

Draft menu of potential PSC Amendments - Bicycle Parking Code Update

Topic	Proposed Draft Proposal	Potential Amendments Identified by PSC	Initial/ Draft Staff Comments and Response	Proposed Code Language - This will be filled out next week as staff work with Commissioners
1. Bike Valet	None	<p>Commissioner Smith proposed an amendment to allow existing OHSU bike valet to count towards future code requirements and remain uncovered.</p> <p>Option 1: include language in both the Marquam Hill Plan District chapter (33.555.295) and the South Waterfront Subdistrict section (33.510.251) to allow existing, uncovered OHSU bike valet to count towards future code requirements.</p> <p>The language does include the following standards that must be met for the existing long-term bicycle parking to allow to future requirements:</p> <ul style="list-style-type: none"> ● The existing bicycle parking is located in the South Waterfront subdistrict of the Central City plan district; ● The bicycle parking area has an attendant present during the hours of 6:00 am to 7:30 pm from Monday to Friday to monitor the area and aid in parking bicycles; ● The bicycle parking area does not exceed 500 spaces; ● The bicycle parking must be within 100 feet of a suspended cable transportation system; and ● The applicant must sign a covenant that ensures that the existing long-term bike parking will continue to meet the above standard until the bike parking is no longer required. <p>Option 2: No change</p>	<p>Staff supports Option 1 that the language is included in the Marquam Hill Plan District and the South Waterfront Subdistrict chapters to allow the existing OHSU bike valet to count towards future code requirements and remain uncovered.</p>	
2. Short-term requirement for uses not in code	None - only those Use Categories and Specific Uses that are listed in Table 266-6 have requirements (as specified)	<p>Commissioner Smith proposed an amendment to add a requirement for short-term bicycle parking for Wholesale Sales, a Use Category that is not listed in the Proposed Code.</p> <p>Option 1: include a requirement that at least 2 short-term bicycle parking spaces are required for specific additional Use Category of Wholesale Sales.</p> <p>This option gets a Use Category that captures a sales/ retail component that would be more likely to have visitors and some of whom could be by bike.</p> <p>Option 2: No change</p>		

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3. 110% bicycle parking requirement in South Waterfront	<p>33.510.251 - C. Locker rooms and additional bicycle parking.</p> <p>1. Purpose. These standards support the transportation strategy of the South Waterfront Subdistrict by requiring amenities that support the use of alternative modes of transportation, including bicycling and walking;</p> <p>2. When these regulations apply. The regulations of this subsection apply to proposals that will add at least 100,000 square feet of nonresidential floor area to a site;</p> <p>3. Locker rooms. At least one locker room facility must be included in the proposal. The facility must include showers, a dressing area, and lockers. The facility must be available for use by all tenants of the building; and</p> <p>4. Bicycle parking. At least 110 percent of the required long-term bicycle parking for the site must be included in the proposal. The bicycle parking must meet the standards of 33.266.220.B., Long-Term Bicycle Parking.</p>	<p>During the public hearing there was testimony that with the updates to amounts of required bicycle parking, which are based on the City's mode split goals, it was no longer necessary to require that developments in South Waterfront to have 110% requirement. Commissioner Smith proposed an amendment to remove the 110% bicycle parking requirement in South Waterfront.</p> <p>Option 1: Remove the 110% bicycle parking requirement in South Waterfront, but keep the requirement for showers and lockers. This will delete number 4 in current code.</p> <p>Option 2: No change</p>	<p>Staff agree that it makes sense to remove the 110% requirement, but maintain the locker room requirement.</p>	
4. Parks & Open Area	<p>No long-term bicycle parking required for Parks & Open Area.</p> <p>Short-term requirement: Standard A = 2, or 1 per 2 acres Standard B = 2, or 1 per 3 acres</p>	<p>Commissioner Spevak proposed an amendment to ensure that smaller, neighborhood parks have enough short-term bicycle parking spaces.</p> <p>Option 1: Increase the minimum requirement of short-term bicycle parking for Parks & Open Areas.</p> <p>Option 2: No change</p>	<p>Under Option 1, staff will work with Commissioner Spevak on an appropriate proposed short-term requirement for Parks & Open Areas. Staff also are reaching out to PP&R regarding current bicycle parking practice at Portland Parks.</p> <p>The amendment could look something like this: <i>Standard A = 2, or 1 per 2 acres</i> <i>Standard B = 2, or 1 per 3 acres</i></p> <p>Where there is an increase to the minimum of required short-term spaces from the 2 in current code to some other amount.</p>	

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5. Requirement for e-bikes	<p>None in Proposed Draft - but the following language was in the Discussion Draft:</p> <p>4. <i>Additional Development Standards. The following standards apply to sites where more than 20 long-term bicycle parking spaces are required:</i></p> <p>c. <i>Access to electrical outlets. At least 5 percent of required spaces must have a power outlet accessible to horizontal bicycle parking spaces.</i></p>	<p>Commissioner Smith proposed an amendment to require electrical outlets in bike rooms, when more than 20 long-term bicycle parking spaces are required on a project. Commissioner Smith proposes Option 2 below.</p> <p>Option 1: Reinstate language from Discussion Draft, but add clarity that the requirement applies to sockets. Access to electrical outlets. At least 5 percent of required spaces must have a power outlet socket accessible to horizontal bicycle parking spaces.</p> <p>Option 2: Reinstate language from the Discussion Draft, but increase the amount to require electrical sockets for 20% of required long-term bikes. Access to electrical outlets. At least 20 percent of required spaces must have a power outlet socket accessible to horizontal bicycle parking spaces.</p> <p>Option 3: No change - no requirement for electrical outlets in the bicycle parking chapter.</p>	<p>This requirement was removed because the Bureau of Development Services (BDS) raised a number of questions and expressed concern that electrical outlets, specifically the review of outlets in plan documents, are a Building Code issue and that there are a number of implementation hurdles to electrical requirements in Planning and Zoning. BPS is scoping an electrical vehicle project, which will address some of the key implementation questions of electrical requirements in both Zoning and Building Code. At the request of BDS staff, consideration of outlets in bike parking areas was shifted to this project and be included in the scoping.</p> <p>Staff made calls to several e-bike stores, including a cargo bike store, have shown a consensus that the majority of their bike stock have removable batteries. Also that some brands, that appear to have integrated batteries, still allow the user to remove the battery for charging and servicing. (Spoke to Pedego Electric Bikes, The E-Bike Store, Splendid Cycles)</p> <p>All stores reported huge growth in the e-bike sector, citing on average 30% growth last year. According to Pedego Electric Bikes, they have seen huge growth and popularity in Baby-Boomer population and young commuters.</p> <p>Commissioner Smith reported that e-mountain bikes are trending toward batteries being integrated into the bike.</p>	

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6. Adding design standards to in-unit bicycle parking	<p>(4) In a residential dwelling unit, up to 20 percent of required long-term bicycle parking spaces may be provided in a residential dwelling unit, if they meet the following: Long-term bicycle parking provided in a residential dwelling unit does not need to meet the requirements for Paragraph C.1. above (note this should be C.2. - don't need a rack with 2 points of contact). No adjustments or modifications are permitted to this section.</p> <ul style="list-style-type: none"> ● Be provided in a rack that meets the standard bicycle parking spacing dimensions in Table 266-7. See Figure 166-8 ● For buildings with no elevators, required long-term bicycle parking must be located in the ground floor units. 	<p>A number of Commissioners proposed amendments to add design standards to in-unit bicycle parking to ensure a space is designed and designated for bicycle parking.</p> <p>Option 1: Reinstate language from the In-House Draft that bicycle parking in dwelling units must be located within 15 feet of the front door of the dwelling unit.</p> <p>This reinstates language that the bicycle parking space must be within 15 feet of the front door of the dwelling unit, and still requires that a rack and a maneuvering area (which is part of the standard bicycle parking space) must be maintained.</p> <p>Option 2: Add all of the following additional design standards for in-unit bicycle parking.</p> <p>This option would add the following additional standards:</p> <ul style="list-style-type: none"> ● Bicycle parking must be within 15 feet of the front door ● Bicycle parking must be in a dedicated storage space, room or closet (with specific dimensions that include the 2X6 bike footprint, the maneuvering area, and clearance from wall) ● Bicycle parking cannot be in bedrooms, kitchens, bathrooms ● If rack is hung on a wall, the wall surface behind the bicycle parking must be durable material that is easily washable. <p>Option 3: No Change</p>	<p>Staff have heard from BDS staff that adding more detail adds complexity to the permit review process, which could delay projects.</p> <p>Staff did originally propose additional design standards for in-unit bicycle parking, that the bicycle parking must be located within 15 feet of the front door of the dwelling unit.</p> <p>Staff will work on possible language for the additional design standards to share with Commissioners.</p>	
7. Small Site Proposal - Threshold for when short-term and long-term bicycle parking apply.		<p>At the PSC hearing, the Commissioners appointed a Working Group to discuss bicycle parking requirements for small sites. The first topic was to set a threshold for when short-term and long-term bicycle parking apply.</p>	<p>Staff are working with Commissioners to finalize the preferred option.</p>	
8. Small Site Proposal - In-unit requirements		<p>At the PSC hearing, the Commissioners appointed a Working Group to discuss bicycle parking requirements for small sites, including in-unit standards for small site projects. Option 1 represents the proposal out of the PSC Working Group for a threshold for an in-unit exception for smaller sites.</p> <p>Option 1: For sites with 12 or fewer units 100% of long-term bicycle parking can be provided in dwelling units. For buildings with no elevators, required long-term bicycle parking must be located on ground floor.</p> <p>Option 2: No change</p>		
9. Match the percentage for in-unit allowance for affordable housing and market rate housing		<p>Commissioner Smith proposed an amendment to remove the separate in-unit standards for affordable housing and market rate housing. Commissioner Bortolozio has proposed a similar amendment.</p>		

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10. Allow up to 50% of required long-term bicycle parking to be provided in-unit		Commissioner Bortolazzo proposed an amendment that would allow up to 50% of required long-term bicycle parking to be provided within residential units, provided that a 5 foot maneuvering spaces is provided.		
11. Create a right in Zoning Code that building managers cannot prevent people from bringing bikes into units.		Commissioner Smith proposed an amendment to add code language that would prevent building managers from prohibiting people from bringing bikes into their units if they choose.		
12. For situations with assigned, individual controlled auto parking spaces, an owner can convert the parking space to bike parking, including installing a locker.		Commissioner Smith proposed an amendment that would allow, in situations like a condominium where an individual controls a single parking space that they could convert that parking space to bike parking, including installing a locker.		
13. For security purposes, limit the number of bicycle parking spaces that can be in a room. Encouraging a number of smaller rooms or enclosures.		Commissioner Smith proposed an amendment that would limit the number of bicycle parking spaces that can be in a room or enclosure.	For an example, Vancouver B.C. limits the size of bike rooms, where a bicycle room can only hold a maximum of 40 bikes. Here is language from their code: <i>Bicycle Room Size - The bicycle room shall be designed to accommodate a maximum of 40 bicycles, except that: (a) This number can be increased to 120 if the room is compartmentalized using expanded metal mesh with lockable industrial-grade doors into enclosures containing a maximum of 40 bicycles; and (b) This number does not include bicycle lockers.</i>	
14. Requirement for 2 foot overhang on covered bike storage should only apply to exposed sides.		Commissioner Smith proposed an amendment to add language to address that the 2 foot overhang for the cover for long-term bicycle parking does not need to apply to an edge that is attached to a building.		
15. For Retail Sales and Services, include a requirement for larger footprint bikes for short-term bicycle parking.		Commissioner Smith proposed an amendment that would require a percentage of short-term bicycle parking spaces to accommodate a larger bike space (3' X 10') for the Retail Sales and Services Use Category.		
16. Increase the amounts of required long-term bicycle parking for Schools (K-12).		Commissioner Smith proposed an amendment that would increase the amount of required long-term bicycle parking for Schools (K-12).		
17. Allow vertical racks to be excluded from the two-points of contact, including the frame requirement.		Commissioner Smith proposed an amendment to ensure that the requirement "the rack must support the bicycle at two points, including the frame." does not exclude functional vertical, wall-track designs.		
18. Add Swan Island to Standard A.		Commissioner Smith proposed an amendment that would add Swan Island to the Standard A, geographic tier.		
19. Revise the required long-term amounts for Office Use.		Commissioner Bortolazzo proposed an amendment to revise the required amounts of long-term bicycle parking for Office Uses to 1 bicycle parking space per 5,000 sq. ft. for both Standard A and Standard B.		