



To: Mark Naud, CSC Project Consultant

Date: September 13, 2017

Memorandum

Cc: Kirsten Merriman Shapiro, CEDO

Project #: 57990.00

From: David Saladino, PE

Re: DRAFT Burlington Community Sailing Center Parking Assessment

This memorandum has been prepared in response to a request from City of Burlington Planning Department staff to provide additional supporting information related to the Burlington Community Sailing Center's (CSC's) parking waiver request, as well as details related to auto and bus drop-off plans. Specifically, this memorandum addresses the following three items requested in an August 21, 2017 memorandum from Scott Gustin:

1. A forward-looking parking management plan to demonstrate that the 9 proposed spaces are justified for continuing use of the sailing center in the future.
2. The parking management plan relies on safe drop-off. Show a safe and efficient drop-off area on the proposed site plan.
3. Demonstrate how school buses picking up and dropping off students will circulate through the site.

Forward-Looking Parking Management Plan

The first item requested by Planning Department staff involves laying out a *forward-looking parking management plan to demonstrate that the 9 proposed spaces are justified for continuing use of the sailing center in the future.*

For over 20 years, the CSC has functioned successfully with direct access to only 18 shared public parking spaces adjacent to the fishing pier. This limited, first-come, first-served approach to the provision of parking has "trained" CSC employees and patrons to find other ways to get to the Center, including carpooling, walking, cycling, or riding a bus. Maintaining a relatively small supply of on-site parking will likely be the strongest driver for reducing overall parking demand.

Overbuilding parking can often lead to an increase in parking demand – as well as related adverse impacts including increased stormwater run-off, decreased green space, and increased property and resource impacts. Given the CSC's sensitive location on the waterfront, the presence of nearly 100 public parking spaces along Lake Street Extension, the relative ease of accessing the site by foot or on bike, and a reluctance to overbuild parking based on approximate zoning calculations, the CSC has requested an 81% parking waiver to provide 9 spaces on site. Additionally, the new CSC facility has a smaller boat storage yard than the current CSC facility uses.

Strategies that the CSC will use to reduce or manage the demand for parking into the future include the following:

- As part of their Sustainable Campus Initiative, the CSC will continue to educate and strongly encourage employees and patrons to use alternative transportation modes (i.e. carpool, walk, bike, bus).
- The CSC will explore becoming a member of the Chittenden Area Transportation Management Association (CATMA) and designating a staff person to serve as an on-site Employee Transportation Coordinator to leverage the benefits of CATMA membership for employees and patrons.

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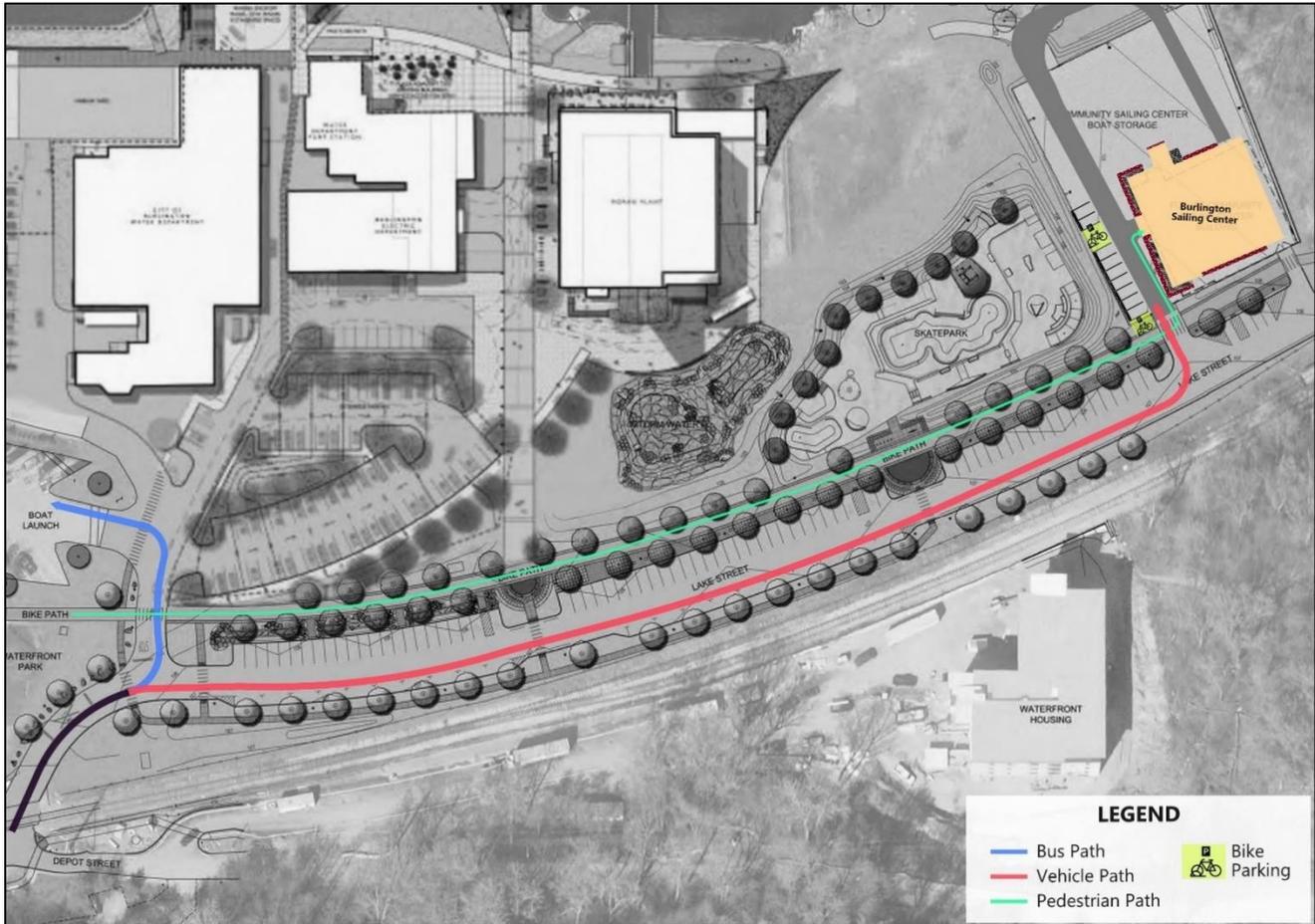
- The CSC will allocate one or two “carpool only” spaces on-site to incentivize carpooling by employees and patrons. The CSC should observe utilization and adjust the number of carpool spaces up or down accordingly to optimize use.
- The CSC will provide bicycle parking to accommodate approximately 20 bicycles on site. This exceeds the amount of short-term bicycle parking called for in Table 8.2.5-1 in the *Comprehensive Development Ordinance*.
- The CSC may direct staff to park off-site if needed to accommodate patron parking on-site.

Safe & Efficient Vehicular Drop-Off Plan

The second item requested by Planning Department staff is for the CSC to *show a safe and efficient drop-off area on the proposed site plan*.

Figure 1 below shows the proposed CSC (at right) in context with the skate park, Moran Plant, and adjacent uses. The red line in Figure 1 shows the typical arrival path for an automobile drop-off trip. The intent is for a portion of the drop-off and pick-up trips to pull into one of the 9 on-site spaces, discharge or pick up their passenger(s), and then exit along the same route used to enter. The remaining drop-off and pick-up trips would be accommodated within the head-in public parking located immediately adjacent to the CSC on Lake Street Extension. This arrangement is similar to the shared public/private vehicle accommodations provided during drop-off and pick-up at both Edmunds and Champlain Elementary Schools (both of which abut much busier streets). The drive aisle proposed within the CSC site adjacent to the head-in parking spaces is 20 feet wide, which is more than sufficient to accommodate a pull-in and back-out maneuver by a passenger vehicle.

Figure 1: School Bus (Blue) and Auto (Red) Access and Drop-off Routes



Bus Drop-Off and Circulation Plan

The third item requested by Planning Department staff is for the CSC to *demonstrate how school buses picking up and dropping off students will circulate through the site.*

Figure 1 shows the school bus drop-off and pick-up route as a blue line. As is currently the practice today, the school buses drop-off and pick-up students in the boat launch parking area where the students are met by a CSC staff member and escorted to the CSC. Unlike current conditions, where staff walk children along the road between the BED and Water Department buildings, the location of the new site will allow the CSC staff to use marked crosswalks and the bike path to more safely get children between their buses and the CSC.

The CSC anticipates at most two school buses servicing the Center on a given day, with a maximum of four buses per week and a total of 8-10 buses per season, which runs from May 1 to June 15 and from Labor Day to October 15. Historically, all of the students from Burlington schools (which represents about $\frac{3}{4}$ of the educational program) have walked, biked or were carpooled to the CSC.