



To: Nate Dagesse

Date: April 8, 2021

Memorandum

Project #: 58429.02

From: Jenn Conley, PE, PTOE

Re: Transportation Demand Management (TDM)

VHB has reviewed the City ordinance regarding creation of a Transportation Demand Management (TDM) program in light of the approximately 32-unit residential facility proposed at 157 South Champlain Street. 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.

VHB has discussed its recommendations with the client who has committed to the following TDM measures based on City requirements.

(a) Outreach and Education

The ordinance requires creation of a Transportation Coordinator who will be responsible for providing residents 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.

CATMA is a non-profit membership based transportation management association that administers and manages customized TDM programs. They work with members and community partners to plan and manage transportation options in ways that reduce environmental impacts. Their offerings include data collection and reporting as well as working with GMT to provide transit passes to groups, incentives for biking and walking, resources for carpool and vanpool services, and bikeshare discounts. VHB has contacted CATMA to inquire about membership costs for a building of this size.

The 157 South Champlain building will be professionally managed by a Property Manager. **The project has committed that the Property Manager will serve at the Transportation Coordinator and that the building join CATMA for the first two years of occupancy to provide the monitoring and reporting requirements as well as other benefits.** Over time the condominium association will determine if CATMA membership is appropriate for them or if they wish to self-manage the transportation data collection and reporting.

(b) TDM strategies.

The ordinance requires GMT transit passes be provided to all residents for free for the first year of occupancy and at a minimum discount of 50% for each year afterward. The Project should commit to providing GMT passes. **For the first two years, the Project has committed that transit passes will be offered for free to all residents of the building through the CATMA membership.**

During subsequent years, the condominium association may have the option to collectively buy transit passes through the management company or otherwise (some residents may have passes through their employer) in the event that CATMA membership is not continued. The Project will investigate methods to ensure that the condominium association continues to support transit passes.

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. In addition, the ordinance requires the provision of car share spaces on site at a rate of 1 space for every 20 residential units.

As shown on the graphic below, there are currently four vehicles located 0.3 miles or less from the proposed Project. As such, it is likely that site residents would use these vehicles. The Project has requested information from CarShare Vermont regarding the usage of those vehicles. Based on input from CarShare Vermont, there is likely enough demand for the placement of another vehicle in this area. **The Project has committed to providing a parking space for a CarShare vehicle on the site.** CarShare Vermont has requested that the Project provide a parking space that is EV ready for the car share. **The Project has committed to make the car share parking space EV ready .**

In conformance with the ordinance, **the Project will provide car share membership for the residents during the first year of building occupancy and will subsidize 50% towards a second year of membership**

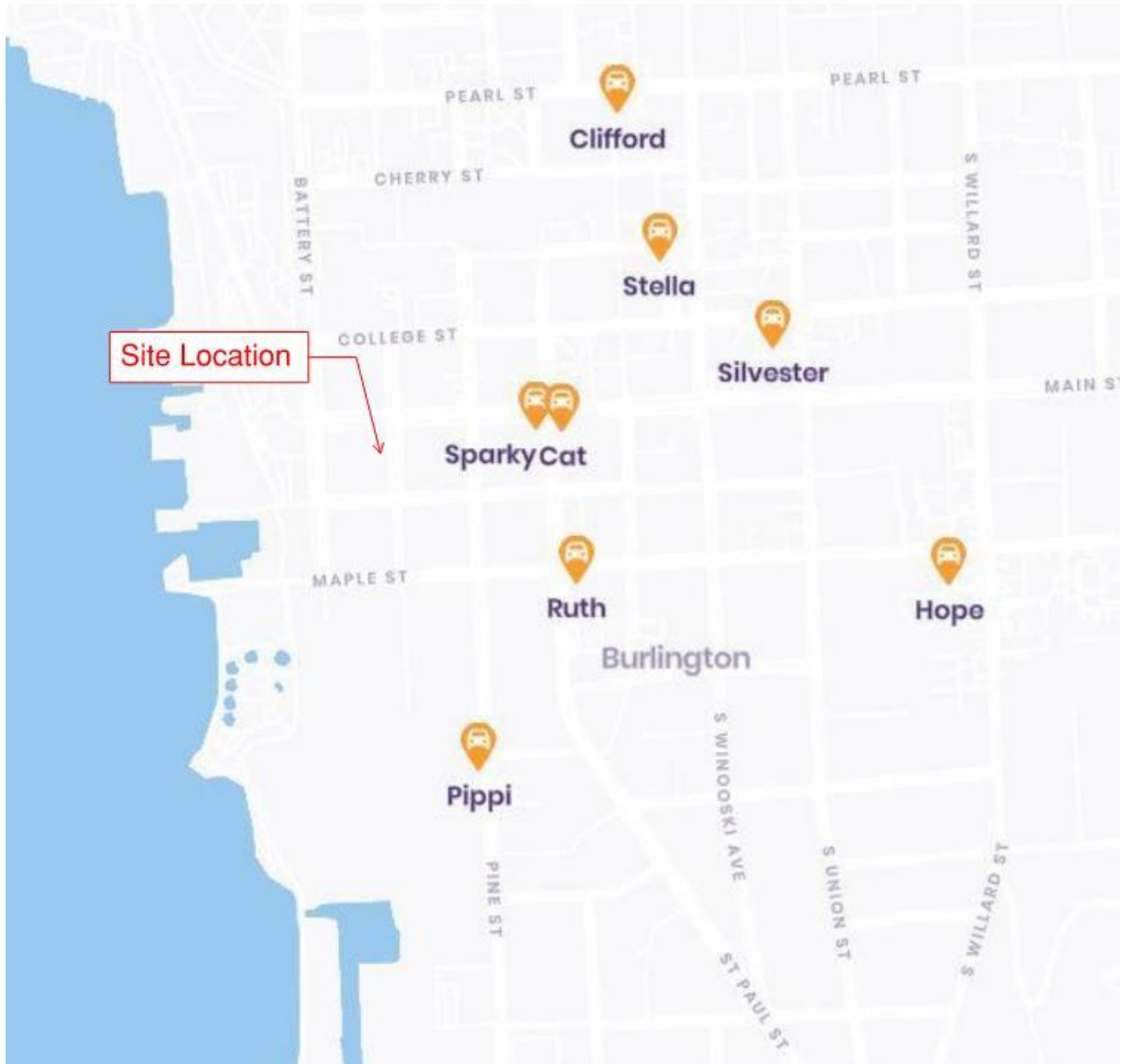


Figure 1. Car Share Locations in Proximity to the Project Site Location

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

Per the Ordinance, Parking Utilization studies need to be conducted annually. **The Project has committed to collect this data either through the Transportation Coordinator and/or CATMA.**

In accordance with the Ordinance, the cost of parking shall be unbundled from residential leases and made available at a market rate. When parking available to off site users, parking may be made available by a renewable lease, not longer than one year. **The project has committed to unbundle the purchase of parking from the purchase of the residential units.** There are two parking spaces that are committed to another user by deed and are typically subject to a renewable lease.

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, a priority parking space will be provided for car share as demand dictates (for a minimum of two years). A total of 35 bicycle parking spaces will be provided inside and four guest bicycle parking spaces will be provided outside.**

(d) TDM Agreement

The Project is investigating the method of creating this ongoing commitment for a building that will be sold as residential condominium units. The intent will be to include an ongoing commitment to ongoing implementation of the TDM requirements as set forth above; acknowledgement that the project has no claim to on street parking; acknowledgement that failure to maintain TDM as required is a violation of this ordinance and that no certification of occupancy be granted until any such violation has been remedied; and commitment to notify subsequent owners and tenants in writing of their obligations under this section as part of any purchase and sale and/or lease agreements. The Project will continue to work with the City to develop the appropriate method of this commitment given the Developer will not continue to own the building.