

ARTICLE 8: PARKING

PART 1: GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

It is the purpose of this article to:

- (a) Ensure there are adequate parking and loading facilities to serve the use or uses of the property;
(b) Ensure that parking facilities are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjoining properties from nuisance caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles parking off the street;
(c) Reduce congestion in the streets and contribute to traffic safety; and
(d) Encourage alternate modes of travel that will reduce dependence upon the single-occupancy automobile.

These regulations are enacted under the provisions of 24 V.S.A. Chapter 117

Sec. 8.1.2 Applicability

No structure shall be erected or altered, or any use changed or established, unless or until the provisions of this Article have been met. No onsite parking shall be required or provided within the Urban Reserve District.

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 onff-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 onffsite 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

37 nearby land uses, and that travel to and between these uses may not be strictly
38 automobile dependent.

39 **(c) Downtown Multimodal Mixed-Use Parking District:**

40 This parking district ~~further reduces~~eliminates the minimum on-site parking
41 requirements from the baseline standards of Sec. 8.1.8 recognizing ~~that the~~
42 opportunity for extensive sharing of parking demand between nearby mixed land
43 uses ~~occurs; that a majority of~~makes travel to and between proximate land uses is
44 largely independent from an automobile; and that an array of non-vehicular
45 transportation modes, public parking facilities, and frequent transit service greatly
46 reduces the need for independent on-site parking for individual land uses.

47 This Parking District includes all properties in the following Zoning Districts:

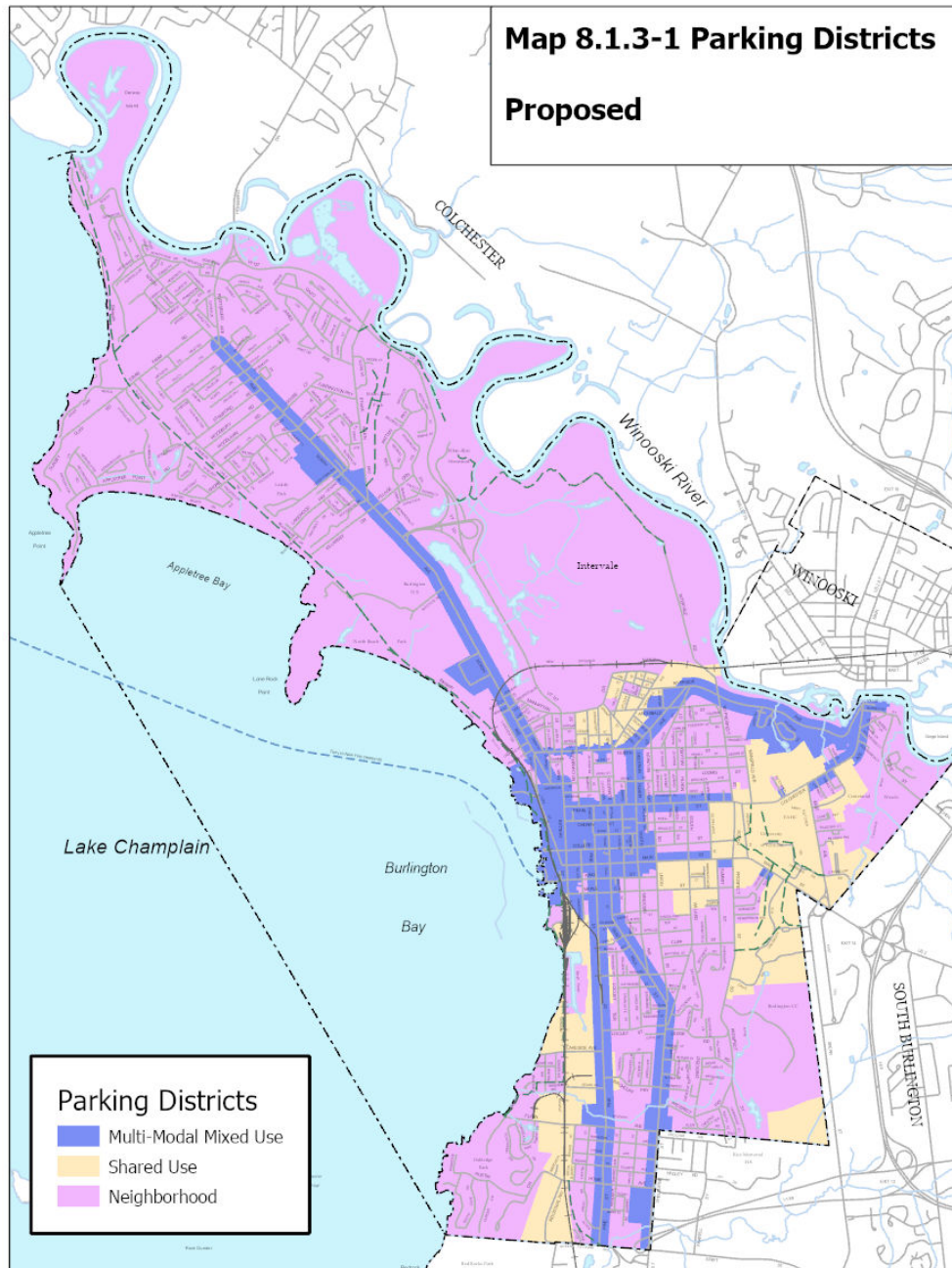
- 48 (a) Downtown Core (FD6)
- 49 (b) Downtown Center (FD5)
- 50 (c) Downtown Waterfront – Public Trust (DW-PT)
- 51 (d) Neighborhood Activity Center (NAC)
- 52 (e) Neighborhood Mixed Use (NMU)
- 53 (f) NAC – Riverside (NAC-R)
- 54 (g) NAC – Cambrian Rise (NAC-CR)

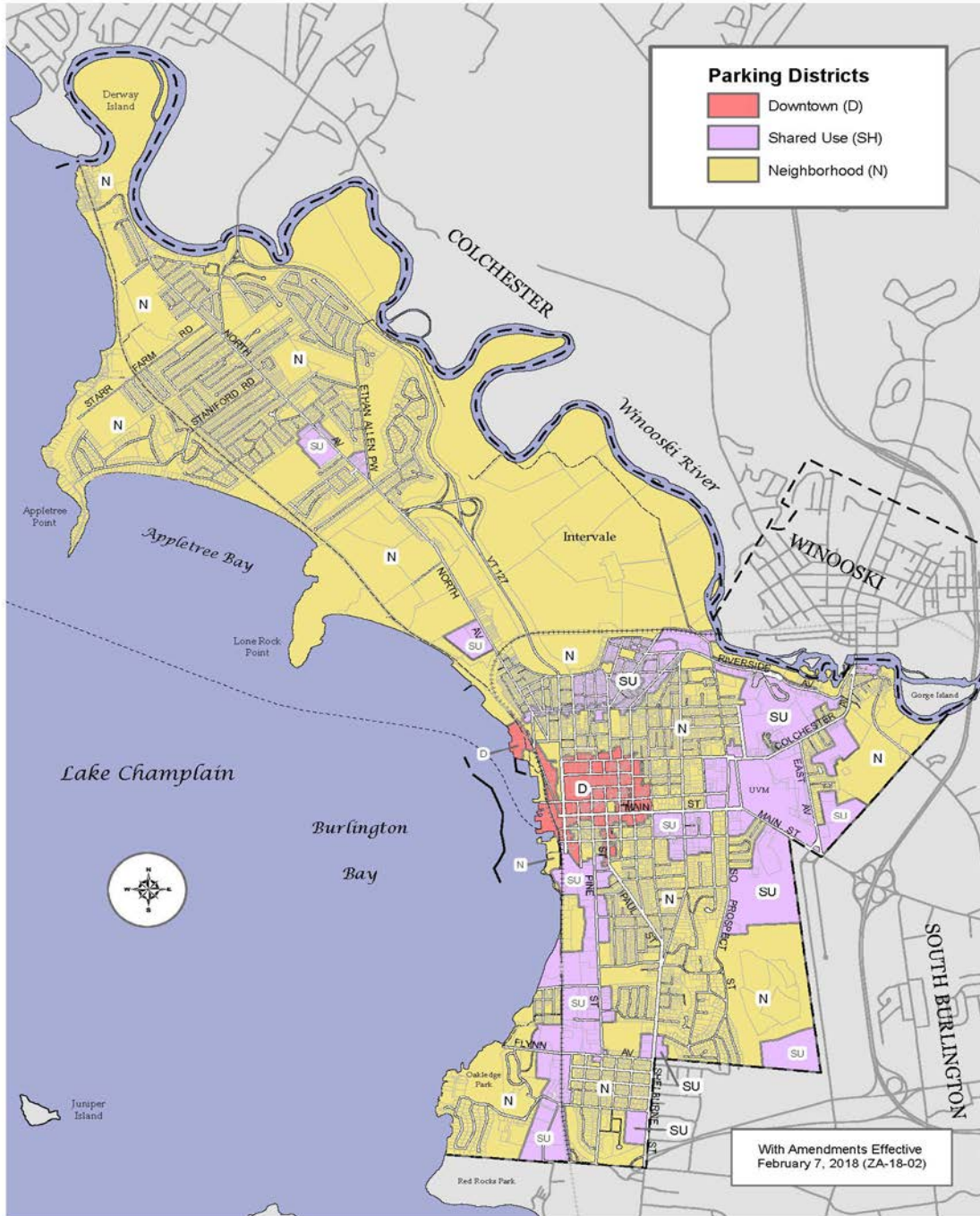
55 With the exception of those properties subject to Part 3 - Institutional Parking
56 Management Plans, this Parking District also includes all properties with street
57 frontage on the following major thoroughfares below to a maximum depth of 200-
58 ft.:

- 59 (a) North Avenue from Battery Park to Plattsburg Avenue
- 60 (b) Colchester Avenue
- 61 (c) Pearl Street
- 62 (d) North Winooski Avenue
- 63 (e) Riverside Avenue from N. Winooski Ave to Colchester Ave
- 64 (f) Battery Street
- 65 (g) Main Street
- 66 (h) Pine Street
- 67 (i) Saint Paul Street
- 68 (j) Shelburne Street

69 With the exception of public parking provided in exchange for an Article 4
70 Development Bonus (see Sec 4.4.1 (d) 5 A), minimum on-site parking requirements
71 permitted for any structure and/or use within this Parking District in effect prior to
72 the adoption of this provision shall be hereby withdrawn in order to facilitate a more
73 efficient allocation and management of existing parking resources and the
74 development of land.

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78 **Map 8.1.3 -1 Parking Districts**

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81 **Sec. 8.1.4 Existing Structures**

82 Any structure or land use lawfully in existence prior to the adoption of this ordinance
83 shall not be subject to the requirements of this Article as long as the kind or extent of

84 use is not changed, and provided further that any parking facilities now serving such
 85 structures shall not in the future be reduced below such requirements.
 86

87 **Sec. 8.1.5 Existing Structures - Change or Expansion of Use**

88 Whenever there is an alteration or conversion of a structure or a change or expansion
 89 of a use which increases the parking requirements, the total additional parking
 90 requirements for the alteration, conversion, change, or expansion shall be provided in
 91 accordance with the requirements of this Article. A waiver may be requested pursuant
 92 to the provisions of Sec. 8.1.15.
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94 **Sec. 8.1.6 Existing Structures: Affordable Housing and Historic** 95 **Buildings Exemption in Downtown District**

96 ~~Any nonresidential use within a structure lawfully in existence prior to January 1, 2007~~
 97 ~~in any Downtown Parking District shall be exempt from the requirements of this Article~~
 98 ~~when applying for a change to any other nonresidential use. Regardless of location, the~~
 99 ~~Minimum Off-Street Parking Requirements found under Sec. 8.1.8 below shall not~~
 100 ~~apply to any of the following:~~

- 101 ~~(a) The creation of permanently affordable inclusionary housing units satisfying~~
 102 ~~the applicable provisions of Article 9 Part 1 - Inclusionary Housing (see Sec.~~
 103 ~~9.1.10 Income Eligibility and Sec. 9.1.11 Calculating Rents and Selling Prices);~~
 104 ~~(b) The adaptive reuse and/or substantial rehabilitation of a building listed on the~~
 105 ~~State or National Register of Historic Places; and,~~
 106 ~~(c) The creation of an Accessory Dwelling Unit subject to the provisions of~~
 107 ~~Sec. 5.4.5.~~
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109 **Sec. 8.1.7 Non-conforming Residential Structure**

110 Where additions or conversions to existing residential structures within a
 111 Neighborhood or Shared Use Parking District add living space but do not add dwelling
 112 units, and such sites do not currently meet the parking standards of Sec. 8.1.8, one (1)
 113 parking space shall be provided for each additional room. Single detached dwellings
 114 shall be exempt from this requirement.
 115

116 **Sec. 8.1.8 Minimum Off-Street Parking Requirements**

117 ~~A minimum number of off-street parking spaces~~ for all uses and structures shall be
 118 provided in accordance with Table 8.1.8-1 ~~below~~.

- 119 (a) Where ~~a use is not listed no requirement is designated, and the use is not~~
 120 ~~comparable to any of the listed uses, the minimum~~ parking requirements shall be
 121 determined by ~~the DRB upon recommendation by~~ the administrative officer based
 122 upon ~~a determination that the use is substantially equivalent in use, nature, and~~
 123 ~~impact to a listed use the capacity of the facility and its associated uses.~~

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(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	Multimodal Mixed-Use Downtown Districts
RESIDENTIAL USES	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	2	1	+0
Single Family detached and Duplex	2	2	+0
RESIDENTIAL USES - SPECIAL	Per Dwelling Unit except as noted		
Assisted Living	0.5	0.5	0.40
Bed and Breakfast (per room, in addition to single-family residence)	1	0.75	0.50
Boarding House (per two (2) beds)	1	0.75	0.50
Community House	1	0.75	0.50
Convalescent Home (per four (4) beds)	1	1	+0
Dormitory (per two (2) beds)	1	1	+0
Emergency Shelter	0	0	0
Group Home (per two (2) beds)	1	1	+0
Historic Inn (per room, in addition to single-family residence)	1	0.75	0.50
Sorority & Fraternity (per two (2) beds)	1	1	+0
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
Adult Day Care (per two (2) employees)	1	1	+0
Agricultural Use	None0	None0	None0
Amusement Arcade	2	1	0
Animal Boarding/Kennel/Shelter	2.5	1.5	+0
Animal Grooming (per grooming station)	1	1	0
Animal Hospitals/Veterinarian Office	3	2	+0
Appliance & Furniture Sales/Service	2.5	1	+0
Aquarium	1.3	1	+0
Art Gallery/ <u>Studio</u>	3.3	2.5	+0

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Downtown Districts
Auction Houses	3.3	2.5	40
Automobile & Marine Parts Sales	2.5	1.5	40
Automobile Body Shop	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay0
Automobile Repair/Service	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay0
Automobile Sales – New & Used	2	2	40
Bakery	2.5	2.5	40
Bank, Credit Union	2.5	2	40
Bar/Tavern	4	3	None0
Beauty/Barber Shop (per station/chair)	1	1	None0
Bicycle Sales/Repair	2.5	1	None0
Billiard Parlor (per game table)	1	1	None0
Boat Repair/Service	2	2	40
Boat Sales/Rental	2	2	40
Boat Storage	3	2	40
Bowling Alley (per lane)	3	2	40
Building Material Sales	3.3	2.5	40
Café (per four (4) seats)	1	None0	None0
Camp Ground (per camping space)	1	1	40
Car Wash (stacking spaces per wash bay)	4	4	40
Cemetery	None0	None0	None0
Cinema (per four (4) seats)	1	1	None0
Club, Membership	3.3	2.5	40
Community Center	3.3	2.5	40
Community Garden (per ten (10) plots)	1	1	None0
Conference Center	3	2	40
Contractor Yard (per 1,000 gfa of office space)	2.5	2	20
Convenience Store	3	2	40
Convention Center	n/a	3	20
Courthouse	n/a	3.3	20
Crematory (per FTE employee)	1	1	40
Crisis Counseling Center	4	3	40
Daycare - Home (6 children or less)	None0	None0	1 drop-off0

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Downtown Districts
Daycare - Large (Over 20 children) (per two (2) employees)	1 plus 1 drop-off per 5 children	1 plus 1 drop-off per 5 children	2 drop-off 0
Daycare - Small (20 children or less) (per two (2) employees)	1 plus 1 drop-off per 5 children	1 plus 1 drop-off per 5 children	+0
Dental Lab	2	1	None 0
Distribution Center (per 3,000 gfa)	1	0.75	0.75 0
Dry Cleaning Plant	1.3	1	+0
Dry Cleaning Service	2.5	2	2 0
Film Studio	3.3	2.5	+0
Fire Station (per apparatus)	2	2	+0
Food & Beverage Processing	1.3, plus 3 per 1,000 gfa devoted to patron use	1, plus 2 per 1,000 gfa devoted to patron use	+0
Fuel Service Station (per employee/shift)	1	1	+0
Funeral Home (per four (4) seats)	1	1	+0
Garden Supply Store (per 1,000 gfa of retail area.)	3	2	+0
General Merchandise/Retail	3	2	None 0
Grocery Store	3	2	None 0
Hazardous Waste Collection/Disposal (per two (2) employees on the largest shift)	1	1	n/a 0
Health Club	3	2	+0
Health Studio	2	1	None 0
Hospitals (per patient bed)	2	2	2 0
Hostel (per two (2) beds)	0.5	0.5	None 0
Hotel/Motel (per room)	1	0.75	0.75 0
Laundromats (per washing machine)	1	1	None 0
Library	1.3	1	None 0
Lumber Yard (per 1,000 gfa of retail area.)	3	2	+0
Manufacturing-Light	1.3, plus 3 per 1,000 gfa devoted to patron use.	1.3, plus 2 per 1,000 gfa devoted to patron use.	+0

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Downtown Districts
Manufacturing	1.3, plus 3 per 1,000 gfa devoted to patron use.	1.3, plus 2 per 1,000 gfa devoted to patron use.	40
Marina (per berth)	0.5	0.5	0.50
Medical Lab	2	1	None0
Museum	1.3	1	40
Office - General	2	2	20
Office - Medical, Dental	3	2	40
Office – Technical	2	2	20
Open Air Markets	None0	None0	None0
Operations Center - Taxi (per three (3) employees)	1	1	40
Operations Center - Truck/Bus (per 3,000 gfa)	1	0.75	0.750
Park (per playing area)	5	None0	None0
Parking Garage – Private	None0	None0	None0
Parking Lot – Private	None0	None0	None0
Performing Arts Center (per four (4) seats)	1	1	None0
Performing Arts Studio	1	None0	None0
Pet Store	2.5	1	None0
Pharmacy	3	2	40
Photo Studio	2.5	1	None0
Photography Lab	1	1	None0
Police Station	2.5	2	20
Post Office	1.3	1	40
Post Office - Local	2	2	None0
Printing Plant	1.3	1	40
Printing Shop	2	2	None0
Public Transit Terminal	1 per 200 gfa of public waiting space	1 per 200 gfa of public waiting space	None0
Public Works Yard/Garage	None0	None0	None0
Radio & TV Studio	2	2	20
Rail Equip. Storage & Repair	None0	None0	None0

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Downtown Districts
Recording Studio	1.3	1	4 ₀
Recreational Facility - Indoor (per four (4) seats)	1	1	0.5 ₀
Recreational Facility - Outdoor (per playing field)	15	10	None ₀
Recreational Facility - Outdoor Commercial	Larger of 1 per 4 seats or 15 per playing field	Larger of 1 per 4 seats or 10 per playing field	1 per 6 seats ₀
Recreational Vehicle Sales – New and Used	2	2	4 ₀
Recycling Center - Large above 2,000 gfa	None ₀	None ₀	None ₀
Recycling Center - Small 2,000 gfa or less	None ₀	None ₀	None ₀
Research Lab	2.5	2	2 ₀
Restaurant	4	3	None ₀
Restaurant – Take-Out	4	3	None ₀
Salon/Spa	4	4	2 ₀
School - Secondary (per Classroom)	7	5	2 ₀
School - Primary (per Classroom)	1.5	1.5	1.5 ₀
School – Preschool Large (over 20 children) (per two (2) employees)	1 plus 1 drop-off ₀ per 5 children	1 plus 1 drop-off ₀ per 5 children	1 plus 1 per 5 children ₀
School – Preschool Small (up to 20 children) (per two (2) employees)	1 plus 1 drop-off ₀ per 5 children	1 plus 1 drop-off ₀ per 5 children	4 ₀
School - Trade/Professional	5	3	4 ₀
School, - Post-Secondary	2	2	2 ₀
Solid Waste Facility - Incinerator, Landfill, Transfer Station	None ₀	None ₀	None ₀
Tailor Shop	2	1	None ₀
Vehicle Salvage	None ₀	None ₀	None ₀
Warehouse	0.5	0.35	0.35 ₀
Warehouse - Self Storage Facility	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces ₀
Warehouse - Retail	3.3	2.5	2.5 ₀

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Downtown Districts
Wholesale Sales	1.3	1	40
Worship, Place of (per four (4) seats)	1	1	40

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Sec. 8.1.9 Maximum On-Site Parking Spaces

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The total number of off-street parking spaces provided in ~~all any~~ parking districts shall not be more than ~~125% of the minimum number of spaces required for the Neighborhood Parking District for any given use~~ as required in Table 8.1.8-1 below. ~~In no case shall the maximum number of required spaces be less than one (1) per unit of measurement (beds, units, 1000 gross sqft, etc.) for the use.~~

<u>Table 8.1.9-1 Maximum Off-Street Parking Requirements</u>		
<u>Neighborhood District</u>	<u>Shared Use District</u>	<u>Multimodal Mixed-Use District</u>
<u>125% of the minimum number of spaces required for the Neighborhood Parking District for any given use as required in Table 8.1.8-1</u>	<u>100% of the minimum number of spaces required for the Neighborhood Parking District for any given use as required in Table 8.1.8-1</u>	<u>100% of the minimum number of spaces required for the Shared Parking District for any given use as required in Table 8.1.8-1</u>

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(a) **Exemptions:** The following shall ~~reduce~~ not be included in the maximum number of allowable spaces required by this section:

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1. Structured Parking: Spaces provided within the footprint of a structure containing one or more other uses, including rooftop, at-grade, or below grade spaces shall not be counted towards the maximum, provided the floor area dedicated to parking is less than 50% of the total gross floor area of the structure;

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2. Public Parking: Spaces provided and available for use by the public shall not be counted towards the maximum. Such spaces shall be available to the public at a minimum of nights and weekends, and be signed or marked accordingly;

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3. Carpool, Vanpool, and Car-Share Parking: Spaces dedicated for vehicles participating in a carpool, vanpool, or car-share program shall not be counted towards the maximum. Such spaces shall be reserved for such use, and be signed or marked accordingly; and,

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4. Alternative Fueled Vehicle Parking. Parking spaces dedicated for vehicles operating on primarily alternative fuels including but not limited to electric, natural gas, and hydrogen shall not be counted towards the maximum. Such spaces shall

152 be reserved for such use, and be signed and/or the space painted with the words
153 “Alternative Fueled Vehicles Only.”

154 **5. Waiver of Maximum Parking Limitations.** Parking in excess of the
155 maximum parking limitation of this section may be waived by the DRB pursuant
156 to the provisions of Sec 8.1.15 with the following additional requirements:

157 A. The applicant requesting the waiver shall also provide:

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

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

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

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

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

167 (iii) The site plan indicates where additional parking can be redeveloped
168 to a more intensive transit supportive use in the future.

170 **Sec. 8.1.10 Off-Street Loading Requirements.**

171 Outside of the ~~Downtown~~ Multimodal Mixed-Use Parking District, every structure
172 constructed after the effective date of this ordinance and used for non-residential use
173 shall provide sufficient space for the unloading and loading of vehicles. The adequacy
174 of any proposed loading areas shall be considered as part of the site plan and traffic
175 circulation review. Such loading areas shall have access to a public alley or a public
176 street in such a way to minimize conflicts with the circulation of other vehicles and
177 pedestrians, be screened from public view, and provide safe and effective access to the
178 city’s street network.
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180 **Sec. 8.1.11 Parking Dimensional Requirements**

181 The following standards in Table 8.1.11-1 below shall be ~~used~~ applicable in all Parking
182 Districts to ensure safe, adequate, and convenient access and circulation. These standards
183 shall be adhered to except in situations where a lesser standard is deemed necessary by
184 the DRB after consultation with the city engineer due to site topography, location of
185 existing or proposed structures, lot configuration, and/or the need to preserve pervious lot
186 coverage for on-site stormwater management, existing trees, and mature vegetation.

187 Mechanical access parking shall be exempt from the dimensional requirements of this
188 section.

Table 8.1.11-1 Minimum Parking Dimensions

<u>Angle of Parking Space Type</u>	<u>Space Width (A) of Space</u>	<u>Space Length (B) of Space</u>	<u>Vertical Clearance (C) (Stall and Aisle)</u>	<u>Width of Angled Space</u>	<u>Length of Angled Space</u>	<u>Minimum Back-Up Length</u>
Standard Cars						
Parallel Parking	8.9.0'	2218.0'	7.5'	-	-	-
45° Angle ²	9.0' ¹	2018.0'	7.5'	12.7'	20.5'	15.0'
60° Angle ²	9.0' ¹	2018.0'	7.5'	10.4'	21.8'	18.0'
90° Angle ²	9.0' ¹	2018.0'	7.5'	9.0'	20.0'	24.0'
Compact³ Cars						
<u>Compact spaces must be clearly identified with pavement marking and signage.</u>						
Parallel Parking	8.07.5'	2015.0'	6.8'	-	-	-
45° Angle ²	8.0'	1816.0'	6.8'	11.2'	18.3'	13.0'
60° Angle ²	8.0'	1816.0'	6.8'	9.2'	19.8'	15.0'
90° Angle ²	8.0'	1816.0'	6.8'	8.0'	18.0'	20.0'
Tandem	9.0'	36'	7.5'			
Scooter/Motorcycle	4'	8.0'	6.8'			
Aisle Width (D)						
Aisle width (one-way)	10-12' 14' for 60° angled spaces 90° angled spaces not permitted		7.5'			
Aisle width (two-way)	20' 23' for 90° angled spaces		7.5'			

189 ¹ The minimum stall width may be reduced to 8.5' for spaces dedicated to residential uses.

190 ² Angled spaces may be either head-in or back-in.

191 ³ The overall proportion of compact spaces may not exceed 50%.

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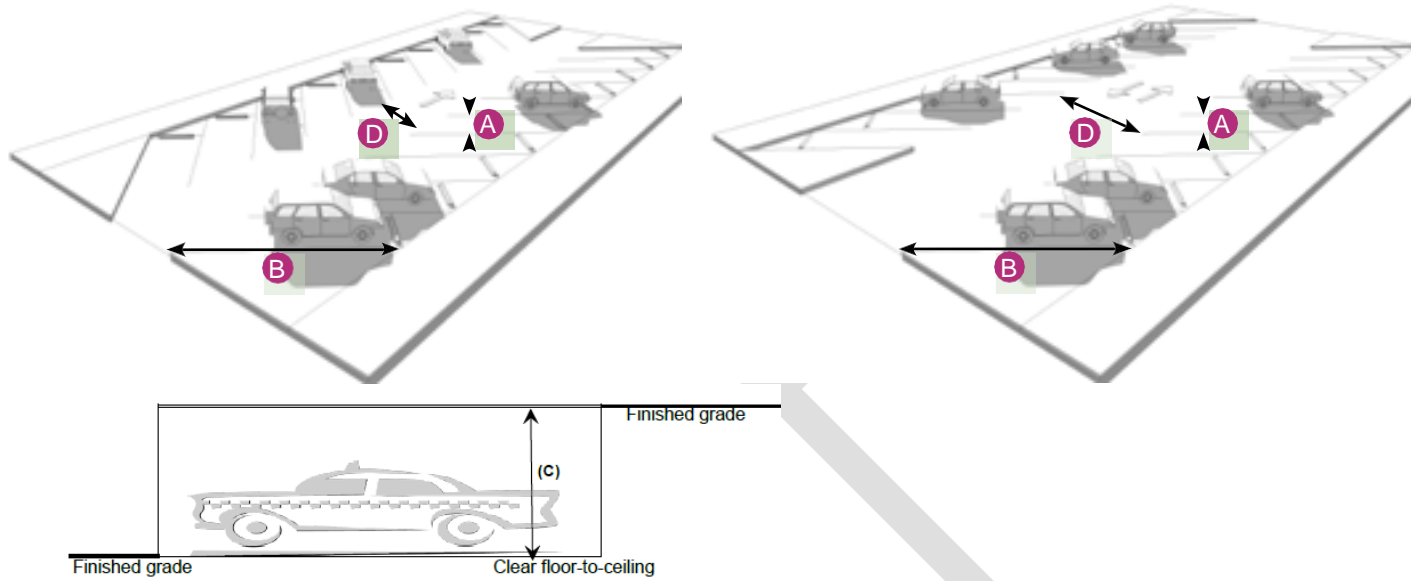


Illustration 8.1.11-A - Parking Dimensions

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site parking facilities:

Except for single and two-family dwellings, required parking facilities may be located on another parcel of land. The off-site parking area shall be within the same zoning district as the use it serves or is in a zoning district that allows parking lots or parking garages as ~~primary-Principal~~ uses. Parking that serves any use located outside a residential zoning district shall not be located within a residential zoning district. ~~Off-site parking spaces shall be subject to the site plan design standards of Article 6: Part 2. The maximum parking limitations of Section 8.1.9 apply.~~ Off-site parking facilities shall be as follows:

1. Neighborhood Parking District: No more than 50% of the total required off-street parking from Table 8.1.8-1 shall be provided at a distance greater than 600 feet from the use it is intended to serve. ~~For residential uses, a minimum of 1 space per unit shall be provided on-site.~~
2. ~~Downtown and Shared Use~~ Shared Use Parking Districts: Any off-site parking shall be provided within 1,000 feet of the use it is intended to serve unless such parking is provided as part of a Parking Management Plan pursuant to Sec. 8.1.15 approved by the DRB.
3. The distance from the off-site parking to the associated use shall be measured in walking distance along a sidewalk or other pedestrian path separated from street traffic from the nearest parking space to the principle pedestrian entrance to the building housing the use. Such off-site parking shall not reduce the

225 required parking for any other use utilizing the property on which it is located
226 unless such shared use is approved by the development review board per Sec.
227 8.1.15 (b). The right to use the off-site parking to meet the minimum parking
228 requirements of Sec. 8.1.8 must be guaranteed for the duration of the use as
229 evidenced by a deed, ~~or~~ easement, lease, or similar written instrument as
230 approved by the City Attorney and recorded in the Burlington land records. ~~Use~~
231 ~~of off-site parking for parking spaces in excess of the minimum parking~~
232 ~~requirements of Sec. 8.1.8 may be secured by lease or similar written~~
233 ~~instrument.~~

234 **(b) Downtown Street Level Setback:**

235 ~~In order to maintain an active streetscape, any off-street parking occupying street~~
236 ~~level frontage in the Downtown Parking District shall be setback from the front~~
237 ~~property line in order to reserve street-level frontage for pedestrian-oriented uses.~~

238 **(c) Front Yard Parking Restricted:**

239 Required parking in all residential zoning districts shall not be located in a required
240 front yard setback area abutting a public street, except alleys. This prohibition
241 extends from the edge of the public right-of-way into the required front yard setback
242 for the entire width of the property with the exception of a single access drive no
243 more than eighteen feet (18') or less in width. The provisions of this subsection
244 shall not be applicable during such times as when the winter parking ban pursuant
245 to Section 20-56 of the Code of Ordinances is in effect. Where parking is provided
246 outside the front yard setback, but either partially or entirely between the principle
247 structure and the street, such parking shall be screened to the extent practicable
248 from view from the public street.

249 **(d) Shared Parking in Neighborhood Parking Districts:**

250 In the event that a mix of uses occupy a single structure or parcel of land located in
251 a Neighborhood or Shared Use Parking District, the total requirement for off-street
252 parking shall be the sum for all individual uses unless it can be shown that the peak
253 parking demands are offset and spaces can be shared (for example: retail and
254 residential, or theater and office uses) as evidenced by a shared parking analysis
255 utilizing the most current edition of the Urban Land Institute's Shared Parking
256 Report, the ITE's Shared Parking Guidelines, or other comparable and industry-
257 recognized publications. ~~In such cases the parking required must at least meet the~~
258 ~~requirements for Shared Use Districts.~~

259 **(e) Single Story Structures in Shared Use Districts:**

260 In the event that a single story structure is proposed to be located in a Shared Use
261 District, the total requirements for off-street parking shall be calculated as for a
262 Neighborhood Parking District. This provision does not apply to single story
263 structures existing and occupied as of the effective date of this ordinance.

264 **(f) Joint Use of Facilities:**

265 The required parking for two (2) or more uses, structures, or parcels may be
266 combined in a single parking facility if it can be shown by the applicant to the

267 satisfaction of the DRB that the use of the joint facility does not materially overlap
268 with other dedicated parking in such facility, and provided that the proposed use is
269 evidenced by a ~~irrevocable~~ deed, lease, contract, reciprocal easement, or similar
270 written instrument establishing the joint use acceptable to the city attorney.

271 **(g) Availability of Facilities:**

272 Required parking pursuant to this Article shall be available for parking of operable
273 passenger vehicles used by residents, customers and employees only, and shall not
274 be used for the storage or display of vehicles or materials. The distribution of
275 parking spaces for any and all individual uses will be required to be arranged in
276 such a way as to ensure optimal access and use by the patrons of such use(s).

277 **(h) Compact Car Parking:**

278 ~~Compact parking spaces may be used in parking structures or lots. Up to fifteen~~
279 ~~(15%) percent of the total parking spaces in a parking garage may be designated for~~
280 ~~compact cars. Such spaces shall be signed or the space painted with the words~~
281 ~~“Compact Car Only.”~~

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283 **Sec. 8.1.13 Parking for Disabled Persons**

284 Parking spaces for disabled persons in all Parking Districts shall comply with current
285 the Americans with Disabilities Act guidelines and shall be at least eight feet (8’) wide
286 with an adjacent access aisle at least five feet (5’) wide. Parking access aisles shall be
287 part of an accessible route to the building or facility entrance. Accessible parking
288 spaces shall be designated as reserved for the disabled by a sign showing the symbol
289 of accessibility. Painting of the paved area for the dedicated parking spaces alone shall
290 not be sufficient as the sole means of identifying these spaces.
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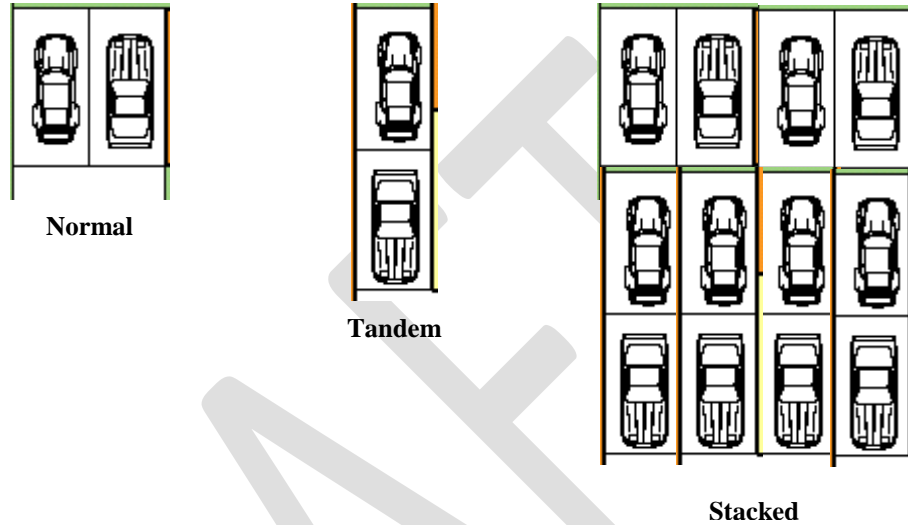
292 **Sec. 8.1.14 Stacked and Tandem Parking Restrictions**

293 Except as otherwise provided below, all parking facilities in all Parking Districts shall
294 be designed so that each motor vehicle may proceed to and from the parking space
295 provided for it without the moving of any other motor vehicle. The requirements for
296 minimum or maximum spaces continue to apply for stacked and Tandem parking.

297 (a) ~~Stacked or valet parking may be allowed if an attendant is present to move vehicles.~~
298 If stacked parking is used for required parking spaces, a written guarantee must be
299 filed with the City ensuring that an attendant will always be present when the lot is
300 in operation. ~~The requirements for minimum or maximum spaces continue to apply~~
301 ~~for stacked parking.~~

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(b) Tandem Parking ~~may shall~~ be allowed for all dwelling units (whether attached or detached). Each dwelling unit may have a pair of tandem parking spaces, however any pair of tandem parking spaces shall not serve more than one dwelling unit single family detached dwelling units, accessory apartments, duplex dwelling units, and Tandem parking shall also be allowed for dedicated employee-only parking where signed as such. ~~In no case shall more than 4 parking spaces (2 pairs) in total be provided in tandem on any one lot.~~



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Sec. 8.1.15 Waivers from Parking Requirements/ Parking Management Plans

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(a) Parking Waivers

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The total number of parking spaces required pursuant to this Article may be ~~reduced~~ modified to the extent that the applicant can demonstrate that the proposed development can be adequately served by a more efficient approach that more effectively satisfies the intent of this Article and the goals of the municipal development plan to reduce dependence on the single-passenger automobile.

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Any waiver granted for a residential use shall not exceed fifty percent (50%) of the required number of parking spaces ~~except for the adaptive reuse of a historic building pursuant to Sec. 5.4.8 which may be waived by as much as one hundred percent (100%)~~. Any waiver granted for a non-residential use may be as much as ninety percent (90%) ~~except that a waiver for ground floor retail uses in any Form or Mixed Use district may be as much as one hundred percent (100%)~~. Waivers shall only be granted by the DRB, or by the administrative officer pursuant to the provisions of Sec. 3.2.7 (a)7.

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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

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330 that more effectively meets the intent of this Article. A Parking Management Plan shall
331 include, but not be limited to:

- 332 (1) A calculation of the parking spaces required pursuant to Table 8.1.8-1, and Sec.
333 8.1.9 regarding parking maximums where applicable.
- 334 (2) A narrative that outlines how the proposed Parking Management Plan addresses
335 the specific needs of the proposed development, and more effectively satisfies the
336 intent of this Article and the goals of the Municipal Development Plan.
- 337 (3) An analysis of the anticipated parking demand for the proposed development.
338 Such an analysis shall include, but is not limited to:
- 339 i. Information specifying the proposed number of employees, customers,
340 visitors, clients, shifts, and deliveries;
 - 341 ii. Anticipated parking demand by time of day and/or demand by use;
 - 342 iii. Anticipated parking utilizing shared spaces or dual use based on a shared
343 parking analysis utilizing current industry publications;
 - 344 iv. Availability and frequency of public transit service within a distance of 800-
345 feet.
 - 346 v. A reduction in vehicle ownership in connection with housing occupancy,
347 ownership, or type; and,
 - 348 vi. Any other information established by the administrative officer as may be
349 necessary to understand the current and projected parking demand.
- 350 (4) Such a plan shall identify strategies that the applicant will use to reduce or
351 manage the demand for parking into the future which may include but are not
352 limited to:
- 353 i. A telecommuting program;
 - 354 ii. Participation in a Transportation Management Association including methods
355 to increase the use of mass transit, car pool, van pool, or non-auto modes of
356 travel;
 - 357 iii. Implementation of a car-share program;
 - 358 iv. Development or use of a system using offsite parking and/or shuttles; and,
 - 359 v. Implementation of public transit subscriptions for employees.
- 360 (5) An analysis and narrative pursuant to Sec. 8.1.9 regarding waivers of parking
361 maximums where applicable

362 Prior to any approval by the DRB pursuant to this section, the means by which the
363 Parking Management Plan will be guaranteed and enforceable over the long term,
364 such as a contract, easement, or other means, and whether the city should be a party
365 to the management contract or easement, shall be made acceptable to the city
366 attorney.

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368 (b) **Shared Parking for Off-Site Use**

369 Onsite parking spaces may be made available for use by off-site users subject to review
370 and approval of a Parking Management Plan by the DRB.

371 ~~The A~~ Parking Management Plan for Shared Parking for Off-Site Use must include the
372 following:

- 373 1. A calculation of the parking spaces required pursuant to Table 8.1.8-1 and a
374 calculation of those parking spaces to be shared for off-site parking use.
- 375 2. Information specifying the actual onsite demand for required parking by day, time
376 of day, and by use and also information specifying when and how much parking
377 would be made available to off-site users.
- 378 3. A narrative that outlines how the proposed Parking Management Plan will allow
379 for shared use of required parking spaces with off-site users; how it will enable
380 continued availability of required parking spaces pursuant to Table 8.1.8-1 while
381 also affording off-site parking use of those spaces.

382 The Parking Management Plan must demonstrate to the satisfaction of the DRB that
383 making spaces available to off-site users does not negatively affect their ability for
384 onsite users to park due to either:

- 385 1. There being an excess of onsite spaces beyond that necessary to satisfy the
386 requirements of Sec. 8.1.8; and/or,
- 387 2. The spaces are to be made available during off-peak hours of the onsite and/or
388 required users.

389 Parking spaces being made available to off-site users may be made available:

- 390 • Either with or without a fee;
- 391 • For transient use by the general public; and/or,
- 392 • By lease, provided the term of any lease does not exceed one (1) year.

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

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398 **Sec. 8.1.16 Transportation Demand Management**

399 (a) **Purpose:** This section requires the implementation of Transportation Demand
400 Management strategies for certain projects for the purpose of advancing the goals
401 of the City's land use and transportation plans, and promoting public health,
402 safety, welfare, and protection of the environment by:

- 403 • Reducing parking demand;
- 404 • Reducing vehicle miles traveled (VMT);
- 405 • Increasing transit use and non-motorized travel; and,

- Reducing car ownership

(b) Applicability: Transportation Demand Management shall be required for all projects located in the Multimodal Mixed Use Parking District (see Sec. 8.1.3(c)), and involving any one or more of the following:

<u>Dwelling Units</u>	<u>Creation of ten (10) or more dwelling units</u>
<u>Non-residential or Mixed Use Development</u>	<u>A building footprint of eight thousand (8,000) s.f. or more, or the creation of fifteen thousand (15,000) s.f. or more of gross floor area.</u>

(c) TDM Requirements: Transportation Demand Management shall include each of the following elements:

a. Outreach and Education:

i. Designation of a Transportation Coordinator who directly or indirectly shall be responsible for each of the following:

1. Prepare and present informational and educational materials regarding available TDM strategies to all tenants and employees;
2. Organize and host an annual meeting for all tenants and employees to present and discuss available TDM strategies, and opportunities for increased use and participation;
3. Preparation and dissemination of an annual travel survey of all tenants and employees; and,
4. Record-keeping and annual reporting to City of all TDM activities and rates of participation (and parking utilization if applicable) to validate continued compliance with the provisions of this Section.

b. TDM Strategies: In addition to the on-site Bicycle Parking requirements found in Article 8, Part 2, the following TDM strategies shall be made available at a minimum:

i. A Guaranteed Ride Home benefit offered to all employees whereby transit users, bikers, walkers, vanpoolers, and carpoolers who may face an occasional unforeseen change of plans that prevents them using their typical mode of travel to and from work are reimbursed for the cost of a taxi or ride-share to get them where they need to go.

Such a benefit shall define: who is eligible to participate; what trips are eligible for reimbursement; the maximum number of uses allowed during a certain period, maximum miles within a period, or maximum cost per trip; and procedures for using the benefit.

441 ii. GMT Transit passes offered to all tenants and employees at a
442 minimum subsidy of 20% as follows:

- 443 1. Tenants and/or employees living or working outside
444 Chittenden County must be offered a pass that includes
445 access to inter-regional commuter routes;
- 446 2. Tenants and/or employees living and working within
447 Chittenden County may be offered a pass that only includes
448 access to local and intra-regional as applicable.

449 iii. Where on-site parking is also made available:

- 450 1. Conduct parking utilization studies at least annually;
- 451 2. With the exception of permanently affordable housing units
452 the cost of parking shall be un-bundled from all residential
453 and non-residential leases and deeds;
- 454 3. Where parking spaces are made available to off-site users
455 parking spaces may be made available by a renewable
456 lease, provided the term of any lease does not exceed one
457 (1) year; and,
- 458 4. Priority parking spaces, located in closest proximity to a
459 primary building entrance and/or public street frontage,
460 shall be made available for:
 - 461 a. Handicapped spaces;
 - 462 b. Bicycles, scooters, and motorcycles spaces;
 - 463 c. Car-share where 1 space must be offered for every
464 20 residential units not to exceed 5 spaces subject to
465 an agreement with a car-share provider; and,
 - 466 d. Carpool and/or Vanpool vehicles where there are
467 more than 20 parking spaces on the site available
468 for non-residential uses. In such cases, 5 spaces or
469 5% of the parking spaces on site, whichever is less,
470 must be reserved for carpool use before 9:00 AM on
471 weekdays.

472 c. TDM Agreement:

- 473 i. Commitment to ongoing implementation of the TDM requirements
474 as set forth above;
- 475 ii. Acknowledgement that the project has no claim to the ongoing
476 availability of nearby on-street public parking, and that the City
477 retains the right to charge for or remove such on-street parking at
478 any time;
- 479 iii. Acknowledgement that failure to maintain transportation demand
480 management as required above is a violation of this ordinance, and

481 understanding that, pursuant to Sec. 2.7.8 of this ordinance, no
482 zoning permit or certificate of occupancy may be granted until any
483 such violation has been remedied; and,

484 iv. Commitment to notify any subsequent owners and tenants in
485 writing of their obligations under this section as part of any
486 purchase and sale and/or lease agreements.

487 (d) **Review and Enforcement:** The Administrative Officer shall be responsible for
488 determining compliance with the TDM requirements set forth above, and ongoing
489 implementation shall be included as a condition of any discretionary or
490 administrative permit required for development subject to the conditions of this
491 Section.

492 Guidelines regarding compliance with these TDM requirements shall be developed
493 and provided to applicants by the Administrative Officer.

494 Failure to maintain transportation demand management as required above shall be
495 a violation of this ordinance, and pursuant to Sec. 2.7.8 of this ordinance no
496 zoning permit or certificate of occupancy may be granted without an approved
497 TDM plan in effect.

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The remainder of this Article is unchanged:

- *Part 2 – Bicycle Parking*
- *Part 3 – Institutional Parking Plans*