Cambrian Rise Parking Waiver Request: 219 spaces or 19% waiver request

Cambrian Rise is requesting a waiver for the additional 219 parking spaces being proposed above the 1,129 parking spaces previously approved, representing a waiver of 19% (219 / 1,129). Our request is far below the maximum waiver (50%) that could theoretically be requested.

Narrative: While Cambrian Rise is listed within the ‘Multimodal Mixed-Use Parking District’, it is not located within reasonable walking distances of shopping, eating and other services shared by other Zoning Districts categories within this Parking District. One-quarter mile is the most commonly used standard for determining walkable access when planning for walkable communities. Within one-quarter mile of Cambrian Rise commercial & service amenities are generally limited to one gas station / convenient store and one bakery / coffee shop.

Cambrian Rise was originally permitted prior to amendments of the Burlington Ordinance in December of 2020, which introduced significantly lower maximum allowances for the number of parking spaces and other revisions on what counted towards the maximum number of spaces. The most recent approval guarantees the retention of 1,129 total parking spaces, which at the time, did not require a waiver.

Sec. 8.1.9 Maximum On-Site Parking Spaces

4. Waiver of Maximum Parking Limitations – Parking in excess of the maximum parking limitation of this section, or a request for one parking space where none would otherwise be permitted, may be waived by the DRB pursuant to the provisions of Sec 8.1.15 with the following additional requirements:

A. The applicant requesting the waiver shall also provide:

(i) a peak demand parking study for two similar uses in the area; and,

A peak demand parking study was conducted at multiple multi-family developments within the Burlington area. The study shows the peak demand at all locations require off-street parking beyond 1 space per unit. These study developments include:

**Study Site #1**: Eastwood Commons
Address: 370 Farrell St, South Burlington
Description: 89 units, 4-story condominium building with a combination of 1-, 2-, and 3-bedroom units. The building is within one-quarter mile of multiple conveniences, including, but not limited to a Green Mountain Transit (GMT) bus stop, grocery store, restaurants, and pharmacies.
Parking Provided: 147 spaces or 1.65 spaces per unit
Maximum Observed Parking Demand: 121 spaces or 1.36 spaces per unit

**Study Site #2**: City’s Edge Condominium’s
Address: 409 Farrell St, South Burlington
Description: 60 units, 4-story condominium building with a combination of permanently affordable and market rate 1- and 2-bedroom units. The building is within one-quarter mile of multiple conveniences, including, but not limited to a GMT bus stop, grocery store, restaurants, and pharmacies.
Parking Provided: 106 space or 1.77 spaces per unit
Maximum Observed Parking Demand: 106 spaces or 1.20 spaces per unit

**Study Site #3**: Olympiad / Stonewood / Farrell Gardens Apartments
Address: 78 Eastwood Dr, 80 Eastwood Dr, and 20 Joy Drive, South Burlington
Description: 146 units, located within three 4-story apartment buildings with shared parking resources and include a combination of studio, 1- and 2-bedroom units. These buildings are within one-quarter mile of multiple conveniences including, but not limited to a daycare facility, gym, grocery store, pharmacies and are slightly over one-quarter mile from a GMT bus stop, restaurants, shopping, and several additional conveniences. This development also shares parking with a 4-story professional office building.

Parking Provided: 311 spaces or 2.13 spaces per unit

Maximum Observed Parking Demand: 192 spaces or 1.32 spaces per unit

Study Site #4: Thayer Commons
Address: 1191, 1193, and 1195 North Avenue, Burlington
Description: 86 units, located within three 1- and 4-story apartment buildings with shared parking resources and include a combination of studio, 1- and 2-bedroom units. These buildings are within one-quarter mile of multiple conveniences including, but not limited to a grocery store, healthcare services, a GMT bus stop, restaurants, a pharmacy, a hardware store, a US post office, and several more shopping and service opportunities.

Parking Provided: 119 spaces or 1.38 spaces per unit

Maximum Observed Parking Demand: 108 spaces or 1.26 spaces per unit

In review, this above study reviewed four separate developments and documented parking usage at multiple times of day and multiple days. The peak parking demand was always after 12AM. All of these locations are in more proximate locations to nearby conveniences for shopping, eating, and other services and are with close proximity to bus stops on major GMT routes. They represent similar low rise residential buildings and unit mixes as those at Cambrian Rise. PEAK PARKING DEMAND WAS DOCUMENTED BETWEEN 1.20 TO 1.36 SPACES PER UNIT.

(ii) a TDM Plan pursuant to the requirements of Sec. 8.1.16

A TDM plan pursuant to the requirements of Sec. 8.1.16 has been included with the current amendment application.

B. The following additional review criteria shall be addressed regarding how:

(i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;

Cambrian Rise is overwhelmingly a residential development and shared parking within the site is limited. It is also isolated from other offsite parking resources within a walkable distance, such as public parking garages or lots. Roughly 120 on-street parking spaces will be created and will be used for additional and overflow residential parking, guest parking, and to support non-residential activities on or near the development. On-street parking will also be utilized for Kieslich Park and access to Lake Champlain via the bike path connection thru Cambrian Rise. On-street parking will not provide adequate parking to mitigate the need for the requested parking waiver.

(ii) The proposed development demonstrates that its design and intended uses will continue to support high levels of existing or planned transit and pedestrian activity; and,

As fully described in the TDM plan, Cambrian Rise supports high levels of existing and planned transit and pedestrian activity. There will be substantial investment in a combination of components including a climate-controlled bus stop, discounted GMT, GreenRide, and CarShare Vermont passes and memberships, pedestrian and bike paths, lanes, and facilities, including connection between North Avenue and the Waterfront bike path.
(iii) The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

If in the future, parking demands reduce to the extent where surplus parking is available on the site, we envision the locations highlighted in yellow in the figure below to be priority areas for redevelopment into pedestrian and transit supportive uses in the future.

Sec. 8.1.15 Waivers from Parking Requirements/ Parking Management Plans

(a) Parking Waivers

In order to be considered for a waiver, the applicant shall submit a Parking Management Plan that specifies why the parking requirements of Sec. 8.1.8 or Sec. 8.1.9 are not applicable or appropriate for the proposed development and proposes an alternative that more effectively meets the intent of this Article. A Parking Management Plan shall include, but not be limited to:

(1) A calculation of the parking spaces required pursuant to Table 8.1.8-1, and Sec. 8.1.9 regarding parking maximums where applicable.

There are no minimum required parking spaces for any use within the Multimodal Mixed-Use Parking District. Exhibit L-CH2, Chart 2 Vehicle Parking Calculations provides the maximum number of parking spaces as well as the proposed number of spaces.
(2) A narrative that outlines how the proposed parking management plan addresses the specific needs of
the proposed development, and more effectively satisfies the intent of this Article and the goals of the
Municipal Development Plan.

Cambrian Rise includes multiple buildings and owners. Many of the buildings have separated parking
facilities, while others utilize shared parking resources. To encourage alternate modes of
transportation and lower car ownership, all parking will be un-bundled from leases and deeds. Not
owning a vehicle will result in financial benefit. Parking will be managed to direct owners and tenants
to assigned areas. It is anticipated that certain parking areas will be reserved for non-residential uses
during daytime hours, but support peak residential demand during night-time hours.

(3) An analysis of the anticipated parking demand for the proposed development. Such an analysis shall
include, but is not limited to:

i. Information specifying the proposed number of employees, customers, visitors, clients, shifts, and
deliveries;

The maximum parking waiver is generally required for residential use and the number of
employees, customers, visitors, clients, shifts, and deliveries generally will not impact demand.

ii. Anticipated parking demand by time of day and/or demand by use;

Please see the attached shared parking analysis, which includes an excerpt of Table 2-2, Summary
of Recommended Base Parking Ratios from the Urban Land Institute (ULI) publication, Shared
Parking, 2nd Edition. We’ve provided this as a baseline comparison to parking ratios that are
proposed for Cambrian Rise, which are significantly less. The shared parking analysis also provides
time of day calculations.

Below are the proposed parking ratios that were used to arrive at the proposed number of parking
spaces. In addition to professional sources, such as the ULI and Institute of Transportation
Engineers, the proposed ratios are also based on a parking study of four similar residential
developments, which have been monitored over the past 4 years and are described above in the
response to Sec. 8.1.9. The proposed ratios represent a compromise between national data and
Burlington requirements.

Residential: Proposed ratio 1.35 spaces per unit (0.35 space / unit increase request)

National data suggest the average demand for residential rental units is 1.75 and 1.85 for owned
residential. The proposed 1.35 spaces per unit accommodates portions of Cambrian Rise that were
previously approved at higher ratios, therefore decreasing the ratio for remaining residential units,
and is supported by the peak demand study.

Hotel: Proposed ratio = .75 per room (no increase requested)

No increase in the maximum allowable parking spaces is being made for hotel rooms. However, it
should be noted that national data suggests 1.18 to 1.25 spaces per room.

Office & Retail: Proposed ratio = 3 per 1,000 sf of gsa (1 space / ksf increase requested)

ULI data suggests an average base ratio for Office and Retail is between 3.6 to 3.8 spaces per 1,000
square feet. For example, Cambrian Rise is proposing a 7,000 sf of coworking space. Current
interior layouts specify roughly 35 workstations and meeting & collaboration areas that
accommodate up to 50 seats, which results in a potential maximum capacity of 85. While we
anticipate high use of these facilities by residents of Cambrian Rise, the proposed parking would allow 21 spaces, or less than 25% spaces per maximum capacity.

**Restaurant: Proposed Ratio 10 / 1,000 sf of gsa (7 spaces / ksf increase requested)**

ULI data suggests maximum parking demand for restaurants between 15 to 20 spaces per 1,000 sf. This is a significant disparity with Burlington’s maximum allowance of 3 spaces per 1,000 sf. While many residents would support on-site eating establishments, such establishments would not be economically feasible without significant support from off-site patrons. By drastically limiting the number of parking spaces for restaurant use, it would prevent any restaurant from being located within Cambrian Rise, and therefore force residents to leave the neighborhood, predominately in their cars. We are suggesting 10 spaces per 1,000 sf.

iii. **Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;**

See attached shared parking analysis.

iv. **Availability and frequency of public transit service within a distance of 800- feet.**

The GMT Route #7 North Avenue services Cambrian Rise. A climate-controlled bus station has been constructed at the intersection of Cambrian Way and North Avenue to support use of public transit services and discounted transit passes are available to residents.

On weekdays, bus frequencies are between 20 to 30 minutes, roughly between 6 AM and 7 PM, and 60 to 75 minutes between 7 PM and 11 PM. The latest service leaves the Burlington Downtown Transit Center at 10:30 PM. (*several trips are only operated when Burlington School district is in session, see attached Rout #7 schedule*)

On Saturdays, bus frequencies are every 30 minutes between 6:30 AM and 7 PM, and between 60 to 75 minutes between 7 PM and 11 PM, with the last service leaving the Burlington Downtown Transit Center at 10:30 PM.

On Saturdays, bus frequencies are every 75 minutes between 8 AM and 6:30 PM, with the last service leaving the Burlington Downtown Transit Center at 6 PM.

A copy of the most current schedule is included on the following page:
v. A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,

The proposed waiver is calculated based on anticipated occupancy, ownership, or type. As described previously, Cambrian Rise is incorporating significant measures to encourage the reduction of vehicle ownership and to promote alternate modes of transportation.

vi. Any other information established by the administrative officer as may be necessary to understand the current and projected parking demand.

No additional information requests have been made by the administrative officer.

(4) Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:

i. A telecommuting program;

Cambrian Rise supports telecommuting programs for residents of Cambrian. High speed internet access is included with all Farrell Property rentals and infrastructure supports 1GB and faster connections for all buildings. A 7,000 SF co-working space is proposed, which will add additional
support for telecommuting, with roughly 35 workstations and meeting & collaboration areas to accommodate up to 50 seats.

ii. Participation in a Transportation Management Association including methods to increase the use of mass transit, car pool, van pool, or non-auto modes of travel;

Cambrian Rise is a member of the Chittenden Area Transportation Management Association (CATMA). A description of benefits associated with CATMA membership are outlined in the TDM plan.

iii. Implementation of a car-share program;

Cambrian Rise has reserved 5 parking spaces for CarShare Vermont and has contracted with and currently subsidizes a car on-site for use by renters, owners, and neighbors. The number of CarShare vehicles will increase as Cambrian Rise is built out and demand increases.

iv. Development or use of a system using offsite parking and/or shuttles; and,

Offsite parking resources are not within reasonable distances of Cambrian Rise. Shuttle service to offset peak residential parking demand is not feasible.

v. Implementation of public transit subscriptions for employees.

Employees at Cambrian Rise are offered discounted GMT transit passes and GreenRide bike share membership through CATMA.

(5) An analysis and narrative pursuant to Sec. 8.1.9 regarding waivers of parking maximums where applicable.

See Sec. 8.1.9 response above.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.