

2018 ANNUAL UPDATE

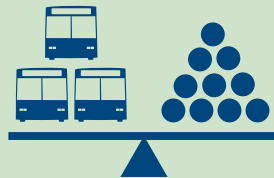
JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN



THE
University of Vermont
MEDICAL CENTER



The University of Vermont



PUBLISHED:

MARCH 12, 2018

PREPARED FOR:

CITY OF BURLINGTON PLANNING & ZONING

SUBMITTED BY:

CHITTENDEN AREA TRANSPORTATION MANAGEMENT ASSOCIATION

IN COOPERATION WITH:

CHAMPLAIN COLLEGE, UNIVERSITY OF VERMONT MEDICAL CENTER, AND UNIVERSITY OF VERMONT



March 12, 2018

David E. White, Director
Burlington Department of Planning and Zoning
135 Church Street
Burlington, VT 05401

RE: CATMA JIPMP 2018 Annual Update

Dear David,

I am pleased to submit CATMA's 2018 Annual Update to the 2014-2019 Joint Institution Parking Management Plan (JIPMP). As you know, our 5-year JIPMP was approved by the Development Review Board on May 19, 2014, as required per Article 8, Section 8.3.4 of the current zoning ordinance regarding the implementation and performance of the approved JIPMP.

This 2018 document is an update of the CATMA Chapter in the 2014-2019 JIPMP specifically reporting for the Hill institutions. The statistics are indicative of the Fall 2017 academic semester (November and December), which historically has a higher demand on parking and transportation infrastructure, incorporates the biennial CATMA Spring and Fall 2016 student and employee surveys and is produced in the spring. Of particular note:

- This annual update incorporates actual peak parking demand inventory of actual parking utilization for each CATMA Member Institution based upon observed and current peak hour demand per the CATMA surveys consistent with Article 8, Section 8.3.3 (b).
- Specific CATMA survey data and current, joint Transportation Demand Management (TDM) initiatives are provided in the CATMA section.

As our Transportation Management Association, membership and services continue to evolve, we are committed to continuing collaboration with the City and others in the region by representing CATMA members and providing leadership on key transportation and applicable land use issues.

If you have any questions, please let me know.

Sincerely,

A handwritten signature in black ink that reads "Sandra Thibault". The signature is fluid and cursive, with the first name "Sandra" and last name "Thibault" clearly legible.

Sandra M. Thibault
Executive Director

Chittenden Area Transportation Management Association

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We'll help you get there

JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN: 2018 ANNUAL UPDATE

PREPARED FOR:

CITY OF BURLINGTON PLANNING & ZONING

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1.0 CHITTENDEN AREA TRANSPORTATION MANAGEMENT ASSOCIATION (CATMA)

1.1 | CATMA 2018 ANNUAL UPDATE (FALL 2017 DATA)

SEC. 8.3.3 (A) EMPLOYMENT AND ENROLLMENT

The CATMA founding member institutions employ a total of 10,970 individuals within the City of Burlington. Their number of students within Burlington totals 15,642.

CATMA Institutional Membership – Fall 2017 Breakdown

- Employees within the City of Burlington

CATMA Founding Institutional Members	
Champlain College	719
UVM Medical Center	6,124
University of Vermont	4,127
Total	10,970

- Student Population within the City of Burlington

Champlain College*	2,302
University of Vermont	13,340
Total	15,642

** This number differs from the enrollment number as it represents the number of students who actually attend classes on the Burlington campus.*

- Patient Visits Per Year – 1,000,000

SEC. 8.3.3 (F) ABOUT CATMA, MEMBERSHIP, PROGRAMS AND SURVEY DATA

The Chittenden Area Transportation Management Association (CATMA) is a private, membership-based, non-profit organization (formerly the Campus Area Transportation Management Association). Established in 1992, CATMA's founding institutional members established a joint mission to plan and manage safe, convenient and economical parking and transportation in ways that better coordinate land use and reduce environmental impacts on the community.

Founding Members Champlain College, University of Vermont Medical Center and University of Vermont.

Associate Members Chittenden County Regional Planning Commission, the City of Burlington, Farrell Real Estate, Redstone Lofts, Redstone Apartments, Seventh Generation, Vermont Housing Finance Agency, Spinner Place.

CATMA Board of Directors

Thomas Gustafson, Vice President for University Relations and Administration, UVM
Shelley Navari, Senior Vice President Finance & Administration, Champlain College
Dawn LeBaron, Vice President Hospital Services, UVM Medical Center

CATMA Executive Planning Committee

Linda Seavey, Director of Campus Planning Services, University of Vermont
John Caulo, Associate Vice President Campus Planning Champlain College
Dave Keely, Director Facilities & Development UVM Medical Center

CATMA Operations Committee

Jim Barr, Director Transportation & Parking, University of Vermont
Nic Anderson, Associate Director of Sustainable Transportation, Champlain College
Jack Conry, Director Security, UVM Medical Center
John King, Parking Enforcement Manager, City of Burlington

CATMA Advisory Committee

Abby Bleything, Sustainable Transportation Coordinator, University of Vermont
Nic Anderson, Associate Director of Sustainable Transportation, Champlain College
Charlie Zea, Security Manager, UVM Medical Center
Bryan Davis, Senior Planner, Chittenden County Regional Planning Commission
Jennifer Green, Sustainability Coordinator, City of Burlington
Chris Lyon, Manager of Mission Impact, Seventh Generation
Steve Gronlund, Human Resources Manager, VHFA

CATMA Staff

Sandy Thibault, Executive Director
Katie Martin, Program and Marketing Manager
Brendan Atwood, Business Development Specialist

CATMA's Board Resolution

The CATMA institutions have always been committed to a Transportation Demand Management (TDM) strategy that moves as much parking off the "Hill" as possible. Acting on the February 2002 CATMA Board of Directors resolution, we have established the southerly strategically located parking facility at 115 Lakeside Avenue (formerly Gilbane Lot). CATMA, on behalf of the institutions, continues to pursue parking facilities to the north (Exit 16) and to the east (Exit 14), which would be served by CCTA local bus service and/or shared shuttles to the "Hill".

CATMA Goals

- Establish long-term transportation policies and leadership.
- Provide strategic and long term planning for multimodal transportation and parking developments in conjunction with the Members' shared land use planning.
- Plan, develop and expand comprehensive multimodal transportation systems management (TSM) programs, incorporating transportation demand management (TDM) strategies.
- Plan, develop, own and manage multimodal transportation systems and parking facilities

Comprehensive Strategy

Over the years, CATMA's comprehensive strategy of transportation system management (TSM) and extensive transportation demand management (TDM) programs have resulted in significant reductions in single occupancy vehicle mode (SOV) to our campuses. CATMA's workplace TDM initiatives include the programs and services listed below.

CATMA'S COMPREHENSIVE TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

- Bike/Walk Reward Program
- Carpool Incentives
- Carpool Matching Programs
- CarShare Vermont and Campus Program
- Education, Outreach and Work-site Commuter Events/Fairs
- Flex-time policies
- Guaranteed Ride Home Program
- Pedestrian Walkways & Bikeway System
- Staggered Scheduling (work and classes)
- Shuttle Services (shared collectively)
- Shuttle Real-Time Tracking
- Employee and Student Transportation Surveys
- Telecommute
- Transit Subsidies (discounts)
- Unlimited Access
- Promotion of Megabus, Greyhound, Amtrak

Bike/Walk Reward Program

The Bike/Walk Reward Program was launched in May 2001 as an incentive for people to bike or walk to and from work. The program rewards employees who commit to biking/walking with gift cards to local downtown shops. The program requires participants to bike or walk to and from 24 days within a 60-day period. Each participant logs the dates they bike and/or walk online through their Commuter Profiles. Once participants log 24 commutes, they receive a \$15 gift card of their choice to City Market, Merrill's Roxy Cinema or SKIRACK. For every additional commute logged during the 60-day period participants name is added to a quarterly drawing.

Bike/Walk participants, along with everyone registered in the Guaranteed Ride Home Program, are also entered into quarterly drawings for gift certificates to downtown Burlington restaurants.

The program has contributed considerable money to our local economy. Not only has the Bike/Walk program helped change employee commute habits, it has also exposed them to the many wonderful stores and restaurants located in downtown Burlington. This program, which started with 17 participants in 2001, now has over 1,500 people registered. In 2017, regular participants totaled 295 with 135 participating monthly and CATMA awarded \$24,300 worth of gift cards to local merchants. As of December 31, 2017, CATMA has issued over \$288,300 in gift cards since the program's inception.

CATMA's Bike/Walk Reward Program has been recognized in the following venues:

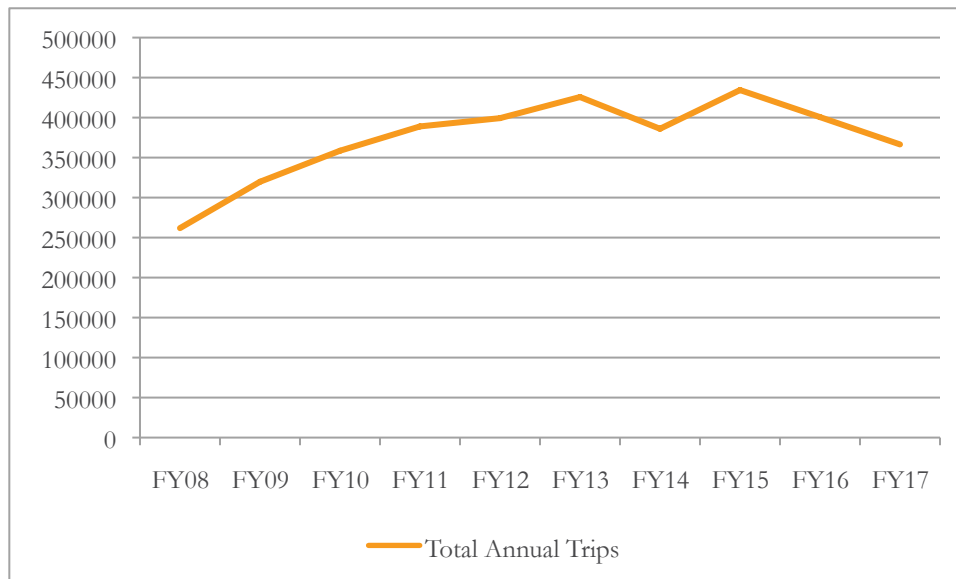
- The Bike/Walk Program contributes to Bicycle Friendly University for UVM, Bicycle Friendly Business for UVM Medical Center and Bike Friendly Community for the City of Burlington.
- Burlington Business Association presented CATMA with their Member of the Month award in November 2002.
- The Association for Commuter Transportation (ACT) Patriot Chapter New England TDM Conference chose CATMA as the recipient of the TDM Creative Excellence- Private Sector Award for our Bike/Walk Program in April 2003.
- ACT National selected our Bike/Walk Program as a "silver" award winner for the Award of Excellence- 2003 ACT National Award Nominee in the category: Creative Excellence in September 2003.
- Featured in a report published by the Rails-to-Trails Conservancy, entitled "Creating Active Communities, Ten Case Studies of Programs and Partnerships" in February 2004. The Rails-to- Trails Conservancy received a grant to produce a "best practices" report highlighting projects, partnerships and policies that improve a community's physical activity levels. The publication highlighted a variety of approaches used to encourage physical activity, which could spark ideas and perhaps be replicated in communities across the country.
- CATMA's Bike/Walk Program continues to be mentioned in various newspaper and magazine articles including the Burlington Free Press and Bike Culture magazine.

Unlimited Access Program

In January 2003, CATMA and Green Mountain Transit (formally CCTA) signed into an Unlimited Access Agreement. This agreement provides a means for CATMA to provide unlimited access on existing CCTA public transit services to employees, faculty, students and staff at CATMA's membership. In fall 2003, University of Vermont joined CATMA's Unlimited Access program offering it to their employees, faculty, and students. In fall 2006, Champlain College joined the Program. New CATMA members are also eligible to join the Unlimited Access Program.

CATMA's Unlimited Access Program has resulted in a steady increase in ridership numbers on Green Mountain Transit (GMT) (see Table 1, 4 & 5) that has led to an increase in available parking spaces for both UVM and Champlain College, and an increase in federal dollars to GMT.

TABLE 1: UNLIMITED ACCESS PROGRAM ANNUAL RIDERSHIP (UVM AND CC)



Notes: GMT saw a 10% decrease in total ridership in 2016
GMT strike occurred March 17-April 4, 2014, thus impacting ridership
CATMA Express Shuttle ceased operations in 2009; results only include GMT local and LINK routes, not shuttles.

CATMA's Unlimited Access partnership with GMT differs from other programs around the country, which charge a set fee for every employee and/or student regardless of their transit use. With Unlimited Access, we pay only for actual rides taken. GMT invoices CATMA monthly at a contracted rate per ride. GMT reviews and approves the invoice and back bills UVM and Champlain College. Part of the success of this program can be attributed to extensive marketing campaigns jointly developed by CATMA, GMT, Champlain College and UVM.

Articles continue to appear in UVM, Champlain College and in CATMA communications, publications and websites. Program awareness and promotion at on-site commuter events through various departments within the institutions, and through student groups, take place throughout the year.

Transit/Bus Subsidies (discount passes)

UVM Medical Center offers their employees a 50% transit subsidy on a monthly pass or 10-ride ticket on all GMT local routes. In addition, these employees are eligible for a 25% transit subsidy on a monthly or 10-ride tickets on all GMT Commuter and LINK routes. Employees purchase these passes directly through their employer through payroll deduction, and are eligible to enroll in CATMA's Guaranteed Ride Home Program, monthly drawings and communications.

Confidential Carpool Matching Service

CATMA maintains a confidential carpooling database for its institutional members. The database contains information on both existing carpools and on those who are interested in ridesharing. Strict confidentiality is carefully maintained. Anyone interested in carpooling can register online or call the CATMA office. CATMA's carpool service is unique in that it matches employees commuting to a destination specific area at the medical/campus district and recognizes the various shift schedules. We maintain a carpool listing on our website.

All carpoolers who commit to this mode at least twice a week on a regular basis are eligible for our Guaranteed Ride Home Program, once they join. Their names are also entered into quarterly drawings for gift certificates to local restaurants.

Guaranteed Ride Home Program (GRH)

Employees - This program is free to employees who register with CATMA as one who regularly carpools, vanpools, bikes, walks or takes the bus. CATMA can offer a flexible program that can be tailored to an employer's needs, for example to accommodate off-site parking.

One of the obstacles for those considering non-SOV modes of commuting is how they will get home in an emergency. To alleviate this worry, CATMA provides the **GRH program** free of charge to anyone employed at our member institutions who registers with CATMA. When employees register with CATMA, they are issued a CATMA ID Number through their online Commuter Profiles. Through the online member accounts, employees receive instructions on using the program and the cab company phone number. If an emergency arises on a day that a non-SOV commute mode was used, the member calls Green Cab Taxi Service directly to make arrangements for a ride home. There is no money required out of the member's pocket, unless the fare is over \$150. The program covers up to \$150 of the fare for each ride. Participants are allowed to use the guaranteed ride home up to twice a month and up to eight times in a twelve month period. Over 2,700 employees are currently registered in CATMA's **Guaranteed Ride Home Program**.

Students - The **GRH program** is also provided to Champlain College students. For those at Champlain College living at Spinner Place as well as to residential students bringing a car to campus (all of whom are required to park at 115 Lakeside Ave off-site lot). These students are automatically enrolled and receive a "privilege" on their student ID to access the program on a semester-to-semester basis. They are allowed to use the program anytime for a ride between the college campus and these sites when the shuttles are not operating. The institutions reimburses CATMA for all taxi rides taken by their students.

Quarterly Restaurant Drawings

Employees who register with CATMA as one who regularly carpools, vanpools, rides with a family member, bikes, walks, takes the bus or uses any mode other than SOV (single occupant vehicle) are automatically entered into our quarterly drawings for local restaurant gift certificates. Each quarter, several winners are randomly chosen in the commuter drawing.

Education, Outreach and Marketing

CATMA continues to strengthen and enhance its outreach and educational efforts at its member institutions, which include expanding year round on-site commuter events in strategic venues (Human Resource Benefit Fairs, Nurses Knowledge Fair, New Faculty Orientation, Fall Student Fairs, bike commuter workshops, various spring/fall campaigns and contests). The goal of these events is to educate, create awareness and assist employees with their mobility options and understand how their travel choices benefit themselves, the employer and the community. Employees appreciate these personal on-site events and CATMA values these opportunities to build relationships with its members. Employees are encouraged to consider non-SOV transportation modes for work and personal travel. At these events, CATMA provides a wealth of transportation resources, along w/ promotional items such as blinkie lights, lip balms, backpack/grocery tote bags w/reflective tape. Resources include Safe Streets Collaborative, Bicycle Benefits Program, and coupons to local bike shops to purchase reflective gear.

The CATMA website provides easily accessible resources, current transportation information, news and events and on-line registration tools.

CATMA continues to strengthen communications with employees to increase access to transportation options, information and news that encourage and support behavior change.

- Targeted campaigns reflective of mode/interest
- Disseminate information electronically and timely
- Establish Commuter/Transportation Hub (on-site kiosks)
- Issue quarterly newsletter
- Social media presence: Facebook and Twitter

In spring 2015, CATMA launched a new website, logo and collateral reflective of our new name, Chittenden Area Transportation Management Association.

Best Workplace for Commuters

An additional benefit of a comprehensive transportation demand management (TDM) program is the opportunity to receive national recognition. CATMA and its members have been named a “Best Workplaces for Commuters”. This is a national designation renewed on an annual basis.



Best Workplaces for Commuters is an innovative program that provides qualified employers with national recognition and an elite designation for offering outstanding commuter benefits. Employers that meet the National Standard of Excellence in commuter benefits – a standard created by the U.S. Environmental Protection Agency – can get on the list of Best Workplaces for Commuters. In October 2003, the EPA announced the first ever "2003 New England's Best Workplaces for Commuters list.

Champlain College and UVM qualified under the primary benefit due to their participation in CATMA's Unlimited Access Program. UVM Medical Center qualified by using a combination of transit subsidy, carpool coupon program, walking/biking program subsidies, and for having a large number of full time employees working compressed schedules. Each institution was able

to list over 12 categories in the supporting benefits list, including being a member of a Transportation Management Association (TMA) and due to the Transportation Demand Management (TDM) programs offered by both the institutions and CATMA. Significant credit was also given for the Bike/Walk Program.

Best Workplaces for Commuters demonstrates that alternatives to drive-alone commuting, such as transit, carpools, and teleworking are economically beneficial, yielding value to workers, employers, and our environment.

In October 2007, the Center for Urban Transportation Research (CUTR) at the University of South Florida in collaboration with communities across the country, assumed responsibility for the national management of the program.

CATMA ASSOCIATIONS AND PARTNERSHIPS

CATMA maintains strong partnerships with local, state and national transportation industry leadership organizations, such as Association of Commuter Transportation, Best Workplaces for Commuters, Vermont Agency of Transportation, and Chittenden County Regional Planning Commission (CCRPC).

CATMA also provides support and maintains partnerships with local and regional service providers, such as Green Mountain Transit and CarShare Vermont, as well as local advocacy groups such as Local Motion, Burlington Bike/Walk Council.

These partnerships ensure our members get the best, most cost effective transportation options available.

Carshare Vermont

CarShare Vermont, a nonprofit organization, officially launched its carsharing program in the Burlington area in December 2008. UVM and Champlain College originally purchased four cars for its fleet, and in October 2011, they released vehicle ownership to CarShare Vermont. There are two pod locations on the UVM campus and one at Champlain College. Each pod houses one or two vehicles – a mix of fuel-efficient hatchbacks, hybrids, and sedans. There are 13 additional pod locations throughout Burlington and Winooski which provide a total of 17 vehicles for members to use.

CarShare Vermont's fleet includes the Toyota Prius, Honda Fit, Honda Civic Hybrid, Honda Civic, Hyundai Elantra, Toyota Tacoma pick-up truck, and Ford Focus. CarShare Vermont plans to add at least one more Burlington location in 2018 at 194 St. Paul St.

CarShare Vermont gives members affordable and easy access to a network of vehicles that can be reserved 24/7 for as little as 30 minutes or as long as wanted. CarShare Vermont is a key component of developing a full suite of transportation choices for CATMA members and the community as an alternative to owning a vehicle. Each year since its inception CarShare Vermont has achieved remarkable results with regard to reducing vehicle miles traveled (VMT) and vehicle ownership rates. On average, its members reduce the amount they drive by 2 million miles, resulting in over 800 tons of CO₂ saved per year. Additionally, about 60% of

members report selling or opting not to purchase a vehicle. This means that for every vehicle CarShare Vermont puts on the road, 15 are removed.

In 2017, CarShare Vermont reported 1,000 members—including residents, students, and employees of 19 local businesses—sharing 17 vehicles. Collectively, members logged over 8,500 trips and each vehicle was consistently used an average of 6 hours per day. Last academic year, 215 affiliates of Champlain College and UVM joined CarShare Vermont for the first time, and 78 affiliates renewed under the campus-sponsored program for a total of 293. Campus members accounted for 35% of CSVT's total membership and similarly generated one-third of vehicle usage.

Membership is open to anyone who is 18 and older, has a clean driving record, and has been driving for at least two years. There are no additional insurance requirements for young drivers; CarShare Vermont's auto insurance policy provides \$1 million in comprehensive coverage.

CATMA works closely with CarShare Vermont to develop a suite of marketing materials. CarShare Vermont staff participated in dozens of events in the past year, including tabling at new student orientations, resource fairs, family weekends, pop-up tabling on campus, parades, festivals, conferences, and class presentations. Flyers and posters have been distributed around both campuses, in bus shelters and campus shuttle vehicles. Banners have been hung and display screens have also been provided. Materials were placed in orientation packets, family weekend packets and new student registration packets. Articles have appeared in campus and area news publications and campus tours include a promo of the campus pods.

In Fall 2010, CarShare Vermont offered Champlain College and UVM students a \$15 driving credit with any new membership if they signed up by September 30, 2010. In mid-October 2011, a new academic year pilot promotion was launched to encourage new membership in CarShare Vermont. All full-time students, faculty and staff at UVM and Champlain College are eligible for a waived \$150 annual membership fee (sponsored by the campuses and CarShare Vermont) for CarShare Vermont's Share-a-Lot plan, which features its lowest driving rates. This free membership promotion continues in its seventh academic year as of October 2017, and it has become increasingly popular.

Go! Chittenden County

In 2012, CATMA was asked by the CCRPC to collaborate with regional partners in a TDM initiative entitled "Go! Chittenden County". A TDM toolbox of approaches and strategies was created and is available online at gochittendencounty.org. This toolbox provides individuals and businesses in Chittenden County with opportunities to explore sustainable and innovative programs. CATMA's role in this initiative is to serve as the "Employer Circuit Rider" for businesses who might be facing parking and transportation challenges.

Effective December 31, 2017, the Go! Chittenden County initiative is no longer active due to CATMA's expansion as a Countywide TMA, a one-stop transportation resource.

Employee Transportation Coordinator (ETC) Network

CATMA created and launched a regional Employee Transportation Coordinator Network in Fall 2013 for Chittenden County, including Circ communities and South Burlington Dorset Street/City Center. An ETC is a typical strategy of TMAs that is designed to provide support, resources and a forum for businesses who are interested in opportunities to address and solve transportation challenges at their worksite and in the community. The ETC is a designated employee at a work or residential site who knows all the transportation details (or knows how to get them). They collaborate with other ETCs around the county to advocate for better transportation opportunities. They might spend about an hour a week in this role.

CATMA coordinates and hosts ETC events twice a year (spring and fall) and provides ETC's with frequent communications relative to transportation in the region. This initiative initially received support from a Transportation Community & System Preservation grant and continued support from the CCRPC UPWP.

For more information on the Network, its participants and events, visit catmavt.org/etcnetwork

CATMA PROGRAM PARTICIPANTS AND RESULTS: 2017

Guaranteed Ride Home

- 2,702 currently registered
- 65 people used benefit
- Total cost 2017 \$2,001



Bike/Walk Rewards Program

- 1,501 currently registered (as bike or walker)
- 270 employee earn rewards/gift cards bi-monthly
- 135 average participants/month
- Approximately \$24,300 in annual rewards
- Over \$288,300 in gift cards to downtown Burlington businesses distributed as rewards since program inception (May 2001)



Confidential Carpool Matching Program

- 75 carpool listings (employees looking to join, start, or add members)
- 672 currently registered (as active carpoolers)

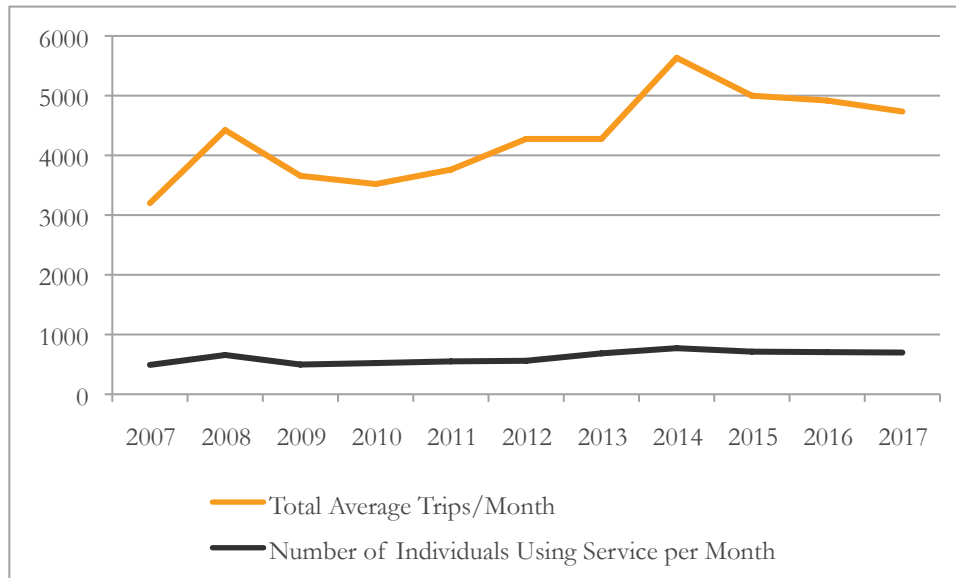
Quarterly Commuter Drawings

- 12 drawings annually
- 588 winners and \$9,140 in gift certificates to local restaurants rewarded since October 2000

CATMA PROGRAM RESULTS: HISTORY

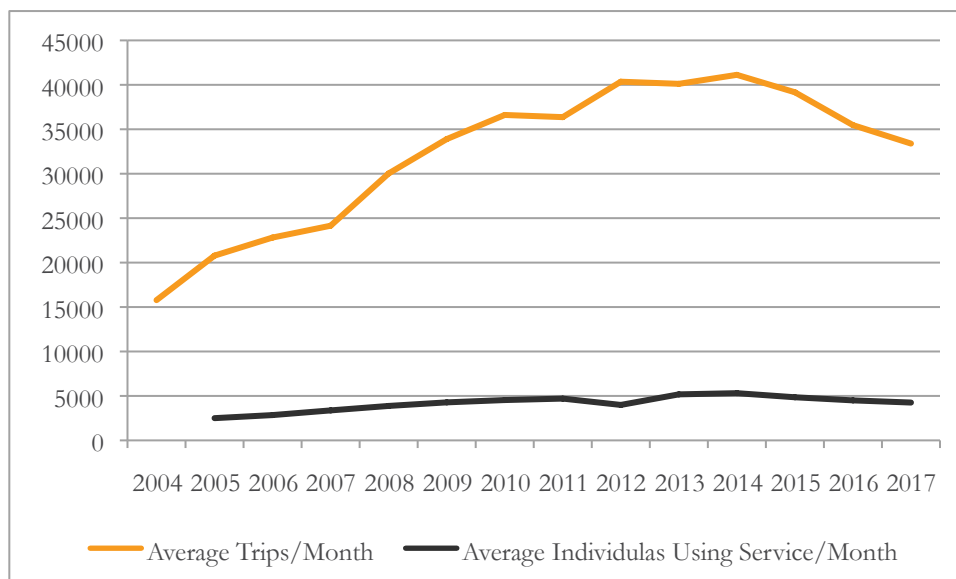
Unlimited Access Program

TABLE 2: CHAMPLAIN UNLIMITED ACCESS PROGRAM: AVERAGE MONTHLY USE (FALL SEMESTER)



Notes: CATMA Express Shuttle ceased operations in 2009; results only include CCTA local and LINK routes, not shuttles.

TABLE 3: UVM UNLIMITED ACCESS PROGRAM: AVERAGE MONTHLY USE (FALL SEMESTER)



Notes: CATMA Express Shuttle ceased operations in 2009; results only include CCTA local and LINK routes, not shuttles.

TABLE 4: CHAMPLAIN UNLIMITED ACCESS – ANNUAL TRIPS AND COSTS

	LOCAL TRANSIT	LINK	TOTAL ANNUAL TRIPS	CHAMPLAIN COST FOR SERVICE
FY08	23,658	2,974	26,632	\$29,508.24
FY09	30,181	2,151	32,332	\$33,147.54
FY10	34,134	2,457	36,591	\$37,753.56
FY11	33,956	3,579	37,535	\$40,474.80
FY12	38,967	3,425	42,392	\$44,296.56
FY13	39,643	3,146	42,789	\$44,385.30
FY14	41,628	3,669	45,297	\$46,959.94
FY15	49,326	4,345	53,671	\$55,518.90
FY16	45,251	3,866	49,117	\$51,159.42
FY17	44,720	3,773	48,493	\$50,277.70

TABLE 5: UVM UNLIMITED ACCESS – ANNUAL USE AND COSTS

	LOCAL TRANSIT	LINK	TOTAL ANNUAL TRIPS	UVM COST OF SERVICE
FY08	213,707	21,477	235,184	\$257,675.54
FY09	257,248	30,219	287,467	\$315,487.80
FY10	294,579	27,397	321,976	\$342,038.88
FY11	317,604	33,831	351,435	\$376,668.59
FY12	317,915	38,989	356,904	\$386,033.05
FY13	338,115	44,808	382,923	\$418,982.75
FY14	293,972	46,748	340,720	\$381,661.88
FY15	386,933	48,409	435,342	\$468,891.46
FY16	313,013	38,485	351,498	\$380,361.09
FY17	278,486	38,847	317,333	\$351,186.54

CATMA EMPLOYEE AND STUDENT TRANSPORTATION SURVEYS

One of the ways CATMA measures the success of its TDM programs is through information gathered from its Transportation Surveys. CATMA surveys the employees of all its member institutions in the fall and the students from Champlain College and UVM in the spring. In the past, CATMA has included in its surveys the employees at City of Burlington, State of Vermont downtown district and Community College of Vermont. Conducts regular transportation surveys at our new business members and developers.

In 2011 CATMA transitioned to a biennial Employee & Student transportation survey schedule. In 2016 CATMA transitioned Employee Survey to electronic (email) invite only.

General notes about the survey results:

The Student Survey:

- Survey has been conducted since 2003; charts display the baseline data from 2003 as well as the most recent years of data. (Results from earlier years are available upon request).

The Employee Survey:

- Survey has been conducted annually since 2000; charts display the baseline data from 2000 as well as the most recent years of data. (Results from earlier years available upon request).
- “Drive-alone” modes include people who drove and took a shuttle.
- “Other” modes in the charts include telecommuting, multi-modal trips (e.g. park & ride, bike & bus, etc.), family carpools, and seasonal commute shifts.
- CATMA Express Shuttle ceased operation in 2009; UVM Medical Center employee parking moved from the 115 Lakeside Ave lot to the UVM South lot.

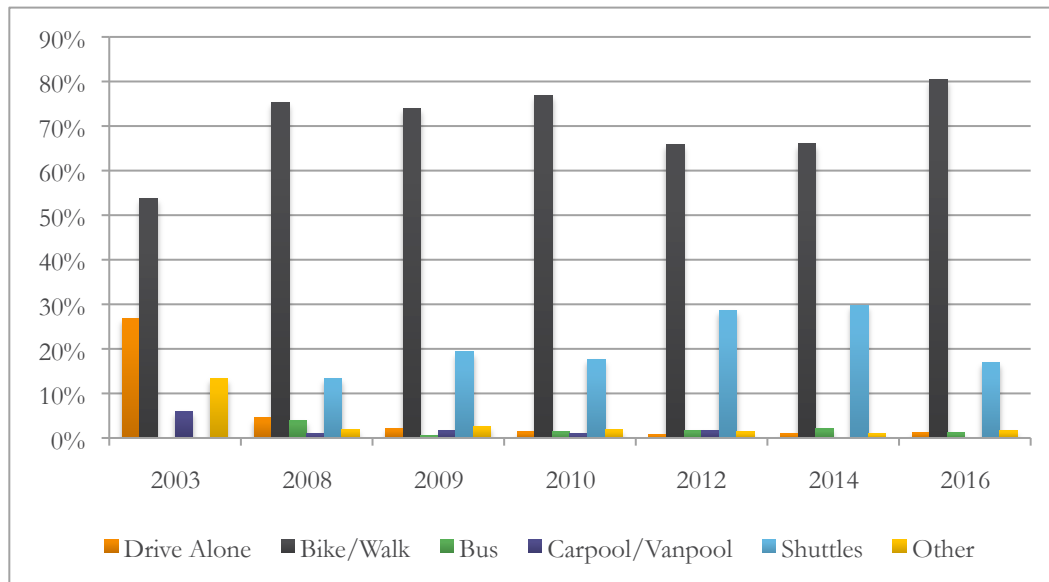
Results are based on actual survey participation with 100 percent solicitation.

Data from CATMA's Employee and Student Transportation Surveys, including mode splits is included in this report. As you will note, our survey data continues to show positive trends in the reduction of the drive alone rate of our employees. Similar shifts in modes can be seen in the student data as well. The Unlimited Access Program has contributed to these mode shifts, along with the plentiful educational and outreach efforts by CATMA.

CATMA Student Surveys: Commute Modes

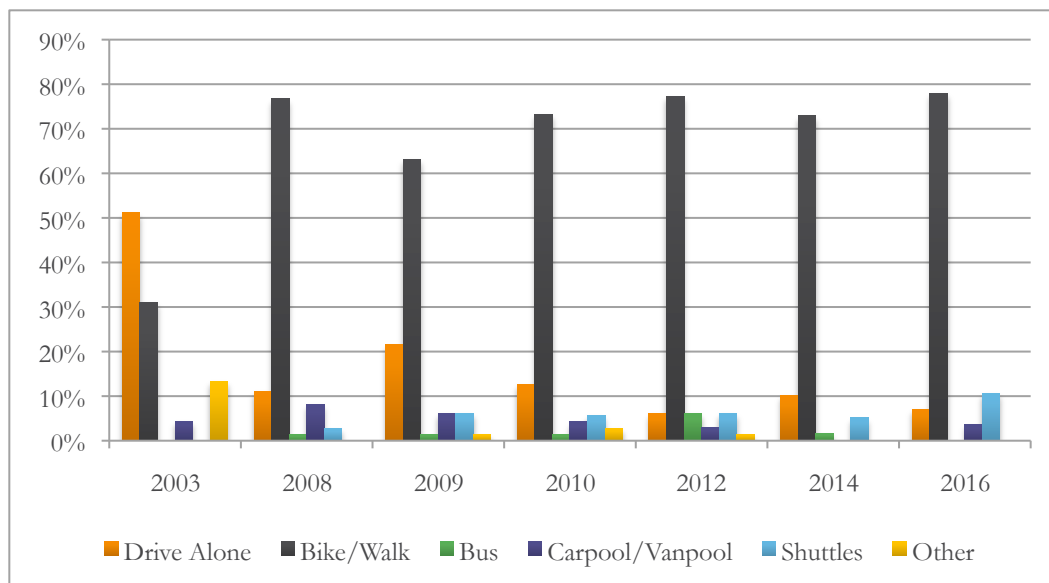
On the survey question, “How do you generally commute to campus?” we have seen decreases in driving alone over the years for all students. Students who live more than a half-mile away from campus still drive more often than any other mode, but that share has decreased noticeably since the first survey. Students who live on campus or within a half-mile of campus almost never drive alone to campus.

TABLE 6: CHAMPLAIN RESIDENTIAL STUDENTS COMMUTE MODES



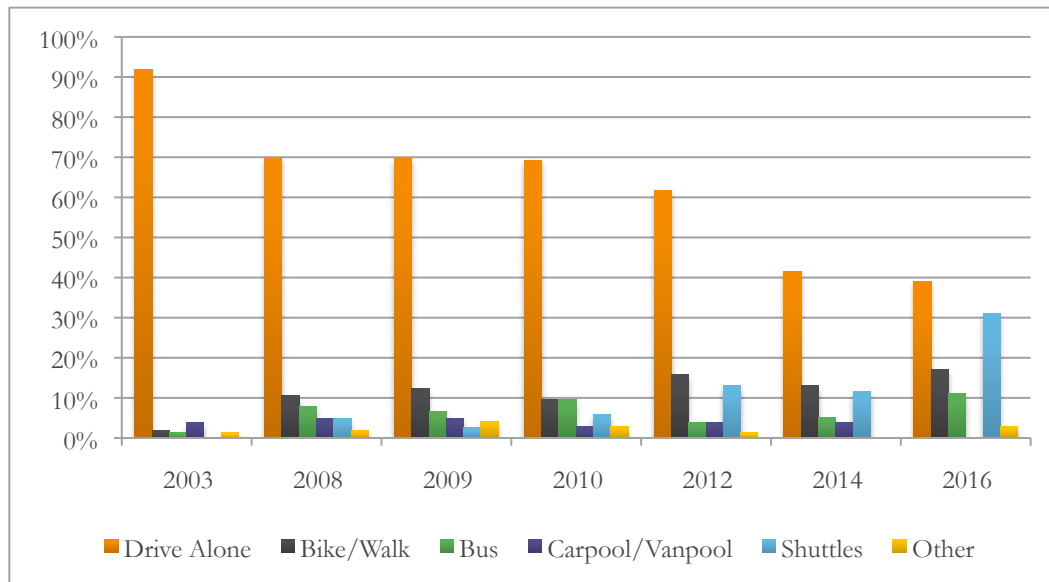
Notes: Shuttles include Spinner Place beginning in Fall 2007.
2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

TABLE 7: CHAMPLAIN STUDENTS LIVING WITHIN ½ MILE COMMUTE MODES



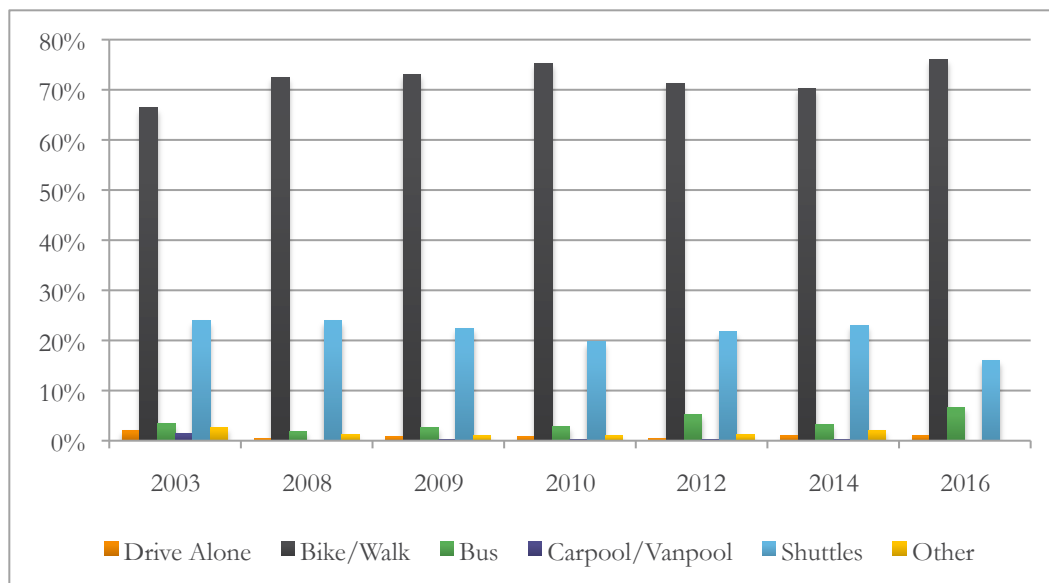
Notes: 2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

TABLE 8: CHAMPLAIN STUDENTS LIVING OUTSIDE ½ MILE COMMUTE MODES



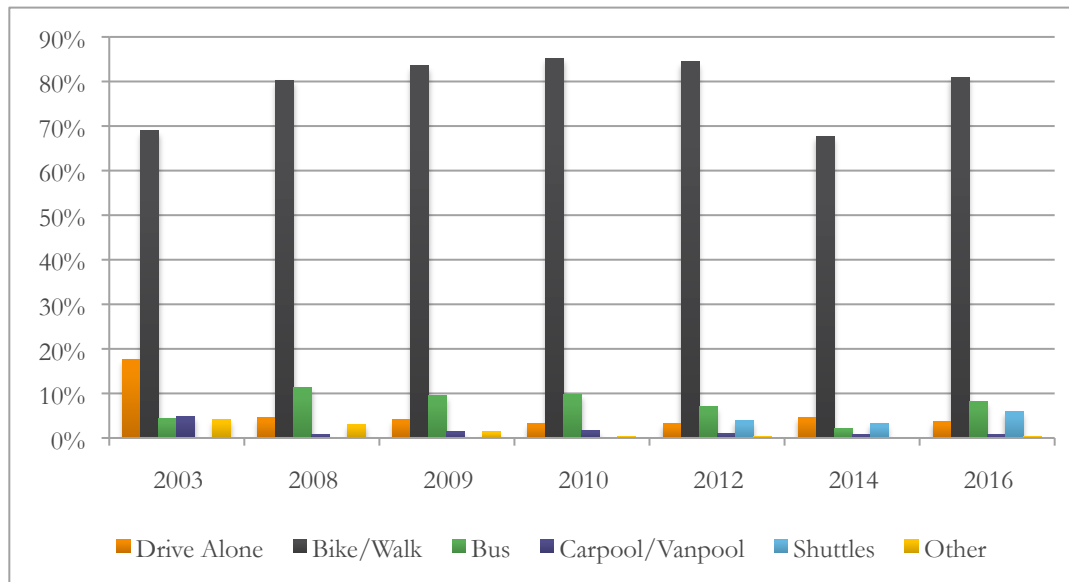
Notes: "Other" modes include combined-mode trips, seasonally varied modes, and UVM/CATs bus.
2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

TABLE 9: UVM RESIDENTIAL STUDENTS COMMUTE MODES



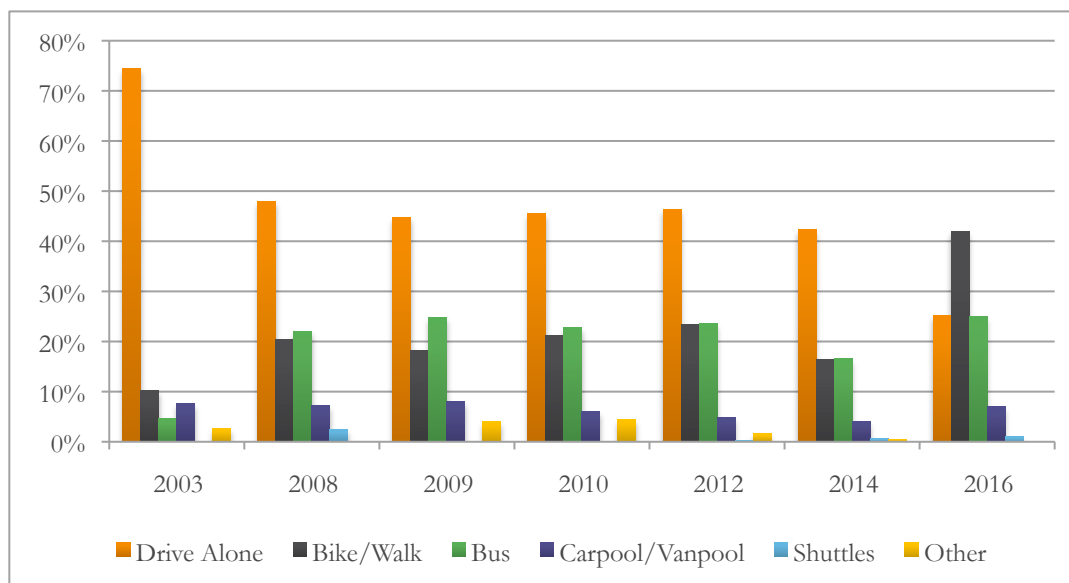
Notes: Shuttles include Spinner Place beginning in Fall 2007
2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

TABLE 10: UVM STUDENTS LIVING WITHIN ½ MILE COMMUTE MODES



Notes: 2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

TABLE 11: UVM STUDENTS LIVING OUTSIDE ½ MILE COMMUTE MODES

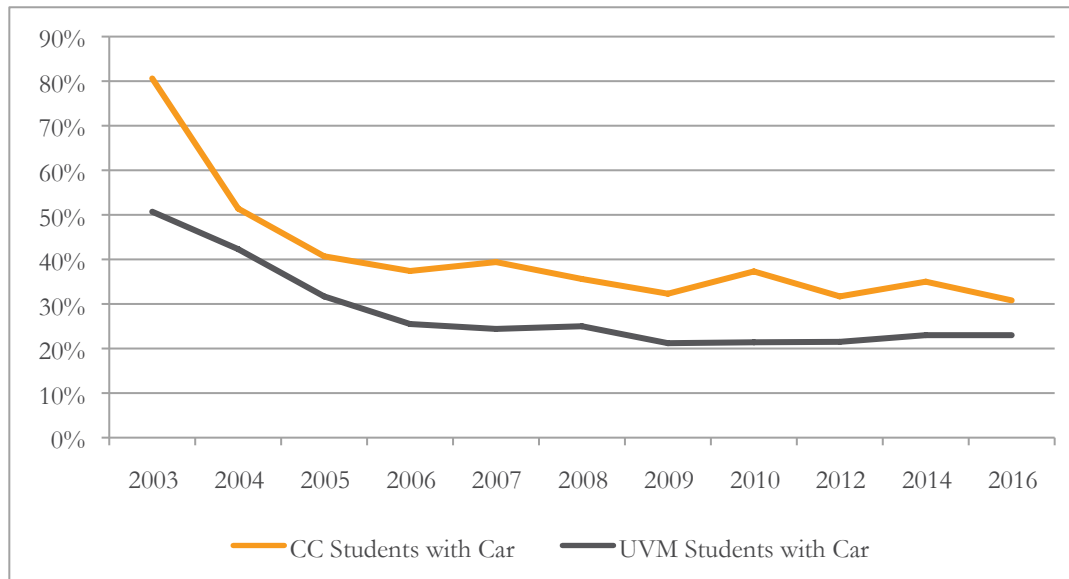


Notes: "Other" modes include combined-mode trips, seasonally varied modes, and UVM/CATs bus. 2014 primary mode question rephrased to obtain more accurate data. Inferred Primary Mode based on # of days/week use mode.

CATMA Student Survey: Residential Students with Vehicles

Of the students who live on campus, the number of students who bring a car with them to school has decreased significantly.

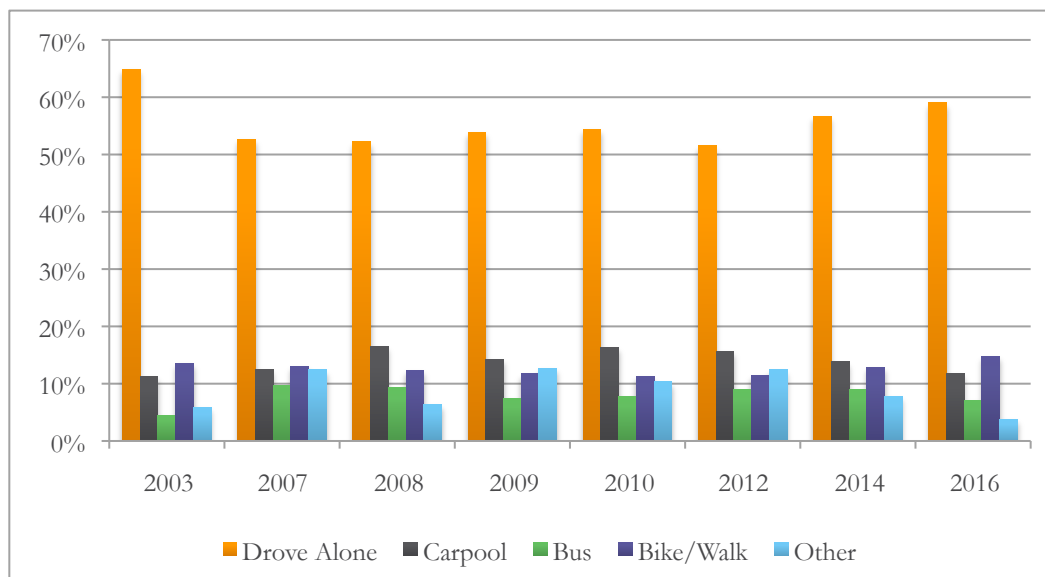
TABLE 12: STUDENTS WITH VEHICLE AT SCHOOL



CATMA Employee Surveys: Commute Modes

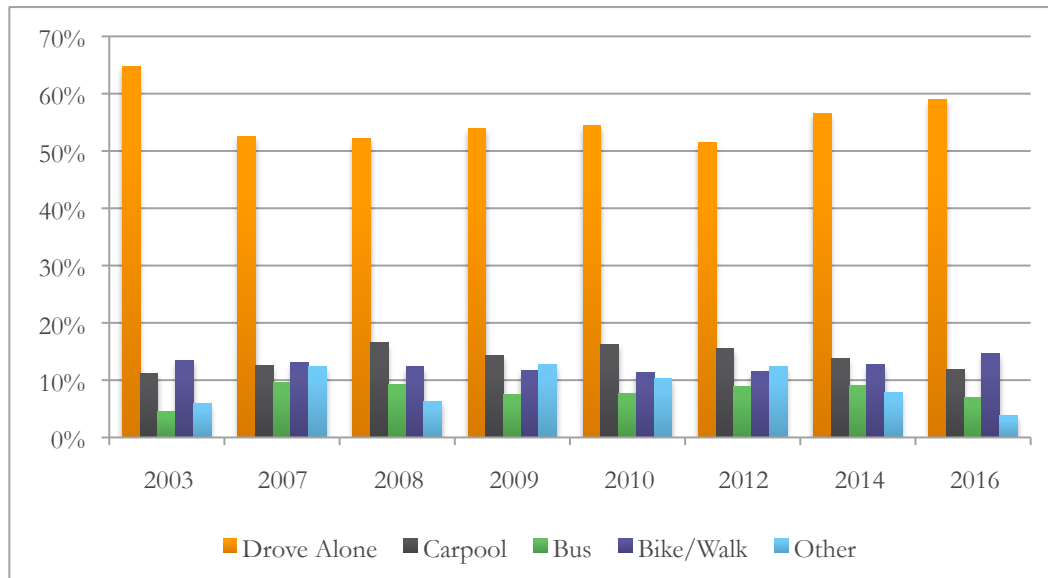
CATMA employee survey responses also show reductions in driving alone to work.

TABLE 13: CATMA INSTITUTIONAL EMPLOYEES COMMUTE MODES – ALL CAMPUS'



Notes: 2007 survey included all CATMA employees in Burlington and Fanny Allen employees; added Colchester and Tilley Dr. (2008), Technology Park (2009), Timberlane (2010), and Holly Court, Brickyard, Blakely Rd, and Innovation Park (2012), 2008 excluded Red Cross

TABLE 14: CATMA INSTITUTIONAL EMPLOYEES COMMUTE MODES – HILL DISTRICT



Notes: "Hill" employees include the Hill, Downtown Burlington, Fanny Allen, Fort, Champlain Mill (2003-2009); only includes the Hill and Downtown Burlington (2010)

CATMA Annual Transportation Surveys: Overall Commute Satisfaction

On the survey question, "How satisfied are you with your college/university transportation experience thus far?" we have seen a steady improvement in the satisfied rate since first asking the question. The rise can be attributed to the investment, commitment and collaboration with CATMA and its institutional members to implement and enhance TDM programs and services.

TABLE 15: OVERALL SATISFACTION, CATMA STUDENT SURVEY



TABLE 16: OVERALL SATISFACTION, CATMA HILL EMPLOYEE SURVEY

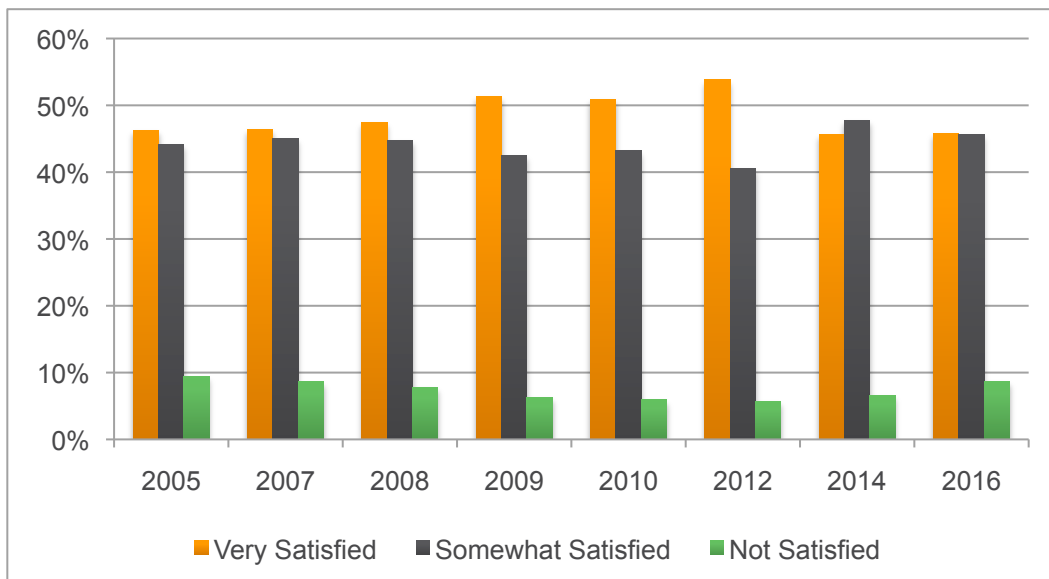


TABLE 17: CATMA ANNUAL IMPACT DATA

2017 ANNUAL IMPACT DATA				
	EMPLOYEES ONLINE	ANNUAL VEHICLE MILES AVOIDED	ANNUAL FUEL SAVINGS	ANNUAL CO2 AVOIDED
Champlain College	117	254,600	\$22,168.62	190,127
UVM	553	1,622,450	\$141,270.34	1,211,594
UVM Medical Center	540	1,568,200	\$136,546.88	1,171,082
2016 ANNUAL IMPACT DATA				
	EMPLOYEES ONLINE	ANNUAL VEHICLE MILES AVOIDED	ANNUAL FUEL SAVINGS	ANNUAL CO2 AVOIDED
Champlain College	88	189,700	\$16,517.63	141,662
UVM	425	1,249,350	\$108,783.73	932,975
UVM Medical Center	410	1,285,350	\$111,935.74	960,008

About These Numbers: These numbers represent 32% of CATMA Employee Membership.

About The Calculations: The average Vermonter emits about 9 tons of CO2 each year, mostly through transportation. For these calculations, we use the average price of fuel in the Burlington area, 50 weeks of commuting in a year, and the assumed fuel economy of 26.3 miles per gallon. Of course, if you're biking or walking, you may be avoiding more emissions than car pooling. To keep it simple here, we assume that any alternative commute is taking another car off the road.

CONCLUSION

CATMA has continued to strengthen and increase its presence in the region and state by becoming a point of contact for employers and developers seeking expertise and experience with comprehensive transportation demand management programming. In addition to TDM strategies addressing parking and traffic congestion with transportation and parking solutions, it also improves employee productivity and morale and enhances business development in the region. Sharing resources and collaborating on transportation solutions is critical to the sustainability and improvement of our transportation network.

We take an active role in local, regional and international committees and associations that specialize in commute options and solutions to create a more sustainable transportation system. These include: the Chittenden County Regional Planning Commission Transportation Advisory Committee (TAC) and ECOS Transportation Subcommittee, the Burlington Business Association; the Lake Champlain Regional Chamber of Commerce, Vermont Transportation Efficiency Network (VTEN), Transportation For Vermont Coalition, and Burlington Walk/Bike Council to name a few. This enables us to have a role in influencing and seeking opportunities to improve transportation options and services.

CATMA offers and maintains an online commuter profile tool for our members that captures the true impact of our commuters, and it also informs our commuters of their impact and contribution to our overall impact reducing CO2, fuel savings and vehicle miles traveled. We continue to explore, design and implement program enhancements to leverage existing

programs and offer more value to members, employees, students and residents. In Spring 2018, CATMA in partnership with UVM, Champlain College and the CCRPC will be launching Phase I of a regional bike share program. For more info catmavt.org/bikeshare.

CATMA has over 25 years of pioneering and managing effective and efficient TDM programs, services and consulting and excited to continue strengthening our leadership in the TDM industry. We are a small TMA with tremendous activity and impressive results in reducing single occupant vehicles (SOV's), which is achievable with the expertise and dedication of our small staff, an active Board of Directors and Committee members, excellent partnerships and a motivated community.

ATTACHMENTS

Additional materials documenting CATMA's programs and policies are provided in the Appendix.

2.0 CHAMPLAIN COLLEGE

2.1 | CHAMPLAIN COLLEGE 2018 ANNUAL UPDATE (FALL 2017 DATA)

SEC. 8.3.3 (A) EMPLOYMENT AND ENROLLMENT

EMPLOYMENT: In Fall 2017, Champlain College employs a total of 1157 individuals with 719 of those individuals in Vermont and potentially visiting the campus regularly. Additionally 106 contracted services employees (such as Sodexo food service, cleaners etc) are on campus on a regular basis.

On Campus (visit the Burlington, VT campus daily or occasionally):

Full-time Employees	391
Part-time Employees	328
Contracted Employees (Cleaners, Sodexo etc)	106
Total Champlain Employees	719
Total Employees Eligible for Parking Permits	825

Off Campus (online employees)

Full-time Online Employees	2
Part-time Online Employees	275
Dublin and Montreal Campuses	55
Total	332

ENROLLMENT:

The College's headcount for Fall 2017 enrollment is as follows:

On Campus (visit the Burlington, VT campus daily or occasionally)

Full-time Traditional Undergraduates on campus	2,170
Part-time Traditional Undergraduates on campus	52
Full-time Graduates on campus	13
Part-time Graduates on campus	3
Full-time Undergraduate Continuing Professional Studies on campus	24
Part-time Undergraduate Continuing Professional Studies on campus	40
Total	2,302

Off Campus (online students)

Full-time Graduates off campus	690
Part-time Graduates off campus	109
Full-time Undergraduate Continuing Professional Studies off campus	435
Part-time Undergraduate Continuing Professional Studies off campus	1,248
Total	2,482

SEC. 8.3.3 (B) PARKING DEMAND

Peak Parking Demand

The total parking demand is tied directly to the availability of empty spaces. The total number of parked vehicles as well as vacant spaces were counted for each parking lot and summarized by Core Campus Lots, Satellite Lots and On-Street Core Campus. These counts were taken in fall 2017 and represent a typical day during peak demand and demonstrate a surplus of 81 spaces in the Core Campus, with an additional 127 available spaces in satellite lots for a total surplus of 208 spaces.

TABLE 18: CHAMPLAIN PARKING LOT CAPACITIES AND EMPTY SPACE COUNT

Champlain College Peak Demand Lot Counts - Fall 2017				
Location	Capacity	Occupied Spaces*	Empty Spaces	Percent Full
Core Campus Lots**	276**	195	81	71%
Satellite Lots	491	364	127	74%
TOTAL	767	559	208	73%

On-Street Parking Spaces:

Champlain College Peak Demand Lot Counts - Fall 2017				
Location	Capacity	Occupied Spaces*	Empty Spaces	Percent Full
On-Street Core Campus	150	148	2	99%

**Peak Demand Period (Weekdays, Noon-1PM)*

***Off-Street Core Campus capacity does not include 8 parking spaces at 4 residential properties controlled by the college listed below (390 Maple, 436 Maple, 270 S Willard, and the Presidents House)*

Champlain College Existing Spaces

The breakdown of existing parking as submitted in Champlain College's Master Plan (August 1990) has been updated to reflect current availability. In Fall 2017, Champlain College's parking inventory is 768; this includes 491 off-site leased spaces and 277 on-site spaces.

The specific breakdown by area is as follows:

2017 Off-Site Leased Parking Facilities

115 Lakeside Lot (formerly Gilbane).....	225
Lakeside Lot (Miller Center Campus).....	266
Total.....	491

Off-street Campus (College owned)

CCM/Cushing.....	7
Durick Hall.....	3
MIC.....	40
IDX/Pearl	5
North House	10
Perry Hall	16
Presidents House	2
Rowell/Jensen	44
Sanders Hall	8
Skiff Hall	14
South House	13
Summit Hall	29
158 South Willard Street	11
396 Main Street	20
Boardman Hall (381 Main Street - Main Street Suites).....	28
371 Main Street.....	21
390 Maple Street.....	2
436 Maple Street.....	2
270 S Willard Street.....	2
Total	277
Total All Categories.....	768

Notes:

- Perry Hall lot is reserved for Visitors to the Admissions Office only.
- 15 spaces at the leased building at 40 Sears Lane are not included in the campus parking inventory nor in the parking requirement calculations.
- There are an additional 150 on-street parking spaces contiguous to Champlain College property, which are public parking spaces which may be used by some Champlain College affiliates. Due to their public, uncontrollable nature, these are not included in the total spaces we claim as inventory.

Vehicle Permits

All vehicles at Champlain College must display a valid parking permit. Permits for Fall 2017 are valid until January 14, 2018 and some must be renewed each semester. New in Fall 2017, Zone 1 Employee, Disabled and Contractor permits are valid for a year. Residential students are allowed to have cars on one Core campus zone (Zone 5) only if they qualify for that permit based on demonstrated work or medical needs, otherwise they are required to park at the satellite lot, Zone 2 – 115 Lakeside Lot. Residential Students who live at Spinner Place have a special permit type for students with similar needs based qualification based on demonstrated work or medical needs. This is for parking in the City of Winooski Parking garage. Permit fees are passed directly to the City.

Permit Type Summary

- Zone 1 – Miller Center @ Lakeside - Employee
- Zone 1 – Miller Center @ Lakeside – Commuter Student
- Zone 2 – 115 Lakeside Lot – Residential Students
- Zone 3 - Full time Commuter Student
- Zone 3 - Part time Commuter Student
- Zone 3 – Full Time Employee
- Zone 3 – Part Time Employee
- Zone 4 - Full time Commuter Student
- Zone 4 - Part time Commuter Student
- Zone 4 – Full Time Employee
- Zone 4 – Part Time Employee
- Zone 5 – Special Residential Parking
- Spinner Place
- Contractor
- Disabled

The Fall 2017 breakdown of permits issued at Champlain College is as follows:

Off-Site Leased Parking Facilities

	Fall 2017	Fall 2016
Commuter Students (Full and Part Time)	197	180
Employee (Full and Part Time)	302	296
Residential Students	235	228
Total	734	704

Off-street Campus (College owned)

	Fall 2017	Fall 2016
Commuter Students (Full Time)	52	50
Commuter Students (Part Time)	1	3
Residential Students (Special)	90*	38
Employee (Full Time)	106	97
Employee (Part Time)	23	20
Disabled and Contactor (on campus)	16 + 12	15 + 18
Total Permits	300*	241

Notes:

- * Includes 48 Spinner Place permits, which were historically handled separately by the Spinner Place management. These were taken over by Champlain Transportation in an effort to better manage the needs.
- The numbers of both Commuter Students and Employees who park at Lakeside campus and take shuttles to and from campus reducing the number of vehicles parked on campus and vehicle trips to campus remain almost the same as Fall 2015.

All 302 faculty/staff permitted for shuttle lots were eligible to enroll in CATMA's Guaranteed Ride Home Program. Currently, 195 College employees are in the Guaranteed Ride Home Program and have registered with CATMA as using a mode other than drive alone to commute to campus on a regular basis. Of these, 102 are registered in the Bike/Walk Reward Program.

The adequacy of the current parking inventory must be measured relative to peak parking demand rather than the total number of permits issued. The peak parking demand generally occurs between the hours of 12:00 and 1:00 pm on a weekday. This approach was used in the 2009-2014 Joint Institution Parking Management Plan (approved September 29, 2009) and is also used in the 2014-2019 JIPMP. It is appropriate because not all permit holders occupy a parking space at the same time. Table 19 presents an estimate of the peak parking demand. The percent on campus during the peak is based on the CATMA survey.

TABLE 19: CHAMPLAIN PEAK PARKING DEMAND ESTIMATE

Champlain College Peak Parking Demand Estimate - Fall 2017			
Permit Type	Permits Issued	% on Campus during Peak	Peak Parking Demand
Commuter Commuters	250	63%	157
Residential Students	235	100%	235
All Employees at Satellite Lots	302	48%	145
Full-Time Employees	106	90%	95
Part-Time Employees	23	6%	1
Peak Parking Demand			633
Vehicle Fleet on campus lots			5
Total Parking Spaces Required during Peak			638
Available Off-Street Parking Inventory			768
<i>Net Surplus</i>			130

**The percentage of daytime commuters on campus during the peak is derived from Table 9 of 2014-2019 JIPMP. The 63% used here is a weighted average of commuters within ½ mile of campus (100% are on campus during the peak) and commuters outside ½ mile of campus (30% are on campus during the peak)*

As shown in the table above, the College has sufficient space for the number of permits issued and in addition:

1. A significant number of Champlain College employees and commuter students register cars; however, they typically walk to the campus, ride bicycles, take the bus join carpools, or are dropped off by others. Essentially they order a permit for occasional use only.
2. Visitors to campus are encouraged to also park at Lakeside and take the shuttle system. This saves “hunting” for a space and also gives them a chance to appreciate what an asset the shuttle system is and the steps that the College is taking to be sustainable with its transportation options.
3. Champlain has leased 200 spaces at 115 Lakeside Avenue since Fall 2003 thru CATMA’s agreement with Harlaine D. Miller Trust who owns and operates this lot. This increased to 225 in November 2016 when the UVM Medical Center transferred the lease of 25 additional spaces to Champlain. These are secure overnight spaces, where resident students must park their cars during the week, unless they have qualified for an on-campus permit based on work needs or medical needs. Additionally, employees can park in the Miller Center’s 266 space lot, owned by Champlain College. A shuttle service from Lakeside operates on a continuous loop (every 7 minutes during the typical daytime) through an agreement between Mountain Transit and Champlain College. The parking and shuttle at the Lakeside Campus are provided at no cost to Champlain constituents at this time.

4. It should also be noted that in Fall 2017, 491 of our permits are day permits for the Miller Center Lot and another 225 are assigned to the 115 Lakeside Lot. In both cases, these vehicles are mostly off the core campus during the 8am-4pm time period.
5. All campus workers who are outsourced, such as Sodexo and cleaning employees, are required to comply with the same regulations and obtain parking permits so that we can manage all parking appropriately.

SEC. 8.3.3 (C) VEHICLE FLEET

The Champlain College Physical Plant has 14 vehicles that are owned or leased for department use; 4 vans, 3 SUVs and 7 trucks. A complete list of vehicles is available upon request. 9 of these vehicles park at 15 Sears Lane, 2 park at Durick Hall (Campus Public Safety) and the remaining 3 (college vans) park at Rowell Lot.

Champlain College maintains a Fleet Safety Program where it establishes guidelines and procedures to be followed to protect the safety of individuals operating any motor vehicle on company business. This document is also available upon request.

SEC. 8.3.3 (D) PROGRAMS, POLICIES, AND INCENTIVES

Champlain College, as a part of the permit application submitted to the City of Burlington and to the District 4 of Act 250 District Commission, developed a parking plan that was implemented for the fall 2003 term. This parking management plan incorporates off-site/satellite parking, issuance of parking permits, imposition of permit fees, and parking zones tied to each of three permit types: on-campus parking lots, on-street parking and off-site parking.

Off-Site/Satellite Parking

The College continues to require all residential students with vehicles to park them at the 115 Lakeside satellite lot (formerly Gilbane) between 8am and 4pm, M-F and access the College by shuttles. In Fall 2016 we started charging \$100 per semester for this (historically free) parking lot. This was necessitated to reduce the demand on the lot which had 281 permit holders, vying for the 225 spaces in Fall 2015. This reduction to 228 permits in Fall 2016 (a 53 car, 19% decrease) has been very successful in managing our demand on that limited number of spaces.

All residential students are automatically enrolled in CATMA's Guaranteed Ride Home. Each of these students receive access to free taxi rides using their student ID card between main campus, Spinner Place and Lakeside Campus whenever the Mountain Transit shuttles are not running. Note: Management of Permits for parking at Spinner Place were taken over by Champlain Transportation in an effort to better manage the needs. We have 48 permit holders in Fall 2017.

Unlimited Access

In Fall 2006, Champlain College joined CATMA's Unlimited Access program after a successful spring 2006 Pilot Program. CATMA partnered with GMT in Fall 2003 to implement Unlimited Access for CATMA institutional members, which provides free bus rides on all GMT routes,

including the LINK Express routes, to all faculty, staff, employees and students. Champlain College faculty, staff and employees as well as residential and commuter students can ride any GMT bus for free by simply showing the bus driver their Champlain College ID, then swiping the ID through the fare box card reader on the bus.

The Unlimited Access Program is part of CATMA's and its members' efforts to reduce the number of vehicles on the "Hill". Our collective goal is to encourage employees and students to consider leaving their cars at home and take the bus to work, class, shop, eat or do errands. It is with programs, such as the Unlimited Access program, that taking transit is a convenient and affordable travel option.

The College eliminated almost 15,000 vehicle trips into the greater Burlington area over the first 10 months of participating in the program and almost 389,000 trips/rides thru Fall 2017 on GMT. See Table 4 for trip and cost history.

On-Campus Shuttles

In recognition of the fact that Champlain College students residing at Spinner Place would require efficient transport to the main campus, the College has been providing shuttle service from Spinner Place to the main campus since it began to house students there in the fall of 2006. Currently, the shuttle contract is with Mountain Transit.

The Spinner Place shuttle operates Monday through Friday, 7am to midnight and 11am to 8:30pm Saturday and Sunday.

Champlain added Bayberry Commons apartment complex to its residence halls in August 2016. This housed approximately 30 students. A separate (3rd) shuttle operated to Bayberry and back.

Spinner Place Shuttle ridership history is as follows:

Year	Annual Rider Count	Cumulative Total Ridership
2007-2008 academic year	52,319	78,319
2009-2010 academic year	78,891	227,655
2013-2014	72,170	478,390
2014-2015	76,220	554,610
2015-2016	82,537	637,147
2016-2017	72,010 (includes Bayberry)	709,157

To encourage use of the Lakeside commuter and residential lots, the Mountain Transit Lakeside shuttle runs 6:30am to midnight M-F and 10am to 9:30pm Saturday and Sunday so students can return their vehicle to the lot prior to Monday morning.

Lakeside Shuttle (formerly Gilbane shuttle) ridership history is as follows:

Year	Annual Rider Count	Cumulative Total Ridership
2013-2014 – Lakeside/Gilbane*, Quarry Hill	105,174	437,446
2014 – Lakeside Summer	5,702	443,148
2014-2015 – Lakeside/Gilbane*, (Ended Quarry Hill)	76,625	519,773
2015 – Lakeside Summer	7,097	526,870
2015-2016 – Lakeside/Gilbane*	80,239	607,109
2016 – Lakeside Summer	15,129	622,238
2016-2017 – Lakeside/Gilbane*	82,409	704,647
2017 Lakeside Summer	13,587	718,234

*Includes Late Night and Weekend Shuttles

Notes:

- In the past Champlain has provided campus shuttles servicing students and employees from various satellite parking locations including Perkins Pier and Quarry Hill.

Champlain College partnered with GMT in 2007 to build and install 2 new bus shelters on Maple Street to protect our shuttle riders from weather elements, in an effort to continue encouraging students to ride transit/shuttles. One shelter on the South side of Maple St serves the Spinner Place shuttle and a stop on the North side (not a shelter) which serves GMT #8 City Loop.

A live GPS tracking system was implemented in Fall 2007 that allows riders to see where our Mountain Transit shuttles are at any given time. This information is available in web form at shuttle.champlain.edu, a smart phone app called MyChamplain and on “Compass” screens throughout campus including the shuttle stop locations. This allows riders to stay out of the weather and have some predictability of when any shuttle will arrive.

Through CATMA’s collaborative efforts, the College’s students and employees can ride on the University of Vermont’s off-campus evening loops (CATS) buses at no charge. This has provided Champlain College affiliates with free and reliable access to the University of Vermont campus as well as the Burlington downtown area.

CarShare Vermont

The nonprofit car sharing organization officially launched in the Burlington area in December 2008 through the investment of CATMA and its academic institutions. CATMA’s partnership with CarShare Vermont supports the College hosting one car on campus in the Perry Hall parking lot and University of Vermont hosts two cars. There is also one car located outside the Spinner Place residential hall and one car parked at the Innovation Center across from the Miller Campus. CarShare Vermont offers 10 additional pod locations within the City of Burlington. Membership in CarShare Vermont is open to anyone over the age of 18, with some restrictions. All the vehicles are available to anyone registered as a member of CarShare.

This partnership includes a strategic marketing and outreach plan targeted at students, faculty and staff. This plan includes: email broadcasts, brochures and flyers, orientation packets, link on the CATMA web page and a dedicated Champlain web page (champlain.edu/CarshareVT), campus tours and campus communications. The CarShare program is also promoted through campus tours, presentations on campus and a variety of tabling events: student orientation, Employee Earth Day breakfast, RAs resource fair, Student Ambassador Training, Brown Bag Lunch for employees and staff Council. A number of promotions have been offered to promote CarShare Vermont:

- In August 2009, CarShare sponsored a \$10.00 free driving promotion for all Champlain students
- In October 2009, a 50% off application fee for students was offered
- In Fall 2010, Champlain and UVM students were offered \$15 in free driving credit upon sign up.
- In October 2011, a pilot promotion was launched to encourage new membership in CarShare Vermont. The \$150 annual membership fee for CarShare Vermont's Share-A-Lot plan is waived for all full-time students, faculty and staff. This promotion is still in effect for the current academic year.

In addition to its student and faculty members, CarShare Vermont has two department memberships.

Way To Go! Commuter Challenge

The Way To Go annual event encourages the use of alternative modes of transportation. A Commuter Challenge Award was established in 2006, which recognized businesses with the highest percent of employees registered in the event. Additionally, the awards were categorized into groups based on the total number of employees. CATMA's institutional members, including Champlain College, have frequently received these awards, in part due to the robust marketing and outreach conducted:

- In May 2008, Champlain College won first place in the Way To Go Commuter Challenge. Although Champlain did not receive an award during the 2009 Challenge, it is worth noting that there was a 62% increase in the number of employees registered. It is also worth noting that in 2009 the date of Way To Go, May 4-8, was during senior week, when significantly fewer faculty and staff are on campus.
- In 2011 and 2012 Champlain received Honorable Mention in the Way To Go Commuter Challenge.
- In 2013, Champlain received an award for placing second in participation overall for a mid-size employer and had a 22% increase in participation from last year. The challenge was also conducted in the Fall of 2013, during the second week in October. Champlain College won first place in the University/College category for participation.
- In 2014, Champlain reached its goal of 20% total participation of college employees.
- In 2015, Champlain maintained its participation with a slight decrease of 15% of total employees.

- In 2016, Champlain Employees won a Carbon Cup for the most participation in the Large Business Category as well as a Carbon Throwdown against Seventh Generation. 152 employees (24%) participated. Champlain also had Commuter Students participation for the first time, 82 (12%) participated, earning a commendable 5th place.
- In 2017, the state decided to no longer host the state-wide business challenge.

Best Workplaces for Commuters

Since September 2006, Champlain College has received the annual Best Workplaces for CommutersSM designation by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT). Best Workplaces for CommutersSM a voluntary partnership program designed to cut traffic congestion and traffic-related air pollution, recognizes employers that provide environmentally friendly commuter benefits to employees. Through Champlain College's membership in CATMA, the private College is able to offer an array of benefits, including Unlimited Access, that help their employees pursue environmentally friendly and cost-effective commuting strategies. Offering these commuter benefits identifies Champlain College as an organization committed to reducing pollution, commuting costs, traffic congestion, and employee stress caused by single-occupant vehicle commuting. Champlain College joins two other CATMA institutional members, UVM Medical Center and the University of Vermont, along with CATMA on the list as Best Workplaces for CommutersSM.

Carpool

Employees at the College can participate in CATMA's confidential carpool matching service and the Guaranteed Ride Home (GRH) program, which provides a free taxi ride home in an emergency. There are currently 195 Champlain College employees registered in GRH program.

Bike/Walk Incentives

All faculty and staff of Champlain College who agree to bike or walk to and from work at least three days a week on a consecutive basis are eligible for the program. There are 77 College employees registered in the Bike/Walk program. A complete description of all the CATMA TDM programs and services, which are available to Champlain College constituents, can be found in the CATMA section of this chapter. The College continues to encourage the use of bicycles and has daytime storage rack space and long term indoor bike storage rooms for employee and student bicycles.

In 2017, Champlain:

- Continued the ChampRides bikeshare program, offering 11 bikes for free use by any student or employee for up to 4 hours.
- Worked on a CATMA Committee dedicated to bringing a regional bikeshare system to Chittenden County.
- Continued to install high quality, functional bike racks, with 7 more sets installed in 2016-2017.
- Working on completing recommendations from 2015 Active Transportation Plan.

- Continued the federal work study position as a dedicated Bicycle Program Coordinator.
- Offered many workshops from bicycle mechanics, to winter biking to learning to bike commute.

SEC. 8.3.3 (E) MONITORING, COMPLIANCE AND ENFORCEMENT SYSTEMS

The Champlain College security staff monitors all campus lots. Patrols are made randomly to deter vandalism, assist motorists, and to ensure that all parking regulations are enforced. On Street patrols of contiguous streets are also performed regularly. Additionally, Champlain College provides security at the 115 Lakeside Lot from dusk to midnight weeknights and weekends when classes are in session.

The College continues to patrol the streets contiguous to our campus core in support of the normal patrol activities of the Burlington Police Department, and they are contacted immediately if a vehicle is parked in a “Residents Only” area or is blocking the driveway of a neighbor. Their license plates are run through the police department and matched with the address of the owner with Champlain’s records.

Security officers have been diligent about enforcing regulations. As a result, there is continued improvement in the levels of voluntary compliance as our community adapts to our rules and regulations.

Beginning in Fall 2006, Champlain partnered with a nationally known ticketing management company called IPARQ. The necessary software was purchased to automate much of the collection function including the ability to turn unpaid tickets over to Student Accounts. Those tickets are now added to student bills making it impossible to avoid paying a valid ticket.

Parking Ticket Summary:

Year/Semester	# of Valid Citations Issued	\$ Collected	Cumulative Total Since 2004
2006-2007		57,390	113,390
2007-2008		44,175	157,565
2008-2009		57,195	214,760
2009-2010		42,165	256,925
2010-2011		38,550	295,475
2011-2012		51,065	346,540

2012-2013	1,574	43,840	390,380
2013-2014	1,519	41,680	432,060
2014-2015	1,069	30,600	462,660
Summer 2015	111	5,585	468,245
2015-2016	1,326 (105 warnings)	31,475	499,720
Summer 2016	32	2,300	502,020
2016-2017	1,935 (467 warnings)	26,481	528,501
Summer 2017	156 (46 warnings)	995	529,496

Note: The drop in citations issued and collected between 2013-2014 and 2015-2016 is attributed to increased awareness, communication and encouragement by the Transportation Office. As mentioned above, we have introduced a new postcard campaign that is sent in the summer to ALL students and has improved our communication around getting people to register their cars. We also introduced a new “Top 10 Things You Need To Know” web page and one page summary on the back of the parking map. Champlain sincerely believes that this has led to a more educated community, a shift to parking at Lakeside and therefore better compliance than previous years.

Champlain increased the amount of warnings issued in 2016-2017 compared to years past. These warnings are a good educational tool to ensure compliance. They typically lead to the person contacting the office, having an educational discussion and reducing the fine, which can encourage better behavior.

ATTACHMENTS

Additional materials documenting Champlain College’s facilities and policies are provided in the Appendix.

3.0 UNIVERSITY OF VERMONT MEDICAL CENTER

3.1 | UNIVERSITY OF VERMONT MEDICAL CENTER 2018 ANNUAL UPDATE (FALL 2017 DATA)

SEC.8.3.3 (A) EMPLOYMENT

University of Vermont Medical Center (UVM MC) employs a total of 6,124 individuals associated with their Burlington campuses. The majority of these employees are assigned to the Medical Center Main Campus, and 1 South Prospect Street Campus, which are both located in the City of Burlington. There are an additional 1,128 non-paid staff, all at the UVM Medical Center Main Campus. The breakdown is shown in the table below.

TABLE 20: UVM MC EMPLOYMENT NUMBERS

PAID EMPLOYEES		Main Campus	1 South Prospect	Downtown Burlington*
Full-time	Day shift	2,229	430	156
	Evening shift	314	11	0
	Night shift	515	6	0
	FT Un-ID'd shift**	692	41	10
Total Full-Time		3,820	488	166
Part-time				
	Day shift	498	70	10
	Evening shift	95	7	0
	Night shift	81	0	0
	FT Un-ID'd shift**	85	6	2
Total Part-Time		759	83	12
Total Per Diem		740	83	8
Total Employees by Site		5,319	623	182
Total Employees		6,124		

*Downtown Burlington numbers include 112 Colchester Ave, 95 St. Paul St, Apple Tree Bay, Courthouse Plaza, Innovation Center, UVM Given Building, and UVM Stafford Building.

**Unidentified shift employees are most likely day-shift.

TABLE 21: UVM MC NON-PAID STAFF

NON-PAID STAFF (all at Medical Center Campus)	
Community Based Members of the Medical Staff	197
Honorary Members of the Medical Staff*	76
Volunteers	855
Total Non-paid staff	1,128

*Affiliate members of the medical staff do not have privileges, but they maintain a relationship with the medical staff and sit on Medical Staff Committees.

SEC. 8.3.3 (B) PARKING DEMAND

Peak Parking Demand:

The total parking demand is tied directly to the availability of empty spaces. The total number of parked vehicles as well as vacant spaces were counted for each parking lot and summarized by zone. These counts represent an average of the counts taken over a three-day period at both the AM and PM peak demand period and demonstrate a surplus of 333 spaces for Medical Center Main Campus in AM Peak and 111 for the PM Peak. Further, there was a surplus of 69 spaces on the 1 South Prospect campus in the AM Peak, 92 in the PM Peak. Please note these do not include either the loading docks or the Emergency parking lot, or the surface lot on the west side of the McClure garage (service vehicle parking).

TABLE 22: UVM MC PARKING LOT CAPACITIES AND EMPTY SPACE COUNTS, MAIN CAMPUS

UVM MC Peak Demand Lot Counts – Fall 2017			Medical Center Main Campus	
	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
AM Peak				
ACC Garage *	1074	810	264	75%
McClure Garage	302	282	20	93%
South Lot	425	395	30	93%
UVM Centennial Lot	200	181	19	91%
Total for AM Peak	2001	1,668	333	83%
PM Peak				
ACC Garage	1224	1,113	111	91%
Total for PM Peak	1224	1,113	111	91%

*There are a total of 1,224 parking spaces in the ACC garage. 150 of the 1,224 spaces are set aside for evening shift parking. Therefore, only 1,074 parking spaces are available for use before 3:00pm. This empty count fluctuates daily depending on events/activities on campus.

TABLE 23: UVM MC PARKING LOT CAPACITIES AND EMPTY SPACE COUNTS, 1 SOUTH PROSPECT

UVM MC Peak Demand Lot Counts – Fall 2016			1 South Prospect St	
AM Peak	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
Lot A	47	36	11	77%
Lot B	178	138	40	78%
Lot D	197	184	13	93%
Pearl Street lot	24	7	16	54%
Taft School lot	47	35	12	74%
Total for AM Peak	504	412	92	82%

PM Peak	Capacity	Occupied Spaces Peak Demand	Empty Spaces	Percent Full
Lot A	47	19	28	40%
Lot B	178	141	37	79%
Lot D	197	186	11	94%
Pearl Street lot	35	19	16	54%
Taft School lot	58	46	12	79%
Total PM Peak	515	411	104	80%

Note: The above data is a 3-day snapshot of parking counts for the Medical Center Main Campus and the 1 South Prospect St. There are times during peak parking days when all on-site parking lots are full.

TABLE 24: UVM MEDICAL CENTER EXISTING PARKING SPACES, MAIN CAMPUS

Existing Spaces: Medical Center Main Campus	
ACC Garage	1,224
ACC Loading Dock	21
Emergency Room Lot (2 handicap spaces)	57
ED Ambulance Bay (loading/unloading)	5
ED Ambulance Parking (unmarked)	4
McClure Parking Garage (15 surface lot spaces)	317
Patrick Loading Dock	9
South Lot (include 6 spaces at Hope Lodge, does not include UVM spaces)	425
Total Medical Center Main Campus On Site	2,062

There are an additional 66 spaces in the South Lot, which are currently leased to UVM.

TABLE 25: UVM MEDICAL CENTER EXISTING PARKING SPACES, 1 SO.PROSPECT ST.

Existing Spaces: 1 South Prospect Street	
Lot A (horseshoe/ 27 handicap spaces)	47
Lot B (patient)	178
Lot D (employee lot)	197
Pearl Street (employee lot)	35
Taft School (leased)	47
Total Spaces for 1 South Prospect Street	504

TABLE 26: UVM MEDICAL CENTER EXISTING SATELLITE PARKING SPACES

Satellite Lots / Off-site parking	
UVM Catamount East (Main Campus employees)*	285
UVM Gutterson (Main Campus employees)*	133
UVM Centennial (Main Campus & 1 South Prospect Street employees)*	200
UVM Jeffords Lot (West)*	100
95 St. Paul Street	17
Court House Plaza	23
Fanny Allen Campus (Main Campus & 1 South Prospect Street employees)	155
128 Lakeside Ave	38
195 Colchester Ave	40
112 Colchester Ave	8
Total Satellite / Off-site Parking	999

**Leased Parking Spaces for the Medical Center Campus and 1 South Prospect St Campus.*

Vehicle Permits

The current breakdown of vehicle permits issued by Medical Center is as follows:

TABLE 27: UVM MEDICAL CENTER VEHICLE PERMITS

Vehicle Permits: Medical Center	
ACC permits	450
McClure Residents, Nurse practitioners, Phys Assistants, Midwives	963
Physicians (ACC permits)	2,535
Carpools (964 participants)	421
Business Needs	268
Champlain Cable Shuttle Lot	289
Champlain Cable / Rotators	193
Fanny Allen Shuttle Lot	1,102
Fanny Allen / Rotators	1,051
UVM Gutterson / Day	200
UVM Gutterson / Rotators	73
Centennial / Day	140
Centennial / Rotators	55
South Lot	441
UVM Catamount East / Day	465
UVM Catamount East / Rotators	211
UVM Jeffords Lot / Day	167
UVM Jeffords Lot / Rotators	43
Evening / Night	1,515
Total Vehicle Permits	9,582

All employee vehicles must display a current UVM Medical Center parking permit for the parking lot to which they are assigned. The permits are color coded to quickly identify the shift the registered employee is assigned to work and the lot the employee is to park in. The lots are patrolled by the UVM Medical Center Security staff

At UVM Medical Center 1 South Prospect St, 85% of all parking involves patient and visitor parking. Employee parking on-site is not routinely available. Only the most senior staff and those employees who use their vehicles for business or who carpool (2 persons minimum) is permitted to park on-site on any given day. All other employees must use satellite parking facilities. (All Physicians are allowed to park on-site).

SEC. 8.3.3 (C) VEHICLE FLEET

UVM Medical Center owns or leases approximately 69 vehicles, which are managed by the supervisor of UVM Medical Center's Courier and Automotive Services department. Vehicles in the fleet include ambulances (8), passenger/cargo vans (23), ATV (1), SUV (11), trucks (17), sedans (4), tractors (4), and trailers (1). A complete list of UVM Medical Center vehicles is available upon request.

UVM Medical Center Parking Management

UVM Medical Center's parking program is managed by the UVM Medical Center Security Department. UVM Medical Center utilizes a variety of tools to assign, manage, and enforce parking. These tools are described in policies under Appendix A: UVM Medical Center Attachments and include:

- Parking registration forms - including business needs, medical needs, and emergency on-call
- Color coded parking permits – assigned based on parking lot assignment
- Parking tickets – issued to parking policy violators

SEC. 8.3.3 (D) PROGRAMS, POLICIES, AND INCENTIVES

UVM Medical Center is concerned about increasing parking needs, and has implemented a number of actions and programs to provide positive incentives to help reduce parking demand.

Transit/Bus Subsidies (discount passes)

Since the early 1980's, GMT buses on the Burlington/Essex Route have served UVM Medical Center main campus. To facilitate bus access, UVM Medical Center widened the intersection and entrance road from Colchester Ave. and Hospital Dr. to service bus passengers. The GMT buses on the Burlington/Essex route, the College Street Shuttle route and the LINK Express routes all stop at the ACC main entrance. Since spring 1995, UVM Medical Center has subsidized the cost of GMT bus passes for employees choosing to ride the bus. UVM Medical Center offers the 50% subsidy on local CCTA bus routes and a 25% subsidy on all LINK Express routes. In addition, UVM Medical Center offers all employees a 25% subsidy on Lake Champlain Ferry passes. Passes for both GMT and the Lake Champlain Ferry are sold to

employees at the Security offices on the Main Campus and at 1 South Prospect Street. Payroll deduction is available.

TABLE 28: UVM MEDICAL CENTER TRANSIT PASS SUBSIDIES

Current Participation	Average Bus Passes Sold Per Month
GMT Local Service: Monthly Pass	39
GMT Local Service, Senior/Disabled: Monthly	-
GMT Local Service: 10 Ride Pass	96
GMT Local Service Senior/Disabled: 10 Ride Pass	-
GMT LINK Express: Monthly Pass	1
GMT LINK Express Local Commuter: Monthly Pass	2
GMT LINK Express: 10 Ride Pass	92
GMT LINK Express Local Commuter: 10 Ride Pass	29
Champlain Ferry: Car and Driver Monthly Pass	121
Champlain Ferry: Passenger 10 Ride	29
Champlain Ferry: Motorcycle 20 Ride	1

Carpool

Carpooling has occurred for a number of years at UVM Medical Center. There are 481 UVM Medical Center employees registered with CATMA as carpoolers. These individuals are included to the 964 registered participants with UVM Medical Center. All carpoolers are eligible for CATMA including the Guaranteed Ride Home (GRH) Program as well as incentives provided by UVM Medical Center. UVM MC employees are eligible to participate in CATMA's confidential carpool matching service. Current carpool listings and registration is available on the CATMA web site. Carpools with at least two occupants may park on-site in the Medical Center South lot, on-site at 1 South Prospect or they can park in the satellite lot of their choice. UVM Medical Center continues to offer 50¢ gas coupons for each registered UVM Medical Center employee on a day that they carpool with other UVM Medical Center employees.

Bike/Walk Incentives

In May of 2001 CATMA launched its Bike/Walk Reward Program for its member institutions. All UVM Medical Center employees who bike or walk to/from Medical Center main campus, 1 South Prospect, or One Burlington Square are eligible to join. Participants who commit to walking or biking to and from work at least three days a week are eligible to register in the program. At the end of each month, CATMA invoices UVM Medical Center Security for the number of \$15 gift cards issued to UVM MC employees. As of the end of October 2017, UVM Medical Center has reimbursed CATMA for gift cards totally \$115,709 since 2001.

The Bike/Walk program, along with all the other TDM programs offered through UVM Medical Center and CATMA, led to the EPA's placing UVM MC on the list of New England's Best Workplace for Commuters since October 2003. UVM Medical Center received this designation by meeting a National Standard of Excellence. The designation spotlights employers that are committed to reducing traffic and air pollution and improving quality of life for their commuters.

In addition, UVM Medical Center also received a Bicycle Friendly Business designation from the American League of Bicyclists, in part due to CATMA membership and participation in Bike/Walk Reward program. In August 2006, CATMA and UVM Medical Center were honored with a first prize in the Association for Commuter Transportation (ACT) International Award. ACT annually honors outstanding achievements and recognizes significant contributions made by individuals and organizations to commuter transportation management. The nomination submitted: Partnership Campaign: Connecting Commuting Alternatives and Wellness, highlighted the partnership established between UVM MC's Wellness department and CATMA and the positive results from that partnership. A complete description of all the CATMA TDM programs and services, which are available to UVM MC constituents, can be found in the CATMA section of this Plan.

Way To Go! and Commuter Challenge

UVM Medical Center continues to participate in the annual Way-to-Go Commuter Challenge (WTG).

- For the May 2008 event, UVM Medical Center set a goal to get 350 employees to participate, up from the 191 who registered to participate in 2007. The final number of UVM Medical Center registrants for 2008 was 398, which won UVM Medical Center the First Place award in the “major employer category” for the largest percent of employees participating.
- In 2009, 418 UVM Medical Center employees participated, which once again won the First Place award in the “major employer category” for the largest percent of employees participating.
- In 2010, 359 UVM Medical Center employees participated, and received Honorable Mention in the “major employer category”.
- UVM Medical Center once again won First Place for macro employer during the 2012 WTG Challenge, for the second year in a row, with 425 registered employees.
- UVM Medical Center, along with Champlain College and UVM, was recognized in the spring 2013 event as a top business participant in the macro employer category with 369 participants.
- In 2014, UVM Medical Center 1st Place for “macro business category”, reaching a new high of 478 participants.
- In 2016, UVM MC maintained it's participation as on the of the leading state businesses, winning the Carbon Cup.
- In 2017, the state decided to no longer host the state-wide business challenge.

College Street Shuttle

In 1996, UVM Medical Center entered into an agreement with GMT and the City of Burlington to expand the route of the College Street Shuttle so that it services UVM MC employees at One Burlington Square, 1 South Prospect and the main campus. This increase in service benefits both our constituents and staff in their need to travel between campuses.

UVM Medical Center provides updates and publicizes the various parking demand reduction programs to in-house constituencies through a number of methods, including UVM Medical Center One, UVM Medical Center Parking Policy, Employee Benefits Guide and email communications.

SEC. 8.3.3 (E) MONITORING, COMPLIANCE AND ENFORCEMENT SYSTEMS

All parking lots are patrolled by the UVM Medical Center Security Staff.

ATTACHMENTS

Additional materials documenting UVM Medical Center's facilities and policies are provided in the Appendix.

4.0 UNIVERSITY OF VERMONT

4.1 | UNIVERSITY OF VERMONT 2018 ANNUAL UPDATE (FALL 2017 DATA)

SEC. 8.3.3 (A) EMPLOYMENT AND ENROLLMENT

Fall Employment

The University of Vermont employs 4,127 individuals. The total staff number of 2,572. The total faculty number of 1,555. This number includes clinical professors primarily in the College of Medicine. College of Medicine faculty now includes Residents, Interns and Clinicians who are part of the expanded medical care plan of BCBS and UVM Medical Center (not all of these individuals are located on campus).

Fall Enrollment

The full time equivalent students for the academic year 2017-2018 fall semester is as follows: (Please note: Fall enrollment numbers are typically higher than the academic year numbers.)

Undergraduate	10,513
Graduate & Certificate	1,548
Medical Students	459
Non-degree Cont. Education	826
Total (All Students)	13,340

SEC. 8.3.3 (B) PARKING DEMAND

Existing Spaces

The University’s on campus parking inventory is now 5,272 spaces, including parking for University affiliates, visitors, service and delivery vehicles, and designated handicap drivers.

The current capacity figures exclude parking located at the University Farm and Bio-Research complexes on Spear St. Also excluded in the capacity listing are small garages located within the defined Burlington boundary of the campus.

Peak Parking Demand

The total parking demand is tied directly to the availability of empty spaces. The total number of parked vehicles as well as vacant spaces were counted for each parking lot and summarized by zone. These counts were taken in October 2017 and represent a typical day during peak demand and demonstrate a surplus of 363 spaces, with 97 of those in the core campus. This fall the number of surplus spaces on campus has significantly decreased.

TABLE 29: UVM PARKING LOT CAPACITIES AND EMPTY SPACE COUNT

Zone	Capacity	Occupied Spaces*	Empty Spaces	Percent Full
Athletic Commuter	1790	1707	83	95%
Core Central	46	35	11	76%
Core East	791	718	73	91%
Core North	332	237	48	83%
Core South	194	173	21	89%
Core West	384	330	54	86%
Commuter Lots	806	806	0	100%
Redstone	616	550	66	89%
Trinity	313	306	7	98%
TOTALS	5,272	4,909	363	93%

*Peak Demand Time

**Regained 6 spaces from a construction project.

TABLE 30: UVM EXISTING SPACES BY LOT

Lot	Faculty / Staff	H-cap	Leased	Comm Student	Resident Student	Short Term	Univ Bus	Visitor	Grand Total
12/16 Colchester Avenue	14	2					1		17
23 Mansfield Avenue	20	1				2		2	25
146 South Williams	12	1							13
178 South Prospect	5								5
280 East Avenue	6	2				1	7	4	20
284 East Avenue	39	1				1	21		62
31 South Prospect	4								4
322 South Prospect	9	1						3	13
34 South Williams	4	1							5
438 College Street	5	1							6
439 College Street	18	1							19
460 South Prospect	8								8
601 Main Street	18	3							21
70 South Williams	37	1				1			39
86 South Williams	6	1							7
Admissions	13	2						12	27
Aiken Loading Dock	2					1	2		5
Allen House	114	4				2	2		122

Bailey Howe North								0
Bailey Howe South		5						5
Beaumont Lot			66					66
Billings						2		2
Bittersweet		1						1
Blundell East		1		31		1	2	35
Blundell West	7							7
Cage Heating								0
Catamount East			285					285
Catamount West			85					85
Catamount West Fac/ Staff	26					2		28
Centennial			200	10				210
Chittenden Buckham Wills								0
Christie		1		38	2	2		43
Church Lot	35							35
College St Visitor Lot	30	1				1	28	60
Compound	116							116
Coolidge		1			5	2	2	10
Cottages		1		9				10
Davis Oval		4			10			14
Davis Lot				95	1	6		102
Delahanty	42							42
Dewey	37	2			1	1		41
Fleming		1				1	13	15
Fletcher Place	10	2				3		15
Given	273	9			3	7		292
Grassemount	20	1			1	1	3	26
Gutterson Bottom Garage			244			7		251
Gutterson Bottom Surface			133	43				176
Gutterson Middle Garage			328					328
Gutterson Middle Surface			88					88
Gutterson Upper Garage			328				0	328
Gutterson Upper Surface			34				36	70
Gutterson Faculty/Staff	63	8				9		80
Gutterson Zamboni Area		1				1		2
P.F.G. Circle		13			4	1		18
Harris West		2						2
Harris/ Millis				122	1	2		125

Hills		3				5	3		11
Hunt		1			41		1		43
Jeanne Mance		1			49	1			51
Jeffords Lot	235	4	100						339
Jeffords Meters						4			4
Jeffords East Lot									0
Jeffords Visitor Lot								61	61
Lafayette/ Old Mill		2				2	1		5
Living/ Learning Fac/ Staff	34	6				2	9		51
Mann North	3	5					1		9
Mann South	2							3	5
Marsh Life Science		2				2	2		6
Marsh/Austin/ Tupper		3			108	5	1		117
Mason	5	3			8	2	2		20
Mcauley		1			6	1			8
Mercy		2			67	3	4		76
Morrill	2	7				2	3		14
Music	19	2				1	1		23
Robinson	40	2							42
Simpson					44	6	3		53
Slade					8	1	1		10
Southwick		1			82	1	5		89
Stafford Roadway		9					1		10
Taft School Upper Lot			47						47
U-Heights North	37								37
U-Heights North two							4		4
U-Heights South					56				56
U-Heights South Three	4	2				2	1		9
U-Heights Street	27								27
Trinity North Lot				86			6	6	98
Villa	6						1		7
Votey	116	8				5	5		134
Waterman	161	8				4	17		190
Wheeler	50	1				2	2		54
Wing					106	2	1		109
Wright/ Patterson		2			11	3	1		17
Grand Total	1,734	155	765	1,312	881	94	156	175	5,272

Vehicle Permits

The number of vehicle permits issued by the University for 2016-2017 permit cycle is:

Faculty/Staff	2,511
Commuter Students	1,558
Residential Students	1,291
Total Permits.....	5,360

UVM Medical Center Contract Spaces

The University has agreements for leasing spaces to UVM Medical Center. Spaces leased by institutions as follows:

UVM MC - Centennial.....	200
UVM MC - Catamount East Lot	285
UVM MC- Gutterson Lower Surface.....	133
UVM MC- Jeffords East Lot.....	100
Total Contract Spaces	765

The numbers of parking spaces reported this year essentially remains similar to last year. There has been a slight increase in employee and residential parking permits with a decrease in commuter permits.

SEC. 8.3.3 (C) VEHICLE FLEET

The University of Vermont owns or leases a total of 243 vehicles (in the city of Burlington). A complete list of UVM vehicles is available upon request.

Garages

The University of Vermont uses a total of 30 storage and vehicle garages located in Burlington as listed below:

Building Name	Location
Pomeroy Garage	491 Main Street
Dewey Garage	8 North Prospect Street
178 South Prospect Street	178 South Prospect Street
460 South Prospect Street	460 South Prospect Street
466 So. Prospect Street Barn (2)	466 So. Prospect Street
474 South Prospect Street	474 South Prospect Street
BRC Feed Storage Barn (6)	657 Spear Street
AG Science Storage (5)	Williston Road
CFC Grounds Garage	Centennial Field

CFC Baseball Stands (3)	Centennial Field
284 East Avenue	284 East Avenue
86 South Williams Garage	86 South Williams Street
Englesby Garage	112 South Williams Street
34 South Williams Garage	34 South Williams Street
151 South Prospect Garage	151 South Prospect Street
308 South Prospect Street	308 South Prospect Street
322 South Prospect Street	322 South Prospect Street
448 South Prospect Street	448 South Prospect Street

SEC. 8.3.3 (D) PROGRAMS, POLICIES, AND INCENTIVES

The following is a list of TDM programs the University offers. Most are through the CATMA office, though the Occasional Use Parking Permits program, UVM Bike Share, and the integration of MegaBus and Greyhound on campus are part of the University's effort to enhance transportation options.

Unlimited Access

The University fully subsidizes transit for both the GMT local and LINK Express routes through CATMA's Unlimited Access Program, a partnership between GMT and CATMA. Ridership had a slight increase per month for the same period last year. This Unlimited Access Program, along with all the other TDM programs offered through UVM and CATMA, led to the EPA's continued designation of UVM as one of New England's Best Workplace for Commuters. UVM received this designation by meeting a National Standard of Excellence. The designation spotlights employers that are committed to reducing traffic and air pollution and improving quality of life for their commuters.

Way To Go! Commuter Challenge

UVM participates in the annual statewide Way to Go! Commuter Challenge typically held in mid-May or late September. The Way To Go! Commuter Challenge was implemented in 2006 as part of Way To Go Week.

- 1st place in 2006 and 2007 in the "major employer category" (1,000+ employees)
- Honorable Mention in both 2008 and 2009.
- UVM, along with Champlain College and UVM Medical Center, was recognized in the spring 2013 event as a top business participant in the "macro employer category" with 238 participants.
- In 2014, UVM had a decrease in employee participation during the challenge period.
- In 2015, UVM had once again received 1st Place for participation in the marco employer category.
- In 2016, UVM received the Carbon Cutting Leader Award.

- In 2017, the state decided to no longer host the state-wide business challenge.

Carpool

Currently, the University has 58 registered carpools, with 187 participants. There are 169 UVM employees registered with CATMA as carpoolers. All carpoolers are eligible for CATMA's programs, including the Guaranteed Ride Home (GRH), as well as incentives provided by UVM. As incentive to rideshare, carpools with three or more participants receive one free hangtag for Green Zone parking. All members are eligible to participate in the Occasional Use Program. Employees are eligible to participate in CATMA's confidential carpool matching service. Current carpool listings and registration is available on the CATMA web site.

Occasional Use Parking Permits

The University began issuing occasional use parking permits in the Spring of 2008 as a pilot program, and formalized the offering in the fall of 2009. This allows program participants free or reduced parking, depending upon eligibility. This program encourages the use of CATMA programs by allowing participants access to parking as needed. We have 276 faculty and staff and 88 student participants registered to date and continue to promote the program.

CarShare Vermont

CarShare Vermont officially launched on December 15, 2008. The University, through CATMA is currently hosting two vehicles on campus as part of the CarShare Vermont initiative. Both vehicles, Subaru Imprezas, are available to all members of our community who join CarShare Vermont. This service is available to all students as well as faculty and staff. CarShare Vermont, along with CATMA and UVM, continue to collaborate on promoting CarShare in a variety of ways. Over the past year, flyers, brochures and table tents have been placed around campus. Additionally, articles have appeared on list serves as well as in UVM newspapers and newsletters. CarShare representatives tabled at several UVM events including Focus The Nation, all UVM first-year orientations, new student medical resident orientation, new faculty and staff orientation, class picnic, UVM Farmer's market, move-in day, and UVM activities fair. Information was distributed through Eco-Reps, class presentations, student welcome bags, and the cars were a stop on campus tours. In mid-October 2011, a new academic year pilot promotion was launched to encourage new membership in CarShare Vermont. All full-time students, faculty and staff are eligible for a waived \$150 annual membership fee for CarShare Vermont's Share-A-Lot plan. This program continues through the current academic year.

Bike/Walk Incentives

Any employee who commits to walking or biking to and from work at least three days a week on a consecutive basis, can register in the CATMA Bike/Walk Rewards program. There continues to be over 600 UVM employees registered in the Bike/Walk Program, with an average of 122 monthly participants.

Guaranteed Ride Home (GRH)

Employees who register with CATMA as using a commute mode other than the single occupancy vehicle (SOV) at least two days a week is issued a Commute Smart Card, which will provide a free taxi ride home in an emergency. Once registered in the Guaranteed Ride Home program, participants are included in the monthly drawings for gift certificates to downtown Burlington restaurants. As of October 2017, there were 1098 UVM employees registered with CATMA in the GRH program. A complete description of all the CATMA TDM programs and services, which are available to UVM constituents, can be found in the CATMA section of this Plan.

Bike Ways

Use of Bicycles on campus continues to increase and is strongly encouraged with the establishment of UVM's Active Transportation Plan "UVMoves," bikeway network and management, and the roll-out of a Regional BikeShare Program Spring of 2018. UVM students are very active as part of a fully recognized club within the Student Government Association "UVMBikes," and the staffing of our Bicycle Education Center which is a Co Op for all campus constituents and affiliates.

The Director of Transportation and Parking Services serves as the faculty/staff advisor for UVMBikes. The Sustainable Transportation Coordinator serves as the Chair the Bicycle Advisory Group (BAG) subcommittee to the existing Transportation and Parking Services Advisory Committee (TAPSAC) as resource and advisory panel to further emphasize commitment to promoting sustainable transportation practices both on campus and in the surrounding communities. The fully operational Bicycle Education Center maintains a bike Co Op as well as teaching space with bicycle maintenance classes and coordination for bike related events. Additionally, the University continues to take a leading role in the region, facilitating new bikeway construction by offering right-of-way licenses over University property wherever possible. The League of American Bicyclists selected the University of Vermont as one of the nation's most "Bicycle Friendly Universities" and upgraded our status from Bronze to Silver.

SEC. 8.3.3 (E) MONITORING, COMPLIANCE AND ENFORCEMENT SYSTEMS

UVM Transportation and Parking Services issued 18,950 parking citations in FY2017; a little more than half of these (9,576) were for parking without a permit.

Parking and traffic regulations are enforced using a system of warnings, citations, and/ or towing. Traffic citations may either be presented to the owner/operator, placed on the vehicle's windshield, or in special circumstances be mailed to the registrant.

Violation	Fine
Parked Overtime at Meter/Pay Station/Loading Zone	\$25
Permit Not Displayed	\$30
Parked in a Restricted Area	\$30
Parked without a Valid Permit	\$50
Driving on Grass/Walks	\$50
Habitual Offender Impact Fee	\$60
Fire Lane/Roadway	\$80
Handicap	\$80
Use of Unauthorized Permit	\$80
Falsifying Information	*
Disregarding Traffic Signs	*
Damage, Destroy, or Illegally activating Parking Gates	*
Possessing/Damaging/Altering Signs, Marking, or Signal Devices	*
* Refer to Police Services	

ATTACHMENTS

Attachments documenting UVM's facilities and policies are included in the Appendix.

5.0 APPENDIX A: INSTITUTION & CATMA ATTACHMENTS

5.1 | CATMA ATTACHMENTS

No attachments

5.2 | CHAMPLAIN COLLEGE ATTACHMENTS

Request Copy or click on URL Link

[Campus Map](#)

[Commuting Resources](#)

[General Regulations](#)

[Lakeside Shuttle Schedule](#)

[Online Permit System: IPARQ](#)

[Parking Regulations & Campus Parking Map](#)

[Permit Information](#)

[Register for a Permit](#)

[Spinner Place Schedule](#)

[Transportation Services & Shuttle](#)

[Violations & Appeals](#)

5.3 | UVM MEDICAL CENTER ATTACHMENTS

Request Copy or click on URL Link

[Automobile Registration Form](#)

[Carpool Policy](#)

[Carpool Registration](#)

[Catamount East Parking Information](#)

[Catamount East Shuttle Schedule](#)

[Centennial Field Parking Information](#)

[Centennial Field Shuttle Schedule](#)

[Champlain Cable Shuttle Schedule](#)

[Champlain Cable Parking Information](#)

[Fanny Allen Shuttle Schedule](#)

[Gutterson Parking Information](#)

[Gutterson Shuttle Schedule](#)

[Registration Update Form](#)

[Parking Policy](#)

5.4 | UVM ATTACHMENTS

Request Copy or click on URL Link

[Appeals Agreement](#)

[Campus Parking Map](#)

[Campus Parking](#)

[Carpool Program](#)

[Catsride On Demand Shuttle](#)

[Commuter Proximate Map](#)

[Commuting Resources](#)

[Bicycle Friendly Universities Designation](#)

[Occasional Use Parking Permit Program](#)

[Parking Regulations](#)

[Permit Applications](#)

[Shuttle Schedules](#)

6.0 APPENDIX B: BURLINGTON COMPREHENSIVE DEVELOPMENT ORDINANCE, ARTICLE 8: PARKING

ARTICLE 8: PARKING

Introduction: This Article of the Burlington Comprehensive Development Ordinance establishes the requirements for off-site parking throughout the city. It also includes parking for bicycles and requirements for institutional parking management plans.

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PART 1: GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

It is the purpose of this article to:

- (a) Ensure there are adequate parking and loading facilities to serve the use or uses of the property;
- (b) Ensure that parking facilities are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjoining properties from nuisance caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles parking off the street;
- (c) Reduce congestion in the streets and contribute to traffic safety; and
- (d) Encourage alternate modes of travel that will reduce dependence upon the single-occupancy automobile.

These regulations are enacted under the provisions of **24 V.S.A. Chapter 117**

Sec. 8.1.2 Applicability

No structure shall be erected or altered, or any use changed or established, unless or until the provisions of this Article have been met. No onsite parking shall be required or provided within the Urban Reserve District.

Sec. 8.1.3 Parking Districts

The demand for parking is highly dependent on the context within which a given use or structure is located. Factors such as proximity to other related uses, availability of public transportation, the density of land uses, and the ability to share parking with nearby uses are all factors which influence the demand for individual and dedicated off-site parking. For the purposes of this Article, the following three (3) Parking Districts as illustrated in **Map 8.1.3-1** are hereby created:

(a) Neighborhood Parking District:

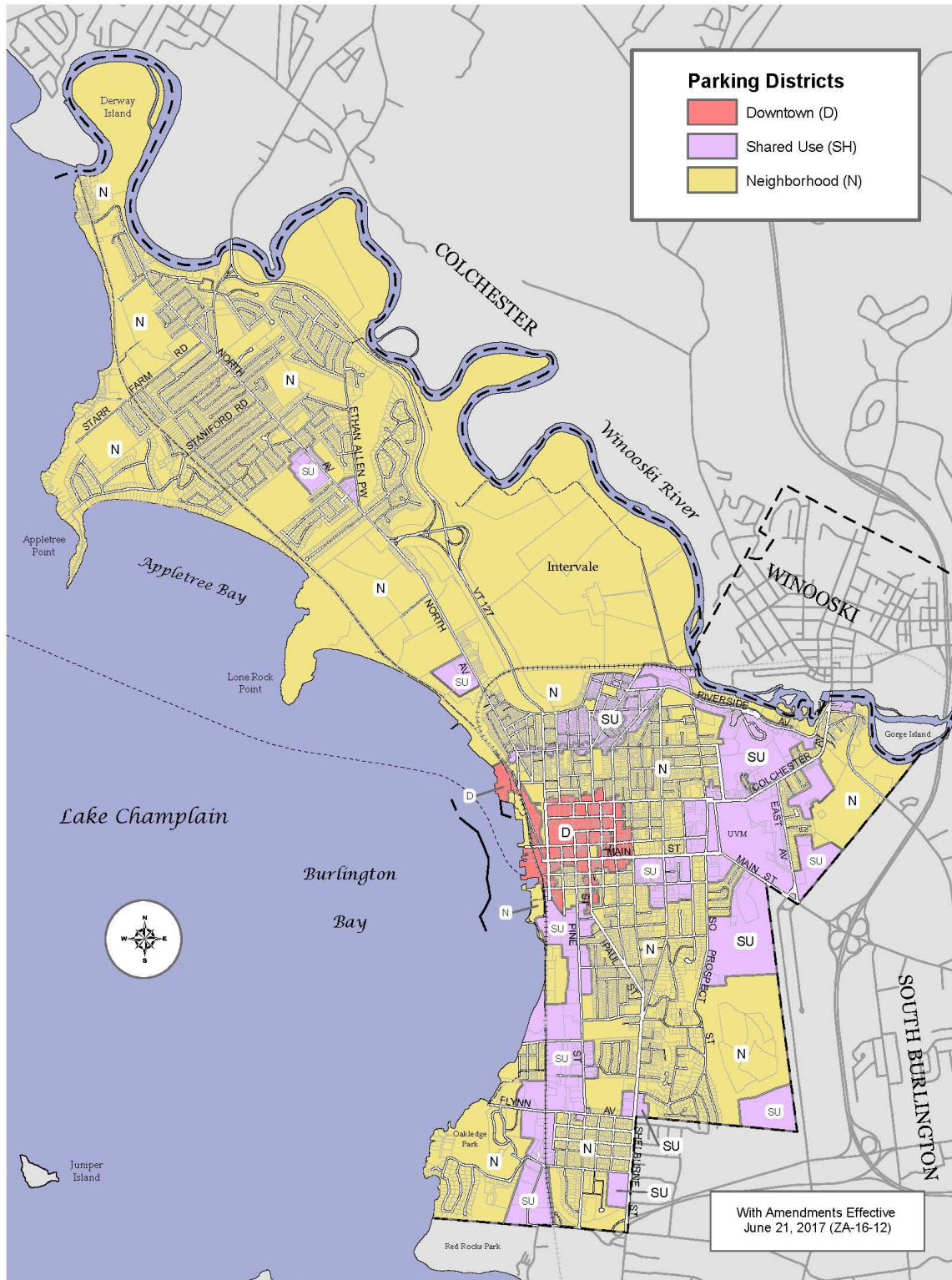
This parking district establishes the baseline of parking requirements throughout the city where the demand for offsite parking is largely dependent on the needs and characteristics of an individual site or land use.

(b) Shared Use Parking District:

This parking district reduces the requirements from the baseline standards recognizing that opportunities exist to share parking demand between related nearby land uses, and that travel to and between these uses may not be strictly automobile dependent.

(c) Downtown Parking District:

This parking district further reduces the requirements from the baseline standards recognizing that extensive sharing of parking demand between nearby land uses occurs; that a majority of travel to and between land uses is independent from an automobile; and that an array of public parking facilities and frequent transit service greatly reduces the need for independent parking for individual land uses.



Map 8.1.3 -1 Parking Districts

Sec. 8.1.4 Existing Structures

Any structure or land use lawfully in existence prior to the adoption of this ordinance shall not be subject to the requirements of this Article as long as the kind or extent of use is not changed, and provided further that any parking facilities now serving such structures shall not in the future be reduced below such requirements.

Sec. 8.1.5 Existing Structures - Change or Expansion of Use

Whenever there is an alteration or conversion of a structure or a change or expansion of a use which increases the parking requirements, the total additional parking requirements for the alteration, conversion, change, or expansion shall be provided in accordance with the requirements of this Article. A waiver may be requested pursuant to the provisions of **Sec. 8.1.15**.

Sec. 8.1.6 Existing Structures: Exemption in Downtown District

Any nonresidential use within a structure lawfully in existence prior to January 1, 2007 in any Downtown Parking District shall be exempt from the requirements of this Article when applying for a change to any other nonresidential use.

Sec. 8.1.7 Non-conforming Residential Structure

Where additions or conversions to existing residential structures within a Neighborhood or Shared Use Parking District add living space but do not add dwelling units, and such sites do not currently meet the parking standards of **Sec. 8.1.8**, one (1) parking space shall be provided for each additional room. Single detached dwellings shall be exempt from this requirement.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

Parking for all uses and structures shall be provided in accordance with **Table 8.1.8-1**.

- (a) Where no requirement is designated and the use is not comparable to any of the listed uses, parking requirements shall be determined by the DRB upon recommendation by the administrative officer based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
RESIDENTIAL USES	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	2	1	1
Single Family detached and Duplex	2	2	1
RESIDENTIAL USES - SPECIAL	Per Dwelling Unit except as noted		
Assisted Living	0.5	0.5	0.4
Bed and Breakfast (per room, in addition to single-family residence)	1	0.75	0.5
Boarding House (per two (2) beds)	1	0.75	0.5
Community House	1	0.75	0.5
Convalescent Home (per four (4) beds)	1	1	1
Dormitory (per two (2) beds)	1	1	1
Emergency Shelter	0	0	0
Group Home (per two (2) beds)	1	1	1
Historic Inn (per room, in addition to single-family residence)	1	0.75	0.5
Sorority & Fraternity (per two (2) beds)	1	1	1
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
Adult Day Care (per two (2) employees)	1	1	1
Agricultural Use	None	None	None
Amusement Arcade	2	1	0
Animal Boarding/Kennel/Shelter	2.5	1.5	1
Animal Grooming (per grooming station)	1	1	0
Animal Hospitals/Veterinarian Office	3	2	1
Appliance & Furniture Sales/Service	2.5	1	1
Aquarium	1.3	1	1
Art Gallery	3.3	2.5	1
Auction Houses	3.3	2.5	1
Automobile & Marine Parts Sales	2.5	1.5	1
Automobile Body Shop	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay
Automobile Repair/Service	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Automobile Sales – New & Used	2	2	1
Bakery	2.5	2.5	1
Bank, Credit Union	2.5	2	1
Bar/Tavern	4	3	None
Beauty/Barber Shop (per station/chair)	1	1	None
Bicycle Sales/Repair	2.5	1	None
Billiard Parlor (per game table)	1	1	None
Boat Repair/Service	2	2	1
Boat Sales/Rental	2	2	1
Boat Storage	3	2	1
Bowling Alley (per lane)	3	2	1
Building Material Sales	3.3	2.5	1
Café (per four (4) seats)	1	None	None
Camp Ground (per camping space)	1	1	1
Car Wash (stacking spaces per wash bay)	4	4	4
Cemetery	None	None	None
Cinema (per four (4) seats)	1	1	None
Club, Membership	3.3	2.5	1
Community Center	3.3	2.5	1
Community Garden (per ten (10) plots)	1	1	None
Conference Center	3	2	1
Contractor Yard (per 1,000 gfa of office space)	2.5	2	2
Convenience Store	3	2	1
Convention Center	n/a	3	2
Courthouse	n/a	3.3	2
Crematory (per FTE employee)	1	1	1
Crisis Counseling Center	4	3	1
Daycare - Home (6 children or less)	None	None	1 drop-off
Daycare - Large (Over 20 children) (per two (2) employees)	1 plus 1 per 5 children	1 plus 1 per 5 children	2 drop-off
Daycare - Small (20 children or less) (per two (2) employees)	1	1	1
Dental Lab	2	1	None
Distribution Center (per 3,000 gfa)	1	0.75	0.75

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Dry Cleaning Plant	1.3	1	1
Dry Cleaning Service	2.5	2	2
Film Studio	3.3	2.5	1
Fire Station (per apparatus)	2	2	1
Food & Beverage Processing	1.3, plus 3 per 1,000 gfa devoted to patron use	1, plus 2 per 1,000 gfa devoted to patron use	1
Fuel Service Station (per employee/shift)	1	1	1
Funeral Home (per four (4) seats)	1	1	1
Garden Supply Store (per 1,000 gfa of retail area.)	3	2	1
General Merchandise/Retail	3	2	None
Grocery Store	3	2	None
Hazardous Waste Collection/Disposal (per two (2) employees on the largest shift)	1	1	n/a
Health Club	3	2	1
Health Studio	2	1	None
Hospitals (per patient bed)	2	2	2
Hostel (per two (2) beds)	0.5	0.5	None
Hotel/Motel (per room)	1	0.75	0.75
Laundromats (per washing machine)	1	1	None
Library	1.3	1	None
Lumber Yard (per 1,000 gfa of retail area.)	3	2	1
Machine Shop/Woodworking Shop	1.3	1	1
Manufacturing	1.3	1	1
Manufacturing - Tour Oriented	1.3, plus 3 per 1,000 gfa devoted to patron use.	1.3, plus 2 per 1,000 gfa devoted to patron use.	1
Marina (per berth)	0.5	0.5	0.5
Medical Lab	2	1	None
Museum	1.3	1	1
Office - General	2	2	2
Office - Medical, Dental	3	2	1
Open Air Markets	None	None	None

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Operations Center - Taxi (per three (3) employees)	1	1	1
Operations Center - Truck/Bus (per 3,000 gfa)	1	0.75	0.75
Park (per playing area)	5	None	None
Parking Garage – Private	None	None	None
Parking Lot – Private	None	None	None
Performing Arts Center (per four (4) seats)	1	1	None
Performing Arts Studio	1	None	None
Pet Store	2.5	1	None
Pharmacy	3	2	1
Photo Studio	2.5	1	None
Photography Lab	1	1	None
Police Station	2.5	2	2
Post Office	1.3	1	1
Post Office - Local	2	2	None
Printing Plant	1.3	1	1
Printing Shop	2	2	None
Public Transit Terminal	1 per 200 gfa of public waiting space	1 per 200 gfa of public waiting space	None
Public Works Yard/Garage	None	None	None
Radio & TV Studio	2	2	2
Rail Equip. Storage & Repair	None	None	None
Recording Studio	1.3	1	1
Recreational Facility - Indoor (per four (4) seats)	1	1	0.5
Recreational Facility - Outdoor (per playing field)	15	10	None
Recreational Facility - Outdoor Commercial	Larger of 1 per 4 seats or 15 per playing field	Larger of 1 per 4 seats or 10 per playing field	1 per 6 seats
Recreational Vehicle Sales – New and Used	2	2	1
Recycling Center - Large above 2,000 gfa	None	None	None
Recycling Center - Small 2,000 gfa or less	None	None	None
Research Lab	2.5	2	2
Restaurant	4	3	None
Restaurant – Take-Out	4	3	None

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Salon/Spa	4	4	2
School - Secondary (per Classroom)	7	5	2
School - Primary (per Classroom)	1.5	1.5	1.5
School – Preschool Large (over 20 children) (per two (2) employees	1 plus 1 per 5 children	1 plus 1 per 5 children	1 plus 1 per 5 children
School – Preschool Small (up to 20 children) (per two (2) employees	1	1	1
School - Trade/Professional	5	3	1
School, - Post-Secondary	2	2	2
Solid Waste Facility - Incinerator, Landfill, Transfer Station	None	None	None
Tailor Shop	2	1	None
Vehicle Salvage	None	None	None
Warehouse	0.5	0.35	0.35
Warehouse - Self Storage Facility	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces
Warehouse - Retail	3.3	2.5	2.5
Wholesale Sales	1.3	1	1
Worship, Place of (per four (4) seats)	1	1	1

Sec. 8.1.9 Maximum Parking Spaces

The total number of parking spaces provided in all parking districts shall not be more than 125% of the minimum number of spaces required for the Neighborhood Parking District for any given use as required in **Table 8.1.8-1**. In no case shall the maximum number of required spaces be less than one (1) per unit of measurement (beds, units, 1000 gross sqft, etc.) for the use.

- (a) **Exemptions:** The following shall reduce the maximum number of allowable spaces required by this section:

1. Structured Parking: Spaces provided within the footprint of a structure containing one or more other uses, including rooftop, at-grade, or below grade spaces shall not be counted towards the maximum, provided the floor area dedicated to parking is less than 50% of the total gross floor area of the structure;

2. Public Parking: Spaces provided and available for use by the public shall not be counted towards the maximum;

3. Carpool, Vanpool, and Car-Share Parking: Spaces dedicated for vehicles participating in a carpool, vanpool, or car-share program shall not be counted towards the maximum. Such spaces shall be reserved for such use and be signed or marked accordingly; and,

4. Alternative Fueled Vehicle Parking. Parking spaces dedicated for vehicles operating on primarily alternative fuels including but not limited to electric, natural gas, and hydrogen shall not be counted towards the maximum. Such spaces shall be reserved for such use and be signed and/or the space painted with the words “Alternative Fueled Vehicles Only.”

5. Waiver of Maximum Parking Limitations. Parking in excess of the maximum parking limitation of this section may be waived by the DRB pursuant to the provisions of **Sec 8.1.15** with the following additional requirements:

- A. The applicant requesting the waiver shall also provide a peak demand parking study for two similar uses in the area; and,
- B. The following additional review criteria shall be addressed regarding how:
 - (i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;
 - (ii) The proposed development demonstrates that its design and intended uses will continue to support high levels of existing or planned transit and pedestrian activity; and,
 - (iii) The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

Sec. 8.1.10 Off-Street Loading Requirements.

Outside of the Downtown Parking District, every structure constructed after the effective date of this ordinance and used for non-residential use shall provide sufficient space for the unloading and loading of vehicles. The adequacy of any proposed loading areas shall be considered as part of the site plan and traffic circulation review. Such loading areas shall have access to a public alley or a public street in such a way to minimize conflicts with the circulation of other vehicles and pedestrians, be screened from public view, and provide safe and effective access to the city’s street network.

Sec. 8.1.11 Parking Dimensional Requirements

The following standards in **Table 8.1.11-1** below shall be used to ensure safe, adequate, and convenient access and circulation. These standards shall be adhered to except in situations where a lesser standard is deemed necessary by the DRB due to site

topography, location of existing or proposed structures, lot configuration, and/or the need to preserve existing trees and mature vegetation.

Table 8.1.11-1 Minimum Parking Dimensions					
Angle of Parking Space	Width of Space	Length of Space	Width of Angled Space	Length of Angled Space	Minimum Back-Up Length
Standard Cars					
Parallel Parking	9.0’	22.0’	-	-	-
45° Angle	9.0’	20.0’	12.7’	20.5’	15.0’
60° Angle	9.0’	20.0’	10.4’	21.8’	18.0’
90° Angle	9.0’	20.0’	9.0’	20.0’	24.0’
Aisle width (one-way)	10’				
Aisle width (two-way)	20’				
Compact Cars					
Parallel Parking	8.0’	20.0’	-	-	-
45° Angle	8.0’	18.0’	11.2’	18.3’	13.0’
60° Angle	8.0’	18.0’	9.2’	19.8’	15.0’
90° Angle	8.0’	18.0’	8.0’	18.0’	20.0’

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site parking facilities:

Except for single and two-family dwellings, required parking facilities may be located on another parcel of land. The off-site parking area shall be within the same zone as the use it serves or is in a zone that allows parking lots or parking garages as primary uses. Parking that serves any use located outside a residential zone shall not be located within a residential zone. Off-site parking spaces shall be subject to the site plan design standards of Article 6: Part 2. The maximum parking limitations of Section 8.1.9 apply. Off-site parking facilities shall be as follows:

1. Neighborhood Parking District: No more than 50% of the total required parking shall be provided at a distance greater than 600 feet from the use it is intended to serve. For residential uses, a minimum of 1 space per unit shall be provided on-site.

2. Downtown and Shared use Parking Districts: Any off-site parking shall be provided within 1,000 feet of the use it is intended to serve unless such parking is provided as part of a Parking Management Plan pursuant to **Sec. 8.1.15** approved by the DRB.
3. The distance from the off-site parking to the associated use shall be measured in walking distance along a sidewalk or other pedestrian path separated from street traffic from the nearest parking space to the principle pedestrian entrance to the building housing the use. Such off-site parking shall not reduce the required parking for any other use utilizing the property on which it is located unless such shared use is approved by the development review board. The right to use the off-site parking to meet the minimum parking requirements of Sec. 8.1.8 must be guaranteed for the duration of the use as evidenced by a deed or easement as approved by the City Attorney and recorded in the Burlington land records. Use of off-site parking for parking spaces in excess of the minimum parking requirements of Sec. 8.1.8 may be secured by lease or similar written instrument.

(b) Downtown Street Level Setback:

In order to maintain an active streetscape, any off-street parking occupying street level frontage in the Downtown Parking District shall be setback from the front property line in order to reserve street-level frontage for pedestrian-oriented uses.

(c) Front Yard Parking Restricted:

Required parking in all residential zoning districts shall not be located in a required front yard setback area abutting a public street, except alleys. This prohibition extends from the edge of the public right-of-way into the required front yard setback for the entire width of the property with the exception of a single access drive no more than eighteen feet (18') or less in width. The provisions of this subsection shall not be applicable during such times as when the winter parking ban pursuant to **Section 20-56 of the Code of Ordinances** is in effect. Where parking is provided outside the front yard setback, but either partially or entirely between the principle structure and the street, such parking shall be screened to the extent practicable from view from the public street.

(d) Shared Parking in Neighborhood Parking Districts:

In the event that a mix of uses occupy a single structure or parcel of land located in a Neighborhood Parking District, the total requirement for off-street parking shall be the sum for all individual uses unless it can be shown that the peak parking demands are offset and spaces can be shared (for example: retail and residential, or theater and office uses). In such cases the parking required must at least meet the requirements for Shared Use Districts.

(e) Single Story Structures in Shared Use Districts:

In the event that a single story structure is proposed to be located in a Shared Use District, the total requirements for off-street parking shall be calculated as for a Neighborhood Parking District. This provision does not apply to single story structures existing and occupied as of the effective date of this ordinance.

(f) Joint Use of Facilities:

The required parking for two (2) or more uses, structures, or parcels may be combined in a single parking facility if it can be shown by the applicant to the satisfaction of the DRB that the use of the joint facility does not materially overlap with other dedicated parking in such facility, and provided that the proposed use is evidenced by a irrevocable deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use acceptable to the city attorney.

(g) Availability of Facilities:

Required parking pursuant to this Article shall be available for parking of operable passenger vehicles used by residents, customers and employees only, and shall not be used for the storage or display of vehicles or materials. The distribution of parking spaces for any and all individual uses will be required to be arranged in such a way as to ensure optimal access and use by the patrons of such use(s).

(h) Compact Car Parking:

Compact parking spaces may be used in parking structures or lots. Up to fifteen (15%) percent of the total parking spaces in a parking garage may be designated for compact cars. Such spaces shall be signed or the space painted with the words "Compact Car Only."

Sec. 8.1.13 Parking for Disabled Persons

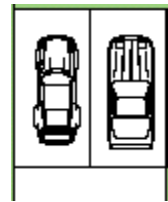
Parking spaces for disabled persons shall comply with current the Americans with Disabilities Act guidelines and shall be at least eight feet (8') wide with an adjacent access aisle at least five feet (5') wide. Parking access aisles shall be part of an accessible route to the building or facility entrance. Accessible parking spaces shall be designated as reserved for the disabled by a sign showing the symbol of accessibility. Painting of the paved area for the dedicated parking spaces alone shall not be sufficient as the sole means of identifying these spaces.

Sec. 8.1.14 Stacked and Tandem Parking Restrictions

Except as otherwise provided below, all parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without the moving of any other motor vehicle.

- (a) Stacked or valet parking may be allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, a written guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces continue to apply for stacked parking.

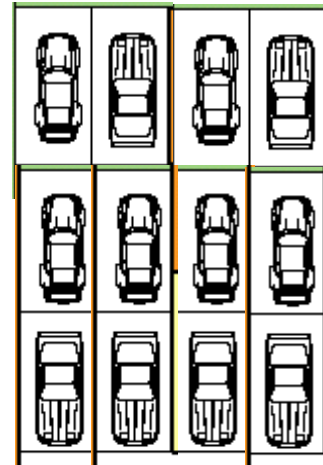
- (b) Tandem Parking may be allowed for single family detached dwelling units, accessory apartments, duplex dwelling units, and dedicated employee-only parking signed as such. In no case shall more than 4 parking spaces (2 pairs) in total be provided in tandem on any one lot.



Normal



Tandem



Stacked

Sec. 8.1.15 Waivers from Parking Requirements/ Parking Management Plans

(a) Parking Waivers

The total number of parking spaces required pursuant to this Article may be reduced to the extent that the applicant can demonstrate that the proposed development can be adequately served by a more efficient approach that more effectively satisfies the intent of this Article and the goals of the municipal development plan to reduce dependence on the single-passenger automobile.

Any waiver granted for a residential use shall not exceed fifty percent (50%) of the required number of parking spaces except for the adaptive reuse of a historic building pursuant to **Sec. 5.4.8** which may be waived by as much as one hundred percent (100%). Any waiver granted for a non-residential use may be as much as ninety percent (90%) except that a waiver for ground floor retail uses in any Form or Mixed Use district may be as much as one hundred percent (100%). Waivers shall only be granted by the DRB, or by the administrative officer pursuant to the provisions of **Sec. 3.2.7 (a)7**.

In order to be considered for a waiver, the applicant shall submit a Parking Management Plan that specifies why the parking requirements of **Sec. 8.1.8** are not applicable or appropriate for the proposed development, and proposes an alternative that more effectively meets the intent of this Article. A Parking Management Plan shall include, but not be limited to:

- (1) A calculation of the parking spaces required pursuant to **Table 8.1.8-1**.

- (2) A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.
- (3) An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:
 - i. Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;
 - ii. Anticipated parking demand by time of day and/or demand by use;
 - iii. Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;
 - iv. Availability and frequency of public transit service within a distance of 800-feet.
 - v. A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,
 - vi. Any other information established by the administrative officer as may be necessary to understand the current and project parking demand.
- (4) Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:
 - i. A telecommuting program;
 - ii. Participation in a Transportation Management Association including methods to increase the use of mass transit, car pool, van pool, or non-auto modes of travel;
 - iii. Implementation of a car-share program;
 - iv. Development or use of a system using offsite parking and/or shuttles; and,
 - v. Implementation of public transit subscriptions for employees.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.

(b) Share Parking for Off-Site Use

Onsite parking spaces may be made available for use by off-site users subject to review and approval of a Parking Management Plan by the DRB.

The Parking Management Plan must include the following:

- 1. A calculation of the parking spaces required pursuant to Table 8.1.8-1 and a calculation of those parking spaces to be shared for off-site parking use.

2. Information specifying the actual onsite demand for required parking by day, time of day, and by use and also information specifying when and how much parking would be made available to off-site users.
3. A narrative that outlines how the proposed parking management plan will allow for shared use of required parking spaces with off-site users; how it will enable continued availability of required parking spaces pursuant to Table 8.1.8-1 while also affording off-site parking use of those spaces.

The Parking Management Plan must demonstrate to the satisfaction of the DRB that making spaces available to off-site users does not negatively affect their ability for onsite users to park due to either:

1. There being an excess of onsite spaces beyond that necessary to satisfy the requirements of Sec. 8.1.8; and/or,
2. The spaces are to be made available during off-peak hours of the onsite and/or required users.

Parking spaces being made available to off-site users may be made available:

- Either with or without a fee;
- For transient use by the general public; and/or,
- By lease, provided the term of any lease does not exceed one (1) year.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.

PART 2: BICYCLE PARKING

Sec. 8.2.1 Intent

It is the intent of this subpart to:

- (a) Provide bicycle access to employment, commercial destinations, and other transportation alternatives;
- (b) Provide safe and adequate bicycle parking facilities that:
 1. Meet the demands of the use of the property;
 2. Reduce hazards to pedestrians;
 3. Enhance the visual quality of the city;
 4. Reduce the adverse impacts associated with the bicycle parking on parking meters, street trees, etc; and,

5. Encourage the use of bicycles as an alternative to motor vehicle transportation, thereby reducing traffic congestion, influencing modal split, and increasing the safety and welfare of residents.

Sec. 8.2.2 Provisions

Bicycle parking requirements shall apply to new development, building expansions, or occupancy changes requiring a zoning permit where automobile parking is required pursuant to **Part 1** of this Article.

Sec. 8.2.3 Existing Structures

Any expansion or change of use proposed for an existing structure where four (4) bicycle spaces or less would be required shall be exempt from providing those spaces.

Sec. 8.2.4 Joint Use of Bicycle Parking Facilities

Required bicycle parking spaces for two (2) or more adjacent uses or structures may be satisfied by the same parking facilities used jointly, provided that such right of joint use and maintenance is evidenced by a deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use, and that the facilities are within 200 feet of the building or parcel housing the use.

Sec. 8.2.5 Bicycle Parking Requirements

Bicycle parking for all uses and structures in all Parking Districts shall be provided in accordance with **Table 8.2.5-1**.

- (a) Where no requirement is designated, and the use is not comparable to any of the listed uses, bicycle parking requirements shall be determined by the DRB upon recommendation of the city's bicycle and pedestrian planner based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.
- (c) Where bicycle parking is required, the minimum number of bicycle parking spaces provided at each site shall be two (2) and the maximum shall be fifty (50), not including long term parking.

Table 8.2.5-1 Bicycle Parking Requirements

	Specific Use	Long Term Spaces	Short Term Spaces
	Per Square Feet of Gross Building Area, except as noted otherwise		
RESIDENTIAL			
Household Living	Multi unit	1 per 4 units	1 per 10 units
Group living	Elderly housing	1 per 10 units	1 per 10 units
	Fraternity, sorority, & dormitory	1 per 4 residents	1 per 8 residents
Temporary lodging	Hotel, motel, bed & breakfast, boarding house, campground	1 per 20 rooms/sites	2 per 20 rooms/sites
COMMERCIAL			
Office		1 per 5,000 sq. ft.	1 per 10,000 sq. ft.
	Medical, dental	1 per 5,000 sq. ft.	1 per 8,000 sq. ft.
Retail sales and service		1 per 20,000 sq. ft.	1 per 5,000 sq. ft.
	Auto, boat, motorcycle related sales, service and retail	1 per 30,000 sq. ft.	1 per 10,000 sq. ft.
	Restaurants, bars, taverns	1 per 10 employees	6% of occupancy load
INDUSTRIAL			
Industrial, manufacturing, production, and warehousing		1 per 20,000 sq. ft.	1 per 50,000 sq. ft.
PERMITTED PUBLIC/INSTITUTIONAL USES			
Colleges or Universities	Excluding dormitories	1 per 20,000 sq. ft.	3 per 5,000 sq. ft.
Daycare, except home		1 per 20,000 sq. ft.	1 per 10,000 sq. ft.
Schools	Grades 2-5	1 per 20,000 sq. ft.	2 per classroom
	Grades 6-12	1 per 20,000 sq. ft.	4 per classroom
Community Services	Museums, aquariums, libraries, community centers, municipal buildings, post office	1 per 20,000 sq. ft.	3 per 5,000 sq. ft.
Medical Center	Excluding medical or dental offices	1 per 10,000 sq. ft.	1 per 20,000 sq. ft.

Worship, places of		1 per 20,000 sq. ft.	1 per 40 seats
Recreation, government owned	Parks	Per DRB review	1 per 10 daily users
OTHER			
Terminal	Taxi/Bus/Passenger/ Ferry	As determined during Site Plan Review by DRB	As determined during Site Plan Review by DRB
Parking	parking lot, garage; public or private	4, or 5% of automobile spaces, whichever is greater	None

Sec. 8.2.6 Limitations

- (a) No bicycle parking spaces required by this standard shall be rented or leased to employees or residents residing at the location at which bicycle parking is required; however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- (b) Providing bicycle racks on the public right of way must be approved by the department of public works.

Sec. 8.2.7 Location & Design Standards

- (a) All bicycle parking facilities shall be installed in accordance with the department of public works "Bicycle Parking Guidelines."
- (b) Bicycle parking or a sign leading thereto shall be visible from the main entrance of the structure or facility.
- (c) Bicycle parking shall be visible, well lit, and as convenient to cyclists as auto parking.
- (d) Bicycle parking facilities shall provide sufficient security from theft and damage. They shall be securely anchored to the ground, shall allow the bicycle wheel and frame to be locked to the facility, and shall be in a location with sufficient lighting and visibility.
- (e) Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of **Art 6**.
- (f) Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.
- (g) Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.
- (h) The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.
- (i) Bicycle parking racks and lockers shall be anchored securely.

- (j) Existing bicycle parking may be used to satisfy the requirements of this section provided the rack design is consistent with the department of public works “Bicycle Parking Guidelines.”

Sec. 8.2.8 Long Term Bicycle Parking

- (a) Long term bicycle parking shall:
1. Protect bicycles from the weather;
 2. Provide secure storage that prevents theft of the bicycle and accessories; and,
 3. Be located in a well lit area.
- (b) Long Term bicycle parking requirements can be met in any of the following ways:
1. A bicycle storage room;
 2. Bicycle lockers, pods, or lids;
 3. Lockable bicycle enclosure; or
 4. By certifying to the city’s bicycle and pedestrian planner that employees may store their bicycles within their workspace.
- (c) When long term parking is required, showers and changing facilities for employees shall be required in accordance with **Table 8.2.8-1**, except for parking garages, parking lots, and residential units, which are exempt from the requirements of this section. Shower and changing facilities shall be provided onsite or through an agreement for offsite use.

Table 8.2.8-1 Shower and Changing Facilities	
Required Long Term Spaces	Minimum Number of Required Shower and Changing Facilities
1-4	1
5-10	2
11-20	3
21+	4 plus one for each additional 15 Long Term spaces or part thereof

Sec. 8.2.9 Waivers from Bicycle Parking Requirements

- (a) Requests for reductions to bicycle parking requirements shall be made and documented separately from requests made for reductions in the automobile parking requirements.
- (b) The requirements of **Sec. 8.2.5** may be reduced upon approval of the DRB based upon recommendation of the city’s bicycle and pedestrian planner to the extent that the applicant can demonstrate the regulation is unnecessarily stringent due to:

1. The characteristics of the use, structure, or facility makes the use of bicycles unlikely;
 2. The characteristics of the site or area preclude the installation of bicycle parking; and/or,
 3. Results from a documented survey of bicycle parking use in similar situations.
- (c) For reductions granted due to the characteristics of a site or area, applicants must mitigate the loss of bicycle parking through contribution into the capital fund. The amount shall be equal to the cost required for installation of required bicycle parking.

PART 3: INSTITUTIONAL PARKING PLANS

Sec. 8.3.1 Intent

It is the intent of this part to:

- a. Ensure that city streets in nearby neighborhoods are not unfairly burdened by parking demands from post-secondary educational or medical institutions; and,
- b. Recognize the unique ability of institutions to manage their own parking resources in a comprehensive and creative way.

Sec. 8.3.2 Applicability

Each post-secondary educational or medical institution within the Institutional district shall provide off-street parking and loading facilities consistent with its needs according to the standards specified in this Article.

In order to accomplish the intent of this Part, each such institution, either individually or collectively, shall prepare, maintain, and monitor a comprehensive parking management plan for their respective campus or institution.

Sec. 8.3.3 Institutional Parking Management Plans

In addition to the requirements of **Sec. 8.1.15** above, an Institutional Parking Management Plan shall include the following:

- (a) Information specifying the proposed number of students (full-time, part-time, commuter, on-campus, off-campus, and continuing education), faculty and staff (full-time and part-time), patients and visitors being served by the institution and anticipated over the ensuing five-year period.
- (b) An analysis of the anticipated parking demand by user group, time of day and/or demand by use;

- (c) Information specifying the number and composition of the institution's vehicle fleet, where these vehicles are regularly kept, and designated "service vehicle-only" parking;
- (d) Programs, policies, or incentives used to reduce or manage the demand for parking which may include but are not limited to:
 - 1. Policies which restrict and/or prohibit the bringing of vehicles to the institution for various users or groups of users;
 - 2. Programs to encourage the use of public transit, walking and bicycling;
 - 3. Implementation of a parking permit system to allocate parking throughout the system; and,
- (e) Implementation of a monitoring, compliance and enforcement system to measure and ensure compliance with the plan.

Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans

Such a plan shall require review and approval by the DRB, after consultation with the planning commission, and after a public hearing. In order to approve a proposed Institutional Parking Plan, the DRB shall find:

- a. the proposed Institutional Parking Plan adequately serves existing and proposed development by the institution(s);
- b. the proposed Institutional Parking Plan more effectively meets the intent of this Article and the goals of the municipal development plan than would strict adherence to the underlying requirements of this Article.

Such a plan, if approved by the DRB, shall be applicable for a period not to exceed five (5) years, and may be amended as necessary pursuant to the requirements of this Part. The institution shall provide a report annually to the administrative officer regarding the implementation and performance of the approved plan.

Sec. 8.3.5 Review and Approval of Applications for Future Development

In reviewing any application for development from a post-secondary educational or medical institution within the Institutional district, the DRB shall find that the proposal is consistent with an approved Institutional Parking Plan.

Any development proposed by a post-secondary educational or medical institution within the Institutional Campus district that is found not to be consistent with an approved Institutional Parking Plan shall only be approved pursuant to the underlying parking requirements of **Parts 1** and **2** of this Article.