



Portland Housing Bureau

Mayor Ted Wheeler • Director Shannon Callahan

Project Overview: Bike Parking Code Update, Portland Bureau of Transportation

Timeline: (as of December 31)

Proposal currently in the Planning and Sustainability Commission legislative stage

- Project briefing *January 8 12:30pm*
- Public hearing* *January 22 5pm*
- Commissioner work session *February 12 12:30pm*

**Deadline for submitting testimony is January 22nd*

Key changes:

- Adjusts the current geographic boundaries that are used to determine the required amounts of short and long-term bicycle parking. This results in an overall increase in future bike parking spaces.
- Reduces the amount of bike parking that may be provided within dwelling units. Proposal focuses on providing most bike parking within bike cages.
- Makes a significant amount of technical changes to placement of bike racks (both in and out of dwelling units), types allowed, spacing, security, etc.

Following conversations with PHB staff and affordable housing providers, PBOT has included additional flexibility for affordable housing developments as reflected in the following policies:

- Developments with 50% or more units at 60% MFI, the long-term in-unit bike parking limit is 50%
 - Current code allows 100% of long-term bike parking to be located within the units
 - Proposed code limits in-unit parking to 20%
- Developments with 10 dwelling units or less and 50% of units restricted at 100% MFI, the long-term in-unit parking limit is 100%
 - Current code allows 100% of long-term bike parking to be located within the units
 - Proposed code limits in-unit parking to 20%
 - This adjustment is intended to support smaller multi-family homeownership developments
- Lowered long-term bike parking requirement for income restricted developments where dwelling units share kitchen facilities
 - Created through a new sub-category under the main Group Living category