



Montgomery
County Council

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

AGENDA ITEM 7
December 3, 2019
Public Hearing

SUBJECT

ZTA 19-08, Bicycle Parking – Requirements & Design Standards

EXPECTED ATTENDEES

N/A

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

N/A

DESCRIPTION/ISSUE

This is public hearing on a Planning Board-recommended 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 Public Hearing Memorandum to the Council
Planning Board Recommendation
ZTA 19-08

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© 1-2
© 3-16


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Public Hearing

MEMORANDUM

November 27, 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 – public hearing

Zoning Text Amendment (ZTA) 19-08, lead sponsor Council President Navarro at the request of the Planning Board, was introduced 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.

Currently, only multifamily buildings with more than 20 units must provide a minimum of .35 bike parking spaces and a maximum of 100 spaces. ZTA 19-08 would require multifamily buildings with a minimum of 10 units to provide .35 bike parking spaces per unit. Under the proposed ZTA, the maximum of 100 spaces would apply per building.

Residential care facilities would have a new requirement of .1 space per employee. Religious institutions would have a new requirement of 1 space for every 2,000 square feet of GFA. The metric for educational institutions would change from gross floor area to total number of students and total number of employees. Planning staff did not provide estimates on how many new projects would either have increased bicycle parking obligations or new obligations.

ZTA 19-08 proposes new design standards for parking spaces, aisle dimensions, racks, changing facilities, showers, lockers, repair stations, and electric bicycle charging facilities.

A PHED worksession is tentatively scheduled for January 16, 2020.



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
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- 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 **Section 6.2.4. Parking Requirements**

22 **A. Using the Parking Tables**

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

28 depends upon whether the property is located in or outside of a Parking Lot
 29 District or Reduced Parking Area.

30 * * *

31 **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 (<u>except Assisted Living/Memory Care Facility</u>)	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>	0.10 (25 max)	95%	0.10 (25 max)	95%
CIVIC AND INSTITUTIONAL					
* * *					
Day Care Facility					
Day Care Center Group Day Care [Day Care Center] (<u>excluding home-based Day Care</u>)	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)] 0.05 (50 max)	[15%] 0%	[1.00 (50 max)] 0.05 (50 max)	[15%] 0%
	<u>Total Employees</u>	0.10 (15 max)	100%	0.10 (15 max)	100%
* * *					
Private Club, Service Organization	10,000 SF of GFA	0.50 (10 max)	15%	1.00 (10 max)	15%
Religious Institution	2,000 SF of GFA	1.00 (25 max)	15%	1.00 (25 max)	15%
* * *					

32 * * *

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

34 Definitions.

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

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

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

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

44 **A. Dimensions and Bicycle Racks**

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

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

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

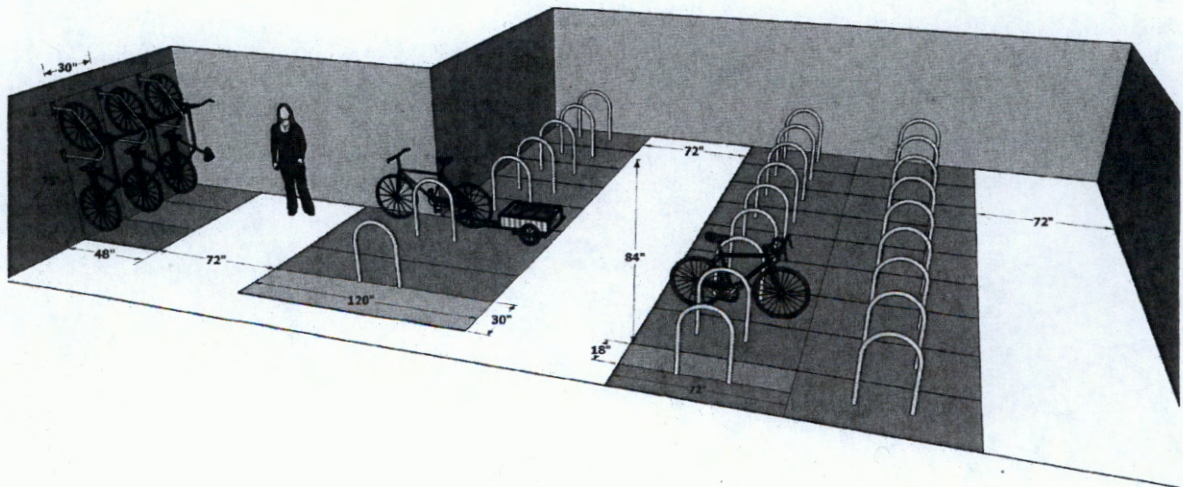
57 c. A minimum of 10% of long-term parking spaces must be at
58 least 120 inches long and 30 inches wide.

59 d. A bicycle parking facility must have an access aisle that is a
60 minimum of 72 inches on at least one side of a row of parked
61 bicycles.

62 **2. Racks**

63 A bicycle rack must:

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



73
74 A bicycle room with appropriate parking space/aisle dimensions.

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

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

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- a. Each long-term bicycle parking space must be provided within a building, covered parking garage, or [bicycle locker] secure parking area located near the building or structure and the street or other bicycle right-of-way. Bicycle lockers do not satisfy the requirements for long-term bicycle parking.
- b. Facilities for long-term bicycle parking include: bicycle rooms on the ground floor of a residential/commercial building, bicycle rooms in a parking garage, bicycle cages in a parking garage, and secure parking areas.
- c. When a development project includes multiple buildings, the total number of parking spaces required will be calculated for the entire project and distributed proportionally to each building based on its share of the total parking space requirement. When the long-term bicycle parking for multiple buildings is co-located, it must be within 200 feet of an entrance to each of the participating buildings.
- [b]d. Each space must be available and accessible for all building tenants during the building's hours of operations. For residential tenants, each space must be accessible 24 hours a day, 7 days a week.
- [c]e. A long-term bicycle parking space in a garage:
 - i. must be clearly marked as a long-term bicycle parking space;
 - ii. must be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade;

- 103 iii. must be in a well-lit, visible location near the main
- 104 entrance or elevators; [and]
- 105 iv. should be separated from vehicle parking by a barrier that
- 106 minimizes the possibility of a parked bicycle being hit by
- 107 a car[.]; and
- 108 v. must be outfitted with a rack to lock the bicycle, as
- 109 defined in Section 6.2.6.A.2.

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

111 facility must not be accessible to anyone without authorized

112 access.

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

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

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

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

117 button.

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

119 by providing more than one tier, must:

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

121 trays;

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

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

124 the aisle.

125 **[2. Space Dimensions**

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

127 i. a minimum vertical clearance of 75 inches for spaces

128 other than lockers;

129 ii. a minimum vertical clearance of 48 inches for a locker;

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

143 **[3]2. Signs**

144 If a long-term bicycle parking facility is not visible from the street or

145 main building entrance, the property owner must post a sign in a

146 lobby or common area indicating the location of the bicycle parking.

147 **[4]3. Changing Facilities – Showers and Lockers**

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

157 is available to all tenants, at least two all-gender, single-stall,
158 combined shower/changing rooms must be provided for each
159 building.

160
161 Two [One] additional [shower] showers and changing facilities
162 [facility per gender] must be installed for every additional
163 50,000 square feet of nonresidential gross floor area (excluding
164 retail), up to a maximum of [3 for each gender]8 for each
165 building. Additional showers beyond the first two all-gender,
166 single-stall facilities may be co-located into gender-specific,
167 multi-stall facilities evenly distributed between genders.

- 168 b. If a long-term bicycle storage facility is required for a
169 nonresidential use, the facility must have a minimum of 0.6
170 [0.3] clothing lockers for each required long-term storage space
171 [for each gender]. Each clothing locker must be:
- 172 i. a minimum of 12 inches wide, 18 inches deep, and 36
173 inches high;
 - 174 ii. available for use during all hours that employees are on-
175 site; and
 - 176 iii. installed adjacent to the showers and changing facilities
177 in a safe and secured area.
- 178 c. Section [6.2.6.A. 4] 6.2.6.A.3 does not apply to a public
179 parking facility.

180 **4. Repair Stations**

181 A multi-unit dwelling with 10 or more units and all commercial
182 buildings must provide at least one bicycle repair station or equivalent
183 facilities for bicycle repair and maintenance. The repair station should

184 be co-located with long-term bicycle parking and include a repair
185 stand. The repair stand must include a clear area measuring a
186 minimum of 90 inches by 45 inches, with the back of the repair stand
187 placed at least 12 inches from the wall. A basic repair stand should
188 have:

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

193 **5. Electric Bicycle Charging**

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

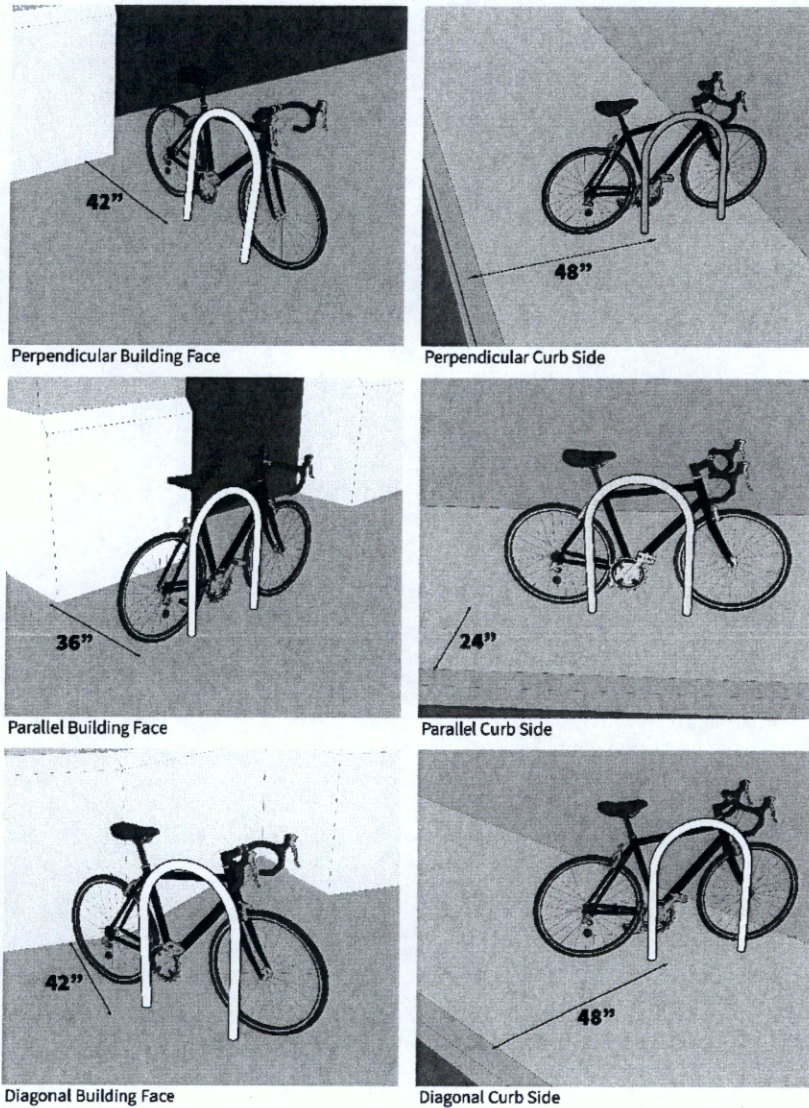
197 **[B]C. Short-Term Spaces**

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

- 199 a. Each short-term bicycle parking space must be:
200 i. available to the public;
201 ii. located in a convenient, well-lit area that is clearly visible
202 to both a visitor to the building and a person who is on
203 the sidewalk that accesses the building's main entrance;
204 and
205 iii. within 90 feet [from]of:
206 (a) the main entrance of [any] each building within the
207 development, and closer than the nearest non-
208 accessible vehicle parking space; or
209 (b) at least one main entrance of a building with more
210 than one main entrance; unless

- 211 (c) the applicable deciding body approves an
212 alternative location during the site plan or
213 conditional use process[.]; and
214 iv. outfitted with a rack to which a bicycle can be locked, as
215 defined in Section 6.2.6.A.2.
- 216 b. Each parking facility is prohibited from obstructing pedestrian
217 traffic or interfering with the use of the pedestrian area.
- 218 c. Any sidewalk rack that is:
- 219 i. [parallel] parallel to the curb must be located so that the
220 nearest vertical component of the rack is a minimum of
221 24 inches [2 feet] from the curb face and 36 inches from
222 the building face;[.]
- 223 ii. [d. Any sidewalk rack aligned perpendicular]
224 perpendicular to the curb must be located so that the
225 nearest vertical component of the rack is a minimum of
226 48 inches [4 feet] from the curb face and 42 inches from
227 the building face;[.]
- 228 iii. diagonal to the curb must be located so that the nearest
229 vertical component of the rack is a minimum of 48 inches
230 from the curb face, and 42 inches from the building face,
231 measured in a line parallel to the orientation of the rack.
- 232 [e]d. Each sidewalk rack must be a minimum of 14 feet from any
233 stand-alone fire hydrant.
- 234 [f]e. Each parked bicycle must be accessible without moving another
235 bicycle.
- 236 f. Rack placement should not conflict with ADA requirements.

237 [g. A bicycle parking facility must have an aisle a minimum of 4
238 feet in width behind all occupied parking racks to allow room
239 for bicycle maneuvering.]



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241 Minimum offset dimensions for short-term bicycle parking.

242

[2. Racks

243

A bicycle rack must:

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- a. permit a bicycle frame and one wheel to be locked to the rack with a high security lock;

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

257 * * *

258 **Sec. 2. Effective date.** This ordinance becomes effective 20 days after the

259 date of Council adoption.

260

261 This is a correct copy of Council action.

262

263

264 Mary Anne Paradise
265 Acting Clerk of the Council