

Bicycle Parking Code Update Project - Work Session



Planning and Sustainability Commission

February 12, 2019



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Today's Briefing Agenda and List of Amendments

1. Bike Valet
2. South Waterfront Standards - 110% bicycle parking requirement
3. Rack standards - two-points of contact and removal of stability requirement
4. Map 266-1: Bicycle Parking Areas
5. Table 266-6: Wholesale Sales
6. Table 266-6: Parks & Open Areas
7. Table 266-6: Schools (K-12)
8. Table 266-6: Office
9. Horizontal requirements for Elementary (K-5) Schools
10. In-Unit - Adding design standards to in-unit bicycle parking
11. In-Unit - Small site exception to in-unit requirements
12. In-Unit - Remove exceptions for affordable housing developments
13. In-Unit - Increase in-unit threshold to 50%
14. Table 266-6: Threshold for short-term and long-term bicycle parking
15. E-bike standards
16. Security Standards
17. Covered bicycle parking - dimensions of cover
18. Covered bicycle parking - required percentage
19. Bicycle parking information in plans
20. Short-Term - Additional development standards for Retail Sales and Services
21. Create a right in zoning code that building managers cannot prevent people from bringing bikes into units.
22. Bicycle parking allowed in motor vehicle parking areas
23. Define Bicycle

Topic 1: Bike Valet

Option 1:

Include language in both the Marquam Hill Plan District (33.555) and the South Waterfront Subdistrict section (33.510.251) to allow existing, uncovered OHSU bike valet to count towards future code requirements.

Option 2:

No change.



Topic 2: South Waterfront Standards - 110% bicycle parking requirement

Option 1:

Remove the 110% bicycle parking requirement in South Waterfront (33.510.251).

Option 2:

No change.

Topic 3: Rack Standards - Two-points of contact, including frame, and removal of stability requirement

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. Remove the language about supporting the bike in a stable position.

Option 2:

No change.

Topic 3: Rack Standards - Two-points of contact, including frame



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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. Remove the language about supporting the bike in a stable position.

Option 2:

No change.

Topic 4: Map 266-1 - Bicycle Parking Areas

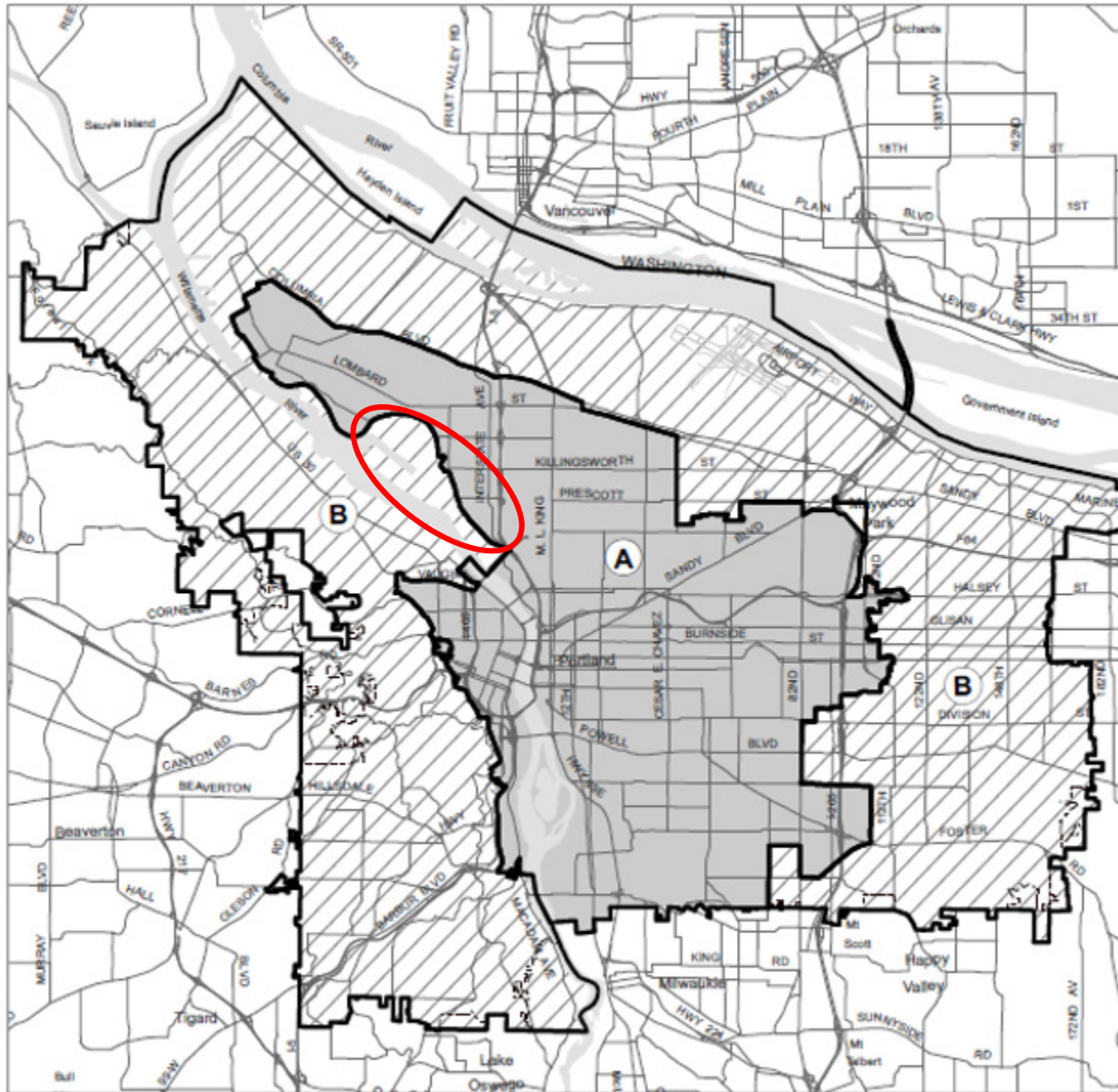
Option 1:

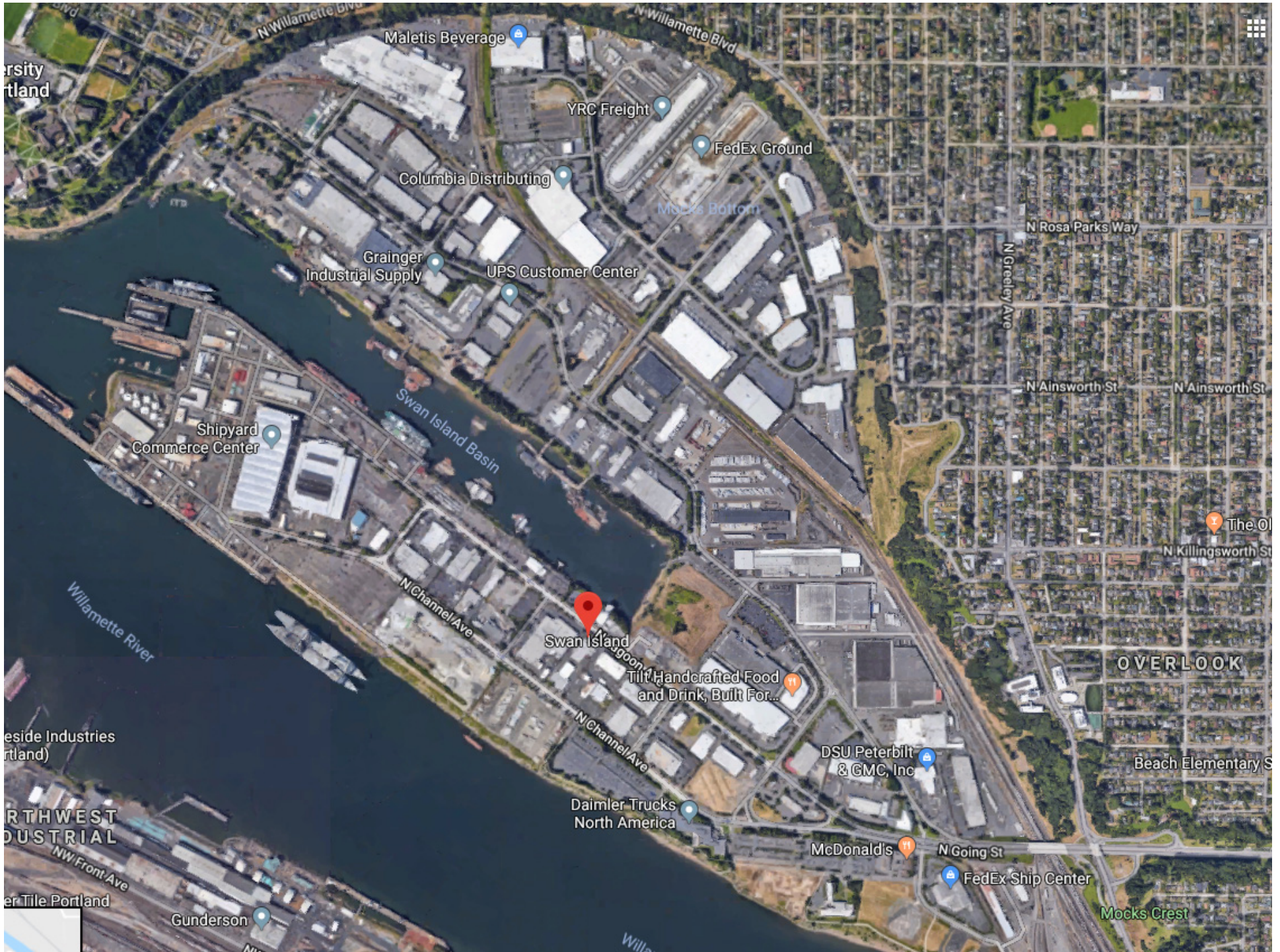
Add Swan Island to the Standard A geographic tier.

Option 2:

No change.

Topic 4: Map 266-1 - Bicycle Parking Areas





Topic 4: Map 266-1 - Bicycle Parking Areas

Option 1:

Add Swan Island to the Standard A geographic tier.

Option 2:

No change.

Topic 5: Table 266-6 - Wholesale Sales

Option 1:

Add Wholesale Sales to Table 266-6 under Industrial Categories and add requirement for both short-term and long-term bicycle parking.

Option 2:

No change.

Topic 6: Table 266-6 - Parks & Open Areas

Option 1:

Increase the minimum requirement of short-term bicycle parking for Parks & Open Areas.

Option 2:

No change.

Topic 7: Table 266-6 - Schools (K-12)

Option 1:

Double the amounts of required long-term bicycle parking for Schools (K-12) in Table 266-6.

Option 2:

Increase the amounts of required long-term bicycle parking for Schools (K-12) based on revised target mode split goals.

Option 3:

No change.

Topic 8: Table 266-6 - Office

Option 1:

Revise the amounts of required long-term bicycle parking for Office Use in Table 266-6 to require:

- Standard A - 1 bicycle parking space per 3,500 sq. ft.
- Standard B - 1 bicycle parking space per 5,000 sq. ft.

Option 2:

No change.

Topic 9: Horizontal requirements for Elementary (K-5) Schools

Option 1:

Revise 33.266.210.D.3.a. to specify that only Elementary (K-5) Schools are required to have horizontal racks for students.

Option 2:

No change.

Topic 10: In-Unit - Adding design standards to in-unit bicycle parking

Option 1:

In-unit bicycle parking must be provided in a dedicated enclosed space, near the front door and the rack cannot be removed.

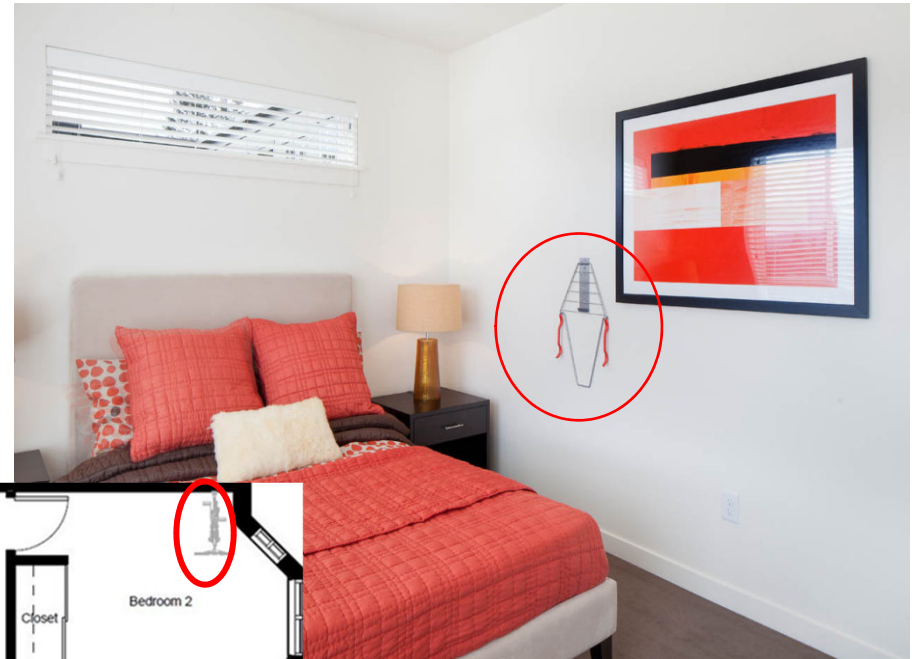
Option 2:

In-unit bicycle parking must be located within 15-feet of the front door of a dwelling unit and the rack cannot be removed.

Option 3:

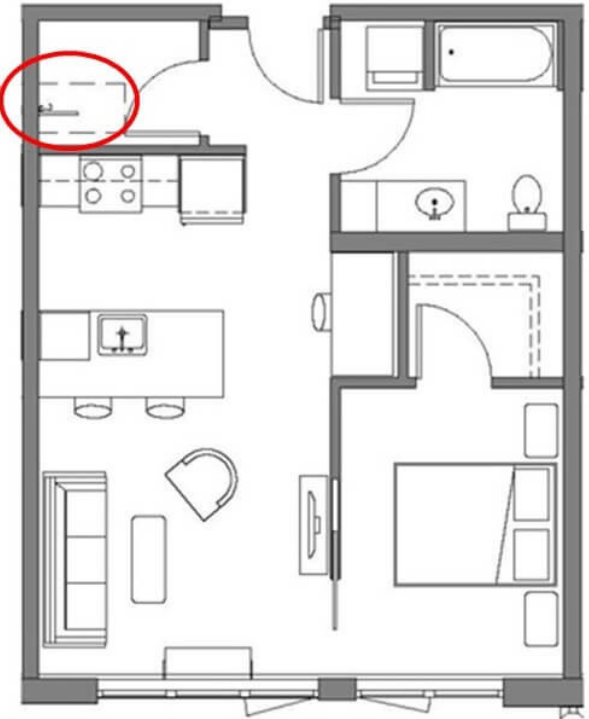
No change.

Topic 10: In-Unit Bicycle Parking - The Bad



Topic 10: In-Unit Bicycle Parking - The Good

In-unit bike rack in a storage closet/ room at the Osprey Apartments



Topic 10: In-Unit - Adding design standards to in-unit bicycle parking

Option 1:

In-unit bicycle parking must be provided in a dedicated enclosed space, near the front door and the rack cannot be removed.

Option 2:

In-unit bicycle parking must be located within 15-feet of the front door of a dwelling unit and the rack cannot be removed.

Option 3:

No change.

Topic 11: In-Unit - Small site exception

Option 1:

For sites with up to 12 units 100% of long-term bicycle parking can be provided in dwelling units.

Option 2:

No change.

**Note that the following is an in-unit standard from the Proposed Draft: For buildings with no elevators, required long-term bicycle parking must be located on the ground floor.*

Topic 12: In-Unit - Remove exceptions for affordable housing developments

Option 1:

Remove the two in-unit exceptions under 33.266.210.D.1.b. for affordable housing.

Option 2:

No change.

Topic 13: In-Unit - Increase in-unit threshold to 50%

Option 1:

Allow up to 50 percent of required long-term bicycle parking spaces to be provided in the residential unit.

Option 2:

No change.

Topic 14: Table 266-6 - Threshold for when short-term and long-term bicycle parking apply

Option 1:

Set the following thresholds for when bicycle parking is required:

- Exempt all sites with 4 or fewer units from both long-term and short-term bicycle parking;
- Exempt sites with 5 to 12 units from short-term bicycle parking; and
- Require both long-term and short-term bicycle parking for all sites with 13 or more units.

Option 2:

Bicycle parking is required for sites with 5 or more units.

Option 3:

No change.

Topic 14: Table 266-6 - Threshold for when short-term and long-term bicycle parking apply

Option 1:

Does Long-Term and Short-Term Apply?		
	<u>Long-term</u>	<u>Short-term</u>
4 or fewer units on site	No	No
5 to 12 units on site	Yes	No
13 or more units on site	Yes	Yes

Option 2:

Does Long-Term and Short-Term Apply?		
	<u>Long-term</u>	<u>Short-term</u>
4 or fewer units on site	No	No
5 or more units on site	Yes	Yes

Topic 14: Table 266-6 - Threshold for when short-term and long-term bicycle parking apply

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Option 2:

Bicycle parking is required for sites with 5 or more units.

Option 3:

No change.

Topic 15: E-bike standards

Option 1:

Add language to 33.266.210.D.3. to require electrical sockets for 20% of required long-term bicycle parking spaces, and that the sockets are accessible to horizontal racks.

Option 2:

Add language to 33.266.210.D.3. to require electrical sockets for 5% of required long-term bicycle parking spaces, and that the sockets are accessible to horizontal racks.

Option 3:

No change.

Topic 16: Security Standards

Option 1:

Add language under 33.266.210.D.2. that if bike parking is being provided in a designated bike room, cage or enclosure then that room, cage or enclosure is restricted to 40 bikes.

Option 2:

No change.

Topic 17: Covered bicycle parking

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.

Option 2:

No change.

Topic 18: Covered bicycle parking - required percentage

Option 1:

Revised language under 33.266.210.D.1.d. that 50 percent of required long-term bicycle parking is covered.

Option 2:

No change.

Topic 19: Bicycle parking information in plans

Option 1:

Revise 33.266.210.C.5. that bicycle parking information in plans is only required for building permit.

Option 2:

No change.

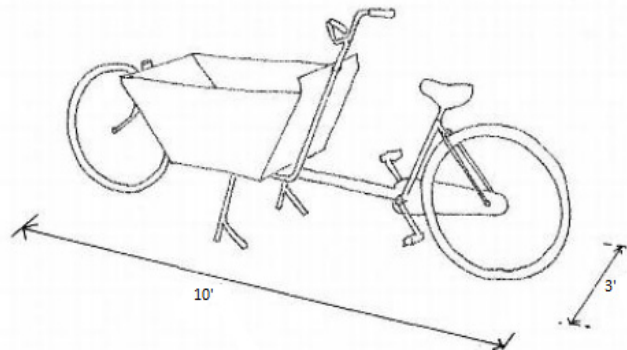
Topic 20: Short-Term - Additional development standards for Retail Sales and Services

Option 1:

Add language under 33.266.210.E. for additional development standards that when 10 or more short-term bicycle parking spaces are required for a Retail Sales or Services development, then 10 percent of the spaces should accommodate a larger bicycle footprint of 3 feet by 10 feet, placed in a horizontal rack.

Option 2:

No change.



Topic 21: Create a right in zoning code that building managers cannot prevent people from bringing bikes into buildings

Option 1:

Add a new section to 33.266 to ensure that people can park bikes in any area of a building.

Option 2:

No change.

Topic 22: Bicycle parking allowed in motor vehicle parking areas

Option 1:

Add language to 33.266.100 (Motor Vehicle Parking - General Regulations) to ensure parking bicycles is allowed in motor vehicle parking areas.

Option 2:

No change.

Topic 23: Define Bicycle

Option 1:

Add a definition of bicycle to 33.910 Definitions chapter.

Option 2:

Add language to 33.266.210 to clarify what a bicycle is for the purposes of the bicycle parking chapter.

Option 3:

No change.

Thank you.







Example: Long-term bicycle parking for Office Uses



Rate: **1 per 1,800 sq. ft.** of net building area

Example Building: 100,000 sq. ft. Office Building in Central City would require **56 long-term** bicycle parking spaces

Accommodates a rate of **20% of employees** commuting by bike

Table A: Sample of Portland Bicycle Parking Provided in Existing Buildings

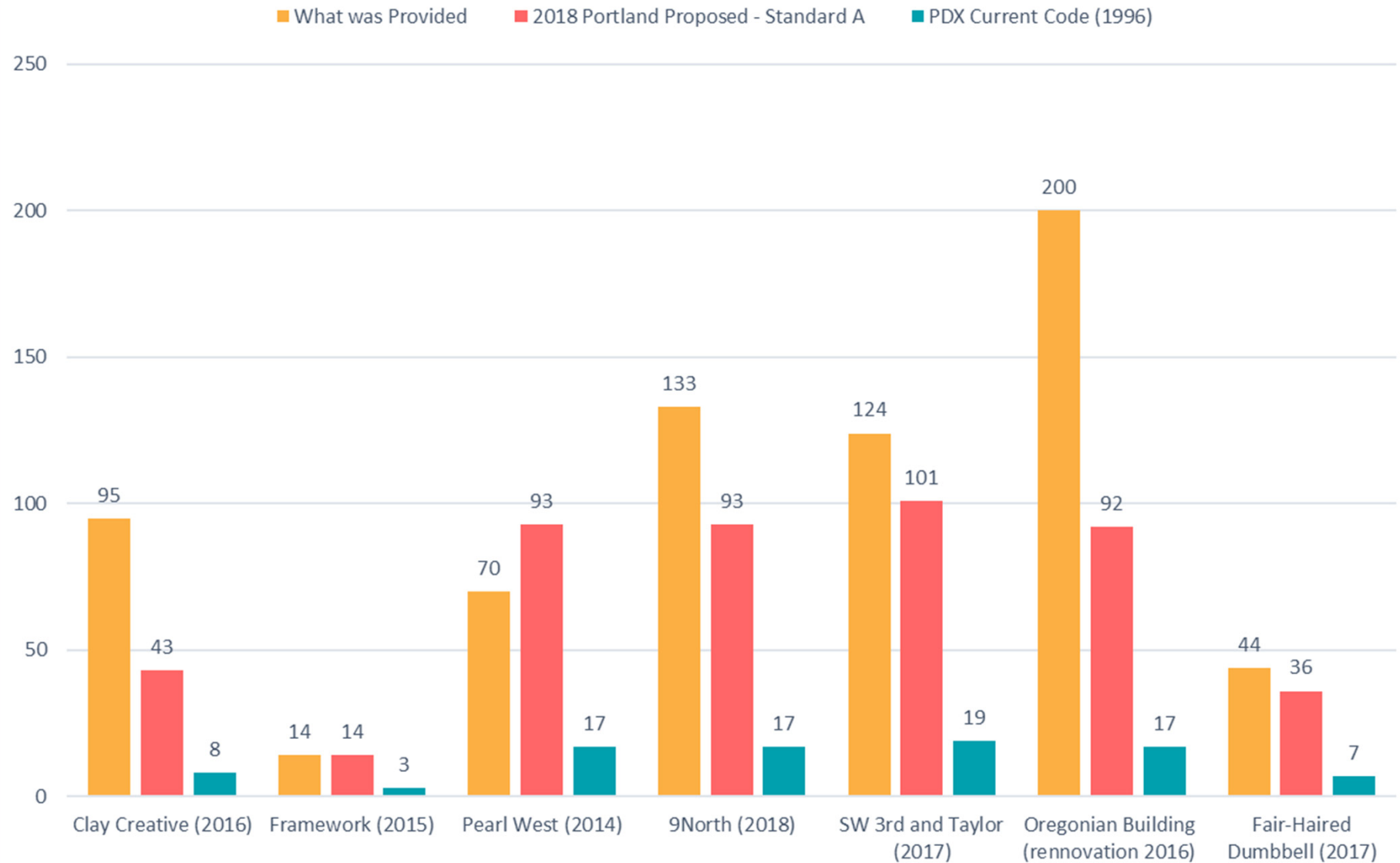
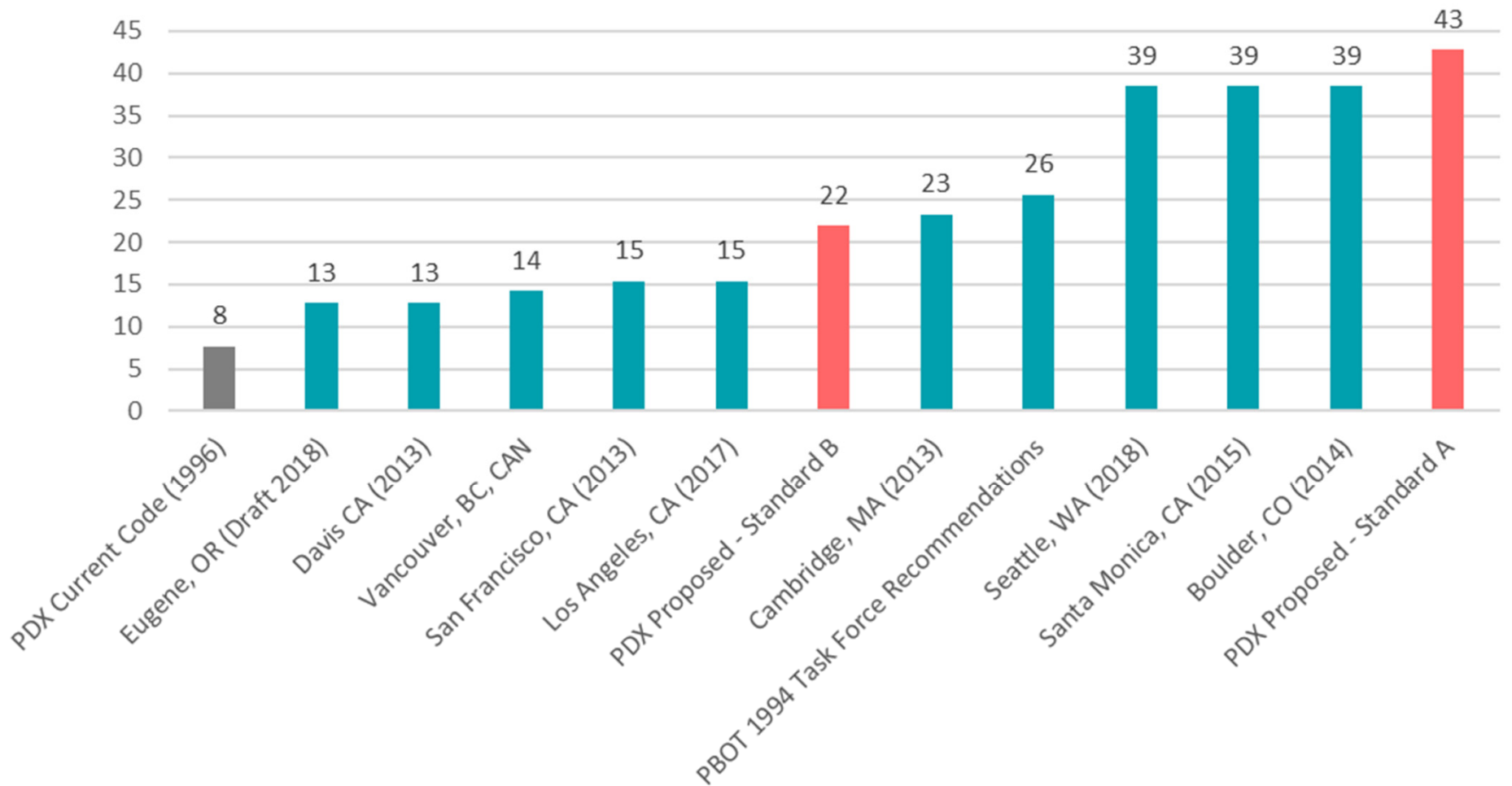


Table C: Peer City Comparison of Required Bicycle Parking
 EXAMPLE 77,000 SQ FOOT OFFICE PROJECT
 Long-term Bicycle Parking Amounts



Proposal 18: Current nonconforming code information

- If a property improvement is made that exceeds **\$163,650** then then **up to 10%** of project cost must be spent toward bringing the site into conformance with the Zoning Code.
- Bike parking is one of 5 categories to be brought up to compliance.
- Long-term bike parking is **not required** for:
 - Sites without accessory surface parking
 - Sites that are inside the Central City Core Area or Lloyd District



Proposal 18: Focus on Major Remodel projects

- Long-term secure parking required for projects that:
 - Meet definition of ‘Major Remodel’
 - Sites with surface parking citywide
- Bike parking still one of 5 categories to be brought into compliance
- Maintain spending cap at 10% of project cost



Major Remodel apply where the floor areas is being increased by 50% or more, or where the cost of the remodeling is greater than the assessed value of the existing improvements on site.

Affordable Housing and Bicycle Network

January 2019

