

**PSC Consent Agenda Worksheet – Bicycle Parking Code Update Project  
Work Session – February 26, 2019**

Topic	Potential Amendments Identified by PSC	Staff Response	Proposed Code Language	Status (after 2.12.2019 Work Session)
1. Bike Valet	<p>Commissioner Smith proposed an amendment to allow existing OHSU bike valet to count towards future code requirements and remain uncovered.</p> <p><b>Option 1: Include language in both the Marquam Hill Plan District chapter (33.555) and the South Waterfront Subdistrict section (33.510.251) to allow existing, uncovered OHSU bike valet to count towards future code requirements.</b></p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS staff support the amendment to allow the existing OHSU bike valet to count towards future code requirements and remain uncovered.</p>	<p><b>33.555.295 Existing Bicycle Parking</b></p> <p><b>A. Purpose.</b> These regulations allow existing uncovered long-term bicycle parking to continue without upgrading the nonconforming elements of the racks. The existing, attendant monitored, bicycle parking provides a convenient and secure long-term bicycle parking option that works in conjunction with the suspended cable transportation system that provides access to both the Marquam Hill plan district and South Waterfront subdistrict of the Central City plan district.</p> <p><b>B. Where these standards apply.</b> These standards provide an alternative to the long-term bicycle parking standards in 33.266 and apply to required long-term bicycle parking facilities in the Marquam Hill Plan District.</p> <p><b>C. Existing Bicycle Parking.</b> Existing long-term bicycle parking may be used to meet required long-term bicycle parking. The existing bicycle parking is not required to meet Subsections 33.266.210.C and D if the long-term bicycle parking meets the following:</p> <ol style="list-style-type: none"> <li>1. The bicycle parking is located in the South Waterfront subdistrict of the Central City plan district as of [Month Day, 2019];</li> <li>2. 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;</li> <li>3. The bicycle parking area does not exceed 500 spaces;</li> <li>4. The bicycle parking must be within 100 feet of a suspended cable transportation system; and</li> <li>5. The applicant must sign a covenant that ensures that the existing long-term bike parking will continue to meet the above standards until the bike parking is no longer required. The covenant must comply with the requirements of 33.700.060, Covenants with the City.</li> </ol> <p>And</p> <p><b>33.510.251 Additional Standards in the South Waterfront Subdistrict</b></p> <p><b>5. Exception for existing long-term bicycle parking.</b></p> <ol style="list-style-type: none"> <li><b>a. Purpose.</b> These regulations allow existing uncovered long-term bicycle parking to continue without upgrading the nonconforming elements of the racks. The existing, attendant monitored, bicycle parking provides a convenient and secure long-term bicycle parking option that works in conjunction with the suspended cable transportation system that provides access to both the Marquam Hill plan district and South Waterfront subdistrict of the Central City plan district.</li> <li><b>b. Where these standards apply.</b> These standards provide an alternative to the long-term bicycle parking standards in 33.266 and apply to required long-term bicycle parking facilities</li> </ol>	<p>Moved to Consent Agenda</p>

			<p>in the South Waterfront subdistrict of the Central City plan district.</p> <p><b>c. Existing Bicycle Parking.</b> Existing long-term bicycle parking may be used to meet required long-term bicycle parking. The existing bicycle parking is not required to meet Subsections 33.266.210.C and D if the long-term bicycle parking meets the following:</p> <ul style="list-style-type: none"> <li>i. The bicycle parking is located in the South Waterfront subdistrict of the Central City plan district as of [Month Day, 2019];</li> <li>ii. 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;</li> <li>iii. The bicycle parking area does not exceed 500 spaces;</li> <li>iv. The bicycle parking must be within 100 feet of a suspended cable transportation system; and</li> <li>v. The applicant must sign a covenant that ensures that the existing long-term bike parking will continue to meet the above standards until the bike parking is no longer required. The covenant must comply with the requirements of 33.700.060, Covenants with the City.</li> </ul>	
<p><b>2. South Waterfront Standards - 110% bicycle parking requirement</b></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><b>Option 1: Remove the 110% bicycle parking requirement in South Waterfront (33.510.251).</b> This will delete number 4 in current code.</p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS staff support the amendment and agree that it makes sense to remove the 110%, in light of the overall increases in the amounts for all Use Categories as part of the project.</p>	<p><b>33.510.251 Additional Standards in the South Waterfront Subdistrict</b></p> <p><b>C. Locker rooms and additional bicycle parking.</b></p> <ol style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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</li> <li>4. <del>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.</del></li> </ol>	<p>Moved to Consent Agenda</p>

<p><b>3. Rack standards – two-points of contact, including frame, and removal of stability requirement</b></p>	<p>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-rack designs. Commissioner Schultz proposed an additional amendment to remove the language that requires supporting the bicycle in a stable position.</p> <p><b>Option 1: Add language to 33.266.210.C.2. to clarify that only horizontal racks need to support the bicycle at two points, including the frame; and remove the language about supporting the bike in a stable position.</b></p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS staff have no position on this amendment.</p>	<p><b>33.266.210.C.2.b.</b></p> <p><u>2. Bicycle Racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:</u></p> <p>a. <u>The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;</u></p> <p>b. <u>A horizontal The rack must support the bicycle at two points, including the frame, and must support the bicycle in a stable position so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and</u></p> <p>c. <u>The rack must be securely anchored with tamper-resistant hardware.</u></p>	<p>Moved to Consent Agenda</p>																																		
<p><b>5. Table 266-6 Wholesale Sales</b></p>	<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 Draft.</p> <p><b>Option 1: Add Wholesale Sales to Table 266-6 under Industrial Categories and add requirement for both short-term and long-term bicycle parking.</b></p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS staff have no position on this amendment. This amendment uses the following data points to calculate the amounts of required short-term and long-term bicycle parking:</p> <p><u>Long-Term Bicycle Parking:</u> [sq. ft. per employee] x [target mode split, commute trip]</p> <ul style="list-style-type: none"> <li>Employee Density: 2,500 sq. ft. per employee (using warehouse)</li> <li>Target Mode Split: <ul style="list-style-type: none"> <li>Standard A = 20%</li> <li>Standard B = 10%</li> </ul> </li> </ul> <p><u>Short-Term Bicycle Parking:</u> [per person trip rate] x [% visitors] x [target mode split, all trips]</p> <ul style="list-style-type: none"> <li>Person Trip Rate = .44 per 1,000 sq. ft. per PM peak</li> <li>Visitor Rate = 10% (using warehouse)</li> <li>Target Mode Split: <ul style="list-style-type: none"> <li>Standard A = 25%</li> <li>Standard B = 15%</li> </ul> </li> </ul>	<p><b>Table 266-6</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Uses</th> <th rowspan="2">Specific Uses</th> <th colspan="2">Long-term Spaces</th> <th colspan="2">Short-term Spaces</th> </tr> <tr> <th>Standard A</th> <th>Standard B</th> <th>Standard A</th> <th>Standard B</th> </tr> </thead> <tbody> <tr> <td colspan="6"><b>Industrial Categories</b></td> </tr> <tr> <td><u>Manufacturing and Production</u></td> <td></td> <td><u>2, or 1 per 5,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 9,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 67,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 111,000 sq. ft. of net building area</u></td> </tr> <tr> <td><u>Warehouse and Freight Movement</u></td> <td></td> <td><u>2, or 1 per 12,500 sq. ft. of net building area</u></td> <td><u>2, or 1 per 25,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 200,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 333,000 sq. ft. of net building area</u></td> </tr> <tr> <td><u>Wholesale Sales</u></td> <td></td> <td><u>2, or 1 per 12,500 sq. ft. of net building area</u></td> <td><u>2, or 1 per 25,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 91,000 sq. ft. of net building area</u></td> <td><u>2, or 1 per 152,000 sq. ft. of net building area</u></td> </tr> </tbody> </table>	Uses	Specific Uses	Long-term Spaces		Short-term Spaces		Standard A	Standard B	Standard A	Standard B	<b>Industrial Categories</b>						<u>Manufacturing and Production</u>		<u>2, or 1 per 5,000 sq. ft. of net building area</u>	<u>2, or 1 per 9,000 sq. ft. of net building area</u>	<u>2, or 1 per 67,000 sq. ft. of net building area</u>	<u>2, or 1 per 111,000 sq. ft. of net building area</u>	<u>Warehouse and Freight Movement</u>		<u>2, or 1 per 12,500 sq. ft. of net building area</u>	<u>2, or 1 per 25,000 sq. ft. of net building area</u>	<u>2, or 1 per 200,000 sq. ft. of net building area</u>	<u>2, or 1 per 333,000 sq. ft. of net building area</u>	<u>Wholesale Sales</u>		<u>2, or 1 per 12,500 sq. ft. of net building area</u>	<u>2, or 1 per 25,000 sq. ft. of net building area</u>	<u>2, or 1 per 91,000 sq. ft. of net building area</u>	<u>2, or 1 per 152,000 sq. ft. of net building area</u>	<p>Moved to Consent Agenda</p>
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<p><b>17. Covered bicycle parking – dimensions of cover</b></p>	<p>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.</p> <p><b>Option 1: Add language under 33.266.210.D.1.d. to clarify that the cover for required long-term bicycle parking does not need to project on sides with solid walls.</b></p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS staff have no position on this amendment.</p>	<p><b>33.266.210.D.1.d.</b></p> <p><u>d. Covered bicycle parking. All required long-term bicycle parking must be covered. Where required covered bicycle parking is not within a building or locker, the cover must be:</u></p> <p>(1) Permanent;</p> <p>(2) Impervious; and</p> <p>(3) <u>The cover must project out a minimum of 2 feet beyond the bicycle footprint of the required spaces parking spaces on the portion of the structure that is not enclosed by a wall.</u></p>	<p>Moved to Consent Agenda – proposed by Commissioner Smith</p>
<p><b>19. Bicycle parking information in plans</b></p>	<p>Commissioner Schultz proposed an amendment to revise the requirement for bicycle parking information in plans to only be required for building permit.</p> <p><b>Option 1: Revise 33.266.210.C.5. that bicycle parking information in plans is only required for building permit.</b></p> <p><b>Option 2: No change.</b></p>	<p>PBOT and BPS support the amendment.</p>	<p><b>33.266.210.C.5.</b></p> <p><u>5. Bicycle Parking Information in Plans. The following information must be submitted with applications for a building permit, or land use review:</u></p> <p>a. <u>Location, access route to long-term bicycle parking and number of bicycle parking spaces for short-term and long-term bicycle parking requirements;</u></p> <p>b. <u>The model or design of the bicycle parking facilities to be installed;</u></p> <p>c. <u>Dimensions of all aisles and maneuvering areas; and</u></p> <p>d. <u>If applicable, information adequate to illustrate the racks and spaces that satisfy the minimum horizontal requirement, and the racks and spaces that accommodate a larger bicycle footprint.</u></p>	<p>Moved to Consent Agenda – proposed by Commissioner Smith</p>