

Bicycle Parking Code Update - Issue Matrix - Discussion Draft

	Issue	Current Code	SAC Recommendation Report/ In-House Draft Proposal	Comment (during In-House Draft)	Response	New Text (for Discussion Draft)
Amount of Bicycle Parking						
1	Geographic Tiers	Tiers are only applied to Multi-Dwelling Use Category; with Central City having a different rate than the rest of the city.	Expand a tiering system to all use categories. The two tiers are based on adopted Pattern Areas and Bicycle Districts.	Complexity of conveying which sites are subject to differing tiers.	PBOT and BPS are working on a formal map, including a layer to be included in MapWorks/ Portland Maps for ease of review and so applicants can determine which tier their project is in.	
2	Amount of Required Bicycle Parking	With the exception of the multi-dwelling use category, the majority of the long-term required amounts have not been adjusted in nearly 20 years.	Update to all the required amounts of long- and short-term bicycle parking. Staff used a data driven formula based on data points, like average square footage per employee (long-term rates); visitation rates (short-term rates); and target bicycle mode split rates.			
Standards for All Bicycle Parking						
3	Rack Standards	Ability to use a U-lock; support of frame; rack must be securely anchored.	Clarify that a bicycle rack must support a bicycle at two points, including the frame, and the rack must be securely anchored with tamper resistant hardware.			
4	Bicycle Footprint	2 foot by 6 foot bicycle footprint	Maintain the 2 foot by 6 foot bicycle footprint, and add a third dimension for height/ depth of a bicycle of 40 inches. This depth measurement is particularly important for vertical bicycle parking.			
5	Horizontal Spacing Requirements	Horizontal Racks that are placed parallel to each other, must be placed 4 feet apart to maintain bicycle footprint.	Allow other options for horizontal rack dimensional standards to match the requirements of PBOT's bike parking in the right-of-way guidelines. Allow for closer rack spacing based on configurations.			
6	Vertical Spacing Requirements	No spatial standards for vertical racks.	Add detail for spacing requirements for vertical bicycle parking: - Minimum 17-inch spacing between each rack space, with a minimum vertical stagger of 8-inches. - At least 40 inches must be provided for the depth of the parking space (measured from wall to the start of the required aisle). - A minimum of 7 feet of vertical clearance from floor to ceiling.			
7	Stacked Spacing Requirements	No spatial standards for stacked racks.	Add detail for spacing requirements for stacked bicycle parking: - A minimum of 17-inch spacing between spaces, with a vertical stagger. - A minimum of 8.5 feet of vertical clearance is needed between the floor and ceiling. - The upper tier must provide at least 4.5 feet of headroom clearance above the floor.			
8	Bicycle Lockers	Bicycle lockers must be securely anchored.	Add dimensional standards for triangular locker layouts. Add a minimum bicycle locker height requirement of 47 inches for all bicycle lockers.			
9	Accessible Route	No requirement	Long-term bicycle parking must be in a location that can be reached by an accessible route.	Look for an alternative to accessible route for reaching short and long-term bicycle parking. Planners are not able to technically review something for ADA compliance. Acknowledge this is in today's code, but it is not implemented literally.	Staff have removed the term "accessible route" and instead described the intent that a user should not have to lift their bicycle over steps or curbs to access the long-term bicycle parking area.	Access to bicycle parking must be by a route that does not require the lifting of a bicycle over any obstacles, including stairs, steps or curbs.
10	Bicycle Parking Information in Plans	No requirement	Codify the level of detail and information needed for consistent review of required bicycle parking.			
Standards for Long-term Bicycle Parking						

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11	Location Standards	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.	<p>Maintain the provision of 300 feet from the site.</p> <p>Add additional details of where on a site, long-term bicycle parking can be located:</p> <ul style="list-style-type: none"> - On the ground floor - On-site, including auto parking area - On the individual building floors 	<p>There was some confusion with the wording, and why on the ground floor and on individual floors were separated.</p>	<p>Re-work the list to provide additional clarity and flexibility that within a building the bicycle parking can be located on the ground floor or on individual floors (if it meets the accessibility requirements).</p> <p>Add in the detail about bicycle parking in underground parking areas.</p> <p>Maintain the provision that long-term bicycle parking can be located 300 feet from the site.</p>	<p>Long-term bicycle parking can be located in one of the following locations:</p> <ul style="list-style-type: none"> - Within the building, including on the ground floor or on individual building floors - On-site, including the parking areas; but if located in underground parking areas then the bicycle parking must be located on the level closest to the ground floor of the building. - Within 300 feet of the site
12	In-unit Standards	All required long-term bicycle parking can be placed in dwelling units, as long as a 2x6 foot space is provided with a rack that is able to be locked to, and has a 5 foot aisle behind the bike parking space.	<p>In a dwelling unit, based on the following standards:</p> <ul style="list-style-type: none"> - A maximum of 20% of total required bicycle parking spaces may be provided in a residential dwelling unit - Be provided in a rack and accommodate a 2 foot by 6 foot bicycle footprint, with a 40 inch depth measurement and provides an aisle of 5 feet behind the space for maneuvering - The rack <u>does not</u> have to be designed such that a u-lock shackle can lock both bicycle frame and one wheel to the rack - No more than one required long-term bicycle parking space can be accommodated per dwelling unit - The bicycle rack must be located within 15 feet of the front door of the dwelling unit 	<p>The 15 foot requirement is too prescriptive. There are many unit configurations where this would not make sense. Allow developers/ architects flexibility in programming of the unit.</p>	<p>Staff are removing the 15-foot requirement.</p>	<p>In a dwelling unit, based on the following standards (modifications and adjustments are not permitted to this section):</p> <ul style="list-style-type: none"> - A maximum of 20% of total required bicycle parking spaces may be provided in a residential dwelling unit - Be provided in a rack and accommodate a 2 foot by 6 foot bicycle footprint, with a 40 inch depth measurement and provides an aisle of 5 feet behind the space for maneuvering - The rack does not have to be designed such that a u-lock shackle can lock both bicycle frame and one wheel to the rack - No more than one required long-term bicycle parking space can be accommodated per dwelling unit
13	Sites with Multiple Primary Uses	No requirement	<p>For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed by each use. If bicycle parking is provided in a commonly shared secure area on the site, then access to that area must be accessible for all tenants.</p>			
14	Access Ramp Requirement	No requirement	<p>For sites that provide the required long-term bicycle parking in an underground parking area, the access ramp can have no more than a 10% grade.</p>	<p>Requiring a ramp with a slope of 10 percent or less is ideal, but often not practical. It seems like there should be some alternatives or flexibility to encourage this option. 10 percent slope requirement can also interfere with PBOT driveway entrance standards.</p>	<p>Staff are removing the ramp grade requirement, but adding detail into the location section that if long-term bicycle parking is located in underground parking areas then the bicycle parking must be located on the level closest to the ground floor of the building.</p>	<p>REMOVED - see long-term bicycle parking location section where the following was added: "if bicycle parking is located in underground parking areas then the bicycle parking must be located on the level closest to the ground floor of the building."</p>
15	Weather Protection/ Covered Bicycle Parking	<p>At least 50% of required long-term bicycle parking must be covered and meet the following:</p> <ul style="list-style-type: none"> - permanent covering - designed to protect the bicycle from rainfall - At least 7 feet above the floor or the ground 	<p>100% must be covered. Cover must be:</p> <ul style="list-style-type: none"> - Permanent - Impervious - The dimensions of the cover must project out a minimum of 2 feet beyond the bicycle footprint of the required spaces. 			

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16	Security Standards	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.	Remove most of the currently allowed security standards as standalone provisions, and require the following for security. Separate security requirements for residential uses and other uses. For residential uses, must be provided in one of the following: - A lockable room or enclosure, designated for bicycle parking, and is accessible only to the owners of the bicycles parked within; - A bicycle locker; or - In a residential unit, per standards For all other uses, must be provided in one of the following: - A lockable room or enclosure; or - A bicycle locker.	1. Confusion as to why there were different standards for residential uses and other uses. 2. For other uses, recommend deleting the requirement that it be in a lockable room or enclosure. This is not reasonable for small offices, where having it visible to employees is fine. Smaller developments that may have secured entry into their building and have bikes locked in a hallway or area of the lobby. Some offices may also be able to provide their secure parking right in their office along a wall. Perhaps another threshold could be used for this criteria?	Security of long-term bicycle parking has been raised as one of the primary issues from the stakeholder group and feedback in initial survey work. For smaller offices, the bicycle parking can be located in a lockable shared use room, like a storage room. But it must have restricted access and be lockable.	Long-term bicycle parking must be located in one of the following: - A restricted access, lockable room or enclosure designated primarily for bicycle parking; - A bicycle locker; or - In a residential unit, per standards under the location section
17	Lighting Standards	No requirement	All access routes and, the bicycle parking spaces must be lighted to a level so that employees and residents can use the system at night (same as the pedestrian circulation standards).			
18	Minimum required horizontal	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 30% of required spaces must be in horizontal rack, or on the lower level of a stacked bicycle parking rack.			
19	Parking for larger bicycle footprint	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 5% of required spaces must allow for a larger bicycle footprint of 3 feet by 10 feet, paced in a horizontal rack, and can be counted as part of the 30% requirement for horizontal bicycle parking spaces.			
20	E-bikes	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 5% of required spaces must be located within 4-feet from an electrical outlet. For purposes of this regulation, the measurement is measured from the edge of the rack. Electrical outlets must be placed on the floor or wall within 3 feet of the floor.	Eliminate this regulation. It is overly prescriptive and can be handled by market/owners.	Staff removed some of the specificity, but are maintaining the requirement for electrical outlets. Only 1 electrical outlet is required for 20 spaces, which was deemed appropriate and in line with other cities.	For sites with more than 20 long-term bicycle parking spaces - at least 5% of required spaces must have a power outlet accessible to horizontal bicycle parking spaces.
Standards for Short-term Bicycle Parking						
21	No major changes made to the Short-term Bicycle Parking Section					
Other Code Chapters						
22	33.130 Commercial/ Mixed Use Zones - FAR	Structured parking is exempted from the FAR at a certain rate.	Include long-term bicycle parking space, that is provided outside the unit, in the exemption form FAR at a similar rate as structured parking in Commercial/ Mixed Use zones.	This should apply to the Multi-Dwelling Zones as well.	Include long-term bicycle parking space, that is provided outside the unit, in the exemption form FAR at a similar rate as structured parking in commercial/ mixed use zones to the multi-dwelling zones (33.120). The one caveat, is that the changes to the Multi-Dwelling Zones are still going through PSC, so this will depend on whether that code project maintains the FAR exemption for structured parking.	Required long-term bicycle parking provided in a restricted access, lockable room or enclosure designated primarily for bicycle parking, up to a maximum FAR of 0.5 to 1, is not calculated as par to the FAR for the site.

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23	33.229 Elderly and Disabled High Density Housing - Bicycle Parking	Included amount of required long-term bicycle parking spaces; 1 space for every 8 units.	The updated table 266-6 includes covenant based elderly housing, so removing separate requirement amount in this chapter.			
24	33.258 Nonconforming Development	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 standard for short-term bicycle parking.	Nonconforming development that meets the definition of major remodel are required to bring both short- and long-term bicycle parking up to current code standards. Remove the exemption for sites within Central City.	A lot of confusion around how this section was written and some concern around feasibility.	Staff revised this section for clarity.	b. Standards which must be met. Development not complying with the development standards listed below must be brought into conformance or receive an adjustment. (3) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 33.266.220, subject to the following: - Major remodeling projects must meet the standards for long-term and short-term bicycle parking; - Sites with surface parking must meet the standards for long-term and short-term bicycle parking; - In all other situations, the standards for short-term bicycle parking must be met.
25	33.266.110 Exceptions to minimum number of parking spaces	No requirement	N/A	Current code allows a number of exemptions to the minimum required parking spaces if developments include items that are beneficial to overall livability - should bicycle parking be included in this.	Staff included exception for bicycle parking.	Allow required vehicle parking areas to be converted to accommodate required bicycle parking minimums.
26	33.510 Central City Plan District	References to required amounts of bicycle parking.	Remove references to bicycle parking, because the updated table 266-6 address the necessary amounts for Commercial Parking and not need to be repeated in the separate chapter.			