BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2396-2019

AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER VI ENTITLED "6.01.05 BICYLE AND PEDESTRIAN ACCESS FOR LARGE COMMERCIAL DEVELOPMENTS" AND CREATING A SECTION OF CHAPTER VI ENTITLED "6.01.20. BICYCLE PARKING" THEREBY ESTABLISHING BICYCLE PARKING AND BICYCLE RACKS DESIGN STANDARDS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City is committed to improving bicycle facilities within the City for residents, employees, and visitors; and

WHEREAS, the availability of sufficient and appropriate bicycle parking is a critical part of the City's strategy to increase bicycle use within the City; and

WHEREAS, the purpose of this Bicycle Parking Ordinance is to establish consistent standards for bicycle parking and racks design in the City; and

WHEREAS, the Bicycle Parking Ordinance provides for secure bicycle parking for City residents, employees, and visitors; and

WHEREAS, the Land Planning Agency reviewed the proposed amendments to the Land Development Code at a public hearing on _____, and

WHEREAS, the City Commission duly scheduled, advertised, and held a public hearing on _____, to consider this ordinance and provide for full public participation in the Land Development Code amendment process.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Stuart Land Development Code is hereby amended as follows:

Chapter VI

ON-SITE AND OFF-SITE DEVELOPMENT STANDARDS

6.01.00 TRANSPORTATION SYSTEMS

Sec. 6.01.01. General provisions.
Sec. 6.01.02. Streets.
Sec. 6.01.03. Rights-of-way.
Sec. 6.01.04. Sidewalks and bikeways.
Sec. 6.01.05. ~~Bicycle and p~~Pedestrian access for large-scale commercial developments.
Sec. 6.01.06. Access.
Sec. 6.01.07. Standards for drive-through facilities.
Sec. 6.01.08. Non-residential vehicular access
Sec. 6.01.09. Applicability of Stuart Parking Code.
Sec. 6.01.10. Rules for computing parking requirements.
Sec. 6.01.11. Location of required parking spaces.
Sec. 6.01.12. Shared parking and joint use of facilities.
Sec. 6.01.13. Off-street parking schedule.
Sec. 6.01.14. Design standards.
Sec. 6.01.15. Parking structure standards
Sec. 6.01.16. Transit stops
Sec. 6.01.17. Parking study.
Sec. 6.01.18. Off-street loading requirements.
Sec. 6.01.19. Payment in lieu of parking program.
Sec. 6.01.20 Bicycle parking

CHAPTER VI

ON-SITE AND OFF-SITE DEVELOPMENT STANDARDS

Sec. 6.01.05. ~~Bicycle and~~ Ppedestrian access for Large-scale Commercial Development (LCD).

A. *Purpose and intent.* All large-scale commercial development shall be designed to provide safe opportunities for alternative modes of transportation by connecting with existing and future pedestrian and bicycle pathways within the city and the county and to provide safe passage from public right-of-way to the building or project, between projects and between alternative modes of transportation.

B. *Pedestrian access.* Pedestrian ways, linkages and paths shall be provided from the building entries to surrounding streets, external sidewalks and development outparcels. Pedestrian ways shall be designed to provide access between parking areas and the building entries in a coordinated and safe manner and shall be constructed of paver blocks, stamped concrete, colored concrete or similar materials to promote traffic calming. All pedestrian ways shall include reflective striping. Pedestrian ways may be incorporated within a required landscape perimeter strip, provided said landscape strip is not less than ten feet in width. Pedestrian circulation shall be provided between abutting commercial properties through the use of walkways and similar pedestrian-oriented facilities.

C. *Minimum ratios.* Pedestrian ways shall be provided at a minimum ratio of one for each public vehicular entrance to a commercial or non-residential site excluding the ingress and egress points intended primarily for service, delivery or employee vehicles.

D. *Minimum dimensions.* Pedestrian walkways shall be a minimum of six feet wide.

E. *Pedestrian crosswalks at building perimeter.* Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage, variations in pavement materials or markings and reflective striping.

F. *Shade.* Pedestrian walkways shall provide intermittent shaded areas when the walkway exceeds 100 linear feet in length at a ratio of 100 square feet of shaded area per every 100 linear feet of walkway.

~~G. *Bicycle and p*~~*P*~~*edestrian amenities.*~~ For an LCD, ~~bicycle and~~ pedestrian amenities in the form of permanently installed gazebos, arbors, benches, fountains, water fountains, ~~bike racks~~ or other amenities shall be provided. The type of amenity shall be determined by the square footage of buildings on the site as indicated in the table below. The location of ~~bicycle and~~ pedestrian amenities shall be shown on the site plan. The design of all amenities shall be of durable, long-lasting materials, consistent with the design of the principal structures on-site or a thematic design standard adopted by the city. Benches must be not less than six feet in length and located adjacent to either shade trees or gazebos or similar structure designed to provide shade. ~~Each bike rack must store not less than six bicycles.~~

Total Gross Floor Area of LCD	~~Required Bicycle or~~ Pedestrian Amenity
20,000--50,000 s.f.	~~One bike rack, o~~One bench
50,000--100,000 s.f.	~~Two bike racks, t~~Two benches
100,000 or above	~~Four bike racks, f~~Four benches, water fountain, shaded gazebo or similar structure

Sec. 6.01.20. Bicycle parking

A. *Purpose and Intent.* The bicycle parking is intended to encourage the use of bicycles as a means of transportation in the city, by ensuring that adequate bicycle parking facilities are provided at travel destinations. By encouraging the 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.

B. *When required.* The bicycle parking shall apply to new development, substantial improvements or an addition to an existing building for non-residential or multi-family development requiring 10 or more off-street vehicular parking spaces. Properties exempt from the parking requirements of this code shall be exempt from the bicycle parking requirements. Whenever the use at an existing building or structure is changed to another use, so that the amount of existing bicycle parking on-site is less than required by this section, additional spaces shall be provided in the amount required by this section, unless an administrative variance is granted.

C. *Site plan.* The location of bicycle racks and design shall be shown on the site plan.

D. *Uses exempt.* The following uses shall be exempt from bicycle parking requirements: Single-Family homes, Duplex, and Assisted Living Facility.

E. Applicability. The city development director shall have the authority to modify the bicycle parking requirements contained in this section, included but not limited to situations in which compliance cannot be met due to physical site constraints. Such modification shall be noted on the site plan.

F. *General Requirements.*

1. Bicycle parking shall be provided in accordance with the standards of this section, and shall be made available prior to the issuance of any Certificate of Occupancy. Bicycle parking may consist of short-term bicycle parking, long-term bicycle parking, or any combination thereof.

2. Short-term bicycle parking may include outdoor bicycle parking spaces and bicycle racks not protected from the weather (e.g. retail store to accommodate shoppers).

3. Long-term bicycle parking may consist of bicycle lockers, bike stations, bicycle racks in covered loading dock areas or parking garages, and bicycle parking spaces that are indoors or otherwise protected from the weather. Areas provided inside of multi-story office buildings for employees and visitors may count as long-term bicycle parking with an approved bicycle plan. A long-term bicycle parking is encouraged for residential and office building for residents and employees.

4. The term "bicycle parking facility" means a device such as a rack or locker where bicycles can be parked and secured.

G. *Minimum Number of Bicycle Parking Spaces Required.*

1. Non-Residential Development

(a) Two bicycle parking spaces (1 bicycle rack) for the first 10 required off-street vehicular parking spaces.

(b) Two additional bicycle parking spaces for each additional 30 required off-street vehicular parking spaces or fraction thereof.

(c) In no case shall more than 20 bicycle parking spaces (10 bicycle racks) be required.

2. Multi-Family Development

(a) Two bicycle parking spaces (1 bicycle rack) per 5 units within the Community Redevelopment Area.

(b) Two bicycle parking spaces (1 bicycle rack) per 10 units outside the Community Redevelopment Area boundary,

a. In no case shall more than 20 bicycle parking spaces (10 bicycle racks) be required.

H. *Bicycle Parking Facility Design Standards*

1. Bicycle parking facilities shall be permanently affixed to a hard surface such as concrete, asphalt, or pavers.

~~1.~~2. It is the intent of this section to locate bicycle parking facilities on the project site where they will best encourage the use of bicycles for transportation. The preferred location is near the primary entrance of the principal building. It shall be clearly visible from the entrance of the building served (including both the patron and employee entrances where separate entrances are provided). The city development director shall have the authority to determine the most appropriate location during site plan review.

3. Bicycle parking facilities shall be located in well-lit areas.

4. Bicycle parking spaces shall be separated from vehicle parking spaces by physical barriers, such as curbs, wheel stops, bollards or other similar features, to protect bicycles from damage.

5. Bicycle parking facilities shall be located on the development site except where public bicycle parking is provided in the right-of-way by the city.

6. Bicycle parking facilities shall not impede ingress or egress to any building or project site and shall not be placed in the functional area of a sidewalk or where it interferes with any fire hydrant, parking meter, bus stop, loading zone, sidewalk ramp, wheelchair ramp, or similar public facility.

7. Bicycle parking facility shall be identified by installing the bicycle parking sign as shown below at a prominent location around the area (such as on the building façade), if feasible. If the bicycle parking spaces are provided in vehicular parking area (e.g. parking lots or parking garage), the bicycle parking space must be posted with a permanent above-grade sign placed at a distance of 84 inches above the ground to the bottom of the sign.

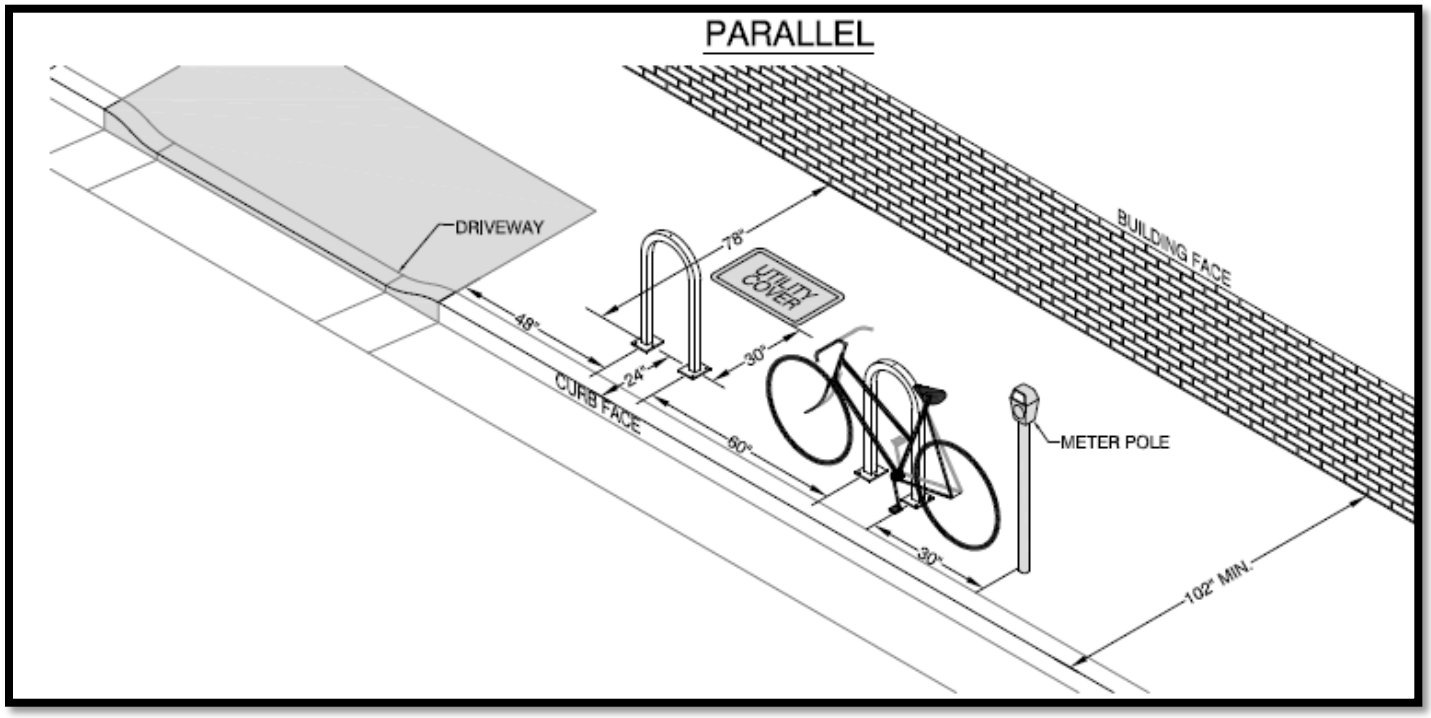


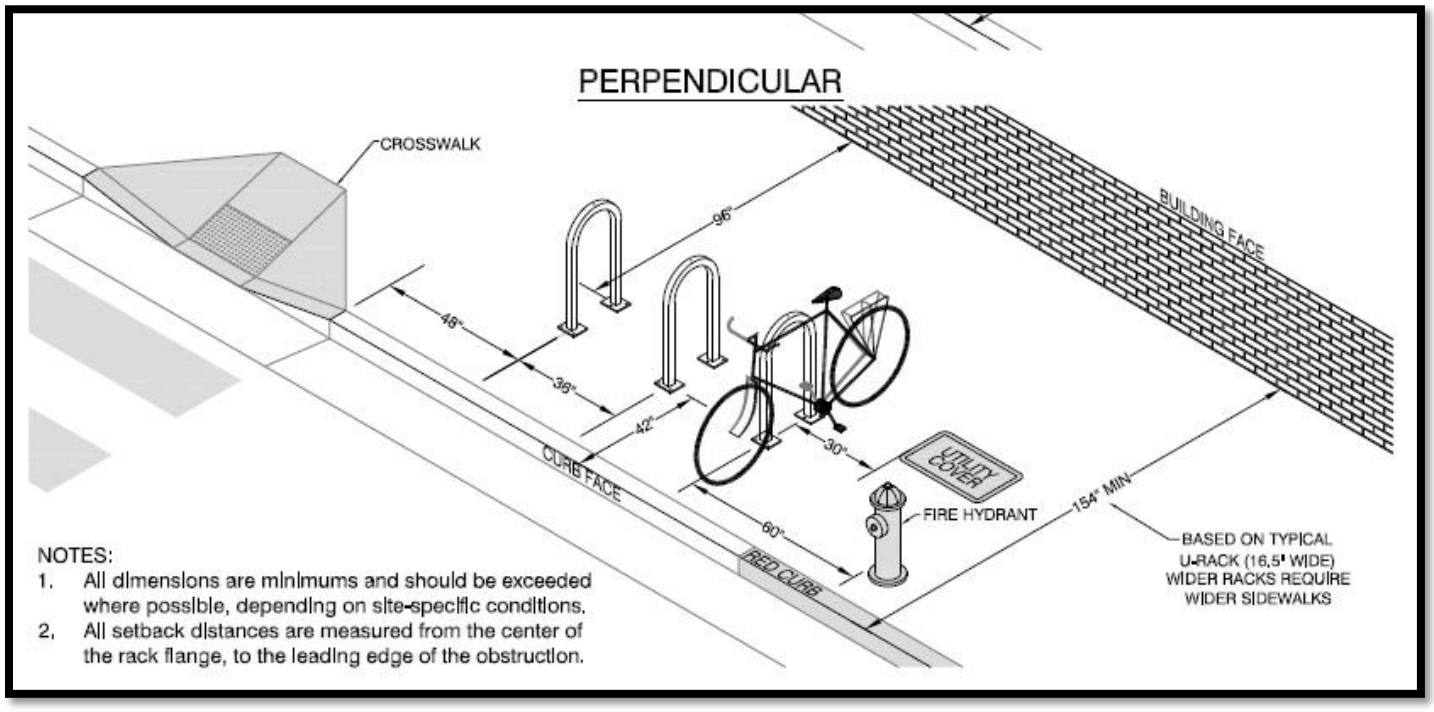
8. Bicycle racks may be oriented parallel, diagonal, or perpendicular to sidewalks (see layouts shown below). It may be placed as a single rack by itself at key areas or multiple racks side-by-side in parking spaces.

9. All developments may refer to Association of Pediatrician and Bicycle Professionals (APBP) for national standards for bicycle parking not provided in this section. See

diagrams below for typical setbacks for installing bicycle racks near walls, streets, infrastructure, or other racks.

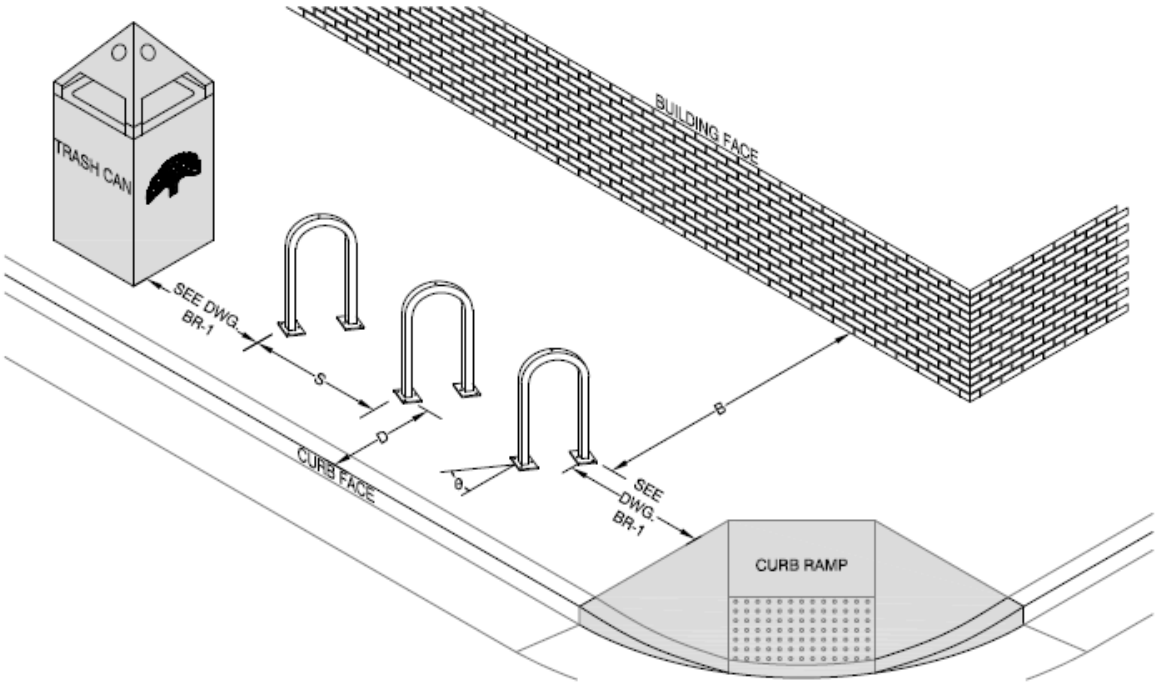
TYPICAL PARALLEL AND PERPENDICULAR LAYOUTS (BR-1)





TYPICAL DIAGONAL LAYOUT (BR-2)

DIAGONAL



NOTES:
1. See dwg. BR-1 for required setbacks from obstructions.
2. All dimensions are minimums and should be exceeded where possible, depending on site-specific conditions.
3. All dimensions are measured from the center of the rack flange to the leading edge of the obstruction.

Θ = Rack orientation angle, in degrees from perpendicular to face of curb
S* = Rack spacing as measured parallel to curb, from same location on each rack, in inches
D = Minimum distance from face of curb, in inches
B = Minimum width to provide 66" sidewalk clear, outside of bicycle footprint

* The recommended spacing (S) for racks installed at angles of up to 55° maintains 36' spacing between racks, as measured perpendicular to the rack. At angles greater than 55°, the recommended spacing maintains a minimum of 60" between racks, like in parallel installations.

Spacing of Inverted U-Racks Installed on Diagonal
(16.5" rack width, 24' x 76" parked bike footprint)

	Θ	S*	D	B
	15°	37"	41"	95'
	25°	40"	40"	94'
Typical	**35°**	**44"**	**39"**	**93"**
	45°	51"	37"	91'
	55°	63'	34"	88"
	65°	76'	32"	86"
	75°		29"	83"
	85°		26"	80"

I. *Bicycle Rack Design.* Required bicycle racks shall meet the city's bicycle rack design shown below. It shall be an inverted "U" rack with the city's custom laser cut logo plate welded to the round tubing for capacity of 2 bicycles with a light green powder-coated finish.



J. *Alternative Bicycle Rack Design.* At the discretion of the city development director, the alternative bicycle rack design may be approved if in compliance with the following standards:

1. Types: Inverted "U" hoop rack, round rack, hitch rack or some variations of the upside down "U" design. Custom designs may be used provided that it meets the criteria of acceptable bicycle rack design.

2. Capacity: Designed to accommodate 2 bicycle parking spaces per rack.

3. Finish: Galvanized, stainless steel, powder-coated with a color or other weather-proof surface.

4. Size: Accepts multiple bicycle frame sizes and styles.

5. Compatibility: Accommodates the use of cable and U-type locks.

6. Function: Supports a bicycle frame in two (2) places.

7. Purpose: Allows the frame and at least 1 wheel of the bicycle to be locked to the rack.

8. Scale: Visible to pedestrians and the visually impaired, but consistent with the scale of the bicycle located to the device.

9. Durability: Maintenance-free or fabricated from materials that weather in an aesthetically pleasing manner.

10. Simplicity: East to understand and operate, with no moving parts.

11. Operation: Usable without lifting the bicycle onto the device.

SECTION 2: All ordinances or parts of ordinances herewith are hereby repealed to the extent of such conflict.

SECTION 3: If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

SECTION 4: The provision of Sections 1 of this ordinance shall be codified.

SECTION 5: This ordinance shall take effect upon adoption

Passed on first reading the ____ day of _____, 2019.

Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED on second and final reading this _____day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY