

Burlington Planning Commission

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*Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Michael Gaughan
Emily Lee
Brynne Martin*

Regular Meeting Burlington Planning Commission Wednesday, February 23, 6:30 P.M. **Remote via Zoom**

To Join the Meeting on a Computer

Link: <https://us02web.zoom.us/j/82754488061>

To Join the Meeting on a Phone

Number: +1 312 626 6799 Meeting ID: 827 5448 8061

AGENDA

I. Agenda

II. Public Forum *See details on pg 3 of packet for participating remotely.*

III. Chair's Report

IV. Director's Report

V. Burlington High School Zoning

Representatives from Burlington School District and the BHS design team will share an update on the Burlington High School & Technical Center planning process, and present a request regarding the zoning for the current school site on Institute Road. Information related to this item can be found in the agenda packet on page 4 and more information about BHS/BTC project is available at: <https://www.bsdt.org/category/bhs-btc-reenvisioning/>

Staff Recommendation: Ask questions and provide feedback to inform upcoming discussions.

VI. Annual Update: Joint Institutional Parking Management Plan

CATMA has submitted the 2021 Annual Update to the 2020-2022 Joint Institutional Parking Management Plan (JIPMP) on behalf of Champlain College, the University of Vermont, and the UVM Medical Center. CATMA will present the update during the meeting. The update can be found in the agenda packet on page 6.

Staff Recommendation: No action is required.

VII. Proposed CDO Amendment: ZA-22-03 Steep Slopes *(Time Permitting)*

The Commission's Ordinance Committee has recommended an amendment to the Comprehensive Development Ordinance (CDO) to establish an overlay zone for steep slopes and criteria for building on or near such slopes. Information related to this item can be found in the agenda packet on page 45.

Staff Recommendation: Approve the Municipal Bylaw Amendment Report and warn for public hearing.

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505. Written comments on items may be directed to the Planning Commission at 149 Church Street, Burlington, VT 05401, or at mtuttle@burlingtonvt.gov

VIII. Commissioner Items

- a. Upcoming Meetings – March 8 and 22, 2022 at 6:30pm
- b. Committee Reports
- c. Items of Interest
 - i. BHS/BTC Kick Off Presentation on Thursday, February 17 at 6:30pm (see link in Item V)
 - ii. The Neighborhood Project: <https://www.burlingtonvt.gov/CEDO/The-Neighborhood-Project>

IX. Minutes & Communications

- a. The minutes of the February 8, 2022 meeting are enclosed in the agenda packet on page 50
- b. Communications

X. Adjourn

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Guidance for Participating in a Virtual Planning Commission Meeting

As social distancing measures to preserve public health and safety continue to be required to prevent the spread of COVID-19, or are recommended as a standard practice, the Office of City Planning will be supporting the Planning Commission to conduct their meetings online via Zoom. Here is information about how to join a virtual meeting, and what to expect while participating.

General Guidance for Public Participation

Please remember that in this digital meeting environment, meetings are open to the public and anyone may be watching or listening even if you cannot see them. Meetings will be recorded, and both the recording and chat content of the meeting will be maintained as a public record.

Please ensure your display photo and screen name are professional, such as using your first and last name. Please test your audio and video prior to the start of a meeting, and familiarize yourself with how to join a meeting by your chosen method. And finally, please be patient with us. Technology doesn't always work as planned, and we are all learning how to hold a successful virtual meeting!

How to Join a Virtual Meeting

Zoom allows participation via either computer or telephone. Each agenda for a meeting that will be conducted virtually will include details about how to join via either of these options, including a web address, phone number, Meeting ID, and password.

If you participate via computer, you have the option of seeing Commissioner videos and any presentation materials that may be shared. If you use either a standard phone or cell phone to call in, you will only hear the audio portion of the meeting. If you join via a smartphone, you may have the option to download the Zoom app, which will enable you to see and hear the meeting.

How to Participate in a Virtual Meeting

During meetings, only Planning Commission members and limited staff members will be viewed on video. Members of the public attending a meeting will be muted, except when invited to speak during public forum or a public hearing. Whether members of the public can speak at other times during the meeting is the discretion of the Chair.

If you want to speak during public forum, please take the following steps to assist us in making this process run as smoothly as possible:

- Email staff at mtuttle@burlingtonvt.gov by 5pm on the day before a meeting to indicate your interest in speaking. You do not need to provide your comments. Staff will enable your microphone as your name is called from a list of interested speakers.
- During a meeting, you can use the "Raise Hand" feature, or indicate in a chat message that you wish to speak during public forum. Staff will enable your microphone as your name is called.
- If you are interested in submitting your comments in writing instead of speaking during the meeting, you may do so by 5pm the day before a meeting, they will be forwarded to the Commissioners ahead of the meeting.



To: Burlington Planning Commission

From: Marty Spaulding, Director of Property Services

Date: February 15, 2022

RE: Proposed Zoning Amendments – School District Property on Institute Road

Burlington School District (“BSD”) respectfully requests that the Burlington Planning Commission consider changes to the Burlington Comprehensive Development Ordinance (“CDO”) involving BSD property on Institute Road. The District is in the early phases of programming and design of a new high school and technical center to be located on the north side of Institute Road. It is apparent based on preliminary site assessment and concept planning that design and development of a new 21st century high school and technical center compliant with current education design requirements will not fit within the pre-existing nonconforming limitations of the current zoning. As such, changes to the zoning are needed to allow for development of the new high school and technical center on the property.

BSD anticipates the building size will be somewhere between 255,000 to 315,000 square feet with the majority of the building being located in the area between the existing buildings and North Avenue. Constructing the majority of the building on the eastern portion of the property will allow for strategic phasing of construction simultaneously with demolition and abatement of the existing buildings. The District’s target open date for the new building is August 2025.

Several physical and regulatory factors restrict the developable area on the property which impacts building and parking placement. These factors include areas of structurally poor soils particularly in the southwest portion of the property (between Institute Road and Building A), sloping topography (east to west and north to south), and the presence of the Natural Resources Protection Overlay District which roughly covers the northern half of the property.

Based on the physical and regulatory challenges described above and the projected size of the new building, we offer several suggestions as outlined below related to proposed zoning changes. Please note that these recommendations are preliminary and may shift as we get further into more detailed site analysis and conceptual design over the next few weeks.

- Zoning District – We support planning staff’s initial recommendation to create a new subdistrict for public schools within the Institutional (I) District. The concept of subdistricts within the I District has already been established with the Institutional Core Campus Overlay Districts (i.e., ICC-UVMC and ICC-UVM). Establishment of a “public school” subdistrict would be a logical extension of the subdistrict/overlay district concept.
- Permitted Uses – Permitted uses should include at a minimum secondary schools, trade or

professional schools, and daycares.

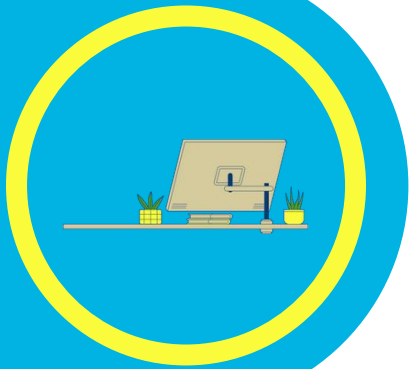
- **Maximum Lot Coverage** – Due to the limited developable area on the property and the anticipated building size and associated parking, we recommend a maximum lot coverage of 60%.
- **Maximum Building Height** – We recommend a maximum building height of 60 feet which will allow flexibility in the design and placement of a 21st century high school/tech center on a site with significant sloping topography. The property slopes downward about 40 feet from North Avenue to the west and upward about 62 feet from Institute Road to the north.
- **Parking** – while we anticipate the majority of parking will be located on the side and behind the new building, efficient circulation and functional use of the building will require the bus/student drop off areas and some visitor parking to be located on the south side of the building near the Institute Road entrance to the building. We anticipate that the building's primary façade and main entrance will front along Institute Road. Therefore, we recommend that the zoning allow for bus and student drop off areas and limited parking to be located in front of the building including within the front yard setback area.

We look forward to discussing this issue at next week's Planning Commission meeting.



2021

Joint Institutional Parking Management Plan Annual Update

**Submitted on:**

February 23, 2022

Prepared for:

Burlington City of Office Planning

Submitted by:

Chittenden Area Transportation
Management Association

In Cooperation with:

Champlain College, University of
Vermont, and University of Vermont
Medical Center



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1. Introduction

The Chittenden Area Transportation Management Association (aka CATMA) has been submitting a 5-year Joint Institutional Parking Management Plan (JIPMP) to the City of Burlington since 2009, along with annual updates under [Article 8 of the Burlington Comprehensive Development Ordinance \(CDO\)](#). The approved JIPMP allows the institutions to demonstrate parking demand and, when lower than parking requirements outlined in Article 8 of the CDO, receive what amounts to a parking waiver from those standards when applying for zoning permits for projects. Due to the uncertainty of COVID conditions and the impact on parking, the current [JIPMP](#) was approved for 2-years (2020-2022).

This Annual Update is submitted by CATMA on behalf of its founding institutional members: Champlain College, the University of Vermont, and The University of Vermont Medical Center.

Joint Institutional Parking Management Plan 2021 Annual Update

Purpose

The JIPMP annual updates are intended to:

- Provide updated data to the approved JIPMP
- Demonstrate that the institutions transportation demand management (TDM) strategies outlined in the 5-year plan are or have been implemented, monitored, and subsequently assessed with our survey data for performance
- Demonstrate that the institutions are adapting to the parking demand based on new enrollment numbers, employment numbers, and/or parking policy updates

Content

The 2021 JIPMP Update contains a collective summary chapter which highlights the current parking conditions of each institution, on-street parking trends, collective transportation trends and TDM strategies in place.

Each institution (Champlain College, University of Vermont (UVM), and The University of Vermont Medical Center (UVM Medical Center)) have their own chapter which contains the following information:

- Current parking requirements per Burlington's Comprehensive Development Ordinance (CDO)
- Updates on lot counts and on-street parking from the [2020-2022 JIPMP](#)
- Institutional mode trends reported from the 2021 Fall CATMA Employee and Student Transportation Surveys
- Updates on institution specific TDM strategies

The data provided in the 2021 JIPMP Update has been streamlined from previous versions to only include the most relevant information.

About CATMA

CATMA was established in April 1992 by the three "Hill" institutions in Burlington: Champlain College, University of Vermont, and the University of Vermont Medical Center. In January 2015, CATMA expanded to a regional Transportation Management Association (TMA) serving Chittenden County with transportation demand management services, incentives, and

programs. Its mission is to work with members and community partners to plan and manage safe, convenient, and economical transportation and parking options in ways that better coordinate land use and reduce environmental impacts. In addition to collective parking management among the Hill institutions, they have also invested and committed to TDM strategies for 29 years. An overview and information on CATMA can be found at catmavt.org.

Transportation Management Associations (TMA)

TMA's are associations, organizations, or cooperatives that provide transportation services and education to businesses, property owners, residents, and employees in a defined geographic area, combining their efforts to expand transportation options and reduce program costs. They are not-for-profit collaborations of private and public sector entities working together towards common goals, such as congestion mitigation, transportation services and pollution reduction.

Transportation Demand Management (TDM)

"Transportation Demand Management is a program of information, encouragement and incentives provided by local or regional organizations to help people know about and use all their transportation options to optimize all modes in the system – and to counterbalance the incentives to drive that are so prevalent in subsidies of parking and roads."¹

Burlington Ordinance [Article 8 Section 8.1.16](#) defines the goals of TDM to reduce parking demand, reduce car ownership, reduce vehicle miles traveled (VMT) and congestion, and increase transit use and non-motorized travel.

¹ Mobility Lab. "What is TDM?". [What is TDM? - Mobility Lab](#)

2. Collective Summary

Collective TDM Strategies/Highlights

CATMA offers its members a comprehensive suite of TDM incentives, programs and services that are essential to support and encourage sustainable mobility options rather than driving alone. These programs aim to reduce single occupancy vehicle use, greenhouse gas emissions, vehicle miles traveled (VMT), and traffic congestion.

A comprehensive suite of TDM programs is essential to provide a commuter with connectivity options. These TDM programs are available to CATMA members:

- Transit Discounts and Subsidies on Green Mountain Transit (GMT) *This program is currently suspended as all GMT buses are free until July 2022*
 - Unlimited Access: Applicable for UVM and Champlain College (this program is GMT's second largest customer)
 - Discounted Passes: Applicable for UVM Medical Center
 - Employee Transit Pass Program: Applicable for CATMA members
- [CATMA Bike/Walk Rewards Program](#)
- [Greenride Bikeshare System Access/Member Discounts](#)
- [Carpool/Vanpool Services](#)
- [CarShare Vermont System Access/Campus Discounts](#)
- [Guaranteed Ride Home](#)
- Education, Outreach and Awareness

The following demonstrates the collective efforts of the Hill institutions to share parking and TDM resources. In addition, each institution has individual TDM and parking initiatives in place which are described in their respective chapters.

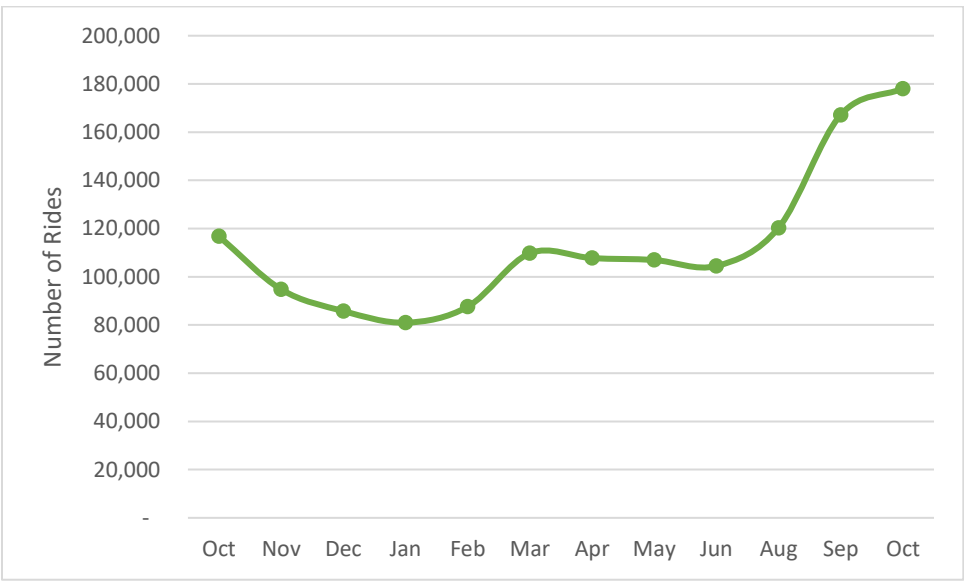
- Off-Site Parking and Shuttles: CATMA, on behalf of its members, contracts with Ride Your Bike, LLC for 352 spaces at 115 Lakeside Avenue lot. Of these, UVM Medical Center leases 252 spaces and Champlain College leases 100 spaces. Each member operates their own shuttles to provide direct and efficient service and meet employees and students' schedules.
- Campus Shuttles: Each institution has its own self-operated or contracted shuttle service. These shuttles are used on/around campus and between campus and off-site lots. Employees of all Hill institutions can ride any of the shuttles, if needed. However, for UVM Medical Center shuttles, there must be capacity for its employees before allowing other riders to board. Following the elimination of GMT South Prospect Street service south of Main Street, UVM allows Ruggles House constituents to ride the CATS shuttle as a good neighbor gesture.
- Shared Campus Parking: UVM Medical Center leases parking from UVM (Centennial Lots, Catamount East Lot, Jeffords East Lot, and the Cohen lot).
- Green Mountain Pathway: There are numerous pedestrian and bikeways throughout the UVM Medical Center and UVM residential and academic campuses which their constituents, visitors, neighbors, and general public utilize. The Green Mountain Pathway represents a new active transportation project that was constructed in collaboration with both institutions and has created a thoroughfare through UVM's main campus, across a portion of UVM Medical Center's campus to Colchester Avenue and across to UVM's Trinity Campus, giving active transportation users a safe and clear north/south route through the campuses.
- Real-Time Shuttle App:

- In Fall 2021 Champlain College transitioned their shuttle tracking system to the TransLoc Real-Time Shuttle App, the same system utilized by UVM.
- The UVM Medical Center contracts with Premier Bus Company for its employee intra-campus shuttles effective 1/1/2020. A real-time shuttle app locator is available for employees, and this shuttle info is on display screens in key shuttle pick up and drop off locations.
- CarShare Vermont
 - Currently, CarShare Vermont has 1,000 members, about 35% of which are affiliates of UVM and Champlain College (student, faculty, or staff). According to CarShare Vermont's 2021 Student Member Survey (sent exclusively to students affiliated with the campus program at UVM and Champlain), CarShare Vermont enabled 46% of student members to avoid purchasing a vehicle and an additional 13% to get rid of a vehicle they already owned.
 - Half of students (in a survey done by CarShare Vermont) reported having access to a personal vehicle at home that they avoided bringing because of CarShare Vermont. Of those students who have access to a vehicle at home, 29% reported that they do not/would not bring their car to campus because of having access to CarShare Vermont.
 - For every vehicle CarShare Vermont puts in service, 15 are removed². This provides many communal benefits, including reduced demand for parking.
 - CarShare Vermont will continue to work with CATMA to refine the calculation of impact on parking demand, but in the meantime, it maintains that it effectively reduces demand for parking by up to 315 spaces citywide (21 vehicles total).
 - For further information, please see [Appendix B](#)
- Greenride Bikeshare
 - In the Spring of 2021 CATMA worked with the Chittenden County Regional Planning Commission (CCRPC), UVM, Champlain College, the cities of Burlington, South Burlington & Winooski, and Bolt to bring 200 electric bikes to Burlington, South Burlington, and Winooski.
 - Currently the system has 28 hubs, with seven on UVM's campus, three on Champlain's campus (including outside of 194 St. Paul St), and one at the UVM Medical Center Main Campus
 - All employees and students at Champlain College, UVM and UVM Medical Center are eligible for an Annual Campus Plan which is \$39.99/year (\$60 off a regular annual plan)
 - Since launching in Spring of 2021, Campus Annual Plan members have totaled 2,121 rides with 80 total users, accounting for 22.5% of all rides system wide. This number does not include the hundreds of employees and students of the institutions that utilize the system without a subscription.
- Green Mountain Transit
 - GMT has been fare free since March 2020 and will remain fare free through at least June 30, 2022. As a result, there is no data for FY20 or FY21 on ridership for UVM, Champlain College, and UVM Medical Center students and employees. What is known is that yearly bus ridership increases dramatically as students

² Stasko, Timon. Buck, Andrew. Gao, H. Oliver. November 2013. "Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY." [Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY - ScienceDirect](#)

return to campus in the Fall. The trend is no different this past year as can be seen in Figure 2-1.

Figure 2.1. GMT Ridership report October 2020-October 2021.



Collective Trends

The 2021 CATMA Employee Transportation Survey saw a decrease in drive alone rates for CATMA membership. This collective decrease is most likely due to a combination of factors such as an increase in telework. UVM and Champlain College saw a slight increase in drive alone rates, however lot counts (which measure real time parking utilization) have been down throughout the pandemic. The 2021 CATMA Student Transportation Survey showed that for students living within a half mile of their respective campus, drive alone rates decreased. Because housing distance remained constant, existing TDM strategies could continue to decrease the drive alone rate amongst this group.

Collective Institutional Parking Conditions

Table 2-1 is a summary of all information required to apply for a parking waiver per the Burlington Comprehensive Development Ordinances, which will be referred to as CDO throughout this document. The CDO outlines both the minimum required number and maximum allowed number of parking spaces any development can have based on size and use, but because the institutions are uniquely positioned to manage their parking demands in collective and creative ways, they have requested a parking waiver from the City of Burlington if they demonstrate their ability to manage parking demand.

Each institution’s employment and enrollment numbers refer to employees working on the “Hill” and students who attend classes within the City of Burlington.

For an overview of parking supply and demand please visit the [2020-2022 JIPMP](#) (Page 4). The current peak parking utilization for all institutions is down from 2019 peak parking utilization rates.

Table 2.1. Summary of current parking conditions and CDO requirements.

Current Conditions	Champlain College	UVM	UVM Medical Center
Current Potential Users¹	2,967	17,647	6,493
Current Peak Parking Utilization²	429	3,512	2,015
Minimum Parking Required by CDO³	1,677	11,159	3,284
Current Parking Supply⁴	646	5,147	2,509

¹Current users includes students and employees. Due to insufficient mode data for patients/visitors, demand created by them is added to the demand calculation based on institutional estimates.

²This is the maximum count recorded between 10 AM and 2 PM on Feb. 23-25, 2021, May 4-6, 2021, July 20-22, 2021, or Oct. 19-21, 2021.

³Requirements based on gross square footage (GSF) calculations found in Burlington CDO.

⁴UVM Medical Center supply only accounts for Medical Center supply located on-site. For supply including off site lots see Table 5-1. UVM supply only accounts for UVM affiliated supply (for total supply see Table 4-1).

For future parking condition predictions please see the [2020-2022 JIPMP](#) (Page 5).

On-Street Parking Adjacent to Institutions

In continuation of on-street data collection done in 2019, the 2021 Employee and Student Transportation Surveys attempted to better understand who from the three institutions parks on city streets adjacent to the campuses. There are 64 institutional affiliates who may park on-street during peak time (Table 2-2). These numbers simply represent the number of survey respondents who indicated that they park on the street. This estimation has the possibility to be higher than actual use as it is unlikely every single day each of these people are parking on the street due to nearby street parking availability and restrictions but could be lower as these numbers are self-reported. CATMA will continue to work with the institutions and the City of Burlington to better measure the impact of the institutions on on-street parking.

Table 2.2. Institutional on-street parking demand at peak time (based on CATMA 2021 Survey data)¹.

	Champlain College	UVM	UVM Medical Center	All
Students				
<i>On-Campus</i>	0	1	N/A	1
<i>Off-Campus</i>	12	6	N/A	18
Employees	16	7	22	45
Total	28	14	22	64

¹Peak time for each institution can be found in Appendix A, Table A-2.

3. Champlain College

Founded in 1878, Champlain College is a small, not-for-profit, private college overlooking Lake Champlain and Burlington with additional campuses in Montreal, Canada and Dublin, Ireland. Their career driven approach to higher education prepares students for their professional life from their very first semester.

For the fifth year in a row, Champlain was named a "Most Innovative School" in the North by *U.S. News & World Reports* "America's Best Colleges" 2021 regional rankings and listed among *The Princeton Review's* "The Best 386 Colleges" in 2021 and listed as #41 on The Princeton Review's Green Guide to College.

Current Conditions

Users (Students, & Employees)

Champlain College is a small college with 1,924 students based on the Burlington campus, with 2,232 students based abroad or online, making for a total of 4,156 current enrollments. Of the Burlington students there are 1,914 traditional undergraduate students and 10 graduate students. Champlain employs 646 staff members based on the Burlington campus, with an additional 287 staff members based online/abroad. Champlain has 384 full-time employees, 177 part-time employees, and 85 contracted employees based in Burlington.

GSF Requirements and Parking Supply

Champlain College is in the Shared Use Parking District and the Downtown Parking District. Champlain has a total of 58 buildings that influence the parking inventory. The gross square footage (GSF) associated required parking, and the current parking supply are included in Table 3-1 with further details in [JIPMP 2020-2022 Institutional Supplement](#). Both Champlain College's on-site and offsite parking supply contribute to the parking supply discussed in this JIPMP. Champlain's current parking supply of 646 spaces is 1,031 spaces below the minimum parking required per Burlington's CDO and 1,387 below the maximum. To see the detailed table outlining Champlain College's parking supply and future construction projects please refer to the [2020-2022 JIPMP](#) (Page 8).

Table 3.1. Current GSF, parking requirements, and parking supply for Champlain College.

	Champlain College
GSF	838,191
Minimum CDO Parking Requirement	1,677
Current Parking Supply	646
<i>On-Site</i>	546
<i>Leased Offsite Parking Supply</i>	100

Demand

The current and future projections of parking demand can be found in the [2020-2022 JIPMP](#), page 9 Table 3-3 (current) and page 12 Table 3-7 (future).

Parking Counts & Utilization

In the Fall of 2019 Champlain College in collaboration with CATMA began conducting quarterly lot counts to gain a better view of parking lot utilization over time. Much of the data collected has been during the COVID-19 pandemic. As expected, the counts show a large decrease in utilization, presumably due to the increase in online classes and telework. The lot counts over time are shown in Figure 3-1. Table 3-3 shows the utilization rate as of Fall 2021, which remains low at a maximum of 67%. All the counts conducted at Champlain College have not exceeded the mark of 90%, a metric that is widely used for the maximum effective capacity for off-street parking by planners at similar institutions across the country³. With continued quarterly lot counts being conducted in 2022, CATMA hopes to gain a better understanding if the decrease in utilization of parking is a continual trend or if this decrease is solely attributed to the pandemic.

Figure 3.1. Peak Parking Utilization at Champlain College from Fall 2019 to Fall 2021.

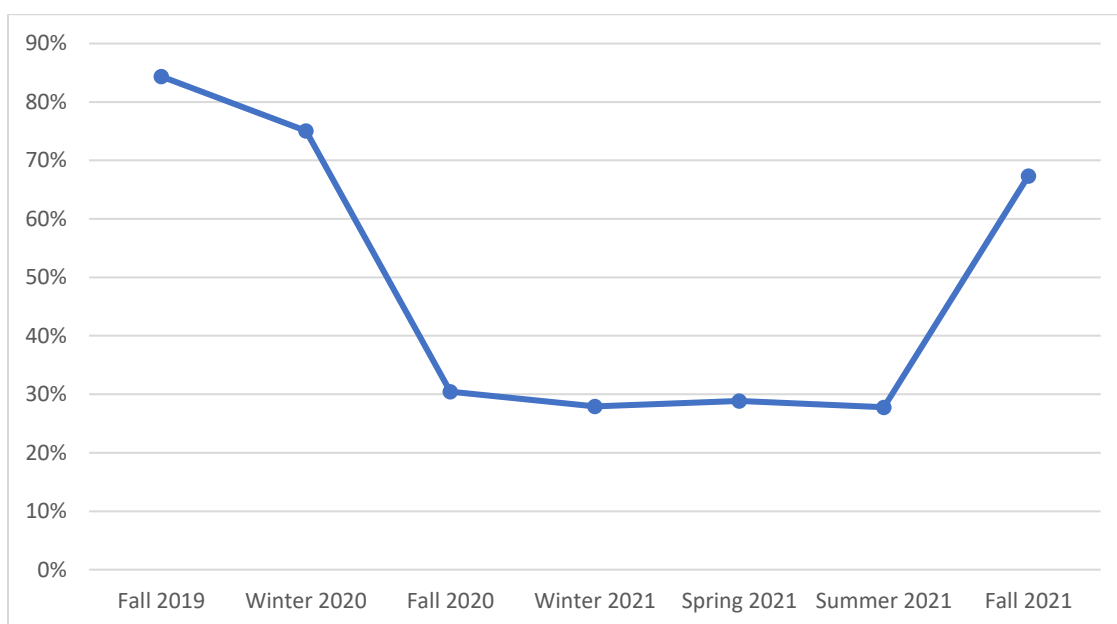


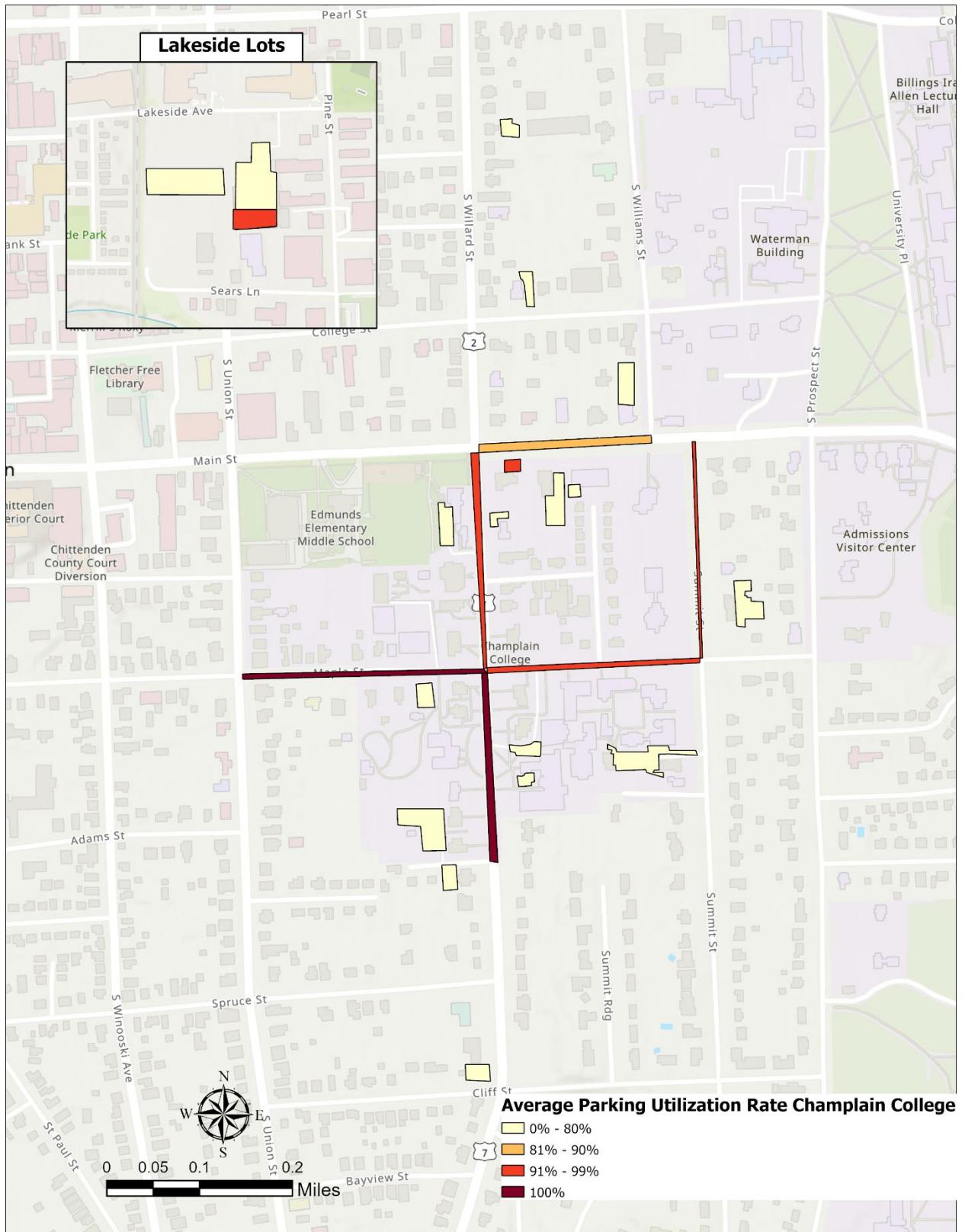
Table 3.2. Peak Parking Utilization at Champlain College October 2021.

	10:00 AM	12:00 PM	2:00 PM
Fall 2021	428	424	429
Total Spaces	637 ¹		
Average	427		67%
Maximum	429		67%

¹ This number includes motorcycle parking

³ City of San Clemente. 2019. "2018 North Beach Parking Study." [637044079248030000 \(san-clemente.org\)](https://www.san-clemente.org/637044079248030000)

Figure 3.2. Map of average parking utilization rates by lot on Champlain College campus.

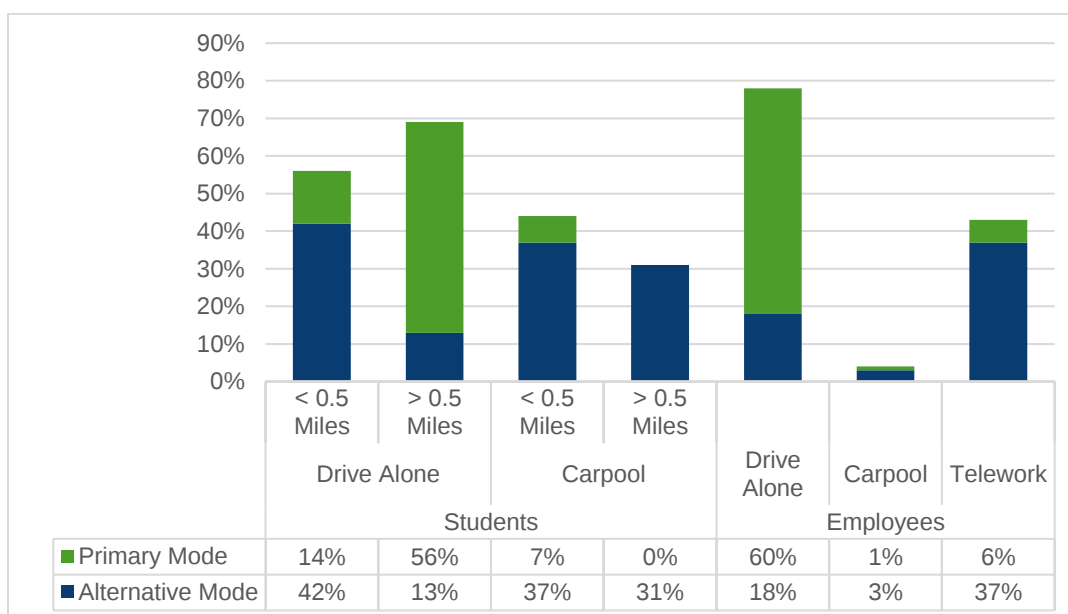


Unique Commute Trends & TDM Strategies

Commute Trends

Employees and students at Champlain College are both more likely to drive alone than carpool as their primary mode to campus. Over 60% of employees drive alone as their primary commute, though 78% report driving alone to campus sometimes (Figure 3-3). All user groups at Champlain have low use of carpool as a primary mode, though students are much more likely than employees to occasionally carpool to campus. Students within a half-mile of campus report a low drive alone rate of only 14% (Figure 3-3). 31% of Champlain students (Figure 3-5) and 17% of employees (Figure 3-4) choose an active mode of transportation as their primary mode. 13% of students (Figure 3-5) and 10% of employees (Figure 3-4) choose the public bus or campus shuttle instead of relying on an automobile. 6% of Champlain employees use Telework as their primary mode, with 37% using it as an alternative mode (Figure 3-3).

Figure 3.3. Mode split (2021) for Champlain employees and off-campus students (by distance of home from campus).¹



¹Alternative modes are methods to commute to work that may be utilized once every so often but are not the primary commute mode.

Figure 3.4. Employee mode split (2021) (including sustainable modes) for Champlain College.

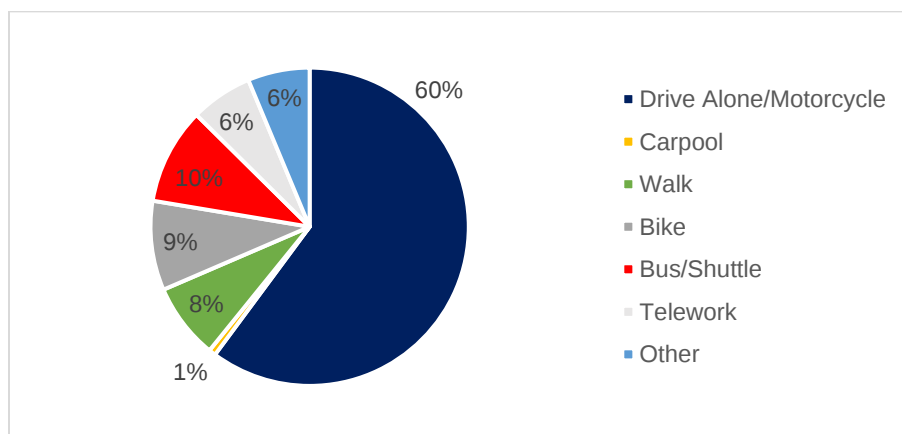
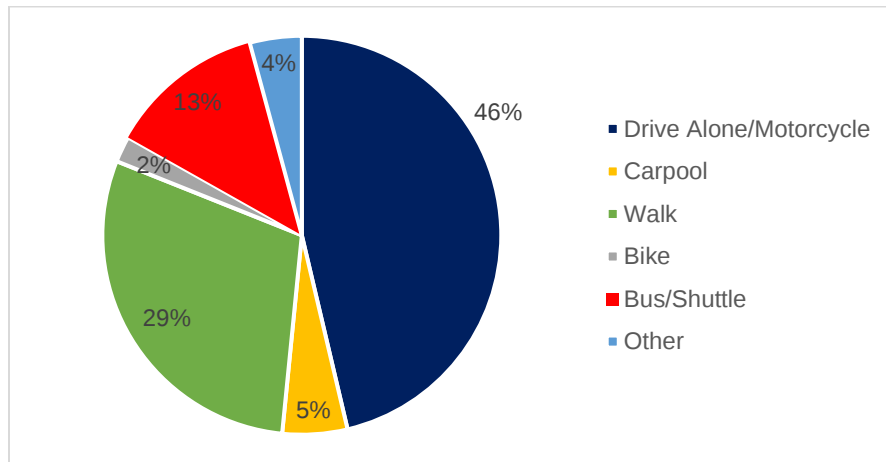


Figure 3.5. Off-Campus Student mode split (2021) (including sustainable modes) for Champlain College.



Over time, students, regardless of their distance from campus, have relied on automobiles less and less, however Champlain has seen a rise in drive alone rates in 2021 likely due to pandemic. The drive alone rate for employees raised slightly from the 2019 CATMA survey, but it has remained mostly stagnant for the past decade (Figure 3-5). Automobile reliance for on-campus students (as measured by vehicle ownership) has continued to decline, reaching an all-time low in 2021 (Figure 3-7). This new low can be attributed to Champlain's Fall 2018 policy prohibiting first years from bringing a car to campus (though some exceptions are allowed). While drive alone rates have increased, the peak utilization of parking (Figure 3-1) is lower than pre-pandemic utilization. This leads to the conclusion, that while drive alone rates are up, employees and students are commuting less due to the increase in telework, along with other factors.

Figure 3.6. Drive alone rate for Champlain College employees and off-campus students (by distance of home from campus) (2001-2021).

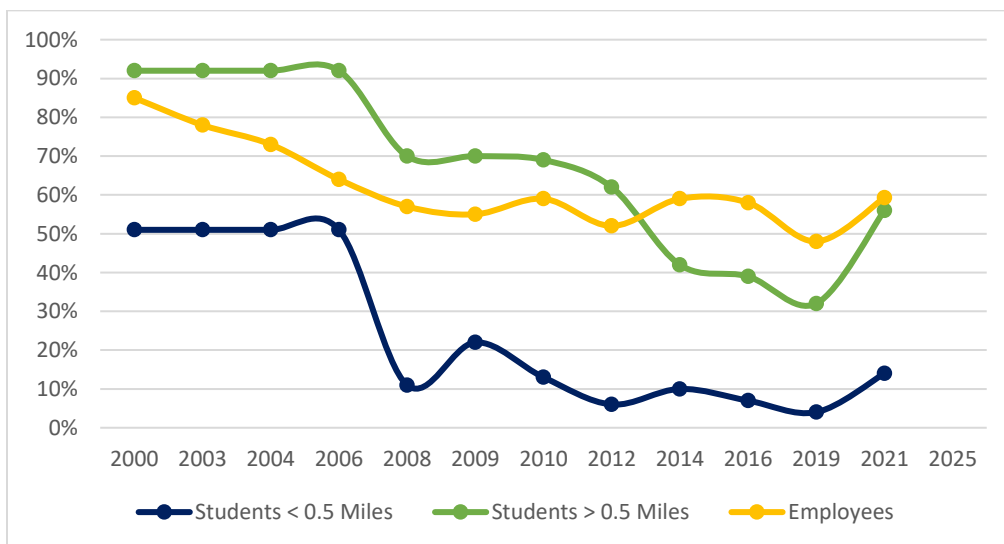
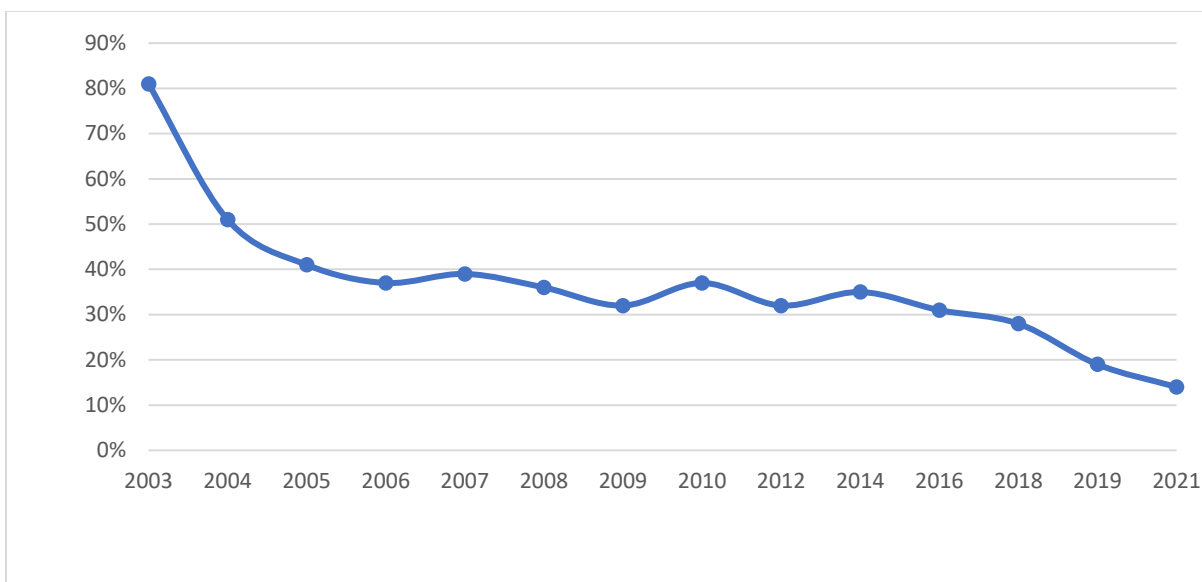


Figure 3.7. Vehicle ownership trend for Champlain on-campus students (2003-2021).



TDM and Congestion Management Strategies

Telework

Champlain's administration is currently working on a new Remote Work Policy which has not yet been released. The college enacted a "Workplace Flexibility Policy" in January 2016 which continues to guide remote work. Employees are permitted to work remotely in coordination with their supervisor as needed. This has served Champlain essentially through the pandemic.

Permits & Other Regulated Uses

A notable change that started in Fall 2020 was a change in parking model from "Pre-Paid Permits" for commuter students to "Pay Per Use" model with commuters obtaining a free commuter permit and then paying an hourly rate to park in Main Campus lots using ParkMobile. This change allows commuters to make a "Daily Decision" regarding parking, choosing how long they intend to be on campus and if they will pay to park that day. This attempts to avoid the pre-paid permit concept of driving every day to "get your money's worth" due to the "sunk cost". Daily payments hopefully prompt commuters to consider sustainable alternative transportation options such as carpooling, walking, public transit, or biking. This change was also put into effect for several of the employee permits, with only one "Mail Campus pre-paid parking permit" option being retained at \$200 per semester. The part time permits, and different zone permits were replaced with the "Pay per Use" model.

All vehicles parked on Champlain's campus must be permitted. Commuter students and employees also have access to a free Zone 1 permit (located off-site at Champlain's 175 Lakeside Avenue campus). Employees can receive one permit per semester which can have two associated vehicles. Residential students can purchase a permit to park in the off-site lot at 115 Lakeside Avenue. As of December 2021, Champlain College has issued 872 active permits.

Champlain Transportation's Parking Coordinators conduct daily counts and enforce Champlain's parking policy. Individuals found in violation of parking rules are given a citation with fines ranging from \$10 - \$100. Certain citations have a higher fee associated with them if it is not a user's first offense. Champlain continues to monitor surrounding City streets although there is no formal agreement between Champlain and the City of Burlington. Cars parked on street without proper permitting and who are suspected of being Champlain College affiliates are issued a citation from the College. Tickets are issued via a commonly used ticketing management company, IPARQ.

On-Campus Shuttles

The Champlain campus shuttle system runs between the CCM Center on Main Campus, 194 Saint Paul Street Apartments, the Miller Center at 175 Lakeside Avenue, and the 115 Lakeside Avenue resident student parking lot. The shuttle system is operated in conjunction with Mountain Transit.

Table 3.3 Champlain campus shuttle schedule for Fall 2021.

Routes	Days	Times	Runs Every (Minutes)	Buses Running
Weekday Off-Peak	Mon - Fri	7am – 9am, 12pm - 4pm, 4pm - 10pm	16	1
Weekday On-Peak	Mon - Fri	9am - 12pm, 4pm - 7pm	9	2
Weekend	Sat - Sun	10am - 8pm	16	1

Transit

To see historical success of CATMA's Unlimited Access Program for Champlain College see [2020-2022 JIPMP \(Page 16, Figure 3-6\)](#). GMT has been fare free since March 2020 and will remain fare free through at least June 30, 2022. As a result, there is no data for FY20 or FY21 on ridership.

Bicycle Infrastructure & Parking

Champlain College was nationally recognized as a "Silver-level Bicycle Friendly University" in 2015. Champlain employees and students have access to bike racks throughout campus as well as indoor bike storage in certain buildings. There are accessible showers on campus for those who bike. Bicycle pumps and other tools are located throughout campus. Champlain affiliates are eligible for a 60% discount on annual Greenride Bikeshare Membership through its affiliation with CATMA.

Car Sharing

Champlain College has a partnership with CarShare Vermont via CATMA's Campus Programs Contract and provides funding to CarShare Vermont for program support. Through this contract with CATMA, CarShare Vermont provides significantly discounted membership to any campus affiliate that does not hold a parking permit (rates can be viewed here: <https://www.carsharevt.org/memberships/campus/>). This year, 23 affiliates from Champlain College have joined CarShare Vermont. As of December 2021, there are a total of 44 members (28 students and 16 employees) registered to CarShare Vermont through Champlain College.

Currently there are two cars located on Champlain College campus (a map of locations can be found at <https://www.carsharevt.org/locations/>).

Climate Plan

Champlain Colleges Sustainability Action Plan from 2013 continues to be the guiding document for Champlain's Climate Action planning. Annual updates are published to show tracking towards sustainability (available [here](#)). A component of this plan is Transportation. Champlain's new "2030 Strategic Plan" of 2021 has a goal of "making progress toward carbon neutrality" which will be implemented over the next few years.

4. University of Vermont

Since 1791 the University of Vermont has worked to move humankind forward. Today, UVM is a top research university of a perfect size, large enough to offer a breadth of ideas, resources, and opportunities, yet small enough to enable close faculty-student mentorship across all levels of study, from bachelor's to M.D. programs. Students' educational experience and activities are enriched by its location - from the energy and innovation of Burlington to the forests, farms, and independent spirit of Vermont. UVM provides students endless ways to explore the world, challenge ideas and dig in on the most pressing issues of our time.

Current Conditions

Users (Students, & Employees)

The University of Vermont is the largest academic institution in the state with 13,674 total enrollments, representing a slight increase from Fall 2020. In Fall 2021, UVM had 10,929 undergraduate students, 1,709 graduate/certificate students, 491 medical students, and 545 non-degree continuing education students. Employment at UVM in Fall 2021 was 4,192 faculty and staff. There were 3,069 full-time employees and 1,123 part-time employees. Excluding employees working at locations outside of Burlington, UVM's total current employment is 3,973, also representing a slight increase from 2019 employment numbers of 3,920.

GSF Requirements and Parking Supply

The University of Vermont is in the Shared Use Parking District. UVM has a total of 232 buildings and accessory buildings. Sites UVM ground-leases (and their associated parking spaces), such as Redstone Lofts, Redstone Student Apartments, and Centennial Court Faculty/Staff Apartments are not included in this total. The gross square footage (GSF) associated required parking, and the current parking supply are included in Table 4-1. For the purposes of the JIPMP, all of UVM's parking (on and off-site), except for parking it leases to the UVM Medical Center, count towards its current parking supply. UVM's current parking supply of 5,147 spaces is 6,012 below the CDO minimum and 8,801 below the maximum.

Table 4.1. Current GSF, parking requirements, and parking supply available at UVM.

	UVM
GSF	5,586,102
Minimum Parking Requirement	11,159
Current Available Parking Supply¹	5,147
<i>On-Site</i>	5,319
<i>Off-Site²</i>	200
<i>Leased Parking</i>	-632

¹On-site, off-site, and leased parking are used to calculate the current available parking supply.

²Off-Site parking is located at 351 Pine Street and is used for long term parking. There are 260 additional off-site spaces located outside of Burlington.

Demand

The current and future projections of parking demand can be found in the [2020-2022 JIPMP](#), page 20 Table 4-4 (Current) and page 23 Table 4-8 (future).

Project Updates

The UVM Firestone building addition to the HSRF was approved during a time where no formal JIPMP was in place. At the time UVM had to account for displaced parking stemming from the project being located on an existing parking lot, plus the additional CDO-required parking spaces due to the new square footage of the building. As a result, UVM leased 200 spaces at 351 Pine Street. Now that an approved JIPMP is in place, and the monthly lot counts conducted the past 8 months remain below pre-pandemic levels of 83%, it is clear these 200 spaces have not been needed.

In addition to the future projects listed in the [2020-2022 JIPMP](#) (Page 21, Table 4-6), UVM has two additional projects that will minorly affect the number of parking spaces. The additional projects will not have a major effect on UVM's parking capacity. Plans for the Trinity project (listed as "Back 5 & Cottages (Trinity Campus)") have evolved since the writing of the 2020-2022 JIPMP. At the time, UVM was contemplating the removal of these buildings and contracting with a third party to build new housing. UVM is now planning to keep ownership of any new housing on Trinity Campus and considering a phased approach that would begin with new undergraduate and graduate housing near McAuley and Mercy Halls. New development on Trinity Campus will require zoning amendments, for which UVM and the City have begun the process of considering.

Table 4.2. Additional UVM projects and subsequent change in parking spaces.

Building Project	Change in Parking Spaces
Pomeroy/Admissions Landscape	-3
Hills	+1
Net Total Change in Parking Spaces	-2

Lot Counts and Parking Utilization

In the Fall of 2019 UVM in collaboration with CATMA began conducting quarterly lot counts to gain a better view of parking lot utilization over time. Much of the data collected has been during the COVID-19 pandemic which has expectedly shown a large decrease in utilization, presumably due to the increase in online classes and telework. The lot counts over time are shown in Figure 4-1. Table 4-3 shows the utilization rate as of Fall 2021 when campus returned to normal operations, which remains low at a peak of 76%. All the counts conducted at UVM have not exceeded the mark of 90%, a metric that is widely used for the maximum effective capacity for off-street parking by planners at similar institutions across the country⁴. With continued quarterly lot counts being conducted in 2022, CATMA hopes to gain a better understanding if the decrease in utilization of parking is a continual trend or if this decrease is solely attributed to the pandemic.

⁴ City of San Clemente. 2019. "2018 North Beach Parking Study." [637044079248030000 \(san-clemente.org\)](https://www.san-clemente.org/637044079248030000)

Figure 4.1. Graph of parking utilization at UVM from Fall 2019 to Fall 2021.

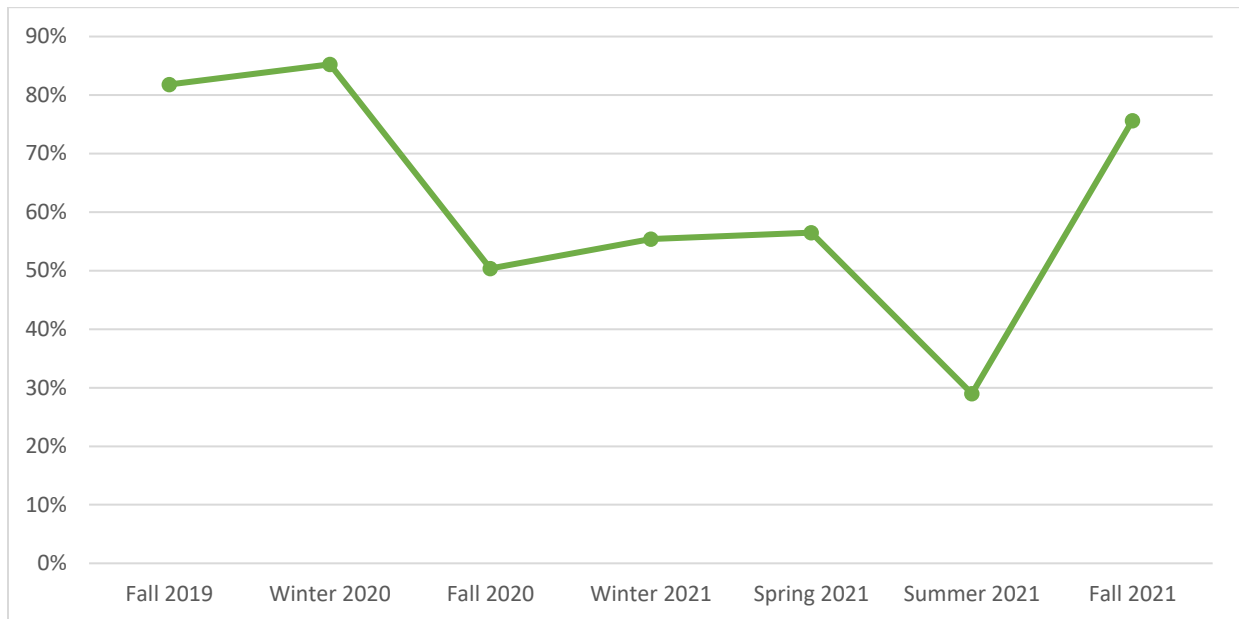
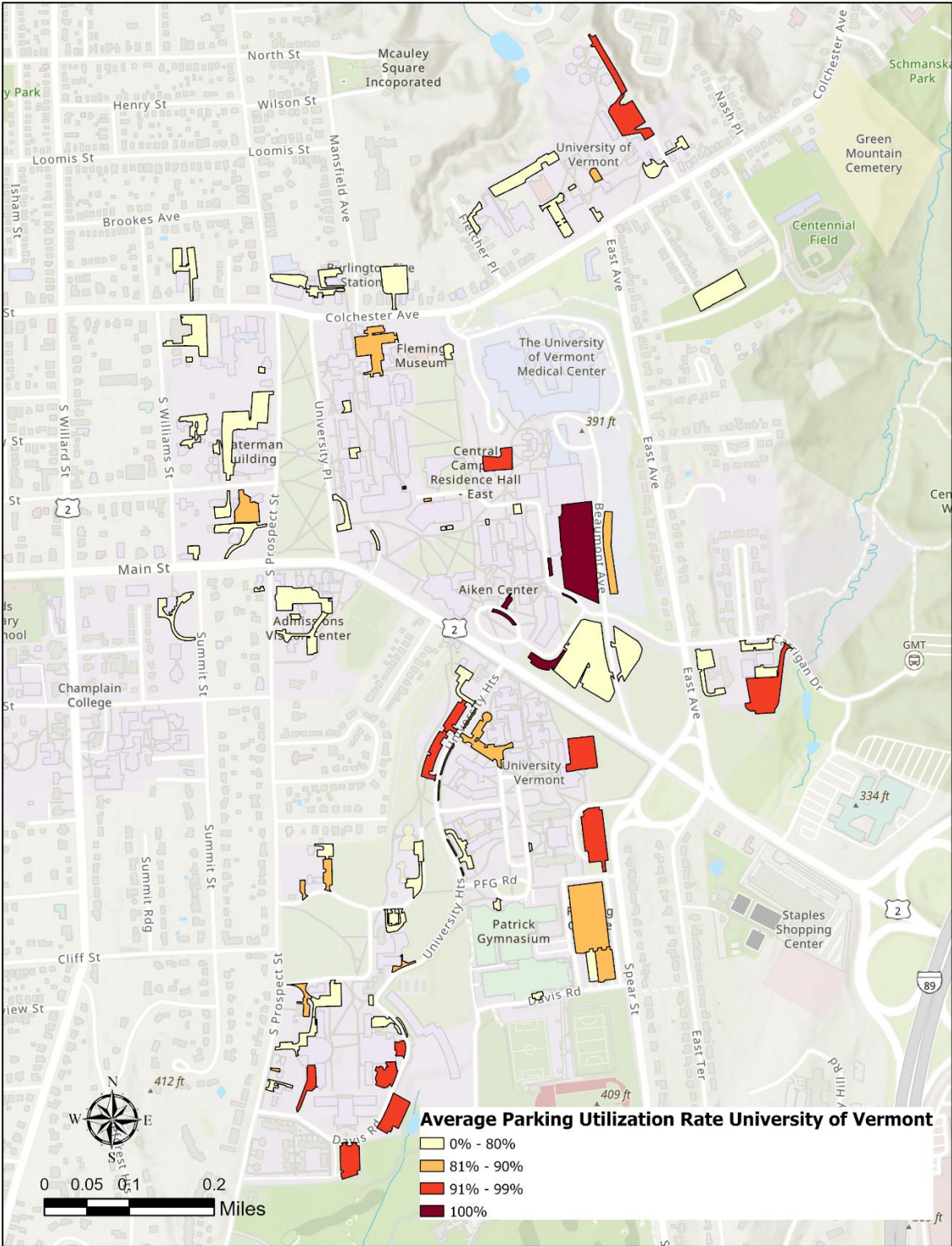


Table 4.3. Current Parking Utilization Rate at UVM.

	10:00 AM	12:00 PM	2:00 PM
Fall 2021	3494	3512	3320
Total Spaces	4643		
Average	3442		74%
Peak	3512		76%

Figure 4.2. Map of average parking utilization rates by lot on University of Vermont campus Fall 2021.

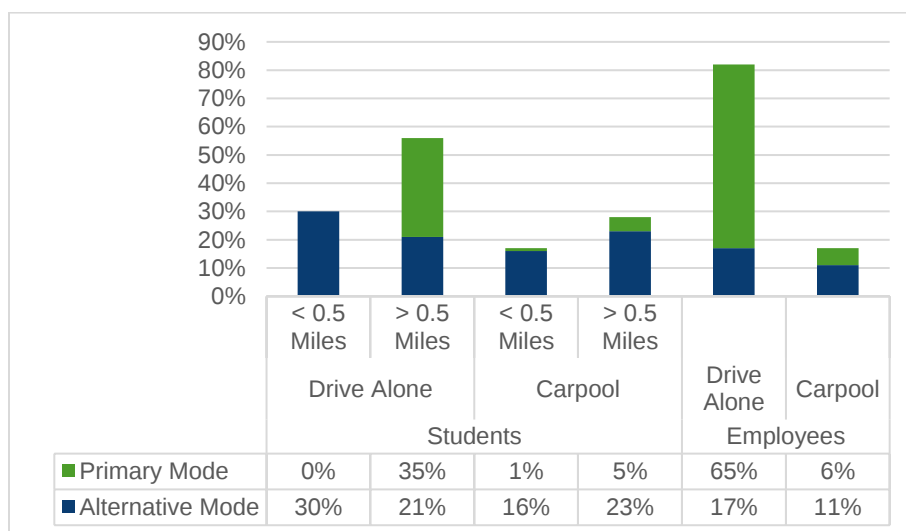


Unique Commute Trends & TDM Strategies

Commute Trends

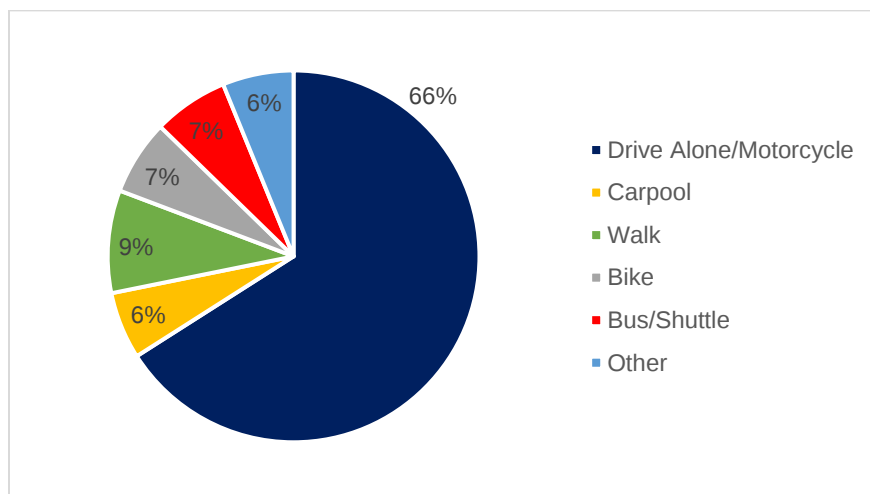
Although UVM's employee drive alone rate is much lower than the state average of 82%⁵ (the most recent statewide drive alone rates are from 2019), it is the main mode for 65% of employees and 35% of off-campus students who live farther than a half-mile from campus. Off-campus students within a half-mile of campus select other commute modes, with 0% of those students reporting drive alone as their primary mode (Figure 4-3). Currently off-campus students within a half-mile of campus are prohibited from purchasing parking passes.

Figure 4.3. Mode split (2021) for UVM employees and off-campus students (by distance of home from campus).¹



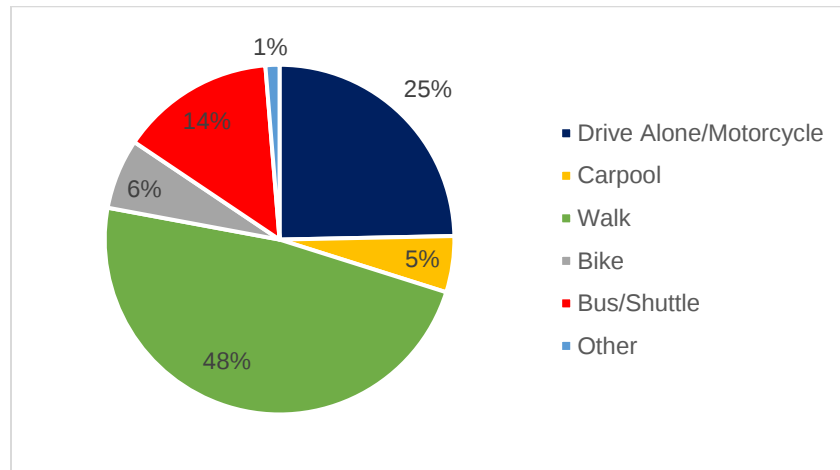
¹ Alternative modes are methods to commute to work that may be utilized once every so often but are not the primary commute mode.

Figure 4.4. Employee mode split (2021) (including sustainable modes) for UVM.



⁵ Vermont Agency of Transportation. 2019. "The Vermont Transportation Energy Profile." https://vtrans.vermont.gov/sites/aot/files/planning/documents/planning/The%20Vermont%20Transportation%20Energy%20Profile_2019_Final.pdf

Figure 4.5. Off-campus student mode split (2021) (including sustainable modes) for UVM.



Over the past four years, the drive alone rate for employees has increased, but has remained lower than the first recorded rate (Figure 4-6). Drive alone rates for both students living outside of a half mile and within a half mile of campus have decreased since 2019, with no one living within a half mile of campus indicating that they drive to campus. For on-campus students, automobile-reliance is measured by vehicle ownership, which has fallen 3% since the previous year's survey (Figure 4-7). This number remains much lower than the first recorded ownership statistic. While drive alone rates for employees have increased since the previous survey, the peak parking utilization has remained lower than pre-pandemic lot counts. This leads to the conclusion that while more people may be choosing to drive as their main mode to campus, people are coming to campus less due to increased telework and other factors.

Figure 4.6. Drive alone rate trend for UVM employees and off-campus students (by distance of home from campus) (2001-2021).

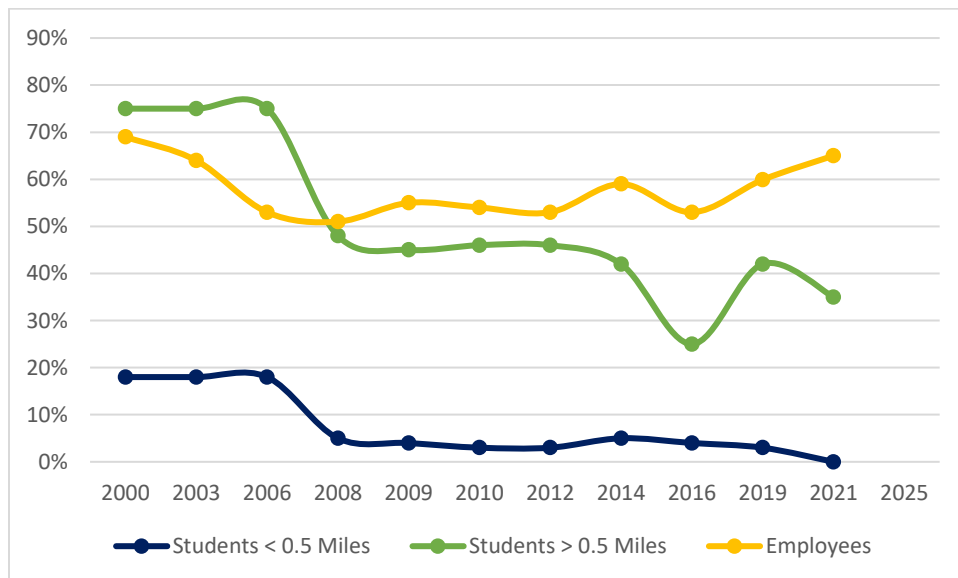
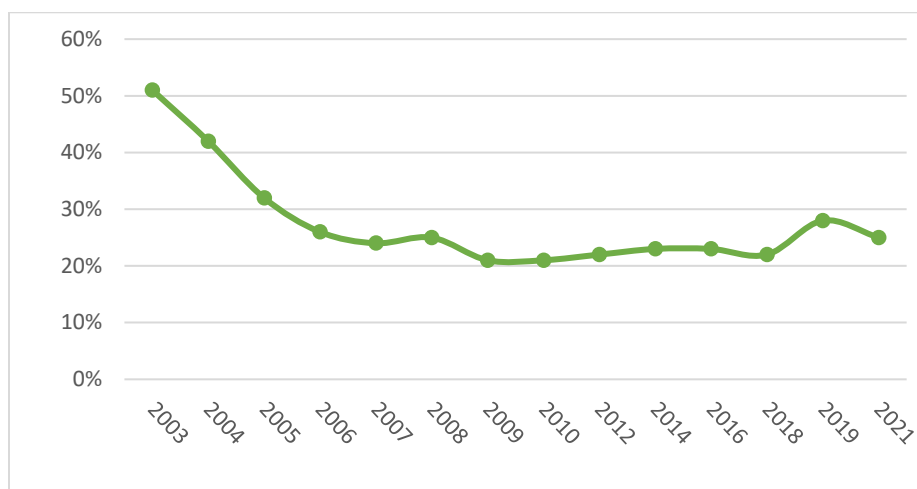


Figure 4.7. Vehicle ownership trend for UVM on-campus students (2003-2021).



Fleet

Currently, UVM has 215 fleet vehicles, 7 of which are fully electric and 7 of which are hybrid. These vehicles are identifiable by parking stickers and are kept at their respective department location. Temporary virtual permits are provided to other service/vendor vehicles as needed. Over time, UVM has reduced their fleet, and projects this trend to continue into 2025.

TDM and Congestion Management Strategies

Telework Policy

The University of Vermont is a residential campus with robust in-person services and supports a vibrant campus atmosphere. The University recognizes the continuing evolution of workplaces and supports telework arrangements that enhance both the capabilities of the employee and the University's ability to meet its goals and objectives and does not detract from the University's mission or delivery of services. Currently the University is operating under an Interim Telework Policy that allows staff members to submit requests for a telework schedule. This fall, UVM launched an e-form for staff members to submit their telework requests, streamlining the process and enabling better data gathering around the number of staff members teleworking on a day-to-day basis. Currently, about ¼ of UVM's staff members (573 of 2,396 total staff members) are working under an approved telework agreement, which may be full time telework or a hybrid schedule. UVM expects this number to be fluid over time as employees change arrangements or enter/exit the university. Please note this number does not include faculty members, who also may telework on any given day. Telework is only one form of flexible work arrangements. Others may include flextime, compressed work weeks, and job-sharing.

Permits & Other Regulated Uses

UVM uses a permit allocation system designed to regulate demand in core areas. As of November 2021, UVM issued 5,499 permits for single occupancy vehicles (2,890 for employees, 2,575 for students). UVM also issued 39 carpool permits, with 80 total participants.

Employee permits within the core campus are more expensive than permits for outer areas and are assigned based on seniority. Cost of employee permits is progressive, meaning higher paid employees pay a higher cost for their parking permit (up to a certain point). All on-campus students are discouraged from bringing cars to campus and first-year students are prohibited from bringing cars to campus unless the student can prove a need such as work or medical

reasons. Resident student permits are priced higher than commuter student permits. Only students living [farther than a half-mile](#) of CATS shuttle stops are eligible for a commuter permit. Off-campus students within a half-mile of CATS shuttle stops may be eligible for an evening commuter permit.

As of Fall 2021 UVM added daily parking permits. The daily permits are an alternative to an annual or other long-term obligations for parking for those who no longer come to campus every day. Reducing the purchase-increment of parking provides more flexibility to commuters and reduces “sunk cost” incentives to drive to maximize the investment made on an annual, semi-annual, or monthly permit. By avoiding the “bulk” purchase of the parking pass, the incentive to drive is eliminated. In short, daily permits work to reduce the normative practice of driving single occupancy vehicles to work.

In Fall 2020, UVM implemented a TDM module that is required to be completed by anyone requesting a permit. The module educates potential permit holders on the programs and incentives that exist to get them to and around campus without a single occupancy vehicle. The intention of this module is to reduce the numbers of drivers to campus and is a new tool to reduce parking demand on campus. As of December 2021, this course has been taken by over 4,000 people, with 30% of course takers deciding to not get a permit.

Throughout UVM’s campus there are visitor parking lots that are paid for via the ParkMobile app. UVM students are prohibited from parking in these spaces during metered hours. All parking lots are monitored by UVM Transportation and Parking Services, and citations are issued for vehicles found in compliance with regulation.

Transit

To see historical success of CATMA’s Unlimited Access Program for UVM see [2020-2022 JIPMP \(Page 27, Figure 4-6\)](#). GMT has been fare free since March 2020 and will remain fare free through at least June 30, 2022. As a result, there is no data for FY20 or FY21 on ridership.

On-Campus Shuttles

UVM provides free access to the CATS campus shuttle system to all university affiliates to promote safety and more energy-efficient transportation. The CATS service schedule is depicted in Table 4-4. Currently, due to a shortage of bus drivers, UVM’s off campus shuttle is not running, but the GMT service fills this route with their Monday to Sunday service until 11:00pm with many stops on campus and downtown. Please refer to [GMT’s website](#) to view their schedule.

Table 4.4. CATS Shuttle Schedule

Routes	Days	Times	Runs Every (Minutes)	Buses Running
Redstone Express	Mon - Fri	7:45am - 4:45pm	15	1
Daytime	Mon - Fri	7:30am - 6:30pm	10	3
Evening	Mon - Thurs	6:15pm - 10:00pm	30	1
Weekend	Sat - Sun	5:00pm - 10:00pm	30	1

Bicycle Infrastructure & Parking

UVM is the only university in Vermont recognized as a Gold-level Bicycle Friendly University as of November 2021 and is one of only 31 universities nationwide to carry this designation. UVM has bike racks located throughout campus, indoor bicycle parking and pumps in most residence halls, and three fix-it stations. UVM Bikes, a student club, operates a bike co-op on campus overseen by Transportation & Parking Service advisors. The co-op leases bikes and offers bike mechanic services to UVM students and employees. UVM affiliates are eligible for a 60% discount on annual Greenride Bikeshare Membership through its affiliation with CATMA.

Car Sharing Service

UVM has a partnership with CarShare Vermont via CATMA's Campus Programs Contract and provides funding to CarShare Vermont for program support. Through this contract with CATMA, CarShare Vermont provides significantly discounted membership to any campus affiliate that does not hold a parking permit (rates can be viewed here:

<https://www.carsharevt.org/memberships/campus/>). As of December 2021, there are a total of 172 students and 23 faculty/staff registered to CarShare Vermont through UVM. Currently there are two cars located on UVM campus (a map of locations can be found at <https://www.carsharevt.org/locations/>).

Planning Studies

The University of Vermont has a dedicated commitment to sustainably and creatively planning transportation for the campus. Over recent years, UVM has undergone multiple planning studies which all have a goal of reducing the number of SOVs on campus. Currently UVM is in the process of updating its Campus Master Plan. The following studies have also been completed:

- [UVM Active Transportation Plan](#)
- UVM 10-Year Transportation & Parking Plan

Climate Plan

CATMA's program goals of reducing VMT, greenhouse gas emissions, and single occupant vehicles align with UVM's sustainability goals. The [UVM Facilities Sustainability Plan \(2021 – 2030\)](#) aims to “Enhance convenient, accessible, affordable, low-carbon transportation options... [and] Reduce single occupancy vehicles; increase use of alternatives and shared modes”. The TDM practices outlined in this JIPMP Update will work to achieve the goals outlined in UVM's Facilities Sustainability Plan. Future iterations of the JIPMP will incorporate UVM's Comprehensive Sustainability Plan which is in the process of being completed.

5. University of Vermont Medical Center

The UVM Medical Center is an academic medical center providing high quality care and regional referral services for patients throughout Vermont and Northern New York. UVM Medical Center is a member of The University of Vermont Health Network, which includes facilities in Burlington, as well as other communities in Chittenden, Addison, Fairfax, Washington and Orleans Counties, 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 Visiting Nurses Association of Chittenden and Grand Isle Counties), and The UVM Health Network Medical Group. The UVM Medical Center consists of approximately 50 patient care and administrative support sites and 100 outreach clinics, employs over 8,000 people, serves a population of over a million people, and conducts around 1.4 million out-patient procedures every year.

Current Conditions

Users (Employees, & Patients)

UVM Medical Center employs a total of 6,493 individuals in Burlington. 6,354 of these employees are assigned to the Medical Center Campus or 1 South Prospect Street. On any given day, 177 Community Based Members, 86 Honorary Members and 45 Volunteers are on campus, representing a modest increase in employees. The number of volunteers greatly decreased considering the COVID-19 pandemic, but the number is expected to increase in 2022.

In 2021 (As of November 1st), UVM Medical Center Campus performed approximately 494,491 outpatient procedures, and 1 South Prospect performed approximately 79,602 outpatient procedures. This equates to approximately 1,947 outpatient procedures per day at the Medical Center Campus and 313 outpatient procedures per day at 1 South Prospect, representing a decrease in outpatient procedures due to impacts of pandemic.

UVM Medical Center provides an optional valet parking service for its Medical Center Campus patients and visitors. This service is available at the patient and visitor entrance Monday thru Friday from 6:00am to 5:00pm. Cars can be retrieved with the valet until 9:00pm.

Telehealth

Telehealth has been utilized to a large extent by the Medical Center since the onset of COVID-19. In 2021 (As of November 1st), UVM Medical Center Campus had approximately 54,221 telehealth appointments, and 1 South Prospect had approximately 48,776 appointments. This equates to 213 telehealth appointments per day at the UVM Medical Center Campus, and 192 telehealth appointments per day at 1 South Prospect.

GSF Requirements and Parking Supply

The Medical Center Campus and 1 South Prospect are in the Shared Used Parking District. 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 as it is a maximum and invariable number that leads to a conservative estimate. To account for the diverse healthcare functions provided by UVM Medical Center, 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 was produced. The GSF, associated required parking, and the current parking supply of both Medical Center Campus and 1 South Prospect are included in Table 5-1. Though UVM Medical Center has a total parking supply of 3,531 spaces in Burlington, only 2,509 of those spaces are located on-site at the Medical Center Campus and 1 South Prospect. For the purposes of the JIPMP only the on-site supply will be referenced when estimating demand for the UVM Medical Center because it is where there is most concern for parking management. UVM Medical Center's current on-site parking supply is 2,509 which is 775 spaces less than the minimum required by the CDO and 1,596 spaces less than the maximum allowed. To meet employee parking demand while ensuring adequate parking for patients/visitors, employee parking continues to be outsourced to lots outside of Burlington and sustainable travel to work site is encouraged.

Table 5.1. Current GSF, parking requirements, and parking supply available at UVM Medical Center (Medical Center Campus and 1 South Prospect).

	Medical Center Campus	1 South Prospect	Total
GSF¹	1,698,739	149,404	1,848,143
In-Patient Beds	580	-	580
Minimum Parking Required	2,985	299	3,284
Current Parking Supply			
On-Site²	2,052	457	2,509
Leased/Offsite Parking Supply	-	-	1,237

¹For Medical Center Campus, only 912,682 GSF counts towards calculating CDO parking requirements because the rest of the GSF accounts for in-patient uses.

²Only on-site parking is counted towards the parking supply.

Demand and Future Conditions

For demand calculations and future conditions please see the [2020-2022 JIPMP](#), page 31 Table 5-3 (current) and page 33 Table 5-5 (future).

Lot Counts and Parking Utilization

In the Fall of 2019 UVM Medical Center in collaboration with CATMA began conducting quarterly lot counts to gain a better view of parking lot utilization over time. Much of the data collected has been during the COVID-19 which has expectedly shown a slight decrease in utilization. These lot counts over time are shown in Figure 5-1. This is presumably due to several factors including an increase of telework, an increase in telehealth, a decrease in the number of volunteers, a cyber-attack in the Fall of 2020 (limiting the ability of some employees to perform some of their job functions) and hospital visitor restrictions with COVID-19. Table 5-2 shows the utilization rate as of Fall 2021, which remains lower than pre-pandemic numbers at a peak of 90% at the Medical Center Campus, and a peak of 82% at 1 South Prospect. With continued quarterly lot counts being conducted in 2022, CATMA hopes to gain a better understanding if the decrease in utilization of parking is a continual trend or if this decrease is solely attributed to the pandemic.

Figure 5.1. Parking Utilization over time at UVMHC.

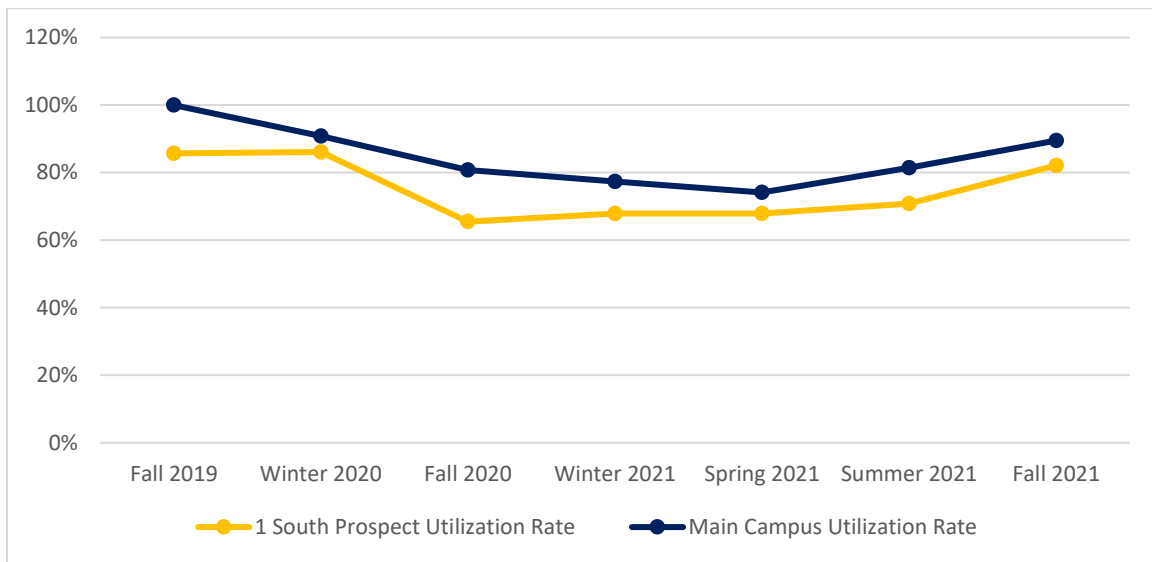
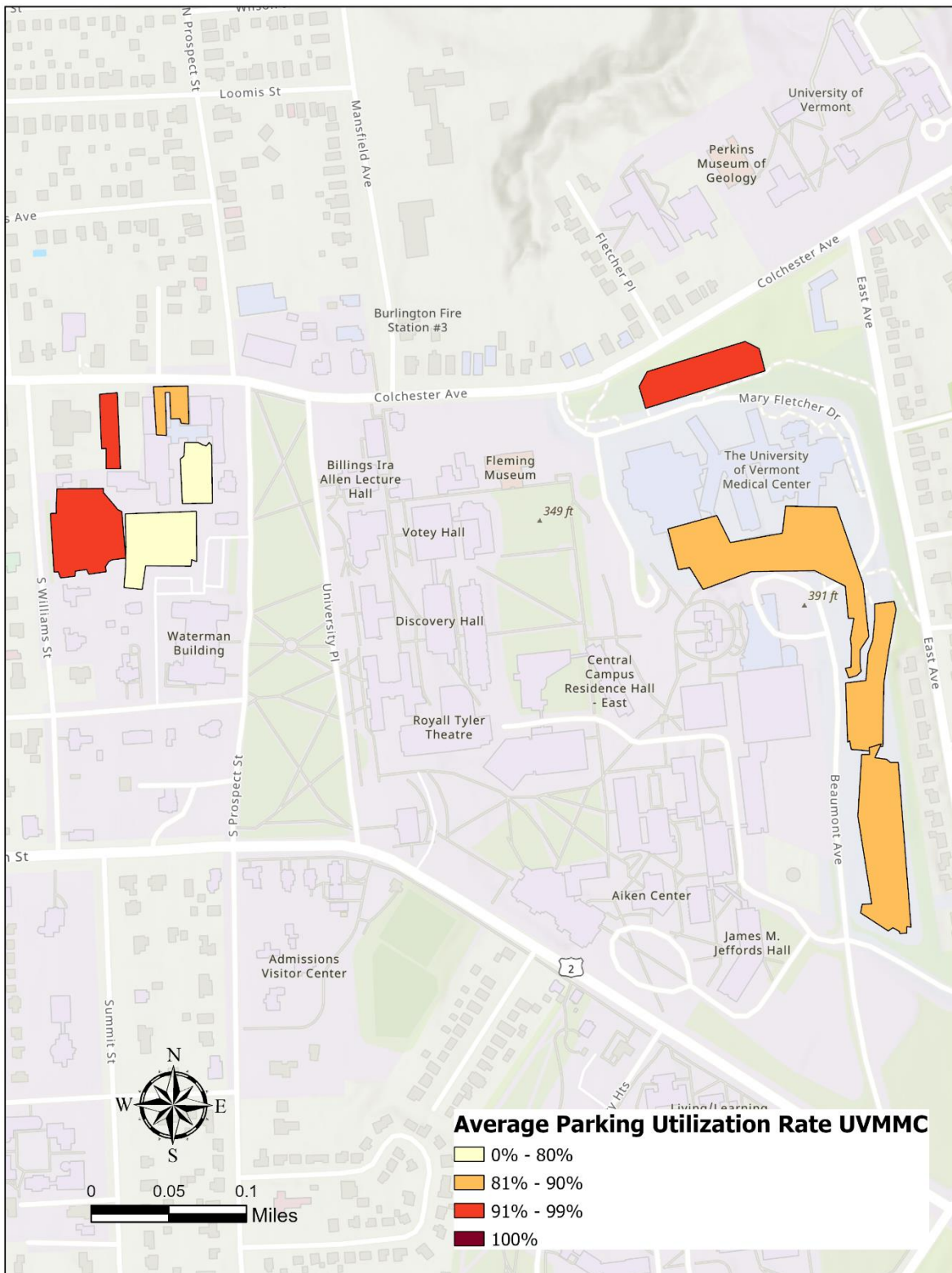


Table 5.2. Current Parking Utilization at UVMHC.

Medical Center Campus			
	10:00 AM	12:00 PM	2:00 PM
Fall 2021	1,553	-	1,612
Average	1,583	88%	
Peak	1,612	90%	
1 South Prospect			
Fall 2021	414	-	403
Average	409	81%	
Peak	414	82%	
Both Campuses			
Average	1,991	86%	
Peak	2,015	87%	

Figure 5.2. Parking Utilization at the Medical Center Campus and 1 South Prospect Fall 2021.

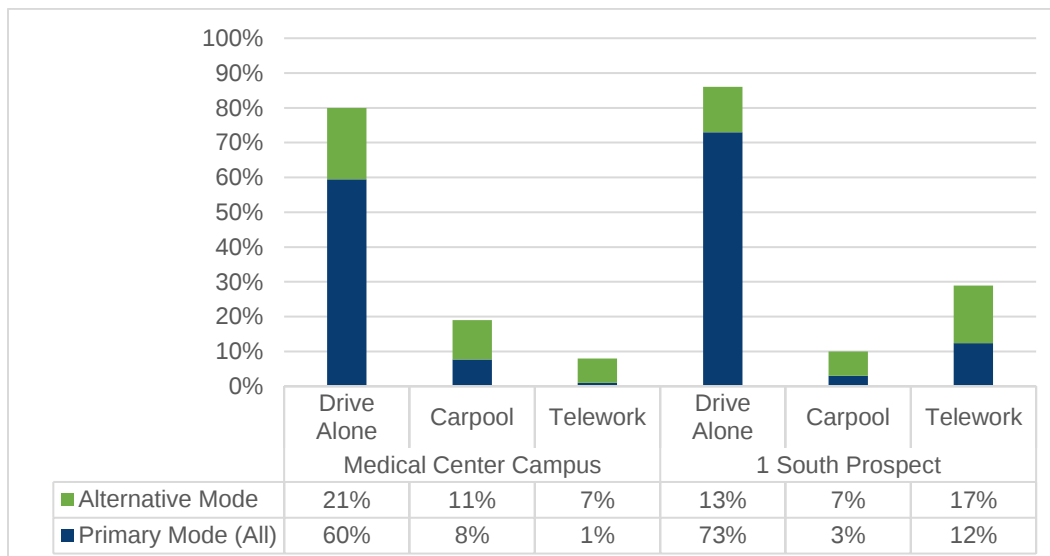


Unique Commute Trends & TDM Strategies

Commute Trends

Driving alone continues to be the primary mode of the majority of UVM Medical Center employees at both the Medical Center Campus and 1 South Prospect (Figure 5-3). Carpooling is not a highly utilized mode, but over 10% of employees at both locations are carpooling sometimes, which would be an easy population to work with to increase carpooling as primary mode. Drive alone rates have fallen since 2019 to 61% (Figure 5-4). This decrease can be explained by a multitude of factors including an increase in telework and telehealth.

Figure 5.3. Mode Split (2021) for UVM Medical Center Employees by Campus.¹



¹Alternative modes are methods to commute to work that may be utilized once every so often but are not the primary commute mode.

Figure 5.4. Collective mode split (2021) (including sustainable modes) for UVM Medical Center employees.

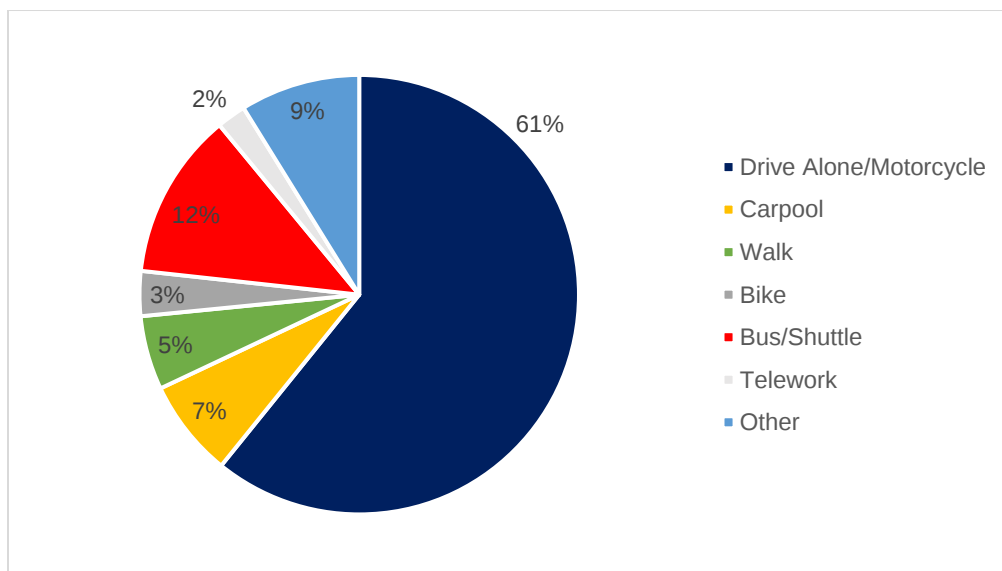
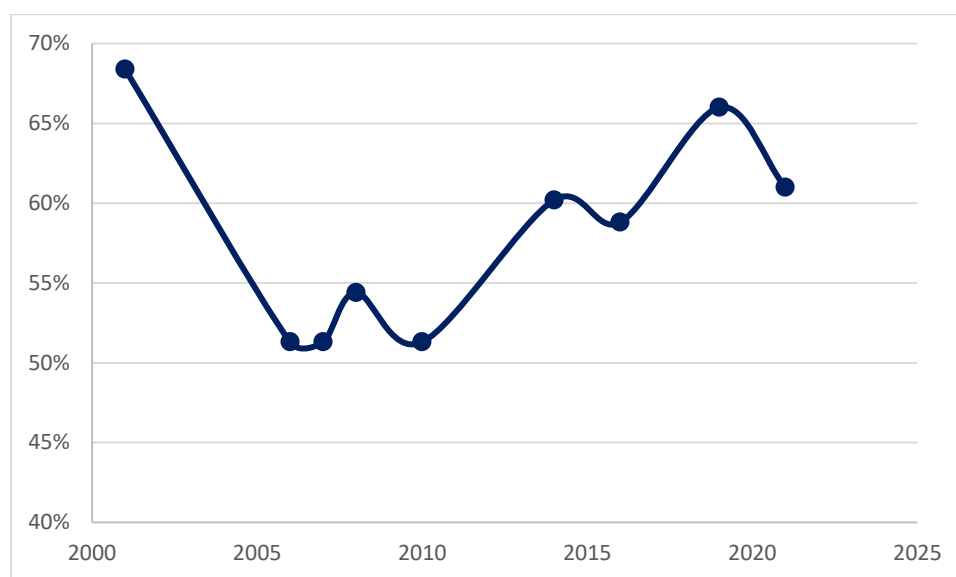


Figure 5.5. Drive Alone rate over time for UVM Medical Center employees (2001-2021).



TDM and Congestion Management Strategies

Permits

During peak demand periods, on-site parking assignments are limited to senior staff, physicians, residents, and those with “business needs” or “medical needs” permits.

Shuttles & Remote Off-Site Lots

UVM Medical Center also uses off-site lots and an effective shuttle system to manage on-site parking demand. Staff without on-site parking permits are required to park in a satellite lot served by a shuttle or use an alternate transportation mode. UVM Medical Center provides off-site parking at Fanny Allen (Colchester), 115 Lakeside Avenue (Burlington), and Technology Park (South Burlington) with regular service direct to the Medical Center Campus. The shuttles summarized in Table 5-3 result in a combined 294 shuttles that operate 254 days per year that equal 74,676 shuttle trips per year.

Table 5.3. UVM Medical Center Shuttle Schedule.

Shuttle Locations	AM Runs	Midday Runs	PM Runs	Total Runs/Day
Tech Park/Medical Center	20	11	28	59
Lakeside/Medical Center	20	11	28	59
Fanny Allen/Medical Center	19	22	29	70
Catamount/Medical Center	25	15	36	76
Centennial/1 South Prospect	15	On Demand	15	30

Transit

For information on UVM Medical Center's transit data please see the [2020-2022 JIPMP](#) (Page 37, Table 5-8). GMT has been fare free since March 2020 and will remain fare free through at least June 30, 2022. As a result, there is no data for FY20 or FY21 on ridership nor passes distributed.

Ferry

The UVM Medical Center provides a 25% discount on ferry tickets for employees who live in New York.

Table 5.4 Average number of ferry passes sold monthly by UVM Medical Center for selected years (2021 & 2019).

	2019	2021
Champlain Ferry		
Car & Driver Monthly Pass	121	101
Passenger 10 Ride Pass	23	13
Motorcycle 10 Ride Pass	0	0

Bike Infrastructure & Parking

UVM Medical Center supports bicycle travel by investing in local and regional bicycle networks. It is recognized as a Bicycle Friendly Employer by the League of American Bicyclists. For example, UVM Medical Center supported efforts of the City of Burlington to widen 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. UVM Medical Center provides on-site shower facilities and over 100-spaces of bicycle parking (covered and uncovered) for its cyclists.

A Greenride bikeshare hub is located at the ACC Circle, adjacent to transit stop on Medical Center Campus, and there is a hub at Waterman Building which is adjacent to 1 South Prospect Street.

Carpool Incentive

A carpool parking incentive (on campus parking permit) is available to employees at the Medical Center Campus, Fanny Allen Campus and 1 South Prospect who have two or more employees who commute to work together. There are approximately 677 UVM Medical Center employees registered with CATMA as carpoolers.

Telehealth

One of the bright spots of the pandemic is the increase in the use of telehealth. Over 6,000 or about 10% of all visits are conducted in Burlington each month as telehealth visits which is reducing the need for transportation and providing greater patient convenience. We estimate in 2020 and 2021 that over 18 million driving miles were saved with our patients across the entire UVM Health Network. As the pandemic has evolved, we have seen use of telehealth reduce but we continue to see strong use over pre-pandemic levels. UVM Health Network is continuing to invest in making telehealth a better patient experience and a choice our patients will continue to rely on.

Telework

Among the most important lessons learned from the COVID-19 pandemic is that while so much of the business of health care is face-to-face by necessity, many jobs can be done successfully from home. The UVM Medical Center and The UVM Health Network's Shared Service departments launched the Future of Work initiative to understand the ways work has been transformed, to determine how we will work going forward, and to provide the infrastructure and support to create the best work experience we can offer. We believe that creating hybrid

positions that combine on-site and remote work, as well as some remote-only positions, will not only have a positive impact on recruitment and retention, but will help reduce carbon emissions. We are in the process of formally transitioning to this new model while building the infrastructure to support it.

Climate Plan

As of May of 2021, the UVM Medical Center has pledged to achieve net zero climate emissions and join the United Nations Framework Convention on Climate Change's Race to Zero campaign. As part of this pledge, UVM Medical Center has committed to achieving net zero emissions by 2050 or sooner. In the interim, they will achieve a 50% reduction in energy use by 2030, referencing the 2018 commitment to the Burlington 2030 District. As a part of this commitment, the UVM Medical Center will move towards total electrification of their fleet. In the next iteration of the JIPMP, we will provide updates on the progress of the UVM Medical Center's climate pledge.

6. Conclusion

This JIPMP Annual Update demonstrates that The Hill institutions' have implemented, monitored, and assessed their collective and individual transportation demand management strategies, parking policies and collaborative efforts to mitigate and meet parking demand based on new enrollment and employment numbers and as outlined in the 2020-2022 JIPMP.

COVID-19 has clearly had an impact on our transportation systems and commute choices. The lasting impacts on commuting habits remain to be seen. At this time, the changes in commute habits have resulted in decreased drive alone rates with more telework and telehealth, which has lessened parking utilization. In the next iteration of the JIPMP we will learn more about the lasting effects of these trends.

Appendix A: Data Collection Methodology

Lot Counts

In the data collection process of the 2020-2022 JIPMP, CATMA and the institutions defined a lot count inventory process. In October 2019, the institutions agreed to conduct counts on the same days and times (Tuesday and Thursday at 10:00 AM and 2:00 PM), to control for regular variation in day-to-day travel habits. Following a winter meeting of the institutions and CATMA, these counts were extended for three days (Tuesday, Wednesday, and Thursday) and three times (10:00 AM, 12:00 PM, 2:00 PM). These adjustments were made as a reflection of peak time determined by the CATMA survey data. Moving forward, the institutions will each conduct counts quarterly on these three days and times so that CATMA can have a growing log of utilization rates. This constant and consistent data collection will strengthen our demand estimations in future JIPMPs.

Survey Administration

The 2021 CATMA Student and Employee Transportation Survey were launched on September 29th, 2021. Direct solicitation emails were sent to employees and students. In the case of UVM, direct solicitation emails were sent to a random sample of 1000 employees and students. Table A-1 describes the solicitation process in more detail.

Table A.0.1. Overview of CATMA's 2021 Transportation Survey solicitation and responses.

	Launch Date	Population Total	Solicitation Total	Total Responses	Margin of Error
Student Survey					
Champlain	9/29/2021	1924	1780	374	5%
UVM	9/29/2021	13674	1000	179	7%
Employee Survey					
Champlain	9/29/2021	933	760	155	7%
UVM	9/29/2021	3873	1000	310	5%
UVM Medical Center	9/29/2021	9320	9320	2029	2%

Survey Weighting

With guidance from UVM's Transportation Research Center, the results of CATMA's 2021 surveys were weighted using population parameters provided by the institutions. Survey weighting is intended to weight survey responses in a way that is reflective of the actual population. This process corrects for segments in population who are either under or overrepresented by those who answered the survey.

Margin of Error

The margin of error is the range within which a true value may be found given a certain confidence interval. All margins of error reported in the 2020-2025 JIPMP are within a 95% confidence interval. The margins of error were calculated using the Complex Samples modules in SPSS and were found for the peak parking demand percent for each user group. For each of the institutions, the composite margin of error was found by summing the squares of each user group's margin of error and taking the square of root of the sum. Knowing the margin of error is

useful, because within a 95% confidence interval, we can know the total parking demand for any institution is above or below a certain percentage of the estimated demand given.

Peak Parking Demand

Peak parking demand percent is calculated by finding the time the most auto users are on each campus. For employees and off-campus students, auto users are either those who drive alone and half of those carpool as their main mode. For on-campus students, auto users are all individuals who own a car.

Table A.2. Summary of peak parking demand on each campus as identified by the 2021 CATMA Employee and Student Transportation Surveys.

Champlain College	Monday	2:00 – 3:59 PM
UVM	Thursday	12:00 - 1:59 PM
UVM Medical Center	Monday	2:00 – 3:59 PM

Appendix B: CarShare Vermont Parking Demand Impacts

CarShare Vermont is a nonprofit organization that operates a carsharing service and delivers a range of programs aimed at reducing dependence on personal vehicles. It provides a neighborhood fleet of vehicles that can be used as needed, allowing its 1,000 members to meet their mobility needs without the cost and responsibility of vehicle ownership. In addition to saving its members money, CarShare Vermont facilitates a dramatic reduction in vehicle ownership and therefore, reduces vehicle miles traveled and greenhouse gas emissions.

According to its annual member survey:

- Over 85% of CarShare Vermont members belong to zero or one vehicle households;
- 76% of members report shedding a personal vehicle or forgoing the purchase of one after joining;
- For every vehicle CarShare Vermont puts in service, an average of 15 are removed.
- Every CarShare Vermont member reduces their vehicle miles traveled (VMT) by an average of 1,000 miles annually (this accounts for the fact that a portion of members increase their VMT by gaining access to a vehicle); and
- CarShare Vermont members emit 382 fewer tons of CO₂.

The impacts of carsharing on vehicle ownership, VMT, and GHG emissions have been consistently well documented by several independent academic researchers. Few studies, however, have focused explicitly on the impact of carsharing on parking demand except for a 2013 study of Ithaca CarShare⁶ (Ithaca, NY) that attempted to understand how carsharing affected parking demand on campus at Cornell University and Ithaca College and in the community. The study concluded that Ithaca CarShare's carsharing program positively affected parking demand at the same ratio that it removed vehicles from the road, meaning that each Ithaca CarShare vehicle reduced parking demand by approximately 15 spaces. CarShare Vermont's program is very similar to Ithaca CarShare in scale, operation, service area, and impacts. Moreover, the rate at which vehicles are removed from the road is consistent.

In attempting to define the impact of its service on parking demand on and near the campuses, CarShare Vermont proposes a similar approach to Ithaca CarShare where demand is offset by about 15 spaces per CarShare Vermont vehicle based on the assumption that carsharing reduces the net number of vehicles needed to be parked, and these parking savings are primarily achieved near where members live or work (in the case of faculty and staff). A question remains as to how (or if) to adjust this calculation based on other factors. CarShare Vermont will continue to work with CATMA to refine this calculation but in the meantime, it maintains that its program effectively reduces demand for parking by up to 315 spaces citywide.

⁶ Stasko, Timon. Buck, Andrew. Gao, H. Oliver. November 2013. "Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY." [Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY - ScienceDirect](#)

TO: Planning Commission
FROM: Scott Gustin, Principal Planner & Zoning Division Manager
DATE: January 10, 2022
RE: Proposed CDO Amendment: Steep Slopes

Overview & Background

The *Comprehensive Development Ordinance* has long-standing provisions to address steep slopes and site topography in two sections: *Sec. 5.2.4* & *Sec. 6.2.2*. *Sec. 5.2.4* essentially deducts steep slopes from lot coverage and residential density calculations in the RCO, RL, and RM zoning districts. *Sec. 6.2.2 (a)* speaks to preserving steep slopes and other significant natural features on a site, and *Sec. 6.2.2. (b)* guides development towards working with existing topography rather than significantly altering it as part of any development proposal. There is nothing addressing slope stability or suitability for development.

A slope failure along Riverside Avenue in October 2019 and a number of prior slope failures have sparked interest among the Conservation Board and some members of the Burlington community to develop standards to assess stability and suitability for development of steep slopes. Note that [Chapter 18: Soils and Foundations](#) of the International Building Code contains standards specifying when geotechnical analysis of development site soils are needed and what is required as part of that analysis. Any new zoning standard should not duplicate or contradict those standards. There is opportunity with a zoning amendment to establish a clear, local threshold for requiring such analysis – where and under what conditions. There is no need to create new technical specifications for what is included in that analysis.

The proposed amendment seeks to establish an overlay zone that identifies steep slopes and outlines criteria for applicants to address when building on or near a steep slope.

The Planning Commission Ordinance Committee discussed this amendment September 2, 2021 and again January 6, 2022. The Committee unanimously recommended forwarding the amendment to the full Planning Commission for consideration.

Proposed Amendment

Amendment Type

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

Purpose Statement

The intent of the proposed amendment is to identify areas within the city with 15% or steeper slopes and adjacent upslope lands and to outline criteria for addressing slope stability and suitability for development.

Proposed Amendment

Reflecting discussion by the Planning Commission Ordinance Committee, requirement for geotechnical analysis is tied to permit conditions rather than made an upfront application requirement. Similar provision exists in the CDO for development within the Special Flood Hazard Area with a set of required permit conditions.

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

[Begin text amendment]

Sec. 5.2.4 Buildable Area Calculation & Steep Slopes Overlay District

The intent of this section is to:

- To protect sensitive natural features;
- To prevent overdevelopment of properties that contain sensitive and unbuildable areas, and
- To minimize the potential for erosion, slope failure, and contamination of surface waters caused by the adverse effects of development on steep slopes, and
- To ensure that new development fits within the existing scale and intensity of the surrounding neighborhood.

(a) Buildable Area Calculation

For any properties two (2) or more acres in size within any RCO, WRM, RM, WRL, or RL zoning district, the maximum building density or lot coverage shall be calculated using the buildable area only. Buildable area shall be deemed to include only those portions of a property that are not inundated at least six months per year by water including streams, ponds, lakes, wetlands and other bodies of water; and lands with a slope in excess of 30%.

The DRB may under conditional use criteria allow up to 50% of the maximum building density or lot coverage to be calculated on lands with a slope between 15-30% if the applicant can demonstrate that the additional density or lot coverage will be compatible within the existing scale and intensity of the surrounding neighborhood, and not have an undue negative impact on sensitive natural features.

(b) Steep Slopes Overlay District

This overlay district consists of all lands delineated in Map 5.2.4-1 – Steep Slopes Overlay District. This overlay district contains all lands with an average slope of 15% or greater over 50-foot intervals and adjacent lands within 50 feet of the top of slope.

[Insert map 5.2.4-1 – Steep Slopes Overlay District]

The boundaries shown on the Steep Slopes Overlay Map may be supplemented or modified by examination of one or more of the following sources by the Development Review Board whenever an application is submitted for review.

- Contour maps prepared from the most current orthophotography.
- On-site survey prepared by a registered professional engineer or surveyor.

The Zoning Administrative Officer or Development Review Board shall determine whether or not the Steep Slope Overlay District has been shown accurately on the application plans. The applicant may be required to revise the steep slope boundaries shown on the application plans.

The burden of proving the correct boundary shall be on the applicant, supported by engineering and/or surveying data or mapping.

1. District Specific Regulations

- A. The Steep Slope Overlay District shall be an overlay on all zoning districts. The regulations in the overlay are in addition to those regulations of the underlying zoning district.
- B. These regulations apply to applications within the Overlay District that include 400 square feet or more of earth disturbance.
- C. Finished slopes of all cuts and fills shall not exceed 30%, unless the applicant can demonstrate that steeper slopes can be stabilized and maintained adequately to the satisfaction of the ZAO or DRB in consultation with the City Engineer.

- D. Any fills placed on a steep slope shall be properly stabilized and, when necessary, supported by retaining walls or other appropriate measures as approved by the ZAO or DRB in consultation with the City Engineer.
- E. Finished grades shall be reasonably safe from slide, collapse, or similar failure as determined by the ZAO or DRB in consultation with the City Engineer.
- 2. Additional Application Requirements
 - A. A site plan prepared by a registered professional engineer or surveyor that accurately depicts the proposed development and related land disturbance relative to the Steep Slope Overlay District boundaries, with all pertinent information describing the proposal, and a topographical survey depicting existing and proposed contour lines at no greater than 2-foot intervals. The plan shall depict all proposed cut, fill, and grading.
 - B. A plan depicting the extent of proposed vegetation clearing.
- 3. Approval Condition
 - A. Prior to construction, the applicant shall provide a geotechnical analysis prepared and stamped by a professional geotechnical engineer that determines the suitability of the steep slope for development.

[End text amendment]

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).

Theme	Dynamic	Distinctive	Inclusive	Connected
Land Use	Conserve	Sustain		Grow

Compatibility with Proposed Future Land Use & Density

The proposed amendment addresses a gap in present land use standards for steep slope areas. It does not alter density or lot coverage standards. It introduces an overlay map identifying steep slope areas and related criteria to assess slope stability and suitability for development.

Impact on Safe & Affordable Housing

The proposed amendment will not have any direct impact on safe and affordable housing. It will contribute to safety of development within areas containing steep slopes.

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:

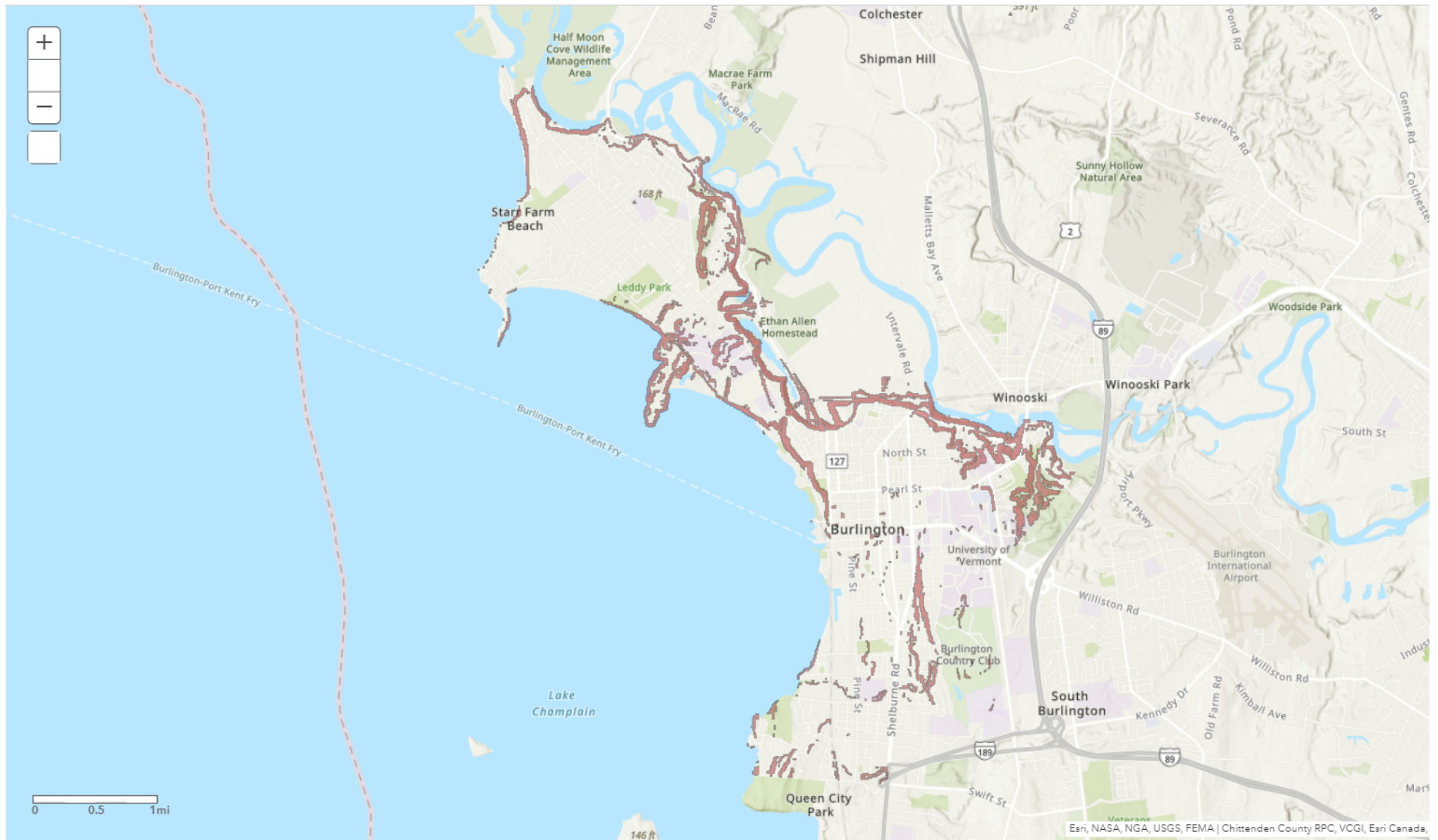
Planning Commission Process				
Draft Amendment prepared by: Staff, PC OC	Presentation to & discussion by Commission 2/23/22	Approve for Public Hearing	Public Hearing	Approved & forwarded to Council
				Continue discussion
City Council Process				

First Read & Referral to Ordinance Cmte	Ordinance Cmte discussion	Ordinance Cmte recommend as modified	Second Read & Public Hearing	CCOC Recommends Approval & Adoption
				Rejected

Home ▾ Steep Slopes

Details Add | Basemap Analysis

Save Share Print | Directions Measure



Burlington Planning Commission

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www.burlingtonvt.gov/pz

Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Michael Gaughan
Emily Lee
Brynne Martin

Burlington Planning Commission

Tuesday, February 8, 2022, 6:30 P.M.

Remote Meeting via Zoom

Draft Minutes

Members Present	A Montroll, A Friend, M Gaughan, E Lee, B Martin
Staff Present	M Tuttle, S Gustin
Public Attendance	R Cate (UVM), W Koenig (UVM), L Kingsbury (UVM); B Butani, S Butani, S Bushor, B Headrick, "Elderton," "Joe", Lani Ravin (UVM), M Lang, A Halpern

I. Agenda

Call to Order	Time: 6:33pm
Agenda	No changes to the published agenda.

II. Public Forum

Name(s)	Comment
S Bushor	Support housing on Trinity Campus; hope a master plan comes forward for the campus that proposes development over existing parking lots. Propose to keep adequate buffers around larger buildings from neighborhoods; concerned that 15' buffer is not enough.
B Butani	Interested in the discussion of the Trinity Campus zoning district.

III. Chair's Report

A Montroll	No report.
------------	------------

IV. Director's Report

M Tuttle	Council held public hearing on short term rentals on 2/7, but delayed action until 2/22 meeting. B O'Keefe from CEDO providing assistance for the Planning Commission.
----------	--

V. University of Vermont Trinity Campus Plans

No action, informational item		
Motion by:	Second by:	Vote: N/A
Type: Discussion	Presented by: R Cate, L Kingsbury	
Richard Cate, VP of Development and Finance, and Lisa Kingsbury, Associate Director of Campus Planning, UVM, presented plans to create additional housing on Trinity Campus, and introduced several considerations for the Planning Commission regarding changes to the overlay zoning district. Slides are available at: https://www.burlingtonvt.gov/CityPlan/PC/Agendas		
Commissioner Questions:		
Will be people be concerned about the requested 25ft setback on Colchester Avenue?		

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505.

- What are the long-range plans for the Trinity Campus and other existing dorms, and what grade level students will be living on this campus?
 - UVM indicated likely to include sophomores, juniors, and graduates for a goal of an additional 520 beds; Future phase would re-envision "Back 5" dorms; zoning changes requested would accommodate that and potentially allow for a doubling of number of students in those halls.
 - In response to a question about future development on-campus, UVM indicated possibility of new housing on UHC lot, but Trinity is higher priority.
- Commission interest in converting existing surface parking; UVM indicated some surface parking could be developed, with residents' access in facilities across Colchester Avenue.

VI. Proposed CDO Amendment: Minimum Parking & TDM Requirements

Refer Commission's proposed changes to the ordinance and memo on TDM proposal, with edits reviewed by the Chair, to the Council Ordinance Committee

Motion by: M Gaughan

Second by: A Friend

Vote: Approved Unanimously

Type: Discussion

Presented by: M Tuttle

M Tuttle shared an update on a number of edits to the proposed CDO amendments and the draft Planning Commission memo.

Commissioner Comments:

- Staff suggested an additional change for transit operations to allow 1space/employee + 1space/3,000 gfa for visitors; exempt registered transit vehicles.
- Commission confirmed the memo should articulate that their recommendation is that the proposed expansion of TDM applicability should be taken out. A study should be conducted before incorporating new standards in the ordinance, and that this should be from the full Commission.
- Move the bullet point about TDM only applying to new development to be a catch all, as concern is not just about 5-10 unit developments.
- Clarify point about codifying new standards, that point is that we need a study to identify goals before we develop standards, and note that small TDM effort are disjointed and not the best way to achieve broader goals.

VII. Commissioner Items

- Next meetings are February 23 (Wednesday) and March 8 at 6:30pm
- Commission requested an update on the Neighborhood Project
- Ordinance Committee discussed the request from the last meeting about screening standards for rooftop mechanical; no recommendation.
- Send Commission calendar invites for the whole year.

VIII. Minutes and Communications

Action: Approve the minutes and accept the communications

Motion by: A Friend

Second by: M Gaughan

Approved Unanimously

Minutes Approved: January 25, 2022.

Communications filed: <https://www.burlingtonvt.gov/CityPlan/PC/Agendas>

IX. Adjourn

Adjournment

Time: 7:44pm

Motion: E Lee

Second: A Friend

Vote: Approved Unanimously

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I. Agenda

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II. Public Forum

Name(s)	Comment
S Bushor	Support housing on Trinity Campus; hope a master plan comes forward for the campus that proposes development over existing parking lots. Propose to keep adequate buffers around larger buildings from neighborhoods; concerned that 15' buffer is not enough.
B Butani	Interested in the discussion of the Trinity Campus zoning district.

III. Chair's Report

A Montroll	No report.
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IV. Director's Report

M Tuttle	Council held public hearing on short term rentals on 2/7, but delayed action until 2/22 meeting. B O'Keefe from CEDO providing assistance for the Planning Commission.
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V. University of Vermont Trinity Campus Plans

No action, informational item		
Motion by:	Second by:	Vote: N/A
Type: Discussion	Presented by: R Cate, L Kingsbury	
Richard Cate, VP of Development and Finance, and Lisa Kingsbury, Associate Director of Campus Planning, UVM, presented plans to create additional housing on Trinity Campus, and introduced several considerations for the Planning Commission regarding changes to the overlay zoning district. Slides are available at: https://www.burlingtonvt.gov/CityPlan/PC/Agendas		
Commissioner Questions:		
Will be people be concerned about the requested 25ft setback on Colchester Avenue?		

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- What are the long-range plans for the Trinity Campus and other existing dorms, and what grade level students will be living on this campus?
 - UVM indicated likely to include sophomores, juniors, and graduates for a goal of an additional 520 beds; Future phase would re-envision "Back 5" dorms; zoning changes requested would accommodate that and potentially allow for a doubling of number of students in those halls.
 - In response to a question about future development on-campus, UVM indicated possibility of new housing on UHC lot, but Trinity is higher priority.
- Commission interest in converting existing surface parking; UVM indicated some surface parking could be developed, with residents' access in facilities across Colchester Avenue.

VI. Proposed CDO Amendment: Minimum Parking & TDM Requirements

Refer Commission's proposed changes to the ordinance and memo on TDM proposal, with edits reviewed by the Chair, to the Council Ordinance Committee

Motion by: M Gaughan

Second by: A Friend

Vote: Approved Unanimously

Type: Discussion

Presented by: M Tuttle

M Tuttle shared an update on a number of edits to the proposed CDO amendments and the draft Planning Commission memo.

Commissioner Comments:

- Staff suggested an additional change for transit operations to allow 1space/employee + 1space/3,000 gfa for visitors; exempt registered transit vehicles.
- Commission confirmed the memo should articulate that their recommendation is that the proposed expansion of TDM applicability should be taken out. A study should be conducted before incorporating new standards in the ordinance, and that this should be from the full Commission.
- Move the bullet point about TDM only applying to new development to be a catch all, as concern is not just about 5-10 unit developments.
- Clarify point about codifying new standards, that point is that we need a study to identify goals before we develop standards, and note that small TDM effort are disjointed and not the best way to achieve broader goals.

VII. Commissioner Items

- Next meetings are February 23 (Wednesday) and March 8 at 6:30pm
- Commission requested an update on the Neighborhood Project
- Ordinance Committee discussed the request from the last meeting about screening standards for rooftop mechanical; no recommendation.
- Send Commission calendar invites for the whole year.

VIII. Minutes and Communications

Action: Approve the minutes and accept the communications

Motion by: A Friend

Second by: M Gaughan

Approved Unanimously

Minutes Approved: January 25, 2022.

Communications filed: <https://www.burlingtonvt.gov/CityPlan/PC/Agendas>

IX. Adjourn

Adjournment

Time: 7:44pm

Motion: E Lee

Second: A Friend

Vote: Approved Unanimously

2021 JOINT INSTITUTION PARKING MANAGEMENT PLAN ANNUAL UPDATE

BURLINGTON Planning
Commission

February 23rd, 2022



CHAMPLAIN
COLLEGE



The University of Vermont

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University of Vermont
MEDICAL CENTER



CATMA Brief Overview

Founding Hill Institutions in 1992

Transportation Management Associations (TMAs)

Transportation Demand Management Strategies (TDM)

- Supports coordinated & more efficient land use
- Reduces environmental impacts (VMTs & GHGs)
- Provides sustainable travel options

Expanded to regional TMA in 2015

- Opened membership to businesses & developers
- Support TDM needs in region



JIPMP Annual Update Overview

Purpose of JIPMP Annual Update

Burlington CDO Article 8

Current Parking Utilization

Manage parking demand & resources holistically

Collective TDM strategies

Current and Future Parking Conditions

2021 Annual Update
Table 2.1

Current Conditions	Champlain College	UVM	UVM Medical Center
Current Potential Users	2,967	17,647	6,493
Current Peak Parking Utilization	429	3,512	2,015
Minimum Parking Required by CDO	1,677	11,159	3,284
Current Parking Supply	646	5,147	2,509

2020-2022 JIPMP
Table 2.2

Future Conditions	Champlain College	UVM	UVM Medical Center
Future Potential Users ¹	2,910	17,931	6,197
Future Demand ²	591	5,044	2,330
Minimum Parking Required by CDO ³	1,754	11,313	3,284
Net Impact of Planned Projects (2020-2025)	-	128	-
Future Parking Supply	660	5,067	2,509
Waiver Request ⁴	1,094	6,246	775

Collective TDM Strategies

CATMA Bike/Walk Reward Program

Transit Discounts & Subsidies (*GMT Fares are Suspended until July 2022*)

- UVM & CC, Unlimited Access program
- UVMMC, discount bus (and ferry) passes

Campus and employee shuttles

Real-time shuttle app

Off-site parking & shuttles

Bicycle Infrastructure & Parking (incl Green Mtn Bike/Walkway)

Bikeshare Membership Discounts

CarShare Vt Campus Program (UVM & CC)

Education, Outreach & Awareness



CHAMPLAIN
COLLEGE



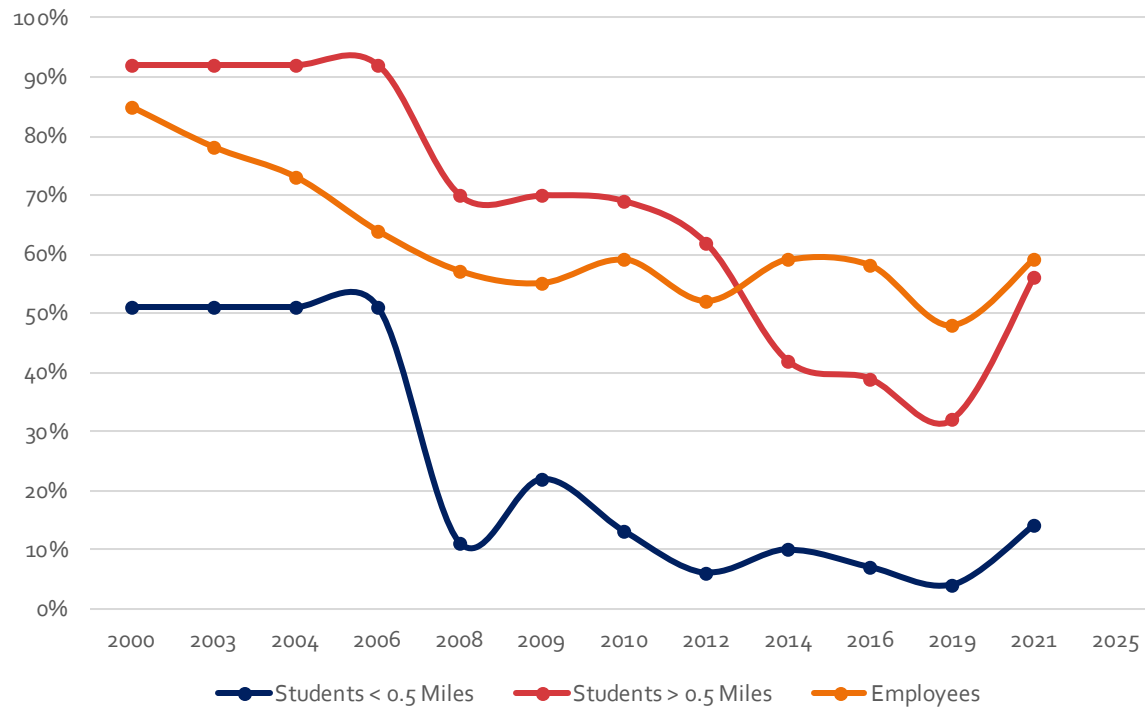
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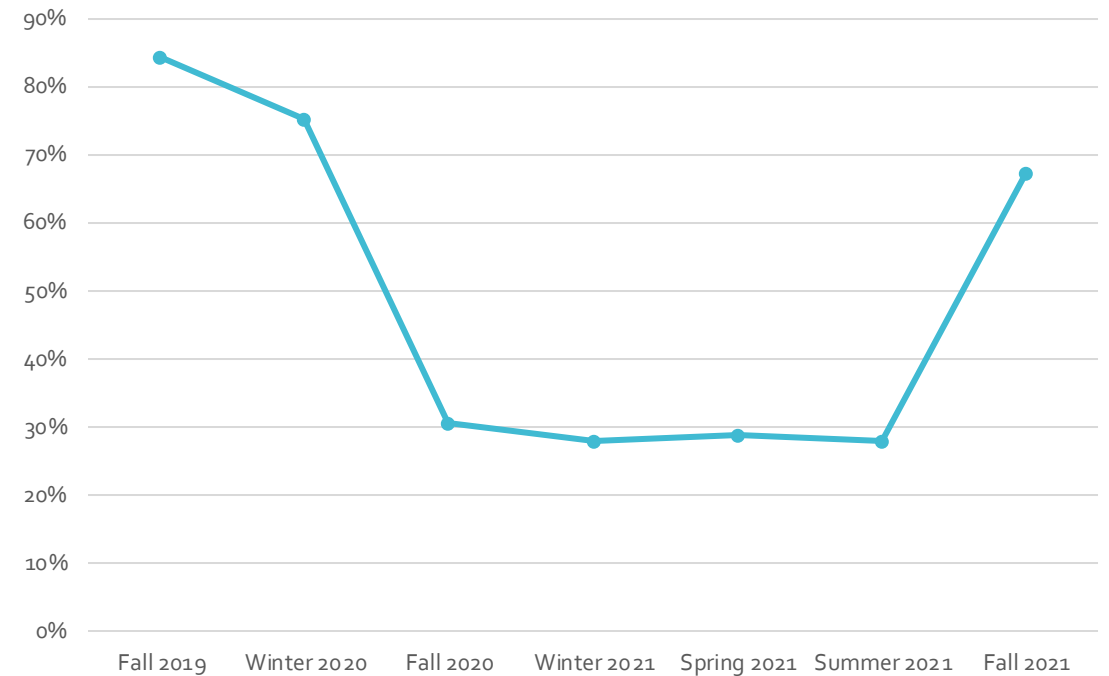


CHAMPLAIN COLLEGE

Drive Alone Trend Figure 3.6

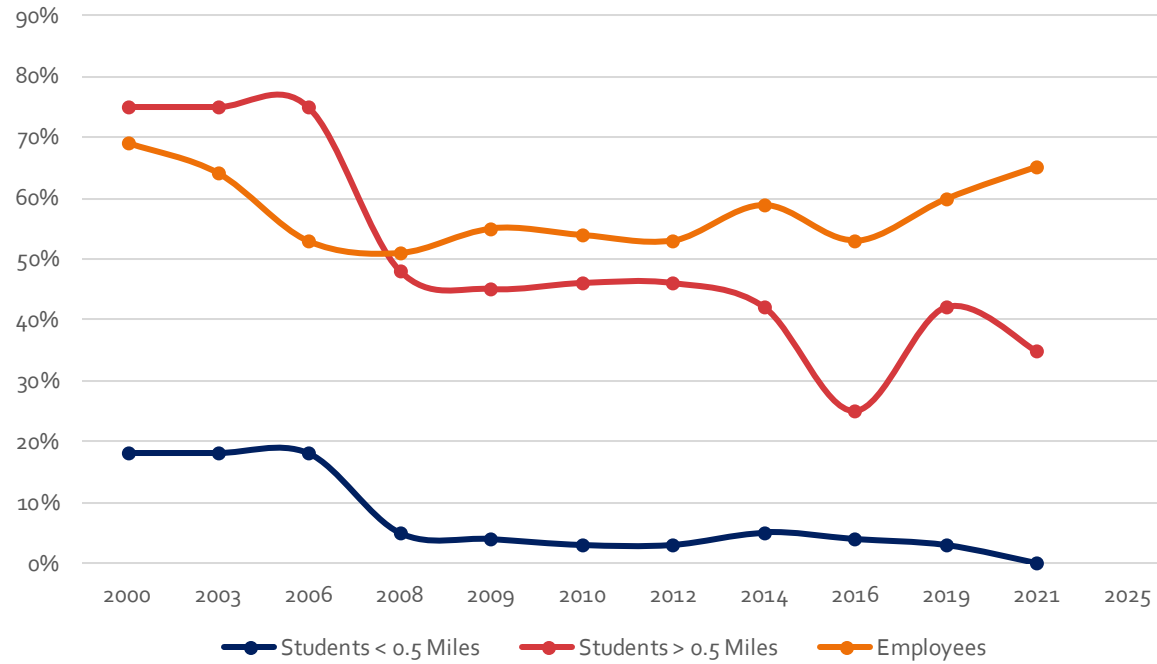


Parking Utilization Trend Figure 3.1

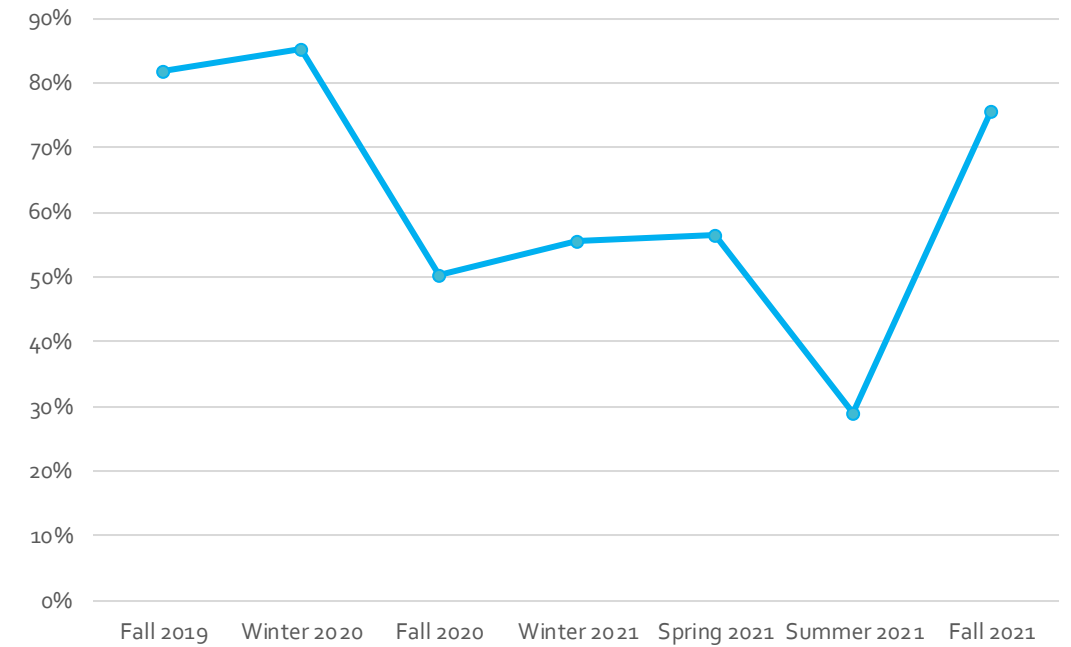




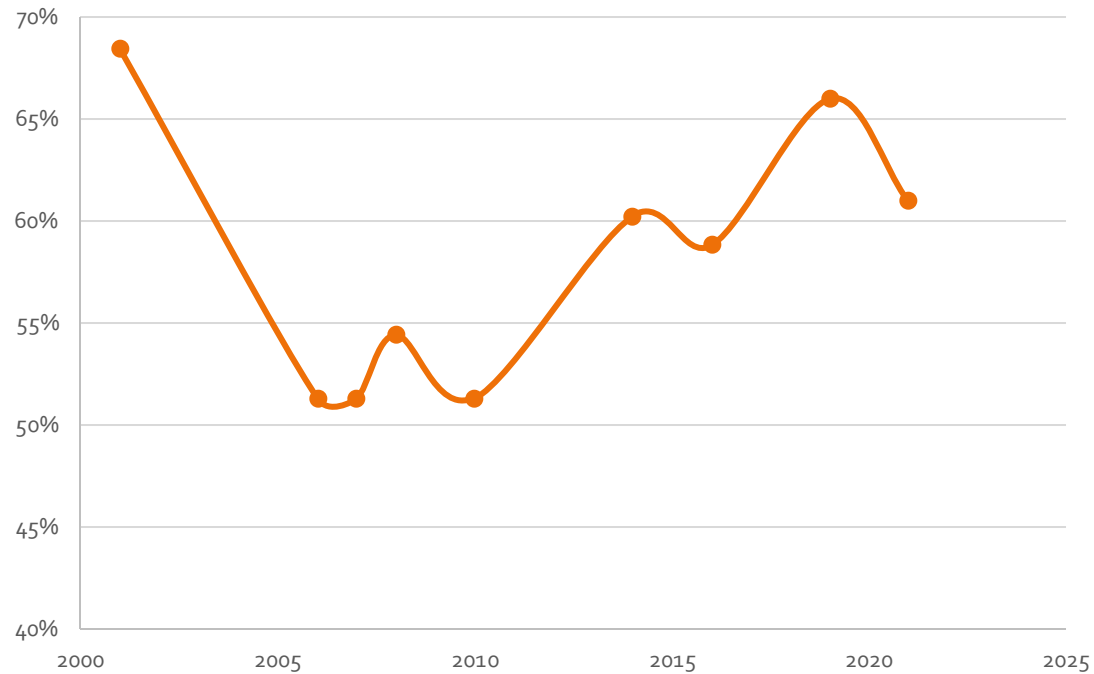
Drive Alone Trend
Figure 4.6



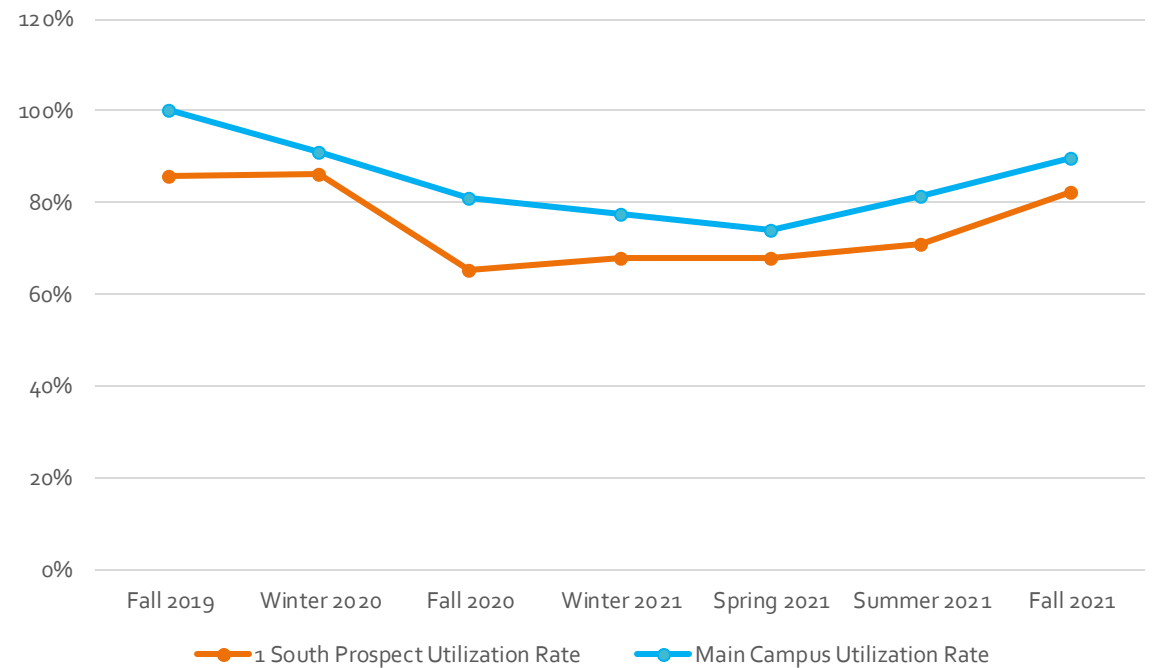
Parking Utilization Trend
Figure 4.3



Drive Alone Trend
Figure 5.5



Parking Utilization Trend
Figure 5.1



Moving Forward

CATMA will begin work on the next 5-year plan, the 2023-2028 JIPMP, in the coming months

CATMA will look to incorporate DRB findings in the next 5-year JIPMP

CATMA looks forward to the findings of the City of Burlington study on the impact of TDM, will look to incorporate those into further iterations of the JIPMP

Questions

Executive Director, Sandy Thibault
sandy@catmavt.org

Transportation Analyst, Josh Katz
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*Andy Montroll, Chair
Bruce Baker, Vice-Chair
Yves Bradley
Alexander Friend
Michael Gaughan
Emily Lee
Brynne Martin*

Burlington Planning Commission

Wednesday, February 23, 2022, 6:30 P.M.

Remote Meeting via Zoom

Minutes

Members Present	A Montroll, A Friend, M Gaughan, E Lee, B Martin, B Baker
Staff Present	M Tuttle, S Gustin, K Sturtevant
Public Attendance	S Bushor, J Weith, M Spaulding, R Burnett, D Marshall, S Thibault, J Katz, B Headrick, A Bond, L Ravin, L Kingsbury

I. Agenda

Call to Order	Time: 6:32pm
Agenda	No changes to the published agenda.

II. Public Forum

Name(s)	Comment
S Bushor	Who parks at the satellite lot on University Road off East Ave- need to better understand how changes to Trinity Campus will result in parking excess or deficit. Regarding Steep Slopes, will geotechnical analysis provide information about soil stability and any storm water infiltration issues?
B Headrick	Urge CATMA to do something different to bring down single occupant vehicle use. If there is no minimum parking requirement from the pending zoning amendment impacting Article 8, UVM will have no obligation to balance their parking demand and supply. What is the consequence at the DRB for permitting so that it does not burden neighborhood streets. Question the decrease in student vehicle ownership, and the number of cars that are purported to park on the street. UVM needs to bring employees in via buses.

III. Chair's Report

A Montroll	No report.
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IV. Director's Report

M Tuttle	On 2/22 Council approved the Nature Based Climate Solutions addendum for Open Space Protection Plan, ZA-21-04, ZA-22-01, ZA-22-02, and Ch.18 amendments regarding Short Term Rentals. Council Ordinance Committee will meet on 3/2 at 5pm to discuss the parking amendment and Commission's comments. Mayor Weinberger participated in a webinar hosted by the White House about ADUs; shared the zoning changes made in Burlington. Town Meeting Day is 3/1; will start budgeting process after the outcome of the election. New Principal Planner joining in March.
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V. Burlington High School Zoning

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status, crime victim status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at (802) 540-2505.

Commission supported considering this item at a future meeting.		
Motion by:	Second by:	Vote: N/A
Type: Discussion	Presented by: J Weith, M Spaulding, R Burnett, D Marshall of BHS design team	
Representatives of the Burlington School District High School design team presented information about the current High School site on North Avenue, and requested a zoning amendment to facilitate the development of a new school on the same site to the east of the current facilities.		
Commissioner discussion:		
• A Commissioner noted that zoning for schools has been a topic of conversation for some time, and feels that we should be trying to update zoning for all of school sites. BSD is open to this in the future, but are under tight time constraints for the high school. Requesting consideration only for 52 Institute Road at this time. • There was a discussion about whether 60 feet is the ideal height for a brand new school at the site. BSD is still in early design phases, so tried to articulate an upper limit that gives flexibility. Commission encouraged the team to provide a request that allows for flexibility and anticipates future needs to start the conversation.		

VI. Annual Update: Joint Institutional Parking Management Plan

No action		
Motion by:	Second by:	Vote: N/A
Type: Discussion	Presented by: S Thibault, J Katz of CATMA	
CATMA presented an annual update to the 2020-2022 Joint Institutional Parking Management Plan (JIPMP) for Champlain College, UVM, and the UVM Medical Center. Staff noted that typically the Commission provides recommendation to the DRB for approval of multi-year plans; this is the first time an annual update has been presented to the Commission. The presentation is posted online at: PC JIPMP 2021 Annual Update Presentation Final.pdf (burlingtonvt.gov)		
Commissioner discussion:		
• A Commissioner questioned whether data indicating more people are driving alone while parking utilization is down in campus lots suggests more people parking in other places, such as free on-street parking. CATMA hypothesized that more people are driving, but driving fewer days as a result of telework/telehealth resulting in overall reduction in demand. • There was a discussion about previous years' high rates of driving behavior by students that lived within a half-mile of campus. Staff noted that the 2020-2022 JIPMP is linked, for comparative rates. • There was a discussion of a change in access to student population to solicit for participation in the annual transportation survey, which resulted in lower participation rates overall. • A Commissioner expressed ongoing lack of coordination between the institutions and the city to regulate on-street parking, and the potential to create a gap that supports continued driving. • A Commissioner asked whether the plan looks at parking resources by sub-area, and whether there is more dynamic parking policy/pricing that could be utilized in certain parts of campuses that are oversupplied or undersupplied. • CATMA noted the next JIPMP for 2023-2028 will be prepared by a transportation consultant, and will begin in a few months.		

VII. Proposed CDO Amendment: ZA-22-03 Steep Slopes

Wednesday, February 23, 2022

Approve the Municipal Bylaw Amendment Report and warn for public hearing, with an updated map to include the 50ft buffer around the identified steep slopes.
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Motion by: E Lee	Second by: A Friend	Vote: Approved Unanimously
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Type: Discussion

Presented by: S Gustin

S Gustin presented an overview of the amendment, and the Ordinance Committee's recommendation to map slopes of greater than 15%, and a 50ft buffer from the top of slope, to require a geotechnical study prior to development as a condition of approval for a permit.

Commissioner discussion:

- A Commissioner asked if there are other examples of overlay zoning districts that cross zoning boundary lines. Staff noted that all of the Natural Resource Overlay districts "float" over other base zoning districts.

VIII. Commissioner Items

- Next meetings are March 8 and 22, 6:30pm

IX. Minutes and Communications

Action: Approve the minutes and accept the communications

Motion by: A Friend

Second by: E Lee

Approved Unanimously

Minutes Approved: February 8, 2022

X. Adjourn

Adjournment

Time: 8:15pm

Motion: B Martin

Second: B Baker

Vote: Approved Unanimously



Signed: March 8, 2022

Andy Montroll, Chair

Respectfully submitted by:



Meagan Tuttle, Director