



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

Date: September 6, 2024

To: Planning Commissioners

From: Phil Nameny, Senior Planner

CC: Shannon Buono, Senior Planner
Sandra Wood, Principal Planner
Patricia Diefenderfer, Chief Planner

Re: Housing Adjustments Compliance Project – Amendments to Proposed Draft

On August 27, 2024, the Planning Commission held a hearing on the Housing Adjustments Compliance Project amendments. The Planning Commission will continue its discussion on September 10. This memo includes two amendments to the staff proposal; one is a staff addition to amend the long-term bike parking regulations and the second is a commissioner's request to remove the 20% limit from the height adjustment allowance in Central City.

Bicycle Parking Amendment (staff request)

After the release of the Proposed Draft, staff discovered that the limitation on adjustments to the percentage of bike parking allowed within individual dwelling units was a "locational standard" that SB 1537 requires to be adjustable.

The following amendments add language so that the in-room percentages can be adjusted until January 2, 2032. The section has also been reorganized for clarity and to consolidate the in-room standards while limiting the number of bike parking that can be provided in each room. Additional technical/grammatical edits were also made.



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As a reminder, the Housing Regulatory Relief project (effective earlier this year) amended the amount of bicycle parking required for household living uses, removed the alcove requirement in the dwelling unit and temporarily removed the requirement for accommodating larger bicycle spaces. It did not waive the requirement that no more than 50% of bicycle parking spaces can be within the dwelling units.

How to read the amendment:

The shaded text on the next page shows the proposed amendment language. Note that the reorganization of existing standards is not shaded.

Proposed amendment: Amend 33.266.210.D

D. Standards for Long-Term Bicycle Parking.

1. ~~Development~~ General Standards. Long-term bicycle parking must be provided in lockers or racks that meet the following standards. The following general standards apply to long-term bicycle parking. ~~Long-term bicycle parking for Schools may choose between (1) or (5) or a combination of those two locations:~~
 - a. Location Standards. Long-term bicycle parking ~~may~~ must be provided in one or more of the following locations. School uses are only allowed to choose between Subsubparagraph (1) or (5) or a combination of (1) and (5):
 - (1) Within a building outside of dwelling units, including on the ground floor or on individual building floors;
 - (2) Within dwelling units. Long-term bicycle parking is allowed in dwelling units as follows. Long-term bicycle parking provided in a dwelling unit is exempt from the standards of Paragraph C.2, but all other standards in Subsection C apply. Adjustments and modifications to this Subsubparagraph may be requested prior to January 2, 2032. Beginning January 2, 2032, adjustments and modifications to this Subsubparagraph are prohibited:
 - Sites containing residential development with 12 or fewer dwelling units may provide up to 100 percent of required long-term bicycle parking spaces in the dwelling units. For buildings with no elevators, long-term bicycle parking spaces are only allowed in ground floor dwelling units. Only two spaces per dwelling unit count toward the total required long-term bicycle parking spaces.
 - For all other residential development, up to 50 percent of the required long-term bicycle parking spaces may be provide within dwelling units. For buildings with no elevators, long-term bicycle parking spaces are only allowed in ground floor units. Only two spaces per dwelling unit count toward the total required long-term bicycle parking spaces.
 - (~~2~~) On-site, including in parking areas and structured parking;
 - (~~3~~) In an area where the closest point is within 300 feet of the site; or



~~(4) In a residential dwelling unit. Up to 50 percent of long-term bicycle parking spaces may be provided in a residential dwelling unit, if they meet the following. Long-term bicycle parking provided in a residential dwelling unit does not need to meet the requirements for Paragraph C.2. above. Adjustments and modifications to this Subsubparagraph are prohibited.~~

~~The bicycle parking includes a rack that meets the standard bicycle parking spacing dimensions in Table 266-7.~~

~~For buildings with no elevators, long-term bicycle parking must be located in the ground floor units.~~

(5) For Schools, long-term bicycle parking must be placed where the closest space is within 100 feet of a main entrance.

~~b. Exceptions. Sites containing residential development with 12 or fewer dwelling units may provide up to 100 percent of required long-term bicycle parking spaces in the dwelling units. All other in-unit standards in Subsubparagraph D.1.a.(4), above must be met.~~

~~eb.~~ For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed from each use. If bicycle parking is provided in a common area on the site, the area must be accessible for all tenants.

~~ec.~~ Covered bicycle parking. All long-term bicycle parking must be covered. Where covered bicycle parking is not within a building or locker, the cover must be:

(1) Permanent;

(2) Impervious; and

(3) The cover must project out a minimum of 2 feet beyond the bicycle parking spaces on the portion of the structure that is not enclosed by a wall.

2. Security Standards.

a. Long-term bicycle parking must meet the following security standards:

(1) Long-term bicycle parking for residential uses must be provided in one of the following:
A restricted access, lockable room or enclosure, designated primarily for bicycle parking;
A bicycle locker; or
In a residential dwelling unit meeting Subsubparagraph D.1.a.(42), above.

(2) Long-term bicycle parking for all other uses must be located in one of the following locations. For Schools, a minimum of 10 percent of bicycle parking must be located in the following:
A restricted access, lockable room or enclosure; or
A bicycle locker.

b. All access routes and the bicycle parking spaces must be lighted to a level where the system can be used at night by the employees and residents.

3. Additional Development Standards. The following standards apply to sites with more than 20 long-term bicycle parking spaces:

a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools (K-8), all spaces located outside of the building must be in a horizontal rack.



- b. Parking for larger bicycle space. At least 5 percent of spaces must accommodate a larger bicycle space, placed in a horizontal rack. These spaces may be included to meet the requirement for Subparagraph D.3.a. See Figure 266-14. Development that includes a residential use is exempt from this standard until January 1, 2029.
- c. Electrical outlet requirement. At least 5 percent of spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.

Central City Height Adjustment Amendment (Commissioner Spevak request)

This amendment removes the upper thresholds for amendment or modification requests to increase the height of buildings in the Central City until January 2, 2032. It was requested by Commissioner Spevak partially based on testimony received on August 27th. The amendment request only removes the maximum threshold of 20% within the Central City. In other areas of the city, applicants will not be able to request adjustments to heights over 20% of the base zone height maximums.

The amendment language for this request is below. At the September 10 work session, staff will provide information on the background of the Central City 2035 planning process and policy decisions, in addition to the upcoming work for the Central City update.

How to read the amendment:

This amendment does not contain shaded text, because the changed text has been deleted. In each of the cases, the second sentence limiting the amount of the adjustment of modification to 20% has been removed.

[Proposed amendment: Amend 33.510.210](#)

33.510.210 Height

- A. [No change]
- B. **Base height.**
 - 1. Base heights are shown on Map 510-3. Heights greater than shown on Map 510-3 are allowed through the bonus height or height transfer options specified in Subsections D. and E. Except as follows, Adjustments to the height limits shown on Map 510-3 are prohibited. Until January 2, 2032, adjustments or modifications through design review to increase base height may be requested for new buildings when at least 75 percent of the total floor area is in a residential use.
 - 2-3. [No change]
- C. [No change]
- D. **Bonus height options.** Bonus height can be achieved through the following options:



1. Bonus height in the South Waterfront subdistrict. Within the South Waterfront subdistrict, buildings that include any floor area achieved through bonuses or from transfers onto the site earn a height bonus as follows:
 - a. In the area located between 125 feet to 150 feet landward of the South Waterfront height reference line shown on Map 510-16, buildings may earn a height bonus of 25 feet if approved as a modification through design review. Projections above 150 feet are prohibited.
 - b. In the area located between 150 feet landward of the South Waterfront height reference line shown on Map 510-16 and the western boundary of the subdistrict, buildings earn a height bonus of 125', up to a maximum building height of 250 feet. Except as follows, Adjustments are prohibited. Until January 2, 2032, adjustments, or modifications through design review, to increase the height bonus and the maximum building height limit may be requested for new buildings when at least 75 percent of the total floor area is in a residential use.
2. South Waterfront height opportunity area. [No change]
3. Bonus height earned through an FAR bonus or transfer. Except for sites in the South Waterfront height opportunity area, the bonus heights shown on Map 510-4, or allowed by Subparagraph D.3.e, are allowed when the following are met. Except as follows, Projections above the height limits shown on Map 510-4, or allowed by Subparagraph D.3.e are prohibited. Until January 2, 2032, adjustments, or modifications through design review, to the bonus heights shown on Map 510-4 or allowed by Subparagraph D.3.e may be requested for new buildings when at least 75 percent of total floor area is in a residential use:
 - a-e. [No change]

Staff will be available to provide additional information and answer questions during the work session on September 10.

