

# Bicycle Parking Code Update Project



*PHAC Presentation*

*October 1, 2019*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Code Update is the result of significant community involvement



Stakeholder Advisory Committee



Online Open House



Presentations and Conversations



Apartment Community Survey  
369 Responses



Site Visits and Case Studies  
19 apartment buildings  
6 office buildings



Discussion Draft Online Survey  
463 total comments

**Discussion Draft**



**Proposed Draft**



**Recommended Draft**



**Adopted Plan**



Public comment period  
August – October 2018

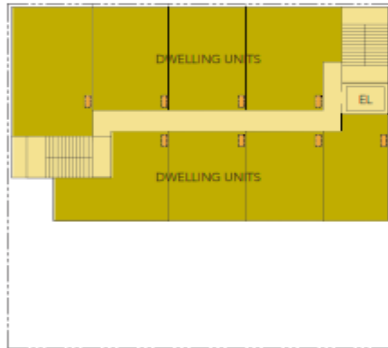
Submitted to PSC in  
December 2018

Will go to City Council in  
Fall 2019

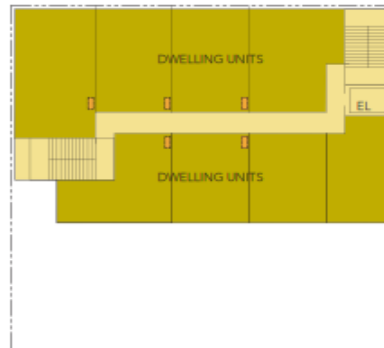
Effective date  
proposed as  
March 2020

# Ensure code does not result in reduction of habitable space - Spatial & Economic Analysis

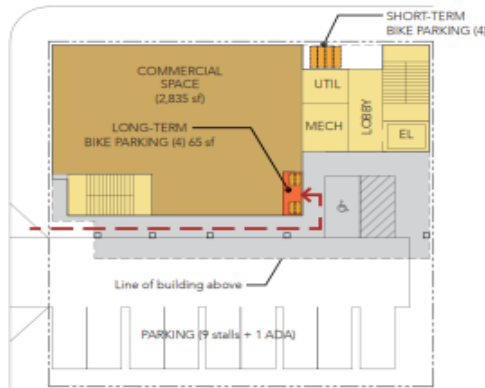
May 4, 2018



LEVELS 2 & 3 (6,000 sf / 8 units each level)



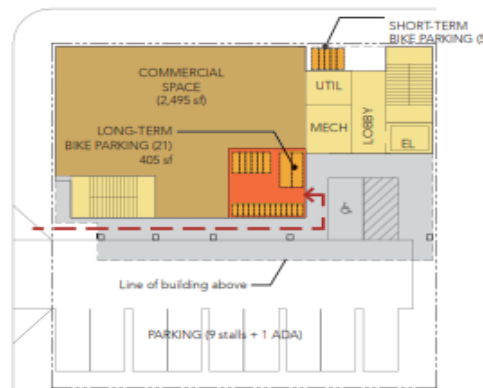
LEVELS 2 & 3 (6,000 sf / 8 units each level)



GROUND LEVEL (4,000 sf)

## CURRENT CODE (1A)

Building Area: 16,000 sf  
Area of Uses: 2,835 sf commercial / 13,100 residential



GROUND LEVEL (4,000 sf)

## PROPOSED CODE (1B)

Building Area: 16,000 sf  
Area of Uses: 2,495 sf commercial / 13,100 residential

## OPTION 1

### Mixed-Use: 3 stories on 10,000 sf lot

#### ASSUMPTIONS

- Site is outside the Central City Plan District, but within Inner Pattern Area
- Speculative development project financially driven by residential units
- Site is close to transit, and does not include affordable housing
- No parking required; nominal amount of efficient parking included for marketability
- Both scenarios maximize long-term bike parking within dwelling units
- Commercial tenants unlikely to be known at time of design
- Conservative bike parking ratios for commercial ensures flexibility

#### IMPACTS

- Ground level bike room has minimal impact on commercial space

#### OPPORTUNITIES

- Eliminating vehicle parking stalls could accommodate long term bikes without any impact on rentable area
- Stacked bike parking could reduce long-term storage by 28 sf

#### BUILDING SUMMARY

Site area: 10,000 sf (100'x100')  
Zoning: Commercial mixed-use  
Building coverage: 6,000 sf (60%)  
Building area (total): 16,000 sf (1.6:1 FAR)  
Building height: 3 stories  
Dwelling units: 16  
Minimum Vehicle Parking: none

#### BICYCLE PARKING

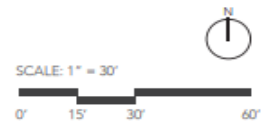
	Current Code	Proposed Code
Short-term comm.	2*	3 (2,495 sf ÷ 1,000 = 2.5)*
Short-term res.	2	2
<b>Short-term total</b>	<b>4</b>	<b>5</b>
Long-term comm.	2*	2 (2,495 + 1,800 = 1.4)*
Long-term res.	18 (16 un x 1.1 = 17.6)	24 (16 un x 1.5 = 24)
<b>Long-term total</b>	<b>20</b>	<b>26</b>
Long-term vert (in-unit)	16	5 (max. 20% of req'd)
Long-term vertical	4	13
Long-term horiz		6
Long-term horiz (lg bike)		2 (min. 5%)
Long-term horiz (lg bike)		2 (min. 5%)

NOTE: long-term horiz (6) + lg bike (2) = 8 (min. 30% of total)

\* most conservative rate used to ensure flexibility in use for ground level

## LEGEND

- Bike - horizontal
- Bike - vertical / wall rack
- Bike - large rack
- Indicates enclosed room
- - - Property line
- ← Route to bike parking



## BIKE PARKING STUDY DEVELOPMENT SCENARIOS OPT 1



# Spatial & Economic Analysis - Summary Findings

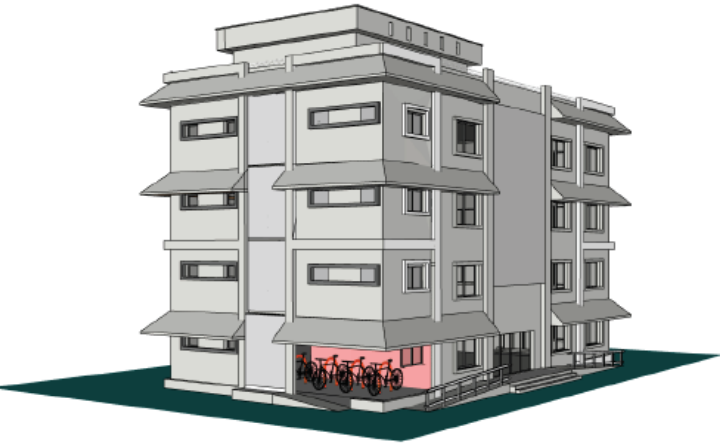
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- Potential impact is variable depending on the project.
- Little to no impact on development feasibility for projects that can shift auto parking to bike parking.
- Most potential impact on small sites with no auto parking.
- Sites in East Portland have much more site space, so there is room on the site to accommodate bike parking, even if it is outside the building.

\* The analysis was run on the proposals, pre-Planning and Sustainability Commission (PSC). The PSC adopted a number of amendments to address some of the possible impacts from this analysis.

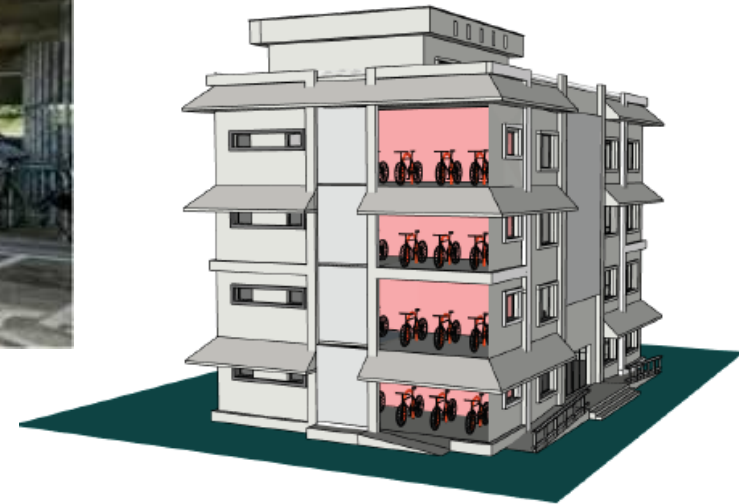


# Code includes flexibility in locating secure bike parking

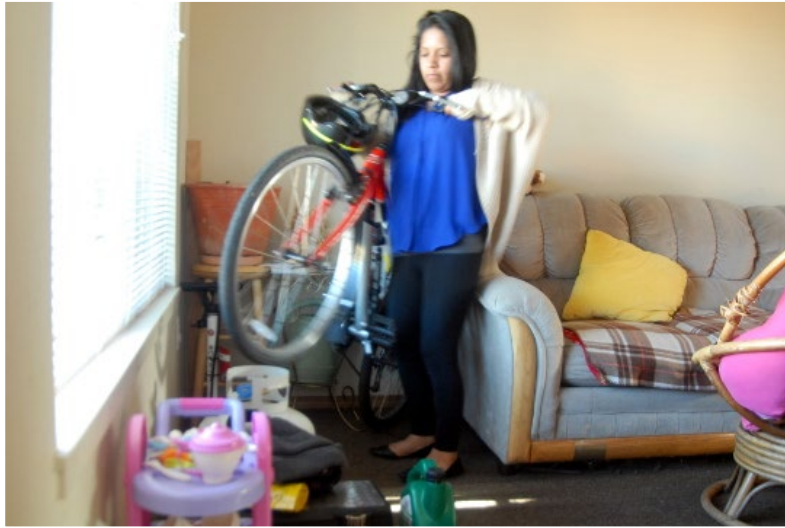


Options for long-term bicycle parking:

1. Within the building
2. On-site, including parking areas
3. Within 300 feet of a site
4. In a residential unit (per percentage)



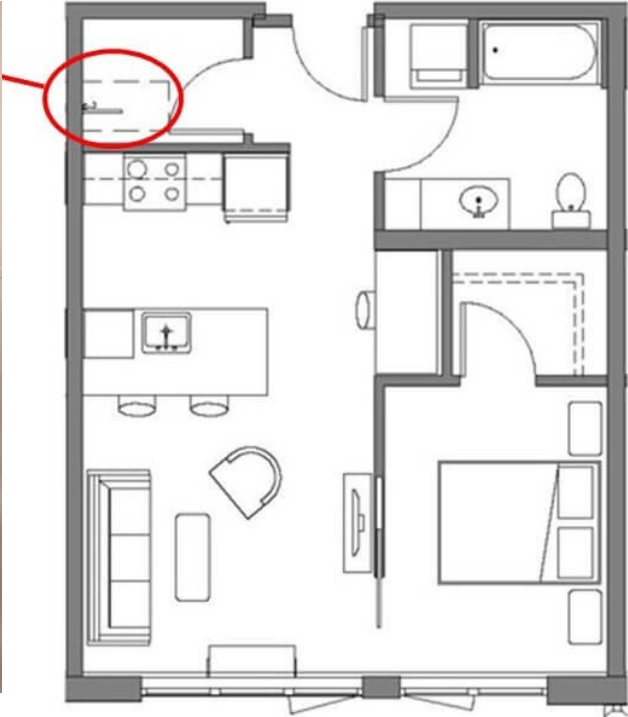
# Challenges with bike parking placed in the dwelling unit



# PSC responded: Amendments reduce impacts to small sites and affordable housing projects

	Proposed Draft – Before PSC	Recommended Draft – After PSC
Requirement Threshold	2 units or less = no bike parking requirements	4 units or less = no bike parking requirements
In-Unit Percentage	Regulated affordable housing with deeper affordability threshold = 50% of long-term parking can be in-unit	Any residential project = <b>50% of long-term bike parking can be located in-unit</b>
In-Unit: Small Sites	Sites with under 10 units and are regulated affordable housing = 100% of long-term parking can be in-unit	Any projects with 12 units or less = <b>100% of long-term bike parking can be located in-unit</b>
In-Unit: Design	Bike rack and standard bicycle footprint of 2' x 6' required	Bike rack and standard bicycle footprint of 2' x 6' required to be located in a closet or alcove

# In-unit bike parking amendment can be used for storage needs



- Bicycle parking provided within the unit must meet the following:
- Located within 15 feet of the entrance
  - Located in a closet or alcove that includes a bicycle rack



# Proposed code includes FAR exemptions and narrower rack spacing



1. Increase options for space saving racks in code.
2. Streamline spacing requirements for horizontal and diagonal racks to better match the right-of-way standards.
3. Exempt bike room space from Floor Area Ratios (FAR).
4. Remove the all or nothing aspect of the Short-term Bicycle Parking Fund.
5. Add the major remodel threshold to nonconforming development to require both short- and long-term bicycle parking to be brought up to code.
6. Allow the conversion of existing required parking spaces to required bicycle parking.

## Code use categories require different amounts of bike parking

	<b>Standard A: Central City/Inner Neighborhoods</b>	<b>Standard B: Rest of the city</b>
Household Living: Elderly & Disabled Housing	1 per 8 units	1 per 10 units
Household Living: Multi-dwelling	1.5 per unit	1.1 per unit
Group Living	1 per 4 bedrooms	1 per 4 bedrooms
Group Living: Units with restricted tenancy*	1 per 5 bedrooms	1 per 10 bedrooms

\* 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 PHB 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 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 PHB.

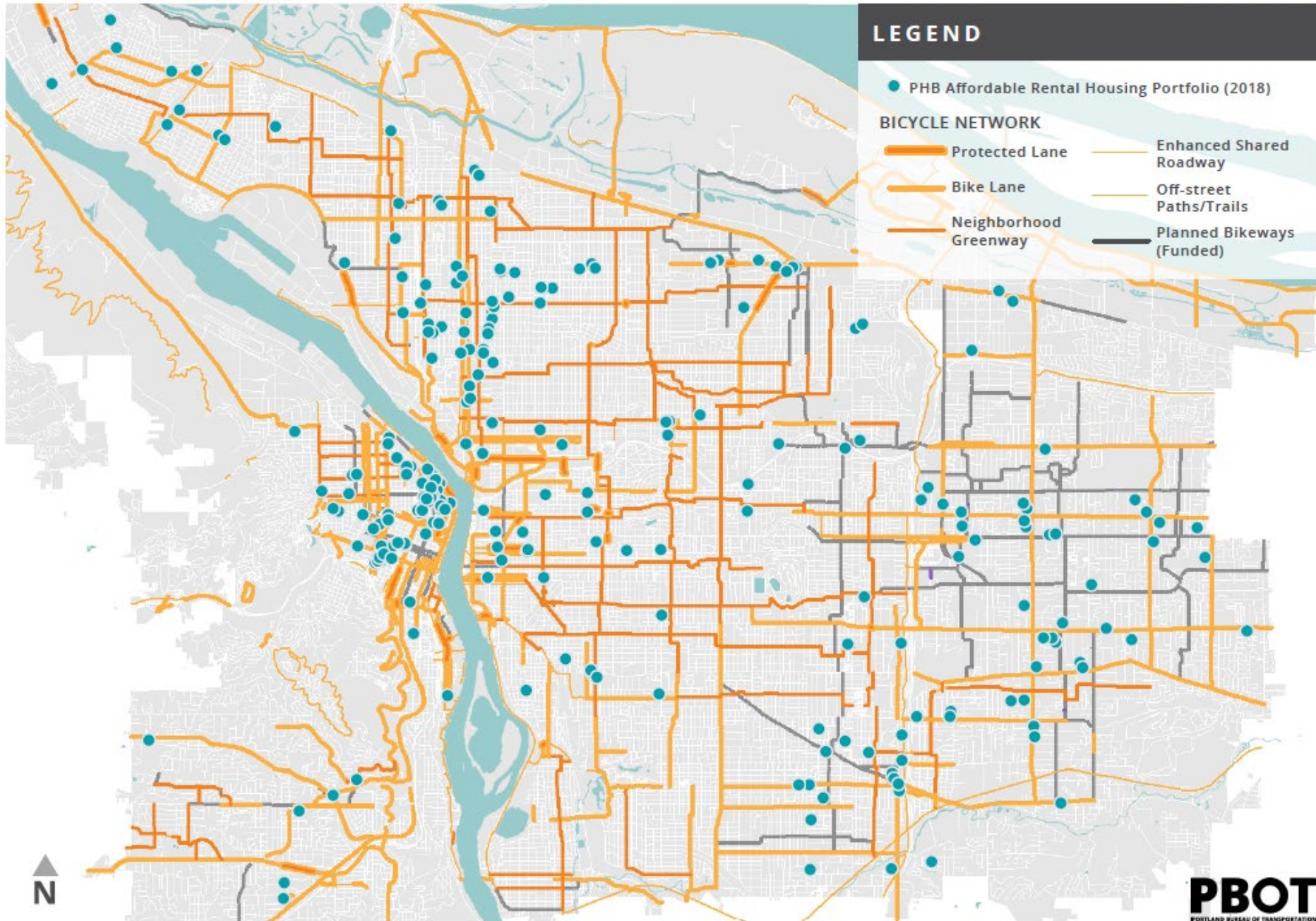
# Moving Toward Council and Next Steps

- City Council Hearing on November 13<sup>th</sup>
- Code Implementation Date - working with PHB on the timeline of their current project pipeline
- Questions?



# Affordable Housing and Bicycle Network

January 2019



## LEGEND

- PHB Affordable Rental Housing Portfolio (2018)
- BICYCLE NETWORK**
- Protected Lane
- Bike Lane
- Neighborhood Greenway
- Enhanced Shared Roadway
- Off-street Paths/Trails
- Planned Bikeways (Funded)

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# Map 266-1

## Standard A:

- Central City
- Inner Neighborhoods
- Gateway District & Swan Island

## Standard B:

- Western Neighborhoods
- Eastern Neighborhoods
- River

