



Planning and Permitting Innovations

# Updating Parking Regulations

## Rethinking Municipal Parking Management

**Sue Fillion**

Director of Planning and Zoning  
Town of Brattleboro

**Paul Conner, AICP**

Director of Planning and Zoning  
City of South Burlington

**June 4, 2020**

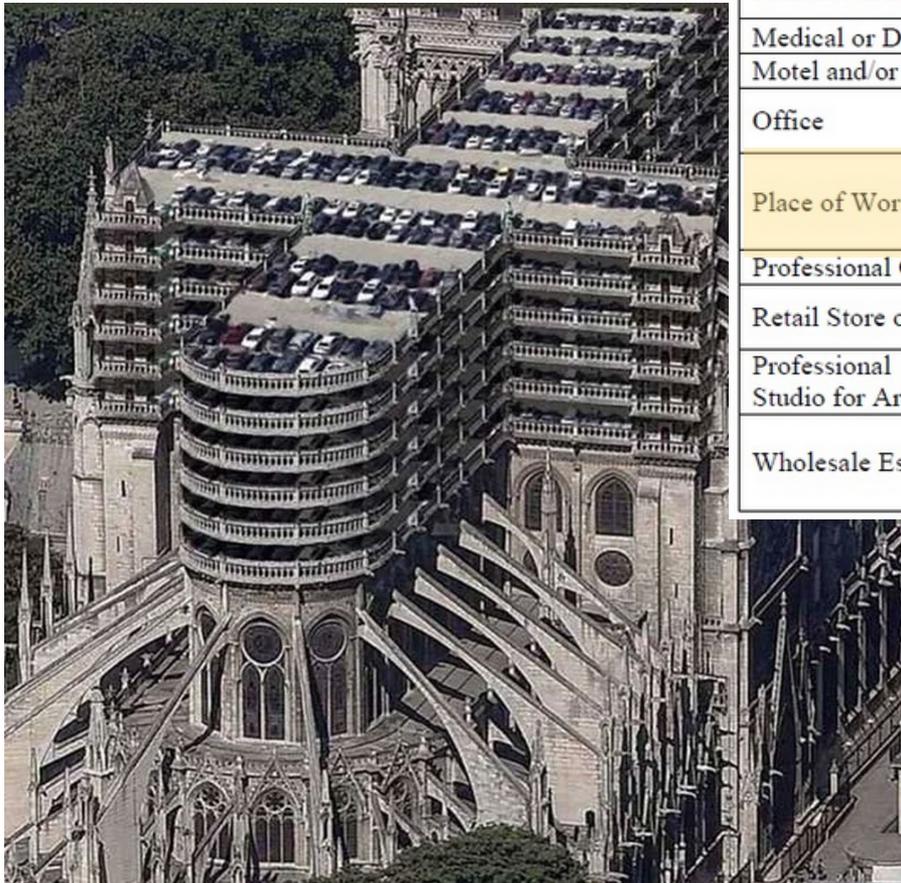
**Faith Ingulsrud**

**Jacob Hemmerick, AICP**

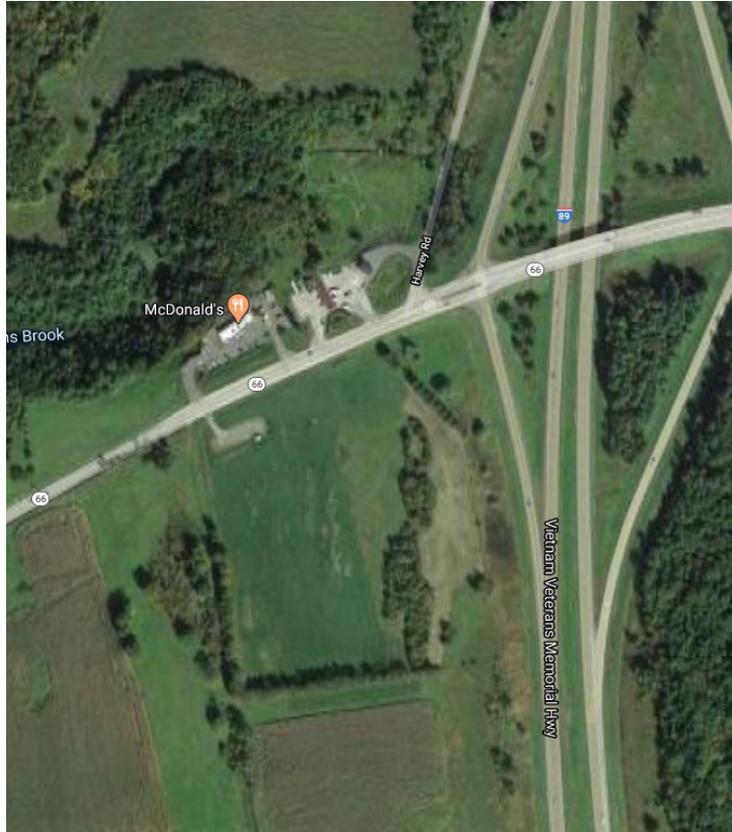
**Jenni Lavoie**

VT Department of Housing and Community Development

# THE PARKING TABLE



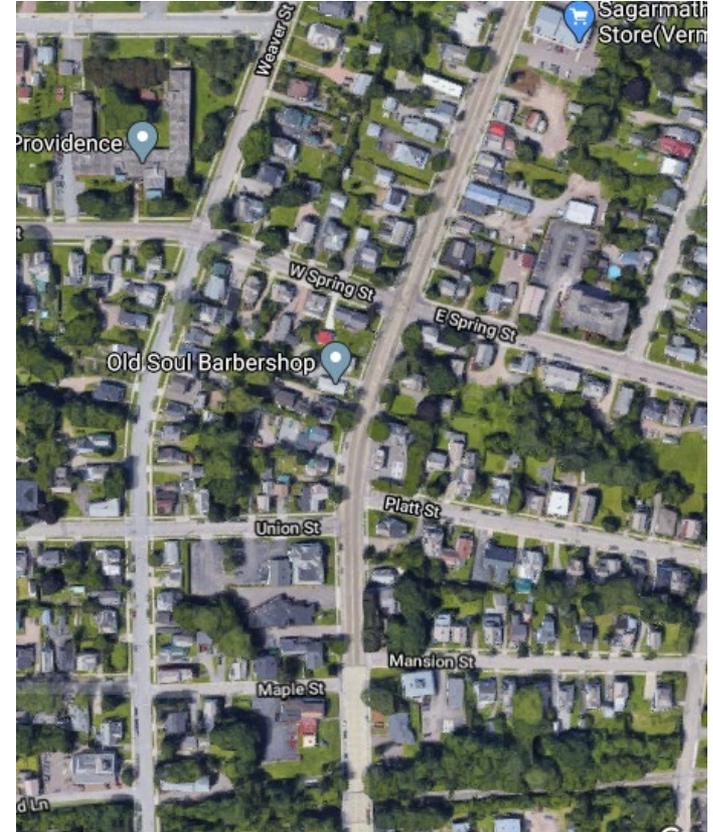
Minimum Required	
<i>Use</i>	<i>Off-Street Parking Spaces</i>
Boarding House	2 spaces for each 3 boarders
Bowling Alley	5 spaces for each alley
Dwellings	1 space for each dwelling unit plus 1 additional space for each 2 dwelling units in multiple-family dwellings.
Eating or Drinking Place, Bar, Cocktail Lounge, Night Club, or Indoor Entertainment	1 space for each 4 seats
Funeral Home	10 spaces for each chapel
Hospital, Nursing or Convalescent Home	1 space for each 3 beds
Manufacturing, Processing or Repairing Uses	1 space for each 600 square feet gross floor area
Medical or Dental Office	8 spaces for each doctor
Motel and/or Hotel	5 spaces for each 4 rentable units
Office	1 space for each 500 square feet gross floor area
Place of Worship	1 space for each 5 seats except that where no individual seats are provided, 20 inches of bench shall be considered as 1 seat
Professional Office in Residence	2 spaces
Retail Store or Personal Service Establishment	1 space for each 300 square feet gross floor area
Professional Business or Technical School, Studio for Art, Music, Dancing or Photography	1 space seat for each 10 classroom seats
Wholesale Establishment or Warehouse	1 space for each 2 employees in maximum shift with an absolute minimum parking area of 25% of gross floor area



**DOES A  
BAKERY  
HERE**



**HAVE THE  
SAME NEEDS  
AS A BAKERY  
THERE?**

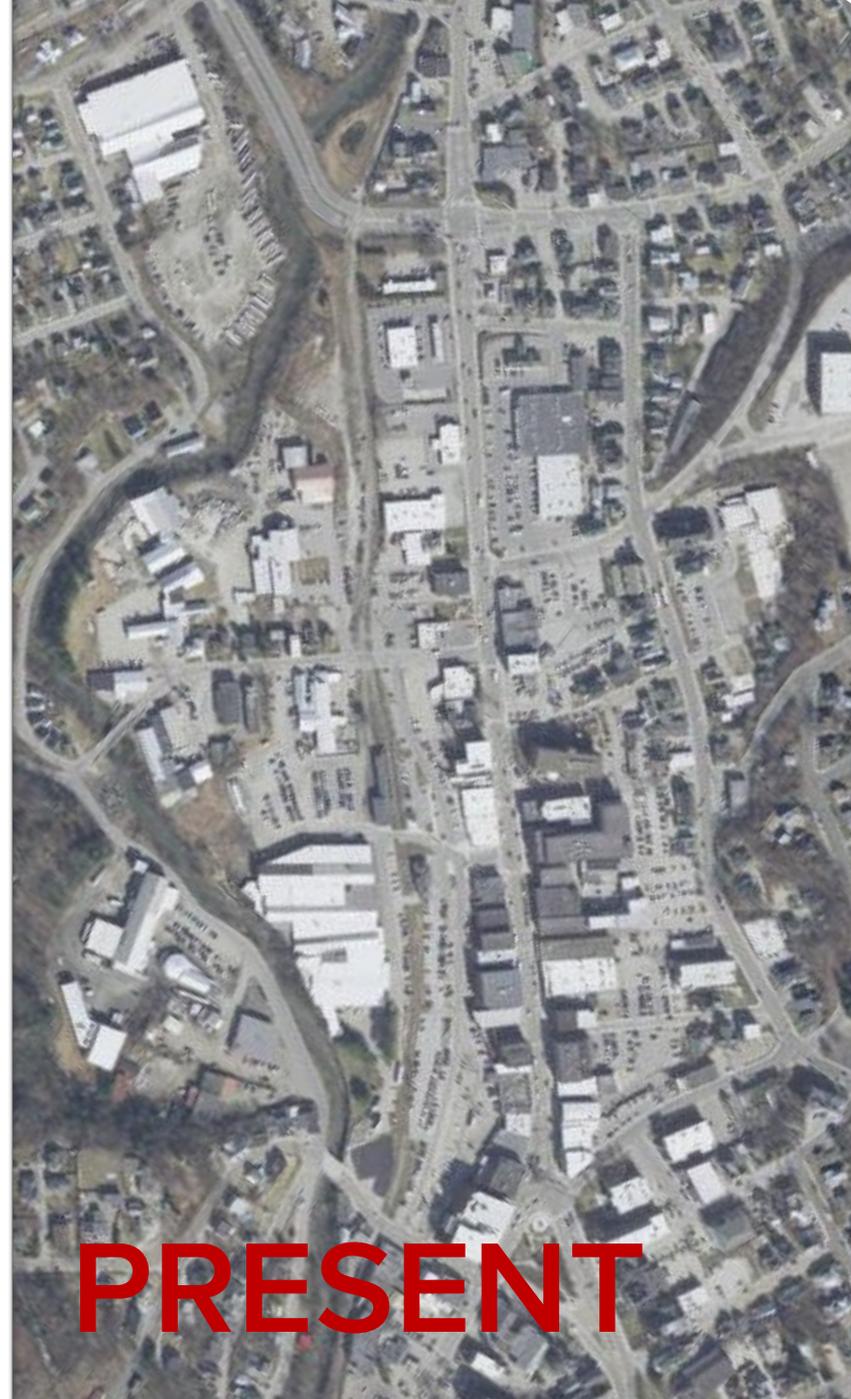


**PARKING REQUIREMENTS ARE TOO BLUNT A TOOL  
FOR COMPLEX SYSTEMS**

**BARRE 1962**



**PRESENT**





8

SPACES  
FOR  
EVERY

1

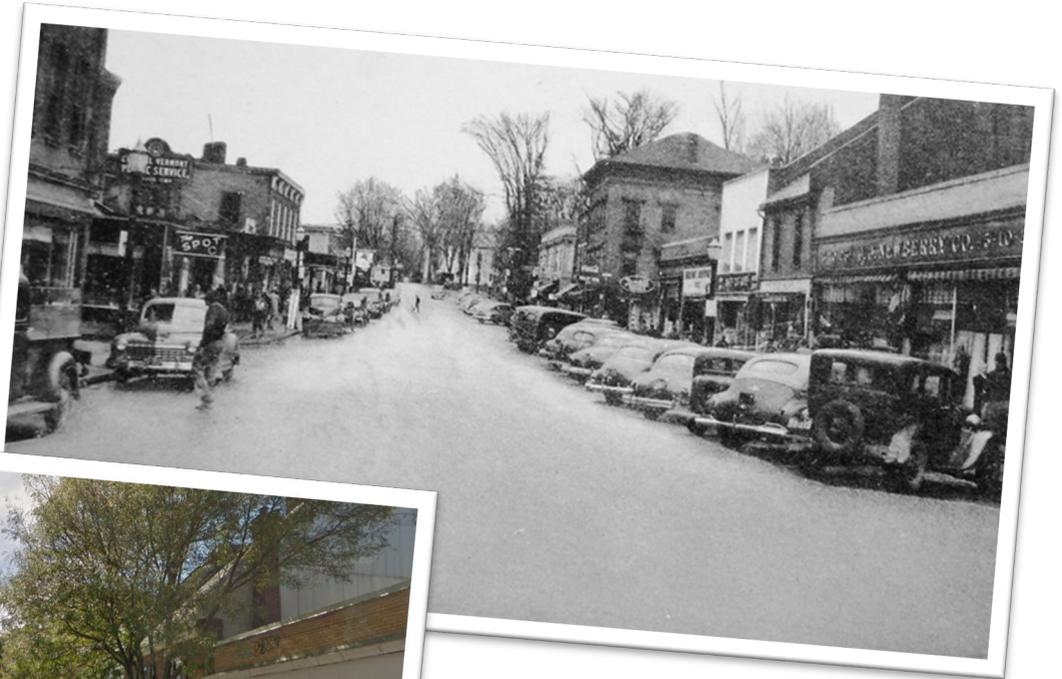
CAR



Black Friday in Williston  
2013

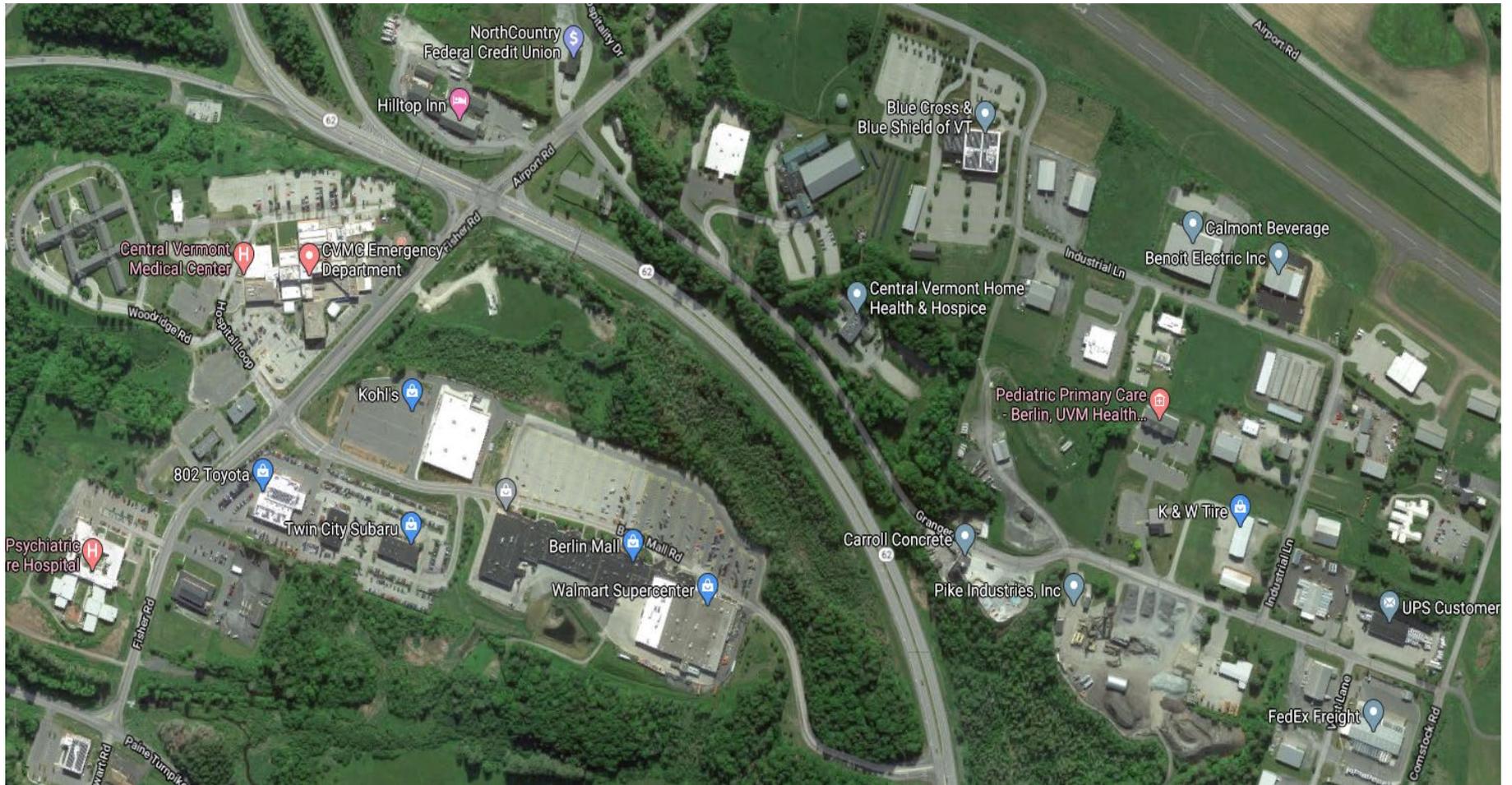


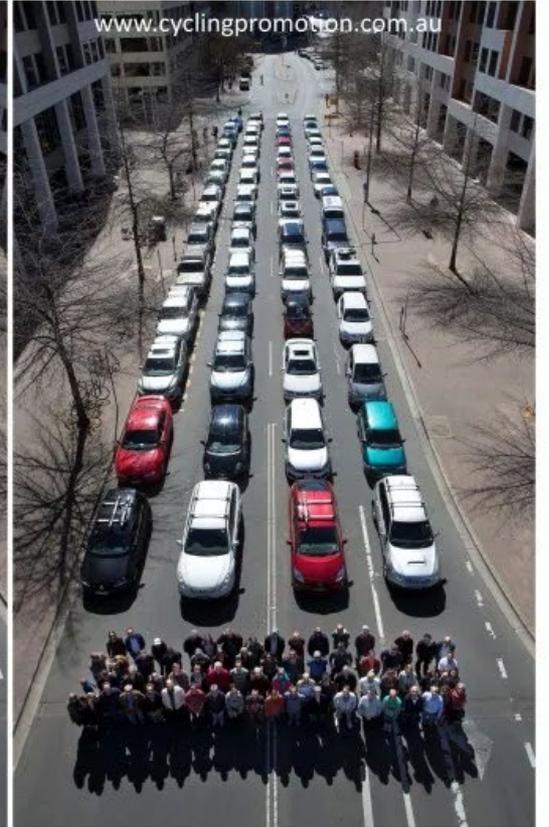
Early 1900s



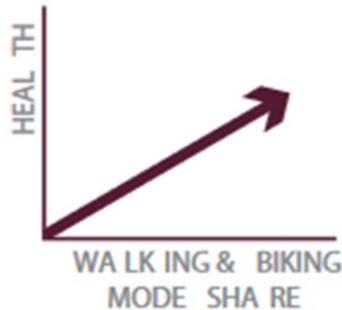
Today







# ACTIVE TRANSPORTATION SUPPORTS HEALTHY LIVING



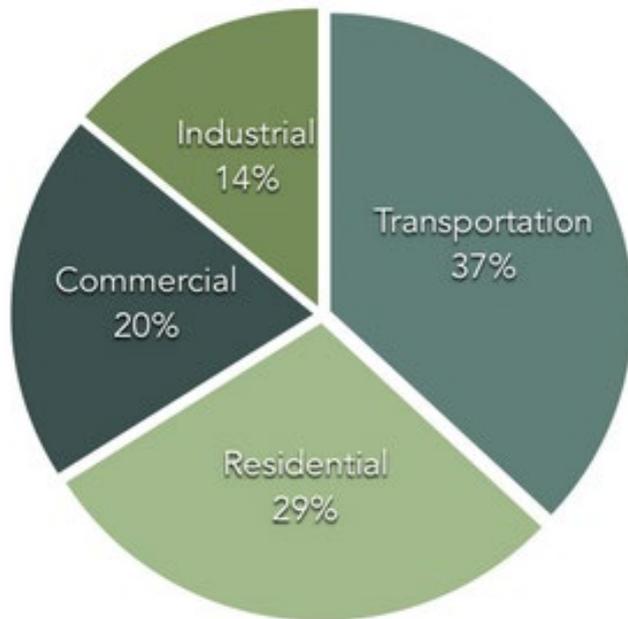
The eight US cities with the highest active transportation mode share have 20 percent less occurrence rates of obesity and diabetes when compared to other US cities.

(source: Ogden, 2013)



Montpelier Complete Streets Design Guidelines and Road Typologies. June 2018

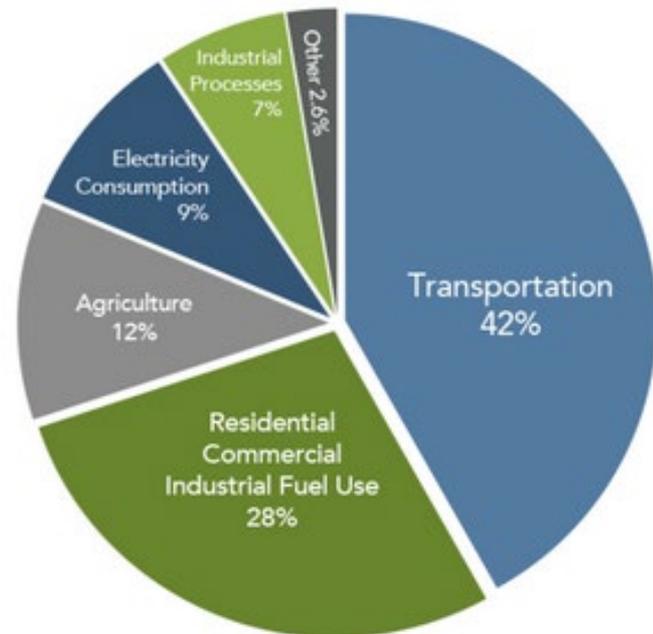




### VT Energy Consumption by Sector

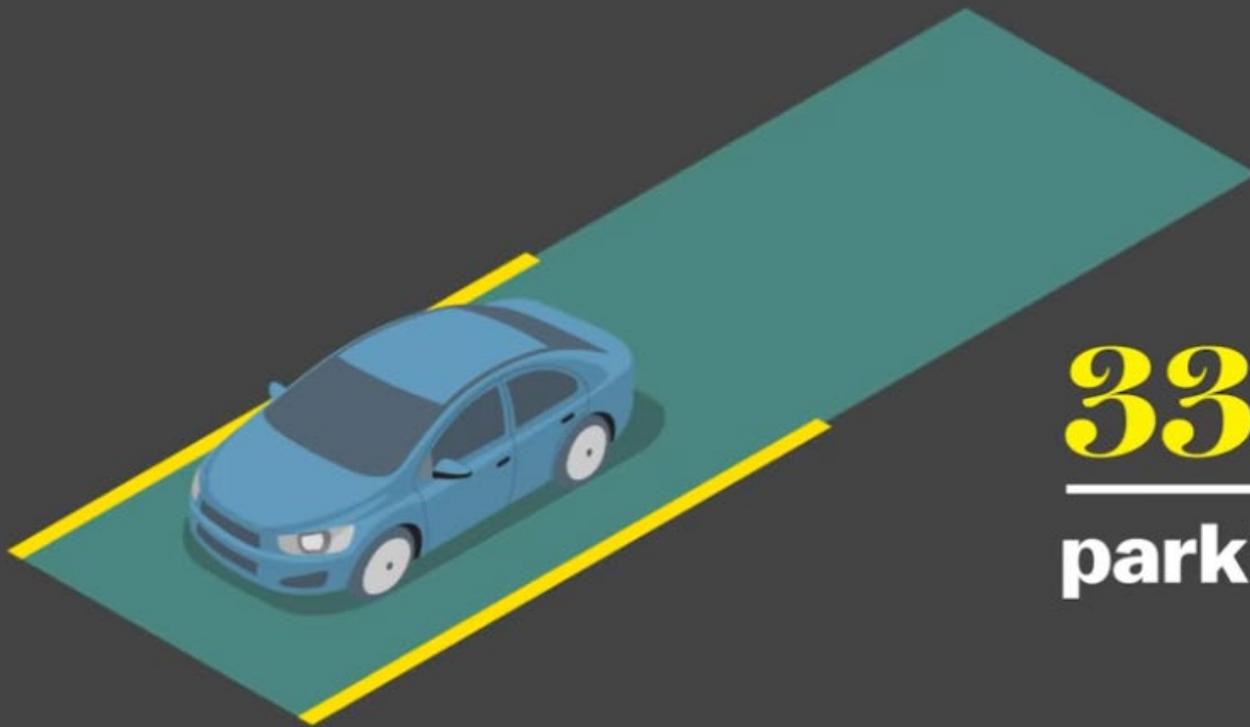
Transportation makes up the largest share of Vermont's energy consumption, with more than 90% of that energy derived from petroleum fuels.

Source: Vermont Transportation Energy Profile, 2017



### VT Greenhouse Gas Emissions by Sector

Almost half of the greenhouse gases emitted in Vermont are from fossil fuels burned for transportation. This is a higher percentage than the nation as a whole, where about a third of GHGs come from transportation.

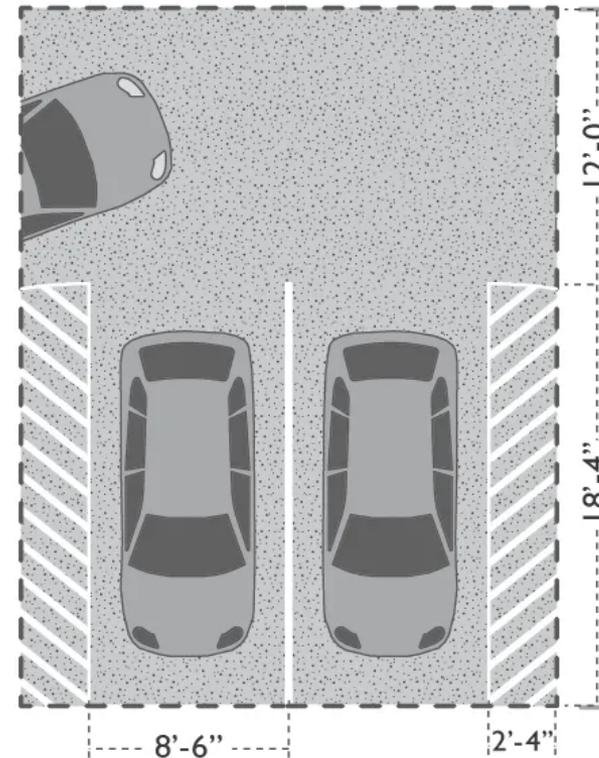
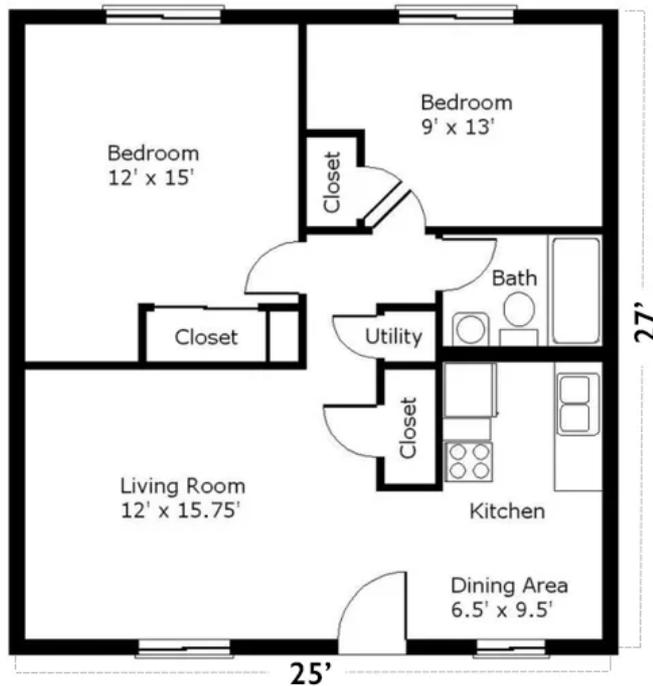


**330** ft<sup>2</sup>

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**parking spot**

# Living Space Vs. Parking Space



size for 2 bedroom apartment: 675 FT<sup>2</sup>

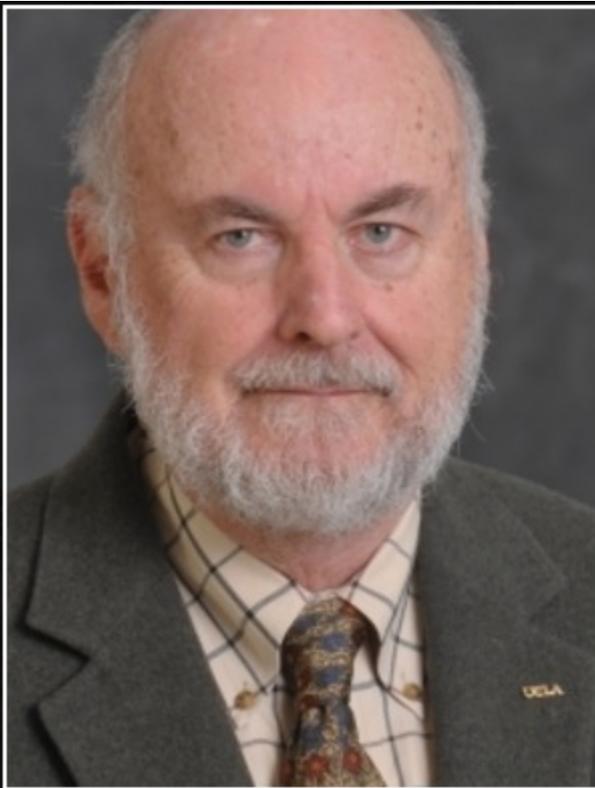
size for 2 parking spaces: 650 FT<sup>2</sup>

Sources: Transportation Cost and Benefit Analysis II – Parking Costs Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org))

Graphic Adapted from Graphing Parking (<https://graphingparking.com/2013/07/23/parking-across-cascadia/>)

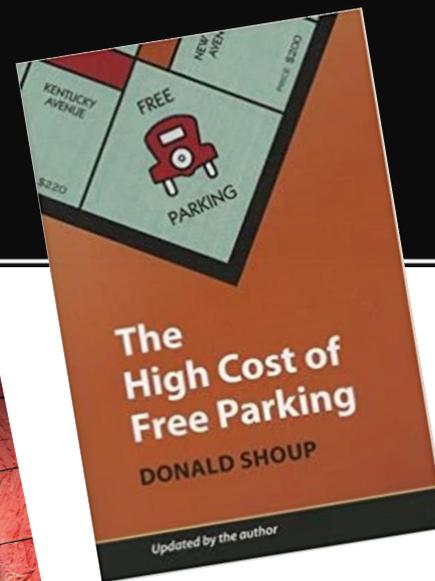
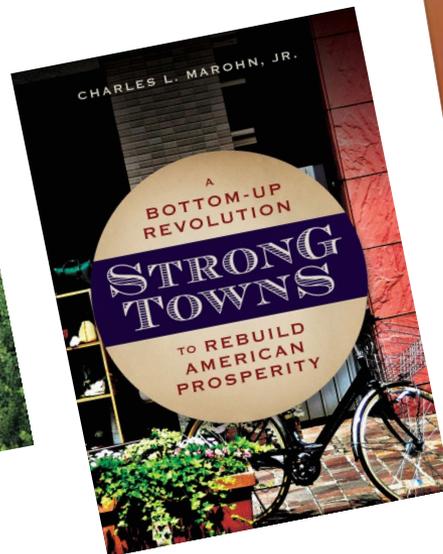
Image compiled by Portlanders for Parking Reform - <https://pdxshoupistas.com/> - @pdxshoupistas



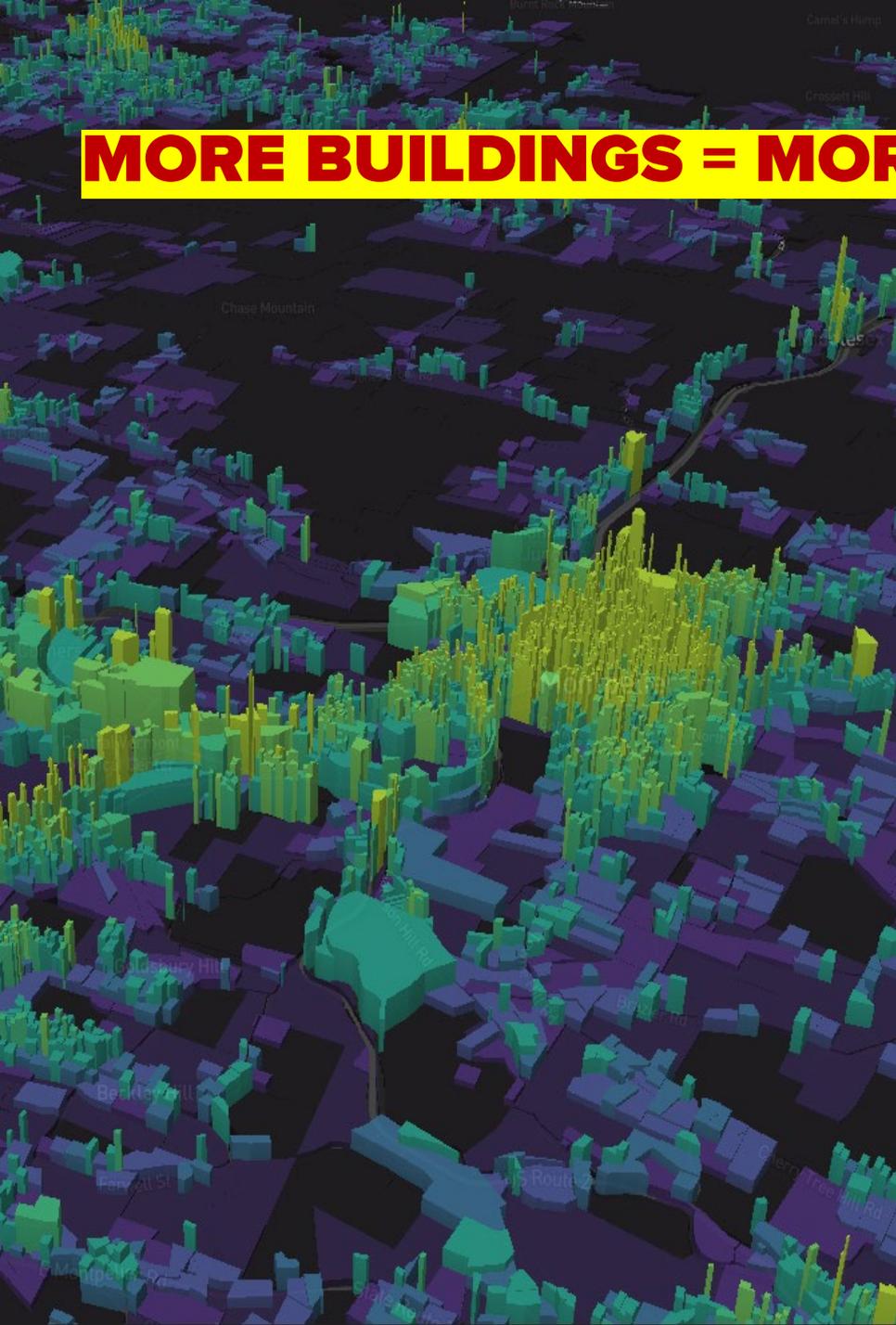


Its unfair to have cities where parking is free for cars and housing is expensive for people.

— Donald Shoup —



# MORE BUILDINGS = MORE MUNICIPAL REVENUE



**ASHEVILLE  
WALMART**



**DOWNTOWN  
MIXED-USE**

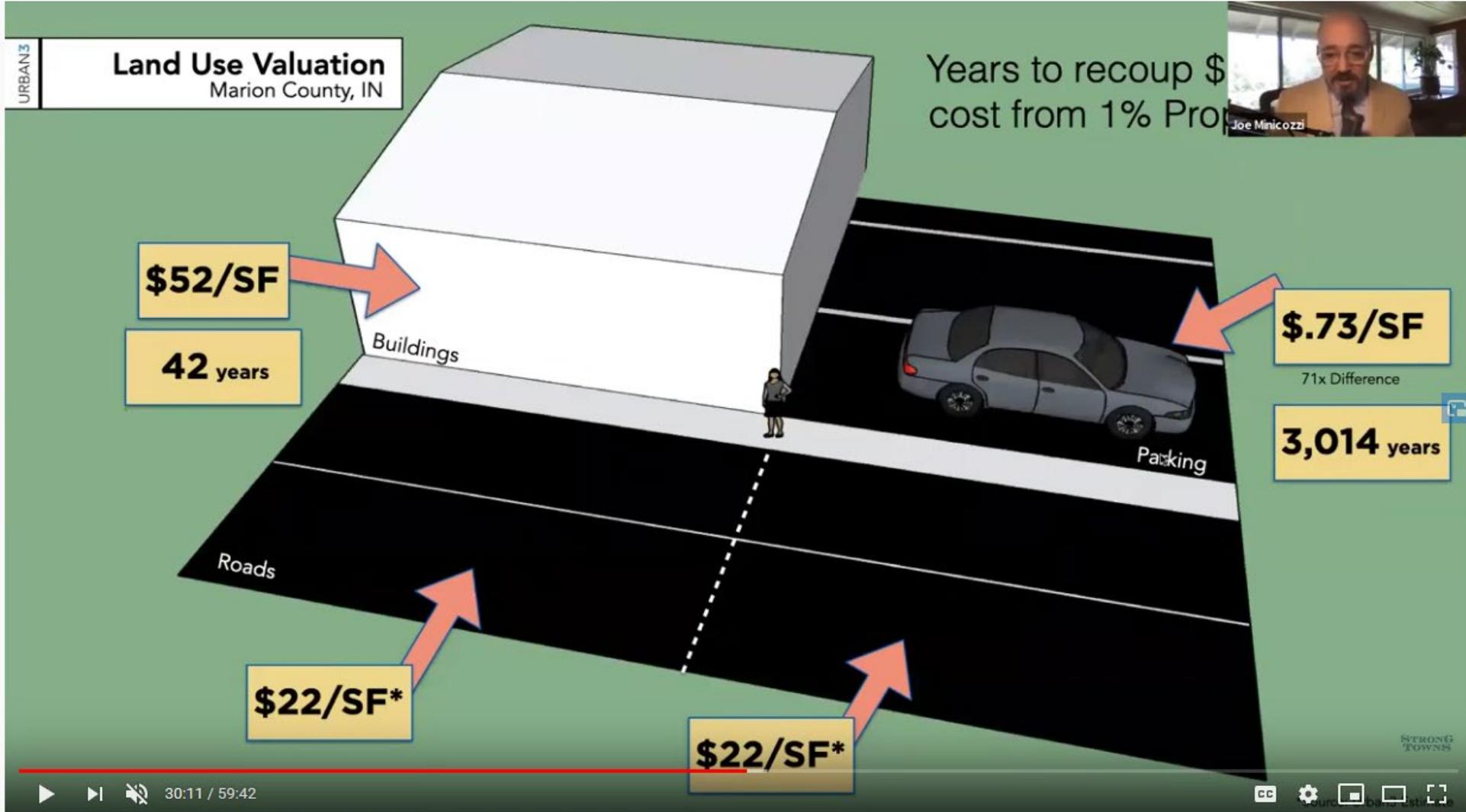
Land Consumed (acres):	<b>34.0</b>	<b>00.2</b>
Total Property Taxes per Acre:	<b>\$6,500</b>	<b>\$634,000</b>
Retail Taxes* per Acre to City:	<b>\$47,500</b>	<b>\$ 83,600</b>
Residents per Acre:	<b>0.0</b>	<b>90.0</b>
Jobs per Acre:	<b>5.9</b>	<b>73.7</b>

\*Estimated from public reports of annual sales per sq.ft..



Joseph Mircozzi, AICP  
Joe@Urban3.com

# 71x less taxes per s.f. than the building



**42 years to pay off road, 3,000 for parking if 50% of revenue went to the road cost**

**FREE WEBINAR**

# STRONG TOWNS

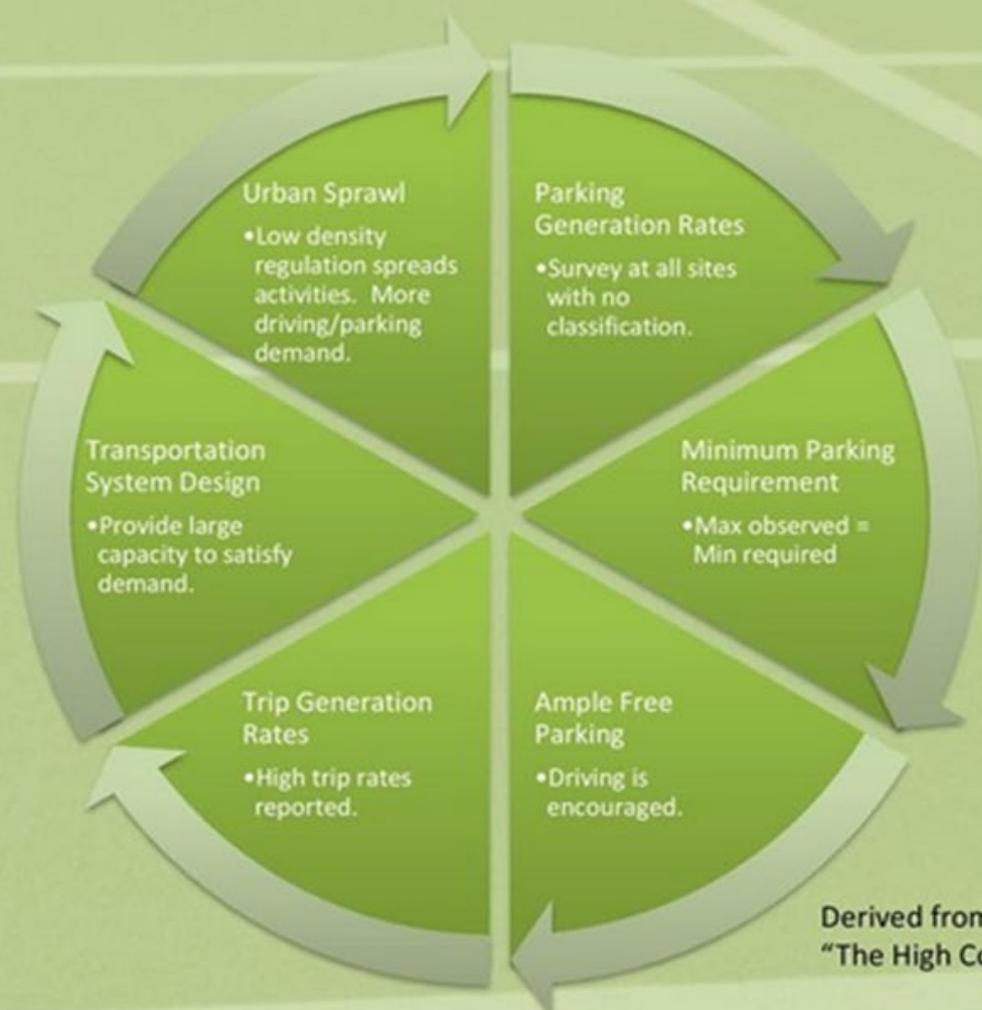


## THE ECONOMICS OF DEVELOPMENT 202

Joe Minicozzi  
Principal, Urban3

URBAN3

# Vicious Cycle of Free Parking



# South Burlington's Path to (mostly) eliminating Parking Minimums

PAUL CONNER, AICP  
Director of Planning & Zoning, City of South Burlington

June 4, 2020



**southburlington**  
PLANNING & ZONING

# The Problem

- Parking minimums take up a tremendous amount of space.
- Does not support pedestrian environment or sense of place
- Parking begets parking

Use	Required Spaces Per 1,000 sf bldg	Parking Area per 1,000 s.f. Bldg
Bank / Financial	6	1,500
General Office	3	750
Standard Restaurant	18	4,500
Short Order Restaurant	12	3,000
Retail	5	1,200

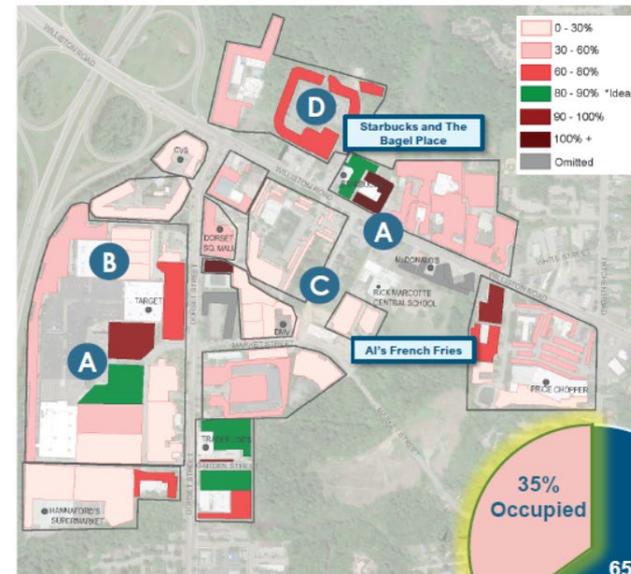
## Uno Pizzeria

5,600 s.f. building  
106 Parking Spaces





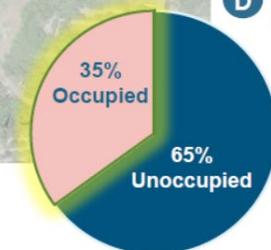
## PARKING UTILIZATION: WEEKEND



### Weekend Evening Observations

Overall, demand for parking was concentrated along business frontages. Overall observed weekend occupancy was at 35%.

- A** Hot spots included the lots near the University Mall entrance; Starbucks and the Bagel Place.
- B** The garage was largely empty.
- C** Parking lots at the Trader Duke's Hotel (now Delta Hotel) and surrounding businesses did not exceed 30%.
- D** The Best Western is 60-80% full, whereas the Holiday Inn is below 60%.



Data collected on Saturday May 4, between 11 am and 1 pm

**City Center Area**  
**6,700 Parking Spaces**  
**Four Counts 2018-2019**  
**All Below 40% usage**

## A Brief History of Parking in the 2010s

- 2011: Require parking to be to the side or rear of buildings in most cases (change from "where feasible")
- 2016: City Center FBC Adopted; replace city-wide parking with standard min 2/1,000 s.f. non-residential and max 2/unit residential.
- 2016: Reduce residential minimum from 2 to 1 space per unit for studio & 1 BR
- 2019: Eliminate non-residential minimum; reduce multi-family minimum

## Options Considered

- Keep as is
- Reduce parking minimums
- Allow additional DRB waivers
- Eliminate parking minimums,
- Set a maximum (with or without waivers)

## 2019 Adopted Standards:

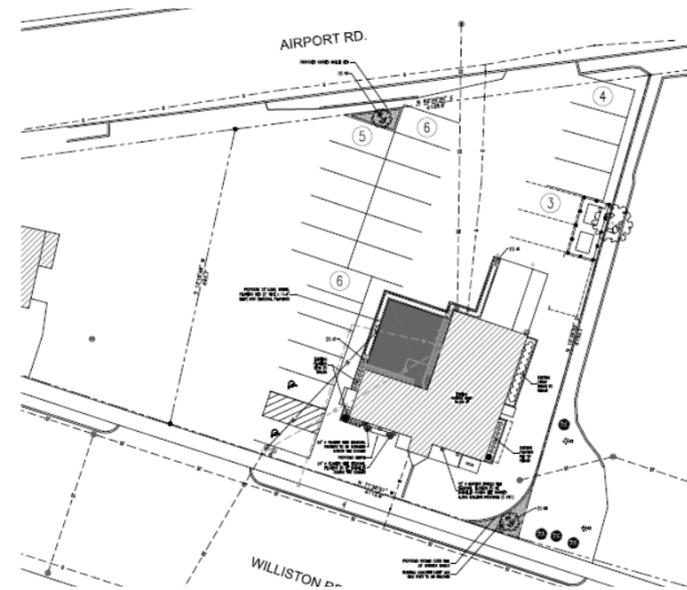
- Multi-Family Housing:
  - 0.75 spaces per studio/1 BR
  - 1.5 spaces per 2+ BR
  - City Center – 2 spaces MAX per unit
- Accessory Apartments: 2 spaces
- All Others: No minimum

# Case Study 1: Parkway Diner Expansion, Willison Road



**Small addition proposed to kitchen  
for better safety & flow**

- Larger Building = more parking needed
- DRB authorized max waiver, but still short
- Several months of creative thinking,
- Moving lamp posts, DPW plowing
- All agreed additional parking wasn't needed

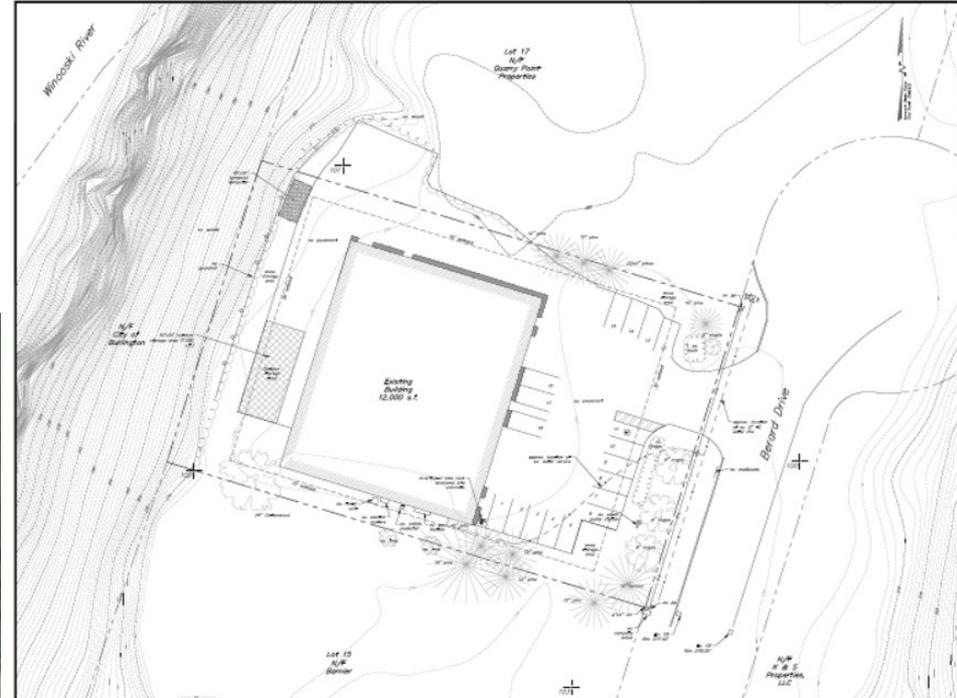


# Case Study 2:

## R&D Conversion, Gregory Drive

### Proposed Change of Use, Warehouse to R&D

- R&D = more parking needed
- 18 spaces on site, R&D increases to 30 [new use has 4 employees]
- Two paths:
  - Old rules – 8 steps, 16 weeks minimum
  - New rules – 3 steps, 3-5 weeks



# Case Study 3:

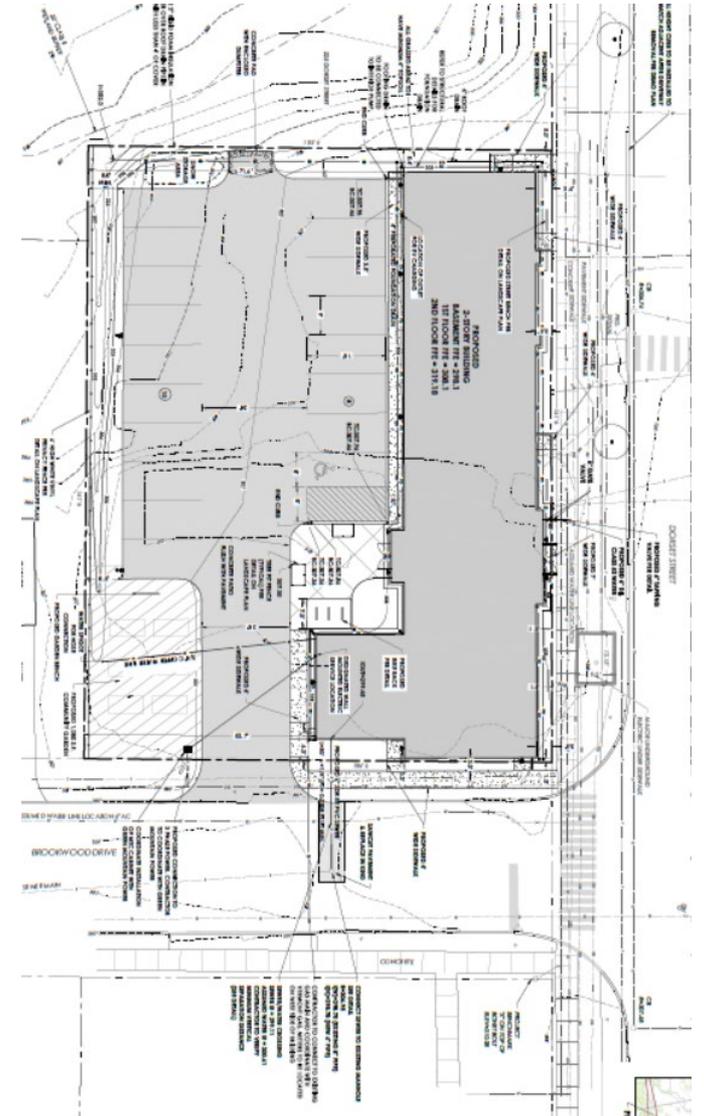
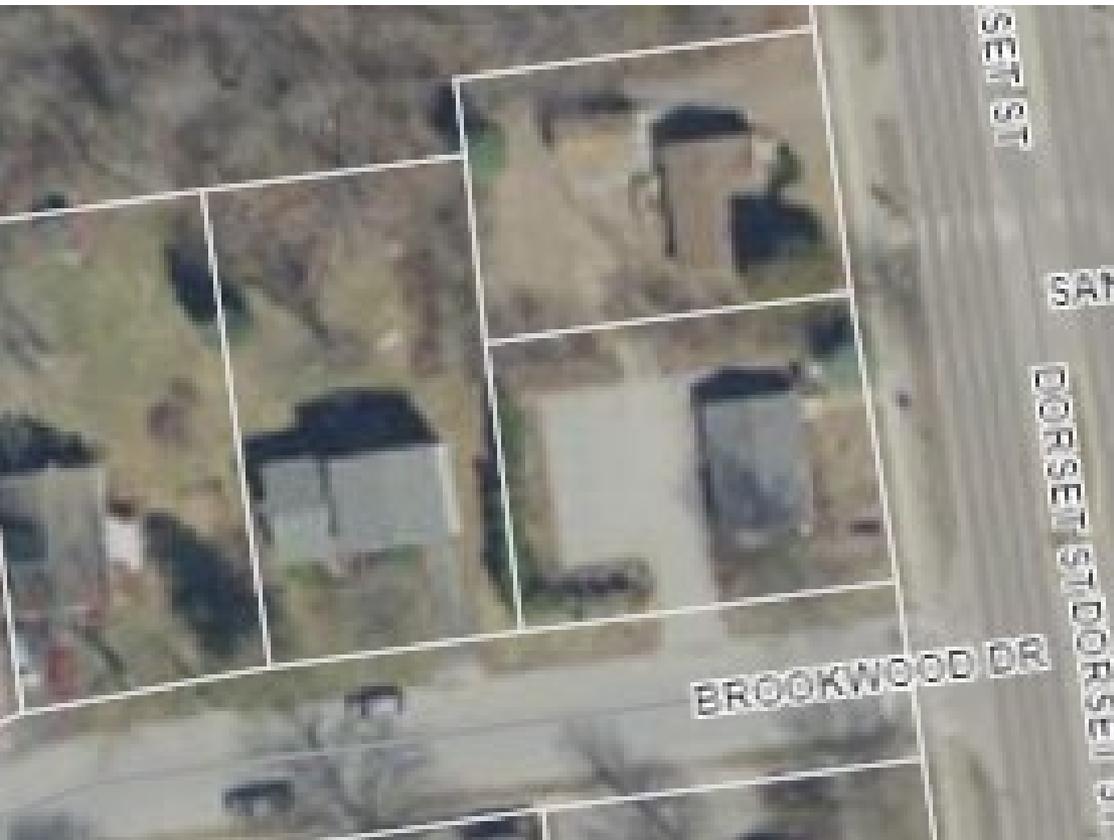
## Redevelopment, Dorset Street

Replace single family home and small medical office (former house) with larger medical office and 6 homes

- Provided 18 parking spaces on site [and more across st]
- Adds five homes to the City Center Area:
- On-site garden amenity
- No new City Infrastructure
- *Challenge of On-Street Parking*

### Change in Property Value

	'17 Value	'17 Taxes	'19 Value	'19 Taxes
321/325 Dorset	\$415,900	\$8,699	\$ 1,180,800	\$26,586



# Benefits from South Burlington's Perspective

- Support evolving transportation patterns
- Reduce stormwater runoff
- Changing appearance of valuing cars more than businesses
- Move away from the notion that parking should be designed for the busiest days of the year,
- Taking steps to affect climate change
- Requiring a waiver sets applicant up to be "making a request."
- Encourage creativity in redevelopment
- Parking is a negative economic return on investment.
- Staff spends an inordinate amount and proportion of its development review time on working with applicants to meet parking minimums.

## The Challenges & Footnotes

- Every Community is different
- South Burlington has an abundance of parking and suburban landscape; very little on-street parking
- There was opposition in South Burlington
- Concerns about free market creating undersupply; no way for the DRB to "oversee"
- DRB opposed the amendment



## BRATTLEBORO'S REGULATORY TOOLS TO PREVENT EXCESSIVE PARKING

Sue Fillion  
Planning Services Director  
June 4, 2020

## URBAN CENTER ZONING DISTRICT

221.F PARKING STANDARDS. The following standards apply to development in this district that requires major site plan approval in accordance with SECTION 213:

(1) The minimum on-site parking requirements in SECTION 313 do not apply to any new or modified use.

(2) No new, private, off-street, surface parking is permitted within this district. The Development Review Board may:

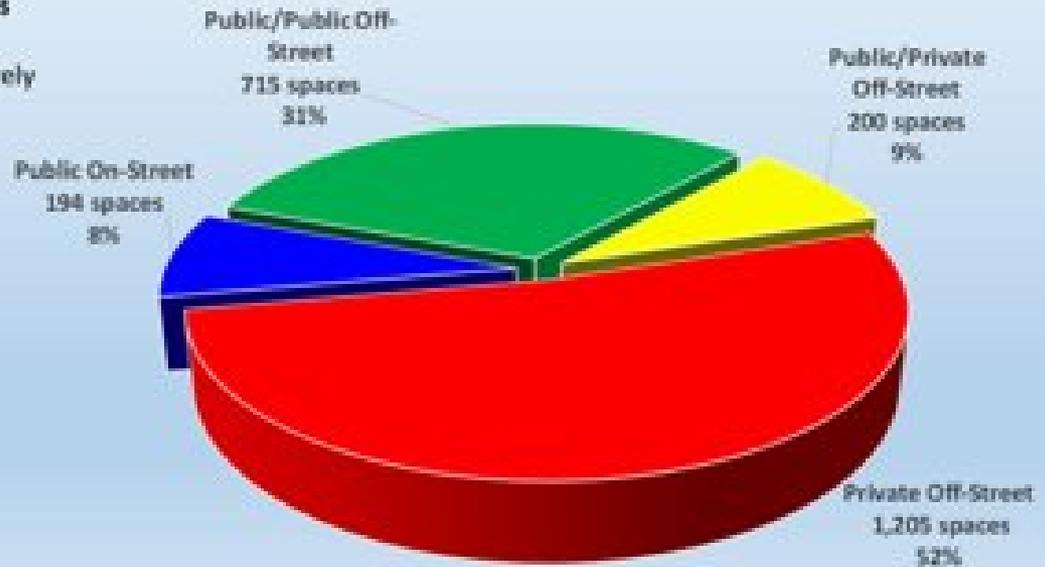
- (a) Waive this requirement if it is the only feasible option to provide the minimum amount of accessible parking required to comply with the Americans with Disabilities Act.
- (b) Approve the relocation or redesign of existing surface parking in accordance with these regulations provided that the total area of surface parking on the lot is not increased.
- (c) Approve development of parking decks or structures provided that the total parking footprint on the lot is not increased.
- (d) Approve at-grade or below ground parking located within or under a building provided that it is screened from view at the front property line.





## Parking Inventory

- 2,314 total parking spaces
  - 2,115 spaces effectively





44 new residential units, 2019-2020

## DOWNTOWN PARKING SYSTEM MANAGEMENT



The parking system is operated as a utility



Free overnight parking in town lots



Overnight parking in the Transportation Center, with overflow parking in the Preston Lot during snowstorms



Parking passes are available for purchase for people who work or live downtown

# 2015 LAND USE REGULATIONS



## Multiple Objectives:

- Better stormwater management
- Improve landscaping
- Reduce impervious surfaces
- Contemporary parking ratios
- Improve pedestrian and bicycle conditions

## RIGHT-SIZING

- Parking ratios reduced
- Minimum parking amounts can be waived:
  - Parking study demonstrates less is needed; or
  - Shared parking; or
  - Adequate on-street or public parking within  $\frac{1}{4}$  mile that can meet all or some demand
- Maximum parking (2x the minimum amount calculated)
- Reduced residential to 1 parking space per dwelling unit



## **Red Clover Commons**

Ph I (55 units approved pre changes) - 64 parking spaces

Ph II (+25 units) - 44 spaces

## **Groundworks**

Total of 6,705 sf ft

22 parking spaces required

17 spaces provided with waiver



## OBSERVATIONS



Winter On-Street Parking ban makes it difficult to do away with residential parking requirements



Retail chains want more parking than we allow



Not having enough parking spaces at multi-unit housing results in less orderly sites and/or neighborhood complaints



Planning and Permitting Innovations  
Updating Parking Regulations  
**Questions/Comments**

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Community Planning + Revitalization Division  
VT Department of Housing and Community Development

An aerial photograph of a town square. In the center is a white clock tower with a blue dome and a clock face. Surrounding the tower are various houses, some with gabled roofs and others with flat roofs. A road with yellow double lines runs through the square. The trees are mostly bare, suggesting autumn or winter. The overall scene is a typical small-town square.

**Thank You!**

**<https://accd.vermont.gov/PlanningandPermittingInnovations>**