

## MEMORANDUM

**TO:** Scott Gustin  
**FROM:** John Caulo  
**RE:** HULA – Parking Management Plan  
**DATE:** 11 October 2018

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This memorandum has been prepared in response to a request from City of Burlington Planning Department staff to provide additional supporting information related to Lakeside Ovens LLC parking waiver request, as well as to provide details related to the management of the one hundred and eight (108) tandem parking proposed by the applicant and shown on the plan. Specifically, this memorandum addresses the following items requested by Scott Gustin in his email dated 10/3/18:

1. Summary of Parking Requirements
2. Summary of Parking Layout Proposed by Lakeside Ovens, LLC
3. Request for Parking Waiver
4. Parking Management of Tandem Spaces

### Summary of Parking Requirements

The provision of on-site parking is based on City of Burlington parking requirements as articulated in Article 8 of the Comprehensive Development Ordinance. For the purposes of quantifying the number of spaces required for the Project, the applicant has assumed most of the gross floor areas to be redeveloped within the three (3) existing structures will be designated as “Office” Use. Within 50 Lakeside, 3900SF is designated as “Manufacturing” use. The number of parking spaces required per Article 8 of the Ordinance is summarized below:

<u>BUILDING</u>	<u>GROSS FLOOR AREA</u>	<u>REQUIRED PARKING</u>	<u>COMMENT</u>
#32 Lakeside	9,200 SF	19	Office Use: 2sp/1000sf
#44 Lakeside	52,000 SF	104	Office Use: 2sp/1000sf
#50 Lakeside	80,000 SF	160	Office Use: 2sp/1000sf
#50 Lakeside	3,900 SF	<u>4</u>	Assembly/Maker Space Use: 1sp/1000sf
<b>Subtotal:</b>	<b>145,100 SF</b>	<b>287</b>	
Beach Club use		<u>10</u>	Outdoor Recreation Use
<b>TOTAL PARKING</b>		<b>297</b>	

### Summary of Parking Layout Proposed by Lakeside Ovens, LLC

The proposed site plan submitted in support the zoning application includes a total of 381 parking spaces, including 273 paved spaces in a conventional configuration, and 108 tandem spaces constructed on pervious pavers:

<u>SPACES</u>	<u>QTY.</u>	<u>COMMENT</u>
Conventional	273	Constructed on impervious bituminous surface
Tandem	<u>108</u>	Constructed on pervious pavers
<b>Total:</b>	<b>381</b>	

### Request for Parking Waiver

The applicant is requesting a parking waiver of twenty-four (24) parking spaces or ~8%, which represents the difference between the 297 total parking spaces required per the Ordinance for the redevelopment, and the 273 conventional parking spaces as shown on the proposed site plan.

The applicant will use the following strategies to reduce and/or manage the on-site demand for parking into the future including:

1. Education. As part of its initial marketing and lease-up of the Project, and continuing into the operational phase, the Applicant will both educate and encourage employees and patrons to use alternative transportation modes (i.e. carpool, walk, bike, bus) to the Project Site.
2. CATMA Membership. The Applicant will explore membership in the Chittenden Area Transportation Management Association (CATMA), and designate a staff person to serve as an on-site Employee Transportation Coordinator to leverage the benefits of CATMA membership for employees and patrons.
3. Car Pooling. The Applicant will allocate 6 parking spaces on-site to incentivize carpooling by employees and patrons. Once the Project is operational, the Applicant will observe utilization and adjust the number of carpool spaces up or down accordingly to optimize use.
4. Bike Parking. The Applicant will provide bicycle parking for both short and long-term durations in quantities exceeding the amount of bicycle parking called for in Table 8.2.5-1 of City of Burlington *Comprehensive Development Ordinance*.

<b>Short Term</b>	<u>Required</u>	<u>Proposed</u>
#44:	6	33
#50:	9	36
<b>Long Term</b>		
#44	11	24
#50	<u>17</u>	<u>28</u>
<b>Total Bike Parking</b>	<b>43</b>	<b>121</b>

5. Tandem Parking. The Applicant will make the 108 tandem spaces available to the tenant/occupants on the same pro rata floor are basis as the adjacent conventional parking. Based on similar Innovation Hub spaces being developed around the country, this is proving to be an effective method to more efficiently manage the on-site supply/demand dynamics of parking. Additional details on tandem parking is below.

### Management of Designated / Assigned Tandem Parking

Parking spaces (conventional and tandem) will be allocated among the tenant population based on a pro-rata formula with the number parking spaces relating to the amount of floor area leased. The respective tenant/lessees (and employees) shall will be responsible for managing access to the individual parking spaces affected by the tandem parking configuration. To be clear, tandem spaces will be shared on a per-tenant basis. In other words, two separate tenants will not share the same tandem spaces. Such a practice could invite dysfunction, whereas sharing among employees of a particular tenant is manageable.

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