



**Committee:** PHED  
**Staff:** Jeffrey Zyontz, Senior Legislative Analyst  
**Purpose:** Final action – vote expected  
**Keywords:** #Bike parking

AGENDA ITEM 3B  
July 21, 2020  
**Action**

## **SUBJECT**

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

## **EXPECTED ATTENDEES**

Casey Anderson, Chair, Montgomery County Planning Board  
Greg Russ, Planner Coordinator, Montgomery County Planning Department  
David Anspacher, Transportation Supervisor, Montgomery County Planning Department  
Lauren Pepe, Senior Planning Associate, Montgomery County Planning Department

## **COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION**

The Committee (3-0) recommended approval of ZTA 19-08 with amendments to:

1. change the proposed bicycle parking requirement for religious assembly uses to the greater of 1 space per 200 fixed seats or 2,000 square feet of gross floor area –limited to a maximum of 25 bicycle parking spaces for all uses in a single building;
2. amend the requirement for a repair facility so that it applies only to commercial buildings with more than 50,000 square feet of gross floor area; and
3. delete the single reference to the Americans with Disabilities Act.

## **DESCRIPTION/ISSUE**

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.

## **SUMMARY OF KEY DISCUSSION POINTS**

ZTA 19-08 would implement an element of the approved 2018 Bicycle Master Plan. The requirements of ZTA 19-08 would expand bicycle parking requirements. The augmented requirements are intended to reduce barriers to bicycle use. The new requirement will increase the costs of new development. The bicycle use increases attributable to the enhanced parking requirements are not quantified.

**This report contains:**

Staff Action Memorandum to the Council	Pages 1-7
ZTA 19-08 as recommended by the PHED Committee	©1-16
Planning Board recommendation	©17-18
Planning staff recommendation	©19-25

**Alternative format requests for people with disabilities.** If you need assistance accessing this report you may [submit alternative format requests](#) to the ADA Compliance Manager. The ADA Compliance Manager can also be reached at 240-777-6197 (TTY 240-777-6196) or at [adacompliance@montgomerycountymd.gov](mailto:adacompliance@montgomerycountymd.gov)

**Action**

**MEMORANDUM**

July 16, 2020

TO: County Council

FROM: Jeffrey L. Zyontz, Senior Legislative Analyst

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

PURPOSE: Action – recommendation to approve, amend, or disapprove

**Expected Participants:**

Casey Anderson, Chair, Montgomery County Planning Board  
Greg Russ, Planner Coordinator, Montgomery County Planning Department  
David Anspacher, Transportation Supervisor, Montgomery County Planning Department  
Lauren Pepe, Senior Planning Associate, Montgomery County Planning Department

**PHED Recommendation**

The Committee (3-0) recommended approval of ZTA 19-08 with amendments to:

1. change the proposed bicycle parking requirement for religious assembly uses to the greater of 1 space per 200 fixed seats or 2,000 square feet of gross floor area –limited to a maximum of 25 bicycle parking spaces for all uses in a single building;
2. amend the requirement for a repair facility so that it applies only to commercial buildings with more than 50,000 square feet of gross floor area; and
3. delete the single reference to the Americans with Disabilities Act.

**Background**

Zoning Text Amendment (ZTA) 19-08, lead sponsor (then) Council President Navarro at the request of the Planning Board, was introduced on October 22, 2019. ZTA 19-08 would amend bicycle parking requirements and bicycle parking design standards. It would expand the universe of development required to provide bicycle parking facilities by requiring that more developments provide parking facilities. It would add defined terms, provisions concerning location security, and requirements for

repair stations and electric bicycles. The expanded dimensional and design standards include illustrations.

On November 27, 2018, the Council approved the Bicycle Master Plan. That Plan envisions Montgomery County as a world-class bicycling community. Under the Plan, all areas of the County will have access to a comfortable, safe, and connected bicycle network. The Plan recognized that bicycling is a viable transportation option that could improve everyone's quality of life.<sup>1</sup> Bicycles cannot succeed as an option if physical facilities do not provide for them. The purpose of ZTA 19-08 is to implement one aspect of the 2018 Bicycle Master Plan by augmenting the bicycle parking requirement in the Zoning Ordinance.

The County has a goal to increase bicycle use.<sup>2</sup> To that end, the Bicycle Master Plan proposed a bicycle-friendly parking strategy. The ZTA represents requirements on new development to help lower the impediments to bicycle use; if you use a bicycle, you want to know you can safely park it where you are going.

## **Public Hearing**

The Council held a public hearing on December 3, 2019. Planning staff noted that the Planning Board recommended a change to the ZTA as introduced to clarify that a bicycle repair station was required for non-residential facilities only when the development included at least 50,000 square feet of gross floor area. After the public hearing, Planning staff recommended an additional amendment to change the standard for bicycle parking required for a place of worship from 1 space for every 2,000 square feet of gross floor area (GFA) to 1 space for every 200 fixed seats.

The Planning staff report to the Planning Board's November 1, 2019 meeting documented other public concerns that did not persuade the Planning Board to change the draft before it.

- There was objection to changing the size of residential development required to have bicycle parking from 20 units to 10 units.
- It was suggested that increasing the aisle width from 48 inches to 72 inches was excessive.
- Comments protested: the deletion of bicycle lockers as a long-term parking option; and access control for bicycle parking spaces.
- There was a plea for clarification that parking in a separate structure was allowed (which it is).
- There was objection to requiring 2 showers and changing rooms (and gender-neutral labeling).
- The requirement for repair facilities and bike charging outlets was thought to be excessive.

---

<sup>1</sup> "Bicycling is a big part of the future. It has to be. There's something wrong with a society that drives a car to work out in a gym." Bill Nye the Science Guy.

<sup>2</sup> The Council favors decreased carbon emissions, decreased road and parking pavement made necessary by car dependency, and increased physical activity.

## Proposed Changes in ZTA 19-08

The Council should consider and affirm the additional burdens the bicycle parking requirements place on development.<sup>3</sup> The proposed ZTA:

- 1) lowers the size and types of developments required to provide bicycle parking (table C starting on line 31);
- 2) **removes storage lockers as a long-term bicycle parking option** (lines 80-81);
- 3) requires automatic doors when doors are used for indoor parking (lines 115-117);
- 4) **increases standards for stacked spaces** (lines 118-124);
- 5) increases the maximum number of showers required for larger developments from 6 to 8 (line 163);
- 6) doubles the number of clothing lockers required per long-term bike storage space (line 168);
- 7) **requires a repair facility** for residential developments with more than 10 units and in commercial developments with more than 50,000 square feet of GFA (lines 179-192); and
- 8) requires one electric outlet for every 5 parking spaces (lines 193-196).

To a substantial degree, these additional requirements reflect the recommendations in the approved Bicycle Master Plan.<sup>4</sup> The items in bold were specifically recommended; others were recommended in more general terms. The Bicycle Master Plan recommended incentivizing bicycle rooms for long-term storage, but such rooms are an option that may be more costly than other options because of the requirement for automatic doors.

Staff recommends approval of ZTA 19-08 with amendments. If the Council agrees with imposing a bicycle parking requirement on places of worship, Staff agrees with Planning staff recommended changes for bicycle parking metrics at religious institutions (1 space per 200 fixed seats, not 1 space per 2,000 square feet of GFA). Many institutions do not have any fixed seating.

Staff also recommends deleting the bicycle rack requirement for ADA compliance. As a matter of editorial consistence without a change in substance, Staff changed the category of “religious institution” to reflect the phrase in the land use table which is “religious assembly”.

---

<sup>3</sup> The goal is to create a physical environment that would be the most welcoming to bicycle users. There are no metrics to say that requiring all of the suggested changes will result in any specific amount of additional bicycle use. There is no economic impact analysis to suggest the additional costs of any one of the proposed requirements will be cost-effective. Whatever the costs, the Planning Board believes that all these facilities are part of becoming a world-class biking community. In search of a gold standard for bicycle parking in private development, it is for the Council to determine if the public interest lies in a 24-karat gold or 12-karat gold standard. The Committee recommends 24-karat gold.

<sup>4</sup> Bicycle Master Plan, adopted 2018, page 120:

### 2.19. Update the Zoning Code

Amend the Montgomery County Zoning Ordinance to improve the bicycle parking and end-of-trip bicycle facility requirements.

Justification: 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.
- disallow bicycle lockers and bicycle racks as long-term bicycle parking in residential and commercial buildings.
- identify performance standards for stacked bike racks.
- provide repair station requirements in the long-term bicycle parking section of the code.
- provide a portion of long-term bicycle parking to accommodate larger bicycles, including tandems, bicycles with trailers, and cargo bikes.

## **Proposed Changes to Bicycle Parking Spaces**

### **Multi-family**

Currently, only multi-family projects with 20 units or more are required to provide bicycle parking. No more than 100 spaces are required by any development. As introduced, any multi-unit dwelling with 10 or more units would be required to provide bike parking.

There are 1,386 multi-family buildings in the County. Of the 1,386 multi-family buildings, 160 buildings have 10 to 19 units. In terms of percentages, the proposed provision would have expanded parking obligations on an additional 12% of multi-family units.

There was objection at the Planning Board to requiring small developments to provide bike parking.

Under ZTA 19-08 as introduced, the maximum of 100 spaces currently in the code would be amended to require a maximum of 100 spaces per building. The parking requirement is .35 spaces per unit. Any project with more than 286 units in more than 1 building would have an increased obligation under the proposed change.

### **Assisted Living/Memory Care Facility**

Currently, there is a single category for “Independent Living Facility for Seniors or Persons with Disabilities Personal Living Quarters Residential Care Facility”. The requirement for bike parking applies to facilities of 20 units or more and is based on spaces per unit. ZTA 19-08 proposes having a separate category for Assisted Living/Memory Care Facilities and basing the requirement on number of employees. There are 55 existing Nursing Homes or Assisted Living facilities in the County. Nine are currently in the pipeline.

### **Day Care Center**

ZTA 19-08 would exclude home-based centers. The current requirement is for 1 parking space for every 5,000 square feet of gross floor area. It is hard to imagine any home-based day care center with 5,000 square feet for space, but any centers with less than 5,000 square feet are required to have 1 bike parking space under the current code.

### **Educational Institution (Private)**

Instead of a requirement based on floor area as required by the current code, ZTA 19-08 would have separate requirements based on total number of students and total number of employees. Long-term space would only be required for employees. Planning staff does not have student enrollment data or employment data for private educational institutions.

### **Religious Assembly**

Currently, there is no requirement for religious assembly uses to provide bike parking. As introduced, ZTA 19-08 would require 1 parking space for every 2,000 square feet of gross floor area - up to 25 spaces. Fifteen percent of these spaces would be long-term. There are 440 places of religious

assembly in the County. Of the 440, 420 religious assembly uses have more than 2,000 square feet of gross floor area. Of the spaces required, 15 percent would be long-term spaces.

Planning staff now recommends changing the standards for bike parking at places of worship from 1 space for every 2,000 feet of gross floor area to 1 space for every 200 fixed seats and removing the requirement for any long-term spaces (table following line 32). This change was made in the attached draft.

Staff recommends this change.

The Planning Board recommended a maximum of 25 spaces. In the current code, there is a maximum of 50 spaces required for conference centers and recreation and entertainment center uses. The lower maximum for the religious assembly use is appropriate.

The PHED Committee recommended changing the proposed bicycle parking requirement for places of worship to the greater of 1 space per 200 fixed seats or 2,000 square feet of gross floor area, with the 25-space maximum applicable to all uses in a single building. (For all applications since 2011, Planning staff found that the standards using gross floor area resulted in a higher bicycle parking requirement than using the number of fixed seats as a standard.)

ZTA 19-08, as introduced, used the term “religious institution”. The land use table in the Zoning Ordinance uses the term “religious assembly” and does not include “religious institution”. As an editorial matter, Staff corrected the phrase in the draft presented for the Council’s approval.

### **Bike Racks (lines 62-72)**

ZTA 19-08 would provide criteria for securely-designed bike racks. These new standards would replace provisions in the current code (lines 242-256). There is a proposed addition for ADA compliance:

Rack placement should not conflict with ADA requirements. (line 236)

Every aspect of new construction must comply with the standards of the Americans with Disabilities Act (ADA). Putting in this specific requirement would imply that other requirements do not have to comply.

The PHED Committee recommends deleting this requirement.

### **Long-Term Spaces (lines 75-124)**

Each long-term bicycle parking space must be provided within a building, covered parking garage, or secure parking area located near the building, the street, or other bicycle right-of-way.<sup>5</sup> Bicycle lockers would no longer satisfy the requirements for long-term bicycle parking. 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.

---

<sup>5</sup> A secure parking area is a weather-protected, standalone bicycle parking structure or building extension with shared racks and access control. This includes parking in a separate structure.

### **Storage Rooms (illustrated above line 75)**

If doors are used on a bike room, automatic doors would be required (lines 115-117).<sup>6</sup> This is an incentive to have bike storage rooms without doors to avoid the expense. There are requirements that would add expenses to storage rooms. Additional amenities such as mechanisms that lower upper loading trays and wide aisles are required when the facility takes advantage of vertical space.<sup>7</sup>

There was objection in testimony submitted to the Planning Board on increasing the dimension of the aisles in a storage room from 48 inches to 72 inches. Planning staff reported that this increased dimension was necessary and was offset by deleting the requirement for 48 inches along the perimeter of bike parking.

### **Bicycle Lockers (lines 80-81)**

Under ZTA 19-08, bicycle lockers would no longer be allowed as a long-term parking facility. Bike lockers are accepted in other jurisdictions as a method of long-term storage.<sup>8</sup> Bicycle rooms are likely to be a more expensive way to provide long-term storage than lockers.

Planning staff noted that lockers are functionally inefficient because they are provided to a single user for an extended period of time. This remains true even if the space is not regularly used.

Individually-assigned car parking spaces are allowed to meet minimum car parking requirements. These car parking spaces are counted towards meeting the minimum required parking but are equally as inefficient as bike storage lockers.

### **Changing Facilities – Showers (lines 147-166)**

ZTA 19-08 would make all showers gender-neutral. The minimum of 2 showers would not change. The maximum number of showers required would be increased from 6 to 8 (line 163). The maximum number of required showers would apply to each building, not the entire development.

The clothing locker requirement is based on the number of required long-term parking spaces. ZTA 19-08 would double the number of clothing lockers required (lines 168-169).

There was some objection to both the gender-neutral labeling required by this provision in zoning instead of in other codes and doubling the number of showers and changing rooms.

---

<sup>6</sup> ADA does not require automatic doors; <https://adata.org/factsheet/opening-doors-everyone>.

<sup>7</sup> Stacked bicycle racks, or racks that increase parking capacity by providing more than one tier, must:

- i. include a mechanism that lowers upper-level loading trays;
- ii. have an aisle with a minimum width of 84 inches; and
- iii. be designed so that users can easily lock the bicycle from the aisle.

<sup>8</sup> [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DDOT%20bike%20parking%20guide\\_060118\\_Screen.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DDOT%20bike%20parking%20guide_060118_Screen.pdf); [https://safety.fhwa.dot.gov/PED\\_BIKE/univcourse/pdf/swless22.pdf](https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless22.pdf).



## Repair Facility (lines 179-192)

As introduced, a repair facility is described in ZTA 19-08 in terms of what it should have:

A basic repair stand should have:

- (a) a supporting arm to hold a bicycle without causing damage;
- (b) basic tools attached to the stand with tamper-proof hardware; and
- (c) an air pump attached to the stand with tamper-proof hardware.<sup>9</sup>

There are dimensional standards:

The repair stand must include a clear area measuring a minimum of 90 inches by 45 inches, with the back of the repair stand placed at least 12 inches from the wall.<sup>10</sup>

Repair facilities would be required in all commercial buildings and in multi-unit dwellings with 10 units or more. Planning staff recommends limiting the commercial buildings required to have a repair facility to those buildings with more than 50,000 square feet of non-residential floor area (line 181). The PHED Committee agreed with the proposed change.

Public comment suggested repair facilities only when there were more than 50 parking spaces required. Planning staff noted that repair stations were recommended by the Bicycle Master Plan, as such stations improve the chances of a person choosing to ride a bike.

## Electric Bicycle Charging (lines 193-196)

Under ZTA 19-08, all long-term bicycle parking facilities must be equipped with at least one outlet for every five spaces. These outlets must be evenly-distributed throughout the long-term bicycle parking facility. If one long-term bike parking facility is required, that space must have an outlet for charging. 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. A secure parking area is a weather-protected, standalone bicycle parking structure or building extension with shared racks and access control.

Planning staff reports that electric bicycles make up 10% of all bicycles sales. The proposed requirement assumes that future electric bicycle sales will be an increasing share of the market.

### This packet contains

ZTA 19-08 as recommended by the PHED Committee  
Planning Board recommendation  
Planning staff recommendation

### © number

1 – 16  
17 – 18  
19 – 25

---

<sup>9</sup> Lines 187-192.

<sup>10</sup> Lines 185-187.

Zoning Text Amendment No.: 19-08  
Concerning: Bicycle Parking –  
Requirements & Design  
Standards  
Draft No. & Date: 3-7/13/2019  
Introduced: 10/22/2019  
Public Hearing: December 3, 2019  
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.*

## OPINION

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 bicycle parking requirements and design standards. It would expand the universe of development required to provide bicycle parking facilities by requiring that more developments provide parking facilities. It would add defined terms, provisions concerning location security, and requirements for repair stations and electric bicycles. The expanded dimensional and design standards include illustrations.

On November 27, 2018, the Council approved the Bicycle Master Plan. That Plan envisions Montgomery County as a world-class bicycling community. Under the Plan, all areas of the County will have access to a comfortable, safe, and connected bicycle network. The Plan recognized that bicycling is a viable transportation option that could improve everyone's quality of life. Bicycles cannot succeed as an option if physical facilities do not provide for them. The purpose of ZTA 19-08 is to implement one aspect of the 2018 Bicycle Master Plan by augmenting the bicycle parking requirement in the Zoning Ordinance.

The County has a goal to increase bicycle use. To that end, the Bicycle Master Plan proposed a bicycle-friendly parking strategy. The ZTA represents requirements on new development to help lower the impediments to bicycle use; if you use a bicycle, you want to know you can safely park it where you are going.

ZTA 19-08 would:

- 1) lower the size and types of developments required to provide bicycle parking (table C starting on line 32);
- 2) remove storage lockers as a long-term bicycle parking option (lines 82-83);
- 3) require automatic doors when doors are used for indoor parking (lines 117-119);
- 4) increase standards for stacked spaces (lines 120-126);
- 5) increase the maximum number of showers required for larger developments from 6 to 8 (line 166);
- 6) double the number of clothing lockers required per long-term bike storage space (line 171);
- 7) require a repair facility for residential developments with more than 10 units and in commercial developments with more than 50,000 square feet of GFA (lines 182-194); and
- 8) require one electric outlet for every 5 parking spaces (lines 195-198).

The Council held a public hearing on December 3, 2019. Planning staff noted that the Planning Board recommended a change to the ZTA as introduced to clarify that a bicycle repair station was required for non-residential facilities only when the development included at least 50,000 square feet of gross floor area. After the public hearing, Planning staff recommended an additional amendment to change the standard for bicycle parking required for a place of worship from 1 space for every 2,000 square feet of gross floor area (GFA) to 1 space for every 200 fixed seats.

The Planning staff report to the Planning Board's November 1, 2019 meeting documented other public concerns that did not persuade the Planning Board or the PHED Committee to change the draft before it.

- There was objection to changing the size of residential development required to have bicycle parking from 20 units to 10 units.
- It was suggested that increasing the aisle width from 48 inches to 72 inches was excessive.
- Comments protested: the deletion of bicycle lockers as a long-term parking option; and access control for bicycle parking spaces.
- There was a plea for clarification that parking in a separate structure was allowed (which it is).
- There was objection to requiring 2 showers and changing rooms (and gender-neutral labeling).
- The requirement for repair facilities and bike charging outlets was thought to be excessive.

At the conclusion of the public hearing, ZTA 19-08 was referred to the Planning, Housing, and Economic Development Committee.

On July 13, 2020, the Committee conducted a worksession and reviewed ZTA 19-08 as introduced.

The Committee (3-0) recommended approval of ZTA 19-08 with amendments to:

- change the proposed bicycle parking requirement for religious assembly uses to the greater of 1 space per 200 fixed seats or 2,000 square or gross floor area –limited to a maximum of 25 bicycle parking spaces for all uses in a single building;
- amend the requirement for a repair facility so that it applies only to commercial buildings with more than 50,000 square feet of gross floor area; and
- delete the single reference to the Americans with Disabilities Act.

The Committee was concerned about overburdening the practice of religion and amended the requirements to lessen the burden. In the Committee's opinion, the obligations for repair facilities should only be placed on larger projects. Because the Americans with Disabilities Act applies to all new construction, it is unnecessary and confusing to state that as a requirement for only one element of bicycle parking.

On July 21, 2020, the Council agreed with the recommendations of the Committee.

For these reasons, and because to approve this amendment will assist in the coordinated, comprehensive, adjusted, and systematic development of the Maryland-Washington Regional District located in Montgomery County, Zoning Text Amendment No. 19-08 will be approved as amended.

*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
<b>RESIDENTIAL</b>					
Household Living					
Multi-Unit Living	Dwelling Unit (10[20]+ Units Only)	0.35 (100 max per building)	95%	0.50 (100 max per building)	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)	Total Employees	0.10 (25 max)	95%	0.10 (25 max)	95%
<b>CIVIC AND INSTITUTIONAL</b>					
* * *					
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] Total Students	[1.00 (50 max)] 0.05 (50 max)	[15%] 0%	[1.00 (50 max)] 0.05 (50 max)	[15%] 0%
	Total Employees	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]] Assembly	The greater of 2,000 SF of GFA or 200 fixed seats	1.00 (25 max for all activities in a single building)	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.

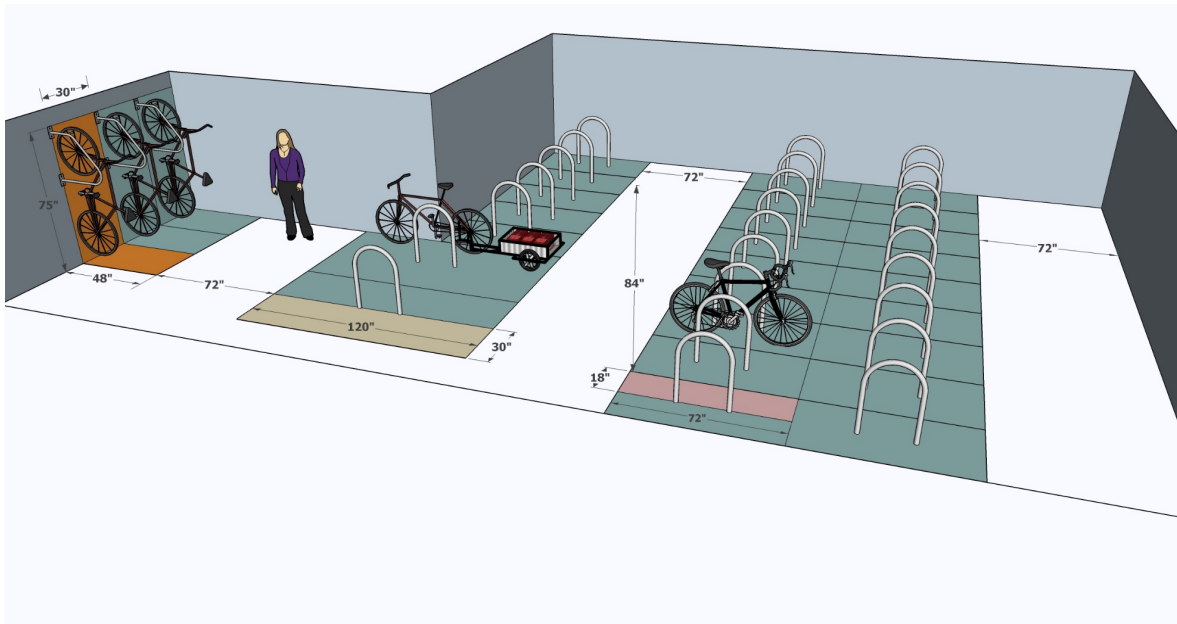


59 d. A bicycle parking facility must have an access aisle that is a  
60 minimum of 72 inches on at least one side of a row of parked  
61 bicycles.

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**

- 77 a. Each long-term bicycle parking space must be provided within  
78 a building, covered parking garage, or [bicycle locker] secure  
79 parking area located near the building or structure and the street  
80 or other bicycle right-of-way. Bicycle lockers do not satisfy the  
81 requirements for long-term bicycle parking.
- 82 b. Facilities for long-term bicycle parking include: bicycle rooms  
83 on the ground floor of a residential/commercial building,  
84 bicycle rooms in a parking garage, bicycle cages in a parking  
85 garage, and secure parking areas.
- 86 c. When a development project includes multiple buildings, the  
87 total number of parking spaces required will be calculated for  
88 the entire project and distributed proportionally to each building  
89 based on its share of the total parking space requirement. When  
90 the long-term bicycle parking for multiple buildings is co-  
91 located, it must be within 200 feet of an entrance to each of the  
92 participating buildings.
- 93 [b]d. Each space must be available and accessible for all building  
94 tenants during the building's hours of operations. For residential  
95 tenants, each space must be accessible 24 hours a day, 7 days a  
96 week.
- 97 [c]e. A long-term bicycle parking space in a garage:  
98 i. must be clearly marked as a long-term bicycle parking  
99 space;  
100 ii. must be located no lower than the first complete parking  
101 level below grade, and no higher than the first complete  
102 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 Two [One] additional [shower] showers and changing facilities  
161 [facility per gender] must be installed for every additional  
162 50,000 square feet of nonresidential gross floor area (excluding  
163 retail), up to a maximum of [3 for each gender]8 for each  
164 building. Additional showers beyond the first two all-gender,  
165 single-stall facilities may be co-located into gender-specific,  
166 multi-stall facilities evenly distributed between genders.

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

179 **4. Repair Stations**

180 A multi-unit dwelling with 10 or more units and [all commercial]  
181 buildings with more than 50,000 square feet of commercial gross floor  
182 area 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.

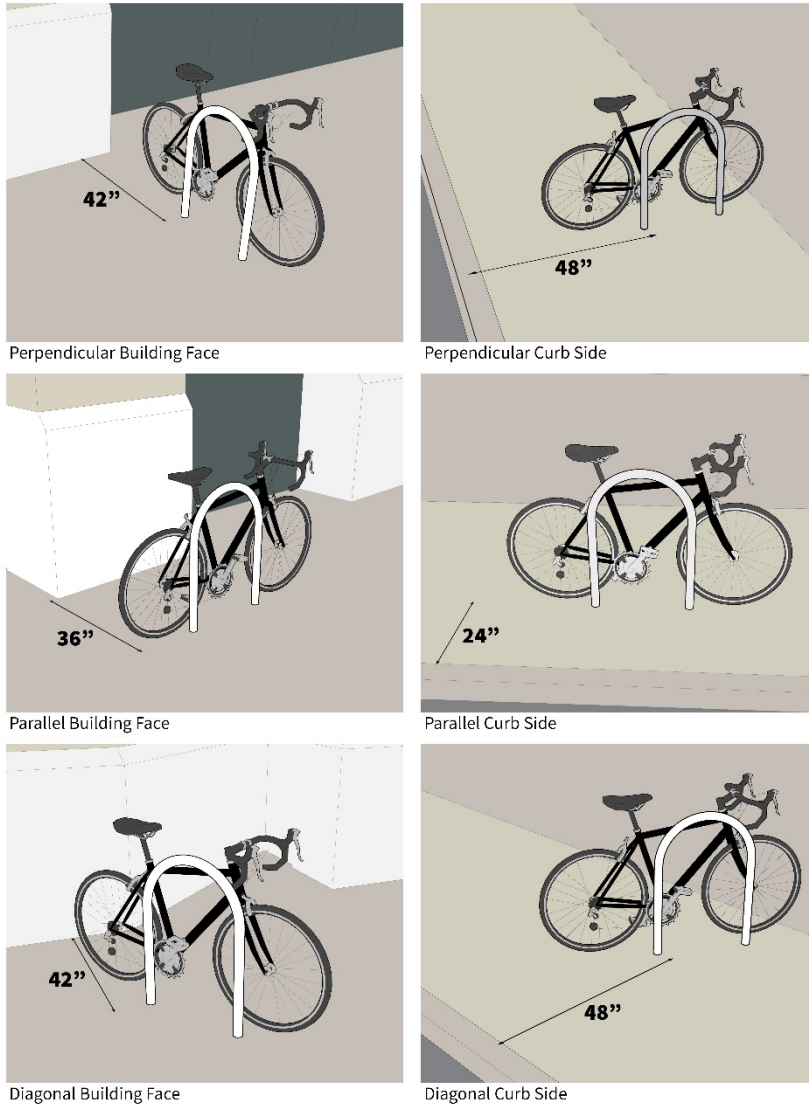
197 **[B]C. Short-Term Spaces**

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.]



240

241 Minimum offset dimensions for short-term bicycle parking.

242 [2. **Racks**

243 A bicycle rack must:

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



- 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 Selena Mendy Singleton, Esq.  
265 Clerk of the Council



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

**OFFICE OF THE CHAIR**

November 14, 2019

**TO:** The County Council for Montgomery County, Maryland, sitting as the District Council for the Maryland-Washington Regional District in Montgomery County, Maryland

**FROM:** Montgomery County Planning Board

**SUBJECT:** Zoning Text Amendment No. 19-08

**BOARD RECOMMENDATION**

The Montgomery County Planning Board of The Maryland–National Capital Park and Planning Commission reviewed Zoning Text Amendment No. 19-08 (ZTA 19-08) at its regular meeting on November 7, 2019. By a vote of 3:0 (Commissioners Patterson and Verma necessarily absent), the Planning Board recommends approval, with modifications, of ZTA 19-08 to amend the bicycle parking requirements; amend the bicycle parking design standards; and generally amend the provisions concerning bicycle parking and parking design. The one change to the ZTA as introduced modifies the text that requires bicycle repair stations for all commercial buildings. The modified language instead requires repair stations for any individual tenant space with more than 50,000 square feet of nonresidential gross floor area. The revised language is located on lines 183-187 of the attached ZTA, separate from the technical staff report.

The Board also recommended that:

- Planning staff coordinate with Montgomery County and other public entities in educating the public and private industries in the requirements for bicycle parking and the advantages to implementing the associated design standards;
- Efforts be made to encourage owners of existing buildings to implement bicycle parking facilities;
- Bike racks be integrated into the design of all Bus Rapid Transit stations in the County.

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:

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

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

#### CERTIFICATION

This is to certify that the attached report is a true and correct copy of the technical staff report and the foregoing is the recommendation adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, at its regular meeting held in Silver Spring, Maryland, on Thursday, November 7, 2019.

  
Casey Anderson  
Chair

CA:GR:aj



**Zoning Text Amendment (ZTA) No. 19-08, Bicycle Parking – Requirements & Design Standards**

---

- LP Lauren Pepe, Senior Planning Associate, FP&P, [lauren.pepe@montgomeryplanning.org](mailto:lauren.pepe@montgomeryplanning.org), 301-563-3417
- GR Gregory Russ, Planner Coordinator, FP&P, [gregory.russ@montgomeryplanning.org](mailto:gregory.russ@montgomeryplanning.org), 301-495-2174
- DA David Anspacher, Transportation Supervisor, FP&P, [david.anspacher@montgomeryplanning.org](mailto:david.anspacher@montgomeryplanning.org), 301-495-2191
- JS Jason Sartori, Acting Chief, FP&P, [jason.sartori@montgomeryplanning.org](mailto:jason.sartori@montgomeryplanning.org), 301-495-2172

**Completed: 10/31/19**

---

**Description**

The Zoning Text Amendment (ZTA) No. 19-08 would amend the bicycle parking requirements; amend the bicycle parking design standards; and generally amend the provisions concerning bicycle parking and parking design.

**Summary**

Staff recommends approval, as introduced, of ZTA No. 19-08 to amend the bicycle parking requirements and to amend the bicycle parking design standards.

**Background/Analysis**

In a letter dated July 8, 2019, the Montgomery County Planning Board transmitted a proposed Zoning Text Amendment (ZTA) to the County Council for introduction to amend the bicycle parking requirements; amend the bicycle parking design standards; and generally amend the provisions concerning bicycle parking and parking design to implement recommendations of the Bicycle Master Plan. ZTA 19-08 was officially introduced by the County Council on October 22, 2019 generally as transmitted by the Planning Board, except for minor plain language edits by County Council Senior Staff.

**Bicycle Master Plan**

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:

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

#### ZTA 19-08 Provisions

ZTA 19-08 amends the bicycle parking requirements and amends the bicycle parking design standards as follows:

- **Section 6.2.3.I.7.D. (Changing Facilities - Showers and Lockers):** Eliminates the separate gender reference for showers and lockers associated with a changing facility. (*Lines 19-20*)

**Rationale:** Where showers are required, at least two single-stall, combined shower/changing rooms marked "All-Gender" (the standard term in the U.S.) should be provided for the comfort of all users, regardless of gender identity. Similarly, lockers should not be allotted solely to gender-specific locker rooms; some lockers should be available in a location that all users may comfortably access.

- **Section 6.2.4.C. (Bicycle Parking Space Requirements) (*Lines 32-33*)**
  - Multi-Unit Living metric changes from a requirement of at least 20 Dwelling units to at least 10 dwelling units. Also, maximum bicycle parking spaces changes from 100 to 100 per building.

**Rationale:** Reducing threshold from 20 to 10 increases access to long-term bicycle parking. The "per building" specification was added since some development projects include multiple buildings.

- Establishes a separate metric (change from dwelling units to total number of employees), minimum/maximum bicycle parking space and long-term space percentage requirement for a Residential Care Facility associated with an Assisted Living/Memory Care Facility.

**Rationale:** Assisted Living/Memory Care Facilities (a type of Residential Care Facility) technically do not have dwelling units because these facilities do not have kitchens. Since

parking will most likely be used by employees, this use has been separated and assigned a metric of “total employees”.

- Excludes home-based group day care from bicycle parking space requirement.

**Rationale:** Waivers are often granted in these use cases since bicycle parking is generally not needed.

- Changes the metric (from gross floor area to total number of students and total number of employees), for an Educational Institution (Private).

**Rationale:** Metric changed for consistency with the Association of Pedestrian and Bicycle Professionals’ recommendations.

- Establishes a category for Religious Institution, with a metric based on 2,000 square feet of gross floor area.

**Rationale:** It is common in other jurisdictions to require parking for religious institutions. The recommended minimum/maximum number of bicycle parking spaces are based on religious institution parking requirements in Portland, OR and Cambridge, MA.

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

- Provides definitions for Bicycle Locker, Inverted-U Rack and Secure Parking Area (*Lines 36-45*)

**Rationale:** These terms are frequently used throughout the zoning code and their meanings are not standardized nor commonly known.

- Parking Space and Aisle Dimensions have been clarified and updated. (*Lines 47-63*)

**Rationale:** This change ensures consistency and clarity regarding the typical dimensions of bicycle parking spaces, the provision of space for longer bicycles (such as tandems and cargo bikes) and aisle widths and ensures that people of varying heights will be able to comfortably store their bicycles. Expands the aisle width requirement from 48 inches to 72 inches for ease of maneuvering bicycles, as the typical length of a bicycle is 60 inches. Clarifies that an aisle only needs to be provided on one side of a row of parking.

- Provides a new illustration for a bicycle room with appropriate parking space/aisle dimensions. (*Lines 75-76*)

**Rationale:** This visual aid provides clarity for those using the code and reflects the proposed amendments to the code.

- Establishes that a long-term bicycle parking space must be provided within a building, covered parking garage, or a secure parking area (*defined as a weather-protected, standalone bicycle*

*parking structure or building extension with shared racks and access control*) and that a bicycle locker does not satisfy the requirements for long-term bicycle parking. *(Lines 79-83)*

**Rationale:** Secure parking areas expand the possibilities for long-term parking; particularly, their separate/standalone nature is useful when providing long-term parking to users outside of one specific building or to users of multiple facilities. Lockers are no longer recommended because they are not an efficient use of space.

- Establishes what are considered acceptable facilities for long-term bicycle parking including: 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. *(Lines 84-87)*

**Rationale:** Acceptable facilities are listed for clarity.

- Establishes proportionality requirements for parking when multiple buildings are part of a development and establishes requirements for proximity to the multiple buildings for long term bicycle parking. *(Lines 88-94)*

**Rationale:** Ensures parking spaces are well-distributed throughout a development containing more than one building, and that they are located within reasonable walking distance of an entrance.

- Requires that a long-term bicycle parking space in a garage be outfitted with a rack on to which a bicycle may be locked. *(Lines 110-111)*

**Rationale:** Ensures the parking space is secure.

- Establishes automation requirements when a bicycle storage area requires the use of doors or when bicycle racks are stacked, or racks are provided that increase parking capacity by providing more than one tier. *(Lines 117-126)*

**Rationale:** Ensures ease of maneuvering a bicycle into a facility with doors. "Automatic" is the official term for a door that does not require the use of hands (in ADA Compliance code).

- Establishes new requirements for all gender changing facilities (showers and lockers). *(Lines 149-173)*

**Rationale:** Where showers are required, at least two single-stall, combined shower/changing rooms marked "All-Gender" (the standard term in the U.S.) should be provided for the comfort of all users, regardless of gender identity. Similarly, lockers should not be allotted solely to gender-specific locker rooms; some lockers should be available in a location that all users may comfortably access.

- Establishes a requirement for providing bicycle repair stations for multi-unit residential buildings with a minimum of 10 units and for all commercial buildings. The repair station must be co-located with any long-term bicycle parking included in the development. (Lines 182-194)

**Rationale:** Provision of repair stations (which include air pumps) in higher-parking-count facilities encourages bicycle usage.

- Establishes a requirement that all long-term bicycle parking facilities be equipped with at least one outlet per every five spaces for charging electric bicycle batteries. (Lines 195-198)

**Rationale:** As electric bicycles become more popular, long-term parking facilities should include charging outlets. Currently, electric bicycles make up 10% of bicycle sales. The requirement of 1 outlet/5 spaces accounts for growth in the share of electric bicycles.

- Requires that each short-term bicycle parking space be outfitted with a rack on to which a bicycle may be locked. (Lines 216-217)

**Rationale:** Ensures the parking space is secure.

- Updates requirements for positioning of sidewalk racks and provides illustrations for further clarity. (Lines 220-243)

**Rationale:** Ensures sufficient clearance of the curb and/or building face, depending on rack location/orientation.

## Citizen Comments

Staff received comments from an area architect concerning the ZTA. The comments are as follows along with staff's responses. As a reminder, applicants can seek a waiver for any of the provisions in the parking section of the zoning code (except the required parking in a Parking Lot District), if they believe that the alternative design continues to ensure that adequate parking is provided in a safe and efficient manner.

**Comment:** Lower threshold for bicycle parking to 10 units: Please INCREASE threshold to 50 units to align with the requirements for loading facilities, so the overall development process is simpler by virtue of having fewer variable thresholds.

**Response:** Secure bicycle parking is a vital component of creating the world-class bicycling environment that is envisioned in the Bicycle Master Plan. Increasing the threshold for bicycling parking will not support a strong bicycling environment. Further, bicycle parking and loading facilities are unrelated and therefore there is no functional reason to coordinate thresholds between the two.

**Comment:** Aisle Width increase to 72". Please do not make this a requirement. 48" is sufficient if not optimal, and the additional width comes at a real cost (I calculate \$500 per bicycle in a double-loaded scenario – I'd rather go ahead and BUY the bicycle than pay for the space). Your guidelines could



recommend 72" as a design suggestion. But if you must, then limit the requirement to aisles that serve over, say, 20 bicycles.

**Response:** 48-inch-wide (4 feet) aisles are insufficient. A typical bike is 72 inches (6 feet) in length. Cargo bikes, which are increasing in popularity, are typically 96 inches (8 feet) in length. Accommodating larger bicycles, such as tandems and cargo bikes, were specifically called out in the Approved and Adopted Bicycle Master Plan. While we are increasing the space of each aisle, we are reducing the total number of aisles needed by deleting lines 143 to 145, which requires an additional 48-inch-wide aisle along the perimeter of the bike parking.

**Comment:** Omit Lockers: Please do not omit lockers as an acceptable option. While not typical, and while the rationale given that they are not space-efficient may be valid, there may be situations where they are the preferred strategy and there is no harm in allowing them.

**Response:** In addition to space inefficiency, lockers are functionally inefficient because they are provided to a single user for an extended period of time, regardless of whether they are regularly used.

**Comment:** Secure parking: Please do not require access control. While this is usually our recommendation and most Owners do elect to secure the bicycle parking, a very few don't even have access control systems in the building – and besides, most individuals lock their bike within the room anyway to protect from their neighbors.

**Response:** Providing a secure bicycle storage area is critical to making bicycle parking effective. Bicycle locks are easily cut and many people will not use a bicycle storage facility if additional security is not provided. As with the other provisions in the zoning code, a waiver can be requested for those buildings that do not have access control.

**Comment:** Acceptable facilities: Please allow (or if allowed, clarify) bicycles to be parked in their own shelter separate from the garage. Allow that shelter to be open-sided without fenced or other enclosure.

**Response:** We do intend to allow bicycles to be parked in their own shelter separate from the garage (referred to as a "secure parking area"). We agree that open-sided bicycle parking is acceptable for short-term bicycle parking, but it is contrary to the intent of long-term bicycle parking.

**Comment:** Gendered showers: Let's keep this zoning text amendment focused on bicycles, not other social issues. Let the gender labelling or lack thereof be handled via county regulations that address that issue more broadly, so that we don't have an odd patchwork of codes wherein room labels for SOME rooms are in this code, and for other rooms are in another code. Meaning if the showers are part of a gendered gang restroom, that should be OK. Even if you disregard me on this, please don't require 2 changing rooms – often 1 is enough, and if by chance the facility has other showers for other purposes, make it clear that this bicycle law does not require its own showers.

**Response:** It seems appropriate to overhaul the end-of-trip facilities and address the social issue of providing All-Gender showers/changing rooms given that gendered facilities were required in the existing zoning code.

**Comment:** Repair facilities: This should not be required as it does not affect the primary decision of whether or not I will ride my bicycle and adds cost. However, even if you do require it, only do so for very large facilities (over 50 bicycles?)

**Response:** Bicycle repair facilities were specifically called out in the Approved and Adopted Bicycle Master Plan. Repair stations do affect the decision to ride a bike when you have an uninflated or flat tire.

**Comment:** Electric Bike Charging: 1 charger/5 bikes is a very high ratio adding cost, and it should be lowered. The use of the term “outlet” is accurate as a standard for the quantity, but I suggest making it abundantly clear that one duplex receptacle counts for 2 electric bikes.

**Response:** As electric bicycles become more popular, long-term facilities should include charging outlets. Currently, electric bicycles make up 10% of bicycle sales. The outlet requirement of 1 outlet per 5 spaces considers that the share of electric bicycles will grow. It is not clear why any additional clarification is needed for the use of the word “outlet” as we are not specifically prescribing duplex receptacles.

## **Conclusions**

Staff recommends approval of ZTA 19-08 as introduced to amend the bicycle parking requirements and to amend the bicycle parking design standards consistent with policy recommendations outlined in the adopted Bicycle Master Plan.

## **Attachments**

1. ZTA 19-08 as introduced