

Department of Planning and Zoning

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Elsie Tillotson, Department Secretary



TO: Development Review Board
FROM: Scott Gustin *SG*
DATE: August 6, 2013
RE: 14-0026SP; 112-114 Archibald 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.

Zone: NMU/RM Ward: 2

Owner/Representative: Champlain Housing Trust / Michael Wisniewski

Request: Sketch plan review of major Planned Unit Development for 42 dwelling units and associated site infrastructure and demolition of existing buildings.

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), Article 10 (Subdivision), and Article 11 (Planned Unit Development)

Background Information:

The applicant is seeking sketch plan review for a major PUD involving several properties on Bright and Archibald Streets. Three existing residential structures, containing 12 total units, will be demolished. Four new buildings, with a total of 42 units, will be constructed. There will be a net gain of 30 dwelling units. Associated parking, circulation, and landscaping is also proposed. Several separate properties will be merged into one property. Most of the proposed development is located within the NMU zone; however, a small portion is located in the RM zone. The applicant will likely pursue a zone change to make the entire project area NMU.

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;

This proposal was reviewed by the Technical Review Committee (TRC) on July 11, 2013. No capacity concerns were expressed relative to water, wastewater, electricity, or traffic. There is some concern with fire and emergency vehicle service access, but that is being reviewed with the Fire Marshal's Office.

2. The character of the area affected;

The development site is situated between Bright and Archibald Streets. There are a variety of commercial and residential uses within the neighborhood. Multi-family homes are common as are moderately sized commercial businesses. The built environment exhibits an array of older historic buildings and more recent construction of widely varying scale. The proposed development includes one large central building with 35 dwelling units. Three smaller buildings will front along Bright Street and Archibald Street. The project is reasonably consistent with the character of the area. Care will need to be taken to break down the apparent scale and massing of the large center building, particularly as perceived from the surrounding streets.

3. Traffic on roads and highways in the vicinity;

No traffic information has been provided for this sketch plan review. As noted by the TRC, traffic information relative to anticipated trip generation and impacts on nearby roadway intersections will be needed when a permit application is filed.

4. Bylaws then in effect;

Insufficient information has been provided at the sketch plan level to determine full compliance with all applicable bylaws.

5. Utilization of renewable energy resources;

No information has been provided with respect to the utilization of renewable energy resources. The large flat roofs of the center building may be appropriate for solar energy devices.

6. Cumulative impacts of the proposed use;

This criterion requires that cumulative impacts associated with residential development where it is permitted be deemed negligible.

7. Functional family;

Not applicable.

8. Vehicular access points;

See Sec. 6.2.2 (i).

9. Signs;

No signage is included in this proposal. Signs will require separate zoning permits.

10. Mitigation measures;

The proposed residential development will likely not generate offsite noise or glare substantial enough to require mitigation.

11. Time limits for construction;

No time limits for construction have been specified in this sketch plan submission. A build-out/phasing plan is anticipated, otherwise, the zoning permit approval would be valid for 2 years (1 year to start construction and another year to finish). In light of the nearby residential properties, hours of construction must be specified and may be limited by the Development Review Board.

12. Hours of operation and construction;

Hours of operation need not be specified for this residential development.

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;

Not applicable for sketch plan.

(b) Major Impact Review Standards

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

No stormwater management details have been provided. A comprehensive stormwater management plan will be required with preliminary plat application. Stormwater management measures should control release into the city system and incorporate infiltration insofar as practicable. As the proposed use is exclusively residential, no significant air or noise pollution is anticipated.

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;

An erosion prevention and sediment control plan in compliance with Chapter 26, Wastewater, Stormwater, & Pollution Control will be required with preliminary plat application. It will be subject to review and approval by the 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;

See Sec. 3.5.6 (a) 3.

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

The proposed development may attract families with school age children; however, a correlation exists between dwelling unit types and the number of school age children. Multi-family housing such is proposed tends to attract fewer families with children than detached single family homes. A breakdown of unit types by the number of bedrooms should be provided with the preliminary plat application. Regardless, impact fees would help offset any capital costs for additional children.

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; however, the full extent of those impacts cannot be determined at sketch plan review. All affected City Departments (Parks & Recreation, Fire, Police, Electric, CEDO, Planning & Zoning, School, and Public Works)

will be involved in the review of this project. Impact fees for police, traffic, parks, and libraries will be assessed.

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;*
See Sec. 6.2.2.

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 take place largely within the NMU zone, an area of the city targeted for increased density. This neighborhood in particular is identified as a center for growth and development in the Municipal Development Plan. The development will provide a mix of new housing types in a neighborhood in need of reinvestment. No adverse impacts on the city's growth patterns are anticipated.

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

Insufficient details are included in the sketch plan to determine whether or not the project is in substantial conformance with the municipal development plan. Conceptually, at least, it appears to be compliant.

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 proposal will provide a mix of new housing units in a neighborhood with scant recent development. Most of the dwelling units will be affordable.

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

Modest impacts on the city's park and recreation facilities may result. Payment of impact fees will help offset such impacts.

Article 4: Maps & Districts

Sec. 4.4.2, Neighborhood Mixed Use Districts:

(a) Purpose

(2) Neighborhood Mixed Use (NMU)

The NMU zone is intended to provide a compact variety of commercial uses within the city's older neighborhoods. It also provides for higher residential density than the nearby residential zones. The proposed development is consistent with these goals.

(b) Dimensional Standards & Density

FAR in the NMU is limited to 2.0. The proposed development has a FAR of 1.3.

Only two setbacks apply to the NMU portion of the proposed development: 1) a 10' setback from the street curb and a 15' district setback along the NMU/RM boundary. The sketch plans depict acceptable street curb setbacks. The development does not, however, comply with the 15' RM/NMU district boundary setback. As noted previously, the applicant will likely pursue a zone change to enable the proposed design. Without a zone change, the so-called "Trinity" building

must be reconfigured to comply with a 15' district boundary setback, and any development on the small RM portion must comply with RM dimensional and density standards.

Proposed lot coverage is surprisingly minimal at 43%. The maximum permissible is 80%.

Building height is not specified on the sketch plans. The minimum height is 20' and two stories. The maximum height is up to 45' with bonuses.

(c) Permitted & Conditional Uses

The proposed multi-family housing is permitted in the NMU zone. The one new duplex proposed is generally not permitted in the NMU; however, it may be permitted as part of this PUD (which affords flexibility in housing types).

(d) District Specific Regulations

1. Ground Floor Residential Uses Restricted

Not applicable.

2. Exception to Minimum Height in NAC District

Not applicable.

3. Exception to Maximum Lot Coverage in NAC District

Not applicable.

4. Development Bonuses/Additional Allowances

The sketch plans do not indicate pursuit of any bonuses.

Article 5: Citywide General Regulations

Sec. 5.2.3, Lot Coverage Requirements

See Sec. 4.4.2 (b) above.

Sec. 5.2.4, Buildable Area Calculation

Not applicable.

Sec. 5.2.5, Setbacks

See Sec. 4.4.2 (b) above.

Sec. 5.2.6, Building Height Limits

No exceptions to building height limits are requested.

Sec. 5.2.7, Density and Intensity of Development Calculations

See Sec. 4.4.2 (b) above.

Part 4, Special Use Regulations

Sec. 5.4.8, Historic Buildings and Sites

(d) Demolition of Historic Buildings

(2) Standards for Review of Demolition

A. The structure proposed for demolition is structurally unsound despite ongoing efforts by the owner to property maintain the structure; or,

B. The structure cannot be rehabilitated or reused onsite as part of any economically beneficial use of the property in conformance with the intent and requirements of the underlying zoning district; and, the structure cannot be practicably moved to another site within the district; or,

C. The proposed redevelopment of the site will provide a substantial community-wide benefit that outweighs the historic or architectural significance of the building proposed for demolition.

The proposed development includes the demolition of three existing residential buildings, one of which (47 Bright Street) has been surveyed and is eligible for inclusion on the state register of historic places. The preliminary plat application must justify the proposed demolition under this criterion.

And all of the following:

A. The demolition and redevelopment proposal mitigates to the greatest extent practical any impact to the historical importance of other structures located on the property and adjacent properties;

Information not yet provided.

B. All historically and architecturally important design, features, construction techniques, examples of craftsmanship and materials have been properly documented using the applicable standards of the Historic American Building Survey (HABS) and made available to historians, architectural historians and others interested in Burlington's architectural history; and,

Information not yet provided.

C. The applicant has agreed to redevelop the site after demolition pursuant to an approved redevelopment plan which provides for a replacement structure(s).

(i) Such a plan shall be compatible with the historical integrity and enhances the architectural character of the immediate area, neighborhood, and district;

Information not yet provided.

(ii) Such plans must include an acceptable timetable and guarantees which may include performance bonds/letters of credit for demolition and completion of the project; and,

Information not yet provided.

(iii) The time between demolition and commencement of new construction generally shall not exceed six (6) months.

This requirement may be waived if the applicant agrees to deed restrict the property to provide for open space or recreational uses where such a restriction constitutes a greater benefit to the community than the property's redevelopment.

Information not yet provided.

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to constitute a nuisance under this criterion.

Sec. 5.5.2, Outdoor Lighting

No outdoor lighting information has been provided.

Sec. 5.5.3, Stormwater and Erosion Control

As noted previously, no stormwater management details have been provided. A comprehensive stormwater management plan will be required with preliminary plat application. Stormwater management measures should control flows into the city system and incorporate infiltration insofar as practicable.

Article 6: Development Review Standards:

Part 1, Land Division Design Standards

Sec. 6.1.2, Review Standards

Not applicable. Lots will be merged, but no new subdivision is proposed.

Part 2, Site Plan Design Standards

Sec. 6.2.2, Review Standards

(a) Protection of important natural features

There are no important natural features on the subject properties. Green space is generally open grassy area with several trees interspersed. These trees will be lost to development, however, new trees are proposed. Input from the City Arborist would be anticipated as to the appropriate landscaping to be implemented.

(b) Topographical alterations

Topographical details are not included in the sketch plans; however, the site is generally flat. Significant excavation is proposed, particularly for the underground parking garage, but the finish grade will remain essentially as it is now.

(c) Protection of important public views

There are no important public views from or through the property.

(d) Protection of important cultural resources

The property is not included in the city's map of archeologically sensitive areas.

(e) Supporting the use of alternative energy

No information has been provided regarding the use of alternative energy. Such use is encouraged.

(f) Brownfield sites

The property is included on the Vermont DEC Hazardous Site List as a brownfield with PAH contamination. A Corrective Action Plan will be required by DEC for PAH impacted soils on the site prior to development.

(g) Provide for nature's events

See Sec. 5.5.3.

(h) Building location and orientation

Street front buildings along the periphery of the development line up with adjacent structures and reinforce the existing streetscape. Details are lacking at this stage; however, all of these buildings appear to have street facing entries. The large 35-unit center building is located in the interior behind these new street front buildings. This location avoids disruption of the existing street edge and mitigates the mass of this building as perceived from the street.

(i) Vehicular access

One vehicular access point, from Archibald Street, will be provided into the site. A curb cut and driveway exist under current conditions but will be modified to accommodate the proposed development. Adequate access for emergency vehicles and fire apparatus must also be assured.

(j) Pedestrian access

All of the new street edge buildings have front walkways that connect to the public sidewalk system. The interior building will connect to the public sidewalk system via new interior walkways. The newly modified driveway appears to preserve the continuity of the public sidewalk across it.

(k) Accessibility for the handicapped

Details for handicap accessibility are not evident in the sketch plans.

(l) Parking and circulation

No new surface parking is proposed. All new parking will be located under the central building. Details have not yet been provided, so the sufficiency of interior circulation cannot be assessed. Bicycle parking details have not yet been provided.

(m) Landscaping and fences

Some basic landscaping is depicted on the sketch plans. Several new trees are proposed within the Bright Street courtyard. A number of clustered shrubs are proposed for screening and buffering. Ample garden space will be provided in the form of raised beds throughout the project site. A detailed landscaping plan will be required with preliminary plat.

(n) Public plazas and open space

No public plazas or open space are depicted on the sketch plans. While substantial open space remains, it will be for the use of onsite residents. Similarly, a significant courtyard is proposed near Bright Street, but it will be for use primarily by resident occupants. It will have ample eastern and southern exposure to the sun with shading provided by new trees and neighboring buildings.

(o) Outdoor lighting

See Section 5.5.2.

(p) Integrate infrastructure into the design

No infrastructure details have been provided. All utility lines must be buried. Mechanical equipment (such as HVAC), trash, and recycling facility details must be provided at preliminary plat.

Part 3, Architectural Design Standards

Sec. 6.3.2, Review Standards

At this stage, architectural plans are limited to a massing model from a couple of perspectives. Generally, the scale, massing, and height of the smaller street front buildings are acceptable and consistent with the surrounding built environment. As noted previously, the center building is substantially larger. Its location within the interior of the property provides a degree of mitigation for its perceived mass and scale. Sensitive design will be needed in order to future break down the overall massing into smaller components consistent with the scale of neighboring development.

Article 8: Parking

Sec. 8.1.8, Minimum Off-Street Parking Requirements

The subject property is located in the shared use parking district. As a result, each dwelling unit requires 1 parking space for a total of 42 spaces. The sketch plans note a total of 43 parking spaces.

Sec. 8.2.5, Bicycle Parking Requirements

No bicycle parking details have been provided. The 42-unit development will require 11 long term spaces (1 per 4 units) and 4 short term spaces (1 per 10 units). The bike parking spaces must comply with the Department of Public Works' Bicycle Parking Guidelines.

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. Fifteen percent of the net gain in units must be inclusionary (42 units are proposed, but the net gain in light of demolition is just 30 units). Details have not yet been provided; however, the applicant has indicated that most of the units will be affordable.

Article 10: Subdivision

While sketch plan review is required for major PUDs, there are no applicable subdivision review criteria for sketch plan per Sec. 10.1.6.

Article 11: Planned Unit Development

Sec. 11.1.6, Approval Requirements

(a) Lot coverage requirements of the district shall be met

Lot coverage is acceptable as noted in Article 4 above.

(b) The minimum setbacks required for the district shall be met

As noted previously, setbacks are compliant except for the 15' NMU/RM district boundary setback. A zone change, if approved, would remedy this matter. Alternatively, the project would need to be redesigned.

(c) The minimum parcel size shall be met if the project is located in a RL or RL-W district

Not applicable.

(d) The project shall be subject to design review and site plan review of Article 3, Part 4

See Article 3 above.

(e) The project shall meet the requirements of Article 10 for subdivision review

See Article 10 above.

(f) All other dimensional, density, and use requirements of the underlying zoning district shall be met as calculated across the entire property

All other dimensional, density, and use requirements appear to be acceptable.

(g) Open space or common land shall be assured and maintained in accordance with the conditions as prescribed by the DRB

No information has been provided with respect to the maintenance of common lands. Such information must be included in preliminary plat.

(h) The development plan shall specify reasonable periods within which development of each phase of the planned unit development may be started and shall be completed. Deviation from the required amount of usable open space per dwelling unit may be allowed provided such deviation shall be provided for in other sections of the planned unit development.

No build-out/phasing schedule has been provided and should be given the multiple building concept and size of the project.

(i) The intent as defined in Sec. 11.1.1 is met in a way not detrimental to the city's interests
Sec. 11.1.1, Intent

(a) Promote the most appropriate use of land through flexibility of design and development of land;

The proposal amounts to a moderately dense residential development, largely on interior land that would otherwise be unavailable for new construction.

(b) Facilitate the adequate and economical provision of streets and utilities;

Multiple residences will be served by existing shared streets and new utilities.

(c) Preserve the natural and scenic qualities of open space;

Open space will remain. Much of it will contain raised garden beds for residents.

(d) Provide for a variety of housing types;

The proposal includes a variety of housing types – duplex, triplex, and multi-family apartment style.

(e) Provide a method of development for existing parcels which because of physical, topographical, or geological conditions could not otherwise be developed; and,

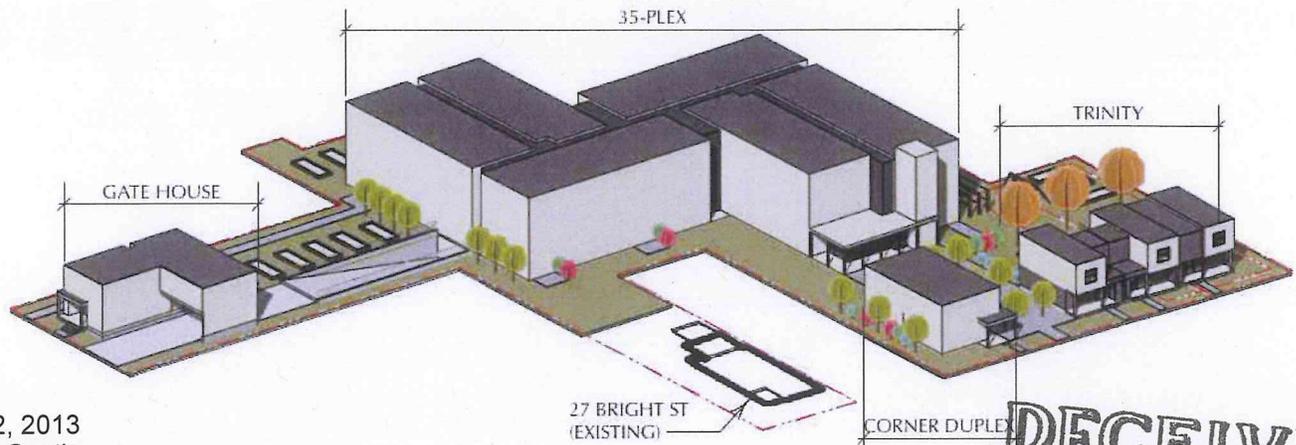
As noted above, much of the land to be developed is interior space without direct road frontage. The PUD process enables a comprehensive development package to take place on this site.

(f) Achieve a high level of design qualities and amenities.

Little information has been provided with respect to the design of buildings or to amenities to be provided.

(j) The proposed development shall be consistent with the Municipal Development Plan

See Sec. 3.5.6 (b) 10.



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DEPARTMENT OF
PLANNING & ZONING

July 2, 2013
Scott Gustin
Department of Planning and Zoning
City of Burlington
149 Church Street, City Hall
Burlington, Vermont 05401

Dear Scott,

Champlain Housing Trust (CHT) and Duncan Wisniewski Architecture (DWA) would like you to consider the Bright Street Cooperative for the next available sketch plan review which we understand is August 6th, 2013.

The proposed project seeks to demolish deteriorating structures at 114 Archibald Street (10 residential units), 35 Bright Street (1 unit), and 47 Bright Street (1 unit); all properties containing 12 total residential units are currently owned by CHT. The occupied duplex at 27 Bright Street will remain in its entirety, but will function as a part of the cooperative. In place of the removed multi-family homes we are proposing 4 new buildings and a total of 42 new housing units, a net gain of 30 units. Of the buildings to be demolished, one of them (47 Bright Street), has been surveyed for historic significance and is eligible for listing. We plan to complete a historical review and compile proper and adequate documentation on the building before demolition.

The Gate House which fronts on Archibald Street will include 2 units, one of which bridges the entry drive to the basement/parking level of the 35-plex. Off of the entry drive, and under the top floor unit, are 2 parking spaces designated for the Gate House tenants. The 35-plex includes the remaining 41 parking spaces below grade. The upper 3 floors will have a variety of units types, a common laundry facility, a small office to manage the coop, and a community room. The main pedestrian entry adjacent to these common spaces and front porch faces east through a courtyard accessed off of Bright Street. The scale of the remaining 2 structures fronting Bright Street is in kind with the pattern and rhythm of other adjacent homes. The Corner duplex is townhouse style with the first unit's front porch accessed from the public courtyard, and the other from Bright Street. The Trinity is townhouse style with all 3 front porches facing Bright Street. The parking for these Bright Street units is under the 35-plex and accessed via a sidewalk leading from a secured stairwell. Duplexes are not permitted nor conditional uses within the NMU district, however, we are viewing them as part of a larger P.U.D. multi-family project.

In total the site spans two districts: 54,480sf to the south in the Neighborhood Mixed Use (NMU) and 4,497sf in the Residential-Medium Density (RM) in the north. The 15' NMU / RM zoning district boundary setback applies to this PUD. The design for each district falls well within the lot coverage, setback, and density/F.A.R. requirements with the exception of this 15ft setback. There are several undesirable consequences for the program to accommodate this zone dividing the property within its boundaries, including a reduction in construction and energy efficiency, and less of a buffer for the neighbor to the north. If the DRB appears supportive of our sketch plan concepts we would likely request a zoning change, where the 4,497sf that lie in the RM district becomes NMU to unite the property and improve the setback to the northern neighbor.

Sincerely yours,

Michael Wisniewski
michaelw@duncanwisniewski.com

Attachments: Drawings 1-5, Zoning Analysis, Zoning Permit Application,
\$300, Sketch Plan Fee.

**Duncan
Wisniewski** 
ARCHITECTURE



WHAT STILL STANDS FROM BETWEEN 1869 AND 1877 IN BURLINGTON, VERMONT?

Bright Street



Bright Street is a small single block running north-south from Archibald Street to Riverside Drive in the Old North End of Burlington. Bright Street was constructed between 1853 and 1869, although it had little development prior to the 1870s. Roughly six houses went up in the 1870s and the rest shortly thereafter.¹ Unfortunately many no longer exist today, as they have been replaced by new housing and large warehouses. Most of the remaining houses have undergone significant changes, with additions, new porches and siding. Bright Street was initially home to French-Canadian immigrants in the mid-1800s but became home to an influx of Jewish, primarily Russian, immigrants in the late 1800s. The Queen City Soap Works moved into First Avenue (present day Riverside Drive) near Bright Street employing much of the Jewish population.² Many of the houses accommodated multiple families and boarders, and the turnover was fairly high, with residents moving often between houses in the area.³

42

46

39

47



WHAT STILL STANDS FROM BETWEEN 1869 AND 1877 IN BURLINGTON, VERMONT?



47 Bright Street

This one-and-one half story, gable front house sits along the west side of Bright Street near Riverside Drive. The house features one-over-one, double hung sash windows, shingle siding, concrete foundation, slate roof with raking eaves, and a larger chimney on the southwest corner, extending from the ground. An enclosed porch extends along the south facade. One addition extends from the rear, connecting the house to the original barn, and a subsequent, smaller addition protrudes from the back of the barn.

The slate roof with raking eaves are characteristic of the 1870s. The shingles, too, may be original, as the Shingle Style was becoming popular in the 1870s and 1880s. The concrete foundation is also most likely original. Although stone foundations were far more prevalent in the 1870s, concrete foundations were making an appearance in the late 1800s. The windows are probably replacements.

The first addition appears on the 1900 Sanborn map, and the second addition appears on the 1978 Sanborn map.

Carliss Lander was most likely the first occupant, in 1873.¹ Carliss Lander worked for Smith and Begley, and Peter Lander, a later occupant, worked for O.J. Walker Brothers, a wholesale grocer.² The Lander family remained at this address until around 1883.³ The 1890 Hopkins map lists M. Flannery at this address. M. Flannery could not be found as a resident, revealing he or she was most likely the owner and rented the house out to tenants.

See house on [1877 Birds-Eye Map](#)



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Hazardous Site List

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Enter the search criteria below and click the [Search] button when done. (Search will display a maximum of 500 results)

Site# Site Name
 Site Town [List Towns](#) Address
 Primary Consultant [List Consultants](#) All Sites
 Active Sites
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Site Name	35-39 & 47 Bright Street
Address	35-39 & 47 Bright Street
Town	Burlington
Site Use	Residential
Site Number	20124261
DEC Manager	Matthew Becker
Priority	LOW - Site with contamination to soils or groundwater, but no effect on sensitive receptors
Site Status	Brownfields
Project Status	CAP required for PAH impacted soils site-wide.
Source of Contamination	Other
Contaminant	PAH
Institutional Control	
Site Closure Date	
DEC Contact Email Address	Matthew.Becker@state.vt.us
Record Last Updated	03-08-2013

Results (1) Quick Tools Waste Management

<< View History View Selected >>

Refine Results | Table View | Select All | Select None

Hazardous Waste Site

[VIEW SITE DETAILS](#)

SITE NAME: 35-39 & 47 Bright Street

SITE NUMBER: 20124261

LAND USE RESTRICTION? Yes

Lat:

Lon:

Online Site Reports

Report
20124261.PhaseI.pdf
20124261.PhaseI.pdf

*The documents listed above do not represent a comprehensive list of available site reports. To view additional site files, please schedule a file review by calling 802-828-1138.

Relationships

	Type	ID 1	ID 2	Staff
View	Hazsite	20124261		Matthew Becker

*Relationships cited depict connections that this site has with other programs within the Waste Management and Prevention Division. This currently applies to hazardous sites, spills and underground storage tank facilities.

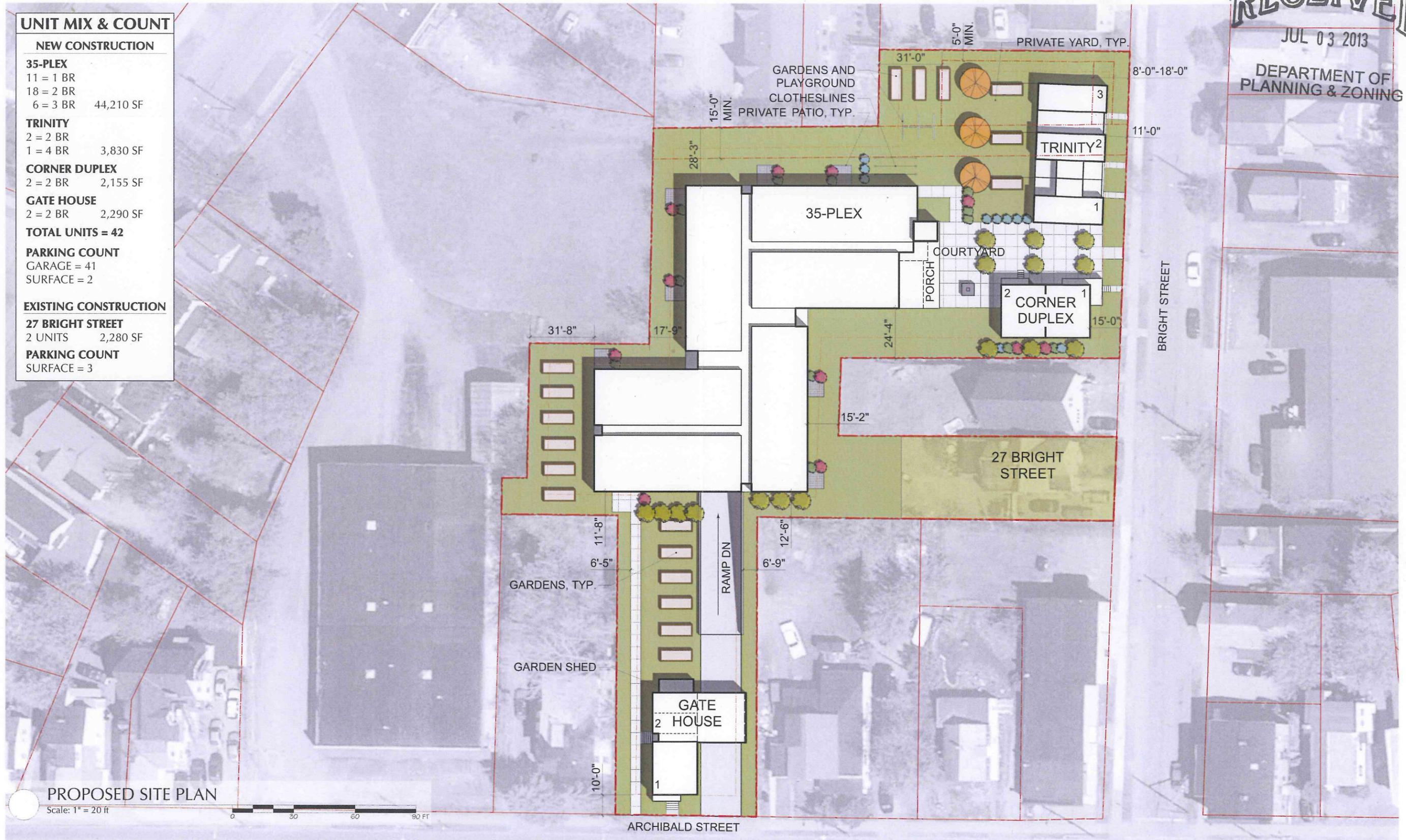
[Export All Hazsites to Excel](#)

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UNIT MIX & COUNT	
NEW CONSTRUCTION	
35-PLEX	
11 = 1 BR	
18 = 2 BR	
6 = 3 BR	44,210 SF
TRINITY	
2 = 2 BR	
1 = 4 BR	3,830 SF
CORNER DUPLEX	
2 = 2 BR	2,155 SF
GATE HOUSE	
2 = 2 BR	2,290 SF
TOTAL UNITS = 42	
PARKING COUNT	
GARAGE = 41	
SURFACE = 2	
EXISTING CONSTRUCTION	
27 BRIGHT STREET	
2 UNITS	2,280 SF
PARKING COUNT	
SURFACE = 3	



PROPOSED SITE PLAN
 Scale: 1" = 20 ft
 0 30 60 90 FT

BRIGHT STREET COOPERATIVE

BURLINGTON, VT

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 DUNCAN WISNIEWSKI ARCHITECTURE
 A Professional Corporation

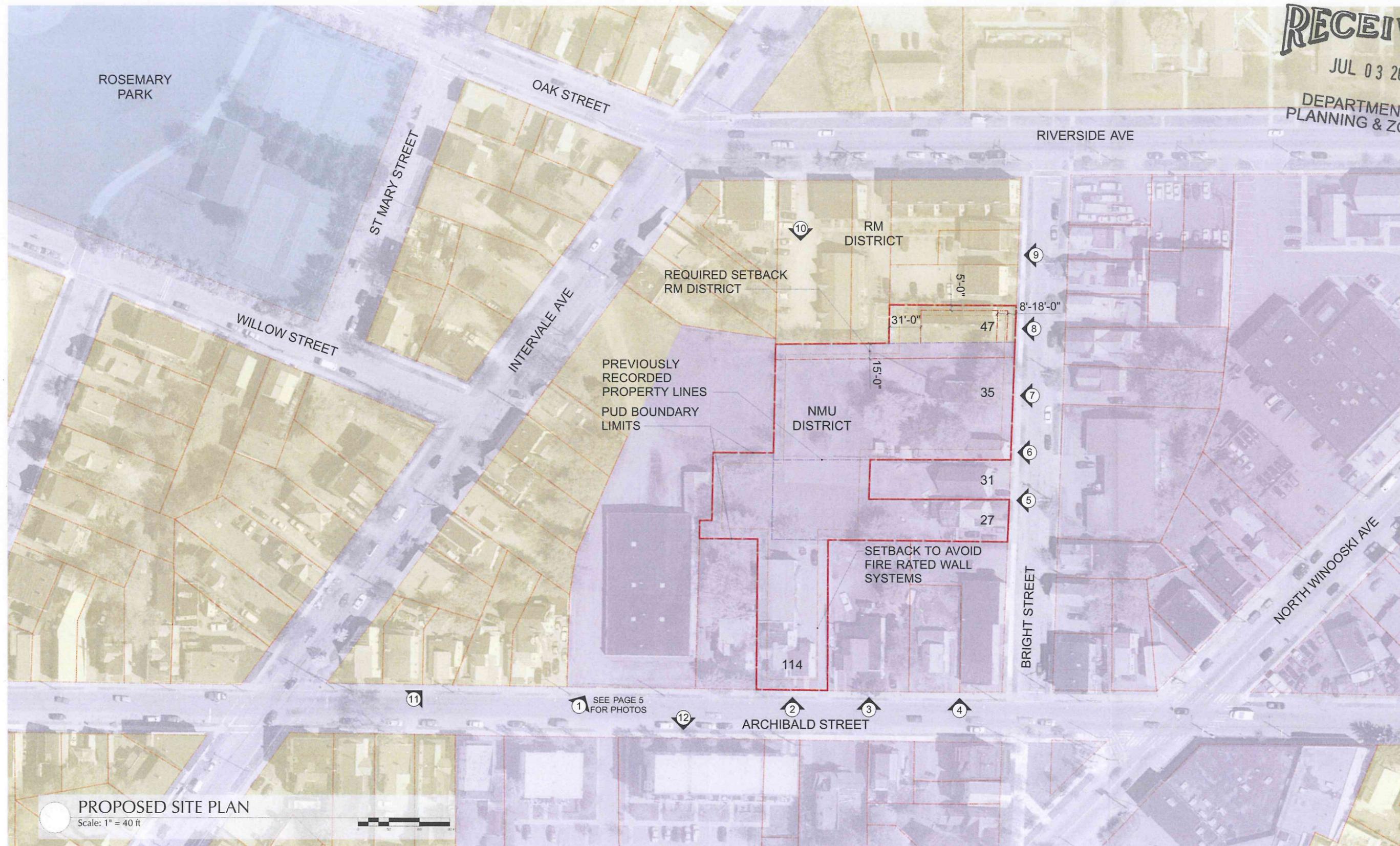
SKETCH PLAN / TECHNICAL REVIEW

Duncan Wisniewski ARCHITECTURE
 255 SOUTH CHAMPLAIN STREET
 BURLINGTON, VERMONT 05401
 T: 802.864.6893

DATE: 07.02.13

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DEPARTMENT OF
PLANNING & ZONING



PROPOSED SITE PLAN
Scale: 1" = 40 ft

BRIGHT STREET COOPERATIVE

BURLINGTON, VT

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SKETCH PLAN / TECHNICAL REVIEW

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SKETCH PLAN / TECHNICAL REVIEW

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PROPOSED BRIDSEYE VIEW
Scale: 1:500

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SKETCH PLAN / TECHNICAL REVIEW

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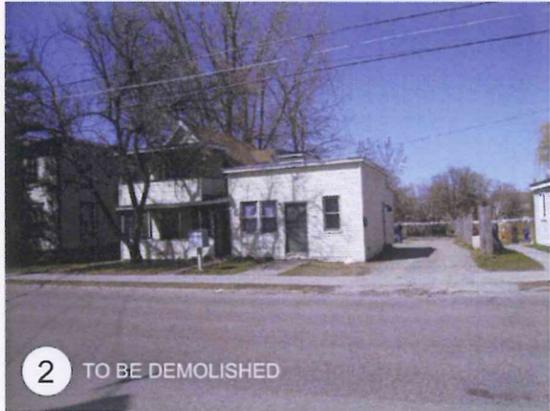
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1



2 TO BE DEMOLISHED



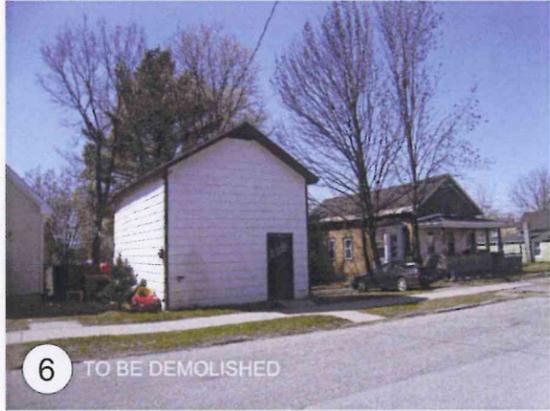
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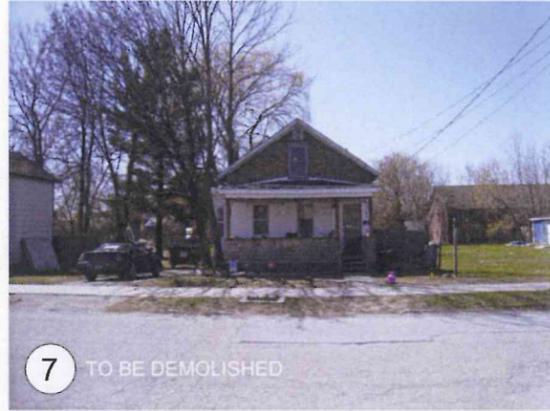
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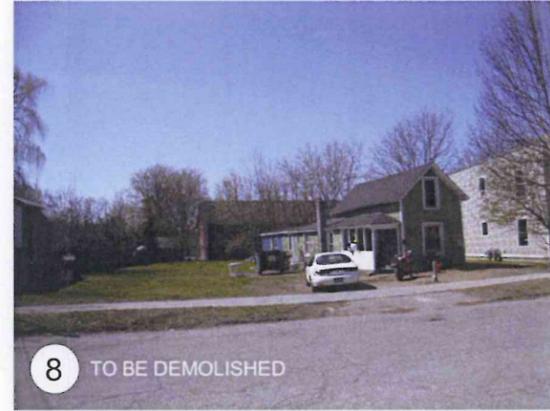
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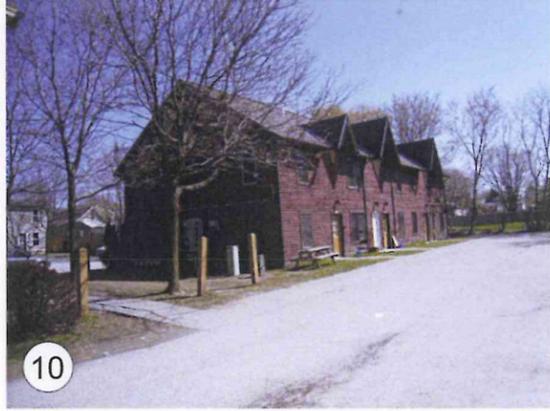
7 TO BE DEMOLISHED



8 TO BE DEMOLISHED



9



10



11



12

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