Bicycle Parking Code Update Project

Planning and Sustainability Commission

January 22, 2019

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Project Scope

Bicycle Parking Code Includes:

1. Location requirements

2. Amount of required bike parking

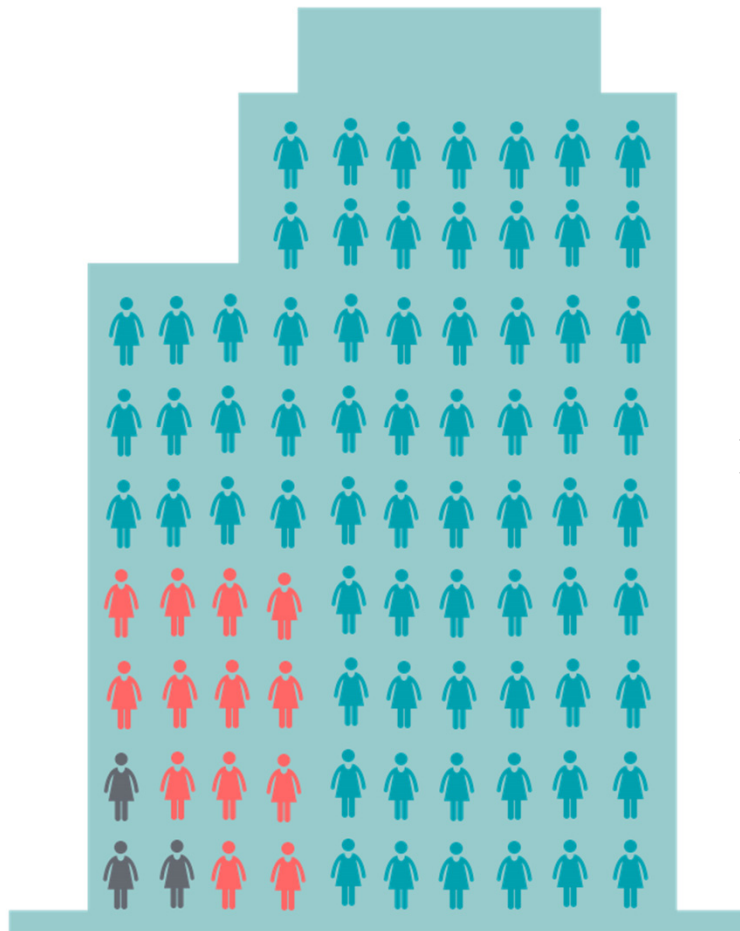3. Rack design requirements

4. Security requirements

# Major topics addressed by this project

- Adequate amounts

- Location options

- Usability

- Secure and safe to use

- Feasible and flexible regulations

Amounts

1. Adopt two geographic tiers for minimum bicycle parking amounts to be applied to all Use Categories.

2. Calculate amounts of long- and short-term bicycle parking based on data points, including trip generation rates, employees per square footage, and visitation rates.
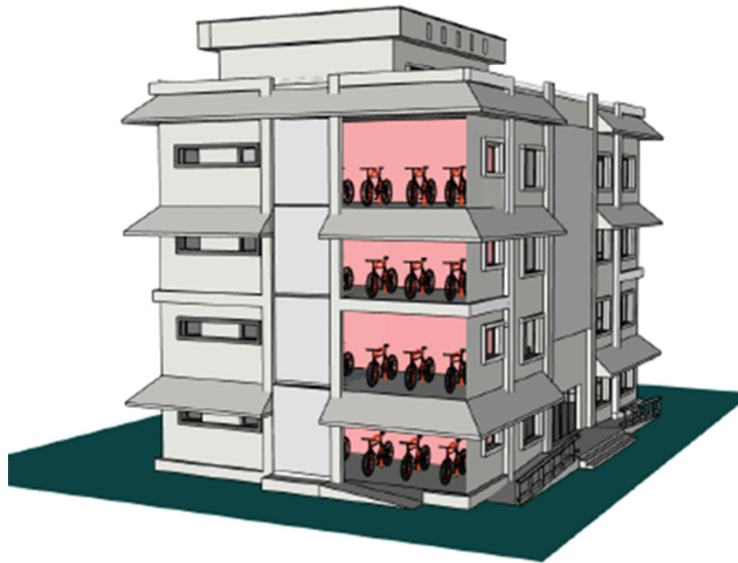
Location

3. Specify options for location of long-term bicycle parking.

4. Require a percentage of long-term bicycle parking to be in bike rooms.

5. Affordable Housing in-unit bicycle parking exemptions.

6. In mixed-use developments, ensure all building tenants have access to long-term bicycle parking.
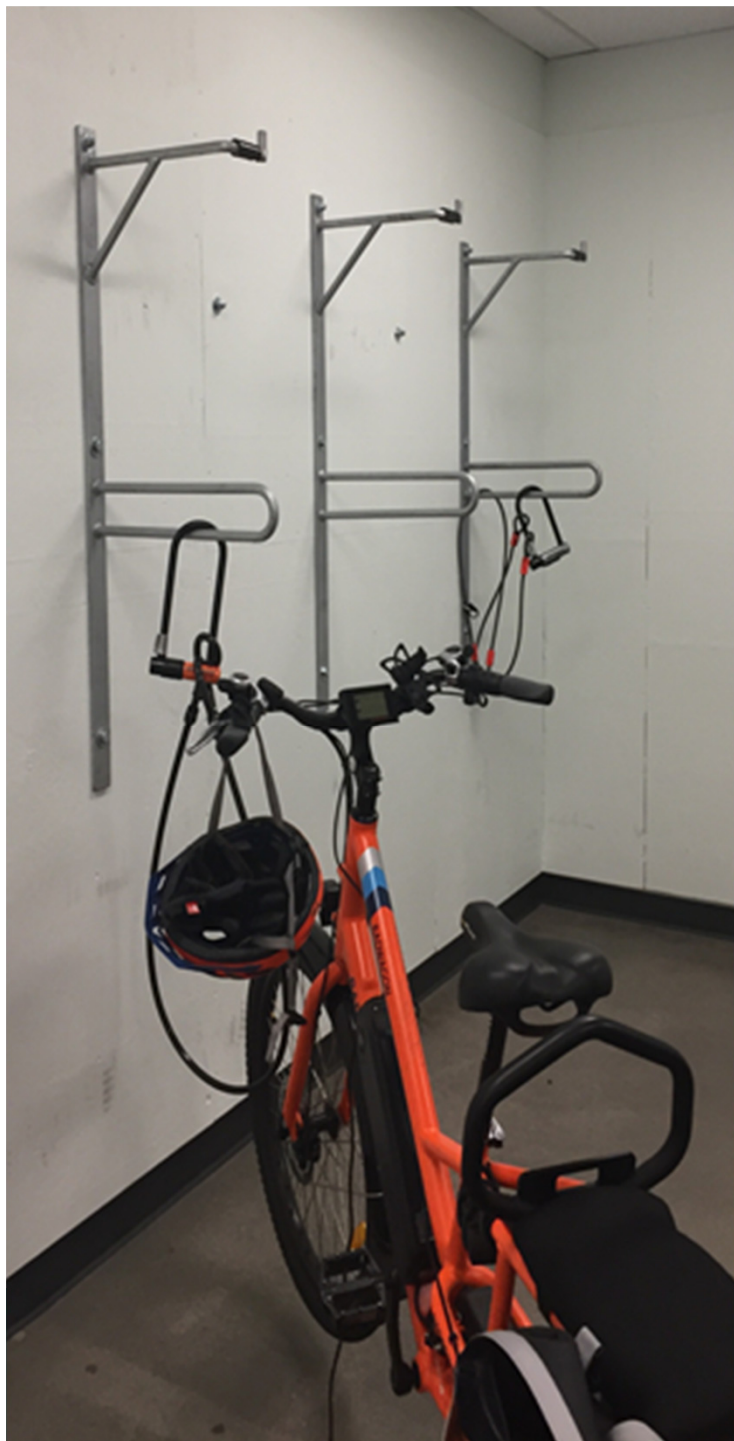
Usability

7. Require applicants to provide sufficient bicycle rack detail in submitted plans.

8. Require a minimum percentage of long-term bicycle parking to be provided in horizontal racks.

9. Provide a few bicycle parking spaces for larger bikes, like recumbents or bikes with trailers.

10. Ensure that double-decker racks include a lift-assisted mechanism to access the upper tier.

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Security

11. Streamline and narrow the security requirements for long-term bicycle parking to help prevent bicycle theft.

12. Enhance personal safety by requiring lighting for long-term bicycle parking.

13. Require 100% of long-term bicycle parking to be covered to provide weather protection.

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Streamlining & Flexibility

14. Increase options for space saving racks in code.

15. Streamline spacing requirements for horizontal and diagonal racks to better match the right-of-way standards.

16. Exempt bike room space from Floor Area Ratios (FAR).

17. Remove the all or nothing aspect of the Short-term Bicycle Parking Fund.

18. Add the major remodel threshold to nonconforming development to require both short– and long-term bicycle parking to be brought up to code.

19. Allow the conversion of existing required parking spaces to required bicycle parking.

What we are hearing

1. These proposals are necessary and important for Portland to meet its goals

2. In-unit compromise

3. Impact on affordable housing

4. Flexibility in implementation and letting the market drive bicycle parking

5. Balancing detail with reducing code complexity

Thank you.

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Community Engagement – By the Numbers

Stakeholder Advisory Committee
- 14 members
- 7 meetings

Apartment Community Survey
369 Responses

Online Open House
423 total comments

Site Visits and Case Studies
19 apartment buildings
6 office buildings

Presentations and Conversations
19 public presentation
15 outreach meetings

Discussion Draft Online Survey
463 total comments

Community Engagement

Stakeholder Advisory Committee

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Presentations and Conversations

What we heard:

1. Security is top concern

2. Usability for all types of bikes and people

3. Preference to not store bike in-unit

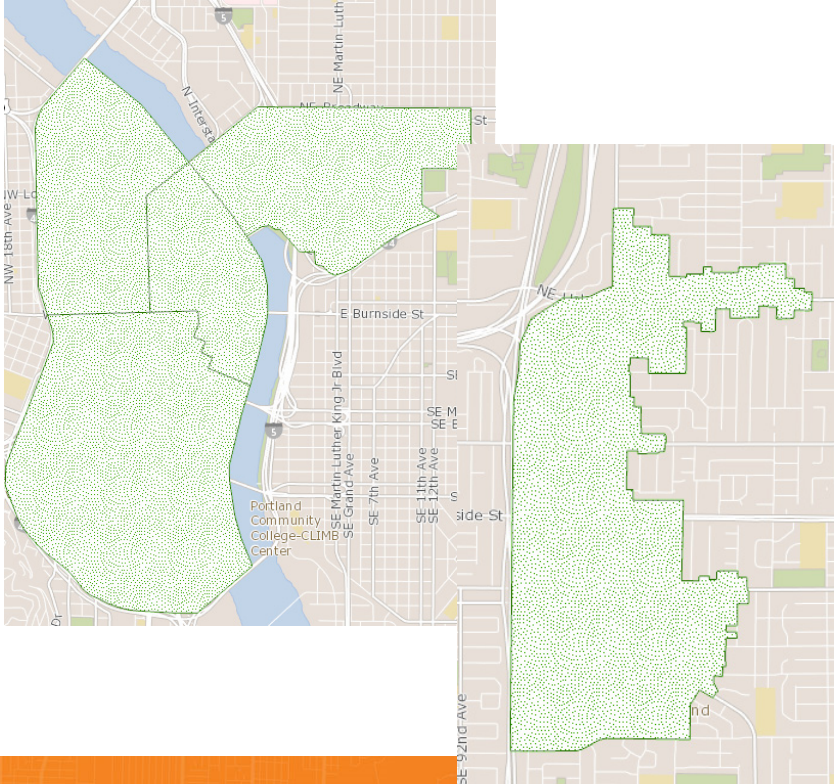4. Value flexibility in implementation

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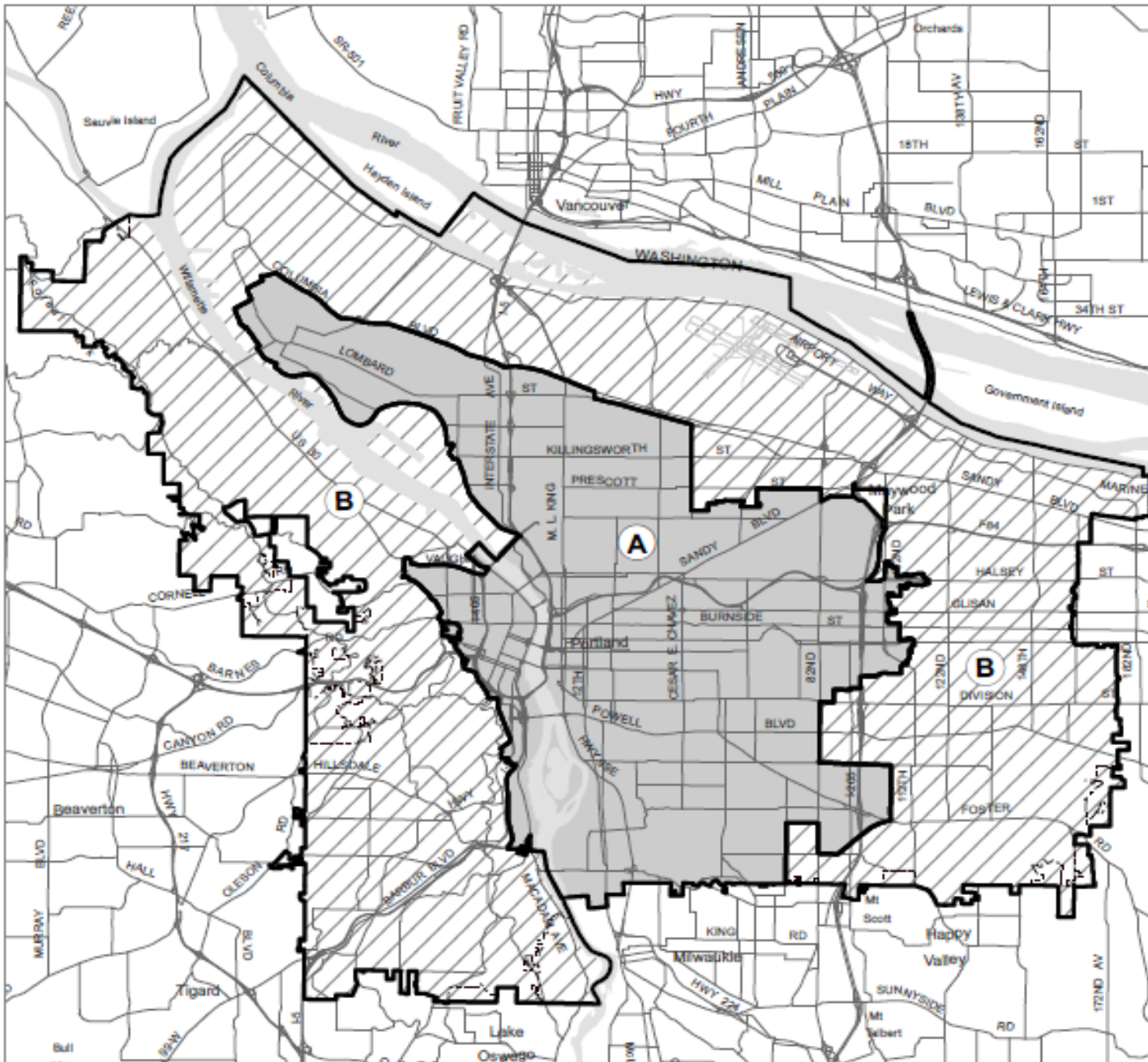
Proposal 1: Geographic Tiers

Pattern Areas

Bicycle Districts

1. Downtown
2. Pearl
3. Old Town/ Chinatown
4. Lloyd
5. Gateway

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Map 266-1

Standard A:
- Central City
- Inner Neighborhoods
- Gateway District

Standard B:
- Western Neighborhoods
- Eastern Neighborhoods
- River

Proposal 2: Update required amounts – methodology

Data Points

Long-term:

- Square footage per **employee**
- City's target **mode splits**

Short-term:

- Percentage of **visitor** rates
- Transportation System Development Charge (TSDC) **person trip** rates
- City's target **mode splits**

Proposal 2: Update required amounts – methodology

Formula

Long-term:

[square footage per employee] x [target commute mode split]

Short-term:

[TSDC person trip rates] x [% visitors] x [target all trips mode split]

Example: Long-term bicycle parking for Office Uses

Rate: **1 per 1,800 sq. ft.** of net building area

350 sq. ft. each

Example Building: 100,000 sq. ft. Office Building in Central City would require **56 long-term** bicycle parking spaces

Accommodates a rate of **20% of employees** commuting by bike

Table A: Sample of Portland Bicycle Parking Provided in Existing Buildings

■ What was Provided   ■ 2018 Portland Proposed - Standard A   ■ PDX Current Code (1996)
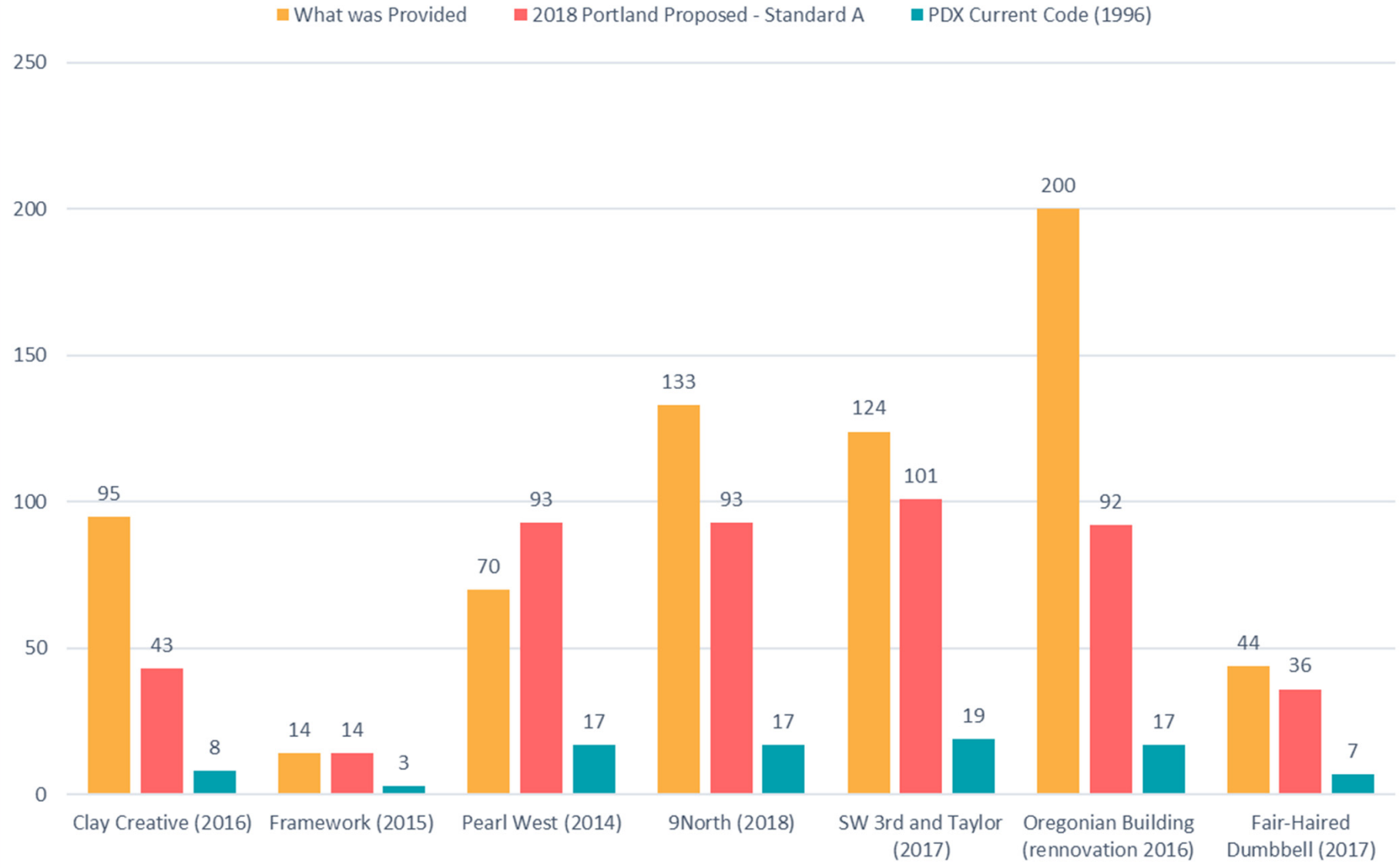
Proposal 11: Security standards for long-term bicycle parking

Residential Uses:
- A restricted access, lockable room or enclosure, designated primarily for bicycle parking;
- A bicycle locker; or
- In a residential unit (per standards).

All other Uses:
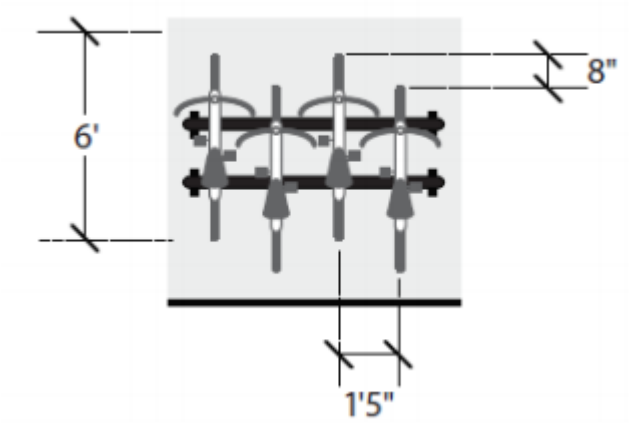- A restricted access, lockable room or enclosure; or
- A bicycle locker.

Other cities that require restricted access rooms for security:
- Eugene, OR
- Berkeley, CA
- Los Angeles, CA

Proposal 14: Codify standards for space saving racks

Vertical and Stacked Spaces:
Minimum 1 ft. 5 in. spacing with a vertical stagger.

Proposal 8: Require horizontal racks

If more than 20 long-term spaces are required then 30% of required spaces must be in horizontal racks.

Other cities that require horizontal bicycle parking:
- San Francisco, CA
- Arlington, VA
- Vancouver, BC
- Fairfax County, VA

Proposal 9: Space for larger bikes

If more than 20 long-term spaces are required then at least 5% must accommodate a larger bicycle footprint of 3' x 10'.
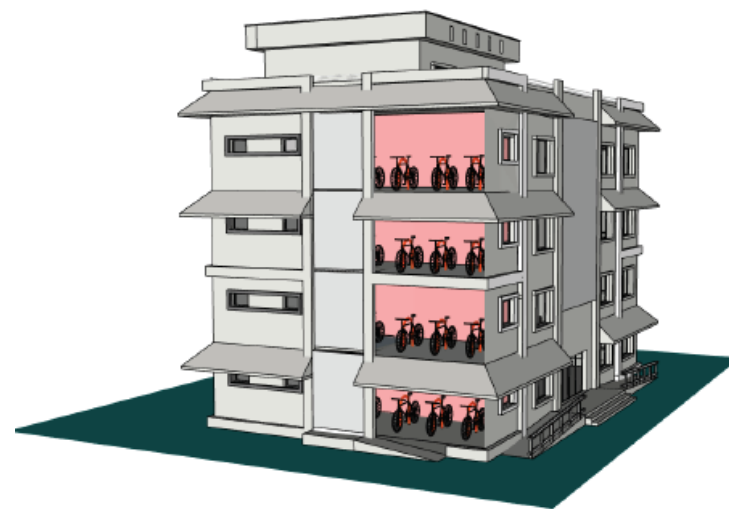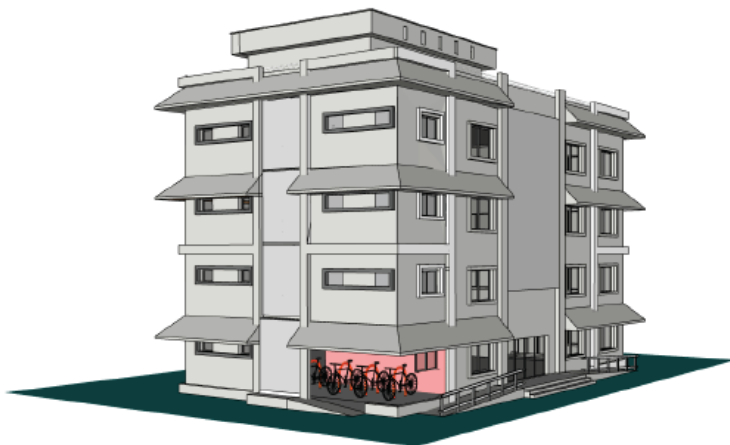

Other cities that require space for larger bikes:
- Santa Monica, CA
- Cambridge, MA
- Eugene, OR

# Proposal 3: Location of long-term bicycle parking

Options for long-term bicycle parking:
1. Within the building
2. On-site, including parking areas
3. Within 300 feet of site
4. In a residential unit

Proposal 4: Reduce the in-unit allowance

- **Up to 20%** of required long-term bicycle parking spaces may be provided in a dwelling unit.

- Must be provided in a rack, but reduced rack requirement.

- Maintain the 5-foot maneuvering aisle.

- Must be provided in ground floor units, if no elevator.

- No adjustments or modifications are permitted.
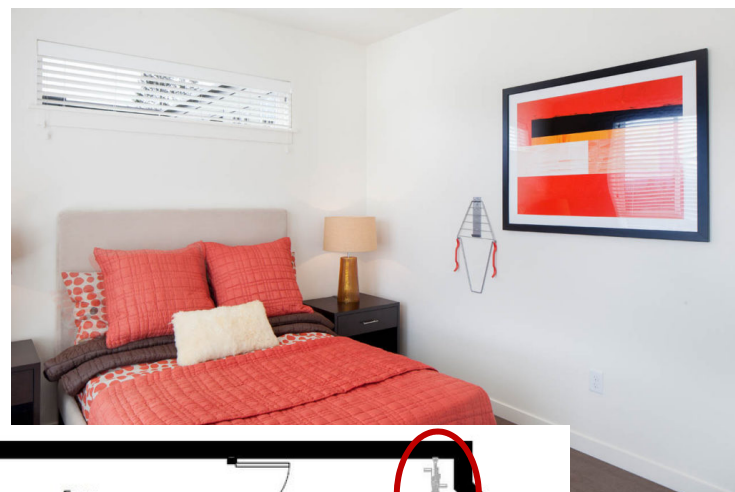
Proposal 5: Affordable housing exemption for in-unit

1. For projects with at least **50% of units** are affordable at **60% MFI**, then **50%** of required long-term can be in residential units.

2. For projects with **under 10 units**, and at least **50% of units** are affordable at **100% MFI**, then **100%** of required long-term can be in residential units.

Proposal 18: Focus on Major Remodel projects

- Long-term secure parking required for projects that:
  - Meet definition of 'Major Remodel'
  - Sites with surface parking citywide
- Bike parking still one of 5 categories to be brought into compliance
- Maintain spending cap at 10% of project cost

Major Remodel apply where the **floor areas Is being increased by 50% or more**, or where the **cost of the remodeling is greater than the assessed value of the existing improvements on site.**

Proposal 18: Current nonconforming code information

- If a property improvement is made that exceeds $163,650 then then up to 10% of project cost must be spent toward bringing the site into conformance with the Zoning Code.

- Bike parking is one of 5 categories to be brought up to compliance.

- Long-term bike parking is **not required** for:

  o Sites without accessory surface parking

  o Sites that are inside the Central City Core Area or Lloyd District

Proposal: Space e-bikes

If more than 20 long-term spaces are required then at least 5% must have power outlet accessible to horizontal space.
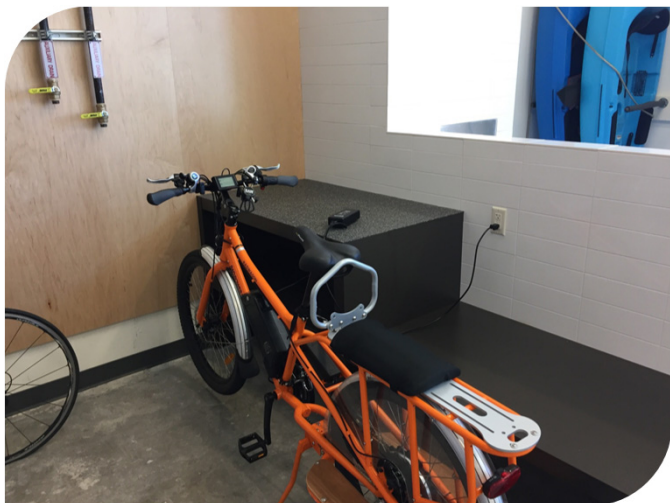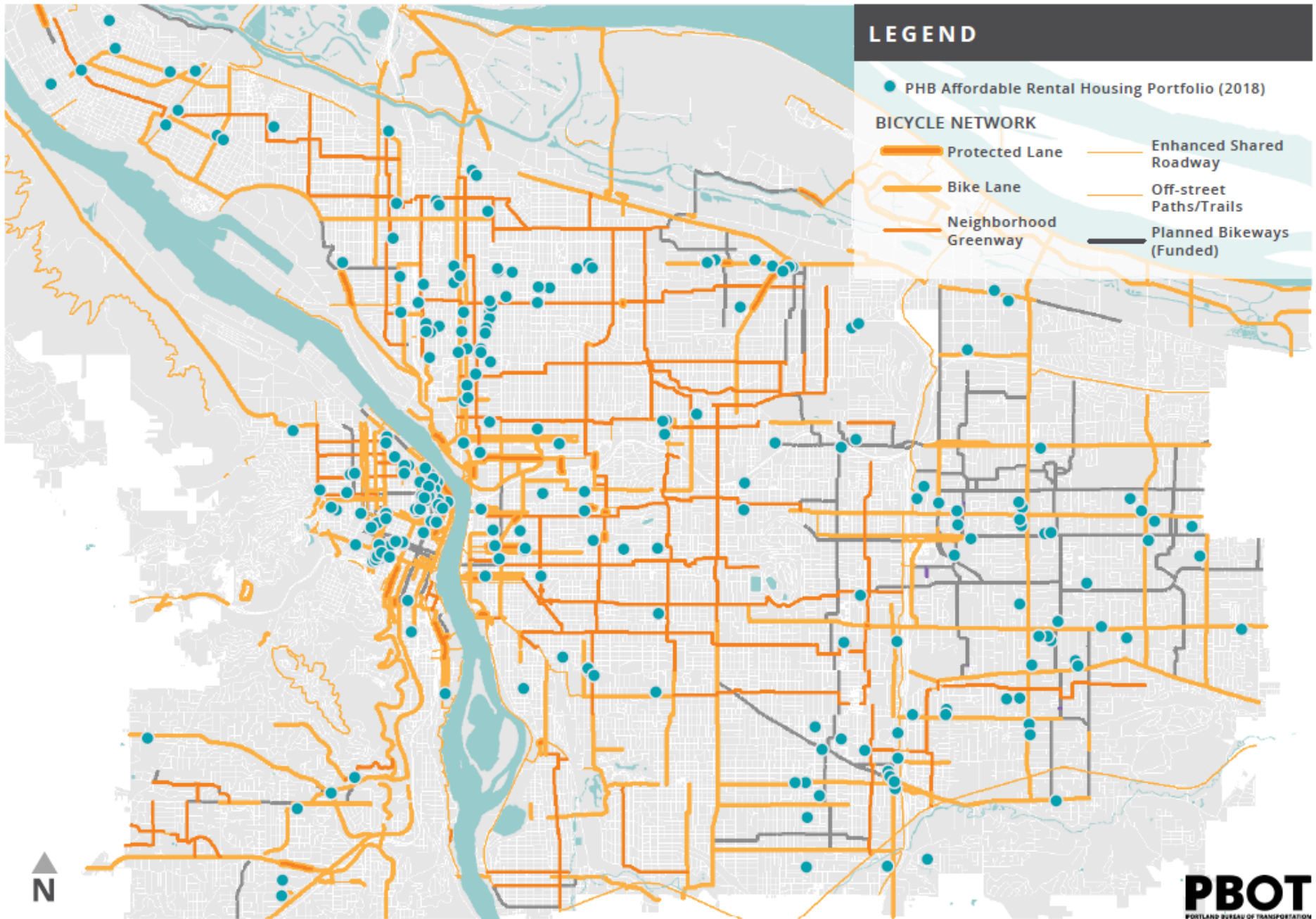

Other cities that require space for e-bikes:
- Santa Monica, CA
- Fairfax County, VA
- Vancouver, BC
- Eugene, OR

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Affordable Housing and Bicycle Network

LEGEND

- PHB Affordable Rental Housing Portfolio (2018)

BICYCLE NETWORK

Protected Lane	**Enhanced Shared Roadway**
Bike Lane	**Off-street Paths/Trails**
Neighborhood Greenway	**Planned Bikeways (Funded)**

N

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In-Unit Bicycle Parking – The Good

In-unit bike rack in a storage closet/ room at the Osprey Apartments

Code Implementation Programming

1. Bicycle Parking Handbook

2. Documented Standard Operating Procedures (SOPs) between PBOT and BDS

3. PBOT-led staff trainings to prepare for new code implementation

4. Resources for applicants

In-Unit Bicycle Parking – The Bad