

Revised 9/25/19



The University of Vermont

## University of Vermont 149 Beaumont Avenue: Local Parking Management Plan

The University of Vermont is proposing the following, as a Local Parking Management Plan, for the addition to 149 Beaumont Avenue. This plan will serve as a Burlington Comprehensive Development Ordinance (BCDO) Section 8.1.15 Parking Management Plan. The University is requesting a waiver from the BCDO parking requirements, based on this Local Parking Management Plan.

This document is part of the University's request for a zoning permit for a 62,250 gsf addition to 149 Beaumont Avenue, to provide flexible research lab space, lab support and office space. The building addition is designed to house faculty moving out of the Given Medical Building. This Parking Management Plan will show how the University will meet the parking needs of this new addition.

- (1) According to the BCDO, this project will require 62 parking spaces, pursuant to Table 8.1.8-1, for Medical Labs. In addition, the addition itself will displace 121 parking spaces. That leads to a need to accommodate a total of 183 spaces.
- (2) This Local Parking Management Plan addresses the needs of this proposed development and more effectively satisfies the intent of the BCDO and the goals of the Municipal Development Plan because:
  - a. The proposed building addition will not generate any new demand. The new labs will be occupied by existing faculty that are already on campus.
  - b. Demand for parking in this area, for this project, is served by campuswide parking which serves the entire campus community. Because of this campuswide parking system, the University has the ability to be flexible and adaptable in shifting campus constituents to different areas when the need arises. Specifically for this project, the University will be providing alternative, remote parking facilities for students who do not need to access their cars on a daily basis. This will free up parking spaces that are closer to where UVM employees want to park.
  - c. The University provides many existing Transportation Demand Management (TDM) strategies, which incentivize people on campus to take advantage of alternatives to single occupancy vehicle use.
  - d. As a part of this project, the University will be starting a number of new TDM initiatives, which will further reduce the need for single occupancy vehicle use.

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Page 1 | 4

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- (3) Analysis of anticipated parking demand for the proposed development:
- (i) No new parking demand: Number of employees, visitors and deliveries will not change, since existing faculty will be moving into improved facilities but no staffing changes are anticipated.
  - (ii) Parking demand by time of day or demand by use is not anticipated to change as a result of this building addition.
  - (iii) Shared parking facilities will remain the same. We will be displacing 121 spaces and building 67, which leaves a difference of 54 spaces.
  - (iv) Public transit is available in this area, on Main Street, which is within the required 800 feet distance. GMT buses run on a frequency of 20-30 minutes during the day, and less frequently in the evening. Campus shuttles run on a 10-30 minute schedule throughout the day.
  - (v) Past Joint Institutional Parking and Management Plans (JIPMP) and Updates have documented in surveys and parking data that both students and employees utilize vehicles to get to work and school less than the general population in Vermont. While the University and CATMA are currently updating the JIPMP, these surveys have been consistent over the years. The University, in conjunction with the other institutions and CATMA will provide an updated JIPMP with the most recent data in early 2020.
- (4) The University of Vermont's Local Parking Management Plan, for the proposed addition to 149 Beaumont Avenue, will consist of the following components:
- a. Construction of a new parking lot, east of the Jeffords East lot, near the existing wind turbine. (This wind turbine, with outdated technology, is no longer functioning or repairable, and will be removed as part of this project.) This new lot will have 67 net spaces. These parking spaces will replace some of the 121 spaces that will be displaced by this project.
  - b. UVM will be imminently finalizing a contract with Vermont Railways to lease a remote parking lot at 345 Pine Street, for 200 vehicles, for 5 years, renewable. This is located behind the current farmers' market, close to the railroad tracks. This lot will be allocated to campus residential students who do not need to access their cars on a regular basis. Generally, this lot is accessible by public transit, GMT. Before and after school breaks and beginning/end of semesters, UVM will run a shuttle to this lot. Every student who parks there will be eligible



The University of Vermont

for a limited number of free rides at night using the new Safe Ride Program organized by the UVM Student Government Association.

This will free up parking spaces throughout campus for faculty, staff and commuting students to park at various places on campus, including near the new addition to HSRF.

- c. The University of Vermont, together with CATMA, has an array of existing TDM strategies. These include, but are not limited to: access to public transit (GMT) at no extra cost, with a UVM ID card, access to UVM shuttles, financial rewards for biking or walking to campus for faculty and staff, occasional use free parking if faculty or staff foregoes a regular parking permit, and rewards for carpooling.
- d. In addition to the existing TDM opportunities, the University is collaborating with the City of Burlington, Gotcha Bikes and others to bring 200 e-bikes to the regional bikeshare program, including adding two bikeshare hubs to campus, for a total of seven bikeshare hubs on campus. These bikes will be available in Burlington, South Burlington and Winooski. E-bike use has been shown to decrease private vehicle use in other cities in the US, year round<sup>1</sup>. A conservative estimation of SOV displacement is 20 vehicles, or 10% of the number of e-bikes. We will utilize surveys to assess and quantify how much this may influence travel behavior. Timeline: The bikes have been delayed due to tariff issues and the current expectation is that they will arrive in spring 2020.
- e. Motor Driven Cycles (previously mopeds and motor bikes -- MDC's): This will be a new parking option at UVM, to park MDC's in safe, non-vehicle spaces. This will free up existing vehicle parking that is currently used. An additional incentive is that people can park closer to their destination. We estimate at least 27 SOV displacement. This will likely be a three-season opportunity. Winter mode will likely be a combination of carpooling, bus use and some hardy souls will continue to ride. Timeline: This fall.

All of the above strategies, together, will more than address the parking needs for the new addition to HSRF. In addition, these strategies will provide the means and incentives for the campuswide community to further reduce single occupancy vehicle use.

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<sup>1</sup> TREC White Paper May 2019: The E-Bike Potential: Estimating the Effect of E-Bikes on Person Miles Travelled and Greenhouse Gas Emissions, by McQueen, MacArthur and Cherry.



The University of Vermont

**Enforcement:** The University is able and willing to provide proof of implementation of all of the above strategies, as follows:

1. Construction of the new parking lot will be self-evident. The University will need to obtain the appropriate city certificate of occupancy.
2. University can provide a copy of the contract with Vermont Railways, when signed, for the remote parking.
3. Existing TDM strategies have been well documented over the years.
4. The presence of E-bikes will be self-evident, and do not depend solely on the University for implementation.
5. The new striping for MDC's can be shown to city inspectors.