

Bicycle Parking Zoning Text Amendment

STAFF REPORT

Petition Number: 2025-0003-ZTA

Ordinance No: 2025-24

Owners/Applicant: Wellington

Request: To amend Article 7 of Wellington's Land Development Regulations (LDR) by amending section 7.5.1. related to bicycle parking.

Boards, Committees, and Council:

	Notice Date	Meeting Date	Vote
PZAB	9/30/2025	10/15/2025	TBD
Council (1 st)	10/28/2025	11/12/2025	TBD
Council (2 nd)	11/24/2025	12/09/2025	TBD

Wellington Vision:

A Great Hometown: Great Neighborhoods, Great Schools, and Great Parks.

Wellington Mission:

To provide high-quality services that create economic, environmental, and social sustainability for residents.

Wellington Goals:

- Economic Development
- Neighborhood Renaissance
- Protecting Our Investment
- Respecting the Environment
- Responsive Government

Project Manager:

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Background & Purpose:

Bicycling continues to be a popular recreational activity and is increasing as a mode of transportation in Wellington. As the use of bicycles increases and bicycling infrastructure improves, there is a need for safe, secure, and accessible bicycle parking should be provided.

To support the use of bicycles and further the Goals, Objectives, and Policies of the Comprehensive Plan, this amendment proposes to enhance bicycle parking and facilities to ensure that a rider's bike is safe and accessible at the start and end of their journey, whether at their residence, place of employment, or other destination. Additionally, this amendment provides bike commuters with showers and changing facilities to encourage and promote cycling year-round. As a result, these requirements will support the increase in bicycling, whether for recreation or transportation.

Summary of Ordinance:

This ordinance is a Wellington-initiated amendment to Wellington's LDR, Section 7.5.1, to modify the required number of bicycle racks, the type of bicycle racks and accompanying facilities, and the placement and location of bicycle racks. The proposed amendment creates regulations that enhance the existing bicycle racks requirements with the intent to expand convenient and safe bicycle parking options for all types of bicyclists.

The proposed changes modify requirements for bicycle parking as follows:

- Defines Type I (short-term) and Type II (long-term) bicycle parking;
- Establishes and requires certain uses to add Type I racks, Type II racks, showers, and lockers;
- Recommends bicycle parking design to follow specific standards as outlined in Wellington's Bike Manual and Association for Pedestrian and Bicycle Professionals Guidelines;
- Enhances distances and locations for bike rack parking locations to primary entrances.



Analysis:

The proposed amendment enhances the current bicycle rack installation requirements by incorporating recommendations from the Association for Pedestrian and Bicycle Professionals (APBP). APBP provides guides and resources for bicycle parking standards and has become the preferred method of choice used by municipalities and local businesses. The proposed amendment contains specific recommendations, such as guidance for short-term and long-term parking rack options, installation placement, and spacing to incorporate safe, accessible, and convenient bicycle parking.

Type I (short-term) Parking

Short-term bicycle parking is designed and installed to meet the needs of people visiting businesses or common public spaces within a two (2) hour period. This type of bicycle parking is typically used by infrequent visitors to a location, but is the preferred method of choice when installed correctly in close proximity to businesses or other uses.

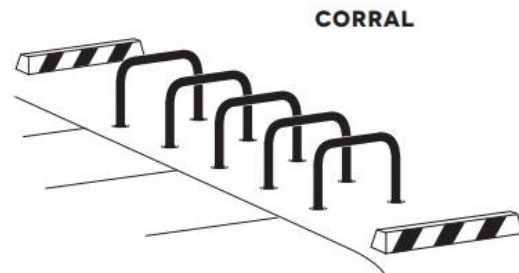
The proposed amendment requires specific types of rack styles due to their advantages over other typical styles found in the community. The Inverted U and Post and Ring rack styles allow for two (2) points of contact to lock the bicycle frame, which maximizes the safety aspect. These two styles, when designed appropriately, maximize convenience by keeping bikes orderly and effectively save space compared to other bike rack styles (i.e., wave, schoolyard, wheel-well, and spiral).



INVERTED U



POST & RING



CORRAL

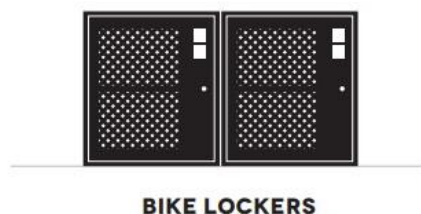
Source: *Essentials of Bike Parking*
by APBP.



Source: strongtowns.org/journal

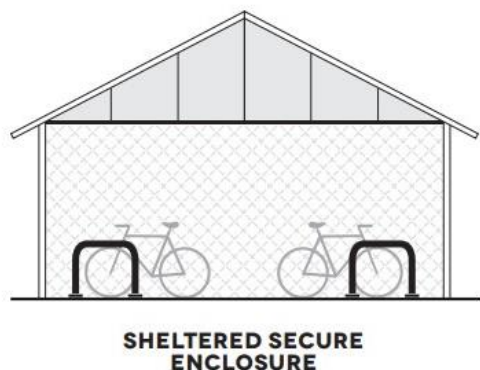
What makes a good bike rack?

The proposed amendment requires bicycle racks to meet specific design standards, particularly for Type I (short-term) rack types. These racks require the design to have two contact points, as illustrated to the left. This ensures the bike frame is secured at two separate locking positions and able to firmly lean the bike against the rack.



Type II (long-term) Parking

Long-term bicycle parking is designed to meet the needs of employees, residents, and public transit users. Long-term parking spaces provide a high level of security since bicycles can be unattended for a long period of time, and also protect against the weather. The intent is to reduce concerns for loss and damage when storing a bicycle for an extended period of time.



A typical long-term bicycle parking space may be bike lockers and sheltered enclosures that can be placed in spaces within a residential building or workplace, parking garages, etc. The proposed amendment requires any new development and redevelopment to establish a certain number of long-term parking spaces to encourage and increase the use of bicycles as an alternative transportation option.

Bike Rack Type Variations

Source: *Essentials of Bike Parking* by APBP.

The proposed amendment allows variations from the typical required Inverted U and Post and Ring racks. This variation allows business owners, sports venues, and corporations to express their brand or logo characteristics and uniqueness. Exhibit A illustrates several bike rack variation examples that achieve the intent. The variation process requires approval from the Architectural Review Board (ARB) as part of the site plan review application if an applicant desires to deviate from the two required Inverted U and Post and Ring racks.

Showers and Lockers Facilities

The proposed amendment ensures showers and lockers are provided or installed when proposing new development buildings or enlarging an existing structure that is 50 percent (50%) or more of the gross floor area of the building. Showers and locker facilities are beneficial for commuters as they provide a changing facility for the rider to wash and store their belongings in a convenient and safe manner that is access-restricted.

Analysis:

Goal MB2: Mobility Infrastructure

Plan and provide for the existing and future mobility and accessibility needs for all users in a superior multimodal system.

The amendment furthers Goal MB 2 as the proposed requirements add and expand short-term and long-term bicycle racks for many styles of bicycles, specifically for certain cargo, adaptive, and bicycles with trailers. This regulation change requires a certain number of racks to accommodate a larger style of bikes and ensures the needs of all users within the multi-modal system.

Objective MB 3.1: Maximize Wellington's Mobility System Investment

Maintain and enhance Wellington's mobility system to provide a safe, convenient, interconnected, and aesthetically pleasing multi-modal network throughout Wellington, which utilizes the facilities and infrastructure to the fullest.

The amendment furthers Objective MB 3.1 as the proposed enhancement of bicycle rack types, design, location, and improved facilities provides a safe and convenient mobility system throughout Wellington. The proposed changes benefit commuters, students, and recreational riders by raising their confidence that a safe and convenient bicycle parking exists at the start and end of their trip within the multi-modal network.

Objective CSR 1.2: Reduce Greenhouse Gas Emissions

Reduce greenhouse gas emissions to improve air quality for the health and welfare of the community.

The amendment furthers Objective CSR 1.2 as the establishment of bicycle parking standards and facilities reduces gas emissions since the dependence on automobiles is reduced when a person decides to ride a bicycle as an alternative mode of transportation for short trips. Short trips include visiting local gyms, shopping for groceries, and running miscellaneous errands near the neighborhood.

FINDINGS OF FACT/ACTION

All required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and the Land Development Regulations.

Findings of Fact have been provided in the Staff Report that support approval of this Ordinance No. 2025-24, a Zoning Text Amendment (Petition No. 2025-0003-ZTA) to amend Section 7.5.1 of Wellington's LDR to modify the regulations related to bicycle parking standards.

List of Exhibits

- Exhibit A: Bicycle Rack Variation Examples
- Exhibit B: Common Bicycle Types
- Exhibit C: Bike Room Design Guide