CITY OF BURLINGTON

ORDINANCE 6.03
Sponsor: Office of City Planning, Planning Commission, Ordinance Committee
Public Hearing Dates: 11/09/20
First reading: 08/10/20
Referred to: Ordinance Committee
Rules suspended and placed in all stages of passage:
Second reading: 11/09/20
Action: adopted
Date: 11/09/20
Signed by Mayor: 11/10/20
Published: 11/25/20
Effective: 12/16/20

In the Year Two Thousand Twenty

An Ordinance in Relation to

COMPREHENSIVE DEVELOPMENT ORDINANCE –
Front Yard Parking
ZA #20-07

It is hereby Ordained by the City Council of the City of Burlington as follows:

That Appendix A, Comprehensive Development Ordinance, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sections 8.1.12(c), Front Yard Parking Restricted, and 6.2.2(i), Vehicle Access, thereof to read as follows:

Sec. 8.1.12 Limitations, Location, Use of Facilities
(a) - (b) As written.
(c) Front Yard Parking Restricted and Residential Driveways:
Required parking spaces in all residential zoning districts shall not be located to the side or rear of the principal residential structure. Parking spaces shall not be located within a front yard setback except within a driveway and located to the side or rear of the principal residential structure, in a required front-yard setback area abutting a public street, except alleys. This prohibition extends from the edge of the public right-of-way into the required front-yard setback for the entire width of the property with the exception of a single-access drive no more than eighteen feet (18') or less in width.

Notwithstanding the above paragraph, parking spaces may be located within a driveway in front of garages that have been converted to habitable space.

Figure 8.1.12-1 (Illustrative purposes only)
The provisions of this subsection shall not be applicable during such times as when the winter parking ban pursuant to Section 20-56 of the Code of Ordinances is in effect.

Where parking is provided outside the front yard setback, but either partially or entirely between the principle structure and the street, such parking shall be screened to the extent practicable from view from the public street.

Residential driveways shall be a minimum of 7 feet in width or consist of two 1.5' driveway strips made of pavement or pervious pavement. The maximum width for single or shared access driveways shall be 18' except where a physical barrier taller than 6” (other than a structural column) exists along one side of the parking stall. In such cases, the maximum width may be increased by 1’. Where such a physical barrier exists along both sides of the parking stall, the maximum width may be increased by 2’. In a residential district, driveways and parking areas shall be set back a minimum of 5’ from side and rear property lines. Driveways that have a slope of 5% or greater (towards the right of way) shall be made of a solid surface including conventional pavement, pavers or pervious pavement.

(d) - (h) As written.

Sec. 6.2.2 Review Standards

(a) – (h) As written.

(i) Vehicular Access:

Curb cuts shall be arranged and limited in number to reduce congestion and improve traffic safety. A secondary access point from side roads is encouraged where possible to improve traffic flow and safety along major streets. The width and radius of curb cuts should be kept to the minimum width necessary, and sight triangles and sufficient turnarounds for vehicles shall be provided to reduce the potential for accidents at points of egress.
Residential driveways shall be a minimum of seven (7) feet in width or consist of two (2) two (2) foot driveway strips made of pavement or pervious pavement. The maximum width for single or shared access driveways shall be eighteen (18) feet. In a residential district, driveways and parking areas shall be set back a minimum of five (5) from side and rear property lines. Driveways that have a slope of five (5) percent or greater (towards the right of way) shall be made of a solid surface including conventional pavement, pavers or pervious pavement.

Driveways for commercial properties may require a traffic study to identify the impacts of the movement of traffic to and from the property, and design for safe access. Access for service and loading areas should be located behind buildings or otherwise screened from streets or public ways with landscaping or other barriers. Whether commercial or residential, shared driveways are encouraged, where possible and appropriate.

(j) – (p) As written.

** Material stricken out deleted.

*** Material underlined added.

lb/KS: Ordinances 2020/Zoning Amendment – ZA 20-07, Front Yard Parking, Secs. 8.1.12(c), 6.2.2(i)

11/5/20
AN ORDINANCE IN RELATION TO
CDO - Front Yard Parking ZA #20-07

Introduced by

Adrienne Collett/Office of City Planning, Planning
Commission, Ordinance Committee
Read in City Council first time
August 10 2020
Attest, [Signature], Clerk.

Rules suspended, and moved in all stages of passage.

At., [Signature], Clerk.

Read in City Council second time
November 9 2020
Attest, [Signature], Clerk.

Passed in City Council at meeting held
November 9 2020
Attest, [Signature], Clerk.

Approved November 10 2020
[Signature], Mayor.

I, [Name], Clerk of the City of Burlington, do hereby certify that the within written Ordinance has been duly published according to Law and the Charter of the City, and in compliance with said Charter this certificate is hereto attached.

And the within Ordinance was ordered published for the day.

Adopted 11/9/20
Published 11/5/20
Effective 12/16/20

Distribution

I hereby certify that this Ordinance has been sent to the following department(s) on

David White/Meagan Tuttle, Office of City Planning
City Attorney's Office, Linda Blanchard
Kim Sturtevant

[Signature]
Lori Olberg
Licensing, Voting & Records Coordinator