

Burlington Bicycle Parking Ordinance

DRAFT

1. Purpose

- 1.1. Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate bicycle parking based on the demand generated by the different use categories and the level of security necessary to encourage the use of bicycles for short and long stays.

2. Definitions

- 2.1. **Class A** bicycle parking space requirements are intended to accommodate employees, students, residents, commuters, and other persons who expect to leave their bicycle parked for more than 2 hours.
- 2.2. **Class B** bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately 2 hours.

Required Bicycle Parking

3. Number of Spaces Required

- 3.1. A minimum of 4 bicycle parking spaces shall be provided at each development site where bicycle parking is required.
- 3.2. After the first fifty (50) bicycle parking spaces, additional bicycle parking required shall be reduced by fifty percent (50%).
- 3.3. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement based on 60,000 square feet of net building area.
- 3.4. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.
- 3.5. When a site is exempted from the vehicular parking requirements, the required bicycle parking for the site shall still be calculated based upon the amount of vehicular parking that would have been required for that site.
- 3.6. The required number of bicycle parking spaces for each use is shown on the table below.

4. Exemptions

- 4.1. The following uses are exempt from the bicycle parking requirements of this section: Auto body shop; auto junk/auto storage; car, motor vehicle, motorcycle sales; gas station, service station; rail storage services; repair garage; restaurant (drive-in only); theater, drive in; truck terminal

	Total Required	Percent Class A
RESIDENTIAL		
Single detached or attached dwelling; including cooperative and condominium units	- 0 -	
Duplex	- 0 -	
Multi-unit rental, excluding elderly:		
First 4 dwelling units	1 per 2 dwelling unit	90%
Above 4 dwelling units		
Multi-unit rental, elderly	1 per 10 employees	100%
RESIDENTIAL		
Hotel	1 per 10 rooms	75%
Motel	1 per 10 rooms	75%
RESIDENTIAL		

Boarding/rooming house, apartment hotel, bed & breakfast	1 per 10 rooms	75%
Fraternity, sorority, dormitory	1 per 5 residents	90%
COMMERCIAL	1 per 3000 SF	75%
Amusement arcade		
Animal boarding/hospital		
Appliance sales/service		
Art gallery		
Auction house		
Auto body shop	- 0 -	
Auto junk/auto storage	- 0 -	
Bakery		
Bank, credit union		
Beauty shop, barber shop		
Bicycle sales/repair		
Boat sales/service		
Bowling alley		
Campground		
Car, motor vehicle, motorcycle sales	- 0 -	
Car wash	- 0 -	
Communication studio		
Convenience store		
Crematory		
Dance hall, health salon, gym		
Daycare		
Dental		
Distribution center		
Dry cleaning plant		
Dry cleaning service		
Food store/supermarket		
Fabrication		
Furniture, appliance store		
Funeral parlor, mortuary		
Game room, arcade		
Garden supply		
Gas station, service station	- 0 -	
Laundry		
Machine shop		
Marina		
Mini warehouse/storage		
Medical, dental office/lab		
Office, general		50%
Open air market		
Outpatient clinic		
Pet store		
Photo studio/lab		
Printing/publishing		
Produce stand (display area)		
Rail storage services	- 0 -	
Repair garage	- 0 -	
Resource recycling		
Restaurant, bar, diner, nightclub		
Restaurant (drive-in, fast food)		
Research facility		
Retail, general		
Service business		
Tailor shop		
Terminal - taxi, bus		

Theater		
Theater, drive-in	- 0 -	
Tour-oriented manufacturing		
Trash, incinerators		
Truck terminal	- 0 -	
Warehouse retail		
Wholesale distribution		
Wholesale sales		
INDURSTRIAL	1 per 10,000 SF	75%
Manufacturing		
Warehouse		
INSTITUTIONAL/PUBLIC		
Aquarium	1 per 500 SF	25%
Auditorium, church, synagogue	1 per 20 seats (or 40 feet of bench), or 1 per 3,000 SF, which ever is greater	0
Club – membership	1 per 20 seats (or 40 feet of bench), or 1 per 3,000 SF, which ever is greater	0
College, university	1 per 5 students	25%
Correctional facility	1 per 10,000 SF	75%
Daycare	1 per 10,000 SF	75%
Educational facility - other	1 per 5 students	25%
Elementary, junior high school	1 per 5 students	25%
High school	1 per 5 students	25%
Hospital, medical center	1 per 3,000 SF	75%
Library, museum, gallery	1 per 500 SF	25%
Nursing home/convalescent home	1 per 10 employees	75%
Nursery school	1 per 3,000 SF	75%
Post office	1 per 250 post office boxes and/or by review	
Police/fire station	1 per 3,000 SF	75%
Public assembly - other	1 per 20 seats (or 40 feet of bench), or 1 per 3,000 SF, which ever is greater	0
Public utility, yard, garage	1 per 10,000 SF	75%
Wharf	1 per 10,000 SF	75%

* Whenever this table indicates two standards, the larger number applies. Whenever the calculation produces a fraction of a space, this number shall be rounded up to the next whole number. In the case of uses that are not specified on this list or whenever there is a question of interpretation, conflict or hardship, applicants shall submit written guidance from the bike and pedestrian planner to the Development Review Board.

Bicycle Parking Standards

5. General Standards

- 5.1. A bicycle parking space required by this ordinance shall be at least 6 feet long and 2 feet wide with a 5 foot access aisle.
- 5.2. All required bicycle facilities must be in accordance with the Association of Pedestrian and Bicycle Professionals Bike Parking Guidelines.
- 5.3. When automobile parking spaces are provided in a structure, all required bicycle spaces shall be located inside that structure or shall be located in other areas protected from the weather.
- 5.4. Existing traditional-type racks which support only one wheel or other racks that are inconsistent with that Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines shall not count toward the bicycle parking requirement of this section nor any other section of the zoning ordinance.

6. Class A Bicycle Parking

6.1. Class A bicycle parking required in association with a commercial, industrial, or institutional facility use shall be provided in a well-lit, secure location within a convenient distance of a main entrance. A secure location is defined as one in which the bicycle parking is:

- 6.1.1. A bicycle locker,
- 6.1.2. A lockable bicycle enclosure,
- 6.1.3. Provided within a lockable room, or
- 6.1.4. Clearly visible from, and within 30 feet of the employee's workstation.

6.2. All required Class A bicycle parking spaces shall be sheltered from precipitation.

7. Class B Bicycle Parking

7.1. Class B bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclist's own locking device. Class B bicycle parking shall be provided within a convenient distance of, and clearly visible from the main entrance to the building as determined by the city, but it shall not be farther than the closest automobile parking space.

7.2. Bicycle parking provided in outdoor locations shall not be farther than the closest automobile parking space.

7.3. Class B bicycle parking may be provided through the use of a hoop affixed to a parking meter or other existing structure along a city sidewalk, provided:

7.3.1. The ground beneath such a structure is existing cement or pavement (paving or cementing of greenbelts for the purpose of providing bicycle parking is not permitted).

7.3.2. Permission is granted by the Department of Public Works to use the existing structure for bicycle parking

7.3.3. Such parking provided within the Central Business District is within 50 feet of the primary entrance to the facility and within 100 feet of the primary entrance elsewhere in the city.

7.3.4. Such parking is consistent with other portions of this section

7.4. Class B bicycle parking may be constructed along public sidewalks if:

7.4.1. Permission is granted by the Department of Public Works to place bicycle parking at that location

7.4.2. The ground where the bicycle parking is to be placed is existing cement or pavement (paving or cementing of greenbelts for the purpose of providing bicycle parking is not permitted).

7.4.3. Such parking provided within the Central Business District is within 50 feet of the primary entrance to the facility and within 100 feet of the primary entrance elsewhere in the city.

7.4.4. The parking is in accordance with other sections of this section

8. Signs

8.1. If required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.

8.2. In parking structures, signs shall be installed to indicate the location of the bicycle parking

9. Parking Structures

9.1. Vehicular parking structures and surface lots shall provide bicycle parking in accordance with the table.

9.2. Bicycle parking provided in a structure or under cover shall be:

9.2.1. Provided at ground level

9.2.2. Provided free of charge

9.2.3. Clearly marked as such

9.2.4. Located in a location that:

9.2.4.1. Is illuminated with twice the amount of light as a the auto parking spaces

9.2.4.2. Is separated from auto parking by some form of barrier to minimize the possibility of parked bicycles being hit by a car

9.2.4.3. Either, no farther from the vehicular entrance/exit than the nearest vehicular parking space OR no farther from the pedestrian entrance/exit than the nearest vehicular parking space

10. Changes

- 10.1. No applicant may be fully exempt from the requirements of this ordinance. However, if installing bicycle parking would pose a demonstrable hardship on the applicant, or is impractical due to the nature of the site, the Development Review Board may adjust the requirements of this ordinance, provided the applicant has obtained a written recommendation from the City's Bicycle and Pedestrian Planner as to the best method to mitigate the reduction in the requirements of this ordinance. Such mitigation may take any of the following forms (the Bike and Pedestrian Planner is not bound to these options):
- 10.1.1. The applicant shall certify to the Bicycle and Pedestrian Planner, in writing that the landlord will not prohibit bicycle operators from storing bicycles within their office space, provided that they are stored in such a way that the Fire Code is not violated and that the normal business of the building is not disrupted.
 - 10.1.2. Payment into a special fund earmarked for the purchase of bicycle parking amenities. The amount paid into this fund shall be equal to the cost of the bike parking being removed from the application.
 - 10.1.3. Co-location of bike parking facilities at another location (for example businesses located in the Church Street Marketplace or shopping plazas)
 - 10.1.4. Locating bike parking at another location in the vicinity of the applicant's facility (e.g. across the street, around the corner, etc.)

Bicycle parking may substitute for up to 10 percent of required parking. For every five nonrequired bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.