

Hi Brian,

I have reviewed the draft housing plan and the most significant issue I see is the parking allowances for new development.

Seattle, Washington DC, etc. all have multiple options of reliable public transport that runs around the clock. Given our current public transportation services, it seems unrealistic to think that more and more people will be living without a vehicle. Reducing the parking requirements will only work if the resident lives and works in the city of Burlington and immediately adjacent neighborhoods like the Winooski downtown. Seasonal variations are also at play. Someone can bike for 8 months out of the year, but not feel safe to do so during the darker, winter months.

The statement of underutilized parking is puzzling. While there are different types of parking - commercial/ residential, the place where I could understand a reduction in requirements would be in the commercial sector. Those are the parking lots that remain empty at night. My street (Henry Street) is packed and we have a decent mix of families, students and young professionals. During the day, not so much. So there are opposing needs. If only residents could be depended upon to vacate a commercial lot by 7am, and residents depend on commercial lots being vacated by 5pm! You have opposing needs, and reducing the residential requirements does not make sense unless we have a 24/7, reliable public transport system.

Please reconsider the parking requirement reduction in the proposal. There has to be a better way.

Thoughtfully,
Ashley Bond
Henry Street