

CITY OF BURLINGTON

JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN (JIPMP)

Report | March 21, 2019



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CITY OF BURLINGTON

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Chittenden Area Transportation Management Association (CATMA)

In cooperation with:

Champlain College

UVM Medical Center

University of Vermont



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LIST OF ABBREVIATIONS

ACC	Ambulatory Care Center
BWC	Best Workplace for Commuters
CATS	Campus Area Transportation System
CCRPC	Chittenden County Regional Planning Commission
CATMA	Chittenden Area Transportation Management Association
COM	College of Medicine
ETC	Employee Transportation Coordinator
GFA	Gross Floor Area
GMT	Green Mountain Transit
GRH	Guaranteed Ride Home
GSF	Gross square footage
ICC	Institutional Core Campus
JIPMP	Joint Institutional Parking Management Plan
SOV	Single occupancy vehicle
TDM	Transportation demand management
TMA	Transportation Management Association
TSM	Transportation systems management
UVM	University of Vermont
UVM MC	University of Vermont Medical Center
VMT	Vehicle miles traveled

1.0 EXECUTIVE SUMMARY

1.1 WHY CREATE A JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN

An Institutional Parking Management Plan:

- Recognizes the need to manage parking demand and resources holistically and creatively, employing transportation demand management (TDM) practices as well as supplying adequate parking facilities.
- Helps ensure city streets and neighborhoods are not unfairly burdened by parking demands from large institutions.
- Follows the guidelines of Comprehensive Development Ordinance Article 8, Part 3.

A Joint Institutional Parking Management Plan (JIPMP):

- Recognizes the efficiencies gained when several neighboring institutions share resources and collaboratively participate in parking and travel demand management programs.

This 2019-2024 Plan Update:

- Reviews past, current, and future parking demand and supply.
- Identifies potential parking shortfalls based on future development plans.
- Reviews collaborative solutions to address potential parking needs.

1.2 2019–2024 JIPMP CONTENTS

The JIPMP reviews current and future conditions for each of the partner institutions in a separate chapter:

- Champlain College
- UVM Medical Center (UVM MC)
- University of Vermont (UVM)

Each institution's chapter reviews current and future conditions, including:

- Current parking supply and demand.
- Planned future projects and related parking impacts.
- Current and future TDM and parking practices.

- Summary of conditions, joint facilities, and practices managed by CATMA.

1.3 2019–2024 GENERAL ASSUMPTIONS

The summary of current parking supply:

- Includes on-site parking garages and lots.
- Includes off-site parking garages and lots used specifically for off-site parking (often paired with shuttle or transit service).
- Excludes off-site buildings and parking associated with those buildings.
- Excludes on-street parking.

The estimation of current peak parking demand:

- Assumes the peak time of use based on institutional data and previous experience.
- Assumes a given number of constituents (by type) on site during peak time.
- Uses the surveyed auto mode share of constituents (by type).
- Incorporates the vehicles owned by the institution.

The estimates of future parking demand and supply:

- Incorporate projected changes to employment and enrollment data.
- Incorporate expected parking supply changes based on known projects.
- Assume similar peak times, mode shares, and constituency presence.

The summary of parking supply required by ordinance:

- Estimates the supply required at each institution based on multiple uses (e.g. # of student residential beds, hospital beds, square foot of academic or administrative buildings).
- For Champlain College and UVM, the parking supply required was calculated two different ways: by Gross Floor Area (GFA), and by a Composite (based on a measure of the number of beds instead of residential floor area, along with GFA for non-residential facilities).

1.4 TRAVEL SURVEY

CATMA conducts biannual surveys of student travel behavior and employee travel behavior. These surveys began in 2000 for employees and 2003 for students and have evolved over time. The 2018 travel survey of students and employees was a more significant departure in



methodology by evaluating trips by mode proportionally over the course of a week versus previous methodology of asking for the primary mode of travel.

1.5 CATMA EMPLOYMENT AND ENROLLMENT

The CATMA founding member institutions collectively employ a total of 11,207 individuals within Burlington, and their enrollment is 15,520 students within Burlington.

CATMA Institutional Membership—Fall 2018 Breakdown

Employees within the City of Burlington

EMPLOYER	NUMBER OF EMPLOYEES
Champlain College	792
UVM MC	6,229
UVM	4,186
TOTAL	11,207

Student Enrollment within the City of Burlington

COLLEGE/UNIVERSITY	NUMBER OF STUDENTS
Champlain College*	2,174
UVM	13,346
TOTAL	15,520

**This number represents the number of students who attend classes on the Burlington campus.*

1.6 INSTITUTIONAL SUMMARY

Table 1-1 summarizes the individual sections of the Burlington's Comprehensive Development Ordinance (CDO) for each institution as it relates to Section 8—Parking.

TABLE 1-1: INSTITUTIONAL SUMMARY

	CHAMPLAIN COLLEGE	UNIVERSITY OF VERMONT (UVM)	UVM MEDICAL CENTER (UVM MC)
Sec. 8.1.1: Purpose	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.2: Applicability	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.3: Parking Districts	Shared Use Parking District / Downtown Parking District	Shared Use Parking District	Shared Use Parking District
Sec. 8.1.4: Existing Structures	<u>838,191 SF</u> <u>1,453 Res. Beds</u>	<u>5,580,372 SF</u> <u>5,906 Res. Beds</u>	<u>1,698,739 SF</u> <u>580 In-Patient Beds</u>
Sec. 8.1.5: Existing Structures—Change or Expansion of Use	<u>+38,500 SF</u> <u>+181 Res. Beds</u>	<u>+390,783 SF</u> <u>+500 Res. Beds</u>	<u>+33,863 SF</u>
Sec. 8.1.6: Existing Structures—Exemption in Downtown District	194 St Paul St	N/A	N/A
Sec. 8.1.7: Non-Conforming Residential Structure	N/A	N/A	N/A
Sec. 8.1.8: Minimum Off-Street Parking Requirements	Waiver requested 2019: <u>CDO Rq'd Parking:</u> <u>1,428 – 1,676</u>	Waiver requested 2019: <u>CDO Rq'd Parking:</u> <u>11,161 – 11,342</u>	Waiver Requested 2019: <u>CDO Rq'd Parking:</u> <u>3,441</u>



	CHAMPLAIN COLLEGE	UNIVERSITY OF VERMONT (UVM)	UVM MEDICAL CENTER (UVM MC)
	<i>Actual Parking:</i> 500 On-Site 175 Off-Site 2024: CDO Rq'd Parking: <u>1,596 – 1,844</u> <i>Estimated Parking:</i> 500 On-Site 175 Off-Site	<i>Actual Parking:</i> 5,410 On-Site 2024: CDO Rq'd Parking: <u>11,528 – 11,709</u> <i>Estimated Parking:</i> 4,610 On-Site	<i>Actual Parking:</i> 2,556 On-Site 1,090 Off-Site 2024: CDO Rq'd Parking: <u>3,070</u> <i>Estimated Parking:</i> 2,164 On-Site 1,090 Off-Site
Sec. 8.1.9: Maximum Parking Spaces	2019: <u>1,785 – 2,095</u> 2024: <u>1,995 – 2,305</u>	2019: <u>13,951 – 14,178</u> 2024: <u>14,410 – 14,636</u>	2019: <u>4,301</u> 2024: <u>3,837</u>
Sec. 8.1.10: Off-Street Loading Requirements	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.11: Parking Dimensional Requirements	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.12: Limitations, Location, Use of Facilities	Waiver requested	Waiver requested	Waiver requested
Sec. 8.1.13: Parking for Disabled Persons	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.14: Stacked or Tandem Parking Restrictions	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.15: Waivers from Parking Requirements/Parking Management Plans	<u>Parking Management Plan presented in Section 3</u>	<u>Parking Management Plan presented in Section 4</u>	<u>Parking Management Plan presented in Section 5</u>

2.0 CHITTENDEN AREA TRANSPORTATION MANAGEMENT ASSOCIATION

2.1 CATMA GOALS

- Establish long-term transportation policies and leadership.
- Provide strategic and long-term planning for multimodal transportation and parking developments in conjunction with the Members' shared land use planning.
- Plan, develop and expand comprehensive multimodal transportation systems management (TSM) programs, incorporating TDM strategies.
- Plan, develop, own, and manage multimodal transportation systems and parking facilities.



Comprehensive Strategy

Over the years, CATMA's comprehensive strategy of TSM and extensive TDM programs have resulted in level trends of single occupancy vehicle mode (SOV) travel at its institutional campuses. CATMA's comprehensive TDM strategies include the programs and services listed below.

2.2 CATMA MEMBERSHIP

The Chittenden Area Transportation Management Association (CATMA) is a private, membership-based, non-profit organization (formerly the Campus Area Transportation Management Association). Established in 1992, CATMA's founding institutional members established a joint mission to plan and manage safe, convenient and economical parking, and transportation in ways that better coordinate land use and reduce environmental impacts on the community.

Founding Institutional Members: Champlain College, University of Vermont Medical Center and University of Vermont (commonly referred to as the Hill institutions).

Associate Members: Chittenden County Regional Planning Commission, the City of Burlington (as an employer), Farrell Properties, Redstone Lofts, Redstone Apartments, Seventh Generation, Vermont Housing Finance Agency, YMCA, and Spinner Place.

CATMA Board of Directors

- Joe Speidel, Director of Local Government and Community Relations, UVM
- Shelley Navari, Senior Vice President Finance & Administration, Champlain College
- Dawn LeBaron, Vice President Hospital Services, UVM Medical Center

CATMA Executive Planning Committee

- Lani Ravin, Associate Planner, UVM
- Nic Anderson, Director of Transportation, Champlain College
- Dave Keelty, Director Facilities & Development UVM Medical Center

CATMA Operations Committee

- Jim Barr, Director Transportation & Parking, UVM
- Nic Anderson, Director of Transportation, Champlain College
- Jack Conry, Director Security, UVM Medical Center
- John King, Parking Enforcement Manager, City of Burlington

CATMA Advisory Committee

- Abby Bleything, Sustainable Transportation Coordinator, UVM
- Nic Anderson, Director of Transportation, Champlain College
- Charlie Zea, Security Manager, UVM Medical Center
- Bryan Davis, Senior Planner, Chittenden County Regional Planning Commission
- Jennifer Green, Sustainability Coordinator, Burlington Electric Department
- Chris Lyon, Manager of Mission Impact, Seventh Generation
- Steve Gronlund, Human Resources Manager, VHFA

CATMA Staff

- Sandy Thibault, Executive Director
- Katie Martin, Program and Marketing Manager
- Andrea Hamre, Transportation Analyst

CATMA's Board Resolution

CATMA's institutions have always been committed to a TDM strategy that moves as much parking off the Hill as possible. CATMA, on behalf of its founding institutions, continues to pursue parking facilities to the south, north and east which would be served by Green Mountain Transit (GMT) bus service or shared shuttles to the Hill.

2.3 CATMA PROGRAMS

The following Table outlines the demand strategies offered by CATMA to members.

TABLE 2-1: CATMA'S COMPREHENSIVE TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

PROGRAM	CHAMPLAIN	UVM	UVM MEDICAL	CATMA TOTAL
Bike/Walk Reward Program				
Enrollees	79	663	622	1,364
Current Participation	22	179	152	353
Total Awards	77	619	469	1,165
Bikeshare Discount				
50% off Annual Membership				
Carpool Incentives				
Carpool Matching Registrants				
	33	172	456	661
CarShare Vermont Campus Program Members				
	81	254		335
Education, Outreach and Worksite Commuter Events/Fairs				
Flex-time policies				
Guaranteed Ride Home				
Employee Enrollees	193	1,155	1,162	2,510



PROGRAM	CHAMPLAIN	UVM	UVM MEDICAL	CATMA TOTAL
Employee Uses (Cost)	-	-	-	71 (\$2,848)
Student Enrollees	210	-	-	
Off-site/Satellite Parking	175 spaces at Lakeside		1,190 spaces at 6 locations	
Pedestrian Walkways & Bikeway System				
Staggered Scheduling (work and classes)				
Shuttle Service				
Shuttle Real-Time Tracking				
Employee and Student Transportation Surveys				
Telecommute				
Transit Programs	Unlimited Access	Unlimited Access	Local, Commuter/LINK, Ferry Passes	
Unlimited Access Annual Trips	41,800	301,000		See Table 2-2
Promotion of Megabus, Greyhound, Amtrak, Air				

Bike/Walk Reward Program

CATMA's Bike/Walk Reward Program was launched in May 2001 as an incentive for people to bike or walk to and from work. Employees who commit to biking/walking regularly are rewarded with gift cards to local downtown shops. Participants are required to bike or walk to and from 24 days within a 60-day period and must log the dates they bike or walk online through their

Commuter Profiles. Once participants log 24 commutes, they receive a \$15 gift card of their choice to City Market, Merrill's Roxy Cinema or SKIRACK. For every additional commute logged during the 60-day period a participant's name is added to a quarterly drawing.

Bike/Walk participants, along with everyone registered in the Guaranteed Ride Home Program, are also entered into quarterly drawings for gift certificates to downtown Burlington restaurants.

Since its inception, the program has contributed \$300,000 in gift cards and boosts our local economy. The program, which started with 17 participants in 2001, now has over 1,500 people registered.

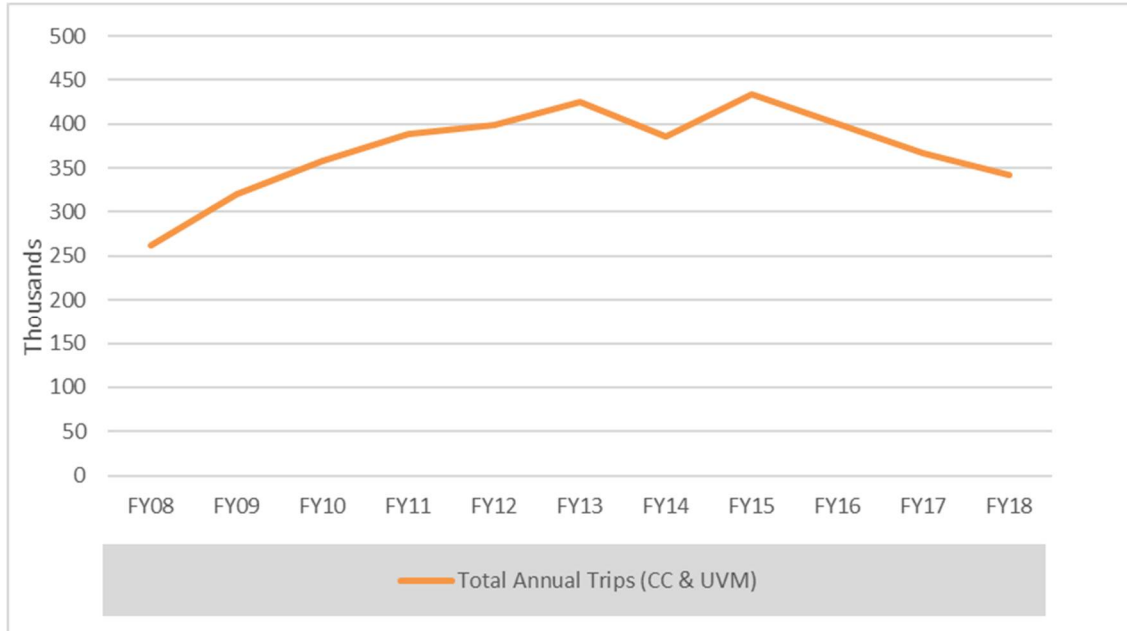
CATMA's Bike/Walk Reward Program has been recognized in a variety of venues, including winning awards from the Association of Commuter Transportation and playing a role in the Bicycle Friendly designations of our members from the League of American Bicyclists.

Subsidized Transit Programs

Since January 2003, CATMA and GMT have partnered to deliver an Unlimited Access Program. This program provides CATMA members with unlimited access on GMT'S public transit services using institutional IDs. The University of Vermont joined the program in 2003, and Champlain College joined in 2006. New CATMA members are eligible to join the Unlimited Access Program.

CATMA's Unlimited Access Program differs from other similar programs in that CATMA pays GMT a negotiated rate per ride rather than a flat fee per employee or student. CATMA and its members collaborate with GMT on developing marketing campaigns to promote this program, including on-site commuter events and working with student groups.

Figure 2-1 shows the CATMA's Unlimited Access Program has experienced reduced demand since a peak in ridership in 2015.

FIGURE 2-1: UNLIMITED ACCESS PROGRAM ANNUAL RIDERSHIP (UVM AND CC)


Note: GMT strike between March 17–April 4, 2014 impacted ridership.

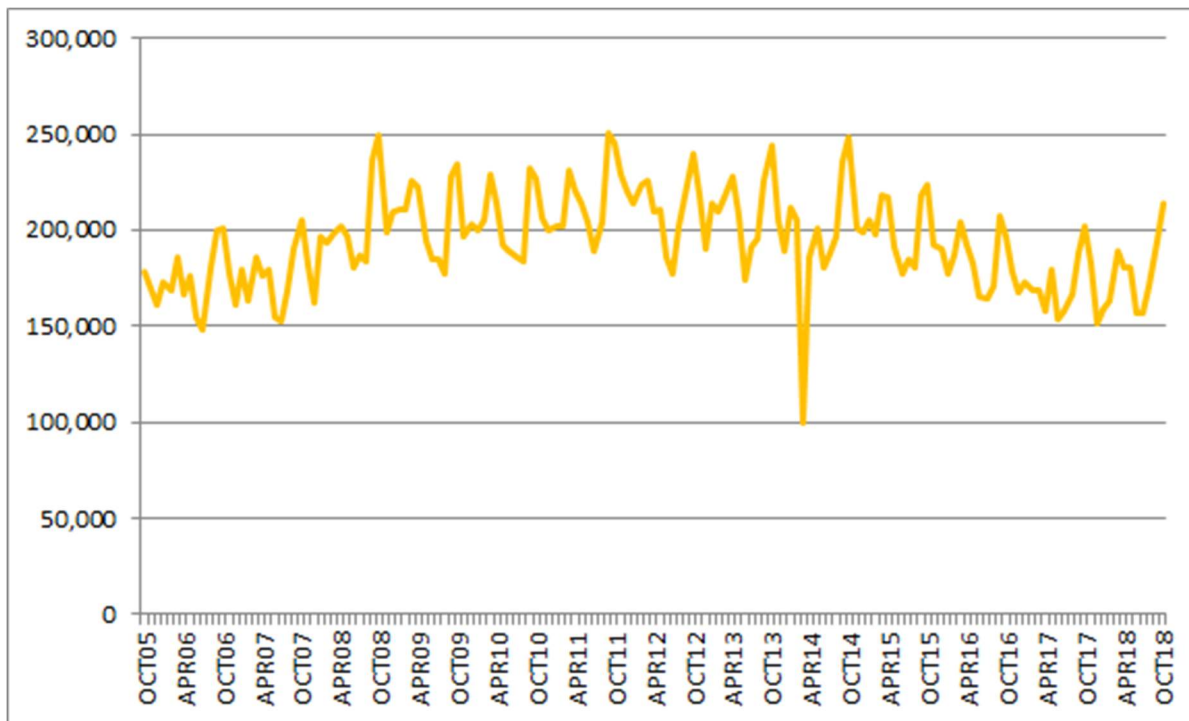
Table 2-2 shows the absolute numbers and trends over time for CATMA's Unlimited Access Program.

TABLE 2-2: UNLIMITED ACCESS PROGRAM ANNUAL RIDERSHIP AND COSTS (UVM AND CC)

	ANNUAL TRIPS, LOCAL TRANSIT	ANNUAL TRIPS, LINK	TOTAL ANNUAL TRIPS (CC & UVM)	TOTAL COST OF SERVICE	AVERAGE COST PER RIDE	ANNUAL CHANGE IN RIDERSHIP	% CHANGE FROM PEAK (2015)
FY08	237,365	24,451	261,816	\$287,183.78	\$1.097		
FY09	287,429	32,370	319,799	\$348,635.34	\$1.090	22.15%	
FY10	328,713	29,854	358,567	\$379,792.44	\$1.059	12.12%	
FY11	351,560	37,410	388,970	\$417,143.39	\$1.072	8.48%	
FY12	356,882	42,414	399,296	\$430,329.61	\$1.078	2.65%	
FY13	377,758	47,954	425,712	\$463,368.05	\$1.088	6.62%	
FY14	335,600	50,417	386,017	\$428,621.82	\$1.110	-9.32%	
FY15	386,462	48,409	434,409	\$468,891.46	\$1.079	12.54%	
FY16	358,264	42,351	400,615	\$431,520.51	\$1.077	-7.78%	-7.78%
FY17	323,206	43,304	366,510	\$401,464.24	\$1.095	-8.51%	-15.63%
FY18	301,825	40,930	342,755	\$376,090.34	\$1.097	-6.48%	-21.10%

The recent peak in the GMT ridership for the available data from the National Transit Database from the Federal Transit Administration occurred in September 2011, with 251,030 passenger trips on the system. A second peak occurred in October 2014 with 249,072 passenger trips. As of this October 2018 the GMT system served 214,230 passenger trips. This is 14% below the October 2014 peak. The GMT monthly data is shown in Figure 2-2.

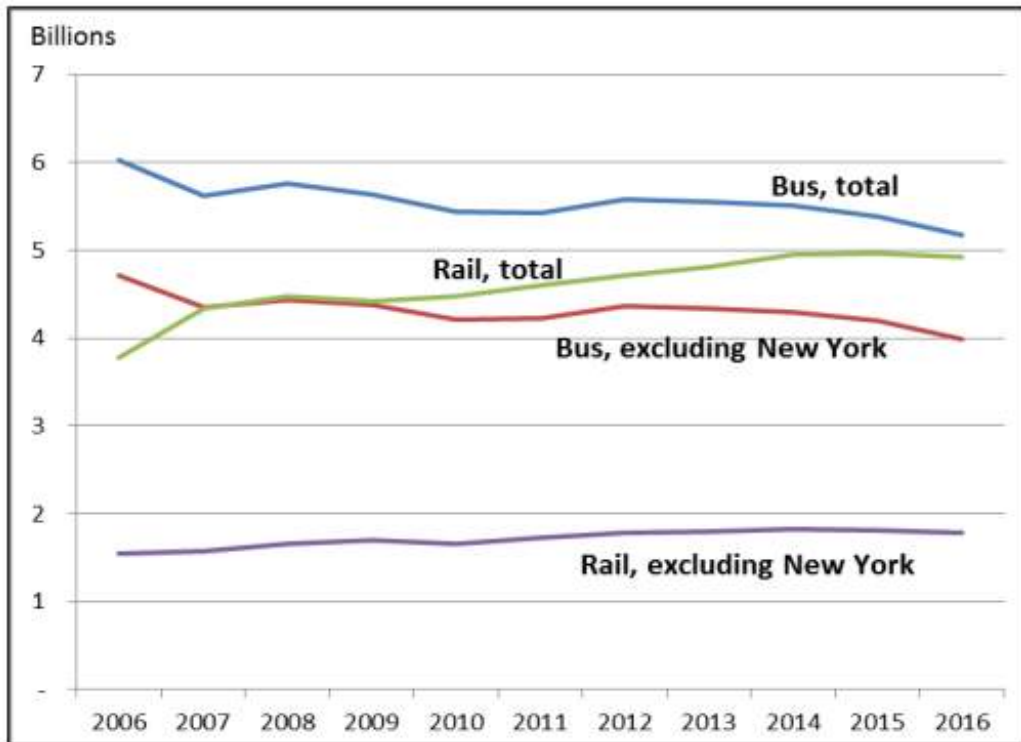
FIGURE 2-2: GMT SYSTEM HISTORICAL RIDERSHIP (QUARTERLY DATA)



Source: National Transit Database (Jan 2019 data release).

The GMT loss in ridership is consistent with national trends. The Congressional Research Service has identified that if NYC were excluded from the datasets national transit ridership declined by 7% between 2006 and 2016. Rail has been the mode with the strongest growth and when NYC and rail is excluded, the losses in the bus market are evident, as shown in Figure 2-3.

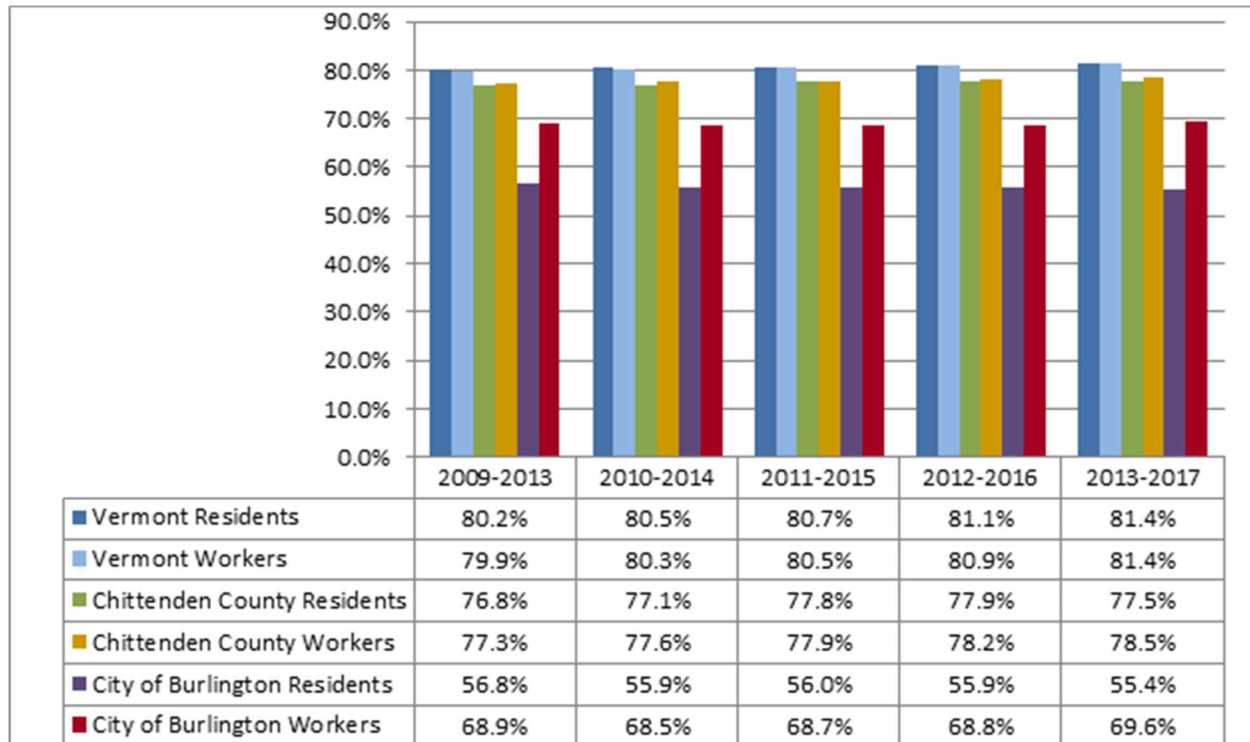
FIGURE 2-3: ANNUAL PUBLIC TRANSPORTATION RIDERSHIP BY BUS AND RAIL, 2006-2016 (VIA CONGRESSIONAL RESEARCH SERVICE)



Source: American Public Transportation Association, *2016 Public Transportation Fact Book*; American Public Transportation Association, *Transit Ridership Report*; Federal Transit Administration, *National Transit Database*.

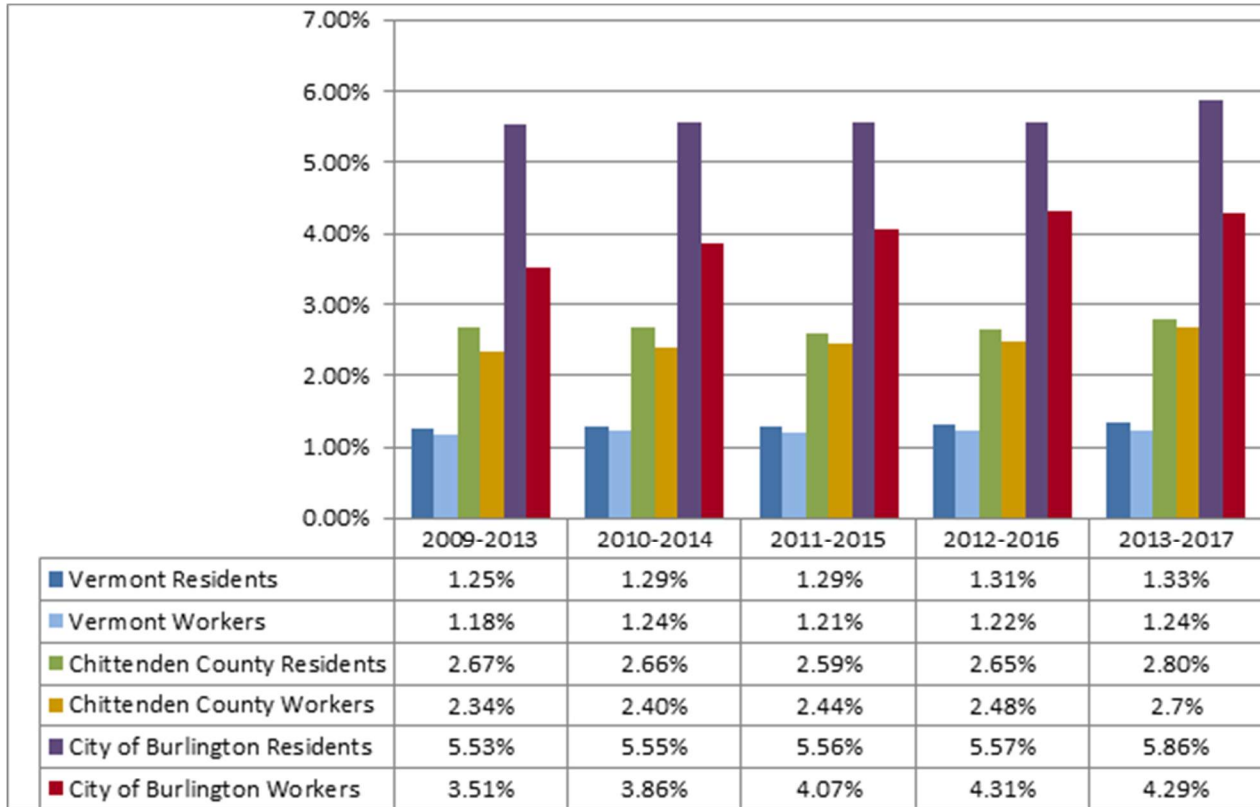
The decline in the transit ridership may be partially reflected in the percentage of employees who drive alone to work. While residents of Burlington have remained relatively stable in the percentage of them who drive alone to work, there has been a slight increase for the rest of the Chittenden County and Vermont as a whole. The drive alone mode share for the three geographies is presented in Figure 2-4.

FIGURE 2-4: HISTORICAL SINGLE VEHICLE MODE SHARE FOR JOURNEY TO WORK



Source: American Community Survey (5-year Estimates).

Figure 2-5 shows a different picture which makes the narrative more complex. The journey to work mode data shows a slight increase in transit use over the analysis period within every geography.

FIGURE 2-5: HISTORICAL TRANSIT MODE SHARE FOR JOURNEY TO WORK

Source: American Community Survey (5-year Estimates).

Employee Transit Pass Program (ETPP)

This program is similar to the Unlimited Access Program except it requires an eligible rider to use a GMT paper pass with a unique identifier code for tracking and accounting purposes. This is a 2-year pass that allows for unlimited transit rides from the date the pass is first used.

Bulk Pass Transit Program

This program offers CATMA's business members the opportunity to purchase transit passes in bulk if the employer commits to provide employees these passes at no charge.

UVM Medical Center Subsidized Transit Program

UVM Medical Center offers their employees a 50% transit subsidy on a monthly pass or 10-ride ticket on all GMT local routes. In addition, employees are eligible for a 25% transit subsidy on a monthly or 10-ride ticket on all GMT Commuter and LINK routes. Employees purchase passes directly through a payroll deduction and they are eligible to enroll in CATMA's Guaranteed Ride Home Program, monthly drawings and communications.

Carpool Services

Go! Vermont Program

CATMA transitioned its carpool matching service to the state-wide Go! Vermont carpool and rewards platform in late 2018. CATMA continues to provide support to its members who are interested in carpooling through the commuter assistance line.

Employees at CATMA membership who commit to carpooling at least twice a week on a regular basis are eligible for their Guaranteed Ride Home Program.

Guaranteed Ride Home Program (GRH)

Employees who register with CATMA as one who regularly carpools, vanpools, bikes, walks, or takes the bus is eligible to receive free GRH rides. CATMA has the ability to customize its GRH program to meet their employers needs, such as accommodations for those parking off-site.

One of the obstacles for those considering non-SOV modes of commuting is how they will get home in an emergency. Employees who commit to sustainable commutes receive an ID number when they create their online commuter profile which is used to access the GRH ride. If an emergency arises on a day an employee commutes with a sustainable mode, they simply call Green Cab directly and make arrangements for a ride home. The program covers up to \$150 of the fare for each ride. There is no money required out of the member's pocket, unless the fare is over \$150. Participants are allowed to use the guaranteed ride home up to eight times in a twelve-month period. Over 2,500 employees are currently registered in CATMA's Guaranteed Ride Home Program.

Students - The GRH program is also provided to Champlain College residential students. For those students bringing a car to campus (all of whom are required to park at 115 Lakeside Ave off-site lot), they are automatically enrolled and receive a "privilege" on their student ID to access the GRH program on a semester-to-semester basis. They are allowed to use the program anytime for a ride between the Main Campus and 115 Lakeside Ave when the shuttles are not operating. The institutions reimburse CATMA for all taxi rides taken by their students.

Quarterly Restaurant Drawings

Employees registered with CATMA as sustainable commuter are automatically entered into its quarterly drawings for local restaurant gift certificates.

Education, Outreach and Marketing

CATMA continues to strengthen and enhance its outreach and educational efforts at its member institutions, which include year round on-site commuter events in strategic venues (Human Resource Benefit Fairs, Nurses Knowledge Fair, New Faculty Orientation, Fall Student Fairs,

bike commuter workshops, various spring/fall campaigns and contests). The goal of the events is to educate, create awareness, and assist employees and students with mobility options and understand how their travel choices benefit themselves, the institution, and the community.

CATMA's website provides a variety of educational resources, including a sustainable transportation map, updates on current conditions, news and events and tools. It serves as a one-stop shop!

CATMA continues to strengthen its communications, marketing, and information to encourage and support behavior change. The following highlight its primary initiatives:

- Conduct robust and targeted marketing campaigns.
- Disseminate timely and current information.
- Implement commuter/transportation kiosks at member worksites.
- Implement display screens at member worksites.
- Issue quarterly newsletters.
- Communicate actively on social media.

Best Workplace for Commuters (BWC)

CATMA, its institutions and members continue to receive national recognition as a designated "Best Workplaces for Commuters."

BWC is an innovative program that provides qualified employers with national recognition and an elite designation for offering outstanding commuter benefits. This National Standard of Excellence in commuter benefits is managed by the Center for Urban Transportation Research at the University of South Florida.



BWC's meet a variety of high standards relating to commuter benefits and TDM offerings as well as membership and participation with a Transportation Management Association (TMA) and their offerings of TDM programs.

BWC demonstrates that alternatives to drive alone commuting, such as transit, carpools, and teleworking are economically beneficial, yielding value to workers, employers, and our environment.

CATMA Associations and Partnerships

CATMA maintains strong partnerships with local, state, and national transportation industry leadership organizations, such as Association of Commuter Transportation, BWC, Vermont

Agency of Transportation, and Chittenden County Regional Planning Commission (CCRPC), as well as with the Upper Valley TMA.

They also provide support and maintain partnerships with local and regional service providers, such as GMT and CarShare Vermont, as well as local and state advocacy groups such as Local Motion, Burlington Bike/Walk Council and Transportation For Vermont Coalition.

CarShare Vermont

CarShare Vermont, a nonprofit organization, launched its carsharing service in Burlington in December 2008. UVM and Champlain College were early supporters and originally purchased four cars for its fleet. In October 2011, they released vehicle ownership to CarShare Vermont. The schools now sponsor memberships for a set number of qualifying students and staff.

Two pod locations are on the UVM campus, one at Champlain College and another close by at Champlain's new residential property at 194 St. Paul St. CarShare Vermont's fleet offers a mix of vehicles to meet the diverse needs (<https://www.carsharevt.org/locations/>) of the members. 16 vehicles are located in 16 distinct "pods" throughout Burlington and Winooski. In April 2019, CarShare Vermont hopes to add its first 100% electric vehicle in downtown Burlington, as well as an additional hybrid vehicle, bringing its fleet size to 18. All trips originate and end at the same pod location.

CarShare Vermont gives members affordable and easy access to a network of reliable vehicles that can be reserved 24/7 for as little as 30 minutes or as long as needed. CarShare Vermont is a key part of a multimodal transportation system that aims to reduce dependence on vehicles. Since its inception, it has achieved remarkable results with regard to reducing vehicle miles traveled (VMT) and vehicle ownership rates. On average, its members reduce the amount they drive by 2 million miles per year, resulting in over 800 tons of CO₂ saved annually. Additionally, about 60% of CarShare members report selling or opting not to purchase a vehicle, and 87% of members belong to zero or one vehicle households. This means that for every vehicle CarShare Vermont puts on the road, 15 are removed.

In 2018, CarShare Vermont reported 950 members, including residents, students, and employees of local businesses. Collectively, members logged over 9,000 trips and each vehicle was used an average of 6 hours per day. In the 2017-2018 academic year, 227 students and staff of UVM were members of CarShare Vermont and 73 from Champlain College. **Campus members accounted for 33% of CarShare VT's total membership** and similarly generated one-third of vehicle use. Since 2011, UVM and Champlain College have subsidized CarShare Vermont memberships for a limited number of their affiliates (<https://www.carsharevt.org/memberships/campus/>). CarShare Vermont enables many campus affiliates to live and work on campus without bringing a personal vehicle, reducing parking demand, congestion, and pollution.

CarShare Vermont conducts extensive outreach at the two campuses and devotes significant marketing resources to promote the program. Its staff and volunteers participate in dozens of events each year, including tabling at new student orientations, resource fairs, family weekends, festivals, conferences, and class presentations. Flyers and posters are distributed around both campuses, and materials are distributed in orientation packets. Additionally, CarShare Vermont regularly hosts interns from both schools throughout the school year.

Greenride Bikeshare

Greenride Bikeshare launched in April 2018 as the greater Burlington region's first public bikeshare system. Bikeshare is ideal for short point-to-point, 30 minute trips or less, and is designed to complement and enhance existing transportation options in our area by providing connections to bus service and serving as an affordable transportation option. The program currently includes 100 7-speed bikes at 17 hub locations in Burlington, South Burlington, and Winooski. More information may be found at greenridebikeshare.com.

CATMA played an instrumental role, along with local sponsors and partners, in bringing bikeshare to the region. Currently, CATMA institutions and members receive a 50% discount on their annual memberships for employees and students.

- Total CATMA/Campus Members = 417 (71% of total active members in system).
- Total CATMA/Campus Trips = 3,136 (35.5% of total system trips).
- Average trip distance of CATMA/Campus Members = 1.2 miles.
- Average trip duration of CATMA/Campus Members = 12 min.

Employee Transportation Coordinator (ETC) Network

CATMA created and launched a regional Employee Transportation Coordinator Network in Fall 2013 for Chittenden County. An ETC is a typical strategy of TMAs. The ETC is a designated employee at a work or residential site who is the point of contact at their worksite for transportation information.

CATMA organizes and hosts ETC events twice a year (spring and fall) and provides ETC's with frequent communications relative to transportation in the region. The Network provides support, resources and a forum for businesses who are interested in opportunities to address and solve transportation challenges at their worksite and in the community in a collaborative manner. This initiative initially received support from a Transportation Community & System Preservation grant and over the past few years has received support from the CCRPC UPWP. Currently, the Network has over 60+ members, including businesses, municipalities, and developers. For more information on the Network, its participants and events, visit catmavt.org/etcnetwork

2.4 EMPLOYEE AND STUDENT TRANSPORTATION SURVEYS

One of the ways CATMA measures the success of its TDM programs is through information gathered from its Transportation Surveys. CATMA surveys the employees of all its members, including the Hill institutions, in the fall and the students from Champlain College and UVM in the spring.

In 2011 CATMA transitioned from an annual to biennial Employee & Student transportation survey schedule.

Results from CATMA's Employee and Student Transportation Surveys are included in this report. These surveys provide a critical source of information about travel behavior and trends in key indicators, such as commute mode shares and parking demand.

The structure, complexity, and format of the survey has evolved over time. Most significantly, the 2018 survey replaced the “primary” commute mode question with an alternative question about mode use over the past week. This method provides a more detailed picture of travel demand that may involve different modes over the week rather than the respondent to select just one mode to represent their overall travel behavior.

As a result of this change in the survey instrument estimate commute mode shares from the 2018 are not directly comparable with mode share estimates derived from previous surveys.

Student Survey

The survey has been conducted since 2003; charts display the baseline data from 2003 as well as the most recent years of data.

Employee Survey

- Survey has been conducted annually from 2000-2010 and biennially thereafter.
- Charts display historical data from 2000 as well as the most recent years of data.
- Drive alone includes people who only drove alone.
- Shuttle mode includes those who drove to a shuttle location.
- Other modes in the charts include multimodal trips (e.g. park & ride, bike & bus, etc.), family carpools, and seasonal commute shifts.

Figure 2-6 and Figure 2-7 show the survey outcomes for the question: “How satisfied are you with your work commute?”

FIGURE 2-6: OVERALL SATISFACTION WITH COMMUTE, CATMA STUDENT SURVEY

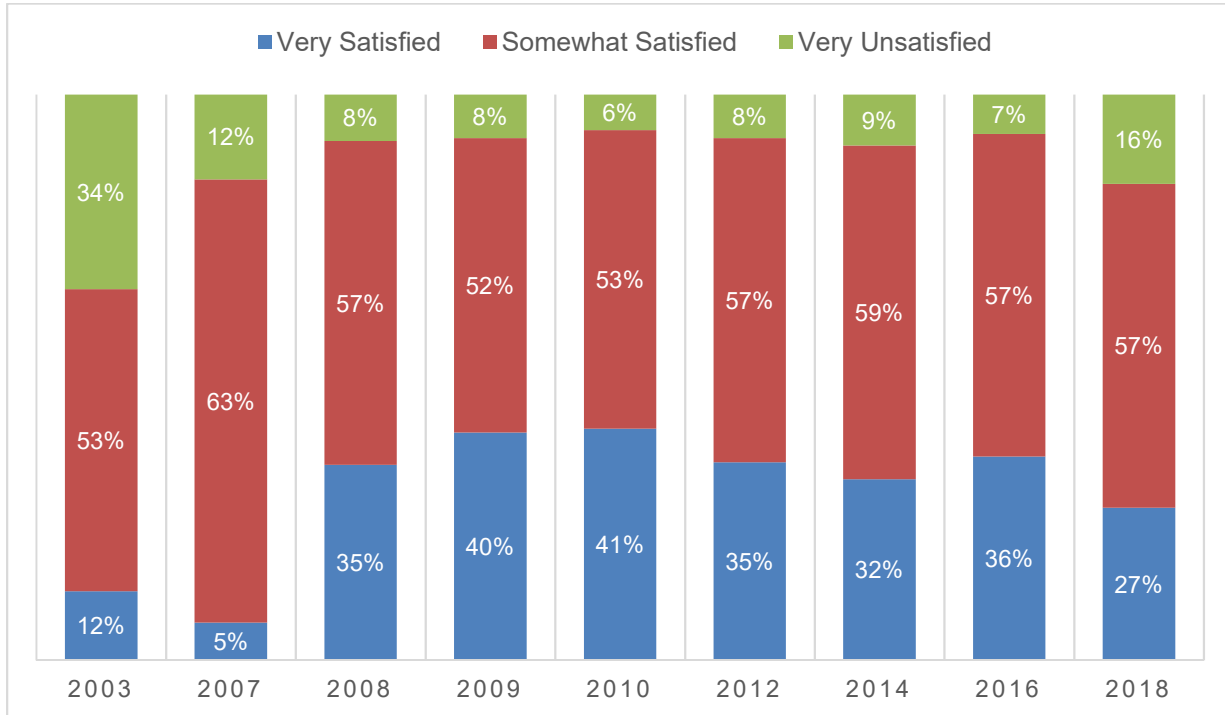
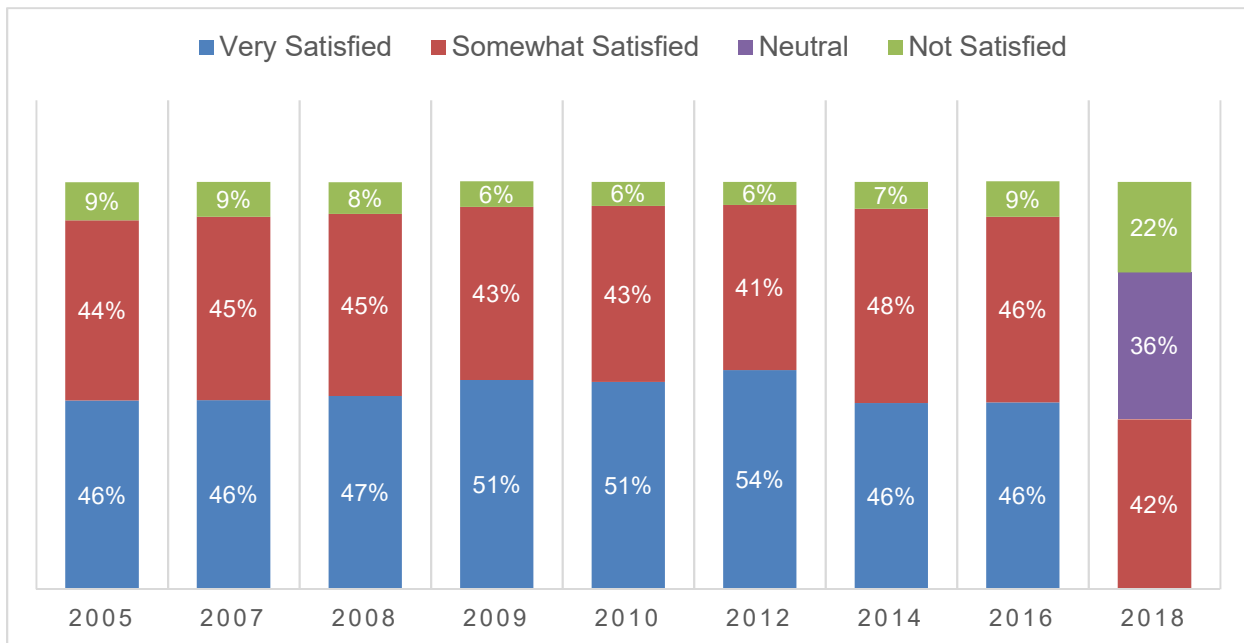


FIGURE 2-7: OVERALL SATISFACTION WITH COMMUTE, CATMA EMPLOYEE SURVEY



Note: 2018 survey format changed, with only the three categories available.

Figure 2-8 shows the percentage of resident students on each campus who bring a vehicle to school.

FIGURE 2-8: STUDENTS WITH VEHICLE AT SCHOOL

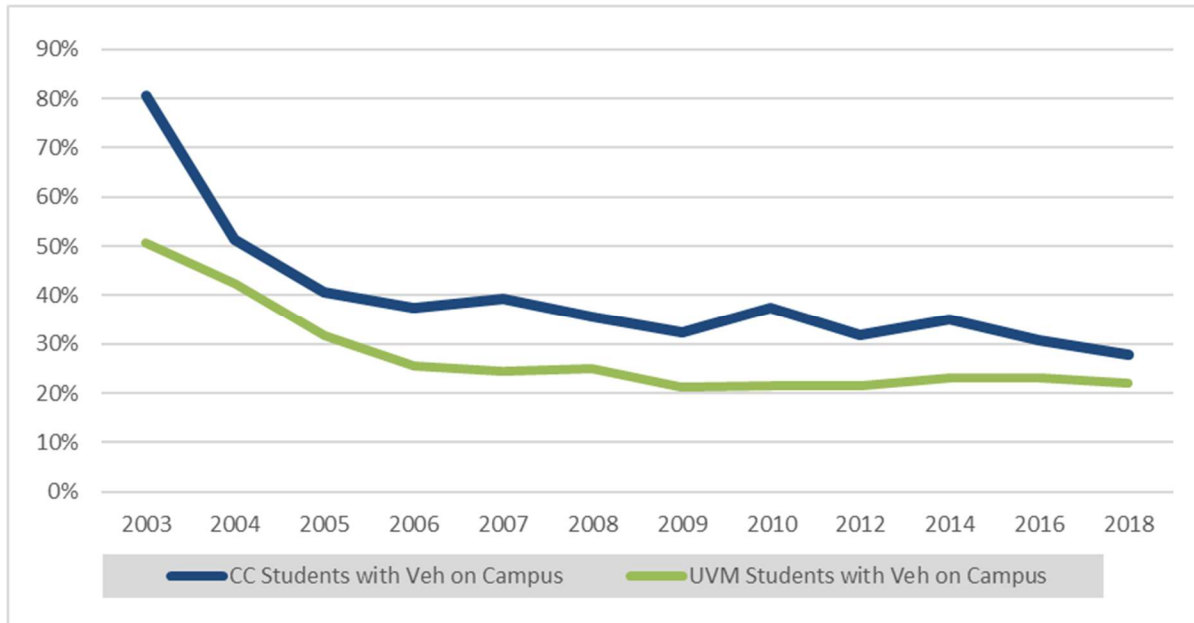
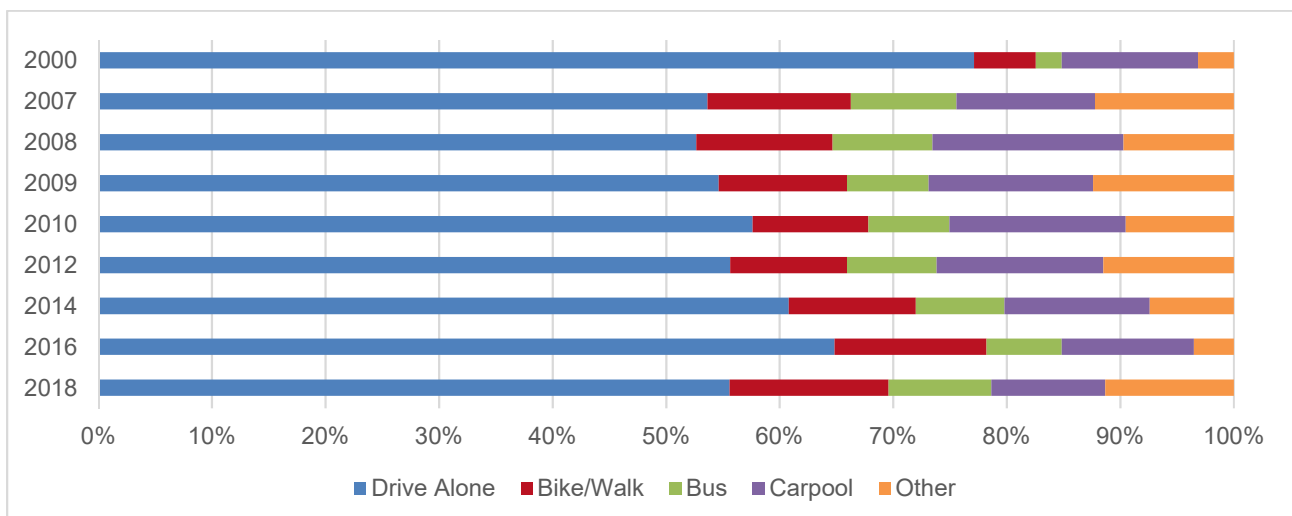


Figure 2-9 shows the historical travel commute mode share for the various locations of UVM, UVM MC, and Champlain College. The “other” mode has increased the most recently – comprised primarily of telework and ride-hailing.

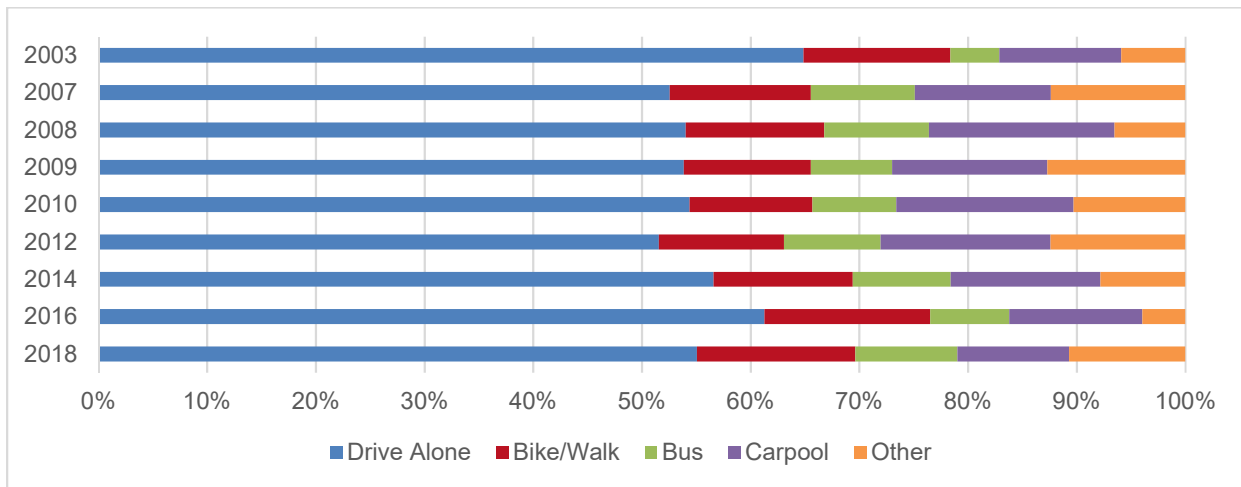
FIGURE 2-9: CATMA ALL EMPLOYEES COMMUTE MODES



Notes: 2018 survey included all UVM, Champlain, and UVM MC employees in Burlington and Colchester and Tilley Dr. (2008), Technology Park (2009), Timberlane (2010), and Holly Court, Brickyard, Blakely Rd, and Innovation Park (2012); 2008 excluded Red Cross.

Figure 2-10 shows the historical travel commute mode share for strictly the Hill locations of UVM, UVM MC, and Champlain College. The “other” mode has increased the most recently – comprised primarily of telework and ride-hailing. Carpooling has decreased in frequency.

FIGURE 2-10: CATMA HILL EMPLOYEES COMMUTE MODES

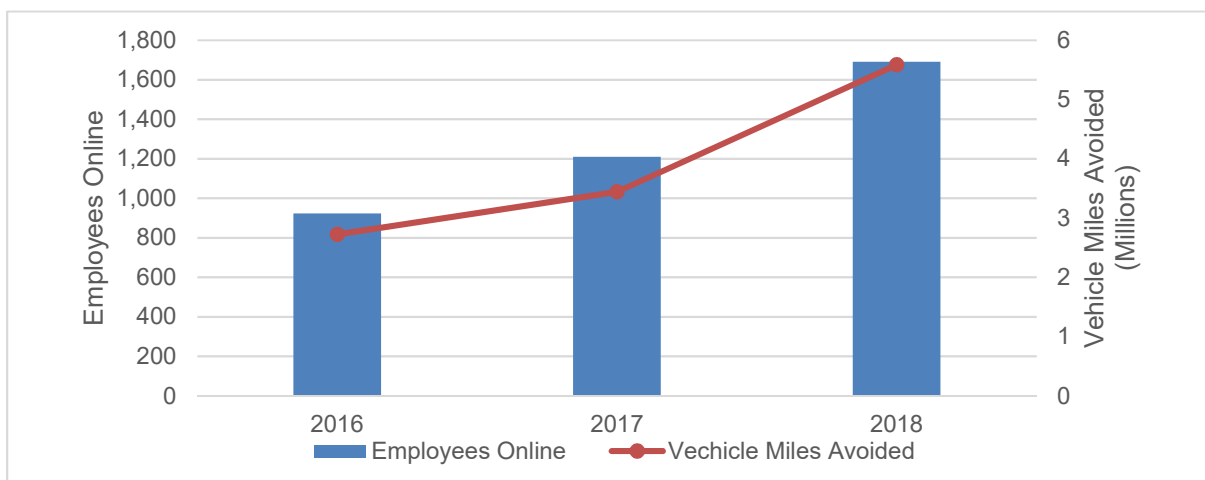


Notes: “Hill” employees include the UVM, UVM MC: 1 South Prospect and Main Campus, and Champlain. Champlain Mill (2003-2009).

Overall Impact

CATMA has been tracking its overall impact in terms of vehicle miles avoided since 2016. As shown in Figure 2-11, CATMA’s increasing enrollment over the last several years has helped to avoid a significant number of vehicle miles. When converted to fuel savings, CATMA’s impact in 2018 equals nearly half a million dollars and prevented over 4 million tons of CO₂ emissions from entering the atmosphere.

FIGURE 2-11 CATMA OVERALL IMPACT



Summary

CATMA continues to strengthen and increase its presence in the region and state, serving as the point of contact for employers and developers seeking expertise and experience with comprehensive TDM programming. TDM strategies address parking and traffic congestion, improve employee recruitment, productivity and morale, and enhances business development in the region. Sharing resources and collaborating on transportation solutions is critical to the sustainability and improvement of our transportation network.

CATMA assumes an active role in local, regional, and international committees and associations that specialize in sustainable commute options and solutions to enhance the transportation system. These include: the CCRPC Transportation Advisory Committee and ECOS Transportation Subcommittee, the Lake Champlain Regional Chamber of Commerce, Vermont Transportation Efficiency Network, Transportation For Vermont Coalition, and Burlington Walk/Bike Council. Engagement with these partners facilitates their role in exploring and influencing transportation improvements.

CATMA provides a comprehensive commuter profile tool that enables members to capture the true impact of their commutes and informs commuters of their own impact relative to overall CO₂, VMT reductions and fuel savings. They continue to explore, design, and implement program enhancements to leverage existing programs and offer more value to members, employees, students, and residents. In spring 2018, CATMA in partnership with UVM, Champlain College and the CCRPC launched Phase I of a regional bikeshare program (aka Greenride Bikeshare), and they are currently collaborating with Burlington, South Burlington, Winooski and the Greenride Team to enhance the bikeshare system with electric assist bikes and electric scooters in a future phase. For more info greenridebikeshare.com.

CATMA has over 26 years of pioneering and managing effective and efficient TDM programs, services, and consulting, and is excited to continue strengthening their leadership in the TDM industry. They are a small TMA with tremendous activity and impressive results in reducing SOVs, which is achievable with the expertise and dedication of a small staff, an active Board of Directors and Committee members, excellent partnerships, and a motivated community.

3.0 CHAMPLAIN COLLEGE

3.1 OVERVIEW OF INSTITUTIONAL PARKING MANAGEMENT PLAN

Champlain College has a long and successful history of balancing the growth of the institution and the associated mobility needs that the institution requires to sustain that success. A 1994 Memorandum of Understanding between the City of Burlington and Champlain College ensured that the campus can develop within its boundaries on the condition that it is sensitive to the neighborhood context. In 2003, the campus first introduced the parking management program used today (consisting of zones and permits) to reduce traffic and parking in the neighborhood. Champlain College intends to maintain its parking management program and continues to strategize on moving parking from the campus core to off-site facilities.

Comprehensive Planning

The 2013 Transportation Plan¹ provides an update to the original 2003 parking program and supports Champlain's 2007 Master Plan. The Transportation Plan was developed through a Campus Transportation Committee of faculty and staff representatives and summarizes current practices and recommends actions for managing parking and transportation on campus. The time horizon for this plan is the full implementation of Campus Master Plan, which is 2020.

Transportation Demand Management Programs (Sec. 8.3.3 (D))

This section covers:

1. **Policies** which restrict or prohibit the bringing of vehicles to the institution for various users or groups of users.
2. **Programs** to encourage the use of public transit, walking, bicycling, and the use of other alternative transportation modes.
3. **Implementation** of a parking permit system to allocate parking throughout the system.

¹ Champlain transportation plans and reports available here: <https://www.champlain.edu/current-students/campus-services/transportation-and-parking/about-transportation-office/plans-and-reports>

TABLE 3-1: SUMMARY OF CHAMPLAIN TDM PROGRAMS

STRATEGIES	CHAMPLAIN COLLEGE AVAILABILITY
Parking management program	Yes
Membership in a Transportation Management Association	Yes, CATMA
Telecommuting program	No formal program; availability in certain departments
Carshare program	Yes, CarShare Vermont
Bikeshare program	Yes, Greenride
Off-site parking/shuttles	Yes
Public transit subsidies for employees	Yes
Shifting commuter students to residential students	Yes

Champlain College buildings front on several Burlington city streets with on-street parking. These include Main Street, Summit Street, South Willard Street, St. Paul Street, and Maple Street. The 146 on-street spaces proximate to the core campus are not included within the College's parking inventory; however, the College's parking management program recognizes on-street spaces within the zonal parking permit system the College administers.

Although parking demand estimates show an overall deficit for Champlain, both currently and into the future, regular parking counts conducted by the College's Transportation and Parking staff indicate a high level of use, but some capacity remains. The Fall 2018 count (Table 3-14) shows an occupancy rate of 86%, just above the typical 85th percentile parking management standard.

Champlain's long-term strategy is to minimize non-essential vehicles (vehicles that are not emergency, delivery, provide transportation equity, or related to the Physical Plant) within the core campus to create a pedestrian-forward environment. To accomplish this, Champlain is actively implementing its 2013 Transportation Plan, which puts in to place a new parking system that focuses short-term (4 hours or less) parking in the core while shifting longer-term parking to off-site facilities that are connected to the core via a high-frequency shuttle system.

Polices

Since 2006, Champlain has subscribed to CATMA's Unlimited Access Program to allow Champlain affiliates free access to GMT transit services with their Champlain identification.

CATMA's Guaranteed Ride Home Program is automatically provided to all residential students who obtain a Zone 2 parking permit. Employees and commuter students who obtain the Zone 1 parking permit are eligible to enroll for the program. This program provides free Green Cab taxi rides between satellite lots on Lakeside Avenue and 194 Saint Paul Street or the Main Campus anytime the shuttles are not in service.

Champlain partners with IPARQ, a national parking management company, to facilitate its permit sales and parking fine collections. In metered lots, payments can be made with the on-site kiosks or through the ParkMobile mobile application. The ParkMobile app is used

throughout Burlington which allows for automatic payment and has the capability to add additional parking time remotely.

Champlain's Physical Plant Services and associated equipment (vehicles, tools, etc.) are located off of the Main Campus on 40 Sears Lane. Physical Plant employees park their cars at 40 Sears Lane and use the campus' service vehicle fleet throughout the day.

In 2015, the Active Transportation Plan was created as an addendum to the 2013 Transportation Plan. This initiative reinforces the College's commitments to fostering active transportation culture and reducing motorized vehicle use for students, employees, and local visitors.

Bicycle Infrastructure & Parking

Champlain College supports bicycle travel in several ways, including:

- Eligibility to participate in the CATMA Bike/Walk Rewards Program.
- Promotion of Bicycle Benefits program.
- Bike share program through the Greenride system.
- Access to covered bike storage in the CCM building.
- Access to shower facilities on campus to its bicycling constituents.
- Access to bicycle parking in the form of racks².
- Access to bicycle racks on both campus shuttles that run between central campus and Lakeside.
- Access to bicycle pumps and tool stands around campus.
- Participation in on-site bicycle educational workshops coordinated by CATMA in partnership with Local Motion.
- Coordination with Local Motion to assess and improve campus bicycle racks.
- Advocacy with the Burlington Walk/Bike Council to raise bicycling awareness on campus and in the community.

Bicycle and Pedestrian Accessibility

- Improve Americans with Disabilities Act (ADA) accessibility to and on campus.
- Provide connections to all transit stops.
- Work with the City to provide for pedestrian and bicycle access, circulation, and amenities in site planning for specific facilities.

² See map of racks on campus at <http://bit.ly/CCBikeRacks>

Programs

To encourage the use of alternative transportation modes, the College will continue:

- Regulating parking through its parking program.
- Membership in CATMA for access to a comprehensive suite of TDM programs, services, and workshops.
- Influencing commuter mode choice through the Sustain Champlain initiative. Sustain Champlain educates the campus constituency about their environmental impacts which may influence their choices when it comes to driving to campus.
- Working with Local Motion and Burlington Walk/Bike Council to advocate for and encourage non-vehicular modes.
- Promoting the health benefits of bicycling and walking through the award-winning Wellbeing Program for employees.
- As Champlain's facilities have changed over the past five years, so have the shuttle routes and schedules. As of January 2019, the shuttle bus system runs between the CCM Center on Main Campus, 194 Saint Paul Street Apartments, the Miller Center at 175 Lakeside Avenue and 115 Lakeside Avenue (the residential student parking lot).
- The shuttle system is operated in conjunction with Mountain Transit. As a general rule, shuttles run:
 - Weekdays: Monday–Friday, 6:30 AM–11 PM.
 - Weekends: Saturday–Sunday 10 AM–9 PM.

Detailed schedules can be found at <http://www.champlain.edu/shuttle>.

Implementation

The Champlain College parking program was implemented in 2003 and substantially updated in 2013. The program manages on-site core campus parking, on-street parking, and off-site satellite parking serviced by shuttles to and from the core campus. A total of five parking zones, with four on-site and one off-site as shown in Figure 3-1.

Key elements of Champlain College's parking policy³ are as follows:

- All vehicles (student, faculty, staff, and vendor) must be registered with the Transportation Office and have properly displayed permits. Vehicles must be parked in the zone for which they have been permitted. First-time, first-year residential students

³ Details on Champlain's parking regulations can be found at <https://www.champlain.edu/current-students/campus-services/transportation-and-parking/parking/general-regulations>

(less than two full-time, post High School, college semesters) are not permitted to bring a vehicle to campus.

- No employee or student can receive more than one permit per semester. Two cars may be associated with each permit, but only one registered car may be parked in College zones or designated parking areas at any one time and must display the parking permit decal. The parking permit decals are removable and should be swapped between cars depending on which one will be brought to campus that day.
- Parking space is not guaranteed.
- Residential students must park in the Zone 2 (Lakeside) lot. Permits in Zone 2 cost \$150 per semester, and all residential student vehicles must be registered. Residential students are not allowed to park in the metered lots or along any city streets between 8 AM and 4 PM, Monday through Friday. The Champlain shuttle provides free service between the Lakeside Lot and the Champlain campus, including 194 Saint Paul. When the shuttle is not running, students can use the CATMA Guaranteed Ride Home Program for a free cab ride between the Lakeside Lot and campus.
- Champlain College students and employees are prohibited from parking on any Burlington street that is not specifically zoned for Champlain College affiliates. Students and employees are not considered “public” with regards to parking.
- Visitors to the Admissions Office may park in the Admissions Visitor Parking Lot located at Perry Hall.
- Three short-term lots. Miller Information Commons and Summit Hall have a limit of four hours per day. Skiff Hall has a limit of two hours per day.
- Perry Hall/West Hall, Boardman Hall and Finney Quad are restricted and enforced 24 hours per day, seven days per week. Boardman Hall lot is for those who obtain a Zone 5 permit only. Perry Hall/West Hall lot is for visitors to the Admissions Office only.
- The cost of parking permits by user group are shown in Table 3-2. ALL Zone 1, 3 and 4 permit holders may park in the 175 Lakeside Lot at any time without having to obtain special permission. Evening commuter students, displaying a valid Zone 1 permit, may park in any available zoned lot (except West Hall/Perry Hall, Boardman Hall, Cushing, IDX or Finney Quad) or on-street zoned area after 4 p.m. for free, but the valid Champlain permit must still be displayed at all times.

TABLE 3-2: CHAMPLAIN COLLEGE PERMIT FEES FOR 2018 ACADEMIC YEAR

USER GROUPS		COSTS
Zone 1	Commuter Students and Employees	Free
Zone 2	Residential Students	\$150 per semester
Zone 3	Commuter Students and Employees Only	\$170 per semester for full-time \$75 per semester for part-time
Zone 4	Commuter Students and Employees Only	\$200 per semester for full-time \$90 per semester for part-time
Zone 5	Education majors and other students with specific work requirements	\$225 per semester

FIGURE 3-1: CHAMPLAIN COLLEGE PARKING ZONES

CHAMPLAIN COLLEGE

ACADEMIC BUILDINGS/FACILITIES

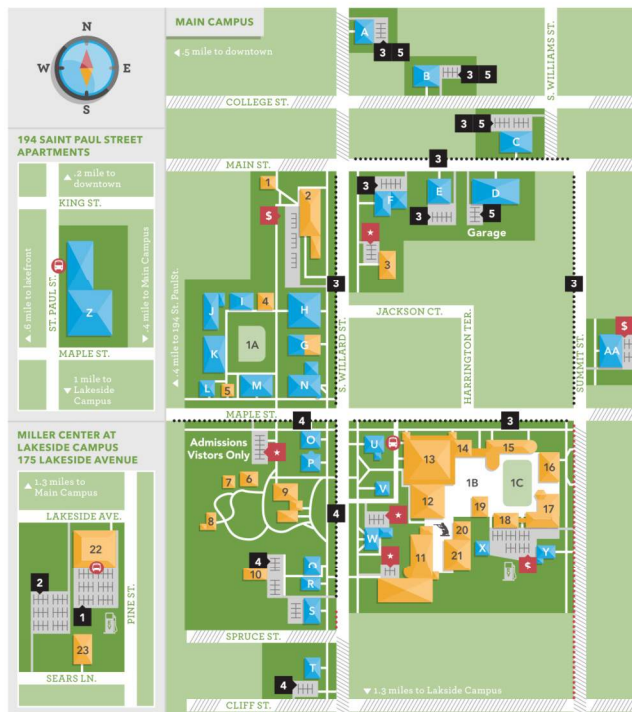
- 1 The Gallery
- 2 Skiff Hall & Skiff Annex
- 3 Durick Hall
- 4 Garden House
- 5 Coolidge House
- 6 West Hall
- 7 Caretaker's Cottage
- 8 Metz Studio Barn
- 9 Welcome & Admission Center at Roger H. Perry Hall
- 10 Rowell Annex
- 11 IDX Student Life Center
- 12 Alumni Auditorium
- 13 Center for Communication & Creative Media
- 14 Hauke Family Campus Center
- 15 S.D. Ireland Family Center for Global Business & Technology
- 16 Aiken Hall
- 17 Miller Information Commons
- 18 Foster Hall
- 19 Wick Hall
- 20 Freeman Hall
- 21 Joyce Learning Center
- 22 The Miller Center at Lakeside Campus
- 23 Physical Plant/Generator

RESIDENTIAL BUILDINGS

- A North House
- B Sanders Hall
- C 396 Main Street
- D Boardman Hall
- E 371 Main Street
- F 158 South Willard Street
- G Whiting Hall/Student Health Center
- H Juniper Hall
- I Adirondack Hall
- J Lakeview Hall
- K Butler Hall
- L 308 Maple Street
- M Valcour Hall
- N McDonald Hall
- O Hill Hall
- P Lyman Hall
- Q Rowell Hall
- R Bankus Hall
- S Jensen Hall
- T South House
- U Bader Hall
- V Cushing Hall
- W Pearl Hall
- X Carriage House
- Y Schillhammer Hall
- Z 194 Saint Paul Street
- AA Summit Hall

COMMON SPACES

- 1A Finney Quad
- 1B Rozendaal Courtyard
- 1C Aiken Quad



Parking Legend

- Samuel de Champlain Statue
- Academic Buildings
- Residential Buildings
- Parking Lots (Accessible)
- Campus Shuttles
- Metered Parking
- Restricted Parking
- Zoned Street Parking
- City Residential Permit Only
- No Champlain Parking

Map is not drawn to scale.

PARKING PERMIT ZONES

- 1 Commuters (Employees & Students) at 175 Lakeside Avenue
- 2 Residential Students at 115 Lakeside Avenue
- 3 Commuters (Employees & Students)*
- 4 Commuters (Employees & Students)*
- 5 Special Residential Permit Parking 24/7

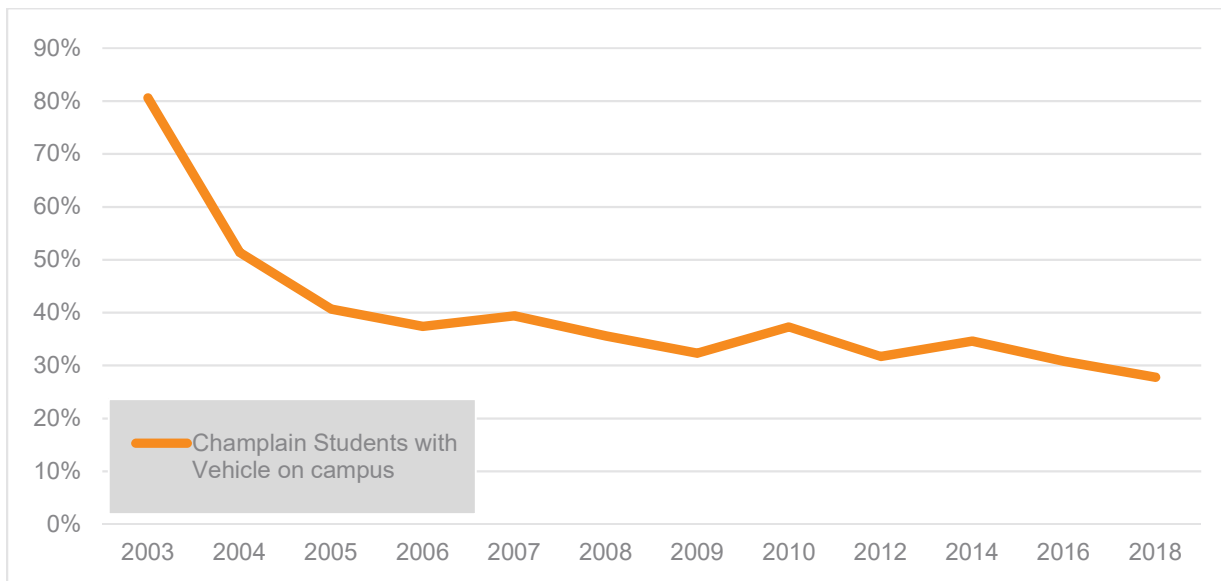
*On-street parking is open to the general public. Between 8:00 AM–4:00 PM, Monday-Friday, on-street parking is also open to students, staff and faculty who display a valid Zone 3 or 4 permit. Space is not guaranteed.

Success of the JIPMP

Over the past years, Champlain's parking management plan has proven to be effective in mitigating parking demand and encouraging the use of transportation alternatives. As of Fall 2018, the CDO suggests that parking supply for the College should be 1,428. With a policy that requires all Champlain students, employees, and staff obtain a visible parking permit the College has been successfully managing parking demand with a supply of 733 spaces, with an observed 83% occupancy rate (see Table 3-14).

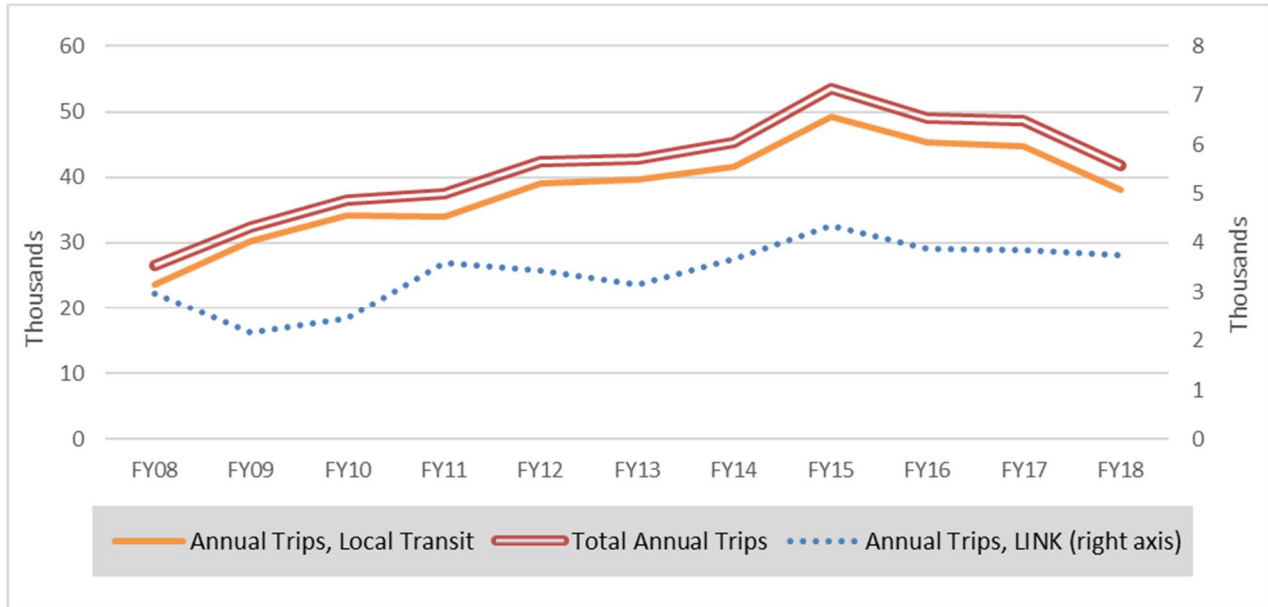
The above-mentioned actions taken by Champlain and CATMA have provided effective TDM to reduce the parking demand in the core campus and adjacent streets. CATMA survey results, shown below in Figure 3-2, indicate that the percentage of residential Champlain students who bring a car to Burlington for the semester has continued to decline; approximately 28% of residential students brought a car in 2018, a significant decrease from 81% in 2003.⁴

FIGURE 3-2: STUDENTS WITH VEHICLE AT SCHOOL (2003–2018)



In 2006, Champlain joined the CATMA Unlimited Access Program, which provides unlimited access on existing GMT public transit services to the College's employees, faculty, students, and staff. The long-term trend of annual trips on local transit and LINK buses are shown in Figure 3-3..

⁴ CATMA Student Spring Transportation Survey, 2012 data.

FIGURE 3-3. CHAMPLAIN UNLIMITED ACCESS PROGRAM


Notes: CATMA Express Shuttle ceased operations in 2009; results only include GMT local and LINK routes, not shuttles.

Table 3-3 shows the annual ridership trends since FY2008 and the annual costs to provide the Unlimited Access Program.

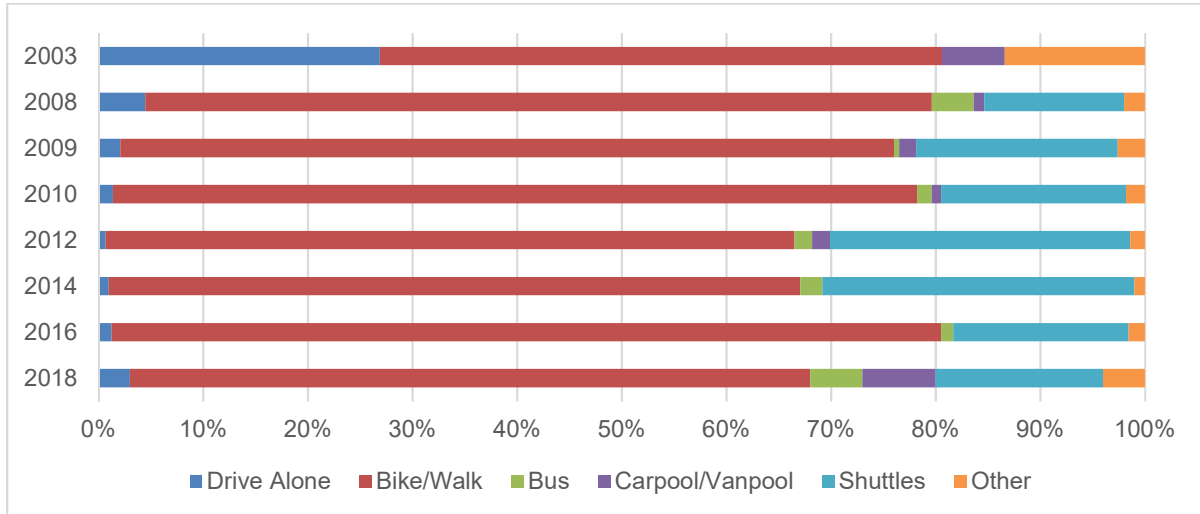
TABLE 3-3: CHAMPLAIN UNLIMITED ACCESS—ANNUAL TRIPS AND COSTS

YEAR	LOCAL TRANSIT	LINK	ANNUAL TRIPS	ANNUAL CHANGE	CHAMPLAIN COST FOR SERVICE	AVG. COST PER RIDE
FY08	23,658	2,974	26,632		\$29,508.24	\$1.108
FY09	30,181	2,151	32,332	21.4%	\$33,147.54	\$1.025
FY10	34,134	2,457	36,591	13.2%	\$37,753.56	\$1.032
FY11	33,956	3,579	37,535	2.6%	\$40,474.80	\$1.078
FY12	38,967	3,425	42,392	12.9%	\$44,296.56	\$1.045
FY13	39,643	3,146	42,789	0.9%	\$44,385.30	\$1.037
FY14	41,628	3,669	45,297	5.9%	\$46,959.94	\$1.037
FY15	49,326	4,345	53,671	18.3%	\$55,518.90	\$1.036
FY16	45,251	3,866	49,117	-8.4%	\$51,159.42	\$1.042
FY17	44,720	3,773	48,493	-1.1%	\$50,277.70	\$1.035
FY18	38,069	3,746	41,815	-13.9%	\$43,965.54	\$1.051

CATMA Student Surveys: Commute Modes

CATMA conducts an annual survey on the travel behaviors of Champlain students, including their general mode for commuting to and from campus. The surveys target the three student populations: on-campus residents, commuters within ½ mile to campus, and commuters more than ½ mile to campus. The students self-select their category in the travel survey.

FIGURE 3-4: CHAMPLAIN RESIDENTIAL STUDENTS COMMUTE MODES



Note: Shuttle include Spinner Place (2008-2016)

FIGURE 3-5: CHAMPLAIN STUDENTS LIVING WITHIN ½ MILE COMMUTE MODES

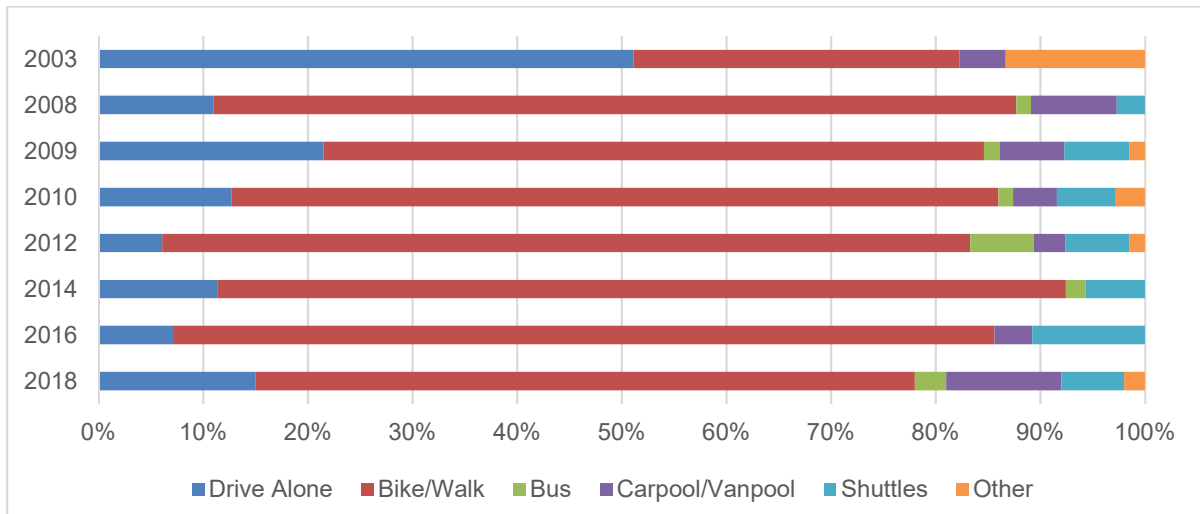
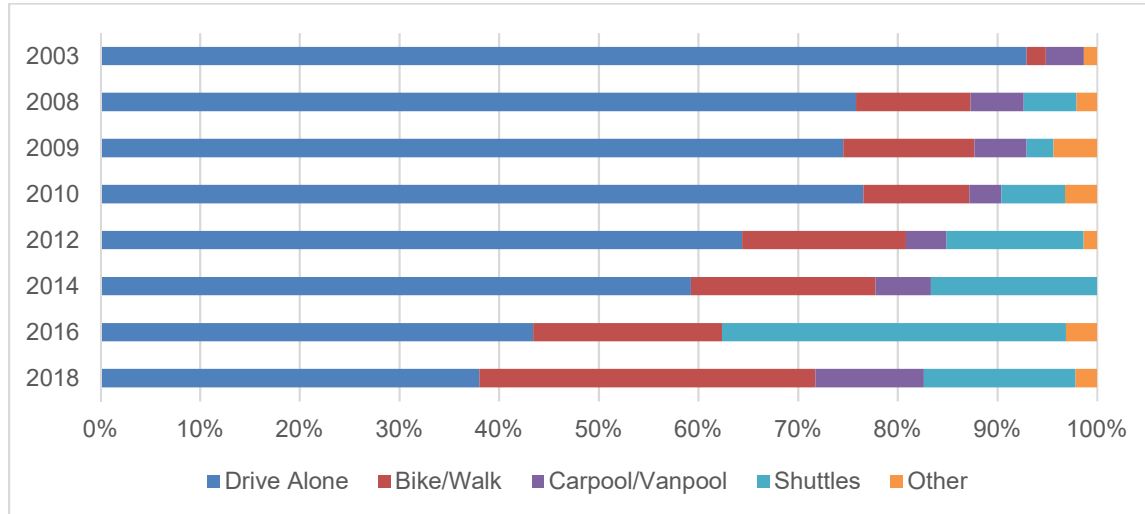


FIGURE 3-6: CHAMPLAIN STUDENTS LIVING OUTSIDE ½ MILE COMMUTE MODES

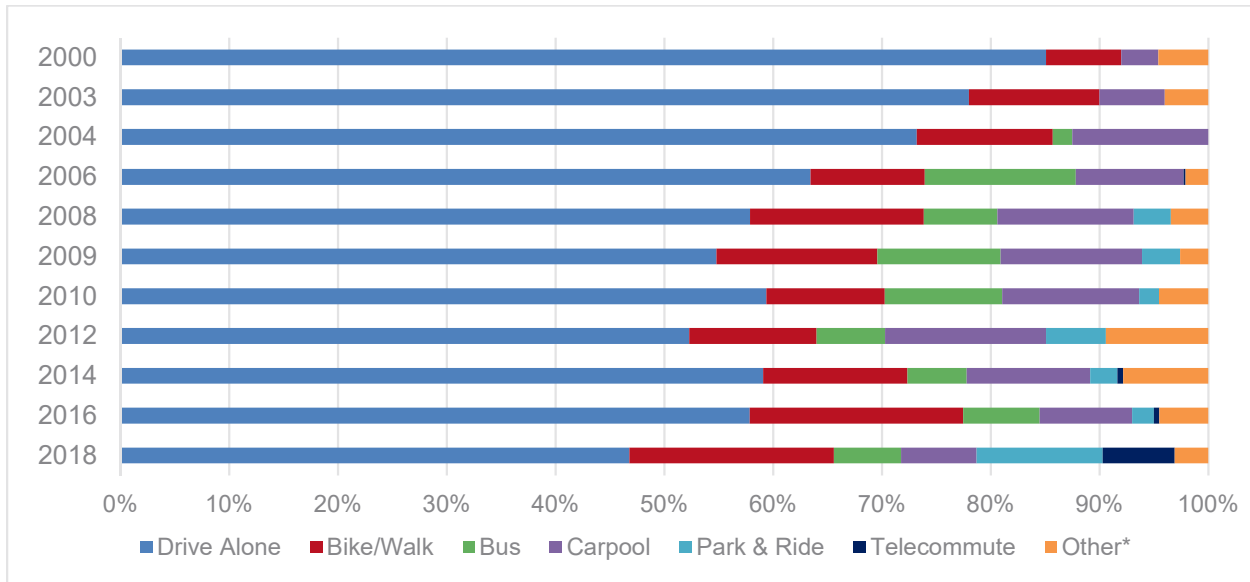


Note: "Other" modes include combined-mode trips, seasonally varied modes, and UVM/CATs bus.

CATMA Employee Surveys: Commute Mode

Figure 3-7 shows the historical travel mode analysis for employees and staff of Champlain College. Year to year there are variations between some of the means of commute. Findings include:

- Car driving alone has seen a continued decline to 47% in 2018.
- The percentage of people biking or walking to work has grown in recent years to 19%.
- Park & Ride use (remote lots and shuttles) and telecommuting has increased dramatically in recent years.
- Bus ridership has reduced slightly in recent years.
- The carpool rates have experienced a recent decline to 7% in 2018.

FIGURE 3-7: CHAMPLAIN EMPLOYEE COMMUTE MODE

3.2 EXISTING CONDITIONS

Employment

In Fall 2018, Champlain College employed a total of 1,106 individuals with 792 of those individuals in Vermont and potentially visiting campus regularly. Additionally, 88 contracted services employees (such as Sodexo food service, cleaners, etc.) were on campus on a regular basis.

TABLE 3-4: CHAMPLAIN ON-CAMPUS EMPLOYMENT

	2018 ACADEMIC YEAR
Full-time Employees	377
Part-time Employees	415
Contracted Employees (Cleaners, Sodexo etc.)	88
Total On-Campus Champlain Employees	792
Total Employees Eligible for Parking Permits	880

TABLE 3-5: CHAMPLAIN OFF-CAMPUS EMPLOYMENT

	2018 ACADEMIC YEAR
Full-time Online Employees	2
Part-time Online Employees	244
Dublin and Montreal Campuses	68
Total Off-Campus Champlain Employees	314

Enrollment

Total enrollment at Champlain College at the start of the 2018 academic year was 4,556 students, over half of which was made up by off-campus online students.

TABLE 3-6: CHAMPLAIN ON-CAMPUS ENROLLMENT

	2018 ACADEMIC YEAR
Full-time Traditional Undergraduates	2,047
Part-time Traditional Undergraduates	82
Full-time Graduates	9
Part-time Graduates	6
Full-time Undergraduate Continuing Professional Studies	21
Part-time Undergraduate Continuing Professional Studies	9
Total On-Campus	2,174

TABLE 3-7: CHAMPLAIN OFF-CAMPUS ENROLLMENT

	2018 ACADEMIC YEAR
Full-time Graduates	624
Part-time Graduates	94
Full-time Undergraduate Continuing Professional Studies	436
Part-time Undergraduate Continuing Professional Studies	1,228
Total Off-Campus	2,382

Parking Districts (Sec. 8.1.3)

The core Champlain College campus is located in a Shared Use Parking District. The new 194 St. Paul Street apartment building is in the Downtown Parking District.

Existing Structures (Sec. 8.1.4)

In addition to the properties that it owns, Champlain College leases building spaces and parking facilities in and around Burlington. The leased buildings in Burlington are acknowledged but they are not included in the campus parking inventory nor in the parking requirement calculations. Property owners have permits specific to their properties and are assumed to be in compliance. 47 total parking spaces are at these leased building sites, as detailed in Table 3-9. Leased parking facilities (i.e. Lakeside Lot), are included in the campus parking inventory because they have been leased specifically to provide additional parking and enable TDM options on the campus.

The formal parking inventory for Champlain is maintained by the College and CATMA and informed by a physical count conducted in 2018. Table 3-8 depicts Champlain's parking inventory by building, primary use, number of residents, and gross square footage (GSF)—characteristics used by this plan to calculate parking supply and demand.

TABLE 3-8: EXISTING (FALL 2018) CHAMPLAIN CAMPUS BUILDING AND PARKING INVENTORY

NAME	PRIMARY USE	GSF	RESIDENTIAL BEDS	PARKING SPACES
194 St Paul Street ¹	Residential/Retail (4,455 GSF Retail)	175,000	314	0
308 Maple	Residential	5,223	14	0
396 Main	Residential	8,801	39	20
Adirondack House	Residential	4,631	20	0
Aiken Hall	Administrative/Academic	13,701	0	0
Bader Hall	Residential	8,140	22	0
Bankus Hall	Residential	10,432	50	0
Butler Hall	Residential	26,730	89	0
Carriage House	Residential	2,376	15	0
Center for Communications and Creative Media (formerly Hauke/Alumni)	Administrative/Academic	87,187	0	0
Cushing Hall	Residential	9,095	30	7
Durick Hall	Administrative	4,036	0	3
Foster Hall	Administrative/Academic	7,008	0	0
Freeman Hall	Administrative/Academic	11,992	0	0
Garden House (ARC)	Administrative	4,371	0	0
Goodhue Coolidge House	Administrative/Academic	4,054	0	0
Hill Hall	Residential	9,203	40	0
IDX Student Life Center	Administrative/Athletic/ Dining	49,939	0	5
Jensen Hall	Residential	9,972	41	9
Joyce Learning Center	Academic	20,483	0	0
Juniper	Residential	28,732	90	0
Lakeside Campus (Miller Center at Lakeside)	Administrative	39,552	0	267
Lakeview Hall	Residential	18,033	81	0
Lyman Hall	Residential	8,550	44	0
Boardman Hall	Residential	31,932	59	28
McDonald Hall	Residential	10,922	50	0
Miller Information Commons	Academic	29,860	0	42
North House	Residential	5,402	21	10
Pearl Hall ²	Residential	10,874	50	0
Perry Caretaker's Cottage	Residential	444	1	0
Perry Carriage Barn	Academic	5,546	0	0
Perry Hall	Administrative/Academic	27,847	0	16
Rowell Annex	Administrative	2,882	0	0
Rowell Hall	Residential	9,954	52	33
Sanders Hall	Residential	9,716	37	8
Schillhammer Hall	Residential	7,836	27	0
SD Ireland Family Center for Global Bus & Tech	Administrative/Academic	24,390	0	0
Skiff Hall	Administrative	12,493	0	15
Skiff	Administrative/Academic	3,354	0	0

NAME	PRIMARY USE	GSF	RESIDENTIAL BEDS	PARKING SPACES
South House	Residential	12,608	51	12
Summit Hall	Residential	15,271	51	28
The Gallery	Academic	633	0	0
Valcour Hall	Residential	30,028	91	0
West House	Administrative	3,718	0	0
Whiting Hall	Residential	9,975	44	0
Wick Hall	Administrative/Academic	5,265	0	0
Total		838,191	1,453	503
<i>Parking Facilities Leased by Champlain College via CATMA</i>				
115 Lakeside Lot (formerly Gilbane)				175
Total Campus Parking Spaces				678

¹None of the parking associated with 194 St Paul is included in Champlain's parking inventory, as approved by the Burlington Development Review Board. GFA and residential beds are included in parking supply and demand calculations.

²Perry Hall lot is reserved for visitors to the Admissions Office only.

Champlain College's parking inventory includes 678 spaces, with 175 of those on the leased Lakeside Lot property. Champlain's leased and owned properties not included in the parking inventory or calculations are listed below in Table 3-9 and Table 3-10 respectively.

The recently completed 194 St Paul Street apartments are a special case—its parking is not included in Champlain's inventory, but its total residential footprint in terms of area and beds are included in this plan's parking calculations. The decision to exclude the parking at 194 St Paul Street from Champlain's inventory was approved by the Burlington Development Review Board on May 19, 2014 since none of the parking is associated with student housing. Out of 67 spaces, 53 are public, nine reserved for commercial and residential tenants, two given to neighbors who lost on-street parking with the building's construction, one reserved for Champlain building staff, and two "spare" spaces currently used by contracted staff (e.g. cleaning, maintenance) on an ad-hoc basis.

TABLE 3-9: PROPERTIES LEASED BY CHAMPLAIN (NOT INCLUDED IN PARKING INVENTORY)

NAME	PRIMARY USE	GSF	RESIDENTIAL BEDS	PARKING SPACES
40 Sears Lane	Physical Plant	25,405	0	15
371 Main	Residential (temporary)	13,326	30	21
158 South Willard	Residential (temporary)	10,900	29	11
Total		49,631	59	47



TABLE 3-10: PROPERTIES OWNED BY CHAMPLAIN (NOT INCLUDED IN PARKING INVENTORY)

NAME	PRIMARY USE	GSF	RESIDENTIAL # OF BEDS	PARKING SPACES
194 St Paul Street	Residential/Retail	4,445	--	67
390 Maple St	Residential	3,768	--	2
436 Maple St	Residential	4,297	--	2
115 Summit St (President's House)	Residential	3,487	--	2
270 South Willard St (Provost's House)	Residential	7,478	--	2
TOTAL		19,030	--	75

Limitations, Location, Use of Facilities (Sec. 8.1.12)

Off-site parking facilities

Of Champlain College's total 678 parking spaces, 442 are located on off-site facilities. In compliance with the CDO, Champlain College has moved approximately half of its parking off-site.⁵ On-street parking spaces are not included in the campus inventory. Champlain College began leasing parking spaces at the 115 Lakeside Lot in 2008. The Lakeside Lot currently comprises 175 parking spaces; down from 200 a few years ago. The adjacent Lakeside Campus, or Miller Center, on Lakeside Avenue has an additional 267 spaces.

TABLE 3-11: CHAMPLAIN OFF-SITE LOTS

	PARKING SPACES
Lakeside Campus (Miller Center at Lakeside)	267
115 Lakeside Lot (formerly Gilbane)	175
TOTAL	442

Minimum Off-street Parking Requirements (Sec. 8.1.8)

There is potential for overestimating the number of required parking spaces given the use categories provided in Table 8.1.8-1 of the Ordinance. There is a Special Residential Use for Dormitories as well as a Non-Residential Use for Post-Secondary Schools. The square footage of dining halls and student centers are enumerated within this latter category. However, these uses are heavily patronized by residential students who walk to the building and do not generate a demand for parking, and whose parking demand has already been accounted for (under Special Residential Use for Dormitories). To avoid the task of determining which campus

⁵ Institutional Core Campus Overlay Districts, Section 4.5.2 states that "parking should be very limited and generally provided offsite." CDO page 4-53. This is emphasized for Champlain College specifically on page 4-54: "this core campus would be expected to be dominantly pedestrian-oriented, with all but the most essential parking provided off-site."

functions might be considered residential and which are non-residential, a composite approach is analyzed.

The two approaches: 1) using the College's GFA applied to the Post-Secondary School category from Table 8.1.8-1 in the Ordinance; or 2) using a composite of the GFA of non-dormitory buildings (applied to Table 8.1.8-1's Post-Secondary School category) and the number of dormitory beds (applied to Table 8.1.8-1's Residential Use-Dormitory category).

Table 3-12 provides the minimum parking required by the Burlington CDO. Calculations for the existing campus use both approaches.

TABLE 3-12: CHAMPLAIN MINIMUM OFF-STREET PARKING REQUIREMENTS

EXISTING CAMPUS		CDO PARKING REQUIREMENT
GFA Approach	GFA (2 spaces/1,000 sq ft) = 838,191 sq ft	1,676
	Dormitory Beds (1 space/2 beds) = 1,423	482
Composite Approach	Non-Residential GFA (2 spaces/1,000 sq ft) = 358,311 sq ft ¹	717
Total		1,428

¹GFA does not include retail space in 194 St Paul.

Maximum Parking Spaces (Sec. 8.1.9)

The CDO defines maximum parking as 125% of the minimum number of spaces using Table 8.1.8-1's Neighborhood District category. All the parking requirements used in Table 3-12 are identical for both the Shared Use and Neighborhood Districts, making the maximum 125% of the calculated requirement would be 1,785 spaces. Champlain's inventory of 678 (see Table 3-8) is far from approaching this number.

Vehicle Permits

All vehicles at Champlain College must display a valid parking permit. Permits are issued and renewed on a semester basis for both students and employees, except for Zone 1 Employee, Disabled, and Contractor permits which are valid for a year. Residential students are only eligible for a parking permit in the core campus zone (Zone 5) based on demonstrated work⁶ or medical needs and are otherwise required to park at the satellite lot (Zone 2).

⁶ Includes residential Education Major students and students who work off campus until at least 11:00pm at least once per week.



The Fall 2018 breakdown of permits issued at Champlain College is as follows:

TABLE 3-13: PERMIT SUMMARY

ZONE	DESCRIPTION	PERMIT TYPE	NUMBER OF PERMITS
Zone 1	Lakeside Campus (Miller Center at Lakeside)	Employee	282
		Commuter Student	168
		Employee – 2 nd Sticker	16
Zone 2	115 Lakeside Lot	Residential Students	237
Zone 3	371 Main, 396 Main, 158 South Willard, Sanders, and North	Full-time Commuter Student	31
		Part-Time Commuter Student	4
		Full-Time Employee	54
		Part-Time Employee	13
		Full-time Commuter Student	16
Zone 4	Rowell/Jensen and South	Part-time Commuter Student	3
		Full-Time Employee	50
		Part-Time Employee	7
Zone 5	Boardman Hall, 396 Main St, Sanders Hall and North House	Special Residential Parking	28
Disabled	Parking in any Champlain College disabled spaces as well as regular, unrestricted parking spaces		22
Contractor			28
Sub-totals		Commuter Students (Full and Part-Time)	222
		Employee (Full and Part-Time)	422
		Residential Students	265
TOTAL			959

The adequacy of the current parking inventory must be measured relative to observed parking demand rather than the total number of permits issued. It is appropriate because not all permit holders occupy a parking space at the same time. This approach is commonly used in parking studies and has historically been the method used in prior versions of the JIPMP.

Parking Demand

Observed Demand

A parking count conducted in the 2018 fall semester tallied the number of parked vehicles and vacant spaces for each parking lot, summarized in Table 3-14 by core campus lots and satellite lots. These counts represent a typical day during peak demand and indicate a surplus of 47 spaces within the core campus, with an additional 76 available spaces in satellite lots for a total surplus of 123 spaces. Peak parking demand generally occurs between the hours of 12:00 and 1:00 pm on a weekday. There are an additional 146 on-street parking spaces adjacent to the College which may be used by some Champlain College affiliates. Due to their public,

uncontrollable nature, these are not included in the formal inventory or associated calculations. The slight discrepancy between the total 707 spaces in the count and the 678 total spaces identified earlier in the Table 3-8 inventory is attributable to two properties, 371 Main and 158 South Willard. These properties are leased by Champlain and therefore not included as inventory (refer to Table 3-9).

TABLE 3-14: CHAMPLAIN PARKING LOT CAPACITIES AND EMPTY SPACE COUNT

PEAK DEMAND LOT COUNTS - FALL 2018				
Location	Capacity	Occupied Spaces ¹	Empty Spaces	Percent Full
Core Campus Lots	267	246	47	92%
Satellite Lots ²	440	364	76	83%
TOTAL	707	610	123	86%

¹Peak Demand Period (Weekdays, Noon-1PM)

²Satellite Lots include 115 Lakeside Lot and Lakeside Campus Miller Center

TABLE 3-15: CHAMPLAIN ON-STREET PARKING SPACES (NOT INCLUDED IN PARKING INVENTORY)

PEAK DEMAND LOT COUNTS - FALL 2018				
Location	Capacity	Occupied Spaces ¹	Empty Spaces	Percent Full
On-Street Core Campus	146	146	0	100%

¹Peak demand period (weekdays, noon-1pm)

Calculated Demand

A calculated method was developed to analyze existing demand and assist in forecast parking demand. The method uses estimates of different user groups, their respective automobile ownership and mode share percentages, and the percentage of them on-campus during peak parking demand periods.

The inputs are derived data provided by the College as well as responses from the 2018 CATMA survey.

The number of residential beds in Champlain-owned student housing properties serves as a estimate for the number of residential students living on campus (refer to Table 3-8). The total number of commuter students is estimated by subtracting the same number of residential beds from the 2018 total for on-campus student enrollment. The number for commuter students living outside or within a half mile of campus are estimated from the CATMA 2018 student survey. The 2018 CATMA survey is also used to estimate the values for auto ownership and mode share. For residential students, the value represents the proportion of respondents who indicated that they brought a car to campus. For all other student and employee categories, this

value was taken as a proportion of trips using vehicular modes.⁷ The full analysis is presented in Table 3-16; the results indicate that under 2018 conditions, Champlain College has a deficiency of 105 spaces.⁸ This deficiency is likely over estimating the demand given the observed demand and the effective permit and enforcement regime in place.

TABLE 3-16: CHAMPLAIN EXISTING PEAK PARKING DEMAND BY USER GROUP

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE ⁵	PARKING DEMAND (SPACES)
Residential students (long-term vehicle storage)	1,423	100%	28% ²	395
Commuters outside 0.5 miles of campus	388	30%	50%	58
Commuters within 0.5 miles of campus	363	100%	22%	81
<i>Subtotal</i>				533
Full-time faculty/staff	377	90%	62%	210
Part-time faculty/staff ³	415	6%	62%	19
<i>Subtotal</i>				229
Visitors				5
Champlain vehicle fleet				16
<i>Subtotal</i>				21
Total peak parking demand				783
Off-street parking supply				678
Net deficit⁴				-105

¹Values for peak % on campus were carried forward from the 2009-2014 JIPMP. The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm.

²Percentage of residential students with a parking permit is estimated at 18% and so this value is likely an overestimate. Changing to 18% eliminates the parking deficit.

³The majority of part-time faculty/staff do not work during the peak parking period or only teach online.

⁴See Table 3-8 for an inventory of existing off-street parking spaces; on-street parking is not included in the inventory.

⁵Auto mode share includes: drive alone, drive/shuttle, and half of carpool modes.

3.3 FUTURE PARKING CONDITIONS

Future Population: Students, Staff, Faculty, Visitors (Sec. 8.3.3 (A))

To forecast future numbers of Champlain students and employees, annual enrollment and employment values were averaged for the past three years (2016, 2017, 2018) and assumed

⁷ Vehicular modes include “driving alone”, “driving and taking the shuttle”, and “carpooling”.

⁸ Parking counts conducted by RSG in Fall 2018 indicated a surplus of approximately 123 spaces during the weekday peak hour. The difference between the Ordinance-calculated parking demand and the actual parking occupancy highlights the successes of Champlain’s and CATMA’s TDM and parking management programs.

steady for the 2019-2024 timeline. Projections for various student and employee categories are depicted below.

TABLE 3-17: ON-CAMPUS (VISIT THE BURLINGTON, VT CAMPUS DAILY OR OCCASIONALLY) - 2024

	2024 PROJECTED ACADEMIC YEAR
Full-time Employees	380
Part-time Employees	350
Contracted Employees (Cleaners, Sodexo etc.)	100
Total On-Campus Champlain Employees	730
TOTAL Employees Eligible for Parking Permits	830

TABLE 3-18: OFF-CAMPUS (ONLINE EMPLOYEES) - 2024

	2024 PROJECTED ACADEMIC YEAR
Full-time Online Employees	380
Part-time Online Employees	350
Dublin and Montreal Campuses	100
Total Off-Campus Champlain Employees	730
TOTAL Champlain Employees	1,030

TABLE 3-19: ON-CAMPUS STUDENTS (VISIT THE BURLINGTON, VT CAMPUS DAILY OR OCCASIONALLY) - 2024

	2024 PROJECTED ACADEMIC YEAR
Full-time Traditional Undergraduates	2,150
Part-time Traditional Undergraduates	60
Full-time Graduates	10
Part-time Graduates	0
Full-time Undergraduate Continuing Professional Studies	20
Part-time Undergraduate Continuing Professional Studies	30
TOTAL On-Campus	2,270

TABLE 3-20: OFF-CAMPUS (ONLINE) STUDENTS - 2024

	2024 PROJECTED ACADEMIC YEAR
Full-time Graduates	690
Part-time Graduates	100
Full-time Undergraduate Continuing Professional Studies	410
Part-time Undergraduate Continuing Professional Studies	1,250
TOTAL Off-Campus	2,450

Future Structures—New or Changes in Use

The parking requirements must not only account for existing structures but also those planned for construction, expansion, or a change in use during the 2019–2024 timeline. The previous 5-year JIPMP identified six administration/academic projects and six residential projects that were anticipated to be completed by 2019. These projects and their current status are shown in Table 3-21.

TABLE 3-21: STATUS OF PREVIOUSLY IDENTIFIED CHAMPLAIN PROJECTS

BUILDING PROJECT	COMPLETED?		NOTES
	Yes	No	
Butler Hall (Res-Tri)			The Re-Tri project (Butler, Valcour, and Juniper residences) was completed in Summer 2014
Valcour Hall (Res-Tri)			
194 St Paul St (formerly Eagles Club)			Completed in Fall 2018
Ethan Allen Center			No longer planned and property sold
Summit & Maple Res Hall			Carried forward to current 5-year Plan
West Hall/Perry Lawn Res Hall			Carried forward to current 5-year Plan
CCM Project			Completed in Fall 2015
Miller Information Commons Addition			Carried forward to current 5-year Plan
Foster Hall Addition			Carried forward to current 5-year Plan
Information Technology & Sciences Building			Carried forward to current 5-year Plan
Career Center/Durick Hall Addition			No longer planned
IDX Student Life Addition			Carried forward to current 5-year Plan

Projects carried over from the 2014-2019 JIPMP, as well as new projects identified by Champlain staff for the 2019–2024 timeline are presented in Table 3-22. As of this report's writing, none of the planned projects are under construction and it is uncertain as to when they will ultimately be completed.

TABLE 3-22: CHAMPLAIN PLANNED PROJECTS

	PRIMARY USE	NEW GSF	RESIDENTIAL # OF BEDS	PARKING SPACES
Summit and Maple Site	Residential	-	91	0
West Hall lot site	Residential	-	90	0
MIC Addition	Academic	8,000	0	0
Foster Hall Addition	Academic	3,500	0	0
New ITS Building	Academic	27,000	0	0
<i>Changes - Subtotal</i>		<i>38,500</i>	<i>181</i>	<i>0</i>
Total for Existing Campus		838,191	1,423	678
TOTAL Planned + Existing Campus		876,691	1,604	678

Future Minimum Off-Street Parking Requirements (Sec. 8.1.8)

The GFA is unknown for many of the future projects. Therefore, the composite approach is used to define the change in the CDO required minimum parking supply by 2024.

TABLE 3-23: CHAMPLAIN OFF-STREET PARKING SUPPLY - FOR CHANGES TO CAMPUS BY 2024

CHANGES TO CAMPUS PLANNED BY 2024		PARKING REQUIREMENT CHANGE
Composite Approach	Dormitory Beds (1 space/2 beds) = 181	91
	Non-Residential GFA (2 spaces/1,000 sq ft) = 38,500 sq ft	77
	TOTAL	168

Accounting for Champlain's planned developments, the CDO parking supply requirements for 2024 would fall between 1,596 to 1,844 spaces. This includes a range of 1,428 to 1,676 spaces for the existing campus (as of Fall 2018) with an additional 168 spaces estimated for planned projects to be in use by 2024.

For a historical comparison, the previous 2014-2019 JIPMP indicated a supply between 1,726 to 1,925 spaces for the campus in 2019.

Future Parking Demand vs Supply (Sec. 8.3.3 (b))

The current level of campus parking demand estimated to be slightly above that being provided, as shown earlier in Table 3-16. This section of the study estimates the parking demand effects of the anticipated change in employment, enrollment, and physical land uses on campus by 2024.

Like the parking demand calculation for the current campus, different user groups and their respective automobile ownership and travel behaviors are used to estimate future parking demand. The projected number of residential beds expected by 2024 is used to estimate future numbers of residential students (refer to Table 3-22). The total number of commuter students is estimated by subtracting the future number residential beds from the 2024 forecast for on-campus student enrollment. The values for peak percentage on campus and auto ownership are the same as those used in the existing campus calculations (Table 3-16), as it is assumed that these travel behaviors will remain consistent over the next five years.

TABLE 3-24: CHAMPLAIN 2024 ESTIMATED PEAK PARKING DEMAND BY USER GROUP

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE	PARKING DEMAND (SPACES)
Residential students (long-term vehicle storage)	1,596	100%	28%	442
Commuters outside 0.5 miles of campus	348	30%	50%	52
Commuters within 0.5 miles of campus	326	100%	22%	73
<i>Subtotal</i>				567
Full-time faculty/staff	380	90%	62%	212
Part-time faculty/staff ²	350	6%	62%	13
<i>Subtotal</i>				224
Visitors				5
Champlain vehicle fleet				16
<i>Subtotal</i>				21
Total peak parking demand				813
Off-street parking supply				678
Net deficit³				-135

¹Values for peak % on campus were carried forward from the 2009-2014 JIPMP. The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm.

²The majority of part-time faculty/staff do not work during the peak parking period or only teach online.

³See Table 3-8 for an inventory of existing off-street parking spaces; on-street parking is not included in the inventory.

For 2024, a deficit of 135 spaces is estimated. This forecast deficit should be monitored through the annual surveys and if becomes apparent vehicle parking is increasing, the College should work with CATMA and the City to pursue additional TDM measures. If parking should be necessary, additional off-site leases could be secured.

The magnitude of the deficit does not warrant any specific recommendations. The observed parking demand should be used as an annual measure to identify whether demand is starting to overwhelm the available parking supply. The strict permit policy that Champlain has implemented allows for a very effective tool to monitor actual parking demand as well as minimize off-campus parking impacts.

Institutional Vehicle Fleet Management (Sec. 8.3.3 (C))

Champlain College currently has 16 vehicles in its fleet:

- 11 for Physical Plant.
- 2 for Campus Public Safety.
- 3 for Student Activities/Student Government Association.

During working hours, these vehicles are frequently located at the Physical Plant at 40 Sears Lane to pick up supplies or run errands, and otherwise are located on campus.

Monitoring, Compliance, and Enforcement (Sec. 8.3.3 (e))

Champlain Transportation's Parking Coordinator patrols lots daily to ensure that all parking regulations are enforced. On-Street patrols of contiguous streets are also performed daily. The Champlain College security staff monitors all campus lots for safety. Safety patrols are made daily to deter vandalism and assist motorists.

Champlain Transportation have been diligent about enforcing regulations. As a result, there is continued improvement in the levels of voluntary compliance as the College community has adapted to the rules and regulations.

While many of the streets adjacent to Champlain College offer unrestricted parking, as designated by the Burlington Department of Public Works, Champlain College imposes additional parking policies related to affiliate parking on these streets. Affiliates are permitted to park on-street in the following areas provided that they have been issued an appropriate parking permit:

- South Willard between Main St. and Spruce St.
- Maple St. between S. Prospect and Summit.
- Summit St. between Main St. and Maple St.
- Main Street between Summit and S. Willard.

The Champlain parking map depicted in Figure 3-1 shows areas where on-street parking is prohibited to Champlain College affiliates regardless of a permit being issued or not. Some of these streets, such as Cliff and Spruce Streets are designated as "Resident Only" parking, while others have "No Parking" restrictions posted. Champlain College patrols these streets daily. Tickets are issued if a vehicle is registered or suspected to be operated by an affiliate of Champlain College.

Beginning in Fall 2006, Champlain partnered with a nationally known ticketing management company called IPARQ. The necessary software was purchased to automate much of the collection function including the ability to turn unpaid tickets over to Student Accounts. Those tickets are now added to student bills making it impossible to avoid paying a valid ticket.

Champlain College has allocated the following resources to enforce and implement the College's parking plan:

- Director of Transportation - dedicates 20% of time on parking management, administration, education, enforcement and appeals; two weeks per semester dedicated to permit sales.

- Student Accounts staff—responsible for adding tickets marked as ‘collection transfer’ to student bills.
- Contract Parking Officer—responsible for parking enforcement between the hours of 8am and 4pm, Monday through Friday. The parking officer monitors College parking lots and adjacent on-street parking areas, writes tickets, and coordinates towing from Champlain College lots.
- Transportation Committee, comprised of faculty, staff, students, and CATMA, who meet on as needed (typically twice per semester). This Committee is convened and facilitated by the Director of Transportation and is charged with implementing the current Transportation Plan, requesting and responding to feedback from Champlain affiliates, and promoting various transportation opportunities and events.
- A Parking Appeals Committee, comprised of students, faculty and staff meet twice per month to review appeals submitted with regards to parking citations.
- Champlain College devotes approximately \$702,000 annually (in the form of staff salaries, transportation consultant fees, parking lot leases, CATMA dues, transit subsidies, and shuttle operations) to the management of transportation. Revenue collected from parking fines for the 2017-2018 academic year was approximately \$28,502.

Table 3-25 lists the various situations that warrant a parking ticket being issued and the amount of the fine. Parking tickets may be presented in person to the vehicle’s owner, placed on the vehicle’s windshield, or mailed.

TABLE 3-25: CHAMPLAIN COLLEGE PARKING FINES (AS OF AUGUST 2018)

INFRACTION	FINE (1ST OFFENCE) ¹	FINE (SUBSEQUENT) ²
Permit Not Displayed, Meter Receipt Unreadable	\$10	\$25
Expired or Unpaid Meter	\$25	\$50
Parking on grass/sidewalks, Parking in non-permitted zone or Parking outside white lines	\$25	\$50
Improper permit placement or Permit Not Displayed	\$25	\$50
No Current Permit (not displaying a valid Champlain College permit or visitor permit)	\$50	\$100
Parking in disabled space, fire lane	\$50	\$100
Use of unauthorized permit	\$100	\$100

¹Towing charges and the Student Accounts Administrative Fee are in addition to these fines.

²Fines must be paid in full in order to receive a new parking permit, confirm course registration, receive a transcript or be awarded a degree.

TABLE 3-26: CHAMPLAIN PARKING TICKET SUMMARY

YEAR/SEMESTER	# OF VALID CITATIONS ISSUED	FUNDS COLLECTED	CUMULATIVE TOTAL SINCE 2004
2006-2007	-	\$57,390	\$113,390
2007-2008	-	\$44,175	\$157,565
2008-2009	-	\$57,195	\$214,760
2009-2010	-	\$42,165	\$256,925
2010-2011	-	\$38,550	\$295,475
2011-2012	-	\$51,065	\$346,540
2012-2013	1,574	\$43,840	\$390,380
2013-2014	1,519	\$41,680	\$432,060
2014-2015	1,069	\$30,600	\$462,660
Summer 2015	111	\$5,585	\$468,245
2015-2016	1,326 (105 warnings)	\$31,475	\$499,720
Summer 2016	32	\$2,300	\$502,020
2016-2017	1,935 (467 warnings)	\$26,481	\$528,501
Summer 2017	156 (46 warnings)	\$995	\$529,496
2017-2018	2,073 (274 warnings)	\$28,502	\$557,998
Summer 2018	261 (44 warnings)	\$2,795	\$560,793

The drop in citations issued and collected between 2013-2014 and 2015-2016 is attributed to increased awareness, communication, and encouragement by the Transportation Office. During those periods, Champlain introduced a new postcard campaign sent in the summer to all students. Champlain also introduced a new “Top 10 Things You Need To Know” web page and one page summary on the back of the parking map, pictured in Figure 3-8. Champlain sincerely believes that these efforts have led to a more educated community, a shift to parking off-site and improved compliance than previous years.

Champlain increased the amount of warnings issued in starting in the 2016-2017 academic year. Warnings have shown to be a good educational tool to ensure compliance. The warnings can lead to the person contacting the office and having an educational discussion which can encourage better behavior.



FIGURE 3-8: CHAMPLAIN 10 THINGS YOU NEED TO KNOW PARKING CAMPAIGN


CHAMPLAIN COLLEGE

TRANSPORTATION // 2016–2017



Champlain College Parking

THE TOP 10 THINGS YOU NEED TO KNOW

- 1 PERMIT REQUIRED** ALL Champlain College students and employees must obtain a permit for their cars each semester, regardless of where they park. It's easy and FREE in some cases. champlain.thepermitstore.com
- 2 FREE COMMUTER PARKING** Parking is FREE at 175 Lakeside Avenue for Zone 1 permit holders. Champlain operates a free shuttle service seven days a week from Lakeside Campus to Main Campus. champlain.edu/shuttle
- 3 STUDENT PARKING** Residential students require a Zone 2 permit and are required to park at 115 Lakeside Avenue. Residential students may not park in the metered lots or along ANY city streets between 8:00 AM–4:00 PM, Monday–Friday.
- 4 PARKING PERMITS** When you purchase a parking permit, you are paying for the right to park in one of several zone-specific Champlain lots. On-street parking within your designated zone is not guaranteed.
- 5 SHORT-TERM PARKING** There are two short-term (up to 4 hours) metered lots at Miller Information Commons and Summit Hall. Cars parked in these lots must display a valid Champlain parking permit AND meter receipt.
- 6 SAFETY FIRST** Champlain conducts daily safety patrols in all lots, including Lakeside. Parking regulations are actively enforced to ensure a safe and efficient campus environment.
- 7 ADJACENT STREETS** Champlain College students and employees are prohibited from parking on any Burlington street that is not specifically zoned for Champlain College affiliates. Members of the Champlain Community are not eligible for "public parking."
- 8 RESTRICTED PARKING** Skiff Hall, Perry Hall, Boardman Hall lots and Finney Quad are restricted and enforced 24 hours per day, seven days per week. Boardman Hall lot is for those who obtain a Zone 5 permit only. Perry Hall lot is for visitors to the Admissions Office only.
- 9 VISITOR PARKING** All visitors should obtain a temporary guest permit prior to arrival on campus. This can be obtained by the Champlain employee hosting the guest using champlain.thepermitstore.com or by emailing transportation@champlain.edu three days prior to the visit.
- 10 GUARANTEED RIDE HOME** All permit holders in Zone 2 are automatically enrolled in CATMA's Guaranteed Ride Home program, which provides for a free taxi when the shuttles are not operating. All Zone 1 permit holders are also eligible to enroll. champlain.edu/CATMA

GET IN TOUCH

TRANSPORTATION OFFICE
transportation@champlain.edu
802.865.8464

375 Maple Street, Rm102
PO Box 670
Burlington, VT 05402

REGULAR OFFICE HOURS
8:30 AM–3:00 PM

It is your responsibility to understand all parking policies. Get the right information at: champlain.edu/parking.

4.0 UNIVERSITY OF VERMONT (UVM)

4.1 OVERVIEW OF INSTITUTIONAL PARKING MANAGEMENT PLAN

This chapter of the Joint Institutional Parking Management Plan (JIPMP) documents the parking supply and demand characteristics on the Main Campus of the University of Vermont (UVM) in Burlington. The South Campus (primarily agricultural UVM properties in South Burlington), Colchester Research Campus, and Fort Ethan Allen are not included in this plan.

UVM has a longstanding commitment to reducing traffic congestion and encouraging the use of transportation alternatives on its campus. The University was one of the founding members of CATMA in 1992 and has since repeatedly expressed its vision for a pedestrian campus through different campus plans and programs. Most recently in 2017, UVM finalized its Active Transportation Plan, outlining the University's commitment to improving conditions for pedestrians, bicyclists and other forms of active transportation and recreation to, from, and on campus.

UVM continues to support efforts to reduce parking demand on-campus, encourage the construction of on-campus residential accommodation, and support a high quality shuttle system to move students, employees, and staff around the campus.

Transportation Demand Management Programs (Sec. 8.3.3 (D))

This section covers:

1. **Policies** which restrict or prohibit the bringing of vehicles to the institution for various users or groups of users.
2. **Programs** to encourage the use of public transit, walking, and bicycling.
3. **Implementation** of a parking permit system to allocate parking throughout the system.

TABLE 4-1: SUMMARY OF UVM PARKING MANAGEMENT STRATEGIES

STRATEGIES	UVM AVAILABILITY
Parking management program	Yes
Membership in a Transportation Management Association	Yes, CATMA
Telecommuting program	No formal program; availability in certain departments
Carshare program	Yes. CarShare Vermont
Bike Benefits / Bikeshare	Yes. Greenride
Off-site parking/shuttles	Yes
Public transit subsidies for employees	Yes
Shifting commuter students to residential students	Yes

Polices

Permits and Pricing

UVM manages the day to day operations of parking through a permit allocation system. The permits are priced to regulate demand in core areas. For employees, permits in core areas are twice as expensive as permits in outer areas, as shown in Table 4-2. Figure 4-2 shows the UVM's campus parking map for 2018. Only faculty and staff are allowed to park in the core areas during the daytime (Green permit zone). Not only are those spaces more expensive but they are assigned based on seniority, in cases of limited supply less senior staff may not have the option to purchase certain permits.

Student permit prices are shown in Table 4-3. Residential students in general are discouraged from bringing a car to campus through permit pricing: residential parking permits are roughly three times more expensive than commuter student permits. First-year residential students are generally prohibited from bringing a car to campus (though some exceptions are allowed). In times of limited campus parking, UVM has the right to institute a parking "cap" for residential students permits.

For commuter students, those living within a specified distance of campus (boundaries shown in Figure 4-1) are ineligible for daytime campus parking. Commuting students living within the proximate area are eligible to purchase a Commuter Evening (gold pass) which allows parking outside the hours of 7:00 a.m.–3:30 p.m.

Overall, parking fees have remained constant since the last JIPMP.

TABLE 4-2: UVM EMPLOYEE PARKING PERMIT RATES (PER YEAR)

PERMIT CATEGORY	PERMIT TYPE	FEE
Green	Pre-Tax Payroll Deduction	0.64%
	Affiliate	\$329
	Affiliate 30-day	\$41
White	Pre-Tax Payroll Deduction	0.48%
	Affiliate	\$247
	Affiliate 30-day	\$31
Brown	Pre-Tax Payroll Deduction	0.32%
	Affiliate	\$165
	Affiliate 30-day	\$21
Silver (Off-Site)	Pre-Tax Payroll Deduction	FREE
	Affiliate	FREE
	Affiliate 30-day	FREE
Occasional Use	Permit of 6 – 12 days	FREE
	Brown (Peripheral)	\$2.00
	White (Proximate)	\$3.00
	Green (Main)	\$4.00

TABLE 4-3: UVM STUDENT PARKING PERMIT RATES

PERMIT CATEGORY	PERMIT TYPE	FEE
Residents	30-day Black, Blue, Purple, and Red	\$55
	Resident Temp – 1 Semester	\$180
	Black, Blue, Purple, and Red	\$330
Commuter and Graduate Students/Medical Students (1 st & 2 nd Year)	30-day Brown	\$19
	30-day Gold	\$12
	Gold – Evening	\$69
	Gold – Evening, 1 Semester	\$45
	Brown – Day & Evening	\$115
	Brown – Day & Evening, 1 Semester	\$73
Medical Students (3 rd and 4 th Year)	Yellow – Day & Evening	\$329
	30-day Yellow	\$27

In addition to designated permit parking areas, visitor parking is available. University employees and students are not allowed to park in visitor areas during restricted hours as posted. In July 2018, UVM moved to a cashless payment system for all visitor and short-term parking. The ParkMobile app is now the only means available for payment on-site at formerly metered parking spaces. Visitors and others requiring short-term parking can also pay with cash, check, UVM CATcard, or credit card at UVM's Transportation and Parking Services customer service area at 38 Fletcher Place.

FIGURE 4-1: BOUNDARIES FOR UVM STUDENT COMMUTER PARKING PERMIT

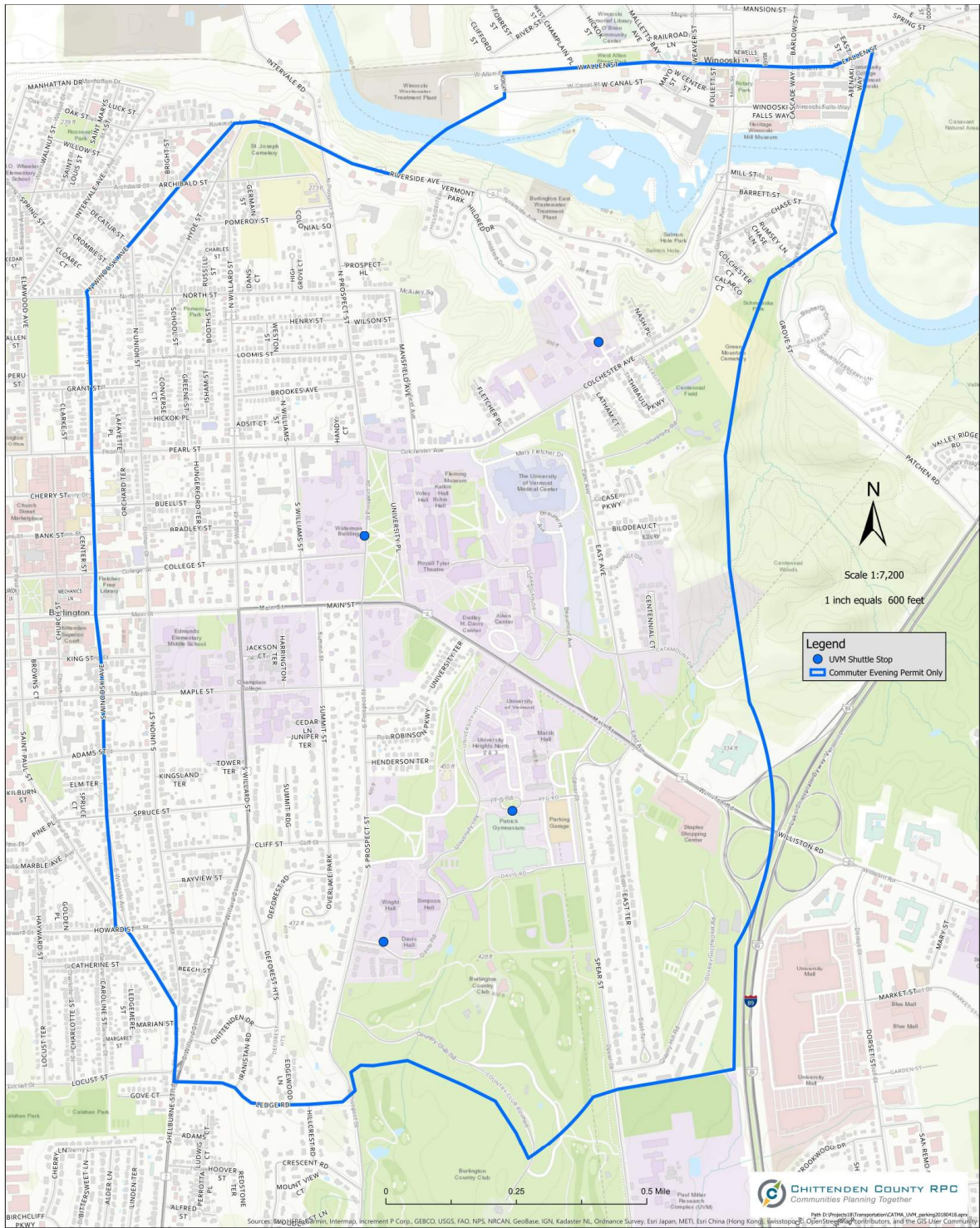
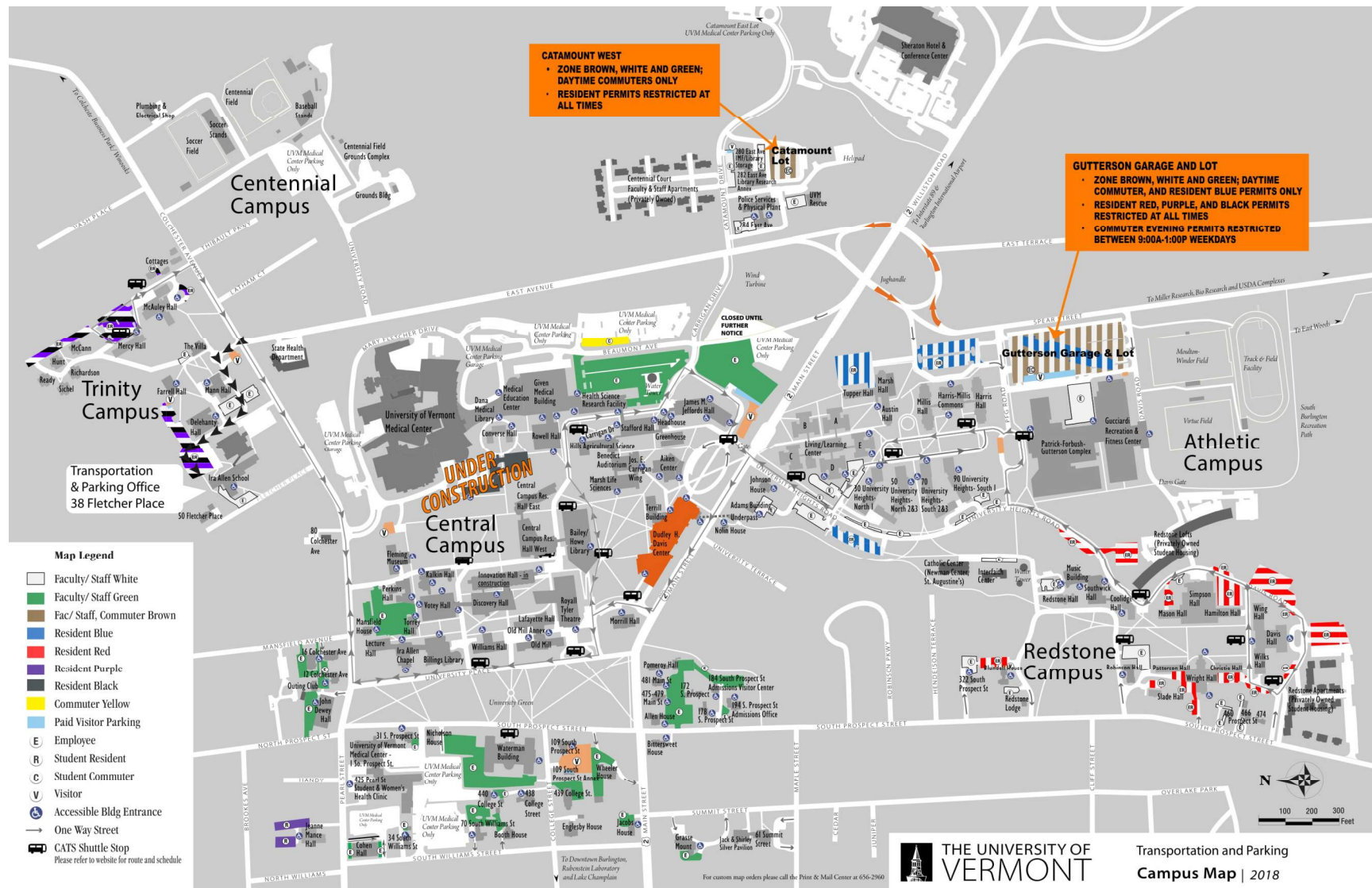


FIGURE 4-2: UVM PARKING MAP (2018)



Programs

To encourage the use of alternative transportation modes, UVM will continue:

- Regulating parking through its parking program.
- Operating the CATS shuttle system to improve circulation within the campus and serve peripheral parking areas.
- Improving the UVM bikeway network and management in accordance with the Active Transportation Plan and remain an active partner in the Greenride program.
- Using and promoting CATMA's menu of programs and services.

UVM's Carpool Program for employees allows participants to purchase permits at discounted rates. A Green Carpool Permit with two or more participants is payroll deducted at the rate of Brown of each participant's base salary; a White Carpool Permit with two or more participants is available free of charge. As of the 2017-2018 permit cycle, there are 74 permitted UVM carpools with 191 participants. All carpoolers are also included in CATMA's Emergency Ride Home Program.

Off-Site Parking and Transit Integration

The bulk of UVM's parking is located along the periphery of campus and is serviced by the Campus Area Transportation System (CATS) shuttle system. UVM's parking program helps to regulate parking demand through market pricing: inner core area parking requires the most expensive permit, while periphery parking is less expensive and off-site parking is free.

CATMA's Unlimited Access Program allows University affiliates free transit rides on GMT with their UVM identification. Nine GMT routes have stops on or proximate to UVM's campus, including:

- #1 Williston.
- #2 Essex.
- #8 City Loop.
- #11 College St. Shuttle.
- #12 UMass/Airport.
- #46 Ft. 116 Commuter.
- #56 Milton Commuter.
- #76 Middlebury LINK Express.
- #96 St. Alban's LINK Express.

In addition to free access to GMT service, all UVM affiliates have free access to the CATS transportation system, which includes larger fixed-route CATS buses as well as a smaller Catsride shuttle that provides a more flexible on-demand service between off-campus UVM offices and the central UVM campus. The regular service schedules for CATS buses on-campus and off-campus are depicted below.

TABLE 4-4: UVM CATS ON-CAMPUS REGULAR SERVICE SCHEDULE

ROUTES	DAYS	TIMES	RUNS EVERY	BUSES RUNNING
Redstone Express	MON–FRI	7:45am–4:45pm	15 Mins	1
Daytime	MON–FRI	7:30am - 6:30pm	10 Mins	3
Evening	MON–THURS	6:15pm–11:45pm	30 Mins	1
Weekend	SAT–SUN	11:30am–6:30pm	30 Mins	1

TABLE 4-5: UVM CATS OFF-CAMPUS REGULAR SERVICE SCHEDULE

ROUTES	DAYS	TIMES	RUNS EVERY	BUSES RUNNING
Sunday-Thursday	SUN–THURS	6:30pm–midnight	30 Mins	1
Weekend	FRI–SAT	6:30pm–10:00pm	15 Mins	2
Late-night Weekend	FRI–SAT	10:00pm–3:00am	10 Mins	3

Through the University’s TDM partnership with CATMA, the University manages several TDM programs and benefits. These include:

CarShare Program

UVM hosts two CarShare Vermont pods, one along University Place and another at the Redstone Lofts. It offers subsidized CarShare memberships to full-time students, faculty, and staff at UVM to encourage the use of CarShare Vermont and to better serve its constituents. Carsharing complements other modes as it encourages people to commute via a non-car mode while having a vehicle at their disposal during the day.

Bicycle Infrastructure & Parking

UVM is nationally recognized as a Gold-level Bicycle Friendly University as of November 2018, achieving an upgrade from its progression from a bronze level designation. The recognition is in part due to the partnership with Greenride Bikeshare as well as the prevalence and support of bicycle infrastructure on campus and the growth of its Bicycle Education Co-op Center.



UVM affiliates are eligible for a \$25 annual membership for Chittenden County’s Greenride Bikeshare program. Although Greenride’s bikes are docked, there are several hubs located on or proximate to UVM’s campus, including the Howe Library, Waterman, Trinity Campus, Gutterson Garage, and Redstone Lofts.

UVM supports bicycle travel in several ways, including:

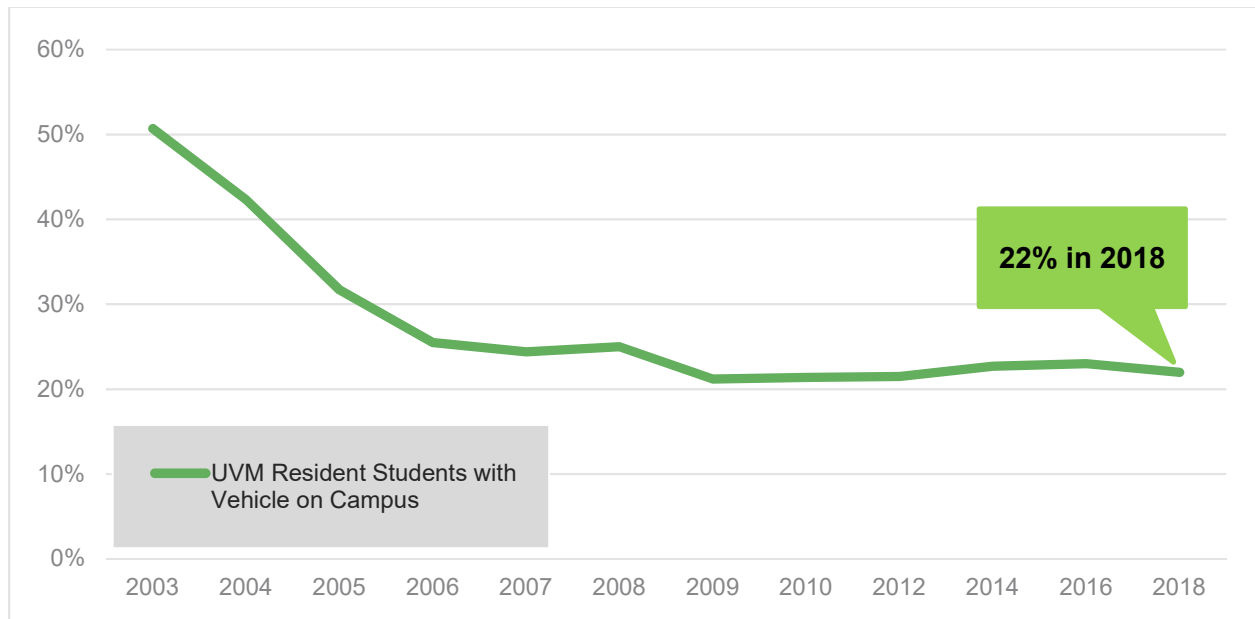
- Eligibility to participate in the CATMA Bike/Walk Rewards (Bike/Bucks) Program.
- Promotion of Bicycle Benefits program.
- Bike share program through the Greenride system.
- Access to bicycle parking in the form of racks.
- Coordination with Local Motion to assess and improve campus bicycle racks.

Success of JIPMP

The continuing success of the JIPMP is best analyzed through effectiveness of CATMA's programs over time in reducing student automobile ownership and the use of transit ridership on UVM's campus.

The latest 2018 CATMA student survey results indicate that the percentage of residential UVM students that bring a car to Burlington has decreased dramatically in the past 10 years: 50.7% of residents brought a car in 2003, while only 22% brought one in 2018.

FIGURE 4-3: UVM RESIDENTIAL STUDENTS WITH AUTOMOBILES



UVM joined CATMA's Unlimited Access Program in 2003, providing unlimited access on GMT public transit services to employees, faculty, students, and staff. The numbers of average monthly trips and users of the program are shown in Figure 4-4 and Table 4-6.

FIGURE 4-4: UVM UNLIMITED RIDERSHIP PROGRAM PARTICIPATION

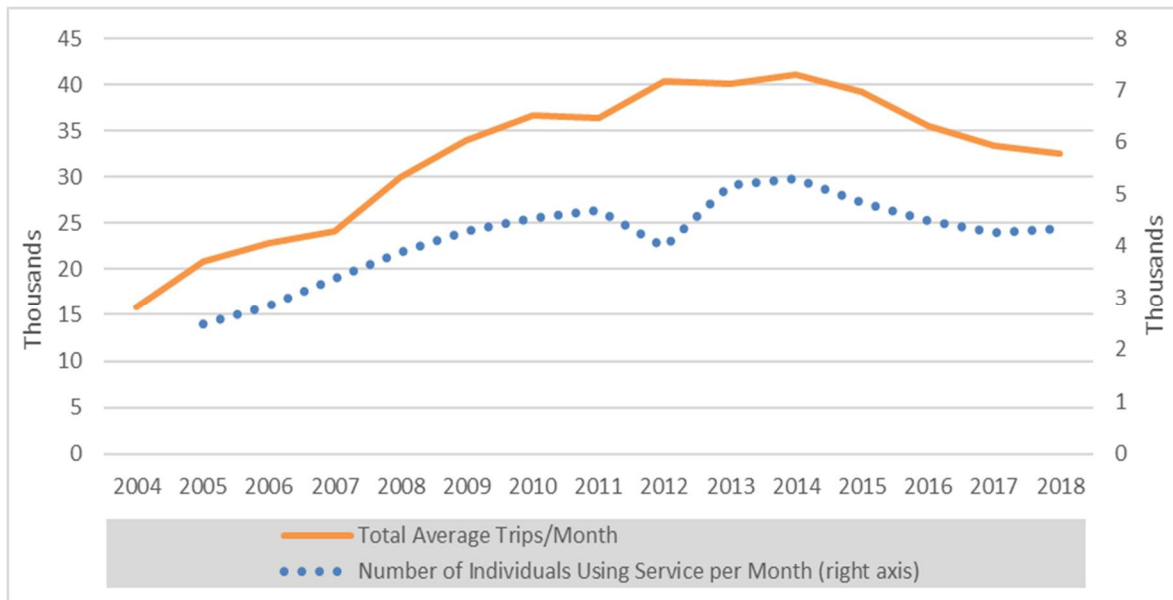


TABLE 4-6: UVM UNLIMITED RIDERSHIP PROGRAM PARTICIPATION

YEAR	TOTAL AVERAGE TRIPS/MONTH	ANNUAL CHANGE	NUMBER OF INDIVIDUALS USING SERVICE PER MONTH	ANNUAL CHANGE
2004	15,777	-	-	-
2005	20,786	31.7%	2,500	-
2006	22,819	9.8%	2,846	13.8%
2007	24,150	5.8%	3,373	18.5%
2008	30,028	24.3%	3,875	14.9%
2009	33,893	12.9%	4,276	10.3%
2010	36,610	8.0%	4,536	6.1%
2011	36,365	-0.7%	4,700	3.6%
2012	40,353	11.0%	3,988	-15.1%
2013	40,112	-0.6%	5,177	29.8%
2014	41,124	2.5%	5,311	2.6%
2015	39,164	-4.8%	4,850	-8.7%
2016	35,467	-9.4%	4,500	-7.2%
2017	33,392	-5.9%	4,255	-5.4%
2018	32,476	-2.7%	4,345	2.1%

Notes: CATMA Express Shuttle ceased operations in 2009; results only include GMT local and LINK routes, not shuttles.

The Unlimited Access annual demand is shown in Figure 4-5 and the demand and costs with annual changes are shown in Table 4-7. The ridership in FY2018 was 21.4% lower than the FY2013 peak ridership.

FIGURE 4-5: UVM UNLIMITED ACCESS—ANNUAL TRIPS (LOCAL AND LINK)

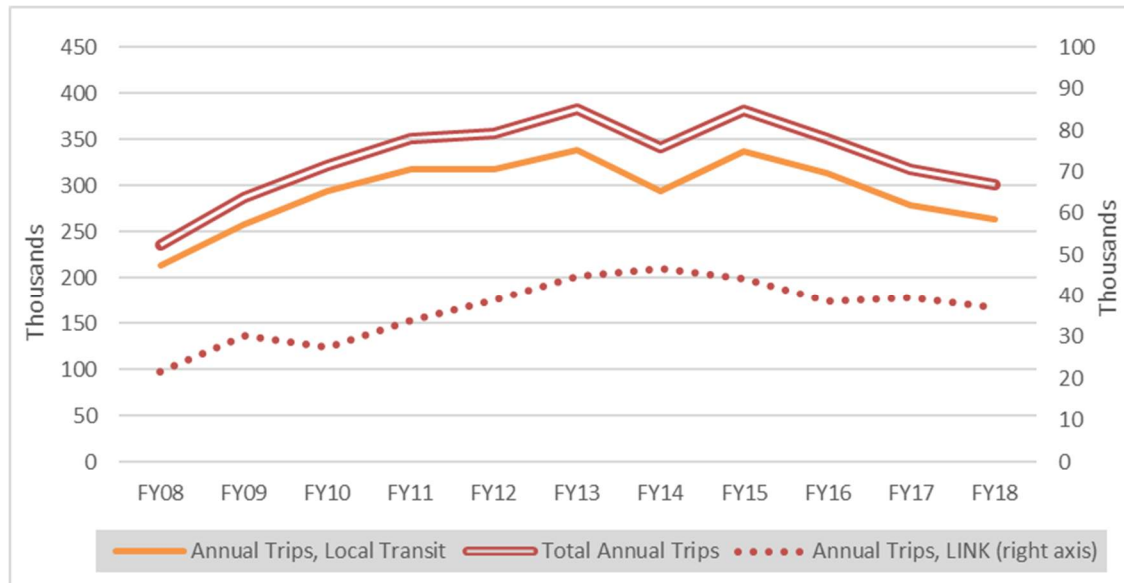


TABLE 4-7: UVM UNLIMITED ACCESS—ANNUAL TRIPS AND COSTS

YEAR	LOCAL TRANSIT	LINK	ANNUAL TRIPS	ANNUAL CHANGE	UVM COST FOR SERVICE	AVG. COST PER RIDE
FY08	213,707	21,477	235,184		\$257,676	\$1.096
FY09	257,248	30,219	287,467	22.2%	\$315,488	\$1.097
FY10	294,579	27,397	321,976	12.0%	\$342,039	\$1.062
FY11	317,604	33,831	351,435	9.1%	\$376,669	\$1.072
FY12	317,915	38,989	356,904	1.6%	\$386,033	\$1.082
FY13	338,115	44,808	382,923	7.3%	\$418,983	\$1.094
FY14	293,972	46,748	340,720	-11.0%	\$381,662	\$1.120
FY15	337,202	44,064	381,266	11.9%	\$413,373	\$1.084
FY16	313,013	38,485	351,498	-7.8%	\$380,361	\$1.082
FY17	278,486	39,461	317,947	-9.5%	\$351,187	\$1.105
FY18	263,756	37,184	300,940	-5.3%	\$332,125	\$1.104

CATMA Student Surveys: Commute Modes

CATMA conducts an annual survey on the travel behaviors of UVM students, including their general mode for commuting to and from campus. The surveys target the three student populations: on-campus residents, commuters within ½ mile to campus, and commuters more than ½ mile to campus. The students self-select their category in the travel survey.

The travel mode survey in 2018 used a different methodology, discussed in the CATMA chapter in Section 2.4. The method allows the respondent to identify the range and frequency of travel modes rather than select one primary mode.

FIGURE 4-6: UVM RESIDENTIAL STUDENTS COMMUTE MODES

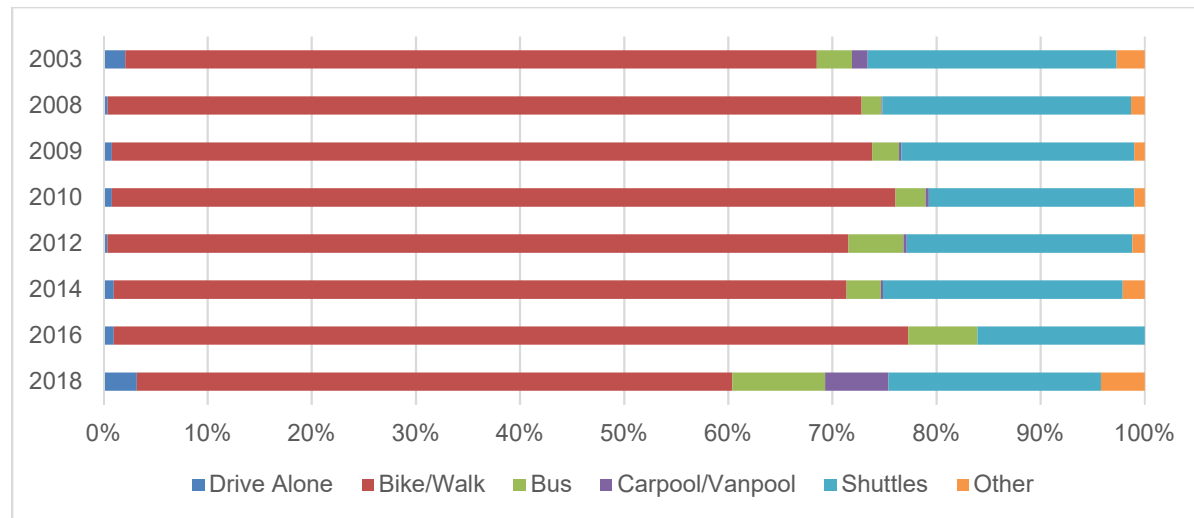


FIGURE 4-7: UVM STUDENTS LIVING WITHIN ½ MILE COMMUTE MODES

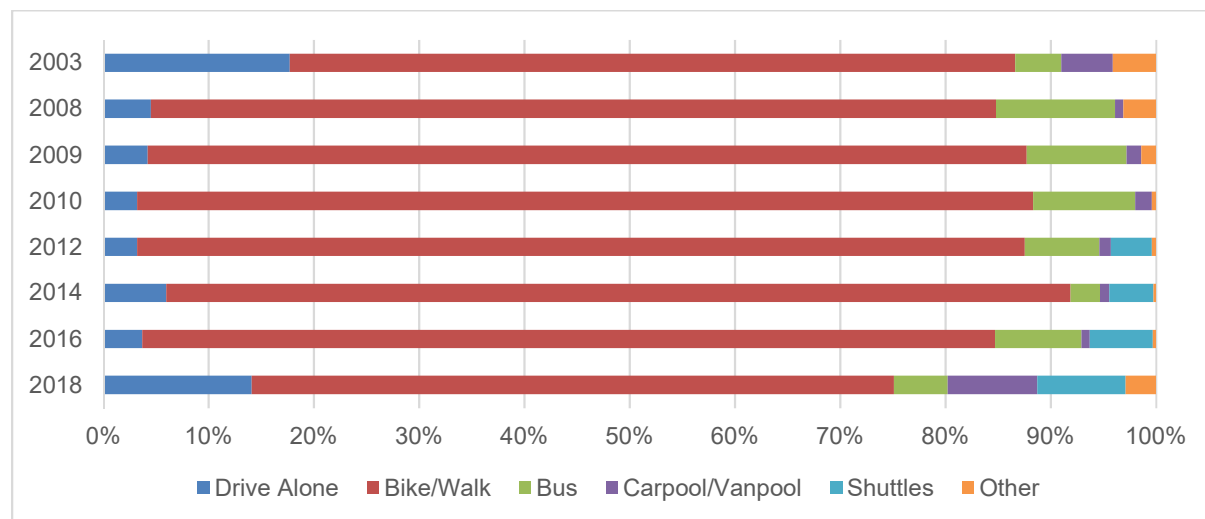
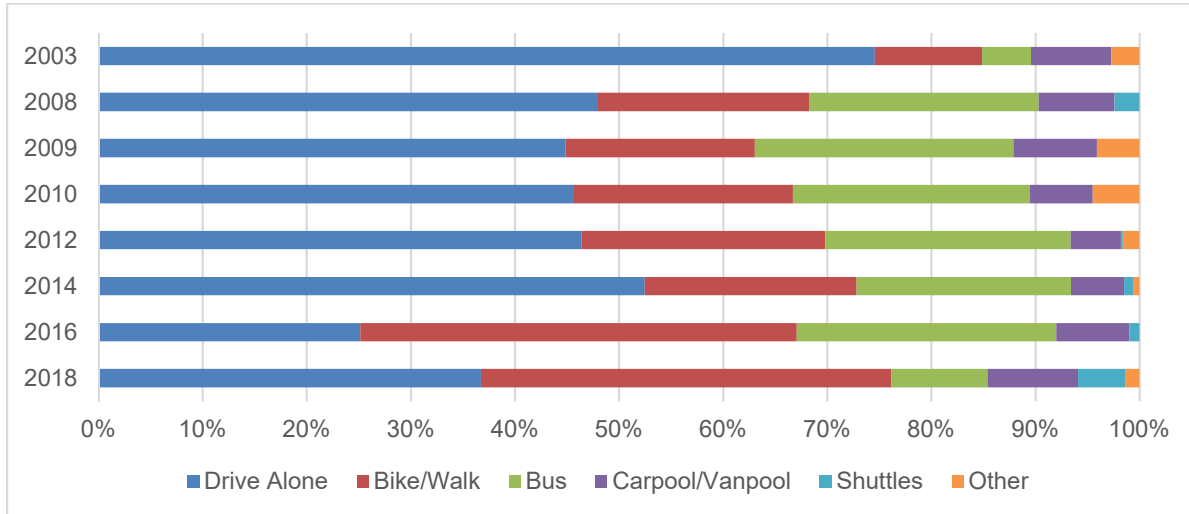


FIGURE 4-8: UVM STUDENTS LIVING OUTSIDE ½ MILE COMMUTE MODES


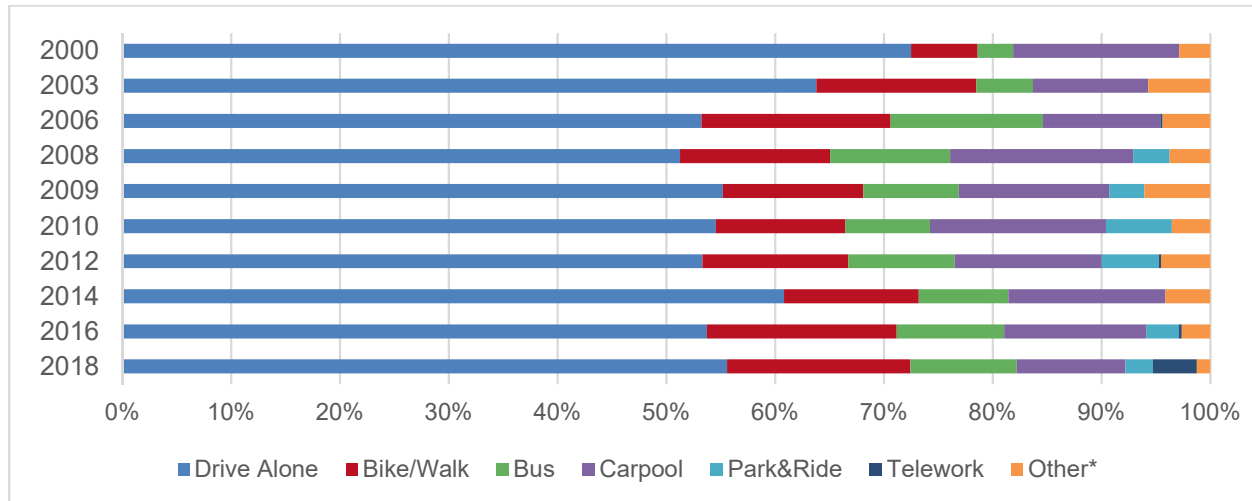
The student surveys show the historical travel mode analysis. Year to year there are variations between some of the means of commute. Findings include:

- Car driving has increased among all populations.
- Bus ridership has reduced for commuters and is stable for residents.
- The percentage of people biking or walking has declined slightly among residents and 1/2 mile commuters.
- The carpools have increased.

CATMA Employee Surveys: Commute Mode

Figure 4-9 shows the historical travel mode analysis for employees and staff of UVM. Year to year there are variations between some of the means of commute. Some findings include:

- Car driving alone has remained between 50% and 60% since 2006.
- Bus ridership has remained stable, averaging 10% since 2008.
- The percentage of people biking or walking to work has grown in recent years to 17%.
- The carpool rates have experienced a recent decline to 10% in 2018.

FIGURE 4-9: UVM EMPLOYEE COMMUTE MODE

4.2 EXISTING CONDITIONS

Employment

In Fall 2018, UVM employed a total of 4,186 part-time and full-time faculty and staff. It should be noted that employment numbers listed in Table 4-8 include clinical professors primarily in the College of Medicine (COM) but do not include COM residents, interns, and clinicians, all of whom are UVM MC employees and included in the UVM MC analysis.

TABLE 4-8: UVM EMPLOYMENT FIGURES

	2018 ACADEMIC YEAR
Full-time Staff	2,286
Part-time Staff	166
Full-time Faculty	1,320
Part-time Faculty	414
TOTAL (Employment)	4,186

Enrollment

UVM's total enrollment at the start of the 2018 academic year included 13,346 students across undergraduate, graduate, and non-degree programs.

TABLE 4-9: UVM ENROLLMENT FIGURES

	2018 ACADEMIC YEAR
Undergraduate	10,612
Graduate and Certificate	1,552
Medical Student	466
Non-Degree Cont. Ed.	716
TOTAL (Enrollment)	13,346



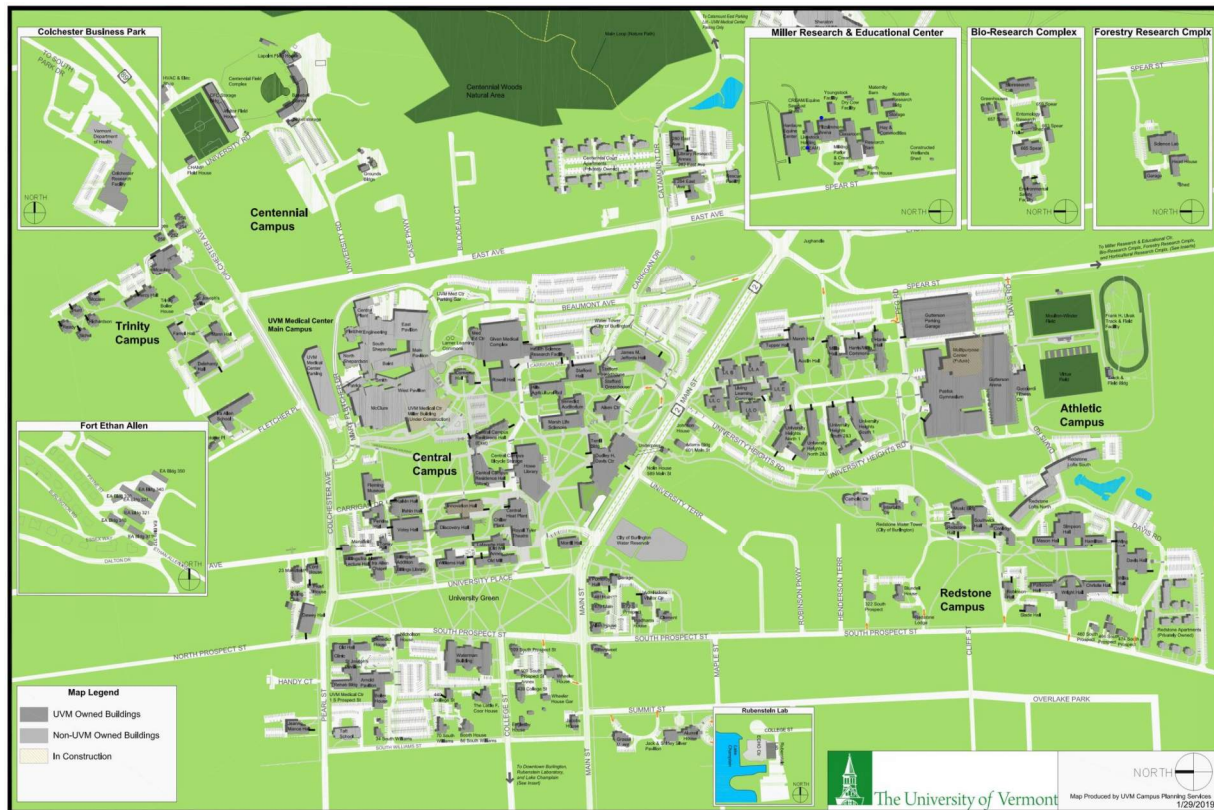
Parking Districts (Sec. 8.1.3)

UVM is located in a Shared Use Parking District.

Existing Structures (Sec. 8.1.4)

The Main Campus of UVM consists of the following administrative districts: Athletic, Centennial, Central, Redstone, Trinity, and University Heights. Table 4-10 summarizes the number of existing buildings and GSF of buildings in these Main Campus districts by use. This inventory does not include sites that UVM ground-leases to third parties, such as Redstone Lofts, Redstone Student Apartments, and Centennial Court Faculty/Staff Apartments.

FIGURE 4-10: UVM CAMPUS MAP



In total, the Main Campus comprises 197 total buildings, including 27 accessory buildings like sheds, barns, or garages. The total GSF of all building uses on the Main Campus is approximately 5.58 million square feet.

TABLE 4-10: UVM CAMPUS BUILDINGS BY USE

PRIMARY BUILDING USE	ACCESSORY BUILDINGS	TOTAL BUILDING COUNT	GSF	RESIDENTIAL BEDS
Mixed Uses:				
Academic/Admin/Student Support	0	3	242,857	-
Academic/Research	9	71	1,927,295	-
UVM MC/UVM Academic Research ¹	1	7	253,458	-
Administration	6	29	504,130	-
Athletics	6	15	412,054	-
Student Support	3	20	507,818	-
<i>Residential²</i>				-
Residential Academic	0	3	110,961	-
Residential Dining ³	0	4	260,602	-
Residential Central Campus	2	8	212,341	-
Residential Redstone Campus	0	14	409,339	-
Residential Trinity Campus	0	12	147,174	-
Residential University Heights Campus	0	11	592,343	-
Residential Subtotal	2	52	1,732,760	5,906
TOTAL	27	197	5,580,372	5,906

¹Includes Rubenstein Laboratory located at the Burlington waterfront (14,507 GSF)

²Category does not include Redstone Apartments, Redstone Lofts, or Centennial Court Apartments, which are owned and managed by private entities.

³Residential dining facilities are located in three buildings south of Main Street; University Heights houses two (81,090 GSF) and Redstone Campus houses one (71,086 GSF).

The 2019 existing UVM conditions are nearly 300,000 more square feet of gross building area with 1,565 more enrolled students and more 269 total faculty staff compared to the 2014-2019 JIPMP base conditions.

Limitations, Location, Use of Facilities (Sec. 8.1.12)

As of January 2019, UVM reported an inventory of 5,410 parking spaces. The inventory is shown in Table 4-11. This inventory includes some spaces which are currently off-line due to construction staging as well as closed due to winter safety around the watertower. Thus the actual physical capacity as of January is slightly lower than this number.

For the purposes of parking management, parking is divided into the following areas: Athletic Commuter, Core Central, Core East, Core North, Core South, Core West, Commuter Lots, Redstone, and Trinity.

UVM currently leases 632 of its spaces out to UVM MC. It is also worth noting here that the number of spaces leased out to UVM MC decreased by 86 spaces within the 2017-2019 timeframe.

TABLE 4-11: EXISTING UVM PARKING SUPPLY (JANUARY 2019)

Parking Lot	Parking Lot Capacity
Athletic Commuter	1,757
Core Central	57
Core East	893
Core North	378
Core South	191
Core West	436
Commuter Lots	773
Redstone	614
Trinity	311
TOTAL	5,410

TABLE 4-12: UVM SPACES LEASED TO UVM MC

	2017-2018	2018-2019
Centennial	200	200
Catamount East	285	285
Gutterson Lower Surface	133	0
Jeffords East	100	100
Taft Upper	0	47
TOTAL (Contracted Spaces)	718	632

Minimum Off-street Parking Requirements (Sec. 8.1.8)

There is potential for overestimating the number of required parking spaces given the use categories provided in Table 8.1.8-1 of the Ordinance. There is a Special Residential Use for Dormitories as well as a Non-Residential Use for Post-Secondary Schools. The square footage of dining halls and student centers are enumerated within this latter category. However, these uses are heavily patronized by residential students who walk to the building and do not generate a demand for parking, and whose parking demand has already been accounted for (under Special Residential Use for Dormitories). To avoid the task of determining which campus functions might be considered residential and which are non-residential, a composite approach is analyzed.

The two approaches: 1) using the College's GFA applied to the Post-Secondary School category from Table 8.1.8-1 in the Ordinance; or 2) using a composite of the GFA of non-dormitory buildings (applied to Table 8.1.8-1's Post-Secondary School category), the number of dormitory beds (applied to Table 8.1.8-1's Residential Use-Dormitory category), and the number of recreational facility seats (applied to Table 8.1.8-1's Non-Residential Recreational Facility-Indoor category).

Table 4-13 provides the minimum parking required by the Burlington CDO. Calculations for UVM's existing campus use both approaches.

TABLE 4-13: UVM MINIMUM OFF-STREET PARKING REQUIREMENTS (2019)

EXISTING CAMPUS		PARKING REQUIREMENT
GFA Approach	GFA (2 spaces/1,000 sq ft) = 5,580,372 sq ft	11,161
	Dormitory Beds (1 space/2 beds) = 5,906	2,953
Composite Approach	Non-Residential GFA (2 spaces/1,000 sq ft) = 3,631,816 ¹ sq ft	7,264
	Recreational Facility Seats (1 space/4 seats) = 4,500 ²	1,125
TOTAL		11,342

¹Gutterson Field House is not included as its parking requirement is based on the number of seats.

²Number of seats provided in Gutterson Field House.

Maximum Parking Spaces (Sec. 8.1.9)

The CDO defines the maximum for parking as the 125% of the minimum number of spaces required for the Neighborhood District. All of the parking requirement categories used in Table 4-13 are identical for both the Shared Use and Neighborhood Districts, making the maximum 125% of the calculated requirement would be 13,951 spaces. UVM's inventory of 5,410 (see Table 4-11) is far from approaching this number.

Vehicle Permits

UVM parking permits are priced to regulate demand in core areas. For employees, the UVM permitting system defines areas as Main (Green Zone), Proximate (White Zone), or Peripheral (Brown Zone). Permits for the lots in the main area are the most expensive, followed by proximate and then peripheral lots. The permitting system for students is more nuanced and restrictive. UVM's general parking regulations are as follows:

- Only faculty/staff can park in core areas during the daytime.
- Spaces in core areas are assigned based on seniority.
- First-year residential students are generally prohibited from bringing a car to campus (though some exceptions are allowed). Residential students in general are discouraged from bringing a car to campus through permit pricing: residential parking permits are roughly three times more expensive than commuter student permits.
- Students who live within the ½ mile distance of campus are ineligible for daytime campus parking.

TABLE 4-14: UVM PARKING PERMITS FOR 2017-2018 PERMIT CYCLE

PERMIT TYPE		NUMBER OF PERMITS
Employees		2,667
Students	Residential	1,451
	Commuter	1,157
	Med Students 3rd & 4 th Year	83
Alternative	Carpool (Zone Green)	64 (171 participants)
	Carpool (Zone White)	10 (20 participants)
Occasional Use	Employee	296
	Students	107
	Med Students 3rd & 4 th Year	11
Subtotal occasional use		414
Subtotal frequent use		5,432
TOTAL		5,846

Parking Demand

Observed Demand

A parking count conducted during the midday period in the 2018 fall semester tallied the number of parked vehicles and vacant spaces for each of UVM's parking areas during the peak demand period.

TABLE 4-15: UVM PARKING LOT CAPACITIES AND EMPTY SPACE COUNT

PEAK DEMAND LOT COUNTS - FALL 2018				
Location	Capacity	Occupied Spaces ¹	Empty Spaces	Percent Full
Athletic Commuter	1,757	1,630	127	93%
Core Central	57	39	18	68%
Core East	893	814	79	91%
Core North	378	312	66	83%
Core South	191	160	31	84%
Core West	436	392	44	90%
Commuter Lots	773	739	34	96%
Redstone	614	549	65	89%
Trinity	311	287	24	92%
TOTAL	5,410	4,922	488	91%

¹Peak demand period (weekdays, 12:00 pm to 1:00pm).

Calculated Demand

A calculated method was developed to analyze existing demand and assist in forecast parking demand. The method uses estimates of different user groups, their respective automobile ownership and mode share percentages, and the percentage of them on-campus during peak parking demand periods.

The 2018 CATMA survey is also used to estimate the values for auto ownership and mode share. For residential students, the value represents the proportion of respondents who indicated that they brought a car to campus. For all other student and employee categories, this value was taken as a proportion of trips using vehicular modes.⁹

The parking demand calculation uses the results from the most recent 2018 CATMA student and employee surveys. The results, shown below in Table 4-16 suggests a current parking deficit of 533 spaces.

TABLE 4-16: EXISTING UVM PEAK PARKING DEMAND BY USER GROUP

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE ²	PARKING DEMAND (SPACES)
Residents long-term vehicle storage ³	5,906	100%	25% ³	1,451
Commuters outside 0.5 miles of campus	4,266	20%	43%	369
Commuters within 0.5 miles of campus	3,174	100%	21%	658
<i>Subtotal</i>				2,425
Full-time faculty/staff	3,606	93%	63%	2,117
Part-time faculty/staff	580	81%	63%	297
<i>Subtotal</i>				2,414
Visitors				185
UVM fleet vehicles				234
<i>Subtotal</i>				419
Total peak parking demand				5,311
Off-street parking supply ⁴				4,778
Net shortage				-533

¹The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm. % peak on campus comes from most recent data survey. 2012 Biennial CATMA Transportation Survey responses.

²Per 2018 CATMA survey, "Auto Mode Share" includes the following modes: "drive alone", one-half of the "carpool", and "shuttle/drive".

³Portion of residential students with a residential parking permit.

⁴See UVM has a total inventory of 5,410 spaces, 632 of which are leased to UVM MC

Comparing these results to the most recent JIPMP, the number of commuter students living within a half mile from campus indicating that they drive or carpool increased from just under 4% to 21%. The associated parking demand increased from 106 spaces in the last JIPMP to 658 spaces today.

⁹ Vehicular modes include "driving alone", "driving and taking the shuttle", and "carpooling".



Commuter students living within a certain boundary of campus are not eligible for a daytime parking pass (see Figure 4-1). Many of the commuter students responded that they live within a half mile of campus, likely within the parking pass ineligible boundary, yet periodically drive to campus. This unregulated parking demand is likely met outside of the UVM parking management system.

4.3 FUTURE PARKING CONDITIONS

Future Population: Students, Staff, Faculty, Visitors (Sec. 8.3.3 (A))

Between 2019 and 2024, both the University's enrollment and employment are anticipated to remain relatively unchanged. Employment is expected to increase marginally from 4,186 at the beginning of the 2018 academic year to 4,205 in 2024. In the same timeframe, enrollment is estimated to decrease slightly from 13,346 students to 13,250.

TABLE 4-17: UVM PROJECTED EMPLOYMENT - 2024

	2024 PROJECTED ACADEMIC YEAR
Full-time Staff	2,300
Part-time Staff	170
Full-time Faculty	1,320
Part-time Faculty	415
TOTAL (Employees)	4,205

TABLE 4-18: UVM PROJECTED ENROLLMENT - 2024

	2024 PROJECTED ACADEMIC YEAR
Undergraduate	10,500
Graduate and Certificate	1,500
Medical Student	450
Non-Degree Cont. Ed.	800
TOTAL (Enrollment)	13,250

Future Structures—New or Changes in Use

This section addresses planned developments to the UVM campus over the next 5 years that the University's parking supply will have to accommodate. The previous JIPMP identified nine building projects slated to be complete by 2019. These projects and their current status are shown in Table 4-19.

TABLE 4-19: STATUS OF PREVIOUSLY IDENTIFIED UVM BUILDING PROJECTS

BUILDING PROJECT	COMPLETED?		NOTES
	Yes	No	
Multi-Purpose Event Center			Carried forward to current 5-year Plan, project will start in spring 2019 and be completed by summer 2021
STEM			Renovations on two existing buildings (Votey and the Innovation) and one new build (Discovery), scheduled to open in May 2019
Kalkin Addition (Ifshin Hall)			Completed in 2018
61 Summit (Alumni House & Silver Pavilion)			Completed in 2016
UVM Rescue Building			Completed in 2017
Billings			Completed in 2018
Housing Master Plan—Phase I			Completed in 2017
Athletic Recreation Center			Carried forward to current 5-year Plan as part of the Multi-Purpose Event Center
Virtue Field Outdoor Seating			Phase 1 and 2 complete, Phase 3 carried forward to current 5-year Plan

The 1 South Prospect Building on the corner of Pearl and South Prospect Streets is currently leased to UVM Medical Center (UVM MC) and is expected to transfer back to UVM control sometime around 2024. The building will require extensive rehabilitation and is not considered to be in active use by UVM by 2024.

Table 4-20 shows projects carried forward from the previous JIPMP as well as new planned projects identified by UVM staff estimated for completion by 2024.

TABLE 4-20: PLANNED UVM BUILDING AND RENOVATION PROJECTS BY 2024

	PRIMARY USE	CHANGE IN RES BEDS	CHANGE IN GSF	CHANGE IN PARKING SPACES
Tarrant (Multi-Purpose) Event Center ¹	Athletic	-	119,099	-149
New Research Facility for COM	Academic/Research	-	75,000	-107
Torrey/Votey Lot	Academic/Research	-	2,626	-21
Outing Club Relocation	Student Support	-	13,250	5
Gund Institute	Academic/Research	-	14,000	-5
Fleming Museum	Academic/Admin/ Student Support	-	0	10
Interfaith Center Parking Lot	NA	-	0	40
University Road (East Ave. to Compound)	NA	-	0	15
Southwick Hall	Academic/Research	-	0	2
Univ. Heights Rd/Davis Rd (Patrick Cir. to Southwick)	NA	-	0	20
Blundell	Academic/Research	-	0	5
Music Building Recital Hall Addition	Academic/Research	-	4,544	2
ADA Code Compliance	NA	-	0	-20
Future Structured Parking	NA	-	-	TBD
Residential Life Replacement Beds	Residential	500	120,000	95
Library Addition	Academic/Research	-	2,400	1
Central Heating & Cooling Plant	NA			
Cohen Hall/ Taft School	Academic/Research	-	25,000	0
439 College St	Student Support	-	14,864	19
Virtue Field Phase III ²	Athletic	-	5,000	0
TOTAL INCREASE		500	390,783	-88

¹ Assumes replacement of existing spectator seating at Patrick Gym with same number of spectator seats at new facility.

² Support functions to Virtue Field (bathrooms, ticketing, concessions, locker rooms); no change to overall capacity at Virtue Field or supply and demand of parking.

In addition to building and renovation projects, a couple of demolition projects are planned leading up to 2024, namely the Pomeroy Barn and Coolidge Hall. Other changes that will impact UVM's total building inventory include a potential private development that may impact part of Trinity Campus, and potential private redevelopment of Dewey Hall and the area around it.

TABLE 4-21: PLANNED UVM DEMOLITIONS, 3RD PARTY LEASING AND BUILDING INVENTORY IMPACTS FOR BY 2024

	PRIMARY USE	GSF CHANGE	RES BEDS	PARKING SPACES
Pomeroy Barn & 172 South Prospect	Academic/Research	-6,067	-	15
Coolidge Hall	Residential	-30,510	-147	-10
Back 5 & Cottages (Trinity Campus)	Residential	-64,907	-243	-85
Colchester Ave/ Dewey	Non-UVM	- 82,622	-	-83
TOTAL (Decrease)		-184,106	-390	-163

Taking all projects and demolitions together, Table 4-22 presents the net change in UVM's building inventory for the 2019–2024 period and adds it to the totals for the existing campus to estimate totals for its future campus. The projected 2024 on-campus housing capacity is 6,016 beds in Burlington. Refer to Table 4-10 for a summary of current existing UVM campus.¹⁰

TABLE 4-22: SUMMARY OF PROJECTED UVM CAMPUS CHANGES FOR 2024

	RESIDENTIAL BEDS	GSF	PARKING SPACES
Total Increase in GSF	500	390,783	-88
Total Decrease in GSF	-390	-184,106	-163
Net Change	110	206,677	-251
Existing	5,906	5,580,372	5,410
TOTAL (Existing + Planned)	6,016	5,787,049	5,159

Future Minimum Off-Street Parking Requirements (Sec. 8.1.8)

The estimated changes to UVM's campus in Table 4-22 are used to calculate minimum parking requirements for UVM's 2024 planned campus per the Burlington CDO. Parking requirements for UVM's planned campus are calculated using the same composite approach applied to the current campus is shown in Table 4-23.

TABLE 4-23: MINIMUM PARKING REQUIREMENTS FOR UVM PLANNED CAMPUS

CHANGES TO CAMPUS PLANNED BY 2024		CDO MINIMUM PARKING REQUIREMENT CHANGE
Composite Approach	Dormitory Beds (1 space/2 beds) = 110	55
	Non-Residential GFA (2 spaces/1,000 sq. ft) = 156,029 sq. ft ¹	312
	TOTAL	367

¹Tarrant Event Center GFA not included, since no change in the total number of seats.

¹⁰ Not including capacity at 3rd party owned and operated Redstone Lofts, Redstone Student Apartments, or Centennial Court Faculty/Staff Apartments.



The Tarrant Event Center will replace Patrick Gym as the primary home of UVM's basketball programs ice hockey and basketball programs, as well as becoming UVM's primary venue for major ceremonial events, speakers, concerts, entertainment, other large gatherings, and recreational activity.

The current capacity at Gutterson is 4,500 seats and the capacity of the Tarrant Center will be 3,000 seats. It is not anticipated that two major events would take place simultaneously in both the new Tarrant Event Center and Gutterson and there will be sufficient time between major events to allow for transition traffic/parking management. A likely scenario would include a hockey game in the Tarrant Event Center and recreation or varsity practice in Gutterson. Based on the projected event scenarios and seating capacities it is projected that there will be no significant impact to parking or traffic patterns in the vicinity of the complex. Parking for special events, which often occur during off-peak hours, is managed by UVM Transportation and Parking Services using special operating procedures.

Overall, given the completion of all planned projects the CDO minimum parking supply for UVM by 2024 would be between 11,528 and 11,709 spaces (depending on method). For reference these estimates are similar to the previous JIPMP, which calculated a minimum requirement of 11,886 to 12,638 for UVM by 2019.

Future Parking Demand and Supply (Sec. 8.3.3 (b))

The current level of campus parking demand is estimated to be slightly above what is being provided, as shown earlier in Table 4-16. This section of the study estimates the parking demand effects of the anticipated change in employment, enrollment, and physical land uses on campus by 2024.

Like the parking demand calculation for the current campus, future parking demand is estimated using the number of users, the auto mode share, and the peak percentage on campus of different user groups. The projected number of residential beds expected by 2024 is used to estimate future numbers of residential students (refer to Table 4-22). The total number of commuter students is estimated using on-campus student enrollment and subtracting the number of residential beds for 2024. The values for peak percentage on campus and automobile ownership are the same as those used in the calculating the current parking demand in Table 4-16 taken from responses to the 2018 CATMA employee and student surveys. These travel behaviors are assumed to remain consistent over the next five years.

For 2024, a deficit of 700 spaces is estimated, compared to a deficit of 533 in 2019.

TABLE 4-24: FUTURE (2024) PARKING DEMAND AND SUPPLY

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE ³	PARKING DEMAND (SPACES)
Residential students (long-term vehicle storage)	6,016	100%	25%	1,478
Commuters outside 0.5 miles of campus	4,148	20%	43%	359
Commuters within 0.5 miles of campus	3,086	100%	21%	640
<i>Subtotal</i>				<i>2,477</i>
Full-time faculty/staff	3,606	93%	63%	2,117
Part-time faculty/staff	580	81%	63%	297
			<i>Subtotal</i>	<i>2,414</i>
			Visitors	185
			UVM vehicle fleet	234
			<i>Subtotal</i>	<i>419</i>
			Total peak parking demand	5,310
			Off-street parking supply ²	4,527
			Net Deficit	-783

¹Values for peak % on campus were carried forward from the 2009-2014 JIPMP. The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm.

²Assumes no change in the current lease of 632 spaces to UVM MC.

³Mode shares remain constant from existing (2018) condition.

Parking Demand Reduction

Opportunities to reduce overall parking demand:

- Continued parking management and enhanced TDM efforts. The University is undertaking a comprehensive parking study at the time of this JIPMP. It is anticipated that further pricing incentives will encourage higher bus and non-auto modes. However, greater enforcement and reduction in the availability of free, un-managed parking supply is required if pricing is to be an effective policy to reduce overall parking demand.
- Work with GMT and the City of Burlington to improve transit service, quality, and efficiency to attract ridership. Support attractive and desirable alternatives to driving.
- Reduce supply of leased space to other parties (e.g. UVM MC). The number of leased spaces in 2019 are assumed to remain in 2024. If UVM were to eliminate leases to UVM MC, the deficit would decrease to 151 spaces.
- Increase leased parking space elsewhere off-site, such as the Lakeside Lot and utilize shuttle service.
- Provide for additional parking supply on campus.

Institutional Vehicle Fleet Management (Sec. 8.3.3 (C))

UVM owns or leases a total of 234 vehicles. Most UVM service vehicles (identified with parking stickers) are kept at their respective department location, and temporary business use placards are provided for service/vendor vehicles as needed during day.

Monitoring, Compliance, and Enforcement (Sec. 8.3.3 (e))

Table 4-25 lists the various situations that warrant a parking ticket being issued and the amount of the fine. UVM Transportation and Parking Services issued 16,440 parking citations in FY2018; almost half (7,342) were for parking on campus without a permit.

TABLE 4-25: PARKING FINES FOR THE 2018-2019 ACADEMIC YEAR

VIOLATION	FINE
Parked overtime at meter/pay station/loading zone	\$25
Permit not displayed	\$30
Parked in a restricted area	\$30
Parked without a valid permit	\$50
Parking in a fire lane/roadway	\$80
Disabled space violation	\$80
Use of unauthorized permit	\$80 ¹
Falsifying information	Refer to Police Services
Disregarding traffic signs	Refer to Police Services
Damage, destroy, or illegally activating parking gates	Refer to Police Services
Unauthorized use of, removing, possession of, tampering with or damaging University property managed by Transportation and Parking Services	Refer to Police Services

¹Violations administered by Police Services.

5.0 UVM MEDICAL CENTER

5.1 OVERVIEW OF THE INSTITUTIONAL PARKING MANAGEMENT PLAN

The UVM Medical Center (UVM MC) is an academic medical institution providing high quality care regional referral services for patients throughout Vermont and Northern New York. Including facilities in and around Burlington, the Central Vermont Medical Center, Champlain Valley Physicians Hospital, Elizabethtown Community Hospital, Alice Hyde Medical Center, Canton-Potsdam Hospital, Inter-Lakes Health, Home Health & Hospice, (formerly the Visiting Nurse Association of Chittenden and Grand Isle counties), and the UVM Health Network Medical Group, the UVM MC consists of more than 30 patient care sites and 100 outreach clinics, employs over 7,000 people, serves a population of over a million people, and conducts around 750,000 procedures every year.

This chapter of the Joint Institutional Parking Management Plan (JIPMP) focuses on the Burlington Hill District Campuses, which includes the UVM MC Main Campus, 1 South Prospect, and downtown Burlington (112 Colchester Avenue, 128 Lakeside Avenue/Innovation Park, and 95 St Paul Street) facilities.

Transportation Demand Management at UVM MC

UVM MC is a founding member of CATMA. Through this membership, employees are eligible to enroll in a variety of sustainable commuter programs, including earning \$15 gift cards for biking or walking to/from work, carpool matching and trip planning services, Greenride Bikeshare discounts, and emergency rides home.

This section covers:

1. **Policies** which restrict or prohibit the bringing of vehicles to the institution for various users or groups of users.
2. **Programs** to encourage the use of public transit, walking and bicycling; To encourage the use of alternative transportation modes, the College will continue:
3. **Implementation** of a parking permit system to allocate parking throughout the system.

TABLE 5-1: SUMMARY OF UVM MC PARKING MANAGEMENT STRATEGIES

STRATEGIES	UVM MC AVAILABILITY
Parking Management Program	Yes
Membership in a Transportation Management Association	Yes, CATMA
Telecommuting Program	Encouraged where possible. Telecommuting is available in certain departments, such as Radiology and Pathology. Health Information Services and Transcription staff are permitted to work from home.
Carshare program	Yes, CarShare Vermont via UVM Campus.
Bikeshare	Yes, Greenride at Miller Building and outside the Ambulatory Care Center (ACC) entrance.
Off-site parking/shuttles	Yes
Public transit subsidies for employees	Yes

Policies

Parking Permits and Remote Lots

UVM MC manages on-site parking demand by successfully utilizing off-site, remote lots through an effective shuttle system. During peak demand periods, convenient on-site parking assignments are limited to senior staff, physicians, residents, and those with “Business Needs” or “Medical Needs” permits. Remaining staff are required to park in a satellite lot served by a shuttle or use an alternative transportation mode.

Transportation Discounts

UVM Medical Center offers a discount on GMT commuter passes and a discount on local bus passes. UVM Medical Center also offers a discount on ferry tickets for employees who live in New York. A carpool parking incentive (on campus parking permit) are available to employees at the Main Campus, 1 South Prospect Street, and Fanny Allen who have two or more employees who commute to work together.

Programs

To encourage the use of alternative transportation modes, UVM MC conducts the following activities:¹¹

Guaranteed Ride Home (GRH) Program

As of November 2018, there were 964 institutional employees registered with CATMA or registered in the Guaranteed Ride Home Program.

¹¹ These programs satisfy most of the items in Article 10 of the July 26, 2000 Planning Commission Decision.

Public Transit

Since the early 1980s, GMT buses on the Burlington/Essex Route have served UVM Medical Center Main Campus. To facilitate bus access, UVM Medical Center widened the intersection and entrance road from Colchester Ave. and Hospital Dr. to service bus passengers. Since spring 1995, UVM Medical Center has subsidized the cost of GMT bus passes for employees choosing to ride the bus. Transit incentives include:

- UVM Medical Center offers the 50% subsidy on local GMT bus routes and a 25% subsidy on all LINK Express routes.
- UVM Medical Center offers all employees a 25% subsidy on Lake Champlain Ferry passes.
- Passes for both GMT and the Lake Champlain Ferry are sold to employees at the Security offices on the Main Campus and at 1 South Prospect Street. Payroll deduction is available.

TABLE 5-2: UVM MEDICAL CENTER TRANSIT PASS SUBSIDIES

CURRENT PARTICIPATION	AVERAGE BUS PASSES SOLD PER MONTH
GMT Local Service: Monthly Pass	92
GMT Local Service, Senior/Disabled: Monthly	-
GMT Local Service: 10 Ride Pass	36
GMT Local Service Senior/Disabled: 10 Ride Pass	-
GMT LINK Express: Monthly Pass	1
GMT LINK Express Local Commuter: Monthly Pass	2
GMT LINK Express: 10 Ride Pass	75
GMT LINK Express Local Commuter: 10 Ride Pass	30
Champlain Ferry: Car and Driver Monthly Pass	122
Champlain Ferry: Passenger 10 Ride	23
Champlain Ferry: Motorcycle 20 Ride	-

College Street Shuttle

UVM MC will continue to support the College Street shuttle to connect the downtown offices with the Main Campus. This increase in service benefits both our constituents and staff in their need to travel between campuses.

Off-site Parking Shuttle and Transit Integration

UVM Medical Center provides off-site parking at the Fanny Allen Campus in Colchester, the 115 Lakeside Lot and Technology Park, with regular shuttle service directly to and from the Main Campus. In addition, the Main Campus serves as a transit stop for 10 GMT transit routes.

TABLE 5-3: UVM MCPARKING SHUTTLES - FREQUENCY

SHUTTLE LOCATIONS	AM RUNS	MIDDAY RUNS	PM RUNS	TOTAL RUNS/DAY
Tech Park/Medical Center	21	11	28	60
Lakeside/Medical Center	21	11	28	60
Fanny Allen/Medical Center	21	11	28	60
Catamount/Medical Center	16	14	14	44
Centennial/1 South Prospect	15	0	15	30

The shuttles summarized in Table 5-3 combine to provide 254 shuttles that operate 254 days per year resulting in 64,516 shuttle trips per year.

Table 5-4 shows the shuttle pickup locations, the hours of operation, and the quantity, and type of shuttles.

TABLE 5-4: UVM MC PARKING SHUTTLES - TYPES

SHUTTLE LOCATION	ROUTE HOURS, M-F					
Tech Park/Medical Center	4:15 am to 9:20 pm	2 buses 4:15 - 5:00 am	3 buses 5:00 am - 9:00 am	1 van 9:20 am - 2:20 pm	3 buses 2:30 pm - 7:30 pm	2 buses 7:30 pm - 9:20 pm
Lakeside/Medical Center	4:15 am to 9:20 pm	2 buses 4:15 - 5:00 am	3 buses 5:00 am - 9:00 am	1 van 9:20 am - 2:20 pm	3 buses 2:30 pm - 7:30 pm	2 buses 7:30 pm - 9:20 pm
Fanny Allen/Medical Center	4:15 am to 9:20 pm	2 buses 4:15 - 5:00 am	3 buses 5:00 am - 9:00 am	1 van 9:20 am - 2:20 pm	3 buses 2:30 pm - 7:30 pm	2 buses 7:30 pm - 9:20 pm
Catamount/Medical Center	4:15 am to 9:15 pm	1 bus 4:15 am - 5:30 am	2 buses 5:30 am - 8:30 am	1 bus 8:30 am - 2:00 pm	2 buses 2:00 pm - 6:30 pm	1 bus 6:30 pm - 9:15 pm
Centennial/1 South Prospect	6:05 am to 9:35 am & 2:35 am - 6:05pm	1 bus 6:05 am - 9:35 am	1 bus 2:35 am - 6:05 pm	-	-	-

Carpooling

There are approximately 1,000 UVM Medical Center employees registered with CATMA as carpoolers. Carpools with at least two occupants may park on-site in the Medical Center South lot.

Supporting Bicycle Travel

UVM Medical Center supports bicycle travel in several ways, including:

- Incentivizing its constituents to bicycle to work through the CATMA Bike/Walk Rewards Program.
- Investing in the local and regional bicycle networks: for example, UVM Medical Center widened the sidewalk along Colchester Avenue between East Avenue and Mansfield Avenue to interconnect with UVM bike paths. The sidewalk along Beaumont Drive is 10 feet wide to function as a shared use path.
- Providing shower facilities to its bicycling constituents: The Security Department maintains a list of shower locations at the Medical Center Campus that are available for staff use. When security staff receive inquiries about shower locations, they describe the various locations and suggest the one that best meets the employee's needs.
- Providing bicycle parking in the form of racks and making an effort to locate such parking in covered areas. Covered bicycle parking is provided at the McClure and Miller Buildings. There is parking for over 100 bicycles located at several entrances of the Medical Center Campus. UVM Medical Center makes an effort to locate bicycle parking in covered areas.
- There is a Greenride Bikeshare hub located near the bus stop on ACC/Wick Plaza.
- UVM Medical Center has been designated a Bicycle Friendly Employer by the League of American Bicyclists.

Implementation

Implementation of the parking management plan is conducted through the application of a parking permit system. The UVM Medical Center parking program manages demand for on-site parking through the use of incentives and off-site satellite parking served by shuttles. Key elements of the UVM Medical Center Permitted Parking Policy are as follows:

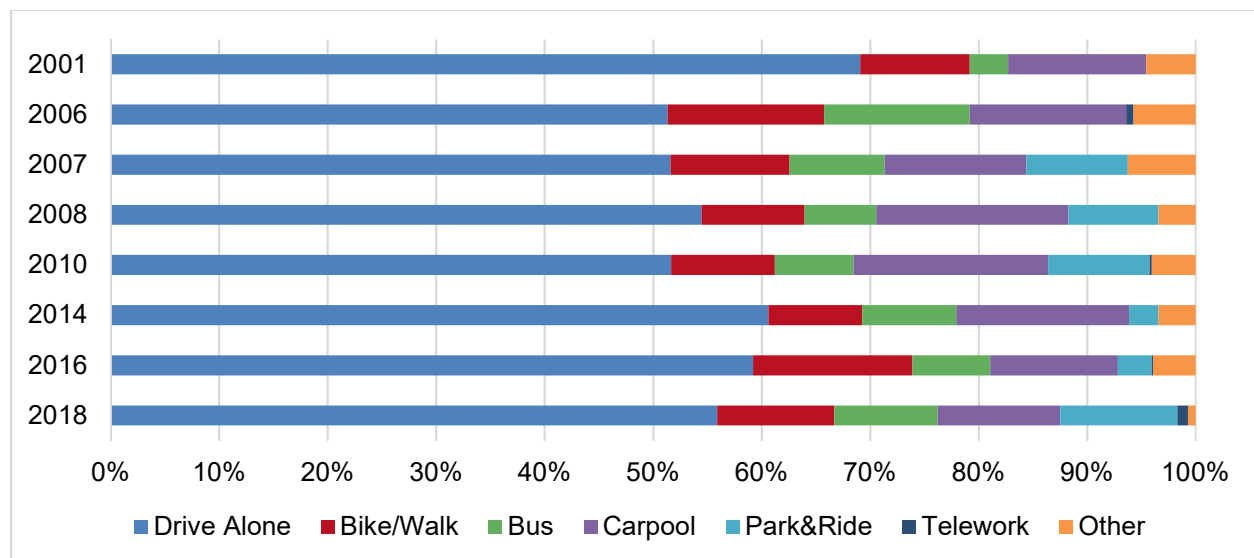
- All UVM MC staff and affiliates who wish to park their vehicles in a UVM MC controlled parking lot must register their vehicles with the Security Department at the Medical Center Main Campus.
- All vehicles parked at the Medical Center Main Campus or in any Medical Center Campus satellite lot must display a current UVM MC parking permit.
- Vehicles must be parked only in the lot designated by the permit.
- One permit may be issued per person. Only the registered employee may park in their assigned lot; permits may not be loaned.

- A limited number of “Business Needs” permits are available to staff who use their personal vehicles to frequently come and go from the Medical Center Campus for business reasons. The number of business needs permits issued varies based on parking space availability at the Medical Center Campus.
- Affiliates are only allowed to park in the lot while they are working or on official UVM MC business. Parking in the lot to attend school or other non-work related functions is not permitted.

Employee Travel Mode

Figure 5-1 shows the surveyed commute travel mode over time. Year to year there are variations between some of the means of commute. The percentage of people biking or walking to work has remained relatively stable averaging 11% and the car driving alone has remained between 50% and 60% since 2006.

FIGURE 5-1: UVM MC EMPLOYEE COMMUTE TRAVEL MODE



The recent survey data suggests that carpooling is used less frequently than years past and the park & ride (remote parking and shuttle) option has become more popular. The bus mode share has remained stable, averaging 8%.

5.2 EXISTING CONDITIONS

Employment

UVM MC employs a total of 6,229 individuals associated with their Burlington campuses. The majority of these employees are assigned to the MCC or the 1 South Prospect Street Campus, which are both located in the City of Burlington. There are an additional 1,067 non-paid staff, all

at the UVM Medical Center Main Campus. The space that UVM MC leases from the University of Vermont for the MCC Campus is included in the UVM MC analysis chapter rather than the UVM chapter.

TABLE 5-5: UVM MC EMPLOYMENT NUMBERS

PAID EMPLOYEES		MAIN CAMPUS	1 SOUTH PROSPECT	DOWNTOWN BURLINGTON ¹
<i>Full-time</i>	Day shift	2,294	440	150
	Evening shift	317	9	0
	Night shift	561	9	0
	FT Un-ID'd shift ²	743	42	6
	Total Full-Time	3,915	500	156
<i>Part-time</i>	Day shift	478	68	8
	Evening shift	79	4	0
	Night shift	67	0	0
	FT Un-ID'd shift ²	111	14	3
	TOTAL (Part-Time)	735	86	11
TOTAL (Per Diem)		752	64	10
TOTAL (Employees by Site)		5,402	650	177

¹Downtown Burlington numbers include 112 Colchester Ave, 95 St. Paul St, Apple Tree Bay, Courthouse Plaza, Innovation Center, UVM Given Building, and UVM Stafford Building.

²Unidentified shift employees are most likely day shift.

TABLE 5-6: UVM MC NON-PAID STAFF

NON-PAID STAFF (ALL AT MEDICAL CENTER CAMPUS)	
Community Based Members of the Medical Staff	208
Honorary Members of the Medical Staff*	75
Volunteers	784
TOTAL (Non-Paid Staff)	1,067

*Affiliate members of the medical staff do not have privileges, but they maintain a relationship with the medical staff and sit on Medical Staff Committees.

Patients

The UVM Medical Center Main Campus is licensed for 580 beds for in-patient care. In practice, the Main Campus has only 500 beds in rotation. 1 South Prospect does not perform in-patient services.

In 2018, UVM Medical Center Main Campus performed 289,335 out-patient procedures, and 1 South Prospect performed 80,090 procedures. In many cases, the same patient will receive

more than one procedure on one visit. However, the number of average daily procedures as calculated in Table 5-7, serves as the most accurate approximation for peak patient demand.

TABLE 5-7: 2018 UVM MEDICAL CENTER OUT-PATIENT PROCEDURES AT SELECTED CAMPUSES.

	2018 ANNUAL PROCEDURES	2018 AVERAGE DAILY PROCEDURES ¹
UVM MC Main Campus	289,335	1,113
1 South Prospect	80,090	308

¹Assumes all procedures are scheduled Monday through Friday.

Parking Districts (Sec. 8.1.3)

The Medical Center Campus and 1 South Prospect are located in the Shared Use Parking District.

Existing Structures (Sec. 8.1.4)

The Medical Center Campus is currently licensed for 580 patient beds or bassinets. Since the number of staffed or occupied beds may vary, the number of licensed beds is used as the basis for this plan since it is a maximum and invariable number that leads to a conservative estimate.

To account for the diverse healthcare functions provided UVM MC, an effort has been made to distinguish between hospital/in-patient uses, educational uses, and other uses (e.g. cafeteria, medical office, administrative office, support space, common areas). While there is not a precise method to distinguish between these uses and the square footage associated with each, a reasonable estimate is made in Table 5-8.

TABLE 5-8: APPROXIMATE MEDICAL CENTER CAMPUS BY GSF BY FUNCTION¹²

FUNCTION	MAIN CAMPUS GSF	1 SOUTH PROSPECT GSF	DOWNTOWN BURLINGTON GSF
Hospital (in-patient)	786,057	--	--
Educational	35,597	--	--
Other (e.g. cafeteria, medical & administrative office, support space, common areas)	877,085	188,229	1,322
TOTAL	1,698,739	--	--

¹² Gross external dimensions based on FAHC 2019 Campus Building Gross Summary spreadsheet.

The out-patient facilities and medical offices at 1 South Prospect, which UVM Medical Center leases from UVM, comprise 188,229 net square feet. UVM Medical Center also owns 1,322 square feet at 112-114 Colchester Avenue in Burlington, which are included in the calculation of required parking spaces.

Existing Parking Supply

Table 5-9 summarizes existing parking spaces, including leased parking facilities that are adjacent to the Medical Center Campus or 1 South Prospect, which are considered as on-site parking. There are currently a total of 2,556 spaces available: 2,052 at the Medical Center Campus and 504 at 1 South Prospect¹³. On-street parking spaces are not included in the inventory.

TABLE 5-9: EXISTING MAIN CAMPUS AND 1 SOUTH PROSPECT PARKING INVENTORY

LOCATION	NUMBER OF SPACES
<i>Medical Center Campus</i>	
ACC Garage	1,224
ACC Loading Dock	21
ER Lot	47
ED Ambulance Bay (loading/unloading)	5
ED Ambulance Parking (unmarked)	4
McClure Parking Garage (15 surface lot spaces)	317
Patrick Loading Dock	9
South Lot (include 6 spaces at Hope Lodge, does not include UVM spaces) (Leased)	425
<i>Subtotal Medical Center Main Campus On-Site</i>	<i>2,052</i>
<i>1 South Prospect</i>	
Lot A (Horseshoe/27 handicap spaces)	47
Lot B (Patient)	178
Lot D (Employee)	197
Pearl Street Lot (Employee)	35
Taft School (Leased)	47
<i>Subtotal 1 South Prospect</i>	<i>504</i>
On-Site Grand Total: Medical Center and 1 South Prospect	2,556

¹³ University of Vermont employees at 1 South Prospect also use 1 South Prospect parking facilities though they do not work in the physical 1 South Prospect buildings.



The actual number of parking spaces in the Medical Center Campus and 1 South Prospect inventories may fluctuates day to day in response to operational changes. For example, UVM MC elected to take 19 parking spaces out of service in the ACC garage to improve pedestrian access and safety. Yet these spaces might be reinstated if other conditions change.

The Institutional Core Campus (ICC) Overlays described in Section 4.5.2 of the Ordinance acknowledges the different needs of UVM MC compared to other Hill institutions:

“University of Vermont Medical Center Campus (ICC-UVM MC) allows for an increased development scale and intensity than would typically be found in the adjoining and underlying districts to support continued growth and expansion of the state’s academic medical center. As a regional tertiary-level care facility, on-site parking is expected to play a larger role than otherwise would be expected for other institutional campus overlays in order to accommodate the needs of patients and visitors.”¹⁴

While the actual inventory is dynamic, the maximum number of *permitted* spaces (through the local and state land use development process) at the MCC remains at 2,094 spaces¹⁵.

In addition to the properties that it owns, UVM MC leases building spaces and parking facilities in and around Burlington. Some leased parking spaces are included in the parking inventory because they have been leased specifically to provide additional parking and TDM to UVM MC. These 990 spaces are described in the off-site inventory in Table 5-10.

Other leased space that are separate and operate external to the Medical Center Campus and 1 South Prospect are not included in the parking inventory or in the parking requirement calculations.¹⁶

Limitations, Location, Use of Facilities (Sec. 8.1.12)

Off-Site Parking Facilities

With the exception of Fanny Allen, the off-site parking facilities used by UVM Medical Center are leased from other entities. However, these spaces are critical to intercepting traffic that would otherwise travel to the Medical Center Campus or 1 South Prospect but are not included in the 2,556-space inventory described in Table 5-9.

¹⁴ Comprehensive Development Ordinance, page 4-56.

¹⁵ City and Act 250 permits associated with the Renaissance Project at the MCC

¹⁶ The landlords of these facilities hold permits specific to their properties and are assumed to be in compliance.

There are 1,190 spaces for off-site parking facilities for the two UVM MC campuses, as shown in Table 5-10.

TABLE 5-10: OFF-SITE PARKING FACILITIES SERVING THE MEDICAL CENTER CAMPUS AND BURLINGTON OFFICES (2019)

LOCATION	NUMBER OF SPACES
UVM Catamount East (Main Campus employees)	285
UVM Centennial (Main Campus & 1 South Prospect Street employees)	200
UVM Jeffords Lot (West)	100
Fanny Allen Campus (Main Campus & 1 South Prospect Street employees)	155
Technology Park (Main Campus employees)	200
115 Lakeside (Main Campus & 1 South Prospect Street employees)	250
Total Satellite/Off-site Parking	1,190

Note: On-street parking spaces are not included in the inventory.

The total parking supply available for UVM MC Main Campus and 1 South Prospect is 3,746 (2,556 - Table 5-9 and 1,190 - Table 5-10).

Unrelated Off-Site Parking Facilities

Parking spaces used for other UVM MC offices (such as downtown Burlington) are not counted towards the minimum parking requirement or parking demand but are shown in Table 5-11.

TABLE 5-11: DOWNTOWN OFF-SITE PARKING SUPPLY (UNRELATED TO MAIN CAMPUS AND SOUTH PROSPECT)

LOCATION	NUMBER OF SPACES
95 St. Paul Street	18
Court House Plaza	24
128 Lakeside Avenue	38
184 Pearl Street	12
195 Colchester Avenue	40
112 Colchester Avenue	8
Total Satellite/Off-site Parking	140

Parking for Disabled Persons (Sec. 8.1.13)

These requirements will be taken into account during the planning and design of individual projects.

UVM MC provides an optional valet parking service for its patients and visitors. This service is available at the main entrance (i.e. ACC) Monday through Friday from 6:00 AM to 5:00 PM. Cars can be retrieved with the valet until 9:00 PM. Use fluctuates daily but on average

approximately 45 spaces are available for valet parking in the Medical Center Campus South Parking Lot.

Minimum Off-Street Parking Requirements (Sec. 8.1.8)

Table 5-12 summarizes the City of Burlington CDO parking minimums for the UVM MC.

TABLE 5-12: UVM MC MINIMUM OFF-STREET PARKING REQUIREMENTS (EXISTING)

BUILDINGS (GFA) AND BEDS	ORDINANCE PARKING RATIOS	PARKING REQUIREMENT
Medical Center Campus		
580 Beds	Hospital Use: 2 spaces/bed	1,160
877,085 sq. ft.	Office-Medical: 2 spaces/1,000 sq. ft GFA	1,754
35,597 sq. ft.	School, Post-Secondary: 2 spaces/1,000 sq. ft. GFA	71
Subtotal		2,985
1 South Prospect		
188,229 sq. ft.	Office-Medical: 2 spaces/1,000 sq. ft. GFA	376
Subtotal		376
TOTAL: Medical Center and 1 South Prospect		3,361

Maximum Parking Spaces (Sec. 8.1.9)

The CDO defines the maximum for parking as the 125% of the minimum number of spaces required for the land uses in the Shared Use District. Based on the minimum parking calculated in Table 5-12, the maximum parking allowed would be 4,301 spaces. UVM's inventory of 3,746 (on-site and off-site) is below this number.

Vehicle Permits

The current breakdown of vehicle permits issued by Medical Center is shown in Table 5-13.

TABLE 5-13: UVM MEDICAL CENTER VEHICLE PERMITS

PARKING LOCATION	COUNT
ACC permits	398
McClure Residents, Nurse practitioners, Phys Assistants, Midwives	640
Physicians (ACC permits)	1,600
Carpools (956 participants)	415
Business Needs	352
115 Lakeside, day shift*	420
115 Lakeside, rotator*	181
Fanny Allen Shuttle Lot*	351
Fanny Allen/Rotators*	141

PARKING LOCATION	COUNT
Centennial/Day*	98
Centennial/Rotators*	35
South Lot	521
UVM Catamount East/Day*	511
UVM Catamount East/Rotators*	160
UVM Jeffords Lot/Day*	175
UVM Jeffords Lot/Rotators*	38
Evening/Night	1,600
TOTAL (Vehicle Permits)	7,636

**Satellite parking lot re-registration and re-assignment in September 2018.*

All employee vehicles must display a current UVM MC parking permit for the parking lot to which they are assigned. The permits are color coded to quickly identify the shift the registered employee is assigned to work and the lot the employee is to park in. The lots are patrolled by the UVM MC Security staff.

At 1 South Prospect St, 85% of all parking involves patient and visitor parking. Employee parking on-site is not routinely available. Only the most senior staff (e.g. all Physicians are allowed to park on-site) and those employees who use their vehicles for business or who carpool (2 persons minimum) is permitted to park on-site on any given day. All other employees must use satellite parking facilities.

The number of permits exceed the number of employees for the following reasons; carpoolers are provided a permit for carpooling and individually, as well as parking for non-employees parking permits to community doctors, retired doctors, students, midwives, physician assistants, UVM staff working on our campus, etc.

Parking Demand

Observed Demand

As a healthcare institution, UVM MC has a different demand profile compared to the educational institutions that peaks between 2:00 PM and 3:30 PM, when day and evening employees overlap during the shift change.

During the Fall of 2018, a typical period of high parking utilization, a parking count was conducted on the UVM MC parking lots and garages. The data is a 3-day snapshot of parking counts for the Medical Center Main Campus and the 1 South Prospect St. There are times during peak parking days when all on-site parking lots are full.

The total parking demand is the number of empty spaces. The total number of parked vehicles as well as vacant spaces were counted for each parking lot and summarized by zone. Table

5-14 and Table 5-15 represent the average occupancy of the Fall 2018 counts during both the AM and PM peak demand periods. The average occupancy count noted 163 vacant spaces for the Medical Center Main Campus in AM Peak and 42 vacant spaces for the PM Peak. Further, there were 117 vacant spaces on the 1 South Prospect campus in the AM Peak, and 128 vacant spaces in the PM Peak. Please note these do not include either the loading docks or the emergency parking lot, or the surface lot on the west side of the McClure garage (service vehicle parking).

TABLE 5-14: UVM MC PARKING LOT CAPACITIES AND EMPTY SPACE COUNTS, MAIN CAMPUS

UVM MC PEAK DEMAND LOT COUNTS—FALL 2018 MEDICAL CENTER MAIN CAMPUS				
	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
AM Peak				
ACC Garage*	1,074	961	113	89%
McClure Garage	302	269	33	89%
South Lot	425	415	10	98%
UVM Centennial Lot	200	193	7	97%
TOTAL for AM Peak	2001	1,838	163	92%
PM Peak				
ACC Garage	1,224	1,182	42	97%
TOTAL for PM Peak	1,224	1,182	42	97%

*There are a total of 1,224 parking spaces in the ACC garage. 150 of the 1,224 spaces are set aside for evening shift parking. Therefore, only 1,074 parking spaces are available for use before 3:00pm. This empty count fluctuates daily depending on events/activities on campus.

TABLE 5-15: UVM MC PARKING LOT CAPACITIES AND EMPTY SPACE COUNTS, 1 SOUTH PROSPECT
UVM MC PEAK DEMAND LOT COUNTS—FALL 2018
1 SOUTH PROSPECT ST

AM Peak	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
Lot A	47	27	20	57%
Lot B	178	120	58	67%
Lot D	197	186	11	94%
Pearl Street lot	35	23	12	66%
Taft School lot	47	31	16	66%
Total for AM Peak	504	387	117	97%

PM Peak	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
Lot A	47	26	21	55%
Lot B	178	111	67	62%
Lot D	197	183	14	93%
Pearl Street lot	35	25	10	71%
Taft School lot	47	31	16	66%
Total PM Peak	504	376	128	75%

Note: The above data in Table 5-14 and Table 5-15 is a 3-day snapshot of parking counts for the Medical Center Main Campus and the 1 South Prospect St. There are times during peak parking days when all on-site parking lots are full.

Calculated Demand

A calculated method was developed to analyze existing demand and assist in forecast parking demand. The method uses estimates of different user groups, their respective automobile ownership and mode share percentages, and the percentage of them at UVM MC during peak parking demand periods.

The parking demand calculation uses the results from the most recent 2018 CATMA student and employee surveys. The results, shown below in Table 5-16 suggests a current parking surplus of 264 spaces.

TABLE 5-16: EXISTING PARKING DEMAND ESTIMATE FOR THE MEDICAL CENTER CAMPUS

USER GROUP	NUMBER IN CATEGORY	PEAK % ON-SITE	AUTO MODE SHARE ¹	PARKING DEMAND (SPACES)
Full-Time Employees (day + unidentified shifts)	2,851	91% ²	72%	1,879
Part-Time Employees (day + unidentified shifts)	561	67% ³	72%	272
Per Diem & Non-Paid Staff ⁴	1,802	33%	72%	431
Daily Out-Patients ⁵	1,113	25%	90%	250
In-Patients ⁶	450	100%	15%	68
Daily Visitors ⁷	360	13%	90%	41
<i>Subtotal</i>				2,940
Fleet vehicles ⁸				38
Total peak parking demand				2,978
On-site parking supply				2,052
Parking at off-site facilities				1,190
Total parking supply				3,042
Net Surplus (+) / Deficit (-)				+264

¹ Per 2018 CATMA survey results for UVM MC; "Auto Mode Share" includes "Drive Alone", "Drive Alone and Shuttle" and half of "Carpool".

² Assumes 2/3 of all staff are M-F weekday employees; 1/3 rotate schedule on weekends, on percent peak reduced by 2/5; no reduction for time off work.

³ Assumes half time employee, 1/3 will not be on campus at peak.

⁴ Assumes peak percent on campus at 33% based on part-time/volunteer status of category; mode share assumed to be same as UVM MC employee.

⁵ Peak daily number of out-patients is assumed to be the same as the average daily number of out-patient procedures at UVM MC. Assume average out-patient stay is two hours, over an eight hour day; no mode choice data for out-patients; out-patient mode choice is assumed to be 90% drive alone.

⁶ Assumes 500 active beds at occupancy of 90%. All in-patients assumed to be on site at peak hour; no mode choice data, assume most are not driving themselves, 15% drive alone.

⁷ Assumes 80% of In-Patients will have a visitor for one hour, equally spread out over an eight hour period. No mode choice data for visitors; mode choice assumed to be 90% drive alone.

⁸ Assumes that half of the fleet vehicles are in use/not parked at the peak hour.

TABLE 5-17: EXISTING PARKING DEMAND ESTIMATE FOR 1 SOUTH PROSPECT

USER GROUP	NUMBER IN CATEGORY	PEAK % ON- SITE	AUTO MODE SHARE ¹	PARKING DEMAND (SPACES)
Full-Time Employees (day + unidentified shifts)	472	94% ²	72%	321
Part-Time Employees (day + unidentified shifts)	79	67% ³	72%	38
Per Diem & Non-Paid Staff	86	50% ⁴	72%	31
Daily Out-Patients ⁵	308	25%	90%	69
<i>Subtotal</i>				459
Fleet vehicles				0
Total peak parking demand				459
On-site parking supply				504
Parking at intercept facilities ⁶				0
Total parking supply				504
Net Surplus				+45

¹ Per 2012 CATMA survey results for UVM MC; "Auto Mode Share" includes "Drive Alone" and "Carpool".

² Peak % on-site for employees assumes all employees work Monday through Friday, reduced by 6% to account for time off from work.

³ Assumed half time employment, with 2/3 on campus at peak.

⁴ Assumed peak percent on campus based on part-time/volunteer status of category; mode share assumed to be same as UVM MC employee.

⁵ Peak daily number of out-patients is assumed to be the same as the average daily number of out-patient procedures at 1 South Prospect St. Typically, the same patient will receive multiple procedures in one day, resulting in a conservative estimate of daily patients. Assume average out-patient stay is two hours, over an eight hour day; no mode choice data for out-patients; out-patient mode choice is assumed to be 90% drive alone.

⁶ All off-site parking has been accounted for in Table 5-16.

5.3 FUTURE PARKING CONDITIONS

Future Structures—New or Changes in Use

UVM Medical Center intends to complete the following projects by 2024. The projects will not result in any change to the number of in-patient beds. The future Hill District campus is expected to increase by 33,863 SF.

TABLE 5-18: UVM MEDICAL CENTER BUILDING PROJECTS, 2019-2024.

PROJECT NAME	FUNCTION	CHANGE IN BUILDING AREA	CAMPUS	EST. COMPLETION
Miller Building	Hospital (in-patient)	+180,000	UVM MC Main Campus	2019
1 South Prospect St	Medical and Administrative Offices	-146,137	1 South Prospect	2024
75 Cherry Street	Administrative Offices	+105,848	Downtown Burlington	2024
Future Burlington Primary Care/ Pediatrics	Medical Offices	+40,000	Downtown Burlington	2024

Future Employment

UVM MC expects there to be no significant change in the total number employed at the Main Campus, while many employees currently working at 1 South Prospect Street will transition to downtown Burlington or other UVM MC campuses. The future 1 South Prospect campus staff for the remaining Psychiatry and Pharmacy services has been estimated proportionally to the existing staff to GSF ratio.

TABLE 5-19: FUTURE (2024) EMPLOYMENT PROJECTS FOR UVM MC CAMPUSES

PAID EMPLOYEES		MAIN CAMPUS	1 SOUTH PROSPECT
Full-time	Day shift	2,294	99
	Evening shift	317	2
	Night shift	561	2
	FT Un-ID'd shift**	743	10
	TOTAL (Full-Time)	3,915	113
Part-time	Day shift	478	16
	Evening shift	79	1
	Night shift	67	0
	FT Un-ID'd shift**	111	4

PAID EMPLOYEES	MAIN CAMPUS	1 SOUTH PROSPECT
TOTAL (Part-Time)	735	21
TOTAL (Per Diem)	752	15
TOTAL (Employees by Site)	5,402	149
TOTAL (Employees)	5,551	

**Downtown Burlington numbers not calculated.*

***Unidentified shift employees are most likely day shift.*

No changes to non-paid staff are expected at the UVM Medical Center Main Campus.

Future Patients

No changes to in-patient or out-patient care are expected at the UVM Medical Center Main Campus. Similar to employment, a reduction of out-patient services is expected at 1 South Prospect is estimated based on the proportional change in GSF.

TABLE 5-20: FUTURE (2024) UVM MC PATIENT PROCEDURES AT MAIN CAMPUS AND 1 SOUTH PROSPECT STREET.

	2024 ANNUAL PROCEDURES (EST.)	2024 AVERAGE DAILY PROCEDURES ¹ (EST.)
UVM MC Main Campus	289,335	1,113
1 South Prospect	17,909	69

¹ Assumes all procedures are scheduled Monday through Friday

Future Parking Supply

It is assumed that UVM Medical Center will lose a proportional amount of parking supply associated with the removal of most operations from 1 South Prospect Street. The future parking inventory is estimated in Table 5-21.

TABLE 5-21: FUTURE (2024) UVM MC PARKING INVENTORY AT MAIN CAMPUS AND 1 SOUTH PROSPECT STREET.

LOCATION	NUMBER OF SPACES
<i>Medical Center Campus</i>	
ACC Garage	1,224
ACC Loading Dock	21
ER Lot	47
ED Ambulance Bay (loading/unloading)	5
ED Ambulance Parking (unmarked)	4
McClure Parking Garage (15 surface lot spaces)	317
Patrick Loading Dock	9
South Lot (include 6 spaces at Hope Lodge, does not include UVM spaces)	425
<i>Subtotal Medical Center Main Campus On-Site</i>	<i>2,052</i>
<i>1 South Prospect</i>	
TBD	112
<i>Estimated Subtotal 1 South Prospect</i>	<i>112</i>
On-Site Grand Total: Medical Center and 1 South Prospect	2,164

Future Off-Site Parking Facilities

With the exception of Fanny Allen, the off-site parking facilities used by UVM Medical Center are leased from other entities. UVM has considered ending the lease of the parking inventory at Jeffords to accommodate their own parking demand.

TABLE 5-22: FUTURE (2024) UVM MC OFF-SITE PARKING FACILITIES.

LOCATION	NUMBER OF SPACES
UVM Catamount East (Main Campus employees)	285
UVM Centennial (Main Campus & 1 South Prospect Street employees)	200
UVM Jeffords Lot (West)	0
Fanny Allen Campus (Main Campus & 1 South Prospect Street employees)	155
Technology Park (Main Campus employees)	200
115 Lakeside (Main Campus & 1 South Prospect Street employees)	250
Total Satellite/Off-Site Parking	1,090

Parking spaces used for other UVM MC offices (such as downtown Burlington) are not counted towards the minimum parking requirement or parking demand but are shown in Table 5-23.

TABLE 5-23: FUTURE (2024) UVM MEDICAL CENTER DOWNTOWN OFF-SITE PARKING SUPPLY (UNRELATED TO HILL DISTRICT/MAIN CAMPUS AND 1 SOUTH PROSPECT)

LOCATION	NUMBER OF SPACES
95 St. Paul Street	0
Court House Plaza	0
128 Lakeside Avenue	38
184 Pearl Street	12
195 Colchester Avenue	40
112 Colchester Avenue	8
75 Cherry Street	200
City of Burlington Parking Garage (City Place)	100 - 300
Future Burlington Primary Care/ Pediatrics	267
Total Downtown Satellite/Off-site Parking	665-865

Future Minimum Off-Street Parking Requirements (Sec. 8.1.8)

Table 5-24 documents the parking requirement per the CDO.

TABLE 5-24: UVM MEDICAL CENTER FUTURE (2024) HILL DISTRICT PARKING REQUIREMENT.

BUILDINGS (GFA) AND BEDS	ORDINANCE PARKING RATIOS	CDO PARKING REQUIREMENTS
Medical Center Campus		
580 Beds	Hospital Use: 2 spaces/bed	1,160
877,085 sq. ft.	Office-Medical: 2 spaces/1,000 sq ft GFA	1,754
35,597 sq. ft.	School, Post-Secondary: 2 spaces/1,000 sq. ft. GFA	71
Subtotal		2,985
1 South Prospect Campus		
42,092 sq. ft.	Office-Medical: 2 spaces/1,000 sq. ft. GFA	85
TOTAL (Medical Center + 1 South Prospect)		3,070

Future Parking Demand

Table 5-25 shows the estimates for the future calculated parking demand.

TABLE 5-25: FUTURE (2024) PARKING DEMAND ESTIMATE FOR THE UVM MEDICAL CENTER HILL DISTRICT (UVM MEDICAL CENTER MAIN CAMPUS AND 1 SOUTH PROSPECT COMBINED).

USER GROUP	NUMBER IN CATEGORY	PEAK % ON-SITE	AUTO MODE SHARE ¹	PARKING DEMAND (SPACES)
Full-Time Employees (day + unidentified shifts)	2,958	91% ²	72%	1,938
Part-Time Employees (day + unidentified shifts)	580	67% ³	72%	280
Per Diem & Non-Paid Staff ⁴	767	33%	72%	182
Daily Out-Patients ⁵	1,182	25%	90%	266
In-Patients ⁶	441	100%	15%	66
Daily Visitors ⁷	353	13%	90%	41
Subtotal				2,773
Fleet Vehicles ⁸				38
Total peak parking demand				2,811
On-site parking supply				2,164
Parking at Off-Site Facilities				1,090
Total parking supply				3,054
Net Surplus/Deficit				+443

¹ Per 2018 CATMA survey results for UVM MC; "Auto Mode Share" includes "Drive Alone", "Drive Alone and Shuttle" and half of "Carpool".

² Assumes 2/3 of all staff are M-F weekday employees; 1/3 rotate schedule on weekends, on percent peak reduced by 2/5; no reduction for time off work.

³ Assumes half time employee, 1/3 will not be on campus at peak.

⁴ Assumed peak percent on campus at 33% based on part-time/volunteer status of category; mode share assumed to be same as UVM MC employee.

⁵ Peak daily number of out-patients is assumed to be the same as the average daily number of out-patient procedures at UVM MC. Assume average out-patient stay is two hours, over an eight hour day; no mode choice data for out-patients; out-patient mode choice is assumed to be 90% drive alone.

⁶ Assumes 500 active beds at occupancy of 90%. All in-patients assumed to be on site at peak hour; no mode choice data, assume most are not driving themselves, 15% drive alone.

⁷ Assumes 80% of In-Patients will have a visitor for one hour, equally spread out over an eight hour period. No mode choice data for visitors; mode choice assumed to be 90% drive alone.

⁸ Assumes that half of the fleet vehicles are in use/not parked at the peak hour.

⁹ UVM MC holds 150 spaces open for turn-over in the ACC garage so that people can easily find a parking space.

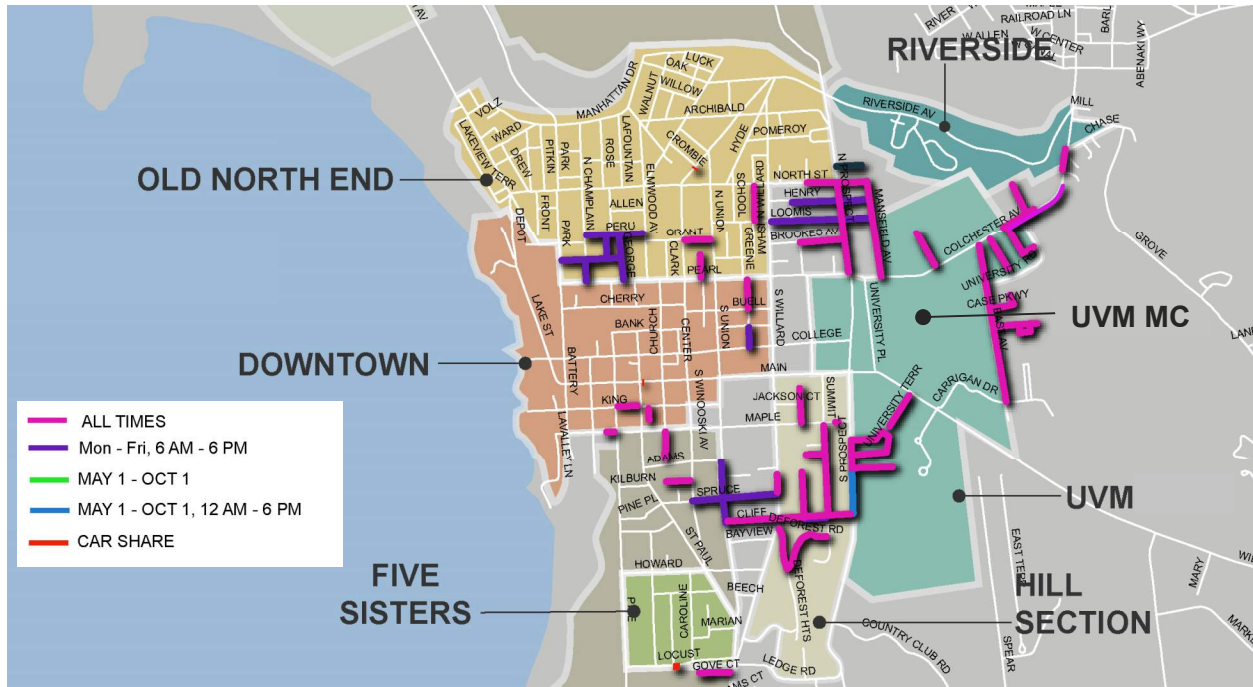
Monitoring, Compliance, and Enforcement (Sec. 8.3.3 (e))

UVM Medical Center's parking program is managed by the UVM Medical Center Security Department. UVM Medical Center utilizes a variety of tools to assign, manage, and enforce parking. These include:

- Parking registration forms—including business needs, medical needs, and emergency on-call.
- Color coded parking permits—assigned based on parking lot assignment.
- Parking tickets—issued to parking policy violators.
- UVM MC Security issues a \$10 fine for each violation of the parking regulations.
- Repeat offenders will have their car towed at their expense. If necessary, a listing of the violations will be forwarded to their immediate supervisor for corrective action and will serve as documentation for the next annual performance appraisal. Future parking in UVM MC parking lots may be denied.
- People who violate the carpool program rules will get a 30-day suspension from the carpool privileges and incentives for their first violation. A second violation will result in complete revocation of carpool privileges and incentives.

Restrictions on Public Street Parking

The map in Figure 5-2 shows that most of the neighborhoods to the north and east of the Medical Center Campus require a resident parking permit for on-street parking. Part of Colchester Avenue and University Road are signed “No Parking.” Williams Street to the west of 1 South Prospect Campus is not signed and does not restrict parking.

FIGURE 5-2: RESIDENTIAL ON-STREET PARKING RESTRICTIONS NEAR UVM MC.

Institutional Vehicle Fleet Management (Sec. 8.3.3 (C))

UVM Medical Center owns or leases approximately 75 vehicles, which are managed by the supervisor of UVM Medical Center's Courier and Automotive Services department. Vehicles in the fleet include ambulances (9), passenger/cargo vans (26), ATV (2), SUV (11), trucks (17), sedans (6), tractors (3), and trailers (1). A complete list of UVM Medical Center vehicles is available on request.

There is no designated service vehicle parking. Based on discussions with the UVM MC's Automotive Services department, the majority of the vehicle fleet do not take up regular parking spaces at the peak hours. The vehicles are either in use, parked in a loading dock, or at other UVM Medical Center sites (not UVM MC Main Campus or 1 South Prospect) during the peak time. It is the policy of the Automotive Services department to park vehicles in areas that will not take up a regular parking space unless absolutely necessary, and then only for a brief period.



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Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Emily Lee
Harris Roen
Jennifer Wallace-Brodeur



Burlington Planning Commission

Tuesday, March 26, 2019, 6:30 P.M.
City Hall, Conference Room 12, 149 Church Street
AGENDA

I. **Agenda**

II. **Public Forum**- Time Certain 6:30 p.m.

III. **Chair Report**

IV. **Director's Report**

V. **Joint Institutional Parking Management Plan** (25 min)

The Chittenden Area Transportation Management Association (CATMA) will present the 2019-2024 Joint Institutional Parking Management Plan for UVM, Champlain College, and the UVM Medical Center. Information related to this item is included in the agenda packet on page 2. The full report can be found online at:

<https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/do%20not%20put%20in%20packet%202019-2024%20JIPMP.pdf>

Staff Recommendation: The Commission is invited to ask questions of the CATMA representatives and staff, and may make a recommendation regarding the approval of this plan for the DRB's consideration.

VI. **Proposed CDO Amendment: Inclusionary Zoning Updates** (40 min)

The Commission will begin discussing a series of proposed amendments to the *Burlington Comprehensive Development Ordinance* regarding updates to the Inclusionary Zoning requirements. Information related to this item is included in the agenda packet on pages 3-24.

Staff Recommendation: No action expected. The Commission is invited to offer comments and ask questions as part of an ongoing discussion of this item.

VII. **Proposed CDO Amendment: Zoning Administrative Officer** (5 min)

The Commission review a proposed amendment to the *Burlington Comprehensive Development Ordinance* to remove the Planning Director as the ex-officio Zoning Administrative Officer. Information related to this item is included in the agenda packet on pages 25-26.

Staff Recommendation: Staff recommends the Commission approve the municipal bylaw amendment report and warn the amendment for public hearing.

VIII. **Committee Reports**

IX. **Commissioner Items**

- a. Next meeting is Tuesday, April 9, 2019

X. **Minutes & Communications**

XI. **Adjourn**

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MEMORANDUM

TO: Burlington Planning Commissioners
Meagan Tuttle, Comprehensive Planner, Burlington Planning & Zoning Dept.

FROM: Sandy Thibault, Executive Director, CATMA

A handwritten signature in black ink, appearing to read "Sandy", written over the printed name "Sandy Thibault".

DATE: **March 21, 2019**

SUBJ: **Updated CATMA 2019-2024 Joint Institution Parking Management Plan**

As required per Article 8, Section 8 of Burlington's current zoning ordinance, CATMA in consultation with RSG has updated our 5-Year Joint Institution Parking Management Plan (JIPMP) for the term 2019-2024.

The attached March 21, 2019 Plan is an update to what you received recently. There were a few minor formatting and text edits, which we will review when we present to the Burlington Planning Commission at the March 26, 2019 meeting. We will also bring hard copies on Tuesday.

The Plan represents the continued development of our institutional shared transportation and parking resources. Historically, the JIPMP includes statistics indicative of the fall semester, which typically has a higher demand on parking and transportation infrastructure.

Upon discussion and review from the public and Planning Commissioners, the JIPMP will be presented to the Development Review Board on May 7th for approval. Thereafter, CATMA will provide annual updates to the City on transportation demand management programs, parking demand inventory and utilization, and transportation survey data.

We look forward to sharing our 5-year development plans, and our continued commitment and investment in transportation demand management strategies.

Thank you for your time.

Attachment

Department of Planning and Zoning

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David White, FAICP, Director
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Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Assistant Planner
Shaleigh Draper, Zoning Clerk
Layne Darfler, Planning Technician



TO: Burlington Planning Commission
FROM: Scott Gustin, Principal Planner
DATE: March 26, 2019
RE: CDO Amendment ZA-19-XX: Inclusionary Zoning

Overview & Background

This amendment revises the standards for inclusionary housing in Article 9 and related provisions in other articles of the *Comprehensive Development Ordinance* (CDO). The amendment adjusts the sale price of inclusionary units from 75% of Area Median Income (AMI) to 70% of AMI and replaces square footage provisions for inclusionary units with a percentage (90%) relative to the average size of market rate units. The amendment also facilitates utilization of off-site and payment in lieu options for inclusionary units in more inclusive areas of the city while limiting their utilization in less inclusive areas of the city. The amendment articulates inclusionary standards of off-campus student housing. Furthermore, the amendment specifies by-right development “bonuses” associated with inclusionary housing and eliminates impact fee and minimum off-street parking requirements. Lastly, the amendment includes a number of procedural clarifications.

Significant process precedes this amendment. The 2015 Housing Action Plan identified the need to review the inclusionary zoning standards. A private consultant provided an initial report evaluating the inclusionary zoning standards in 2017. The report contained some initial recommendations. The inclusionary zoning working group was then established to build on the consultant’s report with a focus on greater inclusion with consideration given to geographic distinctions within the city (i.e. more versus less inclusive areas). Finally, in 2018, the joint committee (Ordinance and CDNR) was established to specifically address each of the recommendations of the inclusionary zoning working group. The City Council adopted the final report of the joint committee in December 2018. The Planning Commission is now tasked with amending the inclusionary zoning language in the CDO to incorporate the recommendations of the joint committee.

Proposed Amendment

Amendment Type

Text Amendment	Map Amendment	Text & Map Amendment
----------------	---------------	----------------------

Purpose Statement

The purpose of this amendment is to make corrections to the *Comprehensive Development Ordinance* consistent with the list of recommendations forwarded to the Planning Commission by the City Council’s joint Ordinance & CDNR Committee.

- Recommendation 1- *Reduce payment for in lieu for smaller projects.* See changes to Sec. 9.1.13.

- Recommendation 2- *Replace numerical standards for minimum IZ unit requirements with a 90% of market rate unit size standard.* See changes to Sec. 9.1.14.
- Recommendation 3- *Transfer IZ administration from Housing Trust Fund manager to new Permitting & Inspections Department.* See changes to Sec. 9.1.20.
- Recommendations 4 & 4.1- *Make density and dimensional bonuses by right.* See changes to Sec. 9.1.12 and 4.4.5.
- Recommendations 4.2 & 4.3- *Eliminate minimum off-street parking and impact fee requirements for IZ units.* See changes to Sec. 3.3.3 & 8.1.8.
- Recommendations 5 & 5.1- *Allow for payment in lieu option based on HUD AMI and restructure payments based on project size.* See changes to Sec. 9.1.13.
- Recommendations 6 & 6.1- *Allow for off-site option by right based on HUD AMI and remove 1.5-unit multiplier.* See changes to Sec. 9.1.13.
- Recommendation 7- *Adjust sale price for owner-occupied IZ units from 75% AMI to 70% AMI.* See changes to Sec. 9.1.11.
- Recommendations 10 & 10.1- *Maintain the current IZ target rent price of 65% AMI, and maintain the current income eligibility level of up to 100% AMI.* See Sec. 9.1.11 and 9.1.10.
- Recommendation 12- *Develop ordinance language for meeting IZ requirements for institutional student housing projects outside of the institutional zones.* See changes to Sec. 9.1.19.

Further, this amendment incorporates a number of changes to address procedural and administrative issues forward by City Staff regarding this section of the CDO:

- *Required number of units – rounding.* See Sec. 9.1.9.
- *Distribution of units within a building/project-* See Sec. 9.1.14.
- *Unit sales (preference)-* See Sec. 9.1.14.
- *Unit marketing (initial or ongoing; first or every resale)-* See Sec. 9.1.16.
- *Rents and Section 8 vouchers-* See Sec. 9.1.10 & 9.1.11.
- *Housing Trust Fund manager involvement in prices for resale of units-* See Sec. 9.1.16.

Proposed Amendments

To achieve the goals identified above, the proposed amendment affects the sections of the *Burlington Comprehensive Development Ordinance* as outlined in the following pages.

[BEGIN TEXT AMENDMENTS]

Deleted language is ~~crossed-out~~, and new language is underlined in red.

ARTICLE 3. APPLICATIONS, PERMITS, AND PROJECT REVIEWS

PART 3: IMPACT FEES

Sec. 3.3.1 Purpose

As written.

Sec. 3.3.2 Applicability

As written.

Sec. 3.3.3 Exemptions and Waivers

(a) Exemptions:

The following types of development are exempt from this Part:

1. additions to existing dwelling units, provided such additions are for residential purposes;
2. alterations to an existing use provided that such alteration occurs entirely within an existing building and within the same square footage;
3. land development which does not result in new building square footage (e.g. parking lots, facade renovations, signs, etc.);
4. additions to existing buildings for which the sole purpose is to provide additional means of egress (e.g. stair towers, elevators, etc).

(b) School Impact Fee Exemption:

That portion of impact fees attributable to school impacts shall not be required for senior citizen housing projects or for that portion of a project where certain units are reserved specifically for the elderly. Any project, or portion thereof, which meets either state or federal guidelines for elderly housing, shall be deemed a senior citizen housing project and eligible for a full or partial waiver of school impact fees.

(c) Inclusionary Housing Exemption:

Inclusionary housing units per Article 9: Part 1 shall be exempt from this Part.

(e) (d) Affordable Housing Waivers:

Any residential project containing newly constructed units or substantially rehabilitated housing units that are affordable for households as described in subsections (1), (2) or (3) below ~~are eligible~~ qualifies for a waiver of impact fees for that portion of the project containing affordable housing units in excess of the minimum inclusionary housing requirements of Article 9. The terms, rules, and regulations used herein shall be the same as those defined and specified in this Ordinance pertaining to Inclusionary Zoning (Article 9). For purposes of determining median income, the income levels specified in Article 9 of this Ordinance, ~~or the most recent amendment thereto~~, shall be applicable.

1. 25% Waiver of Fees: Twenty-five percent (25%) of the fees will be waived for ~~any~~ qualifying units in a project that initially sells for a price that is affordable for households below 90% of median income or that initially rents for a three year

period for a price (including utilities) that is affordable for households below 75% of median income.

2. 50% Waiver of Fees: Fifty percent (50%) of the fees will be waived for ~~that portion of a residential~~ qualifying units in a project that meets the dual test of initial affordability and continuing affordability. For the purposes of this section, "initial affordability" would be defined as a unit that sells for a price that is affordable for households earning less than 75% of median income or that rents for a price (including utilities) that is affordable for households earning below 65% of median. "Continuing affordability" would be defined as affordability that lasts for a period of 99 years.
3. 100% Waiver of Fees: One hundred percent (100%) of the fees will be waived for ~~that portion of a residential~~ qualifying units in a project that initially sells or rents for a price that is affordable for households earning less than 50% of median income and that remains continually affordable as defined above.

(d)(e) Community Garden Waivers:

As written.

ARTICLE 4. ZONING MAPS AND DISTRICTS
PART 4: BASE ZONING DISTRICT REGULATIONS

Sec. 4.1.1 Intent – Sec 4.4.4 Institutional District

As written.

Sec. 4.4.5 Residential Districts

(a) – (c) As written.

(d) District Specific Regulations:

1 - 6 As written.

7. Residential Development Bonuses

The following exceptions to maximum allowable residential density and dimensional standards in Tables 4.4.5-2 and 4.4.5-3 may be approved in any combination subject to the maximum limits set forth in Table 4.4.5-8 at the discretion of the DRB. Any bonuses that are given pursuant to this ordinance now or in the future shall be regarded as an exception to the limits otherwise applicable.

A. Inclusionary Housing Requirement.

~~Inclusionary Housing units shall be provided, with applicable additional lot coverage and density allowances, in accordance with the provisions of Article 9, Part 1. A maximum of an additional 10 feet of building height may be permitted for an additional 5% inclusionary housing units provided in excess of the requirements of Article 9, Part 1. The total gross floor area dedicated to the additional inclusionary housing shall be equivalent to the gross floor area resulting from the additional allowance.~~

Additional lot coverage and residential densities allowances shall not exceed the following:

~~Table 4.4.5-4: Inclusionary Housing Allowances~~

District	Maximum Coverage	Maximum Density
RL/RL-W	44%	8.75 du/ac
RM	48%	25 du/ac
RM-W	72%	25 du/ac
RH	92%	46 du/ac

B. – E. As written (except for re-lettered following deletion of A).

ARTICLE 8. PARKING

PART 1: GENERAL REQUIREMENTS

Sec. 8.1.1 – 8.1.7 As written.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

Parking for all uses and structures shall be provided in accordance with Table 8.1.8-1.

- (a) Where no requirement is designated and the use is not comparable to any of the listed uses, parking requirements shall be determined by the DRB upon recommendation by the administrative officer based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
RESIDENTIAL USES¹	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	2	1	1
Single Family detached and Duplex	2	2	1
1. Inclusionary housing units shall have no minimum off-street parking requirement.			
RESIDENTIAL USES – SPECIAL¹	Per Dwelling Unit except as noted		
Assisted Living	0.5	0.5	0.4
Bed and Breakfast (per room, in addition to single-family residence)	1	0.75	0.5
Boarding House (per two (2) beds)	1	0.75	0.5
Community House	1	0.75	0.5
Convalescent Home (per four (4) beds)	1	1	1
Dormitory (per two (2) beds)	1	1	1
Emergency Shelter	0	0	0
Group Home (per two (2) beds)	1	1	1

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Historic Inn (per room, in addition to single-family residence)	1	0.75	0.5
Sorority & Fraternity (per two (2) beds)	1	1	1
1. <u>Inclusionary housing units shall have no minimum off-street parking requirement.</u>			
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
As written.			

Sec. 8.1.9 – 8.1.5 As written.

ARTICLE 9. INCLUSIONARY AND REPLACEMENT HOUSING

PART 1: INCLUSIONARY ZONING

Sec. 9.1.1 Intent

The intent of these regulations is:

- (a) To meet the specific mandates of 24 V.S.A. Chapter 117 related to housing opportunities for all of Vermont's citizens, particularly for those citizens of low or moderate income;
- (b) To ensure the provision of housing that meets the needs of all economic groups by precluding construction of only market rate housing on the limited supply of available land within the City;
- (c) To improve the quality of life for all residents by having an economically integrated housing supply throughout the City; and,
- (d) To prevent overcrowding and deterioration of the limited supply of affordable housing, and thereby promote the public health, safety and general welfare.

Sec. 9.1.2 Authority

These regulations are enacted under the authority of 24 V.S.A. Chapter 117.

Sec. 9.1.3 Inclusionary Units, General Description

Inclusionary units shall include those units in a covered project, which are regulated in terms of:

- (a) Selling price or rent level;
- (b) Marketing and initial occupancy; and,
- (c) Continued requirements pertaining to re-sale, rent or carrying cost increases, as specified in this article.

Sec. 9.1.4 Miscellaneous Definitions

~~“Affordable housing” or “Affordable” shall refer to a housing in which the~~ that is owned or rented by its inhabitants whose gross annual household income does not exceed 80 percent of the county median income or 80 percent of the standard metropolitan statistical area (MSA)

income, as defined by the US Department of Housing and Urban Development, and the total cost of the housing, including principal, interest taxes and insurance and condominium association fees, if owned housing, or the total cost of the housing, including rent, utilities and condominium association fees, if rental housing, is not more than thirty per cent (30%) of the household's gross annual income.

“Area Median Income” shall refer to the income for the Burlington MSA set forth in or calculated by regulations promulgated by the United States Department of Housing and Urban Development, pursuant to Section 8 of the Housing Act of 1937, as amended by the Housing and Community Development Act of 1974. The median income consists of all households in the geographic area. The median is the middle value when all are arranged from highest to lowest. The median income that is current on the first day of March of any year shall be used throughout the subsequent twelve (12) months in calculating the general requirements for affordable housing under this article.

“Carrying charges” refer to costs associated with housing co-operatives.

“Certificate of Inclusionary Housing Compliance” shall refer to a certificate issued by the Manager of the Housing Trust Fund, which certificate provides legal assurance that a developer's obligations under this article are being satisfied.

“Housing Trust Fund (HTF)” shall refer to a special revenue account established by the Burlington City Council for purposes related to the creation, promotion, and preservation of long-term affordable housing for very low, low, or moderate income households.

- **“Housing Trust Fund Administrative Committee”** shall refer to an administrative committee consisting of the Manager of the Housing Trust Fund, an appointee of the City Council President and a designee of the Mayor responsible for the administration of the HTF by resolution of the City Council.
- **“Manager of the Housing Trust Fund” or “Manager”** shall be the Director of the City's Community and Economic Development Office, unless otherwise designated by the City Council by resolution.

~~**“Median Income”** shall refer to the income for the Burlington MSA set forth in or calculated by regulations promulgated by the United States Department of Housing and Urban Development, pursuant to Section 8 of the Housing Act of 1937, as amended by the Housing and Community Development Act of 1974. The median income consists of all households in the geographic area. The median is the middle value when all are arranged from highest to lowest. The median income that is current on the first day of March of any year shall be used throughout the subsequent twelve (12) months in calculating the general requirements for affordable housing under this article.~~

Sec. 9.1.5 Applicability

This ordinance provision applies to any development of five or more residential units in a single structure ~~shall be subject to the standards of this article.~~ Multiple developments or projects by the same applicant or responsible party within any consecutive twelve (12) month period that in the aggregate equal or exceed the above criteria shall be subject to these regulations.

Except as otherwise provided in this ordinance, these regulations shall apply in the instances specified below.

- (a) The creation of five (5) or more residential units or twenty (20) or more rooming units in a co-living project through new construction and/or substantial rehabilitation of existing structures, including the development of housing units utilizing development provisions other than those specified in Sec 9.1.5 (b).

- (b) Where units are created using the Adaptive Reuse or Residential Conversion criteria pursuant to the provisions of Art 4, Sec 4.4.5, this article shall be applicable when at least ten (10) or more dwelling units are created.
- (c) An applicant may elect to be subject to the provisions of this article if new units are added to existing units for a total of 5 or more units.

Sec. 9.1.6 Exemptions

Exempt from the requirements of this article are:

- (a) Projects that are located within an Institutional (I) zoning district that are ~~developed by an educational institution~~ for the exclusive residential use and occupancy by that institution's students;
- (b) Those dwelling units in a covered project that are produced as "replacement units," pursuant to Article 9, Part 2 and which do not produce any net new units; and,
- (c) Projects created using the Senior Housing Development Bonus pursuant to the provisions of Article 4.

Sec. 9.1.7 Certificate of Inclusionary Housing Compliance

Notwithstanding any other provision of this ordinance, no certificate of occupancy for a project covered by this chapter shall be granted unless and until a Certificate of Inclusionary Housing Compliance has been issued by the Manager of the city's Housing Trust Fund.

Sec. 9.1.8 Inclusionary Units, Rental and Sales

For covered projects in which units are offered for rent or sale, a base of fifteen percent (15%) of all of the dwelling units in the project, graduated as specified in Table 9.1.9-1, shall be designated as inclusionary units

This includes any covered project where units are offered for sale via the conveyance of a deed or share for individual units, including fee simple ownership, condominium ownership and cooperative ownership.

Table 9.1.8-1 Inclusionary Zoning Percentages	
If the average sale and rental price of project units is affordable to a household earning:	The percentage of units which are subject to rent and sales prices as per Sec. 9.1.9 and are subject to marketing and continued affordability provisions (Sec. 9.1.10 and Sec. 9.1.11) shall be:
Less than 139% of median income	15%
140%-179% of median income	20%
Development in any Waterfront district (RM-W, RL-W, NAC-CR and FD5 west of Battery St) or 180% of median income and above in any other district	25%

Sec. 9.1.9 Percentage of Inclusionary Units

Except as provided for below for institutional student housing projects outside of an Institutional (I) zoning district, All covered projects shall meet the percentage requirements for inclusionary units as specified above, calculated as follows:

Using the units/acre allowed for a covered project (i.e. 46 in the RH, 24 in the RM or 5.5 in the RL), the total number of units proposed is multiplied by the required percentage of Inclusionary units (15%, 20% or 25%, depending on the rent/selling price of the units). When the calculation yields a fractional number of required inclusionary units, the number of units shall be rounded up or down to the nearest whole number.

(Example: a moderately-priced, multi-family housing development with no commercial space on a one-acre lot in the RH would be able to provide 46 units on-site. Of those, $46 \times .15$ (15%) = 6.9 (rounded up to 7) units of a total of 46 must be inclusionary units. If the applicant can only provide 20 of such moderately priced units on the site, 15% of the 20 units, i.e. $20 \text{ units} \times .15 = 3 \text{ units}$ shall be Inclusionary units).

Student housing projects outside of the Institutional (I) zoning district for the exclusive residential use and occupancy by that institution's students shall meet the percentage requirements for inclusionary units by documenting that 15% or more of the undergraduate student body eligible for occupancy of the project falls under 65% Area Median Income on a yearly basis. An annual report shall be filed with the Manager of the Housing Trust Fund demonstrating that the undergraduate student population continues to meet the 15% inclusionary requirement and also including the percentage of residents within the project qualifying under the standards for inclusionary housing. In cases where the 15% inclusionary requirement cannot be met, the percentage requirements for inclusionary units shall be met as noted above. A written covenant between the educational institution and the City shall be executed guaranteeing that, in the event that the institutional student housing project ceases to be used as such, the percentage requirements for inclusionary units shall be met as noted above.

Sec. 9.1.10 Income Eligibility

Inclusionary Units required under this Article, shall be marketed for purchase or rent to households earning less than the median income for the Burlington Metropolitan Statistical Area, adjusted for household size, as specified in Sec 9.1.12. The median income shall be determined on the basis of the data which is most recent to the time that the units are ready for occupancy. Inclusionary units occupied by households receiving Section 8 vouchers can be presumed to satisfy the income eligibility requirements of this section.

Sec. 9.1.11 Calculating Rents and Selling Prices

The following provision shall apply to the calculation of rents, selling prices and carrying charges, and to the relationship between unit size and household size:

- (a) Inclusionary rental units shall be rented at a price which is affordable for a household with an annual income that is sixty-five percent (65%) of median income adjusted for household size;
- (b) Inclusionary units for sale, including cooperative units and the carrying costs associated therewith, shall be sold at a price which is affordable for a household with an annual income that is seventy-five percent (75%) of median income adjusted for household size;
- (c) In calculating the rents or carrying charges of inclusionary units, the following relationship between unit size and household size shall apply:

Unit Size	Household Size Equivalent
Efficiency Units:	1 Person Household;
One-Bedroom Units:	1.5 Person Household (average of one and two-person household incomes);
Two-Bedroom Units:	3 Person Household;
Three-Bedroom Units:	4.5 Person Household (average of four and five-person household incomes);
Four-Bedroom Units:	6 Person Household.

With respect to inclusionary units offered for sale, prices will be calculated on the basis of:

- (d) An available fixed-rate thirty-year mortgage, consistent with a “blended rate” for Burlington banks plus the Vermont Housing Finance Agency as determined and declared semi-annually (January and July) by the Housing Trust Fund Manager. A lower rate may be used in calculating affordable prices if the developer can guarantee the availability of a fixed-rate thirty-year mortgage at this lower rate from the Vermont Housing Finance Agency for all of the required inclusionary units;
- (e) A down payment of no more than five percent (5%) of the purchase price;
- (f) Annual property taxes; and
- (g) Homeowner insurance, homeowner association fees or condo fees. Homeowner association fees shall be calculated in the same manner as the fees for the market units in the same development. The Housing Trust Fund Manager may modify the amount used in the calculation of condominium fees for the determination of the initial sale price limit for condominium inclusionary units. This modification shall be for the purposes of removing costs, such as plowing, maintenance, insurance, electricity, which are not included in the calculation of the sale price limit for single family inclusionary units.

Sec. 9.1.12 Additional Density and Other Development Allowances

All covered projects shall be entitled to increases in the development allowances of the underlying zoning district in accordance with the provisions of this section.

- (a) Any covered project shall be entitled by right to an increase in the maximum lot coverage, density/intensity, and, where applicable, height allowed for the site lot(s) on which the project is located ~~following the calculation of density, height, lot coverage, setbacks, and parking improvements for the site.~~ Calculations for these entitlements shall be based on the following tables:

Table 9.1.12-1 Density/Intensity Allowance Table				
Zoning District	Additional Allowance	Maximum Units/Acre	FAR/ <u>Height</u>	<u>Maximum Lot Coverage</u>
RH	15%	46	n/a <u>10' height¹</u>	<u>92%</u>
RM, RM-W	20%	25	n/a <u>10' height¹</u>	<u>48%</u>
<u>RM-W</u>		<u>25</u>	<u>10' height¹</u>	<u>72%</u>
RL, RL-W	25%	8.75	n/a <u>10' height¹</u>	<u>44%</u>
FD6, FD5	n/a	n/a	0.5 FAR	<u>100%</u>
NMU, NAC, NAC-R, NAC-CR, BST	n/a	n/a	0.5FAR+10' height set back 10' along street facade	<u>92%</u>
<u>NAC-CR</u>		<u>n/a</u>	0.5FAR+10' height set back 10' along street facade	<u>72%</u>

1. In the residential zones an additional 10 feet of building height shall be allowed by right only for an additional 5% inclusionary housing units provided in excess of the minimum requirements of Sec. 9.1.8.

Table 9.1.12-2 Lot Coverage Allowance Table		
Zoning District	Additional Allowance	Maximum Lot Coverage
RH, NMU, NAC, NAC-R	15%	92%
RM-W, NAC-CR	20%	72%
RM	20%	48%
RL, RL-W	25%	44%

(1) Design requirements for Additional density, intensity, and/or height:

- i. There are a number of ways that building shape, articulations, and choice of materials can be used to reduce the perceived height and mass of buildings, and ensure a high quality of design that complements the character of a project's surrounding area. After consultation with the Design Advisory Board, the Development Review Board shall evaluate any proposal seeking to increase units per acre, lot coverage, and height and affirmatively find:

i. Insert standards for review here

- ii. The DRB may condition the approval of additional units per acre, lot coverage, and height by reducing the building(s') massing or requiring alterations to design features, but in no case shall the maximum number of units, lot coverage, or height be reduced.

(b) Other possible allowances for the provision of Inclusionary Units may include:

1. A waiver of up to 50% waiver of parking spaces as outlined in Article 8, Sec. 8.1.14,

~~2. A waiver of a portion of the impact fees associated with the Inclusionary units, pursuant to the Art. 3, Part 3 Impact Fee Administrative Regulations.~~

- (c) ~~(b)~~ The allowances provided for herein may be declined at the option of the applicant;
- (d) ~~(c)~~ With the approval of the DRB, units added to a project as market rate units may be substituted by nonresidential uses wherever such nonresidential uses are otherwise permitted in the district where the project is located. Approved substitution for nonresidential uses shall occur at the following rate: 1 market-rate dwelling unit = 1,500 square feet nonresidential space
- (e) ~~(d)~~ All provisions of Sec. 9.1.8 through 9.1.11 shall apply, without exception, to any inclusionary units that are constructed.

Sec. 9.1.13 Off-Site and Payment In Lieu Options

(a) Off-Site Option

The developer of a covered project may construct inclusionary units on a lot (or lots) within the City of Burlington other than that on which the covered project is located as determined by HUD's Low- and Moderate-Income Summary Data as updated annually. The offsite option may be utilized under the two following scenarios.

- (1) Covered projects located in a census block where more than fifty-one percent (51%) of the residents are below eighty percent (80%) HUD Area Median Income as determined by HUD's Low- and Moderate-Income Summary Data may utilize the off-site option by right.
- (2) In areas where less than fifty-one percent (51%) of the residents are below eighty percent (80%) HUD Area Median Income as determined by HUD's Low- and Moderate-Income Summary Data, utilization of the off-site option shall not be allowed.
~~The DRB, upon a finding that unique, difficult and/or challenging site conditions exist that prevent the inclusionary units from being constructed upon the same site as the market units, may allow any developer of a covered project to comply constructing inclusionary units on a site within the City of Burlington other than that on which the covered project is located, subject to the following conditions:~~

In all cases, utilization of the off-site option shall be subject to the following conditions:

- ~~(a)~~ (1) The number of inclusionary units to be provided by the developer or by the developer's designee through off-site development shall be ~~no fewer than 1.5 times equivalent to~~ the number otherwise required by this Article;
- ~~(b)~~ (2) No additional development provisions as outlined in this Article Sec. 9.1.12 shall be granted to the development of units constructed off-site or to the project constructed on-site;
- ~~(c)~~ (3) Off-site inclusionary units must be located within the City of Burlington;
- ~~(d)~~ (4) All of the provisions of Sections 9.1.8 through 9.1.11 shall apply without exception to off-site inclusionary units under the provisions of this section;
- ~~(e)~~ (5) Waiver of provisions from the HTF with regard to minimum square footage and bedroom count relative to average size and bedroom count in a covered project is not permitted; and
- ~~(f)~~ ~~Should the City Council decide that a payment in lieu is acceptable in exchange for not providing the inclusionary units on or off of the site, the payment shall be \$100,000, adjusted annually in accordance with the CPI, commencing January 1, 2007, per the number of units required in (a) above.~~

The off-site option shall not apply to a project located within a waterfront zoning district or the NAC-CR district. For the purposes of this Sec. 9.1.13, "site" shall consist of all adjacent lands lots which are the subject of a PUD or other single development application.

(b) Payment In-Lieu Option

The developer of a covered project may provide a payment in lieu rather than construct inclusionary units on or offsite contingent on HUD Area Median Income as determined by HUD's Low- and Moderate-Income Summary Data. The payment in lieu option may be utilized under the two following scenarios

(1) Covered projects located in a census block where more than fifty-one percent (51%) of the residents are below eighty percent (80%) HUD Area Median Income as determined by HUD's Low- and Moderate-Income Summary Data may utilize the payment in lieu option by right subject to the following standards:

- i. The payment in lieu fee shall be \$35,000 per dwelling unit for projects containing 5-16 dwelling units.
- ii. The payment in lieu fee shall be \$70,000 per dwelling unit for projects containing 17-49 dwelling units.
- iii. The payment in lieu fee shall be \$85,000 per dwelling unit for projects containing 50 or more dwelling units.

A marginal fee approach shall be used in payment of the in lieu fees.

(Example: A 17-unit project would pay a total of \$140,000 {\$35,000 for each of the first two inclusionary units and \$70,000 for the third inclusionary unit}.)

(2) Covered projects located in a census block where less than fifty-one percent (51%) of the residents are below eighty percent (80%) HUD Area Median Income as determined by HUD's Low- and Moderate-Income Summary Data may utilize the payment in lieu option by right per the following standards:

- i. The payment in lieu fee shall be \$35,000 per dwelling unit for projects containing 5-16 dwelling units.
- ii. The payment in lieu fee shall not be allowed for projects containing 17 or more dwelling units.

The payment in lieu option shall not apply to a project located within a waterfront zoning district. For the purposes of this Sec. 9.1.13, "site" shall consist of all adjacent lots which are the subject of a PUD or other single development application.

Sec. 9.1.14 General Requirements for Inclusionary Units

All covered projects must comply with the requirements set forth below.

- (a) In order to assure an adequate distribution of inclusionary units by household size, the bedroom mix of inclusionary units in any project shall be in the same ratio as the bedroom mix of the non-inclusionary units of the project;
- (b) Rental inclusionary units within a covered project may "float" (as opposed to designating specific units). Owner-occupied inclusionary units within a covered project must be specifically designated. In either case, inclusionary units may be grouped together or distributed throughout a covered project;
- (c) Covered projects including both rental and owner-occupied dwelling units shall provide inclusionary units proportionate to the numbers of rental and owner-occupied dwelling units;

- (d) Inclusionary units may differ from the market units in a covered project with regard to interior amenities and gross floor area, provided that:
1. These differences, excluding differences related to size differentials, are not apparent in the general exterior appearance of the project's units; and
 2. These differences do not include insulation, windows, heating systems, and other improvements related to the energy efficiency of the project's units; and
- (e) The gross floor area of the inclusionary units is not less than ninety percent (90%) of the average gross floor area of the market rate units within the project and of the same number of bedrooms. ~~the following minimum requirements, unless waived by the DRB using the following criteria:~~
1. ~~All of the units being provided with a specific bedroom count are smaller than the standards outlined below;~~
 2. ~~More than the required number of inclusionary units are provided on site, not all shall be subject to bedroom mix and size requirement; or,~~
 3. ~~The units have an efficient floor plan (meaning that less than 5% of the square footage is devoted to circulation) and the bedroom size(s) is a minimum of 144sf or 12'x12.~~
- | | |
|--------------------|-------------------|
| One bedroom..... | 750 square feet |
| Two bedroom..... | 1,000 square feet |
| Three bedroom..... | 1,100 square feet |
| Four bedroom..... | 1,250 square feet |
- (f) ~~Upon demonstration of inability to sell units to income eligible residents earning 75% of the median income, the Manager of the HTF may extend income eligibility to allow priority in the sale of inclusionary units to households earning as much as eighty percent (80%) of median income, adjusted for household size and to households residing in Burlington at the time that these units are offered for sale or lease.~~ Priority of the purchase of for-sale inclusionary units shall be given to the lowest income household who qualifies for purchase;
- (g) Except for household income limitations as set forth herein, occupancy of any inclusionary unit shall not be limited by any conditions that are not otherwise applicable to all units within the covered project unless required under federal law, e.g. local use of the Low Income Housing Tax Credit, or in conflict with the stricter bylaws of the designated housing agency; and
- (h) The final calculations for the number of inclusionary units shall be determined by the Manager prior to the issuance of the zoning permit. If there is any change in the project due to sales prices for these units that increases the number of inclusionary units required, such modifications shall be determined by the Manager and communicated to the administrative officer prior to the issuance of a certificate of occupancy for the covered project. The rental or sales price of the inclusionary units shall also be determined by the Manager prior to the issuance of a certificate of occupancy.

Sec. 9.1.15 Marketing of Inclusionary Units

Any applicant developing a covered project shall adhere to the following provisions with respect to the initial offering of inclusionary units for sale or rental:

(a) Trust Fund Notification.

The developer shall notify the Manager of the HTF, as defined in Section 18-400 of the Burlington Code of Ordinances, of the prospective availability of any inclusionary units at the time that the building permit is issued for such units in a covered project;

(b) Trust Fund Option.

The Manager of the HTF, in consultation with the other members of the HTF Administrative Committee, shall then have an exclusive option for one hundred twenty (120) days to purchase each inclusionary unit offered for sale from the developer unless waived or assigned;

(c) Trust Fund Waiver.

If the Manager of the HTF, in consultation with the other members of the HTF Administrative Committee or its designee, fails to exercise its option by failing to negotiate and sign a purchase and sale agreement for the inclusionary units, or if the Manager declares its intent not to exercise its option, the developer shall offer the units for purchase to households earning less than the median income referenced in Section 9.1.11. If requested by the developer, the Manager of the HTF shall execute documents that may be recorded in the Burlington Land Records to evidence said waiver of the option;

(d) Time of Closing.

Closing on inclusionary units purchased by the Housing Trust Fund Manager shall occur on or after the time of issuance of the certificate of occupancy. If the Housing Trust Fund Manager fails to close on these inclusionary units, the developer shall offer the unit for purchase or rent to households earning less than the median income referenced in Section 9.1.11, adjusted for household size;

(e) Transfer of Option.

On or before a purchase and sale agreement is executed between the developer and the manager, the Manager may assign the options specified in this section to any "designated housing agency," as defined by the provisions of Article 5 of Chapter 18 of the Burlington Code of Ordinances, in which event it shall notify the developer of such assignment and the agency to which it has assigned the option, which agency shall deal directly with the developer, and shall have all of the authority of the Manager, as provided under this section.

(f) Rentals.

In the case that the inclusionary units are being offered for rent rather than for sale, the Manager shall also be notified in the manner prescribed by subsection (a) regarding Trust Fund Notification, and the Manager and developer shall cooperate in order to rent such units to individuals meeting the income guidelines of Sec 9.1. 11(a).

Sec. 9.1.16 Continued Affordability Requirements

All covered projects shall comply with the following provisions to ensure continued affordability of inclusionary units provided under this article and units required to be continually affordable under Section 9.1.16.

(a) 99-Year Requirement.

All inclusionary units shall remain affordable for a period of no less than ninety-nine (99) years commencing from the date of initial occupancy of the units. Where a developer can establish that regulatory or other considerations make it impossible to provide the required inclusionary units if subject to the full extent of this requirement, the development review board may modify the duration of the period of continued affordability only to the extent necessary to render the development feasible;

(b) Deed Restrictions.

Provisions to ensure continued affordability of inclusionary units shall be embodied in legally binding agreements and/or deed restrictions satisfactory to the City Attorney's office, which shall be prepared by the developer, but which shall not be recorded or filed until reviewed and approved by the Housing Trust Fund Manager with such modifications as it may deem necessary to carry out the purpose of this article. Such review and approval shall be completed within forty-five (45) days following date of submission of such documents to the Manager of the HTF. Failure of the Manager to respond within the forty-five (45) day period as set forth herein shall constitute approval of the documents;

(c) Resale Restrictions.

Provisions to ensure continued affordability of inclusionary units offered for sale shall include a formula for limiting equity appreciation to an amount not to exceed twenty-five percent (25%) of the increase in the inclusionary unit's value, as determined by the difference between fair market appraisal at the time of purchase of the property and a fair market appraisal at the time of resale, with such adjustments for improvements made by the seller and necessary costs of sale ~~as may be approved by the Manager, with a recommendation from the Administrative Committee of the HTF;~~

(d) Rent Increases

Provisions for continued affordability of inclusionary rental units shall limit annual rent increases to the percentage increase in the median household income within the Burlington Metropolitan Statistical Area (MSA), except to the extent that further increases are made necessary by hardship or other unusual conditions, and shall provide that no rent increase may take effect until it has received the approval of the Housing Trust Fund Administrative Committee in writing;

(e) Purchase Option

Provisions for continued affordability of inclusionary units shall provide that the Housing Trust Fund Administrative Committee or its designee shall have an exclusive option to purchase any owner-occupied inclusionary unit when it is first offered for resale for a period of one hundred twenty (120) days from the date on which the HTF Administrative Committee is notified of the availability of the unit; and

(f) Sublet Restrictions.

Provisions for continued affordability of inclusionary units shall prohibit subletting rental units for a price exceeding that which is affordable for a household with an annual income that is ~~seventy-five percent (70.5%)~~ of median for the County or the City, whichever is less, consistent with the relationship between unit size and household size set forth in Section 9.1.11.

Sec. 9.1.17 Review of Proposal for Phasing

Proposals for projects to be constructed in phases shall be reviewed as a component of the initial project review and shall be included in any conditions of approval. A schedule setting forth the phasing of the total number of units in a covered project, along with a schedule setting forth the phasing of the required inclusionary unit(s), shall be presented for review and approval as part of the permitting process, for any development subject to the provisions of this article. If phasing is not included as part of the review process, no phasing of the inclusionary units shall be allowed.

If a covered project is approved to be constructed in phases, the requirements of the following section shall be applicable to each such phase.

Sec. 9.1.18 Timeline for Availability/Phasing of Inclusionary Units for Issuance of Certificate of Occupancy

Inclusionary units shall be made available for occupancy on approximately the same schedule as a covered project's market units, except that certificates of occupancy for the last ten percent (10%) of the market units shall be withheld until certificates of occupancy have been issued for all of the inclusionary units; except that with respect to covered projects to be constructed in phases, certificates of occupancy may be issued on a phased basis consistent with the conditions of approval set forth in Sec. 9.1.17.

Sec. 9.1.19 Enforcement

Violations of this article shall be punishable as provided by Article 2 of this Ordinance.

Sec. 9.1.20 Administration

The Housing Trust Fund and its Manager or designee shall monitor activity under this article and shall provide a report no less than every year to the city council, setting forth its findings, conclusions, and recommendations for changes that will render the program more effective. The report described above shall be presented to the city council at a legally warned public hearing.

[END TEXT AMENDMENTS]

Relationship to planBTV

This following discussion of conformance with the goals and policies of planBTV is prepared in accordance with the provisions of 24 V.S.A. §4441(c).

Compatibility with Proposed Future Land Use & Density

This amendment is aimed purely at housing affordability and has little, if any, impact on the proposed future land use and densities proposed in the *Municipal Development Plan (planBTV)*.

Impact on Safe & Affordable Housing

This amendment is aimed at improving the city's inclusionary housing standards and procedures with greater flexibility and geographic sensitivity in meeting inclusionary housing requirements consistent with the policies regarding affordable housing articulated in the *Municipal Development Plan (planBTV)*.

Planned Community Facilities

This amendment is not expected to have an impact on any planned community facilities.

Process Overview

The following chart summarizes the current stage in the zoning amendment process, and identifies any recommended actions:

Planning Commission Process				
Draft Amendment prepared by: Staff, referred by City Council	Presentation to & discussion by Commission 3/26/2019	Approve for Public Hearing	Public Hearing	Approve & forward to Council
				Continue discussion
City Council Process				
First Read & Referral to Ordinance Cmte	Ordinance Committee discussion	Ordinance Cmte recommends to Council [as is / with changes]	Second Read & Public Hearing	Approval & Adoption
				Rejected

Joint Ordinance and CDNR Committee Recommendations Summary Re: Inclusionary Zoning (IZ) 12/12/18

#	IZ Working Group Recommendation (does not contain consultant recommendation)	Description	Ordinance Change Required?	IZ Joint Committee Recommendation
#1	Maintain Development Threshold	Maintain threshold for IZ applicability at 5 units; instead reduce payment in lieu for smaller projects (see #5.1).	No	Support IZWG recommendation as is.
#2	Reduce IZ unit size restrictions, maintain comparability in all other aspects	Reduce numerical minimum area for apartments AND allow an IZ unit to be as small as smallest unit in project.	Yes	Eliminate numerical standards for minimum area and replace with a requirement that IZ units be comparable to market rate units with a floor area no less than 90% of the average market rate units within the project of the same number of bedrooms.
#2.1		Reduce IZ unit minimum size for a bedroom to 100 sf.	Yes	Per above #2, eliminate numerical standards for minimum area.
#3	Monitoring	Ongoing efforts: IZ Inventory, Marketing IZ rental units, Training on IZ regulations, initial occupancy monitoring.	Yes	For the benefit of both the applicant and the administrator, IZ administration and monitoring should be transferred from the Housing Trust Fund (HTF) and its Manager to the new consolidated permitting and inspections department. This can be achieved by changing CDO Article 9.1.20 to allow the HTF and its Manager to designate this responsibility.
#4	Provide Density bonuses by right	Existing allowance (CDO Article 9.1.12) in the IZ ordinance for increased density must contain language to prevent DRB from limiting its use, making it by-right.	Yes	Add a qualification to Section 9.1.12 of the Inclusionary and Replacement Housing Ordinance to ensure the provision of the density allowance by-right, but still ensure opportunity for the DRB/DAB to seek other modifications to a project to address site and architecture design standards. This can be based on Section 14.6.4 of the planBTV Downtown Code.
#4.1		Density bonus in CDO Article 4.4.5 should be reviewed and if meaningful made by-right.	Yes	Support IZWG recommendation as is.
#4.2		Eliminate parking requirement for IZ units.	Yes	Support IZWG recommendation as is.
#4.3		IZ units should receive 100% waiver of fees (CDO Article 3.3.3).	Yes	Support IZWG recommendation as is.

Joint Ordinance and CDNR Committee Recommendations Summary Re: Inclusionary Zoning (IZ) 12/12/18

#	IZ Working Group Recommendation (does not contain consultant recommendation)	Description	Ordinance Change Required?	IZ Joint Committee Recommendation
#5	Lower the Payment in Lieu Fee- make payment correspond to scale of project and geography of inclusion	Proposed that in census block groups where less than 51% of the residents are below 80% HUD Area Median Income ('less inclusive' areas) Payment in Lieu not be allowed at certain project scales (see #5.1) because these areas are in need of more inclusion. See attached map.	Yes	Support IZWG recommendation as is.
#5.1		(5- 16 units) \$35,000 / unit - allowed citywide except waterfront (17-49 units) \$70,000 / unit - not allowed in 'less inclusive' areas or waterfront (50+ units) \$85,000 / unit - not allowed in 'less inclusive' areas or waterfront	Yes	Support IZWG recommendation for the payment in lieu fee structure but apply a marginal fee approach: Using the same fees (\$35k/\$75k/\$85k) and bands (5-16/17-49 /50+) as proposed, step up the fees for the marginal units above the last threshold. For example, under this method, a 17-unit project would pay a total of \$140,000 (\$35,000 for each of the first two IZ units and \$70,000 for the third), rather than \$210,000 (\$70,000 for all three units).
#6	Offer a less restrictive off-site option	IZ units should be allowed off-site by-right if the project is located in a designated area based on (#5.1).	Yes	Support IZWG recommendation as is.
#6.1		Remove 1.5 unit multiplier for IZ units required when exercising the off-site option which also applies to Payment in Lieu in order to clarify and simplify.	Yes	Support IZWG recommendation as is.
#7	Adjust the sale price for owner-occupied units from 75% of AMI to 70% of AMI	Reducing the price for IZ homeownership units would allow them to be more competitive with the market rate condo stock outside of Burlington that is similarly priced but has no shared equity restrictions on sale of unit.	Yes	Support IZWG recommendation as is.
#8	Craft a funding plan that relies on local resources to boost production of affordable housing	Coordinate with other housing initiatives including Housing Action Plan.	No	Referred to CDNR.
#9	Achieve support for an affordable housing levy or bond from city voters	Return the HTF levy to a full penny of the property tax. Consider housing bond potential.	No	Referred to CDNR.

Joint Ordinance and CDNR Committee Recommendations Summary Re: Inclusionary Zoning (IZ) 12/12/18

#	IZ Working Group Recommendation (does not contain consultant recommendation)	Description	Ordinance Change Required?	IZ Joint Committee Recommendation
#10	Maintain IZ rent target at 65% of AMI, reduce income eligibility threshold from 100% AMI to 80% AMI	Keep the current IZ rent target price at 65% of AMI.	Yes	Support IZWG recommendation as is.
#10.1		Reduce the upper income eligibility for those who can qualify to rent an IZ unit to 80% AMI.	No	Maintain at the current 100% AMI upper income eligibility level.
#11	Contribute levy resources to inclusionary homeownership	PiL funds as well as any other new funding sources could be used for down payment assistance as part of a shared equity housing program in areas that lack inclusion.	No	Referred to CDNR.
#12	Establish a per bed fee for purpose built college student housing that's not exempt from IZ	Currently projects within an Institutional (I) zoning district developed by an educational institution for the exclusive residential use and occupancy by that institution's students are exempt from IZ. Establish a per bed fee as an alternative to the IZ unit requirement in cases where a development is built expressly as student housing (public or private), and rented to students, but not exempt under the current ordinance.	Yes	Develop ordinance language based on the terms that Champlain College met to satisfy the IZ requirement for the 194 Saint Paul project that included demonstrating that over 15% of the undergraduate population fall under 65% AMI on a yearly basis and a covenant to ensure compliance with article 9 in the unlikely event that the property ceases to be used for dedicated student housing. In cases where this standard cannot be met, the IZ requirement must be met on-site.
#13	Identify and address factors that limit the creation and utilization of accessory units	City Housing Action Plan - Review of Accessory Dwelling Units in progress.	No	Referred to CDNR.
OTHER RECOMMENDATIONS OF THE IZWG PERTAINING TO INCLUSION				
#14	Parking	General parking reform efforts should include making on-site parking requirement based on the number of bedrooms rather than the number of units.	No	Referred to CDNR.
#14.1		Encourage developers to un bundle cost of parking from rent.	No	Referred to CDNR.
#15	Infill Development	PlanBTV: Comprehensive Plan update is in progress.	No	Referred to CDNR.
#16	Income Standards	the HUD AMI includes several counties and is not representative of Burlington, consider alternative standards.	No	The Joint Committee determined that HUD AMI should continue to be the income standard.

Proposed designated areas for Inclusionary Zoning based on 80% AMI

Legend

-  Census Tracts
-  Census Block Groups
-  'Less Inclusive' (<51% of residents are below 80% AMI)



2,000 1,000 0 2,000 4,000 6,000 Feet

Department of Planning and Zoning

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David White, AICP, Director
Meagan Tuttle, AICP, Comprehensive Planner
Jay Appleton, GIS Manager
Scott Gustin, AICP, CFM, Principal Planner
Mary O'Neil, AICP, Principal Planner
Ryan Morrison, Assistant Planner
Shaleigh Draper, Zoning Clerk
Layne Darfler, Planning Technician



TO: Burlington Planning Commission
FROM: Scott Gustin, Principal Planner
DATE: March 21, 2019
RE: CDO Amendment ZA-19-XX: Zoning Administrative Officer

Overview & Background

In anticipation of the Planning & Zoning Department restructuring associated with the City's permit reform effort, the City Attorney has recommended that Sec. 2.3.2, *Appointment*, of the *CDO* be amended to disjoin the director of planning and zoning position from that of the zoning administrative officer. At their October 4, 2018 meeting, the Ordinance Committee concurred with the recommendation.

Proposed Amendment

Amendment Type

Text Amendment	Map Amendment	Text & Map Amendment
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Purpose Statement

The purpose of this proposed amendment is to disjoin the director of planning and zoning from the zoning administrative officer within the Burlington Comprehensive Development Ordinance.

Proposed Amendments

To achieve the goals identified above, the proposed amendment affects the following sections of the *Burlington Comprehensive Development Ordinance*:

Sec. 2.3.2 Appointment

~~The director of planning and zoning shall serve, ex officio, as the city's zoning administrative officer (ZAO or administrative officer), and upon the recommendation of the planning commission, shall be~~ appointed by the legislative body for a term of three years. The ZAO may be removed for cause at any time by the legislative body after consultation with the planning commission.

Relationship to planBTV

This following discussion of conformance with the goals and policies of planBTV is prepared in accordance with the provisions of 24 V.S.A. §4441(c).

Compatibility with Proposed Future Land Use & Density

The proposed amendment has no impact on the proposed future land use and density goals contained within planBTV (the City's Municipal Development Plan).

Impact on Safe & Affordable Housing

The proposed amendment has no impact on the provision of safe and affordable housing.

Planned Community Facilities

The proposed amendment has no impact on planned community facilities.

Process Overview

The following chart summarizes the current stage in the zoning amendment process, and identifies any recommended actions:

Planning Commission Process				
Draft Amendment prepared by: Staff	Presentation to & discussion by Commission 3/26/2019	Approved for Public Hearing	Public Hearing [1/9/2019]	Approve & forward to Council
				Continue discussion
City Council Process				
First Read & Referral to Ordinance Cmte	Ordinance Committee discussion	Ordinance Cmte recommends to Council [as is / with changes]	Second Read & Public Hearing	Approval & Adoption
				Rejected

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Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Emily Lee
Harris Roen
Jennifer Wallace-Brodeur*



Burlington Planning Commission Tuesday, January 29, 2019, 6:30 P.M. Conference Room 12, City Hall, 149 Church Street Draft Minutes

Members Present	A Montroll, B Baker, Y Bradley, A Friend, E Lee, H Roen
Members Absent	J Wallace-Brodeur
Staff Present	M Tuttle, D White, S Draper, S Gustin, K Sturtevant, K Merriman Shapiro

I. Agenda

Call to Order	Time: 6:32pm
Agenda	Approved As Is

II. Public Forum

Name	Comment	Commission Action?
No members of the public spoke		

III. Report of the Chair

A Montroll	• No Report
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IV. Report of the Director

D White	• Four zoning amendments were on the City Council agenda for the meeting on 1/28. • Amendments ZA-18-08: Form District 5 Boundaries, and ZA-19-02: Additional Residential Unit in RL were both pulled from the agenda for further discussion. • Amendments ZA-19-05: Density Calculations, and ZA-18-07: Conditional Use Exemptions were both approved. • A request was made by petitioners to put the redesign of City Hall Park on the ballot in March, City Council voted and the request failed by a 6-6 vote. • Proposed charter changes will be on the ballot for the vote in March including the equipment tax, the expansion of the downtown improvement district, and the creation of the Department of Permitting and Inspections.
---------	--

V. Moran Plant: FRAME Concept

Action: No Action Required		
Motion by:	Second by:	Vote:
Type: Presentation & Discussion (PDF on website)	Presented by: K Merriman Shapiro (CEDO Senior Projects and Policy Specialist)	
Discussion/Notes: • K Merriman Shapiro presents the FRAME concept to the Planning Commission for the Moran Plant. This concept includes the deconstruction of the facility, leaving the steel frames exposed.		

The first level of the structure would provide covered activity space and public restrooms. It would also provide the opportunity for many future uses. • Several other options were researched including demolition of the building, Of the options available, partial demolition/deconstruction of the building to the FRAME concept is the most beneficial and cost-effective. • The project has \$5.4 million designated to it between voter approved TIF funds and a HUD redevelopment loan. These funds have a deadline of December 31, 2019 to be used before a significant portion would be returned to the State of Vermont. • A Commissioner asked if the exposed steel would be able to withstand exposure to the elements year round. K Merriman Shapiro informed the commission that coating the steel to protect it from weather damage has been included in the total cost for the project. • Commissioners question why the TIF Funds would go back to the State of Vermont by the end of the year. The TIF funds come from both state and municipal taxes, so a portion of the funds would remain with the city, however majority of the funds would be returned to the state.

VI. Proposed CDO Amendment ZA-19-07: Commercial Uses in the E-LM

Action: Discuss the proposed amendment, identify additional changes, and forward to City Council		
Motion by: Y Bradley	Second by: E Lee	Vote: Approved Unanimously
Type: Presentation & Discussion (PDF on website)		Presented by: M Tuttle
Discussion/Notes: • Following the Commission's public hearing on January 9, staff has revised the amendment to address some of the comments and concerns that were raised. • This amendment includes permitting banks, removing the limitations on performing arts centers, creating new R&D and technical office uses, and establishing a requirement that a majority of the gross floor area on a lot south of Home Avenue be industrial/manufacturing/warehouse/R&D/arts and similar uses. • This amendment does not prohibit any uses that are already permitted or conditionally permitted. • Question about performance venues is where and in combination with what other uses. Public Comments: • Elisa Nelson (residential property owner)- Pleased to see what is being discussed and the changes that are being proposed. Still has concerns of how it will impact the neighborhood. Events in the past have been an issue for residential property owners in the area. Does not think that the residential areas can handle the impact it will have on the neighborhoods. • Ben Traverse (residential property owner)- Burton and planning staff have been very responsive to questions and concerns as they come up. Still has concerns of how this project will impact the neighborhoods specifically the hours of operation, number of events, and number of people and vehicles. Open to the project moving forward knowing it would go through the Development Review Board for conditional use review. • Matt Canning (residential property owner)- Excited about the proposed amendment. Feels that the South End will continue to develop with the help of the new uses. • Colin Hilliard (Burlington Business Association)- Sees the South End as an economic driver in the City. Agrees with this amendment moving forward. Zoning should be responsive of the rapidly changing future market trends in the South End. Shared a letter from the BBA regarding the amendment.		

- Hailey Ronconi (former Talent Skate Park employee and Burlington resident)- Would like to see the project move forward with the possibility of Talent Skate Park moving into the Burton facility. This would provide activity spaces for kids and young adults.
- Candelin Wahl (residential property owner)- Thinks the proposed Burton project is an exciting opportunity. Raises a concern regarding the access for pedestrians or bikes, not just vehicles coming to the space. Would like to see sidewalks on Industrial Pkwy for those not driving.
- PJ McHenry (Owner of Arts Riot)- Points out that this amendment will impact other businesses such as Arts Riot, not only Burton. Has been working with P&Z to find ways to expand Arts Riot. Would like to see Burton expand and add Higher Ground to their space. Strongly encourages this amendment to move forward.
- Rebecca Grannis (residential property owner)- Agrees with others that allowing Higher Ground and a skate park at the Burton facility can have positive results. Excited about the possibilities that can come from this amendment allowing for more diversity in the area.
- Justin Worthley (Burton)- Has had several meetings with the neighborhood surrounding their facility and plan to continue to have those discussions. The proposed amendment is a good compromise to meet their needs and follow the direction of the South End. Feels that concept from *planBTV: South End* to treat district as separate places should be re-evaluated. Shared a letter from Higher Ground owners supporting the amendment.
- Brett Smith (residential property owner)- Supportive of the proposed amendment, and feels it would be a positive addition to the South End.

Commission Comments:

- The Commission supported sending the revised amendment to Council, recognizing the challenge of managing the changing character of the South End generally, and the amendment's goals to find a compromise approach to help direct that change. It was further discussed that because a performing arts venue would be a conditional use and would require review of traffic and noise studies by the DRB, that there were avenues to evaluate the potential neighborhood impacts.
- The amendment will go to the City Council for consideration who will also hold a public hearing before approving the amendment.

VII. Proposed CDO Amendment ZA-19-08: Dwelling Unit

Action: Deferred to future meeting due to time		
Motion by:	Second by:	Vote:
Type: Discussion	Presented by:	
Discussion/Notes:		

VIII. Proposed CDO Amendment: Co-Living

Action: No Action Taken		
Motion by:	Second by:	Vote:
Type: Discussion	Presented by: M Tuttle	
Discussion/Notes: • The purpose of this amendment is to establish a new housing type, co-living, within the Burlington CDO. • This includes a definition of co-living, an update to the Use Table to permit this housing type as a conditional use within mixed-use and institutional zoning districts, and to establish equivalencies for the number of co-living 'rooming units' to dwelling units for the purposes of calculating density, parking requirements, and inclusionary and housing replacement		

requirements. Further, this amendment clarifies within the definition of a boarding house that the rooms let are bedrooms. • E Farrell questions altering this housing type to allow for food preparation within the co-living rooming units. Staff explain including kitchens to the housing type would then make it a dwelling unit which is already defined in the CDO. • Commissioners suggest finding examples of other towns/cities that have housing types such as these and how they are defined in their ordinances. • The commission would like to see other options for this new housing type, and to consider the possibility of including small kitchens within the units.
--

IX. Committee Reports

Executive	• Met on 1/29, discussed upcoming agenda items including revisiting historic preservation issues. • Reviewed zoning amendments that will be coming soon, including the Inclusionary Zoning recommendations.
Ordinance	No Report
Long Range	No Report

X. Commissioner Items

Next Meeting	February 12, 2019 @ 6:30pm in Conference Room 12, City Hall
--------------	---

XI. Minutes & Communications

Action: Approve Minutes & Accept Communications		
Motion by: B Baker	Second by: Y Bradley	Vote: Approved 5-1, A Friend opposed
Changes to Minutes: • A Commissioner felt the minutes did not reflect the character of the conversation regarding the discussion of the proposed CDO amendment ZA-19-08; however, no changes were made.		
Communications Filed: • Email communications regarding the proposed CDO Amendment ZA-19-07 • Burlington Business Association comments on the proposed CDO Amendment ZA-19-07 • Higher Ground comments on the proposed CDO Amendment ZA-19-07		

XII. Adjourn

Adjournment	Time: 8:36pm	
Motion: E Lee	Second: A Friend	Vote: Approved Unanimously

Burlington Planning Commission

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Burlington Planning Commission

Tuesday, March 12, 2019, 6:30 P.M.
Conference Room 12, City Hall, 149 Church Street
Draft Minutes

Members Present	A Montroll, B Baker, Y Bradley, E Lee, H Roen, J Wallace-Brodeur
Members Absent	A Friend
Staff Present	M Tuttle, D White, S Draper, S Gustin, T Rawlings

I. Agenda

Call to Order	Time: 6:33pm
Agenda	Approved As Is

II. Public Forum

Name	Comment	Commission Action
Barbara Headrick	Regarding the JIPMP- UVM expansion of the athletic facility was approved with an excess of parking, but new Parking Management Plan shows a deficit.	

III. Report of the Chair

A Montroll	No Report
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IV. Report of the Director

D White	- Working with UVM & CEDO to hold regular meetings regarding projects. - Several zoning amendments have been forwarded to council. Anticipate the council to address those after transition in April. - All ballot items from Town Meeting Day passed with the exception of the Downtown Improvement District. Hopeful this can be reevaluated and move forward at a later date. - Charter change about permit reform will go to the legislature for final approval. Hopeful to have the new department up and running by July 1. - planBTV (M Tuttle)- Council held first public hearing in February. Additional revisions were made, and a third draft published online. Council will hold second public hearing and consider re-adopting on March 25.
---------	--

V. Proposed CDO Amendment: Inclusionary Zoning Updates

Action: No Action Required		
Motion by:	Second by:	Vote:
Type: Presentation & Discussion	Presented by: T Rawlings (CEDO Housing Program Manager)	
Discussion/Notes: T Rawlings gives a brief overview of the Inclusionary Zoning recommendations being sent to the Planning Commission for review and potential ordinance changes.		

- A consultant provided an evaluation of Burlington's IZ Ordinance, and their recommendations were sent to the IZ Working Group.
- The working group forwarded their recommendations to a joint council committee, and now to Planning Commission for their input.
- Several of the recommendations would require ordinance changes, which are intended to:
 - Ensure the "offsets" provided in the zoning ordinance work more effectively to result in creation of inclusionary housing
 - Protect and strengthen inclusion city-wide, and at the right income targets
 - Improve program efficacy
- Specific proposed changes will be discussed in detail at a future meeting. Commission questions and requests for additional information included:
 - Data about number of units created through the IZ ordinance.
 - Background on why IZ Working Group and/or Joint Committee would have forwarded a recommendation different from that of the consultant's report.
 - Information on income monitoring of those qualifying for IZ units.
 - The cost of rent for an IZ unit depending on bedroom count.
 - Data on what bonuses offered are or are not being utilized by developers.
 - Send a link to the consultant report for original analysis and recommendations.

VI. Proposed CDO Amendment ZA-19-08: Dwelling Unit

Action: Deferred to a future meeting		
Motion by: E Lee	Second by: J Wallace-Brodeur	Vote: Approved 5-1, Y Bradley opposed
Type: Discussion		Presented by: S Gustin
Discussion/Notes: • A commissioner suggests postponing this amendment to allow for further discussion on expanding the occupancy limits to all zones, not just the residential zones (RL, RM, RH). • Staff recommended moving the amendment forward in order to clarify the current ordinance language, then have a discussion about expanding the occupancy limits to all zones. • A commissioner questioned why the occupancy limits only include the residential zones, and what the intent was at the time. A Montroll explained there was apprehension about implementing occupancy limits, so limited to RL and RM; later expanded to include RH. • Commissioners discuss postponing the amendment until they can have a more comprehensive discussion on what the effect of expanding occupancy limits to all zones and/or other zones. • The commission voted to postpone the amendment to discuss occupancy limits in other districts; Y Bradley opposed, expressing that clarifying language and expanding occupancy limits should be considered as separate issues.		

VII. Committee Reports

Executive	No Report
Ordinance	No Report
Long Range	No Report

VIII. Commissioner Items

Next Meeting	Tuesday, March 26, 2019 @ 6:30pm in Conference Room 12, City Hall
H Roen	H Roen, A Friend, and M Tuttle will attend Ward 5 NPA meeting to share info on the potential changes to the enterprise zoning.

IX. Minutes & Communications

Action: Accept Communications		
Motion by: J Wallace-Brodeur	Second by: B Baker	Vote: Approved Unanimously
Changes to Minutes: Postpone approval to allow for staff to make any necessary changes to include more detail regarding the Commission discussion on the proposed ZA-19-07: Commercial Uses in the E-LM.		
Communications Filed: Draft Joint Institutional Parking Management Plan 5-Year Update (JIPMP)		

X. Executive Session

Action: Convene executive session		Time: 7:42pm
Motion: E Lee	Second: H Roen	Vote: Approved Unanimously
Action: Adjourn executive session		Time: 8:20pm
Motion: Y Bradley	Second: J Wallace-Brodeur	Vote: Approved Unanimously

XI. Adjourn

Adjournment		Time: 8:20pm
Motion: Y Bradley	Second: H Roen	Vote: Approved Unanimously

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Burlington Planning Commission

Tuesday, March 26, 2019, 6:30 P.M.

Conference Room 12, City Hall, 149 Church Street

Minutes

Members Present	A Montroll, B Baker, A Friend, E Lee, H Roen, J Wallace-Brodeur
Members Absent	Y Bradley
Staff Present	M Tuttle, D White, S Draper, S Gustin, T Rawlings

I. Agenda

Call to Order	Time: 6:35pm
Agenda	Approved As Is

II. Public Forum

Name	Comment	Commission Action
Sharon Bushor	City Council adopted the update to planBTV on 3/25. Would like to acknowledge and express appreciation for the work done by Planning staff and the commission. Very responsive to comments and edits suggested by the public and council.	
Barbara Headrick	Shared a communication regarding concerns for the update to the Joint Institutional Parking Management Plan, specifically how the parking deficit will affect residential streets surrounding the campus.	

III. Report of the Chair

A Montroll	Would like to acknowledge the work done by the commission, and specifically M Tuttle. The organization and readability of the new document is a great improvement. The amount of work to be done within a year timeline, and the ability to remain on schedule, reflects well on the process and M Tuttle.
------------	--

IV. Report of the Director

D White	Agree with Councilor Bushor and A Montroll, M Tuttle put in tremendous time, effort, and creativity to the update of planBTV. As well as the update of planBTV: South End, that was also adopted by the City Council on 3/25.
---------	---

V. Joint Institutional Parking Management Plan

Action: Continue discussion for recommendations at a future meeting		
Motion by:	Second by:	Vote:
Type: Presentation & Discussion	Presented by: Sandy Thibault- CATMA, Jonathan Slason -RSG	
Discussion/Notes: The Joint Institutional Parking Management Plan (JIPMP) is updated every five years, with annual reports. Plan shows current parking supply and utilization for institutions, and the projections of future supply and demand. Gives city and institutions the ability to prepare for the anticipated need, and respond to		

the problems identified. CATMA can aid the institutions and the city with long term solutions and plans to address the parking needs, as well as promote alternative modes of transportation. Some changes in projections likely a result of 1) survey methodology is leading to more accurate and complete picture of user behavior, 2) national trend is less transit, more SOV.

- Champlain College: Future parking supply vs. demand- (-135) deficit, but based on College's detailed management and enforcement, don't anticipate this to be a problem.
- University of Vermont: Future parking supply vs. demand- (-783) deficit. Need to work with University and City to determine how to address this.
- University of Vermont Medical Center: Future parking supply vs. demand- +443 surplus.

Comments & Discussion included:

- B Headrick questions survey methods and reliability of the data being used in the study, suggests observation is better method.
- Commissioners expressed concern about number of commuters that live within a 0.5-mile of campus that are driving and thus requiring a parking space on or off campus. Some Commissioners expressed concern that this is leading to significant impact on city streets and adjacent neighborhoods.
- S Gustin indicated that more detailed explanations of how the deficits will be addressed within the plan are necessary for the DRB to approve.
- Commissioners would like to see plans for how to decrease the number of commuters within a 0.5-mile radius driving to campus, including both policy changes at the institutions and on the city side.
- A Montroll requested a staff recommendation for consideration at an upcoming meeting.

VI. Proposed CDO Amendment: Inclusionary Zoning Updates

Action: No Action Required		
Motion by:	Second by:	Vote:
Type: Discussion	Presented by: S Gustin, M Tuttle, T Rawlings	
Discussion/Notes:		
On 3/12, Commission received overview of recommendations made by the Joint Committee regarding Inclusionary Zoning. The commission will review begin discussing corresponding ordinance amendments, based on three themes: addressing the "offsets," promoting greater inclusion, and administrative details.		
Regarding offsets:		
• Address the cost of providing inclusionary units: Article 9 would be amended to exempt inclusionary units from impact fees, and Article 8 to exempt inclusionary units from the minimum off-site parking requirements. • The commission raised questions and concerns about removing parking requirements, specifically to ensure there is discrimination that makes parking spaces inaccessible to the inclusionary tenants. Commission asked staff to offer some thoughts on this. • Make additional density/intensity and height provisions in Articles 4 and 9 by right for inclusionary units. Per staff, the provisions in Article 9 have been administered this way in practice, so this is largely an update to the language. Regarding Article 4 bonus (permits additional 10' height if an additional 5% inclusionary housing units are provided) has only been used once, so question is whether this is considered meaningful to keep. Proposed includes		

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placeholder for language for design standards that limit the effect of making building/site modifications so as not to reduce the permitted density/intensity by these sections.

- Commissioners would like staff to proposed design standards that would apply in order to determine which are, or are not, applicable at a future meeting.

VII. Proposed CDO Amendment: Zoning Administrative Officer

Action: Deferred to a future meeting due to time		
Motion by:	Second by:	Vote:
Type: Discussion	Presented by:	
Discussion/Notes:		

VIII. Committee Reports

Executive	No Report
Ordinance	No Report
Long Range	No Report

IX. Commissioner Items

Next Meeting	Tuesday, April 9, 2019 @ 6:30pm in Conference Room 12, City Hall
M Tuttle	Thank you to commissioners for participation and assistance in the update to planBTV, with a special thanks to H Roen, A Friend, and A Montroll for exceptional participation throughout the process.

X. Minutes & Communications

Action: Approve Minutes		
Motion by: J Wallace-Brodeur	Second by: A Friend	Vote: Approved Unanimously
Changes to Minutes: Include comments from commissioners on ZA-19-08: Dwelling Unit, concerns of inadvertently grandfathering existing properties that exceed occupancy limits. Minutes approved with this change.		
Action: Accept Communications		
Motion by: H Roen	Second by: A Friend	Vote: Approved Unanimously
Communications Filed: • Email communication regarding the proposed CDO Amendment: Inclusionary Zoning Updates • Communication from a resident regarding the update to the JIPMP		

XI. Adjourn

Adjournment	Time: 8:30pm	
Motion: J Wallace-Brodeur	Second: B Baker	Vote: Approved Unanimously



Signed: April 10, 2019

Andy Montroll, Chair

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Approved by the Planning Commission on April 9, 2019



Shaleigh Draper, Planning and Zoning Clerk

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Approved by the Planning Commission on April 9, 2019



2019 – 2024 Joint Institutional Parking Management Plan (JIPMP)

Presentation to Burlington Planning Commission

March 26, 2019



JIPMP Overview

Why the Joint Institutional Parking Management Plan (JIPMP)

An Institutional Parking Management Plan:

- Recognizes the need to manage parking demand and resources holistically and creatively, employing demand management practices as well as supplying adequate parking facilities
- Helps ensure city streets and neighborhoods are not unfairly burdened by parking demands from large institutions
- Follows the guidelines of Comprehensive Development Ordinance Article 8, Part 3

A Joint Institutional Parking Management Plan:

- Recognizes the efficiencies gained when several neighboring institutions share resources and collaboratively participate in parking and travel demand management programs

This 2019-2024 Plan Update:

- Reviews past, current and future parking demand and supply
- Identifies potential parking shortfalls based on future development plans
- Reviews collaborative solutions to address potential parking needs



Major Changes from Previous JIPMPs

Travel survey methodology

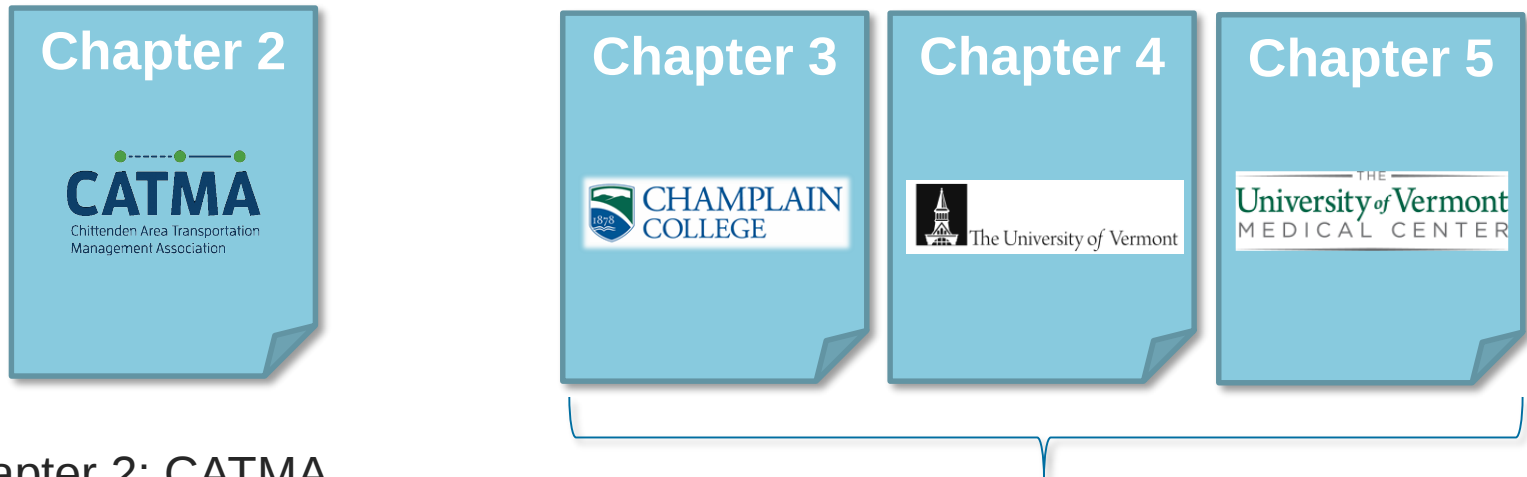
- Prior surveys asked: “In a typical week how do you travel to the main campus?”
- In 2018 this changed to: “how many days did you use each of the following modes?”
- This changed from a selection of a “primary mode” to a “proportional mode”. The net result is a more complete picture of travel demand, but is not directly comparable to previous survey analysis results.

National travel behaviors being reflected locally

- Fixed route transit demand has been declining nationally for several years
- Carpooling has declined
- Driving alone is on the rise



Why the Joint Institutional Parking Management Plan (JIPMP)

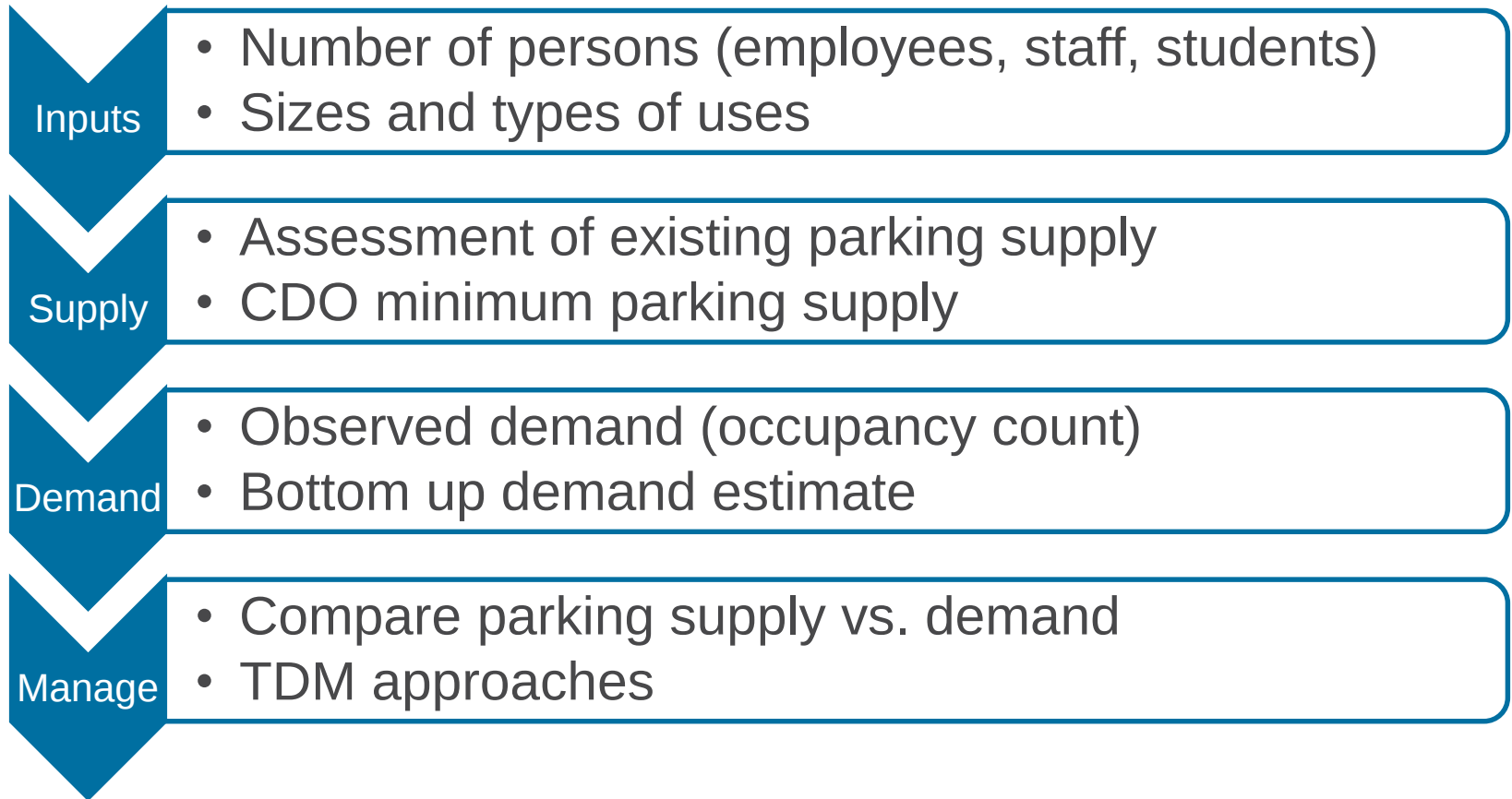


Chapter 2: CATMA Overview and Successes

- *Summary of programs managed by CATMA*
- *TDM successes over time*

- Each institution's chapter reviews current and future conditions
 - *Current parking supply and demand*
 - *Assumed future projects and related parking impacts*
 - *Current and future transportation demand management and parking practices*

General Approach



General Assumptions

Parking Supply and Demand:

- Incorporates projected changes to employment and enrollment data where available
- Incorporates expected parking supply changes based on known projects
- Assumes similar peak times of demand taken from previous studies
- Includes on-site parking garages and lots.
- Includes off-site parking garages and lots used specifically for off-site parking (often paired with shuttle or transit service).

Summary of parking supply required by ordinance

- Supply required at each institution is based on multiple uses (e.g. # of student residential beds, hospital beds, square foot of academic or administrative buildings)





CATMA Overview

CATMA Goals



- Establish long-term transportation policies and leadership.
- Provide strategic and long-term planning for multimodal transportation and parking developments in conjunction with the Members' shared land use planning.
- Plan, develop and expand comprehensive multimodal transportation systems management programs, incorporating TDM strategies.
- Plan, develop, own, and manage multimodal transportation systems and parking facilities.



CATMA Programs

PROGRAM	CHAMPLAIN	UVM	UVM MEDICAL	CATMA TOTAL
Bike/Walk Reward Program				
Enrollees	79	663	622	1,364
Current Participation	22	179	152	353
Total Awards	77	619	469	1,165
Bikeshare Discount	50% off Annual Membership			
Carpool Incentives	✓	✓	✓	✓
Carpool Matching Registrants	33	172	456	661
CarShare Vermont Campus Program Members	81	254		335
Education, Outreach and Worksite Commuter Events/Fairs	✓	✓	✓	
Flex-time policies	✓	✓	✓	



CATMA Programs

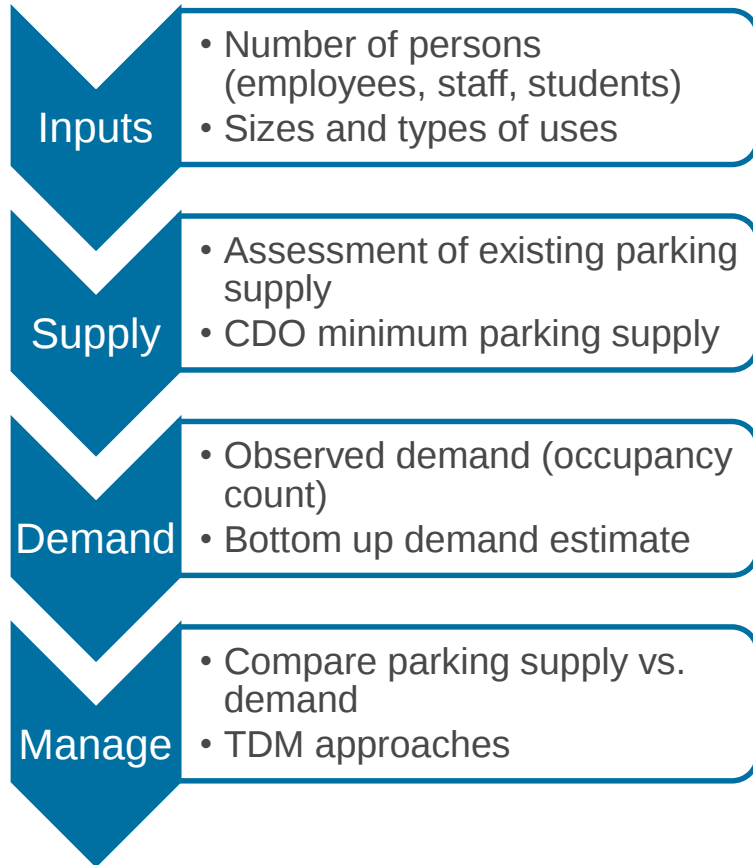
PROGRAM	CHAMPLAIN	UVM	UVM MEDICAL	CATMA TOTAL
GUARANTEED RIDE HOME				
Employee Enrollees	193	1,155	1,162	2,510
Employee Uses (Cost)	-	-	-	71 (\$2,848)
Student Enrollees	210	-	-	-
Off-site/Satellite Parking	175 spaces at Lakeside		1,190 spaces at 6 locations	
Pedestrian Walkways & Bikeway System	✓	✓	✓	
Staggered Scheduling (work and classes)	✓	✓	✓	
Shuttle Service	✓	✓	✓	
Shuttle Real-Time Tracking	✓	✓		
Employee and Student Transportation Surveys	✓	✓	✓	
Telecommute	✓	✓	✓	
Transit Programs	Unlimited Access	Unlimited Access	Local, Commuter/LINK, Ferry Passes	
Unlimited Access Annual Trips	41,800	301,000		342,755 (Table 2-2)
Promotion of Megabus, Greyhound, Amtrak, Air	✓	✓	✓	





Champlain College

Existing Parking Supply and Demand



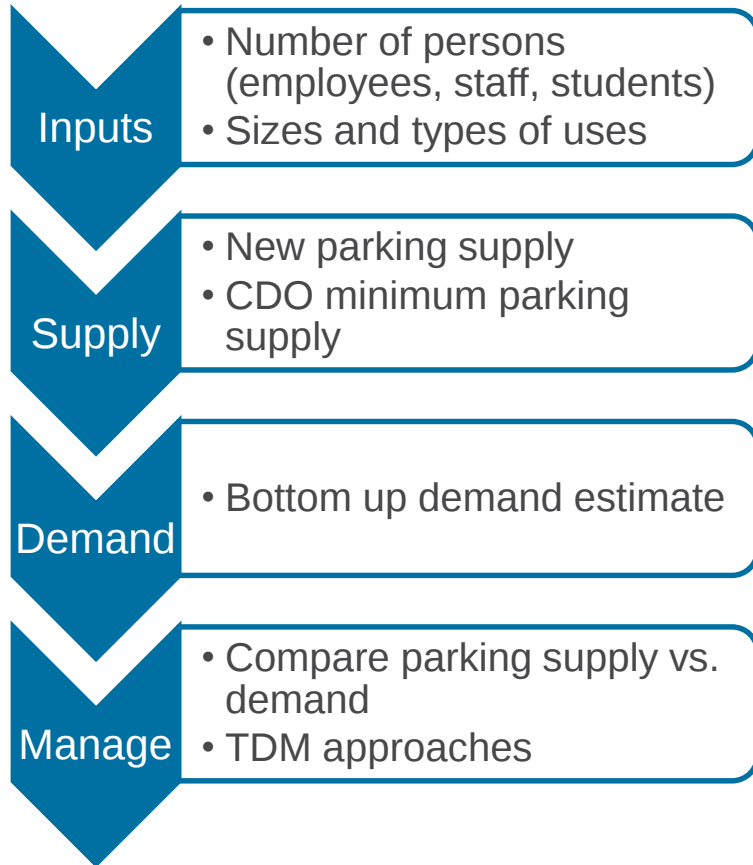
Employment. Table 3-4. **880**
Enrollment. Table 3-6. **2,174**

Bldgs. and Supply. Table 3-8. **678**
CDO. Table 3-12. **1,428 – 1,676**

Occupancy. Table 3-14. **86%**
Demand. Table 3-16. **783 peak demand**

Supply vs Demand. Table 3-16. **(-105)**

Future Parking Supply and Demand



Employment. Table 3-17. **830 employees**
Enrollment. Table 3-19. **2,270 students**

Bldgs. and Supply. Table 3-22. **0 new spaces**
CDO. Table 3-23. **168 new spaces**

Demand. Table 3-24. **813 peak demand**

Supply vs Demand. Table 3-24. **(-135) deficit**

Changes from 2014-2019 JIPMP

- Increase in enrollment and employment
- Minor changes in commute modes resulting in higher vehicle and parking demand
- New survey mechanism better reflects existing behaviors but resulted in higher drive alone mode shares
- Completion of Burlington based housing aligned with shuttle route. Some proposed building are pushed out in the future, some additional increases in GSF and beds.



Champlain Actions

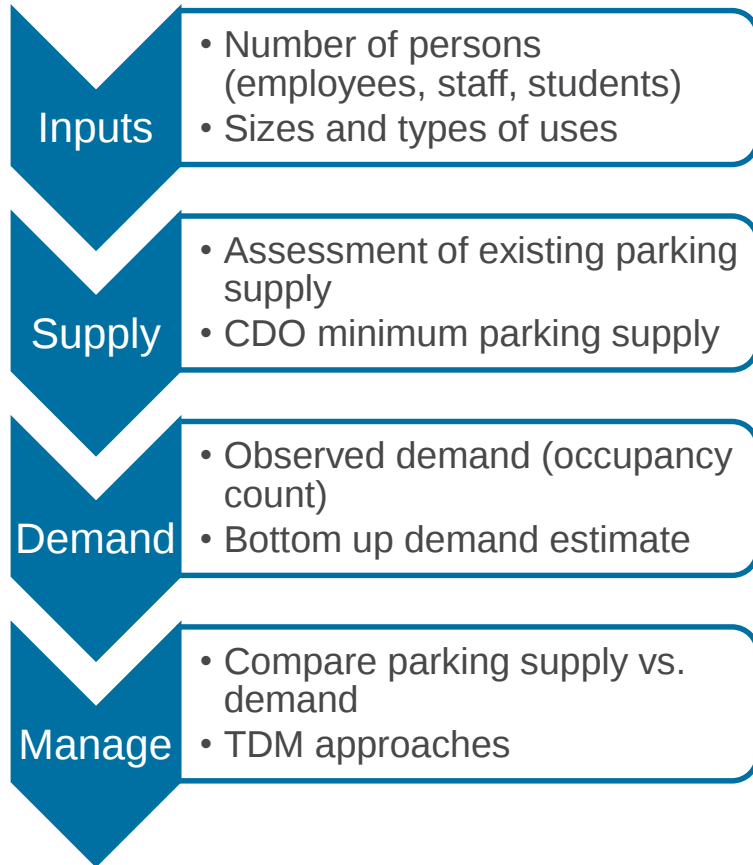
- Continue parking management systems
- Continue to support alternatives to driving through partnership with CATMA, GMT, and the City of Burlington.





UVM

Existing Parking Supply and Demand



Employment. Table 4-8. **4,186**
Enrollment. Table 4-9. **13,346**
Buildings. Table 4-10.

Parking Supply. Table 4-11. **5,410**
CDO. Table 4-13. **11,161 - 11,342**

Occupancy. Table 4-15. **91%**
Demand. Table 4-16. **5,311 peak demand**

Supply vs Demand. Table 4-16. **(-533) deficit**

Existing Parking Demand

TABLE 4-16: EXISTING UVM PEAK PARKING DEMAND BY USER GROUP

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE ²	PARKING DEMAND (SPACES)
Residents long-term vehicle storage ³	5,906	100%	25% ³	1,451
Commuters outside 0.5 miles of campus	4,266	20%	43%	369
Commuters within 0.5 miles of campus	3,174	100%	21%	658
<i>Subtotal</i>				2,425
Full-time faculty/staff	3,606	93%	63%	2,117
Part-time faculty/staff	580	81%	63%	297
<i>Subtotal</i>				2,414
Visitors				185
UVM fleet vehicles				234
<i>Subtotal</i>				419
Total peak parking demand				5,311
Off-street parking supply ⁴				4,778
Net shortage				-533

¹The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm. % peak on campus comes from most recent data survey. 2012 Biennial CATMA Transportation Survey responses.

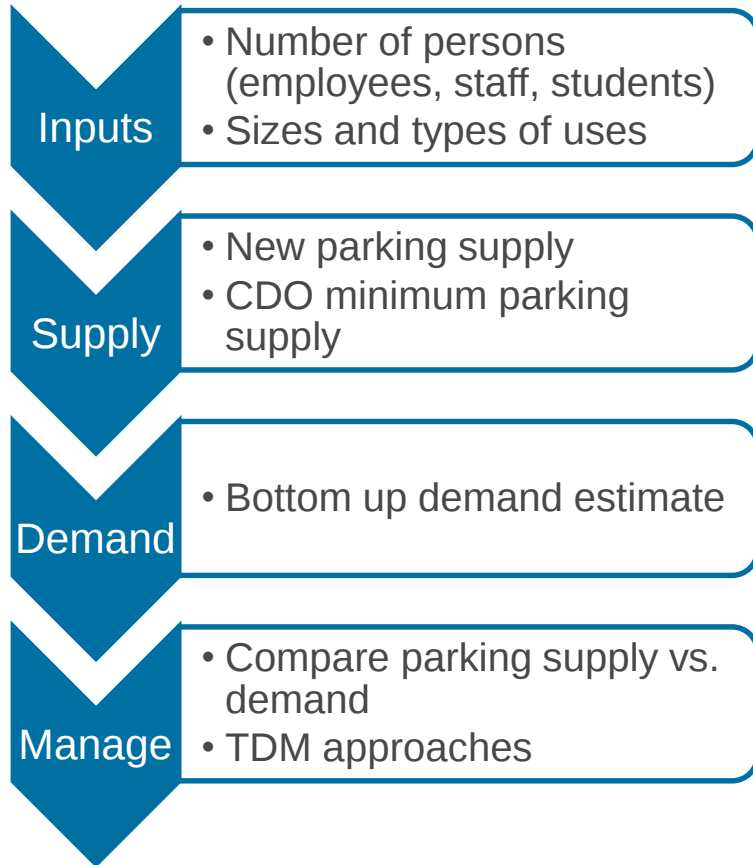
²Per 2018 CATMA survey, "Auto Mode Share" includes the following modes: "drive alone", one-half of the "carpool", and "shuttle/drive".

³Portion of residential students with a residential parking permit.

⁴See UVM has a total inventory of 5,410 spaces, 632 of which are leased to UVM MC



Future Parking Supply and Demand



Employment. Table 4-17. **4,205**
Enrollment. Table 4-18. **13,250**
Buildings. Table 4-20.

Parking Supply. Table 4-22. **(-251) net spaces**
CDO. Table 4-23. **367 net new spaces**

Demand. Table 4-24. **5,310 peak demand**

Supply vs Demand. Table 4-24. **(-783) deficit**

Future Parking Demand

TABLE 4-24: FUTURE (2024) PARKING DEMAND AND SUPPLY

USER GROUP	NUMBER IN CATEGORY	PEAK % ON CAMPUS ¹	AUTO OWNERSHIP/ MODE SHARE ³	PARKING DEMAND (SPACES)
Residential students (long-term vehicle storage)	6,016	100%	25%	1,478
Commuters outside 0.5 miles of campus	4,148	20%	43%	359
Commuters within 0.5 miles of campus	3,086	100%	21%	640
<i>Subtotal</i>				2,477
Full-time faculty/staff	3,606	93%	63%	2,117
Part-time faculty/staff	580	81%	63%	297
<i>Subtotal</i>				2,414
Visitors				185
UVM vehicle fleet				234
<i>Subtotal</i>				419
Total peak parking demand				5,310
Off-street parking supply ²				4,527
Net Deficit				-783

¹Values for peak % on campus were carried forward from the 2009-2014 JIPMP. The peak hour is assumed to occur on weekdays between 12:00pm and 1:00pm.

²Assumes no change in the current lease of 632 spaces to UVM MC.

³Mode shares remain constant from existing (2018) condition./



Changes from 2014-2019 JIPMP

- Increases in enrollment and employment
- Minor changes in commute modes resulting in higher vehicle and parking demand
- New survey mechanism better reflects existing behaviors
- Changes in parking supply associated with upgrades and core campus enhancement



UVM Actions

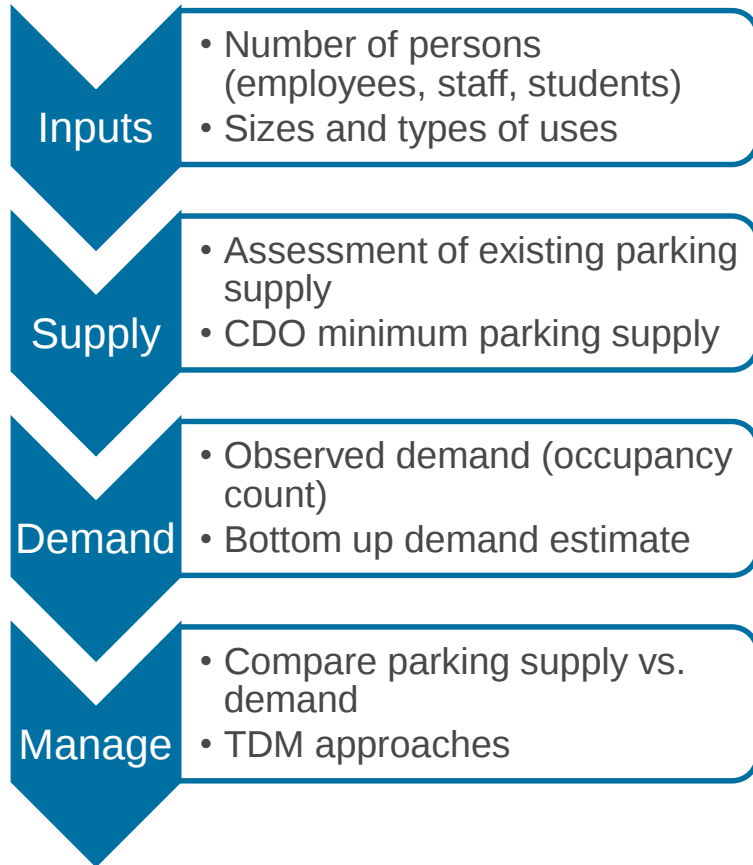
- Continue with a strong parking management system, using both incentives and restrictions to encourage alternatives to driving.
- Continue to focus on employees and commuters <0.5 mile from campus.
- Continue to support partnership with UVM MC and lease important proximate spaces.
- Work with GMT and the City of Burlington to improve transit service, quality, and efficiency to attract ridership. Support attractive and desirable alternatives to driving.
- Explore leased parking space elsewhere off-site, such as the Lakeside Lot and utilize shuttle service.
- Explore the feasibility and effects of additional parking supply on campus.





UVM Medical Center

Existing Parking Supply and Demand



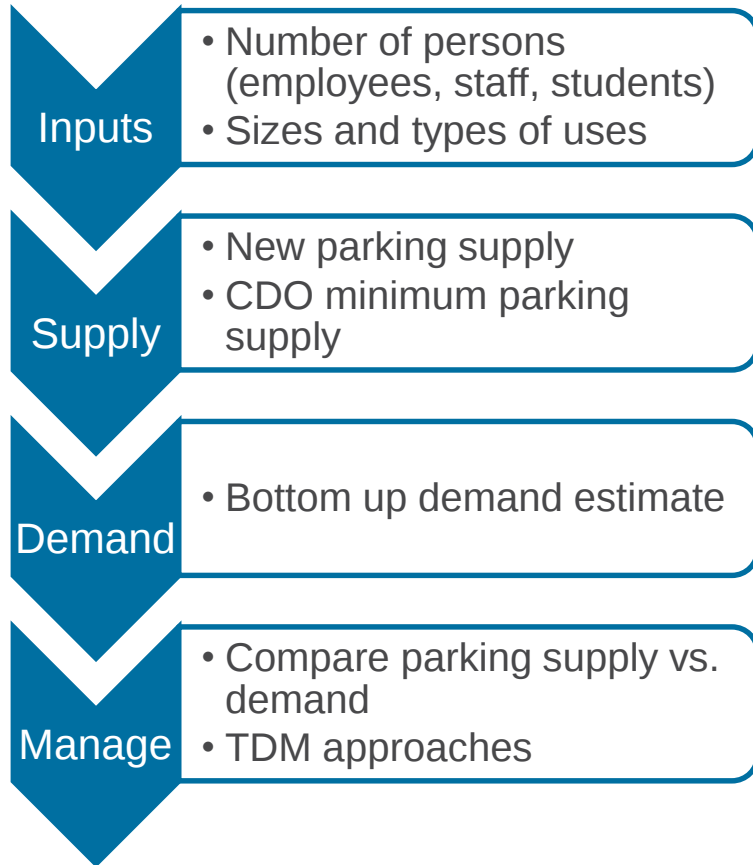
Employment. Table 5-5. **6,052 staff**
Buildings. Table 5-8. **1,697,417 GSF**

Parking supply. Table 5-9/10. **3,746**
CDO. Table 5-12. **3,361**

Occupancy. Table 5-14. **95% AM /86% PM**
Demand-MCC. Table 5-16. **2,978 pk demand**
Demand-1SoPro. Table 5-17. **459 pk demand**

Supply vs Demand-MCC. Table 5-16. **+264**
Supply vs Demand-1SoPro. Table 5-17. **+45**

Future Parking Supply and Demand



Employment. Table 5-19. **5,551 staff**
Buildings. Table 5-18. **180k GSF**

Parking supply. Table 5-21/22. **3,254**
CDO. Table 5-24. **3,070**

Demand. Table 5-25. **2,811 pk demand**

Supply vs Demand. Table 5-25. **+443**

Changes from 2014-2019 JIPMP

- Additional campuses regionally, and local hubs in Burlington and Colchester. Ability to utilize remote parking lots. UVM MC is operating a significant shuttle network.
- 1 South Prospect lease and new offices at City Place. The timing of each of these are variable.
- Minor changes in commute modes resulting in higher vehicle and parking demand.
- New survey mechanism better reflects existing behaviors but resulted in higher drive alone mode shares.



UVM MC Actions

- Continue to support alternatives to driving through partnership with CATMA, GMT, and the City of Burlington.
- Continue parking management system and remote shuttles





Contacts

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Management Association

Sandy Thibault

Executive Director - CATMA

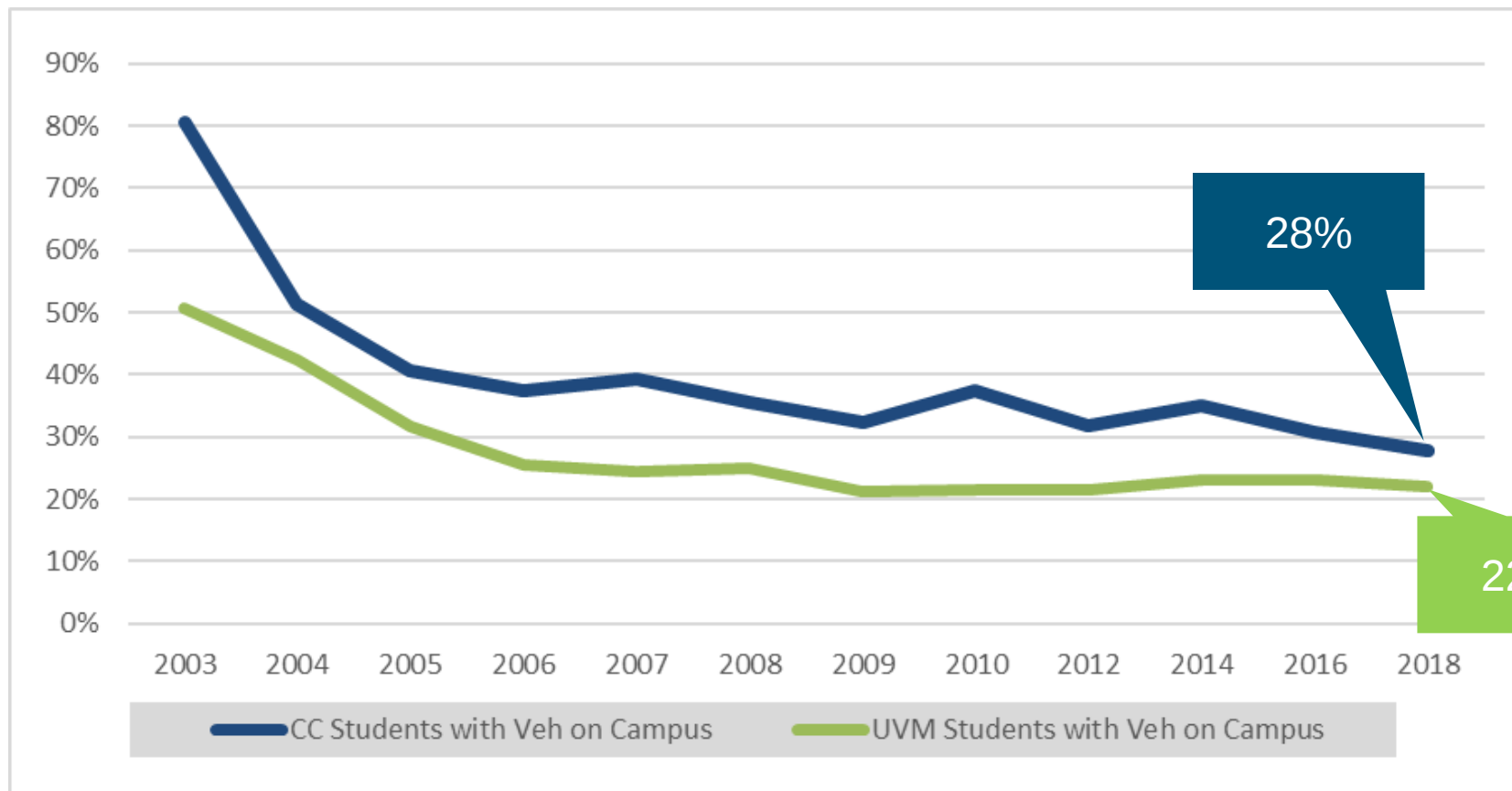
sandy@catmavt.org

802.881.0283, x3



Extra Slides

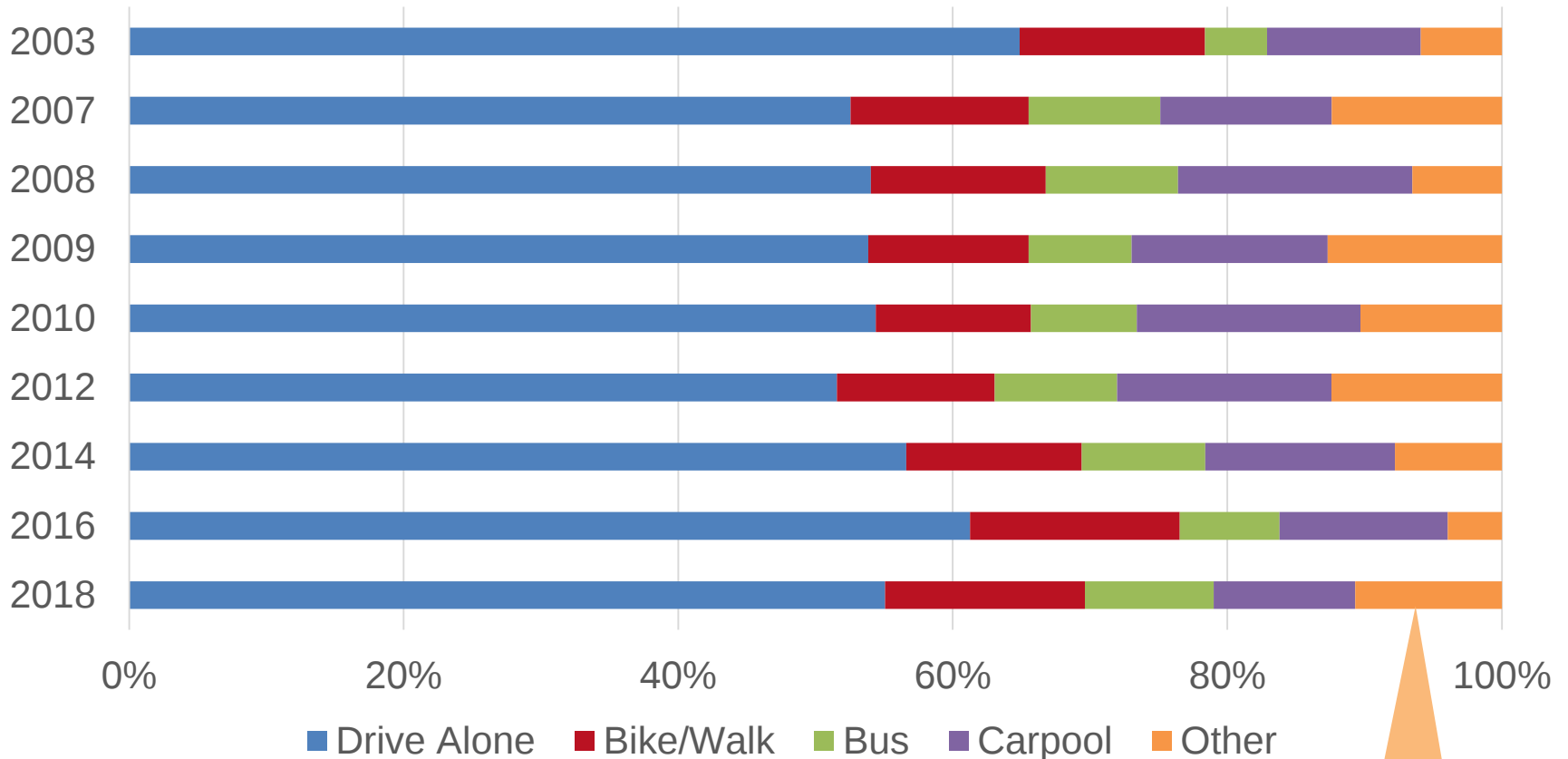
Students With Vehicle at School



% of residents with permits



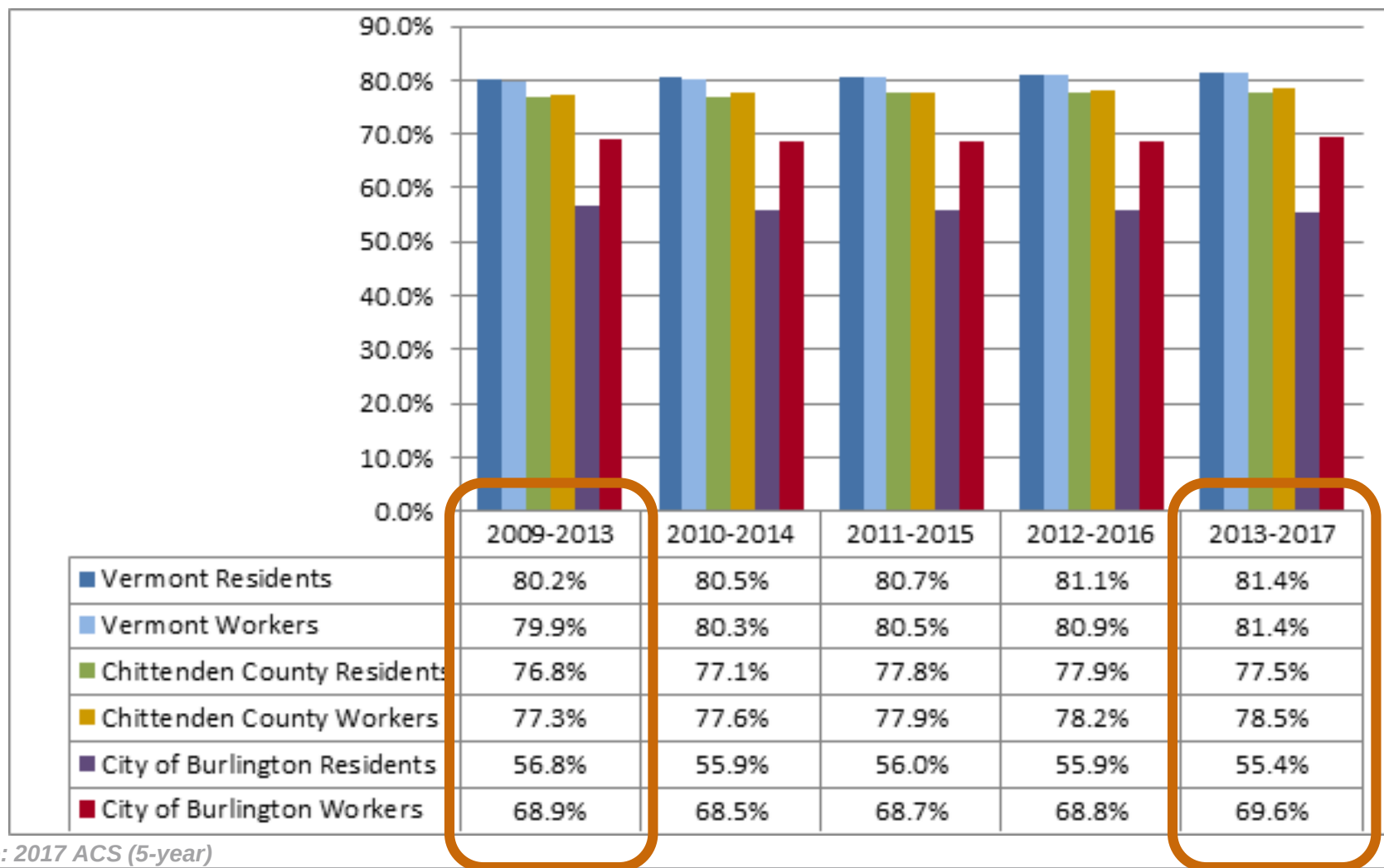
CATMA Hill Employees Commute Modes



3% Telecommute
7% Park & ride



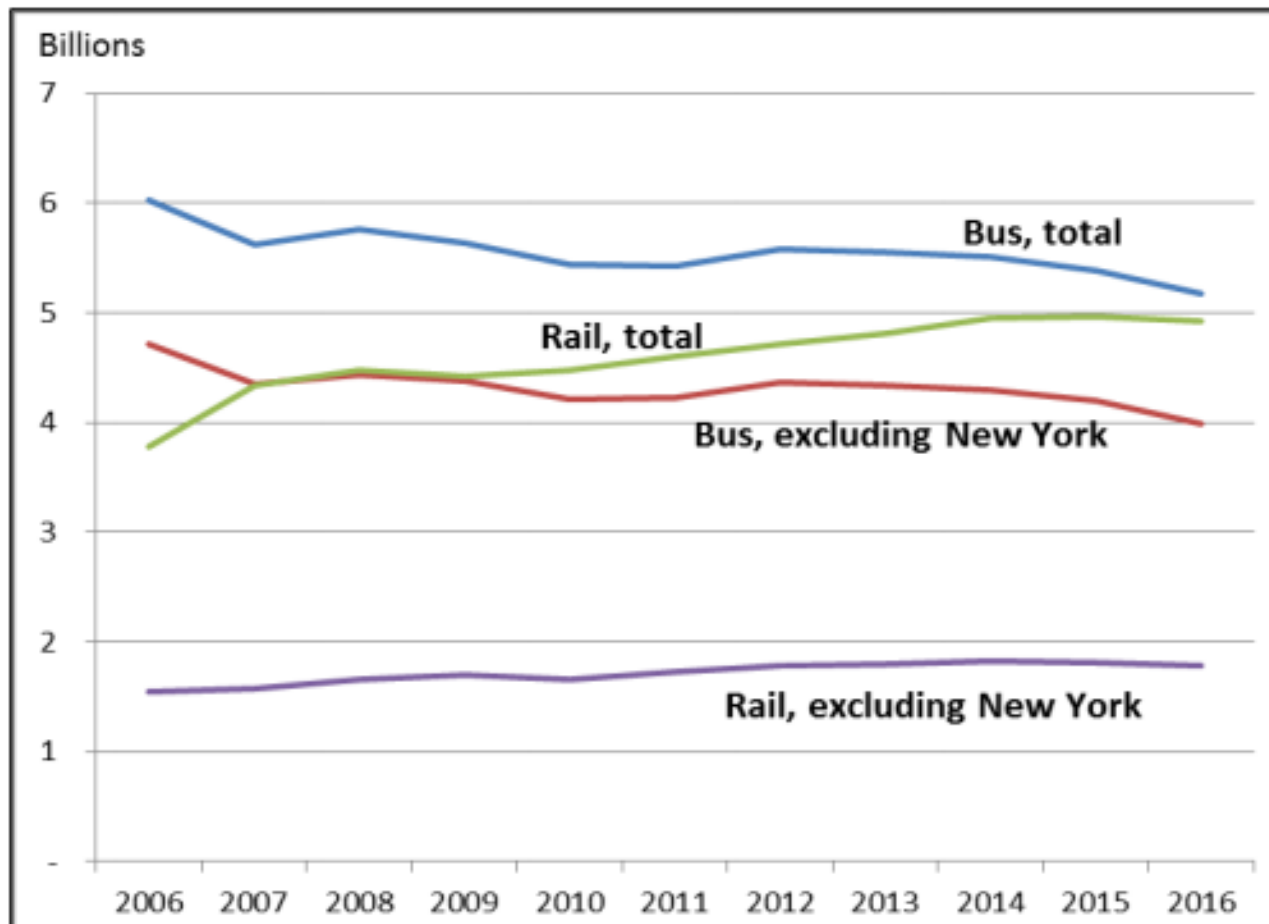
Historical Drive Alone to Work (VT, Chittenden County, and Burlington)



Source: 2017 ACS (5-year)



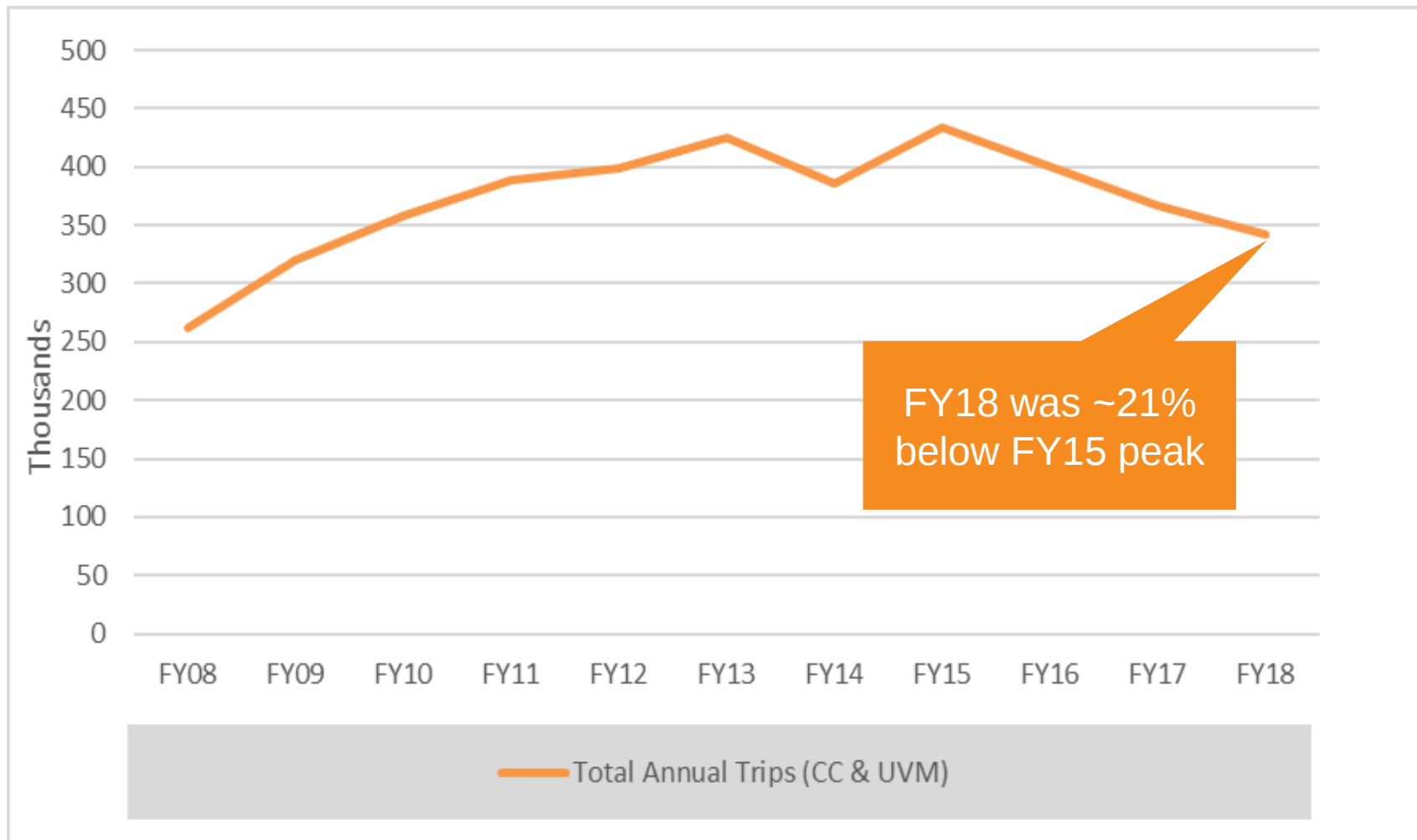
National Public Transit Ridership



Source: American Public Transportation Association, *2016 Public Transportation Fact Book*; American Public Transportation Association, *Transit Ridership Report*; Federal Transit Administration, *National Transit Database*.



GMT Unlimited Access Program (UVM & CC)



Joint Solutions

CATMA can help manage off-site parking:

- Lakeside connected to campus with shuttles and transit service
- Facilitate Unlimited Access pass

Parking at one institution may be leased to another to support common goals

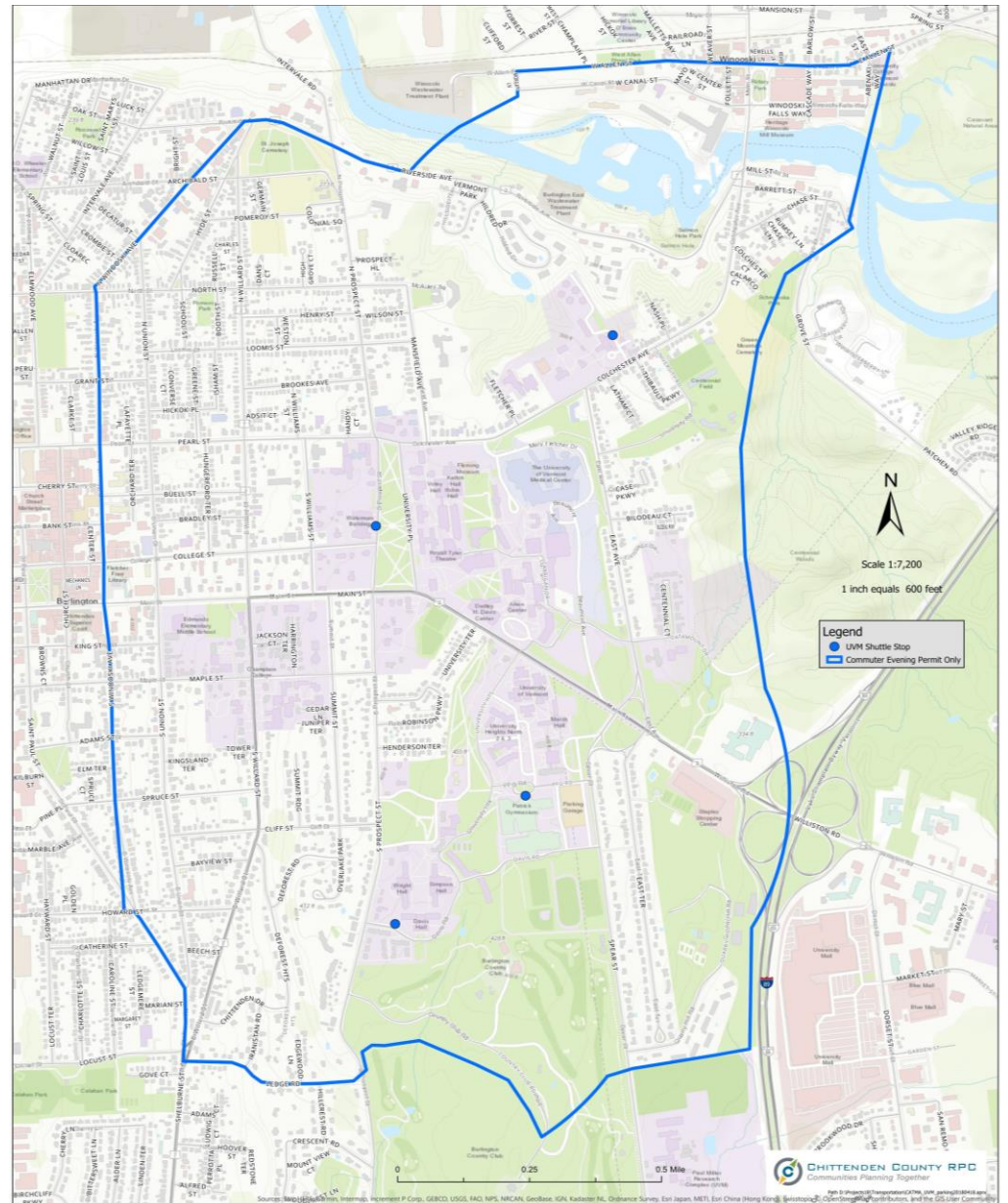
- UVM leases parking to UVM MC

Institutions enforce parking restrictions to manage on-site demand

- Restrictions on resident vehicle permits
- Residential students at Champlain cannot park private vehicles on campus long-term

CATMA also coordinates travel demand management (TDM) programs to help reduce overall parking demand by providing customized travel planning incentives and options to each institution while leveraging the benefits of scale.

Commuter Map 0.5 mile zone

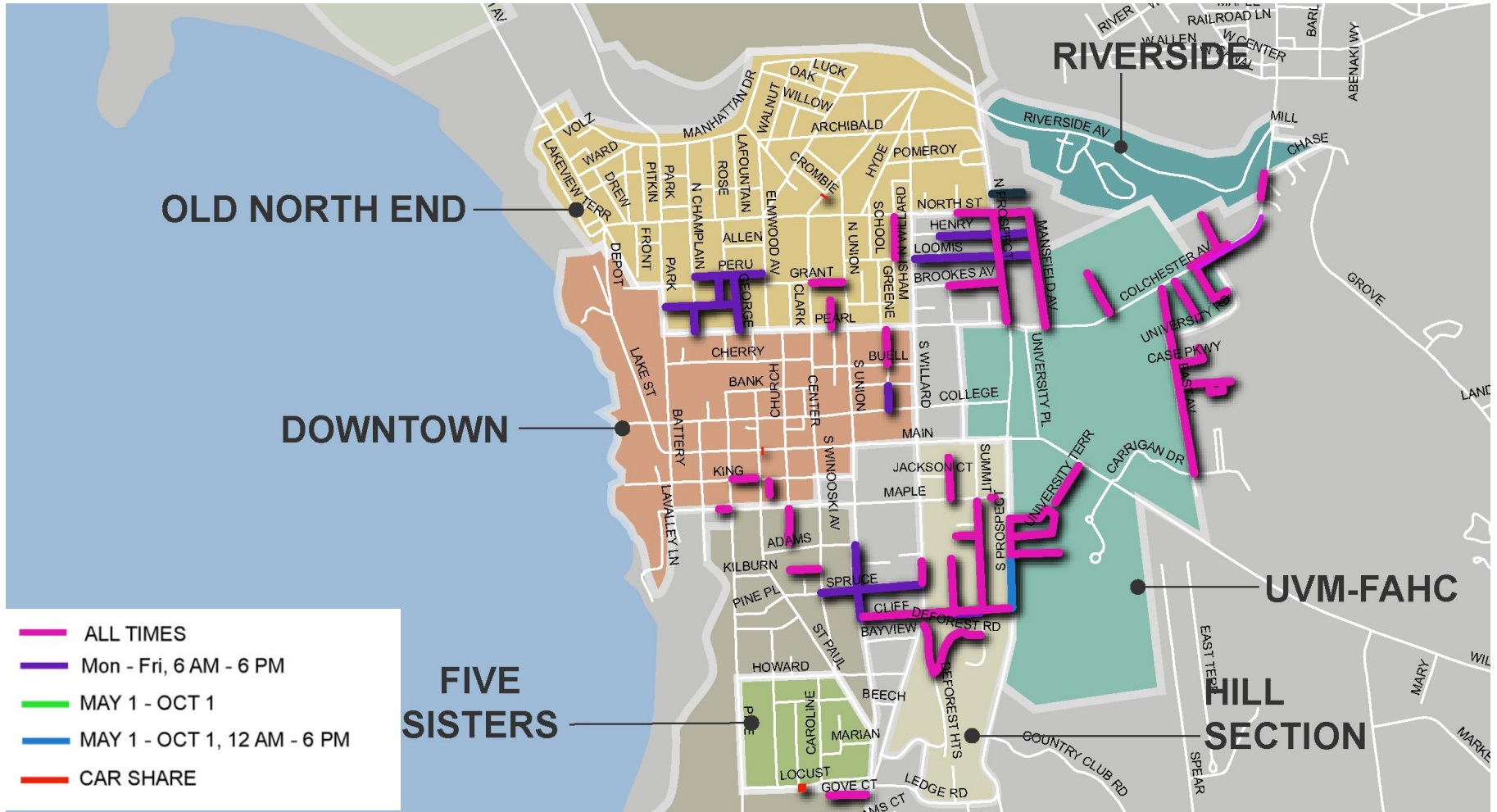


UVM – Alternative 2024 Demand

User Group	Number in Category	Peak % on Campus	Auto Ownership/ Mode Share	Parking Demand (spaces)
Residents long-term vehicle storage	6,016	100%	22%	1,324
Commuters outside 0.5 miles of campus	4,148	20%	43%	359
Commuters within 0.5 miles of campus	3,086	100%	3%	93
<i>Subtotal</i>	<i>13,250</i>			<i>1,775</i>
Full-time faculty/staff	3,606	93%	63%	2,117
Part-time faculty/staff	580	81%	63%	297
			<i>Subtotal</i>	<i>2,414</i>
			Visitors	185
			Fleet Vehicles	234
			<i>Subtotal</i>	<i>419</i>
			Total peak parking demand	4,608
			Off-street parking supply	4,527
			Net surplus	-81



Resident Only Parking





Institutional Overview

	CHAMPLAIN COLLEGE	UNIVERSITY OF VERMONT (UVM)	UVM MEDICAL CENTER (UVM MC)
Sec. 8.1.1: Purpose	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.2: Applicability	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.3: Parking Districts	Shared Use Parking District / Downtown Parking District	Shared Use Parking District	Shared Use Parking District
Sec. 8.1.4: Existing Structures	838,191 SF 1,453 Res. Beds	5,580,372 SF 5,906 Res. Beds	1,698,739 SF 580 In-Patient Beds
Sec. 8.1.5: Existing Structures— Change or Expansion of Use	+38,500 SF +181 Res. Beds	+390,783 SF +500 Res. Beds	+33,863 SF
Sec. 8.1.6: Existing Structures— Exemption in Downtown District	194 St Paul St	N/A	N/A
Sec. 8.1.7: Non-Conforming Residential Structure	N/A	N/A	N/A
SEC. 8.1.8: MINIMUM OFF-STREET PARKING REQUIREMENTS	WAIVER REQUESTED 2019: <u>CDO RQ'D PARKING:</u> <u>1,428 – 1,676</u> ACTUAL PARKING: 500 ON-SITE 175 OFF-SITE 2024: <u>CDO RQ'D PARKING:</u> <u>1,596 – 1,844</u> ESTIMATED PARKING: 500 ON-SITE 175 OFF-SITE	WAIVER REQUESTED 2019: <u>CDO RQ'D PARKING:</u> <u>11,161 – 11,342</u> ACTUAL PARKING: 5,410 ON-SITE 2024: <u>CDO RQ'D PARKING:</u> <u>11,528 – 11,709</u> ESTIMATED PARKING: 4,778 ON-SITE	WAIVER REQUESTED 2019: <u>CDO RQ'D PARKING:</u> <u>3,361</u> ACTUAL PARKING: 2,556 ON-SITE 1,190 OFF-SITE 2024: <u>CDO RQ'D PARKING:</u> <u>3,070</u> ESTIMATED PARKING: 2,164 ON-SITE 1,090 OFF-SITE



	CHAMPLAIN COLLEGE	UNIVERSITY OF VERMONT (UVM)	UVM MEDICAL CENTER (UVM MC)
Sec. 8.1.9: Maximum Parking Spaces	2019: 1,785 – 2,095 2024: 1,995 – 2,305	2019: 13,951 – 14,178 2024: 14,410 – 14,636	2019: 4,301 2024: 3,837
Sec. 8.1.10: Off-Street Loading Requirements	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.11: Parking Dimensional Requirements	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.12: Limitations, Location, Use of Facilities	Waiver requested	Waiver requested	Waiver requested
Sec. 8.1.13: Parking for Disabled Persons	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.14: Stacked or Tandem Parking Restrictions	Acknowledged	Acknowledged	Acknowledged
Sec. 8.1.15: Waivers from Parking Requirements/Parking Management Plans	<u>Parking Management Plan presented in Section 3</u>	<u>Parking Management Plan presented in Section 4</u>	<u>Parking Management Plan presented in Section 5</u>

