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**University of Vermont & State Agricultural College**  
**Pine Street Long-Term Parking Project**  
**City Zoning Permit Application**

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**Project Narrative**  
November 4, 2019

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**I. Overview and Background**

The University of Vermont & State Agricultural College (“UVM”), in accordance with its ongoing efforts to manage parking for students and employees, is proposing to provide a 200 space long-term parking lot for its students on property currently owned by Vermont Railway. The property is located west of Pine Street behind the Dealer.com/Burlington Farmer’s Market parking lot and is surrounded by Vermont Railway property to the west and north, a large gravel parking lot to the east (used by Dealer.com and the Burlington Farmer’s Market), and the Pine Street Canal to the south. The property currently contains a large gravel lot which is used by Vermont Railway for occasional parking and railyard transload activities. UVM will lease the existing gravel lot from Vermont Railway for its 200 space long-term parking lot. Access to the lot is provided from Pine Street via a shared right of way over the Dealer.com parking lot.

This proposed parking lot addresses parking needs identified with the UVM 149 Beaumont Avenue Health Sciences Research Facility addition project that received DRB approval on October 2, 2019.

This City Zoning Permit application is for use of the existing Vermont Railway gravel lot for a 200 space long-term parking lot for UVM students. The provision of this long-term parking lot will free up parking spaces on the University’s Main Campus and Redstone Campus.

**II. Project**

UVM is proposing to lease an existing gravel lot owned by Vermont Railway for use as a 200 space long-term student parking lot. The term of the lease shall be for five (5) years. The specifications of the project are as follows:

- The parking lot will utilize an existing gravel lot, therefore, there will be no increase in lot coverage.
- The parking spaces will be delineated with railroad ties on the surface of the gravel lot.
- Each space will be 9’ x 18’ with initial paint striping to delineate each space. Circulation aisle widths will range from 19.1’ to 31.8’.
- The parking lot will be enclosed by a 6 foot high chain link fence along the perimeter with a 16 foot double swing gate at the entrance.

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- Lighting will be provided utilizing solar powered lights mounted at a height of 17 feet. The light poles will be mounted on concrete waste blocks around the perimeter of the parking area.
- One or two security cameras and a code blue light will be installed for safety.
- The lot will be open and accessible to students from 7 AM until 8 PM daily.
- There will be no underground disturbance on the property.

The property is setback approximately 525 feet from Pine Street. The lot will not be readily visible from Pine Street or any residential uses. Traffic generated by the lot is expected to be minimal as this will be a long-term parking lot for students living on campus which will be accessed only on an as-needed basis. As such, there will be very little turnover throughout the day. The parking lot will utilize an existing gravel lot resulting in no increase in lot coverage, no regrading, and no underground disturbance.

### III. City Development Review

The property is located within the Enterprise – Light Manufacturing zoning district and the Design Review Overlay District. Portions of the property are also located within the Natural Resources Overlay District.

Provided below is a summary of the project's compliance with the City's Development Review Standards.

#### **Conditional Use Review Standards (Section 3.5.6(a))**

##### *1. Existing or planned public utilities:*

The project will not require water or sewer service, and the parking lot lights will be solar powered. Therefore, the long term parking lot will not result in an undue adverse effect on any public utilities, facilities or services.

##### *2. Character of the area:*

The area proposed for the project is currently used as a railroad parking lot and railyard transload activities, and is surrounded by railroad/industrial uses, a large gravel parking lot for Dealer.com and the undeveloped Pine Street Canal. Therefore, continued use of the gravel lot for long term parking is consistent with the character of the area.

##### *3. Nuisance impacts from noise, odor, dust, heat, and vibrations:*

The long term nature of the proposed parking lot will result in minimal parking turnover. Therefore, the proposed use will not result in undue nuisance impacts.

##### *4. Transportation system:*

Access to the project site will be from Pine Street via an existing curb cut and shared access right-of-way over the Dealer.com parking lot property. Access to and from parked vehicles will

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be provided by public transit (GMT) and UVM will run a shuttle to the lot during school semesters. Every student who parks in the lot will be eligible for a limited number of free rides at night using the new Safe Ride Program organized by the UVM Student Government Association. Since this will be long term parking for UVM students living on campus, traffic generation is expected to be minimal. Therefore, the proposed use will not result in an undue adverse effect on the transportation system.

*5. Utilization of renewable energy resources*

The long term parking lot will not impede the potential use of wind, water, solar, geothermal or other alternative renewable energy resources.

*6. Standards or factors set forth in existing City bylaws and city and state ordinances:*

UVM's proposed use for the long term parking will comply with City bylaws and city and state ordinances.

**Site Plan Review Standards (Section 6.1.2)**

*(a) Protection of Important Natural Features:*

The project will utilize an existing gravel parking/railyard transload area and will not result in any increase in lot coverage or encroachment into nearby natural areas. Existing terrain, trees and vegetation will be preserved in its existing natural state.

*(b) Topographical Alterations:*

Not applicable – there will be no construction or regrading.

*(c) Protection of Important Public Views:*

Not applicable – the project will utilize an existing gravel parking/railyard transload area and there will be no construction of new buildings or structures.

*(d) Protection of Important Cultural Resources:*

The project will not involve physical changes to the site or underground disturbance, and therefore will not impact important cultural resources.

*(e) Supporting the Use of Renewable Energy Resources:*

There will be no physical changes that will affect the use of renewable energy resources as a result of this project.

*(f) Brownfield Sites:*

The property and project site are subject to a Corrective Action Plan (CAP) approved by the Vermont Department of Environmental Conservation (VDEC). As indicated in the attached CAP notice of approval (SMS Site #20124348), approved remedial activities include installation of engineered barriers including a gravel parking lot and stormwater infrastructure, installation of a fence to restrict access to certain areas, and a long-term groundwater monitoring program. Land use restrictions have also been established for the property. The CAP specifically allows the property to be used as a parking lot without requiring further approval by the VDEC.



The project will not involve any ground disturbance and will comply with the CAP's land use restrictions, which specifically allows the property to be used as a parking lot.

*(g) Provide for nature's events:*

The subject property and project site are relatively flat with small, discontinuous berms along the southern and western property lines. Stormwater tends to collect in a swale-like feature and depression along the east property line, and eventually drains into the Pine Street Canal via a culvert at the southern end of the property. The project will not involve any regrading or conversion of pervious area to impervious area, therefore, there will be no change to the existing stormwater runoff.

While not directly connected to this UVM long term parking lot project, Vermont Railway will be implementing stormwater infrastructure improvements in summer 2020 as part of its VDEC approved CAP for the property. These improvements will include construction of a stormwater retention basin immediately southwest of the project site and a vegetated channel immediately east and south of the project site which will direct stormwater into the new basin. All stormwater improvements will take place on property owned by Vermont Railway outside the limits of the UVM project site.

*(h) Building Location and Orientation:*

Not applicable.

*(i) Vehicular Access:*

Access will be provided by an existing curb cut on Pine Street and a shared access right-of-way over the Dealer.com parking lot. Traffic generation will be minimal considering this lot is for long term parking and therefore will have very little turnover throughout the day.

*(j) Pedestrian Access:*

Pedestrian access will be through the Dealer.com gravel parking lot to the sidewalks and signalized crosswalks along Pine Street.

*(k) Accessibility for the Handicapped:*

Not applicable – the long term parking lot will not provide handicap parking spaces. Alternative handicap parking arrangements and accessibility for students is provided on campus.

*(l) Parking and Circulation:*

The project will consist of 200 parking spaces with dimensions of 9' X 18' and circulation aisles ranging from 19.1 feet to 31.8 in width. Access to Pine Street will be provided by a shared access right-of-way through the Dealer.com parking lot. UVM requests approval for parking space dimensions of 9' X 18' and minimum aisle widths of 19.1 feet, which is slightly below standard. The smaller size will allow for more spaces to be provided inside the existing fenced gravel lot area and will not pose a circulation and parking problem since this will be for long term parking only with minimal parking turnover.

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*(m) Landscaping, Fences and Retaining Walls:*

No new landscaping is proposed as the project site is not readily visible from Pine Street and is surrounded by railroad/industrial uses, a large gravel parking lot and the undeveloped Pine Street Canal. The long term parking lot is surrounded by an existing 6 foot high chain link fence.

*(n) Public Plazas and Open Space:*

No public plazas or new open space is proposed as part of the project.

*(o) Outdoor Lighting:*

The project will include twelve (12) solar powered light fixtures mounted on poles at 17 feet high. The light fixtures are LED Solar Area Light manufactured by Remphos by Light Efficient Design (see attached lighting cut sheet). The enclosed point-by-point lighting plans shows a maximum of 2.0 foot-candles and a maximum/minimum ratio of 20:1.

*(p) Integrate infrastructure into the design:*

Not applicable – the project will not include any underground or above ground utilities, utility meters or structures, or other infrastructure equipment, other than the solar powered light fixtures.

**Architectural Design Standards (Section 6.3.2)**

Not applicable – This project does not involve construction or erection of any buildings or structures.

**Natural Resource Protection Overlay (NR) District (Section 4.5.4)**

Portions of the project site are located within the City's NR Overlay District. As discussed further below, since no land disturbing activities or increase in lot coverage is proposed, the project will have no negative impact on these natural resources.

*Riparian and Littoral Conservation Zone:*

The southwest portion of the project site appears to be within 250 feet of the Lake Champlain lakeshore. It should be noted that there is an active railroad line and City recreation path located between the project site and lakeshore. The project will not involve any land disturbing activities and will not increase the degree of encroachment into this conservation zone.

*Wetland Conservation Zone:*

The southern portion of the project site appears to be within 100 feet of a wetland on the adjacent Pine Street Canal property as shown on the State wetland maps. The project does not involve any new construction, conversion of pervious area to impervious area, or drainage changes, therefore, it will not increase or impact the degree of encroachment into this conservation zone.

*Special Flood Hazard Area:*

A portion of the site appears to be within a Special Flood Hazard Area. The project does not involve any construction, land disturbing activities, regrading of the site, changes to drainage, or increase in lot coverage, therefore it will not negatively impact this conservation zone.

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