

**Burlington Planning Commission
Ordinance Committee**

149 Church Street
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*Bruce Baker
Lee Buffinton
Andy Montroll
Jonathan Stevens
Phil Hammerslough*



Burlington Planning Commission

Ordinance Committee

Meeting Notice

Thursday, August 13, 2015 @ 5:00 PM

Planning & Zoning Conference Room, Ground Floor, City Hall

AGENDA

1. Low Impact Development (LID). Review the Conservation Board draft amendment to incentivize LID techniques to be used in Burlington.
2. Review and discuss amendment regarding leasing of parking spaces as an accessory use rather than offsite leasing being considered a commercial parking lot use. (Note this was on 1/8 agenda but not discussed; no quorum for 2/5 or 4/2 agendas; only briefly addressed at 5/7 agenda)

Next Meeting – TBD

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Department of Planning and Zoning

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vacant, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, Senior Planner
Mary O'Neil, AICP, Associate Planner
Anita Wade, Zoning Clerk
Elsie Tillotson, Department Secretary



TO: Planning Commission Ordinance Committee
FROM: Scott Gustin
DATE: August 13, 2015
RE: Low Impact Development (LID) Amendment to CDO

The purpose of this proposed amendment is to provide incentive for converting traditionally hard surfaces into green or pervious surfaces. The incentive is aimed at pervious pavements. Incentive associated with green roofs has not been included in this proposal but may be considered in the future. Driveway strips have also been considered. The requirement for paved parking areas associated with strip driveways should be eliminated, and, as a matter of interpretation, parking areas over driveway strips should not be counted as lot coverage.

Lot coverage for pervious pavements would be calculated at a reduced rate. The reduced rate would be tied directly to performance of the pervious pavement relative to the water quantity and water quality standards articulated in the Burlington Stormwater Credit Manual. For example, a pervious pavement installation qualifying for a 25% credit in the Stormwater Credit Manual would qualify for a 25% reduction in calculated lot coverage area (i.e. a 1,000 sf area would be calculated as 750 sf). The maximum coverage credit for the pervious driveway area would be 50%. In the case of strip driveways in which the strips are made of pervious paving materials, the property would be eligible for a 50% credit on the pervious pavement areas, with any grassed areas (the strip in the middle) not counting towards coverage totals.

Proposed CDO Language:

Article 5: Citywide General Regulations

Part 2: Dimensional Requirements

Sec. 5.2.3, Lot Coverage Requirements, (b) Exceptions to Lot Coverage:

1-8 as written.

9. Lot coverage for pervious pavement shall be calculated at a reduced rate determined by the performance measure achieved as articulated in Sections 3.2A, Water Quantity Reduction Credits, and 3.2B, Water Quality Treatment Credits, of the City of Burlington Stormwater Credit Manual. For the purposes of lot coverage calculation, the percentage of credit a pervious pavement installation qualifies for in the Manual shall be used as the percentage of reduction in lot coverage calculation. For example, a pervious pavement installation qualifying for a 25% credit in the Stormwater Credit Manual would qualify for a 25% reduction in calculated lot coverage area (i.e. a 1,000 sf area would be calculated as 750 sf). No credit in lot coverage calculation for pervious pavement surfaces shall exceed 50% or as limited by the lot coverage development bonus provisions of Article 4, whichever is lower. For the purposes of lot coverage only, the credit provisions of the Manual shall apply to all properties. For strip driveways, the pervious pavement credit may be applied to the "paved" strips. The coverage credit shall apply to the entire surface area of the pervious pavement area.

Article 6: Development Review Standards
Part 2: Site Plan Design Standards
Sec. 6.2.2, Review Standards, (i) Vehicular Access:

Paragraph 1: as written.

Residential driveways shall be a minimum of 7 feet in width or consist of two 2' driveway strips made of pavement or pervious pavement. ~~Driveway strips shall be accompanied by a paved area for the parking and/or storage of motor vehicles.~~ The maximum width for single or shared access driveways shall be 18'. 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.

Paragraph 3: as written.

Article 13: Definitions

Building Coverage: That portion of lot coverage associated with buildings (primary and accessory buildings) but not including driveways, parking, patios, and the like.

Stormwater Administrator: The administrative officer of Chapter 26: Wastewater, Stormwater, and Pollution Control for the City of Burlington.

Pervious pavement: Pervious pavement is a permeable pavement surface with an underlying stone reservoir that temporarily stores surface runoff before infiltrating into the subsoil. Pervious pavement includes porous asphalt, pervious concrete, grass pavers, and plastic grid systems, or their equivalents as deemed acceptable by the Stormwater Administrator.

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TO: Planning Commission Ordinance Committee
FROM: Scott Gustin
DATE: August 13, 2015
RE: Off-Site Parking Amendment to CDO

The purpose of this amendment is to clarify the existing provisions within the CDO for off-site parking. The maximum parking limitation is amended so as to not include required parking for an off-site use. The parameters around acceptable off-site parking arrangements are strengthened, and “off-site parking” becomes a defined term in the CDO. The term “accessory use” is not changed because it does not need to be. Off-site parking is presently enabled by the CDO and does not need to be construed as accessory versus primary use. Depending on the arrangement, off-site parking may be part of a primary use (i.e. within a parking garage) or part of an accessory use (i.e. within a multi-family parking area).

Proposed CDO Language:

Sec. 8.1.9 Maximum Parking Spaces

The total number of parking spaces provided in all 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. 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.

(a) **Exemptions:** The following shall reduce the maximum number of allowable spaces required by this section:

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;

2. Public Parking: Spaces provided and available for use by the public shall not be counted towards the maximum;

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,

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

5. Off-Site Parking Facilities. Parking spaces for a use located on another parcel of land per Sec. 8.1.12 (a), Off-Site parking facilities, shall not be counted towards the maximum parking limitation of the parcel on which they are located. However, these off-site parking spaces shall be counted towards the maximum parking limitation of the parcel of land they serve.

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65. Waiver of Maximum Parking Limitations. Parking in excess of the maximum parking limitation of this section 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 a peak demand parking study for two similar uses in the area; and,
- 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;
 - (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,
 - (iii) The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

Sec. 8.1.10 Off-Street Loading Requirements.

As written.

Sec. 8.1.11 Parking Dimensional Requirements

As written.

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 is within the same zone as the use it serves or is in a zone that allows parking lots or parking garages as primary uses. Parking that serves any use located outside a residential zone shall not be located within a residential zone. Off-site parking facilities shall be as follows:

1. Neighborhood Parking District: No more than 50% of the total required parking 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 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 required parking for any other use utilizing the property on which it is located unless such shared use is approved by the development review board. The right to use the off-site parking must be guaranteed for the duration of the use as evidenced by a deed, lease, easement, or similar written instrument as may be approved by the City Attorney.

(b) Downtown Street Level Setback:

As written.

(c) Front Yard Parking Restricted:

As written.

(d) Shared Parking in Neighborhood Parking Districts:

As written.

(e) Single Story Structures in Shared Use Districts:

As written.

(f) Joint Use of Facilities:

As written.

(g) Availability of Facilities:

As written.

(h) Compact Car Parking:

As written.

Sec. 13.1.2 Definitions.

For the purpose of this ordinance certain terms and words are herein defined as follows:

Unless defined to the contrary in Section 4303 of the Vermont Planning and Development Act as amended, or defined otherwise in this section, definitions contained in the building code of the City of Burlington, Sections 8-2 and 13-1 of the Code of Ordinances, as amended, incorporating the currently adopted edition of the American Insurance Association's "National Building Code" and the National Fire Protection Association's "National Fire Code" shall prevail.

A-O, As written.

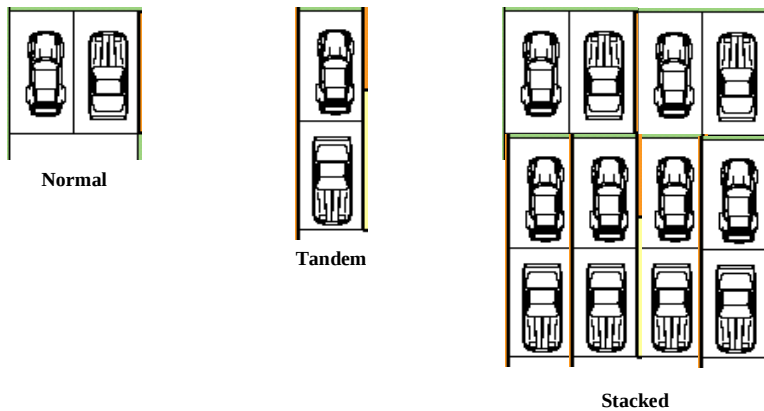
Park: Any area designated by the City as a park pursuant to Section 22-1 of the Code of Ordinances of the City of Burlington, Vermont.

Parking Garage/Structure: A structure containing parking facilities, below or above grade.

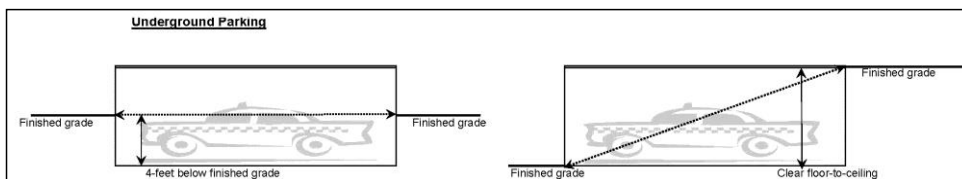
Parking, Surface/Lot: Parking facilities that are at grade and uncovered or not within a structure.

Parking, Stacked: The parking of more than two (2) cars in a parallel line, one behind the other.

Parking, Tandem: The parking of up to two (2) cars, one behind the other.



Parking, Underground: Parking spaces within a covered structure where either: fifty percent of the volume of the parking space is below the finished surface of the ground adjacent to the exterior walls of the building; or, the floor of the parking space is four (4) feet below the finished surface of the ground adjacent to the exterior walls of the building, whichever is greater.



Parking, Off-site: One or more parking spaces on one parcel of land providing parking spaces for a use on another parcel of land.

Continued as written.

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Burlington Planning Commission

Ordinance Committee Meeting Minutes

Thursday, August 13, 2015 @ 5:00 PM

Planning & Zoning Conference Room, Ground Floor, City Hall

Attendance

- **Committee Members:** Bruce Baker (BB), Andy Montroll (AM), Lee Buffinton (LB), Jonathan Stevens (JS)
- **Absent:** Phil Hammerslough (PH)
- **Public:** None
- **Staff:** Scott Gustin (Planning & Zoning)

1. Low Impact Development (LID). Review the Conservation Board draft amendment to incentivize LID techniques to be used in Burlington.

No motion was made, but committee members concurred that they'd like to see this proposal revised to provide an extra percentage coverage allowance for pervious LID measures, similar to the extra 10% provided for open air structures like decks and patios.

2. Review and discuss amendment regarding leasing of parking spaces as an accessory use rather than offsite leasing being considered a commercial parking lot use.

Committee members debated proposed item 5 of Sec. 8.1.9 but did not reach agreement on limits for off-site parking.

A MOTION was made by AM and SECONDED by LB:

Forward the amendment as written to the full Plannning Commission for additional discussion.

Vote: 4-0-0

3. Next Meeting

September 10, 2015 at 5:15 PM.

4. Adjournment

The Committee adjourned at 6:15 PM.