

4B. BICYCLE PARKING

Sec. 61.410. Purpose of Bicycle Parking Requirements.

The bicycle parking requirements of this Part are intended to encourage the use of bicycles as a means of transportation in the City of Orlando, by ensuring that adequate bicycle parking facilities are provided at travel destinations. By encouraging use of bicycles, the public health, safety and welfare will be furthered through improved air quality, reduced energy consumption and more efficient use of vehicular parking facilities.

(Ord. of 9-16-1991, Doc. #25098)

Definitions of a Bicycle Parking Space – A bicycle parking space is an area two feet by six feet or the area occupied by a bicycle when using a bicycle parking device as designed

Short Term bicycle parking space – A short-term bicycle parking space is defined as a rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking at locations such as shopping areas, libraries, restaurants and other places where typical parking duration is less than two hours.

Long Term bicycle parking space – A long-term bicycle parking space is defined as protecting the entire bicycle and its components from inclement weather and theft or vandalism. It is to be located where it will serve the needs of cyclists who need to leave their bicycles unattended for extended periods of time, such as employees, tenants or residents.

Sec. 61.411. Locational Requirements.

All bicycle parking facilities provided to satisfy the requirements of this Part shall be located on the same building site as the uses which they serve, convenient to the principal entrance(s) of the building. These facilities may be located in the rear 50% of any required front yard setback or in other areas approved by the Zoning Official, but shall not be located in any vehicle parking space required by Chapter 61, Part 3 unless such vehicle spaces are specifically converted to bicycle use under the provisions of Section 61.413.

(Ord. of 9-16-1991, Doc. #25098)

Short-term bicycle parking

1. Shall be located along a major building approach line and clearly visible from the approach.
2. The rack area shall be no more than a 30 second walk (120 feet) from the entrance it serves and should preferably be within 50 feet. If a separate employee entrance exists, bicycle racks shall be located near the employee entrance as well as the patron entrance.
3. The rack area shall be clearly visible from the entrance it serves.

4. In general, multiple buildings or entrances should not be served with a combined, distant rack area. It is preferred to place smaller rack areas or a single rack in convenient locations.
5. Rack placement shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities shall be incorporated whenever feasible into building design and/or street furniture.
6. A five (5) foot wide minimum aisle shall be provided behind bicycle parking facilities to allow for maneuvering.
7. Bike parking facilities within an auto parking area shall be separated by physical barriers; such as, curbs, wheel stops, bollards or other similar features to protect bicycles from damage by cars.
8. Users shall not be required to climb or descend stairs in order to access the parking facility.

Long-Term Parking ~~Covered Parking Encouraged~~. —Wherever the design of the building or use being served by the bicycle parking facility includes covered areas which could accommodate such facilities either as proposed or through economical redesign, covered bicycle parking shall be encouraged. To this end, **Transportation Planning Zoning Official** shall be authorized to permit modifications to the design requirements of this Chapter. ~~commensurate with the cost of providing covered parking.~~

1. Shall be located no more than 500 feet from a primary entrance of the use they are intended to serve.
2. May consist of indoor parking, racks in covered loading dock areas, racks in garage structures, bicycle lockers or other means which provide coverage to the bicycle.

Sec. 61.412. Design Requirements.

All bicycle parking facilities shall be ~~of at least Class III design (see Chapter 66, Definitions); and shall be~~ anchored so that they cannot be easily removed. ~~All such facilities shall be~~ and clearly identified as available for bicycle parking. Bicycle parking areas and racks shall meet City approved design specifications as follows:

Bicycle Rack Design:

1. The standard rack required will be the inverted "U".



2. Each rack provides 2 bicycle parking spaces.
3. Inverted "U" rack elements mounted in a row horizontally should be placed on 30" centers to allow enough room for two bicycles to be secured to each rack element. A minimum 72 inches (six feet) of depth should be allowed for each vertical row of parked bicycles.
4. Rack height should not exceed 36 inches.
5. Minimum tube diameter of 1.9 inches
6. All racks must be with a powder coated finish.
7. Use of any other rack must meet the guidelines stated under "Alternative Bicycle Rack Designs".

Alternative (Non-Inverted U) Bicycle Rack Designs:

While the Inverted U is the accepted standard for bicycle parking in the public right-of-way, other rack designs may be accepted for use at the discretion of Transportation Planning. Alternate parking devices must meet the following criteria:

1. Support the bicycle frame at two points above the wheel hubs.
2. Must accept a myriad of bicycle frame sizes and styles
3. Must allow for the use of a cable as well as a U-type lock
4. Allow for the frame and at least one wheel of the bicycle to be locked to the rack
5. Must be tall enough to be "seen" by pedestrians and the visually impaired, but still in scale for a bicycle locked to the device.

6. Must be maintenance free or fabricated from materials which wear in an aesthetically pleasing manner
7. Must have a simple design, rather than complex, which allows the user to easily figure out and utilize the rack. Moving parts are not acceptable.
8. Must not require the user to lift the bicycle onto the parking device.



Bicycle Lockers Design:

1. Minimum Locker dimensions: 49" Height 30" width 74" Length
2. Park only one bike per locker
3. Be made from some durable material such as hard plastic or galvanized steel.

Sec. 61.413. Number of Spaces.

Uses Where Bicycle Parking Required. Figure 21 shows minimum requirements for uses for which bicycle parking shall be required. ~~The Zoning Official shall be authorized to reduce or waive these requirements where he finds that there is insufficient need in a particular case.~~

In all places where bicycle parking is required, a minimum of two (2) bicycle parking spaces shall be provided. 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.

A City Transportation Planner shall determine the bicycle parking requirement for any use not referenced above based on its resemblance to one of the uses outlined.

Bicycle Parking Encouraged for Other Uses. For any use not listed in Figure 21, bicycle parking facilities may be provided in lieu of not more than 2% of all vehicle parking spaces required by this Chapter, or ~~one~~ two (2) spaces (whichever is greater). For each vehicle space so converted, 8 bicycle parking spaces shall be provided.

(Ord. of 9-16-1991, Doc. #25098; Ord. of 7-26-1993, Doc. #26770)

Secs. 61.414--61.419. Reserved.

FIGURE 21: MINIMUM BICYCLE PARKING STANDARDS

The following uses shall be required to provide bicycle parking spaces in the amounts listed:

LAND USE	RREQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE PARKING SPACES	SHORT-TERM BICYCLE PARKING SPACES
Retail, Eating & Drinking and Associated Retail Land Uses		One (1) locker per every 50,000 SF.	Minimum of four (4) spaces. One (1) additional space per every 7,500 SF. *Special location requirements.
Office and Medical Offices		One (1) locker per every 15,000 SF.	Minimum of four (4) spaces. One (1) additional-space for every 15,000 SF.
Hotel & Motel		One (1) locker per every eighty (80) rooms.	Four (4) spaces. 1 space per 30 rooms
Warehousing, Manufacturing and Industrial		One (1) locker per every 20,000 SF.	Minimum of four (4) spaces. One (1) space per every 20,000 SF.
Educational Facilities (including business, vocational, universities and high schools)		One (1) locker per every ten (10) class rooms.	Two (2) spaces per class room.
Elementary and Middle Schools		None. One (1) locker per Every ten (10) class rooms.	Three (3) spaces per class room.
Hospitals		One (1) locker per every 50,000 SF.	Minimum of eight (8) spaces. One (1) additional space per every 50,000 SF.
Libraries, Museums, Movie Theaters, Theaters, Bowling Alleys, Skating Rinks & Health Clubs		One (1) locker per every 25,000 SF.	Minimum of eight (8) spaces. One additional space for every 5,000 SF.
Multifamily Dwellings (3 stories or less)		None	One (1) space per every five (5) units.
Multifamily Dwellings (4 stories or more)		One (1) locker per 20 units.	One (1) space per every twenty (20) units.
Place of Worship		None	Minimum of four (4) spaces. One additional space for every 10,000 SF.
Parks		None	Minimum of four (4) spaces. Additional spaces will be determined on a case by case basis.
Rail or bus stations, transit centers without parking lots		Minimum of eight (8) lockers.	Minimum of eight (8) spaces. Additional spaces will be determined on a case by case basis.
Park and Ride Lots with parking lots (rail or bus)		Minimum of eight (8) lockers. Additional spaces will be determined case by case.	Minimum of eight (8) spaces. Additional spaces will be determined on a case by case basis.