

BICYCLE PARKING CODE UPDATE

Proposed Draft – Appendices
December 2018



PBOT
PORTLAND BUREAU OF TRANSPORTATION



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



Appendix A -
Bicycle Parking Code Update Project
What We Heard Report
Public Comments on the Discussion Draft
December 2018

I. Introduction

Project Background

The update to the Bicycle Parking Chapter of Zoning Code (33.266.200) is focused on ensuring new development and major redevelopment provide adequate, accessible and convenient short- and long-term bicycle parking. Portland's bicycle parking code hasn't been updated in 20 years, yet the technology, design and the way people get around town have changed greatly. This project will update the standards to support the growth and continue to encourage people bicycling as a mode of transportation for all Portlanders.

Why is this project important?

- The Portland Bicycle Plan calls for bicycling to account for 25% of all trips by 2030.
- Bicycle parking requirements have not kept pace with the growth in Portland population and ridership.
- The majority of the Bicycle Parking Code has not been updated in 20 years.
- Need to accommodate all types of bicycles and people of all abilities that ride bicycles.
- Bicycle theft and security concerns are growing.
- Portland supports bicycling as a low-cost, environmentally friendly mode of transportation.

Notification

Notification about the Discussion Draft and opportunities to comment occurred through several methods throughout the comment period.

- Blog post emailed through GovDelivery, by PBOT
- The Bicycle Parking Code Update Project website, hosted by PBOT
- Posts by PBOT on Facebook and Twitter
- Articles in local newspapers and online newspapers
- Articles in local blog platforms (including BikePortland.org)

II. Public engagement and comments received

The public comment period of the Discussion Draft of the Bicycle Parking Code Update Project spanned from its release on August 14 through October 1, 2018. This outreach period focused on informing the public on the Zoning Code proposals for the bicycle parking chapter.

By the numbers

- Online Survey yielded **463 total comments** from **328 respondents** about the general proposals in the Bicycle Parking Code Update Project Discussion Draft.
- Staff received **11 emails** and **5 letters** as attachments to emails.
- Staff attended **16 meetings** with various organizations and boards, including, but not limited to District Coalitions, Building Operators and Managers Association, Portland Business Alliance, Design Commission, Go Lloyd, and Housing Oregon.
- Co-hosted a Bicycle Parking Wonk Night with BikePortland.org
- Several additional in-person meetings or phone meetings with developers, architects and interested parties.

III. Key Themes

There were several recurring themes that emerged in the comments received. These themes include:

- Usability of bicycle parking for all people and all types of bicycles
- Housing affordability and bicycle parking in affordable housing
- General importance of end-of-trip facilities
- Security and bicycle theft concerns
- In-unit bicycle parking
- Flexibility in implementation and letting the market drive bicycle parking

Excerpts from comments (shown in italics) to provide the reader a flavor of the feedback received.

Comments have not been edited to correct grammar or spelling and may contain inaccuracies pertaining to specifics of the project or current city requirements. Readers can find the full text of the comments and letters in Section IV.

Usability of bicycle parking for all people and all types of bicycles

Much of the commentary related usability of bicycle parking, centered on ensuring that people who own e-bikes and non-two-wheeled bikes have a place to park. There were also a number of commenters that addressed the difficulty of lifting their bicycle onto a vertical wall rack:

- *Somewhere someone will remember this comment; The time of e-cargo bike with a trailer is a concept that will appear in the not so distant future. This idea will make a further increase of space required for bike parking.*
- *We need more room for our cargo bike that we transport kids*
- *Make it easy for people with cargo bikes and e-bikes. Not all bikes can go up a wall.*
- *YES! Parking to accommodate non-standard bikes and bikes with trailers is desperately needed and the need is growing!*
- *Those hanging bike racks are useless to me. Even when I had upright bikes, I would never use them.*
- *Increase the percentage of horizontal bike parking required. Vertical parking can help to add parking in otherwise unusable spaces, and to increase the total parking, but it is infeasible for many people and bike types.*

- *The code should require more horizontal storage. Most people have a hard time using vertical bike storage. In my experience, the only people comfortable using that type of storage are young, fit men. If we're going to reach our mode-split goals we need to have biking more accessible for a wider swath of the population and horizontal racks are the way to do that.*

There were other commenters that expressed concern about project feasibility by requiring space for e-bikes, non-two-wheeled bikes and a minimum percentage of horizontal bicycle parking:

- *The 30% of bike spaces currently proposed is too high; and requiring and the lift-assist mechanism on double decker racks is a duplication. We propose a reduction of long-term bike racks to 10% for both horizontal and oversized bikes.*
- *Our other concern with this proposed update is with the level of detail in the code change, the square footage that it would needlessly consume in buildings, and specific requirements developers are being asked to adhere to.*

Housing affordability and bicycle parking in affordable housing

The impact of the proposed bicycle parking requirements, and specifically on affordable housing was a common comment:

- *As affordable housing developers, we must not only respond to code requirements, but we also must respond to funding requirements and programming goals from lenders, investors, and public partners who are consistently pushing to reduce the cost of developing affordable housing. With every additional layer of requirements, the harder it becomes to make affordable housing projects financially viable. The more flexibility you can provide our projects, the better.*
- *Consider the affordable developments and businesses and the impact these decisions will have on their overall development costs.*

Discussions and comments on how the bicycle parking proposals apply to affordable housing and possibly impact housing affordability were heard a lot more during staff's in-person meetings and presentations.

General importance of end-of-trip facilities

A number of commenters addressed the importance of convenient, accessible, and secure bicycle parking in making the decision to ride a bicycle:

- *I think that seems about right. I've started commuting to downtown Portland one day per week, and if we didn't have a bike cage I wouldn't do it. My 5-mile commute is faster than the bus, and less aggravating than the drive.*
- *With so many choices of businesses to visit (restaurants, bars, etc.), I actually find myself deciding based on bike parking availability. Spots with sets of staple racks in front get my business way more often. Just a few prime examples near home: Hopworks, Cbar/Yokos Sushi, 21st and Clinton businesses.*
- *Secure and easily accessible places to park a bicycle is one of the key elements that allows people to bike for transportation. Without it, people face theft and possible damage to their bike, which frequently leads to not biking for transportation anymore.*

Security and bicycle theft concerns

Several commenters focused on bike theft as a major issue and suggested a number of other security measures, like security cameras:

- *Need to find ways to make parking safer. Secured doors, lighting, cameras, etc.*
- *I have great bike parking at work and home but don't take bikes out for errands because of the risk of theft at racks*
- *theft from secure bike parking is still a problem*
- *I use the Biketown bikes instead of buying my own bike because I don't have access to secure bike parking and know that a bike would be stolen if parked outside of my apartment building.*
- *Security is the overriding concern.*

In-unit bicycle parking

The topic of whether in-unit bicycle parking can count toward required long-term bicycle parking, is one of the key issues that was discussed during the outreach period.

A number of commenters want some sort of restrictions on in-unit bicycle parking:

- *I like the idea of not allowing bicycle parking in the apartment unit or balcony to count toward required long-term parking unless it is a special feature build into the unit which doesn't diminish the living space or storage space.*
- *In-unit bike parking shouldn't be discouraged per se, but it shouldn't be allowed to count toward bike parking minimums. In-unit racks are more oriented for luxury bikes and recreational-use bikes, neither of which are helpful in improving day-to-day cycling rates. As in-unit racks should be entirely up to the discretion of the developer (an additional amenity they may or may not decide to offer) rather than part of required bike parking minimums, no limits should be imposed on how they're constructed/implemented.*
- *I recently moved to a new residence, and I am more aware of the differences in bicycle parking at different residences than I had been in the past. I live in a newly constructed building that has no on-site vehicle parking. The building contains all efficiency studios, it is a four-storey walk-up (no elevator) and has no communal bike parking spaces. Each unit has a single bike hook in the unit. However if the City of Portland wants to increase the bicycle mode share and make it easier to own and use bicycles, I encourage the City to consider changes to the code that requires multi-storey buildings without elevators have a ground-floor secure bike room (it is not easy or comfortable to carry a bicycle up several floors - and this likely deters bicycle use). Additionally, for efficiency studios, placing a bike in the unit takes up a lot of space (even when hanging on the hook). I suggest the City not allow bike parking in studios to count toward the minimum bicycle parking requirements. Another consideration is that bicycles track in mud, dirt and water - nuisances that most people want to keep out of their unit. These elements act as deterrent to bicycle use and reinforce the idea that bicycles are difficult and cumbersome.*
- *I'm not sure that in-residential-unit bike parking will ever work very well but I like the conditions added. I lived with a bike in my bedroom for 6 years, and since I was at the top of 3 flights of stairs, the bike rarely came out.*

On the other hand, some commenters want the option to park a bicycle in the residential unit:

- *if I lived in an apartment I would want to keep my bike in my apartment*
- *Capping the # of long-term bike parking that can be in a unit to 20% is a significant obstacle. Many tenants prefer to have their expensive bike in their unit. This restriction will reduce precious space for living units by forcing it to be converted to bike storage. This 20% rule should only be implemented if bike rooms are excluded from FAR. Again, perhaps there could be exception for smaller projects, say 10 units and under.*
- *Security would best be provided by placing the bike parking in the living units.*

Flexibility in implementation and letting the market drive bicycle parking

The final key theme expressed by several commenters was that more flexibility is needed in the bicycle parking regulations to allow developers and architects to decide what is best for their building:

- *usually there is enough parking. For renters then the market should dictate enough parking.*
- *If a community desires more bike parking, developers will provide as it is demanded. Forcing them to include such parking will only result in wasted resources.*
- *don't add costs (mandates) to businesses and property managers.*
- *The more flexibility you can provide our projects, the better.*
- *Demand drives supply.*
- *Additional incentive based/flexibility in the bike code. If a building owner wants to build a bike room above the code minimum requirements, there should be incentives for them to do so.*

IV. Discussion Draft Comments – Submitted Comments

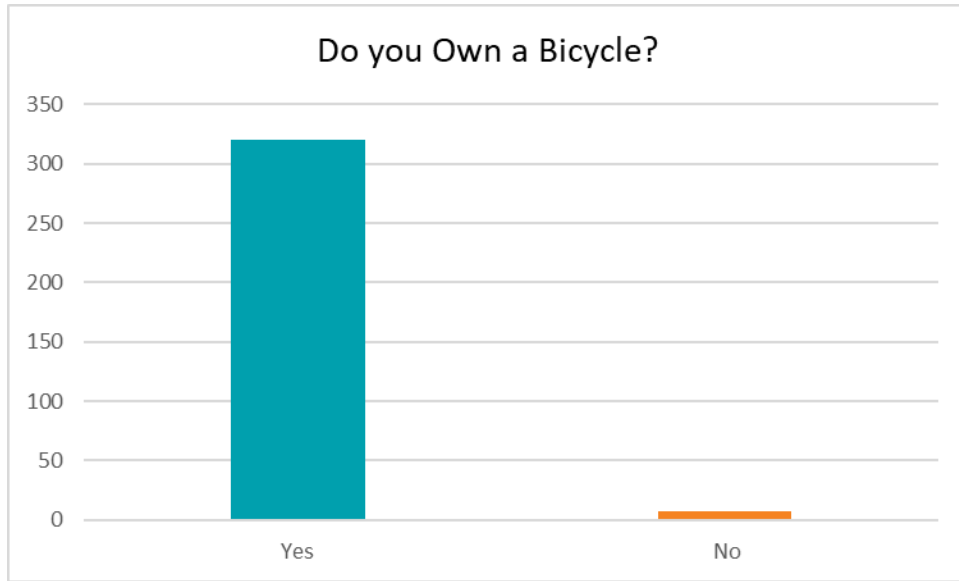
The following pages are a compilation of all the submitted comments received during the comment period. These do not include feedback heard during staff presentations or in-person meetings. The responses are shown verbatim below. Staff did not edit any of these comments for spelling or grammar.

1. Online Survey:

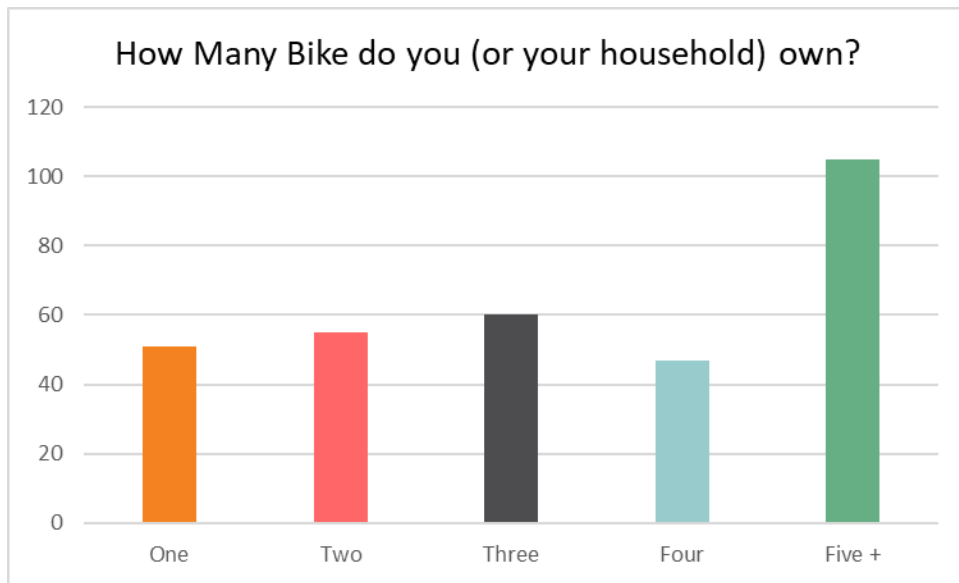
There were 2,683 total comments on the Discussion Draft of the Bicycle Parking Code Update Project from 328 respondents that answered at least one non-demographic question.

Here are the results from Section 1: General Bicycle Parking Questions:

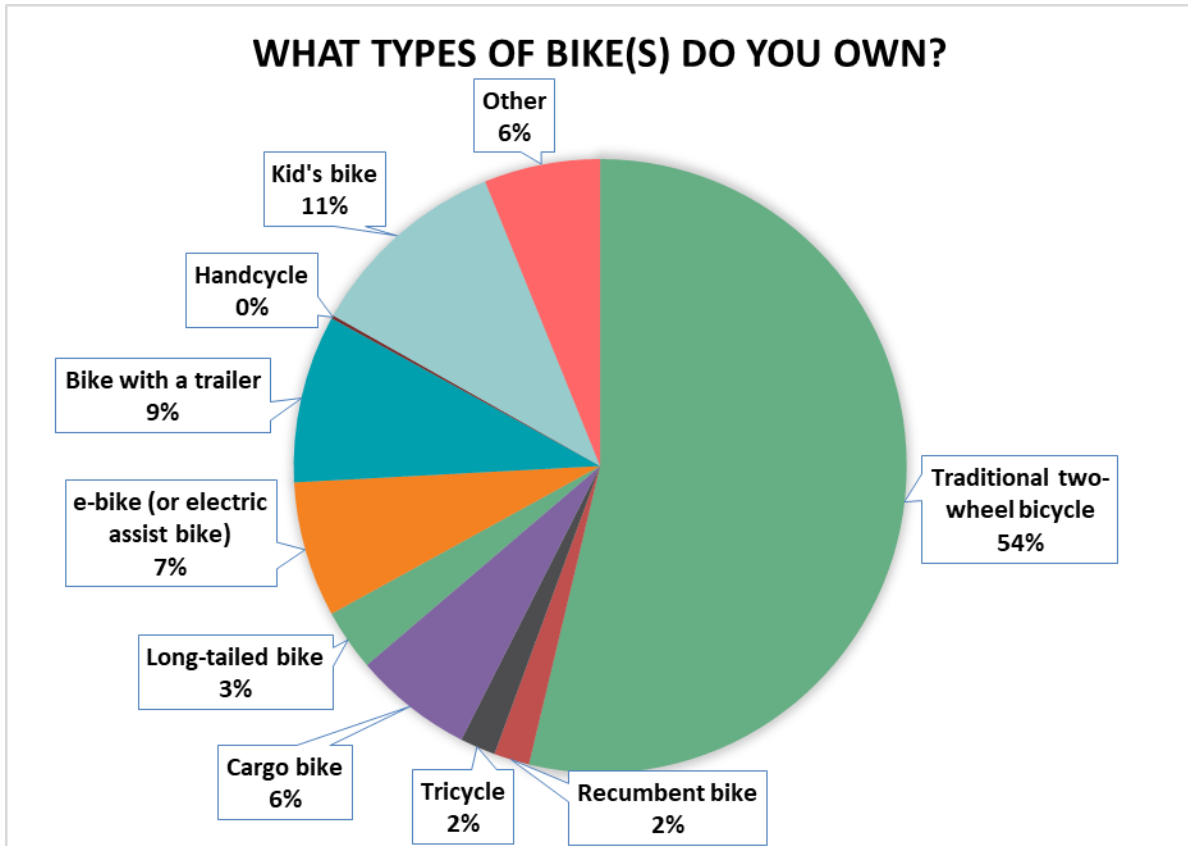
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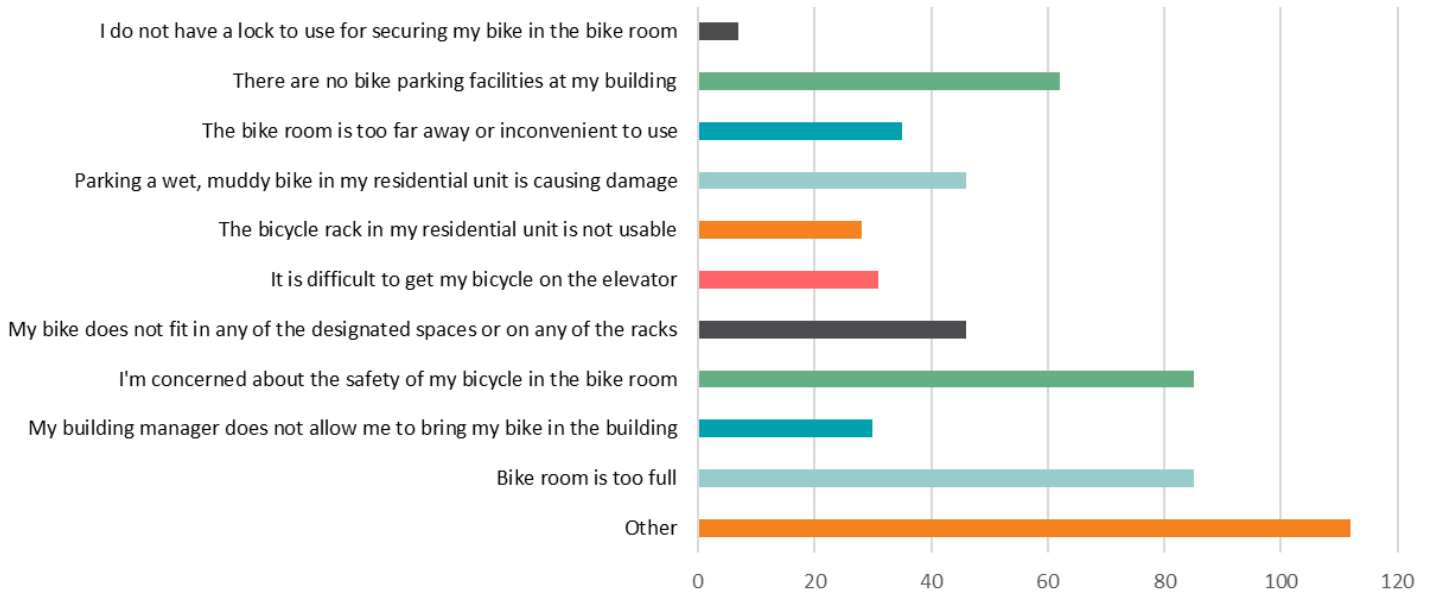


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4

What are your biggest barriers to bicycle parking?



What are your biggest barriers to bicycle parking - Other (please specify)
No paved path to outdoor bike corral. Mbike corral has minimal security
I eliminated many places to live because they would have made bicycling too difficult. Even in my bicycle-friendly building, there is inadequate bicycle parking, especially for people who have bikes that don't lend themselves to be stored hanging on the wall. The type of bike I've seen in the Netherlands and Japan would be much better and should be commonplace - two levels of racks (one upper, one lower) and it's not necessary to hang from the wall so it works for heavy bikes, cargo bikes, etc.
The racks are too high for me to reach/be able to lift my bike up that high
My employer has inadequate bike racks that either require lifting onto a hook or do not provide for locking the rack to the bike frame.
lack of safe (theft proof) ot indoor facilities downtown
Not enough quality staple racks in front of destinations I frequent.
Strength to lift bike to hanging hook
Have to bring bike up and down stairs
Landlord of my previous employer did not provide the required locking bike room. Complaints to the City about this didn't result in a fix.
No barriers in my experience

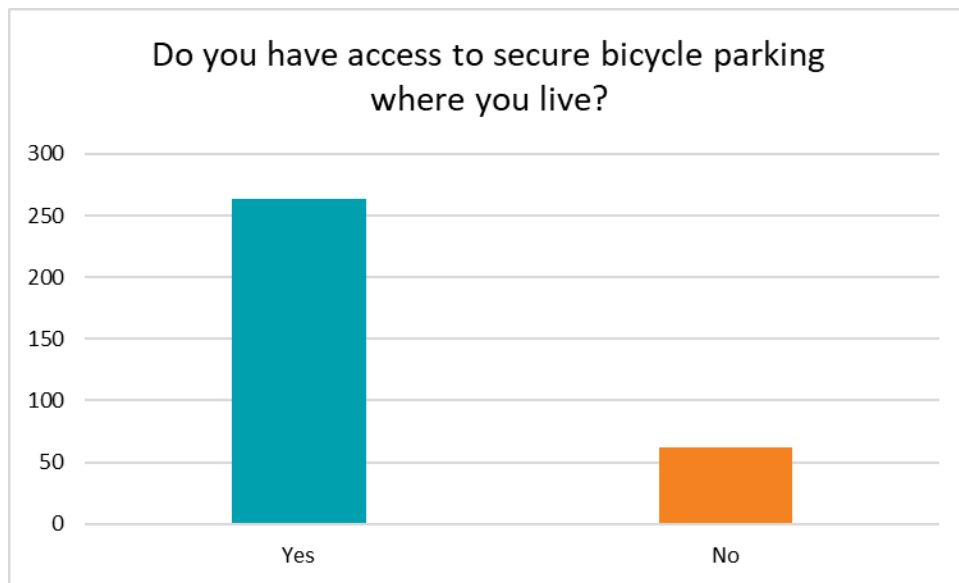
None. Bikes are stored in the interior of my single level apt on a bike specific storage rack purchased 10+ years ago.
You need to specify location (home and work are very different).
You need to specify location (home and work are very different).
We are extremely lucky to have an employer that provides secure bike parking.
Not enough street parking for bicycles; racks are in poor condition and not secured to the pavement
It is inconvenient to hang bike from hook
i do not feel comfortable locking my bike outside on the street. at work and home i have secure bicycle parking
Arriving at a destination only to find no bike parking for blocks.
Some blocks in our city do not have bike Corral's (single or a group of them)
I literally refuse to park a bike downtown unless I can keep eyes on it.
No ramp to bicycle parking in building - heavy bike, mobility issues
lifting a heavy e-bike onto the bike rack
bike room is poorly designed and only 1/2 of the spots can be used in winter due to deisgn incompatibility with fenders
water leaks onto some of the bike parking spaces even though it is indoors
the management won't let me walk my bike through the main lobby. I have to use the service elevator
n/a
in my apartment building there is no bike parking facilities, the basement storage units are constantly being broken into. at work we have bike hooks with only a couple floor mounted facilities which are always taken, its difficult for me to lift my bike up and down from the hooks
I don't feel safe leaving my bike locked at a max station all day without paying to use the locking bike room
I don't have to park my bike in a bike room. We own our own home
Uncovered street parking
Stairs to get to the bike room!
Concerned about safety when locking my bike on the road
no problems
Theft at outdoor bike racks
no barriers to bike parking for me (detached garage @ home)
None of the above items
If my employer didn't have a warehouse, I'd have to put my bike on the street. It wouldn't last all day outside, too much auto and bike crime in SE.
I have a bike cart that I attach to my bike, and with wall-mounted bike parking in a full bike room, there is no safe, out of the way space to store the bike cart.
finding a biking hoop w/ which to lock my bike
None at the moment
My apartment has safe, secure, & accessible bike parking. No barriers.

Bike rooms are sometimes difficult to access as they are often an afterthought and placed in difficult buildings area to access. Down an elevator, stairs, crowded hallways, remote unsafe areas of buildings or parking lots
Not relevant/ Townhouse w. a garage
None - both my work and condo have dedicated bike parking that is very nice
I can't lift the bike to put it in the hook.
street parking - not enough or won't accommodate locks
I have no barriers to safely parking my bicycle
Theft
Risk of bicycle theft when parked & locked on racks in Portland
theft from secured bike parking
have our own secure bike shed
We have no problems securely parking our bikes since we deconstructed our old auto garage and build a "Portland Garage"! That is a secure bike shed for 6 bicycles.
none. i own my house
Don't want to pay for bike parking
Configuration of 2 doors in a row are tricky to get through.
Often there is no parking near my destination. I want to see my bike since theft is such a big concern
There are very few city bike racks in East Portland
Why is there not a charge for bike parking?
i use street signs to lock my bike.
I do not have issues with parking my bike.
None that's why I can bike to work
I live in a house, so don't have the issue that dwellers of multi-unit housing face. Safe destination parking is the real issue.
I am not willing to park & lock my bike outside, ever. Due to theft/vandalism likelihood.
Threat of theft and City of Portland doesn't seem to care.
Using gross trash rooms to bring bikes in because managers won't let you go through the lobby. Being able to leave a bike lock so you don't have to carry the heavy weight back and forth on a bike.
have had bike stolen when locked to bike rack
Although I am not currently living in an apartment building, I have spent most of my life living in apartments. These include garden apartment, high rise apartments, and other types of apartments. I have never encountered any problems storing the bike in the building, either in my unit or in a storage space and have never encountered difficulties with management in doing so. Why is "have never encountered barriers to bike parking" an option in this question? The survey is biased to imply there will be problems even if there are not.
Use this money on bus services

Bike theft is basically unpoliced in this city. There are bike chop shop camps throughout the city that operate without fear of prosecution
Bike racks at my office always full.
I can't lift my bike into the wall mount rack.
Designated bike racks are full
sometimes I don't feel safe in leaving my bike at certain spots even with a u-lock
I'm disabled and can't ride a bike. No parking issues.
My kid's school only has enough bike parking for less than 10% of the students. Kids can't ride because they can't lock up.
In my single family home there is no indoor location for bike parking other than right in my living room. At my office I park my bike behind my desk in my cubicle which is not locked so not ideal. I would prefer our building to have a bike room and changing room but it doesn't.
This assumes apartment dweller. Does not give a response for a property owner. My concern is parking out (away from the house). Their security of the bike and items on it are primary concern.
not secure, want my bike to stay locked and be there when i need it
bike room at work is up stairs (loading dock)
Theft
Security
Outdoor bike racks are not in secure locations
I have none
Theft
theft
Bicycles being safe when locked on the street
I have a house, so residential bike parking isn't a problem--it's street parking I have trouble with.
I tend not to ride my bike because I would prefer physically separated bike lanes
Not enough racks in public spaces, poorly designed racks
Theft
Security with on street parking
Very limited bike parking downtown and around public facilities (safe options)
Storing bikes in my small apartment creates a trip and fall hazard.
Locked in a too full garage.
I have never had a problem parking my bike.
Bike Theft
The Mess of bringing my muddy bike into my home is gross.
Biggest barrier is security, I don't live in a multi-unit building (which these questions seem to be exclusively for,) and it is difficult to find safe places to lock up my bikes.
None. It is garaged with my car
bikes get dirty in bicycle room

Lack of racks on sidewalk
There are no racks outside of commercial buildings or there are not enough
bike room costs money, not enough spots in free bike room
I like to be in sight of my bike.
Parking at locations other than home or work
concern over bikes being parked in locations needed for walking or driving
What about street parking? All of these are residential parking. Bike corrals are full and then people use street poles.
Safe and secure area for both bike and self
getting bike room doors open is hard while also holding a bike! they should be required to have the auto openers like handicap accessible doors ++ it's difficult for me to lift my bike up onto wall hanging racks
indoor parking is difficult in a lot of places. E-bike battery could be easily stolen if left outside
its just an open room with no racks to lock to, also the ceiling is falling apart and its freezing and dark down there.
live up 17 steps, doable, but...

⑤



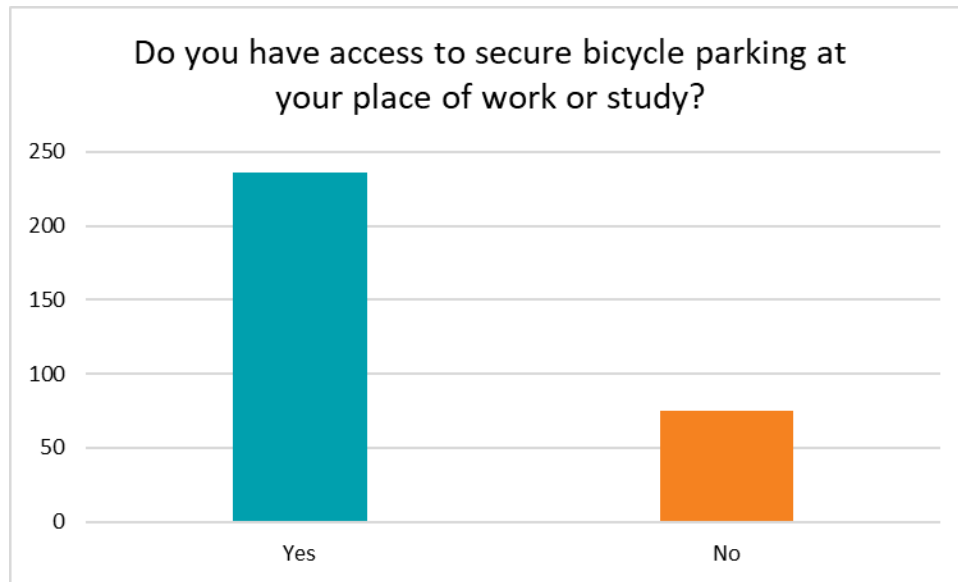
Do you have access to secure bicycle parking where you live? - Additional Comments
It's within gated neighborhood but no additional security
I live in a small condo complex with no bike parking. I had to personally add a bike shed in my (small) yard.
In the garage of my single-family home
Garage.
I am a private homeowner. I bought a HuntCo bike staple to lock my bike against the foundation wall on the side of my house.
Yes, in my unit.
I live in a Single Family House, so I'm more interested in business/employer bike parking
I live in a house in a large (7-apt) converted house and have a nice secure indoor bike parking room.
I don't use the bike parking in my apartment building because other residents have reported attempted thefts/vandalism of bikes there
We own our house, can park in garage though it's a tight fit
i am a homeowner with a locked shed
I store my bikes in my apartment.
my room
We own a house and I bought a shed specifically for the purpose of storing bikes in it.
my family and i rent, there is no bike parking facilities on site, the basement storage units are constantly being broken into and both my son and I have had our bikes stolen from there. we keep our bikes in our apartment and hope no one decides to break in to steal them.
I have a bike hook in my unit, but not a designated secured bicycle parking space outside my unit
Garage
I have asked multiple times, but no progress has been done
My garage
There is a secure bikem parking room, too small, and wait list is over a year long... Why have it? should have a space for every apartment!!!! Just as in off street parking for cars, future development shou;ld account for parking of cars and bikes, especially when the manigment says we cant park our bikes in the appartments.
Private home
Outdoor bike rack but no indoor storage
In my private garage
Very clean and only for bikes
Code lock which could be shared -- would prefer a more secure locking system.
Stored in apartment

Bike Room
All my bikes go inside my apartment
My garage.
In unit, but provided by me, not developer
bike rack has access to a dark alley that goes behind building
Use this money and time for bus services
I park my bike in a locked shed with two u locks and security cables when at home
Garage
But it's a rental and it's kind of crappy.
In my living room... Not the ideal situation in terms of space constraints and dirt.
Only in my house, which is up two flights of stairs
In my garage
I have to bring the bike entirely inside my apartment, there is no bike parking and leaving it right outside my apartment door is not allowed, I received a written warning notice from my landlord about it. (Door is direct outdoor access, bike was on sort of a porch rather than an indoor hallway)
have a house, and put in basement1
Bike is stored in the apartment. No safe building parking.
I just bring it into thw house i rent
I put my bike in my apartment but it's pretty inconvenient and hard to get in. It damages the walls.
There are only 7 secure spaces for 22 apartments. The rest of the parking is outside and unsecure.
In home
There is no way to lock up individual bikes, but the space is inside the laundry room which locks from the outside.
park in my garage
Semi secure
Secure room inside a secure parking garage and it still gets broken into.
Only because I have a basement.
I built a bike parking structure, but it is not very secure
More car parking would be better
It's "secure". Bikes frequently get stolen out of the gated area.
I own a home
there's an outdoor gated parking rack but it's broken into regularly and is where i lost my last bike

My caged, storage unit (with lock) has been burglarized 2x. The storage unit is located in a "secure" underground parking garage for residents in my apartment building (1300 SW Park Ave). After items being stolen both times, I moved bikes into the designated parking area for bikes which is crowded and not convenient.

There has been a locked bike there with missing seat and rear tire for months in the basement of the house

⑥



Do you have access to secure bicycle parking at your place of work or study? - Additional Comments

On a wait list

Access from the street to bike parking is much less convenient than auto parking.

It's in a different building as my building was not covered by the old bike parking regulations.

First job in 5 years to have secure bike parking though

Installed by my employer in the building's existing garage.

but its not ideal, we just park under the stairs but have been told its a firecode violation. our bldg maanger ignores it since one of our bikes was nearly stolen from the outdoor rack, even tho it was u locked.

Basement room is nice, but inconvenient to access.

Landlord at previous place of employment did not provide locking bike room.

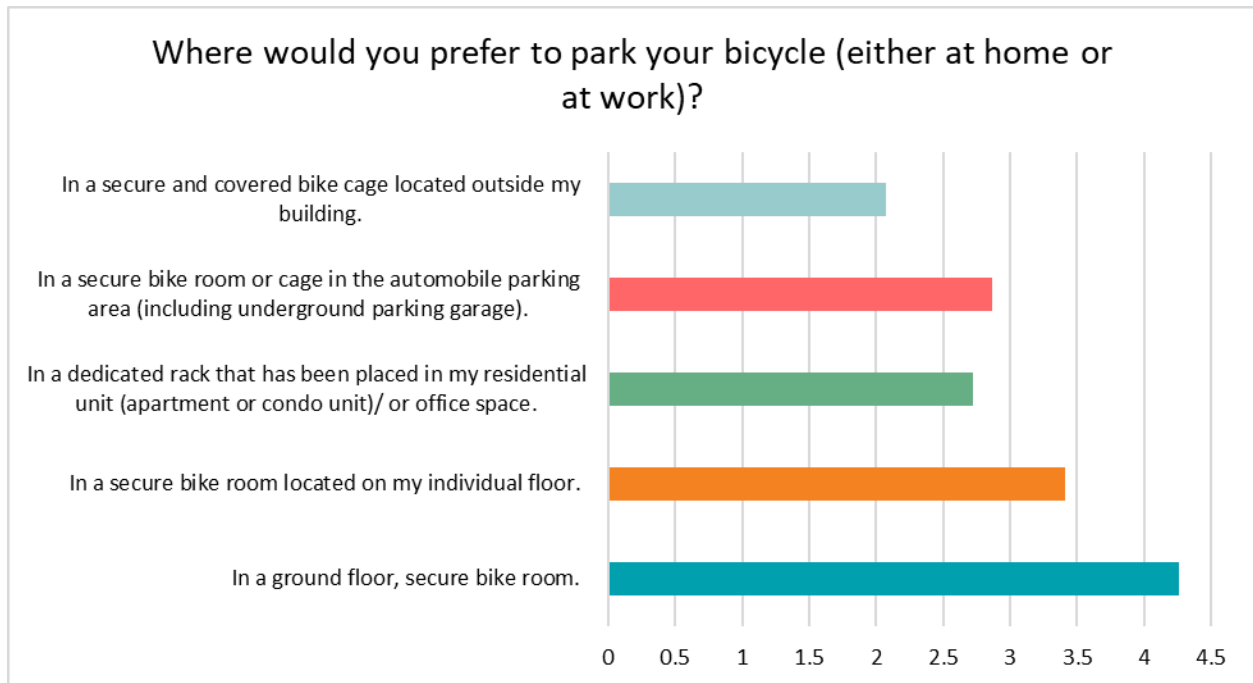
I work at OHSU and usually use the Go by Bike Valet at the Portland Aerial Tram.

Yes. Our work building has bike / storage rooms in the basement for building tenants.
The correct answer is *Sometimes*: It depends on who my boss is and how s/he feels about bikes.
The correct answer is *Sometimes*: It depends on who my boss is and how s/he feels about bikes.
OHSU
Bike parking in my office building (World Trade Center) is great--lots of space and includes horizontal and vertical wall mounts. However there isn't enough space for long/cargo bikes.
Bike room, but hooks are hard enough with regular bike and nowhere for the long tail bike to park
i work for a bicycle apparel company, so we have lots of secure bike parking
I do have bike parking, but it's not secure at all, other than being inside the building.
Downtown bike/bike part thefts are out of control.
this makes ALL the difference
it's not adequate
The bike boxes were broken into and nobody cared
n/a
there are only 3 floor mounted facilities indoors, the rest are bike hooks which are difficult for me to lift my bike onto. also the indoor facilities are shared with all dumpsters/loading dock/ and composting dumpster. the smell is putrid and often you have to walk/wheel through leaking rot to get to the bike parking. the loading dock doors are open often and bikes have been stolen.
I don't work outside the home. When I leave the home I don't feel like I have safe options
not sure, work is on lightrail line so i have never asked.
Bike parking out front, generally safe, but I have had my front wheel stolen before when parked there.
I park at my husbands office and walk 15 minutes to my office
There is only a spot for one. If someone new rides, I have to make do without locking it up.
Its semi secure as it is in an underground garage but there is nothing stopping someone from walking there
retired
Though I work in Vancouver, WA (I commute from our home in Portland) so maybe not as applicable here
retired, use street parking all over town
Sometimes
Very clean, safe, and convenient location
Not currently employed

Semi-secure parking at a parking garage ~10 minute walk from work. Not very convenient.
but we have had theft from the secure bike parking
I am retired
Bike Room and outside racks
Rack to lock up to feel pretty insecure if you have good bikes
Don't know - Bike lockers that take a credit card for use would be nice
i use street signs
supposedly but even though it is secure there have been thefts
It's always full
NA
Use this money and time for bus services
Yes but people have bikes stolen from it frequently
There is a spot but not built with lock safe nuts so thieves take rack off wall then steal bikes.
I'm retired!
Yes, but not in my building. I work at PSU which does have bike parking facilities in some buildings and parking garages, but not in every building.
It gets very full every day
No secure parking so bikes have to be brought all the way into the office and sit in what could be workspace.
campus is patrolled, but is still a risk.
it is up a set of loading dock stairs- I am disabled so cannot always access, will not be able to go up stairs at all eventually.
It's in the building parking garage, but there have been incidents of theft
I work outside as a bike messenger
work provides a bike room and our building has key card access so I don't lock it up
I do have access, but my wife does not at her work
I lock outside and try to find a spot that is visible from the window of another business if one is available. It would not be a good place to lock at night.
bike paths are too dangerous or non existent between home & work and distance to work is too great to ride bike regularly
Limited and always full, hard to pick up the bikes and hang
Nike provides excellent and secure storage
Retired
inconvenient or expensive to use
It is very inconvenient, sometimes taking 10 minutes to get to and from parking.
I'm retired
Outdoor parking, some covered, some exposed and out of the way
Access comes at a cost and is thus inaccessible.

N/A
We have many places to park, but lots of problems with parts or bikes getting stolen.
At a cost of \$25 a quarter.

⑦



The following are the comments from Section 2: Specific Comments on the Discussion Draft:

Any general comments about your experience with bicycle parking that you would like to share with staff.
We must ENCOURAGE people to BIKE to work, rather than provide free CAR parking! It's 2018, not 1958!!
It's important for there to be secure places where people can have their bicycle locked while they are getting charged if they have an electric/e-assist bicycle, as I do.
Good bike parking can be hard to find sometimes when I'm around town, particularly in East Portland.
Covered parking outside around town would be nice
Parking outside of restaurants and coffee shops usually presents more of the issues. It can be hard to find a bike rack, and sometimes I am afraid my rack on the back will be stolen - or my wheel, etc.
Quality of bike parking at work is decent, but outside of peak hours bikes cannot access the parking levels easily. When there is not a parking attendant present, you must take an alternative and much less

convenient route through the building (with barriers such as a stair, required elevator trip, and a narrow, manual door).
Bike parking is generally terrible because the current guidelines allow property owners to implement something that isn't functional and remain compliant.
My bike was recently wrecked by a car that drove into a badly positioned downtown bike corral. Please consider the location of the bikes for safety. They often seem to be placed in a position which causes as little inconvenience to car users and business owners rather than also considering the needs to the bike owner. Too many serpent racks and even worse. Yes please to covered racks.
For commercial buildings/places of work, showers should be required. It's fine if they required 10 dollars / month / user or something, but you won't get people biking in if they're going to show up sweaty
There's a general lack of public bicycle racks around the city.
standardize all bike racks, get rid of the artsy stuff, offer a rain covering or indoor racks where feasible (to deter theft).
With so many choices of businesses to visit (restaurants, bars, etc.), I actually find myself deciding based on bike parking availability. Spots with sets of staple racks in front get my business way more often. Just a few prime examples near home: Hopworks, Cbar/Yokos Sushi, 21st and Clinton businesses.
We're living in a single-family home -- we're lucky to have a garage with enough room for our bikes. Our youngest child's school, Rose City Park Elementary, has no covered parking, and the parking that exists is just a long railing that's not space efficient. I wish we have covered parking with staple racks -- like they have at Roseway Heights Middle School.
Not enough parking each block, and outside businesses.
Also should consider guest parking. When visiting friends, I don't always have a good, secure place to park a bike, even if they do.
It would be nice if bicycle parking were covered. Also next to a building rather than across a parking lot. It should be out of the way of pedestrian traffic and with room for your body as you park your bike.
I mentioned this above, but let me expand on it further, here. My previous employer rented space in an office building. The building changed hands. The new owner decided that they wanted electric car charging where the locked bike cage was. So in October of 2017 they ripped out the existing cage. They were not clear on when the new cage would be ready. Eventually they built the new cage, but failed to provide a locking door. Various excuses were offered, including that the Portland Fire Marshall did not approve the proposed lock because a power failure would leave someone locked inside the cage. As of July of 2018 when my employment there ended, the new cage still did not have a locking door. The new cage also had inferior weather protection. Also, the original racks in our original cage easily accommodated bicycles with fenders. The new racks did not. As of July, there was no date as to when or if that would be fixed. The landlord also made it clear that they did not want bicycles brought into the building. As a result of all this I stopped riding to work. I have already talked to Liz Hormann and Sarah Figliozzi about this and provided some additional details. For the record, my previous employer didn't have a say-so in this remodel. I lay the blame for lack of bike parking on the landlord. I'll repeat here what I told Liz and Sarah. All of this planning is well and good, but unless there is enforcement it is meaningless. There needs to be timelines for when buildings are brought into compliance. There needs to be timelines for when a remodel results in a new bike cage being built. There needs to be a requirement that if there's an existing cage, that a new cage is completed first before the existing cage is ripped out. There needs to be penalties for non-compliance. I'd like to point out one other thing, based on my experience as a Planning Commissioner for the City of Beaverton in 1988 and 1989. Water is wet,

<p>the sky is blue when it is not cloudy or smokey, and developers will claim that any new government regulation will result in the world ending. No, the world won't end if we increase bike parking. The world may very well end if we don't increase bike parking and bicycle mode share, and we don't do all the other things to address climate change, as you reference in the discussion draft of the code changes. Those changes will be more smokey days and more above 90 degree days during our summers, and much worse things. We already broke the record for the number of above 90 degree days, again, this year. So don't compromise on bike parking. We need to plan for and encourage people riding bikes. Which means we need places to park those bikes at the beginnings and ends of trips.</p>
<p>many business have none and I have to look for a tree/pole or ask to bring it inside. racks should be mandatory for public stores.</p>
<p>Heavy or large bikes cannot always fit at traditional bike parking spaces. Office buildings and clinics should be required to provide nearby spaces.</p>
<p>Parking or bucket bike is often a real challenge as many spaces are too narrow or short.</p>
<p>Bicycling has been my primary mode of commuting in Portland since 2004. I have lived and worked at some point in every quadrant of the city and have very rarely not been able find convenient and secure bike parking. I've always used a u-lock and never had my bike stolen.</p>
<p>I have too many dang bikes!!</p>
<p>We need more covered bike parking in outside areas around the city.</p>
<p>Public bike racks frequently have seemingly abandoned / partially disassembled bikes at them. I still lock my bikes to these racks when necessary, but I wonder if this sort of blight discourages people from utilizing alternative transport.</p>
<p>Mayor Bloomberg (of NYC) tried to pass an ordinance that prohibited building managers from prohibiting bikes inside buildings. We need that ordinance here! Some people think they are the bike gestapo and prohibit bikes for no good reason.</p>
<p>Didn't Mayor Bloomberg (in NYC) try to pass an ordinance that prohibited an employer from prohibiting bikes in buildings? We need something like that here.</p>
<p>Showers are important. Personally, I only started b/c we have showers to use. I wouldn't otherwise. I know I have other coworkers who feel the same way</p>
<p>I think it would be helpful if there were clear requirements for businesses/developers to follow when installing racks - a minimum distance between a bike staple and an adjacent wall, the correct orientation of a staple relative to the building, disallow useless wave racks or the old metal fence-style racks, etc. Many building owners are well-intentioned but get the wrong kind of racks or don't know how to install them, so they end up being somewhat useless.</p>
<p>One issue that I deal with is with the best spots (most accessible, indoor, covered, etc.) in apartment bike parking facilities filling up with unused/rarely-used bikes. At a previous residence, there were lots of covered, secure spots - some in a very convenient bike room, and others in a somewhat inconvenient location in the parking lot. When the building opened, there was plenty of parking, but over time, seldom-used bikes slowly accumulated in the the best parking area (indoor), to the point where it became a daily struggle to find a parking place. In situations like that, I think that apartments should be encouraged to charge a small parking fee (\$10 a month, maybe) to use the best and most accessible spots, so that they do not fill up with bikes that only get used once a year. (once-a-year bikes should go in the less-accessible storage areas)</p>
<p>My biggest concerns are with the lack of bike parking downtown where I work--a lot of the available space is taken up by Biketown bikes--and the poor condition of the racks. So, I'd like to see more space</p>

made available downtown and improvements to the security of the racks downtown.
Ribbon or wave racks are terrible for short-term parking!
i have been lucky to have secure bike parking at my last two jobs, but before that i worked at childroots on 17th/E burnside and the bikes were at risk every day. there was a covered bike rack on the corner, but parts and wheels were constantly being stolen off bikes and the tow-behind bikes and trailers that parents would park at school for the day were often stolen. it was horrendous. i became "that person" that required i be able to park my bike inside. we were paid so little to work there and our primary modes of transportation were always at risk.
Some staples are easy to compromise (newer ones address the problem). The on-street bike corrals are susceptible to auto collision. There has to be more covered bike parking
Either more parking cages downtown, or fight bike theft.
Hanging racks, while fairly economical for space, don't work well for a number of users due to the following factors: - Racks that cradle the wheel don't work with fenders - Larger tire sizes that are now quite common often don't fit on the racks designed for 700x23c tires - People of smaller stature or with many kinds of disabilities find it impossible to lift their bike to their head height to hang.
My bike room is secure and allows you to leave your lock on a specific rack. This is a nice perk
Need to find ways to make parking safer. Secured doors, lighting, cameras, etc.
When visiting other buildings, it is almost impossible to know where secure bike parking is. Signage for this should be standardized.
Honestly, I think the facilities where I live/work are good. BUT the problem is that so many people who have bikes where I live don't ride them & so their bikes just clog up the available storage. If the building could better incentivize occasional riders to stash bikes away from the most convenient in/out spots, it'd be a lot more practical for commuters...
I'm scared to trust any open, public bike parking. The more public the space is, the better, but locking outdoors is definitely a barrier to my biking anywhere - if I have to do it, I strip off all my bike bags, headlights, bicycle pump, and then double-lock, and hope that if a bike gets stolen, it's someone else's. I worry more about bike theft than auto theft.
bike rooms need to be designed by cyclists who use them. 1/2 of the bike stalls in my bike cage can't be used in the winter time because bikes with fenders don't fit in them. The cage also needs features like automatic doors that are easy to get in/out of.
Full bike parking means I am less likely to ride for errands during the day or to meetings.
there just needs to be more bike parking in general
Too few street racks are often full/at use capacity
1. There are no good, safe options to lock your bike at tram stations, the train station and the airport. There are bike racks available at these locations but I would not want to lock my bike there, especially overnight. 2. I would be nice to have more covered parking space.
Bike parking should come with places to shower and change. I wear bike clothes to commute, and I need to shower and change when I get there.
Why is it so difficult to have secure bike parking for public use ? Why is bike parking an afterthought?
thank you for looking at bike rider needs. A large reason I bike is to minimize my environmental impact, having to battle traffic & find secure parking definitely have a huge impact on my ability to bike places.

<p>I recently moved to a new residence, and I am more aware of the differences in bicycle parking at different residences than I had been in the past. I live in a newly constructed building that has no on-site vehicle parking. The building contains all efficiency studios, it is a four-storey walk-up (no elevator) and has no communal bike parking spaces. Each unit has a single bike hook in the unit. However if the City of Portland wants to increase the bicycle mode share and make it easier to own and use bicycles, I encourage the City to consider changes to the code that requires multi-storey buildings without elevators have a ground-floor secure bike room (it is not easy or comfortable to carry a bicycle up several floors - and this likely deters bicycle use). Additionally, for efficiency studios, placing a bike in the unit takes up a lot of space (even when hanging on the hook). I suggest the City not allow bike parking in studios to count toward the minimum bicycle parking requirements. Another consideration is that bicycles track in mud, dirt and water - nuisances that most people want to keep out of their unit. These elements act as deterrent to bicycle use and reinforce the idea that bicycles are difficult and cumbersome.</p>
<p>I really like the locking bike rooms at max stations but the cost is prohibitive</p>
<p>My family will be purchasing a cargo bike in the next year, which will be challenging to park at my current work place and home. Cargo bikes and larger e-bikes are becoming more and more popular, so our next parking plan should plan for plenty of space for these oversized bikes.</p>
<p>Uncovered (un-weather protected), on street bike parking is my concern and the biggest deterrent to using my bike.</p>
<p>Previous place of employment had great bike parking. I've changed offices and new location has no acceptable options for winter commuting. Covered parking is a must.</p>
<p>Those hanging bike racks are useless to me. Even when I had upright bikes, I would never use them.</p>
<p>Most buildings don't have enough and many buildings don't have any</p>
<p>I am on SSDI, I own a \$1,000 bike, it is the biggest investment I have. The apartment community where I live treats bikes like little kids things, not major investments. Only way it will change is people requiring the corporations managing apartments to address the shortage, and to encourage use of non motorised transportation. They supply a gym, why not adiquit secure bike storage.</p>
<p>Very hard to lock up cargo bikes sometimes</p>
<p>My husbands building (WeWork a the Customs House) has amazing bike parking! They have a variety of styles of racks to lock your bike to, lockers, a bike repair station, a water fountain that refills bottles also and restrooms with showers.</p>
<p>It is still easier to find bike parking than vehicular parking in most parts of inner PDX, business or home.</p>
<p>bike commuting to work also includes the ability to do errands on the commute, with increase in population I've noticed racks full at the businesses I normally try to stop at (coffee shop, hardware/grocery store, gym). Seems like less bike parking in general. In order ot use a U lock, you have to be able to get your bike close to the rack and lately they have been more full.</p>
<p>There should be clear regulations or requirements for apartment complexes to get rid of bikes left behind by old residents. Maybe a registration system? About half the racks in my apartment's bike room are filled with forgotten bikes that haven't moved in years, and that's been the case at every apartment I've ever lived in.</p>
<p>would like to see more bike racks in town especially the spaces on street with several racks next best the ones on the sidewalk</p>
<p>Proposed code for covered bike parking should specify how high the cover is above the ground. If it is</p>

just high enough to allow a bike to be put under it, the 2 foot extension beyond the footprint of the parking space is adequate. If it is 20 feet above, the extension needs to be much greater, circa 6 feet.
I firmly believe that bike parking should be covered, if nothing else. Winter biking is way nicer if you don't come out to a sopping bicycle seat and helmet
I don't take my bike on lunch errands as I will lose my parking space. Free, weather protected public parking is desired for trips other than to the office
Bicycle parking inside residential or occupied living/working spaces should be located as close to the unit entrance as possible with a "wet" floor at the parking space and access route (ie. tile, concrete, or other floor surface that can be washed.
Buildings should not be able to restrict bicycles from elevators or restrict the ability for building users to bring their bicycles to their offices/desks.
All places of business and work should be required to have an adequate number of interior secure bike parking facilities on-site or nearby.
Large freight elevator to allow easy access if living in a building with no ground floor bike storage
I have great access to work and residential secure bike parking that makes me want to ride my bike more.
I have great bike parking at work and home but don't take bikes out for errands because of the risk of theft at racks
I think that demand has created adequate parking options. I don't think creating any mandatory hardships on companies and property managers is needed. In fact, the city has gone a bit overboard on spending to accommodate bicycles at the detriment of motorcycles. It would be nice to see more options for motorcycles too.
For -street- parking -- THINNER RACKS. So many racks are relatively thick and this necessitates using longer/heavier locks.
Should do like Switzerland and have dedicated Velo parking garages or areas within parking garage for bikes
theft from secure bike parking is still a problem
We need more...everywhere.
We need more....everywhere!
Parking bikes with large baskets (front or rear) is very difficult in standard staple racks and bike corrals when other bikes are present.
usually there is enough parking. For renters then the market should dictate enough parking.
Lived in many apartments and bike to work daily. I have no issues with the parking at P1 in the garage of my apt building, but the racks at my office are too small. Also, there are almost never curb cuts to easily transition from street to sidewalk to access the bike parking! Pulling over can be tricky with a lane of parked vehicles on a busy street.
Bike washing and maintenance facilities are very helpful to have in dedicated bike rooms
We should be requiring one secure long-term bicycle parking space per bedroom in residential developments. That's the standard that I use in the buildings I develop, and my secure bicycle storage facilities fill up when the building is occupied. This indicates that anything less than this amount does not provide sufficient bicycle parking space for residents, and that if anything, this standard may be too low!

Need 1000's more city racks all over SW and East Portland
I use the Biketown bikes instead of buying my own bike because I don't have access to secure bike parking and know that a bike would be stolen if parked outside of my apartment building.
Very concerned about leaving bikes outside no matter how fancy the lock. Prefer inside and prefer locked space
Enclosed bike cages are preferable for longer term parking. Racks with appropriate room to accommodate a bike with a cargo trailer is fine for shorter term parking.
Bike parking needs to be pay to park in areas (such as downtown), lots and places where there is a charge to park a car or truck.
We need more bike racks near shopping, banks, theaters, the post office, etc. Life is more than home and work.
If this was my job, I would do as much outreach as possible to cyclist groups, individuals, social influencers in the area who cycle, etc, and definitely definitely definitely see what interesting or applicable solutions other cities have come up with, constantly run the financial figures on any ideas, and not just wait for social media comments from cyclists, business owners, etc.
Racks should be provided in downtown parking garages, destination areas (e.g., Lloyd Center, Hawthorne, Hollywood, etc.) that secure the entire bicycle from theft.
Security is the overriding concern.
Until theft by our ever increasing derelict homeless population is curbed, bicycle parking is at your own risk.
One of the big reasons so many people ride a bicycle is the convenience. The further the bike room/parking gets from the front doors/unit door the less convenient it becomes.
Bikers are people too! Treat us like people and not like second class citizens. It's time to start respecting bikes and not make us take the back door!
Bike parking seems great most places I go.
As noted previously, although I have lived in apartments most of my life in several different communities, I have never had difficulty parking my bike in my unit or encountered difficulty from management in allowing me to do so.
This is a waste of tax payer money. People want to to drive. People on bikes are aggressive. Bicyclists need to register their vehicle if tax payer money is used to support facilities for parking. Stop wasting my tax payer money on bike improvements. It isn't working. Spend the money on bus services.
I'd love to see more bike parking with HD cameras monitoring for theft.
No
In general there is too little bike parking so that when I go out it is difficult to find parking. Also many racks do not work well with the small but more secure U locks.
Most parking is fine as I have a u-lock.
Maybe repossess some of these bikes blatantly stolen and used daily by homeless???
Need more non orange public bike parking in safe areas. For trikes and bikes. Maybe have an Art Drive to work with businesses to design their own and add art/bike racks around town that way.
Couldn't care less about bicycle parking. Too much attention to bikes, bike riders, and bike lanes and not enough about enforcement of rules of the road.

A lot of businesses have insufficient bike parking. Like grocery stores (QFC) rack is in worst place, and often covered in merchandise (they'll use it to sell flowers, etc.)
I would also like for there to be secured bike parking at most Max stations whether in individual bike lockers or a bike garage because getting on the Max with a bike during rush hour is very hard. The trains are packed and it is hard to squeeze in past people with a full-size bike.
Bikes are great. I have always been a fan. But to force me away from my car through restrictions in lanes, expanded bike lanes over car and the expansion of foot traffic area over cars borders on ludicrous. The city (Portland) has gone batty over bikes. Given a choice I will select my bike. But come the dark of winter? Saying the city will save residents money by expanding bicycles since car ownership is the second biggest expense, is avoiding the responsibility for making the primary expense (housing) more affordable at the cost of my freedom to choose a car over a bike. A bike cannot be as secured as a vehicle. Further, it is at risk of parts being removed that cars generally free from risk.
Overnight/workday storage is not a significant issue for me. There is not enough staple racks, etc. around many parts of the city. More single automobile spaces could/should be converted to accommodate in busy neighborhoods.
The type of bike rack matters, too. My office (BofA building) mounted those awful wheel bendy floor racks to the wall and it's impossible to lock my very normal bike to it.
Room for adult trikes, please, this is also accessibility issue as many people don't have the balance for 2 wheels
key thing is to have traffic near it or be very secure. homeless steal tires and stuff to sell.
Bike racks should be available outside commercial buildings.
Street parking is often hard at popular venues.
Elevators are especially difficult for long/cargo bikes. But stairs are the worst
Need more law enforcement to help reduce bike theft
Too many time bike racks are located around the corner from the main entrance to a business. Being able to keep an eye on your bike as much as possible (even when it's locked) is essential while you are dining or shopping.
Too many times a staple rack located around the side of the building and out of sight seems to pass for secure bike parking.
I don't need any special facilities. Quit wasting your time and our money on this.
Racks in the street are easier to pull in and out of than racks on sidewalks. Racks should be away from building or retaining walls.
License and have all bikes carry insurance.
Building bicycle access that requires navigating a car access entry (e.g. riding up/down car entrance to underground parking) is occasionally dangerous. My office building DOES have on-floor bike racks for our office but access is restricted to the freight elevator. When the freight elevator is out of service or in use by construction crew we are not permitted to use passenger elevators, which means locking bike in a non-secure parking garage or outdoors.
I feel that bike rooms often provide targets for theft. They also (like outdoor cages) provide a false sense of security which leads people to perhaps not be as dilligent in securing their bike from theft
please make sure outdoor bike racks are designed and placed in such a way you can lock the frame of the bike--if they are too close to a wall or poorly designed you can only get the wheel

there are lots of places to park. It is the large amount of theft that keeps my bike at home more than available parking (even in secure locations, theft happens). Too many people up to no good and not strong enough laws to deter them.
We have had expensive bikes stolen downtown and in the Lloyd area so we often will not shop in those areas. Our bikes are our lives as a car free house.
The style of parking is very important too! We originally had a traditional bike rack in our laundry room, but bikes were getting damaged by trying to move bikes in and out in the small space. Management switched to wall hooks, but they purchased the cheapest, smallest wall hooks possible. They're difficult to hang bikes on and bikes don't lock to them, so anyone can grab your bike off a hook and walk off with it.
To few places around town. Biketown took over parking area, thus no longer available. To wet in Portland for effective use and parking of bicycles.
I have a u-lock and know how to properly lock my bike but In many cases I'd rather take another form of transportation because of theft. I'm a person who commutes daily year round by bike. I have secure parking at work.
Need more staples throughout the city. Need safer solution to on street parking
The most difficult park of bike parking is downtown. To park at work we literally climb over homeless people to enter the bike room. I never go to downtown businesses now bc I don't want my bike stolen. No clarity as to where there is safe parking downtown. I think there needs to be increased safe parking options for both residents and visitors to ensure a continued vibrant downtown. I also think there needs to be a different way of addressing bike theft. It's treated as a given rather than a crime.
Security is my top priority. I have secure cage inside secure garage and it still gets broken into. Look into magnetic lock for the door as they are harder to manipulate. Also a cage isn't secure enough because people poke things through it and can get the door open.
I actually think bike parking is the least problematic thing about commuting in Portland- I was really hoping this was going to have some reference to those scooters that are everywhere- I'd love to see some more regulation about where those get stored.
1. If bicycles are to provide a much more substantial portion of Portland transportation, then large bicycle parking facilities in parking lots and transit centers will be necessary. 2. Haphazard parking of bicycles on walkways and sidewalks can interfere with pedestrian and wheelchair traffic. 3. Bicycles have lots of hard, sharp, small edges. Good lighting is important to preventing injuries when unlocking or retrieving bicycles.
Need secure area or locker. Exposed bikes just get stripped
after a period of time no bike room or cage will be secure. too many people will have access to it.
Too many people stealing bikes.
Plan something to fit in the park strip or in the parking lane in the street as an option for homeowners.
parking for bikes is everywhere
Bike thieves are everywhere
A lot of vandalism
There are too many bikes in Portland and too many dollars invested in bike lanes etc. I can not ride a bike to work. Need car during the day. This and homelessness make me want to move out of Portland.

Bikes get wet in rain. Having them in finished interior spaces is dirty. Better to have a secure space where they can drip dry. Bicycle pump in bicycle parking area is a must!
There's a lack of sidewalk parking (racks) all over the inner city. It's really frustrating because I often have to lock to trees and street signs.
I see much more of an issue parking around town than I do when visiting someone in an apartment building (which these questions seem to be targeted towards).
cover from weather is very important. If it's a hassle or takes several minutes to get the bike to a parking spot it's not worth it any more
Question 7 is an odd one
Most bikers obey rules for bike storage, but some place them too near doorways or chain them to parking meters
Biggest concern is theft in low-trafficked areas.
Given rise in theft from secure areas, for work options to include a valet or watch person would be a nice to have.
i don't know if there's any recourse but sometimes its annoying to see biketown bikes on regular racks.
Retrofitting bike parking into existing developments is hard and makes projects more difficult to upgrade. Again, it's bike parking vs. affordable housing
More bike storage areas that follow centers and corridors comp plan. A few dense corridors don't have enough bike parking and quickly fill up. More parking in the Pearl/surrounding neighborhoods. Covered public parking along centers and corridors comp plan. During winter months it would be very convenient to have covered parking options along busy corridors.
Question 7 doesn't indicate which is best 1 or 5. My answers are 5 is best 1 is worst. Regarding on street parking, I often lock my bike to street signs or something else because their aren't enough bike parking options. The current racks are full or there aren't any.
With wall hooks, it is hard to lift my bike up. Would prefer roll-on style.
every location should have 1 parking spot for cargo bikes!
Vertical/hanging bike racks are space convenient, but not very accessible except to the very able-bodied. They are a turn-off to "normal" folks who are intimidated by or unable to lift their bike off the ground. Vertical/hanging bike racks perpetuate the stereotype that cycling is only for the athletic and able-bodied. They also ostracize more "errand-oriented" bikes (that have large baskets or otherwise accommodate non-commute activities such as grocery shopping, carrying around children or pets, etc), which discourages these "car-replacement"-type bikes. Same with e-bikes, which can be incredibly heavy.
It's really frustrating that the Biketown bikes can use public parking, but we can't park our bikes on their parking structures. Additionally, there is hardly any bike parking at some public parks. (Lents, especially)
After hours/weekend safety in locked space but common garage area.
flexible car/bicycle parking with simple flip up gates that allow first come first serve bikes to parking spaces (see Japan parking solutions)
General Comments on the Bicycle Parking Discussion Draft
These are minimal, but they're definitely a vast improvement over our current policy. Let's be LEADERS again in cycling!

No additional comments at this time. Looks good.
Increasing the number of spaces required would be much appreciated!
Overall the updates are a solid jump forward from the current code. Just as with bike/ped improvements on the street, these updates need to focus strongly on accommodating all ages and abilities. That means sufficient parking for trikes, cargo bikes, family bikes, and e-bikes, which are easily physically accessible.
It's a step in the right direction but is too deferential to developers who do not want to supply adequate bike parking. Also all of the guidelines that refer to a 15% bike mode share need to be amended to 25% and the numbers recalculated. Buildings going in now need to be able to accommodate the future number of bikes that are called for in the TSP and 2035 Comp Plan.
This looks like a big improvement over the status-quo.
More high-quality bike parking in PDX will encourage more cycling, and that'll create a better environment for all cyclists.
Great job. The new standards will help us meet our transportation and livability goals.
maybe allow bike parking to satisfy automobile parking requirements.
One other thing you missed: weather protection extends 2 feet horizontally above a bike. How far above the bike is that weather protection? 2 feet? 10 feet? Make the developers provide details in their plans. They will push back on this saying that they need "flexibility". Don't cave in to that. Also, make sure that your new code doesn't unnecessarily penalize people who have already gone above and beyond the existing requirements. For example, New Relic provides perhaps the best office bicycle parking I've seen. Does this proposed code contradict what they have done? For example, I recall that they provided hooks in the office. That seems like 1 point of support, and doesn't allow horizontal storage. Would they have to update that? I live in a single family house. My bikes are in the garage. When I last lived in an apartment, my bike was in the apartment with me, where I preferred it. I'm not sure that you are properly assessing the desire for bike rooms versus in-unit storage.
Looks fine.
Looks good, keep up the good work!
You want us to read 91 pages?! The doc is so large, it won't even download in my browser! Please try again.
I strongly support the proposals to make 100% of bike parking covered and lit. My apartment building currently uses double-decker racks which make it difficult for some users to use or access their bike; requiring different configurations to make the racks more accessible is encouraged. I live in a building with a lot of folks who are elderly or who have physical disabilities, and this requirement could be particularly helpful for them if they choose to bike.
i think this is a great start. employers should be required to supply secure bike parking for their employees.
No comments
maybe this is outside the scope of the changes or I missed the discussion, but what about bicycle parking requirements on major/frequent bus lines or transit centers, as well as on neighborhood residential streets? Currently there is a lack of bicycle parking in both places.
Do something about bike theft.

This is moving in the right direction to promote more bicycle use
Lots of good work and thought on this — thank you! Two suggestions — we should provide secured parking in high traffic areas (eg downtown near pioneer courthouse square (maybe in one of the smart parks)) that are monitored and covered. This would make is safer to park. Ike’s while working or shopping. My thought here is like the bike parking structure outside of Amsterdam’s Central Station. Second — we should provide bike/scooter parking on the street. This would remove 1 vehicle parking spot, but provide bike/scooter parking for 20-30+ people. As a bonus, this clears up space on sidewalks. This should certainly be done in areas of high traffic - concentration of people, but also all over the city to provide consistent design philosophy and to support bike/scooter mode share growth. Note: this is temporary parking and should not be considered the “safe” or “permanent” parking provides by bike rooms at work or at a residence. Thank you!
I agree fully with the need for MORE and MORE SECURE bike parking.
Allow locking up to PBOT signs. Perhaps using a single post with a ring for the lock is less expensive and intrusive than a staple? Allow locking to railings (Multnomah courthouse specifically disallows bike parking). Day use parking needs some level of weather protection.
Theft of bikes is the main concern. The next would be that there isn’t enough parking.
on page 19 what is a "ground truth" in the paragraph above the table, also Wisconsin, WI - what city did you look at?
I appreciate that the City of Portland recognizes parking as an important aspect to improving the bicycle mode share and making bicycle use easier.
New construction should require covered/weather protected SHORT TERM bike parking.
LOVE the long list of policies this new draft is alignment with. I didn't see anything addressing electric scooters. I would expect to see a boom in the popularity of private electric scooters in the near future. They have two wheels and use bike lanes.
What is the definition of short-term vs. long-term parking?
Having available the ability to have outside secure bike storage, secure boxes, in high congested areas. I live on Naito PKWY, plenty room on sidewalks for bike boxes. Rent for \$25 a month, to cover boxes and upkeep???
I work for Kaiser and we have no good bike parking at interstate campus
Provide signage in bike rooms that describe Safe Biking Practices - encourage bikers to use bike streets when possible (provide a map or link to the current bike street maps) and avoid major vehicular thoroughfares where they pose a danger to themselves and others.
I like that it allows for larger spaces and more spots overall
See my comment above on the extension of cover beyond the footprint of the parking space.
I would love to offer better commentary here, but I don't think I can read 91 pages at the moment.
All new multifamily construction should have 1-1 per bedroom storage.
don't add costs (mandates) to businesses and property managers.
It should be required that employers/schools provide secure and covered bike parking.
if I lived in an apartment I would want to keep my bike in my apartment
A secure bike parking place should be required for every Studio apt as well as one space for every

bedroom in the facility.
YES! Parking to accommodate non-standard bikes and bikes with trailers is desperately needed and the need is growing!
There are two places that seem out of context. 1) "• Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity. " "equitably-distributed household prosperity" seems like a stretch for bike parking. Maybe something like " equitably-distributed household bike parking" would be better. 2) "• 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. " This would be fine but it goes out of line with bike parking. It should state that "we should mandate bike parking for all new construction no mater what economic, ethnic, religious or sexual background the future inhabitance . " Please leave out most of the pollical persuasions.
The 30% requirement for horizontal bike racks and larger bike areas are great. However, it seems they will increase the size of bike rooms from current standards. Maybe it would be helpful to exempt secure and dedicated bike rooms inside the building and at the ground floor and up from FAR in all zoning types. Otherwise, the extra space may just keep getting shoved underground...
Vertical bicycle parking requirements should be cognizant of construction technology. Most vertical bicycle parking racks are made to be mounted on studs (through the drywall or whatever the wall covering is). In America, standard vertical stud spacing is 16". This proposal suggests perpetuating the current 24" minimum horizontal spacing between vertical bike racks. Since studs are spaced at 16" on center, however, this actually translates into 32" horizontal spacing between bicycles, which is an inefficient use of space. HuntCo, which is the local bicycle rack supplier that I use, recommends staggering racks vertically along a wall, such that they are a minimum of 12" apart vertically from one to the other. This allows them to be placed at 16" on center. Huntco has commented that this standard works well for all of their customers outside of the City of Portland, or even for customers within the City who install bike racks outside of the BDS permit review process. I therefore recommend that the City align its vertical bicycle parking requirements with the manufacturer's suggestions for non-staggered spacing of 20-24", or 16" on center if staggered by a minimum of 12" vertically.
1960s suburban development in East and SW Portland often does not allow for racks within 50 feet of an entrance, yet the both the old and the new code is oblivious to such realities. 100 feet is much more reasonable.
The proposed bike parking is better than what currently exists but isn't really aggressive enough in addressing the lack of adequate retail bike parking locations.
Bicycle parking needs to have a user fee attached to provide equity with other transportation options. Free is a very good word but there are costs associated with bicycling that are subsidized by drivers and landlords. Bicycling needs to be fiscally self sustainable without other people foot the bill for bicyclists.
I wonder if the draft is dealing with a secondary issue, in that I believe the real problem is the safety of bike parking at the destination, not the origin. On page 16 is the statement: "Under the current Zoning Code Multi-Dwelling developments have two different required bicycle parking minimums, one for the Central City and one for the rest of the city. This approach accounts for a higher bicycle mode split and thus demand for bicycle parking in the Central City." Is there any evidence for this? How do you know it is not due to other factors, such as distance itself, socio-economic factors, age, etc.? On page 23 you did not list trike bikes, which are becoming increasingly popular. They are probably more common than

cargo bikes and seem to be displacing recumbents.
im Very disappointed my tax money is being spent on this survey and your time to implement a code that is only going to hurt development. People want cars. The statistics and studies in bike increases are false. They have maintained consistent for twenty years. Make parking more expensive and increase bus services. Single user transportation is the problem. Stop spending my tax dollars where we don't want it.
good work
Bike parking is fine no need to change
I like that it sounds like it will make more bike parking available around the city but it isn't clear if this will include more street parking as opposed to residential parking.
As a cyclist and commuter I do not believe it fair that drivers have to fund all bicycle projects and have to give the riders the right of way. We need to adopt a law that requires cyclists to register their bikes and pay for a license to show they know how to handle the bike safely. The bikes need to be stamped and possibly even have a barcode that will show who the registered owner is. Bottom line, all cyclist options need to be funded by cyclists.
Stop making more laws and enforce the ones we have now!!!
It seems the city will enforce with an iron fist the codes for bicycle parking requirements, while giving a blind eye to the same enforcement of vehicle parking. This myopic thinking is inexcusable.
Sorry, I'm not going to read 90 pages.
Street parking is often full in neighborhoods. Street parking downtown is oddly located and often unsafe.
NA
Make it more interesting or easier for regular people to read and understand.
Ooops i havent read it yet
I have never had a problem finding a parking spot.
difficult to envision the increase in bike traffic... dont see it happening here
I think there needs to be an increased focus on requiring enclosed, safe parking by businesses/employers and non residential units as well. You can only bike if you have a safe place to bike to.
Security is crucial. Should be in lit, highly visible/trafficked area. Consider more than chain link as people stick things through to poke the door open
I hate using those "secure bike" cages/rooms etc - I don't really trust them and I have too much social anxiety to open a large clunky cage in public. Not sure if my opinion is the odd one out but 🙄
I have not yet read the draft.
Most of these concepts and specifics seem well developed and workable.
none
In general very positive - this needed to be updated. One thing that is needed is common sense application - unfortunately, I've experienced BDS staff enforcing the existing bicycle code without any common sense on projects. It sucks and makes the city the bad guy for no reason (everyone wanted to supply all the bicycle parking but staff was just ridiculously stupid)


Haven't read it
How long do stolen parted out bikes stay on parking spots around town? Who's responsibility is that to remove the bike?
tl;dr
It'd be great to expand biking corrals too. I'd love to have one on almost every block in the city.
Consider adding more provisions for especially weather-protection, but also security for short-term bike parking. I like encouraging existing buildings to convert their auto parking to bike parking. I would like to see further programs that encourage existing multi-family residential and commercial buildings to create more secure and covered bike parking, even without redevelopment.
Comments on the proposed standards for amount of required bicycle parking
Again, it's a good improvement. We can always do MUCH better when it comes to promoting active transportation!
Build it and they will come. There should be more bike parking.
Appreciate the increased parking and availability for other sized bikes.
Yes, thank you! Similar to LEED requirements, which have studies to support them. This will increase ridership and people's sense of security - they have a safe place to park rather than finding an alternative when their spots are full.
Increase the percentage of horizontal bike parking required. Vertical parking can help to add parking in otherwise unusable spaces, and to increase the total parking, but it is infeasible for many people and bike types.
It's not enough, but still better than the current standard. Everything should be based on a 25% bike mode split. Also there needs to be a better mechanism for updating clearly non-compliant parking for older buildings.
If the city is going for 25% of all trips being by bike by 2035, you need to require that much capacity in new buildings *today*, since requiring it in new buildings doesn't mean it's instantly available. If you only require the 15% in the draft, that's not an "incremental step", it's a recipe for missing the 2035 target.
need more.
Suggested addition: plans must include an explanation of how bicycle parking would be increased in the future to accommodate an increased bicycle mode share. So if the bike cage is in a parking lot, taking up some spaces, the plans would acknowledge that in the future additional spaces might be added.
Looks fine.
Seems reasonable!
I can't find the standards, but we certainly need MORE bike parking, everywhere. Make it as ubiquitous as car parking!
more bike parking!! everywhere!!
Too little
More.
Got a little wonky for me — we just need to make sure we realistically provide enough parking. Right now I think we need to increase the amount of parking.

I think that seems about right. I've started commuting to downtown Portland one day per week, and if we didn't have a bike cage I wouldn't do it. My 5-mile commute is faster than the bus, and less aggravating than the drive.
The more the better.
Need more
I like the idea of not allowing bicycle parking in the apartment unit or balcony to count toward required long-term parking unless it is a special feature build into the unit which doesn't diminish the living space or storage space.
No comment.
the bike corrals around town are great! i find that i need bike parking when going to a business more than work or residence.
Commercial buildings with 10 or fewer car parking spaces SHOULD be required to have long term bike parking.
If this policy is only planning adequate facilities for the 2030 25% modeshare goal, then it will be outdated in less than 12 years. The last update was 20 years ago. 25% modeshare is a low bar for parking requirements. Require cutting-edge quantities of bike parking! As you say in the draft, prioritize bike parking. Build it and they will come. The outer neighborhoods, "Target B" should be required to have adequate parking for 25% modeshare. It is inappropriate to require sub-standard parking, unless a sub-standard modeshare is the goal. Which it isn't. Lower parking rates DO reflect a lower level of commitment from the city. Are other cities determining how much bike parking per square foot based on actual data? How are the existing modeshares of the cities whose parking standards you're comparing this to? Why is any parking requirement being included that is less strict than existing requirements in other cities, such as our neighbor Seattle (even after accounting for long/short term differences)?
Still not enough.
Secure and easily accessible storage, at least 1 per apartment, if not 2. Or space and rack within each apartment.
Bike parking is really full everywhere downtown, we should create enough parking to meet and exceed demand (As the city is expected to continue growing). Plan for the future!
Owning multiple bikes I've never had an issue with bike parking in single family residences nor in apartment buildings.
Sounds pretty good!
At least 75% of all units in building
don't add costs (mandates) to businesses and property managers.
at least 1 spot per unit, maybe 2
see my response to 9 above.
Keep in mind that the demand for family and cargo bike parking has been increasing and the need for spaces for these bikes will continue to increase. Are you planning for that?
I would also add in car parking requirements. One off street parking place per household unit.
I almost always see rows of empty garage bike parking in buildings I'm at that are built to the current standard. Maybe the focus should be less on volume and more on quality of the parking? It would suck

worse to see rent go up even more so there can be more rows of empty bike parking.
The minimum standard for residential units shall be 1 bicycle parking space per bedroom.
Higher standards are needed for public spaces and public institutions.
More quality retail bike parking is needed in order to promote biking to neighborhood retail locations. The current practice barely accommodates the rack needs in my neighborhood, requiring people to lock bikes to street signs and often causing blockages or narrowing of the sidewalks for pedestrians.
The same or equal amount of spaces provided for cars. Again this is an equity issue.
I'm still hung up on the 15% mode split being used to calculate amounts instead of 25%. What's the answer to the question about the fact that this code will (likely) not be touched again before 2035, which sort of refutes the incrementalist argument that suggests later code updates will get to 25%? On the other hand, could the case for 15% mode split be made by suggesting that other things -- i.e., bicycle infrastructure -- are more important to getting to the 25% split and that therefore, a 15% mode split goal for bike parking could be complemented by a 35% mode split goal for funding/planning bike infrastructure to balance out to 25%?
Ironic that Portland allows bike parking to be in units and has a higher bike mode share than the City's cited in the report which do not allow required parking in units (Seattle, San Francisco, Boulder, Vancouver BC, Madison WI, etc.). Could it be that there is no relationship between bike mode share and the location of the required bike parking? If there is a relationship, it would appear to be that allowing required bike parking in units = higher bike mode share.
None. Increase bus service.
Cyclist should be required to display a parking permit just as drivers do. They can do that by listing their license plate or bike stamp into the meter system that can be verified by meter checkers.
Pffft you need way more usable space
The rubric of a ratio of a ## of bike parking spaces per sq footage of building size fails to meet demand in a variety of standards. The bike parking minimum must include alternate minimums like enough bike parking for: "at least 25% of the maximum capacity rated by the Fire Marshall" - or - "25% of the regularly anticipated population, for schools that includes 25% of registered students + 25% of staff, etc. etc." Why does my local QFC grocery store have 60 car parking spaces but only 3 bike parking spots? My kid's school has 500+ kids (Sellwood Middle) and if I got it right, (my info on sq footage might be wrong), this would only require them to have 30 bike parking spaces. NOT NEARLY ENOUGH when they're packing 500+ kids in there.
If a community desires more bike parking, developers will provide as it is demanded. Forcing them to include such parking will only result in wasted resources.
if you're wanting 1/4 of trips to be on bike then having 1 space for every 1800 square feet implied that every employee has 450 sq feet. That's true for me but i doubt it's true for people that get paid less, such as call centers. It also places that as a limit since if I can't count on parking I won't start biking. I already drive if I'm running late because the bike parking will be full.
will never be enough. more people everyday.
NA
I think we have plenty currently. We may (and that is a big MAY) need some in 10 to 20 years. But a large number of people do not bike (they drive, walk, or take public transit).
It should be based on square footage of livable space. Something like for every 200 sq feet of livable

space you need x bike facilities. Thought and consideration should also be given to co-housing development to ensure 'living' space is the individual unit and not the shared space. Similar thoughts for alternative housing arrangements.
Would rather see small stations every block instead of fewer big stations. This will help park close to where I'm going.
I didn't see what the proposed standards really were
I have not yet read the draft
too much now
Seem adequate.
none
Its perfectly fine on larger projects but you should know that the code gets very weird when it is applied to smaller projects - what if a TI project wanted to group their required parking in a mixed use building? I've experienced BDS staff refusing to allow this. It would have created a better bicycle facility for more people. No common sense.
I don't believe there should be separate standards for the inner city and outer sections of the city. They should at the very least both be Standard A. There should also be a higher requirement for bike parking outside of Retail Sales and Services. Having to park your bike far away from where you are going (and probably in a spot with less people and/or light) makes parking it in the city feel unsafe.
I think the entire Northwest Industrial District should be added to the high-level bike requirement. The area is rapidly urbanizing. I think Swan Island should as well. I think the airport itself should too. And, OHSU should definitely be included.
Haven't read it
Require more!
should be increased by 20%
For residential: minimum 2 racks per unit, or 1.5 racks per person per unit (e.g. 3 racks for a two-person unit)
Comments on the proposed standards for bicycle rack dimensions
It's about TIME! There are SOOO many very, VERY poor bike racks all over Portland! We've known for MANY years what constitutes a well-functioning bike rack; let's start building and requiring them in all office buildings!!
Make it easy for people with cargo bikes and e-bikes. Not all bikes can go up a wall.
These look fine. I especially like the staple racks and horizontal racks that easily pull out
Thank you for looking into this! We need space, otherwise, the bike room goes to waste. We need space to maneuver and park our bikes without running into other bikes - with our bike or with our body!
This is generally good and beyond my technical knowledge. There needs to be a better mechanism for updating clearly non-compliant parking for older buildings as racks that aren't functional for most bikes, or even cargo bikes, are detrimental to the bike mode share goals of the city and region.
These seem good, except I wonder whether cargo bikes are expected to be only 5% of bikes for the lifetime of these buildings. My office has fewer than 20 bikes parked, but has at least 1 cargo bike, and will acquire another when my kids get to school age.

Having at least some ground-level secure parking for cargo bikes is needed in Portland!
pretty good.
MUST, MUST, MUST, include a requirement that racks accommodate bicycles with fenders. Yes, this would happen in rainy Portland. It already has. (See my answer to #8, above.)
Looks fine.
Makes a lot of sense given changes in the types and sizes of bicycles these days.
Again, I can't read them, but you need to create space for longer bikes like recumbents.
I usually have a light road bike for long rides/racing/etc. I started doing a bus/bike commute and using my old beater bike that's 30lbs. I realized how hard it is to lift them onto vertical racks. It saves space ... but I can't imagine how people with e bikes will lift a 50 lbs bike
Some racks are too tall
Needs to fit at least 3" tires.
I like that racks horizontal racks will be placed at an angle to facilitate parking many bikes next to each other.
Great idea to add some bigger spaces.
Nothing to add here
its good that you take into account more people using bikes with assist, cargo containers, recumbent, etc. this increases the accessibility of biking. please don't restrict all easy access bike parking to non-standard bicycles. I have difficulty raising weight above my shoulders and this makes using bike racks with verticle hooks difficult but I have a standard bike.
existing ones are fine
We need more room for our cargo bike that we transport kids
30% horizontal long-term parking is enough to cover the people who need it - but is it enough to also cover the other people who fill it? We had limited horizontal bike parking at my old job and I sometimes had to leave my recumbent unlocked (in the locked room) because there was literally nothing I could lock it to. I would say there there may well have been approximately 30% horizontal parking spaces. We have no bike less narrow than bike rack + two bucket panniers in our multi-bike household.
Big enough for one custom bike or two normal bikes
Provide/Describe path for approval of non-standard bike storage configurations. With space at a premium, many bike rooms are in tall ground floor spaces, but are not able to take advantage of the height for additional bike storage. Could automated bike storage systems be approved?
It's nice there is a proposed language for larger style bikes, but I fear that space would be better utilized for the majority of standard style bikes. Having lived in multiple apartments, I've only seen one cargo bike in ten years.
It seems good. I would say there should be a requirement that some spots don't require the bikes to be lifted. Some people aren't strong enough to lift their bikes onto wall mounted racks or hook racks.
Bike racks should also be designed such that they do not fall over or twist when locked in
Standard size or range of sizes accessible to people of all height's
don't add costs (mandates) to businesses and property managers.

Consider something about diameter of the racks. Many cyclists run a lock through the front wheel and then around the frame. Thick racks can make this difficult/impossible depending on your lock size (shorter locks are generally considered more secure, but I've given up on using them around town). It also tends to hamper running standard cables through the rear tire and then back to the front.
no comment
The rack dimensions proposed for cargo bikes is too small. Many cargo bikes are longer than 8', many need 9', some may need up to 10'. 4' may also be too narrow. If you need to measure a bunch of different cargo bikes please feel free to drop by Splendid Cycles any time they're open.
I like the addition of 30% horizontal bike parking and new dimensions for vertical bike racks.
Vertical bicycle parking standards should be: non-staggered spacing of 20-24", or 16" on center if staggered by a minimum of 12" vertically.
Many businesses daisy-chain racks, which often become shopping cart parking areas or cigarette smoking break areas.
In general they are good for bikers who are commuting. They don't accommodate bikers like me who commute and shop with my bike. I would like to see some roomier racks provided in retail locations and bike boxes or other enclosed parking for bike trailers near neighborhood retail locations.
33.266.220.D.4.Additional Development Standards (p. 63) For the additional development standards for sites >20 required spaces, please specify that these cannot be met with in-unit spaces -- these requirements must be fulfilled in bike rooms. If they were provided in-unit, it seems impossible to ensure the people who need charging capability, a cargo bike space, etc. would get those units. And it would be fairly easy to meet the electrical outlet requirements in-unit, meaning they may never be provided in bike rooms.
most manufacturer's make bike rack dimensions at 16" staggered, we should use this to not have to force custom racks and jacked up prices for 1" of space.
None. Stop spending my tax money on this project.
Max size should be one vehicle parking space for six bicycles.
Wouldn't leave my bike in a rack overnight.
Somewhere someone will remember this comment; The time of e-cargo bike with a trailer is a concept that will appear in the not so distant future. This idea will make a further increase of space required for bike parking.
Racks should fit all types of bikes.
I'd like a 5-10% in depth of a single bike rack to allow for longer bikes and more bikes per post
NA
No opinion
It's great to put out a standard but also ensuring that there is an easily accessed resource page that clearly assists with decreasing the cost of the bike racks while ensuring safety and access would be helpful. Consider the affordable developments and businesses and the impact these decisions will have on their overall development costs. Make as easy to implement as possible. Sometimes too many options makes it harder to implement. Has there been a best practice analysis for bike racks?
Consider increasing e bike and scooter usage as people replace cars with them.


I have not yet read the draft
a joke
My experience is that many developers of new buildings seek, and are granted, exceptions to the current dimensions. Recent rack designs make some of the old standards too large.
none
You need to have a maximum diameter/dimensions for piping for bicycle racks. There are way too many designer bicycle racks that do NOT work. You can not lock a bike frame + wheel to them with U-lock. At a minimum bicycle racks should be able to fit both
Haven't read it
Less concerned about dimensions as I am about type of rack. Most racks should not require the user to lift the bicycle. Stacked racks are a space-saving way to get around this issue, but are still intimidating for those with non-standard bikes or physical ailments. "Handicap" spots (even operating on an honor system) in easy-access locations that do not require lifting or much maneuvering and can accommodate unusual bike types (trikes, recumbents, etc) would be a good step toward making bike parking in bike garages more accessible. In residential parking, space for storing bike trailers by themselves (not attached to a bike) should be mandated/strongly encouraged. Trailers tend to be lighter, and can be stacked/stored upright moreso than bikes.
Comments on the proposed standards for location of long-term bicycle parking
Location should be convenient for people to get from the street to where they're going and not involve doors that have to be opened manually, stairs, tight corners, etc.
The additional locations are fine
Seems like many people have different opinions, but we all share that we want it secure - perhaps with a guard or at least a security camera. No windows on the bike room, which would encourage theft. I prefer on the ground floor, so there is minimal transportation of my bike.
If there is auto parking on the same site, it needs to be ensured that bike parking is as or more convenient. Many existing buildings include quality secure bike parking, but only in inconvenient locations.
This is generally fine.
We don't put car parking 1 mile away, so let's not do the same for bike parking.
These seem good.
indoors in a secure space
the in-unit allowance isn't a great idea, unless access is very good and the in-unit spaces are at the unit entrance.
Looks fine.
Seems wise.
Can't read them, but bike parking should be covered and secure.
Maybe ok
Anything outdoors shouldn't be considered long-term.
Ok. Also, please see my comment above about high-density secure bike parking garages.

yes! direct access, no stairs, easy to find - all huge.
long-term bike parking away from home should be discouraged to free parking for those who use it.
We need adequate parking in residential AND business areas that are safe. It's difficult to support riding your bike for environmental reasons when the possibilities of a good and reliable bike being stolen is so high.
having bike parking in units limits the number of bikes that can be stored at an apartment building. My family needs storage for 4 bicycles in our 2 bedroom apartment. In unit storage would not accommodate this but a bicycle parking room would. We live in a multi unit, with 3 of the 4 units having bicyclists. a bike storage room would better suit multi bike households and non-bike households.
this is more stringent than what is needed - secure is the most important
I agree with the Stakeholder Advisory Committee suggestion that 100% of long term bike parking be covered/weather protected.
I would like to see an option to use on-street car parking spots for secured, all-weather bike parking facilities in car-free households. Not a requirement, just language that lists this as an option for, eg., single-family residences using existing parklet standards. Label the horizontal bike parking with outlets so that people know they're intended for the e-bikes. LOVE the 100% weather-protected secure long-term facilities. On-street, weather-protected long-term bike parking should be made available as an option.
Either in living space or in close proximity to living space.
Don't limit the in-unit long term spaces except to say 1 per living unit. If there is room in the unit, then all the better. Eliminate the requirement for 5ft behind space for in-unit standards to encourage more in-unit spaces - 36" behind the space with 5ft long aisle is sufficient to maneuver.
Within a building is fine.
Agreed that in-unit isn't the best option. It's nice when it's close to the exit of the building!
Bike parking access route and location should have "wet" floor that can be washed, rather than more delicate surfaces that can be damaged easily.
Ground floor and or in unit too for backup bike storage like winter bike and summer bike. Require at least 1 in the unit plus community parking
don't add costs (mandates) to businesses and property managers.
the closer to the street the better
I've lived in a place where the parking is on P1 and it worked fine. However it's not as nice for new riders - I would encourage exceptions in FAR in all zoning types for dedicated and secure bike parking at the ground level and higher. Can we also clarify bike parking to be an 'active use' for zoning so the design review process doesn't require burying the bike parking deep in the interior of the building.
Covered, lockable bicycle parking that a bicycle can be rolled to without encountering stairs or an elevator should be given the strongest possible preference. If not secured by a locking door, long-term bicycle parking should not be visible from the street.
1960s suburban development in East and SW Portland often does not allow for racks within 50 feet of an entrance, yet the both the old and the new code is oblivious to such realities. 100 feet is much more reasonable.
I'd like to see more long term bike parking in neighborhood retail areas.

NOT right in front of the front doors or main entrance to a building. If a person can ride a bike, they can walk a short distance too! Put the bike parking in the same location as parking for cars.
Thank you for requiring 100% weather protection for long-term spaces!
Ironic that Portland now allows bike parking to be in units and has a higher bike mode share than the City's cited in the report which do not allow required parking in units (Seattle, San Francisco, Boulder, Vancouver BC, Madison WI, etc.). Could it be that there is no relationship between bike mode share and the location of the required bike parking? If there is a relationship, Portland's highest bike mode share implies that allowing required bike parking in units = higher bike mode share.
None.
Close enough to building to be secure yet not compromise safety of others.
If it's a hassle at all people won't bike
The closer to where the bike can be used for the sake of convenience and security, the more likely it will get used consistently.
NA
There are tons of places to park all over.
Near MAX is key. Convert some street parking spots to bike storage - like how the biketown bikes sometimes are in between street parking spots. They should be in open well lit areas to increase safety and reduce theft
I don't like using long term bike parking no matter where it is it creeps me out to go into a locked room in a building, it makes me anxious to use a cage outside - just being honest lol
I have not yet read the draft
only people using OTHER PEOPLE'S MONEY would think of such a dumb idea
No comment
Think hard of small examples - for example a live-work project with both residential & commercial occupancy. The project should be able to group their required parking! Or a building made of multiple retail units or a restaurant. Having tenants have to accommodate their required spaces inside their occupancy is lame when they could group them instead. It also puts bicycle racks in odd locations that people do not use. Find a way to be open to thoughtful solutions. This is especially true when it comes to renovation projects.
Haven't read it
In-unit bike parking shouldn't be discouraged per se, but it shouldn't be allowed to count toward bike parking minimums. In-unit racks are more oriented for luxury bikes and recreational-use bikes, neither of which are helpful in improving day-to-day cycling rates. As in-unit racks should be entirely up to the discretion of the developer (an additional amenity they may or may not decide to offer) rather than part of required bike parking minimums, no limits should be imposed on how they're constructed/implemented. For covered parking, rain/snow/sun damage prevention should be considered and accommodated. Bike parking should be MORE accessible and convenient than car parking. Depending on the structure of the development, this could mean being closer to building entrances/exits, being on or closer to the ground floor (rather than say on the bottom or top floor or a parking garage), being more visible to people entering or exiting the building, etc. Bike parking that requires using an elevator or riding up a ramp should be discouraged when possible. Bike parking that requires utilizing a staircase (rather than a ramp or elevator) should not count toward bike parking

minimums at all. Ideally a ramp AND an elevator should be provided when bike parking is not on the ground floor.

Comments on the proposed standards for security of bicycle parking

Signage, lighting, cameras, fobs/restricted access, and artwork can help to create pleasant and safe environments for people to park their bicycles. People who need frequent access to their bicycles should have easy access to bicycles, which is perhaps different from where bikes that are rarely used are stored.

The added security measures are appreciated

I would like to see at least a security camera. The door should be code-access only. No windows on the bike room to minimize theft. Thank you!!

More security is better. Having racks that provide for two points of contact is essential. Secure fencing and cameras are even better. Bike theft will be a problem without making it difficult enough to not be worth it (enforcement is another mechanism but not within the scope of this project).

Should have 24/7 cameras, and badge access.

Yes. At my office, the public racks that comply with the current code are usually empty, but the locked bike cage my company installed is heavily used.

as above

the standards seem pretty meager.

So long as you are getting specific, also specify that the video camera keep a recording for a period of time and that it work well enough to provide a picture of a bike thief's face.

Looks fine.

Seems great!

Can't read them, but bike parking should be secure and covered.

I wouldn't ever commute to a work place by bike if the only place to lock my bike was outside. It's not worth the risk of paying 500-2500 dollars for a new bike. I don't have the money to take that as a risk. It would have to be internal and card controlled, and video secured. That way if a theft does occur, it's probably by another employee and one can figure out who via video and card access. Yes, cars lots don't have these features...but it's harder to steal to a car

Anything that can be done to enhance security for bicycle street parking is a positive step, especially lighting requirements. Can this be achieved with a set up similar to bus shelters, and which might include a solar lighting system to enhance energy efficiency?

no one should feel it is too dangerous to ride their bike, for fear of their bike being stolen, especially while at work.

Sufficient

Anything outdoors shouldn't be secured unless gated with lock.

Options 1 & 2 are great. I'm not sure that in-residential-unit bike parking will ever work very well but I like the conditions added. I lived with a bike in my bedroom for 6 years, and since I was at the top of 3 flights of stairs, the bike rarely came out.

Building owners should be required to provide secure bike parking for their tenants

CCTV 24/7

Need more security
enhanced security is greatly needed. when my bike and my son's were stolen it took many months to be able to save up to purchase replacements. any and all enhancements are appreciated
security and easy access are important to keep people wanting to use their bikes
I didn't list security as a concern in the survey because I didn't want to encourage security cameras as a measure of "security", so I am delighted to see that this draft rejects security cameras as inadequate when compared to a locked room for long-term parking.
My bike is the most expensive thing I own, thus a considerable investment. My parking should accommodate both.
A good u-lock and a standard bike staple within a secure building is fine.
Long-term bike parking should be in an access-controlled space.
Inside building with fob/keycard access
don't add costs (mandates) to businesses and property managers.
should be very restrictive. no one can access without key
Bike parking should not be in out-of-the-way places away from ped. traffic. It's not a matter of convenience but of bike security that parking is near the front door of a business if it is placed outside.
Who then would be responsible for stolen bikes? The city for lack of security?
Maybe add 'dedicated' secure rooms so that bike parking rooms don't also get lumped into storage rooms, mechanical areas, etc.
Eli Spevak's Cully Grove provides a mix of indoor and outdoor secure bicycle parking. I would poll residents there to determine what the proper mix should be between these two as a matter of code requirements.
Security cameras are overrated.
Lighting at night of the long term bike storage should be adequate for staff and residents to safely travel to, from and while inside the space. Preferably with more than one entrance or exit.
Get a lock!!!
Locks are good; cameras could be not great in a surveillance state that disproportionately affects people of color.
bike lockers are not great, they seem dangerous to me.
Security would best be provided by placing the bike parking in the living units.
None.
Bicycles need to be secured with either a u-lock style lock or heavy cable that requires cutting grinders to remove to minimize theft.
Put your money where your mouth is bike gets stolen you get reimbursed!
Still not enough.
increased security downtown would be appreciated.
NA
Maybe work on increasing the punishment/fine for theft?

Ensuring safe access to the secure location is important. Lighting standards and a way to minimize the likelihood that you need to access the bike room from any alleyway or other location where one might feel insecure during non daylight hours.
Please use more than chain link fence as people will poke the door open. You can view the bike storage at Asa apartments as an example of what does NOT work, as bikes are stolen from the locked cage inside the locked garage all the time.
lol
I have not yet read the draft
way over the top more city waste
No comment
Add in dimensions of bicycle racks so U-lock works right
Haven't read it
no comment

2. Emailed and Letters:

During the public comment period, staff received 11 emails and 5 letters received as attachments via emails. All emails and letters from individuals are shown verbatim here. No edits were made, but personal information was redacted.

8/15	<p>Morning.</p> <p>I would like to comment on the bike parking code.</p> <p>I and many others in my neighborhood have purchased cargo bikes. These cargo bikes are often 7-8ft in length and are often so long that they would encroach the ability to walk along the sidewalk for a person in a wheelchair or a stroller. It would be convenient to have dedicated places to park a cargo bike at grocery stores, libraries, and parks.</p> <p>Thank you.</p>
8/15	<p>i am writing to talk about the code for bicycles. yes we do need a better parking system for bicycles, however what about the current issues. bicyclists dont follow the current rule of the road. they run red lights and use the wrong side of the road and then drivers are the ones to be blamed for them getting hit. in fact i have seen where a bicyclist was texting while riding down the road on their bike or there was also the situation where i witnessed a bicyclist that caused damage to the vehicles parked on the side of the road.</p> <p>what about making it mandatory that bicyclists have to have a license plate to identify them and can be reported for their misdoings just like a car and they should have to pay licensing fees for their bikes as they use the road just as a vehicle does. These fees would go to help cover the cost of maintaining the roads we both bicycles and vehicles use.</p> <p>a concerned citizen</p>

8/15	<p>I feel all bikes (excluding childrens bikes) should be licensed and carry insurance.They have to in Europe .This not only brings extra revenue into the city but makes it easier for the police and the system to keep track and know whats going on.all cars have to be licensed and tagged why not bikes.If there is an accident between a car and bike the car owner has no repercussion other than their own insurance.this is not right.the bike owners should have to carry and be licensed through the state just as cars.</p>
8/15	<p>I just read a short article about creating 25% of all trips to be bikes. I just thought you might be interested an outside opinion. I'm from Florida, and I recently visited Oregon and I was impressed with your "green" efforts. Coming from an area that has little ability feasably to add such certain changes, it seems important factor to look to the Future and see if there is really an end to the means and isbit worth it?</p> <p>Our state is geographically thin , so our cities leave little room for street expansion. ...i.e. no room for exclusive bike Lanes. Streets are also more jammed and dangerous & bike lanes just can't work everywhere.</p> <p>Also, we experience brutal High temps with humidity that make it almost impossible bicycle for practical purposes. I think this actually contributes to why we are a less of an active State when it comes to walking and all the other activities I see that are very strong in Oregon. In trying to stay green, fit, and other factors, I see Oregon leads the way. Even though we are known for outdoor activities and beautiful weather, there is a limit to safe long term events here ... your weather and climate is ideal in comparison... you can actually go outside and enjoy it throughout the day for hours at a time. It Just leads to more activities and then leads to more people being fit. My son and his girl walk for miles at a time and they also say public transportation is very good there....whereas here in Florida, you can't even walk 10 feet without getting worn out in the weather... It does tend to make us lazy in some ways.. Let alone we could never ride a bicycle up a hill.</p> <p>Also... You're attractions and events all seem to involve major walking, so it's almost essential to be fit to be able to enjoy the way of life there. Each lake or park we visited, there was a 5 mile walk from the parking lot. ...up hill</p> <p>As a 54 year old Florida Native I have seen many futile efforts or just bad ideas for bike laws & other green improvements. I was just curious to see if and how your bike laws will be implemented.</p> <p>Having said all of that, I was curious to see if there's the consideration for those who can't bicycle. I have a health disability that now excludes me from these activites I love...and I am curious to see what considerations Oregon has for disabled or handicapped people for transport & accessibility? Do bicycle laws and other laws exclude these people and give them less choices?</p>

	<p>I realized in Oregon, I saw very little nursing homes if any, and no handicap friendly activities. It seemed to me if you're not fit, you're out.</p> <p>So I guess I'm just curious what Oregon offers for those unable to ride bicycles or walk far. And what does your bicycle law actually entail and do the statistics it factor those who can't ride a bike?</p> <p>I was an avid prior bike ride & would love to relay any great ideas or plans to my good friend, a local bicycle business that leads Miami in bicycle rider rights, volunteer care of park bike paths, races and events.</p>
8/16	<p>In general the proposed code changes seem well-considered and workable. However, I strongly object to one proposed revision, the change to 33.266.110.D. This would allow required bicycle parking to be substituted for part of the motor vehicle parking requirement.</p> <p>Most Portland residents - those who are neither bicycle fanatics nor misguided housing advocates - understand that city government has overreached in allowing new residential development to be built without adequate on-site parking. The planners and ideology-driven residents who believe people will simply not own cars just because they take some trips by bicycle are doing great harm to the livability of many Portland neighborhoods. Minimum parking requirements have already been set too low, and this proposed change will just exacerbate the problem.</p>
8/17	<p>Dear Portland:</p> <p>Read with interest the Discussion Draft.</p> <p><i>Kudos</i> to Portland re:</p> <p>Provide a few electrical outlets in a bicycle parking room for charging e-bikes.</p> <p>Suggestion please?</p> <p>I first got interested in electric traction almost twenty years ago, especially bicycles with batteries.</p> <p>And the quickest way to "recharge" my batteries used to take about one minute?</p> <p>I did this (many times, for years) just by SWAPPING BATTERIES. (A "tired battery" for a "freshie"/fully recharged battery.)</p> <p>And these days one common form of lithium-flavor battery is a "bottle" shape that is a quick drop in/snap in/out style that plugs into a cage on the bicycle with battery contacts.</p> <p>So. Were I "King of Portland"... your "electrical outlets" would look like old mailboxes, offering a "empty and full" battery-swap setup?</p> <p>Good luck with your "Bicycle Parking Code Update Project"! Use of bikes with assist is already exploding (amusing term) in Europe and in Asia.</p>

8/17	Tell the mayor and chief Outlaw to require clothes. Yes, naked dudes around my kids aint cool. Make bike riders wear some freakin clothes
9/4	<p>Hi,</p> <p>I skimmed the new bike code proposal and like it so far. Thanks for the great work.</p> <p>My 2 main concerns, that I am not sure if were addresses are:</p> <ol style="list-style-type: none"> 1) It would be great to have more racks in residential areas for when I visit friends 2) It would be wonderful if there were a safe way to have lockers for stuff in major shopping areas and or places like the courthouse. <p>-The main issue is bikes don't have trunks and lugging panniers is a bummer.</p> <p>-Maybe coordinating with or incentivizing businesses to provide them could work?</p> <p>-Also many cyclists carry multi tools, etc with them but if you go to the court house you can't take it in so do you just leave it outside?</p>
9/7	<p>The following are comments on the Bicycle Parking Discussion Draft:</p> <ol style="list-style-type: none"> 1) Micro-apartments. The code does not carve out a category micro-apartments that may have many bedrooms sharing facilities like kitchens or bathrooms. Standard for this situation should be at least one long-term bike parking space per bedroom. 2) Electrical outlets in bike rooms. With the growing adoption and diversity of powered mobility devices from e-bikes to scooters and "one wheels" (https://onewheel.com/), we are likely to need a higher ratio of outlets to spaces. 3) "Other" land uses. The draft says no bike parking is required for uses not listed in the table. I believe we should have some minimum number of short-term spaces regardless of use. I ran into this personally with a store ("Cash and Carry") that I shop at having no required bike parking because it is classified as "warehouse sales". <p>Thanks.</p>
9/7	<p>Hi there,</p> <p>Overall the project is great and thank you for doing the work!</p> <p>I have 2 points of feedback on the code update:</p> <ol style="list-style-type: none"> 1) The plan only accommodating 15% mode split seems like it isn't bold enough. If the plan isn't updated for another 20 years, we'll be past 2035 and won't be able to reach our 25% mode split goals. Is there some way you could set the policy to have some ratcheting up over time. Like the minimum requirements go up to accommodate another 5% mode split every 5 years? Or is there a plan to revisit in 10 years? 2) The code should require more horizontal storage. Most people have a hard time using vertical bike storage. In my experience, the only people comfortable using that type of

	<p>storage are young, fit men. If we're going to reach our mode-split goals we need to have biking more accessible for a wider swath of the population and horizontal racks are the way to do that.</p> <p>Thanks so much!</p>
10/1	<p>Hello! I have the following comments:</p> <ul style="list-style-type: none"> - I see no reason to increase the long term requirement to 1.5 bikes per unit for multifamily projects. I have yet to see a bike room that is completely full. 1.1 or 1.2 seems reasonable. - Limiting to 1 bike per unit seems unnecessarily limiting. Two and three bedroom units can easily accommodate 2 bikes. Smaller townhouse projects cannot easily accommodate a separate bike room. Perhaps there could be exception for smaller projects, say 10 units and under. - Capping the # of long-term bike parking that can be in a unit to 20% is a significant obstacle. Many tenants prefer to have their expensive bike in their unit. This restriction will reduce precious space for living units by forcing it to be converted to bike storage. This 20% rule should only be implemented if bike rooms are excluded from FAR. Again, perhaps there could be exception for smaller projects, say 10 units and under. <p>Thank you.</p>

From: Julia Metz
To: [PBOT Bicycle Code Update](#)
Cc: [Hormann, Liz](#); [Travis Phillips](#)
Subject: Bicycle Parking Code Discussion Draft - Feedback
Date: Monday, October 1, 2018 5:10:19 PM
Attachments: [image001.png](#)

Good Afternoon –

We want to thank you for taking the time to meet with us ahead of the Bicycle Parking Code Update Project Discussion Draft release. We hope that staff will continue to connect with and seriously consider the feedback that non-profit developers and community organizations provide to ensure that the code amendments respond to the needs of the city's low-income households, Communities of Color and other vulnerable populations, particularly in affordable housing developments such as those developed by PCRI and others. Below is an overview of our thoughts and recommendations on the Discussion Draft. We'd be happy to discuss any of the below with staff if that would be helpful.

-

Proposal 1: Tiered Approach

- We are concerned that the process and basis provided for determining the level and location of the tiers may reinforce development trends that have been inequitable to some neighborhoods' historic residents, especially lower-income families and Communities of color. For example, many of the areas that show high percentages of ridership in Figure 3 are areas that a lot of new development of smaller units has occurred – which has not responded to the needs of Communities of Color or families (such as Williams and Division). **PBOT needs to take a closer look at the impacts of this approach through the lens of equity, justice, and the housing crisis we are currently facing.**
- **We hope to see clearer alignment and consideration given to how other modes of transit are used and meet goals of minimizing unnecessary vehicle use by single-users.** For example, the broad boundaries for tiered requirements are inconsistent with boundaries of the Biketown and scooter service areas, and even programs such as Car2Go/ReachNow which provide flexibility for people to eliminate/minimize the need for personal vehicle ownership and can act as a connector to other options such as transit.

Proposal 4: Limit in-unit long-term bike parking

- While we appreciate that meeting requirements for long-term bike parking via in-unit bike racks is still partly allowed, capping this to 20% is a huge barrier for small- to mid-size developments. **We recommend eliminating this cap for projects that have a smaller number of units – it may be based on the number of required long-term bike spaces to remain consistent with other parts of the proposal.**

Below are two examples of actual PCRI projects being developed for purchase by lower-income families. Allowing some, but not all of the long-term bike parking to be met in-

unit is not helpful. Instead, 100% of long-term bike parking should be allowed in-unit:

- With the proposed increase in bike parking to unit ratio, we have small sites in our development pipeline in the R3 or R2 (multifamily) zones where we would build two units. These sites would be required to provide three long-term bike parking options, but only one of these would be allowed to exist in a unit. This means we would be required to build/provide a structure to house just two bicycles. While that may seem relatively minor, it is an unnecessary added cost we cannot pass on to lower-income buyers just to provide secure storage when there may be adequate space in the homes as designed.
 - PCRI has another small site where we will be building six rowhomes for homeownership—a common scenario for our homeownership developments. In order to maximize the number of homes we are able to provide for families in our homeownership pipeline while still meeting the needs of the people we are developing for, we are building up to capacity in terms of required setbacks or landscaping buffers and the homes are already at the minimum size we are comfortable developing for family-sized homes. With six units, we would be required to provide nine bike parking spots with only two of those being allowed in the units. Because of this, the only solution left for providing the required long-term, bike parking outside of the units would be to eliminate an entire home in order to dedicate this space to the secure bike storage area. Not only is the loss of a home unacceptable, but this also impacts the financial feasibility of a project of this scale when 1 out of 6 units is cut for a bike storage area that may or may not be used by the occupants.
- Even if the above cap is eliminated or at the very least, limited to larger scale projects, similar challenges are created by limiting the in-unit bike parking to 1 per unit if the number of bike parking spaces exceeds the number of units (as it often would with the proposed ratio). **We recommend that again, at a minimum, this be modified for smaller-scale projects. The code should require that in-unit parking is distributed equally among all units on the site (if in-unit parking is the route the developer wants to go) with one space per unit, but additional required spots may then be provided in any unit once that baseline goal has been met.**
 - **Another solution to the above challenges would be to simply lower the ratio of bike parking spaces that are required for smaller scale developments.** This recognizes that the cost and space impacts are proportionately much higher on small projects that don't have the ability to spread costs across as many units as larger-scale projects. This compromise reflects many other parts of the code, including visitability and car parking.
 - The shift to allowing less substantial bike racks for in-unit long-term parking is very helpful and seems appropriate.
 - We support the decision to leave out the requirement of placing in-unit bike parking within 15-feet of the front door. Not only would that be extremely limiting for space planning, but it also acknowledges that many units might be best served with bike parking accessed through a rear/side door.

Proposals 7-10: Accessible and Convenient Bicycle Parking

- We support the that you have allowed exclusions based on scale of a development for the requirements related to horizontal racks, spaces for larger bikes and e-bikes, and that double-decker bike racks must include lift-assisted mechanisms.

Proposal 14: Increase options for space saving racks in code

- We appreciate that you have addressed issues related to spacing standards in the proposal – this is certainly an issue that our architects have faced on projects previously.

Proposals 16: Exempt bike room space from Floor Area Ratios

- The exemption of bike rooms from FAR will certainly play a role in making bike parking more feasible on some projects – we support having this in the proposal and look forward to exploring what this actually looks like on some of our projects before the code changes are finalized.
- The exemption, unfortunately, does not go far enough. For smaller scale developments (such as those that were discussed earlier in this letter), increased FAR does not solve the issue. **We highly recommend that staff explore options for placing these structures in setbacks and landscaping buffers.** This could reference code language that already exists for ADUs which allow ADUs to exist in the setback so long as they meet certain height and design restrictions. This would be a key piece in creating options for developers to appropriately respond to the issue based on the unique needs of their individual developments, and more importantly, may reduce some of the conflicts of space for housing bikes vs space for housing people that was noted earlier.
- **We also recommend that there be a reduction in bike parking requirements if bike-sharing stations are provided.** Again, this can easily build on other parts of existing code language (see 33.266.110.D.2.e-f).

Other Topics

In general, we again encourage staff to consider the many push-pulls that exist with code that requires increased space and cost in developments, particularly in affordable housing. As affordable housing developers, we must not only respond to code requirements, but we also must respond to funding requirements and programming goals from lenders, investors, and public partners who are consistently pushing to reduce the cost of developing affordable housing. With every additional layer of requirements, the harder it becomes to make affordable housing projects financially viable. The more flexibility you can provide our projects, the better. Again, we commend you for the ways you have already included PCRI and other community-based organizations in your process. We look forward to continuing our conversations as this project progresses.

The PCRI Team

Julia Metz
Housing Developer



6329 NE Martin Luther King Jr. Blvd.
Portland, OR 97211
T: (503) 288-2923 x129 | F: (503) 288-2891

www.pcrihome.org

www.pathway1000.org



[@PCRiHome](https://twitter.com/PCRiHome)



[@pcrihome](https://www.instagram.com/pcrihome)



[@PCRiHome](https://www.facebook.com/PCRiHome)

Oct. 1, 2018

City of Portland Bureau of Transportation
Attn: Bicycle Parking Code Update Project
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

To whom it may concern:

As Greater Portland's chamber of commerce, the Portland Business Alliance (Alliance) represents nearly 1,900 small, medium and large businesses throughout the metro area. The Alliance has long been a strong supporter of a truly multimodal transportation system throughout the region, especially within the central city. As Portland grows in population, we recognize that in order to move people and goods efficiently, individuals will need to shift toward more sustainable modes of transportation such as mass transit and bicycling.

The city has long held a goal for bicycling commutes at 25 percent by 2035, which we understand is the impetus for projects like the Bicycle Parking Code update. While this goal may be laudable, reality indicates otherwise; indeed, during the update to the Transportation System Plan last year, the Portland Bureau of Transportation (PBOT) actually proposed lowering the mode split goal to 15 percent due to internal modeling that predicted a far lower mode split. If the bureau itself does not believe that goal is reachable, new policies that use it as validation should be reevaluated.

Demand drives supply. We feel it is important to convey this principle as PBOT considers this sweeping increase to the City's required bicycle parking. For many owners, the city is proposing to increase the amount of required parking by over fivefold. Because building space is limited, this pushes out needed housing units or vibrant ground floor retail from mixed use developments.

According to recent U.S. Census data, current bicycle commutes within the city have leveled off at less than 7 percent. While we agree more can be done to encourage this mode of transportation, especially considering the reduced parking requirements for new developments, imposing rigid requirements around rack design, placement and security are not an effective answer to the problem. While some report the underutilization of existing facilities, many of our members in the development and real estate community are also already building state-of-the-art bicycle facilities as a benefit of tenancy, some of which only just meet the significant proposed quantitative requirements. Moreover, ground floor bicycle parking requirements can cool nearby retail activity as they are now competing uses for limited ground floor space.

Our other concern with this proposed update is with the level of detail in the code change, the square footage that it would needlessly consume in buildings, and specific requirements developers are being asked to adhere to. The current proposal would require portions of buildings be used for unused bicycle parking stalls that would be better utilized for needed housing and/or retail and associated employment.

While we recognize that transportation costs are, on average, the second highest cost for households in our area, this proposal also has the potential to negatively impact affordable housing, assisted living and retail developments. Low-income communities are the most reliant on their personal vehicles; monthly mass transit passes are not affordable for many Portlanders. Housing and mixed use developers must have as

much rentable or saleable space as possible in order to make their projects pencil out financially – if not, housing costs will increase and housing supply will not meet demand. At a time when our city is experiencing a housing emergency, this proposal seems to run counter to efforts to make living here more affordable.

The following are our proposed improvements:

- Consideration should be given to a provision within the code update that allows a subjective route that developers can opt-in to, so long as the City determines the proposal meets the intent and purpose of the code.
- Consideration should also be given to financial incentives in exchange for compliance with this update; a system development charge waiver or increased FAR are options that could be explored further.
- Consideration should be given to an exemption of bicycle parking space from FAR.

The Alliance appreciates the opportunity to comment on this project and we look forward to working with PBOT over the coming months as the policy is further developed.

Thank you,

A handwritten signature in black ink, appearing to be 'AH' with a long horizontal stroke extending to the right.

Andrew Hoan
President and CEO

cc: Commissioner Chloe Eudaly
Liz Hormann, PBOT



BIKE LOUD PDX

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

Dear Portland Sustainability and Planning Commission, Ms. Figliozzi, and Ms. Hormann,

Secure and easily accessible places to park a bicycle is one of the key elements that allows people to bike for transportation. Without it, people face theft and possible damage to their bike, which frequently leads to not biking for transportation anymore. We at BikeLoudPDX, a grassroots bicycle advocacy group in Portland, are pleased to see the Bureau of Transportation updating the bicycle parking code and we applaud the high degree of research and attention to detail that has gone into this project.

We agree with most of proposed changes, although feel that there could be more short-term and long-term bicycle parking in multi-dwelling and office buildings. Many people visit office buildings for short-term meetings, service appointments, or errands throughout the day and if we are to continue to make such journeys possible by bike there needs to be ample bike parking. Four short term spots for a 77,000 sq foot office building is simply not enough. We would like to see at least 15 short term spots for standard A and 10 for standard B, along with 50 long term spots for standard A and 30 for standard B.

For the example of 15,000 sq ft retail project, we would like to see more long-term bike parking to accommodate more employees. We believe the minimum should be 10 spaces for standard A and 8 spaces for standard B. For short-term, we would like to see a minimum of 13 short term spaces for standard A and 10 for standard B.

For dwelling units, we are pleased to see the updates to the code, particularly around security and accessibility. One aspect of bike parking for dwelling units that does not seem to have been considered is overnight visitors. They frequently stay longer than short-term visitors, and need secure parking for their bikes. Another aspect is that people frequently share apartments, so that it is not unusual for a one-bedroom dwelling to house two people. For these reasons, we urge the committee to consider upgrading the long-term bicycling parking requirement to be two *per sleeping area*, rather than dwelling unit. This would be for both standard A and B. We also believe the short-term parking requirements are too low and for an example 100 unit multi-dwelling project, would prefer to see 10 short term parking spots for standard A and B.

We appreciate your time and look forward to seeing this project move forward.

Sincerely,
Emily Guise
Co-chair, BikeLoudPDX

September 28, 2018



City of Portland – Bureau of Transportation
Attn: Bicycle Parking Code Update Project
1120 SW 5th Ave, Suite 800
Portland OR 97204

RE: Comments on the PBOT Bicycle Parking Code Discussion Draft, August 2018

Sarah Figliozzi & Liz Hormann:

Thank you for meeting with the BOMA Oregon Board of Directors on Sept. 7, 2018 to review the upcoming bicycle code changes outlined in the August 2018 Discussion Draft. While we understand the intent of the bicycle code update, we are very concerned that the proposed changes will significantly impact the viability of commercial buildings.

BOMA Oregon represents over 50 million square feet of commercial space throughout Oregon. We have surveyed our building owners, and given what we learned, we propose the following modifications to the August 2018 Discussion Draft:

Amount of Bicycle Parking Required – Reduce parking requirement NSF levels

- a) The increase in required number of long-term bicycle parking spaces is too high. From our member survey, the average bike room is utilized approximately 20% daily. And while we understand the desire to accommodate more bike parking for future growth., we suggest the following long-term requirements:
 - i. Retail Sales & Service
 - 1. Standard A – 1 per 6,000 nsf (still double the current code)
 - 2. Standard B – 1 per 8,000 nsf
 - ii. Retail – Restaurant & Bar
 - 1. Standard A – 1 per 6,000 nsf (still double the current code)
 - 2. Standard B – 1 per 8,000 nsf
 - iii. Office
 - 1. Standard A – 1 per 5,000 nsf (still double the current code)
 - 2. Standard B – 1 per 7,500 nsf
- b) Short-Term Requirements should remain the same. There is no evidence supporting the need for more additional short-term racks.

Location of Long-Term Bicycle Parking – Allow for bike rooms at all floor levels that are accessible

- a) Bike Parking below level P1 in a garage should be allowed, assuming access via an accessible route (Elevator) is provided to those lower levels. *This should be no different than having a bike room on any level above the ground floor.*

- b) Many existing buildings throughout the City have bike rooms that are on the lower levels of parking structures or basements, and these spaces are utilized and working well. Based on the current Discussion Draft, these basement level bike rooms will be replaced if a major renovation occurs in the building.
- c) Design teams are constantly getting push back in Design Review hearings regarding visible bicycle parking along the street edge, limiting our ability to put bike rooms on the ground floor of the building. If you have a half or quarter block site, there isn't enough non-street front space to accommodate the proposed bike parking room sizes.

Limited Number of Required Racks Allowable in Units – 20% of bike spaces to be horizontal racks

- a) This is a landlord/tenant issue. In-Unit racks must be counted. The current proposal allowing for 10% is not acceptable. The maximum percentage of bike spaces allowed within units should be 50%

Min. % of Long-Term Bicycle Parking in Horizontal Racks – Total 10% horizontal + oversized racks

- a) The 30% of bike spaces currently proposed is too high; and requiring and the lift-assist mechanism on double decker racks is a duplication.
- b) We propose a reduction of long-term bike racks to 10% total for both Horizontal Racks and oversized bikes.

Bicycle Parking for Larger Bike Types – Total 10% horizontal + oversized racks

- a) Reduce the minimum percentage of long-term bike racks to 10% total for both Horizontal Racks and oversized bikes.

Non-Conforming Sites – Keep long-term bike parking exemption for non-conforming sites

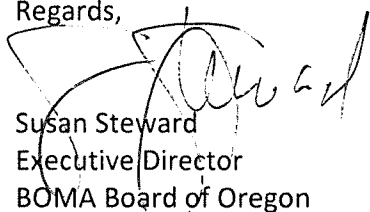
- a) The current code exempts long-term bike parking code compliance updates for non-conforming sites. We would recommend keeping that exemption in place.
- b) Many existing buildings that are in non-conforming use sites are already burdened with so much additional work to achieve compliance, there is a real possibility of these buildings no longer being viable buildings to own or operate.
- c) If exemption is not an option, providing a fee in-leu option is acceptable.

There are a few additional issues that have not been addressed in the current Discussion Draft.

- a) The term "secure" must be removed from the description of long-term bicycle parking spaces. There are tenant lease implications associated with the word secure that are problematic. Replace "secure" with the term "CONTROLLED ACCESS."
- b) Additional incentive based/flexibility in the bike code. If a building owner wants to build a bike room above the code minimum requirements, there should be incentives for them to do so. We suggest working with the building owners to provide a pathway via **SDC credits, Incentives, etc.**
 1. i.e. Revise the code to require Office buildings to provide 1 per 5,000 nsf. But if buildings provide up to 1 per 1,800 nsf, SDC reductions are provided.

Thank you for your efforts. we look forward to working with the city on a proposal that is a win-win for both the City as well as the Building and Development Community.

Regards,



Susan Steward
Executive Director
BOMA Board of Oregon

cc: Mayor Wheeler
Commissioner Eudaly
Commissioner Fish
Commissioner Fritz
Commissioner Saltzman



November 2, 2018

Catherine Ciarlo, Active Transportation Manager
City of Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, OR 97204

Attn: Bicycle Parking Code Update Project

Dear Ms. Ciarlo:

Oregon Smart Growth (formerly Oregon LOCUS) appreciates the opportunity to provide feedback on the Bicycle Parking Code Update Project Discussion Draft. Oregon Smart Growth (OSG) supports policies that encourage walkable, compact development that is economically, environmentally and socially sustainable. Increasing bike capacity and mode split in Portland is an important goal and one we share.

OSG agrees that expanding bike parking requirements to more parts of the City will encourage more bike use and create more equity for bike infrastructure. We also support adding wide-bike capacity and access for persons with different abilities. We also appreciate the reduction in required width to 1.5 feet, in recognition of what is already regularly appealed/approved.

At the same time, we need to avoid a regulatory structure that pits bikes, housing and retail against each other for the same space. For example, a 30-unit project on Division St. is being built with a small bike room and in-unit capacity; there is no basement or vehicle parking with the project. If the proposed requirements were applied, one 700 sq. ft. ground-floor rental unit or 600 sq. ft. of retail space would be lost and rents to all others would be increased.

OSG urges that the code update going forward allow maximum flexibility in meeting bike parking requirements to get maximum use of space through efficient design, which will be very different in different places/building types in Portland. Every building needs its own design, appropriate for the location and households being served. Offering a menu of options to meet our shared goal will be more effective.

There are two specific areas of significant concern in the current discussion draft and we strongly urge the revisions included below:

In-Unit limit

- We oppose any reduction in current in-unit parking options for multifamily. Everyone should enjoy the opportunity to store their bike in their home—nothing is more pro-bike. **If bikes are allowed in the unit, then in-unit bike parking should be counted 100% toward bike parking requirements.**
- If a property manager does not allow bikes in the unit, management would be required to meet the parking requirement elsewhere with a controlled-access storage option.
- Maintaining bike parking location flexibility is directly in line with the City's Community Survey, which found that while most respondents preferred to keep their bike in a dedicated bike facility, the most challenging part of parking a bicycle was the safety and security of that facility. Allow maximum flexibility as to where that can occur within a property, including in-unit, ends of hallways or any level of parking.

President
Sam Rodriguez
Mill Creek Development

Vice President
Dennis Allen
Urban One

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Tim O'Brien
Urban Asset Advisors

Board Members

Cassidy Bolger
Portland Lloyd Center Community, LLC

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Downtown Development Group

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Joel Kaplan
Oregon Law Group

Mike Kingsella
Holland Partner Group

Aaron Keeler
Greystar Real Estate Development

Wade Lange
American Assets Trust

Michael Nagy
Wood Partners

Peter Skei
Specht Properties

Christe White
Radler White Parks & Alexander LLP

Brian Wilson
Mainland Northwest

Kurtis Fusaro
Gerding Edlen Development

Executive Director
Gwenn A. Baldwin
gbaldwin@oregonsmartgrowth.org

- The reasons vary as to why residents want to have their bike in-unit. For some, their bike is an expensive investment they don't want in shared space—no matter how controlled the access; for others, they don't want to pay for separate bike parking and will put it in the unit anyway.

Hassalo on Eighth has made a significant investment in bike parking capacity—and management does not allow in-unit parking. Yet much of the capacity is grossly underused. The chart below reflects use as of September 20, 2018; 220 of 311 bike stalls were vacant.

Building	# bike stalls	Occupied Stalls	# of residents paying \$25	# of \$0 spaces	# of vacant spaces
Elwood	58	14	11	3	44
Aster	188	45	17	28	143
Velomor	65	32	11	21	33
Totals	311	91	39	52	220

The bottom line is that removing flexibility for bike parking does not force residents to use the capacity.

Non-Conforming Uses

- **Setting the full bike parking code compliance trigger at the \$160,000 level of a major remodel is too costly for a building that is already programmed.** That trigger threshold might be the cost of replacing a roof, yet the entire interior might be forced to reconfigure, which is highly disruptive to existing commercial and residential tenants.

Meeting the full bike parking code based on a \$160,000 threshold trigger is also especially challenging for older buildings that may not even have existing vehicle parking or flexible floor space to meet bike parking regulations.

- **As an alternative, whenever ADA upgrading is triggered, bike parking should also be triggered with improvements in a similar methodology (i.e. up to 10 percent of the remodel investment towards bike improvements.)** If the existing uses of the building mean it is unable to be reasonably upgraded, then that 10% of remodel investment would be paid into a bike parking fund.

Using Incentives to Increase Bike Capacity

- Rather than increase bike regulations to require separate storage areas with prescribed elements that may not convert into increased modal splits or be fully used, the **Portland Bureau of Transportation should create an incentive package to encourage creative design and specific outcomes.**

Projects would be eligible for incentives if they provided such elements as:

- Improving in-unit bike storage, expanding from a “standard” space to an “enhanced” space that is bigger and within an enclosed closet.
- Increasing bike storage options onsite (could be at proposed levels, but not specific as to location beyond on-site.) The permitting process can ensure there is a

reasonable path to get a bike in and out of a unit/office or storage area, without a single standard for every building.

- Adding amenities, such as a toolkit and tire pump to storage space, or a wash station near the entrance and elevator to “hose down” the bike after a rainy commute or dirty cyclocross race.
- Purchasing bike share memberships for tenants
- Enabling e-bikes ownership by tenants, with dedicated outlets at bike stalls

The following **incentives would be available** for those achieving at least some of those outcomes:

- None of the square footage used for bike storage would count toward FAR limits
- Transportation SDC fees would be discounted by a pre-determined offset established by a study commissioned by the City or third-party expert.
- A design exemption that allows the developer to choose a change that can offset the space and capital dedicated to the bike room. For example, there could be a modification or reduction requirements relating to setbacks, building articulations, ground floor active use, or ground floor windows.

Oregon Smart Growth believes the above revisions to the Discussion Draft will help the City to meet the goals of increased mode splits, equitable bike infrastructure and reduced vehicle dependency, and we look forward to working with the Portland Bureau of Transportation to revise the recommendations in the Bike Parking Code Update Discussion Draft Report.

Sincerely,



Gwenn A. Baldwin
Executive Director
Oregon Smart Growth

Cc: Chris Warner, PBOT Director
Liz Horman, Bicycle Parking Code Update Project

Appendix B –
Bicycle Parking Code Update Project
**Bicycle Parking Spatial and Economic Study – Impact
Analysis of the Proposed Bicycle Parking Code**
December 2018

The Portland Bureau of Transportation (PBOT) and the Bureau of Planning and Sustainability (BPS) contracted with DECA Architecture Inc. to run several development scenarios to compare spatial needs of the current bicycle parking code and the proposed bicycle parking code. After the spatial analysis was conducted, BPS provided the economic impacts to the spatial analysis. This memo is a high-level summary. The detail in each scenario can be found in the attached pages.

Scenarios run for the bicycle parking study

DECA Architecture ran the following six development scenarios to assess the potential spatial and economic impact of the proposed bicycle parking code requirements:

- Option 1: Mixed-Use – 3 stories on 10,000 sf lot – 16 units and ground floor commercial
- Option 2: Mixed-Use – 5 stories on 20,000 sf lot – 76 units and ground floor commercial
- Option 3: Residential – 5 stories on 20,000 sf lot – 83 units
- Option 4: Office – 3:1 FAR on 20,000 sf lot
- Option 5: Residential – 3 stories on 5,000 sf lot – 9 units
- Option 6: Office – 12:1 FAR on 40,000 sf lot

Development Impact Analysis of Proposed Code

Tyler Bump, Senior Economic Planner at BPS, applied a development feasibility analysis to the six prototypes developed by DECA. The analysis evaluated the change in net leasable area for auto parking, commercial and residential uses. The development feasibility impact was evaluated as an impact to net operating income (NOI) for the various prototypes compared to the current bike parking requirements. The analysis used current market rents for residential, office and retail net leasable square footage for new construction development across Portland.

Summary of what we learned

While there is a lot to unpack from this analysis and the spatial and economic impact on a specific development is very context specific, the following are staff's summary points:

- The proposed code does have a spatial impact on development, which was expected due to the long period of time since the last major update.
- In general, the analysis found that the spatial impact of the proposed bicycle parking code changes was on discretionary vehicle parking spaces for mixed-use, residential, and office development.
- While the economic impacts are variable, depending on the prototype, the impacts ranged from 1% to 4% decrease in NOI.

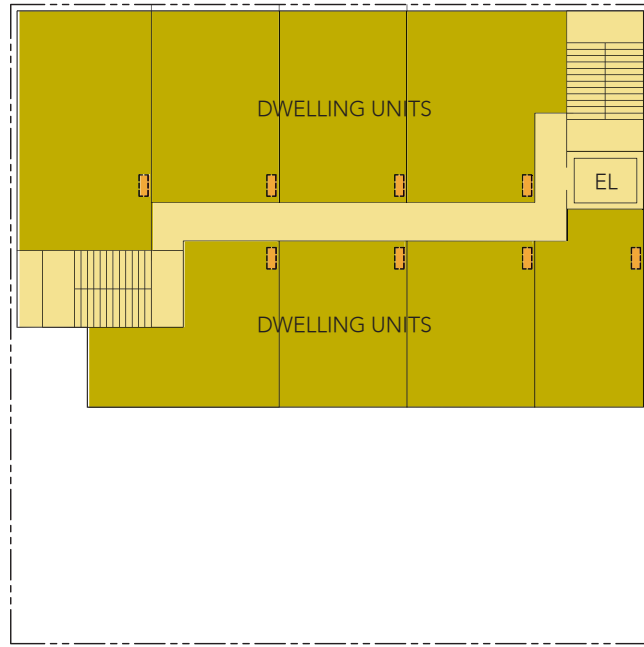
- The proposed bike parking requirements have the most spatial and economic impact on smaller scale development prototypes on 5,000 and 10,000 square foot sites.

Other key items to consider

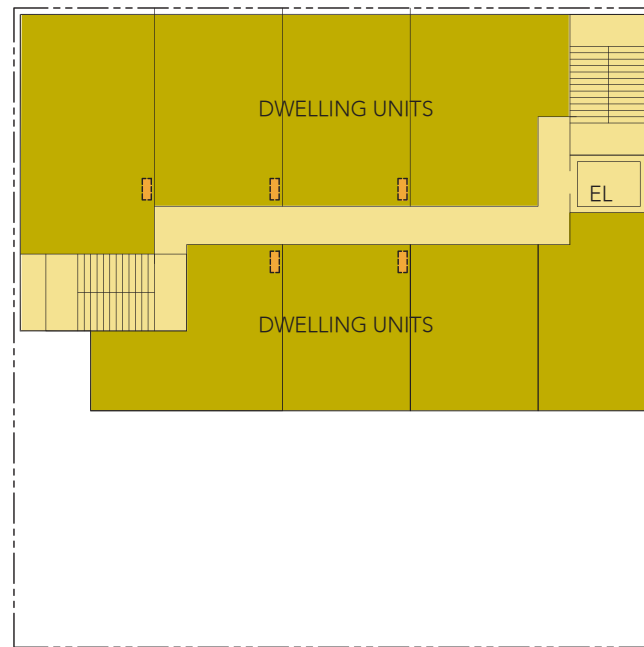
- An evaluation of two of the prototypes that would likely be built frequently without parking. This has to do with the relationship to the parking waiver for IH compliance, and then not having any auto parking to remove for bike parking and all the impact falling on commercial or residential.
- Since the spatial and economic evaluations were conducted, staff have updated the bicycle parking code proposals that would allow a higher percentage of required bicycle parking to be placed in residential units for specific affordable housing developments. This proposal would result in less space outside the dwelling units to accommodate required bicycle parking. This proposal provides a balance between affordable housing concerns and overall policies to accommodate growth in a changing city.

How will this analysis be used?

The intent behind conducting this spatial and economic analysis was to inform the overall Bicycle Parking Code Update Project. There was recognition that the code update will have an impact on the space needed to provide convenient, secure and accessible bicycle parking. The analysis helps the bureaus better understand where those impacts may fall. What this analysis does not address, are the benefits of the proposed bicycle parking code, and therefore, is not a complete picture on the impacts of these code updates.



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



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

OPTION 1
Mixed-Use: 3 stories on 10,000 sf lot

ASSUMPTIONS

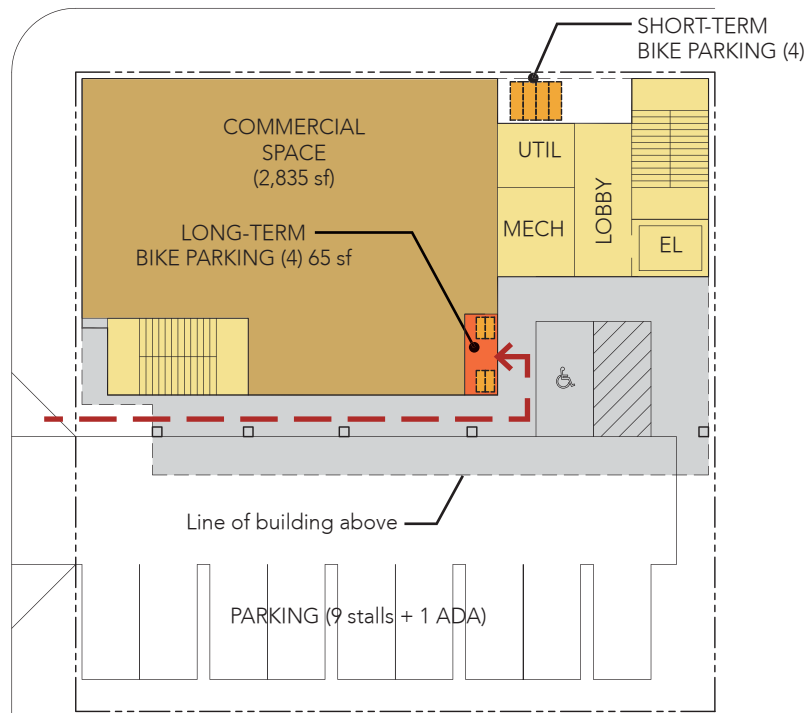
- Site is outside the Central City Plan District, but within Inner Pattern Area
- Speculative development project financially driven by residential units
- Site is close to transit, and does not include affordable housing
- No parking required; nominal amount of efficient parking included for marketability
- 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

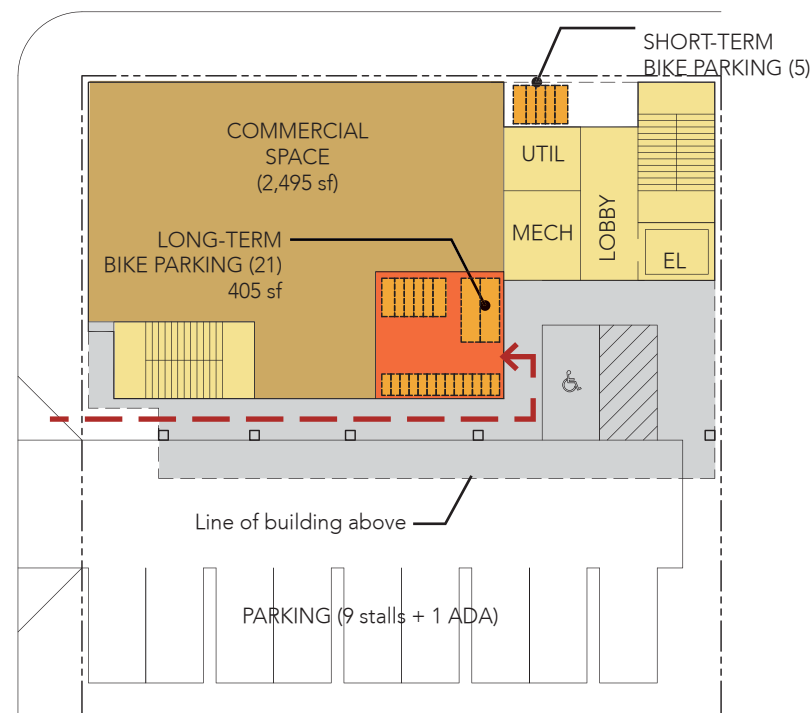
- Eliminating vehicle parking stalls could accommodate long term bikes without any impact on rentable area
- Stacked bike parking could reduce long-term storage by 28 sf



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

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

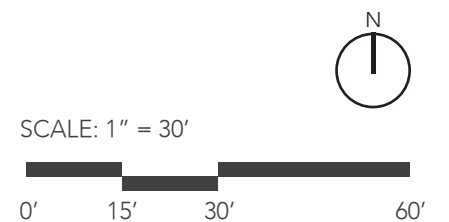
BICYCLE PARKING

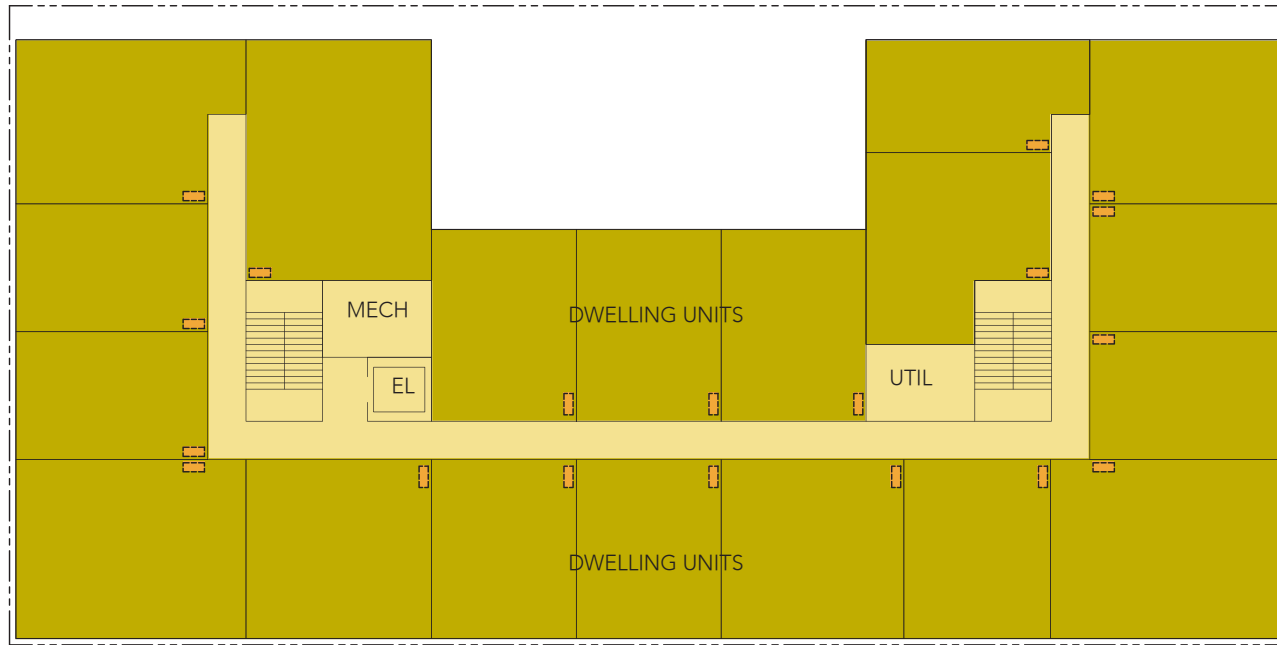
	Current Code	Proposed Code
Short-term comm.	2*	3 (2,495 sf ÷ 1,000 = 2.5)*
Short-term res.	2	2
Short-term total	4	5
Long-term comm.	2*	2 (2,495 ÷ 1,800 = 1.4)*
Long-term res.	18 (16 un x 1.1 = 17.6)	24 (16 un x 1.5 = 24)
Long-term total	20	26
Long-term vert (in-unit)	16	5 (max. 20% of req'd)
Long-term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

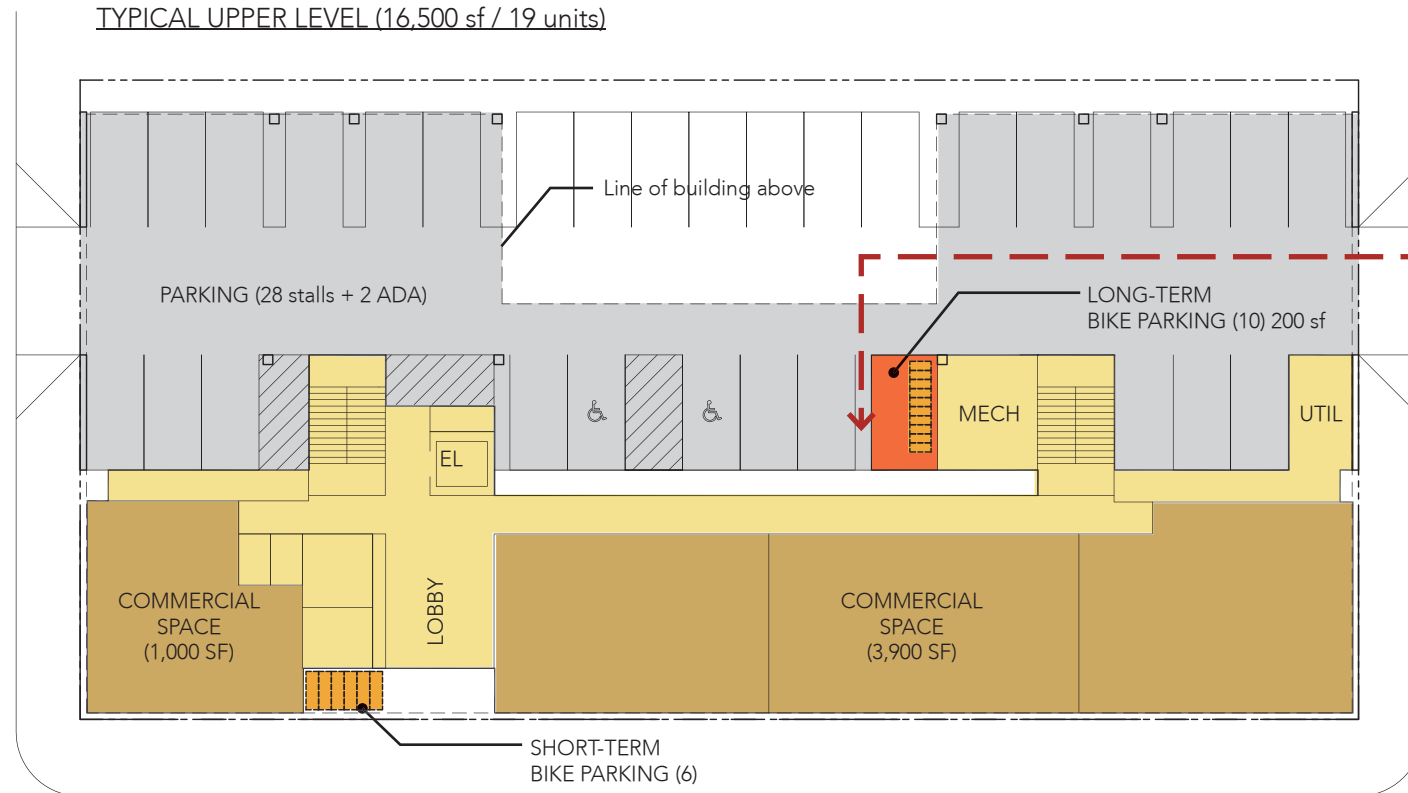
LEGEND

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





TYPICAL UPPER LEVEL (16,500 sf / 19 units)



GROUND LEVEL (8,300 sf)

CURRENT CODE (2A)

Building Area: 74,300 sf
 Area of Uses: 4,900 sf commercial / 69,200 residential

**OPTION 2
 Mixed-Use: 5 stories on 20,000 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, includes required affordable housing, assumed to front on mixed-use corridor
- No parking required per 33.266.110.D.1; a nominal amount of efficient parking is included at back portion of the site where commercial space is less viable
- 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 uses ensures flexibility

IMPACTS

- Proposed code poses no net reduction in rentable area, but likely reduces parking (reduction of 8 stalls) and increases floor area (+1,500 sf)
- Ground level bike room has minimal impact on commercial space

OPPORTUNITIES

- Stacked bike parking could reduce long-term storage by 142 sf
- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Commercial mixed-use
Building coverage:	16,500 sf (83%)
Building area (total):	74,300 sf (3.7:1 FAR) / 75,800 sf (3.8:1 FAR)
Building height:	5 stories
Dwelling units:	76
Minimum Vehicle Parking:	none

BICYCLE PARKING

	Current Code	Proposed Code
Short-term comm.	2*	5 (4,900 sf ÷ 1,000 = 4.9)*
Short-term res.	4 (76 un ÷ 20 = 3.8)	4 (76 un ÷ 20 = 3.8)
Short-term total	6	9
Long-term comm.	2*	3 (4,900 sf ÷ 1,800 = 2.7)*
Long-term res.	84 (76 un x 1.1 = 83.6)	114 (76 un x 1.5 = 114)
Long-term total	86	117
Long-term vert (in-unit)	76	23 (max. 20% of req'd)
Long-term vertical	10	58
Long-term horiz		30
Long-term horiz (lg bike)		6 (min. 5%)

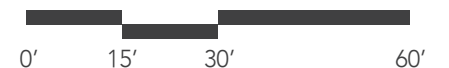
NOTE: long-term horiz (30) + lg bike (6) = 36 (min. 30% of total)

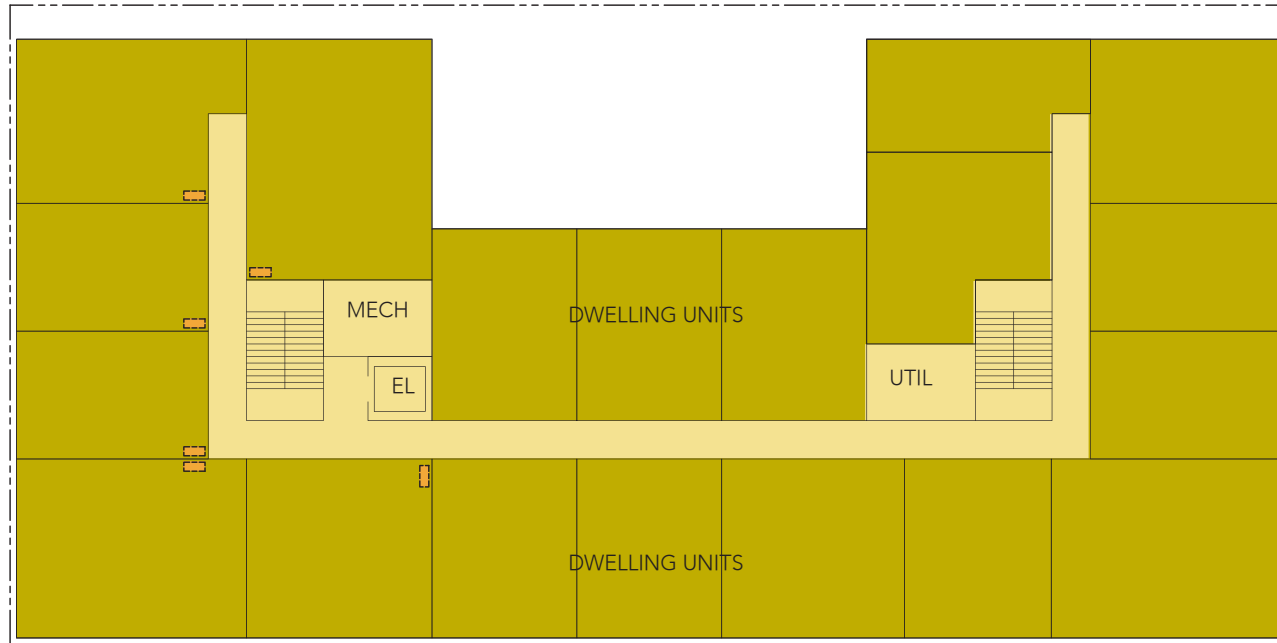
* most conservative rate used to ensure flexibility in use for ground level

LEGEND

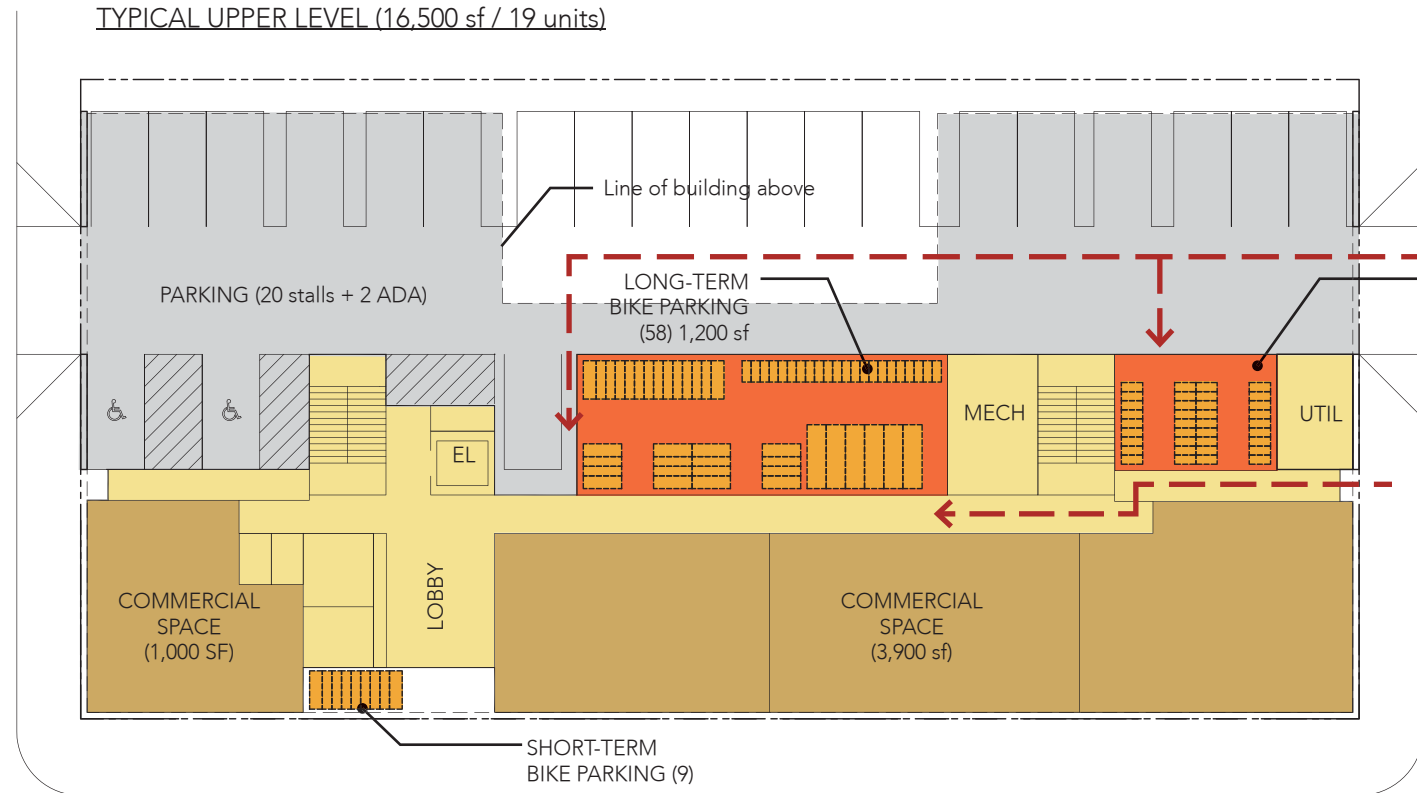
- Bike - horizontal
- Bike - vertical / wall rack
- Bike - large rack
- Indicates enclosed room
- Property line
- Route to bike parking

SCALE: 1" = 30'





TYPICAL UPPER LEVEL (16,500 sf / 19 units)



GROUND LEVEL (9,800 sf)

PROPOSED CODE (2B)

Building Area: 75,800 sf
 Area of Uses: 4,900 sf commercial / 69,200 residential

OPTION 2
Mixed-Use: 5 stories on 20,000 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, includes required affordable housing, assumed to front on mixed-use corridor
- No parking required per 33.266.110.D.1; a nominal amount of efficient parking is included at back portion of the site where commercial space is less viable
- 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 uses ensures flexibility

IMPACTS

- Proposed code poses no net reduction in rentable area, but likely reduces parking (reduction of 8 stalls) and increases floor area (+1,500 sf)
- Ground level bike room has minimal impact on commercial space

OPPORTUNITIES

- Stacked bike parking could reduce long-term storage by 142 sf
- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Commercial mixed-use
Building coverage:	16,500 sf (83%)
Building area (total):	74,300 sf (3.7:1 FAR) / 75,800 sf (3.8:1 FAR)
Building height:	5 stories
Dwelling units:	76
Minimum Vehicle Parking:	none

BICYCLE PARKING

	Current Code	Proposed Code
Short-term comm.	2*	5 (4,900 sf ÷ 1,000 = 4.9)*
Short-term res.	4 (76 un ÷ 20 = 3.8)	4 (76 un ÷ 20 = 3.8)
Short-term total	6	9
Long-term comm.	2*	3 (4,900 sf ÷ 1,800 = 2.7)*
Long-term res.	84 (76 un x 1.1 = 83.6)	114 (76 un x 1.5 = 114)
Long-term total	86	117
Long-term vert (in-unit)	76	23 (max. 20% of req'd)
Long-term vertical	10	58
Long-term horiz		30
Long-term horiz (lg bike)		6 (min. 5%)

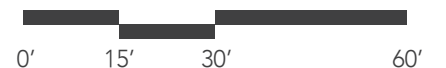
NOTE: long-term horiz (30) + lg bike (6) = 36 (min. 30% of total)

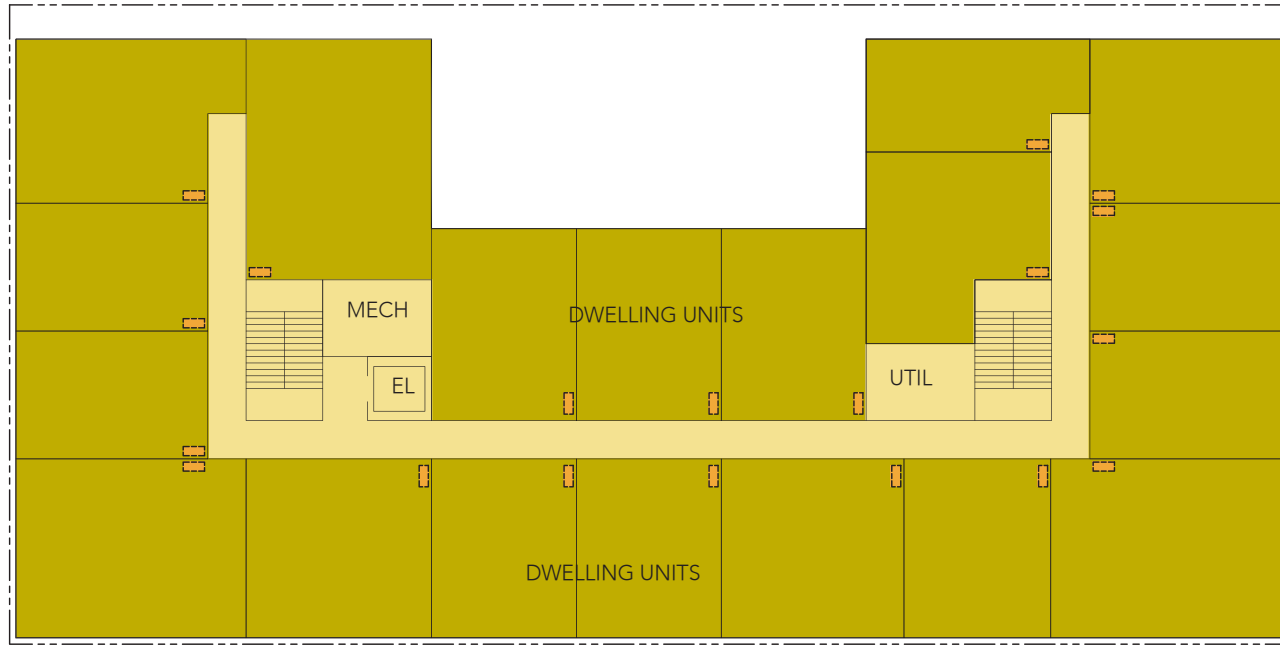
* most conservative rate used to ensure flexibility in use for ground level

LEGEND

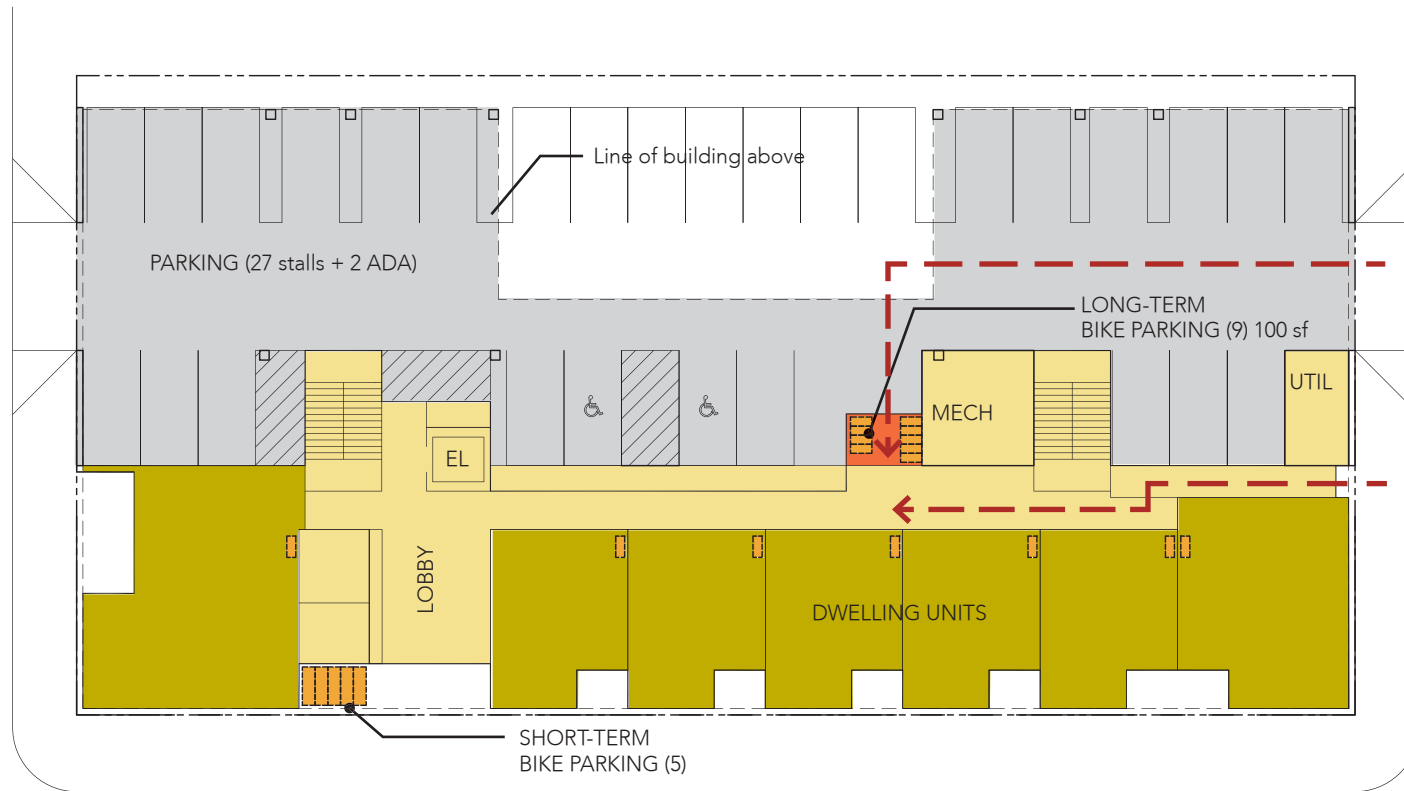
- Bike - horizontal
- Bike - vertical / wall rack
- Bike - large rack
- Indicates enclosed room
- Property line
- Route to bike parking

SCALE: 1" = 30'





TYPICAL UPPER LEVEL (16,500 sf / 19 units)



GROUND LEVEL (8,000 sf / 7 units)

CURRENT CODE (3A)

Building Area: 74,000 sf
Area of Uses: 73,900 sf residential

OPTION 3

Residential: 5 stories on 20,000 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, includes required affordable housing, assumed to front on mixed-use corridor
- No parking required per 33.266.110.D.1; a nominal amount of efficient parking placed at back portion of site where residential units are less viable
- Both scenarios maximize long-term bike parking within dwelling units

IMPACTS

- Proposed code poses no net reduction in dwelling units, but likely reduces parking (reduction of 5 stalls) and increases floor area (+1,400 sf)

OPPORTUNITIES

- Stacked bike parking could reduce long-term storage by 142 sf
- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Commercial mixed-use
Building coverage:	16,500 sf (83%)
Building area (total):	74,000 sf (3.7:1 FAR) / 75,400 sf (3.8:1 FAR)
Building height:	5 stories
Dwelling units:	83
Minimum Vehicle Parking:	none

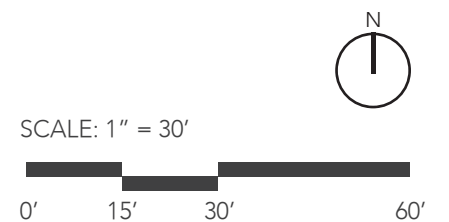
BICYCLE PARKING

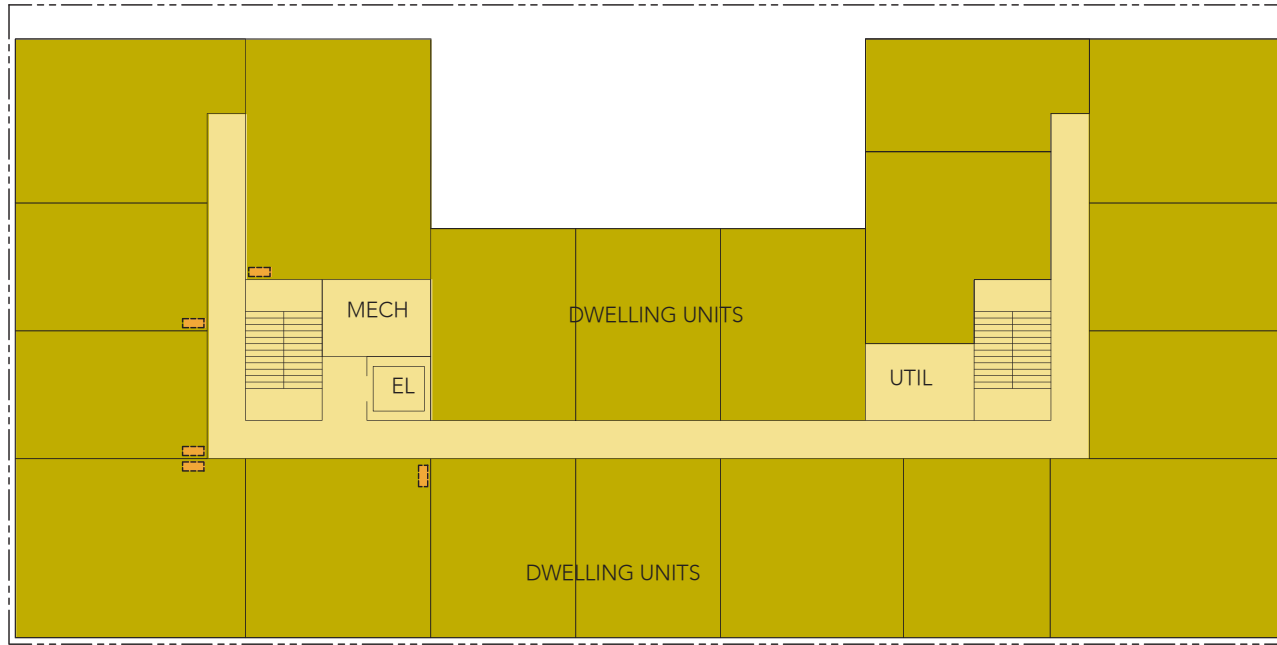
	Current Code	Proposed Code
Short-term res.	5 (83 un ÷ 20 = 4.15)	5 (83 un ÷ 20 = 4.15)
Short-term total	5	5
Long-term res.	92 (83 un x 1.1 = 91.3)	125 (83 un x 1.5 = 124.5)
Long-term total	92	125
Long-term vert (in-unit)	83	25 (max. 20% of req'd)
Long-term vertical	9	62
Long-term horiz		31
Long-term horiz (lg bike)		7 (min. 5%)

NOTE: long-term horiz (31) + lg bike (7) = 38 (min. 30% of total)

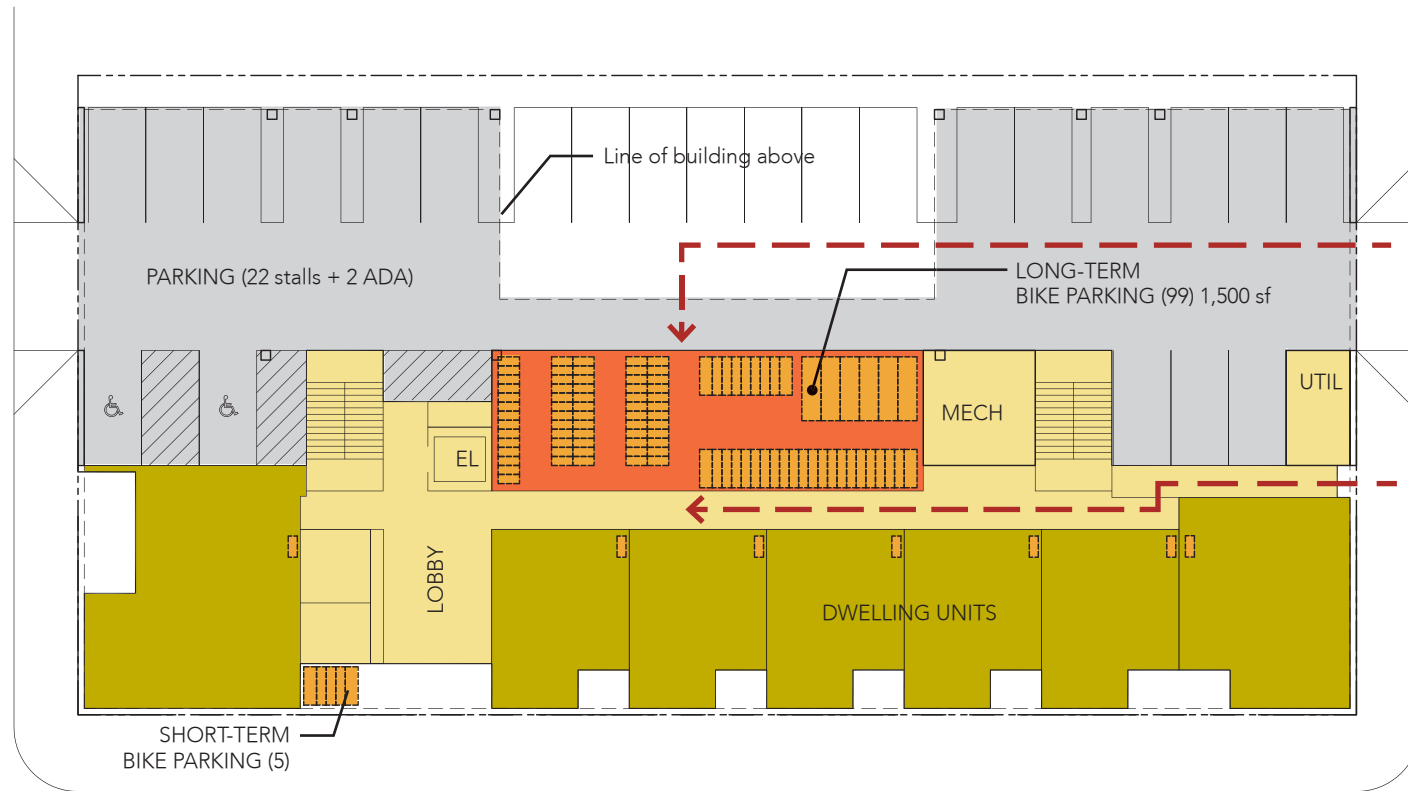
LEGEND

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





TYPICAL UPPER LEVEL (16,500 sf / 19 units)



GROUND LEVEL (9,400 sf / 7 units)

PROPOSED CODE (3B)

Building Area: 75,400 sf
 Area of Uses: 73,900 sf residential

OPTION 3

Residential: 5 stories on 20,000 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, includes required affordable housing, assumed to front on mixed-use corridor
- No parking required per 33.266.110.D.1; a nominal amount of efficient parking placed at back portion of site where residential units are less viable
- Both scenarios maximize long-term bike parking within dwelling units

IMPACTS

- Proposed code poses no net reduction in dwelling units, but likely reduces parking (reduction of 5 stalls) and increases floor area (+1,400 sf)

OPPORTUNITIES

- Stacked bike parking could reduce long-term storage by 142 sf
- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Commercial mixed-use
Building coverage:	16,500 sf (83%)
Building area (total):	74,000 sf (3.7:1 FAR) / 75,400 sf (3.8:1 FAR)
Building height:	5 stories
Dwelling units:	83
Minimum Vehicle Parking:	none

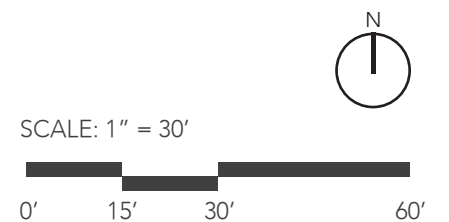
BICYCLE PARKING

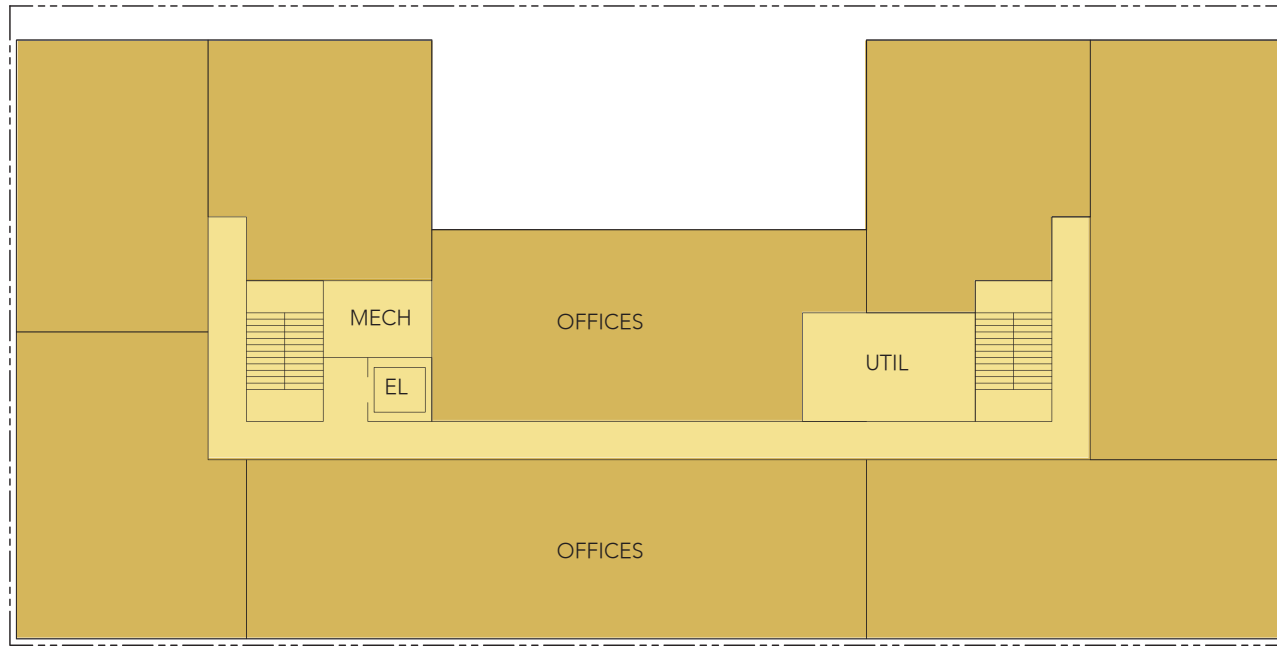
	Current Code	Proposed Code
Short-term res.	5 (83 un ÷ 20 = 4.15)	5 (83 un ÷ 20 = 4.15)
Short-term total	5	5
Long-term res.	92 (83 un x 1.1 = 91.3)	125 (83 un x 1.5 = 124.5)
Long-term total	92	125
Long-term vert (in-unit)	83	25 (max. 20% of req'd)
Long-term vertical	9	62
Long-term horiz		31
Long-term horiz (lg bike)		7 (min. 5%)

NOTE: long-term horiz (31) + lg bike (7) = 38 (min. 30% of total)

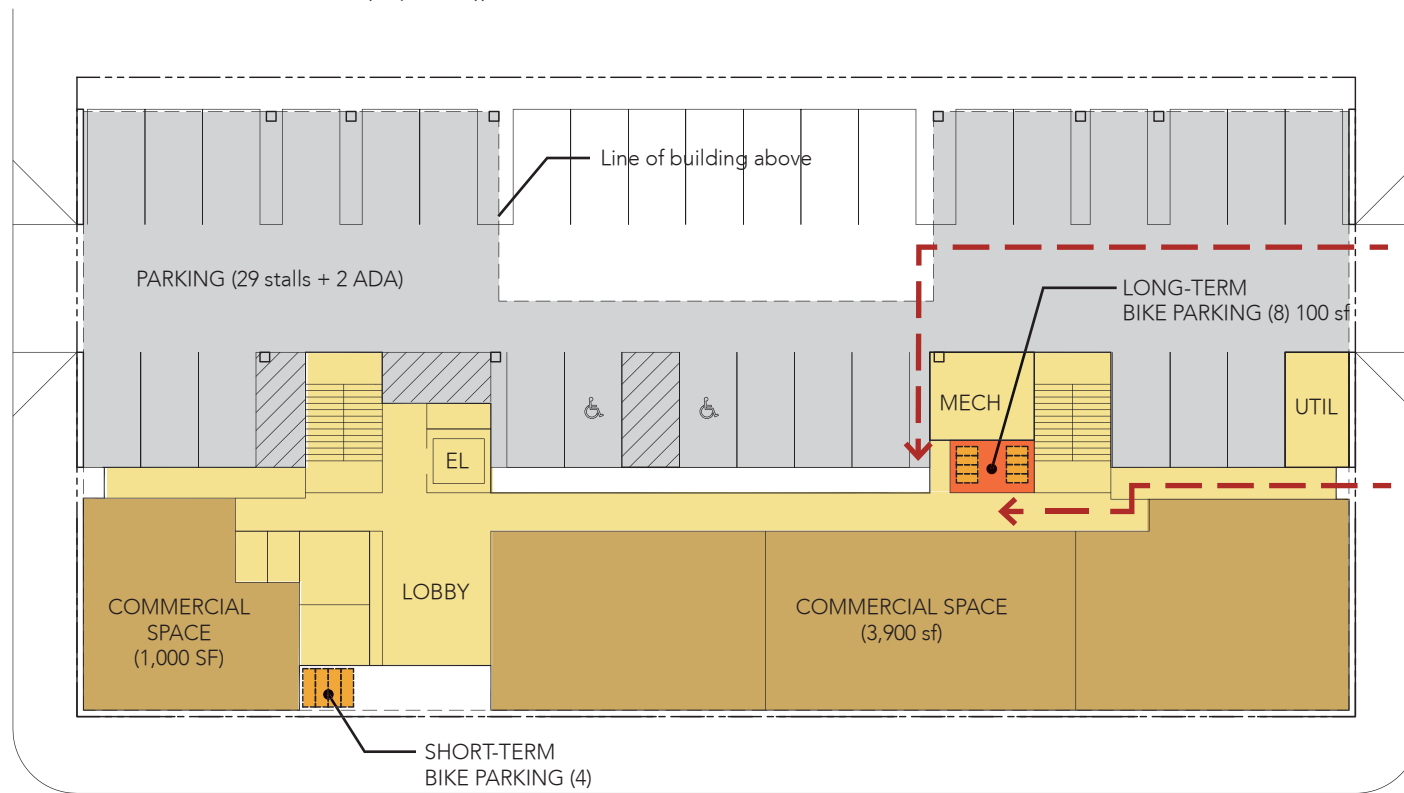
LEGEND

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





TYPICAL UPPER LEVEL (16,500 sf)



GROUND LEVEL (8,000 sf)

CURRENT CODE (4A)

Building Area: 57,500 sf
 Area of Uses: 4,900 sf commercial / 52,500 office

OPTION 4
Office: 3:1 FAR on 20,000 sf lot

ASSUMPTIONS

- Site is outside the Central City Plan District, but within Inner Pattern Area
- Development driven by office uses on upper floors, ground floor uses unlikely to be known at time of design
- Assumed to be near transit, so no minimum vehicle parking required per 33.266.110.B. However, some parking is necessary for marketability.
- Conservative bike parking ratios for ground floor uses ensures flexibility

IMPACTS

- Proposed code poses no net reduction in rentable area, but likely reduces parking (reduction of 4 stalls) and increases floor area (+900 sf)
- Ground level bike room has minimal impact on commercial space

OPPORTUNITIES

- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Employment
Building coverage:	16,500 sf (83%)
Building area (total):	57,500 sf (2.9:1 FAR) / 58,400 sf (2.9:1 FAR excluding bike room)
Building height:	4 stories
Dwelling units:	none
Minimum Vehicle Parking:	none

BICYCLE PARKING

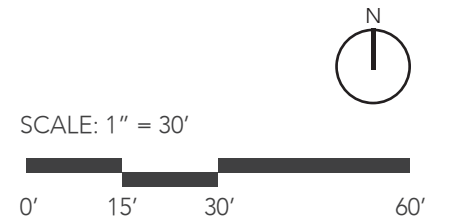
	Current Code	Proposed Code
Short-term office	2	3 (52,900 sf ÷ 20,000 = 2.6)
Short-term GF	2*	5 (4,900 ÷ 1,000 = 4.9)*
Short-term total	4	8
Long-term office	6 (52,500 sf ÷ 10,000 = 5.3)	30 (52,900 sf ÷ 1,800 = 29.4)
Long-term GF	2*	3 (4,900 sf ÷ 1,800 = 2.7)*
Long-term total	8	33
Long-term vertical	8	21
Long-term horiz		10
Long-term horiz (lg bike)		2 (min. 5%)

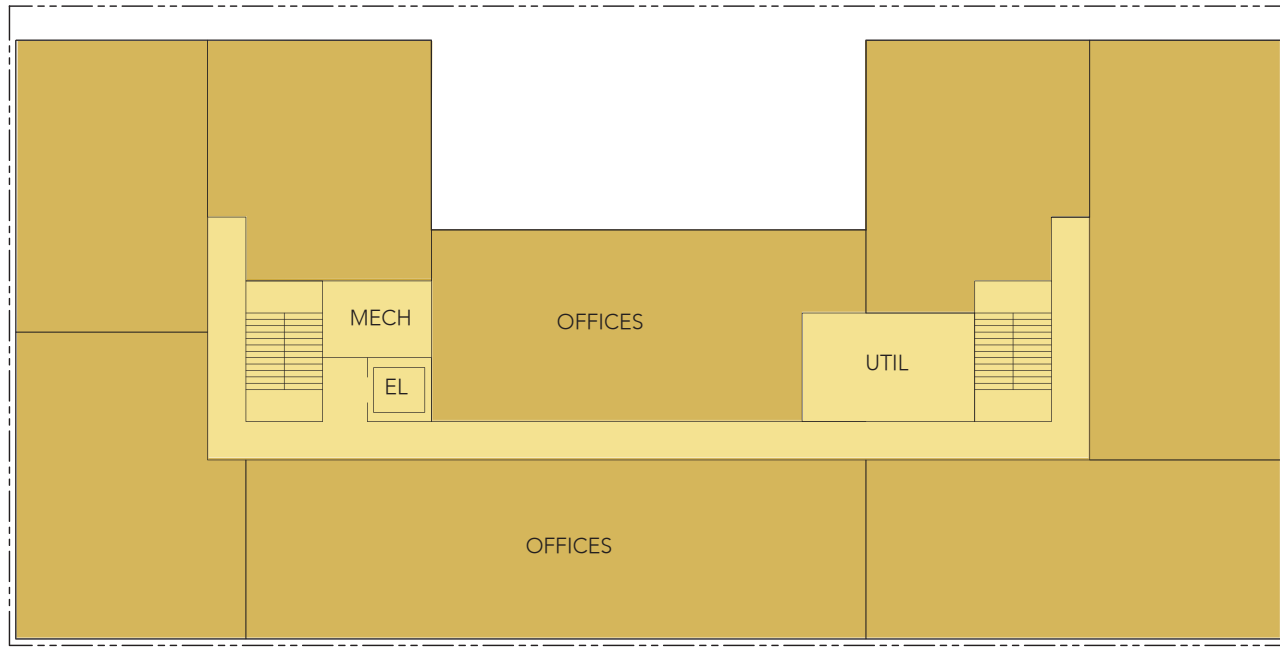
NOTE: long-term horiz (10) + lg bike (2) = 12 (min. 30% of total)

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

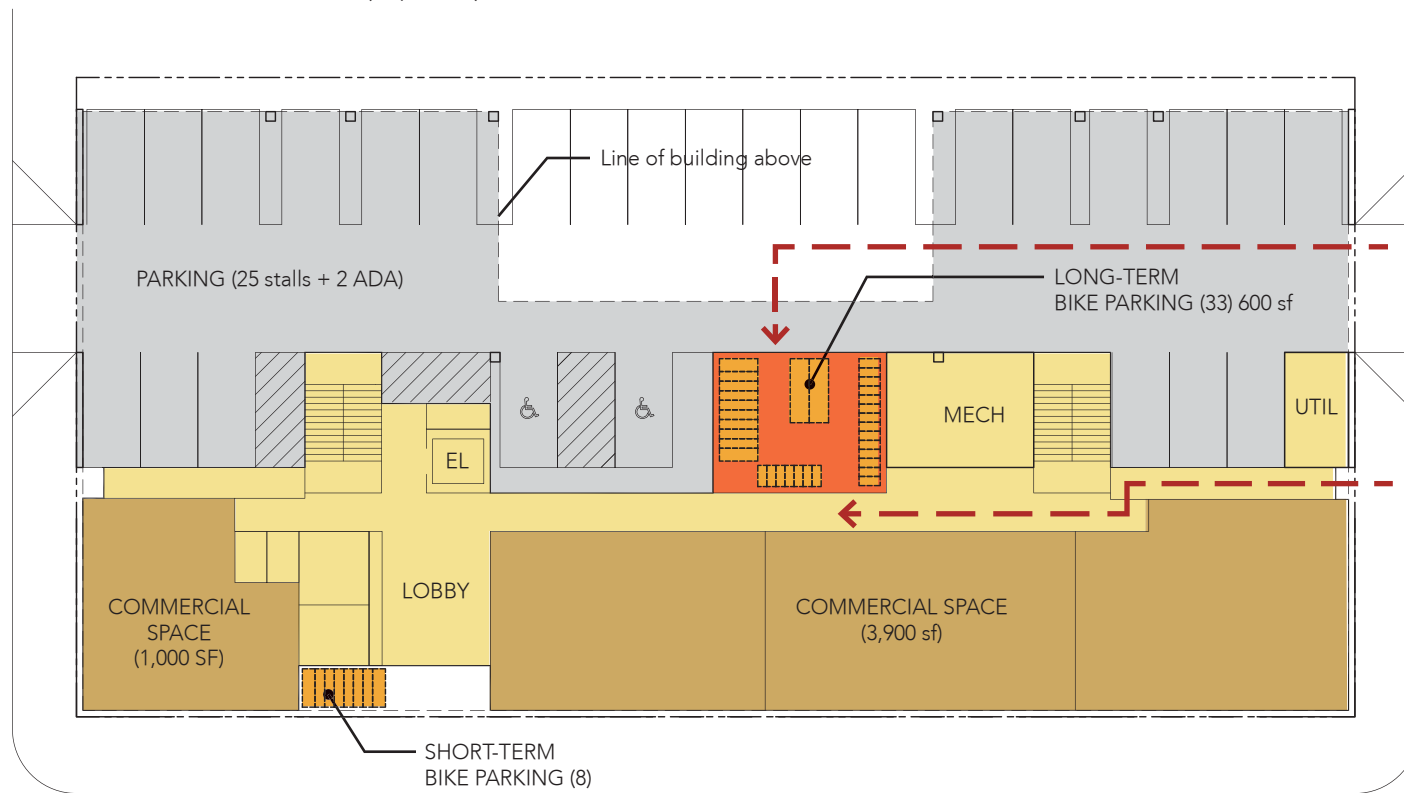
LEGEND

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





TYPICAL UPPER LEVEL (16,500 sf)



GROUND LEVEL (8,900 sf)

PROPOSED CODE (4B)

Building Area: 58,400 sf
 Area of Uses: 4,900 sf commercial / 52,900 office

OPTION 4

Office: 3:1 FAR on 20,000 sf lot

ASSUMPTIONS

- Site is outside the Central City Plan District, but within Inner Pattern Area
- Development driven by office uses on upper floors, ground floor uses unlikely to be known at time of design
- Assumed to be near transit, so no minimum vehicle parking required per 33.266.110.B. However, some parking is necessary for marketability.
- Conservative bike parking ratios for ground floor uses ensures flexibility

IMPACTS

- Proposed code poses no net reduction in rentable area, but likely reduces parking (reduction of 4 stalls) and increases floor area (+900 sf)
- Ground level bike room has minimal impact on commercial space

OPPORTUNITIES

- Bikes could be in cage near covered parking instead of inside building

BUILDING SUMMARY

Site area:	20,000 sf (100'x200')
Zoning:	Employment
Building coverage:	16,500 sf (83%)
Building area (total):	57,500 sf (2.9:1 FAR) / 58,400 sf (2.9:1 FAR excluding bike room)
Building height:	4 stories
Dwelling units:	none
Minimum Vehicle Parking:	none

BICYCLE PARKING

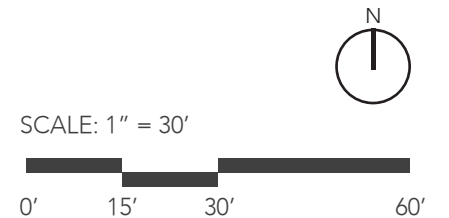
	Current Code	Proposed Code
Short-term office	2	3 (52,900 sf ÷ 20,000 = 2.6)
Short-term GF	2*	5 (4,900 ÷ 1,000 = 4.9)*
Short-term total	4	8
Long-term office	6 (52,500 sf ÷ 10,000 = 5.3)	30 (52,900 sf ÷ 1,800 = 29.4)
Long-term GF	2*	3 (4,900 sf ÷ 1,800 = 2.7)*
Long-term total	8	33
Long-term vertical	8	21
Long-term horiz		10
Long-term horiz (lg bike)		2 (min. 5%)

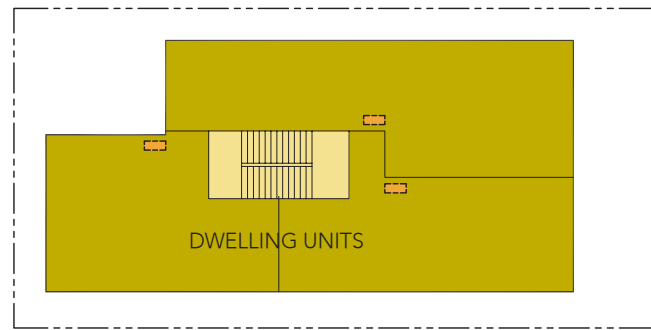
NOTE: long-term horiz (10) + lg bike (2) = 12 (min. 30% of total)

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

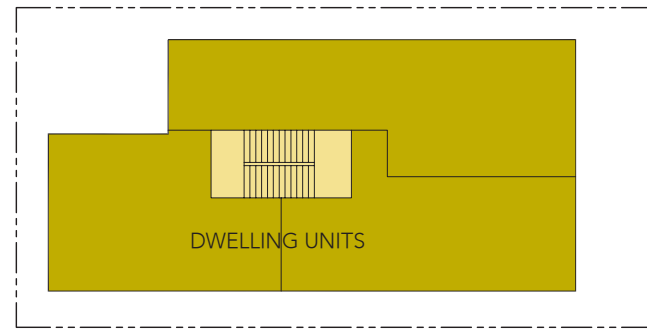
LEGEND

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

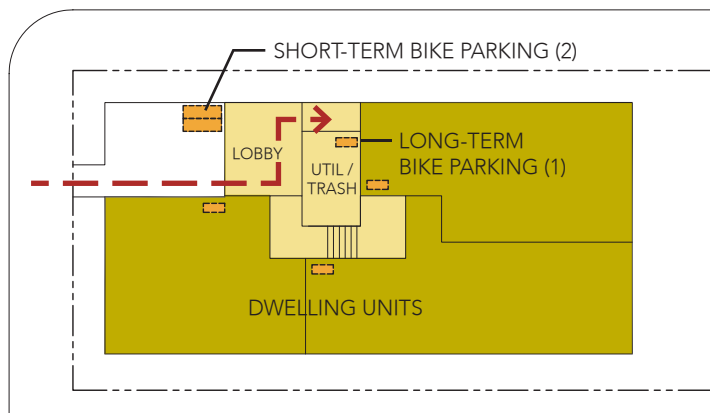




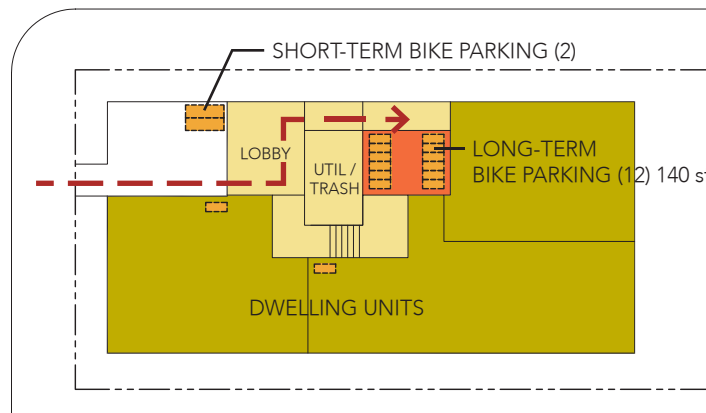
TYPICAL UPPER LEVEL (3,000 sf / 3 units)



TYPICAL UPPER LEVEL (3,000 sf / 3 units)



GROUND LEVEL (3,000 sf / 3 units)



GROUND LEVEL (3,000 sf / 3 units)

CURRENT CODE (5A)

Building Area: 9,000 sf
Area of Uses: 9,000 sf residential

PROPOSED CODE (5B)

Building Area: 9,000 sf
Area of Uses: 9,000 sf residential

OPTION 5

Residential: 3 stories on 5,000 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 is not required to have affordable housing
- Assumed to be close to transit, so no parking required per 33.266.110.B. On-street parking assumed to be sufficient since building is small.
- Both scenarios maximize long-term bike parking within dwelling units

IMPACTS

- Proposed code results in a net increase of 140 sf in long-term bike storage area not within dwelling units
- Increase in bike room size will decrease the size of one dwelling unit, reducing it from a 2bed to 1bed (or 1bed to studio)

OPPORTUNITIES

- Bikes could be housed in exterior enclosure in rear setback if allowed by code, resulting in no reduction in dwelling unit size

BUILDING SUMMARY

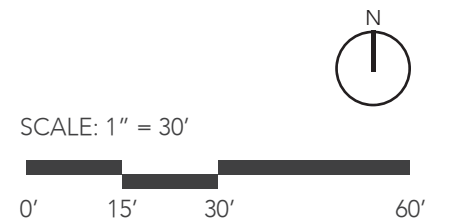
Site area:	5,000 sf (50'x100')
Zoning:	Commercial mixed-use
Building coverage:	3,000 sf (60%)
Building area (total):	9,000 sf (1.8:1 FAR)
Building height:	3 stories
Dwelling units:	9
Minimum Vehicle Parking:	none

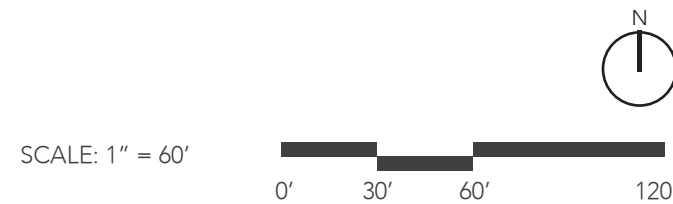
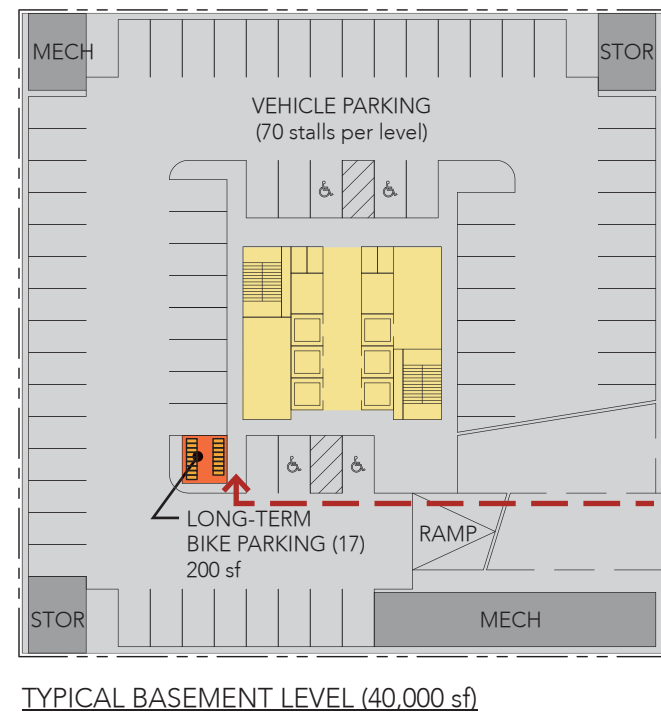
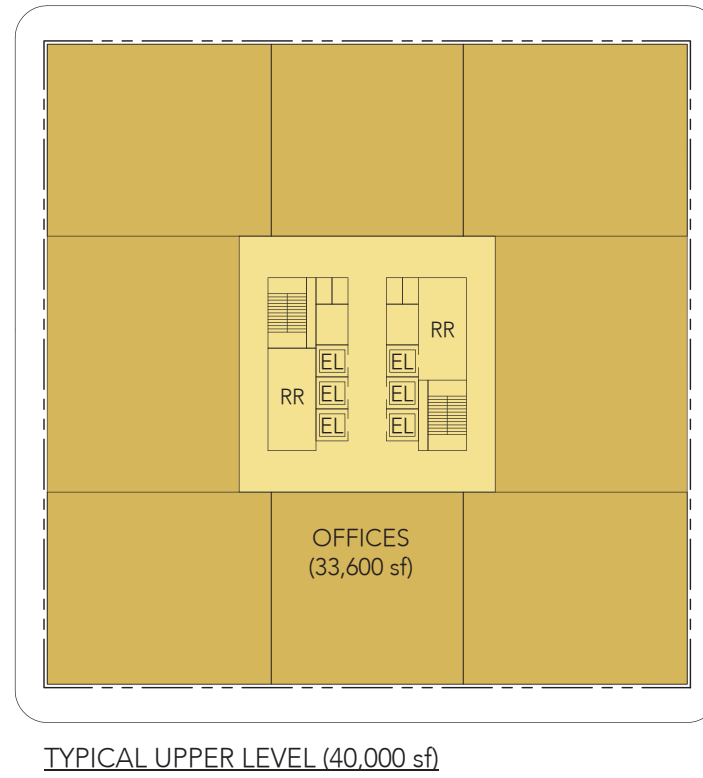
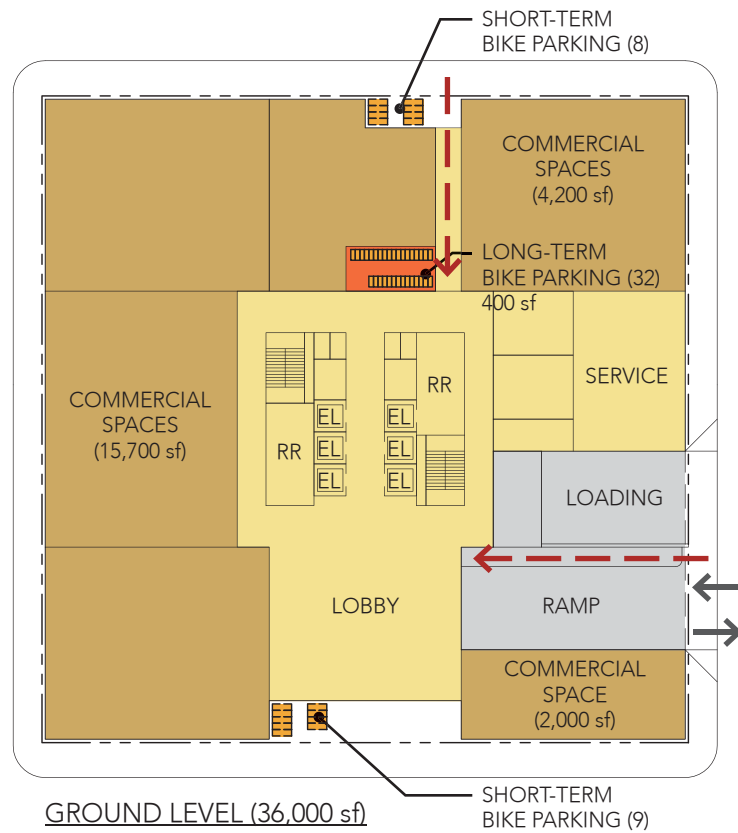
BICYCLE PARKING

	Current Code	Proposed Code
Short-term res.	2	2
Short-term total	2	2
Long-term res.	10 (9 un x 1.1 = 9.9)	14 (9 un x 1.5 = 13.5)
Long-term total	10	14
Long-term vert (in-unit)	9	2 (max. 20% of req'd)
Long-term vertical	1	12
Long-term horiz		n/a due to <20 units
Long-term horiz (lg bike)		n/a due to <20 units

LEGEND

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





CURRENT CODE (6A)

Building Area: 476,000 sf
 Area of Uses: 21,900 sf commercial / 453,700 office

OPTION 6

Office: 12:1 FAR on 40,000 sf lot

ASSUMPTIONS

- Site is within the Central City Plan District, but within Inner Pattern Area
- Development driven by office uses on upper floors, ground floor uses unlikely to be known at time of design
- Assumed to be near transit, so no minimum vehicle parking required per 33.266.110.B. However, some parking is necessary for marketability.
- Vehicle parking in below-grade parking structure
- Conservative bike parking ratios for ground floor uses ensures flexibility
- Locating some long-term bike parking on ground level serves visitor use; balance of long-term bikes located with below-grade vehicle parking

IMPACTS

- Proposed code poses a very minor reduction in rentable area (-500 sf), and reduces below-grade parking area (-16 stalls)
- Below-grade bike parking has no effect on FAR

OPPORTUNITIES

- More bikes could be located in below-grade areas if needed
- Stacked bike parking could reduce long-term storage by 304 sf

BUILDING SUMMARY

Site area:	40,000 sf (200'x200')
Zoning:	Employment
Building coverage:	40,000 sf (100%)
Building area (total):	476,000 sf (11.9:1 FAR) / 474,300 sf
Building height:	12 stories
Dwelling units:	none
Minimum Vehicle Parking:	none

BICYCLE PARKING

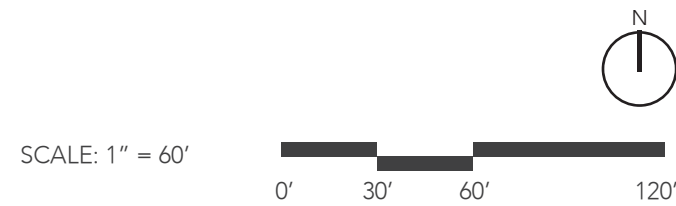
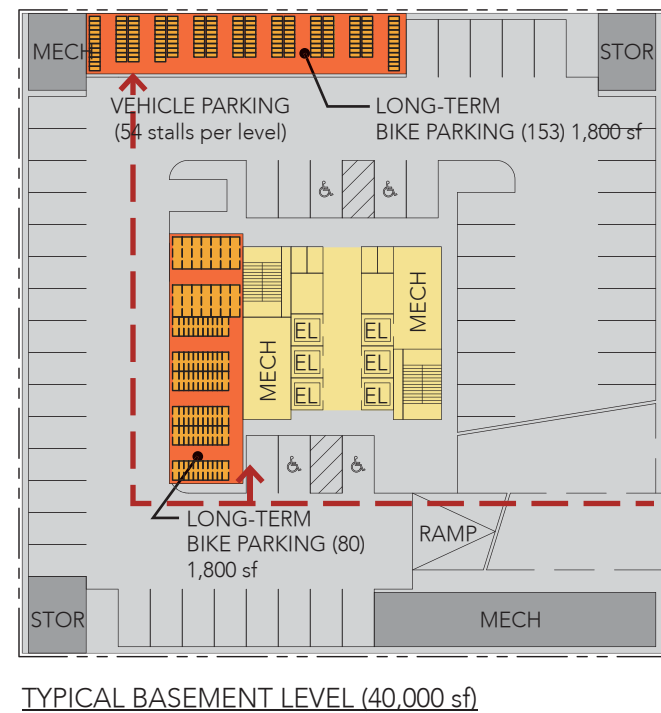
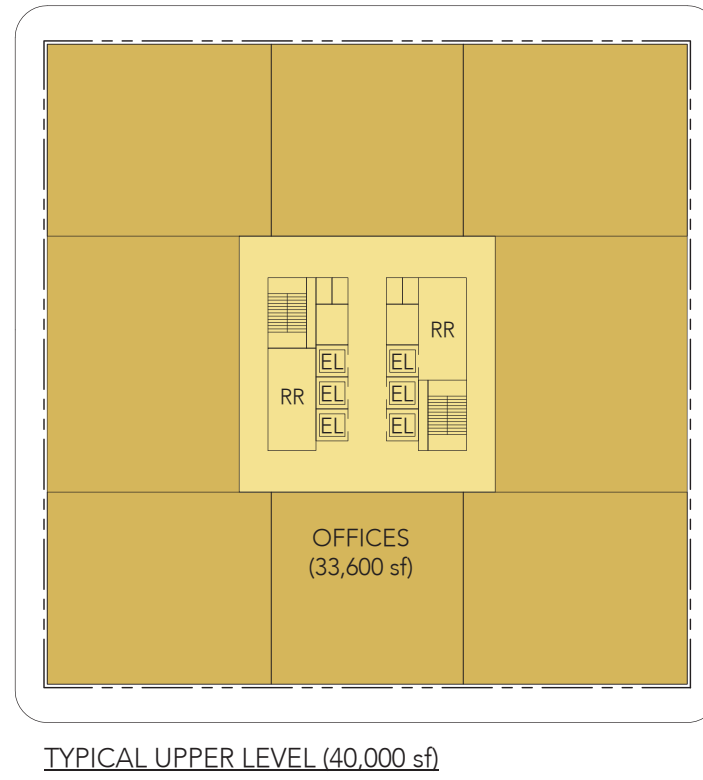
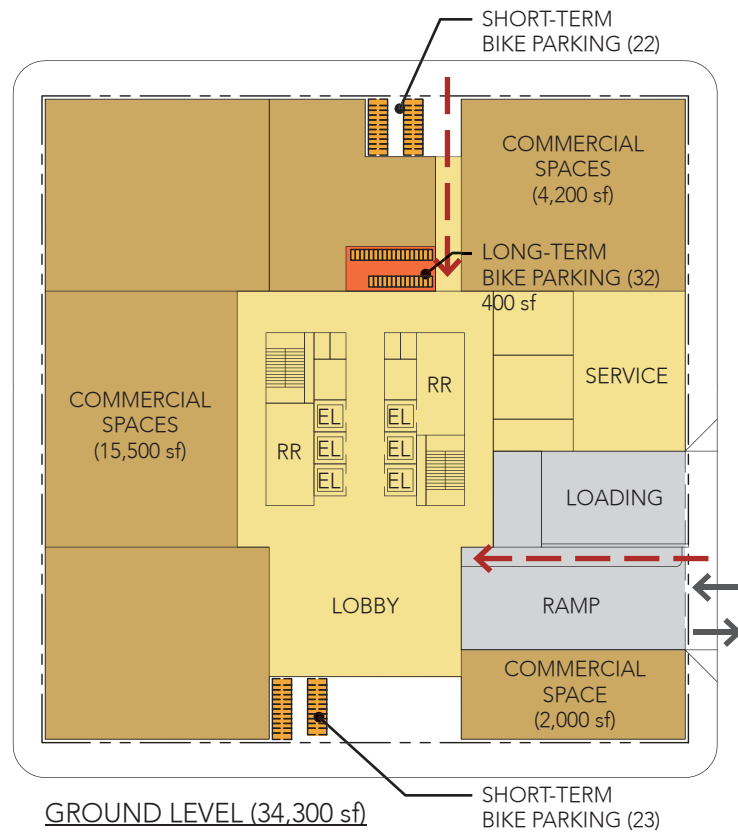
	Current Code	Proposed Code
Short-term office	12 (453.7k sf ÷ 40k = 11.3)	23 (452.2k sf ÷ 20k = 22.6)
Short-term GF	5 (21.9k sf ÷ 5k = 4.4)*	22 (21.7k sf ÷ 1k = 21.7)*
Short-term total	17	45
Long-term office	46 (453.7k sf ÷ 10k = 45.4)	252 (452.2k sf ÷ 1.8k = 251.2)
Long-term GF	3 (21.9k sf ÷ 10k = 2.2)*	13 (21.7k sf ÷ 1.8k = 12.1)*
Long-term total	49	265
Long-term vertical	49	185
Long-term horiz		66
Long-term horiz (lg bike)		14 (min. 5%)

NOTE: long-term horiz (66) + lg bike (14) = 80 (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



PROPOSED CODE (6B)
 Building Area: 474,300 sf
 Area of Uses: 21,700 sf commercial / 452,200 office

OPTION 6
Office: 12:1 FAR on 40,000 sf lot

ASSUMPTIONS

- Site is within the Central City Plan District, but within Inner Pattern Area
- Development driven by office uses on upper floors, ground floor uses unlikely to be known at time of design
- Assumed to be near transit, so no minimum vehicle parking required per 33.266.110.B. However, some parking is necessary for marketability.
- Vehicle parking in below-grade parking structure
- Conservative bike parking ratios for ground floor uses ensures flexibility
- Locating some long-term bike parking on ground level serves visitor use; balance of long-term bikes located with below-grade vehicle parking

IMPACTS

- Proposed code poses a very minor reduction in rentable area (-500 sf), and reduces below-grade parking area (-16 stalls)
- Below-grade bike parking has no effect on FAR

OPPORTUNITIES

- More bikes could be located in below-grade areas if needed
- Stacked bike parking could reduce long-term storage by 304 sf

BUILDING SUMMARY

Site area:	40,000 sf (200'x200')
Zoning:	Employment
Building coverage:	40,000 sf (100%)
Building area (total):	476,000 sf (11.9:1 FAR) / 474,300 sf
Building height:	12 stories
Dwelling units:	none
Minimum Vehicle Parking:	none

BICYCLE PARKING

	Current Code	Proposed Code
Short-term office	12 (453.7k sf ÷ 40k = 11.3)	23 (452.2k sf ÷ 20k = 22.6)
Short-term GF	5 (21.9k sf ÷ 5k = 4.4)*	22 (21.7k sf ÷ 1k = 21.7)*
Short-term total	17	45
Long-term office	46 (453.7k sf ÷ 10k = 45.4)	252 (452.2k sf ÷ 1.8k = 251.2)
Long-term GF	3 (21.9k sf ÷ 10k = 2.2)*	13 (21.7k sf ÷ 1.8k = 12.1)*
Long-term total	49	265
Long-term vertical	49	185
Long-term horiz		66
Long-term horiz (lg bike)		14 (min. 5%)

NOTE: long-term horiz (66) + lg bike (14) = 80 (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



MEMO

DATE: July 25, 2018

TO: Sarah Figliozzi, Active Transportation and Safety Program Coordinator
Liz Hormann, Transportation Demand Management Specialist II

FROM: Tyler Bump, Senior Economic Planner, Bureau of Planning and Sustainability

CC: Sara Wright, Community Outreach and Information Representative

SUBJECT: Development Impact Analysis of Proposed Bike Parking Requirements

The analysis evaluates a range of potential impacts to new residential, mixed use and office development as the result of new proposed bike parking requirements. This analysis applied new bike parking requirements to six prototypical development types developed by DECA Architecture in May 2018. A simple development feasibility analysis was conducted for the development prototypes evaluating impacts to net operating income as the result of proposed bike requirements and the impact on development programming identified in the prototypes. The proposed bicycle parking requirements applied to the development prototypes and development feasibility model are identified below.

Uses	Specific Uses	Long-term Spaces		Short-term Spaces	
		Standard A	Standard B	Standard A	Standard B
Residential Categories					
Household Living	Multi-Dwelling	2, or 1.5 per unit	2, or 1.1 per unit	2, or 1 per 20 units	2, or 1 per 20 units

Commercial Categories					
Retail Sales and Services		2, or 1 per 3,800 sq. ft. of net building area	2, or 1 per 7,500 sq. ft. of net building area	2, or 1 per 2,700 sq. ft. of net building area	2, or 1 per 4,400 sq. ft. of net building area
	Restaurant and Bar	2, or 1 per 2,300 sq. ft. of net building area	2, or 1 per 4,800 sq. ft. of net building area	2, or 1 per 1,000 sq. ft. of net building area	2, or 1 per 1,600 sq. ft. of net building area
Office		2, or 1 per 1,800 sq. ft. of net building area	2, or 1 per 3,500 sq. ft. of net building area	2, or 1 per 20,000 sq. ft. of net building area	2, or 1 per 33,000 sq. ft. of net building area



Key Findings

- Impacts of new bike parking requirements on development feasibility are highly variable depending on the development program evaluated.
- This analysis finds that impacts range from marginal feasibility impacts, small impacts to net operating income (NOI) and little to no impact in development feasibility, for projects that can shift square footage allocation from auto parking to bike parking to moderate feasibility impacts, with higher impact to NOI that has more significant impacts on development feasibility, for projects that have zero or minimal auto parking included in the development program.
- The proposed bike parking requirements have the least impact to NOI for mid-rise podium and low-rise walk up multifamily and mixed-use development prototypes.
- The proposed bike parking requirements have the most impact to NOI for smaller scale development prototypes on 5,000 square foot and 10,000 square foot sites.
- Larger scale high-rise development projects that require on-site auto parking to satisfy lending requirements may face additional challenges when shifting square footage from auto parking to bike parking when physical and structural limitations are reached for underground parking.
- Projects that do not include auto parking are more impacted by the proposed bike parking requirements because the required proposed square footage needs to be shifted from higher yield ground floor residential and/or commercial uses.

Findings by Development Prototype

This analysis evaluated the difference between short and long-term bike parking requirements in the current code versus the proposed code. This analysis evaluated the change in net leasable area for auto parking, commercial and residential uses as the outcome of space requirements for the proposed bike parking requirements. Additional information and detail on the physical programming of the following development prototypes can be evaluated in the development scenarios work conducted by DECA Architecture. Development feasibility impact was evaluated as an impact to net operating income (NOI) for the various prototypes compared to the current bike parking requirements. This analysis used current market rents for residential, office and retail net leasable square footage for recently constructed development across Portland.

Mixed-Use: 3 stories on 10,000 sf lot - On-Site Parking (surface) - Option 1

This prototype had moderate impacts to development feasibility. Proposed bike parking requirements resulted in a reduction in 340 sf of gross leasable ground floor commercial space, or 11% of total leasable ground floor space. This reduction in gross leasable ground floor space translates to a reduction of approximately \$800 dollars per month in achievable rents has an effective impact of decreasing NOI by approximately 2.7%.

Mixed-Use: 5 stories on 20,000 sf lot - On-Site Parking (tuck under) - Option 2

This prototype had marginal impacts to development feasibility as the space required for additional bike parking spaces required under the proposed code were shifted to square footage previously dedicated to auto parking. Shifting ground floor tuck under space from auto to bike parking resulted in a reduction of eight auto parking spaces. If these eight spaces would have otherwise been rented on a monthly basis to tenants in the residential units on upper floors, this reduction results in a reduction of approximately \$960 per month in parking revenue, an approximately 1% impact to NOI. There was no reduction in leasable ground floor commercial space in this scenario.



Residential: 5 stories on 20,000 sf lot - On-Site Parking (tuck under) - Option 3

This prototype had marginal impacts to development feasibility as the space required for additional bike parking spaces required under the proposed code were shifted to square footage previously dedicated to auto parking. Shifting ground floor tuck under space from auto to bike parking resulted in a reduction of five auto parking spaces. If these five spaces would have otherwise been rented on a monthly basis to tenants in the residential units on upper floors, this reduction results in a reduction of approximately \$600 per month in parking revenue, an approximately 1% impact to NOI. There was no reduction in ground floor residential square footage in this scenario.

Office: 4 stories on 20,000 sf lot - On-Site Parking (tuck under) - Option 4

This prototype had marginal impacts to development feasibility, as the space required for additional bike parking spaces required under the proposed code were shifted to square footage previously dedicated to auto parking. Shifting ground floor tuck under space from auto to bike parking resulted in a reduction of four auto parking spaces. If these four spaces would have otherwise been rented on a monthly basis to tenants in the commercial uses on upper floors, this reduction results in a reduction of approximately \$480 per month in parking revenue, a less than 1% impact to NOI. There was no reduction in leasable ground floor commercial space in this scenario.

Office: 11 stories on 40,000 sf lot - On-Site Parking (Below-grade) - Option 6

While this prototype saw the greatest increase in proposed required bike parking spaces over the current requirements, 310 required bike parking spaces proposed compared to current requirement of 66 bike parking spaces, there was a marginal impact to development feasibility. The space required for additional bike parking spaces required under the proposed code were mostly shifted to square footage previously dedicated to below-grade auto parking. Shifting underground parking spaces from auto to bike parking resulted in a reduction of sixteen auto parking spaces. If these sixteen spaces would have otherwise been rented on a monthly basis to tenants in the commercial uses on upper floors, this reduction results in a reduction of approximately \$2,000 per month in parking revenue. Additionally, there was a reduction of 500 square feet, or 2.3% of total leasable ground floor commercial space that represents lost commercial revenue of approximately \$1,200 per month. The combined reduction in revenue producing uses as the result of the proposed bike parking requirements resulted in a less than 1% decrease in NOI.

Residential: 3 stories on 5,000 sf lot - No auto parking - Option 5

This prototype had a moderate impact to development feasibility and resulted in the reduction in size of one ground floor residential unit, reducing the ground floor unit from a two-bedroom unit to a one-bedroom unit. This reduction in gross leasable ground floor space translates to a reduction of approximately \$730 dollars per month in achievable rents. While a relatively small amount of lost revenue as the result of a reduction in leasable square footage, due to the smaller scale of this project a reduction in \$730 dollars per month in achievable rents has an effective impact of decreasing NOI by approximately 4%.

Impacts on Development Projects with No Auto Parking

The ability for projects to shift square footage allocation from discretionary (non-required) auto parking to bike parking to satisfy the proposed bike parking requirements provides significant cost savings when leasable commercial or residential square footage is not required to be shifted to bike parking space. Residential and mixed-use projects that are utilizing the recently adopted Inclusionary Housing Zoning Code parking waivers for compliance with Inclusionary Housing requirements could be impacted more significantly by the proposed bike parking requirements.



Two of the development prototypes developed by DECA Architecture were evaluated as if no on-site vehicle parking was proposed. The impact on zero parked projects is that the increase in square footage necessary to satisfy the proposed bike parking code requirements would need to come from otherwise leasable ground floor commercial or residential square footage.

Mixed-Use: 5 stories on 20,000 sf lot - No Auto Parking

The proposed bike parking requirements in this scenario would result in a net increase of 1,500 square feet dedicated to bike parking on the ground floor. The 1,500 square feet would be shifted from either leasable ground floor commercial space or ground floor residential space, or a combination of both. If the 1,500 square feet were absorbed by leasable square feet, this would translate to a reduction of approximately \$3,500 in monthly commercial rents. If the 1,500 square feet would be shifted from ground floor residential uses, it would reduce the total residential unit count in the building by two units or the equivalent of \$3,700 per month in residential rent, a 2.3% impact to net operating income.

Residential: 5 stories on 20,000 sf lot - No Auto Parking

The proposed bike parking requirements in this scenario would result in a net increase of 1,400 square feet dedicated to bike parking on the ground floor. The 1,400 square feet would be shifted from ground floor residential space. The 1,400 square feet shifted from ground floor residential uses would reduce the total residential unit count in the building by two units or the equivalent of \$3,400 per month in residential rent, a 2.2% impact to net operating income.

Impact of Proposed Bike Parking Requirements on Affordable Housing

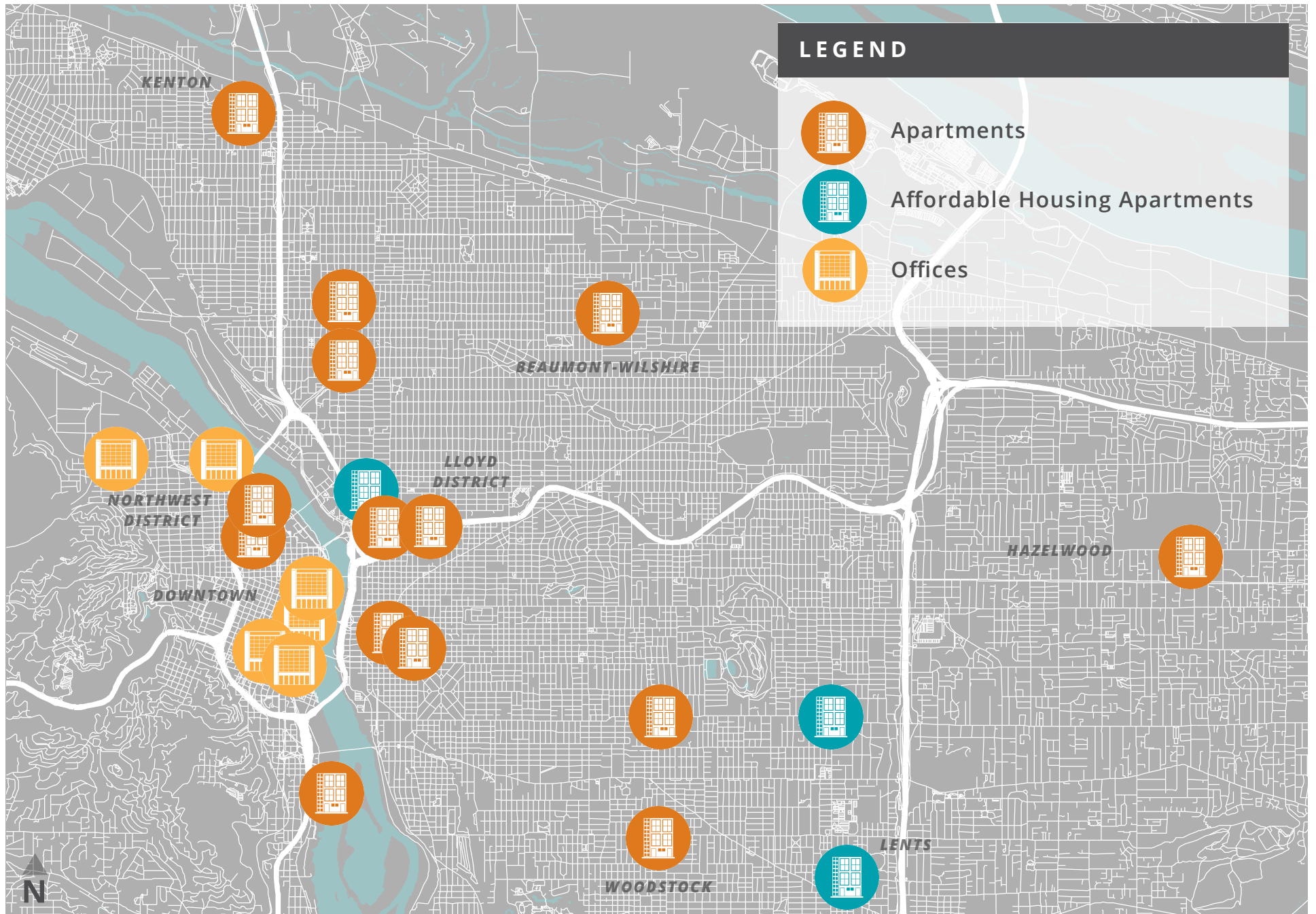
PBOT staff should continue to engage non-profit affordable housing developers to evaluate the impact of proposed bike parking requirements on affordable housing production. Some recent affordable housing developments have not included auto parking and thus would be unable to shift site programming from auto parking to satisfy the proposed bike parking requirements. Depending on the affordable housing development programming of FAR utilization relative to height allowance, this could result in a reduction in the number of units if the project is fully utilizing FAR and height allowances.



Appendix C

Map | Bicycle Parking Site Visits

December 2018



Bicycle Parking Site Visits

During the Bicycle Parking Code Update process, City of Portland staff visited 19 apartment buildings and 6 office buildings. Apartment buildings ranged from 19 to 347 units. Three of the apartment buildings visited were affordable housing apartments.

KEY TAKEAWAYS

Feedback from property managers:

- Most long-term bike parking rooms are well used and nearly full.
- For buildings with multiple bike rooms, ground floor bike rooms are more full than upper level or underground bike rooms and are used more regularly.
- Up to half of tenants use in-unit rack at some buildings, but at most buildings, the majority of tenants have in-unit racks removed.

NAME	UNITS	ADDRESS	TYPE
NAYA Generations	40	8510 SE Steele St	Affordable Housing
Miracles Central	47	1306 NE 2nd Ave	Affordable Housing
Orchards of 82nd	48	8118 SE Division St	Affordable Housing
Franklin Flats	14	5166 SE Division St	Apartment
Makers Row	19	4526 NE 42nd Ave	Apartment
Northwood Apartments	57	8338 N Interstate Ave	Apartment
Lenox Addition	64	5151 SE Holgate Blvd	Apartment
The Wilmore	75	4357 N Williams Ave	Apartment
Glendoveer Woods Apartment	112	333 NE 146th Ave	Apartment
Hassalo on Eighth: The Elwood Building	143	1061 NE 9th Ave	Apartment
Hassalo on Eighth: Velomor	177	1061 NE 9th Ave	Apartment
The Union	185	304 NE Multnomah St	Apartment
Modera Belmont	204	685 SE Belmont St	Apartment
Heartline Apartments	218	1250 NW Kearney St	Apartment
Peloton Apartments	265	4141 N Williams Ave	Apartment
Osprey Apartments	270	3750 SW River Pkwy	Apartment
Block 17 Apartments	281	1161 NW Overton St	Apartment
Hassalo on Eighth: Aster Tower	337	1061 NE 9th Ave	Apartment
Goat Blocks	347	975 SE 11th Ave	Apartment
Melvin Mark: Haseltine Building	48, 000 SF	133 SW 2nd Ave	Office
Melvin Mark: 2&Taylor	76, 575 SF	135 SW Taylor St	Office
Melvin Mark: Fifth Avenue Building	180, 000 SF	1400 SW 5th Ave	Office
Melvin Mark: Crown Plaza	222, 871 SF	1500 SW 1st Ave	Office
Field Office	297, 751 SF	2035 NW 17th Ave	Office
Montgomery Park	850,540 SF	2701 NW Vaughn St	Office

Note: Number of units and office square footage (SF) are approximate.

Types of bike parking: Parking included vertical wall mounted racks, horizontal double decker racks, “staple” floor mounted racks and bike lockers. Many did not have horizontal racks with wider spacing for larger bikes, such as cargo bikes or e-bikes.

Types of security: Some buildings had unsecured long-term bike parking, but most had restricted access bike parking indoors. A few locations had bike lockers in addition to long-term parking racks.

Appendix D -
Bicycle Parking Code Update Project
Bicycle Parking Provision and Rate Comparisons
December 2018

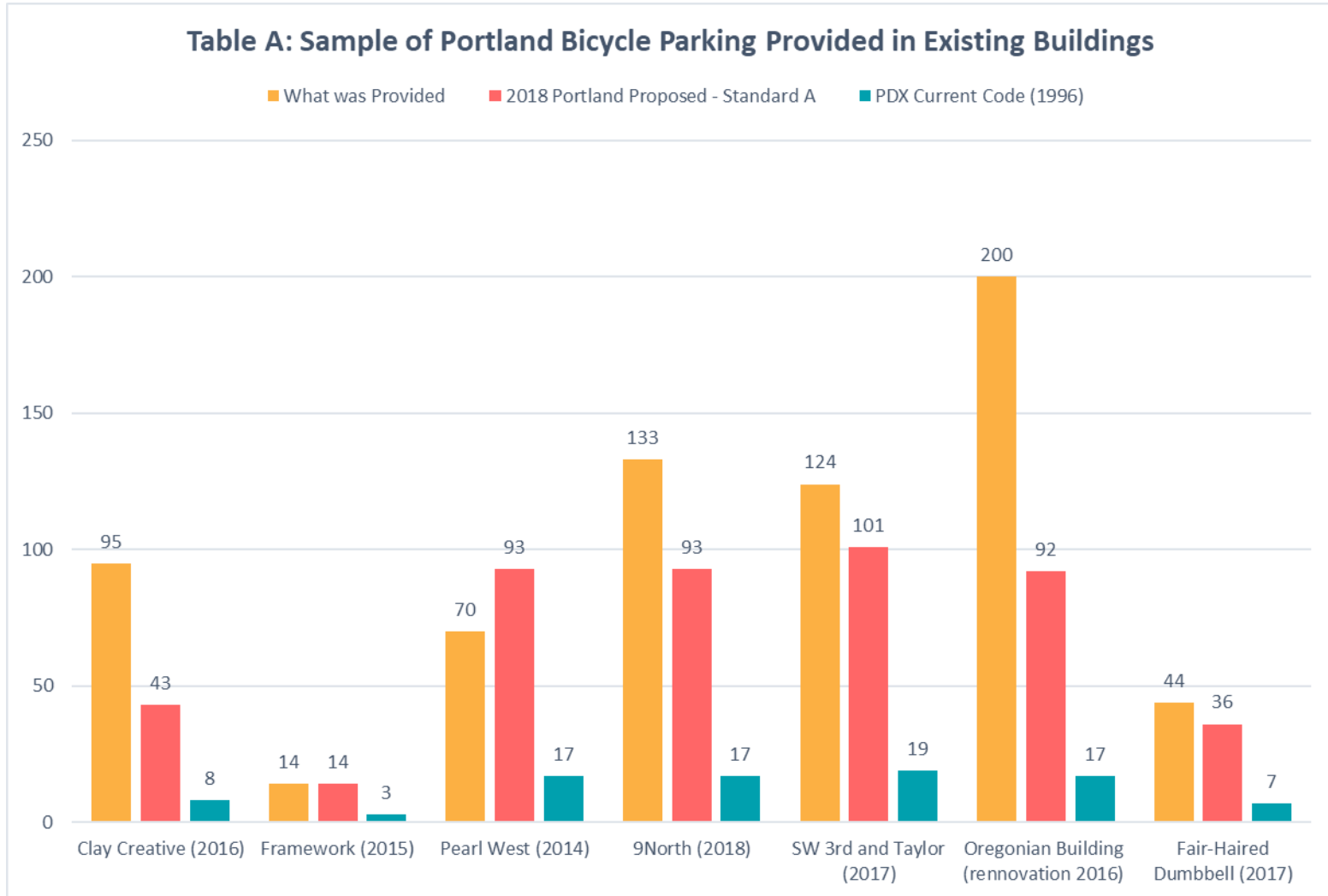
This document provides some additional data points on the provision of bicycle parking in existing Portland buildings and a comparison of the rate of bicycle parking required by other U.S. peer cities.

Summary points:

- **Today, long-term bike parking is provided at rates that meet or exceed proposed required levels.** However, this benefit is not extended to all Portlanders, with the most generous bike parking designed into Class A office projects.
 - Examples of current bicycle parking provision for office uses shows that the voluntary rate for Class A office buildings range from 1 bicycle parking space per 800 square feet and 1 per 2,300 square feet.
 - The Bicycle Parking Code Update Project proposes a rate of 1 space per 1,800 square feet Standard A and 1 space per 3,500 square feet in Standard B.
 - See Table A for more detail.
- **Proposed required rates are closer to those required by our peer cities than current code.** The proposed Portland provision rates of long-term bicycle parking have not been updated in 20 years. As such, the relative increase from current code to proposed code is significant. However, when looking at the bicycle parking requirements of peer cities, most of them with significantly lower rates of bicycling, the proposed rates are comparable.
 - Table B – Office: Long-term Bicycle Parking Amounts
 - Table C – Medical Centers: Long-term Bicycle Parking Amounts
 - Table D – Retail: Long-term Bicycle Parking Amounts
 - Table E – Retail: Short-term Bicycle Parking Amounts
 - Table F – Residential: Long-term Bicycle Parking Amounts
- The code proposal introduces two tiers for the required amounts of bicycle parking (see Proposed Draft pages 32 – 35 for more detail):
 - Standard A – Central City, Inner Neighborhoods and Gateway Plan District
 - Standard B – Western and Eastern Neighborhoods and River

Long-term Bicycle Parking in Existing Portland Office Buildings

- Today, long-term bike parking is often provided at rates that meet or exceed proposed required levels.
- However, we are only seeing these rates of bicycle parking at Class A office project in or near the Central City.
- Since the following examples are all located within Standard A, that is the only amount shown in the table below.



* See end notes for the amount citations.

Proposed Bicycle Paring Rates Compared to Other Cities

➤ Portland’s proposed required bicycle parking rates are comparable to those required by peer cities.

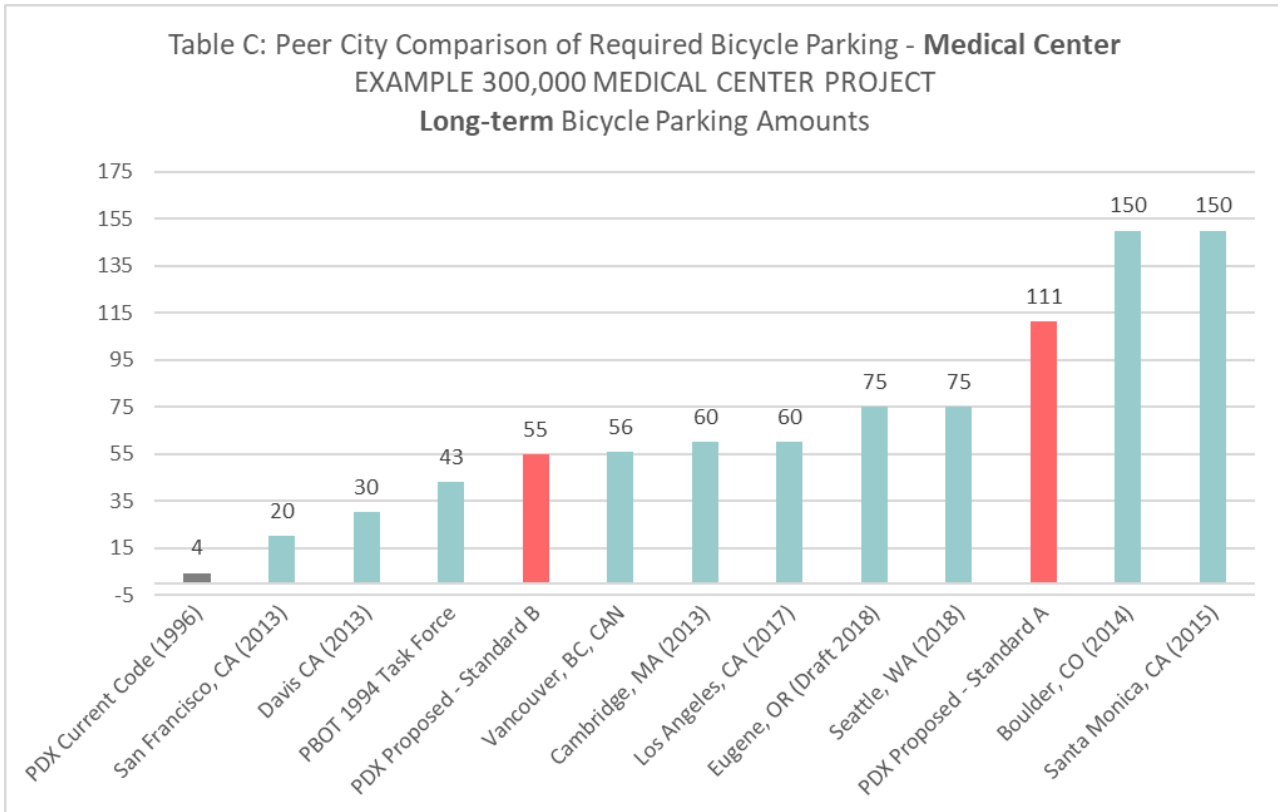
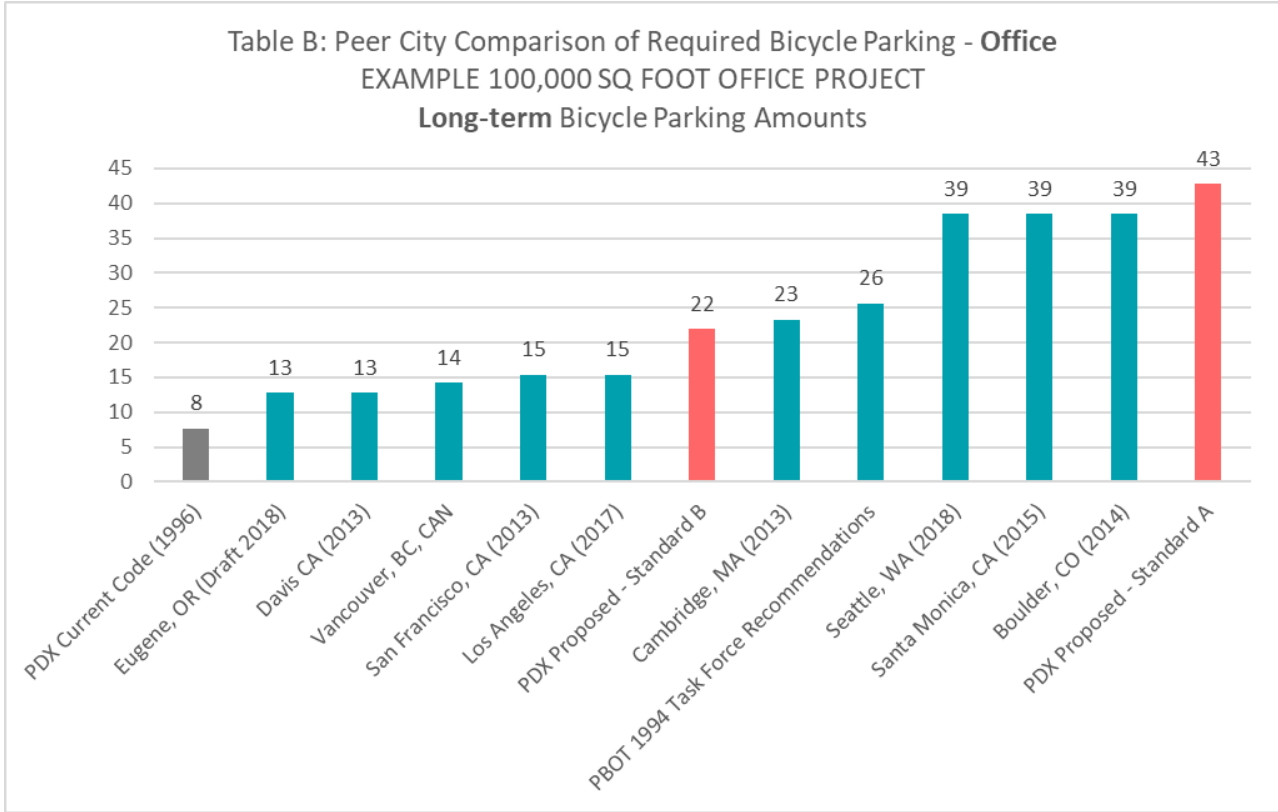


Table D: Peer City Comparison of Required Bicycle Parking - Retail
EXAMPLE 15,000 SQ FOOT RETAIL PROJECT
Long-term Bicycle Parking Amounts

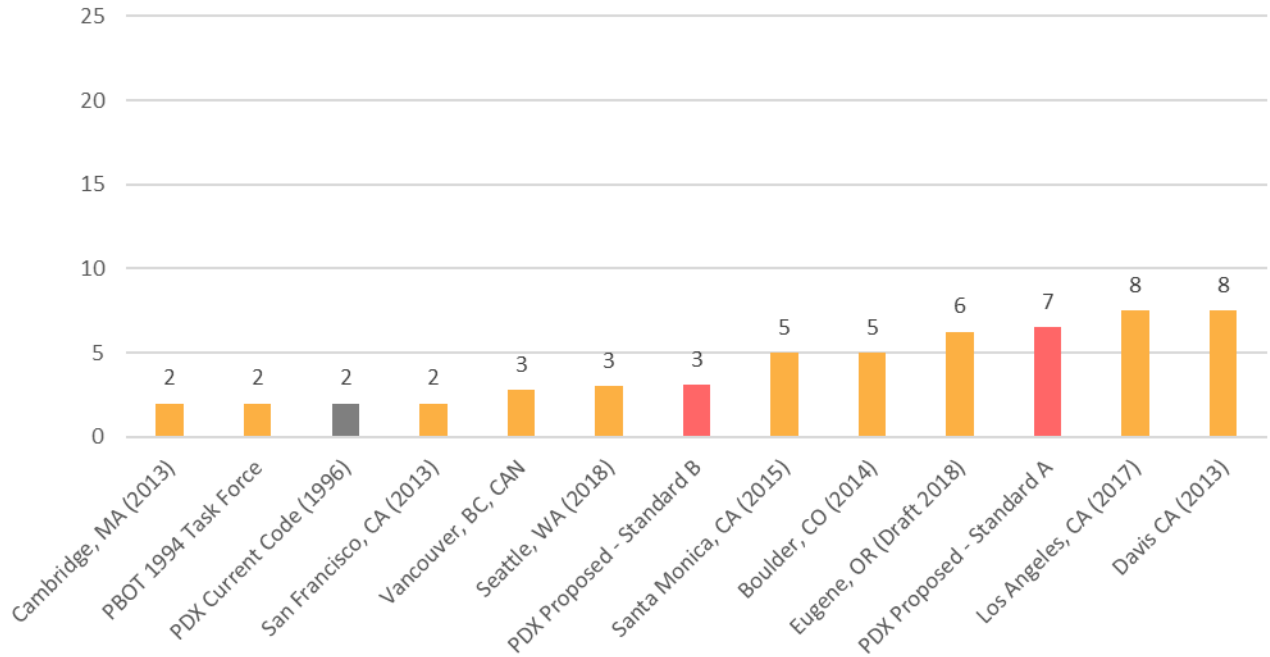


Table E: Peer City Comparison of Required Bicycle Parking - Retail
EXAMPLE 15,000 SQ FOOT RETAIL PROJECT
Short-term Bicycle Parking Amounts

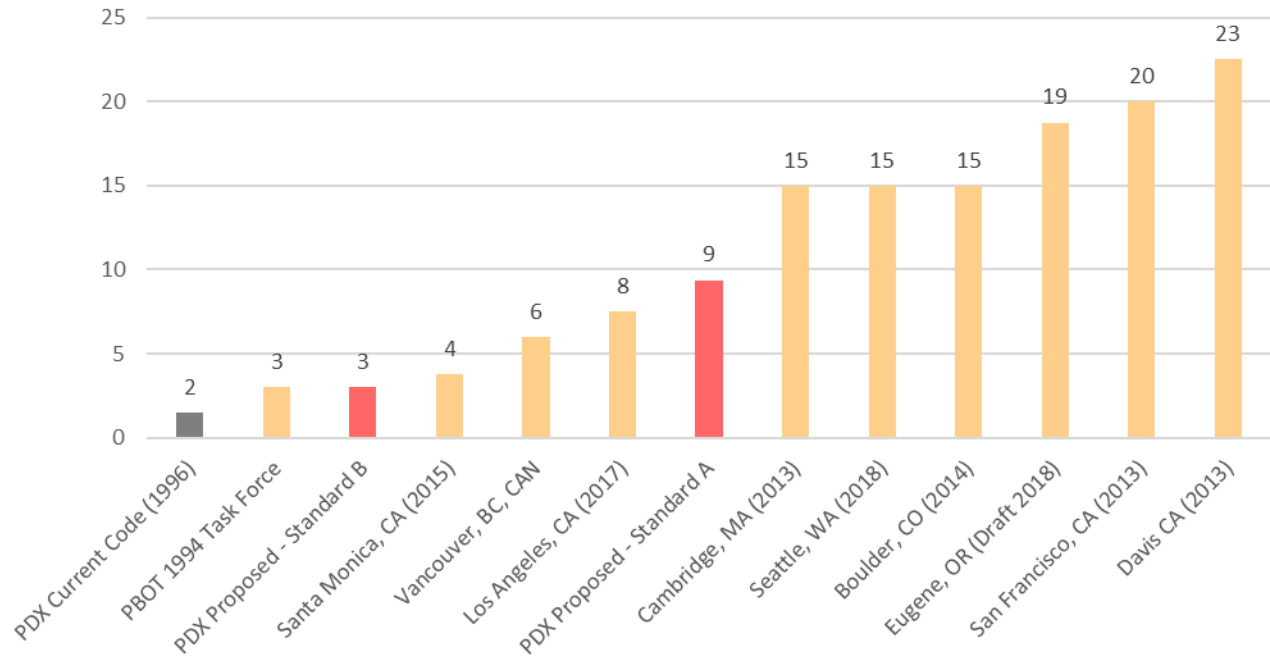
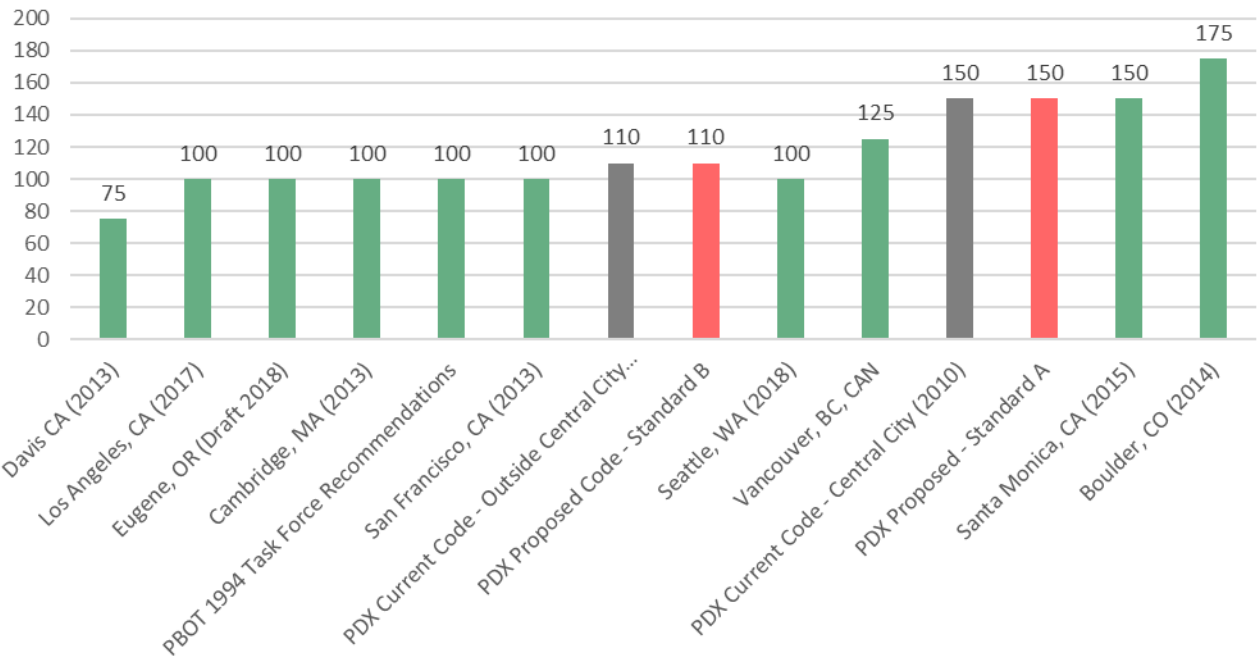


Table F: Peer City Comparison of Required Bicycle Parking - Residential
EXAMPLE 100 DWELLING UNIT RESIDENTIAL PROJECT
Long-term Bicycle Parking Amounts



Citations on amounts provided in existing office buildings:

1. Clay Creative: <https://www.oregonmetro.gov/sites/default/files/2018/08/29/ClayCreative-FINAL-20180822.pdf>
2. Framework: <http://www.nextportland.com/2014/12/18/ne-6th-davis/>
3. Pearl West: <https://www.portlandoregon.gov/bds/article/494917>
4. 9North: <http://www.nextportland.com/2015/12/09/station-place-lot-5-2/>
5. SW 3rd and Taylor: <http://www.nextportland.com/2016/10/13/3rd-taylor-approved/>
6. Oregonian Building: <http://www.nextportland.com/2015/09/24/1320-broadway/>
7. Fair-Haired Dumbbell: <http://www.nextportland.com/2015/10/05/the-fair-haired-dumbbell-returns-in-front-of-the-design-commission-images/>