

## Department of Planning and Zoning

149 Church Street  
Burlington, VT 05401

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

Telephone: (802) 865-7188

(802) 865-7195 (FAX)

David E. White, AICP, Director

Ken Lerner, Assistant Director

Sandrine Thibault, AICP, Comprehensive Planner

Jay Appleton, Senior GIS/IT Programmer/Analyst

Scott Gustin, AICP, CFM, Senior Planner

Mary O'Neil, AICP, Senior Planner

Nic Anderson, Zoning Clerk

Elsie Tillotson, Department Secretary



## MEMORANDUM

To: Development Review Board

From: <sup>Ma</sup> Mary O'Neil & <sup>AD</sup> Scott Gustin, AICP, Senior Planners

Date: July 16, 2013

RE: ZP 13-1262CA/MA

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

**File:** ZP 13-0991 SP

**Location:** 256-258 North Winooski Avenue and 260-262 North Winooski Avenue

**Zone:** NMU **Ward:** 2

**Date application accepted:** April 30, 2013

**Applicant/ Owner:** Gates and A. Marsh Gooding

**Request:** Combine 256-258 and 260-262 North Winooski

Avenue; demolish all buildings, construct 2 new connected three story buildings with a total of 22 residential units and 1 commercial unit. Parking for 22 units will be provided on-site. A parking waiver is requested toward the commercial use, which at this time is proposed to be a restaurant. A shared access drive with the abutting property (264 North Winooski Avenue, Legal Aid) is included, with a companion application.

### Background:

#### 256-258 North Winooski Avenue

- **Zoning Permit 83-483;** Erect a freestanding sign. Approved October 1983.
- **Zoning Permit 83-127 (COA 83-031):** Add a 36' x 40' building in the rear of the lot to be used for car repair and sales. Approved April 1983.

#### 260-262 North Winooski Avenue

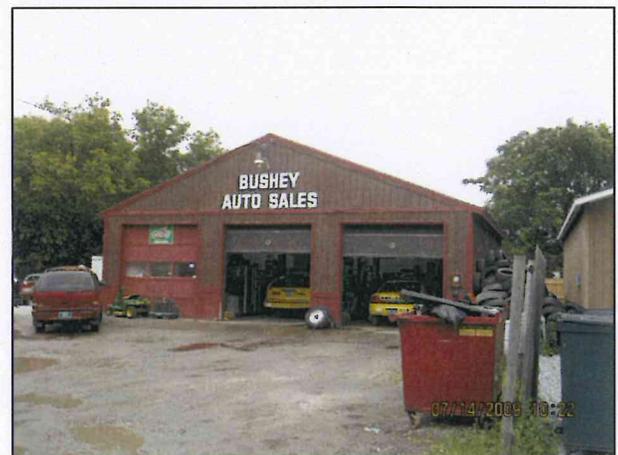
There are no zoning permits on file for this property.

### Overview:

256-258 North Winooski Avenue is currently a mixed use, with 2 residential units in front and a car repair business (Bushey's Auto) in the rear. The lot size is approximately 10,300 sq. ft.



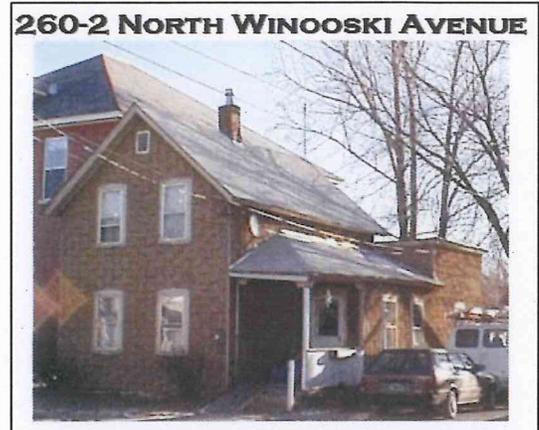
256-258 North Winooski Avenue



260-262 North Winooski has two separate structures, with 2 residential units on approximately 10,335 sq. feet of land.

The Design Advisory Board and the Development Review Board reviewed this project under Sketch Plan Review May 28<sup>th</sup> and May 21, 2013, respectfully.

The Design Advisory Board reviewed this current application July 9, 2013 and recommended approval as presented. The Conservation Board reviewed it July 1, 2013 and recommended approval with a suggestion that stormwater management handle 100% of the 1 year storm event (as opposed to just 50%). The applicants are pursuing the feasibility of this suggestion.



### **Article 3: Applications, Permits, and Project Reviews**

#### **Part 3: Impact Fees**

##### **Sec. 3.3.2 Applicability**

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

Impact Fees, based on the new square footage, will be assessed, with credit given for the existing square footage and calculated by use. **(Affirmative finding as conditioned)**

#### **Part 4: Site Plan and Design Review**

#### **Part 5: Conditional Use and Major Impact Review**

##### **Sec. 3.5.6 (a) Conditional Use Review Standards**

*1. Capacity of existing or planned community facilities.*

The proposed development will place additional demands on municipal water and sewer. Adequate capacity is likely available; however, written confirmation from the Department of Public Works is required. A State of Vermont wastewater permit will also be required. **(Affirmative finding as conditioned)**

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

This is a Neighborhood Mixed Use district, where commercial and residential uses are anticipated to co-exist.

The Municipal Development Plan cites:

- Encourage mixed-use development patterns, at a variety of urban densities, which limit the demand for parking and unnecessary automobile trips and supports public transportation. (Land Use Plan, Page I-2.)
- ...take underutilized commercial areas within a residential area, and transform them into higher-density, compact mixed-use settlements...(Land Use Plan, Page I-20)

- Promotion of development and re-investment in the Old North End Enterprise Community (Land Use Plan, Page I-27)
- *Future Land Use Map – Centers for Growth and Development* (Land Use Plan, Page I-29.)
- Continue the cleanup and redevelopment of Brownfields, a high priority to improve the environmental, increase the tax base, create and retain jobs, and curb sprawl. (Land Use Plan, Page I-30.)
- Support the creation of new rental and owner-occupied housing on every parcel of land in Burlington that is zoned for residential development at the number of units allowed by zoning. Identify buildable sites for eventual housing construction/conversion. (Housing Plan, Page IX-12.)
- The City will actively promote and encourage the development of multi-unit, higher density housing .... as a means of providing greater housing opportunities that serve a wide range of housing needs. (Housing Plan, Page IX-7) (**Affirmative finding**)

3. *Traffic on roads and highways in the vicinity evaluated in terms of increased demand for parking, travel during peak commuter hours, safety, contributing to congestion, as opposed to complementing the flow of traffic and/or parking needs; if not in a commercial district, the impact of customer traffic and deliveries must be evaluated;*

Preliminary review for Act 250 has indicated that a traffic study is not likely needed. At Technical Review, the city's traffic engineer was not inclined to require a traffic study as well. The existing uses (multi-residential, commercial automotive) likely generated a significant amount of trip ends that would be commensurate or exceed with the anticipated traffic of the proposed new development. (**Affirmative finding**)

4. *Any standards or factors set forth in existing City bylaws and city and state ordinances; Compliance with all standards of the CDO, Chapter 26 approval by the Stormwater Administrator, and securement of requirement building permits and state development (Act 250) and wastewater/potable water permits will be required. (Affirmative finding as conditioned)*

5. *The utilization of renewable energy resources;*

All development is required to meet the energy efficiency standards as defined by Burlington Electric. This project will include a rooftop solar array. (**Affirmative finding**)

*and,*

*In addition to the General Standards specified above, the DRB;*

6. *shall consider the cumulative impact of the proposed use. For purposes of residential construction, if an area is zoned for housing and a lot can accommodate the density, the cumulative impact of housing shall be considered negligible;*

Residential use is a permitted use in the NMU. The cumulative impact can be considered negligible. (**Affirmative finding**)

7. *in considering a request relating to a greater number of unrelated individuals residing in a dwelling unit within the RL, RL-W, RM and RM-W districts than is allowed as a permitted use, in addition to the criteria set forth in Subsection (a) hereof, no conditional use permit may be granted unless all facilities within the dwelling unit, including bathroom and kitchen*

*facilities are accessible to the occupants without passing through any bedroom. Additionally, each room proposed to be occupied as a bedroom must contain at least one hundred twenty (120) square feet. There must also be a parking area located on the premises at a location other than the front yard containing a minimum of one hundred eighty (180) square feet for each proposed adult of the dwelling unit in excess of the number of occupants allowed as a permitted use. All other green space standards must be observed.*

Not applicable in the NMU.

8. *may control the location and number of vehicular access points to the property, including the erection of parking barriers.*

The applicant has made arrangements with the neighboring property owner (Legal Aid) for a shared access drive. This reduces the number of existing access points (driveways) from 3 to 1; and is a benefit to both property owners for comfortable entry and exit as well as providing spatial distance between structures. **(Affirmative finding)**

9. *may limit the number, location and size of signs.*

No signs are proposed within the proposal at this time. Any signage will require a separate zoning permit. **(Affirmative finding as conditioned)**

10. *may require suitable mitigation measures, including landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area.*

As the rear parking area may introduce beams from headlight onto the neighboring residential yards, landscaping and fencing along the rear boundary line is proposed.

**(Affirmative finding)**

11. *may specify a time limit for construction, alteration or enlargement of a structure to house a conditional use.*

No additional construction time beyond the standard 2-year time frame is sought. Therefore, the project must be completed within 2 years of the date of permit approval. **(Affirmative finding as conditioned)**

12. *may specify hours of operation and/or construction to reduce the impact on surrounding properties.*

Hours of operation of the restaurant need not be limited as a permitted use. In consideration of nearby residences, hours of construction shall be limited to Monday – Saturday, 7:00 AM – 6:00 PM with no Sunday construction. **(Affirmative finding as conditioned)**

13. *may require that any future enlargement or alteration of the use return for review to the DRB to permit the specifying of new conditions.*

This is a statutory requirement.

14. *may consider performance standards, should the proposed use merit such review.*

This is at the discretion of the DRB.

15. *may attach such additional reasonable conditions and safeguards, as it may deem necessary to implement the purposes of this chapter and the zoning regulations.*

Also at the discretion of the DRB.

**(b) Major Impact Review Standards:**

*Before a major impact development may receive approval, the DRB must be satisfied, based on documentation provided by appropriate city agencies, experts, interested*

parties and/or the applicant that the proposed development, in addition to meeting the review standards for conditional use review above, shall:

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

The introduction of new residential units is not anticipated to result in undue water, air or noise pollution. **(Affirmative finding)**

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

The applicant will be required to submit a letter from the Department of Public Works confirming the availability of adequate water and sewer service for the proposed development. **(Affirmative finding as conditioned)**

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

See above.

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

An Erosion Prevention and Sediment Control Plan, as well as a Stormwater Management Plan have been submitted for review and approval by the City Stormwater Administrator. **(Affirmative finding as conditioned)**

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

The development seeks to add residential units on two combined lots currently developed as multi-residential and commercial automotive. While the intensity of residential occupancy is proposed to increase, the commercial element of the development (automotive garage to small commercial, as yet undefined) will significantly decrease. The decrease in curb cuts, from 3 to one, will likely increase the safety for both vehicles and pedestrians immediate to the site. No unreasonable congestion, unsafe condition or negative impact is forecast with the proposed project. **(Affirmative finding)**

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

Any impact introduced by the proposed 22 new residential units should be off-set with payment of applicable Impact Fees. **(Affirmative finding)**

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

Any impact introduced by the proposed 22 new residential units and restaurant should be off-set with payment of applicable Impact Fees. **(Affirmative finding)**

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

No archaeological resources have been identified in this area. No known rare, irreplaceable or significant natural areas are included within the project area. **(Affirmative finding)**

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

This is an existing, developed site. Development intends to introduce additional residential units and a minor commercial space, while cleaning up at tainted automobile service yard. The development proposes to enhance and articulate those growth patterns identified in the Municipal Development Plan. **(Affirmative finding)**

10. *Be in substantial conformance with the city's municipal development plan and all incorporated plans;*

See Conditional Use review criteria, above.

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

The proposed development will introduce new housing units at a moderate density in an existing mixed use neighborhood. The development will have no undue adverse impact on the housing needs of the city. **(Affirmative finding)**

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

No adverse impact is anticipated; however any impact is likely to be off-set by payment of required Impact Fees. **(Affirmative finding as conditioned)**

**Article 4: Zoning Maps and Districts**

**Section 4.4.2 Neighborhood Mixed Use Districts**

2. *The NMU district is intended to preserve and enhance historically commercial areas while reinforcing the compact scale and development patterns within the city's older neighborhoods. Uses are intended to provide neighborhood oriented goods and services and employment opportunities within walking or biking distance of residential neighborhoods.*

**Table 4.4.2-1 Dimensional Standards and Density**

NMU	Max. Intensity (FAR) 2.0 20,635 sq. ft; 41,270 = 2.0 FAR	Max. Lot Coverage 80%	Minimum Building Setbacks			Height Min. 20', 2 stories Maximum 35'
			Front <sup>4</sup> 0	Side <sup>2</sup> 0	Rear <sup>2</sup> 0	
256-268 and 260-262 North Winooski	23,471+/- proposed 1.1 FAR	80% proposed	Approx.. 12': Meets required 12' setback from curb	8.9" on west; 36 +/-' on east.	44' +/-	3 stories proposed. Front building: 31' Rear building: 35'

			(footnote #4, Table 4.4.2-1)			
--	--	--	------------------------------	--	--	--

- 2. Structures shall be setback a minimum of 15-feet along any property line that abuts a residential zoning district.
- 4. All structures shall be setback 12 feet from the curb on a public street.

The structures meet footnote 2, 15' setback from a residential zoning district, on the rear (east). The lot abuts RM (medium density zone) on the east; backing up to Hyde Street. **(Affirmative finding)**

**Article 5: Citywide General Regulations**

**Part 2: Dimensional Requirements**

**Section 5.2.3, Lot Coverage Requirements**

See Table 4.4.2-1, above.

**Sec. 5.2.4 Buildable Area Calculation**

Not applicable.

**Section 5.2.5 Setbacks**

See Table 4.4.2-1, above.

**Sec. 5.2.6, Building Height Limits**

See Table 4.4.2-1, above.

**Sec. 5.2.7, Density and Intensity of Development Calculations**

Calculation is made by Floor Area Ratio rather than Dwelling units per acre. See Table 4.4.2-1, above.

**Section 5.4.8 Historic Buildings and Sites**

As determined by the Vermont Division for Historic Preservation June 21, 2013, the structures to be demolished are not historically significant. Their demolition will have no adverse impact on historic resources. **(Affirmative finding)**

**Section 5.4.9 Brownfield Remediation**

256-258 North Winooski, the site of Bushey's Auto Repair, has been the location of a use typically associated with site contamination, floor drains, etc. The Vermont Department of Environmental Conservation (DEC) has identified the site as a brownfield. The applicants are working with DEC to establish a corrective action plan to be implemented as part of this project. **(Affirmative finding as conditioned)**

**Part 5: Performance Standards**

**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**

Submitted photometrics and individual fixture spec sheets appear to meet the guidance and direction of the standards of Sec. 5.5.2. Parking lot pole lights will be an acceptable 15' tall. **(Affirmative finding)**

### **Section 5.5.3 Stormwater and Erosion Control**

An erosion prevention and sediment control plan as well as a stormwater management plan have been provided. They have been reviewed by the Conservation Board. That Board recommended approval with a suggestion that the stormwater management plan strive to achieve 100% attainment of the 1-year storm event. The applicants are pursuing that suggestion. Final approval from the Stormwater Administrator is required. **(Affirmative finding as conditioned)**

## **Article 6: Development Review Standards**

### **Part 1: Land Division Design Standards**

#### **Section 6.1.1 Applicability**

##### **Sec. 6.1.1 Applicability.**

*These standards are enacted to apply to all development subject to the provisions of this ordinance found in Art. 10 – Subdivisions or Art. 11 – Planned Development involving the subdivision of land, or an adjustment or reconfiguration of lot lines.*

Lot line adjustments do not constitute a subdivision (Sec. 10.1.5). Therefore, Article 10 is largely not applicable; however, combining 2 existing lots to develop as one project subjects the proposal to these standards.

#### **Sec. 6.1.2 Review Standards**

##### **(a) Protection of important natural features:**

*The arrangement of blocks and lots shall preserve watercourses, wetlands, steep slopes, flood-prone areas, rock outcroppings, wildlife habitat and travel corridors, specimen trees and contiguous stands of forest, and other sensitive ecological and geological areas to the extent practicable.*

There are no identified natural features on either site. **(Affirmative finding)**

##### **(b) Block Size and Arrangement:**

*The size and arrangement of new blocks shall maintain the size and arrangement of existing neighborhood blocks within the zoning district, and support the pattern of interconnected streets throughout the city.*

The interconnection of public streets remains the same. No change is proposed to existing neighborhood blocks within the zoning district. **(Affirmative finding)**

##### **(c) Arrangement of lots:**

*The size and arrangement of new lots shall reflect and perpetuate the existing development pattern of the surrounding neighborhood. Lots shall be created in such a way as to enable their development pursuant to the requirements of this ordinance, and ensure a clear transfer of title.*

*Interior lot lines extending from a street should be perpendicular or radial to the street right-of-way line to the greatest extent feasible. Flag lots and through lots are discouraged, and shall be allowed only to the extent where topography and existing block and lot arrangement allow no suitable alternative. In such cases, a minimum frontage for access of 20-feet shall be required.*

Existing periphery property boundaries shall remain the same; only the interior property boundary shall be extinguished to create one single lot. No flag lots are proposed. **(Affirmative finding)**

**(d) Connectivity of streets within the city street grid:**

*The established grid of interconnected streets shall be maintained and extended to the extent practicable. All streets shall be in conformance with applicable street design & construction details as provided by the department. of public works, and shall be dedicated to the city.*

No change is proposed. **(Affirmative finding)**

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

*The established sidewalk network shall be maintained and extended to the extent possible. Trail networks and uninterrupted corridors of greenspace outside of the established street grid should be maintained and extended wherever possible. All sidewalks shall be in conformance with applicable street design & construction details as provided by the department. of public works, and shall be dedicated to the city.*

No change to the existing sidewalks is proposed. Two curb cuts will be eliminated, however, providing greater area for street plantings within the public ROW and the potential for additional on-street parking spaces. **(Affirmative finding)**

**Part 2: Site Plan Design Standards**

**Sec. 6.2.1 Applicability.**

*These standards shall be satisfied for the approval of all development subject to the provisions of this ordinance found in Article 3, Section 3.4.2(1) – Site Plan Review.*

**Sec. 6.2.2 Review Standards**

**(a) Protection of Important Natural Features:**

Review has not identified any sensitive ecological features or proposed topographic alterations. **(Affirmative finding)**

**(b) Topographical Alterations:**

No significant topographical alterations are proposed. The site is generally flat and will remain so. **(Affirmative finding)**

**(c) Protection of Important Public Views:**

This is a private parcel. There are no protected important public views. **(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 notes relative to Section 5.4.8, above.

**(e) Supporting the Use of Renewable Energy Resources:**

Project development includes the addition of approximately 120 photovoltaic panels split between both buildings, for a total generation capacity of approximately 32kW. As these are proposed to be net metered, they are exempt from municipal zoning review per state statute. Shadow cast is not anticipated to negatively impact the abutting (Legal Aid) building, as the proposed building siting allows for greater space between this and 264 North Winooski Avenue. The opposite abutter will be in the sun as it moves west, foreclosing shadow cast on that parcel.

**(Affirmative finding)**

**(f) Brownfield Sites:**

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

The applicant has been working with Waite-Heindel Environmental Management and has completed Phases I and II of Environmental Assessment. An additional round of testing was completed at the suggestion of the Vermont Department of Environmental Conservation. The limited area of concern is under the existing automotive garage located in the southeast corner of 256-258 North Winooski Avenue. A Corrective Action Plan is in development for the appropriate site remediation. **(Affirmative finding as conditioned)**

**(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.*

See Sec. 5.5.3 for stormwater management.

*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.*

Entryways incorporate roof overhangs canopies or covered shelter, as proposed. An area of snow storage has located in the rear edges of the parking area, and room for a snow pile next to the trash enclosure. **(Affirmative finding)**

**(h) Building Location and Orientation:**

*The introduction of new buildings and additions shall maintain the existing development pattern and rhythm of structures along the existing streetscape. New buildings and additions should be aligned with the front façade of neighboring buildings to reinforce the existing “street-edge,” or where necessary, located in such a way that complements existing natural features and landscapes.*

The building front is aligned with neighboring building setbacks, and reinforces the existing “street edge.”

*Buildings placed in mixed-use areas where high volumes of pedestrian traffic are desired should seek to provide sufficient space (optimally 12-15 feet) between the curb line and the building face to facilitate the flow of pedestrian traffic. In such areas, architectural recesses and articulations at the street-level are particularly important, and can be used as an alternative to a complete building setback in order to maintain the existing street wall.*

The building proposed for the front meets the required 12’ setback from the public street; and in that requirement, provides sufficient space to facilitate pedestrian traffic. The design incorporates changes in building plane that enhance the building’s appearance and overall interest.

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

A main entrance is provided at the building front and facing the public sidewalk and street. Additionally, the proposed commercial use is proposed to employ operable “garage door” style café openings, to be used during warm weather. This will literally and visually open up the first floor, directing toward a clearly identifiable building entrance. **(Affirmative finding)**

**(i) Vehicular Access:**

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

The proposal includes a two lane shared drive with the adjoining Legal Aid property. This will reduce existing curb cuts from 3 to one.

*Residential driveways shall be a minimum of 7 feet in width or consist of two 1.5’ driveway strips. Driveway strips shall be accompanied by a paved area for the parking and/or storage of motor vehicles. The maximum width for single or shared access driveways shall be 18’. In a residential district, driveways and parking areas shall be set back a minimum of 5’ from side and rear property lines.*

The shared driveway is accompanied by a paved parking area. The parking setback (at the sides and rear, adjoining the residential district) is illustrated at 5’.

*Driveways for commercial properties may require a traffic study to identify the impacts of the movement of traffic to and from the property, and design for safe access. Access for service and loading areas should be located behind buildings or otherwise screened from streets or public*

*ways with landscaping or other barriers. Whether commercial or residential, shared driveways are encouraged, where possible and appropriate.*

The Department of Public Works traffic engineer expressed initial reflections on the proposal at the Technical Review Committee meeting May 9, 2013. In his opinion, the proposed development did not warrant a traffic study.

A trash enclosure is proposed for the north – east rear corner of the 260-262 North Winooski Avenue parcel. Partially screened by trees, the enclosure is proposed to be fabricated of materials to match the buildings.

An added twist in project review is the survey revelation that a dumpster, believed to be on an abutting Hyde Street property, is actually within the property lines of 260-262 North Winooski Avenue. A site plan for 63 Hyde Street, which included the dumpster, was approved in 2004. In an effort to resolve the issue, the applicants have proposed to include the existing dumpster (serving 63 Hyde Street) on their property, but to fence it off from the North Winooski Avenue development. **(Affirmative finding)**

**(j) Pedestrian Access:**

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

Direct pedestrian access to/from the front building to/from the public sidewalk is provided. No such access is provided for the rear building and is required. **(Affirmative finding as conditioned)**

**(k) Accessibility for the Handicapped:**

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

One handicap parking space is illustrated on the site plan. Accessible entry is provided; a fully accessible unit is encouraged. **(Affirmative finding)**

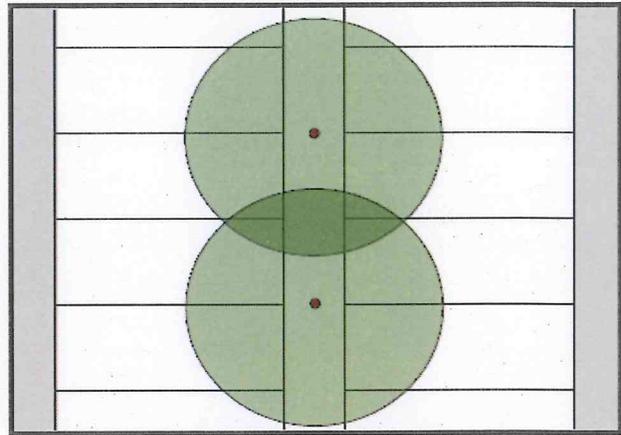
**(l) Parking and Circulation:**

*To the extent possible, parking should be placed at the side or rear of the lot and screened from view from surrounding properties and adjacent public rights of ways. Any off-street parking occupying street level frontage in a Downtown Mixed Use District shall be setback from the edge of the front property line in order to provide space for active pedestrian-oriented uses. Parking areas of more than 20 spaces should be broken into smaller areas separated by landscaping.*

The proposed parking is on the side and rear of the lot. Twenty-five parking spaces are proposed; the parking area divided into two sections. The parking is setback from the edge of the front property line, and proposed to be screened with landscaping.

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

The development includes a shared two-line access drive with the Legal Aid (264 North Winooski Avenue) parcel. Their parking will be immediately adjacent to this parcel in the side and rear; there is no change to their existing parking count. An easement/shared use agreement is included within this application.



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

Adequate turn-around space appears to be provided; no vehicles will be required to back out onto the street. Curbing is proposed along the front and back of the proposed building to define parking lot edges.

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

For 25 parking spaces, 5 shade trees meeting the caliper size specified need to be provided to meet this standard. Eight trees are illustrated in immediate proximity to the parking areas, meeting this provision. Replacement fencing is proposed along the rear property line to shield neighboring properties from headlight glare.

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

There is no identified walkway that separates vehicles and pedestrians within the circulation areas of the parking lot. The entrances, however, are visually clear and evident for building entrance. It would be prudent to articulate a small pathway for resident use on the east elevation along the front of the parking areas leading to entrances to minimize pedestrian/vehicular conflict.

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

Significant and lockable long term bicycle storage is proposed for the basement. Short term storage is planned under a roof canopy between the buildings, with additional spaces along the front of the building; a logical and convenient choice for residents and visitors alike.

**(Affirmative finding as conditioned)**

**(m) Landscaping and Fences:**

There are some existing trees on the site; applicants are attempting to identify which may be considered for retention and used toward the parking lot shading requirement.

Plan L 1.0 defines significant plantings along building facades, between the buildings, and along the property line to the west. As noted in submission materials, the selection and placement of the trees in the greenbelt was guided by City Arborist Warren Spinner. The potential for headlamp glare onto abutting residential properties is eliminated with proposed relocation of existing fence.

*New or replacement street trees shall be provided consistent with the city's Street Tree Master Plan. All proposed street trees shall be selected and planted in accordance with specifications provided by the city arborist.*

Evaluation of the site plan indicates that the public right-of-way at present may be largely pavement. Consultation with the City arborist has occurred relative to appropriate species and caliper for new street trees on the greenbelt.

Fencing along the rear property boundaries will be relocated and repaired as necessary. It is a 6' tall stockade fence. **(Affirmative finding)**

**(n) Public Plazas and Open Space:**

There are no public plazas within the project site area. An outdoor seating area is proposed for the first floor commercial use, which will be a terrific amenity along the street front and has the potential to act as a public plaza/open space for the immediate community. The space between buildings is being exercised as a logical space for bicycle parking and thoughtful landscaping that might thrive in the shaded area. **(Affirmative finding)**

**(o) Outdoor Lighting:**

See Sec 5.5.2.

**(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 placed underground whenever practicable. Trash and recycling bins and dumpsters shall be located, within preferably, or behind buildings, enclosed on all four (4) sides to prevent blowing trash, and screened from public view.*

*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.*

Twenty-three roof-mounted condensing units are proposed. Half each will be located behind two 36" "architectural" screens, to use the same siding materials as the rest of the building. Utilities will be delivered underground; meters are to be located between the front and back wings of the building where they will be screened from public view. Resident mailboxes will be located inside the entryways of both wings of the building.

The building street number will need to be placed in a location that is easily visible from the public ROW for emergency response purposes.

The design of the trash enclosure is provided in a detail on plan L-1.0. **(Affirmative finding)**

### **PART 3: ARCHITECTURAL DESIGN STANDARDS**

#### **Sec. 6.3.2 Review Standards**

**(a) Relate development to its environment:**

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

*The following shall be considered:*

##### **1. Massing, Height and Scale:**

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

The proposed development is situated between two contrasting massing examples: The larger Legal Aid building, and the 2 ½ story residential structures to the west. At three stories, the

proposed buildings are not out of character with the neighborhood when considering the yellow mixed use bakery/café/residential building on the corner of Crombie and North Winooski, the Legal Aid building (former Jewish elementary school), and the bus barns. In massing, the buildings are in character with this portion of North Winooski Avenue.

*Where the zoning encourages greater intensity and larger scale buildings in high density residential and non-residential zoning districts, buildings that are over 3-stories should provide a transition by employing design elements that reduce the apparent building mass from the street level. Taller buildings and elements are most appropriate where they provide a focal point of a terminal view, anchor a street corner, frame view corridors, or relate to larger scaled structures.*

In the Neighborhood Mixed Use zone, higher density is encouraged. The proposed buildings are not over three stories, yet maintain the visual street corridor along North Winooski Avenue.

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

The buildings' design incorporates fluctuating wall planes, window arrangements, bays and projecting pavilions to keep the eye entertained and the building vibrant. The heavy cornice line "caps" the structures, yet directs the eye around the building for a fluid articulation of continued design. Materials are proposed to differ, with alternating expression around window bays and similar projections. Variations in the buildings' "skin" enliven the streetscape and enrich the overall appearance and character of the proposed buildings. **(Affirmative finding)**

## **2. Roofs and Rooflines.**

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

While a flat roof is proposed, several neighborhood examples create an existing precedent for pattern. The roofline itself is animated, with expressive articulation along the cornice, and energized fluctuation reflecting façade plane changes. The result is dynamic and lively.

*Roof-top mechanicals shall be screened from view from the public street, and should be incorporated into and hidden within the roof structure whenever possible.*

A cluster of condensing units/heat pumps is proposed for <10% of the roof area, meeting an exemption from the height limitations of Article 4. The applicant prefers roof mount of mechanical systems rather than ground mount due to the danger of vandalism and the likelihood

of audible impact to residents. With a proposed 36” height screen intended to match the proposed siding material, the visual intrusion is likely to be minimized.

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

A working roof is proposed, with 60 solar panels proposed for each building roof. These are photovoltaic units, net metered (power directly to the grid) which makes them exempt from local zoning review per state statute. A “white” roof is proposed in an effort to provide a “cool” roof. **(Affirmative finding)**

### **3. Building Openings**

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

An entrance is proposed to front North Winooski Avenue. Additional entrances are designed for the eastern facades, abutting the parking area. All are proposed to have some roof cover/canopy to shelter residents from inclement weather.

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

Windows are proposed to maintain a consistent pattern, and appear more vertical than horizontal. Awnings / canopies will be required to meet installation height requirements. The required 12’ building setback means that none are located within the public ROW.

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

While the ordinance does not require a building setback in the NMU, the application has proposed a 10’ setback from the neighboring building along the west for code purposes (which then allows for inclusion of windows and doors.) **(Affirmative finding)**

**(b) Protection of Important Architectural Resources:**

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

See Section 5.4.8, above.

**(c) Protection of Important Public Views:**

There are no protected public views from this site. **(Affirmative finding)**

**(d) Provide an active and inviting street edge:**

The proposed design incorporates variations along the street edge, including planar variation, material differentiation, trim/spandrel/cornice accentuation, and fenestration arrangement that activate and provide interest to the building.

*Non-residential buildings should provide visual access into the interior of building at the street level through the use of large transparent windows and/or window displays in order to create a dynamic and engaging public streetscape. The use of mirrored, frosted, or tinted glass shall not be permitted along an active pedestrian street-level façade. In contrast, residential buildings may be slightly recessed and/or elevated from the street-level in order to provide privacy. In such cases, visual interest along the streetscape can be provided through the use of landscaping, porches, and other similar features that offer a transition between public and private space.*

One street-level unit is proposed to be reserved for commercial use. The window arrangement appears to meet the requirement for large, transparent opening for such non-residential use. This may include garage-style storefronts, which will provide an existing, open sense for the first floor commercial space.

Windows of residential units along the first floor that front North Winooski Avenue are minimal. No frosted glass is proposed. The minor setback from the sidewalk in this case may provide adequate measure of distance for privacy purposes.

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

This is a mixed use district; however the entrance canopy, and centralized entrance doors with an expanse of glass (and a seating area for the proposed commercial use) do a great deal toward providing a warm welcome to residents/guests and meeting this standard. **(Affirmative finding)**

**(e) Quality of materials:**

*All development shall maximize the use of highly durable building materials that extend the life cycle of the building, and reduce maintenance, waste, and environmental impacts. Such*

*materials are particularly important in certain highly trafficked locations such as along major streets, sidewalks, loading areas, and driveways. Efforts to incorporate the use of recycled content materials and building materials and products that are extracted and/or manufactured within the region are highly encouraged.*

Exterior building materials consist of painted corrugated and flat metal panels along with cedar panels. Metal trim and fiberglass windows are proposed (however triple pane uPVC windows are under consideration). Roofing material is not evident but is assumed to be membrane. Only the metal roof cornice will be publicly viewable. **(Affirmative finding)**

**(f) Reduce energy utilization:**

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

*New 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.*

See Section 6.2.2. (e) above.

All requirements for energy efficient construction pursuant to the requirements of Article V, Energy Conservation, Section 8 of the City of Burlington Code of Ordinances will be met to the satisfaction of Burlington Electric Department. A representative from Burlington Electric has reached out to project applicants to offer guidance and partnership in achieving a high standard of energy efficiency.

Solar energy has been incorporated into the project design. **(Affirmative finding)**

**(g) Make advertising features complementary to the site:**

No signage is proposed. Any signs will require a separate sign permit.

**(h) Integrate infrastructure into the building design:**

See Section 6.2.2. (p), above.

**(i) Make spaces secure and safe:**

Development shall be required to meet all required building and life safety code, and meet ingress/egress requirements as defined by the building inspector and the fire marshal.

**(Affirmative finding as conditioned)**

**Article 8: Parking**

**Sec. 8.1.8 Minimum Off-Street Parking Requirements**

The property is located within the Shared Use Parking District, which requires 1 parking space per residential unit. With 22 units, 22 parking spaces are required for the residential use. The required 22 off-street parking spaces will be provided for the residential units.

The ~1,000 sf restaurant space requires 3 parking spaces (3 per 1,000 sf). The remaining 3 spaces are adequate; however, the applicants are seeking to provide 1 parking space to Carshare Vermont. As a result, only 2 spaces are available for the restaurant, and a 1 space parking waiver is needed. **(Affirmative finding)**

#### **Section 8.1.15 Waivers from Parking Requirements / Parking Management Plans**

The application seeks a 1-space parking waiver for the restaurant. Such a waiver may reasonably be granted in light of the potential for shared use with the residential parking and the café's easy pedestrian accessibility. **(Affirmative finding)**

#### **Section 8.2.5 Bicycle Parking Requirements**

The 22 residential units require 5 long term bike parking spaces (1 per 4 units) and 2 short term spaces (1 per 10 units). The restaurant, with 5 employees and 60-seats, requires 1 long term (1 per 10 employees) and 4 short term (6% of occupancy load) bike parking spaces. As proposed, 28 long term and 28 short term bike parking spaces are proposed. Final acceptance of the bike parking spaces per the city's Bicycle Parking Standards will be subject to review and approval by the city's bike & pedestrian planner at Public Works. **(Affirmative finding as conditioned)**

### **Article 9: Inclusionary and Replacement Housing**

#### **Section 9.1.10 Percentage of Inclusionary Units**

The applicants are directed to work with the Manager of the city's Housing Trust Fund to determine the appropriate number of Inclusionary Units, dependant upon the rent/selling price of the units. Typically, 15% are offered as IZ units. 15% of 22 = 3 Inclusionary Units.

### **Part 2: Housing Preservation and Replacement/Demolition and Conversion**

#### **Section 9.2.5 Housing Replacement Requirement**

##### **a. New Construction. Construction of housing units within a new structure or new addition.**

The demolition of structures on both sites will result in the net loss of 4 residential units. They will be replaced within the new development, which is proposed to have 22 residential units. This meets housing replacement requirements. **(Affirmative finding)**

### **Article 10: Subdivision**

This anticipated application will merge two lots as part of the development.

#### **Section 10.1.5 Lot Line Adjustments**

*The intent of this section is to provide for an abbreviated review and approval process for the realignment of lot boundary lines between existing adjacent lots, including the merger of lots, where no additional lots are being created. A lot line adjustment shall not constitute a subdivision.*

A final survey/plat, signed by the zoning administrator will be required to be filed in the land records within 180 days of permit approval. **(Affirmative finding as conditioned)**

## **II. Conditions of Approval**

1. Within 180 days of the date of final approval, the boundary survey mylar, with the required endorsement of the Zoning Administrator, shall be filed with the City Clerk. Failure to do so shall render void the final plat approval.
2. **Prior to release of the zoning permit**, a revised site plan depicting a walkway connecting the rear building to the public sidewalk shall be submitted, subject to staff review and approval.
3. **Prior to release of the zoning permit**, the proposed bicycle parking plan shall be reviewed and approved by the city's Transportation Planner / Pedestrian and Bicycle Program Manager at Public Works.
4. **Prior to release of the zoning permit**, the applicant shall obtain written approval of the Erosion Prevention and Sediment Control Plan from the Stormwater Administrator.
5. **Prior to the release of the zoning permit**, the applicant shall obtain the written approval of the Stormwater Management Plan from the Stormwater Administrator.
6. **Prior to release of the zoning permit**, a letter of credit or escrow agreement shall be executed with the City of Burlington for all construction site stormwater management and erosion control measures. The agreement shall be in an amount sufficient to cover the complete cost of administration and construction associated with remedying a problem associated with construction site stormwater management or erosion control. The standard forms for the letter of credit or escrow agreement are available at the Planning & Zoning Department.
7. **Prior to release of the zoning permit**, written confirmation of adequate wastewater capacity shall be obtained from the Department of Public Works.
8. **Prior to issuance of a certificate of occupancy**, the project engineer must certify in writing that, among other things, the project EPSC plan as approved by the Department of Public Works has been complied with and final site stabilization has occurred. This certification shall be filed with the Department of Planning & Zoning.
9. At least **7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the Treasurer's Office the impact fee as calculated by staff based on the net new square footage of the proposed development.
10. This approval includes a 1-space parking waiver for the restaurant.
11. A corrective action plan shall be formulated and approved by the VT Department of Environmental Conservation.
12. Days and hours of construction shall be limited to Monday – Saturday, 7:00 AM – 6:00 PM. No construction on Sunday.
13. A State of Vermont wastewater permit is required.
14. All new utility lines shall be buried.
15. All outdoor signage is subject to a separate zoning permit.
16. The proposed construction shall comply with Burlington's current energy efficiency standards and with Burlington's current egress requirements as established by Burlington Electric Department and Burlington Public Works, respectively.
17. It is the applicant's responsibility to comply with all applicable ADA requirements.
18. Standard permit conditions 1 -15.

## **Proposed Project Narrative**

### Project Description:

We propose to combine the parcels 256-262 N. Winooski Ave. and 260-262 N. Winooski Ave. into a single parcel as 260 N. Winooski Ave. The existing three residential buildings and auto shop are to be demolished and replaced with a 35' tall 3-story mixed-use building. This building will include:

- 20 Two-bedroom Units
- 2 One-Bedroom Units
- 1 Commercial Space (Restaurant)

The project is to share a 24' wide driveway with the 264 N. Winooski Ave. parcel (Legal Aid) reducing the number of curb cuts from three to one and maximizing green space on the site. This shared driveway is detailed in the attached Reciprocal Easement.

### Parking Management Plan:

#### **1) Residential Parking- 22 Required, 22 Provided:**

Each residential unit will have one designated off-street parking spot. The residential portion of this project is in conformance with the requirements of 1 space per unit in the NMU Zone within the Shared Parking overlay. To further reduce the pressure on street parking within the neighborhood, we plan to offer a free annual membership to Carshare's 'Share A Lot' program to any tenant agreeing not to own a car and relinquish their right to an off-street parking space.

#### **2) Commercial Parking 3 Required, 2 Provided:**

We are proposing two off-street parking spaces for the use of the proposed commercial unit. The intended use for this commercial unit is for a restaurant that serves alcoholic beverages however a tenant has not yet been identified. Restaurant uses in the NMU Shared Use parking district are required to provide three parking spots. We have three parking spaces available for the commercial unit, however, we would like to provide two spaces for the commercial unit and designate the remaining parking spot as a Carshare space, should Carshare choose to make use of

it. We are currently seeking a Memorandum of Understanding with Carshare detailing this agreement. **Therefore, we would like to request a parking waiver of 1 off-street parking spaces.**

We are confident that this use will not create unreasonable strain on street parking in the neighborhood based on our evaluation of the following:

- 1) Our project is creating the addition of 1 on-street parking spot (possibly 2, depending on sight triangles) by reducing the number of curb cuts from 3 to one.
- 2) We are providing ample on-site bike parking, with 18 temporary bike parking spaces being provided in proximity to the commercial entrance as well as an additional 10 covered temporary bike parking spaces on site.
- 3) The market for a restaurant in this location would draw from customers living in the immediate locale. It is likely that the majority of customers patronizing this establishment would be walking from on-site apartments or from the surrounding neighborhood. A good example of this working in practice currently is one-block away at Barrio Bakery, which has 0 off-street parking spaces and sees the majority of it's customers arriving on foot, bike, skateboard, or other non-automobile forms of transportation.
- 4) Providing amenities such as a restaurant will likely reduce the number of trips taken by people in the neighborhood who live or work within walking distance and may otherwise travel out of the neighborhood to reach such amenities. Having these amenities within walking distance reduces the need for individuals to use cars.

### 3) Bicycle Parking

#### Short Term-

-1 per 10 residential units @ 22 units: 2.2

-6% of occupancy of commercial @60seats: 3.6

**Total Required: 5.8 (6 Rounded)**

**Total Provided: 28**

#### Long Term-

-1 per 4 residential units @ 22 units: 5.5

-1 per 10 employees @ 5 employees (estimated): .5

**Total Required: 6**

## Total Provided: 28+

It is our intention to provide the maximum number of bicycle parking spaces that the site can reasonably support. Ample bike parking will encourage the use of bikes as a day-to-day form of transportation as well as encourage the use of Carshare and the CCTA bus system.

### 4) Parking Lot

The proposed parking area is to be paved as shown on the site plan. To further define the edges of the parking area we plan to install curbs along the front and back of the proposed building.

### Environmental:

We have been working with Waite-Heindel Environmental Management on this site and have been through Phases I and II of our Environmental Assessment as well as an additional round of testing as was suggested by the VT Department of Environmental Conservation. The area of concern for this site is under the existing Auto Garage located in the Southeast corner of the 256-258 N. Winooski Ave Parcel. We are working with the VT DEC to get an approved Corrective Action Plan for removing and managing the site contamination.

### Inclusionary Zoning:

Rents for the market-rate units in the proposed development will be below the 139% of Median Income level. The associated requirement for Inclusionary Units is 15%.

Total Residential Units: 22

15% of Residential units: 3.3 (rounded: 3)

IZ Units provided: 3

### Solar:

It is our intention to incorporate the addition of photovoltaic panels into this project. We are currently still pursuing final designs to determine whether we will be developing this part of the project at the time of construction or at a later date.

### Trash Enclosure:

The trash enclosure is to be screened by trees and to be sided with corrugated steel to match building aesthetic. Trash and recycling receptacles will be contained in the same enclosure.

### Snow Storage:

We plan to plow snow to the green space along the back (Southeastern and Southwestern) edges of the parking area. We will have room for a snow pile next to the trash enclosure.

### Materials:

Siding: Pre-finished corrugated steel siding with stained wood accents

Trim and cornice wrapping: Pre-finished metal

Windows: Marvin Integrity Ultrex fiberglass clad

Garage Doors: Insulated aluminum clad with tempered, insulated glass.

Roofing: TPO Membrane

Commercial Entrance Awning: To be a treated canvas fabric awning with steel frame

### Non-Conforming Dumpster:

There is an existing dumpster located in the Eastern corner of the 260-262 N Winooski Ave Parcel. This dumpster is currently located on the East side of the existing fence and is used by the 63 Hyde St. property. This dumpster was permitted under Zoning Permit #04-0472 as detailed in the Site Plan approved 11/29/06. At the time of permitting the lot line shown had not been surveyed. It is now clear that this dumpster is on the 260-262 N. Winooski Ave. property (See Boundary Survey) and does not conform with setback requirements. We propose to leave this dumpster in place for use by the 63 Hyde St. to be used as it was intended in the approved Zoning Permit #04-0472.

### Landscape Design Concepts and Objectives:

Given the tight nature of the project site, the landscape design is intended to provide as much of a contrast to the hardscapes as possible with the minimal space for planting available. The selection and placement of the trees in the greenbelt was guided by comments solicited from the City Arborist Warren Spinner. His suggestion was to use Celebration Red Maple (*acer freemanii*). Trees elsewhere on the property were chosen based on their ability to grow well in relatively tight spaces while still providing shading and privacy. Plantings along the northeast side of the building were chosen to try to provide a visual barrier between the parking lot and the building. All green space is to be seeded with grass.

### Mechanical Equipment and Utilities:

Utilities are to be connected to the building underground and meters are to be located between the front and back wings of the building where they are screened from the public view.

Mechanical equipment is to be placed on the roof and is to be screened by a 36" Architectural Screen Wall in an area less than 10% of the total roof area. Mechanical equipment on the roof is to include 23 condensing units for Mitsubishi 18,000BTU Heat pumps (12 on back building, 11 on front building).

### Phasing/Construction Schedule:

We are proposing to start construction in mid to late September and to be completed in a single phase with an expected completion date of April 2014. This schedule is contingent upon Zoning approval, ACT 250 approval, and the issuance of a building permit.

### Stormwater Management:

As a project with less than one acre of new or redeveloped impervious surface, a State of Vermont stormwater discharge permit is not required. The project has been designed to meet

the City of Burlington's goal of 50% treatment for the one year, 24 hour storm event. To achieve this, two stormwater infiltration systems have been designed to treat stormwater runoff from the project, located north and east of the proposed building underneath the parking lot. Roof drains from the buildings will be connected directly to the infiltration chambers, while runoff from the access road and parking lot will be collected in catch basins with sumps prior to discharge to the infiltration system. Additional information is available in the attached materials provided by our consulting engineer, Scott Homsted from Krebs and Lansing Consulting Engineers, INC.

State of Vermont  
Division for Historic Preservation  
One National Life Drive, Floor 2  
Montpelier, VT 05620-1201  
[www.HistoricVermont.org](http://www.HistoricVermont.org)

[phone] 802-828-3211  
[Division fax] 802-828-3206

Agency of Commerce and  
Community Development

June 21, 2013

RECEIVED  
JUL 10 2013

Steve Smith  
SAS Architects  
117 St. Paul Street  
3<sup>rd</sup> Floor  
Burlington, VT 05401

DEPARTMENT OF  
PLANNING & ZONING

**Re: Proposed Demolitions, 256-262 North Winooski Avenue, Burlington, VT  
Preliminary Act 250**

Dear Mr. Smith:

Thank you for the opportunity to comment on the above-referenced project involving the Act 250 District 4 Commission. We received your letter and supporting materials on May 16, 2013. Devin Colman, State Architectural Historian, conducted a site visit to the project area on May 8, 2013. Scott Newman, Survey Archeologist, conducted a site visit to the project area on June 20, 2013.

The Division is reviewing this proposed undertaking for purposes of Criterion 8 of Act 250. Project review consists of evaluating the project's potential impacts to historic buildings and structures, historic districts, historic landscapes and settings, and known or potential archeological resources. The purpose of the Division's review under Act 250 is to provide the Environmental District Commission with the information necessary for them to make a positive finding under the "historic sites" aspect of Criterion 8. For further information regarding the Division's Act 250 rules, please see our website: [www.dhca.state.vt.us/DHP/general/rules.html](http://www.dhca.state.vt.us/DHP/general/rules.html). While these rules impose no obligation on any Act 250 applicant, providing insufficient information to the District Commission with an initial application may result in the project being delayed if the Commission determines they cannot make a positive finding under Criterion 8 without comments from the Division.

The proposed project involves the demolition of four existing buildings located on North Winooski Avenue in Burlington:

- #256: 2 story, residential building built c. 1890
- #258: Garage/auto repair shop built c. 1940
- #260: 2 story, residential building built c. 1904
- #262: 1½ story, residential building built c. 1880



While all of these structures are more than fifty years old, none of them are listed in the State Register of Historic Places. They all lack historic integrity due to additions, alterations, and the installation of non-historic replacement materials. As such, they are not eligible for listing in the State Register of Historic Places. Scott Dillon has determined that the demolition of these structures and related new construction does not have the potential to affect archeological resources. No further archeological review is necessary.

Based on the materials submitted for review and the site visits, it is our opinion and recommendation to the Act 250 District 4 Commission that the demolition of these four structures and construction of a new apartment building on the site will have No Effect on historic resources.

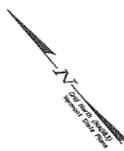
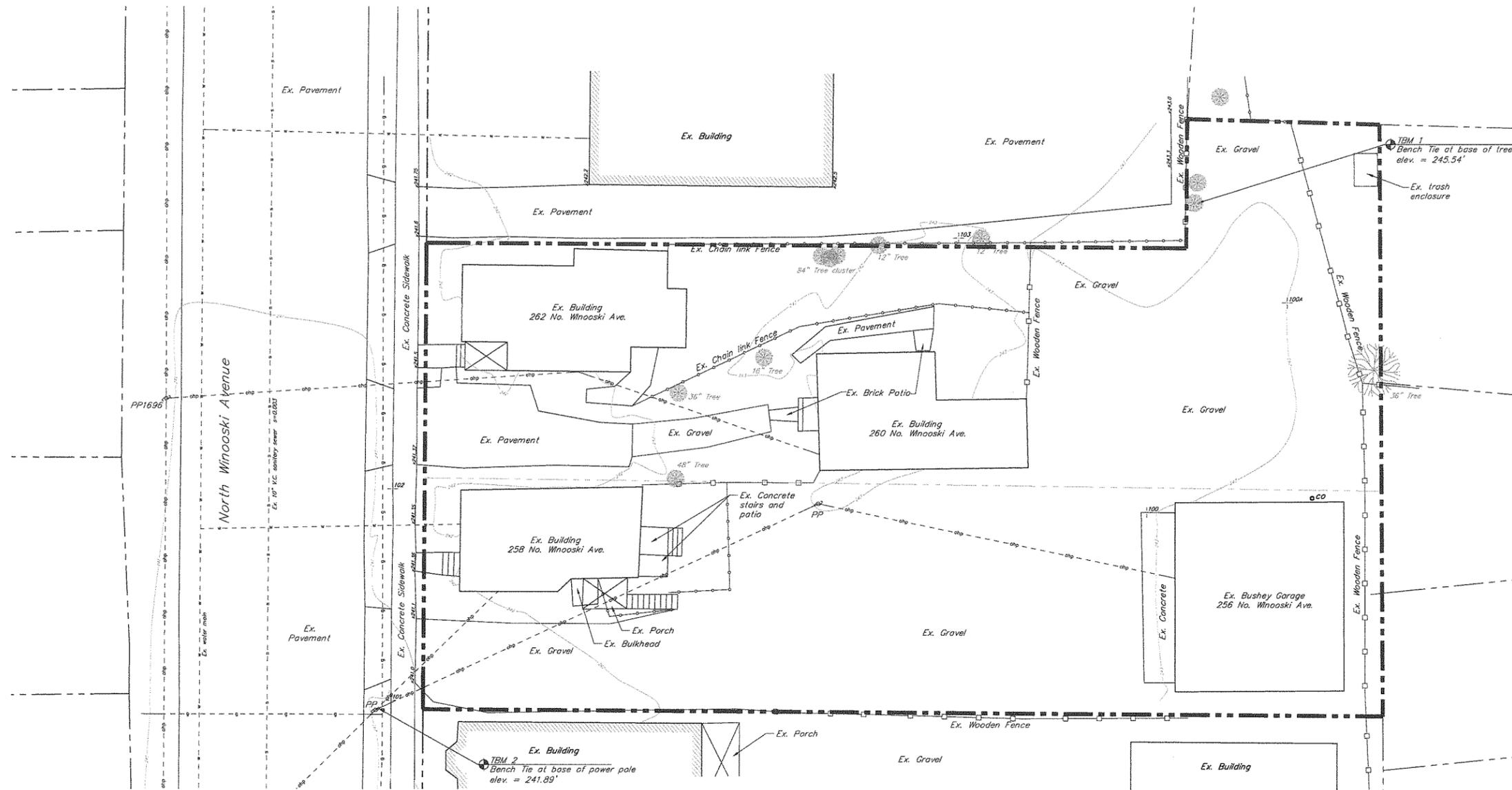
If you have any questions or need clarification regarding any of the above, please do not hesitate to contact Devin Colman, State Architectural Historian, at [devin.colman@state.vt.us](mailto:devin.colman@state.vt.us) or 802-828-3043. Mr. Colman reviewed this project and prepared this letter. I concur with the findings and conclusions described above.

Sincerely,

VERMONT DIVISION FOR HISTORIC PRESERVATION



Noelle MacKay, Commissioner  
Department of Housing and Community Development  
Acting State Historic Preservation Officer

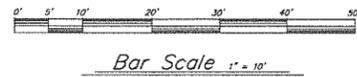


Location Map  
N.T.S.

**Legend**

	Survey Control Point
	Power pole
	Approx. Property Line
	Existing Sewer
	Existing Gas
	Existing Water
	Existing Overhead Electric
	Existing Chain link Fence
	Existing Wooden Fence
	Existing contour line
	Existing gravel
	Existing pavement
	Existing brick
	Existing concrete

- Notes:**
1. This plan has been prepared from a topographic survey performed in September 25, 2012 by Krebs and Lansing Consulting Engineers.
  2. This plan is in no way a boundary survey. Approximate property lines are from City of Burlington tax maps.
  3. Elevations are based on NAVD 88 and horizontal coordinates are based on the North American Datum of 1983, Vermont State Plan, US Foot.
  4. Utilities on this plan are based on physical evidence found in the field, existing "Dig Safe" marks and plans titled "Existing Sewer and Drainage System, City of Burlington, VT" prepared by Camp Dresser & McKee Inc. Utilities are not warranted to be exact or complete. Contractor shall call Dig-Safe prior to commencing any work.



**RECEIVED**

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING

**SMITH  
ALVAREZ  
SIENKIEWYCZ**

ARCHITECTS  
117 S. Paul Street  
3rd Floor  
Burlington, VT  
05401  
P: 802-247-2232  
F: 802-247-8823

CONSULTANTS

**OWNER**  
256-282 N WINOOSKI LLC  
P.O. BOX 1332  
BURLINGTON, VT 05401  
P: 978-846-8584

**CONSTRUCTION  
MANAGER**  
NAYLOR & BREEN  
BUILDERS INC  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-8527  
F: 802-247-0048

**CIVIL**  
KREBS & LANSING  
184 MAIN STREET  
COLCHESTER, VT 05446  
P: 802-878-0375  
F: 802-878-8618

**STRUCTURAL**  
RICHARD M. DOHERTY, P.E.  
595 DORSET STREET, #6  
S. BURLINGTON, VT 05403  
P: 802-660-9212  
F: 802-8660-8403

K&L PROJECT NO. 12189

PROJECT

**260 NORTH  
WINOOSKI  
AVENUE**

BURLINGTON, VT

DATE: JUNE 14, 2013  
SCALE: 1" = 10'  
CHECKED: WJB  
DRAWN: SWH

REVISIONS

ZONING SUBMISSION

EXISTING  
CONDITIONS  
SITE  
PLAN

**X-1**

**RECEIVED**  
 JUN 17 2013

DEPARTMENT OF  
 PLANNING & ZONING

SMITH  
 ALVAREZ  
 SIENKIEWYCZ

ARCHITECTS  
 117 S. Paul Street  
 3rd Floor  
 Burlington, VT  
 05401

P: 802-243-2222  
 F: 802-243-0243

CONSULTANTS

OWNER  
 256-282 N WINOOSKI LLC  
 P.O. BOX 1332  
 BURLINGTON, VT 05401  
 P: 878-846-8664

CONSTRUCTION  
 MANAGER  
 NAYLOR & BREEN  
 BUILDERS INC  
 2335 FRANKLIN STREET  
 BRANDON, VT 05733  
 P: 802-247-6587  
 F: 802-247-0046

CIVIL  
 KREBS & LANSING  
 164 MAIN STREET  
 COLCHESTER, VT 05446  
 P: 802-878-0375  
 F: 802-878-8618

STRUCTURAL  
 RICHARD M. DOHERTY, P.E.  
 595 DORSET STREET, #6  
 S. BURLINGTON, VT 05403  
 P: 802-680-9212  
 F: 802-6860-8403

KAL PROJECT NO. 12180

PROJECT

260 NORTH  
 WINOOSKI  
 AVENUE

BURLINGTON, VT

DATE: JUNE 14, 2013  
 SCALE: 1" = 10'  
 CHECKED: MJB  
 DRAWN: SWH

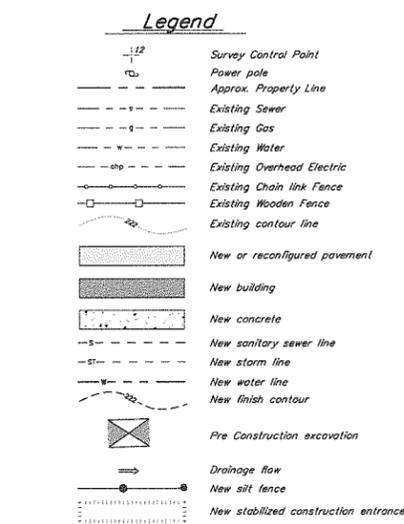
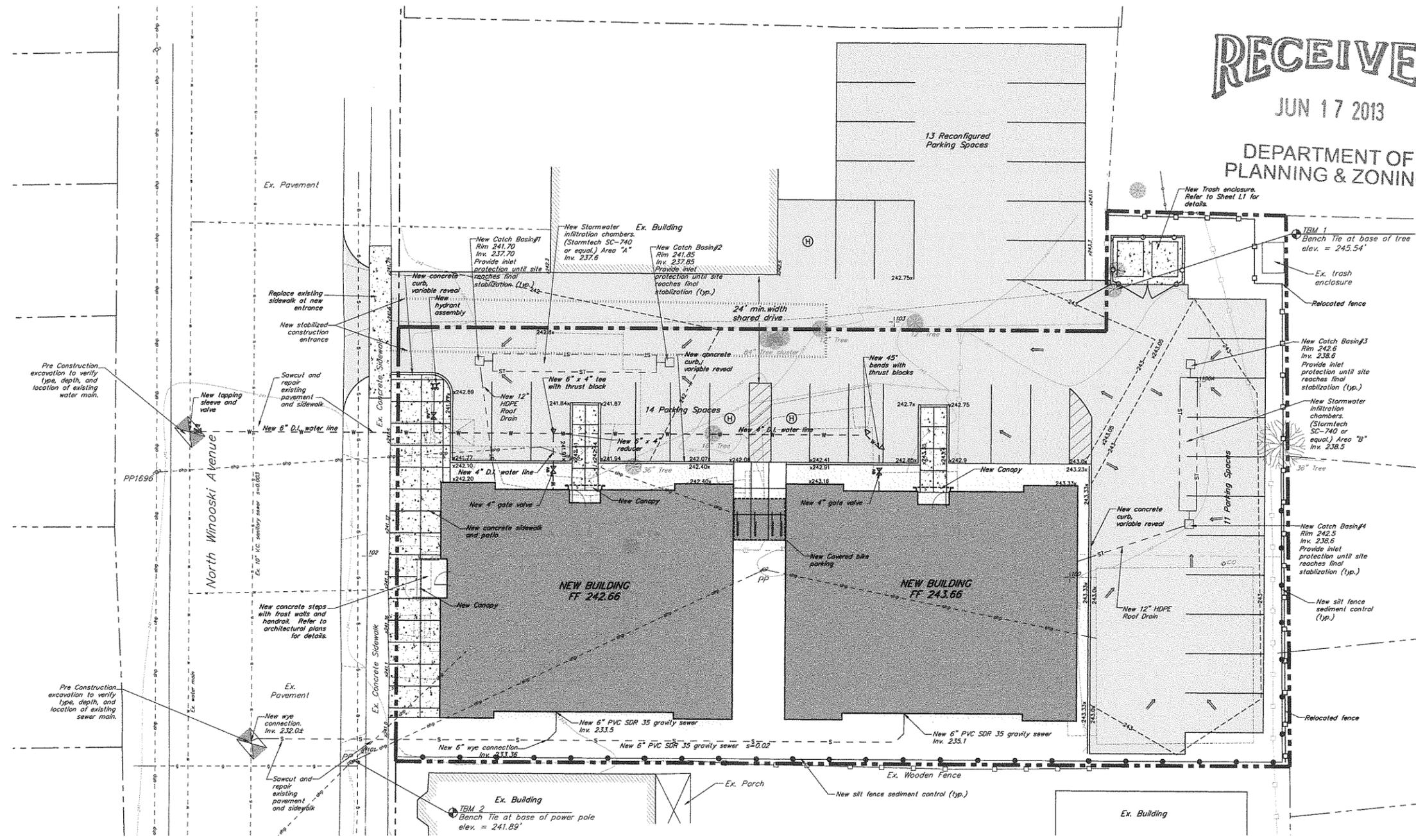
REVISIONS

ZONING SUBMISSION

SITE  
 PLAN

C-1

12180/256-282winooski-zoning.dwg



**EROSION PREVENTION & SEDIMENT CONTROL NOTES:**

1. The limit of disturbance shall be clearly defined by the Contractors survey prior to clearing. All sediment control measures must be installed ahead of initiating principal earthwork activities for the project.
2. All erosion controls shall be installed as detailed in the publication *Vermont Standards and Specifications for Erosion Prevention & Sediment Control* and in accordance with these project plans. The site shall then be cleared and grubbed. All roots, stumps and deleterious materials shall be removed from the site. The Contractor shall minimize the amount of disturbed land at any given time.
3. All erosion control shall be placed as shown on the drawings or as ordered by the Engineer. The Contractor shall maintain the erosion control measures until the Engineer is satisfied that permanent ground cover is established and that further measures are not required. It shall be the responsibility of the On-site Plan Coordinator to employ appropriate erosion control as shown on these drawings and any other measures as necessary to trap sediment on site.
4. All operational stormwater treatment practices (e.g. ponds, grass lined swales) must be completely stabilized prior to directing runoff to them.
5. All areas of disturbance must have temporary or final stabilization within 7 days of initial disturbance. After this time any disturbance in the area must be stabilized at the end of each work day. The following exceptions apply: i) Stabilization is not required if work is to continue in the area within 24 hours and there is no precipitation forecast for the next 24 hours. ii) Stabilization is not required if the work is occurring in a self-contained excavation (i.e. no outlet) with a depth of 2 feet or greater (e.g. house foundation excavation, utility trenches).
6. The Contractor shall stabilize any portion of the site that is being worked and disturbed prior to beginning construction at another area of the site. At no time during construction shall there be more than 5 acres of exposed soil on site. Complete stabilization of each phase shown on the plans is necessary prior to moving on to the next phase.
7. Contractor shall be responsible for all erosion control measures necessary to comply with the approved Erosion & Sediment Control Plan and Narrative for this project. This plan indicates specific erosion control measures that must be installed to stabilize specific locations of the site. All necessary erosion control measures needed to minimize the discharge of sediment from site are not necessarily shown on the drawing.
8. Inspections of erosion prevention and sediment controls shall be conducted at least every seven (7) calendar days and within twenty-four (24) hours of the end of a storm event resulting in a discharge of stormwater from the construction site. Inspections shall be done by or under the direction of the On-Site Plan Coordinator. Any necessary repairs or modifications shall be immediately completed by the Contractor.
9. All excess material and topsoil to be re-used on-site shall be stockpiled in areas approved by the Engineer. These stockpiles shall be surrounded by silt fence and shall be seeded and temporarily stabilized to minimize wind and stormwater erosion potential. Contractor shall minimize disturbance at all times. All areas shall be seeded and mulched within 48 hours of final grading. Temporary stabilization, including stockpiles, shall be necessary for all disturbed areas that are not worked for 7 days or more. Seeding and mulching shall be necessary for disturbed areas that are not worked for 14 days or more.
10. All areas of disturbance shall be permanently or temporarily stabilized as soon as possible and generally within 48 hours of the beginning of excavation. All disturbed areas shall be seeded and stabilized to minimize wind and stormwater erosion potential. Stabilization measures shall include mulch and netting, North American Green erosion control matting, crushed stone or gravel, or pavement.
11. Acceptable methods of stabilization shall include, hay mulching (with netting) (1.5-2 tons per acre), bark mulch, erosion control matting, crushed stone, crushed gravel, all paving surfaces (concrete, asphalt, etc.), weighted impermeable barriers, and other materials as approved by the Engineer.
12. The Contractor shall use water for dust control.
13. When Engineer determines erosion control measures are deemed no longer necessary, all materials detained, including silt and construction runoff debris, shall be collected and disposed of in a manner acceptable to the Engineer.
14. The Contractor shall provide inlet protection around all catch basins (existing or new) that collect construction site stormwater runoff. Inlet protection for new catch basins shall be created immediately after installation.
15. The Contractor shall sweep and water all existing roadways and new pavement DAILY to maintain dust control. Crushed stone truck washes and stabilized construction entrances will be required at all site access points to prevent sediment from tracking off-site. Crushed stone will need to be added and/or replaced as sediment builds up and minimizes or reduces the effectiveness of the stone.



Bar Scale 1" = 10'

**Notes:**

1. This plan has been prepared from a topographic survey performed in September 25, 2012 by Krebs and Lansing Consulting Engineers.
2. This plan is in no way a boundary survey. Approximate property lines are from City of Burlington tax maps.
3. Elevations are based on NAVD 88 and horizontal coordinates are based on the North American Datum of 1983, Vermont State Plan, US Foot.
4. Utilities on this plan are based on physical evidence found in the field, existing "Dig Safe" marks and plans titled "Existing Sewer and Drainage System, City of Burlington, VT" prepared by Camp Dresser & McKee Inc. Utilities are not warranted to be exact or complete. Contractor shall call Dig-Safe prior to commencing any work.

SMITH  
ALVAREZ  
SIENKIEWYCZ

ARCHITECTS  
117 St Paul Street  
3rd Floor  
Burlington, VT  
05401

P: 802-863-2227  
F: 802-863-0093

PROJECT TEAM

OWNER  
250-262 N. WINOOSKI, LLC  
P.O. BOX 1333  
BURLINGTON, VT 05401  
P: 979-846-9564

CONSTRUCTION MANAGER  
NAYLOR & BREEN HOLDINGS, INC.  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-6527  
F: 802-247-0048

CIVIL  
KREBS & LANSING  
164 MAIN ST.  
COLCHESTER, VT 05446  
P: 802-878-0375  
F: 802-878-9618

STRUCTURAL  
RICHARD M. DOHERTY, P.E.  
295 DORSET STREET, 6  
SO. BURLINGTON, VT  
05403  
P: 802-669-9112  
F: 802-669-8403

SAS PROJECT NO. 0338

PROJECT

260 NORTH  
WINOOSKI  
AVENUE

BURLINGTON, VT

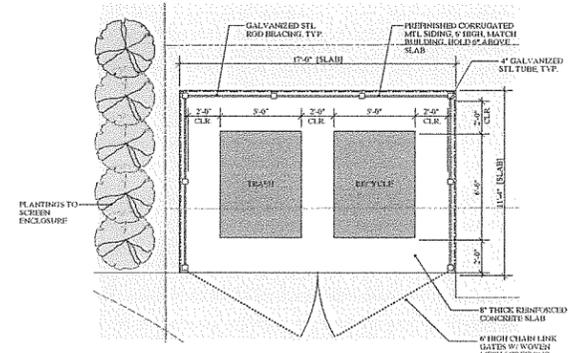
DATE: JUNE 14, 2013  
SCALE: AS NOTED  
CHECKED:  
DRAWN:

REVISIONS

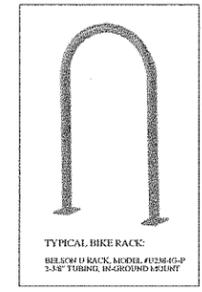
ZONING SUBMISSION

SITE PLAN /  
GROUND FLOOR PLAN

L-1.0



PROJECT NORTH  
TRASH ENCLOSURE  
Scale: 1/4" = 1'-0"



TYPICAL BIKE RACK:  
BELOW DECK MODEL, 023845-P  
3.38\"/>

SITE SUMMARY

EXISTING SITE  
LOT SIZE: 21,382 sf  
COVERAGE: 82%

PROPOSED SITE  
LOT SIZE: 21,382  
COVERAGE: 80%  
FAR: 1.3

PARKING:  
• 25 NEW SPACES (ONE PER DWELLING UNIT + 2 COMMERCIAL)  
• 28 OUTDOOR BIKE RACK SPOTS (10 COVERED) + SECURED INDOOR BIKE STORAGE IN BASEMENT

BUILDING HEIGHT:  
34'-11" AT HIGHEST POINT OF ROOF, AS MEASURED FROM EXISTING SIREWALK, (EXCLUDING ARCHITECTURAL SCREENS AT MECHANICAL EQUIPMENT)

AREA SUMMARY

WEST BUILDING:  
• BASEMENT: 3447 GSF  
• FIRST FLOOR: 3468 GSF  
• SECOND FLOOR: 3468 GSF  
• THIRD FLOOR: 3468 GSF  
TOTAL WEST: 13,851 GSF

EAST BUILDING:  
• BASEMENT: 3466 GSF  
• FIRST FLOOR: 3481 GSF  
• SECOND FLOOR: 3481 GSF  
• THIRD FLOOR: 3481 GSF  
TOTAL EAST: 13,903 GSF

TOTAL PROJECT AREA: 27,754 GSF  
AREA ABOVE GRADE: 20,847 GSF

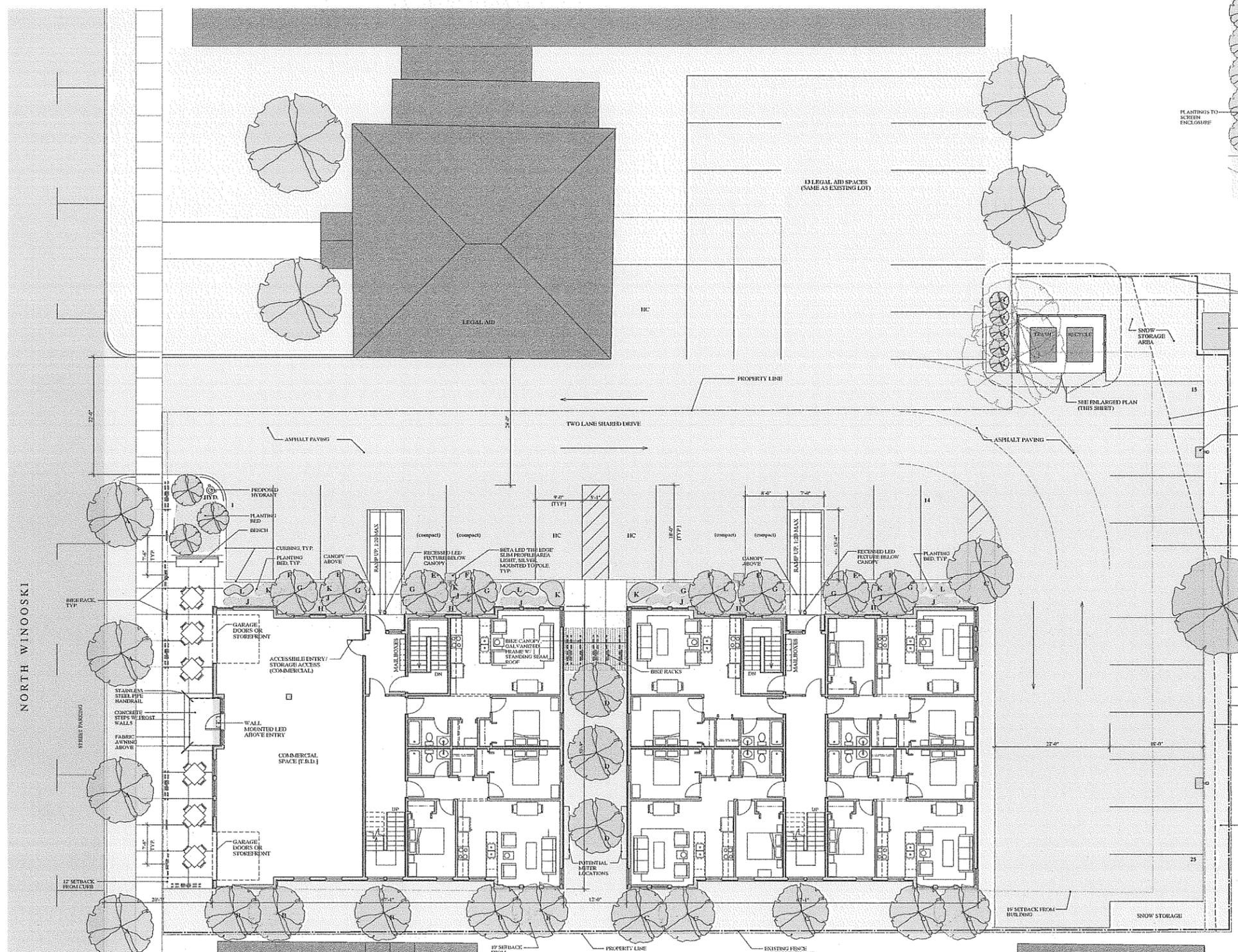
UNIT SUMMARY

WEST BUILDING:  
[1] COMMERCIAL SPACE @ 996 SF (with 20' below-grade basement storage)  
[1] STUDIO UNIT @ 355 SF  
[1] ONE BEDROOM UNIT @ 602 SF  
[2] TWO BEDROOM UNITS @ 696 SF  
[3] TWO BEDROOM UNITS @ 722 SF  
[3] TWO BEDROOM UNITS @ 739 SF  
[2] TWO BEDROOM UNITS @ 789 SF  
[12] TOTAL UNITS - WEST

EAST BUILDING:  
[1] ONE BEDROOM UNIT @ 602 SF  
[1] TWO BEDROOM UNITS @ 696 SF  
[1] TWO BEDROOM UNITS @ 722 SF  
[1] TWO BEDROOM UNITS @ 754 SF  
[2] TWO BEDROOM UNITS @ 789 SF  
[8] TOTAL UNITS - EAST

TOTAL UNITS:  
[1] COMMERCIAL SPACE  
[1] STUDIO UNIT  
[2] ONE BEDROOM UNITS  
[2] TWO BEDROOM UNITS  
[24] TOTAL UNITS

RECEIVED  
JUL 10 2013  
DEPARTMENT OF  
PLANNING & ZONING



PLANTING SCHEDULE - TREES & SHRUBS

KEY	QTY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
A	4	CELEBRATION RED MAPLE	ACTIN. FRIBES-LAMBI	3" CAL.	
B	5	RIVER BIRCH	BETULA NIGRA 'HERITAGE'	8" HT	MULTI-STEM
C	6	FRINCKTON ELM	ULMUS AMERICANA 'FRINCKTON'	2" CAL.	
D	3	BALKA LOCUST	GLYPTERIA 'TRICANTHOS 'HALEA'	2" CAL.	MULTI-STEM
E	4	SERVICEBERRY	AMELANCHIER 'AUTUMN BRILLIANCE'	6" HT	
F	4	AMERICAN HORNSHEAM	CARPINUS CAROLINIANA	2" CAL.	
G	5	ARBORVITAE	THUJA OCCIDENTALIS	6" HT	
X		EXISTING TREE			

PLANTING SCHEDULE - PERENNIALS

KEY	QTY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
G	40	GERANIUM	GERANIUM ROZANNE	2 YR	
H	32	HOSTA	HOSTA 'GOLD STANDARD'	2 YR	
J	42	LADY FERN	ADiantum PHILIX FEMINA	2 YR	
K	28	SOLOMON'S SEAL	Polygonatum ODORATUM	2 YR	
L	20	WOODLAND PHLOX	PHLOX STOLONIFERA	2 YR	

PROJECT NORTH  
SITE PLAN  
Scale: 1/8" = 1'-0"



RECEIVED

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING

SMITH  
ALVAREZ  
SIENKIEWYCZ

ARCHITECTS  
117 St. Paul Street  
3rd Floor  
Burlington, VT  
05401

P: 802-863-2227  
F: 802-863-0093

PROJECT TEAM

OWNER  
256-262 N. WINOOSKI, LLC  
P.O. BOX 1332  
BURLINGTON, VT 05401  
P: 979-846-9564

CONSTRUCTION  
MANAGER  
NAYLOR & BREEN  
BUILDERS, INC.  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-6377  
F: 802-247-0348

CIVIL  
KREBS & LANSING  
164 MAIN ST.  
COLCHESTER, VT 05446  
P: 802-878-0375  
F: 802-878-9618

STRUCTURAL  
RICHARD M. DOHERTY, P.E.  
595 DORSET STREET, #6  
SO. BURLINGTON, VT  
05403  
P: 802-660-9212  
F: 802-660-8403

SAS PROJECT NO. 0338

PROJECT

260 NORTH  
WINOOSKI  
AVENUE

BURLINGTON, VT

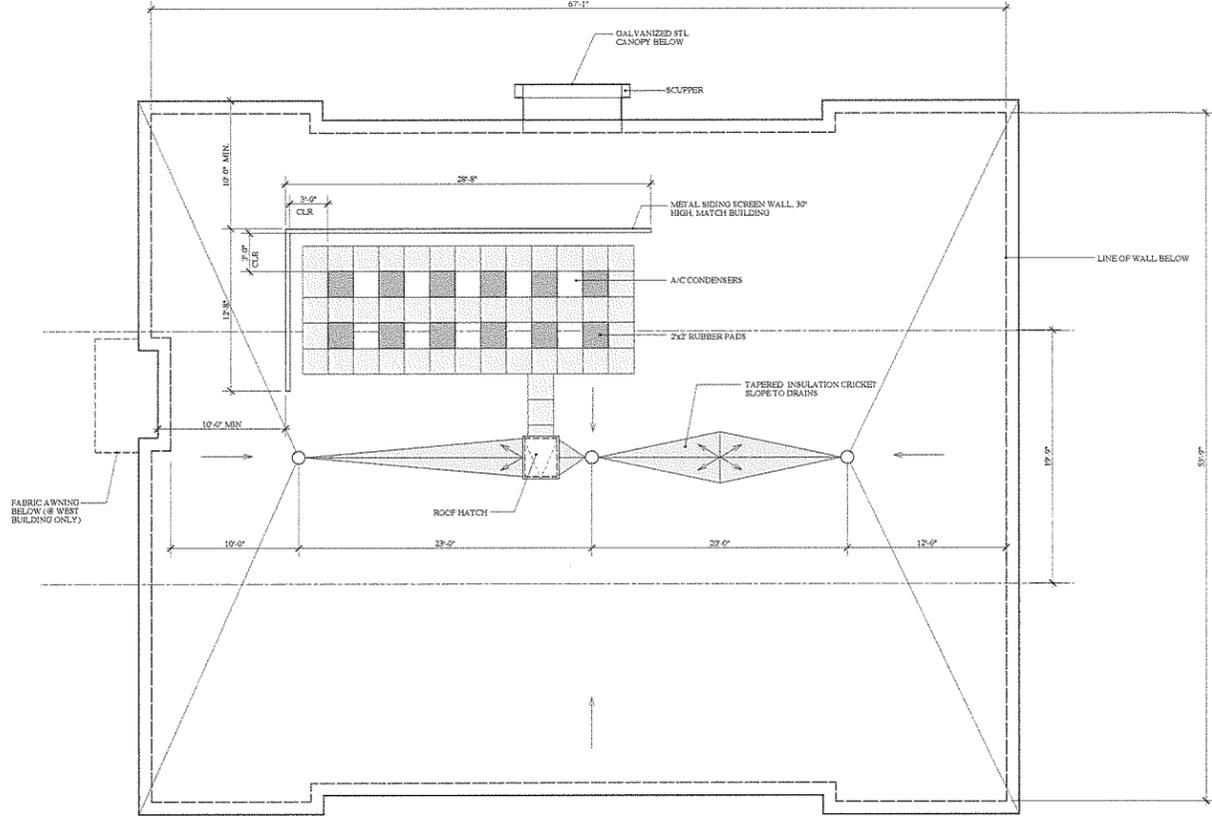
DATE: JUNE 14, 2013  
SCALE: AS NOTED  
CHECKED:  
DRAWN:

REVISIONS

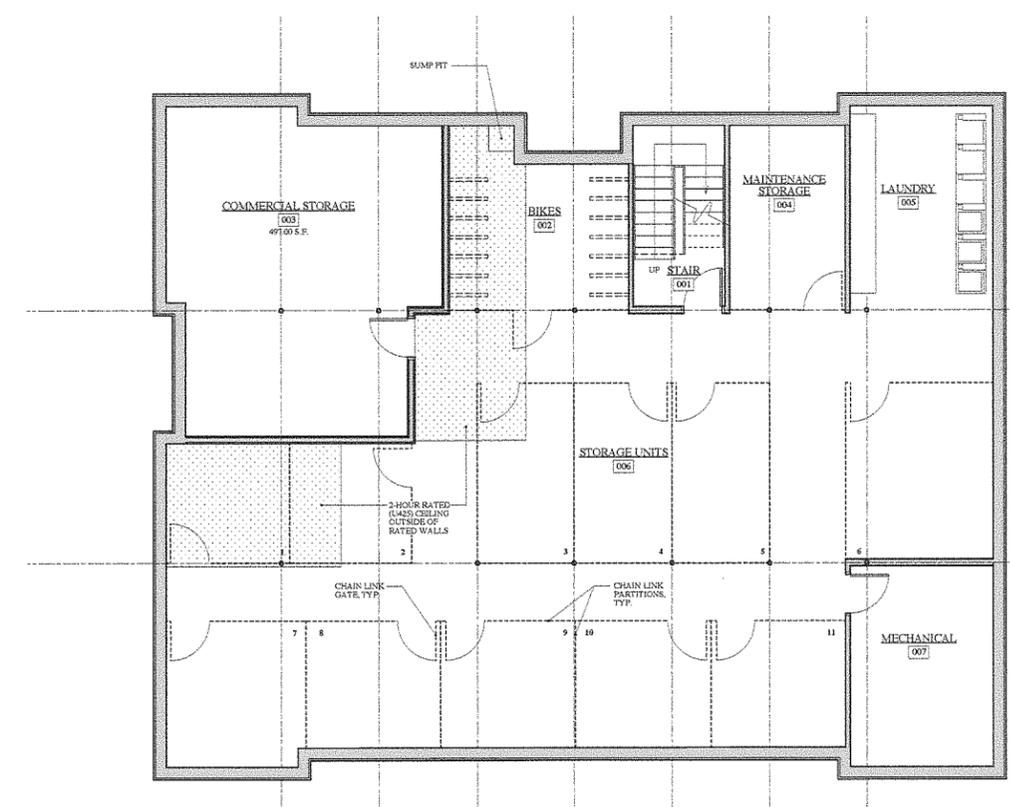
ZONING SUBMISSION

ROOF PLAN  
WEST & EAST  
BASEMENT PLANS

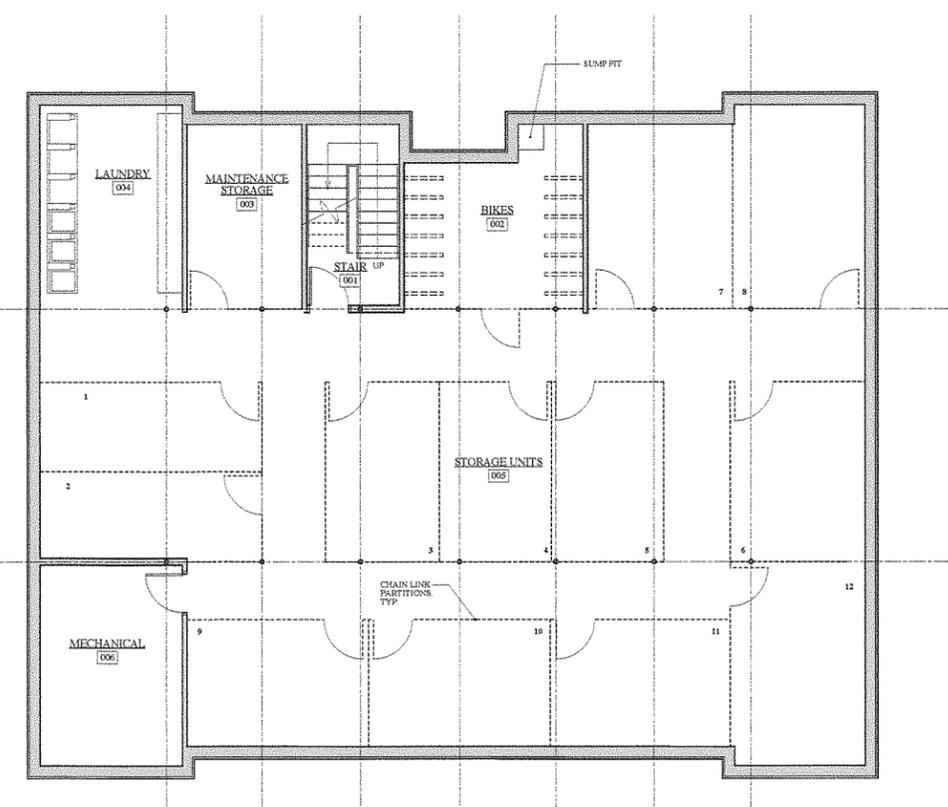
A-1.2



PROJECT NORTH  
ROOF PLAN - WEST & EAST BUILDINGS  
Scale: 3/16" = 1'-0"



PROJECT NORTH  
BASEMENT PLAN - WEST BUILDING  
Scale: 3/16" = 1'-0"



PROJECT NORTH  
BASEMENT PLAN - EAST BUILDING  
Scale: 3/16" = 1'-0"

RECEIVED

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING

SMITH  
ALVAREZ  
SIENKIEWYCZ

ARCHITECTS  
117 St. Paul Street  
3rd Floor  
Burlington, VT  
05401

P: 802-863-2227  
F: 802-863-0093

PROJECT TEAM

OWNER  
256-262 N. WINOOSKI, LLC  
P.O. BOX 1332  
BURLINGTON, VT 05401  
P: 979-846-9564

CONSTRUCTION  
MANAGER  
NAYLOR & BREEN  
BUILDERS, INC.  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-6827  
F: 802-247-0048

CIVIL  
KREBS & LANSING  
184 MAIN ST.  
COLCHESTER, VT 05446  
P: 802-878-9375  
F: 802-878-9618

STRUCTURAL  
RICHARD M. DOHERTY, P.E.  
593 DORSSET STREET, #6  
SO. BURLINGTON, VT  
05403  
P: 802-660-9112  
F: 802-660-8403

SAS PROJECT NO. 0338

PROJECT

260 NORTH  
WINOOSKI  
AVENUE  
BURLINGTON, VT

DATE: JUNE 14, 2013  
SCALE: AS NOTED  
CHECKED:  
DRAWN:

REVISIONS

ZONING SUBMISSION

BUILDING  
ELEVATIONS

A-4.0



NORTH ELEVATION OF EAST BUILDING  
3/16" = 1'-0"

NORTH ELEVATION OF WEST BUILDING  
3/16" = 1'-0"



WEST ELEVATION OF WEST BUILDING  
3/16" = 1'-0"



EAST ELEVATION OF EAST BUILDING  
3/16" = 1'-0"

RECEIVED

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING

SMITH  
ALVAREZ  
SIENKIEWYCZ

ARCHITECTS

117 St Paul Street  
3rd Floor  
Burlington, VT  
05401

P: 802-863-2227  
F: 802-863-0093

PROJECT TEAM

OWNER

256-262 N. WINOOSKI, LLC  
P.O. BOX 1852  
BURLINGTON, VT 05401  
P: 979-846-9564

CONSTRUCTION  
MANAGER

NAYLOR & BREEN  
BUILDERS, INC.  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-6227  
F: 802-247-0648

CIVIL

KREBS & LANSING  
164 MAIN ST.  
COLCHESTER, VT 05446  
P: 802-878-0375  
F: 802-878-9618

STRUCTURAL

RICHARD M. DOHERTY, P.E.  
995 DORSET STREET, #6  
S.O. BURLINGTON, VT  
05403  
P: 802-660-9212  
F: 802-660-8403

SAS PROJECT NO. 0338

PROJECT

260 NORTH  
WINOOSKI  
AVENUE

BURLINGTON, VT

DATE: JUNE 14, 2013  
SCALE: AS NOTED  
CHECKED:  
DRAWN:

REVISIONS

ZONING SUBMISSION

BUILDING  
ELEVATIONS

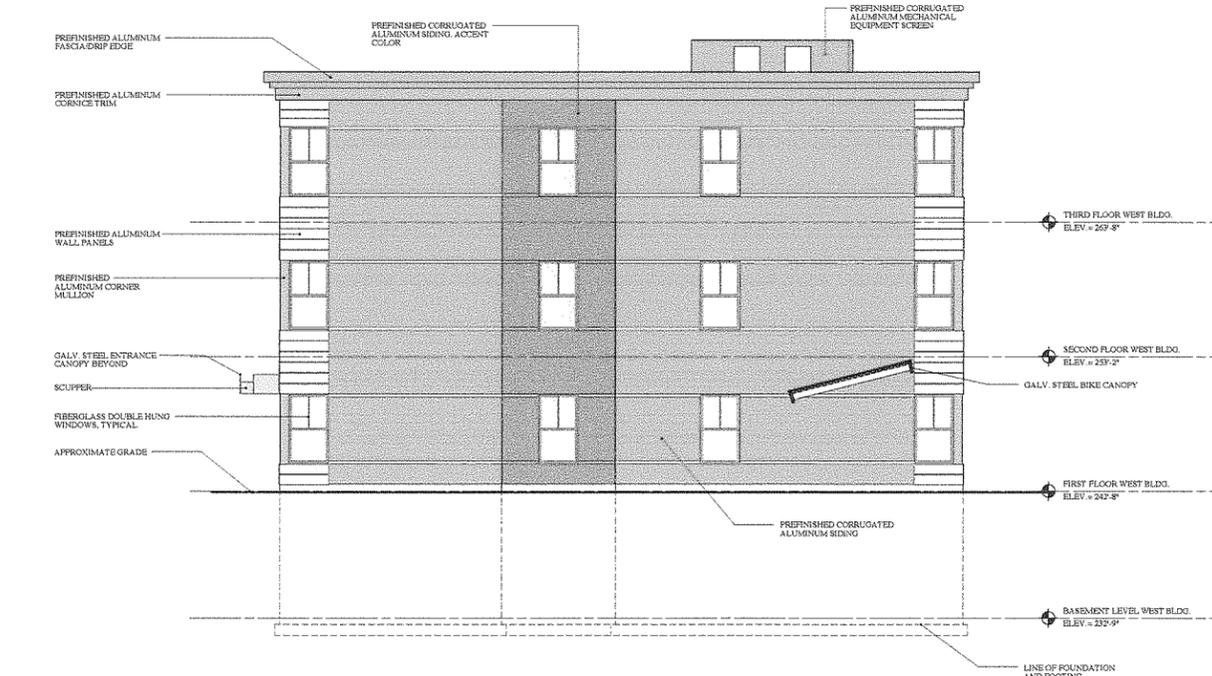
A-4.1



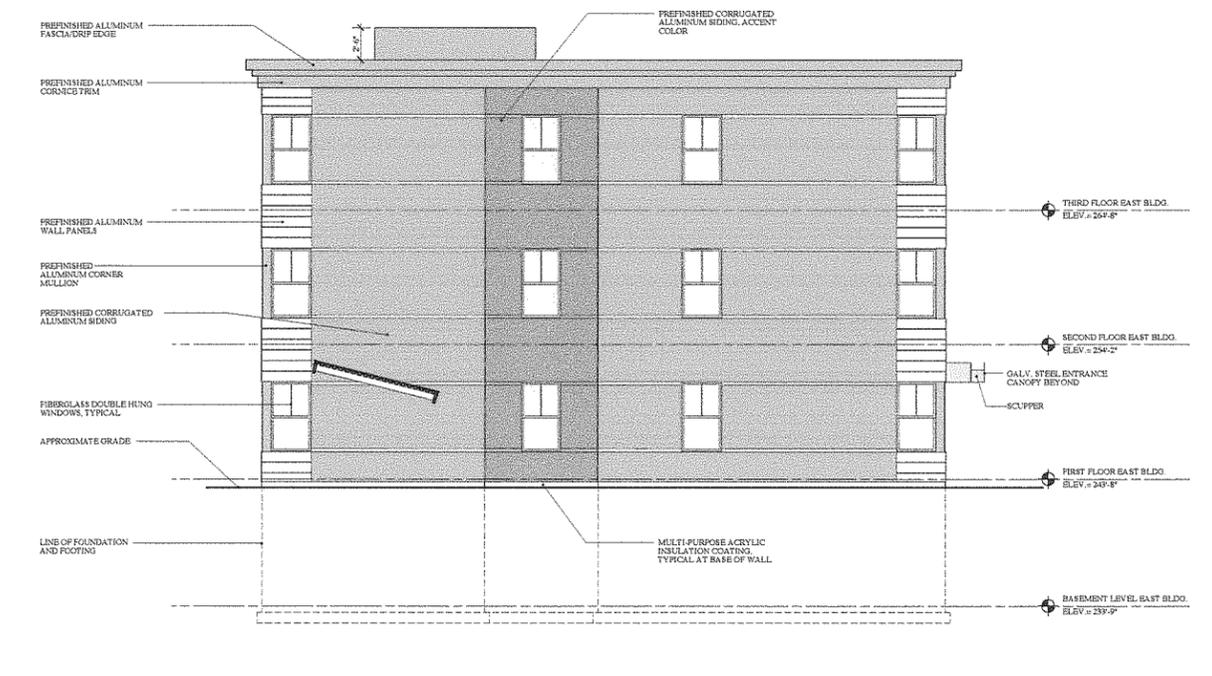
SOUTH ELEVATION OF WEST BUILDING  
3/16" = 1'-0"



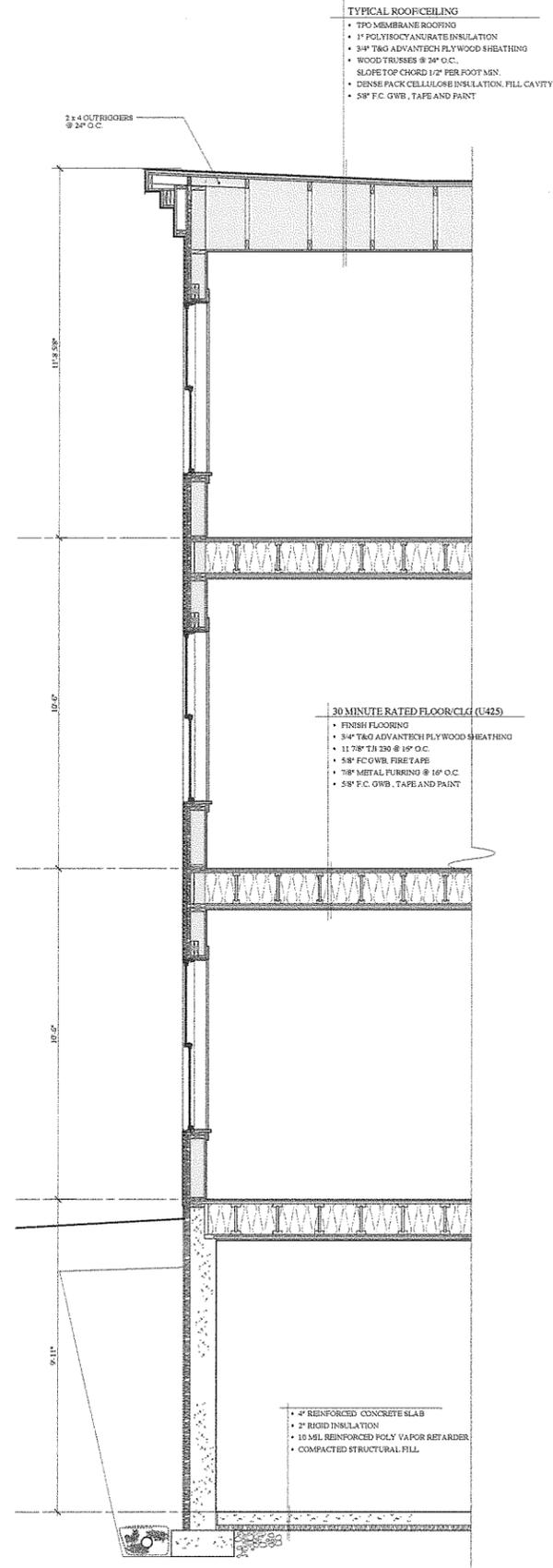
SOUTH ELEVATION OF EAST BUILDING  
3/16" = 1'-0"



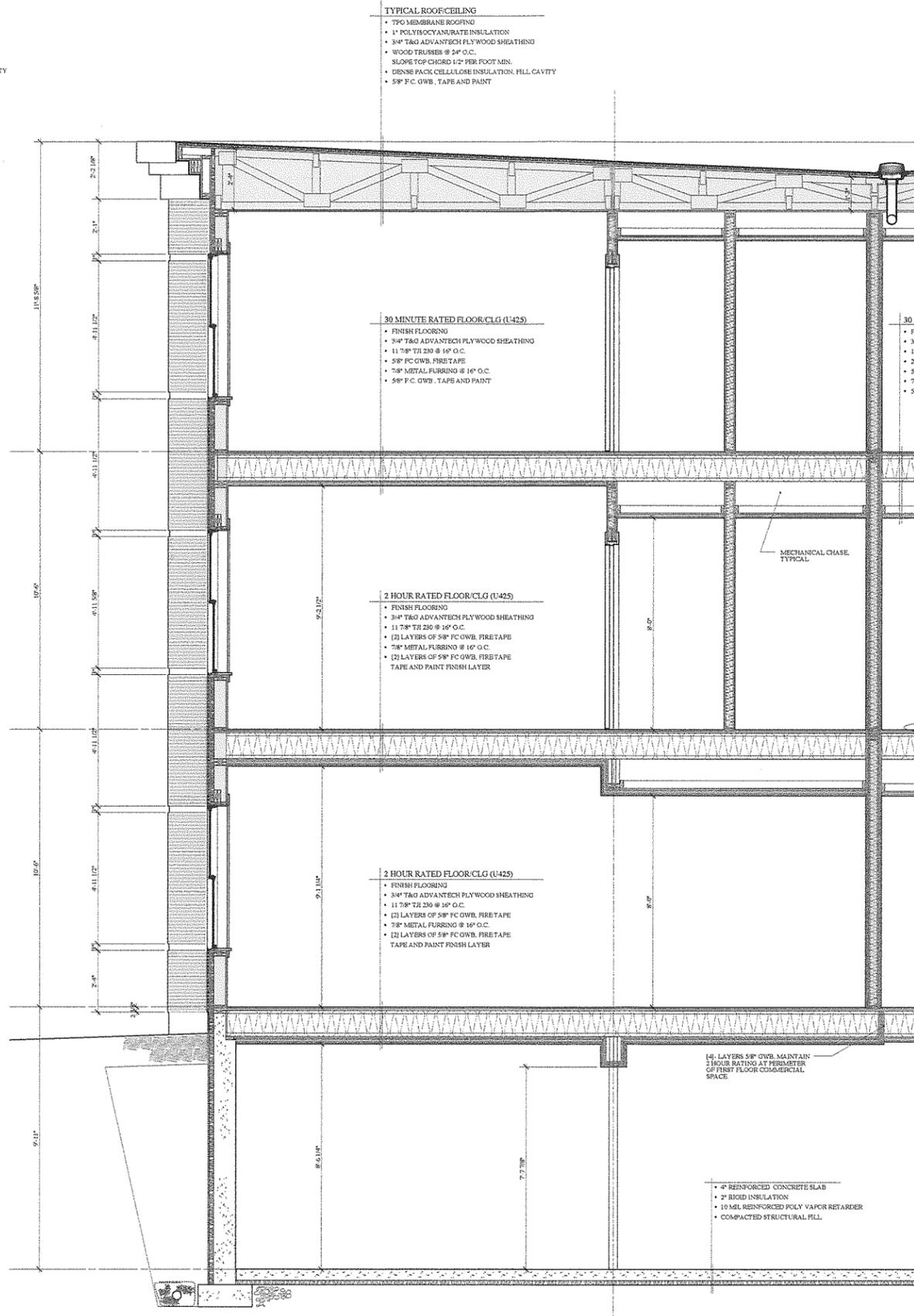
EAST ELEVATION OF WEST BUILDING  
3/16" = 1'-0"



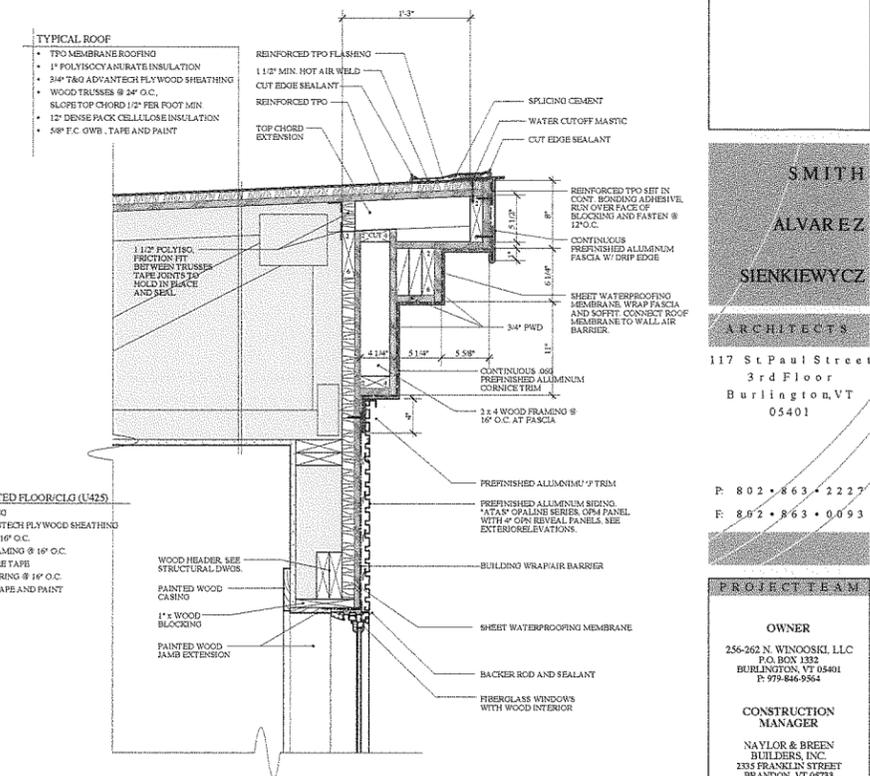
WEST ELEVATION OF EAST BUILDING  
3/16" = 1'-0"



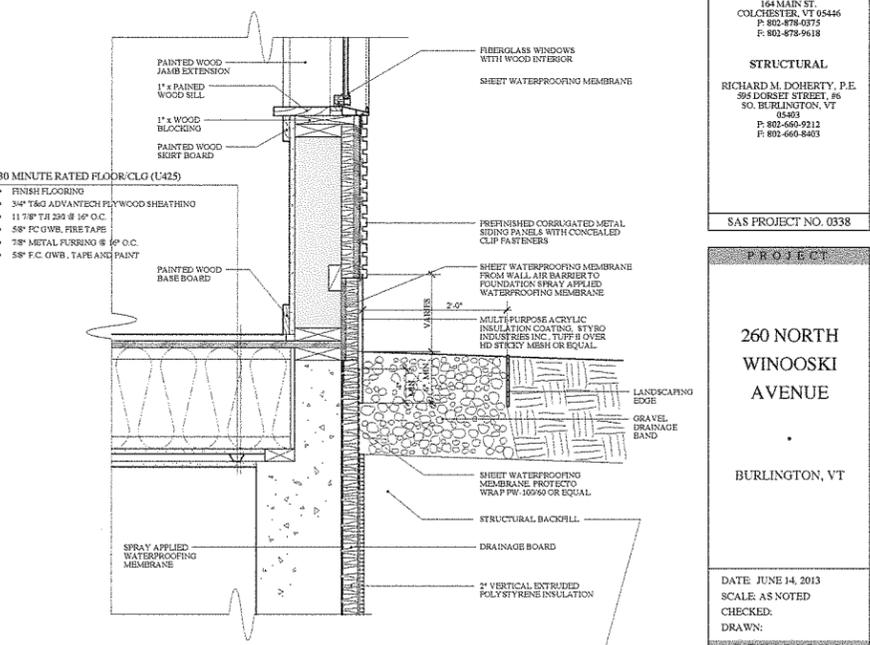
1 WALL SECTION 1  
1/2" = 1'-0"



2 WALL SECTION 2  
1/2" = 1'-0"



3 TYPICAL ROOF EDGE DETAIL  
1 1/2" = 1'-0"



4 TYPICAL BASE WALL DETAIL  
1 1/2" = 1'-0"

**RECEIVED**  
JUN 17 2013  
DEPARTMENT OF  
PLANNING & ZONING

SMITH  
ALVAREZ  
SIENKIEWYCZ  
ARCHITECTS

117 St. Paul Street  
3rd Floor  
Burlington, VT  
05401

P: 802-863-2227  
F: 802-863-0093

PROJECT TEAM

**OWNER**  
256-262 N. WINOOSKI, LLC  
P.O. BOX 1352  
BURLINGTON, VT 05401  
P: 979-846-9564

**CONSTRUCTION  
MANAGER**  
NAYLOR & BREEN  
BUILDERS, INC.  
2335 FRANKLIN STREET  
BRANDON, VT 05733  
P: 802-247-6277  
F: 802-247-0048

**CIVIL**  
KREBS & LANSING  
164 MAIN ST.  
COLCHESTER, VT 05446  
P: 802-878-0375  
F: 802-878-9618

**STRUCTURAL**  
RICHARD M. DOHERTY, P.E.  
395 DORSET STREET, #6  
SOL. BURLINGTON, VT  
05403  
P: 802-660-9211  
F: 802-660-9403

SAS PROJECT NO. 0338

PROJECT

260 NORTH  
WINOOSKI  
AVENUE

BURLINGTON, VT

DATE: JUNE 14, 2013  
SCALE: AS NOTED  
CHECKED:  
DRAWN:

REVISIONS

ZONING SUBMISSION

WALL SECTIONS

A-5.1

RECEIVED

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING



RECEIVED

JUN 17 2013

DEPARTMENT OF  
PLANNING & ZONING

