

ORDINANCE NO. 2660-06

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING REGULATIONS" SECTION 58-81 "OFF-STREET PARKING AND LOADING REGULATIONS" SO AS TO REQUIRE BICYCLE PARKING BE PROVIDED BY NEW DEVELOPMENTS OR SPECIFIED REDEVELOPMENTS AS PER THE REQUIRED USES OUTLINED HEREIN.

(ZTA 8:05)

NOW THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF WINTER PARK:

SECTION 1. That Chapter 58 "Land Development Code", Article III "Zoning" of the Code of Ordinances is hereby amended and modified by amending Section 58-81 "Off-street parking and loading regulations", to add the requirements for bicycle parking by new developments and redevelopments in subsection (5) to read as follows:

Section 58-81. Off-street parking and loading regulations.

(5) Bicycle Parking.

(a) Intent and purpose.

The purpose of these regulations is:

- 1) To provide for bicycle access to employment, commercial, and other transportation and travel destinations, and*
- 2) To encourage the use of bicycles for personal transportation as an alternative to motor vehicles.*

(b) Applicability.

Bicycle parking facilities shall be provided for any new building, addition, or enlargement over 50% of an existing building, or for any change in the occupancy of any building that results in the need for additional auto parking facilities in accordance with the required bicycle parking spaces specified herein. Any existing building that adds, enlarges, or redevelops with an increase of 15%-49% of the building square footage will be required to provide two (2) the minimum bicycle parking spaces.

(c) Exemptions.

No bicycle parking spaces shall be required for the following uses: single-family residence, two-family residence, funeral homes, automobile sales, repair, or body shop, or car wash.

(d) Bicycle parking space requirements.

Bicycle parking spaces shall be required as follows:

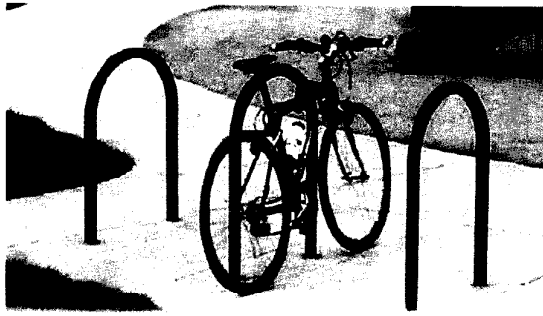
- 1) Office, Commercial, Retail - 10% of required automobile parking
- 2) Schools: K - 8: 1 per 5 students,
- 3) Grades 9-12, Vocational Tech Schools and Colleges - 1 per 20 students
- 4) Recreation Facilities, libraries, museums (public and private) - 15% of required automobile spaces
- 5) Multifamily Residential - 1 space per 3 units
- 6) Hotels, Motels: 1 space per 30 rooms and 1 space per 50 employees
- 7) In all places where bicycle parking is required, a minimum of two (2) and a maximum of fifty (50) bicycle parking spaces shall be provided.
- 8) Any project incorporating a parking structure in their development will be required to provide twenty (20) percent of the mandated bicycle parking in the form of bicycle lockers on the ground level of the structure. This 20% will count towards the total number of required bicycle parking spaces.
- 9) The City Planner shall determine the bicycle parking requirement for any use not referenced above based on its resemblance to one of the uses outlined above.

(e) Location and design of facilities.

The location and design of bicycle parking facilities shall be as follows:

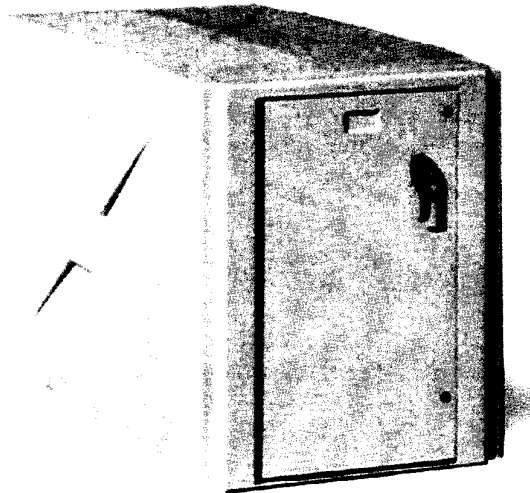
Design: (each rack provides 2 bicycle parking spaces)

- 1) The standard rack required will be the inverted "U".
- 2) Distance between verticals must be a minimum of 18 inches.
- 3) Height not to exceed 36 inches.
- 4) Minimum tube diameter of 1.9 inches.
- 5) All racks must be black with a powder coated finish.
- 6) Use of any other rack must go through an approval process by the Bicycle and Pedestrian Advisory Board for consideration.



Bicycle Lockers:

- 1) Locker dimensions: 49" Height 30" width 74" Length
- 2) Design of bike lockers must conform with the Bicycle and Pedestrian Advisory Board list of approved locker designs which is available in the building department.



Location:

- 1) Bicycle parking facilities should be located in highly visible well-lit areas to minimize theft and vandalism.
- 2) Whenever possible, the racks should be placed within 50' of the building entrances where bicyclists would naturally transition to a pedestrian mode of travel. Otherwise, signage at the building entrance should direct bicyclists to rack location. If a separate employee entrance exists, bicycle racks should be located near the employee entrance as well as the patron entrance.
- 3) Rack placement shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be

incorporated whenever possible into building design or street furniture.

- 4) Required bicycle parking spaces shall be at least two (2) feet by six (6) feet per bicycle.
- 5) An aisle of a minimum of five (5) feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
- 6) All lockers and racks must be securely anchored to the ground or the building structure to prevent racks and locker removal from the location.
- 7) Structures requiring a user supplied locking device shall be designed to accommodate both chain and U-shaped locking devices and shall support the bicycle frame at two locations (not just the wheel).
- 8) Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, bollards or other similar features.

(f) Exceptions.

- 1) Where the provision of bike parking is physically not feasible, the requirements may be waived or reduced to a feasible level by the Building Department's Plan Reviewer. The Pedestrian and Bicycle Advisory Board will review these decisions twice a year and make recommendations to said reviewer for the provision of bicycle parking spaces and the implementation of this ordinance.
- 2) In special bicycle parking districts, as outlined below, a fee in lieu of providing bicycle parking will be required based on the parking specifications outlined herein. This fee will be used towards placement of bicycle parking in these zones, to be designated by the City Planner.

(a) Special bicycle parking districts.

Park Avenue Bicycle Parking District: The area bounded by Fairbanks Avenue to the south, Center Street to the east, New York Avenue to the west, and Swoope Ave to the north.

SECTION 3. All ordinances or portions or ordinances in conflict herewith are hereby repealed.

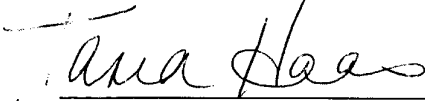
SECTION 4. This ordinance shall become effective immediately upon its final passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this 23rd day of January, 2006.



Mayor Kenneth Marchman

ATTEST:



for City Clerk Cynthia Bonham
Deputy City Clerk