

Bicycle Parking Code Update Project - Work Session #2



Planning and Sustainability Commission

February 26, 2019



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Today's Briefing Agenda

1. Consent Agenda Vote
2. Staff Amendments Vote
3. Back to PSC Amendment Worksheet

Consent Agenda

#1: Bike Valet

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

#3: Rack standards - two-points of contact, including frame, and removal of stability requirement

#5: Table 266-6 Wholesale Sales

#17: Covered bicycle parking - dimensions of cover

#19: Bicycle parking information in plans

Staff Amendments

See Staff Amendment Worksheet



List of PSC Amendments

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

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

#9 - Horizontal requirements for Elementary (K-5) Schools

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

#12 - In-Unit - Remove exceptions for affordable housing developments

#13 - In-Unit - Increase in-unit threshold to 50%

#15 - E-bike standards

#18 - Covered bicycle parking - required percentage

#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

#24 - Short-Term - Additional development standards for Retail Sales and Services - Security Camera

#25 - Small site exception to elevator standard

Amendments related to in-unit bicycle parking

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

Topic #11 - In-unit - Small site exception to in-unit threshold

Topic #12 - In-unit - Remove exceptions for affordable housing developments

Topic #13 - In-unit - Increase in-unit threshold to 50%

Topic #25 - Small site exception to elevator standard

	Long-Term Requirement	Short-Term Requirement	Percent allowed in-unit
4 or fewer units on site	No	No	N/A
5 to 12 units on site	Yes	Yes	<p><u>Market Rate and Affordable Housing Scenarios:</u></p> <p>Scenario 1:</p> <ul style="list-style-type: none"> • 100% allowed to be in-unit • If no elevator, then bicycle parking cannot be provided on upper floors. <p>Scenario 2:</p> <ul style="list-style-type: none"> • 100% allowed to be in-unit • If no elevator, then bicycle parking can be provided on the ground floor or the floor directly above the ground floor.
13 or more units on site	Yes	Yes	<p><u>Market Rate Scenarios:</u></p> <p>Scenario 1:</p> <ul style="list-style-type: none"> • Up to 20% allowed to be in-unit • Must meet in-unit standards • If no elevator, then bicycle parking cannot be provided on upper floors. <p>Scenario 2:</p> <ul style="list-style-type: none"> • Up to 50% allowed to be in-unit • Must meet in-unit standards • If no elevator, then bicycle parking cannot be provided on upper floors. <p><u>Affordable Housing Scenarios:</u></p> <p>Scenario 1:</p> <ul style="list-style-type: none"> • Up to 50% allowed to be in-unit • Must meet in-unit standards • If no elevator, then bicycle parking cannot be provided on upper floors. <p>Scenario 2: Match the selected Market Rate Scenario</p>

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 and near the front door.

Option 2:

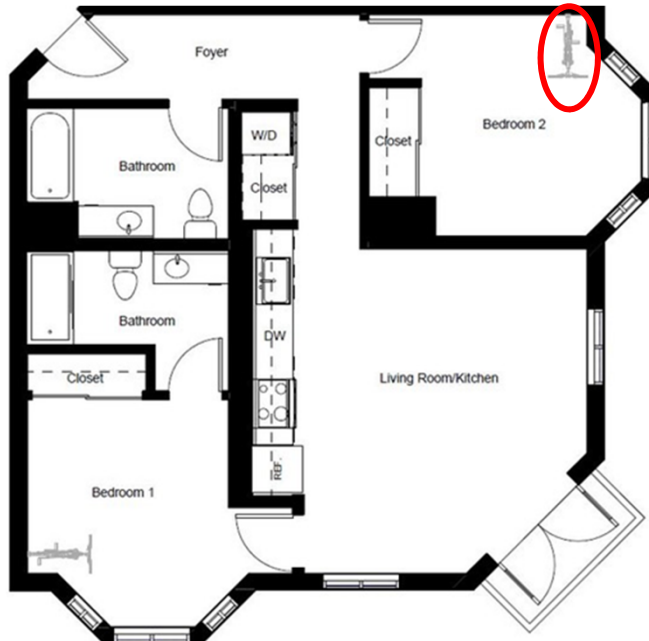
In-unit bicycle parking must be located within 15-feet of the front door of a dwelling unit.

Option 3:

No change.

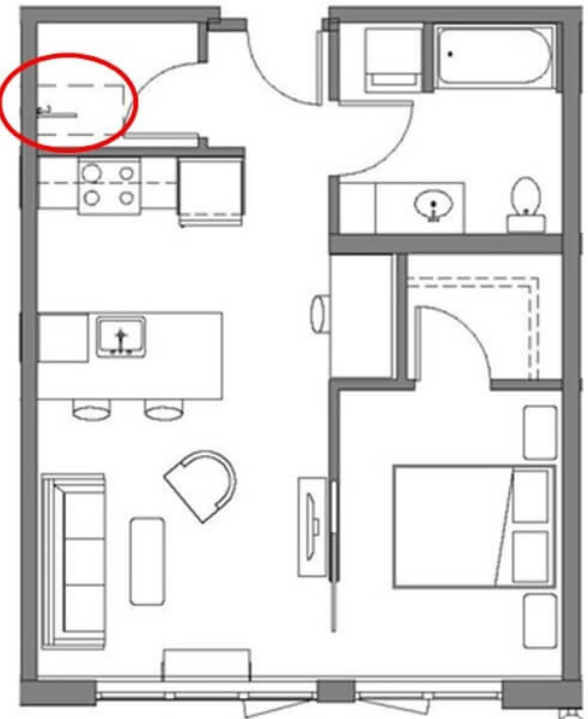
Topic 10

Could get this:



When we want this:

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



Topic 10: Proposed Code Language - with edits

(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.42. above. Adjustments and modifications to this Subparagraph are prohibited. No adjustments or modification are permitted to this section.

- The bicycle parking is Be located within 15 feet of the entrance to the dwelling unit.
- The bicycle parking is located Be provided in a room or closet or alcove of the dwelling unit that includes a rack that meets the standard bicycle spacing dimensions in Table 266-7. See Figure 266-8.
- For buildings with no elevators, required long-term bicycle parking must be located in the ground floor units.

Topic 25: Small site elevator exemption

Option 1:

Under 33.266.210.1.b. which allows for 100 percent of long-term bicycle parking to be in unit for residential developments with 12 or fewer units, add language that states buildings with no elevators can allow bicycle parking located on the ground floor or on the floor above the ground floor.

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 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.

In-unit standards - Voting Slide

Topic #25 - Small site exception to elevator standard

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

Topic #13 - In-unit - Increase in-unit threshold to 50%

Topic #12 - In-unit - Remove exceptions for affordable housing developments

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

Option 1:

Add “per CU Review” to Table 266-6 to allow flexibility to address the wide variety of park types, sizes, and visitor rates for Parks & Open Areas. A CU Review process will establish evaluation and criteria for assessing bicycle parking for the variety of parks. Table 266-6 would read: *2, or per CU Review*

Option 2:

Remove a baseline bicycle parking requirement and just have a “per CU Review”. Table 266-6 would read: *Per CU Review*

Option 3:

No change.

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

Option 1:

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

Option 2:

No change.

Topic 9: Horizontal requirements for Elementary and Middle (K-8) Schools

Option 1:

Revise 33.266.210.D.3.a. to specify that Elementary and Middle (K-8) Schools are required to have horizontal racks for students.

Option 2:

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 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 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 language to 33.266.210.A. Purpose Statement that adds definition to types of bicycles that the bicycle parking standards apply to.

Option 2:

No change.

Topic 24: Short-Term - Additional development standards for Retail Sales and Services - Security Camera

Option 1:

Add language under 33.266.210.E. for additional development standards that state when 10 or more short-term bicycle parking spaces is required for a Retail Sales or Services development, a security camera is required.

Option 2:

No change.

Thank you.



Topic 10: An alcove



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



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



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 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 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 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.

Today's Briefing Agenda and List of PSC 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
24. **Short-Term - Additional development standards for Retail Sales and Services - Security Camera**
25. **Small site exception to elevator standard**

Topic 4: Map 266-1 - Bicycle Parking Areas

Option 1:

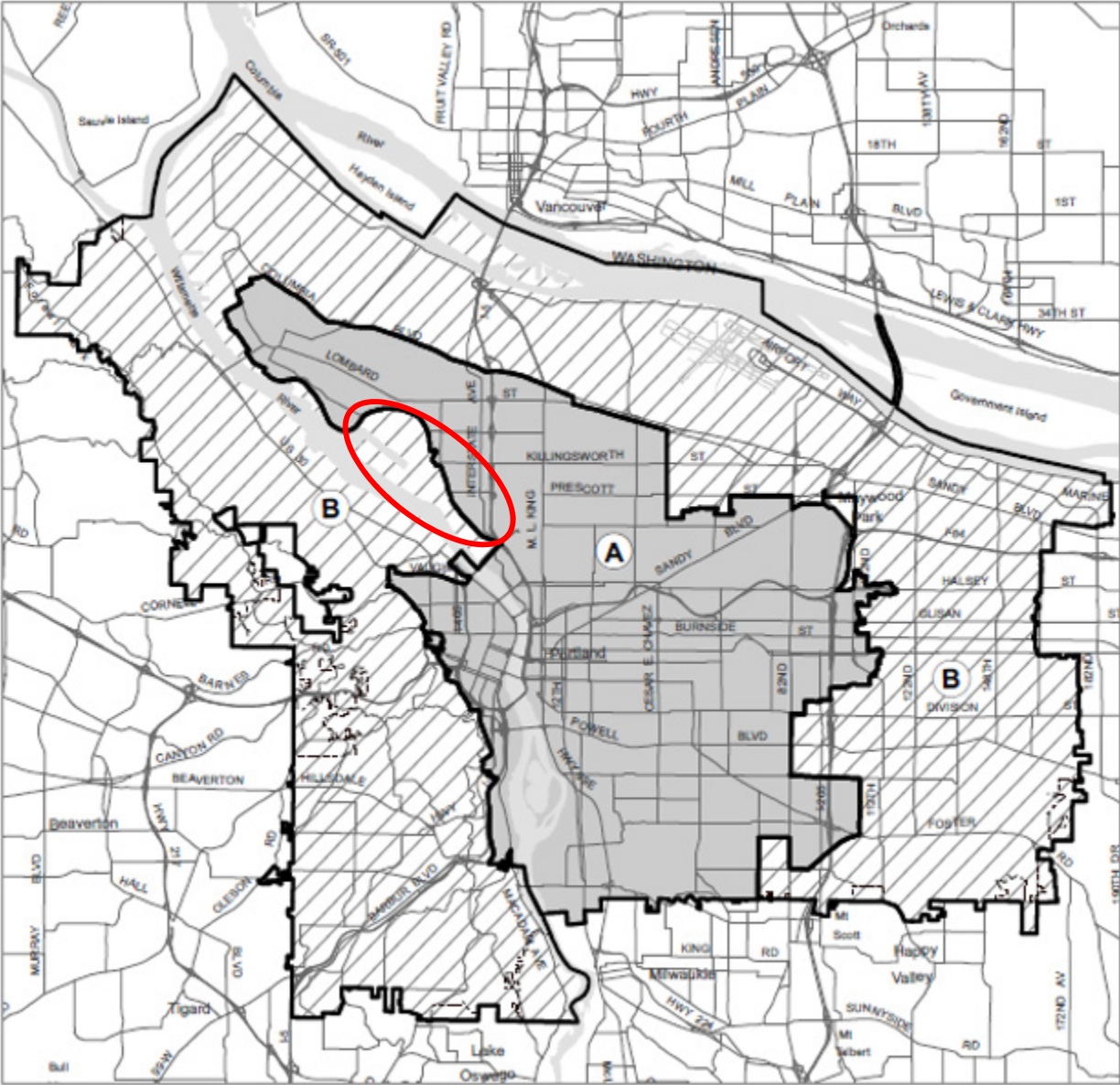
Add Swan Island to the Standard A geographic tier.

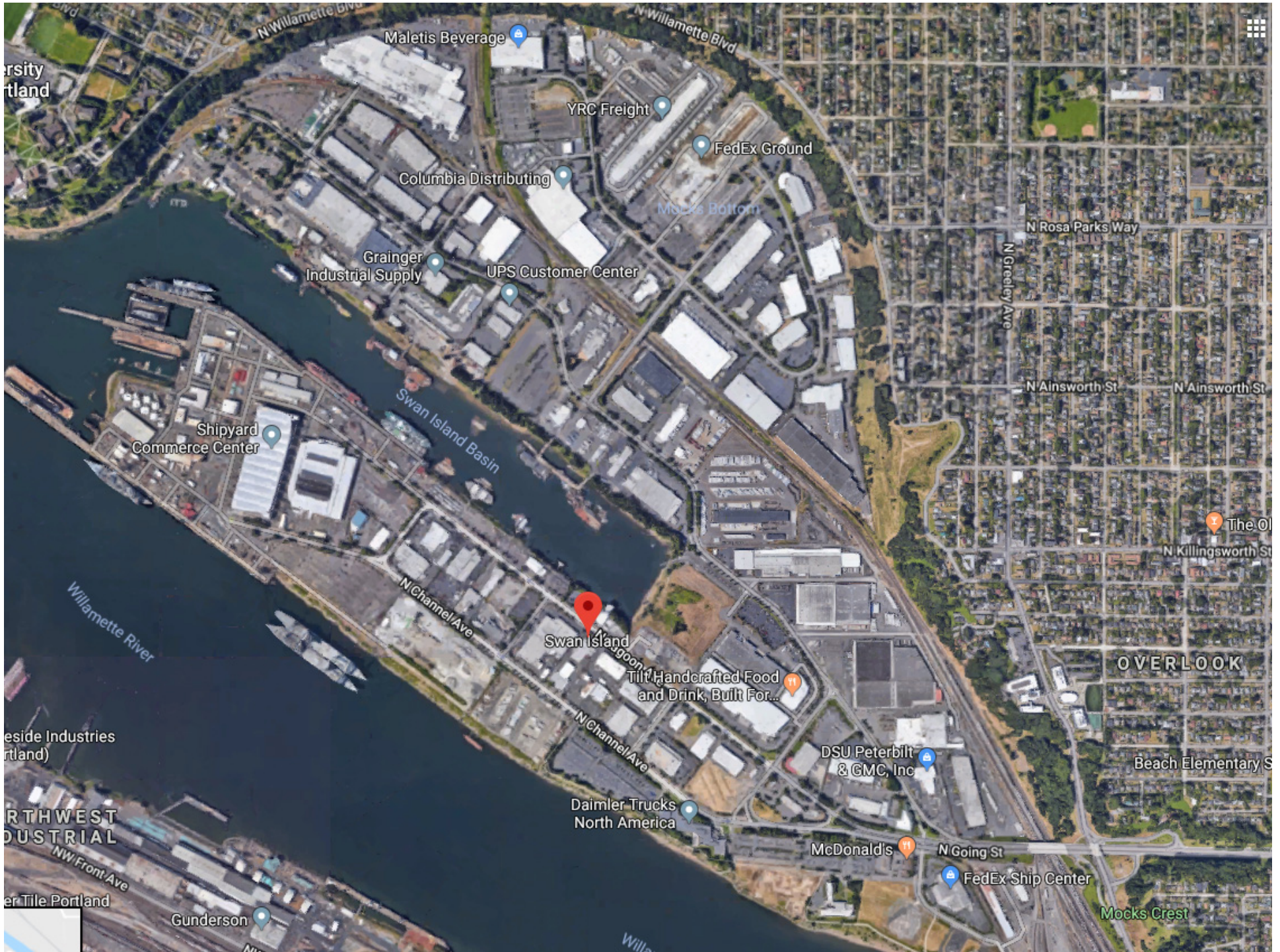
Option 2:

No change.

Voted - Option 1 passed - to add
Swan Island to the Standard A

Topic 4: Map 266-1 - Bicycle Parking Areas





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.

Voted - Option 2 passed - no change to the Office amounts

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.

Voted - Option 1 passed - small sites (12 units or less) allow up to 100% of long-term bicycle parking in dwelling units.

**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 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.

Voted - Option 2 passed - Threshold for when bicycle parking is required is 5 units or more.

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 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.

Removed by Commissioner Smith

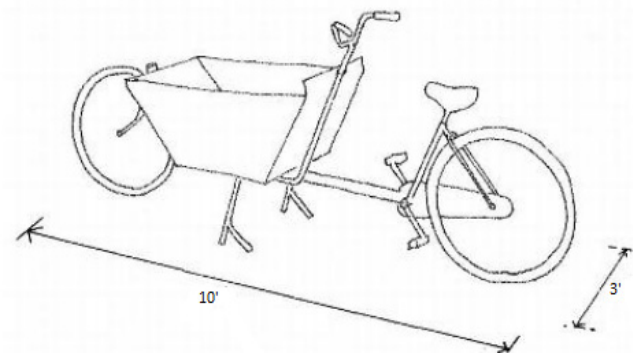
Topic 20: Short-Term - Additional development standards for Retail Sales and Services

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:

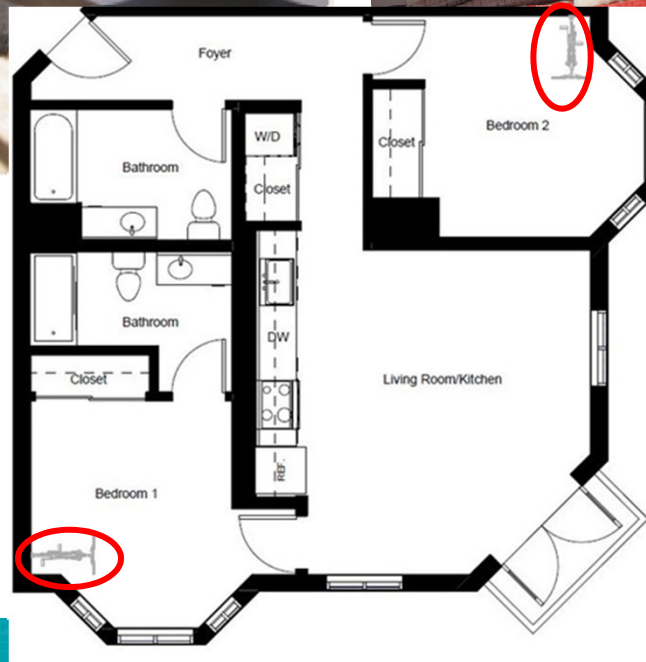
No change.



Removed by Commissioner Smith

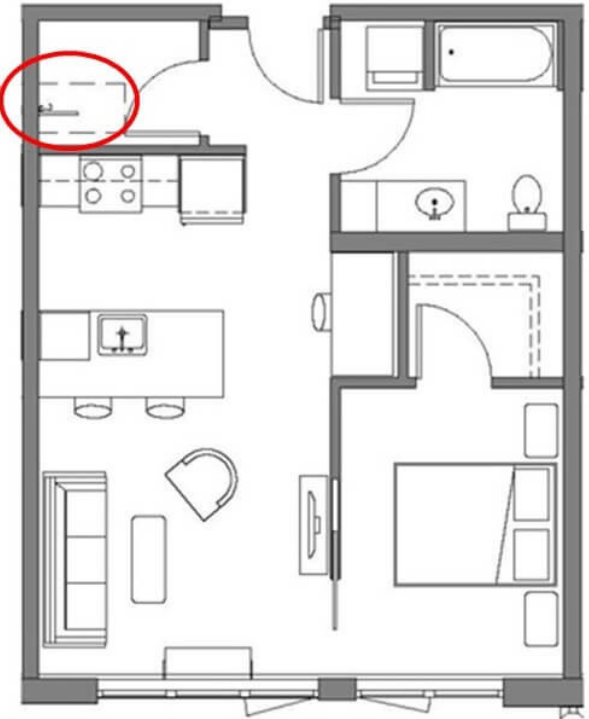


Topic 10: In-Unit Bicycle Parking - The Bad



Topic 10: In-Unit Bicycle Parking - The Good

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





Ivon
Street Park

SE Ivon St

Ivon
Street Park

SE Ivon St

SE Ivon St



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

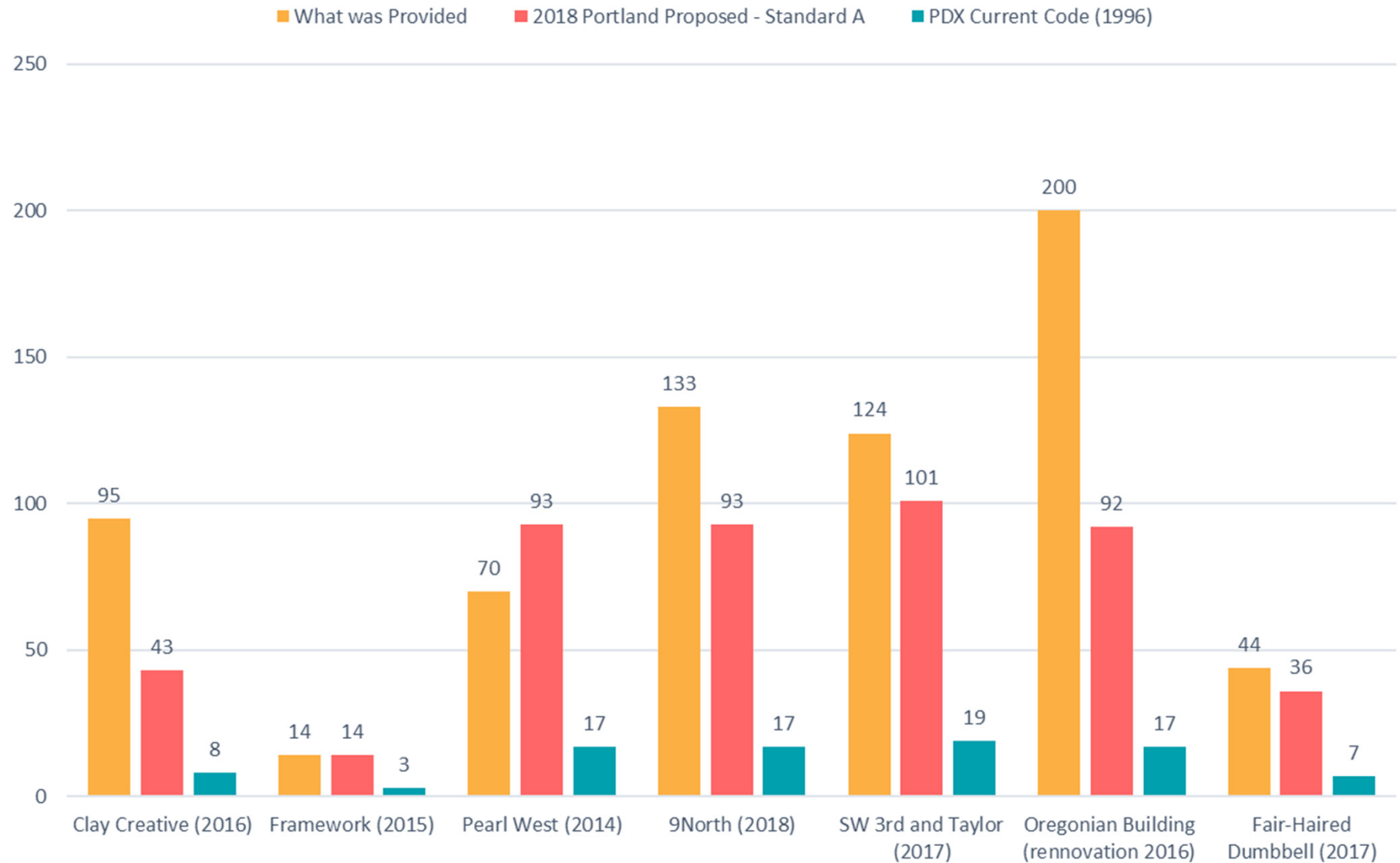
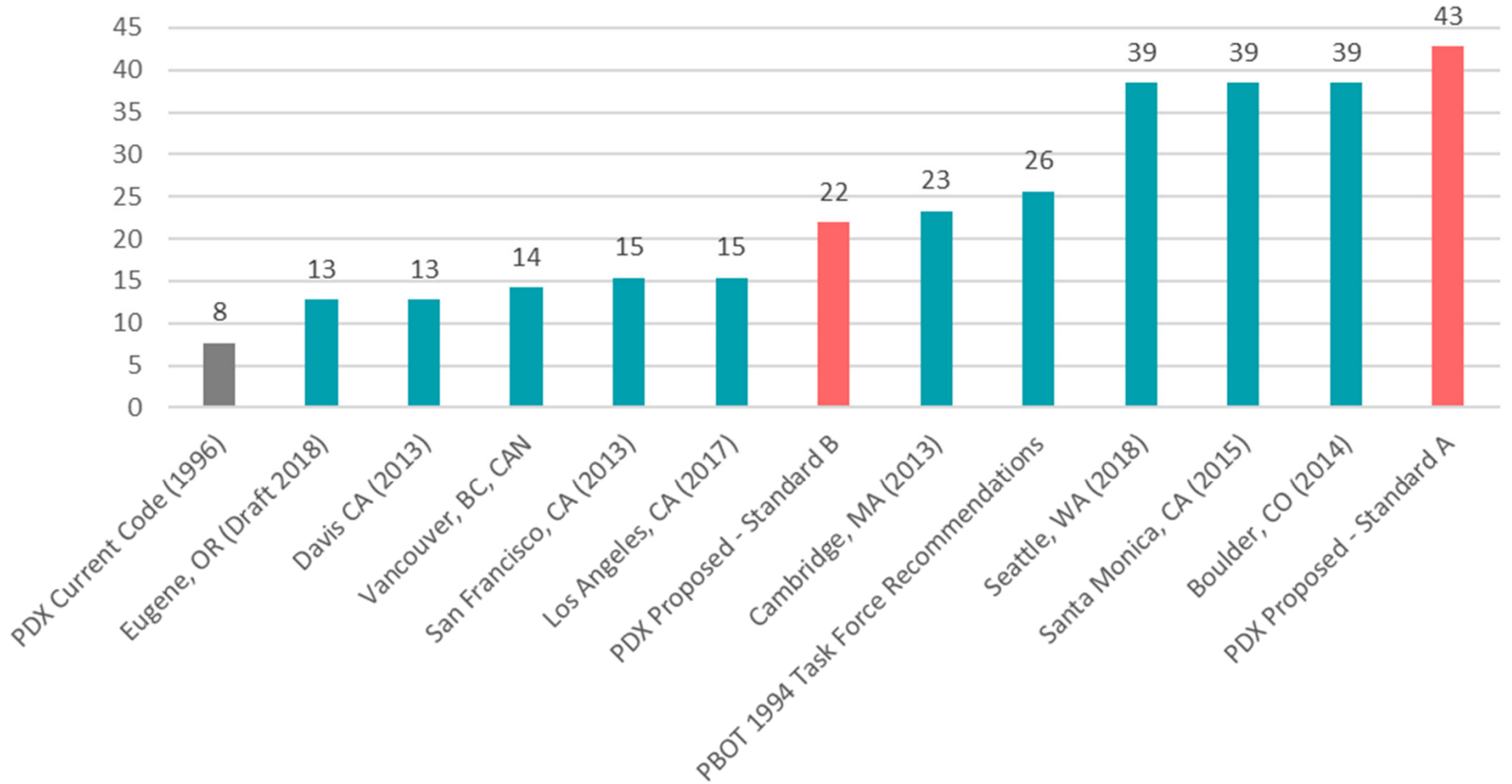


Table C: Peer City Comparison of Required Bicycle Parking
 EXAMPLE 77,000 SQ FOOT OFFICE PROJECT
 Long-term Bicycle Parking Amounts



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

