Burlington Planning Commission
Ordinance Committee
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Alexander Friend
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Burlington Planning Commission

Ordinance Committee

Special Meeting (Rescheduled 9/7/17 Meeting)

Wednesday, September 13, 2017 @ 5:15 PM

Planning & Zoning Conference Room, Ground Floor, City Hall

AGENDA

1. Amendment to Article 8: Parking
   Revise and update bike parking standards under Part 2: Bicycle Parking

2. Adjournment (6:15)

Next Meeting – October 5, 2017

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14.6.9 - Bicycle Parking Standards

a) Purpose. This Subsection regulates and ensures the provision of parking spaces that are designed for bicycles. These standards ensure that bicycle parking needs of new land uses and development are met, while ensuring bicycle parking spaces are designed and located in a consistent manner. These standards also ensure the provision of bicycle access to residential, employment, commercial destinations and other transportation choices; the provision of safe, convenient 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, which includes bicycles parked on parking meters, , signs, trees, etc; and (4) encourage the use of bicycles, which has the effect of reducing traffic congestion, influencing modal split, and increasing the safety and welfare of residents and visitors to the City.

b) Applicability. Bicycle parking requirements as set forth in this Subsection shall apply to the following:
   i. New development, changes in land use; and changes to a Building or Structure that cause an increase or decrease of 25 percent or greater made subsequent to the effective date of this Form-Based Code:

      A. Gross floor area; Seating capacity; or Dwelling Units.

c) Joint Use of Bicycle Parking Facilities
   i. 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.

d) Bicycle Parking Requirements
   i. Minimum bicycle parking for all uses and Structures in all Parking Districts shall be provided in accordance with Table 14.6.9-A.

      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), not including long-term parking.

Table 14.6.9-A - Minimum 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 sf	1 per 10,000 sf
	Medical, dental	1 per 5,000 sf	1 per 8,000 sf
Retail sales and service		1 per 20,000 sf	1 per 5,000 sf
	Auto, boat, motorcycle related sales, service and retail	1 per 30,000 sf	1 per 10,000 sf
	Restaurants, bars, taverns	1 per 10 employees	6% of occupancy load
Industrial			
Industrial, manufacturing, production and warehousing		1 per 20,000 sf	1 per 50,000 sf
Permitted, Public/Institutional uses			
Colleges or Universities	Excluding dormitories	1 per 20,000 sf	3 per 5,000 sf
Daycare, except home		1 per 20,000 sf	1 per 10,000 sf
Schools	Grades 2-5	1 per 20,000 sf	2 per classroom
	Grades 6-12	1 per 20,000 sf	4 per classroom
Community Services	Museums, aquariums, libraries, community centers, municipal buildings, Post office	1 per 20,000 sf	3 per 5,000 sf
Medical Center	Excluding medical or dental offices	1 per 10,000 sf	1 per 20,000 sf
Worship, places of		1 per 20,000 sf	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		p

ivate		4, or 5% of automobile spaces, whichever is greater	None

e) Limitations

i. 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.

ii. Providing bicycle racks on the public right of way must be approved by the department of public works.

f) Location & Design Standards

i. All bicycle parking facilities shall be installed in accordance with the department of public works "Bicycle Parking Guidelines."

ii. Short-term bicycle parking or a Sign leading thereto shall be highly visible from the main entrance of the Structure or facility.

iii. Short-term bicycle parking shall be as convenient to cyclists as auto parking.

iv. Bicycle parking facilities such as bicycles racks and lockers shall provide sufficient security from theft and damage. Bicycle racks shall be securely anchored to the ground, shall support and allow the bicycle wheel and frame to be locked to the rack, and shall be in a location with sufficient lighting and visibility.

v. Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of Art 6.

vi. Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for Access and maneuvering.

vii. Bicycle parking facilities shall be sufficiently separated from motor vehicle Parking Areas to protect parked bicycles from damage by motor vehicles.

vii. The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.

viii. 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."

g) Long Term Bicycle Parking

i. Long term bicycle parking shall:

A. Protect bicycles from the weather;

B. Provide secure storage that prevents theft of the bicycle and Accessories; and,

C. Be located in a well lit area.

ii. Long Term bicycle parking requirements can be met in any of the following ways:

A. A bicycle storage room;

B. Bicycle Lockers, pods, or lids;

C. Lockable bicycle enclosure; or

D. By certifying to the city's bicycle and pedestrian planner that employees may store their bicycles within their workspace.

iii. When long term bicycle parking is required, showers and changing facilities for employees shall be required in accordance with Table 14.6.9-B, 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 nearby offsite use.

Table 14.6.9-B: Shower and Changing Facilities

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

City of Burlington Bike Parking Standards Proposed Changes - 14.6.9
- Local Motion Recommended Edits -

Contact: Ross Saxton, Business Partnerships Manager
ross@localmotion.org, (802) 383-8400

Table 14.6.9-A - Minimum Bicycle Parking Requirements

Commercial

Retail sales and service

Long term: change from “1 per 20,000sf” to “1 per 12,000sf” (change aligns with APBP guidelines)

Short term: change from “1 per 5,000sf” to “1 per 2,000sf” (change aligns with APBP guidelines for general food sales/groceries. Makes sense for retail, as well, in downtown locations.)

Residential

Household Living/Multi-unit

Long term: change from “1 per 4 units” to “1 per 2 bedrooms” (change aligns closer to APBP standards. Champlain College follows “1 per 3 beds” guideline, for reference.)

Group Living/Fraternity, sorority, dormitory

Long term: change from “1 per 4 residents” to “1 per 3 residents” (For reference, Champlain College follows the “1 per 3 residents” guideline.)

Industrial

Long term: change from “1 per 20,000sf” to “1 per 10,000sf” (Approx. aligns to APBP guidelines)

Permitted, Public/Institutional uses

Schools, Grades 2-5

Long term: change measurement unit from sf to teachers and students. Long term parking be “1 per 7 employees” and “1 per 10 students [of planned capacity]” (change aligns with APBP guidelines)

Schools, Grades 6-12

Long term: change measurement unit from sf to teachers and students. Long term parking be “1 per 7 employees” and “1 per 10 students [of planned capacity]” (change aligns with APBP guidelines)

Recommended change for “f)”

Include highly-visible signage for long term parking within requirements

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Ordinance Committee Meeting Minutes

Wednesday, September 13, 2017 @ 5:15 PM

Planning & Zoning Conference Room, Ground Floor, City Hall

Attendance

- **Committee Members:** Alexander Friend (AF), Andy Montroll (AM), Leo Sprinzen (LS)
- **Absent:** Bruce Baker (BB), Rob Purvee (RB)
- **Public:** Ross Saxton (Local Motion)
- **Staff:** Scott Gustin, Mary O'Neil (Planning & Zoning)

1. **Amendment to Article 8: Parking**
   Revise and update bike parking standards under Part 2: Bicycle Parking

   The committee and staff discussed the proposed changes to the bike parking standards. Most of the existing standards remain unchanged. Two substantive changes are the elimination of the 50-space required maximum and elimination of bike parking waiver provisions. Staff noted that the draft language will need to be reformatted to fit into Article 8. The current draft is formatted like the upcoming form based code. Ross Saxton explained that the recommended standards offered by Local Motion are based APBP guidelines. Committee members supported recommendations. There was also discussion as to changing the terminology from long and short term bike parking to sheltered and unsheltered bike parking.

   The Committee acted to forward the proposed bike parking amendment to the full Planning Commission and requested that the changes be depicted in a red-line of existing language. The Committee supported the elimination of the 50-space maximum and opposed elimination of the waiver standards. Members requested a summary of the experience with bike parking standards since initial adoption in 2008 for consideration of the full Planning Commission.

2. **Next Meeting**

   October 5, 2017

3. Adjournment

The Committee adjourned at 6:00 PM.