

**Bicycle Parking Code Update Project – PSC Amendment Worksheet
Work Session – February 12, 2019**

Topic	Potential Amendments Identified by PSC	Staff Response	Proposed Code Language
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>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.</p> <p>Option 2: No change.</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>33.555.295 Existing Bicycle Parking</p> <p>A. Purpose. 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. Where these standards apply. 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>C. Existing Bicycle Parking. 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"> 1. The bicycle parking is located in the South Waterfront subdistrict of the Central City plan district as of [Month Day, 2019]; 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; 3. The bicycle parking area does not exceed 500 spaces; 4. The bicycle parking must be within 100 feet of a suspended cable transportation system; and 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. <p>And</p> <p>33.510.251 Additional Standards in the South Waterfront Subdistrict</p> <ol style="list-style-type: none"> 5. Exception for existing long-term bicycle parking. <ol style="list-style-type: none"> a. Purpose. 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>b. Where these standards apply. 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 South Waterfront subdistrict of the Central City plan district.</p> <p>c. Existing Bicycle Parking. 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"> i. The bicycle parking is located in the South Waterfront subdistrict of the Central City plan district as of [Month Day, 2019]. 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; iii. The bicycle parking area does not exceed 500 spaces; iv. The bicycle parking must be within 100 feet of a suspended cable transportation system; and 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.
<p>2. South Waterfront Standards - 110% bicycle parking requirement</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 (33.510.251). This will delete number 4 in current code.</p> <p>Option 2: No change.</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>33.510.251 Additional Standards in the South Waterfront Subdistrict</p> <p>C. Locker rooms and additional bicycle parking.</p> <ol style="list-style-type: none"> 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; 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; 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 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>3. Rack standards – two-points of contact, including frame, and removal of stability requirement</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>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.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff have no position on this amendment.</p>	<p>33.266.210.C.2.b.</p> <p>2. Bicycle Racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:</p> <p>a. 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;</p> <p>b. 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</p> <p>c. The rack must be securely anchored with tamper-resistant hardware.</p>																																		
<p>4. Map 266-1 – Bicycle Parking Areas</p>	<p>Commissioner Smith proposed an amendment that would add Swan Island to the Standard A, geographic tier.</p> <p>Option 1: Add Swan Island to the Standard A geographic tier.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff do not support the amendment to add Swan Island to the Standard A geographic tier.</p> <p>The current tiers are based on the already adopted Pattern Areas and designated Bicycle Districts, to add other areas without thorough review does not make sense.</p>	<p>Map 266-1</p> <p>Add Swan Island to the Standard A geographic tier.</p>																																		
<p>5. Table 266-6 Wholesale Sales</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>Option 1: Add Wholesale Sales to Table 266-6 under Industrial Categories and add requirement for both short-term and long-term bicycle parking.</p> <p>Option 2: No change.</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"> Employee Density: 2,500 sq. ft. per employee (using warehouse) Target Mode Split: <ul style="list-style-type: none"> Standard A = 20% Standard B = 10% <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"> Person Trip Rate = .44 per 1,000 sq. ft. per PM peak Visitor Rate = 10% (using warehouse) Target Mode Split: <ul style="list-style-type: none"> Standard A = 25% Standard B = 15% 	<p>Table 266-6</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">Industrial Categories</td> </tr> <tr> <td>Manufacturing and Production</td> <td></td> <td>2, or 1 per 5,000 sq. ft. of net building area</td> <td>2, or 1 per 9,000 sq. ft. of net building area</td> <td>2, or 1 per 67,000 sq. ft. of net building area</td> <td>2, or 1 per 111,000 sq. ft. of net building area</td> </tr> <tr> <td>Warehouse and Freight Movement</td> <td></td> <td>2, or 1 per 12,500 sq. ft. of net building area</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> <td>2, or 1 per 200,000 sq. ft. of net building area</td> <td>2, or 1 per 333,000 sq. ft. of net building area</td> </tr> <tr> <td>Wholesale Sales</td> <td></td> <td>2, or 1 per 12,500 sq. ft. of net building area</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> <td>2, or 1 per 91,000 sq. ft. of net building area</td> <td>2, or 1 per 152,000 sq. ft. of net building area</td> </tr> </tbody> </table>	Uses	Specific Uses	Long-term Spaces		Short-term Spaces		Standard A	Standard B	Standard A	Standard B	Industrial Categories						Manufacturing and Production		2, or 1 per 5,000 sq. ft. of net building area	2, or 1 per 9,000 sq. ft. of net building area	2, or 1 per 67,000 sq. ft. of net building area	2, or 1 per 111,000 sq. ft. of net building area	Warehouse and Freight Movement		2, or 1 per 12,500 sq. ft. of net building area	2, or 1 per 25,000 sq. ft. of net building area	2, or 1 per 200,000 sq. ft. of net building area	2, or 1 per 333,000 sq. ft. of net building area	Wholesale Sales		2, or 1 per 12,500 sq. ft. of net building area	2, or 1 per 25,000 sq. ft. of net building area	2, or 1 per 91,000 sq. ft. of net building area	2, or 1 per 152,000 sq. ft. of net building area
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<p>6. Table 266-6 Parks & Open Areas</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>PBOT and BPS staff are generally supportive of this amendment.</p>	<p>Table 266-6</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>Parks and Open Areas</td> <td></td> <td>None</td> <td>None</td> <td>2.8, or 1 per 2 acres</td> <td>3.8, or 1 per 3 acres</td> </tr> </tbody> </table>	Uses	Specific Uses	Long-term Spaces		Short-term Spaces		Standard A	Standard B	Standard A	Standard B	Parks and Open Areas		None	None	2.8, or 1 per 2 acres	3.8, or 1 per 3 acres												
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<p>7. Table 266-6 Schools (K-12)</p>	<p>Commissioner Smith proposed an amendment that would increase the amount of required long-term bicycle parking for Schools (K-12).</p> <p>Option 1: Double the amounts of required long-term bicycle parking for Schools (K-12) in Table 266-6.</p> <p>Option 2: Increase the amounts of required long-term bicycle parking for Schools (K-12) based on revised target mode split goals in Table 266-6.</p> <p>Option 3: No change.</p>	<p>PBOT and BPS strongly supports ensuring sufficient bicycle parking at schools for current and future students.</p> <p>Staff are providing Option 2 has an alternative that uses slightly higher city target mode split goals than the Proposed Draft, as follows:</p> <p><u>Long-Term Bicycle Parking:</u> [Average classroom size] x [target mode split]</p> <ul style="list-style-type: none"> Average classroom size per PPS: <ul style="list-style-type: none"> Elementary Schools = 24 students Middle Schools = 23 students High Schools = 21 students Revised Target Mode Split for Option B: <ul style="list-style-type: none"> Standard A = 25% Standard B = 20% For High Schools, Standard A and Standard B = 25% 	<p>Option 1 - Commissioner Smith's Proposed Amendment:</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>Schools</td> <td>Grades K through 5</td> <td>4.8 per classroom</td> <td>2.4 per classroom</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> </tr> <tr> <td></td> <td>Grades 6 through 8</td> <td>5.10 per classroom</td> <td>3.6 per classroom</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> </tr> <tr> <td></td> <td>Grades 9 through 12</td> <td>5.10 per classroom</td> <td>5.10 per classroom</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> <td>2, or 1 per 25,000 sq. ft. of net building area</td> </tr> </tbody> </table>	Uses	Specific Uses	Long-term Spaces		Short-term Spaces		Standard A	Standard B	Standard A	Standard B	Schools	Grades K through 5	4.8 per classroom	2.4 per classroom	2, or 1 per 25,000 sq. ft. of net building area	2, or 1 per 25,000 sq. ft. of net building area		Grades 6 through 8	5.10 per classroom	3.6 per classroom	2, or 1 per 25,000 sq. ft. of net building area	2, or 1 per 25,000 sq. ft. of net building area		Grades 9 through 12	5.10 per classroom	5.10 per classroom	2, or 1 per 25,000 sq. ft. of net building area	2, or 1 per 25,000 sq. ft. of net building area
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<p>8. Table 266-6 Office</p>	<p>Commissioner Bortolazzo proposed an amendment to revise the required amounts of long-term bicycle parking for Office Uses.</p> <p>Option 1: Revise the amounts of required long-term bicycle parking for Office Uses in Table 266-6 to require 1 bicycle parking space per 3,500 sq. ft. for Standard A and 1 bicycle parking space per 5,000 sq. ft. for Standard B.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff do not support the amendment to revise the amounts of required long-term bicycle parking. The amounts included in the Proposed Draft are based on clear data points like employee density (average square footage per employee) and target mode splits. Therefore, staff feel confident in the originally proposed amounts.</p>	<p>Table 266-6</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>Office</td> <td></td> <td>2, or 1 per 1,800 3,500 sq. ft. of net building area</td> <td>2, or 1 per 3,500 5,000 sq. ft. of net building area</td> <td>2, or 1 per 20,000 sq. ft. of net building area</td> <td>2, or 1 per 33,000 sq. ft. of net building area</td> </tr> </tbody> </table>	Uses	Specific Uses	Long-term Spaces		Short-term Spaces		Standard A	Standard B	Standard A	Standard B	Office		2, or 1 per 1,800 3,500 sq. ft. of net building area	2, or 1 per 3,500 5,000 sq. ft. of net building area	2, or 1 per 20,000 sq. ft. of net building area	2, or 1 per 33,000 sq. ft. of net building area												
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<p>9. Horizontal Requirements for Elementary (K-5) Schools</p>	<p>Commissioner Schultz proposed an amendment to specify that horizontal racks are only required for students at Elementary Schools (Grades K-5).</p> <p>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.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff have no position on this amendment.</p>	<p><u>33.266.210.D.3.a.</u></p> <p><u>3. Additional Development Standards. The following standards apply to sites where more than 20 long-term bicycle parking spaces are required:</u></p> <p><u>a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of required spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools (K-5), all required spaces located outside of the building must be in a horizontal rack.</u></p> <p><u>b. Parking for larger bicycle footprint. At least 5 percent of required spaces must accommodate a larger bicycle footprint of 3 feet by 10 feet, placed in a horizontal rack. These spaces may be included to meet the requirement for Subparagraph D.3.a.</u></p>																												

<p>10. In-Unit - Adding design standards to in-unit bicycle parking</p>	<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: In-unit bicycle parking must be provided in a dedicated enclosed space, near the front door, and the rack cannot be removed.</p> <p>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.</p> <p>Option 3: No change.</p>	<p>PBOT and BPS staff support adding design standards for in-unit bicycle parking to ensure that in-unit bicycle parking is well designed and usable for tenants. This amendment helps ensure that racks don't end up being placed over beds or in unusable locations within the unit.</p> <p>PBOT and BPS staff generally support Option 1. However, staff do not support the addition of "the rack cannot be removed" because it is adding unnecessary verbiage. The zoning code requirement implies permanence. If required bike parking is removed, it is a code violation. This is true for everything in the zoning code and does not need to be specified.</p>	<p>Option 1: Add language under 33.266.210.D.1.a.(4).</p> <p>(4) <u>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.4.2. above. Adjustments and modifications to this Subparagraph are prohibited. No adjustments or modification are permitted to this section.</u></p> <ul style="list-style-type: none"> • <u>Be located within 15 feet of the entrance to the dwelling unit.</u> • <u>Be provided in a room or closet of the dwelling unit that includes a rack that meets the standard bicycle spacing dimensions in Table 266-7. See Figure 266-8.</u> • <u>The rack cannot be removed.</u> • <u>For buildings with no elevators, required long-term bicycle parking must be located in the ground floor units.</u> <p>Option 2: Add language under 33.266.210.D.1.a.(4).</p> <p>(4) <u>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.4.2. above. Adjustments and modifications to this Subparagraph are prohibited are prohibited. No adjustments or modification are permitted to this section.</u></p> <ul style="list-style-type: none"> • <u>Be located within 15 feet of the entrance to the dwelling unit.</u> • <u>Be provided in a rack that meets the standard bicycle parking spacing dimensions in Table 266-7. See Figure 266-8.</u> • <u>The rack cannot be removed.</u> • <u>For buildings with no elevators, required long-term bicycle parking must be located in the ground floor units.</u>
<p>11. In-Unit - Small site exception to in-unit requirements</p>	<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 up to 12 units 100% of long-term bicycle parking can be provided in dwelling units.</p> <p>Note that the following is an in-unit standard from the Proposed Draft: <i>For buildings with no elevators, required long-term bicycle parking must be located on ground floor.</i></p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff can support the proposed amendment as long as there are codified standards for the design of in-unit bicycle parking.</p>	<p>33.266.210.D.1.b.</p> <p><u>b. Exceptions.</u></p> <p>(2) <u>Sites containing residential development with 12 or fewer dwelling units may provide up to 100 percent of required long-term bicycle parking spaces in the dwelling units. All other in-unit standards in Subsubparagraph D.1.a.(4), above must be met.</u></p>

<p>12. In-Unit - Remove exceptions for affordable housing developments</p>	<p>Commissioners Smith and Bortolazzo proposed amendments to remove the in-unit exceptions for affordable housing developments, so the same standards apply to market rate and affordable housing projects.</p> <p>Option 1: Remove the two in-unit exceptions under 33.266.210.D.1.b. for affordable housing.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff recognize the importance of affordable transportation options for residents of affordable housing and the important role that dedicated, secure bicycle parking plays in the decision or even being able to ride a bicycle. However, the Proposed Draft language was aiming to balance the need for bicycle parking with the overwhelming need for more regulated affordable housing units.</p>	<p>33.266.210.D.1.b.</p> <p><u>b. Exceptions.</u></p> <p><u>(1) For projects where at least 50 percent of all dwelling units on the site are affordable to those earning no more than 60 percent of area median income, up to 50 percent of required long-term bicycle parking spaces may be provided in dwelling units. All other in-unit standards in Subsubparagraph D.1.a.(4), above must be met. The applicant must provide a letter from the Portland Housing Bureau certifying that the development meets this affordability standard and any administrative requirements of the Portland Housing Bureau. The letter must be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.</u></p> <p><u>(2) For projects with under 10 dwelling units, where at least 50 percent of the dwelling units are affordable to those earning no more than 100 percent of the area median income, up to 100 percent of required long-term bicycle parking spaces may be provided in dwelling units. All other in-unit standards in Subsubparagraph D.1.a.(4), above must be met. To qualify the applicant must provide a letter from the Portland Housing Bureau certifying that the development meets this standard and any administrative requirements of the Portland Housing Bureau. The letter must be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.</u></p>
<p>13. In-Unit – Increase in-unit threshold to 50%</p>	<p>Commissioner Bortolazzo proposed an amendment that would allow up to 50% of required long-term bicycle parking to be provided within residential units.</p> <p>Option 1: Allow up to 50 percent of required long-term bicycle parking spaces to be provided in the residential unit.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff do not support the amendment.</p> <p>Users and property managers identified a number of issues and challenges with in-unit bicycle parking.</p> <p>It is for these reasons that the majority of other major cities do not allow bicycle parking spaces in an apartment unit or on a balcony to count toward required long-term bicycle parking.</p>	<p>33.266.210.D.1.a.(4).</p> <p><u>(4) In a residential dwelling unit. Up to 20 50 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.2 above. No adjustments or modification are permitted to this section.</u></p>

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

At the PSC hearing, the Commissioners appointed a Working Group to discuss bicycle parking requirements for small sites. One topic was to set a threshold for when short-term and long-term bicycle parking standards apply for multi-dwelling uses.

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.

PBOT and BPS staff support Option 2 because it clarifies the threshold for Multi-Dwelling projects, but also simplifies the table for future applicants.

Option 1 – Recommendation from the Working Group:

Uses	Specific Uses	Long-term Spaces		Short-term Spaces	
		Standard A	Standard B	Standard A	Standard B
Residential Categories					
Household Living	Multi-Dwelling (sites with 4 or fewer units)	None	None	None	None
	Multi-Dwelling (sites with 5 to 12 units)	2, or 1.5 per unit	2, or 1.1 per unit	None	None
	Multi-Dwelling (sites with 13 or more units)	2, or 1.5 per unit	2, or 1.1 per unit	2, or 1 per 20 units	2, or 1 per 20 units

Option 2: - Staff Preferred Amendment:

Uses	Specific Uses	Long-term Spaces		Short-term Spaces	
		Standard A	Standard B	Standard A	Standard B
Residential Categories					
Household Living	Multi-Dwelling [1]	2, or 1.5 per unit	2, or 1.1 per unit	2, or 1 per 20 units	2, or 1 per 20 units

[1] Multi-Dwelling is defined as sites with 5 or more units.

<p>15. E-bike standards</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 1 below.</p> <p>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.</p> <p>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.</p> <p>Option 3: No change.</p>	<p>PBOT and BPS staff support the revised, Option 2, which requires electrical sockets for 5% of required long-term bicycle parking as this seems to better match industry trends.</p>	<p>Option 1: Commissioner Smith's Proposed Amendment:</p> <p>Add language under 33.266.210.D.3.</p> <p><u>3. Additional Development Standards. The following standards apply to sites where more than 20 long-term bicycle parking spaces are required:</u></p> <p><u>a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of required spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools, all required spaces located outside of the building must be in a horizontal rack.</u></p> <p><u>b. Parking for larger bicycle footprint. At least 5 percent of required spaces must accommodate a larger bicycle footprint of 3 feet by 10 feet, placed in a horizontal rack. These spaces are included to meet the requirement for Subparagraph D.3.a.</u></p> <p><u>c. Electrical outlet requirement. At least 20 percent of required spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.</u></p> <p>Option 2: Staff Revised Amendment:</p> <p>Add language under 33.266.210.D.3.</p> <p><u>3. Additional Development Standards. The following standards apply to sites where more than 20 long-term bicycle parking spaces are required:</u></p> <p><u>a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of required spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools, all required spaces located outside of the building must be in a horizontal rack.</u></p> <p><u>b. Parking for larger bicycle footprint. At least 5 percent of required spaces must accommodate a larger bicycle footprint of 3 feet by 10 feet, placed in a horizontal rack. These spaces are included to meet the requirement for Subparagraph D.3.a.</u></p> <p><u>c. Electrical outlet requirement. At least 5 percent of required spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.</u></p>
<p>16. Security Standards</p>	<p>Commissioner Smith proposed an amendment that would limit the number of bicycle parking spaces that can be in a bike room or enclosure.</p> <p>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.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff view this amendment as unnecessarily restrictive and do not support the amendment.</p>	<p>33.266.210.D.2.</p> <p><u>2. Security Standards.</u></p> <p><u>a. Long-term bicycle parking must meet the following security standards:</u></p> <p><u>(1) Long-term bicycle parking for residential uses must be provided in one of the following:</u></p> <ul style="list-style-type: none"> • <u>A restricted access, lockable room or enclosure, designated primarily for bicycle parking that accommodates a maximum of 40 bicycles;</u> • <u>A bicycle locker; or</u> • <u>In a residential dwelling unit meeting Subsubparagraph 1.a.(4), above.</u>

<p>17. Covered bicycle parking – dimensions of cover</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>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.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff have no position on this amendment.</p>	<p>33.266.210.D.1.d.</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) 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.</p>
<p>18. Covered bicycle parking – required percentage</p>	<p>Commissioner Schultz proposed an amendment to revise the requirement that only 50 percent of required long-term bicycle parking should be covered.</p> <p>Option 1: Revise language under 33.266.210.D.1.d. that 50 percent of required long-term bicycle parking is covered.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff do not support this amendment.</p> <p>The Proposed Draft included the requirement that 100% of long-term bicycle parking is covered in order to ensure that employees, students, multi-dwelling residents have the ability to protect their bicycles from the elements. Rain, hot sun and other weather not only deteriorates bicycle components (can rust chains, deteriorate gears and seats, etc.), but also can make daily riding extremely unpleasant. The City of Portland has strong goals to support riding a bicycle as a mode of transportation, and this requirement is a key piece toward meeting this goal.</p>	<p>33.266.210.D.1.d.</p> <p><u>d. Covered bicycle parking. All 50 percent of 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>19. Bicycle parking information in plans</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>Option 1: Revise 33.266.210.C.5. that bicycle parking information in plans is only required for building permit.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS support the amendment.</p>	<p>33.266.210.C.5.</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. Location, access route to long-term bicycle parking and number of bicycle parking spaces for short-term and long-term bicycle parking requirements;</p> <p>b. The model or design of the bicycle parking facilities to be installed;</p> <p>c. Dimensions of all aisles and maneuvering areas; and</p> <p>d. 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.</p>
<p>20. Short-Term - Additional development standards for Retail Sales and Services</p>	<p>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.</p> <p>Option 1: Add language under 33.266.210.E. for additional development standards that</p>	<p>While PBOT and BPS staff generally support the intent of this amendment, staff have the following concerns:</p> <ul style="list-style-type: none"> Short term bicycle parking is most effective when placed on site, within 50 feet of building entrances. Staff are aware of existing space constraints related to accommodating 	<p>33.266.210.E.</p> <p><u>2. Additional Development Standards for Retail Sales and Services Uses. For sites with Retail Sales and Services Uses where 10 or more short-term bicycle parking spaces are required, at least 10 percent of the required spaces must accommodate a larger bicycle footprint of 3 feet by 10 feet, placed in a horizontal rack.</u></p>

	<p>state when 10 or more short-term bicycle parking spaces is 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.</p> <p>Option 2: No change.</p>	<p>short-term bike parking on site. Therefore, incorporating larger footprint standards in short-term parking requirement may make the accommodation of short-term racks much more difficult, resulting in a situation where these larger spaced short-term racks aren't able to be placed at all.</p> <ul style="list-style-type: none"> • While there is an option for paying into the Bicycle Parking Fund, there is no guarantee that there is space in the right-of-way adjacent to the development to accommodate the larger footprint. 	
<p>21. Create a right in zoning code that building managers cannot prevent people from bringing bikes into buildings.</p>	<p>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.</p> <p>Option 1: Add a new section to 33.266 to ensure that people can park bikes in any area of a building.</p> <p>Option 2: No change.</p>	<p>BPS and PBOT staff strongly oppose this amendment.</p> <p>While staff support the policy direction, this is not within the purview of the zoning code. The zoning code relates to the built environment, not the behavior of people inside the building. It sets a baseline requirement for the minimum required bicycle parking, but it cannot prevent property managers from being obstreperous. If the bicycle parking in question is required by the zoning code, then it must be available to tenants. If the bicycle parking is not required, because the property has legal nonconforming status or has built additional non-required bicycle parking, or the tenant wants to park a bicycle in their unit or another place that is not designated for required bicycle parking, the zoning code does not have jurisdiction. The zoning code cannot establish a right to park your bicycle wherever you find most convenient.</p>	<p>33.266.230 Insufficient Bicycle Parking</p> <p>A. Parking of bicycles in living and working areas. At any site that does not meet the requirements of 33.266.210 for long-term bicycle parking, bicycles may be stored in living units or work areas and access to hallways and elevators shall not be withheld to prevent such storage.</p>
<p>22. Bicycle parking allowed in motor vehicle parking areas</p>	<p>Commissioner Smith proposed an amendment that would allow, in situations like a condominium where an individual has control on a single parking space that they could convert that parking space to bike parking.</p> <p>Option 1: Add language to 33.266.100 (Motor Vehicle Parking – General Regulations) to ensure parking bicycles is allowed in motor vehicle parking areas.</p> <p>Option 2: No change.</p>	<p>PBOT and BPS staff strongly oppose this amendment. The zoning code does not have jurisdiction over the behavior of people inside a building and cannot establish a right to park. How deeded parking in a condominium building is assigned and treated is the jurisdiction of private contracts, not the zoning code.</p>	<p>33.266.100 General Regulations</p> <p>H. Parking bicycles in motor vehicle parking. When a particular motor vehicle parking space is assigned for the use of a specific user, that user may elect to use that space to store a bicycle or bicycles and any security equipment or containers used to secure the bicycle(s).</p>

<p>23. Define Bicycle</p>	<p>Commissioner Smith proposed an amendment to define the term bicycle in the zoning code.</p> <p>Option 1: Add a definition of bicycle to 33.910 Definitions chapter.</p> <p>Option 2: Add language to 33.266.210 to clarify what a bicycle is for the purposes of the bicycle parking chapter.</p> <p>Option 3: No change.</p>	<p>PBOT and BPS staff do not support this amendment. The standards for bicycle parking accommodate a wide variety of bicycles. Adding a definition is unnecessary and does not change the outcomes of the standards.</p> <p>Under Option 2, staff do not support the “and any attachments for transportation goods and other people.” The zoning code doesn’t really accommodate bike trailers with the exception of the larger footprint allowance, and therefore this shouldn’t be included under the definition.</p>	<p><u>Option 1 - Commissioner Smith’s Proposed Amendment:</u></p> <p>33.910.030 Definitions</p> <p>Bicycle. A device with one or more wheels that is operated on the ground. A bicycle has a mechanical system that allows it to be propelled by human power, but it may include, in addition to the mechanical system, an electric motor to aid in propulsion. Generally, a bicycle is designed with at least one seat or saddle A bicycle may have attachments that aid in the transport of people or goods in addition to the person riding the bicycle.</p> <p><u>Option 2 – Staff Revised Amendment:</u></p> <p>33.266.210 Bicycle Parking Development Standards</p> <p><u>B. Where these standards apply. The standards of Subsection C and D apply to required long-term bicycle parking, and the standards of Subsection C and E apply to required short-term bicycle parking. For the purpose of this chapter, bicycle includes a unicycle, tricycle, handcycle, an electric motor assisted cycle and any attachments for transporting goods and other people.</u></p>
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