

MEMORANDUM

TO: Kyle Dodson, President/CEO GBYMCA
FROM: Mark Smith, PE
CC: Alex Halpern, FFF
DATE: November 8, 2017
SUBJECT: Greater Burlington YMCA Parking Waiver

As RSG has prepared the *Draft Parking Management Plan* (dated October 24, 2017), we offer the following considerations for the parking waiver necessary for the proposed new facility, as supported by the findings of the PMP:

Waiver Determination:

39 on-site spaces proposed
+12 off-site spaces
=51 provided
188 required by CDO (see PMP p. 3, Item 2)
 $51/188 = 27\%$, therefore a 73% parking waiver is necessary.

Justification for parking waiver:

- Survey data for the current GBYMCA, as reported in the Parking Management Plan (PMP) supports at least a 60% waiver, based on actual non-car based arrivals.
- In fact, the new location is being moved closer to the center of the user population, making it even more amenable to biking and walking.
- Current facility size and parking reflects a 66% waiver on current requirements (PMP p. 10).
- CDO requirements are shown to be misrepresentative of the project, as follows:
 - The small change in location does not justify a drastic increase in parking requirement (77 vs. 188 spaces) (See section 5A) of PMP).
 - The industry standard ITE¹ Parking Generation data shows YMCA's parking needs (represented specifically by recreational community centers) is 39% less than "health

¹ Institute of Transportation Engineers

/ fitness clubs” (PMP, Table 5), yet the CDO requires 3.0/1000 for health clubs, and 3.3 spaces /1000 s.f. for community centers (a 10% *increase*).

- Furthermore, it should be noted that the Burlington Neighborhood District is significantly more dense than typical ITE suburban survey locations, thus less prone to car dependency.
- The higher waiver (73% vs. 60%) could be justified with additional Transportation Demand Measures (TDM), or other measures (see PMP, Item 6) such as:
 - Providing more bike parking than required (as proposed),
 - joining CATMA² to support TDM management,
 - better coordination with, and utilization of SSTA³ for seniors or disabled people,
 - financial incentives to walk, bike or use transit – such as a fee structure for on-site parking, discounts for bus pass holders, etc.,
 - moving closer to the user base (see 2nd bullet above), and
 - utilization of the Gilbane lot on Lakeside Ave. for employee parking.

END OF MEMO

² Chittenden Area Transportation Management Association

³ Special Services Transportation Agency

