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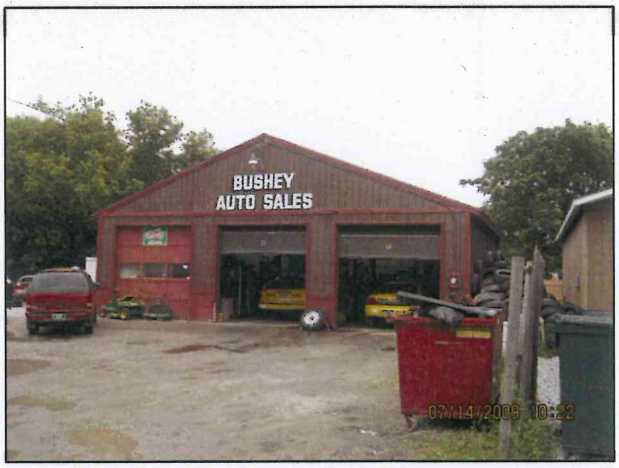
MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP 13-1262 CA/MA; 256-258 and 260-262 North Winooski Avenue
Date: July 9, 2013

File: ZP 13-1262 CA/MA
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 23 residential units and 1 commercial unit. Parking for 23 units will be provided on-site. A two-space 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.

Building connection has been made with a covered bike parking area.



256-258 North Winooski Avenue

Background:

256-258 North Winooski Avenue

- **Sketch Plan Review 13-0991SP** May 21 (DRB) and May 28, 2013. (DAB).
- **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

- **Sketch Plan Review 13-0991SP** May 21 (DRB) and May 28, 2013. (DAB).
- There are no other 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.

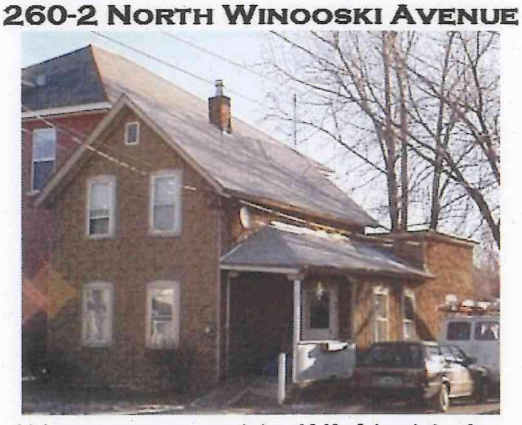
260-262 North Winooski has two separate structures, with 2 residential units on approximately 10,335 sq. feet of land.

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

Article 5: Citywide General Regulations
Section 5.4.8 Historic Buildings and Sites

None of the buildings are currently listed on the Vermont State Register or the National Register of Historic Places. Both residential buildings would be eligible for consideration, however, due to their age. The applicant would either have to present a consultant's interpretation of why the subject buildings are NOT eligible for consideration (thus foreclosing the need for Sec. 5.4.8 review); or meet the standards for review of demolition of historic buildings (Section 5.4.8 (d).) An informal conversation with the architectural historian from the Vermont Division for Historic Preservation has indicated the likelihood that the buildings will be determined to be ineligible for historic designation. This will be confirmed.

260-2 North Winooski Avenue



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 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.

(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.

(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 extinquished to create one single lot. No flag lots are proposed.

(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.

(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.

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. The site has, however, been identified as a "low risk" brownfield, and proposed for remediation.

(b) Topographical Alterations:

None identified. If significant site grading or other topographical alterations are proposed, the applicants will need to provide topo and grading plans for project review.

(c) Protection of Important Public Views:

This is a private parcel. There are no protected important public views.

(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 80 photovoltaic panels split between both buildings. 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.

(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.

(g)Provide for nature's events:

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

A Stormwater Management plan will be a requirement for this Major Impact/PUD. Submitted materials indicate that two stormwater infiltration systems have been design 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.

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 snowstorage has located in the rear edges of the parking area, and room for a snow pile next to the trash enclosure.

(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 curbline and the building face to facilitate the flow of pedestrian traffic. In such areas, architectural recesses and articulations at the street-level are particularly important, and can be used as an alternative to a complete building setback in order to maintain the existing street wall.

The 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.

(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. A drawing of the proposed trash enclosure should be submitted prior to review by the DRB.

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. See attached site plan for ZP 04-472, 63 Hyde Street.)

(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 is proposed from both the public sidewalk and the parking area on the east.There is no physical separation between pedestrian walk areas and the parking lot, although much of the parking directly abuts the building. A method of safe separation should be considered and developed. At Technical Review, a sidewalk access was recommended between the parking lot and the front entrance, to address the likely "desire path" that would occur over proposed green space at that location. Revised site plans show pavement connection reflecting that recommendation.

(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.

1 handicap parking space is illustrated on the site plan. Accessible entry is provided; a fully accessable unit is encouraged.

(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.

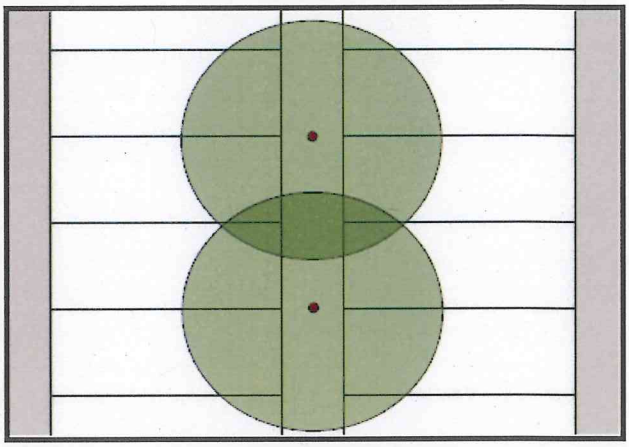
The proposed parking is on the side and rear of the lot. 25 parking spaces are proposed; the parking area divided into two sections. The parking is setback from the edge of the front property line, and proposed to be screened with landscaping.

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 these applications.

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 will need to be provided to meet this standard. 8 trees are illustrated in immediate proximity to the parking areas, meeting this provision. Replacement fencing is proposed along the rear (east?) 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 may 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. DPW has recommended a paved path between the parking area and the front entrance, to anticipate the "desire line" of traffic from the parking lot to the main entrance. This is illustrated on revised site plans.

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 (28+) and lockable long term bicycle storage is proposed for the basement. Short term storage (28) is planned under a roof canopy between the buildings; a logical and convenient choice for residents and visitors alike.

(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 a proposed replacement 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 replaced. The height and design will need to be provided.

(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 streetfront 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. Both options are broadly encouraged.

(o)Outdoor Lighting:

Where exterior lighting is proposed the applicant shall meet the lighting performance standards as per Sec 5.5.2. Submitted photometrics and individual fixture spec sheets appear to meet the guidance and direction of the standards of Sec. 5.5.2. Omitted is the proposed fixture height for pole lights; these are limited to 25' in height.

(p) Integrate infrastructure into the design:

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

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be place underground whenever practicable. Trash and recycling bins and dumpsters shall be

located, within preferably, or behind buildings, enclosed on all four (4) sides to prevent blowing trash, and screened from public view.

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

12 Condensing units are proposed to be roof-mounted, behind 36" "architectural" screening. 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. A safe and covered location for resident mailboxes is encouraged.

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.

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 Crowley 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 incorporated 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.

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 40 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 has been suggested as well by the applicantsl, in an effort to provide a "cool" roof.

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.)

(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.

(d) Provide an active and inviting street edge:

The proposed design incorporates variations along the street edge, including planar variation, material differentiation, trim/spandral/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; however these may not have frosted glass or otherwise conflict from this standard. 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.

(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.

The applicants are considering a variety of metal sheathing products. Trim, roofing and window materials have not, as yet, been defined.

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

Not applicable.

(f) Reduce energy utilization:

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

New 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 VI. 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 is being actively pursued by the applicants. See accompanying documentation.

(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.

If the applicants' feel that security lighting is necessary, submission materials are defined in Sec. 5.5.2 (f) 7. Any request for divergence from the lighting standards requires review by the DRB under this section.

Recommendations:

1. A drawing of the proposed trash enclosure (as seen on the ground, not a bird's eye) should be submitted prior to review by the DRB.
2. The style and height of the proposed fencing will need to be defined.
3. The building street number will need to be placed in a location that is easily visible from the public ROW for emergency response purposes.
4. Parking lot pole lighting fixtures are limited to 25' in height.
5. Standard Permit Conditions 1-15.

VERMONT

State of Vermont
Division for Historic Preservation
One National Life Drive, Floor 2
Montpelier, VT 05620-1201
www.HistoricVermont.org

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

Agency of Commerce and Community Development

June 21, 2013

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

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. 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

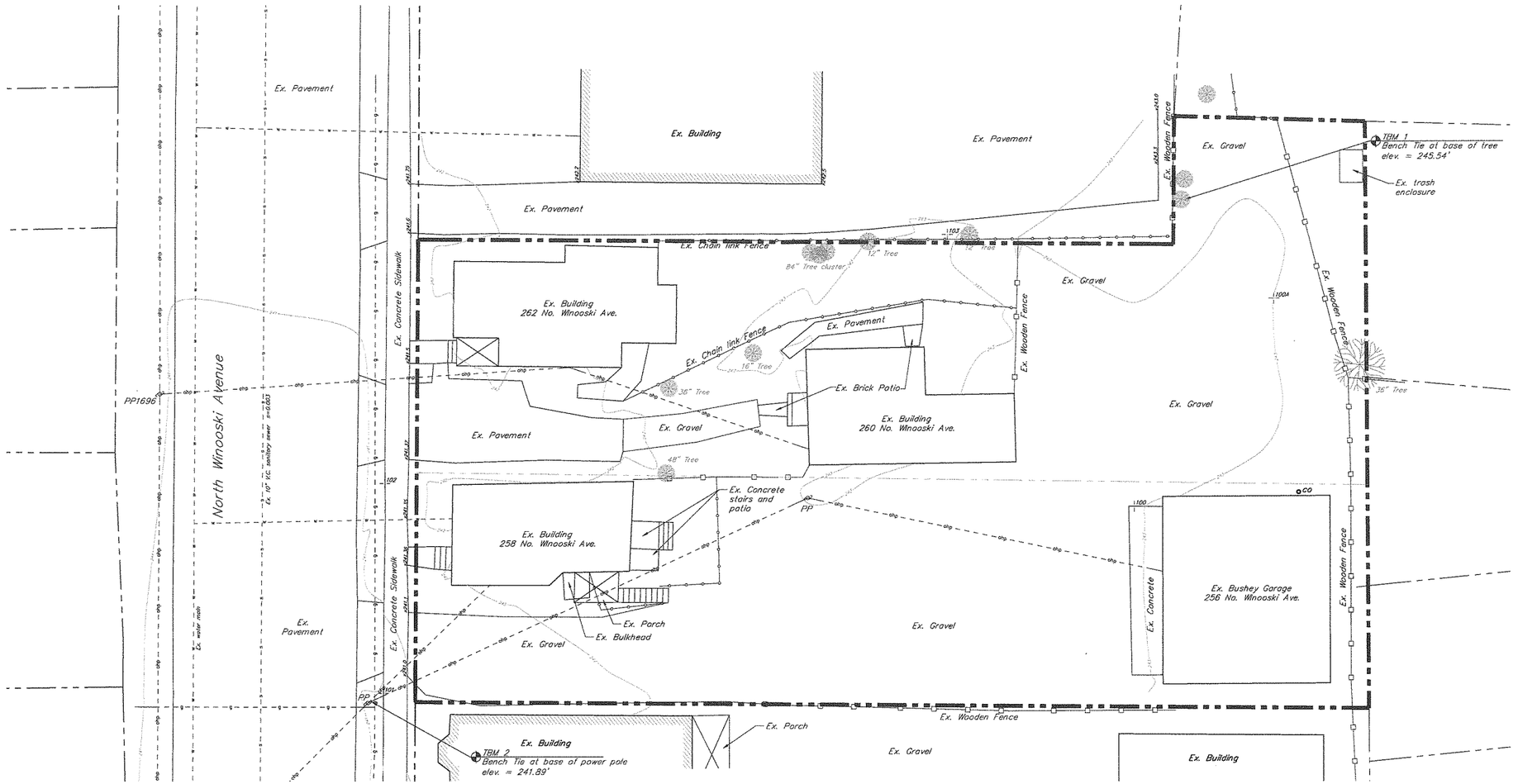
While all of these structures are more than fifty years old, none of them are listed in the State Register of Historic Places. They all lack historic integrity due to additions, alterations, and the installation of non-historic replacement materials. As such, they are not eligible for listing in the 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 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.

0' 5' 10' 20' 30' 40' 50'

Bar Scale 1" = 10'

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K&L PROJECT NO. 12189

PROJECT

260 NORTH WINOOSKI AVENUE

BURLINGTON, VT

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

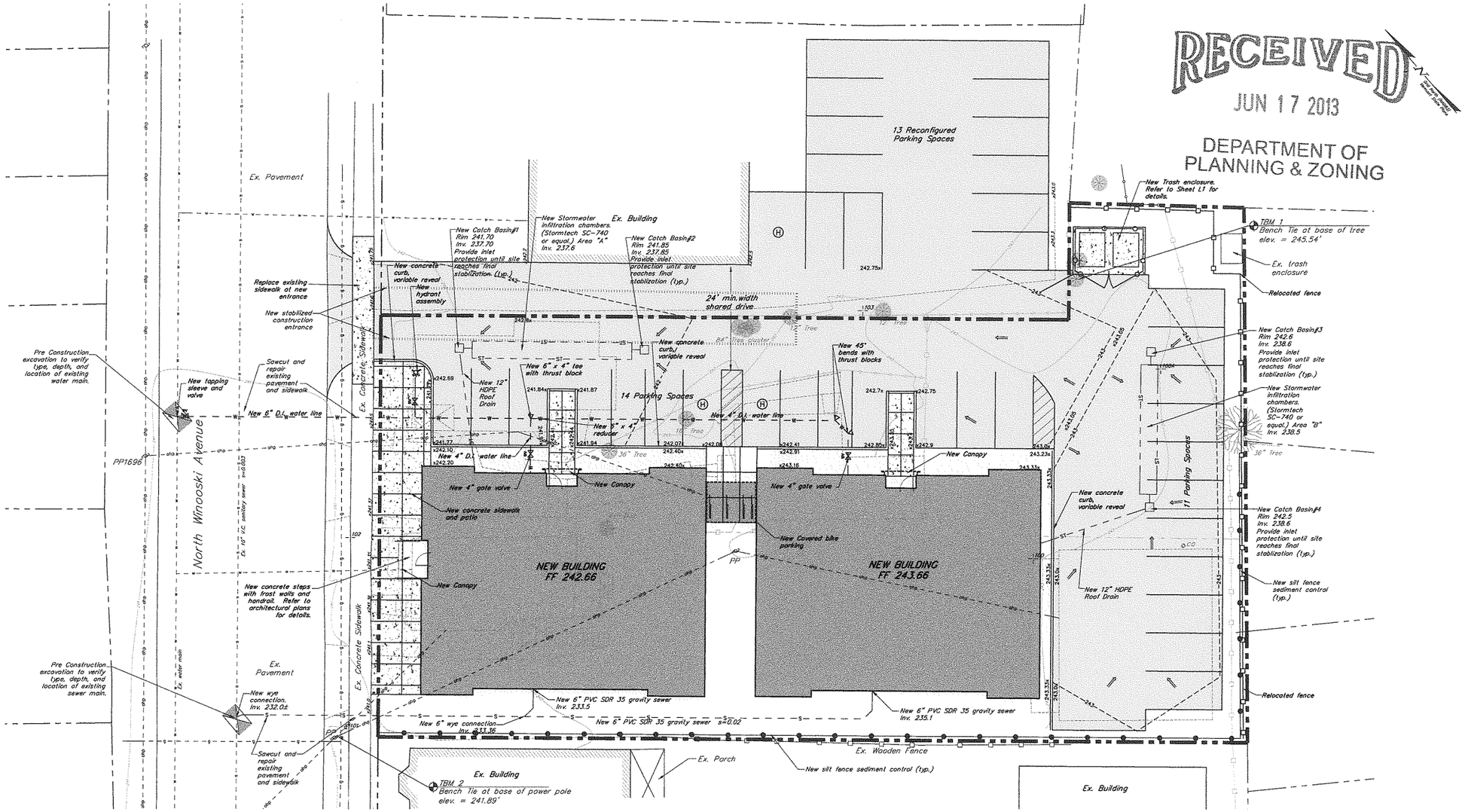
REVISIONS

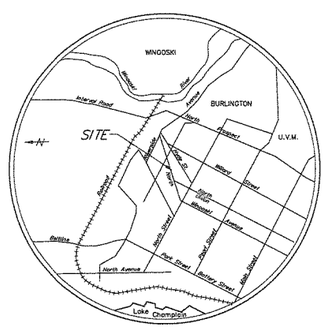
ZONING SUBMISSION

EXISTING CONDITIONS SITE PLAN

X-1

12189/256-262winooski-zoning.dwg





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
- New or reconfigured pavement
- New building
- New concrete
- New sanitary sewer line
- New storm line
- New water line
- New finish contour
- Pre Construction excavation
- Drainage flow
- New silt fence
- New stabilized construction entrance

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 places 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 silts 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.

0' 5' 10' 20' 30' 40' 50'

Bar Scale 1" = 10'

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K&L PROJECT NO. 12189

PROJECT

260 NORTH WINOOSKI AVENUE

BURLINGTON, VT

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

REVISIONS

ZONING SUBMISSION

SITE PLAN

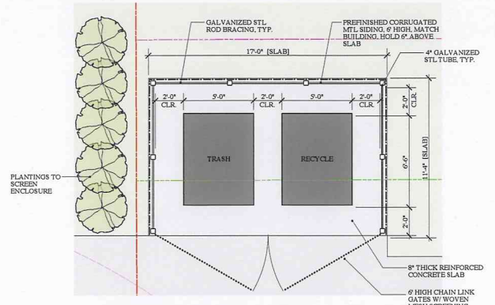
C-1

12189/256-262winooski-zoning.dwg

PROJECT NORTH

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

0 10 20 30 40 FT



PROJECT NORTH

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

PLANTING SCHEDULE - TREES & SHRUBS					
KEY	QTY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
A	4	CELEBRATION RED MAPLE	ACER FREEMANII	3" CAL.	
B	5	RIVER BIRCH	BETULA NIGRA 'HERITAGE'	8' HT	MULTI-STEM
C	6	PRINCETON ELM	ULMUS AMERICANA 'PRINCETON'	2" CAL.	
D	3	HALKA LOCUST	GLEDITSIA TRIACANTHOS 'HALKA'	2" CAL.	MULTI-STEM
E	4	SERVICEBERRY	AMELANCHIER 'AUTUMN BRILLIANCE'	6' HT	
F	4	AMERICAN HORNBEAM	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	ATHYRIUM FELIX FEMINA	2 YR	
K	28	SOLOMON'S SEAL	POLYGONATUM ODORATUM	2 YR	
L	20	WOODLAND PHLOX	PHLOX STOLONIFERA	2 YR	

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 SIDEWALK (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:	3460 GSF
• FIRST FLOOR:	3481 GSF
• SECOND FLOOR:	3481 GSF
• THIRD FLOOR:	3481 GSF
TOTAL WEST:	**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 497 dedicated 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
[2] TWO BEDROOM UNITS @ 739 SF
[2] TWO BEDROOM UNITS @ 780 SF

[12] TOTAL UNITS - WEST

EAST BUILDING:

[1] ONE BEDROOM UNIT @ 602 SF
[4] TWO BEDROOM UNITS @ 696 SF
[3] TWO BEDROOM UNITS @ 722 SF
[2] TWO BEDROOM UNITS @ 754 SF
[2] TWO BEDROOM UNITS @ 780 SF

[12] TOTAL UNITS - EAST

TOTAL PROJECT:

[1] COMMERCIAL SPACE
[1] STUDIO UNIT
[2] ONE BEDROOM UNITS
[20] TWO BEDROOM UNITS

[24] TOTAL UNITS

*areas to inside perimeter of unit.

RECEIVED
JUN 17 2013
DEPARTMENT OF PLANNING & ZONING

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SAS PROJECT NO. 0338

PROJECT

260 NORTH WINOOSKI AVENUE

•

BURLINGTON, VT

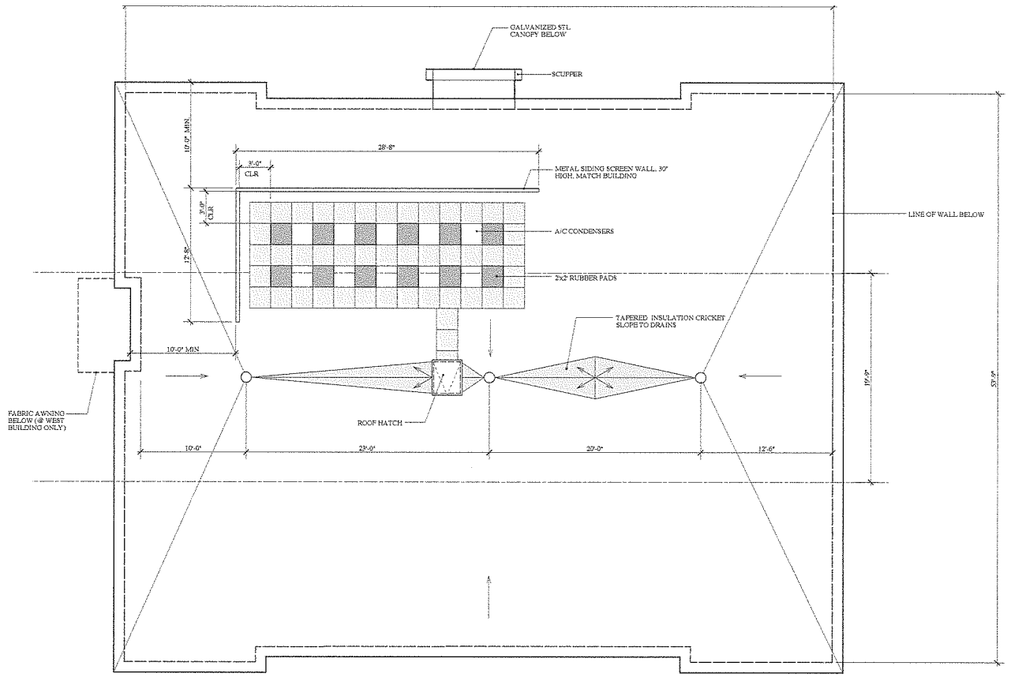
DATE: JUNE 14, 2013
SCALE: AS NOTED
CHECKED:
DRAWN:

REVISIONS

ZONING SUBMISSION

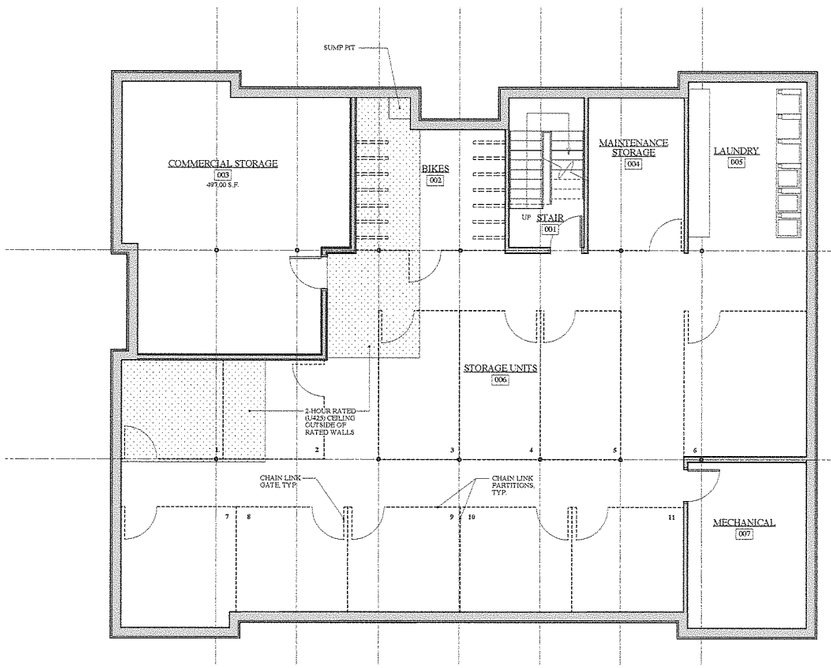
SITE PLAN / GROUND FLOOR PLAN

L-1.0



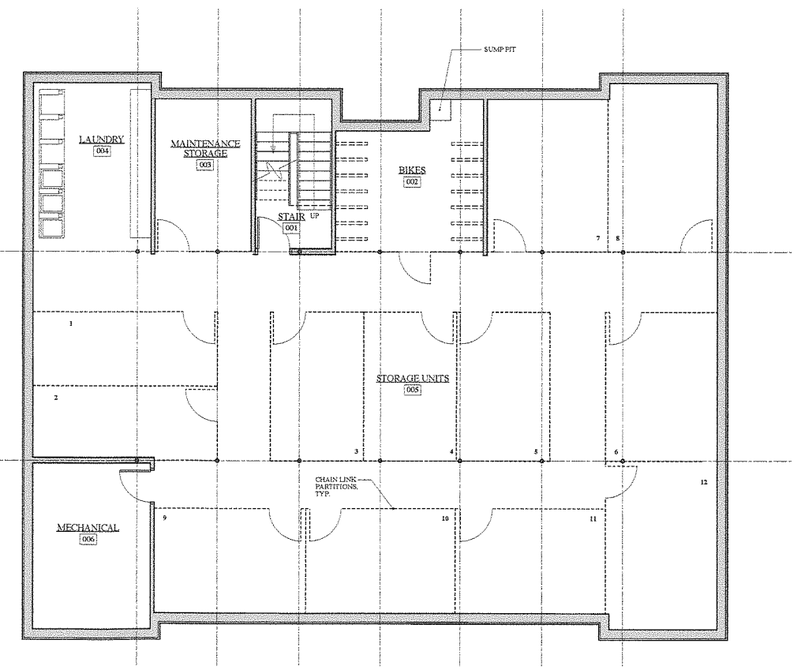
PROJECT NORTH

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"

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REVISIONS

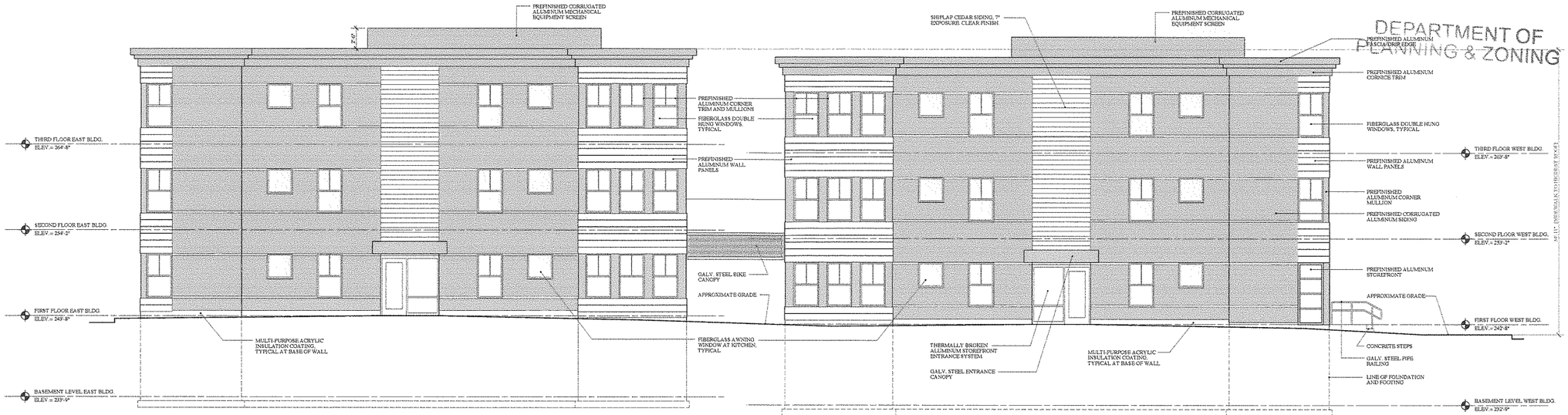
ZONING SUBMISSION

ROOF PLAN
WEST & EAST

•

BASEMENT PLANS

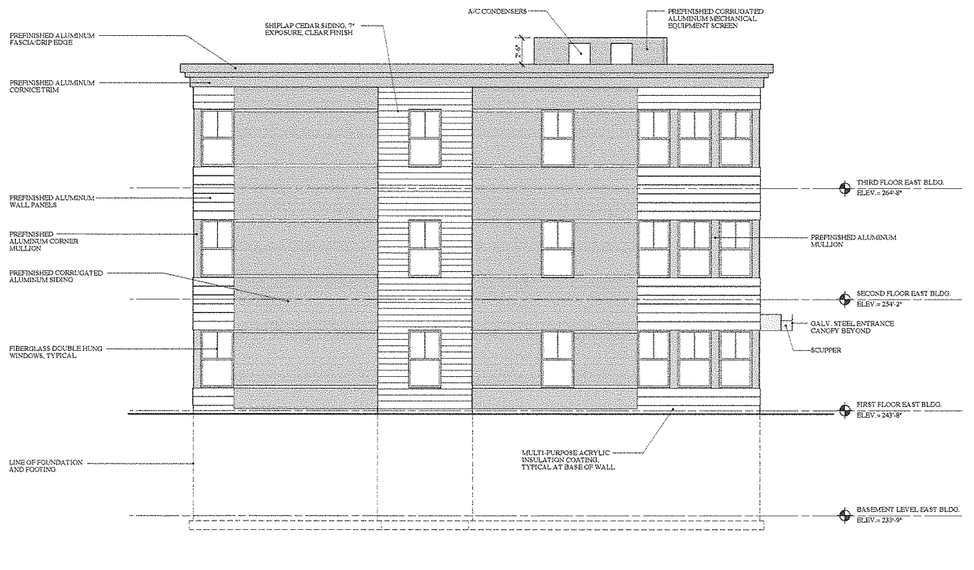
A-1.2



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"



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PROJECT

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BURLINGTON, VT

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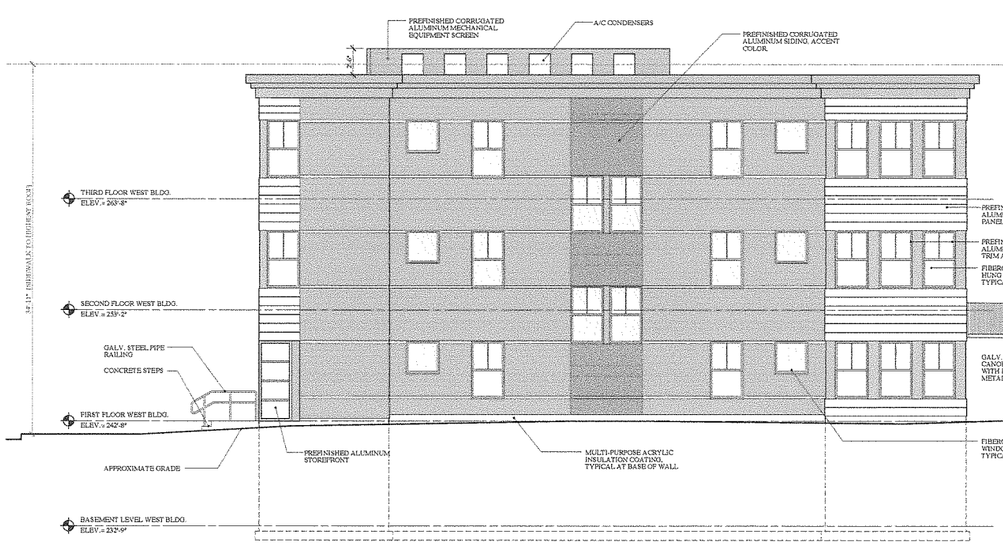
ZONING SUBMISSION

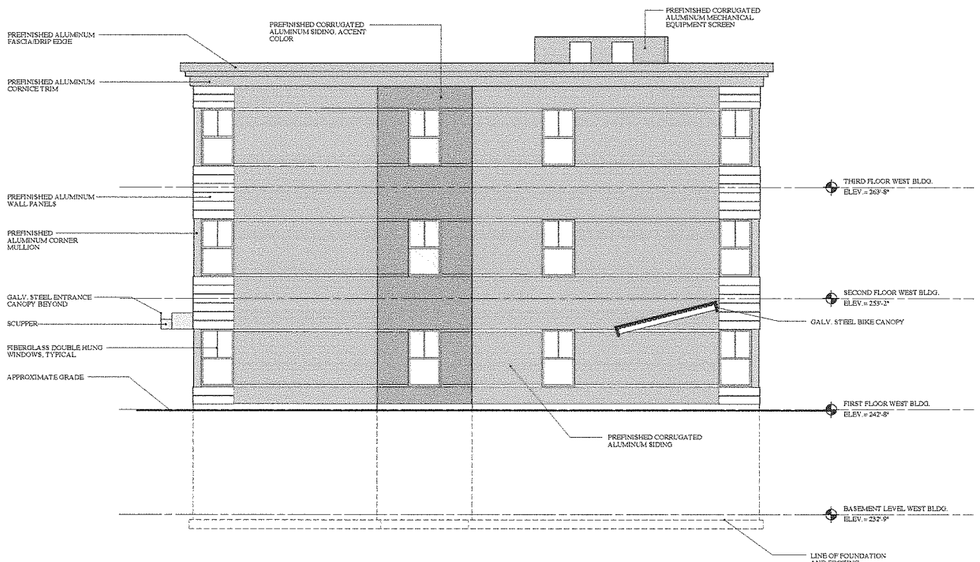
BUILDING ELEVATIONS

A-4.0



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

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



EAST ELEVATION OF WEST BUILDING
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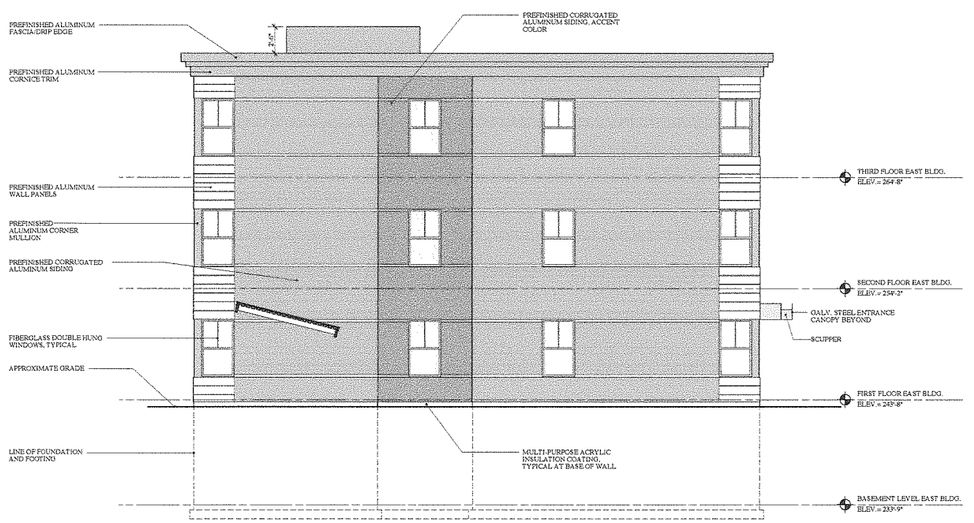

WEST ELEVATION OF EAST BUILDING
3/16" = 1'-0"

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STRUCTURAL
RICHARD M. DOHERTY, P.E.
599 DORSET STREET, #6
SO. BURLINGTON, VT 05403
P: 802-660-9212
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SAS PROJECT NO. 0338

PROJECT

260 NORTH WINOOSKI AVENUE

•

BURLINGTON, VT

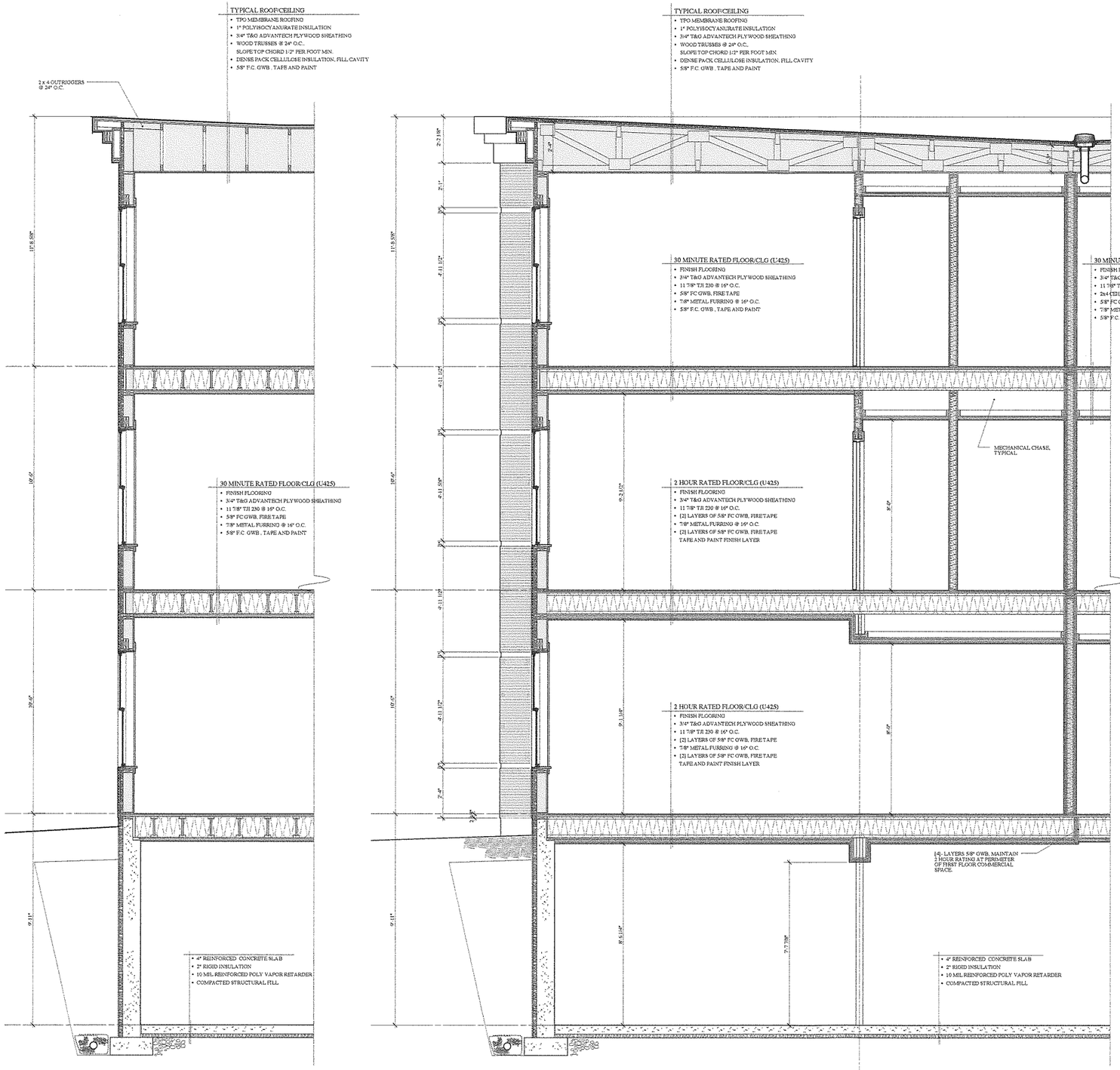
DATE: JUNE 14, 2013
SCALE: AS NOTED
CHECKED:
DRAWN:

REVISIONS

ZONING SUBMISSION

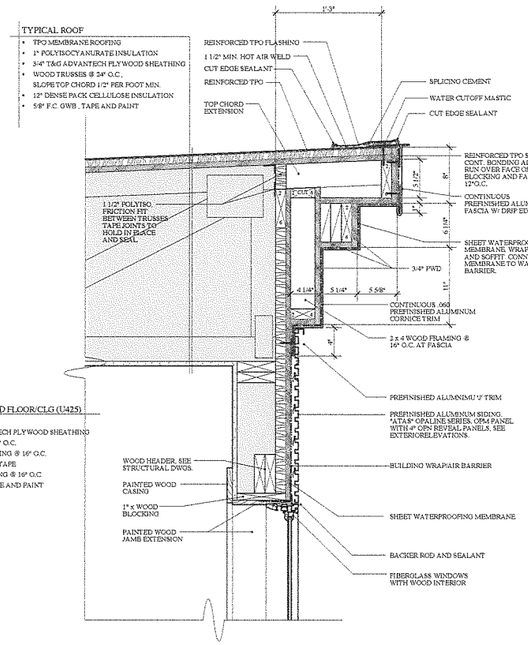
BUILDING ELEVATIONS

A-4.1

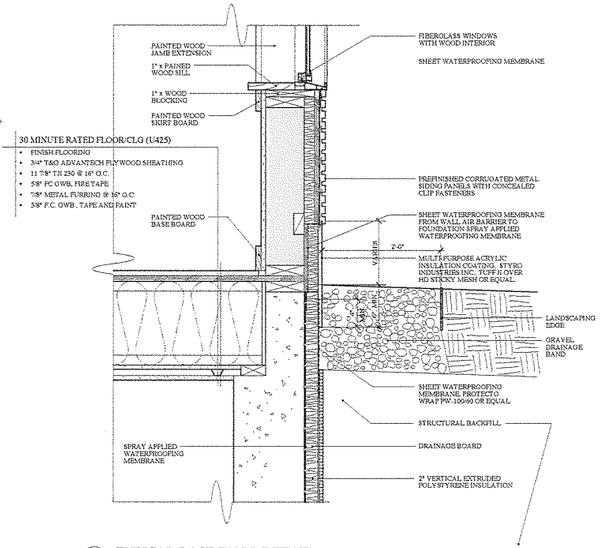


1 WALL SECTION 1
1/2" = 1'-0"

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
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PROJECT TEAM

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P: 979-846-9564

CONSTRUCTION MANAGER
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WALL SECTIONS

A-5.1