



BURLINGTON RESIDENTIAL PARKING

Residential Parking Stories

BTV Parking Meters + Residential Parking Permit Locations



Residential Parking

- All Times
- Mon - Fri, 6 AM to 6 PM
- May 1 - Oct 1
- May 1 - Oct 1, 12 AM to 6 PM
- CarShare Vermont Pods

Metered Parking

- 15-30 min Yellow, Mon-Sat, 8 AM to 6 PM, except Holidays
- 1 hr Gray, Mon-Sat, 8 AM to 6 PM, except Holidays
- 3 hr Blue, Mon-Sat, 8 AM to 6 PM, except Holidays
- 3 hr Blue, Mon-Fri, 6 AM to 6 PM, except Holidays
- 10 hr Brown, Mon-Sat, 8 AM to 6 PM, except Holidays
- Unlimited Smart Meter, Mon-Sat, 8 AM to 10 PM, except Holidays



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EXAMPLES OF HOW RESIDENTS PARK AT HOME IN BURLINGTON

On-Street Parking

“I don’t have a parking spot at home, so I usually end up driving around my block til I can find a spot on the street.”

Driveway

“We share a long driveway with our next door neighbor in our duplex.”

Garage

“I live in a single-family home and park in my own garage.”

Surface Lot

“I live in a multi-unit building and we all share a large lot that is next to our house.”

Parking Garage

“I live in a big apartment complex that has a garage on the ground floor.”

SOME RESIDENTIAL PARKING FINDINGS FROM THREE SAMPLE AREAS

Land Use + Parking Supply

Source: City of Burlington, Parcel Land Use - Assessor Use Code

On-Street Parking Utilization

Sample Area	AM (7am-8am)	Mid (11am-noon)	PM (5pm-6pm)
SampleArea 1	73%	75%	83%
SampleArea 2	46%	66%	68%
SampleArea 3	35%	33%	32%

Residents + Residential Permits

Source: City of Burlington Police Department, Parking and Parking Enforcement, 2013

Occupied Housing Units vs. On-Street Spaces

Sample Area	Occupied Housing Units	Total On-Street Spaces
Sample Area 1	449	208
Sample Area 2	392	366
Sample Area 3	201	294

Housing units and population density are not correlated with the total supply of on-street parking. The number of housing units does not correlate directly with the total available on-street parking spaces in a neighborhood. Sample Area 1 had the highest population density and greatest number of housing units, but had far less on-street spaces than the other two sample areas studied.

On-Street Spaces vs. Estimated Driveway Spaces

Sample Area	Total On-Street Spaces	Total Driveway Spaces
SampleArea 1	208	129
SampleArea 2	366	59
SampleArea 3	294	243

Driveways indicate two important features:

- Some or all of the residents have the ability to park off-street and on their private property. The resident may have a guaranteed parking spot and therefore may not need to apply for a parking permit.
- The driveway creates a curb cut that prevents other vehicles from parking on-street in front of the driveway, thereby reducing the total number of on-street parking opportunities.

Housing Tenure (2010 Census Block)

Sample Area	Owned (Mortgage)	Owned (Free & Clear)	Rented
Sample Area 1	86.30%	9.10%	4.60%
Sample Area 2	83.25%	12%	5.06%
Sample Area 3	48.40%	34.50%	17.10%

Renters may be less likely or willing to petition for residential permit designation. Sample Areas 1 and 2 contain a substantial proportion of rental housing, based on 2010 Census block data. Sample Area 3 is more evenly split between rental and owned housing units, although a considerably higher number of the homes in the neighborhood are owned without mortgage (17%) compared to the other study areas.

EXISTING AND PROPOSED MINIMUM PARKING REQUIREMENTS IN BURLINGTON

Article 8: Parking

Article Last Updated: July 18, 2014

Map 8.1.3 - I Parking Districts

Comprehensive Development Ordinance
City of Burlington, VT

p. 8-3

Burlington Comprehensive Development Ordinance

Parking Districts

Map 8.1.3 - I Parking Districts

Comprehensive Development Ordinance
City of Burlington, VT

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Minimum Parking Requirement

District	Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	Single Family detached and Duplex
Neighborhood District	2	2
Shared Use District	1	2
Downtown District	1	1

Minimum Parking Requirement - Proposed

District	Studio/1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms
Neighborhood District	1	2	2	2	2
Shared Use District	0.33	1	1.5	2	3
Downtown District	0	0	0	0	0

The City is considering 3 potential zoning changes that may affect residential parking:

- Eliminate off-street parking requirements in the Downtown Parking District: Promotes alternate transportation and increases the affordability of development by unbundling parking costs from development costs. May create a greater need for street parking or use of public lots and garages.
- Change the parking requirement to be based on the number of bedrooms rather than on number of units: Incentivize development of smaller units and increase housing affordability. Reduces the minimum off-street parking requirement for all studio and 1 bedroom apartments.
- Expand Shared Use Parking District: Areas adjacent to downtown would change from a neighborhood parking district to a shared use parking district to allow for reduced minimum parking requirements. The reduced minimum requirement may create greater demand for places to park on-street.



Q ■ What time(s) do you generally have the most difficulty finding residential parking near your home?

{ Please place a dot in all times that apply.  }

AM

MIDNIGHT

12

1

2

3

4

5

6

7

8

9

10

11

12

NOON

PM

NOON

12

1

2

3

4

5

6

7

8

9

10

11

12

MIDNIGHT

Q ■ What are obstacles that make it difficult to find residential parking in Burlington?





Residential Parking Stories

Q: How do you typically park your car at or near your home? How would you characterize your parking experience at or near your home?

{ Please place a dot in the appropriate quadrants. ● }

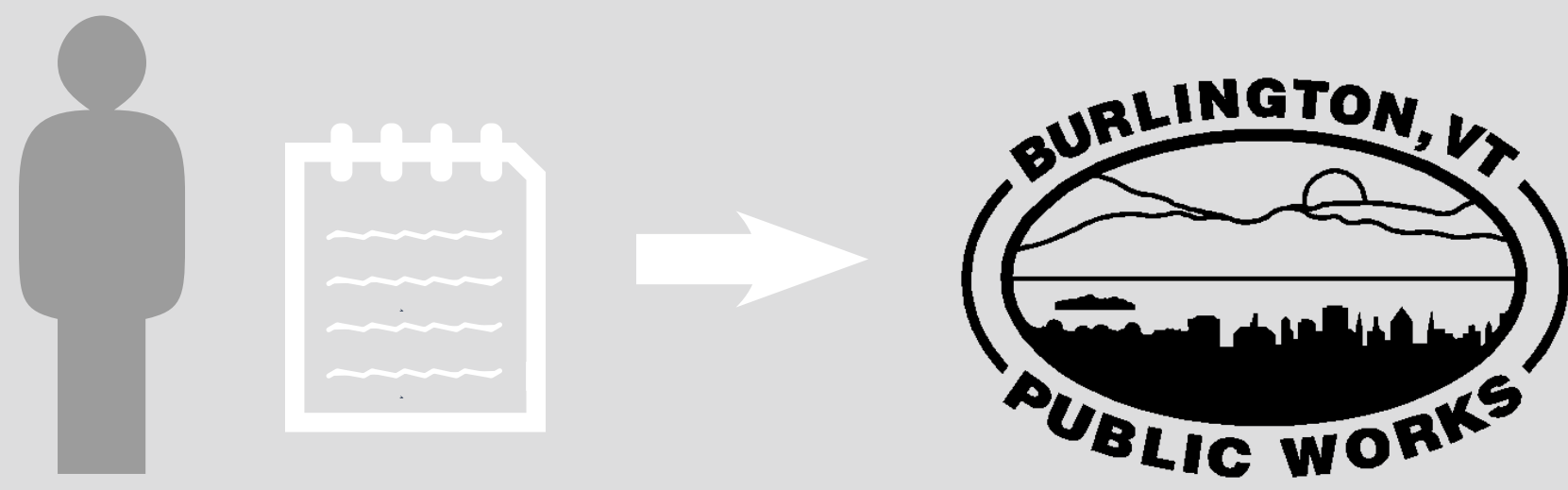
	Convenient or Inconvenient 	Available or Unavailable 	Pleasant or Unpleasant 	Safe or Unsafe 	Inexpensive or Expensive 
<div>Own Garage or Driveway</div> 	Convenient	Available	Pleasant	Safe	Inexpensive
	Inconvenient	Unavailable	Unpleasant	Unsafe	Expensive
<div>On-Street Parking</div> 	Convenient	Available	Pleasant	Safe	Inexpensive
	Inconvenient	Unavailable	Unpleasant	Unsafe	Expensive
<div>Surface Lot</div> 	Convenient	Available	Pleasant	Safe	Inexpensive
	Inconvenient	Unavailable	Unpleasant	Unsafe	Expensive
<div>Parking Garage</div> 	Convenient	Available	Pleasant	Safe	Inexpensive
	Inconvenient	Unavailable	Unpleasant	Unsafe	Expensive
<div>It varies (Please tell us why)</div> 					
<div>I don't own a car</div>					



BURLINGTON RESIDENTIAL PARKING Residential Parking Permit Program

ESTABLISHING RESIDENTIAL PARKING STREETS OR ZONES

In Burlington, VT:



Department of Public Works (DPW) receives a written request for establishing a residential parking designation from one or more residents.



Direct mailing to alert neighbors of an upcoming parking permit restriction meeting



At the meeting, the Public Works Commission decides on a case-by-case basis.

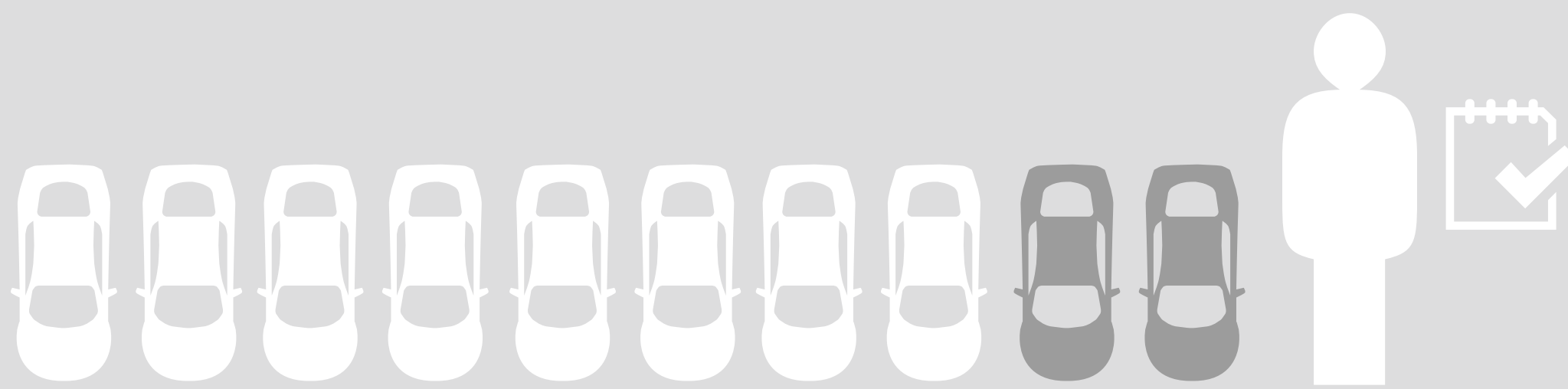
Factors include:

- Location,
- Other parking restrictions in the area;
- Reasons why residents are asking for restricted parking.

In Ithaca, NY:

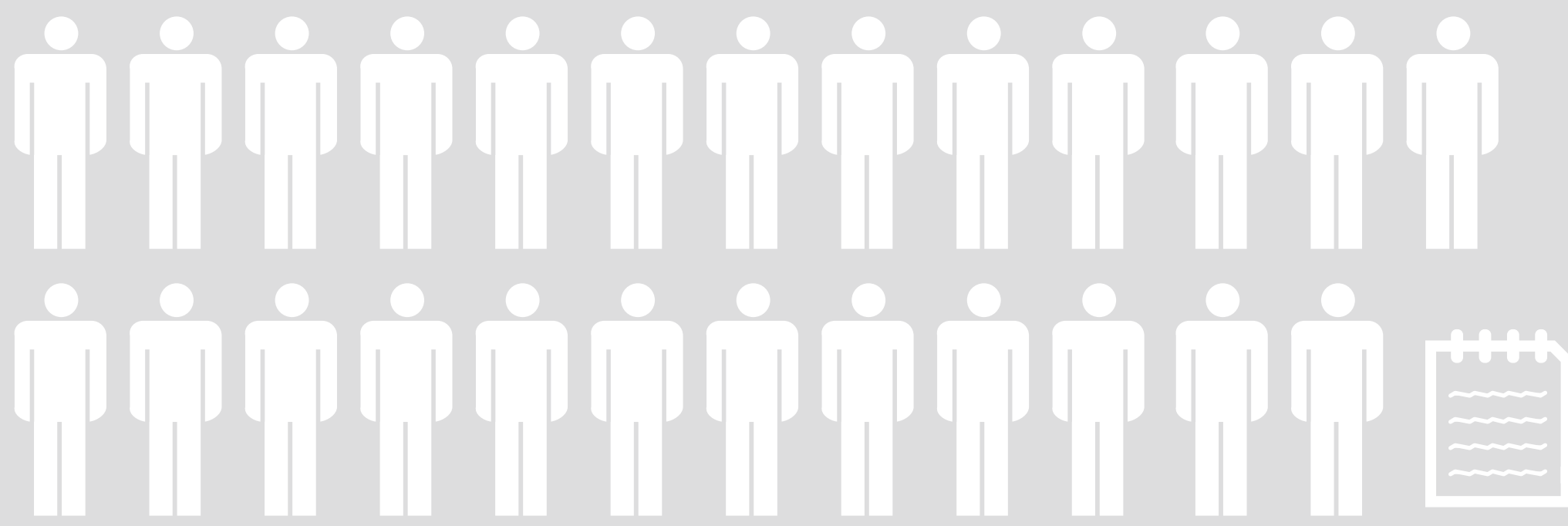


Residents of a particular block submit a petition with signatures of at least 51% of the residents who want to establish a parking zone.

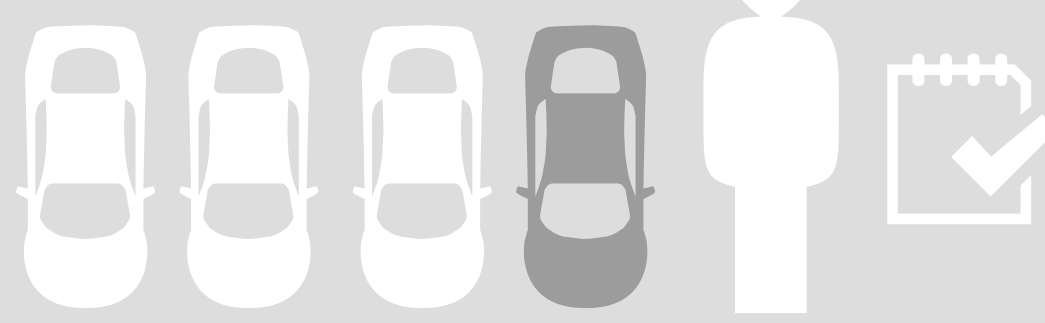


A city traffic engineer then conducts a parking survey over 2 consecutive days during peak hours to determine that at least 75% of spaces are being utilized.

In Boulder, CO



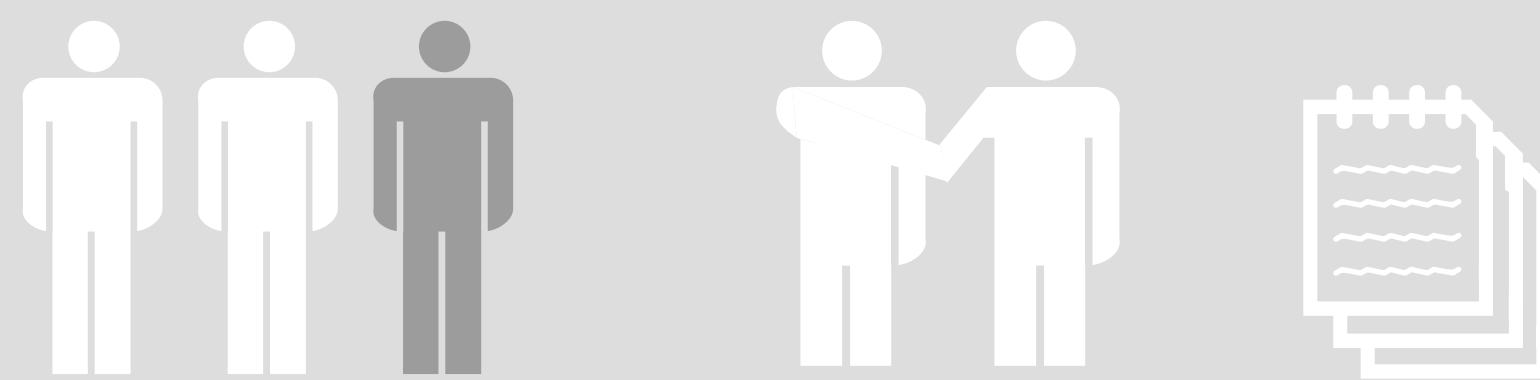
At least 25 neighbors apply for a petition and then the city initiates a multi-step process.



A parking survey and collection of information that assess the need for an permit zone.



Draft proposal of zone boundaries, the type of zone, recommended parking restrictions, permits available, and other details.



A neighborhood meeting to give input towards the proposal. Then a modified proposal following input from the public.

WHO GETS A RESIDENTIAL PERMIT?

In Burlington, VT:

- Homeowners, Renters, and Students
- Guests of Residents



In San Francisco, CA:

- Special permits for contractors, vanpoolers, medical and child caregivers

In Pittsburgh, PA:

- Allows each business in a residential area one resident pass and one visitor pass.

In Boulder, CO

- Allows non-resident commuters to buy a permit for \$82 per quarter (\$328 per year)

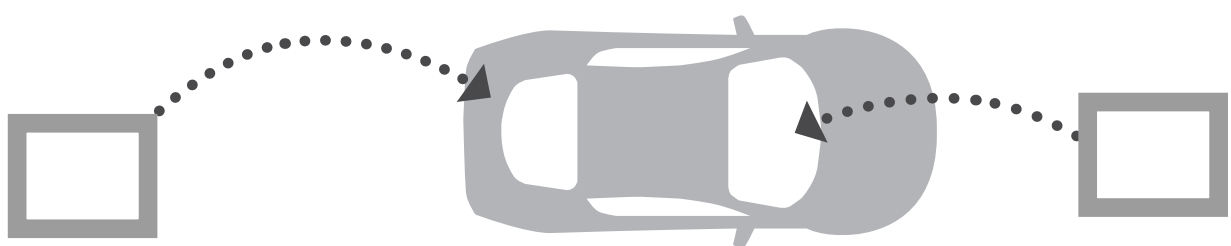
In Berkeley, CA:

- Does not have to be a guest of a resident. Visitor passes are \$2.25 for one day or \$23 for 14 consecutive days

WHAT DOES A RESIDENTIAL PERMIT LOOK LIKE?

In Burlington, VT:

- A bumper sticker that expires in 1 to 2 years from date of issue
- A windshield guest pass that expires in 1 to 2 years from date of issue



In Ithaca, NY:

- Assigns a permit to a unique vehicle license plate number and uses license plate readers for permit enforcement.

In San Luis Obispo, CA

- Issues annual permits that become property of the owner and can be transferred between vehicles.

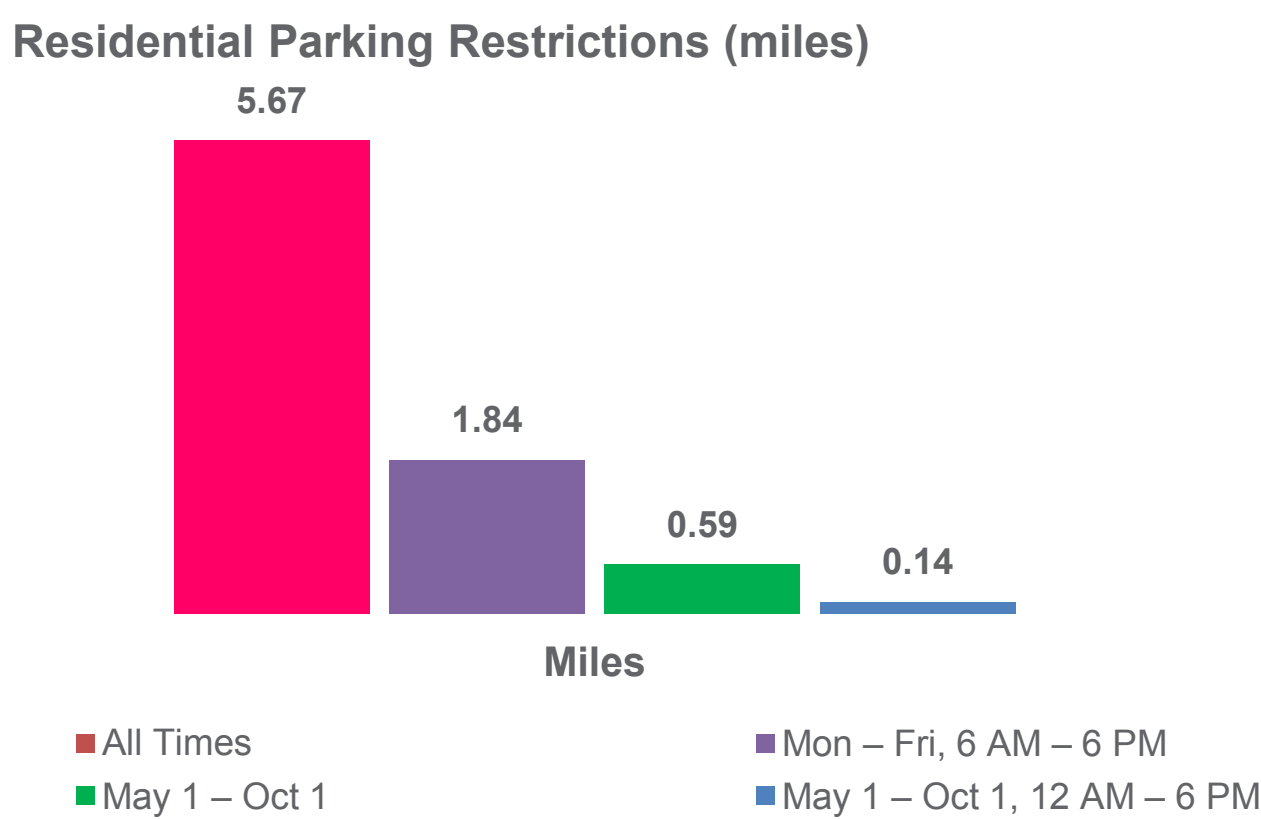
In Boulder, CO

- Enforces by examining permits, which are numbered and color coded by zone.

WHEN IS A RESIDENTIAL PERMIT REQUIRED AND HOW LONG DO THEY LAST?

In Burlington, VT:

- Majority of residential parking prohibits non-residents from parking at all times.
- Residential Permits last 1 or 2 years from date of issue



In Washington, DC:

- Allows visitors to park for 2 hours free in one residential zone

In Ithaca, San Luis Obispo, Pittsburgh, Charlottesville:

- Have set expiration dates every year, based on the academic calendar

In Boulder, CO

- Allows 2-hour visitor parking near academic institutions and 3-hour visitor parking near downtown for businesses.

In San Francisco, CA:

- Allows part-year parking permits at a pro-rated rate



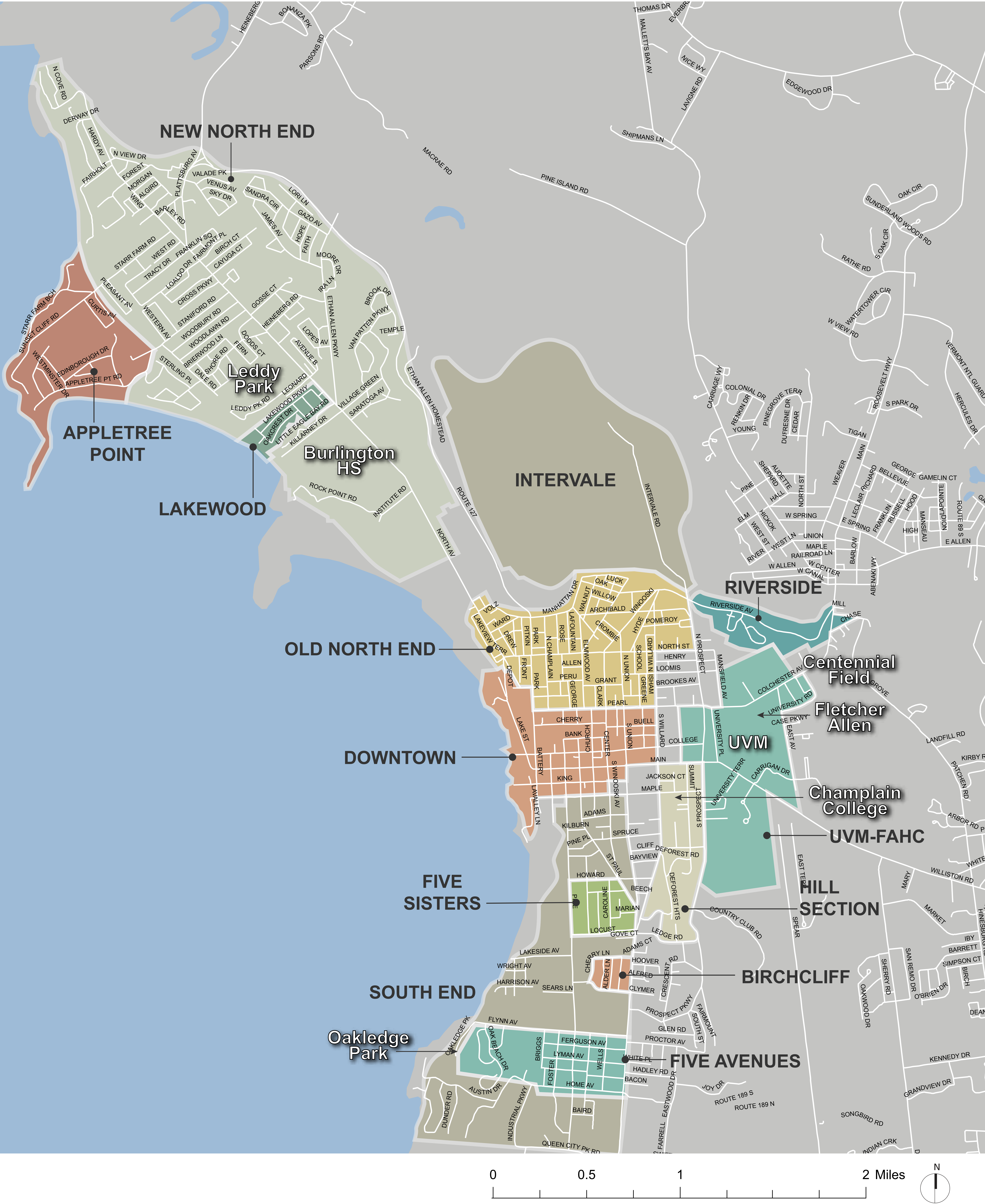


Residential Parking Permit Program

Q1: As a resident or a visitor, which residential blocks do you find difficult to find parking? { Please place a dot on the block(s) ● }

Q2: Which blocks do you think need a residential parking permit program in Burlington? (May include existing permitted areas)

{ Please place a dot on the block(s) ● }





BURLINGTON RESIDENTIAL PARKING

Residential Parking Permit Program

REASONS FOR ESTABLISHING A RESIDENTIAL PARKING PERMIT PROGRAM

Seattle, WA

To protect residential neighborhoods from the parking and traffic impacts of major generators located in their midst.

San Francisco, CA

To provide more parking spaces for residents by discouraging long-term parking by people who do not live in the area.

Boulder, CO

Balance the needs of those who park on Boulder streets including residents, visitors, and commuters. Each neighborhood in the program has public parking limits that are unique to the area and take into account the neighborhood's particular needs.

Ithaca, NY

College students and employees were parking in the nearby residential neighborhoods for free and walking to campus, to avoid hefty campus fees. This placed a tremendous burden on those neighborhoods.

Pittsburgh, PA

To free up on-street parking for neighborhood residents by preventing all day commuters parking on residential streets. The program was designed to force those individuals to take public transportation or park in the nearby parking facilities.

Charlottesville, VA

To reduce or prevent congestion and hazardous traffic conditions in residential areas; To protect these areas from polluted air, excessive noise, and other adverse environmental impacts of automobile commuting; To protect the residents of these areas from unreasonable burdens in gaining access to their property; and To preserve the residential character of such areas and the property value therein.

Q

Why do you want a residential parking permit program on your block?

{

Please place a dot next to all the statements that apply

}

I have trouble finding a place to park near my home	
My guests have trouble finding a place to park near my home	
I don't like visitors parking in front of my home (For one or many reasons.)	
I have concerns about safety in my neighborhood	
Other (Please tell us any other reasons why you want residential parking on your block.)	
I don't want a residential parking permit on my block. (Please tell us why not.)	

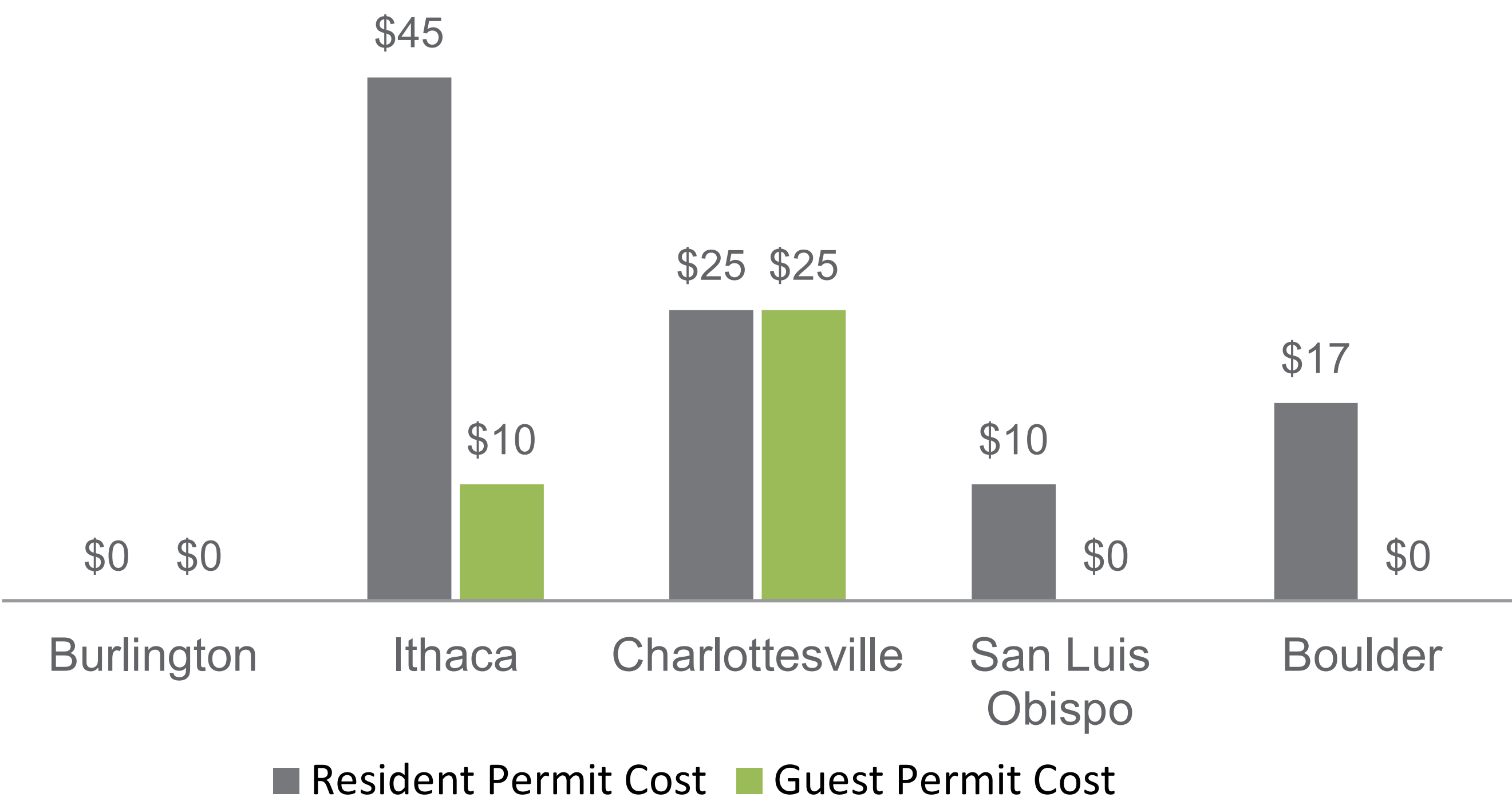


BURLINGTON RESIDENTIAL PARKING

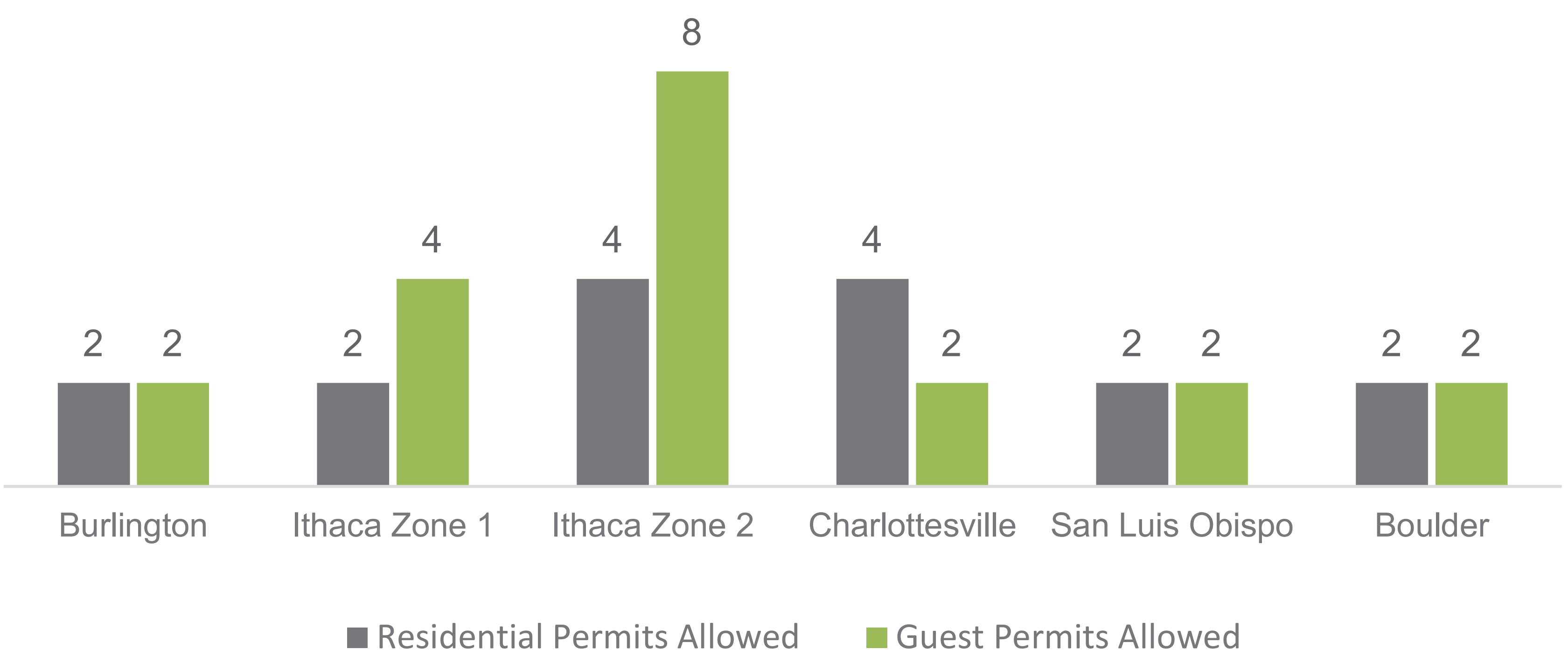
Residential Parking Permit Program

EXAMPLES OF WHAT OTHER CITIES CHARGE FOR THEIR RESIDENTIAL PERMIT PROGRAM...

Resident permit costs

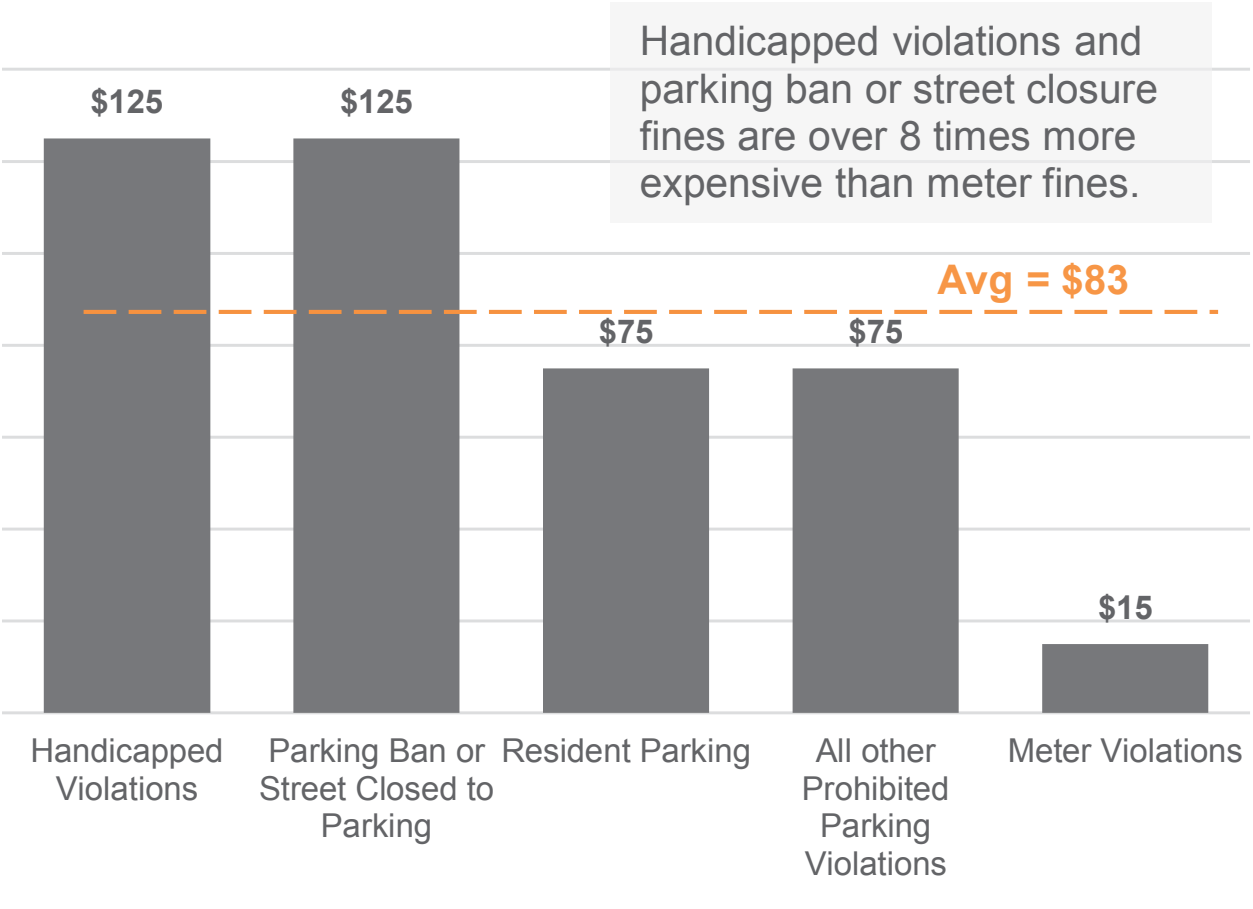


Permits allowed per household

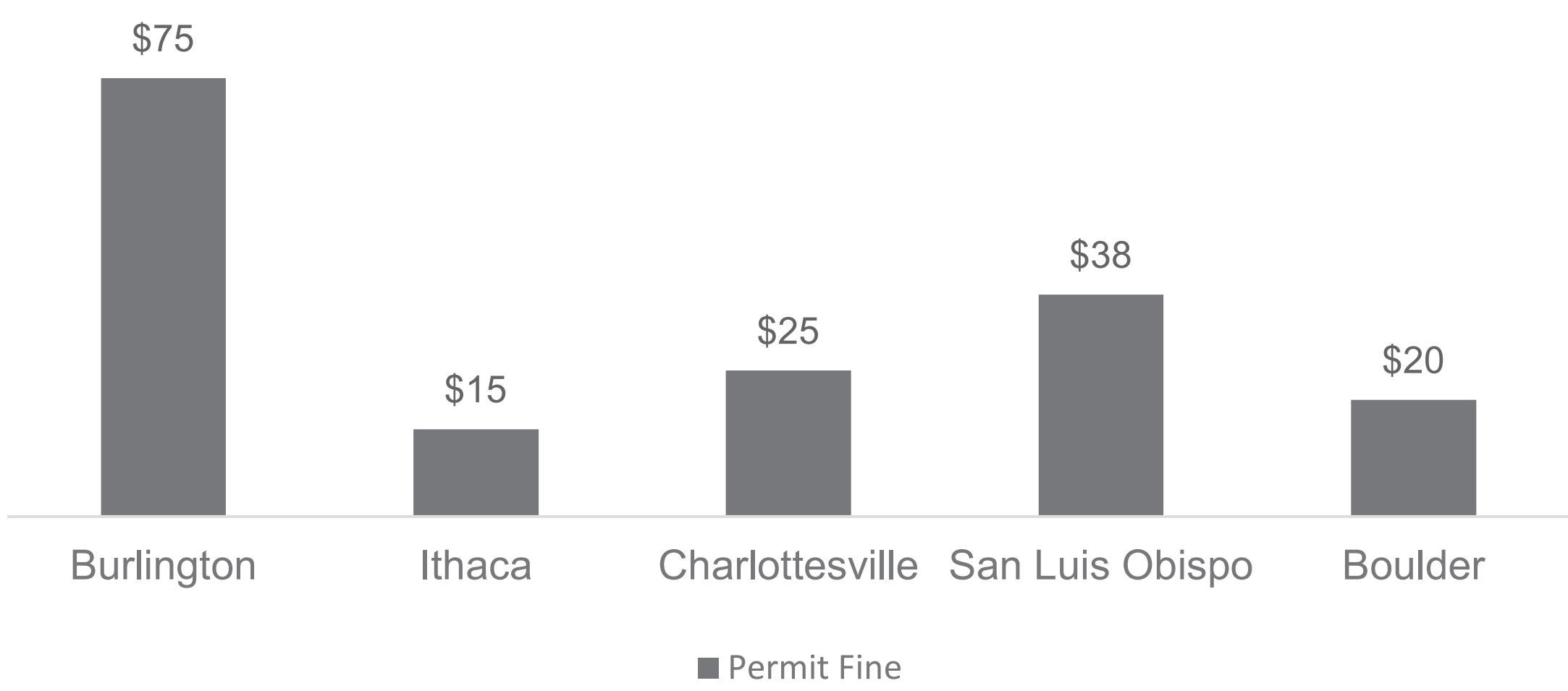


RESIDENTIAL PERMITS ARE ENFORCED THROUGH FINES

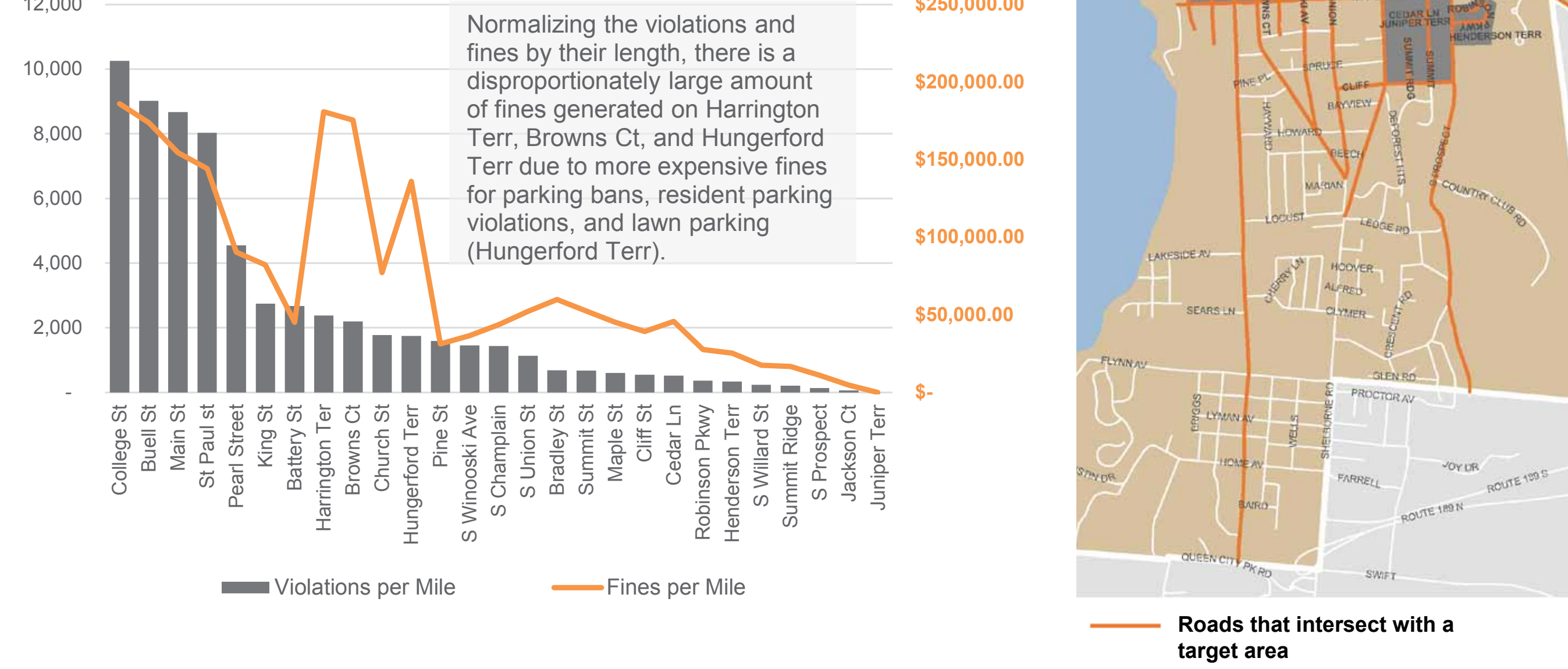
Fines by Violation Type



Resident Permit Violation Fines



Violations and Fines Per Mile



Q: How much is it worth to you PER YEAR to be able to park more easily on city streets near your home?

{ Please place a dot on the block(s) }

The fees would go directly towards administering the program.

I don't want a residential parking permit program

\$0

\$10

\$20

\$30

\$40

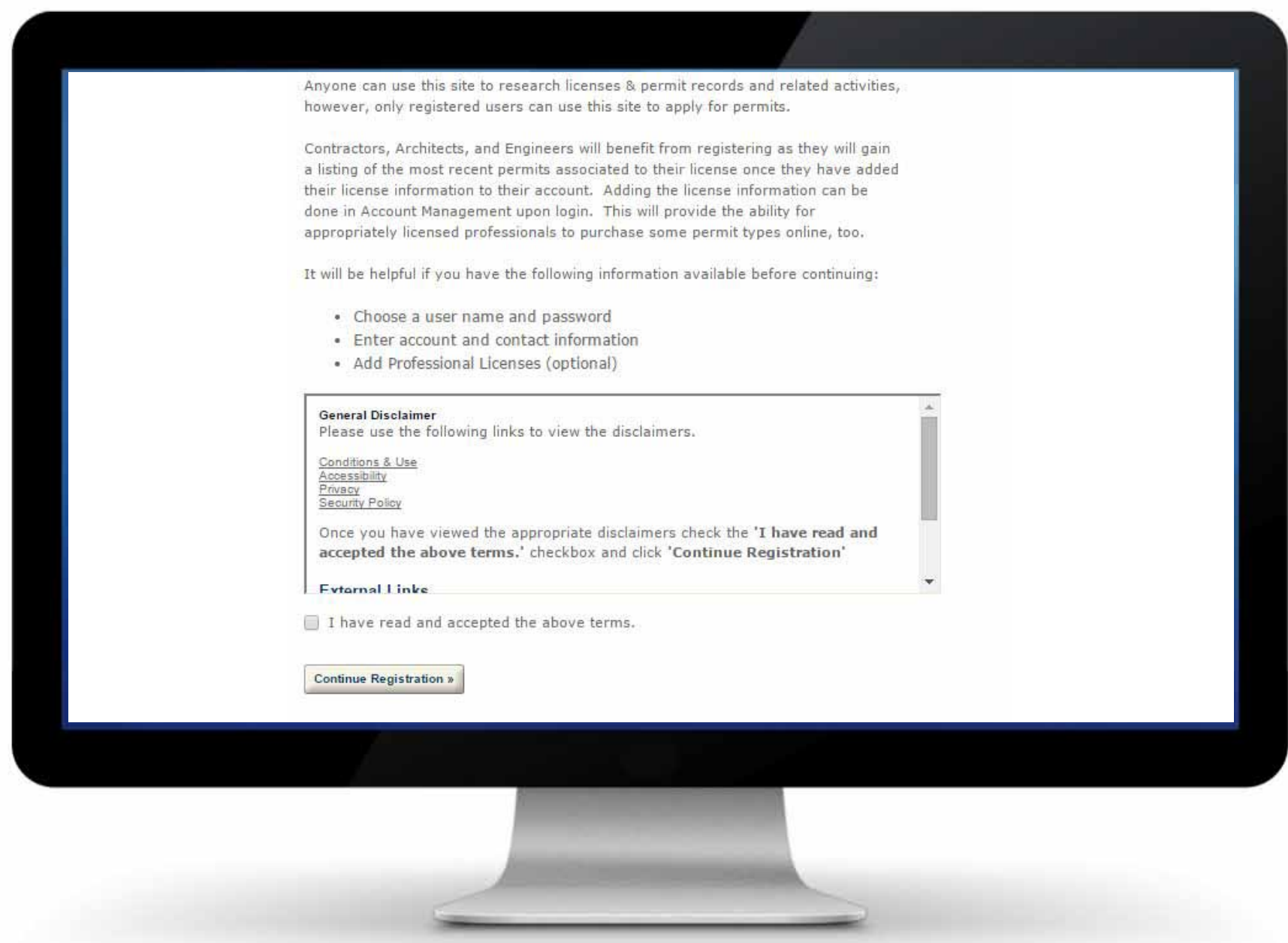
\$50

\$60

\$70

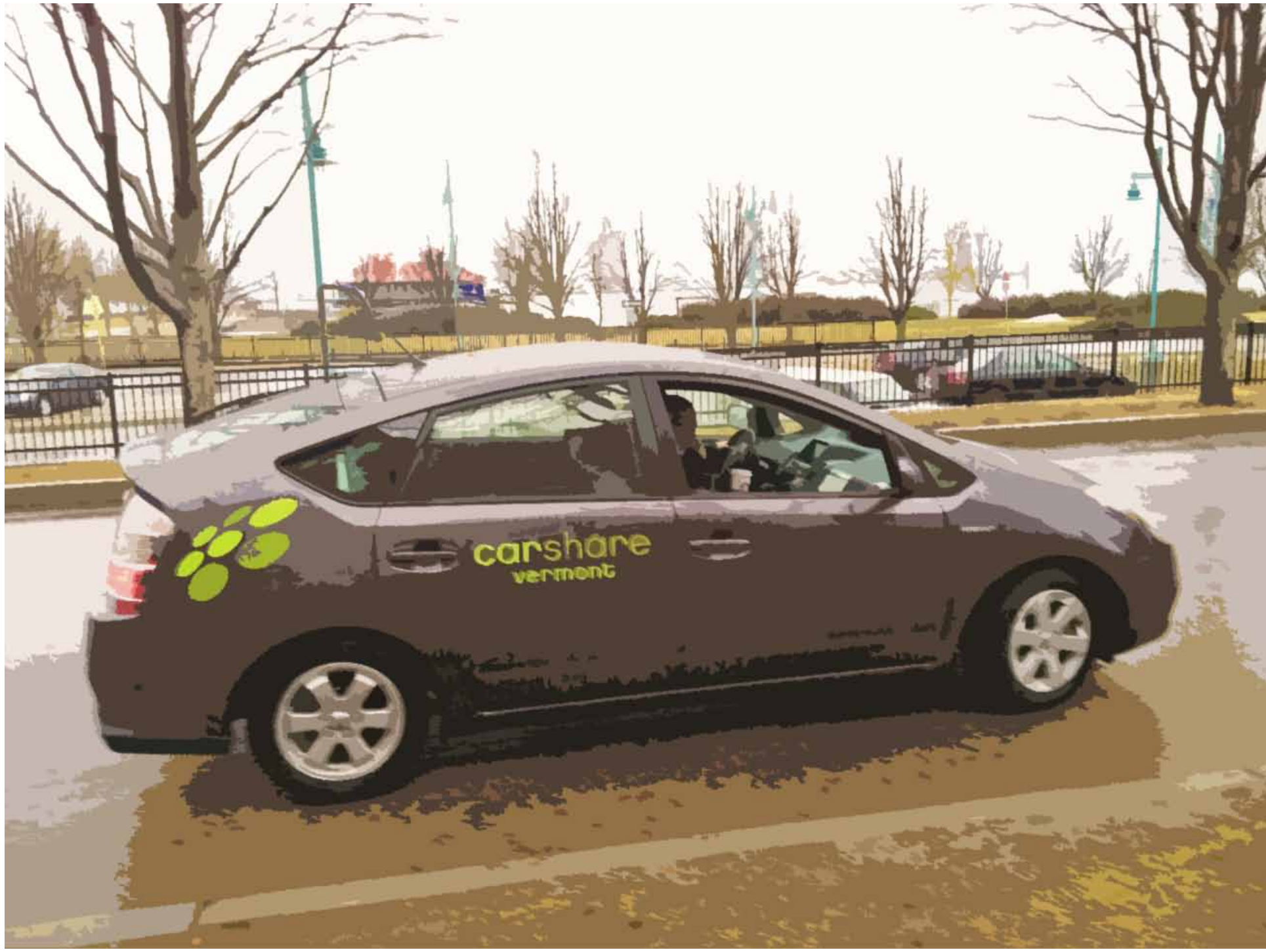


SERVICES



Online Renewals and Visitor Permits

Make it easy to renew resident permits or purchase visitor parking permits online and print out at home.



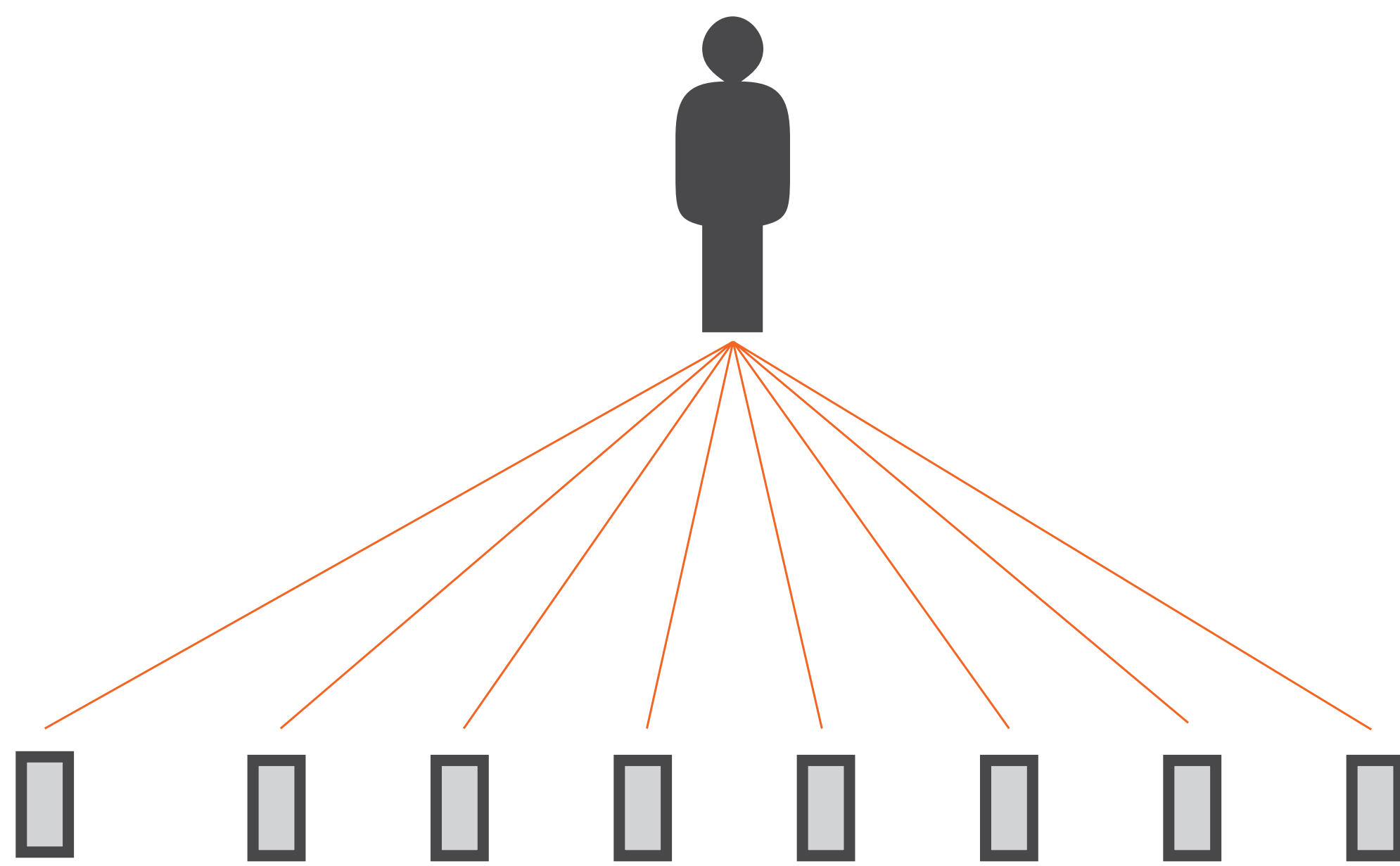
Add more carshare pods

Having access to car share vehicles helps reduce the rate of car ownership, and the need for individual residential parking spots.



Improve Transit Service

Improved transit service can help reduce the rate of car ownership and reliance on driving for every day transportation.



Owner/agent permit distribution

Allow property owners of multi-family housing to pick up and control the distribution of permits for their building. Creates more accountability for the owner/agent and less administration/enforcement costs for the city.

PRICING



Enforcement: Increase fines for residential permit violations



Charge for residential permits

To help offset city administration costs



Charge for Visitor Parking

Encourage visitors not to drive or park in front of residential homes by charging for parking. Encourage turnover by pricing parking when there is high demand of visitor parking and low demand from resident parking

License Plate	Z
Permit #	
Expires:	
Fall 2014	

Offer different parking rates.

To be flexible to different user's needs, with higher rates for shorter term parking. With a high student turnover population, residents can be allowed to purchase a parking pass for just the portion of the year that they will be using the parking permit.



DESIGN AND ZONING



Add pay stations

If charging for parking, these smarter meters can be programmed so that a portion of the revenues go back to improving the neighborhood.



Improve wayfinding and signage

Make it easy to find parking locations and understand parking restrictions



Increase parking supply

Add more off-street parking lots and garages, and encourage parking in satellite lots on the periphery.



More Shared Parking Opportunity

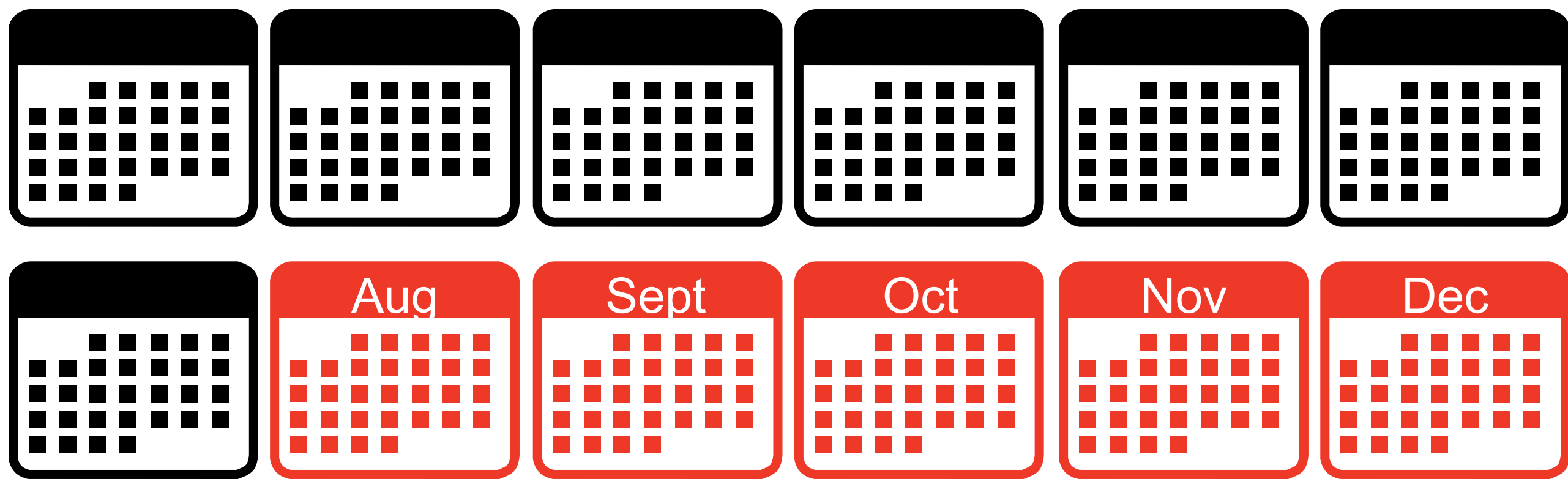
Plan and design for the ability for complementary uses to share parking.



Move parking off the street.

Repurpose on-street parking with bike/ped/streetscape improvements.

POLICIES AND PROGRAMS



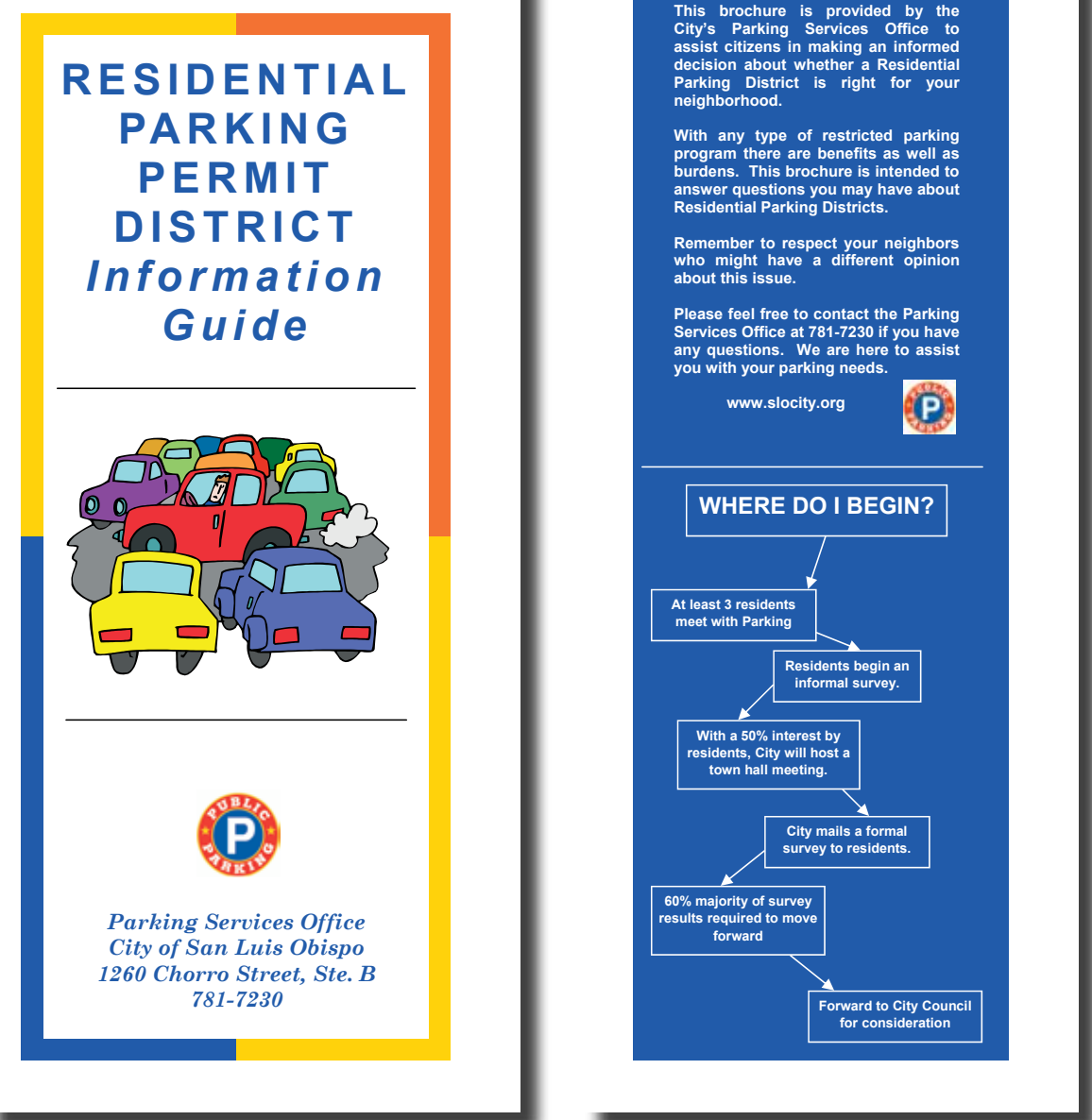
Require passes to be renewed annually on an academic calendar.

This helps the City more easily keep track of current and expired permits and simplifies the administration process in a college town.



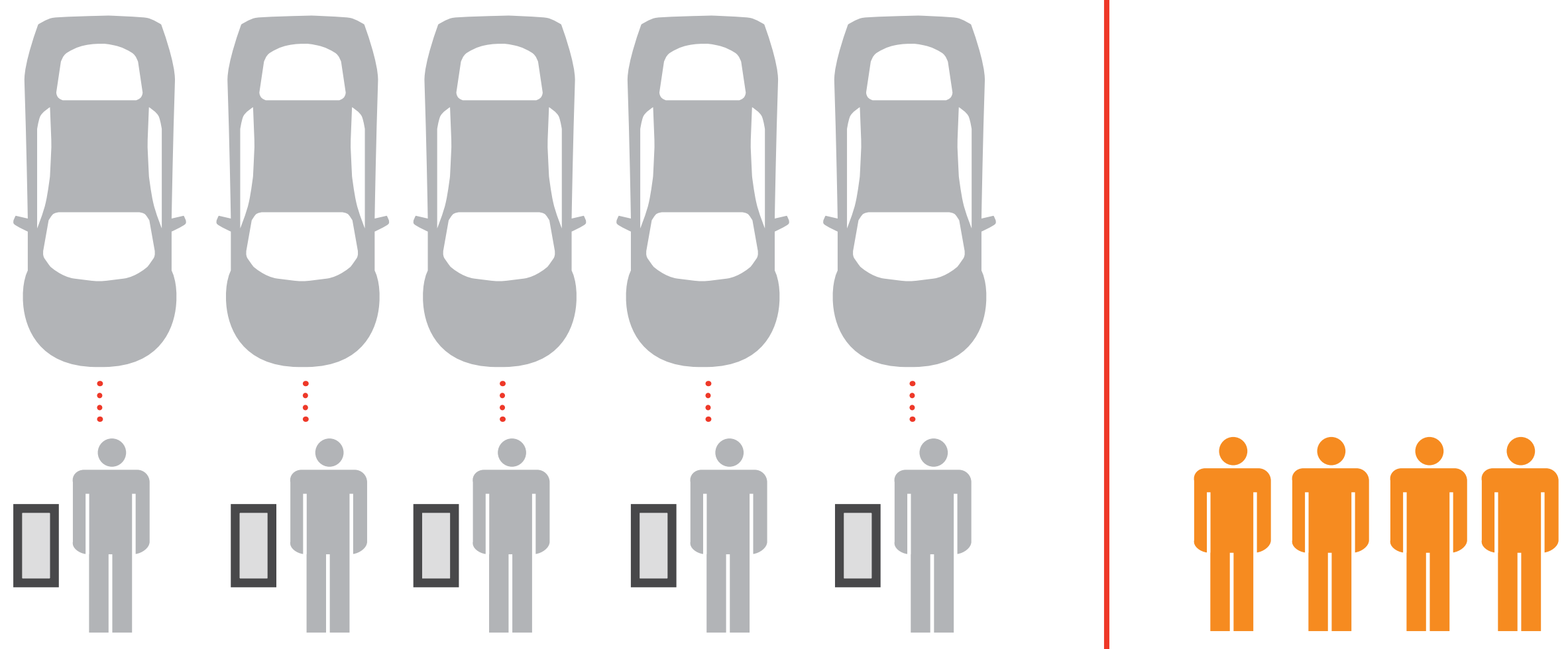
Offer non-resident passes

Allow non-residents who need to be in a residential area the opportunity to purchase a pass. For example, contractors, household help, businesses, and commuters. They can be charged at a different rate.



Provide more information on the residential parking program

Provide more information on residential parking. Make it easy and obvious to understand how to petition for a residential permit program and the criteria needed by the Public Works Commission.



Limit the number of parking permits issued

Base the total number of available residential passes on total parking capacity. All others will be added to a wait list and be given permits on a first come, first served basis.



Potential Residential Parking Strategies

Q: What are your top three favorite strategies for improving residential parking in Burlington? { Please place a dot next to 3 strategies ● }

<div>Services</div> <div></div>	Make it easy to purchase resident and/or visitor parking permits online and print out at home.	
	Distribute permits in multi-family households through an owner/agent, instead of the city.	
	Add more carshare pods to reduce car ownership	
	Improve transit service to help reduce the rate of car ownership and reliance on driving for every day transportation.	
<div>Pricing</div> <div></div>	Enforcement: Increase fines for residential permit violations	
	Charge for residential permits to help offset city administration costs	
	Charge for visitor parking	
	Offer different daily, weekly, and annual parking rates.	
<div>Design and Land Use</div> <div></div>	Add pay stations and have a portion of the revenues go back to improving my neighborhood.	
	Move parking off the street: Repurpose on-street parking with bike/ped/streetscape improvements.	
	Increase parking: Add more off-street parking lots and garages, encourage parking in satellite lots on the periphery.	
	Improve wayfinding and signage: Make it easy to find parking locations and understand parking restrictions	
	More shared parking opportunity: Plan and design for the ability for complementary uses to share parking.	
<div>Policies and Programs</div> <div></div>	Require passes to be renewed annually on a fixed academic calendar.	
	Offer non-resident passes	
	Provide more information on the residential parking program	
	Limit the number of parking permits issued to residents based on total parking capacity.	
<div>Others?</div> <div></div>	<div></div>	