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MEMORANDUM

To: The Design Advisory Board
From: Mary O'Neil, AICP, Senior Planner
RE: ZP15-0656CA/MA; 289 College Street
Date: December 9, 2014

File: ZP15-0656CA/MA

Location: 289 College Street

Zone: RH **Ward:** 2

Date application accepted: November 26, 2014

Applicant/ Owner: 289 Live/Work, LLC (Bruce Baker, Gregory Doremus)

Request: Addition of 12 residential units to existing mixed use building (office and 1 residential unit) for a total of 13 residential units and office use.



Background:

- Sketch Plan Review ZP15-0539SP; Sketch Plan review for addition to existing mixed use (office/1 residence) historic building. November 18, 2014.
- Zoning Permit 11-0503CA; replace existing gas boiler, new vent through exterior back wall, south side. Approved December 2010.

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- Zoning Permit 90-138; 2' x 4' parallel sign on façade of existing office building. April 1990.
- Zoning Permit 87-909 / COA 88-053; expansion of parking area. Required to provide revised landscaping plan. Approved May 13, 1988. [27 parking spaces illustrated on approved site plan.]
- Zoning Permit 82-245 / COA 82-47; enclose front porch and make improvements to entrance drive. No additional coverage. May, 1982.
- Zoning Permit 80-846; two apartment to remain, alteration work for office use. Addition is a porch and a stair hall. April 1980.
- Zoning Permit 80-723; convert nine rooms into two apartments. No construction needed. Three existing [apartments] for a total of four apartments in existing building. Approved January 18, 1980.
- Zoning Permit 80-727; six unit apartment addition. Approved January 22, 1980.
- Zoning Permit 78-32; expand present use to a total of 16 dwelling units. (Apartments total 4 dwelling units.) Permit issued August 8, 1978. [16 parking spaces illustrated on site plan.]
- Zoning Permit 76-938; addition of bedroom extension between two existing porches on the first floor, 13' x 16'. Approved May 21, 1976.
- Zoning Permit 76-257; erect a 6' x 85' stockade fence on the rear of the property. Approved August 1975.

Overview: This application follows a November 2014 Sketch Plan review for a proposed addition that would provide 12 new apartments, with a reduced parking area. The principal structure is known as the Peck House (c. 1835), and is listed on the National Register of Historic Places within the Main Street College Street Historic District. There is existing office space (5800 sq. ft.) and one residential unit on the 2nd floor.

PART 1: LAND DIVISION DESIGN STANDARDS

Not applicable.

PART 2: SITE PLAN DESIGN STANDARDS

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

There are no identified important natural features that have been identified. At least one tree is within the development area on the west of the site. The applicant has provided a landscaping plan; the number and species of tree within the greenbelt will be coordinated with the city arborist.

(b) Topographical Alterations:

No topographical alterations are illustrated on the site plan.

(c) Protection of Important Public Views:

There are no public views from the site; however residents in the upper most floors of the new addition may enjoy seasonal views to the west of the lake.

(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 Section 5.4.8, below.

(e) Supporting the Use of Renewable Energy Resources:

Broad expanse of window glazing on the west and south will provide passive solar.

(f) Brownfield Sites:

None identified.

(g) Provide for nature's events:

The development and site disturbance will be required to follow applicable city and state erosion and stormwater management guidelines in accordance with the requirements of Art 5, Sec 5.5.3. An Erosion Prevention and Sediment Control Plan has been submitted for review by the City Stormwater Engineer.

The plan includes an entrance vestibule on the south immediately abutting the parking area. This will provide some measure of protection for building residents from inclement weather. An entrance proposed off College Street and through a courtyard to the lower level apartments.

Snow storage may prove to be challenging, given the circulation area. While some may be pushed to the west, that setback area is too small to carry the snow volume likely from this site. Easterly is a significant grade change which would preclude its consideration. It is more likely that the snow will have to be mechanically removed from the site to avoid pushing it onto neighboring properties.

(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 proposed addition is situated so as to re-inforce the street edge; however as proposed to be attached to a significant historic building, it should be placed in a more deferential manner on the lot. As positioned and arranged on the lot, it competes with the existing building by its prominence. If the building is to be read on its own, it should be constructed as a detached structure rather than appended to the existing historic building.

As illustrated in plan C1.1, the building frontage line does not match with provided elevations in that the protruding bay is in reverse on the façade. Plans need to be consistent.

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

The proposed entrance to the new addition is on the primary street façade, but accessed via a stairway to an inner courtyard area. It is not visible from the streetfront, and is, in fact, hidden behind a retaining wall and down within a recessed grade. While the new work is characterized as an addition, the building is being constructed to appear as a detached, single building. It would be preferable to have its primary entrance to the street clearly visible from the sidewalk.

While the new addition will likely have some solar/ shadow impacts, they are not likely to negatively impact the ground floor area of neighboring properties.

(i) Vehicular Access:

There is no change proposed to the vehicular access. The existing curb cut and driveway will be utilized.

(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.

There is an existing pedestrian walkway to 289 College Street offices; a new walkway is proposed to the College Street residential addition.

A small concrete entrance ramp is identified on the site plan for the rear entry; however there is little separation between vehicular parking and the rear building entrance. An identified pedestrian path between the parking area and the rear entry is required.

(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.

The supporting narrative defines one fully ADA compliant unit, with the four new first floor units meeting VT Access Rules.

A new ADA complaint handicapped access lift is proposed that will result in complete access for all first floor office space as well.

One handicapped parking space with loading area is identified on the site plan immediately adjacent to the entry ramp.

(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 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 area is existing, and is proposed to be significantly diminished in size to accommodate the new addition. Previous permits included up to 27 parking spaces. 20 are now proposed.

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

The landscaping plan provides for 2 new shade trees (Honey Locust) at the south of the parking lot. For 20 parking spaces, 4 trees would be required to meet this standard. There are existing trees to the south of the lot, but remain on the abutting property. Similarly, 2 trees are illustrated to the east; however not entirely on this parcel. The DRB will be required to

ascertain whether the proposed configuration meets this standard, or may be deemed acceptable given the existing landscaping.

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 clearly defined pedestrian path from the rear parking lane to the building entrance. Although of short distance, the number of parking spaces and the likelihood that vehicles and pedestrians may be moving simultaneously within the parking area, it makes sense to identify a safe and unobstructed route to the rear entrance.

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

Long term bicycle storage is proposed in the basement of the existing structure. The number to be accommodated has not been identified. The narrative defines a wall mounted bike rack for one bike in each apartment. “Moveable” bicycle racks are proposed for the site; however a short term bicycle parking rack meeting the *City of Burlington Bicycle Parking Guidelines* will need to be defined on the site plan to assure its installation and to guarantee long term realization.

See attached narrative about proposed carrier trolleys.

(m) Landscaping and Fences:

A landscaping plan has been provided (Plan L1-1.0.) The street tree species and number shall be selected in coordination with the city arborist.

The courtyard area has been characterized as assisting with stormwater management. Additionally, a “green roof” is proposed on the flat roof rear connector building. A long term maintenance plan is required to assure its continued performance. See Section 6.3.2. (2), below.

(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.

An area identified as both a courtyard and raingarden is proposed between the buildings and fronting College Street. A carriage step (“upping stone”) is proposed to be relocated as a site feature within the courtyard. Although available to most residents, the grade change may

render it unavailable to those with mobility impairment, if the area is intended to as a residential amenity.

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 not designed to the open to the general public, the courtyard area is fairly obscured from the public eye and may, as a building entrance, pose security issues due to its location and limited visibility.

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.

Shading will be prone to the north and east; areas that are unlikely to induce negative shadow impacts. College Street is to the north, and the existing structure to the east.

(o) Outdoor Lighting:

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

Lighting fixture selection has been provided. 2 types of full cut-off fixtures and bollards are presented. Fixture placement, height, and a photometric will be required to assure appropriate light levels and compliance with Sec. 5.5.2.

(p) Integrate infrastructure into the design:

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

Utility and service enclosures and screening shall be coordinated with the design of the principal building, and should be grouped in a service court away from public view. On-site utilities shall be 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.

A dumpster is identified on the east of the site, abutting a property line. Although annotated as “existing”, this component is not on any previously approved site plan, and has been placed within a required setback. The dumpster and its enclosure will need to be relocated on the site, meeting setbacks and enclosure requirements as specified in this standard.

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.

Rooftop mechanicals are proposed to be situated on the new addition, with a fenced enclosure as concealment designed to match.

PART 3: ARCHITECTURAL DESIGN STANDARDS

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

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.

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 proposed addition is similar to the mass, height and scale of the existing building.

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.

The flat roof has a few examples on College Street: 383 College (Astra Apartments, designed by Benjamin Stein and constructed in 1960 as a Tau Epsilon fraternity); the easterly addition to Fletcher Free Library; the former Ethan Allen Club; and the more recent addition at 323-325 College. The flat roof generally reflects modern infill.

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.

Mechanicals are proposed to be screened on the rooftop of the new addition.

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 “green roof” is suggested on a rear connector; this will require an articulated maintenance plan to assure its continued performance.

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.

See Sec. 6.2.2.(h).

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.

The submitted narrative suggests that window placement attempts to reflect the rhythm of the existing historic building. Certainly from the west, they appear more horizontal than vertical. The windows themselves are without detail; casement and/or slider operation (or fixed light, in the case of the window bay.) The arrangement is inconsistent from floor to floor and room to room (singles, pairs) although the smaller awning on the upper floor west identifies a bathroom. There is no identified rhythm to the overall placement along the westerly façade.

No awnings are proposed.

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.

Not applicable.

(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, below.

(c) Protection of Important Public Views:

See Section 6.2.2. (c) above.

(d) Provide an active and inviting street edge:

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

The blunt cubist theme has a strong horizontal cornice line, continuous around the perimeter of the building and echoed in the horizontal metal siding. A small 1st floor bay projection hugs the northwest corner, and is punctured with a fixed window on the north and four casements on the west. The ground floor is mostly obscured from (College) street view by the change of grade and a constructed window well, although a vantage from the west provides more visibility.

The connector is recessed behind the existing office space, with window openings for the exercise room (below grade) and laundry. Metal siding tops the link, with small window openings to provide what appears to be clerestory lighting for an interior stair.

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.

No changes are proposed to the existing office space, which is within the historic Peck structure.

Buildings in downtown districts that provide open space by way of building setbacks at the ground level shall utilize landscaping, street furniture, public art, sitting walls, fountains, etc. to maintain a sense of the existing street wall, define a sense of entry for the building and create a

space that enhances the pedestrian's experience. Urban "open" space shall maximize accessibility for all individuals including the disabled, and encourage social interaction.

Although not within the Downtown District (this is RH), a courtyard/raingarden is proposed between the buildings and accessed via a new pedestrian walkway. The grade change and its design as a functioning stormwater collector may limit its use by those with mobility impairments, if the area is intended to be utilized as open space.

A porch is provided on the 2nd level College Street frontage off the resident hallway.

A carriage step is proposed to be relocated within the courtyard as a design feature.

(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 connector building is proposed to have either wood clapboard or fiber cement board at the first floor, and corrugated metal above the roof. The addition on the west is proposed to have flat metal panels, chosen to be a color similar to brick.

Window and door materials are not defined except by trade names ("Ultrex", "Tubelite"), the information provided indicates that a range of finishes is available, products meet energy efficiency standards, and they will provide durable service.

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.

The new development will impact the historic building only at the point of connector. No repair, restoration or replacement of historic materials is included within the application.

(f) Reduce energy utilization:

The new construction will be required to 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).

(g) Make advertising features complementary to the site:

No signage is proposed. Any signs will require a separate sign permit (or Master Sign Plan, as appropriate.)

(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.

It appears that a gas meter is present on the College Street frontage of the existing building, screened by landscaping. No other meters or utility connections are identified. These should be called out on elevations or site plans, as appropriate, to review for the necessity for screening.

Mailboxes are assumed to be located within the rear lobby area. The applicant shall define.

Bike racks will need to be identified on a site plan, and meeting the style and location requirements of Article 8 and Section 6.2.2. (1).

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

Rooftop mechanicals are proposed to be screened behind a barrier sheathed to match the building. It does not appear that they would exceed 10% of the rooftop; however the applicant shall confirm.

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

The applicant has provided information relative to potential noise emission from the rooftop equipment. Decible levels for performance of individual units are in the range of a hairdryer or vacuum cleaner; as submitted, they are not expected to introduce undue negative impacts to residents or neighboring properties.

(i) Make spaces secure and safe:

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

All appropriate ingress and egress standards, including access for emergency vehicles, shall meet the requirements of the building inspector and the fire marshal.

Sec. 5.4.8 Historic Buildings and Sites

289 College Street is on the National Register of Historic Places, within the Main Street College Street Historic District. Contrary to the applicant's submission, the property is a listed resource on the National Register, and development will require compliance with these standards.

See attached excerpt from the Main Street College Street Historic District.

(b) Standards and Guidelines:

- 1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

289 College Street was constructed as a residential structure. Its conversion to office space in 1980, with a small residential component, has not altered the essential character of the structure. Development is proposed as a new addition and connector, which will be associated with new residential use.

- 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

The original structure will be retained, with a connector limiting the physical contact between old and new. Unfortunately the new development will compromise the large lawn area that has been associated with the property for more than 180 years, but this reflects infill associated with growing communities and as typified on this street.

- 3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

289 College Street illustrates how buildings evolve; illustrating not less than four appended structural alterations. Still, the classic Greek Revival remains prominent, distinctive and discernable.

No conjectural features from other historic properties are proposed.

- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

By and large, the existing structure will remain; the point of contact is relegated to the rear (south) of the structure and at a less visible location.

- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

This is no identified loss or harm to significant historic features, materials or finishes.

- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials recognizing that new technologies may provide an appropriate alternative in order to adapt to ever changing conditions and provide for an efficient contemporary use. Replacement of missing features will be substantiated by documentary and physical evidence.*

Any alteration to historic features or materials will require that they be replaced in kind.

- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The connector is proposed to be attached at a point in the rear where there exists a later addition. Although not contemporary with the core structure, it retains significance unto itself. The connector should not meaningfully impair either.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

None have been identified. If ground disturbance brings significant artifacts or other resources to light, appropriate measures will be exercised in the treatment and handling of such items.

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

The proposal is a substantial addition appended to a significant historic structure. Historic materials and significant building components are only proposed to be impacted at the point of connector contact. The work is clearly differentiated from the old. The addition is visually distinguishable from the historic building. The heart of the matter is compatibility. Standard guidance is to preserve significant historic materials, features and form; be compatible, and be differentiated. Making distinctions between old and new does not always go hand-in-hand with developing a plan that finds a sympathetic scheme and deferential design. Sometimes it simply looks dissimilar, and that is not enough to consider it appropriate and compatible.

The task to add *new* to *old* is always challenging, especially with such a high profile resource, fronting on a major elevation in a highly conspicuous location with great public visibility. Additions are typically recommended to be made on secondary – side or rear elevations – to limit intrusion and visibility, while easing the way for new construction. The connector, here, can successfully provide a “hyphen” to minimize contact with the significant structure. The focus then should be to develop an addition that would be neither duplicative of the original nor so different that it becomes a primary focus, competing for consideration along the streetfront. The latter is the case here. The scale, proportion, massing and siting are not subordinate to the historic building, but competitive. There is little relationship between the old and proposed, other than that they are physically connected.

It would be better to construct the building as a separate form on the lot; detached from 289 College and without the obligation to preserve and respect the character of the historic building.

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

While highly unlikely, it may be possible to deconstruct the new work and find the historic structure relatively unimpaired.

For Consideration:

1. Applicant will need to define snow storage, or removal methods.

2. Lighting fixture locations, height, and a photometric plan shall be required for staff review for compliance with Section 5.5.4.
3. A pedestrian walkway between the parking lot and the building entrance shall be identified on the plan.
4. A short term bicycle parking rack meeting the *City of Burlington Bicycle Parking Guidelines* will need to be defined on the site plan.
5. A clearly articulated maintenance plan will be required for the proposed green roof, per Sec. 6.3.2. (a) 2.
6. The applicant shall define, on a site plan or building elevation as appropriate, the location of mailboxes, meters, utility connections, mechanical equipment, etc. These shall be assessed by staff for the appropriateness of location and requirement for screening.
7. The applicant shall define the percentage of roof coverage presented by the installation of rooftop mechanical equipment, to assure compliance with Sec. 6.3.2. (h). (<10%)
8. The DAB is encouraged to discuss the compatibility of the new addition in relation to the existing structure; whether the design meets the standards of Section 5.4.8, remaining deferential and subordinate to the original, respecting the character and integrity of the existing structure. Review of *Preservation Brief #14, New Additions to Historic Buildings* is recommended.

<http://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>