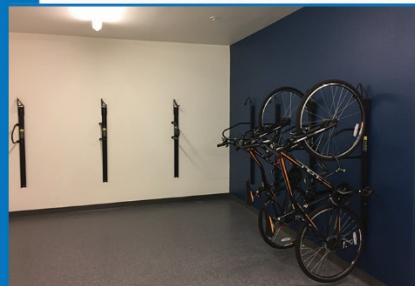
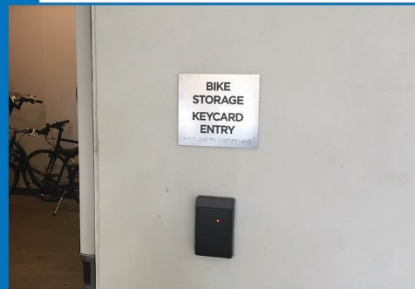


BICYCLE PARKING CODE UPDATE

Adopted Report
Effective March 2020
Ordinance 189784



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon



The Bicycle Parking Code Update Project updated the Portland's Zoning Code to ensure new development and major redevelopment provide adequate, secure and convenient short- and long-term bicycle parking.

For more information:

Visit the project website: <https://www.portlandoregon.gov/transportation/70439>

Email the project team: bicyclecodeupdate@portlandoregon.gov

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/ procedures and provide auxiliary aids/ services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>

The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at 503-823-7700, or use City TTY 503-823-6868, or Oregon Relay Service 711.

Traducción o interpretación	Chuyển Ngữ hoặc Phiên Dịch	翻译或传译	Письменный или устный перевод
Traducere sau Interpretare	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda
	الترجمة التحريرية أو الشفهية	ການແປພາສາ ຫຼື ການອະທິບາຍ	
503-823-7700 www.portlandoregon.gov/bps/71701			

Acknowledgments

Portland City Council

Ted Wheeler, *Mayor*

Chloe Eudaly, *Commissioner*

Nick Fish, *Commissioner*

Amanda Fritz, *Commissioner*

Jo Ann Hardesty, *Commissioner*

Portland Planning and Sustainability Commission (March 2019)

Katherine Schultz (Chair); Eli Spevak (Vice Chair); Chris Smith (Vice Chair); Jeff Bachrach; André Baugh, Ben Bortolazzo; Mike Houck; Katie Larsell; Daisy Quiñonez; Teresa St. Martin

Bureau of Planning and Sustainability

Andrea Durbin, Director

Project Staff and Contributors – Bureau of Planning and Sustainability

Eric Engstrom, Principal Planner

Phil Nameny, Planner II

Tyler Bump, Senior Economic Planner

Sara Wright, Planner II

Krista Gust, Graphic Design

Project Staff and Contributors – Portland Bureau of Transportation

Sarah Figliozi, Program Coordinator

Liz Hormann, TDM II Specialist

Roger Geller, Bicycle Coordinator

Mauricio Leclerc, Supervising Transportation Planner

Project Staff and Contributors – Bureau of Development Services

Jeff Mitchem, Planner II – Design & Historic Resources

Grace Jeffreys, Planner II – Design & Historic Resources

Breah Pike-Salas, Planner II – Land Use Services Planning & Zoning

This page is intentionally left blank

Table of Contents

Section I.	Introduction.....	7
Section II.	Relationship to the Comprehensive Plan.....	9
Section III.	Public Involvement.....	14
Section IV.	Proposal and Analysis.....	20
Section V.	Zoning Code Amendments.....	33
	33.266 Parking, Loading, and Transportation and Parking Demand Management.....	34
	33.120 Multi-Dwelling Zones.....	90
	33.130 Commercial/Mixed Use Zones.....	92
	33.229 Elderly and Disabled High Density Housing.....	96
	33.258 Nonconforming Development.....	98
	33.266 Parking, Loading, And Transportation and Parking Demand Management.....	106
	33.281 Schools and School Sites	108
	33.440 Greenway Overlay Zones.....	110
	33.510 Central City Plan District.....	112
	33.515 Columbia South Shore Plan District	120
	33.555 Marquam Hill Plan District.....	122
	33.815 Conditional Uses	124
Section IV.	City Council Ordinances	126

This page is intentionally left blank

Section I: Introduction

Project Summary

City goals and policies support a vision of Portland as a vibrant city where most people have the option to use active transportation like walking, bicycling and transit to get around and meet their basic needs.

In addition to this overarching active transportation vision, Portland has a goal that 25 percent of all trips are made using a bicycle by 2030. The Bureau of Transportation is working to build the connected safe network of bicycle infrastructure that will support this goal. However, we will not be able to reach this goal without making sure people have a place to safely and securely park a bicycle at the end of their trips.

The City of Portland's Zoning Code requires the inclusion of long- and short-term bicycle parking in new development and some redevelopment projects. The current text of the bicycle parking section of City Code was largely written and adopted in 1996. While there was an update in 2004 to address short-term bicycle parking needs, the majority of the bicycle parking section has largely remained dormant for 20 years. Meanwhile, the bicycle commute mode split in Portland has increased from 1.2 percent in 1996 to just over 7 percent in 2014.

As the City prepares for significant growth over the next 20 years, this code update is one of the City's tools to support and encourage bicycling as a convenient and affordable mode of transportation for a growing sector of Portland's population.

Framing the Work

Guiding City Policy

Several City policy and planning documents provide the framework that guides the bicycle parking requirements:

2035 Comprehensive Plan

The 2035 Comprehensive Plan guides long-range land use and transportation planning. The plan focuses on improving Portland as a place that is walkable, bikeable and transit-friendly, and it includes a specific policy goal of providing sufficient, usable bicycle parking throughout the city.

2015 Climate Action Plan

In 1993, Portland was the first city in the United States to create a local action plan for cutting carbon emissions. The updated Climate Action Plan, created in 2015, outlines the specific actions the City and Multnomah County will take to reduce greenhouse gas emissions, including:

- Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels by 2030.
- Create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit by 2030.

City-Adopted Mode Split Goals

Mode split is the percentage of travelers using a particular type of transportation. For this project, the City of Portland's bicycle mode split goals were used to guide the updated methodology for the required amounts of bicycle parking:

- Portland Bicycle Plan for 2030 – 25% bicycle mode split for all trips by 2030
- Transportation System Plan – 25% bicycle mode split for commute trips by 2035

Why is Bicycle Parking Important?

Portland is a growing city with strong climate and transportation goals. Currently, nearly 45 percent of all trips made by car in the Portland region are less than 3 miles.¹ To meet City goals, these shorter trips need to increasingly be made on foot and by bike instead of by car. This will free up capacity for longer trips, such as freight and longer-distance commuting trips, that need to be made by vehicles.

Riding a bicycle is an important low-cost transportation option. Transportation is the second-highest household cost, after housing. For many households, the option of biking and walking for a portion of their daily trips can lower cost of living by potentially reducing the number of vehicles their household owns and reducing the amount of money needed for fuel and maintenance.

In their 2012 report, *Barriers to Cycling*, the Community Cycling Center found that the lack of a safe and secure place to park a bicycle is a key barrier for bicycling as transportation or recreation. For example, an audit conducted by the Community Cycling Center and property managers with Hacienda Community Development Corporation elevated the lack of safe and secure bicycle parking as a top priority. The audit found that over a two-year period, 85 bicycles had been stolen from residents, which was nearly one bicycle per household. After the audit, Hacienda CDC provided secure bicycle parking in existing buildings and began including lockable bike storage into the design of new buildings owned by the affordable housing organization.

For all these reasons, Portland has adopted policies that require bicycle parking in private development, and the Bicycle Parking Code Update project is revising them to support current and future transportation goals.

Major Proposed Changes

This project focused on ensuring that new development and major redevelopment provides secure and convenient short- and long-term bicycle parking. The proposals include the following amendments:

- **Update the minimum required amounts of short- and long-term bicycle parking.**
- **Expand the use of geographic tiers to all Use Categories, creating two different rates of required bicycle parking based on geography.**
- **Enhance security standards to help prevent bike theft.**
- **Expand options for space-saving rack configurations.**
- **Accommodate a variety of types of bicycles and people of all abilities.**
- **Require that a percentage of long-term bicycle parking in residential buildings be located in bike rooms rather than in residential units.**

¹ 2011 Oregon Household Activity Survey. Vehicle trips by length for trips wholly within Clackamas, Multnomah, Washington and Clark Counties.

Section II: Relationship to Comprehensive Plan

Comprehensive Plan Guiding Principles

The Bicycle Parking Code Update Project helps implement the guiding principles of the City of Portland's 2035 Comprehensive Plan in the following ways.

Economic Prosperity. *Support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity.*

This project advances this principle by supporting low-cost, low-carbon transportation options for all Portlanders. Transportation is the second highest-household cost, and owning a car can cost a family approximately \$8,500 a year.² These standards support low-cost, active transportation options, which can provide tangible economic benefits to individuals and households across Portland.

Human Health. *Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.*

This project advances this principle by supporting the use of bicycles as a form of transportation and recreation. Regular physical activity, including the use of active transportation, helps improve overall health and fitness and reduces risk for many chronic diseases. This project helps facilitate active mobility by providing safe and secure places to park and store a bicycle.

Environmental Health. *Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.*

This project advances this principle by increasing the supply of bicycle parking, which supports bicycling, a low-carbon transportation option. Climate change threatens not just Oregon's natural treasures, but also Portlanders' jobs and health. Nearly 40 percent of all local carbon emissions come from transportation sources. Utilizing active transportation is one of the key strategies to reduce carbon emissions from the transportation sector.

Equity. *Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for underserved and underrepresented populations. Intentionally engage underserved and underrepresented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.*

This project advances this principle by establishing standards for bicycle parking that consider the needs of people with different abilities and by supporting the ease and convenience of low-cost transportation. Additionally, the standards were developed based on considerable feedback and engagement with a wide variety of stakeholders, including residents of affordable housing developments, affordable housing developers and the Portland Housing Bureau. The project worked to

² AAA, "True Cost of Vehicle Ownership," <https://newsroom.aaa.com/tag/cost-to-own-a-vehicle/>, 2017.

balance the City goals of providing more affordable housing and supporting affordable, environmentally friendly transportation options.

Resilience. *Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.*

This project advances this principle in that the promotion of bicycling supports compact development at the neighborhood level and the use of low-carbon transportation options. End-of-trip facilities to support bicycling is one important element of developing a low-carbon, resilient infrastructure system for Portland.

Goals and Policies

The 2035 Comprehensive Plan includes goals and policy language designed to support and further the guiding principles. The Bicycle Parking Code Update Project primarily supports Chapter 9: Transportation. However, the project also supports the closely-linked goals and policies around development, urban form and the environment, which span the following chapters of the Comprehensive Plan: Chapter 3, Urban Form; Chapter 4, Design and Development; Chapter 5, Housing; Chapter 6, Economic Development; Chapter 7, Environment and Watershed Health; and Chapter 10, Land Use Designations and Zoning. For a full list of the applied city goals and policies, please refer to “Exhibit B – Bike Parking Findings Report” adopted by City Council.

Key Comprehensive Plan goals and policies supported by the Bicycle Parking Code project are listed below.

Urban Form

Goal 3.A A city designed for people. Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

Goal 3.B A climate and hazard resilient urban form. Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

Policy 3.1 Urban Design Framework. Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

Policy 3.4 All ages and abilities. Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

Policy 3.5 Energy and resource efficiency. Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

Design and Development

Goal 4.A Context-sensitive design and development. New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.C Human and environmental health. Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

Policy 4.1 Pattern areas. Encourage building and site designs that respect the unique built natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form.

Policy 4.10 Design for active living. Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

Housing

Policy 5.36 Impact of regulations on affordability. Evaluate how existing and new regulations affect private development of affordable housing and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

Economic Development

Goal 6.B Development - Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

Policy 6.28 Poverty reduction. Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Environment and Watershed Health

Goal 7.A Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

Transportation

Goal 9.E Equitable transportation. The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

Policy 9.3 Transportation System Plan. Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation related projects, policies, programs, and street design.

Policy 9.5 Mode share goals and Vehicle Miles Traveled (VMT) reduction. Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan and meet or exceed Metro's mode share and VMT targets.

Policy 9.8 Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been underserved or underrepresented or have historically borne unequal burdens.

Policy 9.9 Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the American with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

Policy 9.10 Geographic policies. Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

Policy 9.20 Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Policy 9.21 Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

Policy 9.55 Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.61 Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

Policy 9.63 New development impacts. Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

Land Use Designations and Zoning

Policy 10.4 Amending the Zoning Code. Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

10.4.a. Promote good planning:

1. Effectively and efficiently implement the Comprehensive Plan.
2. Address existing and potential land use problems.
3. Balance the benefits of regulations against the costs of implementation and compliance.
4. Maintain Portland's competitiveness with other jurisdictions as location in which to live, invest, and do business.

10.4.b. Ensure good administration of land use regulations:

1. Keep regulations as simple as possible.
2. Use clear and objective standards wherever possible.
3. Maintain consistent procedures and limit their number.
4. Establish specific approval criteria for land use reviews.
5. Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval.
6. Emphasize administrative procedures for land use reviews while ensuring appropriate community engagement in discretionary decisions.
7. Avoid overlapping reviews.

10.4.c. Strive to improve the code document:

1. Use clear language.
2. Maintain a clear and logical organization.
3. Use a format and layout that enables use of the document by lay people as well as professionals.
4. Use tables and drawings to clarify and shorten the document.
5. Identify and act on regulatory improvement suggestions.

Section III: Public Involvement

Development of the Bicycle Parking Code Update Project concepts and the resulting Zoning Code amendments were informed by a range of public involvement activities.

Stakeholder Advisory Committee

To facilitate a conversation among various interested parties, PBOT convened a Stakeholder Advisory Committee (hereafter referred to as Committee) to advise on the preliminary phase of the update to the bicycle parking chapter. The Committee met seven times from February 2016 to October 2017.

The Committee was composed of technical experts from City bureaus, community members and business representatives. The Committee was an advisory body providing direction and recommendations to the PBOT Director. The culmination of the Committee's work was formalized in a [Recommendation Report](#) and presented to the Portland Planning and Sustainability Commission in November 2017.

The purpose of the Committee was to provide early input to PBOT in developing the general concepts of the code amendments. Then PBOT staff worked closely with the Bureau of Planning and Sustainability (BPS) and the Bureau of Development Services (BDS) staff to develop the actual code amendments in this document.

Stakeholder Advisory Committee's Guiding Principles

The following guiding principles were developed and adopted by the Committee to provide the overarching direction for the package of recommendations for updating the bicycle parking chapter.

Principle A – Adequate Amount of Bicycle Parking

The amount of bicycle parking is adequate to accommodate future increases in demand, specifically the City's 25 percent bicycle mode split goal for all trips.

Principle B – Prioritizing Bicycle Parking

Bicycle parking is intentionally planned, with consideration for location and within the design of the building. Bicycle parking is available via a direct and accessible route.

Principle C – Accessible and Convenient Bicycle Parking

Bicycle parking accommodates users of all ages and abilities as well as a variety of different types of bicycles.

Principle D – Bicycle Parking is Secure and Safe to Use

Design provides sufficient security provisions to prevent bike theft and promotes safe spaces for users (e.g., lighting, visibility and location).

Principle E – Bicycle Parking is Feasible

Requirements allow for innovation and adaptability in design, while being straightforward to implement. Requirements consider project feasibility and cost implications.

Online Open House

Prior to wrapping up the Stakeholder Advisory Committee's Recommendation Report, PBOT conducted an Online Open House to gather feedback on the entire package of recommendations coming from the Stakeholder Advisory Committee. The Online Open House provided an early opportunity for public feedback on the early code concepts.

The following general themes emerged from the feedback received in the Online Open House:

- General agreement on all the recommendations.
- Very strong support for the requirements to accommodate different types of bikes (i.e., cargo bikes, bikes with trailers, and electric bikes).
- Strong support for increasing the proportion of racks that are usable for people of different abilities.

This public input informed the development of the conceptual themes for the Bicycle Parking Code Update Project.

Apartment Community Survey

In March 2017, staff conducted an online survey to gather input from people who live in apartment buildings and own bicycles. This user survey asked a range of questions about the major challenges of parking a bicycle at the building and the user's preference for where to park their bicycle. The survey garnered 323 total responses. Out of the 323 responses, 260 came from people who live in apartments. The remaining responses came from people who do not currently live in apartments but had general comments about bicycle parking needs and standards.

The summary of the survey results can be read in the appendices of the Stakeholder Advisory Committee [Recommendation Report](#). Key takeaways include:

- The majority (67 percent) of respondents who live in apartments and own a bicycle preferred to park their bicycle in a secure room dedicated to bicycle parking.
- Respondents identified the following as the most challenging part of parking a bicycle at their apartment (also see Figure 1):
 - I'm concerned about the safety/ security of my bicycle in the bike room;
 - There are no bike parking facilities at my building; and
 - Parking a wet, muddy bike in my unit is causing damage.

It is important to note that the responses came almost exclusively from people who live in market-rate apartment buildings. To broaden the scope of the survey, PBOT staff worked with Portland Housing Bureau (PHB) staff to target the community survey to affordable housing tenants, property managers and developers.

The responses from tenants of affordable housing showed that they prioritized the same top three barriers to parking their bicycles at their homes as the general population did (above).

While the response rates were lower, staff were able to gather some important feedback via the survey, and the exercise led to more in-depth conversations with affordable housing providers about bicycle parking.

PBOT staff heard the following key points from affordable housing developers:

- Developing on small sites makes accommodating all development requirements, including bicycle parking, very difficult.
- Usage of bicycle parking at some sites, particularly those serving elderly and disabled populations and very low-income residents, is very low.
- It is important for the standards to be flexible.

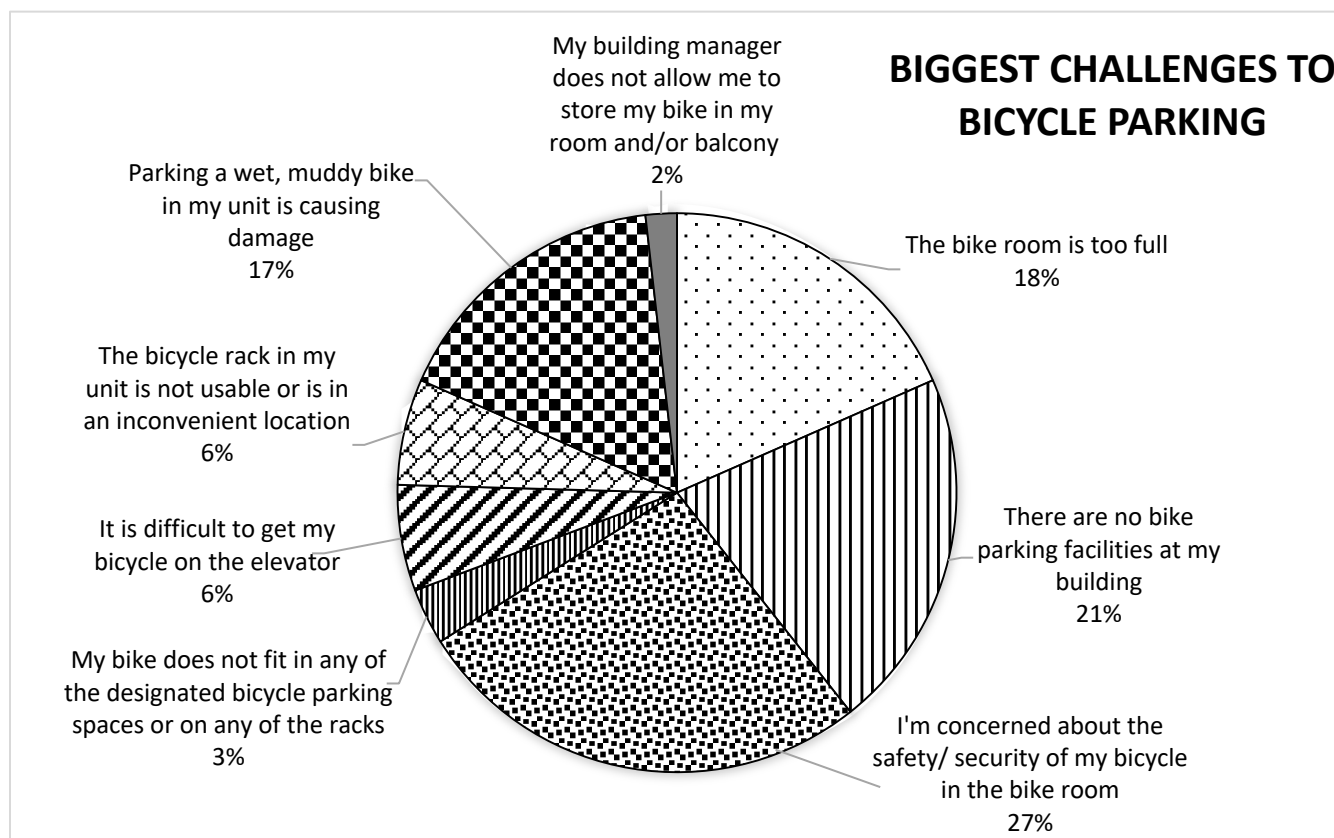


Figure 1 – Results from Community Survey (general survey) – What are your biggest challenges to bicycle parking?

Site Visits, Interviews and Case Studies

Throughout 2017 and 2018, PBOT staff conducted site visits to apartment and office buildings to tour bicycle parking facilities and interview property managers and developers about bicycle parking opportunities and challenges. Site visits are useful to assess various bicycle parking configurations in action, assess the usage rates of bicycle parking facilities, and see what is working and what is not working for bicycle parking at specific buildings and project types.

PBOT staff also worked with affordable housing developers and architects to visit a few sites, including the NAYA Generations Apartments, Miracles Central Apartments and Hacienda CDC properties.

Details on some of the site visits can be found in Appendix F in the Stakeholder Advisory Committee's [Recommendation Report](#), and an additional overview of site visits are included in Appendix C of this Recommended Draft.

Discussion Draft Public Input

The Discussion Draft, published on August 14, 2018, served as the first opportunity for the public to review and comment on the draft Zoning Code regulations. Prior to that date, the public had opportunities to review and respond to the concepts that guided the Zoning Code regulations.

The public review period of the Discussion Draft was from August 14 through October 1, 2018. During this period, staff used a variety of approaches for community members to learn about the Discussion Draft proposals and provide comments, including:

- A news blog post emailed to project list and hosted on project website.
- Posts on social media, including Facebook and Twitter.
- Articles in local newspapers, online newspapers and local blog platforms.
- Presentations and discussions at 16 meetings of community organizations.
- An online survey.
- A Bicycle Parking Wonk Night with BikePortland.org.
- Several additional in-person or phone meetings with developers, architects and interested parties.

Several recurring themes emerged in the comments received, including:

- Usability of bicycle parking for all people and all types of bicycles
- Housing affordability and bicycle parking in affordable housing
- Importance of end-of-trip facilities
- Security and bicycle theft concerns
- Concerns around allowing in-unit bicycle parking, while others expressed that in-unit bicycle parking should still be an option
- Flexibility in implementation
- Letting the market forces drive the provision of bicycle parking

See Appendix A for a compilation of comments on the Discussion Draft.

Proposed Draft – Changes from the Discussion Draft

Based on public comments, input from City bureaus and additional analysis, staff incorporated refinements to the proposals as part of the Proposed Draft. These include:

1. **Self-Service storage amounts.** In Table 266-6, add a Use Category under Commercial Categories for Self-Service Storage and add amounts for required long- and short-term bicycle parking.
2. **Affordable housing in-unit standards.** Develop an in-unit standard for affordable housing projects that balances the need for deeply affordable units and convenient and accessible long-term bicycle parking.
3. **Long-term security.** Create separate long-term security standards for residential and non-residential uses, acknowledging the differences in how bicycle parking is used. For non-residential uses, the lockable room does not have to be designated for bicycle parking. Therefore, bicycle parking spaces could be co-located with staff work areas on upper floors or in the back-office area of a small retail establishment.
4. **Accessible route.** Remove the reference to accessible access route for long-term bicycle parking because ADA standards capture access to bicycle parking rooms, but add standards for access to in-unit bicycle parking for buildings that do not have elevators.

5. **Long-term location – personal garage.** Clarify that long-term bicycle parking can be in a personal, structured parking space and this does not count as being in a residential dwelling unit.
6. **Long-term location – underground, structured parking.** Remove the standard that if long-term bicycle parking is located in underground, structured parking areas then it must be located on the level closest to the ground floor of the building. Therefore, long-term bicycle parking can be at any level of the parking garage, as long as there is elevator access.
7. **E-bike charging outlets.** Remove the requirement for outlets to charge e-bikes because of the logistical plan review issues of checking outlets during Planning and Zoning review. However, a future electrification project will look at requiring charging for e-bikes and electric vehicles.
8. **Short-term Bicycle Parking Fund.** Remove the all-or-nothing aspect of the Short-term Bicycle Parking Fund to allow partial fulfillment of the short-term requirement on-site with the remainder paid into the Fund.
9. **Long-term bicycle parking for schools (K-12).** Given the different needs of long-term bicycle parking at schools for students and for staff, the proposal exempts and creates specific long-term bicycle parking requirements for schools to address location, security, weather-protection and horizontal racks.

Planning and Sustainability Commission Hearing and Development of the Recommended Draft

The Planning and Sustainability Commission accepted testimony on the Proposed Draft December 12, 2018 through January 25, 2019. Seventy-two unique pieces of testimony were submitted: 52 in written form and 20 in verbal form at the January 22, 2019 hearing. Testimony covered many issues including the need for more bicycle parking in new buildings, whether long-term bicycle parking should be located in residential dwelling units, the need for additional bicycle parking at schools, and concerns about impacts on small development sites.

In response to testimony, and guided by City goals and policies, the Planning and Sustainability Commission adopted several amendments, including, but not limited to, the following:

1. **Residential unit threshold.** Add a note in Table 266-6 that multi-dwelling sites are defined as sites with 5 or more units and thus short-term and long-term bicycle parking are not required for projects with 4 or fewer units.
2. **Increase in-unit threshold to 50 percent.** Allow up to 50 percent of required long-term bicycle parking spaces to be provided in the residential unit.
3. **Small-site exception to in-unit requirements.** For sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units.
4. **Removal of in-unit exceptions for affordable housing developments.** The Planning and Sustainability Commission made changes to the in-unit exceptions for all development (#2 and #3 above) that duplicated previous exceptions for affordable housing developments, so those exceptions are removed.
5. **Addition of design standards for in-unit bicycle parking.** Add language that says in-unit bicycle parking must be provided in a dedicated enclosed space and near the front door.
6. **Bike valet.** 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.

7. **South Waterfront standards.** Remove the requirement that development must build 110 percent of the required long-term bicycle parking requirement in South Waterfront subdistrict.
8. **Geographic tiers.** Add Swan Island to the Standard A geographic tier
9. **Wholesale Sales amounts.** Add Wholesale Sales to Table 266-6 under Industrial Categories and add requirements for both short-term and long-term bicycle parking.
10. **Parks and Open Areas.** Remove a baseline bicycle parking requirement and replace with “per Conditional Use Review” in Table 266-6. To support this, PBOT and Parks and Recreation staff are directed to develop recommended minimum standards for bicycle parking provision for Parks and Open Areas uses.
11. **Long-term bicycle parking for schools (K-12).** In Table 266-6, increase the amounts of required long-term bicycle parking for Schools (K-12) based on revised target mode split goals. Also, revise requirement so that horizontal racks are only required for elementary (K-5) and middle (6-8) Schools.
12. **E-bikes.** Require electrical sockets for 5 percent of required long-term bicycle parking spaces, and that the sockets are accessible to horizontal racks.

Amendments to Recommended Draft

The City Council accepted written testimony on the Recommended Draft from October 3, 2019 to November 20, 2019, and held a hearing on November 13, 2019. There were 58 pieces of testimony on the Recommended Draft, including 15 oral and 43 written. Testimony covered many issues including whether long-term bicycle parking should be located in residential dwelling unit and the provision of bicycle parking in affordable housing.

Commissioners proposed five amendments and adopted all five of the amendments on November 20, 2019. The amendments established separate bicycle parking standards for a select list of affordable housing project until June 30, 2022, revised the requirement for bicycle parking to include the requirement at the land use permit stage, specified that FAR exemption is for the bicycle parking rooms and not individual bicycle spaces provided in the dwelling unit, changed bicycle rack standards so that cable components are not included the rack design, and increased the threshold to trigger improvement to non-conforming development for current level of \$168,550 to \$300,000.

Section IV: Proposal and Analysis

This section summarizes the major Zoning Code changes proposed by the Bicycle Parking Code Update Project. This section briefly describes each proposal and provides an explanation of the problems and policy issues the proposal is intended to address. This section also provides background on some of the changes between the earlier drafts and the Recommended Draft. The proposals are organized based on the Guiding Principles of the Stakeholder Advisory Committee.

Adequate Amount of Bicycle Parking to accommodate future increases in demand, specifically the City's 25 percent bicycle mode split goal for all trips.

Proposals:

1. Adopt two geographic tiers for minimum bicycle parking amounts to be applied to all Use Categories.
2. Calculate amounts of long- and short-term bicycle parking based on data points, including trip generation rates, employees per square footage, and visitation rates.

Issues Addressed:

The majority of Table 266-6, which sets the minimum required bicycle parking amounts for all Use Categories, has not been updated since 1996. Therefore, a major section of the code update project is focused on updating the amounts of required long-term and short-term bicycle parking to better reflect current and goal bicycle mode splits.

Proposal Approach:

1. A Tiered Approach to Bicycle Parking

Although the City of Portland has a citywide goal of 25 percent of people using a bicycle for all trips, mode splits are different throughout the city.

It is important to note, that during much of the time that staff was working with the Stakeholder Advisory Committee on updating the bicycle parking chapter, the TSP Proposed Draft Stage Three included a 15 percent commute mode split goal. However, while the Stakeholder Committee was in its final stage of finalizing their recommendations, with the release of the TSP Proposed Draft in August 2017, this mode split goal was changed to 25 percent. Staff, with support of the Stakeholder Committee, continued with the 15 percent target citywide commute mode split for the long-term bicycle parking methodology and calculation. The following points helped influence that decision:

- A 15 percent commute mode split is still moving the dial forward on increasing the total amount of bicycle parking.
- Staff and the Stakeholder Committee spent considerable time coming to group consensus on the formula and are comfortable with the amounts of bicycle parking produced by a 15 percent target.
- The 15 percent target represents an incremental step, moving toward the 25 percent commute mode split goal by 2035.
- Zoning Code is intended to represent a “minimum” requirement. Some developers will do more, but the focus is on what is needed as a baseline for current development

Under the current Zoning Code, multi-dwelling developments have two different bicycle parking minimum requirements: one for the Central City and one for the rest of the city. The proposal would expand the higher minimums outside the Central City. This proposal also expands the use of tiered standards to all of the Use Categories in Table 266-6, in addition to multi-dwelling development.

The tiers are based on the Pattern Areas in the 2035 Comprehensive System Plan and the Transportation System Plan (TSP):

1. Rivers
2. Central City
3. Inner Neighborhoods
4. Western Neighborhoods
5. Eastern Neighborhoods

Staff also considered the four identified Bicycle Districts in the TSP, which are areas with a dense concentration of commercial, cultural, institutional and/or recreational destinations where the City intends to make bicycle travel more attractive than driving. The Gateway Bicycle District is the only Bicycle District outside of the Central City or the Inner Neighborhood Pattern Areas. As such, it is recommended for inclusion in Standard A as described below. Additionally, the Planning and Sustainability Commission, through the amendment process, added Swan Island to the Standard A geographic tier because the area is an employment center and relatively easy to access by bicycle.

The following two tiers are proposed to be applied to all Use Categories in Table 266-6 for the required amounts of both long-term and short-term bicycle parking:

Standard A – Central City, Inner Neighborhoods, Gateway Plan District, Swan Island

Standard B – Western Neighborhoods, Eastern Neighborhoods, and Rivers

The tiered approach accounts for the differences in bike use and thus bike parking demand in Portland. It parallels the tiered approach in the TSP to set target mode share rates for the different pattern areas.

The public expressed some concern in comments on the Bicycle Parking Online Open House and during discussions at the Planning and Sustainability Commission that a lower bicycle parking requirement in the outer neighborhoods (Standard B) supports the perception that these neighborhoods are often overlooked for investment in bicycle infrastructure. It is important to note that PBOT is committed to improving and expanding bicycle infrastructure everywhere in the City, and lower bicycle parking rates do not reflect a lower level of commitment.



Figure 2 – Pattern Area Map.

Standard A – Central City, Inner Neighborhoods, Gateway Plan District, and Swan Island

Standard B – Western Neighborhoods, Eastern Neighborhoods and Rivers

The proposals in the Bicycle Parking Code Update Project increase the required minimum bicycle parking spaces in both Standard A and Standard B from the ratios in current code. The Standard B amounts are based on a target of 15 percent bicycle mode split for all trips and 10 percent for commute trips. For context, the current bicycle commute mode split in the Eastern Neighborhoods is under 4 percent. After further planned public investment and monitoring, these standards could be recommended to be modified in the future.

2. Minimum Required Amount Calculations

The required numbers of bicycle parking spaces were calculated using data points such as the average square footage per employee (or employee density), visitation rates from Transportation System Development Charges, and target bicycle mode split to build out the methodology for updating the amounts. The two tables below offer examples on how long-term and short-term bicycle parking amount standards were developed for Office Use:

How to calculate amount of required long-term bicycle parking (for Table 266-6) for Office Use:

Assumptions:

- *Employee density of 350 sq. ft. per employee**
- *Commute mode split Standard A = 20%*
- *Commute mode split Standard B = 10%*

*Standard A = 1,000 sq. ft. ÷ 350 x 20% = .57 spaces per 1,000 sq. ft.
= 1,000 sq. ft. ÷ .57 = 1 long-term space per 1,754 sq. ft. rounded to 1,800 sq. ft.*

*Standard B = 1,000 sq. ft. ÷ 350 x 10% = .29 spaces per 1,000 sq. ft.
= 1,000 sq. ft. ÷ .29 = 1 long-term space per 3,440 sq. ft. rounded to 3,500 sq. ft.*

**Note: Employee density from City of Portland Bureau of Planning and Sustainability: Economic Opportunities Analysis – Sections 2/3 Supply & Demand, Figure 35, Square Feet per Employee, p 46.*

How to calculate amount of required short-term bicycle parking (for Table 266-6) for Office Use:

Assumptions:

- *TSDC* rate = 1 person trip per 1,000 sq. ft. per PM peak*
- *20% visitor rate*
- *Mode Split Standard A = 25%*
- *Mode Split Standard B = 15%*

*Standard A = 1 x 20% x 25% = .05 spaces per 1,000 sq. ft.
= 1,000 sq. ft. ÷ .05 = 1 long-term space per 20,000 sq. ft.*

*Standard B = 1 x 20% x 15% = .03 spaces per 1,000 sq. ft.
= 1,000 sq. ft. ÷ .03 = 1 long-term space per 33,333 sq. ft. rounded to 33,000 sq. ft.*

** TSDC - Transportation System Development Charge*

Finally, staff compared the amounts of required bicycle parking produced by the formulas to requirements from comparable cities and to what the development market in Portland is already producing for bicycle parking. For example, in the Office Use example, Portland is seeing a number of developers in the “Standard A” areas building to a higher bicycle parking standard of 1 space per 1,000 square feet to accommodate demand. See Appendix D for more information about how the proposed amounts compare to other cities and existing Portland development.

Long-term Bicycle Parking – Portland Proposed Amounts versus Other Cities							
Use Category	Portland Proposed Code (proposed 2018)	Boulder, CO (2014)	Seattle, WA (2018)	Los Angeles, CA (2017)	Madison, WI (2014)	San Francisco, CA (2013)	PBOT 1994 Task Force Recommendations
Household Living – Multi-Dwelling	Standard A – 1.5 per unit Standard B – 1.1 per unit	2 per unit (75% long-term and 25% short-term)	1 per unit	1 per unit	1 per unit up to 2-bedrooms, ½ space per add’l bedroom.	1 per unit. For buildings containing more than 100 dwelling units, 100 spaces plus 1 for every 4 units.	1 per unit; unless garages are provided, in which case, none are required
Retail Sales and Services	Standard A – 1 per 3,800 sq. ft. Standard B – 1 per 7,500 sq. ft.	1 per 750 sq. ft. (25% long-term and 75% short-term)	1 per 4,000 sq. ft.	1 per 2,000 sq. ft.	1 per 2,000 sq. ft.	1 per 7,500 sq. ft.	1 per 8,000 sq. ft.
Retail Sales and Services – Restaurant and Bar	Standard A – 1 per 2,300 sq. ft. Standard B – 1 per 4,800 sq. ft.	1 per 750 sq. ft. (25% long-term and 75% short-term)	1 per 5,000 sq. ft.	1 per 2,000 sq. ft.	5% of capacity of persons	1 per 7,500 sq. ft.	N/A
Office	Standard A – 1 per 1,800 sq. ft. Standard B – 1 per 3,500 sq. ft.	1 per 1,500 sq. ft. (75% long-term and 25% short-term)	N/A	1 per 5,000 sq. ft.	1 per 2,000 sq. ft.	1 per 5,000 sq. ft.	1 per 3,000 sq. ft.
Medical Centers	Standard A – 1 per 2,700 sq. ft. Standard B – 1 per 5,500 sq. ft.	1 per 1,500 sq. ft. (75% long-term and 25% short-term)	1 per 4,000 sq. ft.	1 per 5,000 sq. ft.	1 per 2,000 sq. ft.	1 per 15,000 sq. ft. (Hospitals or In-Patient Clinic) 1 per 5,000 (Medical Offices or Out-patient clinic)	1 per 7,000 sq. ft.

The Planning and Sustainability Commission, through the amendment process, made the following changes to the minimum required amounts:

- Added a Use Category of Wholesale Sales under Industrial Categories and required both long- and short-term bicycle parking.
- Removed the proposed baseline bicycle parking requirements of short-term bicycle parking for Parks and Open Areas and replaced with “per Conditional Use Review,” which is what is required in current code.
- Increased the amount of required long-term bicycle parking for Schools (K-12). The Planning and Sustainability Commission felt that the Proposed Draft target mode splits for schools were too low. Their amendments used a higher target mode split, increasing 15 percent to 25 percent in Standard A and from 10 percent to 20 percent in Standard B.

In addition, there was considerable discussion about the amount required for Office Uses. A member of the Planning and Sustainability Commission proposed an amendment to lower the amount required for Office Uses, but ultimately the Commission voted to not change the amount of bicycle parking required.

Prioritizing Bicycle Parking to be intentionally planned, with consideration for location and within the design of the building. Bicycle parking is available via a direct and accessible route.

Proposals:

3. Specify options for location of long-term bicycle parking.
4. Develop standards for bicycle parking in dwelling units.
5. In mixed-use developments, ensure all building tenants have access to long-term bicycle parking.
6. Require applicants to provide sufficient bicycle rack detail in submitted plans.

Issues Addressed:

During the code concept phase, the following key priorities were identified for required long-term bicycle parking:

- Easy to find
- Access without stairs
- Direct access (preferably direct entry from the street if possible)
- Prominent location

These proposals are focused on location and accessibility of long-term bicycle parking. In some cases, the City has seen bicycle parking added at the very end of a project, without much consideration to how people will find or access these spaces, and as a result bicycle parking racks are hidden in back corners of buildings or parking garages. The proposed updates to the bicycle parking chapter aim to provide more clarity for bicycle parking in new or redeveloped buildings.

Proposal Approach:

3. Options for long-term bicycle parking location

The proposal lists location options for where long-term bicycle parking may be provided. Required long-term bicycle parking may be provided in one or more of the following locations:

- Within the building, including on the ground floor or on individual building floors;
- On-site, including in parking areas;
- In an area offsite where the closest point is within 300 feet of the site; or
- *In a residential unit. The requirements for parking in residential units are addressed below.*

4. Standards for bicycle parking in dwelling units

One of the more debated elements to the Bicycle Parking Code Update is the topic of whether required long-term bicycle parking can use space within residential units of multi-dwelling projects. Under current code, 100 percent of the required long-term bicycle parking spaces could be provided within units.

Throughout the code update project process, PBOT staff have heard from stakeholders about the issues with bicycle parking in residential dwelling units, including, but not limited to:

- Bicycle racks being placed in unusable locations in the unit, including tucked into far corners of bedrooms.
- Bicycle racks being removed and not returned when new tenants move in, thus reducing the overall capacity of bicycle parking in the building.
- Damage deposits being lost when wet, muddy bikes are parked within units.
- A strong user preference to park their bikes in a bicycle parking room (from the Apartment Community Survey, 2017).
- A preference among property managers for bicycle rooms to reduce the damage caused by bicycle parking in dwelling units.

PBOT staff conducted site visits at apartments around the city. While there were examples of effective in-unit bicycle parking, there were many more examples where a hook was placed in the residential unit in a way that made it hard to use, such as in the bedroom right next to or over the bed. In other cases, the bicycle rack, or multiple racks, were placed a significant distance from the front door, requiring the user to roll the bicycle to the opposite end of the unit. In many cases the bike parking rooms were at or over capacity with parked bicycles. These site visits focused only on buildings permitted after 2010, when the 1.5- and 1.1-spaces-per-unit requirement went into effect.

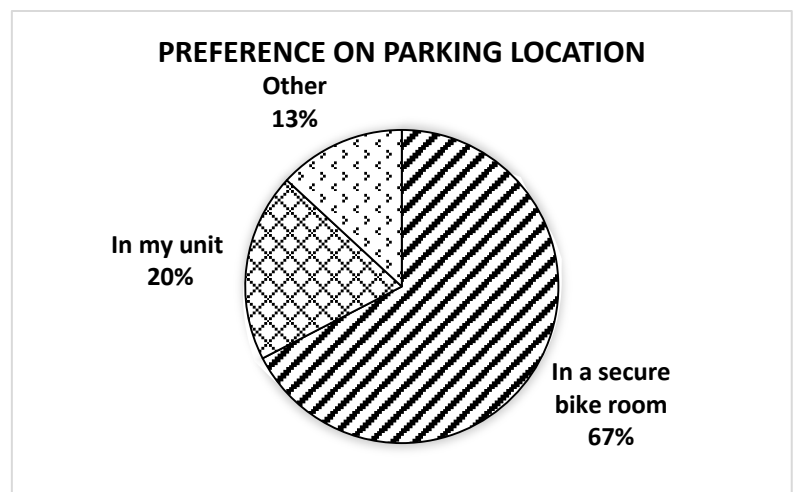


Figure 3 – Results from Apartment Community Survey – Where do people prefer to park their bicycle?

Most other cities do not allow bicycle parking spaces in an apartment unit or on a balcony to count toward the required long-term bicycle parking.

Given all the factors above, staff originally proposed to allow 0 percent of required long-term bicycle parking to be provided within a residential unit. However, during the code development process, staff heard clearly from developers that requiring all bicycle parking to be outside of the dwelling units has an impact on how space is used in the building, which impacts development costs. As such, during the Discussion and Proposed Draft phases, the proposed in-unit allowance was increased to 20 percent.

During the Discussion Draft outreach period, staff also had ongoing conversations with affordable housing developers and the Portland Housing Bureau (PHB). Having secure and reliable bicycle parking is important, and supporting use of low-cost transportation is particularly important for residents of affordable housing. However, these groups expressed concern about the impact of removing the current code's allowance of 100 percent long-term parking to be placed in-unit on the feasibility of affordable housing projects.

Recognizing the unique challenges of getting affordable housing projects on the ground and the City of Portland's clear goal of improving housing affordability, especially for people living on very low incomes, staff worked closely with PHB to address the specific concerns of affordable housing developers and advocates by developing two exemptions to the in-unit allowance for the Proposed Draft.



Figure 4 – Example of an in-unit rack placed right next to the bed.

The two affordable housing exemptions in the Proposed Draft were:

- (1) For projects with at least 50 percent of all dwelling units on the site affordable at no more than 60 percent area median income, up to 50 percent of required long-term bicycle parking spaces may be provided in dwelling units.
- (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, then up to 100 percent of required long-term bicycle parking spaces may be provided in dwelling units.

However, during the Planning and Sustainability Commission deliberation, commissioners heard additional testimony about the challenges for tenants and that the proposed exemptions affordable housing created an inequity for tenants.

This testimony led to a series of Planning and Sustainability Commission amendments:

- A) The removal of the two draft proposed in-unit exceptions for affordable housing from the Proposed Draft.
- B) An allowance of 100 percent of long-term bicycle parking to be placed in dwelling units for sites with up to 12 units. This exemption will apply to all development (both market-rate and affordable housing projects).
- C) An increase from 20 percent to 50 percent of required long-term bicycle parking to be allowed within residential dwelling units, as long as additional standards are met:
 - The bicycle parking space is located in a closet or alcove and located within 15 feet of the entrance to the dwelling unit.
 - Racks provided in-unit would not need to be as substantial as previously required (for example, a bicycle hook would be acceptable).
 - The five-foot maneuvering space must still be provided.
 - The in-unit bicycle parking must be on the ground floor or on floors served by an elevator.

The issue of bicycle parking requirements and impacts on affordable housing projects continued during City Council deliberations. As such City Council approved an amendment and tandem ordinance, Ordinance 189785) to allow a group of affordable housing pipeline projects to use current bicycle parking code standards in their projects until June 30, 2022. This amendment recognizes the unique budget and timeline challenges of these affordable housing projects and that their financing packages were developed based on current requirements.

5. Access for all building tenants in mixed-use buildings

An issue elevated during the code concept development was ensuring that all tenants, especially in mixed-use developments, can access the building's long-term bicycle parking spaces.

The proposal states that developments with multiple primary uses must provide access to bicycle parking for all tenants. For example, in a mixed-use building, spaces dedicated to long-term bicycle parking must be accessible for retail/commercial tenants and employees, as well as residential tenants. The bicycle parking can be provided in a common space with restricted access or in multiple separate location, but all tenants must have access to at least the amount of long-term bicycle parking that is required for the appropriate Use Category.

6. Provide sufficient bicycle rack detail in submitted plans

The code does not currently require specifications about the bicycle parking racks in submitted plans. Although the Bureau of Development Services (BDS) staff typically require this information in land use review or building permit applications, codifying the requirement helps to ensure consistent review of required bicycle parking.

The proposed approach is similar to Joint Use Parking (33.266.110) and Environmental Zones (33.430.130) requirements for submittal of necessary documentation as part of the permit process.

Accessible and Convenient Bicycle Parking that accommodates users of all ages and abilities as well as a variety of different types of bicycles.

Proposals:

7. Require a minimum percentage of long-term bicycle parking to be provided in horizontal racks.
8. Provide a few bicycle parking spaces for larger bikes, like recumbents or bikes with trailers.
9. Ensure that double-decker bicycle racks include a lift-assisted mechanism to access the upper tier.
10. Provide a few electrical sockets in a bicycle room for charging e-bikes.

Issues Addressed:

The 2035 Comprehensive Plan calls for long-term bicycle parking standards that consider the needs of persons with different levels of ability. Further, the PBOT Apartment Community Survey identified that 27 percent of the respondents reported owning some type of non-standard bike, such as an e-bike or cargo bike. The proposals in this category aim to increase the availability of racks for non-standard bicycles as well as ensure that a proportion of bicycle spaces can accommodate different levels of ability by reducing the need to lift bicycles.

To reduce the burden of these additional long-term bicycle parking requirements on small developments, the following proposals are only triggered when a development is required to have more than 20 long-term bicycle parking spaces.

Proposal Approach:

7. Minimum percentage of horizontal racks

When the current code language was developed over 20 years ago, the assumption was that all bicycle parking would be provided in ground-mounted, horizontal racks. However, advances in rack design now allow for the use of wall-mounted vertical racks and double-decker racks. While these racks provide space-efficient bicycle parking, they create usability issues for people who are not able to lift their bikes onto a wall-mounted rack or for people with bikes that do not fit vertically, due to length, fender placement, etc.

To provide bicycle parking spaces that do not require the lifting of a bicycle, a minimum of 30% percent of required spaces must be in a horizontal rack or on the lower level of a stacked rack. This will ensure the provision of racks that can be used by people of all abilities, while still maintaining the flexibility for developers to use space-efficient options in constrained building space.

8. Provide spaces for large bicycles including cargo bikes and bikes with trailers

The current code requirements do not accommodate different types of bicycles that have become much more common over the past few years, including cargo bikes, bikes with trailers, and tricycles. As Portland continues to work towards its bicycle mode split goal, it is important to support all people who ride, which means bicycle parking for a variety of types of bicycles. The proposal requires a minimum of 5 percent of required bicycle parking spaces with a larger footprint of 3 feet by 10 feet, which must be provided in a horizontal rack.

9. Double-decker racks are required to have a lift-assist mechanism

Double-decker, stacked bicycle racks are a space-saving option that provides two levels of bicycle parking. However, they must be convenient and usable in order to meet Portland's bicycle parking goals. Parking a bicycle on the top rack of a double-decker rack would mean lifting a bike approximately 4 to 5 feet off the ground. This was not deemed usable by staff or the Stakeholder Advisory Committee. Therefore, the code proposal includes a requirement that double-decker bicycle racks have a lift-assist mechanism to aid the user in parking their bicycle on the upper rack. The lift assist eliminates the need to fully lift a bicycle.

10. Provide spaces for e-bikes

E-bikes are increasingly popular nationally and in Portland. Electric and electric-assist bikes have the capacity to reduce barriers to riding a bicycle, including trip distance, topography, time and physical exertion.

The proposal requires that at least 5 percent of required spaces must have a power socket accessible to the horizontal bicycle parking space

This requirement was removed for the Proposed Draft due to the logistical concerns related to reviewing electrical requirements during Planning and Zoning review. The Planning and Sustainability Commission reinstated this requirement.





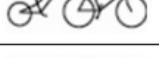
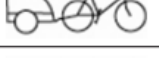


BICYCLE TYPE		DIMENSIONS (FEET)		
		Length	Height	Width
Standard Bicycle		6	4	2
Child Bicycle		5	2-3	2
Tandem Bicycle		9	4	2
Cargo Bicycle		8	4	3
Bicycle+Trailer Bike		10	4	2
Bicycle + Child Trailer		10	4	3
Bicycle and Child Seat		6	5	2
Recumbent Bicycle		7	4	3

Figure 5 – Dimensions of different types of bicycles. Credit: San Francisco Zoning Administrator Bulletin No. 9.

Bicycle Parking is Secure and Safe to Use where design provides sufficient security provisions to prevent bicycle theft and promotes safe spaces for users.

Proposals:

- 11.** Streamline and strengthen the security requirements for long-term bicycle parking to help prevent bicycle theft.
- 12.** Enhance personal safety by requiring lighting for long-term bicycle parking.
- 13.** Require 100 percent of long-term bicycle parking to be covered to provide weather protection.

Issues Addressed:

Security was very important for the Stakeholder Advisory Committee and for the people who provided input in early public engagement activities. In Portland, nearly 3,000 bikes are reported stolen to the police each year, and this represents just a fraction of the actual number of bikes that are stolen and not reported.

Proposal Approach:

11. Streamline security requirements for long-term bicycle parking

BDS staff report that most projects satisfy the security requirement for long-term bicycle parking by placing racks in a locked room or enclosure (a secure bike room or in units). However, some projects have satisfied the security requirement by less secure options, including solely relying on video surveillance. BDS staff prefer to streamline and simplify this security section by providing fewer options to meet the code.

Online Open House respondents provided strong feedback that a camera should also be required as an additional element of bicycle parking security. This camera requirement was not included in the final proposal because cameras can break or be removed after the building is built, and thus are not as effective as a permanent measure.

This proposal removes a number of the standalone security options and instead provides three options for long-term bicycle parking security:

- 1) A lockable room or enclosure, with restricted access and designated for bicycle parking;
- 2) A bicycle locker; or
- 3) Placement in a residential unit, per the standards for in-unit bicycle parking.

The proposal also develops different security standards for residential uses and non-residential uses. This is because long-term bicycle parking is sometimes used more for storage purposes at residential buildings, as opposed to an office building.

12. Lighting requirements

Adequate lighting helps ensure personal safety for people using bicycle parking areas. Since short-term bicycle parking is located near the main entrance of buildings, staff assume that area would already include lighting. However, for long-term bicycle parking that could be placed in a basement or in an underground parking area, lighting is an important security component.

The proposal for lighting is based on existing standards in Title 33 under pedestrian standards for commercial/ mixed use zones (33.130.205) and multi-dwelling zones (33.120.210).

13. Weather Protection

The current code only requires 50 percent of the required long-term bicycle parking spaces to be covered. However, staff and the Stakeholder Advisory Committee felt very strongly that 100 percent of long-term bicycle parking should be covered and include weather protection.

The proposal also more clearly defines weather protection, including stipulating the dimensions of a cover and how far the cover must extend beyond the bicycle footprint.

Bicycle Parking is Feasible and requirements allow for innovation and adaptability in design, while being straightforward to implement; additionally, requirements consider project feasibility and cost implications.

Proposals:

- 14.** Increase options for space saving racks in code.
- 15.** Streamline spacing requirements for horizontal and diagonal racks to match the right-of-way standards.
- 16.** Exempt bike room space from Floor Area Ratios.

Issues Addressed:

During the code concept development phase and the work with the Stakeholder Advisory Committee, there was agreement that it was important to support and improve project feasibility. The current code makes it difficult for development projects to use space-saving racks like vertical wall racks and double-decker stacked racks.

Proposal Approach:

14. Increase options for space-saving racks in code

The current bicycle parking code only addresses standards for horizontal, floor-mounted rack placement and spacing. However, many rack designs allow closer spacing between bikes, with a vertical stagger that provides enough space to avoid handlebar and pedal conflicts. Narrower spacing makes it easier to provide more bicycle parking in a smaller area.

BDS and PBOT are already allowing these “space-saving” racks through the modification and adjustment process, but codifying the standards streamlines the development process.

The proposals address spacing standards for vertical wall racks and double-decker stacked racks, both of which are common rack designs.

15. Streamline spacing standards for horizontal racks

The proposal also includes spacing standards for horizontal and diagonal racks that match the requirements in PBOT’s bike parking in the right-of-way guidelines. These proposals allow for additional flexibility in rack configuration, while still maintaining usability of the racks.

16. Exempt bike room space for FAR

The Commercial/Mixed Use Chapter (33.130) includes a FAR (Floor Area Ratio) exemption for structured parking up to a maximum FAR of 0.5 to 1. The Better Housing by Design Project is proposing to extend the FAR exemption for structured parking to multi-dwelling zones. The Bicycle Parking Code Update proposes a FAR exemption at a similar rate for long-term bicycle parking that is located outside of the dwelling unit.

Section V: Zoning Code Amendments

This section presents staff-proposed Zoning Code amendments. The section is formatted to facilitate readability by showing draft code amendments on the right-hand pages and related commentary on the facing left-hand pages. Proposed new code is shown as underlined and current code proposed for deletion is shown with a ~~striketrough~~.

Note: Sections of the existing code have been substantially rewritten, and the order of the current code sections have been moved around for the proposed Zoning Code amendments. Therefore, the majority of the new code is underlined. The commentary identifies where the code language has mostly stayed the same, but because of the reorganization and re-numbering of the sections, the language is underlined.

Commentary on draft Chapter 33.266.200 code amendments is in summary form. For more detail on the concepts, research and background related to the draft code amendments, see the [Bicycle Parking Code Update Project website](#).

This project deals primarily with Chapter 33.266.200, but there are some proposed changes to additional sections of Title 33:

- 33.120 Multi-Dwelling Zones
- 33.130 Commercial/ Mixed Use Zones
- 33.229 Elderly and Disabled High Density Housing
- 33.258 Nonconforming Development
- 33.266 Parking, Loading, And Transportation And Parking Demand Management
- 33.281 Schools and School Sites
- 33.440 Greenway Overlay Zones
- 33.510 Central City Plan District
- 33.515 Columbia South Shore Plan District
- 33.555 Marquam Hill Plan District
- 33.815 Conditional Uses

Commentary

33.266.200 Minimum Required Bicycle Parking

These amendments remove the Section's overarching purpose statement to create two primary purpose statements for the Bicycle Parking Section of Chapter 266:

1. Minimum Required Bicycle Parking, shown in this section
2. Bicycle Parking Development Standards, shown in section 33.266.210.

This new purpose statement specifically for Minimum Required Bicycle Parking includes the updated City bicycle mode split goal to 25 percent of all trips. The update to the purpose statement also outlines the basic methodology for how the minimum required bicycle parking amounts were developed. This will support BDS staff who work on adjustments and modifications.

33.266.200.B. Number of spaces required

This amendment expands the tiered approach that is used for the Multi-Dwelling developments in the current code chapter to all use categories in Table 266-6. A tiered approach for the number of required bike spaces accounts for differences in bike use and thus bike parking demand in Portland. While Portland has a citywide goal of 25 percent bicycle mode split of all trips, bicycle use rates are different in various parts of the city and meeting the 25 percent citywide goal includes higher and lower rates in various parts of the city.

The tiered system acknowledges that a one-size-fits-all approach does not necessarily work for development across Portland. The Transportation System Plan (TSP) uses a tiered approach for setting target mode split rates for the five different Pattern Areas.

The changes introduce two standard rates based on the TSP Pattern Areas and Bicycle Districts. Standard A is comprised of the Central City, Inner Neighborhoods, Gateway Plan District, and Swan Island. Standard B applies in the Western and Eastern Neighborhoods. The Gateway Bicycle District is the only bicycle district outside of Central City or the Inner Pattern Area, so it was incorporated into the Standard A. Swan Island was added by the Planning and Sustainability Commission because the area is an employment center and relatively easy to access by bicycle.

The City Council amended the proposal to exempt approximately 18 affordable housing projects from revised code until June 30, 2022. A separate ordinance (Ordinance 189785) was approved, in tandem with this Council package, that requires these select projects to comply with the bicycle parking requirements currently found in 33.266. This change responds to the unique budget and timeline challenges of a select group of affordable housing projects that developed their financing packages based on current code requirements.

33.266.200.B.3 Calculations involving more than one use

This section has been moved, so it is underlined, but there are no changes to the content.

Bicycle Parking:

33.266.200 ~~Purpose~~ Minimum Required Bicycle Parking

33.266.210 ~~Required Bicycle Parking~~ Bicycle Parking Development Standards

~~33.266.220 Bicycle Parking Standards~~

33.266.200 ~~Purpose~~ Minimum Required Bicycle Parking

A. Purpose. Bicycle parking is required for most use categories to encourage the use of bicycles by providing secure and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by different uses. Minimum bicycle parking facilities are based on the City's mode split goals, while acknowledging the usage rates for different uses. These regulations will help meet the City's goal that 25 percent of all trips be made by bicycle, while still acknowledging that to meet the citywide goal the bicycle mode split will vary by geographic area.

~~33.266.210 Minimum Required Bicycle Parking~~

B. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 266-6. No bicycle parking is required for uses not listed. Minimum bicycle parking is calculated on a geographic hierarchy based on the current and future bicycle usage. Standard A in Table 266-6 applies to the areas shown as Standard A on Map 266-1. Standard B in Table 266-6 applies to all other areas of the city.
2. Until June 30, 2022, no bicycle parking is required for projects that are eligible to use the alternative bicycle parking standards specified in Ordinance 189785. To qualify for this exemption the applicant must provide a letter from the Portland Housing Bureau certifying that the project is eligible to use, and has met, the alternative bicycle parking standards specified in Ordinance 189785.
3. The required minimum number of bicycle parking spaces is based on the primary uses on a site. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for each primary use.

Commentary

Map 266-1 – Bicycle Parking Areas

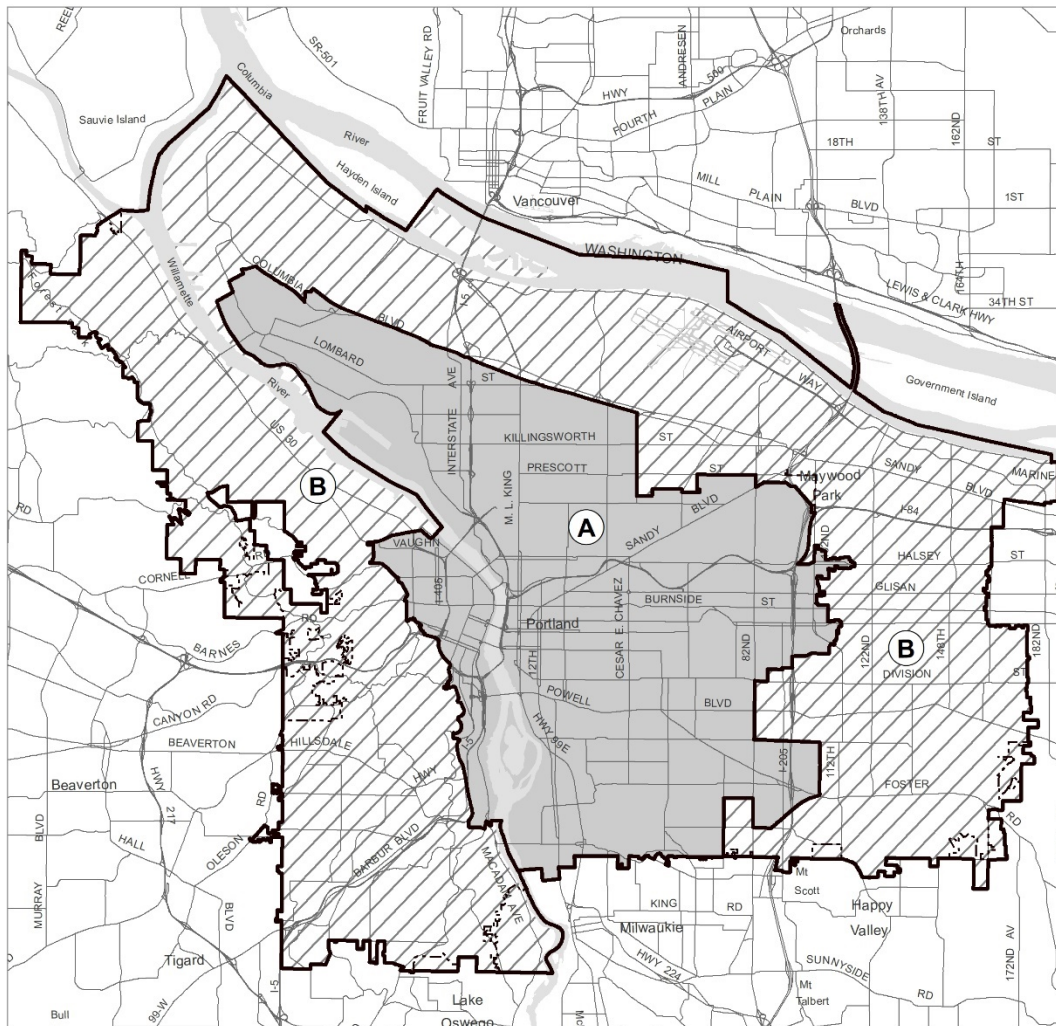
This amendment adds the new geographic tier map, Map 266-1.

Note: At the time of code implementation, this map layer will be included in Portlandmaps.com and MapWorks for applicants and staff to verify the specific tier for a project site.

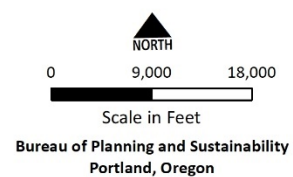
Bicycle Parking Areas

Map 266-1

Map Revised Xxxxx XX, 201X



- City Boundary
- Standard A area
- Standard B area



Commentary

Updated Table 266-6 – Minimum Required Bicycle Parking Spaces

Aside from a few changes in 2010, the minimum bicycle parking space requirements have not been updated since 1996. These amendments update the minimum requirements for long- and short-term bicycle parking based on average square footage per employee (long-term); visitation rates (short-term); and target mode split goals. See the full methodology in the Proposal and Analysis Section (page 24). For clarity, no strikethrough is shown in Table 266-6.

Add definition of Multi-Dwelling

The amendment adds a definition for when long-term and short-term bicycle parking are required for multi-dwelling development.

Removing the reference to "Per CU or IMP"

The amendment removes the reference to "per Conditional Use or Impact Mitigation Plan review" from Table 266-6 in most cases. Any requests to deviate from the amount of required bicycle parking in code can be processed through an Adjustment, which gives the City the benefit of approval criteria to use to evaluate the request. The one exception is that the Per CU Review was maintained for Parks and Open Areas by the Planning and Sustainability Commission (PSC) to account for the wide variety in parks and open space typologies and available space.

Commercial Parking

The amendment exempts Commercial Parking facilities that have fewer than 10 vehicle spaces from the long-term bicycle parking requirements. With the implementation of the 2035 Comprehensive Plan, the regulations allowing the creation or conversion of parking areas into commercial parking were expanded. It is now possible in some commercial zones for a portion of a structured parking garage to be developed for commercial parking. It is also possible for non-required accessory parking to be converted to commercial parking. The conversion or creation of a smaller set of parking to be used for commercial parking, either for the general public or for sharing, shouldn't trigger a requirement to add long-term bike parking.

Altering and adding new use categories and specific uses to Table 266-6

In the Zoning Code (33.920), "use categories" classify land uses and activities based on common characteristics. "Specific uses" refer to subsets of these categories. These amendments add the following specific uses and use categories into Table 266-6:

- Add a new specific use to the Group Living use category to separate restricted-tenancy affordable housing developments that meet the income restrictions of the Portland Housing Bureau (PHB) in response to feedback from affordable housing developers and PHB.
- Add a new specific use to the Retail Sales and Services use category to distinguish bars and restaurants because they have a much higher visitor rate and employee density than most other retail sales categories.
- Add a new use category for Self-Service Storage. This category previously had no requirements for short- or long-term bicycle parking.

Table 266-6
Minimum Required Bicycle Parking Spaces [1]

		<u>Long-term Spaces</u>		<u>Short-term Spaces</u>	
<u>Uses</u>	<u>Specific Uses</u>	<u>Standard A</u>	<u>Standard B</u>	<u>Standard A</u>	<u>Standard B</u>
<u>Residential Categories</u>					
<u>Household Living</u>	<u>5 or more units on site</u>	<u>2, or 1.5 per unit</u>	<u>2, or 1.1 per unit</u>	<u>2, or 1 per 20 units</u>	<u>2, or 1 per 20 units</u>
	<u>Elderly and disabled housing</u>	<u>2, or 1 per 8 units</u>	<u>2, or 1 per 10 units</u>	<u>2, or 1 per 20 units</u>	<u>2, or 1 per 20 units</u>
<u>Group Living</u>		<u>2, or 1 per 4 bedrooms</u>	<u>2, or 1 per 4 bedrooms</u>	<u>2, or 1 per 20 bedrooms</u>	<u>2, or 1 per 20 bedrooms</u>
	<u>Units with restricted tenancy [2]</u>	<u>2, or 1 per 5 bedrooms</u>	<u>2, or 1 per 10 bedrooms</u>	<u>2, or 1 per 20 bedrooms</u>	<u>2, or 1 per 20 bedrooms</u>
	<u>Dormitory</u>	<u>2, or 1 per 4 bedrooms</u>	<u>2, or 1 per 4 bedrooms</u>	<u>4 spaces</u>	<u>4 spaces</u>
<u>Commercial Categories</u>					
<u>Retail Sales and Services</u>		<u>2, or 1 per 3,800 sq. ft. of net building area</u>	<u>2, or 1 per 7,500 sq. ft. of net building area</u>	<u>2, or 1 per 2,700 sq. ft. of net building area</u>	<u>2, or 1 per 4,400 sq. ft. of net building area</u>
	<u>Temporary lodging</u>	<u>2, or 1 per 20 rentable rooms</u>	<u>2, or 1 per 20 rentable rooms</u>	<u>2, or 1 per 40 rentable rooms; and 1 per 5,000 sq. ft. of conference, meeting room</u>	<u>2, or 1 per 40 rentable rooms; and 1 per 10,000 sq. ft. of conference, meeting room</u>
	<u>Restaurant and Bar</u>	<u>2, or 1 per 2,300 sq. ft. of net building area</u>	<u>2, or 1 per 4,800 sq. ft. of net building area</u>	<u>2, or 1 per 1,000 sq. ft. of net building area</u>	<u>2, or 1 per 1,600 sq. ft. of net building area</u>
<u>Office</u>		<u>2, or 1 per 1,800 sq. ft. of net building area</u>	<u>2, or 1 per 3,500 sq. ft. of net building area</u>	<u>2, or 1 per 20,000 sq. ft. of net building area</u>	<u>2, or 1 per 33,000 sq. ft. of net building area</u>
<u>Commercial Parking [3]</u>		<u>10, or 1 per 10 auto spaces</u>	<u>10, or 1 per 10 auto spaces</u>	<u>None</u>	<u>None</u>
<u>Commercial Outdoor Recreation</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 2 acres</u>	<u>2, or 1 per 3 acres</u>
<u>Major Event Entertainment</u>		<u>10, or 1 per 10,000 sq. ft. of net building area</u>	<u>10, or 1 per 20,000 sq. ft. of net building area</u>	<u>10, or 1 per 40 seats</u>	<u>10, or 1 per 40 seats</u>
<u>Self-Service Storage</u>		<u>2, or 1 per 100,000 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 26,000 sq. ft. of net building area</u>	<u>2, or 1 per 53,000 sq. ft. of net building area</u>

Commentary

Altering and adding new use categories and specific uses to Table 266-6 (continued)

- Add a new use category for Wholesale Sales. This category previously had no requirements for short- or long-term bicycle parking.
- In current code, light rail stations and transit centers are combined under one specific use line in the Basic Utilities use category. This amendment separates the two combined specific uses into two separate lines to acknowledge the differences in bicycle parking needs for a light rail station and a transit center.

Chapter 33.920.400, Descriptions of Use Categories, separates out light rail stations and transit centers. A light rail transit station is where light rail vehicles stop to load or unload passengers, on a station platform. Generally, this is equivalent to "Transit Station" as defined in 33.910. A transit center is where multiple transit lines and sometimes light rail lines converge on one location; examples include Hollywood Transit Center and Parkrose Transit Center.

Given the various use cases for bicycle parking at light rail stations and transit centers and that TriMet usually has a nominal fee for using its bike lockers and bike cages, both short- and long-term bicycle parking are required to ensure various types of demands are met.

- Add a new Specific Use of libraries, community centers and museums to the Community Service use category, to account for their higher visitor rate than more general Community Service uses. Current code only distinguishes park and ride under the Community Service use category.

Parks and Open Areas, Schools, and Daycare

- Maintain a Conditional Use threshold for the Parks and Open Areas use category. Through the amendment process, the Planning and Sustainability Commission removed a baseline bicycle parking requirement for short-term bicycle parking for Parks and Open Areas and replaced it with "per CU Review." To support this, PBOT and Parks and Recreation staff are directed to develop recommended minimum standards for bicycle parking provision at Parks and Open Areas.
- Reconfigure the breakout of specific uses under Schools to better match the most prevalent grade structures at elementary, middle and high schools in Portland. For Schools, long-term bicycle parking is intended to serve students and staff, while the short-term bicycle parking will serve parents dropping off kids or other visitors to the school. This amendment also adds bicycle parking requirements for grades K through 1.
- The Planning and Sustainability Commission increased the amounts of required long-term bicycle parking for Schools (K-12). The Commission felt that the Proposed Draft target mode splits for schools were too low, so the new amounts use a higher target mode split for schools, increasing 15 percent to 25 percent in Standard A and from 10 percent to 20 percent in Standard B.

Table 266-6
Minimum Required Bicycle Parking Spaces [1]

		<u>Long-term Spaces</u>		<u>Short-term Spaces</u>	
<u>Uses</u>	<u>Specific Uses</u>	<u>Standard A</u>	<u>Standard B</u>	<u>Standard A</u>	<u>Standard B</u>
<u>Industrial Categories</u>					
<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>
<u>Institutional Categories</u>					
<u>Basic Utilities</u>	<u>Transit centers</u>	<u>30 spaces</u>	<u>30 spaces</u>	<u>12 spaces</u>	<u>12 spaces</u>
	<u>Light rail stations</u>	<u>12 spaces</u>	<u>12 spaces</u>	<u>4 spaces</u>	<u>4 spaces</u>
<u>Community Service</u>		<u>2, or 1 per 6,700 sq. ft. of net building area</u>	<u>2, or 1 per 12,500 sq. ft. of net building area</u>	<u>2, or 1 per 6,300 sq. ft. of net building area</u>	<u>2, or 1 per 10,000 sq. ft. of net building area</u>
	<u>Libraries, community centers and museums</u>	<u>2, or 1 per 3,000 sq. ft. of net building area</u>	<u>2, or 1 per 5,900 sq. ft. of net building area</u>	<u>2, or 1 per 1,200 sq. ft. of net building area</u>	<u>2, or 1 per 2,000 sq. ft. of net building area</u>
	<u>Park and ride</u>	<u>12, or 5 per acre</u>	<u>12, or 5 per acre</u>	<u>6 spaces</u>	<u>6 spaces</u>
<u>Parks and Open Areas</u>		<u>None</u>	<u>None</u>	<u>Per CU Review</u>	<u>Per CU Review</u>
<u>Schools</u>	<u>Grades K through 8</u>	<u>6 per classroom</u>	<u>5 per classroom</u>	<u>2, or 1 per 25,000 sq. ft. of net building area</u>	<u>2, or 1 per 100,000 sq. ft. of net building area</u>
	<u>Grades 9 through 12</u>	<u>5 per classroom</u>	<u>5 per classroom</u>	<u>2, or 1 per 25,000 sq. ft. of net building area</u>	<u>2, or 1 per 100,000 sq. ft. of net building area</u>
<u>Colleges</u>	<u>Excluding dormitories (see group living, above)</u>	<u>2, or 1 per 10,000 sq. ft. of net building area</u>	<u>2, or 1 per 20,000 sq. ft. of net building area</u>	<u>2, or 1 per 10,000 sq. ft. of net building area</u>	<u>2, or 1 per 16,000 sq. ft. of net building area</u>

Commentary

Parks and Open Areas, Schools, and Daycare (continued)

- This amendment adds a requirement for short-term bicycle parking for the Daycare use category. Long-term bicycle parking is for the employees of the daycare, but short-term bicycle parking is needed for parents who are dropping off or picking up their children and for other visitors.

Multi-dwelling clarification

- The Planning and Sustainability Commission, through the amendment process, added the clarification in footnote [1] that multi-dwelling projects are defined as those with 5 or more units. Short- and long-term bicycle parking is not required for multi-dwelling projects with 4 units or fewer on site.

Table 266-6
Minimum Required Bicycle Parking Spaces [1]

		<u>Long-term Spaces</u>		<u>Short-term Spaces</u>	
<u>Uses</u>	<u>Specific Uses</u>	<u>Standard A</u>	<u>Standard B</u>	<u>Standard A</u>	<u>Standard B</u>
<u>Medical Centers</u>		<u>2, or 1 per 2,700 sq. ft. of net building area</u>	<u>2, or 1 per 5,500 sq. ft. of net building area</u>	<u>2, or 1 per 50,000 sq. ft. of net building area</u>	<u>2, or 1 per 100,000 sq. ft. of net building area</u>
<u>Religious Institutions</u>		<u>2, or 1 per 11,000 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 14,000 sq. ft. of net building area</u>	<u>2, or 1 per 25,000 sq. ft. of net building area</u>
<u>Daycare</u>		<u>2, or 1 per 3,000 sq. ft. of net building area</u>	<u>2, or 1 per 6,000 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 33,000 sq. ft. of net building area</u>
<u>Other Categories</u>					
<u>Aviation and Surface Passenger Terminals</u>		<u>2, or 1 per 4,500 sq. ft. of net building area</u>	<u>2, or 1 per 4,500 sq. ft. of net building area</u>	<u>None</u>	<u>None</u>
<u>Detention Facilities</u>		<u>2, or 1 per 5,000 sq. ft. of net building area</u>	<u>2, or 1 per 5,000 sq. ft. of net building area</u>	<u>None</u>	<u>None</u>

Notes:

[1] Wherever this table indicates two numerical standards, such as “2, or 1 per 3,000 sq. ft. of net building area,” the larger number applies.

[2] Group Living units with restricted tenancy are units that are regulated affordable housing per the Portland Housing Bureau requirements. The applicant must provide a letter from the Portland Housing Bureau certifying that the group living development meets any income restrictions and administrative requirements. The letter is required to 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. The applicant must also execute a covenant with the City that complies with the requirements of Section 33.700.600. The covenant must ensure that the group living use will remain limited to households meeting any income restrictions and administrative requirements of the Portland Housing Bureau.

[3] No long-term bicycle parking is required for a Commercial Parking facility with less than 10 vehicle parking spaces.

Note: Wherever this table indicates two numerical standards, such as “2 or 1 per 3,000 sq. ft. of net building area,” the larger number applies.

Commentary

33.266.210.A. Purpose

This amendment combines all the individual purpose statements from the Bicycle Parking Development Parking Standards Subsections under 33.266.210 into one overarching purpose statement for the Section. This eliminates the need for repetition in separate purpose statements for all bicycle parking, long-term bicycle parking, and short-term bicycle parking.

The Planning and Sustainability Commission, through the amendment process, added a list of types of bicycles to which the bicycle parking standards apply, for clarification.

33.266.210.B. Where these standards apply

This amendment adds language to clarify where each of the Subsections of the Section apply, regarding all bicycle parking standards, long-term bicycle parking and short-term bicycle parking.

33.266.210.C. Standards for all bicycle parking

Portions of this subsection have been moved and reformatted from a later section. New standards have been created as stated in the commentary on the following pages.

33.266.210.C.2. Bicycle racks

The Planning and Sustainability Commission modified the rack standards to clarify that only horizontal racks need to support the bicycle at two points, including the frame.

Through the amendment process, City Council modified the rack standards to ensure that approved racks do not include cable components which are easily defeated by thieves. The code's bicycle rack requirement is intended to ensure that the bicycle rack shape is designed such that a user can secure their bicycle and one wheel to the bike rack using a u-shaped shackle lock. Some inexpensive wall hook racks rely on an attached cable that the user can use to attach the U-lock to the bicycle, wheel, and the metal rack. However, these cables are extremely easy for thieves to cut.

33.266.210 Bicycle Parking Development Standards

- A. Purpose.** These standards ensure that required bicycle parking is designed so people of all ages and abilities can access the bicycle parking and securely lock their bicycle without undue inconvenience. Bicycle parking is in areas that are reasonably safeguarded from theft and accidental damage. The standards allow for a variety of bicycle types, including but not limited to standard bicycles, tricycles, hand cycles, tandems, electric motor assisted cycles and cargo bicycles. Long-term bicycle parking is in secure, weather protected facilities and is intended for building and site occupants, and others who need bicycle parking for several hours or longer. Short-term bicycle parking is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street and is intended for building and site visitors.
- 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.
- C. Standards for all bicycle parking.** The Bureau of Transportation maintains a bicycle parking handbook that includes information on rack standards, siting guidelines and other standards of this code chapter. Long-term and short-term bicycle parking must be provided in lockers or racks that meet the following standards:
1. Bicycle parking area standards. The area devoted to bicycle parking must be hard surfaced.
 2. Bicycle racks. Where bicycle parking is provided in racks, the racks must meet the following standards:
 - a. The rack must be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle;
 - b. If the rack is a horizontal rack, it must support the bicycle at two points, including the frame; and
 - c. The rack must be securely anchored with tamper-resistant hardware.

Commentary

33.266.210.C. Standards for all bicycle parking (continued)

33.266.210.C.3.

Bicycle Parking Space, Maneuvering Area, and Clearance Dimensions and Table 266-7

This amendment adds a new Table 266-7 to show all required minimum dimensions for the various bicycle parking configurations, including depth, width, height, maneuvering area and wall clearances. Table 266-7 includes the standard spacing requirements as well as alternative spacing requirements described below.

33.266.210.C.3.a. Standard Bicycle Parking Spacing Requirements

This amendment maintains the 2 foot by 6 foot bicycle standard spacing but adds a third dimension for height/depth of a bicycle. The 3 feet 4 inch (40 inch) depth measurement is particularly important for vertical bicycle parking racks, since the current code does not address vertical dimensional standards. The standard spacing dimensions are intended to provide the baseline space requirement for a bicycle parking space. This baseline is required for measuring all bicycle parking spaces unless otherwise stated in code.

The amendment also moves the required maneuvering area requirements to this section. The maneuvering area is measured from the end of the depth of bicycle (6 feet if placed horizontally, or 3 feet 4 inches if placed vertically).

Table 266-7 Minimum Dimensions for Bicycle Parking Spaces [1]						
		<u>Bicycle Space Depth</u>	<u>Bicycle Space Width</u>	<u>Bicycle Space Height</u>	<u>Maneuvering Area Width</u>	<u>Clearance to rack from walls</u>
<u>Standard Spacing</u>						
	<u>Standard Bicycle Space</u>	<u>6 ft.</u>	<u>2 ft.</u>	<u>3 ft. 4 in.</u>	<u>5 ft.</u>	<u>2 ft. 6 in.</u>
<u>Alternative Spacing</u>						
	<u>Horizontal: Side by Side</u>	<u>6 ft.</u>	<u>1 ft. 6 in.</u>	<u>3 ft. 4 in.</u>	<u>5 ft.</u>	<u>2 ft. 6 in.</u>
	<u>Horizontal: Wall Attached</u>	<u>6 ft.</u>	<u>2 ft.</u>	<u>3 ft. 4 in.</u>	<u>5 ft.</u>	<u>1 ft.</u>
	<u>Horizontal: Diagonal (45-60 degree)</u>	<u>6 ft.</u>	<u>1 ft. 6 in.</u>	<u>3 ft. 4 in.</u>	<u>5 ft.</u>	<u>3 ft.</u>
	<u>Vertical Spaces [2]</u>	<u>3ft. 4 in.</u>	<u>1 ft. 5 in.</u>	<u>6 ft.</u>	<u>5 ft.</u>	--
	<u>Stacked Spaces [3]</u>	--	<u>1 ft. 5 in.</u>	--	<u>8 ft.</u>	--
	<u>Larger Bicycle Space</u>	<u>10 ft.</u>	<u>3 ft.</u>	<u>3 ft. 4 in.</u>	<u>5 ft.</u>	<u>3 ft.</u>

Notes:

[1] See Figures 266-8 through 266-13

[2] The alternative spacing allowed for vertical bicycle parking spaces requires a minimum vertical stagger of 8 inches between each space.

[3] The alternative spacing allowed for stacked bicycle parking spaces requires a vertical stagger to be included in the manufacturer design.

3. Bicycle Parking Space, Maneuvering Area, and Clearance Dimensions. Bicycle parking spaces, aisles and clearances must meet the minimum dimensions contained in Table 266-7.

a. Standard Bicycle Parking Space Requirements.

(1) The standard required bicycle space is 2 feet wide, 6 feet long and 3 feet 4 inches tall. See Figure 266-8;

(2) There must be at least 5 feet behind all bicycle parking spaces to allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way;

(3) A wall clearance of 2 feet 6 inches must be provided. See Figure 266-9.

Commentary

33.266.210.C. Standards for all bicycle parking (continued)

33.266.210.C.3.

Bicycle Parking Space, Maneuvering Area, and Clearance Dimensions (continued)

33.266.210.C.3.b. Alternative Spacing Requirements

Some bicycle racks stagger the bicycles, eliminating handlebar and pedal conflicts between bicycles and accommodating more bicycle parking spaces in less space than the standard bicycle rack dimensions.

These amendments allow those rack options, providing alternative layouts and dimensional standards to the standard bicycle space found in Table 266-7 and stated in subparagraph 3.a. The following options allow for "space-saving" bike racks that accommodate more bike parking in a smaller area. Many of these alternative horizontal, vertical, and stacked bike parking arrangements have required adjustments or modification to the code in the past. Including a wider variety of bike parking provides flexibility for applicants to use some of these space-saving racks. However, required bike parking must meet either the standard bicycle parking footprint or one of the following exceptions below.

(1) Horizontal Spacing Requirements

These amendments allow narrower spacing requirements and add the following configurations for horizontal rack dimensional standards:

- Side-by-side racks - a minimum of 3 feet between racks
- Diagonal racks - a minimum of 3 feet between racks placed on 45- to 60-degree angle
- Horizontal racks attached to wall must provide a 1-foot clearance between rack and wall

(2) Vertical Bicycle Parking Spacing Requirements

These amendments add the following spatial standards for vertical wall racks:

- Minimum 1 foot 5 inch (17 inch) spacing between each rack space, with a minimum vertical stagger of 8 inches.
- At least 3 feet 4 inches (40 inches) must be provided for the depth of the vertical bicycle parking space, measured from the wall to the required aisle (new dimension of the bicycle footprint).

(3) Stacked Bicycle Parking Spacing Requirements

These amendments add the following spatial standards for stacked, bicycle parking:

- A minimum of 1 foot 5 inch (17 inch) spacing between spaces
- A maneuvering area of 8 feet is required behind the rack.

b. Alternative Spacing Requirements. The following bicycle parking layouts may be provided as an exception to the standard spacing requirements in Subparagraph C.3.a. See Table 266-7 for the alternative spacing dimensions.

(1) Horizontal bicycle parking spaces. Horizontal bicycle parking spaces secure the parked bicycle horizontal to the ground.

- Horizontal: Side by Side. Horizontal bicycle parking that is placed side by side as shown in Figure 266-9 may meet the alternative side by side dimensions in Table 266-7.
- Horizontal: Wall Attached. Horizontal bicycle parking that is attached to the wall as shown in Figure 266-10 may meet the alternative wall attached dimensions in Table 266-7.
- Horizontal: Diagonal. Horizontal bicycle parking that is placed at a diagonal as shown in Figure 266-11 may meet the alternative diagonal, 45-60 degree dimensions in Table 266-7.

(2) Vertical bicycle parking space. Vertical bicycle parking secures the parked bicycle perpendicular to the ground. Vertical bicycle parking that is placed as shown in Figure 266-12 may meet the alternative vertical dimensions in Table 266-7.

(3) Stacked bicycle parking spaces. Stacked bicycle parking are racks that are stacked, one tier on top of another. Bicycles are horizontal when in the final stored position. Stacked bicycle parking that is placed as shown in Figure 266-13 may meet the alternative stacked dimensions in Table 266-7 and the following:

- The rack must include a mechanically-assisted lifting mechanism to mount the bicycle on the top tier.

Commentary

Figures 266-8 through 266-11

New code figures illustrate the various bicycle parking space dimensions.

Figure 266-8
Standard Spacing Requirements

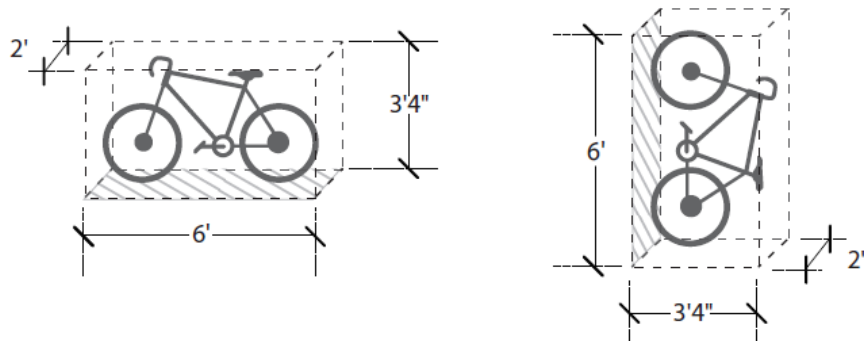


Figure 266-9
Horizontal Spaces: Side-by-Side

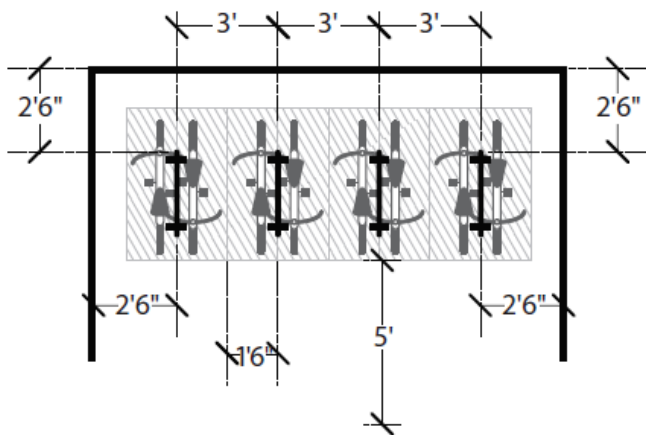


Figure 266-10
Horizontal Spaces: Wall Attached

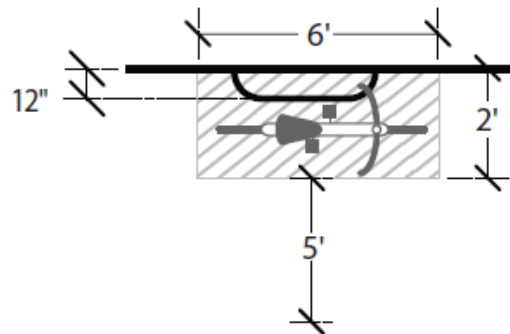
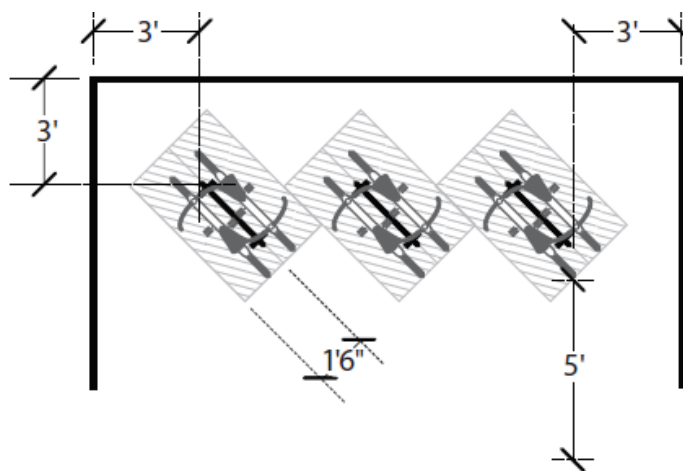


Figure 266-11
Horizontal Spaces: Diagonal (45-60 degree)



Commentary

Figures 266-12 through 266-13

New code figures illustrate the various bicycle parking space dimensions.

Figure 266-12
Vertical Spaces

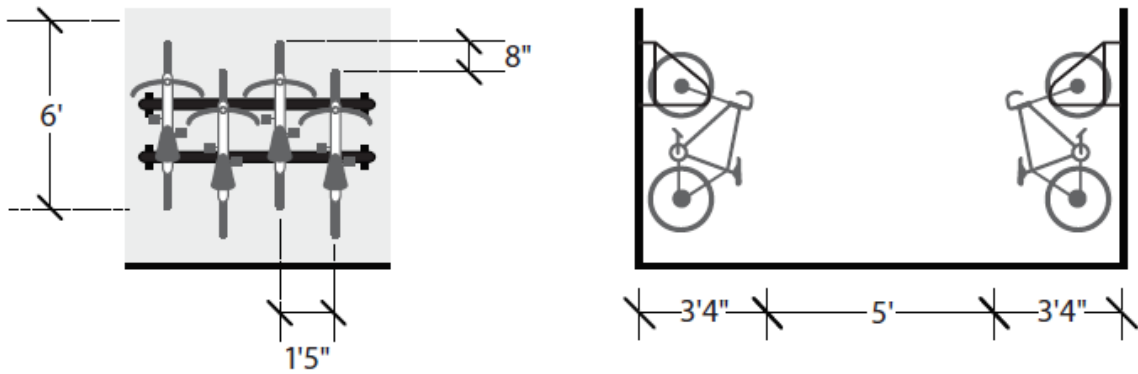


Figure 266-13
Stacked Spaces

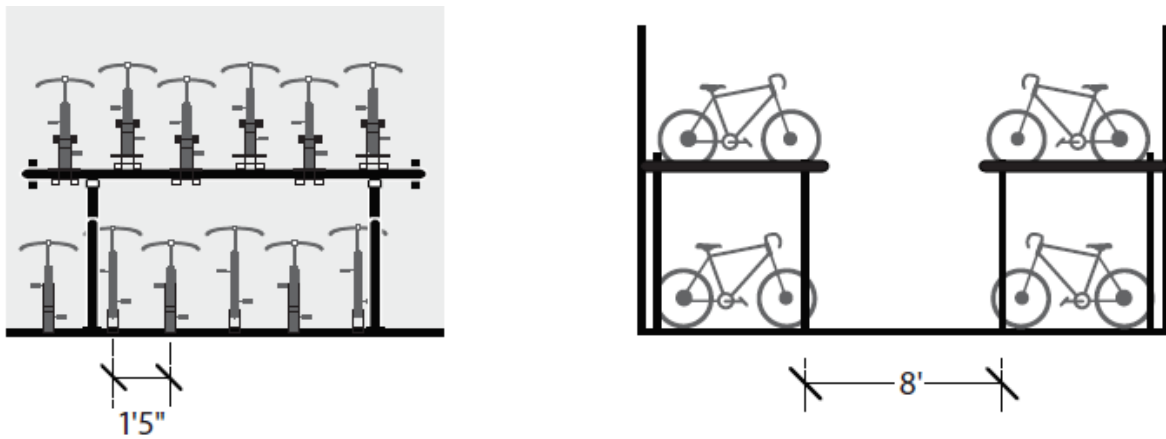
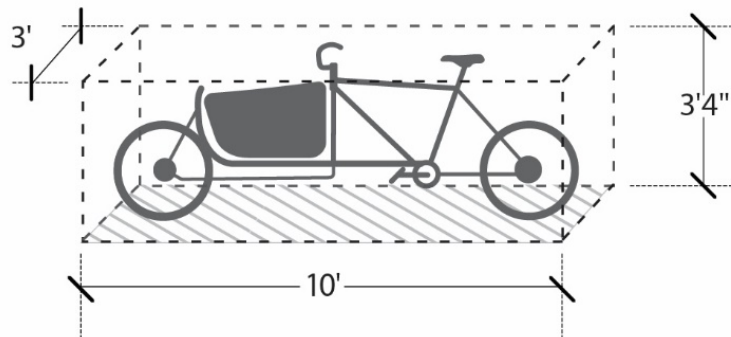


Figure 266-14
Large Bicycle Space



Commentary

33.266.210.C. Standards for all bicycle parking (continued)

33.266.210.C.4. Bicycle lockers

These amendments add specific dimensions for bicycle lockers to set a minimum standard for functionality.

Dimensional standards are provided for triangular locker layouts that allow for two bikes to utilize a single locker space.

Also, a minimum locker height of 3 feet 11 inches (47 inches) is added for all bicycle lockers.

33.266.210.C.5. Signage

No change to existing signage requirements.

33.266.210.C.6. Bicycle parking information in plans

Current code does not require that applicants provide any detail in their applications regarding the types of bicycle racks to be used for a development. These amendments codify the level of detail and information needed for consistent review of required bicycle parking, especially considering the number of alternative and required layouts that are now in the code.

Applicants need to demonstrate compliance with these requirements by submitting specific information with their building or land use permit.

BDS staff currently receives much of this information, but this section adds clarity and consistency regarding what is required.

This approach is similar to how Joint Use Parking (33.266.110) and Environmental Zones (33.430.130) include more detailed documentation to be submitted as part of a building or zoning permit application or land use review.

The City Council amended the proposal to include a requirement that bicycle parking information in plans is required for the building permit or land use permit because of the spatial impacts of bicycle parking requirements bicycle parking layout and locations.

4. Bicycle lockers. Bicycle lockers are fully enclosed and secure bicycle parking spaces.
 - a. The locker must be securely anchored to the ground.
 - b. There must be an aisle at least 5 feet wide behind all bicycle lockers to allow room for bicycle maneuvering.
 - c. Locker Dimensions. All bicycle lockers must meet one of these:
 - (1) The locker space has a minimum depth of 6 feet, with an access door of 2 feet wide and a minimum height of 3 feet 11 inches.
 - (2) A locker space provided in a triangle locker layout for two bicycle parking spaces must have a minimum depth of 6 feet 6 inches; and an access door with a minimum width of 2 feet 6 inches; and a minimum height of 3 feet 11 inches.
5. Signage
 - a. Light rail stations and transit centers. If bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the bicycle parking.
 - b. Other uses. If bicycle parking is not visible from the streets or main building entrances, a sign must be permanently posted at the main entrance indicating the location of the bicycle parking.
6. Bicycle parking information in plans. The following information must be submitted with applications for a building permit or land-use review:
 - a. Location, access route to long-term bicycle parking and number of bicycle parking spaces for short-term and long-term bicycle parking requirements;
 - b. The model or design of the bicycle parking facilities to be installed;
 - c. Dimensions of all aisles and maneuvering areas; and
 - 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.

Commentary

33.266.210.D. Standards for long-term bicycle parking

33.266.210.D.1.a. Location Standards

The amendments regulate the appropriate locations for long-term bicycle parking.

Long-term bicycle parking can be located in one of the following areas:

- Within a building - bicycle parking can be located on the ground floor or other floors of the building if there is elevator access to these other floors.
- On-site - bicycle parking can be located on-site, including in parking areas. On-site bicycle parking may also be located in personal structured parking areas that are dedicated in townhouses or other multi-dwelling buildings. If the bicycle parking is located on-site but outside of the building, then all required long-term bicycle parking spaces must be covered.
- In an area within 300 feet from the site - this option is being maintained from current code so that long-term bicycle parking can be in a location where the closest point is within 300 feet of the development site. This provision is not commonly used, but it provides flexibility for a developer to locate required long-term bicycle parking off-site.

Note: During the comment period, there were a number of questions about how bicycle parking requirements interact with the ground floor active use requirement and the ground floor window requirement. Ground floor active use references the general use categories (retail, office, community service) of the building, while the ground floor window requirements address the "things" that one can look at through the ground floor windows. Under both the Central City Plan District (33.510.220) and the Commercial/ Mixed Use Zones (33.130.230), ground floor windows into bicycle parking areas qualify for up to 25 percent of the ground floor windows coverage requirement.

Therefore, if a two-story office building were proposed, and the ground floor contained the reception desk, conference rooms, storage, bike rooms, and the restrooms, while all the offices and employees were located upstairs, the ground floor active use requirement would be met, in that 100% of the ground floor was dedicated to an active use (office). However, to meet the ground floor window requirements, views into certain types of features would not be allowed. If the window looked into the storage and utility rooms, these would not qualify as active window features. However, up to 25 percent of the required ground floor windows may look into the bicycle parking room.

D. Standards for Long-Term Bicycle Parking.

1. Development Standards. Long-term bicycle parking must be provided in lockers or racks that meet the following standards. Long-term bicycle parking for Schools may choose between (1) or (5) or a combination of those two locations:

a. Location Standards. Long-term bicycle parking may be provided in one or more of the following locations:

(1) Within a building, including on the ground floor or on individual building floors;

(2) On-site, including in parking areas and structured parking;

(3) In an area where the closest point is within 300 feet of the site; or

Commentary

33.266.210.D.1.a. Location Standards (continued)

(4) In a dwelling unit

This amendment lists permissible locations for long-term bicycle parking within a dwelling unit. In-unit parking is often awkwardly placed and easily removed by building managers. Further, placing long-term bike parking requirements within private spaces disaggregates a building-wide resource, that is calculated based on average bike ownership and family size per unit, into private dwelling space. This could result bike parking being in a unit, where the tenant doesn't need it and conversely a tenant that needs bike parking does not have access to necessary bike parking because it is in a different private dwelling unit. Because of these factors, the majority of cities in the United States do not allow bicycle parking spaces in an apartment unit or on a balcony to count toward the required long-term bicycle parking.

On the other hand, requiring all bicycle parking to be outside of the dwelling units has an impact on how space is used in a building, which can increase development costs that may then get passed down to tenants.

The Proposed Draft proposed a 20 percent allowance for in-unit placement of required long-term parking. The Planning and Sustainability Commission amended this allowance to 50 percent, as long as additional design standards are met: 1) the spaces are provided in a dedicated enclosed space and 2) the spaces are located within 15 feet of the front door. The Planning and Sustainability Commission considered the new design requirements necessary to ensure a baseline quality for the in-unit parking, given that so much bike parking would be allowed to be provided in-unit.

The amendment allows racks provided in-unit to be less substantial than previously required. For example, the current standards require a design that allows a u-lock shackle to lock both bicycle frame and one wheel to the rack.

The amendment requires the long-term parking be provided on the ground floor in buildings without elevators. This ensures that people can get their bikes to the required bicycle parking without having to carry them upstairs.

(4) In a residential dwelling unit. Up to 50 percent of 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. Adjustments and modifications to this Subsubparagraph are prohibited.

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

Commentary

33.266.210.D.1.a. Location Standards (continued)

(5) Location standards for Schools

These amendments, and additional school-specific standards under Long-term Bicycle Parking Security Standards and Additional Development Standards, respond to concerns from school district representatives and others that work with students. Long-term bicycle parking is intended to provide convenient, secure and weather-protected facilities for employees and students. In a school setting, students and employees have different needs when it comes to bicycle parking.

A number of the standard security and location requirements create challenges when applied to a school setting. Specifically, secure bicycle rooms are difficult for students to access and locating student bicycle parking any significant distance from school main entrances creates additional barriers to use.

Therefore, this amendment limits the location of long-term school parking to within the building and/or within an area near a main entrance. The proximity to the main entrance is also designed to address bicycle parking security. While this amendment allows the majority of long-term school bicycle parking to be placed outside, it ensures that bicycles are stored in higher-activity areas on site.

(5) For Schools, long-term bicycle parking must be placed where the closest space is within 100 feet of a main entrance.

Commentary

33.266.210.D. Standards for Long-Term Bicycle Parking (continued)

33.266.210.D.1.b. Exceptions

Small site exceptions to in-unit standards

During the Planning and Sustainability Commission deliberations, the Commission adopted an amendment that would allow 100 percent of required long-term bicycle parking to be placed in-unit for sites with up to 12 units. This amendment was intended to address a concern about increased site constraints on small projects. However, the bike parking must meet other long-term requirements, including that upper floor units not accessible by an elevator cannot provide their parking within the unit.

- b. Exceptions. 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.

Commentary

33.266.210.D. Standards for Long-Term Bicycle Parking (continued)

33.266.210.D.1.c. Sites with multiple uses

This amendment requires that all tenants of mixed-use buildings (employees and residents) can access long-term bicycle parking spaces. The bicycle parking can be provided in a common space with restricted access or in multiple separate locations, but all tenants must have access to at least the amount of long-term bicycle parking required for that use category.

d. Covered bicycle parking

The amendments to the covered bicycle parking standards state that 100 percent of long-term bicycle parking must be covered, compared to 50 percent in current code. Additionally, dimensional standards for the cover are added to ensure protection of bicycles from wind-driven rain. A Planning and Sustainability Commission amendment also added language to clarify that the cover for bicycle parking does not need to project on sides with solid walls.

- c. For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed from each use. If bicycle parking is provided in a common area on the site, the area must be accessible for all tenants.
- d. Covered bicycle parking. All long-term bicycle parking must be covered. Where covered bicycle parking is not within a building or locker, the cover must be:
 - (1) Permanent;
 - (2) Impervious; and
 - (3) The cover must project out a minimum of 2 feet beyond the bicycle parking spaces on the portion of the structure that is not enclosed by a wall.

Commentary

33.266.210.D. Standards for long-term bicycle parking (continued)

33.266.210.D.2. Security Standards

Security is one of the Stakeholder Advisory Committee's guiding principles for the bicycle parking code update and a primary issue brought up during community outreach and engagement. Security needs are different in residential buildings than non-residential buildings. In some cases, bicycle parking at a residential building may act more as storage because not everyone uses a bicycle every day.

The amendments provide two sets of security requirements. Long-term bicycle parking for residential uses must be provided in a lockable, restricted access room or enclosure designated primarily for bicycle parking. For all other use categories, bicycle parking must be located in a lockable room or enclosure but does not require that the space be designated for bicycles. For example, this distinction would allow the flexibility of co-locating bicycle parking spaces with staff work areas on upper floors in an office use or in the back-office area of a small retail establishment.

These amendments remove the following options as standalone security provisions because they are easily removed or changed during the life of the building and thus do not provide the necessary security for long-term residential bike parking:

- Within view of an attendant or security guard;
- Within 100 feet of an attendant or security guard;
- In an area that is monitored by a security camera; or
- In an area that is visible from employee work areas.

Finally, this section also includes additional school standards to better meet the needs of students and staff. During outreach, staff heard concerns that while locked enclosures are necessary for adult employees storing their bicycles all day, they can pose a challenge for students to use, particularly given the short time windows when students need access to bicycle parking.

Therefore, the amendment allows up to 90 percent of required bicycle parking to be located outside of a lockable enclosure. These spaces will still need to meet other requirements, such as 100 percent weather protection and located on-site within 100 feet from a main entrance. The remaining 10 percent of parking that must meet the standard security requirements and is intended to serve school staff.

33.266.210.D.2.b. Lighting

These amendments add lighting standards for long-term bicycle parking and access routes. This language is consistent with the lighting requirement under the pedestrian standards section in 33.120.255 and 33.130.240.

2. Security Standards.

a. Long-term bicycle parking must meet the following security standards:

(1) Long-term bicycle parking for residential uses must be provided in one of the following:

- A restricted access, lockable room or enclosure, designated primarily for bicycle parking;
- A bicycle locker; or
- In a residential dwelling unit meeting Subsubparagraph 1.a.(4), above.

(2) Long-term bicycle parking for all other uses must be located in one of the following locations. For Schools, a minimum of 10 percent of bicycle parking must be located in the following:

- A restricted access, lockable room or enclosure; or
- A bicycle locker.

b. All access routes and the bicycle parking spaces must be lighted to a level where the system can be used at night by the employees and residents.

Commentary

33.266.210.D. Standards for Long-Term Bicycle Parking (continued)

33.266.210.D.3. Additional Development Standards

The following amendments set new development standards for bicycle racks to ensure usability for people of all abilities and to accommodate a variety of different types of bicycles.

To reduce the burden on smaller developments, these standards only apply to sites where more than 20 long-term bicycle parking spaces are required.

a. Minimum horizontal bicycle parking spaces

Current code does not distinguish between ground-mounted, horizontal racks and wall-mounted, vertical racks. This has led to the use of exclusively vertical racks in some developments. While vertical racks can be space efficient, they present usability issues for some people and some bicycles. At least 30 percent of required spaces must be in a horizontal rack or on the lower level of a stacked bicycle parking rack to accommodate people who cannot lift a bicycle.

Finally, recognizing that students may have difficulty using vertical or stacked parking, this amendment requires all required outdoor bicycle parking at elementary (K-5) and middle (6-8) schools to be placed horizontally.

b. Parking for larger bicycle footprints

To accommodate larger bikes like cargo bikes, recumbent bikes and bikes with trailers, a minimum of 5 percent of required bicycle parking spaces must accommodate a bicycle footprint of 3 feet by 10 feet and be provided in a horizontal rack. The bicycle parking spaces that fit the larger bicycle footprint standard will also count toward the minimum horizontal bicycle parking spaces.

c. Access to electrical sockets

The use of e-bikes is continuing to grow nationally and in Portland. This amendment requires an electrical outlet near 5 percent of the required bicycle parking spaces to accommodate plug-in electric bikes. This amendment was included in the Discussion Draft and then removed during the Proposed Draft due to logistical issues of checking outlets during Planning and Zoning review. However, the Planning and Sustainability Commission, through the amendment process, restored the amendment, recognizing the growing prevalence of electric bicycles.

3. Additional Development Standards. The following standards apply to sites with more than 20 long-term bicycle parking spaces:
- a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools (K-8), all spaces located outside of the building must be in a horizontal rack.
 - b. Parking for larger bicycle space. At least 5 percent of spaces must accommodate a larger bicycle space, placed in a horizontal rack. These spaces may be included to meet the requirement for Subparagraph D.3.a. See Figure 266-14.
 - c. Electrical outlet requirement. At least 5 percent of spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.

Commentary

33.266.210.E. Standards for short-term bicycle parking

Purpose

The purpose statement for the short-term bicycle parking was combined into the single purposed statement for the Bicycle Parking Development Standards (33.266.210).

Most of the language in this section is the same as existing code, but the number references have changed, therefore this section is entirely underlined.

E. Standards for Short-term Bicycle Parking.

1. Development Standards. Short-term bicycle parking must meet the following standards:

a. Location Standards. Short-term bicycle parking must meet the following location standards:

- (1) On-site, outside a building;**
- (2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and**
- (3) Within the following distances of the main entrance:**
 - **Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. (See Figure 266-15)**
 - **Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. (See Figure 266-16)**
 - **Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings (See Figure 266-17);**
 - **Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:**
 - **Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or**
 - **If the short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.**

Commentary

33.266.210.E. Standards for short-term bicycle parking (continued)

33.266.210.E.1.b. Bicycle Parking Fund

The amendment removes the all-or-nothing aspect of the Short-term Bicycle Parking Fund to allow partial placement of the short-term requirement on-site and the remainder to be paid into the Fund.

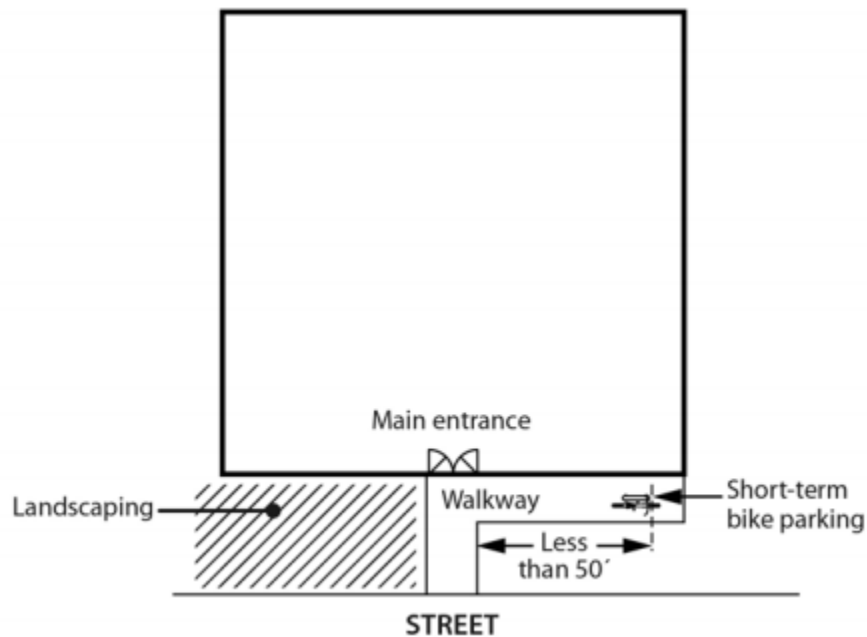
Short-term Bicycle Parking Figures

No changes were made to these figures; however, the Figure Numbers have changed.

b. Bicycle Parking Fund.

- (1) This option may be used if any of the required short-term bicycle parking cannot be provided on site in a way that complies with all of the standards in Subsection C and E. This option may not be used if:
- There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;
 - Those open areas are large enough, separately or in combination, to accommodate all short-term bicycle parking; and
 - The open areas meet the location requirements of Subparagraph E.1.a., above.
- (2) Fund use and administration. The Bicycle Parking Fund is collected and administered by the Bureau of Transportation. The funds collected will be used to install bicycle parking and associated improvements in the right-of-way.

Figure 266-815
Short-term bike parking – one building, one entrance



Commentary

Short-term Bicycle Parking Figures (continued)

No changes were made to these figures; however, the Figure Numbers have changed.

Figure 266-916
Short-term bike parking – one building, multiple entrances

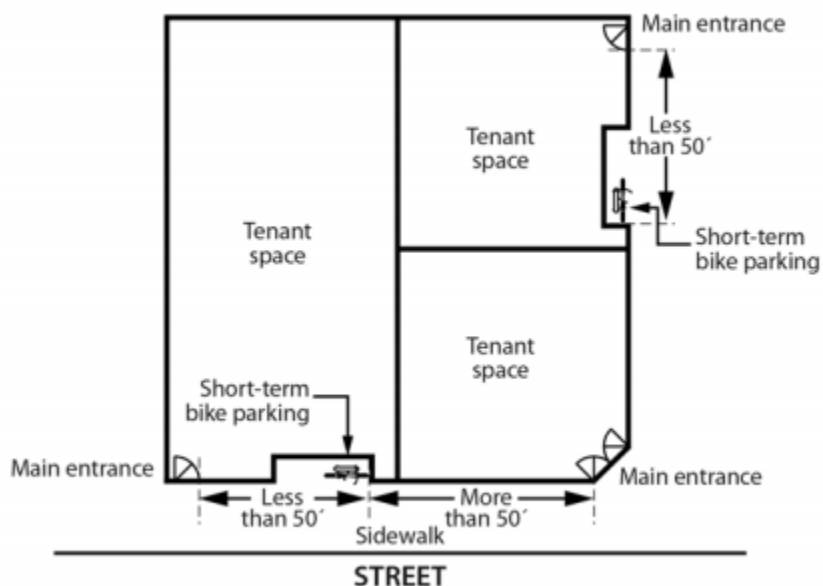
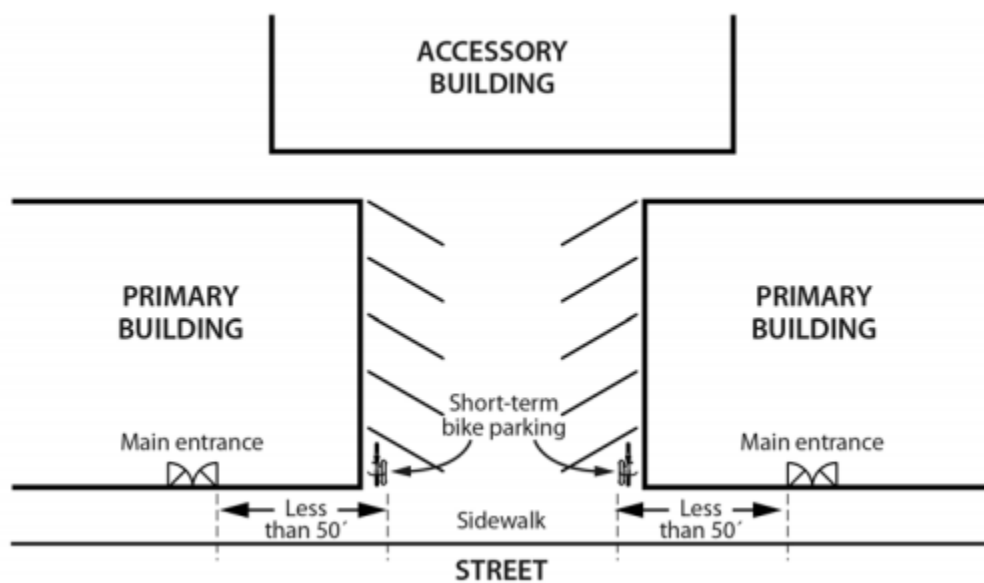


Figure 266-1017
Short-term bike parking – multiple buildings, multiple entrances



Commentary

Strikethrough of Current Code

Due to the changes in the order of this code chapter and the significant changes to the bicycle parking standards, all of the current code is strike through.

33.266.200 Purpose

Bicycle Parking is required for most use categories to encourage the use of bicycle by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

33.266.210 Required Bicycle Parking

A. ~~Number of spaces required.~~

- ~~1. The required minimum number of bicycle parking spaces for each use category is shown on Table 266-6. No bicycle parking is required for uses not listed.~~
- ~~2. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production uses of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the primary use is not listed in Table 266-6, no bicycle parking is required for the accessory use.~~
- ~~3. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.~~

B. ~~Exemptions.~~

- ~~1. No long term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.~~
- ~~2. No bicycle parking is required for a Commercial Parking facility on a surface parking lot in the Central City plan district.~~

33.266.220 Bicycle Parking Standards

A. ~~Short term bicycle parking.~~

- ~~1. Purpose. Short term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.~~
- ~~2. Standards. Required short term bicycle parking must meet the following standards:~~
 - ~~a. Short term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.~~

Commentary

Strikethrough of current code continued

- b. ~~Location Standards. Required short term bicycle parking must meet the following location standards:~~
- ~~(1) Outside a building;~~
 - ~~(2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and~~
 - ~~(3) Within the following distances of the main entrance:~~
 - ~~• Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 500 feet of the main entrance to the building as measured along the most direct pedestrian access route. (See Figure 266-8)~~
 - ~~• Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. (See Figure 266-9)~~
 - ~~• Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings (See Figure 266-110);~~
 - ~~• Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:
 - ~~— Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or~~
 - ~~— If the short term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.~~~~
- c. ~~Bicycle Parking Fund.~~
- ~~(1) This option may be used only if it is not possible to provide all of the required short term bicycle parking on-site in a way that complies with all of the standards in Subsection A and D. This option may not be used if:~~
 - ~~• There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;~~
 - ~~• Those open areas are large enough, separately or in combination, to accommodate all required short term bicycle parking; and~~
 - ~~• The open areas meet the location requirements of D.2., above.~~
 - ~~(2) Fund use and administration. The Bicycle Parking Fund is collected and administered by the Bureau of Transportation. The funds collected will be used to install bicycle parking and associated improvements in the right-of-way.~~
 - ~~(3) This option may not be used if any required short term bicycle parking is provided on-site.~~

Commentary

Strikethrough of current code continued

Table 266-6 Minimum Required Bicycle Parking Spaces			
Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces
Residential Categories			
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units
Group Living		2, or 1 per 20 residents	None
	Dormitory	1 per 8 residents	None
Commercial Categories			
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area
Commercial Parking		10, or 1 per 20 auto spaces	None
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None
Industrial Categories			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None

Commentary

Strikethrough of current code continued

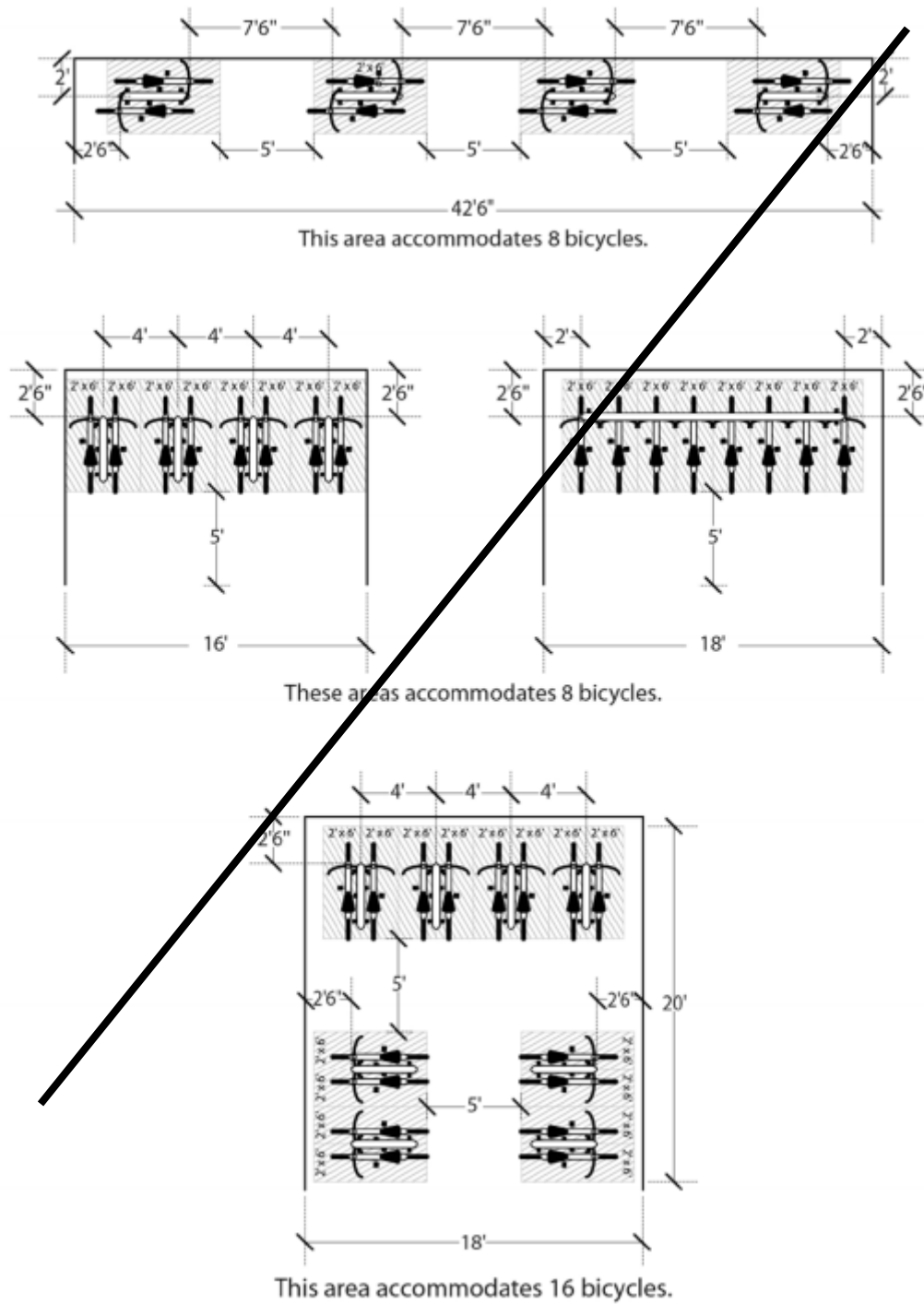
Table 266-6 Minimum Required Bicycle Parking Spaces			
Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces
Institutional Categories			
Basic Utilities	Light rail stations, transit centers	8	None
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 10,000 sq. ft. of net building area
	Park and ride	10, or 5 per acre	None
Parks And Open Areas		Per CU review	Per CU review
Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None
	Grades 6 through 12	4 per classroom, or per CU or IMP review	None
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review
Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
Other Categories			
Aviation And Surface Passenger Terminals, Detention Facilities		Per CU Review	Per CU Review

Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.

Commentary

Strikethrough of current code continued

Figure 266-11
Examples of Bicycle Parking Layouts



Commentary

Strikethrough of current code continued

~~B. Long term bicycle parking.~~

- ~~1. Purpose. Long term bicycle parking provides employees, students, residents, commuters and other who generally stay at a site for several hours, a secure and weather protected place to park bicycles. Although long term parking does not have to be provided on site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.~~
- ~~2. Standards. Required long term bicycle parking must meet the following standards:~~
 - ~~a. Long term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.~~
 - ~~b. Location. Long term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;~~
 - ~~c. Covered Spaces. At least 50 percent of required long term bicycle parking must be covered and meet the standards of Paragraph 33.266.220.C.5., Covered Bicycle Parking; and~~
 - ~~d. Security. To provide security, long term bicycle parking must be in at least one of the following locations:~~
 - ~~(1) In a locked room;~~
 - ~~(2) In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor to ceiling;~~
 - ~~(3) Within view of an attendant or security guard;~~
 - ~~(4) Within 100 feet of an attendant or security guard;~~
 - ~~(5) In an area that is monitored by a security camera; or~~
 - ~~(6) In an area that is visible from employee work areas.~~

~~C. Standards for all bicycle parking.~~

- ~~1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.~~
- ~~2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.~~
- ~~3. Bicycle racks. The Office of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:~~
 - ~~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;~~

Commentary

Strikethrough of current code continued

- b. ~~A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame support so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11; and~~
 - c. ~~The rack must be securely anchored.~~
- 4. ~~Parking and maneuvering areas.~~
 - a. ~~Each required bicycle parking space must be accessible without moving another bicycle;~~
 - b. ~~There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and~~
 - a. ~~The area devoted to bicycle parking must be hard surfaced.~~
- 5. ~~Covered bicycle parking. Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be:~~
 - a. ~~Permanent;~~
 - b. ~~Designed to protect the bicycle from rainfall; and~~
 - c. ~~At least 7 feet above the floor or ground.~~
- 6. ~~Signs.~~
 - a. ~~Light rail stations and transit centers. If required bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the parking;~~
 - b. ~~Other uses. For uses other than light rail stations and transit centers, if required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.~~
- 7. ~~Use of required parking spaces.~~
 - a. ~~Required short-term bicycle parking spaces must be available for shoppers, customers, messengers, and other visitors to the site.~~
 - b. ~~Required long-term bicycle parking spaces must be available for employees, students, residents, commuters, and others who stay at the site for several hours.~~

Commentary

Chapter 33.120 Multi-Dwelling Zones

33.120.280 Detached Accessory Structures

This amendment adds covered bicycle parking to the list of examples for detached covered accessory structures.

33.120.280 Detached Accessory Structures

- A. [no change]
- B. [no change]
- C. Detached covered accessory structures. Detached covered accessory structures are items such as garages, greenhouse, artist's studios, guest houses, accessory dwelling units, laundry or community buildings, storage buildings, covered bicycle parking, wood sheds, water collection cisterns, and covered decks or patios. The following apply to all detached covered accessory buildings. Garages are also subject to the standards of 33.120.283.

Commentary

Chapter 33.130 Commercial/Mixed-Use Zones

33.130.205 Floor Area Ratio

This amendment adds long-term bicycle parking to the existing FAR (floor area ratio) exemption for structured parking in commercial/mixed use zones. Any long-term bicycle parking spaces provided within the building is exempt from FAR similar to the exemption for structured parking. The maximum floor area that can be exempt for both of these types of parking is 0.5 to 1 FAR.

The City Council amended the proposal to specify that the FAR exemption is for the bicycle parking rooms and not individual bicycle spaces provided in a dwelling unit. The previous Recommended Draft code language could have been interpreted such that FAR exemption applies to all dedicated bicycle parking space, including those 2' x 6' spaces located in-dwelling unit. This was not advised due to the labor required to calculate this level of detail.

Note: The Better Housing by Design project proposes to include a corresponding FAR exemption for long-term bicycle parking in development in multi-dwelling zones.

33.130.205 Floor Area Ratio

- A. [no change]
- B. **FAR standard.** The maximum floor area ratios are stated in Table 130-2 and apply to all uses and developments. Additional floor area may be allowed through bonus options, as described in Section 33.130.212, or transferred from historic resources per Subsection C. Except in the CR zone, floor area for structured parking and required long-term bicycle parking not located in a dwelling unit, up to a maximum FAR of 0.5 to 1, is not calculated as part of the FAR for the site. Adjustments to the maximum floor area ratios are prohibited.
- C. [no change]

Commentary

33.130.265 Detached Accessory Structures

This amendment adds covered bicycle parking to the list of examples for detached covered accessory structures.

33.130.265 Detached Accessory Structures

- A.** [no change]
- B.** [no change]
- C. Setbacks.**
 - 1. [no change]
 - 2. Covered structures.
 - a. Covered structures such as storage buildings, greenhouses, covered bicycle parking, and work sheds are subject to the setbacks for buildings.

Commentary

Chapter 33.229 Elderly and Disabled High Density Housing

33.229.040 Design Standards

The bicycle parking amount for Elderly and Disabled Housing is being included in the updated Table 266-6. This separate reference in this chapter is not necessary and this amendment removes the reference.

33.229.040 Design Standards

C. Parking and passenger loading.

1. [no change]
2. Bicycle Parking. The project must meet the bicycle parking requirements of Chapter 33.266, Parking and Loading.
 - ~~a.~~
 - ~~b. Exception. The minimum required long term bicycle parking for units restricted by covenant is one space for every eight units.~~
3. [no change]

Commentary

Chapter 33.258 Nonconforming Development

33.258.070

Under current code, if a site with nonconforming development makes improvements above a financial threshold, then the development must be brought closer to current standards. This includes bringing short- and long-term bicycle parking up to code. However, there are two exemptions to the standard. If a development does not have accessory surface parking or if the development is within the Central City or Lloyd District, then only short-term bicycle parking must be brought up to code standard.

33.258.070.D.2.a. Thresholds triggering compliance.

City Council increased the threshold to trigger improvements to non-conforming development from current level of \$168,550 to \$300,000.

The increase in dollar amount allows a greater number of smaller alterations to be reviewed without triggering requests for additional information about site features that may not currently match code minimums including bike parking. These requests can often delay the processing of the permits and can add costs to small scale alterations. The dollar increase can improve efficiency in permit processing, while still ensuring that larger alterations bring their non-conforming development up to code.

33.258.070 Nonconforming Development

A-C. [No change.]

D. Development that must be brought into conformance.

1. [no change]
 - a. [no change]
 - b. [no change]
 - c. Bicycle parking by upgrading existing bicycle parking and providing additional spaces in order to comply with 33.266.2200 and 33.266.210;
2. Nonconforming development with an existing nonconforming use, allowed use, limited use, or conditional use. Nonconforming development associated with an existing nonconforming use, an allowed use, a limited use, or a conditional use, must meet the requirements stated below. When alterations are made that are over the threshold of Subparagraph D.2.a., the site must be brought into conformance with the development standards listed in Subparagraph D.2.b. The value of the alterations is based on the entire project, not individual building permits.
 - a. Thresholds triggering compliance. The standards of Subparagraph D.2.b., below, must be met when the value of the proposed alterations on the site, as determined by BDS, is more than ~~\$168,550~~ \$300,000. The following alterations and improvements do not count toward the threshold:

(1)-(9) [No change]

Commentary

Chapter 33.258 Nonconforming Development

33.258.070.D.2.b(3) Standards which must be met

The current code results in insufficient provision of new bicycle parking, especially in areas like the Central City, where Portland has a very high bicycle mode split. The amendments in this section remove the exemption for developments within the Central City or Lloyd District but maintain the exemption for developments without accessory surface parking, since those projects would have to repurpose existing building area to comply. Note that most Central City sites may still meet the exemption since they don't have accessory surface parking lots.

In addition, the amended code requires projects that meet the threshold of a major remodel to upgrade both required short-term and long-term bicycle parking to current standards. As defined below, major remodels are large scale renovations or additions to a building that are more likely to include revisions to site and floor plans that can incorporate bike parking.

Definition of major remodel (33.910): Projects where the floor area is being increased by 50 percent or more, or where the cost of the remodeling is greater than the assessed value of the existing improvements on the site. Assessed value is the value shown on the applicable county assessment and taxation records for the current year.

A number of examples in code list where the major remodel definition is used as a threshold to apply standards, including but not limited to the following:

- 33.130.282: The large-site pedestrian connectivity standard applies to major remodels if the site is over 5 acres (i.e., higher any nonconforming upgrade threshold).
- 33.229.010 and 33.229.030: The elderly housing bonuses and standards are only available for new development and major remodeling projects.
- 33.292.020: The superblock requirements get triggered for major remodels that also have certain requirements.
- 33.510.211 Central City Plan District requires a shadow study for major remodeling projects that increases building height above 100 feet on certain sites along the Park Blocks.
- 33.510.223 Central City Plan District bird-safe glazing requirements apply to a major remodel that is also altering at least 75 percent of the façade.
- 33.510.225 Central City Plan District ground floor active use standards apply to major remodels on certain street frontages.

- b. Standards which must be met. Development not complying with the development standards listed below must be brought into conformance or receive an adjustment.
- (1) [no change]
 - (2) [no change]
 - (3) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 33.266.2200, Bicycle Parking as follows:
 - Major remodeling projects must meet the standards for all bicycle parking;
 - Sites with accessory surface parking must meet the standards for all bicycle parking;
 - In all other situations, the amounts and standards ~~Sites that do not have accessory surface parking or are inside the Central City Core Area or Lloyd District, as shown on Map 510-8, are not required to meet this standard for long-term bicycle parking, but are required to meet this standard~~ for short-term bicycle parking must be met.
- c. [No change]

Commentary

33.258.070.D.c-d.

The following changes reflect other locations in code where the nonconforming development dollar threshold is referenced. See Commentary on page 96.

- d. Timing and cost of required improvements. The applicant may choose one of the following options for making the required improvements:
- (1) [No change]
 - (2) Option 2. Under Option 2, the required improvements may be made over several years, based on the compliance period identified in Table 258-1. However, by the end of the compliance period, the site must be brought fully into compliance with the standards listed in Subparagraph D.2.b. When this option is chosen, the following applies:
 - Before a building permit is issued, the applicant must submit the following to BDS:
 - Application. An application, including a Nonconforming Development Assessment, which identifies in writing and on a site plan, all development that does not meet the standards listed in subparagraph D.2.b.
 - Covenant. The City-approved covenant, which is available in the Development Services Center, is required. The covenant identifies development on the site that does not meet the standards listed in subparagraph D.2.b, and requires the owner to bring that development fully into compliance with this Title. The covenant also specifies the date by which the owner will bring the nonconforming development into full compliance. The date must be within the compliance periods set out in Table 258-1. The covenant must be recorded as specified in Subsection 33.700.060.B.
 - The nonconforming development identified in the Nonconforming Development Assessment must be brought into full conformance with the requirements of this Title that are in effect on the date when the permit application is submitted. The compliance period begins when a building permit is issued for alterations to the site of more than ~~\$168,550~~\$300,000. The compliance periods are based on the size of the site. The compliance periods are identified in Table 258-1.
 - By the end of the compliance period, the applicant or owner must request that the site be certified by BDS as in compliance with the standards listed in Subparagraph D.2.b. on the date when the permit application was submitted. A permit documenting full conformance with these standards is required and must receive final inspection approval prior to BDS certification.
 - If certification is requested by the end of the compliance period and BDS certifies the site as in compliance, a two-year grace period begins. The grace period begins at the end of the compliance period, even if BDS certifies the site before the end of the compliance period. During the grace period, no upgrades to nonconforming development are required.
 - If certification is not requested, or if the site is not fully in conformance by the end of the compliance period, no additional building permits will be issued until the site is certified.

Commentary

- If the regulations referred to by Subparagraph D.2.b, or in D.2.b itself, are amended after the Nonconforming Development Assessment is received by BDS, and those amendments result in development on the site that was not addressed by the Assessment becoming nonconforming, the applicant must, at the end of the grace period, address the new nonconforming development using Option 1 or Option 2. If the applicant chooses Option 2, a separate Nonconforming Development Assessment, covenant, and compliance period will be required for the new nonconforming development.

E.-G. [No change]

Commentary

Chapter 33.266 Parking, Loading, And Transportation And Parking Management

33.266.110.D. - Exceptions to the minimum number of parking spaces

This amendment adds an exception to the minimum number of parking spaces to allow required vehicle parking areas to be converted to bicycle parking to accommodate required bicycle parking minimums.

Current code allows a number of exceptions to the minimum required parking spaces if developments include items that are beneficial to overall livability: tree preservation, transit-oriented plazas, carshare spaces and bikeshare stations. This amendment is also consistent with 33.266.130.G.3.e., which allows the amount of required vehicle parking to be reduced by the amount needed to accommodate the minimum interior parking lot landscaping required by current code.

This amendment was added as "c", so the remainder of the current exemptions are renumbered.

Note: Title 33 defines "parking area" and "parking space" in terms of motor vehicles:

- Parking area. A parking area is all the area devoted to the standing, maneuvering, and circulation of motor vehicles. Parking areas do not include driveways or areas devoted exclusively to non-passenger loading.
- Parking space. A space designed to provide standard area for a motor vehicle.

33.266 Parking, Loading, And Transportation And Parking Demand Management

266

33.266.110.D

D. Exceptions to the minimum number of parking spaces. The minimum number of required parking spaces may be reduced as follows

1. [no change]
2. Other exceptions. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this Paragraph. The 50 percent limit applies cumulatively to all exceptions in this Paragraph:
 - a. [no change]
 - b. Replacement of parking areas with non-required bicycle parking. Bicycle parking may substitute for up to 25 percent of required parking spaces. For every 5 non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.
 - c. Replacement of existing parking areas with required bicycle parking. Existing required parking spaces may be converted to bicycle parking to accommodate required bicycle parking minimums. The amount of parking spaces required is reduced by the amount needed to accommodate the minimum bicycle parking required.
 - d. [no change]
 - e. [no change]
 - f. [no change]
 - g. [no change]

Commentary

Chapter 33.281 Schools and School Sites

33.281.050.A.3

This amendment adds bicycle parking to the list of exterior improvements that are exempt from the 1,500 square foot limit for work allowed without a conditional use review.

33.281.050.A

- A. Allowed.** Alterations to the site that meet all of the following are allowed without a conditional use review
1. [no change]
 2. [no change]
 3. Increases of exterior improvement areas up to 1,500 square feet. Fences, handicap access ramps, on-site pedestrian circulation systems, Community Gardens, Market Gardens, bicycle parking, and increases allowed by Paragraphs A.5 and A.8 are exempt from this limitation;
 4. [no change]
 5. [no change]
 6. [no change]
 7. [no change]
 8. [no change]

Commentary

33.440.230 Landscaping

This is a change to the nonconforming development upgrade threshold. See commentary related to 33.258.070 Nonconforming Development on pg. 98.

33.440.230 Landscaping

A.-C. [No change]

D. Exception for sites with an existing nonconforming use, allowed use, limited use, or conditional use. The regulations of this subsection apply to sites with an existing nonconforming use, an allowed use, a limited use, or a conditional use. When alterations are made to a site that does not meet the standards of this section, and the alterations are over the threshold of Paragraph D.1, below, the site must be brought into conformance with the development standards listed in Subsections A, B, and C, above. The value of the alterations is based on the entire project, not individual building permits. The cost of the upgrades required by this chapter may be counted toward the cost of upgrades required by Subsection 33.258.070.D. However, the upgrades required by this chapter must be completed first.

1. Thresholds triggering compliance. The standards of Subsections A, B, and C must be met when the value of the proposed alterations on the site, as determined by BDS, is more than ~~\$168,550~~\$300,000. Alterations and improvements stated in 33.258.070.D.2.a do not count toward the threshold.

2.-3. [No change]

Commentary

Chapter 33.510 Central City Plan District

33.510.251 Additional Standards in the South Waterfront Subdistrict

This amendment was added by the Planning and Sustainability Commission to remove the 110 percent bicycle parking requirement in South Waterfront subdistrict. The Planning and Sustainability Commission felt that there was no justifiable reason to hold this subdistrict to a higher rate than all areas of the City given the increases to the minimum required amounts in Table 266-6.

33.510.251 Additional Standards in the South Waterfront Subdistrict

Sites in the South Waterfront subdistrict must meet the following standards.

- A. [no change]
- B. [no change]
- C. **Locker rooms and additional bicycle parking.**
 - 1. [no change]
 - 2. [no change]
 - 3. [no change]
 - 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.~~

Commentary

Chapter 33.510.251 Additional Standards in the South Waterfront Subdistrict

This amendment was added by the Planning and Sustainability Commission to allow the existing, heavily-used, uncovered OHSU bike valet to count towards future code requirements, subject to a set of standards that cap the number of spaces, require minimum open hours and require the area to be monitored by an attendant. To ensure that these standards are maintained, a covenant will need to be recorded at the time that future development triggers the need for these spaces to count toward their required bicycle parking.

4. **Exception for existing long-term bicycle parking.**

- 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.
- 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.
- 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:
 - (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.

Commentary

33.510.253.D Required South Waterfront Greenway Improvements

This is a change to the nonconforming development upgrade threshold. See commentary related to 33.258.070 Nonconforming Development on page 96.

33.510.253 Greenway Overlay Zone in South Waterfront Subdistrict

A.-C. [No change]

D. Required South Waterfront Greenway improvements. Adjustments and modifications to this subsection are prohibited.

1. Required landscaping.

- a. When development on the site, or alterations to structures, the site, or rights-of-way are made, and BDS determines that the value of the proposed alterations on the site is more than ~~\$168,550~~ \$300,000, the site must be brought into conformance with the landscape requirements of Paragraph E.5.f. that apply to subareas 2 and 3 of the South Waterfront Greenway Area. The value of the alterations is based on the entire project, not individual building permits. It is the responsibility of the applicant to document the value of the required improvements.

The following alterations and improvements do not count toward the dollar threshold of this subsection:

(1)-(5) [No change]

b.-c. [No change]

2.-5. [No change]

E.-F. [No change]

Commentary

33.510.261.G.- Preservation Parking and 33.510.261.I.

This amendment removes the references to bicycle parking in this chapter to clean up the multiple, sometimes conflicting references to bicycle parking requirements. The update to Table 266-6 addresses the required bicycle parking amounts for Commercial Parking, and the regulations do not need to be repeated under the Central City Plan District Chapter.

33.510.261.G

- G. Preservation Parking.** The regulations of this subsection apply to Preservation Parking. Adjustments to this subsection are prohibited.

1. [no change]
2. [no change]
3. [no change]
4. [no change]
5. ~~Bicycle parking. Preservation Parking facilities must provide 1 long term bicycle parking spaces for every 14 motor vehicle parking spaces.~~

33.510.261.I

- I. All parking built after (insert effective date).** The regulations of this subsection apply to all new parking regardless of type.

1. [no change]
2. [no change]
3. [no change]
4. [no change]
5. [no change]
6. [no change]
7. ~~Bicycle parking. Bicycle parking is regulated by Chapter 33.266, Parking and Loading. For most types of development, bicycle parking requirements are based on the primary use, such as Office or Retail Sales And Service. For Commercial Parking, which includes Visitor Parking, bicycle parking is based on the number of motor vehicle parking spaces. There are additional bicycle parking requirements for Preservation Parking, see Paragraph G.5.~~

Commentary

Chapter 33.515.278 Development Standards

This is a change to the nonconforming development upgrade threshold. See commentary related to 33.258.070 Nonconforming Development on page 98.

33.515.278 Development Standards

- A. [No change]
- B. Land uses, land divisions, and activities within an environmental zone must meet the following standards:
 - 1.-16. [No change]
 - 17. Nonconforming situations
 - a. Required improvements.
 - (1) Paved areas in Environmental Overlay Zones. When the value of proposed alterations on the site, as determined by BDS, is more than ~~\$168,550~~\$300,000, paved areas that do not meet plan district regulations must be removed from environmental zoned areas. The value of the alterations is based on the entire project, not individual building permits.
 - (2)-(3) [No change]
 - b.-d. [No change]
 - 18. [No change]

Commentary

Chapter 33.555 Marquam Hill Plan District

This amendment was added by the Planning and Sustainability Commission to allow the existing, heavily- used, uncovered OHSU bike valet to count towards future code requirements. See the commentary for 33.510.251 on page 106 for additional information.

33.555.295 Existing Bicycle Parking

- 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.
- 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.
- 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:
1. The bicycle parking is located in the South Waterfront subdistrict of the Central City plan district as of March 1, 2020;
 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.

Commentary

Chapter 33.815 Conditional Uses

33.815.040.B.1.d

This amendment adds bicycle parking to the list of exterior improvements that are exempt from the 1,500 square foot limit for work allowed without a conditional use review.

33.815.040.B

- B. Proposals that alter the development of an existing conditional use.** Alterations to the development on a site with an existing conditional use may be allowed, require an adjustment, modification, or require a conditional use review, as follows:
1. Conditional use review not required. A conditional use review is not required for alterations to the site that comply with Subparagraphs a through f. All other alterations are subject to Paragraph 2, below. Alterations to development are allowed by right provided the proposal:
 - a. [no change]
 - b. [no change]
 - c. [no change]
 - d. Does not increase the exterior improvement area by more than 1,500 square feet. Fences, handicap access ramps, ~~and~~ on-site pedestrian circulation systems, ground mounted solar panels, Community Gardens, Market Gardens, bicycle parking, and parking space increases allowed by 33.815.040.B.1.f, below, are exempt from this limitation;
 - e. [no change]
 - f. [no change]

Section IV: City Council Ordinances

Ordinance No. 189784 As Amended

Update bicycle parking regulations and amend fee schedule for Land Use Services (Ordinance; amend Title 33, Planning and Zoning)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. The *Bicycle Parking Code Update Project – Recommended Draft* (Exhibit A) amends Title 33 to update the existing requirements for bicycle parking (33.266.200) to ensure new construction provides adequate, secure and convenient short- and long-term bicycle parking.
2. Community involvement conducted for the Bicycle Parking Code Update Project is outlined in the *Bicycle Parking Code Update Project – Recommended Draft Appendices* (Exhibit C).
3. On December 12, 2018, the Bureau of Planning and Sustainability published the *Bicycle Parking Code Update – Proposed Draft* for review by the public and the Portland Planning and Sustainability Commission.
4. On December 17, 2018, notice of the proposed action was submitted to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-018-0020 and ORS 197.610.
5. On December 17, 2018, notice of the proposal and the public hearings before the Planning and Sustainability Commission was mailed to all neighborhood associations, neighborhood coalitions, and business associations in the city of Portland, as well as other interested persons, as required by PCC 33.740.
6. On January 22, 2019 the Planning and Sustainability Commission held a public hearing on the *Bicycle Parking Code Update Project - Proposed Draft*, and testimony was received. The Planning and Sustainability Commission held work sessions on February 11 and 26, 2019 to address issues raised in testimony. The Commission voted to make several amendments to the proposal, and then voted to recommend approval of the amendments to Title 33 of the *Bicycle Parking Code Update – Proposed Draft*, as amended by the Commission, to City Council for adoption.

7. On October 2, 2019, the Bureau of Planning and Sustainability published the Planning and Sustainability Commission's *Bicycle Parking Code Update – Recommended Draft* (Exhibit A).
8. On October 14, 2019 notice of the November 13, 2019 City Council hearing on the *Bicycle Parking Code Update– Recommended Draft* was mailed to those who presented testimony orally or in writing to the Planning and Sustainability Commission and provided a name and address, and those who asked for notice.
9. The Finding of Facts Report, attached as Exhibit B, includes additional findings demonstrating consistency with the Statewide Planning Goals, Metro Urban Growth Management Functional Plan, and the City of Portland 2035 Comprehensive Plan.
10. BDS has determined that the Bicycle Parking Code Update results in more complex code, thereby increasing plan review workload and associated expenses.
11. BDS has further determined that an increase to the Land Use Services Plan Check fee of \$0.11 per \$1,000 valuation will cover the costs of administering the additional workload requirements outlined in this ordinance. The fee change will be incorporated into the "Land Use Services Fee Schedule," as outlined in Exhibit D.

NOW, THEREFORE, the Council directs:

- a. Amend Title 33, Planning and Zoning, as shown in Exhibit A, *Bicycle Parking Code Update Project, Recommended Draft*, dated May 2019.
- b. Adopt the commentary and discussion in Exhibit A, *Bicycle Parking Code Update - Recommended Draft*, dated May 2019, as findings and legislative intent.
- c. Adopt Exhibit B as findings and legislative intent.
- d. Amend the Land Use Services Fee Schedule to increase the Plan Check fee for Commercial and Residential to \$2.23 per \$1,000 valuation as shown in Exhibit D. This directive is binding city policy.


Section 2. If any section, subsection, sentence, clause, phrase, diagram, designation, or drawing contained in this Ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram, designation, and drawing thereof, regardless of the fact that any one or more sections, subsections,

sentences, clauses, phrases, diagrams, designations, or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Section 3. The directives of this ordinance will take effect on March 1, 2020

Passed by the Council: DEC 04 2019

Mayor Ted Wheeler
Prepared by: Liz Hormann
Date Prepared: October 16, 2019

Mary Hull Caballero
Auditor of the City of Portland
By 
Deputy

1048 - 1061
1104
Agenda No.
ORDINANCE NO.

Title

189734 As Amended

Amend Title 33 to update the bicycle parking regulations and amend fee schedule for Land Use Services (Ordinance; Amend Title 33), Planning and Zoning)

INTRODUCED BY Commissioner/Auditor: Wheeler
COMMISSIONER APPROVAL
Mayor—Finance & Administration - Wheeler
Position 1/Utilities - Fritz
Position 2/Works - Fish
Position 3/Affairs - Hardesty
Position 4/Safety - Eudaly
BUREAU APPROVAL
Bureau: Planning and Sustainability Bureau Head: Andrea Durbin
Prepared by: Liz Hormann Date Prepared: October 17, 2019
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input type="checkbox"/>
City Auditor Office Approval: required for Code Ordinances
City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter
Council Meeting Date November 13, 2019

C

AS Amended

IV 05 2019

ull Caballero
e City of Portland

By:

[Signature]
Deputy

ACTION TAKEN:

**Continued to November 20, 2019
at 11:20 AM Time Certain**

NOV 13 2019

**Passed to Second Reading December 4, 2019
at 11:05 a.m. Time Certain As Amended**

NOV 20 2019

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> Start time: 2:00 pm Total amount of time needed: 2 hours (for presentation, testimony and discussion)
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	2. Fish	<input checked="" type="checkbox"/>	
3. Hardesty	3. Hardesty	<input type="checkbox"/>	<input type="checkbox"/>
4. Eudaly	4. Eudaly	<input checked="" type="checkbox"/>	
Wheeler	Wheeler	<input checked="" type="checkbox"/>	

Ordinance No.

189735

Establish standards for bicycle parking for certain City funded affordable housing projects designed but not yet permitted (Ordinance)

The City of Portland Ordains:

Section 1. The Council finds:

1. The City is adopting amendments to Title 33 to update the existing requirements for bicycle parking (33.266.200 and 33.266.210) to ensure new construction provides adequate, secure and convenient short- and long-term bicycle parking.
2. There are eighteen new construction and rehabilitation residential housing projects that are guaranteed to be affordable under guidelines established by the United States Department of Housing and Urban Development to households earning no more than 60 percent of the area median income for rental projects or no more than 100 percent of the area median income for home-ownership projects, for a period of at least 60 years and that are either owned by the Portland Housing Bureau or have received a financial award commitment from the Portland Housing Bureau that are identified on the attached Exhibit B.
3. The identified projects received Portland Housing Bureau funding commitments based on development costs established under existing bicycle parking regulations in PCC 33.266.200 and 33.266.210. However, because these projects have not yet filed land use review, building, or development permit applications they are not vested under the existing regulations and in the absence of this Ordinance would be subject instead to the new construction requirements established by Council amendments to those chapters.
4. Exhibit A represents the bicycle parking standards that these projects used in determining development cost and that will be the applicable requirements for the final construction pursuant to Portland Housing Bureau financial award commitment letters.
5. Applying the updated requirements for bicycle parking to the projects in Exhibit B would create gaps in financing that would require a reduction in the number of affordable housing units currently in design and development, or in additional financial subsidy in order to move projects into construction. This could delay or prevent the delivery of these housing units to the community.
6. In order to be eligible for application of the Exhibit A requirements, developers of the projects identified in Exhibit B shall request and receive from the Portland Housing Bureau a letter of eligibility that it will be required to submit with its land

use review application or permit applications, which must be filed on or before June 30, 2022 in order for the projects to be subject to the Exhibit A requirements. Projects that do not meet this deadline will be subject to then current Title 33 bicycle requirements.

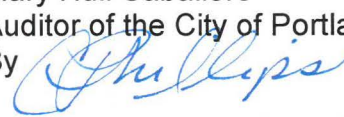
NOW, THEREFORE, the Council directs:

- a. Adoption of the bicycle parking standards set forth in attached Exhibit A for application to the residential housing projects identified on Exhibit B for which PHB issues letters of eligibility and which timely submit land use review or permit applications by June 30, 2022.

Section 2. The directives of this ordinance will take effect on March 1, 2020.

Passed by the Council: DEC 04 2019

Commissioner Chloe Eudaly
Prepared by: Liz Hormann
Date Prepared: October 29, 2019

Mary Hull Caballero
Auditor of the City of Portland
By 
Deputy

~~1049~~ ~~1062~~

Agenda No. **1105**
Ordinance NO.
Title

189735

✓ Establish standards for bicycle parking for certain City funded affordable housing projects designed but not yet permitted (Ordinance)

<p>INTRODUCED BY Commissioner/Auditor: Chloe Eudaly</p> <hr/> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly</p> <hr/> <p>BUREAU APPROVAL</p> <p>Bureau: PBOT Group: PPP Group Manager: Art Pearce <i>AP</i> Director: Chris Warner <i>CW</i></p> <p>Prepared by: Liz Hormann; CB Supervisor: Steve Hoyt-McBeth Date Prepared: November 1, 2019</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan <i>AK</i></p> <p>Council Meeting Date November 13, 2019</p>	<p>CLERK USE: DATE FILED <u>NOV 05 2019</u></p> <hr/> <p style="text-align: right;">Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u><i>[Signature]</i></u> Deputy</p> <p>ACTION TAKEN:</p> <p>NOV 13 2019 Continued to November 20, 2019 at 11:20 AM Time Certain</p> <p>NOV 20 2019 PASSED TO SECOND READING DEC 04 2019 AT 11:05 AM TIME CERTAIN</p>
---	--

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> <i>10 10</i></p> <p>Start time: 2:00 pm</p> <p>Total amount of time needed: 10 Min (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Hardesty	3. Hardesty	<u> </u>	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

Exhibit A - Bicycle Parking Standards

Bicycle Parking**33.266.200 Purpose**

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

33.266.210 Required Bicycle Parking**A. Number of spaces required.**

1. The required minimum number of bicycle parking spaces for each use category is shown on Table 266-6. No bicycle parking is required for uses not listed.
2. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the primary use is not listed in Table 266-6, no bicycle parking is required for the accessory use.
3. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

B. Exemptions.

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
2. No bicycle parking is required for a Commercial Parking facility on a surface parking lot in the Central City plan district.

33.266.220 Bicycle Parking Standards

A. Short-term bicycle parking.

1. Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.
2. Standards. Required short-term bicycle parking must meet the following standards:
 - a. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.
 - b. Location. Short-term bicycle parking must be:
 - (1) Outside a building;
 - (2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
 - (3) Within the following distances of the main entrance:
 - Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 266-8;
 - Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. See Figure 266-9;
 - Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 266-10;
 - Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:
 - Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
 - If the short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.
 - c. Bicycle Parking Fund.
 - (1) This option may be used only if it is not possible to provide all of the required short-term bicycle parking on site in a way that complies with all of the standards in A.2.b. This option may not be used if:

- There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;
 - Those open areas are large enough, separately or in combination, to accommodate all required short-term bicycle parking; and
 - The open areas meet the locational requirements of A.2.b.
- (2) Fund use and administration. The Bicycle Parking Fund is collected and administered by the Office of Transportation. The funds collected will be used to install bicycle parking and associated improvements in the right-of-way.
- (3) This option may not be used if any required short-term bicycle parking is provided on site.

Table 266-6 Minimum Required Bicycle Parking Spaces			
Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces
Residential Categories			
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units
Group Living		2, or 1 per 20 residents	None
	Dormitory	1 per 8 residents	None
Commercial Categories			
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area
Commercial Parking		10, or 1 per 20 auto spaces	None
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None
Industrial Categories			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None

Table 266-6 Minimum Required Bicycle Parking Spaces			
Institutional Categories			
Basic Utilities	Light rail stations, transit centers	8	None
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 10,000 sq. ft. of net building area
	Park and ride	10, or 5 per acre	None
Parks And Open Areas		Per CU review	Per CU review
Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None
	Grades 6 through 12	4 per classroom, or per CU or IMP review	None
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review
Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
Other Categories			
Aviation And Surface Passenger Terminals, Detention Facilities		Per CU Review	Per CU Review

Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.

Figure 266-8
Short-term bike parking – one building, one entrance

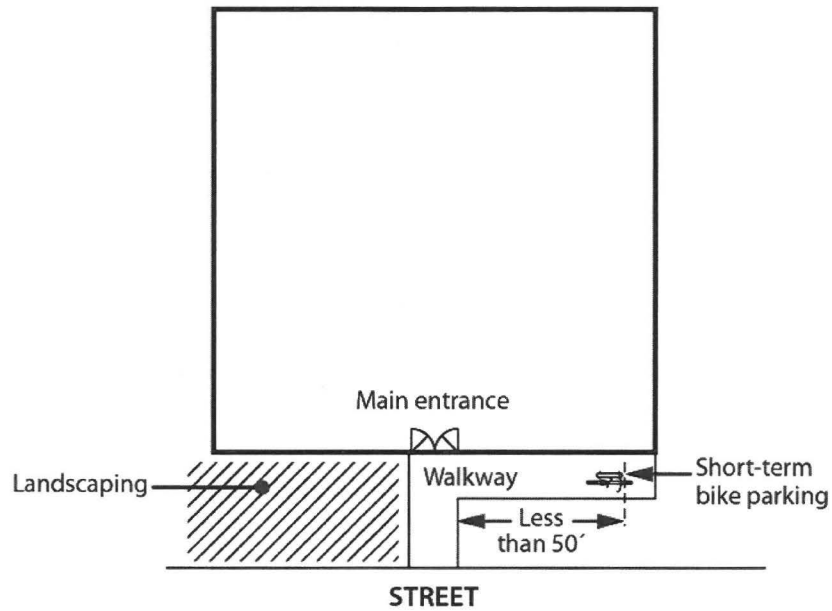


Figure 266-9
Short-term bike parking – one building, multiple entrances

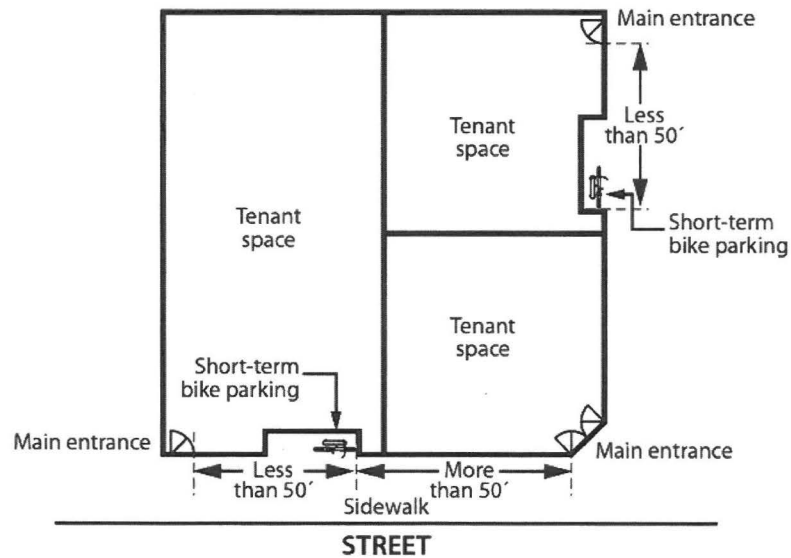


Figure 266-10
Short-term bike parking – multiple buildings, multiple entrances

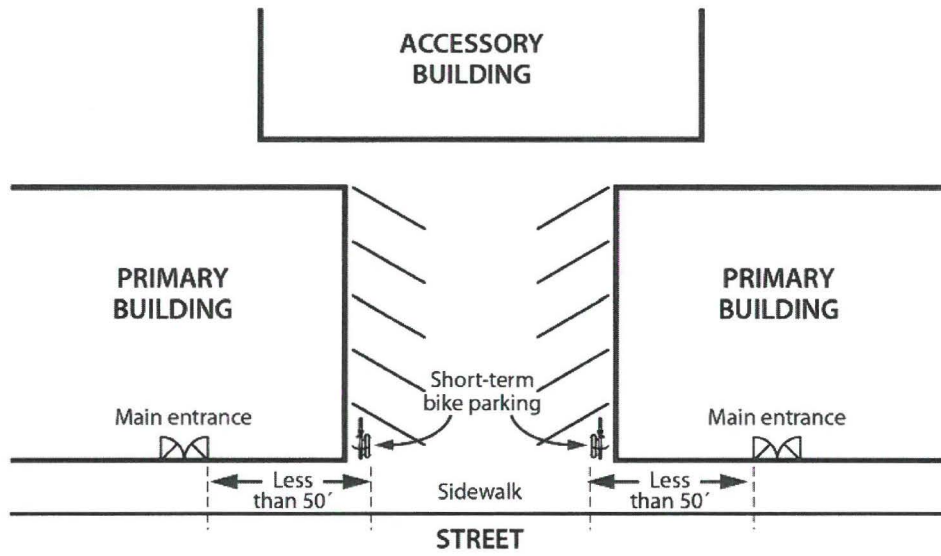
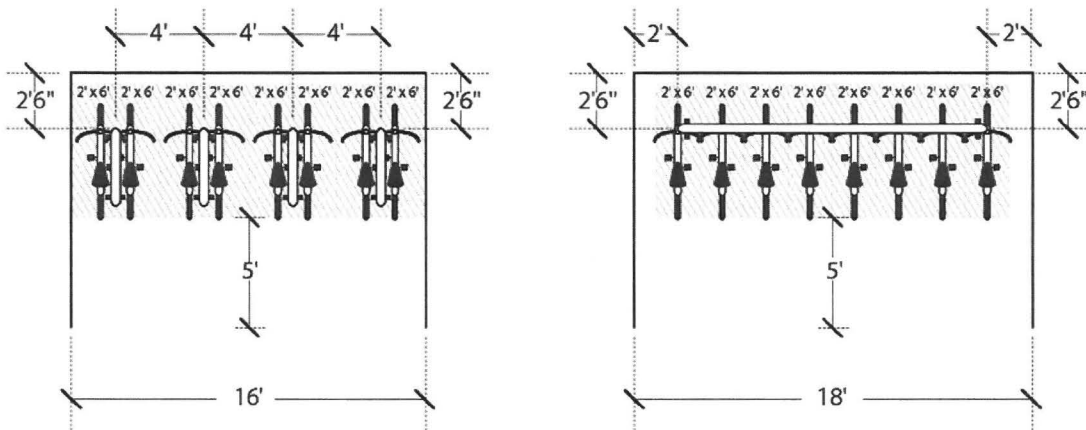
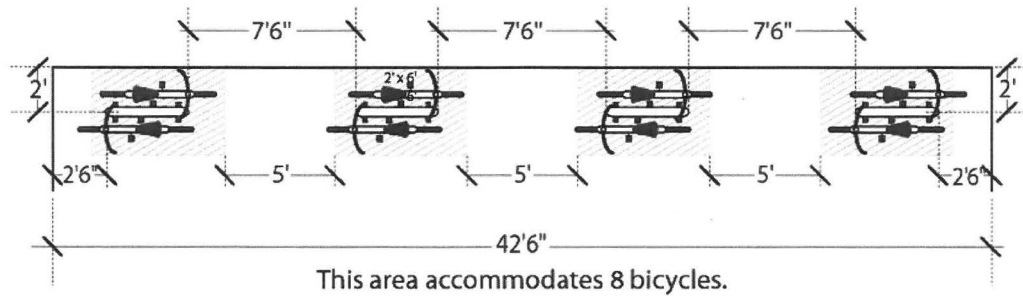
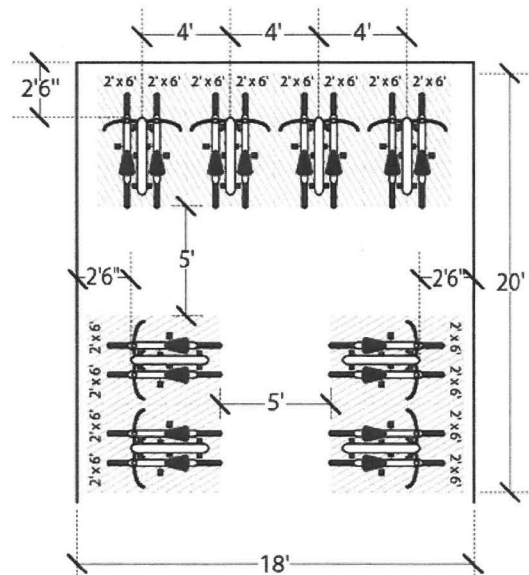


Figure 266-11
Examples of Bicycle Parking Layouts



These areas accommodates 8 bicycles.



B. Long-term bicycle parking.

1. Purpose. Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.
2. Standards. Required long-term bicycle parking must meet the following standards:
 - a. Long-term bicycle parking must be provided in racks or lockers that meet the standards of Subsection 33.266.220.C;
 - b. Location. Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;
 - c. Covered Spaces. At least 50 percent of required long-term bicycle parking must be covered and meet the standards of Paragraph 33.266.220.C.5, Covered Bicycle Parking; and
 - d. Security. To provide security, long-term bicycle parking must be in at least one of the following locations:
 - (1) In a locked room;
 - (2) In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;
 - (3) Within view of an attendant or security guard;
 - (4) Within 100 feet of an attendant or security guard;
 - (5) In an area that is monitored by a security camera; or
 - (6) In an area that is visible from employee work areas.

C. Standards for all bicycle parking.

1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
3. Bicycle racks. The Office of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - 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;
 - b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11; and

- c. The rack must be securely anchored.
- 4. Parking and maneuvering areas.
 - a. Each required bicycle parking space must be accessible without moving another bicycle;
 - b. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
 - c. The area devoted to bicycle parking must be hard surfaced.
- 5. Covered bicycle parking. Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be:
 - a. Permanent;
 - b. Designed to protect the bicycle from rainfall; and
 - c. At least 7 feet above the floor or ground.
- 6. Signs.
 - a. Light rail stations and transit centers. If required bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the parking.
 - b. Other uses. For uses other than light rail stations and transit centers, if required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.
- 7. Use of required parking spaces.
 - a. Required short-term bicycle parking spaces must be available for shoppers, customers, messengers, and other visitors to the site.
 - b. Required long-term bicycle parking spaces must be available for employees, students, residents, commuters, and others who stay at the site for several hours.

Exhibit B – Project List

Project	Location
3000 Powell	3000 SE Powell
115 AT DIVISION	11514 and 11518 SE Division
The Susan Emmons	1727 NW Hoyt Street
Anna Mann	1021 NE 33rd Avenue
Arbor Glen	2609 SE 145th Ave
Cathedral Village	8614 N Crawford
Division Street Apartments	11332 SE Division
Findley Commons	5415 SE Powell
Garden Park	136th SE and Powell
Joyce Hotel	322 SW 11th Ave
Kilpatrick Townhomes	1408 N Kilpatrick St
Las Adelitas	N Killingsworth and Cully
Medford	506 NW 5th Ave
NE Prescott	5827 NE Prescott
Powellhurst Place	5403 and 5413 SE 122nd
Stark Street	16015 SE Stark Street
Westwind	333 NW 6th
Fairfield	1117 SW Stark St