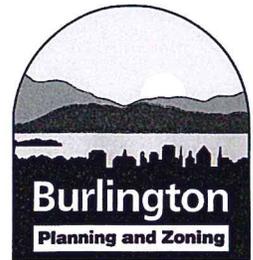


Department of Planning and Zoning

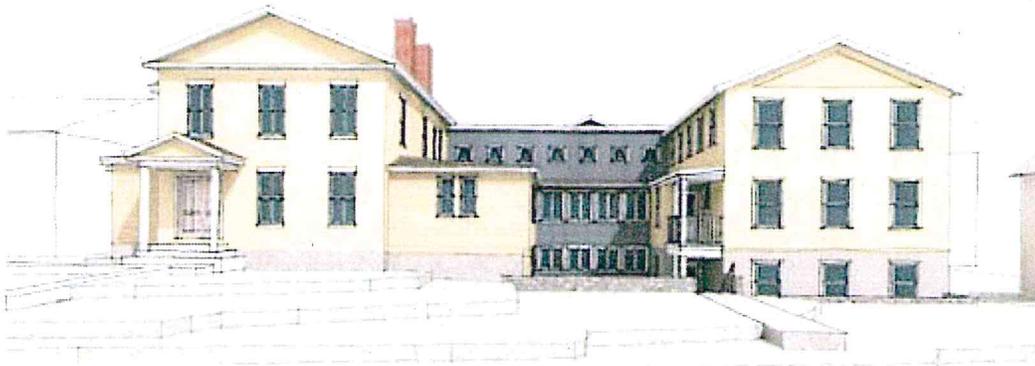
149 Church Street
Burlington, VT 05401
<http://www.burlingtonvt.gov/PZ/>
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

David E. White, AICP, Director
Ken Lerner, Assistant Director
Sandrine Thibault, AICP, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Senior Planner
Mary O'Neil, AICP, Senior Planner
vacant, Zoning Clerk
Elsie Tillotson, Department Secretary



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Senior Planner *moniel*
Date: November 18, 2014
RE: ZP15-0539SP; 289 College Street



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

File: ZP15-0539SP

Location: 289 College Street

Zone: RH **Ward:** 2

Date application accepted: October 28, 2014

Applicant/ Owner: Bob Duncan / 289 Live/Work LLC; Bruce Baker and Gregory Doremus

Staff site visit: November 4, 2014

Request: Sketch Plan review for addition to existing mixed use (office/1 residence) historic building; addition to include 12 apartments, flat roof connector building with lobby, exercise room, storage, laundry, mechanicals. Parking for 20 cars in rear lot; reduced from current parking size.

Background:

- Zoning Permit 11-0503CA; replace existing gas boiler, new vent through exterior back wall, south side. Approved December 2010.
- 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 is a Sketch Plan review of 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.

Article 3: Applications, Permits, and Project Reviews

Part 3: Impact Fees

Section 3.3.2 Applicability

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

Impacts fees will be based upon the gross new square footage submitted by the applicant. Any residential project containing newly constructed dwelling units or substantially rehabilitated housing units that are affordable for households (see subsections (1), (2) or (3) of Section 3.3.3.) are eligible for a waiver of impact fees for that portion of the project. The applicant is advised to

consult with the City Housing Trust Manager relative to ordinance pertaining to Inclusionary Zoning (Article 9) for applicability for this project.

Major Impact Review
Section 3.5.2 Applicability
(b) Major Impact Review

1. The Construction or substantial rehabilitation of five (5) or more dwelling units or the creation through adaptive reuse-conversion of 10 or more dwelling units.

The construction of 12 new apartments will trigger Major Impact Review.

Section 3.5.6 Review Criteria

The application and supporting documentation submitted for proposed development involving Conditional Use and/or Major Impact Review, including the plans contained therein, shall indicate how the proposed use and associated development will comply with the review criteria specified below:

(a) Conditional Use Review Standards: Approval shall be granted only if the DRB, after public notice and public hearing, determines that the proposed conditional use and associated development shall not result in an undue adverse effect on the following general standards:

1. The capacity of existing or planned community facilities;

This is an existing high density residential area. The net addition of twelve new residential units will increase the intensity of use at the site, but given the High Density Residential Zoning District, more dwelling units are anticipated. The increase in the number of dwelling units should be off-set by the payment of Impact Fees, and should ultimately pose no adverse impact to existing or planned community facilities.

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 addition of twelve new residential units in this high-density residential district would meet the character and specified intent of the zoning district. The applicant has defined the intent to create smaller units with fewer bedrooms, rather than a fewer number of residential units with a high bedroom count. Previous applications have been approved for units that were likely to have multiple roommates and require higher parking counts and management plans. This proposal is answering the demand for housing that has become a recent focus; finding residential options for professionals that wish to live close to where they work and play. The small unit size and limited bedroom count is the development response to the change to the Functional Family Housing provision, which now extends into the RH zone. Given the design intent and occupancy likelihood, this is a different animal than the four bedroom units previously entertained by this board. This substantial change decreases the change that the units will unduly and adversely affect the character of the area. As proposed, the increased number of units as a result of a significant decrease in unit size would seem to meet targets of the ordinance as well as the character of the zoning district.

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

The proposal includes appropriate consideration for resident parking, while utilizing an existing curb cut. As there is an existing office use and a single residential unit, there is active vehicular circulation on-site at present. Neighborhood traffic is not anticipated to be of measurable difference, given the existing conditions on College Street and the close proximity to institutions and downtown. An ordinance amendment (ZA 14-07) changes both the parking district (from Neighborhood to Shared Use) and the required number of parking spaces. See discussion under Article 8, below.

4. *Any standards or factors set forth in existing City bylaws and city and state ordinances;*

The zoning district and the City Master Plan support increased residential development in the RH zone. The application will be required to be compliant with provisions of Chapter 26; Burlington's wastewater, stormwater and pollution control ordinance.

There is no identified conflict with City bylaws or state ordinances.

5. *The utilization of renewable energy resources*

No part of this application will prevent the use of wind, solar, or water energy sources. Southerly exposure will complement the rear access/lobby for residential use; the broad westerly exposure will provide an opportunity for solar gain in the new apartments. All development will be required to meet energy efficiency standards as defined by Burlington Electric.

and,

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

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

The parcel is zoned for high density residential housing, and can accommodate the proposed density. The cumulative impact must be considered negligible.

7. *in considering a request relating to a greater number of unrelated individuals residing in a dwelling unit within the RL, RL-W, RM and RM-W districts than is allowed as a permitted use, in addition to the criteria set forth in Subsection (a) hereof, no conditional use permit may be granted unless all facilities within the dwelling unit, including bathroom and kitchen facilities are accessible to the occupants without passing through any bedroom. Additionally, each room proposed to be occupied as a bedroom must contain at least one hundred twenty (120) square feet. There must also be a parking area located on the premises at a location other than the front yard containing a minimum of one hundred eighty (180) square feet for each proposed adult of the dwelling unit in excess of the number of occupants allowed as a permitted use. All other green space standards must be observed.*

Zoning Amendment ZA-13-01 extended the Functional Family provisions of the ordinance to the RH district. *In all residential districts ~~except the RH district~~, the occupancy of any dwelling unit is limited to members of a family as defined in Article 13.*

Those restrictions will apply to the new residential units.

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

The proposal intends to utilize the existing vehicular access point off College Street. The edges of this parking access (and rear lot) are not clearly defined. Additional information about landscaping, parking barriers, and paving material will be required at the time of application.

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

Signage is limited to ADA handicap access/parking signage, which does not require zoning approval. Any additional signage will require a separate sign permit.

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

Whenever parking is proposed against a property line, headlight trespass is a concern. It may be appropriate to consider landscaping or some other device to prevent light from crossing the property line to the south, and perhaps the west. (There is a significant grade change to the west, with the Fairpoint parking lot immediately adjacent.) The goal is to prevent headlights reaching neighboring properties in a manner that would be unwelcome or introduce a nuisance.

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

The Comprehensive Development Ordinance Section 3.2.9 (d) effects a two year time limit on project construction and completion.

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

Typical and reasonable hours for development are Monday through Friday 7am to 6 pm with a limit on weekend hours (Saturday 9 am to 5 pm for interior work only.)

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

This is a statutory requirement.

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

Hours of construction are proposed to be limited. Any other performance standards would be at the discretion of the DRB.

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

Conditions would be proposed under the appropriate findings.

(b) Major Impact Review Standards:

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

The addition of 12 residential units within the RH zoning district is not anticipated to unduly impact water, air or noise pollution. The permit history defines as many as 16 dwelling units at one time within this building (see permit history, 1978.) If implemented, those units must have been very limited in size. Similarly, the building addition proposed includes small dwelling units (bedroom count is not specified; however parking is calculated based on studio/1 bedroom units) which are typically associated with singles or couples.

Limitation on the hours of construction will address undue noise during the actual construction period.

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

The applicant will be required to provide written documentation from the Department of Public Works that there is sufficient water and wastewater service for the proposed new residential units.

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

See above for written assurance condition.

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;*

The applicant is required to submit a *Small Project Sediment and Erosion Control Plan* as well as a *Stormwater Management Plan*. The project will be reviewed by the Conservation Board after application for recommendations and guidance. All plans must be sufficient to meet the requirements of Chapter 26 review, and receive written approval by the City Stormwater Administrator.

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

The addition of new residential units in an existing, developed high-density residential neighborhood should not cause unreasonable congestion or unsafe conditions. The project is located within walking distance of downtown and major institutions, such as UVM, Champlain College, and FAHC. It is on the route of the College Street Shuttle with connections to other CCTA bus routes. Any impacts will be largely mitigated by Impact fees.

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

The size and limited bedroom count of the proposed new 12 residential units are unlikely to attract families with children; however the new units should not unreasonably burden the City's educational services. Any potential impacts will be mitigated by Impact fees.

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

Infrastructure is already in place; the addition of new residential units will be offset by the payment of required Impact Fees.

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 existing building is within the **Main Street College Street National Register Historic District** (see attached.) The applicant, aware of the sensitivity of the principle structure, has created a flat roofed connector between the old and the proposed new addition. While massing and rythmn are similar, the new addition forgoes historic detail (temple front, dual chimneys, window lintels, pedimented entry) and offers a similar, but simplified plan. The connector, with dark materials and recessed placement, remains deferential. ADA access has been delegated to a secondary façade, which will ease transition between vehicles and resident entry. In these efforts, the development does not appear to present an adverse impact to the existing historic structure.

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 increase in residential units is anticipated to be inconsequential on future growth patterns; rather, is in concert with Burlington's Municipal Development Plan.

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

The Municipal Development plan defines the mission to respect the city's architectural and cultural heritage (Page I-4), to conserve the existing elements and design characteristics of its neighborhoods and maintain neighborhood proportions of scale and mass (page III-1), as well as supporting the development of additional housing within the city (Page IX-1.) Additionally, the MDP directs development to respect the character of existing buildings and settings (Page IV-5.)

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;*

The development is specifically proposed to meet a deficiency in housing types; one bedroom rental units. The project is intended to increase both the number and quality of housing units within the City.

and/or

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

Any impact of the development of new residential units will be offset by required Impact Fees.

Article 4: Maps and Districts

Section 4.4.5 Residential Districts

(b) Dimensional Standards and Density

Table 4.4.5-2 Base Residential Density

RH (high density)		40 dwelling units/acre allowable	Allowable intensity of use per Section 5.2.7 (a)
289 College Street (existing)	Lot size 21,376 by Assessor’s record. Applicant’s survey may differ. (21,810 on provided narrative.)	Existing units: 5 1 residential, equivalent of 4 in office space. (5800/1500 = 3.8, or 4. 4 + 1 = 5 existing	21,810/43560 = .5 acres 17 units proposed (13 residential, office sq.ft. 5800/1500 = equivalent of 4 units)
Proposed		Proposed units: 12 new, 1 existing residential, office space equivalent to 4 dwelling units. (5800/1500 = 3.8, or 4) Total 17 proposed.	17/.5 = 34 (<40, res. Density cap for RH, 46 with IZ)* Meets allowable density as proposed.

* **Please note:** Calculations for Density and Intensity of Development are made utilizing specific method outlined in Section 5.2.7 (a).

Table 4.4.5-3 Residential Dimensional Standards

Zoning District	Max. Lot Coverage	Setbacks			Maximum Height
		Front	Side	Rear	
RH	80%	Ave. of 2 adjacent lots on both sides +/- 5’	10% of lot width, not less than 5’. May average neighboring properties	25% of lot depth, not less than 20’	35’
Existing	57.26% (12,490/21,810)	Approx. 25’ as scaled from submitted plan. Needs confirmation.	>7.5’, specific measurements not given.	Approx. 63’ as scaled from plan	Not provided
Proposed	71.89% (15,680/21,810)	Addition is set back from existing building frontage approx. 4’	7.5’ as averaged from adjacent properties (2 on east, one on west.)*	Approx. 42’ as scaled from plan. Lot depth of 169’ would require 42.45’. Needs confirmation.	Does not exceed existing building height. < 35’ offered. Needs accurate number to confirm.

Application appears to meet residential dimensional standards. *Needs illustration of setback measurements of adjacent properties to confirm, and submission of height and rear setback measurements.

Article 5: Citywide General Regulations

Section 5.1.1 Uses

Offices are not a permitted use in the RH zone (See **Appendix A, Use Table, and Section 5.1.1. (a), Preexisting uses**); however this is an existing, permitted office and therefore may remain.

Attached dwellings, multi-family are a permitted use in the RH zone. See Appendix A, Use Table.

Part 2: Dimensional Requirements

Section 5.2.1 Existing Small Lots

Not applicable.

Section 5.2.2 Required Frontage or Access

The lot has access to a public road. (College Street.)

Section 5.2.3 Lot Coverage Requirements

See Table 4.4.5-3, above.

Section 5.2.4 Buildable Area Calculation

Not within the RCO, WRM, RM, WRL or RL zoning district.

Not applicable.

Section 5.2.5 Setbacks

See Table 4.4.5-3, above.

Section 5.2.6 Building Height Limits

See Table 4.4.5-3, above.

Section 5.2.7 Density and Intensity of Development Calculations

See Table 4.4.5-2, above.

Part 4: Special Use Regulations

Section 5.4.8 Historic Buildings and Sites

(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 (the Peck House) was constructed as a residence. The alteration is proposed to increase the residential use, but retain the office use approved in 1980.

- 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. A connector building will allow some distance between the historic building and the proposed new addition. In arrangement, materials, and detail, the historic structure will be left almost entirely intact. Some alteration will occur at the point of connection; however this centered on the west/south elevations that are limited in visibility.

- 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.*

The addition as proposed will not introduce any false history; rather it will be discernable in lap siding and the absence of detail as a newer modification to an existing structure. No conjectural features have been identified.

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

There are multiple additions to the original structure; an enclosed front porch, a westerly single storey addition, a bedroom enlargement on the east and a two storey southerly (rear) addition. All will be retained, and provide evidence of the building's evolution.

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

Although Sketch Plan offers an opportunity for a general overview of a development project, there is not a level of specificity within this application as to the treatment of the historic structure. The applicant is aware of the building's sensitivity; changes to materials, features and finishes will need to be outlined in a final application.

- 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.*

See above.

- 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.*

As far as is understood from this outline, no part of this project suggests physical treatments that may harm the historic structure.

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

None identified. If ground disturbance bring significant artifacts or other resources to light, then appropriate measures will be taken 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 for a structural addition to an existing historic property is always challenging. This application seeks to find compatibility with the existing building height, roof design, massing, and arrangement. If the new work remains deferential to the historic structure, and does not overwhelm the site in proportion or mass, the integrity of the property may remain.

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.

Although unlikely, it is possible to consider the new addition as entirely reversible; the possibility of its removal leaving no adverse effect on the existing historic structure. The point of physical contact is relatively minimal, limiting loss of historic fabric.

Article 6: Development Review Standards

PART 2: SITE PLAN DESIGN STANDARDS

Section 6.2.2 Review Standards

(a) Protection of Important Natural Features:

Similar to 323-325 College Street (ZP11-0086CA), there is a substantial lawn west of the existing structure which is proposed to accommodate the new residential addition. A landscaping plan (existing, and proposed) as well as plans for Stormwater Management and Erosion Protection and Sediment Control will be required as part of a final application.

(b) Topographical Alterations:

Again, the existing lawn slopes very gradually to the west, an area that is proposed to accommodate the development. The new addition is proposed to sit on what appears to be a raised foundation (a structural feature that is very common in Burlington's Hill Section homes, particularly with redstone) with exposed foundation walls. Functionally, the living area on the lowest level will emerge from the grade change, benefiting from that topography.

(c) Protection of Important Public Views:

This is a private parcel, where there are no publically accessible views. New residents, however, may have the opportunity to enjoy westerly views toward Lake Champlain.

(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 Section 5.4.8(b).

See Section 5.4.8 above.

(e) Supporting the Use of Renewable Energy Resources:

No part of this application will preclude an opportunity to use direct sunlight, solar, wind, or geothermal; all of which are encouraged.

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.

Significant fenestration on the west, and in a more limited fashion on the south elevation, will allow access to available solar.

It does not appear that the building connector or addition exceeds the height of the existing building. Due to placement of the new addition, no neighbors to the north, and a parking lot to the west; shadow impacts are not anticipated by the new addition.

(f) Brownfield Sites:

None identified.

(g) Provide for nature's events:

The connector porch will provide a covered, dry access point for residents to transition from the parking lot to the building. Pedestrian access from the College Street sidewalk will continue via paired walkways from College Street; the westerly one to an entrance to the basement and 2nd floor units.

(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 generally aligns with the street façade of the existing structure; reinforcing the street-edge and continuing the pattern of established development along College Street. The new building, however, is proposed to be set back approximately 4’ from the existing building line, to offer a respectful subservience to the 1835 structure.

(i) Vehicular Access:

The existing driveway is proposed for continued use. No increase in the level of non-conformity may be permitted (relative to encroachment into the required minimum setback.) The driveway is proposed to maintain its existing alignment, running along the easterly property line to the existing (albeit) reduced rear parking area.

(j) Pedestrian Access:

Pedestrian walkways are provided from the city sidewalk to the existing office use, and to the new structural addition. A small walkway is illustrated on the model to the parking area; this will need better definition to ascertain the safety of pedestrian mobility from the parking area to the structure.

At site visit (11/4/2014), it was noted that a significant number of people (residents from the abutting southerly residential structure, those coming through Main Street, and from properties to the east) use this lot as a “cut-through” to College Street. A well established “desire path” is evident on the northwesterly corner of the lot. While new development may curtail some of this trespass, it would be worthwhile to design the hardscape to accommodate the proposed uses

(office, residential access points), with an effort to assure residential privacy while discouraging use as a public passage between Main and College Street.

(k) Accessibility for the Handicapped:

An accessible unit is proposed for the rear/south elevation; one h/c parking space is noted on the submitted site plan. The narrative states:

A new handicapped ramp and common lobby entrance from the parking area will provide handicapped access to the first floor office spaces and first floor apartments. This will provide the majority of the office space with handicapped access, and the four new first floor units will comply with the VT Access Rules 2012, as well as providing one fully accessible unit as per the requirements of the Burlington Code of Ordinances.

ADA standards will be a requirement, with oversight by the building inspector.

(l) Parking and Circulation:

The existing parking area on the south is a large, undefined gravel area. Previous permitting has acknowledged up to 27 spaces (1987 approved site plan.) Changes to the parking requirements per Zoning Amendment 14-07 will diminish the number of required parking spaces for this development. A total of 16 parking spaces will be required for the proposed 13 residential units and 5800 sq. ft. office space. The applicant proposes 20 parking spaces, which will meet the requirements of the ordinance and amendment. See Article 8 for further examination. It would be preferred, however, that the parking area be defined with pavement, parking barriers, and landscaping to define access, boundaries, limit headlamp glare, and to protect neighboring properties.

Parking areas greater than 720sf (4 parking spaces) shall include shade trees of a minimum caliper size of 2.5"-3" and canopies sufficient to shade a minimum of 30% of the cars and/or impervious surface to reduce the effect on the local microclimate.

A landscaping plan will be a requirement for final application. The re-vamped parking area will require some plantings to meet this standard. An assessment of the parking area and determination of how many trees will be required to meet the 30% shading (or how many existing trees may contribute to this requirement) can be made at application.

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.



As noted, a walkway is illustrated on the modeling studies as an entrance to the rear porch area. This will need to be defined on a final site plan to assure safe passage between vehicle parking and building 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.

Both long term and short term bicycle parking will be required. An outdoor bike rack is recommended for the residential occupants, and should be illustrated on the site plan. This is addressed within Article 8 review.

(m) Landscaping and Fences:

No definition is given on the submitted site plan. A landscaping plan will be required.

Although it appears that a property survey has been done (spray paint on the ground), no pins were observed at the site visit. As the parking area almost immediately abuts a playground on the south, it is advised that a fence or structural barrier be provided to prevent vehicular trespass onto that property. Similarly, headlamp glare may create a nuisance for those properties immediately to the south, and could be ameliorated with appropriate screening.

(n) Public Plazas and Open Space:

There are no public plazas on site.

(o) Outdoor Lighting:

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

Sketch Plan does not offer this level of specificity. A final application should include a lighting plan with photometrics, meeting the performance standards as noted. Fixture spec sheets, with lumens should be included.

(p) Integrate infrastructure into the design:

The location of mailboxes, utility connections, mechanical equipment (particularly if roof mounted), recycling and dumpster locations must be identified at application.

PART 3: ARCHITECTURAL DESIGN STANDARDS

Section 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 proposed addition echos the original structure in mass, roof style, fenestration and arrangement; connected only by a recessed structural link. The buildings may appear as two, depending upon the point of examination along the streetscape. They appear more alike than dissimilar; however distinguished by material differentiation and elimination of historic detail (chimneys, temple front, entrance porch, window lintels, brick construction.)

2. Roofs and Rooflines.

A gable roof with a simplified cornice line is proposed. This provides a similarity to the existing structure, but tries neither to compete nor replicate the roof of the historic brick building.

3. Building Openings

The principal entrance to the existing structure is the predominant entrance to the office use. The College Street entrance to the new addition is available via a pedestrian sidewalk; connecting to a courtyard with an easterly covered porch. An entrance appears to be available to both the lower (1st) and 2nd residential floors.

Handicap and overall access is provided directly from the south/parking lot area via a ramp and a common lobby area. Both the office use and 1st floor residential units will be provided accessible entrance.

Window openings maintain consistent patterns and proportions appropriate to the use.

(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 Section 5.4.8. The introduction of new buildings to a historic district listed on a state or national register of historic places shall make every effort to be compatible with nearby historic buildings.

See Section 5.4.8 (above.)

(c) Protection of Important Public Views:

There are no protected public views from this site.

(d) Provide an active and inviting street edge:

The building connector is proposed to be significantly recessed behind the primary structure, but providing an attachment to the three storey residential addition that will be setback back approximately 4' from the existing building line. Walkways, porches, and a courtyard area signal the building's openness to the public street.

(e) Quality of materials:

Materials have not been defined, other than "lap siding" for the connector. The existing building is brick. .

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, Section 5.4.8.

The connection between buildings will have some impact on the historic structure; loss of historic fabric is understood to be minor.

(f) Reduce energy utilization:

All construction will be required to meet the energy efficiency requirement of Burlington Electric Department.

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.

No alternative solar access is proposed; however nothing within this application prevents the utilization of alternative energy methods.

(g) Make advertising features complementary to the site:

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

(h) Integrate infrastructure into the building design:

Laundry facilities, mechanicals, and storage space are proposed within the connector structure. An examination of likely locations for mailboxes, recycling, trash, and bicycle storage is required. Any mechanical equipment (HVAC, condensing units, ERVS, etc) should be identified on the site plan/elevations as appropriate to evaluate the need for screening. Utility connections and mechanical equipment should be located away from primary facades; preferably out of visual range and screened from public view.

(i) Make spaces secure and safe:

Although it has been assumed, the applicants will need to define whether the new building(s) will be sprinklered.

As a multi-unit residential structure, an intercom system is recommended for occupany security. The proposal must meet all required ingress and egress measures as defined by the building inspector and the fire marshal.

Article 8: Parking

Zoning Amendment 14-07 has altered the parking district for this parcel, as well as the specific parking requirement. See attached amendment, which is within a 150 day active period since warned June, 2014. Previously mapped as part of the Neighborhood Parking District, Map 8.1.3-1 has been modified to expand the Shared Use Parking District to this neighborhood. New requirements per Table 8.1.8-1, as modified by ZA14-07, require .33 parking spaces per Studio/1 bedroom unit. The applicant will need to break down the bedroom count for all residential units to appropriately assign a parking requirement to this proposal; however if all residential units are 1 bedroom or studio apartments, the calculation is:

$13 \times .33 = 4.29 \text{ (4)}$

Office space 5800 existing at 1 parking space/500 sf. = 11.6 (12)

12 + 4 = 16 parking spaces required; 20 are provided on the site plan. As proposed, parking requirements are satisfied for 13 residential (Studio or 1 bedroom) units and 5800 sq. ft. of office space.

Section 8.1.12 Limitations, Location, Use of Facilities

(h) Compact Car Parking

Compact parking spaces maybe used in parking structure or lots. Up to fifteen (15%) percent of the total parking spaces in a parking garage may be designated for compact cars. Such spaces shall be signed or the space painted with the words "Compact Car Only."

All parking spaces should be the minimum size required by Table 8.1.11-1; that is, 9' x 20'. The submitted site plan defines the spaces in the southerly row as 8'10", which is sub-standard. They also scale to about 18'6" in length, also less than the standard requirement. Although the parking area is existing, efforts should be exercised to meet the minimum parking requirements of the ordinance.

The 15% limitation noted in this standard is identified for parking garages, not lots. Compact cars have no specific limitation in parking lots.

Section 8.1.3 Parking for Disabled Persons

Parking spaces for disabled persons shall comply with current Americans with Disabilities Act guidelines and shall be at least eight feet (8') wide with an adjacent access aisle at least five feet (5') wide. Parking access aisles shall be part of an accessible route to the building or facility entrance. Accessible parking spaces shall be designated as reserved for the disabled by a sign showing the symbol of accessibility. Painting of the paved area for the dedicated parking spaces alone shall not be sufficient as the sole means of identifying these spaces.

One handicapped parking space is identified on the submitted site plan, with an adjacent access lane that appears to immediately connect to the building access ramp. Signage to identify the space as reserved must be included, as noted.

Section. 8.2.5 Bicycle Parking Requirements

Tale 8.2.5-1

Requirement per CDO	Residential Housing Living, multi unit, 1 per 4 units Long Term; 1 per 10 units Short term. Office use: 1 per 5,000 sq. ft Long term.; 1 per 10,000 sq. ft. short term.
289 College Street requirement	Residential: 3 long term, 1 short term. Office use: 1 long term, 1 short term. Total bicycle parking requirement: 4 long term, 2 short term.

All bicycle parking will be required to be identified on site plans and/or floor plans as appropriate. The applicant is encouraged to provide bicycle parking in excess of the (minimal) requirement, to meet the anticipated need of residents.

Section 8.2.7. Location and Design Standards

- (a) *All bicycle parking facilities shall be installed in accordance with the department of public works "Bicycle Parking Guidelines."*
- (b) *Bicycle parking or a sign leading thereto shall be visible from the main entrance of the structure or facility.*

- (c) *Bicycle parking shall be visible, well lit, and as convenient to cyclists as auto parking.*
- (d) *Bicycle parking facilities shall provide sufficient security from theft and damage. They shall be securely anchored to the ground, shall allow the bicycle wheel and frame to be locked to the facility, and shall be in a location with sufficient lighting and visibility.*
- (e) *Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of Art 6.*
- (f) *Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.*
- (g) *Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.*
- (h) *The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.*
- (i) *Bicycle parking racks and lockers shall be anchored securely.*
- (j) *Existing bicycle parking may be used to satisfy the requirements of this section provided the rack design is consistent with the department of public works "Bicycle Parking Guidelines."*

Bicycle parking shall be identified on site plans and/or floor plans as appropriate; meeting the above standards.

Article 9: Inclusionary and Replacement Housing

Section 9.1.5 Applicability

- (a) *The creation of five (5) or more residential units through new construction and/or substantial rehabilitation of existing structures...*

The application for 12 new residential units requires inclusion of IZ units. Typically, 15% of new units are required to be perpetually affordable. 15% of 12 new units = 2 units. The applicants are encouraged to work with the Housing Trust Manager through CEDO to confirm the number of units, to agree on the level of affordability and corresponding rents, and to secure a letter of compliance that may reduce Impact Fees proportionately for the development.

Article 11: Planned Development

Section 11.1.3 Major and Minor Planned Unit Development

A minor Planned Unit Development shall include any development consisting of:

- (a) *5 or more units in a single structure, prompting the requirements of Article 9, Inclusionary and Replacement Housing.*

Minor PUD's shall be exempt from the requirements and standards of this article, but shall be subject to the development standards as otherwise required by this ordinance.

Although the number of new residential units triggers identification as a minor Planned Unit Development, this project is exempt as noted from the specific requirements of Article 11. See Article 9, above for review of Inclusionary requirement.

NOTE: These are staff comments only. The Development Review Board, who may approve, table, modify, or deny projects, makes decisions.

RECEIVED

OCT 28 2014

Duncan
sniewski 
ARCHITECTURE

October 28, 2014

PROJECT DESCRIPTION

289 College Street
Burlington, VT 05401

**DEPARTMENT OF
PLANNING & ZONING**

PROJECT OVERVIEW

The site is located in the RH district, and includes an historic residence that was changed into office space in ca 1989, while leaving an apartment in the rear second floor portion. The property comprises one-half acre, and includes a graveled parking lot at the rear and west portions of the parcel. Current office space use totals approximately 5800 SF on three different levels, and is proposed to remain, possibly even to include accommodations for residents of the proposed new apartments.

The proposed addition is connected to and yet separated from the historic building by a new stair tower that serves the twelve proposed apartments and also incorporates the existing stair that serves the current second floor apartment in second floor rear portion of the historic building. Even though the new construction is connected to the existing, it will be constructed as a separate building for building code purposes.

PROPOSED DESIGN

The building addition has been sited to create a courtyard space to the west of current basement office space. Entrance to the new stair serving the proposed apartments is accessed through this courtyard space, providing direct access for residents to easily connect to College Street for a direct connection to downtown, City Market, and other amenities of downtown Burlington. The form of the addition takes two shapes: 1) a flat roofed section that connects new to old, and distinguished by a darker color and contrasting materials, and 2) a gable roofed portion (pitch matches original), with simple punched windows and lap siding. The addition will have a maximum of 4 units/floor in three floors, total twelve units. Common space amenities such as storage, laundry, mechanical and exercise space will be accommodated in the connector addition fronting on the courtyard.

Parking for 20 cars will be located at the rear of the property in the general location of the existing parking area, albeit a reduced footprint of parking. The first floor of the new apartments will match the historic building first floor, so that a new handicapped ramp and common lobby entrance from the parking area will provide handicapped access to the first floor office spaces and first floor apartments. This will provide the majority of the office space with handicapped access (there is none now), and the four new first floor units will comply with the VT Access Rules 2012, as well as providing one fully accessible unit as per the requirements of the Burlington Code of Ordinances.

RECEIVED

OCT 28 2014

DEPARTMENT OF
PLANNING & ZONING



289 COLLEGE STREET
BURLINGTON, VERMONT

COPYRIGHT © 2014. ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

SKETCH PLAN

Duncan
Wisniewski ARCHITECTURE



255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

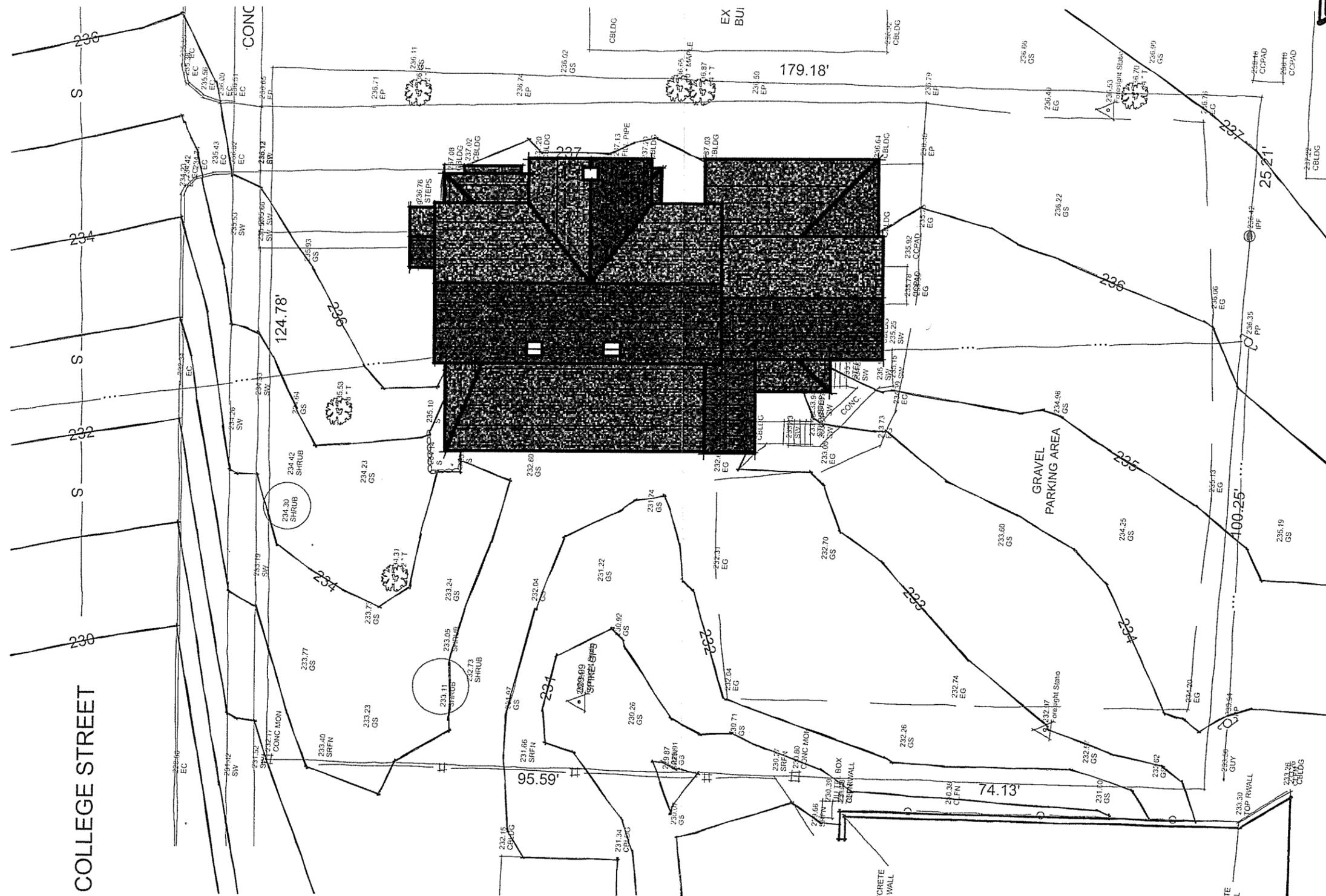
DATE: 10.28.2014

A5-1

RECEIVED

OCT 28 2014

DEPARTMENT OF
PLANNING & ZONING



EXISTING SITE PLAN

Scale: 1" = 20 ft



SITE SURVEY PROVIDED BY:
BRADFORD HOLDEN, L.S.

289 COLLEGE STREET
BURLINGTON, VERMONT

COPYRIGHT © 2014. ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

SCHEMATIC DESIGN

Duncan
Wisniewski
ARCHITECTURE

DATE: 10.28.2014

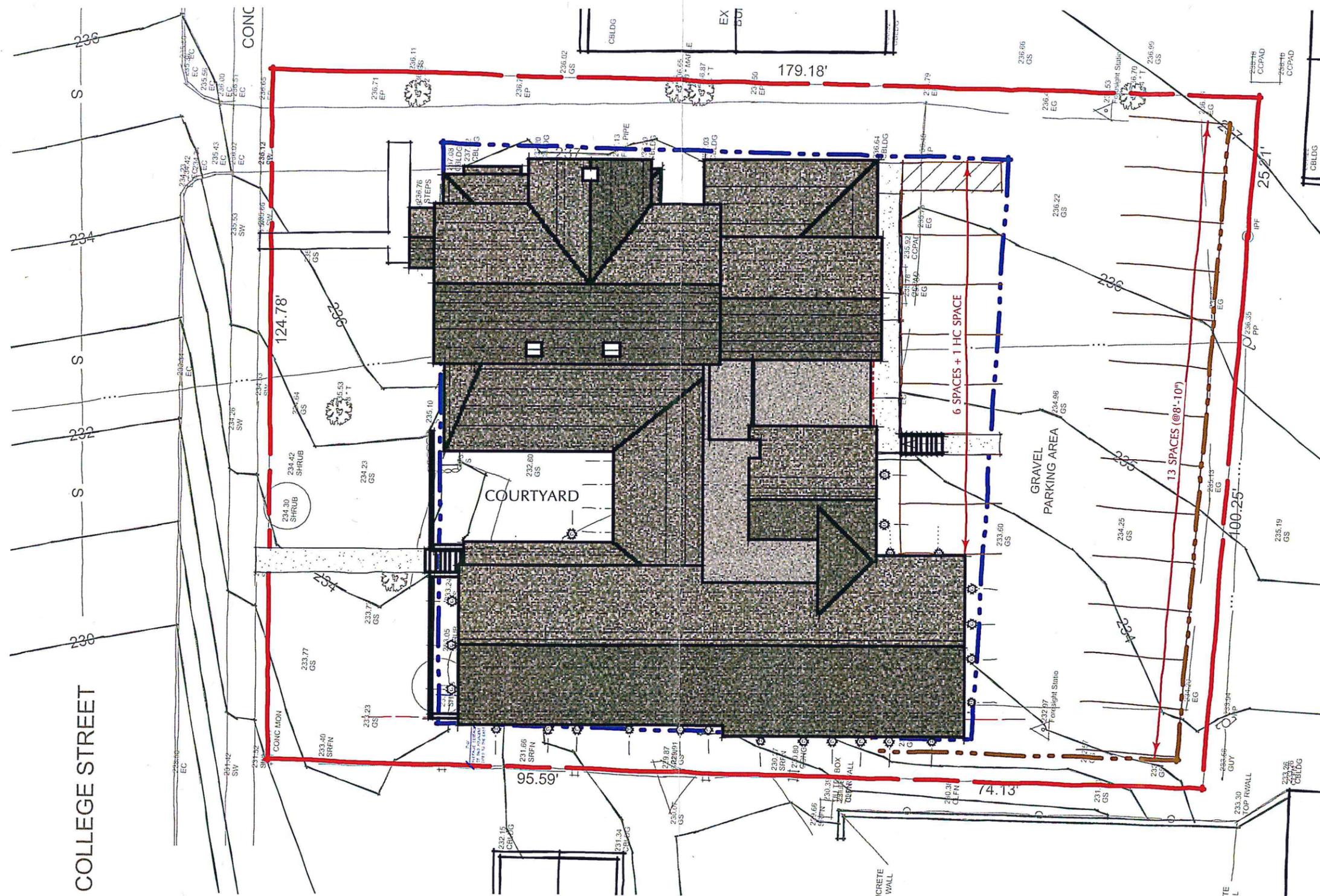
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

EL-1-1

RECEIVED

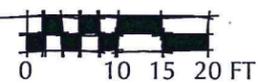
OCT 28 2014

DEPARTMENT OF
PLANNING & ZONING



PROPOSED SITE PLAN

Scale: 1" = 20 ft



289 COLLEGE STREET
BURLINGTON, VERMONT

COPYRIGHT © 2014. ALL RIGHTS RESERVED
DUNCAN + WISNIEWSKI ARCHITECTURE
A Professional Corporation

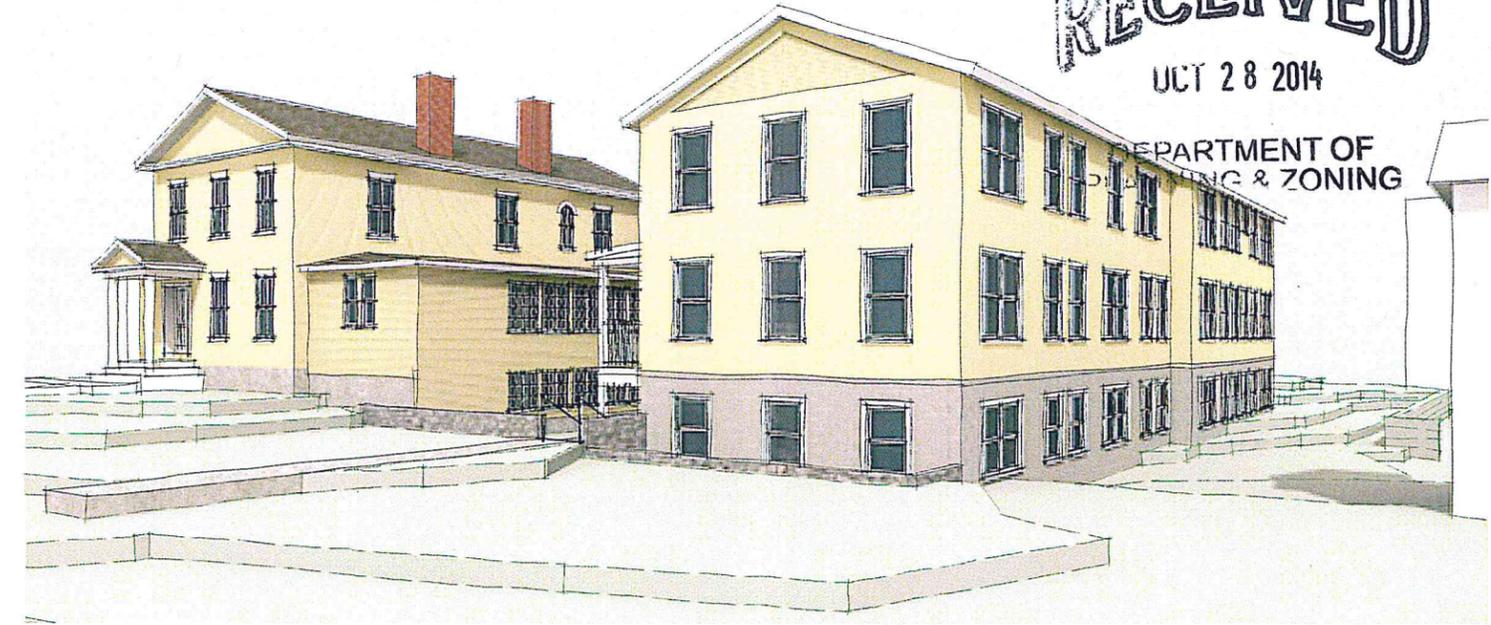
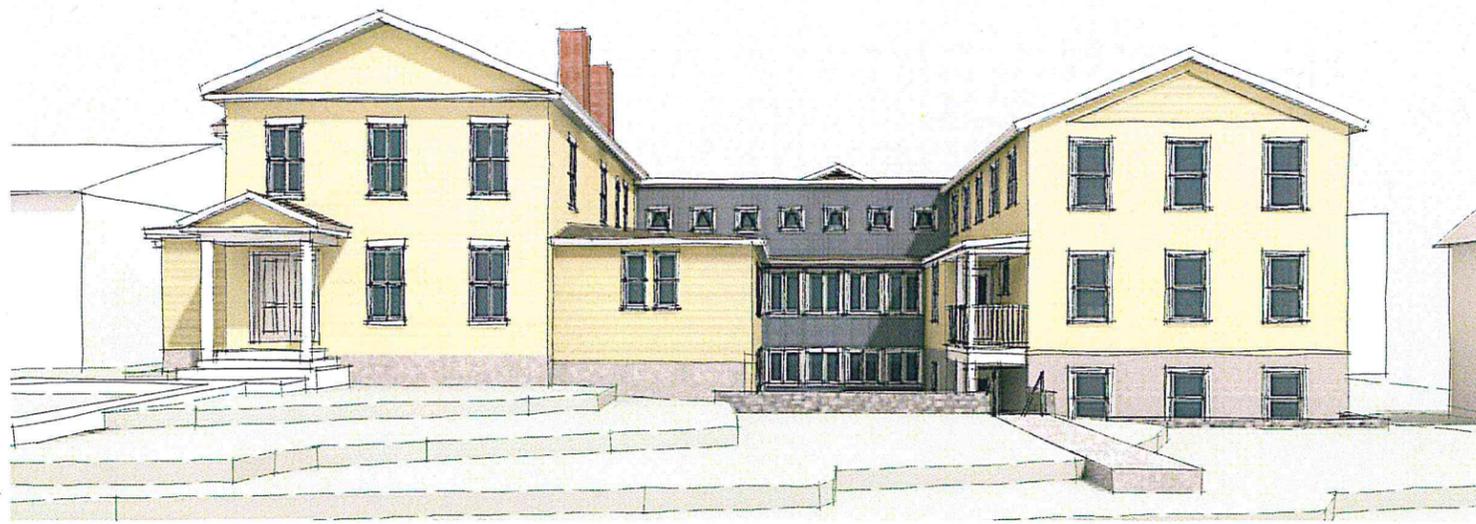
SCHEMATIC DESIGN

Duncan
Wisniewski ARCHITECTURE

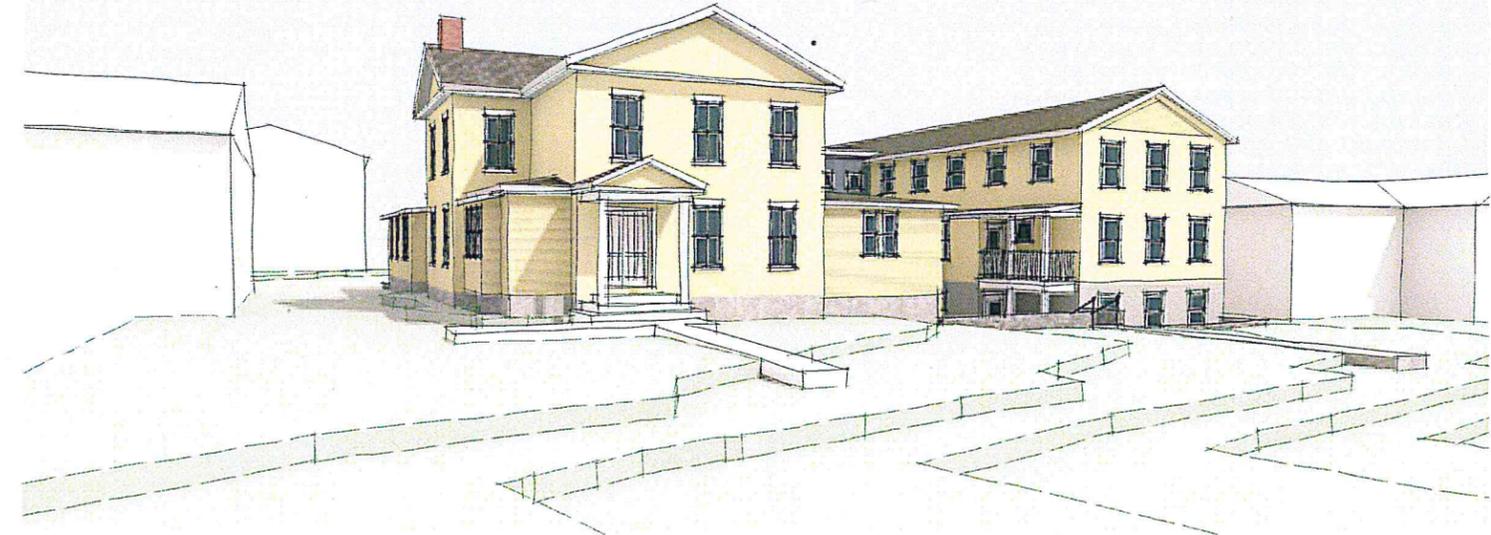
DATE: 10.28.2014

255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693

L1-1



RECEIVED
OCT 28 2014
DEPARTMENT OF
PLANNING & ZONING



289 COLLEGE STREET
BURLINGTON, VERMONT

COPYRIGHT © 2014. ALL RIGHTS RESERVED
DUNCAN • WISNIEWSKI ARCHITECTURE
A Professional Corporation

SCHEMATIC DESIGN

Duncan Wisniewski ARCHITECTURE
255 SOUTH CHAMPLAIN STREET
BURLINGTON, VERMONT 05401
T: 802.864.6693
DATE: 10.28.2014
A2-4

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 39

The house has a rear wing of 1 1/2 stories and 4 x 1 bays with a gable roof and cornice returns. Extending to the west side of this wing is an ell of 2 x 1 bays, with a shed roof that meets the west porch.

The alcove formed by the main block and east ell is filled with a 2 story, 1 x 2 bay porch of which the second story is enclosed with panels behind a balustrade and glazing between the boxed posts supporting a molded cornice and flat roof. The first story is open with boxed posts and serves a side entrance. A second porch, 3 x 1 bays and 1 story, spans the full width of the west elevation. The shed roof is supported by undecorated columns tapering toward the top. Spanning between the columns is a balustrade with turned posts.

The house has a single, square, interior chimney that lies on the rear wing ridge. The windows have 6/6 sash with flat arches and wooden sills; most of the windows have louvered shutters.

This house is one of the houses on the south side of College Street constructed by the Morse Brothers (#s 46 and 47 are others). It is thought to have been built by T.S. Peck for one of his sons or sons-in-law.

45. Town Center Condominiums (295-297 College Street); 1980

This modern structure is an infill building between two of the Peck estate Greek Revival houses on College Street (See #44 and #46). It attempts to be unobtrusive by keeping a deep setback similar to the older buildings surrounding it. The 2-story, gable-roofed, aluminum-sided, 4-unit condominium is evidence of the continued development pressures in the district. This is non-contributing due to age.

46. Peck House (289 College Street); c.1835

This Greek Revival house of 2 stories, 3 x 3 bays, and gable front roof was, like #s44 and 47, built by the Morse brothers for the Peck family (Dr. John Peck was a wealthy druggist and merchant.). It is constructed in L-plan with a pedimented gable facing north onto College Street. This building is currently used for professional office space.

The classically molded front pediment encloses a semi-elliptical louver while a similar east facing pediment crowns the 2 story, 1 x 2 bay east ell. An interior wall chimney breaks the roof line at the ridge of this ell.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 40

A 1 x 3 bay, 1 1/2 story, brick, rear wing with a 1 story, 1 x 2 bay east wing extend the structure to a rear parking area. A 1 story, clapboard sided, enclosed porch with an Italianate bay window fills the alcove between the pedimented east and north faces. A 1 story enclosed porch extends along the west elevation, its rolled asphalt half-hip roof ending abruptly at the rear to meet an enclosed stairwell leading to the second floor; banks of modern, single-pane casement windows run along the west wall.

The gabled, left (east) sidehall entrance portico boasts a classically molded pediment supported by Doric columns and pilasters at the wall line. Heavy Italianate double doors have ornate cut glass lights and bolection molded panels over a granite sill.

Two-over-two replacement sash, flat arches and wooden sills are common throughout the house with the exception of casement windows in the west enclosed porch. A single, round-headed, Italianate window gazes toward the lake from the west second story elevation. Louvered shutters flank front elevation windows.

47. Thomas Peck House (Langrock, Parker, Sperry & Wool Offices)
(275 College Street); c.1835

As with #s44 and 46, this Greek Revival residence on the southeast corner of College and South Union Streets was constructed by Morse Brothers c.1835 for the Peck family (in this case Thomas Peck, son of Dr. John Peck). The structure features a gable front main block with rear wing and side ells. The building sets on a coursed yellowstone foundation, is constructed with brick in American bond, and roofed with slate. Fenestration is primarily 6/6 sash with flat brick arches and projecting wood sills.

The 2 story, 3 x 2 bay, main block faces College Street and is surmounted by a pedimented, gable front roof with a trefoil louver. The left (east) side-hall entry has a heavy granite lintel over the Italianate double doors whose upper panels are round-arched and glazed, and whose lower panels bear bolection moldings. A brick, interior, wall chimney with corbelled cap pierces the roof near the center of the west wall.

Inset from the main facade is the 2 story, 3 x 2 bay, gabled, east ell. Across the north (front) side is a Gothic porch with slotted posts and a second story (deck) "Union Jack" balustrade. Modern paneled doors occupy the upper and lower west bay; in the other bays, the windows rest on modern (possibly replacement) wooden spandrels.

Burlington Comprehensive Development Ordinance

PROPOSED: ZA-14-07-Residential Parking Standards

As approved and recommended by the City Council Ordinance Committee on June 25, 2014

Changes shown (underline to be added, strike-out to be deleted) are proposed changes to the Burlington Comprehensive Development Ordinance.

Purpose: This proposed amendment to the Comprehensive Development Ordinance expands the Shared Use Parking District to include the Residential – High Density Zoning District; makes on-site parking requirement calculations for residential uses based on the size of the residential unit measured by the number of bedrooms; and reduces the on-site parking requirements for studio and 1-bedroom units as an incentive to their creation. The change is intended to increase the affordability of housing units by reducing the required parking requirements in downtown and the shared parking districts, as well as incentivizing the creation of smaller units.

Sec. 8.1.3 Parking Districts

The demand for parking is highly dependent on the context within which a given use or structure is located. Factors such as proximity to other related uses, availability of public transportation, the density of land uses, and the ability to share parking with nearby uses are all factors which influence the demand for individual and dedicated off-site parking. For the purposes of this Article, the following three (3) Parking Districts as illustrated in Map 8.1.3-1 are hereby created:

(a) Neighborhood Parking District:

This parking district establishes the baseline of parking requirements throughout the city where the demand for offsite parking is largely dependent on the needs and characteristics of an individual site or land use.

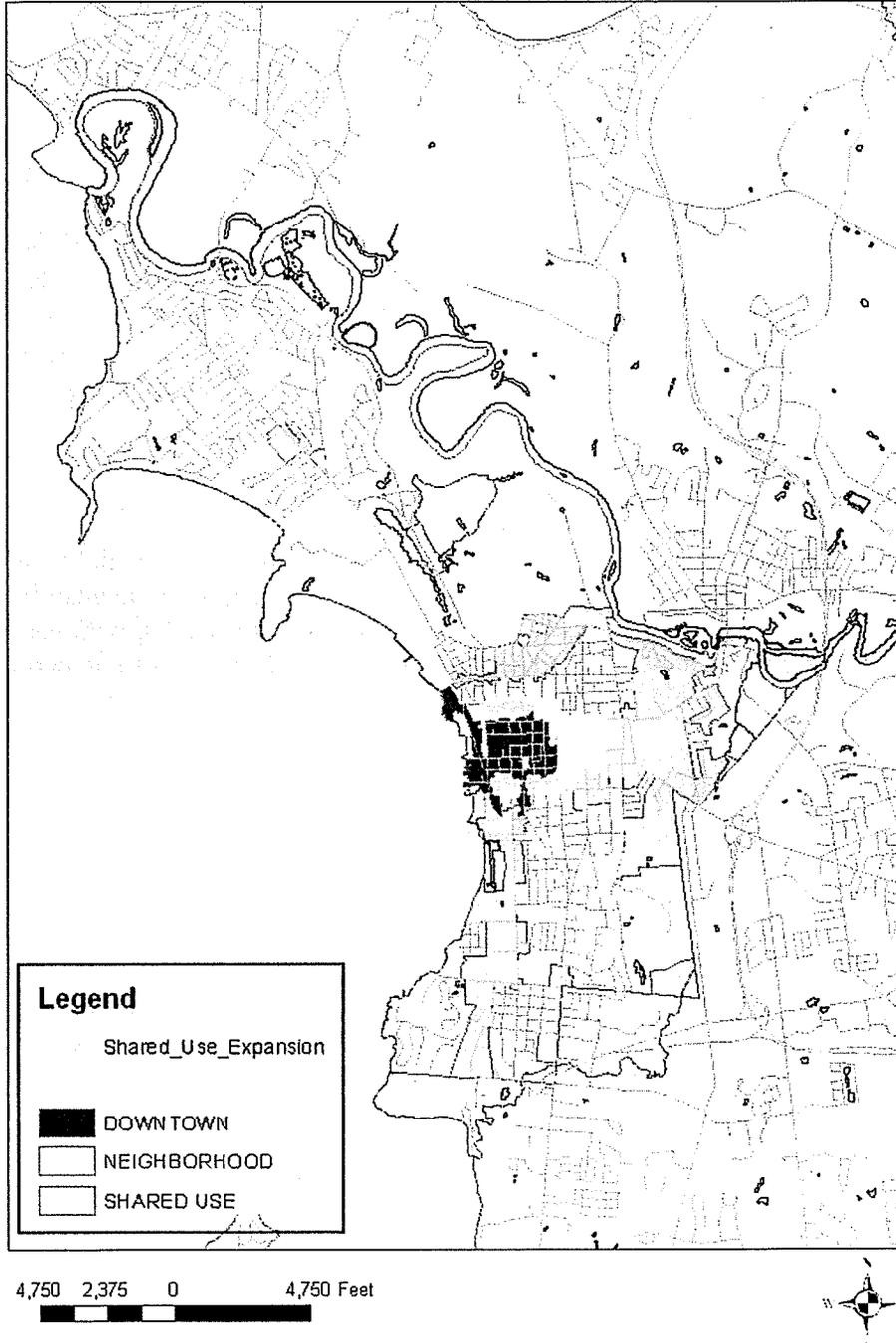
(b) Shared Use Parking District:

This parking district reduces the requirements from the baseline standards recognizing that opportunities exist to share parking demand between related nearby land uses, and that travel to and between these uses may not be strictly automobile dependent.

(c) Downtown Parking District:

This parking district further reduces the requirements from the baseline standards recognizing that extensive sharing of parking demand between nearby land uses occurs; that a majority of travel to and between land uses is independent from an automobile; and that an array of public parking facilities and frequent transit service greatly reduces the need for independent parking for individual land uses.

Burlington Comprehensive Development Ordinance
Parking Districts



Map 8.1.3 - 1 Parking Districts

Sec. 8.1.4 Existing Structures

Any structure or land use lawfully in existence prior to the adoption of this ordinance shall not be subject to the requirements of this Article as long as the kind or extent of use is not changed, and provided further that any parking facilities now serving such structures shall not in the future be reduced below such requirements. In the event that the kind or extent of use is changed, current parking requirements shall apply if the change results in a greater parking requirement than existing.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

Parking for all uses and structures shall be provided in accordance with Table 8.1.8-1.

- (a) Where no requirement is designated and the use is not comparable to any of the listed uses, parking requirements shall be determined by the DRB upon recommendation by the administrative officer based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
RESIDENTIAL USES¹	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	2	1	1
Single Family detached and Duplex	2	2	1
Studio/1 Bedroom unit	1	0.33	0.33
2 Bedroom unit	2	1	1
3 Bedroom unit	2	1.5	1.5
4 Bedroom unit	2	2	2
5+ Bedroom unit	2	3 + 1 per additional bedroom >5 ²	3 + 1 per additional bedroom >5 ²
RESIDENTIAL USES - SPECIAL	Per Dwelling Unit except as noted		

¹ See also additional parking requirements under Sec. 4.4.5(d) 5 C Residential Occupancy Limits for occupancy by more than 4 unrelated adults in a Residential Zoning District.

² 1 parking space per additional bedroom shall not apply to an affordable housing unit or a dwelling unit occupied by a family as either are defined in Article 13: Definitions.

