder coated aluminum storefront system, field painted hollow metal doors and window, stainless steel countertop at concession and ticket windows, powder coated aluminum concession transaction windows, powder coated mechanical louvers, clear insulated glass panels with aluminum fascia, wet-seamed composite metal panel soffits, EPDM standing seam roof, and color matched snow guards on the roof.

Size, capacity, height, building bulk

The amenities provided in the building are displacing amenities in existing facilities, thus the new building will not result in a net increase of building users (students, faculty/staff, and visitors). The height of the building is roughly eighteen feet to the apex of the gable in the center of the building.

Yards, courts, setbacks

The new building is within the UVM Athletic campus and is set back from all surrounding streets.

Parking and traffic circulation

Since the building will not increase the number of users, the traffic volume and circulation patterns will remain the same and there will not be an increase in parking demand.

Noise

The new building will not produce any new sources of noise.

Lighting
All outdoor lighting will conform to IESNA standards. The building contains both recessed exterior soffit light fixtures and wall mounted fixtures; no additional light poles will be added.

Landscaping
A new concrete walkway will be constructed around the building. New swing gates and fencing will also be installed on the walkway, including an 8' high ornamental double-swing gate on the east side of the building controlling access to the central walkway between Moulton-Winder Field and Virtue Field. The new fencing will connect to existing fencing located on both fields.

Stormwater and Erosion Control
The project was originally permitted under operational stormwater discharge permit 3753-INDS.A1, which has since been incorporated into UVM's MS4 permit. Runoff from the project is collected and piped to the Southwest Campus Stormwater Treatment Facility #1 for detention and treatment before discharging to Englesby Brook.

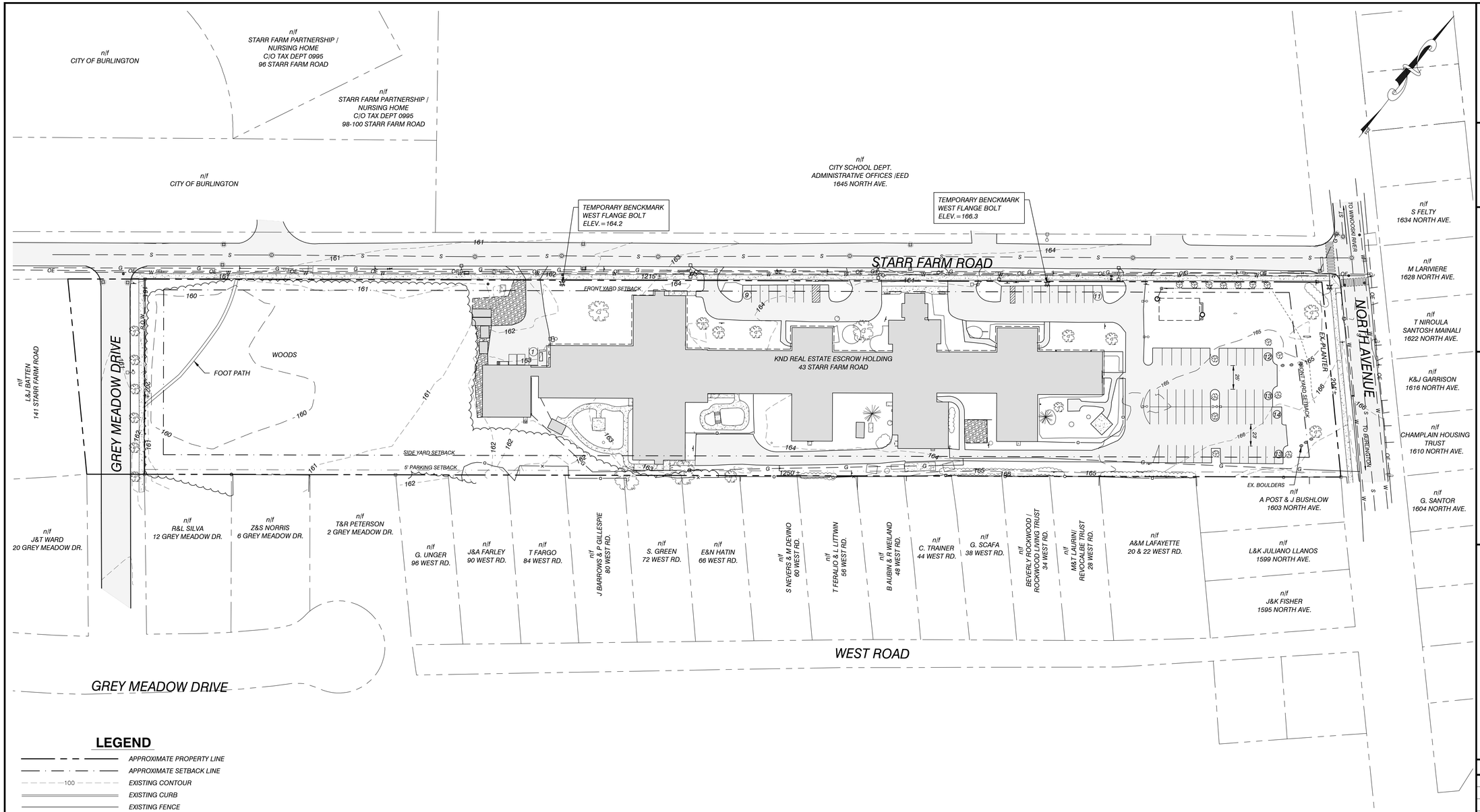
A site specific erosion prevention and sediment control design has been completed for this phase of the project. A Low Risk Construction General Permit will be obtained from the Vermont Watershed Management Division.

While this project was originally permitted with the City, the University will continue to work with the Burlington DPW Stormwater Program Manager regarding the review of both operational and construction stormwater designs.

Water & Wastewater
This phase of the project does not propose an increase of water or wastewater flows. A new pump station and forcemain is proposed to pump sewer flows to the existing gravity system that is located east of the Gutterson Field House. The proposed building footprint is located over a portion of an existing waterline so the waterline will need to be relocated and a new service line will be extended to the building.

Lot Coverage
The new building and surrounding walkway will yield 7,550 square feet of net-new impervious surface. However, there were additional corrections made to UVM's lot coverage database since the last permit submittal that increased the lot coverage for the ICC-UVMS parcel from 41.04% to 42.39%; with the addition of the Virtue Field Support Building, the lot coverage will then increase from 42.39% to 42.55%.

Based on the net increase construction cost of $1,204,509, we estimate the application fee to be $2,804.92



LEGEND

- APPROXIMATE PROPERTY LINE
- APPROXIMATE SETBACK LINE
- 100 EXISTING CONTOUR
- EXISTING CURB
- EXISTING FENCE
- EXISTING GRAVEL
- EXISTING PAVEMENT
- OE EXISTING OVERHEAD ELECTRIC
- G EXISTING GAS
- ST EXISTING STORM
- S EXISTING GRAVITY SEWER
- W EXISTING WATER
- EXISTING SEWER MANHOLE
- EXISTING STORM MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING SHUT OFF
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE/POLE
- EXISTING SIGN
- EXISTING DECIDUOUS TREE
- EXISTING CONIFEROUS TREE
- EDGE OF BRUSH/WOODS
- IRON ROD/PIPE FOUND
- CONCRETE MONUMENT FOUND
- PROJECT BENCHMARK

NOTES

1. 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.
2. PROPERTY LINE INFORMATION IS BASED ON A PLAN PREPARED BY NATHAN O. YAGER DATED 7/4/2017 "KINDRED BIRCHWOOD TERRACE" THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE. MONUMENTATION RECOVERED IS CONSISTENT WITH RECORDED DOCUMENTS.
3. SITE INFORMATION IS BASED ON A FIELD SURVEY PERFORMED BY CIVIL ENGINEERING ASSOCIATES, INC JULY 2017 AND MAY 2021. CIVIL ENGINEERING ASSOCIATES, INC. SURVEY ORIENTATION IS "GRID NORTH", VERMONT COORDINATE SYSTEM OF 1983 (HORIZONTAL) AND NAVD88 (VERTICAL) ESTABLISHED FROM GPS OBSERVATIONS ON SITE.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SITE ENGINEER:

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

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DRAWN: MAB
CHECKED: MCK
APPROVED: CJG

CLIENT:

BIRCHWOOD PROP LLC
c/o BIRCHWOOD OPERATIONS LLC

43 STARR FARM ROAD
BURLINGTON, VT

PROJECT:

BIRCHWOOD TERRACE

43 STARR FARM ROAD
BURLINGTON, VT

LOCATION MAP
1" = 2000'

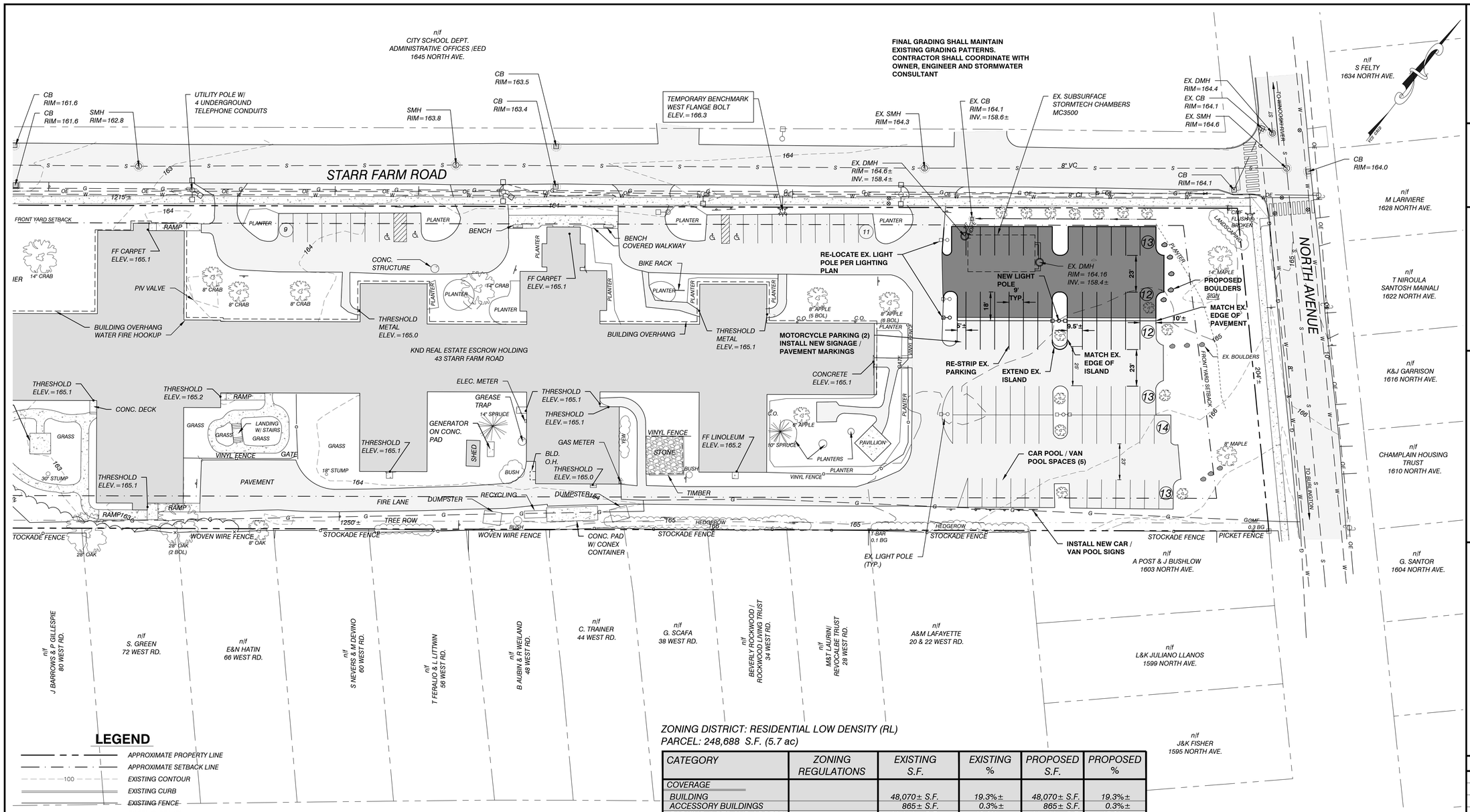
DATE	CHECKED	REVISION
09/23/21	MLK	ZONING PERMIT
03/28/22	MLK	REVISIONS PER STAFF COMMENTS

EXISTING CONDITIONS SITE PLAN

DATE: 09/23/2021
SCALE: 1" = 50'
PROJ. NO.: 17158

DRAWING NUMBER: C1.0

P:\AutoCADD Projects\2017\17158\1-CADD Files-17158\Dwg\17158_2021-Site Plan.dwg, C1.0 2021-EXISTING, 3/28/2022 12:20:59 PM



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ZONING DISTRICT: RESIDENTIAL LOW DENSITY (RL)
PARCEL: 248,688 S.F. (5.7 ac)

CATEGORY	ZONING REGULATIONS	EXISTING S.F.	EXISTING %	PROPOSED S.F.	PROPOSED %
COVERAGE					
BUILDING		48,070± S.F.	19.3%±	48,070± S.F.	19.3%±
ACCESSORY BUILDINGS		865± S.F.	0.3%±	865± S.F.	0.3%±
PARKING (LOTS AND ACCESS)		32,372± S.F.	13.0%±	39,562± S.F.	15.9%±
LOADING AREA (PAVED)		3,420± S.F.	1.4%±	3,420± S.F.	1.4%±
LOADING AREA (GRAVEL)		1,505± S.F.	0.6%±	1,505± S.F.	0.6%±
GAZEBO / OPEN BLD./TENT		970± S.F.	0.4%±	970± S.F.	0.4%±
FIRE LANE		7,200± S.F.	2.9%±	7,200± S.F.	2.9%±
WALKWAYS		4,110± S.F.	1.7%±	4,110± S.F.	1.7%±
LANDINGS / RAMPS		865± S.F.	0.3%±	865± S.F.	0.3%±
CONC. PADS / GRAVEL		840± S.F.	0.3%±	840± S.F.	0.3%±
TOTAL	44%	100,217± S.F.	40.3%±	107,407± S.F.	43.2%
SETBACK					
FRONT YARD (NORTH AVE)	ADV. 2 LOTS MIN.±5'	299.4±'			
FRONT YARD (STAR FARM)	10% WIDTH, <5'	12.9±'			
FRONT YARD (GREY MEADOW	ADV. 2 LOTS MIN.±5'	350.0±'			
SIDEYARD	10% WIDTH, <5'	11.6±'			
PARKING				SEE PARKING TABLE	
CONVALESCENT HOME	36 (4/144 BEDS)	73		95	
BUILDING HEIGHT					
EXISTING PRIMARY	35				

LOT COVERAGE ARE BASED UPON A PARCEL SIZE OF 248,688 S.F.
GREY MEADOW EASEMENT IS NOT INCLUDED IN THE LOT COVERAGE CALCULATION.

PARKING TABLE	
ACCESSIBLE PARKING SPACE	4 SPACES (2 VAN)
MOTORCYCLE PARKING	2 SPACES
GENERAL PARKING	89 SPACES
TOTAL PARKING TOWARD MAX.	95 SPACES
CAR POOL / VAN POOL	5 SPACES (NOT COUNTED TOWARD MAX.)

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

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10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
P: 802-864-2323 FAX: 802-864-2271 web: www.cea-vt.com

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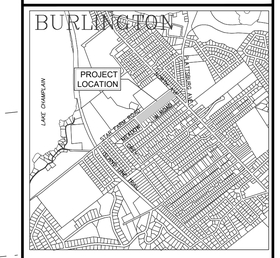
43 STARR FARM ROAD
BURLINGTON, VT



LOCATION MAP
1" = 2000'

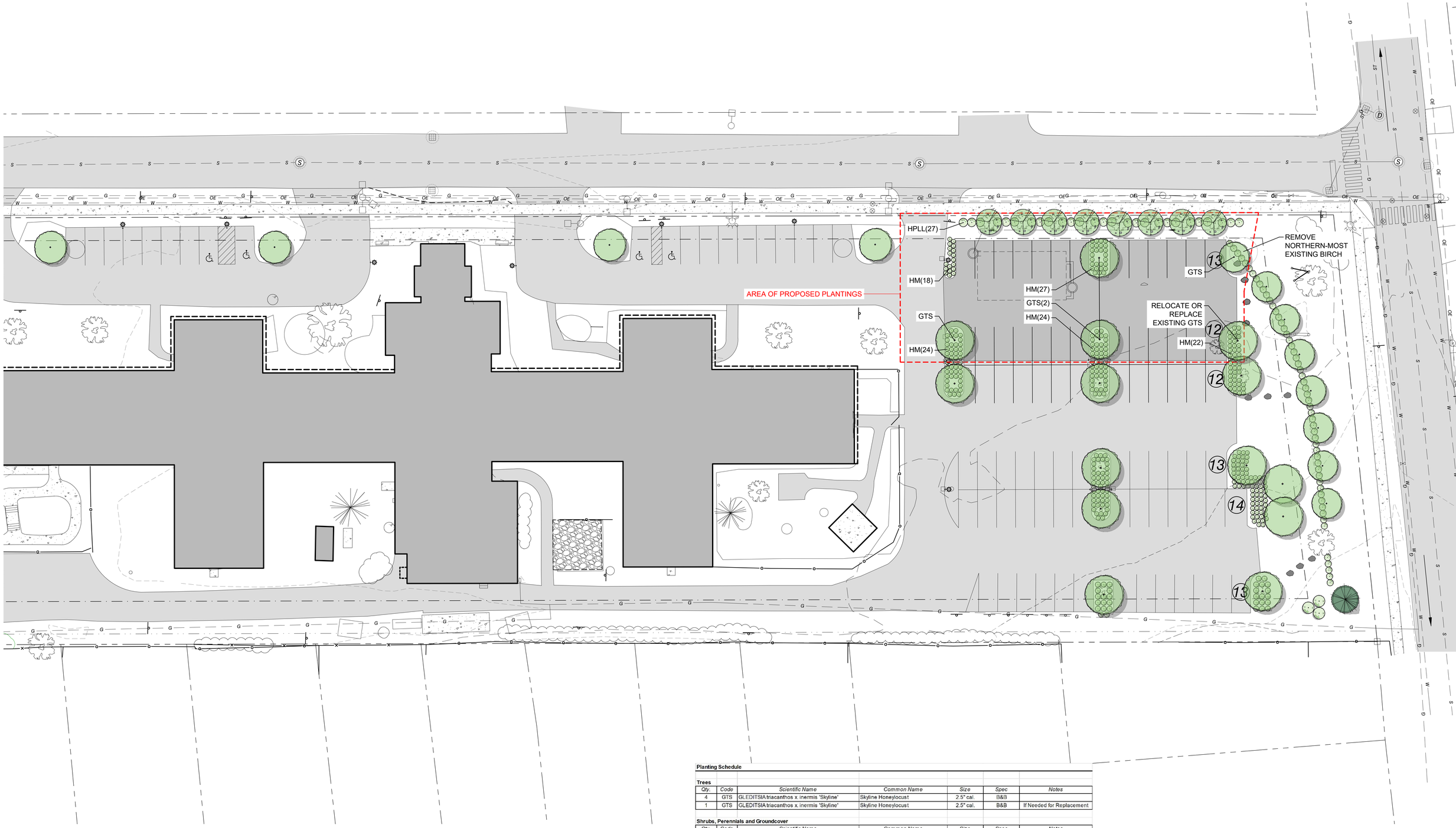
DATE	CHECKED	REVISION
09/23/21	MLK	ZONING PERMIT
03/28/22	MLK	REVISIONS PER STAFF COMMENTS

PARTIAL PROPOSED CONDITIONS SITE PLAN

DATE: 09/23/2021
SCALE: 1" = 30'
PROJ. NO.: 17158

DRAWING NUMBER: C2.0

P:\AutoCADD Projects\2017\17158\1-CADD Files-17158\Dwg\17158_2021-Site Plan.dwg, C2.0 2021-PROPOSED, 4/6/2022 4:21:11 PM



Planting Schedule

Trees

Qty.	Code	Scientific Name	Common Name	Size	Spec	Notes
4	GTS	GLEDITSIA triacanthos x. inermis 'Skyline'	Skyline Honeylocust	2.5" cal.	B&B	
1	GTS	GLEDITSIA triacanthos x. inermis 'Skyline'	Skyline Honeylocust	2.5" cal.	B&B	If Needed for Replacement

Shrubs, Perennials and Groundcover

Qty.	Code	Scientific Name	Common Name	Size	Spec	Notes
38	HM	HEMEROCALLIS 'Barbara Mitchell'	Barbara Mitchell Daylily	Clump	#2 Cont.	
38	HM	HEMEROCALLIS 'Happy Returns'	Happy Returns Daylily	Clump	#2 Cont.	
39	HM	HEMEROCALLIS 'Purple d'Oro'	Purple d'Oro Daylily	Clump	#2 Cont.	
27	HPLL	HYDRANGEA paniculata 'Little Lime'	Little Lime Hydrangea	18" Ht.	#3 Cont.	

REVISED
04/06/2022

0 10' 20' 40'
SCALE 1" = 20'
(at 24" x 36" ONLY)

revisions	date	revisions	date
Revise Landscape and Lighting	12/07/2018	Add Landscape and Lighting	09/21/2021
Add boulders	02/06/2019	New Trees for Adjusted Existing Light and Shade	04/08/2022

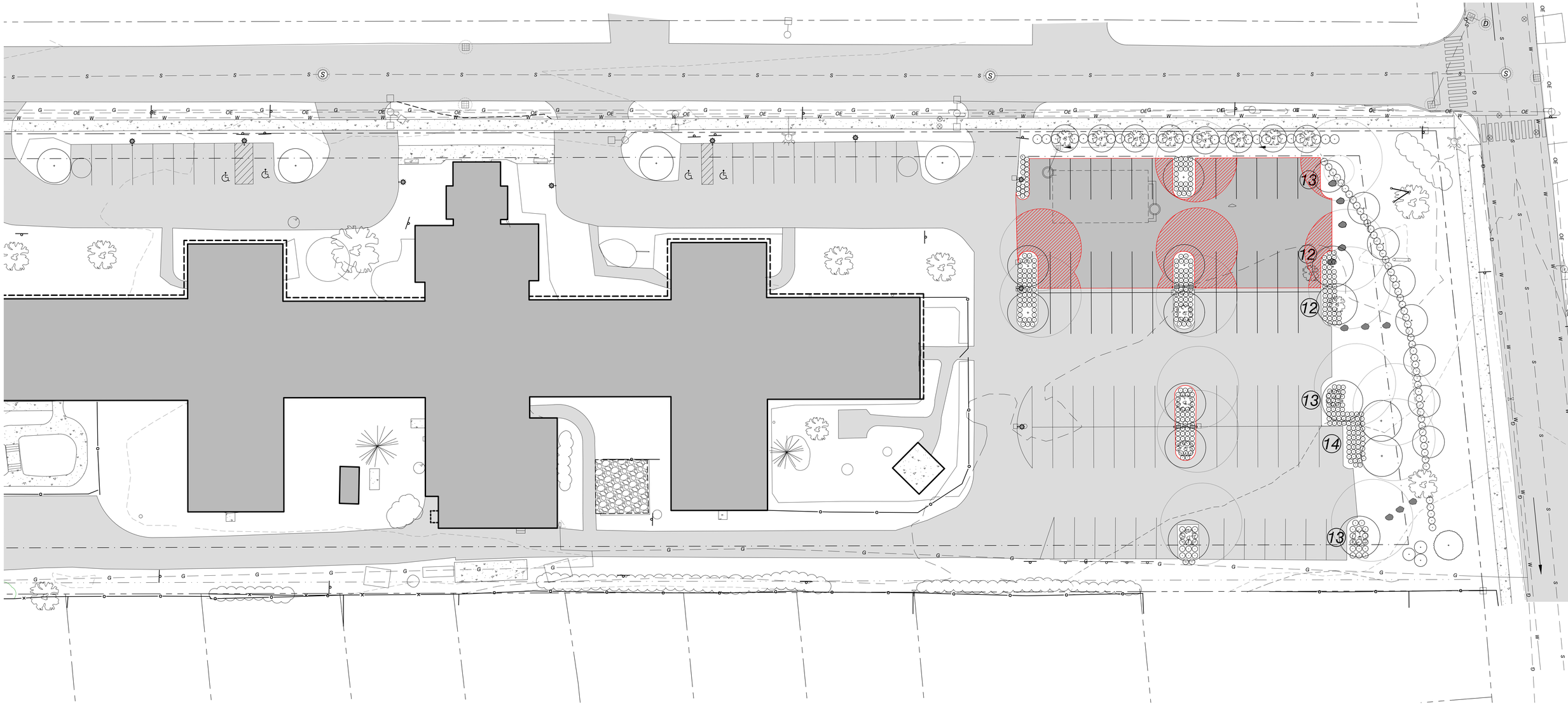
T. J. Boyle Associates, LLC
landscape architects ● planning consultants
301 college street ● burlington ● vermont ● 05401 802 ●658 ●3555 http://www.tjboyle.com

design by	drawn by	date
jbo	jbo/jkh	12/07/2018

1" = 20'

Birchwood Terrace
Landscape Planting Plan

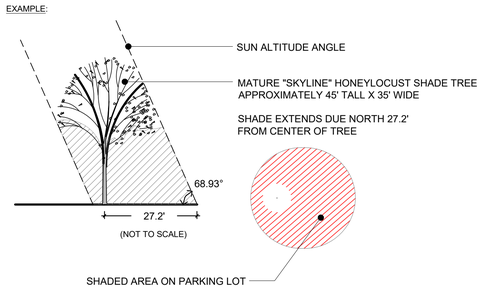
sheet no: L-101



SUN ANGLE CALCULATION DATA FOR PROJECT LOCATION

LONGITUDE:	73° 15' 31.4" WEST
LATITUDE:	44° 30' 59.8" NORTH
CALCULATION DATE:	JUNE 20, 2021
PROJECT ELEVATION:	165'
TIME:	SOLAR NOON (12:54 PM EST)
RESULTING SUN ALTITUDE ANGLE:	68.93°

EXAMPLE:



OVERALL SHADE CALCULATION TOTALS - SUMMER SOLSTICE AT SOLAR NOON

TOTAL IMPERVIOUS SURFACE IN PROPOSED PARKING EXPANSION	= 7,198.94 SF
TOTAL SHADE FROM MATURE TREE HEIGHTS	= 2,414.84 SF
TOTAL PROPOSED SHADE ON PARKING EXPANSION	= **33.54%**
TOTAL SHADE OBJECTIVE = 30%	

PLAN ISSUED
04/06/2022

0 10' 20' 40'
SCALE 1" = 20'
(at 24" x 36" ONLY)

revisions	date	revisions	date

T. J. Boyle Associates, LLC
landscape architects ● planning consultants
301 college street ● burlington ● vermont ● 05401 802●658●3555 http://www.tjboyle.com

design by	drawn by	date
jbo	jbo	04/06/2022
jbo	1" = 20'	

Birchwood Terrace
Landscape Shading Plan

sheet no: L-103

GENERAL PLANTING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK. CONTACT DIG SAFE TWO FULL BUSINESS DAYS BEFORE PLANTING. (48 HOUR MIN.)

2. THE LANDSCAPE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON ALL DRAWINGS. THE PLAN SYMBOLS ON THE LANDSCAPE PLAN SHALL ALWAYS SUPERCEDE NUMBERS ON THE PLANT LIST.

3. ALL PLANT MATERIAL SHALL CONFORM AND BE INSTALLED TO THE GUIDELINES ESTABLISHED BY THE CURRENT ANSI Z60.1.

4. NO PLANT SHALL BE PUT INTO THE GROUND BEFORE ROUGH GRADING HAS BEEN FINISHED AND APPROVED BY THE PROJECT LANDSCAPE ARCHITECT OR EQUAL.

5. THE LANDSCAPE CONTRACTOR SHALL PROVIDE AMENDED PLANTING SOIL AS PER THE CONTRACT SPECIFICATIONS.

6. SOIL DEPTH SHOULD BE AS LISTED BELOW WITH A 2/3 PLANTING SOIL TO 1/3 COMPOST MIX. EXISTING SOIL ON SITE WHICH MEETS THE CONTRACT SPECIFICATIONS MAY BE USED. REMOVE SUB GRADE AND OTHER GRAVEL FILL IN PLANTING AREAS ON SITE.

   6.1. GROUND COVER BEDS: 12" DEPTH.
   6.2. LAWN AREAS: 6" DEPTH
   6.3. SHRUB/PLANT BEDS: 18" DEPTH

7. PLANTS SHALL BE INSTALLED SUCH THAT THE ROOT FLARE IS AT OR SLIGHTLY ABOVE FINAL GRADE (DUE TO NURSERY PRACTICES THIS MAY REQUIRE REMOVING SOIL FROM THE TOP OF THE ROOT BALL TO LOCATE THE ROOT FLARE).

8. ALL PLANTS SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.

9. WITH CONTAINER GROWN STOCK, THE CONTAINER SHALL BE REMOVED AND THE CONTAINER BALL SHALL BE CUT THROUGH THE SURFACE IN TWO VERTICAL LOCATIONS.

10. THE DAY PRIOR TO PLANTING, THE LOCATION OF ALL TREES AND SHRUBS SHALL BE FLAGGED FOR APPROVAL BY THE PROJECT LANDSCAPE ARCHITECT OR EQUAL.

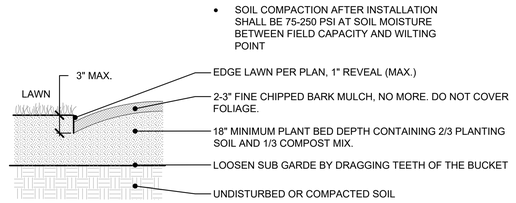
9. LANDSCAPE ARCHITECT MAY REQUIRE ALL PLANTS BE SPRAYED WITH AN ANTIDESSICANT WITHIN 24 HOURS AFTER PLANTING. IN TEMPERATE ZONES, ALL PLANTS SHALL BE SPRAYED WITH AN ANTIDESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.

10. STAKING PLANTS IS AT THE DISCRETION OF THE LANDSCAPE CONTRACTOR. ONLY STAKE PLANTS IN THE MANNER SPECIFIED IN THE PLANTING DETAILS.

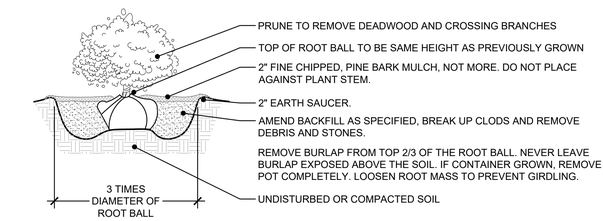
11. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL THEN BE WATERED WEEKLY, IF NECESSARY, DURING THE FIRST GROWING SEASON.

12. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

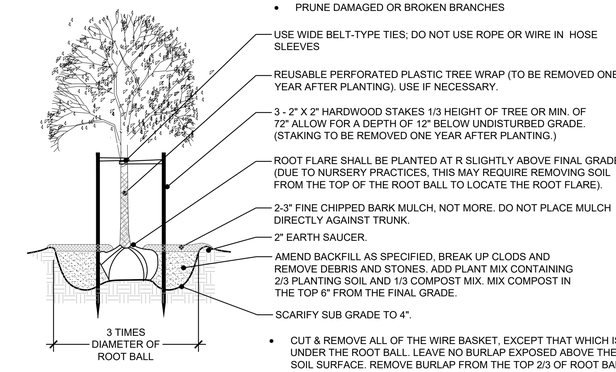
13. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST FOR SEASONAL REQUIREMENTS RELATED TO THE TIME OF PLANTING.



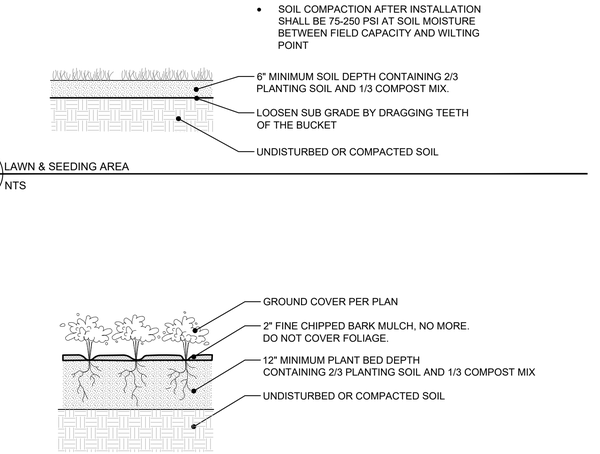
6 / L-201 PLANT BED
NTS



3 / L-201 SHRUB PLANTING
NTS



1 / L-201 TREE PLANTING DETAIL
NTS



5 / L-201 LAWN & SEEDING AREA
NTS

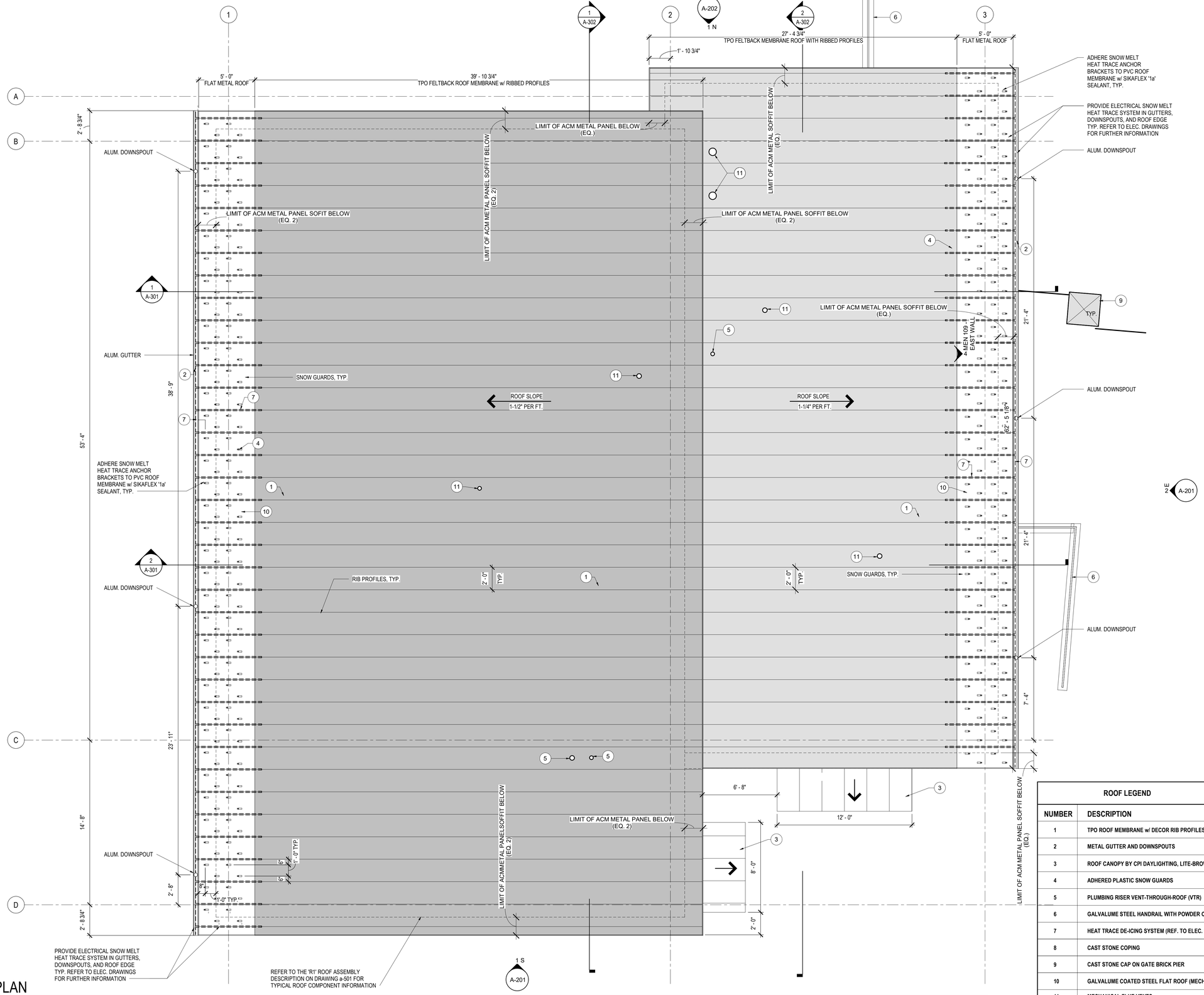
4 / L-201 GROUNDCOVER/PERENNIAL PLANTING
NTS

PLAN ISSUED
04/06/2022

T. J. Boyle Associates, LLC
landscape architects ● planning consultants

REVISION	DATE		
Revise Landscape and Lighting	12/07/2018		
New Landscape and Lighting	09/21/2021		

jbo/jkh	jbo/jkh	12/07/2018	Birchwood Terrace	sheet no:
design by	drawn by	date		L-201



1 ROOF PLAN
1/4" = 1'-0"
0' 2' 4' 8'

ROOF LEGEND	
NUMBER	DESCRIPTION
1	TPO ROOF MEMBRANE w/ DECOR RIB PROFILES: 4/A-501
2	METAL GUTTER AND DOWNSPOUTS
3	ROOF CANOPY BY CPI DAYLIGHTING, LITE-BROW
4	ADHERED PLASTIC SNOW GUARDS
5	PLUMBING RISER VENT-THROUGH-ROOF (VTR)
6	GALVALUME STEEL HANDRAIL WITH POWDER COATED BLACK FINISH
7	HEAT TRACE DE-ICING SYSTEM (REF. TO ELEC. DRAWINGS)
8	CAST STONE COPING
9	CAST STONE CAP ON GATE BRICK PIER
10	GALVALUME COATED STEEL FLAT ROOF (MECHANICALLY FASTENED)
11	MECHANICAL FLUE VENTS

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PROJECT NORTH

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VIRTUE FIELD - SUPPORT BUILDING DESIGN DEVELOPMENT
31 SPEAR STREET
MARSH HALL, SUITE 10
BURLINGTON, VT 05405

No.	Submittal / Revision	App'd.	By	Date
-	100% CONTRACT DOCUMENTS	JH	CB	10.11.19

ROOF PLAN & DETAILS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date: 08/16/19	Project No: 23792	Scale: AS SHOWN

Drawing No:
A-103

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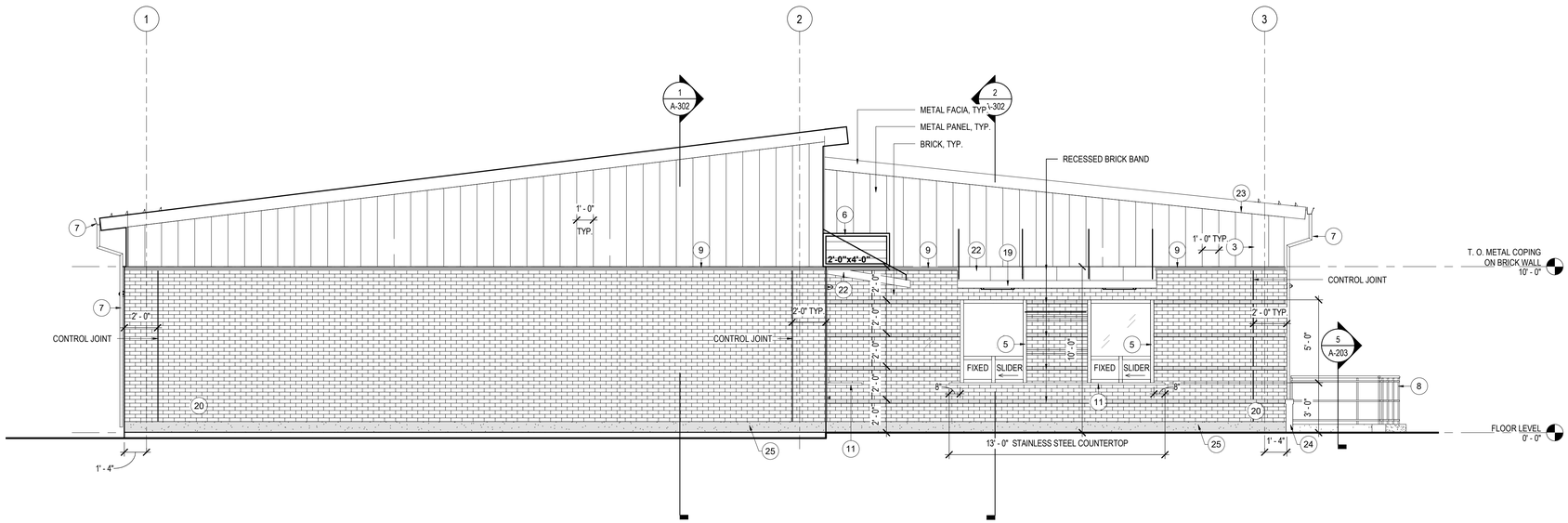
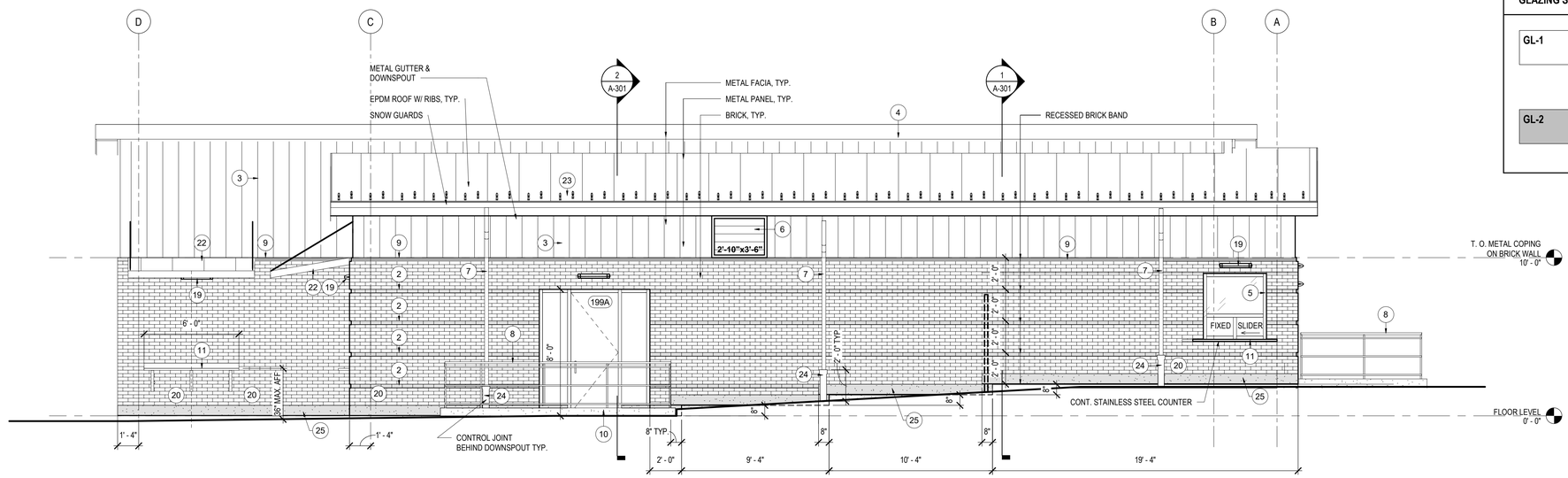


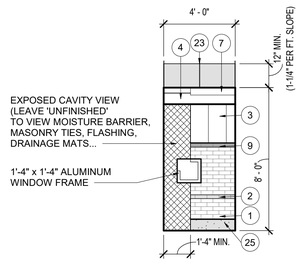
1 A-101 **SOUTH ELEVATION**

1/4" = 1'-0"



2 A-101 **EAST ELEVATION**

1/4" = 1'-0"



3 **EXTERIOR MOCK-UP**

1/4" = 1'-0"

EXTERIOR NOTE LEGEND

NUMBER	DESCRIPTION
1	4" BRICK VENEER
2	RECESSED BRICK COURSE (PUBLIC SIDE OF BUILDING ONLY)
3	METAL WALL AND SOFFIT PANEL
4	METAL FASCIA
5	ALUMINUM TRANSACTION WINDOW
6	POWDER COATED METAL LOUVER
7	METAL GUTTER AND DOWNSPOUT
8	COLORGALV STEEL HANDRAIL WITH BLACK POWDER COATED FINISH
9	METAL WALL COPING
10	CONCRETE RETAINING WALL
11	STAINLESS STEEL COUNTERTOP
12	LARGE GATE BRICK PIER
13	SMALL GATE BRICK PIER
14	ORNAMENTAL ALUMINUM (2) 10'-0" WIDE x 8'-0" HIGH GATE
15	ORNAMENTAL ALUMINUM 5'-0" WIDE x 6'-0" HIGH GATE
16	ORNAMENTAL ALUMINUM FENCE
17	GRANITE CATAMOUNT STATUE & COPING (BY OWNER)
18	CAST STONE COPING
19	EXTERIOR LIGHT FIXTURE
20	EXTERIOR ELECTRICAL DUPLEX
21	HOSE-BIB
22	ROOF CANOPY: CPI DAYLIGHTING CARBONITE PANELS (16mm ICE WHITE COLOR), REFER TO STRUCTURAL DWGS. FOR STEEL FRAMING INFORMATION
23	TPO ROOF MEMBRANE w/ DECOR PROFILE RIBS & SNOW GUARDS
24	24" HIGH PAINTED CAST IRON DOWNSPOUT RECEIVER (BLACK)
25	CAST STONE MASONRY STARTER COURSE (7-5/8" HIGH x 3-5/8" DEEP)
26	CAST STONE BRICK PIER CAP

GLAZING SCHEDULE

GL-1	1" INSULATED GLASS UNIT; CLEAR TEMPERED GLASS w/ VITRO SOLARBAN 67 ON SURFACE (2) CLEAR.
GL-2	1" INSULATED GLASS UNIT; TEMPERED GLASS w/ VITRO SOLARBAN 67 ON SURFACE (2) CLEAR. PROVIDE 3M FASARA FILM (MILKY CRYSTAL (#SH2MLCRX 1270)ON SURFACE (4) (FIELD-APPLIED)

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PROJECT NORTH

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BURLINGTON, VT 05405

No.	Submittal / Revision	App'd.	By	Date
-	100% CONTRACT DOCUMENTS	JH	CB	10.11.19

EXTERIOR ELEVATIONS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date:	Project No:	Scale:
08/16/19	23792	AS SHOWN

Drawing No:

A-201

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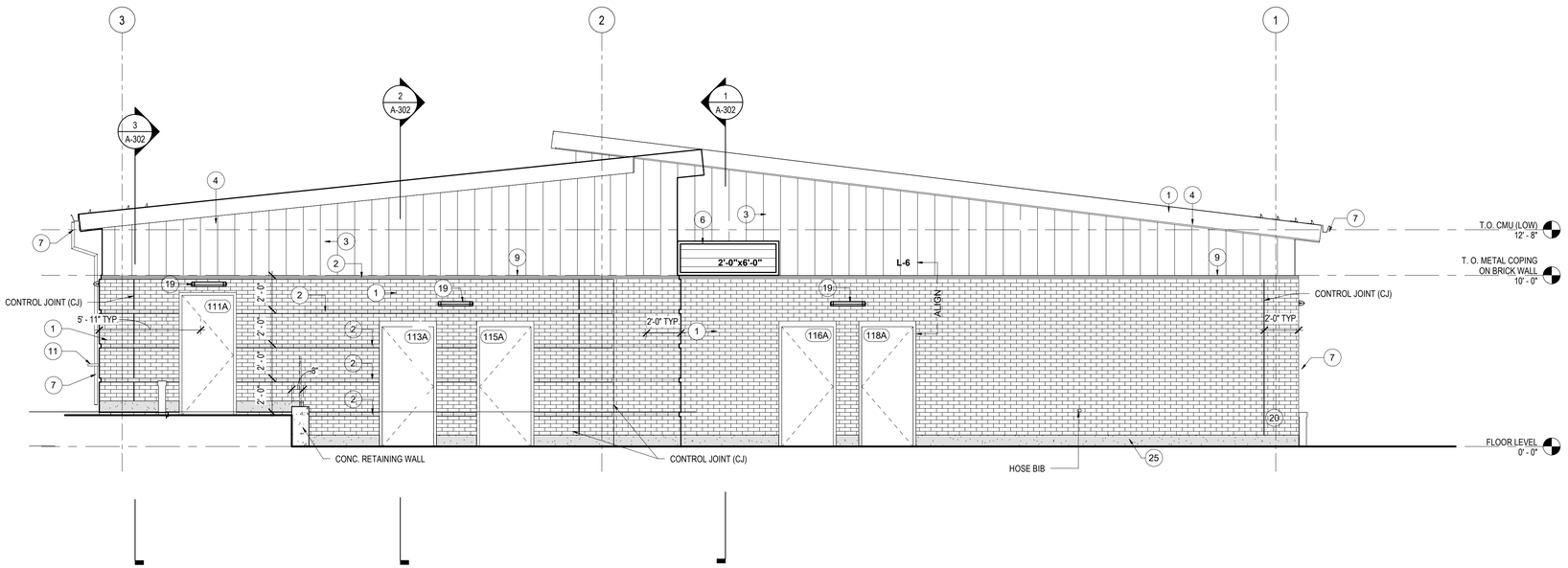
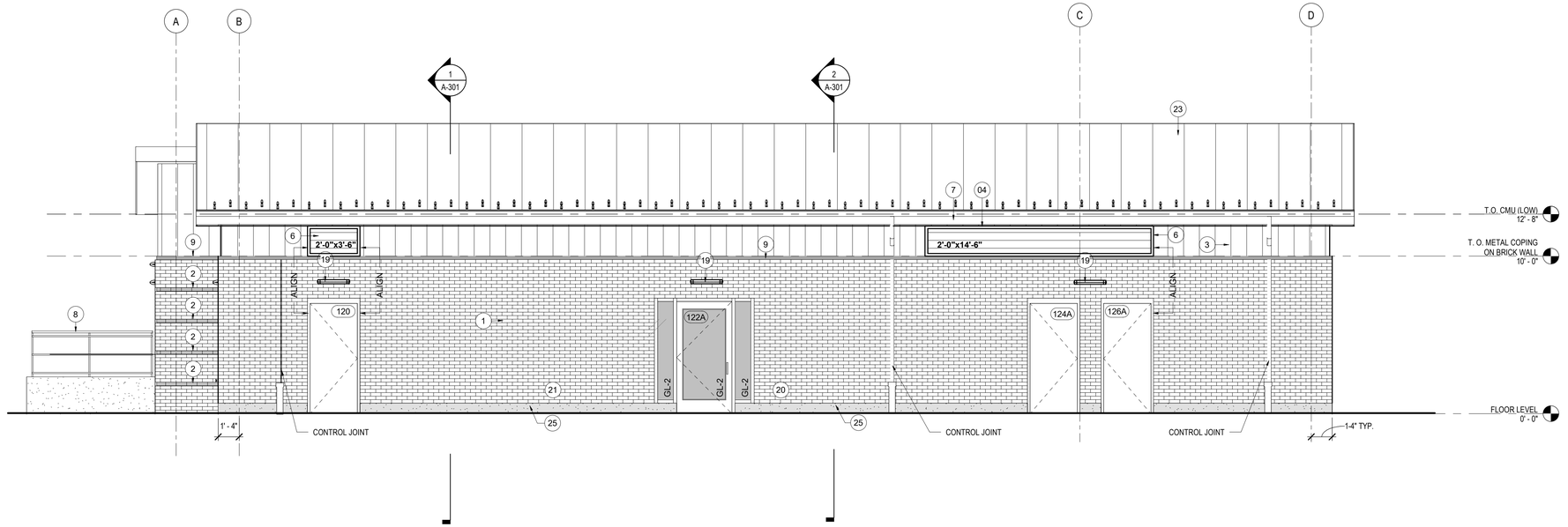


1 A-101 NORTH ELEVATION

1/4" = 1'-0" 0' 2' 4' 8'



2 A-101 WEST ELEVATION

1/4" = 1'-0" 0' 2' 4' 8'

EXTERIOR NOTE LEGEND

NUMBER	DESCRIPTION
1	4" BRICK VENEER
2	RECESSED BRICK COURSE (PUBLIC SIDE OF BUILDING ONLY)
3	METAL WALL AND SOFFIT PANEL
4	METAL FASCIA
5	ALUMINUM TRANSACTION WINDOW
6	POWDER COATED METAL LOUVER
7	METAL GUTTER AND DOWNSPOUT
8	COLORGALV STEEL HANDRAIL WITH BLACK POWDER COATED FINISH
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16	ORNAMENTAL ALUMINUM FENCE
17	GRANITE CATAMOUNT STATUE & COPING (BY OWNER)
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GLAZING SCHEDULE

GL-1	1" INSULATED GLASS UNIT; CLEAR TEMPERED GLASS w/ VITRO SOLARBAN 67 ON SURFACE (2) CLEAR.
GL-2	1" INSULATED GLASS UNIT; TEMPERED GLASS w/ VITRO SOLARBAN 67 ON SURFACE (2) CLEAR. PROVIDE 3M FASARA FILM (MILKY CRYSTAL (#SH2MLCRX 1270)ON SURFACE (4) (FIELD-APPLIED)

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BURLINGTON, VT 05405

No.	Submittal / Revision	App'd.	By	Date
-	100% CONTRACT DOCUMENTS	JH	CB	10.11.19

EXTERIOR ELEVATIONS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date: 08/16/19	Project No: 23792	Scale: AS SHOWN

Drawing No:

A-202

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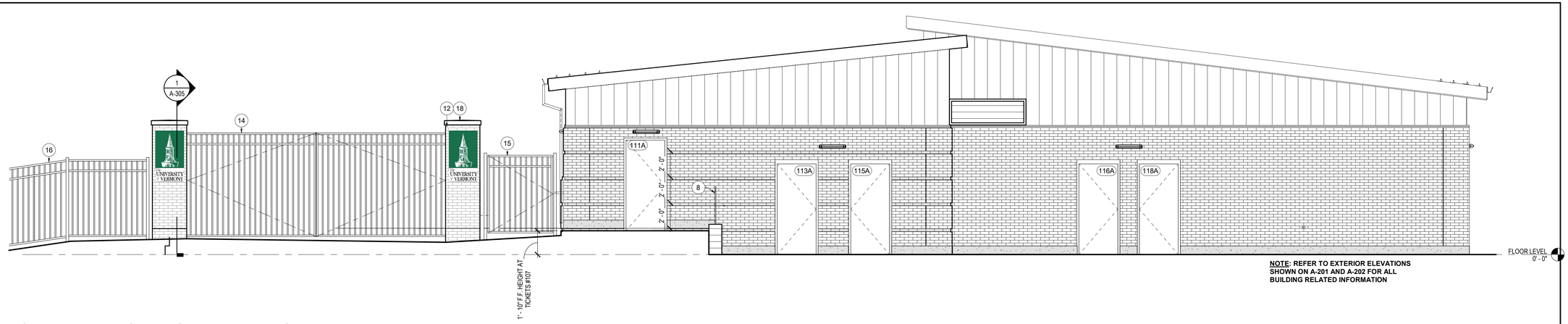
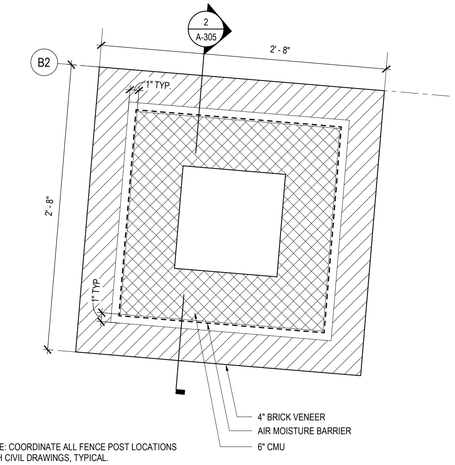


NOTE: REFER TO EXTERIOR ELEVATIONS SHOWN ON A-201 AND A-202 FOR ALL BUILDING RELATED INFORMATION

1 NORTH ELEVATION AT ORNAMENTAL GATE

1/4" = 1'-0"

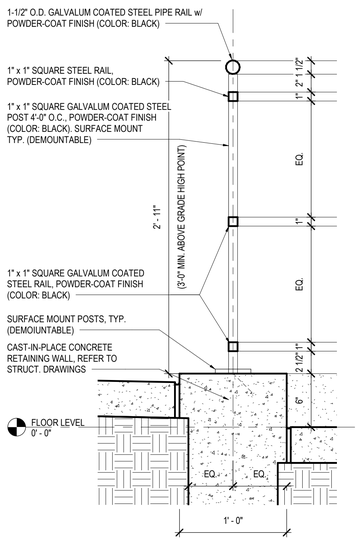
REFER TO EXTERIOR NOTE LEGEND ON SHEET A-202



NOTE: COORDINATE ALL FENCE POST LOCATIONS WITH CIVIL DRAWINGS, TYPICAL.

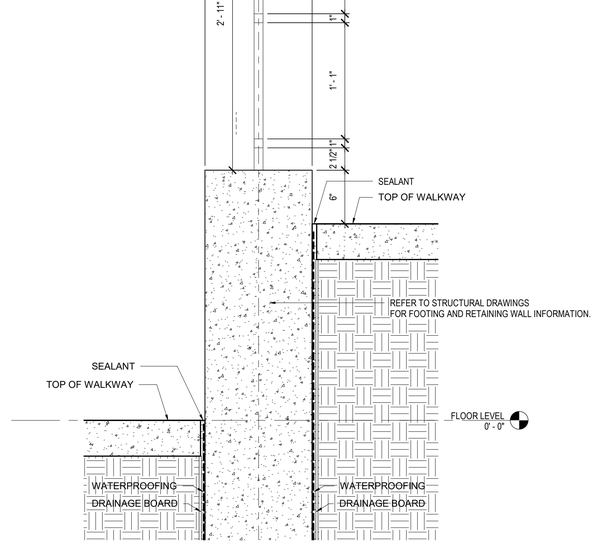
2 A-203 LARGE GATE PIER PLAN DETAIL

1 1/2" = 1'-0"



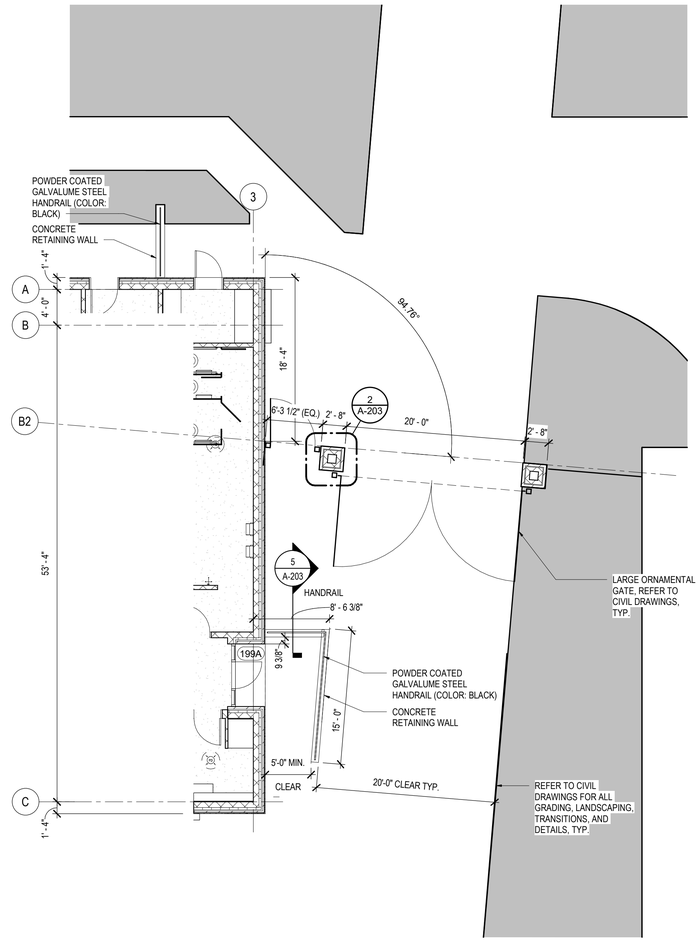
5 A-101 HANDRAIL SECTION

1 1/2" = 1'-0"



6 SECTION DETAIL AT STATUE WALL

1 1/2" = 1'-0"



7 PARTIAL ENLARGED PLAN AT GATE PIERS

1/8" = 1'-0"

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PROJECT NORTH

100% CONSTRUCTION DOCUMENTS 10/11/2019

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VIRTUE FIELD - SUPPORT BUILDING DESIGN DEVELOPMENT
31 SPEAR STREET
MARSH HALL, SUITE 10
BURLINGTON, VT 05405

No.	Submittal / Revision	App'd.	By	Date
-	100% CONTRACT DOCUMENTS	JH	CB	10.11.19

ORNAMENTAL GATE PLAN, ELEVATION, & DETAILS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date:	Project No:	Scale:
08/16/19	23792	AS SHOWN

Drawing No:

A-203

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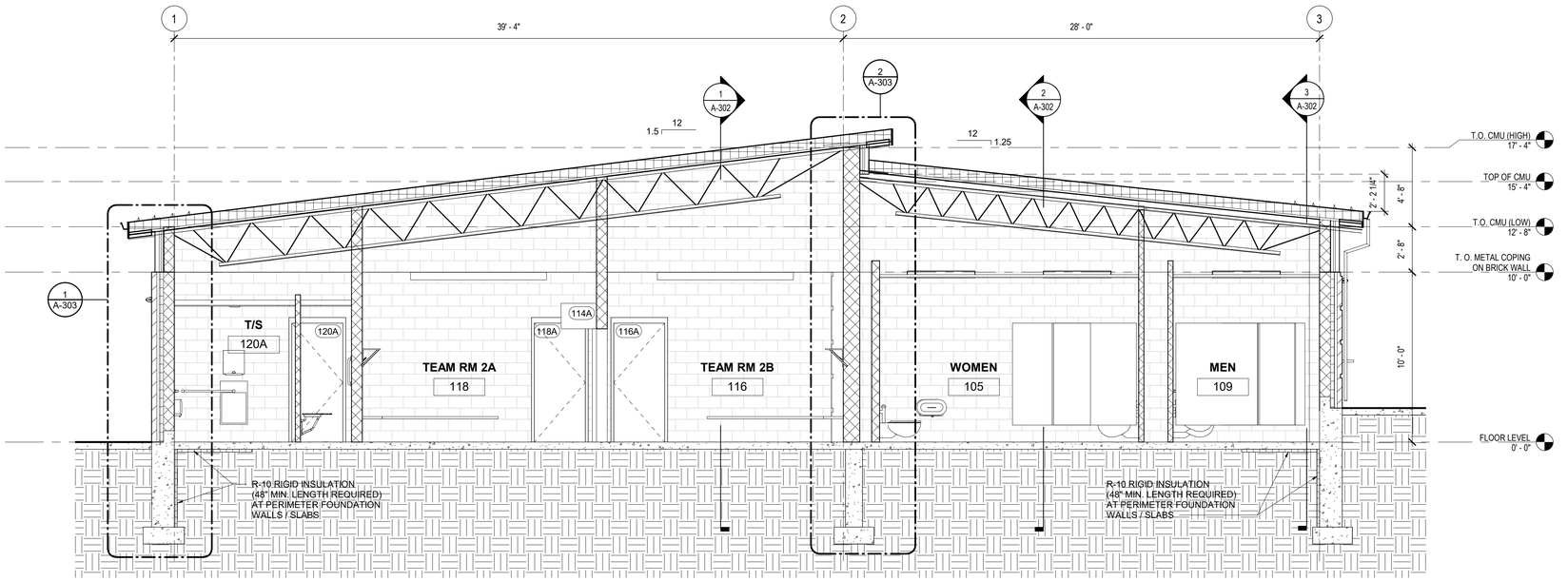
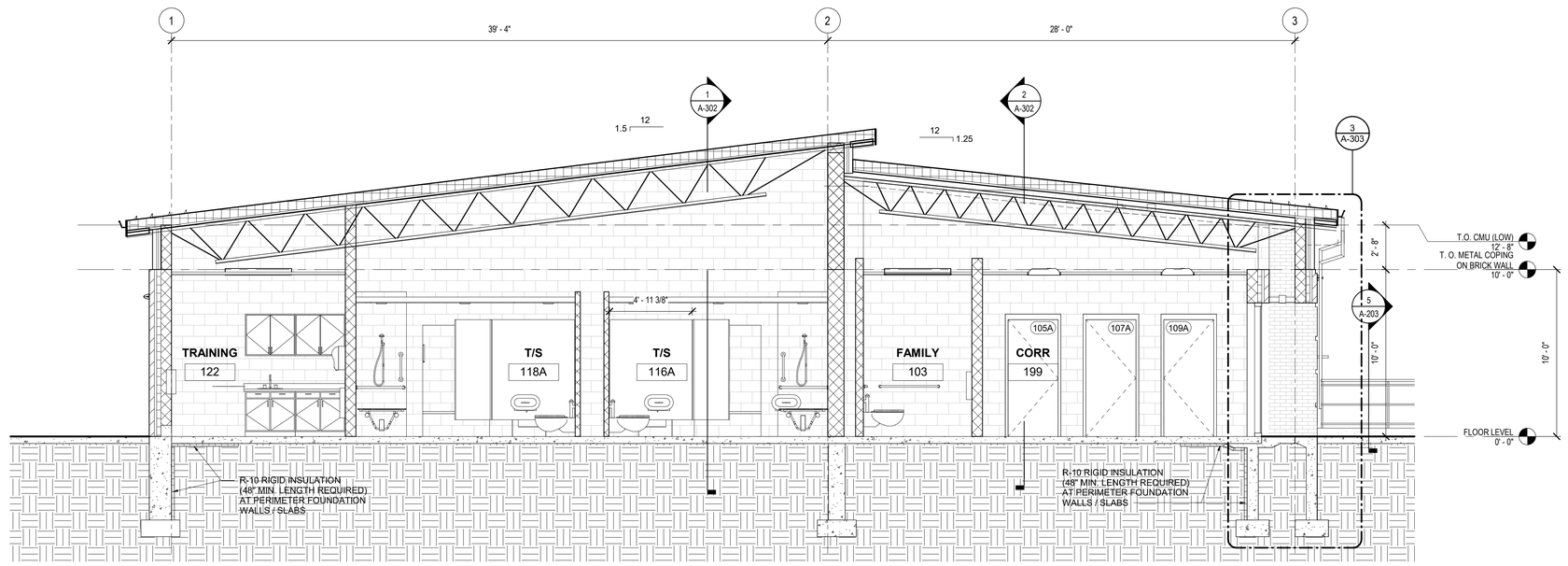


1 A-101 BUILDING SECTION (A-A)

1/4" = 1'-0" 0' 2' 4' 8'



2 A-101 BUILDING SECTION (B-B)

1/4" = 1'-0" 0' 2' 4' 8'

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BUILDING SECTIONS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date:	Project No:	Scale:
08/16/19	23792	AS SHOWN

Drawing No:

A-301

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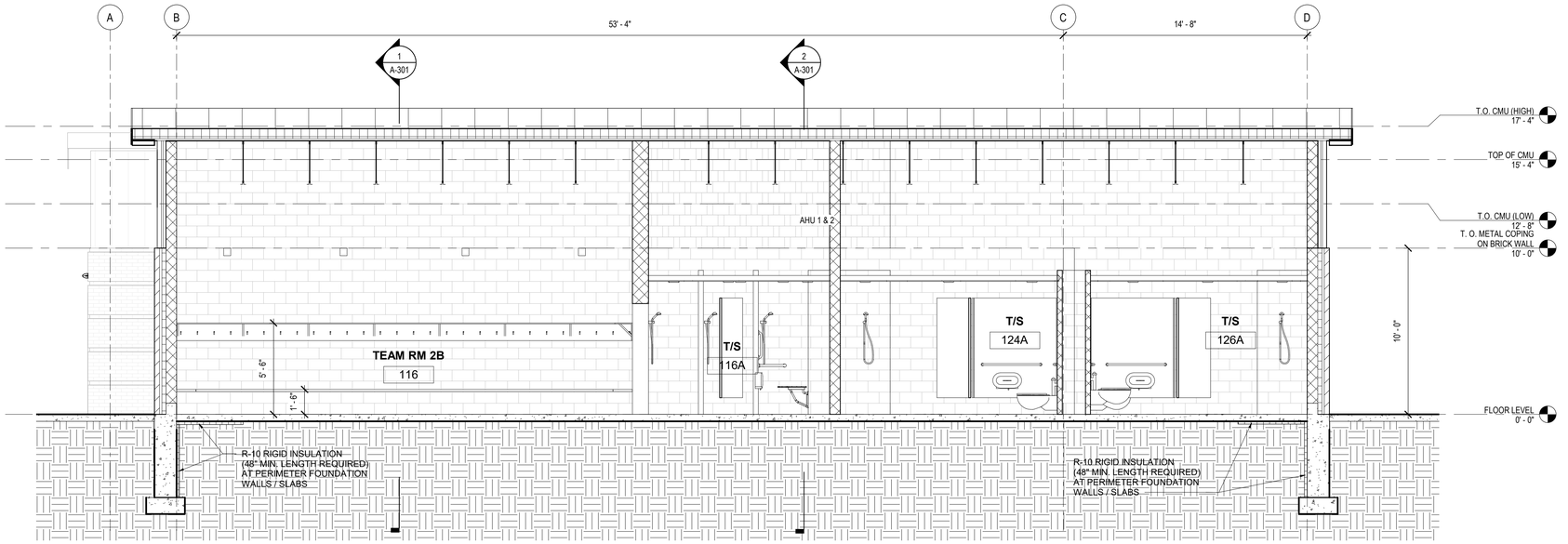
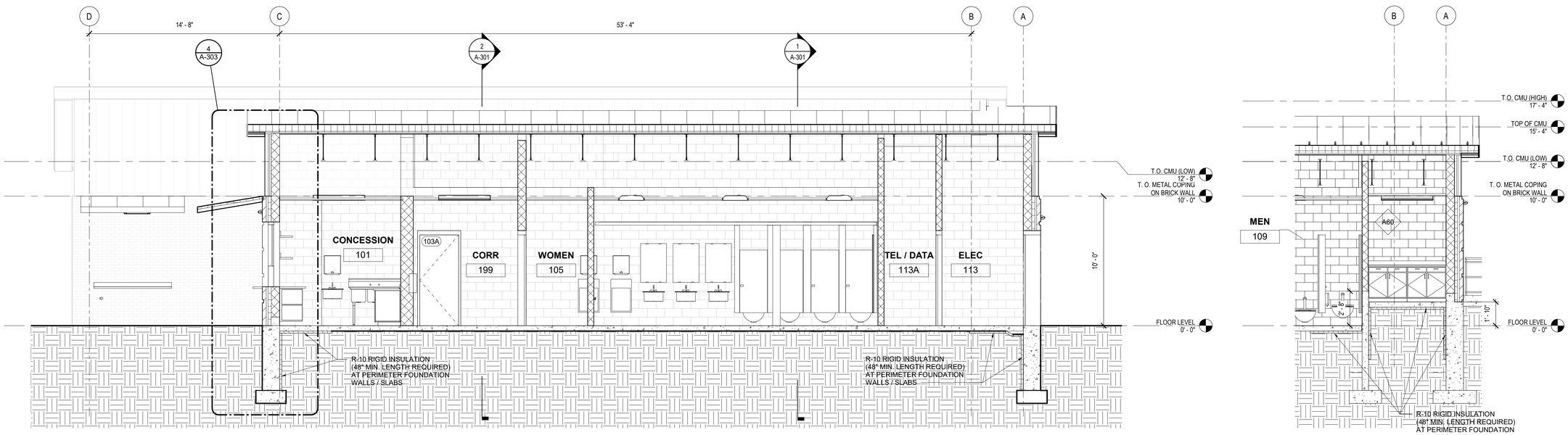


1 A-101 BUILDING SECTION (C-C)

1/4" = 1'-0" 0' 2' 4' 8'



2 A-101 BUILDING SECTION (D-D)

1/4" = 1'-0" 0' 2' 4' 8'

3 A-101 PARTIAL BUILDING (E-E)

1/4" = 1'-0" 0' 2' 4' 8'

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BUILDING SECTIONS

Designed By:	Drawn By:	Checked By:
TW	CB	RS
Issue Date:	Project No:	Scale:
08/16/19	23792	AS SHOWN

Drawing No:

A-302

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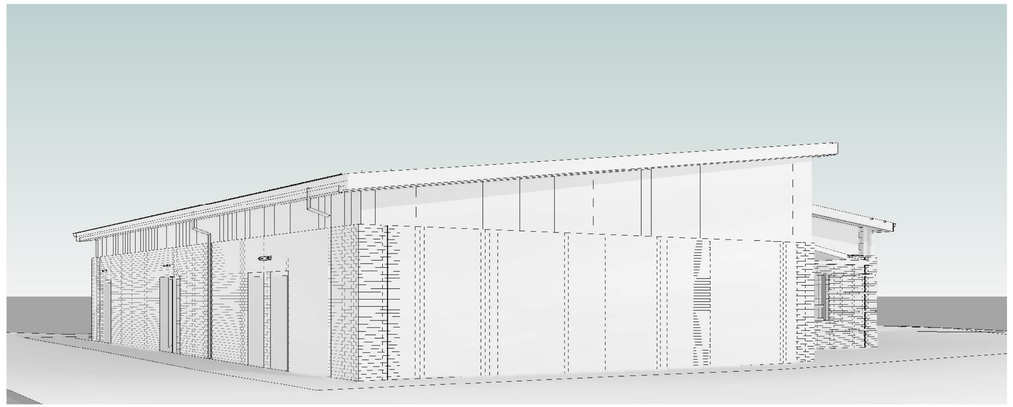
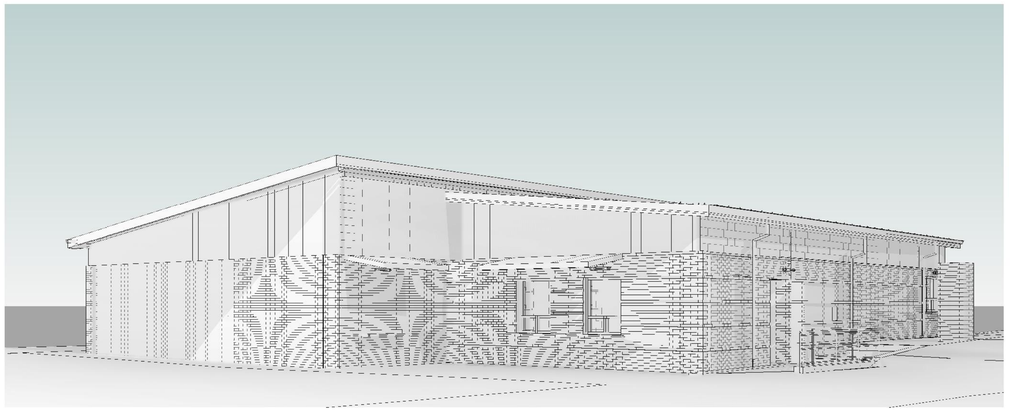
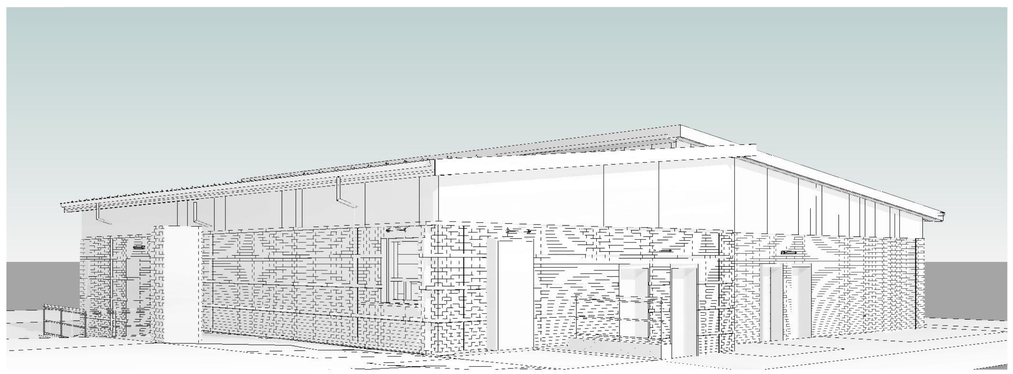


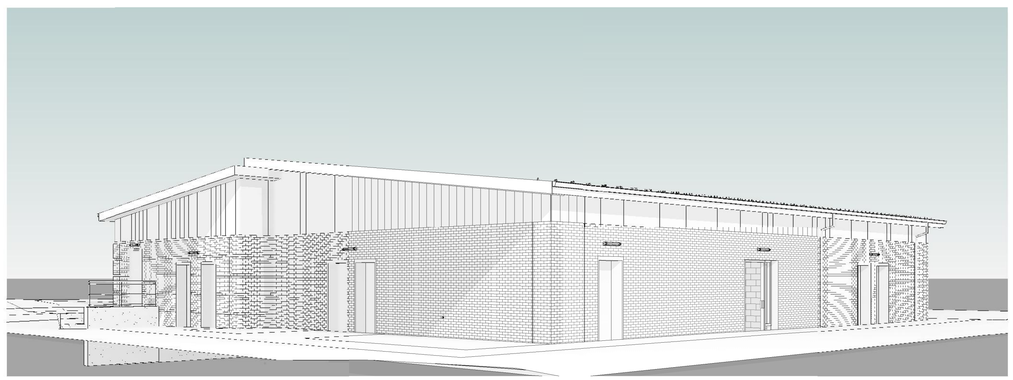
3 VIEW FROM SOUTHWEST



4 VIEW FROM SOUTHEAST



1 VIEW FROM NORTHEAST



2 VIEW FROM NORTHWEST

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NO. 003.0081
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BUILDING PERSPECTIVE VIEWS

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TW	CB	RS
Issue Date:	Project No:	Scale:
08/16/19	23792	AS SHOWN

Drawing No:

A-901

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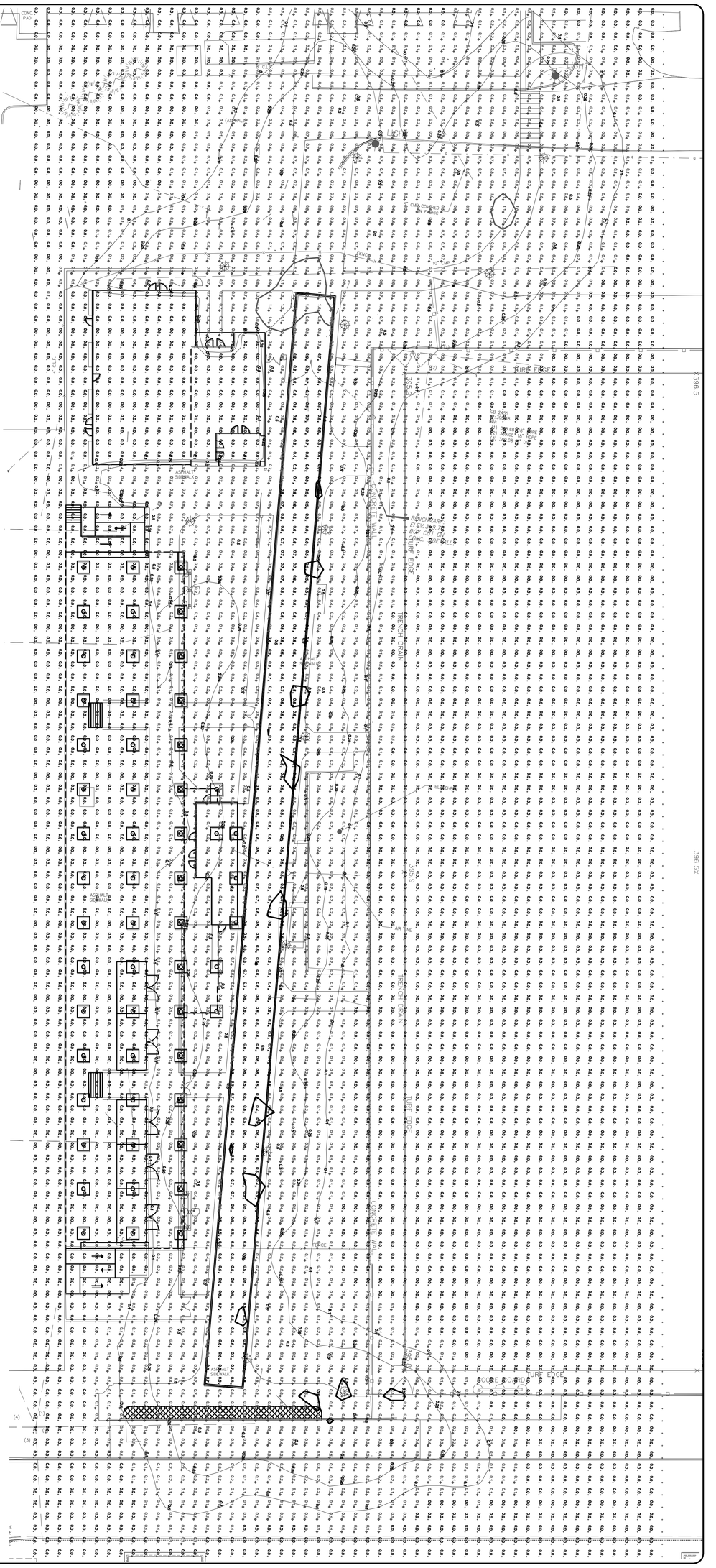

CONC. PAD
ASPHALT SIDEWALK
CONCRETE SIDEWALK
CURB EDGE
CONCRETE BOOT
3863
3863
3865
3865
3865

LOCATION: ELEC RM 113
MOUNTING: SURFACE
SOURCE:

PANEL ID
PP01

VOLTS, PHASE, WIRE: 120/208 WyeV/3PH/4W
MAINS: 225A MCB
SHORT CIRCUIT RATING: 42K

CKT	LOAD DESCRIPTION	CB/ AMPS	P	A		B		C		P	CB/ AMPS	LOAD DESCRIPTION	CKT
1	CP-1	20 A	1	264 VA	288 VA					1	20 A	DH-1	2
3	EXHAUST FAN 1	20 A	1			1040 VA	1200 VA			1	20 A	FACP	4
5	EXHAUST FAN 2	20 A	1					1040 VA	1320 VA	1	20 A	WATER HEATER 2	6
7	WATER HEATER 1	20 A	1	1320 VA	9084 VA					3	125 A	PANEL PP02	8
9	DH-3	20 A	1			288 VA	8944 VA			--	--	--	10
11	PANEL CP	125 A	3					7160 VA	8495 VA	--	--	--	12
13	--	--	--	7208 VA	288 VA					1	20 A	DH-2	14
15	--	--	--			7160 VA	504 VA			1	20 A	RP-1	16
17	DH-4	20 A	1					288 VA	756 VA	1	20 A	RP-2	18
19	RP-3	20 A	1	756 VA	1248 VA					2	20 A	HV-1	20
21	HV-2	20 A	2			1248 VA	1248 VA			--	--	--	22
23	--	--	--					1248 VA	1248 VA	2	20 A	HV-3	24
25	SANITARY PUMP STATION	50 A	3	2302 VA	1248 VA					--	--	--	26
27	--	--	--			2302 VA	1248 VA			2	20 A	HV-4	28
29	--	--	--					2302 VA	1248 VA	--	--	--	30
31	Spare	20 A	1	0 VA	0 VA					1	20 A	Spare	32
33	Spare	20 A	1			0 VA	0 VA			1	20 A	Spare	34
35	Spare	20 A	1					0 VA	0 VA	--	--	Space	36
37	Space	--	--	0 VA	0 VA					--	--	Space	38
39	Space	--	--			0 VA	0 VA			--	--	Space	40
41	Space	--	--					0 VA	0 VA	--	--	Space	42
		TOTAL...		23668 VA		24952 VA		24861 VA					
		TOTAL...		197 A		209 A		209 A					

NOTES:

LOCATION: ELEC RM 113
MOUNTING: Surface
SOURCE: PP01

PANEL ID
PP02

VOLTS, PHASE, WIRE: 120/208 WyeV/3PH/4W
MAINS: 125A MLO
SHORT CIRCUIT RATING:

CKT	LOAD DESCRIPTION	CB/ AMPS	P	A		B		C		P	CB/ AMPS	LOAD DESCRIPTION	CKT
1	LTG: TEAM ROOM 1A & 1B	20 A	1	543 VA	2450 VA					1	20 A	REC: GOLF CARTS	2
3	OUTDOOR REC	20 A	1			720 VA	900 VA			1	20 A	REC: ELEC & TKS, TICKET RMS	4
5	LTG: TEAM ROOM 2A & 2B, TRAINING, OFFICIALS	20 A	1					950 VA	1821 VA	1	20 A	LTG: RESTROOMS AND CONCESSIONS AREA	6
7	REC: OUTDOOR CONDIMENT TABLE	20 A	1	180 VA	180 VA					1	20 A	BOTTLE FILL STATION*	8
9	REC: TRAINING 122	20 A	1			1440 VA	180 VA			1	20 A	REC: OUTDOOR VENDING MACHINE	10
11	REC: WOMEN'S RM 105	20 A	1					180 VA	180 VA	1	20 A	REC: MEN'S RM 109	12
13	REC: JAN, CORR 199	20 A	1	540 VA	720 VA					1	20 A	REC: TEAM RM 2B & T/S	14
15	REC: MECH 115	20 A	1			180 VA	540 VA			1	20 A	REC: OFFICIALS & T/S	16
17	REC: RM 122	20 A	1					360 VA	540 VA	1	20 A	REC: TEL/DATA RM 113A	18
19	REC: TEAM RM 1B & T/S	20 A	1	720 VA	540 VA					1	20 A	REC: RM 124	20
21	REC: TEAM ROOM 2A	20 A	1			540 VA	720 VA			1	20 A	REC: TEAM RM 2A & T/S	22
23	REC: TEAM RM 2B & OC	20 A	1					540 VA	720 VA	1	20 A	REC: TEAM RM 1A & T/S	24
25	Spare	20 A	1	0 VA	700 VA					3	30 A	ROOF GUTTER CONTROLLER	26
27	REC: TEAM RM 126	20 A	1			540 VA	700 VA			--	--	--	28
29	ROOF GUTTER CONTROLLER	30 A	3					700 VA	700 VA	--	--	--	30
31	--	--	--	700 VA	1000 VA					3	30 A	ROOF GUTTER CONTROLLER	32
33	--	--	--			700 VA	1000 VA			--	--	--	34
35	ROOF GUTTER CONTROLLER	30 A	3					1000 VA	1000 VA	--	--	--	36
37	--	--	--	1000 VA	14 VA					1	20 A	LTG: EXIT SIGNS	38
39	--	--	--			1000 VA	0 VA			--	--	Space	40
41	Space	--	--					0 VA	0 VA	--	--	Space	42
		TOTAL...		9084 VA		8944 VA		8495 VA					
		TOTAL...		76 A		75 A		71 A					

NOTES:

LOCATION: ELEC 113
MOUNTING: Surface
SOURCE: PP01

PANEL ID
CP

VOLTS, PHASE, WIRE: 120/208 WyeV/3PH/4W
MAINS: 125A MLO
SHORT CIRCUIT RATING:

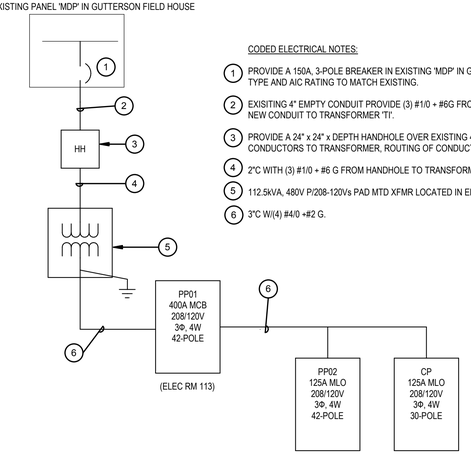
CKT	LOAD DESCRIPTION	CB/ AMPS	P	A		B		C		P	CB/ AMPS	LOAD DESCRIPTION	CKT
1	REC: BEVERAGE COOLER	20 A	1	228 VA	360 VA					1	20 A	REC: TV'S	2
3	REC: BEVERAGE COOLER	20 A	1			228 VA	1800 VA			1	20 A	REC: HEATED CABINET	4
5	REC: WARMING DRAWERS	20 A	1					900 VA	1080 VA	1	20 A	REC: TRANSACTION COUNTER	6
7	REC: DISPLAY CABINET	20 A	1	1392 VA	180 VA					1	20 A	REC: REFRIGERATOR	8
9	REC: RM 101	20 A	1			180 VA	5000 VA			3	50 A	REC: COFFEE POT	10
11	REC: THERMAL DISPLAY	20 A	1					180 VA	5000 VA	--	--	--	12
13	Spare	20 A	1	0 VA	5000 VA					--	--	--	14
15	Spare	20 A	1			0 VA	0 VA			1	20 A	Spare	16
17	Spare	20 A	1					0 VA	0 VA	1	20 A	Spare	18
19	Spare	20 A	1	0 VA	0 VA					1	20 A	Spare	20
21	Spare	20 A	1			0 VA	0 VA			1	20 A	Spare	22
23	Space	--	--					0 VA	0 VA	--	--	Space	24
25	Space	--	--	0 VA	0 VA					--	--	Space	26
27	Space	--	--			0 VA	0 VA			--	--	Space	28
29	Space	--	--					0 VA	0 VA	--	--	Space	30
		TOTAL...		7160 VA		7208 VA		7160 VA					
		TOTAL...		60 A		60 A		60 A					

NOTES:

LIGHT FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMP(S)	VOLTAGE	MANUFACTURER	MODEL NUMBER	COMMENTS
L7A	4" WIDE DIRECT/INDIRECT LED LINEAR LIGHT FIXTURE, TEXTURED MATTE WHITE STEEL HOUSING ACRYLIC BATWING DOWN LENS, SYMMETRICAL ACRYLIC UPLENS, HIGH LUMEN OUTPUT DOWNLIGHT, LOW OUTPUT UPLIGHT AIRCRAFT CABLE HUNG, DUAL CIRCUIT DIMMABLE UPLIGHT & DOWNLIGHT, 3500K COLOR TEMP	PENDANT	LED	120V	PRUDENTIAL LIGHTING	BIO-LIN-LED35-HO(DOWNLIGHT)-LO(UPLIGHT)-8'-TMW-ABW-DIX-SYMADC-DC	MTG HT 10' A.F.F.
EM	CEILING MOUNTED, RECESSED EMERGENCY LED LIGHT. PROVIDE 90 MINUTES OF EMERGENCY ILLUMINATION WHEN PRIMARY POWER IS LOST. SQUARE TRIM PLATE MADE OF FLAME-RATED, UV STABLE THERMO WHITE PLASTIC	CEILING	LED	120V	DUAL LITE	EV-4-R-I	
EM1	OUTDOOR LED WALLPACK WITH EMERGENCY BATTERY AND HEATER		LED	120V	DUAL LITE	TRP1-4K-U-*-EH	
EM2	WALL MOUNTED EMERGENCY LED LIGHT	WALL	LED	120V	LITHONIALIGHTING	ELML6L-UVOLT-LTP-SDRT-WPVS	
EX	WHITE VANDAL RESISTANT LED EXIT SIGN WITH GREEN LETTERING	WALL	LED	120V	DUAL LITE	SEWL-S-G-W-E	
L1	VANDAL RESISTANT 2X4 RECESSED LED TROFFER IN CEILING GRID	RECESSED	LED	120V	KENALL	(HIGH ABUSE) HASEDI-24-45L35K-DCC-120	
L2	12" WIDE PENDANT LED FIXTURE WITH HIGH IMPACT ACRYLIC LENS AND 3500K COLOR TEMPERATURE	SURFACE	LED	120V	KENALL	(MILLENIUM STRETCH) MLRS12-48-R-MB-PIA-1-45L35K-DCC-1-120-PM	MTG HT 10' A.F.F.
L3	5" ROUND SURFACE MOUNT WET LOCATION LED FIXTURE	CEILING	LED	120V	PRESCOLITE	LBS5LEDA6L-30K-9-WH	
L4	WALL MOUNTED 48" LONG LED FIXTURE MOUNTED ABOVE CONCESSION AND TICKET WINDOWS	WALL	LED	120V	LUMINAIRE LED	AEL 72 OCC-48"-35W-4000K-120-277-DP-CUST-ST/SC	
L5	5" RECESSED LED IP65 RATED LIGHT FIXTURE WITH PRISMATIC LENS	RECESSED	LED	120V	SELUX	L125RI-1B40-40-PC-TS-04-WH-UNV-DIM	
L6	5" WET LOCATION DOWNLIGHT LED FIXTURE	SURFACE	LED	120V	SCEPTALIGHT LED	LVPF-LED-277074	
L7	4" WIDE DIRECT/INDIRECT LED LINEAR LIGHT FIXTURE, TEXTURED MATTE WHITE STEEL HOUSING ACRYLIC BATWING DOWN LENS, SYMMETRICAL ACRYLIC UPLENS, HIGH LUMEN OUTPUT DOWNLIGHT, LOW OUTPUT UPLIGHT AIRCRAFT CABLE HUNG, DUAL CIRCUIT DIMMABLE UPLIGHT & DOWNLIGHT, 3500K COLOR TEMP	PENDANT	LED	120V	PRUDENTIAL LIGHTING	BIO-LIN-LED35-HO(DOWNLIGHT)-LO(UPLIGHT)-10'-TMW-ABW-DIX-SYMADC-DC	MTG HT 10' A.F.F.
L8	4" WIDE DIRECT/INDIRECT LED LINEAR LIGHT FIXTURE, TEXTURED MATTE WHITE STEEL HOUSING ACRYLIC BATWING DOWN LENS, SYMMETRICAL ACRYLIC UPLENS, HIGH LUMEN OUTPUT DOWNLIGHT, LOW OUTPUT UPLIGHT AIRCRAFT CABLE HUNG, DUAL CIRCUIT DIMMABLE UPLIGHT & DOWNLIGHT, 3500K COLOR TEMP	PENDANT	LED	120V	PRUDENTIAL LIGHTING	BIO-LIN-LED35-HO(DOWNLIGHT)-LO(UPLIGHT)-6'-TMW-ABW-DIX-SYMADC-DC	MTG HT 10' A.F.F.
L9	LOW PROFILE LED UNDERCABINET LIGHT 4'-0" TOTAL LENGTH, BRUSHED NICKEL FINISH	SURFACE	LED	120V	LITHONIA LIGHTING	RAZ-48IN-30K-90CRI-RAZERC-UCDJBBL-UCERC2YBL	

EXISTING PANEL 'MDP' IN GUTTERSON FIELD HOUSE



CODED ELECTRICAL NOTES:

1. PROVIDE A 150A, 3-POLE BREAKER IN EXISTING 'MDP' IN GUTTERSON FIELD HOUSE. BREAKER TYPE AND AIC RATING TO MATCH EXISTING.
2. EXISITING 4" EMPTY CONDUIT PROVIDE (3) #1/0 + #6G FROM NEW BREAKER THRU EXISTING & NEW CONDUIT TO TRANSFORMER 'TI'.
3. PROVIDE A 24" x 24" x DEPTH HANDHOLE OVER EXISTING 4" CONDUIT TO ALLOW ROUTING OF CONDUCTORS TO TRANSFORMER, ROUTING OF CONDUCTORS TO TRANSFORMER.
4. 2"C WITH (3) #1/0 + #6 G FROM HANDHOLE TO TRANSFORMER LOACTED IN BLDG ELEC RM.
5. 112.5KVA, 480V P/208-120Vs PAD MTD XFMR LOCATED IN ELEC CLOSET RM 113.
6. 3"C W/(4) #4/0 +#2 G.

1 ONE LINE
NOT TO SCALE

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100% CONSTRUCTION DOCUMENTS 10/11/2019

STATE OF VERMONT
JOHN B. KIRSCHBAUM
NO. 9318
ELECTRICAL
LICENSED PROFESSIONAL ENGINEER

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VIRTUE FIELD - SUPPORT BUILDING DESIGN DEVELOPMENT
31 SPEAR STREET
MARSH HALL, SUITE 10
BURLINGTON, VT 05405

No.	Submittal / Revision	App'd	By	Date
_	100% CONTRACT DOCUMENTS	JH	CB	10.11.19

ELECTRICAL ONE-LINE DIAGRAM, PANEL & FIXTURE SCHEDULES

Designed By:	Drawn By:	Checked By:
MA	KML	
Issue Date:	Project No:	Scale:
8/7/19	23792	AS SHOWN

Drawing No:
E-601

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BURLINGTON, VT

ZONING REVIEW SUBMISSION
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PROJECT LOCATION

SITE LOCATION MAP

Sheet List Table	
Sheet Number	Sheet Title
G-001	TITLE SHEET
C-001	EXISTING CONDITIONS PLAN
C-002	EXISTING CONDITIONS PLAN
C-101	LAYOUT PLAN
C-102	LAYOUT PLAN
C-103	GRANDSTAND PLAN
C-104	GRANDSTAND SECTIONS
A-100	PRESS BOX, INTERSTITIAL AND GROUND LEVEL
A-200	SUPPORT BUILDING AND PRESS BOX ELEVATIONS

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FINAL APPROVAL

SIGNED _____ DATE 4/5/12

PLANNING & ZONING DEPARTMENT
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For entire 9-page plan set

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TITLE SHEET

G-001

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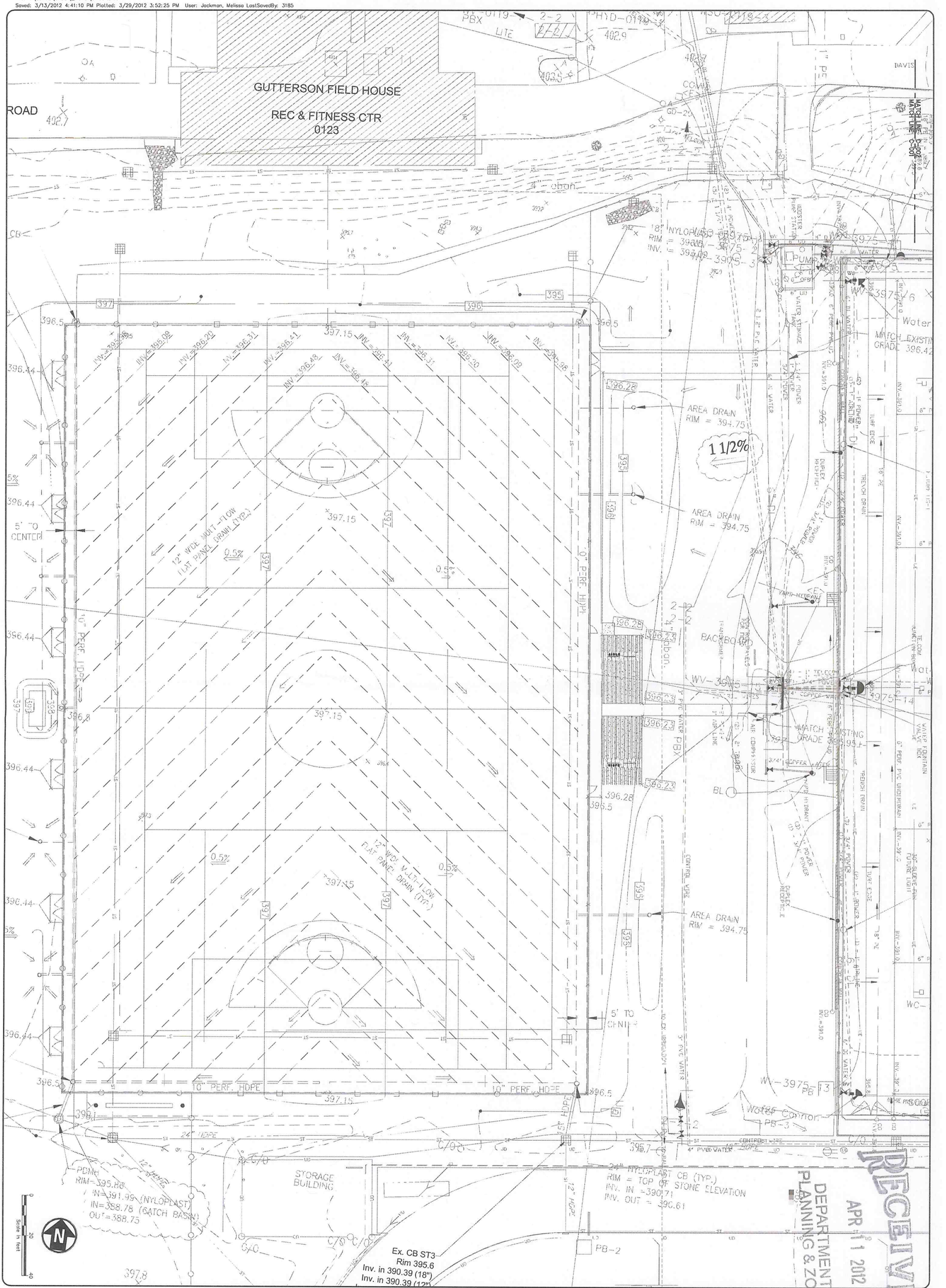

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EXISTING CONDITIONS PLAN

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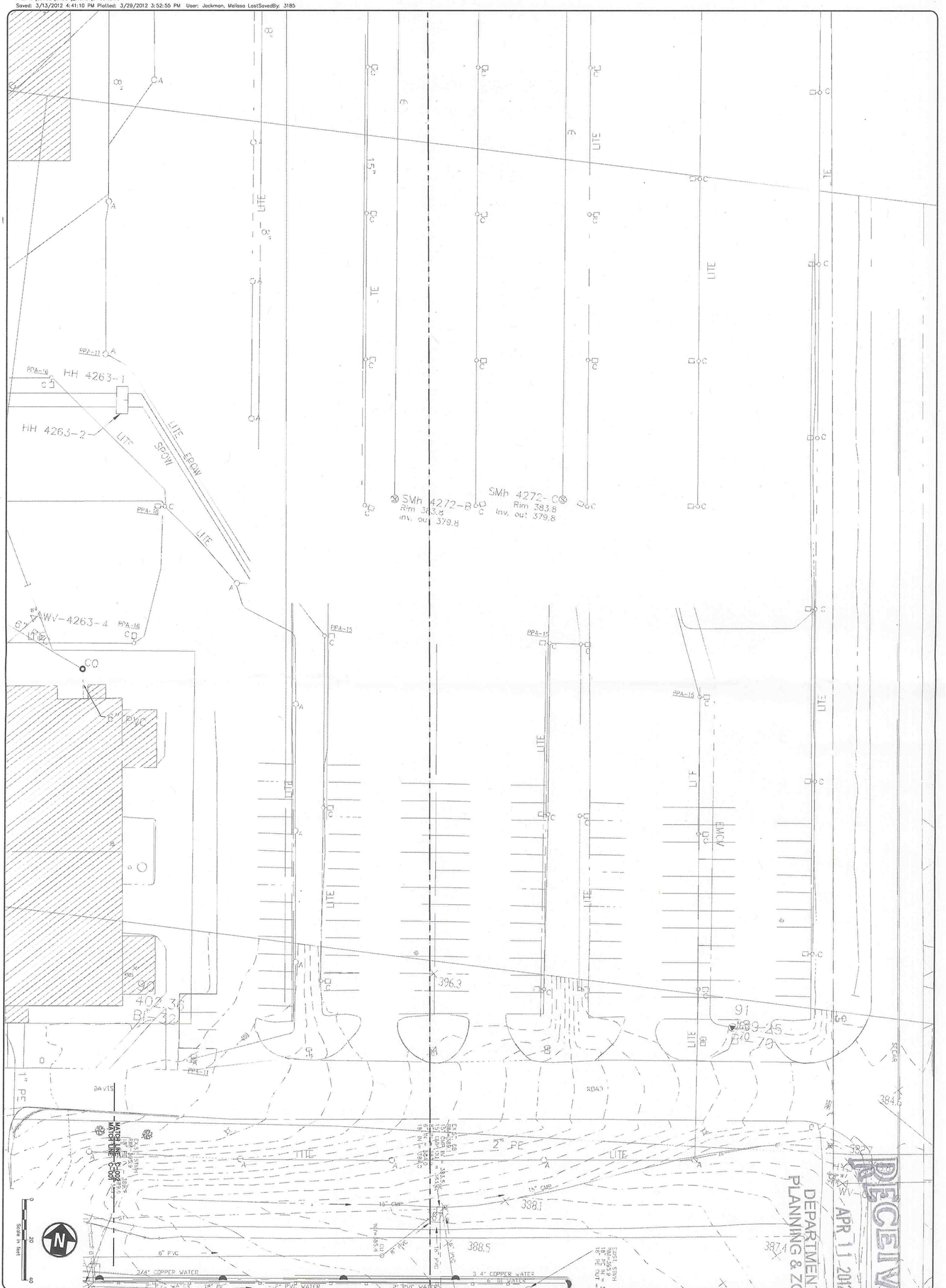

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C-002

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EXISTING CONDITIONS PLAN

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MOULTON WINDER FIELD

VIRTUE FIELD

MATCH LINE THIS SHEET
MATCH LINE THIS SHEET

PAVERS/CONCRETE AREA

20' WIDE SWING GATE/ ENTRANCE GATE

20' WIDE OPENING WITH SLIDE GATE

CATAMOUNT SCULPTURE

6' ORNAMENTAL FENCING & GATES

PRESSBOX & CONCESSIONS BUILDING (REFER TO A-100)

PEDESTRIAN LIGHTING, TYP.

LAWN AREA

EX. FIELD HOCKEY BLEACHERS

SPORTS LIGHT POLES, TYP. OF 4

CONCRETE DRIVE, TYP.

EXISTING 5 ROW BLEACHER

BUFFER PLANTING/ SCREENING

6' WIDE SWING GATE

CONCRETE WALK, TYP.

ORNAMENTAL FENCING

INITIAL BUILD-OUT SUPPORT BUILDING (REFER TO A-100)

FULL BUILD-OUT SUPPORT BUILDING (REFER TO A-100)

HANDICAP RAMP

48" ORNAMENTAL FENCING

℄ GRANDSTAND

ELEVATED GRANDSTAND (ABOVE) (REFER TO C-103 & C-104)

CRUSHED STONE BELOW GRANDSTAND

8' WIDE CHAIN LINK FENCE GATE, TYP.

(5) 12' DEEP STORAGE BAYS IN 8' HIGH CHAIN LINK FENCE ENCLOSURE

℄ PLAYING FIELD

VIRTUE FIELD

WIDEN EXISTING PATH TO 8'

8' WIDE CROSSWALK

8' WIDE CONCRETE WALK

MATCH LINE THIS SHEET
MATCH LINE THIS SHEET

0 20 40
Scale in feet

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LAYOUT PLAN

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C-101

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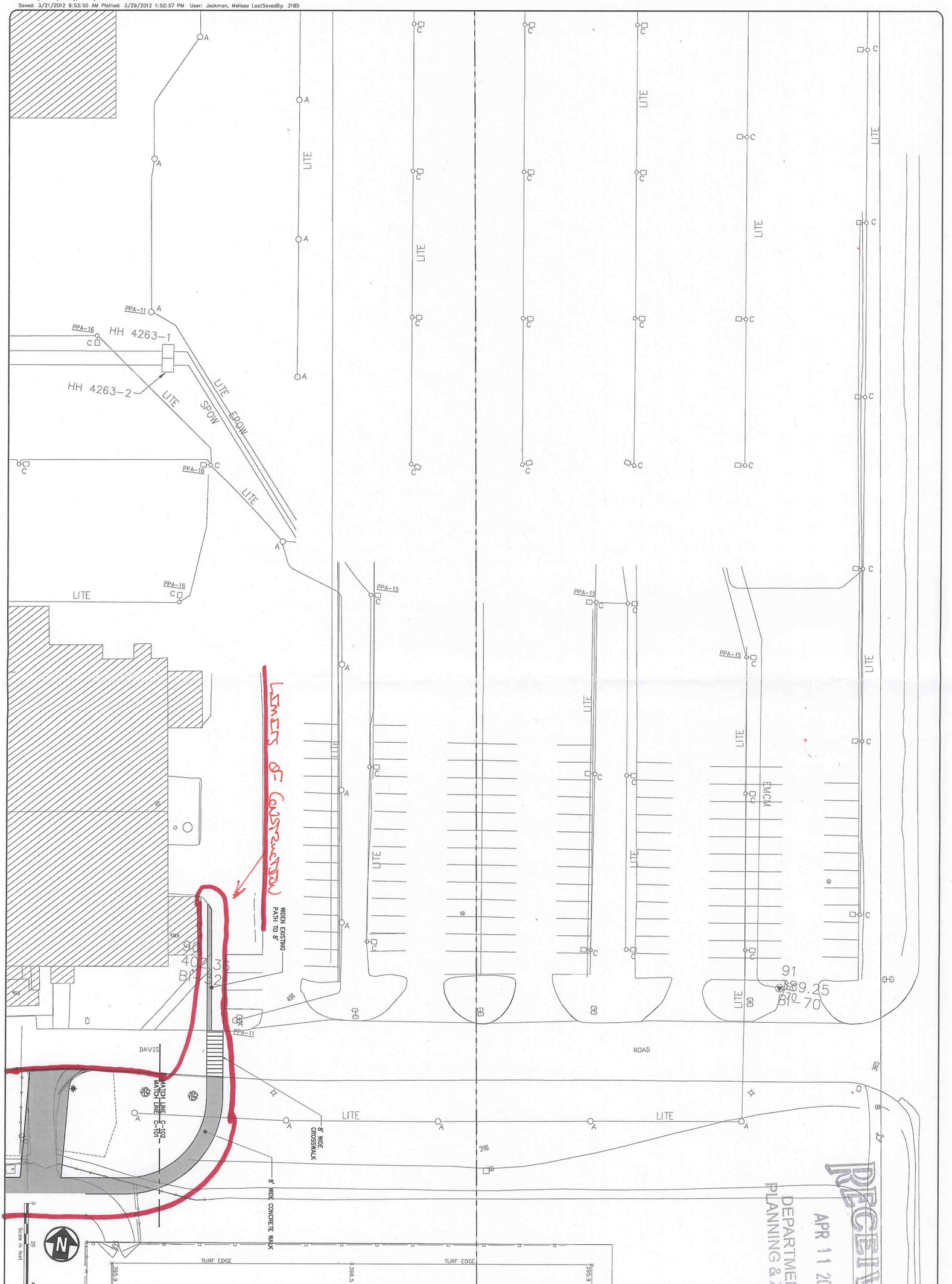

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C-102

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LAYOUT PLAN

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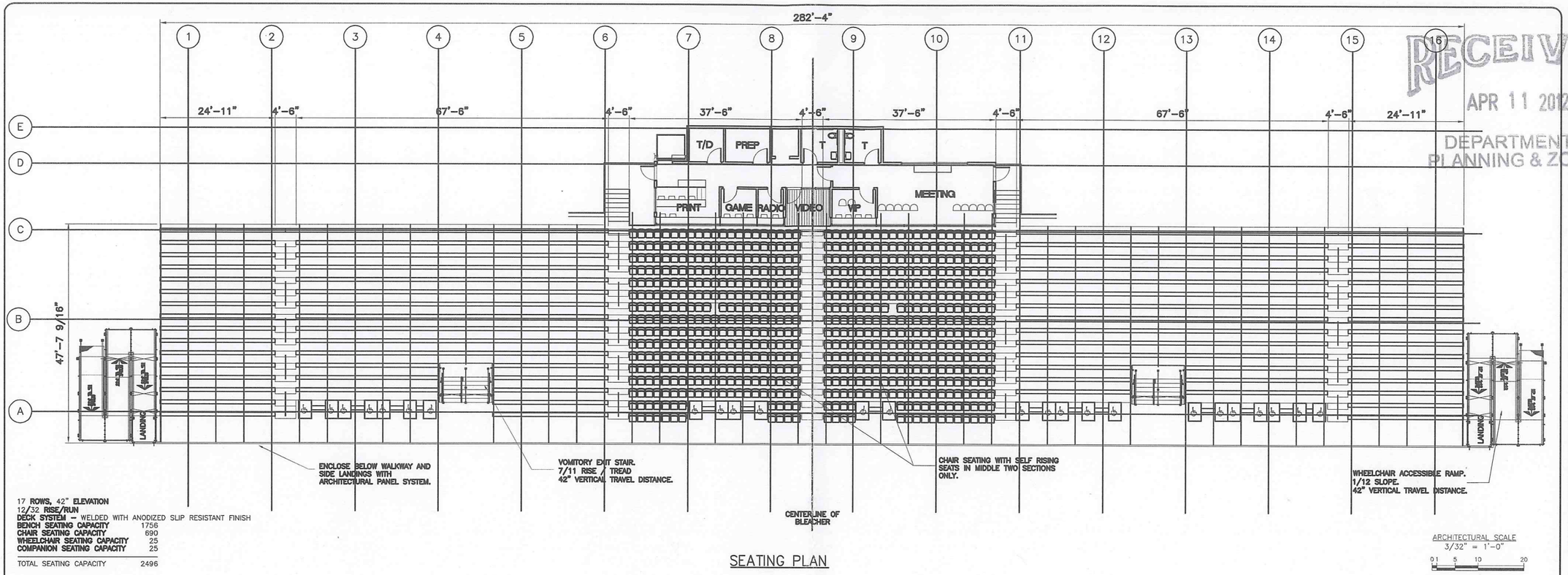
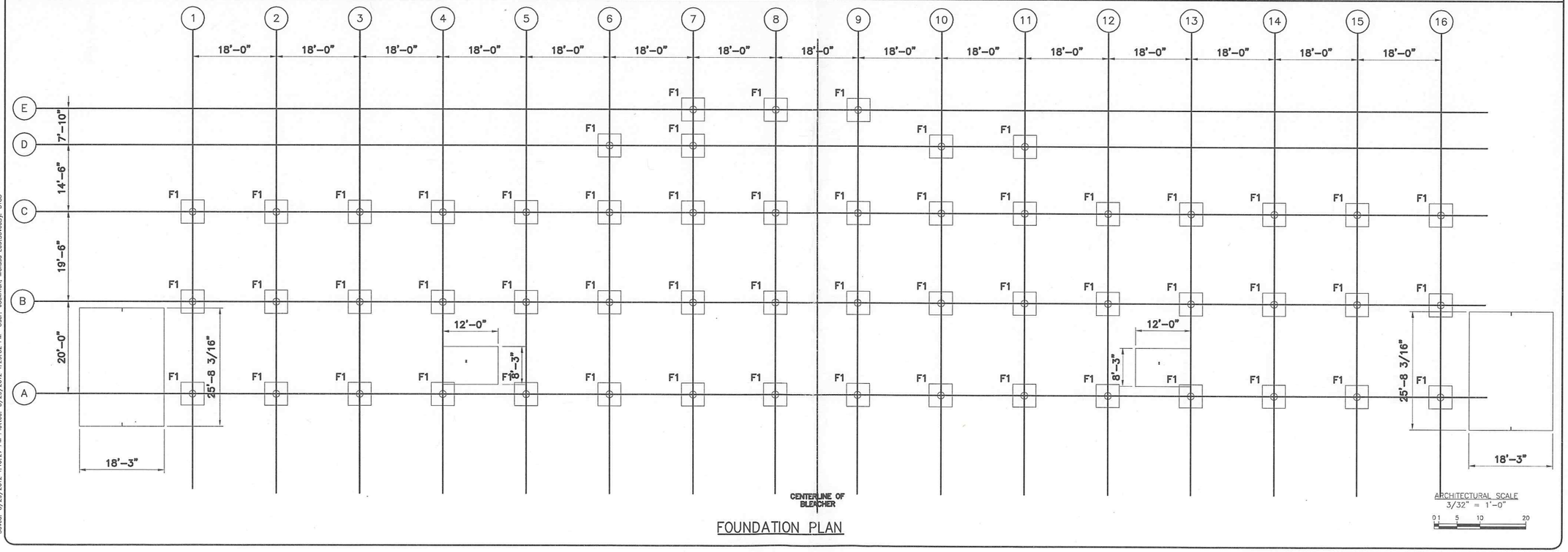


17 ROWS, 42" ELEVATION
12/32 RISE/RUN
DECK SYSTEM – WELDED WITH ANODIZED SLIP RESISTANT FINISH

BENCH SEATING CAPACITY	1756
CHAIR SEATING CAPACITY	690
WHEELCHAIR SEATING CAPACITY	25
COMPANION SEATING CAPACITY	25
TOTAL SEATING CAPACITY	2496

SEATING PLAN

ARCHITECTURAL SCALE
3/32" = 1'-0"
0 1 5 10 20



FOUNDATION PLAN

ARCHITECTURAL SCALE
3/32" = 1'-0"
0 1 5 10 20

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GRANDSTAND PLAN

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C-103

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DESIGN NOTES:

DESIGNED SEATING LAYOUT IS DANT-CLAYTON'S INTERPRETATION OF THE EGRESS FACTORS AND ACCESSIBILITY REQUIREMENTS PRESCRIBED IN THE 2009 INTERNATIONAL BUILDING CODE (IBC) FOR OUTDOOR, OPEN-AIR, SMOKE-PROTECTED ASSEMBLY SEATING WITH NON-COMBUSTIBLE CONSTRUCTION.
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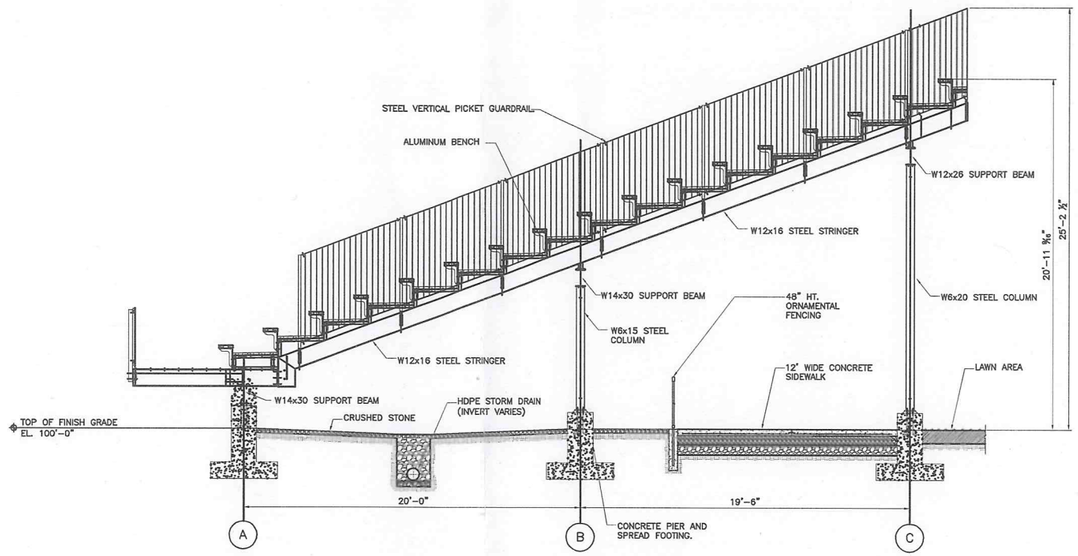
GUARDRAIL.
1/2" SQUARE VERTICAL PICKET RAILS MOUNTED TO 2x2 STEEL TUBE POSTS.

FRONT GUARDRAIL.
-TOP RAIL LOCATED 42" MIN ABOVE FOOTBOARD.

GUARDRAIL BEHIND WHEELCHAIR SPACES.
-TOP RAIL LOCATED 36" ABOVE FOOTBOARD OF ROW BEHIND WHEELCHAIR SPACES.

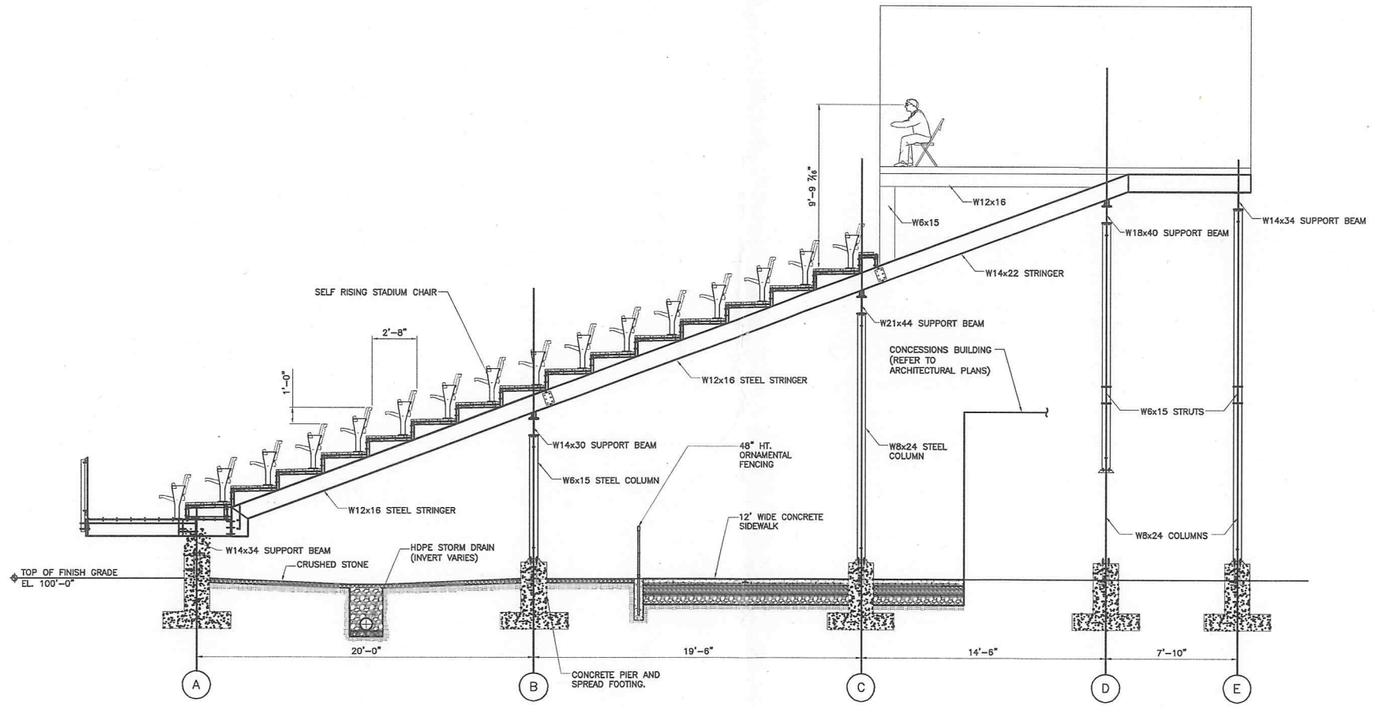
SIDE GUARDRAIL.
-TOP RAIL LOCATED 42" MIN ABOVE LEADING EGDE OF SEATBOARD.

REAR GUARDRAIL.
-TOP RAIL LOCATED 42" MIN ABOVE REAR ROW SEATBOARD.



GRANDSTAND SECTION 1

0 4 8
Scale in feet



GRANDSTAND SECTION 2
AT PRESS BOX

0 4 8
Scale in feet

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GRANDSTAND SECTIONS

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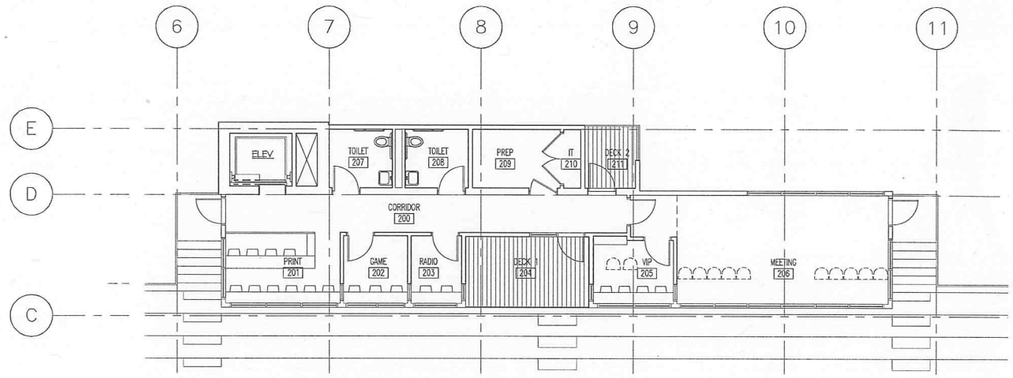
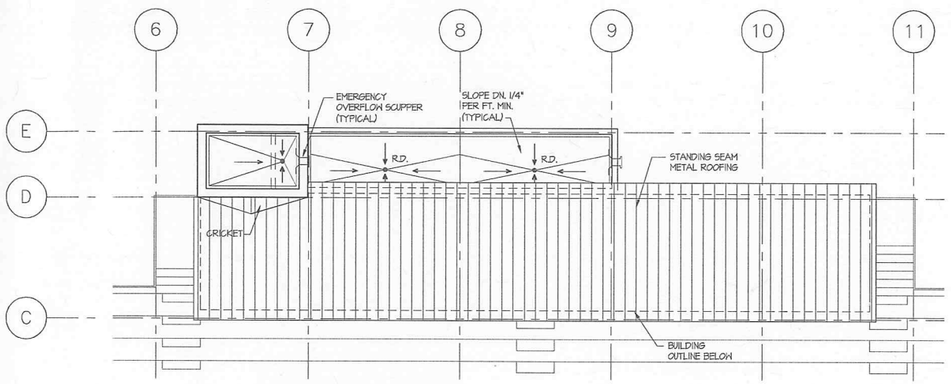
C-104

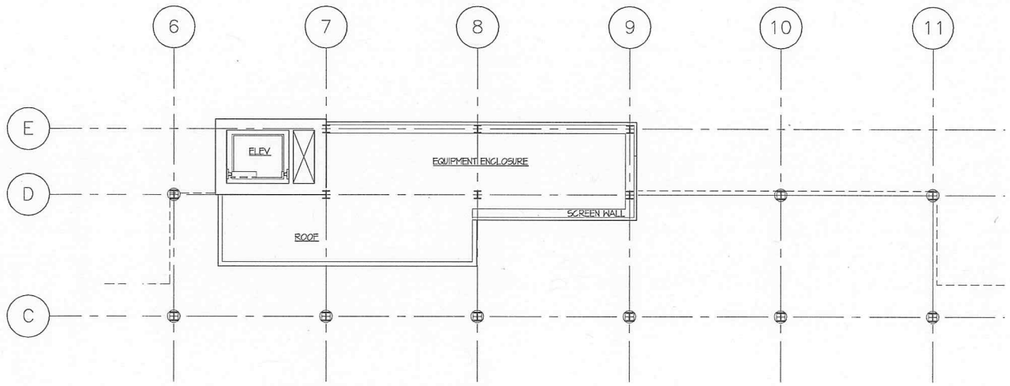


1 **PRESS BOX LEVEL**

PLAN AREA = 1,510 GSF

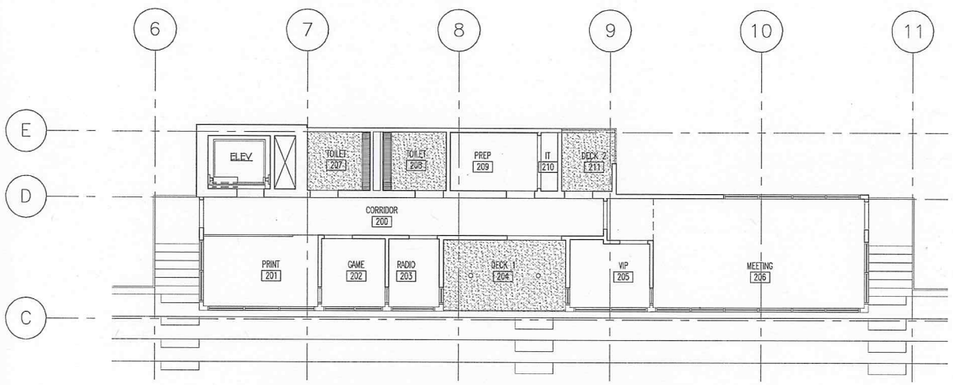


1 **PRESS BOX ROOF**

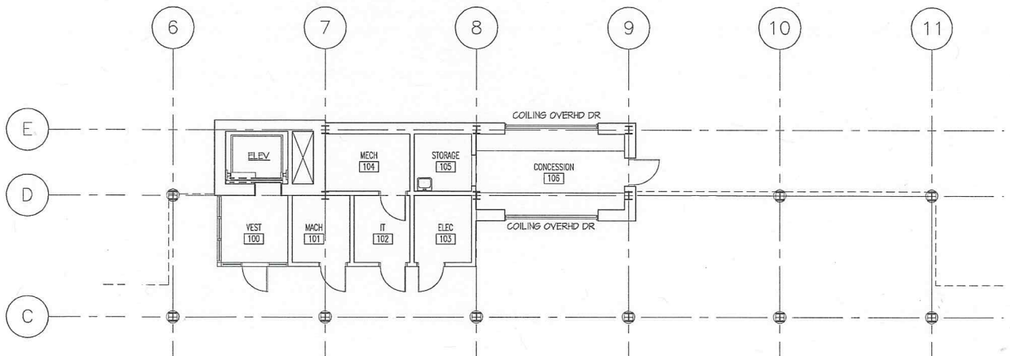


2 **INTERSTITIAL LEVEL**

PLAN AREA = 120 GSF

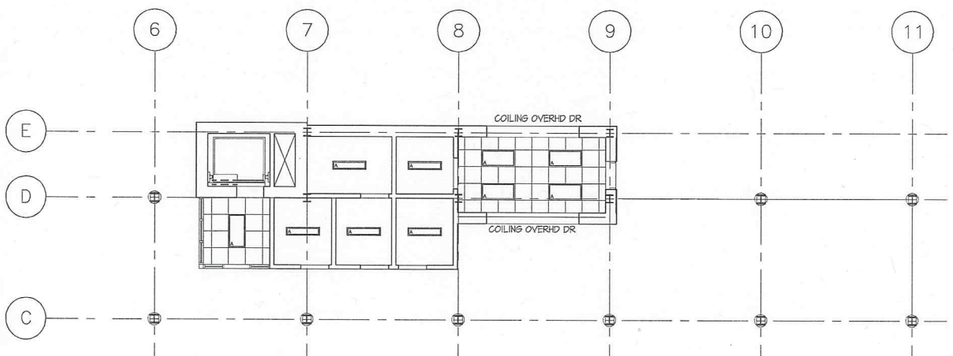


1 **PRESS BOX REFLECTED CEILING PLAN**



3 **GROUND LEVEL**

PLAN AREA = 755 GSF



3 **GROUND LEVEL REFLECTED CEILING PLAN**

0 4' 8' 16'

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

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PRESS BOX, INTERSTITIAL & GROUND LEVEL

Issue Date: 05/11/12 Project No: 23792 Scale: 1/8" = 1'-0"

A-101

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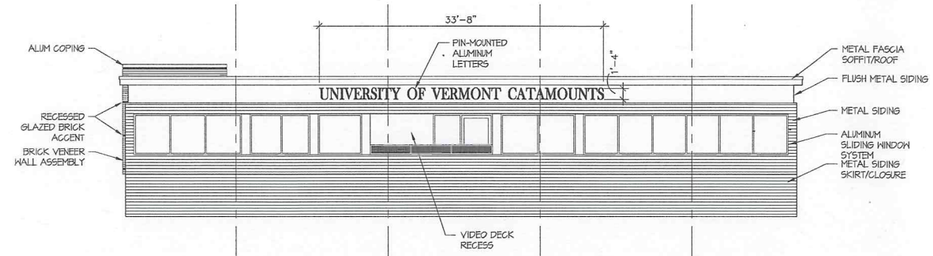
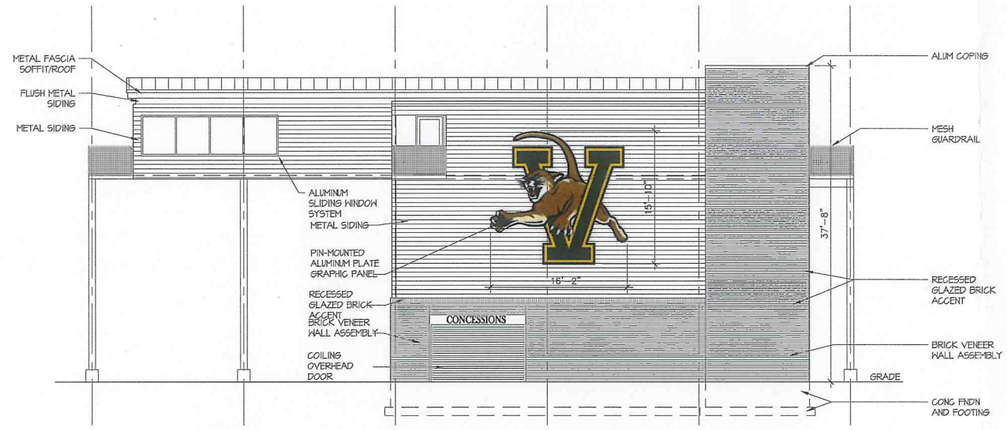
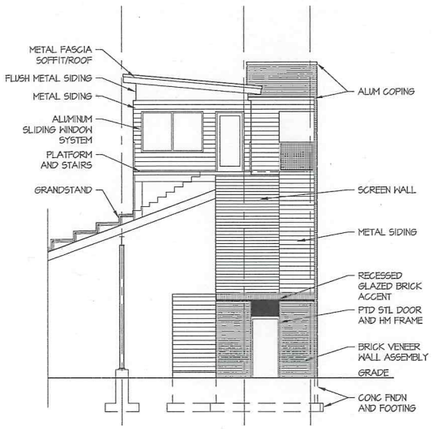


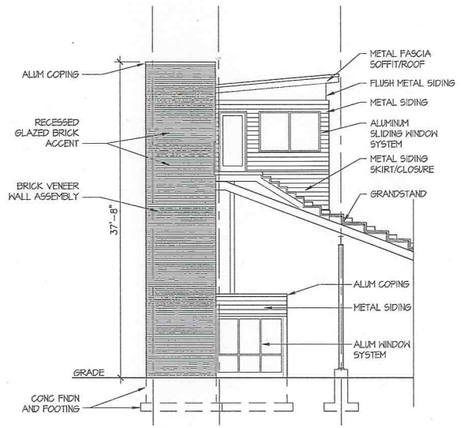
1 PRESS BOX - PARTIAL WEST ELEVATION



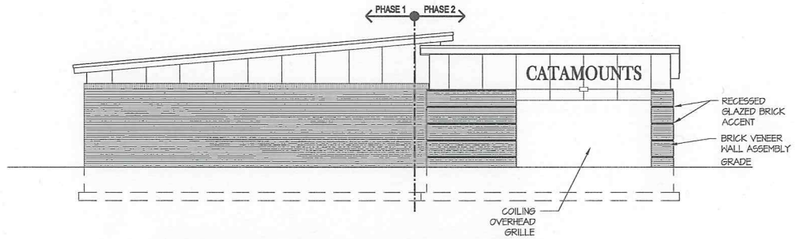
2 PRESS BOX - EAST ELEVATION



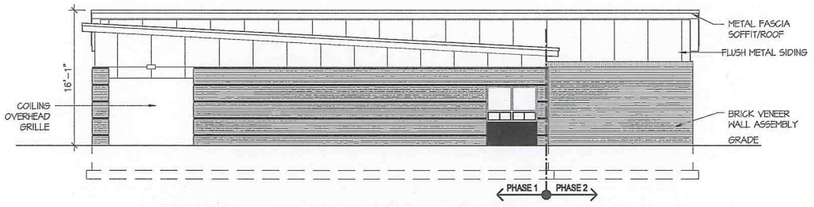
3 PRESS BOX - SOUTH ELEVATION



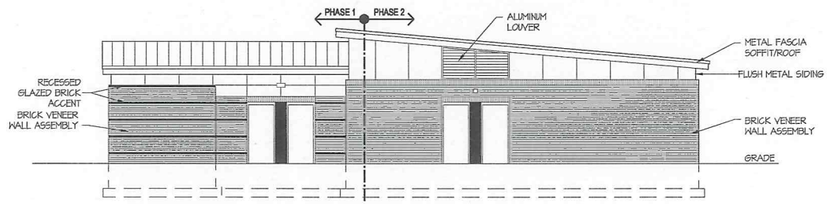
4 PRESS BOX - NORTH ELEVATION



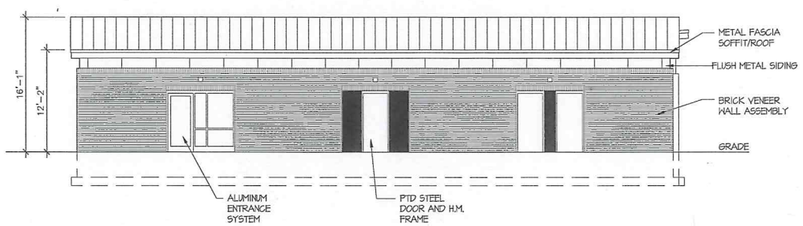
5 SUPPORT BUILDING - SOUTH ELEVATION



6 SUPPORT BUILDING - EAST ELEVATION



7 SUPPORT BUILDING - NORTH ELEVATION



8 SUPPORT BUILDING - WEST ELEVATION

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

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SUPPORT BUILDING AND PRESS BOX ELEVATIONS

A-200

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T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

Cambrian Rise

Permit Amendment – 3/11/2022

Site Plan Revisions Overview

Proposed site plan revisions pertain to central and northern portions of the site layout. Amendments include a revised building D/E/F which replaces the previously shown building D/E/F/I. It also accommodates revisions to building Q/R. Building Q/R along the north extent of the project has been straightened to provide better access to highly scenic views towards Lake Champlain and the Adirondack Mountains. Building D has been expanded to the west and now accommodates a large multi-use rooftop amenity area or 'Boardwalk' at elevation 225. The expanded 'boardwalk' affords views along the central portion of the project to the lake and mountains. Additional parking and circulation have been proposed both, on the inside and outside of Cambrian Way to accommodate the city council approved increase to 950 residential units. Green space has been consolidated on the west side of Cambrian Way as an expanded single level central green and event lawn.

Landscaping

The proposed landscape treatment has been revised to respond to site layout revisions. Updated landscape plans keep with the intent of the originally approved landscape plans. Smaller sized trees and shrubs have been used within the central portion of the project as not to obstruct highly scenic views, while larger shade trees soften areas along roads and between buildings. Proposed grading has been adjusted and retaining walls have been incorporated to screen visibility of revised vehicular circulation and parking from public roads and pedestrian areas. Hardscape areas have been incorporated to provide private and common gathering spaces. Revisions to the landscape layout is shown on sheets L-201, L202, and L-206. A cross section is provided as exhibit L-R2 to illustrate the landscape treatment along the central corridor, and how parking and vehicle circulation will be screened. Inset 1 demonstrates how a retaining wall and a decrease in elevation will screen and allow views over the top of parking and circulation along the western edge of the project. Inset 2 illustrates how a rise in elevation and a proposed retaining wall will screen views from the west of proposed parking along the west side of building D.

Open Space

The revised layout increases emphasis on the open view corridor along the central portion of the project. The reconfiguration of buildings has consolidated usable open space within this corridor, including a substantially expanded 'Boardwalk' area at the 225-foot level and a larger, contiguous, and level central green. Several other gathering areas and pedestrian amenities are incorporated with the design. Exhibit L-EX7 illustrates the distribution of amenity areas, which includes fenced off-leash dog areas, seating and table areas, gas grill areas, fire pit locations, and play areas. Some locations are specific to the buildings which they are adjacent to, while others are common spaces for neighborhood. There are also common decks and rooftop spaces incorporated into most of the buildings.

The pedestrian 'boardwalk' area has been expanded by over four (4) times from roughly 4,000 SF to 16,000 SF. This amenity replaces the previously proposed pool area at the lower 200-foot level and provides more flexible space that can be enjoyed year-round. The boardwalk incorporates a series of gathering spaces that will include seating and lounge areas, grilling and table areas, firepits, and general pedestrian circulation, all of which will afford scenic views to the west.

A larger central green is provided, west of Cambrian Way. The new central green or event lawn consolidates a series of smaller green spaces. This lawn area itself will be over 20,000 SF and will support neighborhood events, such as music events, picnics, or a large variety of other neighborhood sponsored events. It will also be suitable for informal pick-up games such as frisbee, volleyball, or badminton. The lawn will be surrounded by walks and hardscape gathering spaces with seating and landscaping to support the overall aesthetic of the neighborhood.

The revised layout maintains the ADA accessible route through the center of the project, which includes access to a stair and elevator in Building D. The route connects to the proposed recreation path through the new 12-acre public park and provides an accessible route between North Avenue and the Burlington Waterfront Bike Path. A recreation path is also partially constructed along the south road portion of Cambrian Way and will also connect with the path network on the park parcel. Current plans include upgrades to the streetscape along north avenue, which consolidate overhead utilities to the east side of the road, introduces on-street parking along the west side of North Avenue, and relocates the southbound bike lane to the outside of parking. These improvements will activate the eastern edge of the project and will allow it to better integrate with the larger Burlington community.

Public Views / Buildings and Infrastructure

The reconfigured buildings were designed to specifically reduce the perceived size of the structures and take advantage of western views. Building E/F incorporate-mitigation measures, including modulation and rooflines that step downhill proceeding east to west from North Avenue. The building also steps down towards North Avenue from six (6) to five (5) stories along the east façade, and down to four (4) stories at the southeast corner to acknowledge the historic Liberty House. Project revisions will result in modest changes to overall visibility from North Avenue and other locations from offsite as compared to the currently approved plans. A series of perspectives have been provided to illustrate the design and aesthetics of the revised buildings and layouts.

Circulation & Parking

Pedestrian circulation has remained very similar to the original approval, with minor alterations or reconfigurations through the center of the site. The Project design emphasizes pedestrian circulation including the connections to the Burlington Waterfront Bike Path. The proposed public road, Cambrian Way is unchanged and no additional curb cuts are proposed. The existing curbs cuts were slightly adjusted along the north road segment of Cambrian Way to address the revised building configuration.

Off-Street Parking and vehicular circulation have been revised along the central portion of the project. In particular, Building E/F now incorporates a drive-through location, roughly midway along the north road segment that allows the P2 garage entrance and trash/recycling/compost to be relocated away from the roadway. Vehicular circulation and parking connect between the north and south road sections of Cambrian Way. Elevation changes, grading, and landscaping will screen views of these areas from further west on the project, and views from the 'Boardwalk' will look well over the top of this area. Circulation and parking have also been connected along the western portion of the project, between Building P and Q/R. This was done in part to facilitate the relocation of Building Q/R further to the north, and to consolidate the central green and allow better access to western views. Parking lot shading meets city requirements as show on Exhibit L-EX1.

Outdoor Lighting

Revised outdoor lighting will utilizes fixtures as originally approved, including 20-foot-tall parking lot fixtures and 12-½-foot pedestrian fixtures. Street lighting will remain unchanged. Lighting levels will comply with city requirements and meet the intent of the original approvals.

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

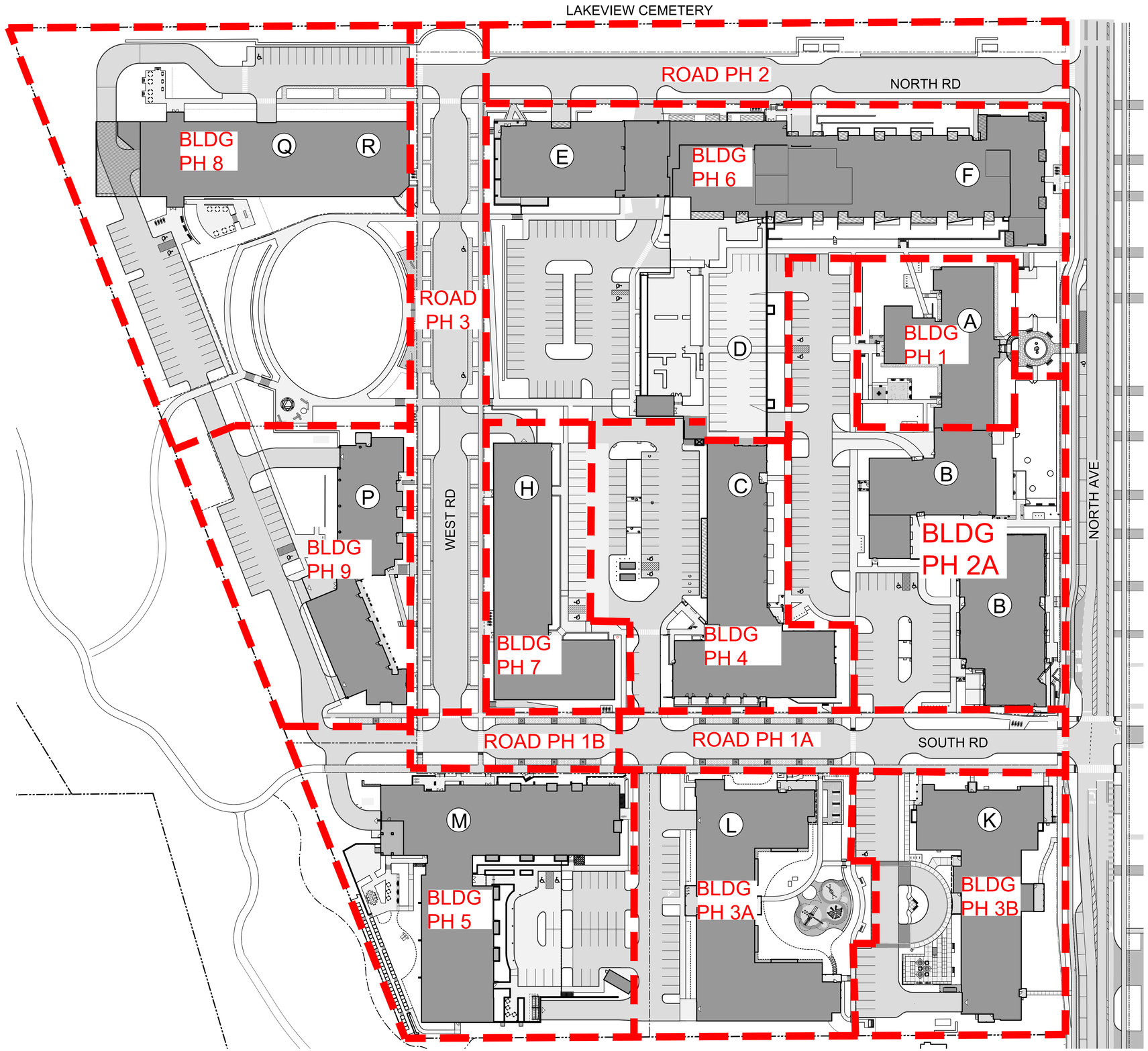
LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

PHASING SCHEDULE

PH 1 - COMPLETE 2/1/2017
PH 2A - COMPLETE 6/15/2020
PH 3A - COMPLETE 6/1/2019
PH 3B - COMPLETE 4/1/2021
PH 4 - TBD
PH 5 - TBD
PH 6 - TBD
PH 7 - TBD
PH 8 - TBD
PH 9 - TBD



RELEASED FOR PERMIT REVIEW 03-11-2022

DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-04-2017	PERMIT SET				
03-11-2022	PERMIT AMENDMENT - 950 UNITS				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

EB
MJB
team

01/31/2017
date
1" = 50'
scale

CAMBRIAN RISE
EXHIBIT - PHASING PLAN

sheet no:
L-EX4

RELEASED FOR PERMIT
03/11/2022

Cambrian Rise

PROPOSED
SITE PLAN

NORTH

1″=80′

0 80 160 240

Note:
1. The official name of the public street is Cambrian Way as shown in this drawing. On all other drawings, exhibits, and narratives, the street is split into three sections and referred to as or labeled: "North Road", "West Road, and "South Road". These labels are used solely for the purposes of being able to distinguish between the different sections of road during design, permitting, and construction.
2. For minor updates to the site plan, see L-201, L-202, and L206

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

RELEASED FOR PERMIT
03/11/2022

Cambrian Rise

NEW PUBLIC PARK
12 ACRES

ADA PATH TO WATERFRONT

CITY OF BURLINGTON

REC PATH

TRAIL

CITY OF BURLINGTON

LAKE VIEW CEMETERY

CENTRAL GREEN

CAMBRIAN WAY

CAMBRIAN WAY

CAMBRIAN WAY

STONE HOUSE & COMMUNITY GARDEN

GARAGE

STONE HOUSE

NORTH

0 50 100 150

1″=50′

Note:
1. The official name of the public street is Cambrian Way as shown in this drawing. On all other drawings, exhibits, and narratives, the street is split into three sections and referred to as or labeled: "North Road", "West Road, and "South Road". These labels are used solely for the purposes of being able to distinguish between the different sections of road during design, permitting, and construction.
2. For minor updates to the site plan, see L-201, L-202, and L206

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

SEE L-207B

P3 GARAGE ENTRANCE

SPECIAL PAVING

RETAINING WALL

STAIR

RETAINING WALL,TYP.

BIKE RACKS

RETAINING WALL

BIKE RACKS

SCREEN

STAIR AND RETAINING WALL

RETAINING WALL

BOLLARDS, TYP.

SPECIAL PAVING

TERRACED PLANTED RETAINING WALL

P1 GARAGE ENTRANCE

PUBLIC SIDEWALK

RAILING ON FOUNDATION WALL

SCREEN, TYP.

PRIVATE PATIO, TYP.

PRIVATE PATIO, TYP.

BIKE RACKS

BENCH

E

DROP-OFF

SPECIAL PAVING

F

PRIVATE PATIO

STAIR

RETAINING WALL AND GUARDRAIL

PRIVATE PATIO, TYP.

FENCE GATE

SCREEN, TYP.

CONCRETE SIDEWALK

SCREEN, TYP.

SEE L-208B

RETAINING WALL / PARKING LOT SCREEN

FENCE / SCREEN

GATE

PRIVATE PATIOS / LAWN

BENCHES

RETAINING WALL WITH FENCE / SCREEN

P2 GARAGE ENTRANCE

GATE

STAIR

GREEN ROOF, TYP.

LIMIT OF D STRUCTURE BELOW

BIKE RACKS

PUBLIC ART

STAIRS

BENCHES

PEDESTRIAN BOARDWALK

EXISTING PARKING STRUCTURE AREAWAY

OFF-LEASH DOG PARK

FENCE

GATE

BLUE-STONE

COMPACT PARKING SPACES

BIO-RETENTION PLANTING / SNOW STORAGE

D

GATE

SPECIAL PAVING

BENCH, TYP.

A

RAMP OR SLOPED WALK

ACCESSIBLE WALK

GATE

STAIR

GREEN ROOF, TYP. & POTENTIAL PUBLIC ART

BENCH, TYP.

GATE

FENCE

STAIR

RETAINING WALL

POTENTIAL CARSHARE SPOTS

PUBLIC ELEVATOR & STAIR

TRASH, COMPOST AND RECYCLING ROOM BELOW

EXISTING PARKING STRUCTURE AREAWAY

GREEN ROOF, TYP.

LOUNGE AND GRILLING AREA

PL

OFF-LEASH DOG PARK

TRUCK BACK-UP SPACE

POTENTIAL CARSHARE SPOTS

LIMIT OF D STRUCTURE BELOW

RETAINING WALL

BIKE RACKS

SEE L-208A

SEE L-202

LEGEND:

- DECIDUOUS SHADE TREE
- DECIDUOUS ORNAMENTAL TREE
- EVERGREEN TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- GROUND COVERS,ORNAMENTAL GRASSES, AND PERENNIALS

RELEASED FOR PERMIT REVIEW 03-11-2022

DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-04-2017	PERMIT SET				
03-11-2022	PERMIT AMENDMENT - 950 UNITS				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

EB
MJB
team

01/31/2017
date

1" = 20'
scale

CAMBRIAN RISE
Building DEF Site Plan Update

sheet no:
L-201

SEE L-208B

SEE L-201

SEE L-208A

SEE L-207A

H

C

B

G

WIER

WIER

WIER

BIKE RACKS

BIKE RACKS

STAIRS, TYP.

BIKE RACKS

BENCH

PLANTER

BIKE RACK

STAIR

CONCRETE WALKWAY

PLANTER

RETAINING WALL

RETAINING WALLS WITH GUARDRAIL

RETAINING WALL WITH GUARDRAIL

RETAINING WALLS

CONCRETE WALKWAY

BIKE RACKS

RETAINING WALL

BENCH

TRASH / COMPOST / RECYCLING ROOM

POLISHED EXPOSED AGGREGATE CONCRETE

STAIR

POLISHED EXPOSED AGGREGATE CONCRETE

BIKE RACK

STAIR

RAILING

LOW SCREEN

OFF-LEASH DOG PARK

FENCE

GRILLS

BENCHES

BIKE RACKS

FLAG POLES

STAIR

WIER

WIER

PLANTER

BIKE SHARE RACKS

PLANTER

STAIR

RAILING

RETAINING WALL

STAIR

BENCH

RETAINING WALL

STAIR

STAIR

BIKE RACKS

ONLY BUS

LEGEND:

- DECIDUOUS SHADE TREE
- DECIDUOUS ORNAMENTAL TREE
- EVERGREEN TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- GROUND COVERS,ORNAMENTAL GRASSES, AND PERENNIALS

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DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-04-2017	PERMIT SET				
03-11-2022	PERMIT AMENDMENT - 950 UNITS				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

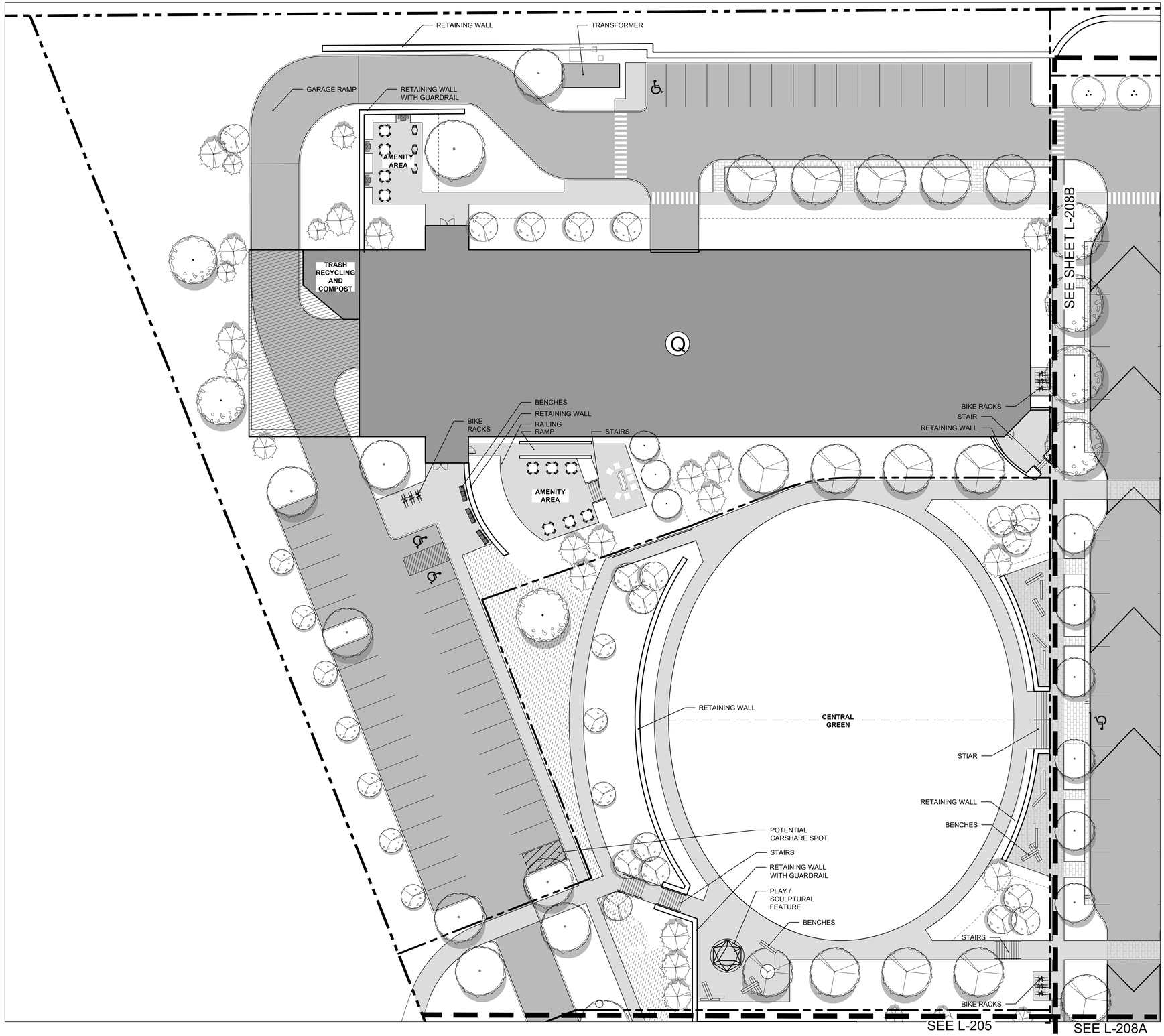
EB
MJB
team

01/31/2017
date

scale

CAMBRIAN RISE
Building B, G, C, & H Site Plan Update

sheet no:
L-202



LEGEND:

- DECIDUOUS SHADE TREE
- DECIDUOUS ORNAMENTAL TREE
- EVERGREEN TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- GROUND COVERS, ORNAMENTAL GRASSES, AND PERENNIALS

RELEASED FOR PERMIT REVIEW 03-11-2022

DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-04-2017	PERMIT SET				
03-11-2022	PERMIT AMENDMENT - 950 UNITS				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

EB
MJB
team

01/31/2017
date

scale

CAMBRIAN RISE
Building Q Site Plan Update

sheet no:
L-206

12-20-2021

BOARDWALK CONCEPT

NORTH

SCALE: 1"=10'
0 10' 20'

(A) OUTDOOR KITCHEN
1. CURVED COUNTER SEATING
2. BUILT-IN GRILLS, SINK, AND COUNTER TOP
3. COUNTER-HEIGHT BISTRO TABLES
4. TALL BACK-DROP OF PLANTING

(B) OPEN LOUNGE
1. MOVABLE LOUNGE CHAIRS
2. SEMI-MOVABLE COFFEE TABLES
3. ACCENT PAVING "CARPET"
4. ROCKING ADIRONDACK CHAIRS
5. SIDE TABLES

(C) COVERED BAR AND DINING SEATING
1. SHADE / WEATHER-PROTECTING STRUCTURE
2. 4 SEATER BAR-HEIGHT TABLES THAT COMBINE TO ACCOMMODATE LARGER GROUPS
3. 4 SEATER DINING-HEIGHT TABLES THAT COMBINE TO ACCOMMODATE LARGER GROUPS

ARCHITECTURAL CANOPY ABOVE

(D) LOUNGE & FIRE PIT
1. CABANA SHADE / SCREENS
2. CUSHIONED SEATING
3. FIRE TABLES
4. SIDE TABLES

(G) OUTDOOR KITCHEN & DINING AREA
1. BUILT-IN GRILL, SINK, AND COUNTER-TOP
2. BAR-HEIGHT PICNIC TABLES WITH UMBRELLAS
3. PERGOLA
4. COUNTER SEATING
5. FOCAL ELEMENT & PLANT BACKDROP

BIKE RACKS

GREEN ROOF

GREEN ROOF

(E) FLEXIBLE EVENT SPACE WITH MOVABLE FURNITURE
1. STADIUM SEATING WITH RECLINED LOUNGE-BACK (INTEGRATED SMALL STAGE)
2. PICNIC TABLES WITH UMBRELLAS
3. ADIRONDACK ROCKING CHAIRS
4. LOUNGE CHAIRS & COFFEE TABLES

(F) GAME AREA
1. STADIUM SEATING WITH UPRIGHT LOUNGE BACK
2. PING PONG TABLE
3. FOOSBALL TABLE
4. SHUFFLEBOARD TABLE (16')
5. ADIRONDACK SPECTATOR SEATING ALT: GAME TABLES
6. LOW SCREEN TO SEPARATE SEATING
7. ADIRONDACK ROCKING CHAIRS

(H) LOUNGE AREA
1. CUSHIONED SECTIONAL SEATING
2. FIRE TABLES
3. MOVABLE ADIRONDACK CHAIRS & SIDE TABLES

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

Cambrian Rise

UNCOLLYDOWN ILLUSTRATION

Boardwalk Illustration (2 of 2)

Cambrian Rise Building D-E-F | Burlington, VT

East Elevation scale: 3/32" = 1'-0"

youkel [architecture + development]
po box 1503, stowe, vermont 05672
t: 802-864 9696 www.youkel.com

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NORTH ELEVATION | NORTH ROAD

SOUTH ELEVATION

Cambrian Rise Building D-E-F | Burlington, VT

Building Elevations scale: 1" = 20'-0"

youkel [architecture + development]
po box 1503, stowe, vermont 05672
t: 802-864 9696 www.youkel.com

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Cambrian Rise Building D-E-F | Burlington, VT

West Elevation scale: 3/32" = 1'-0"

youkel [architecture + development]
po box 1503, stowe, vermont 05672
t: 802-864 9696 www.youkel.com

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SKY DECK CONCEPT (R7 LEVEL)

03-17-2022

NORTH

SCALE: 1/16"=1'

0 16' 32'

LIBERTY HOUSE

BOARDWALK

(A) COVERED KITCHEN & DINNING
1. SHADE / WEATHER PROTECTING STRUCTURE
2. BUILT-IN GRILLS, SINK, AND COUNTER TOP WITH COUNTER SEATING
3. COUNTER-HEIGHT BISTRO TABLES
4. 4 SEAT DINNING TABLES AND CHAIRS THAT COMBINE TO ACCOMODATE LARGER GROUPS

(B) OPEN BAR & LOUNGE AREAS
1. CUSHIONED SEATING
2. FIRE TABLES
3. BAR SEATING
4. CHAISE LOUNGERS

(C) COMMUNITY GARDEN
1. RAISED BEDS
2. POLLINATOR / CUT FLOWER GARDEN WITH SEAT WALL
3. PICNIC TABLES
4. ADIRONDACK CHAIRS
5. POTTING TABLE

C1 C2 C3 C4 C5

GARDEN SHEDS

GARDEN SHEDS

COOLING TOWERS

MECHANICAL ROOM

GREENHOUSE

LOBBY ELEVATOR & STAIR

LOBBY ELEVATOR & STAIR

SUNRISE TERRACE BELOW

A1 A2 A3 A4

B1 B2 B3 B4

GREEN ROOF

PRIVATE TERRACE FOR UNIT 511 BELOW

PRIVATE TERRACE FOR UNIT 512 BELOW

PRIVATE TERRACE FOR UNIT 514 BELOW

SOLAR PANELS

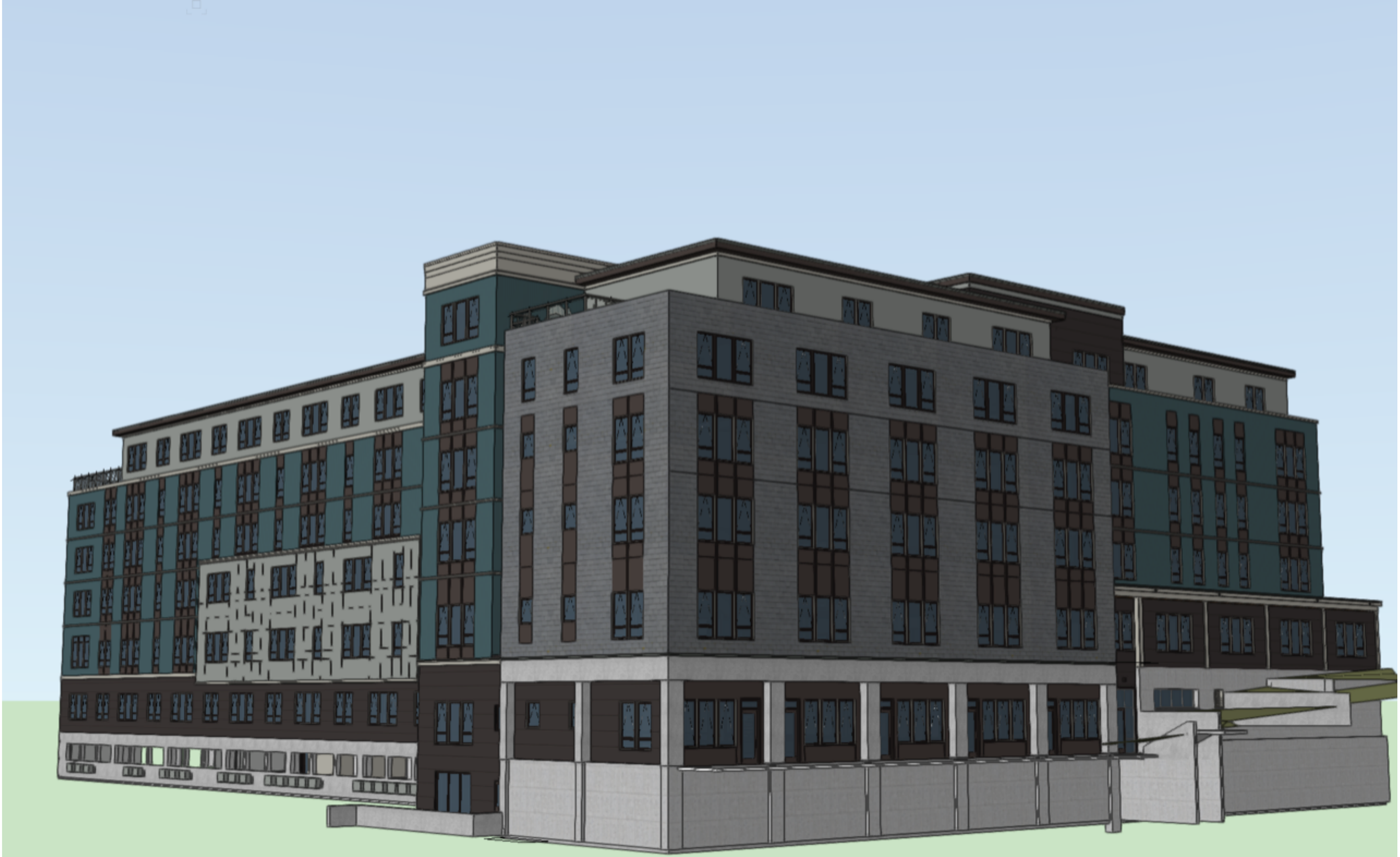
F6

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

Cambrian Rise

Roof Top Illustration (1 of 2) - 3/3/2022

Roof Top Illustration (2 of 2) - 3/3/2022



Cambrian Rise

EXHIBIT L-R2: **SECTION** (Sheet 1 of 5)

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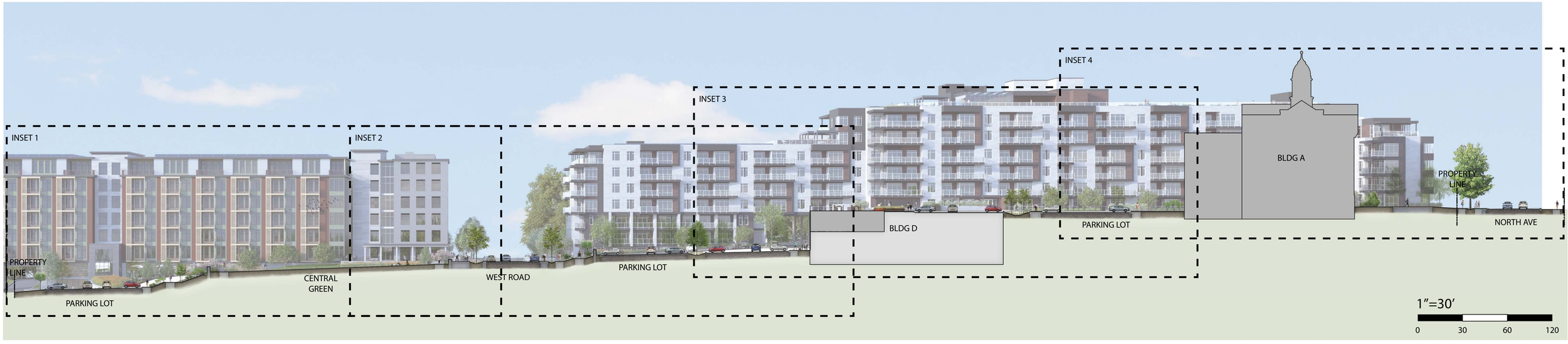
03/11/2022



Note: Background building illustation provided by Lincoln Brown Illuatration

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

Cambrian Rise

EXHIBIT L-R2: SECTION INSET 1

RELEASED FOR PERMIT
03/11/2022

Note: Background building illustation provided by Lincoln Brown Illuatration

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

SCALE: 1″=20′

0 20′ 40′

Cambrian Rise

EXHIBIT L-R2: SECTION INSET 2 (Sheet 3 of 5)

RELEASED FOR PERMIT
03/11/2022

Note: Background building illustation provided by Lincoln Brown Illuatration

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

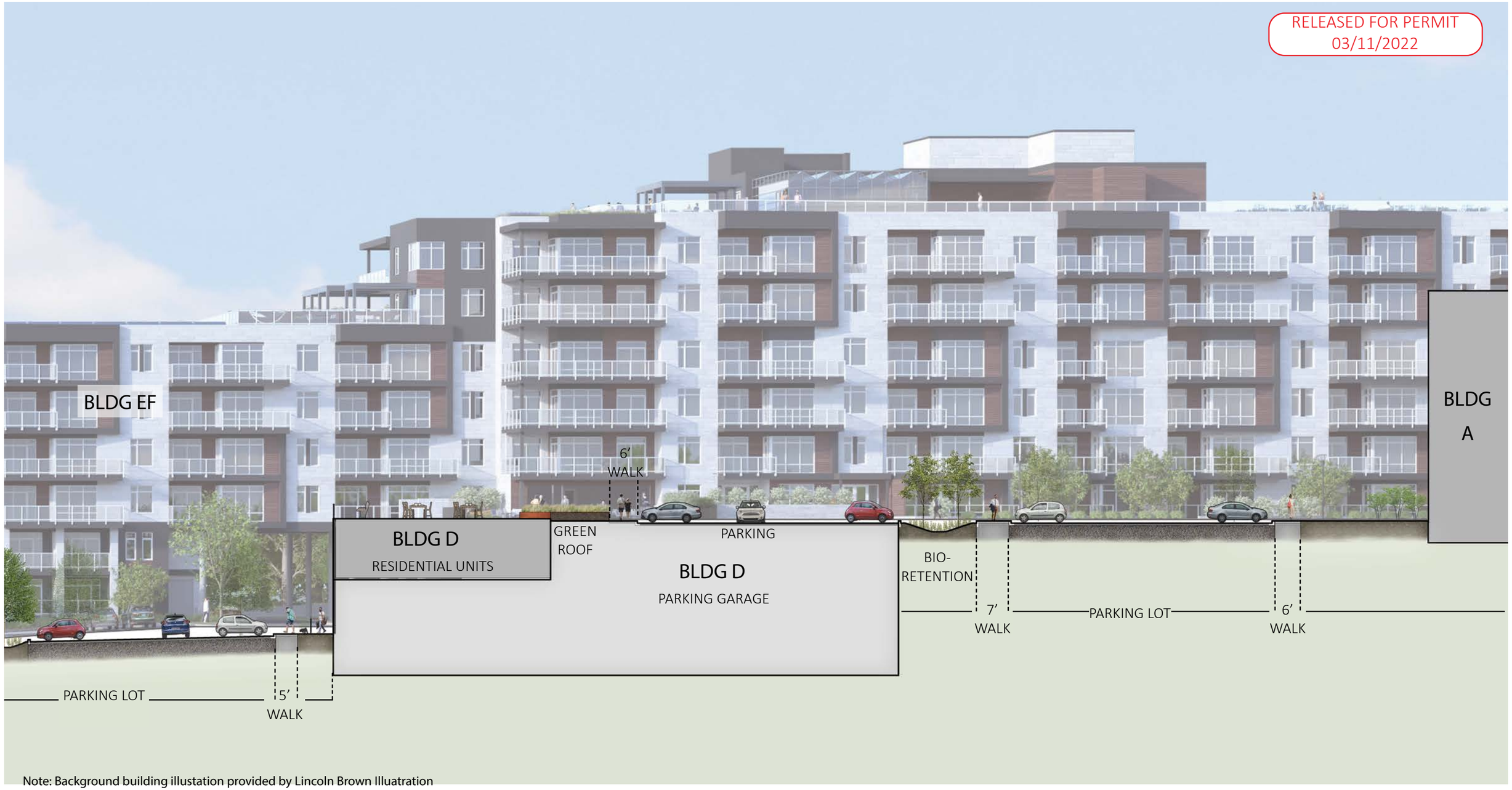
SCALE: 1"=20'

0 20' 40'

Cambrian Rise

EXHIBIT L-R2: SECTION INSET 3 (Sheet 4 of 5)

RELEASED FOR PERMIT
03/11/2022



Note: Background building illustation provided by Lincoln Brown Illuatration

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

SCALE: 1”=20’

0 20’ 40’

Cambrian Rise

EXHIBIT L-R2: SECTION INSET 4 (Sheet 5 of 5)

RELEASED FOR PERMIT
03/11/2022

Note: Background building illustation provided by Lincoln Brown Illuatration

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

SCALE: 1″=20′

0 20′ 40′

Memorandum

To: Eric Farrell
Farrell Properties

Date: March 7, 2022

Project #: 57848

From: Britta Tonn, Preservation Planner

Re: Cambrian Rise Project – 300 Cambrian Way
Burlington Citywide General Regulations, Sec. 5.4.8 – Historic Buildings and Sites

---

This is an application for zoning approval to develop the northern portion of a Burlington property known as Cambrian Rise containing an historic building, pursuant to Article 5.4.8 of the Citywide General Regulations. The address of the property is 351-375 North Avenue, and it contains the former St. Joseph's Orphanage which was constructed in 1884 with a 1940 addition. The former orphanage, now known as Liberty House, is the central building on the Cambrian Rise property. The building is listed in the Vermont State Register of Historic Places ("State Register"). Although this current project does not propose direct impacts to the Liberty House building, it involves the redevelopment of the northern portion of the Liberty House property adjacent the historic building with a new condominium building ("Project").

This Project is being evaluated for potential indirect effects to four historic resources: Liberty House; the National Register of Historic Places ("National Register") eligible North Avenue Neighborhood District which is across North Avenue to the east of the Project; an individually listed State Register house at 422 North Avenue (within the North Avenue Neighborhood District); and the National Register listed Howard Mortuary Chapel within Lakeview Cemetery, which is adjacent to the north of the Project. See **Attachment 1**: Historic Resources Map

PROJECT DESCRIPTION

Cambrian Rise is a new neighborhood of multi-unit residential buildings, commercial spaces, garage, parking under most buildings, land improvements such as small parks and landscaping, new roadways, and other amenities on a 21.65-acre parcel historically associated with the former St. Joseph's Orphanage. A 12-acre public park runs along the southern and western boundary of the property, including 1,000' of sandy beach on Lake Champlain. A new street called Cambrian Way will be built from North Avenue east-west along the north boundary of the property and through the property in a U-shaped design, looping back to North Avenue south of The Rise building. The road will be separated from Lakeview Cemetery to the north by a 30-foot wide, vegetated buffer that will serve as a wildlife corridor. Cambrian Rise will eventually contain 950 residential units, including approximately 150 "affordable" rental apartments, 450 "market-rate" rental apartments, 262 "market-rate" condominiums, and "affordable" condominiums. Included in these numbers are 10 "market-rate" senior rental apartments and 60 "affordable" senior apartments. With the adaptive reuse of the former St. Joseph's Orphanage as its centerpiece, "the development of the site embraces its location adjacent to Lake Champlain and the Burlington Bike Path by emphasizing transportation alternatives, community gardens, recreation facilities, and public and private views of the lake and the Adirondacks."[1] See **Attachment 2**: Cambrian Rise Site Plan.

[1] Suzanne Jamele. "Cambrian Rise, North Avenue, Burlington. Act 250 Review." June 5, 2017.

40 IDX Drive, Building 100
Suite 200
South Burlington, Vermont 05403

Memorandum

Liberty House has already been fully renovated to accommodate 64 market-rate rental units and one market-rate condominium. The redevelopment plan for the property is intended to provide an uninterrupted view from Liberty House west to Lake Champlain to preserve the historic relationship between the building and the lake. As of the date of this memorandum, three of the proposed nine new residential buildings on the property have been constructed: The Rise (market-rate rental apartments that comprise the southern addition of the Liberty House building), Laurentide (affordable apartments created in partnership with Champlain Housing Trust), and Juniper House (affordable senior apartments created in partnership with Cathedral Square Corporation). See **Attachment 2**: Cambrian Rise Site Plans and **Attachment 3**: Cambrian Rise Rendering.

The Project involves the construction of a new, seven-story (including rooftop greenhouse, terrace, and gardening plots) condominium building to be located on the north portion of the Cambrian Rise property, adjacent to Liberty House. The new building is addressed as 300 Cambrian Way and is depicted as Building D/E/F on **Attachment 2** and the site plans in **Attachment 4**. The building will have a 20.3-foot setback from the North Avenue right-of-way, the approximate same setback that occurs at The Rise building located to the south of Liberty House. This setback is dictated by the Burlington base zoning district that encompasses the Cambrian Rise property, known as the Neighborhood Activity Center – Cambrian Rise ("NAC-CR") district,[2] which states that the maximum setback of a building from the curb must be 20 feet.[3] 300 Cambrian Way is set back between 14 feet and 18 feet from Cambrian Way which will travel along the north side of the building. See **Attachment 4**: Detailed Site Plans.

The building will be composed of three interconnected blocks that will have varying heights based on the grade of the site and building step backs. The east block fronting North Avenue that will be visible to the north when viewing Liberty House will be four to five stories tall plus a stepped-back, sixth story level. The south portion of the east block closest to Liberty House will be four stories tall (about 46 feet high) and it will step up to five stories to the north and along the east side (about 59 feet high), eventually progressing to six stories in height where it connects to the six-story tall central block (about 75 feet high). These progressive step backs are designed to reduce the mass of the building closest to Liberty House and to accommodate rooftop terraces. The central block of the building (labeled "Building F" on the site plans) will be composed of six stories with a significantly stepped-back, seventh story greenhouse, terrace, and garden plots. Located further west of the Liberty House façade, this part of the building is designed to be minimally visible from the public right-of-way along North Avenue. The west block (labeled "Building E" on the site plans) will be seven stories tall with a flat roof (about 81 feet high). The west block will be four stories tall from the top of a terrace and will then include three lower levels below the terrace grade; an underpass will delineate these two blocks. The west block will appear lower in height than the central block due to the grade of the site. Extending south from the west end of the central block (bordering the east of the underpass) will be a below-grade extension of the building (labeled "Building D" on the site plans) that will be two levels beneath a paved parking area. This wing will have an exposed, largely glazed facade facing west toward a lower parking area.

In general, the facades of the building will be clad in fiber cement panels of varying colors and textures interspersed with Ipe or E.Q. wood slats. The building will feature aluminum windows and doors and metal clad balconies and

---

[2] https://www.burlingtonvt.gov/sites/default/files/Map%204.3.1-1%20%20Base%20Zoning%20Districts%20%208.5x11_1.pdf

[3] https://www.burlingtonvt.gov/sites/default/files/20201216%20ART04-Districts_1.pdf (page 4-23).

Memorandum

window boxes. The abundant use of glass for balcony railings, doorways, and large windows are designed to soften the mass of the building. See **Attachment 5**: 300 Cambrian Way Elevation Renderings.

HISTORIC BUILDINGS AND SITES

There are four historic resources in proximity to the Project that are considered Historic Buildings and Sites for the purpose of Section 5.4.8. These historic resources are depicted in **Attachment 1**: Historic Resources Map.

1. St. Joseph's Orphanage (Liberty House), 351 North Avenue. Listed in the State Register. Eligible for the National Register as part of the eligible North Avenue Neighborhood District.

   The 1884, 3.5-story plus raised basement, Italianate style former orphanage building was constructed and operated by the Roman Catholic Diocese. In 1940, a 3-story addition was constructed at its southern end which the Vermont Division for Historic Preservation ("VDHP") determined to be a contributing component of the property. The building was fully renovated in 2016-2017. During the renovation, the 1962 gabled entry was removed and the c.1978 parabolic entry on the front elevation at the juncture of the original building and 1940 wing was also removed. A large, southern addition (known as The Rise) was built on the south side of the 1940 wing in 2019-2020. St. Joseph's Orphanage is located between 24 feet and 52 feet south of the Project. The building is also included in the National Register-eligible North Avenue Neighborhood Historic District (see #3 below).

2. Howard Mortuary Chapel, Lakeview Cemetery, 431 North Avenue. Listed in the State and National Registers.

   Built in 1882, the Howard Mortuary Chapel was designed by Burlington builder / architect A.B. Fisher and built in the southeast portion of Lakeview Cemetery, which was established by the City of Burlington in 1868 in the rural cemetery style. The High Victorian Gothic style chapel was listed in the National Register in 1999 and rehabilitated in the early-2000s. It is located about 200 feet northwest of the Project. Then entire Lakeview Cemetery is also included in the National Register-eligible North Avenue Neighborhood District (see #3 below).

3. North Avenue Neighborhood District, between 311 North Avenue and the northern end of Lakeview Cemetery. Eligible for listing in the National Register.

   The east side of North Avenue in this district consists primarily of late-19th and early-20th century homes reflecting the Queen Anne, Craftsman, Bungalow, Foursquare, and Colonial Revival styles, with several vernacular Greek Revival homes scattered throughout. The west side of North Avenue in this district contains a stone cottage at 311 North Avenue, the former St. Joseph's Orphanage, and Lakeview Cemetery which encompasses the Howard Mortuary Chapel and a Gothic Revival caretaker's cottage. Buildings in the neighborhood retain a relatively high degree of integrity. On April 18, 2016, VDHP determined that this portion of North Avenue in Burlington is locally significant and eligible for the National Register under Criteria A (Event) and C (Architecture).

Memorandum

4. Colonial Revival Style House, 422 North Avenue. Listed in the State Register.

   This 2.5-story house was constructed c.1923 and is located about 145 feet north-northeast of the Project. This house is within the North Avenue Neighborhood District.

STANDARDS AND GUIDELINES (5.4.8[b])

The following narrative describes the Project within the context of the Secretary of the Interior's Standards for Rehabilitation ("Standards"), codified in 36 CFR 67, which are used by the City of Burlington in the review of all applications involving historic buildings and sites subject to the provisions of Article 5.4.8 and the requirements for Design Review. Because the Project involves construction of a new, standalone building, it will not have direct impacts to historic buildings and sites. As such, only Standards (8), (9), and (10) are applicable to the Project and are included in the analysis below.

8. ***Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.***

   The University of Vermont Consulting Archaeology Program ("UVM CAP") conducted a Phase I survey of the Cambrian Rise property in June 2016 and concluded that redevelopment of the property would have no effect on archaeological resources. This survey included the Project location. The VDHP concurred with this finding on July 29, 2016.

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

   The Project will not destroy historic materials that characterize the property.

   300 Cambrian Way has been designed with the following tenet: to create a building that is compatible with the adjacent historic Liberty House and North Avenue Neighborhood District that also complies with the standards of the NAC-CR zoning district and is large enough to be economically viable. The NAC-CR district describes how development should be densely concentrated and oriented towards North Avenue, with "new buildings that are complimentary to the iconic historic former-orphanage" activating North Avenue and promoting pedestrian interest, comfort, and safety.[4] 300 Cambrian Way is designed to comply with the standards of this zoning district, framing the historic building and emphasizing it as the focal point of the Cambrian Rise property. The property will be developed in such a way that the historic, uninterrupted space between Liberty House and Lake Champlain to the west will be preserved. The location of 300 Cambrian Way to the north of Liberty House will not impede this relationship.

   The new building will be contemporary in design and therefore differentiated in style from the adjacent Liberty House. However, the proposed design will be compatible with Liberty House. Building materials are

[4] https://www.burlingtonvt.gov/sites/default/files/20201216%20ART04-Districts_1.pdf (page 4-21).

vhb

Memorandum

drawn from both the palate of Liberty House and the surrounding natural environment and include fiber cement panels in colors that match the Isle La Motte limestone sills of Liberty House; wood lap siding to connect with the surrounding vegetation; and metal referencing the broad metal roof of Liberty House. The symmetrical fenestration echoes that of Liberty House, and the prolific glazing on the building softens its mass thereby minimizing its visual impact on Liberty House.

Although Liberty House is set back approximately 75 feet from the North Avenue curb, 300 Cambrian Way has been sited to comply with the existing NAC-CR zoning district, which dictates that a building be located no more than 20 feet away from the curb (the building utilizes the maximum curb setback allowed). Most portions of the new building are within the maximum 65-foot height allowance in this district, although the central block of the building is about ten feet higher (75 feet) due to an Inclusionary Zoning bonus granted to the Project. The top height of Liberty House (at the cupola) is 70 feet above ground level ("AGL"). Portions of the new building that are closest to Liberty House (the eastern end) will be lower in height than Liberty House – only 46 feet to 59 feet AGL – to reduce the building's scale in relationship to Liberty House and to allow Liberty House's character-defining roofline and cupola to remain a focal point on the property as viewed from both North Avenue and from areas to the west. It is important to note that due to the grade of the site, the central block of the building will still be lower in AGL height than the cupola of Liberty House, preserving Liberty House as the tallest building on the property.

Regarding potential impacts to the North Avenue Neighborhood District, the redevelopment of the Cambrian Rise property, including the Project building, will affect the historic setting of the district. However, overall, the site plan, landscaping, and design elements of the property's redevelopment all help tie the new buildings to the historic streetscape. Although 300 Cambrian Way will be visible mainly from the central portion of the district (including 422 North Avenue), it will be buffered by vegetation planted in front of and to the sides of the building to help it blend into the surrounding natural and built environment. The vegetation will also help maintain the sense of greenery that has historically been associated with the property. The North Avenue Neighborhood District encompasses the east side of North Avenue in this area, and much of the district's significance is drawn from its clear architectural expression as a late-19th to early-20th century residential neighborhood on the outskirts of the city. The Project will not be visible when viewing these residential properties on the east side of the North Avenue Neighborhood District; as such, their historic development pattern and setting on the east side of the street will remain intact.

Regarding potential impacts to the Howard Mortuary Chapel within Lakeview Cemetery, 300 Cambrian Way will not disrupt the setting of the chapel and will hardly be visible (if at all) from the chapel. The cemetery is buffered by existing mature vegetation along the Cambrian Rise property's northern property line, and additional trees are proposed along this boundary to augment the existing vegetation.

A future phase of the Cambrian Rise will include the widening of North Avenue on the west side to allow for on-street parking, a protected bike lane (consistent with the North Avenue Corridor Study), a pull-off for public transit buses, a traffic light at the southern intersection of North Avenue and Cambrian Way, a protected pedestrian crossing, and additional street trees. These improvements will combine to reinforce the neighborhood street quality of this section of North Avenue and serve to calm thru-traffic.

Memorandum

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

    The new building will be constructed in such a manner that, in the unlikely event that it is removed in the future, the essential form and integrity of the historic property and its environment would remain relatively intact. The Cambrian Rise property will be developed in such a way that the historic, uninterrupted space between Liberty House and Lake Champlain to the west will be preserved. 300 Cambrian Way will not impede this relationship.

ATTACHMENTS

Attachment 1: Historic Resources Map
Attachment 2: Cambrian Rise Site Plan
Attachment 3: Cambrian Rise Rendering
Attachment 4: Detailed Site Plans
Attachment 5: 300 Cambrian Way Elevation Renderings
Attachment 6: Photographs

Attachment 1:

Historic Resources Map

\\vhb.com\gis\proj\SBurlington\57848.00 Farrell Burl College\gis\Project\CambrianRise_HistoricResources.aprx

Cambrian Rise Project - 300 Cambrian Way | Burlington, Vermont

Historic Resources

Sources:
Background Imagery from Nearmap - Collected on 4/19/20
VCGI (Vermont Center for Geographic Information - 2021)
VHB - 2021

Attachment 2:

Cambrian Rise Site Plan

RELEASED FOR PERMIT
11/30/2021

Cambrian Rise

PROPOSED
SITE PLAN

NORTH

1″=80′

0 80 160 240

Note:
1. The official name of the public street is Cambrian Way as shown in this drawing. On all other drawings, exhibits, and narratives, the street is split into three sections and referred to as or labeled: "North Road", "West Road, and "South Road". These labels are used solely for the purposes of being able to distinguish between the different sections of road during design, permitting, and construction.
2. For minor updates to the site plan, see L-201, L-202, and L206

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

Attachment 3:

Cambrian Rise Site Rendering

RAM
LINCOLN BROWN ILLUSTRATION

Attachment 4:

Detailed Site Plans

*CALCULATION NOTES FOR EXISTING & PREVIOUSLY PERMITTED BUILDINGS:

NOTE: THESE CALCULATIONS ARE FOR PERMITTED BUILDINGS UNDER PREVIOUS ZONING REGULATIONS THAT ARE NO LONGER IN EFFECT. THIS INFORMATION IS PROVIDED FOR RECORD PURPOSES ONLY.

FRONTAGE MID-POINT:
THE PROPOSED FINISH GRADE ELEVATION AT THE MID POINT ALONG THE FRONTAGE OF A BUILDING. THIS IS USED TO DETERMINE THE BUILDING HEIGHT WHERE THE BUILDING HAS A SETBACK OF LESS THAN 10'.

GROUND AVERAGE:
THE AVERAGE OF THE LOWEST AND HIGHEST PROPOSED GRADE ELEVATIONS AROUND THE ENTIRE PERIMETER OF THE BUILDING, INCLUDING 10' OUT FROM THE FACE, EXCLUDING EXCEPTIONALLY HIGH AND LOW POINTS AT BUILDING ENTRANCES THAT ARE NOT REPRESENTATIVE OF THE OVERALL BUILDING HEIGHT. THIS IS USED TO DETERMINE THE BUILDING HEIGHT WHERE THE BUILDING HAS A SETBACK OF EQUAL OR GREATER THAN 10'.

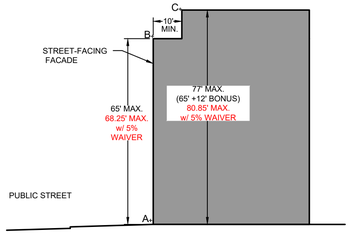
INTERNAL SETBACKS (FROM NORTH RD, WEST RD, & SOUTH RD)
MEASURED FROM THE SIDEWALK TO THE CLOSEST BUILDING FACADE, DOES NOT INCLUDE BALCONIES, PORCHES, OR ONE-STORY BUILDING PROJECTIONS.

NORTH AVE SETBACK
MEASURED FROM THE EXISTING LOT LINE TO THE CLOSEST BUILDING FACADE. DOES NOT INCLUDE BALCONIES, PORCHES, OR ONE-STORY BUILDING PROJECTIONS.

CALCULATION NOTES FOR PROPOSED BUILDING & PERMITTED BUILDINGS WITH MODIFICATIONS:

BUILDING HEIGHT MEASURED AT INTERVALS OF NO MORE THAN 65' ALONG THE ENTIRE LENGTH OF THE STREET-FACING FACADE.

THE MAXIMUM ALLOWABLE HEIGHT FOR EACH SECTION IS BASED OFF THE GROUND HIGH POINT (A) THAT CORRESPOND WITH EACH SECTION



A - GROUND HIGH POINT OF EACH SECTION
B - ALLOWABLE BUILDING HEIGHT ALONG STREET-FACING FACADE
C - ALLOWABLE BUILDING HEIGHT INCLUDING 12' BONUS WITH 10' MIN. SETBACK FROM STREET-FACING FACADE

LAKEVIEW CEMETERY

NORTH RD

SOUTH RD

WEST RD

NORTH AVE

*BLDG Q&R, WEST ROAD
SETBACK DISTANCE **6.6'**
FRONTAGE MID POINT **189.0'**
BLDG MAX ALLOWED **254.0'**
w/ IZ BONUS: **264.0'**
BLDG HEIGHT AS PERMITTED **264.0'**

*BLDG H, WEST ROAD
SETBACK DISTANCE: **9.9'**
FRONTAGE MID POINT: **195.0'**
BLDG MAX ALLOWED: **260.0'**
w/ IZ BONUS: **270.0'**
BLDG HEIGHT AS PERMITTED: **249.0'**

*BLDG P, WEST ROAD
SETBACK DISTANCE: **10.5'**
GROUND AVG: **186.0'**
BLDG MAX ALLOWED: **251.0'**
w/ IZ BONUS: **261.0'**
BLDG HEIGHT AS PERMITTED: **255.0'**

*BLDG H, SOUTH ROAD
SETBACK DISTANCE: **9.3'**
GROUND AVG: **193.25'**
BLDG MAX ALLOWED: **258.25'**
w/ IZ BONUS: **268.25'**
BLDG HEIGHT AS PERMITTED: **253.5'**

BLDG C
MODIFIED PORTION
PROPOSED LOWER ROOF ELEVATION (WITHIN 10' OF STREET FACING FACADE): **270.0'**

PROPOSED ROOF ELEVATION (SETBACK 10' FROM STREET FACING FACADE): **281.0'**

BLDG M
MODIFIED PORTION
PROPOSED LOWER ROOF ELEVATION (WITHIN 10' OF STREET FACING FACADE): **260.5**

PROPOSED ROOF ELEVATION (SETBACK 10' FROM STREET FACING FACADE): **273.50'**

*BLDG M, SOUTH RD
HT. SETBACK: **13.0'**
GROUND AVERAGE: **198.50'**
BLDG MAX ALLOWED: **263.50'**
w/ IZ BONUS: **273.50'**
BLDG HEIGHT AS PERMITTED: **273.50'**

SEE L-EXa - EF BUILDING HEIGHT EXHIBIT

*BLDG A, NORTH AVE
EXISTING SETBACK: **74.65'**
BLDG EXISTING: **299.0'**

*BLDG B, NORTH AVE
SETBACK (EX. LOT LINE): **20.0'**
GROUND AVG: **226.0'**
BLDG MAX ALLOWED: **291.0'**
w/ IZ BONUS: **301.0'**
BLDG HEIGHT AS PERMITTED: **275.5'**

*BLDG C, SOUTH RD
HT. SETBACK: **14.0'**
GROUND AVG: **211.0'**
BLDG MAX ALLOWED: **276.0'**
w/ IZ BONUS: **286.0'**
BLDG HEIGHT AS PERMITTED: **281.0'**

*BLDG K, NORTH AVE
SETBACK (EX. LOT LINE): **22.5'**
GROUND AVG: **219.75'**
BLDG MAX ALLOWED: **284.75'**
w/ IZ BONUS: **294.75'**
BLDG HEIGHT AS PERMITTED: **267.0'**

*BLDG K, SOUTH RD
HT. SETBACK DISTANCE: **12'**
GROUND AVG: **219.75'**
BLDG MAX ALLOWED: **284.75'**
w/ IZ BONUS: **294.75'**
BLDG HEIGHT AS PERMITTED: **267.0'**

*BLDG L, SOUTH RD
HT. SETBACK: **6.2'**
FRONTAGE MID-POINT: **215.0'**
BLDG MAX ALLOWED: **280.0'**
w/ IZ BONUS: **290.0'**
BLDG HEIGHT AS PERMITTED: **259.0'**

RELEASED FOR PERMIT REVIEW 03-02-2022

DATE	SUBMISSION
01-04-2017	PERMIT SET
08-07-2018	Building M Update
11-30-2021	PERMIT AMENDMENT - 950 UNITS
03-02-2022	PERMIT AMENDMENTUPDATE

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

EB MJB team

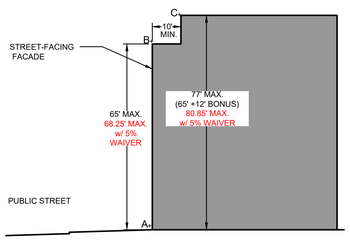
01/31/2017 date
1" = 50' scale

CAMBRIAN RISE
EXHIBIT - BUILDING HEIGHT

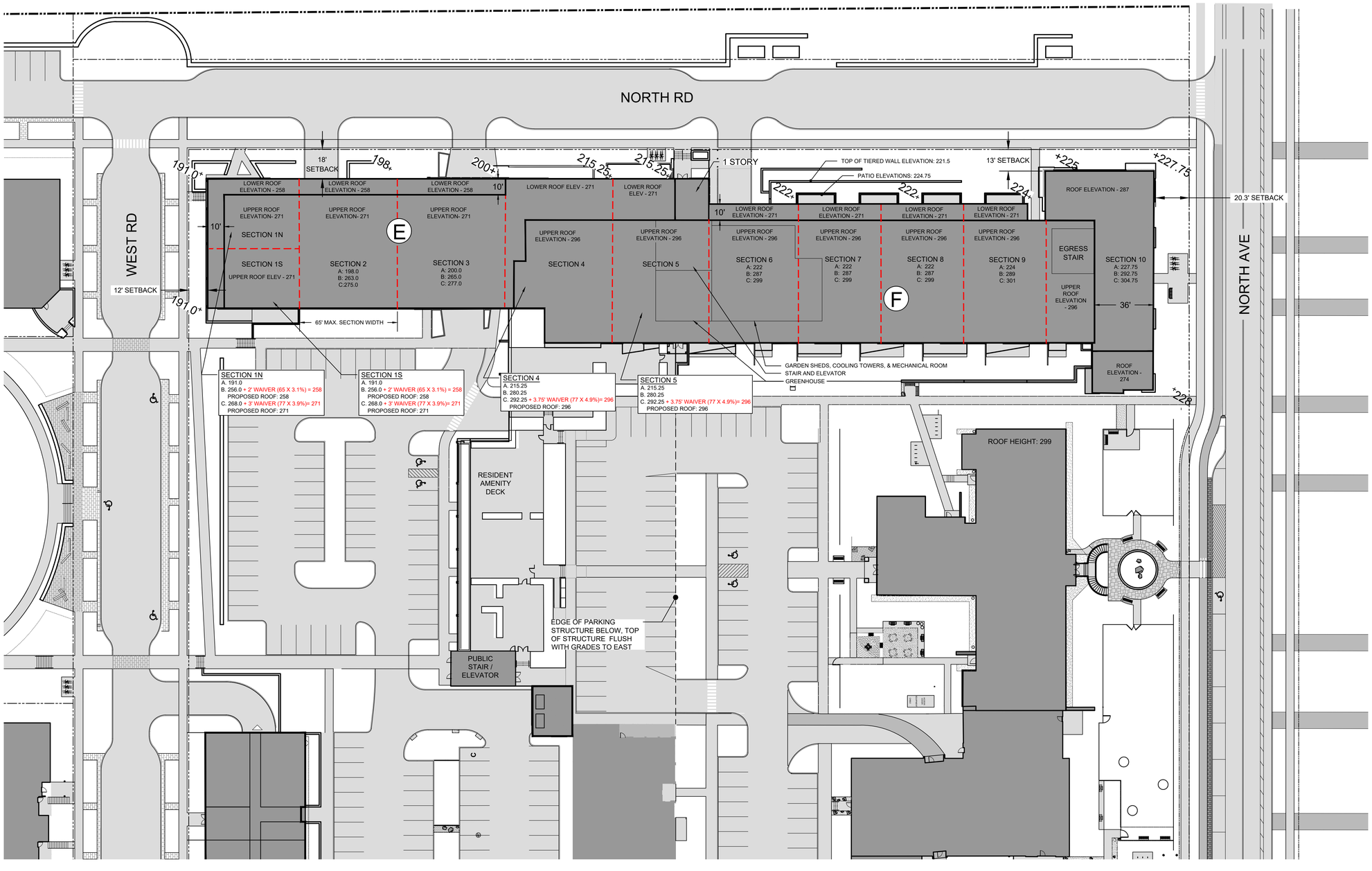
sheet no: L-EX3

PROPOSED BUILDING CALCULATION NOTES:

1. SEE OVERALL BUILDING HEIGHT EXHIBIT (L-EX3) FOR INFORMATION ON SURROUNDING BUILDING HEIGHTS.
2. BUILDING HEIGHT MEASURED AT INTERVALS OF NO MORE THAN 65' ALONG THE ENTIRE LENGTH OF THE STREET-FACING FACADE.
3. THE MAXIMUM ALLOWABLE HEIGHT FOR EACH SECTION IS BASED OFF THE GROUND HIGH POINT (HP) THAT CORRESPOND WITH EACH SECTION



A - GROUND HIGH POINT OF EACH SECTION
B - ALLOWABLE BUILDING HEIGHT ALONG STREET-FACING FACADE
C - ALLOWABLE BUILDING HEIGHT INCLUDING 12' BONUS WITH 10' MIN. SETBACK FROM STREET-FACING FACADE



RELEASED FOR PERMIT REVIEW

DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-2022	PERMIT AMENDMENT - 950 UNITS				
02-2022	PERMIT AMENDMENT UPDATE				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

EB
MJB
team

02/18/2022
date

1" = 30'
scale

CAMBRIAN RISE

EXHIBIT - BUILDING EF HEIGHT

sheet no:
L-EX3a

Attachment 5:

300 Cambrian Way Elevation Renderings

3D VIEW 2 — 2 / P-PR008

3D VIEW — 3 / P-PR008

CAMBRIAN WAY (NORTH) ELEVATION — 1 / P-PR008
1" = 30'-0"

KEY PLAN

N

GENERAL NOTES

- 01 — CONSTRUCTION NOTE
- X / X — LEVEL
- 11 / A 5 | 60 — WALL TYPE, FIRE RATING, WALL HEIGHT
- Nom de pièce / XXX — ROOM NUMBER
- 00 — DOOR NUMBER
- 00 — WINDOW NUMBER
- AL — ALL FACES ALIGN
- 1 / A 500 — ELEVATION NUMBER, DRAWING NUMBER
- 1 / A0-500 Réf — SECTION NUMBER, DRAWING NUMBER
- 1 / A 500 Réf — DETAIL NUMBER, DRAWING NUMBER
- LEVEL
- 1 — INDICATES REVISION
- PB — PANIC BAR
- FD — FLOOR DRAIN
- RD — ROOF DRAIN
- FL — GALVANIZED STEEL FREE LINTEL
- SL — STRUCTURAL LINTEL (SEE STRUCTURE)
- CJ — CONTROL JOINT
- 45 / 45 — F.R. 45min.
- 60 / 60 — F.R. 60min. (1h)
- 90 / 90 — F.R. 90min. (1.5h)
- 120 / 120 — F.R. 120 min. (2h)
- 150 / 150 — F.R. 150 min. (2.5h)
- 180 / 180 — F.R. 180 min. (3h)

WALL HEIGHT:

A: FLOOR TO DECK
B: FLOOR TO GWB CEILING
C: AS INDICATED
D: FLOOR TO CONCRETE SLAB/CEILLING

NOTES:

1. ALL PLAN DIMENSIONS OF INTERIOR WALLS ARE TAKEN FROM THE CENTER OF THE PARTITION AND ALL PLANS DIMENSIONS OF EXTERIOR WALLS ARE TAKEN FROM THE FACE OF THE STUDS, UNLESS OTHERWISE NOTED .

NO.	DATE	DESCRIPTION	BY

FARRELL PROPERTIES
CLIENT

CAMBRIAN RISE AURORA
PROJECT'S NAME

BURLINGTON, VT
ADDRESS

NOT FOR CONSTRUCTION

SCEAU

Jutras architecture

T 450-441-1133
www.artesaconcept.com

FRONT ELEVATION & 3D VIEW - PRELIMINARY
DRAWING TITLE

I.P. — E.J.
DRAWN BY / VERIFIED BY

08-02-2021 — 21-147
DATE / PROJECT NUMBER

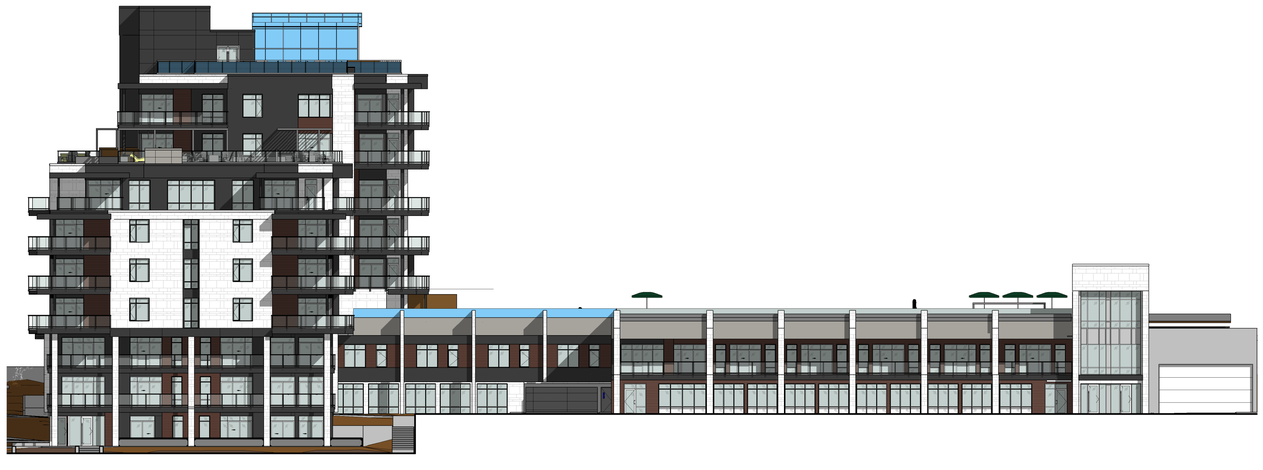
AS INDICATED — P-PR008
SCALE / SHEET

© JUTRAS ARCHITECTURE PLC.

FORMAT ARCH D

EAST ELEVATION 3
1" = 20'-0" P-PR009

WEST ELEVATION AT BUILDING F 2
1" = 20'-0" P-PR009



WEST ELEVATION 1
1" = 20'-0" P-PR009

KEY PLAN

N

GENERAL NOTES

01 CONSTRUCTION NOTE

X / X LEVEL

11 / 4 h 140 WALL TYPE, FIRE RATING, WALL HEIGHT

Nom de pièce / XXX ROOM NUMBER

00 DOOR NUMBER

00 WINDOW NUMBER

AL ALL FACES ALIGN

1 / A 500 ELEVATION NUMBER, DRAWING NUMBER

1 / A0-500 Réf SECTION NUMBER, DRAWING NUMBER

1 / A 500 Réf DETAIL NUMBER, DRAWING NUMBER

LEVEL

1 INDICATES REVISION

PB PANIC BAR

FD FLOOR DRAIN

RD ROOF DRAIN

FL GALVANIZED STEEL FREE LINTEL

SL STRUCTURAL LINTEL (SEE STRUCTURE)

CJ CONTROL JOINT

45 / 45 F.R. 45min.

60 / 60 F.R. 60min. (1h)

90 / 90 F.R. 90min. (1.5h)

120 / 120 F.R. 120 min. (2h)

150 / 150 F.R. 150 min. (2.5h)

180 / 180 F.R. 180 min. (3h)

WALL HEIGHT:

A: FLOOR TO DECK
B: FLOOR TO GWB CEILING
C: AS INDICATED
D: FLOOR TO CONCRETE SLAB/CEILLING

NOTES:

1. ALL PLAN DIMENSIONS OF INTERIOR WALLS ARE TAKEN FROM THE CENTER OF THE PARTITION AND ALL PLANS DIMENSIONS OF EXTERIOR WALLS ARE TAKEN FROM THE FACE OF THE STUDS, UNLESS OTHERWISE NOTED .

NO.	DATE	DESCRIPTION	BY

FARRELL PROPERTIES
CLIENT

CAMBRIAN RISE AURORA
PROJECT'S NAME

BURLINGTON, VT
ADDRESS

NOT FOR CONSTRUCTION

SCEAU

Jutras architecture

T 450-441-1133
www.artesaconcept.com

EAST & WEST ELEVATIONS
DRAWING TITLE

I.P. / E.J.
DRAWN BY / VERIFIED BY

08-02-2021 / 21-147
DATE / PROJECT NUMBER

AS INDICATED / P-PR009
SCALE / SHEET

© JUTRAS ARCHITECTURE PLC .

FORMAT ARCH D

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

LINCOLN BROWN ILLUSTRATION

Attachment 6:

Photographs

Photographs

Photograph 1: Looking south towards Liberty House from North Ave. 300 Cambrian Way would be at center. The driveway marks the location of the new roadway that will be on the north side of the new building.

Photograph 2: Looking southwest from within the North Avenue Neighborhood District toward the location of 300 Cambrian Way. Liberty House is at left.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 3: Looking west-northwest from the North Avenue Neighborhood District toward the location of 300 Cambrian Way at center and right. Liberty House is at left.

Photograph 4: Looking northwest along North Ave. within the North Avenue Neighborhood District. 300 Cambrian Way would be left of center.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 5: Looking northwest from the Liberty House front circle towards the location of 300 Cambrian Way at center. Liberty House is at left.

Photograph 6: Looking northwest along North Ave. within the North Avenue Neighborhood District. 300 Cambrian Way would be partly visible at the very edge of the left side of the photo.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 7: Looking north from the front steps of Liberty House toward the North Avenue Neighborhood District and the location of 300 Cambrian Way at left.

Photograph 8: Looking south toward Liberty House with the 1940 addition at center and The Rise addition at left. The Rise building is set back approximately 20 feet from the curb, the same distance that 300 Cambrian Way will be set back from the curb.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 9: Looking southeast along North Avenue with the North Avenue Neighborhood District at left. As noted above, 300 Cambrian Way will be set back the same distance from the curb as The Rise building at center.

Photograph 10: Looking northwest across the location of 300 Cambrian Way and towards Lakeview Cemetery beyond.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 11: Looking west-northwest from Liberty House across the north portion of the Cambrian Rise property and Lakeview Cemetery beyond. 300 Cambrian Way will extend west to about as far as the small dirt piles at left.

Photograph 12: Looking southwest across the Cambrian Rise property from the center of Liberty House. This view from Liberty House across the property to the lake will not be disrupted as new buildings will be constructed along the periphery of the property.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 13: Looking east-northeast toward Liberty House from near the northern boundary of the Cambrian Rise property, in the approximate location of the proposed new road. 300 Cambrian Rise would occupy the central portion of this photograph.

Photograph 14: Looking southeast from Lakeview Cemetery toward Liberty House, which would be obscured by 300 Cambrian Way from this viewpoint. The Louisa Howard Mortuary Chapel is at right. Additional trees will be planted between the new building and the cemetery to minimize the new building's visibility.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 15: Looking east from Lakeview Cemetery toward Liberty House, which would be obscured by 300 Cambrian Way from this viewpoint. Additional trees will be planted between the new building and the cemetery to minimize the building's visibility.

Photograph 16: Looking southwest along the northern Cambrian Rise property boundary at the location of the new road (dirt path). Lakeview Cemetery is at right. A portion of 300 Cambrian Way would be visible at far left. Additional trees will be planted between the road and the cemetery to buffer views of new development from the cemetery and to create a wildlife corridor.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

Photograph 17: Looking northeast from the entrance of the new road toward residential development within the North Avenue Neighborhood District. The State Register-listed 422 North Avenue is at left.

Photographer: Britta Tonn, VHB
Photographs Taken: April 19, 2021

First Amendment to Development Agreement

This First Amendment to Development Agreement ("Amendment") is entered into as of the 16TH day of June, 2020 made by and between the **CITY OF BURLINGTON**, a Vermont municipal corporation (the "City"), and **BC COMMUNITY HOUSING, LLC**, a Vermont limited liability company ("BCCH"). Hereafter, the City and BCCH may each be referred to individually as a "Party" and collectively as the "Parties."

WHEREAS, the City, BCCH, Vermont Land Trust, Inc., a Vermont non-profit corporation ("VLT"), and Champlain Housing Trust, Inc., a Vermont non-profit corporation ("CHT") are parties to a Development Agreement fully executed on January 7, 2016 (the "Agreement", capitalized terms used in this Amendment and not defined shall have the meanings given in the Agreement) related to the development and disposition of real property situated between North Avenue and Lake Champlain, with an address of 311 and 329 North Avenue, Burlington, as more particularly described therein (the "Property").

WHEREAS, since the Agreement was executed, the following provisions of the Agreement have been implemented:

- The City and VLT acquired the Public Open Space, VLT conveyed to the City its interest in the Public Open Space, BCCH has released its option to repurchase the Public Open Space, and the Public Open Space is now wholly-owned by the City and managed by the Burlington Department of Parks, Recreation and Waterfront, subject to a Historic Preservation Easement and to a Conservation Easement, both held by the Vermont Housing and Conservation Board. VLT has, therefore, satisfied its obligations under the Agreement.

- BCCH obtained municipal and state land use permits for the CHT Project and for the BCCH Project, which is known as "Cambrian Rise", and the approved site plan for Cambrian Rise differs from the Plan that is attached to the Agreement as Exhibit B.

- CHT acquired a portion of the Property from BCCH, and CHT, together with Cathedral Square Corporation, has constructed the CHT Project to include 146 rental units, of which 125 are IZ rental units; the CHT Project is anticipated to be substantially complete and ready for occupancy in the fall of 2019. Upon completion of construction, CHT shall have satisfied its obligations under the Agreement.

- BCCH has begun construction of the BCCH Project.

- The City has granted BCCH a stormwater easement over and through the Public Open Space.

- BCCH, in consultation with the Department of Parks, Recreation and Waterfront, has contributed $25,000 towards its obligation under Article VII, Section 1 of the Agreement to contribute up to $100,000 towards the public improvements planned for the nature trail on the Public Open Space.

WHEREAS, to account for changing market conditions, BCCH has asked the City to increase the cap imposed by the Agreement on the number of housing units permitted on the Property from 770 units to 950 units, and the City has agreed to grant that increase subject to the terms and conditions set forth in this Amendment, and to generally amend the Agreement in the manner set forth in this Amendment.

NOW THEREFORE, in consideration of the covenants, considerations and mutual benefits set forth herein, and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties agree as follows:

1. Background Information. The information set forth in the background section of this Amendment is incorporated herein by reference.

2. Site Plan. The Plan attached to and made a part of the Agreement as Exhibit B is hereby replaced with the Proposed Conditions Overall Site Plan entitled "Cambrian Rise, 311 & 329 North Avenue, Burlington, VT", prepared by Civil Engineering Associates, Inc., dated January 2017 and last revised January 23, 2017, a copy of which is attached hereto as **Exhibit A** and made a part of this Amendment, recognizing that particular buildings depicted on such plan have been modified in accordance with detail drawings that have been approved by municipal and state permitting authorities.

3. Maximum Number of Residential Units. Article II, Section 5 of the Agreement is hereby deleted and replaced with the following: Subject to the terms and conditions set forth below in this Amendment, the Projects shall have no more than 950 total residential units. The City's agreement to increase the maximum number of residential units from 770 to 950 is conditioned upon compliance with the terms set forth below by BCCH and its successors and assigns:

a. In all events, BCCH and the Projects shall comply with the requirements of the City of Burlington Department of Public Works including, without limitation, requirements associated with connection to the municipal water and sewer systems, and with the requirements of the Burlington Comprehensive Development Ordinance and with all state and municipal land use permits and approvals issued therefor including, without limitation, requirements regarding density/floor-area ratio, lot-coverage, height, setbacks, dimensional limitations, traffic, stormwater, the payment of application fees and impact fees, and the provision of affordable or inclusionary housing (both rental and owner-occupied, as the case may be).

b. If constructed, the additional 180 residential units will be integrated into the existing mix of 14 approved buildings in two primary ways, as follows: (i) redesigning floor plans to decrease unit sizes and (ii) increasing the height of some buildings to the limit allowed under the new zoning for this district to allow for additional units to be constructed within the 14 approved buildings. The requirement that BCCH accommodate the additional residential units within the 14 approved buildings is not intended to prohibit BCCH from modifying the area or configuration of the 14 approved buildings so long as any such modification is undertaken in compliance with Section 3(a) of this Amendment.

c. For all rental housing units, BCCH shall decouple the cost of a parking space from the cost of housing such that a tenant utilizing one or two parking spaces pay no less than $50/month for each parking space they use, while tenants who do not own a car and do not utilize a parking space will not pay for parking. This requirement applies to all residential lease agreements that commence July 1, 2020 or later; it does not impact current lease agreements. While this requirement does not apply retroactively to Cathedral Square Corporation's "Juniper House" or Champlain Housing Trust's "Laurentide," the City strongly encourages these entities to similarly decouple parking costs from housing costs.

d. BCCH shall, at least once per year for at least the next five years, share with the Burlington City Council the parking lot utilization data including but not limited to the number of parking spaces occupied and the number of spaces empty at various times of the week (e.g. 1 p.m. on a weekend).

4. Traffic Impact; Consideration. The Burlington Department of Public Works ("DPW") has reviewed an updated Traffic Impact Study prepared for BCCH by Resource Systems Group in connection with the proposed increase in residential density, and is concerned about the impact of increased traffic on the intersection of North Avenue, Washington Street and Berry Street. DPW proposes to address those impacts by making intersection improvements consistent with the North Avenue Corridor Study, and to use a combination of traffic impact fees paid in connection with the Projects and a Transportation Grant that has been awarded to the City. To ensure the City's ability to timely complete such intersection improvements, in consideration of the City's agreement to increase the cap imposed by the Agreement on the number of housing units permitted on the Property from 770 units to 950 units, BCCH agrees to pay to the City $67,000 of the traffic impact fees payable in connection with the Projects by June 30, 2020. The $67,000 payment is anticipated to be comprised of traffic impact fees payable in ordinary course of developing the Projects and the pre-payment traffic impact fees for future buildings. The City, acting through DPW, reserves the right to more thoroughly review the traffic impacts associated with the increase in the number of housing units on the Property through the zoning and permitting processes, and to impose additional conditions in the ordinary course of conducting such review.

5. Inclusionary Housing. The City confirms that in accordance with the Certificate of Inclusionary Housing Compliance issued by the Burlington Community & Economic Development Office dated January 10, 2019 and issued in connection with Zoning Permit ZP 19-0021CA/MA, the 125 IZ rental units that are being constructed as part of the CHT Project satisfy the IZ requirement for up to 500 total rental units at Cambrian Rise, including the 146 total rental units that are part of the CHT Project. The City further confirms that upon its receipt of a certification from CHT indicating that the CHT Project actually contains 128 IZ rental units, the Burlington Community & Economic Development Office will issue a new or amended Certificate of Inclusionary Housing Compliance to certify that the CHT Project satisfies the IZ requirement for up to 512 total rental units at Cambrian Rise, including the 146 total rental units that are part of the CHT Project. If the Projects ultimately include more than 500 or 512 units of rental housing, as the case may be, then BCCH will be obligated to satisfy IZ requirements with respect to such excess rental housing units.

6. Bike Path Connection. The City recognizes that BCCH has facilitated a $250,000 private pledge for the build-out of a paved connection from Cambrian Rise to the Burlington Bike Path as contemplated by Article III, Section 2 of the Agreement, and that the Burlington Department of Parks, Recreation and Waterfront has determined that its preferred design for this connection costs more than $250,000. BCCH agrees to engage its designers and engineers to redesign and construct the connection in collaboration with the Burlington Department of Parks, Recreation and Waterfront, utilizing the $250,000 pledge, paying for any costs in excess of $250,000 itself or through the solicitation of contributions from parties other than the City; without limiting the foregoing, BCCH will pay for the 30% design concept plans that the City commissioned. The City acknowledges that BCCH has paid $25,000 in contribution to the design of public improvements planned for the existing nature trail on the Public Open Space, as required by Article VII Section 1 of the Agreement, and agrees that BCCH may utilize additional funds originally intended for the nature trail to instead pay for the cost of designing and constructing the paved connection path. Accordingly, Article III, Section 2 of the Agreement is hereby deleted and replaced with the following: BCCH and the City (through its Parks, Recreation & Waterfront Department) will work collaboratively and in good faith to select a location and configuration for a paved recreation path on the Public Open Space, connecting the new public street to the City's existing recreation path, and to memorialize their agreement regarding such location and configuration in writing; such new section of the recreation path to be constructed by BCCH at its expense, however, upon its completion, it shall be owned and maintained by the City and made perpetually available to the public.

7. Except as modified hereby, the Agreement remains unmodified and in full force and effect.

Two Signature Pages to Follow

IN WITNESS WHEREOF, this Amendment is executed by the duly authorized officers or representatives of the parties hereto.

CITY OF BURLINGTON

By: _____
Miro Weinberger, Mayor

STATE OF VERMONT
CHITTENDEN COUNTY, SS

At Burlington, in said County and State, this 26th day of ~~March~~ June, 2020, personally appeared Miro Weinberger, Mayor of the City of Burlington and he acknowledged the within instrument by him subscribed, to be his free act and deed and the free act and deed of the City of Burlington.

Before me, _____
Notary Public
My Commission expires: 1.31.21
My Commission number: 0001011

BC COMMUNITY HOUSING, LLC

By: EF Farrell, LLC, its Managing Member

By: Eric Farrell
Eric F. Farrell, Sole Member

STATE OF VERMONT
CHITTENDEN COUNTY, SS

At Burlington, in said County and State, this 26th day of ~~March~~ June, 2020, personally appeared Eric F. Farrell, Sole Member of EF Farrell, LLC, being the Managing Member of BC COMMUNITY HOUSING, LLC, and he acknowledged the within instrument by him subscribed, to be his free act and deed and the free act and deed of the entities on behalf of which he acted.

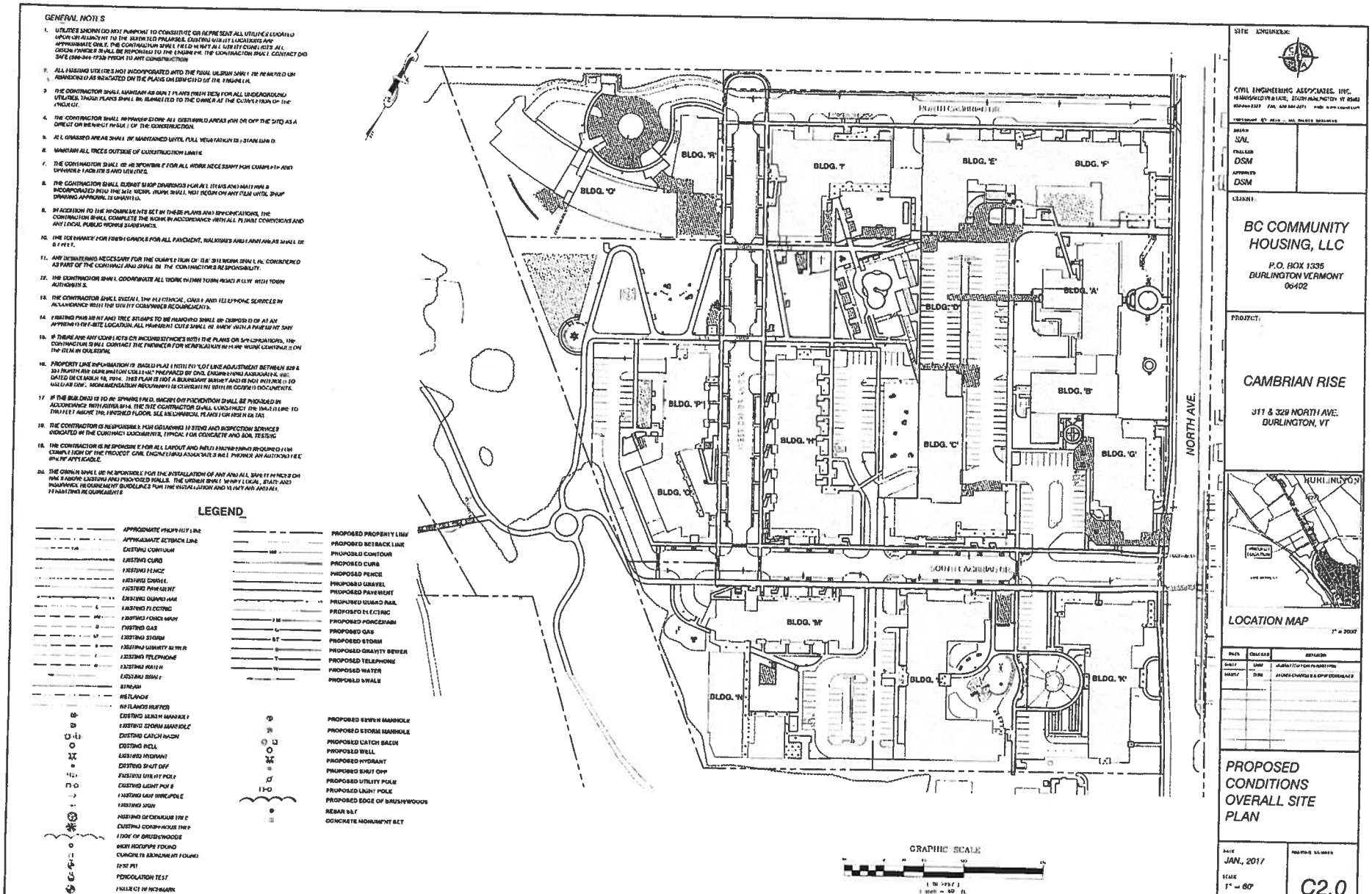
Before me, Amy Miller
Notary Public
My Commission expires: 1.31.21
My Commission number: 15700052

Exhibit A

Proposed Conditions Overall Site Plan entitled "Cambrian Rise. 311 & 329 North Avenue. Burlington. VT", prepared by Civil Engineering Associates, Inc.. dated January 2017 and last revised January 23. 2017

Attached

Exhibit A


GENERAL NOTES
1. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SUBDIVIDED PREMISES. EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CONFLICTS. ALL DESIGN CHANGES SHALL BE RESPONSIBILITY OF THE ENGINEER. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-344-7233) PRIOR TO ANY CONSTRUCTION
2. ALL EXISTING UTILITIES NOT INCORPORATED INTO THE FINAL DESIGN SHALL BE REMOVED OR ABANDONED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL MAINTAIN AS BUILT PLANS (WITH TIES) FOR ALL UNDERGROUND UTILITIES. THESE PLANS SHALL BE SUBMITTED TO THE OWNER AT THE COMPLETION OF THE PROJECT.
4. THE CONTRACTOR SHALL WITHHOLD FROM ALL DISTURBED AREAS (ON OR OFF THE SITE) AS A DIRECT OR INDIRECT RESULT OF THE CONSTRUCTION.
5. ALL GRASSED AREAS SHALL BE MAINTAINED UNTIL FULL VEGETATION IS ESTABLISHED.
6. MAINTAIN ALL TREES OUTSIDE OF CONSTRUCTION LIMITS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK NECESSARY FOR COMPLETION AND DAMAGED FACILITIES AND UTILITIES.
8. 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.
9. IN ADDITION TO THE REQUIREMENTS SET IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL COMPLETE THE WORK IN ACCORDANCE WITH ALL PLANS, CONDITIONS AND ANY LOCAL PUBLIC WORKS STANDARDS.
10. THE TOLERANCE FOR FINISH GRADE FOR ALL PAVEMENT, WALKWAYS AND LAWN AREAS SHALL BE 0.1 FEET.
11. ANY DEWATERING NECESSARY FOR THE COMPLETION OF THE SITE WORK SHALL BE CONSIDERED AS PART OF THE CONTRACT AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
12. THE CONTRACTOR SHALL COORDINATE ALL WORK WITHIN TOWN ROAD R.O.W. WITH TOWN AUTHORITIES.
13. THE CONTRACTOR SHALL INSTALL THE ELECTRICAL, GAS AND TELEPHONE SERVICES IN ACCORDANCE WITH THE UTILITY COMPANIES REQUIREMENTS.
14. 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
15. 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.
16. PROPERTY LINE INFORMATION IS BASED PLAT I WITH TO LOT LINE ADJUSTMENT BETWEEN 329 & 331 NORTH AVE SUBDIVISION SURVEY MAP PREPARED BY CIVIL ENGINEERING ASSOCIATES, INC. DATED DECEMBER 18, 2014. THIS PLAN IS NOT A BOUNDARY SURVEY AND IS NOT INTENDED TO BE USED AS ONE. MONUMENTATION REQUIRED IS CONSISTENT WITH THE CITY'S DOCUMENTS.
17. IF THE BUILDING IS TO BE SPRINKLERED, BACKFLOW PREVENTION SHALL BE PROVIDED IN ACCORDANCE WITH NFPA 13 & 13R. THE SITE CONTRACTOR SHALL EXTEND THE WATER LINE TO WITHIN 5 FEET ABOVE THE FINISHED FLOOR. SEE MECHANICAL PLANS FOR RISER DETAIL
18. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING TESTING AND INSPECTION SERVICES INDICATED IN THE CONTRACT DOCUMENTS, TYPICAL FOR CONCRETE AND SOIL TESTING
19. THE CONTRACTOR IS RESPONSIBLE FOR ALL LAYOUT AND FIELD ENGINEERING REQUIRED FOR COMPLETION OF THE PROJECT. CIVIL ENGINEERING ASSOCIATES SHALL PROVIDE AN AUTOCAD FILE OF THE SITE IF APPLICABLE.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY AND ALL SAFETY DEVICES ON OR ADJACENT EXISTING AND PROPOSED WALLS. THE CONTRACTOR SHALL COMPLY LOCAL, STATE AND OSHA/MSHA REQUIREMENT GUIDELINES FOR THE INSTALLATION AND USE OF ANY AND ALL FALL PROTECTION REQUIREMENTS
LEGEND
APPROXIMATE PROPERTY LINE
APPROXIMATE SETBACK LINE
EXISTING CONTOUR
EXISTING CURB
EXISTING FENCE
EXISTING GRAVEL
EXISTING PAVEMENT
EXISTING GUARD RAIL
EXISTING ELECTRIC
EXISTING FORCE MAIN
EXISTING GAS
EXISTING STORM
EXISTING GRAVITY SEWER
EXISTING TELEPHONE
EXISTING WATER
EXISTING SWALE
STREAM
WETLANDS
WETLANDS BUFFER
EXISTING SEWER MANHOLE
EXISTING STORM MANHOLE
EXISTING CATCH BASIN
EXISTING WELL
EXISTING HYDRANT
EXISTING SHUT OFF
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING GAS VALVE/POLE
EXISTING SIGN
EXISTING DECIDUOUS TREE
EXISTING CONIFEROUS TREE
EDGE OF BRUSH/WOODS
IRON ROD/PIPE FOUND
CONCRETE MONUMENT FOUND
TEST PIT
PERCOLATION TEST
PROPOSED PROPERTY LINE
PROPOSED SETBACK LINE
PROPOSED CONTOUR
PROPOSED CURB
PROPOSED FENCE
PROPOSED GRAVEL
PROPOSED PAVEMENT
PROPOSED GUARD RAIL
PROPOSED ELECTRIC
PROPOSED FORCEMAIN
PROPOSED GAS
PROPOSED STORM
PROPOSED GRAVITY SEWER
PROPOSED TELEPHONE
PROPOSED WATER
PROPOSED SWALE
PROPOSED SEWER MANHOLE
PROPOSED STORM MANHOLE
PROPOSED CATCH BASIN
PROPOSED WELL
PROPOSED HYDRANT
PROPOSED SHUT OFF
PROPOSED UTILITY POLE
PROPOSED LIGHT POLE
PROPOSED EDGE OF BRUSH/WOODS
REBAR SET
CONCRETE MONUMENT SET
BLDG. 'R'
BLDG. 'O'
BLDG. 'T'
BLDG. 'E'
BLDG. 'F'
BLDG. 'A'
BLDG. 'D'
BLDG. 'P'
BLDG. 'H'
BLDG. 'C'
BLDG. 'B'
BLDG. 'G'
BLDG. 'Q'
BLDG. 'M'
BLDG. 'N'
BLDG. 'K'
NORTH AVE.
GRAPHIC SCALE
SITE ENGINEER:
CIVIL ENGINEERING ASSOCIATES, INC.
DESIGN SAL
DRAWN SAL
CHECKED DSM
APPROVED DSM
CLIENT:
BC COMMUNITY HOUSING, LLC
P.O. BOX 1335
BURLINGTON VERMONT
06402
PROJECT:
CAMBRIAN RISE
311 & 329 NORTH AVE.
BURLINGTON, VT
LOCATION MAP
1" = 2000'
PROPOSED CONDITIONS OVERALL SITE PLAN
DATE JAN., 2017
SCALE 1" = 60'
C2.0

CAMBRIAN RISE

MEMORANDUM

To: Max Tracy, President, Burlington City Council

From: Eric Farrell

Eric Farrell, BC Community Housing, LLC
PO Box 1335, Burlington VT 05402, 802-861-3000

Subject: Request for Amendment to Development Agreement

Date: April 23, 2020

Our Request

We respectfully request an increase in the housing density limit at Cambrian Rise from 770 to a maximum of 950 units. The current zoning for the Cambrian Rise zoning district (NAC-CR) does not limit residential density, but rather, only total buildable area is limited by FAR, as further explained below.

Therefore, the only place the 770-unit limit is to be found is in the Development Agreement, executed on January 7, 2016 by and between BC Community Housing, LLC (developer), the City of Burlington, Champlain Housing Trust and the Vermont Land Trust.

I have been working closely with Mayor Miro Weinberger's office and other City departments on this initiative for several months. Our request is consistent with and goes a long way towards furthering the goals put forth last year in the Mayor's "Housing Summit" by bringing desperately needed housing, including substantial affordable housing, to our City. The Mayor has been very supportive of Cambrian Rise and has provided important leadership to us in this endeavor.

In support of our request, the following is intended to provide you with important information and context to our request in the form of historical data and the current state of development at Cambrian Rise.

Burlington's New Lakeside Community

Cambrian Rise is on its way to becoming the city's first sustainable living community, where residents can live, work, grow and play in a dynamic, inclusive neighborhood near the shores of Lake Champlain.

CAMBRIAN RISE

Liberty House – Liberty House (former orphanage), the neighborhood's crown jewel and first residential building, opened its doors in July of 2017, offering 64 market-rate apartments, plus one condominium. The building program includes small, attractive and well-constructed living units, with generously sized common areas that are impressively warm and welcoming. The result fosters a strong sense of community with resident-driven initiatives to gather together for holidays, monthly potlucks, baby showers, dog playdates and more.

The success of this housing model was evident within one year when the initial lease terms were ending, and Liberty House experienced a 90% renewal rate among its residents. Additionally, there is a perpetual waitlist for available units.

Laurentide – The Laurentide building was developed by Champlain Housing Trust and opened in October 2019, providing high-quality affordable apartments for 76 families.

Juniper House – Juniper House is currently being developed by Cathedral Square Corporation and is scheduled to open late Fall 2020, providing high-quality affordable apartments for 70 seniors.

The Rise – Situated along our North Avenue frontage, at the cornerstone entrance to Cambrian Rise, The Rise (former Burlington College classroom renovation + new addition) commenced construction in 2019 and is now scheduled (slightly delayed) for completion by July 2020. The Rise will offer 90 high-quality market-rate apartments, plus 20,000 sf of neighborhood commercial uses.

Informed by the successes at Liberty House, the programming for this building includes primarily studio and one-bedroom units with generous common living areas on every floor. Furthermore, in response to the residents' recreational lifestyles at the Cambrian Rise, The Rise will feature expanded bicycle storage and maintenance facilities, plus added storage for kayaks, canoes, and paddle boards.

Anticipation is high as The Rise is expected to enliven the street frontage along North Avenue with commercial storefronts on the first floor and a state-of-the-art public Transportation Hub at the strategic corner entrance to our new neighborhood.

Sunset House – Sunset House is situated along (new) Cambrian Way, across from Laurentide. Construction is scheduled to start late Summer 2020 with completion in the Spring of 2022. Sunset House will offer 125 high-quality market-rate apartments, plus 3,000 sf of neighborhood commercial uses.

Cambrian Point – Cambrian Point will be the first new condominium (for-sale) building constructed at Cambrian Rise. It will offer a mix of market-rate and affordable residences for a total of 117 units. We are scheduled to start construction late this year with completion scheduled for Spring 2022.

CAMBRIAN RISE

Cambrian Rise Commitment to the Environment

The Cambrian Rise neighborhood development is committed to sustaining the environment. Here a just a few of the initiatives we are undertaking:

- Sustainability – Cambrian Rise is committed to achieving a sustainable neighborhood relative to protecting Lake Champlain, supporting renewable and energy efficient strategies in building construction, creating transportation alternatives, supporting open space and gardening, and creating an economically inclusive community.

- Environmental Monitoring – Cambrian Rise has partnered with IoT Conduit and pledged $400,000 to be a 5-year test site for state-of-the-art environmental monitoring and research to be used in "Smart City" growth and technology.

- Alternate modes of transportation – In addition to our membership in CATMA, Cambrian Rise offers several alternates to transportation by automobile, including bicycle support facilities, on-site car share, on-site bike share (coming soon), Green Mountain Transit's busiest route and a direct connection to the Burlington Bike Path. We will also offer EB charging stations.

Cambrian Rise Commitment to Our Community

The Cambrian Rise neighborhood development remains committed to the community initiatives outlined in the Development Agreement. Described here are some of those pledges and commitments:

- St. Joseph School – Cambrian Rise has pledged $100,000 to sponsor the Community Room at St. Joseph School to support the revitalization of its neighboring Old North End.

- Rock Point Natural Area – Cambrian Rise has pledged $100,000 to the neighboring Rock Point Natural Area for its 94-acre conservation project.

- Sara Holbrook Community Center – Cambrian Rise has pledged $50,000 to the Sara Holbrook Community Center in support of its expansion and new building project.

- City of Burlington Parks and Recreation – Cambrian Rise conveyed a portion of its land, including Texaco beach, to the City of Burlington for use as a new public park. The $2.0M sale price represented a discount of 32% below the appraised market value of $2.95M. Cambrian Rise also facilitated a $250,000 private pledge for the build out of a paved connection to the Burlington Bike Path. The Department of Parks & Recreation has determined that its preferred design for the connection is $200,000 over the $250,000 budget, so Cambrian Rise has offered to redesign and construct the connection in collaboration with Parks and Recreation, utilizing the $250,000 pledge and covering all other costs.

- Neighborhood Aesthetics – Cambrian Rise remains committed to balancing surface parking areas with structured parking below most buildings. This strategy will allow for the potential future reclamation of surface parking areas for other (green) uses, in the event we are successful in our goal of reducing overall dependence on cars by the residents at Cambrian Rise.

- North Avenue Improvements – Cambrian Rise has been working closely with Department of Public Works for over one year on a plan to slightly widen North Avenue along the entire street frontage of Cambrian Rise, to accommodate much-needed on-street parking in this neighborhood. The planned improvements implement the objectives of the North Avenue Corridor Study and will transform this section of North Avenue from an arterial road into a neighborhood street, calming traffic and enhancing the experience of pedestrians and bikers. The $325,000 estimated costs will be paid for in-full by Cambrian Rise.

Market Conditions

Cambrian Rise is a complex, multi-year, urban project subject to the uncontrollable risks of increasing construction costs and uncertain interest rates. These market-driven factors impose tremendous constraints on the financial model for all development projects, including Cambrian Rise. One way to offset these challenges is to increase the number of (smaller) housing units, broadening their market appeal.

Notwithstanding these drivers, this represents a very positive change for the City in the form of more housing, including more affordable housing. Any additional commercial area would be targeted towards enhancing the living experience and workplace opportunities at Cambrian Rise and to support economic development within the City.

Implementing 950 Residential Units

The additional housing units will be integrated into the existing mix of 14 buildings already approved in two primary ways, as follows:

- Redesigning floor plans to reflect the national trend towards smaller units
- Increasing the height of some buildings to the limit allowed under the new NAC-CR zoning district

Notwithstanding an increase in the building height of some buildings, the revisions to the overall project design will be little noticed by the general public.

Cambrian Rise will continue to meet the letter and spirit of the prescriptive requirements of the Comprehensive Development Ordinance, including parking, lot coverage, setbacks, shading, floor-area-ratio and inclusionary housing.

CAMBRIAN RISE

Currently Permitted in the NAC-CR District

- Number of Buildings – The approved Master Plan for Cambrian Rise includes 14 buildings, which will not increase.

- Buildable Area – The Cambrian Rise development parcel measures 943,074 sf (21.65 acres). Under the NAC-CR zoning district for Cambrian Rise, the allowable building area is 1,886,148 sf, determined by a floor-area ratio (FAR) multiple of 2. Cambrian Rise is currently permitted for approximately 1,070,000 sf for a FAR of 1.13, meaning an additional 818,000 sf is allowable. The final buildout will remain significantly below the maximum allowed.

- Residential Density - The amount of residential development allowed in the NAC-CR zoning district is controlled by Floor Area Ratio (FAR), as set forth above, not density. There are 14 buildings approved at Cambrian Rise, which number will not change as a result of an increase in density. The market trend here and across the country is towards smaller and smaller units. We need the flexibility to respond to these changing market conditions. Building more but smaller units by itself, will have little or no impact on the overall size of buildings.

- Non-Residential Building Area – The current zoning for our district does not limit non-residential building area, but rather, total buildable area is limited by FAR, as set forth above. Cambrian Rise could theoretically increase the amount of non-residential area by 818,000 sf, provided it remains in compliance with all other technical requirements.

- Lot Coverage – The current zoning for our district allows total lot coverage of 72%. The approved master plan reflects total lot coverage of 64%. This metric is not a function of residential density and therefore will not change, as a direct result of the number of residential units.

- Building Height – The current zoning for our district allows total building heights of 75' above grade, as that term is defined in the Ordinance, including the IZ bonus. Cambrian Rise is now and will remain in full compliance with that requirement, regardless of the number of residential units.

Inclusionary Zoning

The underlying zoning for the NAC-CR zoning district requires that 25% of the number of rental units, plus 25% of the number of for-sale units, be designated as "inclusionary units" ("IZ units"), as defined in the CDO. At 770 total units, there would be a combined total of 193 IZ units. At 950 total units, there would be a combined total of 238 IZ units, for a net increase of 45 IZ units.

Champlain Housing Trust and Cathedral Square Corporation are providing a combined total of 128 IZ rental units, in full satisfaction of the 25% IZ requirement for up to 512 total rental units at Cambrian Rise (the 512 includes CHT's and CSC's combined total of 146 rental units). The 128 IZ rental units provided by CHT and CSC will not change even if the final number of rental units at Cambrian Rise is less than 512.

If the final number of rental units at Cambrian Rise is greater than 512, the number of IZ rental units will be increased accordingly. The same applies to for-sale units at Cambrian Rise in that 25% of all for-sale units will be priced to meet the City's IZ requirements.

Workforce Housing

Pursuant to the Development Agreement, BC Community Housing, LLC agreed to endeavor (but is not required) to provide a component of "workforce housing". Workforce house is loosely defined as housing that targets units that are above the IZ requirements, but less than fully market-rate, higher-end units. Workforce Housing is also generally considered to be that which serves families with households' incomes between 80% and 120% of the median income for the Burlington MSA, adjusted for family size.

Cambrian Rise is committed to providing a component of workforce housing. One strategy for addressing this market, that has been successfully employed in many other metro markets, is to offer smaller, more energy efficient units. Nationally, there is a general trend towards smaller, more energy efficient units, especially in urban markets that offer transportation alternatives (public transit, bike amenities, pedestrian pathways and transit sharing, both cars and bikes).

Traffic Impact Study

Cambrian Rise has provided an updated traffic analysis (Memo dated 4/18/19 from RSG, traffic consultant) to DPW in support of its request for additional residential density.

The Memo concludes "... the aggregate impact of the proposed development land uses changes on the adjacent street network is expected to be nearly the same as the previous (approved) iteration of the development program, in both the AM and PM peak hours."

In light of the traffic memo from RSG, DPW issued a memo dated August 12, 2019, wherein it stated that it "... takes no exception to the developer's actions to amend their permitting ...". DPW did ask that we pre-fund $67,000 of our traffic impact fees this summer, so that it can proceed with certain planned improvements to the Berry Street/North Avenue intersection in 2020.

CAMBRIAN RISE

Generally speaking, residential uses are much less impactful on traffic, both in terms of trip generation and parking requirements, than nearly all non-residential (commercial) uses. Accordingly, our request for additional density, in lieu of significantly more commercial area, which does not require an amendment to the Development Agreement, is not only appropriate for this district, but also more beneficial to the neighborhood and the greater Burlington community.

Conclusion

Cambrian Rise promises to be a very dynamic, mix-use, inclusive neighborhood bringing significant and diverse housing and economic development opportunities to the City of Burlington.

Cambrian Rise will provide a substantial net benefit to Lake Champlain in the form of state-of-the-art stormwater management and best practices.

An increase in residential (housing) density, in lieu of adding even more non-residential uses, is consistent with the City's long-standing vision for this property, formally zoned "Waterfront Residential – Medium Density". Residential uses are less impactful, than non-residential uses, in terms of static parking requirements and overall traffic demand on the local street network.

Increasing the allowable residential density at Cambrian Rise from 770 to 950 units represents an indisputable WIN-WIN for all stakeholders.

Burlington Fire Department

136 South Winooski Avenue
Burlington, Vermont 05401-8378
(802) 864-4554 • (802) 658-2700 (TTY)
Business Fax (802) 864-5945 • Central Station Fax (802) 865-5387

May 5, 2021

Cambrian Rise
Attn: Sonya C. Enright
351 North Avenue
Burlington, VT 05401

Re: Fire Department Letter of Approval (Ability to Serve)

Dear Ms. Enright,

This letter shall serve to acknowledge that the Burlington Fire Department has reviewed your letter to Assistant Fire Marshal Michael Charney, dated April 26, 2021. In review of the documents provided I do not feel that the additional number of housing units, from the currently approved 770 to 950 units, will negatively affect our ability to serve this site.

On April 27, 2021, I had the pleasure of meeting with Charlie Pughe, relative to the change in "Fire Truck Access" plan. It is our understanding that all roads, driveways and parking lots indicated to be the Fire Access Plan/Fire Truck Route shall be designed, engineered and constructed to accommodate the movements of the City of Burlington truck mounted fire equipment, specifically including the "Tower" truck, ensuring ease of access on all routes indicated on the Fire Access Plan L-EX2, dated 5/7/2021.

Based on the information provided along with the updated mapping, additional number of housing units from 770 to 950 units will not negatively affect our ability to serve this site.

Sincerely,

Derek R. Libby
Deputy Chief of Operations

April 26, 2021

Mike Charney
Asst. Fire Marshal
Burlington Fire Department
132 North Avenue, Burlington, VT 05401

Re: Cambrian Rise

Fire Marshall Charney,

My name is Sonya Enright, I work for Eric Farrell, the developer of Cambrian Rise on North Avenue. Cambrian Rise is a large mixed-use project, resulting from a collaboration between the developer, the City of Burlington, Champlain Housing Trust and Cathedral Square Corporation, as well as the Vermont Land Trust.

Cambrian Rise will offer a dynamic, mixed-use community along the shores of Lake Champlain and at the edge of downtown Burlington. Our intentional combination of apartments, condominium living, and commercial establishments will afford our residents a connected lifestyle. A climate-controlled Transportation Hub, Car Share and Bike Share on-site will provide residents with maximum access at minimum impact. Each building will have an intercom access system and a controlled, secure entrance.

Within the next few weeks, we plan to apply for an amendment to our municipal permits. The amendment will include an increase in the number of housing units, both for sale and for rent, from the currently approved 770 to 950 units. The distribution of these units is attached (subject to further modification/amendment).

The current housing mix at Cambrian Rise reflects 512 rental (apartment) units and 438 for-sale (condominium) units. In compliance with the City's Inclusionary Zoning requirements, 128 (25%) of the rental units will be made perpetually affordable. Of these, 60 out of 70 senior rental housing units developed by Cathedral Square Corporation, and 68 out of 76 family rental housing units developed by Champlain Housing Trust, for a total of 128 rental units, will be perpetually affordable. Likewise, 110 (25%) of the for-sale (condominium) units will be made perpetually affordable. These units will be scattered among several buildings.

The housing units (for sale and for rent) will offer a mix of sizes and types ranging from micros/studios up to 3-bedrooms and include various support spaces (fitness, laundry, pet wash and bike, boat, and general storage. Cambrian Rise will also include non-residential uses totaling approximately 79,000 sf., including office/service businesses, restaurant, and a daycare. A 79-room boutique hotel is also planned.

Our landscape architect is specifying appropriate site lighting levels on all public streets, sidewalks, and parking areas for security and convenience. A draft site plan of the entire project is attached. I have also attached a copy of the Fire Truck Access plan approved in 2017, along with a revision of that plan, depicting the current site design.

Our request is that you provide a "capacity"/ability to serve letter on behalf of the Burlington Fire Department in support of our application, at your earliest convenience.

For you reference, I have attached a copy of the letter that Fire Marshall Simays provided in 2017, in support of our original application.

Cheers,

Sonya C. Enright
Development and Project Assistant
Eric Farrell & Farrell Properties
senright@farrellpropertiesvt.com
C: 802-777-7056

Cambrian Rise

CAMBRIAN RISE

4.26.21

UNIT COUNTS

Building	Name	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS
The Aurora	Liberty House	47	18			65
BLDG B+G	The Rise	70	24			94
BLDG C	Sunset House	29	92	4		125
BLDG D, E F	The Aurora	10	71	114	7	202
BLDG H				72		72
BLDG K (Cathedral Square)	Juniper House		63	7		
BLDG L (Champlain Housing Trust)	Laurentide		36	33	7	76
BLDG M		4	36	77	4	121
BLDG P		2	8	43	2	55
BLDG Q		2	10	54	4	70
TOTALS:		**164**	**358**	**404**	**24**	**950**

POLICE DEPARTMENT
CITY OF BURLINGTON

Thursday, May 27, 2021

Sonya Enright
Development and Project Assistant
Eric Farrell & Farrell Properties
Cambrian Rise
55 North Avenue
Burlington, VT 05401

Dear Ms. Enright.

This letter serves as notice that the Burlington Police Department (BPD) has reviewed the letter you sent, in which you provided an overview of the Cambrian Rise development's plans to apply for an amendment to its municipal permits. Specifically, the amendment will include an increase in the number of housing units, both for sale and for rent, from the currently approved 770 to 950 units. This will inevitably trigger an increase in calls for police service.

The BPD has recently implemented a Priority Response Plan that groups all incidents, including calls for service from the public, into three categories: Priority 1, Priority 2, and Priority 3. (These are described in the attachment to this letter.) The BPD implemented the plan because of current staffing and anticipated decreases in that staffing, as well as current incident volume and anticipated increases in that volume. The amendment to Cambrian Rise's development plans will contribute to those increases. The Priority Response Plan applies to how the BPD provides service to all of Burlington, including Cambrian Rise.

The BPD is also implemented a planned "Public Safety Continuity Plan" that on-boards new community service officers. It is hoped that these additional resources will be available before housing at Cambrian Rise reaches capacity.

I appreciate your notification and allowing the BPD an opportunity to provide feedback related to our anticipated operational demands. Should you have any further questions please feel free to contact me.

Respectfully and sincerely,

Jon Murad
Acting Chief of Police

From: Murad, Jon <JMurad@bpdvt.org>
Sent: Thursday, May 27, 2021 11:17 AM
To: Sonya Enright <senright@farrellpropertiesvt.com>
Subject: RE: BPD letter re Cambrian Rise

Our capacity to serve the city has been altered by our diminished staffing. As incident volume increases, we anticipate further alteration. Cambrian Rise does not currently contribute an appreciably different amount of incident volume than any other part of the city. Increases in population anywhere in Burlington, when combined with continuing decreases in police department staffing, will inevitably have an impact on incident volume and incident response. We understand that the Cambrian Rise build-out is anticipated to take place over several years, and we also hope to be able to address our staffing issues vis a vis incident volume over the next several years.

Acting Chief of Police Jon Murad
Burlington Police Department
One North Avenue
Burlington, VT 05401
Office: (802) 540-2112
Cellphone: (802) 735-7143

PRIORITY RESPONSE PLAN

911 Hangup	Drugs	Ordinance Violation - Other
Airport AOA Violation	Drugs - Possession	Overdose
Airport Duress Alarm	Drugs - Sale	Parking
Airport LEO Escort	DUI	Possession of Stolen Property
Airport PHASE	Eluding Police	Prescription Fraud
Alarm *	Embezzlement	Prohibited Acts
Alcohol Offense	Enabling Consumption by Minors	Property Damage
Animal Problem	Escape	Reckless Endangerment
Arrest on Warrant	Extortion	Recovered Property
Arson	False Info to Police	Resisting Arrest
Assault - Aggravated	False Pretenses	Retail Theft
Assault - Simple	False Public Alarms	Roadway Hazard
Assist - Agency	False Swearing	Robbery
Assist - Car Seat Inspection	Fireworks	Runaway
Assist - K9	Foot Patrol	Runaway Apprehension
Assist - Motorist	Forgery	Search
Assist - Other	Found/Lost Property	Search Warrant
Assist - Public	Fraud	Sex Offender Registry Violation
Background Investigation	Fugitive From Justice	Sexual Assault
Bad Check	Graffiti Removal	Sheltering/Aiding Runaway
Bar / Liquor License Violation	Hindering Arrest	SRO Activity
Bomb Threat	Homicide	Stalking
Burglary *	Identity Theft	Stolen Vehicle
CHINS	Illegal Dumping	Subpoena Service
Community Outreach	Impeding a Public Officer	Suicide - Attempted
Compliance Check	Impersonation of a Police Officer *	Suspicious Event *
Computer Crime	Inciting a Felony	Theft of Rental Property
Contributing to Delinquency of Minor	Intoxication	Theft of Service
Counterfeiting	Investigation - Cold Case	Threats/Harassment *
Crash - Fatality	Juvenile Problem *	Traffic
Crash - Injury to person(s)	Kidnapping	Trespass *
Crash - LSA *	Larceny - from a Building	TRO/FRO Service
Crash - Non-Investigated	Larceny - from a Motor Vehicle	TRO/FRO Violation
Crash - Property damage only	Larceny - Other	Unlawful Restraint
Cruelty to a Child	Larceny from a Person	Untimely Death
Cruelty to Animals	Lewd and Lascivious Conduct	Use of Elec Comm to Lure a Child
Custodial Interference *	Lockdown Drill	Uttering a Forged Instrument
Disorderly Conduct *	Mental Health Issue *	Vandalism
Disorderly Conduct by Elec Comm	Minor in Possession of Alcohol	VIN verification
Disturbance	Missing Person	Violation of Conditions of Release *
DLS	Motor Vehicle Complaint	Voyeurism *
Domestic Assault - Felony	Noise	Weapons Offense
Domestic Assault - Misd	Obstruction of Justice	Welfare Check *
Domestic Disturbance	Operations	

PRIORITY 1	High priority
PRIORITY 2	Middle priority, situationally dependent. Some may be Priority 1 or Priority 3.
PRIORITY 3	Low priority; may or may not receive a response based on officer availability and call volume; may receive a CSO response.

The Priority Response Plan is only put in effect at times when staffing resources are absorbed by Priority 1 and Priority 2 incidents. When incident volume and/or staffing deficits leave the BPD with two or fewer available officers, Priority 3 incidents will not receive a response until more than two officers are once again free and available for response.

April 26, 2021

Chief Jon Murad
Burlington Police Department
One North Avenue, Burlington, VT 05401

Re: Cambrian Rise

Chief Murad,

My name is Sonya Enright, we met during my time on the Police Foundation Board with Becky Cassidy. I work for Eric Farrell, the developer of Cambrian Rise on North Avenue. Cambrian Rise is a large mixed-use project, resulting from a collaboration between the developer, the City of Burlington, Champlain Housing Trust and Cathedral Square Corporation, as well as the Vermont Land Trust.

Cambrian Rise will offer a dynamic, mixed-use community along the shores of Lake Champlain and at the edge of downtown Burlington. Our intentional combination of apartments, condominium living, and commercial establishments will afford our residents a connected lifestyle. A climate-controlled Transportation Hub, Car Share and Bike Share on-site will provide residents with maximum access at minimum impact. Each building will have an intercom access system and a controlled, secure entrance.

Within the next few weeks, we plan to apply for an amendment to our municipal permits. The amendment will include an increase in the number of housing units, both for sale and for rent, from the currently approved 770 to 950 units. The distribution of these units is attached (subject to further modification/amendment).

The current housing mix at Cambrian Rise reflects 512 rental (apartment) units and 438 for-sale (condominium) units. In compliance with the City's Inclusionary Zoning requirements, 128 (25%) of the rental units will be made perpetually affordable. Of these, 60 out of 70 senior rental housing units developed by Cathedral Square Corporation, and 68 out of 76 family rental housing units developed by Champlain Housing Trust, for a total of 128 rental units, will be perpetually affordable. Likewise, 110 (25%) of the for-sale (condominium) units will be made perpetually affordable. These units will be scattered among several buildings.

The housing units (for sale and for rent) will offer a mix of sizes and types ranging from micros/studios up to 3-bedrooms and include various support spaces (fitness, laundry, pet wash and bike, boat, and general storage. Cambrian Rise will also include non-residential uses totaling approximately 79,000 sf., including office/service businesses, restaurant, and a daycare. A 79-room boutique hotel is also planned.

Our landscape architect is specifying appropriate site lighting levels on all public streets, sidewalks, and parking areas for security and convenience. A draft site plan of the entire project is attached.

Our request is that you provide a "capacity"/ability to serve letter on behalf of the Burlington Police Department in support of our application, at your earliest convenience.

For you reference, I have attached a copy of the letter that Chief del Pozo provided in support of our original application.

Thank you for your time Chief, hope all is well with you.

Cheers,

Sonya C. Enright
Development and Project Assistant
Eric Farrell & Farrell Properties
senright@farrellpropertiesvt.com
C: 802-777-7056

CAMBRIAN RISE

4.26.21

UNIT COUNTS

Building	Name	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS
The Aurora	Liberty House	47	18			65
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BLDG Q		2	10	54	4	70
TOTALS:		**164**	**358**	**404**	**24**	**950**

BURLINGTON
PARKS
RECREATION
WATERFRONT

MEMO

Date: May 17, 2021
To: Sonya Enright
From: Cindi Wight, Director C Wight
Re: Capacity to Serve – Cambrian Rise

This memo serves as our acknowledgment of no adverse impact on the City's present or projected park and recreation needs with the additional housing units at Cambrian Rise.

With over 550 acres of parkland in Burlington in 2021, there is adequate acreage to serve the increased residential and visitor needs. The acreage translates to 12.2 acres per thousand residents, over the median average of 9.9 acres. We also have a regional parks district home to 465 acres. When combined, the acreage per resident increases to 23.5 acres per thousand residents, over double the median nationally.

Cambrian Rise will provide public paths from the development through our park land leading to our renowned Burlington Greenway. The Greenway offers direct access to many of our parks, beaches, and open space and is a well-used transportation corridor for non-vehicle commuters.

We look forward to our continued relationship with our new neighbors at Laurentide, Juniper House, Liberty House and future residents as Cambrian Rise continues to build much-needed housing for our community.

April 26, 2021

Ms. Cindi Wight
Director
Burlington Parks, Recreation and Waterfront
645 Pine Street, Burlington, Vt 05401

Re: Cambrian Rise

Ms. Wight,

My name is Sonya Enright, I work for Eric Farrell, the developer of Cambrian Rise on North Avenue. Cambrian Rise is a large mixed-use project, resulting from a collaboration between the developer, the City of Burlington, Champlain Housing Trust and Cathedral Square Corporation, as well as the Vermont Land Trust.

Cambrian Rise will offer a dynamic, mixed-use community along the shores of Lake Champlain and at the edge of downtown Burlington. Our intentional combination of apartments, condominium living, and commercial establishments will afford our residents a connected lifestyle. A climate-controlled Transportation Hub, Car Share and Bike Share on-site will provide residents with maximum access at minimum impact. Each building will have an intercom access system and a controlled, secure entrance.

Within the next few weeks, we plan to apply for an amendment to our municipal permits. The amendment will include an increase in the number of housing units, both for sale and for rent, from the currently approved 770 to 950 units. The distribution of these units is attached (subject to further modification/amendment).

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The housing units (for sale and for rent) will offer a mix of sizes and types ranging from micros/studios up to 3-bedrooms and include various support spaces (fitness, laundry, pet wash and bike, boat, and general storage. Cambrian Rise will also include non-residential uses totaling approximately 79,000 sf., including office/service businesses, restaurant, and a daycare. A 79-room boutique hotel is also planned.

Cambrian
Rise

Our landscape architect is specifying appropriate site lighting levels on all public streets, sidewalks, and parking areas for security and convenience. A draft site plan of the entire project is attached.

One of our important goals is to provide the North Avenue corridor with an ADA complaint route thru the Cambrian Rise neighborhood to the Waterfront and the Burlington Bike Path. I have attached a draft Common Amenities plan to give you an idea of the current layout.

Our request is that you provide a "capacity"/ability to serve letter on behalf of the Burlington Parks & Recreation Department in support of our application, at your earliest convenience.

For you reference, I have attached a copy of the letter that Jesse Bridges provided in 2017, in support of our original application.

Cheers,

Sonya C. Enright
Development and Project Assistant
Eric Farrell & Farrell Properties
senright@farrellpropertiesvt.com
C: 802-777-7056

Cambrian Rise

BURLINGTON
PARKS
RECREATION
WATERFRONT

MEMO

Date: January 6, 2017
To: Owiso Makuku
From: Jesse Bridges, Director
RE: Capacity to Serve – Cambrian Rise
Cc: Scott Gustin

This memo serves as the Parks Departments acknowledgement of our capacity to serve the new development contemplated for the former Burlington College property known now as Cambrian Rise. Per the Development Agreement signed in January of 2016 improvements to the property as well as continued collaboration will be important for the success of the project and surrounding parkland.

With the purchase of 12 acres of parkland for conservation our City boats over 550 acres of parkland, this translates to 12.2 acres per thousand residents, just about the national average for a population our size. However, we also have a regional park district home to 465 acres. When combined the acreage per resident increases to 23.5 acres per thousand residents, almost double the national average.

Having enough park acreage is not the only factor that matters. The connectivity of the parkland is equally important and the trail that will be improved in coordination with the development will continue to serve generations to come in accessing our miles of trails and acres of parks. We look forward to continuing to advance the goals of conservation, connectivity and recreation throughout the development of much needed housing for our community.

CAMBRIAN RISE

4.26.21

UNIT COUNTS

Building	Name	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS
The Aurora	Liberty House	47	18			65
BLDG B+G	The Rise	70	24			94
BLDG C	Sunset House	29	92	4		125
BLDG D, E F	The Aurora	10	71	114	7	202
BLDG H				72		72
BLDG K (Cathedral Square)	Juniper House		63	7		
BLDG L (Champlain Housing Trust)	Laurentide		36	33	7	76
BLDG M		4	36	77	4	121
BLDG P		2	8	43	2	55
BLDG Q		2	10	54	4	70
TOTALS:		**164**	**358**	**404**	**24**	**950**

Superintendent Tom Flanagan
150 Colchester Avenue
Burlington, VT 05401

May 2021

Mr. Flanagan,

Farrell Properties is the developer of the former Burlington College on North Avenue.

As we continue to provide much needed quality housing, we are asking the City of Burlington for an amendment to our development permit, to increase our unit count from the currently permitted 770 units to 950 units.

We have attached the calculation sheet which projects the number of school aged children that could become students of the school district at full buildout (all 950 units constructed) - as per the VHFA guidelines.

We are asking if you could provide us with a letter confirming the School District's 'Ability to Serve' in the eventuality that the Cambrian Rise community should produce approximately 53-54 new school enrollments, as well as complete the attached questionnaire.

Thank you for your attention to this matter, please feel free to call if you have any questions or concerns.

Respectfully,

Sonya C. Enright

Development and Project Assistant
Eric Farrell & Farrell Properties
senright@farrellpropertiesvt.com
C: 802-777-7056

Cambrian Rise

351 North Avenue | Burlington VT | 05401

To be completed by Town Manager, Department Head, or Equivalent:

(Please circle your response)

What schools under your supervision will provide educational services for families who live in at Cambrian Rise? (Please write name of school or schools)

Elementary School _____

Middle School _____

High School _____

Do these schools have the capacity to accept the additional students listed above?

Yes No

CAMBRIAN RISE

School Enrollment Calculations

UNIT COUNTS + UNIT BREAKDOWNS

Building	Name	STUDIO	1BDRM	2BDRM	3BDRM	TOTAL UNITS
BLDG A	Liberty House	47	18			65
BLDG B+G	The Rise	70	24			94
BLDG C	Sunset House	29	92	4		125
BLDG E		10	49	60	1	120
BLDG F			20	54	6	80
BLDG H				72		72
BLDG K (seniors)	Juniper House		63	7		
BLDG L	Laurentide		36	33	7	76
BLDG M		4	36	77	4	121
BLDG P		2	8	43	2	55
BLDG Q		2	10	56	4	72
TOTALS:		**164**	**356**	**406**	**24**	**950**

School Enrollment

Projected School Enrollment for Cambrian Rise at Buildout		City's Ratio	TOTALS
Studios	164	0	0
1 bdrm	356	0	0
2 bdrm	406	0.12	48.72
3 bdrm	24	0.2	4.8
	TOTAL SCHOOLCHILDREN:		**53.52**

4.20.2021

To be completed by Town Manager, Department Head, or Equivalent:

(Please circle your response)

What schools under your supervision will provide educational services for families who live in at Cambrian Rise? (Please write name of school or schools)

Elementary School C.P. Smith, Flynn

Middle School Hunt

High School Burlington High School

Do these schools have the capacity to accept the additional students listed above?

(Yes) No

Signature [signature]

Title Superintendent

Date 5/27/2021

Date: Sun, Mar 21, 2021 at 6:10 PM
Subject: 4/7 NPA Agenda for March 24th Meeting
To: Liam Daugherty <ldaugherty@burlingtonvt.gov>, Jeff Clark <jpclrk@gmail.com>, Eric Corbman <ecorbman@gmail.com>, Jenna O'Donnell <jenna.b.odonnell@gmail.com>, Matt Hurlburt <matt@matthurlburtgroup.com>, Kerin Durfee <kerindurfee@gmail.com>, <chihuntwong@gmail.com>

Hello Liam & 4/7 Steering Committee - Here is a 4/7 NPA Agenda for posting on the CEDO website and our variou
Porch Forum and Facebook assignments.

That's it.

Jeff

Ward 4/7 NPA Meeting Agenda
Wednesday, March 24, 2012
7-9 PM
Online via Zoom

Ward 4/7 NPA Zoom Link
https://us02web.zoom.us/j/85494151752

6:45 PM - 7:00 - Log In & Sign on

7:00-7:10 - Ground Rules, Introductions and Announcements

7:10-7:40 - Elected Officials
Legislative Reps, City Councilors & School Board Members

7:40- 7:55 - Cambrian Rise Update
Eric Farrell, Principal Developer

7:55-8:15 - Reappraisal Update
John Vickery, Director of Property Assessment

8:15-8:45 - Introduction to Public Safety Committee and Police Commission Community Engagement Process
Presentation by Talitha Consults

8:45-9:00 - Question, Answer and Feedback Session with Talitha Consults

Adjourn

Please click the link below to join the NPA Meeting with Zoom:
https://us02web.zoom.us/j/85494151752

Or iPhone one-tap :
US: +13017158592,,85494151752# or +13126266799,,85494151752#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):

Cambrian Rise Transportation Demand Management Plan

Last Revised – 3/29/2022

Overview

The Cambrian Rise Development is located in a transitional neighborhood between the Old North End and the New North End, roughly one mile from the downtown core. The goal of Farrell Properties is to create a multi-modal neighborhood that disincentivizes car ownership and offers incentives and resources for people seeking to reduce car use. The distance from the downtown core presents a challenge to the goal of reducing car ownership, however the proximity to the Burlington Greenway and the existing Bus route on North Avenue presents great opportunities for encouraging reduced vehicle use. Farrell Properties has committed to several strategies that will take advantage of these opportunities. This aligns well with the City's land use and transportation goals, and the Transportation Demand Management (TDM) requirements. These goals, requirements, as well as the project's proposal for meeting these goals at Cambrian Rise are documented below:

Section 8.1.16 Transportation Demand Management

(a.) Purpose

To advance the goals of the City's land use and transportation plans, and promote public health, safety, welfare, and protection of the environment by:

- Reducing parking demand
- Reducing car ownership
- Reducing vehicle miles traveled and congestion
- Increase transit use and non-motorized travel

(b.) Applicability

Cambrian Rise is subject to the Transportation Demand Management Plan Requirement because the site is zoned as multi-modal mixed-use and creates more than 10 dwelling units.

(c.) Transportation Demand Management (TDM) Program

In order to address the TDM requirements of Section 8.1.16 of the Burlington Comprehensive Development ordinance (dated December 16, 2020), The Cambrian Rise Project offers the following strategies:

a. Outreach and Education

i. Farrell Properties will act as the Transportation Coordinator for the Cambrian Rise Project. Cambrian Rise is a member of Chittenden Area Transportation Management Association (CATMA). They will maintain their membership for a minimum of 10 years after the next certificate of occupancy is issued, and work with them to coordinate the following activities:

1. Prepare education materials regarding TDM strategies
2. Annual meeting organized for and open to all tenants and employees
   - Present prepared educational materials
   - Facilitate discussion on opportunities for increased use and participation
3. Annual travel survey of prepared for and disseminated to all tenants and a employees
4. On-going record keeping and annual report to the city of all TDM offerings, including:
   - Discounts available
   - On-site resources available

- Owner vs. Tenant and employee responsibilities
- Rate of participation including parking utilization

b. TDM Strategies

Cambrian Rise has been a member of CATMA, a Transportation Management Association, since 2016. Cambrian Rise has and will continue to work with CATMA to provide ongoing TDM strategies and will maintain their membership for at least 10 years. The following are portions of the memorandum of understanding between Farrell Properties and CATMA:

CATMA administers and monitors programs and services for Cambrian Rise as listed below:

- Strategy development for enhancing transportation options and amenities
- Access to discounted Green Mountain Transit passes
- Access to Commuter Impact Tool and data collection
- Enhancement and implementation of a comprehensive transportation education, marketing and awareness program (via newsletters, communications, informational kiosk, website, events and bike safety workshop)
- Commuter Prize Drawings
- Support in planning and implementing TDM measures in furtherance of requests for parking waivers, traffic impact mitigation fee reductions, etc.
- Carpool and Vanpool program support
- Surveys and analyses to track and measure progress towards goals
- Recommendations and support with attaining current and future goals

Goals and performance metrics:

Goals	Performance Measure
Goal 1 Enhance and implement the transportation amenities and services available to residents at Cambrian Rise	• Increase the transportation options available for residents • Increase residents' access to transportation options. • Improve existing transportation services and amenities to better serve residents *Resource – CATMA Survey Data*
Goal 2 Reduce residents' demand for parking, use of single occupancy vehicles and traffic impact	• Decrease total demand of parking among tenants • Decrease total SOV commutes *Resource – CATMA Survey Data, Online Impact Data, Requests of parking space (Farrell Properties)*
Goal 3 Increase residents' use of sustainable commute modes	• Increase number of residents utilizing sustainable commute modes • Decrease in SOV commutes • Decrease in use of on-site parking *Resource – CATMA Survey Data, Online Impact Data, Farrell Properties data collections*
Goal 4 Improve residents' awareness of available transportation options and benefits	• Increase residents' knowledge and awareness of commute options, resources, and benefits *Resource – CATMA Survey Data*

All residents and Cambrian Rise have access to a commuter membership with CATMA.

In addition to and in coordination with Cambrian Rise's membership in CATMA, Cambrian Rise has and will continue to make significant investments in elements to further promote walkability, and alternate modes of transportation, including:

i. Public Transit
   - A GMT bus stop is located on-site.
   - A new climate-controlled transportation HUB has been constructed at the intersection of Cambrian Way and North Avenue. Use of the transportation HUB is awaiting intersection improvements with North Avenue, planned for 2022, and includes a dedicated bus pull-off. The HUB is equipped to support live display screens with bus routes and schedules.
   - All residents have access to discounted GMT passes **(minimum discount 25%)** through Cambrian Rise's membership with CATMA.

ii. Cars
   - One CarShare Vermont vehicle is currently located at Cambrian Rise. This CarShare vehicle would not be possible without financial subsidies provided by Cambrian Rise. Cambrian Rise will work with CarShare Vermont to assess the need for additional CarShare vehicles.
   - All new tenants at Farrell Properties are offered a free of charge one-year membership with CarShare Vermont. (note: one-year memberships with CarShare have been an amenity provided to tenants, prior to Burlington's TDM requirements.)

iii. Bikes
   - Residents are eligible for a subsidized [GreenRide] Bikeshare membership through Cambrian Rise's CATMA membership **(typ. annual plan $99.99, CATMA member plan $69.99)**.
   - A GreenRide hub location is hosted on site, proximate to the transportation hub, with the capacity for 8 electric assist bikes and an electric kiosk. The Transportation Coordinator will work with GreenRide to ensure appropriate racks are installed and maintained as more buildings come online and creates demand for this resource.
   - Short-term parking is provided proximate to all major building entries in accordance with the zoning requirements, additional short-term bike parking is provided at the transportation hub, boardwalk, and central green.
   - Long-term parking storage areas are provided inside each building, and often greatly exceed the minimum zoning requirements. Overall, more than double the required number of long-term bike parking spaces are provided. Most buildings include bike maintenance facilities, including indoor wash and repair stations to support bike ownership and ease of use.
   - Significant streetscape improvements along North Avenue will include a dedicated and protected southbound bike lane.
   - Cambrian Rise will construct a multi-use recreation path to connect between North Avenue and the Burlington Greenway. Portions of the pathway are already constructed along built portions of Cambrian Way. The client is currently finalizing construction documents in coordination with BPRW for the full build-out of the Rec Path, with construction anticipated in 2022-2023.

iv. Pedestrian Accessibility

- An ADA, publicly accessible route is planned to connect from North Avenue, through the development, and to the Burlington Greenway. This pathway will utilize portions of the new multi-use recreation path as well as a elevator and stair tower, and internal ramps and walks.
- A multi-use recreation path is located along the south portion of Cambrian Way ("South Road").
- A signalized pedestrian crossing is planned for the intersection of North Ave. and "South Road".

While TDM strategies required by the Burlington Zoning Ordinance are limited to discounted GMT and CarShare memberships, Cambrian Rise has implemented a far more integrated approach which includes significant financial investments in physical improvements and subsidies. At completion, it is anticipated that Cambrian Rise will have provided approximately $2,000,000 in assuring transportation options and amenities to support sustainable transportation alternatives.

c. Parking Management

i. The Transportation Coordinator will ensure a parking utilization study is performed at least once annually for 10 years from receipt of Certificate of Occupancy.

ii. Except for permanently affordable housing units, all residential parking is and will be 'un-bundled' from residential leases and deeds. No dedicated commercial parking is proposed but will utilize shared parking during day-time hours.

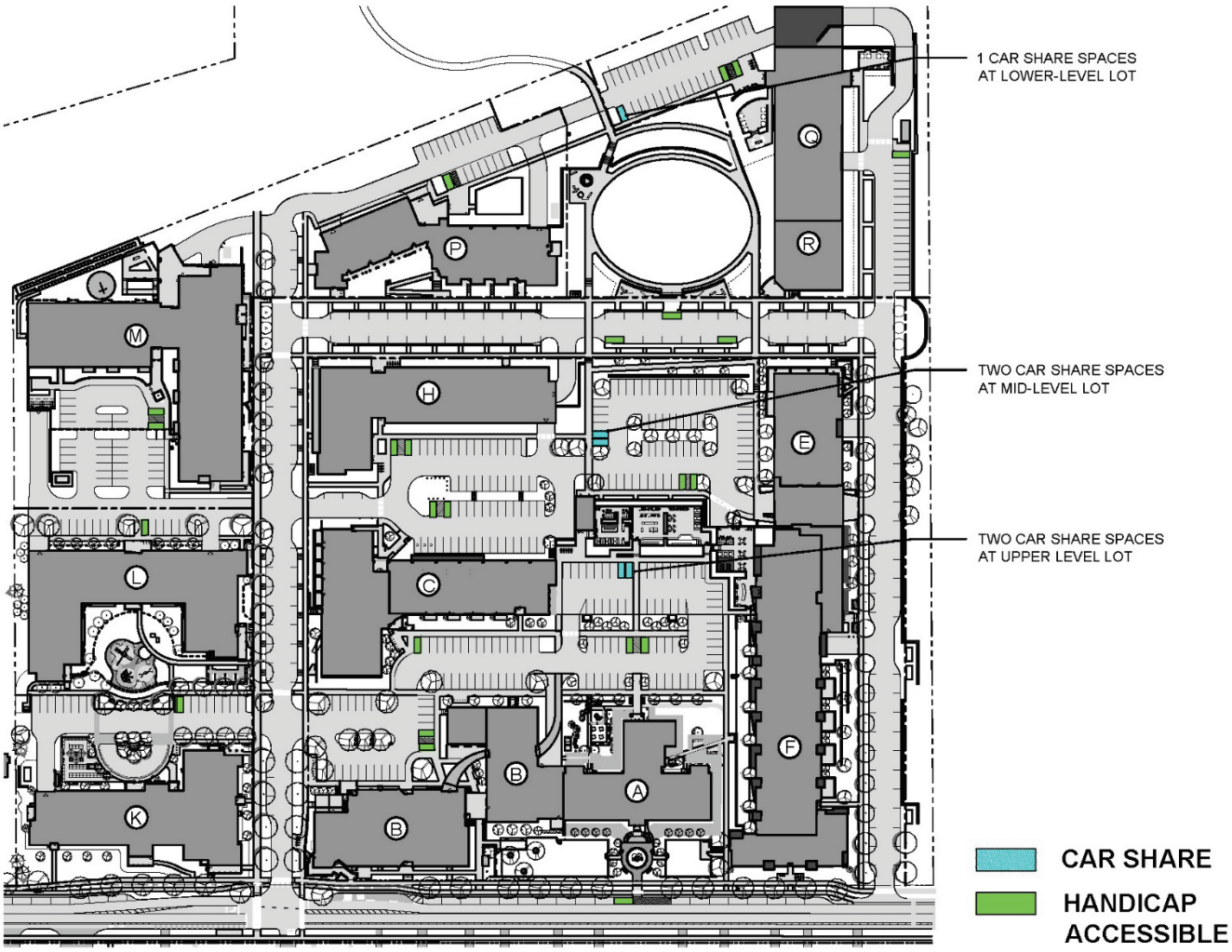
iii. No parking spaces will be made available to off-site users.

iv. Priority parking (see Appendix A)

1. Five spaces will be made available for Car-share Vermont, or other car sharing services.
2. Handicapped spaces and short-term bicycles parking spaces will be located proximate to every major building entrance
3. Motorcycles parking will be provided in the central garage proximate to entries.
4. Carpool and Vanpool spaces are not required on site (less than 20 spaces are planned for non-residential use). The transportation coordinator will re-evaluate the demand for this annually and if appropriate, offer this as a consideration during the annual TDM meeting.

d. TDM Agreement (see Appendix B)

APPENDIX A


1 CAR SHARE SPACES
AT LOWER-LEVEL LOT
TWO CAR SHARE SPACES
AT MID-LEVEL LOT
TWO CAR SHARE SPACES
AT UPPER LEVEL LOT
CAR SHARE
HANDICAP
ACCESSIBLE

Department of Permitting and Inspections
645 Pine Street
Burlington, VT 05401-8415
Phone: (802) 865-7188
www.burlingtonvt.gov/dpi

Transportation Demand Management Plan

Use this form for all applications for zoning permits for projects located in Burlington's Multimodal Mixed Use Parl District and including the creation of 10 or more dwelling units, a building footprint of 8,000 sf or more, or the creatio 15,000 sf or more gross floor area.

A TDM plan shall address each of the following items (see Sec. 8.1.16 (c) Transportation Demand Management (TD Program, of the Comprehensive Development Ordinance for details).

I. Outreach and Education

II. TDM Strategies

III. Parking Management

TDM Agreement

- Commitment to ongoing implementation of the TDM requirements I, II, & III as set forth above;
- Acknowledgement that the project has no claim to the ongoing availability of nearby on-street public parking, a that, as is the case with other on-street public parking, the City retains the right to charge for or remove such on-street parking at any time;
- Acknowledgement that failure to maintain transportation demand management as required above is a violation the Comprehensive Development Ordinance, and understanding that, pursuant to Sec. 2.7.8 of the CDO, no zoning permit or certificate of occupancy may be granted until any such violation has been remedied; and,
- Commitment to notify any subsequent owners and tenants in writing of their obligations under this section as p of any purchase and sale and/or lease agreements.

Property Owner: Etu Bouree

Applicant: BC Community Housing, LLC

Number of vehicle parking spaces:_____ Number of bicycle parking spaces:_____

Zoning Permit Number:_____

WALL CONSULTANT GROUP

Date: 13 December 2021

To: Eric Farrell, Farrell Properties

From: Corey Mack, PE

Subject: Cambrian Rise Trip Generation Review
Updated Land Use Program: Burlington Planning and Zoning

WCG has reviewed the proposed change to the land use development program at Cambrian Rise in Burlington, VT. We have compared the latest development program and trip generation estimate to the originally permitted condition (December 2016) and most recent development program (April 2019) trip generation estimates. This memo documents the trip generation estimate, adjustments, and summarizes the changes.

In summary:

- The proposed land use development program at Cambrian Rise includes several changes, including a reduction in office space, removal of the convenience store, addition of a neighborhood grocery store, and other minor modifications.
- The current proposed land use development program results in an overall estimated external primary vehicle trip generation of 362 trip ends in the AM peak hour and 348 trip ends in the PM peak hour.
- The originally permitted development program from December 2016 estimated a total external trip generation of 381 trips and 425 trips in the AM and PM peak hours, respectively.
- The proposed land use development program results in an estimated 19 fewer external primary vehicle trips in the AM peak hour and 77 fewer external primary vehicle trips in the PM peak hour compared to the originally permitted land use development program from December 2016.
- This reduction in new external primary vehicle trip generation is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016.

BACKGROUND

Cambrian Rise is a mixed-use development located near 351 North Avenue in Burlington VT. The project is permitted under Act 250 land use permit 4C1301 with four amendments. The City of Burlington Planning and Zoning department has most recently reviewed a traffic supplement dated April 18, 2019. That most recent traffic supplement from April 18, 2019 included an increase in the number of housing units to 950 (including the 65 units at Liberty House), a reduction in the office and retail space, an increase in restaurant space, and other minor changes to the land use development program. In all permitting applications, Building A “Liberty

House" consisting of 65 units of mid-rise residential housing, is considered an existing property under separate permitting.

The evolution of the land use development program and the resulting estimated primary external vehicle trip generation is documented in Table 1.

TABLE 1: SUMMARY OF LAND USE DEVELOPMENT PROGRAMS AND ESTIMATED PRIMARY EXTERNAL VEHICLE TRIP GENERATION FROM FORMER AND CURRENT CAMBRIAN RISE LAND USE DEVELOPMENT PROGRAMS

ITE LUC	Description	Units	*December 2016 4C1301*	*October 2018 4C1301-3*	*April 2019*	**December 2021 Current**
221	Mid-Rise Apartment	DUs	*673*	*705*	*815*	**815**
252	Senior Adult Housing (Attached)	DUs	*	*	*70*	**70**
311	All-Suites Hotel	Rooms	*42*	*50*	*79*	**64**
311	Hotel (VIC)	Rooms	-	*40*	-	**-**
540	Junior/Community College	SF	*16,500*	-	-	**-**
565	Daycare Center	SF	*4,025*	*3,000*	*3,000*	**-**
710	General Office Building	SF	*22,541*	*60,250*	*64,900*	**13,400**
760	R&D Office (VIC)	SF	-	*40,000*	-	**-**
820	Retail (e.g.Shopping Center)	SF	-	*4,350*	*900*	**1,300**
826	Specialty Retail	SF	*2,675*	-	-	**-**
850	Grocery Store	SF	-	-	-	**5,000**
851	Convenience Market	SF	-	*2,000*	*2,000*	**-**
932	High-Turnover (Sit-Down) Restaurant	SF	*2,650*	*3,000*	*8,000*	**5,000**
Total External Primary Vehicle Trip Generation:						
		AM Peak Hour	*381*	*394*	*380***	**362**
		PM Peak Hour	*425*	*443*	*399***	**348**
		Daily (including pass-by trips)	*4620*	*5057*	*5635*	**4742**

**Previous land use development programs included senior housing, however the land use was included within LUC 221 and not specifically broken out as a distinct generator of traffic prior to the current traffic supplement*
*** Not explicitly calculated in the April 2019 Memo; estimated as Table 6 subtract Table 3*

VEHICLE TRIP GENERATION ESTIMATE

To estimate the total primary external vehicle trips of the proposed site, the following methodology was applied:

A. Estimate the base trip generation by evaluating the single-use trip generation for each land use code per ITE Trip Generation Manual, 11th Edition trip generation rates[1]

B. Estimate internally captured trips using NCHRP Report 684 Methodology

C. Estimate pass-by and primary trips by applying appropriate Trip Generation Handbook, 3rd Edition pass-by rates to external trips (the base trips subtracted by the internal trips, A minus B)

D. Estimate the effect of transportation demand management (TDM) by applying a TDM factor to primary trips per VTrans guidance

E. Estimate primary external vehicle trips as primary external trips minus TDM trips (C minus D)

A. Base Trip Generation

Base vehicle trips are the total estimated vehicle trips prior to any reductions associated with internal capture, pass-by, or transportation demand management (TDM) features. Base trip generation from the current development program has been estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

The 5,000 SF neighborhood grocery store is expected to offer food, beverage, produce, food preparation materials, prepared foods, and household goods, similar to the Grocery Store land use description defined by ITE land use code (LUC) 850. The data supporting the trip generation rates for this land use code are based on sites ranging in size from 9,000 to 144,000 square feet, with the average data based on a 55,000 square foot site. Given the proposed site is not within the range of data, the base trip generation has been estimated using the smallest square footage in the sample set. The resulting base trip generation estimates are summarized by land use code (ITE LUC) in Table 2.

B. Internally Captured Trips

Because of the complementary nature of the proposed land uses on the Cambrian Rise site, some trips are made between the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites). For these internally captured trips, the origin, destination, and travel path are all within the site.

---

[1] 11th Edition was released in September 2021. Previous trip generation estimation utilized data from the ITE Trip Generation Manual, 10th edition, or earlier.

TABLE 2: BASE TRIP GENERATION OF THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	80	267	194	124
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	10	11	12
710	General Office Building	13,400	s.f.	26	4	5	26
822	Strip Retail Plaza (<40k)	1,300	s.f.	4	3	9	9
850	Grocery Store	5,000	s.f.	18	13	53	54
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	26	22	27	18
		sub-total		171	328	309	251
		total		499		560	

Internally captured trips have been estimated using the recommended methodology in the ITE Trip Generation Handbook[2] and are shown in Table 3. Internal capture trips are estimated prior to splitting site generated trips into pass-by and non-pass-by trips or estimating the effect of TDM strategies.

TABLE 3: ESTIMATED INTERNALLY CAPTURED TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	3	9	20	13
252	Senior Adult Housing - Attached	70	units	0	0	0	0
311	Hotel	64	rooms	0	3	4	2
710	General Office Building	13,400	s.f.	7	3	3	7
822	Strip Retail Plaza (<40k)	1,300	s.f.	0	0	0	0
850	Grocery Store	5,000	s.f.	7	5	19	27
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	10	7	14	11
		sub-total		27	27	60	60
		total		54		120	

Total external trips are estimated by subtracting the internally generated trips shown in Table 3 from the base vehicle trips estimated in Table 2. The resulting total external trips are shown in Table 4.

[2] NCHRP Report 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

TABLE 4: ESTIMATED TOTAL EXTERNAL TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	77	258	174	111
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	7	7	10
710	General Office Building	13,400	s.f.	19	1	2	19
822	Strip Retail Plaza (<40k)	1,300	s.f.	4	3	9	9
850	Grocery Store	5,000	s.f.	11	8	34	27
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	16	15	13	7
		sub-total		144	301	249	191
		total		445		440	

C. Pass-By and Primary Trips

The estimated external trips may be separated into primary trips and pass-by trips. Pass-by trips result in a change in turning traffic at project intersections, but do not add traffic to the adjacent street network. As defined by the ITE Trip Generation Handbook:

> *"A pass-by trip is made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street…"*

Pass-by trips are estimated using the average pass-by rates surveyed by ITE for that land use. These trips are anticipated in addition to the primary trips. In this case, only the retail store, grocery store and restaurant are expected to attract pass-by trips, estimated in Table 5.

TABLE 5: ESTIMATED PASS-BY TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units				
252	Senior Adult Housing - Attached	70	units				
311	Hotel	64	rooms				
710	General Office Building	13,400	s.f.				
822	Strip Retail Plaza (<40k)	1,300	s.f.	1	1	3	3
850	Grocery Store	5,000	s.f.	3	2	8	6
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	7	6	6	3
		sub-total		11	9	17	12
		total		20		29	

All non-pass-by trips are estimated to be primary external trips. Primary external trips are made for the specific purpose of visiting the generating site. The estimated primary external trips are shown in Table 6.

TABLE 6: ESTIMATED EXTERNAL PRIMARY TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	77	258	174	111
252	Senior Adult Housing - Attached	70	units	5	9	10	8
311	Hotel	64	rooms	12	7	7	10
710	General Office Building	13,400	s.f.	19	1	2	19
822	Strip Retail Plaza (<40k)	1,300	s.f.	3	2	6	6
850	Grocery Store	5,000	s.f.	8	6	26	21
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	9	9	7	4
		sub-total		133	292	232	179
		total		425		411	

D. Effect of Transportation Demand Management

While the Trip Generation Handbook recommends calculating walk, bike, and transit trips prior to splitting trips into pass-by and non-pass-by trips[3], the VTrans TDM Guidance states "TDM reductions should be applied… after the pass-by factors have been applied". Accounting for the anticipated effects of Transportation Demand Management, as suggested in the VTrans TDM Guidance, results a 15% reduction in primary (non-pass-by) external trips shown in Table 7.

TABLE 7: ESTIMATED MULTIMODAL / TDM MITIGATED TRIPS

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	12	39	26	17
252	Senior Adult Housing - Attached	70	units	1	1	2	1
311	Hotel	64	rooms	2	1	1	2
710	General Office Building	13,400	s.f.	3	0	0	3
822	Strip Retail Plaza (<40k)	1,300	s.f.	0	0	1	1
850	Grocery Store	5,000	s.f.	1	1	4	3
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	1	1	1	1
		sub-total		20	43	35	28
		total		63		63	

E. Net External Primary Vehicle Trips

The external primary vehicle trip total, or the expected number of new vehicle trips entering and exiting the development, is estimated as the total primary external trips shown in Table 6 subtracting the multimodal trips estimated in Table 7. The resulting estimated external primary vehicle trips are shown in Table 8.

[3] ITE Trip Generation Handbook, 3rd Edition, page 95

TABLE 8: ESTIMATED NET EXTERNAL PRIMARY VEHICLE TRIPS FOR THE PROPOSED CAMBRIAN RISE DEVELOPMENT PROGRAM

ITE LUC	Description	Units/size		AM Peak enter	AM Peak exit	PM Peak enter	PM Peak exit
221	Multifamily Housing (Mid-Rise)	815	units	65	219	148	94
252	Senior Adult Housing - Attached	70	units	4	8	8	7
311	Hotel	64	rooms	10	6	6	8
710	General Office Building	13,400	s.f.	16	1	2	16
822	Strip Retail Plaza (<40k)	1,300	s.f.	3	2	5	5
850	Grocery Store	5,000	s.f.	7	5	22	18
932	High-Turnover (Sit-Down) Restaurant	5,000	s.f.	8	8	6	3
		sub-total		113	249	197	151
		total		362		348	

The net effect of the proposed development program is 19 fewer primary external vehicle trips generated in the AM peak hour and 77 fewer primary external vehicle trips generated in the PM peak hour compared to the originally permitted development program from December 2016. The total daily external trip generation is estimated to be 4,742 trips per day (including pass-by trips), an increase of 122 trips per day compared to the originally permitted development program from December 2016.

TABLE 9: SUMMARY OF ESTIMATED PEAK HOUR TRIP GENERATION

Step		AM Peak Hour	PM Peak Hour
A.	**Base Trip Generation**	499	560
B.	**Internally Captured Trips**	54	120
C.	**Pass-By Trips**	20	29
C.2	**Primary Trips (A-B-C)**	425	411
D.	**Multimodal / TDM Trips (C.2 x 15%)**	63	63
E.	**External Primary Vehicle Trips (C.2-D)**	362	348
	Previously Approved Trips from April 2019 Traffic Supplement	380	399
	Previously Permitted Trips in 4C1301-3 (Amended traffic report dated 10/16/18)	394	443
	Originally Permitted Trips in 4C1301 (From traffic report dated 12/28/16)	381	425
	Net Change in External Primary Vehicle Trips (current trips compared to originally permitted trips)	-19	-77

The revised land use proposal includes a significant number of pass-by trips due to the grocery store and increased restaurant space (Table 5). As noted earlier, pass-by trips are not new traffic generation, but trips resulting from the existing traffic already driving by the site. The net effect of pass-by trips at the development entrances is minor, as existing through trips on North Avenue are simply converted to turning movements. Outside the entrance intersections, pass-by trips are already on the road network and do not contribute to increased traffic volumes along North Avenue or beyond. The original Transportation Impact Assessment (TIA) from December 2016 did not include any land uses capitalizing on pass-by trips; all originally permitted trips were new, external primary vehicle trips.

The proposed development program also removes higher trip generating land uses, such as the office space and convenience market, and replaces this floor area with lower trip generating land uses such neighborhood grocery store. The net result is a reduction in overall new external primary vehicle trip generation in the peak hours compared to previously permitted and approved conditions.

The current proposed land use program is expected to generate fewer new, primary external vehicle trips than in the original TIA from December 2016 and the amended trip generation assessment from October 2018 and April 2019. Fewer new primary external vehicle trips are likely to improve the evaluated traffic operations and reduce transportation impacts compared to the originally permitted land use development program in December 2016.

CONCLUSIONS

The methodology to calculate internally captured trips, primary and pass-by trips, and TDM trips has been updated to be consistent with the latest guidance by VTrans, the ITE Trip Generation Manual, 11th Edition, and the ITE Trip Generation Handbook, 3rd Edition.

Under the updated methodology, the current development program results in a net change in external vehicle trips of -19 trips / -77 trips in the AM / PM peak hours compared to the originally approved December 2016 land use development program. This reduction in new external primary vehicle trip generation is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016.

DISTRIBUTION OF USES AT CAMBRIAN RISE **3/29/2022**

Residential Unit Mix	Rental		For Sale (condominium)			
BLDG	MR	IZ	MR	IZ	**TOTALS**	**Non-Residential Uses Per Building**
A	64		1		65	
B / G	112				112	2,750 sf (100 -seat) restaurant
C	134				134	
DEF			183	9	192	3 hotel rooms + 7,000 sf office
H (CHT)			8	32	40	5,000 sf neighborhood grocery
H (CSC)	4	28			32	
K	10	60			70	
L	8	68			76	
M*	79		38		117	1,400 sf office
P*	58		14		72	1,300 sf retail
Q				40	40	5,000 SF office
R						60-room hotel + 2,250 sf (90-seat) restaurant
SUB-TOTALS	469	156	244	81	**950**	
TOTALS	**625**		**325**		**950**	**Totals Across**
25% OF UNITS	**156**		**81**		**238**	**Totals Across**

CAMBRIAN RISE: FLOOR AREA RATIO - AS APPROVED

	Building Size (in SF)	(rounded)	Total units
Building A		55,000	65
Building B/G	77,250		105
Commercial	6,750		
Total		84,000	
Building C		133,000	131
Building D, E, F & I	182,000		56
Commercial	3,000		
Total		185,000	
Building H		64,000	50
Building K/CSC		73,000	70
Building L/CHT		89,000	76
Building M	173,500		117
Commercial	1,500		
Total		175,000	
Building P	79,000		50
Commercial	1,200		
Total		80,200	
Building Q/R	112,000		50
Comm/Bldg R	40,000		
Total		152,000	**770**
TOTAL BUILDING AREA		**1,090,200**	
TOTAL ALLOWED		**1,886,148**	
TOTAL LOT AREA		**943,074**	
FLOOR AREA RATIO		**1.16**	
TOTAL ALLOWED		**2.00**	

CAMBRIAN RISE: FLOOR AREA RATIO - AS PROPOSED
3/29/2022

	Building Size (in SF)	(rounded)	Total units
Building A		55,000	65
Building B/G	82,250		112
Commercial	2,750		
Total		85,000	
Building C		134,500	134
Building D, E, F & I	311,000		192
Commercial	7,000		
Total		318,000	
Building H	59,000		72
Commercial	5,000		
Total		64,000	
Building K/CSC		73,000	70
Building L/CHT		89,000	76
Building M	173,500		117
Commercial	1,400		
Total		174,900	
Building P	79,000		72
Commercial	1,300		
Total		80,300	
Building Q/R	137,000		40
Commercial Bldg Q	5,000		
Comm/Bldg R	2,250		
Total		144,250	**950**
TOTAL BUILDING AREA		**1,217,950**	
TOTAL ALLOWED		**1,886,148**	
TOTAL LOT AREA		**943,074**	
FLOOR AREA RATIO		**1.29**	
TOTAL ALLOWED		**2.00**	

BCCH/FAR Calculation per total building area

Chart 1: BIKE PARKING CALCULATIONS

RELEASED FOR PERMIT REVIEW 03/29/2022

	RESIDENTIAL		HOTEL		OFFICE		RESTAURANT		RETAIL			
SHORT TERM	Unit Count	1 per 10 UNITS	Room count	1 per 10 ROOMS	Square Feet	1 per 10,000 SF	Square Feet	1 per 5,000 SF	Square Feet	1 per 2,000 SF	**TOTAL REQUIRED**	**PROVIDED**
A	65	6.50	0	0.0	0	0.0	0	0.0	0	0.0	**6.50**	**20**
B & G	112	11.20	0	0.0	0	0.0	2,750	0.6	0	0.0	**11.75**	**18**
C	134	13.40	0	0.0	0	0.0	0	0.0	0	0.0	**13.40**	**14**
D, E & F	192	19.20	4	0.4	7,000	0.7	0	0.0	0	0.0	**20.30**	**22**
H	72	7.20	0	0.0	0	0.0	0	0.0	5,000	2.5	**9.70**	**22**
K	70	7.00	0	0.0	0	0.0	0	0.0	0	0.0	**7.00**	**8**
L	76	7.60	0	0.0	0	0.0	0	0.0	0	0.0	**7.60**	**8**
M	117	11.70	0	0.0	1,400	0.1	0	0.0	0	0.0	**11.84**	**16**
P	72	7.20	0	0.0	0	0.0	0	0.0	1,300	0.7	**7.85**	**8**
Q & R	40	4.00	60	6.0	5,000	0.5	2,250	0.5	0	0.0	**10.95**	**12**
TRANSIT HUB	0	0	0	0.0	0	0.0	0	0.0	0	0.0	**0.00**	**8**
CENTRAL GREEN	0	0	0	0.0	0	0.0	0	0.0	0	0.0	**0.00**	**6**
BOARDWALK	0	0	0	0.0	0	0.0	0	0.0	0	0.0	**0.00**	**10**
											106.9	**172**

LONG TERM	Unit Count	1 per 2 UNITS*	Room count	1 per 20 ROOMS	Square Feet	1 per 5,000 SF	Square Feet	1 per 20,000 SF	Square Feet	1 per 12,000 SF	**TOTAL REQUIRED**	**PROVIDED**
A	65	32.50	0	0	0	0.0	0	0.0	0	0.0	**32.5**	**64**
B & G	112	56.00	0	0	0	0.0	2,750	0.1	0	0.0	**56.1**	**189**
C	134	67.00	0	0	0	0.0	0	0.0	0	0.0	**67.0**	**174**
D, E & F	192	96.00	4	0	7,000	1.4	0	0.0	0	0.0	**97.6**	**192**
H	72	36.00	0	0	0	0.0	0	0.0	5,000	0.4	**36.0**	**39**
K*	70	7.00	0	0	0	0.0	0	0.0	0	0.0	**7.0**	**9**
L	76	38.00	0	0	0	0.0	0	0.0	0	0.0	**38.0**	**81**
M	117	58.50	0	0	1,400	0.3	0	0.0	0	0.0	**58.8**	**117**
P	72	36.00	0	0	0	0.0	0	0.0	1,300	0.1	**36.0**	**36**
Q & R	40	20.00	60	3	5,000	1.0	2,250	0.1	0	0.0	**24.1**	**25**
											453.1	**926**

*long term bike parking calculation adjusted to reflect reduced requirement for elderly housing units in building K

		TOTAL REQUIRED	**PROVIDED**
BIKE SHARE		**0**	**8**

Note:

1. All previously constructed buildings meet updated (Dec. 2020) requirements for both short term and long term bike parking
2. As with constructed buildings, we anticipate providing bike parking above and beyond minimum requirements for future buildings.

Chart 2: VEHICLE PARKING CALCULATIONS

RELEASED FOR PERMIT REVIEW 03/29/2022

	RESIDENTIAL		HOTEL		OFFICE		RESTAURANT		RETAIL		MAXIMUM ALLOWED SPACES	73% of total PROPOSED STRUCTURED SPACES	27% of total PROPOSED SURFACE SPACES	TOTAL PROPOSED SPACES
	Unit Count	1 per 1 UNITS	room count	0.75 per UNIT	Square Feet	2 per 1,000 SF	Square Feet	3 per 1,000 SF	Square Feet	2 per 1,000 SF				
A	65	65	0	0	0	0.0	0	0.0	0	0.0	65.0	0	64	64
B & G	112	112	0	0	0	0.0	2,750	8.3	0	0.0	120.3	0	43	43
C	134	134	0	0	0	0.0	0	0.0	0	0.0	134.0	38	42	80
D, E & F **	192	192	3	2	7,000	14.0	0	0.0	0	0.0	208.3	352	61	413
H	72	72	0	0	0	0.0	0	0.0	5,000	10.0	82.0	72	20	92
CENTRAL LOOP SUB-TOTAL* **	575										**609.5**	**462**	**230**	**692**
K	70	70	0	0	0	0.0	0	0.0	0	0.0	**70.0**	**53**	**17**	**70**
L	76	76	0	0	0	0.0	0	0.0	0	0.0	**76.0**	**68**	**16**	**84**
M	117	117	0	0	1,400	2.8	0	0.0	0	0.0	**119.8**	**186**	**33**	**219**
P	72	72	0	0	0	0.0	0	0.0	1,300	2.6	**74.6**	**90**	**19**	**109**
Q & R	40	40	60	45	5,000	10.0	2,250	6.8	0	0.0	**101.8**	**120**	**18**	**138**
Overflow / Guest	0	0	0	0	0	0.0	0	0.0	0	0.0	**0.0**	**0**	**33**	**33**
TOTAL	950										**1052**	**979**	**366**	**1345**

EXEMPT SPACES*	MINIMUM REQUIRED	PROVIDED STRUCTURED	PROVIDED SURFACE	TOTAL PROVIDED
CAR-SHARE	5	0	5	5
CARPOOL / VANPOOL	0	0	0	0
EV CHARGING	0	TBD	6	6
			TOTAL EXEMPT SPACES	11

* Project plans currently incorporate a minimum of 6 dedicated electric vehicle (EV) charging spaces. However, infrastructure to expand the number of EV spaces is being incorporated into the project design, including the potential for EV chargers at most structured parking spaces. The Project will include the minimum requirements for car-share, carpool/vanpool spaces are not required because less than 20 spaces are planned for non-residential use. See the Transportation Demand Management Plan for more information.

** The number of structured parkings spaces within D/E/F includes 162 tandem space, or 81 sets of tadem parking spaces, each set which will be utilized by a single unit.

*** Buildings within the "Central Loop" (Buildings A, B, G, C, D, E, F, & H) will share structured and surface parking resources, therefore a subtotal of units and spaces is provided for these buildings.

Department of Permitting & Inspections
Zoning Division
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Charlene Orton, Permitting & Inspections Administrator

Amended Staff Report

TO: Development Review Board
FROM: Mary O'Neil & Scott Gustin
DATE: April 5, 2022
RE: ZP-22-32; 351-375 North Avenue

==========

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

Zone: NAC-CR Ward: 4N

Owner/Applicant: BC Community Housing / Eric Farrell

Request: Amend Planned Unit Development permitted under 17-0623CA/MA & 19-0021CA/MA to increase total residential unit count from 770 to 950; revisions to Buildings DEFI, M, C, and Q/R and related site changes.

Applicable Regulations:
Article 3 (Applications, Permits, & Project Reviews), Article 4 (Zoning Maps and Districts), 5 (Citywide General Standards), Article 6 (Development Review Standards), Article 8 (Parking), Article 9 (Inclusionary and Replacement Housing), Article 11 (Planned Development)

Background Information:
The applicant is seeking to increase the number of residential units within the Cambrian Rise development to 950. That change is reflected in a recently amended development agreement with the city. Increasing the unit count is also driving a number of related changes to this ongoing project. Key aspects of this amendment application are:

- Acknowledge execution of Amendment to Development Agreement, increasing allowable housing density from 770 to 950 units;
- Increase in calculated FAR from 1.16 to 1.29. (2 is allowable FAR);
- Combine previously approved buildings D, E, F and I (total area of 185,000 sf) into one structure: the *Aurora* (318,000 sf);
- Eliminate deck and push wall out at fourth floor south elevation to create new units in Building C; (elevation change);
- Change in configuration of Buildings Q/R.
- Creation of Common Green (reconfigured Lot 6);
- Addition of 2 units to Building M, 6th floor on northwest corner by conversion of amenity space, enclosure of open deck.

- Site modifications, including addition of a rooftop Boardwalk as resident amenity.
- Change to Phasing Plan (sequencing, not completion dates.)

The Design Advisory Board reviewed the proposed amendment at their March 15, 2022 meeting and unanimously recommended approval as submitted.

Previous zoning actions for this property (Permitting addresses vary from 329, 351, 351-375 and 375 North Avenue):

- **Zoning Permit ZP-21-235:** Re-apply for 18-0791CA.
- **Zoning Permit 20-0683CA:** Changes to proposed Building C, convert parking to residential space (no increase in units), decrease non-residential space by 3,000 sf. February 2020.
- **Zoning Permit 19-0021CA/MA:** Amendment to original project increasing the overall unit count to 770. Redesign of Building M, adding additional stories to buildings M, P,Q, & R. Add building volume to B & G. Minor changes to plaza dimensions. October 2018.
- **Zoning Permit 18-0721CA:** Relocation of proposed path on SW side of building to align with existing opening on west elevation and small path leading from main path to vicinity of electrical transformer; modified paths near entry until adjacent buildings are complete; temporary black coated chain link construction fence surrounding west and south boundaries of building landscaping; new low stone wall. March 2018.
- **Zoning Permit 18-0791CA**; Revisions to Buildings B & G, with additional floor added to Building B. No change to total units in project; revisions to design of buildings and proposed transportation hub; revision to road phasing plan. May 2018.
- **Zoning Permit 18-0028AP**; Appeal of administrative decision relative to Impact Fees for orphanage renovation (zoning permit 16-0007CA/MA). DRB upholds staff decision, August 2017.
- **Zoning Permit 17-1307CA**; temporary fence and path for temporary dog park for residents of 375 North Avenue. June 2017.
- **Zoning Permit 17-0853CA**; Request for amendment of ZP17-0623CA/MA; Condition of approval #13 limiting construction days and times and Condition #3 addressing 10-year performance bond for construction. May 2017.
- **Zoning Permit 17-0716CA**; Replace two small windows on north and south gable ends located at the west elevation of former Orphanage building with one larger window in each gable end at the west elevation. January 2017.
- **Zoning Permit 17-0623CA/MA**; Proposed development consisting of 11 buildings containing 739 residential units, approximately 45,000 sq. ft. of non-residential support/amenity space, approximately 40,000 sq. ft. of neighborhood commercial spaces and 1,092 parking spaces. March 2017.
- **Zoning Permit 17-0376CA**; Install new windows within new openings on western building elevation. September 2016.
- **Zoning Permit 17-0252SP**; Second sketch plan review of planned unit development with mixed commercial and residential uses, related buildings, and infrastructure. October 2016.

- **Zoning Permit 17-0010CA**; Revisions to west chapel elevation (amendment to zoning permit 16-0007CA / MA). Openings for windows restored or added. July 2016.
- **Zoning Permit 16-1487CA**; Change to top floor, add veranda on roof. Amendment to zoning permit 16-0007CA/MA. July 2016.
- **Zoning Permit 16-0622CA**; Request change of materials for existing slate roof to standing seam copper on the former St. Joseph's Orphanage. Former address 351 North Avenue. January 2016.
- **Zoning Permit 16-1183SP;** Sketch plan review of 700+ unit planned unit development with mixed commercial and residential uses, related buildings, and infrastructure.
- **Zoning Permit 16-0007CA/MA**; Approval to convert building into 63 apartments and related site improvements. Approved September 2015; amended February 2016. June 2016.
- **Zoning Permit 15-0702LL**; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- **Zoning Permit 14-1286CA**; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- **Zoning Permit 12-0706SN**; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- **Zoning Permit 12-0121CA**; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- **Zoning Permit 11-0282CU**; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- **Zoning Permit 09-526CA**; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- **Zoning Permit 92-096 / COA 092-016**; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.
- **Zoning Permit 79-352;** install septic tank and seepage bed. July 1979.
- **Zoning Permit 77-03**; renovation of existing structure "St. Josephs Child Center" into office space and three apartments for Bishop and two priests. Approved January 1977.
- **Zoning Permit 77-628**; Convert St. Joseph's Child Center into office building, three apartments and three guests' rooms. Remove some windows and brick up openings. Install new windows. Erect 28'6" x 30' addition and 32' x 66' addition. December 1976.

Recommendation: **<u>Certificate of Appropriateness Approval</u>** as per, and subject to, the following findings and conditions.

I. FINDINGS

Article 3: Applications and Reviews
Part 3: Impact Fees
Sec. 3.3.2, Applicability
The additional building area included in this amendment will affect overall impact fees. Impact fees due will be adjusted to reflect this additional building area. As requested, an updated spreadsheet of buildings and their interior uses and square footages has been provided to reflect the current proposal. **(Affirmative finding as conditioned)**

Section 3.3.6 Effect of Project Change on Impact Fees
If a proposed development is substantially modified in terms of square footage, a request for an adjustment to the impact fee may be made by filing a zoning permit application subject to the applicable filing fees. Any adjustment, if approved, is subject to the Impact Fee Administrative Regulations in effect at time of subsequent approval. Any change which increases a project size or impact shall require a new zoning permit and an accompanying adjustment to the impact fee amount.
The impact fees for all *new* area for each building will be calculated under the current (FY22) Impact Fee schedule. **(Affirmative finding as conditioned)**

Section 3.3.8 Time and Place of Payment
Impact fees must be paid to the city's chief administrative officer / city treasurer according to the following schedule:
(a) New buildings: Impact fees must be paid at least seven days prior to occupancy of a new building or any portion thereof.
(Affirmative finding as conditioned)

Part 5, Conditional Use & Major Impact Review:
Section 3.5.4: Submission Requirements
Any development subject to Major Impact Review under this Part shall also include an affidavit or certification documenting that the Pre-Application Public Neighborhood Meeting and requirements set forth by the department of Planning and Zoning.
The applicant has demonstrated compliance with this requirement. **(Affirmative finding)**

Section 3.5.6 Review Criteria
(a) Conditional Use Review Standards
Not applicable.

(b) Major Impact Review Standards
This proposed amendment, by itself, does not require major impact review. The amendment does, however, affect traffic and is addressed under criterion 5.

5. Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;
An updated traffic analysis has been provided to reflect the increase in residential units and overall reduction in commercial uses within the development. The analysis focuses on daily and

peak hour trip generations and projects a net reduction in peak hour trip generation as compared to prior configuration and approval of the development. The analysis estimates that the development will generate 362 AM peak hour trip ends and 348 PM peak hour trip ends. These numbers compare favorably to the prior project approval with estimated 381 AM peak hour trip ends and 425 PM peak hour trip ends. Given the reduction in estimated traffic generation, impacts on intersection levels of service is not included in the updated analysis. Presumably such impacts will be proportionately lower due to the lower projected traffic generation.

The Department of Public Works remains interested in the timing of intersection improvements at Cambrian Way and North Avenue. The applicant notes that the warrants have not yet been met for the improvements and that they are scheduled for 2023. **(Affirmative finding)**

(c) Conditions of Approval

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

No mitigation measures specifically tied to this amendment are necessary. **(Affirmative finding)**

2. Time limits for construction.

The original zoning permit approval for the Cambrian Rise project contains a 10-year buildout and related phasing schedule. No change to the 10-year timeframe is included in this amendment request. An updated phasing plan is included in this amendment that denotes completed phases and reorders some of the remaining phases. The 10-year construction timeline is unchanged. **(Affirmative finding)**

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

Residential use has no limitation on hours of operation. The construction hours were amended under ZP17-0853CA to allow construction Monday-Saturday, 7:00 AM to 6:00 PM and on Sunday 7:00 AM to 6:00 PM for interior construction only. No changes are sought in this amendment. **(Affirmative finding)**

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

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

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

To be addressed in conditions of approval.

Article 4: Zoning Maps and Districts

Sec. 4.4.2 Neighborhood Mixed Use Districts

(a) Purpose

(4) Neighborhood Activity Center – Cambrian Rise (NAC-CR)

The Neighborhood Activity Center – Cambrian Rise District is intended to create a new center for mixed use development that allows for a range of housing types and tenures, and to accommodate a diverse range of complimentary general office, institutional and neighborhood oriented small-scale retail and service uses. Development should be compact, pedestrian-

oriented and enhance the community with creative design, durable materials, and quality construction. Buildings should be oriented towards the streets. Human scale elements should help to define new streets as civic spaces. Parking should be located as to be screened from view from public streets and community spaces.

Changes proposed to the originally permitted project do not alter the compact site design and street layout, which provide the framework for the new mixed use neighborhood. Sidewalks, shared use paths, hardscaping, and street-level treatments of the proposed buildings maintain a pedestrian-friendly environment. The redesign of several buildings within the development, particularly building DEFI, will add new FAR. Dwelling unit counts and non-residential space is articulated per building within the project's use spreadsheet; however, it is likely that units and uses will continue to shift within the overall 950 unit count and 24,700 sf commercial space. **(Affirmative finding)**

b) Dimensional Standards and Density

There is no per-acre residential density limitation within the NAC-CR zone. Lot coverage and setbacks pertain to the entire district, rather than lot-by-lot. Essentially, the zoning district acts as a large planned unit development.

As proposed, FAR will increase from 1.16 to 1.29 and will remain well below the 2.0 FAR maximum permissible in this zone.

Lot coverage will increase from 63.6% to 67.6% and remains below the maximum permissible 72%. Inclusion of the 12-acre Kieslich Park that was part of the original project scope results in lot coverage of just 45.5%.

Front yard setbacks remain compliant at or above 20' along North Avenue. Side and rear yard setbacks of 10' and 20,' respectively, are compliant where applicable around the project periphery. Building height varies throughout the project and, in most cases, remains unchanged from prior project approval. Height for building E/F is most significantly different from the prior project approval. Buildings M and C are also modified with additional upper story space for new dwelling units. Since the prior project amendment, the methodology for height measurement has changed. Just the front building elevation is measured when it is within 50' of a public sidewalk (formerly, the distance was 10'). Height is measured in increments to account for changes in grade. The standard height limit of 65' is increased to 77' due to the development bonuses tied to inclusionary dwelling units. The top story afforded by provision of inclusionary units must be set back 10' from the front of the building. Measured in intervals as required, building height for E/F, M, and C are within a couple feet +/- of the 77' maximum. Up to 5% variation is allowed per Sec. 5.2.6 below. The required 10' upper story setback is observed as applicable. **(Affirmative finding)**

c) Permitted and Conditional Uses

Most of the uses within the development remain unchanged. Some previously approved commercial uses have been relocated within the development and/or reduced in size. The daycare and convenience store uses have been dropped. A grocery store has been added and is a permitted use. **(Affirmative finding)**

(d) District Specific Regulations

1. Ground Floor Residential Uses Restricted
Not applicable in NAC-CR.

2. Exceptions to Maximum Lot Coverage in NAC District
Not applicable in NAC-CR.

3. Development Bonuses/Additional Allowances
Not applicable. All additional development intensity is tied to by-right Inclusionary Housing bonuses allowed per Article 9.

Article 5: Citywide General Regulations

Section 5.2.1 Existing Small Lots.
Not applicable.

Section 5.2.2 Required Frontage or Access
All buildings front on public streets. **(Affirmative finding)**

Section 5.2.3 Lot Coverage Requirements
See Sec. 4.4.2 above.

Section 5.2.4 Buildable Area Calculation
Not applicable in the NAC-CR zone.

Section 5.2.5 Setbacks
See Sec. 4.4.2 above.

Section 5.2.6 Building Height Limits
(c) Exceptions to Height Limits.
Criterion 6 of this subsection allows for 5% variation in maximum building height to account for grade changes. As noted above, there are several instances of building height slightly above the 77' maximum. In no case do heights extend beyond the 5% variation (3.85') allowed. In all cases, grade changes along the face of the buildings on this sloped site. **(Affirmative finding)**

Section 5.2.7 Density and Intensity of Development Calculations
See Sec. 4.4.2 above.

Section 5.5.1 Nuisance Regulations
Nothing in the proposal appears to constitute a nuisance under this criterion. **(Affirmative finding)**

Section 5.5.2 Outdoor Lighting
See Sec. 6.2.2 (o).

Section 5.5.3 Stormwater and Erosion Control
A comprehensive stormwater management plan and Erosion Prevention and Sediment Control Plan have been approved for the overall project. The Water Resources Division has requested an

updated schedule for installation of the stormwater infiltration system. This feature is an offset for the project's discharges into the North Avenue wastewater line.

Confirmation as to the sufficiency of these prior approvals for the proposed amendment is needed from the city's stormwater program. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Part 1: Land Division Design Standards

This is an approved Planned Unit Development, with individual interior lot numbers. In the introductory memorandum, the applicant notes:

The Subdivision Plat will eventually be revised; however we have many details that remain to be finalized. Therefore we intend to submit a separate application soon that will depict an adjustment of some boundaries between certain lots and may also involve the consolidation of lots.

Although as a PUD only periphery setbacks are evaluated, it is important to understand interior lot lines as some buildings proposed for revisions will cross those previously established subdivision lot lines. Amending those lot boundaries will be essential. As these "lots" have now been assigned street addresses, future permit review could and should be isolated to individual lots rather than the PUD in its entirety. This would allow for manageable permit review in more "consumable" portions, and easier permit tracking for future review. **(Affirmative finding as conditioned)**

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

One of the primary natural features of the site is the sloping grade toward the bike path and Lake Champlain. Site changes have sought to further enhance this prospect; with selected landscaping and amenity features to retain view and access to the west while enhancing residential features. Smaller sized trees and shrubs have been used within the central portion of the project so as to avoid obstruction of highly scenic views. Larger shade trees will be employed to soften areas along roads and between buildings. **(Affirmative finding)**

(b) Topographical Alterations:

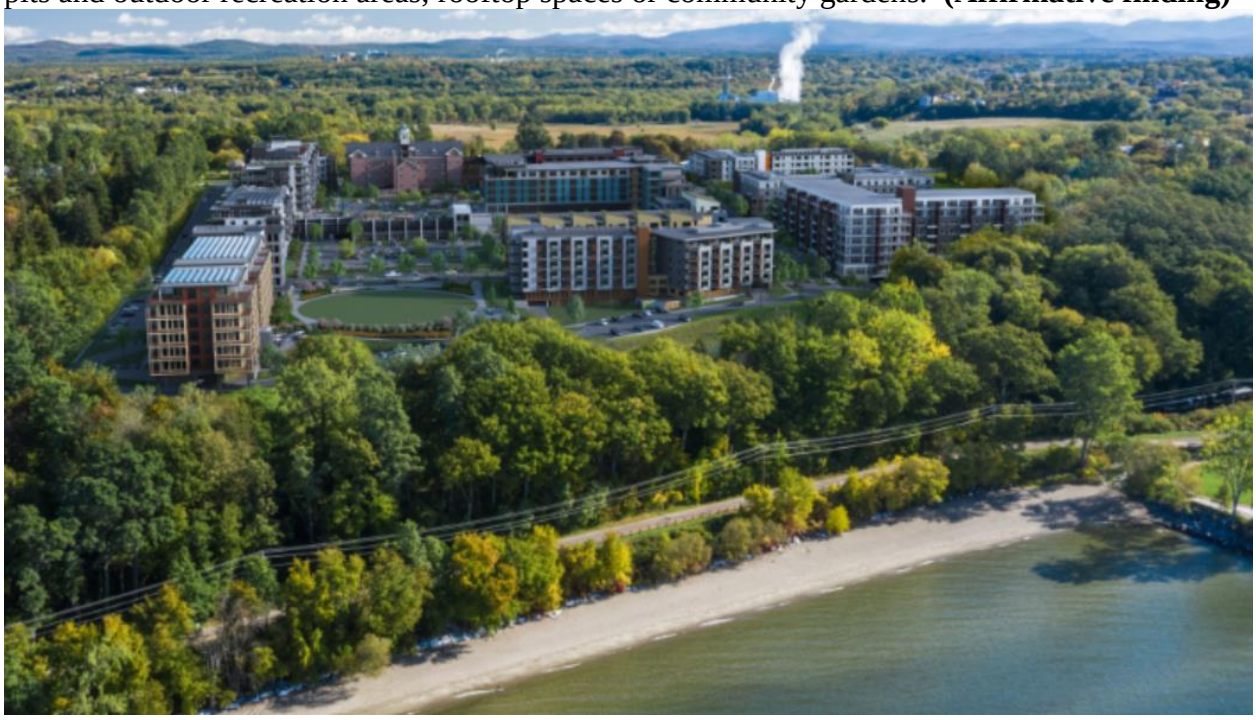
Grading has been adjusted and retaining walls incorporated to screen visibility of revised vehicular circulation and parking from public roads and pedestrian areas. Refer to Plans L-201, L202 and L-206 for revisions to the landscaping layout.

This image is included to illustrate grading and landscaping revisions. Building DEF (Aurora) has since been revised.

Alterations to previously approved plans include a westerly expansion of Building D that now includes a multi-use rooftop amenity area or "Boardwalk". The latter affords views along the central axis of the project toward the lake and mountains. **(Affirmative finding)**

(c) Protection of Important Public Views:

While there are no specific regulatory requirements to protect public views in the NAC-CR district, the revisions to this plan reaffirm the applicant's commitment to identify and highlight the spectacular scenic views to the west. The substantial effort to assure residential amenity space is a highpoint of this plan; whether through the newly design Common, the Boardwalk, fire pits and outdoor recreation areas, rooftop spaces or community gardens. **(Affirmative finding)**



(d) Protection of Important Cultural Resources:

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

See supporting submission of VHB regarding impacts to historic resources.

(e) Supporting the Use of Renewable Energy Resources:

Plans illustrate the opportunity for solar array on the roof of the combined DEF building. At the very least, this building should be constructed "solar ready" in an effort to forward renewable energy resources. **(Affirmative finding)**

(f) Brownfield Sites:

The Vermont DEC website does not include these addresses. **Not applicable.**

(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.

A fully developed Stormwater Management Plan was prepared and approved within the original application (17-0623CA/MA.) The changed unit count will require re-review of some overall items: A water and sewer capacity analysis with Water Resources, any required updates to the Stormwater plan and a firm timeline for subsurface infiltration systems with DPW.

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.

Previous approvals have included the manner for snow removal and storage activities. This is annotated on Plan L-201.

Reference is made to elevation plans for Building DEF to confirm covered entries both along North Avenue, and Cambrian Way where multiple entrances/lobbies are available.

Building M and C are proposed for upper floor enclosures or additions (entries not proposed for alteration.)

Building Q/R will be "straightened" in footprint (not curved, as previously approved) but will retain entrance details.

(Affirmative finding as conditioned)

Building Q/R, view westerly from North Road. Note "straightening" of building footprint.

(h)

Building DEF ("The Aurora") as viewed from "West Road" to the east. North Avenue is at top left; Cambrian Way circles the building on the north and west.

Building Location and Orientation:

Building DEF is a revision to the formerly E/F building, and Building I which has been eliminated. Differing from early iterations, this new building now claims the entire length of the block, and presents three street frontages. In orientation, the narrow end fronts North Avenue (set 20'3" from the easterly property line, consistent with setback requirements for buildings

fronting North Avenue) and runs westerly along Cambrian Way ("North Road") to its intersection with "West Road." **(Affirmative finding)**

i) **Vehicular Access**:
Circulation patterns have been somewhat altered: There is a through-road "Main Entry Underpass" roughly midway along the North Road segment that allows the P2 garage entrance and trash/recycling/compost to be relocated away from the roadway. Vehicular circulation and parking connect between the North and South Road sections of Cambrian Way. Circulation and parking have also been connected along the western portion of the project, between Building P and Q/R. These alterations have allowed the central corridor to expand and allow better access to westerly views. Curb cuts were adjusted along the North Road segment of Cambrian Way to address the revised building configuration.
(Affirmative finding)

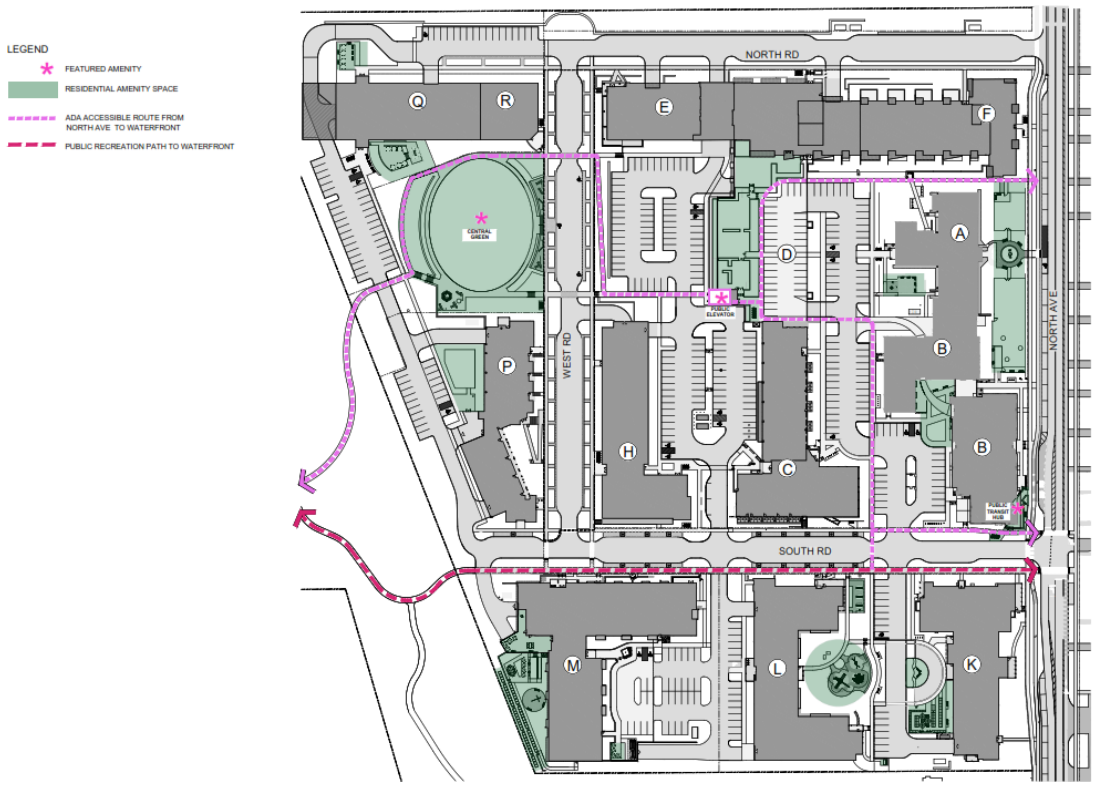
SOUTH ELEVATION

(j) Pedestrian Access:

Pedestrian circulation remains similar to the original approval, with alterations and reconfigurations central to the site and reflecting the increased amenity / Common area. Pedestrian circulation retains enhanced connections to the Bike Path. **(Affirmative finding)**

(k) Accessibility for the Handicapped:

The revised layout maintains the ADA accessible route through the center of the project which includes access to a stair and elevator in Building D. The route connects to the proposed recreation path through the new Kieslich Park and provides a fully accessible route between North Avenue and the Waterfront Bike Path. **(Affirmative finding)**



(l) Parking and Circulation:

See Vehicular Access above.
The plan reflects a 1,345 parking spaces. 979 (73%) are understory, 366 (27%) are surface parking. Since the last PUD amendment, City Council has amended the zoning ordinance to include the Multi Modal Mixed Use (MMMU) Parking District, incorporating Cambrian Rise and eliminating minimum required parking standards. The project retains pre-existing approval for the number of parking spaces on site. Previous applications have incorporated a robust Parking Management Plan which has informed new requirements for a Transportation Demand Management plan. **(Affirmative finding as conditioned)**

(m) Landscaping and Fences:

Reference is made to Plan L-201, L-202 and -206 for landscaping details. The landscaping plan has been revised to site layout revisions; smaller sized trees and shrubs are utilized within the central portion of the project so as to avoid obstruction of highly scenic views. Larger shade trees will soften areas along roads and between buildings. Retaining walls are incorporated to screen visibility of vehicular circulation and parking from public roads and pedestrian areas. (See Inset 1 and 2.) Hardscape features are included to provide private and common gathering areas. **(Affirmative finding)**

(n) Public Plazas and Open Space:

Revisions to Cambrian Rise have created a large Common / Central Green at the westerly edge of Lot 6; providing opportunities for event space, recreational activities, or quiet resident enjoyment. Additionally the plan provides for a Boardwalk (atop Building D), and a larger contiguous usable open space within the westerly corridor. New amenities include a fenced off-leash dog area, grilling areas with seating and tables, fire pit locations, and rooftop gardening

opportunities. A greenhouse is identified atop DEF/*Aurora*, near rooftop community garden space. The applicant asserts that the proposed Community Gardens atop the *Aurora* will be a first for Burlington. **(Affirmative finding)**

(o) Outdoor Lighting:

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

Revised outdoor lighting utilizes fixtures originally approved, including 20' tall parking lot fixtures and 12 ½' pedestrian fixtures. Street lighting will remain unchanged.

The maximum illumination level for the parking lots remains at 4 footcandles. **(Affirmative finding)**

(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.

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

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.

All conditions relevant to this section previously approved shall remain in effect. New utility connections shall be undergrounded. The proposed drive-through from North Road allows the location of trash/recycling/compost to be located away from the roadway. **(Affirmative finding)**

Part 3: Architectural Design Standards
Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. *Massing, Height and Scale:*

Building DEF: ("The *Aurora*")
While unique to Burlington's overall residential housing stock, buildings within Cambrian Rise have a commonality to them: Modern, multi-planed and of large scale. This elongated, contiguous structure runs the entire block between North Avenue and "West Road", undulating in the plane of its street façades to provide relief from its sheer length and breadth. The former St. Joseph's Orphanage set a scale for the Avenue, clearly the largest and most imposing singular structure prior to Cambrian Rise. Building DEF is a literal expansion of the Cambrian Rise model into one of larger gauge, creating a connected structure of 318,000 sf (an increase from the original 185,000 sf of D, E, F and I as originally approved.)

Building EF (The Aurora) on the left, Building D center (2 story), Liberty House center top.
View is from "West" Road toward the east.

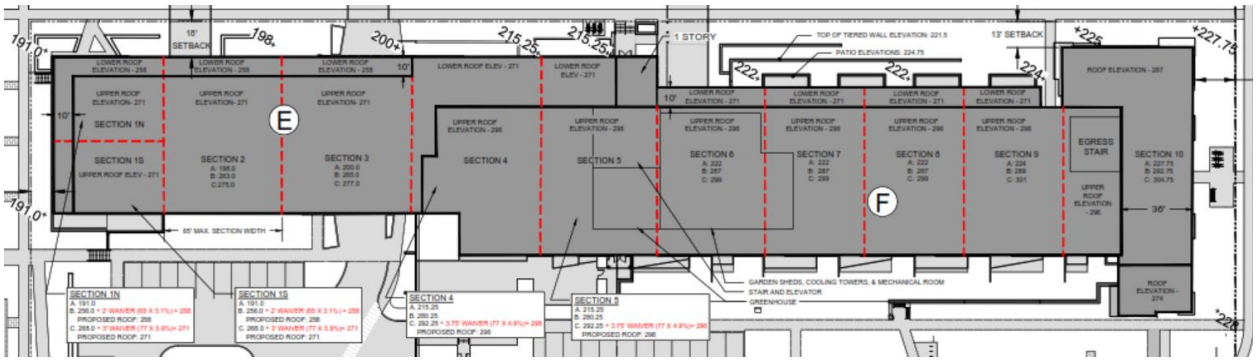
NORTH ELEVATION | NORTH ROAD

The connected cubical blocks that form *the Aurora* display a complex arrangement enhanced with balconies, differing window arrangements, contrasting materials, and alternating wall planes of recesses and pavilions that break up the sheer expanse. The plan reflects a methodology of

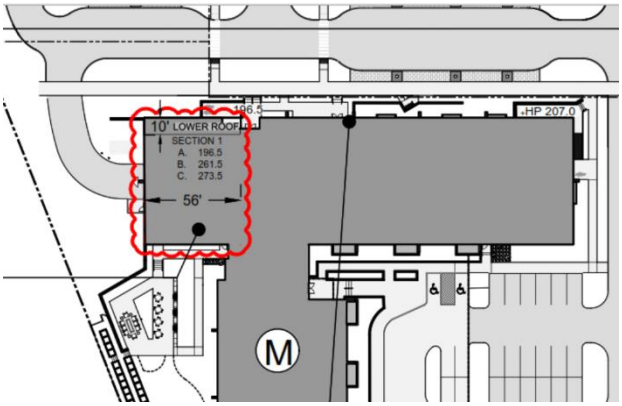
breaking up larger masses into "readable" segments, each with a formula and rhythm for wall and window arrangement. The lower 4/5 floors of Sections 6, 7, 8, 9 (north elevation) emphasize a vertical arrangement, while the upper floors (sheathed in a darker siding) are clearly more horizontal. The plan changes on the westerly end (Sections 1-5) where darker sheathing on the lowest levels and strings of balconies and canopies above visually stretch the building horizontally. Fenestration and material organization provide overarching organization to the whole.

Building heights are limited to 65' (77' with IZ bonus). See plans L-EX3 and L-EX3a as revised. Zoning Amendment 21-07 altered the methodology for calculating roof height, which is now measured in no less than 65' intervals within 50' of a frontage line. These plans now reflect the zoning revision. Height bonuses allowed for IZ (65' + 12') are now demonstrated with the required 10' setback from the height allowed by right. Calculations provided in L-EX3 and L-EX3a exhibit this new methodology employed for Buildings DEF, M and C.

Due to the sloping grade and as allowed by Section 5.2.6 (b) 6, the administrative officer may allow up to a 5% variation in the maximum building height to address grade changes The applicant requests such consideration for discrete areas of DEF; particularly Section 1S, 1N, 4 and 5. The 5% allowance is best understood in this context. Sections 4 and 5 are mid-block and reflect the dip in the grade at that point. An analysis of allowable building height for Sections 2, 3 6, 7, 8, 9, and 10 shows the plan provides *less* than the maximum height for those sections; also a reflection of the drop in grade at the mid-point of the building. As revised, the plan is compliant with the height allowances afforded by the Comprehensive Development Ordinance, and meets the required 10' building plane setback for the IZ height bonus.



Building M:
This application includes a request to add 2 residential units to the northwest corner of Building M. The units will be created by conversion of an enclosed resident amenity space, and enclosure of an open deck. Calculations on plan L-EX3 show a height based on a building height average + 77' (height allowance with IZ bonus.)



Building “M” as proposed, with two new residential units on the northwest corner.
Compare to approved plan of ZP 19-0021CA/MA, below.

Building “M” as approved under ZP19-0021CA/MA.

Building Q/R:
Revisions to this connected building is merely to straight out the building footprint, and “open” the central corridor for unobstructed views to the west. Building height remains unchanged from the original approval.

Building C

This application proposes the elimination of a balcony/roof deck and addition of new enclosed space on the fourth floor. The modified section of the roof is at grade 270', less than the 65' base height allowance afforded from grade 211'. As proposed, the expansion is compliant with the modified height calculation methodology.

(Affirmative finding)

Building C, as previously approved (above) and as proposed (below).

2. Roofs and Rooflines.
All buildings are proposed with flat roofs. Renderings for DEF show the potential for extensive solar array; roof top decks, gardens, a greenhouse, sheds, kitchen and dining areas with seating and fire tables. Screening is provided around centralized mechanical equipment; with the elevator towers and a greenhouse specifically exempt from height limits. **(Affirmative finding)**

3. Building Openings
Building DEF has rhythmically placed building openings, consistent with the tempo of the façade and cadence of the building's mass. Arrangement is organized, maximizing options for views and light. Lobbies, entrances and vehicular entries are arranged logically, providing ample opportunities for residents to access the building and circulate to the interior of the site.
(Affirmative finding)

(b) Protection of Important Architectural Resources:

Reference is made to the VHB submission.

(c) Protection of Important Public Views:

See Section 6.2.2 (c) above.

(d) Provide an active and inviting street edge:

Building DEF ("The Aurora") presents an interesting face to North Avenue, "North Road" and "West Road" on Cambrian Way. Highly articulated building planes with orderly arrangement of building elevations present a complex whole. The plan employs variations of building plane and architectural features, providing interest while avoiding undifferentiated expanses of structure. The tension between horizontal and vertical elements of the composition; windows, balconies, materials, and voids ease the overarching reality of scale. On the north elevation, the darker sheathing materials along the highest floors visually "flatten" perceived height, and the regularly spaced lighter vertical components break up the horizontal breadth into more comfortable segments.

The building follows the westerly grade, stooping into the hillside as the topography changes. Height conforms to allowable limitations (77' max set back 10' from the base height with IZ

bonus) with relief considered for the mid block segments. Section 5.2.6 b. 6. offers an administrative 5% height differential where grade changes are pronounced; this project illustrating a situation where best and minimally employed.

Certainly uncommon to Burlington, the building introduces the design sophistication of multi-unit urban residential buildings more common to much larger metropolitan centers like Toronto.

If any part of the first floor of Building DEF is proposed to be non-residential, visual access into the interior of building must be provided at the street level through the use of large transparent windows and/or window displays in order to assure a dynamic and engaging public streetscape. In that instance, the use of mirrored, frosted, or tinted glass shall not be permitted along an active pedestrian street-level façade. **(Affirmative finding as conditioned)**

(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.

Exterior sheathing and materials for Building DEF is a mixture of fiber-cement panels, faux wood slats and fiberglass windows. All are considered acceptable for new construction. **(Affirmative finding)**

(f) Reduce energy utilization:

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 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.

Post construction RBES and/or Commercial Energy Standards confirmation for energy efficiency will be required.

Solar – ready construction is highly encouraged for Building DEF. **(Affirmative finding)**

(g) Make advertising features complementary to the site:

Any signage will require separate permitting. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p) above.

(i) Make spaces secure and safe:

All building and life safety codes, as defined by the building inspector and the fire marshal, shall remain applicable.

Building entrances/entry points will be visible and adequately lit, and intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety. **(Affirmative finding)**

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

This project is within the Multimodal Mixed-Use Parking District. This district was formed since the original approval and prior amendment to Cambrian Rise. The effect is that there is no minimum parking requirement for this project. As previously approved, the project contains 1,129 parking spaces. Additional parking is included in this proposal and totals 1,345 spaces. A maximum parking waiver is needed. A TDM plan is required for the net new development included in this amendment. **Affirmative finding as conditioned.**

Sec. 8.1.9, Maximum On-Site Parking Spaces

Within the Multimodal Mixed-Use Parking District, the maximum number of onsite parking spaces is limited to 100% of the minimum parking requirement in the Shared Use Parking District.

Within the Shared Use Parking District, the following minimum parking standards apply:

- Multi-family attached dwellings – 1 space per unit
  - 950 units = 950 parking spaces
- Restaurant – 3 spaces per 1,000 sf
  - 5,000 sf = 15 parking spaces
- General office – 2 spaces per 1,000 sf
  - 13,400 sf = 27 parking spaces
- General retail (small < 4,000 sf) – 2 spaces per 1,000 sf
  - = 1,300 sf = 3 parking spaces
- Hotel – 0.75 space per room
  - 63 rooms = 47 spaces
- Grocery Store – 2 spaces per 1,000 sf
  - 5,000 sf = 10 spaces

The Shared Use minimum is 1,052. As noted above, 1,129 parking spaces have already been permitted and may be retained. A maximum waiver is needed for the proposed 1,345-space total. A maximum parking wavier request has been submitted. It notes a 219-space waiver. The necessary waiver is actually a few spaces less at 216 (1,345 – 1,129 = 216).

4. Waiver of Maximum Parking Limitations

A. The applicant requesting the waiver shall also provide:

(i) A peak demand parking study for two similar uses in the area; and,

A parking analysis of four comparable developments within Burlington and South Burlington has been provided. Parking provided at these developments is between 1.38 and 2.13 spaces per dwelling unit. Actual peak demand ranges between 1.20 and 1.36 spaces per dwelling unit. Note that each one of these comparable developments is within ¼ mile of retail, services, and employment. The requested parking wavier for this project amounts to ~1.41 spaces per dwelling unit, although the development includes a variety of non-residential uses that will share the onsite parking spaces. The slightly higher parking ratio is acceptable given the relative distance of Cambrian Rise from employment, services, and retail as compared to the four comparable developments in the analysis. **(Affirmative finding)**

(ii) A TDM Plan pursuant to the requirements of Sec. 8.1.16

See Sec. 8.1.16.

B. The following additional criteria shall be addressed regarding how:

(i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;
Public on-street parking will be available within the development and will serve visitors to the development and the nearby greenway. There will be opportunity for shared use of parking between residential and nonresidential uses within the development; however, the mix of uses is heavily residential. A more uniform mix of residential and nonresidential use would likely afford greater opportunity for shared use of onsite parking. As proposed, the 950 residential units will utilize most of the parking. **(Affirmative finding)**

(ii) The proposed development demonstrates that its design and intended uses will continue to support high levels off existing or planned transit and pedestrian activity;
The development includes a variety of transit options for residents, visitors, and employees. Membership in CATMA is proposed. It is served by an enclosed bus stop, and residents will benefit from access to reduced-cost bus passes. The project will link directly to the Burlington Greenway and to North Avenue. An onsite Carshare Vermont vehicle is provided. See also Sec. 8.1.16. (**Affirmative finding)**

(iii)The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.
A supplemental site plan has been provided with the parking wavier request that depicts several areas within the development that could be converted from parking to additional residential and/or commercial development that would be served by the transit options noted above and in Sec. 8.1.16. **(Affirmative finding)**

Sec. 8.1.10, Off-Street Loading Requirements
Off-street loading requirements no longer pertain to this project, given its location within the Multimodal Mixed-Use Parking District. Prior project approval contained a loading areas plan for the development. **(Affirmative finding)**

Sec. 8.1.11, Parking Dimensional Requirements
The proposed parking spaces and circulation aisles are compliant with the standards of Table 8.1.11-1. **(Affirmative finding)**

Sec. 8.1.12, Limitations, Location, Use of Facilities
(a) Off-Site Parking Facilities
None proposed. **(Not applicable)**

(b) Front Yard Parking Restricted
(Not applicable)

(c) Shared Parking
(Not applicable)

(d) Single Story Structures in Shared Use Districts
(Not applicable)

(e) Joint Use of Facilities
There is nothing in the application expressly stating that parking facilities will be shared among the various uses. Given the layout of the site and variety of uses, parking will likely be shared. **(Affirmative finding)**

(f) Availability of Facilities
Nothing in the amendment plans indicates that the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for residents, customers, employees, and visitors only. **(Affirmative finding)**

Sec. 8.1.13, Parking for Disabled Persons
The site plans depict a number of handicap parking spaces in close proximity to pathways and building entries. ADA compliance is administered via the city's building permit process. **(Affirmative finding)**

Sec. 8.1.14, Stacked and Tandem Parking Restrictions
(Not applicable)

Sec. 8.1.15, Waivers from Parking Requirements/Parking Management Plans
(Not applicable)

Sec. 8.1.16, Transportation Demand Management
(b) Applicability
As the project is located within the Multimodal Mixed-Use Parking District, and the amendment includes more than 10 new dwelling units, it is subject to the standards of this section. **(Affirmative finding)**

(c) Transportation Demand Management Program
The applicant has provided a transportation demand management program prepared by VHB that addresses each of the following items.

a. *Outreach and Education:*
   Cambrian Rise is, and will continue to be, managed by Farrell Properties. This entity will serve as the Transportation Coordinator in collaboration with CATMA. In that role, Farrell Properties will coordinate with CATMA to prepare and disseminate materials as to TDM strategies and resources available to residents and employees. The Transportation Coordinator will also be responsible for record keeping and annual reporting to the city as required by this criterion. **(Affirmative finding)**

b. *TDM Strategies:*
   As noted previously, this project includes more than the minimum required bicycle parking and includes bike share as well. In addition to onsite bicycle parking, this criterion requires subsidy for GMT passes and car share memberships for all residents and employees or membership in a transportation management association (such as CATMA) that offers equivalent TDM strategies or better. A duration of 10 years is required for either option. The applicant's TDM plan cites membership in CATMA and several other strategies.

Membership in CATMA will assist with educational outreach and support as well as with ongoing reporting requirements. It will also enable resident and employee access to subsidized bus passes and Bikeshare memberships noted below. The TDM plan articulates a number of specific performance measures, including increase of transportation options available for residents, decrease in total parking demand, and decrease in total SOV commutes.

In addition to CATMA membership, the development already subsidizes one Carshare VT vehicle (not just the parking spaces to host it), and all tenants are offered a year of free car share membership. Additional car share spaces will be provided onsite, subject to an agreement with Carshare VT.

Unlike most developments, this project actually contains a GMT bus stop with additional improvements planned for 2022. While free bus passes are not proposed, all residents will have access to discounted bus passes. This benefit is tied to CATMA membership.

As noted under the bike parking standards of these findings, Bikeshare is present onsite, and all residents are eligible for membership at 30% cost savings. As with reduced-cost bus passes, this benefit is tied to CATMA.

The development includes construction of pathway connections to the Burlington Greenway (bike path) and North Avenue.

The package of TDM strategies offered by the applicant provide both programmatic incentives and infrastructure to encourage and facilitate use of alternative transportation by residents and employees. Together, these strategies satisfy this criterion.

This criterion requires implementation of these strategies for a period of 10 years following receipt of a Certificate of Occupancy. Cambrian Rise is a large, multi-phase project. Each individual phase is closed out with a Certificate of Occupancy. In order to meet the intent of this provision, TDM strategies should be implemented following issuance of a Certificate of Occupancy for the next project phase that is completed and carried on for at least 10 years thereafter. Each subsequent phase that is completed must be incorporated into the TDM strategies. **(Affirmative finding)**

c. Parking Management:

As parking spaces will be provided onsite, annual parking utilization studies will be required with related reporting to the city for a period of 10 years. This 10-year period should be the same as noted in criterion *b* above. As noted above the Transportation Coordinator will be responsible for conducting these studies and reporting to the city. The proposed TDM plan references these reporting requirements.

As required, the cost of parking will be un-bundled from all residential leases and deeds, except for permanently affordable housing units. There is no dedicated commercial parking.

Priority parking spaces will be provided. Motorcycle parking will be provided within the central garage. ADA and car share parking spaces are noted on the project site plans. The maximum of 5 car share spaces are proposed. Lacking any dedicated commercial parking, no carpool or vanpool spaces are required. **(Affirmative finding)**

d. TDM Agreement:
A written agreement committing to ongoing implementation of the TDM plan is required and has been provided with the TDM documents. **(Affirmative finding)**

Sec. 8.2.5, Bicycle Parking Requirements
As with vehicular parking, bicycle parking requirements are tied to use and, in some cases, the size thereof. A total of 1,098 bike parking spaces (up from 906) are now proposed (926 indoor/covered and 172 outdoor/rack spaces).

The applicants' bike parking table shows building, use, requirements (long and short term), and total spaces provided. A total of 453 long term bike parking spaces is required. A total of 108 short term bike parking spaces is required. The development will be providing more than the minimum required for both types and 1,098 overall. Note that 8 bike share spaces are included as well. Long term spaces will be enclosed within the buildings onsite. Short term spaces will be provided at racks throughout the development. **(Affirmative finding)**

Article 9: Inclusionary and Replacement Housing
With the increase in dwelling units comes an increase in the number of required inclusionary housing units. Per Table 9.1.8-1, *Inclusionary Zoning Percentages,* 25% of the total unit count must be inclusionary (25% of 950 is 238 dwelling units {up from 193 in the prior amendment) in the NAC-CR zone. As originally approved, inclusionary units are to include a mix of rentals and condo units. As now proposed, there will be 625 rental units across the development, including 156 inclusionary units. There will be 325 for-sale units, including 81 inclusionary units. Written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required. **(Affirmative finding as conditioned)**

II. Conditions of Approval

1. All conditions imposed in earlier permit approvals not herein altered shall remain in effect.
2. **Prior to release of this amended zoning permit**, written approval of the amended inclusionary housing proposal by the manager of the city's Housing Trust Fund is required.
3. Impact fees based on the net new building area shall be paid at **least 7 days prior to issuance of a certificate of occupancy**. The impact fees for all new area for each building will be calculated under the current (FY 22) Impact Fee schedule.
4. **This approval includes the TDM plan** as addressed under Sec. 8.1.16 of these findings. The TDM plan shall be executed and sustained for a period of at least 10 years following issuance of a certificate of occupancy for the next project phase that is completed within the development.
5. If new uses are identified or new residential units requested, parking requirements shall be recalculated to reflect said changes.
6. The applicant team shall keep a running spreadsheet of all buildings with a breakdown of area and uses.

7. If any part of the first floor of Building DEF is proposed to be non-residential, visual access into the interior of building must be provided at the street level through the use of large transparent windows and/or window displays in order to assure a dynamic and engaging public streetscape.
8. Intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety.
9. The applicant must communicate with the Water Resources Division to provide an updated schedule of installation of the infiltration system. Confirmation as to the continuing acceptability of the post-construction stormwater management system is required. A revised letter of WW capacity is also needed.
10. The applicant shall submit an application to reflect boundary line adjustments within the development to align revised building footprints with lots and a corresponding phasing schedule. The applicant requests an adjustment to the sequencing of construction phases, which is understandable and likely acceptable; however the omission of completion dates for each phase is problematic. Zoning permit life is defined, and in this case, directly linked to an applicant-defined phasing schedule. Anticipated completion dates must be provided and linked to a phasing schedule; subject to review by the DRB.
11. The Applicant/Property Owner is responsible for obtaining all necessary Zoning Permits and Building Permits through the Department of Public Works as well as other permit(s) as may be required, and shall meet all energy efficiency codes of the city and state as required. It is the applicant's obligation to amend State Wastewater and Act 250 permits to reflect changes within this review.
12. All exterior signage is subject to separate zoning approval.
13. Standard Conditions 1-15.

BC Community Housing, LLC

P.O. Box 1335, Burlington, VT 05402

802-861-3000 fax 802-861-3003

Memo

To: Scott Gustin, Senior Planner

From: Eric Farrell *EFF*

Date: April 1, 2022

Re: Cambrian Rise

Introduction

In addition to uploading our application to amend our Cambrian Rise permit, I wanted to also provide you with a summary of our overall initiatives. We will upload this memo, as part of our application.

It has been over a year since our design team and I met with you and Mary, via Zoom, back in December 2020, specifically to confirm the correct methodology for measuring the height of ***The Aurora at Cambrian Rise***, our first for-sale (condominium) building. Accordingly, the heights are measured in intervals, due to the steep and challenging grades along our northern boundary with the cemetery.

Since our meeting, we have worked diligently to design a spectacular building that is respectful of the iconic Liberty House, while taking full advantage of the lake and mountain views. The design complies with the methodology we reviewed with you, requiring only a modest administrative waiver at the westerly end and center portion of the building. Our intention is to maximize the living experience at ***Cambrian Rise***.

Proposed Building Changes

Reference: Building C Elevations.

Our permit application is primarily to present the ***Aurora***, which combines the previously approved Buildings D, E, F and I. The application also reflects the straightening out of Building Q/R (i. e. no more curve) (Lot 7); revising the 4th floor west-section (south-facing) façade on Building C to be the same as the 3rd floor, thereby increasing the number of units in Building C to 134; the addition of two units at the NW corner of the 6th floor of Building M (Lot 4); and various site modifications, including the creation of a more strategically located "Common Green" (Lot 6) adjacent to Kieslich Park.

There are many aspects to this amendment, which I have attempted to summarized in no specific order of priority below.

CAMBRIAN RISE COMUNITY

Housing Density

Reference: First Amendment to Development Agreement

Reference: 4/23/2020 Memo to Max Tracy, President, Burlington City Council

In June 2020, the City Council approved, and the Mayor and I executed, a First Amendment to our Development Agreement, which, among other items, increased the maximum allowable housing density at ***Cambrian Rise*** from 770 to 950 units.

The Amendment contains several other commitments, by and between the City and ***Cambrian Rise***, which are detailed in the agreement.

I refer you to my Memo to Max Tracy, President of the City Council, dated April 23, 2020, in which I articulate the many reasons for supporting our request to increase the density at ***Cambrian Rise***.

Uses at Cambrian Rise

Reference: Distribution of Uses at Cambrian Rise, dated 3/29/2022

This table reflects the current mix of uses (residential and non-residential) that are proposed in this application. It is consistent with the underlying traffic analysis. It also reflects the distribution of inclusionary housing units, both rental and for sale. The final mix and distribution is subject to change, based on market conditions, and therefore may be amended in future applications.

Inclusionary Housing

Rental Housing: As of this application, we estimate that there will be approximately 625 rental units at ***Cambrian Rise*** of which 156 (25%) will meet the Inclusionary Zoning requirements.

For Sale Housing: As of this application, we estimate that there will be approximately 325 for-sale units at ***Cambrian Rise*** of which 81 (25%) will meet the Inclusionary Zoning requirements.

Although the mix is not finalized, the rental and for-sale IZ units will likely be disbursed among several buildings, including D/E/F (Lot 1), K (Lot 2), L (Lot 3), and Q (Lot 7) and H (Lot 8).

We continue to work closely with our development partners, Champlain Housing Trust and Cathedral Square Corporation, on the number and location of the IZ units. We expect the ultimate mix of rental and for-sale units will not be finalized for a couple of years.

Work Force Housing

BCCH is committed, although not required by the Development Agreement, to develop some "work force housing", so-called, meaning housing that is affordable to families whose household income is at 80%, 100% and 120% of the median income for the Burlington-South Burlington Statistical Metropolitan Area.

Many of the units in the ***Aurora***, as well as other buildings, should meet the guidelines of workforce housing.

Phasing Plan

Reference: EXHIBIT – PHASING PLAN sheet L-EX4 dated 3/11/2022

Our project phasing is ever evolving, based upon market demand and conditions. I have attached a revised Phasing Plan, prepared by TJ Boyle Associates that updates the sequencing of development; however, not the completion dates. It's important to note that the sequencing is subject to change and some phases might overlap others. We will continue to update this plan, when and as conditions warrant.

Site Plan Revisions and Aesthetics Overview

Reference: TJ Boyle Associates Memo dated 3/11/2022

TJ Boyle's memo articulates our strategy in the following areas:

- Landscaping
- Open Space
- Public Views / Buildings and Infrastructure
- Circulation & Parking
- Outdoor Lighting

Overall Site Plan

Reference: Rendered Site Plan by* TJ Boyle Associates (80 scale) *undated

Reference: Rendered Site Plan by* TJ Boyle Associates (50 scale) *undated

The site plan depicts 14 buildings, as originally approved. Several of the buildings are interconnected (B/G and D/E/F and Q/R), such that they operate internally as a single building.

The 12-acre Kieslich Park with the "Stone House" (so-called) abut the developed area of the original site on the south and west. This parcel was sold to the City in 2016.

Site Plans for Specific Buildings dated 3/11/2022

Reference: Building DEF Site Plan Updates (sheet L-201)
***TJ Boyle* Associates**

Reference: Building B, G, C, & H Site Plan Updates (sheet L-202)
***TJ Boyle* Associates**

Reference: Building Q Site Plan Update (sheet L-206)
***TJ Boyle* Associates**

Site Sections dated 3/11/2022

***Reference: EXHIBIT L-R2: SECTION*, TJ Boyle Associates (sheet 1 of 5)**

***Reference: EXHIBIT L-R2: SECTION INSET 1*, TJ Boyle Associates (sheet 2 of 5)**

***Reference: EXHIBIT L-R2: SECTION INSET 2*, TJ Boyle Associates (sheet 3 of 5)**

***Reference: EXHIBIT L-R2: SECTION INSET 3*, TJ Boyle Associates (sheet 4 of 5)**

***Reference: EXHIBIT L-R2: SECTION INSET 4*, TJ Boyle Associates (sheet 5 of 5)**

These five sections present Buildings D/E/F (***Aurora***) and Buildings Q/R.

The ***Aurora*** is the primary focus of this permit amendment. Other modifications are referenced above under the heading "Proposed Building Changes".

Any additional modifications that we might propose for Buildings H, P and/or Q/R would be the matter of a future permit amendment application.

Vehicle Parking

Reference: Chart 2: VEHICLE PARKING CALCULATION dated 03/29/2022

The plan reflects a total of 1,345 parking spaces, representing a ratio of 1.42 spaces per 950 residential units. This is an increase of 219 spaces over what is currently approved at ***Cambrian Rise***. A substantial component of the parking continues to be developed below the buildings and within parking structures, approximately as follows:

1. Understory: 979 (73%)
2. Surface: 366 (27%)

We are also providing five Car-Share spaces and 6 EV Charging stations.

Accordingly, we are requesting a parking waiver of 19% (219 spaces). TJ Boyle Associates has prepared a summary in support of our request for your consideration, in advance of the DRB meeting.

It is important to note that Building M, which is currently under construction, has 219 spaces that were previously approved. This building alone skews our overall numbers disproportionally.

If you take Building M out of the mix (consider it "grandfathered"), our "Maximum Allowed Spaces" is reduced to 932 and our "Total Proposed Spaces" is reduced to 1,126. This would correspondingly reduce our waiver request to 194 spaces or only 17%.

It is also important to note that ***Cambrian Rise***, unlike a typical downtown location, is not surrounded by hundreds of on-street public parking spaces, is not in close proximity to public parking garages, and is not within easy walking distance to essential services. In other words, ***Cambrian Rise*** functions more like a "suburban" location where some form of transportation is required to access essential services.

Even though we provide significant incentives to encourage the use of alternative means of transportation, our residents, particularly homeowners, own a least one vehicle and very often two vehicles, which they need to park, regardless of their frequency of use.

Bike Parking

Reference: Chart 1: VEHICLE PARKING CALCULATION

The plan reflects 172 Short Term (106.9 required) and 926 (453.1 required) Long Term for a total of 1,098 bike parking spaces (559 required).

In addition to these spaces, we are also providing 8 Bike-Share spaces (none required).

Floor Area Ratio (FAR)

Reference: FLOOR AREA RATIO – AS APPROVED & AS PROPOSED

The total development parcel measures 21.65 acres or 943,074 sf. The allowable FAR in the NAC-CR Zoning District is 2.0, for a total building area of 1,886,148 sf.

The total building area, as currently proposed, measures 1,217,950 sf, representing an increase in the FAR from 1.16 to 1.29.

Lot Coverage

Reference: LOT COVERAGE Sheet No. L-EX6 dated 3/11/2022

Considering only the Development Parcel (21.65 acres), the overall lot coverage is 67.6%, representing a slight increase from the previously approved 63.6% (72.0% allowed).

Considering the Development Parcel combined with Kieslich Park (12.0 acres), which was originally part of the Burlington College Parcel that we purchased, and subsequently sold to the City for a Public park, the overall lot coverage is only 45.5%.

The Development Agreement with the City expressly states that the 12-acre "Public Open Space" is to be counted in BCCH's application, which means the lower coverage calculation (45.5%) should be determinant.

Building Height

Reference: EXHIBIT – BUILDING HEIGHT Sheets L-Ex3 dated 3/2/2022 and L-Ex3a dated 2/18/2022

All the buildings at ***Cambrian Rise*** will be at or lower than the allowable building height, as set forth in the new NAC-CR zoning district, except for occasional administrative amendments that may be required to address unique situations.

We are requesting a 5% height waiver for Building M, to accommodate a higher quality method of construction, which request we have already made administratively, however, are repeating here, if it requires the approval of the DRB.

The ***Aurora*** also requires an administrative waiver at the west end (Sections 1N and 1S), and in the middle of the building (Section 4 and 5) covering an area that represents approximately 10% of the overall roof area; however, an even larger area of roof at the east end of the building, fronting on North Avenue, and adjacent to Liberty House, is significantly (and intentionally) lower than what the ordinance allows.

Transportation Demand Management Plan

Reference: Memo from TJ Boyle Associates, dated 3/29/2022

As set forth in Boyle's memo ***Cambrian Rise*** will meet all Transportation Demand Management requirements, as set forth on the CDO.

Traffic Impacts

Reference: Memo from Wall Consulting Group dated 13 December 2021

Wall's memo represents an update of an identical analysis performed by Wall's predecessor, RSG in 2019, in support of increasing the density at ***Cambrian Rise*** from 770 to 950 units. The 2019 analysis was accepted by DPW and relied upon by the City Council when it approved the density increase in June 2020.

The conclusion reached in RSG's 2019 analysis represented a reduction of overall traffic impacts from the original ***Cambrian Rise*** development program approved in 2016, primarily because housing generates less traffic than many commercial uses.

The conclusion reached by Wall in its current analysis is the result of even less overall traffic impacts due to a further reduction of commercial uses.

Simply said, our migration to more desperately needed housing and less commercial uses will result in less overall traffic impacts at ***Cambrian Rise***.

Wall's memo concludes with the following statement: "This reduction in new external primary vehicle trip generation is expected to improve traffic operations and reduce transportation impacts compared to the originally evaluated and permitted land use development program from December 2016".

In addition to the reduced traffic impacts of housing:

1. ***Cambrian Rise*** remains committed to the use of bicycles as an alternative form of transportation and provide facilities in each building that support and encourage the use and enjoyment of bicycles. ***Cambrian Rise*** will also boast a direct, paved recreation path connection to the existing Building Bike Path, providing direct and easy access to Burlington's Beaches, Waterfront and Downtown.

2. ***Cambrian Rise*** has contracted with Carshare Vermont and currently subsidizes a car at Liberty House for use by renters, owners, and neighbors alike. The number of Carshare vehicles will increase as ***Cambrian Rise*** is built out and demand increases.

Subdivision Plat

The Subdivision Plat will eventually be revised; however, we have many details that remain to be finalized. Therefore, we intend to submit a separate application soon that will depict an adjustment of some boundaries between certain lots and may also involve the consolidation of lots.

Shading Calculation

Reference: Sheet No. L-EX1 dated 3/11/2022

The total shade on site is 36.0%; whereas 30.0% is required.

Fire Protection

Reference: FIRE ACCESS & HYDRANT LOCATIONS PLAN Sheet No. L-EX2 dated 3/11/2022

Fire truck routes, existing fire hydrant locations, proposed fire hydrant locations and Fire Department Connections are depicted on the above referenced plan.

Resident Amenities – Overall Site

Reference: EXHIBIT – RESIDENT AMENITIES sheet L-EX7 dated 3/11/2022

Each lot at ***Cambrian Rise*** has certain areas designated as outdoor amenity space for the residents of only the building on that lot. The Central Green depicted on the plan is on reconfigured Lot 6 and is intended to be a common amenity space for all the residents of ***Cambrian Rise***.

The space labeled "Public Transit" at the southeast corner of Building B is a separate condominium that will be owned by the ***Cambrian Rise*** Lot Owners Association. It will be occupied as a climate-controlled bus stop operated by Green Mountain Transit.

Resident Amenity - The Boardwalk

Reference: Boardwalk Concept, TJ Boyle & Associates

Reference: Boardwalk Illustration (2 sheets), Lincoln Brown Illustrations

The Boardwalk is a landscaped veranda on the roof of a portion of ***Aurora*** at the 225' elevation with units and garage parking below.

The Boardwalk affords the residents of ***Liberty House***, ***The Rise*** and ***Sunset House*** (apartments) a grilling and fire pit area with views of Lake Champlain and the Adirondack Mountains.

A northern extension of the **Boardwalk** affords the residents of ***Aurora*** a private grilling and fire pit area, also with panoramic views of Lake Champlain and the Adirondack Mountains.

Capacity Letters

Reference: ***Memo dated 5/17/21 from Cindi Wight, Director Parks Recreation & Waterfront***

Reference: ***Letter dated 5/27/21 from Jon Murad, Acting Chief Burlington Police Department***

Reference: ***Letter dated 5/5/21 from Derek R. Libby, Deputy Chief of Operations Burlington Fire Department***

Reference: ***Capacity Form, dated 5/27/21 from Tom Flanagan, Superintendent Burlington School Department***

THE AURORA CONDOMINIUMS

Building Area

The ***Aurora*** replaces originally approved Buildings D, E, F and I, which combined had a total area of approximately 185,000 sf. The current design of ***Aurora*** measures approximately 318,000 sf for an increase of 133,000 sf.

Building Elevations

Reference: Cambrian Rise Building D-E-F-I, East Elevation

Reference: Cambrian Rise Building D-E-F-I, North Elevation & South Elevation

Reference: Cambrian Rise Building D-E-F-I, West Elevation

The exterior fenestration of ***Aurora*** includes a mixture of fiber-cement panels, faux wood slats and extensive fiberglass windows.

Each unit includes a generous metal-clad balcony of varying sizes and configurations, presenting a dynamic overall building exterior. Color tones are a mix of naturally muted greys and browns.

Resident Amenity - Rooftop Community Gardens, Greenhouse and Lounge

Reference: Sky Deck Concept (R7 Level), TJ Boyle & Associates

Reference: Rooftop Illustration (2 sheets), Lincoln Brown Illustrations

The upper roof of ***Aurora*** will feature community garden plots, a working Greenhouse and recreational veranda areas with panoramic views of Lake Champlain and the Adirondack Mountains for the benefit of the residents of ***Aurora.***

A second (smaller) veranda on the roof of the 5th floor (6th floor access) facing east affords the residents of ***Aurora*** sunrise views of the Green Mountains.

Historic Review

Reference: Report by Britta Tonn, Preservation Planner, VHB, dated 12/21/2021

Britta Tonn prepared a self-explanatory report on the impacts of ***Aurora*** on four historic resources. The report supports the development of ***Aurora***, as proposed.

1. ***Liberty House*** (former St. Joseph's Orphanage)
   State Listed and eligible for National Register

2. Howard Mortuary Chapel (within Lakeview Cemetery)
   State and National Register listed

3. North Avenue Neighborhood District
   Eligible for National Register

4. House at 422 North Avenue (colonial revival style)
   State Listed

Cambrian Rise Upon Completion

Reference: 12 Illustrations by Lincoln Brown Illustrations, dated 11/30/21 variously 3/4/2022 and 3/8/2022, except #7, dated 11/30/2021

The 12 illustrations are intended to provide a depiction of ***Cambrian Rise*** upon completion 5 years (estimated). Views 4, 5 and 6 also depict Building P with the additional (6th) floor. View 7 depicts Building M with two additional units at the northwest corner of the 6th floor. Views 8, 9 10 and 11 depict Building Q, as it is proposed to be straightened out (i. e. curve moved/no other change in design architecture).

Ward 4/7 NPA

Reference: Ward 4/7 NPA Meeting Agenda, Wednesday, March 24, 2021

We presented our plans to the Ward 4/7 NPA in March 2021.

Summary

Our intentions from the outset have been to develop ***Cambrian Rise*** as a dynamic ***urban*** neighborhood on the shores of Lake Champlain. Our commitment to construct a direct paved connection to the Burlington Bike Path will enable the residents of ***Cambrian Rise*** to be within easy walking distance of Burlington's beautiful beaches and the many recreational opportunities surrounding Waterfront Park. ***Cambrian Rise*** is also within an easy bicycle commute to the Church Street Marketplace and will be served by a climate-controlled "Transportation Hub" operated by Green Mountain Transit. The design of ***Cambrian Rise*** is intended to foster sustainable living and a strong connection to the land, fostering and supporting the health and wellness of its residents.

attachments

Cambrian Rise Parking Waiver Request: 219 spaces or 19% waiver request

Cambrian Rise is requesting a waiver for the additional 219 parking spaces being proposed above the 1,129 parking spaces previously approved, representing a waiver of 19% (219 / 1,129). Our request is far below the maximum waiver (50%) that could theoretically be requested.

Narrative: While Cambrian Rise is listed within the 'Multimodal Mixed-Use Parking District', it is not located within reasonable walking distances of shopping, eating and other services shared by other Zoning Districts categories within this Parking District. One-quarter mile is the most commonly used standard for determining walkable access when planning for walkable communities. Within one-quarter mile of Cambrian Rise commercial & service amenities are generally limited to one gas station / convenient store and one bakery / coffee shop.

Cambrian Rise was originally permitted prior to amendments of the Burlington Ordinance in December of 2020, which introduced significantly lower maximum allowances for the number of parking spaces and other revisions on what counted towards the maximum number of spaces. The most recent approval guarantees the retention of 1,129 total parking spaces, which at the time, did not require a waiver.

Sec. 8.1.9 Maximum On-Site Parking Spaces

4. Waiver of Maximum Parking Limitations – Parking in excess of the maximum parking limitation of this section, or a request for one parking space where none would otherwise be permitted, may be waived by the DRB pursuant to the provisions of Sec 8.1.15 with the following additional requirements:

A. The applicant requesting the waiver shall also provide:

(i) a peak demand parking study for two similar uses in the area; and,

A peak demand parking study was conducted at multiple multi-family developments within the Burlington area. The study shows the peak **demand** at all locations require off-street parking beyond 1 space per unit. These study developments include:

Study Site #1: Eastwood Commons
Address: 370 Farrell St, South Burlington
Description: 89 units, 4-story condominium building with a combination of 1-, 2-, and 3-bedroom units. The building is within one-quarter mile of multiple conveniences, including, but not limited to a Green Mountain Transit (GMT) bus stop, grocery store, restaurants, and pharmacies.
Parking Provided: 147 spaces or 1.65 spaces per unit
Maximum Observed Parking Demand: 121 spaces or 1.36 spaces per unit

Study Site #2: City's Edge Condominium's
Address: 409 Farrell St, South Burlington
Description: 60 units, 4-story condominium building with a combination of permanently affordable and market rate 1- and 2-bedroom units. The building is within one-quarter mile of multiple conveniences, including, but not limited to a GMT bus stop, grocery store, restaurants, and pharmacies.
Parking Provided: 106 space or 1.77 spaces per unit
Maximum Observed Parking Demand: 106 spaces or 1.20 spaces per unit

Study Site #3: Olympiad / Stonewood / Farrell Gardens Apartments
Address: 78 Eastwood Dr, 80 Eastwood Dr, and 20 Joy Drive, South Burlington

Description: 146 units, located within three 4-story apartment buildings with shared parking resources and include a combination of studio, 1- and 2-bedroom units. These buildings are within one-quarter mile of multiple conveniences including, but not limited to a daycare facility, gym, grocery store, pharmacies and are slightly over one-quarter mile from a GMT bus stop, restaurants, shopping, and several additional conveniences. This development also shares parking with a 4-story professional office building.
Parking Provided: 311 spaces or 2.13 spaces per unit
Maximum Observed Parking Demand: 192 spaces or 1.32 spaces per unit

Study Site #4: Thayer Commons
Address: 1191, 1193, and 1195 North Avenue, Burlington
Description: 86 units, located within three 1- and 4-story apartment buildings with shared parking resources and include a combination of studio, 1- and 2-bedroom units. These buildings are within one-quarter mile of multiple conveniences including, but not limited to a grocery store, healthcare services, a GMT bus stop, restaurants, a pharmacy, a hardware store, a US post office, and several more shopping and service opportunities.
Parking Provided: 119 spaces or 1.38 spaces per unit
Maximum Observed Parking Demand: 108 spaces or 1.26 spaces per unit

In review, this above study reviewed four separate developments and documented parking usage at multiple times of day and multiple days. The peak parking demand was always after 12AM. All of these locations are in more proximate locations to nearby conveniences for shopping, eating, and other services and are with close proximity to bus stops on major GMT routes. They represent similar low rise residential buildings and unit mixes as those at Cambrian Rise. PEAK PARKING DEMAND WAS DOCUMENTED BETWEEN 1.20 TO 1.36 SPACES PER UNIT.

(ii) a TDM Plan pursuant to the requirements of Sec. 8.1.16

A TDM plan pursuant to the requirements of Sec. 8.1.16 has been included with the current amendment application.

B. The following additional review criteria shall be addressed regarding how:

(i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;

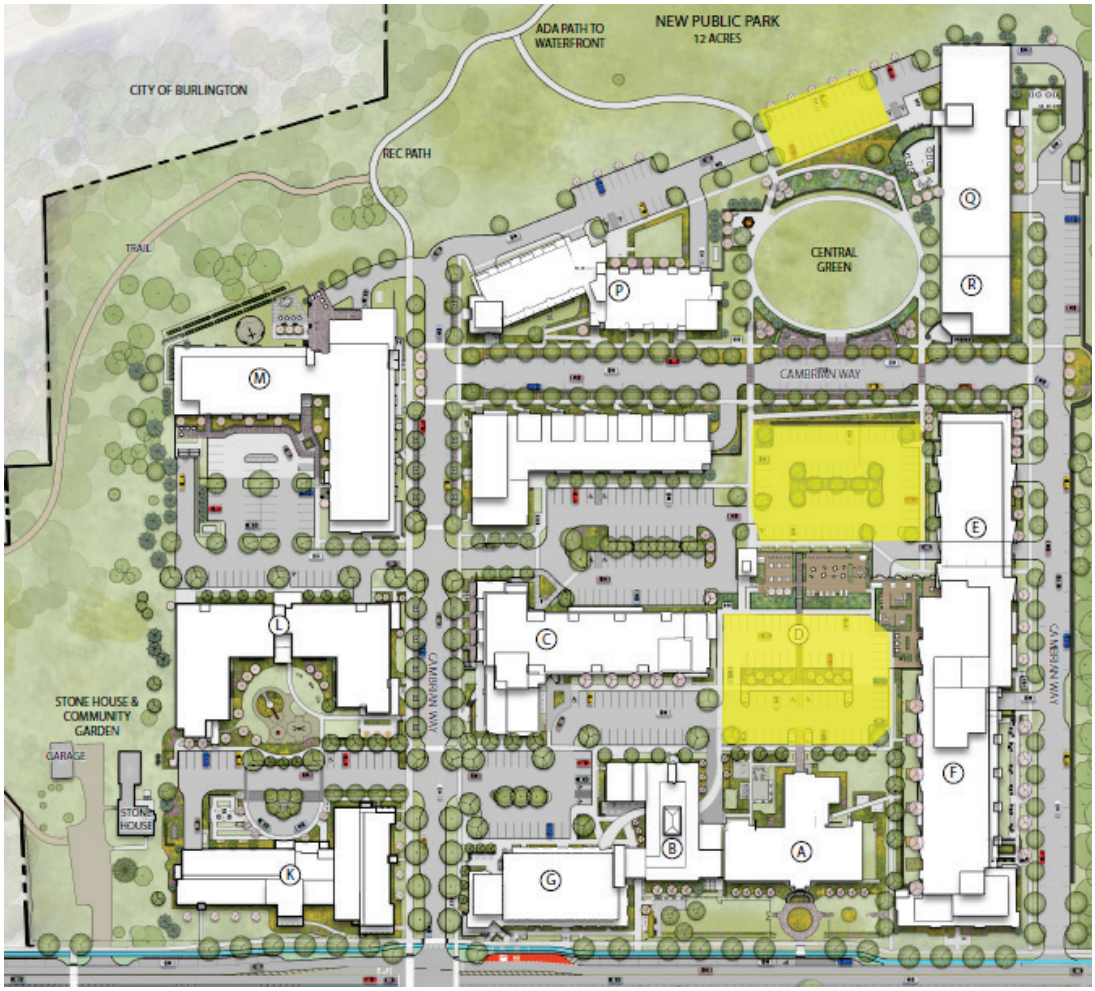
Cambrian Rise is overwhelmingly a residential development and shared parking within the site is limited. It is also isolated from other offsite parking resources within a walkable distance, such as public parking garages or lots. Roughly 120 on-street parking spaces will be created and will be used for additional and overflow residential parking, guest parking, and to support non-residential activities on or near the development. On-street parking will also be utilized for Kieslich Park and access to Lake Champlain via the bike path connection thru Cambrian Rise. On-street parking will not provide adequate parking to mitigate the need for the requested parking waiver.

(ii) The proposed development demonstrates that its design and intended uses will continue to support high levels of existing or planned transit and pedestrian activity; and,

As fully described in the TDM plan, Cambrian Rise supports high levels of existing and planned transit and pedestrian activity. There will be substantial investment in a combination of components including a climate-controlled bus stop, discounted GMT, GreenRide, and CarShare Vermont passes and memberships, pedestrian and bike paths, lanes, and facilities, including connection between North Avenue and the Waterfront bike path.

(iii) The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

If in the future, parking demands reduce to the extent where surplus parking is available on the site, we envision the locations highlighted in yellow in the figure below to be priority areas for redevelopment into pedestrian and transit supportive uses in the future.



Sec. 8.1.15 Waivers from Parking Requirements/ Parking Management Plans
(a) Parking Waivers

In order to be considered for a waiver, the applicant shall submit a Parking Management Plan that specifies why the parking requirements of Sec. 8.1.8 or Sec. 8.1.9 are not applicable or appropriate for the proposed development and proposes an alternative that more effectively meets the intent of this Article. A Parking Management Plan shall include, but not be limited to:

(1) A calculation of the parking spaces required pursuant to Table 8.1.8-1, and Sec. 8.1.9 regarding parking maximums where applicable.

There are no minimum required parking spaces for any use within the Multimodal Mixed-Use Parking District. *Exhibit L-CH2, Chart 2 Vehicle Parking Calculations* provides the maximum number of parking spaces as well as the proposed number of spaces.

(2) A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.

Cambrian Rise includes multiple buildings and owners. Many of the buildings have separated parking facilities, while others utilize shared parking resources. To encourage alternate modes of transportation and lower car ownership, all parking will be un-bundled from leases and deeds. Not owning a vehicle will result in financial benefit. Parking will be managed to direct owners and tenants to assigned areas. It is anticipated that certain parking areas will be reserved for non-residential uses during daytime hours, but support peak residential demand during night-time hours.

(3) An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:

i. Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;

The maximum parking waiver is generally required for residential use and the number of employees, customers, visitors, clients, shifts, and deliveries generally will not impact demand.

ii. Anticipated parking demand by time of day and/or demand by use;

Please see the attached shared parking analysis, which includes an excerpt of *Table 2-2, Summary of Recommended Base Parking Ratios* from the Urban Land Institute (ULI) publication, *Shared Parking, 2nd Edition.* We've provided this as a baseline comparison to parking ratios that are proposed for Cambrian Rise, which are significantly less. The shared parking analysis also provides time of day calculations.

Below are the proposed parking ratios that were used to arrive at the proposed number of parking spaces. In addition to professional sources, such as the ULI and Institute of Transportation Engineers, the proposed ratios are also based on a parking study of four similar residential developments, which have been monitored over the past 4 years and are described above in the response to Sec. 8.1.9. The proposed ratios represent a compromise between national data and Burlington requirements.

<u>Residential: Proposed ratio 1.35 spaces per unit (0.35 space / unit increase request)</u>

National data suggest the average demand for residential rental units is 1.75 and 1.85 for owned residential. The proposed 1.35 spaces per unit accommodates portions of Cambrian Rise that were previously approved at higher ratios, therefore decreasing the ratio for remaining residential units, and is supported by the peak demand study.

<u>Hotel: Proposed ratio = .75 per room (no increase requested)</u>

No increase in the maximum allowable parking spaces is being made for hotel rooms. However, it should be noted that national data suggests 1.18 to 1.25 spaces per room.

<u>Office & Retail: Proposed ratio = 3 per 1,000 sf of gsa (1 space / ksf increase requested)</u>

ULI data suggests an average base ratio for Office and Retail is between 3.6 to 3.8 spaces per 1,000 square feet. For example, Cambrian Rise is proposing a 7,000 sf of coworking space. Current interior layouts specify roughly 35 workstations and meeting & collaboration areas that accommodate up to 50 seats, which results in a potential maximum capacity of 85. While we

anticipate high use of these facilities by residents of Cambrian Rise, the proposed parking would allow 21 spaces, or less than 25% spaces per maximum capacity.

Restaurant: Proposed Ratio 10 / 1,000 sf of gsa (7 spaces / ksf increase requested)

ULI data suggests maximum parking demand for restaurants between 15 to 20 spaces per 1,000 sf. This is a significant disparity with Burlington's maximum allowance of 3 spaces per 1,000 sf. While many residents would support on-site eating establishments, such establishments would not be economically feasible without significant support from off-site patrons. By drastically limiting the number of parking spaces for restaurant use, it would prevent any restaurant from being located within Cambrian Rise, and therefore force residents to leave the neighborhood, predominately in their cars. We are suggesting 10 spaces per 1,000 sf.

iii. Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;

See attached shared parking analysis.

iv. Availability and frequency of public transit service within a distance of 800- feet.

The GMT Route #7 North Avenue services Cambrian Rise. A climate-controlled bus station has been constructed at the intersection of Cambrian Way and North Avenue to support use of public transit services and discounted transit passes are available to residents.

On weekdays, bus frequencies are between 20 to 30 minutes, roughly between 6 AM and 7 PM, and 60 to 75 minutes between 7 PM and 11 PM. The latest service leaves the Burlington Downtown Transit Center at 10:30 PM. (*several trips are only operated when Burlington School district is in session, see attached Rout #7 schedule)

On Saturdays, bus frequencies are every 30 minutes between 6:30 AM and 7 PM, and between 60 to 75 minutes between 7 PM and 11 PM, with the last service leaving the Burlington Downtown Transit Center at 10:30 PM.

On Saturdays, bus frequencies are every 75 minutes between 8 AM and 6:30 PM, with the last service leaving the Burlington Downtown Transit Center at 6 PM.

A copy of the most current schedule is included on the following page:

ROUTE #7 NORTH AVENUE
MONDAY–FRIDAY

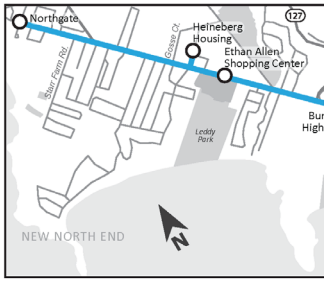
DOWNTOWN TRANSIT CENTER	Burlington High School	Ethan Allen Shopping Center	Heineberg Housing	Northgate	Ethan Allen Shopping Center	Burlington High School	DOWNTOWN TRANSIT CENTER
5:30	5:38	5:40	—	5:45	5:50	5:53	6:05
6:00	6:08	6:10	—	6:15	6:20	6:23	6:35
6:30	6:38	6:40	—	6:45	6:50	6:53	7:05
6:50	6:58	7:00	—	7:06	7:11	7:14	7:26
7:00	7:09	7:12	—	7:18	7:23	7:26	7:38
7:10	7:19	7:22	—	7:28	7:33	7:36	7:48
7:30	7:39	7:42	—	7:48	7:53	7:56	8:08
8:00	8:09	8:12	8:14	8:20	8:25	8:28	8:40
8:10	8:19	8:22	—	8:28	8:33	8:36	8:48
8:30	8:39	8:42	—	8:48	8:53	8:56	9:08
9:00	9:09	9:12	9:14	9:20	9:25	9:28	9:40
9:30	9:39	9:42	—	9:48	9:53	9:56	10:08
10:00	10:09	10:12	10:14	10:20	10:25	10:28	10:40
10:30	10:39	10:42	—	10:48	10:53	10:56	11:08
11:00	11:09	11:12	11:14	11:20	11:25	11:28	11:40
AM 11:30	11:39	11:42	—	11:48	11:53	11:56	12:08
PM 12:00	12:09	12:12	12:14	12:20	12:25	12:28	12:40
12:30	12:39	12:42	—	12:48	12:53	12:56	1:08
1:00	1:09	1:12	1:14	1:20	1:25	1:28	1:40
1:30	1:39	1:42	—	1:48	1:53	1:56	2:08
2:00	2:09	2:12	2:14	2:20	2:25	2:28	2:40
2:30	2:39	2:42	—	2:48	2:53	2:56	3:08
2:50	2:59	3:02	—	3:08	3:13	3:16	3:28
3:00	3:09	3:12	3:14	3:20	3:25	3:28	3:40
3:10	3:19	3:22	—	3:28	3:33	3:36	3:48
3:20	3:29	3:32	—	3:38	3:43	3:46	3:58
3:30	3:39	3:42	—	3:48	3:53	3:56	4:08
4:00	4:09	4:12	4:14	4:20	4:25	4:28	4:40
4:30	4:39	4:42	—	4:48	4:53	4:56	5:08
5:00	5:09	5:12	5:14	5:20	5:25	5:28	5:40
5:30	5:39	5:42	—	5:48	5:53	5:56	6:08
6:00	6:09	6:12	—	6:18	6:23	6:26	6:38
6:30	6:39	6:42	—	6:48	6:53	6:56	7:05
7:00	7:09	7:12	—	7:18	7:23	7:26	7:33
8:00	8:08	8:10	—	8:15	8:20	8:23	8:30
9:15	9:23	9:25	—	9:30	9:35	9:38	9:45
10:30	10:38	10:40	—	10:45	10:50	10:53	11:00

Shaded trips only operate when Burlington School District is in session.

Route Map on Pages 18-19

ROUTE #7 NORTH AVENUE
SATURDAY

DOWNTOWN TRANSIT CENTER	Burlington High School	Ethan Allen Shopping Center	Heineberg Housing	Northgate	Ethan Allen Shopping Center	Burlington High School	DOWNTOWN TRANSIT CENTER
6:30	6:38	6:40	—	6:46	6:51	6:54	7:06
7:00	7:08	7:10	—	7:16	7:21	7:24	7:36
7:30	7:38	7:40	—	7:46	7:51	7:54	8:06
8:00	8:08	8:10	8:12	8:18	8:23	8:26	8:38
8:30	8:38	8:40	—	8:46	8:51	8:54	9:06
9:00	9:08	9:10	9:12	9:18	9:23	9:26	9:38
9:30	9:38	9:40	—	9:46	9:51	9:54	10:06
10:00	10:08	10:10	10:12	10:18	10:23	10:26	10:38
10:30	10:38	10:40	—	10:46	10:51	10:54	11:06
11:00	11:08	11:10	11:12	11:18	11:23	11:26	11:38
AM 11:30	11:38	11:40	—	11:46	11:51	11:54	12:06
PM 12:00	12:08	12:10	12:12	12:18	12:23	12:26	12:38
12:30	12:38	12:40	—	12:46	12:51	12:54	1:06
1:00	1:08	1:10	1:12	1:18	1:23	1:26	1:38
1:30	1:38	1:40	—	1:46	1:51	1:54	2:06
2:00	2:08	2:10	2:12	2:18	2:23	2:26	2:38
2:30	2:38	2:40	—	2:46	2:51	2:54	3:06
3:00	3:08	3:10	3:12	3:18	3:23	3:26	3:38
3:30	3:38	3:40	—	3:46	3:51	3:54	4:06
4:00	4:08	4:10	4:12	4:18	4:23	4:26	4:38
4:30	4:38	4:40	—	4:46	4:51	4:54	5:06
5:00	5:08	5:10	5:12	5:18	5:23	5:26	5:38
5:30	5:38	5:40	—	5:46	5:51	5:54	6:06
6:00	6:08	6:10	—	6:16	6:21	6:24	6:36
6:30	6:38	6:40	—	6:46	6:51	6:54	7:06
7:00	7:08	7:10	—	7:16	7:21	7:24	7:36
8:00	8:08	8:10	—	8:16	8:21	8:24	8:36
9:15	9:23	9:25	—	9:31	9:36	9:39	9:51
10:30	10:38	10:40	—	10:46	10:51	10:54	11:06

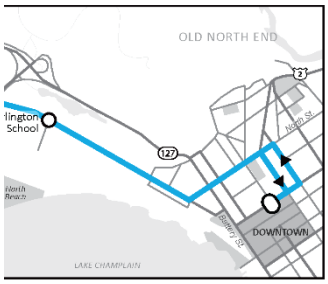


18 Downtown Transit Center Boarding Map on Back Cover

ROUTE #7 NORTH AVENUE
SUNDAY

DOWNTOWN TRANSIT CENTER	Ethan Allen Shopping Center	Heineberg Housing	Northgate	Ethan Allen Shopping Center	DOWNTOWN TRANSIT CENTER
8:00	8:10	8:11	8:15	8:19	8:30
9:15	9:25	9:26	9:30	9:34	9:45
10:30	10:40	10:41	10:45	10:49	11:00
AM 11:45	11:55	11:56	12:00	12:04	12:15
PM 1:00	1:10	1:11	1:15	1:19	1:30
2:15	2:25	2:26	2:30	2:34	2:45
3:30	3:40	3:41	3:45	3:49	4:00
4:45	4:55	4:56	5:00	5:04	5:15
6:00	6:10	6:11	6:15	6:19	6:30

Additional service in this area offered, Monday to Friday, on Neighborhood Tripper routes #34, #36, #41, #42, #47 and #49. Please see pages 38-44 for more information.



v. A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,

The proposed waiver is calculated based on anticipated occupancy, ownership, or type. As described previously, Cambrian Rise is incorporating significant measures to encourage the reduction of vehicle ownership and to promote alternate modes of transportation.

vi. Any other information established by the administrative officer as may be necessary to understand the current and projected parking demand.

No additional information requests have been made by the administrative officer.

(4) Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:

i. A telecommuting program;

Cambrian Rise supports telecommuting programs for residents of Cambrian. High speed internet access is included with all Farrell Property rentals and infrastructure supports 1GB and faster connections for all buildings. A 7,000 SF co-working space is proposed, which will add additional

support for telecommuting, with roughly 35 workstations and meeting & collaboration areas to accommodate up to 50 seats.

ii. Participation in a Transportation Management Association including methods to increase the use of mass transit, car pool, van pool, or non-auto modes of travel;

Cambrian Rise is a member of the Chittenden Area Transportation Management Association (CATMA). A description of benefits associated with CATMA membership are outlined in the TDM plan.

iii. Implementation of a car-share program;

Cambrian Rise has reserved 5 parking spaces for CarShare Vermont and has contracted with and currently subsidizes a car on-site for use by renters, owners, and neighbors. The number of CarShare vehicles will increase as Cambrian Rise is built out and demand increases.

iv. Development or use of a system using offsite parking and/or shuttles; and,

Offsite parking resources are not within reasonable distances of Cambrian Rise. Shuttle service to offset peak residential parking demand is not feasible.

v. Implementation of public transit subscriptions for employees.

Employees at Cambrian Rise are offered discounted GMT transit passes and GreenRide bike share membership through CATMA.

(5) An analysis and narrative pursuant to Sec. 8.1.9 regarding waivers of parking maximums where applicable.

See Sec. 8.1.9 response above.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.

Cambrian Rise - Shared Parking Analysis

Maximum Allowed Parking Waiver Request - Attachment A

March 31, 2022
Prepared by: T.J. Boyle Associates

Cambrian Rise - Shared Parking Calculations 3/31/2022

Use	Requirement	Qty.	Parking
Residential	1.35 / unit	950	1,330
Hotel	.75 / room	60	45
Office / Light Ind.	3 / ksf	13,000	39.00
Retail	3 / ksf	6,300	19
Restaurant	10 / ksf	5,000	50.0
Total Parking w/o shared use			**1482.9**
Share Parking Reductions			**75.6**
Total Parking needed WITH shared use			**1407.3**
Total Parking Provided			1345
Total Surplus / Shortage (Shortage if negative)			**-62.3**

Summary of Recommended Base Parking Ratios (Spaces per Unit Land Use) - Urban Land Institute - Shared Parking, 3rd Edition

Land Use					Weekday		Weekend		Unit	Source	Max Demand	
Column1	Column2	Column3	Column4	Column5	Visitor	Employee	Visitor6	Employee7	Column8	Column9	Column10	Column11
Community Shopping Center (<400,000 sf)					**2.9**	**0.7**	**3.2**	**0.8**	**per ksf**	**1**		**3.6**
Fine/Casual Dining					**15.25**	**2.75**	**17**	**3**	**per ksf**	**2,3**		**20**
Family Restaurant					**9**	**1.5**	**12.75**	**2.25**	**per ksf**	**3**		**15**
Fast-Food Restaurant					**12.75**	**2.25**	**12**	**2**	**per ksf**	**2**		**15**
Hotel Business					**1**	**0.25**	**0.9**	**0.18**	**per room**	**2,3**		**1.25**
Hotel Liesure					**0.9**	**0.25**	**1**	**0.18**	**per room**	**2,3**		**1.18**
Residential Rental					**0.15**	**1.5**	**0.15**	**1.5**	**per unit**	**2**		**1.75**
Residential Owned					**0.15**	**1.7**	**0.15**	**1.7**	**per unit**	**2**		**1.85**
Office (<25,000 sf)					**0.3**	**3.5**	**0.03**	**0.35**	**per ksf**	**2**		**3.8**

Sources:
1. Parking Requirements for Shopping Centers, 2nd ed. (Washington, D.C.: ULI-the Urban Land Institute, 1999)
2. Parking Generation, 3rd ed.(Washington, D.C.: Institute of Transportation Engineers, 2004)
3. Data collected by team members

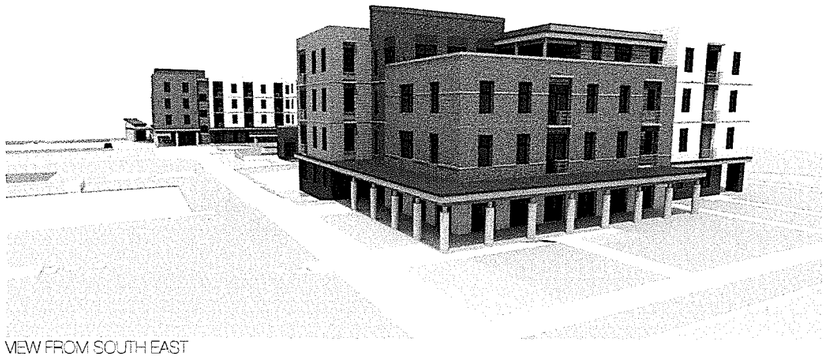
Recommended Time-of-Day Factors for Weekdays

Use	Parking Demand	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Residential		100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Hotel		95%	93%	85%	75%	65%	65%	60%	60%	65%	65%	70%	75%	80%	80%	85%	90%	95%	100%	100%
Office / Light Ind.		3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%	0%
Retail		1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
Restaurant		29%	54%	65%	77%	87%	92%	100%	92%	58%	50%	50%	78%	82%	82%	82%	63%	57%	52%	27%
Residential	1330.00	1330.00	1197.00	1130.50	1064.00	997.50	931.00	864.50	931.00	931.00	931.00	997.50	1130.50	1197.00	1290.10	1303.40	1316.70	1330.00	1330.00	1330.00
Hotel	45.00	42.75	41.63	38.25	33.75	29.25	29.25	27.00	27.00	29.25	29.25	31.50	33.75	36.00	36.00	38.25	40.50	42.75	45.00	45.00
Office / Light Ind.	39.00	1.17	11.70	29.25	37.05	39.00	39.00	35.10	35.10	39.00	39.00	35.10	19.50	9.75	3.90	2.73	1.17	0.39	0.00	0.00
Retail	18.90	0.19	0.95	2.84	6.62	12.29	16.07	17.96	18.90	17.96	17.01	17.01	17.96	17.96	17.96	15.12	9.45	5.67	1.89	0.00
Restaurant	50.00	14.50	27.00	32.50	38.50	43.50	46.00	50.00	46.00	29.00	25.00	25.00	39.00	41.00	41.00	41.00	31.50	28.50	26.00	13.50
Total	**1432.90**	**1388.61**	**1278.27**	**1233.34**	**1179.92**	**1121.54**	**1061.32**	**994.56**	**1058.00**	**1046.21**	**1041.26**	**1106.11**	**1240.71**	**1301.71**	**1388.96**	**1400.50**	**1399.32**	**1407.31**	**1402.89**	**1388.50**

Recommended Time-of-Day Factors for Weekends

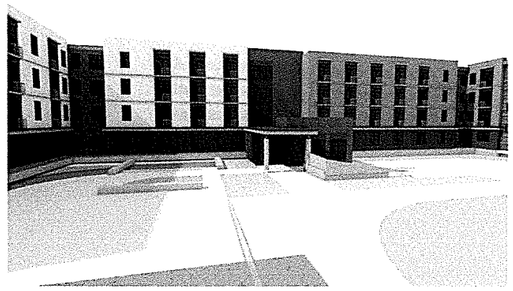
Use	Parking Demand	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Residential		100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Hotel		95%	93%	85%	75%	65%	65%	60%	60%	65%	65%	70%	75%	80%	80%	85%	90%	95%	100%	100%
Office / Light Ind.		0%	2%	6%	8%	9%	10%	9%	8%	6%	4%	2%	1%	1%	0%	0%	0%	0%	0%	0%
Retail		1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Restaurant		16%	33%	52%	73%	92%	92%	100%	87%	70%	45%	50%	65%	74%	74%	70%	38%	31%	23%	14%
Residential	1330.00	1330.00	1197.00	1130.50	1064.00	997.50	931.00	864.50	931.00	931.00	931.00	997.50	1130.50	1197.00	1290.10	1303.40	1316.70	1330.00	1330.00	1330.00
Hotel	45.00	42.75	41.63	38.25	33.75	29.25	29.25	27.00	27.00	29.25	29.25	31.50	33.75	36.00	36.00	38.25	40.50	42.75	45.00	45.00
Office / Light Ind.	39.00	0.00	0.78	2.34	3.12	3.51	3.90	3.51	3.12	2.34	1.56	0.78	0.39	0.39	0.00	0.00	0.00	0.00	0.00	0.00
Retail	18.90	0.19	0.95	1.89	5.67	9.45	12.29	15.12	17.01	18.90	18.90	17.96	17.01	15.12	14.18	12.29	9.45	6.62	2.84	0.00
Restaurant	50.0	8	16.5	26	36.5	46	46	50	43.5	35	22.5	25	32.5	37	37	35	19	15.5	11.5	7
Total	**1432.90**	**1380.94**	**1256.85**	**1198.98**	**1143.04**	**1085.71**	**1022.44**	**960.13**	**1021.63**	**1016.49**	**1003.21**	**1072.74**	**1214.15**	**1285.51**	**1377.28**	**1388.94**	**1385.65**	**1394.87**	**1389.34**	**1382.00**

Recommended Time-of-Day Factors per tables 2-5 and 2-6 in the Urban Land Institute Shared Parking, Second Edition

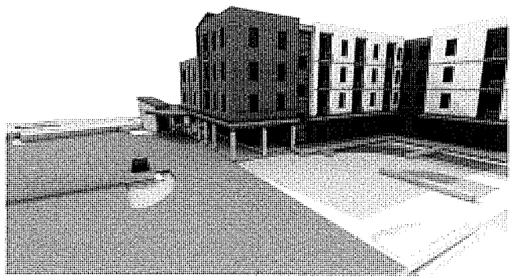


VIEW FROM SOUTH EAST

VIEW FROM NORTH EAST

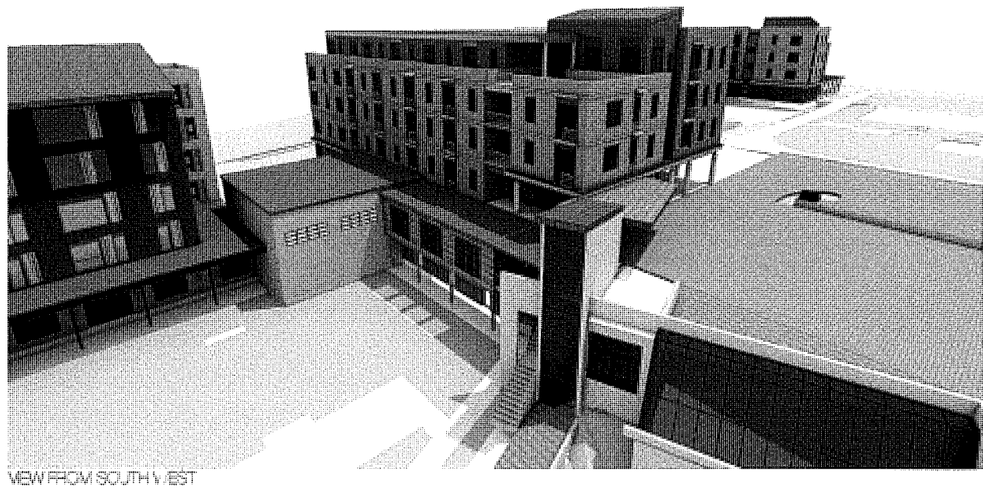


SOUTH ENTERANCE



WEST ENTRANCE

NORTH ENTRANCE



VIEW FROM SOUTH WEST

VIEW FROM NORTH WEST

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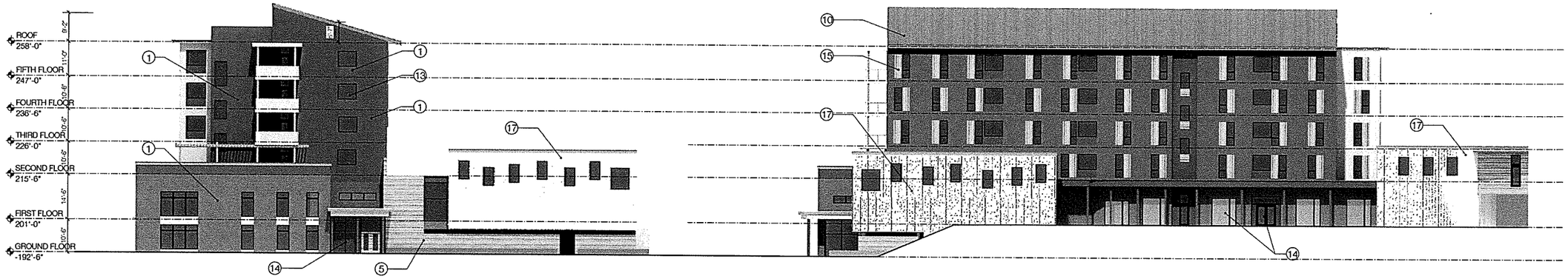
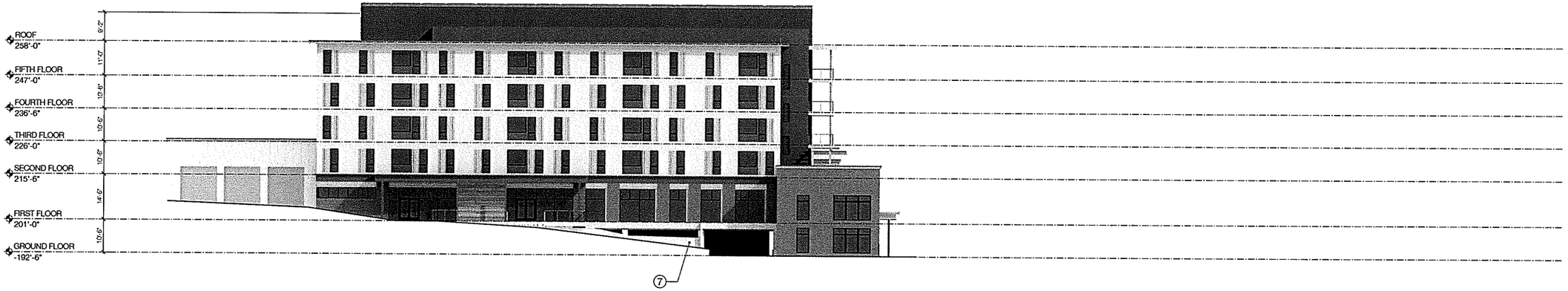


WEST ELEVATION
Scale: 1/16" = 1'-0"

SOUTH ELEVATION
Scale: 1/16" = 1'-0"



NORTH ELEVATION
Scale: 1/16" = 1'-0"

ELEVATION NOTES:

(1) FIBER CEMENT PANEL	(10) STANDING SEAM METAL ROOF
(2) FIBER CEMENT LAP SIDING	(11) COMPOSITE TRIM
(3) CORRUGATED METAL SIDING	(12) ALUMINUM TRIM
(4) BOARD AND BATTEN SIDING	(13) FIBERGLASS WINDOW
(5) WOOD SIDING	(14) STOREFRONT FRAMING SYSTEM
(6) WOOD SHINGLE SIDING	(15) ACCENT PANEL
(7) EXPOSED CONCRETE WALL	(16) SCREENING
(8) BRICK MASONRY VENEER	(17) METAL PANEL SIDING
(9) STONE MASONRY VENEER	

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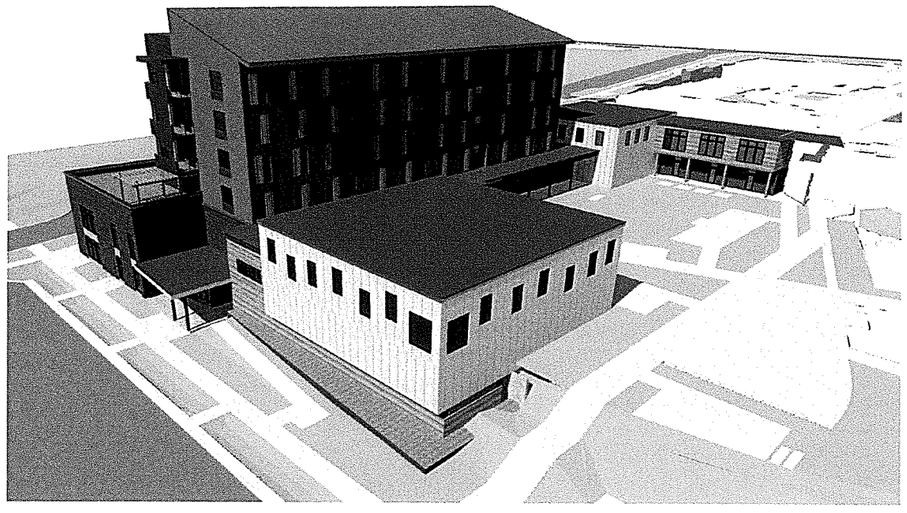
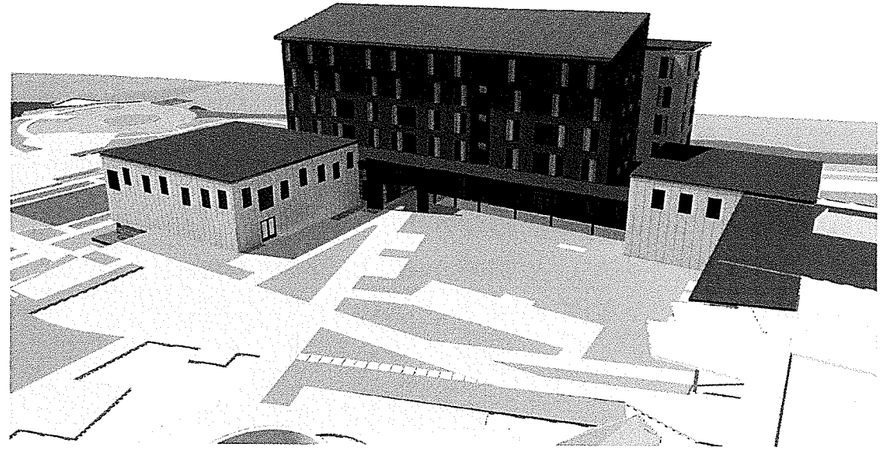
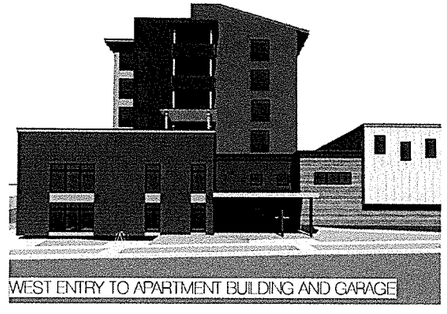


VIEW FROM SOUTH WEST



VIEW FROM SOUTH EAST

NORTH STREET ENTRANCES

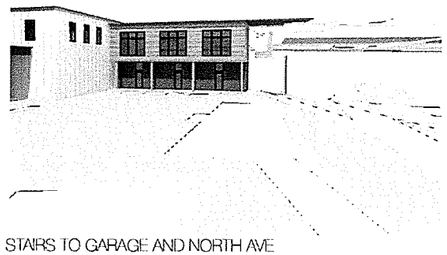


WEST ENTRY TO APARTMENT BUILDING AND GARAGE

VIEW FROM NORTH EAST

VIEW FROM NORTH WEST

SOUTH ENTRY TO FITNESS CENTER



STAIRS TO GARAGE AND NORTH AVE

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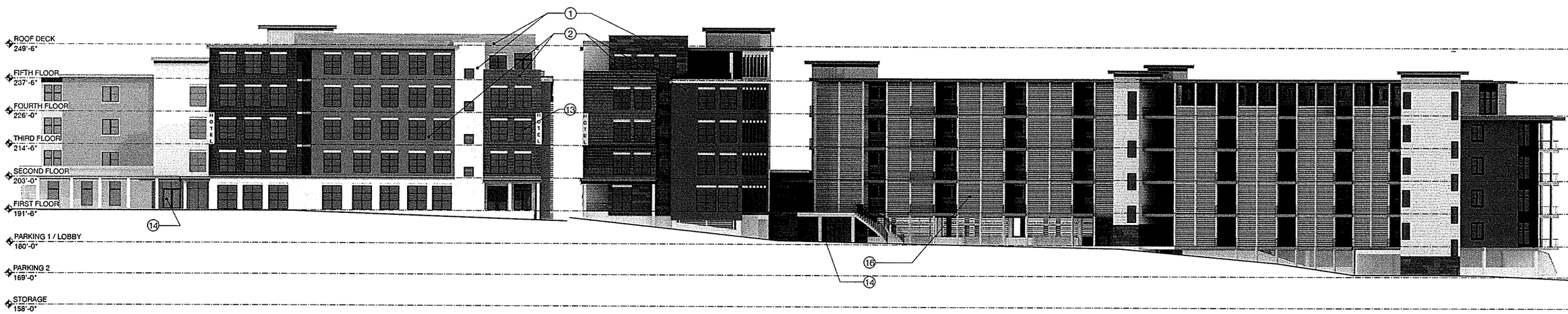
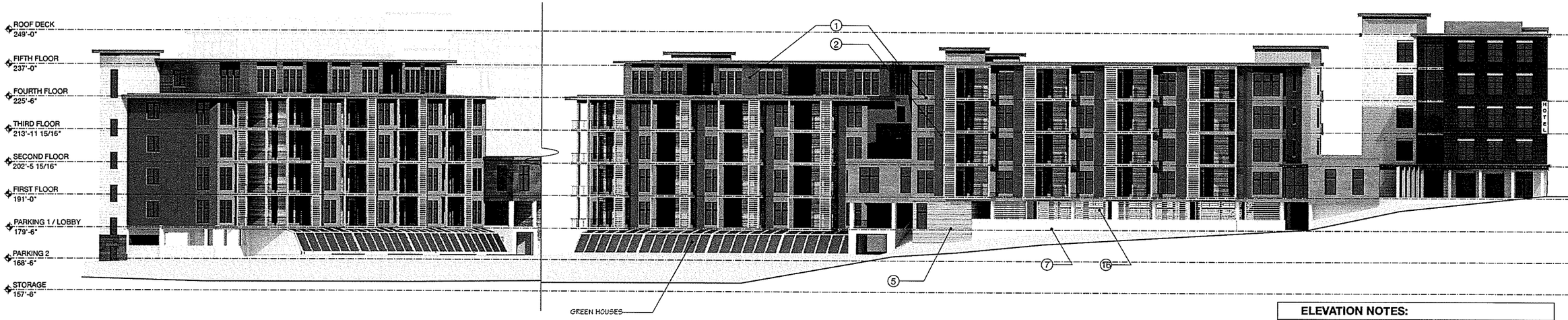


EAST ELEVATION
Scale: 1/16" = 1'-0"

NORTH ELEVATION
Scale: 1/16" = 1'-0"



WEST ELEVATION
Scale: 1/16" = 1'-0"

SOUTH ELEVATION
Scale: 1/16" = 1'-0"

ELEVATION NOTES:

(1) FIBER CEMENT PANEL	(10) STANDING SEAM METAL ROOF
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QR-2

VIEW FROM SOUTH EAST

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VIEW FROM SOUTH EAST

DESIGN SUBMITTED ON 01.23.17

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QR-3

LAKEVIEW CEMETARY

NORTH RD

NORTH AVE

WEST RD

SOUTH RD

NORTH AVE

BURLINGTON OPEN SPACE

LAKE CHAMPLAIN

TEXACO BEACH

BURLINGTON BIKE PATH

GUY POLE

PROPOSED PAVED PATH

PROPOSED PATH

IMPROVED EXISTING PATH

R

Q

I

E

F

A

J

D

B

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H

G

C

M

L

K

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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FINAL APPROVAL

SIGNED: _____ DATE: 10/18/18

Planning & Zoning Department
Burlington, Vermont

NOPT

Cambrian Rise Building M | Burlington, VT
East Elevation (South Road) SCALE: 1" = 20'-0"

youkel [architecture + development]
747 pine street, burlington, vt 05401
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FINAL APPROVAL

SIGNED: _____ DATE: 10/18/18

Planning & Zoning Department

Burlington, Vermont

Cambrian Rise Building M | Burlington, VT
West Elevation SCALE: 1" = 20'-0"

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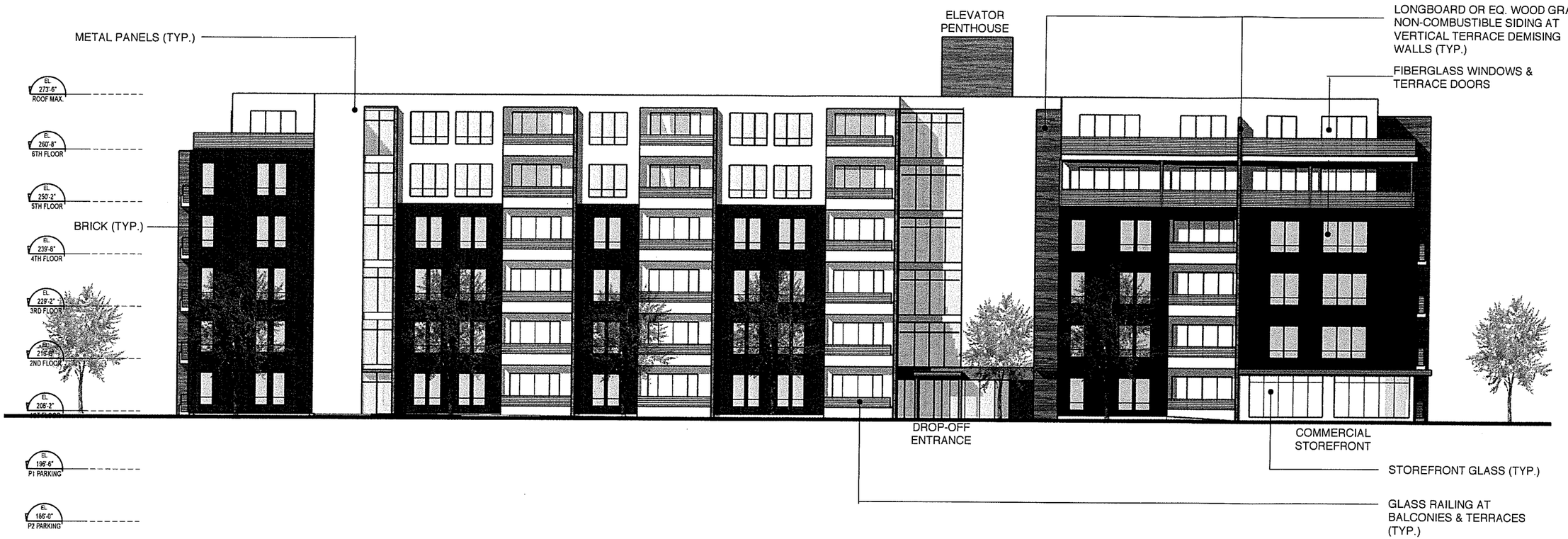

Cambrian Rise Building M | Burlington, VT
East Elevation SCALE: 1" = 20'-0"

youkel [architecture + development]
747 pine street, burlington, vt 05401
t: 802-864 9696 www.youkel.com

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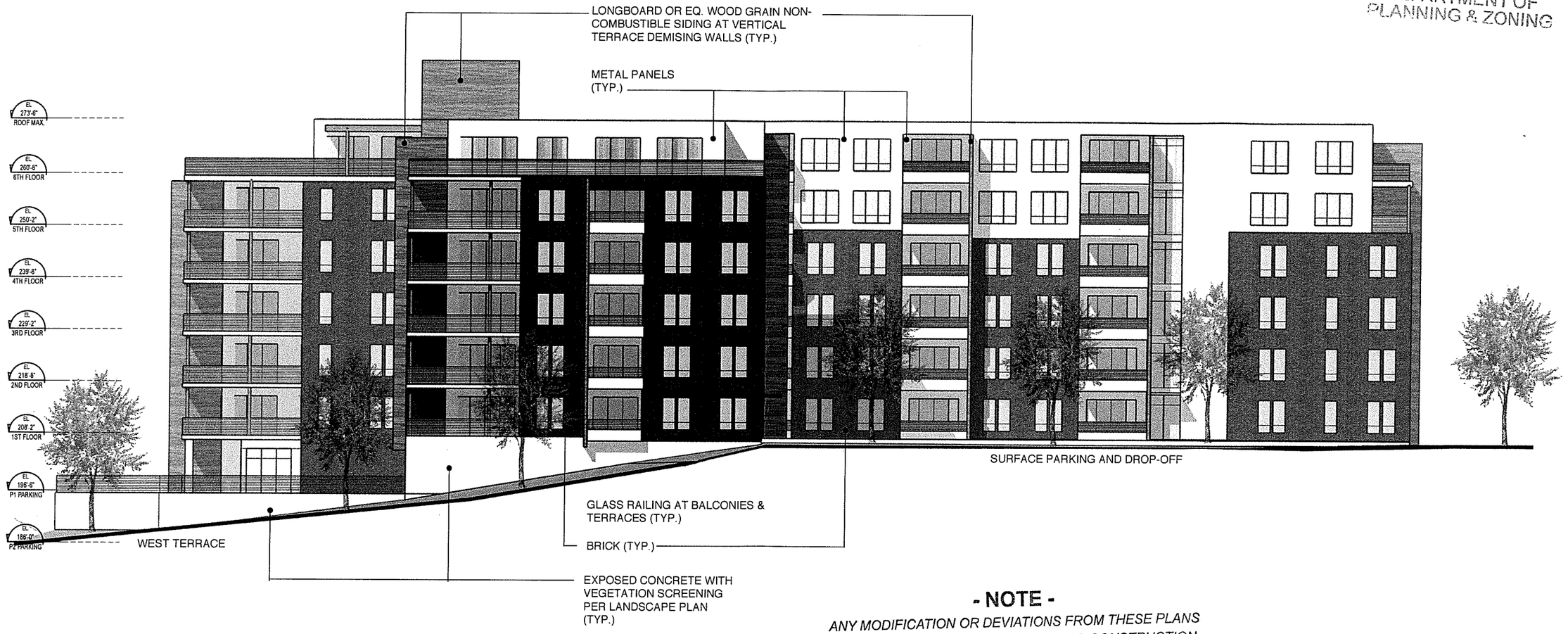
- NOTE -

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

FINAL APPROVAL

SIGNED: _____ DATE: 10/18/18
Planning & Zoning Department
Burlington, Vermont

RECEIVED
AUG 09 2018
DEPARTMENT OF
PLANNING & ZONING



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FINAL APPROVAL

SIGNED: _____ DATE: 10/18/18

Planning & Zoning Department
Burlington, Vermont

Cambrian Rise Building M | Burlington, VT
South Elevation SCALE: 1" = 20'-0"

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AUG 09 2018
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RECEIVED
AUG 09 2018
DEPARTMENT OF
PLANNING & ZONING

PROPOSED

At height of 264.0
Max. height allowed

RECEIVED

JUL 10 2018

DEPARTMENT OF
PLANNING & ZONING

HOTEL

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

FINAL APPROVAL

SIGNED: _____ DATE: 10/18/18

Planning & Zoning Department

Burlington, Vermont

AS APPROVED

at height of 249.5'

max. height allowed: 264.

RECEIVED

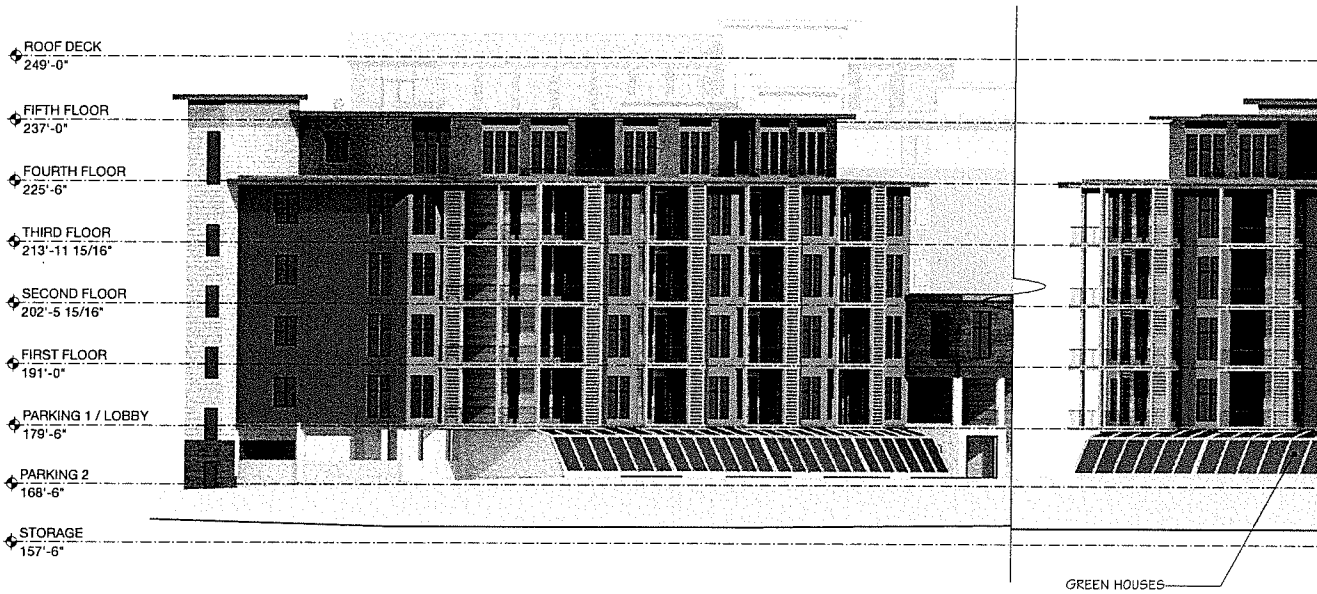
JUL 10 2018

DEPARTMENT OF
PLANNING & ZONING

G, R

EAST ELEVATION
Scale: 1/16" = 1'-0"

NORTH ELEVATION
Scale: 1/16" = 1'-0"



WEST ELEVATION
Scale: 1/16" = 1'-0"

SOUTH ELEVATION
Scale: 1/16" = 1'-0"

CAMBRIAN RISE • BUILDING Q &

BURLINGTON, VERMONT

*CALCULATION NOTES FOR EXISTING & PREVIOUSLY PERMITTED BUILDINGS:

NOTE: THESE CALCULATIONS ARE FOR PERMITTED BUILDINGS UNDER PREVIOUS ZONING REGULATIONS THAT ARE NO LONGER IN EFFECT. THIS INFORMATION IS PROVIDED FOR RECORD PURPOSES ONLY.

FRONTAGE MID-POINT:
THE PROPOSED FINISH GRADE ELEVATION AT THE MID POINT ALONG THE FRONTAGE OF A BUILDING. THIS IS USED TO DETERMINE THE BUILDING HEIGHT WHERE THE BUILDING HAS A SETBACK OF LESS THAN 10'.

GROUND AVERAGE:
THE AVERAGE OF THE LOWEST AND HIGHEST PROPOSED GRADE ELEVATIONS AROUND THE ENTIRE PERIMETER OF THE BUILDING, INCLUDING 10' OUT FROM THE FACE, EXCLUDING EXCEPTIONALLY HIGH AND LOW POINTS AT BUILDING ENTRANCES THAT ARE NOT REPRESENTATIVE OF THE OVERALL BUILDING HEIGHT. THIS IS USED TO DETERMINE THE BUILDING HEIGHT WHERE THE BUILDING HAS A SETBACK OF EQUAL OR GREATER THAN 10'.

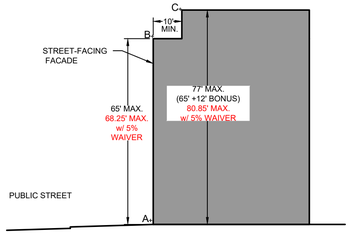
INTERNAL SETBACKS (FROM NORTH RD, WEST RD, & SOUTH RD)
MEASURED FROM THE SIDEWALK TO THE CLOSEST BUILDING FACADE, DOES NOT INCLUDE BALCONIES, PORCHES, OR ONE-STORY BUILDING PROJECTIONS.

NORTH AVE SETBACK
MEASURED FROM THE EXISTING LOT LINE TO THE CLOSEST BUILDING FACADE. DOES NOT INCLUDE BALCONIES, PORCHES, OR ONE-STORY BUILDING PROJECTIONS.

CALCULATION NOTES FOR PROPOSED BUILDING & PERMITTED BUILDINGS WITH MODIFICATIONS:

BUILDING HEIGHT MEASURED AT INTERVALS OF NO MORE THAN 65' ALONG THE ENTIRE LENGTH OF THE STREET-FACING FACADE.

THE MAXIMUM ALLOWABLE HEIGHT FOR EACH SECTION IS BASED OFF THE GROUND HIGH POINT (A) THAT CORRESPOND WITH EACH SECTION



A - GROUND HIGH POINT OF EACH SECTION
B - ALLOWABLE BUILDING HEIGHT ALONG STREET-FACING FACADE
C - ALLOWABLE BUILDING HEIGHT INCLUDING 12' BONUS WITH 10' MIN. SETBACK FROM STREET-FACING FACADE

LAKEVIEW CEMETERY

NORTH RD

SOUTH RD

WEST RD

NORTH AVE

*BLDG Q&R, WEST ROAD
SETBACK DISTANCE **6.6'**
FRONTAGE MID POINT **189.0'**
BLDG MAX ALLOWED **254.0'**
w/ IZ BONUS: **264.0'**
BLDG HEIGHT AS PERMITTED **264.0'**

*BLDG H, WEST ROAD
SETBACK DISTANCE: **9.9'**
FRONTAGE MID POINT: **195.0'**
BLDG MAX ALLOWED: **260.0'**
w/ IZ BONUS: **270.0'**
BLDG HEIGHT AS PERMITTED: **249.0'**

*BLDG P, WEST ROAD
SETBACK DISTANCE: **10.5'**
GROUND AVG: **186.0'**
BLDG MAX ALLOWED: **251.0'**
w/ IZ BONUS: **261.0'**
BLDG HEIGHT AS PERMITTED: **255.0'**

*BLDG H, SOUTH ROAD
SETBACK DISTANCE: **9.3'**
GROUND AVG: **193.25'**
BLDG MAX ALLOWED: **258.25'**
w/ IZ BONUS: **268.25'**
BLDG HEIGHT AS PERMITTED: **253.5'**

BLDG C
MODIFIED PORTION
PROPOSED LOWER ROOF ELEVATION (WITHIN 10' OF STREET FACING FACADE): **270.0'**

PROPOSED ROOF ELEVATION (SETBACK 10' FROM STREET FACING FACADE): **281.0'**

SECTION 1 & 2
A. 196.5
B. 261.5
C. 273.5 + 3.67' WAIVER (77 X 4.8%)= 277.17

BLDG M
PROPOSED LOWER ROOF ELEVATION (WITHIN 10' OF STREET FACING FACADE): **254.17'**

PROPOSED ROOF ELEVATION (PREVIOUSLY APPROVED BUILDING VOLUME SETBACK 7' FROM STREET FACING FACADE, ADDITIONAL BUILDING VOLUME SETBACK 10' FROM STREET FACING FACADE): **277.17'**

*BLDG A, NORTH AVE
EXISTING SETBACK: **74.65'**
BLDG EXISTING: **299.0'**

*BLDG B, NORTH AVE
SETBACK (EX. LOT LINE): **20.0'**
GROUND AVG: **226.0'**
BLDG MAX ALLOWED: **291.0'**
w/ IZ BONUS: **301.0'**
BLDG HEIGHT AS PERMITTED: **275.5'**

*BLDG C, SOUTH RD
HT. SETBACK: **14.0'**
GROUND AVG: **211.0'**
BLDG MAX ALLOWED: **276.0'**
w/ IZ BONUS: **286.0'**
BLDG HEIGHT AS PERMITTED: **281.0'**

*BLDG K, NORTH AVE
SETBACK (EX. LOT LINE): **22.5'**
GROUND AVG: **219.75'**
BLDG MAX ALLOWED: **284.75'**
w/ IZ BONUS: **294.75'**
BLDG HEIGHT AS PERMITTED: **267.0'**

*BLDG K, SOUTH RD
HT. SETBACK DISTANCE: **12'**
GROUND AVG: **219.75'**
BLDG MAX ALLOWED: **284.75'**
w/ IZ BONUS: **294.75'**
BLDG HEIGHT AS PERMITTED: **267.0'**

*BLDG L, SOUTH RD
HT. SETBACK: **6.2'**
FRONTAGE MID-POINT: **215.0'**
BLDG MAX ALLOWED: **280.0'**
w/ IZ BONUS: **290.0'**
BLDG HEIGHT AS PERMITTED: **259.0'**

SEE L-EXa - EF BUILDING HEIGHT EXHIBIT

RELEASED FOR PERMIT REVIEW 04-04-2022

DATE	SUBMISSION	DATE	SUBMISSION	DATE	SUBMISSION
01-04-2017	PERMIT SET	03-02-2022	PERMIT AMENDMENTUPDATE		
08-07-2018	Building M Update	04-04-2022	PERMIT AMENDMENTUPDATE		
11-30-2021	PERMIT AMENDMENT - 950 UNITS				

Owner:
BC Community Housing

T. J. Boyle Associates, LLC
landscape architects planning consultants
301 college street burlington vermont 05401 802 658 3555

north

EB
MJB
team

01/31/2017
date
1" = 50'
scale

CAMBRIAN RISE
EXHIBIT - BUILDING HEIGHT

sheet no:
L-EX3

J:\Active Projects\Burlington College 1321\Dwg-CR-Masterplan\EXHIBITS\Permit\CR-EX BLDG HEIGHT.dwg, 4/4/2022 3:57:55 PM

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street
Post Office Box 849
Burlington, Vermont 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY

To: *City of Burlington Zoning/Development Review Board*
Eric Farrell – Cambrian Rise

From: *Caleb Manna, Excavation Inspector*
Laura K. Wheelock P.E. - Public Works Engineer, DPW

Date: *April 4, 2022*

Subject: *Cambrian Rise, BCCH, LLC & 329-375 North Ave.*
Zoning Amendment (ZP 22-32)

The Burlington Development Review Board issued Corrected Findings of Fact for the project known as Cambrian Rise at a Deliberative Hearing on Monday, February 6, 2017.

Several conditions of approval listed under section 6 have not been met. Of these conditions from the deliberative hearing include subsections DPW is asking the DRB for consideration of the following additional provisions:

1. **Within 30 days of receiving approval of zoning permit amendment installation of improved crosswalk warning (rectangular rapid flashing beacons) at the project drive or complete the as approved crosswalk at the southern end of the project proximate to the new Parks & Recreation redeveloped path.**

2. Under the original approval the following condition was applied to the approval of the project. "The signal at North Ave and South Road should be installed during phase two of the project and left in flash, until either trip/pedestrian warrants are met, at which time the signal should become active." The intent was that within the first construction season of the project that signal infrastructure at the Cambrian Way/North Avenue intersection be installed to facilitate the anticipated pedestrian crossing in this location to the bus stop on the east side of the road. The applicant has altered the phasing plan for the project in such a way that this condition has not yet been satisfied despite several significant buildings having been completed and occupied and years since the first construction season. This has created a condition where crossing on North Avenue for pedestrians is of concern and there is no infrastructure to assist with the crossing. The mid-construction conditions for transit and pedestrian accommodations on North Avenue are not acceptable for an established and still growing development. **DPW is asking that a firm date for completion of this portion of the work be set no later than June 30, 2023; or that this condition be satisfied before any additional buildings receive their Certificate of Occupancy whichever the DRB finds more reasonable.**

Burlington Development Review Board
Department of Permitting & Inspections
645 Pine Street
Burlington, VT 05401
www.burlingtonvt.gov/DPI/DRB
Telephone: (802) 865-7188
Fax (802) 863-0466

Brad Rabinowitz
AJ LaRosa
Geoff Hand
Brooks McArthur
Caitlin Halpert
Chase Taylor
Leo Sprinzen
Sean McKenzie, (Alternate)

BURLINGTON DEVELOPMENT REVIEW BOARD
Tuesday, April 5, 2022, 5:00 PM
AGENDA

Virtual Remote Meeting

Zoom: https://us02web.zoom.us/j/87213435083?pwd=S0lrRWxzd3NOQnRPL05QVXI1NGVlUT09
Passcode: 521836
Webinar ID: 872 1343 5083
Telephone: US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

I. Agenda
II. Communications
III. Minutes
IV. Consent
V. Public Hearing

1. **ZP-22-17; 139 Foster Street (RL, Ward 5S) Paul O'Brian**
   Establish a bed and breakfast (short-term rental) within existing residence. (Project Manager, Scott Gustin)

   Deferred until 7/5/2022

2. **ZAP-21-21; 164 North Willard Street (RL, Ward 1E) Luke Purvis**
   Appeal of fence permit denial. (Project Manager, Scott Gustin)

   Withdrawn

3. **ZAP-21-21; 164 North Willard Street (RL, Ward 1E) Luke Purvis**
   Appeal of adverse determination regarding pre-existing nonconforming status of gravel strip. (Project Manager, Scott Gustin)

   Withdrawn

VI. Certificate of Appropriateness

1. **ZP-22-88; 147 Spear Street (RL Ward 8E) UVM Agricultural College / Lani Ravin**
   Construction of a 4,640 sf team support building and related site work. Originally permitted with Virtue Field project but not constructed. (Project Manager, Scott Gustin)

   Approved

2. **ZP-22-32; 351-375 North Avenue (NAC-CR Ward 4N) BC Community Housing / Farrell Properties**
   Increase residential density from 770 to 950 units. Add 1 additional floor to building P Lot 5.

The programs and services of the City of Burlington are accessible to people with disabilities.
Individuals who require special arrangements to participate are encouraged to contact the Zoning Division at least 72 hours in advance so that proper accommodations can be arranged. For information call 865-7188 (TTY users: 865-7142).
Printed on 100% Recycled Paper

Straighten out building Q&R Lot 7 (no more curve). Various site modifications. (Project Manager, Scott Gustin and Mary O'Neil)

Approved

VII. Other Business

VIII. Adjournment

Plans may be viewed upon request by contacting the Department of Permitting & Inspections between the hours of 8:00 a.m. and 4:30 p.m. Participation in the DRB proceeding is a prerequisite to the right to take any subsequent appeal. Please note that ANYTHING submitted to the Zoning office is considered public and cannot be kept confidential. This may not be the final order in which items will be heard. Please view final Agenda, at www.burlingtonvt.gov/dpi/drb/agendas or the office notice board, one week before the hearing for the order in which items will be heard.

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Chase Taylor
Leo Sprinzen
Sean McKenzie, (Alternate)

BURLINGTON DEVELOPMENT REVIEW BOARD
Tuesday, April 5, 2022, 5:00 PM
Minutes

~~**Physical location: 645 Pine Street, Front Conference Room, Burlington VT 05401**~~

Board Members Present: All members were remote. Brad Rabinowitz, Geoff Hand, Chase Taylor, Sean McKenzie, Brooks McArthur, Leo Sprinzen

Board Members Absent: Caitlin Halpert

Staff Members: Mary O'Neil, Scott Gustin, Ryan Morrison, Joseph Cava, and Celeste Crowley

I. **Agenda**

II. **Communications**

III. **Minutes**

March 22, 2022 minutes were approved.

IV. **Consent**

V. **Public Hearing**

1. **1. ZP-22-17; 139 Foster Street (RL, Ward 5S) Paul O'Brian**
Establish a bed and breakfast (short-term rental) within existing residence. (Project Manager, Scott Gustin)

This has been deferred to the July 5th DRB meeting.

2. **ZAP-21-21; 164 North Willard Street (RL, Ward 1E) Luke Purvis**
Appeal of fence permit denial. (Project Manager, Scott Gustin)

This appeal has been withdrawn.

3. **ZAP-21-21; 164 North Willard Street (RL, Ward 1E) Luke Purvis**
Appeal of adverse determination regarding pre-existing nonconforming status of gravel strip. (Project Manager, Scott Gustin)

This appeal has been withdrawn.

VI. **Certificate of Appropriateness**

1. **ZP-22-88; 147 Spear Street (RL Ward 8E) UVM Agricultural College / Lani Ravin**
Construction of a 4,640 sf team support building and related site work. Originally permitted with Virtue Field project but not constructed. (Project Manager, Scott Gustin)

Lani Ravin, Derick, Todd Merchant, Alex Blandchard, Sharon Bushor: Sworn in

Sharon: I saw that the water EPSC was addresses 5-6 years ago, and don't see a current review.

Scott: The EPSC is pending.

Sharon: My question is would you approve this with the understanding of no significant changes?

Derek: It was permitted and the model was updated with another project. The pond was upgraded.

Brad: This is being looked as consent. The Board agrees to consent.

2. **ZP-22-32; 351-375 North Avenue (NAC-CR Ward 4N) BC Community Housing / Farrell Properties**
Increase residential density from 770 to 950 units. Add 1 additional floor to building P Lot 5. Straighten out building Q&R Lot 7 (no more curve). Various site modifications. (Project Manager, Scott Gustin and Mary O'Neil)

Eric Farrell, Mike Busher, Laura Wheelock, Sharon Bushor, Jane Hagen: Sworn in.

Brad: This is a large project and half of our Board was not part of the original project. So, could give us an overview, Eric.

Eric: The over all site plan is not what was originally approved, but the number of buildings is the same. We are looking at buildings D-E-F, what we call Aurora. One change is that building Q will not be curved. We straightened it out to allow the other buildings to have a line of sight to the lake.

Arora will have 192 condo units, not apartments. There will be office space in building D with second floor apartments, and 350 parking spaces underneath.

Scott: Mike, can you show the changes to the other two buildings?~~.~~

Mike: Building C – We will be eliminating the lower deck and common space to put two additional units.

Brad: It appears there is a significant change to the North Avenue side.

Eric: We've had extensive reviews that say it doesn't detract from Liberty House. We sold 1/3 of the site to the City so we went to the highest allowable heights in the ordinance.

Brad: A couple of things; You are not changing the phasing? You are already 5 years in, will you be able to maintain the phases within the original phasing plan?

Eric: We are keeping pace with the next 5 years.

Brad: You are decreasing the commercial areas?

Eric: Yes, it was 100,000sq ft at the onset but it is substantially less.

Leo: A quick calculation shows it to be about 40,000 sqft.

Eric: It's is actually only 20,000 sqft not counting the hotel. We found there is not a lot of demand for commercial space. There will be a café on the corner but there has been no demand for the convenience store so we deleted it. We are focusing on the uses to benefit the residences.

Leo: I see a request for a parking waiver.

Eric: Yes, we are asking for a 20% ~~reduction~~maximum waiver. We are putting $450k into a bus stop, bike wash, bike storage, and car share.

AJ: One issue at the beginning of the project was the internal street construction.

Eric: The streets are being built as we go and are bonded to release to the city as completed.

AJ: Will the public access be affected by these changes?

Eric: No, it will remain the same and has ADA routes from North Ave to the bike path.

Brad: Public Works has comments; when the infrastructure conditions gets completed

Eric: We discussed, with DPW, the reconstructing of North Ave to be consistent with the plan. The improvements all have to be done at the same time, one project. It is not feasible to complete by 2023 but we are going for 2024.

The more buildings completed with provide more funding for those improvements. We have ordered the controlled crossing equipment and are just waiting for the cement bases to arrive before completing it. The improvements are tied to the occupancy of Aurora.

Laura: The crossing and intersection is in a state of construction but needs infrastructure to support bikes and pedestrians. We feel that the assisted crossing is an immediate priority for completion.

Jane: I live next door to Cambrian Rise, across from building B. It seems to me that there is not enough parking. What is the management plan? If renting there is no guarantee of parking and no parking for off-site. How do consumers use the spaces with no parking available?

Eric: The idea is to unbundle parking, meaning, they want renters to be conscious of the cost of owning a car. When you rent a unit you get one parking space. If you have no car, you save $75 off of your rent. If you have two cars, you pay an additional $75 for rent.

When the project and improvements are complete there will be public parking on the street. We think we have enough, not too little and not too much.

Jane: I guess a red flag for me is that you have 350 spaces and one building alone has 300 units.

Eric: We believe many of the renters will opt to rent garage space.

Jane: Reduced green space is a concern and I would like to voice that the building appears to be encroaching on the Liberty House. I would like to know the North Ave corridor improvements planned. It doesn't affect me now but will the revised plans affect me?

Eric: We'll be widening North Ave on the West side, not changing the East side.

Brad: So the completion of Aurora is the trigger for the improvements. Is Aurora the next phase?

Eric: No, building C is next with Aurora beginning in the Fall with occupancy about 24 months after construction begins. We're looking at Spring of 2024.

Sharon: Does Aurora have commercial spaces?

Eric: Yes, the working spaces.

Sharon: How many units in Aurora?

Eric: 192 units with 112 hotel rooms for resident guests.

Brad: The height of the building along North Ave is troublesome.

Eric: The ordinance says/encourages being on the street.

Scott: Reference Ordinance 9:1.12 Additional Density and Other Development Allowances

Brad: Are there any other questions from the Board?

Scott: The amendment today is for; Increase in the number of units, parking waiver, building changes, commercial space, and the DPW concerns.

Brad: Public Hearing is closed.

VII. Other Business

The first meeting in May will be a training event.

VIII. Adjournment 6:17pm

APRIL 20, 2022

Bradford L. Rabinowitz, Chair of Development Review Board Date

Celeste Crowley, Permitting & Inspections Administrator Date

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