



To: Ben Avery, BlackRock

Date: November 18, 2020

Memorandum

Project 58036

#:

From: Jenn Conley, PE, PTOE

Re: Riverside Residential
Transportation Demand Management (TDM)

VHB has reviewed the City ordinance regarding creation of a Transportation Demand Management (TDM) program in light of the proposed approximately 60 unit senior living residential facility proposed on Riverside Avenue. Based on the ordinance, any project that creates more than 10 dwelling units is required to create a TDM program.

According to the City of Burlington's Comprehensive Development Ordinance, the purpose of a TDM program is to reduce parking demand, car ownership, and vehicle miles traveled while increasing transit use and non-motorized travel. The proposed project is a residential land use that generates fewer trips than typical residential developments based on the demographic. Based on ITE Trip Generation data, over the course of the day, senior housing generates approximately half the number of trips that similar non-age restricted housing generates. During the commuter peak periods, that reduction is even more significant. Therefore, by definition this development is meeting the goals of a TDM program when compared to a similar residential development. In addition to a lower trip generation rate for this land use, other facilities operated by this owner include trip reducing amenities such as a twice a week grocery pickup via Hannaford to-go to reduce individual resident trips to the grocery store as well as other trip reduction strategies outlined below.

VHB offers the following comments and recommendations in regard to a TDM program at the proposed site based on City requirements.

- (a) The ordinance requires creation of a Transportation Coordinator who will be responsible for providing residents and employees with information on TDM strategies during an annual meeting as well as on request. In addition, the Transportation Coordinator is required to prepare and disseminate an annual travel survey of residents and employees and provide record keeping to the City. A transportation related role is currently being performed by the Director of Residential Life at other facilities. This position is typically responsible for arranging rides for residents with Special Services Transportation Agency (SSTA) whom seniors use to travel to and from doctor appointments and other services (grocery store, haircuts, visiting family, etc). Although not a fixed route service, SSTA does provide a transit option that is demand based and does reduce trips by combining similar routes. **For the Riverside site, it is recommended that the Director of Residential Life perform the services of the Transportation Coordinator.**

40 IDX Drive, Building 100

Suite 200

South Burlington, Vermont 05403

(b) TDM strategies.

The ordinance requires GMT transit passes be provided to all tenants for free for the first year of occupancy and at a minimum discount of 50% for each year afterward. Because many residents will be using the services of SSTA over GMT, this strategy may not be a perfect match for this site. Based on some research with Chittenden Area Transportation Management Association (CATMA), membership in that organization would provide an option to provide transit access to residents via a pass program that gets billed as the pass is used instead of at a monthly pass fee. **Because these residents are not as likely to use a GMT fixed service as often as another residential project, the CATMA pay as you go transit pass program would be recommended.**

The ordinance requires offering a car share membership to all tenants and employees for free for the first two years of occupancy, and at a minimum discount of 50% for every year afterward. Later in the list there is a requirement to provide car share spaces on site at a rate of 1 space for every 20 residential units. As you know with this type of senior housing development, residents fall into two categories: residents that are very connected to their cars and resistant to giving them up and residents that are car free. This demographic may not be as comfortable with a car share; however, it is recommended that car share services and placement of a vehicle be considered for this site. Based on discussion with Car Share Vermont, this location would likely be similar to other locations where there is not anticipated to be enough demand to support placement of a vehicle.

Although this site is not expected to have suitable demand to maintain a car share service, to encourage resident's adoption and use, **it is recommended that building owner provide financial guarantees to Car Share Vermont for the placement of a vehicle on site for one year starting in year two of operation.** This will allow the Transportation Coordinator to promote this amenity in advance to the residents so that they can understand the program and potentially lend more success to the program once implemented. **If at the end of one year of operation, the car is still not used enough to justify unsubsidized placement, Car Share Vermont may remove the vehicle. Alternatively, it is also recommended that if Car Share Vermont requests additional spaces to meet demand, those be provided.**

The third TDM Strategy is, in lieu of the two items above, to join a TMA that offers equivalent or better strategies to the transit passes and car share membership outlined above. A discussion with CATMA reveals that their services do not cover car share placement or minimum lease agreements, however, CATMA can assist with the transit subsidy requirements and reporting requirements.

(c) Parking Management

Parking Utilization studies need to be conducted annually. **It is recommended that the Transportation Coordinator collect the parking utilization information.**

The cost of parking shall be unbundled from residential leases and made available at a market rate. **Based on discussions with the developer, parking can be unbundled, but would not be sold at market rates due to the unique mobility and financial needs of seniors.**

Priority parking spaces closest to the primary building entrance need to be provided for handicapped parking, bicycle, scooter and motorcycle spaces, and car share (as indicated above) for residential projects. **As outlined above, car share spaces will be assigned to priority spaces as demand dictates (with a minimum of one space for a minimum of two years). Handicapped spaces as well as bicycle, scooters and motorcycles spaces will also be provided.**

(d) TDM Agreement

It is recommended that the project provide the necessary TDM commitment as provided by the Administrative Officer.