

Department of Planning and Zoning

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TO: Development Review Board
FROM: Scott Gustin & Mary O'Neil, Senior Planners
DATE: August 18, 2015
RE: 16-0007CA/MA; 351 North Avenue
16-0015CA; 329 North Avenue

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

Zone: WRM Ward: 4N

Owner/Applicant: Burlington College / EF Farrell, LLC

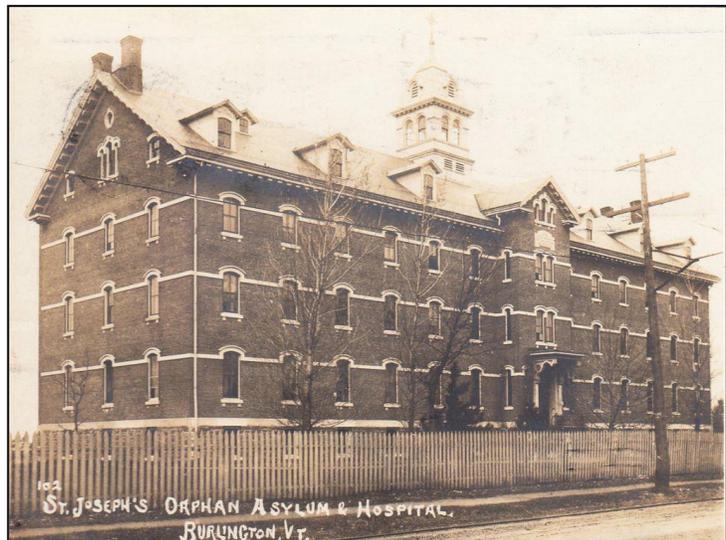
Request: Convert former orphanage and college building to 63 residential units and relocate college within building. Associated site improvements.

Applicable Regulations:

Article 3 (Applications and Reviews), Article 4 (Maps & Districts), Article 5 (Citywide General Regulations), Article 6 (Development Criteria & Guidelines), Article 8 (Parking), Article 9 (Inclusionary and Replacement Housing), and Article 11 (Planned Unit Development)

Background Information:

The applicant is seeking approval for the proposed conversion of the former orphanage building (AKA St. Joseph's/ Providence Orphan Asylum) at 351 North Avenue into multi-family housing. A total of 63 apartments would be created within the building, all studio and 1-bedroom units. The college currently occupying the building would be retained but condensed into 29,000 sf in the newer southern wing of the building. Limited site work is proposed and amounts to converting some existing vehicular circulation to pedestrian circulation and a new parking area. Two parcels of land are involved in this project; therefore, there are two applications (for 351 North Avenue and 329 North Avenue) reviewed concurrently.



This application underwent sketch plan review with the Conservation Board June 1, 2015 and with the Development Review Board June 16, 2015. In light of the deep sandy soils and ample open space, the Conservation Board advised the applicant to pursue as much infiltration of stormwater

onsite as possible. The Development Review Board encouraged the applicant to more effectively delineate the two uses – residential and college – onsite and to more aggressively pursue alterations on the west side of the building, particularly to maximize western views for residents.

Following sketch plan review, this permit application was submitted July 2, 2015. The Conservation Board reviewed the application July 6, 2015, and the Design Advisory Board reviewed it July 28, 2015. The Conservation Board recommended approval of the project as proposed, supported the requested parking waiver, and commended the applicant for the bicycle-friendly aspects of the project (storage, maintenance, cleaning, etc). The Design Advisory Board also recommended approval of the project. The DAB recommended the following conditions:

1. Skylights on east elevation be vertically aligned with the dormers, except for 2 located out of roof valley. The two outer skylights on the lower row be moved horizontally to be aligned with dormer above. Two skylights on upper row split so all skylights are the same size. Skylights on the west elevation are acceptable.
2. The DAB recommends that the metal pipe canopy at the front entrance be revised to inform and reflect massing of original historic canopy.
3. Paved access and paved handicapped parking spaces on northerly parking area, connecting to pavement/walkway.
4. The DAB accepts the rooftop treatment to western wing as proposed. Either the flat roof or gable terrace roof cover is acceptable.

Revised project plans have been submitted. They address the recommendations of the DAB except that there is no apparent revision to the front entrance.

Previous zoning actions for this property are noted below.

- Zoning Permit 15-0702LL; Lot line adjustment with 329 North Avenue. Approved December 2014. [Plat recorded 1/16/2015; Plat file 509C.]
- Zoning Permit 14-1286CA; Installation of CCTA bus shelter on Burlington College property. Approved June 2014.
- Zoning Permit 12-0706SN; replace existing non-conforming freestanding sign with new freestanding sign for Burlington College – Main Campus. Approved March, 2012.
- Zoning Permit 12-0121CA; Install rooftop air handler, five ac units, bike racks, and remove walls from garage. Approved August 11, 2011.
- Zoning Permit 11-0282CU; convert existing institutional office use and group home use to post-secondary school. No site or exterior building changes proposed. Approved November 2010.
- Zoning Permit 09-526CA; Demolish single car garage. Approved February 2009.
- Non-applicability of zoning permit requirements; continued use of existing group home. June 1998.
- Zoning Permit 92-096 / COA 092-016; Removal of existing wooden cross with installation of fiberglass statuary of St. Mary on top of Diocese building. Overall height to be 104' with exterior illumination to surround statue. Approved September 1991.
- Notice of selective landscape removal on west. No change in grade of site or drainage of runoff water. December 1991.

- Zoning Permit 79-352; install septic tank and seepage bed. July 1979.
- Zoning Permit 77-03; renovation of existing structure “St. Josephs Child Center” into office space and three apartments for Bishop and two priests. Approved January 1977.
- Zoning Permit 77-628; Convert St. Joseph’s Child Center into office building, three apartments and three guests’ rooms. Remove some windows and brick up openings. Install new windows. Erect 28’6” x 30’ addition and 32’ x 66’ addition. December 1976.

Recommendation: Major Impact & Certificate of Appropriateness approval as per, and subject to, the following findings and conditions:

I. Findings

Article 3: Applications and Reviews

Part 5, Conditional Use & Major Impact Review:

Sec. 3.5.6, Review Criteria

(a) Conditional Use Review Standards

1. *The capacity of existing or planned community facilities;*

The proposed development will be served by municipal water and sewer. The conversion of the building to 63 residential units will increase demands on existing water and sewer service. There is adequate reserve of water and sewer capacity. Written verification from the Department of Public Works will be required for a state wastewater permit. **(Affirmative finding as conditioned)**

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

The subject properties are 2 of 3 contiguous parcels, formerly comprising Burlington College, stretching from North Avenue to Lake Champlain. Almost all of the proposed development is located within 351 North Avenue. Only a new driveway is located on the adjoining 329 North Avenue. The properties are zoned waterfront medium density residential (WRM). This zone is primarily intended for medium density residential development in the form of single-detached dwellings and attached multi-family apartment buildings. This zone entails greater consideration of views from the lake and stormwater runoff. To the south lies the urban reserve, and to the north is Lakeview Cemetery in the RCO-RG zone. The proposed multi-family apartments are consistent with the intent of the WRM zone. **(Affirmative finding)**

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

A traffic analysis has been done and submitted with the application. The analysis takes into account existing and anticipated traffic volumes along North Avenue and details build and no-build scenarios. The 63 new residential units are projected to generate 505 total weekday trips, including 35 AM peak hour trip ends and 52 PM peak hour trip ends. The analysis considers dispersion of these trips through nearby intersections and impacts thereto. The intersections included in the analysis are North Ave/Institute Rd/City Bluffs, project entrance/North Ave, North Ave/Washington St, and North Ave/North St. In no case does the anticipated traffic adversely

affect existing levels of service (LOS) at these intersections. In all cases, existing and anticipated levels of service are acceptable at LOS C – A. The analysis considers warrants for exclusive turn lanes into the development (both left turn and right turn). The analysis finds that no right turn lane is warranted. A left turn lane may be warranted but is not recommended. The analysis states that traffic volumes at the project site/North Ave intersection are significantly less than other signalized intersections along North Avenue and that alternate methods for the left turn lane analysis do not support installation of a left turn lane.

The traffic analysis has been provided to the Department of Public Works. Comments have not yet been received; however, they are anticipated prior to the public hearing for this application. Received comments will be conveyed to the applicant and Development Review Board and incorporated into these findings as appropriate. **(Affirmative finding)**

4. Any standards or factors set forth in existing city bylaws and city and state ordinances;
As conditioned, the application is in compliance with all applicable zoning bylaws. **(Affirmative finding)**

5. Utilization of renewable energy resources;
No renewable energy resources will be incorporated into this project. Proposed skylights will introduce sunlight into previously dark interior spaces. The proposed development does not preclude future use of renewable energy resources. **(Affirmative finding)**

6. Cumulative impacts of the proposed use. For purposes of residential construction, if an area is zoned for housing and a lot can accommodate the density, the cumulative impact of housing shall be considered negligible;
This project is residential, and, as noted in Article 4 below, the property is sufficiently sized to accommodate the proposed density. **(Affirmative finding)**

7. Functional family;
There is no request to exceed the 4-unrelated adult occupancy limit in any of the proposed dwelling units. **(Affirmative finding)**

8. Location and number of vehicular access points to the property, including the erection of parking barriers;
See Sec. 6.2.2 (i).

9. Signs;
No outdoor signs are included in this application. **(Not applicable)**

10. Mitigation measures, including landscaping, where necessary to reduce noise and glare and to maintain the property in a character in keeping with the surrounding area;
The proposed residential development is not expected to generate offsite noise or glare substantial enough to require mitigation. **(Affirmative finding)**

11. Time limits for construction;
No construction schedule beyond the standard 2-year time frame for all zoning permits has been requested. As just a single building is involved, no phasing schedule is proposed either. As a result, all construction must be complete within 2 years. **(Affirmative finding as conditioned)**

12. Hours of operation and construction;

Hours of operation need not be specified for this residential development. Days and hours of construction; however, need to be specified. The application contains no proposal. So as to limit impacts associated with construction, other projects in residential areas are limited to Monday – Saturday, 7:00 AM – 6:00 PM. No construction activity allowed on Sunday. Construction of this project will be limited likewise. **(Affirmative finding as conditioned)**

13. Future enlargement or alterations;

In the event of future enlargement or alteration, permits would be required and reviewed under the regulations then in effect.

14. Performance standards;

Performance standards relating to outdoor lighting and erosion control are addressed under Article 5 of these findings.

15. Conditions and safeguards;

See conditions of approval.

(b) Major Impact Review Standards

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

The application includes a stormwater management plan that entails handling most stormwater runoff onsite. Given the sandy soils onsite, stormwater captured by the proposed improvements will be infiltrated into the ground. See Sec. 5.5.3 for additional details. No significant air or noise pollution is expected with this residential development. **(Affirmative finding)**

2. Have sufficient water available for its needs;

See Sec. 3.5.6 (a) 1.

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

See Sec. 3.5.6 (a) 1.

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

A comprehensive erosion prevention and sediment control plan has been submitted. See Sec. 5.5.3 for details. **(Affirmative finding)**

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

See Sec. 3.5.6 (a) 3.

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

It is possible that some school-age children will reside in the proposed apartments; however, given the mix of just 1-bedroom and studio units, numbers are expected to be small. Impact fees will be paid to help offset impacts on the school system. **(Affirmative finding as conditioned)**

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

The proposed development will generate additional impacts on city services. Review and comment by the Departments of Public Works, Fire, Parks & Recreation, Schools, CEDO, Police, and Burlington Electric was solicited via the Technical Review Committee meeting that took place June 11, 2015. Comments from the various departments were collected and provided to the applicant. None asserted unreasonable burden on the city's ability to provide municipal services. Impact fees will be paid to help offset what impacts there may be on city services. **(Affirmative finding as conditioned)**

8. Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area or any part of the city;
The subject property contains no rare natural communities, wetlands, or significant natural areas as identified in the 2014 Open Space Protection Plan or the Natural Resource Protection Overlay district. Open space on the property as identified in the Open Space Protection Plan is comprised of forestland (hemlock/hemlock white pine) and large mowed lawn. The limited site work included in this proposal will not affect the forested portions of the property, nor will they result in undue adverse impacts to the scenic or natural beauty of the area. See Sec. 5.4.8 for historic significance. **(Affirmative finding)**

9. Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;
The proposed development will introduce multi-family housing units to an area zoned for it. Any necessary infrastructure improvements will be performed at the expense of the applicant. **(Affirmative finding)**

10. Be in substantial conformance with the city's municipal development plan;
The applicant demonstrates substantial conformance with the Municipal Development Plan.

The property is located within an area identified as a center for growth and development (Future Land Use Map – Centers for Growth and Development). The introduction of 63 attached multi-family units is consistent with the city policy to support the development of additional housing opportunities within identified activity centers (Land Use Plan, pg. I-2 & Housing Plan, pg. IX-1).

The existing historic structure will be retained and renovated (Built Environment, pg. III-1) as part of the conversion to apartments.

The project will handle almost all of its stormwater onsite utilizing the available green spaces and sandy soils for infiltration (Natural Environment Action Plan, pg. II-12).

The development will provide inclusionary housing units (City Policies, pg. IX-1) as required by the Comprehensive Development Ordinance.

The project will be readily accessible by bus and includes far more than the minimum requirement for bike storage and maintenance facilities (Stressing Other Modes of Travel, pg. V-12). **(Affirmative finding)**

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

This project would bring 63 housing units to an area of the city zoned for residential development and specifically identified as a growth center. Unlike most new development, the units in this proposal are all small – just 1-bedroom and studio units. The proposal will have no undue adverse impact on housing needs within the city. **(Affirmative finding)**

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

Residents of the newly created dwelling units will likely utilize nearby city parks and related infrastructure such as the bike path. Impact fees will be paid to help offset these impacts.

(Affirmative finding as conditioned)

Article 4: Maps & Districts

Sec. 4.4.5, Residential Districts:

(a) Purpose

(4) Waterfront Residential Medium Density (WRL)

The subject property is located in the WRL zone. This zone is primarily intended for medium density residential development in the form of single-detached dwellings and attached multi-family apartment buildings. Relative to the RM zone, this waterfront zone entails greater consideration of views from the lake and stormwater runoff. The proposed development entails relatively little site work and will be largely imperceptible as viewed from the lake. Most stormwater runoff will be retained and infiltrated onsite. **(Affirmative finding)**

(b) Dimensional Standards & Density

The 6 acre property at 351 North Avenue has well over the minimum required 30' road frontage. The 63 proposed residential units are well under the 25-unit/acre density limit (with inclusionary units) of 150 dwelling units. Every 1,500 sf of remaining college space accounts for 1 dwelling unit for density calculations. The college will occupy 29,000 sf and will, therefore, amount to the equivalent of 19 dwelling units. The total density remains below the 150-unit maximum permissible. Per Sec. 5.2.4, *Buildable Area Calculation*, unit density must be based on "buildable area." Areas of 30% or greater slope are eliminated, and areas of 15% - 30% slope may be calculated at up to 50% of density. The applicant has provided information relative to < 30% slopes. About 2/3 of an acre (29,456 sf) is deducted. Assuming 5.32 acres of buildable area, 133 units could be permissible; however, no figure has been provided for slopes of 15% - 30% and must be. As the proposed density is so far below the maximum permissible, it likely remains acceptable but confirmation is needed.

Lot coverage at 351 North Avenue will increase from 39.2% to 41%. These percentages account for (i.e. remove) steep slopes in excess of 30%. As with unit density, slopes of 15% - 30% must be accounted for and have not been. Coverage likely remains acceptable, as 72% is the maximum permissible; however, confirmation is needed. Lot coverage on neighboring 329 North Avenue will increase to just 0.29%, but there is no indication that steep slopes have been accounted for.

Building setbacks will remain largely unchanged. Removal of the existing front entry will open up the front yard. The existing front and rear driveways will be reconfigured to pedestrian circulation and will continue to meet the minimum required 5' side and rear yard setbacks.

Building height will remain unchanged. **(Affirmative finding as conditioned)**

(c) Permitted & Conditional Uses

The proposed multi-family housing is a permitted use in the WRM zone; however, the number of units requires “major impact” review. The remaining college use is conditional. **(Affirmative finding)**

(d) District Specific Regulations

1. Setbacks

No setback encroachments are sought.

2. Height

No height exceptions are sought.

3. Lot Coverage

No lot coverage exceptions are sought.

4. Accessory Residential Structures and Uses

No new accessory residential structures or uses are included in this proposal.

5. Residential Density

All of the proposed residential units are subject an occupancy limit of 4 unrelated adults or a family as defined in the CDO. **(Affirmative finding)**

6. Uses

Not applicable.

7. Residential Development Bonuses

No development bonuses are sought in this proposal; however, the required inclusionary housing affords greater development intensity under this provision. Specifically, allowed residential density increases to 25 dwelling units/acre, and lot coverage increases to 72%. As noted previously, density and lot coverage appear to remain below the maximum allowable. **(Affirmative finding)**

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.5 (b) above.

Sec. 5.2.4, Buildable Area Calculation

As the subject property is located within the WRM zone and is greater than 2 acres in size, this criterion applies. The applicant has provided information relative to slopes of < 30% but nothing relative to 15% - 30% slopes. The project plans do not depict areas of steep slopes and must.

The applicant continues to argue incorrectly that the 15% - 30% slope limitation is not actually a standard. While this criterion could (and probably should) be clarified, it remains a standard to be adhered to. Elimination of < 30% slopes from density and lot coverage is clear, and the project plans account for it. Areas of 15%-30% slope may be used for half density (i.e. 12.5 units/acre) and lot coverage. Specifically, the provision reads: “The DRB may under conditional use criteria allow *up to 50%* [emphasis added] of the maximum building density or lot coverage to be calculated on lands with a slope between 15-30% if the applicant can demonstrate that the

additional density or lot coverage will be compatible with the existing scale and intensity of the surrounding neighborhood, and not have an undue negative impact on sensitive natural features.”

Given the limitation of this Section to residential properties of 2+ acres, it is infrequently applied. When it has been applied, most recently to the SD Ireland redevelopment at 140 Grove Street, it has been applied as written. Slopes < 30% are eliminated from density and coverage calculations, and slopes of 15% - 30% are counted at 50% for density and coverage calculations. **(No finding possible)**

Sec. 5.2.5, Setbacks

See Sec. 4.4.5 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.5 (b) above.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.5.5 (b) above.

Sec. 5.4.8, Historic Buildings and Sites

(a) Applicability:

These regulations shall apply to all buildings and sites in the city that are listed, or eligible for listing, on the State or National Register of Historic Places.

St. Joseph's/Providence Orphan Asylum is listed on the Vermont State Register of Historic Places. Therefore, the following standards apply.

(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.*

Constructed as a residential facility for children and the aged in 1884, the main structure will continue to serve in a residential capacity with the proposed use. The westerly addition housed the convent for the Order of the Sisters of Providence, who staffed the care facility. The southerly addition, constructed later than the orphanage (c. 1940) was intended to serve a burgeoning population with additional dormitory space, classrooms, a nursery and a gymnasium. That area is proposed to continue to serve Burlington College. As the Diocese utilized the space for offices, there is minor deviation from original or evolving use. The Design Advisory Board has recommended approval of the alterations to the roof to accommodate skylights and a westerly roof deck. **(Affirmative finding)**

- 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.*

Rear porches and a vehicular carport are proposed to be removed, however they were later additions. Their loss will not impact the historic integrity and importance of the structure. The 1960s era main entrance portico is also proposed for removal, which will restore an original appearance to the building. A porte-cochere in front of the modern southern wing is also proposed for removal; its replacement will accommodate handicap accessibility for that wing. With all elements of the development as submitted, the historic character of the property will be retained (in some instances, restored and enhanced.) **(Affirmative finding)**

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.*
No conjectural features are proposed. **(Affirmative finding)**

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*
The modern entrance portico design is closely emblematic of a more modern design aesthetic; however it has not reached an age where its merit is acknowledged and valued. That entrance structure and the porte-cochere have not acquired historic significance in their own right.
(Affirmative finding)

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
The minor dormers are features that characterize the property; observable not just from North Avenue but from within the building and from the grounds to the west, south and east. Their removal is not supported by this standard; however, the Design Advisory Board felt that this alteration was acceptable in light of the overall renovation of the building. **(Affirmative finding)**

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.*
The applicant proposes replacement of the existing slate roof on the orphanage building. Windows are intended to be replaced with aluminum clad single hung sash. Historic photographs provide a glimpse of the original front entry; one that will be referenced in the newly constructed entrance canopy. The Design Advisory Board recommended that the metal pipe canopy be revised to better inform and reflect the massing of the original, feeling that the plan proposed to substitute one replacement modern component with another. The applicant has chosen to remain with their initial plan rather than attempt a reconstruction (see Plan A3.1.) The design chooses to reference the original, but is articulated with new materials. Absent detailed construction plans of the original and in avoidance of a conjectural entry feature, the submitted plan meets this standard. **(Affirmative finding)**

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.*
None are identified in submission materials. **(Affirmative finding)**

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*
No archaeological resources have been identified at this location; however given the site history and proposed site work on the westerly side of the building, the potential remains for new resources to be unearthed. Any discovery will require the notification, identification and appropriate treatment by qualified personnel. **(Affirmative finding as conditioned)**

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 proposed new lobby and courtyard entrance on the west are clearly modern in design and are appropriately situated on a secondary elevation. Both are reversible, and could be removed in the future without adverse impact to the historic structure.

A newly proposed rooftop viewing deck is clearly a modern addition. Its inclusion will require the removal of 5 characteristic dormers. The Design Advisory Board has recommended approval of the alterations to the roof to accommodate skylights and a westerly roof deck. **(Affirmative finding)**

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.*

See above.

Sec. 5.5.1, Nuisance Regulations

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

Sec. 5.5.2, Outdoor Lighting

Lighting information has been submitted in Plans L-102 and L-201. Walkway lighting exceeds the standards provided in Section 5.5.2 f. (2) for average light levels (.82 provided, should not exceed 0.5 fc.) The plan (L 102) provides a note that light levels follow IESNA guidance for illuminance levels specific to Intermediate area classification; those that have moderately heavy nighttime pedestrian activity. Even those standards provide a minimum light level of .5 for walkways. The DRB may support the modestly higher illuminance provided in the plan. Alternatively, light levels would need to be adjusted at walkways to meet an average illumination of .5 footcandles.

(Affirmative finding)

Sec. 5.5.3, Stormwater and Erosion Control

Some existing runoff east of the building will continue running into city catch basins. All other stormwater runoff will be captured onsite and infiltrated into the ground. Two retention areas are proposed along with a swale for conveyance. As noted previously, the Conservation Board reviewed this stormwater management plan and recommended approval. Final approval from the Stormwater Administrator is pending.

A comprehensive erosion prevention and sediment control plan has been provided. It, too, has been reviewed by the Conservation Board. As with the post-construction stormwater management plan, final approval by the Stormwater Administrator is pending. **(Affirmative finding as conditioned)**

Article 6: Development Review Standards:

Sec. 6.1.2 Review Standards

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

The submitted site plans do not define any significant natural features, other than the grade change. Existing landscaping is proposed to be augmented with additional plantings. **(Affirmative finding)**

(b) Topographical Alterations

The immediate grounds west of the existing structure remain at a level grade, with a continuous and precipitous drop as the site falls away toward the bike path and lake. The proposed westerly patio/walkway is illustrated at the 226 elevation. An existing paved area at the westerly edge of the parcel is offered for continued use as a parking area under this proposal. **(Affirmative finding)**

(c) Protection of Important Public Views:

Distant terminal views of Lake Champlain and the mountains to the east and west, and important public and cultural landmarks, framed by public rights-of-way or viewed from public spaces shall be maintained through sensitive siting and design to the extent practicable. This shall not be construed to include views from exclusively private property.

This remains a private property; however, those spectacular views from the west elevation of the structure will remain; to be supplemented by views from the proposed entry courtyard and the rooftop deck. The removal of rear porches will also introduce uninterrupted views from the interior of the structure to views of the lake and westerly mountains. **(Affirmative finding)**

(d) Protection of Important Cultural Resources:

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

See Section 5.4.8.

(e) Supporting the Use of Renewable Energy Resources:

Where feasible, the site plan should be so designed as to take advantage of the site's inherent potential to utilize sources of renewable energy including direct sunlight, wind, or running water. The site plan should also incorporate site planning and landscaping decisions intended to minimize energy demand such as siting buildings to maximize solar access or the use of deciduous and coniferous trees to create shade and windbreak.

Buildings should, where appropriate within the context of the neighborhood development pattern, maximize their solar exposure by being oriented to maximize natural light and heat gain during winter months, and to minimize casting shadows into ground floor living space of a building on an adjacent property.

As the structure is existing, most energy gain will result from improved energy efficiency of thermal systems on-site. A significant use of passive solar via skylight and sun tunnel is included in the plan. No part of this application will prevent the use of passive solar, wind, geothermal, water, or other alternative energies. **(Affirmative finding)**

(f) Brownfield Sites:

None are identified.

(g) Provide for nature's events:

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

The Conservation Board reviewed at sketch plan and on July 6, 2015 as a regular application; observing the sandy soils and recommended site infiltration in so far as practicable. The submission includes an EPSC which will require approval and acceptance by the Stormwater engineering staff. This was forwarded for their review July 3, 2015.

Design features which address the effects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage from circulation areas shall also be incorporated. The proposed westerly portico will provide covered entry for residents and visitors alike. It will also minimize the potential for injury due to ice and snow slide from the steeply pitched roof(s). A covered entry is also provided on the northerly west entrance; as well as a reconstructed entrance canopy on the east (front) elevation respectful of the original. (Affirmative finding)

(h) Building Location and Orientation:

This is an existing building which has a monumental street presence. No change to the building or its orientation is proposed with the new use. (Affirmative finding)

(i) Vehicular Access:

An existing vehicular access south of the structure and situated at the parking lot is proposed for continuation. That parking lot has 51 identified parking spaces. A new gravel parking lot is illustrated on the north, with a curb cut proposed for parcel immediately adjacent (329 North Avenue.) As recommended by the DAB, the southwest corner of that parking area will be paved to provide accessible and easily navigable spaces from the lot to the building. A proposed emergency vehicle access entrance is illustrated, with collapsible bollards. See Plan L-100 and L-103. (Affirmative finding)

(j) Pedestrian Access:

A broad network of sidewalks that intersect with public walkways is included. Pedestrians are free to move from the public right-of-way into the building, around the site, and to access the plaza area on the west. Revised plans inform of a walkway intended to connect the building to the lower/west parking area; a concern particularly when considering its extended use during winter weather and/or during evening hours. (Affirmative finding)

(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. Two new elevators are proposed; one to serve Burlington College within the southerly building, and one for the residential use in the former orphanage building.

Plan L100 illustrates 4 h/c parking spaces in the northerly lot. Per the direction of the Design Advisory Board, these spaces are now paved, to provide an easily accessible path to the pedestrian network and building entry. The building inspector has jurisdiction for determining adequate accessibility per ADA standards. **(Affirmative finding)**

(l) Parking and Circulation:

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

There is an existing parking lot on the south of the collective connective structures. The site plan illustrates 51 parking spaces. As this is an existing parking lot which is not “new or substantially improved”, there is no requirement to meet the shading requirement of this section, but the effort is broadly encouraged.

A new parking area is proposed west of the existing structure; this is intended to meet the obligation associated with the new use, however intended to be “temporary” in that future development will likely absorb the vehicles. This project must, however, stand on its own merit, so parking must be provided. The application is accompanied with a parking management plan and request for a parking waiver.

A shading plan is provided for the northerly and westerly lots have been provided (see Plan L-100 and L-104).

The new parking lot, with 26 spaces has been broken up with the addition of a small landscaped “thumb” on the east of the lot to meet this standard.

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

The proposed new parking area north of the site will have access from the adjacent parcel (329 North Avenue.) As noted, this is not anticipated to be a permanent lot, but an answer to parking obligation associated with this particular development proposal. Future buildout of the site is expected to enhance and increase parking opportunities for uses on the site as they are advanced. At such time any application is submitted and only after appropriate review, this northerly parking lot may be removed and replaced.

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 site offers an existing paved lot. There is an established circulation pattern that provides connectivity with pedestrian paths. A new gravel lot north of the building will connect to existing pedestrian paths and building entrances, providing much needed handicap access at grade.

Concrete curb stops are illustrated at the perimeter of parking areas; their detail provided on Plan L202.

The circulation pattern, as illustrated on Plan L-103 has met preliminary approval of the fire marshal for emergency access. In that plan, knock-down bollards are utilized at the street entrance to eliminate regular vehicular circulation. See Plan L-202 for detail on collapsible bollard.

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 southerly parking area is neither new nor substantially improved; however the applicant is encouraged to provide additional plantings/trees to reduce the effects of stormwater runoff, air quality, and the local microclimate on the parking area.

Plan L-101 defines a robust planting plan, including Maple and Zelkova “Greenvase” trees surrounding the westerly parking lot, with Hackberry and Maples surrounding the northerly lot. Plan L-104 illustrates parking lot shading for the westerly and northerly lots in excess of 50%; meeting this standard.

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.

The parking lot is linked to the pedestrian path network that leads to both the public right-of-way and the building complex. A defined and illuminated walkway is proposed to accompany the lower parking area to provide safe and comfortable access between that lot and the residential structure. Lighting for that path is illustrated on Plan L-102.

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.

Bicycle parking is identified on the site plan (C2.0) Landscaping Plan L 100 and within floor plans (A1.1.) Exterior racks are within the northerly parking area abutting a pedestrian path; adjacent to the entranceway to the south of the buildings, and at the rear lobby entrance area. The type of bike

rack is identified on Plan L202, and consistent with the *City of Burlington Bicycle Parking Guidelines*. Significant accommodation is made for interior bicycle storage as well. See Article 8 for bike parking requirements. **(Affirmative finding)**

(m) Landscaping and Fences:

A significant amount of landscaping is proposed, particularly with new tree plantings surrounding and adjacent to the pedestrian walkways. See Plans L-100-200. The fence illustrated is available for detail inspection on Plan L-202.

Existing retaining/stone walls along the western periphery will be removed for completion of the patio area. **(Affirmative finding)**

(n) Public Plazas and Open Space:

A large plaza is illustrated on the westerly side of the existing structure. It is pleasantly centered on a rear entrance area, and integrated into a larger landscaping and site plan. Additionally, the reclaimed circular front entry will provide a dramatic and beautiful forecourt area for pedestrian circulation and enhancement of the overall site. **(Affirmative finding)**

(o) Outdoor Lighting:

See Sec. 5.5.2.

(p) Integrate infrastructure into the design:

Dumpsters are proposed along the westerly edge of the existing south parking lot, and adjacent to the access entrance to the north parking lot. Detailed information has been submitted about dumpster enclosures.

Mailboxes are identified on the interior (Plan A1.1, Mail room east of Lobby.) New rooftop mechanical equipment is proposed to replace Burlington College's existing equipment; see Plan A2.1. New code-compliant elevators are proposed for both the college and residential use.

No other utility or mechanical infrastructure is identified on plans. If any other exterior connections or equipment are proposed (cable, gas, electric, generators, etc), they should be identified and forwarded for review.



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.

Two dumpster locations are identified on Plan L-100; an example of an enclosure submitted separately but an image included (above.)

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.

There is no information about HVAC, potential antenna or mechanical installation other than replacement of rooftop equipment for the college. Any equipment proposed for the exterior must be integrated with the building design, sited and/or screened to minimize visual impact of any equipment. **(Affirmative finding as conditioned)**

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:

The application is for the proposed re-use of an existing structure. From the streetscape, there is no change in massing, height or overall scale of the building. An increased rooftop projection on the orphanage building for an elevator shaft can be identified on the west elevation; as on a rear elevation, it is acceptable. See Plan A2.1. A new elevator is proposed for the college as well, and is similarly located on the westerly (rear) elevation of the flat roofed southerly building. It remains of little consequence relative to the overall massing of the structure. **(Affirmative finding)**

2. Roofs and Rooflines.

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

New roofs proposed are on the rear, with flat roofed additions on the lower floor. The central (westerly) rear addition mimics the current vehicular carports, and therefore is of little divergence from existing. The other, on the north/westerly side provides an additional entry with lobby and feature wall. As it is on a minor elevation and in a modern design vocabulary, it is an appropriate option for new construction.

There exist rooftop dormer penetrations, unique to the building and informing of interior use that required natural light. Five of the minor but unique dormer windows are proposed to be removed on the westerly elevation to accommodate a new rooftop veranda. The application proposes the insertion of skylights to maximize interior habitable area in the uppermost floor. The Design Advisory Board has recommended acceptance of both alterations

See previous comments about potential HVAC/mechanical equipment.

Replacement of rooftop mechanicals on the flat roofed section occupied by the college is consistent and acceptable.

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.

The Design Advisory Board has recommended approval of the proposed skylights and sun tunnels, although they recommended those on the east elevation be vertically aligned with the dormers. The exception was for the 2 located out of the roof valley. The two outer skylights on the lower row were recommended to be moved horizontally to be aligned with the dormer above. Two skylights on the upper row were recommended to be split so all skylights are the same size. Revised plans reflect these recommendations. **(Affirmative finding)**

3. Building Openings

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

The primary entrance from North Avenue is proposed to be altered, with removal of the 1960-1970s era chalet and glass entrance enclosure. Historic photographs inform of a simpler entrance; with a minor but articulated roof canopy accessed from dual arcing (granite?) steps. A simple handrail connected to elaborate entrance posts, which faced a landscaped island. This plan replicates that original configuration that at one time featured statuary of St. Joseph. No new central element has been defined or proposed.

The location for snow storage has been defined in several locations (Plan L 100). It can be noted that there is ample space to push snow to the west of the existing parking lot and away from pedestrian walkways.

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. Existing fenestration pattern is proposed to be retained on the historic structure, with replacement window sash.

No awnings are proposed in the plan.

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. **(Affirmative finding)**

(b) Protection of Important Architectural Resources:

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

See Section 5.4.8.

(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.

Although this will remain private property, the views of the lake and Adirondacks will be retained and preserved with the redevelopment as proposed. **(Affirmative finding)**

(d) Provide an active and inviting street edge:

The plan includes the removal of a 1960s era chalet-style entrance portico, and construction of an entrance canopy similar to the original. The curving pair of entrance stairs will be re-instituted. The site will be dramatically enhanced with plantings, pedestrian paths, and fencing that will demonstrate respect for previous site features, and offer a welcoming extension to residents and the community.

A modern porte-cochere in front of the more modern southern addition will be removed; an accessible entry to commercial space via a new pedestrian path is proposed. **(Affirmative finding)**

(e) Quality of materials:

New construction is relegated to the rear of the structure. The courtyard entry is a tinted glass enclosure with cedar clad columns set on concrete pads; the lobby entry illustrated with a glass and aluminum storefront entrance enclosure; the structure in brick veneer with a concrete base. The slate roof is proposed to be replaced on the orphanage structure. Replacement windows are aluminum clad single hung wood windows; skylights aluminum clad fixed units. **(Affirmative finding)**

(f) Reduce energy utilization:

All new construction is 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.

The number of existing window openings and their size will offer an opportunity for passive solar gain for interior spaces proposed. The Design Advisory Board has recommended approval of the roof windows as revised for alignment.

Although the principle building is large, it is surrounded by green space and is not likely to have adverse shadow impacts on any neighboring property. **(Affirmative finding as conditioned)**

(g) Make advertising features complementary to the site:

No signage is included in the application. Any signage will require a separate sign permit. **(Affirmative finding as conditioned)**

(h) Integrate infrastructure into the building design:

See Section 6.2.2. (p.)

(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 expressed the intent to sprinkle the building, which will allow greater flexibility in design and use while meeting current building and life safety code. All standards relative to ingress and egress as defined by the building inspector and fire marshal shall govern.

As a multi-unit residential building, an intercom system is recommended for resident safety.

Lighting at entrances shall be appropriate to assure resident security and adequate lighting.

(Affirmative finding as conditioned)

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located in the neighborhood parking district. As a result, each of the 63 dwelling units requires 2 parking spaces – a total of 126 parking spaces in this case. As proposed, 69 parking spaces will be provided for the residences. A 57-space parking waiver is sought. See Sec. 8.1.15 below for details.

The college, when it was approved in 2010, received a 73-space (45%) parking waiver. As proposed, the college would be reduced to just 29,000 sf. That area would require a total of 58 spaces (2 per 1,000 sf). A continuation of the 45% parking waiver would result in 26 required parking spaces. The existing 51-space parking lot south of the building will continue to serve the college. **(Affirmative finding)**

Sec. 8.1.15, Waivers from Parking Requirements/Parking Management Plans

The applicant is seeking a 45% parking waiver for the residences. This percentage is within the 50% permissible limit. The parking management plan cites a number of factors in support of the requested waiver.

Perhaps most importantly, the management plan notes the small unit types – just 1-bedroom and studios. The 69 proposed parking spaces exceed the number of bedrooms included in the proposal. The units will most likely be occupied by single individuals or possibly couples. The management plan also cites dual use with the onsite college parking lot during off-peak hours to provide guest parking for the residences if need be. Dual use of parking resources is specifically enabled by Sec.

8.1.12, *Limitations, Location, Use of Facilities*. The property is served by a bus stop with service to the nearby Ethan Allen Shopping Center and downtown. The property is also within walking or biking distance to North Street and downtown. This combination of factors is expected to result in limited parking demand.

The parking management plan goes on to refer to a nearby Carshare VT location at the intersection of North Street and North Avenue and includes a statement anticipating a future Carshare VT location on the subject property as it is built out in the future. The management plan, however, does not commit to use of Carshare VT or to provision of bus passes of residents. Item (d) of this criterion requires the parking management plan to identify strategies that the applicant will use to reduce or manage the demand for parking into the future including things such as implementing a car-share program, using shuttles, and/or providing public transit subscriptions. The management plan does not commit to any of these items. It must make a commitment to these, or similar, strategies. **(Affirmative finding as conditioned)**

Sec. 8.2.5, Bicycle Parking Requirements

Onsite bike lockers, bike parking, and a bike wash for residents will be provided. The apartments will require at least 16 long term bike parking spaces (such as lockers) and 6 short term spaces. As proposed, every dwelling unit will have provision for long term bike storage, and 8 outdoor short term spaces will be provided within a bike rack. **(Affirmative finding)**

Article 9: Inclusionary and Replacement Housing

Sec. 9.1.5, Applicability

As the proposed development includes more than 5 new dwelling units, it is subject to the inclusionary housing provisions of this Article. Twenty-five percent of the total unit count must be inclusionary (25% of 63 is 16 dwelling units) in this waterfront zone. The application indicates that these units will be provided. Note that inclusionary housing units must be included onsite – the offsite option is not allowed within any waterfront zone. Final approval from the manager of housing trust fund is required. **(Affirmative finding as conditioned)**

Article 11: Planned Unit Development

As a single building with more than 5 residential units, this project qualifies as a minor Planned Unit Development and is exempt from the requirements and standards of this Article. The project is, however, subject to inclusionary housing requirements per Article 9 above. **(Affirmative finding)**

II. Conditions of Approval

Assuming the traffic analysis satisfies the Department of Public Works as presented or with conditions, and also assuming that 15% - 30% slopes are accounted for, the following conditions of approval are recommend.

1. **Prior to release of the zoning permit**, revised project plans depicting the following shall be submitted, subject to staff review and approval:
 - a. Any additional exterior connections or equipment (cable, gas, electric, generators, etc), shall be identified on site plans and/or elevations as appropriate to be assessed for visual impact and screening requirement.
 - b. Areas of steep slopes (15% - 30%, and < 30% slopes) noted on the site plan(s) and accounted for in lot coverage and density calculations. 15% - 30% slopes shall be

afforded up to 50% of the standard lot coverage and density. < 30% slopes shall be eliminated from lot coverage and density calculations. Steep slopes shall be accounted for on both properties included in this application.

2. **Prior to release of the zoning permit**, a revised parking management plan shall be submitted, subject to staff review and approval. The revised plan shall specifically identify strategies that the applicant will use to reduce or manage the demand for parking into the future including, but not limited to, things such as implementing a car-share program, using shuttles, and/or providing public transit subscriptions.
3. **Prior to release of the zoning permit**, the applicant shall receive written verification of adequate wastewater capacity from the Department of Public Works.
4. **Prior to release of the zoning permit**, the inclusionary housing proposal included in this application shall be subject to the review and written approval of the manager of the city's Housing Trust Fund.
5. As a multi-unit residential building, an intercom system is recommended for resident safety.
6. At least **7 days prior to the issuance of a certificate of occupancy**, the applicant shall pay to the Planning & Zoning Department the impact fee as calculated by staff based on the converted square footage of the proposed development.
7. Days and hours of construction shall be limited to Monday – Saturday, 7:00 AM – 6:00 PM. No construction activity shall be allowed on Sunday.
8. In the event that archaeological resources are discovered during construction, the VT Division for Historic Preservation shall be notified.
9. A State of Vermont wastewater permit may be required.
10. All new utility lines shall be buried.
11. It is the applicant's responsibility to comply with all applicable ADA requirements.
12. All new construction is 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.
13. Any signage will require a separate sign permit.
14. Standard Conditions 1-14.