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Richardson Multifamily Parking Management Plan

Submitted by: Mitchel Richardson

PO Box 276

South Hero, Vermont 05486

8/3/2016

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Project Summary:

This plan has been compiled by Mitchel Richardson, with the assistance of Struktur, pllc. The project is located at 435-441 Shelburne Road at the corner of Lyman Avenue and Shelburne Road. Our proposal is to convert an existing 12 Bedroom Rooming House and 2-Person Duplex to a 10-Unit Multi-Family Residential Apartment Building.

This information is being provided to support our proposal to adaptively reuse this structure for residential apartments. Conversion takes place within the existing building footprint and two inclusionary housing units will be provided. The apartment mix includes one 3-bedroom unit, seven 1-bedroom units, one studio unit, and one 2-bedroom unit. The 2-bedroom unit located in the basement level is excluded from the scope of this project but is included in the density and parking calculations.

This site is located in the RM District and Neighborhood Parking District. Section 8.1.15 of the City of Burlington Comprehensive Development Ordinance states that the number of parking spaces may be reduced to the extent that the applicant can demonstrate that the proposed development can be adequately served by a more efficient approach that more effectively satisfies the intent of Article 8 and the goals of the municipal development plan to reduce dependence on the single-passenger automobile and amount of impervious surface for parking. The maximum allowable parking waiver reduction is 50%. We propose to provide 10 new parking spaces onsite, equal to a 50% parking waiver for the residences.

The existing site exceeds the allowable coverage allowance of 48% and it is our objective to design this site into compliancy while providing parking that meets the needs of this residence. Please see supporting information below for why we believe our proposal is valid and request for a waiver that can be feasibly granted.

8.1.15 (a) Calculation of parking spaces required pursuant to Table 8.1-8.1:

Base requirement for residential use, multi-unit attached dwelling units, studio units or 1-bedroom unit is 2 spaces per unit. Pursuant to this classification 20 parking spaces are required for 10 dwelling units.

8.1.15 (b) Narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of the Zoning Ordinance Article 8 and the goals of the Municipal Development Plan:

Our proposal meets the intent of Article 8 of the Zoning Ordinance by ensuring there is adequate parking to serve the use of this project. This project is located on several major bus lines and is walkable distance to downtown and a supermarket district. We propose 1 parking space per unit equal to 10 total.

According to information compiled by the U.S. government Bureau of Transportation, in 2008 Americans owned 137,079,843 passenger cars or a little less than one car for every two people. The majority of the proposed units are 1-bedroom or smaller and these units would rarely

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house more than 2 adults, more likely 1 adult based on the size. We have proposed facilities that are designed to promote vehicular and pedestrian safety and support reduced congestion in the streets. This plan supports reduced vehicle emissions, usable green space, and a reduction in paved areas leading to less stormwater run-off. This plan outlines public transportation options, community connectivity and encourages alternate modes of travel that will reduce dependence on the single-user automobile.

8.1.15 (c) Analysis of the anticipated parking demand for the proposed development:

This Parking Management Plan proposes to reduce onsite parking by 50% for a total of 10 onsite spaces, based on the specific needs and projected demographics of our proposed development. We request that 10 of the 20 required parking spaces be waived supported by the following information:

8.1.15 (c1) Proposed Number of Employees, Customers, Visitors:

This residential reuse project will have no employees, clients, shifts or deliveries outside of what is customary for a residential development such as mail, takeout food orders, etc.

8.1.15 (c2) Anticipated parking demand by time of day/use:

A survey conducted several years ago at the Champlain Housing Trust revealed that their tenants own .7 cars per unit. CHT's 33 unit building on North Ave has a 33 spot parking lot which is quoted to be very underused.

8.1.15 (c4) Availability and frequency of public transit service within a distance of 800 feet.

There are three bus stops within 800 feet of our project. On the southbound side of Shelburne Road CCTA lines 6 and 18 are a distance of 315 feet distance from our building and Line 46 is 430 feet. Across the street (northbound) are CCTA lines 6, 18, and 46 at a distance of 750 feet from the building. The bus stop in front of Price Chopper and Shaws serves 9 different lines is .2 miles from our building (see attached neighborhood connectivity map).

8.1.15 (c5) Reduction in vehicle ownership in connection with housing occupancy or type:

Our project includes one small studio apartment (330 sf), seven 1-bedroom apartments ranging in size from 530 to 800 square feet, one 2-bedroom apartment (existing 500 sf), and one 3-bedroom apartment (1420 sf). The size of the units will limit the amount of occupants.

Two units are inclusionary and statistically lower income residents, especially in town on the bus line, tend to own fewer cars.

8.1.15 (d) Strategies the applicant will use to reduce or manage the demand for parking:

Walking: The project site is approximately 1.5 miles from Burlington's downtown district and ¼ mile from 2 shopping centers where many shopping needs can be met (groceries, pharmacy, clothing, coffee shop, restaurants).

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Biking: The project site is located 1 mile from the Burlington Bike Path and ½ mile from the South Burlington Bike Path. We are providing two free bike storage spaces per occupant, one interior and one exterior.

Carshare: Car-sharing encourages people to drive less. According to statistics noted on the Carshare Vermont website: *"Because car-sharing helps people become less car dependent, it leads to a major dip in vehicle ownership. More than 75% of CarShare Vermont members belong to zero or one-vehicle households"*.

There are three Carshare VT locations within walking distance of the site. The closest vehicle location is at the Switchback Brewery on Flynn Avenue, about ½ mile and 10 minute walk from the site. There are also vehicle locations on Lakeside Avenue (.9 miles) and at South Park on Locust Street (.8 miles). A single user carshare membership will be included in the rental agreement for each dwelling unit.

We trust that the proposed parking will adequately meet the needs of this project. This site is well-connected to public transportation, at walking distance to basic services and one mile to numerous bikepaths and three carshare locations. In addition, residents will have access to a carshare account, and two bike parking spaces at no additional charge (see attached neighborhood connectivity map).

This project is a gateway to the city with its prominent location to south end neighborhoods and proximity to downtown Burlington. We believe that site design should support this mission by maximizing green space and reducing the amount of impervious surface for parking. While parking areas should be designed to meet the technical requirements of vehicle movement they should also consider landscaping, outdoor usable space for residents, streetscape, pedestrian safety, and stormwater run-off. We believe the amount of parking proposed for this project is adequate to support the needs of future residents. By limiting the amount of area required for parking we are able to offer usable outdoor space back to the residents.

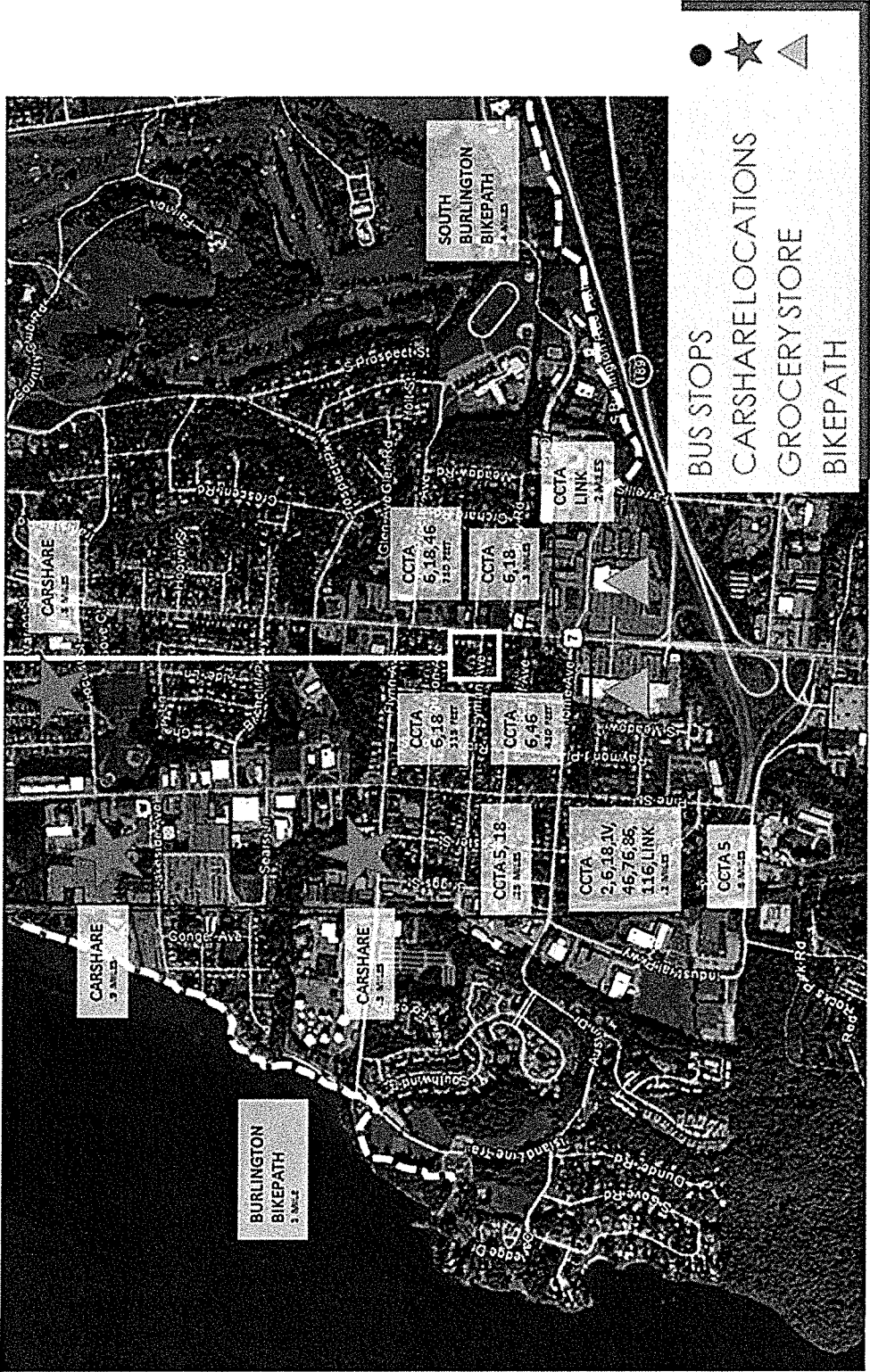
As MIT Professor Eran Ben-Joseph points out in his book, *Rethinking A Lot*:

"A successful parking lot is one that integrates its site conditions and context, takes measures to mitigate its impacts on the environment, and gives consideration to aesthetics as well as the driver-parker experience".

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PROJECT LOCATION
435-441 SHELburnE STREET



Site Aerial View – Neighborhood Connectivity

Scott Gustin

From: Scott Gardner <sgardner@buildingenergyus.com>
Sent: Monday, August 22, 2016 3:04 PM
To: Scott Gustin
Subject: 17-0138CA

Scott:

Thank you for the DRB notice. I own a house one door down on Lyman Ave. I am hopeful that the project will move forward but am wondering if the site is large enough for the proposed use.

Are you recommending approval for 10 apartments at 435 Shelburne St?

Does the plan meet all zoning requirements or is this a first take presentation that is likely to be scaled back?

Thank you,

Scott

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