



Committee: PHED
Staff: Jeffrey Zyontz, Senior Legislative Analyst
Purpose: To introduce agenda item – no vote expected
Keywords: #Bike parking

AGENDA ITEM 3A
October 22, 2019
Introduction

SUBJECT

19-08, Bicycle Parking – Requirements & Design Standards

EXPECTED ATTENDEES

NA

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

NA

DESCRIPTION/ISSUE

This is a proposed amendment to the Montgomery County Zoning Ordinance to:

- amend the bicycle parking requirements;
- amend the bicycle parking design standards; and
- generally amend the provisions concerning bicycle parking and parking design.

SUMMARY OF KEY DISCUSSION POINTS

ZTA 19-08 is intended to implement the recommendations of the 2018 Bicycle Master Plan. The amendment would:

- 1) require smaller developments to provide bicycle parking facilities;
- 2) define terms;
- 3) provide dimensional and design standards;
- 4) add provisions concerning location access and security; and
- 5) add requirements for repair stations and electric bicycles.

This report contains:

Staff Introduction Memorandum to the Council
Planning Board Recommendation
ZTA 19-08

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© 3-16

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Introduction

MEMORANDUM

October 17, 2019

TO: County Council

FROM: Jeffrey L. Zyontz, Senior Legislative Analyst

SUBJECT: Zoning Text Amendment 19-08, Bicycle Parking – Requirements and Design Standards

PURPOSE: No vote required – Introduction

Zoning Text Amendment (ZTA) 19-08, lead sponsor Council President Navarro at the request of the Planning Board, is scheduled for introduction on October 22, 2019. ZTA 19-08 would amend the bicycle parking requirements and the bicycle parking design standards. It would expand the universe of development required to provide bicycle parking facilities by making smaller developments provide parking facilities. It would add defined terms, provisions concerning location access and security, and requirements for repair stations and electric bicycles. The expanded dimensional and design standards include illustrations.

The purpose of ZTA 19-08 is to implement the 2018 Bicycle Master Plan.

A public hearing concerning ZTA 19-08 is scheduled for December 3, 2019 at 1:30 p.m.

This packet contains

Planning Board Recommendation	© 1-2
ZTA 19-08	© 3-16



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

July 8, 2019

The Honorable Nancy Navarro
President, Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue, Room 501
Rockville, Maryland 20850

Re: Planning Board Recommendation to County Council for Introduction of Zoning Text Amendment to amend the bicycle parking requirements and the bicycle parking design standards.

Dear Ms. Navarro:

At its regularly scheduled meeting on June 27, 2019, by a vote of 3-0 (Commissioners Dreyfuss and Patterson absent), the Board recommended transmitting the attached Zoning Text Amendment (ZTA) to the County Council for introduction. The ZTA would amend the bicycle parking requirements; amend the bicycle parking design standards; and would generally amend the provisions concerning bicycle parking and parking design to implement recommendations of the Bicycle Master Plan.

Background

As approved on November 27, 2018 by the Montgomery County Council, the Bicycle Master Plan sets forth a vision for Montgomery County as a world-class bicycling community, where people in all areas of the County have access to a comfortable, safe and connected bicycle network, and where bicycling is a viable transportation option that improves our quality of life.

Under Policy Recommendation 2.19 of the Plan, it was recommended that the Montgomery County Zoning Ordinance be amended to improve the bicycle parking and end-of-trip bicycle facility requirements. While the Zoning Code revisions in 2014 introduced major improvements for the provision of bicycle parking, showers and changing rooms, additional updates are needed to clarify existing requirements and to meet industry best practices, including requirements to:

- Incentivize bicycle rooms as the preferred form of long-term bicycle parking in residential and commercial buildings.

The Honorable Nancy Navarro
July 8, 2019
Page 2

- Disallow bicycle lockers and bicycle racks as long-term bicycle parking in residential and commercial buildings.
- Identify performance standards for stacked bike racks.
- Establish certain requirements for providing and locating bicycle repair stations.
- Provide a portion of long-term bicycle parking to accommodate larger bicycles, including tandems, bicycles with trailers and cargo bikes.
- Modify bicycle parking design standards to provide safe and secure long-term and short-term parking facilities.

The Planning Board and its staff will be available to assist the Council in the review of the proposed zoning code revisions.

Sincerely,



Casey Anderson
Chair

CA:GR:aj

Attachment:

Proposed ZTA to amend the bicycle parking requirements and the bicycle parking design standards

**cc: Montgomery County Planning Board
Tanya Stern, Planning Department
Gwen Wright, Planning Department**

Zoning Text Amendment No.: 19-08
Concerning: Bicycle Parking –
Requirements & Design
Standards

Draft No. & Date: 1-5/3/2019

Introduced: 10/22/2019

Public Hearing:

Adopted:

Effective:

Ordinance No.:

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF
THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN
MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President Navarro at the Request of the Planning Board

AN AMENDMENT to the Montgomery County Zoning Ordinance to:

- amend the bicycle parking requirements;
- amend the bicycle parking design standards; and
- generally amend the provisions concerning bicycle parking and parking design

By amending the following sections of the Montgomery County Zoning Ordinance, Chapter 59 of the Montgomery County Code:

Division 6.2. "Parking, Queuing, and Loading"

Section 6.2.3. "Calculation of Required Parking"

Section 6.2.4. "Parking Requirements"

Section 6.2.6. "Bicycle Parking Design Standards"

EXPLANATION: ***Boldface** indicates a Heading or a defined term.*

Underlining indicates text that is added to existing law by the original text amendment.

[Single boldface brackets] indicate text that is deleted from existing law by original text amendment.

Double underlining indicates text that is added to the text amendment by amendment.

[[Double boldface brackets]] indicate text that is deleted from the text amendment by amendment.

** * * indicates existing law unaffected by the text amendment.*

ORDINANCE

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following ordinance:

1 **Sec. 1. DIVISION 59-6.2 is amended as follows:**

2 * * *

3 **Section 6.2.3. Calculation of Required Parking**

4 * * *

5 **I. Adjustments to Vehicle Parking**

6 * * *

7 **7. Adjustments Allowed Only in Commercial/Residential and**
8 **Employment Zones**

9 * * *

10 **c. Bike-Share Facility**

11 A bike-share facility with a minimum of 10 spaces may be
12 substituted for 3 vehicle parking spaces if the bike-share facility
13 is accepted by the Department of Transportation as part of an
14 approved comprehensive plan of bike-sharing stations.

15 **d. Changing Facilities - Showers and Lockers**

16 The deciding body may reduce the required number of vehicle
17 parking spaces by 3 spaces for each additional changing facility
18 provided above the minimum required under Section
19 [6.2.6.A.4] 6.2.6.B.3. A changing facility must include a
20 shower and lockers [provided separately for each gender].

21

22 **Section 6.2.4. Parking Requirements**

23 **A. Using the Parking Tables**

24 Uses on the parking table match the allowed uses and use groups in Article
25 59-3. The number of required spaces is based on a metric specific to each
26 use. If the proposed intensity of the use is less than the metric in the tables in
27 [subsection] Subsections B and C, the baseline minimum is calculated using

28 a fraction of that metric. The number of vehicle parking spaces required also
 29 depends upon whether the property is located in or outside of a Parking Lot
 30 District or Reduced Parking Area.

31 * * *

32 **C. Bicycle Parking Spaces**

USE or USE GROUP	Metric	Agricultural, Rural Residential, Residential, and Industrial Zones		Commercial/Residential and Employment Zones	
		Minimum (Maximum)	% Long-Term	Minimum (Maximum)	% Long-Term
RESIDENTIAL					
Household Living					
Multi-Unit Living	Dwelling Unit (10[20]+ Units Only)	0.35 (100 max <u>per building</u>)	95%	0.50 (100 max <u>per building</u>)	95%
Group Living					
Dormitory Independent Living Facility for Seniors or Persons with Disabilities Personal Living Quarters Residential Care Facility (except Assisted Living/Memory Care Facility)	Dwelling Unit (20+ Units Only)	0.25 (50 max)	95%	0.25 (50 max)	95%
Residential Care Facility (Assisted Living/Memory Care)	<u>Total Employees</u>	<u>0.10 (25 max)</u>	<u>95%</u>	<u>0.10 (25 max)</u>	<u>95%</u>
CIVIC AND INSTITUTIONAL					
* * *					
Day Care Facility					
Day Care Center Group Day Care [Day Care Center] (excluding home-based Day Care)	5,000 SF of GFA	1.00 (5 max)	85%	1.00 (5 max)	85%
Educational Institution (Private)	[5,000 SF of GFA] <u>Total Students</u>	[1.00 (50 max)] <u>0.05 (50 max)</u>	[15%] <u>0%</u>	[1.00 (50 max)] <u>0.05 (50 max)</u>	[15%] <u>0%</u>
	<u>Total Employees</u>	<u>0.10 (15 max)</u>	<u>100%</u>	<u>0.10 (15 max)</u>	<u>100%</u>
* * *					
Private Club, Service Organization	10,000 SF of GFA	0.50 (10 max)	15%	1.00 (10 max)	15%
Religious Institution	<u>2,000 SF of GFA</u>	<u>1.00 (25 max)</u>	<u>15%</u>	<u>1.00 (25 max)</u>	<u>15%</u>

* * *					
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34 * * *

35 **Section 6.2.6. Bicycle Parking Design Standards**

36 Definitions.

37 In this section, except where specified otherwise, the following words and phrases
38 have the meanings indicated:

39 **Bicycle Locker:** A space intended to store one bicycle that is locked from the
40 outside, rather than securing the bicycle itself.

41 **Inverted-U Rack:** In the shape of an upside-down “U”, staple, or loop, this rack
42 provides two points of ground contact and two points of contact for supporting a
43 bicycle.

44 **Secure Parking Area:** A weather-protected, standalone bicycle parking structure
45 or building extension with shared racks and access control.

46 **A. Dimensions and Bicycle Racks**

47 **1. Parking Space and Aisle Dimensions**

48 a. Each horizontal parking space (a space provided parallel to the
49 ground) must have a minimum length of 72 inches, a minimum
50 width of 18 inches, and a minimum height of 84 inches. If an
51 inverted-U or similar rack is provided, one rack may serve two
52 bicycles if it is installed so that it provides the minimum
53 parking space dimensions on each side.

54 b. When a parking space is provided perpendicular to the ground,
55 the vertical clearance of the space must be a minimum of 75
56 inches and the depth (measured along the floor from the
57 anchoring wall) must be a minimum of 48 inches. The width of
58 the space must be a minimum of 30 inches.

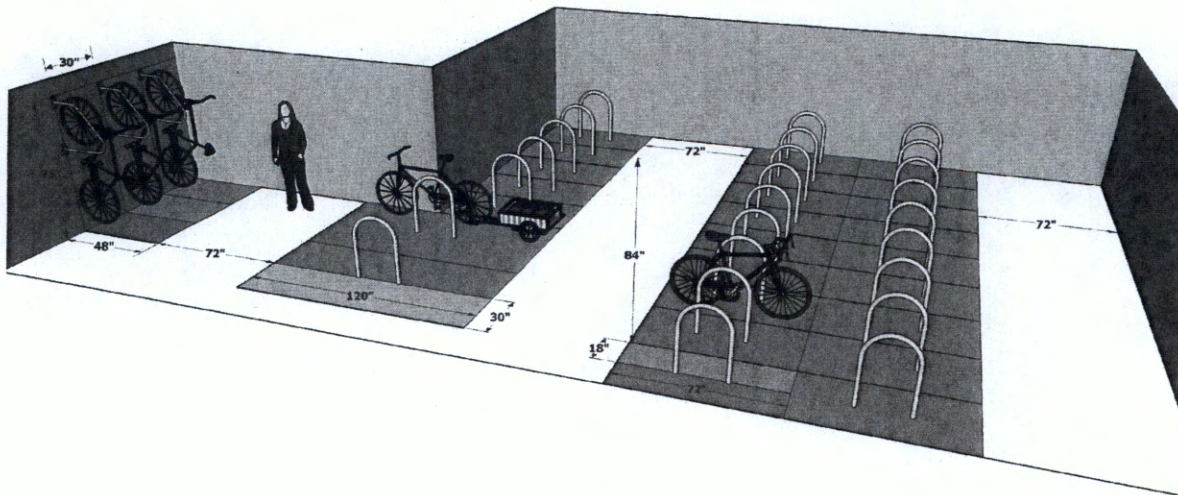
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- c. A minimum of 10% of long-term parking spaces must be at least 120 inches long and 30 inches wide.
- d. A bicycle parking facility must have an access aisle that is a minimum of 72 inches on at least one side of a row of parked bicycles.

2. Racks

A bicycle rack must:

- a. permit a bicycle frame and one wheel to be locked to the rack with a high-security lock;
- b. permit a bicycle to be securely held with its frame supported in at least 2 places;
- c. be durable and securely anchored;
- d. have a locking surface thin enough to allow standard u-locks to be used, but thick enough so the rack cannot be cut with bolt cutters; and
- e. not include any elements within the interior space.



75
76

A bicycle room with appropriate parking space/aisle dimensions.

77 **[A]B. Long-Term Spaces**

78 **1. Location, Access, and Security**

79 a. Each long-term bicycle parking space must be provided within
80 a building, covered parking garage, or [bicycle locker] secure
81 parking area located near the building or structure and the street
82 or other bicycle right-of-way. Bicycle lockers do not satisfy the
83 requirements for long-term bicycle parking.

84 b. Facilities for long-term bicycle parking include: bicycle rooms
85 on the ground floor of a residential/commercial building,
86 bicycle rooms in a parking garage, bicycle cages in a parking
87 garage, and secure parking areas.

88 c. When a development project includes multiple buildings, the
89 total number of parking spaces required will be calculated for
90 the entire project and distributed proportionally to each building
91 based on its share of the total parking space requirement. When
92 the long-term bicycle parking for multiple buildings is co-
93 located, it must be within 200 feet of an entrance to each of the
94 participating buildings.

95 [b]d. Each space must be available and accessible for all building
96 tenants during the building's hours of operations. For residential
97 tenants, each space must be accessible 24 hours a day, 7 days a
98 week.

99 [c]e. A long-term bicycle parking space in a garage:

100 i. must be clearly marked as a long-term bicycle parking
101 space;

- 102 ii. must be located no lower than the first complete parking
- 103 level below grade, and no higher than the first complete
- 104 parking level above grade;
- 105 iii. must be in a well-lit, visible location near the main
- 106 entrance or elevators; [and]
- 107 iv. should be separated from vehicle parking by a barrier that
- 108 minimizes the possibility of a parked bicycle being hit by
- 109 a car[.]; and
- 110 v. must be outfitted with a rack to lock the bicycle, as
- 111 defined in Section 6.2.6.A.2.

112 [d]f. If a long-term bicycle parking space is in an enclosed area, the

113 facility must not be accessible to anyone without authorized

114 access.

115 [e. If a locker is provided, the locker must be securely anchored.]

116 [f]g. Each facility must be well-maintained and well lit.

117 h. If the bicycle storage area requires the use of doors, doors must

118 be fully automatic or automatically open with the push of a

119 button.

120 i. Stacked bicycle racks, or racks that increase parking capacity

121 by providing more than one tier, must:

122 i. include a mechanism that lowers upper-level loading

123 trays;

124 ii. have an aisle with a minimum width of 84 inches; and

125 iii. be designed so that users can easily lock the bicycle from

126 the aisle.

127 **[2. Space Dimensions**

128 a. Each long-term bicycle parking space must have:

- 129 i. a minimum vertical clearance of 75 inches for spaces
- 130 other than lockers;
- 131 ii. a minimum vertical clearance of 48 inches for a locker;
- 132 iii. a minimum length of 72 inches and width of 24 inches if
- 133 a bicycle is placed horizontally; and
- 134 iv. a minimum length of 40 inches and width of 24 inches if
- 135 a bicycle is placed vertically.
- 136 b. A bicycle parking facility must have an aisle a minimum of 4
- 137 feet in width between rows of bicycle parking spaces and the
- 138 perimeter of the area devoted to bicycle parking.
- 139 c. If a room or common locker is not divided into individual
- 140 spaces, each 12 square feet of floor area is counted as one
- 141 bicycle parking space.
- 142 d. If a bicycle parking facility has a manufactured metal locker or
- 143 stall, each locker or stall devoted to bicycle parking is counted
- 144 as one bicycle parking space.]

145 **[3]2. Signs**

146 If a long-term bicycle parking facility is not visible from the street or
147 main building entrance, the property owner must post a sign in a
148 lobby or common area indicating the location of the bicycle parking.

149 **[4]3. Changing Facilities – Showers and Lockers**

- 150 a. Any individual tenant space with more than 50,000 square feet
- 151 of nonresidential gross floor area (excluding retail or uses with
- 152 less than 50 employees during the largest shift)[,] must have at
- 153 least [one] two all-gender, single-stall, combined
- 154 shower/[and]changing rooms for each building. [facility for
- 155 each gender, unless the] If a development with more than

156 50,000 square feet of nonresidential gross floor area (excluding
157 retail or uses with less than 50 employees during the largest
158 shift) has shower and changing facilities in a common area that
159 is available to all tenants, at least two all-gender, single-stall,
160 combined shower/changing rooms must be provided for each
161 building.

162
163 Two [One] additional [shower] showers and changing facilities
164 [facility per gender] must be installed for every additional
165 50,000 square feet of nonresidential gross floor area (excluding
166 retail), up to a maximum of [3 for each gender]8 for each
167 building. Additional showers beyond the first two all-gender,
168 single-stall facilities may be co-located into gender-specific,
169 multi-stall facilities evenly distributed between genders.

170 b. If a long-term bicycle storage facility is required for a
171 nonresidential use, the facility must have a minimum of 0.6
172 [0.3] clothing lockers for each required long-term storage space
173 [for each gender]. Each clothing locker must be:

- 174 i. a minimum of 12 inches wide, 18 inches deep, and 36
175 inches high;
- 176 ii. available for use during all hours that employees are on-
177 site; and
- 178 iii. installed adjacent to the showers and changing facilities
179 in a safe and secured area.

180 c. Section [6.2.6.A. 4] 6.2.6.A.3 does not apply to a public
181 parking facility.

182 **4. Repair Stations**

183 A multi-unit dwelling with 10 or more units and all commercial
184 buildings must provide at least one bicycle repair station or equivalent
185 facilities for bicycle repair and maintenance. The repair station should
186 be co-located with long-term bicycle parking and include a repair
187 stand. The repair stand must include a clear area measuring a
188 minimum of 90 inches by 45 inches, with the back of the repair stand
189 placed at least 12 inches from the wall. A basic repair stand should
190 have:

- 191 (a) a supporting arm to hold a bicycle without causing damage;
- 192 (b) basic tools attached to the stand with tamper-proof hardware;
- 193 and
- 194 (c) an air pump attached to the stand with tamper-proof hardware.

195 **5. Electric Bicycle Charging**

196 All long-term bicycle parking facilities must be equipped with at least
197 one outlet for every five spaces, evenly distributed throughout the
198 long-term bicycle parking facility.

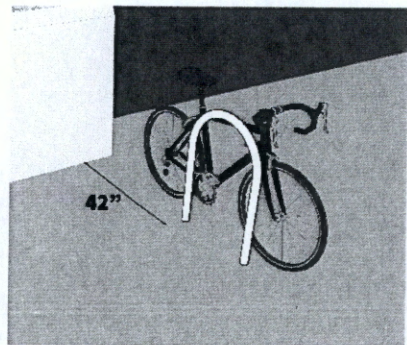
199 **[B]C. Short-Term Spaces**

200 **1. Location, Access, and Security**

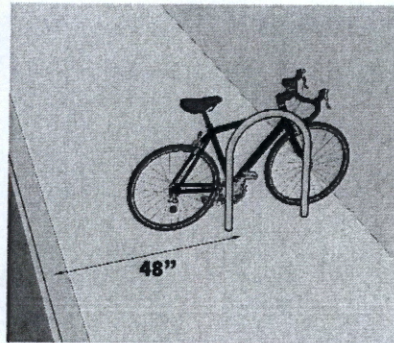
- 201 a. Each short-term bicycle parking space must be:
 - 202 i. available to the public;
 - 203 ii. located in a convenient, well-lit area that is clearly visible
 - 204 to both a visitor to the building and a person who is on
 - 205 the sidewalk that accesses the building's main entrance;
 - 206 and
 - 207 iii. within 90 feet [from]of:

- 208 (a) the main entrance of [any] each building within the
209 development, and closer than the nearest non-
210 accessible vehicle parking space; or
- 211 (b) at least one main entrance of a building with more
212 than one main entrance; unless
- 213 (c) the applicable deciding body approves an
214 alternative location during the site plan or
215 conditional use process[.]; and
- 216 iv. outfitted with a rack to which a bicycle can be locked, as
217 defined in Section 6.2.6.A.2.
- 218 b. Each parking facility is prohibited from obstructing pedestrian
219 traffic or interfering with the use of the pedestrian area.
- 220 c. Any sidewalk rack that is:
- 221 i. [parallel] *parallel* to the curb must be located so that the
222 nearest vertical component of the rack is a minimum of
223 24 inches [2 feet] from the curb face and 36 inches from
224 the building face;[.]
- 225 ii. [d. Any sidewalk rack aligned perpendicular]
226 *perpendicular* to the curb must be located so that the
227 nearest vertical component of the rack is a minimum of
228 48 inches [4 feet] from the curb face and 42 inches from
229 the building face;[.]
- 230 iii. *diagonal* to the curb must be located so that the nearest
231 vertical component of the rack is a minimum of 48 inches
232 from the curb face, and 42 inches from the building face,
233 measured in a line parallel to the orientation of the rack.

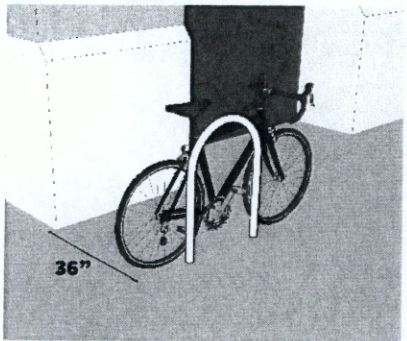
- 234 [e]d. Each sidewalk rack must be a minimum of 14 feet from any
235 stand-alone fire hydrant.
- 236 [f]e. Each parked bicycle must be accessible without moving another
237 bicycle.
- 238 f. Rack placement should not conflict with ADA requirements.
- 239 [g. A bicycle parking facility must have an aisle a minimum of 4
240 feet in width behind all occupied parking racks to allow room
241 for bicycle maneuvering.]



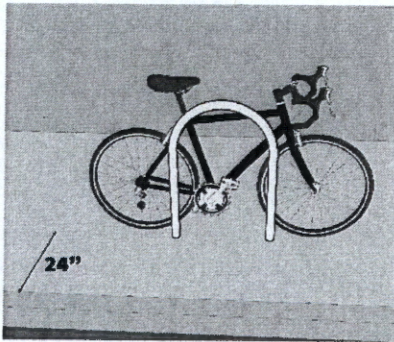
Perpendicular Building Face



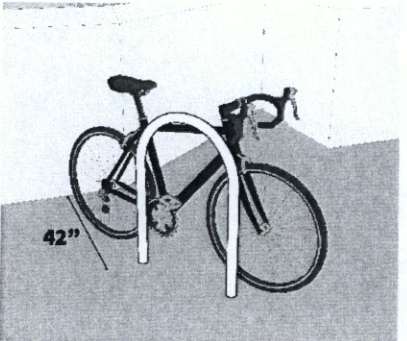
Perpendicular Curb Side



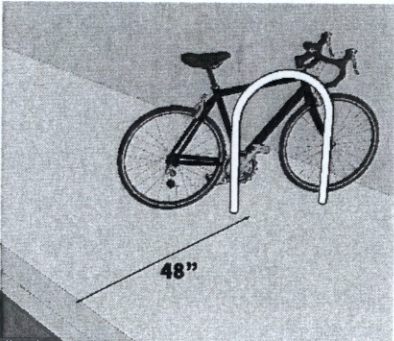
Parallel Building Face



Parallel Curb Side



Diagonal Building Face



Diagonal Curb Side

243 Minimum offset dimensions for short-term bicycle parking.

244 **[2. Racks**

245 A bicycle rack must:

- 246 a. permit a bicycle frame and one wheel to be locked to the rack
- 247 with a high security lock;
- 248 b. permit a bicycle to be securely held with its frame supported in
- 249 at least 2 places;
- 250 c. be offset a minimum of 30 inches on center;
- 251 d. be durable and securely anchored;
- 252 e. have a locking surface thin enough to allow standard u-locks to
- 253 be used, but thick enough so the rack cannot be cut with bolt
- 254 cutters;
- 255 f. have aisles a minimum width of 48 inches between racks;
- 256 g. have a minimum depth of 72 inches between each row of
- 257 parked bicycles; and
- 258 h. perform as well as an inverted u-rack.]

259 * * *

260 **Sec. 2. Effective date.** This ordinance becomes effective 20 days after the
261 date of Council adoption.

262

263 This is a correct copy of Council action.

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266

Mary Anne Paradise
267 Acting Clerk of the Council