

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

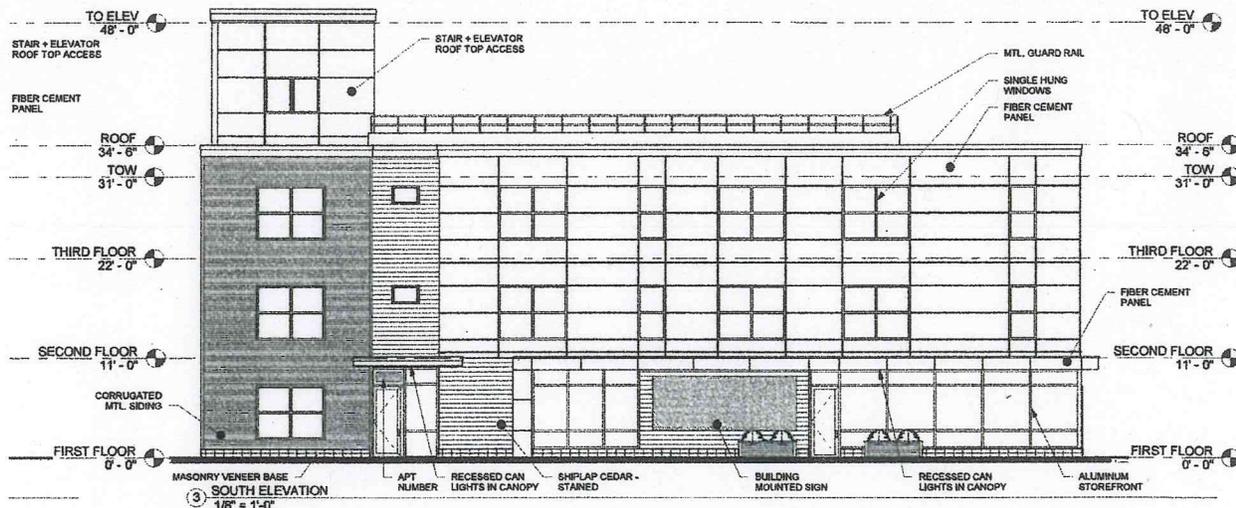
To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP 14-0499CA/MA; 237 North Winooski Avenue
Date: November 26, 2013

move

File: ZP 14-0499CA/MA
Location: 237 North Winooski Avenue
Zone: NMU Ward: 2
Date application accepted: October 23, 2013
Applicant/ Owner: Hot Eats, Cool Treats LLC (Redstone) / Kathy Goguen
Estimated Construction Cost: \$3,000,000
Request: Demolish former Dairy Queen / currently "Q-Tee-s" restaurant, redevelop site with a single building of 28 residential units and approx. 1,500 sf commercial space. Parking is proposed to be on grade located under the building in an open garage.



1st DAB review: November 12, 2013



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

Background:

- Sketch Plan Review 14-0238SP, September 2013.
- Non-applicability of Zoning Permit Requirements; handicap ramp, 90 day temporary permit. April 2010.
- Non-applicability of Zoning Permit Requirements; repair front of building after auto collision into structure. February 2010.
- Zoning Permit 08-574SN; replace parallel sign with QTee's sign. Approved March 2008.
- Zoning Permit 91-276; construct sloped parapet roof on flat section of Dairy Queen. Approved March 1991.
- Zoning Permit 86-521; Delineate boundary line between 237 North Winooski and 42 Decatur Street. October 1986.
- Permit #65-286; addition to Dairy Queen. Approved October 1964.
- Permit #65-235; Demolish 4 apartment house. (Formerly 229-233 North Winooski Avenue). New occupancy/use; restaurant. Approved September 1964.

Overview: The former Dairy Queen, constructed in 1964, is proposed to be demolished and replaced with a mixed use building containing 28 residential units and approximately 1,500 sf of commercial space. Parking is proposed to be at grade behind streetfront commercial.

Pursuant to the comments made by the DAB, this staff reports reflects the following proposed revisions:

1. Added a setback in the west elevation of the building to meet the 5 foot window setback
2. Eliminated external dumpster pad in lieu of internal dumpster storage as close to the driveway entrance as possible.
3. Relocated the HC parking spaces as close as possible to the building entrance at elevator lobby and re-purposed the loading strip that was freed up for additional bike storage.
4. Added pavement striping from the rear stairwell past the HC parking spaces and up to the building entrance.
5. Added pavement striping from the sidewalk along the driveway and into the parking garage.
6. Increased the width of the second to last row of parking spaces to make them a full 9' wide, leaving only 4 compact spaces (the last row of spaces: #1, 9, & 20, and one space next to the stairwell, #24, where column placement precludes full width).
7. Added a turn-around extending outside the footprint of the building to provide more room for spaces #19 & 20 to reverse out.
8. Cut back the residential entrance canopy to stay out of the ROW and align with the projection of the commercial canopy. we also simplified the residential entrance detail to create more emphasis on the commercial entrance.

9. Added planter boxes on the patio outside the commercial entrance for further emphasis.
10. Replaced all siding materials close to ground with a band of grey brick.
11. Replaced white vinyl windows with dark fiberglass windows (same Marvin all-ultrex model submitted for 260 North Winooski), with aluminum storefront windows color changed from silver to dark bronze.
12. Left the pervious pavers right up to the sidewalk and will pursue MOU with City Council in lieu of license agreement.

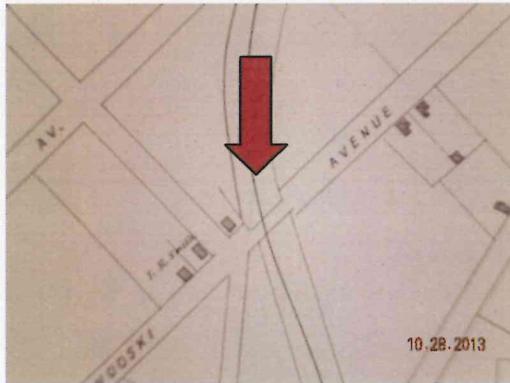
PART 1: LAND DIVISION DESIGN STANDARDS

Not applicable.

PART 2: SITE PLAN DESIGN STANDARDS

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:



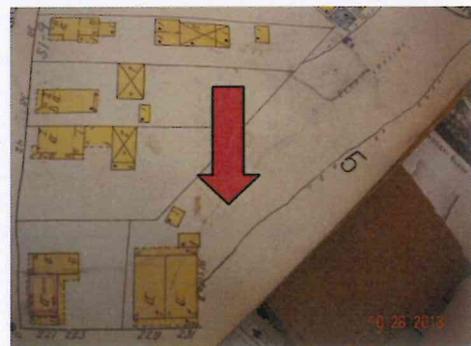
The site was formerly part of Burlington’s ravine, and specifically the location of the rail line as identified on the 1853 Presdee Edwards map (See left.) By 1918, a two story structure had been constructed at the westerly portion of the lot (See 1918 Sanborn map detail, above right.) The ravine bank is illustrated both north and east. The eastly side of the parcel remains above the top of the embankment. The applicant has presented that the fill material includes coal ash from the Moran site; however the 1954 utility significantly post-dates this infill, and it is unlikely the provenance

of the identified fill. In any event, Phase I and II assessments have been completed, and identify issues that will need to be addressed to assure compatibility with residential use.

No above-grade natural features remain.

(b) Topographical Alterations:

Plan C1.1 does not illustrate any significant changes to the topography of the site. Anticipated grading to provide a flat terrain for the slab is reflected in plan C1.2.



(c) Protection of Important Public Views:

There are no protected public views from the site; however the design firm had submitted projected viewscales easterly along North Winooski Avenue for project review.

(d) Protection of Important Cultural Resources:

The former Dairy Queen building is not listed on the State or National Register of Historic Places.

(e) Supporting the Use of Renewable Energy Resources:

During Technical Review the applicant has shared the desire to include project planning to allow for future solar; however active renewable energy options are not included in this development plan.

(f) Brownfield Sites:

Plan C1.0, Existing conditions, identifies the presence of Monitoring Wells. Phase I and II site assessments have been completed for this property. The applicant will be required to demonstrate compliance with any site treatment or mitigation as determined by the State of Vermont Department of Environmental Conservation (DEC.) Any modified site or other design plans resulting from the mitigation will need to be considered in the project review.

(g) Provide for nature's events:

An Erosion Prevention and Sediment Control (EPSC) plan have been submitted to the City Stormwater administrator for her review and approval. [Preliminary approval received November 4, 2013.] The building envelope itself has provisions for the safe shelter for residents/visitors with canopies proposed at the front (south) elevation and under the building at the parking area.

(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 site plan illustrates the building front aligned with the curb and "completing" the street front between the adjacent Multi-Gen center (241 North Winooski Avenue) and the corner residential building at 221 North Winooski Avenue.

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.

Footnote 4 in Table 4.4.2-1 requires a 12' setback from the curb. Measurements provided on the revised Plan C1.1 inform of the 20' +/- distance from the curb; meeting the standard.

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.

Earlie colorized modeling studies illustrated a three story building that is largely broken up by colored panels and a minor surface recess above the front residential access door. The street

elevation is defined by a greater amount of glazing (principally at the commercial area), with a small sidelight area next to the resident entry portal. An exaggerated canopy detail wraps around the first floor from the residential entrance door to the east side. It is not clear the amount of projection of this proposed commercial canopy, however. Collectively, these efforts break up the long, box-like façade.

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

The residential entry door is identified by a canopy (which has been revised to remain out of the public right-of-way.) The commercial entrance door is arranged with the larger glazed area. Lighting is proposed to be recessed under both canopies.

Accessory buildings shall be located in such a way so as to be deferential and secondary to the principal structure. Under no circumstances shall a parking structure – either attached or detached - be located closer to the front property line than a principal residential structure, and where a front yard setback is required, any street-facing garage wall containing garage doors shall be set back a minimum of 25' from the front property line to prevent parked vehicles from blocking the public sidewalk.

The parking area is placed behind the structure, and therefore meets the setback standard. As proposed, parked cars will not block the public sidewalk.

The dumpster has been relocated in these revisions to a recessed area immediately underneath and within the first floor plan, closer to the front drive entrance. This certainly removes the concerns about trash haulers backing up the entire length of the access drive. The applicant needs to confirm with the fire marshal that the newly proposed location is acceptable and meets fire safety regulations.

Where a garage is not oriented towards the street (i.e. the garage doors face the rear or side of the property), the street-facing garage wall shall have windows or doors or other features that break-up the mass into smaller elements, and be blended with the character of the residential portion of the structure.

The proposed parking area is situated at grade in the rear of the ground level of the building, and under the 2nd floor; with open walls. As soil contamination from fill from allegedly preclude ground disturbance, little to no excavation is proposed. An existing basement (under Q-Tees) is proposed to be retained for electrical/mechanical use.

It is not clear how the open garage structure may affect the neighboring multi-gen center, particularly as the children's playground is immediately adjacent to his property and children are playing in close proximity to the site. Otherwise, the parking location may be little different than the existing condition relative in its proximity to the neighboring parcels.

(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.

Plan C1.1 defines the elimination of an existing curb cut at the west, and widening the existing curb cut on the east. DPW traffic engineering staff requested a traffic brief verifying site distances and estimating traffic generated by site versus traffic from current use. It was suggested at that time that some further analysis may be appropriate. Sight lines for vehicles exiting the driveway also need to be considered.

Neither the access driveway nor the interior vehicle aisles provide the minimum backup length for any vehicle; standard or compact. 24' is required for a standard vehicle, 20' for a compact car. The access driveway is 19'+/-, the interior aisle 22' which is fine for compact car spaces #19, 20 and 24, but not for the remaining parking spots.

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 proposed access drive is given as 19'5" which is acceptable for a two-lane passage. There are 0' setbacks within this zoning district (except when directly abutting a residential zoning district – at the rear), so minimum sideyard setbacks do not apply.

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.

As previously noted, an expanded traffic brief may be required, as this development proposal falls immediately opposite a newly approved mixed use project which collectively will increase the amount of traffic on the street.

The dumpster has been proposed to be re-located within the existing parking garage area and immediately adjacent to the commercial use. This location will need to be approved by the fire marshal's office as there are additional requirements under NFPA 1; but as the building is proposed to be sprinkled, the location will need to be reviewed by that office for acceptability.

A concerted effort has been made to separate pedestrians and vehicles both to and within the parking area. New areas have been delineated for pedestrian pathways.

There is no identified area for service or loading vehicles; an important consideration for the proposed commercial (restaurant?) use. There is, however, on-street parking immediately in front of this parcel as corroborated by DPW which may be signed for a one or two space truck loading zone. Continued discussion with DPW officials will assist in this matter.

(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.

Both the residential entrance and the commercial entrance are proposed to be immediately adjacent to the public sidewalk. Additional delineated walkways are now provided from the sidewalk to the parking garage area, and within the parking garage to the stairwells and elevator. These paths should either be stamped pavement, a different material, or painted with reflective compound to clearly separate and discern pedestrian from the vehicular pathways.

(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.

ADA requirements will apply. It is noted that an elevator is included within the floor plan. The applicants shall work with the building inspector to confirm compliance with all applicable codes.

Revised plans show a dedicated circulation path for pedestrians within the parking area. The H/C spaces have been relocated for dual service/access to the loading area.

(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. Where street-level parking is provided within an existing structure, the cars shall be screened from the sidewalk and the area shall be activated with landscaping, public art, or other design amenities. Parking areas of more than 20 spaces should be broken into smaller areas separated by landscaping.

Parking is proposed at street level; however will be screened from public view by the first floor commercial space and the residential access and laundry room sited between the parking garage and the street. The view from neighboring properties may demand greater screening; for aesthetics if not for fume and noise minimization.

It is not known if the Multi-Gen Center's outdoor enjoyment space may be impacted by the open parking garage. Mitigation from automotive sound and exhaust may be appropriate.

It would be difficult to include landscaping within the parking structure as it is shielded from sun and rain. An effort should be made to increase landscape amenities elsewhere on the site.

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

Shared access or parking is not included as part of this development.

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.

The parking access is provided via a double wide two-way lane; entering mid-structure at grade. From plan A2.1, easterly exterior parking spaces will be accessed by pulling-through from the entrance lane, rather than “stacked” from the interior. This “pull-through” access for exterior parking spaces may cause some confusion for the central access point, as exiting drivers will not anticipate vehicles moving in front of them. The arrangement appears to present additional vulnerability to the support columns for the structure as cars will be driving around/through them from both sides

On examination, a car accessing the garage “entrance” will not likely be able to pull into spot 14 (or maybe even 13 or 15) without a multi-point turn, as the radius would be too tight. Although the plan meets the ordinance required 20’ aisle width, it does NOT meet the required 24’ (standard vehicle) or 20’ (compact vehicle) backup space on any of the interior or exterior parking spaces. (See **Table 8.1.11-1 Minimum Parking Dimensions.**)

Only 15% of parking may be considered for “compact” parking. 15% of 28 spaces = 4 spaces. Spaces 1, 19, 20 and 24 have been defined as compact parking spaces in the revised plan. The applicant needs to confirm the dimensions of all remaining parking spaces, to assure agreement with the ordinance.

Two handicap parking spaces are illustrated.

Curb stops will need to be provided to prevent vehicles from encroaching onto neighboring property or dedicated green space. Specifically, stops should be placed at the end of the back-up area at the end of the center aisle, and along spaces 20-27.

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.

Parking is proposed behind a portion of the first level of the structure and below the remainder of the building, so shading will not be a requirement. However, the applicant has proposed 3 new trees on-site and 2 within the public ROW. Species choice shall be determined in concert with the City arborist.

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.

It appears that pedestrian access is planned to be through the front door (or from the residential apartments) through the building and into the parking garage area. There is now an identified pedestrian path along the vehicular driveway.

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.

Short-term bicycle parking is provided within the parking garage, directly behind the commercial space and adjacent to the westerly stairwell. Bicycle storage is provided in a separate, lockable room near the elevator area. Other, public bicycle parking may be arranged, as necessary, with DPW and within the substantial public ROW. Further discussion, if warranted may be fruitful in this regard.

(m) Landscaping and Fences:

The existing site is now almost completely covered. Coverage limitations are 80% in the NMU; project redevelopment is charted at 86% coverage. This is certainly less than the existing conditions and lessens the degree of non-conformity. From the plans, it is assumed that the rear of the lot is proposed to be returned to vegetation; however no information is provided other than an existing chain link fence is proposed to be replaced with a 6' wood stockade fence.

Given the intensity of residential development proposed, it would be a great amenity to provide a thoughtful and functional landscaping plan that would serve as an amenity to residents and visitors. To limit coverage to the 80% CDO limitation would move the site toward complete compliance.

(n) Public Plazas and Open Space:

Where public open space is provided as an amenity to the site plan, it should be sited on the parcel to maximize solar exposure, with landscaping and hardscape (including fountains, sitting walls, public art, and street furniture) to encourage its use by the public in all seasons. Public plazas should be visually and physically accessible from public rights-of-ways and building entrances where appropriate and shall be designed to maximize accessibility for all individuals, including the disabled and encourage social interaction.

Public space should be coordinated with the surrounding buildings without compromising safety and visibility. Public spaces should be surrounded by active uses that generate pedestrian traffic, and connect the space to major activity centers, streets, or corridors.

While there is no identified "public plaza", this redevelopment has the potential to provide a public meeting space / usable plaza for tenants and visitors to the commercial space. Thoughtful exploration of the streetfront, the commercial use, and site enhancements should increase the

pleasantness of the site; the function of the uses, and maximize solar exposure while activating the streetscape and the proposed uses. A patio, fabricated from pervious block pavers is proposed immediately in front of the commercial entrance. As there is some encroachment into the public right-of-way; required City Council approvals and agreements need to be in place if this component remains as proposed.

The applicant is also on notice that the building inspector will require ADA access for the new development. Further discussion will be required with the Department of Public Works to determine extent and compliance.

New structures and additions to existing structures shall be shaped to reduce shadows on public plazas and other publicly accessible spaces. In determining the impact of shadows, the following factors shall be taken into account: the mass of area shaded, the duration of shading, and the importance of sunlight to the utility of the type of open space being shadowed. Proposed development shall be considered for solar impact based the sun angle during the Vernal and Autumnal equinox.

A shadow study has been submitted and was included with the earlier DAB review. For the most part, shadow effects fall toward the north/east, between this structure and the adjacent Multi-Gen Center.

(o) Outdoor Lighting:

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

Under canopy recessed lighting is proposed on the front (south) elevation. An exterior light fixture is proposed at the elevator access at the rooftop. This light will need to be full-cutoff. Spec sheets will be required.

No lighting has been defined for the parking area; this will need to be defined and confirmed to meet the standards of **Sec. 5.5.2 (f), Parking Lot Lighting** which applies to any un-enclosed level of a parking garage.

(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.

New utility connections are proposed to be undergrounded.

The existing basement (from Q-Tees) is proposed as a mechanical/electrical area. (Plan A2.1.) If utility connections will be visible on the exterior of the structure, they need to be noted on elevations and/or site plans as appropriate.

The dumpster has been relocated within the parking shell area, behind a sliding door on the south elevation. There are provisions within the fire code that will need to be met; and approval of the fire marshal will be a requirement for trash storage within an enclosed structure. However, since the building is proposed to be sprinkled, this new location may be do-able. Recycling bins are also within the ground floor area; immediately adjacent to the commercial area.

HVAC equipment is proposed to be located on the rooftop; presumably set back far enough to avoid visual evidence from the sidewalk. It is likely that the condensers will be readily visible (and perhaps audible) to the abutting northwesterly residential neighbor. This will still require screening, if only for the benefit of residents who will be using the rooftop deck. More information is requested to discern anticipated noise levels from the units. Greater encouragement is offered to *plan within the development* the location of mechanicals, rather than add them to the structure after-the-(design) fact. Perhaps these could be re-located to the existing basement area, secured from public access and out of the public viewscape.

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:

In the NMU zone, building height is limited to a minimum of 20' and maximum of 35'. See Table 4.4.2-1, with footnotes. As a three story structure, it assumes a similar mass to the recently approved 256-262 North Winooski Avenue mixed use building, the Legal Aid building, and the adjoining Multi-Gen Center.

2. Roofs and Rooflines.

A flat roof, with mechanicals arranged on the roof is proposed. This, too echos existing and anticipated approved development on the street.

3. Building Openings

Principal entrances shall be clearly defined and readily identifiable from a public street whether by a door, a canopy, porch, or other prominent architectural or landscape features. People with physical challenges should be able to use the same entrance as everyone-else and shall be provided an "accessible route" to the building. Attention shall also be accorded to design

features which provide protection from the affects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage.

The principle residential entrance is identified by a canopy; the commercial space by broad glazing, a colorful mini-canopy and recessed lighting.

The applicant has assured that ADA access will be met in the new construction.

The rear parking area will provide an additional area for shelter from inclement weather for residents. The applicant has indicated that snow events will require mechanical removal of all significant amounts of snow. Since all parking is proposed under the 2nd story, only access lanes will need to be plowed. Building entrances along North Winooski Avenue will need to be cleared from snow after a weather event. The applicant shall define who is responsible for that obligation.

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.

Other than the stair tower/elevator assembly, the windows are arranged warehouse-like horizontally across the blocky frame. There is little variation or arrangement to inspire interest or enliven the building elevations. Window material selection has changed from vinyl to fiberglass. Storefront windows are now proposed to be dark aluminum.

The decorative band-like canopy along the commercial frontage will be required to meet the 8' height standard.

The residential canopy has been modified to prevent encroachment into the public ROW. This shall be confirmed.

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.

This standard requires any construction within 5' of a property line to be without windows or doors. The site plan does not illustrate a building setback along the rear westerly portion of the structure (where is it abutting a property line. It is not clear from the west elevation if there is a proposed "notch" as asserted by the applicant. The site plan may be showing the concrete pad outline, and not the structural outline, however. Plan A2.2 suggests the appropriate structural setback. The applicant shall confirm this alteration to meet the above standard.

(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.

The existing structure is not on the Vermont or National Register of Historic Places.

(c) Protection of Important Public Views:

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

There are no protected public views, distant terminal views of Lake Champlain or the Adirondack Mountains or cultural landmarks from this site.

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

The massing of the proposed development, geometric and raw, is not grossly dissimilar from the Multi-Gen Center or the newly approved mixed use residential building at 256-262 North Winooski Avenue. In its cubist volume, it too reflects earlier development at the Emergency Food Shelf building, immediately across the street.

(d) Provide an active and inviting street edge:

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

Basic articulations are present: A projected canopy for the residential entrance, an articulated minor canopy (originally illustrated in a bold color) for the proposed commercial space. The elevator/stair tower's function is obvious in its height, but the remaining building is massed like a lego structure; the only additional expression made in color. There is absolutely no articulation of building façade on the north elevation; material change the only variation on the other

elevations. There are no architectural recesses and articulations at the street level, noted as important in order to facilitate pedestrian traffic. The plan relies on canopies to alert changes in use and locations of entrance.

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.

An expanse of glass defines the proposed commercial space; the residential entrance/laundry room identified with more residential scale windows. Visual interest is largely provided by material alteration, and anticipated signage.

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.

While this is not a downtown district, Neighborhood Mixed Use spurs the challenge to create meaningful public space. The small patches of grass proposed as hyphens between the patio and residential entry are not likely to survive foot traffic. The proposed use of pervious pavers is encouraged by the Stormwater Administrator. Two sidewalk planters are suggested in plan A2.1. Again, staff encourages greater effort to examine opportunities to create a pleasant public space with street furniture, ornamental landscaping, public art, creative lighting or inviting sitting areas/walls.

(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.

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.

Sheathing materials are proposed to be corrugated metal siding; stained shiplap cedar, aluminum, and fiber cement panels. Revisions include a brick/masonry veneer "base", as suggested by earlier DAB review. Recently these sheathing materials have grown in favor with residential and mixed use development, creating a metal siding phenomenon. None of these buildings (and materials) have been in place long enough to understand their durability.

Windows are now proposed to be fiberglass (residential portion of the building.) Commercial storefront windows are proposed to be a dark aluminum frame.

(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.

All new development is required to meet the Guidelines for Energy Efficient Construction as noted above.

The applicant does not intend to include solar as part of the project; however proposes to include the infrastructure (conduit) to allow for future adaptation. While this is to be noted, the actual installation and exercise of solar would be far more welcome than the promise. A building with this much potential for solar exposure on a very large roof expanse should seriously consider its inclusion as a residential benefit and infrastructure investment for the future.

(g) Make advertising features complementary to the site:

Where signs and other advertising features are proposed, the applicant shall meet the requirements as per Article 7 - Signs. The size, location, design, texture, lighting, and materials of all exterior signs and advertising features shall not detract from the use and enjoyment of proposed buildings or surrounding properties. National branding through signage and architecture shall be discouraged.

Any signs will require a separate sign permit, and meet the standards of Article 7 of the Comprehensive Development Ordinance.

(h) Integrate infrastructure into the building design:

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

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

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

See 6.2.2. (p), above.

(i) Make spaces secure and safe:

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

The applicant has proposed full sprinklering of the building. All required access and egress, as per building code and at the discretion of the building inspector and fire marshal, will be required.

Staff recommendation: Except where noted, the proposed building meets most minimal standards for new development. Aside from general comments noted below, the parking plan does not meet the required parking count (waiver required), or back up space as minimally directed by Article 8. As a parking waiver is requested, a parking management plan will be required for review by the Development Review Board.

Items for consideration:

1. The applicant shall work with DPW to ascertain the need and potential for dedicating parking space(s) on the street for truck loading/delivery spaces.
2. Carshare cannot be identified within a Parking Management Plan unless there is a written agreement/contract between Carshare and the applicant; submitted as part of the parking management plan. No such agreement has been submitted.
3. Species choice of new street trees shall be at the discretion of the city arborist.
4. An Erosion Prevention and Sediment Control Plan, as well as a Stormwater Management Plan shall be approved by the City Stormwater Administrator prior to release of the zoning permit. [Initial approval received November 4, 2013.]
5. **A corrective action plan (CAP) shall be in place and all mitigation/avoidance procedures completed to the specifications of the Vermont Department of Environmental Conservation to assure compatibility with the proposed development and use. Evidence of such shall be submitted to the city and included as a record within the zoning file.**
6. Any encroachment into the public right-of-way will require agreements and approval of the Department of Public Works and the City Council.
7. Confirmation shall be received that there are no windows or doors within 5' of a property boundary. See Sec. 6.3.2. (a) 3.

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.

8. The small patches of grass proposed as hyphens between the patio and residential entry are not likely to survive foot traffic. The applicant is encouraged to develop opportunities to create a pleasant public space with street furniture, ornamental landscaping, public art, creative lighting or sitting walls.
9. Table 8.1.11 -1 requires a minimum back-up length of 24' for cars parked at a 90 degree angle from the access aisle. (20' for compact spaces.) Neither of these standards are met; either in the access driveway (back-up area for parking spaces 1-9) or interior

parking aisle (all remaining parking spaces.) Note that these are given as *minimum* standards.

10. Screening shall be required for the rooftop condensers. The method and materials shall be defined prior to review by the DRB.
11. Bicycle parking is required: For 28 residential units, ¼ units (7) long term spaces, and 1/10 (3) short term spaces for a total of 10 required bicycle parking spaces for the residential use. For the commercial use, 1/10 employees and 6% occupancy load are required. When the commercial use is defined, the bicycle parking calculation will be reviewed.
12. DPW traffic engineering staff requested a traffic brief verifying site distances at the entry driveway, and estimating traffic generated by site versus traffic from current use. As of this date, none has been submitted.
13. The applicant needs to define the surface material (grass? Landscaping?) for the small area behind and to the west of the structure.
14. Curb stops shall be placed along the perimeter of parking spaces on the west elevation, and at the back-up area on the north to prevent vehicles from encroaching onto green space.
15. Standard Permit Conditions 1-15 shall apply.

Mary O'Neil

From: Erik Hoekstra <ehoekstra@redstonevt.com>
Sent: Friday, November 15, 2013 5:51 PM
To: Mary O'Neil
Cc: Justin Dextrateur
Subject: 237 North Winooski Avenue - revisions
Attachments: 237 N Winooski - Architectural Plans & Elevations UPDATED 11-15-13.pdf; 237 N Winooski - Civil Plans UPDATED 11-15-13.pdf

Mary-

Please find attached updated plans and elevations responding the feedback provided by DAB. We really took to heart the suggestions of the Board and staff and have incorporated all of the following changes:

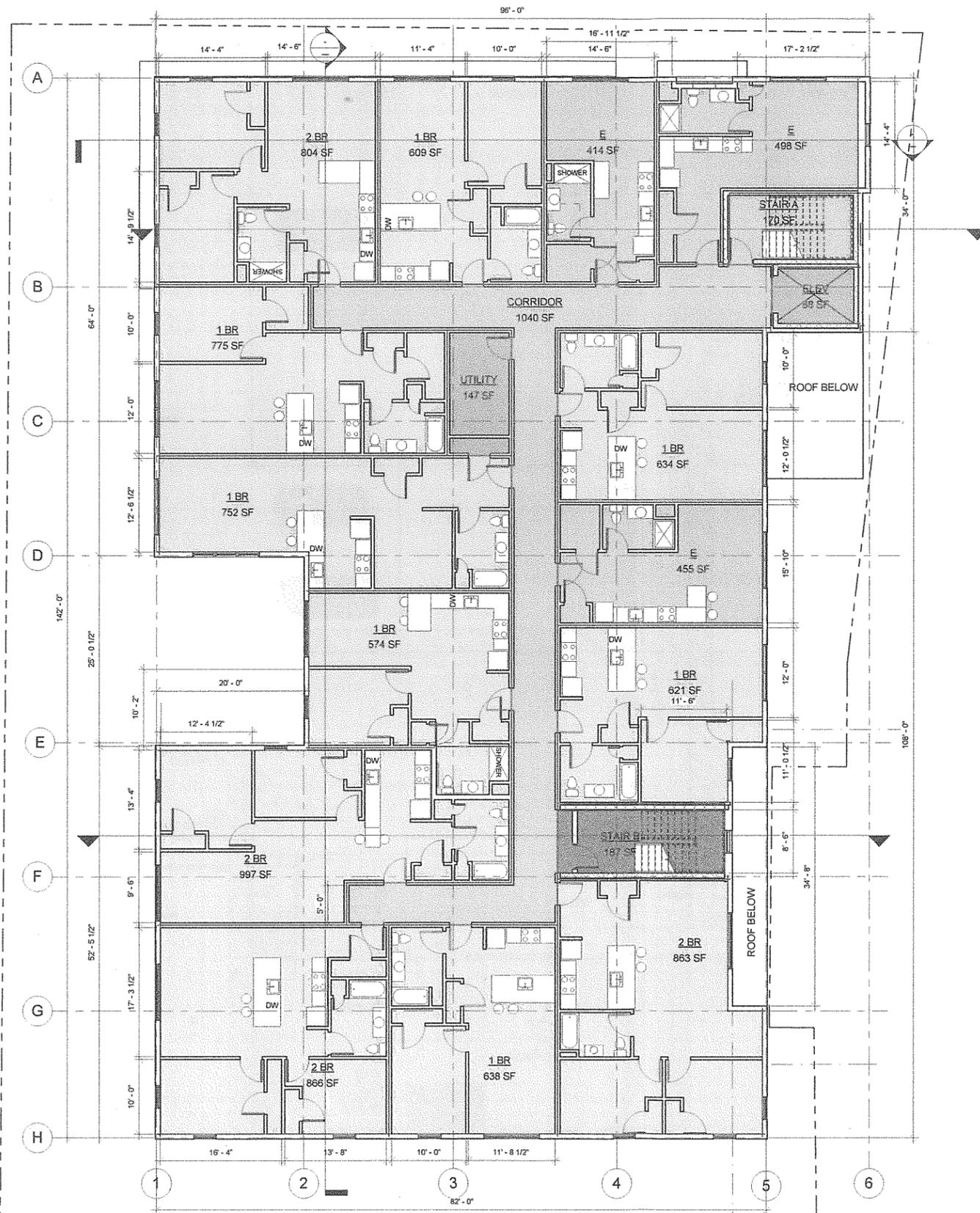
1. added a notch in the south elevation of the building to meet the 5 foot window setback
2. eliminated external dumpster pad in lieu of internal dumpster storage as close to the driveway entrance as possible.
3. relocated the HC parking spaces as close as possible to the building entrance at elevator lobby and re-purposed the loading strip that was freed up for additional bike storage.
4. added pavement striping from the rear stairwell past the HC parking spaces and up to the building entrance.
5. added pavement striping from the sidewalk along the driveway and into the parking garage.
6. increased the width of the second to last row of parking spaces to make them a full 9' wide, leaving only 4 compact spaces (the last row of spaces: #1, 9, & 20, and one space next to the stairwell, #24, where column placement precludes full width).
7. added a turn-around extending outside the footprint of the building to provide more room for spaces #19 & 20 to reverse out.
8. cut back the residential entrance canopy to stay out of the ROW and align with the projection of the commercial canopy. we also simplified the residential entrance detail to create more emphasis on the commercial entrance.
9. added planter boxes on the patio outside the commercial entrance to further emphasize it.
10. replaced all siding materials close to ground with a band of grey brick.
11. replaced white vinyl windows with dark fiberglass windows (same Marvin all-ultrex model submitted for 260 North Winooski - just let us know if you need us to re-send that pdf), with aluminum storefront windows color changed from silver to dark bronze.
12. left the pervious pavers right up to the sidewalk and will pursue MOU with City Council in lieu of license agreement (Megan is getting us a draft of the MOU they've used on a previous project where they want to encourage use of permeable materials in the ROW).

We can additionally discuss the details around the windows and outside corners of the building. We have given those details a lot of thought and will be able to explain what we are proposing better at the next meeting.

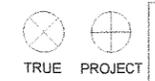
Let us know if you have any questions or need any additional follow up information before the next meeting. Thanks, -Erik

APARTMENT TYPE LEGEND

- 1 BR
- 2 BR
- CORRIDOR
- E
- ELEV
- STAIR A
- STAIR B
- UTILITY



1 SECOND FLOOR PLAN
1/8" = 1'-0"



SCHEMATIC DESIGN

SCOTT + PARTNERS
ARCHITECTURE

20 MAIN ST. ESSEX JUNCTION, VT 05482
P. 802.876.5153 | F. 802.872.2764 | SCOTTPARTNERS.COM

project name:
237 NORTH WINOOSKI AVENUE

OPTION B

scale: 1/8" = 1'-0"
project no. 13-939
checked by:
drawn by: JRP
date: 11/13/2013

Date	Revisions
11/11/2013	
11/15/2013	

sheet title:
SECOND FLOOR PLAN

sheet no.
A2.2

REQUIRED ZONING BUILDING SET BACK LINE

GRASS

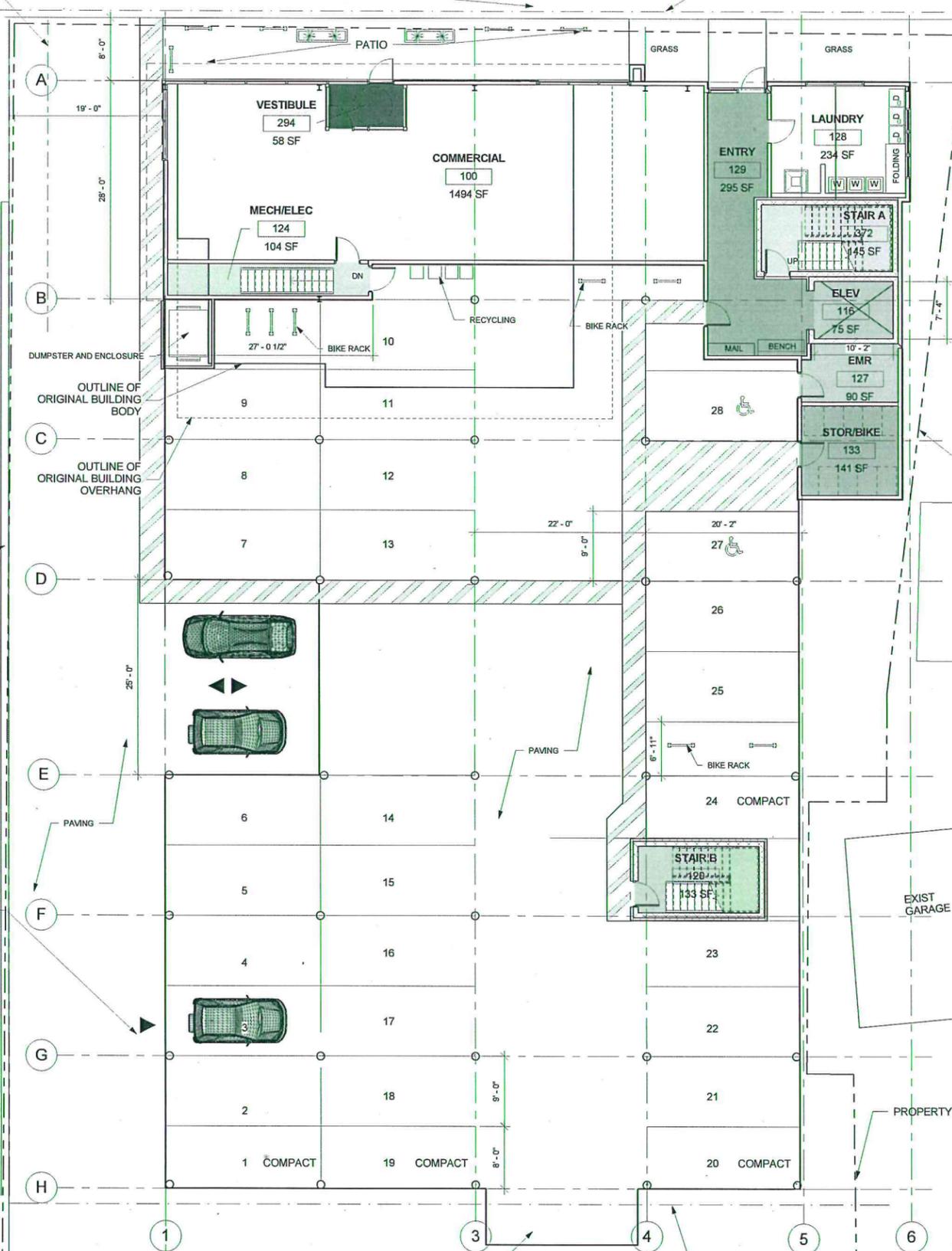
CONCRETE CURB

FRONT SETBACK

SIDEWALK

SIDEWALK

EXIST BLDG
EXISTING EDGE OF BUILDING HAS WINDOWS



Zone:
 Maximum Intensity: Neighborhood Mixed Use District (NMU)
 Maximum Lot Coverage: 2.0 FAR
 80%
 Minimum Building Set Backs: Front = 0, Side = 0, Rear = 0
 *Note: A 15 foot setback is required at rear where property abuts a residential zoning district.
 Height: 35 Feet

Lot Coverage:
 Lot Size: 0.43 Acres, 18,644 Square Feet
 Proposed Lot Coverage: Building Square Footage = 11,912 SF
 Parking/Drives/Walks = 4,099 SF
 Total Lot Coverage: Square Footage = 16,011 SF Percent Coverage= 85%

Parking:
 District: Shared Use District
 1 parking space per apartment is required (Apartment=28) 28 spaces required
 Proposed parking spaces = 28
 Commercial space: Tenant type and use are still to be determined.

Building Information:
 Use Group: Mixed Use - R2 Residential = base of design and most restrictive
 S2 - Low Hazardous Storage - Open Parking Garage
 B - Business - Commercial Space
 SB - Apartment Building and Commercial Spaces.
 25 - Parking Garage Structure
 34'-0" Not including roof top incidentals.
 Total includes all stories = 35,228 SF

Type of Construction:
 Proposed Building Height:
 Proposed Building Square Footage:

2 ZONING SUMMARY
1" = 1'-0"

Room Legend

- COMMERCIAL
- ELEV
- EMR
- ENTRY
- LAUNDRY
- MECH/ELEC
- STAIR A
- STAIR B
- STOR/BIKE
- VESTIBULE

GENERAL BUILDING INFORMATION:

APARTMENTS:	EFFICIENCY:	6
	1 BEDROOM:	14
	2 BEDROOM:	8
	TOTAL:	28
TOTAL PARKING SPACES:		28
SQUARE FOOTAGE:	FIRST FLOOR	11,912
	SECOND FLOOR	11,658
	THIRD FLOOR	11,658
	TOTAL SF:	35,228

1 FIRST FLOOR PLAN
1/8" = 1'-0"

project name:
237 NORTH WINOOSKI AVENUE

scale: As indicated
 project no. 13-939
 checked by: JRP/KT
 drawn by: JRP/KT
 date: 11/13/2013

Date Revisions
 11/11/2013
 11/15/2013

sheet title:
GROUND FLOOR PLAN

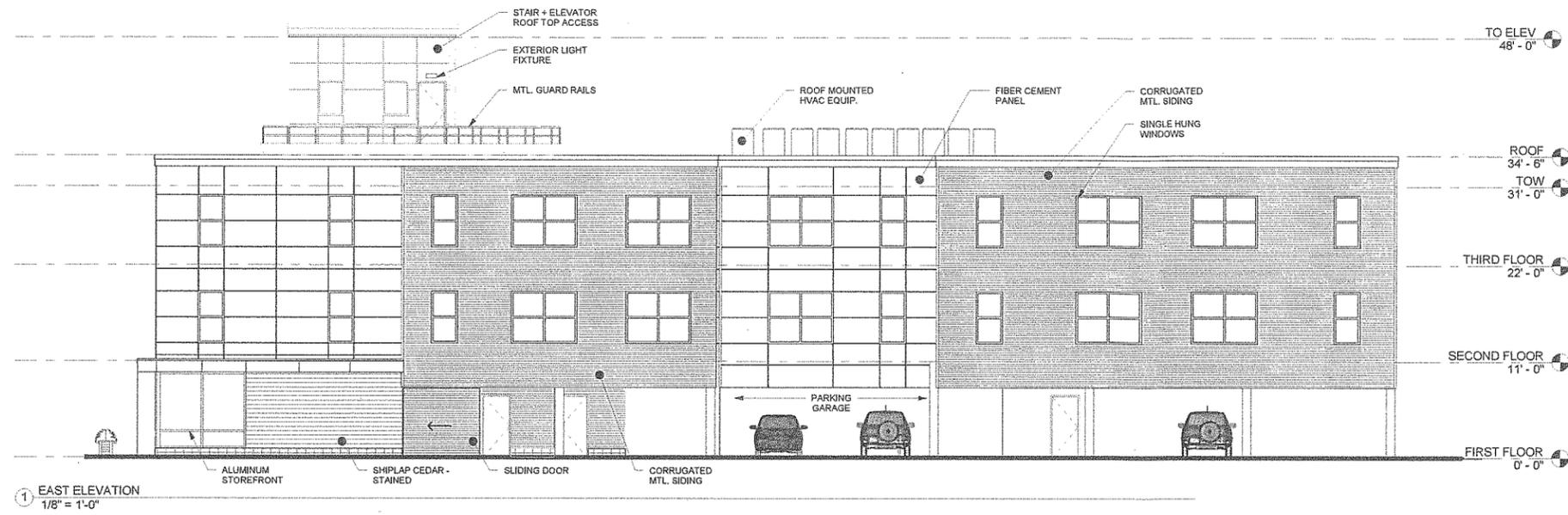
sheet no.
A2.1

SCHEMATIC DESIGN

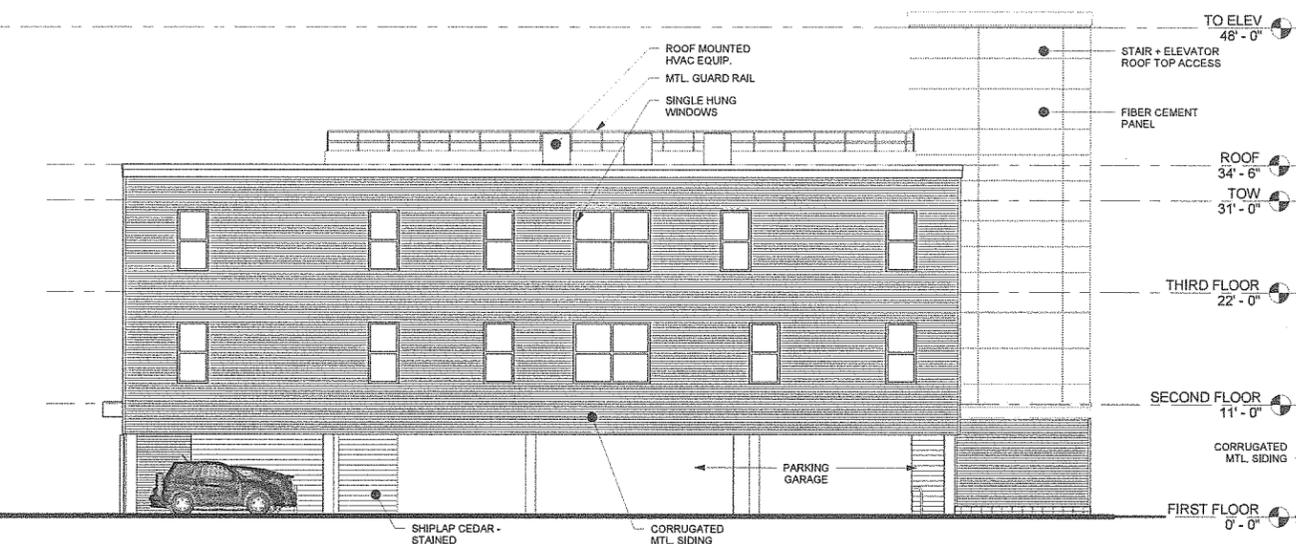
TRUE PROJECT

SCOTT + PARTNERS
ARCHITECTURE
20 MAIN ST. ESSEX JUNCTION VT 05622
P 802.879.5153 F 802.872.2764 SCOTTPARTNERS.COM

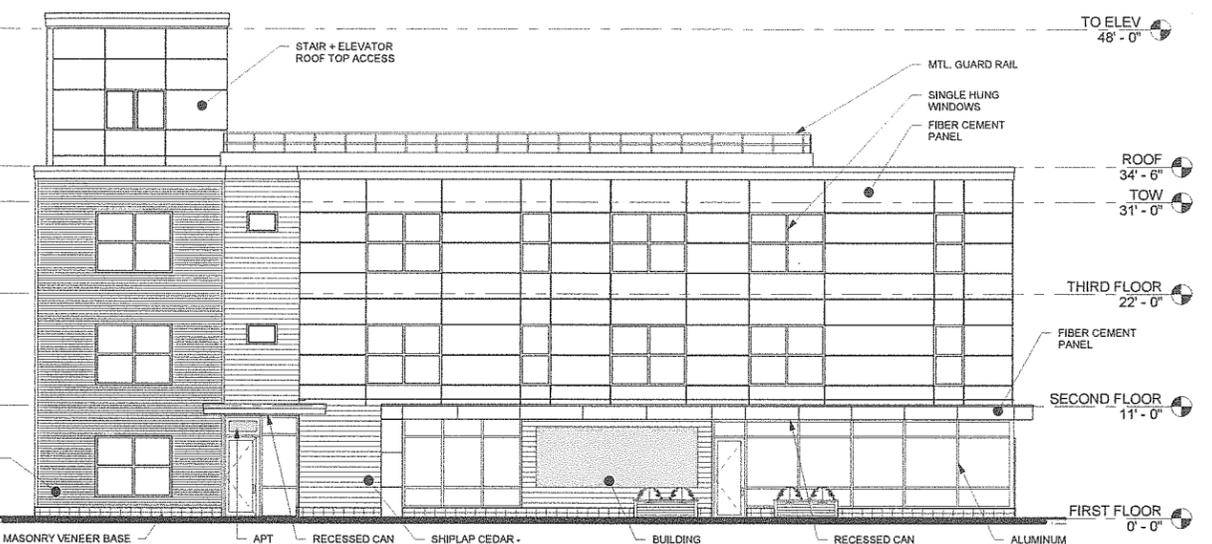
OPTION B



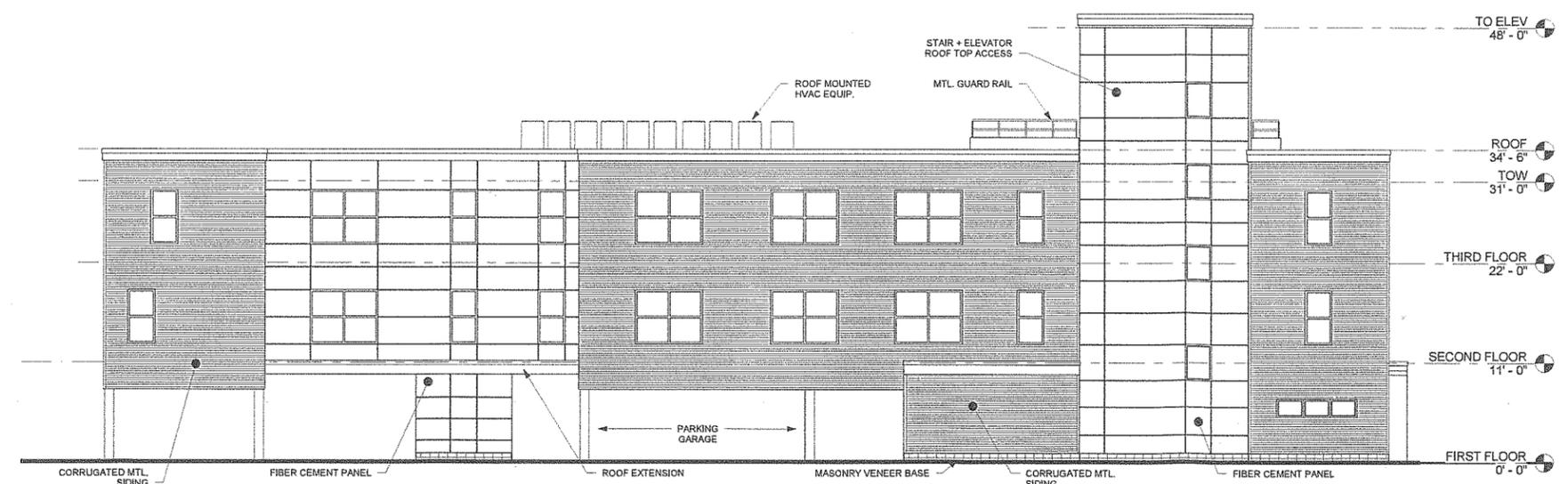
1 EAST ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"



4 WEST ELEVATION
1/8" = 1'-0"

SCHEMATIC DESIGN



SCOTT + PARTNERS
ARCHITECTURE
20 MAIN ST. ESSEX JUNCTION VT 05452
P. 802.879.5153 F. 802.872.2784 SCOTTPARTNERS.COM

project name:
237 NORTH WINOOSKI AVENUE

scale: 1/8" = 1'-0"
project no. 13-939
checked by: Checker
drawn by: Author
date: 11/13/2013

Date	Revisions
11/15/2013	

sheet title:
EXTERIOR ELEVATIONS

sheet no.
A4.1

GENERAL NOTES

- Utilities shown do not purport to constitute or represent all utilities located upon or adjacent to the surveyed premises. Existing utility locations are approximate only. The Contractor shall field verify all utility conflicts. All discrepancies shall be reported to the Engineer. The Contractor shall contact Dig Safe (888-344-7233) prior to any construction.
- Site information is based on a field survey performed by Civil Engineering Associates, Inc., August 2013. Civil Engineering Associates, Inc. survey orientation is "Grid North", Vermont Coordinate System of 1983 (Horizontal) and NAVD88 (Vertical) Established from GPS Observation on Site.
- Property line information is based on recorded deeds and plans abstracted from the City of Burlington Land Records. Monumentation recovered was consistent with the recorded documents.
- All existing utilities not incorporated into the final design shall be removed or abandoned as indicated on the plans or directed by the Engineer.
- The Contractor shall maintain as-built plans (with ties) for all underground utilities. Those plans shall be submitted to the Owner at the completion of the project.
- The Contractor shall repair/restore all disturbed areas (on or off the site) as a direct or indirect result of the construction.
- All grassed areas shall be maintained until full vegetation is established.
- Maintain all trees outside of construction limits.
- The Contractor shall be responsible for all work necessary for complete and operable facilities and utilities.
- The Contractor shall submit shop drawings for all items and materials incorporated into the site work. Work shall not begin on any item until shop drawing approval is granted.
- In addition to the requirements set in these plans and specifications, the Contractor shall complete the work in accordance with all permit conditions and any local Public Works Standards.
- The tolerance for finish grades for all pavement, walkways and lawn areas shall be 0.1 feet.
- Any dewatering necessary for the completion of the sitework shall be considered as part of the contract and shall be the Contractor's responsibility.
- The Contractor shall coordinate all work within Town Road R.O.W. with Town authorities.
- The Contractor shall install the electrical, cable and telephone services in accordance with the utility companies requirements.
- Existing pavement and tree stumps to be removed shall be disposed of at an approved off-site location. All pavement cuts shall be made with a pavement saw.
- If there are any conflicts or inconsistencies with the plans or specifications, the Contractor shall contact the Engineer for verification before work continues on the item in question.
- Property line information is approximate and based on existing tax map information. This plan is not a boundary survey and is not intended to be used as one.
- If the building is to be sprinklered, backflow prevention shall be provided in accordance with AWWA M14. The Site Contractor shall construct the water line to two feet above the finished floor. See mechanical plans for riser detail.

EXISTING CHAIN-LINK FENCE TO BE REPLACED WITH 6' STOCKADE FENCE

LEGEND

- 3.38 --- EXISTING CONTOUR
- 5.38 --- PROPOSED CONTOUR
- --- APPROXIMATE PROPERTY LINE
- --- SETBACK LINE
- ○ IRON ROD/PIPE FOUND/SET
- CONCRETE MONUMENT
- SS GRAVITY SEWER LINE
- W WATER LINE
- OE OVERHEAD ELECTRIC
- UE UNDERGROUND ELECTRIC
- G GAS LINE
- MW MONITORING WELL
- ○ POWER POLE
- CATCH BASIN
- ○ LIGHT POLE
- ○ SIGN
- ○ DECIDUOUS TREE
- ○ CONIFEROUS TREE
- --- FENCE

SITE ENGINEER:



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

COPYRIGHT © 2013 - ALL RIGHTS RESERVED

DRAWN: MAB
CHECKED: PBS
APPROVED: PBS

OWNER:
HOT EATS, COOL TREATS, LLC
210 COLLEGE STREET SUITE 201
BURLINGTON VERMONT 05401

PROJECT:
237 NORTH WINOOSKI AVENUE
BURLINGTON VERMONT 05401

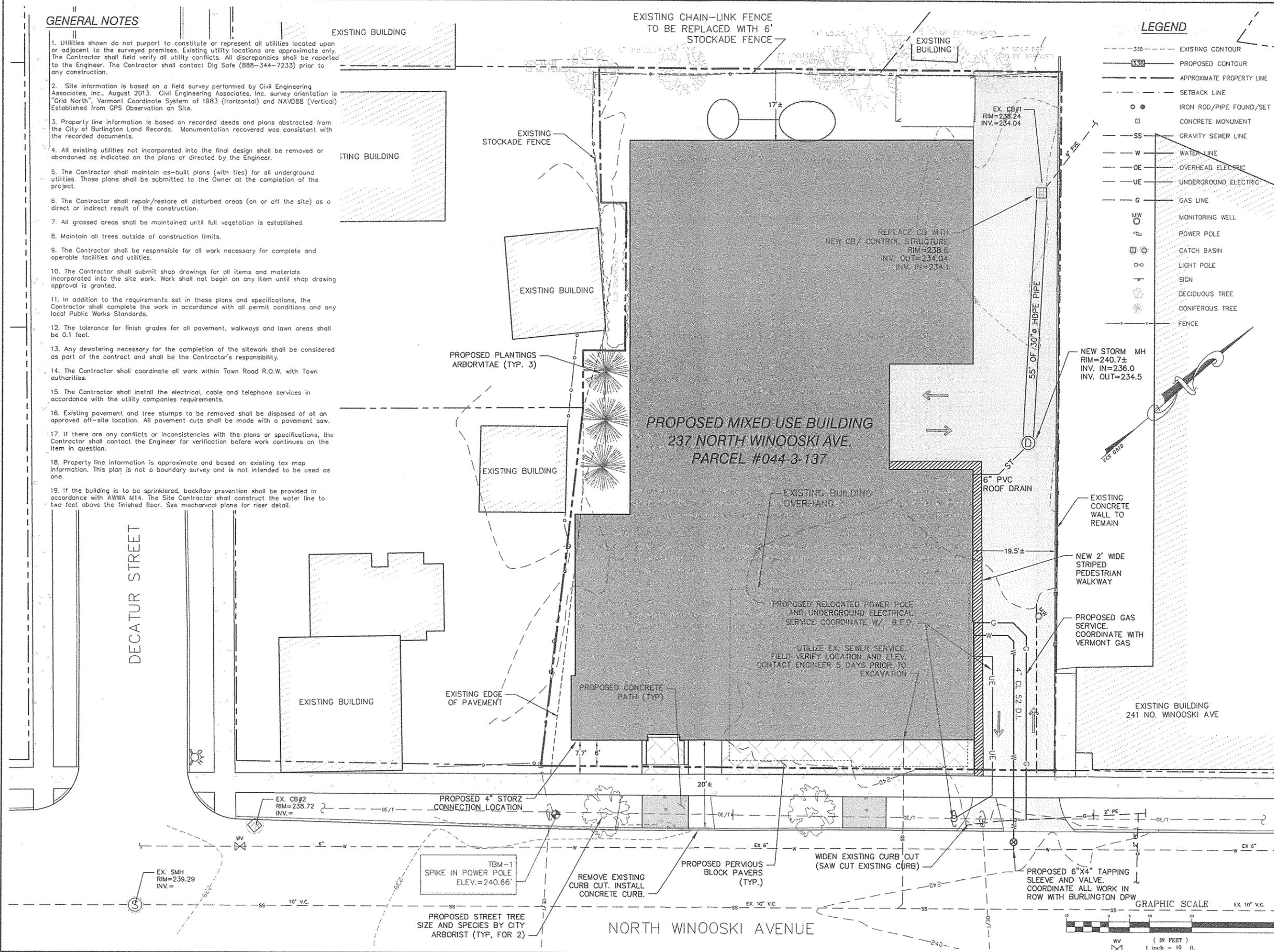


LOCATION MAP 1" = 2000'

DATE	CHECKED	REVISION
10.18.13	PBS	LOCAL SUBMITTAL
11.15.13	PBS	REVISED PER LOCAL COMMENTS

PROPOSED CONDITIONS SITE & UTILITY PLAN

DATE: SEP. 4, 2013
SCALE: 1" = 10'
PRJ. NO.: 13203
DRAWING NUMBER: **C1.1**



GENERAL NOTES

- Utilities shown do not purport to constitute or represent all utilities located upon or adjacent to the surveyed premises. Existing utility locations are approximate only. The Contractor shall field verify all utility conflicts. All discrepancies shall be reported to the Engineer. The Contractor shall contact Dig Safe (888-344-7233) prior to any construction.
- Site information is based on a field survey performed by Civil Engineering Associates, Inc., August 2013. Civil Engineering Associates, Inc. survey orientation is "Grid North", Vermont Coordinate System of 1983 (Horizontal) and NAVD88 (Vertical) Established from GPS Observation on Site.
- Property line information is based on recorded deeds and plans abstracted from the City of Burlington Land Records. Monumentation recovered was consistent with the recorded documents.
- All existing utilities not incorporated into the final design shall be removed or abandoned as indicated on the plans or directed by the Engineer.
- The Contractor shall maintain as-built plans (with ties) for all underground utilities. Those plans shall be submitted to the Owner at the completion of the project.
- The Contractor shall repair/restore all disturbed areas (on or off the site) as a direct or indirect result of the construction.
- All grassed areas shall be maintained until full vegetation is established.
- Maintain all trees outside of construction limits.
- The Contractor shall be responsible for all work necessary for complete and operable facilities and utilities.
- The Contractor shall submit shop drawings for all items and materials incorporated into the site work. Work shall not begin on any item until shop drawing approval is granted.
- In addition to the requirements set in these plans and specifications, the Contractor shall complete the work in accordance with all permit conditions and any local Public Works Standards.
- The tolerance for finish grades for all pavement, walkways and lawn areas shall be 0.1 feet.
- Any dewatering necessary for the completion of the sitework shall be considered as part of the contract and shall be the Contractor's responsibility.
- The Contractor shall coordinate all work within Town Road R.O.W. with Town authorities.
- The Contractor shall install the electrical, cable and telephone services in accordance with the utility companies requirements.
- Existing pavement and tree stumps to be removed shall be disposed of at an approved off-site location. All pavement cuts shall be made with a pavement saw.
- If there are any conflicts or inconsistencies with the plans or specifications, the Contractor shall contact the Engineer for verification before work continues on the item in question.
- Property line information is approximate and based on existing tax map information. This plan is not a boundary survey and is not intended to be used as one.
- If the building is to be sprinklered, backflow prevention shall be provided in accordance with AWWA M14. The Site Contractor shall construct the water line to two feet above the finished floor. See mechanical plans for riser detail.

EXISTING CHAIN-LINK FENCE TO BE REPLACED WITH 6' STOCKADE FENCE

LEGEND

- 336 --- EXISTING CONTOUR
- 336 --- PROPOSED CONTOUR
- --- APPROXIMATE PROPERTY LINE
- ● IRON ROD/PIPE FOUND/SET
- CONCRETE MONUMENT
- SS GRAVITY SEWER LINE
- W WATER LINE
- OE OVERHEAD ELECTRIC
- UE UNDERGROUND ELECTRIC
- G GAS LINE
- MW ○ MONITORING WELL
- POWER POLE
- CATCH BASIN
- LIGHT POLE
- SIGN
- DECIDUOUS TREE
- CONIFEROUS TREE
- x x FENCE

SITE ENGINEER:



CIVIL ENGINEERING ASSOCIATES, INC.
10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
802-864-2323 FAX: 802-854-2271 web: www.cea-vt.com

COPYRIGHT © 2013 - ALL RIGHTS RESERVED

DRAWN

MAB

CHECKED

PBS

APPROVED

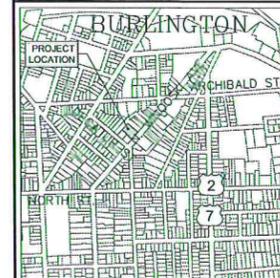
PBS

APPLICANT:

HOT EATS, COOL TREATS, LLC
210 COLLEGE STREET
SUITE 201
BURLINGTON
VERMONT 05401

PROJECT:

237 NORTH WINOOSKI AVENUE
BURLINGTON
VERMONT 05401



LOCATION MAP 1" = 1000'

DATE	CHECKED	REVISION
10.18.13	PBS	LOCAL SUBMITTAL
11.15.13	PBS	REVISED PER LOCAL COMMENTS

EXISTING CONDITIONS SITE PLAN

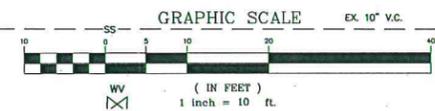
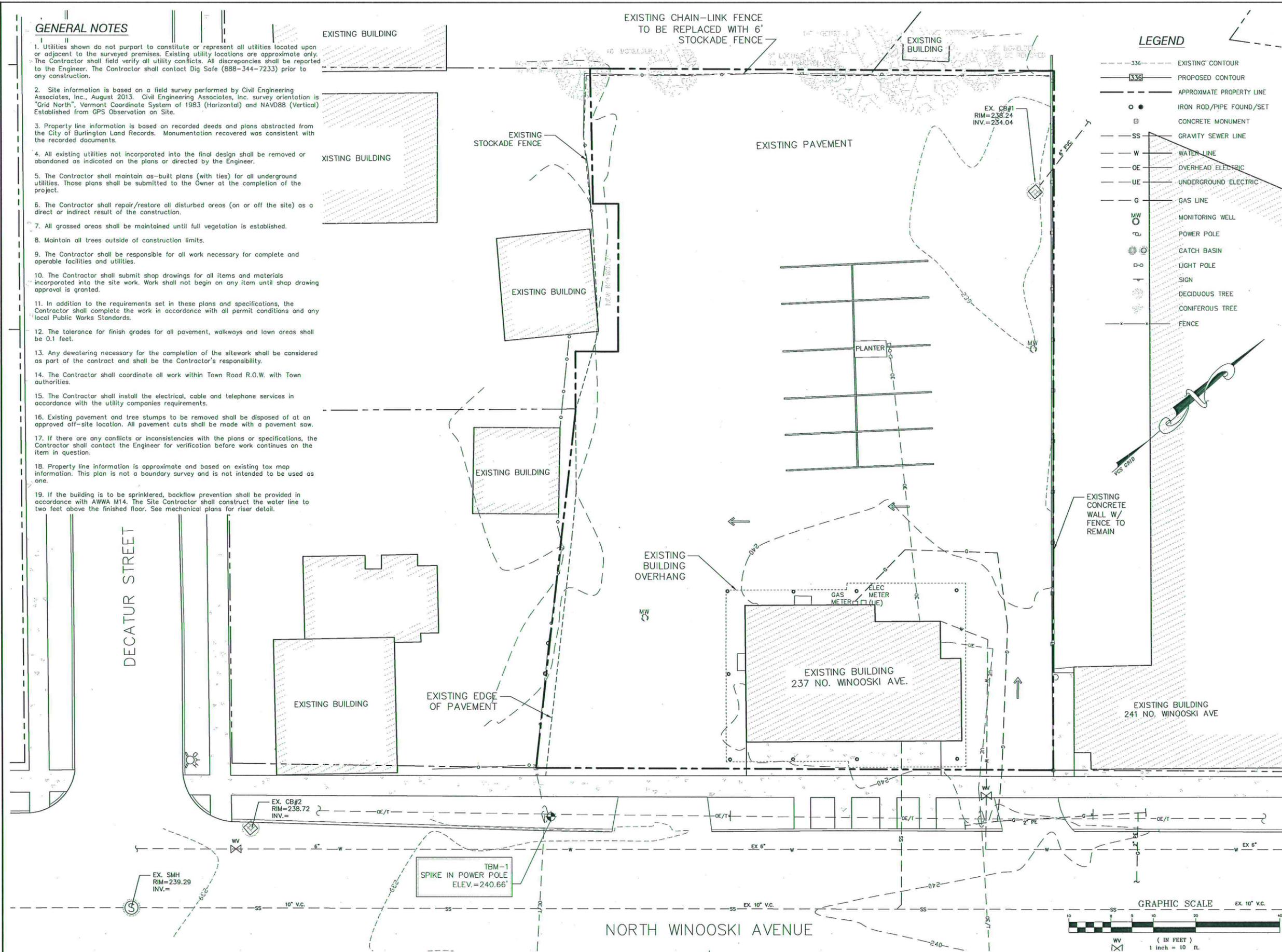
DATE
SEP. 4, 2013

SCALE
1" = 10'

PROJ. NO.
13203

DRAWING NUMBER

C1.0



GENERAL NOTES

1. Utilities shown do not purport to constitute or represent all utilities located upon or adjacent to the surveyed premises. Existing utility locations are approximate only. The Contractor shall field verify all utility conflicts. All discrepancies shall be reported to the Engineer. The Contractor shall contact Dig Safe (888-344-7233) prior to any construction.
2. Site information is based on a field survey performed by Civil Engineering Associates, Inc., August 2013. Civil Engineering Associates, Inc. survey orientation is "Grid North", Vermont Coordinate System of 1983 (Horizontal) and NAVD83 (Vertical) Established from GPS Observation on Site.
3. Property line information is based on recorded deeds and plans abstracted from the City of Burlington Land Records. Monumentation recovered was consistent with the recorded documents.
4. All existing utilities not incorporated into the final design shall be removed or abandoned as indicated on the plans or directed by the Engineer.
5. The Contractor shall maintain as-built plans (with ties) for all underground utilities. Those plans shall be submitted to the Owner at the completion of the project.
6. The Contractor shall repair/restore all disturbed areas (on or off the site) as a direct or indirect result of the construction.
7. All graded areas shall be maintained until full vegetation is established.
8. Maintain all trees outside of construction limits.
9. The Contractor shall be responsible for all work necessary for complete and operable facilities and utilities.
10. The Contractor shall submit shop drawings for all items and materials incorporated into the site work. Work shall not begin on any item until shop drawing approval is granted.
11. In addition to the requirements set in these plans and specifications, the Contractor shall complete the work in accordance with all permit conditions and any local Public Works Standards.
12. The tolerance for finish grades for all pavement, walkways and lawn areas shall be 0.1 feet.
13. Any dewatering necessary for the completion of the sitework shall be considered as part of the contract and shall be the Contractor's responsibility.
14. The Contractor shall coordinate all work within Town Road R.O.W. with Town authorities.
15. The Contractor shall install the electrical, cable and telephone services in accordance with the utility companies requirements.
16. Existing pavement and tree stumps to be removed shall be disposed of at an approved off-site location. All pavement cuts shall be made with a pavement saw.
17. If there are any conflicts or inconsistencies with the plans or specifications, the Contractor shall contact the Engineer for verification before work continues on the item in question.
18. Property line information is approximate and based on an existing tax map information. This plan is not a boundary survey and is not intended to be used as one.
19. If the building is to be sprinklered, backflow prevention shall be provided in accordance with AWWA M14. The Site Contractor shall construct the water line to two feet above the finished floor. See mechanical plans for riser detail.

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING EDGE OF PAVEMENT

EXISTING CHAIN-LINK FENCE TO BE REPLACED WITH 6' STOCKADE FENCE

EXISTING BUILDING

PROPOSED MIXED USE BUILDING
237 NORTH WINOOSKI AVE.
PARCEL #044-3-137

LEGEND

- 336 --- EXISTING CONTOUR
- 536 --- PROPOSED CONTOUR
- --- APPROXIMATE PROPERTY LINE
- --- SETBACK LINE
- ● IRON ROD/PIPE FOUND/SET
- CONCRETE MONUMENT
- SS GRAVITY SEWER LINE
- W WATER LINE
- OE OVERHEAD ELECTRIC
- UE UNDERGROUND ELECTRIC
- G GAS LINE
- MW ○ MONITORING WELL
- ○ POWER POLE
- ○ CATCH BASIN
- ○ LIGHT POLE
- ○ SIGN
- ○ DECIDUOUS TREE
- ○ CONIFEROUS TREE
- --- FENCE

SITE ENGINEER:



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

COPYRIGHT © 2013 - ALL RIGHTS RESERVED

DRAWN
MAB
CHECKED
PBS
APPROVED
PBS

OWNER:
HOT EATS, COOL TREATS, LLC
210 COLLEGE STREET
SUITE 201
BURLINGTON
VERMONT 05401

PROJECT:
237 NORTH WINOOSKI AVENUE
BURLINGTON
VERMONT 05401



LOCATION MAP
1" = 200'

DATE	CHECKED	REVISION
10.16.13	PBS	LOCAL SUBMITTAL
11.16.13	PBS	REVISED PER LOCAL COMMENTS

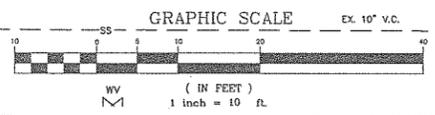
PROPOSED GRADING AND DRAINAGE PLAN

DATE
SEP. 4, 2013
SCALE
1" = 10'
PROJ. NO.
13203

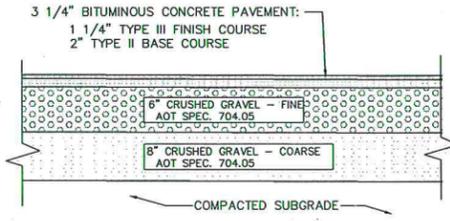
DRAWING NUMBER
C1.2

DECATUR STREET

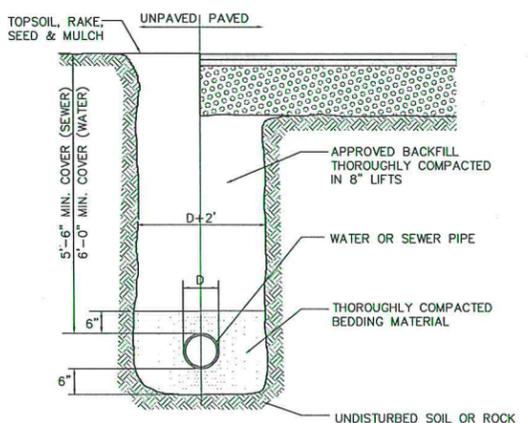
NORTH WINOOSKI AVENUE



NOTE:
ALL SUBBASE LAYERS TO BE
COMPACTED TO 95% PROCTOR
IN 6" MAX. LIFTS

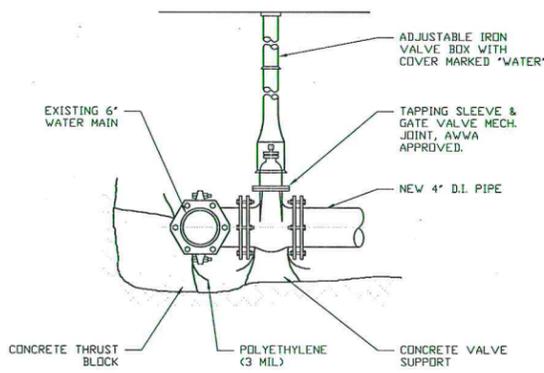


TYPICAL PAVED SECTION
N.T.S.

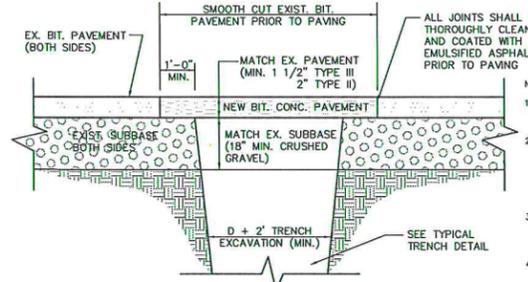


TYPICAL TRENCH DETAIL
N.T.S.

- NOTES:
1. Compaction of backfill and bedding shall be a minimum of 90% (95% under roadway surfaces) of maximum dry density determined in the standard proctor test (ASTM D698).
 2. Bedding material shall not be placed on frozen subgrade.
 3. Approved backfill shall not contain any stones more than 12" in largest dimension (6" in roadways, 2" maximum diameter within 2' of the outside of the pipe), or contain any frozen, wet, or organic material.
 4. Trenches shall be completely dewatered prior to placing of pipe bedding material and kept dewatered during installation of pipe and backfill.
 5. In trenches with unstable materials, trench bottom shall first be stabilized by placement of filter fabric then crushed stone (3/4" maximum).
 6. The sides of trenches 4' or more in depth entered by personnel shall be sheeted or sloped to the angle of repose as defined by O.S.H.A. standards.
 7. Bedding material shall consist of crushed stone, gravel or sand with a maximum size of 3/4". Submit a sample to the Engineer for approval.
 8. Contact Owner's engineer if minimum cover cannot be achieved.



TAPPING SLEEVE & VALVE DETAIL
N.T.S.



REPLACEMENT OF EXISTING PAVEMENT
N.T.S.

- NOTES:
1. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE-WAY TRAFFIC AT ALL TIMES DURING WORK WITHIN THE R.O.W.
 2. MAINTENANCE AND PROTECTION OF TRAFFIC DURING WORK WITHIN THE CITY R.O.W. SHALL BE PROVIDED IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL NOT WORK WITHIN THE R.O.W. WITHOUT APPROPRIATE CONSTRUCTION SIGNING IN PLACE.
 3. ALL BACKFILL SHALL BE MADE IN SIX (6") LIFTS AND COMPACTED TO NOT LESS THAN 90% MAXIMUM DRY DENSITY ACCORDING TO ASTM D698.
 4. REPLACE EXISTING ROAD STRIPING AS NECESSARY.

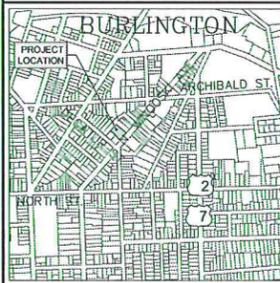
SITE ENGINEER:

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

COPYRIGHT © 2013 - ALL RIGHTS RESERVED
DRAWN: MAB
CHECKED: PBS
APPROVED: PBS

OWNER:
HOT EATS, COOL TREATS, LLC
210 COLLEGE STREET
SUITE 201
BURLINGTON
VERMONT 05401

PROJECT:
237 NORTH WINOOSKI AVENUE
BURLINGTON
VERMONT 05401

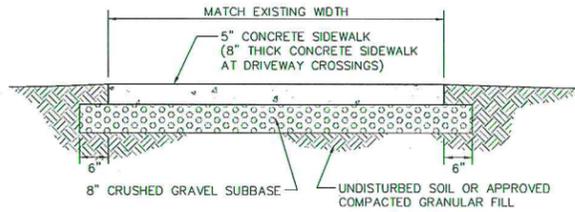


LOCATION MAP
1" = 200'

DATE	CHECKED	REVISION
10.18.13	PBS	LOCAL SUBMITTAL
10.28.13	PBS	LOCAL SUBMITTAL
11.15.13	PBS	REVISED PER LOCAL COMMENTS

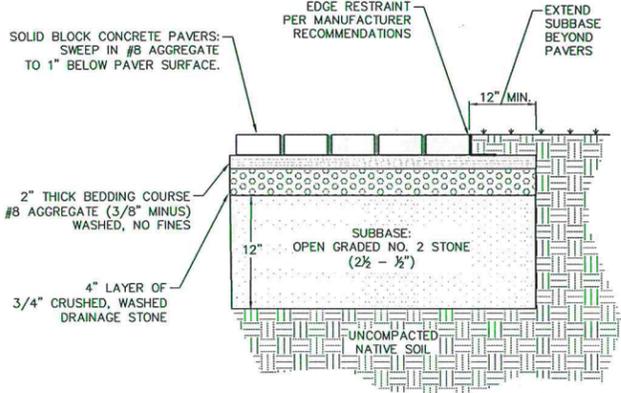
PROPOSED SITE AND UTILITY DETAILS

DATE: SEP. 4, 2013
SCALE: AS SHOWN
PROJ. NO.: 13203
DRAWING NUMBER: **C2.0**

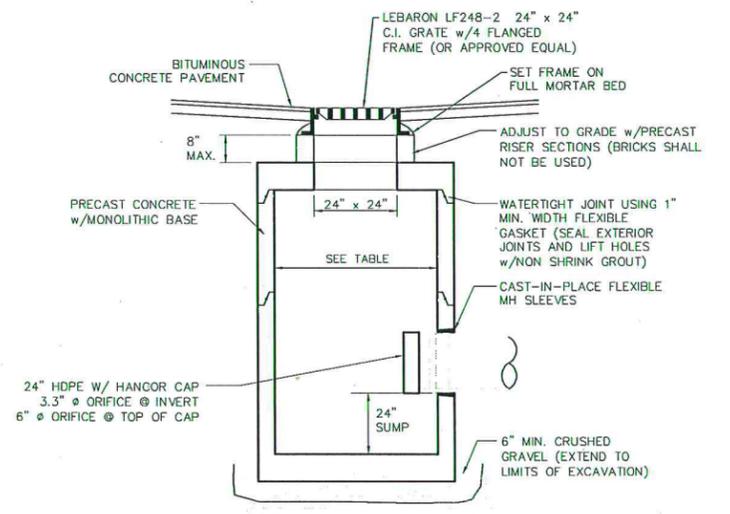


- NOTES:
1. EXPANSION JOINTS SHALL BE PLACED EVERY 20' AND SHALL BE CONSTRUCTED OF PREFORMED JOINT FILLER (1/4" CORK OR BITUMINOUS TYPE)
 2. BETWEEN EXPANSION JOINTS THE SIDEWALK SHALL BE DIVIDED AT INTERVALS OF FIVE FEET BY DUMMY JOINTS.

TYPICAL SIDEWALK DETAIL
N.T.S.



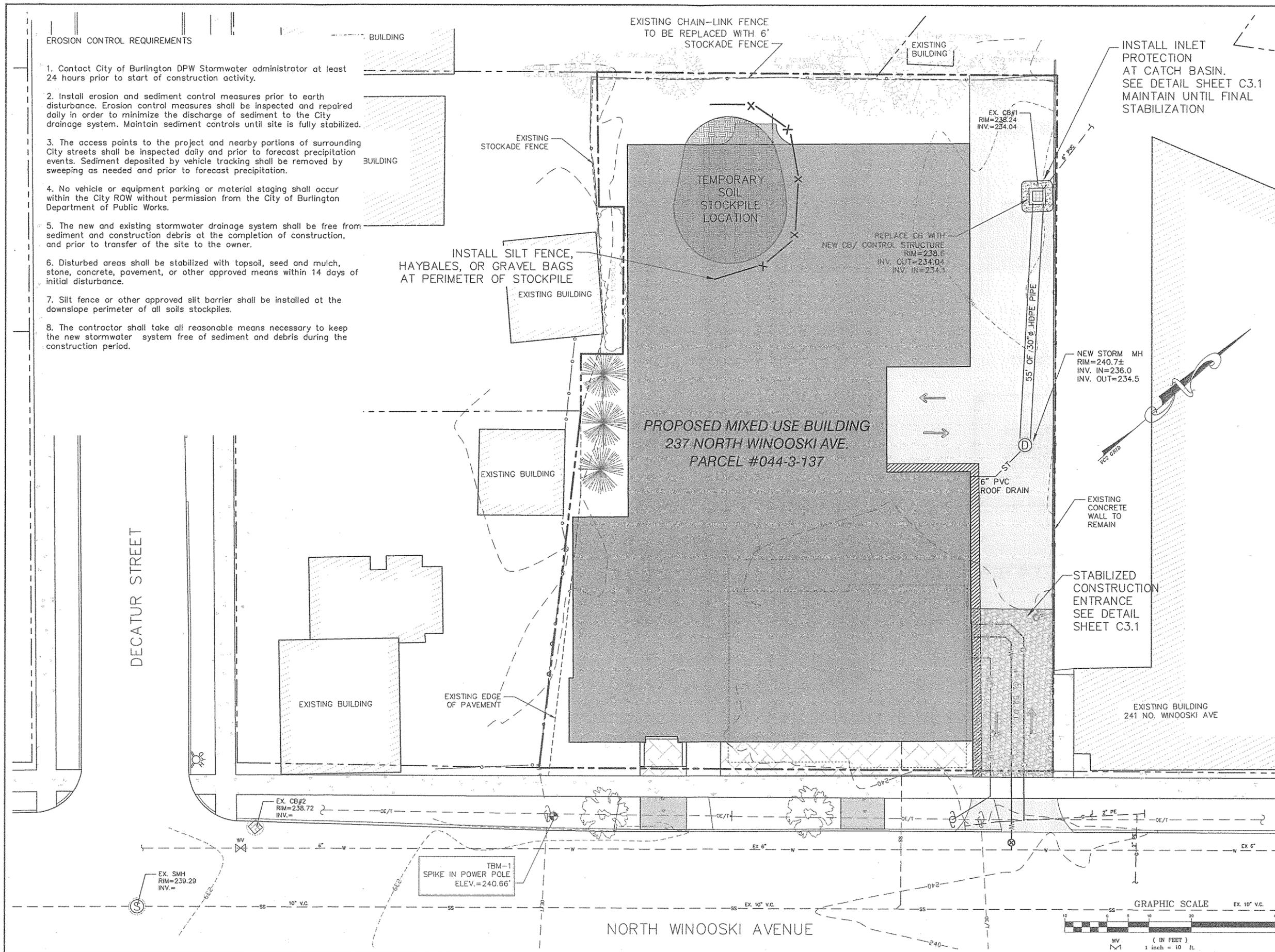
TYPICAL PERVIOUS PAVER SECTION



PROPOSED CATCH BASIN / CONTROL STRUCTURE
N.T.S.

EROSION CONTROL REQUIREMENTS

1. Contact City of Burlington DPW Stormwater administrator at least 24 hours prior to start of construction activity.
2. Install erosion and sediment control measures prior to earth disturbance. Erosion control measures shall be inspected and repaired daily in order to minimize the discharge of sediment to the City drainage system. Maintain sediment controls until site is fully stabilized.
3. The access points to the project and nearby portions of surrounding City streets shall be inspected daily and prior to forecast precipitation events. Sediment deposited by vehicle tracking shall be removed by sweeping as needed and prior to forecast precipitation.
4. No vehicle or equipment parking or material staging shall occur within the City ROW without permission from the City of Burlington Department of Public Works.
5. The new and existing stormwater drainage system shall be free from sediment and construction debris at the completion of construction, and prior to transfer of the site to the owner.
6. Disturbed areas shall be stabilized with topsoil, seed and mulch, stone, concrete, pavement, or other approved means within 14 days of initial disturbance.
7. Silt fence or other approved silt barrier shall be installed at the downslope perimeter of all soils stockpiles.
8. The contractor shall take all reasonable means necessary to keep the new stormwater system free of sediment and debris during the construction period.



SITE ENGINEER:

 CIVIL ENGINEERING ASSOCIATES, INC.
 10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
 802-864-2323 FAX: 802-864-2271 web: www.ceaa-vt.com
 COPYRIGHT © 2013 - ALL RIGHTS RESERVED

DRAWN: MAB
 CHECKED: PBS
 APPROVED: PBS

OWNER:
HOT EATS, COOL TREATS, LLC
 210 COLLEGE STREET
 SUITE 201
 BURLINGTON
 VERMONT 05401

PROJECT:
237 NORTH WINOOSKI AVENUE
 BURLINGTON
 VERMONT 05401



DATE	CHECKED	REVISION
10.29.13	PBS	LOCAL SUBMITTAL
11.15.13	PBS	REVISED PER LOCAL COMMENTS

EROSION CONTROL PLAN

DATE: SEP. 4, 2013
 SCALE: 1" = 10'
 PROJ. NO.: 13203
 DRAWING NUMBER: **C3.0**

EROSION CONTROL REQUIREMENTS

PART 1 - GENERAL

1.01 SUMMARY

A. The work under this section includes but is not limited to providing all labor, equipment and materials for the installation of all required site related erosion control measures. If not otherwise directed on the plans, erosion control shall be in strict conformity with all City Department of Public Works requirements, as well as the latest revision of the "Low Risk Site Handbook for Erosion Prevention and Sediment Control" available from the VT DEC Stormwater Section at:

www.nr.state.vt.us/dec/water/stormwater/hlm/sw_cgp.htm

1.02 GENERAL NOTES

A. The discharge of sediment laden water from the project site is prohibited. All discharged water from dewatering operations shall discharge into a temporary sedimentation basin.

B. If soil disturbance will be required later than October 15th or earlier than April 15, the contractor shall be responsible for maintaining compliance with the winter stabilization practices and requirements for winter construction found in the "Low Risk Site Handbook for Erosion Prevention and Sediment Control".

C. Contractor shall mark the site boundaries to identify the limits of construction. Fence is required on any boundary within 50 ft. of a stream, lake, pond or wetland.

D. All stockpile material (topsoil, borrow, etc.) shall have silt fence installed around the downgradient portion of the stockpile perimeter. Seed and mulch stockpiled material as soon as possible to prevent soil erosion and sedimentation off site. Locate stockpiles on the uphill side of the disturbed areas, if possible. During windy conditions, stockpiled material shall be covered or watered appropriately to prevent wind erosion.

E. Slopes greater than 1:3 shall have erosion control netting installed to stabilize the slope and reduce the erosion potential. Install netting over mulched slopes so that all parts are in contact with the soil and mulch. Pin netting with wire staples 3' o.c. to ensure full bonding with soil surface.

F. Install stone check dams in grass-lined swales 50 feet on center to prevent silt from washing into the drainage system during construction. Check dams shall be removed when vegetation is established.

G. Control dust through the application of calcium chloride or water. An average application of one pound of calcium chloride per square yard of exposed area should be considered for each treatment. The exact number of applications and amount of dust controller shall be based upon field and weather conditions. It shall be spread in such manner and by such devices that uniform distribution is obtained over the entire area on which it is ordered placed.

PART 2 - PRODUCTS

2.01 EROSION CONTROL NETTING

A. Jute netting shall consist of undyed and unbleached yarn woven into a uniform open plain weave mesh.

2.02 EROSION CONTROL MATTING

A. Where required on the plans or where directed by the Engineer, erosion control blankets (matting) shall be North American Green S75 unless otherwise shown on plans.

2.03 FILTER FABRIC

A. When filter fabric is required, it shall conform to the requirements of Mirafi 140NS or approved equivalent.

2.04 CALCIUM CHLORIDE

A. Calcium chloride shall conform to the requirements of AASHTO M 144. Either regular flake calcium chloride, Type 1 or concentrated flake, pellet or other granular calcium chloride, Type 2, may be used.

2.05 WATER

A. All water used shall be clean and free of harmful amounts of oil, salt, acids, alkalis, sugar, organic matter and other substances injurious to the finished product, plant life or the establishment of vegetation.

PART 3 - EXECUTION

3.01 STONE CHECK DAM INSTALLATION

A. Stone check dams to be constructed and installed as outlined in the Low-Risk Handbook or as instructed by the Engineer. Once vegetation is established and the check dams are no longer needed for erosion control, they shall be removed.

3.02 SILT FENCES

A. The silt fences shall be constructed in accordance with the construction detail. The fence shall generally be placed 10 feet from the toe of the slope or as shown on the plans. The ends of the fence shall be placed uphill to form a horseshoe shape to trap all runoff.

B. The silt fences shall be inspected periodically for damage or build-up of sediments. All damaged fences shall be repaired or replaced. Sediment deposits shall be removed from the fence as they build up and be placed in an area where there is no danger of further erosion.

3.03 EROSION MATTING

A. Erosion matting shall be placed on all grass-lined ditches with profile grades exceeding 5.0% and shall be placed and maintained in accordance with the Vermont Agency of Transportation Standard Specifications Sections 654 and 755.07.

3.04 RESTORATION

A. As soon as construction is completed in a given area, it shall be topsoiled, seeded, and mulched.

3.05 GRASS-LINED DITCHES

A. All ditches that are not stone-lined shall be topsoiled, seeded, and mulched. Any area which shows signs of erosion shall be reseeded immediately and maintained until permanent vegetation is established.

3.06 TEMPORARY DIVERSION DITCH

A. Stabilize any diversion berms or flow channels with seed and straw mulch or erosion control matting immediately after installation. Channels with slopes greater than 5% shall be lined with 4 inch stone. The diversion berm shall remain in place until disturbed areas are completely stabilized.

3.07 MAINTENANCE

A. All erosion control measures shall be inspected weekly and repaired and/or replaced as needed.

B. All erosion control measures shall be inspected after periods of heavy rain.

C. The stabilized road entrance shall be top dressed with additional stone should the existing stone become clogged with sediment.

D. Hay or straw mulch is subject to wind action. Mulch may require anchoring as the weather conditions warrant.

3.08 WINTER CONSTRUCTION

A. If, due to the project schedule, construction during the winter months is necessary, the Contractor shall follow the winter construction procedures outlined in the "Low Risk Site Handbook for Soil Erosion and Sediment Control" as well as the following procedures:

1. Minimize disturbance between October and May.
2. All erosion control measures shall be in place prior to the ground freezing.
3. For areas to be stabilized by vegetation, seeding shall be completed no later than September 15 to ensure adequate growth and cover.
4. All non-vegetative stabilization must be completed by October 15.

Where mulch is specified, apply roughly 3 inches with an 80-90% cover. Mulch should be tracked in or stabilized with netting in open areas vulnerable to wind.

PART 1 - GENERAL

1.01 SUMMARY

A. Section includes:

1. Furnishing all labor, materials and equipment to complete all seeding required to provide temporary protection against wind or water erosion.

1.02 GENERAL NOTES

A. Adequate seed bed preparation, use of quality seed, and timely planting are required to achieve a good stand of vegetation to control erosion. Within 48 hours of final grading, the exposed soil must be seeded and mulched or covered with erosion control matting.

PART 2 - PRODUCTS

2.01 GENERAL

A. At a minimum, all products shall meet the requirements of Section 651 of the VAOT Standard Specifications for Construction.

PART 3 - EXECUTION

3.01 SEEDING CONDITIONS

A. All essential grading and all temporary structures, such as diversions, dams, ditches, and drains needed to prevent gullying and reduce siltation, should be completed prior to seeding.

B. All areas of disturbance must have temporary or permanent stabilization within 14 days of initial disturbance. After this time, any disturbance in the area must be stabilized at the end of each work day.

C. Stabilization is not required if earthwork is to continue in the area within the next 24 hours and there is no precipitation forecast for the next 24 hours.

3.02 SEED AND SEEDING

A. Seed and seeding rates may be selected from the table below. The selection will be based on the time of year the seeding is to be made and the length of time the vegetation is to afford the protection. The seed should be spread uniformly over the area. After seeding, the soil should be firmed by rolling or packing. Where rolling or packing is not feasible, the seed should be covered lightly by raking, disking, or dragging.

B. Plant Selection and Seeding Rates:

Species	Per Acre	Per 1000 Sq. Ft.	Remarks
Annual Ryegrass	40 lbs.	1 lb.	Grows quickly, but is of short duration. Use where appearances are important. Seed early spring and/or between August 15 and September 15. Cover the seed with no more than 0.25 inch of soil.
Perennial Ryegrass	30 lbs.	0.7 lbs.	Good cover which is longer lasting than annual ryegrass. Seed between April 1 and June 1 and/or between August 15 and September 15. Mulching will allow seeding throughout the growing season. Seed to a depth of approximately .5 inch.

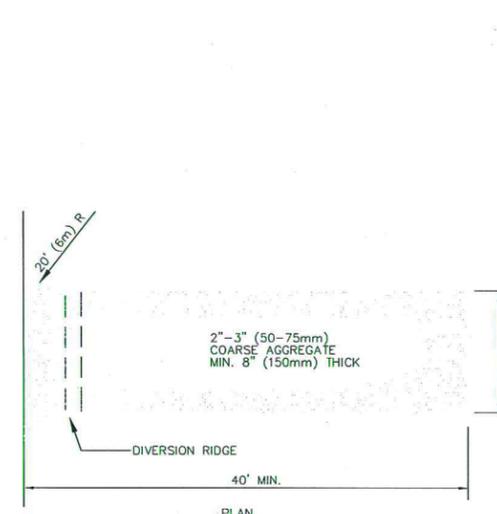
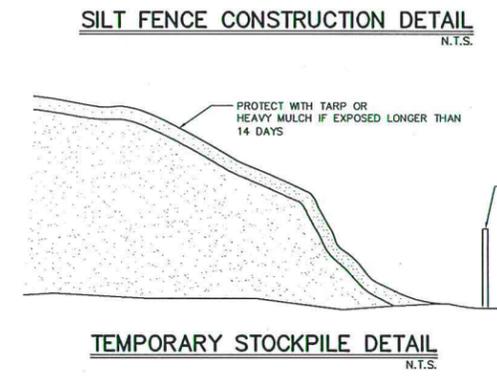
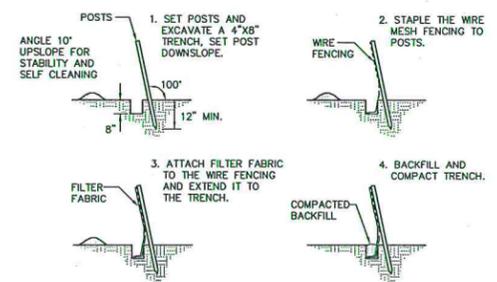
3.04 MULCHING

A. Where it is impracticable to incorporate fertilizer and seed into moist soil, the seeded area should be mulched to facilitate germination.

3.05 MAINTENANCE

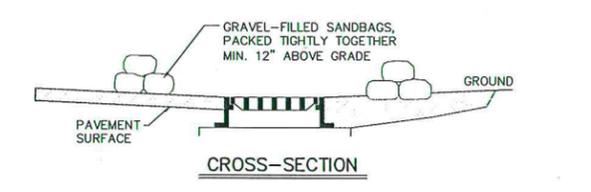
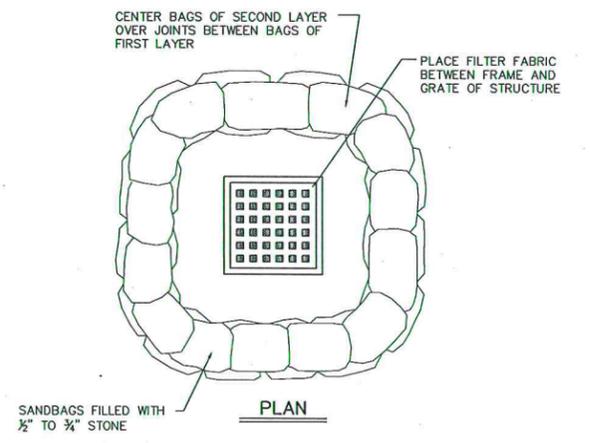
A. If the seeding fails to grow, it may need to be re-established to provide adequate erosion control.

B. If weeds become a problem, they may need to be controlled by mowing.

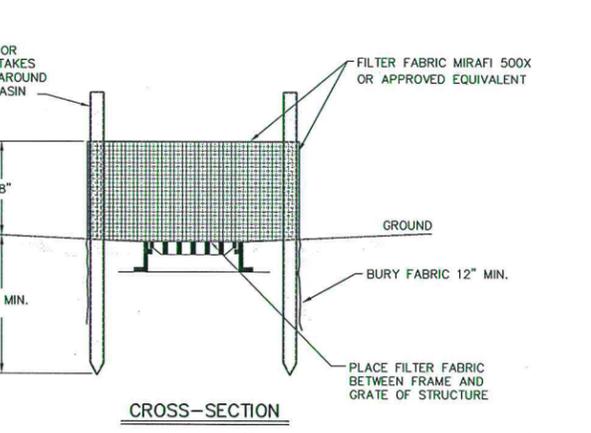
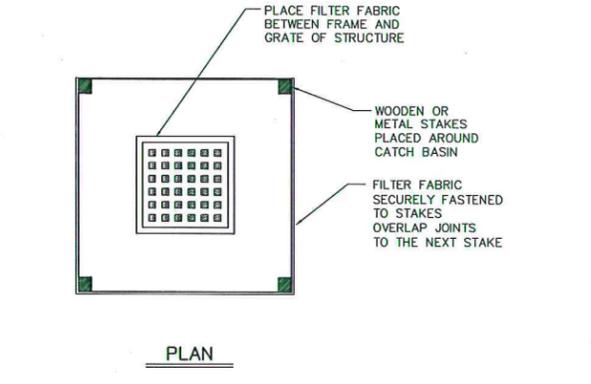


NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



CATCH BASIN INLET PROTECTION (GRAVEL BAGS) N.T.S.



CATCH BASIN INLET PROTECTION (WITH FABRIC) N.T.S.

SITE ENGINEER:

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

COPYRIGHT © 2013 - ALL RIGHTS RESERVED

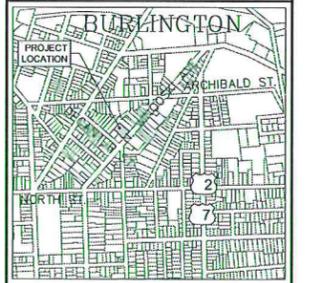
DRAWN: MAB
CHECKED: PBS
APPROVED: PBS

OWNER:

HOT EATS, COOL TREATS, LLC
210 COLLEGE STREET
SUITE 201
BURLINGTON
VERMONT 05401

PROJECT:

237 NORTH WINOOSKI AVENUE
BURLINGTON
VERMONT 05401



LOCATION MAP
1" = 200'

DATE	CHECKED	REVISION
10.18.13	PBS	LOCAL SUBMITTAL
11.15.13	PBS	REVISED PER LOCAL COMMENTS

EROSION CONTROL DETAILS AND SPEC.

DATE: SEP. 4, 2013
SCALE: AS SHOWN
PROJ. NO.: 13203

DRAWING NUMBER: **C3.1**