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Burlington Planning Commission Report Municipal Bylaw Amendment

ZA-13-03– Residential Parking Standards

This report is submitted in accordance with the provisions of 24 V.S.A. §4441(c).

Explanation of the proposed bylaw, amendment, or repeal and statement of purpose:

The proposed amendment to the City's zoning regulations is as follows:

1. **ZA-13-03– Residential Parking Standards** This proposed amendment to the Comprehensive Development Ordinance changes parking requirement calculations for residential uses in the city, basing the calculation on the number of bedrooms instead of units. The change is intended to increase the affordability of housing units by reducing the required parking requirements in the downtown and shared parking districts, as well as incentivizing the creation of smaller units. (Modify Section 8.1.4 and Table 8.1.8-1)

Conformity with and furtherance of the goals and policies contained in the municipal development plan, including the availability of safe and affordable housing:

This revision of the ordinance will hopefully increase the affordability of housing by reducing the minimum required parking per unit, especially in the downtown area. The amendment also intends to incentivize the creation of smaller units with parking requirements being lower for smaller units. This directly implements recommendations in the newly developed Downtown & Waterfront Master Plan (planBTV), which in turn follows the policies established in the City's Municipal Development Plan.

Compatibility with the proposed future land uses and densities of the municipal development plan:

The proposed ordinance change does not affect land uses, but could have an effect on densities within the city, especially in the downtown and shared parking districts.

Implementation of specific proposals for planned community facilities:

Revisions to the bylaws are not specifically intended to make accommodations for planned community facilities.

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An Equal Opportunity Employer.*

Burlington Comprehensive Development Ordinance

PROPOSED: ZA-13-03-Residential Parking Standards

As warned by the Planning Commission for public hearing on January 22, 2013.

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

Purpose: Change parking requirements calculations for residential uses, basing the calculation on the number of bedrooms instead of units. 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.

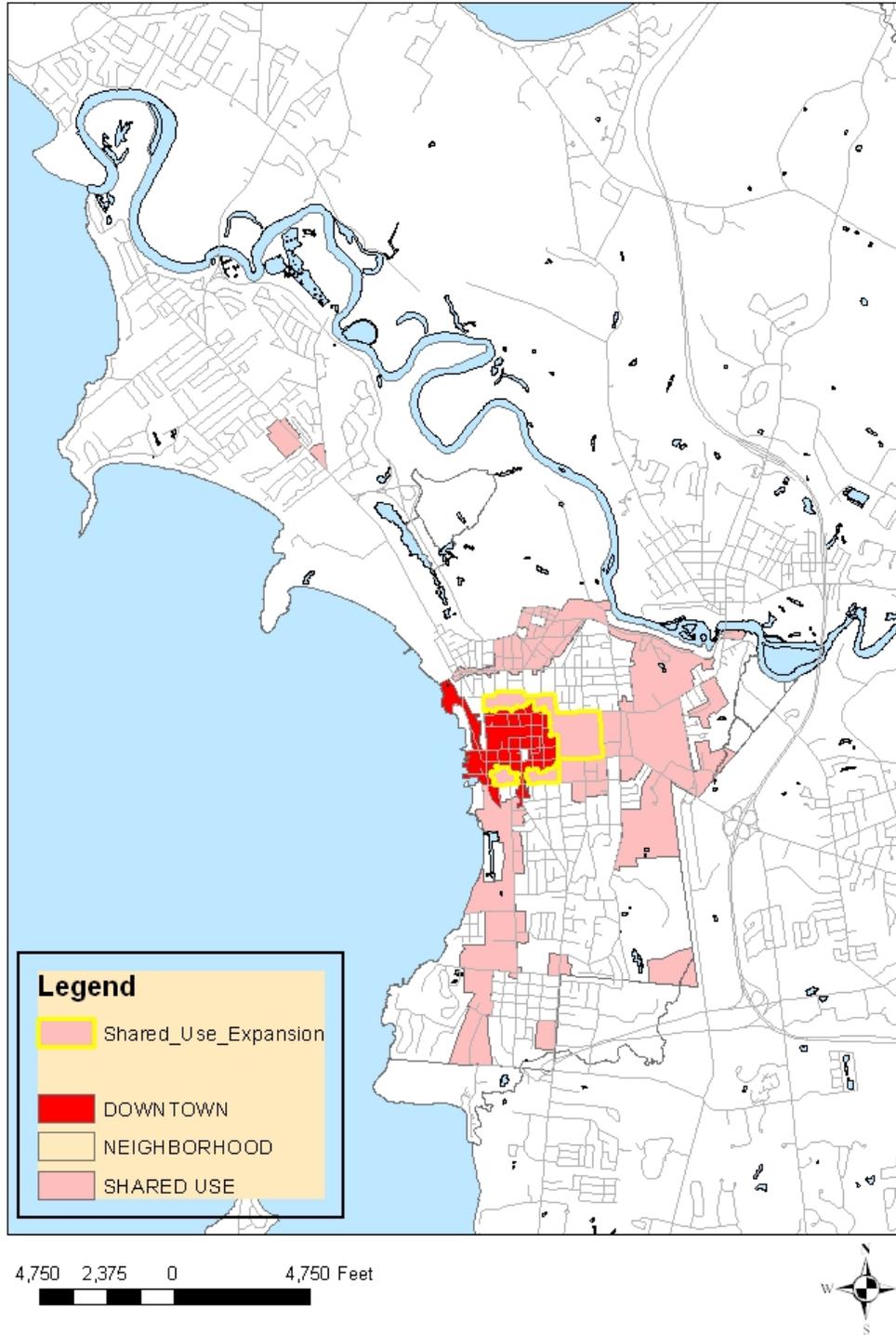
(b) Shared Use Parking District:

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 USES | Per Dwelling Unit except as noted | | |
| Multi-unit attached dwelling units: studio units or 1-bedroom dwelling unit. | <u>2</u> | 4 | 4 |
| <u>Studio/1 Bedroom</u> | <u>1</u> | <u>0.33</u> | <u>0</u> |
| <u>2 Bedrooms</u> | <u>2</u> | <u>1</u> | <u>0</u> |
| <u>3 Bedrooms</u> | <u>2</u> | <u>1.5</u> | <u>0</u> |
| <u>4 Bedrooms</u> | <u>2</u> | <u>2</u> | <u>0</u> |
| <u>5+ Bedrooms</u> ¹ | <u>2 + 1 per additional bedroom</u> | <u>2 + 1 per additional bedroom</u> | <u>0</u> |
| Single Family detached and Duplex: | <u>2</u> | <u>2</u> | 4 |
| <u>Studio/1 Bedroom</u> | <u>1</u> | <u>1</u> | <u>0</u> |
| <u>2 Bedrooms</u> | <u>2</u> | <u>1</u> | <u>0</u> |
| <u>3 Bedrooms</u> | <u>2</u> | <u>1.5</u> | <u>0</u> |
| <u>4 Bedrooms</u> | <u>2</u> | <u>2</u> | <u>0</u> |
| <u>5+ Bedrooms</u> ¹ | <u>2 + 1 per additional bedroom</u> | <u>2 + 1 per additional bedroom</u> | <u>0</u> |
| RESIDENTIAL USES - SPECIAL | Per Dwelling Unit except as noted | | |

¹ 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.