



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

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**Completed:** 10/31/19

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**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

# ATTACHMENT 1

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**

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

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**AN AMENDMENT** to the Montgomery County Zoning Ordinance to:

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

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

Division 6.2. “Parking, Queuing, and Loading”  
Section 6.2.3. “Calculation of Required Parking”  
Section 6.2.4. “Parking Requirements”  
Section 6.2.6. “Bicycle Parking Design Standards”

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

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

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

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

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

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



*ORDINANCE*

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

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

2       \*   \*   \*

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

4       \*   \*   \*

5       **I.     Adjustments to Vehicle Parking**

6       \*   \*   \*

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

9       \*   \*   \*

10           **c.     Bike-Share Facility**

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

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

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

21  
22       **Section 6.2.4. Parking Requirements**

23       **A.     Using the Parking Tables**

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

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

31 \* \* \*

32 **C. Bicycle Parking Spaces**

USE or USE GROUP	Metric	Agricultural, Rural Residential, Residential, and Industrial Zones		Commercial/Residential and Employment Zones	
		Minimum (Maximum)	% Long-Term	Minimum (Maximum)	% Long-Term
<b>RESIDENTIAL</b>					
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>
<b>CIVIC AND INSTITUTIONAL</b>					
* * *					
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 Institution</u>	<u>2,000 SF of GFA</u>	<u>1.00 (25 max)</u>	<u>15%</u>	<u>1.00 (25 max)</u>	<u>15%</u>

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34 \* \* \*

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

36 Definitions.

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

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

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

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

46 **A. Dimensions and Bicycle Racks**

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

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

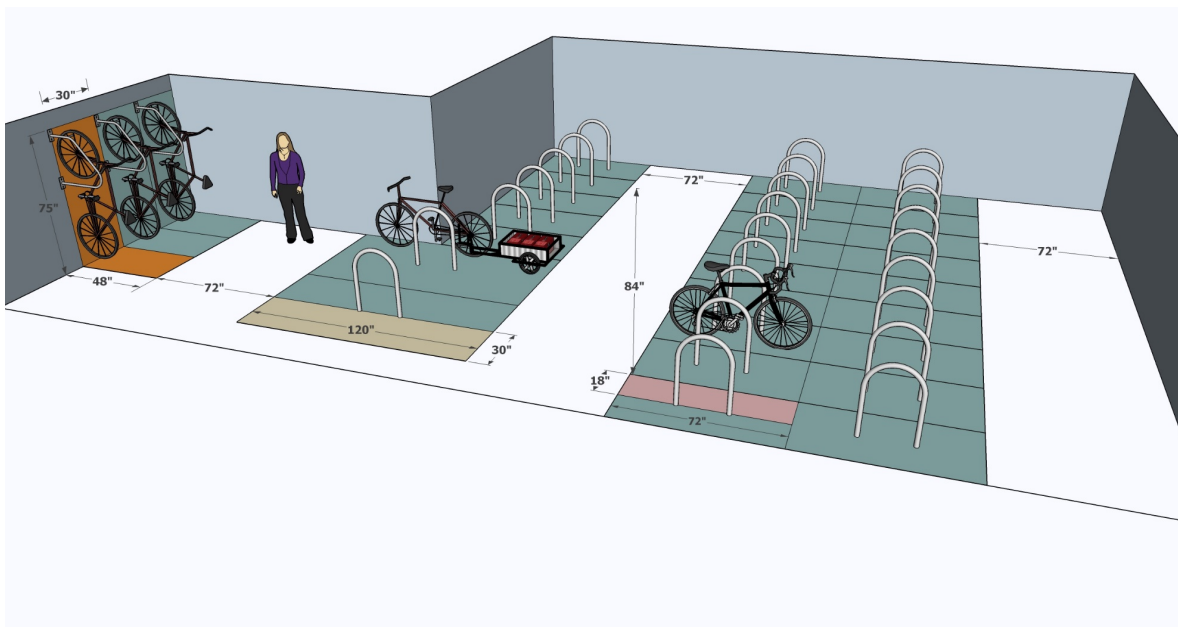
54 b. When a parking space is provided perpendicular to the ground,  
55 the vertical clearance of the space must be a minimum of 75  
56 inches and the depth (measured along the floor from the  
57 anchoring wall) must be a minimum of 48 inches. The width of  
58 the space must be a minimum of 30 inches.

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

64 **2. Racks**

65 A bicycle rack must:

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



75  
76 A bicycle room with appropriate parking space/aisle dimensions.

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

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

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

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

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

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

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

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

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

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

113                             facility must not be accessible to anyone without authorized

114                             access.

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

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

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

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

119                             button.

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

121                             by providing more than one tier, must:

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

123                                     trays;

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

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

126                                     the aisle.

127                   **[2.   Space Dimensions**

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

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

145 **[3]2. Signs**

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

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

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



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

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

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

182 **4. Repair Stations**

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

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

195 **5. Electric Bicycle Charging**

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

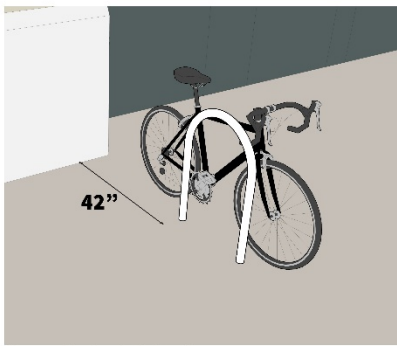
199 **[B]C. Short-Term Spaces**

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

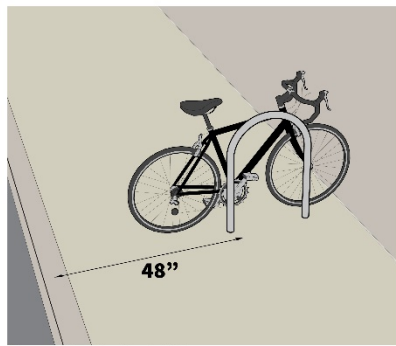
- 201 a. Each short-term bicycle parking space must be:
  - 202 i. available to the public;
  - 203 ii. located in a convenient, well-lit area that is clearly visible
  - 204 to both a visitor to the building and a person who is on
  - 205 the sidewalk that accesses the building's main entrance;
  -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

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

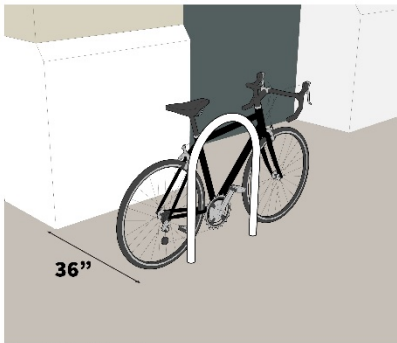
- 234 [e]d. Each sidewalk rack must be a minimum of 14 feet from any  
235 stand-alone fire hydrant.
- 236 [f]e. Each parked bicycle must be accessible without moving another  
237 bicycle.
- 238 f. Rack placement should not conflict with ADA requirements.
- 239 [g. A bicycle parking facility must have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



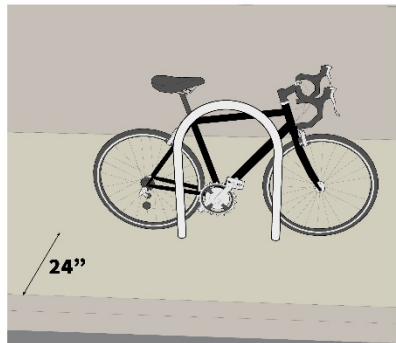
Perpendicular Building Face



Perpendicular Curb Side



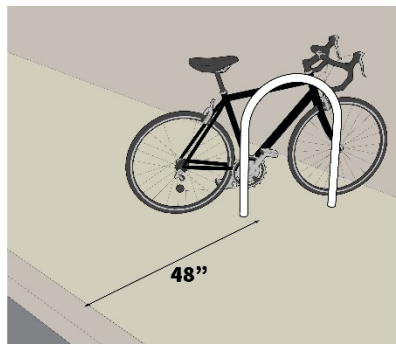
Parallel Building Face



Parallel Curb Side



Diagonal Building Face



Diagonal Curb Side

242

243 Minimum offset dimensions for short-term bicycle parking.

244 **[2. Racks**

245 A bicycle rack must:

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

259 \* \* \*

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

262

263 This is a correct copy of Council action.

264

265

266 \_\_\_\_\_  
267 Mary Anne Paradise  
Acting Clerk of the Council