

## Department of Planning and Zoning

149 Church Street  
Burlington, VT 05401  
Telephone: (802) 865-7188  
(802) 865-7195 (FAX)  
(802) 865-7142 (TTY)

David White, AICP, Director  
Meagan Tuttle, AICP, Comprehensive Planner  
Jay Appleton, GIS Manager  
Scott Gustin, AICP, CFM, Principal Planner  
Mary O'Neil, AICP, Principal Planner  
Ryan Morrison, Associate Planner  
Anita Wade, Zoning Clerk  
Layne Darfler, Planning Technician



**TO:** Design Advisory Board  
**FROM:** Scott Gustin  
**DATE:** April 10, 2018  
**RE:** 18-0793SP, 75 Briggs Street

=====  
Zone: ELM                                      Ward: 5S  
Owner/Applicant:      Onion River Cooperative, Inc. / Charest Alpinism, LLC

**Request:** Sketch plan review for new health club/climbing center. Includes a new building and related site improvements.

### **OVERVIEW:**

The applicant has requested sketch plan review of a new health club/climbing center and related site improvements at 75 Briggs Street. This parcel is presently vacant with one remaining building left over from the former railroad use of the property. This proposal is a comprehensive redevelopment of the site involving the new 13,000 sf building, retention of the existing 4,000 sf building, and new parking, landscaping, and stormwater management features.

This project was reviewed by the Technical Review Committee on February 8, 2018. Sketch plan review with the Conservation Board occurred April 2, 2018, and will occur with the Development Review Board on May 1, 2018.

### **ARTICLE 6: DEVELOPMENT 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 property does not contain any important natural features as identified in the Open Space Protection Plan or as outlined in Sec. 4.5.4, *Natural Resource Protection Overlay Districts*. In fact, the property is nearly devoid of any green space at all. It is a vacant former railroad property. The proposed construction will have no impact on Burlington's diversity of important natural features.

###### ***(b) Topographical alterations***

The existing property is essentially flat and will remain so. Proposed grading will direct stormwater runoff into newly proposed stormwater management measures.

###### ***(c) Protection of important public views***

There are no significant public views from or through the subject property. The proposed construction will not adversely impact any identified public view corridor.

*(d) Protection of important cultural resources*

The property has no known archaeological significance. It contains no archaeological site points, nor is it located within an archaeologically sensitive area.

*(e) Supporting the use of alternative energy*

See Sec. 6.3.2 (f).

*(f) Brownfield sites*

The Vermont DEC Hazardous Site List specifically lists this property as a contaminated site. The applicants are working with VT DEC to establish a corrective action plan (CAP) to address onsite contaminants. The zoning permit application, when filed, should address at least generally the corrective measures that will be utilized to address the onsite contaminants.

*(g) Provide for nature's events*

Presently, there are no stormwater management features onsite. The proposed project design includes three bioretention areas. These areas will collect stormwater runoff from the parking area and building rooftop and will attenuate flows prior to discharge to the city's combined sewer system. The contaminated soils onsite prevent utilizing infiltration, but post-development peak flows will be reduced by 50% for the one year design storm.

*(h) Building location and orientation*

The proposed building will be set close to the street, reflecting similar front yard setbacks on neighboring properties. As required, the new building presents an entryway facing Briggs Street.

*(i) Vehicular access*

The site plan depicts two driveways accessing the property, although one is labeled "potential." One driveway and curb cut is recommended in the zoning standards; however, the Department of Public Works has final authority over the number of curb cuts allowed. The zoning permit application must include a final access plan.

*(j) Pedestrian access*

Pedestrian access to the property will be afforded by way of a new sidewalk and onsite walkways. The new sidewalk within the Briggs Street right-of-way is subject to Department of Public Works review and approval. The northern extension crosses over onto the private property and connects with that on the adjacent City Market property. This configuration should include review by the Department of Public Works. The new sidewalk is continuous across both driveways as required. The site plan depicts a new crosswalk across Briggs Street. DPW review and approval will be required for this feature.

Within the site, walkways will provide clear pedestrian routes towards the building entry. The walkway through the parking area is clearly delineated.

*(k) Accessibility for the handicapped*

Handicap parking spaces are depicted near the south-facing building entrance. Entries into the building appear to be at-grade. It is the applicant's responsibility to comply with all applicable ADA requirements.

*(l) Parking and circulation*

Parking is set to the side and rear of the buildings. Given the lengthwise orientation of the property along Briggs Street, the side parking lot also has frontage along the street. Proposed landscaping, including a mix of trees and shrubs will be installed to provide screening of the parking lot.

Parking spaces and circulation isles appear to be dimensionally compliant. Parking spaces are 9' X 18', and circulation isles are 24' wide allowing for 10' wide travel lanes and compliant back-up space. The 18' parking space depth is acceptable given that all of the spaces are peripheral.

Curbing is evident along much of the parking lot's edge. There is no curbing along the western edge where stormwater runoff will sheetflow into the linear bioretention area. As recommended by this criterion, the parking area is divided into smaller components with peripheral landscaping to delineate the boundaries of the parking and circulation areas.

The proposed parking lot will require shade trees. No parking lot shading analysis is included in the sketch plans. One will be required with the permit application. This criterion establishes a target of 30% shading of the parking area with new shade trees. At least 1 shade tree for every 5 parking spaces is required. The new parking lot will contain 66 parking spaces and will require 13 shade trees. As proposed, 22 new trees will be planted within or around the parking lot (not counting the row of new trees along the northern edge – they will provide minimal, if any, shade for the parking lot). Species and size information is not included in the sketch plans. Minimum caliper size at the time of planting must be 2.5" – 3.5." A mature canopy diameter of at least 25' is needed.

Bike racks are depicted on the site plan near the building's southern entry. Details as to the number and type (short and long term) of bike parking spaces will be needed with the permit application.

*(m) Landscaping, fences, and retaining walls*

The sketch plans include a landscaping plan that encompasses a variety of plantings. Proposed landscaping will be used to frame the property and to screen parking from the street. It will be used to break up the surface parking lot and to define spaces within the site. Species and planting size information has not been provided and will be required with the permit application.

*(n) Public plazas and open space*

No public plazas or open space are included in this proposal.

*(o) Outdoor lighting*

No outdoor lighting info is included in the sketch plans. The permit application must include fixture cutsheets and depict fixture locations on the building exterior and the site. A photometric plan will be needed in order to demonstrate compliance with the illumination standards for the building entries and parking and circulation areas.

*(p) Integrate infrastructure into the design*

No ground-mounted mechanical equipment is apparent in the sketch plans, nor is any dumpster enclosure. Such items, if proposed, must be depicted and screened. Any new utility lines must be buried.

***Part 3, Architectural Design Standards***

***Sec. 6.3.2, Review Standards***

*(a) Relate development to its environment*

*1. Massing, Height, and Scale*

The proposed building contains 13,000 sf GFA with a 9,000 sf footprint. The massing of the structure is broken into distinct building components as required by this criterion. Varying roof forms and materials reinforce the perception of separate building components. Its height, as measured to the midpoint of the sloped roof, is within the 45' height limit in the ELM zone. Overall building scale fits within the context of the built environment. The newly constructed City Market next door is ~ 30,000 sf, while the remaining building on the subject site is 4,000 sf. Significantly larger commercial buildings exist to the north, while significantly smaller residential structures exist to the east.

*2. Roofs and Rooflines*

As noted above, the proposed building incorporates multiple roof lines. The primary roof structure is a simple sloped shed roof. Other roof sections are flat or nearly so. These roof forms are common in the ELM zone. Part of the roof area will be activated with programmatic uses.

*3. Building Openings*

The primary building entrance is sheltered and oriented towards Briggs Street. It is also accessible from the parking area to the south. This primary entrance clearly reads as such. The fenestration is consistent with the angular, boxy appearance of the building and is placed proportionately throughout.

*(b) Protection of important architectural resources*

This new construction will not affect existing historic buildings in the area. No building demolition is included in this application.

*(c) Protection of important public views*

See 6.2.2 (c) above.

*(d) Provide an active and inviting street edge*

The building is set close to the street and presents a clearly defined sheltered entrance easily accessible from the newly constructed sidewalk. The outdoor patio area and adjacent walkways further improve the perceived sense of invitation into the building. Ample street level glazing affords visual access into the building by patrons and passersby.

*(e) Quality of materials*

Variation in materials is evident, but the sketch plans do not note specifically what the materials are. Such information will be required with the permit application.

*(f) Reduce energy utilization*

Few energy details are included in the sketch plans. Inclusion of solar energy into the project design is being considered. The new building must comply with the current energy efficiency requirements of the city and state.

*(g) Make advertising features complimentary to the site*

No exterior signs are depicted in the sketch plans. Exterior signage is handled by way of separate zoning permit in any event.

*(h) Integrate infrastructure into the building design*

No rooftop mechanical units are depicted in the sketch plans, nor are utility meter locations. These items, and any other similar features that may be proposed, must be depicted on the project plans for the permit application.

*(i) Make spaces safe and secure*

The project underwent technical review in February 2018. As the project moves ahead, egress and fire safety standards will apply as administered through the offices of the fire marshal and of the building inspector.

**RECOMMENDED MOTION:**

Not applicable for sketch plan review.