

Ordinance No.: 19-11
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: July 21, 2020
Effective: August 10, 2020

**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:

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

*** * ***

Section 6.2.3. Calculation of Required Parking

*** * ***

I. Adjustments to Vehicle Parking

*** * ***

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

*** * ***

c. Bike-Share Facility

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

d. Changing Facilities - Showers and Lockers

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

Section 6.2.4. Parking Requirements

A. Using the Parking Tables

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

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

* * *

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%
<u>Residential Care Facility (Assisted Living/Memory Care)</u>	<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					
<u>Day Care Center</u> 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)] <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%
<u>Religious</u> [(Institution)] <u>Assembly</u>	<u>The greater of 2,000 SF of GFA or 200 fixed seats</u>	<u>1.00 (25 max for all activities in a single building)</u>	<u>15%</u>	<u>1.00 (25 max)</u>	<u>15%</u>
* * *					

* * *

Section 6.2.6. Bicycle Parking Design Standards

Definitions.

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

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

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

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

A. Dimensions and Bicycle Racks

1. Parking Space and Aisle Dimensions

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

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

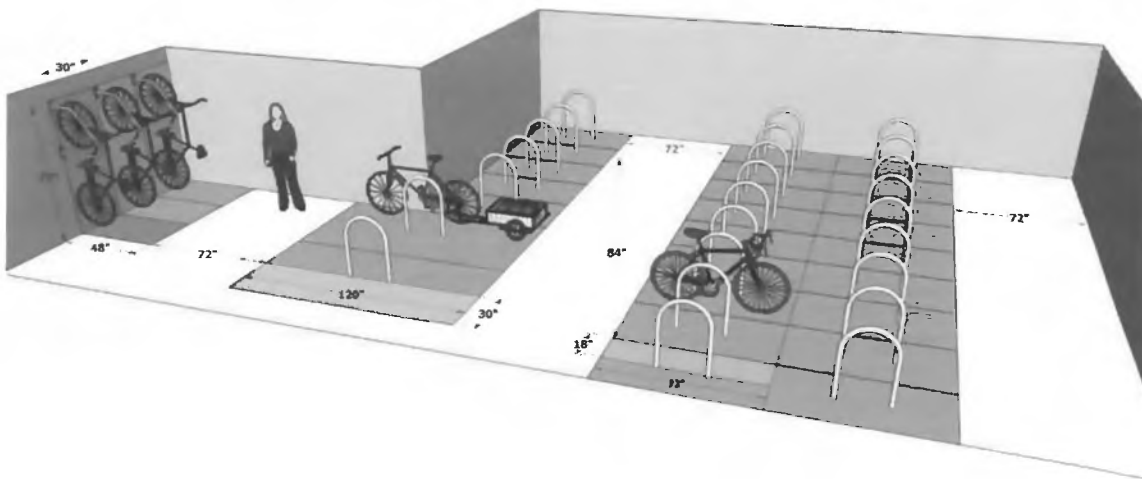
c. A minimum of 10% of long-term parking spaces must be at least 120 inches long and 30 inches wide.

- 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.



A bicycle room with appropriate parking space/aisle dimensions.

[A]B. Long-Term Spaces

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;

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

[d]f. If a long-term bicycle parking space is in an enclosed area, the facility must not be accessible to anyone without authorized access.

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

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

h. If the bicycle storage area requires the use of doors, doors must be fully automatic or automatically open with the push of a button.

i. 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.

[2. Space Dimensions

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

i. a minimum vertical clearance of 75 inches for spaces other than lockers;

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

iii. a minimum length of 72 inches and width of 24 inches if a bicycle is placed horizontally; and

iv. a minimum length of 40 inches and width of 24 inches if a bicycle is placed vertically.

b. A bicycle parking facility must have an aisle a minimum of 4 feet in width between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking.

c. If a room or common locker is not divided into individual spaces, each 12 square feet of floor area is counted as one bicycle parking space.

d. If a bicycle parking facility has a manufactured metal locker or stall, each locker or stall devoted to bicycle parking is counted as one bicycle parking space.]

[3]2. Signs

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

[4]3. Changing Facilities – Showers and Lockers

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

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

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

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

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

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

4. Repair Stations

A multi-unit dwelling with 10 or more units and [all commercial] buildings with more than 50,000 square feet of commercial gross floor area must provide at least one bicycle repair station or equivalent facilities for bicycle repair and maintenance. The repair station should

be co-located with long-term bicycle parking and include a repair stand. 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. 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.

5. Electric Bicycle Charging

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

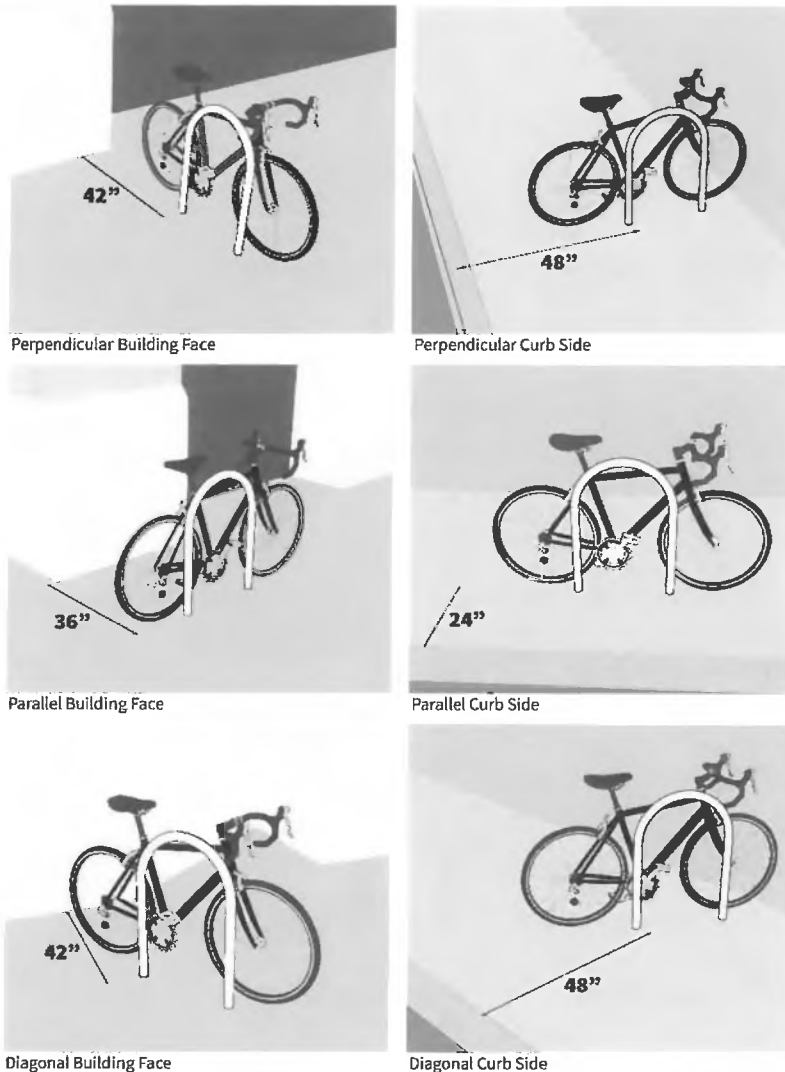
[B]C. Short-Term Spaces

1. Location, Access, and Security

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

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

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



Minimum offset dimensions for short-term bicycle parking.

[2. Racks

A bicycle rack must:

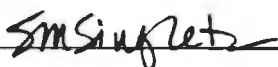
- a. permit a bicycle frame and one wheel to be locked to the rack with a high security lock;

- b. permit a bicycle to be securely held with its frame supported in at least 2 places;
- c. be offset a minimum of 30 inches on center;
- d. be durable and securely anchored;
- e. 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;
- f. have aisles a minimum width of 48 inches between racks;
- g. have a minimum depth of 72 inches between each row of parked bicycles; and
- h. perform as well as an inverted u-rack.]

* * *

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

This is a correct copy of Council action.



Selena Mendy Singleton, Esq.
Clerk of the Council