

## Burlington Planning Commission

149 Church Street  
Burlington, VT 05401  
Telephone: (802) 865-7188  
(802) 865-7195 (FAX)  
(802) 865-7144 (TTY)

[www.burlingtonvt.gov/pz](http://www.burlingtonvt.gov/pz)

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**TO:** Burlington Development Review Board  
**CC:** Department of Public Works, Public Works Commission  
**FROM:** Burlington Planning Commission  
**DATE:** November 11, 2020  
**RE:** Consideration of 2020-2025 Joint Institutional Parking Management Plan

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The Joint Institutional Parking Management Plan (JIPMP) is prepared by CATMA on behalf of the University of Vermont (UVM), Champlain College (CC), and the UVM Medical Center (UVMC). It is a parking supply and demand planning tool, enabled by the *Burlington Comprehensive Development Ordinance (CDO)*, for the purpose of ensuring that streets in nearby neighborhoods are not unfairly burdened by the parking demands of the institutions, and to recognize the ability for the institutions to manage parking in a comprehensive and creative way. This report allows the institutions to demonstrate parking demand and, when lower than requirements outlined in the *CDO*, receive what amounts to a parking waiver from those standards when apply for zoning permits for projects listed in the report. The Commission further sees this plan as an important tool for the institutions to identify and commit to strategies which will reduce parking demand. This report may be approved by the DRB for a period of up to five years, and annual updates are provided to the City.

The Planning Commission first received a presentation on the 2019-2024 JIPMP in March 2019, where future parking deficits were projected for both UVM and CC. During the spring and summer 2019, City staff and the Commission provided feedback that informed a number of revisions to this plan. However, based on concerns about applicability of survey data and outstanding planning and data collection efforts by CATMA and the institutions, the 2019-2014 report was withdrawn and substantially revised.

On October 13 and November 10, CATMA presented a comprehensively revised 2020-2025 JIPMP and addressed the Commission's questions and concerns. Most notably, an updated survey instrument and new survey data, a coordinated process for collecting parking utilization counts, and refinements to methodologies for calculating peak demand have improved the clarity and foundation of the future demand projections. On the supply side, the scope of off-site parking facilities for UVMC better reflects Hill-area conditions, Redstone campus parking supply (and demand) has been defined as a distinct user group, and additional parking satellite parking supply has been identified by UVM. With these updates, all institutions project that they will be able to meet future parking demand.

However, it is noted that UVM is still in the process of updating both its campus transportation and housing plans. Further, while the report does address strategies for managing UVMC staff demand, it does not estimate or project any change to the number or behaviors of patients and visitors. These are incredibly important pieces of information to answer key questions about future parking supply and demand. CATMA also noted that this report is based on pre-COVID-19 conditions. CATMA remains committed to providing an update in the spring of 2021, but the Planning Commission recognizes that this may not fully represent a permanent future condition. The 2021 report will provide a snapshot of any COVID-related impacts to enrollment, employment, parking demand, and telehealth, telework, and

remote learning. However, it may be several years before the lasting impacts of any changes to these factors are fully understood.

As such, the Commission is particularly interested in the annual monitoring and reporting to the City, which is an important tool for evaluating the actual conditions against the report's projections. If monitoring demonstrates that demand exceeds these projections or the available supply, CATMA and the institutions should offer specific responses. Conversely, if COVID-19 has long-term impacts on the institutions enrollment or employment projections, on-campus activities, or travel behaviors, the annual reports should update the plan's assumptions and any impact on parking management strategies. The Commission requests updates from staff if the annual updates from CATMA indicate that ongoing performance differs significantly from the plan.

In general, the institutions should prioritize strategies that reduce parking demand and offer robust alternative modes of transportation over strategies that create more parking. For example, because campus planning efforts remain underway, if the institutions pursue any additional on-campus housing that is not planned for in the 2020-2025 JIPMP that will generate additional parking demand, the institutions should offer new or expanded TDM measures to offset this demand. If new parking supply is warranted, it should be provided through satellite parking facilities.

More specifically, while the updated report indicates that UVM expects it will be able to meet future demand, the Commission continues to recommend that it consider implementing a policy that either prohibits sophomores from bringing cars to campus, or requires their storage in new/expanded satellite parking areas, and consider changes to staff parking areas to maximize capacity (such as through valet or tandem parking).

Finally, the Commission urges greater coordination between City departments, commissions, and the institutions with regard to managing on-street parking in neighborhoods surrounding the institutions. Specifically, the Commission would like to see more and better data included in future reports regarding on-street parking utilization by the institutions' user groups, and consideration of streets that could be further regulated to reduce driving and parking demand by these users.

**With these specific points for your consideration, the Planning Commission recommends that the Development Review Board approve the 2020-2025 JIPMP.**